



REPORT FOR ACTION

Eglinton Crosstown LRT Long-Term Roadway Amendments: Keelesdale & Fairbank Stations

Date: April 27, 2017
To: Public Works and Infrastructure Committee
From: General Manager, Transportation Services
Wards: Wards 12, 15, 16, 21 and 22

SUMMARY

The purpose of this report is to seek approval for traffic lane and sidewalk closures, and the amendment of traffic and parking regulations at numerous locations for periods of up to five (5) years in order to support the construction of the Metrolinx Eglinton Crosstown LRT (ECLRT):

- The closure of the westbound curb lane on Eglinton Avenue West near Keele Street to support the construction of Keelesdale Station.
- Removal of Left-Turn restrictions in order to equitably distribute the local traffic flow in the surrounding neighbourhoods:
 - Hartley Avenue/Eglinton Avenue West; and
 - Dufferin Street/Keywest Avenue.
- Minor housekeeping modifications to existing pay and display parking regulations near Eglinton Avenue West and Avenue Road and Eglinton Avenue West and Bathurst Street in an effort to increase consistency.

The proposed closures and amendments form elements of road occupancy permits and construction traffic management plans necessitated by the construction staging plans for this project. The proposed changes have been developed through consultation with the affected Ward Councillors.

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

RECOMMENDATIONS

The General Manager, Transportation Services recommends that:

1. City Council approve the temporary closure to vehicular and pedestrian traffic of the westbound curb lane and adjacent sidewalk on Eglinton Avenue West, between Keele Street and the east side of Tretheway Drive, from June 1, 2017 to and including May 1, 2019, and require that alternative pedestrian access be provided.
2. City Council approve the temporary closure to vehicular and pedestrian traffic of the westbound curb lane and adjacent sidewalk on Eglinton Avenue West, between the west side of Tretheway Drive and a point 105 metres west of Tretheway Drive to vehicular traffic, from June 1, 2017 to and including May 1, 2019, and require that alternative pedestrian access be provided.
3. City Council rescind the existing southbound left-turn prohibition in effect from 4:00 p.m. to 6:00 p.m., Monday to Friday, except holidays, on Hartley Avenue at Eglinton Avenue West, from June 1, 2017 to and including November 1, 2019.
4. City Council rescind the existing southbound left-turn prohibition in effect from 7:00 a.m. to 9:00 p.m. and 4:00 p.m. to 6:00 p.m., Monday to Friday, except holidays, on Dufferin St at Keywest Avenue, from June 1, 2017 to and including November 1, 2019.
5. City Council rescind the existing parking machine regulation in effect from 9:00 a.m. to 4:00 p.m. and 6:00 p.m. to 9:00 p.m. Mon. to Fri.; 8:00 a.m. to 9:00 p.m. Sat. and 1:00 p.m. to 9:00 p.m. Sun., for a maximum of 3 hours at a rate of \$2.25 per hour on the south side of Eglinton Avenue West, between Braemar Avenue and Oriole Parkway.
6. City Council rescind the existing parking machine regulation in effect from 9:00 a.m. to 4:00 p.m. and 6:00 p.m. to 9:00 p.m. Mon. to Fri.; 8:00 a.m. to 9:00 p.m. Sat. and 1:00 p.m. to 9:00 p.m. Sun., for a maximum of 3 hours at a rate of \$2.25 per hour on the south side of Eglinton Avenue West, between Braemar Avenue and Russell Hill Road.
7. City Council authorize the installation of parking machines on the south side of Eglinton Avenue West, between Oriole Parkway and Avenue Road, to operate from 9:00 a.m. to 4:00 p.m. and 6:00 p.m. to 9:00 p.m. Mon. to Fri.; 8:00 a.m. to 9:00 p.m. Sat. and 1:00 p.m. to 9:00 p.m. Sun., for a maximum period of 3 hours at a rate of \$2.25 per hour.
8. City Council authorize the installation of parking machines on the south side of Eglinton Avenue West, between a between Avenue Road and Elmsthorpe

Avenue, to operate from 8:00 a.m. to 9:00 p.m. Mon. to Sat. and 1:00 p.m. to 9:00 p.m. Sun., for a maximum period of 3 hours at a rate of \$2.25 per hour.

9. City Council authorize the installation of parking machines on the south side of Eglinton Avenue West, between a between Elmsthorpe Avenue and Russell Hill Road, to operate from 9:00 a.m. to 4:00 p.m. and 6:00 p.m. to 9:00 p.m. Mon. to Fri.; 8:00 a.m. to 9:00 p.m. Sat. and 1:00 p.m. to 9:00 p.m. Sun., for a maximum period of 3 hours at a rate of \$2.25 per hour.

