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Appendix 1 – DEP feasibility ruling, November 7, 2001



COMMONWEALTH OF MASSACHUSETTS  
EXECUTIVE OFFICE OF ENVIRONMENTAL AFFAIRS  
DEPARTMENT OF ENVIRONMENTAL PROTECTION  
ONE WINTER STREET, BOSTON, MA 02108 617-292-5500

JANE SWIFT  
Governor

BOB DURAND  
Secretary

LAUREN A. LISS  
Commissioner

November 7, 2001

Secretary Kevin J. Sullivan  
Executive Office of Transportation and Construction  
Ten Park Plaza  
Boston, MA 02116-3969

**Re: Decision on the EOTC Infeasibility Determination for the Arborway  
Restoration Project and Petition for Substitution Pursuant to 310 CMR 7.36**

Dear Secretary Sullivan:

By your June 15, 2001 correspondence, the Executive Office of Transportation and Construction (EOTC) submitted to the Department of Environmental Protection (the Department) a proposed demonstration of infeasibility for the Arborway Restoration Project (the "Arborway Project"), and a petition for a substitute project pursuant to the Transit Systems Improvement regulation, 310 CMR 7.36 (the transit regulation). As part of the submittal, EOTC also included two support documents/reports prepared by URS Corporation Group Consultants ("Analysis of Restoration of Light Rail to the Arborway" or the "URS Report") and SYSTRA Consulting ("Arborway Alternatives Analysis" or the "SYSTRA Report").

The EOTC submittal requests that the Department accept the determination that restoration of light rail service on the Arborway, a service the MBTA operated until 1985, is infeasible and approve a substitute project pursuant to the transit regulation. However, based on the requirements of the regulations, comments received by the Department both in writing and at a public meeting held on July 10, 2001, and EOTC's inability to substantiate that light rail service on the Arborway is infeasible due to engineering, environmental, or economic impacts, DEP cannot approve EOTC's demonstration of infeasibility or accept the petition for a project substitution.

The transit regulation provides that to replace a listed project, EOTC must demonstrate to the Department that the project is infeasible due to associated adverse engineering, environmental, or economic impacts. An alternative project may then be substituted if EOTC also demonstrates to the Department that the alternative project achieves equal or greater emission reductions of nonmethane hydrocarbons (NMHC), carbon monoxide (CO), and nitrogen oxides (NOx) and would provide a greater improvement in air quality for CO and NOx in the area where the required project was to have been implemented, in both the short and long term.

This information is available in alternate format by calling our ADA Coordinator at (617) 574-6872.

DEP on the World Wide Web: <http://www.state.ma.us/dep>

Printed on Recycled Paper

**Appendix 1 (cont'd) – DEP feasibility ruling, November 7, 2001**

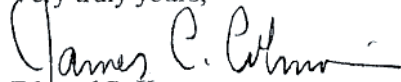
The Department's determination on EOTC's submittal focused on whether EOTC has in fact demonstrated that the Arborway Project is infeasible within the criteria of the transit regulation. EOTC's submittal indicates that the Arborway Project will attract new ridership and result in air pollution emission reductions. Therefore, the project will have an environmental benefit and is not infeasible due to adverse environmental impacts.

In terms of adverse engineering impacts, while EOTC presents some engineering and operational constraints such as parking and traffic impacts and potential impacts on Green Line operations, it is the Department's understanding that any new or replacement transit service will present operational and engineering challenges. In fact, the MBTA did operate transit service along this corridor until 1985. In addition, the MBTA and City of Boston signed an agreement in 1990 that outlined how the design and operational challenges raised at that time would be addressed. Based on this history and the Department's review of EOTC's submittal, it does not appear that the restoration of the Arborway Project presents unique constraints that could not be addressed in the design process. Therefore, the Department finds that the EOTC has not demonstrated that the Arborway is infeasible based on engineering impacts.

