

**Ontario Line**

# **Exhibition CLC**

## **Traffic Management Discussion**

**May 27, 2024**

 **METROLINX**



# Agenda

## Welcome

- Introductions
- Objectives & Background
- Long-Term Look Ahead

## Presentation

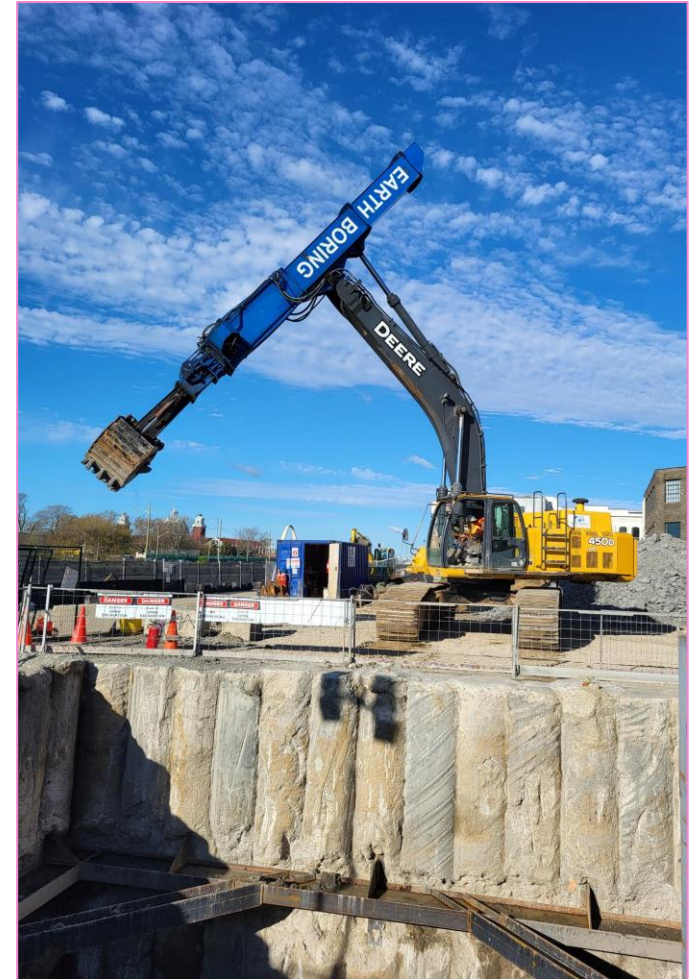
- Traffic Management Objectives & Need
- Long-Term Look Ahead
- Ontario Line Work Zone
- Preferred Route & Access Evaluation
- Strachan Gate
- Regional Trucking Routes

## Feedback and Discussion (60 minutes)



# 1 OBJECTIVES OF THIS TRAFFIC MANAGEMENT UPDATE SESSION

1. Identify the decision-making process and factors to date, on **how construction vehicles will continue to access and exit the Exhibition Station site**, for rail corridor works, station building and tunnelling works, while mitigating impacts to Liberty Village as much as possible. To date, trucks and equipment have been accessing sites predominantly via Mowat, Jefferson and Atlantic Avenues.
2. Offer an illustrative **overview of the traffic management preferred plan and access and exit points**.
3. Provide detail on the **types of vehicles required** for construction delivery and equipment transportation.
4. Provide an opportunity for stakeholders to **directly pose questions to the technical teams** about the plan and the project.



*Excavator machinery supporting launch shaft work at Jefferson Avenue, working in Liberty Village.*

## 2

### WHY IS A TRAFFIC MANAGEMENT PLAN NEEDED?

- Ongoing Ontario Line **construction at Exhibition Station, in Liberty Village requires a constant flow of inbound and outbound construction vehicles**, trucks and machinery to ensure the new subway line is **delivered to the community as expediently and as safely as possible**.
- **Concurrent infrastructure projects** such as the TTC streetcar track replacement on King Street West, as well as the Gardiner Expressway Rehabilitation will also impact traffic and access to local streets. The traffic plan needs to be strategically delivered, knowing there are other impacting factors on local traffic.
- To ensure vehicles and equipment are safely delivered to and from the work zone, **a conscious effort to avoid the heart of the residential area as much as possible, is at the forefront of strategic traffic management planning**.
- The project will use different **entrance points**. **A gate at Strachan is proposed with the goal that East Liberty Street as the primary thoroughfare will be avoided**.



*Liberty Village, looking east from Hanna Avenue, in Toronto, Ontario.*

# 3

## ESTIMATED LONG TERM LOOK AHEAD & MAJOR MILESTONES

2022-24

GO rail track and station work  
 Preparatory work: building demolition and utility works  
 Portal structure start

