



Final Report

2020 RBC Canadian Open Transportation Management Plan



Prepared for Golf Canada
by IBI Group
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ORIGINATOR:	Maria Demitiry, Marc Tan
REVIEWER:	Ron Stewart
AUTHORIZATION:	Ron Stewart
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Table of Contents

1	Introduction	1
2	Traffic Flow Plan	1
2.1	Islington Avenue Closure	2
2.2	Emergency Access Routes.....	6
2.3	Transit Accommodations	7
2.4	Construction Projects in Close Proximity.....	8
2.5	Traffic Diversion and Infiltration	8
2.6	Road Closure Signs	10
3	Site Access and Parking Plan	11
3.1	General Public, Media, and Suppliers	12
3.2	Valet Parking.....	15
3.3	Player Shuttle Route	15
3.4	Tournament Staff and Volunteers	17
3.5	Taxis and Ridesharing	18
3.6	Surrounding Neighbourhoods and the Proposed Blue Zone.....	18
3.7	Commercial Properties	21
3.8	City of Toronto Properties.....	21
3.9	School Operations near the Tournament.....	21
4	Concert Series Site Access and Plan	22
5	Traffic Control Plan	22
5.1	Paid Duty Officers	23
5.2	Hang Tag Program	24
5.3	Traffic Signals	26
6	Traveller and Resident Information Plan	27
6.1	Variable Message Signs	27
6.2	Golf Canada-Distributed Information	27
7	Traffic Incident Management and Safety Plan	28
8	Contingency Planning	28

Table of Contents (continued)

9	Next Steps	29
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List of Exhibits

Exhibit 2-1: Alternative Route Traffic Volumes.....	4
Exhibit 2-2: Islington Avenue Advance Closure Sign	5
Exhibit 2-3: Emergency Lane Configuration around Catering Compound.....	6
Exhibit 2-4: Islington Bus Stops within Study Area	7
Exhibit 2-5: Proposed 37 and 937 Islington Temporary Routing	8
Exhibit 2-6: Road Closure Sign Assembly	9
Exhibit 2-7: RB-92 Road Closed Sign	10
Exhibit 2-8: Schematic Road Closure Signage Plan and Other Points of Interest....	11
Exhibit 3-1: Proposed Parking, Taxi, and Rideshare Lots.....	12
Exhibit 3-2: Spectator, Supplier, and Media Shuttle Operations	14
Exhibit 3-3: Player Shuttle Route	16
Exhibit 3-4: Islington Avenue and The Kingsway.....	17
Exhibit 3-5: Proposed 2020 Blue Zone and No Stopping / Standing Roadways	20
Exhibit 3-6: RB-11 No Right Turn Sign	22
Exhibit 5-1: Locations of Paid Duty Officers.....	24

List of Appendices

Appendix A: Road Closure Signs

1 Introduction

Golf Canada will hold the 2020 RBC Canadian Open at St. George's Golf and Country Club (St. George's) from June 8 – 14, 2020. Previously, St. George's hosted the tournament in 2010.

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, June 1 – Sunday, June 7;
- Tournament week: Monday, June 8 – Sunday, June 14; and
- Post-tournament: Monday, Jun 15 – Friday, June 19.

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 has retained IBI Group to prepare the Transportation Management Plan (TMP) for the tournament. IBI Group is submitting 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 June 1 – June 19. 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. Jersey 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:

- On the east side of Islington Avenue, between Eglinton Avenue West and Prince George Drive / Ridgevalley Crescent; and
- On the west side of Islington Avenue, between Princess Margaret Boulevard / Poplar Heights Drive and Prince George Drive / Ridgevalley Crescent during tournament hours from 7:00 a.m. and 7:00 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**.

2.1.2 Soft Closure

The soft closure will only be active along Islington Avenue between Prince George Drive / Ridgevalley Crescent and The Kingsway from June 1 to June 19, but may end earlier depending on tear-down operations. 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 contract security during off 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. The potential locations of the closure signage are shown in **Appendix A**, and the proposed sign wording 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;
- 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**;
- 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 (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**.