Finally, the Department finds that EOTC has not demonstrated that the Arborway is infeasible based on economic impacts. Although EOTC's analysis of the capital and operating costs reports that restoring light rail on the Arborway are significant, the Department has determined that these costs can be considered reasonable when compared to other new or replacement transit service. Further, based on public comment received, it is suggested that there are reasonable alternative assumptions, which could lower the capital cost estimates for light rail restoration and increase costs for EOTC's proposed bus alternative.

The Department requires by this letter that a schedule for design and construction of the Arborway Project be provided to the Department by December 31, 2001. The schedule shall include benchmarks, milestones and action items and shall be subject to approval by the Department.

Very truly yours,

  
for Edward P. Kunce  
Deputy Commissioner

cc: Bob Durand, EOE A Secretary  
Robert Prince, General Manager MBTA

**Appendix 2 – Philadelphia Deputy Mayor’s remarks on successful streetcar/Emergency Vehicle coordination**



**CITY OF PHILADELPHIA**

MAYOR'S OFFICE OF TRANSPORTATION  
Municipal Services Bldg., Rm. 930  
1401 John F. Kennedy Boulevard  
Philadelphia, PA 19102-1667

DENISE L. GOREN  
Deputy Mayor

March 16, 1999

Professor Franklyn P. Salimbene  
Assistant Professor of Law  
51 Eliot Street  
Boston, MA 02130

Re: In-Street Streetcar Operations and Emergency Vehicles; Your Letter of 25 February 1999

Dear Professor Salimbene:

SEPTA’s City Transit Division (CTD) currently operates five streetcar routes which, as is the case with Boston’s streetcar system, are referred to collectively as the Green Line and converge into a common downtown subway. The non-duplicative round-trip mileage for these five routes is about 45 miles, of which 5 miles are in subway, with another 2 miles located in a surface reservation parallel to the vehicular roadway. The remaining 38 route-miles share travel lanes with vehicular traffic. Of these 38 route-miles, 36 miles are situated in narrow two-way streets, with one travel lane and one parking lane in each direction. The curb-to-curb widths of these streets vary between 34 and 50 feet. One mile is situated in a wide two-way street (about 60 feet wide) with two travel lanes and one parking lane in each direction. One mile is situated in narrow one-way streets (about 26 feet wide) with one travel lane and two parking lanes.

SEPTA’s CTD also includes three other streetcar routes which are being operated temporarily with buses pending acquisition of new light rail vehicles. These three routes comprise a total of 57 non-duplicative round-trip route miles. Of these 57 route-miles, 13 miles lie in wide two-way streets (about 60 to 80 feet in width) with two travel lanes and one parking lane in each direction (in some sections streetcars have dedicated lanes). Another 33 miles lie in narrow two-way streets (34 to 50 feet in width) with one travel lane and one parking lane in each direction. The remaining 11 miles lie in narrow one-way streets (26 to 30 feet wide) typically with one travel lane and two parking lanes.

A summary of the mileage characteristics of these eight streetcar routes is as follows:

SUBWAY	5
SURFACE RESERVATION	2
WIDE TWO-WAY STREETS	14
NARROW TWO-WAY STREETS	69
NARROW ONE-WAY STREETS	<u>12</u>
TOTAL ROUTE-MILES	<u>102</u>

**Appendix 2 (cont'd) – Philadelphia Deputy Mayor’s remarks on successful streetcar/Emergency Vehicle coordination**

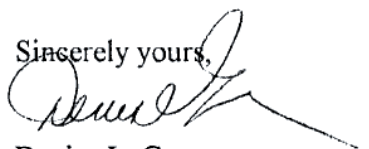
Professor Salimbene  
March 16, 1999  
Page 2

As for streetcars causing delays to emergency vehicles responses, let me reiterate that I am not aware of any such criticism having been leveled here in Philadelphia during my tenure, which commenced in 1984. No street, particularly those with narrow widths commonplace in an older city such as Philadelphia, can efficiently accommodate all the usual functions: vehicular traffic, transit operations, taxi service, auto parking, truck deliveries, utility and service vehicles, vending, pedestrians, emergency (police/fire/rescue) vehicles, etc. It is also axiomatic that stakeholders in each of these particular functions want their activities prioritized, even to the extent that other functions are restricted or even prohibited. My observations are that queues of general traffic, consisting mainly of autos, trucks, and taxis, cause more delay to emergency vehicles than do buses or streetcars. And, of course, if transit vehicles were replaced entirely by private autos, the congestion would be exponentially worse.