2025-26

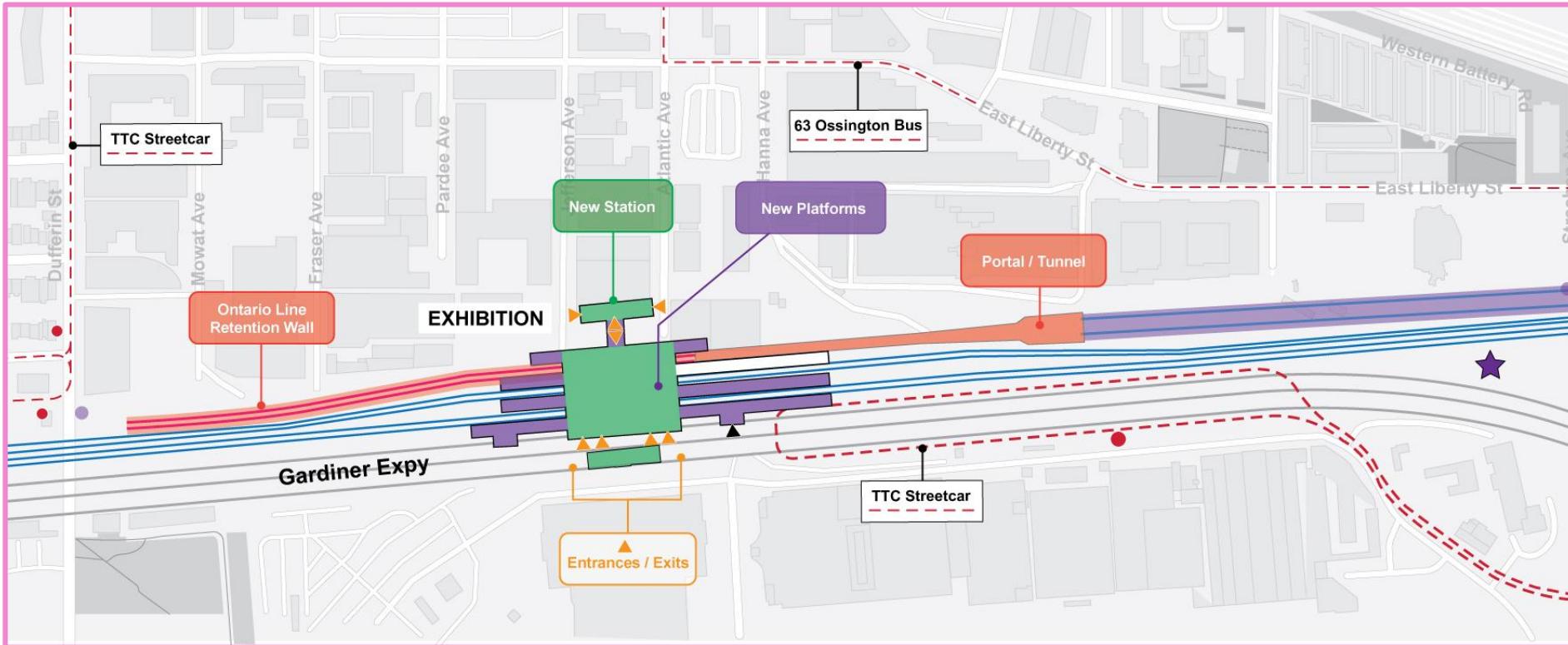
Portal structural completion  
 Insertion of Tunnel Boring Machines and tunneling eastbound  
 New station footings

2026-27

New station platform construction begins  
 New station structure / tunneling  
 Removal of temporary pedestrian bridge  
 Ontario Line right-of-way prepared for track work

2027-28

Completion of station building  
 Construction of Station Canopy over all 6 tracks  
 Completion of station platforms

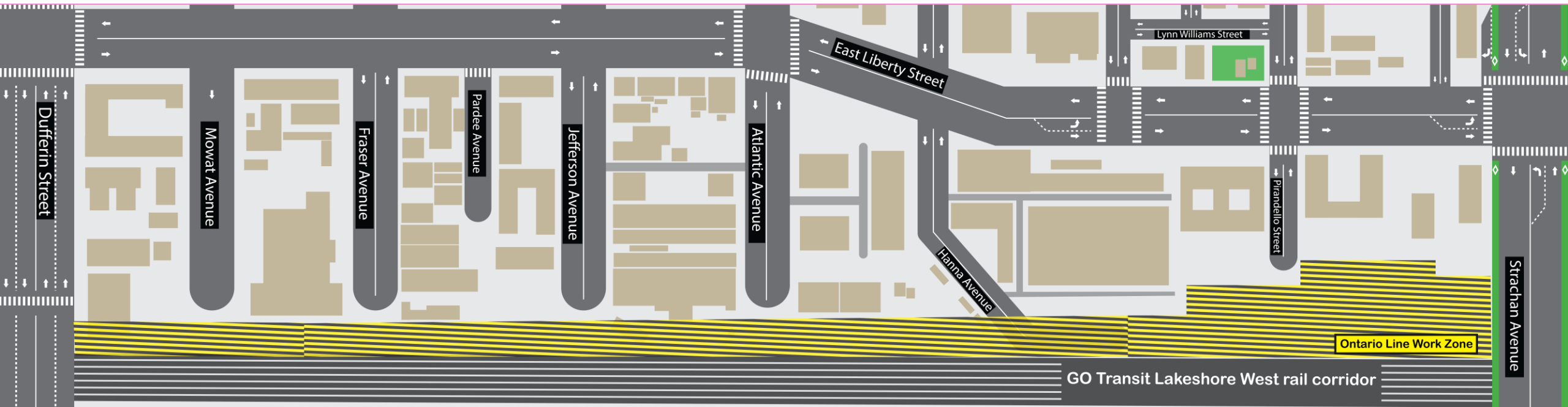


Construction timelines are subject to change.

# 4

## ONTARIO LINE WORK ZONE LOCATION & ACCESS

Over the course of the project, construction **machinery will be operating in a linear work zone parallel to the GO Transit Lakeshore West tracks**, south of Liberty Village, from Strachan Avenue to Dufferin Street, where the future Ontario Line portal, station and tail tracks will exist.



 Ontario Line Work Zone

# 5

## ALTERNATE EXAMINED ROUTES AND DECISION-MAKING BACKGROUND

To safeguard community safety, and to ensure vehicles & equipment are delivered to and from the work zone as efficiently as possible, a conscious effort to avoid the residential area as much as possible, has been put into place.