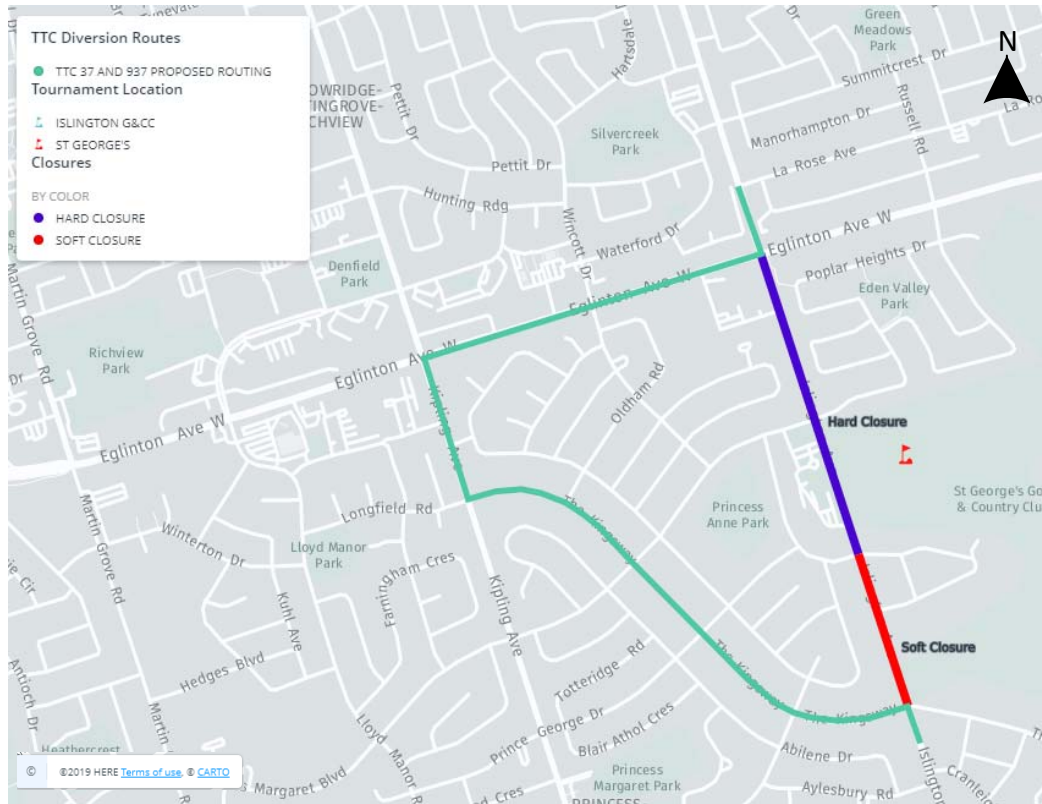
Exhibit 2-4: Islington Bus Stops within Study Area

NORTHBOUND	SOUTHBOUND
TTC Route 37	
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)
TTC Route 937	
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

Currently there are two construction projects near the tournament that may influence transportation operations. They include:

1. The ongoing construction at the Six Points Interchange at the intersection of Kipling Avenue, Bloor Street West, and Dundas Street West to the south of the closure. This area is currently being converted from a partial grade-separated interchange into multiple at-grade intersections. From discussions with the City of Toronto, the construction is progressing and the roads will be fully open in June 2020. However, there will be additional streetscaping and sidewalk work that will continue until Fall 2020. With the completion of the roadway construction, there should be minimal impact to the operations of the tournament.
2. Ongoing construction at Islington Station bus platforms might impact the Islington Bus Routes 37 and 937's ability to handle tournament spectator demand. Currently, Golf Canada is working with the TTC on a plan to operate a shuttle bus from Royal York Station to the intersection of Islington Avenue at Eglinton Avenue West.

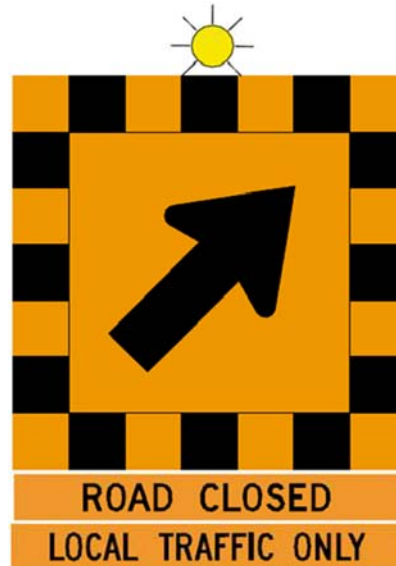
2.5 Traffic Diversion and Infiltration

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 from a Major Arterial, Minor Arterial, and /collector in the Blue Zone (as described in **Section 3.6**). Note the Blue Zone and signage goes west of Kipling Avenue due to the proposed parking locations for the tournament described further in **Section 3.1**.

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.

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:

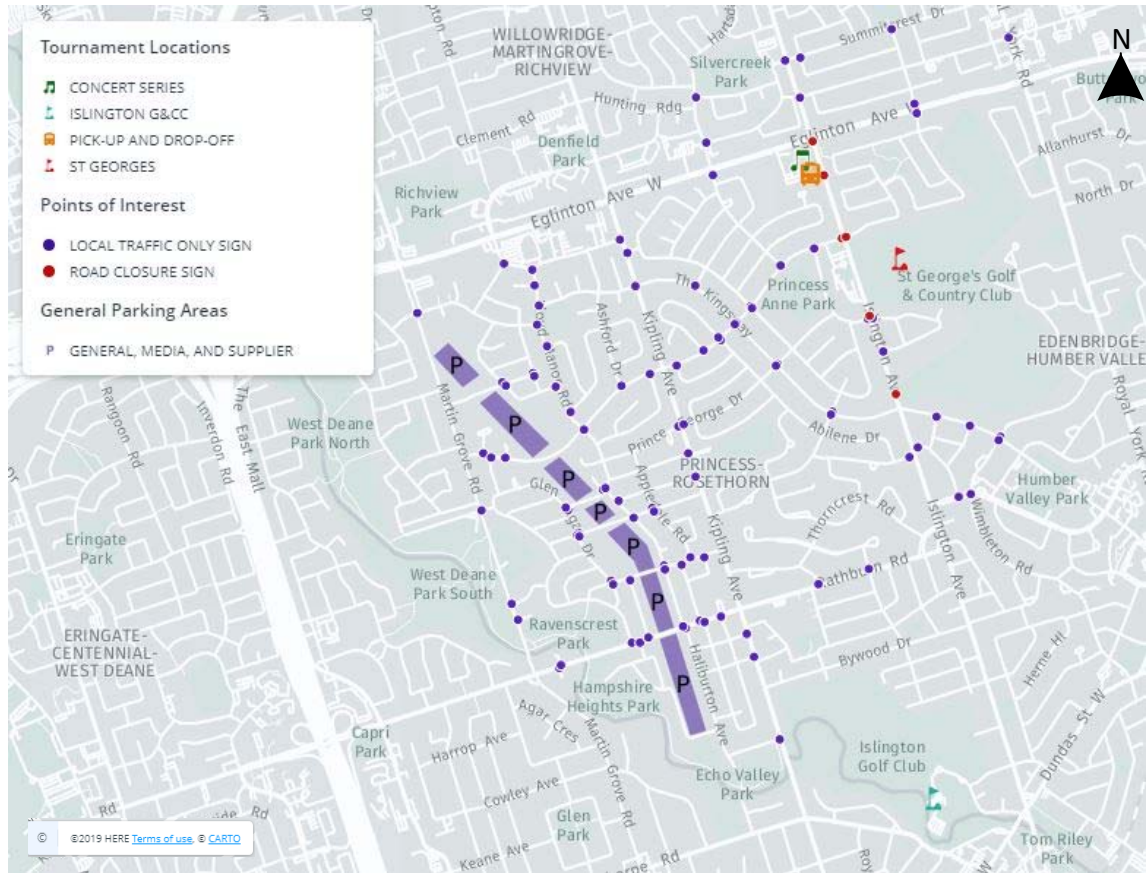
- The south leg of Islington Avenue at Eglinton Avenue West facing north;
- The north leg of Islington Avenue at Prince George Drive facing south;
- The north leg of Islington Avenue at The Kingsway facing south; and
- Princess Margaret Drive and Poplar Heights Drive at their intersections with Islington 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. Note that some of the local traffic only sign locations are related to preventing traffic infiltration around the parking lots further described in **Section 3.1**.

