

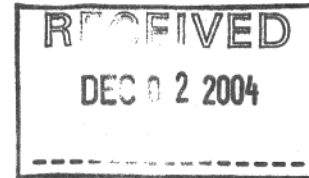
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November 29, 2005

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 Parkway and Frobisher Avenue – Request to prohibit westbound left-turns

In response to an October 17, 2005 e-mail request from Pierre D'Aoust of your office, we have reviewed the feasibility of prohibiting westbound left-turns at the above-noted intersection. The following discussion summarizes the details of our study.

Oriole Parkway, in the vicinity of Frobisher Avenue, is a three-lane, major arterial roadway with a daily two-way traffic volume of approximately 29,000 vehicles and a speed limit of 40 km/h. It consists of two lanes in the northbound direction and one lane in the southbound direction. The northbound curb lane on Oriole Parkway terminates as an exclusive right-turn lane at Chaplin Crescent. There is a lay-by for buses on the west side of Oriole Parkway, adjacent to the southbound through lane. Frobisher Avenue intersects the east side of Oriole Parkway in a 'T-type' intersection, approximately 50 metres south of Chaplin Crescent, at a skewed angle. Frobisher Avenue is a two-lane local roadway that is "Stop" controlled at its intersection with Oriole Parkway and has a daily two-way traffic volume of approximately 2,100 vehicles and a speed limit of 40 km/h. Southbound left-turns at Oriole Parkway and Frobisher Avenue are prohibited between the hours of 7:00 a.m. to 9:30 a.m., Monday to Friday.

During the busiest eight-hour period of a typical weekday, approximately 60 westbound left-turns are made at the intersection of Oriole Parkway and Frobisher Avenue. Due to the skewed nature of this intersection, and the fact that northbound queues on Oriole Parkway may back up from Chaplin Crescent to Frobisher Avenue, westbound left-turning motorists may find it difficult to complete this movement. Additionally, westbound left-turning motorists at this intersection may come into conflict with pedestrians and cyclists using the Beltline Trail, which crosses Oriole Parkway a short distance south of Frobisher Avenue.

If the westbound left-turn movement is prohibited at Oriole Parkway and Frobisher Avenue, these motorists will be diverted to adjacent local roadways. A study was undertaken of all intersecting roadways on the east side of Oriole Parkway, between Frobisher Avenue and Lonsdale Road, to assess what roadways would be impacted by this prohibition. The study noted the intersection control at Oriole Parkway, whether westbound left-turns were permitted and the daily two-way traffic volumes on the roadways. Additionally, a five-year collision history (March 1, 2000 to February 28, 2005) was investigated, specifically looking at westbound left-turn collisions. The results of this study are summarized in the table at the top of the next page (from north to south).

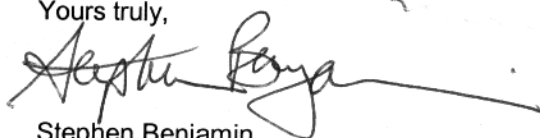
Roadway	Intersection control at Oriole Parkway	Westbound left-turns at Oriole Parkway	Daily two-way traffic volume	Five-year collisions:	
				Total	Westbound left-turn
Frobisher Avenue	"Stop" sign	Permitted	2,100	13	2
Kilbarry Road	Traffic control signals	Prohibited at all times (bicycles excepted)	340	14	n/a
Wilberton Road	"Stop" sign	Permitted	400	8	1
Gormley Avenue	Traffic control signals	Prohibited at all times	580	6	n/a
Duggan Avenue	"Stop" sign	Permitted	460	6	0
Walmsley Boulevard	"Stop" sign	Permitted	430	3	0
Lonsdale Road	"Stop" sign	Permitted	1,000	29	1

Further review of the collisions involving westbound left-turning motorists in the above-noted study area was undertaken. One of the two collisions at Oriole Parkway and Frobisher Avenue involved a westbound left-turning motorist and a pedestrian and the second involved a westbound left-turning motorist and a cyclist crossing Oriole Parkway, south of Frobisher Avenue. The collisions at Oriole Parkway and Wilberton Road and Oriole Parkway and Lonsdale Road occurred between a westbound left-turning motorist and a northbound motorist on Oriole Parkway.

The benefits of prohibiting westbound left-turns at Oriole Parkway and Frobisher Avenue are that it will eliminate a potentially difficult manouver and increase the safety for pedestrians and cyclists at this intersection by eliminating a source of conflict. The disadvantage of a westbound left-turn prohibition at Oriole Parkway and Frobisher Avenue is that these motorists will be diverted to adjacent local roadways, most likely Wilberton Road. Although the volume of diverted traffic will be relatively low (approximately 60 over eight hours), volumes on the adjacent local roadways are already low, and this increase may be noticeable to residents.

The prohibition of westbound left-turns at Oriole Parkway and Frobisher Avenue will require that we prepare a report to Toronto and East York Community Council to amend the appropriate by-laws. Therefore, please provide us with your comments on this proposal at your earliest convenience. If you have any questions regarding this investigation, please contact Dan Clement, Transportation Technologist, at (416) 338-5454.

Yours truly,



Stephen Benjamin
Manager, Traffic Operations
Toronto and East York District, West Area

DC/dc
05-2074
File W0037