



STAFF REPORT ACTION REQUIRED

Metrolinx Eglinton Crosstown LRT Corridor Long-Term Temporary Road Closures and Temporary Traffic Signal Approval

Date:	June 20, 2016
To:	Public Works and Infrastructure Committee
From:	General Manager, Transportation Services
Wards:	Wards 15, 16, 21, 22, 25 and 26
Reference Number:	

SUMMARY

The purpose of this report is to seek approval from Toronto City Council for the closure of traffic lanes at several locations and two side streets for periods of up to approximately five years to enable construction of the Metrolinx Eglinton Crosstown LRT, along with the approval to install temporary traffic control signals for periods of up to approximately five years to provide for safe pedestrian crossing of Eglinton Avenue.

The construction of the stations cannot proceed in a timely manner without these closures of traffic lanes, and pedestrian safety will be enhanced by signal-controlled crossings where normal crosswalks are occupied by long-term construction activity. Some of these temporary changes would typically be delegated to the appropriate Community Councils. However, given the importance of dealing with these issues consistently and urgently, the value in having City Council consider all of these matters in a coordinated manner, and due to the city-wide significance of the Eglinton Crosstown LRT project, the City Manager has deemed this matter to be of City-wide significance, in accordance with the provisions of Section 27-152 of City of Toronto Code Chapter 27, Council Procedures.

The construction staging of the LRT stations, proposed and required by Crosslinx Transit Solutions (CTS), and the basic traffic management strategies associated with the construction occupation of roadways discussed in this report, have been reviewed by Transportation Services staff and Metrolinx. They have also been presented to TTC staff and to affected City Councillors during focused briefings and this will continue throughout the construction period. Metrolinx have also held a number of local community meetings to provide project details and seek input. There will be

opportunities to refine the traffic controls as and when unforeseen issues arise over the multi-year duration of construction.

RECOMMENDATIONS

The General Manager, Transportation Services recommends that:

1. City Council temporarily close the following roadways to vehicular traffic for the specified periods to facilitate the construction of Metrolinx Eglinton Crosstown LRT stations:
 - a. All traffic lanes at the south end of Park Hill Road from Eglinton Avenue West to a point approximately 40 metres north thereof from July 2016 to and including 31 December 2021; and
 - b. All traffic lanes at the south end of Rawlinson Avenue from Eglinton Avenue East to a point approximately 20 metres north thereof from 18 July 2016 to and including 31 December 2021.
 - c. The eastbound and westbound curb lanes of Eglinton Avenue West from Times Road to Oakwood Avenue from 1 December 2016 to and including 31 January 2021;
 - d. The eastbound curb lane of Eglinton Avenue West from Laird Drive to a point approximately 60 metres west of Don Avon Drive from 18 July 2016 to and including 29 February 2020;
 - e. The southbound curb lane of Mount Pleasant Road between Eglinton Avenue East and a point 60 metres north from 1 September 2016 to and including 31 December 2020;
 - f. The westbound lanes of Eglinton Avenue West from a point approximately 100 metres east of Strathearn Road to William R. Allen Road from 18 July 2016 to and including 31 July 2018;
 - g. The westbound curb lane of Eglinton Avenue West from the north leg of Oriole Parkway to Braemar Avenue from 18 July 2016 to and including 31 December 2020 ;
 - h. The eastbound lanes of Eglinton Avenue West from Duplex Avenue to Holly Street from 1 June 2017 to and including 31 December 2018; and
 - i. The north side of Eglinton Avenue East between Dunfield Avenue and Cowbell Lane from 1 September 2016 to and including 30 April 2018.

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 of traffic lanes associated with the road closures and for the time periods specified in Recommendation 1, despite any permit time period limitations imposed by Code

Chapter 743, for the purpose of facilitating the construction of Metrolinx Eglinton Crosstown LRT stations

3. City Council authorize the installation of temporary traffic control signals in the following locations for approximately five years in order to facilitate safe pedestrian crossings of Eglinton Avenue for the duration of the construction of Eglinton Crosstown transit stations:
 - a. On Eglinton Avenue East at a point approximately 50 metres west of Don Avon Drive from 18 July 2016 to and including 31 January 2020;
 - b. On Eglinton Avenue West at a point approximately 45 metres west of Braemar Avenue from 18 July 2016 to and including 31 December 2020; and
 - c. On Eglinton Avenue West at a point approximately 90 metres west of Alameda Avenue from 1 December 2016 to and including 31 January 2021.

5. 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 and all bills that may be required.

Financial Impact

Approximately 83 pay and display parking spaces will be temporarily displaced as a result of the adoption of this report. These parking spaces are primarily in the vicinity of the Oakwood, Avenue and Eglinton (Yonge) stations. The potential loss of parking revenue from these pay parking spaces is approximately \$1,500,000 over the period of the long-term road occupations.

