



**STAFF REPORT
ACTION REQUIRED**

**St. Clair Avenue West, between Old Weston Road and
Gunns Road/Old Stock Yards Road – Traffic Issues and
Construction Details**

Date:	April 3, 2009
To:	Toronto City Council
From:	General Managers, Transportation Services
Wards:	Ward 11 – York South-Weston & Ward 17 - Davenport
Reference Number:	p:\2009\Cluster B\TRA\EtobicokeYork\cc090069-to

SUMMARY

The purpose of this report is to respond to Etobicoke York Community Council’s request that the General Manager, report to City Council its April 6, 2009 meeting on traffic issues and construction details along St. Clair Avenue West, between Keele Street and Old Weston Road related to the St. Clair Avenue West Transit Improvement Project.

RECOMMENDATION

Transportation Services recommends that City Council:

1. Request City staff, in consultation with GO Transit and Metrolinx investigate opportunities to undertake changes to the underpass on St. Clair Avenue West between Old Weston Road and Keele Street and that the General Manager of Transportation Services report to the Public Works and Infrastructure Committee on the outcome of this review, including any financial implications to the City.

Financial Impact

There are no financial implications for Transportation Services that arise from the adoption of this report.

DECISION HISTORY

City Council, at its meeting of September 28, 29, and 30 and October 1, 2004, adopted, as amended, Clause No.1 of the Policy and Finance Committee Report No. 7, entitled “St. Clair Avenue West Transit Improvement Environmental Assessment – Yonge Street to Gunns Road (Just West of Keele Street) (St. Paul’s, Davenport, York South-Weston).” Since that time, City Council has approved a number of specific alterations and related traffic and parking regulations associated therewith as the project has been proceeding.

ISSUE BACKGROUND

Etobicoke York Community Council at its meeting of March 26, 2009 in considering Item EY25.27 (Staff report dated March 2, 2009, St. Clair Avenue West, between Old Weston Road and Gunns Road/Old Stock Yards Road - Road Alterations for the St. Clair Avenue West Transit Improvement Project) requested the General Manager, Transportation Services, to report to the City Council meeting on April 6, 2009 on the traffic study and traffic flow along St. Clair Avenue West, between Keele Street and Old Weston Road, and on the construction details of a raised mountable track bed in the centre of St. Clair Avenue West for the exclusive use of public transit vehicles and emergency service vehicles, including police, fire and emergency medical services mainly within the Bridge section which is a bottle neck. The Etobicoke York Community Council also requested that staff from the Transportation Services Division, Toronto Transit Commission and Technical Services meet with affected City Councillors in the area to discuss minor improvements to the Transit project.

COMMENTS

Traffic Issues

The Environmental Assessment Study took into consideration the fact that the project would have to be accommodated within the existing St. Clair Avenue West right-of-way within the confines of the existing underpass cross-section (with no improvements as part of this project), for the section west of Old Weston Road and east of Keele Street. The cross section provides for the transit right-of-way and one lane of traffic in each direction.

Intersection capacity analyses were conducted for the intersections of St. Clair Avenue West and Old Weston Road and St. Clair Avenue West and Keele Street. These intersections allow for all movements to be accommodated in all directions, in an effort to maintain good levels of service for transit as well as for general traffic.

In the segment between Old Weston Road, and Keele Street, the general traffic lanes merge from two lanes to one through the underpass. Although the plan provides for only one lane of general purpose traffic in each direction through the underpass, traffic capacity has been maintained at the adjacent signalized intersections by allowing all movements to disperse traffic. In addition to the capacity analysis, microsimulation modelling of the two intersections showed that traffic was able to clear the intersections without significant queues developing through the narrow sections.

Given the fact that only one lane of general purpose traffic in each direction can be maintained, it is essential to have the transit right-of-way mountable for emergency vehicles as well as general traffic in the event of a disabled vehicle within the underpass.

Construction Details

Transportation and Toronto Transit Commission (TTC) staff discussed this particular segment with the local Councillors. The primary area of concern was the pavement cross-section within the area of the underpass. The current design provides that the section of track allowance within the underpass is not separated from adjacent vehicle lanes by a barrier curb. The construction detail is shown on Attachment 1.

