



STAFF REPORT ACTION REQUIRED

Queens Quay West Traffic Regulations, Traffic Control Signals and Bay Street Road Alteration

Date:	January 23, 2015
To:	Toronto and East York Community Council
From:	Director, Transportation Services, Toronto and East York District
Wards:	Toronto Centre-Rosedale, Ward 28
Reference Number:	Ts2015021te.top.doc

SUMMARY

Transportation Services is requesting City Council approval to enact various turn prohibitions, parking regulations and also a 40 km/h speed limit on Queens Quay West, between Yo Yo Ma Lane and Yonge Street, in advance of the opening of the reconfigured roadway in May 2015.

Approval is also requested to install traffic control signals at the intersection of Queens Quay West and Robertson Crescent (east); the driveway to HTO Park (east); the driveway to No. 207 Queens Quay West (Terminal Access); and the crossover where the TTC tracks switch from the middle of Queens Quay West to the south side of the road, between Spadina Avenue and Yo Yo Ma Lane. The signals are needed to facilitate safe access across the TTC streetcar tracks.

We are also requesting approval to widen Bay Street on the west side by 1.1 metres, between Queens Quay West and a point 73.6 metres north, in order to accommodate the implementation of bus parking and previously approved bicycle lanes.

RECOMMENDATIONS

Transportation Services recommends:

1. City Council rescind the traffic regulations outlined in Appendix "A", attached to the report entitled "Queens Quay West Traffic Regulations and Bay Street Road Alteration" from the Director of Transportation Services, Toronto and East York District dated January 23, 2015.

2. City Council approve the traffic regulations and traffic control signals outlined in Appendix "B", attached to the report entitled "Queens Quay West Traffic Regulations and Bay Street Road Alteration" from the Director of Transportation Services, Toronto and East York District dated January 23, 2015.
3. City Council approve the widening of the west side of Bay Street, between Queens Quay West and a point 73.6 metres north, generally as shown on Drawing No. 421G-1671, dated January 2015, attached to the report entitled "Queens Quay West Traffic Regulations and Bay Street Road Alteration" from the Director, Transportation Services, Toronto and East York District dated January 23, 2015.

Financial Impact

Funding for the project is captured under the Waterfront Revitalization Precinct Implementation Project. All Waterfront Toronto's costs associated with the amendments to the traffic by-laws and Bay Street road alteration are included in the 2015-2024 Capital Plan.

DECISION HISTORY

City Council, at its meeting of March 5, 2012 approved Item TE 13.65 entitled "Road Alteration – Queens Quay West", that approved the reconfiguration of Queens Quay West, between Yo Yo Ma Lane and Yonge Street. The reconfiguration is shown in Drawing Nos. 421G-1661 to 421G-1670, dated January 2015 and attached to the report entitled "Queens Quay Parking Regulations and Bay Street Road Alteration", from the Director of Transportation Services, Toronto and East York District dated January 23, 2015.

Also, City Council, at its meeting of May 11, 2010 approved Item PW32.9 entitled "2010 Bikeway Network Program", that approved the installation of bicycle lanes on Bay Street, from Queens Quay West to Front Street West.

ISSUE BACKGROUND

Queens Quay West Traffic Regulations and Traffic Control Signals

In 2009, Waterfront Toronto completed Environmental Assessments for the revitalization of Queens Quay West and East Bayfront Transit. The preferred alternative was approved by Toronto City Council at its meeting of September 30 and October 1, 2009, as well as the necessary 2012 road alteration mentioned above. As part of the 2009 approval, City Council directed that a curbside use study be completed to determine the appropriate parking regulations for the reconfigured Queens Quay West.

This study was completed in 2011 (Queens Quay Bus Management Strategy) and revealed that there is a considerable amount of curbside activity along Queens Quay West. The majority of curbside uses are motorcoach or other buses which are supporting the tourist destinations along the waterfront. This activity is primarily in the areas between Rees Street and Yonge Street. In addition to buses there are also considerable taxi activity and deliveries to local businesses.

After completing the study, Waterfront Toronto launched a thorough stakeholder process to establish what curbside uses should be provided along Queens Quay West. As a result of this process Waterfront Toronto developed the detailed traffic signage plan that is contained within this report and is recommended for approval by City Council.

New traffic control signals are required at four locations to facilitate safe access across the TTC streetcar tracks, including the intersection of Queens Quay West and Robertson Crescent (east); the driveway to HTO Park (east); the driveway to No. 207 Queens Quay West (Terminal Access); and the crossover where the TTC tracks switch from the middle of Queens Quay West to the south side of the road, between Spadina Avenue and Yo Yo Ma Lane.

Waterfront Toronto and City staff also determined that for safety reasons various turn prohibitions are required at signalized intersections along Queens Quay West, between Lower Spadina Avenue and Bay Street.

Also, as part of the review of the revitalization of Queens Quay West, Waterfront Toronto and City staff determined that the existing 50 km/h speed limit, between Lower Spadina Avenue and Yonge Street, should be reduced to 40 km/h.

Bay Street Road Alteration

As part of the above mentioned curbside use study it was revealed that there was considerable bus loading activity on Queens Quay West, between York Street and Bay Street, which could no longer be accommodated with the new road configuration. Alternative locations were reviewed and in the summers of 2013 and 2014 a pilot project was undertaken.

As a result of the pilot project, a suitable location and design were finalized on Bay Street, between Queens Quay West and Harbour Street. In order to implement this design, as well as install the bicycle lanes approved in 2010 on this section of Bay Street, it is necessary to widen Bay Street on the west side by 1.1 metres, between Queens Quay West and a point 73.6 metres north.

