



TE8.50.1

Wednesday, September 11, 2019

RE: Bay Cloverhill Letter requesting Reconsideration of Traffic Control Signals - Bay Street and St. Mary Street File Number: TE8.50

To: TEYCC Members:

The Bay Cloverhill Community Association (BCCA) wants and needs a traffic signal at this intersection.

The BCCA is a mixed use community which has seen a high level of population intensification in the eleven plus years since the approval of the development at 1080 Bay Street which procured the funding for signalization of this intersection. We have been working since 2006 to acquire a traffic signal to promote safe and smooth functioning of pedestrian, cycling, and vehicular traffic flow at this location.

Vision Zero: In the Traffic Management Report, five of the seven accidents and crashes described at this intersection involved cyclists and pedestrians. Such statistics do not support The Vision Zero policy adopted by the City of Toronto.

Bay Cloverhill, an Accommodation Resource on the east edge of the U of T campus: Hundreds of university students live in the condominiums along Bay Street. Safe crossing at the St. Mary Bay intersection is a necessity for these students.

Timing of the Pedestrian Count in the Traffic Management Report: The pedestrian count was taken on May 8, 2019, a time at which many university students had ended their spring semester and examinations and would not be crossing Bay Street. We question the timing of the pedestrian data collection in this report. The 94 % reported for this category might well have reached the 100% needed if the statistics had been conducted at an earlier date when all students were on campus.

Ongoing Increasing Traffic Flow at this Intersection: The BCCA can safely predict that the east-west traffic flow at the Bay/St. Mary intersection will increase in the near future as we are currently reviewing 2 very large developments directly east of this intersection.

Today, Bay Street is more than a traffic corridor.

The BCCA points out that Bay Street is no longer simply the Traffic Corridor of the era prior to downtown population intensification. It currently is a fast expanding residential and commercial community with heavy cycling and pedestrian flows. Additionally, there is a significant volume of through traffic of workers driving to their workplace.

Vision Zero dictates that all of these must be accommodated safely in the traffic considerations for Bay Street.

We need this traffic signal, NOW, before someone is killed at this dangerous intersection.

A Strong Voice for A Strong Community

Respectfully,

The BCCA Executive

Marilyn Tait-McClellan, President; Cathy Carnevali, Secretary; Norman Waite, Treasurer; Jack Candido and Kathryn Holden, Members at Large

CC: Councillor Michael Layton, Ward 11, City of Toronto
Councillor Kristyn Wong-Tam, Ward 13, City of Toronto
David Sit Planning, , Manager, Downtown Toronto District

Attachments: 1. Photograph of car crash at the Bay/St. Mary intersection, Summer, 2019
2. Excerpt of the 2008 Section 37 Agreement, 50 St. Joseph Street, January, 2008

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Attachment #1:

Photograph of car crash at the Bay/St. Mary intersection, Summer, 2019



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Attachment #2:

Excerpt of the 2008 Section 37 Agreement, 50 St. Joseph Street

50 St. Joseph Street/U Condos Section 37 Agreement (excerpt)

To include a Traffic Signal at St. Mary and Bay Street, See item V below in excerpt from the Final Staff Report from U Condos (50 St Joseph Street) dated January 25, 2008.

Date: January 25, 2008

To: Toronto and East York Community Council

From: Director, Community Planning, Toronto and East York District

Wards: Ward 27 — Toronto Centre-Rosedale

Reference Number: 06 126355 STE 27 OZ

(Excerpt from Staff Report SUMMARY, See Item 6 on page 2 of Summary Report)

6. before introducing the necessary Bills to City Council for enactment, City Council authorize the appropriate City officials and require the owner to execute an Agreement pursuant to Section 37 of the Planning Act satisfactory to the Chief Planner and Executive Director, City Planning Division, and the City Solicitor, such agreement be registered on title to the lands in a manner satisfactory to the City Solicitor, to secure the following facilities, services and matters:

- (i) convey lands for a public park, all at no cost to the City other than such parkland acquisition payment as may be approved by the City;
- (ii) public pedestrian easement over the green space between the development and the proposed public park;
- (iii) pedestrian walkway from Bay Street to the courtyard;
- (iv) building assessment of St. Basil's Church and Cloverhill Wing and construction monitoring program and insurance; (v) improvements / upgrades to municipal infrastructure if required to service the development;
- (v) costs associated with the installation of a new traffic signal at St. Mary and Bay Street

(The report continues but is not included here as it is not necessary for the purposes of our BCCA letter to TEYCC.)