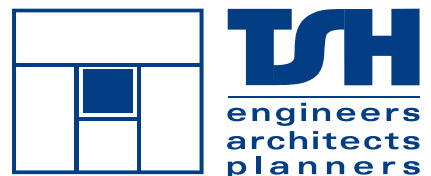


*Scarlett Road/CP Rail
Bridge
Class Environmental
Assessment*

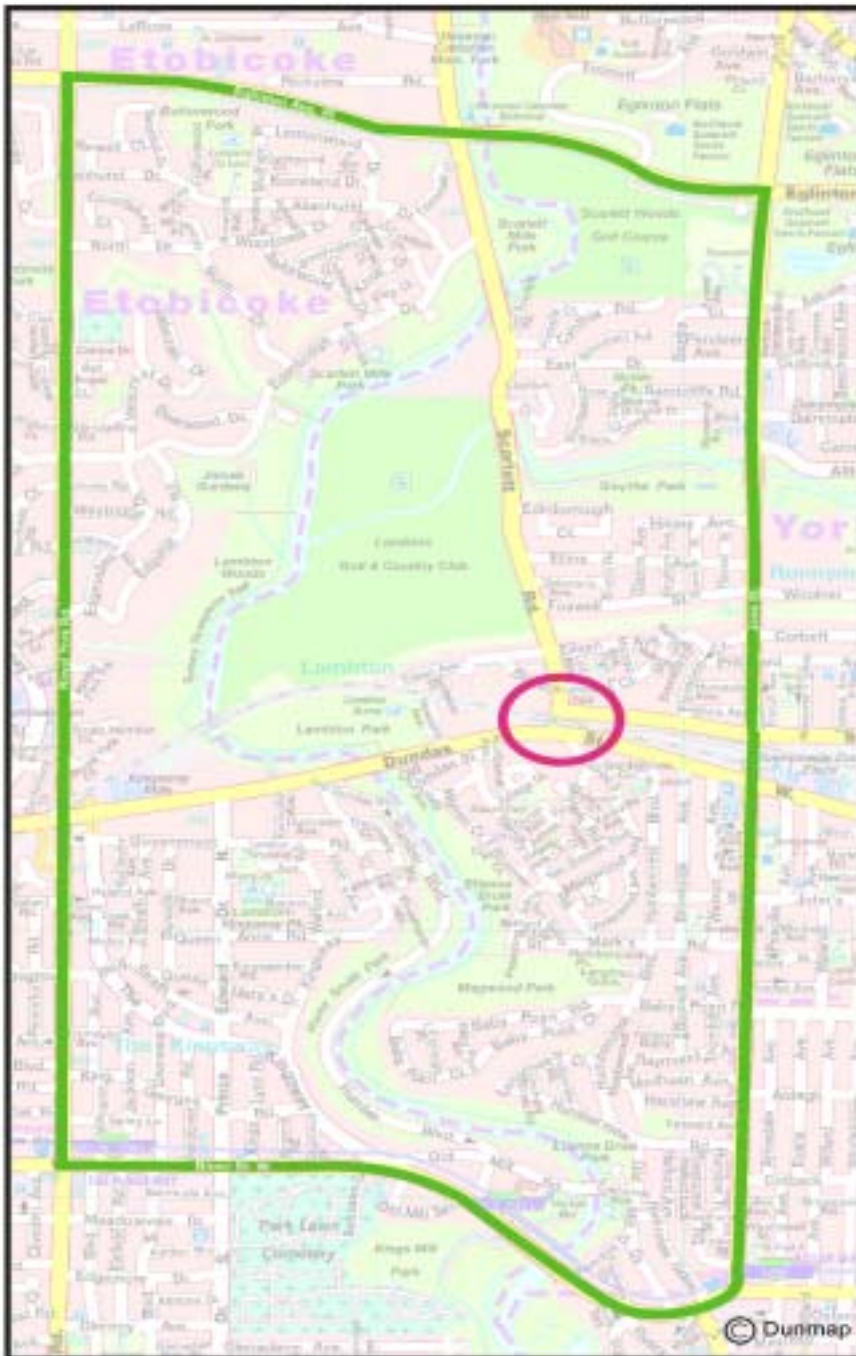
**Public Meeting and Open House #1
June 2, 2004**



