Queens Quay Working Group Meeting #5

November 4, 2010

Agenda

1. Welcoming remarks
   (Information sharing)

2. Introduction and report back
   (Information sharing/feedback required)
   a. Review agenda
   b. Draft meeting minutes from Oct. 19th
   c. Review comments/issues matrix
   d. Updated meeting working schedule

3. Report back from design team on questions/comments received
   (Information sharing/feedback required)

4. 2 month outlook
   (Information sharing)

5. Meeting Working Schedule
   (Information sharing)

6. Next steps
   (Information sharing)

Working Schedule

WORKING GROUP MEETING		SAMPLE AGENDA ITEMS
1	July 20, 2010	• Queens Quay Working Group Terms of Reference, membership and work plan • Overview of public engagement process • Overview and design update • Update on phasing • 2 month outlook
2	August 24, 2010	• Walking tour
3	September 21, 2010	• Intersection design • Streetscape design (Central Waterfront) • Overview of bus inventory analysis
4	October 19, 2010	• Streetscape design (East Bayfront) • Report back on issues/comments
5	November 4, 2010	• Report back on issues/comments
6	November 16, 2010	• Review construction survey • Introduction to wayfinding and signage
7	November 30, 2010 (tentative)	• Report back on issues/comments
8	December 14, 2010 (December 21, 2010- alternate meeting date)	• Street furnishings and electrification strategy • Heritage and art strategy • Bus management strategy
9	January 18, 2011	• Trees and plantings • Accessibility • Construction management
10	February 15, 2011	• Wayfinding and signage detailed design strategy

Report back items

Working group meeting 04.11.2010

- Spadina/Queens Quay northbound signal for cyclists
- Extension of MGT
- Curb radii and routing
- Storm drain location
- Time required to cross Queens Quay

- Tree species/planting
- Crossing at the mixed zone
- Ground floor animation strategy for the north side of Queens Quay
- York Pier/Slip access and Bay/Queens Quay intersection: ferry terminal access, airport shuttle stop and proposed removal of turning movement at Harbour Square
- Curb management: layby locations, parking strategy, bus management plan report back
- Street furniture, including Bixi bike coordination
- Wayfinding and signage strategy
- Integration with TTC repair works

