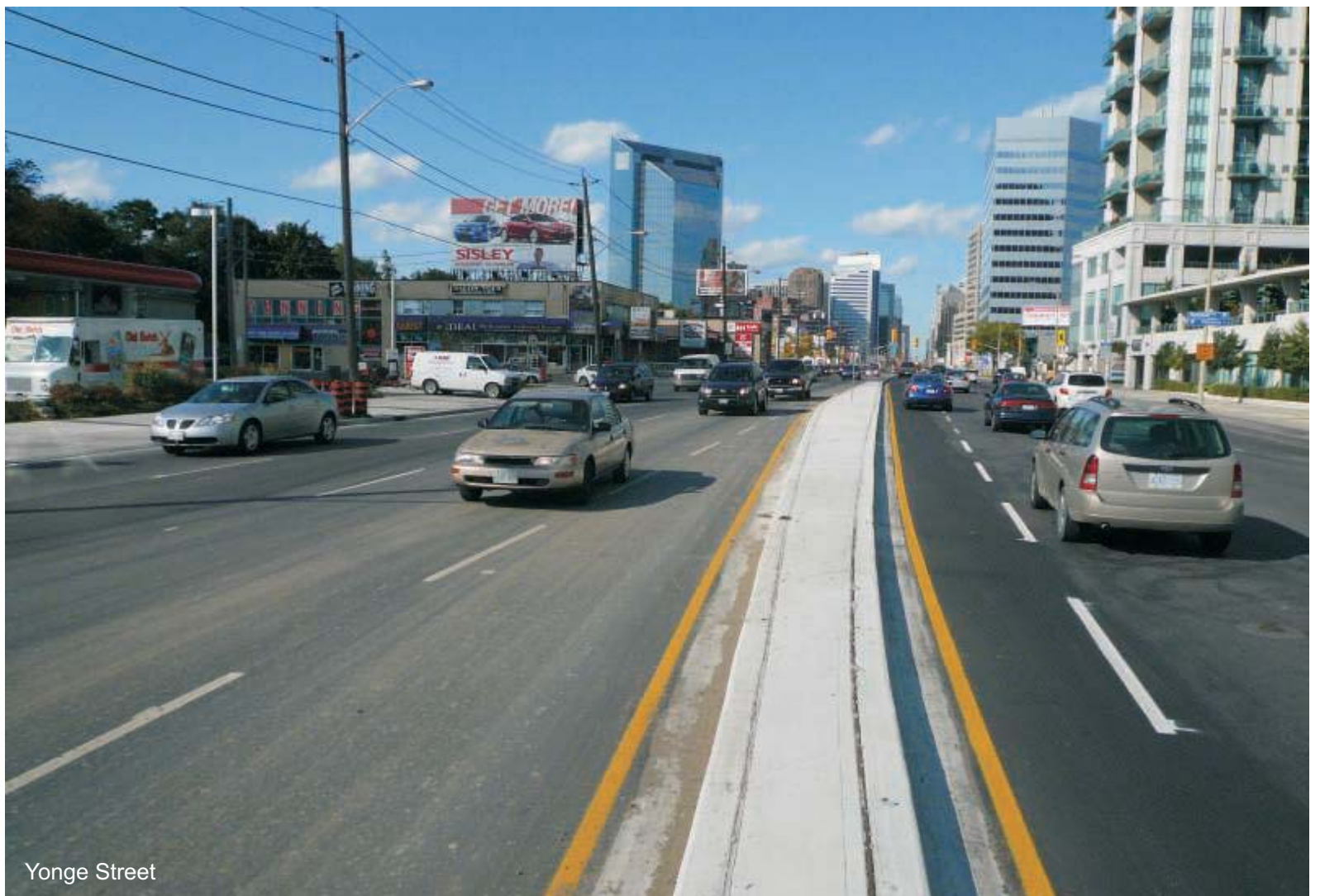


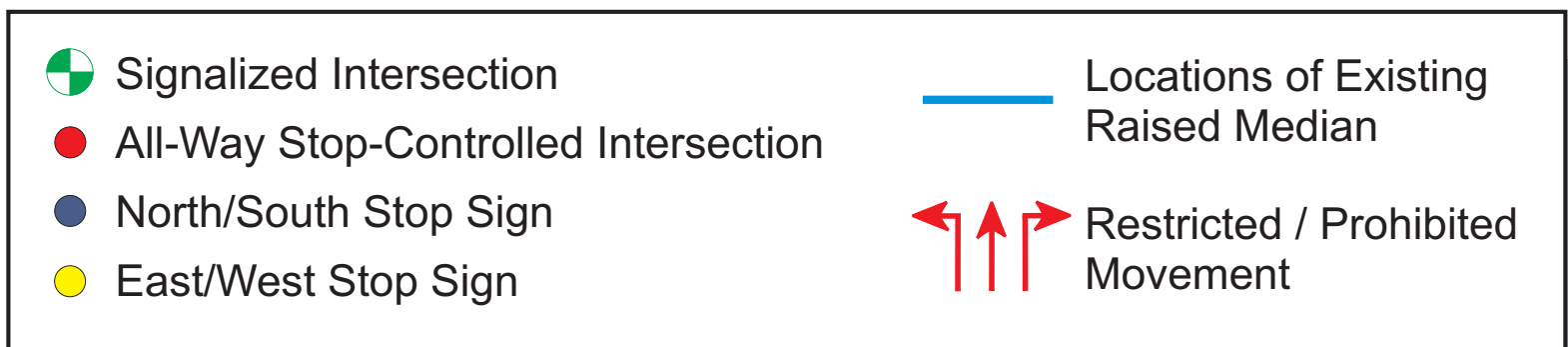
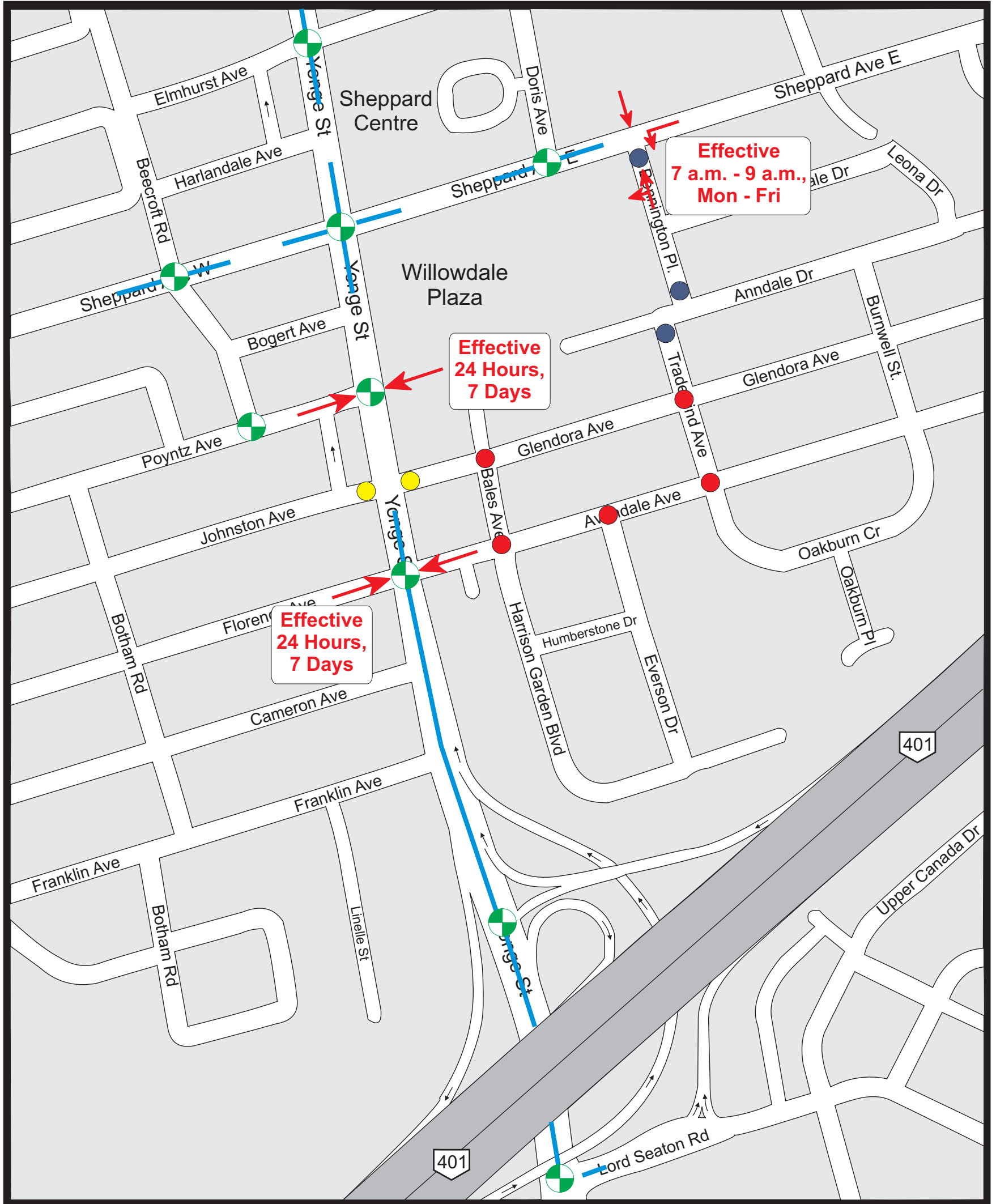
Problem/Opportunity Statement

Given the recent and planned development in the South Downtown of North York Centre, there is a need to investigate existing and future traffic conditions and opportunities for improvements within the Avondale community including along Yonge Street between Sheppard Avenue and Lord Seaton Road.



Opportunities for improvements may include traffic control methods, improved conditions for pedestrians and cyclists, and short and long term road improvements.

