

Liberty Village Traffic Action Plan Update

Date: September 23, 2024

To: Toronto and East York Community Council

From: Director, Traffic Management and Director, Planning, Design and Management, Transportation Services

Wards: 10 - Spadina-Fort York

SUMMARY

On July 24, 2024, City Council directed staff in Transportation Services, in consultation with staff in Transit Expansion, Engineering and Construction Services, the Toronto Transit Commission and Exhibition Place, to develop and implement a Liberty Village Traffic Action Plan to address traffic congestion, parking, road safety, and related construction work zone traffic management and event traffic management issues in the neighbourhood, and to report back to the September 25, 2024 meeting of the Toronto and East York Community Council with a status update.

This report was prepared following consultation with all City divisions, agencies, boards and commissions involved in the work described, and was informed by community feedback survey conducted by the team in the Ward 10 Office as well as a meeting with representatives of the Liberty Village Residents' Association, the Liberty Village Business Improvement Area, and Ward 10 Office at which the community survey feedback was discussed.

Liberty Village has been designated as part of both a Construction Hub and a Special Event Zone. These programs provide for dedicated staff to be assigned to better coordinate construction activities and special events in the area.

RECOMMENDATIONS

The Director, Traffic Management, and the Director, Planning, Design and Management, Transportation Services recommends that:

1. Toronto and East York Community Council receive this report for information.

FINANCIAL IMPACT

There are no financial implications for this budget year resulting from the recommendations included in this report.

DECISION HISTORY

On July 24, 2024, City Council directed staff to develop and implement a Liberty Village Traffic Action Plan to address traffic congestion, parking, road safety, and related construction work zone traffic management and event traffic management issues in the neighbourhood.

<https://secure.toronto.ca/council/agenda-item.do?item=2024.MM20.22>

On April 17, 2024, City Council endorsed the Liberty Village Public Realm Strategy, including the Liberty Village Neighbourhood Streets Plan and directed staff to report back to the Toronto and East York Community Council in the third quarter of 2024 on a funding and implementation strategy in the leadup to the FIFA World Cup 2026.

<https://secure.toronto.ca/council/agenda-item.do?item=2024.TE 12. 16>

On April 03, 2024, Toronto and East York Community Council authorized speed limit reductions from 40 kilometres per hour to 30 kilometres per hour on East Liberty Street, between Hanna Avenue and Strachan Avenue.

<https://secure.toronto.ca/council/agenda-item.do?item=2024.TE 12. 71>

On July 19, 2023, Toronto and East York Community Council directed staff to hold a community consultation on the Liberty Village Streets Plan and Precinct Wide Parking Study work being undertaken within the Liberty Village Public Realm Strategy.

<https://secure.toronto.ca/council/agenda-item.do?item=2023.TE 6.5>

On July 19, 2022, Toronto and East York Community Council received a draft of the Liberty Village Public Realm Strategy and directed staff to 1) create a capital project and identify funding sources for the creation of new parkland at 34 Hanna Avenue and 2) to undertake a Liberty Village Streets Plan and Precinct Wide Parking Study.

<https://secure.toronto.ca/council/agenda-item.do?item=2022.TE 34. 104>

On February 16, 2022, Toronto and East York Community Council received an updated report on the study including preliminary findings, community consultation feedback to date and short-term implementation opportunities for public realm improvements.

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2022.TE 31. 50>

On July 14, 2021, City Council received a status update report on the study including a Terms of Reference, Community Engagement Strategy and an estimated timeline.

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2021.TE 26. 29>

On July 16, 2020, Toronto and East York Community Council requested an interdivisional team of staff to study public space and other City-owned properties in

Liberty Village, including the street network.

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2020.TE.16.58>

COMMENTS

This report is made up of three sections:

- **Mobility in Liberty Village Today:** summarizes existing conditions of the experience of getting around to, from, and within Liberty Village and the future conditions that are anticipated.
- **Action Plan for Improved Mobility in Liberty Village:** outlines actions that the City and its partners are taking or have planned to make it easier, safer, and more comfortable to get around in Liberty Village on both typical days and during major events.
- **Communication and Collaboration on Mobility in Liberty Village:** affirming the communication channels that have been created and are being used to collaborate with community members on changes to the transportation system.