1. Access via southbound Strachan Avenue onto **East Liberty Street** was examined, however using East Liberty Street **would add additional congestion to residential streets.**
2. Access from the west via Dufferin Street was also examined. **The Dufferin Street bridges (over the railway) have reached the limit of their projected lifespan and cannot be used for heavy vehicles.** Equipment will use Dufferin Street northbound to exit Liberty Village, as this route will not cause congestion due to waiting on left turns on Liberty Street's single lane western end.
3. Leveraging **Pirandello Street as a secondary access for light vehicles remains an ongoing discussion.**



*Bridges over the GO Transit Lakeshore West Line, on Dufferin Street.*

## 6

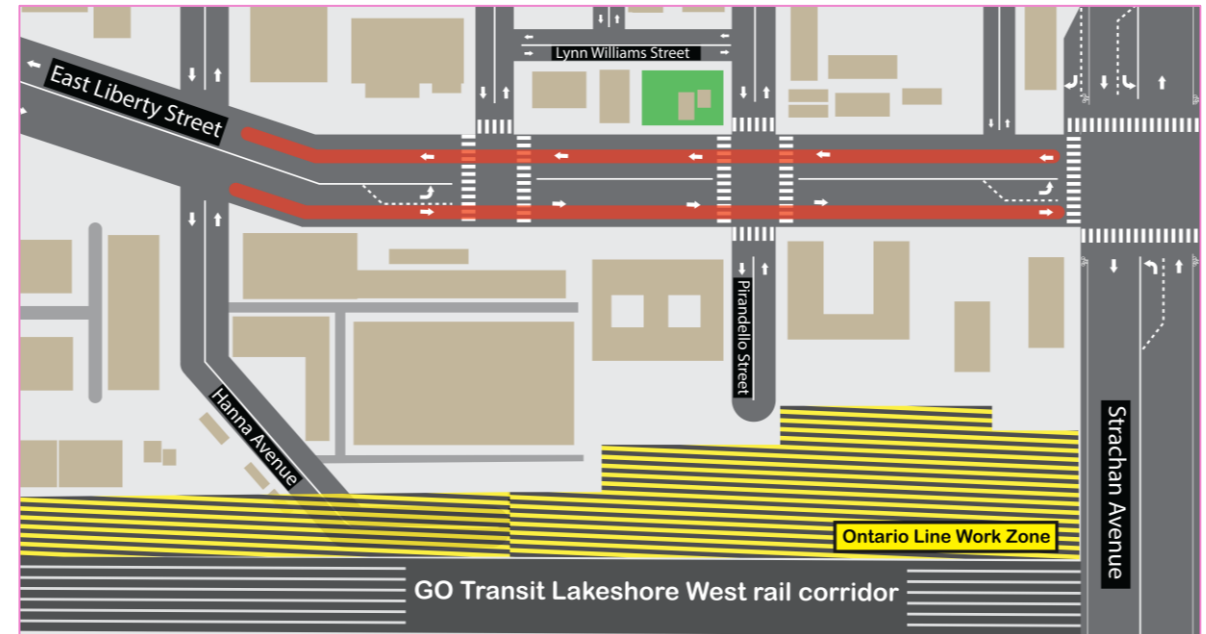
## ALTERNATE EXAMINED ROUTES AND DECISION-MAKING BACKGROUND - CONTINUED

- With the proposed route, a conscious effort to minimize usage of East Liberty Street between Hanna Avenue and Strachan Avenue is being made, as usage would add congestion to residential streets in Liberty Village, restrict access to residential parking locations, and slow down overall traffic movement.
- Usage of Pirandello Street and a secondary access point for light trucks only; large trucks cannot make eastbound turns from Pirandello Street, or eastbound turns from Strachan Avenue northbound or southbound.



**ABOVE:** Looking down Pirandello Street to the south, illustrating the narrow passageway trucks would navigate and restrict existing residential traffic.

