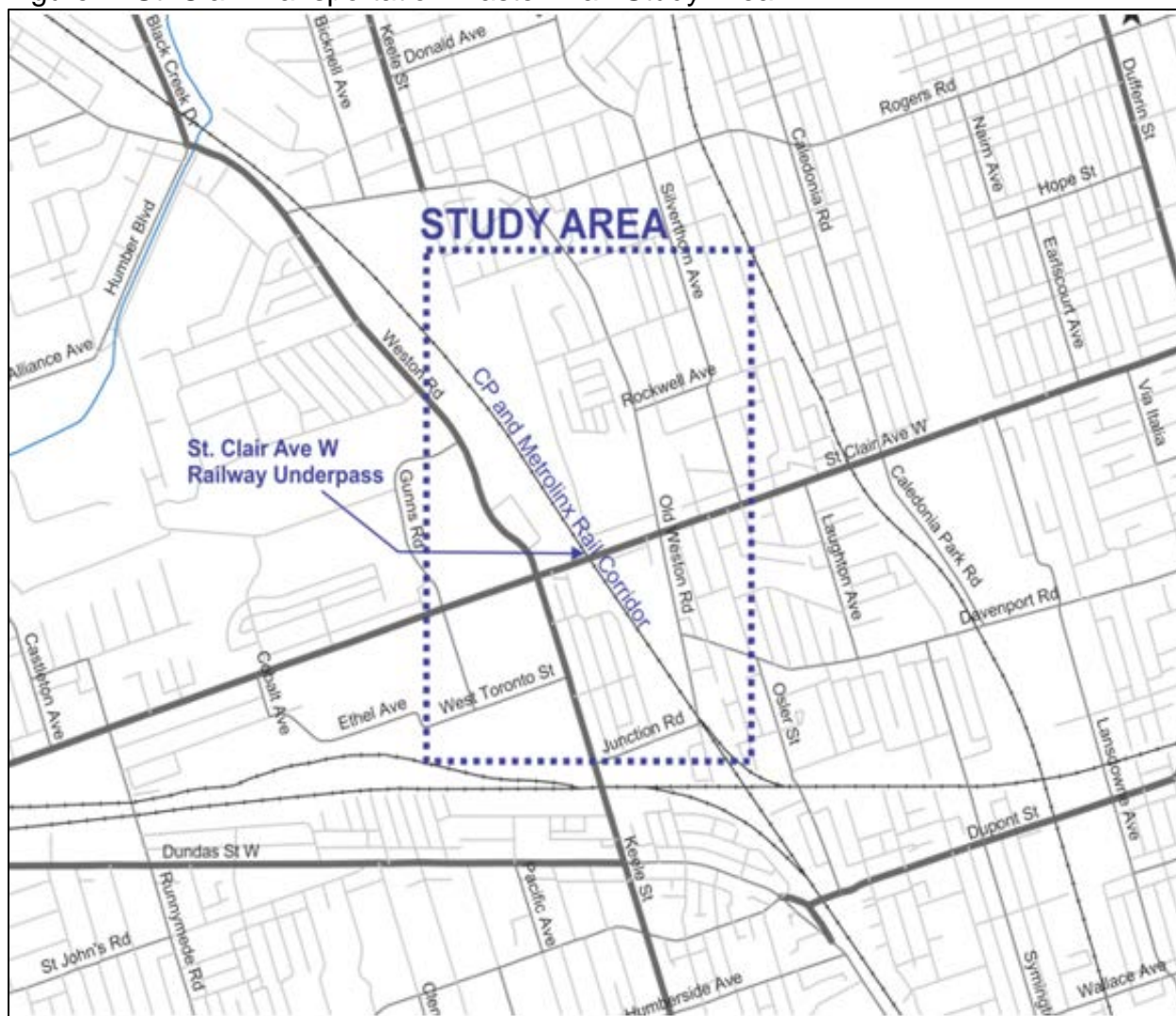


### ST. CLAIR TRANSPORTATION MASTER PLAN

#### 1. Overview

As directed by City Council in 2012 ([PW15.3](#)), Transportation Services is carrying out a Transportation Master Plan (TMP) Environmental Assessment (EA) that considers transportation network improvements to the St. Clair Avenue West area between Keele Street and Old Weston Road (Figure 1). Following the completion of a Feasibility Study, the St. Clair TMP was initiated in 2015 to identify opportunities to improve east/west connectivity for all travel modes through the study area depicted in Figure 1.

