



## REPORT FOR ACTION

# Eglinton Crosstown LRT Long-Term Roadway Amendments: Kennedy Station

**Date:** May 25, 2017

**To:** Public Works and Infrastructure Committee

**From:** General Manager, Transportation Services

**Wards:** Wards 35 and 37

## SUMMARY

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The purpose of this report is to seek approval for the amendment of traffic and parking regulations at Kennedy Station for periods of up to five (5) years in order to support the construction of the Metrolinx Eglinton Crosstown LRT (ECLRT).

The construction of the ECLRT is a complex, multi-year project being undertaken by Crosslinx Transit Solutions (CTS). Construction activities in support of the ECLRT will often 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.

Traffic regulation amendments required to support the construction of the ECLRT in the area of Kennedy Station specifically include:

- two temporary traffic control signals;
  - one to facilitate pedestrian crossing of Transway Crescent;
  - and a second to provide access for TTC buses and general traffic from Kennedy Station to eastbound Eglinton Avenue East during periods of construction;
- the relocation of the existing taxi stand, repurposing the curb space for buses;
- the long-term occupancy of road lanes and sidewalks, including:
  - various eastbound and westbound traffic lanes approaching the intersection of Kennedy Road and Eglinton Ave.;
  - existing sidewalks on both Eglinton Ave and Transway Crescent (with alternative pedestrian routes being established);
  - the two-way left-turn only lane on Eglinton Avenue East, between Rosemount Drive and Kennedy Road; and
- various turn prohibitions, and amendments of parking regulations.

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 staff at the TTC, and have been discussed with the affected Ward Councillors. There

will be opportunities to refine the traffic controls should unforeseen issues arise over the multi-year duration of construction.

As the Toronto Transit Commission (TTC) operates surface transit routes on Eglinton Avenue in vicinity, City Council approval of this report is required.

## **RECOMMENDATIONS**

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The General Manager, Transportation Services recommends that:

1. City Council authorize the installation of temporary traffic control signals on Eglinton Avenue East at Eglinton Avenue East Service Road (northwest quadrant) (130 metres east of Kennedy Road), from April 1, 2018 to July 31, 2021.
2. City Council authorize the installation of temporary traffic control signals at Transway Crescent and a point 80 metres south of Eglinton Avenue East Service Road (southwest quadrant), from July 6, 2017 to and including July 31, 2021.
3. City Council rescind the stand for taxicabs in effect at all times on the south side of Eglinton Avenue East Service Road (southwest quadrant, in the vicinity of Kennedy Road Subway Station), between a point 18 metres east of the east curb line of Transway Crescent and a point 36.5 metres further east, from July 6, 2017 to and including July 31, 2021.
4. City Council prohibit stopping, except for authorized TTC vehicles, at all times on the south side of Eglinton Avenue East Service Road, (southwest quadrant), between a point 18 metres east of the east curb line of Transway Crescent and a point 36.5 metres further east, from July 6, 2017 to and including July 31, 2021.
5. City Council temporarily close the highways in subsections a., b., c., and d. to vehicular traffic, the highways in subsections e. and f. to pedestrian traffic, and the highway in subsection g. to vehicular and pedestrian traffic for the specified periods:
  - a) The westbound curb lane on Eglinton Avenue East, between Kennedy Road and Eglinton Avenue East Service Road (northwest quadrant) (130 metres east of Kennedy Road), from December 1, 2017 to and including December 31, 2021.
  - b) The westbound right-turn lane on Eglinton Avenue East, between Kennedy Road and a point 45 metres east of Kennedy Road, from April 1, 2018 to and including July 31, 2021.
  - c) The eastbound curb lane on Eglinton Avenue East, between Kennedy Road and a point 215 metres east of Kennedy Road, from August 1, 2017 to and including December 31, 2021.
  - d) The two-way left-turn only lane on Eglinton Avenue East, between Rosemount Drive and Kennedy Road, from November 1, 2017 to and including December 31, 2021.

e) The south side sidewalk on Eglinton Avenue East, between a point 215 metres east of Kennedy Road and a point 140 metres west of Midland Avenue, from August 1, 2017 to and including December 31, 2017.

f) The east side sidewalk on Transway Crescent, between Eglinton Avenue East Service Road (southwest quadrant) and a point 80 metres south thereof, from July 1, 2017 to and including July 31, 2021.

g) Eglinton Avenue East Service Road (southwest quadrant), between Eglinton Avenue East and a point 250 metres east thereof, from December 1, 2017 to and including July 31, 2021.