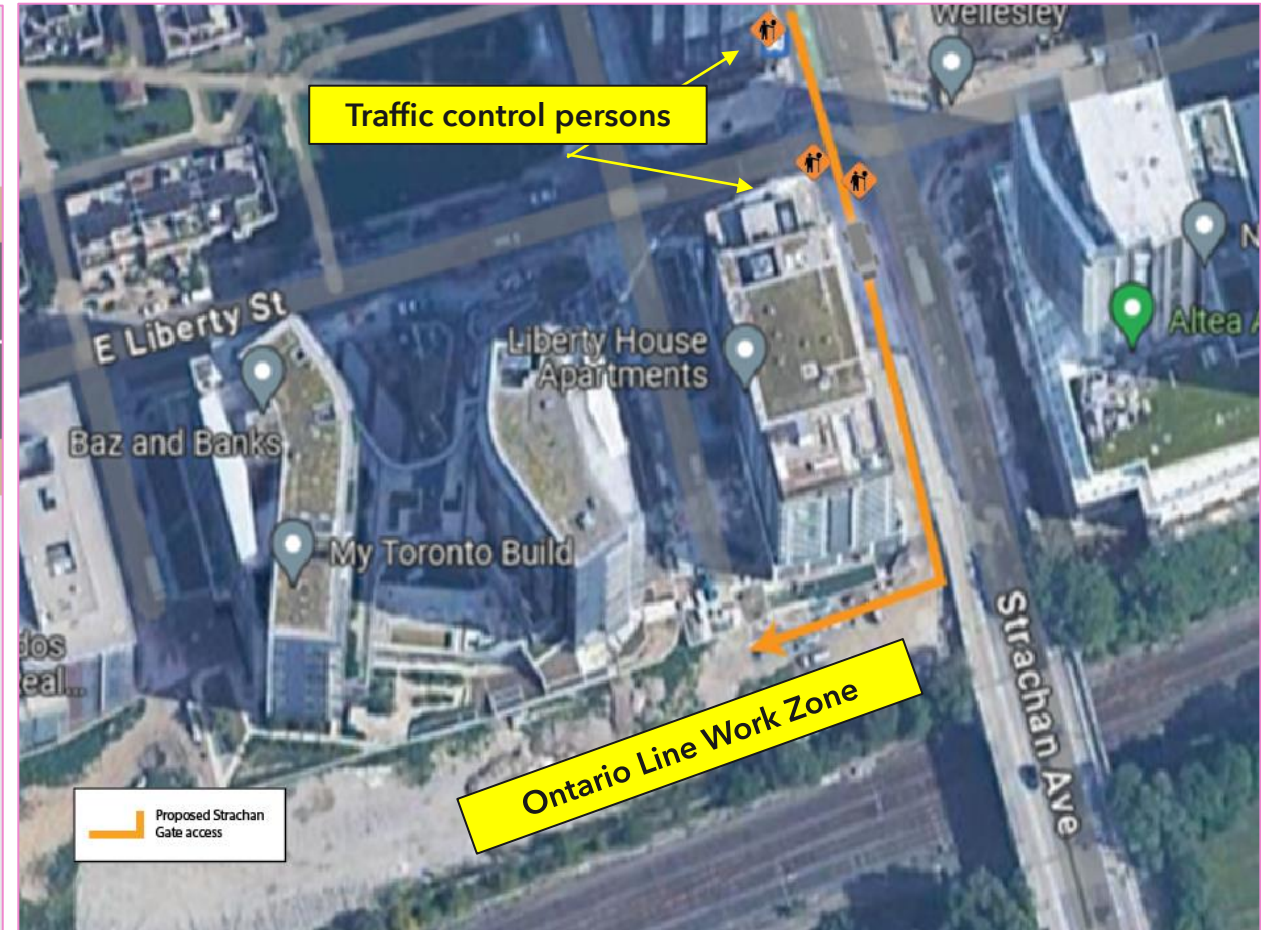
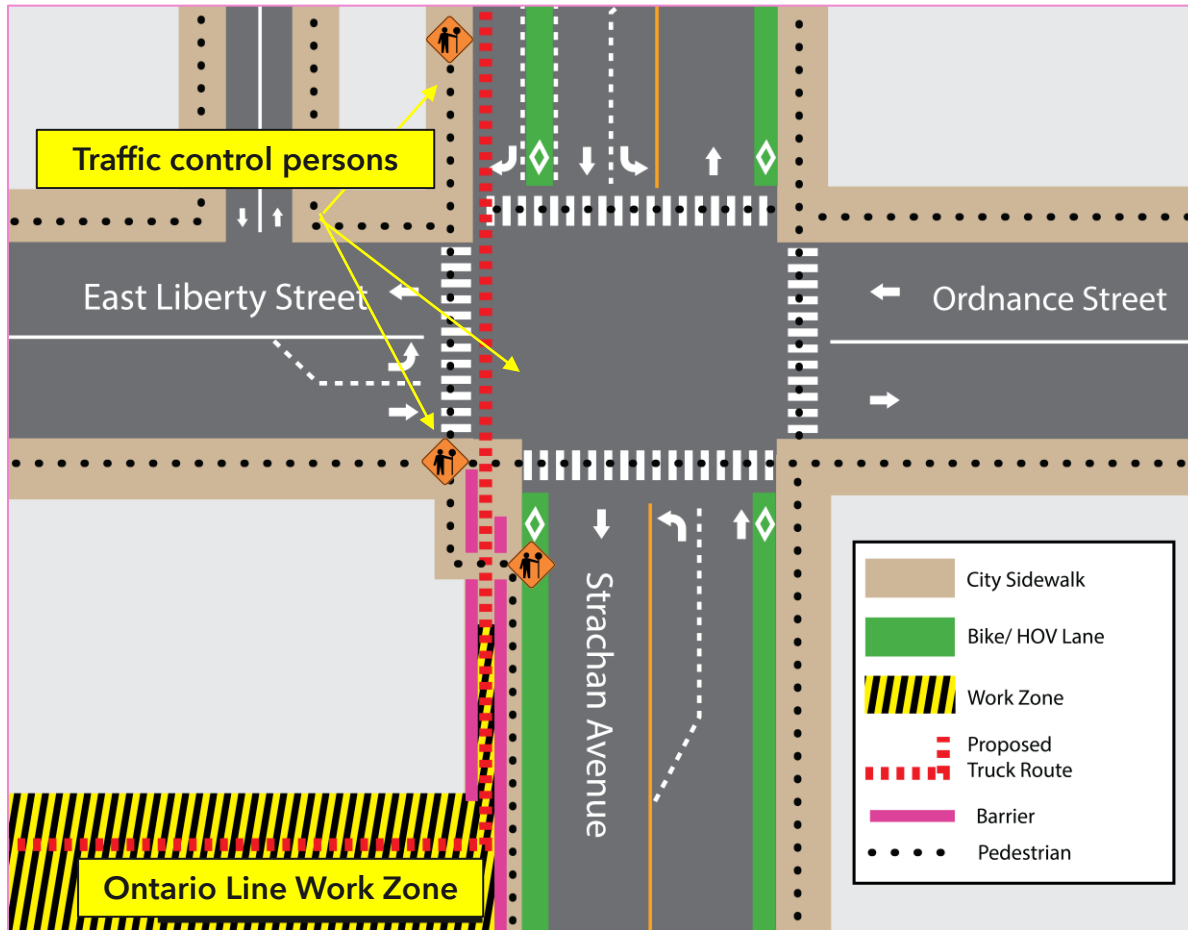
**RIGHT:** Overview map of East Liberty Street and the designated areas to avoid heavy truck usage (in red), as means to maintain as much community thoroughfare access as possible.





# 6

## PROPOSED STRACHAN GATE ACCESS POINT (OVERHEAD VIEW)



Trucks will use Strachan Avenue's southbound right turn lane, south onto the Strachan Gate, and then directly east into the work area (reference the orange line on the map to the right). **Traffic control persons will ensure pedestrian and cyclist safety.**

# 7

## PROPOSED STRACHAN GATE ACCESS POINT (MOCKUP)

- **Strachan Gate** - access via southbound Strachan Avenue and a new purpose-built entry point at the southwest corner of Strachan Avenue and East Liberty Street is the preferred approach.
- By accessing the work area via Strachan Gate, major truck volume is kept away from the residential section of East Liberty Street, ensuring **a less congested environment for residents and businesses**.
- Vehicles will access Strachan Gate via the southbound right-hand turn lane on Strachan Avenue, traversing south through the intersection and then into the access point.
- Traffic control persons will be on hand to ensure safety. Spacing for pedestrians and cyclists will be maintained at all times.