Figure 1. St. Clair Transportation Master Plan Study Area.



## **2. Background**

St. Clair Avenue West was reconstructed between 2005 and 2007 with an exclusive right-of-way for the TTC route 512 streetcar service. The St. Clair Avenue West corridor generally operates with two lanes in each direction with curb side parking provided during off-peak periods.

Between Keele Street and Old Weston Road, St. Clair Avenue West is physically constrained by the GO Transit Kitchener Corridor and CP Mactier Subdivision rail bridge. Given the magnitude of property impacts associated with widening the rail structure, the section of St. Clair Avenue West between Keele Street and Old Weston Road was reconstructed with one lane of vehicle traffic in each direction.

The St. Clair Avenue West railway underpass between Keele Street/Weston Road and Old Weston Road was constructed in 1931-32, replacing a level crossing. The rail crossing is a critical link in the area's transportation system because the street grid is disrupted by the rail corridors and east-west traffic is focused on a few road crossings (Dupont Street, St. Clair Avenue West, Old Weston Road / Junction Road and Rogers Road). St. Clair Avenue West is the primary crossing because it is the only continuous east-west major arterial in the area. The rail corridor carries GO Transit, VIA, UP Express, CN, and CP rail traffic. The rail corridor is currently being improved to accommodate expanded GO Transit service and the Union Pearson Express service.

### **3. Problem: Lack of Transportation Network Connectivity**

The section of St. Clair Avenue West between Keele Street and Old Weston Road experiences long traffic delays in both the eastbound and westbound directions. These delays are mainly centered around the St. Clair Avenue West intersections with Keele Street and Old Weston Road and can be attributed to local traffic growth, lack of east/west connectivity in the street network in this area, and heavy through-traffic coming from other areas of the City and the larger region.

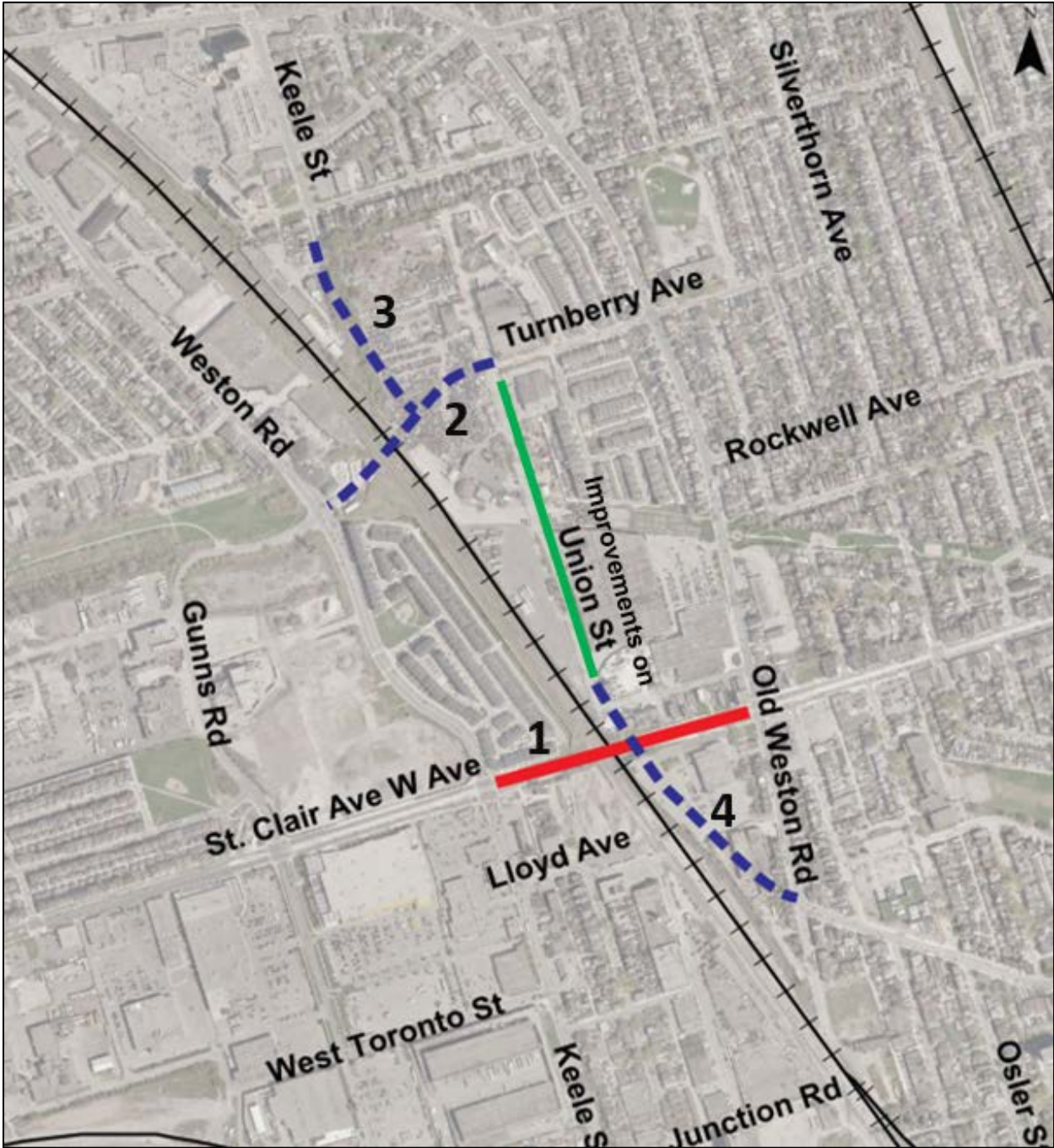
The congestion on St. Clair Avenue West is exacerbated by the increase in turning demand at the adjacent intersections (Keele Street / Weston Road and Old Weston Road) as motorists converge on one of the few east/west rail crossings available in the area. The redevelopment of the stockyard area to the west of Weston Road into large format retail and residential uses is also seen as attracting additional vehicle traffic to the area.

