



Andrew Koropecki

Director

D. C. Kaufman, General Manager
Transportation Services Division

Transportation Services
Metro Hall, 17th Floor
55 John Street
Toronto, Ontario M5V 3C6

Reply to: Danny Budimirovic
Tel: (416) 392-5209
Fax: (416) 392-1920
E-mail: dbudimi@toronto.ca

November 28, 2003

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Councillor Michael Walker
City of Toronto, Ward 22 – St. Paul's
100 Queen St. W., Suite B26
Toronto, Ontario
M5H 2N2

Dear Councillor Walker:

Re: Oriole Park Association Traffic Management Committee – Proposed traffic management plan

In response to your letter, as well as the letter received from the Oriole Park Association Traffic Management Committee, we have reviewed in detail the proposed traffic management plans. Based on our review, as well as our consultation with various other agencies and departments, we can offer the following comments.

Comments on the three proposed Phases:

We have reviewed the three proposed Phases as outlined in the letter from the Oriole Park Association Traffic Management Committee. Based on our review, we can offer the following comments:

Phase 1: Implementation of Phase 1 alone (road modifications in the northern half of the neighbourhood) is physically possible. However, the implementation of this proposal is not advisable because it would redirect non-local and local traffic to roadways bounded by Oriole Parkway, Chaplin Crescent, Duplex Avenue and Tranmer Avenue.

Phase 2: The implementation of the proposed Phase 2 (road modifications in the entire neighbourhood) is physically possible. Based on our comments and advice against proposed Phases 1 and 3, the majority of our study and this letter is based on this proposal. The benefits and disadvantages of this proposal are outlined later in this letter.

Phase 3: The proposed Phase 3 involves a full closure of Duplex Avenue at Berwick Avenue. As stated on a number of previous occasions, we cannot support the implementation of such a proposal under existing conditions.

24-hour speed and volume traffic counts:

We conducted various 24-hour speed and volume traffic counts as requested by the Oriole Park Association in this area. The following table summarizes the street, the section of street, average daily traffic volume, the average speed and the 85th percentile speed (the speed at which 85 percent of the traffic travelled at or below):

Street	Section	Direction	Daily traffic volume	Average speed	85 th percentile speed
Anderson Ave.	Oriole Pkwy. and Eastbourne Ave.	Eastbound	529	29 km/h	37 km/h
		Westbound	765	29 km/h	37 km/h
		Total	1294	29 km/h	37 km/h

Street	Section	Direction	Daily traffic volume	Average speed	85 th percentile speed
Hillsdale Ave. W.	Colin Ave. and Duplex Ave.	Eastbound	945	36 km/h	42 km/h
		Westbound	768	33 km/h	39 km/h
		Total	1713	35 km/h	41 km/h

Street	Section	Direction	Daily traffic volume	Average speed	85 th percentile speed
Tranmer Ave.	Colin Ave. and Duplex Ave.	Eastbound	526	33 km/h	39 km/h
		Westbound	371	37 km/h	44 km/h
		Total	897	35 km/h	42 km/h

Street	Section	Direction	Daily traffic volume	Average speed	85 th percentile speed
Imperial St.	Oriole Pkwy. and Lascelles Blvd.	Eastbound	321	39 km/h	49 km/h
		Westbound	557	41 km/h	49 km/h
		Total	879	41 km/h	49 km/h

Street	Section	Direction	Daily traffic volume	Average speed	85 th percentile speed
Eastbourne Ave.	Eglinton Ave. W. and Anderson Ave.	Northbound	214	34 km/h	45 km/h
		Southbound	376	39 km/h	51 km/h
		Total	590	37 km/h	49 km/h

Street	Section	Direction	Daily traffic volume	Average speed	85 th percentile speed
Lascelles Blvd.	Anderson Ave. and Hillsdale Ave. W.	Northbound	323	38 km/h	51 km/h
		Southbound	375	34 km/h	43 km/h
		Total	698	36 km/h	47 km/h

Street	Section	Direction	Daily traffic volume	Average speed	85 th percentile speed
Colin Ave.	Hillsdale Ave. W. and Tranmer Ave.	Northbound	448	40 km/h	48 km/h
		Southbound	271	38 km/h	47 km/h
		Total	719	39 km/h	48 km/h

Street	Section	Direction	Daily traffic volume	Average speed	85 th percentile speed
Maxwell Ave.	Eglinton Ave. W. and Anderson Ave.	Northbound	158	31 km/h	41 km/h
		Southbound	300	33 km/h	45 km/h
		Total	458	32 km/h	44 km/h

"Origin-destination" studies:

We also conducted "origin-destination" studies in this area to quantify the level of non-local traffic using this neighbourhood as a by-pass. There were two main routes identified for the study and they were Anderson Avenue (various routes to/from Oriole Parkway and Chaplin Crescent) and Hillsdale Avenue West, between Oriole Parkway and Yonge Street.

