



# 2022 RBC Canadian Open Transportation Management Plan

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Prepared for Golf Canada  
by IBI Group  
Updated by Golf Canada  
March 2022

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# 1 Introduction

Golf Canada will hold the 2022 RBC Canadian Open at St. George's Golf and Country Club (St. George's) from June 6 – 12, 2022. Previously, St. George's hosted the tournament in 2010 and was scheduled to host the tournament in both 2020 and 2021, prior to the events being cancelled due to the COVID-19 pandemic.

Due to the configuration of St. George's, with the clubhouse and parking facilities located on the west side of Islington Avenue and the golf course located on the east side, the tournament will require the closure of Islington Avenue. This closure is proposed between Eglinton Avenue West in the north and The Kingsway in the south, for the following three weeks:

- Pre-tournament: Monday, May 30 – Sunday, June 5;
- Tournament week: Monday, June 6 – Sunday, June 12; and
- Post-tournament: Monday, Jun 13 – Friday, June 17.

The closed section of Islington Avenue will serve as an area for the tournament, with Golf Canada, the tournament television partner(s), and others setting up operations and attractions.

Golf Canada had previously retained IBI Group to prepare the Transportation Management Plan (TMP) for the tournament. Following the 2020 and 2021 cancellations, Golf Canada has updated the 2020 TMP initially created by IBI Group to reflect changes that have taken place prior to the 2022 event and will submit this TMP to allow City transportation staff to prepare a report to Council. This document is an update to the previous TMP developed for when the tournament was last at St. George's in 2010.

Overall, the TMP is broken down into eight sections (in addition to this introduction section) discussing:

- Section 2: Traffic Flow Plan;
- Section 3: Site Access and Parking Plan;
- Section 4: Concert Series Site Access and Plan;
- Section 5: Traffic Control Plan;
- Section 6: Traveller and Resident Information Plan;
- Section 7: Traffic Incident Management and Safety Plan; and
- Section 8: Contingency Planning; and
- Section 9: Next Steps.

## 2 Traffic Flow Plan

This section provides an overview of the traffic flow plan. The traffic flow plan includes discussions for:

- The closure on Islington Avenue;
- Emergency access routes for vehicles;
- The planned accommodations for transit and other modes;
- Construction in the area that may impact operations;
- Traffic diversion and infiltration; and
- The proposed signage for the closure.

The following subsections provide greater detail on these items.

## 2.1 Islington Avenue Closure

The Islington Avenue closure is divided into a “hard closure” on the north end and a “soft closure” on the south end.

### 2.1.1 Hard Closure

The hard closure will be a 24/7 closure along Islington Avenue between Eglinton Avenue West and the north side of Prince George Drive / Ridgevalley Crescent from May 30 – June 17. During this time, only a limited set of vehicles will have access to Islington Avenue, as further discussed in **Section 2.1.5**.

Vehicle access at the north end will be maintained and monitored for access to the fire station. Barriers will be used to block the road, and a chicane on the south end of the closure will allow fire truck access.

For the north end of the hard closure, it is proposed that vehicle access will be monitored by Toronto Police Services during tournament hours and contract security during off hours, however the logistics of this operation are currently being discussed between Golf Canada and Toronto Police Services.

For the south end of the hard closure, during tournament hours the closure will be controlled by Toronto Police Services at the soft closure location discussed below in **Section 2.1.2**. Outside of tournament hours, the south end of the hard closure is proposed to be monitored by contract security.

For pedestrian operations in the hard closure area, Golf Canada is proposing to close the following sidewalks:

- Between May 30 – June 17: On the east side of Islington Avenue, between Eglinton Avenue West and Prince George Drive / Ridgevalley Crescent; and
- Between June 6 – 12: On the west side of Islington Avenue, between Princess Margaret Boulevard / Poplar Heights Drive and Prince George Drive / Ridgevalley Crescent during tournament hours from 6:30 a.m. and 8:00 p.m.

Due to the sidewalk closure on both sides of Islington Avenue between Princess Margaret Boulevard / Poplar Heights Drive and Prince George Drive / Ridgevalley Crescent, pedestrians would need to find an alternate route. Some potential alternate roadways for pedestrians include:

- Prince George Drive and Palace Arch Drive (this roadway is not recommended as there are no sidewalks on this roadway);
- Princess Margaret Boulevard; and
- The Kingsway.

Cyclists going through the hard closure area will be treated similar to vehicles (i.e. would need to find an alternative route) except when attending the tournament, as further discussed in **Section 3.1.6**.

The plan for Hard Closure operations is currently under review by Golf Canada, City Transportation, and Toronto Police Services.

### 2.1.2 Soft Closure

The soft closure will only be active during tournament week along Islington Avenue between Prince George Drive / Ridgevalley Crescent and The Kingsway from June 6 to June 12. When this closure is active, the road will only be accessible by tournament vehicles, pedestrians, and residents with a hang tag, as discussed in **Section 5.2**. Currently it is proposed that vehicle access will be monitored by Toronto Police Services during tournament hours and by contract security outside of tournament hours.

### 2.1.3 Islington Avenue Property Access

During the three-week closure period, access will be maintained to the following Islington Avenue properties, from north to south using the hang tag program discussed in **Section 5.2**:

- Toronto Fire Services Station #443 – 1724 Islington Avenue – via Eglinton Avenue West;
- Ridgevalley Crescent and Ridgecross Road – via Prince George Drive;
- Residential properties on the east side of Islington Avenue: 1593 – 1621 (8 houses total) – via Prince George Drive; and
- Residential properties on the west side of Islington Avenue: 1588 – 1630 (14 houses total) – via Prince George Drive.

### 2.1.4 Islington Avenue Alternative Routes

The following roads are expected to carry a large percentage of the diverted Islington Avenue traffic around the closure area:

- Eglinton Avenue West;
- Kipling Avenue;
- Royal York Road; and
- The Kingsway.

The City of Toronto's functional classification system defines Islington Avenue, Kipling Avenue, and Eglinton Avenue West as Major Arterials, while Royal York Road is a Minor Arterial and The Kingsway is a Collector. Partially based on the functional classification and partially based on the number of available lanes on The Kingsway, it is understood that Islington Avenue carries more traffic between The Kingsway and Eglinton Avenue West than The Kingsway has the capacity to carry, especially given existing traffic on The Kingsway. **Exhibit 2-1** shows the latest available AM and PM peak hour volumes on the affected segments.

**Exhibit 2-1: Alternative Route Traffic Volumes**

ROADWAY	SEGMENT	DIRECTION	YEAR	AM (PM) PEAK HOUR VOLUME
Islington Avenue	Rathburn Road to The Kingsway	NB	2014	1316 (1104)
	The Kingsway to Rathburn Road	SB	2011	1245 (980)
Islington Avenue	The Kingsway to Eglinton Avenue West	NB	2019	1186 (1208)
	Eglinton Avenue West to The Kingsway	SB	2019	1026 (751)
The Kingsway	Islington Avenue to Kipling Avenue	WB	2014	150 (190)
	Kipling Avenue to Islington Avenue	EB	2014	224 (178)
Kipling Avenue	Rathburn Road to Eglinton Avenue West	NB	2014	1084 (972)
	Eglinton Avenue West to Rathburn Road	SB	2014	882 (1020)

Royal York Road	Dundas Street West to Eglinton Avenue West	NB	2012	972 (158)
	Eglinton Avenue West to Dundas Street West	SB	2012	932 (172)
Eglinton Avenue West	Islington Avenue to Kipling Avenue	WB	2013	1728 (1026)
	Kipling Avenue to Islington Avenue	EB	2019	1465 (1554)

The traffic volumes shown above lead to the conclusion that diverting traffic away from Islington Avenue as early as possible will be a priority. This will be important in order to relieve pressure on The Kingsway and to minimize impacts to tournament player traffic between the driving range at Islington Golf and Country Club (Islington G&CC), located on the west side of Islington Avenue south of Rathburn Road, and the tournament at St. George's. Given the above, it is recommended that advance signing be placed within an area generally bounded by the following roads:

- Highway 401 and Highway 409 in the north;
- Evans Avenue in the south;
- The West Mall in the west; and
- Jane Street in the east.

