

Road Alteration: Finch West Station (Toronto York Spadina Subway Extension Project)

Date:	July 29, 2010
To:	North York Community Council
From:	Director, Transportation Services Division, North York District
Wards:	Ward 8 – York West
Reference Number:	<i>ny10118</i>

SUMMARY

As the Toronto Transit Commission (TTC) operates a transit service on Keele Street and Finch Avenue West, City Council approval of this report is required.

To obtain approval for the enactment of the appropriate Road Alteration By-laws to facilitate the following construction/road improvements:

- Construction of a new public roadway connection, east of Keele Street opposite Murray Ross Parkway;
- The removal of the cul-de-sac at the north end of Tangiers Road and subsequent extension of Tangiers Road north to the new east/west roadway connecting to Keele Street;
- Reconfiguration of the existing westbound right turn lane and curb radius at the intersection of Finch Avenue West and Tangiers Road; and
- Reconfiguration/enlargement of the existing intersection, specifically the curb radius on the northwest and northeast corners of Tangiers Road and Toro Road.

The proposed intersection reconfiguration and construction of the above-noted improvements will ensure that the construction traffic control management plans that have been developed for the construction of the Finch West Station will be effective in controlling traffic in this area. Specifically, the northerly extension of Tangiers Road and

easterly extension of Murray Ross Parkway will provide an alternate connection to Keele Street, north of Finch Avenue West. Not only will these roadway extensions provide an essential road link during construction, but also after the subway construction is complete.

RECOMMENDATIONS

Transportation Services Division, North York District recommends that City Council:

1. Direct the City's Legal Division to introduce the appropriate "Road Alterations By-laws" to permit the reconfiguration of the roadways as illustrated on Attachment 1.

Financial Impact

All costs associated with the reconfiguration of the intersections and roadway link construction are included in the Council approved 2010 Capital Budget and 2011-2019 Capital Plan associated with the Toronto-York Spadina Subway Extension (TYSSE) Capital Project.

Funding for Spadina Subway station design and construction is provided by the Government of Canada (up to \$697 million), the Province through the Move Ontario Trust (includes \$870 million, plus interest income, for a total of \$1,059 million), and by the City (\$526 million) and the Regional Municipality of York (\$352 million). Funding is available in the Council Approved 2010 Capital Budget and 2011-2019 Capital Plan within the Toronto-York Spadina Subway Extension Capital Project.

ISSUE BACKGROUND

Transportation Services Division, North York District, has been requested by the TYSSE Project Team, to bring forth a report to authorise the roadway alterations to the existing roadways that will be impacted by the construction of the new roadway links, specifically the Tangiers Road and Murray Ross Parkway extensions which have been included as part of the TYSSE Environment Assessment.

As noted above, the TYSSE project is a \$2.6 billion infrastructure initiative sponsored by three levels of government: the Government of Canada; the Province of Ontario; the City of Toronto; and the Regional Municipality of York. The project will extend the Yonge-University-Spadina Subway line by 8.6 kilometres and will add six stations, four of which will be in Toronto.

The development of the station designs and associated traffic plans has been undertaken through close liaison with staff from a variety of agencies and institutions, including City of Toronto staff representing numerous divisions. Construction work on the TYSSE has already commenced at the Wilson Yard connection, launch shafts on the York University campus just south of Steeles Avenue West, and in Parc Downsview Park lands south of Sheppard Avenue.

It should also be noted that contracts have recently been awarded for other early works which enable station and tunnelling work to proceed, such as construction of the Tangiers Road and Murray Ross Parkway extensions.

COMMENTS

Keele Street and Finch Avenue West are both four-lane major arterial roadways. The section of Keele Street between Four Winds Drive and Steeles Avenue West, is divided by a grassed centre median. The daily two-way traffic flow on Keele Street is approximately 37,000 vehicles per day and on Finch Avenue West is approximately 44,000 vehicles per day, and the posted speed limit on both roadways is 60 km/h.

Currently, Murray Ross Parkway is designated as a collector roadway and consists of two inbound lanes and three outbound lanes and intersects with Keele Street on the west side. The intersection of Keele Street and Murray Ross Parkway is currently controlled by a traffic control signal. It should be noted that the east leg of the intersection is presently a private driveway servicing the Shell Canada Oil Depot. A fifth leg to the intersection was constructed last year which functions as the York University Busway. Tangiers Road is also designated as a collector roadway from Toro Road to the termination of the roadway north of Finch Avenue West. The current lane configuration on the north leg of the roadway consists of three outbound lanes and one inbound lane. Parking is permitted on both sides of the roadway. The south leg of the intersection consists of two inbound and outbound lanes, immediately south of the intersection the roadway narrows to a single lane of traffic per direction.

The road alterations described in this report are crucial enabling elements within the TYSSE project. For example, the extension of Murray Ross Parkway to the east to meet the northerly extension of Tangiers Road will provide a vital detour route for local and through traffic once construction of Finch West Station and associated work begins. These roadway works will also include the relocation/replacement and installation of watermains and other utilities on both Keele Street and Murray Ross Parkway. The utility relocation work has been co-ordinated with the TYSSE construction to ease the longer-term construction impact upon the community. The alignment of the Tangiers Road and Murray Ross Parkway extensions is illustrated in Attachment 2.

The roadway works associated with the Finch West Station are expected to begin in August, 2010 and continue through to March 2011. The tender for the Finch West Station construction contract will be released in August 2010.

As such, we are recommending that the appropriate road alteration by-laws be approved as outlined in the recommendations section of this report.

Councillor Anthony Perruzza has been advised of the recommendations.

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SIGNATURE

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Director

ATTACHMENTS

Attachment 1: Map – TYSSE – Finch West Station Overview (*ny10118_map1*)

Attachment 2: Map – TYSSE – Roadway Constuction/Modifications (*ny10118_map2*)