



**STAFF REPORT
ACTION REQUIRED**

Metrolinx Eglinton Crosstown LRT Corridor Long-Term Road Closure and Temporary Traffic Signal Approval – Additional Information (PW 14.10)

Date:	July 11, 2016
To:	City Council
From:	General Manager, Transportation Services
Wards:	Wards 16 and 22
Reference Number:	

SUMMARY

This report provides additional information regarding the Metrolinx Eglinton Crosstown LRT (ECLRT) Long-term Road Closure proposals that were discussed at the June 20, 2016 meeting of the Public Works and Infrastructure Committee (PWIC).

PWIC has recommended that Council close the south end of two local roads and select traffic lanes of Eglinton Avenue in proximity to five ECLRT station construction sites for specified periods of approximately five years. PWIC did not approve the long-term road occupancy connected with the construction of the Avenue Station, and asked that staff work with Metrolinx and Crosslinx to resolve the local Councillor's concerns and report back to this meeting of Council.

This report provides an update on the additional work and negotiations that have been conducted regarding the proposed long term closures associated with the Avenue Station to meet the concerns of the local Councillors.

In addition, this report includes details with respect to the periodic closure of the ramps servicing the W. R. Allen Road, required to undertake construction of the Cedarvale Station.

RECOMMENDATIONS

The General Manager, Transportation Services recommends that:

1. City Council temporarily close the following highways to vehicular and pedestrian traffic to facilitate the construction of the Metrolinx Eglinton Crosstown LRT from 18 July 2016 to and including 31 December 2020:
 - a. All traffic lanes on Oriole Parkway from Eglinton Avenue West to a point approximately 10 metres north thereof;
 - b. The westbound curb lane of Eglinton Avenue West from Avenue Road to Braemar Avenue;
 - c. The two most northerly westbound traffic lanes of Eglinton Avenue West from Lascelles Boulevard to a point approximately 60 metres east of Avenue Road.
2. City Council authorize the General Manager, Transportation Services, to issue the applicable requisite permits pursuant to City of Toronto Municipal Code Chapter 743, Streets and Sidewalks Use of, related to the occupation and/or work in the street associated with the highway closures and for the time period specified in Recommendation 1. above, despite any permit time period limitations imposed by Code Chapter 743, for the purpose of facilitating the construction of the Metrolinx Eglinton Crosstown LRT.
3. City Council amend City of Toronto Municipal Code Chapter 937, Temporary Closing of Highways, to delegate to the General Manager, Transportation Services, from July 18, 2016 to and including January 1, 2018, the authority to temporarily close to vehicular and pedestrian traffic the W.R. Allen Road, including its entry and exit roadway ramps, for a period of up to and including 4 consecutive days on up to and including 12 occasions as required for the purposes of construction of the Metrolinx Eglinton Crosstown LRT project.
4. City Council exempt the General Manager, Transportation Services, in carrying out his authority under Recommendation 3 above, from Section 937-5 of City of Toronto Municipal Code Chapter 937, Temporary Closing of Highways, including the requirement to notify the local Ward Councillor of the pending closure and the requirement to report on the proposed closure if so requested by the local Ward Councillor.
5. City Council direct the General Manager, Transportation Services to ensure that local Ward Councillors are consulted on all traffic management plans prior to any permits related to the occupation of and/or work in the street associated with the highway closures for the Metrolinx Eglinton Crosstown LRT stations being issued.

6. City Council authorize and direct the appropriate City Officials to take the necessary action to give effect to Council's decision, including the introduction in Council of any Bills that may be required.

Financial Impact

There are no financial impacts resulting from this supplemental report.

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

DECISION HISTORY

At its meeting of June 20th, 2016, the Public Works and Infrastructure Committee directed the General Manager, Transportation Services to report directly to Council providing supplementary information regarding the closure plan, schedule and steps taken to mitigate the concerns raised by Councillors and members of the community.

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

COMMENTS

Avenue Station

Avenue Station is to be mined to avoid the traffic impacts associated with a cut and cover construction methodology. While this minimizes impacts on the right-of-way, road space adjacent to the primary and secondary station accesses is required for construction equipment, materials and operations which need to be located in close proximity to the works. Two long term lane closures were originally proposed, one at the main station entrance to the west of Avenue Road and one at the secondary station entrance to the east of Avenue Road.

The proposed long term lane closures associated with the secondary station access were the focus of both Councillor and business community concern, specifically the extent of the lane closure which would block business visibility and the complete removal of existing parking and drop off/delivery facilities.