Unfortunately, these studies which require a significant amount of time to gather and analyze the data, did not produce any relevant or correct traffic volumes and/or traffic patterns. If there is a desire from the community to conduct another study it will be done. However, as noted above, these studies do require a significant amount of time.

Based on our consultation with various other agencies and departments, we can offer the following comments on the proposed traffic management plan (proposed Phase 2):

Emergency Medical Services:

Emergency Medical Services have advised us that in their opinion this proposal will create confusion for them while responding to emergency calls, particularly when the ambulance that is responding is not a local unit (a not infrequent situation). As a result, there is a high index of probability that paramedic response to homes in the neighbourhood might be delayed during a life threatening situation. While Toronto EMS can sympathize with the concerns of the residents of this neighbourhood, EMS must absolutely oppose the proposed measure on the grounds of public safety.

Fire Services:

Fire Services have advised us that they cannot support a plan that "carves" up public roads in such a fashion. The residents must be made aware that one of the fundamental priorities of roadways is to provide quick access for the delivery of emergency services. The plan, as submitted, has not taken this into consideration. This plan, if enacted, would guarantee confusion in all facets of service delivery and would inevitably result in the delay of emergency service vehicles both on an ongoing basis, and further in instances where multiple-vehicle responses are required.

Police Service:

Toronto Police Service has advised us that the proposed plan will result in an increase in emergency response times and that the area would be isolated in terms of emergency services. Also, they have a concern about emergency vehicle getting in and out of the neighbourhood. As a result, there are significant health and safety issues associated with this plan and the Toronto Police Service is not in favour of this plan.

Road Operations:

Our Road Operations section (which is in charge of snow removal, street cleaning, etc.) have reviewed the proposed plan and they have raised the following issues:

- The travel time and cost to provide their services such as road salting, ploughing, sweeping and flushing will increase;
- The layout of the planters will create triangular shaped areas where accumulation of litter, debris, snow and ice could not be cleared mechanically and would require manual cleaning at an increased cost;
- There would be increased maintenance and repairs to the planters in the spring if they are installed at grade;
- They have questions about the installation of planters (at grade or below grade) and type of planter to be used;
- Who would maintain planters during the spring, summer and fall time periods;
- Proposed planters on the sidewalks would result in less space for pedestrians and cleaning crews; and
- The installation of proper and permanent diverters/dead-ends would be preferred, as it would result in improved conditions for all road users and maintenance crews.

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Conclusions:

We do appreciate the concerns brought forward by the Oriole Park Association Traffic Management Committee with respect to traffic conditions in their neighbourhood. The proposed traffic management plan (Phase 2) would eliminate virtually all non-local traffic from this area.

However, based on our consultation with emergency services it is evident that they have serious concerns with respect to the proposed traffic plan and its impact on their services. Based on their review and comments it is evident that the proposed traffic management plan has significant public safety issues. These concerns concur with our original concerns about the use of diversers and dead-end streets.

Also, it should be noted that none of the streets in this area meet the primary criteria for the installation of traffic calming devices as based on a policy that was approved by the City of Toronto Council. In order to meet the criteria streets that have daily total traffic volumes of more than 1,000 vehicles must have an operating speed (85th percentile speed) of at least 10 km/h above the posted speed limit. Streets that have daily total traffic volumes of less than 1,000 vehicles must have an operating speed (85th percentile speed) of at least 15 km/h above the posted speed limit. Based on this criteria none of the streets in this neighbourhood met the primary criteria for the installation of traffic calming devices.

Furthermore, this proposal would inconvenience a majority of the residents living in this area. Also, the proposed plan would add more traffic to roads such as Oriole Parkway, Chaplin Crescent and Duplex Avenue. Other remedial regulatory measures such as turn prohibitions and one-way streets, which have been used throughout the City of Toronto by various neighbourhoods, are available to the community as traffic management tools.

We would be glad to meet with you and the residents to discuss the details of this study in person. If you have any questions in the meantime regarding this study, please contact me at 416-392-5209.

Yours truly,



Danny Budimirovic, P.Eng.
Acting Manager, Traffic Operations
South District