From the previous tournament, City of Toronto transportation staff and IBI Group have worked together to determine potential locations of over 70 such signs, informing motorists of the Islington Avenue closure, its duration, and its limits. These will be a mixture of static and PVMS signage, as required by the City of Toronto. The potential locations of the closure signage are shown in **Appendix A**, and the proposed sign wording on both static and PVMS signage is shown in **Exhibit 2-2**.

#### Exhibit 2-2: Islington Avenue Advance Closure Sign



This extensive network of advance signage will provide motorists with considerable alternative routes to bypass the closure using major City roads and Ministry of Transportation Ontario highways.

The southbound route is less critical than the northbound route, as Eglinton Avenue West should be able to accommodate additional east-west detour traffic better than The Kingsway. Regardless, it is still important to begin signage as far north as Highway 401 to encourage early diversion.

### 2.1.5 Permitted Traffic on Islington Avenue

During the tournament hours, the following traffic will be permitted on Islington Avenue between Eglinton Avenue West and The Kingsway:

- Emergency vehicles – both directions along the entire length of the closure;
- Spectator shuttles from General Parking Areas – northbound between the Richview Collegiate driveway off of Islington Avenue and Eglinton Avenue West, as further discussed in **Section 3.1.4**;
- The player shuttles between the Islington G&CC and St. George's, as further discussed in **Section 3.3**;
- Tournament vehicles and suppliers to access St. George's via the access just north of Prince George Drive / Ridgevalley Crescent;
- Volunteer, media and supplier shuttles from general parking areas – on Islington Avenue between Prince George Drive and The Kingsway, as further discussed in **Section 3.1.4**;
- Student pick-ups and drop-offs at Richview Collegiate Institute at certain hours, as further discussed in **Section 3.9**; and
- Residents of Ridgevalley Crescent, Ridgecross Road, and Islington Avenue south of Ridgevalley Crescent, using a hang tag program discussed in **Section 5.2**.

As of this time, it is planned that paid duty officers will be stationed on Islington Avenue at The Kingsway and at Eglinton Avenue West intersections (among other locations discussed in **Section 5.1**). As well, uniformed personnel (either paid duty officers or a contract security firm hired by Golf Canada) will direct traffic operations on the closed section of Islington Avenue north of The Kingsway. As noted, the operations of contract security are still being discussed between Golf Canada and Toronto Police Services.

## 2.2 Emergency Access Routes

In order to permit emergency vehicle access through this closure, the following lanes will be available for emergency vehicles on Islington Avenue:

- All lanes from Eglinton Avenue West to the access of Toronto Fire Services Station #443;
- A single lane (3.7 metres or 12 feet wide) on the west curbside between Eglinton Avenue West and Princess Margaret Boulevard / Poplar Heights Drive (note this section is still pending final approval for an exemption by Toronto Fire Services, as discussed further below); and
- Two lanes (7.3 metres or 24 feet wide) between Princess Margaret Boulevard / Poplar Heights Drive and Prince George Drive / Ridgevalley Crescent. The lane starts on the west curbside and switches to the east curbside about 190 metres south of Princess Margaret Boulevard / Poplar Heights Drive to divert around the planned catering compound. This transition is shown in **Exhibit 2-3** below provided by Golf Canada.



**Exhibit 2-3: Emergency Lane Configuration around Catering Compound**

It should be noted that the Toronto Fire Services (TFS) standards require a six metre (19.7 feet) wide emergency lane for a road wider than 8.5 m, such as Islington Avenue. However, the current proposed emergency lane is only 12 feet or 3.7 m wide between Eglinton Avenue West and Princess Margaret Boulevard / Poplar Heights Drive. Currently, Golf Canada is working with the City of Toronto and TFS to finalize an exemption to these standards.

Currently, the planned emergency lanes by Golf Canada will have limited interaction with pedestrians for most of the closure area as pedestrians will be asked to use the sidewalk. The only area where there may be increased interactions would be between Princess Margaret Boulevard / Poplar Heights Drive and Prince George Drive / Ridgevalley Crescent as pedestrians would need to cross from the west sidewalk to the east side of Islington Avenue in order to access the admission to the tournament area (seen in **Exhibit 2-3**). In the event of an emergency in this area, it is planned that the emergency lane will be cleared by volunteers with radios and the emergency vehicle will be guided through by a tournament golf cart.

## 2.3 Transit Accommodations

The 37 and 937 Islington routes operate through the study area, with stops at the intersections shown in **Exhibit 2-4**.

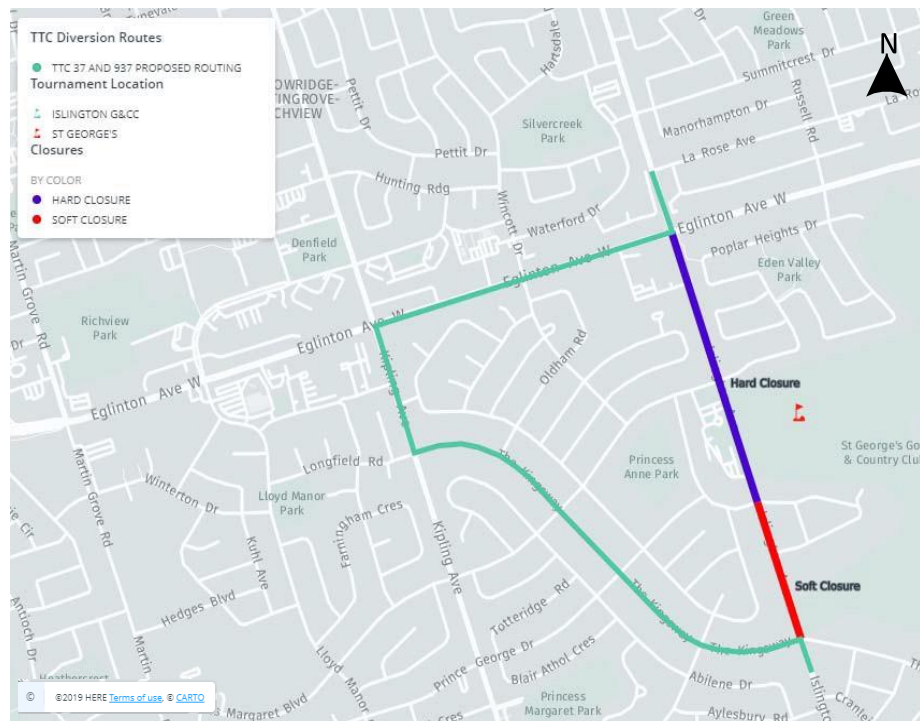
**Exhibit 2-4: Islington Bus Stops within Study Area**

NORTHBOUND	SOUTHBOUND
<b>TTC Route 37</b>	
The Kingsway (far side)	Eglinton Avenue West (near side)
Ridgevalley Crescent (near side)	Richview Collegiate Institute
Poplar Heights Drive (near side)	Princess Margaret Boulevard (far side)
Eglinton Avenue West (near side)	Prince George Drive (near side)
	The Kingsway (near side)
<b>TTC Route 937</b>	
Eglinton Avenue West (near side)	Eglinton Avenue West (near side)

The TTC has indicated that the 37 and 937 Islington will detour through the study area along the routes shown in **Exhibit 2-5** during the week of the tournament. The route will divert off of Islington Avenue using the following roadways:

- The Kingsway;
- Kipling Avenue; and
- Eglinton Avenue West.

**Exhibit 2-5: Proposed 37 and 937 Islington Temporary Routing**



The current locations of temporary stops for the diversion are still being planned by TTC and will be finalized at a later date.

## 2.4 Construction Projects in Close Proximity

As of October 2021, Golf Canada has been informed by the City of Toronto that there are no major construction projects currently planned in and around the tournament area that will affect tournament operations.

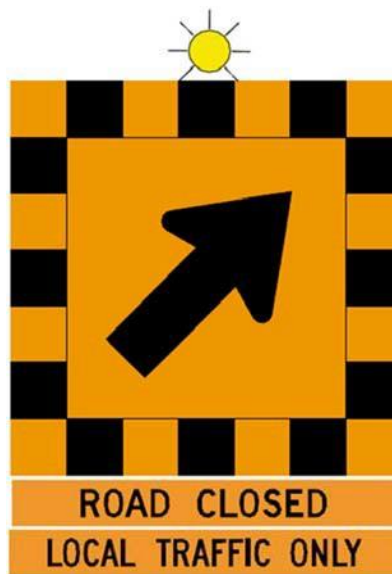
## 2.5 Traffic Diversion and Infiltration

Due to the length and nature of the Islington Avenue closure, as well as the number of people attending the tournament who may be unfamiliar with the area, some degree of traffic infiltration is anticipated in the neighbourhoods surrounding St. George's. The following sections discuss the anticipated levels of infiltration and steps that Golf Canada will take to limit or avoid it.

### 2.5.1 Poplar Heights Drive / Eden Valley Drive Neighbourhood

The intersection of Islington Avenue and Princess Margaret Boulevard / Poplar Heights Drive is to be closed for the duration of the Islington Avenue closure, leaving the intersection of Eglinton Avenue West and Eden Valley Drive as the only access point to the neighbourhood. In order to discourage non-local traffic from entering this neighbourhood, the following sign combination will be placed on Eden Valley Drive at Eglinton Avenue West:

**Exhibit 2-6: Road Closure Sign Assembly**



### 2.5.2 Area North of The Kingsway

Some degree of traffic diversion and infiltration is expected in the neighbourhood bounded by Eglinton Avenue West, Islington Avenue, The Kingsway, and Kipling Avenue. This additional traffic is expected to consist of non-local traffic attempting to use the neighbourhood for tournament drop-off and parking. The TMP recommends that the sign assembly shown in **Exhibit 2-6** be placed on every entrance to a side street in the area bordered by Eglinton Avenue West, Kipling Avenue and The Kingsway, around Islington Avenue.

A schematic map of these signs is seen below in **Exhibit 2-8**.

### 2.5.3 Ridgevalley Crescent and Islington Avenue North of The Kingsway

There may be a small degree of traffic infiltration along Ridgevalley Crescent. The degree of infiltration will depend on how the hang tag program discussed in **Section 5.2** is enforced. If enforced with total strictness, no non-local traffic will be allowed onto Islington Avenue north of The Kingsway (with the exception of tournament-branded official vehicles and shuttles).

Discussions have been held on the best way to permit residents of Ridgevalley Drive and Islington Avenue to go about their daily business, e.g. how to provide access for landscapers, contractors, and home nurses. Golf Canada will make every reasonable attempt to distribute additional hang tags to those residents who require them, but the paid duty officer(s) stationed at The Kingsway, Prince George Drive / Ridgevalley Crescent, Eglinton Avenue West, Princess Margaret Boulevard / Poplar Heights Drive, and Riverbank Drive / Chestnut Hills Crescent will have the final authority on which, if any, vehicles are allowed through despite not displaying a hang tag. In all likelihood, paid duty officers stationed at this intersection will use their discretion when allowing landscapers, contractors, and home nurses to access this area despite not displaying a hang tag.

The sign assembly shown in **Exhibit 2-6** should be placed at this location as well.

## 2.6 Road Closure Signs

Islington Avenue will be inaccessible to all traffic at its intersections with The Kingsway and with Eglinton Avenue West, including local traffic. The only exceptions will be the traffic discussed in **Section 2.1.5**.

A combination of barricades, chicanes, and/or RB-92 (Road Closed) signs (shown in **Exhibit 2-7**) will be placed at the following locations:

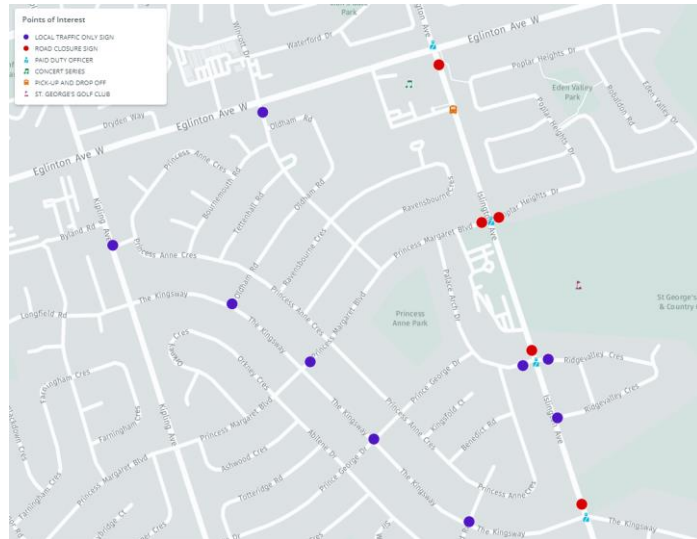
- The south leg of Islington Avenue at Eglinton Avenue West facing north;
- The north leg of Islington Avenue at Prince George Drive facing south;
- The north leg of Islington Avenue at The Kingsway facing south (during tournament hours); and
- Princess Margaret Drive and Poplar Heights Drive at their intersections with Islington Avenue facing either east or west to prevent access to Islington Avenue.

**Exhibit 2-7: RB-92 Road Closed Sign**



A schematic representation of the road closure signs and local traffic only signs (discussed in **Section 2.5**) are shown in **Exhibit 2-8**. Red dots represent road closure signs, and purple dots represent the local traffic only signs.

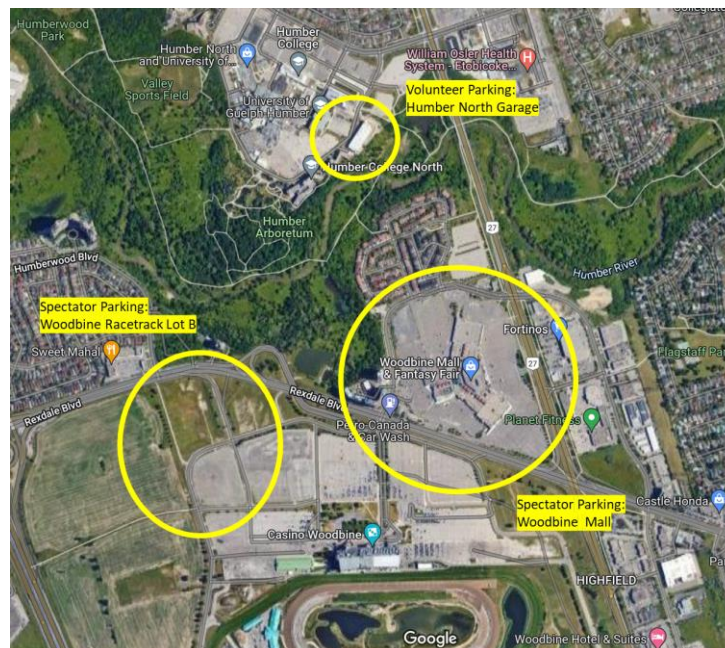


**Exhibit 2-8: Schematic Road Closure Signage Plan and Other Points of Interest**

### 3 Site Access and Parking Plan

This section of the TMP describes how various user groups will access St. George's and parking during the week of the tournament.

As of this time, Golf Canada is still in the process of finalizing locations for parking and rideshare lots in and around the tournament vicinity. For the different user groups, Golf Canada has proposed the following parking sites shown in **Exhibit 3-1**. Additional details will be provided to the City of Toronto as Golf Canada finalizes its parking arrangements. The exact site access and parking arrangements for each user group is further discussed in the following subsections.

**Exhibit 3-1: Proposed Parking and Volunteer Lots**

## 3.1 General Public and Media

This section provides an overview of the tournament access and parking for the general public, media, and suppliers from the parking lots shown in **Exhibit 3-1**.

### 3.1.1 Personal Vehicles

General parking lots for spectators and preferred guests will be located at Woodbine Racetrack and Woodbine Mall. Parking for volunteers will be located at the Humber College North Parking Garage, as seen in **Exhibit 3-1**.

Overall, the public will not be permitted to park personal vehicles at St. George's or in the surrounding neighbourhoods. The Blue Zone described in **Section 3.6** is in place to help enforce this. All Golf Canada communications to ticketholders, including mailings, ticket jackets, and the tournament website will clearly indicate the location of remote parking lots and directions to those lots from all major area highways. Golf Canada will operate/charter shuttle buses to take spectators and volunteers from those lots to the tournament site.

### 3.1.2 Visitors with Disabilities

Golf Canada will direct all patrons with disabilities to either specific off-site parking spaces in the general parking lot area, or a separate, private lot all together. Golf Canada plans to have a special shuttle for guests with disabilities that will have pick-up locations in close proximity to the accessible parking spaces and drop-off will be at the tournament entrance.