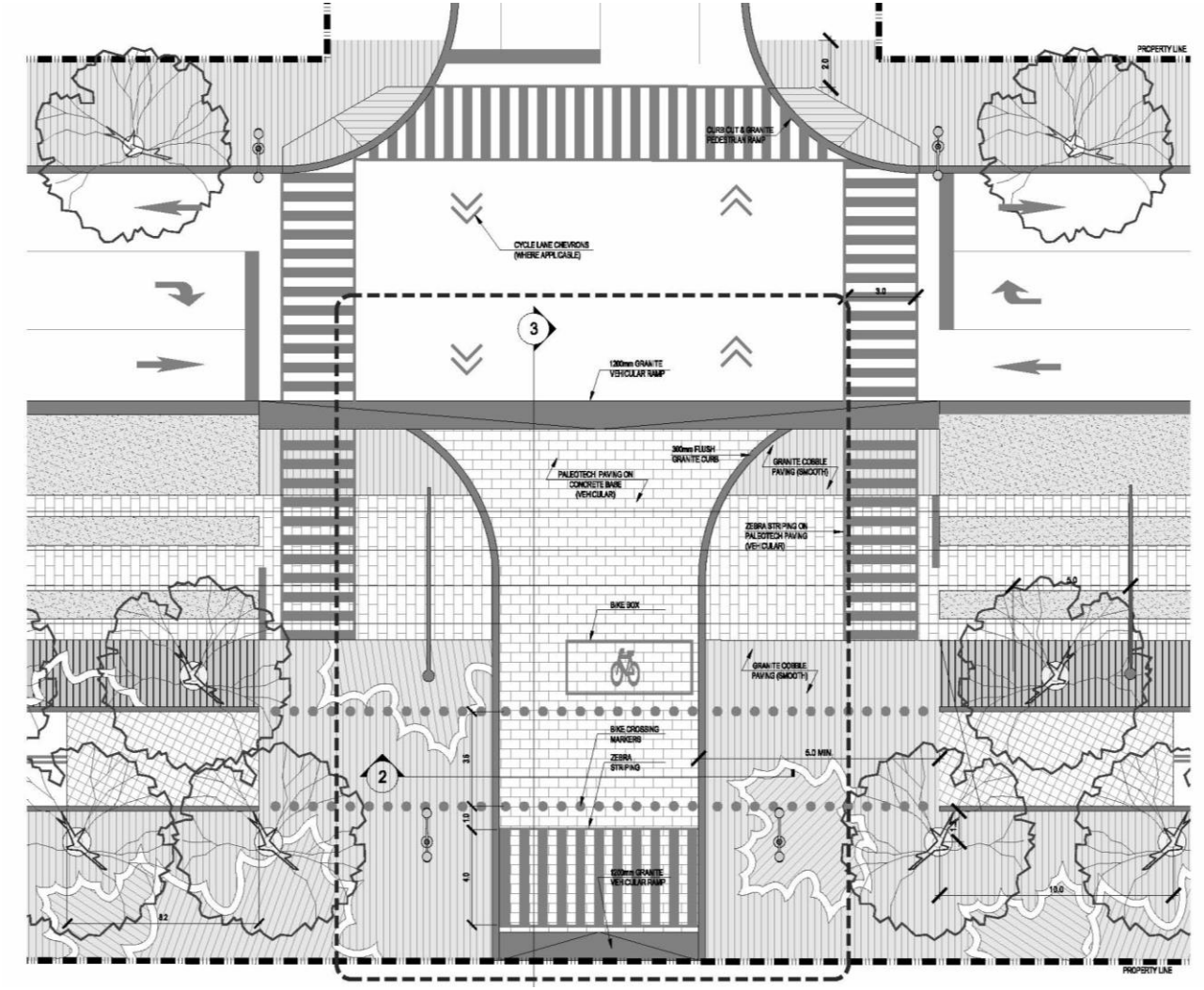
SPADINA – QUEENS QUAY INTERSECTION

Working group meeting 21.09.2010

SPADINA – QUEENS QUAY INTERSECTION

Working group meeting 21.09.2010

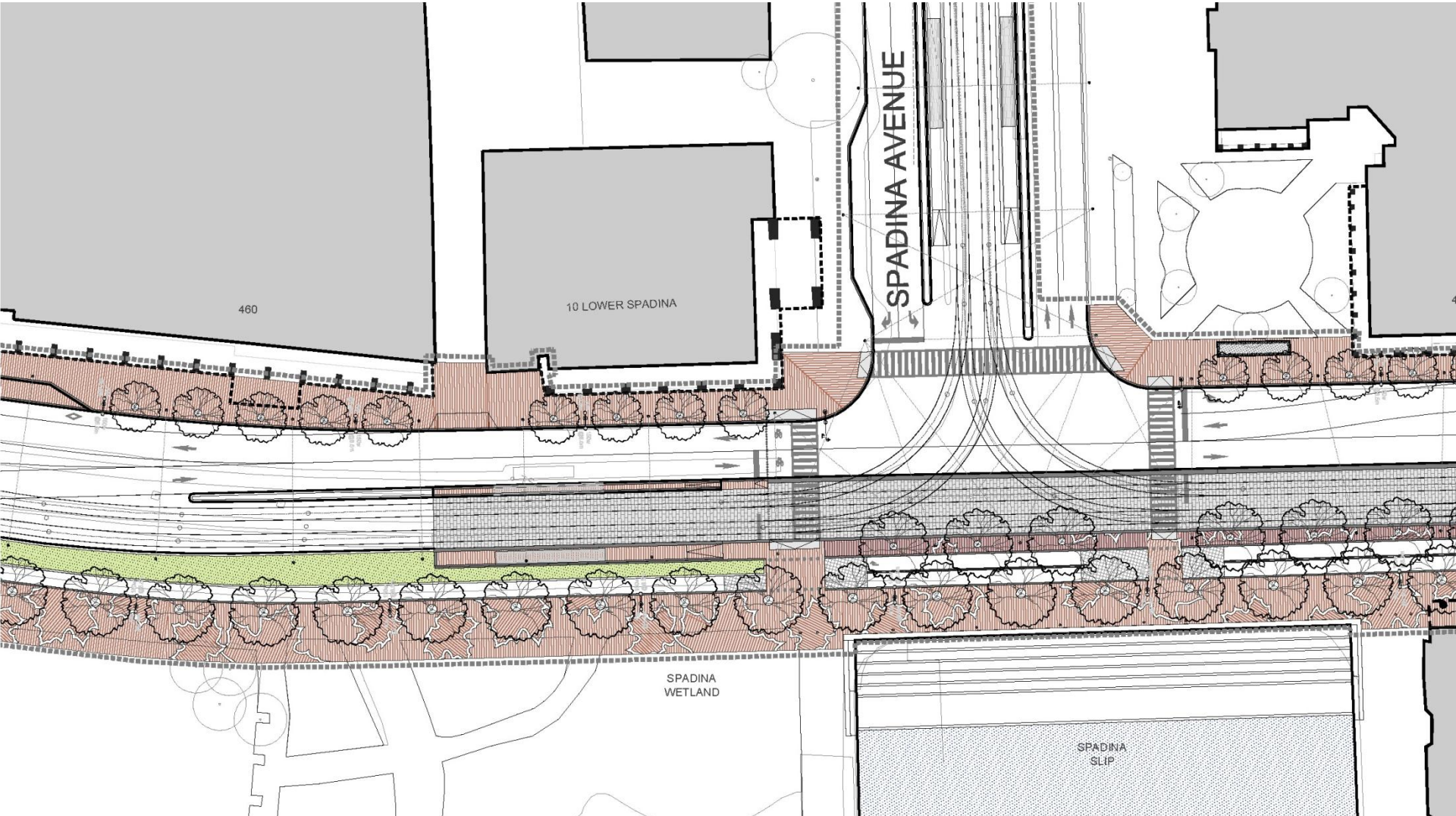
Typical intersection



SPADINA – QUEENS QUAY INTERSECTION

Working group meeting 21.09.2010

Spadina – Queens Quay intersection



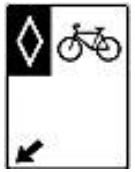
SPADINA – QUEENS QUAY INTERSECTION

Working group meeting 04.11.2010

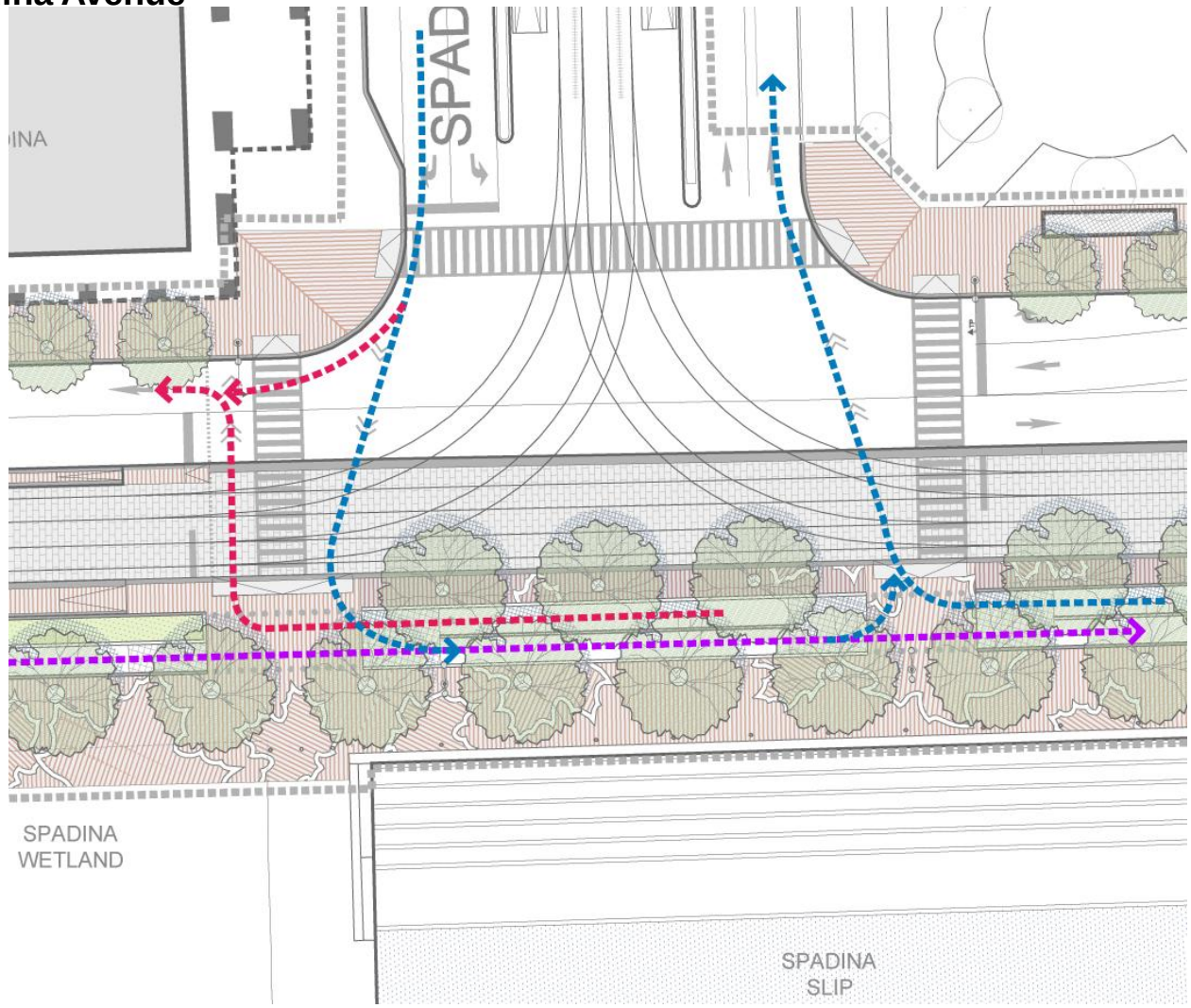
Cyclist Crossing at Spadina Avenue

North-South Crossings:
Cyclists cross on pedestrian signal (Chevrons in roadway will guide cyclists through intersection.)

Westbound at Spadina:
Cyclists proceed on MGT to west side of Spadina and cross over to the roadway. Bike lanes begin again at Yo-yo ma lane.



Eastbound at Spadina:
Cyclists transition from on-street bike lanes to MGT at Yo-yo Ma Lane.