Mobility in Liberty Village Today

Liberty Village is one of the City's signature post-industrial neighbourhoods and it continues to undergo transformative urban change. This section of the report provides an overview of the neighbourhood context with a focus on existing and foreseeable conditions on its streets. Liberty Village is the area generally bounded by King Street West and Douro Street to the north, the rail tracks to the south, Dufferin Street to the west and Strachan Avenue to the east (see Map in Attachment 1).

Liberty Village: A Hive of Activity

Liberty Village is generally understood to have two character areas. West of Hanna Avenue, the properties include low to medium scale commercial and former industrial buildings, surface parking lots, and a City park containing Lamport Stadium. The lands in this area were originally designated in the Official Plan as Employment Areas; however, through the Municipal Comprehensive Review process and a 2024 settlement on Official Plan Amendment 231 that applies to these lands, this area has now been redesignated as Regeneration Areas to permit a mix of employment and residential uses. The lands east of Hanna Avenue were part of a redevelopment of former vacant industrial lands known as the Inglis Manufacturing Lands. Over the last two decades, these former industrial lands have been redeveloped into a mixed-use community, containing retail, townhouse complexes, and residential towers. This character area is designated Mixed Use Areas in the Official Plan, a designation that reflects the current urban fabric of the area.

The street network of Liberty Village is designed within the constraints of the railway corridors that define approximately half of the neighbourhood boundary. There are no direct vehicular access routes from the south. Access from the east is constrained by

the convergence of two railways, making East Liberty Street the sole entrance-egress in the east, which is also used by travellers from the south boundary and a portion of the north boundary.

The Exhibition GO Station makes Liberty Village one of Toronto's gateways for regional transit users on the Lakeshore West Line every day of the week, all year round, especially during special events. Major improvements to transit service to, from and within Liberty Village are underway and are discussed in more detail below.

With over 1760 different events at [Exhibition Place](#) to the south, including BMO Field, the Coca-Cola Coliseum, Enercare & Beanfield Centres as well as [Ontario Place](#), including the Budweiser Stage, attracting visitors from Toronto and beyond, many of whom choose to visit, shop and/or dine in Liberty Village during their outing. Visitors who travel by personal vehicle may also choose to park in Liberty Village. Both Exhibition Place and Ontario Place are undergoing master planning processes that may change how these important economic generators evolve in the future.

For the FIFA World Cup 2026 (FWC26), a separate planning process is underway to develop a Mobility Concept for the event. The FWC26 Mobility Concept will likely generate best practices that may be tested in the lead up to the event and could become legacy standard practices after the games are over. Permanent changes and temporary event management practices being considered for these sites will have impacts for Liberty Village that will be evaluated carefully.

Motor Vehicle Traffic in Liberty Village

Liberty Village community members have recently raised concerns about significant delays experienced when entering or exiting the neighbourhood by motor vehicle particularly during special events taking place in the area. Delays have become more frequent and pronounced as a result of ongoing construction in the vicinity, such as the Gardiner Expressway reconstruction between Dufferin Street and Strachan Avenue, and King Street construction between Dufferin Street and Shaw Street, motivating motorists to use Liberty and East Liberty Streets as an alternative through route.

Concern with neighbourhood traffic in this area is longstanding. In the 311 call records, motorists are found to have remarked that traffic issues arise chronically due to the volume of construction vehicles associated with property development, lane closures for development or road work, events at nearby regional event spaces, street events that occupy Lake Shore Boulevard, or the culmination of all of the above.

Traffic counts were conducted at several locations across Liberty Village in 2022 and 2023. It is acknowledged that the volume of vehicles counted on a typical day does not capture the experience of traffic conditions during special events or construction related delays. Nonetheless, traffic counts can be used to understand patterns and pressure points that are exacerbated during these times. The traffic count data confirms that the intersection of East Liberty Street and Strachan Avenue facilitates more trips than any other location in the area, making it prone to become a bottleneck; this intersection is a focal point for vehicle volume management measures in the action plan outlined in the next section.

The Province's Growth Plan and the City's Official Plan direct communities adjacent to major transit infrastructure to become compact, walkable neighbourhoods with a dense and diverse mix of uses, high transit ridership, and low motor-vehicle reliance. Liberty Village is within two Protected Major Transit Station Areas (PMTSAs): the Ontario Line/GO Exhibition Station and the King-Liberty GO Station. In support of these policies, the City, Exhibition Place, and their partners in the area are working together to make it easier and more desirable to choose transit, cycling, walking or ride-hailing for trips starting or ending in Liberty Village, and to make event parking at Exhibition Place and Ontario Place the preferred choice for event-goers, discussed further below.

