

Parking Amendments - Bay Street, between Harbour Street and Queens Quay West (York Street, Bay Street, and Yonge Street Ramp Removal)

Date: October 26, 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

As the Toronto Transit Commission (TTC) operates a transit service on Bay Street, City Council approval of this report is required.

Transportation Services is requesting approval to amend the existing parking regulations on the east side of Bay Street, between Harbour Street and Queens Quay West. The proposed changes will allow for safe and efficient northbound right-turns from Bay Street to Harbour Street, and also improve sight lines at this intersection.

RECOMMENDATIONS

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

1. City Council rescind the existing designated commercial loading zone in effect from 4:30 p.m. of one day to 8:00 a.m. of the next following day Monday to Friday and anytime Saturday, Sunday, and public holidays from July 1 to August 31, inclusive; Anytime from September 1 of one year to June 30 of the next following year, inclusive on the east side of Bay Street, between a point 53.6 metres north of Queens Quay West and a point 28 metres further north.
2. City Council rescind the existing designated bus parking zone in effect from 8:00 a.m. to 4:30 p.m. Monday to Friday from July 1 to August 31, inclusive, for a maximum period of 1 hour on the east side of Bay Street, between a point 53.6 metres north of Queens Quay West and a point 28 metres further north.

Parking Amendments - Bay Street,
between Harbour Street and Queens Quay West

3. City Council rescind the existing parking prohibition in effect from 8:00 a.m. to 4:30 p.m., Monday to Friday from July 1 to August 31, inclusive (buses excepted) on the east side of Bay Street, between a point 53.6 metres north of Queens Quay West and a point 45 metres further north.
4. City Council rescind the existing parking prohibition in effect from 4:30 p.m. of one day to 8:00 a.m. of the next following day Monday to Friday and anytime Saturday, Sunday, and public holidays from July 1 to August 31, inclusive; Anytime from September 1 of one year to June 30 of the next following year, inclusive on the east side of Bay Street, between a point 53.6 metres north of Queens Quay West and a point 28 metres further north.
5. City Council rescind the existing maximum one-hour (buses only) parking limit in effect from 8:00 a.m. to 4:30 p.m. Monday to Friday from July 1 to August 31, inclusive on the east side of Bay Street, between a point 53.6 metres north of Queens Quay West and a point 28 metres further north.
6. City Council amend the existing stopping prohibition in effect at all times on the east side of Bay Street, between a point 81.6 metres north of Queens Quay West and Lake Shore Boulevard West, to be in effect from a point 62.5 metres north of Queens Quay West to Lake Shore Boulevard West.
7. City Council amend the existing standing prohibition in effect at all times on the east side of Bay Street, between a point 29 metres north of Queens Quay West and a point 24.6 metres further north, to be in effect from a point 29 metres north of Queens Quay West and a point 33.5 metres further north.
8. City Council designate the easterly curb lane on Bay Street, from Harbour Street to a point 30.5 metres south, for northbound right turns only.
9. City Council designate the centre southbound lane on Bay Street, from Harbour Street to a point 30.5 metres north, for southbound left turns only.

FINANCIAL IMPACT

All costs associated with the necessary signage installation are included within the Transportation Services 2018 Operating Budget.

DECISION HISTORY

City Council, at its meeting of August 25, 26 and 27, 2010, in considering the report titled "Gardiner Expressway York/Bay/Yonge Interchange Reconfiguration - Municipal Class Environmental Assessment" (PW25.12) approved the reconfiguration of the York/Bay/Yonge off-ramps from the eastbound Frederick G. Gardiner Expressway.

Parking Amendments - Bay Street,
between Harbour Street and Queens Quay West

COMMENTS

Bay Street, between Queens Quay West and Harbour Street, is a minor arterial roadway that operates with two lanes in each direction on a pavement width of about 17.5 metres. It has a regulatory speed limit of 50 km/h. TTC service on Bay Street is provided by the '6 Bay' bus.

