



REPORT FOR ACTION

Metrolinx Projects: Line 2 Scarborough Subway Extension, Temporary Delegation for Long Term Road Closures

Date: December 20, 2019

To: Infrastructure and Environment Committee

From: General Manager, Transportation Services

Wards: Wards 20, 21, 23 and 24

SUMMARY

The purpose of this report is to seek approval to authorize the General Manager, Transportation Services until December 31, 2030 to temporarily close to pedestrian and vehicular traffic highways or portions of highways for a period up to and including 365 consecutive days, but ending no later than December 31, 2030, inclusive, as required for the purpose of construction of the Line 2 Scarborough Subway Extension.

This recommended delegation is similar to authority previously granted to the General Manager, Transportation Services in relation to the Eglinton Crosstown Light Rail Transit, Finch West Light Rail Transit and GO Expansion projects. This authority is necessary as the scope of Line 2 Scarborough Subway Extension necessitates numerous concurrent and consecutive lane closures that will extend beyond thirty days during a multi-year construction period.

Delegation minimizes the chance of project delay and significantly reduces the administrative burden on City of Toronto staff, enabling them to focus on working with Metrolinx, contractors, local ward Councillors, and the community to maximize the effectiveness of traffic management and construction scheduling.

RECOMMENDATIONS

The General Manager, Transportation Services recommends that:

1. City Council amend City of Toronto Municipal Code Chapter 937, Temporary Closing of Highways, to delegate to the General Manager, Transportation Services, until December 31, 2030, inclusive, the authority to temporarily close to pedestrian and vehicular traffic highways or portions of highways for a period up to and including 365

consecutive days but ending no later than December 31, 2030 inclusive, with the exception of those highways listed in Section 937-4 of Chapter 937, as required for the purpose of the construction of the Line 2 Scarborough Subway Extension and exempt the General Manager, Transportation Services, in carrying out this delegated authority from Section 937-5 of Chapter 937, that being 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.

2. City Council amend City of Toronto Municipal Code Chapter 27, Council Procedures, to provide that the current delegation to Community Council to temporarily close local roads, collector roads, and minor arterial roads does not include closures delegated to the General Manager, Transportation Services, in carrying out the authority in Part 1 above.

3. City Council direct the General Manager, Transportation Services, to request Metrolinx to expand its use of a 24 hour, 7 days a week hotline to accept and track complaints and reports of issues associated with the Line 2 Scarborough Subway Extension.

4. City Council direct the General Manager, Transportation Services, to work with Metrolinx to provide details of long-term road occupancy permits to the public on project websites, consistent with current practices deployed within the Eglinton Crosstown Light Rail Transit, Finch West Light Rail Transit and GO Expansion projects.

5. City Council direct that the traffic lanes and sidewalks be reopened when the project is complete.

FINANCIAL IMPACT

There is no financial impact to the City of Toronto associated with the recommendations in this report. Metrolinx's contractors are responsible for all costs required to implement all traffic management recommendations as conditions of permit approval.

The Chief Financial Officer and Treasurer has reviewed this report and agrees with the financial impact information.

DECISION HISTORY

At its meeting of October 29, 2019, City Council adopted Item EX9.1 entitled Toronto-Ontario Transit Update, authorizing the City Manager to negotiate a Master Agreement with the provincial agency for the purposes of the planning, procurement, construction, operation and maintenance of the provincial priority projects including Scarborough Subway Extension.

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2019.EX9.1>

COMMENTS

The Toronto Transit Commission Line 3 Scarborough, originally known as the Scarborough Rapid Transit (SRT) Line, opened for service in 1985 and operates between Kennedy Station of the Line 2 Bloor-Danforth Subway and McCowan Station. Transit ridership on the Line 3 has grown steadily over time with trains operating at capacity for a decade. The Line 3 carries over 4,000 passengers per hour during the peak period, which is well beyond its design capacity and has resulted in reduced quality of service and passenger travel experience. Capacity improvements have been limited due to limited number of vehicles in the fleet and limited station size. The existing bus facilities at Scarborough Centre station are also overcapacity. In addition, after almost 30 years of continuous operation, the current SRT vehicles are reaching the end of their serviceable life. In order to support the existing and future transit needs of Scarborough, the Line 3 would need significant rehabilitation, new vehicles, and updated technology.

Since 2006, there has been considerable study and discussion on how to best address the aging SRT system. In 2013, the TTC and City Council supported replacing the SRT with an extension of Line 2, Scarborough Subway Extension (SSE), with stations at Lawrence Avenue, Scarborough Centre and Sheppard Avenue.