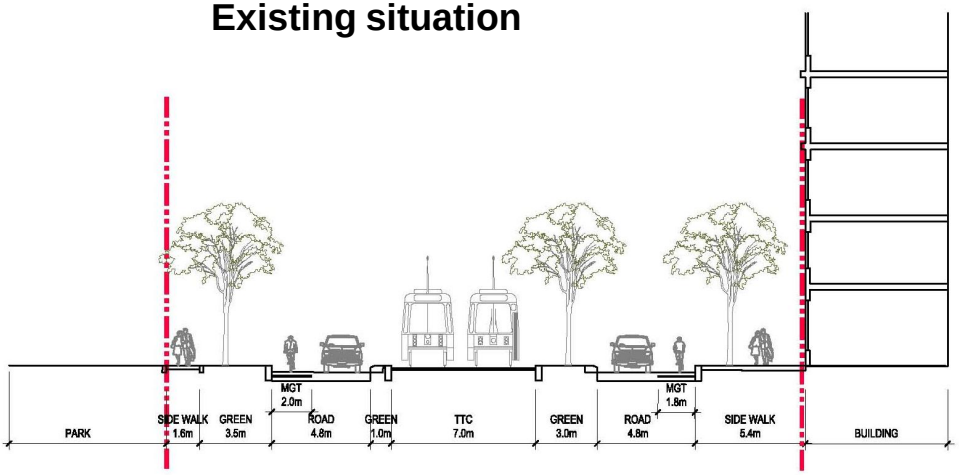


EXTENSION OF MARTIN GOODMAN TRAIL

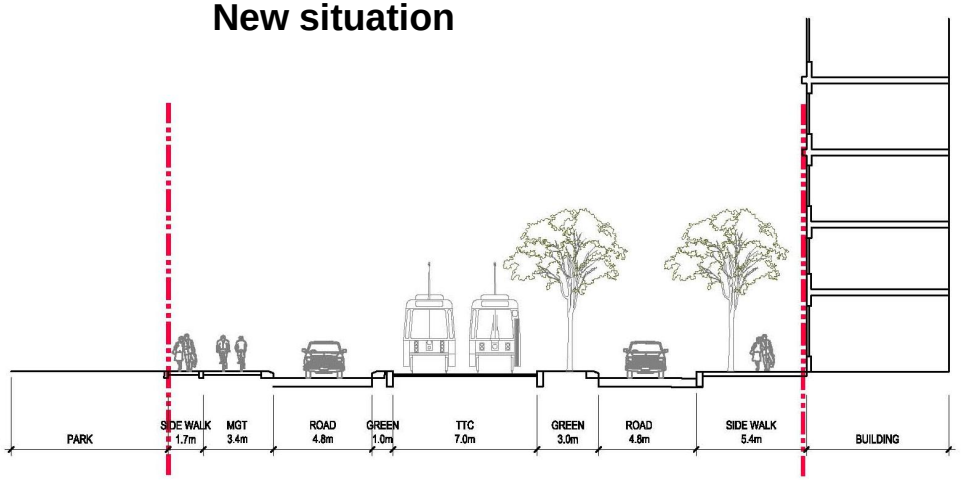
Working group meeting 04.11.2010

Concept

Existing situation



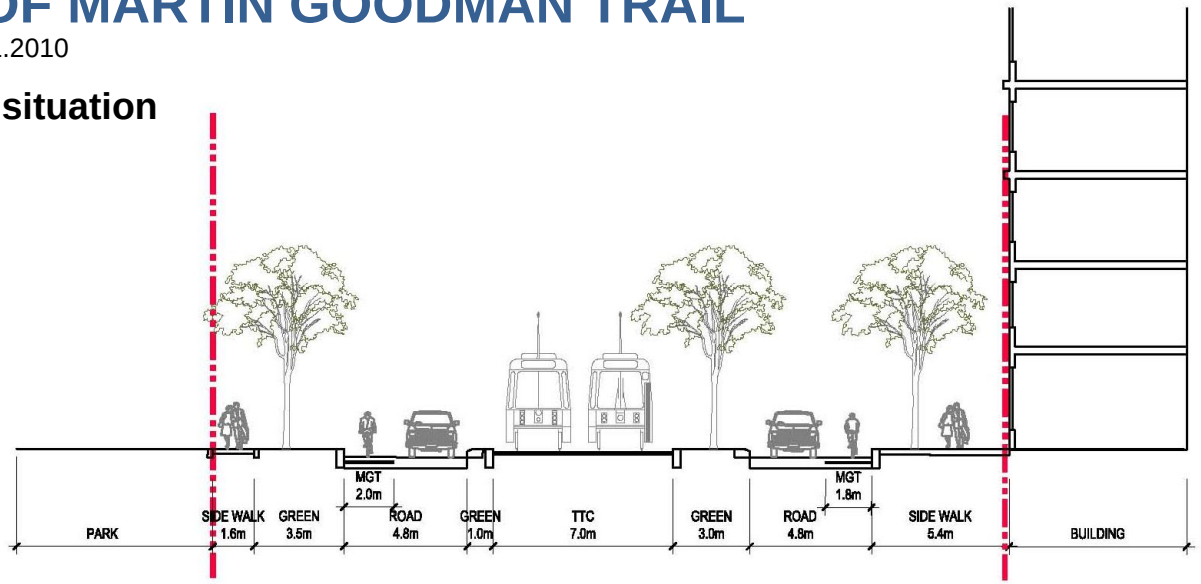
New situation



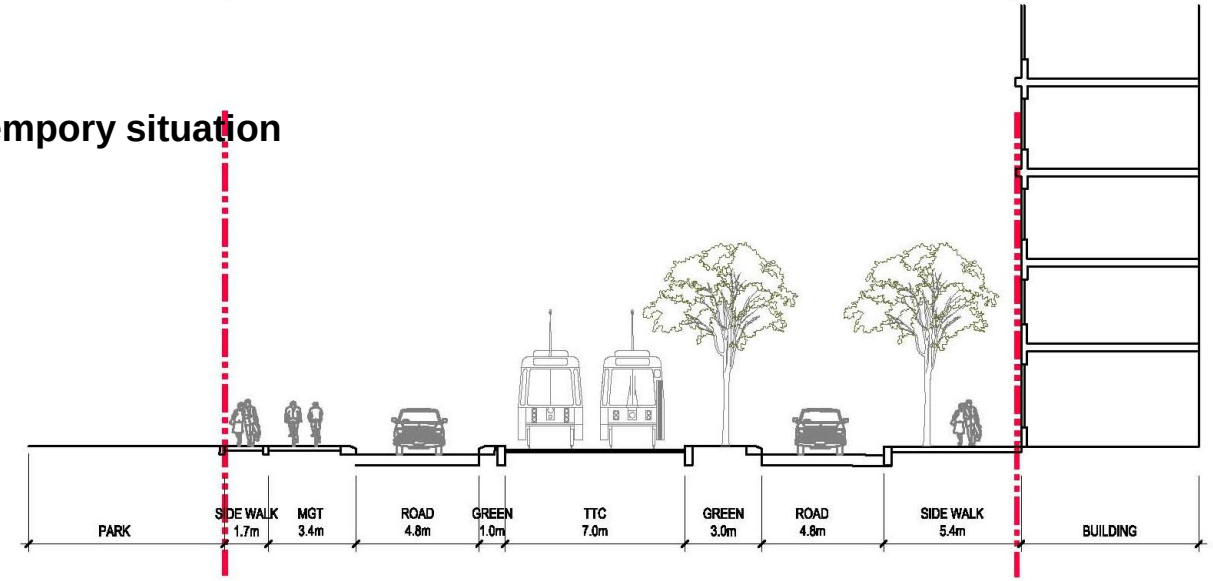
EXTENSION OF MARTIN GOODMAN TRAIL

Working group meeting 04.11.2010

Existing situation



New - tempory situation



EXTENSION OF MARTIN GOODMAN TRAIL

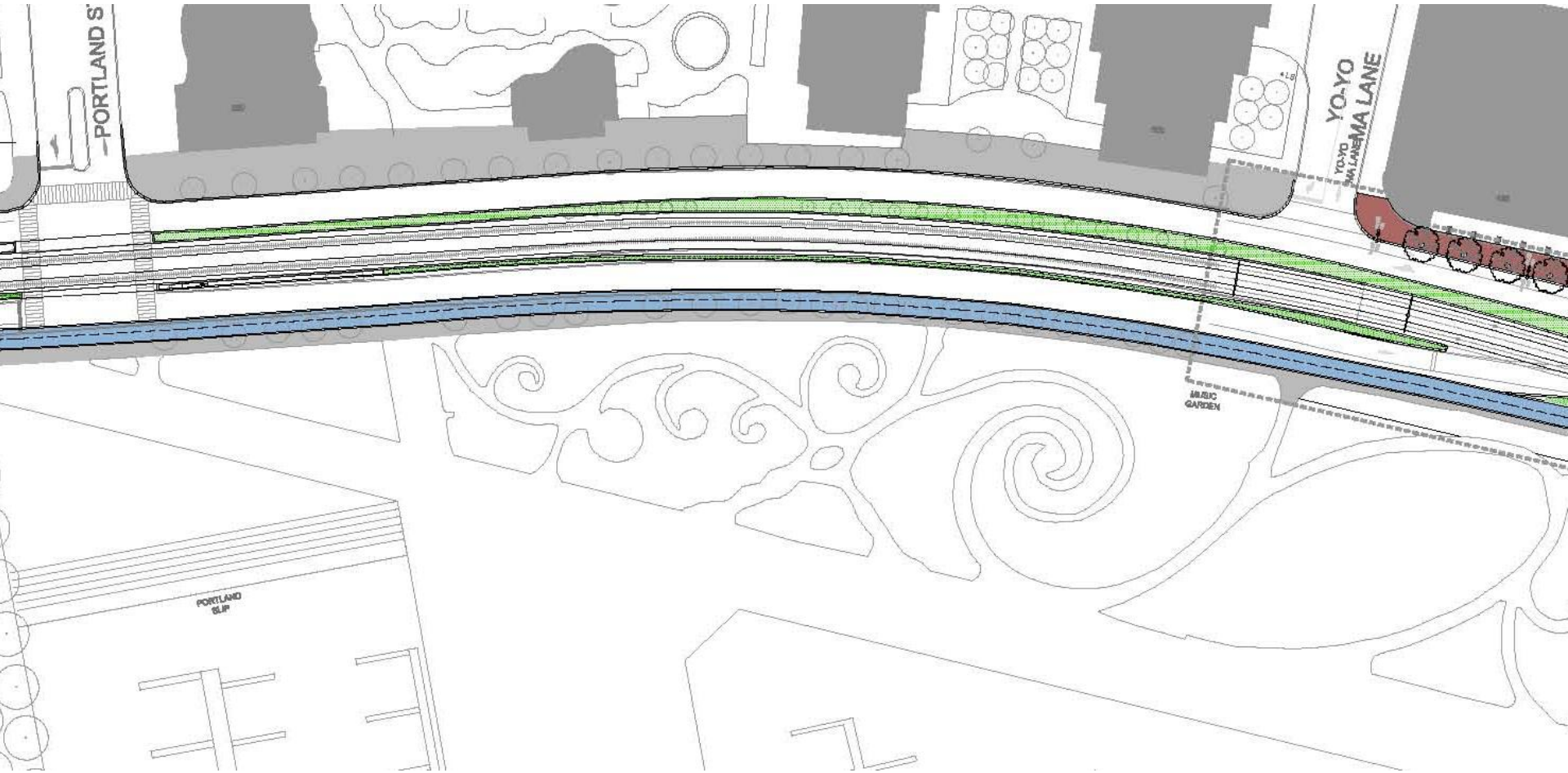
Working group meeting 04.11.2010

Concept

EXTENSION OF MARTIN GOODMAN TRAIL

Working group meeting 04.11.2010

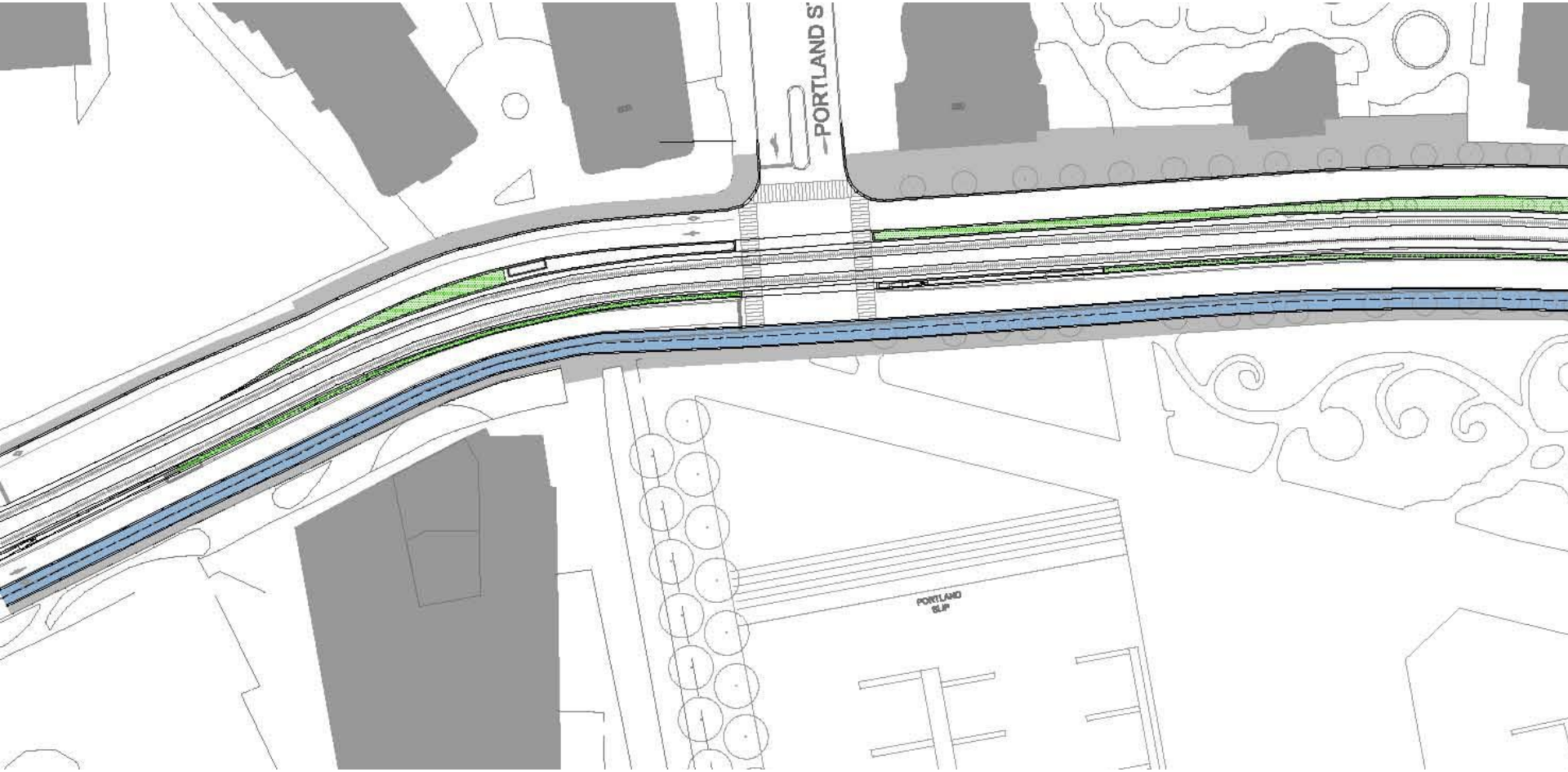
Concept



EXTENSION OF MARTIN GOODMAN TRAIL

Working group meeting 04.11.2010

Concept

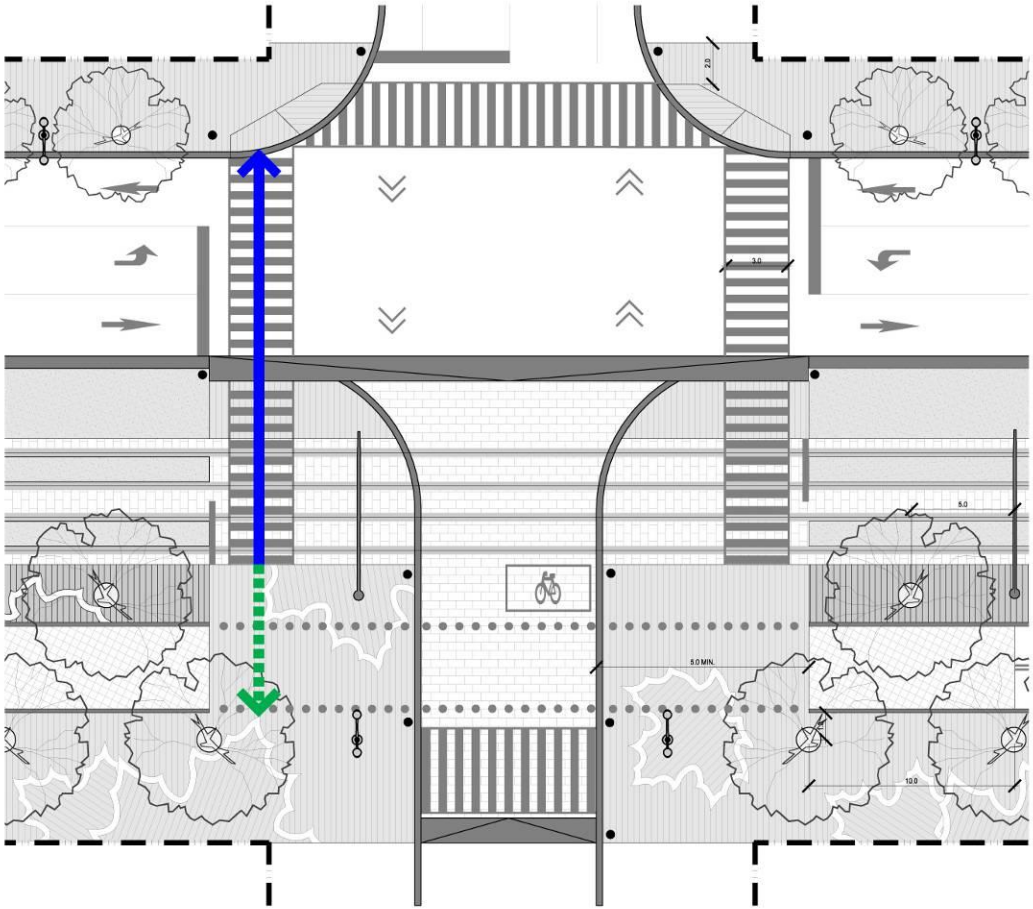


INTERSECTION DESIGN

Time required to cross Queens Quay

