



## Construction Liaison Group, Meeting #19

### Leslie Barns & Leslie Connection Track

October 22, 2015

**Facilitated By:**

Jim Faught, Lura Consulting

**Attended By:**

**Community Members:**

Vivien Leong, Allegra MacDonald, Janet MacDonald, Jo Oppenheimer, Micheal Holloway

**TTC:**

Niki Angelis, Elizabeth Garkowski, David Nagler, Paris Savides, Ziad Dawd, Muhammad Saghir

**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 #19 and outlined the agenda that included an update on work completed, the follow up to action items from the previous CLG meeting, the community feedback and an overview of upcoming preliminary construction phasing.

Before turning the attention to Niki Angelis to commence the presentation, Jim went over the CLG code of conduct.

### Safety Walk/Action Items/Work to Date

Niki gave an overview of the works to date including the progress of the Leslie Barns green roof installation and streetcar testing that has taken place on Leslie Street. The first streetcar trip to the Leslie Barns facility was on September 21, 2015.



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

**Action Item No. 1:** The southeast corner of Leslie and Queen will be investigated to improve safety where possible.

**Response:** The southeast corner of the Leslie & Queen intersection is currently being reconstructed. Old poles have been removed and permanent lane markings at the intersection will be painted to better highlight the crossings.

**Action Item No. 2:** The potential tripping hazard (gaps in asphalt by curb) by the eastbound streetcar stop at Leslie will be investigated.

**Response:** The contractor will be installing curb bricks to fill the gap. *(Editor's Note: asphalt was placed in October 2015 to fill the gaps and address the potential tripping hazard until the permanent curb bricks can be placed.)*

**Action Item No. 3:** We will follow up with the City about when the bus shelter will be returned to the NE corner of Leslie & Queen

**Response:** Request submitted to management at City Transportation. *(Editor's Note: The bus shelter was re-installed in January 2016.)*

**Action Item No. 4:** A fall newsletter is being finalized and will be distributed locally and to the wider area reaching approximately 40,000 people

**Response:** The fall newsletter was mailed out to households in the area, distributed via e-blast and posted on the Leslie Barns project website for download on September 18.

On Tuesday September 8, 2015 a safety walk was held by the TTC and Pomerleau staff to identify any safety concerns for pedestrians and cyclists with the current construction configuration. The below action items were flagged:

**Action Item No. 1:** Fill pot holes/gaps in asphalt on the south side of Queen, at The Duke - tripping hazard for people exiting streetcar.

**Response:** Gaps to be filled in by Contractor after duct work completed. *(Editor's Note: asphalt was placed in October 2015 to fill the gaps and address the potential tripping hazard until the permanent curb bricks can be placed.)*

**Action Item No. 2:** Wheelchair ramp into Loblaws parking lot (north end of property).

**Response:** There was no mobility ramp into the Loblaws plaza prior to construction. As this is private property, TTC can only reinstate what was there previously.

**Action Item No. 3:** Investigate if contractor is to re-paint the stop bar (southbound lane) in the Loblaws parking lot for pedestrian crossing (at south entrance).

**Response:** This lane is on private property and not included in the contractors lane marking schedule.



**Action Item No. 4:** Investigate pedestrian signals at Plaza intersection –pedestrian signal does not sync with corresponding traffic light for east/west movements.

**Response:** The button must be pushed to activate the pedestrian signal. By pushing the button, it gives more green time to the east/west movement to allow pedestrians more time to cross. If the e/w signal is triggered by a vehicle only, the green time is shorter.

**Action Item No. 5:** Pedestrian signal buttons in odd locations. Not possible to use if on a bicycle.

**Response:** Traffic signal pole was placed at back of sidewalk as per City design (to allow more sidewalk clearance).

**Action Item No. 6:** Provide advance notice for the following MGT re-routings:

- Southbound on Leslie Street south of Lake Shore
- East-west movements on the north side of intersection during NE/NW corner streetscaping

**Response:** Notice provided via email to cycling community contacts (Ward30 Bikes etc.) and more broadly via twitter and on project website.

## Community Feedback

The following summarizes complaints, concerns and suggestions from the period of the last CLG (period of August 21 to October 22, 2015).

The concerns/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.*

## 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.



### **Action Items Overview Discussion**

Q: How was the gap between the road and curb missed?

A: There is a safety officer who does regular patrols of the site to investigate and correct any potential safety issues. The gap is resulting from curb bricks not yet being put in place by the contractor, but temporary measures should have been put in place in the interim.

Q: Can the re-installation of the streetcar shelters be escalated with the City?

A: The TTC will request that the City reinstall the shelters as soon as possible. *(Editor's Note: Multiple requests were made to have the shelter at Queen and Leslie re-installed by the City. A temporary shelter was placed in early January 2016.)*

Q: Can the request for the addition of a ramp as well as re-painting of the stop bar at the Loblaws plaza property (safety walk Action Item No. 2 and 3) be put forward to the plaza business for consideration? In addition, could a similar request be put in with the FreshCo plaza?