### 3.1.3 Shuttle Bus Drop-off/Pick-up

There will be shuttles running between Woodbine Racetrack, Woodbine Mall, and St. George's for spectators, and shuttles running between Humber College and St. George's for volunteers.

Spectators will be dropped off at the north end of the road closure. The proposed pick-up/drop-off location is on the East side of Islington Avenue, immediately east of Richview Collegiate Institute. To get from Woodbine Racetrack and Woodbine Mall to St. George's, it has been proposed that shuttles will travel on Highway 27 to Eglinton Avenue. From here, they will turn right into Richview Collegiate. They will pull through the Richview parking lot, coming out onto Islington Avenue within the hard closure. They will then drop off all spectators before pulling up into the loading zone. For the return trip, they will travel north on Islington Avenue and turn left onto Dixon Road before returning to Highway 27.

Volunteers will be dropped off at the south end of the hard stretch of the road closure. The proposed pick-up/drop-off location is at the intersection of Prince George Drive and Islington Avenue. To get from the Humber College North Parking Garage to St. George's, it has been proposed that shuttles will travel on Highway 27 to Eglinton Avenue, before turning right onto Kipling Avenue. They will take Kipling to Princess Margaret Boulevard, onto which they will turn left, before turning right onto Prince George Drive. After dropping off/picking up volunteers at the intersection of Prince George Drive and Islington Avenue, shuttles will turn right on Islington Avenue, driving down to The Kingsway before turning right, and returning to Kipling Avenue where they will complete the loop.

Spectators and volunteers will use the west sidewalk on Islington Avenue to make their way between their shuttle pick-up/drop-off spot and golf course.

It should be noted that the pick-up/drop-off of this shuttle bus would not block the proposed emergency lane discussed in **Section 2.2** as the buses would be performing their pick-up and drop-off on the east side of Islington Avenue.

The media and supplier shuttle pick-up and drop-off location will also be at the south end of the hard stretch of the road closure, at the intersection of Prince George Drive and Islington Avenue. This shuttle will use Princess Margaret Boulevard, Palace Arch Drive, and Prince George Drive to access the drop-off point.

As with staff and volunteer shuttles, these shuttles will not block the proposed emergency lane discussed in **Section 2.2**.

It should be noted that final shuttle routes will be determined closer to the event following a discussion between Golf Canada and the tournament's shuttle bus provider. Routes will also be very much dependent on the traffic situation between the lots and golf course.

### 3.1.4 Transit

Spectators can access and leave the tournament via a number of regular bus services including:

- The Islington 37 bus route at the stops found at Islington Avenue and Eglinton Avenue West or Islington Avenue and The Kingsway;
- The Islington 937 express bus route at the stop found at Islington Avenue and Eglinton Avenue West; and
- The Eglinton 32A bus route at the stop found at Islington Avenue and Eglinton Avenue West.

### 3.1.5 Pedestrians and Cyclists

Tournament access will be provided for pedestrians and cyclists. Both user groups destined for the tournament will be permitted past the street barricades at Eglinton Avenue West, Prince George Drive, and The Kingsway. Golf Canada will provide bicycle parking at one or more locations along Islington Avenue, most likely at Richview Collegiate Institute.

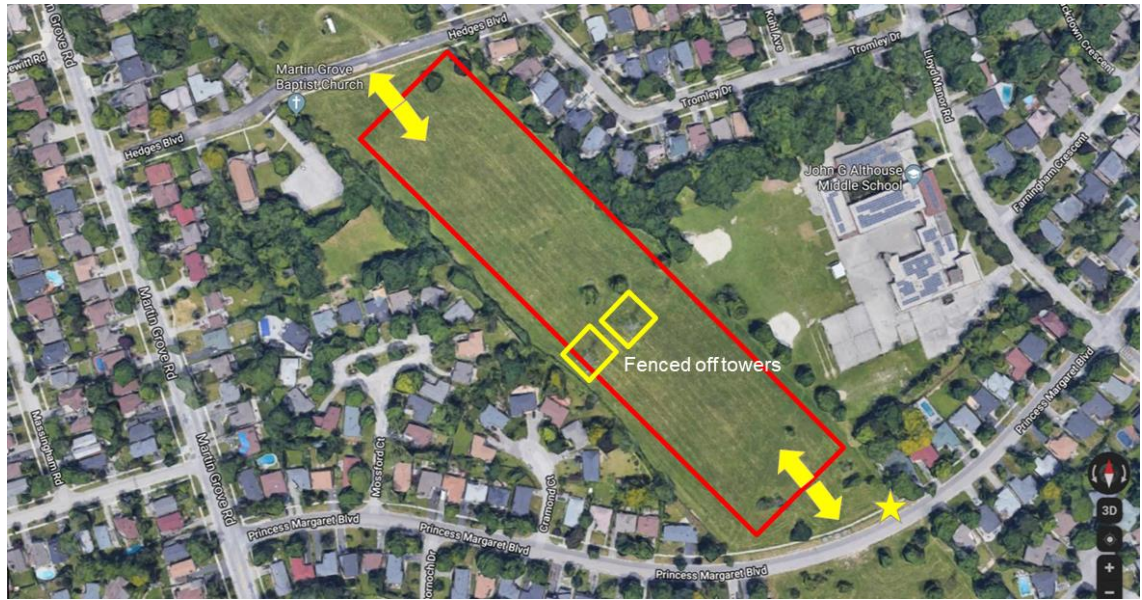
### 3.1.6 Kiss and Ride

The 'Kiss and Ride' drop off zone will be located on the shoulder off of the eastbound lane along Eglinton Avenue between Islington Avenue and Eden Valley Drive. This will be used to allow cars to briefly stop and drop off spectators attending the event, there will be no parking allowed in this zone. The shoulder is wide enough to allow vehicles to pull completely off of the road and not hold up any passing traffic. There is currently a no parking bylaw covering this stretch of Eglinton Avenue; this will not need any amendment as there will be no parking here.

## 3.2 Hydro Right-of-Way

Golf Canada will look to designate a specific section of the hydro right-of-way between Martin Grove Drive and Kipling Avenue, near St. George's, for media and supplier parking. This portion of land will be located between Hedges Boulevard on the north side and Princess Margaret Boulevard on the south side; this is outlined in **Exhibit 3-2**. There will be a dedicated shuttle that takes media and supplier from their lot to the tournament site, as discussed in **Section 3.1.4**. In addition, some suppliers will have hang tags to access St. George's site at the discretion of Golf Canada, as described further in the Hang Tag Program section found in **Section 5.2**.

It should be noted that Golf Canada will require an exemption from City Council to rent this land from Hydro One for parking, as this land has not been zoned for temporary parking. Golf Canada has received support both from the City of Toronto and Ward 2 Councillor Holyday's office for this land to be designated for temporary parking, however, will need approval from City Council for this operation to move forward. Hydro One has indicated that they will rent this space to Golf Canada if Council approval is granted.

**Exhibit 3-2: Hydro Right-of-Way Parking****3.3 Valet Parking**

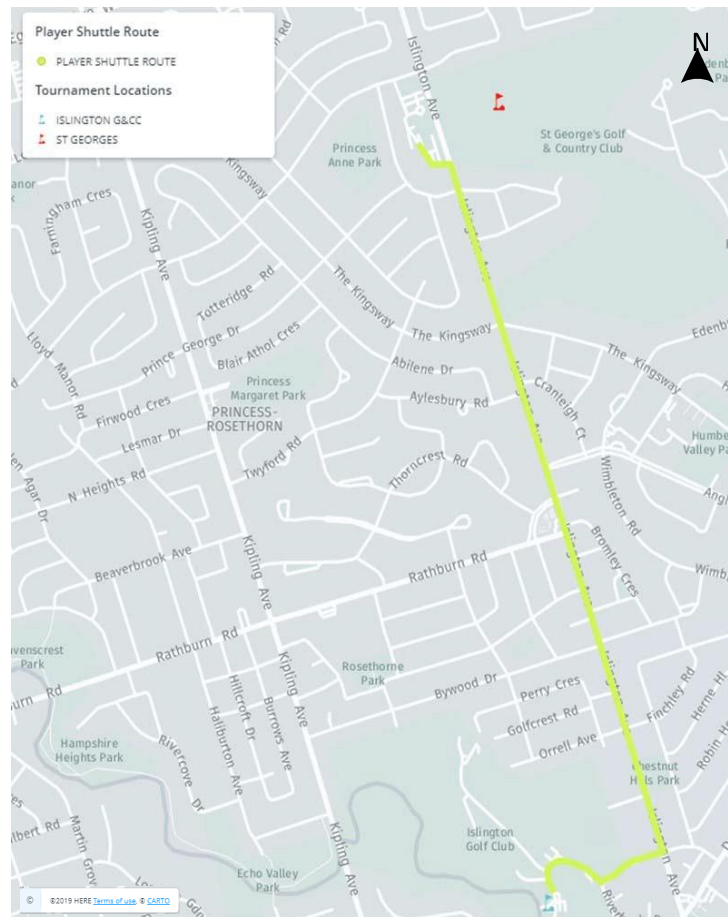
Golf Canada is exploring the use of Islington G&CC for valet parking. Guests who receive valet parking will drop their vehicle off at St. George's, where it will be taken by valet service staff to Islington G&CC. The valet service will return the vehicle to St. George's when the guest is ready to leave the tournament site. The exact route that valet service staff will take to move the vehicles between St. George's and Islington G&CC is still being determined by Golf Canada and the valet service provider; it may be similar to the player shuttle route show in **Exhibit 3-3**.

