

WELCOME

MODIFICATIONS TO THE YORK/BAY/YONGE RAMPS OF THE F.G. GARDINER EXPRESSWAY

PUBLIC INFORMATION CENTRE
APRIL 13, 2010



WHAT IS THE STUDY ABOUT?

The purpose of this study is to evaluate options to reconfigure the eastbound off-ramp from the F.G. Gardiner Expressway to York/Bay/Yonge Streets and to review the proposal to remove the Bay Street on-ramp to the eastbound F.G. Gardiner Expressway.

This study has considered planning, operation and urban design aspects, to support and enhance improvements in the pedestrian realm proposed in the Central Bayfront Ramp Study (1987), the Central Waterfront Competition Master Plan (2006) and the York Street Promenade Plan (2007), in a manner consistent with the policies of the City of Toronto's Official Plan and Central Waterfront Secondary Plan (Making Waves).



STUDY AREA MAP



- Traffic Impacts Assessment
- Primary Study Area
- Ramps

STUDY SCHEDULE

2010

Task	Completed	April	May	June
Complete Traffic Studies				
Define Urban Design Opportunities				
Develop Alternative Solutions				
Evaluate Alternative Solutions (transportation and urban design)				
Review Alternative Solutions with Stakeholders				
Host Second Public Information Centre				
Identify and Refine Preferred Alternative Design				
Submit Final Environmental Study Report				



MUNICIPAL CLASS EA UNDERTAKINGS – PROJECT VARIATIONS

Schedule A:

- » Minimal environmental effects
- » Projects are pre-approved
- » Example: normal or emergency operational and maintenance activities

Schedule A+:

- » Projects are pre-approved, however the public is to be advised prior to project implementation
- » Example: construction of sidewalks

Schedule B:

- » Improvements and minor expansions to existing facilities
- » Potential for some adverse environmental impacts
- » Example: construction of new roads with a cost less than \$2.2 million

Schedule C:

- » The construction of new facilities and major expansions to existing facilities
- » Example: construction of new roads with a cost greater than \$2.2 million

*This project is a Schedule C



THE MUNICIPAL CLASS EA

	Phase 1 Problem or Opportunity	Phase 2 Alternate Solutions	Phase 3 Alternate Design Concepts for Preferred Solutions	Phase 4 Environmental Study Report	Phase 5 Implementation
Schedule A/A+	×				×
Schedule B	×	×			×
Schedule C	×	×	* ×	×	×
Master Plans	×	×	×	×	×

* We are here.

STUDY NEED & JUSTIFICATION

Reconfiguring the Gardiner Expressway's York / Bay / Yonge Ramps offers the City an opportunity to:

- » remove barriers and reconnect the City with the waterfront, particularly for pedestrians and cyclists;
- » enhance 'sense of place' with high-quality amenities and better facilities for pedestrians and cyclists; and
- » enhance the visibility of existing parks.

A comprehensive study of this project and its implications is required to:

- » acknowledge the importance of the area to accommodate traffic between the Gardiner, Downtown and the waterfront
- » address public realm amenities;
- » establish the rationale for undertaking any physical modification, identifying its magnitude;
- » incorporate the results of previous work and background data; and
- » consider the implications and opportunities provided by other EA's affecting the study.

The key goals of this study are to:

- » improve the pedestrian experience;
- » define and develop options for enhancing sense of place;
- » enhance existing pedestrian and cycling connections; and
- » identify opportunities for high-quality amenities that are essential to generating vibrant urban activity (e.g. waterfront parks, public open spaces, cultural institutions).
- » improve transit access if possible;
- » maintain existing traffic capacity;



PROPOSED CLOSURE OF THE BAY STREET ON-RAMP

Rationale

- » As part of the City's strategic direction to improve access to the waterfront for pedestrians and cyclists, Bay Street is seen as an important north/south link.
- » With development proceeding on the east side of Bay Street, over 3,600 new residents will be living in the block south of Lake Shore Blvd. Many of these residents will be walking and/or cycling as the main mode of transportation