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

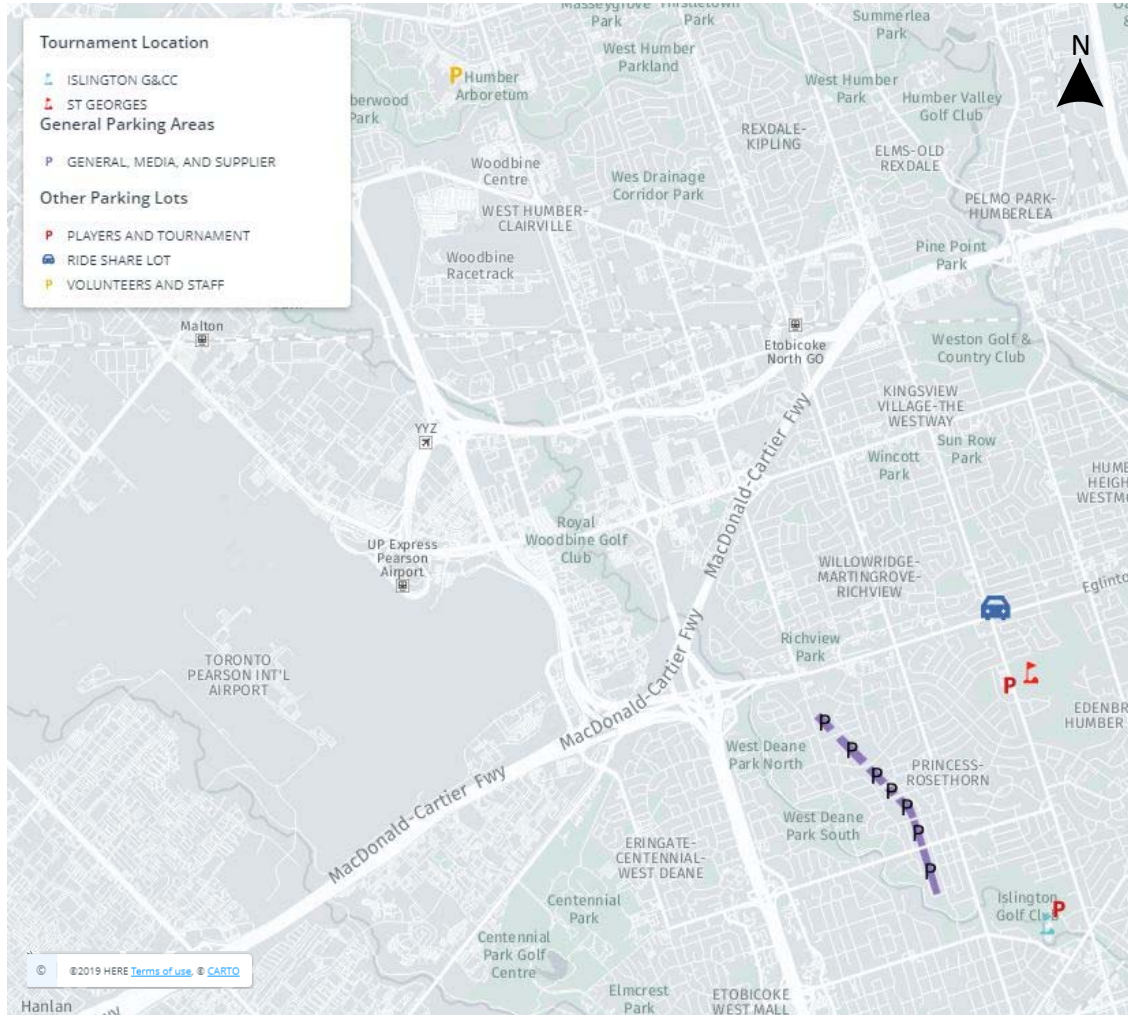


3 Site Access and Parking Plan

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 and a rideshare lot 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, Taxi, and Rideshare Lots



3.1 General Public, Media, and Suppliers

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 will be located along the Hydro Corridor just west of St. George's, pending approval from Hydro One. Golf Canada is currently investigating a location for parking for preferred guests.

Overall, the public will not be permitted to park personal vehicles at St. George's or in the surrounding neighbourhoods. All Golf Canada communications to ticket-holders, 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 from those lots to the tournament site.

Golf Canada is currently developing an ingress and egress plan to limit the impact of the proposed parking lots along the Hydro Corridor. In preliminary discussions regarding this plan, the following strategies will be employed:

- Each parking lot has two accesses (one on the north end and one on the south end). As part of the plan, each of these accesses would only allow vehicles in one direction (e.g. the south end access is only for ingress movements and the north end access is only for egress movements). This will limit the impact on the local roads as vehicles will only be travelling in one direction;
- Any ingress or egress flows will be planned against the traffic flow of the shuttles to not add additional delay to shuttle bus operations;
- Ingresses into parking lots will be designed so that any validation or payment will be done offset of the road inside the parking lot to avoid queues spilling onto the local roads;
- All ingress and egress routes will be signed with trail blazing signs leading up to the parking lot so that ticket-holders follow the prescribed route to avoid infiltration into the surrounding neighbourhoods; and
- Kipling Avenue will be used for ingress and egress while Martin Grove Road will only be used for egress due to significant congestion at the intersection of Martin Grove Road and Eglinton Avenue West.

3.1.2 Visitors with Disabilities

Golf Canada will direct all patrons with disabilities to specific off-site parking spaces in the general parking lot areas. 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.

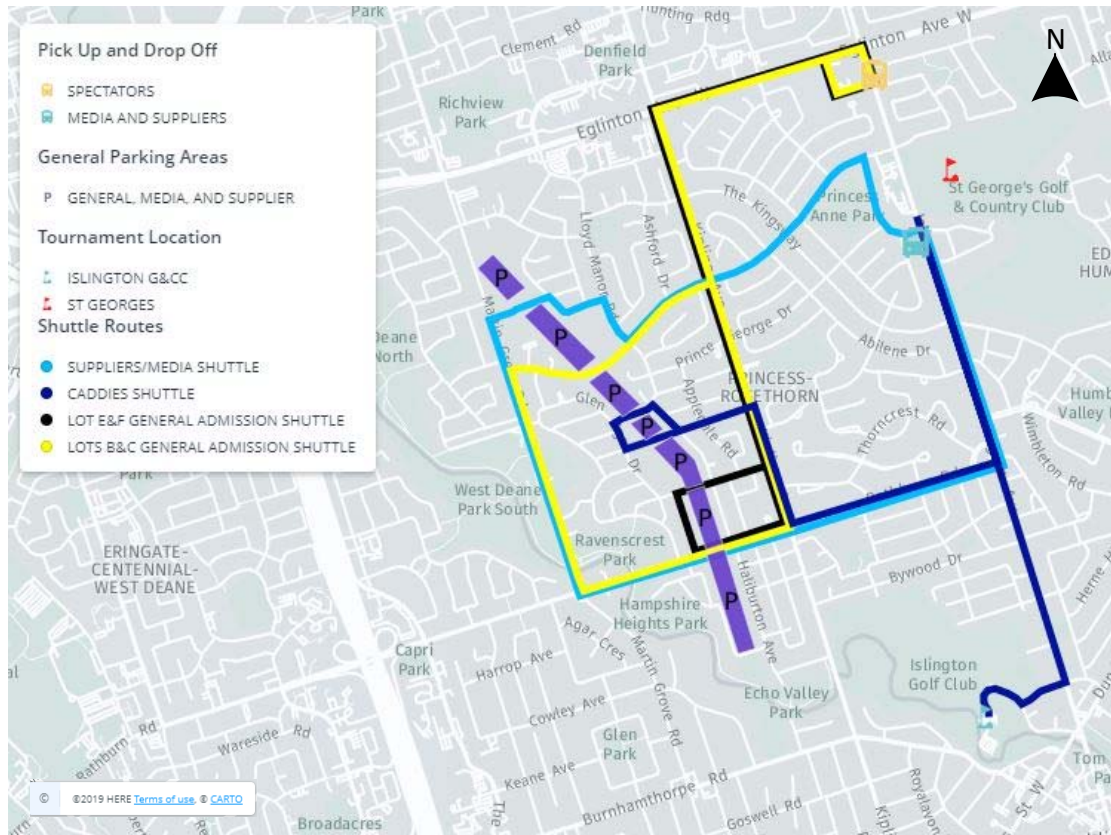
3.1.3 Media and Suppliers

Certain parking lots along the Hydro Corridor will be reserved for media and supplier parking which will have their own dedicated shuttle operations 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**.