Provide enough time for pedestrians to cross from the north curb to the south side of the Martin Goodman Trail:

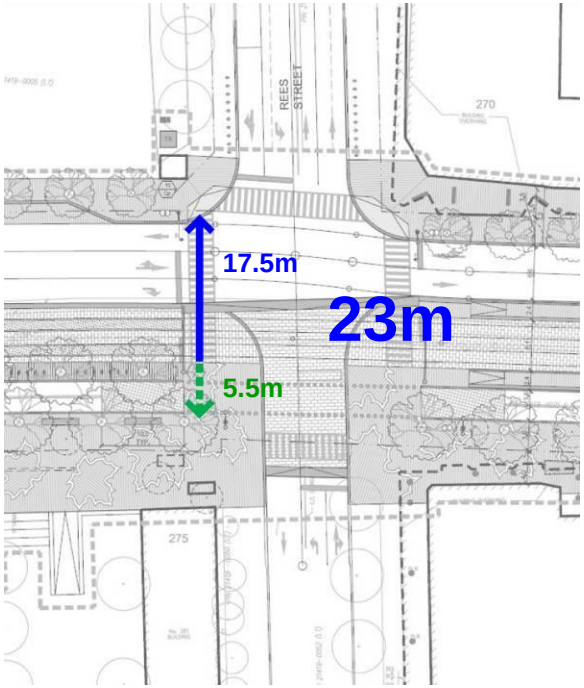
Min. 7 second walking time + crossing distance in metres / 1.2 metres per second walking speed + MGT crossing time



INTERSECTION DESIGN

Time required to cross Queens Quay

Rees Street

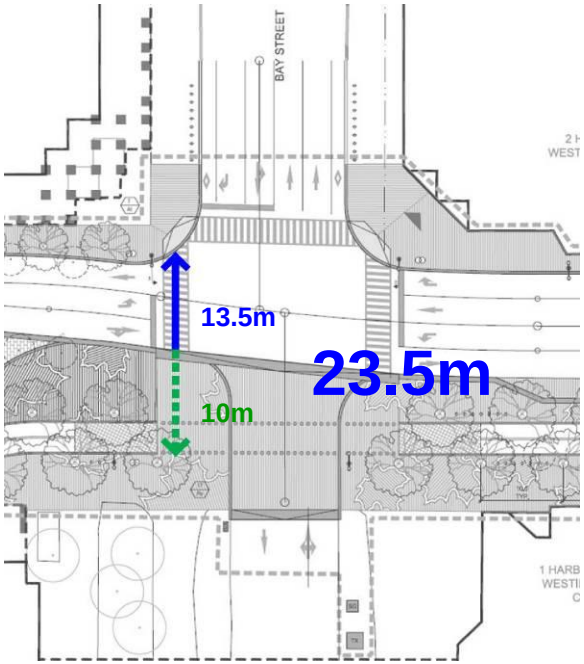


Roadway: 22 seconds (17.5m)

+ MGT: 5 seconds

TOTAL TIME: 27 seconds (23m)

Bay Street

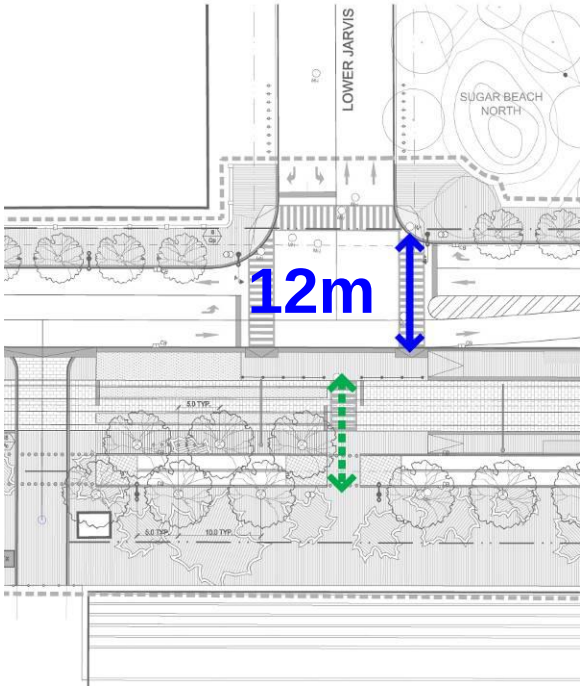


Roadway: 19 seconds (13.5m)

+ MGT: 8 seconds

TOTAL TIME: 27 seconds (23.5m)

Jarvis Street



Roadway: 17 seconds (12m)

Pedestrians yield to TTC and MGT

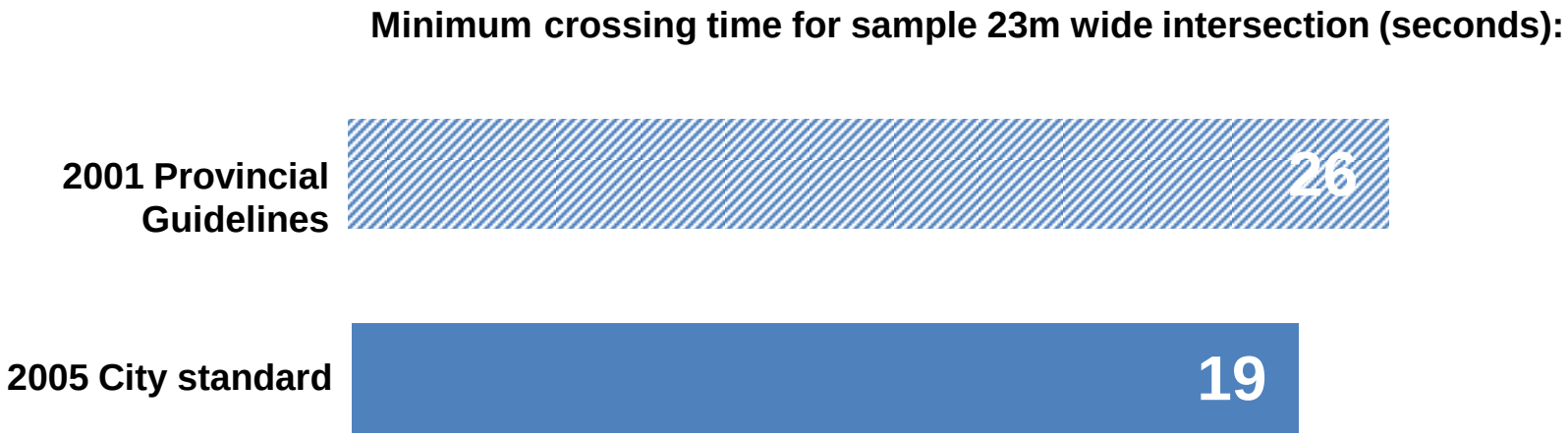
INTERSECTION DESIGN

Crossing times – improving standards

Minimum crossing time for sample 23m wide intersection (seconds):

