



Queens Quay East Interim Priority Bus Lanes

From Bay to Parliament

February, 2025

| Land Acknowledgement

We acknowledge the land we are meeting on is the traditional territory of many nations including the Mississaugas of the Credit, the Anishnabeg, the Chippewa, the Haudenosaunee and the Wendat peoples and is now home to many diverse First Nations, Inuit and Métis peoples. We also acknowledge that Toronto is covered by Treaty 13 with the Mississaugas of the Credit.



| Remarks from Deputy Mayor Malik



| Preface

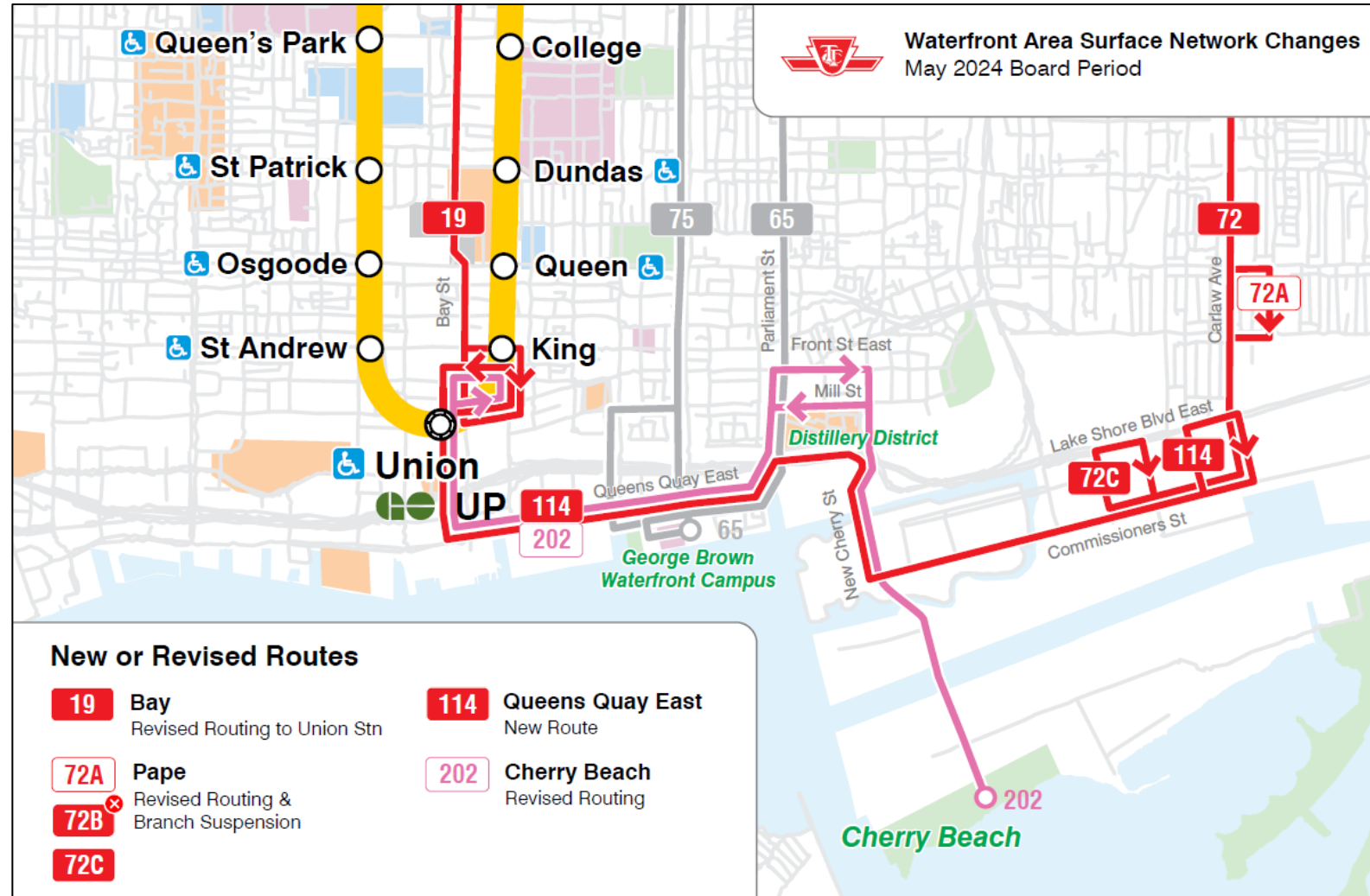
- Development has transformed Queens Quay East from a predominantly industrial corridor to a new urban growth area.
- The East Bayfront neighbourhood has grown over 200% in population from 2016 to 2021, compared to the City-wide growth of 2.3% in the same period.
- George Brown College Waterfront Campus is a major destination.
- Queens Quay East is the planned corridor for the Waterfront East LRT.

