



STAFF REPORT ACTION REQUIRED

Ryding Avenue east of Cobalt Avenue – Westbound “Do Not Enter” Prohibition

Date:	March 15, 2010
To:	Etobicoke York Community Council
From:	Director, Transportation Services - Etobicoke York District
Wards:	Ward 11 – York South-Weston
Reference Number:	p:\2010\Cluster B\TRA\EtobicokeYork\eycc100063-to

SUMMARY

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

The purpose of this report is to implement the Ward Councillor’s request for a “Do Not Enter” prohibition for westbound traffic on Ryding Avenue, immediately east of Cobalt Avenue. The purpose of this request is to prevent vehicle traffic generated by the George S. Bell Arena and the industrial/commercial properties east of Cobalt Avenue from using Cobalt Avenue and the residential section of Ryding Avenue, west of Gourlay Crescent, to access Runnymede Road and St. Clair Avenue West at Cobalt Avenue.

Installing a “Do Not Enter” prohibition on Ryding Avenue, just east of Cobalt Avenue, eliminates westbound access to both of these streets. All westbound traffic, including all westbound vehicles generated by George S. Bell Arena and the industrial properties on Gourlay Crescent and Ryding Avenue, east of Cobalt Street, will be required to reverse their direction of travel when arriving at the Ryding Avenue/Gourlay Crescent intersection. Since this intersection has a large paved area, most motorists will have to use this area as a turning basin. Advance warning signs will be installed at the westbound approaches to the Ryding Avenue/Gourlay Crescent intersection.

RECOMMENDATIONS

Transportation Services recommends that Etobicoke York Community Council approve:

1. Enacting a “Do Not Enter” prohibition for westbound traffic on Ryding Avenue, at a point 20 metres east of Cobalt Avenue.

Financial Impact

Type of Funding	Source of Funds	Amount
Available within current budget	Transportation Services Operating Budget	\$200.00

ISSUE BACKGROUND

Transportation Services staff attended a number of meetings with residents of both Ryding Avenue and Cobalt Avenue regarding their concerns about traffic volume on these streets. In 2008, a survey was conducted asking Ryding Avenue residents if they support converting Ryding Avenue to a one-way street (eastbound); however, since just 35 per cent of respondents favoured this proposal, it was not pursued. A number of speed, volume and turning movement studies have been conducted in the area, and staff has attended meetings with the area Councillor and concerned residents.

A map of the area is Attachment 1.

COMMENTS

Cobalt Avenue and Ryding Avenue, east of Cobalt Avenue, are residential roads, Cobalt Avenue being classified as a collector road with Ryding Avenue classified as a local road in the community to the south of St. Clair Avenue West, between Keele Street and Runnymede Road.

An all-way STOP control exists at the Ryding Avenue/Cobalt Avenue intersection and at the intersection of West Toronto Street/Ryding Avenue/Gourlay Crescent/Old Stock Yards Road. Traffic control signals are installed at the St. Clair Avenue West/Old Stock Yards Road intersection, and at the Keele Street/West Toronto Street intersection.

The land use east of Cobalt Avenue is a mix of industrial and commercial properties. George S. Bell Arena is located to the southeast of Ryding Avenue and Cobalt Avenue, with driveway access to Gourlay Crescent.

Ryding Avenue provides a connection to West Toronto Street, via Gourlay Crescent/Ethel Avenue/Dodds Avenue. These roads run parallel to St. Clair Avenue West, providing a connection between Keele Street and Runnymede Road.

Due to residents' previous concerns with potential traffic diversion through the neighbourhood in 2003, a number of turn prohibitions were installed in 2003, specifically:

- a. a southbound right turn prohibition from Old Stock Yards Road to West Toronto Street;
- b. a northbound left turn prohibition from the RONA driveway opposite Old Stock Yards Road to West Toronto Street; and,
- c. a southbound right turn prohibition at both driveways from the rear of the premises of 2133 St. Clair Avenue West.

Recently, Community Council approved removing the southbound right turn prohibition from Old Stock Yards Road to West Toronto Street. Removing the turn prohibition was necessary as it is difficult for tractor semi-trailers to turn southbound from Keele Street into West Toronto Street, their only legal truck access route to the industrial properties east of Old Stock Yards Road. While rescinding this turn prohibition assists tractor semi-trailers with the southbound right turn manoeuvre, it also allows automobile traffic to make the right turn and residents are concerned that it may encourage vehicles to divert to Ryding Avenue and Cobalt Avenue.

Typical weekday traffic volumes on Ryding Avenue are about 3,700 vehicles per day, with 4,100 vehicles per day on a typical Saturday. Twenty-four hour traffic volumes on Cobalt Avenue are about 1,400 vehicles on a typical weekday with about 1,300 per day on a Saturday. These volumes are not inordinately high for this classification of road.

An option to prohibit westbound traffic on Ryding Avenue and Cobalt Avenue was proposed by the Ward Councillor. To achieve this requires allowing motorists to change their direction of travel when they approach the Ryding Avenue/Gourlay Crescent intersection; consequently "Do Not Enter" signs are proposed on Ryding Avenue, posted about 20 metres east of Cobalt Avenue. Along with the installation of these regulatory signs, advance warning signs will be installed advising motorists that they will not be able to proceed to Ryding Avenue, west of Cobalt Avenue, or access Cobalt Avenue from the east. This potentially eliminates the "short cut" between Keele Street and Runnymede Road via Ryding Avenue, and between Keele Street and St. Clair Avenue West, via Cobalt Avenue.

Residents who attended the public meetings were advised that this regulation prohibits access to their properties from the east via Ryding Avenue; regardless, they expressed support for this regulation.

We emphasize that this prohibition negatively affects access to the properties east of Cobalt Avenue, including George S. Bell Arena, that have enjoyed unencumbered public road access for many years and who are unlikely to view this regulation with a great deal of enthusiasm. This being the case, we expect that non-compliance with the prohibition is likely to be significant.

CONTACT

Bruce Clayton, Traffic Operations - Etobicoke York District

Tel: (416) 394-84092; Fax: (416) 394-8942

E-mail: clayton@toronto.ca

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SIGNATURE

Allan Smithies

Acting Director, Transportation Services - Etobicoke York District

ATTACHMENTS

Attachment 1:	Map
Attachment 2:	Aerial Photograph
Attachment 3:	Photo