

Ontario Line Downtown Stations – Temporary Road Closures and Impacts

Presentation to the Executive Committee

December 7, 2021



Ontario Line Overview

15.6 km / 15 New Stations / \$10.9 billion to construct.

30 Minutes from Exhibition Place to Science Center.

Increase Transportation Network Capacity, Connectivity and Resiliency.

Connects to Yonge-University Subway (Line 1), Bloor-Danforth Subway (Line 2), Crosstown LRT (Line 5), GO Transit network, streetcar at 10 stations and bus services at 12 stations.

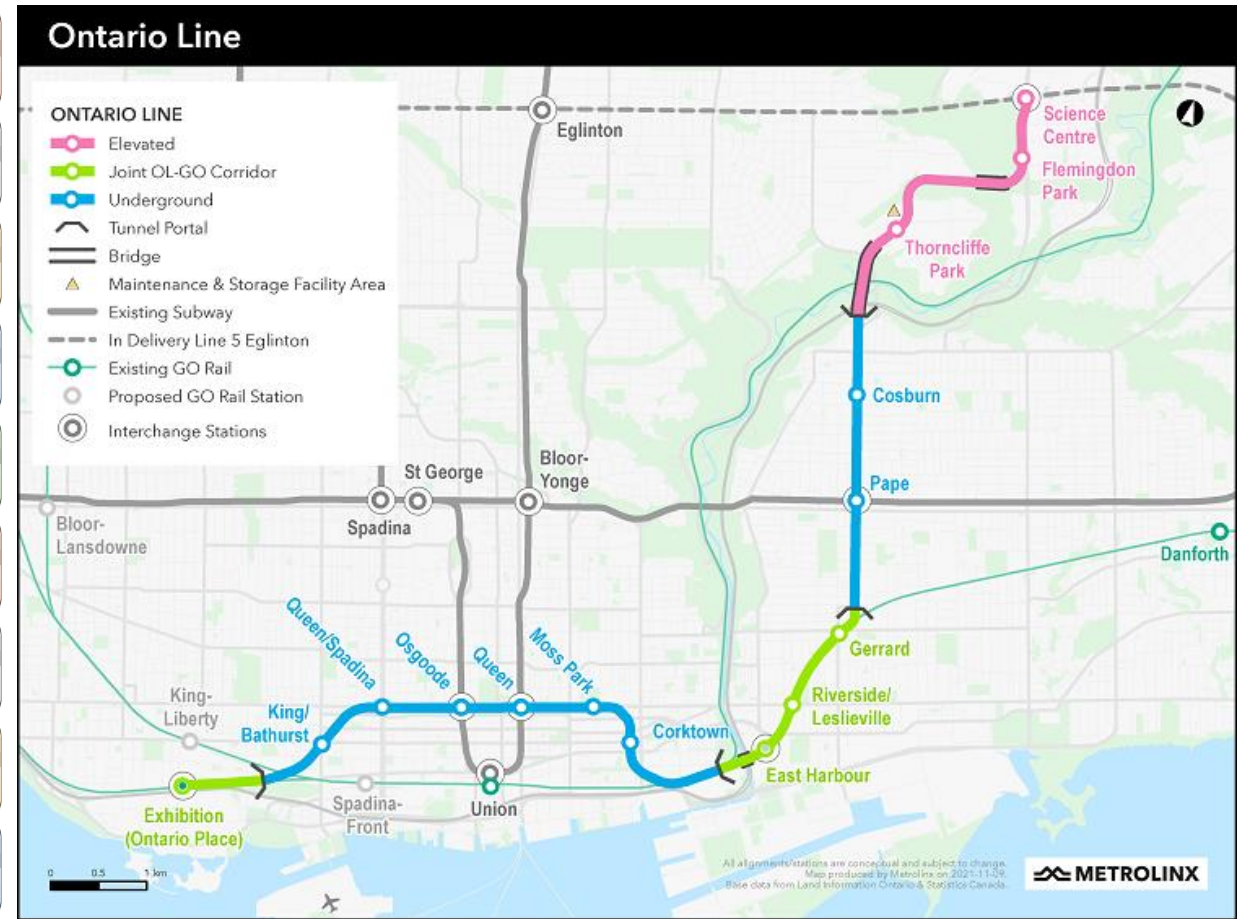
Up to 47,000 more jobs accessible in 45 mins or less.

227,500 more people within walking distance to transit.

Attract 388,000 boardings (Daily).

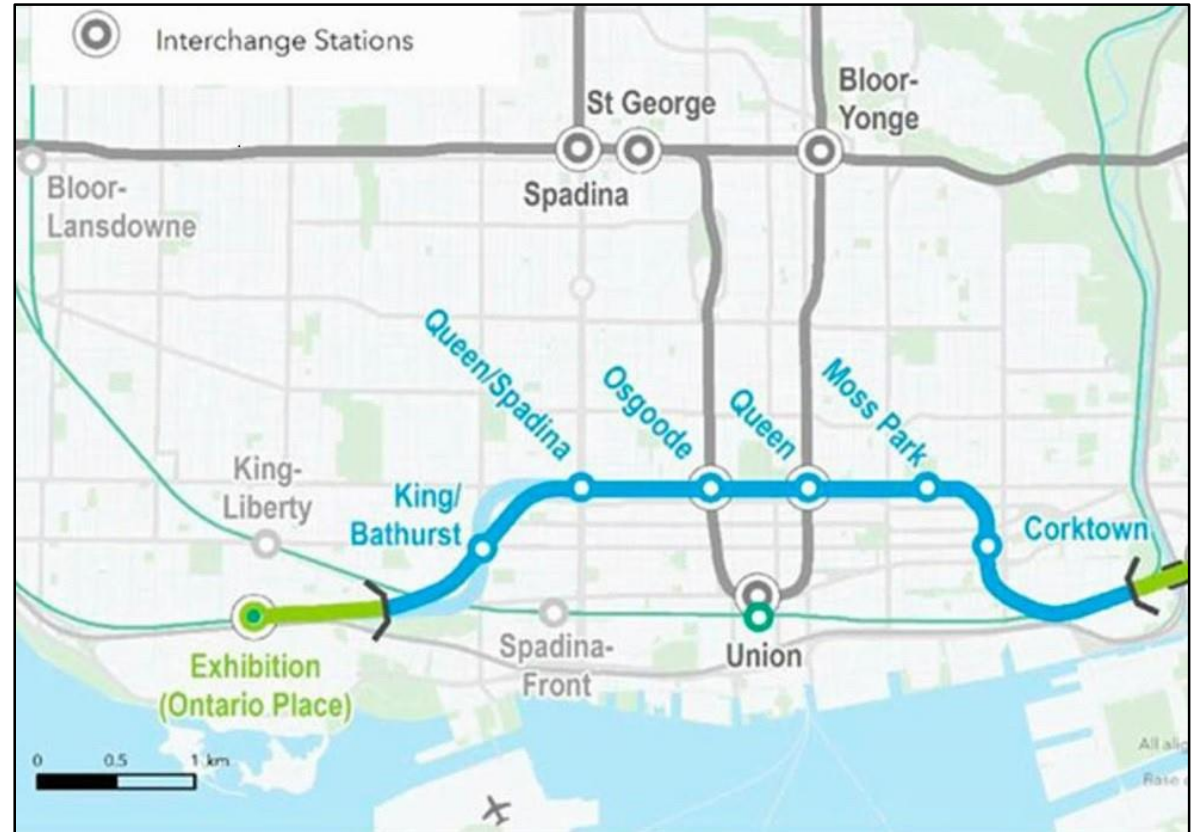
Remove 28,000 cars from the road network (Daily).

