



**Construction Liaison Group, Meeting #16**  
**Leslie Barns & Leslie Connection Track**  
April 23, 2015

**Facilitated By:**

Jim Faught, Lura Consulting

**Attended By:**

***Community Members:***

Michael Holloway, Allegra MacDonald, Janet MacDonald

***TTC:***

Niki Angelis, Charles Lee, Paris Savides, Paul Tran

***Contractor (Pomerleau):***

Melissa Montgomery

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*These meeting minutes were prepared by TTC community liaison staff. These minutes are not intended to provide verbatim accounts of discussions. Rather, they summarize and document the key points made during the discussions, as well as the outcomes and actions arising from the CLG meetings.*

**Welcome and Agenda Review**

Jim Faught welcomed the group to CLG #16 and outlined the agenda that included an update on work completed, the follow up to action items and community feedback and the previous CLG meeting and an overview of upcoming preliminary construction phasing.

Jim informed the group that the meeting venue has requested a revised booking time as they can no longer accommodate a 9 p.m. end time. The group came to a consensus that future CLG meetings could be held from 7 to 8:45 p.m. rather than the usual 7 to 9 p.m. time slot.

Jim asked the group if there were any outstanding issues specific to the previous meeting that they would like to discuss. None were voiced. Jim then turned the attention to Niki Angelis to commence the presentation.



## Work To Date/Action Items

Niki gave an overview of the works to date including new pole installation at Leslie Street and Eastern Avenue, and track installation along Leslie Street north of Eastern Avenue.

The 5 Action Items from the *previous* CLG Meeting were discussed:

**Action Item No. 1:** Improve space for pedestrians to stop/wait for crossing at southeast corner of Eastern Avenue and Leslie Street.

**Response:** Currently, lanes on Leslie Street (south of Eastern Avenue) have shifted to the west, creating a protected area for pedestrians to stand while waiting for the signal. This intersection will be monitored daily as curb work and pole installations continue into the spring.

**Action Item No. 2:** Widen crosswalks at Leslie Street and Lake Shore Boulevard during construction per the final design.

**Response:** The lane configuration at Leslie Street and Lake Shore Boulevard is shifting as work progresses (with pole installations and track work). Because of this work it has proven difficult to widen the path. Paths will be widened to pre-construction widths when space permits and it is safe to do so.

**Action Item No. 3:** Install additional vibration monitors at Marigold Gardens inside units prior to contractor recommencing bell duct excavation.

**Response:** Vibration monitor installed on February 20.

**Action Item No. 4:** Pomerleau to check road conditions outside of Marigold Gardens parking entrance on a weekly basis to ensure no potholes are forming.

**Response:** This directive was given to Pomerleau following the CLG. The road in this area has been patched twice (February 26 & March 20). Monitoring continues.

**Action Item No. 5:** Remove “local traffic only” tab from the “road closed” signage on Leslie Street, north of Eastern Avenue.

**Response:** This action has been completed.

## Community Feedback

The following summarizes complaints, concerns and suggestions from the period of the last CLG (period of February 13 to April 23, 2015).

The complaints documented range from:

- Sidewalk/Pedestrian Safety
- Traffic/Road Safety
- Dust/Noise/Vibration



- Other

*A full list is available at the end of this document.*

## Construction Phasing Update

**An overview of construction phasing was presented by Niki Angelis.**

Niki outlined the remaining phases of work until landscaping completion in November 2015. Niki reiterated that the remaining utility, pole installation and streetscaping will continue through the summer with work around the barns continuing through fall.

## CLG Discussion Period

The CLG is a forum for open discussion. As such, questions were posed throughout the presentation. Questions are indicated with a Q, answers with an A, and Comments with a C. Answers were provided by the members from the Leslie Barns project team. Questions that require follow up will be added to action items.

### *General Questions/Discussion*

Q: What are the track bed floats in slide 6 (black-looking tarp)?

A: The black mat seen in the picture is to reduce streetcar vibration. The track bed will go on top of the mat.

Q: Representatives from Marigold asked if signage could be produced to discourage pedestrians from entering Marigold private property to cut across the construction. Because their gate is currently broken, this has become a security issue.

A: Signage was installed on fencing and barrels leading to the Marigold property and additional signage provided to the condo for installation on their private property.