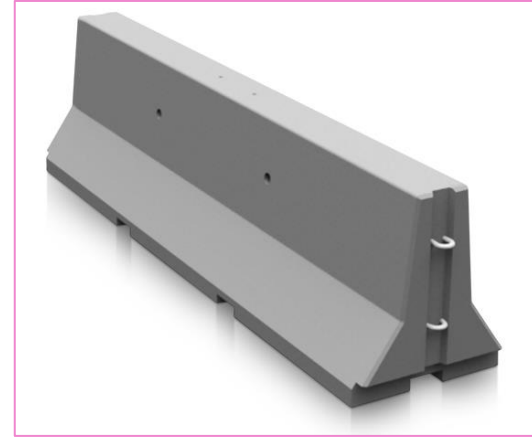
*Approximate location and set up of the trucking access point, via Strachan Avenue.*

*NOTE: This plan is in development, including review of safety measures and pedestrian accommodation.*

## 8

## STRACHAN GATE ACCESS PARAMETERS AND SAFETY

- **Safety First:** The proposed Strachan Gate entrance point will be staffed by traffic control persons guiding vehicles southbound, allowing equipment working on the portal and tunnels to access the construction site, without impeding public streets.
- **Gates and Barriers:** Jersey barriers will be placed in parallel to the sidewalk on the south of Strachan Avenue, to separate vehicles from pedestrians. The access point will also be staffed by flag persons and accordion gates, to ensure pedestrians or bicycles do not enter the designated work zone.
- **Pedestrian Access:** Bike lanes, bike racks, sidewalks and cross walks will be maintained at all times.
- **Limit Traffic Interference:** Portable Variable Message Signage (PVMS) will be provided around Liberty Village and Parkdale Neighbourhoods to discourage the through traffic along Strachan Avenue. This will help mitigate traffic congestion, ensuring local traffic maintains priority status.



*Concrete barrier to segregate trucks*



*Accordion gate to protect the entrance*



*Traffic control person*

## 9

## TRUCK TYPES ACCESSING STRACHAN GATE

- Strachan Gate would provide access for **dump trucks** and **flatbed trailer trucks** (pictured below, from left to right).
- **Crews will ensure all movements are monitored, with pedestrian and cyclist safety and passage being prioritized.**



