

Transit Priority on Queens Quay East - Interim Priority Bus Lanes

Date: March 5, 2025

To: Executive Committee

From: General Manager, Transportation Services

Wards: Ward 10

SUMMARY

On December 17, 2024, City Council directed Transportation Services to work with the Toronto Transit Commission (TTC) to report back on interim priority bus lane implementation along Queens Quay East between Bay Street and Parliament Street, in advance of the Waterfront East Light Rail Transit (WELRT) project. On February 24, 2025, the TTC Board received and endorsed the proposed transit priority measures on Queens Quay East and Front Street West. The interim priority bus lanes are intended to provide immediate improvements to approximately 4,000 daily customers prior to the implementation of WELRT.

This report seeks Council authority to install priority bus lanes to improve travel times and reliability for transit customers on the following street segments:

- Southbound Parliament Street from Lake Shore Boulevard to Small Street,
- Westbound Queens Quay East from Small Street to Bay Street,
- Eastbound Queens Quay East from Lower Jarvis Street to Bonnycastle Street, and
- Eastbound Front Street West from a point 50 metres east of Bay Street to Yonge Street.

No motor vehicle traffic lanes are proposed to be removed, and all existing traffic capacity would be maintained by optimizing the existing curb-to-curb space on the Queens Quay East, Parliament Street, and Front Street rights-of-way. Local access and right-turns would be maintained, and a left-turn prohibition at Dockside Drive (east leg) at Queens Quay East is proposed in the peak periods.

In addition to the interim painted bus lanes on Queens Quay East, the removal of approximately eight (8) on-street parking spaces on Front Street West, between Bay Street and Yonge Street, is proposed to provide a dedicated layover area for buses. This would facilitate better service reliability for customers, allow buses laying over to keep clear from general traffic, and simplify the customer experience for TTC bus transfers at Union Station.

Interim priority bus lanes will provide immediate improvements to the three bus routes operating on Queens Quay East and may be further utilized by other bus routes for future diversion routing, during construction of the various infrastructure and development projects in the surrounding area. The City, TTC, and Waterfront Toronto are continuing work to advance the Waterfront East Light Rail Transit (WELRT) project design, which would replace the proposed interim priority bus lanes in the future.

RECOMMENDATIONS

The General Manager, Transportation Services recommends that:

1. City Council authorize the implementation of priority bus lanes on the following roadway sections:

- Southbound Parliament Street from Lake Shore Boulevard to Small Street;
- Westbound Queens Quay East from Small Street to Bay Street;
- Eastbound Queens Quay East from Lower Jarvis Street to Bonnycastle Street; and
- Eastbound Front Street West from a point 50 metres east of Bay Street to Yonge Street

2. City Council authorize the alteration of the intersection of Queens Quay East at Lower Jarvis Street to include a westbound right-turn lane and a westbound priority bus lane generally as shown in Attachment 3 to the report (March 5, 2025) from the General Manager, Transportation Services

3. City Council authorize the alteration of the intersection of Dockside Drive (east leg) at Queens Quay East to include a northbound left-turn prohibition from 7:00 a.m. to 9:00 a.m. and from 3:00 p.m. to 7:00 p.m. generally as shown in Attachment 3 to the report (March 5, 2025) from the General Manager, Transportation Services.

4. City Council enact the amendments to traffic and parking regulations associated with Recommendation 1 above, and generally as described in Attachment 1 – Amendments to Traffic and Parking Regulations to the report (March 5, 2025) from the General Manager, Transportation Services.

5. City Council delegate, despite any City of Toronto By-law to the contrary, to the General Manager, Transportation Services, until December 18, 2025, for the purposes of implementing and then addressing operational and safety issues that may arise in relation to the projects identified above, the authority to implement changes and process and submit directly to City Council, any necessary Bills for by-law amendments to the schedules, to City of Toronto Municipal Code Chapters on the streets and within the parameters found in Attachment 2.

FINANCIAL IMPACT

The estimated capital funding required to implement the transit priority measures on Queens Quay East outlined in this report is expected to be \$800,000 and is funded as part of the TTC's 2025 to 2034 Capital Budget and Plan.

Transportation Services has consulted with Toronto Parking Authority (TPA), who assessed that the financial impact of permanent lost revenue and operating expenses will be approximately \$300,000. This amount includes estimated lost revenue for eight (8) parking spaces and the operating expense of \$1,500 for the removal of one Pay & Display machine.

The Chief Financial Officer and Treasurer has reviewed this report and agrees with the financial impact information.

DECISION HISTORY

At its February 24, 2025, meeting, the TTC Board received and endorsed the item TTC2.7 - Transit Priority Measures on Queens Quay East - Interim Bus Priority Lanes <https://secure.toronto.ca/council/agenda-item.do?item=2025.TTC2.7>

At its February 5, 2025, meeting, City Council adopted item 2025.[EX20.10](https://secure.toronto.ca/council/agenda-item.do?item=2025.EX20.10) - Advancing the Waterfront East Light Rail Transit. This report approved advancing the WELRT project by directing City staff to develop a Phasing and Delivery Plan in consultation with Waterfront Toronto and the TTC which will provide updated project costing for the WELRT, confirm the delivery approach, and identify recommendations for early phase transit improvements in advance of the full construction of the WELRT. <https://secure.toronto.ca/council/agenda-item.do?item=2025.EX20.10>

At its December 17, 2024, meeting, City Council adopted item 2024.[EX19.2](https://secure.toronto.ca/council/agenda-item.do?item=2024.EX19.2) - Next Phase of Waterfront Revitalization - Update. This report included recommendation 8 for Interim Bus Lanes on Queens Quay East - "City Council direct the General Manager, Transportation Services, in collaboration with the Chief Executive Officer, Toronto Transit Commission, to report to City Council by the second quarter of 2025 on recommendations for interim bus lane implementation along Queens Quay East between Bay Street and Parliament Street." <https://secure.toronto.ca/council/agenda-item.do?item=2024.EX19.2>

COMMENTS

Queens Quay East is a rapidly growing corridor and is the major thoroughfare of the East Bayfront neighbourhood. Several key destinations and institutions are located here, such as George Brown College Waterfront Campus, the Central Waterfront and Ookwemin Minising (formerly known as Villiers Island). The corridor has experienced major development growth over the past 15 years. From 2016 to 2021, over 5,000 new

dwelling units were constructed in the East Bayfront neighbourhood, resulting in population growth of approximately 200%, compared to the City-wide growth of 2.3% in the same period. Over 90% of the dwellings in East Bayfront are high-rise residential buildings.



Figure 1: New construction on Queens Quay East, 2018 to 2024.

Waterfront East Light Rail Transit

In February 2025, City Council adopted [Item EX20.10](#) - Advancing the Waterfront East Light Rail Transit project as a priority project for funding under the Canada Public Transit Fund, and approved advancing the project by directing City staff to develop a Phasing and Delivery Plan in consultation with Waterfront Toronto and the TTC. The Phasing and Delivery Plan will provide updated project costing for the WELRT, confirm the delivery approach and identify recommendations for early phase transit improvements in advance of the full construction of the WELRT.

According to growth projections, when fully built, this 3.8-kilometre planned transit line will service over 50,000 daily trips, bringing higher-order transit to support an estimated 100,000 residents and 50,000 jobs along its alignment. The WELRT will provide improved transit options to the Central Waterfront, Lower Yonge, East Bayfront, Quayside, Keating Precinct, and the Port Lands communities, and is an integral part of the future development on Ookwemin Minising.

The Queens Quay East Interim Priority Bus Lanes project is intended to only address the immediate and urgent challenges faced by current transit customers and is not a replacement for future higher-order transit to be provided by WELRT. The City and TTC,

along with Waterfront Toronto, remain committed to supporting the advancement of the WELRT.

Existing Road Conditions

Queens Quay East is a four-lane arterial roadway between Yonge Street to the west and Small Street to the east. Queens Quay East becomes Parliament Street east of Small Street. The roadway has a posted speed limit of 40 km/h and has wide urban shoulders on both sides. The urban shoulder space is generally signed “no stopping” and is used in some locations for Bike Share Toronto stations.

Located south and parallel to Queens Quay East is the Martin Goodman Trail. The Martin Goodman Trail is part of the Waterfront Trail System, spanning the Toronto waterfront from Humber Bay to the Eastern Beaches. The Martin Goodman Trail is the major active transportation corridor for Queens Quay East and Downtown Toronto.

Front Street West between Bay Street and Yonge Street is a four-lane arterial roadway, with a posted speed limit of 40 km/h. In the eastbound direction, there is a shoulder lane designated for bus stop, accessible loading, and on-street parking. In the afternoon peak hour, approximately 500 vehicles travel eastbound on Front Street West to Yonge Street. The building fronting the south side of Front Street West is the Dominion Public Building, which currently sits vacant as it awaits private redevelopment.

Existing Transit Conditions

The bus service for customers along the Queens Quay East corridor are shown in Figure 2.

The 114 Queens Quay East was introduced in May 2024 and operates from Union Station to Commissioners Street and Carlaw Avenue. Originally a branch of the 72 Pape, the 114 was introduced to provide more tailored service to the growing Queens Quay East corridor, as well as to improve reliability by isolating the corridor from construction impacts from the Ontario Line construction and other downtown projects. The 19 Bay bus was also truncated to Front Street as part of these changes. The 114 runs a similar route to the future Waterfront East LRT and introduces the community to the new travel pattern that will be present in the future.

The 65 Parliament and 75 Sherbourne operate north-south ending at George Brown College on Queens Quay East. On the Queens Quay East corridor, the 65 Parliament operates two-way service from Lake Shore Boulevard to George Brown College (Dockside Drive), while the 75 Sherbourne operates one-way westbound service from Lower Sherbourne Street to Lower Jarvis Street.

The 202 Cherry Beach operates with seasonal service from May to October, connecting Union Station to the Distillery District and Cherry Beach via Queens Quay East. This route operates the same routing as 114 Queens Quay East between Bay Street to Lake Shore Boulevard East.

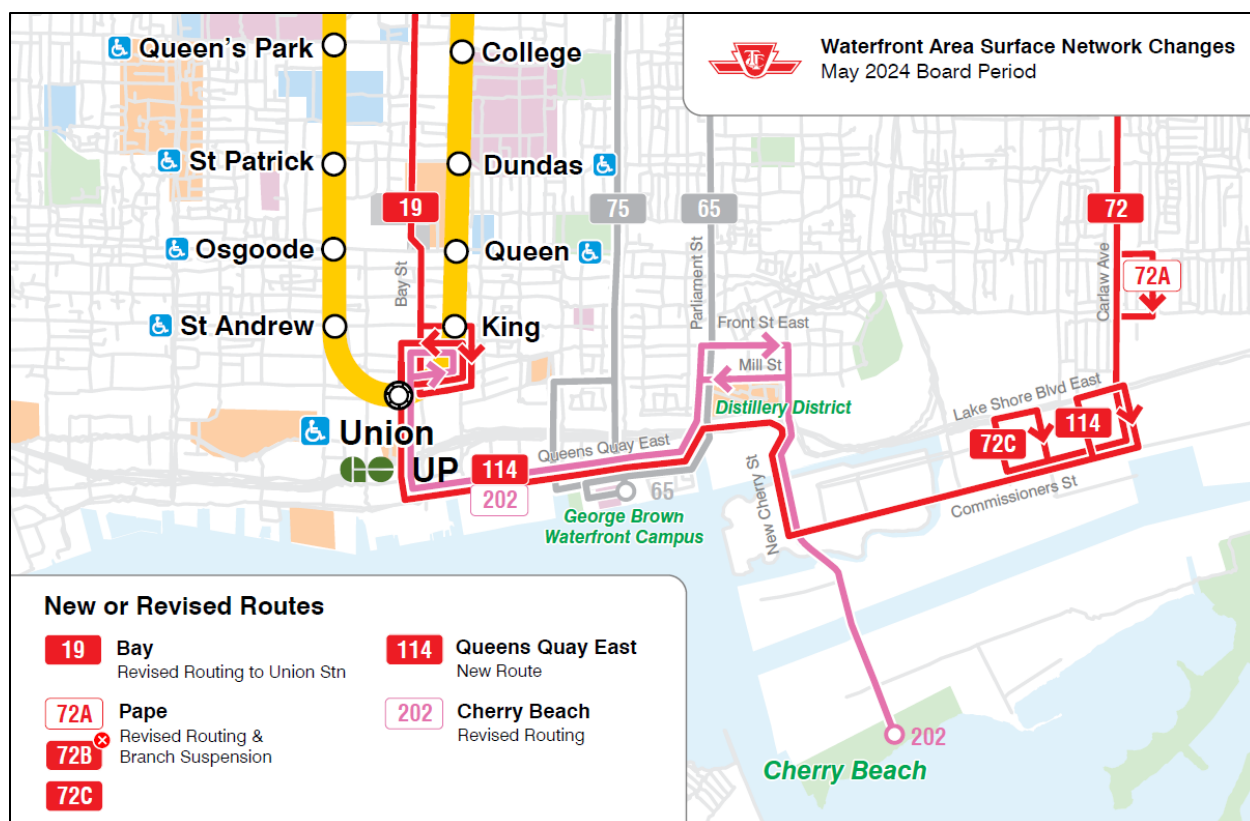


Figure 2: Waterfront East Bus Network as of May 2024

Recent travel time data of bus routes operating on Queens Quay East have indicated that service reliability and slow travel speeds are a major issue impacting customers in all periods of the day. From 2021 to 2024, scheduled trips take approximately 11 minutes longer in the westbound direction in the peak periods, and approximately 7 minutes longer in off-peak periods in the eastbound direction (Table 1).