Transit Service in Liberty Village

The Exhibition GO Station makes Liberty Village one of Toronto's gateways for regional transit users on the Lakeshore West Line. [Exhibition GO Station Improvements](#) are currently underway to enable increased service frequency on the Lakeshore West Line as part of Metrolinx's GO Expansion Program, introduction of the Ontario Line through construction of an above-ground shared concourse between the Ontario Line and Lakeshore West GO train services, and closer integration with TTC bus service.

Today, the TTC serves Liberty Village with six major routes, most of which operate every-ten-minutes-or-better, all day, every day:

- [63 Ossington bus route](#) - operates on a 1-way loop route through neighbourhood.
- [29 Dufferin](#) and [929 Dufferin Express](#) bus routes - operate along the west boundary of neighbourhood.
- [504 King streetcar route](#) - operates along the north boundary of neighbourhood.
- [508 Lake Shore](#) streetcar route - operates along the north boundary of neighbourhood, with limited service operating during weekday peak periods only.
- [509 Harbourfront streetcar route](#) - is accessible at the Exhibition TTC Loop via the GO Station tunnel or temporary bridge.
- [511 Bathurst streetcar route](#) - is accessible at the Exhibition TTC Loop via the GO Station tunnel or temporary bridge.

In 2024, many of these routes have experienced temporary service changes:

- The 504 King and 508 Lake Shore streetcar routes began operating on detour starting in February 2024, due to track and watermain upgrades. This detour resulted in the removal of all transit service on King Street West between Shaw Street and Dufferin Street while streetcars are detouring via Shaw Street and Queen Street West. Regular service is expected to resume in October 2024.
- The 63 Ossington bus route began operating on detour in February 2024, due to track and watermain upgrades. Buses were extended further west of Liberty Village to Roncesvalles Avenue via two-way service on East Liberty Street, Liberty Street, Dufferin Street, and King Street West. Service has been removed from Atlantic Avenue and from King Street West between Atlantic Avenue and Shaw Street. Regular service is expected to resume in October 2024.
- The 509 Harbourfront and 511 Bathurst streetcar routes will be partially replaced with bus service in stages through the fall of 2024, due to overhead upgrades.

Motor vehicle delays mentioned in the previous section also impact users who rely on TTC bus service including the 63 Ossington route as those TTC service routes operate on shared roadways, with impacts that reach beyond Liberty Village community members to all customers on every part of the route.

The Toronto Transit Commission [5-Year Service and Customer Experience Action Plan](#) outlines its goals for service improvements in 2024-2028. Aspects of the plan that affect Liberty Village are highlighted in the action plan outlined in the next section of this report.

The Province's Ontario Line will be a new 15.6-kilometre subway with 15 stops that will run from Exhibition Place to the Eglinton Crosstown LRT at Don Mills Road on a mix of tunnelled, above-ground and elevated tracks. The Ontario Line transit service is anticipated to be in-service by 2031. Once in service, the western terminus of the line at Exhibition Station, located between Jefferson Avenue and Atlantic Avenue, the line will connect Liberty Village to the downtown, and higher-order transit network, including interchanges to Lines 1 and 2 at Osgoode, Queen, and Pape Stations.

King-Liberty GO Station, to be delivered as part of the SmartTrack Stations Program, is anticipated to be in-service by 2030. The station will be located on the GO Kitchener Line between Union and Bloor GO stations. Station entrances will be located on King Street West, Joe Shuster Way and Sudbury Street. The new station will provide regional connections to Liberty Village through the higher-order GO rail network.

Streetscape in Liberty Village

Options to travel by walking or cycling for short trips, or by transit or ride-hailing for longer trips depend in large part on streetscapes being safe, accessible, and pleasant to navigate as a pedestrian or person cycling, with adequate stopping and loading space. The [Liberty Village Public Realm Strategy](#), including a Neighbourhood Streets Plan and Parking Study, was developed to address the need for public realm improvements in the Liberty Village area, with particular focus on streetscapes.