C: CLG member suggested that lines could be painted for pedestrian detours in future projects.

Q: Steel plates near the Tim Hortons causes issues for mobility devices – it is hard for people to get their devices across those stretches.

A: Pomerleau to review how long steel plates are needed for but in the meantime will place cold patch to smoothen it.

Q: At the east side crossing on Lake Shore Boulevard, a sight challenged person would run into the construction barrier. Community asked for a straight path, but it is angled. Could any of the



material/parking spaces be moved to accommodate this straight path? There is a lot of room there to move the jersey barrier.

A: Staff are asked to assist anyone, especially visually impaired, and accompany people across the intersection. Project team will review to see what is possible.

C: Pomerleau advises that (slide 13) the soil pile has been tarped and reduced in size.

Q: When Marigold residents are leaving the garage, the flagperson would ask residents to wait but won't come back to tell you to go. Flag person needs to be more coherent.

A: There is a foreperson who directs the flag people. Messaging to public needs to be more clear. Pomerleau to address. **(Action Item No. 1)**

Niki asks the group of anything else in the log should be included.

A Marigold representative noted that the second last incident recorded in the feedback log is inaccurate. The way it is recorded makes it seem as though the incident only occurred once, but it was reported several times within this time frame.

*(The feedback log has been updated to reflect this)*

Marigold representative notes that the project is nearing the end and asks that shortcuts are not taken to complete the project. They ask if workers can be more vigilant with dust control and disruption to residents during the last few months of work. For example, a dust storm was caused at the Queen and Leslie intersection when it re-opened and dust mitigation was ignored. **(Action Item No. 2)**

A discussion about traffic and speeding on side streets took place. Jim mentioned that the speed trailers, such as on Knox Avenue, are very effective.

Jim also mentions that northbound traffic at Leslie and Lake Shore is backed up at 5 p.m., probably because of increased time at east-west traffic time.

Q: Does the traffic back up all the way to Commissioners Street?

A: It does at times, but a lot of places in the City are clogged at 5 p.m. The traffic is manageable given the circumstances.

Q: Can speed trailer be on Leslie Street when it finally re-opens?

A: TTC currently has the speed trailers rented until end of May. A request for permanent speed trailers would have to go to the Councillor.

Q: When will streetcars run down Leslie Street?

A: Scheduled for 2016, but there will be test runs prior to that.



TTC should communicate when Leslie Street is open and inform of safety and new tracks. City should also be asked if they will be communicating anything in regards to safety on Leslie Street.

Q: The streetcar row with concrete/asphalt separation – what is the necessary space/standard for streetcar movement?

A: TTC to confirm with CLG member the standard distance.

(this information was provided the following day: the dynamic\* envelope for the streetcar is 2960mm. This means there should be minimum 2960mm clearance of road width for a streetcar to travel safely.)

### *Construction Phasing Discussion*

TTC staff: Overhead work to start on Monday for 3 weeks, Sunday 11:59 p.m. to 6 a.m. daily. Trucks' back up alarms will be used.

### **Slide 16**

Q: Will configuration of Leslie Street, north of Lake Shore to Eastern Avenue be the same?

A: It will change from west to east side of Leslie Street.

Q: Does overhead work affect streetcar stops?

A: No

Q: When is shelter coming back at Leslie and Queen?

A: City to inspect and Astral to install – no current timeline. To be confirmed by City who manages the shelter contract.

### **Slide 17**

Scheduled for the end of June, full vehicle access should be available on Leslie Street from Lake Shore Boulevard to Queen Street.

Q: The Duke access maintained?

A: The Duke and Marigold access will be maintained.

### **Slide 18**

During the second or third week of May, the south end of the Martin Goodman Trail to Coxwell will be closed for landscaping. The north MGT will be maintained.



Q: Will there be signage?

A: Yes, directional signage will be installed.

Q: Will the MGT be restored to pre-existing condition?

A: The MGT will be better than pre-existing, with a separated sidewalk for safety and a water fountain.

Q: What is the hexagon on the staging maps?

A: It signifies that there will be work to transfer hydro wires to new poles on Leslie Street.

Q: Can there be a safety walk after the traffic shifts again?

A: Yes, one will be scheduled at the end of May (*The safety walk was held on May 11, 2015*)

Jim asked the group a preferred date for the next CLG meeting. The next available date that was agreed upon was in June, potentially June 18. CLOs to confirm venue availability and communicate when possible.