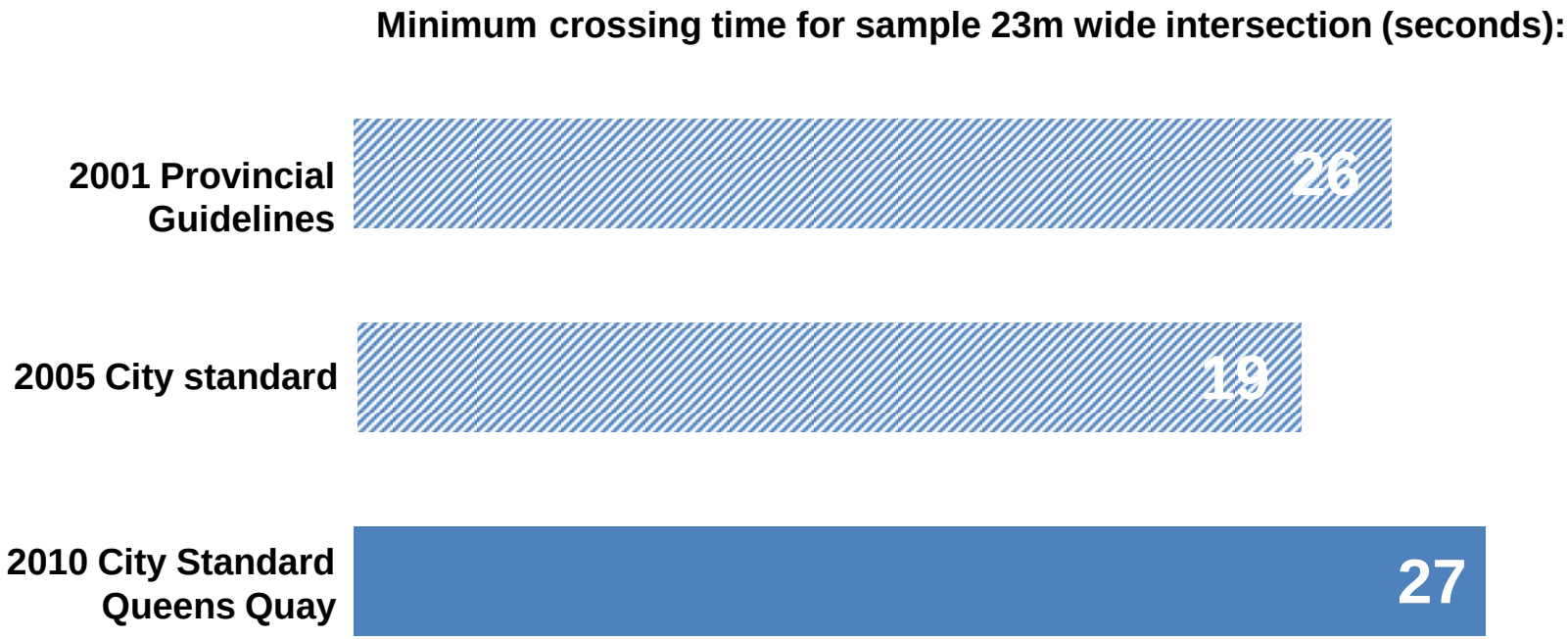
INTERSECTION DESIGN

Crossing times – improving standards



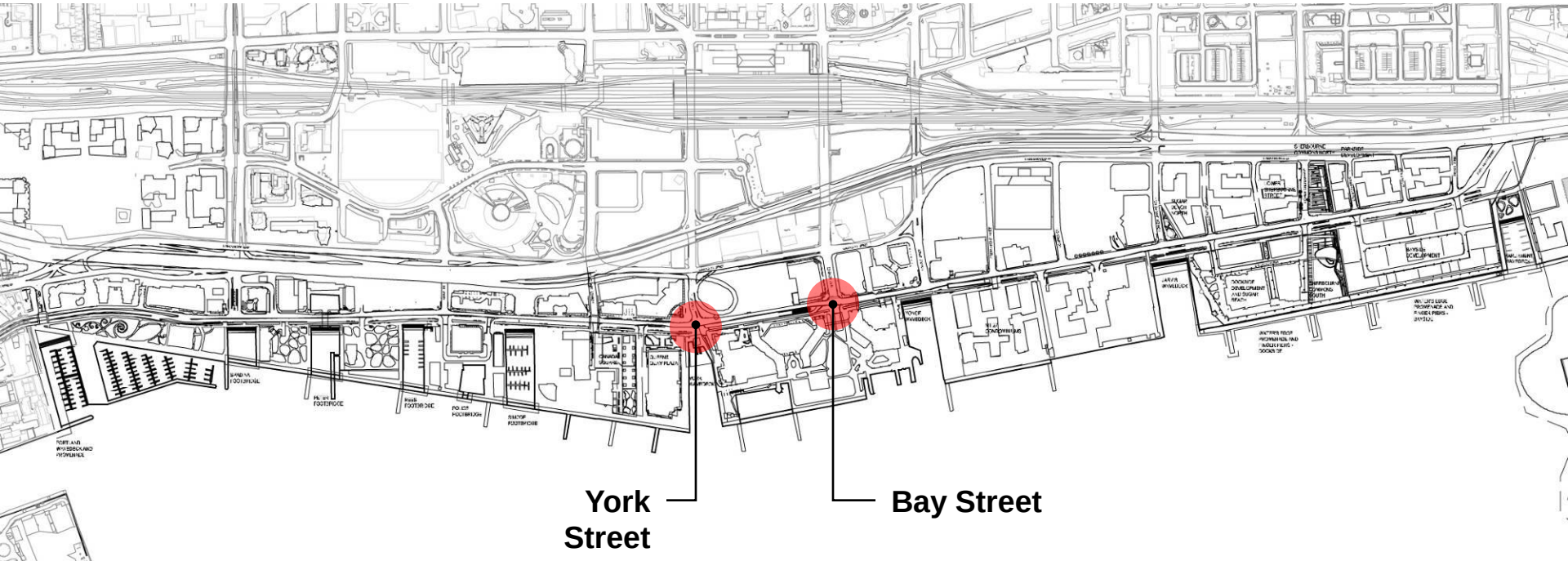
INTERSECTION DESIGN

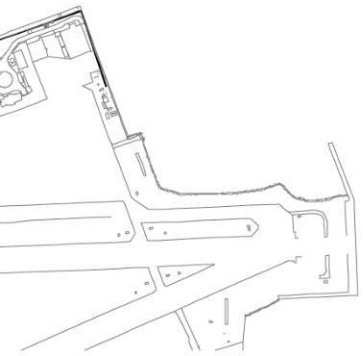
Crossing times – improving standards



INTERSECTION DESIGN

High volume intersections





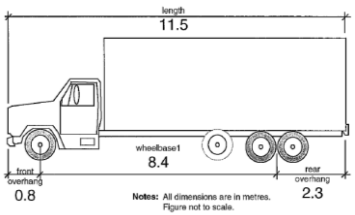
Potential modifications to high volume intersections:

- **Increase width of crosswalk (4m max.)**
- **Increase allotted crossing time**

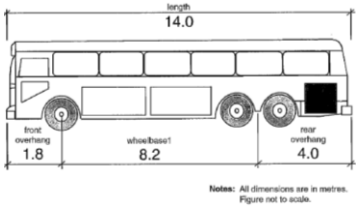
ROUTING AND CURB RADII STUDY

Working group meeting 2010.10.19

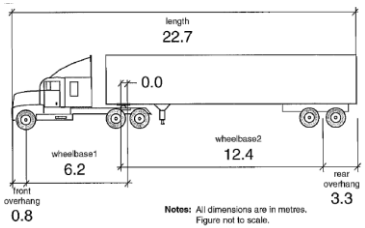
Turn Movement Modelling (AutoTrack Software)



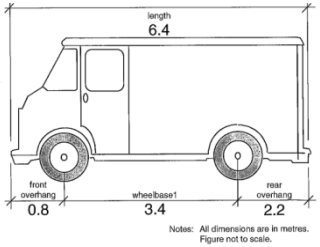
Heavy Single Unit (large delivery cube truck)



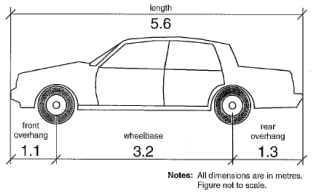
Intercity Bus (coach)
R* = 13.9 metres



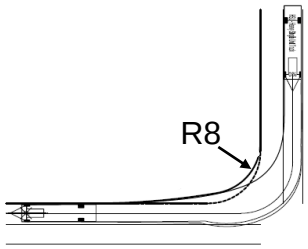
WB-20 (semi tractor trailer)
R* = 10.7 metres

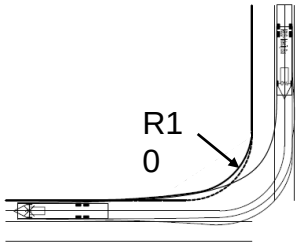


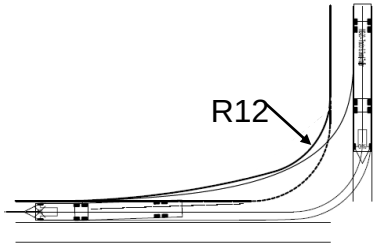
Light Single Unit (Cube Van)
R* = 7.3 metres

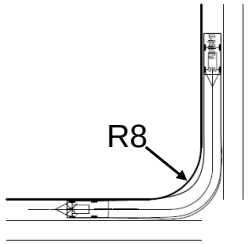


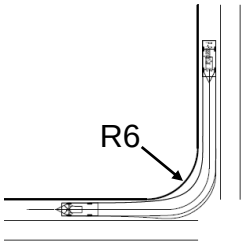
Passenger Car
R* = 6.3 metres











* Minimum turning radius from stop condition; measured from front outside wheel; based on 90 degree turn.

ROUTING AND CURB RADII STUDY

Working group meeting 2010.10.19

Identity of Queens Quay

ROUTING AND CURB RADII STUDY

Working group meeting 2010.10.19

Objectives

Identify and consolidate routes to/from Queens Quay sites for large vehicles (i.e. buses and trucks) that are necessary for tourism and servicing area residents and businesses.

Minimize the number of large curb radii to improve pedestrian environment.