In 2013 an Environmental Assessment (EA) study was completed recommending the removal of the eastbound off-ramp from the Frederick G. Gardiner Expressway to York Street, Bay Street and Yonge Street.

The study recommended the removal of the existing long elevated ramp that leads from the Frederick G. Gardiner Expressway to Bay Street and removing the ramp at York Street. This ramp will be replaced with a shorter, wider ramp to Harbour Street at Lower Simcoe Street. A new park will be created at York Street following the looped ramp removal that will further enhance the waterfront area.

Harbour Street will be widened from three to four lanes, from Lower Simcoe Street to Bay Street. Streetscape improvements will be made along Harbour Street and will include the addition of sidewalks, decorative pavers and planters.

The study was completed in a manner that best addressed the Central Waterfront Secondary Plan, the first principle of which is to remove barriers and reconnect the City with Lake Ontario. Other policies of the Plan explain that Waterfront streets are to be remade as "places" with high quality amenities for pedestrians and cyclists, and that parks are to be designated to enrich waterfront communities.

In late July 2016, the City of Toronto commenced the construction of a new off-ramp from the eastbound Fredrick G. Gardiner Expressway to Lower Simcoe Street. This project included the removal of the York-Bay-Yonge off-ramp as well as improvements to Harbour Street. Construction of the off-ramp began on the week of July 25, 2016 and is expected to continue until January 2018.

A new ramp to Lower Simcoe Street and improvements to Harbour Street will:

- Continue to accommodate high volumes of traffic flow between the Frederick Gardiner Expressway, the downtown core and the waterfront.
- Create an enhanced public realm for the increasing number of pedestrians and cyclists living and working in the area.
- Improve public safety by including well-signalized, well-lit intersections and better signage for all users.
- Create new park space (within York Street ramp site) to help revitalize waterfront lands.

Parking Amendments - Bay Street,
between Harbour Street and Queens Quay West

As a result of the reconfiguration of the eastbound off-ramp from the Frederick G. Gardiner Expressway and the widening of Harbour Street, Transportation Services also undertook a review of all existing traffic and parking regulations on streets that intersect with Harbour Street, including Lower Simcoe Street, York Street and Bay Street. Many of these traffic and parking amendments are included in a companion report to Toronto and East York Community Council entitled "Traffic and Parking Amendments - Harbour Street, between Lower Simcoe Street and Bay Street (York Street, Bay Street and Yonge Street Ramp Removal.)"

During the course of our review, Transportation Services determined that the parking regulations on the east side of Bay Street, between Queens Quay West and Harbour Street must be amended in order to help improve northbound traffic operations on Bay Street at its intersection with Harbour Street. Currently, both motorcoach parking and commercial loading is allowed to occur on the east side of Bay Street, from 9 metres south of Harbour Street, within the exclusive northbound right-turn lane. Under this scenario, parked vehicles are blocking the northbound right-turn lane and forcing motorists to complete this movement from the centre lane resulting in vehicular conflicts, and delays. Parking in close proximity to an intersection also blocks driver, pedestrian and cyclist's visibility, impacting safety for all road users.

In order to address this issue, Transportation Services is recommending that stopping be prohibited at all times on the east side of Bay Street, between Harbour Street and a point 33.5 metres south. This will deter parking within this area, improve sight lines and allow for safe and efficient northbound right-turns.

Of note, there are additional commercial loading and motorcoach parking areas within this section of Bay Street that will remain.

Housekeeping Issues

Transportation Services also detected various inconsistencies in the traffic by-law related to the current pavement markings and traffic regulations along this corridor. These inconsistencies will be resolved with the approval of Recommendation No. 8 and 9 of this report.

The office of Councillor Pam McConnell have been advised of the recommendations of this staff report.

CONTACT

Bruce Clayton
Manager, Traffic Operations
Toronto and East York District
Transportation Services
Telephone: (416) 397-5021
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-2739, dated October, 2017

P:\2017\Cluster B\TRA\ts2017239te.top.doc - nb