6. City Council rescind the designation of the two-way left-turn only lane on Eglinton Avenue East, between Kennedy Road and Rosemount Drive, from November 1, 2017 to and including December 31, 2021.

7. City Council prohibit left turns, at the following locations on Eglinton Avenue East, from November 1, 2017 to and including December 31, 2021:

a) Eastbound at the easterly and westerly accesses at 2354 Eglinton Avenue East and 2356 Eglinton Avenue East.

b) Eastbound at the easterly and westerly accesses at 2360 Eglinton Avenue East.

c) Eastbound at the easterly and westerly accesses at 2372 Eglinton Avenue East.

d) Eastbound at the easterly and westerly accesses at 2374-2412 Eglinton Avenue East.

e) Eastbound at the easterly and westerly accesses at 2412A-2420 Eglinton Avenue East.

f) Eastbound at the easterly and westerly accesses at 2424 Eglinton Avenue East and 2426 Eglinton Avenue East.

g) Westbound at the access at 2283 Eglinton Avenue East.

h) Westbound at the access at 2293 Eglinton Avenue East.

i) Westbound at the easterly and westerly accesses at 2303 Eglinton Avenue East.

j) Westbound at the access at 2323 Eglinton Avenue East.

k) Westbound at the easterly and westerly accesses at 2353-2409 Eglinton Avenue East.

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

## **FINANCIAL IMPACT**

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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**

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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>

At its meeting on April 4, 2017, City Council adopted item EY 21.27 entitled Metrolinx Eglinton Crosstown LRT Long-Term Temporary Road Closure of Yarrow Road. The Council decision can be found at:  
<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2017.EY21.27>

## **COMMENTS**

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### **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. Construction activities 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.

Construction to date has focused primarily on the tunnel section of the LRT corridor, with tunnel boring completed, and work at all 13 underground stations underway. The length of the ECLRT between Mount Dennis Station and Leslie Street (just east of the east tunnel portal) is approximately 11.4 kilometres.

The length of the surface portion of the ECLRT between Leslie Street and Kennedy Station (including the underground station of Don Mills Road - Science Centre Station) is approximately 7.3 kilometres. Work is set to begin at Kennedy Station itself, and also on Eglinton Avenue East at Kennedy Road.

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 Kennedy Station. It should be noted that all references to Eglinton Avenue East Service Road pertain to the westerly service road located north of Kennedy Station, as identified in Attachments 1 and 2.

### **Eglinton Avenue East Service Road Traffic Control Signals**

As some TTC transit routes will be altered by construction activities, certain buses will be required to access eastbound Eglinton Avenue East through the Eglinton Avenue East North Service Road (on the north side of Eglinton Avenue East), 130 metres east of Kennedy Road. In order to provide this access in a safe and efficient manner, the installation of a temporary traffic control signal is proposed.

Eglinton Avenue East and Eglinton Avenue East Service Road, on both the north and south side of Eglinton, are classified as major arterials in the City's Road Classification System. Eglinton Avenue East has a posted speed limit of 60 km/h, while Eglinton Avenue East Service Road has a speed limit of 50 km/h. There are currently sidewalks on both sides of Eglinton Avenue East. Sidewalks are currently present on the north side of the northern half, and the south side of the southern half of the Eglinton Avenue East Service Road.

Attachment 1 shows the location of these proposed temporary traffic signals.