**3.4 Player Shuttle Route**

The driving range for the tournament will be located at Islington G&CC. Players may or may not stop at St. George's before heading to the driving range, depending on their preference. Players will be shuttled in branded vehicles with special hang tags different from those distributed to the area residents to make them identifiable to paid duty officers and other officials.

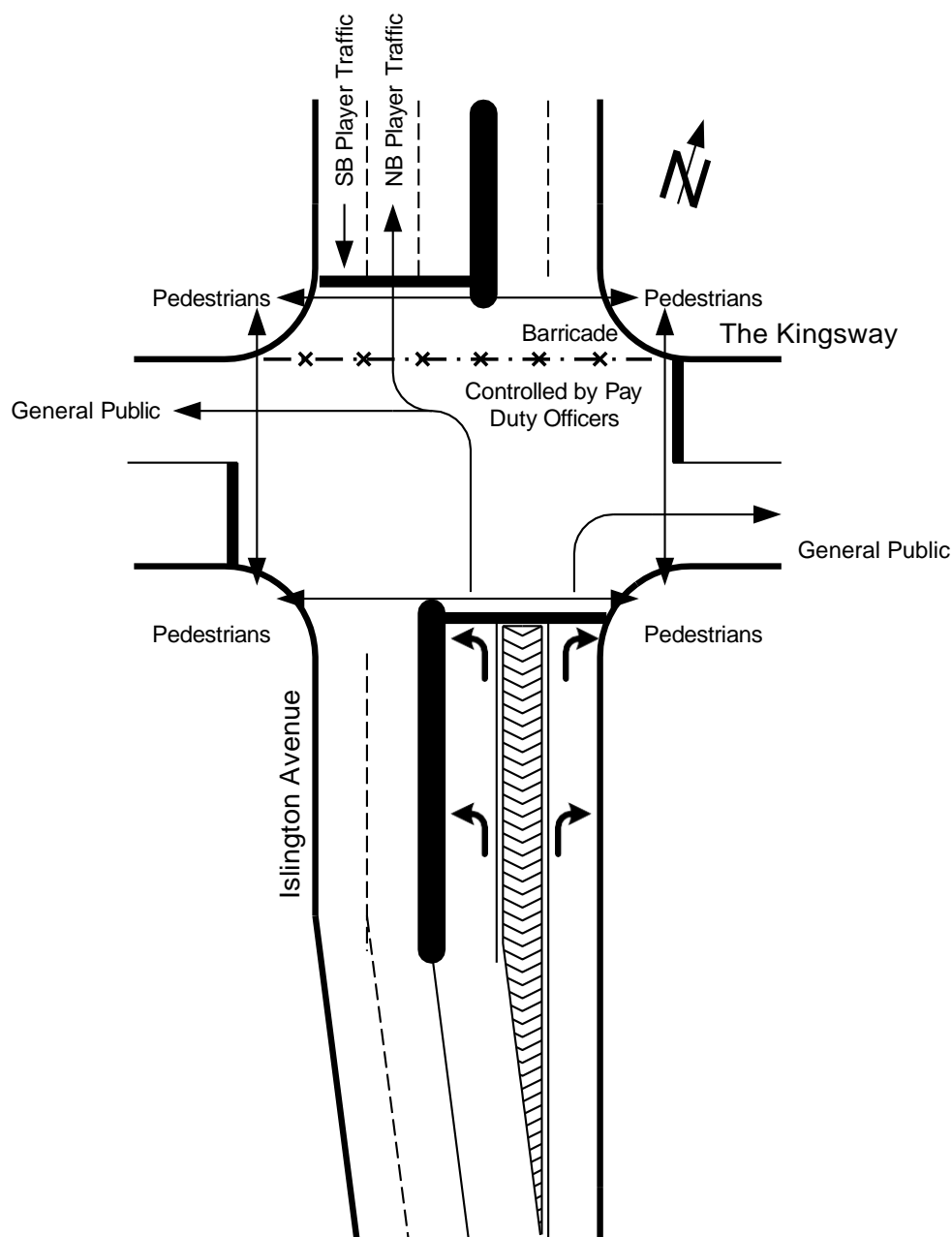
For players travelling between St. George's and Islington G&CC, vehicles will be permitted to enter the closure area between Islington Avenue and the St. George's access off of Islington Avenue found just north of Prince George Drive / Ridgevalley Crescent. This route is shown in **Exhibit 3-3** below.



**Exhibit 3-3: Player Shuttle Route**

Golf Canada has indicated that no dedicated lane is required on Islington Avenue between the driving range and The Kingsway. Players will travel in mixed traffic with the general public for approximately 1.5 km. Golf Canada understands that congestion is expected along this section of Islington Avenue and will inform players of the approximate travel time to St. George's and of their responsibility to ensure they make their tee times.

In order to aid the paid duty officer(s) located at The Kingsway, it is recommended that the northbound Islington Avenue approach be prepared as shown in **Exhibit 3-4**. The left through lane should be closed at the approach to the Kingsway. This would have the effect of funnelling all left lane traffic into the turn lane to turn left onto the westbound Kingsway. All player traffic would also use this lane on the approach to The Kingsway. Since the paid duty officer will be looking to the left lane to direct general traffic onto the westbound Kingsway, they will be able to better see the special player hang tags and allow them to continue north on Islington Avenue towards St. George's. Golf Canada will work with the Toronto Police and its contracted traffic management company to prepare the intersection as shown below.

**Exhibit 3-4: Islington Avenue and The Kingsway**

### 3.5 Tournament Staff and Volunteers

Only select tournament staff will be permitted to bring vehicles onto St. George's property. Hang tags will be distributed to any staff vehicles that are permitted access to the property. Golf Canada is considering the use of the Value Park Garage as seen in **Exhibit 3-1** for staff parking, with shuttles moving staff between that location and St. George's.

### 3.6 Taxis and Ridesharing

The need for a clearly marked taxi stand and rideshare lot is important to avoid impacts to local traffic due to pick-up and drop-off movements. Currently, the Christian Science Centre (4480 Eglinton Avenue West) located at the northeast corner of Eglinton Avenue West and Islington Avenue is the proposed taxi and rideshare lot. The entrance to the rideshare lot is located

approximately 150 metres away (about 20 car lengths) from Islington Avenue inside the residential neighbourhood, therefore the operations of the lot should not affect TTC service for routes 37 and 937 or general traffic on Islington Avenue. Similar to past tournaments, Golf Canada has had discussions with ridesharing companies like Uber to geo-fence trips to and from the tournament to be limited to the rideshare lot location, therefore not allowing any pick-ups or drops-offs outside of the taxi and rideshare lot in order to reduce disruptions to the neighbourhood. Both taxi and ridesharing companies will be informed of the location and any vehicles waiting outside the designated area(s) are subject to the temporary no stopping / standing / parking bylaw discussed below in **Section 3.7**.

### 3.7 Surrounding Neighbourhoods and the Proposed Blue Zone

In order to manage traffic in the surrounding neighbourhoods, a proposed Blue Zone will be established on local streets surrounding St. George's, Richview Collegiate Institute, Islington G&CC, and other area parking lots being used for the event. As part of this proposed Blue Zone, the City of Toronto will enact a temporary "no parking" bylaw for streets within the proposed Blue Zone. In addition, certain streets will have "no stopping" and "no standing" bylaws enacted.