Table 1: Scheduled Travel Time from Yonge Street to Carlaw Avenue in minutes by Bus (delta in parentheses)

	Eastbound		Westbound	
	Peak	Off Peak	Peak	Off Peak
2021	13	6	10	7
2022	9 (-4)	9 (+3)	17 (+7)	13 (+6)
2023	9 (0)	9 (0)	17 (0)	13 (0)
2024	15 (+6)	13 (+4)	21 (+4)	17 (+4)
Total Change	+2	+7	+11	+10

The causes for the increase in travel time include major rehabilitation of the Gardiner Expressway, and in the downtown in general, causing more traffic to divert to Queens Quay East. The increase in population growth on the corridor, and expansion of

destinations such as George Brown College Waterfront Campus, have also increased demand to and from the area.

Transit mode share in the East Bayfront neighbourhood is approximately 19%, which is similar compared to other high-density neighbourhoods in Toronto (Table 2). However, origin-destination data collected indicates that East Bayfront residents are overwhelmingly choosing to walk approximately 10 minutes to/from Line 1 stations (i.e. Union or King stations) or take a parallel streetcar route to access transit, rather than riding the bus on Queens Quay East. This is indicative of an unattractive bus service on Queens Quay East due to poor service compounded by traffic congestion and lack of transit priority (Table 3).

Table 2: Transit Mode Share of East Bayfront and high-density neighbourhoods (TTS 2022)

Neighbourhood	2022 Transit Mode Share (All day)
East Bayfront	19%
Humber Bay Shores	20%
Liberty Village	26%
Church-Wellesley	20%
North York Centre	20%

Table 3: Queens Quay East residents' access to Line 1 (TTS 2022)

Resident access to Line 1	Mode Share
Walking to nearest station	61%
Walking to nearest streetcar	34%
Bus service on Queens Quay East	5%

Proposed Interim Priority Bus Lanes

The proposed transit priority measures focus on roadway modifications and updates to parking and traffic regulations. These measures are anticipated to reduce delays and improve travel times for transit customers on Queens Quay East. The proposed improvements were developed collaboratively by City and TTC staff to ensure alignment with City policies and capital projects.

The proposed changes include the installation of priority bus lanes on the existing urban shoulder in the curb lane of Queens Quay East and Parliament Street (Figure 3). Local access would be maintained at all driveways along Queens Quay East, as well as right-turns at intersections. In general, the existing pavement width of Queens Quay East is 19.2 metres, sufficient for a six-lane cross section. Where the pavement width is not wide enough to maintain six total lanes (due to bus stop islands or general reduction in

pavement width), bus priority would be provided only in the westbound direction, as transit benefits from priority lanes are greater in this direction.

In the westbound direction, the interim priority bus lanes would be implemented on Parliament Street from Lake Shore Boulevard West to Small Street and continue on Queens Quay East from Small Street to Bay Street. In the eastbound direction, the interim priority bus lanes would be implemented from Lower Jarvis Street to Bonnycastle Street.

There is currently a “Motorcoach Loading Zone” west of Yonge Street on the north side of Queens Quay West, with loading space for two motorcoaches. This loading zone is proposed to be removed and replaced by the priority bus lane. Additional motorcoach loading and parking spaces are located surrounding this intersection.

This project does not propose any major capital works beyond redesignation of existing pavement. There are no proposed changes to existing curbs, and the existing transit stop islands at Freeland Street and Lower Jarvis Street in the eastbound direction would remain.

Additionally, the redesignation of approximately eight (8) on-street parking spaces on Front Street West between Bay Street and Yonge Street is proposed to create a “bus only” lay-by area for downtown bus routes. This space is proposed to have capacity for approximately five standard length buses to layover and a new bus stop marker and bus shelter would be provided. This lay-by area is intended to be the end-of-line for buses operating on Queens Quay East and other downtown bus corridors and will facilitate better service reliability for routes while keeping buses out of active motor vehicle traffic lanes while buses are idle. Following consultation with Wheel-Trans, the existing accessible loading zone is proposed to be relocated approximately 50 metres east of its current location and would continue to serve this block of Front Street West.

Further details on the proposed design are included in Attachment 3 to this report.

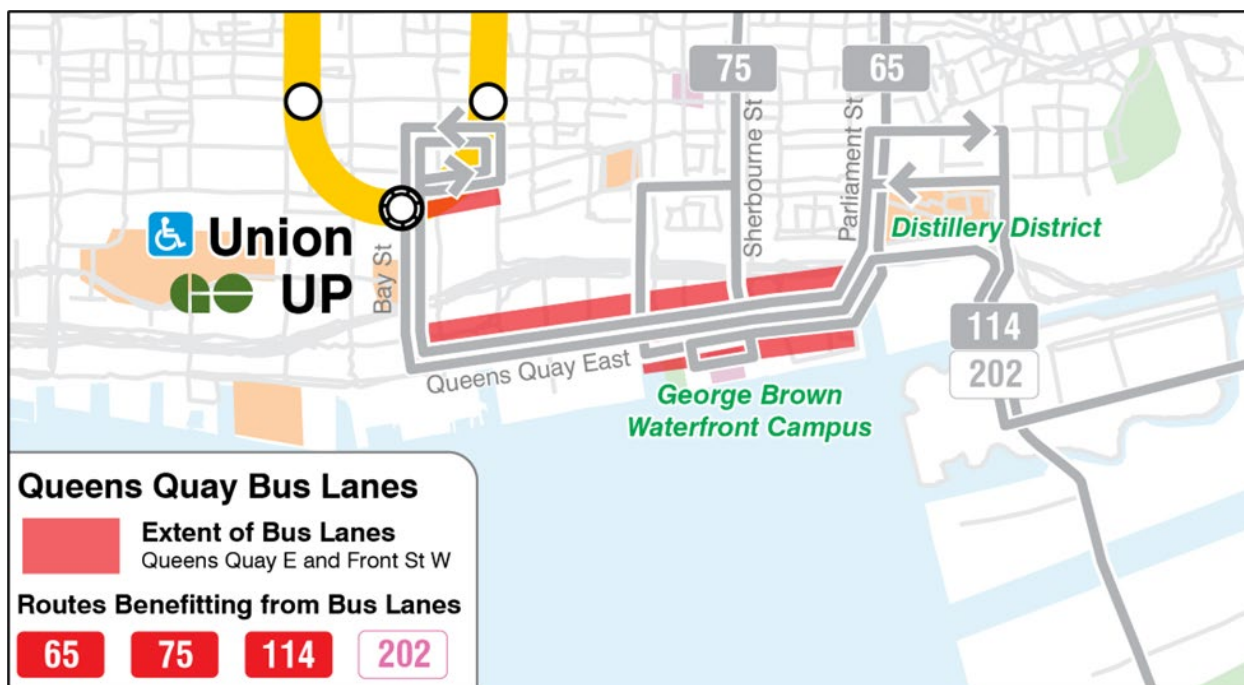


Figure 3: Extent of the Queens Quay East Interim Priority Bus Lanes

Consultation and Engagement

Following Council adoption of the recommendation for the proposed interim priority bus lanes, the TTC organized several opportunities to engage with the public on the proposed transit priority measures, including:

- TTC launched project website on January 17, 2025, and an online survey was made available from February 7 through 24, 2025. Over 600 responses were received. The survey asked respondents for feedback on the local bus network, the interim priority bus lanes project, and how they perceive the priority lanes would improve their commute.
- TTC staff attended two outreach events on February 14 and 19, 2025, promoted via TTC's website, email, social media, as well as through Deputy Mayor Malik's office and Waterfront Toronto, to bring awareness to the project and direct members of public to the survey.
- Two meetings - one virtual (February 8, 2025) and one in-person (February 19, 2025) - were hosted by the TTC and attended by approximately 30 members of public. At both sessions, an overview presentation was provided, followed by a question-and-answer period.

In general, feedback received through the survey, virtual, and in-person events, indicated overwhelming support for the proposed transit priority measures, with over 70% of responses indicating that bus lanes will positively impact commutes. Comments regarding the local bus network, particularly the 19 Bay, 72 Pape and 114 Queens Quay East, were also received, with mixed responses on the effectiveness of the current existing service. Feedback on these bus routes will be evaluated in these routes' post-implementation process as part of TTC's 2026 Annual Service Plan, which will launch in spring 2025.

In addition, several letters of support specifically identifying the interim priority bus lanes on Queens Quay East, were received for Item 2024.EX19.2 - Next Phase of Waterfront Revitalization - Update. This included letters from: East Waterfront Community Association, Gooderham and Worts Neighborhood Association, Greater Toronto Hotel Association, Toronto Region Board of Trade, Waterfront BIA, and Waterfront for All.

Anticipated Transit Benefits

The Queens Quay East Interim Priority Bus Lanes are proposed to improve customer experience for transit users travelling on the corridor. Analysis conducted by the TTC indicates that the provision of transit priority measures and other adjustments to the roadway could improve travel time between Bay Street and Lake Shore Boulevard by up to 30%.

Overall, the interim priority bus lanes are expected to immediately improve the journeys of approximately 4,000 customers daily and save approximately 20,000 customers minutes a day. It is projected that within one year, ridership could increase by 1,000 (+25%) to 5,000 riders on the corridor.

For 114 Queens Quay East, in the westbound direction where traffic is the heaviest, especially approaching Lower Jarvis Street, customer travel times are estimated to improve by up to 5 minutes. In the eastbound direction, the benefits would mainly be derived from improved service reliability. The time savings allows for reinvestment of existing resources to improve service frequency and supports more effective service investments in the future on the corridor as development progresses.

Customers on 65 Parliament and 75 Sherbourne bus routes would also benefit from the priority bus lanes. For customers on 75 Sherbourne in particular, the introduction of the westbound right-turn only lane at Lower Jarvis Street, and the northbound left-turn prohibition at Dockside Drive, would allow buses to more reliably traverse Queens Quay East, as less vehicles will be merging into the turn lane. Similarly, the 65 Parliament buses would be able to merge more reliably out from the curb lane at Lower Sherbourne Street and perform the westbound left-turn at Dockside Drive with the introduction of the bus lane and northbound left-turn prohibition.

The redesignation of Front Street West between Bay Street and Yonge Street from on-street parking to “bus only” lay-by area is expected to facilitate better service reliability for routes for downtown bus routes to layover outside of active motor vehicle traffic lanes. Historically, the TTC has struggled to find locations in the downtown to layover and hold buses without impacting live traffic lanes. By designating a layover area large enough to house up to five standard buses, better adherence to scheduled departure times can be achieved and thus have a positive impact on service reliability. Additionally, this area is proposed to be the designated bus stop for routes serving Union Station, simplifying the customer experience for TTC bus transfers at Union Station.

Impacts on Motor Vehicle Traffic

The introduction of the Queens Quay East Interim Priority Bus Lanes is not expected to impact general motor vehicle traffic along the corridor given that the proposed design would maintain two lanes of through traffic in each direction. Bus lanes are only proposed where the pavement width is wide enough to support a five or six lane cross section. Where there is insufficient space on Queens Quay to maintain two lanes of through traffic, the interim priority bus lanes end. Despite Queens Quay being signed as "No Stopping," informal curbside activity occurs and that would be impacted by the proposed priority bus lanes.

Future Waterfront Construction

Queens Quay East is the future corridor for the WELRT. Construction timelines for the full LRT project are undetermined and pending funding. However, Waterfront Toronto, in consultation with City staff, have identified opportunities to build components of the corridor as separate projects in advance of the full construction of the WELRT. Projects include the Quayside Infrastructure and Public Realm (QIPR) project, and the Queens Quay East Extension Early Works (QQEE).

The QIPR project is planned to normalize the Parliament Street and Queens Quay East intersection and build out the Parliament Slip to unlock development parcels and public realm improvements. As a result, there would be a realignment and lane reconfiguration of Queens Quay East from approximately Bonnycastle Street to Parliament Street. QQEE will further extend from the future Street A to Cherry Street, which would improve traffic and active transportation connectivity to the Port Lands. City staff are working with Waterfront Toronto to prepare a Long-Term Staging report on the construction staging for QIPR, targeted to be brought forward to Toronto and East York Community Council in the second quarter of 2025. It is anticipated that this report will identify QIPR construction work beginning in mid-2025.

Given these anticipated timelines, and to minimize throw-away costs and disruption to traffic, it is likely that the proposed interim priority bus lanes would not be implemented east of Sherbourne Street in 2025. Pending confirmation of overall timing of the QIPR work (scheduled to start in 2025 and conclude in late 2027), the City, TTC and Waterfront Toronto would explore opportunities for transit priority east of Sherbourne Street in coordination with other construction in the vicinity, and potential timing of the full WELRT, subject to funding.