In addition to defining a vision for high-quality streetscapes on public streets, the Strategy identifies preferred locations for new open spaces and pedestrian connections on both public and private lands. It also outlines principles, guidelines, and an implementation strategy to create a well-connected, walkable, attractive, safe, functional, and accessible public realm. The Streets Plan component recommends measures to improve safety and mobility for all road users. The Strategy is the result of a multi-year study that involved the local community in a multi-phase engagement process and additional collaboration with three Councillors who served the ward over the course of the study. The study team included the staff responsible for review of major development applications that were active at the time. The strategy was endorsed by City Council in April 2024.

The [Liberty Village Public Realm Strategy](#) will be used as a guide by developers and City staff involved in the development review process to shape the design of site layouts, building frontages, streetscapes and public realm. As an example, the Zoning By-law Amendment and [Plan of Subdivision applications at 61-85 Hanna Avenue and](#)

[120 Lynn Williams Street](#) have been approved, in which the City secures a new public street extending east from Snooker Street, where there is currently a private street, as well as a new public park, and a new tree-lined pedestrian route between the new public street and East Liberty street. These features will improve pedestrian access to transit service on King Street, and to local destinations within Liberty Village.

The City is also taking action to implement the Strategy through City-led capital works and other initiatives on City-owned lands. Next steps for implementation of changes on existing public streets are included in the action plan outlined in the next section.

Action Plan for Improved Mobility in Liberty Village

Listed below are action items underway or planned in which staff at the City or TTC are involved. It reflects best available information at the time of writing - August 2024 - and is subject to change as new information or enabling resources become available.

Works in Progress (Summer 2024)

- Signal timing plans were modified in July 2024 at the below listed intersections, and continue to be monitored and adjusted as traffic conditions evolve:
 - Strachan Avenue and East Liberty Street / Ordinance Street;
 - Strachan Avenue and Wellington Street / Duoro Street; and
 - Strachan Avenue and King Street West.
- Traffic cameras have been installed to enable live traffic monitoring at the following intersections:
 - Strachan Avenue and East Liberty Street,
 - Strachan Avenue and Wellington Street; and
 - Dufferin Street and Liberty Street.
- Permits to close traffic lanes for non-essential construction were revoked from on weekends from July to September, until all traffic lanes re-open on King Street West.
- Pavement markings that delineate eastbound turn lanes on East Liberty Street at Strachan Avenue are being refreshed and extended further west.
- Haul route plans for the Ontario Line Exhibition Station are being arranged with Metrolinx and the contractor completing the work to ensure disruption is minimized.
- The opening of the Jameson Gate for westbound Gardiner traffic has indirectly taken some of the traffic infiltration pressures off from Liberty Village
 - Experience to date has shown that it is beneficial from a traffic flow perspective to close the gate following major special events at the Exhibition
- Additional traffic management tactics were introduced at the end of events at BMO Field, some on a trial basis, including:
 - Traffic Agents deployed at Strachan Avenue and Liberty Street to provide traffic control, specifically prioritizing outbound movements from Liberty Street.
- The Canadian National Exhibition Traffic Management Plan was completed and executed; tactics included:
 - Toronto Police Officers were deployed to direct traffic at the intersections of Strachan Avenue and East Liberty Street and Dufferin Street and Liberty Street to prioritize outbound movements from East Liberty Street by stopping northbound

and southbound traffic intermittently, and prevent vehicles from 'blocking the box' and stalling traffic in both directions.

- Traffic Agents were deployed to East Liberty Street and Hanna Street to support traffic management during BMO Field game days.
- Static signage on British Columbia Drive within Exhibition Place was used to advise of the closure of Dufferin Street.
- Portable and variable message signs (P/VMS) were used along Lake Shore Boulevard and Gardiner Expressway to inform motorists of the temporary Dufferin Street closure.
- The Traffic Operations Centre provided active traffic management, monitoring cameras and making real-time signal timing adjustments.
- Permits to close traffic lanes for non-essential construction were revoked from August 16 to September 2, 2024.