3.1.4 Shuttle Bus Drop-off/Pick-up

There are four shuttle services from the general parking areas along the Hydro Corridor, two for spectators, one for media and suppliers, and one for caddies, as shown in **Exhibit 3-2**.

Exhibit 3-2: Spectator, Supplier, and Media Shuttle Operations



For spectators, Islington Avenue immediately east of Richview Collegiate Institute is the recommended pick-up/drop-off location for Golf Canada-operated/chartered shuttle buses. Since parking locations are expected to be south and west of St. George's, shuttles would enter Richview Collegiate from its Eglinton Avenue West driveway after travelling down Eglinton Avenue West via Kipling Avenue. The buses would then exit the Richview Collegiate parking lot off of Islington Avenue and pick up and drop off passengers on the east side of Islington Avenue. For the return trip to the remote parking facilities, it is proposed that shuttle buses would exit via Islington Avenue and turn left at Eglinton Avenue West, continuing to the remote parking facilities via Kipling Avenue. Shuttle bus operations at the intersection of Islington Avenue and Eglinton Avenue West will be supported by paid duty officers directing traffic. 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.

For the media, suppliers, and caddies, the pick-up and drop-off location for the shuttle is on the southwest corner of Islington Avenue and Prince George Drive. The media and suppliers shuttle will take a different route compared to the spectator shuttle using a combination of Princess Margaret Boulevard, Islington Avenue, Rathburn Road, and Martin Grove Road in order to access the designated media and supplier parking locations. It should be noted that the pick-up/drop-off of both shuttles would only block one of the four proposed emergency lanes discussed in **Section 2.2** as it is in the soft closure area where all travel lanes would be available for use.

In addition, Golf Canada has noted that there will be a shuttle route operating for spectators between St. George's and Islington G&CC. The route will follow a similar route to the player shuttle route shown in **Exhibit 3-3** and discussed in **Section 3.3** below.

3.1.5 Transit

As discussed above, Golf Canada is working with the TTC to provide a shuttle bus service between Royal York Station and the tournament. When arriving or departing the tournament via the TTC shuttle, spectators would likely board and alight the bus at the intersection of The Kingsway and Islington Avenue.

As well, 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.

3.1.6 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.

3.2 Valet Parking

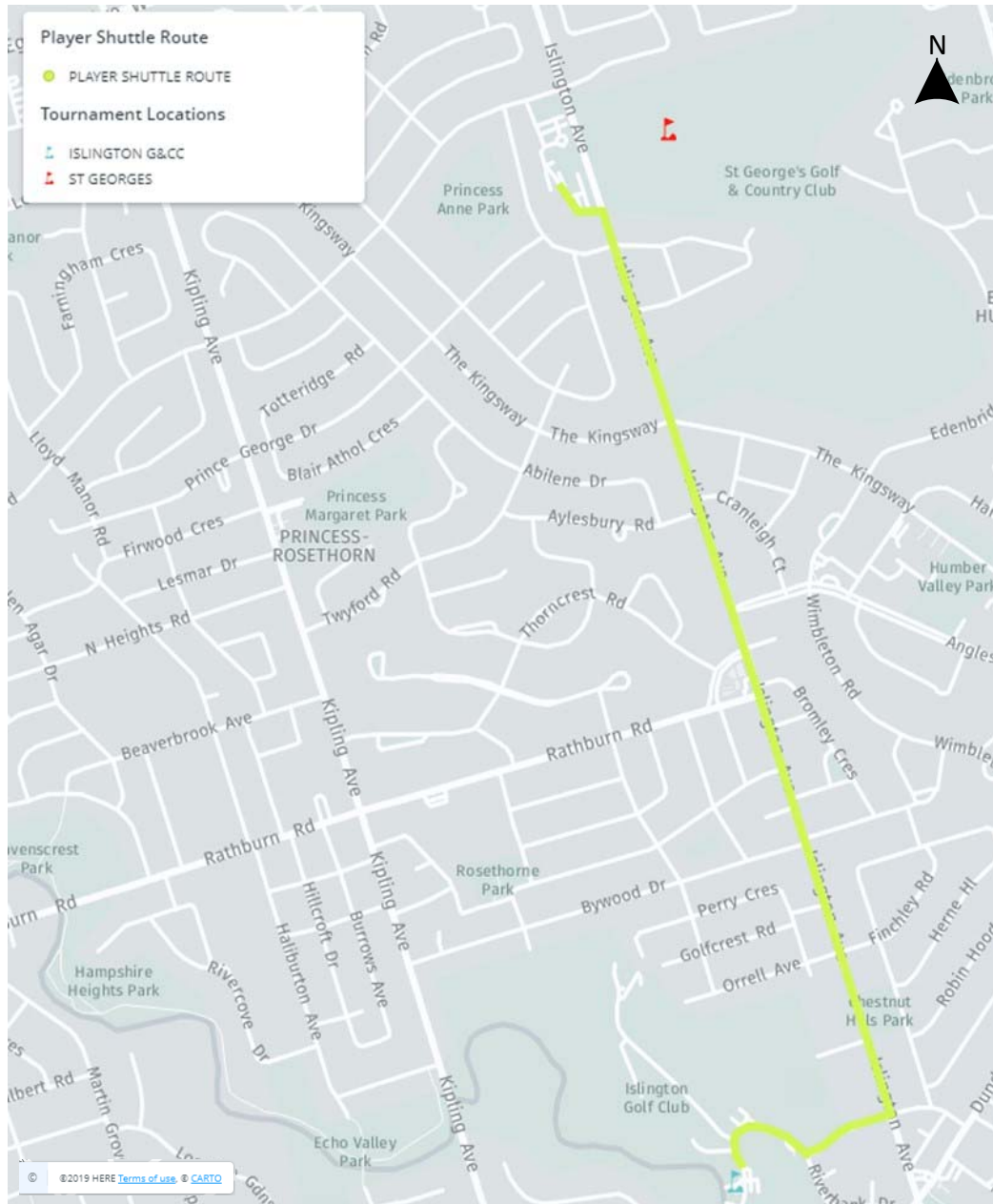
Golf Canada is exploring the use of the Hydro Corridor, Islington G&CC, or other sites for valet parking. Valet parked vehicles will have access to the tournament via a shuttle. The exact routing of the shuttle will be determined after the valet parking location is finalized. If the Islington G&CC is selected, then the routing will be the same as for the player shuttle route described below.