Welcome

- **Welcome to the first of two planned Public Meeting and Open Houses for the Scarlett Road/CP Rail Bridge Class EA**
- **The purpose of this Public Meeting and Open House is to present:**
 - **A description of the Class EA process;**
 - **A summary of existing and expected future traffic conditions;**
 - **A summary of the transportation problems and opportunities (i.e. need and justification);**
 - **A description of the alternative solutions considered;**
 - **A summary of the assessment of the alternative solutions;**
 - **A preliminary identification of the preferred solution; and**
 - **A summary of the future activities to be completed as part of the EA Study.**
- **Representatives from the Project Team are available tonight to provide information and answer your specific questions.**
- **Your comments are important to us.** Following your review of the information, please complete one of the comment forms and place it in the box provided or send it back to the address on the form prior to **June 30, 2004.**
- **The second Public Meeting and Open House will be held in the fall of 2004 to present the preferred solution and associated recommended design.**

Study Area



Study Purpose and Background

Study Purpose

- **In October 2003, the City of Toronto initiated a Class Environmental Assessment Study to:**
 - **Identify the preferred solution to safety and operations issues associated with the Scarlett Rd./CP Rail bridge and the intersections of Scarlett Rd. with Dundas St. and St. Clair Ave.; and**
 - **Prepare a preliminary design for the preferred solution.**

Study Background

- **November 2001 - City and TSH completed a Feasibility Study**
 - **Investigated traffic operations and safety at Scarlett Road/CP Rail bridge and adjacent intersections.**
 - **Identified operational and safety concerns relating to:**
 - **Access and vehicular capacity restrictions through the bridge;**
 - **Impediments to transit, pedestrians and cyclists.**
 - **Identified potential solutions, ranging from short-term minor operational improvements to long-term bridge replacement with major intersection improvements.**
 - **In February 2002, City Council accepted the Feasibility Study Report but resolved “that acceptable access to the Warren Park Community to the south of Dundas Street West must be maintained with any changes to the road network and/or CP Rail Bridge...”**

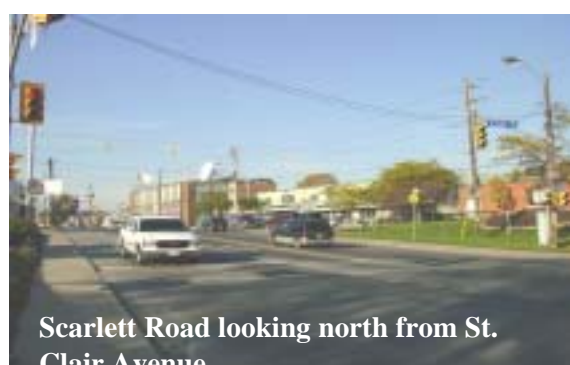
Existing Physical Conditions

- **CP Rail Bridge (owned and maintained by CP)**
 - Constructed in 1912.
 - No plans for major rehabilitation or replacement work by CP.
 - Deck accommodates 4 rail tracks; 3 mainline and 1 yard track (CP Rail Lambton Yard).
 - Each span accommodates 1 lane of traffic and a sidewalk.
 - Substandard vertical and horizontal clearances limit access of large vehicles (fire trucks, transit vehicles and large trucks) and pedestrians and cyclists.
- **Existing cross-section:**



Existing Physical Conditions

- **Scarlett Road**
 - **Minor arterial road between Dundas Street and Eglinton Avenue.**
 - **Four through traffic lanes (two northbound, two southbound) from St. Clair Avenue West.**
 - **One traffic lane and sidewalk in each direction Between St. Clair Avenue and Dundas Street, through the bridge.**
 - **No southbound left turn from Scarlett Road to Dundas Street eastbound.**
 - **Designated as a cycling route in the City of Toronto Cycling Master Plan Study (bike lanes proposed).**



Existing Physical Conditions

- **St. Clair Avenue**
 - Major arterial road, extends east from Scarlett Road.
 - Four lane cross section at Scarlett road with north-side sidewalk.
 - Parallels the CP Rail right-of-way between Scarlett Road and Jane Street.