### **Transway Crescent Traffic Control Signals**

Pedestrians are currently able to traverse both sides of Transway Crescent for the entire north-south segment that is adjacent to Kennedy Station facilities. Due to upcoming construction activities, the traffic management plan proposes that the east side sidewalk of Transway Crescent be closed from Eglinton Avenue East South Service Road to a point 80 metres south thereof. In order to accommodate the need for pedestrians to safely cross the street at this location, temporary traffic control signals are proposed to be installed.

Transway Crescent is classified as collector in the City's Road Classification System, with a speed limit of 50 km/h. There are currently sidewalks on both sides of the street.

Attachment 1 shows the location of these proposed temporary traffic signals.

### **Authorized TTC Parking Accommodations**

In order to perform required duties, TTC employees require effective access to Kennedy Station via authorized TTC vehicles. As the proposed traffic management plan necessitates the occupation of existing authorized TTC vehicle parking spaces, alternative accommodations are required. As displayed in Attachment 1, the taxicab stand located between a point 18 metres east of Transway Crescent and a point 36.5 metres further east thereof was determined to be an effective location to provide the required TTC parking. In order to accommodate taxicab needs for an effective pick-up and drop-off area, the taxicab stand will be relocated to the pick-up and drop-off loop located on TTC property.

### **Temporary Lane and Sidewalk Occupation**

A series of lane and sidewalk closures are required to be implemented in the vicinity of Kennedy Station in order to facilitate the construction of the light rail infrastructure and station structures. The traffic management plan intends to close portions of these segments of the street, and adjacent areas that are required for construction activities. By closing portions of these streets, construction activities can occur in a safe and efficient manner.

The nature of the road closures are to restrict segments of certain lanes on Eglinton Avenue East and eventually the majority of the Eglinton Avenue East South Service Road. Access and egress to all local residences and business would be maintained, albeit in some cases via shifted lanes and "U turns" at signalized intersections. No on-street parking is currently permitted on the affected road sections. Short temporary

closures at this location have previously occurred as a result of ECLRT construction activities, and no adverse effects were reported.

The temporary closure of Eglinton Avenue East South Service Road includes the sidewalk on the street. Furthermore, the sidewalk of the south side of the Eglinton Avenue East bridge will be temporarily inaccessible to pedestrians as well.

Pedestrian access to Kennedy Station from the west will be accommodated during construction to and via a sidewalk on a temporary road connecting Kennedy Road and Eglinton Avenue East to the centre of the station site.

Pedestrian access to and from the east will be closed on the south side of the Eglinton Avenue East bridge for approximately four years starting late this summer, and pedestrian access will be provided via the north side of the bridge to both the north side of the service road and to Kennedy Road itself. Pedestrians will be able to access Kennedy Station from the south side of the service road, east of the GO Station via a pedestrian tunnel at the GO Station.

### **Eglinton Avenue East Mid-block Left-Turn Prohibition**

Currently, a bi-directional centre left-turn lane exists between Kennedy Road and Rosemount Drive. In order to prevent motorists from making unsafe left turns from Eglinton Avenue East towards ECLRT construction activities, it is proposed that this centre left-turn lane on Eglinton Avenue East, between Kennedy Road and Rosemount Drive be closed and left turns be prohibited for the subject locations.

In the absence of this lane, and to prevent motorists from potentially attempting an unsafe turn in the vicinity of construction activities, it is proposed that left turns be prohibited on Eglinton Avenue East, between Kennedy Road and Rosemount Drive. The displaced left-turn manoeuvres will be permitted at the adjacent signalized intersections. This accommodation of left turns will mimic the permanent arrangement upon completion of the LRT.

### **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 proposed changes have been developed through consultation with staff at the TTC, and have been discussed with the affected Ward Councillors. Furthermore the TTC has prepared 1,500 handbills that have been passed out to Kennedy Station travellers.

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.

## **CONTACT**

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## **SIGNATURE**

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Barbara Gray  
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## **ATTACHMENTS**

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Attachment 1: Proposed Temporary Traffic Signals and No Stopping Amendments

Attachment 2: Proposed Temporary Road Closures and Amendments