Through Traffic Restriction: Kennard Avenue and William R. Allen Road

<table>
<thead>
<tr>
<th>Date:</th>
<th>May 14, 2014</th>
</tr>
</thead>
<tbody>
<tr>
<td>To:</td>
<td>North York Community Council</td>
</tr>
<tr>
<td>From:</td>
<td>Director, Transportation Services Division, North York District</td>
</tr>
<tr>
<td>Wards:</td>
<td>Ward 10 – York Centre, Ward 8 York Centre</td>
</tr>
<tr>
<td>Reference Number:</td>
<td>p:/2014/ClusterB/TRA/NorthYork/ny14067</td>
</tr>
</tbody>
</table>

SUMMARY

As the Toronto Transit Commission (TTC) operates transit services on Kennard Avenue and William R. (W.R.) Allen Road, City Council approval of this report is required.

To obtain approval to prohibit westbound through movements from 7:00 a.m. to 9:00 a.m. and 4:00 p.m. to 6:00 p.m., Monday to Friday, at the intersection of Kennard Avenue and W.R. Allen Road.

The installation of the westbound through prohibitions at this intersection will address the concerns of road users with respect to the increasing delay to the westbound right turning movement due to the low volume of through traffic holding up the westbound right turns, specifically during the a.m. and p.m. peak periods.

RECOMMENDATIONS

Transportation Services, North York District recommends that:

1. City Council approve the installation of a westbound through prohibition, cyclists excepted, from 7:00 a.m. to 9:00 a.m. and 4:00 p.m. to 6:00 p.m., Monday to Friday at the intersection of Kennard Avenue and W.R. Allen Road.
Financial Impact

All costs associated with the westbound through restriction are included within the Transportation Services Division, North York District’s 2014 Operating Budget.

ISSUE BACKGROUND

Staff has been requested by the Ward Councillor and multiple residents to investigate the feasibility of reducing traffic delays for westbound traffic on Kennard Avenue, turning right on to W.R. Allen Road.

COMMENTS

The intersection of Kennard Avenue and William R. Allen Road is a four legged intersection and is controlled by traffic control signals. The west leg of the intersection provides access and egress to Rimrock Plaza and the east leg provides access and egress to the residential community to the east of W.R. Allen Road.

Kennard Avenue is classified as a collector roadway and has a regulatory speed limit of 50 km/h. The pavement width is 11.0 metres and a municipal sidewalk is located on the north side of the roadway, east of W.R. Allen Road. W.R. Allen Road is classified as a major arterial roadway and has a regulatory speed limit of 60 km/h. The current lane geometry at this intersection is as follows:

**East Leg**
- the northerly lane is designated for through and right turning traffic; and
- the southerly lane is designated for left turns.

**West Leg**
- the northerly lane is designated for left turn; and
- the southerly lane is designated for through and right turns.

It should be noted that Rimrock Plaza has multiple access points. The plaza has two other entrances and exit points located west of the intersection of Rimrock Road and W.R. Allen Road and one on Lodestar Road.
A review of our records indicates that the intersection of Kennard Avenue and W.R. Allen Road prior to 2010 formed a T-intersection. The fourth leg was added to the intersection as part of phase two of the Rimrock Plaza. Since its inception, staff has received numerous requests from residents and the Ward Councillor seeking a reduction in wait time for westbound vehicles turning right at the intersection.

In view of the current request, staff has once again re-evaluated this intersection. Our review has indicated that the eight hour westbound through and right turning vehicle counts for the Kennard Avenue and W.R. Allen Road is as follows:

<table>
<thead>
<tr>
<th>Direction</th>
<th>Volume (Veh.)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>2 Hour a.m. Peak</td>
</tr>
<tr>
<td>Westbound right turning vehicles</td>
<td>820</td>
</tr>
<tr>
<td>Westbound through vehicles</td>
<td>116</td>
</tr>
<tr>
<td>Volume Split (Through/Right)</td>
<td>14.1 %</td>
</tr>
</tbody>
</table>

The traffic volume data demonstrates that the majority of westbound vehicles are turning right at the intersection. Vehicles are typically delayed by westbound through traffic waiting at the red signal during the peak traffic volume periods. As right turn movements do not require a green signal, the small fraction of through traffic significantly delays the remaining right turning traffic.

A proposed solution is to designate the curb lane for right turns and the inside lane for through and left turning traffic. Under such provisions, the east-west lanes would not align properly across the intersection. A secondary option is to undertake a widening of the roadway, to introduce a third westbound lane. This would significantly impact the boulevard and existing sidewalk. Given that there are only 37 and 16 westbound left turns during the a.m. and p.m. peak period, adding the additional westbound through movements would have minimal impact on the left turning traffic or eastbound through movement at this intersection.
As such, an effective method of reducing the westbound right turn movement delays is to prohibit westbound through movements during peak traffic volume hours. By enacting such a prohibition, westbound vehicles turning right at the intersection will not be delayed by the waiting through traffic.

The Ward Councillors have been advised of the recommendation contained in this staff report.

CONTACT

Jack Sinopoli
Supervisor, Traffic Operations
Transportation Services Division, North York District
Tel: 416-395-7467 Fax: 416-395-7544
Email: jsinopol@toronto.ca

SIGNATURE

_______________________________
Kyp Perikleous
Director

ATTACHMENTS

Attachment 1: Map – Through Traffic Restriction: Kennard Avenue