Trial closure

- » A trial closure of the ramp was conducted between Monday March 23 and Tuesday April 14, 2009
- » This period included major events at the Air Canada Centre and other area venues
- » No measurable effects in terms of traffic were observed

Benefits

- » Significant improvement in continuity and safety of pedestrian and cyclist access, for:
- » Area residents (particularly those on the east side of Bay Street)
- » Visitors to the Island Ferries at the foot of Bay Street
- » Visitors to area facilities including the Air Canada Centre

Effects

- » A small number of vehicles will divert to other routes. These can be accommodated within the capacity of these routes
- » Traffic destined to the Gardiner eastbound will likely go to Jarvis Street, adding approximately 1-2 minutes to their trip



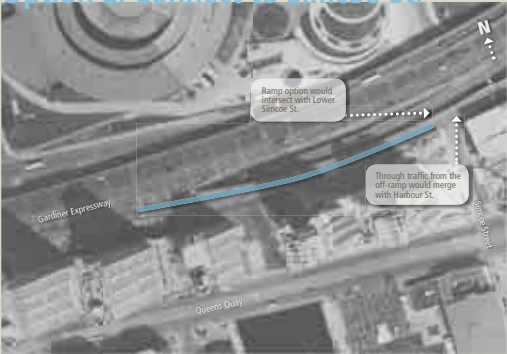
PRELIMINARY RAMP OPTIONS

Option 1: Do Nothing



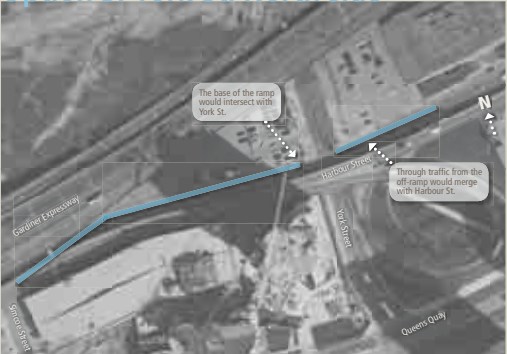
One of the options is to leave the ramps in place as they are today. Minor improvements to the other elements of the transportation network could be considered as part of this option. *Carried forward.*

Option 2: Connect to Simcoe St.



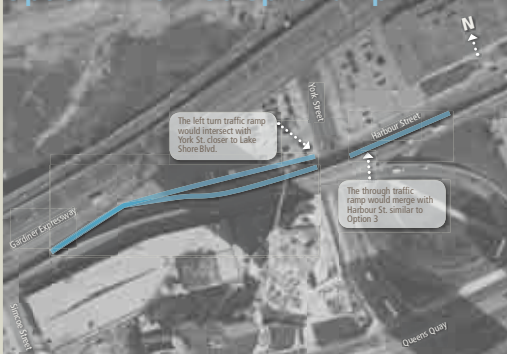
The off-ramp would begin further west than the current configuration near Rees St., and connect to Simcoe St. *Carried forward.*

Option 3: York St. North side



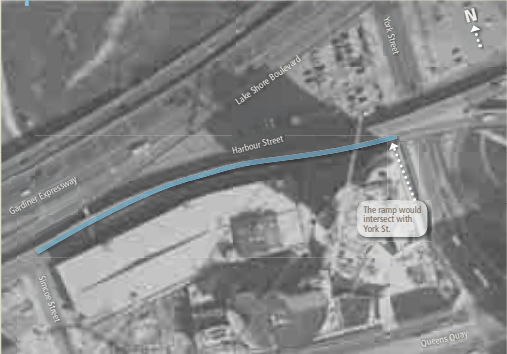
The off-ramp would be realigned to be closer to the Gardiner. The ramp would begin sloping down between Lower Simcoe and York Streets, and connect to York on the north side of Harbour St. *Carried forward.*

Option 4: York St. Split Ramp



This option is similar to Option 3 with the exception that the left turn movement from the ramp (turning northbound on York St.) will be separated from through traffic by introducing two different ramps connecting to York St. *Carried forward.*

Option 5: York St. South side



The exit ramp would connect to York St on the South side of Harbour St. *Not carried forward.*

Option 6: Connect to Bay St.