3.3 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

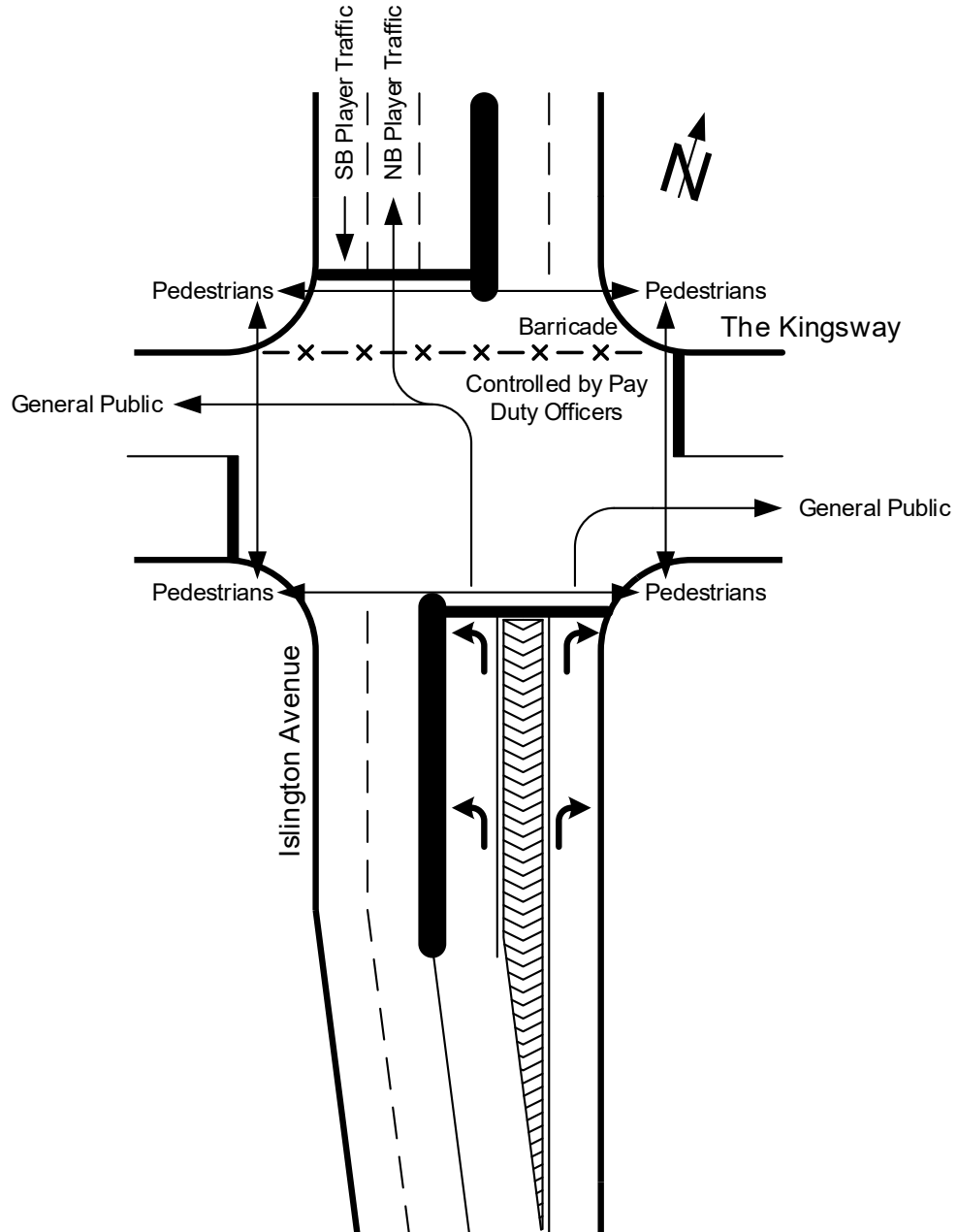


Golf Canada has indicated that no dedicated lane is required on Islington Avenue between the driving range and The Kingsway. Players will travel in mixed traffic with the general public for approximately 1.5 km. Golf Canada understands that congestion is expected along this section of Islington Avenue 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.