Traffic Control

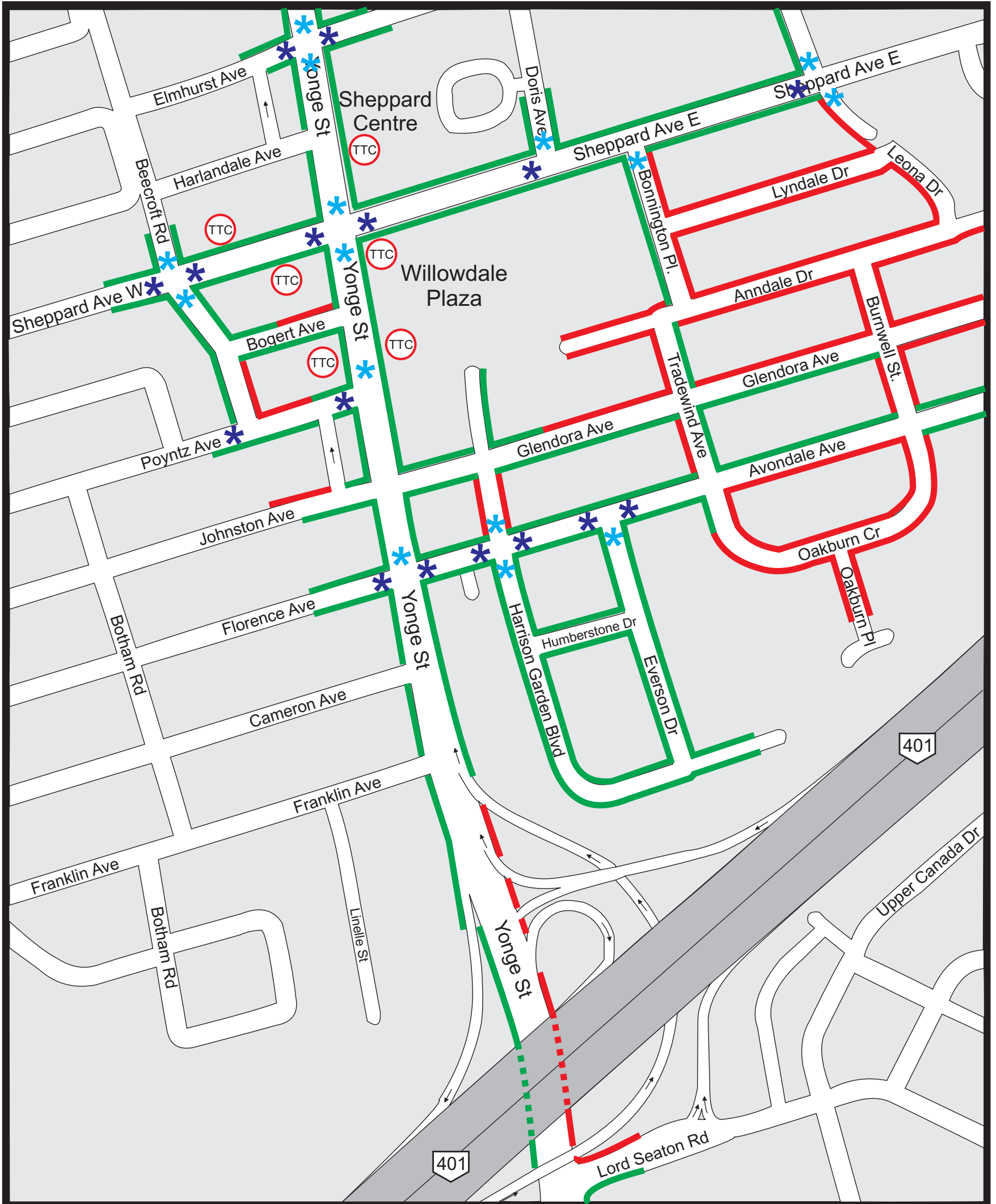


EXISTING CONDITIONS

Sidewalk Locations

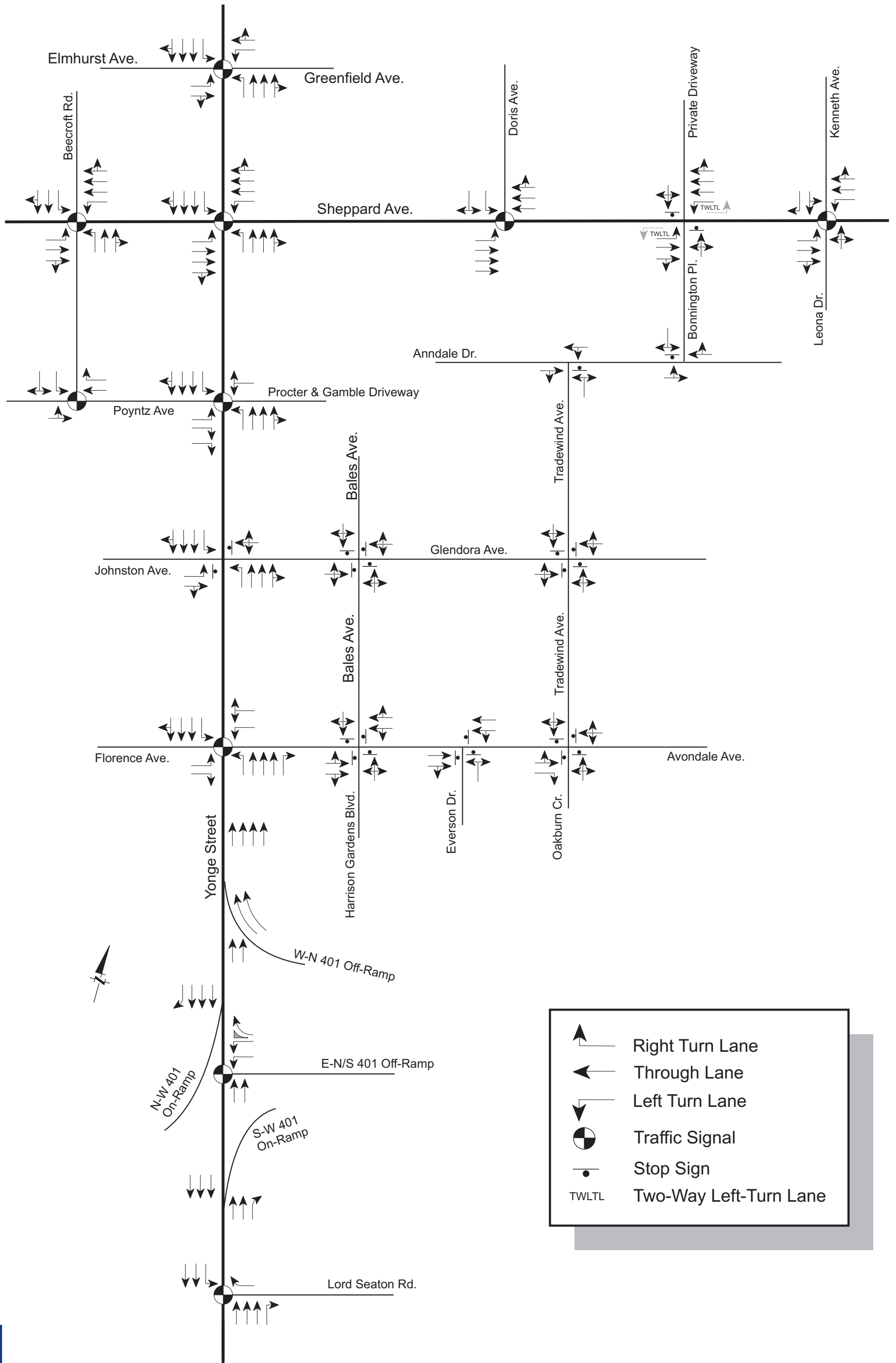
The map below indicates areas where there are:

- * Protected crossings,
- * Continuous sidewalk, or
- * No sidewalks



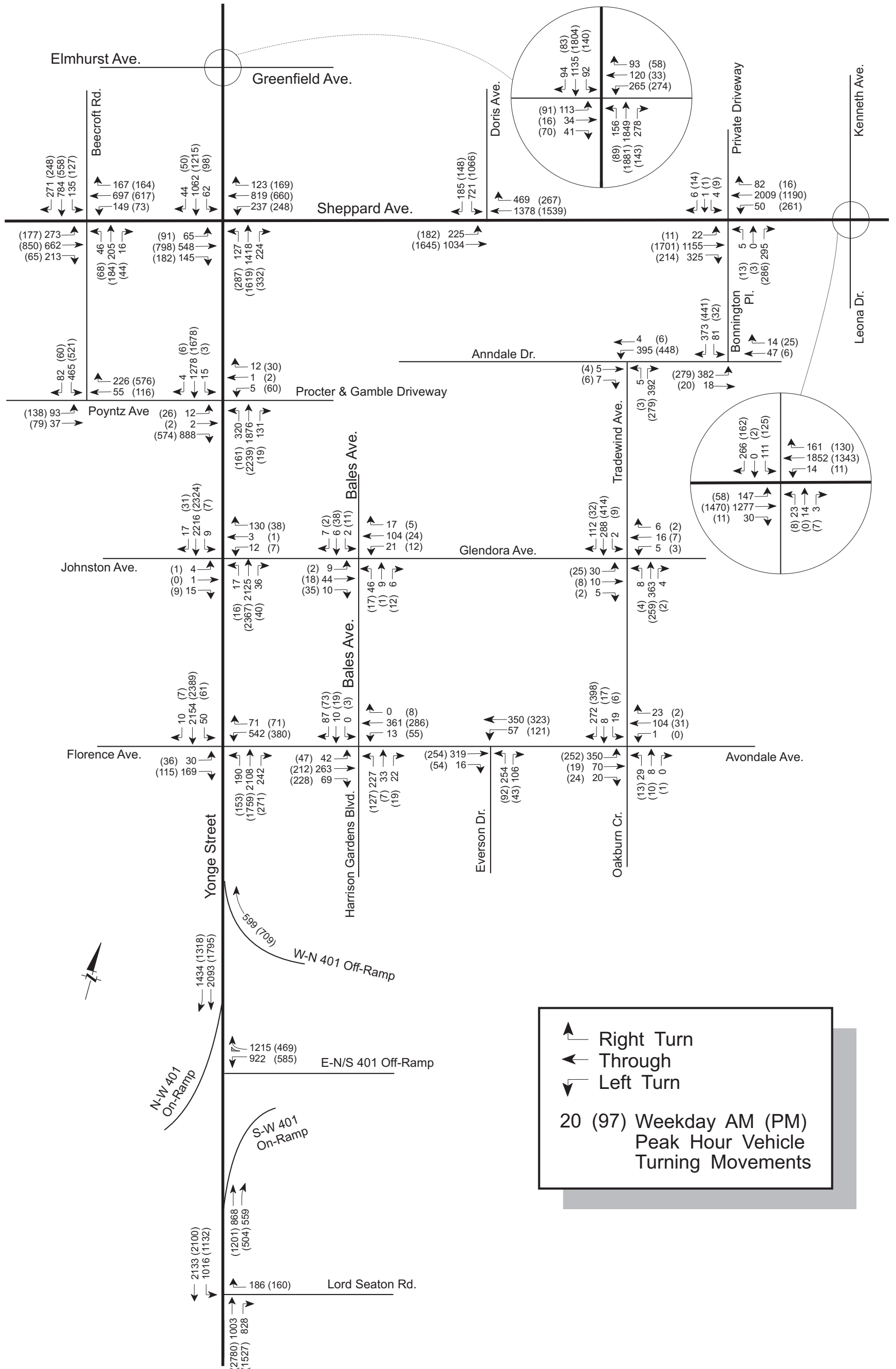
- | | |
|----------------------------|--------------------------------|
| Locations with Sidewalk | East/West Protected Crossing |
| Locations with No Sidewalk | North/South Protected Crossing |
| Subway Station Access | |

Existing Lane Configurations



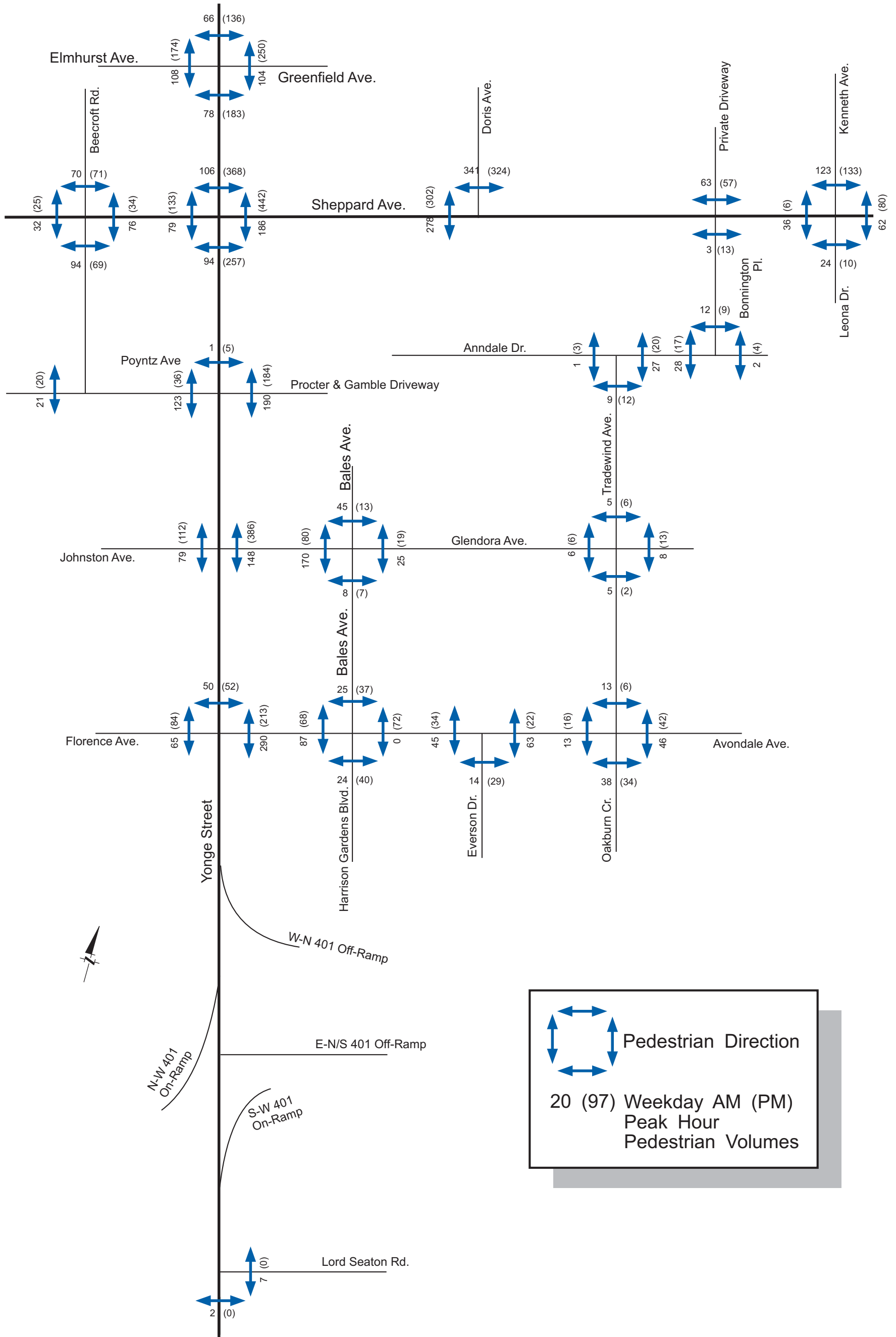
EXISTING CONDITIONS

Existing Traffic Volumes



EXISTING CONDITIONS

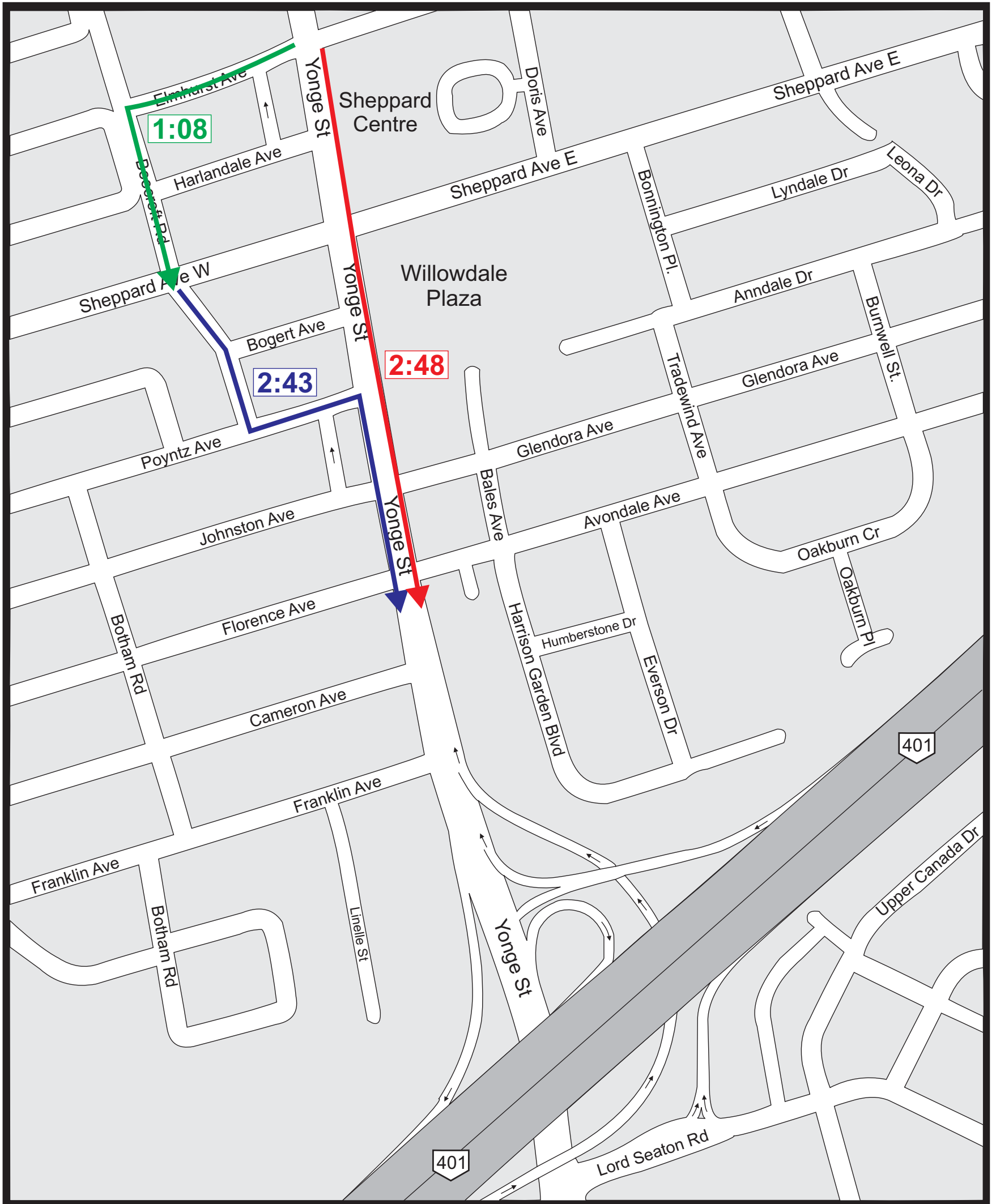
Existing Pedestrian Volumes



EXISTING CONDITIONS

Travel Time Surveys - Yonge/Elmhurst to Yonge/Avondale

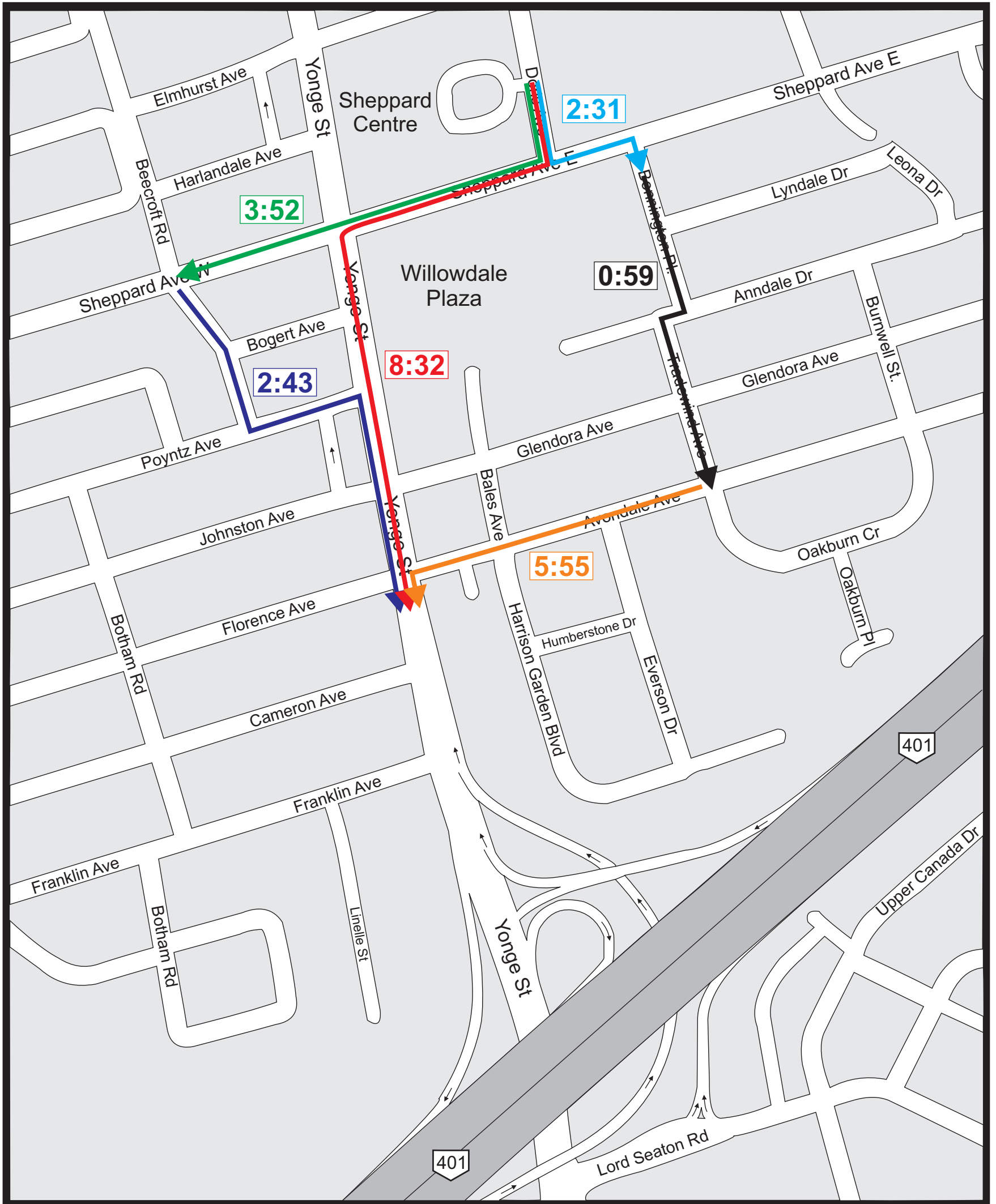
Travel time surveys were conducted for routes along the arterial roads and through the neighbourhood roads in the study area, as illustrated below. The surveys were conducted in the **morning peak hour**.



X:XX Average travel time for associated travel segments based on a series of trial runs (minutes:seconds)

Travel Time Surveys - Doris/Sheppard to Yonge/Avondale

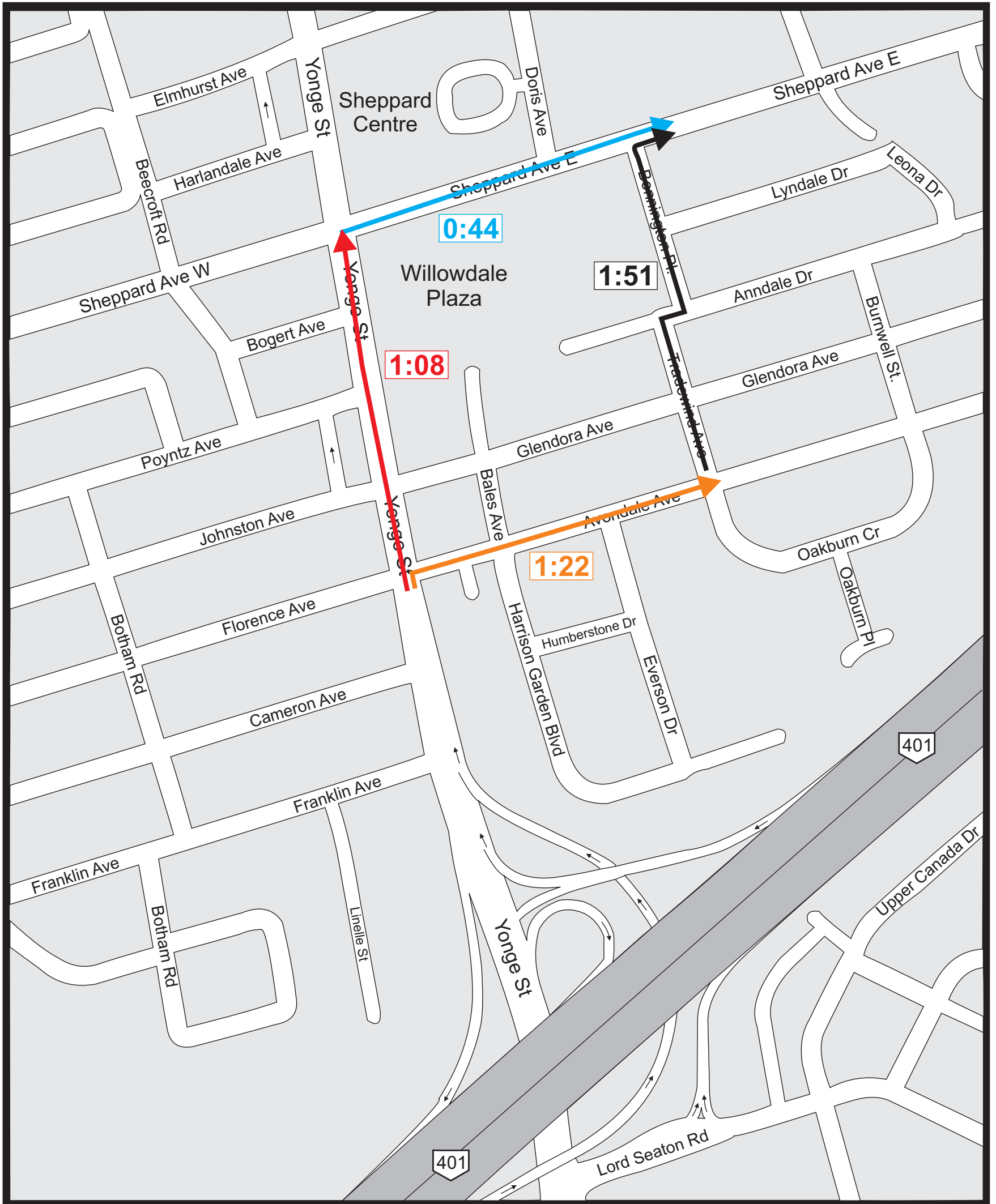
Travel time surveys were conducted for routes along the arterial roads and through the neighbourhood roads in the study area, as illustrated below. The surveys were conducted in the **morning peak hour**.



X:XX Average travel time for associated travel segments based on a series of trial runs (minutes:seconds)

Travel Time Surveys - Yonge/Avondale to Sheppard/Bonnington

Travel time surveys were conducted for routes along the arterial roads and through the neighbourhood roads in the study area, as illustrated below. The surveys were conducted in the **afternoon peak hour**.



X:XX Average travel time for associated travel segments based on a series of trial runs (minutes:seconds)

Examples of Queuing Issues



Queuing along Avondale Avenue from Yonge Street intersection (after implementation of all-way-stop control at Avondale Ave & Harrison Garden Blvd / Bales Dr intersection).

(October 2008)

Queuing on Harrison Garden Boulevard resulting from the queuing along Avondale Avenue (prior to implementation of all-way-stop control at Avondale Ave & Harrison Garden Blvd / Bales Dr intersection).

(March 2006)

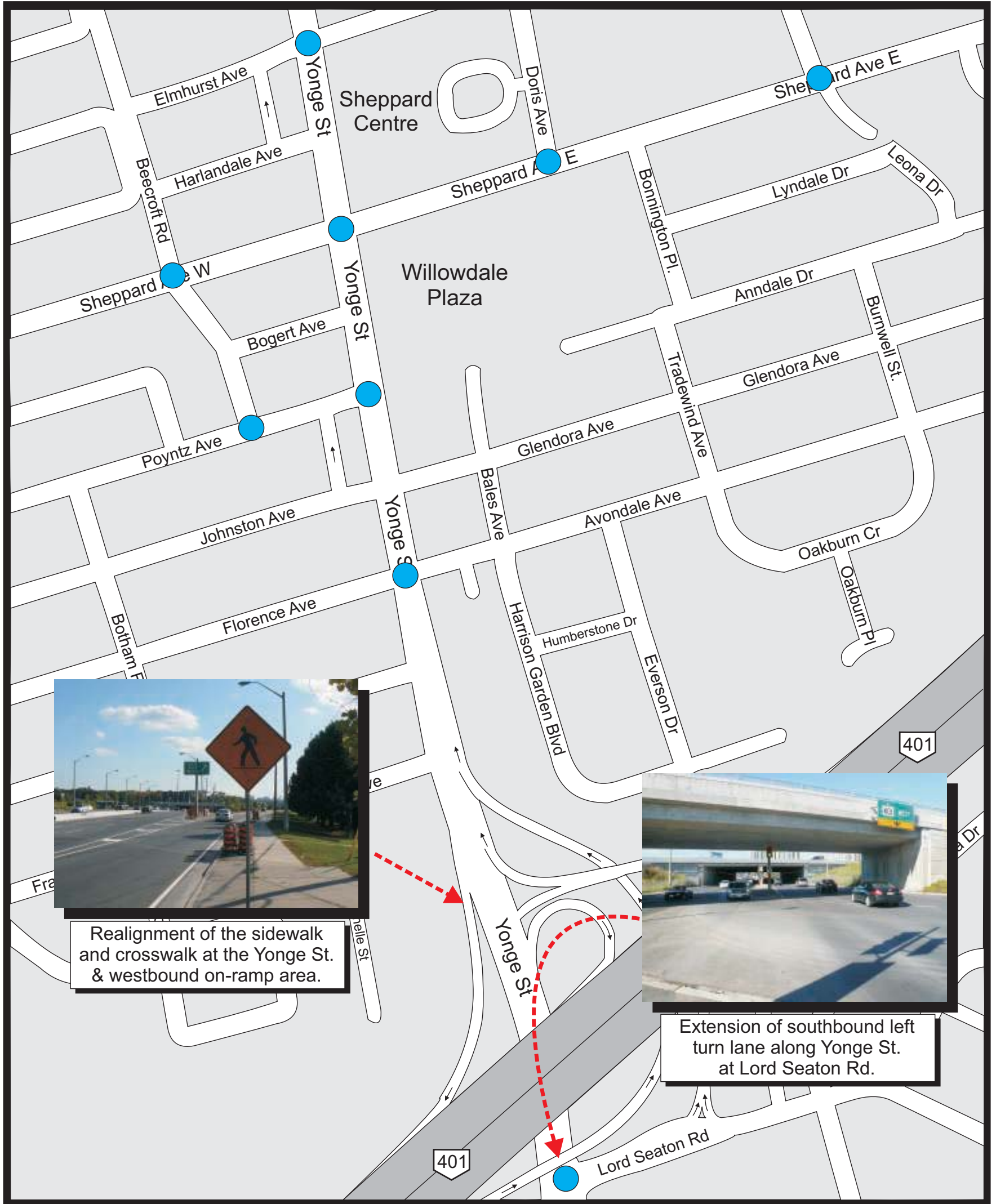


Queuing along Yonge Street from Lord Seaton Road intersection.