Another project is Yonge Slip Early Works, which is planned to infill the Yonge Street Slip located south of Queens Quay East and provide required access to properties south of the WELRT. Lanes on Queens Quay East will be impacted during different construction phases but would be restored upon completion of the project.

Both the QQEE and Yonge Slip Early Works are currently advancing to 60% design, while construction is unfunded. Determining the possibility to construct these components before full WELRT construction is part of the work City staff will undertake as part of the Phasing and Delivery Plan adopted by City Council in February 2025, under Item EX20.10. City staff are working with TTC and Waterfront Toronto staff to understand the potential timing, funding, and impacts of this work, and with the objective

of incorporating bus priority, where possible and appropriate, into construction phasing and final design.

Other Priority Bus Lane Initiatives

The City of Toronto and TTC have worked in partnership to successfully implement other priority bus lane projects in recent years. Eglinton East RapidTO, and the priority lanes for Line 3 bus replacement, have improved travel times and service reliability for customers and demonstrated the positive impact of what visible, physical priority for transit can achieve.

In February 2024, Council endorsed, in principle, the RapidTO: Surface Transit Network Plan. City Staff and TTC are planning to report back by the third quarter of 2025 to the TTC Board and Executive Committee on the overall status of the RapidTO: Surface Transit Network Plan along with corridor-by-corridor updates on progress.

Next Steps

Subject to approval by Council, Transportation Services staff will work with TTC staff to finalize design details, including the easterly extents of the project, as described under "Future Waterfront Construction" above, in coordination with the Quayside Infrastructure and Public Realm (QIPR) project.

Transportation Services is seeking delegation of authority to submit bills directly to Council until December 18, 2025, for the purposes of implementing and then addressing any operational and safety issues that may arise in the months following project implementation on the streets and within the parameters found in Attachment 2, which would enable Transportation Services to finalize design details associated with the easterly extents of the project, as well as make minor adjustments to installed conditions without delay and based on local Councillor and public feedback, such as parking adjustments to improve sightlines, adjustments or addition of accessible loading areas, and similar modifications.

A pre-construction mailout from the TTC is planned for late April to notify adjacent impacted properties of the roadway changes. Key updates on the project will also be communicated on TTC's website at <https://www.ttc.ca/about-the-ttc/projects-and-plans/Special-Projects/Queens-Quay-East-Interim-Bus-Priority-Lanes>.

The implementation of the interim priority bus lanes is targeted for May 2025. Subject to Council approval, the TTC will continue to review service improvements scheduled to coincide with the implementation of the priority bus lanes. Further review of the local bus network will be completed by TTC in fall 2025.

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SIGNATURE

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ATTACHMENTS

Attachment 1: Amendments to Traffic and Parking Regulations
Attachment 2: Streamlined Reporting Process for By-Law Amendments
Attachment 3: Queens Quay East Interim Priority Bus Lane Design Details

Attachment 1: Amendments to Traffic and Parking Regulations

TO BE RESCINDED

Chapter 903 Schedule III: DESIGNATED ON-STREET LOADING ZONES FOR PERMIT HOLDERS

Highway	Side	Between	Times and/or Days
Front Street West	South	A point 67 metres east of Bay Street and a point 15 metres further east	Anytime

Chapter 910 Schedule I: Parking Machines

Highway	Side	Between	Hours (daily as indicated below)	Fee/time Limit	Maximum Parking Period
Front Street West	South	Bay Street and Yonge Street	8:00 a.m. to 9:00 p.m., Mon. to Sat.; 1:00 p.m. to 9:00 p.m. Sun.	\$6.75 for 1 hour	3 Hours

Chapter 950 Schedule V: Stands for Taxicabs

Highway	Side	Between	Number of Taxicabs	Times and/or Days
Front Street West	South	Between a point 112 metres east of Bay Street and a point 6 metres further east	1	Anytime

Chapter 950 Schedule X: Bus Loading Zones

Highway	Side	Location	Times and/or Days
Queens Quay West	North	Between a point 136.4 metres east of Bay Street and a point 27.4 metres further east	Anytime

Chapter 950 Schedule XIII: No Parking

Highway	Side	Between	Prohibited Times and/or Days
Queens Quay East	North	Freeland Street and Small Street	7:00 a.m. and 6:00 p.m.
Queens Quay East	South	Freeland Street and Parliament Street	Anytime

Chapter 950 Schedule XIV: No Stopping

Highway	Side	Between	Prohibited Times and/or Days
Parliament Street	Both	Small Street and Lake Shore Boulevard East	Anytime
Queens Quay East	Both	Yonge Street and Small Street	Anytime
Queens Quay East	North	Small Street and Parliament Street	Anytime
Queens Quay East	North	Yonge Street and Freeland Street	Anytime
Queens Quay East	South	Yonge Street and Freeland Street	Anytime

Chapter 950 Schedule XVI: No Standing

Highway	Side	Between	Prohibited Times and/or Days
Queens Quay West	North	A point 136.4 metres east of Bay Street and a point 27.4 metres further east	Anytime

Chapter 950 Schedule XIX: One-Way Traffic Lanes

Highway	Between	Lanes	Times and/or Days	Direction
Queens Quay East	Yonge Street and a point 30.5 metres east	Northerly Westbound	Anytime	Westbound right-turning (buses excepted)

TO BE ENACTED**Chapter 903 Schedule III: DESIGNATED ON-STREET LOADING ZONES FOR PERMIT HOLDERS**

Highway	Side	Between	Times and/or Days
Front Street West	South	A point 91 metres east of Bay Street and a point 23 metres further east	Anytime

Chapter 950 Schedule XIV: No Stopping

Highway	Side	Between	Prohibited Times and/or Days
Queens Quay West	North	Bay Street and Yonge Street	Anytime
Queens Quay East	Both	Yonge Street and Parliament Street	Anytime
Front Street West	South	A point 25 metres east of Bay Street and a point 70 metres further east	Anytime (buses excepted)

Chapter 950 Schedule XIX: One-Way Traffic Lanes

Highway	Between	Lanes	Times and/or Days	Direction
Queens Quay West	Bay Street and a point 55 meters east	Northerly Westbound	Anytime	Westbound right-turning (buses excepted)
Queens Quay East	Yonge Street and Freeland Street	Northerly Westbound	Anytime	Westbound right-turning (buses excepted)
Queens Quay East	Freeland Street and Cooper Street	Northerly Westbound	Anytime	Through and westbound right-turning (buses excepted)
Queens Quay East	Freeland Street and Cooper Street	Centre Westbound	Anytime	Through
Queens Quay East	Freeland Street and a point 30.5 metres east	Southerly Westbound	Anytime	Westbound left-turning
Queens Quay East	Cooper Street and a point 30.5 metres east	Northerly Westbound	Anytime	Through and westbound right-turning (buses excepted)
Queens Quay East	Lower Jarvis Street and Richardson Street	Northerly Westbound	Anytime	Westbound right-turning
Queens Quay East	Richardson Street and a point 156 metres east	Northerly Westbound	Anytime	Through and westbound right-turning (buses excepted)
Queens Quay East	Richardson Street and Lower Sherbourne Street/Dockside Drive	Southerly Westbound	Anytime	Through and westbound left-turning (buses excepted)
Queens Quay East	Bonnycastle Street and a point 34 metres east	Northerly Westbound	Anytime	Through and westbound right-turning (buses excepted)