ROUTING AND CURB RADII STUDY

Working group meeting 2010.10.19

Considerations

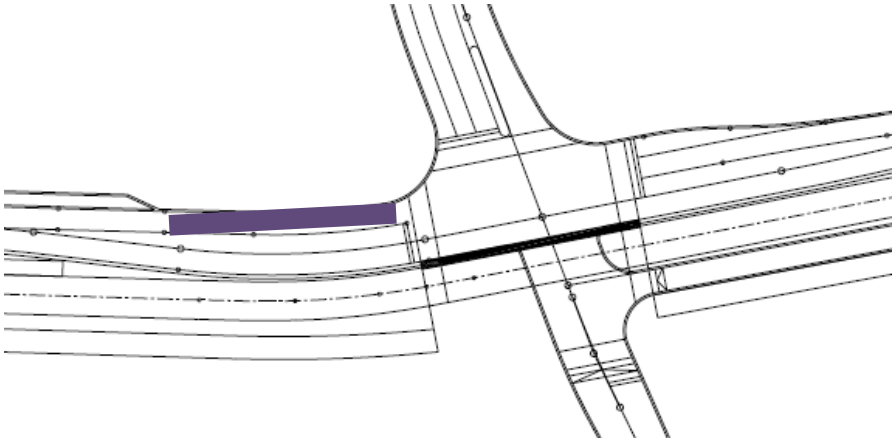
Origins and destinations of buses and trucks presently using Queens Quay.

Queens Quay Schematic Design Road Geometry:
- Lanes reduced from 2 to 1 in each direction; space to start/complete turn reduced to 1 lane on Queens Quay.

Design Vehicle Characteristics:
Large
- heavy single unit (large delivery cube truck)
- intercity bus (coach)
- WB-20 (semi tractor trailer)

Typical
- light single unit (cube van)
- passenger car

Existing Conditions: Space available to complete southbound right-turn at York Street



Proposed Road Geometry: Space available to complete southbound right-turn at York Street

ROUTING AND CURB RADII STUDY

Working group meeting 2010.10.19

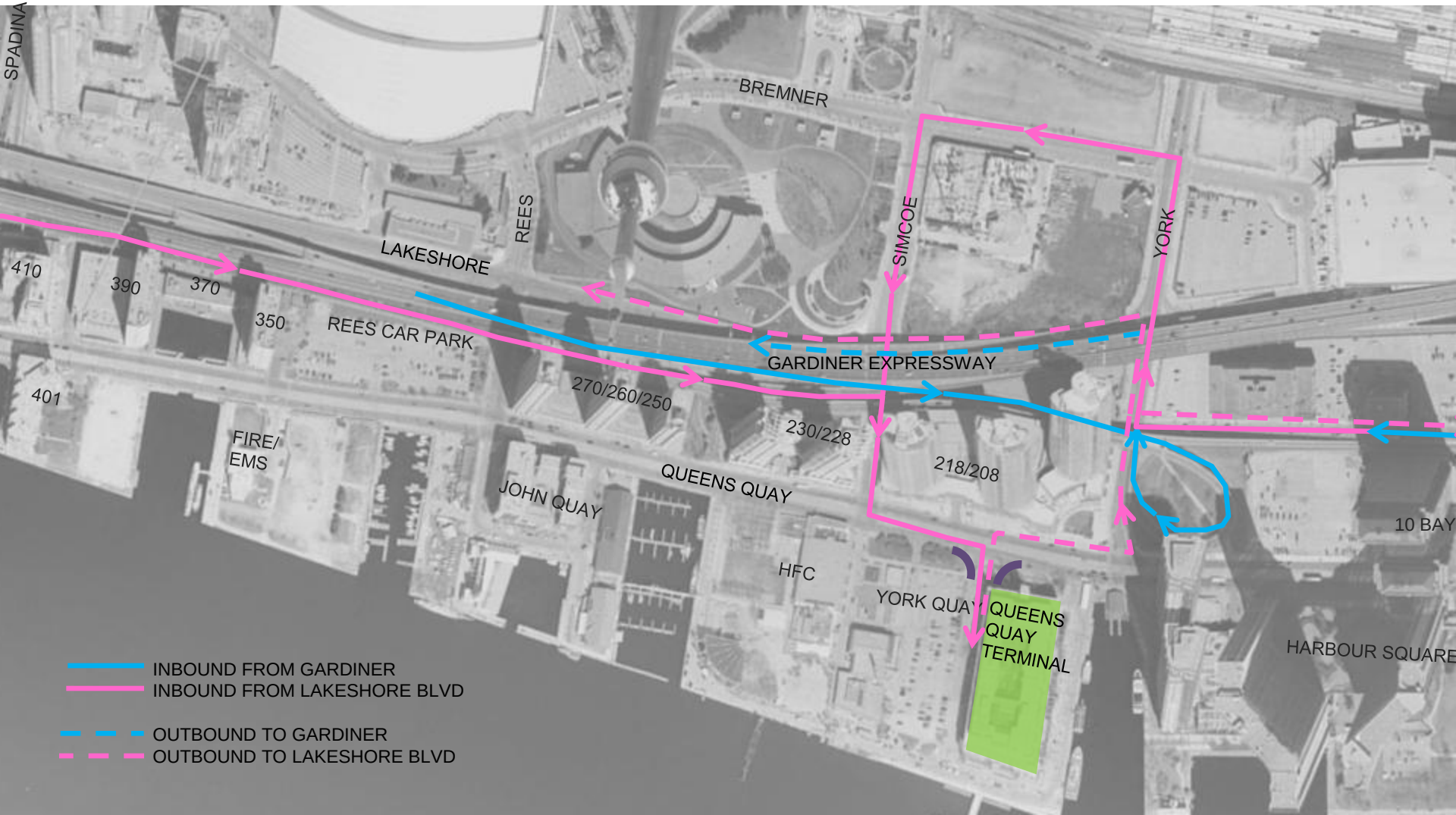
Summary of Potential Routes (Yo-Yo Ma to Bay)

Property	Design Vehicle	Large Vehicle Routing to/from Queens Quay							
		Inbound from West		Inbound from East		Outbound to West		Outbound to East	
		Lakeshore	Gardiner	Lakeshore	Gardiner	Lakeshore	Gardiner	Lakeshore	Gardiner
470 Queens Quay	Heavy Single Unit	Spadina (SBR)	Spadina/ Bremer/ York (SBR)	Rees/Bremner/ Spadina (SBR)	Yonge Ramp/ LSB/Rees/Bremner/ Spadina (SBR)	Bathurst	Bathurst	Bathurst	Bathurst
401 Queens Quay	Heavy Single Unit	York (SBR)	Spadina/ Bremer/ York (SBR)	York (SBR)	Yonge Ramp/LSB/ York (SBR)	Rees	York	401 / Spadina (WBR) or Rees	401 / Spadina (WBR) or Rees
410 Queens Quay	Heavy Single Unit	York (SBR)/ 410 (EBR)	Spadina/ Bremer/ York (SBR)/ 410 (EBR)	York (SBR)/ 411 (EBR)	Yonge Ramp/LSB/ York (SBR)/ 410 (EBR)	N/A (directly to Spadina)	N/A (directly to Spadina)	N/A (directly to Spadina)	N/A (directly to Spadina)
390/270/350 Queens Quay	Heavy Single Unit	Spadina	Jameson/LSB/ Spadina	Rees/Bremner/ Spadina	Yonge Ramp/ Rees/ Bremner/ Spadina	Rees	Rees /LSB/ Jameson or Rees/ Bremner/Spadina	Rees	Rees
350 Queens Quay	Heavy Single Unit	Spadina	Jameson/LSB/ Spadina	Rees/Bremner/ Spadina	Yonge Ramp/ Rees/ Bremner/ Spadina	Rees	Rees /LSB/ Jameson or Rees/ Bremner/Spadina	Rees	Rees
Fire/EMS	Fire Truck	N/A				N/A			
QQ Bus Loading at Rees	Coach	York (SBR)	Spadina/ Bremer/ York (SBR)	York (SBR)	Yonge Ramp/LSB/ York (SBR)	Bathurst	Spadina (WBR)/ LSB/Bay	Spadina (WBR)	Spadina (WBR)/LSB
QQ Service Loading at Rees	Heavy Single Unit	York (SBR)	Spadina/ Bremer/ York (SBR)	York (SBR)	Yonge Ramp/LSB/ York (SBR)	Bathurst	Spadina (WBR)/ LSB/Bay	Spadina (WBR)	Spadina (WBR)/LSB
John Quay	Coach	Rees	Spadina/ Bremer/ Rees	Rees	Yonge Ramp/LSB/ Rees	Rees	Rees/LSB/Bay	Rees	Rees
230/228 Queens Quay	Heavy Single Unit	Simcoe	Spadina/Bremner/ Simcoe	Rees	Yonge Ramp/ LSB/Rees	York	York	York	York
York Quay	Coach	Simcoe	Spadina/Bremner/ Simcoe	York (SBR)	Yonge Ramp/LSB/ York (SBR)	Simcoe	Simcoe/LSB/Bay	Simcoe	Simcoe/LSB/Bay
218/208 Queens Quay	Heavy Single Unit	Simcoe	Spadina/Bremner/ Simcoe	Rees	Yonge Ramp/ LSB/Rees	LSB	LSB	LSB	LSB
QQ Bus Loading at York	Coach	York (SBR)	Spadina/ Bremer/ York (SBR)	York (SBR)	Yonge Ramp/ LSB/York (SBR)	Bathurst	Spadina (WBR)/ Bremner/York	Spadina (WBR)	Spadina (WBR)/LSB
Queens Quay Terminal	Heavy Single Unit	Simcoe/QQT (EBR)	York Ramp/York/ Bremner/Simcoe/ QQT (EBR)	York/ Bremner/Simcoe/ QQT (EBR)	Yonge Ramp/LSB/York/ Bremner/Simcoe/ QQT (EBR)	QQT (NBR)/York	QQT (NBR)/York	QQT (NBR)/York	QQT (NBR)/York/LSB
10 Bay	Heavy Single Unit	York	Spadina/ Bremer/ York	York	Yonge Ramp/LSB/ York	Bay	Bay	Bay	Bay

