



TORONTO STAFF REPORT

December 18, 2002

To: Humber York Community Council

From: Director, Transportation Services District 1

Subject: Traffic Management Plan – Aileen Avenue and Dunraven Drive
(York South-Weston, Ward 12)

Purpose:

To report on the feasibility of introducing a reduced speed limit and opposing one-way operations on Aileen Avenue and Dunraven Drive.

Financial Implications and Impact Statement:

Funds to cover the cost of the necessary sign adjustments in the amount of \$1,000.00 will be accommodated in the Transportation Services 2003 Operating Budget interim appropriations.

Recommendations:

It is recommended that the Uniform Traffic By-laws Nos. 196-84 and 2958-94 of the former City of York be amended to introduce the following traffic controls:

- (1) a one-way eastbound operation on Aileen Avenue between Keele Street and Scott Road;
- (2) a one-way westbound operation on Aileen Avenue between Scott Road and Kane Avenue;
- (3) a one-way westbound operation on Dunraven Drive between Keele Street and Scott Road;
- (4) a one-way eastbound operation on Dunraven Drive between Scott Road and Kane Avenue;

- (5) reducing the speed limits on Aileen Avenue and Dunraven Drive to 40 km/h between Keele Street and Silverthorn Avenue;
- (6) rescind the westbound “No Right Turn 4:00 p.m. to 6:00 p.m., Monday to Friday” prohibition on Rogers Road at Regent Street; and
- (7) the appropriate City officials be authorized and directed to take whatever action is necessary to give effect to the foregoing, including the introduction in Council of any Bills that may be required.

Background:

On November 6, 2002, a public meeting was held at the York Civic Centre, to hear the traffic concerns of residents in the community northeast of Keele Street and Rogers Road. The meeting was attended by local residents, Councillor Frank Di Giorgio and transportation staff. As a result, transportation staff was requested to report to Humber York Community Council on the feasibility of introducing a reduced speed limit and opposing one-way operations on Aileen Avenue and Dunraven Drive.

Comments:

Aileen Avenue is a local roadway operating two-way in an east/west direction between Keele Street and Silverthorn Avenue. The street carries approximately 1050 vehicles per day. The street has a pavement width of 7.3 metres, with a legal speed limit of 50 km/h. Parking is allowed exclusively on the north side of the street for a maximum period of three hours. Overnight permit parking is in effect between 12:00 midnight and 6:00 a.m., daily.

Dunraven Drive is a local roadway operating two-way in an east/west direction between Keele Street and Silverthorn Avenue. The street carries approximately 780 vehicles per day. The street has a pavement width of 7.3 metres, with a legal speed limit of 50 km/h. Parking is allowed exclusively on the north side of the street for a maximum period of three hours. Overnight permit parking is in effect between the hours 12:00 midnight and 6:00 a.m., daily.

Local residents at the public meeting expressed concerns of non-local traffic using their streets to avoid traffic delays on arterial roadways (Keele Street and Rogers Road). This concern has been further exacerbated during the recent reconstruction of Rogers Road when local streets were designated as detour routes. Apparently, non-local motorists continue to use these local streets finding savings in overall travel time.

Coupled with increased traffic volumes local residents are also experiencing the negative aspects of non-local traffic using their streets, such as speeding, non-adherence to stop controls, delays manoeuvring from and to their properties and increased safety risk to their children walking to and from the local schools in the neighbourhood.

The City recently introduced a “No Right Turn 4:00 p.m. to 6:00 p.m., Monday to Friday” prohibition for westbound traffic from Rogers Road to Regent Street to alleviate infiltrating traffic. This regulation has had only a modest impact on reducing non-local traffic, as it is in effect during the afternoon peak period only and it requires vigilant police presence to enforce it.

During the community meeting, alternative traffic management measures were explored such as; traffic calming, southbound turn prohibitions onto Aileen Avenue and Dunraven Drive at Keele Street, and designating Aileen Avenue and Dunraven Drive in a one-way direction between Keele Street and Silverthorn Avenue. Each of these traffic control measures would have provided a margin of success at reducing non-local traffic volumes or excessive speeding.

The preferred alternative consisted of a traffic maze, created by designating Aileen Avenue and Dunraven Drive as opposing one-way operations in each of the blocks between Keele Street and Kane Avenue. Establishment of a traffic maze would continue to provide full access for the residents on both streets, but disrupt through traffic flow.

The details of the traffic maze proposal are shown in the attached Drawing No. 421F-6705 dated November 2002, and is described as follows:

- 1) The existing one-way operations on Scott Road, Watt Avenue, Kane Avenue and Kersdale Avenue will be maintained with no changes.
- 2) Aileen Avenue will be changed from the existing two-way operation to one-way eastbound between Keele Street and Scott Road and one-way westbound between Scott Road and Kane Avenue. The two-way operation will be maintained east of Kane Avenue.
- 3) Dunraven Drive will be changed from the existing two-way operation to one-way westbound from Keele Street to Scott Road and one-way eastbound from Scott Road to Kane Avenue. The two-way operation will be maintained east of Kane Avenue.

It was felt that establishment of a traffic maze would enhance and promote sustainability of the community life on Aileen Avenue and Dunraven Drive; discourage non-local traffic within the neighbourhood and promote safety of school children, other pedestrians and cyclists; and encourage and promote adherence to traffic regulations. In addition, the proposed plan allows for the removal of the westbound “No Right Turn 4:00 p.m. to 6:00 p.m., Monday to Friday” prohibition on Rogers Road at Regent Street providing unrestricted local access.

Residents in attendance at the public meeting unanimously supported implementing the traffic management plan, with the endorsement of their local Councillor.

In addition to the traffic management plan, Transportation Services staff was requested to review the feasibility of reducing the speed limit on both Aileen Avenue and Dunraven Drive from 50 km/hr to 40 km/hr. We have reviewed each of these streets, and with the existing pavement width, long-term parking and close proximity of sidewalks to the travelled roadway, the criteria for a 40km/hr speed limit is satisfied.

Conclusions:

The proposed traffic management plan for the community northeast of Keele Street and Rogers Road, which consists of the designation of Aileen Avenue and Dunraven Drive in opposing one-way directions in each of the blocks between Keele Street and Kane Avenue, and removing the current afternoon peak period turn prohibition from Rogers Road, will eliminate the infiltration of non-local traffic, allow for residential access, and improve the community environment for local residents, school children, pedestrians and cyclists.

Further improvement should be achieved by reducing the speed limit to 40 km/h on both Aileen Avenue and Dunraven Drive between Keele Street and Silverthorn Avenue.

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Director
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Attachment:

- Proposed Traffic Management Plan Aileen Avenue and Dunraven Drive, Drawing No. 421F-6705, dated November 2002