Highway	Between	Lanes	Times and/or Days	Direction
Parliament Street	Small Street and a point 28 metres northeast	Northerly Westbound curb lane	Anytime	Westbound right-turning (buses excepted)
Queens Quay East	Dockside Drive (west leg) and a point 17 metres west	Southerly Eastbound	Anytime	Eastbound right-turning (buses excepted)
Queens Quay East	Dockside Drive (east leg) and a point 50 metres west	Southerly Eastbound	Anytime	Eastbound right-turning (buses excepted)
Queens Quay East	Merchants' Wharf (west leg) and a point 12 metres west	Southerly Eastbound	Anytime	Eastbound right-turning (buses excepted)
Queens Quay East	Merchants' Wharf (east leg) and a point 39 metres west	Southerly Eastbound	Anytime	Eastbound right-turning (buses excepted)

Chapter 950 Schedule XXII: Reserved Lanes for Designated Classes of Vehicles

Highway	Between	Lanes	Times and/or Days	Designated Class of Vehicle
Queens Quay West	Yonge Street and a point 110 metres west	Northerly Westbound	Anytime	PTVs
Queens Quay East	Lower Jarvis Street and a point 168 metres west	Northerly Westbound	Anytime	PTVs
Queens Quay East	Lower Jarvis Street and a point 31 metres west of Lower Sherbourne Street	Centre Westbound	Anytime	PTVs
Queens Quay East	Lower Sherbourne Street and a point 20 metres west	Northerly Westbound	Anytime	PTVs
Queens Quay East	Bonnycastle Street and Lower Sherbourne Street	Northerly Westbound	Anytime	PTVs

Highway	Between	Lanes	Times and/or Days	Designated Class of Vehicle
Queens Quay East	Small Street and a point 150 metres west	Northerly Westbound	Anytime	PTVs
Parliament Street	Lakeshore Boulevard East and a point 88 metres southwest	Northerly Westbound curb lane	Anytime	PTVs
Queens Quay East	A point 22 metres east of Lower Jarvis Street and a point 36.5 metres further east	Southerly Eastbound	Anytime	PTVs
Queens Quay East	Dockside Drive (west leg) and a point 125 metres east	Southerly Eastbound	Anytime	PTVs
Queens Quay East	Dockside Drive (east leg) and a point 65 metres east	Southerly Eastbound	Anytime	PTVs
Queens Quay East	Merchants' Wharf and a point 142 metres east	Southerly Eastbound	Anytime	PTVs

Chapter 950 Schedule XXIII: Prohibited Turns

Intersection or Portion of Highway	Direction	Turns Prohibited	Times and/or Days
Dockside Drive (east leg)	Northbound	Left	7:00 a.m. to 9:00 a.m. and 3:00 p.m. to 7:00 p.m.

Attachment 2: Streamlined Reporting Process for By-Law Amendments

List of Traffic and Parking By-Laws Proposed for Delegation

Chapter 903 - Parking for Persons with Disabilities

Schedule II: Designated On-Street Parking for Permit Holders

Schedule III: Designated On-Street Loading Zones for Permit Holders

Chapter 910 - Parking Machines, Parking Meters and Mobile Only Zones

Schedule I: Parking Machines

Schedule III: Parking Meters

Chapter 950 - Traffic and Parking

Schedule V: Stands for Taxicabs

Schedule VI: Commercial Loading Zones

Schedule VII: Passenger Loading Zones

Schedule VIII: Bus Parking Zones

Schedule X: Bus Loading Zones

Schedule XIII: No Parking

Schedule XIV: No Stopping

Schedule XV: Parking for Restricted Periods

Schedule XVI: No Standing

Schedule XVIIA: Parking and Standing During Snow Emergencies

A. Parking or standing vehicles on highways

Schedule XVIII: One-Way Highways

Schedule XIX: One-Way Traffic Lanes Schedule XXII: Reserved Lanes for Designated Class of Vehicles

Schedule XXIII: Prohibited Turns

Schedule XXIV: Compulsory Turns

Schedule XXVI: Through Highways

List of Streets and Street Segments Proposed For Delegation

Street Name	From	To
Front Street West	Bay Street	Yonge Street
Queens Quay West	Bay Street	Yonge Street
Queens Quay East	Yonge Street	Parliament Street
Parliament Street	Queens Quay East	Lakeshore Boulevard East

Attachment 3: Queens Quay East Interim Priority Bus Lane Design Details

Details of the proposed Queens Quay East Interim Priority Bus Lane designs are described below, by signalized segment. These designs are preliminary and subject to change based on further refinement to the design.

Westbound from Lake Shore Boulevard West to Lower Sherbourne Street

In the westbound direction, the proposed interim priority bus lane would begin on Parliament Street at Lake Shore Boulevard West and extends to Lower Sherbourne Street on the curb lane (Figure 1). This space was previously underutilized urban shoulder, designated “No Stopping”. Right-turns would continue to be permitted at intersections and driveways.

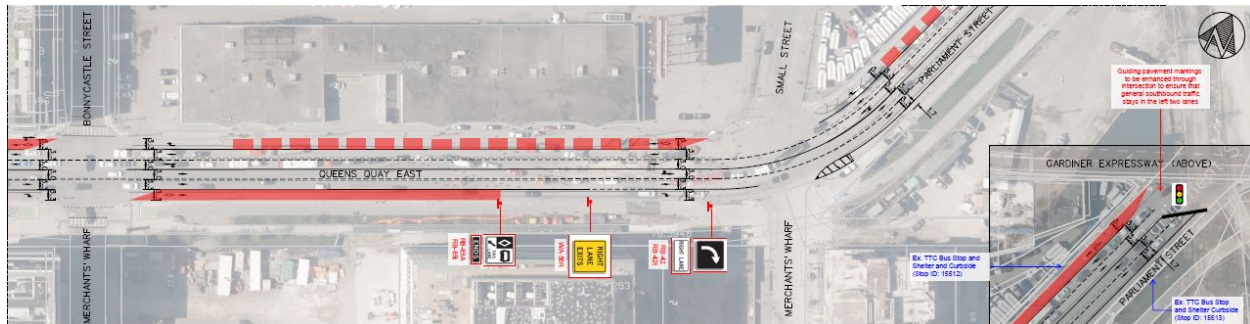


Figure 1: Interim priority bus lane design from Parliament Street to Bonnycastle Street

Westbound from Lower Sherbourne Street to Lower Jarvis Street

The proposed interim bus priority lane design at Lower Jarvis Street would be atypical compared to the rest of the corridor. Due to the heavy westbound right turn movement of general vehicles from Queens Quay East to Lower Jarvis Street to access the Gardiner Expressway, the second lane from the curb would be designated as the bus lane, and a dedicated westbound right-turn lane would be created with the urban shoulder (Figure 2). The bus lane here would extend back to the Dockside Drive (east leg) / Lower Sherbourne Street intersection. Signage indicating the designation of each westbound lane would be installed at the intersection.