Reduction of 7.2 million litres in fuel consumption (Annually).



Staff Report

- Seeks approval for temporary long-term lane/road closures to construct the 6 Downtown stations
- Attempts to minimize construction impacts on the community and road users
- Road closures are the maximum permitted for the proponents in the RFP.
- Metrolinx procurement process encourages innovation and incentivizes proponents to reduce the number and duration of closures.
- Successful proponent (The Project Co.) expected to need less time than reported in the staff report.

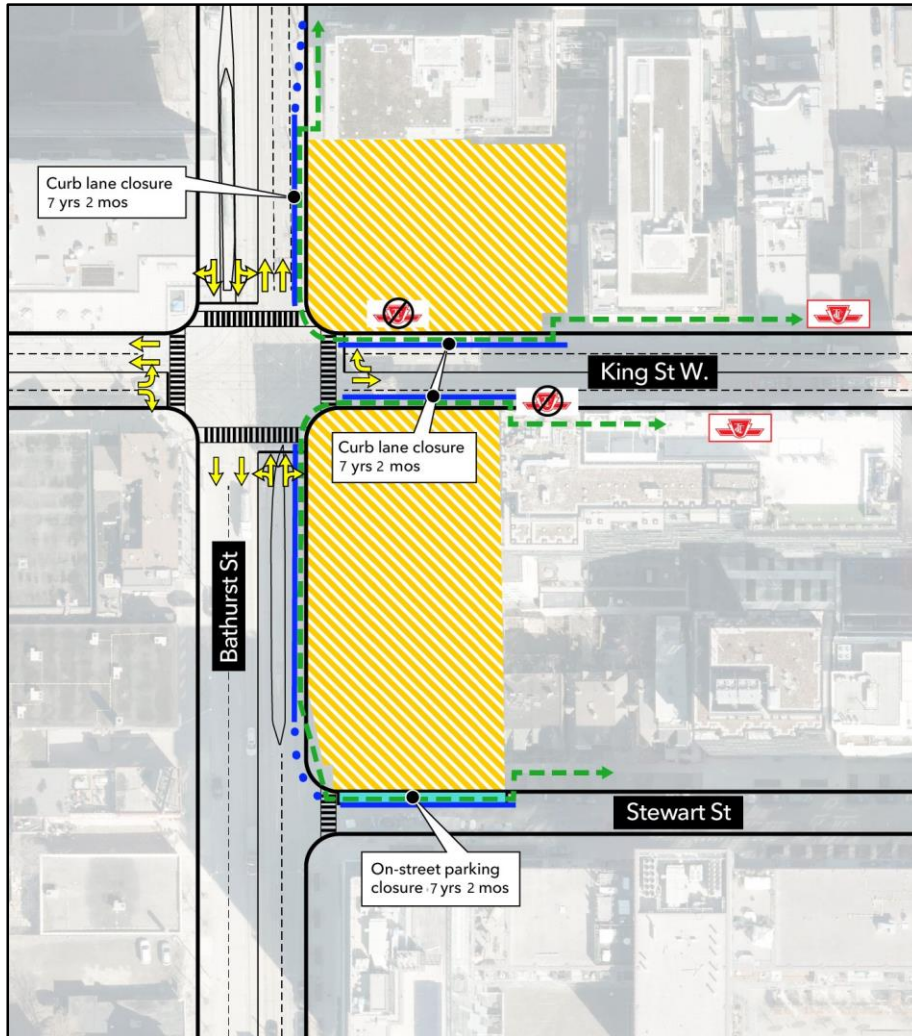


Lane & Road Closures – Guiding Principles

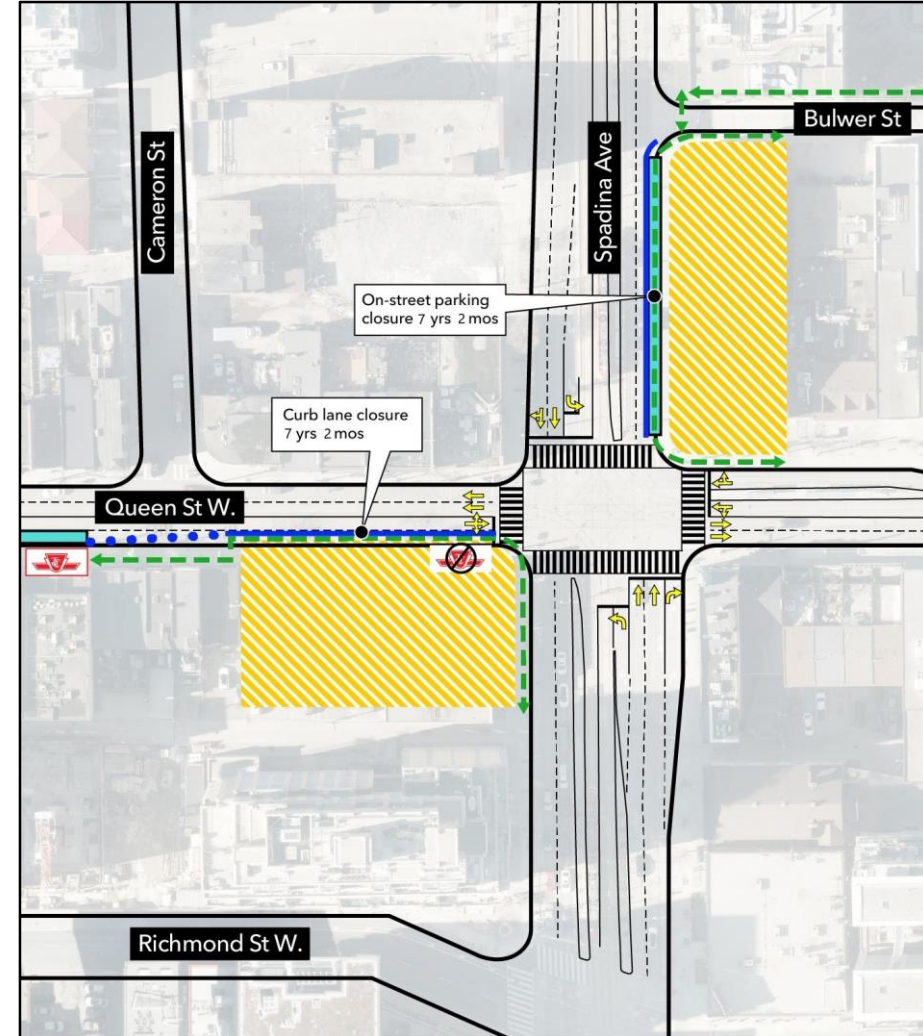
- Minimize the extent and duration of road closures.
- Safety for pedestrians, cyclists, vehicles, and construction staff.
- Maintain transit service and its access.
- Maintain access to businesses and residences.
- Communication plan for early and frequent engagement with area Councillors, community, and businesses.
- Financial incentives to minimize the road closures during the procurement phase and financial penalties when road closure duration is exceeded.



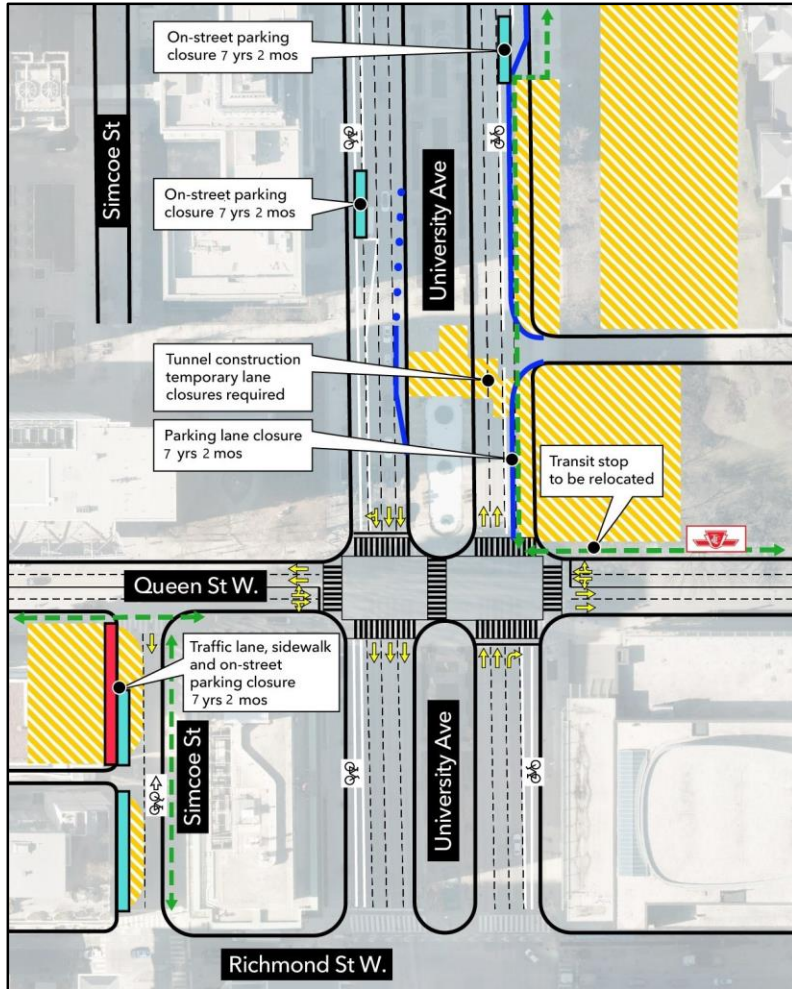
King-Bathurst Station



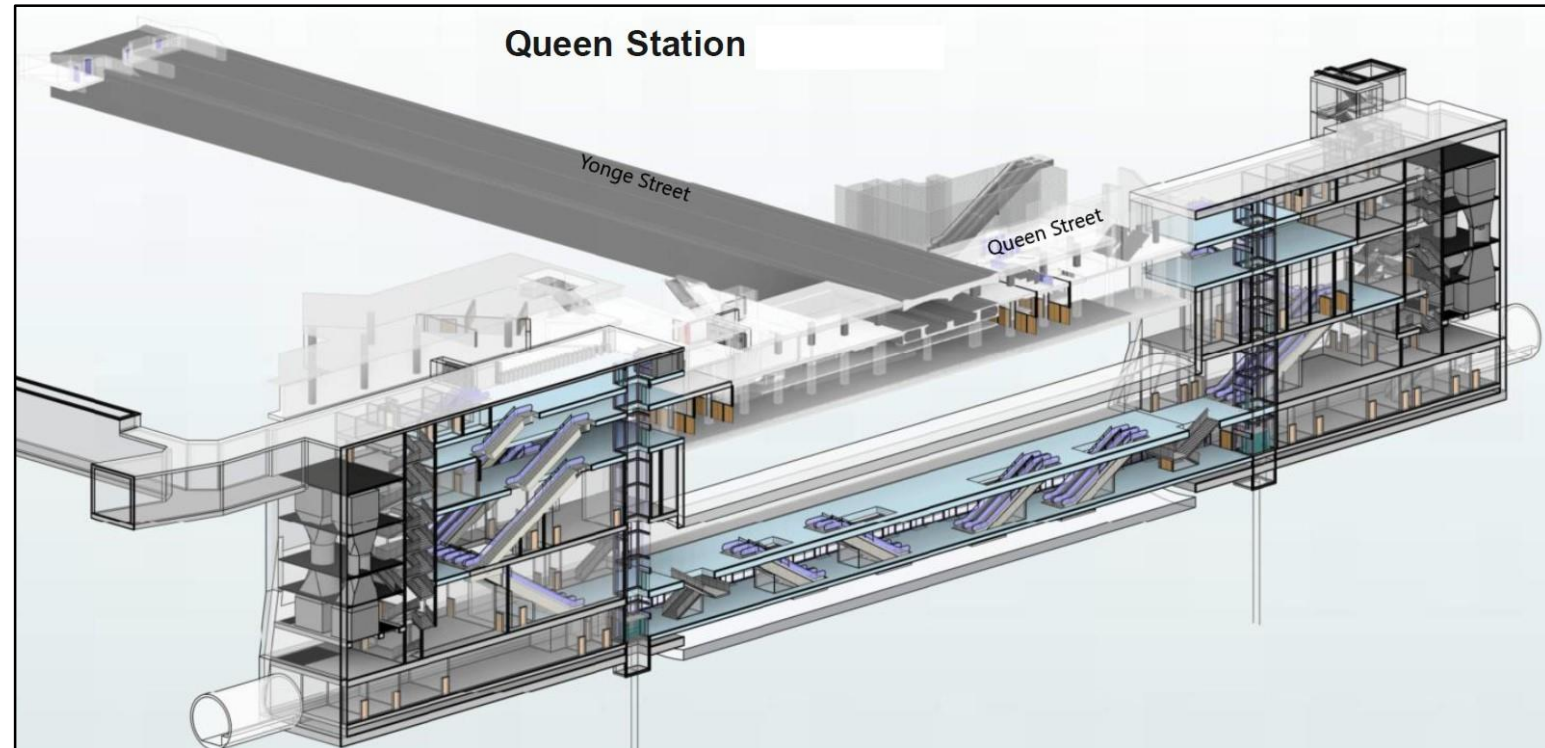
Queen-Spadina Station



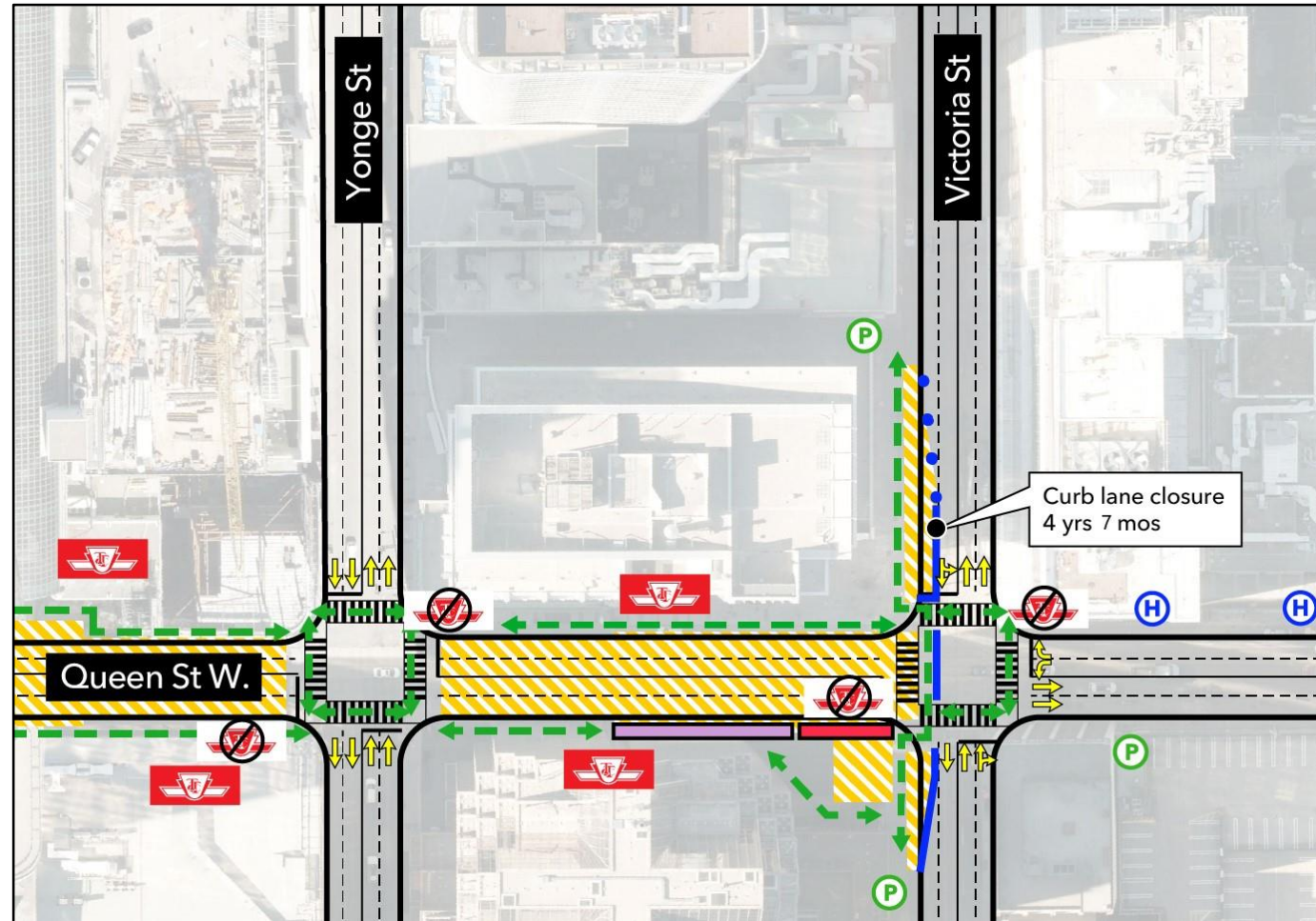
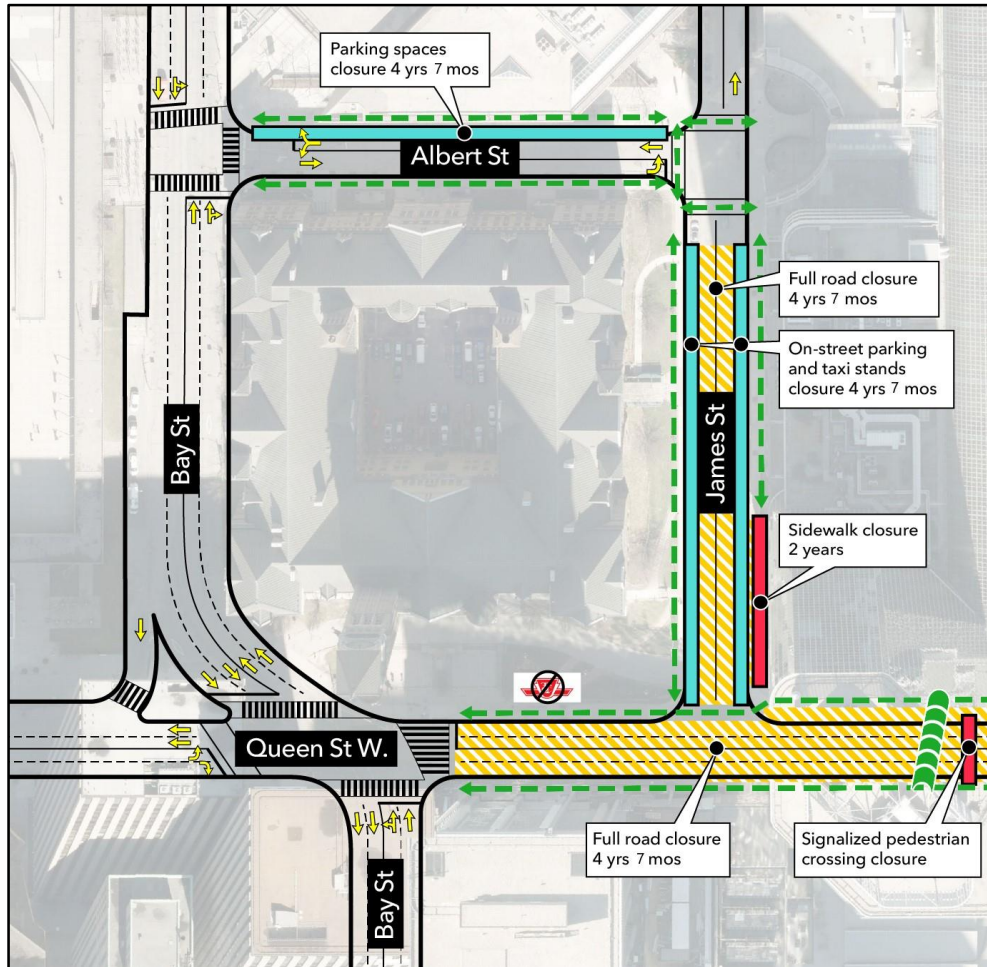
Osgoode Station



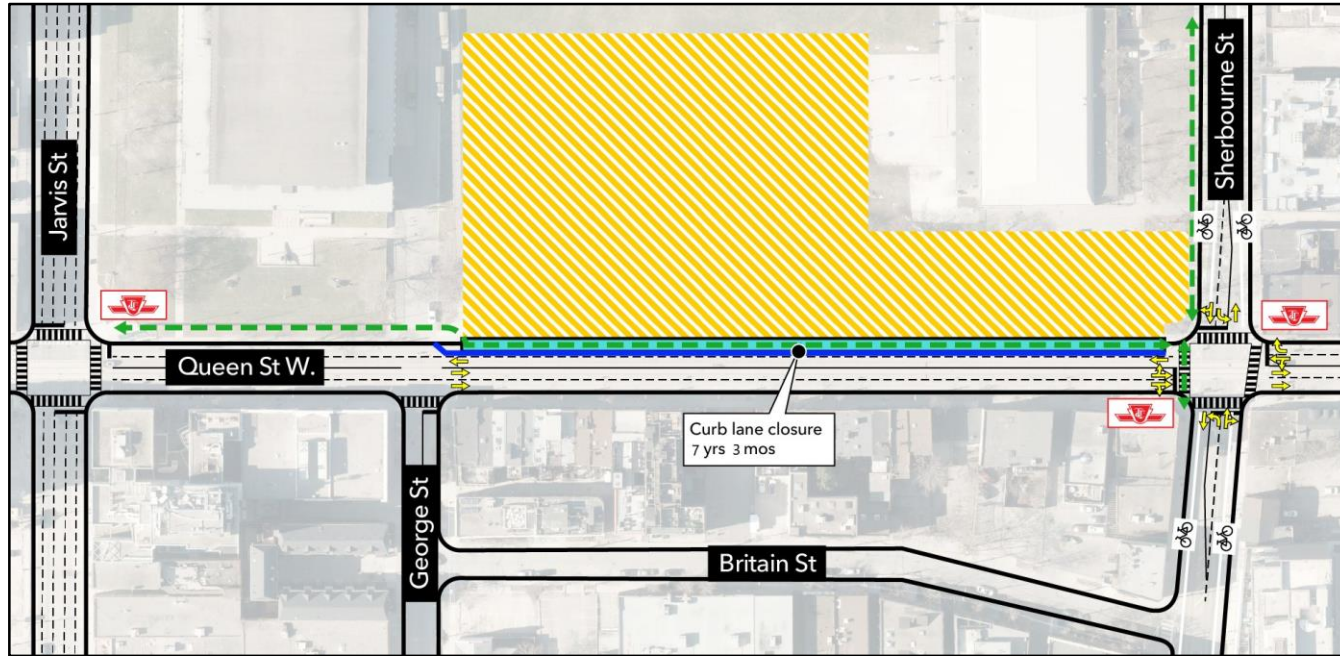
Queen Station



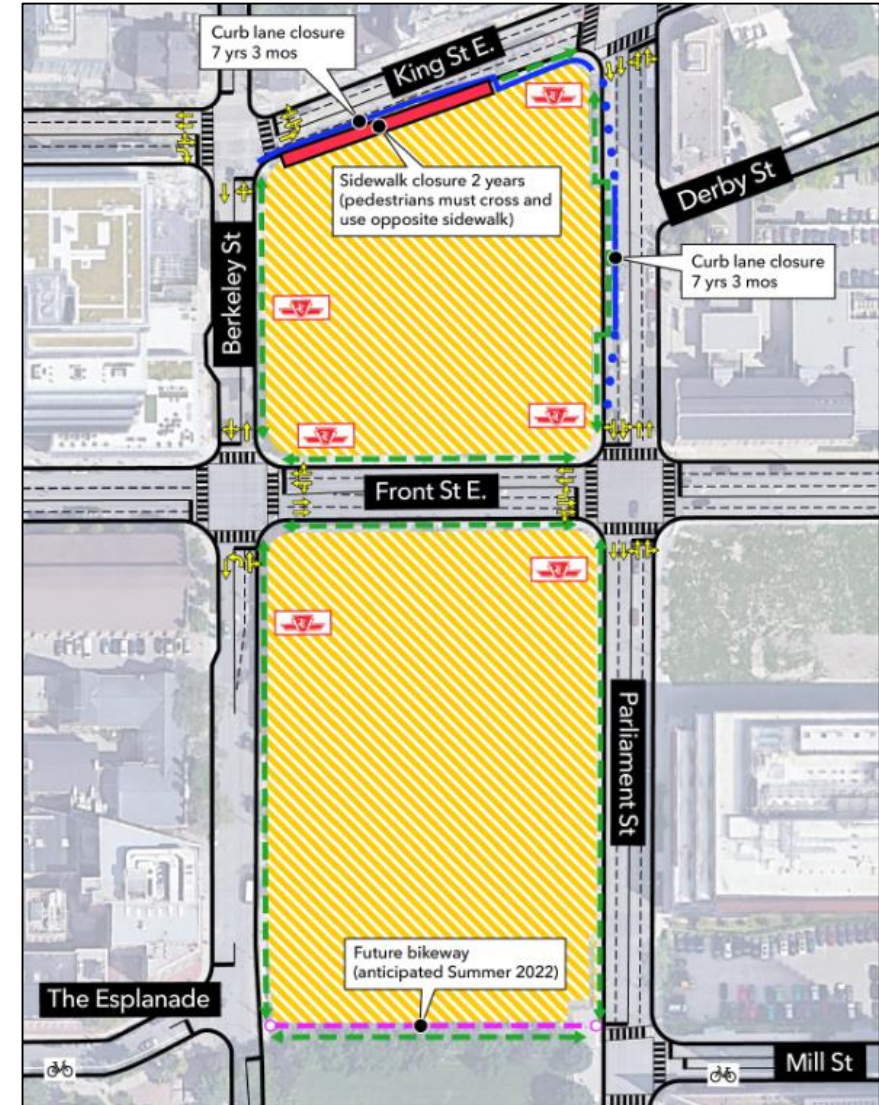
Queen Station



Moss Park Station



Corktown Station



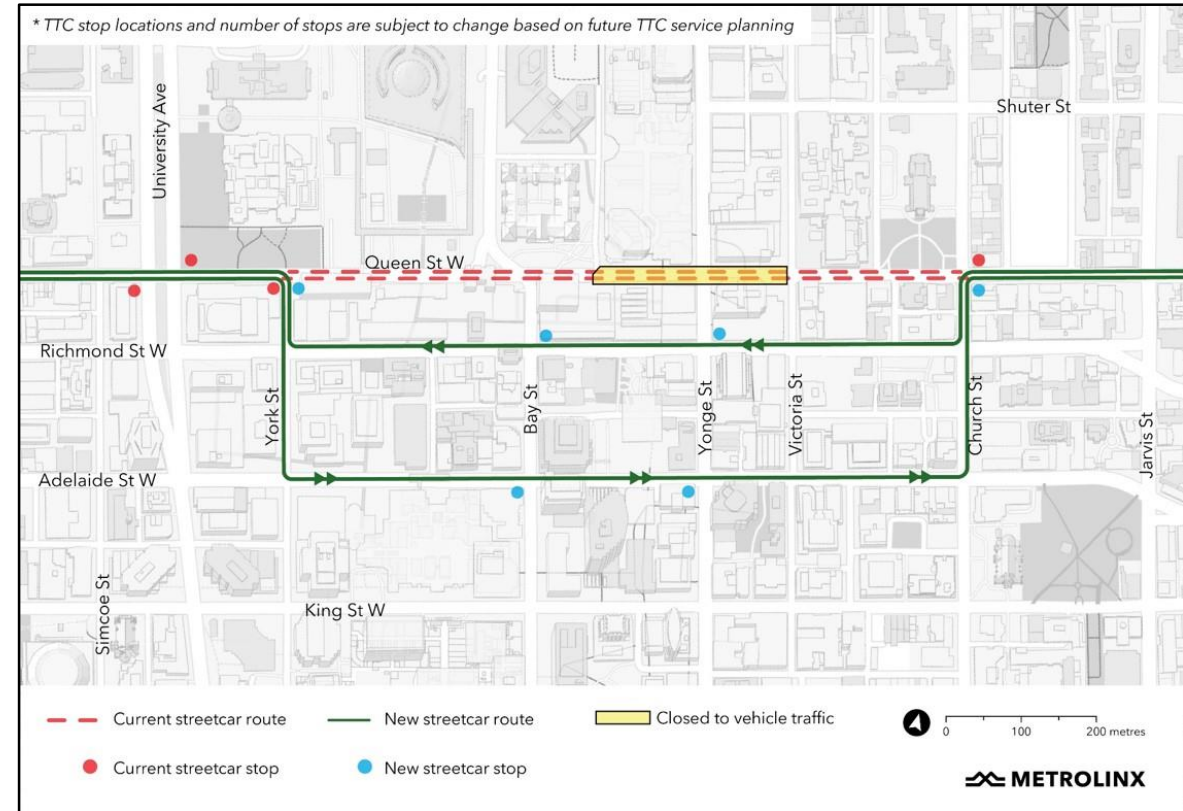
Mitigating Impacts for Pedestrians and Cyclists

Pedestrians

- Protected, lit walkways provided in curb lane where sidewalks have to be closed.
- If walkway cannot be provided, pedestrians safely detoured to the alternative sidewalk at the nearest signalized crossing.

