

COMMITTEE OF THE WHOLE – JUNE 14, 2011

TORONTO-YORK SPADINA SUBWAY EXTENSION TEMPORARY TRAFFIC CONTROL SIGNALS INTERCHANGE WAY AND COMMERCE STREET WARD 4

Recommendation

The Commissioner of Engineering and Public Works recommends:

THAT Council enact the necessary by-law to provide for the installation of temporary traffic control signals at the intersection of Interchange Way and Commerce Street/temporary Toromont access driveway in conjunction with the Toronto-York Spadina Subway Extension project.

Contribution to Sustainability

The Toronto-York Spadina Subway Extension (TYSSE) project will provide higher order transit infrastructure to support compact urban form and offer an alternative mode of transportation to the single occupant vehicle. In addition, the subway extension into the City will stimulate the establishment of transit orientated development in the Vaughan Metropolitan Centre and the Official Plan Amendment 620 (Steeles West Secondary Plan) area. The TYSSE is committed to applying sustainability standards in the design and construction of the subway project.

Economic Impact

The design, construction and ultimate removal of the temporary traffic control signals at the intersection of Interchange Way and Commerce Street/temporary Toromont access driveway will be carried out in conjunction with the TYSSE project at no cost to the City.

Communications Plan

The Toronto-York Spadina Subway Extension (TYSSE) Project team will be advised of the approved recommendations originating from this report.

Purpose

The purpose of this report is to seek Council's approval of the installation of temporary traffic control signals at the intersection of Interchange Way and Commerce Street/temporary Toromont access driveway, which will be designed, constructed and ultimately removed in conjunction with the TYSSE project at no cost to the City.

Background - Analysis and Options

The Toronto-York Spadina Subway Extension (TYSSE) project is an 8.6km extension from the existing Downsview Station northwest through York University within the City of Toronto and north to the Vaughan Metropolitan Centre. The TYSSE is scheduled to open for full revenue service to the Vaughan Metropolitan Centre (VMC) by the end of 2015. In order meet this in-service date, major construction has already begun.

As a component of the TYSSE project, the existing driveway access to the Toromont site from Highway 7, which is across from Millway Avenue, is scheduled to be closed in late July or early August, 2011 to facilitate the construction of the VMC Subway Station. To replace this access to Toromont, TYSSE is proposing to construct a temporary driveway on a block of City owned land that is located on the east side of Interchange Way opposite Commerce Street as shown on Attachment No.1. These lands were obtained by the City for future road allowance purposes.

This temporary driveway will also serve as the construction access to the subway construction area.

In addition, TYSSE is proposing to install temporary traffic control signals at the intersection of Interchange Way and Commerce Street/temporary Toromont access driveway to provide safe and efficient access to the Toromont site and for TYSSE construction vehicles. This new signalized access will temporarily replace the signalized access to the Toromont property from Highway 7 and will accommodate the high volume of site-generated heavy vehicles as well as the construction vehicles working on the Toromont site to construct the VMC station components. These temporary traffic signals will be designed and constructed in conjunction with the TYSSE project to the satisfaction of the City.

It is anticipated that the Millway Avenue and the Highway 7/Toromont access will re-open at the beginning of 2015. At this time, the traffic signals at Interchange Way and Commerce Street/temporary Toromont access will be removed to the satisfaction of the City and the new traffic control signals will be reactivated at the Highway 7 intersection.

Relationship to Vaughan Vision 2020

In consideration of the strategic priorities related to Vaughan Vision 2020, the recommendations of this report will assist in:

- The pursuit of excellence in service delivery;
- Planning and managing growth, and economic vitality; and
- The demonstration of leadership and promotion of effective governance.

Specific Strategic Plan Initiatives applicable to the recommendations made in this report include Vaughan's corporate priorities to support and plan high capacity transit at strategic locations throughout the City. Accordingly, this report is consistent with the priorities previously set by Council.

Regional Implications

The Region of York is a partner in the Toronto-York Spadina Subway Extension project.

Conclusion

The installation of temporary traffic control signals at the intersection of Interchange Way and Commerce Street/temporary Toromont access driveway is required to provide safe and efficient access for TYSSE construction vehicles and for heavy vehicles that typically access the Toromont site from Highway 7. These traffic signals are being installed for a period of about three years to facilitate the construction of the Spadina Subway extension and the Vaughan Metropolitan Centre Station and will be removed at no cost to the City when they are no longer needed.