10. City Council amend the existing parking machine regulation in effect from 9:30 a.m. to 4:00 p.m. and 6:00 p.m. to 9:00 p.m. Mon. to Fri.; 8:00 a.m. to 9:00 p.m. Sat. and 1:00 p.m. to 9:00 p.m. Sun., for a maximum of 3 hours at a rate of \$1.50 per hour on the west side of Bathurst Street, between Dewbourne Avenue and a point 49.0 metres south of Eglinton Avenue West to be in effect from 9:00 a.m. to 4:00 p.m., and 6:00 p.m. to 9:00 p.m. Mon. to Fri.; 8:00 a.m. to 9:00 p.m. Sat. and 1:00 p.m. to 9:00 p.m. Sun.

11. City Council direct that the traffic and parking regulations be reinstated, and traffic lanes be reopened when the project is complete.

FINANCIAL IMPACT

There is no financial impact to the City of Toronto associated with this report. Crosslinx Transit Solutions (CTS), the contractor for this Metrolinx project, is required to implement all recommendations as conditions of permit approval.

The Deputy City Manager & Chief Financial Officer has reviewed this report and agrees with the financial impact information.

DECISION HISTORY

At its meeting of March 31, 2016, City Council adopted item PW11.5 entitled Metrolinx LRT Projects – Delegation to the General Manager, Transportation Services, to Approve Road Closures Up To And Including 365 Consecutive Days for the Metrolinx Crosstown LRT. This authorized the General Manager, Transportation Services, to temporarily close any highway or part of a highway, until January 1, 2021 for a period up to and including 365 consecutive days as required for the purposes of construction of the Metrolinx Eglinton Crosstown LRT project. The authorization did not extend to the F. G. Gardiner Expressway, the Don Valley Parkway, the W. R. Allen Road, Black Creek

Drive or Highway 27. As part of the action, it was noted that Metrolinx has developed and implemented a comprehensive communications program utilizing a variety of meeting techniques to keep City Councillors and their staff apprised of plans and developments related to the project. From this plan, the proposals outlined in this report has been developed. The Council decision can be found at:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2016.PW11.5>

At its meeting on July 12, 2016, City Council adopted item PW14.10 entitled Metrolinx Eglinton Crosstown LRT Corridor Long-Term Temporary Road Closures and Temporary Traffic Signal Approval. The Council decision can be found at:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2016.PW14.10>

At its meeting on December 13, 2016, City Council adopted item PW 17.9 entitled Metrolinx Eglinton Crosstown LRT Long-Term Temporary Traffic and Parking Amendments. The Council decision can be found at:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2016.PW17.9>

At its meeting on February 22, 2017, Toronto and East York Community Council adopted item TE 22.58 entitled Metrolinx Eglinton Crosstown LRT Long-Term Temporary Traffic Operations and Parking Amendments (Ward 21). The Council decision can be found at:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2017.TE22.58>

At its meeting on March 9, 2017, City Council adopted item TE 22.57 entitled Metrolinx Eglinton Crosstown LRT Long-Term Temporary Amendment to Traffic Regulations (Ward 21). The Council decision can be found at:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2017.TE22.57>

COMMENTS

Background

The construction of the Metrolinx Eglinton Crosstown LRT is a complex multi-year project being undertaken by CTS. The duration of construction activities is currently planned to continue until 2021. Excavation and concrete work associated with station construction will temporarily reduce the number of traffic lanes through intersections (often to only one lane in each direction) and thus reduce sidewalk space for pedestrians and road space for motor vehicles.

The development of construction traffic management plans is required to mitigate the impacts of station construction and the plans are an integral part of the road occupancy permit submission. Adherence to the approved plan is a requirement of permit approval. Work on site cannot proceed until the appropriate permits have been issued for each location.

The recent focus on construction traffic management has been the continued development of plans for the following stations: Keelesdale Station (Keele Street) and Fairbank Station (Dufferin Street). In addition, housekeeping parking by-law amendments are required for Forest Hill Station (Bathurst Street) and Avenue Station.

Eglinton Avenue West Closures at Keele Street/Tretheway Drive

Upcoming ECLRT shoring and excavation work at Keelesdale Station requires space for activities and access to construction sites on both the northeast and northwest corners of Eglinton Avenue East and Keele Street/Tretheway Drive. To allow for this space and access, it is proposed that the westbound curb lane and adjacent sidewalk of Eglinton Avenue West be closed on both sides of Keele Street/Tretheway Drive, and that alternative pedestrian access be provided.

Eglinton Avenue West is classified as major arterial in the City's Road Classification System, and has a posted speed limit of 50 km/h. There are sidewalks on both sides of the street.