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, 2022, 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.

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

ISSUE BACKGROUND

Project Status

The construction of the Metrolinx Eglinton Crosstown LRT is a complex multi-year undertaking. Construction is now at a point that requires approval of the construction traffic management plans and required lane closures for the stations.

Due to the constrained width of Eglinton Avenue through the central portion of the city there will be the need for long term lane closures which exceed the 365 day period of delegated authority granted to the General Manager, Transportation Services.

Crosslinx Transit Services (CTS), the company who will construct the stations and guideway, were incentivized as part of the bid evaluation process to limit their road occupation to the greatest extent possible. Their approach includes using mining techniques rather than cut and cover to construct four of the stations, Avenue, Laird, Leaside (Bayview) and Oakwood stations. In addition, the use of road decking will provide live traffic lanes above long term excavated work sites along the corridor, most notably at large, complex construction sites, including at the foot of the W. R. Allen Road and at Yonge Street.

A detailed construction traffic management plan is an integral part of the permit submission, and adherence to the detailed plan which has been agreed with City staff is a requirement of permit approval. Work on site cannot proceed until the appropriate permit has been issued for each location.

During the tunnels construction contract, Metrolinx and its contractors sought to mitigate the impact of displaced on-street parking due to lane closures by replacing one hour parking restrictions on nearby streets with three-hour limits in select locations. While this approach was generally accepted for the tunnels contract, in some locations the merits of this approach during station construction remains under discussion between the City, Metrolinx, CTS and Councillors to ensure that local context sensitive solutions are applied.

For each of the long term road and lane closures, CTS has provided justification for both the period and the physical length of the lane closure requirements. These include site access and specific construction activities, public and contractor safety and “laydown” areas for plant, facilities and materials. The use of “laydown” areas for the parking of personal vehicles is strictly prohibited within the overarching City of Toronto/Metrolinx/TTC Project Agreement, and will be further reinforced as specific conditions on each permit.

Significance Designation

Some of the temporary changes recommended in this report would typically be delegated to the appropriate Community Councils. However, given the importance of dealing with

these issues consistently and urgently, the value in having City Council consider all of these matters in a coordinated manner, and due to the city-wide significance of the Eglinton Crosstown LRT project, the City Manager has deemed this matter to be of City-wide significance, in accordance with the provisions of Section 27-152 of City of Toronto Code Chapter 27, Council Procedures.

COMMENTS

Specific Locations Requiring Approval

1. Cedarvale Station, in the vicinity of the W.R. Allen Road and Park Hill Road.

Long-term closures are required at the south end of Park Hill Road, and the westbound side of Eglinton Avenue West immediately east of the W. R. Allen Road. Short-term closures of the W. R. Allen Road are also required.

The long-term construction activity in this area is complex and involves 8 distinct phases. The closure of approximately 40 metres of Park Hill Road is required for access to the station excavation and construction, and deep excavation and concrete works. It will also be used as a “laydown” area for piles and other materials. This will be an identical arrangement to the closure during the tunneling work, resulting in minimal detouring of local traffic onto Marlee and Whitmore Avenues and displacement of two on-street parking spaces.

The duration of this closure is estimated to be approximately five years, beginning in July 2016. To mitigate impacts, consideration will be given to converting 16 parking spaces on Park Hill Road from a one-hour limit to a three-hour limit. During station construction, parking activity and requirements in the vicinity will be kept under review with any mitigation that is identified discussed and agreed with the Ward Councillor.

In addition, CTS will utilise the westbound side of Eglinton Avenue immediately east of Allen Road, for a distance of approximately 100 metres, until approximately Spring 2018. This area is currently being occupied by the tunneling contractor and so, similar to the current configuration, there will be one lane of traffic in each direction on the eastbound side of Eglinton Avenue.

2. Oakwood Station, between Oakwood Avenue and Times Road.

Long-term temporary closures required at this location are the curb lanes on the westbound and eastbound sides of Eglinton Avenue West between Oakwood Avenue and Times Road to facilitate mining of the station. Temporary traffic signals are also required east of Oakwood Avenue.

While access for the mine work will be provided by the primary and secondary station sites, on the westbound and eastbound sides of Eglinton Avenue respectively adjacent lanes are required for the ventilation system, shortcrete building, materials laydown, truck

staging and trailers for equipment and supplies. The lanes are also required for the removal of excavation material and delivery of materials and supplies. These areas are crucial for the mining operation and must be clearly defined and securely cordoned off to ensure the safety of the general public.