COMMENTS

Queens Quay West Traffic Regulations and Traffic Control Signals

The recently completed reconfiguration of Queen Quay West consists of, from north to south, a sidewalk interspersed with lay-bys, a single westbound vehicle lane, a single eastbound vehicle lane, left and or right-turning lanes at various intersections, a transit right-of-way, a median, the Martin Goodman Trail, a pedestrian promenade, and an eastbound service road between York Street and Bay Street. Queens Quay West will open to two-way traffic in May 2015.

The proposed parking regulations to accommodate the new configuration, determined through the curbside use study, generally consist of a stopping prohibition on both sides of Queens Quay West, between Yo Yo Ma Lane and Yonge Street, except in areas where

loading activity will occur. In these areas, including lay-bys, there will be either a parking prohibition/commercial loading zone or standing prohibition/motorcoach loading zone, depending on whether the area is for unloading goods or passengers from buses, respectively. Similar regulations are proposed on Lower Spadina Avenue, Rees Street and Lower Simcoe Street, between Queens Quay West and Lake Shore Boulevard West/ Harbour Street.

All or most existing parking regulations on Queens Quay West, between Yo Yo Ma Lane and Yonge Street, and on Lower Spadina Avenue, Rees Street and Lower Simcoe Street, between Queens Quay West and Lake Shore Boulevard West/ Harbour Street will be rescinded.

No changes are required for the parking regulations on the west side of York Street, between Queens Quay West and Harbour Street, where a motorcoach loading zone was approved and installed in 2013.

To facilitate safe access across the TTC tracks it is necessary to install traffic control signals at the intersection of Queens Quay West and Robertson Crescent (east); the driveway to HTO Park (east); the driveway to No. 207 Queens Quay West (Terminal Access); and the crossover where the TTC tracks switch from the middle of Queens Quay West to the south side of the road, between Spadina Avenue and Yo Yo Ma Lane.

For safety reasons it is necessary to prohibit various turns and right-turns-on-red at signalized intersections along Queens Quay West, between Lower Spadina Avenue and Bay Street. Specifically, it is not safe for turning vehicle traffic to cross the TTC streetcar tracks without a protected signal phase.

Also, as a result of the reconfiguration of Queens Quay West, the existing 50 km/h speed limit, between Lower Spadina Avenue and Yonge Street, should be reduced to 40 km/h. The reasons being the reduction to a single narrow 3.2 metre-wide vehicle lane in each direction, their proximity to the contra-flow TTC streetcar track and the intention to improve the pedestrian environment along the waterfront. Also, a similar reduction to a 40 km/h speed limit will be recommended on Queens Quay East, between Yonge Street and Lake Shore Boulevard East, once reconstruction of that section is complete.

Bay Street Road Alteration

The reconfiguration of Queens Quay West has displaced considerable bus loading activity, between York Street and Bay Street, as revealed during the 2011 curbside use study. Alternative locations were reviewed and in the summer of 2013 a pilot project was undertaken that included 11 temporary one-hour maximum bus parking spaces in the curb lanes on Bay Street, between Queens Quay West and Harbour Street. This section of Bay Street is a 17.6 metre wide minor-arterial road that currently consists of two southbound lanes and three northbound lanes.

A review of the pilot project after the summer of 2013 revealed that only six bus parking spaces were required so the design was modified as such for the summer of 2014. A subsequent review determined that the six spaces were adequate and a finalized design

was completed on that basis. Also, as part of the review process extensive consultation was undertaken with users of the bus parking, residents and adjacent land owners.

The finalized design consists of three one-hour maximum bus parking spaces on each side of Bay Street, between Queens Quay West and Harbour Street that are to be in effect during the daytime on weekdays in July and August. At all other times there will be three commercial loading zones and one taxi-cab stand in operation in the area of the parking spaces.

To accommodate the bus parking during the summer and loading zones and taxi-cab stand at other times it is necessary to reduce this section of Bay Street to a single northbound lane and a single southbound lane. Also, bicycle lanes were approved in 2010 on this section of Bay Street but implementation has been delayed in order to allow coordination with the reconfiguration of Queens Quay West. To provide adequate width for all these road uses it is necessary to widen Bay Street on the west side by 1.1 metres, between Queens Quay West and a point 73.6 metres north. This will result in a reduced sidewalk width of approximately five metres on the west side of Bay, which is adequate for pedestrian activity in the area.

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SIGNATURE

Kyp Perikleous
Director, Transportation Services
Toronto and East York District

LIST OF ATTACHMENTS

- (1) Appendix A By-Laws to be Rescinded
- (2) Appendix B By-Laws to be Enacted
- (3) Drawing Nos. 421G-1636, dated January 2015
- (4) Drawing No. 421G-1661, dated January 2015
- (5) Drawing No. 421G-1662, dated January 2015
- (6) Drawing No. 421G-1663, dated January 2015
- (7) Drawing No. 421G-1664, dated January 2015
- (8) Drawing No. 421G-1665, dated January 2015
- (9) Drawing No. 421G-1666, dated January 2015

- (10) Drawing No. 421G-1667, dated January 2015
- (11) Drawing No. 421G-1668, dated January 2015
- (12) Drawing No. 421G-1669, dated January 2015
- (13) Drawing No. 421G-1670, dated January 2015
- (14) Drawing No. 421G-1671, dated January 2015

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