As displayed in Attachment 1, the future ECLRT Keelesdale Station will have structures that are in close proximity to the Eglinton Avenue West right-of-way. Movements to and from the site include equipment and material transfer, which may at times require complex vehicular movements. The frequency and nature of such access would result in conflicts between construction, general traffic, and pedestrians moving through Eglinton Avenue West. By temporarily closing the westbound curb lane and adjacent sidewalk, truck activities can occur in a safe and efficient manner. CTS have developed plans to facilitate pedestrian movements throughout the area by providing alternative pedestrian pathways where necessary.

The two lanes on the north side of Eglinton Avenue West are currently closed for short-term activities. These activities will be completed in advanced of the proposed closure. The proposed closure of Eglinton would only be in the westbound curb lane, and extend 85 metres east and 105 metres west of Keele Street/Tretheway Drive. North-south vehicular access would be maintained for Keele Street/Tretheway Drive. Access and egress to all local residences and businesses would be maintained at all times. Under the proposed conditions, on-street parking conditions would not be affected.

Removal of Left-Turn Prohibitions

The southbound left turn from Hartley Avenue to Eglinton Avenue West is currently restricted during the weekday PM peak period. The southbound left turn from Dufferin Street to Keywest Avenue is currently prohibited during both the weekday AM and PM peak period. In order to equitably distribute the local traffic flow in the surrounding neighbourhood, the temporary removal of these two turn prohibitions is proposed.

The respective road classifications for Hartley Avenue and Dufferin Street are local and major arterial. Both have speed limits of 50 km/h, with sidewalks on both sides of the street.

Turn restrictions will be implemented at the intersection of Eglinton Avenue West and Dufferin Street due to severely constrained construction activities. Detouring traffic is anticipated to use adjacent local roadways to perform turning movements. Hartley Avenue is anticipated to realize an increase in traffic, a percentage of which will seek to turn left during the peak periods. By allowing the southbound left turns, the remaining southbound traffic will not be delayed. Furthermore, local traffic seeking access to Eglinton Avenue West will not be required to further detour through neighbouring roadways.

In addition, local peak period traffic access to the neighbourhood south of Eglinton Avenue West, east of Dufferin Street, will be enhanced as a result of the temporary removal of the left-turn prohibition on Dufferin Street and Keywest Avenue.

Pay and Display Parking Housekeeping Amendments

Due to recent construction activities, adjustments to parking conditions have been made at various locations along the Eglinton Avenue corridor. In order to maintain consistent conditions, minor modifications to existing pay and display parking regulations are proposed to allow pay and display parking during peak period hours for both Avenue Station (Eglinton Avenue West) and Forest Hill Station (Bathurst Street).

The affected locations are on Eglinton Avenue West and Bathurst Street, which are both classified as major arterial in the City's Road Classification System, and have speed limits of 50 km/h. There are currently sidewalks on both sides of the streets.

Recent activities related to ECLRT station construction have led to increased parking accommodations at various locations along the Eglinton Avenue corridor. In particular, certain peak hour parking and stopping prohibitions have been rescinded in the vicinity of Avenue Station (on Eglinton Avenue West) and Forest Hill Station (on Bathurst Street). Amending existing pay and display parking conditions so they will apply over similar timeframes provides users with consistent conditions for all affected areas. In addition to providing more standardized parking conditions, associated maximum parking time limits and pay for use conditions also encourage more efficient use of the spaces. The Eglinton Way BIA initially requested these parking adjustments, and subsequent by-law amendments have been requested and reviewed by the Toronto Parking Authority (TPA).

Consultation

The Rapid Transit Community Relations team at Metrolinx has developed and implemented a comprehensive communications program to keep local Councillors apprised of plans and developments related to the project. The consultation strategy includes one-on-one briefings of Councillors to address specific milestone events and emerging issues, as well as stakeholder and ad hoc meetings as needed. The recommendations contained in this report have been developed through direct consultation with the Ward Councillors. These consultations include hand-delivered notices to affected businesses and notification to the Eglinton Hill BIA.

The construction staging of the LRT stations, proposed and required by CTS, and the traffic management strategies associated with the occupation of the roadway and traffic and parking regulations discussed in this report, have been reviewed by Transportation Services staff and Metrolinx. There will be opportunities to refine the traffic controls should unforeseen issues arise over the multi-year duration of construction.

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SIGNATURE

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ATTACHMENTS

Attachment 1 - Metrolinx Eglinton Crosstown LRT Long-Term Temporary Closure of Eglinton Avenue West at Keele Street/Tretheway Drive

Attachment 2 - Metrolinx Eglinton Crosstown LRT Long-Term Temporary Removal of Left-turn Prohibitions for Fairbank Station Construction

Attachment 3 - Metrolinx Eglinton Crosstown LRT Long-Term Temporary Amendment of Pay and Display Parking Regulations at Avenue Station

Attachment 4 - Metrolinx Eglinton Crosstown LRT Long-Term Temporary Amendment of Pay and Display Parking Regulations at Forest Hill Station (Bathurst Street)