These bylaws are to be in effect for tournament week only between the hours of 7 a.m. and 9 p.m. and will apply to all vehicles, both local and non-local. All violators risk ticketing and/or towing enforced by Toronto Police Services Parking Enforcement. The exact level of enforcement is still being discussed between Golf Canada, Toronto Parking Enforcement, and Toronto Police. It has been recommended that enforcement is based on a 'complaint only' response, meaning parking enforcement staff would only be dispatched when a complaint is received. Golf Canada will inform all attendees through its normal communications channels that absolutely no parking is permitted in the surrounding neighbourhood.

The "no stopping" or "no standing" bylaw will be implemented along the following roadways, as shown in **Exhibit 3-5**:

- No stopping on both sides:
  - The Kingsway (from Dundas Street West to Kipling Avenue);
  - Princess Margaret Boulevard (from Islington Avenue to Kipling Avenue);
  - Bemersyde Drive (from Eglinton Avenue West to Princess Margaret Boulevard);
  - Kipling Avenue (from The Kingsway to Eglinton Avenue West); and
  - Palace Arch Drive (from Princess Margaret to Islington Avenue).
- No standing on both sides:
  - Eglinton Avenue West (from Kipling Avenue to Royal York Road);

In addition to these "no stopping" and "no standing" bylaws, the following areas are proposed to have a "no parking" bylaw be enacted as shown in **Exhibit 3-5**:

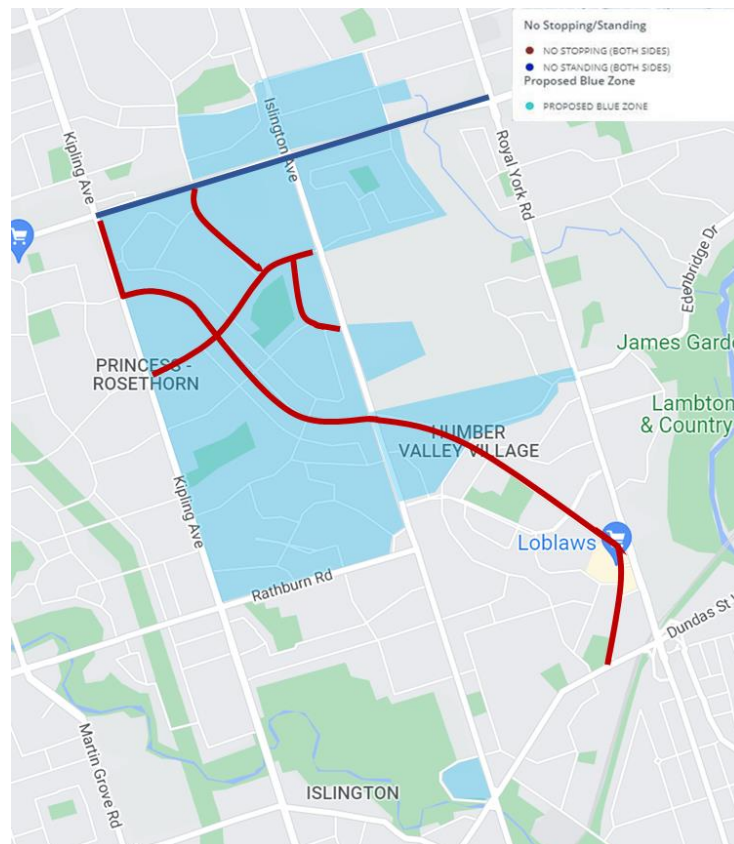
- The neighbourhood bounded by Eglinton Avenue West, Islington Avenue, Rathburn Road, Thorncrest Road, and Kipling Avenue;
- The neighbourhood bounded by Eglinton Avenue, Russell Road, Summitcrest Drive, Waterford Drive, Strathdee Drive, and Wincott Drive;
- The Poplar Heights Drive / Eden Valley Drive neighbourhood;
- The neighbourhood bounded by Islington Avenue, Anglesey Boulevard, Wimbledon Road, Edenbridge Drive, and The Kingsway;
- Ridgevalley Crescent / Ridgecross Road;
- La Rose Ave between Islington Avenue and Royal York Road;

- Maidacraft Place from Russell Road to the end of the street; and
- The area surrounding Islington G&CC, specifically along the entirety of Babington Court, Hatton Court, and Riverbank Drive.

Hang tags will be made available for residents within these neighbourhoods that will allow them to continue to park on the road without the risk of being ticketed under the temporary bylaw.

The extents of the proposed Blue Zone fall outside a 400-metre radius from the clubhouse, and the northwestern corner falls outside an 800-metre radius. This is similar to the Blue Zone used in the 2010 RBC Canadian Open. The Blue Zone from the 2010 tournament is proposed to be further extended to neighbourhoods about 400 metres away from Richview Collegiate Institute due to the concert series discussed in **Section 4**. In addition, the extended Blue Zone will also include the immediate area around Islington G&CC. Overall, the proposed Blue Zone design is based on various studies that indicate that motorists are typically not willing to walk more than 300-400 metres after parking their car to either a shuttle bus (at the parking lots) or to the tournament site.

**Exhibit 3-5: Proposed 2022 Blue Zone and No Stopping / Standing Roadways**



Outside of the proposed Blue Zone, and between the hours of 9 p.m. and 7 a.m., normal City parking regulations will apply. In the case of unsigned locations, three-hour parking is permitted. Any vehicles parked longer than three hours risk tagging and/or towing, just as they would elsewhere in the city.

At this time, the exact extents of the proposed Blue Zone are still being finalized by the City in its Council Report.

### 3.8 Commercial Properties

Golf Canada will engage private lot owners to inform them of the potential tournament impacts. However, the patrolling of these lots for tournament traffic will be the responsibility of the commercial property owners. A number of parking lots in close proximity to the tournament have been identified that may be impacted by tournament traffic including:

- Thorncrest Plaza (1500 Islington Avenue);
- Humber Valley United Church (76 Anglesey Boulevard);
- Richview Square (250 Wincott Drive);
- Ukrainian Canadian Care Centre (60 Richview Road);
- Yavir School of Ukrainian Dance (125 La Rose Avenue);
- Huculak Centre (516 The Kingsway);
- Christian Science Institute (4480 Eglinton Avenue West);
- Lloyd Manor Place (201 Lloyd Manor Road); and
- Humbertown Shopping Centre (270 The Kingsway).

### 3.9 City of Toronto Properties

In addition, it was identified that the Toronto Public Library Richview Branch parking lot may also be affected by tournament traffic due to its close proximity. It is recommended that special constables patrol the Toronto Public Library Richview Branch parking lot to ensure that it is not used by tournament traffic. The exact level of enforcement is still being discussed between Golf Canada and Toronto Police Services.

### 3.10 School Operations near the Tournament

There are three schools affected by the operations of the tournament – Richview Collegiate Institute, Humber Valley Village Junior Middle School, and St. George’s Junior Public School. It is noted that Richview Collegiate Institute may be operating during its exam period when the tournament is running. This will limit the impact of the tournament on the school operations as classes will not be running during this period. In order to limit the impacts on the exam period, during the three weeks of the Islington Avenue closure, school traffic will be permitted to enter the Richview Collegiate parking lot from the Eglinton Avenue West access and exit from the Islington Avenue access between 8:30 a.m. – 9:00 a.m. and 3:00 p.m. – 3:30 p.m. The extent of the access will be similar to the shuttle buses. During this period, shuttle buses will perform their pick-up and drop-offs as planned on the east side of Islington Avenue, while students will have their own area for pick-up and drop-off in the school parking lot. To prevent parents unfamiliar with the closure from driving southbound through the hard closure after exiting the school parking lot, an additional “Road Closed” sign (as presented in **Exhibit 2-7**) will be posted on Islington Avenue, just south of the school access. Additionally, a RB-11 (No Right-Turn Sign) shown in **Exhibit 3-6** will be posted at the parking lot exit onto Islington Avenue.

**Exhibit 3-6: RB-11 No Right Turn Sign**



For St. George's Junior Public School, the proposed Blue Zone may have an impact on availability of staff parking and parental pick-up and drop-off if the parents choose to do this on-street. However, from observations by Golf Canada, this is typically done off-street in the school lot, so this should not be an operational issue.

