

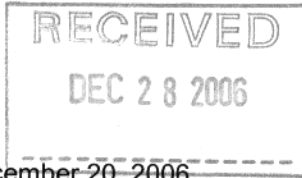


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December 20, 2006

Councillor Michael Walker  
City of Toronto, Ward 22 – St. Paul's  
100 Queen St. W., Suite B26  
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Dear Councillor Walker:

**Re: Oriole Parkway, between Frobisher Avenue and Oxtan Avenue – Request to review various traffic issues**

In response an October 27, 2006 e-mail from Pierre D'Aoust of your office, forwarding an e-mail of the same date from Mr. \_\_\_\_\_ we have reviewed various traffic issues in the above-noted section of roadway. The following discussion summarizes the details of our study on a point-by-point basis.

1. Oriole Parkway and Oxtan Avenue – Request to install a "Stop" sign for eastbound motorists

Oxtan Avenue travels between Avenue Road and Oriole Parkway, intersecting the east side of Avenue Road and the west side of Oriole Parkway at skewed angles. Oxtan Avenue is an east-west major arterial roadway, consisting of two lanes for through traffic, a daily two-way traffic volume of approximately 20,000 vehicles and a speed limit of 40 km/h. Until recently, eastbound motorists on Oxtan Avenue, wishing to turn right to travel southbound on Oriole Parkway, did not yield to opposing traffic or pedestrians as they were able to turn into their own lane. A similar "free-flow" movement is provided for westbound motorists on Oxtan Avenue, wishing to turn right to travel northbound on Avenue Road.

On September 25, 26 and 27, 2006, Toronto City Council adopted Clause No. 21 of Report No. 8 without amendment, and in so doing, recommended the installation of a "Stop" sign for eastbound motorists on Oxtan Avenue at Oriole Parkway and for Transportation Services to report back in one year's time. The "Stop" sign for eastbound motorists on Oxtan Avenue was installed on October 19, 2006. Accordingly, no further action is required at the present time. However, we are in the process of reviewing the intersection operations for inclusion in the requisite report.

2. Oriole Parkway and Frobisher Avenue – Request to prohibit southbound left-turns at all times

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 controlled by a "Stop" sign at its intersection with Oriole Parkway, 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, and westbound left-turns are prohibited at all times.

During the busiest eight-hour period of a typical weekday, approximately 380 southbound left-turns are made at the intersection of Oriole Parkway and Frobisher Avenue. In 2003, we investigated complaints from motorists who reported difficulties in making the southbound left-turn movement at this intersection due to the solid yellow centre line and the high volumes of northbound traffic, which often queued back from Chaplin Crescent. As a result of our review, we installed a break in the yellow centre line to better facilitate inbound and outbound movements at Frobisher Avenue and we also installed two advisory signs on Oriole Parkway, stating "Do Not Block Intersection".

If the southbound left-turn movement is prohibited at all times 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/Oriole Road, to assess what roadways would be impacted by this prohibition. The study noted the intersection control at Oriole Parkway, the daily two-way traffic volumes on the roadways and whether southbound left-turns were permitted. Additionally, collision statistics provided by the Toronto Police Service for the five-year period ending September 30, 2006 were investigated, specifically looking at southbound left-turn collisions.

It should be noted that the traffic counts were undertaken prior to March 2006, when the westbound left-turn prohibition was enacted at all times at Oriole Parkway and Frobisher Avenue, which may have impacted traffic volumes in the area. It is also noted that as left-turns from Oriole Parkway to Lonsdale Road and Oriole Road are made from the same location, these intersecting roadways were considered together in the collision review. The results of this study are summarized in the table below (from north to south).