The off-ramp would be realigned to be closer to the Gardiner, and extend to connect to Bay St. *Not carried forward.*

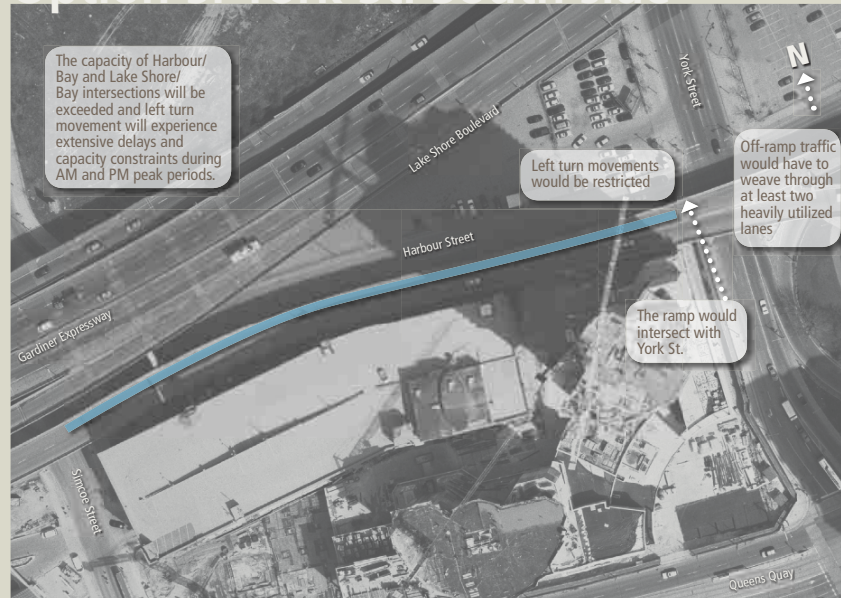
SCREENING OF PRELIMINARY RAMP OPTIONS

The six Preliminary Ramp Options were screened to eliminate options that are not technically feasible from a transportation perspective and/or have detrimental impacts on traffic operations within the study area.

The screening analysis was performed using the Synchro/SimTraffic 7 software and base traffic data. The analysis required a redistribution of traffic volumes based on each Preliminary Ramp Option to reflect the potential reconfiguration of the Gardiner off-ramp.

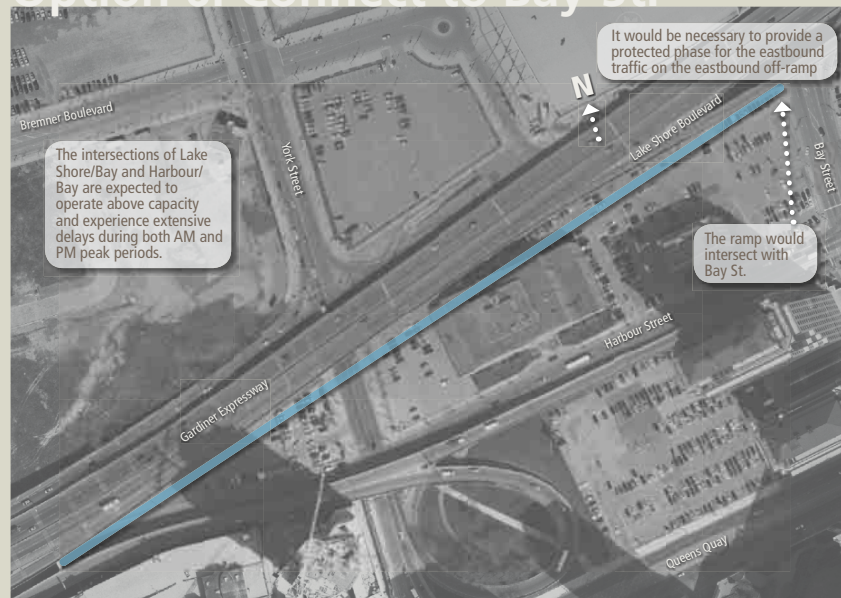
The analysis identified that Options 2 to 4 are technically feasible alternatives from a traffic operations perspective, and Options 5 and 6 have detrimental impacts on study area road network. Options 5 and 6 were eliminated from further evaluation. The potential traffic issues associated with these two alternatives are identified on the diagrams to the right.