Between 2013 and 2019, the City and TTC continued to develop the SSE project which evolved to a one stop 'McCowan Express' subway, terminating at Scarborough Centre. The 'McCowan Express', in conjunction with the SmartTrack and the Eglinton East Light Rail Transit projects, formed part of the Scarborough Transit Network. The 'McCowan Express' concept has been developed to approximately 100% of tunnel design and 60% of station design, with an estimated cost of \$3.87B and target in service date of 2027.

The 2019 Ontario Budget committed \$2B of provincial funding to a three-stop SSE as originally conceived (with an estimated cost of \$5.5B and a target delivery date of 2029 - 2030). The budget also set out the Province's intent to 'upload' the delivery of new transit projects (including extensions) which was formalized with the passage of Bill 107, which received Royal Assent on June 6, 2019.

Delegation of Authority

The construction of the Line 2 Scarborough Subway Extension will require road/lane and sidewalk closures associated with a variety of activities, including tunnelling, utility relocation, underground station and guideway construction, roadway restoration and streetscape implementation. In order to ensure schedule adherence, Transportation Services needs to be able to act expeditiously to issue the required permits, allowing the necessary closures to be in place during construction.

Following Eglinton Crosstown Light Rail Transit (ECLRT), Finch West Light Rail Transit (FWLRT) and GO Expansion Project experience, the need to report on closures exceeding 30 days would be problematic in terms of the risks it would present to schedule adherence by Metrolinx and its contractors. Given that Council report cycles

are numerous months in duration, there is risk that the City of Toronto's approval process could introduce delays to construction schedules.

In addition, this volume of reporting would overwhelm Transportation Services staff whose time could otherwise be spent reviewing plans, working with stakeholders (Metrolinx, contractors, affected Ward Councillors and the local communities) and conducting work zone coordination to minimize construction impacts on the local communities and the travelling public.

In order to ensure the responsiveness this project requires, it is recommended that the General Manager, Transportation Services, be given the delegated authority until December 31, 2030 inclusive to temporarily close to vehicular and pedestrian traffic any highway or portion of a highway, with the exception of those highways listed in Section 937-4 of Code Chapter 937, as required for the purposes of construction of the Line 2 Scarborough Subway Extension, for a period up to and including 365 consecutive days but ending no later than December 31, 2030, inclusive. It is also recommended that, in carrying out this delegation, the General Manager, Transportation Services, be exempt from Section 937-5 of Chapter 937, that being 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.

Councillor Engagement Process

Through its work on other major transit projects such as the ECLRT, FWLRT and GO Expansion, 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. Metrolinx facilitates regular monthly councillor and stakeholder meetings (including local Members of Provincial Parliament (MPPs), local Councillors, Metrolinx staff, project partners and City staff) across the project corridors. Key stakeholders, such as TTC staff, are updated and consulted frequently, often several times each week. This strategy will also be put in place for the SSE.

The Metrolinx consultation strategy includes one-on-one briefings with Councillors to address specific milestone events and emerging issues. Community outreach and Business Improvement Area (BIA) meetings, plus Construction Liaison Committee meetings (which include BIAs and local businesses), are scheduled throughout the long-term construction period to provide information and address current concerns and issues as they arise. Broad construction traffic management strategies are shared with the attendees at these meetings by way of presentations made by members of third-party project delivery teams, Metrolinx and City staff.

Specific details of the traffic management plans are discussed with the local Councillors as they are prepared and evolve. Metrolinx, project partners and City staff will work with local Councillors to address these issues in a timely manner. Specifically, City staff will hold one-on-one briefings with the local councillors to provide information and advice on concerns related to the project. Briefings will be provided prior to any significant road closure required for project construction work. Further, City staff will liaise with Metrolinx and Project Co. to minimize disruption during construction activities.

Details of the complex staging and discussions of lane closures are the subject of the monthly stakeholder meetings, routinely attended by Councillors and their staff. Similarly, the construction phasing at various station sites is an agenda item during monthly stakeholder meetings, and the subject of direct and frequent email communication between Transit Infrastructure Projects Unit office and the project team.

In all cases, when a significant change is planned at any of the construction sites, Metrolinx issues public notices in advance of the work, both on their website and delivered door-to-door. Major changes are also widely reported on television and radio and through social media platforms.

Metrolinx also operates community offices, which are positioned in key areas along the corridor. These offices work with residents, businesses and stakeholders to identify and respond to issues and find ways to mitigate against construction impacts.

CONTACT

Ashley Curtis
Director, Transportation Planning and Capital Program
Transportation Services
Telephone: 416-392-0170
Email: Ashley.Curtis@toronto.ca

SIGNATURE

Barbara Gray
General Manager, Transportation Services