(October 2008)

Recent Network Improvements

Some of the recent improvements to the road and pedestrian networks are shown below.




Realignment of the sidewalk and crosswalk at the Yonge St. & westbound on-ramp area.



Extension of southbound left turn lane along Yonge St. at Lord Seaton Rd.

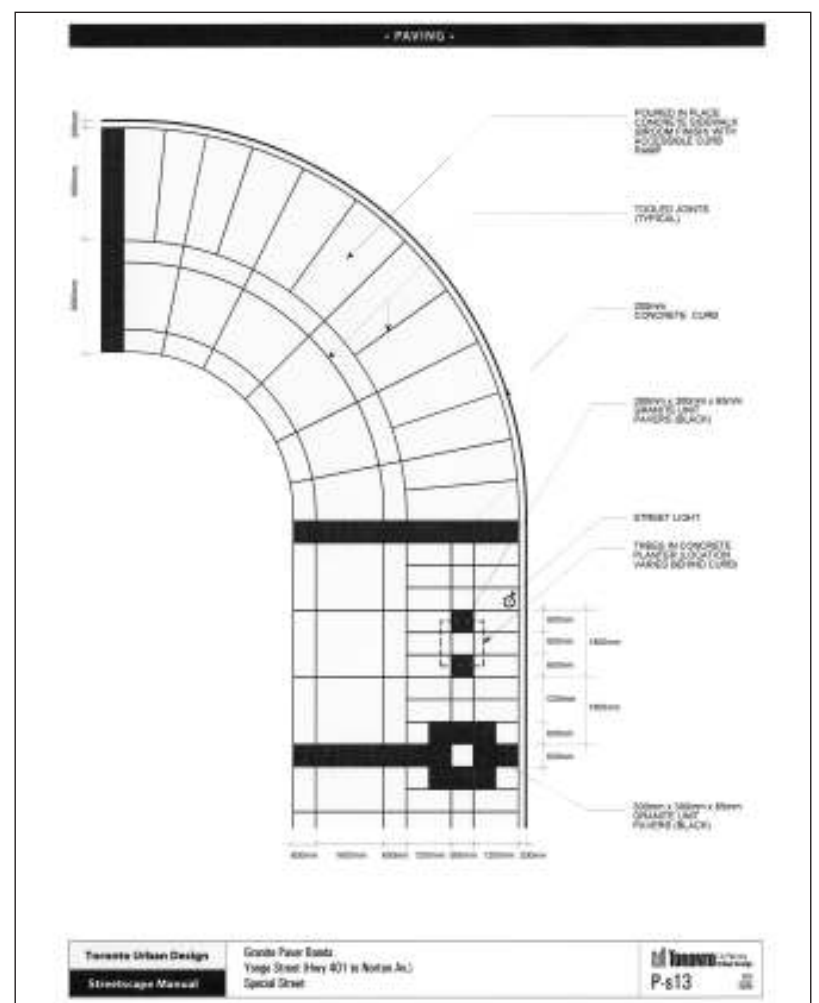
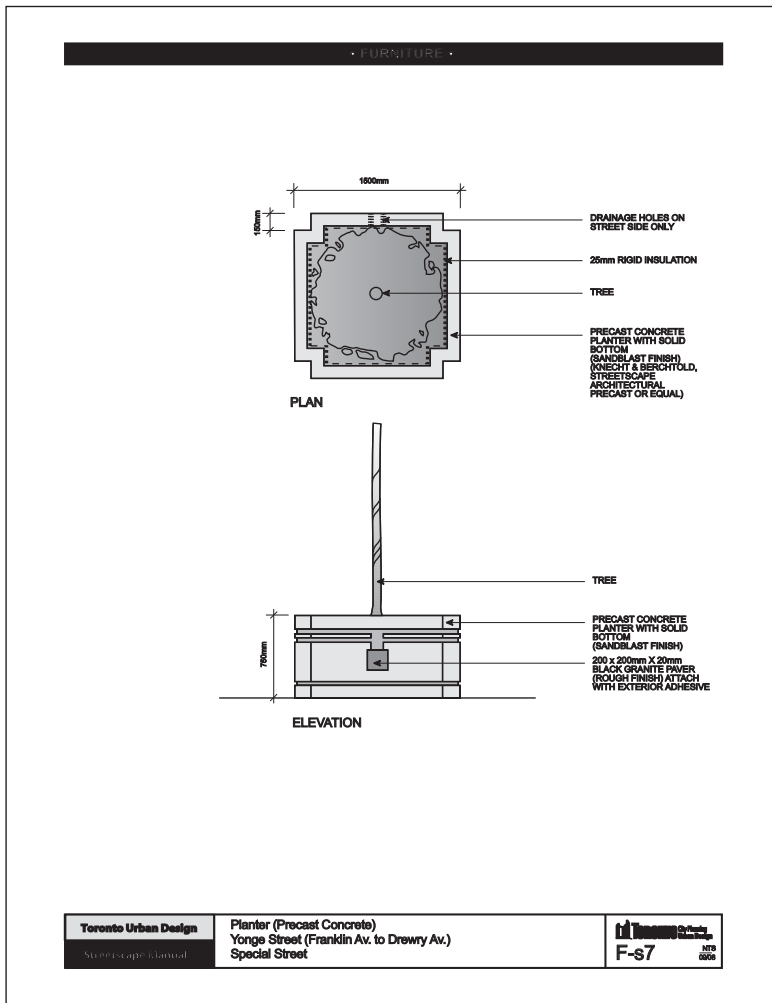
Locations with Newly Installed Pedestrian Countdown Timers (2008)



EXISTING CONDITIONS

Approved North York Centre Streetscape Design

A key to development in the study area is the provision of an attractive, convenient, and secure pedestrian environment. Below are the approved streetscape standards for the North York Centre.



Landscaping, outdoor furnishings, and pedestrian scale lighting should be co-ordinated with public spaces in order to contribute to a consistent, high quality environment. In particular, the planting of trees in the boulevards is encouraged.



Example of centre median landscaping, north of the study area on Yonge St.

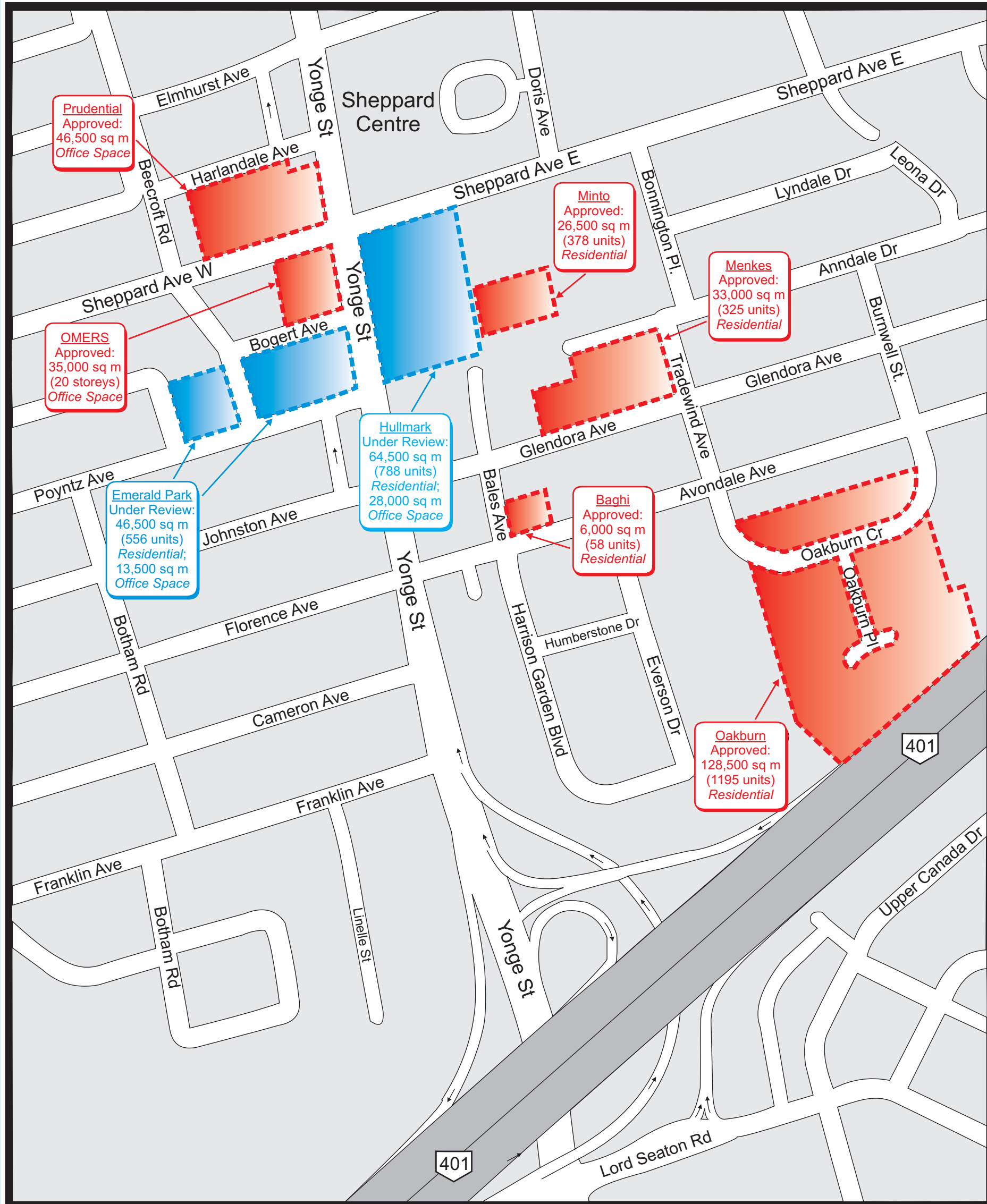


Example of a wider sidewalk, north of the study area on Yonge St.

Regard shall be given to urban design aspects including landscaping, privacy, adequate day-lighting, street lighting, underground wiring, street furniture, including such items as external seating, pedestrian lighting and covered walkways, facilities for refuse, mail and telephones, and the overall aesthetic design of graphics and colour to create spatial interest and variety along Yonge Street.

Planned Developments

The map below displays the locations and key statistics of the planned developments in the study area.

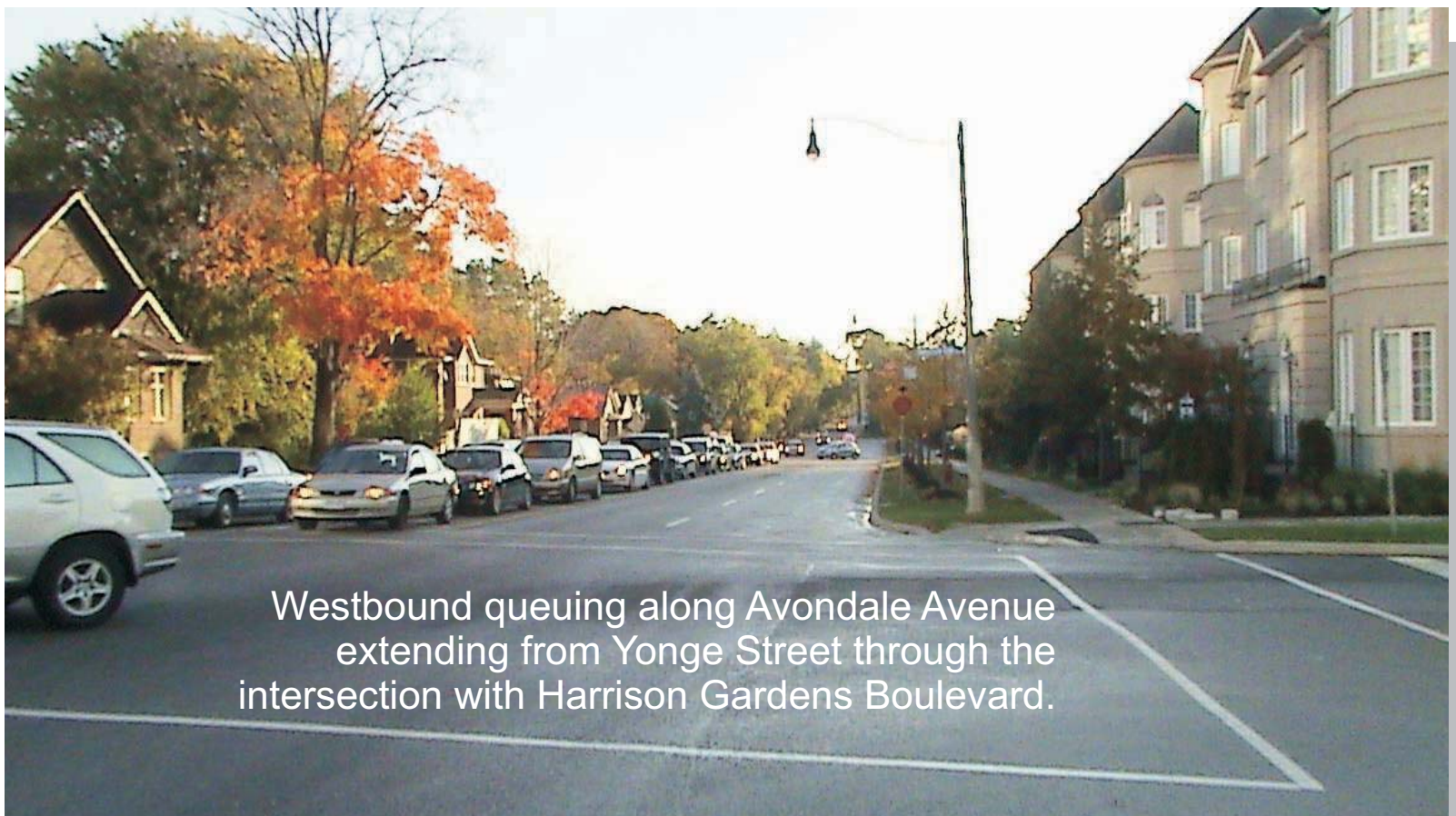


— Development Under Review — Approved Development

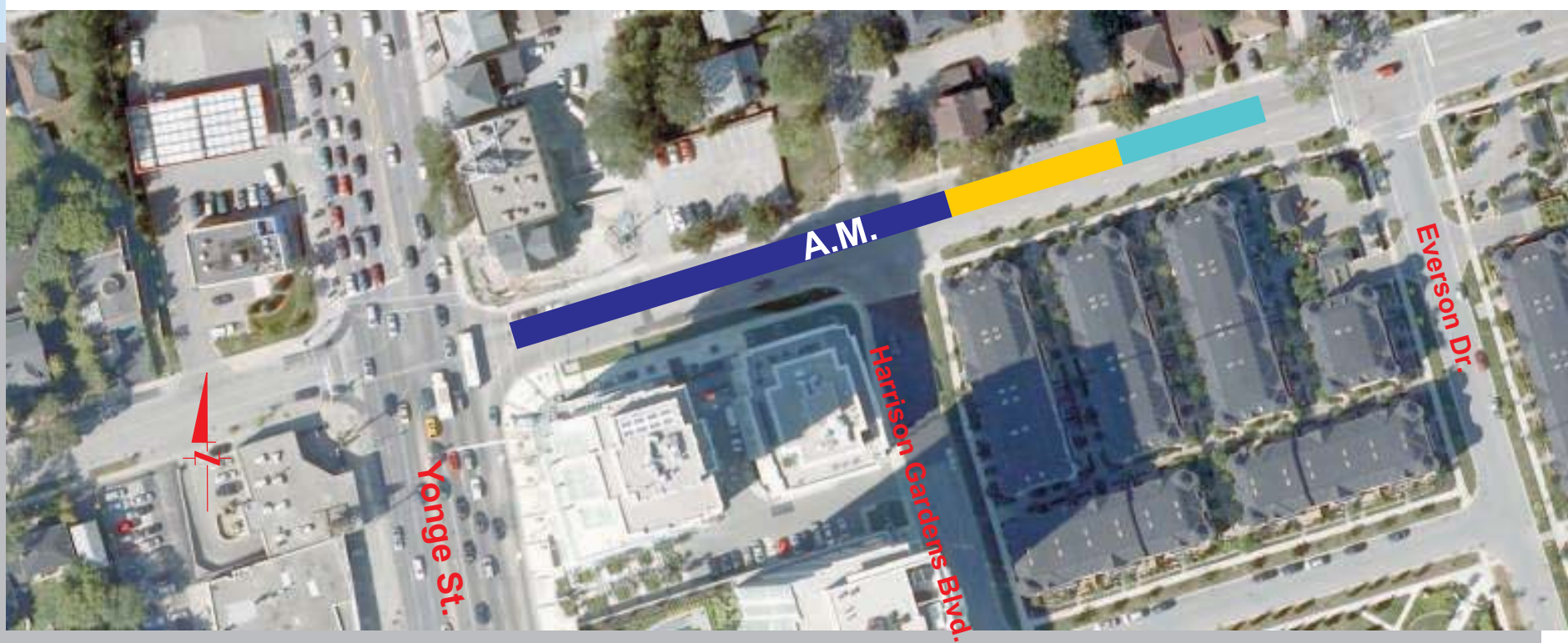
FUTURE CONDITIONS

Queuing Along Avondale Avenue

Significant queuing and lengthy delays exist along Avondale Avenue in the morning peak hour as a result of the high demand for westbound vehicles attempting the left turn onto Yonge Street. At times, the queuing has been observed to extend beyond the Avondale Avenue / Harrison Gardens Boulevard intersection (as seen in the photograph below). Aside from the delay concerns, there are additional safety concerns for pedestrians and vehicles arising from the excessive queuing.



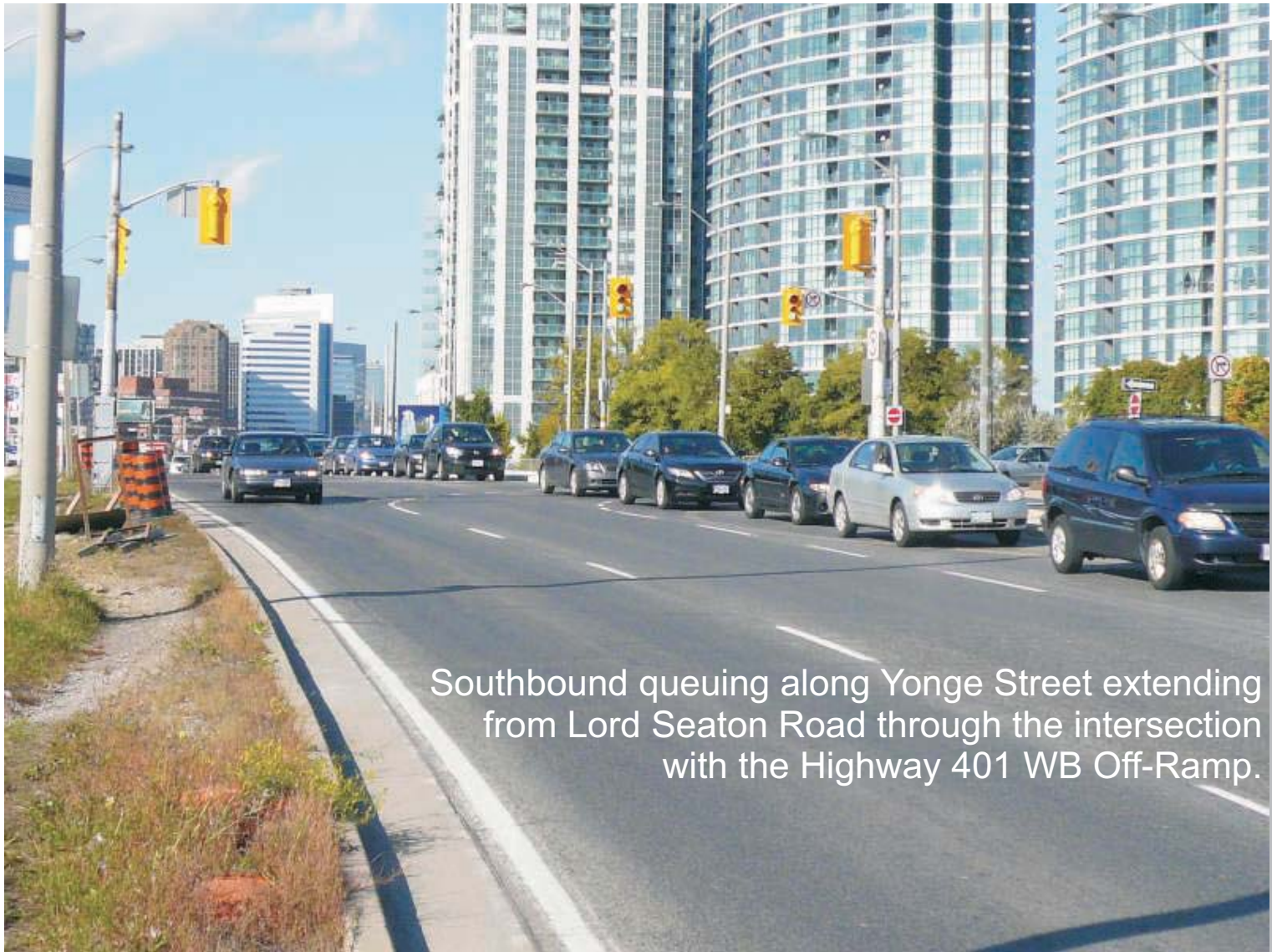
Westbound queuing along Avondale Avenue extending from Yonge Street through the intersection with Harrison Gardens Boulevard.



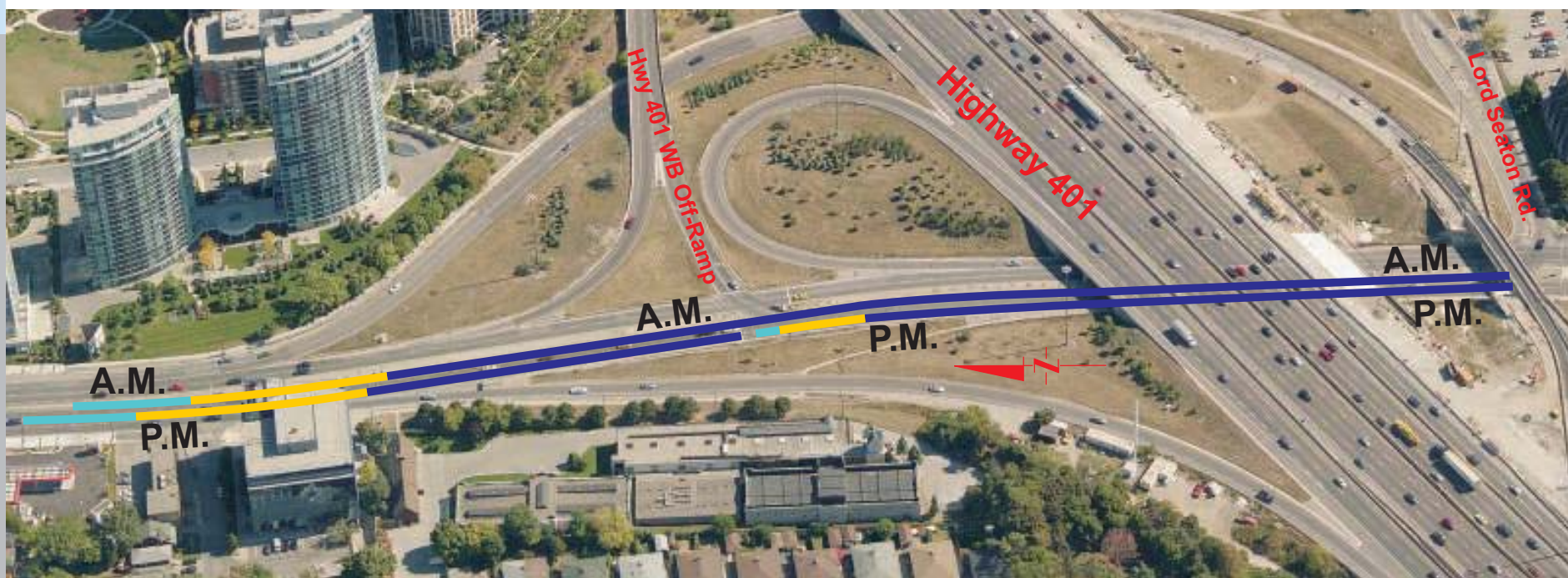
Note: 80th Percentile Queue Length occurs at 20% of the signal cycles

Queuing Along Yonge Street

Excessive queues extending to the north of the Yonge Street / Lord Seaton Road intersection exist during the morning and afternoon peak hours and various times throughout the off-peak periods. The queues are associated with the high demand for southbound vehicles turning left from Yonge Street onto Lord Seaton Road (and accessing Highway 401 eastbound).



Southbound queuing along Yonge Street extending from Lord Seaton Road through the intersection with the Highway 401 WB Off-Ramp.