*Dump Truck*



*Flatbed transport with pre-cast tunnel segments*

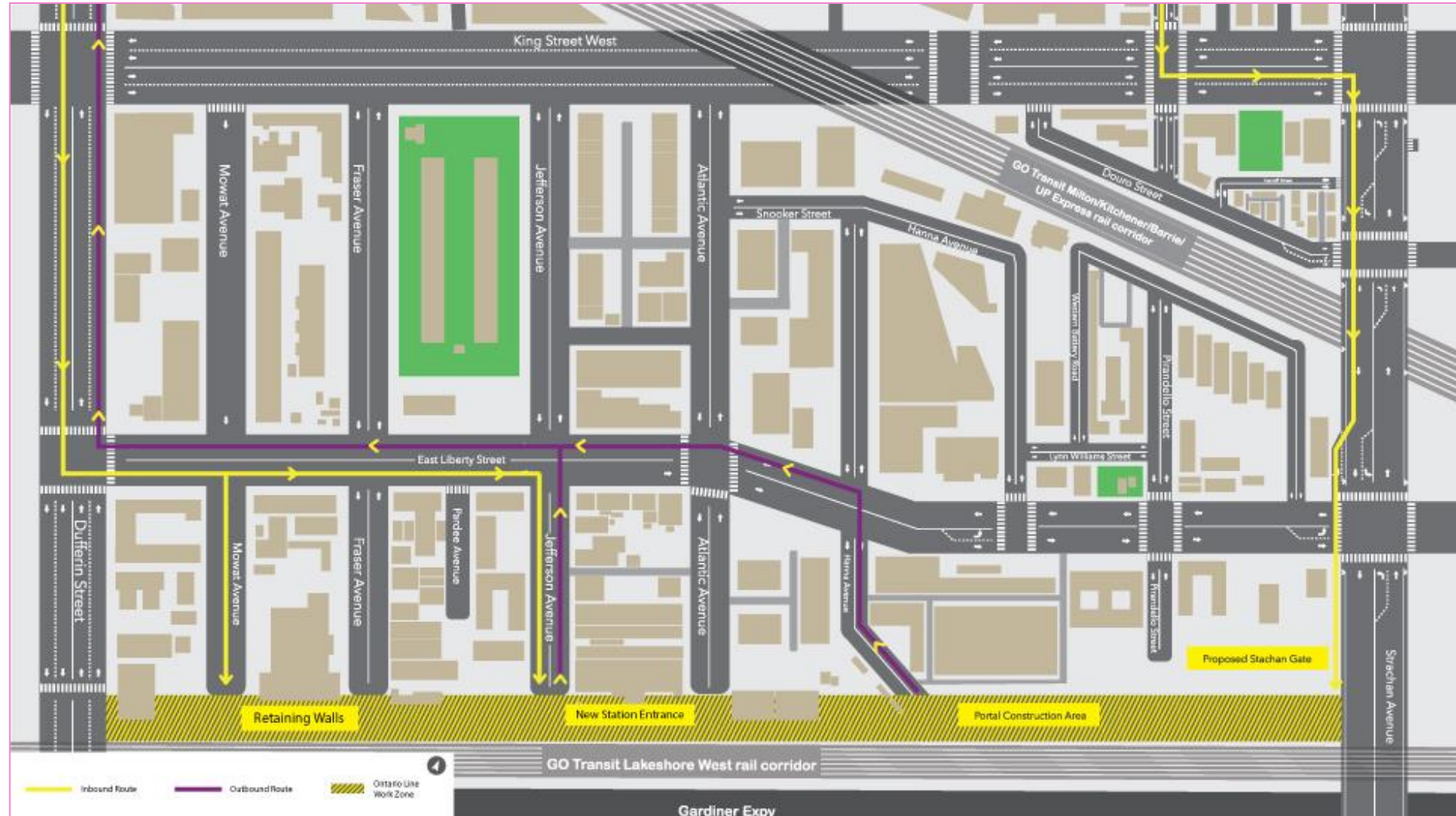
## 10 TRUCK TYPES ACCESSING THE BROADER ONTARIO LINE WORK ZONE

- Mowat Avenue and Jefferson Avenue will provide access for tractor trailer trucks, dump trucks, flatbed equipment transports, cement trucks, and fixed axel equipment transport trucks (pictured below in clockwise order).
- **Crews will ensure all movements are monitored, with pedestrian and cyclist safety and passage being prioritized.**
- All depicted trucks have a contributing role to play in delivering Ontario Line infrastructure.



# 11 PREFERRED LOCAL ROUTING - ACCESS TO GATES AND WORK ZONES

- Routes are developed in consultation with the City of Toronto.
- The map represents different routes for vehicles entering and exiting the work site, that could be **in effect sequentially over several years**.
- Vehicles would arrive via various 400-series highways, eventually accessing southbound Strachan Avenue (via King/Shaw), as well as Jefferson Avenue and Mowat Avenue via Dufferin/Liberty.
- Exiting vehicles will use Jefferson and Hanna, towards Dufferin Street north.



## 12 ACCESS TO ONTARIO LINE RETAINING WALL WORK ZONE

- The map represents routing for vehicles entering and exiting the **retaining wall work zone**, using Mowat Avenue (via Dufferin Street and Liberty Street) to enter and Jefferson Avenue to exit, moving west toward Dufferin Street.
- Approximately 90 trucks per day would use this route, from summer 2024 through fall 2024.
- Routing and timelines are subject to change.