ROUTING AND CURB RADII STUDY

Working group meeting 2010.10.19

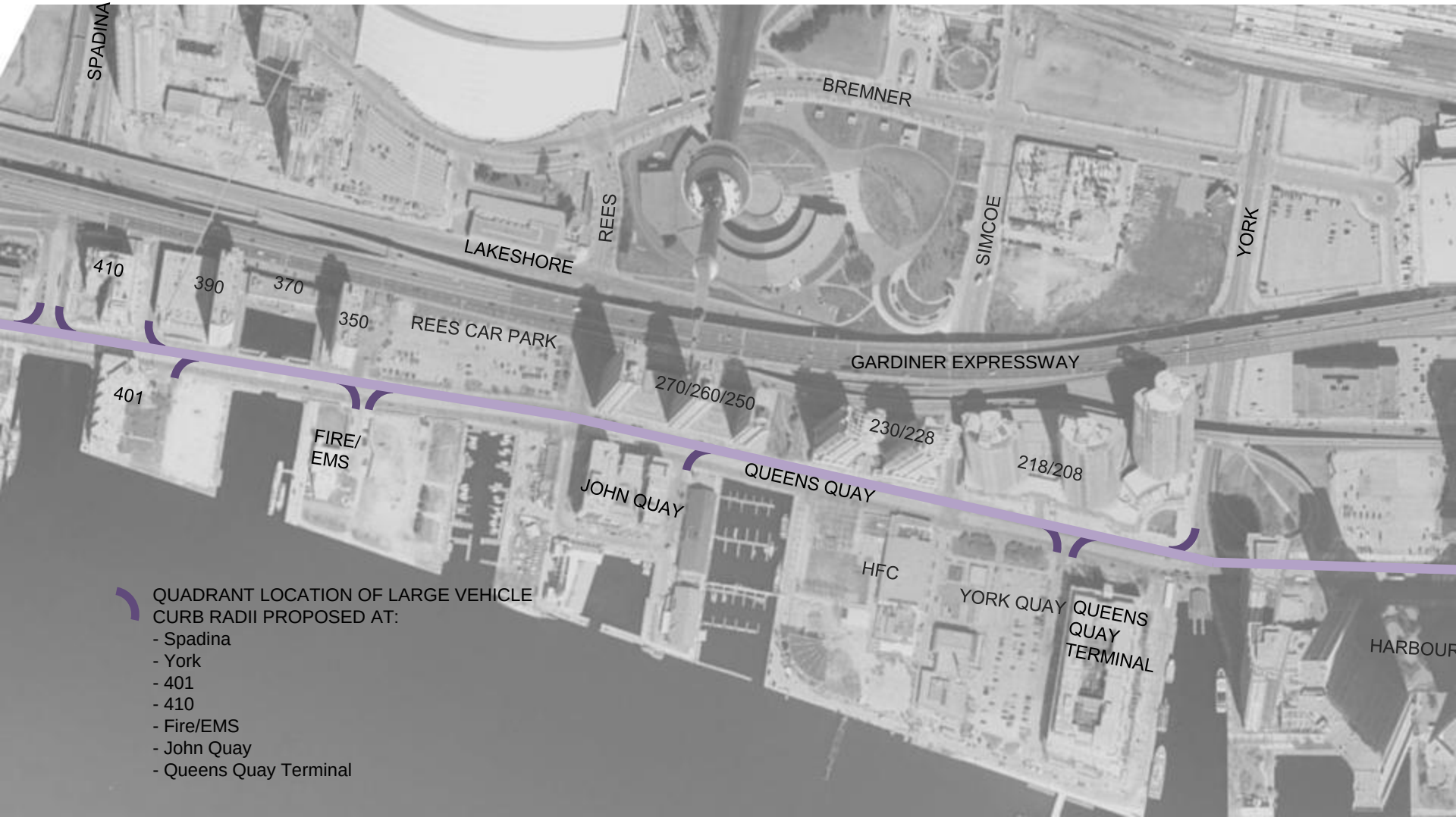
Potential Routing to/from Queens Quay Terminal



ROUTING AND CURB RADII STUDY

Working group meeting 2010.10.19

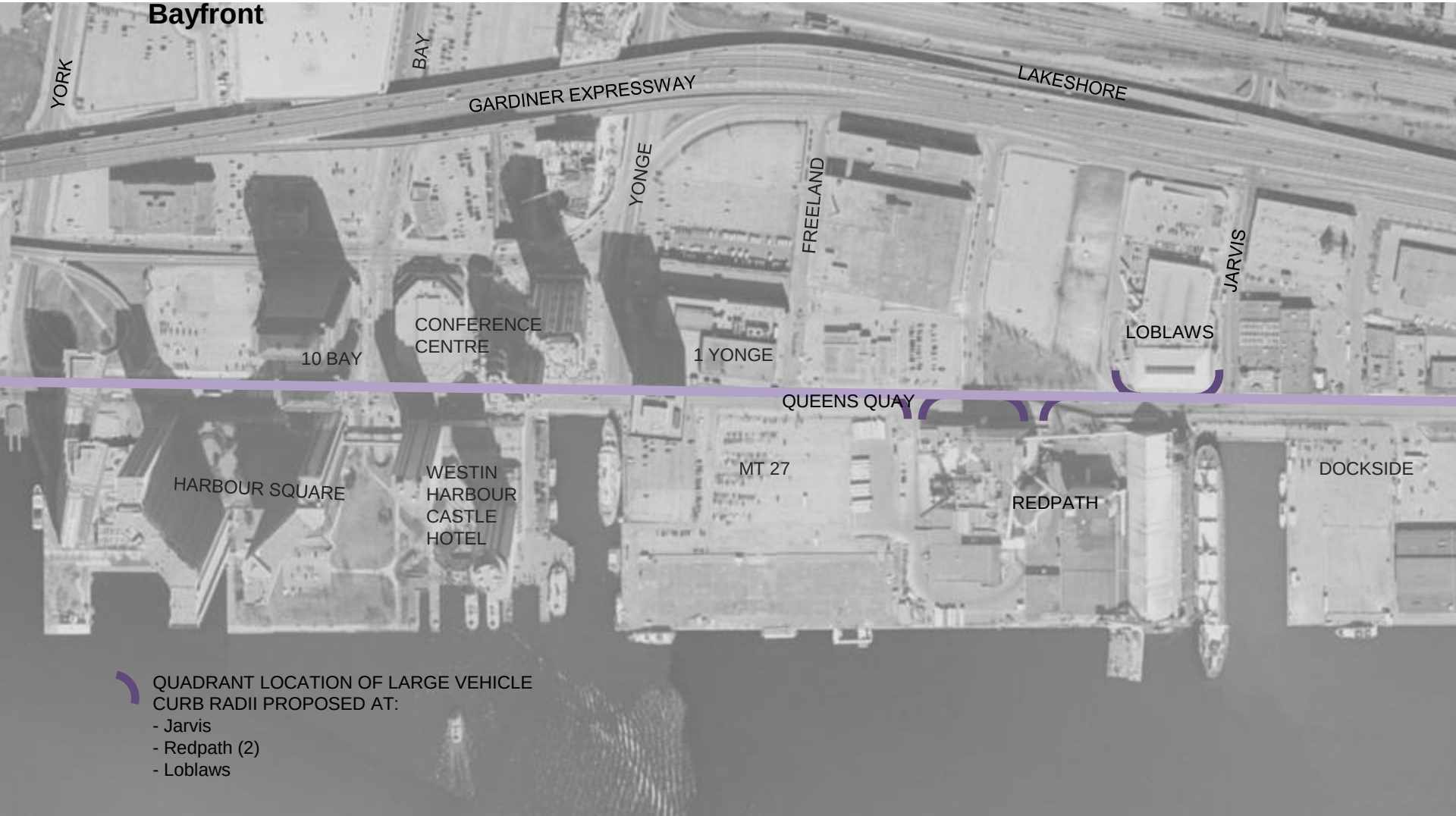
Large Vehicle Curb Radii Locations – Central



ROUTING AND CURB RADII STUDY

Working group meeting 2010.10.19

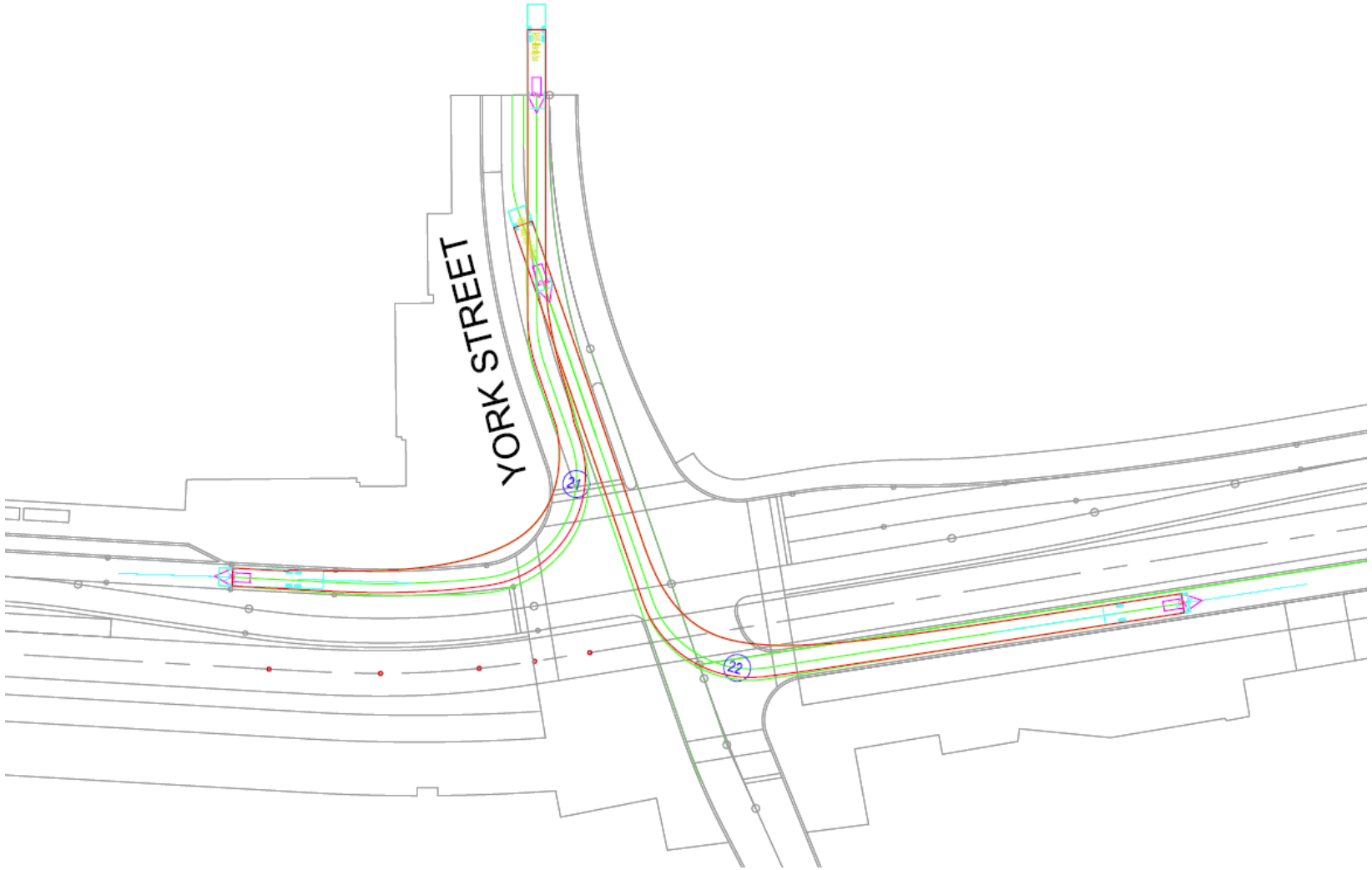
Large Vehicle Curb Radii Locations – East Bayfront