————— Average Queue Length
 ————— 80th Percentile Queue Length
————— 95th Percentile Queue Length

Note: 80th Percentile Queue Length occurs at 20% of the signal cycles

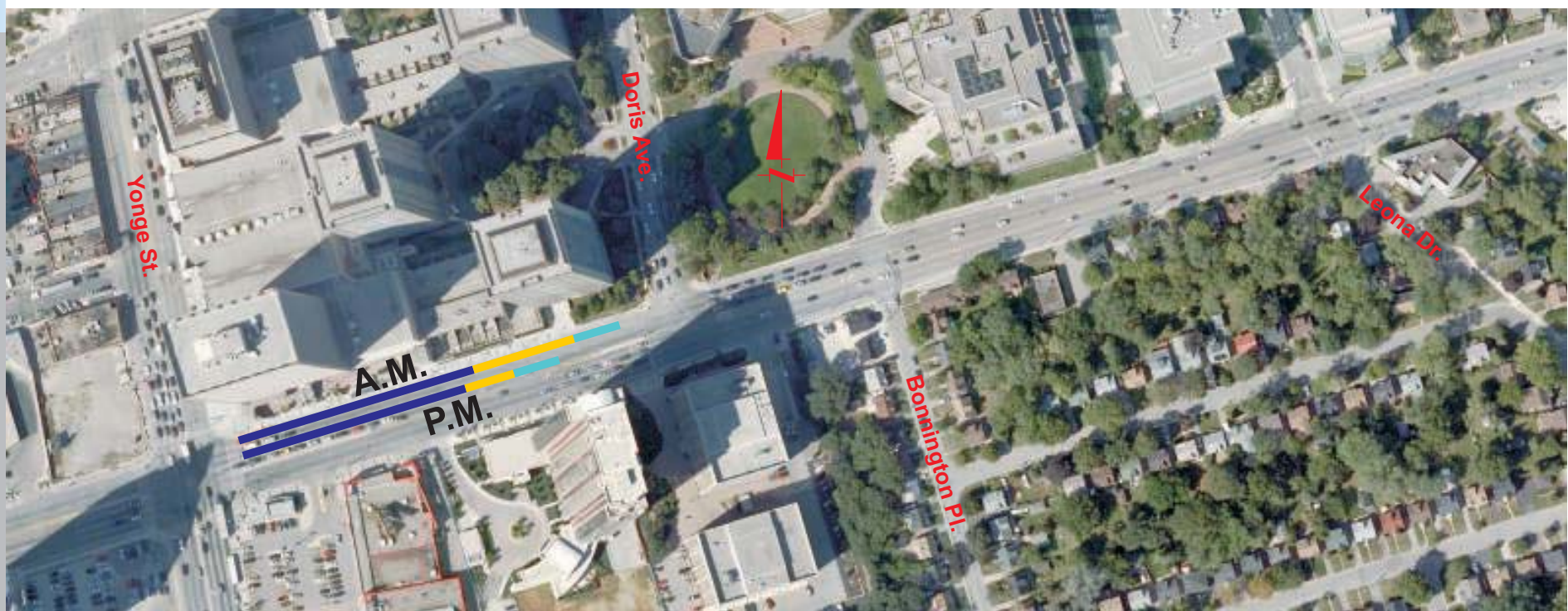
ISSUES

Queuing Along Sheppard Avenue

The high demand for westbound vehicles turning left onto Yonge Street southbound creates queues along Sheppard Avenue E that extend toward Doris Avenue.



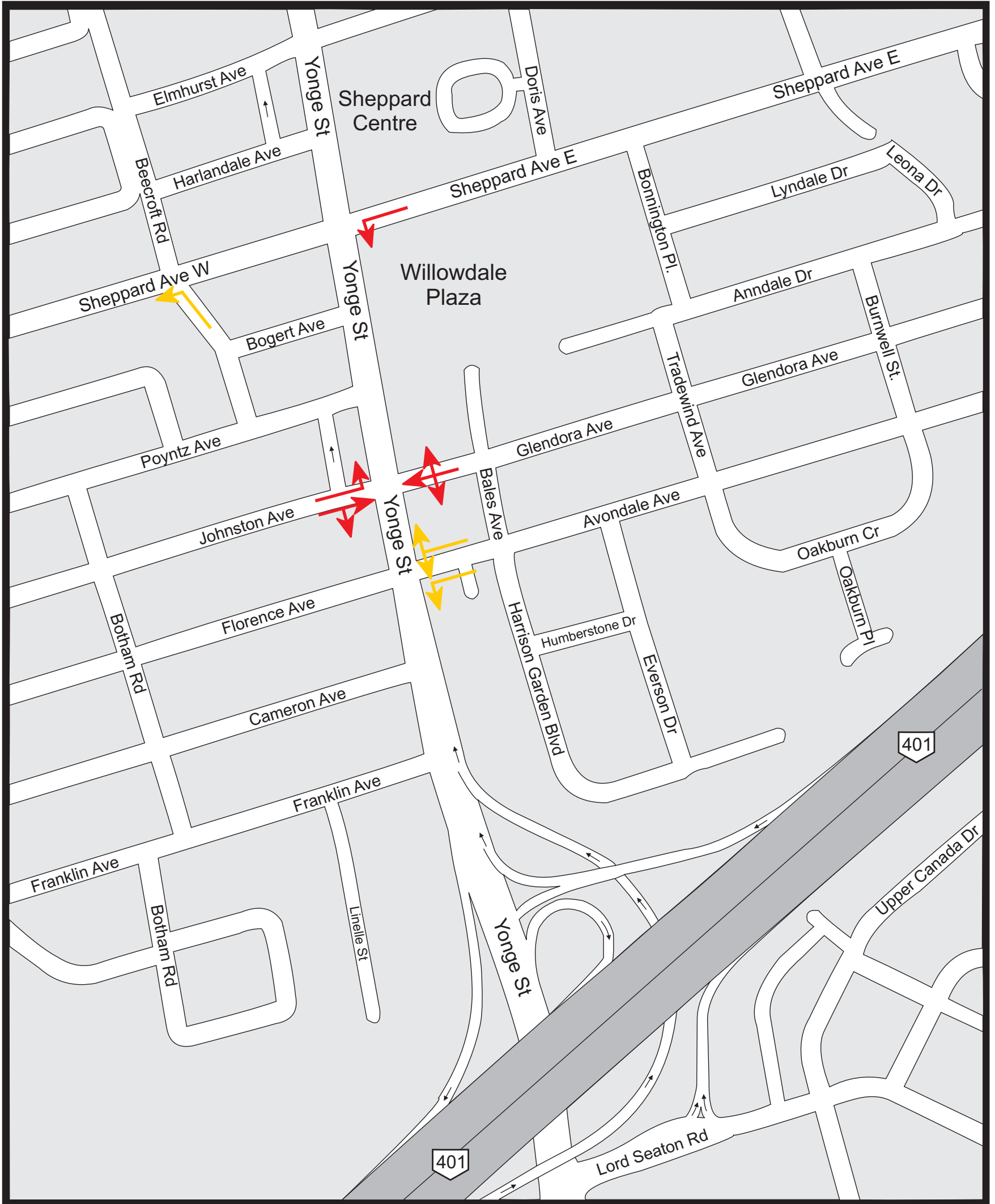
Westbound queuing along Sheppard Avenue E extending from the intersection with Yonge Street.



- Average Queue Length
- 80th Percentile Queue Length
- 95th Percentile Queue Length

Note: 80th Percentile Queue Length occurs at 20% of the signal cycles

Morning Peak Hour Vehicle Delay Issues



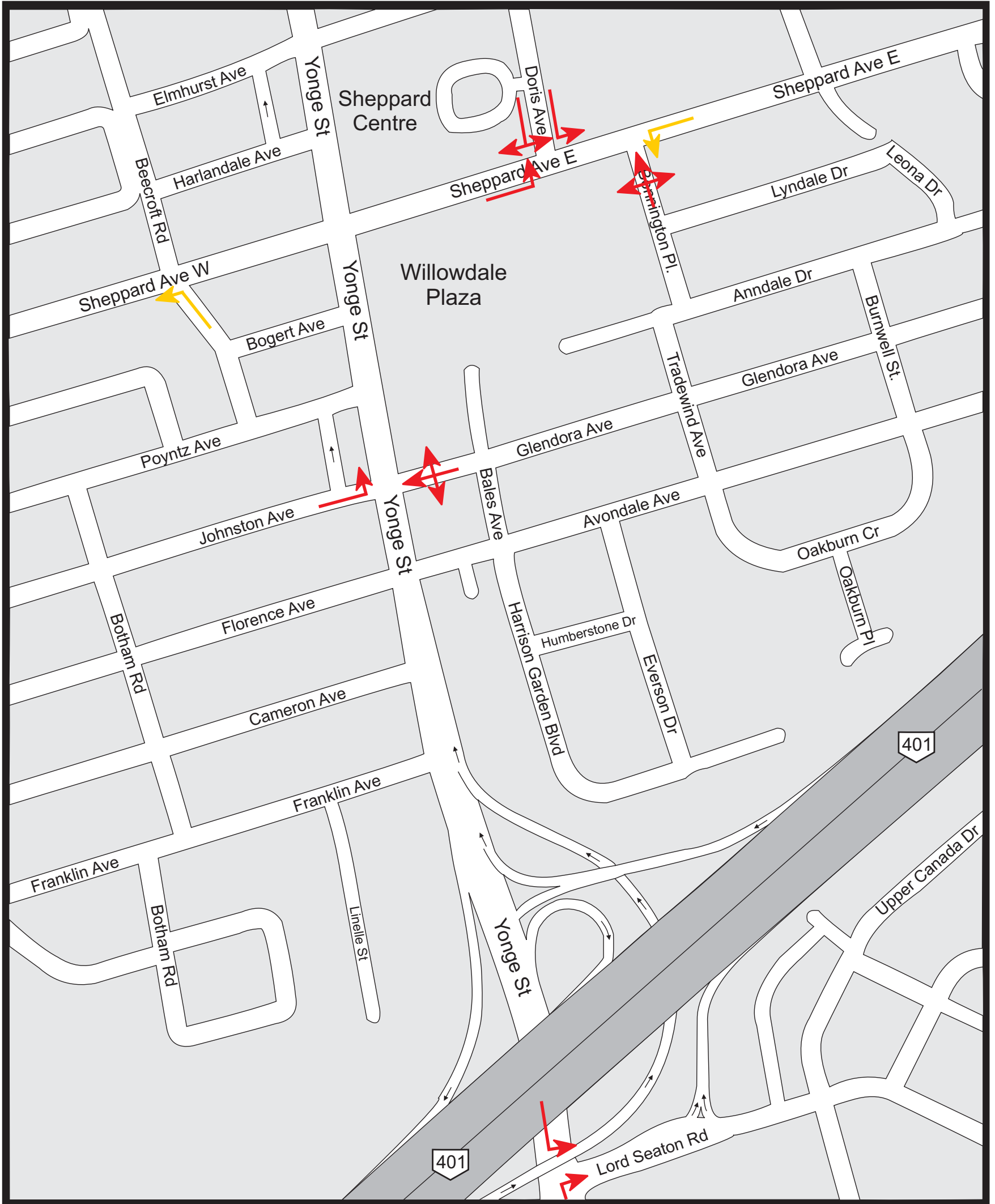
Movements subjected to delay between 60 and 120 seconds during the morning (AM) peak period



Movements subjected to delay greater than 120 seconds during the AM peak period

All other movements subjected to delays less than 60 seconds.

Afternoon Peak Hour Vehicle Delay Issues



Movements subjected to delay between 60 and 120 seconds during the afternoon (PM) peak period



Movements subjected to delay greater than 120 seconds during the PM peak period

All other movements subjected to delays less than 60 seconds.

Pedestrian Concerns

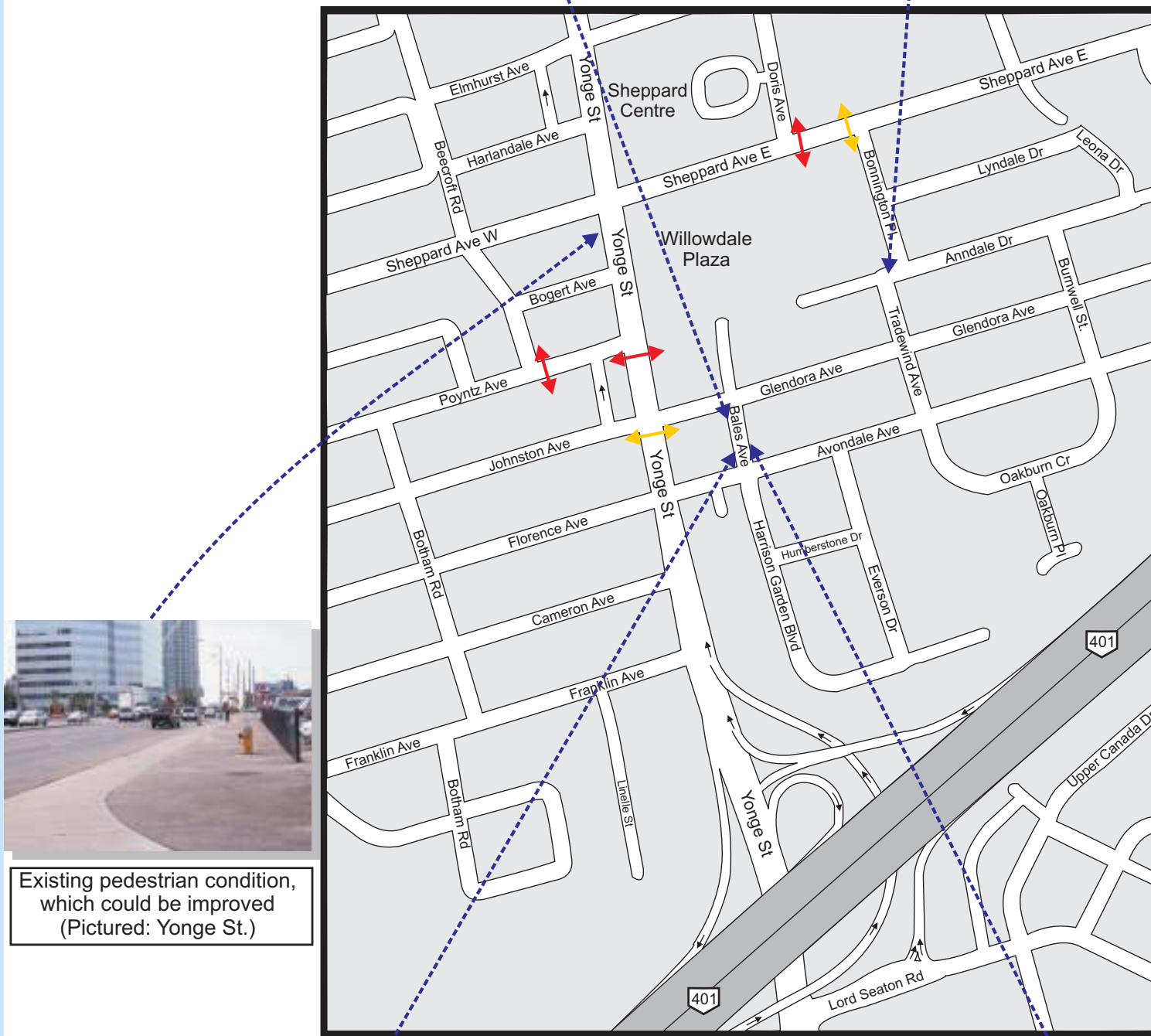
Pedestrian safety concerns within the study area are highlighted below.