As noted previously, no physical changes or improvements to the underpass were contemplated as part of the St. Clair Transit Improvement Project. However, as City Council is aware, work is underway in the vicinity on the West Toronto Diamond Rail Grade separation and the environmental assessment is underway for the Georgetown South Service Expansion and Union-Pearson Rail Link Project. Although clearly beyond the scope of the St. Clair Transit Improvement Project, there may be some opportunities to consider changes to the underpass in the context of these two broader initiatives in the medium to long term. Staff could explore this further with GO Transit and Metrolinx and provide a report on any opportunities that may present themselves to the Public Works and Infrastructure Committee. This assessment will not have any impact on the cost and current construction schedule for the St. Clair Avenue West Transit Improvement Project.

CONTACT

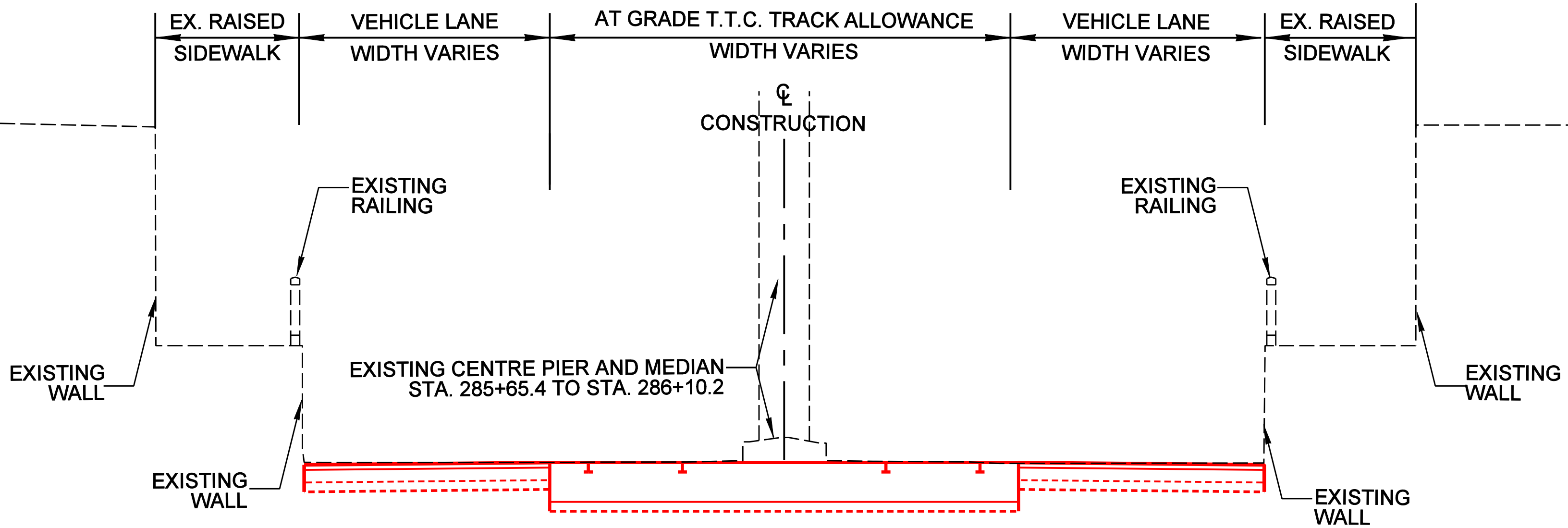
John Niedra, Director
Transportation Services - Etobicoke York District
Phone: 416-394-8341; Fax: 416-394-5416
Email: jniedra@toronto.ca

SIGNATURE

Gary H. Welsh, P.Eng.
General Manager, Transportation Services

ATTACHMENTS

Attachment 1: Drawing: St. Clair Avenue Typical Section at Grade TTC Track Allowance with No Concrete Barrier Curb under CNR Bridge



**ST CLAIR AVE TYPICAL SECTION
 AT GRADE TTC TRACK ALLOWANCE
 WITH NO CONCRETE BARRIER CURB
 UNDER CNR BRIDGE
 STA. 285+50 TO STA. 286+25
 NOT TO SCALE**