Option 5: York St. South side



The off-ramp alignment is similar to the existing off-ramp between Rees St. and York St. The ramp would begin sloping down just east of Lower Simcoe St.

Option 6: Connect to Bay St.



The off-ramp would be realigned to be closer to the Gardiner.

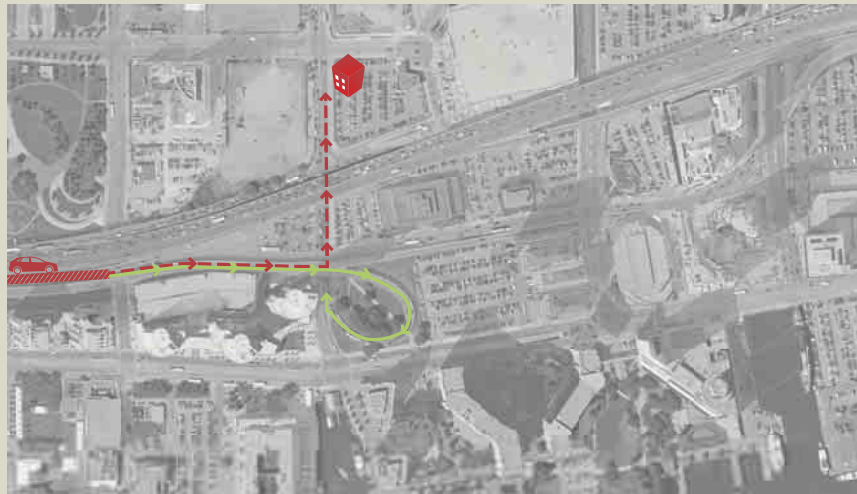
COMMUNITY DESIGN WORKSHOP

On Saturday, February 6, 2010 stakeholders were invited to participate in a Community Design Workshop. Participants were presented with background information on the study, and were asked to explore and share comments on the shortlisted ramp options – Options 2, 3 and 4. Participants provided project staff with great feedback. Comments from the session included:

- » A tremendous improvement is possible here.
- » The less ramp the better – beauty, visual – which is fundamentally the advantage of Option 2
- » Where the ramp comes down is the most difficult intersection to design so more attention needs to be paid to that
- » Detailed site plans and ground level visualizations of the two main intersections involved are needed – York and Simcoe at Lakeshore/Harbour
- » Bay Street is a designated bike path, as is Simcoe Street – what do they both look like in these options?
- » Simcoe Street had the advantage of potentially getting Harbourfront traffic most efficiently into parking structures avoiding Queens Quay
- » The park is a major benefit of the project
- » Figuring out the new character of Harbour Street is important
- » Preference for Option 2



TRAFFIC ROUTINGS: OPTION 2 - CONNECT TO SIMCOE ST.