Short Term Actions - to be completed this year (Fall 2024)

- Pavement markings, such as zebra crossings and stop bars, will be refreshed at multiple intersections, beginning this Fall and continuing into Spring 2025.
- Sight-line improvements will be made at the garage entry/exit ramp slightly east of Pirandello Street on East Liberty Street by extending the stopping prohibitions 10 more metres to the east.
- Warning signs and speed humps will be installed on Western Battery Road, with a focus on mitigating speeds of sharp turns on the northeast road curve. Note: This work may be deferred to Spring 2025 construction season subject to weather conditions and workload balancing efficiencies across the City.
- Four on-street wayfinding signs will be installed as part of the City's TO360 program to help guide pedestrians to major landmarks and find efficient walking routes.
- Traffic Agents are scheduled to direct traffic at the intersection of Strachan Avenue and East Liberty Street to prevent vehicles from 'blocking the box' and stalling traffic in both directions during events at BMO Field, as well as weekday coverage during the afternoon peak periods.
- TTC service restorations and improvements are planned in Fall 2024 on routes serving Liberty Village including:
 - 29C Dufferin service through the Exhibition Place grounds to Princes' Gates loop will be restored.
 - 63 Ossington will go back to regular routing and schedules will be updated to improve service reliability.
 - 504 King and 508 Lake Shore will go back to regular routing.

Medium Term Actions - to be completed before FWC26 (Winter 2025 to Spring 2026)

- FWC26 Mobility Concept will be completed and implemented. Examples of tactics under consideration include:
 - Temporary parking restrictions accompanied by signage, similar to those used to the west of Dufferin Street during the Canadian National Exhibition;

- Temporary pedestrianization of key streets such as Atlantic Avenue, south of Liberty Street;
- Restricting the area to "Local Traffic Only" with controlled access by traffic control personnel or Toronto Police Services during match days; and
- Designating geofenced areas for ride-hail pick-ups and drop-offs.
- Gardiner reconstruction between Dufferin Street and Strachan Avenue has been accelerated with a target completion of April 2026, in advance of FWC26, a year ahead of the original planned schedule. Acceleration efforts, with financial support from the Province, include additional crews, additional shifts, extended working hours, additional equipment and accelerated material supply.
- Designs will be prepared for sections of new sidewalks for implementation subject to City Council approval and construction coordination:
 - On Mowat Avenue (between Liberty Street and King Street West, on west side where there is currently no sidewalk); and
 - On Atlantic Avenue (south 40m missing sidewalk on west sides that would connect to existing sidewalk to the north).
- Geometric safety improvements with quick-build materials (e.g. paint-and-post curb extensions and corner radii reductions, and/or zebra markings) will be made at priority intersections:
 - Atlantic Avenue and Liberty Street;
 - East Liberty Street and Hanna Avenue; and
 - East Liberty Street and Pirandello Street.
- The boulevard space at 65-85 East Liberty Street will be upgraded from sod to interlocking brick to accommodate increased pedestrian volumes, in keeping with the completed boulevard retrofits on the north side of East Liberty in front and west of the Liberty Village Park. Implementation is targeted for Spring-Summer 2025.
- Feasibility of removing boulevard parking on East Liberty Street and Atlantic Avenue to improve pedestrian pathways will be explored.
- Curbside management by-laws pertaining to Parking, Stopping and Standing can be reconsidered to improve pedestrian pathways, support redistribution of parking, and enable short term deliveries/lay-bys.
- Operations, management, and long-term use opportunities for Lamport Stadium will be reviewed, with consideration to ensure alignment with the Liberty Village Public Realm Strategy.
- Routine collaboration with Exhibition Place and other trip generators in the area will be pursued through a series of Traffic Management working group meetings

Medium to Long Term Actions – to be completed after FWC26 (Fall 2026 onward)

- Exhibition GO Station Improvements and the Ontario Line, as described above, are anticipated to be completed and in-service by 2031.
- King-Liberty Station, as describe above, is anticipated to be in-service by 2030.
- City staff are currently working with Metrolinx to secure commitments for the delivery of Liberty New Street from Dufferin Street to Strachan Avenue, with a targeted opening date to coincide with the completion of the Ontario Line.
- New parkland will be created at the Green P surface parking lot at 34 Hanna Avenue, creating opportunities for pedestrian pathways and redistribution of parking

demand. This project is scheduled to be completed in late 2027, with public engagement starting in 2025.