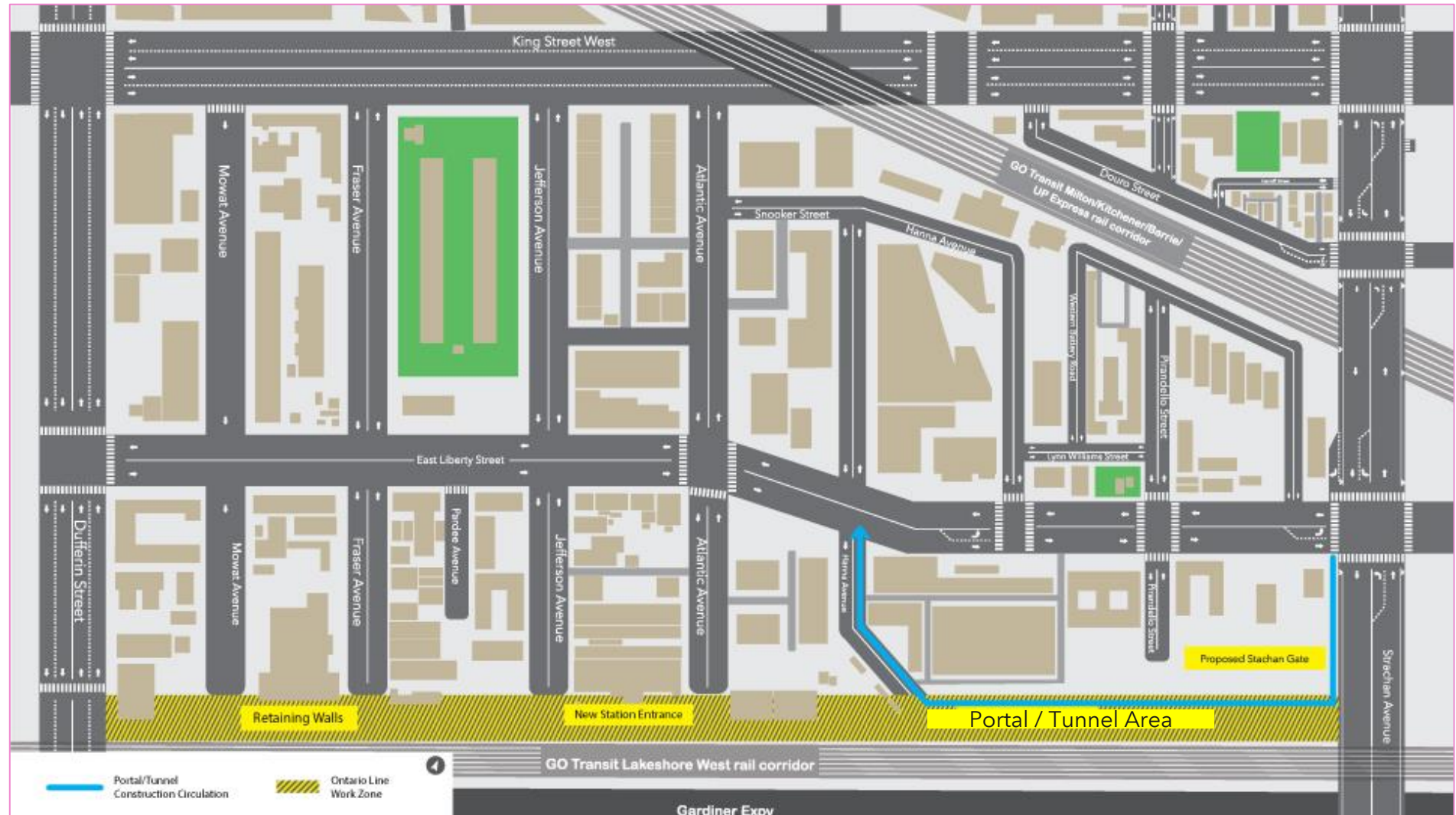
## 13 ACCESS TO NEW EXHIBITION STATION WORK ZONE - SUBJECT TO CHANGE

- The map represents routing for vehicles entering and exiting the **new station work zone**, using Jefferson Avenue (via Dufferin Street and Liberty Street) to enter and Hanna Avenue to exit, moving west toward Dufferin Street.
- Approximately 50 to 110 trucks per day would use this route, from summer 2024 through summer 2025.
- Approximately 25 to 50 trucks per day would use this route, from summer 2025 through summer 2028.





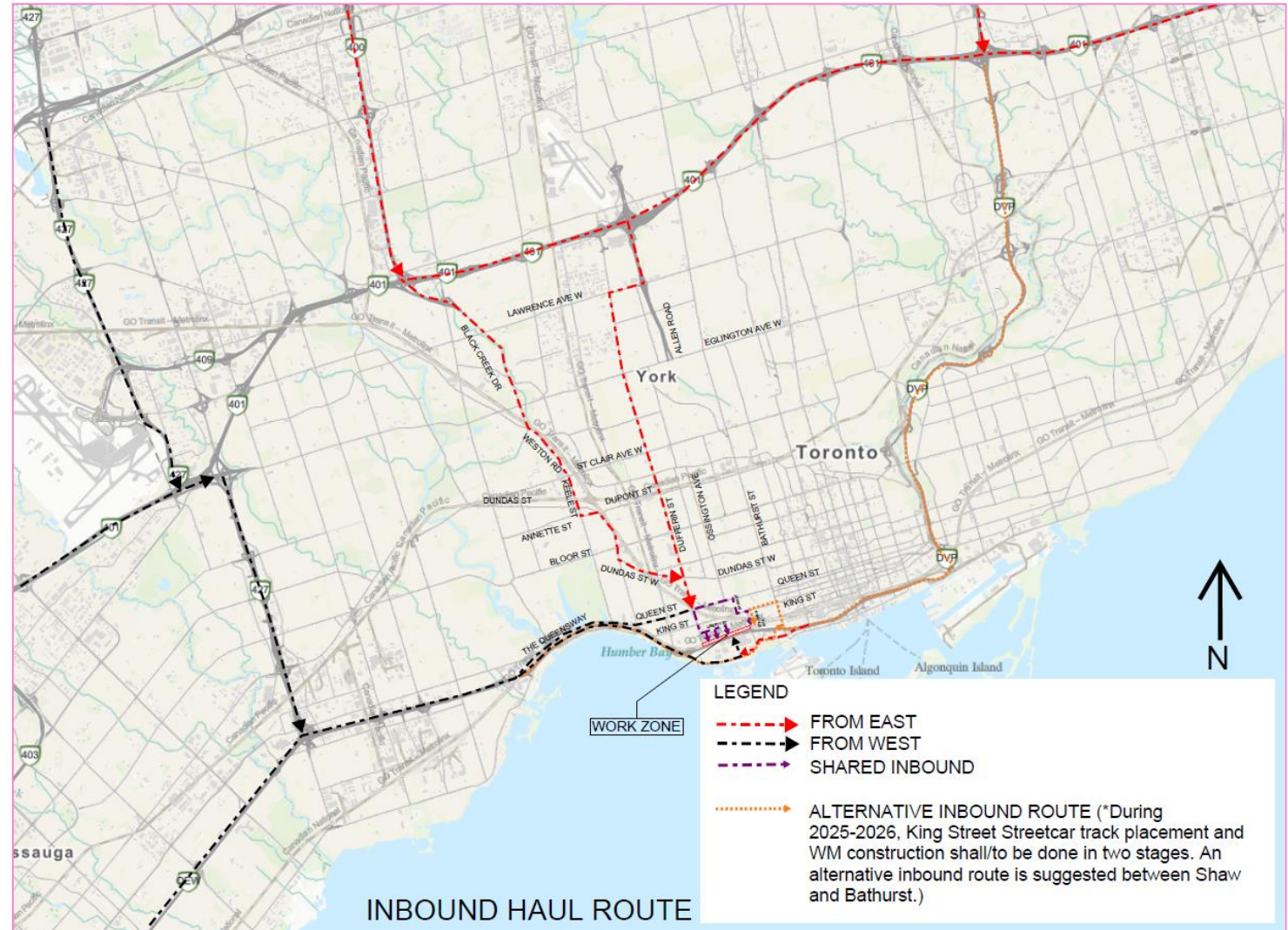
- The map represents routing for vehicles entering and exiting the **Ontario Line portal work zone**, using Strachan Gate to enter and Hanna Avenue to exit, moving west toward Dufferin Street.
- Approximately 40 trucks per day would use this route, from summer 2024 through summer 2025.
- Approximately 300 trucks per day would use this route, from summer 2025 through summer 2027.