I am aware that some fire departments dislike streetcars or trackless trolleys because of overhead wires. But this strikes me as not terribly different than other overhead utility lines, trees, aerial traffic signal and roadway sign hardware, and other obstructions. Parked vehicles also are a chronic impediment. If energized trolley wires pose a problem to fire fighting activity, modern transit communications systems allow central power dispatchers to de-energize the wires promptly.

Sometimes police and fire equipment at an emergency scene block vehicular and transit travel needlessly or for duration longer than necessary. Clearly, a streetcar route is more seriously impacted under such circumstances. But all street users can benefit from internal policies that require emergency personnel to minimize intrusions into the neighborhood, consistent with the bona fide needs in carrying out their duties. A fire truck shouldn't block a street for an hour while a tree-bound cat is being rescued.

In all candor (and under the rubric of what one might call dishonor among thieves) transit managers who dislike streetcars (because it makes their work somewhat more difficult, regardless of the ridership and external benefits) are not beyond co-opting others, such as police, fire, or traffic officials, in expressing opposition to continuance of streetcar service. It seems to me that, with very few exceptions, the debate over whether streetcars or buses should serve a particular route should pivot around the market for and economics of transit service, rather than the extraneous agendas of other entities with no direct stake in transit service planning and operation.

Sincerely yours,  
  
Denise L. Goren  
Deputy Mayor  
Transportation

## Appendix 2 (cont'd) – Toronto Transit Commission remarks on successful streetcar/Emergency Vehicle coordination



### TORONTO TRANSIT COMMISSION

HOWARD MOSCOE  
CHAIR

ROB DAVIS  
VICE-CHAIR

BRIAN ASHTON  
BLAKE F. KINAHAN  
CHRIS KORWIN-KLUCZYNSKI  
JOE MIHEVC  
DAVID MILLER  
COMMISSIONERS

DAVID L. GUNN  
CHIEF GENERAL MANAGER

VINCENT RODO  
GENERAL SECRETARY



March 3, 1999

Franklyn P. Salimbene  
Assistant Professor of Law  
Bentley College  
51 Eliot Street  
Boston, Massachusetts  
02130

Dear Franklyn,

I received your letter today and as discussed on February 16, 1999, offer the following responses to your query.

Like Boston, Toronto has routes where streetcars operate along streets that are only wide enough for one travel lane in each direction and one parking lane on each side of the street. Fire trucks and other emergency response vehicles also operate on these streets. Although Streetcar Operators cannot pull over to the side of the road, they are trained to position the streetcar to best accommodate approaching emergency vehicles, for example; not stopping beside another streetcar, or stopping at a gap in the parked cars.

I chair the Emergency Procedures Committee, which is comprised of representatives from municipal Police, Fire and Ambulance services, as well as several TTC departments. This committee meets regularly and provides a forum to: develop joint operating procedures; develop, test, evaluate, review and revise emergency response plans and procedures; test and evaluate emergency equipment; and discuss items of mutual concern. The committee has been meeting since 1981 and the issue of streetcars obstructing emergency vehicles has not been raised.

I have polled several representatives from each emergency response agency, as well as several TTC authorities, to determine if the presence of streetcars, on any route has ever delayed emergency response to an incident. They all responded; not that anyone could remember.

I have 24 years experience in the Fire Prevention Section at TTC and liaising with emergency response agencies. I support your belief that good fire service and good streetcar service can co-exist and hope that my responses aid you with your research.

**Appendix 2 (cont'd) – Toronto Transit Commission remarks on successful streetcar/Emergency Vehicle coordination**

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If you have any further questions, please don't hesitate to contact me at 416-393-3016 or by fax, at 416-397-8204.

Yours sincerely,



Duncan Harrop  
Superintendent - Fire Prevention

13-41

Appendix 2 (cont'd) – San Francisco Fire Department remarks on successful streetcar/Emergency Vehicle coordination

CITY AND COUNTY OF SAN FRANCISCO  
**SAN FRANCISCO FIRE DEPARTMENT**

ROBERT L. DEMMONS, *Chief of Department*  
HAROLD E. GAMBLE, *Deputy Chief of Operations*  
PATRICK W. WHITE, *Deputy Chief of Administration*



698 SECOND STREET  
SAN FRANCISCO, CA 94107-2015  
(415) 558-3400

March 30, 1999

Mr. Franklyn P. Salimbene  
Assistant Professor of law  
Bentley College  
51 Eliot Street  
Waltham, Massachusetts 02130

Dear Mr. Salimbene:

Your letter of February 25, 1999, regarding streetcar operations and emergency vehicles has been referred to me for handling. I directed three of our fire suppression assistant chiefs to give their input and opinions on this matter as well as drawing on my own experience during my time in the San Francisco Fire Department.

In the City of San Francisco streetcars and cable cars operate on in-street tracks. Most of the streets where these systems operate provide at least one lane in each direction for vehicle traffic. Other streets have two lanes of traffic, one in each direction, accommodating street cars, cable cars and vehicle traffic.

Our experience is that delays during emergency response caused by in-street street car or cable car operations are very rare. For such a delay to occur, two streetcars or cable cars, traveling in opposite directions, would have to be stopped adjacent to each other at the time an emergency vehicle approached. Additionally, our apparatus and vehicle drivers are aware of such possibilities, and avoid traveling on streets with in-street tracks whenever possible. As you can see, this type of situation can and probably does occur, but very seldom.

Regarding whether or not the issue of response times along narrow streets has been raised within the Fire Department, we do not track response time by the route traveled, and the issue has not come up in discussion in the Department, to my knowledge.

Thank you for your interest in the San Francisco Fire Department. If you have any further questions, I can be reached at 415-558-3411.

Very truly yours,



Patrick White  
Deputy Chief, Administration

### Appendix 3 – Boston Fire Department pleased with selection of Centre St. firehouse location on streetcar line

Dear Arborway Committee,

Deputy Fire Chief Kevin MacCurtain's testimony at the 2nd MEPA hearing made me curious about the particulars of JP's Centre St. station so I did some research reading through old JP newspapers. In case others shared my own lack of knowledge I put this together-

The station at 746 Centre (engine 28 and ladder 10) was built 1983- 1984 during Ray Flynn's administration when trolleys were still running . The planning started in 1979 but lack of funding caused delays in the start of construction. The contractor's representative was Eugene Kelly. There were at least half a dozen stories in the JP Citizen weekly in 1984 about the plans for the new station and the hoopla at the grand opening, not one mention is made of trolleys as an impediment or a concern. Captain Kevin MacCurtain made one of the speeches at the Dec. 8 opening ceremony. The installation of the "bookend" traffic signals was also part of the city project.

The former fire station where JP Licks is now located was more than 100 yrs. old. When the city planned the new station there was a lot of discussion about what should be done with the old building; three proposals were considered seriously including a plan to use the facility as a garage for EMS ambulances. In a Dec. 13, 1984 story on the opening of the new station, a Globe reporter interviewed a representative from the city Health and Hospitals Dept.,....." under pressure from state regulations requiring that ambulances be housed in heated garages, assist. deputy comr. Warren Tessler said 'its a good central location for us, its on a good route for access'.. the dept. would like to garage one or two ambulances in the firehouse". There were letters to the editor supporting the proposal for the ambulance garage including one from State Rep. James Craven.

It is also worth remembering how in the 80's there were a lot of fires; both occupied and abandoned buildings and vehicles. Arson was a huge concern. The Globe account of the 4 alarm fire at 28-30 Armstrong St. in Jan. 1984 did not mention any delay in responding (something fire dept. records are supposed to record).

Of course a year later, the MBTA was publicly considering the permanent shutdown of the E line from Heath to the Arborway , "because the Orange line reconstruction may change transit patterns " according to a Nov 9, 1985 Globe story. However since the firehouse was planned for Centre St. since 1979 and Health and Hospitals actually pursued the idea of an ambulance garage also on Centre it doesn't appear that trolleys were considered a safety hazard or interfered with response time.

Alison Pultinas

**Appendix 4 – City of Boston brochure announcing selection of Centre St. firehouse location**

**GINO'S TO BE DEMOLISHED**  
**A NEW FIRE STATION**  
*for JAMAICA PLAIN*



**OLD GINO'S SITE**

- PUBLIC FACILITIES DEPARTMENT ACQUIRES LOT FROM GINO'S



"The demolition of the Gino's Building and the construction of a new fire station will be a great improvement for the Centre Street area."

"The new Jamaica Plain High School and Community School, the new Jamaica Plain Police Station, and this new Fire Station will all provide this neighborhood with new and improved facilities and at the same time are planned in such a way as to deal positively with the neighborhood needs."

Kevin H. White, Mayor,  
 City of Boston.

- DEMOLITION OF OLD GINO'S BUILDING, CLEANING AND FENCING-IN OF LOT SCHEDULED IN OCTOBER



"The present Fire Station facility was built in 1898, and is now both structurally unsound and functionally outdated. The major concern of the Fire Department is a central location within the district. We are very pleased with the Gino's site and intend to be good neighbors."

George H. Paul, Commissioner,  
 Boston Fire Department.

- NEW JAMAICA PLAIN FIRE STATION TO BE BUILT ON SITE, NOW BEING DESIGNED

**LITTLE CITY HALL'S REPORT:**  
**JACK DOLAN, MGR.**

"The availability of the Gino's Lot will provide the City with a great opportunity to continue positive public and private investments in this area. Already we have seen the reconstruction of Centre Street, a community parking lot, a new bakery, and a new laundromat, and there will be more. I believe this type of cooperative effort, coordinated by the City, and involving both the community and the private sector, is essential to the improvement of Jamaica Plain and its neighborhoods."



**COMMUNITY INPUT IN PLANNING PROCESS**

"As abutters of the new fire station, we are delighted with the choice of location and the manner in which we are able to participate. Seeing this eyesore (the Gino's Building) removed will have a positive impact on both our neighborhood and our community as a whole."

Ron Sousa, 2 Greenough Park, Jamaica Plain  
 Thomas & Kate O'Toole, 4 Greenough Ave. Jamaica Plain



**THE NEW STATION**

- Updated, more efficient facility
- Central location in district
- Building design retains residential character of the neighborhood
- Neighborhood involvement in the design process
- Attractive landscape plan



**BOSTON**  
**KEVIN H. WHITE, MAYOR**

PUBLIC FACILITIES DEPT.  
 DONALD B. MANSON, DIRECTOR

Appendix 5 – Boston Fire Department response times at Huntington/Ruggles station

RUTPRIDA

27-OCT-00 Page 1

FROM DATE: 01-SEP-00  
 TO DATE: 27-OCT-00  
 FROM TIME: 06:30  
 TO TIME: 09:00 } a.m. peak  
 CLASS: F  
 AGENCY(S): FD  
 LIMIT:  
 UNIT(S): E37 Huntington/Ruggles  
 Roxbury -

City of Boston  
 Average Response Time in Minutes -- Incidents Dispatch to Arrival  
 By Unit By Priority By Day of Week

PRIORITY	SUN	MON	TUE	WED	THU	FRI	SAT	AVERAGE
E								
1P	3.47	5.04	4.05	3.73	5.88	4.40		4.41
1	4.50	3.36	4.61	3.84	3.61	4.38	3.28	3.91
2P								
2					4.27			4.27
3P								
3								
4								
4P								
5								
6								
7								
8								
9								
10								
AVERAGE	4.35	3.92	4.40	3.83	3.88	4.38	3.28	4.00

## Cars are not so important to local shoppers

I read with great interest your article about parking and traffic on Centre/South Streets. While I applaud the Jamaica Plain Business and Professional Association's (BAPA) efforts to work with the BTD commissioner, I believe there is much else—not related to cars—that we could undertake to enhance our street's vibrancy and commercial activity.

A 2003 shopper study conducted by JP Centre/South Main Streets (JPCSMS) found that cars are not a primary means of access for those who make purchases on the street. Our study surveyed 400 shoppers—a statistically valid sample—at all times of the day and night, on weekends and weekdays, and at eight different locations—from Petal & Leaf to the Jeannie Johnston Pub. We found that over three-quarters of shoppers walk,

take public transit or bike. [See graphic.]

Another analysis—this one of the 2000 U.S. Census—reinforces the relative unimportance of cars for many in JP. Twenty-four percent of our residents (compared to 10 percent nationally) do not own a car; 49 percent of households have just one car. In contrast, over 54 percent nationally own two or more cars. Of course, this is not to say that JP residents—including me—don't complain about traffic and parking. And, it is worth noting that the census also found an increase in the number of cars while the population remained stable.

All combined, the data argue that traffic and parking don't impede shopping in our district. In fact, urban planners consider slow traffic to benefit a shopping dis-

trict. One need only look at Davis Square, Coolidge Corner or Harvard Square where stores are thriving and traffic and parking are a source of constant complaint. These districts, however, include diverse independent retail businesses, great restaurants and superior public transportation. It therefore suggests that we:

- Analyze how much of the congestion is caused by people passing through the district, delivery trucks and people who use their cars, vans and trucks for work—such as the many contractors, real estate agents and employees—and use this analysis to develop a comprehensive view of traffic volume and mitigation options.

- Work to significantly improve public transit.

- Enhance the desirability of walking and biking in our downtown—as well as the retail density of the street.

We at JPCSMS invite all of you interested in such efforts to join with us.

Let's ensure our streets better support residents' needs and uses. Making Centre and South more car-friendly should not be the focus.

**Martin H. Tannenbaum**  
 Chair, Economic Resources  
 Committee  
 JP Centre/South Main  
 Streets

### How Shoppers Get to Centre/South

Walk .....	213 .....	61%
Drive/Ride with Others .....	72 .....	21%
Bus/Subway .....	39 .....	11%
Bike .....	24 .....	7%

Notes: 84% of those surveyed live in ZIP code 02130—so most shoppers live nearby. Given the length of the survey, 52 (13%) did not respond to this question.

**From a Survey by Centre/South Main Streets**

*Jamaica Plain Gazette 12/19/03*

# Trolleys pass bike test

BY JOHN RUCH  
GAZETTE STAFF

Trolleys passed a recent bipartisan bicycle-safety test—though there's disagreement on how high their grade should be.

The planned restoration of the Arborway trolley line down Centre and South streets has worried bicyclists on both sides of the trolley debate. The proposed station, or "trolley plaza," design calls for a concrete platform to extend into the street to within 26 inches of the rails. In this narrow corridor, bicyclists could wreck by either hitting a pedal on the 8-inch curb or by dropping a tire into the rail.

Bike activists Mira Brown of Bikes Not Bombs and Jeffrey Ferris of Ferris Wheels bike shop conducted an experiment two months ago to see if the design was safe for bicyclists. They were joined by Ferris Wheels employee Joel Singler and by Paul Normandia, who is the Gazette's art director.

The experiment was held in the MBTA parking lot on the Arborway Yard, at the corner of Washington Street and the Arborway, where old trolley rails still lie in the pavement. The trolley plaza was simulated with cardboard cartons. The experimenters tried riding between the "plaza" and the rails in the parking lot.