A



Destination



Existing Route



Proposed Route



Proposed Gardiner Off-Ramp



B



Destination



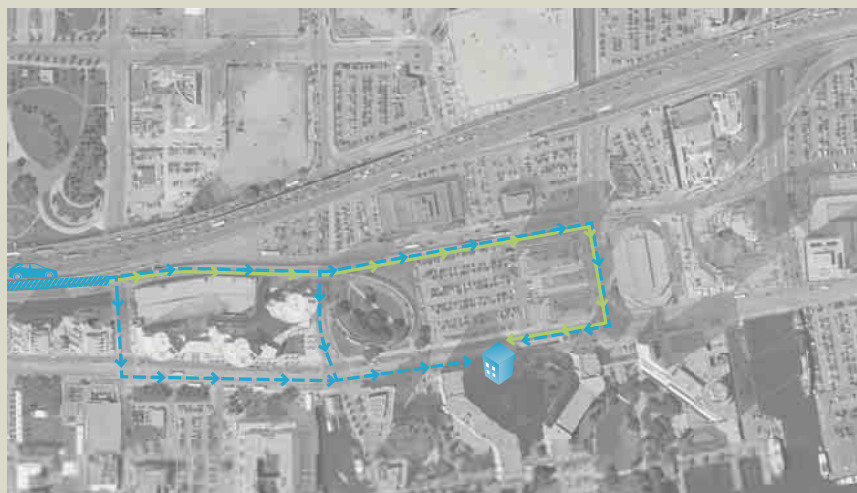
Existing Route



Proposed Route



Proposed Gardiner Off-Ramp



C



Destination



Existing Route

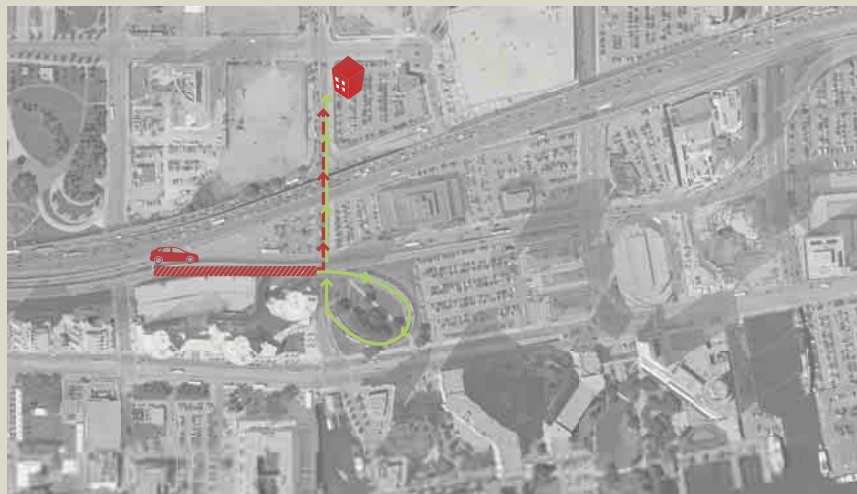


Proposed Route



Proposed Gardiner Off-Ramp

TRAFFIC ROUTINGS: OPTION 3 - YORK ST. NORTH SIDE



A



Destination



Existing Route



Proposed Route



Proposed Gardiner Off-Ramp



B



Destination



Existing Route



Proposed Route



Proposed Gardiner Off-Ramp



C



Destination



Existing Route

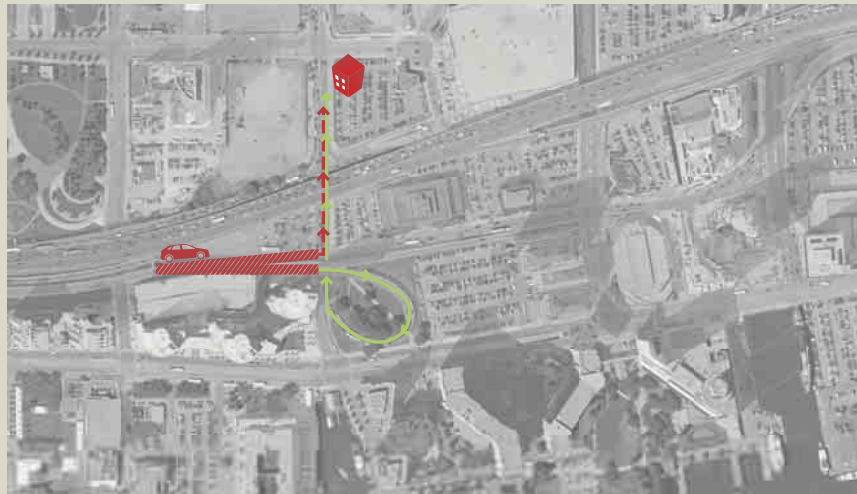


Proposed Route



Proposed Gardiner Off-Ramp

TRAFFIC ROUTINGS: OPTION 4 - YORK ST. SPLIT RAMP



A



Destination



Existing Route



Proposed Route



Proposed Gardiner Off-Ramp



B



Destination



Existing Route



Proposed Route



Proposed Gardiner Off-Ramp



C



Destination



Existing Route



Proposed Route








Proposed Gardiner Off-Ramp

GO BUS ROUTING - BAY STREET ON-RAMP

GO Transit uses the Bay Street on-ramp for eastbound bus trips. If the ramp is closed these buses must travel to the Jarvis Street on-ramp to access the eastbound Gardiner Expressway. There are a number of routes the buses can use to reach the Jarvis interchange. Some of these routes may require minor road improvements to accommodate the buses turning. Changes to the route are expected to add approximately 1-2 minutes travel time for the GO buses.