In addition, there are concerns that the school parking lots for these two schools and Humber Valley Village Junior Middle School may be used for spectator parking. Special constables will patrol these school parking lots to ensure that they are not used by tournament traffic. This enforcement will be further discussed between Golf Canada and Toronto Police Services. Special parking passes may be required for these schools as discussed in **Section 5.2.3**.

## 4 Concert Series

This section provides an overview of the concert series, including the site access plan and Eglinton Avenue lane closure.

### 4.1 Site Access and Plan

A concert series will be held at the Richview Collegiate Playing Field between 6:00 pm and 11:00 pm on Friday (June 10, 2022) and Saturday (June 11, 2022). Tickets to the tournament on these days will include access to the concert series.

It is expected that the concert series will draw a non-traditional golf spectator crowd as shown by Golf Canada's past experience with holding these concert series. This may lead to concert attendees parking at undesignated parking areas, which may lead to further parking in the neighbourhoods north of Eglinton Avenue West. To accommodate this, the proposed Blue Zone discussed in **Section 3.6** has been expanded from the 2010 tournament Blue Zone.

In addition, the egress of the concert will be different from the egress of a typical tournament day, with upwards of 15,000 concert attendees exiting from one location within a short period. In discussions with the City of Toronto, there were concerns that the concert attendees could potentially exit onto the sidewalk on Eglinton Avenue West. Currently, this sidewalk would not be able to handle a full egress of the concert. In order to accommodate this, fencing will be constructed on the north side of the Richview Collegiate property and around the playing field, leaving concert attendees one option to exit via the Richview Collegiate driveway access onto Islington Avenue. At this location, shuttle buses will be staged for concert attendees that used the general parking lots. In addition, for those concert attendees egressing via public transit, TTC buses will stage on the south side of Eglinton Avenue West, heading eastbound toward Royal York Station. In preliminary discussions with Toronto Police Services, the curbside eastbound lane on the south side of Eglinton Avenue West will be closed to general traffic during concert night egress to allow this staging to occur. This plan is currently being finalized between Golf Canada, TTC, Toronto Police Services, and the City of Toronto.

### 4.2 Eglinton Avenue Lane Closure

As a part of the concert series shuttle plan, the right eastbound lane on Eglinton Avenue will be closed between 6:00 pm and 1:00 am between Bemersyde Drive and Islington Avenue on Friday, June 10 and Saturday, June 11. The left eastbound lane and left turning lane will remain open during these times for through traffic. This lane will be occupied by shuttle buses that will shuttle spectators back to the parking areas described in **Section 3.1**. In past years, Golf Canada has found it crucial to have a queue of shuttle buses waiting outside of the concert venue in order to clear the site in a timely manner following the conclusion of the concert. This lane closure will be handled by tournament security and paid duty police. The mechanism that will be used to close the lane after Bemersyde Drive is still being determined by Golf Canada staff at this point.

## 5 Traffic Control Plan

This section provides an overview of the traffic control plan, including paid duty officers, the hang tag program, and traffic signal operations in the area.

### 5.1 Paid Duty Officers

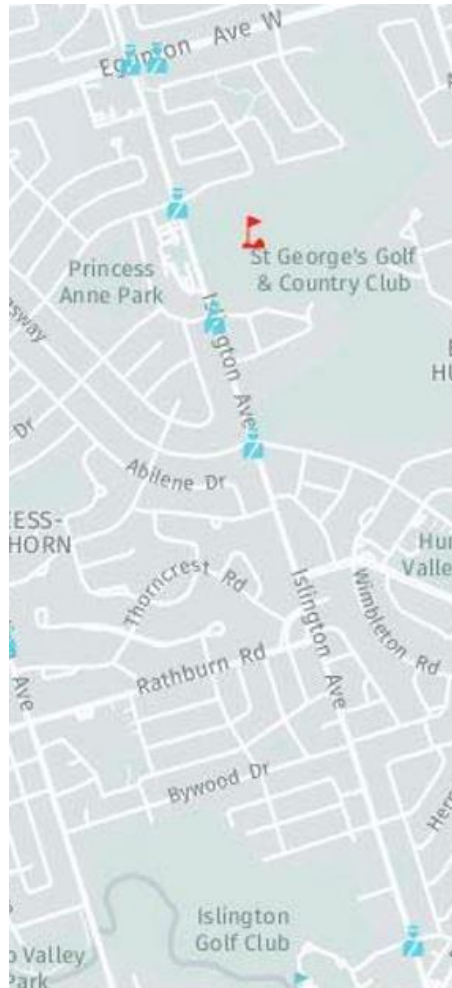
Golf Canada is planning to hire a number of paid duty officers to be stationed at various locations around the study area during the three weeks of the tournament. The largest number of officers will be required during tournament week, specifically on the nights of the concert series. It is noted that officers will be required 24 hours per day at some locations.

Paid duty officers will serve to direct traffic through affected intersections and to check hang tags at selected locations. They will be expected to have minimal interaction with motorists. They will not be expected to check motorist identification to enforce the “local traffic only” restrictions at any locations; however, they will be requested to enforce the road closures at Eglinton Avenue West, The Kingsway, Princess Margaret Boulevard / Poplar Heights Drive, and Prince George Drive / Ridgevalley Crescent with the exception of traffic that is explicitly described in this report.

At this point, Golf Canada has recommended that paid duty officers be stationed at the following locations (shown in **Exhibit 5-1**):

- Princess Margaret and the access to the general parking lots (as shown in **Exhibit 3-2**) during tournament hours and after the concert series;
- Eglinton Avenue West and the Christian Science Centre access to support the rideshare operations;
- Islington Avenue and Riverbank Drive / Chestnut Hills during tournament week from 6 a.m. – 3 p.m. to support traffic operations for players travelling between Islington G&CC and St. George’s.
- Islington Avenue and Eglinton Avenue West to support the closure and traffic operations;
- Islington Avenue and Princess Margaret Boulevard / Poplar Heights Drive to support the closure;
- Islington Avenue and Prince George Drive / Ridgevalley Crescent to support the closure; and
- Islington Avenue and The Kingsway to support the closure and traffic operations during tournament hours.

At this time, Golf Canada and Toronto Police Services are still in discussion for the number of paid duty officers required during the tournament and the concert series nights. It is likely that additional paid duty officers will be required for traffic control and security.

**Exhibit 5-1: Locations of Paid Duty Officers**

## 5.2 Hang Tag Program

Eighty residences are located within the paid duty checkpoints or closed areas. A hang tag program will be implemented in order to maintain residential access to all properties within the closure during the three weeks.

Based on current information, three types of hang tags will be distributed:

- Residential – distributed to homes inside the closed areas;
- Players, Tournament Vehicles, and Suppliers – distributed to allow access to the St. George's clubhouse past the closure area on Islington Avenue; and
- City Employees – Paid duty officers, fire and emergency staff, and school staff.

Golf Canada will be responsible for the distribution of the first two types of hang tags, either by mail or by establishing a location where residents may obtain the tags. The City will be responsible for distributing tags to affected police, fire, emergency, and school staff. The City through the local councillor's office may also assist Golf Canada in distribution of residential tags, if necessary.

### 5.2.1 Residential Hang Tags

Residents of four areas will be required to obtain hang tags for their vehicles:

- Islington Avenue between The Kingsway and Ridgevalley Crescent – 22 homes;



- Ridgevalley Crescent / Ridgecross Road – 49 homes;
- Prince George Drive east of Princess Anne Crescent – 4 homes; and
- Princess Margaret Boulevard east of Palace Arch Drive – 5 homes.

As of this time, a minimum of four hang tags will be distributed to all 80 affected residences. Golf Canada intends to mail the tags to the affected residences, as well as set up a temporary tournament office in the north parking lot of St. George's where residents may request additional tags. Preliminary discussions as of this time indicate that residents will be able to obtain their hang tags at this tournament office in the weeks leading up to the Islington Avenue closure. Since the residential hang tag program only affects 80 homes, it is not anticipated that additional distribution channels will be required. However, if it is required, other possible options include direct mailings, door-to-door, or additional distribution locations.