# 15

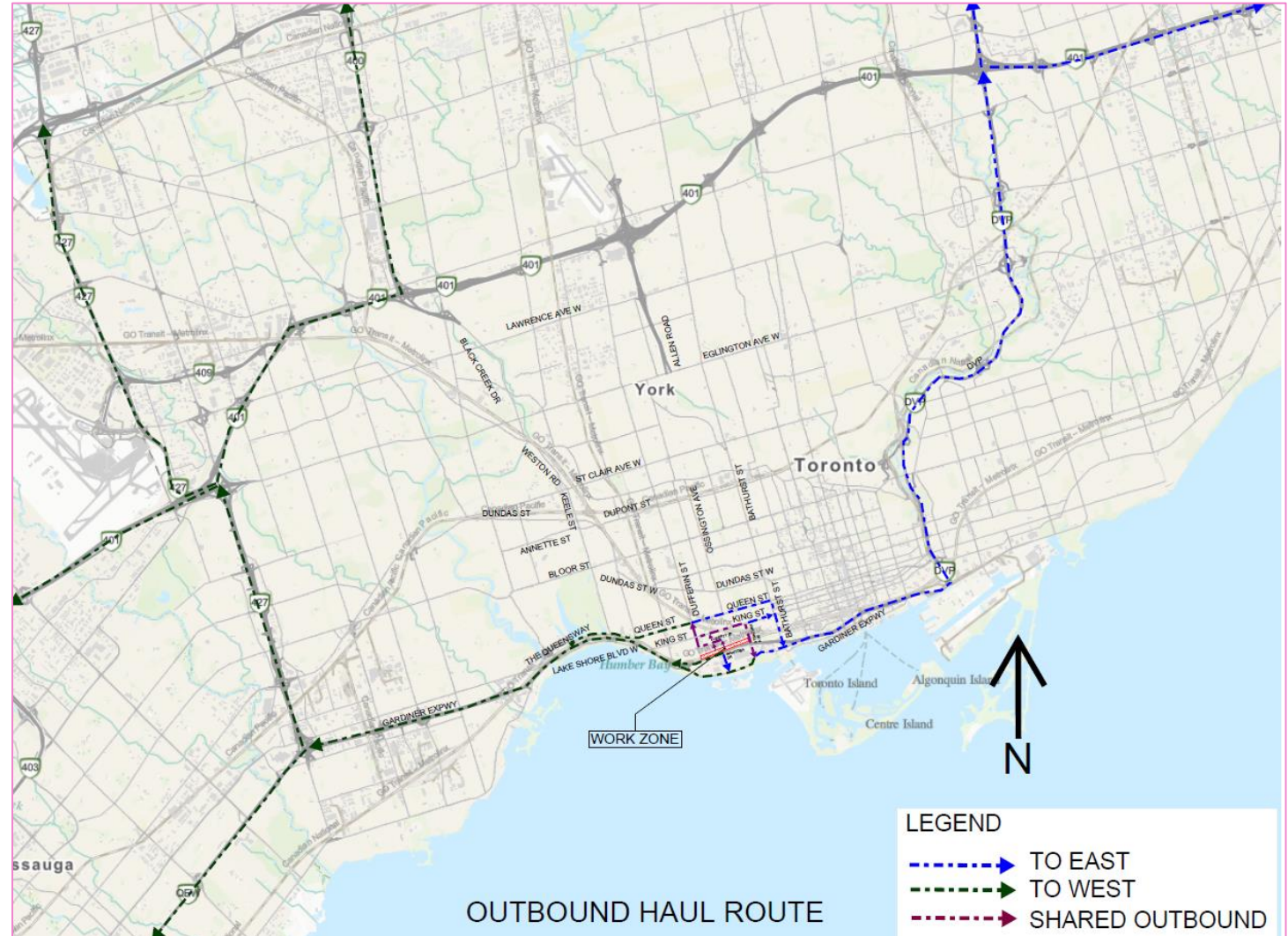
## INBOUND TRUCKING ROUTE - REGIONAL

- **From the north:** Trucks and equipment that are inbound to Exhibition Station site will be travelling south on Highway 400, south on Black Creek Drive, to Weston Road, to Dundas Street West -
  1. Dufferin Street and eventually Queen Street West, toward Shaw Street, King Street West, and then southbound on Strachan Avenue.
  2. Dufferin Street to Liberty Street, and then Mowat, Jefferson and Hanna access points.
- **From the east:** Trucks coming from the east will use Highway 401 westbound, to -
  1. Dufferin Street southbound, turning east on Queen Street West, south on Shaw Street, King Street West, to Strachan Avenue southbound.
  2. Dufferin Street to Liberty Street, and then Mowat, Jefferson and Hanna access points.
- **From the west:** Vehicles originating from the west will use Highway 401 eastbound, as well as Highway 427 southbound, and then make their way east via -
  1. The Queensway to Queen Street West, to Shaw Street, King Street West, and then Strachan Avenue southbound.
  2. Dufferin Street to Liberty Street, and then Mowat, Jefferson and Hanna access points.



# 16 OUTBOUND TRUCKING ROUTE - REGIONAL

- Northeast bound:** Trucks exiting toward York Region/Durham Region will exit Liberty Street westbound, toward Dufferin Street northbound, and eastbound toward downtown via King Street West, Queen Street West and Strachan Avenue / Bathurst Street southbound, toward the Gardiner Expressway and Don Valley Parkway, to Highway 404 northbound / Highway 401 eastbound.
- North/northwest bound:** Vehicles will be leaving Liberty Village via Liberty Street westbound, toward Dufferin Street northbound, then either using King Street West, westbound toward Strachan Avenue southbound and then Lakeshore Boulevard westbound or, using Dufferin Street northbound to Queen Street West westbound, toward The Queensway and Gardiner Expressway, to northbound Gardiner Expressway, Highway 427, Highway 401 and Highway 400.



Metrolinx will keep the community informed by providing Ontario Line updates and addressing questions and concerns effectively, and quickly.

### Connect With Us:

- Email: [OntarioLine@metrolinx.com](mailto:OntarioLine@metrolinx.com)
- Telephone 24/7: 416-202-5100
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### Join our monthly Construction Liaison Committees (CLC):

- Interested in having a regular dialogue about construction activities in your area? Speak to a member of our team.
- A virtual piling session will be scheduled later this spring.
- Email: [OntarioLine@metrolinx.com](mailto:OntarioLine@metrolinx.com)



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Artist's rendering – subject to change. Transit-Oriented Community proposals not shown.



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