Exhibit 3-4: Islington Avenue and The Kingsway



3.4 Tournament Staff and Volunteers

Tournament staff will not 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 Humber College North Campus as seen in **Exhibit 3-1** for staff and volunteer parking, with shuttles between that location and St. George's.

3.5 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 located at the northeast corner of Eglinton Avenue West and Islington Avenue is the proposed taxi and rideshare lot as seen in **Exhibit 3-1**. 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 3.6**.

3.6 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 the parking lots along the Hydro Corridor. 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 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 and Toronto Police Services. 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 (Kipling Avenue to Hartfield Road);
 - 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);
 - Princess Margaret Boulevard (from Kipling Avenue to Martin Grove Road);
 - Hedges Boulevard (from Martin Grove Road to Kuhl Avenue);
 - Firwood Crescent (from Lloyd Manor Road to Glen Agar Drive);
 - Glen Agar Drive (from Firwood Crescent to North Heights Road);
 - North Heights Road (from Glen Agar Drive to Kipling Avenue);
 - Beaverbrook Avenue (from Shadowbrook Drive to Kipling Avenue);
 - Shadowbrook Drive (from Beaverbrook Avenue to Rathburn Road); and

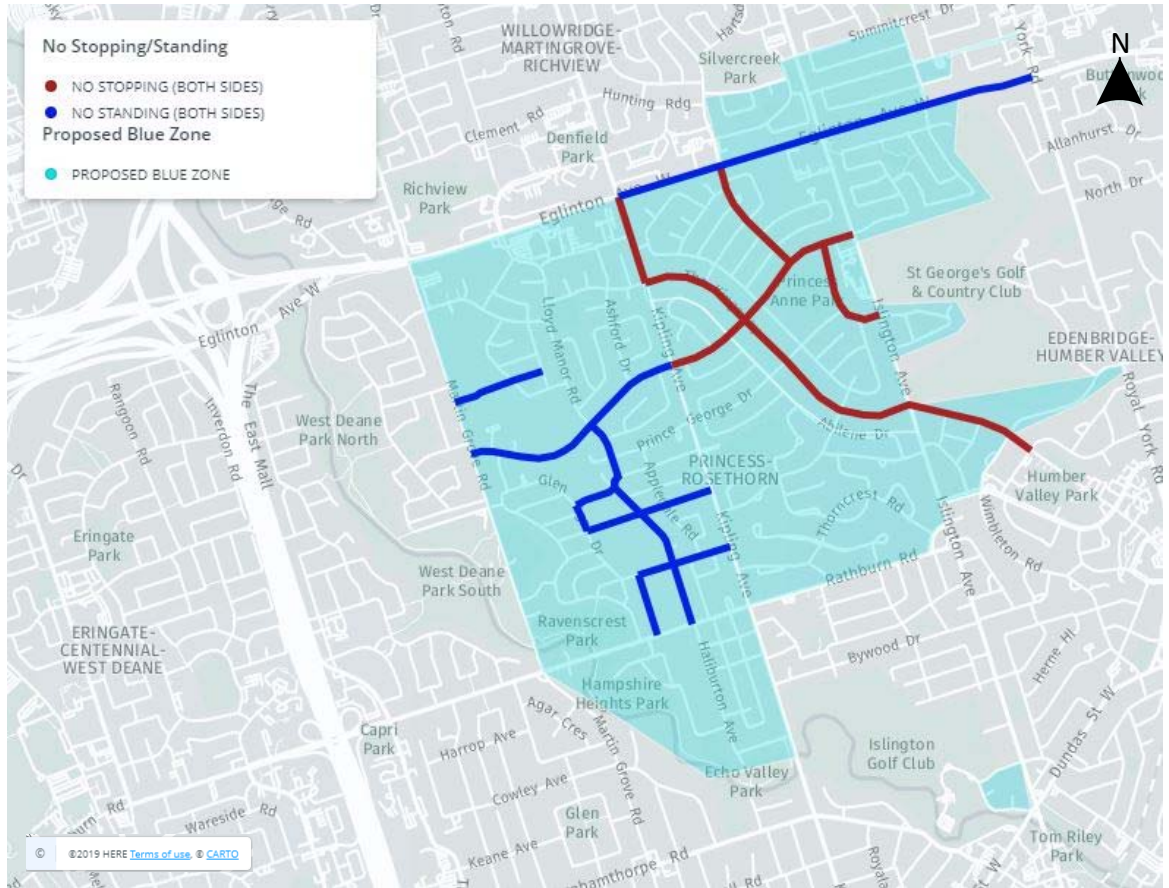
- Lloyd Manor Road (from Princess Margaret Boulevard to Rathburn Road).

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;
- The neighbourhood bounded by Eglinton Avenue West, Martin Grove Road, Rathburn Road, and Kipling Avenue;
- La Rose Ave between Islington Avenue and Royal York Road;
- Maidcroft Place from Russell Road to the end of the street;
- The neighbourhood bounded by Rathburn Road, Kipling Avenue, Wingrove Hill, Haliburton Avenue, Rivercove Drive, Hampshire Heights, and Edenwood Drive; and
- The area surrounding Islington G&CC, specifically along the entirety of Babington Court, Hatton Court, and Riverbank Drive.

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 areas surrounding the general, media, and supplier parking lots, as well as the 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 2020 Blue Zone and No Stopping / Standing Roadways



Outside of the proposed Blue Zone, 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.

3.7 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).

3.8 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.

3.9 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 will 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 Site Access and Plan

A concert series will be held at the Richview Collegiate Playing Field during the evening of Friday (June 12, 2020) and Saturday (June 13, 2020). 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.

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.

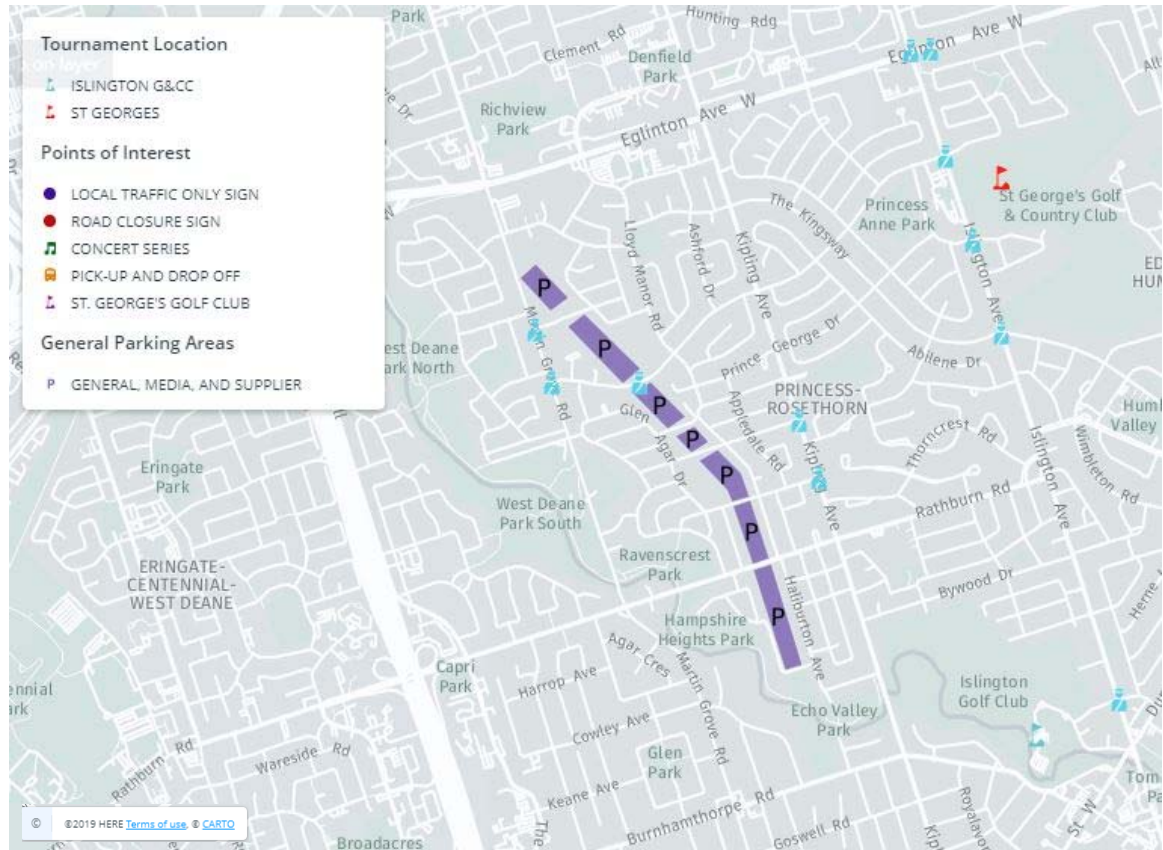
Paid duty officers will serve to direct traffic through affected intersections and to check hang tags at selected locations. They will be expected to have minimal interaction with motorists. They will not be expected to check motorist identification to enforce the “local traffic only” restrictions at 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**):

- Martin Grove Road and Princess Margaret Boulevard during tournament hours to support the ingress and egress from the general parking lots;
- Kipling Avenue and North Heights Road to support the ingress and egress from the general parking lots;
- Kipling Avenue and Beaverbrook Avenue to support the ingress and egress from the general parking lots;
- Martin Grove Road and Hedges Boulevard to support the egress from the parking lots;
- 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.

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 two hang tags will be distributed to all 80 affected residences. Any residents requesting additional hang tags will be required to show proof of additional licensed drivers in the home, not additional vehicles. 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. It will be up to the residents to distribute these tags themselves. 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 2020 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 at a minimum two public consultations. The first public consultation was held on January 20th, 2020, while the second one

is planned for May 2020. 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 14, 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 15 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 19.

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