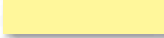




-  Proposed Route
-  Existing Route
-  Existing Route
-  Bay on-ramp
-  Jarvis on-ramp

GO BUS ROUTING - YORK/BAY/YONGE OFF-RAMPS

GO Transit uses the York/Bay/Yonge off-ramp to access its bus terminal at Union Station. The reconstruction of the off-ramp will result in a slight change in routing. Under options 3 and 4, there will be a short distance between York St. and Bay St. in which the GO buses must move across several lanes of traffic to reach the left turn lane at Bay St.








-  Option 2, Simcoe St Off-Ramp
-  Options 3 & 4, York St Off-Ramp
-  Existing Route

ASSESSING RAMP OPTIONS

URBAN DESIGN

SCORING SYSTEM:

0 points:	Major negative effect / no positive effect
1 point:	Some negative effect / very little positive effect
2 points:	Fair – little negative or positive effect
3 points:	Very little negative effect / some positive effect
4 points:	No negative effect / major positive effect

	Criterion	Measure(s)	Options			
			Do Nothing	2	3	4
	Use and function of space made available through changes to the ramps	» Change in the use of the space currently occupied by the ramps, taking into account variation by season	2	4	3	3
	Enhanced public space	» Increase in the potential use of the public space » Improved aesthetics of the surrounding area » Opportunities for public art » Opportunity to create areas for cultural/art features (festivals, special events, and street festivals)	2	4	3	3
	Pedestrian comfort and amenity	» Readability and continuity of pedestrian routes » Presence of constrained spaces along pedestrian routes (i.e. traffic islands, columns)	1	4	3	2
	Completeness of walkway system	» Provision of access to development from all walkways and sidewalks » Meets the design requirements as set out by the City of Toronto (adequate dimensions, attractive detailing, street trees, lighting) » Connectivity between downtown Toronto and the waterfront	1	3	3	3
	Coordination with adjacent planning/public space initiatives	» Adherence to City of Toronto policies and strategies » Ability to build on and support other public and private projects	1	4	3	3

TRANSPORTATION

SCORING SYSTEM:




0 points: Major negative effect / no positive effect
1 point: Some negative effect / very little positive effect
2 points: Fair – little negative or positive effect
3 points: Very little negative effect / some positive effect
4 points: No negative effect / major positive effect

	Criterion	Measure(s)	Options			
			Do Nothing	2	3	4
	Pedestrians – access and function of the network	<ul style="list-style-type: none"> » Continuity of the pedestrian network into and through the study area » Change in number of channelized turn lanes which pedestrians must cross » Increase in number of signalized intersections (improved crossing opportunities) » Change in pedestrian crossing and wait times at key intersections 	1	4	3	2
	Accessibility for the physically challenged	<ul style="list-style-type: none"> » Change in number of channelized street crossings » Increase in number of signalized intersections (improved crossing opportunities) » Opportunity for improvement to accessibility and readability by the various physically challenged groups (visually impaired, mobility impaired, otherwise cognitively impaired) 	1	3	3	2
	Cycling – access and function of the network	<ul style="list-style-type: none"> » Number and type of opportunities to create enhancements to the cycling network, in terms of linkages and priority at key intersections 	2	3	3	3
	Transit operations	<ul style="list-style-type: none"> » Changes to access and travel time for Toronto Transit Commission bus routes » Opportunity to improve local transit access » Changes in GO Transit access and travel time through the study area, and to and from the GO Transit Terminal 	2	2	2	2
	Safety	<ul style="list-style-type: none"> » Number of existing potentially unsafe conditions that can be eliminated or minimized » Qualitative assessment of projected change in collisions for pedestrians, cyclists and vehicles 	2	3	3	2
	Accommodation of through trips	<ul style="list-style-type: none"> » Change in access, directness of connection and level of service for trips between the Gardiner Expressway and the area streets, taking into account travel desire lines 	2	4	3	3