St. Clair Avenue looking east from Scarlett Road



St. Clair Avenue looking west to Scarlett Road

Existing Physical Conditions

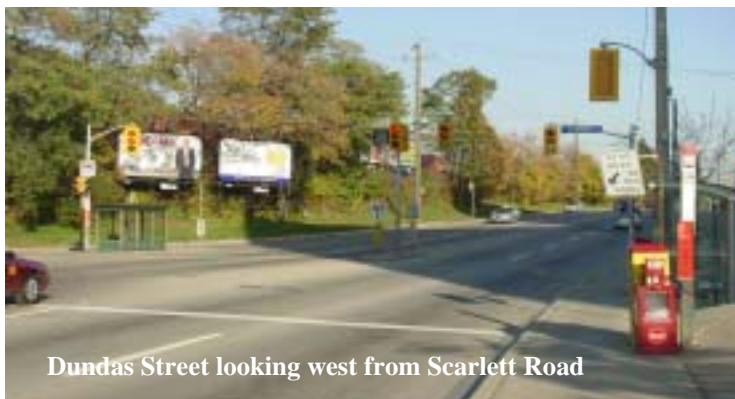
- **Dundas Street**
 - Major arterial road with a basic four lane cross section, extends east-west
 - Parallels CP Rail right-of-way east of Scarlett Road.
 - Sidewalks provided on both sides west of Scarlett Road and on the south side east of Scarlett Road; north side sidewalk terminates 50 m east of Scarlett Road.
 - Designated for proposed bicycle lanes in the City of Toronto Cycling Master Plan Study



Dundas Street looking east from Scarlett Road



Dundas Street looking east from Gooch Avenue



Dundas Street looking west from Scarlett Road

Traffic Operations

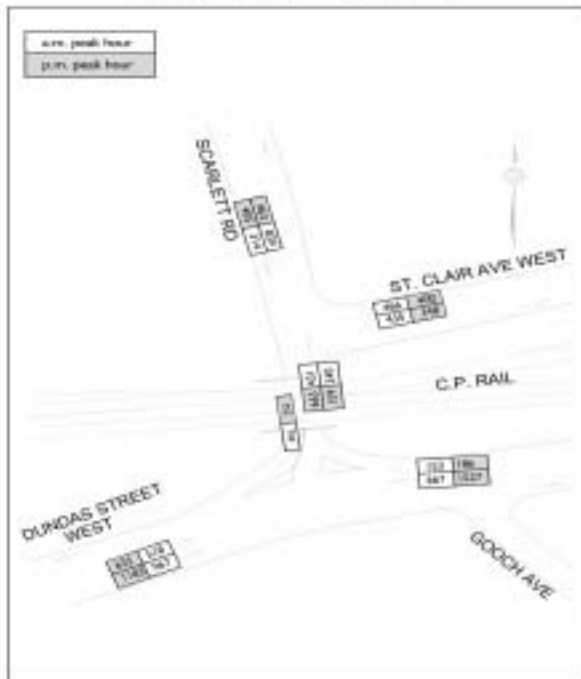
- **Roadway capacity in the study area is constrained by:**
 - **Single northbound lane through bridge**
 - **Single eastbound left turn lane on Dundas Street**
 - **Signal timing requirements at intersections**
 - **Heavy demands for conflicting movements**
- **High volumes of traffic combined with the roadway capacity constraints result in significant delay for some movements at intersections (see traffic volumes on diagram below and critical movements on next panel)**
- **Delays are expected to increase as traffic demand grows**

Traffic Volumes

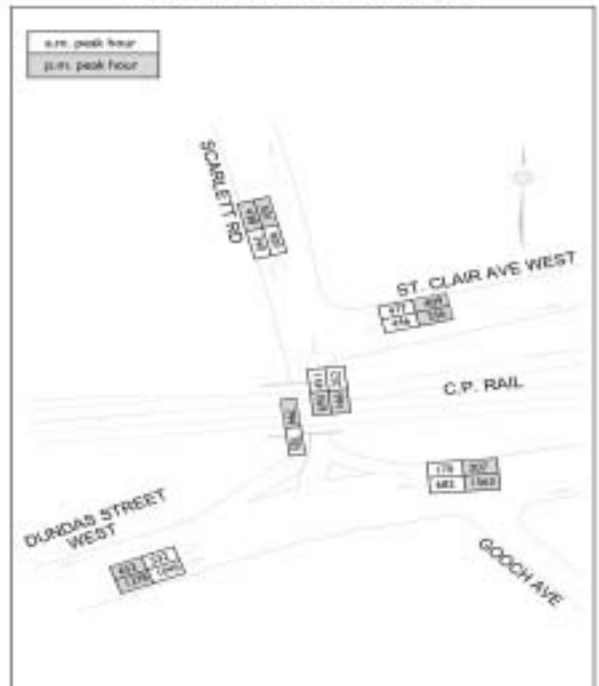
Existing Traffic Volumes (2002, balanced)