Despite being on opposite sides of the trolley debate—Brown supports trolleys, Ferris opposes them—both believed initially that the plaza design might be dangerous for bikers,

especially inexperienced ones. The test changed their minds—to varying degrees.

"I was very pleasantly surprised, actually," Brown said. "It was a piece of cake."

She said a test involving a run of the full length of a trolley plaza—about 140 feet—was more difficult than an early 65-foot test, but still "doable." Tossing stones and other realistic "debris" into the riding zone also added to the difficulty.

"It was much easier than I expected it to be," said Ferris. "It was bikeable."

But, he warned, "You have to focus on what you're doing. There's not much room for error." He also thought it would be harder in real life as opposed to the "closed environment" of the parking lot.

The two also disagreed on whether riding past the trolley plaza was any worse than riding past parked cars.

"It felt a lot safer to me than it is right now with parked cars," Brown said, noting that a trolley plaza won't suddenly fling a metal door open in front of a bike.

Asked if the plaza was any worse than parked cars, Ferris said, "It is and it isn't. It's different."

One thing both sides could probably agree on was Brown's comment: "I think the MBTA should have done the test, not us."

The recent state ruling on mitigating the impacts of trolley restoration requires a thorough study of bike

safety. Both Brown and Ferris are on the Arborway Rail Restoration Project Advisory Committee (ARRPAC), the group planning the restoration.

The plazas aren't the only bike safety issue related to the trolleys. Flyers issued in April by the anti-trolley group Better Transit Without Trolleys claimed that trolleys would pass within 6 inches of bikes riding by.

Ferris dismissed that concern, saying that the rails themselves are a bigger danger than any vehicle riding them, or any car or truck. He said that opinion is based on "the damage to bikes and damage to people that come in [to his store]."

One of the minor details in the trolley debate has been talk of "flange fillers"—devices that fill in or seal off the gap in the rail when no trolley is on it. The flange filler would be too strong for a bike wheel to push down, but trolley wheels could push it down easily.

Ferris said he looked into flange fillers about 10 years ago, and was told that most models are used in factories and would disintegrate quickly in Boston weather.

Barbara Boylan, the MBTA's project manager on trolley restoration, said at a recent ARRPAC meeting that MBTA consultant Bill Lieberman is investigating various types of flange fillers as he jets around the country working on various light rail projects.

*Jamaica Plain Gazette 8/15/03*

## Appendix 8 – Toronto Traffic Commission interagency Emergency Procedures Committee guidelines

Subj: RE: Emergency Procedures Committee  
Date: 01-05-14 07:06:24 EDT  
From: Duncan.Harrop@ttc.ca (Harrop, Duncan)  
To: FSalimbene@aol.com ('FSalimbene@aol.com')

TORONTO TRANSIT COMMISSION  
EMERGENCY PROCEDURES COMMITTEE  
DRAFT TERMS OF REFERENCE

### AIM:

The purpose of the Emergency Procedures Committee is to provide a forum for representatives from each of the Emergency Response Agencies and key TTC departments to:

1. ensure compatibility of incident management systems,
2. develop, evaluate and revise emergency response procedures, plans and training materials
3. develop scenarios for emergency simulations, and direct joint exercises.
4. test and evaluate emergency equipment and systems,
5. recommend improvements to various components of TTC facilities and vehicles,
6. disseminate information regarding emergency response,
7. discuss items of mutual concern.

### STRUCTURE:

The Emergency Procedures Committee Chair shall:

- \*call regular meetings and provide the date, time, location and agenda for each meeting,
- \*convene ad hoc meetings to debrief specific incidents, as required,
- \*host an annual meeting of senior management from each Emergency Response Agency and TTC,
- \*invite guests,
- \*prepare minutes of each meeting and distribute to the chief officers of the agencies and departments represented by the members,
- \*determine the status of each item in the minutes,
- \*establish sub-committees and working groups to focus on specific areas of interest,
- \*report all recommendations to TTC senior management for a corporate response.