Cycling

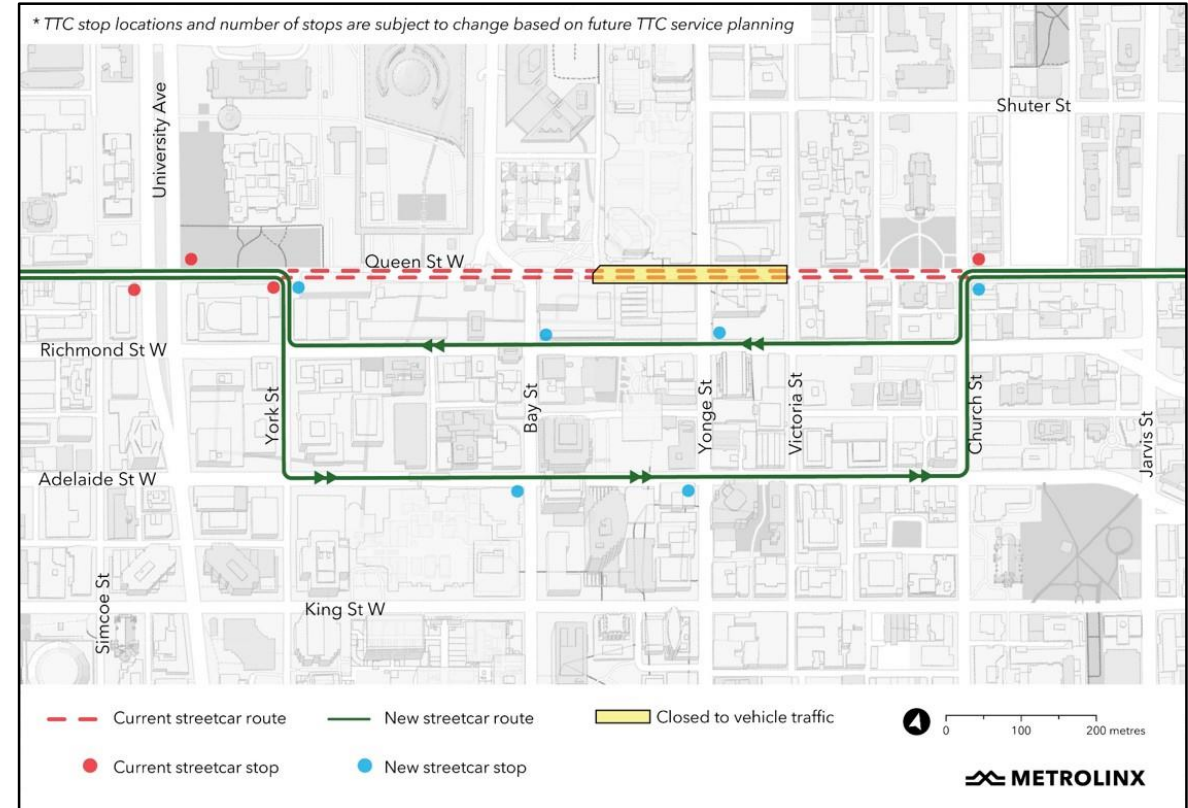
- All bicycle lanes maintained and protected.
- Metrolinx installing a new southbound cycle track on York Street, between Richmond Street West and King Street West.



Mitigating Impacts to Transit Riders

Transit

- TTC Line 1 subway service not impacted.
- TTC 504 King, 510 Spadina and 511 Bathurst streetcar service will be maintained.
- TTC 501 Queen streetcar service will be impacted by the Queen Street full closure.
- Detour route provided on York, Richmond Street and Adelaide Street.



Impacts - Autos

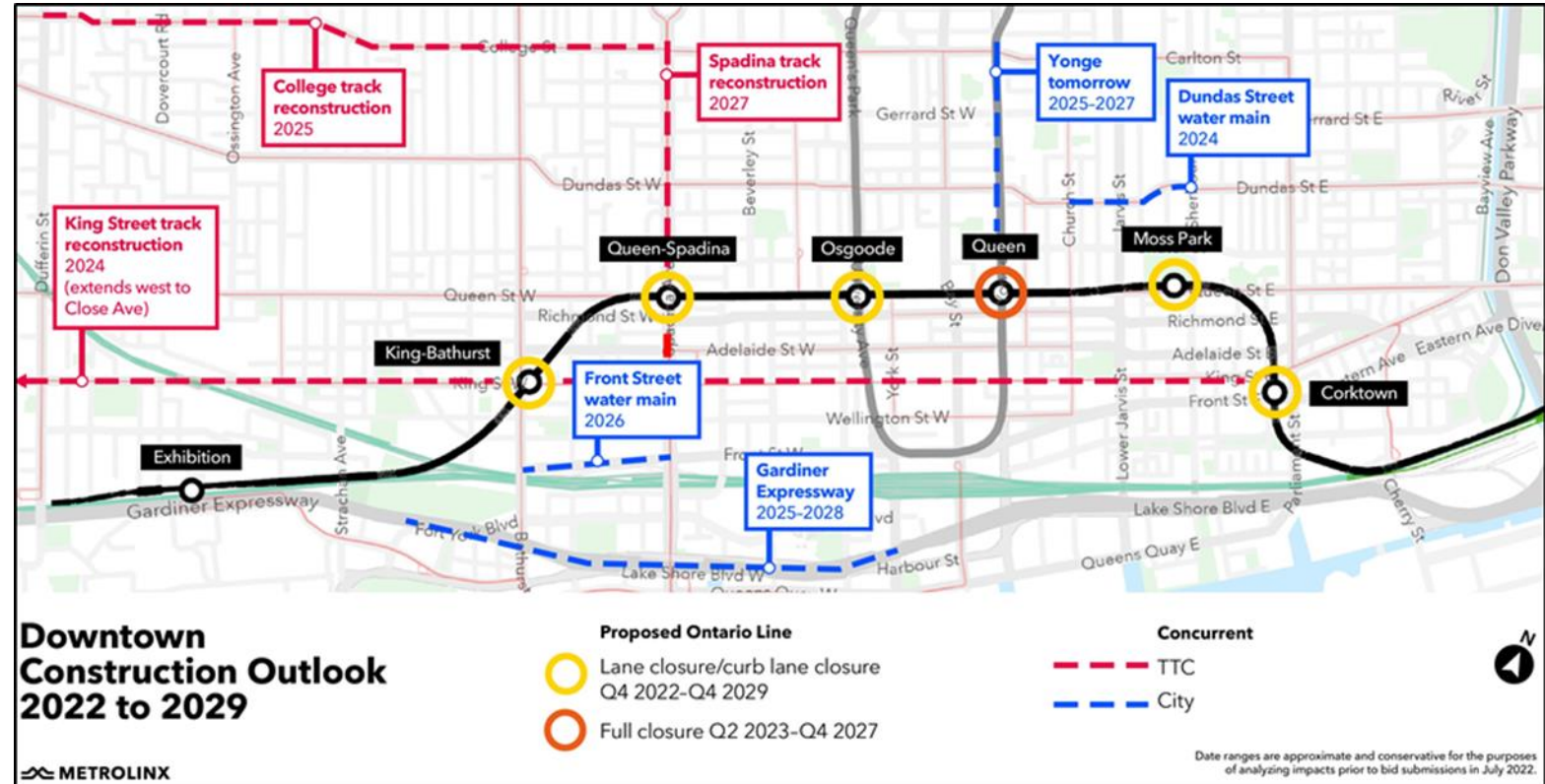
- Three scenarios compared:

Pre-pandemic traffic

- Satisfactory in morning peak period and congested in afternoon peak period.