TRANSPORTATION (CONT'D)

SCORING SYSTEM:

- 0 points:** Major negative effect / no positive effect
1 point: Some negative effect / very little positive effect
2 points: Fair – little negative or positive effect
3 points: Very little negative effect / some positive effect
4 points: No negative effect / major positive effect

	Criterion	Measure(s)	Options			
			Do Nothing	2	3	4
	Transportation operations – ability of the traffic network to function	<ul style="list-style-type: none"> » Change in overall level of service at key intersections for existing and future demands) » Marginal change in travel time for automobiles from Queens Quay to Front Street for existing and future demands » Marginal change in delay to automobiles in primary study area (average and/or overall delay) » Number of major intersections with critical movements (e.g. less than 10 percent of capacity unused » Changes to emergency vehicle access 	2	4	3	3
	Construction feasibility / staging	<ul style="list-style-type: none"> » Strategic assessment of construction feasibility » Ability to stage the changes to the ramps 	2	4	2	2
	Maintenance of ramp structures	<ul style="list-style-type: none"> » Ease of maintenance of structures (snow removal, minor repairs, ability to avoid traffic disruption) 	1	3	3	2

NATURAL ENVIRONMENT

	Criterion	Measure(s)	Options			
			Do Nothing	2	3	4
	Air Quality	<ul style="list-style-type: none"> » Qualitative effect on air quality due to changes in vehicle delays/speeds 	2	2	2	2
	Stormwater management	<ul style="list-style-type: none"> » Change in amount of hard and permeable surfaces, affecting stormwater runoff 	2	3	3	3
	Natural Heritage (after construction)	<ul style="list-style-type: none"> » Qualitative assessment of effect on local natural environment (terrestrial habitat, vegetation such as street trees » Effect on parks and open space 	2	4	4	4

COMMUNITY & BUSINESS

SCORING SYSTEM:

0 points:	Major negative effect / no positive effect
1 point:	Some negative effect / very little positive effect
2 points:	Fair – little negative or positive effect
3 points:	Very little negative effect / some positive effect
4 points:	No negative effect / major positive effect




	Criterion	Measure(s)	Options			
			Do Nothing	2	3	4
	Support of Official Plan and other policy objectives	<ul style="list-style-type: none"> » Assessment of conformance with Official Plan goals for Avenues (supporting mixed-use, transit-oriented development, quality pedestrian environments, enhanced street amenities, etc.) » Assessment of conformance to Secondary Plan » Support for broader planning policy guidelines (e.g. Provincial Policy Statement, Smart Growth etc) 	1	4	3	3
	Effects on redevelopment potential	<ul style="list-style-type: none"> » Projected change in development potential relative to baseline 	1	4	3	3
	Economic effects on adjacent businesses	<ul style="list-style-type: none"> » Projected change in commercial/retail viability based on changes to vehicular access (addressing parking supply, left turn access, loading access) as well as access by other modes » Projected change in sidewalk commercial activities » Estimate on business attractiveness due to improved streetscape 	1	3	2	2
	Economic effects on residential properties	<ul style="list-style-type: none"> » Qualitative assessment value comparing residential units surrounding the site, on a short to long term timeframe 	1	2	2	2
	Effects on neighbourhood traffic volumes and access	<ul style="list-style-type: none"> » Projected change in volume on local streets (compared to existing conditions and expected future conditions with 'do nothing') 	1	3	2	2
	Effect on heritage features	<ul style="list-style-type: none"> » Number of heritage features affected (i.e. level of irreversibility, severity and duration of effect) » Opportunities to enhance setting for heritage structures 	2	2	2	2

COMMUNITY & BUSINESS



(CONT'D)