In addition to the required highway and sidewalk occupations, Metrolinx and Crosslinx Transit Solutions (CTS) are proposing to use a portion of the Eglinton Park for construction-related purposes. The use of the park is based upon the Master Agreement between Metrolinx and the City of Toronto for the reasonable use of city-owned properties for the purposes of constructing the Eglinton Crosstown LRT. Metrolinx and CTS have been working with staff of the Parks Department to limit the area of park occupation.

On June 28, 2016, Councillor Carmichael Greb, on behalf of herself and Councillor Matlow, hosted a working group meeting attended by numerous area business and residential community members, city staff, and representatives of Metrolinx and CTS. At the meeting CTS presented a revised road occupation plan which extended their construction zone to the east, between Oriole Parkway and Lascelles Boulevard, in front of Eglinton Park. The plan suggested the occupation of two traffic lanes to reduce the impact on the occupation of the park. However, the plan showed minimal reduction in the occupancy of the road and parking immediately east of Avenue Road adjacent to the secondary station access. Metrolinx and CTS were asked to revise the plan further by considering the extended occupation of two lanes of traffic, and the potential closure and use of the most southerly portion of the north leg of Oriole Parkway.

CTS has since presented a proposal to occupy the two most northerly (westbound) lanes of Eglinton Avenue West from Lascelles Boulevard to 60 metres east of Avenue Road. This establishes a continuous work zone on the north side of Eglinton Avenue West across the park frontage and through the Oriole Parkway offset intersection. In addition to the occupation of the two traffic lanes, the sidewalk will be closed in front of the park and immediately in front of the secondary station entrance. Access to the internal park pedestrian trail will be maintained at all times, as will the signalized pedestrian crosswalk across Eglinton Avenue West at Oriole Parkway and pedestrian access to the business premises fronting the north side of Eglinton Avenue between Avenue Road and the western limit of the park.

The plan allows the retention of public access to the curb on the north side of Eglinton Avenue West in front of the majority of businesses between Avenue Road and the secondary station entrance site. Importantly, the plan now includes three layby parking spaces which will be available for short-term public use, drop off and loading.

The plan also includes the long-term closure of only 10 metres of the most southerly end of the north leg of Oriole Parkway. During normal daily operation, this portion of Oriole Parkway is one-way southbound, prohibiting public access from Eglinton Avenue West. This small-area occupation of Oriole Parkway accommodates convenient pedestrian circulation, continued access to the adjacent businesses for public parking and commercial loading, and access to the shared laneway behind the businesses. Emergency access, plus periodic southbound escorted truck exits, will be permitted from Oriole Parkway onto Eglinton Avenue West through a gap in the construction barrier.

Transportation Services staff has worked closely with the Councillors, Metrolinx and CTS to guide development of a solution which satisfies the Councillors' and the business community's concerns whilst maintaining acceptable traffic and transportation impacts. Work on other aspects of the traffic management plan will continue after City Council approval in consultation with local Councillors.

Generally speaking, the level of congestion as a result of the occupation of two westbound traffic lanes is predicted to be lighter than under normal street operations. This is because there is already a capacity constraint of the westbound traffic flow at the

construction site just east of Yonge Street, where only one lane is provided. Service Planning at the Toronto Transit Commission has been advised of this latest plan and will monitor the impact on their bus operation, and make adjustments to maintain service levels if required.

W.R. Allen Expressway

On March 31, 2016, City Council approved 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, 2022, for a period of up to and including 365 consecutive days as required for the purposes of construction of the Metrolinx Eglinton 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.

Section 937-4 of the City of Toronto Municipal Code Chapter 937 requires that closures of the F.G. Gardiner Expressway, the Don Valley Parkway, the W.R. Allen Road, Black Creek Drive or Highway 27 require Council approval. This approval is generally granted for specific dates and times.

On the Metrolinx Eglinton Crosstown LRT Project, Crosslinx Transit Solution (CTS) will need to undertake utility work and station construction across the foot of the WR Allen Road, on the north side of Eglinton Avenue West. This will require the temporary relocation and temporary crossing of the roadway access ramps to and from Allen Road.

In order to accomplish these works, there will need to be short-term closures of the ramps, effectively closing the affected direction of Allen Road between Lawrence Avenue and Eglinton Avenue. Staff are working with CTS on the details of these closures and are focusing on weekend and overnight closures to minimize the impacts on commuter traffic.

It is currently anticipated that short-term southbound ramp closures will be required in summer and fall of 2016, and for spring and summer of 2017. Northbound closures are likely to occur in the fall of 2016 and early spring, mid-summer and late fall of 2018. The exact timing of these closures are dependent on completion of utility works by third parties and the general rate of progress of the Eglinton Crosstown LRT work. Given this it is not possible to advise Council of the exact dates that these closures will be required and so delegated authority for the General Manager, Transportation Services, in consultation with affected Ward Councillors, is sought to enable the closures to take place when required.

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