

Traffic Operations: Avondale Avenue, Harrison Garden Boulevard/Bales Avenue, Humberstone Drive, and Everson Drive

Date:	June 17, 2008
To:	North York Community Council
From:	Director, Transportation Services, North York District
Wards:	Ward 23 – Willowdale
Reference Number:	ny08077

SUMMARY

This staff report is about a matter that the Community Council has delegated authority to make a final decision, provided that it is not amended so that it varies with City policy or by-laws.

To obtain approval to amend the parking restrictions on Avondale Avenue and Harrison Garden Boulevard; introduce a reduced speed limit of 40 km/h on Harrison Garden Boulevard, Humberstone Drive and Everson Drive; and to introduce an all-way stop control at the intersection of Avondale Avenue at Harrison Garden Boulevard/Bales Avenue.

The amendments to the parking restrictions will address the residents' concerns regarding parking on Avondale Avenue and Harrison Garden Boulevard. The introduction of the all-way stop control will address the right-of-way needs of traffic at the intersection. Reducing the speed limit from 50 km/h to 40 km/h on Harrison Garden Boulevard, Humberstone Drive and Everson Drive will address safety concerns expressed by residents.

RECOMMENDATIONS

Transportation Services, North York District recommends that:

1. Schedule VIII of By-law No. 31001, of the former City of North York, be amended to delete the "No Parking Anytime" prohibition on both sides of Avondale Avenue, from the easterly limit of Yonge Street to a point 91.5 metres east of the easterly limit of Yonge Street;

2. Schedule VIII of By-law No. 31001, of the former City of North York, be amended to delete the “No Parking, 8:00 a.m. to 6:00 p.m., Monday to Friday” prohibition on the south side of Avondale Avenue, from the easterly limit of Harrison Garden Boulevard to the westerly limit of Oakburn Crescent;
3. Schedule VIII of By-law No. 31001, of the former City of North York, be amended to prohibit parking from 7:00 a.m. to 6:00 p.m., Monday to Friday, on the south side of Avondale Avenue, from Harrison Garden Boulevard to Oakburn Crescent;
4. Schedule VIII of By-law No. 31001, of the former City of North York, be amended to delete the “No Parking, 8:30 a.m. to 6:00 p.m., Monday to Friday” prohibition on the north side of Avondale Avenue, from the easterly limit of Bales Avenue to the westerly limit of Tradewind Avenue;
5. Schedule VIII of By-law No. 31001, of the former City of North York, be amended to prohibit parking from 7:00 a.m. to 6:00 p.m., Monday to Friday, on the north side of Avondale Avenue, from Bales Avenue to Tradewind Avenue;
6. Schedule IX of By-law No. 31001, of the former City of North York, be amended to install a “No Stopping Anytime” prohibition on both sides of Avondale Avenue, from Yonge Street to Bales Avenue/Harrison Garden Boulevard;
7. Schedule XVIII of By-law No. 31001, of the former City of North York, be amended to delete the through street designation on Avondale Avenue between the easterly limit of Yonge Street and the westerly limit of Everson Drive;
8. Schedule XVIII of By-law No. 31001, of the former City of North York, be amended to designate Avondale Avenue as a through street between Yonge Street and Bales Avenue/Harrison Garden Boulevard;
9. Schedule XVIII of By-law No. 31001, of the former City of North York, be amended to designate Avondale Avenue as a through street between Bales Avenue/Harrison Garden Boulevard and Everson Drive;
10. Schedule XIX of By-law 31001, of the former City of North York, be amended to require traffic to stop on all approaches to the intersection of Avondale Avenue and Bales Avenue/Harrison Garden Boulevard;
11. By-law No. 31878, of the former City of North York, be amended to designate Humberstone Drive as a 40 km/h speed zone, from the easterly limit of Harrison Garden Boulevard to the westerly limit of Everson Drive;
12. By-law No. 31878, of the former City of North York, be amended to designate Harrison Garden Boulevard as a 40 km/h speed zone, from the southerly limit of Avondale Avenue to the easterly limit of Harrison Garden Boulevard;

13. By-law No. 31878, of the former City of North York, be amended to designate Everson Drive as a 40 km/h speed zone, from the southerly limit of Avondale Avenue to the northerly limit of Harrison Garden Boulevard

FINANCIAL IMPACT

All costs associated with the amendments of the parking/stopping regulations, the reduction of the speed limit and the installation of an all-way stop control are included within the Transportation Services Division's 2008 Operating Budget.

ISSUE BACKGROUND

Transportation Services, North York District, was requested by Councillor John Filion, on behalf of local residents, to review the feasibility of the following:

- Amending the parking restrictions on Avondale Avenue between Yonge Street and Tradewind Avenue/Oakburn Crescent,
- Reducing the speed limit on Harrison Garden Boulevard, Humberstone Drive and Everson Drive; and
- Installing an all-way stop control on Avondale Avenue at Bales Avenue/Harrison Garden Boulevard to provide gaps for northbound motorists exiting Harrison Garden Boulevard.

