

Exhibition Traffic Workshop CLC MINUTES

May 27, 2024

2:00 – 4:00 pm (In person and Teams Meeting)

28 Attendees including:

BIAs/Community Groups/Non-Profit Organizations/Residents

- Paola Palazzo
- Ellen Lai
- Elijah Johnson
- Stephanie McEwan
- Robert Howley
- Ross Howey
- Vitha Sivatharman
- Abhi Kathuria (Liberty Village BIA)
- Flaers Serjanaj (property management)

Metrolinx

- Ross Andersen
- Mark Clancy
- Bradley Naismith
- Saikat Basak
- James Francis
- Franca DiGiovanni (Bechtel Corporation)

City of Toronto

- Councillor/Deputy Mayor Ausma Malik
- Christopher Haskim (DM Malik staff)
- Vienna O'Shea (DM Malik staff)
- Louie Lenti
- Sheikh Alam
- Nancy Aranha
- Michael Paolucci

OTG

- Shane Adams
- Sevim Coskun
- Allison Dewhirst
- Emanuel Gameiro
- Garrick McIntosh
- Alonso Ortega

OVERVIEW:

On May 27, 2024, Metrolinx in collaboration with OTG, conducted a Community Liaison Committee (CLC) meeting to inform residents about the progress to date at the future Exhibition Station. This is a monthly CLC meeting to be held about ongoing construction progress at this specific station. This CLC had a specific focus on traffic management through Liberty Village, taking into consideration the ingress and egress routes that will be needed to accommodate the 3 work zones in relation to Exhibition Station: the portal/tunnel area, the new station area, and the retention wall area.

The meeting began with a land acknowledgement from Councilor Malik, and an introduction to the Ontario Line by Bradley Naismith from Metrolinx. Representatives from Metrolinx, City of Toronto officials, and residential groups were present. Emanuel Gameiro and Shane Adams from OTG provided construction and traffic management updates on Exhibition Station, discussing upcoming work and community mitigations through traffic management options.

After the Q&A session, Bradley reiterated Metrolinx' commitment to addressing local issues brought on by construction and shared Metrolinx community engagement contact information, email, and social media. Bradley concluded the presentation portion of the meeting by announcing the next Exhibition meeting would be on June 12, 2024, to provide the public with an open house for upcoming piling construction.

QUESTIONS:

A resident asked about construction and the future Football World Cup, will the Ontario line take a break in Exhibition area during FIFA?

- **Metrolinx** and **OTG** responded that this would be investigated per the project agreement and pedestrian access would be prioritized. Work will not be paused as events take place at Exhibition, as they occur year-round, and the delivery of Ontario Line must be prioritized.

Regarding the proposed Strachan Gate, resident Paola Palazzo question in the chat, "This option at Strachan and east liberty is not good. Can the trucks exit at Dufferin? Stay away from the residential areas."

- Metrolinx and OTG responded that all options are being explored for feasibility of vehicle access and egress, including prioritizing safety, and this will continue to be studied.

A resident asked a question related to the removal of materials from the Ontario line, (spoils from tunneling) about the proposed routes - asking for feasibility of bridging the lakeshore west rail corridor with a dirt conveyor belt, allowing the spoils to be extracted from Exhibition place.

- Metrolinx and OTG responded that all options are being explored for feasibility and safety, including alternate means to remove excess soil from the area.

A resident asked about the bus stop at the northwest corner of Strachan and east Liberty Street and its perceived blind spot. Recommendation is to have more of an open view coming around the corner because (westbound) of high vehicles movement and pedestrians.

- Metrolinx is proposing to relocate that temporarily onto east Liberty Street, west of Western Battery Road, which would include the shelter. If the City accept that proposal (under review) it would be relocated there, or perhaps further north on Strachan Avenue. as an option. This remains an ongoing discussion.