ROUTING AND CURB RADII STUDY

Working group meeting 2010.10.19

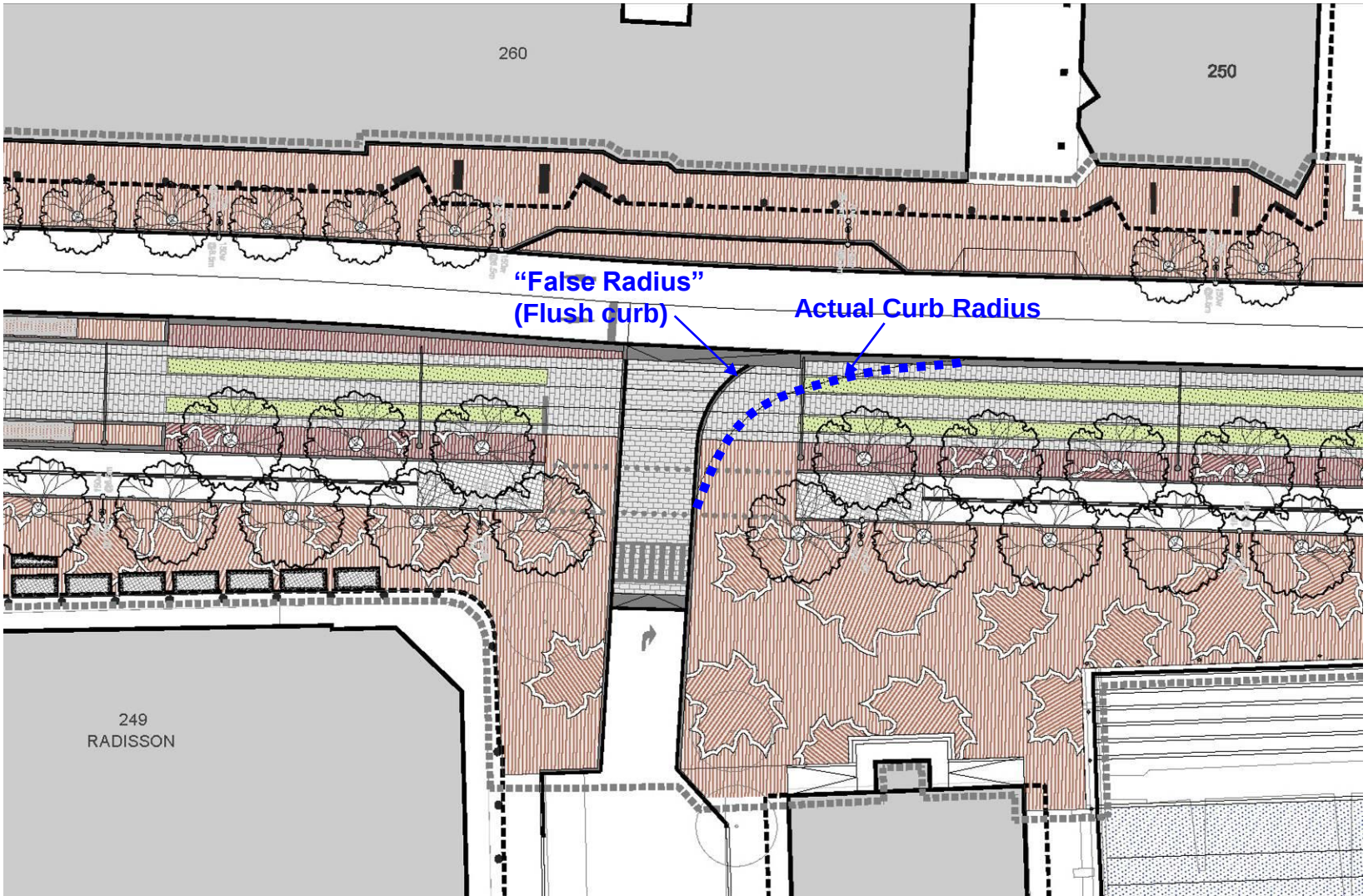
Turn Movement Modelling (AutoTrack Software)



ROUTING AND CURB RADII STUDY

Working group meeting 2010.11.04

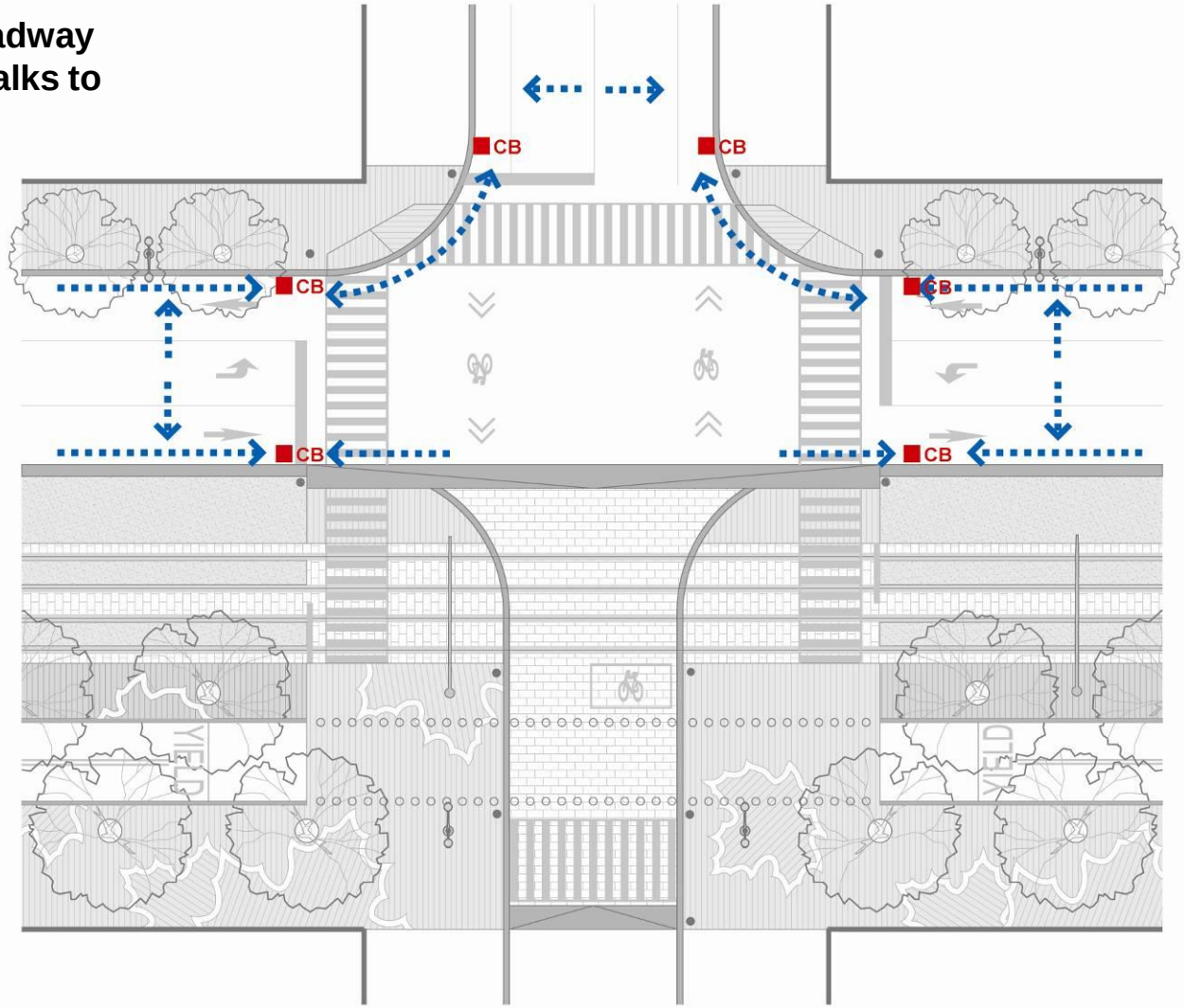
“False curb radii”



INTERSECTION DESIGN

Location of catchbasins at intersections

Low points & catch basins on roadway located down slope from crosswalks to avoid pooling at curb cuts.



2 Months Outlook

Complete 100% Schematic Design

Start Detailed Design

Wayfinding / signage

Heritage and Art strategy

Accessibility Review

Bus management

Electrification Plan for Queens Quay

Street and Tree Lighting Strategy

Extent of Construction for the First Phase

Next Steps

- Queens Quay Working Group Meeting # 6 scheduled for November 16
- Community Update Meeting #2 scheduled for November 17
- Drop-in session proposed for January 19

http://www.waterfrontoronto.ca/qqconsultation