City-led Projects

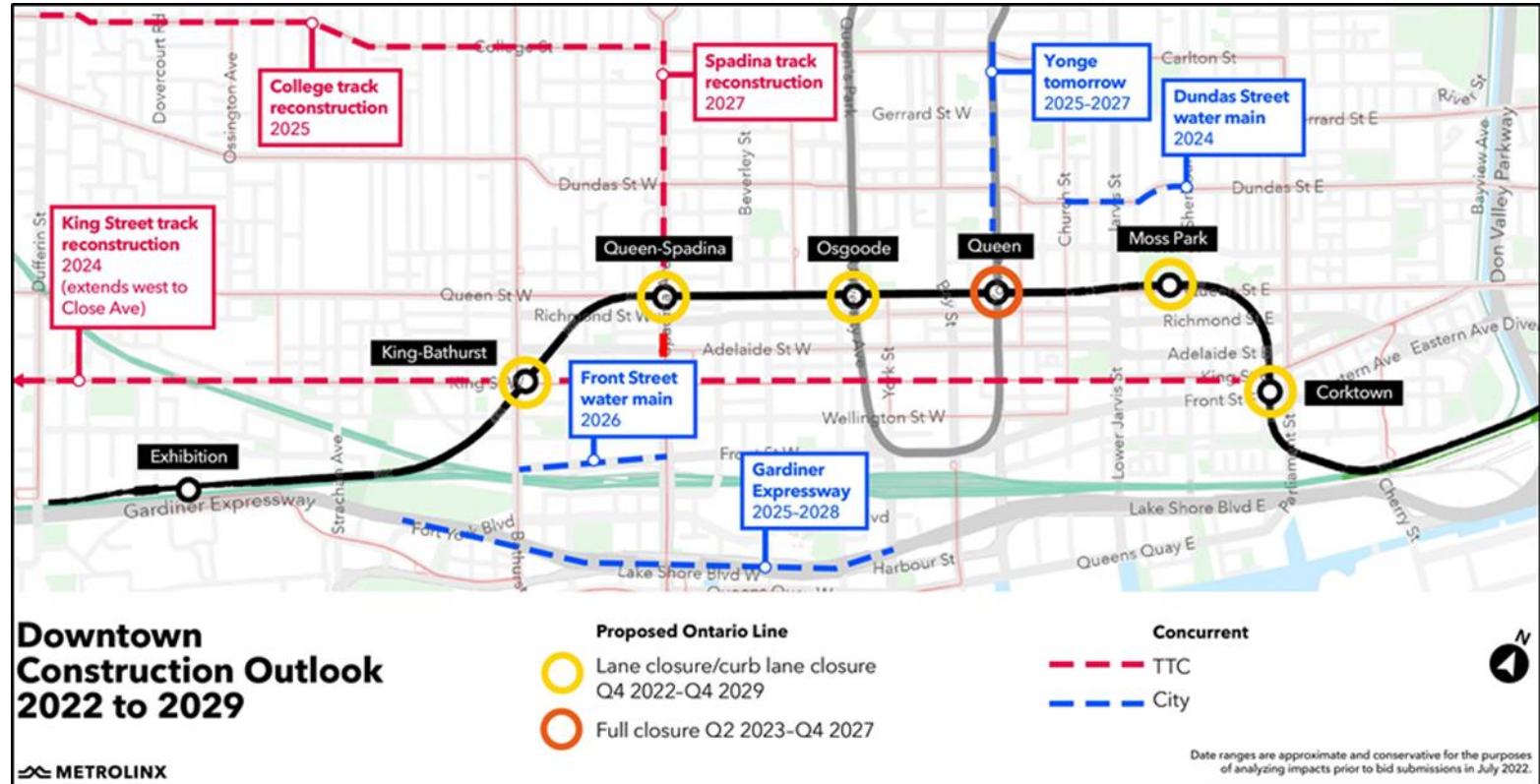
- Morning peak period = Satisfactory but travel time increase of 1 to 7 minutes.
- Afternoon peak period = Congested with a travel time increase between 5 and 24 minutes.



Impacts - Autos

City-led Projects + Ontario Line

- Morning peak period = Satisfactory traffic conditions but travel time increase of 1 to 7 minutes.
- Afternoon peak period = Congested with a travel time increase of between 5 and 29 minutes.



Mitigation Measures – Minimizing Closures

- Bidders constrained to maximum lane closures
- Bidder incentivized to do even better than max lane closures. Bidders with fewer lane closures are rewarded and winning bidder is held accountable to the lane closures they bid on.
- Must adhere to bid during construction otherwise given large, daily financial penalties.



Mitigation Measures- Construction Hub

- Provide a high level of oversight and coordination between Metrolinx, City-led project work sites, developer work sites and any other works taking place on or adjacent to the public right of way
 - Planned construction work on parallel routes kept at a minimum
- On the ground “single point of contact” for coordination and for businesses and residents.
- Dedicated traffic agents.
- Construction truck staging and idling on roads not allowed.
- Weekly Hub meetings.
- Bi-weekly OL Transportation Management meetings.



Mitigation Measures – Safety

- Truck haul route plans to be developed ensuring Vision Zero principles
- Safe accessible pedestrian routes kept clean and snow/ice removed.
- All bicycle lanes maintained and protected. New cycle track on York Street.
- Traffic control persons at work sites to avoid conflicts between construction vehicles and pedestrians
- Well lit work zones and clear sight lines at the work site accesses

VISIONZERO



Mitigation Measures – Communication

- Info through traditional and electronic media.
- Road closure info to web-based network service providers such as Google and Waze etc.
- Network level, advanced advisory signage.
- Traffic signal changes to maximize mobility for traffic and surface transit vehicles.
- Monthly Construction Liaison meetings – includes Cllrs, businesses, residents.
- Community Outreach meetings and BIA Meetings throughout.



Mitigation Measures – Helping Business

- Project Co. to develop and implement a Business Support Plan to create partnership with local BIAs.
- City-based “BIA Liaison” position, funded by Metrolinx, to serve as a single point of contact for business and residents on the Ontario Line related matters.
- Marketing and advertising initiatives to promote “Shop Local”.
- Installing way finding signage for the businesses.
- Clean work zone areas and frequent window washing and cleaning.



Thank You