A: Yes, the community office will pass along these requests to each of the plazas. *(Editor's Note: This suggestion was passed along to the plaza representative for consideration.)*

Q: Is it possible to add a bike specific sensor at the plaza intersection so that cyclists looking to travel east-west through this intersection can be detected?

A: The TTC will speak to the City to see what can be done about adding bike sensors at the plaza intersection (**Action Item**). *(Editor's Note: Request forwarded to the City by the Community office for consideration in January 2016.)*

Q: There appears to be out of date signage located at the northeast corner of the Lake Shore and Leslie intersection, can this be reviewed? The barrel placement at the southwest corner should also be looked at.

A: Both corners will be reviewed immediately (**Action Item**). *(Editor's Note: Redundant or incorrect signage was removed following this meeting.)*

C: A final safety walk should be held before the end of the year to review the current configuration and signage. *(Editor's Note: A year end safety walk was held on December 7, 2015.)*

### **Community Feedback Log**

C: There is a piece of metal sticking up at the northwest corner of Leslie and Queen that could pose a potential trip hazard. It is currently spray painted but further measures should be taken.

A: This will be reviewed and corrected immediately. *(Editor's note: an investigation of this corner could not locate the piece of metal in question. A follow up was sent to the CLG member who raised the concern to request further details to confirm the location.)*

C: It was noted that the wording in the feedback log for the dust generated during a track cleaning did not accurately convey the seriousness of the concern for safety this posed to the public. Requested that the presentation be updated to reflect how concerning dust issues can be for public health. It was also



requested to note that certain dust mitigation measures had been removed prior to this work taking place.

Q: The eastbound streetcar stop at Queen and Leslie has been temporarily relocated to accommodate construction activity at the corner. In its current position, it is not very visible to either the streetcar drivers or pedestrians waiting for the streetcar. It is also positioned close to an area where cars are permitted to park on the street, forcing those entering or exiting the streetcar to walk between parked vehicles. Request to have this location reviewed.

A: Currently, the work at this corner is scheduled to be finished by the end of the week. If the streetcar stop is not able to be returned to its permanent location within the day, a request will be made to service planning to have this stop reviewed (**Action Item**). *(Editor's Note: The streetcar stop was not immediately returned following construction activity as further work in front of the Duke began immediately after. It was decided that the stop should remain as is until this work could be completed.)*

C: A request was made for the TTC to provide compensation for light dampening window treatments or blinds. This was requested to help mitigate some of the light that may be experienced by adjacent residents from the new streetcars running along Leslie.

Q: Are the wires attached to the sidewalk on Leslie beside the Duke permanent? They are unattractive and do not show up in previous plans.

A: These are hydro wires and are permanent. They are required to be grounded at the end to provide tension on the line. This is a typical Toronto Hydro design. Wherever possible these overhead wires were put underground or combined.

Q: There seem to also be a lot of wires at the northwest corner of the Leslie and Lake Shore intersection, are these also permanent?

A: There are some wires present at this corner that are permanent but also some pre-existing infrastructure that has not been removed as of yet.

C: The power was out at the Leslie and Eastern intersection without the presence of a flag person or police officer.

A: An investigation into this matter showed it to be a much wider City issue and was not caused by any activity on this project. It was a brief outage of about 15 minutes.

Q: How are concerns or complaints from the project being tracked? Are there statistics?

A: There is a database to track all correspondence that comes through the Leslie Barns community office. A summary report will be available for the wrap up/lessons learned meeting.

Q: Would it be possible to separate cycling infrastructure concerns from the list of correspondence that has been tracked?

A: The information specific to cycling infrastructure and concerns has been identified in each CLG meeting and that data can be used to create a list of cycling feedback that has been received through



the course of the project.

**Construction Phasing Discussion and Next Steps**

There was a discussion about the next meeting being a final “lessons learned” meeting for the project. This meeting is to be scheduled for January and data will be compiled in advance and circulated to the members. Local residents and businesses, including local councilors, will be approached to attend and to provide their feedback. *(Editor’s Note: It was decided following the CLG meeting that the Lessons Learned meeting will not be held in January as discussed but will take place later in the Spring of 2016).*

Meeting adjourned.

**Action Items**

1. Approach the City to investigate the possibility of adding bike sensors to the plaza intersection.
2. Look into signage/barrel placement at both the northeast and southwest corners of the Leslie/Lake Shore intersection. Possibility of current confusion for pedestrians/cyclists at both of these corners.
3. Request that the temporarily relocated streetcar stop at the southwest corner of Queen and Leslie be relocated to be more visible to both pedestrians and streetcar drivers.