Residents who receive a hang tag must display it on the vehicle during tournament week. Paid duty officers stationed on The Kingsway, Eglinton Avenue West, Princess Margaret Boulevard / Poplar Heights Drive, and Prince George Drive / Ridgevalley Crescent will be instructed to use their discretion in allowing non-tagged vehicles past checkpoints, e.g., if a motorist fails to display a hang tag but produces a driver's license with a Ridgevalley Crescent address, the paid duty officer would be more likely to allow entry than if the motorist were to say they were visiting someone on Ridgevalley Crescent. However, the only way to guarantee passage is to display a hang tag.

It is understood that residents inside the closure area may require outside visitors to come to their homes during tournament week. Arrangements will be made so that visiting nurses, landscapers, contractors, and others are able to receive temporary permits. As with residents who fail to produce a hang tag, paid duty officers are more likely to allow a branded landscaper or contractor vehicle through a checkpoint than an unmarked private vehicle.

No details have been finalized, but it is expected that a mechanism will be put into place to allow affected residents to obtain additional temporary parking tags for tournament week, so that small parties or events can be held. As with any other additional tags, it will be the responsibility of the host to ensure that sufficient tags are obtained for guests, at the risk of denial of entry into the closed-off area.

Since Prince George Drive or Princess Margaret Boulevard will still be accessible from the west during the weeks before and after the tournament, hang tags will not be required for these roads and normal parking restrictions will apply.

### **5.2.2 Player Shuttle, Tournament Vehicles, and Supplier Hang Tags**

Player shuttles, tournament vehicles, and certain suppliers will receive a special hang tag that will allow entry to the St. George's clubhouse via Islington Avenue only. In addition, the player shuttles can access the Islington G&CC based on the player shuttle route discussed in **Section 3.3**. For these groups originating from the north, they will need to access St. George's via Princess Margaret Boulevard from outside the closure area.

### **5.2.3 City Worker Hang Tags**

It is understood that some City workers need hang tags to access their places of employment during the three-week period. These workers consist of paid duty police officers, fire and emergency services staff working at the fire station on the northern part of Islington Avenue, and staff at Richview Collegiate Institute. In addition, this may include Wheel Trans vehicles serving residents in the hard closure area discussed in **Section 2.1.1**. The City of Toronto shall identify the number of hang tags required for these groups and distribute them in advance of the tournament. Golf Canada will inform the City of any additional tags it may need for staff or volunteers working at the schools, once the exact use of the schools is determined.

## **5.3 Traffic Signals**

The 2022 RBC Canadian Open road closures and restrictions will impact traffic operations at the following signalized intersections, among others:

- Islington Avenue and Eglinton Avenue West;
- Islington Avenue and Princess Margaret Boulevard / Poplar Heights Drive;
- Islington Avenue and The Kingsway;
- Eglinton Avenue West and Bemersyde Drive;
- Eglinton Avenue West and Eden Valley Drive;
- Eglinton Avenue West and Kipling Avenue;
- Kipling Avenue and Princess Margaret Boulevard; and
- Eglinton Avenue West and Martin Grove Road.

As discussed above, paid duty officers are recommended at Islington Avenue and Eglinton Avenue West, as well as at Islington Avenue and The Kingsway. As the planning finalizes, a determination will be made if changes to signal timings are required at the other Eglinton Avenue West intersections, along with signalized intersections affected by the diversion routes.

## 6 Traveller and Resident Information Plan

This section provides an overview of the overall traveller and resident information plan including traveller information via variable message signs, mail distribution to residents, and public consultations.

### 6.1 Variable Message Signs

In addition to the static signs discussed throughout this report, it is recommended that the City of Toronto place portable variable message signs at the following locations, warning motorists of the Islington Avenue lane closure:

- Gardiner Expressway – Islington Avenue off-ramps;
- Highway 401 – Islington Avenue and Eglinton Avenue West off-ramps;
- Highway 427 – Eglinton Avenue West off-ramps;
- Highway 27 – Eglinton Avenue West off-ramps;
- Islington Avenue at Dundas Street West; and
- Islington Avenue at The Westway.

The wording and phrasing of the signs is to be determined, but the signs should indicate the location and duration of the Islington Avenue road closure, similar to what is shown in **Exhibit 2-2**. Similar to the static signs, the variable message signs will not provide detour routes for travellers.

Golf Canada should also work with the City of Toronto and Ministry of Transportation Ontario to determine if variable message signs on major Greater Toronto Area highways can be used to display tournament-related traveller information.

### 6.2 Golf Canada-Distributed Information

Golf Canada will issue information to tournament attendees, staff, and others at every possible opportunity. Some opportunities include the tournament website, materials in mailings, and the ticket jacket itself.

Among other information, Golf Canada will inform spectators about permitted parking locations, area parking restrictions, and transit locations and opportunities, all with a goal of minimizing impacts to the local area. These methods are discussed further in the subsections below.

### 6.2.1 Notification Letters

Golf Canada, in consultation with the local councillor's office, will distribute literature to all proposed Blue Zone homes explaining, at a minimum, the following:

- An overview of the event;
- Map of street closures and estimated closure dates;
- TTC bus rerouting;
- The duration of the parking restrictions; and
- What steps will be taken to limit traffic infiltration.

### 6.2.2 Public Consultations

Golf Canada, in consultation with the councillor's office, will hold two public consultations. The dates of these consultations are Tuesday, January 11<sup>th</sup> and Saturday, January 15<sup>th</sup>. Golf Canada will also hold public information sessions in the weeks leading up to the event, these dates are still TBD. The goal of these meetings is to disseminate information about the TMP to the public, as well as to discuss any concerns. This includes presentation boards displaying information such as the affected study area, the proposed Blue Zone, closures, TTC route diversions, and other tournament-related information.

## 7 Traffic Incident Management and Safety Plan

Given that no specific detour routes have been selected for the Islington Avenue closure, the traffic incident management plan for the tournament is less formal than it would be if signed detour routes were in place. It is expected that traffic will continue to find its own way around the Islington Avenue closure in the event of an incident, so the main focus of the incident management plan is to safely clear incidents as efficiently as possible using standard City of Toronto procedures.

The most critical location is Islington Avenue between The Kingsway and Islington G&CC. Efforts must be made to ensure that players can continue to make their tee times at St. George's. Unless Islington Avenue is completely impassable due to the incident, the preference would be to allow northbound traffic to pass through in one of the southbound lanes, leaving one lane for southbound traffic. It is likely that southbound traffic on this section of Islington Avenue will be somewhat light, given that not all southbound Islington Avenue motorists will choose the shortest path back to Islington Avenue around the closure.

In the event that Islington Avenue is totally impassable, players will need to find alternative routes from Islington G&CC to St. George's. Possible routes include the following, depending on the location of the Islington Avenue incident(s):

- Rathburn Road to Kipling Avenue to Princess Margaret Boulevard;
- Bywood Drive to Kipling Avenue to Princess Margaret Boulevard; or
- Orrell Avenue to Cedarland Drive to Pheasant Lane to Thorncrest Road to Sir Williams Lane to Twyford Road to The Kingsway (or Princess Anne Crescent) to Princess Margaret Boulevard.

Golf Canada will need to supply players (or anyone shuttling players) with alternate route maps. It will ultimately be the responsibility of the players themselves to ensure they make their tee times.

As discussed above in **Section 2.2**, at least one emergency access lane will be maintained for the entire length of the Islington Avenue closure. In the north, the emergency access lane will allow two-way travel between Toronto Fire Services Station #443 and Eglinton Avenue West. The emergency access lane will also permit police, fire, and emergency vehicles to travel Islington Avenue to and from the south in the event of an emergency.

Due to the number of people who will be in the area for the event, including spectators, staff, volunteers, and players, as well as expected traffic congestion, there will be a need for additional ambulance coverage in the area. Golf Canada has plans to hire emergency services staff for the tournament, and a discussion will be required between Golf Canada and City of Toronto EMS in the coming months to discuss the additional City EMS coverage.

## 8 Contingency Planning

If all goes as scheduled, the tournament will end on Sunday, June 12, with clean-up and tear-down beginning the next day. In the event of rain or other issues that cause the delay or postponement of play, one or more days in the week of June 13 may be required to complete the tournament. In this event, the aspects of this TMP relevant to tournament week would continue to apply, e.g. TTC routing, parking prohibitions, paid duty officers, etc. Golf Canada will then make every effort to complete tear-down within the original timeframe, i.e. Islington Avenue is reopened as scheduled by Friday, June 17.

## 9 Next Steps

This report will be submitted to the City of Toronto for inclusion as part of their Council Report.

# Appendix A – Road Closure Signs

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