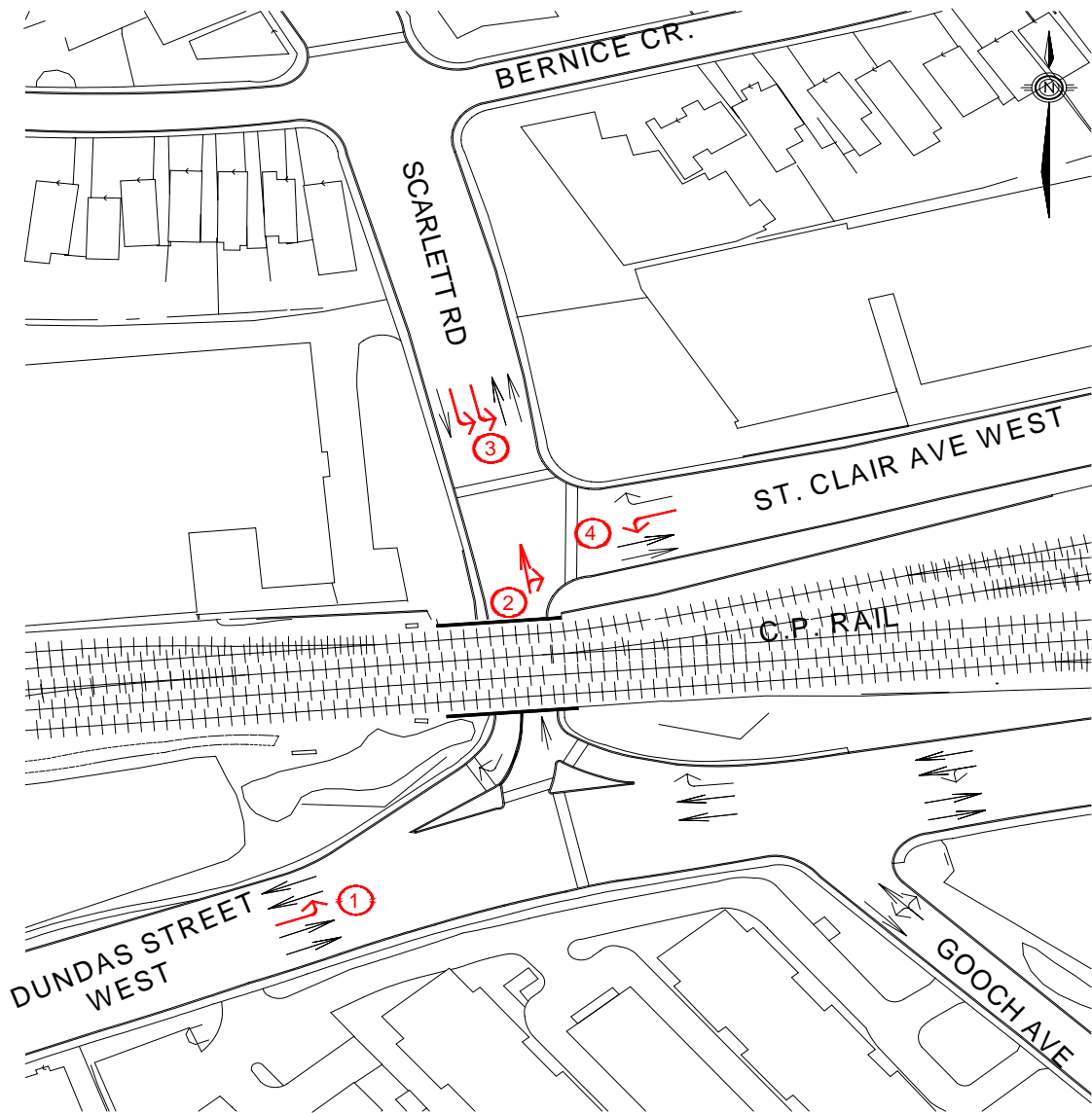
Projected 2011 Traffic Volumes



Projected 2021 Traffic Volumes



Traffic Capacity Concerns

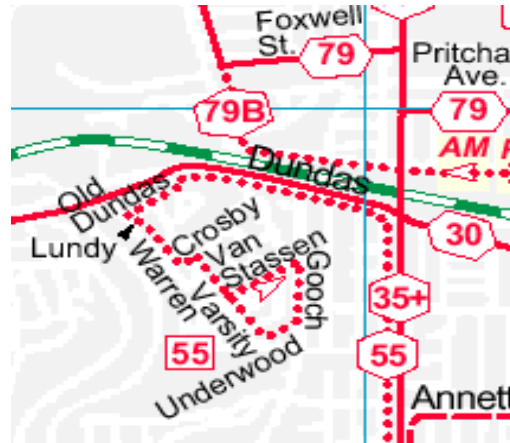


- ① EASTBOUND LEFT TURNS AT DUNDAS STREET
- ② NORTHBOUND THROUGH/RIGHT MOVEMENTS AT ST. CLAIR AVENUE
- ③ SOUTHBOUND LEFT TURNS AT ST. CLAIR AVENUE
- ④ WESTBOUND LEFT TURNS AT ST. CLAIR AVENUE

Transit Operations

Transit Service

- **Four TTC routes operate in or near the Study Focus Area**