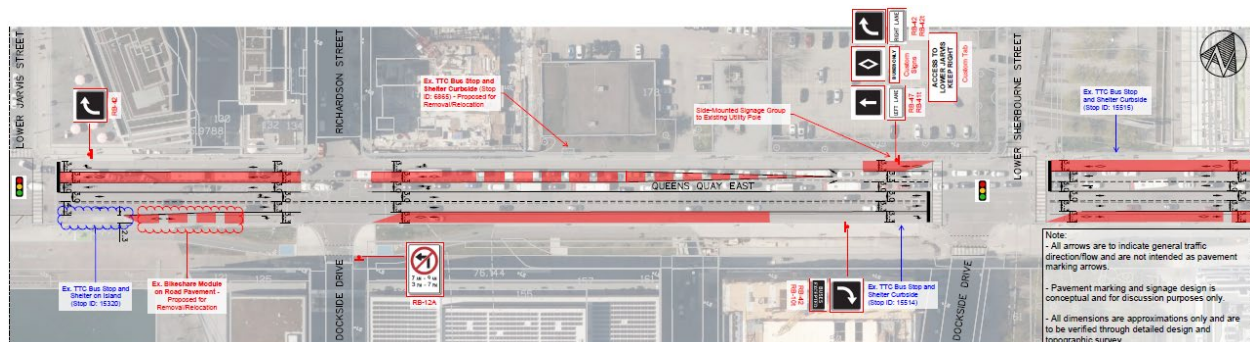


Figure 2: Interim priority bus lane design from Lower Sherbourne Street to Lower Jarvis Street

For westbound bus operations, buses approaching Lower Sherbourne Street from the curbside bus lane would merge into the second lane when safely able to and proceed to

Lower Jarvis Street. After crossing Lower Jarvis Street, buses would merge back to into the curb lane to serve the farside bus stop.

For general westbound traffic, vehicles approaching Lower Sherbourne Street from the second through lane would merge right for right-turns on Richardson Street or Lower Jarvis Street, or merge left to turn left onto Dockside Drive (west leg) or continue through Lower Jarvis Street.

As westbound buses on Queens Quay East would operate in the second lane, they would not be able to serve the existing bus stop nearside at Richardson Street (stop ID 6865). As such, this bus stop is proposed to be removed. The closest bus stops are approximately 200 metres west at Lower Jarvis Street, or 150 metres east at Lower Sherbourne Street. Approximately 90 customers would be impacted with a longer walk with the removal of this stop. It should be noted that:

- This stop is located in an unsignalized location, which is contrary to best practices to provide transit stops near protected crossings; and
- The two adjacent stops would fall within TTC's stop spacing standard of 300 to 400 metres.

This stop does not have a matching stop pair in the eastbound direction, so customers travelling in the eastbound direction are already walking to either Lower Jarvis or Lower Sherbourne.

To further optimize traffic operations at this location, a peak-only northbound left turn prohibition from the west leg of northbound Dockside Drive (opposite Richardson Street) to westbound Queens Quay East is proposed. This proposal would prevent left turning vehicles trying to access Lower Jarvis Street from blocking the through traffic on Queens Quay East. The alternate option for these vehicles would be to exit Dockside Drive on the east leg (opposite Lower Sherbourne Street) where the turn is signalized and has more distance to merge into the curb lane to access Lower Jarvis Street.

Westbound from Lower Jarvis Street to Yonge Street

The westbound priority bus lane would continue on the curb lane again from Lower Jarvis Street and ends at Cooper Street due to space constraints caused by narrowing of the pavement width approaching Yonge Street (Figure 3). Three general purpose lanes would be maintained west of Cooper Street, with the left most lane exiting as a westbound left turn lane to Freeland Street. West of Freeland Street, two general purpose lanes would continue to Yonge Street ending with the existing condition of one right-turn lane and one through-lane. A painted median are proposed west of the Freeland Street intersection to transition from the five-lane cross-section east of Freeland Street to the four-lane cross-section approaching Yonge Street.

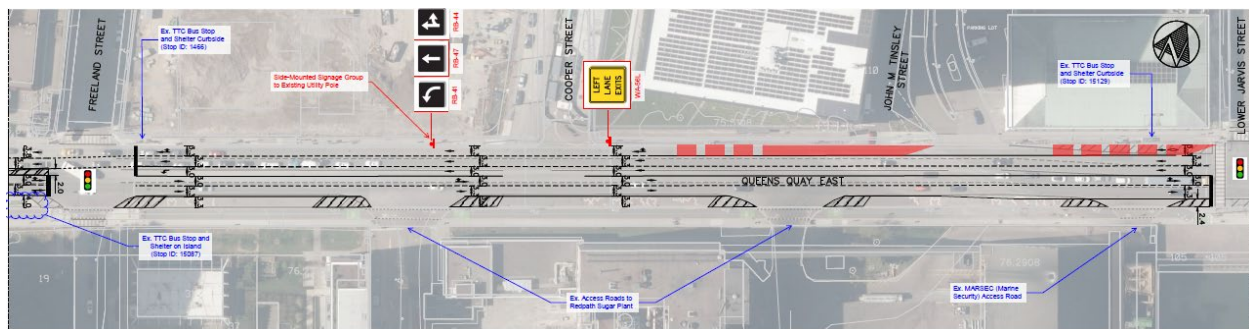


Figure 3: Interim priority bus lane design from Lower Jarvis Street to Freeland Street

Westbound from Yonge Street to Bay Street

The westbound priority bus lane is proposed to start again west of Yonge Street to Bay Street, as the existing condition only has one westbound through lane opening up to one right-turn lane, one through lane and one left-turn lane at Bay Street (Figure 4). There is a hatched area west of Yonge Street currently signed as a “Motorcoach Loading Zone”, with loading space for two motorcoaches; this loading zone is proposed for removal to be replaced by the bus lane. There are four other motorcoach loading spaces located in the eastbound curb lane of Queens Quay West¹, between Bay Street and Yonge Street, and four more motorcoach parking spaces located on Bay Street, north of Queens Quay West².

