Bus Loading Zone and One-Way Operation - Trinity Street

Date:          October 20, 2017  
To:            Toronto and East York Community Council  
From:          Acting Director, Transportation Services, Toronto and East York District  
Wards:         Ward 28, Toronto Centre-Rosedale

SUMMARY

This staff report is about a matter that Community Council has delegated authority to make a final decision, provided that it is not amended so that it varies with City policy or by-laws.

Transportation Services is requesting approval to designate a Bus Loading Zone on the west side of Trinity Street, north of Mill Street, to provide a safe pick-up/drop-off area for tour buses near the Distillery District. Buses are currently using Mill Street to load and unload passengers, causing the flow of traffic to be impeded and impacting the safety of all road users.

Transportation Services is also requesting approval to designate Trinity Street, between Front Street East and Mill Street, as a one-way roadway operating southbound only.

RECOMMENDATIONS

The Acting Director, Transportation Services, Toronto and East York District recommends that:

1. Toronto and East York Community Council designate a bus loading zone to operate at all times on the west side of Trinity Street, between a point 9 metres south of Front Street East and a point 41.5 metres further south.

2. Toronto and East York Community Council prohibit stopping at all times on the west side of Trinity Street, between Mill Street and a point 15 metres north.

3. Toronto and East York Community Council prohibit stopping at all times on the west side of Trinity Street, between Front Street East and a point 9 metres south.
4. Toronto and East York Community Council amend the existing taxicab stand in effect at all times on the west side of Trinity Street, between Front Street and Mill Street to operate between a point 41.5 metres south of Front Street East and a point 15 metres north of Mill Street.

5. Toronto and East York Community Council designate Trinity Street, between Front Street East and Mill Street, as one-way for southbound traffic only.

FINANCIAL IMPACT

All costs associated with the necessary signage installation are included within the Transportation Services 2017 Operating Budget.

DECISION HISTORY

The Toronto and East York Community Council requested the Director, Transportation Services, Toronto and East York, to report back to the Toronto and East York Community Council no later than November 2017 with the results of the review and recommendations for dedicated motor coach short-term parking within the Distillery District.


COMMENTS

Transportation Services has been requested by the office of Councillor Pam McConnell, on behalf of local businesses, to investigate the feasibility of implementing a Bus Loading Zone on the west side of Trinity Street north of Mill Street and to convert Trinity Street between Front Street East and Mill Street, from two-way operation to one-way southbound operation.

Trinity Street, between Front Street East and Mill Street, is a local roadway which operates two-way, north-south, with a statutory speed limit of 50 km/h. The pavement width is about 7.4 metres and sidewalks and boulevards are provided on both sides. Trinity Street is stop-controlled at its intersection with Front Street East and at its intersection with Mill Street. The following parking regulations are currently in effect on Trinity Street, between Front Street East and Mill Street:

West Side

- Taxicabs are permitted to stand, at all times, between Front Street East and Mill Street

East Side

- Parking is prohibited at all times, between Front Street East and 30.5 metres south.
- Standing is prohibited at all times, between Mill Street and a point 30.5 metres south of Front Street East.
There is no TTC service provided on Trinity Street.

**Bus Loading Zone**
The proposed Bus Loading Zone will be located on the west side of Trinity Street, between a point 9 metres south of Front Street East and 41.5 metres further south and will operate at all times. Buses are currently using Mill Street to load and unload passengers. This is impacting the flow of traffic and causing potential safety concerns for all road users, especially pedestrians accessing the Distillery District. The proposed Bus Loading Zone on Trinity Street will provide adequate space for two buses to safely load and unload passengers. The implementation of this Bus Loading Zone will result in a loss of approximately 8 spaces within the existing taxicab stand area.

In order to provide adequate road width for right-turning movements and to prevent potential conflicts between buses and other vehicles, stopping should be prohibited on Trinity Street between Front Street East and a point 9 metres south, and between Mill Street and a point 15 metres north. This will prevent vehicles from parking or standing within these areas, which may impede buses from being able to negotiate the eastbound right turn, from Front Street East onto Trinity Street, and the southbound right turn, from Trinity Street onto Mill Street.

The proposed parking amendments are feasible and will not adversely impact traffic or parking operations on Trinity Street.

**One-Way Operation**
The conversion of Trinity Street, between Front Street East and Mill Street, from two-way operation to one-way southbound operation is feasible and Transportation Services does not object to this proposal. Trinity Street currently has a taxicab stand implemented on the west side, which operates at all times. When taxicabs are standing, the remaining road width is narrow and provides 5.4 metres for two-way traffic. Trinity Street is used by tour buses which may also stop to load and unload passengers. A one-way operation will provide additional road width for southbound travelling vehicles, and vehicles which are standing or loading/unloading passengers along Trinity Street.

Of note, conversion from two-way operation to one-way operation could give rise to additional negative impacts. Motorists may be required to use a longer route to/from the Distillery District and surrounding areas. Speeds may also increase due to wider travel lane created under a one-way operation, which may result in a potential increase in pedestrian and vehicle conflicts.
The office of Councillor Pam McConnell has been advised of the recommendations of this staff report.

**CONTACT**

Bruce Clayton  
Manager, Traffic Operations  
Toronto and East York District  
Transportation Services  
Telephone: (416) 394-8409  
Fax: (416) 392-1920  
E-mail: Bruce.Clayton@toronto.ca

**SIGNATURE**

Dave Twaddle, C.E.T.  
Acting Director, Transportation Services  
Toronto and East York District

**ATTACHMENTS**

1. Drawing No. 421G-2710, dated October 2017  
2. Drawing No. 421G-2711, dated October 2017

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