

12

EXHIBITION PLACE

October 18, 1999

TO: The Board of Governors of Exhibition Place

FROM: Danny Chui
Capital Works Manager

SUBJECT: **Re-allocation of Surplus from Combined Project -
Environmental Improvements and Parks, Lots & Roads
Project No. 99-5002-90202 (Combined with 99-5007-90712)**

Recommendation:

It is recommended that the Board approve the re-allocation of budget surplus from Project No. 99-5002-90292 (Combined with 99-5007-90712) in the amount of \$85,000 to fund the following safety related undertakings:

- (1) Dufferin Street south modification (\$30,000);
- (2) Underground work for signalization at the Princes' Blvd and Nunavut Road intersection (\$40,000); and,
- (3) Music Trailer demolition and associated work (\$15,000).

Background:

In 1999 the Capital Budget included an allocation of \$620,000 for Environmental Improvements and Parks, Lots & Roads. This budget is underspent by \$85,000.00 because of low prices received from bidders mainly related to the landscaping and road re-alignment at Manitoba Drive, North of Food Building.

Discussion:

Based on the above projected surplus, staff is recommending that the Board consider using this surplus to fund three much needed additional items, which are related to the Environmental Improvements and Parks, Lots, Roads projects. There is some urgency for all of these three projects to proceed immediately for safety reasons as set out below and proceeding with these projects in 1999 would alleviate the need to amend the 2000 Capital Budget to include these projects which have, through recent studies and discussions with City of Toronto officials, become a high priority.

Dufferin Street South Road Modification for Traffic Study (\$30,000)

City of Toronto Police, 14th Division, Traffic Response Unit has classified the south section of Dufferin Street turning right and connecting to British Columbia Road to be the second highest location of traffic accidents in the City, next to Spadina Avenue. Because of this Exhibition Place and the Toronto Transportation Department have jointly attempted to slow down and ease traffic conditions at this location by installing speed limit signs and diverting Medieval Times bus stops away from its main entrance. In addition, a safety study was undertaken within the 1999 Pre-Engineering Capital Program which study indicated the following:

- (a) Traffic volumes on Dufferin Street south surpass the typical traffic volumes not only for a non-residential road but also for a non-residential collector. In fact, the volumes of traffic are at the middle to upper end of volumes for a minor arterial road.
- (b) Speed surveys indicated that more than 50% of all vehicles exceed the posted speed limit, especially southbound vehicles.
- (c) Reported collisions on this part of Dufferin Street have escalated from 2 in 1992 to 30 in 1998 and personal injuries resulting from these collisions have also increased from none in 1992 to 13 in 1997 and 9 in 1998. The majority of these collisions take place between September and May.

Following completion of this transportation study, staff met with officials of the City of Toronto Transportation Department and it was jointly decided that the following road improvements should be initiated immediately to avoid further collisions (i) installation of "Caution-Traffic Climbing Ahead", "Please Slow Down" signs; (ii) installation of rumble strips in both directions with 16 groups of 10 (8"x 3/8") depressions in asphalt; (iii) repainting of line marking; (iv) installation of black-on-yellow chevron signs around curves and a checkerboard arrow sign for eastbound traffic on British Columbia Road; and (iv) re-routing north/south sidewalk into the Bandshell Park area. Given that most of the collisions in this area occur during the winter/spring months, it is recommended that the Board approve this work immediately because of serious public safety concerns.

Signalization of Princes' Boulevard and Nunavut Road Intersection

In 1998, the City of Toronto Urban Planning Department and Exhibition Place and Ontario Place coordinated a working group to address the traffic concerns in and around Exhibition Place including the severe traffic congestion, transit delays and pedestrian safety problems during special events at Exhibition and Ontario Place. The study group consisted of all stakeholders, including Toronto Transit Commission, City Transportation, Toronto Police and Councillor David Miller acting as an advisor to the group. In addition, in the development of the landscape plan for Stadium Park, Councillor Pantalone led a staff team to consider the configuration of the Princes' Boulevard/Nunavut intersection as it related to traffic congestion caused during the trade/consumer show season. Consequently, Exhibition Place staff has been working with the City of Toronto Transportation Department to prepare a functional plan of Princes' Blvd. that would improve traffic flow and ensure pedestrian safety. One specific recommendation is the signalization of this subject intersection due to high concentration of pedestrians crossing at this

location. Factors such as layout of the south Parking Lot, including the new Stadium Parking Lot; the west side of the National Trade Centre being the main destination point for pedestrians; and the location of the east bridge to Ontario Place have all contributed to the demand for a proper pedestrian crossing at that location, while maintaining east/west traffic flow of Princes' Blvd. It is estimated that the full signalization project would cost approximately \$120,000. However, it is recommended that the civil work at a cost of \$40,000 (underground electrical ducts and handwells) be approved in order that this work can proceed before the winter months so as to allow for the full implementation of electrical work as early as possible in 2000 following approval of the 2000 Capital Works budget.

Music Trailer – Demolition and Site Restoration (\$15,000)

The Music Trailer is located adjacent to the Rose Garden and has since 1984, been occupied by The Canadian Bureau for the Advancement of Music (CBAM). Prior to the 1999 CNE, notice was served on Exhibition Place by the Ministry of Labour for necessary repair of the north and south entrance stairs of the trailer, as well as to provide an engineering report on the floor and roof conditions and the required repairs. Based on an internal investigation, the cost of the requested report, the probable cost of floor and roof repairs, together with the associated cost of electrical and plumbing repairs was estimated at \$30,000 to \$35,000. Given the significant cost of repairs CBAM was given notice to vacate and relocated on a temporary basis to a room in the Sport Halls of Fame. The Music Trailer is now vacated and secured however, as indicated by the Ministry of Labour and the review by staff, the trailer poses a safety risk for any person entering the premises. It is also located in a more isolated area of the grounds so that while secured it is difficult to monitor the trailer on a frequent basis. Given these safety concerns, it is recommended the Music Trailer be demolished immediately, utilities be capped and trailer site be remedied.

Conclusion

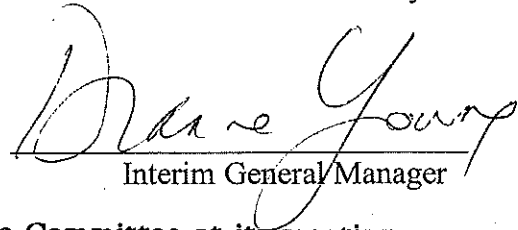
This report recommends that the Board approve the re-allocation of surplus budget funding in the amount of \$85,000 from the Environmental Improvements and Parks, Lots and Roads project for modification of Dufferin Street south; signalization at the Princes' Blvd. and Nunavut Road intersection; and demolition of the Music Trailer.

Submitted by:



Manager, Capital Works

Reviewed by:



Interim General Manager

The foregoing report was reviewed by the Executive Committee at its meeting held on October 22, 1999 and is recommended to the Board of Governors for

Y:\1999 Reports\realloc-cap.doc

APPROVAL:

