



STAFF REPORT ACTION REQUIRED

Avenue Road, between Hillholm Road and Kilbarry Road – Turn Prohibitions

Date:	March 18, 2008
To:	Toronto and East York Community Council
From:	Director, Transportation Services Toronto and East York District
Wards:	St. Paul’s, Ward 22
Reference Number:	Ts08043te.top.doc

SUMMARY

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

Transportation Services has investigated a request to prohibit right turns, between 7:00 a.m. and 9:00 a.m., Monday to Friday, by southbound traffic from Avenue Road onto Hillholm Road, Killarney Road and Kilbarry Road to reduce cut-through traffic.

These turn prohibitions could deter significant levels of non-local traffic infiltration on these streets and the local neighbourhood west of Avenue Road during the morning peak period. It is desirable to protect local neighbourhood streets from high levels of transient traffic wherever feasible. The magnitude of traffic diversion, potentially in the range of 1500 vehicles over the two hour morning peak period, could have significant impacts on delay and congestion on nearby arterial routes and possibly result in some increase in traffic on other local streets.

RECOMMENDATIONS

Should Toronto and East York Community Council determine that implementing the turn prohibitions outlined in this report is in the best interest of and beneficial to the community, it should approve that:

1. Right-turns be prohibited from 7:00 a.m. to 9:00 a.m., Monday to Friday by southbound traffic on Avenue Road at Hillholm Road, Killarney Road and Kilbarry Road.

Financial Impact

If Toronto and East York Community Council decides the turn prohibitions outlined are beneficial to the community, installation of signs will have the following financial impact:

Type of funding	Source of funds	Amount
Available within current budget	Toronto Transportation Services 2008 operating budget interim appropriations	\$ 1000

DECISION HISTORY

The Toronto South (now Toronto and East York) Community Council, at its meeting of April 7, 2004, had before it a staff report (March 24, 2004) respecting, “Avenue Road, between Hillholm Road and Kilbarry Road – Assessment of turn prohibitions during the weekday morning peak period (St. Paul’s, Ward 22).” Based on the advantage and disadvantages of the plan as set out in the report, staff suggested the community should be consulted prior to implementing the turn prohibition. Community Council deferred consideration of the report pending community consultation (Clause No. 64(n) of Report No. 3 of Toronto South Community Council, received by City Council at its meeting of April 15 and 16, 2004).

Further community meetings regarding various traffic issues in the area have been conducted by Councillor Michael Walker and attended by staff of Transportation Services. Councillor Walker, on behalf of the Forest Hill Home Owners’ Association, has requested that the matter of prohibiting right turns between 7:00 a.m. and 9:00 a.m., Monday to Friday by southbound traffic from Avenue Road onto Hillholm Road, Killarney Road and Kilbarry Road, as illustrated schematically in the attached print of Drawing No. 421F-9203, dated February, 2008 to reduce neighbourhood cut through traffic, be revisited.

ISSUE BACKGROUND

The discontinuity of Avenue Road, a major arterial corridor connecting between the downtown core and points north, has been problematic for many years. The route is discontinuous at Upper Canada College (UCC), relying on a jog configuration (north to south) following Avenue road via Oxtan Avenue, Oriole Parkway and Lonsdale Road before linking back into Avenue Road, south of the UCC site. The discontinuity, coupled with a number of schools in the area have led to substantial levels of non-local traffic on residential streets to the west of Avenue Road.

Various traffic management plans and measures have been investigated/implemented dating back to at least the 1970s. A number of more recent incremental measures have been implemented to encourage traffic to stay on the above noted arterial routing rather than infiltrate through the community. Specifically, at its meeting of December 14, 15 and 16, 1999 City Council approved the realignment of the intersection of Avenue Road and Oxtan Avenue (Clause No. 50 of Report No. 15 of Toronto Community Council). The staff report in the Clause also referred to the subject right turn prohibitions.

Consideration of these was deferred at that time until the intersection reconfiguration could be evaluated.

Subsequently, to further encourage through traffic use of the arterial routing, Council, at its meeting of November 26, 27 and 28, 2002, approved a reconfiguration of the Oriole Parkway/Oxton Road intersection (Clause No. 27 of Report No. 9 of Midtown Community Council). As the next step in further trying to dissuade the substantial traffic infiltration of the neighbourhoods to the south, the prospect of prohibiting certain right turning movements was evaluated again in 2004 (as described above).

Since the 2004 report, there have been two meetings held in the community, including a recent meeting in January 2008 attended by about 100 local residents.