COMMENTS

Parking/Stopping Restrictions

The current parking restrictions are as follows for Avondale Avenue, between Yonge Street and Tradewind Avenue and Oakburn Crescent:

South Side

- No Parking Anytime, between Yonge Street and Harrison Garden Boulevard; and
- No Parking, 8:00 a.m. to 6:00 p.m., Monday to Friday, between Harrison Garden Boulevard and Oakburn Crescent.

North Side

- No Parking Anytime, between Yonge Street and Harrison Garden Boulevard; and
- No Parking, 8:30 a.m. to 6:00 p.m., Monday to Friday, between Bales Avenue and Tradewind Avenue.

On the west side of Harrison Garden Boulevard parking is prohibited anytime from Avondale Avenue to a point 60 metres south.

Residents of the area have indicated that when motorists park even momentarily on Avondale Avenue between Yonge Street and Tradewind Avenue/Oakburn Crescent, creates a dangerous situation and congestion particularly during peak periods. The residents have also indicated that with the high volume of westbound motorists on Avondale Avenue, it is extremely difficult to exit out of Bales Avenue and Harrison Garden Boulevard onto Avondale Avenue.

Observations conducted by staff have verified the residents' concern that when vehicles are parked/stopped on Avondale Avenue, east of Yonge Street, increased traffic congestion results in a dangerous situation, particularly during the volume hours.

Amending the existing "No Parking Anytime" restrictions on both sides of Avondale Avenue between Yonge Street and Bales Avenue/Harrison Garden Boulevard will reduce intersection congestion just east of Yonge Street and allow for better traffic flow on Avondale Avenue.

Amending the existing No Parking, 8:00 a.m. to 6:00 p.m., Monday to Friday, prohibition on the north side of Avondale Avenue between Harrison Garden Boulevard and Oakburn Crescent and the No Parking, 8:30 a.m. to 6:00 p.m., Monday to Friday, prohibition on the south side of Avondale Avenue between Bales Avenue and Tradewind Avenue will address traffic flow concerns in regards to the traffic increase prior to 8:30 a.m..

Speed Limit Reduction

With the high volume of high-rise residential buildings and mid-rise buildings in conjunction with the "landlocked" road layout and park location it is our opinion that the reduction of speed limit from 50 km/h to 40 km/h on the entire length of Harrison Garden Boulevard, Humberstone Drive and Everson Drive is necessary to address safety concerns expressed by residents on these streets.

All-Way-Stop Control

Avondale Avenue is a collector road with a regulatory speed limit of 50 km/h between Yonge Street and Tradewind Avenue/Oakburn Crescent. Bales Avenue and Harrison Garden Boulevard are both local roads with a regulatory speed limit of 50 km/h. The distance between Yonge Street and Bales Avenue/Harrison Garden Boulevard on Avondale Avenue is approximately 85 metres.

In order to assess existing traffic conditions, this division conducted an all-way stop study. During the completion of the study, staff recorded the total volume of traffic which utilized the intersection, observed delays and right-of-way conflicts and noted the intersection geometry. Observations by staff verified that insufficient gaps for left-turning vehicles exiting Harrison Garden Boulevard resulted in vehicles blocking the eastbound traffic lanes.

The following table illustrates the results of the study:

Avondale Avenue at Bales Avenue/Harrison Garden Boulevard	Actual	Required	Satisfied (YES/NO)
Collision History (three year review)	5/3 years	12/3 years	NO
Total Vehicle Volumes	1155	500 Avg/hr	YES
Vehicle & Pedestrian Volumes Crossing Major Road	401	200 Avg/hr	YES
Percent of Traffic on Major Road	70	= 70	YES
Overall Warrant			YES

The results of the all-way stop study concluded that the warrants for the installation of an all-way stop control were satisfied based on both the Total Vehicle Volume and the Vehicle and Pedestrian Volumes Crossing the Major Road and the Percentage of Traffic on the Major Road.

It will be necessary to re-evaluate traffic control on Avondale Avenue between Yonge Street and Tradewind Avenue in the future. Traffic control signals are proposed for the intersection of Avondale Avenue and Tradewind Avenue once the Oakburn development reaches a certain occupancy threshold. At that point, it may be necessary to consider the removal or replacement of the all-way stop control on Avondale Avenue at Bales Avenue/Harrison Garden Boulevard intersection.

Councillor John Filion has been advised of the recommendations in this staff report.

CONTACT

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SIGNATURE

Myles Currie, B.A.
 Director

ATTACHMENT

Attachment 1: Map – Avondale Avenue and Bales Avenue/Harrison Garden Boulevard: Parking Amendments and Speed Limit Reduction (ny08077_map1)

Attachment 2 Map – Avondale Avenue at Bales Avenue/Harrison Garden Boulevard: All- Way Stop Control (ny08077_map1)