Meeting adjourned.

## Action Items

- 1) The contractor is to advise flag persons to be more communicative with drivers entering and exiting parking garage
- 2) Request for the contractor to be more vigilant in the final stretch of construction – to not let issues of dust and pedestrian safety be ignored or compromised in order to complete the project



## Community Feedback Log

The following log shows concerns raised by the community in the last month:

Topic	Concern	Action
<b>Sidewalk/Pedestrian Safety</b>	<p>Pedestrians travelling on Leslie between Eastern and Queen were required to cross at Memory Lane to reach an accessible sidewalk</p> <p>Conditions at this crossing are muddy and difficult to cross especially with milder/wet weather.</p>	<p>The temporary path began to thaw and was quite muddy. The contractor was directed to remove mud and apply clear stone to create a more stable surface for the pedestrian detour. As warmer temperatures persisted, and muddy conditions continued, the path was asphalted. The area is monitored on a regular basis to ensure path is clear of mud.</p> <p><b>The east sidewalk is now re-opened and the crossing at Memory Lane is no longer in use</b></p>
	<p>Pedestrians are still using the west sidewalk to get to Eastern Avenue despite the re-opening of the east sidewalk. Pedestrians are having to turn back at the Marigold gate or cutting through the condo complex to reach Eastern.</p>	<p>Signage was added at Leslie and Queen to indicate the sidewalk is closed and to use other side.</p> <p>Additional signage was added that reads "Private Property/No access to Eastern Avenue".</p>
	<p>Crosswalks at Leslie and Eastern are uneven and could pose a tripping hazard.</p>	<p>Signage was design and installed that reads: "Caution: Uneven Surface"</p> <p>Daily safety inspections at this intersection are carried out by inspectors and CLOs.</p>
<b>Traffic/Road Safety</b>	<p>Traffic back-ups on Lake Shore Boulevard as a result of both Leslie Street work and the City's Eastern Avenue construction.</p>	<p>The City approved further signal timing adjustments at the Leslie/Lake Shore intersection. These changes include reducing advanced green turning times to the minimum time allotment and giving that time to the through east-west traffic movement. The north-south time is also being slightly reduced during peak times to give further priority to the east-west direction.</p>



	The concrete around the newly installed tracks at the Leslie/Lake Shore intersection is higher than the existing road base. There is a significant bump when driving/cycling over it	Until the final layer of asphalt can be applied to the road at the intersection, temporary asphalt has been applied to improve the grade of the bump. The area is being monitored and new temp asphalt can be applied when required.
	Traffic on Berkshire Avenue has increased with the new closure at Eastern. Can a crossing guard be added to Berkshire & Queen	A request was made to Toronto Police for a crossing guard at this location. TPS have indicated that they will survey the area to assess the need for a crossing guard. We will be updated once a decision is made.
<b>Dust/Noise/Vibration</b>	A pile of gravel was left outside of the backyard gate of one of the homes in the Marigold Gardens posing a dust concern and emergency access concern.	Gravel pile was removed, however due to excavation in the immediate area, another pile had formed shortly after.  Gravel has been reduced and moved away from in front of the back gate. We have reiterated again to the contractor the importance of leaving this area free of debris and materials to ensure a safe exit in the event of an emergency.
<b>Other</b>	Work vehicles were parked in the laneway leading the Marigold underground garage reducing the width to a single lane without the presence of a flag person.  <i>This type of incident recurred several times within the feedback period</i>	The work vehicles present on this day parked in the area for an onsite inspection for what was (anticipated) to be of short duration that extended for up to 30 minutes.  It was reiterated to the contractor that the lane must be kept free, regardless of the anticipated duration.
	Why is the westbound Lakeshore down to two lanes at Leslie?	There is currently excavation underway within the intersection (just behind the barrier wall on the south side of the Leslie/Lake Shore intersection) to remove the old watermain. Once complete, track work will follow.  In addition, the eastbound lane on Lake Shore is required by the contractor to help facilitate the movement of equipment and materials into the work zone just south of Lake Shore. There is not sufficient space for both work and storage within the existing work zones. The contractor has made efforts to use off road storage locations for equipment as much as possible but does still require the lane on Lake Shore for the



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