| Existing Conditions of Queens Quay East



- Growing population, strong demand for better transit.
- Heavy traffic on Queens Quay due to Gardiner construction and demand.
- Comparable transit usage with other high-density neighbourhoods, but only 5% of transit users ride the Queens Quay bus due to poor route reliability. Most people walk to the nearest station.
- High variability of travel time on the corridor.

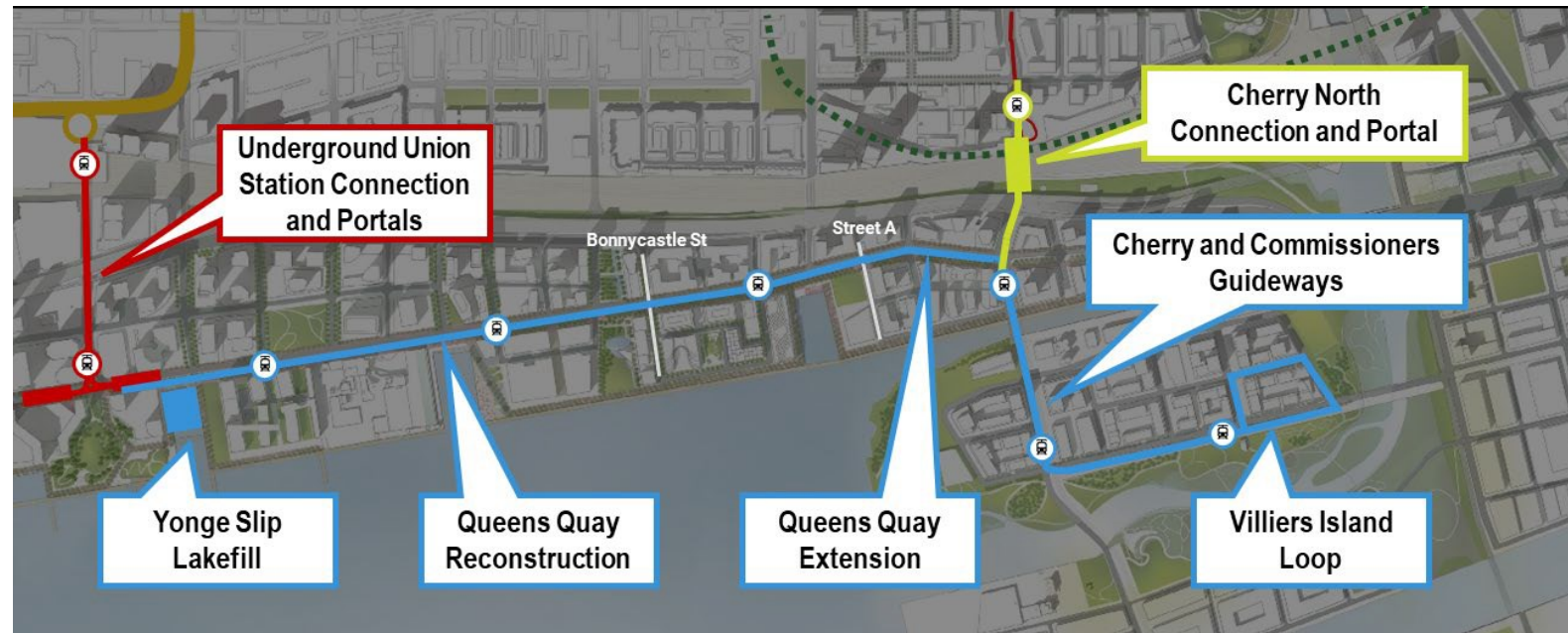
Bus Network – as of May 2024



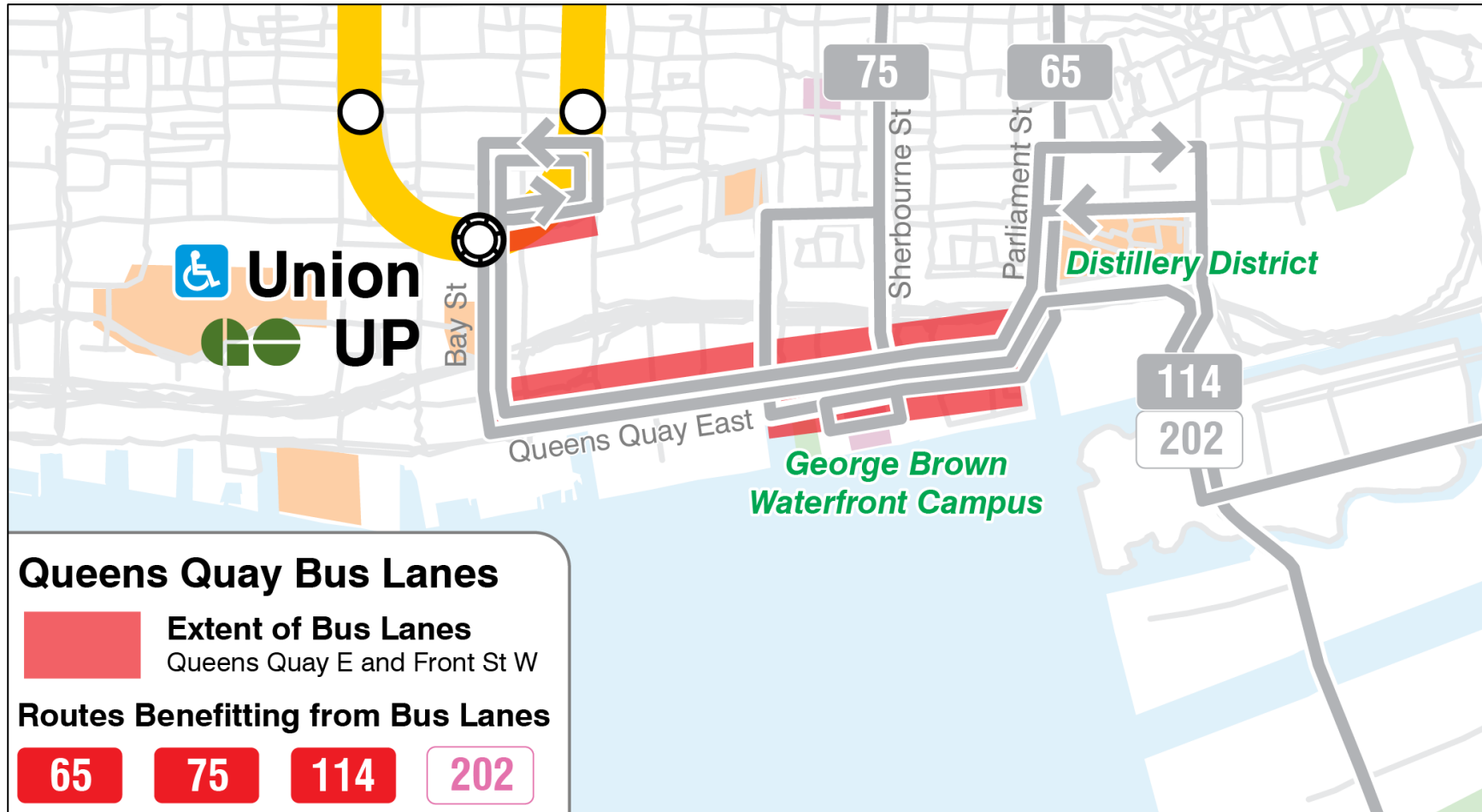
- In May 2024, the new 114 Queens Quay East bus was introduced to better serve East Bayfront.
- This is a standalone route that could scale up with development, avoid construction delays from other projects, and be the precursor to Waterfront East LRT.