The primary station access is within the Oakwood Avenue intersection, and pedestrian access along the westbound side of Eglinton Avenue and across the intersection will therefore be obstructed. In order to enable safe pedestrian access across Eglinton Avenue, temporary mid-block traffic signals will be installed approximately 90 metres west of Alameda Avenue (approximately 120 metres east of Oakwood Avenue). The eastbound and westbound TTC bus stops on Eglinton Avenue at Oakwood Avenue will be relocated, to the west and east respectively, as a result of the construction work. The duration of these works is estimated to be four years, beginning at the end of 2016.

As a result of the lane closures and temporary pedestrian crossing traffic signals approximately 32 on-street parking spaces will be displaced on Eglinton Avenue, 18 on the westbound side, and 14 on the eastbound side. To mitigate the impact of this, consideration will be given to converting the existing one hour parking limits to a three-hour limit on the following roadways: Lanark Avenue between Winona Drive and Alameda Avenue; on Vaughan Road north of Northcliffe Boulevard; and on Livingstone Avenue between Marlee and Locksby Avenues. During station construction, parking activity and requirements in the vicinity will be kept under review with any mitigation that is identified discussed and agreed with the Ward Councillor.

3. Avenue Station, spanning the Avenue Road intersection and Oriole Parkway.

The long-term lane closure required at this location is the westbound curb lane between Oriole Parkway and Braemar Avenue. In addition, temporary pedestrian traffic signals will be required west of Braemar Avenue.

The occupation of the westbound curb lane between Oriole Parkway and Braemar Avenue is required for shoring, excavation, mining and concrete works, along with associated plant including numerous water tanks for supply, treatment and dewatering, a transformer and heater, compressor, generator, power washing, ventilation fans, material laydown, concrete pump, mobile crane, fork lift and trailers.

In addition, construction of the main station entrance on the northwest corner of the Eglinton Avenue at Avenue Road intersection will block the signalized pedestrian crosswalk across Eglinton Avenue, on the west side of Avenue Road. In order to enable safe, controlled pedestrian access across Eglinton Avenue, for TTC patrons and area pedestrians, temporary mid-block traffic signals will be installed approximately 45 metres west of the Braemar Avenue intersection. The southbound and westbound TTC stops in proximity to the Avenue Road at Eglinton Avenue West intersection will have to be relocated to the south of Eglinton Avenue and the west of Braemar Avenue, respectively.

The duration of these works is expected to be approximately four years, beginning early Summer 2016. Approximately 37 on-street parking spaces will be displaced on Eglinton Avenue, 31 on the westbound side, and 6 on the eastbound side. To mitigate the impact, consideration will be given to converting the existing one hour parking on numerous local roadways be converted to three hour limits. This and other parking mitigation strategies are currently being evaluated and discussed with the Ward Councillors. During station construction, parking activity and requirements in the vicinity will be kept under review with any mitigation that is identified discussed and agreed with the ward Councillors.

4. Laird Station, spanning the Laird Road intersection to Don Avon Drive to the east.

The long-term temporary closure required at this location is the eastbound curb lane of Eglinton Avenue East from Laird Drive eastwards. Temporary pedestrian traffic signals are also required on Eglinton Avenue immediately west of Don Avon Drive.

The occupation of the eastbound (south side) curb lane and sidewalk of Eglinton Avenue East from Laird Drive to approximately 60 metres west of Don Avon Drive is required for shoring, excavation, mining and concrete works, along with associated plant. Detailed activities which require the use of the space include numerous water tanks for supply, treatment and dewatering, a transformer and heater, compressor, generator, power washing, ventilation fans, material laydown, concrete pump, mobile crane, fork lift and trailers.

The construction of the primary station access at the Laird Road intersection and the south side sidewalk closure will block pedestrian movement along the south side of Eglinton Avenue, east of Laird Drive. In order to facilitate safe pedestrian crossings of Eglinton Avenue, temporary, midblock traffic signals will be installed immediately west of the Don Avon Drive intersection. The duration of these works is expected to be approximately three-and-a-half years, beginning early Summer, 2016.

Approximately four lay-by parking spaces will be displaced as a result of the construction staging on Laird Drive. During construction, parking activity and requirements in the vicinity will be kept under review with any mitigation that is identified discussed and agreed with the ward Councillor.

5. Eglinton (Yonge) Station and continued tunnel works, on Eglinton Avenue, spanning Duplex Avenue to the west and Dunfield Avenue to the east, and on Yonge Street from approximately 100 metres north of Eglinton Avenue to approximately 80 metres south of Eglinton Avenue.

Long-term temporary closures required at this location are the eastbound curb lane of Eglinton Avenue West between Duplex Avenue and Holly Street, and occupation of the westbound side of Eglinton Avenue East between Dunfield Avenue and Cowbell Lane.

In a number of locations excavations will be decked to minimize the impact on traffic, including the full width of Eglinton between east of Duplex Avenue and west of Holly Street. While decked, the eastbound curb lane of Eglinton Avenue between Duplex Avenue and Yonge Street will be used for construction access and equipment mobilization to the station site for just over one year from Summer 2017 to early Fall 2018. This lane occupation is required for truck access to haul material and for concrete trucks and pumps, mobilized cranes and other construction materials.

Approximately 10 on-street parking spaces will be displaced as a result of the construction traffic staging at this station. In order to mitigate the impacts of this, consideration will be given to increasing the one-hour parking limit on Soudan Avenue to a three-hour limit between Holly Street and Mount Pleasant Road, and on Edith Drive between Orchard View and Anderson Avenue. During station construction, parking activity and requirements in the vicinity will be kept under review with any mitigation that is identified discussed and agreed with the ward Councillor.

6. Mount Pleasant Station, impacting the south limit of Rawlinson Avenue.

Long-term temporary closures required at this location are the south end of Rawlinson Avenue at Eglinton Avenue East, and the southbound curb lane of Mount Pleasant Road immediately north of Eglinton Avenue.

The occupation of the southerly end of Rawlinson Avenue from Eglinton Avenue to approximately 20 metres north thereof is required as a result of the station construction being undertaken in a tightly confined area. Consequently “laydown” space is needed close to the construction site for critical construction support services, namely engineering trailers, equipment and materials.

The current peak hour traffic volumes on this section of Rawlinson Avenue are less than 100 vehicles per hour in each direction during the morning and afternoon. Rerouted traffic is expected to use both Roehampton and Broadway Avenues as alternate accesses to Mount Pleasant Road and Bayview Avenue, noting that the peak traffic periods do not coincide with the peak school traffic activity periods of the nearby Northern Secondary School. Two on-street parking spaces will be displaced by this closure. In order to mitigate the impacts of the construction activity, consideration will be given to extending the one-hour limit parking spaces on Falcon Street and, Taunton Road between Eglinton Avenue East and Soudan Avenue, and on Roehampton Avenue between Rawlinson Avenue and Mount Pleasant Road, to a three-hour limit. During station construction, parking activity and requirements in the vicinity will be kept under review with any mitigation that is identified discussed and agreed with the ward Councillor.

Occupation of the southbound curb lane on Mount Pleasant Road between Eglinton Avenue East and 60 metres north thereof is required for the construction of the main entrance to the station and for shoring, excavation and concrete works. In addition, the area is required for various plant including water tanks for supply, treatment and dewatering, transformer, heater, generators, compressors, concrete pump, ventilation

fans, mobile crane, forklift and trailers. These closures are anticipated to last approximately 4 years from September 2016 through Fall 2020.

Other Locations where Approval will be Required

As utility work and station construction takes place across the foot of Allen Road, on the westbound side of Eglinton Avenue, the roadway ramps to and from Allen Road will need to be crossed for storm sewer installation and realigned periodically to accommodate the station structures.

In order to accomplish these works, there will be a need for a number of short-term closures of the ramps, closing the affected direction of Allen Road between Lawrence Avenue and Eglinton Avenue. Details are still being finalised on the exact dates of the closures required, and will be brought forward for Council approval when available.

Councillor Engagement Process

The Rapid Transit Community Relations team at Metrolinx have 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. Since January of 2016, four separate regularly-scheduled monthly Councillor and Stakeholder meetings have been facilitated for wards: 11 and 12; 15, 17 and 21; 16 and 22; and 25 and 26. The Metrolinx consultation strategy includes one-on-one briefings of Councillors to address specific milestone events and emerging issues. 26 of these briefing sessions have been held so far in 2016. This includes briefings specifically arranged to apprise Councillors on the contents of this long-term closure report. 13 community outreach and Business Improvement Area meetings have occurred so far this year, and will continue to be scheduled throughout the long-term construction period to provide information and address current concerns and issues as they arise. 15 public information centres have been organized so far in 2016, focused primarily on specific station construction areas. The broad construction traffic management strategies have been shared with the attendees at these meetings by way of presentations made by members of the Crosslinx Transit Solutions (CTS) design team, Metrolinx and city staff.

Specific details of the station traffic management plans are discussed with the local Councillors as they are prepared and evolve. The range of detailed issues being addressed include parking mitigation strategies for residents, business patrons, local employees and construction workers; loading, garbage collection and winter maintenance; and use of vacant store fronts to replace engineering trailers and small tool storage. Metrolinx, CTS and city staff will continue to work with local Councillors to address these issues in a timely manner.

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