Roadway	Intersection control at Oriole Parkway	Daily two-way traffic volume	Southbound left-turns at Oriole Parkway	Five-year collisions:	
				Total	Southbound left-turn
Frobisher Avenue	"Stop" sign	2,100	Prohibited 7:00 a.m. to 9:30 a.m., Monday to Friday	13	7
Kilbarry Road	Traffic control signals	340	Prohibited at all times	16	n/a
Wilberton Road	"Stop" sign	400	Prohibited 7:00 a.m. to 9:00 a.m., Monday to Friday	10	1
Gormley Avenue	Traffic control signals	580	Prohibited 7:00 a.m. to 9:00 a.m., Monday to Friday	6	0
Duggan Avenue	"Stop" sign	460	Prohibited 7:00 a.m. to 9:00 a.m., Monday to Friday	7	1
Walmsley Boulevard	"Stop" sign	430	Prohibited 7:00 a.m. to 9:00 a.m., Monday to Friday	4	1
Lonsdale Road	"Stop" sign	1,000	Prohibited 7:00 a.m. to 9:00 a.m., Monday to Friday	22	1
Oriole Road	"Stop" sign	1,900			

Further review of the seven collisions at Oriole Parkway and Frobisher Avenue involving a southbound left-turning motorist revealed that six involved a northbound motorist and one involved a southbound pedestrian crossing on the east intersection leg. In the pedestrian collision, the pedestrian sustained minor injuries and the motorist was not charged. We also reviewed the more recent pedestrian collision at this intersection referred to in a follow-up e-mail from Mr. \_\_\_\_\_ on November 7, 2006. On this date at 4:49 p.m., a southbound left-turning motorist struck a northbound pedestrian crossing Frobisher Avenue, approximately eight metres east of Oriole Parkway. The pedestrian sustained minor injuries and the motorist was charged.

The benefits of prohibiting southbound 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 potential source of conflict. The disadvantage of a southbound left-turn prohibition at Oriole Parkway and Frobisher Avenue is that motorists will be diverted to adjacent local roadways, most likely Wilberton Road.

Although the volume of diverted traffic will be relatively low (approximately 380 over eight hours), volumes on the adjacent local roadways are already low, and this increase will likely be noticeable to residents. Therefore, we would suggest that the entire area be consulted before a final decision is made.

The prohibition of southbound left-turns at Oriole Parkway and Frobisher Avenue at all times 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.

3. Various locations – Request for Police enforcement

To request police enforcement at a specific location, we recommend Mr. \_\_\_\_\_ contact the Toronto Police Service, 53 Division directly at (416) 808-5300. Additional contact information can be found at [www.torontopolice.on.ca/d53/](http://www.torontopolice.on.ca/d53/).

4. Oriole Parkway and Beltline trail crossing – Request to review pedestrian crossings

The Beltline Trail is a pedestrian and cyclist pathway, travelling in Ward 22 in a roughly diagonally northwest/southeast direction between the intersections of Eglinton Avenue West and Chaplin Crescent and Yonge Street and Merton Street. The Beltline Trail crosses Avenue Road and Oriole Parkway in unprotected crossings, approximately 65 metres south of signalized intersections at Chaplin Crescent. There are no curb cuts for pedestrian ramps at either of these crossings. As a result of a review undertaken in 2004, "Pedestrians Ahead" signs were installed for northbound and southbound motorists on Oriole Parkway and Avenue Road approaching the Beltline trail. A recent site visit determined that these signs are clearly visible to motorists and are in good condition.

The minimum recommended spacing between adjacent traffic control devices is 200 metres, which may be reduced in downtown areas where there are slower operating speeds. The distances between the Beltline Trail crossings of Avenue Road and Oriole Parkway to the adjacent traffic control signals at Chaplin Crescent are well within this spacing. Therefore, we cannot install crossing protection for pedestrians, giving pedestrians the right-of-way over motorists. Additionally, curb cuts for pedestrian ramps are not installed at locations where pedestrians do not have the right-of-way.

Collision statistics provided by the Toronto Police Service for the five-year period ending September 30, 2006 disclosed that one collision had occurred on Oriole Parkway, between Frobisher Avenue and Oxtan Avenue. This collision did not involve a pedestrian or cyclist crossing Oriole Parkway at the Beltline trail crossing.

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  
06-2518  
W0037

cc: \_\_\_\_\_ - response via e-mail