

**Toronto
Port
Authority**



**Administration
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60 Harbour Street, Toronto, Ontario, Canada M5J 1B7
Tel/Tél: 416.863.2000 • Fax/Télécopieur: 416.863.4830 • www.torontoport.com

August 29, 2014

Councillor Ceta Ramkhalawansingh
Toronto City Hall
100 Queen Street West
Toronto, ON M5H 2N2

Dear Councillor:

Re: Possible Improvements to Eireann Quay

Congratulations on your recent appointment to Toronto City Council. Although your tenure will be short, there are some initiatives that would benefit from your consideration and support, should they be of interest.

As you may know, various studies have been commissioned over the past few years that touch on vehicle traffic in the vicinity of Billy Bishop Toronto City Airport (“BBTCA”), among other important topics.

The Toronto Port Authority (“TPA”) was a participant in a long-term traffic management planning review led by Deputy Manager John Livey, initiated by the City in 2012. In 2013, the announcement of the Porter Proposal led City Staff to put that effort on hold, unfortunately. More recently, consultants have been engaged by the City of Toronto to undertake a “Precinct Plan” for the area; the TPA is a participant in that process, as well.

In a separate undertaking, the TPA has initiated an Environmental Assessment relating to the Porter Proposal and engaged consultants to update the BBTCA 2012 Airport Master Plan, in an effort to provide Toronto City Council with the information required to further consider the proposal to introduce new-technology jets to BBTCA, should it wish to do so.

These different efforts will lead to at least two new studies, both of which will likely generate new ideas, and reinforce others, in terms of improving traffic and pedestrian flow in the immediate vicinity of BBTCA. In the interim, however, we believe there are a few simple, yet important, steps that could be taken by the City of Toronto to improve pedestrian safety in and around the airport, while at the same time also improving vehicle flows.

Red Light Cameras

From time to time, concerns have been raised by residents about taxis crossing on either yellow or red lights at the Queen's Quay / Bathurst Street/ Eireann Quay intersection. As you know, enforcement of the *Highway Traffic Act* is the domain of Toronto Police Service. However, I believe the City of Toronto is in a position to erect one or more "Red Light Cameras" at this intersection. If it is not possible at this particular intersection for some reason, perhaps there is another solution that would provide Toronto Police Service with data on infractions.

This step should deter any repeat offenders, if this is in fact a regular occurrence, and we highly recommend consideration of this initiative.

Raised Pedestrian Crossing Grade

At certain intersections or on key Toronto roads, such as St. George Street between Sussex Avenue and Bloor Street West (on the University of Toronto campus), the City of Toronto has raised the pavement by a few key inches at key pedestrian thoroughfares.

We highly recommend that the City of Toronto, as part of the work underway, review a similar traffic calming measure on at least the south side of the Queen's Quay West / Eireann Quay intersection. This would not take the form of a "speed bump" that has been previously recommended against by the Toronto Fire Department, but would still serve a multi-faceted and useful purpose as one can plainly see in action on St. George Street, for example.

Lake Shore Boulevard West Left-Turn Lane

Over the past few years, including via a letter to Mayor Rob Ford on February 13, 2013, the TPA has sought to improve the flow of traffic at Lake Shore Boulevard at Bathurst Street. Although the City's Transportation Services department provided some relief for vehicle traffic in the area, there remains meaningful difficulty for westbound traffic to turn south onto Bathurst Street from Lakeshore Boulevard West. We recognize that a dedicated left turn lane may not be possible (as is seen at Dan Leckie Way to the east), but an advance green light would be a great start, for example, as only two cars (or one airport shuttle bus and one car) are able to get through each light cycle (and then, only during the "yellow" light portion of the sequence for several hours each day).

In a November 2013 study related to the Porter Proposal, BA Group Transportation Consultants noted that the "operation of Lake Shore Boulevard and Bathurst Street [intersection] causes spillover queuing and delay effects" that cause "failing" "in adjacent intersections in the network."

We repeat our earlier recommendation of programming of these lights which reflects the volume of vehicle traffic throughout the day, along with other suggestions that City Staff may have to achieve the same ends.

These are but three easy, affordable and impactful ideas, and it would be a shame if these various new studies serve as the unfounded rationale to continue to delay action by City Staff. Should you have any questions or concerns regarding either the BBTCA or the TPA's views on the matters discussed above, we would be pleased to meet in person at your convenience.

Respectfully,



Mark McQueen
Chairman

cc: D. Stonehouse – Waterfront Secretariat