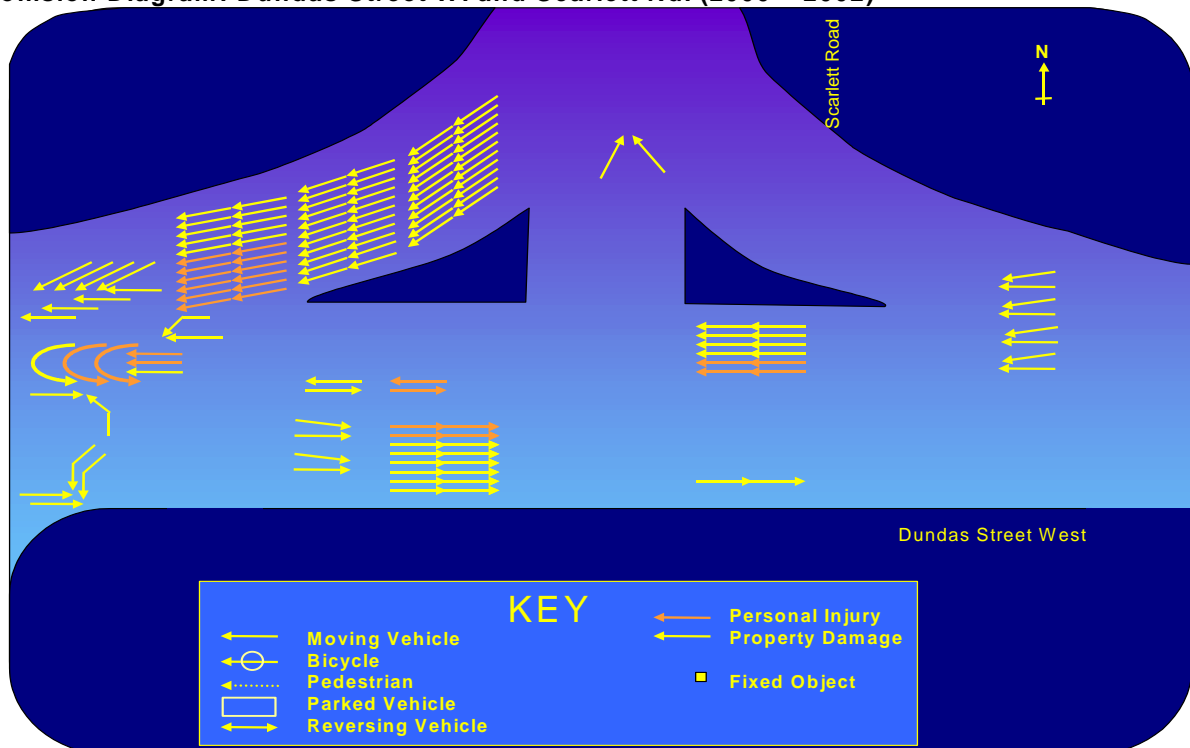


- **No transit connections through bridge on Scarlett Road due to existing constraints.**
- **The Toronto Catholic District School Board and Toronto District School Board operate school buses in the vicinity of the Study Focus Area.**
- **GO Transit's Milton Line operates across Scarlett Road on the CP Rail Galt Subdivision.**
 - 12 trains per day, 6 a.m. peak & 6 p.m. peak, Monday-Friday
 - Potential future service expansion to all day weekday service

