



**STAFF REPORT
ACTION REQUIRED**

Traffic Regulations – Cherry Street

Date:	June 16, 2014
To:	Toronto and East York Community Council
From:	Director, Transportation Services Toronto and East York District
Wards:	Ward 28 – Toronto Centre-Rosedale
Reference Number:	Ts2014090te.top.doc

SUMMARY

Transportation Services is seeking authority from City Council to immediately enact traffic regulations on the newly constructed section of Cherry Street.

The traffic regulations were previously approved to commence in conjunction with the start of streetcar service on Cherry Street. The streetcar service is now expected to start well after the opening of the roadway. These regulations include reserved lanes for a transit right-of-way extension for the King Street streetcar line along the east side of the roadway, stopping prohibitions for bicycle lanes in each direction, a 40 km/h speed limit, turn prohibitions at several intersections, and pay-and-display parking regulations.

RECOMMENDATIONS

Transportation Services recommends that:

1. City Council amend Recommendations 4 and 5 of Item TE9.42 adopted by City Council on September 21 and 22, 2011 to be in effect on July 10, 2014.
2. The City Solicitor be authorized and directed to submit the By-law Bills required to give effect to the recommendation in the report from the Director, Toronto and East York District dated June 16, 2014.

Financial Impact

The recommendations in this report will not result in a direct financial impact on the City. The modifications to Cherry Street, including the implementation of the transit right-of-way to extend the King Street streetcar line, are being constructed by Ontario Infrastructure and Lands Corporation through the developer of the Athletes' Village for the Pan/Parapan American Games. All costs associated with the introduction of the

traffic regulations will be funded through the Ontario Infrastructure and Lands Corporation process.

DECISION HISTORY

At its meeting of September 21 and 22, 2011 City Council adopted Item TE9.42, entitled "Road Alterations, Transit Lanes, Access Restrictions and Traffic Regulations – Cherry Street" from the Director, Transportations Services, Toronto and East York District, dated August 15, 2011. Recommendations 4 and 5 of the report recommended rescinding and introducing various traffic regulations commencing at such time as the streetcar service begins on Cherry Street.

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2011.TE9.42>

ISSUE BACKGROUND

The reconstruction of Cherry Street, including an extension of the King Street streetcar line on the east side of Cherry Street between King Street East and Lake Shore Boulevard East, forms part of the construction of the Pan Am Athletes' Village in the West Don Lands and is being managed by Ontario Infrastructure and Lands Corporation and Waterfront Toronto, in partnership with the City. This project is nearing completion. The roadway will be ready to open to traffic, bicycles and pedestrians within the next month or so. TTC service will commence following completion of the streetcar loop following the Pan/Parapan American Games in late 2015. Council's previous approval needs to be amended to allow immediate implementation of traffic regulations upon opening of the roadway prior to the start of streetcar service.

COMMENTS

The redesign of Cherry Street that was approved by Council in 2011 has been implemented. The cross-section now consists of a transit right-of-way on the east side of the street with streetcar tracks in the north/south direction, and a paved roadway with a vehicle lane and a bicycle lane in each direction. The traffic control signals, proposed for the intersections of Cherry Street and Mill Street, and Cherry Street and Front Street, will be actuated to replace all-way stop control once Mill Street and Front Street are open to the public east of Cherry Street.

The traffic regulations approved by City Council in 2011 include reserved lanes for a transit right-of-way extension for the King Street streetcar line along the east side of the roadway, stopping prohibitions for bicycle lanes in each direction, a 40 km/h speed limit, turn prohibitions at several intersections, and pay-and-display parking regulations.

The roadway is expected to be opened in July 2014. In order for safe and efficient traffic operation of the roadway it is necessary to introduce the previously approved traffic regulations in time for the road opening.

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SIGNATURE

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