Pedestrian and cycling connectivity is limited due to the constrained nature of existing road infrastructure and the rail corridor.

### **4. Alternative Solutions Considered**

A number of key transportation network improvements have been developed and evaluated as part of the TMP. The preliminary network improvements recommended for future implementation are illustrated in Figure 2.

Figure 2. St. Clair Transportation Master Plan Recommended Improvements.



1. **St. Clair Avenue West Widening** – widen St. Clair Avenue West from Keele Street to Old Weston Road to provide four vehicle lanes and improved pedestrian space beneath the rail bridge. The widening of St. Clair Avenue West would be coordinated with plans by both Metrolinx and CP Rail to provide additional tracks through this corridor and would address an immediate state of good repair issue with the bridge, which has been identified as requiring major rehabilitation within five to seven years.
  
2. **Gunns Road Extension** – easterly extension of Gunns Road from Weston Road to Union Street, including a road under rail grade separation with the GO Transit

Kitchener Corridor and CP Mactier Subdivision rail corridor. This extension would provide additional capacity and redundancy in the transportation network in the event of an incident on St. Clair Avenue West. The extension would also provide a key cycling connection from the bike lanes on Davenport Road to the Lavender Trail on the west side of Weston Road as well as extending the West Toronto Railpath further north. New connections for surface TTC transit routes to/from the St. Clair-Old Weston SmartTrack station would also be provided.

3. **Keele Street Extension** - southerly extension of Keele Street from south of Lavender to connect with the Gunns Road extension. This extension would provide additional capacity and redundancy in the transportation network in the event of an incident on St. Clair Avenue West. New connections for surface TTC transit routes to/from the St. Clair-Old Weston SmartTrack station could also be provided.
4. **Davenport Extension** – north westerly extension of Davenport Road from the Davenport and Old Weston intersection, over St. Clair Avenue West to Union Street. This extension would provide additional capacity and redundancy in the transportation network in the event of an incident on St. Clair Avenue West. The extension would also provide a key cycling connection from the bike lanes on Davenport Road to the Lavender Trail on the west side of Weston Road as well as extending the West Toronto Railpath further north. New connections for surface TTC transit routes to/from the St. Clair-Old Weston SmartTrack station would also be provided.

## 5. Coordination with SmartTrack Planning

At its meeting of November 8 and 9, 2016 City Council directed the City Manager to work with Metrolinx to ensure that the planning, design and delivery of the St. Clair-Old Weston SmartTrack station and the St. Clair West Transportation Master Plan be coordinated. This coordination includes reconstruction and widening of the St. Clair West bridge to facilitate improved Regional Express Rail and CP operations, as well as improved road and surface transit connections to achieve cohesive and improved multi-modal transportation integration in the area. In response to this direction, Transportation Services has worked closely with the City Manager's Office, the City Planning Division, and Metrolinx to coordinate the planning and delivery of the St. Clair TMP with the St. Clair-Old Weston SmartTrack station.