Safety Review

- **Scarlett Road/Dundas Street**
 - **High occurrence of rear-end collisions on southbound right turn channelization due to:**
 - Restricted sight distances
 - No acceleration lane and difficulty with merging
 - Driver uncertainty at yield control
 - **Higher number of sideswipe collisions than typical signalized intersections due to:**
 - Merging at the southbound right turn channelization
 - Queuing and bus stop on westbound approach

Collision Diagram: Dundas Street W. and Scarlett Rd. (2000 – 2002)

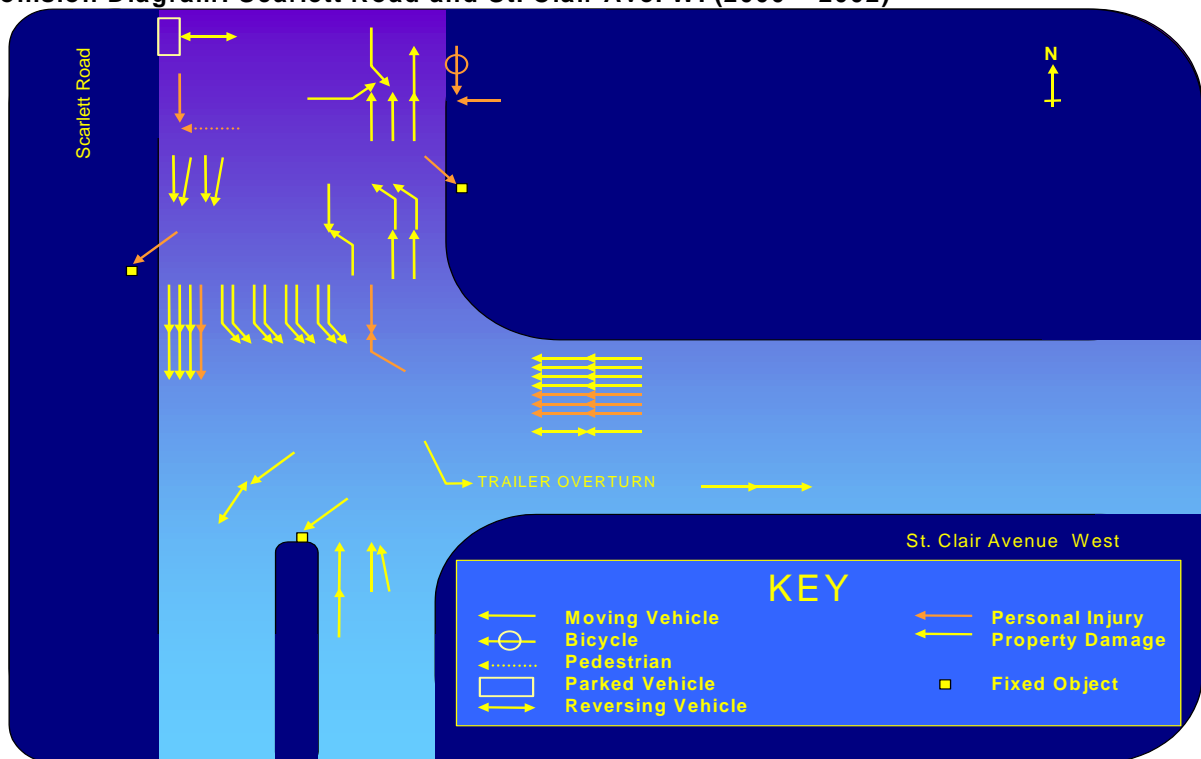


