

Transportation of Inflammable Liquids Over Subways on Keele Street

Date:	June 28, 2010
To:	City Council
From:	General Manager, Transportation Services
Wards:	Ward 8
Reference Number:	P:\2010\Cluster B\TRA\TIM\cc10017tim

SUMMARY

Public Works and Infrastructure Committee, at its meeting on June 15, 2010, recommended the adoption of the report titled “Transportation of Inflammable Liquids Over Subways” (PW34.8). The report recommended an amendment to former Municipality of Metropolitan Toronto By-law No. 72, which regulates the transportation of inflammable liquids, that would allow the transportation of these liquids by tanker trucks along Finch Avenue West over the proposed LRT station.

In considering the report, the PWI Committee also directed the General Manager, Transportation Services, to report directly to City Council on the appropriateness of a similar amendment to the by-law that would permit the transportation of inflammable liquids on Keele Street, in addition to Finch Avenue West, over the proposed Spadina Subway Extension upon completion of an appropriate risk analysis.

The risk analysis has been completed and this report, which is based on the results of this analysis and is submitted in response to the direction of the PWI Committee, recommends a similar exemption to By-law No. 72 that would permit the transportation of inflammable liquids on Keele Street, between St. Regis Crescent and The Pond Road. If this exemption is not granted then costly modifications to the tank farm sites in the area would be required in order for tanker trucks to necessarily avoid the use of Keele Street. The introduction of this circuitous routing by these tanker trucks would result in additional risks to public safety.

RECOMMENDATIONS

The General Manager, Transportation Services recommends that:

1. City Council amend former Municipality of Metropolitan Toronto By-law No. 72 to provide an exemption to the general prohibition such that the transportation of inflammable liquids, along or upon Keele Street between St. Regis Crescent and The Pond Road over the proposed subway, would be permitted; and
2. The appropriate City Officials be authorized and directed to take the necessary action to give effect thereto.

Financial Impact

There is no financial impact associated with the adoption of the recommendations contained within this report.

ISSUE BACKGROUND

In March 1954, the former Municipality of Metropolitan Toronto enacted By-law No. 72 being a by-law “To regulate the transportation of inflammable liquids on Metropolitan roads over Rapid Transit subways”. This by-law, as amended, remains in effect and Section 1 of this by-law states that, “No person shall transport any inflammable liquid along or upon any portion of a road included in the Metropolitan Road System under which is located any part of a subway of the Rapid Transit system of the Toronto Transit Commission or upon which is located any entrance or exit to such a subway.” By-law No. 72 does provide exemptions to the Section 1 prohibition. However, the exemptions are not applicable in the case at hand.

At its meeting on June 15, 2010, the Public Works and Infrastructure Committee approved PW34.8, “Transportation of Inflammable Liquids over Subways” which recommended that:

1. City Council amend former Municipality of Metropolitan Toronto By-law No. 72 to provide an exemption to the general prohibition such that the transportation of inflammable liquids would be permitted along or upon Finch Avenue West from Tangiers Road to Romfield Lane over the proposed LRT station.
2. The General Manager, Transportation Services, report directly to City Council on the appropriateness of a similar amendment to former Municipality of Metropolitan Toronto By-law No. 72 that would provide an exemption to the general prohibition and permit the transportation of inflammable liquids on the section of Keele Street under which the Spadina Subway Extension will operate, upon completion of an appropriate risk analysis.

COMMENTS

The Toronto-York Spadina Subway Extension (“TYSSE”) is designed to operate directly below Keele Street between St. Regis Crescent and The Pond Road. This project is nearing the completion of detailed design, with tendering and construction scheduled to commence in early 2011.

Three major fuel terminals, commonly referred to as tank farms, are located just east of Keele Street and just north of Finch Avenue West. Tanker trucks servicing two of these facilities (Shell and Suncor) currently use Keele Street for access/egress while those servicing the third facility (Imperial Oil) use Finch Avenue West for access/egress.

In conjunction with the construction of the TYSSE, Tangiers Road will be extended north from Finch Avenue West to Murray Ross Parkway. As a result, tanker trucks that currently use Keele Street between Finch Avenue West and Murray Ross Parkway will also have the option of using the extension of Tangiers Road to access Finch Avenue West.

As requested by the Public Works and Infrastructure Committee at its meeting on June 15, 2010, a risk analysis was undertaken in order to assess the appropriateness of an exemption to former Municipality of Metropolitan Toronto By-law No. 72 for the subject section of Keele Street. This risk analysis was undertaken by DMA Technical Services, the consultant who performed a similar analysis for Finch Avenue West in the vicinity of Keele Street. The DMA study concluded that allowing loaded tanker trucks to travel on the subject section of Keele Street poses a risk to public safety that is within an acceptable range. This study also concluded that truck traffic on Keele Street is safer compared to rerouting tanker trucks to Tangiers Road. A significant factor in this conclusion is the improvements in vehicle design, and relevant fire and engineering codes

since By-law No. 72 came into effect in 1954. The TTC Safety Department has reviewed the DMA report and concurs with the conclusion.

Based on the results of the most recent DMA study, an exemption to former Municipality of Metropolitan Toronto By-law No. 72 for Keele Street between St. Regis Crescent and The Pond Road is appropriate. There would be implications for the TTC if the subject exemption is not granted. A complete relocation of the tank farm operation would be prohibitively costly and impractical. Therefore, costly circulation modifications at some of the tank farm sites would be required to change the routing from Keele Street to Tangiers Road. As noted above, routing tanker trucks to Tangiers Road is riskier in terms of public safety.

The TTC's Chief General Manager, the TYSSE Project Team and the TTC's Safety Department are in agreement that an exemption to By-law No. 72 for the subject section of Keele Street is appropriate. Staff of Legal Services have also been consulted in the preparation of this report.

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SIGNATURE

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ATTACHMENT

TYSSE Alignment on Keele Street – St. Regis Crescent to the Pond Road