



RECONSTRUCTING THE SIX POINTS INTERCHANGE A NEW ETOBICOKE CENTRE

**Six Points Interchange Reconfiguration
Stage 1: Construction Liaison Committee Meeting #1 Minutes
Wednesday November 15, 2017
1:30 p.m. to 3:00 p.m.
WSP/Fermar Site Office - 3816 Bloor St W, Toronto, ON M9B 6C2**

Agenda and Discussion

The discussion captured is summarized below. Questions are noted with a “Q”, comments with “C”, answers with “A”, and action items with "Action."

Answers were provided by Robyn Shyllit, Sarmad Al-Douri, Kevin Kauffeldt and Nathan Jenkins unless noted otherwise.

1. Welcome & Introductions

- Meeting was chaired by Robyn Shyllit, City of Toronto.

2. Review of CLC Terms of Reference

- All CLC members agreed to adhere to the terms of reference and code of conduct.

3. Completed Construction Work & Expected Schedule to Spring 2018

Q: In reference to slide 12, what is the location of the photo on the right hand side?

A: That is Bloor Street West and Dunbloor Road.

Q: Will the new Bloor Street West road be wider? More specifically, I am curious about the north side of the road.

A: The sidewalks and road on Bloor Street West will remain the same size. Sidewalks on the north side of Bloor Street (Dunbloor to eastern construction limit) will remain the same size. The road width will be widened to the south along with extensive boulevard streetscaping

C: The western section of Bloor Street West goes over Kipling Avenue and is part of the bridge structure. You cannot necessarily widen it there.

Q: When the traffic flip near Resurrection Road happens to construct the southbound portion of Bloor Street West, will there be a left turn allowed onto Resurrection Road?

A: For the time being, the City will allow traffic moving eastbound to make a left-turn onto Resurrection Road. The project team and Transportation Services will revisit this issue if traffic starts to back up. At that point, we will try and implement some kind of restricted access. In

regards to Dunbloor Road, it will be only right-turn in, and only right-turn out. Drivers will not be able to make a left. In essence, it follows the existing configuration.

C: In the present, drivers cannot legally turn left when traveling on Bloor Street West to access Dunbloor Road.

Q: When the north side of Bloor Street West was closed, there was an ad hoc TTC stop that was unfriendly to access for pedestrians. The current stop on the south side, in front of the police station, is also unfriendly to pedestrians. Is there a possibility you could raise the issue of the stops being inaccessible for pedestrians with TTC?

A: TTC will remove and replace that stop until the construction is completed on Bloor Street West. They usually select their own locations for the stops, but it can be something we follow up with. Transit users are encouraged to use the stop that is east of the CP rail.

C: There is usually signage for the temporary bus stop. However, you are correct. The access is not the greatest.

Action: Project Team to contact TTC regarding temporary stops near Bloor Street West at Resurrection Road and improvements to ensure accessible and safe pedestrian access.

Q: As a driver, if I were driving northbound on Kipling Avenue and wanted to access Viking Lane, would my route change? What would my new route be? In the past I would use the Bloor Street East ramp and go under the bridge.

A: Your route will indeed change, especially as Kipling Avenue to Bloor Street West will be closed. Overall, there are two options we are looking into when we go to complete that work. Your route will then be dependent on what we choose to do.

- Option 1: Maintain half of the bus ramp, and build on the other half – where north bound Kipling traffic is able to access St Albans. This is the same as the present condition however, there will be no access from St Albans to north bound Kipling and Bloor ramps.
- Option 2: Close the Bus ramp entirely, and traffic would utilize the Kipling to Dundas Street west ramp to access Viking Lane. Should the TTC approve this option, there would be a significant project time savings.

Q: Drivers cannot make a left turn off Dundas Street to Viking Lane. Would drivers not have to use Auckland Road as an alternative?

A: Drivers can lawfully make a left there if traveling westbound on Dundas Street.

Action: Project team to clarify access to Viking Lane from Dundas Street.

Action: Project team to clarify how buses will access Viking Lane given the by-law / traffic restrictions and roadside work.

C: There is a new development proposed for Auckland Road and Viking Lane. It is said to be 40 stories high. Their construction will infringe on the City's work, and definitely affect traffic flow. The team should keep in mind that there will be multiple impacts to the area all at once.

C: When transit vehicles are traveling eastbound on Dundas Street from the subway station to St. Albans Road during rush hour, the High Occupancy Vehicle (HOV) curb lane is always extremely busy. This is as vehicles are illegally driving in the lane. Buses are then not able to pick up and discharge in the regular spots, leaving riders sometimes metres away from the stop.

A: This is out of scope, however we can make this something we follow up on.

Action: Project team to ask TTC to evaluate the placement of transit stop locations.

C: Can we request greater enforcement on these HOV lanes?

Action: Project team to follow up with Toronto Police regarding enforcement.