Increased safety concerns in winter
(Pictured: Bales Ave.)



High demand pedestrian area with no sidewalks
(Pictured: intersection of Anndale Dr. & Bonnington Pl.)



↔ Areas with observed pedestrian crossings where prohibited

↔ Areas with observed pedestrian crossings where unprotected



Existing pedestrian condition, which could be improved
(Pictured: Yonge St.)



High demand pedestrian area with no sidewalks
(Pictured: Bales Ave.)






Increased safety concerns in winter season
(Pictured: Bales Ave.)

ISSUES

Weaving Along Yonge Street

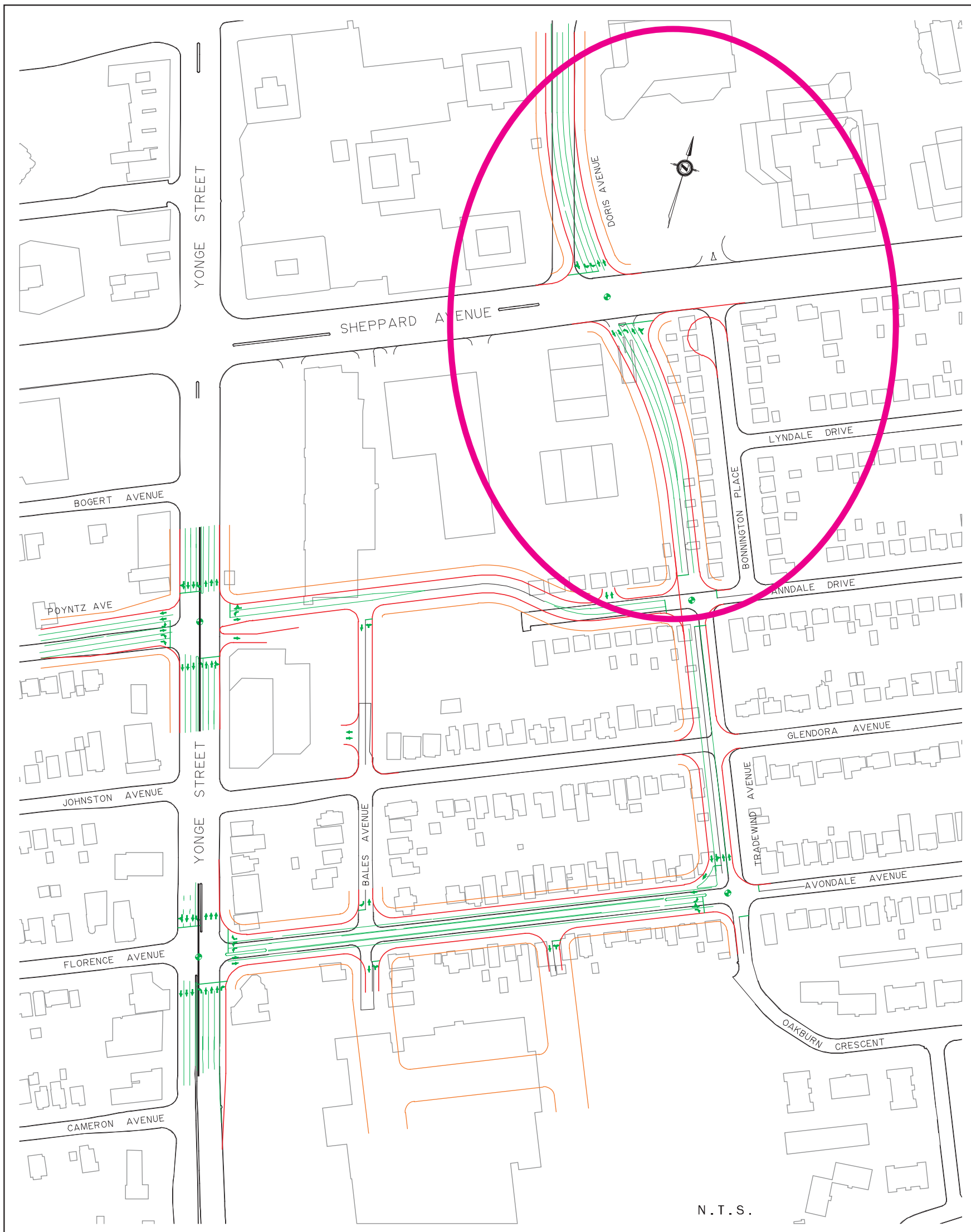
The existing road configuration creates a weaving area for vehicles exiting Highway 401 and attempting to merge into northbound traffic along Yonge Street during both the AM and PM peak periods. Northbound vehicles attempting to turn right onto Avondale Avenue are also subjected to weaving. The impact of weaving on both commute times and roadway safety in the study area has been observed to be acceptable.



-  Drivers exiting HWY 401 eastbound; turning left onto Florence Ave.
-  Drivers exiting HWY 401 eastbound; heading north on Yonge St.
-  Drivers heading north on Yonge St.; turning right onto Avondale Ave.

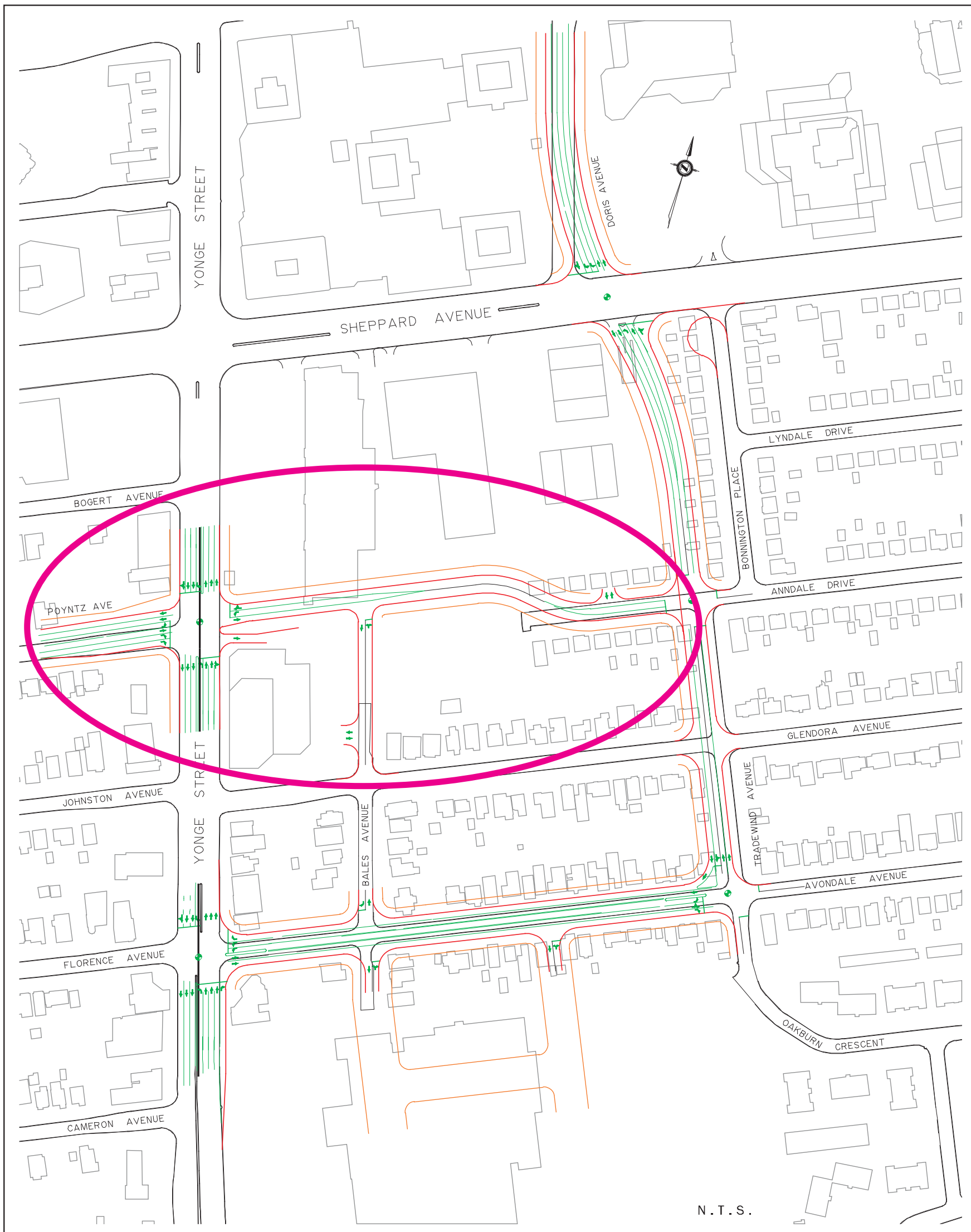
Realignment of Doris Avenue

As part of the planned future road improvements (the “North York Service Road” plan) the City is looking into realigning Doris Avenue; thus, implementing the continuation of the Service Road south of Sheppard



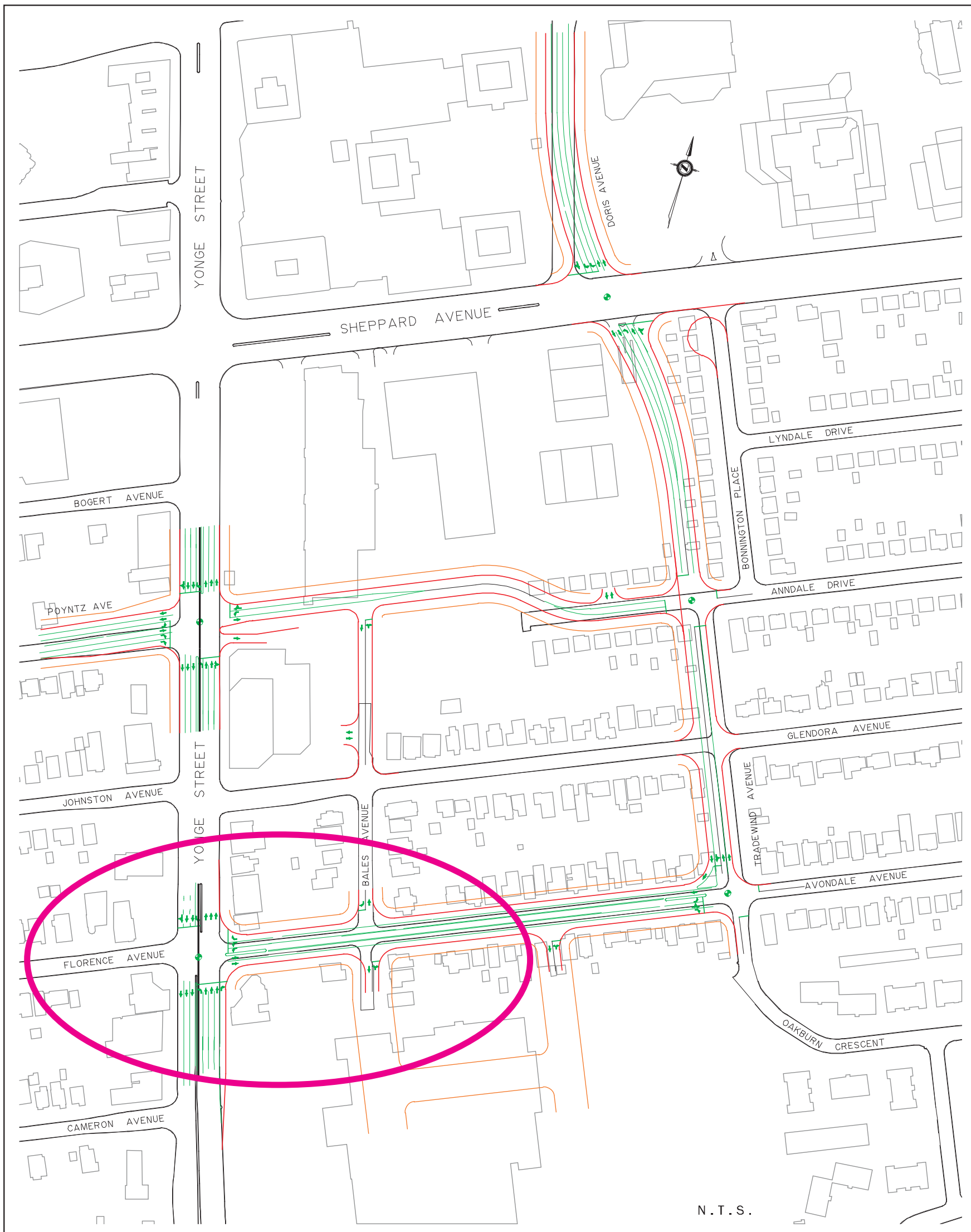
Extension of Anndale Drive

The City of Toronto is reassessing the feasibility and implementation of extending Anndale Drive from its current west limit to connect with Yonge Street, creating an intersection with 4 approaches, including the existing Poyntz Avenue.