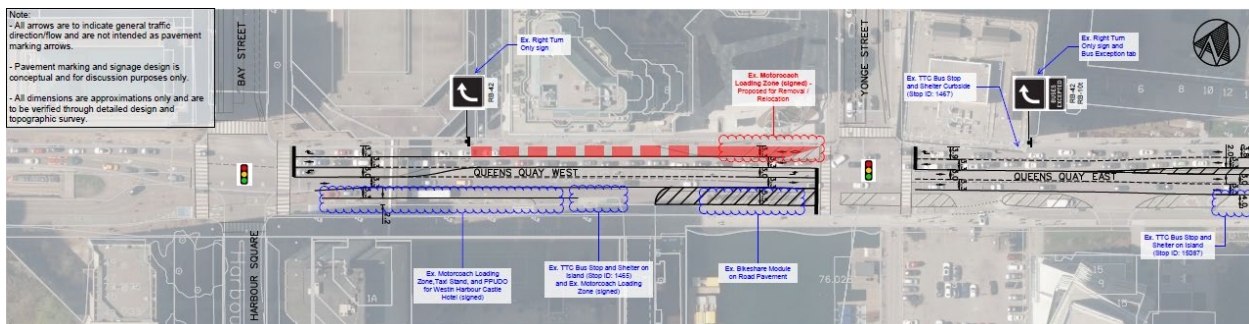


Figure 4: Interim priority bus lane design from Freeland Street to Bay Street

Eastbound from Bay Street to Lower Jarvis Street

Due to the presence of transit stop islands at Freeland Street and Lower Jarvis Street, there is insufficient space to implement a continuous priority bus lane in this segment without impacting general motor vehicle traffic lanes. The existing number of motor vehicle lanes here is proposed to be maintained but may be narrowed to accommodate adequate lane dimensions in the westbound direction.

Eastbound from Lower Jarvis Street to Bonnycastle Street

The eastbound interim priority bus lane is proposed to begin at Lower Jarvis Street after the Lower Jarvis bus stop island. The lane ends east of Bonnycastle Street approaching Merchant's Wharf, due to the narrowing pavement width approaching Parliament Street and Lake Shore Boulevard West. This space was previously a wide urban shoulder,

1 <https://www.toronto.ca/wp-content/uploads/2022/04/9547-TSLoading-Zone-Locations-421T-0347.pdf>

2 <https://www.toronto.ca/wp-content/uploads/2022/04/9504-TSZone-3-Parking-421T-0344.pdf>

designated “No Stopping”. Right-turns would continue to be permitted at intersections and driveways.

Eastbound from Bonnycastle Street to Lake Shore Boulevard West

Due to the constrained pavement width in this segment, the eastbound interim priority bus lane is proposed to end east of Bonnycastle Street. Buses operating eastbound would exit the bus lane at Bonnycastle Street, merging into the through-lane approaching Merchants’ Wharf. A new eastbound right-turn lane is proposed to be introduced at Merchants’ Wharf. East of Merchants’ Wharf, the curb lane is proposed with a 1.7-metre wide urban shoulder, with the east/northbound bus stop at Lake Shore Boulevard West.

Front Street West from Bay Street to Yonge Street

The removal of eight (8) Pay and Display on-street parking spots on Front Street West between Bay Street and Yonge Street is proposed, in order to introduce a demarcated “bus only” lay-by area (Figure 5). The “bus only” designation would begin from a point 30 metres east of Bay Street at the beginning of the layby curb, extending to 70 metres east through to the end of the existing on-street parking area. This demarcated space is proposed to have capacity for approximately five standard length buses to layover. A new bus stop marker and bus shelter would be introduced at the east end of the lay-by area to indicate customer pick-up, for the TTC’s 114 Queens Quay East and 121 Esplanade-River routes.

Following consultation with Wheel-Trans, the existing accessible loading zone is proposed to be relocated 50 metres east from its current location, to in front of the marked bus layover area. A dropped curb and curb ramp is proposed to accommodate rear door unloading of Wheel-trans vehicles. The accessible loading zone would continue to serve this block of Front Street West.

There would be no impact to the westbound direction of Front Street West.

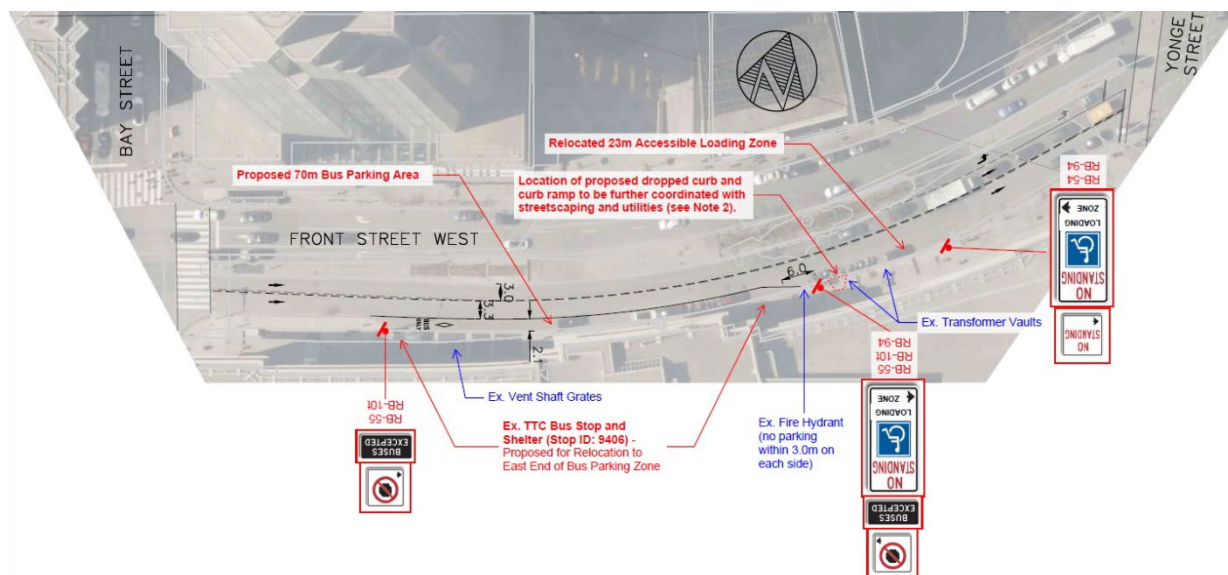


Figure 5: Front Street West from Bay Street to Yonge Street