- All streets will be considered as candidates for bikeways in each near-term planning cycle of the Cycling Network Plan, with particular attention to Atlantic Avenue and East Liberty Street.
- Any new development applications will be recognized as an opportunity to work with private landowners to expand and enhance the public realm, including the street network.
- Geometric safety improvements will be considered as part of major scheduled road work, with particular attention to intersections of:
 - Atlantic Avenue and Snooker Street;
 - Atlantic Avenue and Liberty Street;
 - Liberty Street and Jefferson Avenue;
 - Snooker Street and Hanna Avenue;
 - East Liberty Street and Hanna Avenue;
 - East Liberty Street and Lynn Williams Street; and
 - East Liberty Street and Pirandello Street.
- Transit priority measures, such as bus priority lanes and intersection improvements will be considered to improve efficiency and reliability of TTC routes.
- Feasibility of removing boulevard parking to improve pedestrian pathways will be explored.

Considered but Not Recommended

Throughout the community consultation for the Neighbourhood Streets Plan, area residents and interest groups requested staff to consider one-way conversions, new pedestrian crossings, and traffic calming measures in the area which were ultimately not recommended based on analysis. Key changes that were considered but not recommended are outlined below.

One-way conversions on Western Battery Road, Pirandello Street, and East Liberty Street.

One-way road configurations were considered as a potential measure to improve traffic flow, reduce motor vehicle volumes, and prioritize safety and mobility. Several one-way scenarios were developed. However, the analysis indicates that the one-way designation could increase the risk of conflict at surrounding intersections, including East Liberty Street and Western Battery Road, East Liberty Street and Pirandello Street, East Liberty Street and Lynn Williams Street, Atlantic Avenue and Kind Street West, and Liberty Street and Dufferin Street. As such no new one-way designation was proposed.

Traffic calming measures on East Liberty Street, Strachan Avenue, Lynn Williams Street, and Pirandello Street.

Speed studies did not show any pattern of excessive speeding.

New pedestrian crossing protection on East Liberty Street between Pirandello Street and Lynn Williams Street.

Staff concluded that a pedestrian crossing (PXO) is not technically justified according to the City's standard warrant criteria for PXOs.

Communication and Collaboration on Mobility in Liberty Village

Staff maintain close contact with the Councillor and staff in the Ward 10 Office and will continue to collaborate with them to disseminate new and emerging information and coordinate collaborative engagement with community members. Staff also recognize that the Liberty Village Residents' Association, and the Liberty Village Business Improvement Area (BIA) play significant leadership roles in the area and must remain key points of contact in all collaborative engagements with the community.

Each of the action items listed in the previous section has its own communication and community engagement components and protocols, some of which will have advanced since the time of writing. Summarized below are major milestones in previous community engagement, as well as some anticipated topics of future community engagement, and other communication and monitoring channels.

Construction Hub and Special Event Zone Services

Given the ongoing complexities surrounding the coordination of construction activities between new development sites and the Ontario Line as well as the combination of special events occurring at Exhibition Place including concerts and Toronto FC games, Transportation Services have designated Liberty Village and the surrounding neighbourhood as both a Construction Hub and Special Event Zone. This designation means that additional Transportation staff resources will be assigned to provide a much higher level of coordination between Metrolinx, developers doing work in the area, Exhibition Place, MLSE and LiveNation. Regular meetings will be established with the various stakeholders as well as improved communications to the local residents regarding plans and the effectiveness of strategies that have been implemented.

Congestion management measures implemented will be tracked using technology (e.g. traffic sensors, Bluetooth readers) to measure the impacts and serve as justification for those measures to be made permanent or removed if found to be ineffective. Impact management measurements would include whether reductions in travel times or delays at intersections are achieved.

Summary of Community Engagement on Development of Liberty Village Public Realm Strategy and Streets Plan

The Liberty Village Public Realm Strategy and Streets Plan relied on robust engagement with the Liberty Village community to develop the vision and priority actions for the street network in Liberty Village. Details of the proceedings of the community consultation that took place as part of the Liberty Village Public Realm Strategy are available in the archives of that study. Major components of the engagement program were:

- A digital mapping tool (Social Pinpoint) was launched in August 2021 that allowed the public to identify locations for public realm, mobility and community services

opportunities and improvements, identify areas of value, and suggest ideas and comments. By June 2022, it received 4,331 visits, with 1,594 unique users and a total of 583 comments posted.