SCORING SYSTEM:

0 points: Major negative effect / no positive effect
1 point: Some negative effect / very little positive effect
2 points: Fair – little negative or positive effect
3 points: Very little negative effect / some positive effect
4 points: No negative effect / major positive effect

	Criterion	Measure(s)	Options			
			Do Nothing	2	3	4
	Effect on archaeological features	» Number of archaeological features affected (i.e. level of irreversibility, severity and duration of effect)	2	2	2	2
	Effects during construction	» Duration and extent of construction » Ability to maintain traffic movements from the Gardiner Expressway during construction » Changes to traffic patterns during construction	2	1	1	1
	Noise	» Marginal change in noise levels as per MOE criteria	2	2	2	2

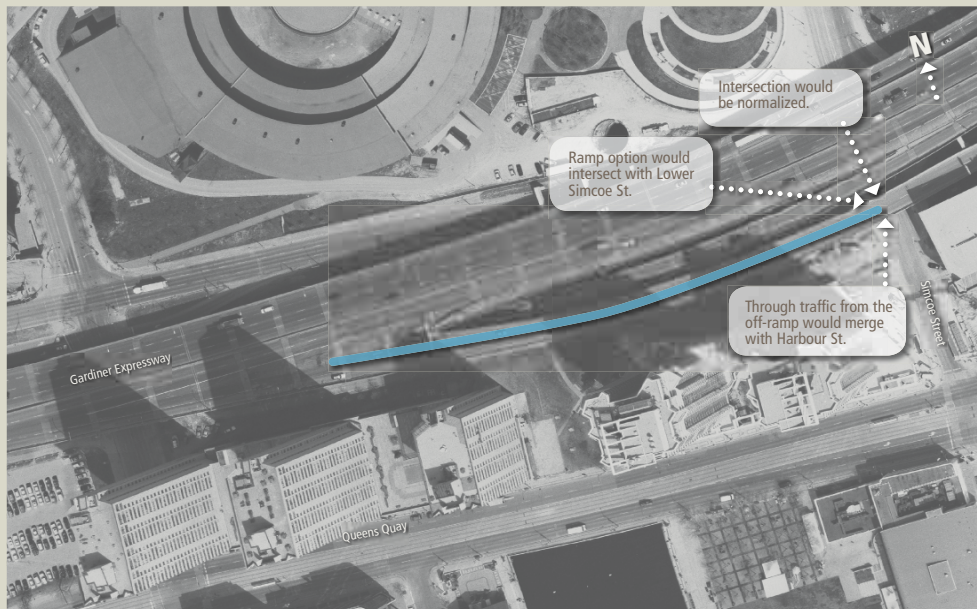
COST

	Criterion	Measure(s)	Options			
			Do Nothing	2	3	4
	Life-cycle cost/ effects on the city budget	» Construction costs » Maintenance costs	2	3	3	3
	Demolition cost		4	2	2	2
TOTAL SCORE			49	86	73	66

PREFERRED OPTION

OPTION 2 (SIMCOE STREET) HAS BEEN IDENTIFIED AS THE PREFERRED OPTION.

- » Provides greater opportunities for walking and cycling in the study area
- » Enhances public space, providing greater urban design opportunities throughout the study area
- » Helps meet objectives of Promenade Plans in the study area, including Simcoe and York Streets
- » Meets vehicular transportation and traffic standards



NEXT STEPS

- » Summarize and assess input obtained from Public Information Centre #1
- » Evaluate alternative ramp options
- » Assess urban design options
- » Present Draft Preferred Options at Public Information Centre #2
- » Refine/finalize the Preferred Options

To get involved in this study, or for further information, please contact:

Mike Logan

Public Consultation
Coordinator, City of Toronto
Metro Hall, 19th Floor
55 John Street, Toronto, ON
M5V 3C6
T: 416-392-2962
E: mlogan@toronto.ca

Jim Gough, P.Eng.

Partner, MMM Group
100 Commerce Valley Drive
West, Markham, ON
L3T 0A1
T: 905-882-7283
E: goughj@mmm.ca