Attachments

Attachment 1: Location Plan

Report prepared by:

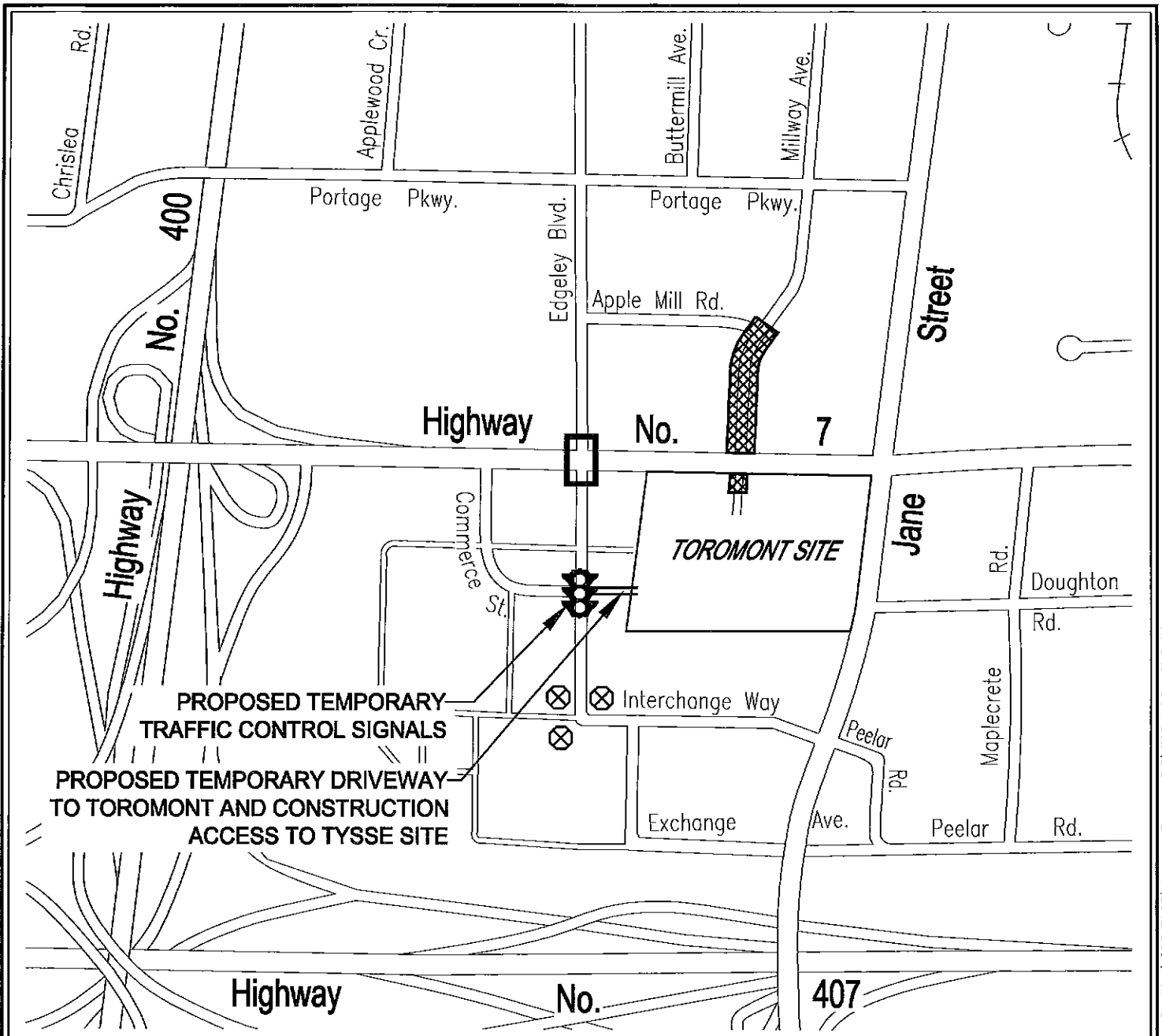
Andrew Pearce, Director of Development /Transportation Engineering, Ext 8255

Respectfully submitted,

Bill Robinson, P.Eng.
Commissioner of Engineering
And Public Works

Andrew D. Pearce, C.E.T.
Director of Development & Transportation
Engineering

ATTACHMENT No. 1



TORONTO - YORK SPADINA SUBWAY EXTENSION TEMPORARY TRAFFIC CONTROL SIGNALS INTERCHANGE WAY and COMMERCE STREET

LEGEND



SECTIONS OF MILLWAY AVENUE and TOROMONT DRIVEWAY TO BE CLOSED TO FACILITATE SUBWAY CONSTRUCTION



EXISTING TRAFFIC CONTROL SIGNAL



EXISTING ALL-WAY STOP CONTROL



NOT TO SCALE