- On December 7th and 8th, 2021, community consultation kicked-off with a meeting hosted on a virtual meeting platform and was attended by 80 members of the public.
- A working group was formed consisting of 13 members of the public with representation from the Liberty Village BIA (Business Improvement Area), Liberty Village Residents' Association, residential property owners and renters, commercial and business employees as well as commercial property owners and local area land developers, as well as City staff from various divisions, representatives of the Ward 10 Office, and CreateTO. These meetings focused on the proposed public realm improvements, location and potential reuse of City assets, and an overview of the Community Services and Facilities portion of the study.
- Five years of 311 archival data was reviewed, with specific focus on requests and inquiries related to street design, traffic operations, and parking.
- On May 25, 2022, a community consultation a meeting hosted on a virtual meeting platform and was attended by 50 members of the public.
- On November 30, 2023, community consultation concluded with a meeting hosted in a drop-in open house format at 2 Fraser Avenue. Approximately 80 members of the public attended the event. The drop-in event provided an opportunity for the local community to learn about the findings and emerging direction of the Liberty Village Public Realm Strategy, including the Liberty Village Streets Plan, the Precinct Parking Study, as well as information on other matters such as FIFA 2026 and public transit infrastructure projects.

Select Anticipated On-going Community Engagements

It is expected that staff will be reaching out to community interest groups on the following topics in the coming months:

- Boulevard parking permit holders will be contacted to resolve conflicts between boulevard parking, pedestrian desire lines, and target locations for new sidewalks.
- Liberty Village BIA will be contacted to discuss potential activation of the public realm in the boulevard along Liberty Street and Atlantic Avenue.

Engagement with Metrolinx Construction

Exhibition Station (Ontario Line)

Exhibition Station will be the terminus station for the future Ontario Line, which is currently under construction by Metrolinx. In 2023, the Toronto and East York Community Council established a subcommittee in order to hear from the public and provide recommendations regarding Metrolinx's development, construction and implementation of the Ontario Line. These recommendations, focused on community engagement and reducing construction impacts were adopted by City Council in July 2023 through TM2.1. Recommendations regarding traffic management included utilizing

best practices from comparative jurisdictions and regular assessment of sites to optimize construction footprints. Metrolinx responded acknowledging the recommendations and that they are applying the lessons and advice from the recommendations.

Metrolinx has established local Construction Liaison Committees (CLC) across all of their programs as part of their commitment to foster meaningful engagement with local communities. Metrolinx established the Exhibition Station CLC in April 2024, as a forum for two-way communication and sharing of information related to Ontario Line construction activities in the area. The Exhibition Station CLC meets monthly and is attended by the local BIA, community associations, condominium boards, the City of Toronto, and local elected officials.

There are currently no road closures in Liberty Village associated with construction of the Ontario Line. Metrolinx is currently developing options for trucking routes for construction vehicles to enter and exit the Exhibition Station work site, and regularly consults the CLC on this. Metrolinx has conveyed that they recognize the impact of vehicles travelling to and from the work zone. Metrolinx has directed their contractors to avoid using East Liberty Street for construction vehicles and minimize travel through the residential areas of Liberty Village. City staff will continue to work with Metrolinx and their contractors to carefully review road closure proposals and ensure proper mitigations are applied and will engage the community through this CLC.

King-Liberty Station (SmartTrack)

Through IE14.4, Council approved a lane closure on Sudbury Street for one block between Queen Street West and Abell Street to accommodate King-Liberty construction staging and improve cycling connections in the area, anticipated to begin in Q2 2025. Despite its proximity to Liberty Village, traffic impacts are not expected to result from this closure, but City staff will continue to monitor potential impacts.

CONTACT

Michelle Berquist, Manager of Area Transportation Planning
Transportation Services
416-338-7139, michelle.berquist@toronto.ca

Nathan Sham, Manager of Work Zone Construction Coordination
Transportation Services
416-338-5397, nathan.sham@toronto.ca

Linda Lee, Manager of Traffic Event Management Planning
Transportation Services
416-397-0506, linda.lee@toronto.ca

Eric Chu, Head - Project Development & Planning
Toronto Transit Commission
416-393-2153, eric.chu@ttc.ca

SIGNATURE

Roger Browne
Director, Traffic Management, Transportation Services

Jacquelyn Hayward
Director, Planning, Design and Management, Transportation Services

ATTACHMENTS

Attachment 1: Map of Liberty Village

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