DATA SOURCE: CITY OF TORONTO TRAFFIC DATA CENTRE AND SAFETY BUREAU

Safety Review

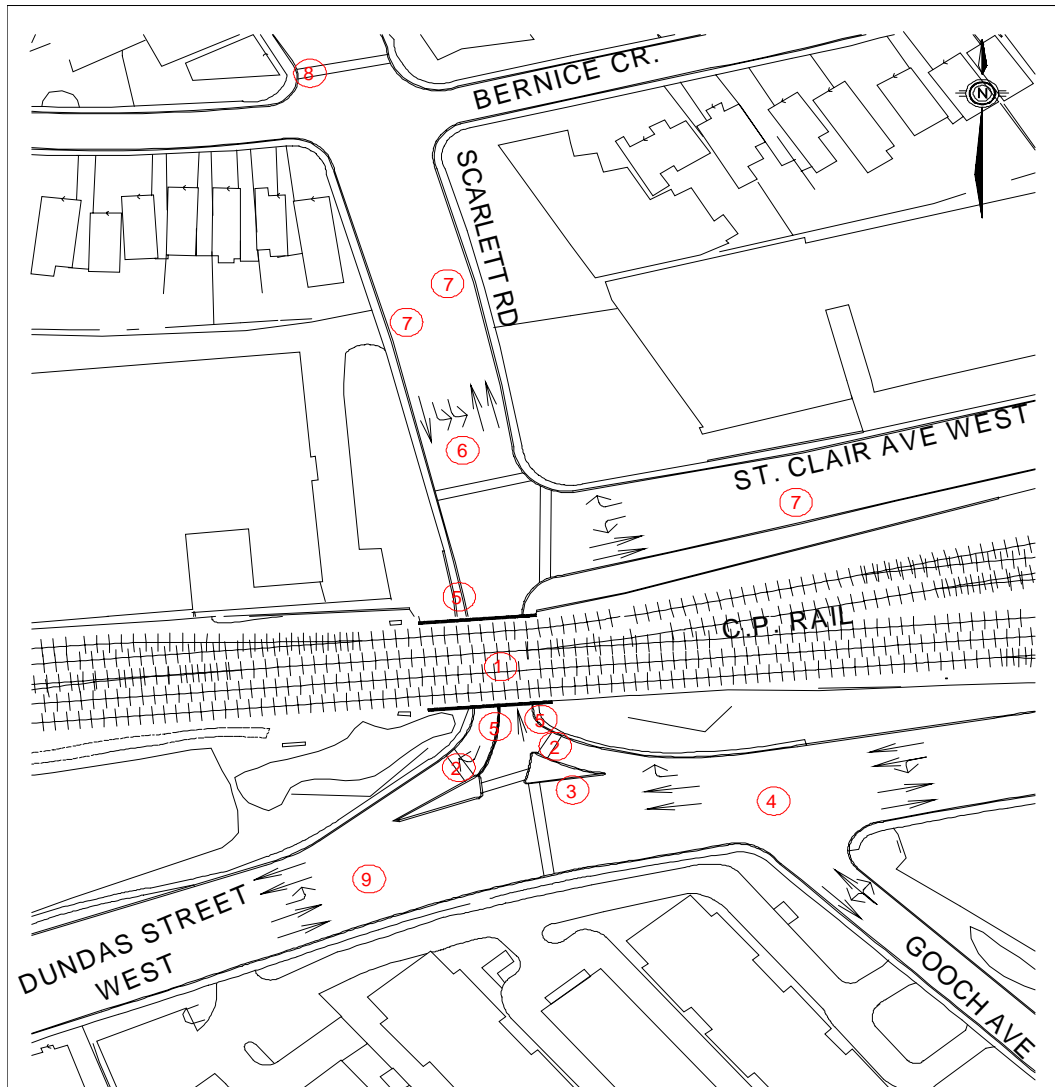
- **Scarlett Road/St. Clair Avenue**
 - Number of sideswipe and single-vehicle collisions higher than typical for signalized intersections.
 - **Contributing factors may include:**
 - Southbound dual left turn lane configuration
 - Entrances, parking, etc. north of intersection
 - Clearance restrictions through bridge
 - Driver workload (multiple signs, signals, billboards, etc.)
 - Down-grades on approaches

Collision Diagram: Scarlett Road and St. Clair Ave. W. (2000 – 2002)