COMMENTS

Current Conditions

Avenue Road, between Oxton Avenue and Kilbarry Road is classified as a minor arterial road with a daily two-way traffic volume ranging from about 8,000 to 12,500 vehicles. The speed limit is 40 kilometres per hour. Hillholm Road and Killarney Road intersect the west side of Avenue Road forming T-type intersections. This branch of Avenue Road ends in a T-type intersection at Kilbarry Road. However, an access driveway to Upper Canada College is located at the south side of this intersection. “Stop” signs regulate eastbound traffic on Hillholm Road and on Killarney Road at Avenue Road. The intersection of Avenue Road and Kilbarry Road has all-way “Stop” sign control. There is no TTC service on this section of Avenue Road.

Traffic Volumes

Traffic counts were undertaken in March 2004 as part of the previous study. A comparison of these traffic volumes to historical traffic volumes indicated the turn movements into the streets extending west from Avenue Road had remained relatively constant over the years during the weekday morning peak period, and did not reduce as a result of the improvements to the Avenue-Oxton-Oriole Parkway arterial route.

Completion of the St. Clair Transit Improvement Project has further influenced traffic volumes north of St. Clair Avenue West. This project has required timing modifications at signalized intersections and eliminated north-south traffic movement across St. Clair Avenue West at several unsignalized intersections. Updated traffic counts were undertaken in the area in October 2007. The southbound right-turn traffic volumes recorded in March 2004 and in October 2007 at the intersections of Avenue Road/Hillholm Road, Avenue Road/Killarney Road and Avenue Road/Kilbarry Road/UCC Driveway are shown in Appendix 1. The proposed right turn prohibitions are illustrated on the attached print of Drawing No. 421F-9203, dated February, 2008.

A comparison of the March 2004 traffic volumes to the October 2007 traffic volumes indicates the southbound right-turn movements from Avenue Road to Hillholm Road,

Killarney Road and Kilbarry Road have increased during the weekday morning peak period by:

- 50 percent at Hillholm Road;
- 13 percent at Killarney Road; and
- 27 percent at Kilbarry Road.

Analysis

It is clear that traffic volume in the local street system west of Avenue Road has increased between 2004 and 2007. Hillholm Road is the primary infiltration road, followed by Kilbarry Road then Killarney Road.

Prohibiting southbound right-turns during the morning peak period at only one or two of the three streets would relocate the turn volume to the remaining street(s), so this approach to resolving residents' concerns is not advisable. It is projected that prohibiting southbound right-turns from 7:00 a.m. to 9:00 a.m., Monday to Friday at all three streets will benefit residents of these and other local streets to the west, such as Forest Hill Road and Dunvegan Road by diverting total volume in the order of 1500 vehicles away from these residential streets.

While it is certainly desirable to protect neighbourhoods from non-resident, transient traffic wherever feasible, the magnitude of the potential diversion of up to 1500 vehicles to the arterial route namely, Oxtown Avenue, Oriole Parkway/Avenue Road, and possibly Spadina Road, could contribute to higher congestion levels, delays to TTC service (the "Avenue Road – 5" bus and "Downtown/Avenue Road -142" express bus), and increased traffic volume on certain local streets east of Avenue Road (Highbourne Road and Kilbarry Road, east of Avenue Road). Southbound Oriole Parkway/Avenue Road already experiences high levels of congestion, from St. Clair Avenue West to north of Lonsdale Road. If this proposal is implemented, it is anticipated that the levels of congestion will worsen. Some residents would have to travel more circuitous routes to get to their homes. In addition, motorists bringing children to schools in the area west of Avenue Road would experience similar access difficulties.

Conclusion

There is clearly substantial traffic infiltration in the neighbourhood west of Avenue Road. Prohibiting southbound right-turns between 7:00 a.m. and 9:00 a.m., Monday to Friday from Avenue Road onto Hillholm Road, Killarney Road and Kilbarry Road will deter extensive levels of infiltrating traffic, provided appropriate levels of police enforcement are applied. Significant investment has been made over the last number of years to improve the arterial routing of the Avenue Road jog configuration to encourage traffic to avoid the local neighbourhood. Staff do note, however, that the displacement of this level of traffic could have significant impacts on the arterial routes.

Fundamentally, these are the issues that were raised in the March 2004 staff report and were conveyed in the January 2008 public meeting. A strong majority of persons attending expressed their support for the suggested turn prohibitions.

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SIGNATURE

Andrew Koropeski, P.Eng.
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ATTACHMENTS

Appendix 1 - Southbound Right-turn Traffic Volumes
Drawing No. 421F-9203, dated February 2008

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