



STAFF REPORT ACTION REQUIRED

Ryding Avenue – Amendments to Traffic Regulations

Date:	January 23, 2008
To:	Etobicoke York Community Council
From:	Director, Transportation Services and Etobicoke York District
Wards:	Ward 11 – York South-Weston
Reference Number:	p:\2008\Cluster B\TRA\EtobicokeYork\eycc080021-to

SUMMARY

This staff report is about a matter for which Community Council has delegated authority from City Council to make a final decision.

The purpose of this report is to outline the findings of the investigation to introduce a one-way eastbound traffic operation on Ryding Avenue.

RECOMMENDATIONS

Transportation Services recommends that Etobicoke York Community Council approve that:

- (1) the City Clerk be authorized to conduct a poll of area residents on Ryding Avenue and Cobalt Avenue to determine majority support for designating this section of roadway as one-way in an eastbound direction; and
- (2) subject to favourable results of the above-mentioned poll, a one-way eastbound regulation be introduced on Ryding Avenue between Runnymede Road and Cobalt Avenue in conjunction with the removal of the existing pedestrian crossover at St. Clair Avenue West and Symes Road and the installation of traffic control signals at St. Clair Avenue West and Cobalt.

Financial Impact

Type of funding	Source of funds	Amount
Available within current budget	Transportation Services Division Operating Budget	\$2000.00

ISSUE BACKGROUND

At the request of Councillor Frances Nunziata and area residents, Transportation Services staff examined the feasibility of introducing a one-way regulation on Ryding Avenue, between Runnymede Road and Cobalt Avenue to address concerns of neighbourhood infiltration and heavy truck traffic on Ryding Avenue.

COMMENTS

The east-west route between Runnymede Road and Keele Street consists of Ryding Avenue, Gourlay Crescent, Ethel Avenue, Dods Avenue and West Toronto Street. All of these streets operate two-way with a pavement width of approximately 10 metres and a 40 km/h speed limit, except for Ryding Avenue which has an existing speed limit of 30 km/h associated with the existing speed humps. Ryding Avenue and Cobalt Avenue are primarily residential, with George Bell Arena on the south side. The sections of roadway at Gourlay Crescent, Ethel Avenue and Dods Avenue are industrial/commercial. On West Toronto Street there are large retail facilities such as Home Depot, Rona, Staples and Dominion.

Traffic volume studies were undertaken on Ryding Avenue. As the study results reveal, Ryding Avenue between Runnymede Road and Cobalt Avenue carries an average daily total of 4,000 vehicles per day (2,800 westbound and 1,200 eastbound). These volumes are not typical of a local roadway providing ingress/egress for the property owners residing on the street and neighbours within the immediate area. Traffic volumes can be attributed to the commercial/retail properties east of Ryding Avenue.

Although most of the retail facilities have turn prohibitions from their driveways to travel westbound, observations indicate that some of the traffic leaving these facilities travels west to Ryding Avenue to access Runnymede Road by-passing St. Clair Avenue West to the north.

The only two north-south connections between this east-west route and St. Clair Avenue are Cobalt Avenue and Old Stock Yards Road. Therefore, one-way eastbound operation must terminate at either of these streets. If Ryding Avenue is made one-way eastbound between Runnymede Road and Cobalt Avenue, this would re-route 2,800 vehicles onto Cobalt Avenue. Cobalt Avenue, a short residential street, controlled only by a stop sign at St. Clair Avenue West, would not be able to accommodate a large increase in traffic volume without the installation of traffic control signals.

Alternatively, if Ryding Avenue and the connecting east-west streets between Runnymede Road and Old Stock Yards Road are designated as one-way eastbound there will be significant impacts to both residents and businesses along this route. While there would be no westbound traffic on Ryding Avenue, all traffic (including heavy truck traffic) destined for the arena and businesses located on the route west of Old Stock Yards Road will be forced to use Runnymede Road or Cobalt Avenue to Ryding Avenue eastbound. Therefore, the resultant reduction in traffic on Ryding Avenue may be less than residents are hoping for. As well, Cobalt Avenue will likely experience a dramatic increase in traffic volumes.

Given all of the foregoing, staff has concluded that converting Ryding Avenue to one-way eastbound, only between Runnymede Road and Cobalt Avenue, will prove to be the best proposal to address the concerns of the residents of Ryding Avenue; and, still provide maximum accessibility to the other businesses and activities in the area.

Area residents have indicated that they would support the implementation of a one-way eastbound traffic operation on Ryding Avenue between Runnymede Road and Cobalt Avenue.

CONTACT

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SIGNATURE

John Niedra, P.Eng.,
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ATTACHMENTS

Attachment No. 1: Map