## 6. Consultation

Consultation is a key component of the Municipal Class EA process and throughout the preparation of the St. Clair TMP, Transportation Services has worked closely with key stakeholders and the public to obtain input on the development and evaluation of network solutions and the assessment of impacts resulting from the recommended solutions.

Public notice of the TMP was provided in the form of a Notice of Commencement that was issued in local newspapers and on the City's web site in August 2015. Key stakeholders engaged during the study include: Metrolinx, CPR, TTC, the St. Clair

Business Improvement Association, Turnberry Ratepayers Association and City Divisions.

A Public Information Centre (PIC) was held in December 2015 to introduce the local community to the project, provide information about the EA process, and obtain feedback about the existing conditions in the area and the long list of alternative infrastructure improvements. The PIC was well attended with participants expressing support for a widening of St. Clair Avenue West and other new transportation connections.

Following City Council's direction to coordinate the planning of the St. Clair TMP with the SmartTrack station planning, consultation events have been coordinated, where possible. A second PIC is planned for the second quarter of 2018 to present the recommended infrastructure improvements to the community.

In advance of the second PIC, property owners that are impacted by the recommended infrastructure will be notified. Meetings with City staff will be offered so that property owners can discuss the nature of the impacts and property acquisition process, as may be applicable.

## **7. Key Project Considerations**

### *SmartTrack Station Accessibility*

The TMP recommendations will provide new opportunities for surface transit routes to access the St. Clair-Old Weston SmartTrack station, resulting in improved transit service, reliability, and operating efficiencies.

### *Cycling Connections*

A number of cycling connections are included in the recommendations including:

- An extension of the West Toronto Railpath via the Davenport Extension, Union Street and the Gunns Road Extension;
- A new connection of cycling facilities to the Lavender Trail via the Gunns Road Extension;
- New cycling facilities on Union Street providing direct access to the St. Clair-Old Weston SmartTrack station; and
- New cycling facilities on the Davenport Road, Keele Street and Gunns Road Extensions.

### *Property Impacts*

The recommended designs will impact 42 properties. The City will lead property acquisition for the St. Clair TMP, in coordination with Metrolinx as it acquires properties as part of the delivery of the SmartTrack Stations Program and related infrastructure. Property owners impacted by the preliminary recommendations will be consulted prior to the recommendations being made public.



## *Construction Impacts*

Given the volume of vehicular and transit traffic on St. Clair Avenue West, a key concern raised during the TMP process was the potential impact of closing the underpass during construction of the new bridge. In response to these concerns, a construction staging plan has been developed in consultation with both Metrolinx and CPR to identify how the bridge can be replaced while maintaining two lanes of traffic at all times. During construction, streetcars will be short-turned at the Lansdowne loop and bus service provided for the segment between Lansdowne Avenue and Gunns Road. A more detailed construction staging and traffic management plan will be developed by the contractor delivering the infrastructure.

## *Traffic Infiltration*

Concerns about traffic infiltration on Turnberry Avenue have been raised as part of the community consultation process. Area residents are concerned that the Gunns Avenue Extension, which will connect to Union Street and Turnberry Avenue, will result in additional traffic volumes destined to/from Old Weston Road. A traffic management plan is being developed in response to these concerns with an emphasis on identifying measures to reduce the volumes of cut through traffic on Turnberry Avenue, portions of which are residential in nature.

## **8. Financial Impact**

The estimated cost of the St. Clair TMP works is \$222 M (YOE\$), including design and property acquisition costs, and is anticipated to be funded through the 10-year Capital Program and development charges.

The widening of the rail bridge over St. Clair Avenue West is required to facilitate planned track work by both Metrolinx and CPR. In addition, an existing maintenance agreement is in place between the City, Metrolinx, CPR and the TTC in relation to the bridge. As such, a cost sharing agreement between the parties will need to be negotiated for costs associated with the replacement of the rail bridge over St. Clair Avenue West.

## **9. Next Steps**

After the public meeting in the second quarter of 2018, the TMP will be filed with the Ministry of the Environment and Climate Change of Ontario for a 30-day public review period for comments. Should that period pass without any Part II Order requests, the recommended plan will be considered approved and the City may implement the project.

The infrastructure components associated with the St. Clair TMP are being included in as optional items in the SmartTrack Stations Program Alternative Financing and Procurement (AFP) package for which separate competitive pricing will be provided. The City will be given the opportunity to review the price submitted by the AFP contractor before determining whether to proceed with the construction of the TMP, conditional on the necessary budget approvals.