### MEMBERSHIP:

Each member represents the interests of one of the following groups:

Toronto Fire Services  
TTC  
Toronto Police Services (Transit Control Centre)  
Toronto Ambulance Services  
Subway Operations  
Toronto Works & Emergency Services  
Surface Operations  
GO Transit (Safety)  
Advisory Committee on Accessible Transit  
Corporate Security

**Construction Mitigation Points**  
Arborway Rail Restoration Project

Responding to the current concerns that businesses have raised regarding construction of the E-line project, we offer some points for ARRPAAC to consider in its recommendations. Our goal is to help write a contract which will build a high quality transitway most quickly and efficiently with the least disruption to businesses and people living along the way.

**Signage**

During construction every effort should be made to create a hospitable transitional environment for customers by providing good directional information and special paths and signs to encourage shopping in the area. It should be informative, but also clever and unique to JP to point drivers and pedestrians to businesses which might look blocked or disrupted, but are open and ready to meet their needs. An ad agency should be hired for this.

**Advertising**

Positive promotion of the E-line and specific mention of local stores should be a part of the plan while construction progresses. Ads on buses and subways should note location and highlight that JP's businesses are open during construction. Something like, "The E-line is returning and during construction the following businesses are looking forward to serving you."

**Scheduling**

Consider two or three shifts, and six day work weeks to get the job done quickly.

Coordinate **all** utility work with this project, so the same area is not disrupted and dug up many different times during the construction, or worse, dug up *after* the line opens. (Includes cable, telephone, fiber optic, sewer, water, gas, electric, and storm drains.) Evaluate plans to increase capacities in these systems to anticipate future needs.

### **Construction Mitigation Points**

No construction during Christmas holiday shopping season.(Oct 1 to Dec 25, from Pond St. to Child St.)

Concentrate the heaviest and most disruptive construction in the business district when business is lightest and residents are on vacation. *e.g.* July 1 to Aug 20. Extra shifts and larger crews could be considered for this period.

#### **Quality**

It will be a strong selling point if we can point to a “state of the art” E-line infrastructure. Put in rail and catenary which will last longer than previous installations so it will be many years before the transitway will be disrupted again.

Require that contractors have significant manpower and equipment capacities to accomplish the task. We can learn from the mistakes of the Silver Line and the Huntington Ave. rebuild.

The coordinator for this project should be readily accessible to the public and shopkeepers so that she/he may respond to issues as they arise.

#### **Parking and traffic**

Be creative and persistent in efforts to create additional parking, such as double decking the Blanchard lot with pre-fab car elevators.

Loading and deliveries should be specific and time limited, and strictly enforced, with a plan that will accommodate business while ensuring the smooth flow of the streetcar.

Make specific suggestions to the City of Boston *now* about reworking streets . These changes should be to reduce traffic congestion on Centre Street without reducing the number of shoppers on the street. For example, if Harris Avenue and Revere Street (or Roanoke Av.) were made two way or reversed, they could provide access to the parking lot without having cars travel on Centre Street at all. If an exit were created out to Seaverns Avenue, the Harris lot would be much more efficient. The importance of making traffic changes immediately, would be that

### **Construction Mitigation Points**

drivers would become familiar with the new traffic pattern *before* having to deal with construction detours.

Similarly, ask that parking, loading, and other *legal* requirements for cars be enforced *now* so that the rules of the road and safety issues are addressed as they should be *before* the streetcars roll down the street. Traffic is a mess in JP partly due to the fact that drivers and delivery trucks do park illegally anywhere, U-turn anytime, and block traffic at will, without ever being ticketed. Let them get used to doing it correctly now. It is always safer and fairer to implement enforcement before and during all stages of the project. Once streetcars are in place, ridership will increase dramatically and thus overall car usage will decline, easing traffic flow, and providing business with a strong customer base.

Respectfully submitted,

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