**Community Feedback Log**

The following log shows concerns raised by the community between August 21 and October 22, 2015:

Topic	Concern	Action
<b>Sidewalk/Pedestrian Safety</b>	During sidewalk reconstruction on Leslie, there were two instances where plywood paths to homes on Leslie were not immediately in place to allow immediate in/out access.	TTC was on site and flagged it with the flag person onsite; however the resident was trying to leave at that exact moment and had to wait a few moments to have the plywood path installed. The other instance was caused by a sub-contractor error – sidewalk framing was underway and all plywood paths were relocated. It took the subcontractor approximately 20 minutes to install for the resident.
	The steel plate connecting Sears Street to the curb lane for local access was slippery in the morning due to frost.	The issue was flagged with the contractor who installed grip tape that morning.



	Complaint received about a pedestrian detour during sidewalk work on the east side of Leslie, between Eastern and Queen. Residents were not able to access Queen from Leslie and were asked to proceed to Eastern to cross to the other side or to use the laneways behind the homes.	The flag people were reminded to not direct residents through the laneways as an alternative route and were asked to cross residents mid-block whenever possible (as opposed to Eastern Avenue) to allow them to proceed north to Queen with as little detour as possible
	A bolt was sticking out a few inches from a manhole on the sidewalk near Lake Shore resulting in a tripping hazard.	The contractor was alerted and immediately removed the material in question (a bolt in a manhole was not perfectly flush with the sidewalk).
<b>Traffic/Road Safety</b>	No left turn restriction on Knox was reinstated before access returned to Memory Lane from Leslie	City Transportation had made the decision to reinstate the turning restriction. The concern expressed by the resident was forwarded to the City to reconsider a removal of the prohibition.
	Several complaints were received about the traffic on Lake Shore approaching Leslie Street.	Full lanes on Lake Shore were restored as of September 1, 2015.
	Flag person absent during work taking place between Mosley and Eastern on Leslie. Pedestrians were having to walk around work vehicles without assistance.	The contractor was reminded to make sure that a flag person is always present when work vehicles are parked in the curb lane preventing regular pedestrian access and also to ensure that if a flag person is on a washroom break to have someone cover their location.
	A dump truck was parked along Leslie Street for work in the area which obstructed the view for vehicles exiting the Marigold Condo garage. During this time, there was not a flag person or police officer present to help drivers exit.	A paid duty officer was stationed at the intersection but had relocated to a position that was not helpful for those exiting vehicles. He was asked to move closer to the garage entrance so that he could provide assistance to drivers while the dump truck remained on site.
	Safety concern regarding the traffic configuration on Leslie between Eastern and Queen. The lanes were not clearly marked resulting in a northbound and southbound vehicle travelling in the same lane.	Additional pylons were added in this stretch to help delineate the lanes and proper direction. Dashed yellow lines were subsequently installed prior to the final lane markings.



	Several complaints were received regarding extra traffic on Lake Shore as a result of curb lane closures being in place during one morning rush hour.	The contractor was directed to respect rush hour lane restrictions and not to begin set up prior to 9:00 am for westbound Lake Shore.
<b>Dust/Noise/Vibration</b>	A truck was idling along Leslie Street in the middle of the night.	The vehicle was related to overhead wire work. The truck is required to run continuously as it operates a bucket lift which allows the workers to access the overhead wires. Notice had been provided to the local residents regarding this activity which occurs overnight across the streetcar network to minimize traffic and transit impacts.
	Vibration concerns were expressed by a few residents on Leslie between Eastern and Queen.	Compaction work for road reconstruction was taking place between Eastern and Queen (on the east side) which was causing the vibration being felt by residents in this area. The vibration monitors were present in the area and did not register an alert. Inspectors were on site to help monitor the activity.
	Streetcar track cleaning resulted in a large amount of dust on Leslie Street. Blue mesh had been removed from the access gate to the Marigold Gardens Condominium previously, resulting in dust travelling into their courtyard.	The process of watering to keep dust levels down was not able to be done during this work as it would create mud. Workers did follow very shortly after the cleaning with water to help lessen the dust that was kicked up. Additional blue mesh was added to the surrounding area to help minimize dust travel.
<b>Other</b>	Work vehicles parked in private parking area of business	Issue was flagged with contractor and the vehicles were removed. Contractor reminded that no work vehicles are to park on private property
	Why has the 83 Jones bus not returned to its pre-construction route?	Rolling curb lane occupations occur on Leslie Street while streetscaping and utility work is carried out. Service planning will return to the original route when all lanes are fully returned to Leslie Street. <i>(Editor’s Note: The Jones bus returned to its pre-construction routing on November 16, 2015.)</i>



	Complaint received that there was debris left behind in a laneway behind homes on Leslie following the City's garbage collection.	A street sweeper was sent to clean up debris left behind from the City's garbage collection.
	Complaint that utility work to connect homes on Leslie to Toronto Hydro took longer than anticipated.	There have been challenges for Toronto Hydro with the connection to some homes. When dealing with older homes and infrastructure there can sometimes be complications. The team is working to resolve these issues with Toronto Hydro and complete the connection work as soon as possible.