| Waterfront East LRT

- Joint City, TTC, Waterfront Toronto project.
- Listed as one of the City's top transit priorities.
- Connections to existing streetcar network at Union Station and Cherry Loop, future connection to East Harbour and Broadview.
- Expected to be built by 2035+
- The proposed priority bus lanes on Queens Quay East is an interim measure until the LRT is built.



| Extent of Interim Bus Lanes



Ease of Implementation of Bus Lanes

- Wide and consistent curb-to-curb width due to existing urban shoulders.
- No traffic lanes removed, all local access maintained, and right-turns will still be allowed at intersections.

| Anticipated Transit Benefits

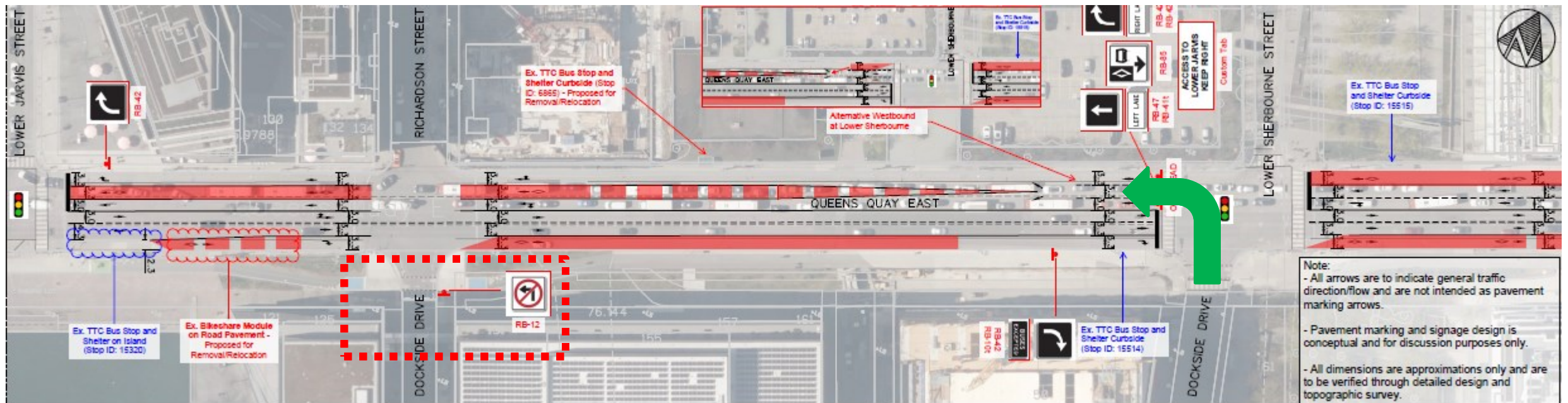
- Expected to improve transit travel times between Bay and Parliament by up to 30% (or up to 5 minutes) for 4,000 transit customers daily.
- Allows for reinvestment of resources to improve frequency.
- General service reliability improvements in front of George Brown College.
- Better end-of-line location on Front Street W, designated Union Station bus stop for downtown bus routes to simplify customer experience.

| **Cycling, Traffic, Lane Details**

- **Not expected to impact traffic as bus lanes will not replace traffic lanes**
- **There will be no impact to the existing Martin Goodman Trail; cyclists can continue to use this facility.**
- All local access and driveways will be maintained, and right-turns will still be allowed at intersections.
- Bus lanes will only be implemented where pavement width is wide enough to support additional lanes.
- Loss of 8 parking spots (between Bay Street and Yonge Street) on Front Street West.

Cycling, Traffic, Lane Details

- The introduction of a right-turn-only lane at Lower Jarvis Street and a peak period left-turn prohibition at Dockside Drive is expected to improve general traffic accessing Lower Jarvis Street and Gardiner Expressway.



| Project Timeline



| Contact

For more information about this project or to be added to the project email list, please contact:

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