DATA SOURCE: CITY OF TORONTO TRAFFIC DATA CENTRE AND SAFETY BUREAU

Road Safety Review - Potential Hazards



- ① SUBSTANDARD HORIZONTAL AND VERTICAL CLEARANCES, SIGHT DISTANCES AND PEDESTRIAN/CYCLIST FACILITIES THROUGH CP RAIL BRIDGE
- ② RESTRICTED SIGHT DISTANCE AND FREE-FLOWING TRAFFIC AT CROSSWALK
- ③ BUS STOP LOCATION INTERFERES WITH VISIBILITY AND PERCEPTION OF WESTBOUND TRAFFIC FROM THE SOUTHBOUND RIGHT TURN LANE
- ④ INTERSECTION SEPARATION BETWEEN SCARLETT ROAD AND GOOCH AVENUE CAUSES OPERATIONAL/SAFETY CONCERNS
- ⑤ SUBSTANDARD TRAFFIC BARRIER OR BARRIER END TREATMENT
- ⑥ OPERATIONAL ISSUES RELATING TO SOUTHBOUND DUAL LEFT TURNS AT ST. CLAIR AVENUE
- ⑦ STOPPED/PARKED VEHICLES CAUSE MERGING CONFLICTS AND DELAYS; ILLEGAL STOPPING/PARKING OBSERVED ON SCARLETT ROAD
- ⑧ SOUTHBOUND QUEUING THROUGH PEDESTRIAN CROSSOVER
- ⑨ LACK OF SOUTHBOUND TO EASTBOUND MOVEMENT RESULTS IN UNSAFE U-TURN MANOEUVRES

Problem & Opportunity Statement

- **Problem statement:**
 - **The existing limitations of the Scarlett Road/CP Rail bridge and adjacent intersections at Dundas Street and St. Clair Avenue results in:**
 - **Safety, capacity and operations deficiencies for pedestrians, cyclists and vehicles;**
 - **Restrictions to access for fire trucks, transit vehicles and trucks; and**
 - **Inability to adequately address future travel demands or accommodate future transit opportunities.**

- **Opportunity statement:**
 - **Improvements to the bridge and adjacent intersections would provide opportunities to:**
 - **Improve safety;**
 - **Decrease travel delay;**
 - **Accommodate fire trucks, transit vehicles and large trucks; and**
 - **Address future travel growth.**

Alternative Solutions

The following alternative solutions have been identified:

- **Do Nothing – Benchmark for comparison**
- **Transportation Demand Management (TDM)**
 - Strategies to reduce auto use
 - Includes promoting transit use, carpooling, flexible work hours and usage of bicycles and walking
- **Transportation System Management (TSM)**
 - Strategies to optimize operational effectiveness and safety of existing infrastructure
 - Includes minor improvements to intersections, signals, signs, sidewalks, etc.
- **Remove Bridge and Close Scarlett Road**
 - Removal of the CP Rail Bridge and closure of Scarlett Road between St. Clair Avenue and Dundas Street West
- **Bridge Replacement/Road Improvements to Scarlett Road between St. Clair Avenue and Dundas Street.**

Preliminary Preferred Solution

- **Bridge Replacement/Road Improvement**
- **Considerations for improvement include:**
 - **Horizontal and vertical clearances**
 - **Number of lanes through bridge**
 - **Provisions for pedestrians and cyclists through bridge**
 - **Accommodation of potential future bus and/or streetcar passage through bridge**
 - **Adjacent intersections, sidewalks and bike lanes**
- **Bridge widening alternatives that may be considered include:**
 - **Alternative 1 – One lane southbound; two lanes northbound**
 - **Alternative 2 - Two lanes southbound with left turn to Dundas; two lanes northbound**
 - **Alternative 3 - Alternative 2 plus double left turn lanes on Dundas Street to Scarlett Road**

Preliminary Assessment Criteria for Design Alternatives

- **Transportation**
 - Accessibility for vehicles, pedestrians and cyclists
 - Safety for all users
 - Traffic capacity and operations
 - Transit operations (current and future)
 - Traffic patterns, including potential impacts on traffic flows through surrounding neighbourhoods
- **Natural and Social Environment**
 - Air quality
 - Property requirements
 - Traffic noise
 - Water resources
 - Potential to disturb contaminated soils
 - Vegetation, amount and type to be removed
- **Economic and Cultural Environment**
 - Industrial/Commercial
 - Archaeology/Heritage
- **Engineering**
 - Construction staging requirements
 - Construction costs
 - Utilities and major services to be relocated
- **Measures to mitigate impacts will also be identified**

Next Steps

- **Incorporate input from tonight's meeting into the assessment of alternative solutions and confirm a preferred solution.**
- **Complete the identification, assessment and evaluation of alternative design concepts for implementing a preferred solution.**
- **Conduct the second PIC in the fall of 2004 to present the preferred solution, alternative design concepts and recommended design.**
- **Complete the Environmental Study Report (ESR) in the Fall-Winter of 2004, report to City Council and place on record for public review.**

We encourage you to provide us with your comments and we thank you for participating in this public meeting.