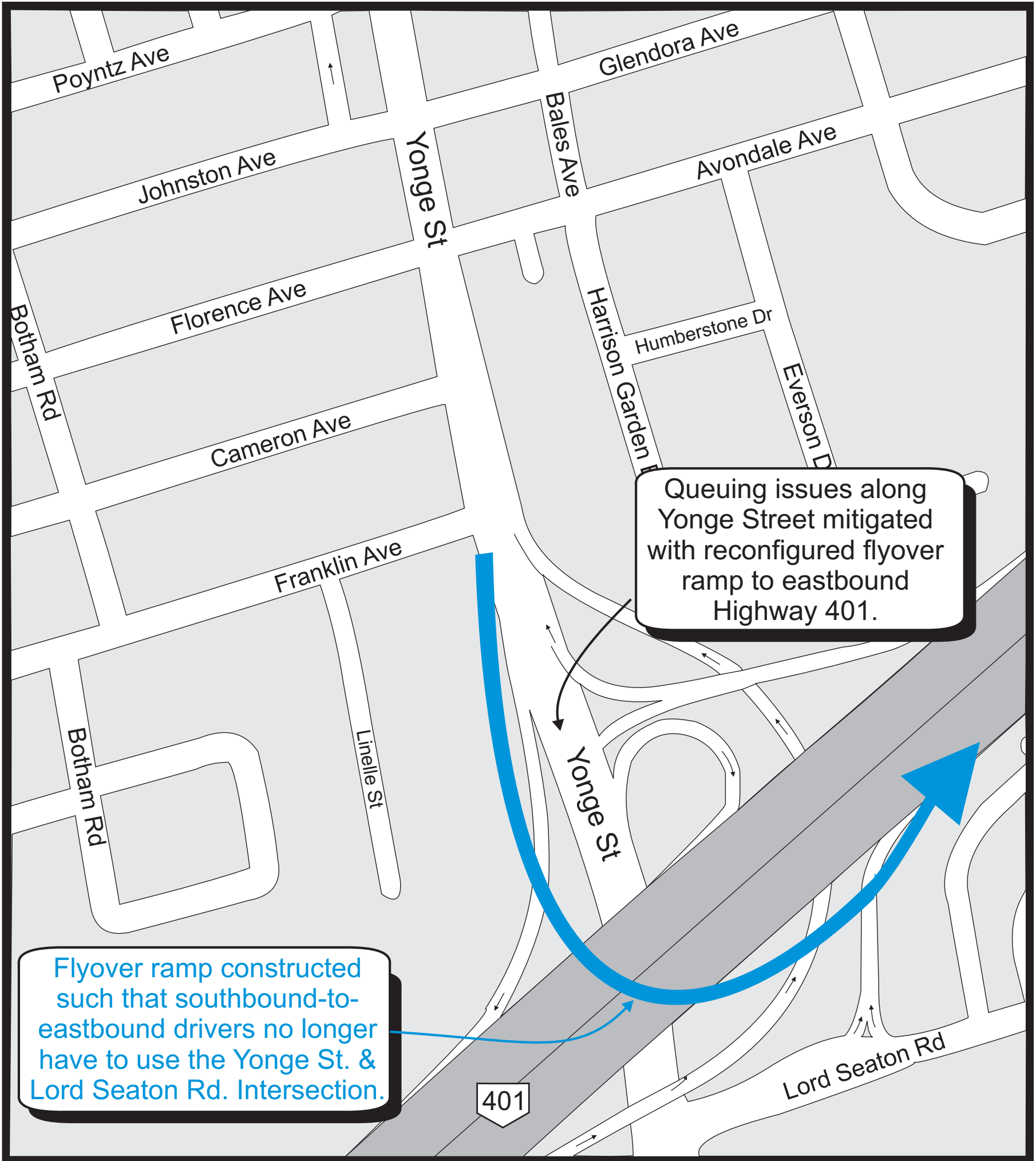
Widening of Avondale Avenue

The City of Toronto is reassessing the feasibility and implementation of widening Avondale Avenue to provide an additional westbound travel lane to reduce delays and queuing.



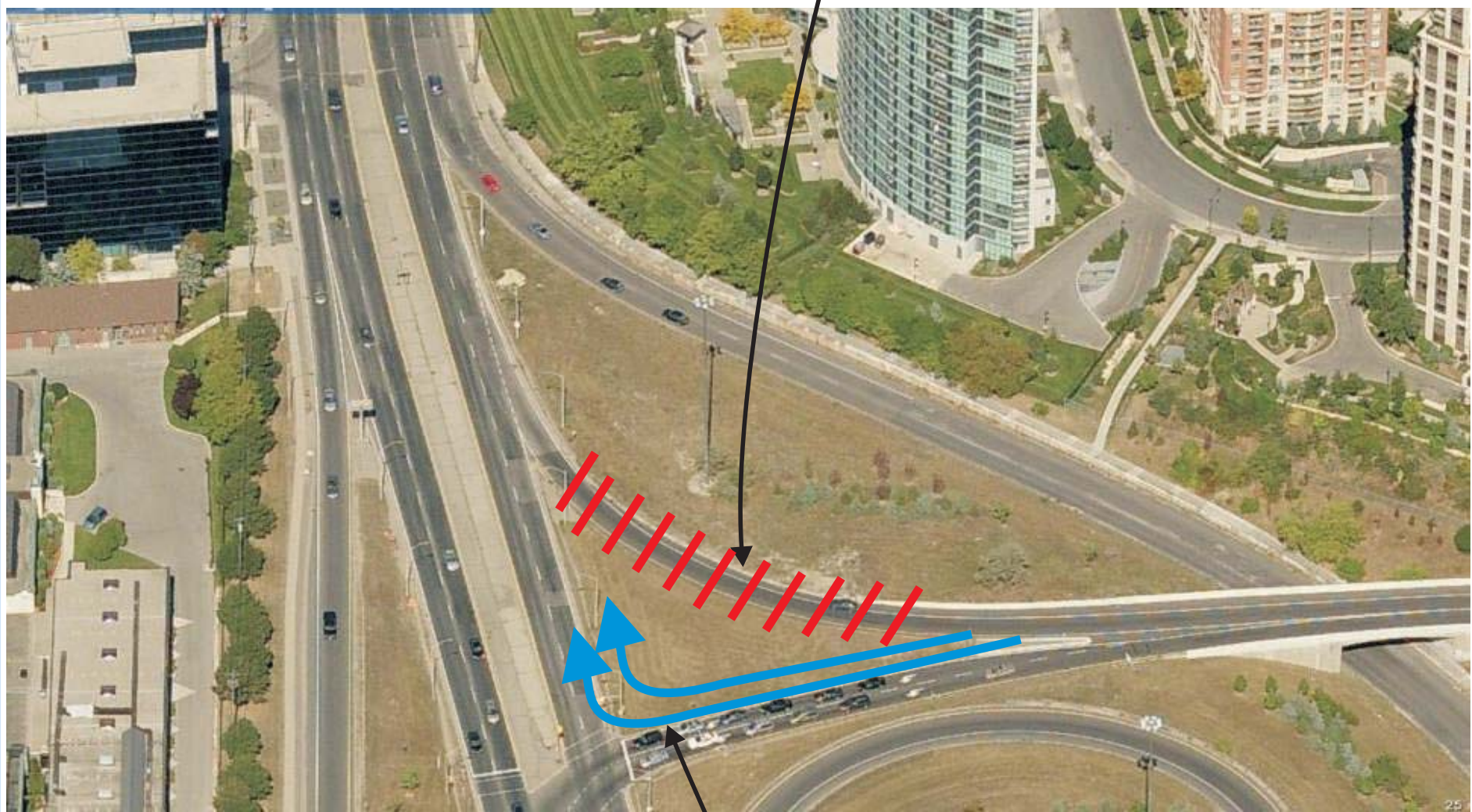
Improved Access to Highway 401

The feasibility of a southbound to eastbound Highway 401 direct flyover ramp might be addressed by the reconfigured ramp terminal shown below. This reconfigured network will be considered as part of the long-term solution. The City could work with the Ministry of Transportation Ontario to explore improved access to Highway 401.



Improved Access from Highway 401

The operations of the East-North off-ramp channelized right turn lane at Yonge Street are similar to that of a stop-controlled movement, given the traffic operation constraints in the corridor. The existing yield condition at Yonge Street contributes to conflicts. The City could work with the Ministry of Transportation Ontario to explore improved access from Highway 401.



Eliminate the free-flowing channelized right turn lane to Yonge Street.

Potential to convert the channelized right turn lane into dual right turn lanes that are controlled by traffic signals with the dual left turn lanes.

Pedestrian, Cycling, and Streetscape Improvements

Pedestrian, cycling, and streetscape improvement include extending the centre median on Yonge Street, widening sidewalks, completing the sidewalk network, and providing cycling routes in the study area.

Additionally, the City of Toronto has starting implementing new pedestrian timings throughout the study area at new signalized intersections, locations where signal modifications are required, or locations where public requests have been made for additional walk time.

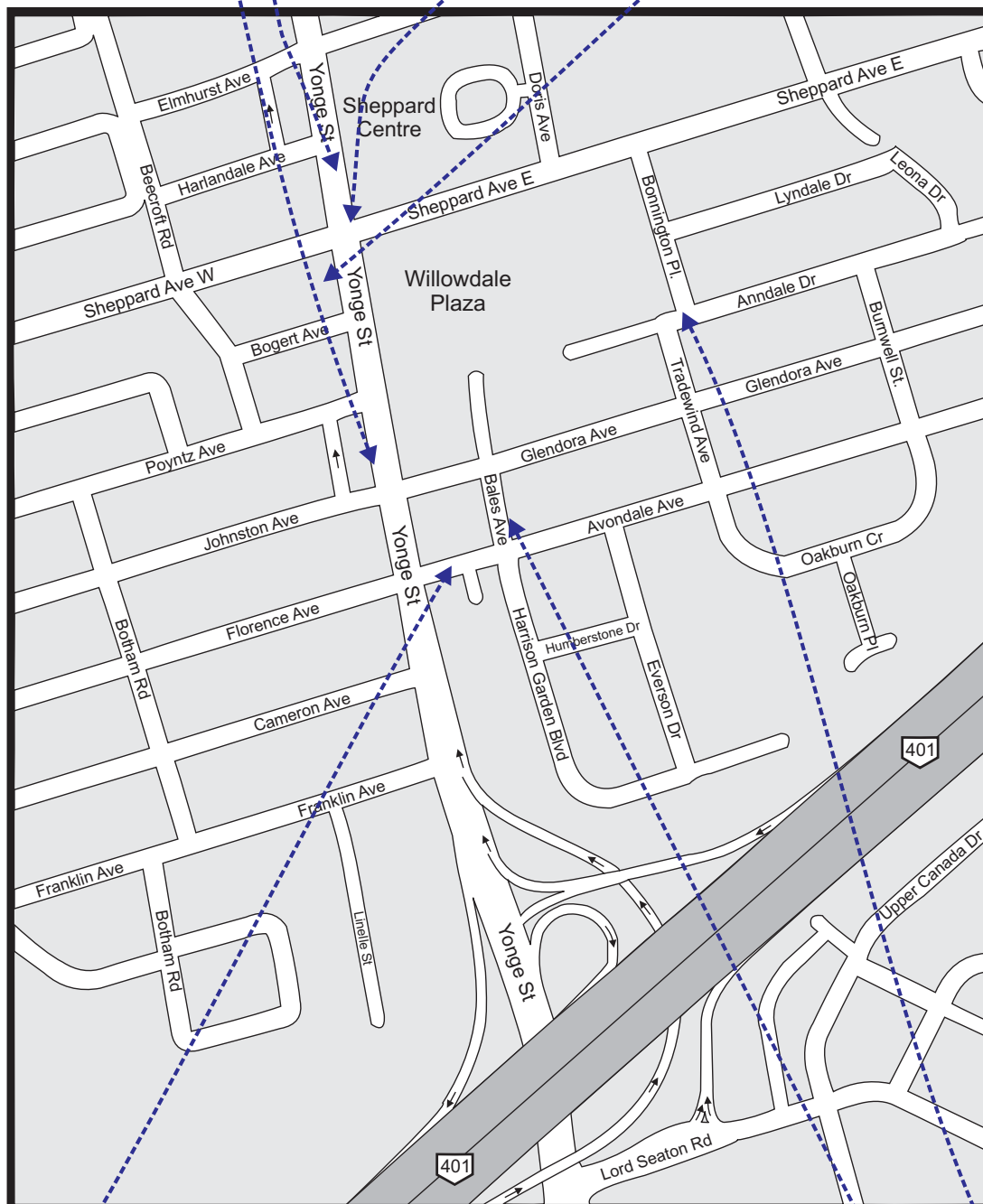


Extension of the centre median on Yonge Street



Opportunity to widen the sidewalks

Improved signage for TTC subway station entrances



Provision of wider curb lanes for potential bicycle route

Complete key missing pieces in the pedestrian sidewalk network

OPPORTUNITIES

Other Improvement Options

The study is interested in public input on potential options. We invite you to fill in the comment sheet with your comments and suggestions. Please submit your comment sheets in the box provided or forward to the address below.

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Email: cpaglia@toronto.ca