In the chat, a resident (Stephanie) posed the question; "Can you clarify the number of trucks per day? Boring/piling is to start this year and then ramp up late '25. You mentioned that there will be 50-100 trucks per day this year and the same amount once boring ramps up? It stands to reason that the number of trucks per day would increase. Did I mishear?"

- The proposed volume of vehicles using Strachan Gate and other access points via Jefferson Avenue, Mowat Avenue, are included in the CCL presentation traffic management planning slides.

A resident noted that there are 8 condos towers with applications to be built, currently outstanding with the City of Toronto, which would be built in the vicinity of East Liberty Street and Lynn Williams Way. Each one of those are major projects. Add the Ontario Line and it's a construction nightmare for traffic, construction materials, safety, etc. The resident asked if there a way to consider using a conveyer belt over the tracks to move the dump trucks to the south side of the project (as means to alleviate the construction traffic in the area)?

- Metrolinx and OTG responded that all options are being explored for feasibility and safety, including alternate means to remove excess soil from the area.

Resident Elijah Johnson question in the chat: "Risking being redundant, I ask that getting the dirt to the south side of the tracks is given detailed consideration. It alleviates all this logistical nightmare and seems to me to be better on all aspect and may be cheaper in the long run by speeding up the truck movements.

Question on the mic: there's already a conveyor belt being used by the tunnel boring machines to spit the dirt and the debris down the track to the exit point of the station. why not incorporate another conveyor belt sustainable over top of the tracks and have

all the dump trucks lining up on Manitoba on the South side alleviate all this stuff on the safety and the traffic mitigation that would reduce staffing levels? I think that might be a much better option for all parties.

- Metrolinx and OTG responded that it's one of the potential solutions we have but the one that was just described we didn't pursue at all because of the government implementations. We can evaluate the other kind of options which we didn't find until now.
- Elija: Maybe there's an alternative solution that we're not considering maybe even putting the dirt on the tracks the container car going down the different stations a lot less congested. This is just going to be an absolute nightmare for everyone to live in as well as for feasibility of all these parts.

Resident Stephanie added a comment in the chat: "I 100% agree with Elijah. I realize that there are concerns with the conflict of rail traffic and the Gardiner construction - but I think it makes sense to seriously consider moving the earth out of the area by exiting through Exhibition."

Stephanie questioned the timing for the portal commencement.

- OTG responded that the details are on slide 14, and the duration of works is 3 years.

A resident asked how trucks turn round, in relation to the tight work zone for the Ontario Line in Liberty Village.

- Metrolinx and OTG responded that the trucks do not turn around. The traffic management plans are designed to provide continuous loops and avoid back up alarms. That's why we need to generate the flow inbound and outbound specifically.

Franca asked, in the chat:

- What would the lane occupancy be on Strachan during that time? Which lanes will be blocked?

Resident Paola Palazzo questioned why Strachan Gate was being proposed: "Why that intersection would even be considered? seeing how absolutely crammed it is every evening, morning, and weekend. Is there a way to like just not do this around the residential area and just do the other side of Atlantic rather than coming into the residential area? There has to be another option. "

(attached image)



Resident Elijah Johnson commented in the chat: "If it's possible to dig a subway underneath a 275-year-old city, I don't understand why it would be difficult moving dirt and mud overhead and across 200 feet span of tracks. I ask that on the June 12th we further discuss this option."

Resident Robert Howley in the chat: "The 13 years that we have been discussing the Permanent Dufferin Bridge... Wouldn't it be great to have had this done earlier? "

ACTION ITEMS:

- Mark Clancy concluded by saying that it is the beginning of this kind of meeting. Metrolinx will come back with a bit more plans. He thanked everyone for participating.
- Metrolinx to share Exhibition Traffic Management presentation online, through Metrolinx.com, with all attendees after the meeting.
- Metrolinx to confirm next steps regarding traffic management in Liberty Village, with an understanding that the public and City would like us to provide another presentation to go over the above points in more details, including preferred approach.