Q: Have there been any provisions made for increased enforcement along Dundas Street as eastbound Kipling Avenue to Bloor Street will be closed? We will definitely be seeing increased traffic, but also increased speeds. Would there be merit in having specific enforcement and increased cautionary signage?

A: We can follow up with Toronto Police regarding this matter. There are posted speed reduction signs, but there is always potential to expand that.

Action: Project team to follow up with Toronto Police regarding speed enforcement.

Q: There is a difference between sporadic enforcement, and a having paid duty officers on site. We are asking for increased paid duty officers on site.

A: What is really being asked for is for the officers to correctly do their jobs.

Q: Is the Project Team aware that there are plans to animate the construction zone space?

A: Yes, the Project Team is aware of this, and we plan to talk about it shortly. We plan to also notify the area about this. There are opportunities for them to be involved, and that will probably begin sometime in 2019.

Q: Have there been any safety or major incidents on site that are associated with the work this project is doing?

A: There have been no incidents related to the work the Contractor is doing so far. However, there have been some incidents in the general area related to traffic. As part of the project requirements all safety concerns/ incidents are tracked, . Overall safety is good.

Q: When will drivers be able to use new Dundas Street? What will the date of that be?

A: New Dundas will be open in stages as construction is completed. Given the construction schedule we presented today, we anticipate that new Dundas will be in use by November 2018. If there are opportunities to make it easier for the public to get around, we will definitely take that into consideration and shift our work where we can, and utilize new and existing roads.

Q: When do you anticipate traffic on new Dundas Street, east of Kipling Avenue?

A: Probably fall of 2018 as well. That is tentative though, and subject to change. There may be one lane in each direction at that time. The future CLC's will go into the construction schedule and any road access changes in detail.

Q: When the south side of Bloor Street West is being reconstructed, in front of the Police Station, will there be access problems for emergency vehicles?

A: **Access will always be maintained.** The contractor will have staged access for the station.. Traffic plans and staging plans will be given for review in advance.

Q: In June 2018, the Toronto Police Station is looking to host an open house for about three hours. We usually attract 1000 people. Would it be safe to hold this event?

A: At that point, work will be in full swing in front of the station. We can look at the access you will need for the event, but the concrete and boulevard work will be taking place at that time, making it difficult to get around that area.

4. Project Notifications

Newsletter (Issued at completion of Stage)

- Previous Stage summary + what to expect next
- *(Issued at Pre-Construction Jan'17 & April 2017)*

Construction Notice (at Project start)

Construction Update Notice, for Stage (~6 Month Cycle)

- Overview on expected construction work for full Stage
- *(March 20, 2017)*

Construction Update Notice (~2 weeks prior to work)

- Traffic Management details not provided in Construction Notice for the Stage, includes anticipated start dates
- *(July 14; Nov 9, 2017)*

Website Updates and E-Blasts (as needed)

- 'On the Call' changes to Traffic Management
- End of Traffic Restrictions
 - toronto.ca/etobicokecentre

CLC contact for questions and concerns about reconstruction of the Six Points Interchange:

Nathan Jenkins

etobicokecentre@toronto.ca

416-338-7755

5. Next Meeting Date, Location and Time

Meeting #2 to be held in late January, 2018. The CLC meeting will provide an overview of Dundas Street and Jopling Avenue work.

Attendees

CLC Members

Andy Mitchell, TSCC2238 – 15 Viking Lane

Christen Kong, MABELLEarts – 5005 Dundas Street West

Debbie Morgan, Islington Seniors' Centre – 4968 Dundas Street West

Doug Hubel, TSCC1577 – 5229 Dundas Street West

Micheal Burgess, Toronto Police Services, 22 Division

NAME, Toronto Police Services, 22 Division

Ralph Montone, Islington Village BIA

Scott Thompson, Islington Rate Payers Association

Mary Campbell, Councillor Di Ciano's office

Rebecca Guide, Councillor Di Ciano's office

Staff

Robyn Shyllit, City of Toronto

Sarmad Al-Douri, City of Toronto

Kevin Kauffeldt, WSP

Nathan Jenkins, WSP

Khatija Sahib, City of Toronto

	Action Item	Notes	Status
1	Project Team to contact TTC regarding temporary stops near Bloor Street West at Resurrection Road.	TTC is responsible for identification of stops. TTC involved in all project meetings.	Resolved
2	Project team to clarify what access is to Viking Lane from Dundas Street.	Viking Lane access is maintained. No closures/ diversions are anticipated.	Resolved
3	Project team to clarify how buses will access Viking Lane given the by-law / traffic restrictions and roadside work.	Option 1 selected: Maintain half of the bus ramp, and build on the other half – where north bound Kipling traffic is able to access St Albans. This is the same as the present condition however, there will be no access from St Albans to north bound Kipling and Bloor ramps.	Resolved
4	Project team to ask TTC to evaluate the placement of transit stop locations.	TTC responsible for all stop locations.	Resolved
5	Project team to follow up with Toronto Police regarding enforcement and speeding.	Police are monitoring area regularly.	Resolved.