

## **Supplementary Report: Avenue Road Study - Interim Update and Proposed Site-Specific Road Safety Improvements**

**Date:** June 19, 2024

**To:** City Council

**From:** Director, Planning, Design and Management, Transportation Services

**Wards:** Ward 11 University-Rosedale, and Ward 12 Toronto-St. Paul's

### **SUMMARY**

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At its meeting of June 11, 2024, Toronto and East York Community Council (TEYCC) considered item TE14.38, an interim update on the Avenue Road Study and site-specific safety improvements. The report was forwarded to City Council without recommendations.

In response to public and Community Council feedback on the content of the report, Transportation Services has provided a supplementary report to provide City Council with more information on the origin of the Avenue Road Study, community consultation process, the proposed changes and approach to implementation.

This supplementary report carries forward recommendations 1-7 from the report dated June 4, 2024, from the Director, Planning, Design and Management, Transportation Services. It includes one, new recommendation to convert on-street paid parking locations on Avenue Road, between the CN Rail Line and Davenport Road, to Mobile Only Zones. This would facilitate the removal of off-street pay-and-display machines in order to maximize unobstructed sidewalk space.

### **RECOMMENDATIONS**

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The Director, Planning, Design and Management, Transportation Services recommends that:

1. City Council endorse the installation of a median between the northbound left-turn lane, and northbound centre through lane on Avenue Road between Dupont Street and a point 46 metres south, generally as shown on Attachment 2, Drawing ATP24-AR-MD-001 dated May 2024.

2. City Council prohibit northbound and southbound U-turn movements at all times on Avenue Road, between Dupont Street and Macpherson Avenue.
3. City Council designate the westerly southbound lane on Avenue Road, between Dupont Street and a point 50 metres north for southbound right-turns only, buses and bicycles excepted.
4. City Council authorize the installation of an intersection pedestrian signal at a mid-block location near 215 Avenue Road, between Pears Avenue and Roxborough Street West.
5. City Council authorize the installation of road safety improvements on Avenue Road between Davenport Road and Dupont Street, as generally outlined in Attachment 3.
6. City Council delegate, despite any City of Toronto By-law to the contrary, to the General Manager, Transportation Services, until November 1, 2027, for the purposes of implementing and then addressing operational and safety issues that may arise in relation to the projects identified in Recommendation 3-5, the authority to implement changes and submit directly to Council any necessary bills for by-law amendments to the schedules to City of Toronto Code Chapters on the streets and within the parameters as identified in Attachment 4 to the report (May 24, 2024) from the Director, Planning, Design & Management, Transportation Services, such the by-laws submitted be made permanent on November 1, 2027.
7. City Council authorize and direct the appropriate City officials to take the necessary action to give effect to the Council's decision, including the introduction in Council of any and all bills that may be required.
8. City Council enact the parking by-law amendments to convert any on-street paid parking locations on Avenue Road, between the CN Rail Line and Davenport Road, to Mobile Only Zones, generally as set out in Attachments 5 and 6.

## **FINANCIAL IMPACT**

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Funding of \$4,000 for signage costs associated with the proposed amendments is available within the approved 2024 Operating Budget for Transportation Services.

Funding of \$365,000 to implement the proposed safety improvements on Avenue Road between Davenport Road and Dupont Street can be accommodated within the 2024-2033 Capital Budget and Plan for Transportation Services.

Funding of \$40,000 to implement the proposed median on Avenue Road between Roxborough Street West and Dupont Street can be accommodated within the 2024-2033 Capital Budget and Plan for Transportation Services.

Funding of \$200,000 to install a pedestrian signal at Ramsden Park is not currently identified in the 2024-2033 Capital Budget and Plan for Transportation Services but will be included for future budget submissions and is subject to availability and competing priorities within the 2025-2034 Capital Budget and Plan for Transportation Services.

## **DECISION HISTORY**

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On June 11, 2024, Toronto and East York Community Council considered item TE14.38 - Avenue Road Study - Interim Update and Proposed Site-Specific Road Safety Improvements. The report was forwarded to City Council without recommendations.

[Agenda Item History - 2024.TE14.38](#)

On May 10, 2023, City Council adopted item TE4.66 - Pedestrian Safety on Avenue Road, Bloor Street West to St. Clair Avenue West. This report authorized speed limit reductions on Avenue Road, requested enhanced enforcement of road regulations, and a report back on the findings from Phase 2 of the Avenue Road Study.

<https://secure.toronto.ca/council/agenda-item.do?item=2023.TE4.66>

On February 7, 2023, City Council directed Transportation Services to ensure that the Avenue Road Study takes into consideration the Council-approved configuration of the Midtown Yonge Complete Street corridor.

<https://secure.toronto.ca/council/agenda-item.do?item=2023.IE1.4>

On December 15, 2021, City Council endorsed the new bikeway projects contained in the Near-Term Implementation Program (2022 – 2024), including a study of Avenue Road between Bloor Street West and St. Clair Avenue West.

<https://secure.toronto.ca/council/agenda-item.do?item=2021.IE26.9>

On October 1, 2021, City Council requested Transportation Services to ensure the scope of work for the Avenue Road Study North of Bloor Street West evaluates the Avenue Road Safety Coalition's complete streets concept and explore options to expedite implementation, including a pilot.

<https://secure.toronto.ca/council/agenda-item.do?item=2021.MM36.18>

On April 7, 2021, City Council adopted the Cycling Network Plan - 2021 Cycling Infrastructure Installation - First Quarter Update with amendments and authorized intersection improvements at Avenue Road and Davenport Road as part of the Davenport Bike Lane and Road Safety Upgrades project.

<https://secure.toronto.ca/council/agenda-item.do?item=2021.IE20.13>

On October 15, 2020, Toronto and East York Community Council directed Transportation Services to report back on the feasibility of a pedestrian safety improvement pilot project on Avenue Road between Davenport Road and St. Clair Avenue West, considering measures such as speed limit reduction to 40 km/h; and occupying curb lanes on both sides of Avenue Road and dedicating them for pedestrian use by separating them from live traffic with sturdy barriers and providing ramp access to existing sidewalks.

<https://secure.toronto.ca/council/agenda-item.do?item=2020.TE19.49>

On May 28, 2020, City Council adopted Cycling Network Plan Installations: Bloor West Bikeway Extension & ActiveTO Projects and requested Transportation Services to study extending the University Avenue cycle tracks north to Eglinton Avenue via Avenue Road and Oriole Parkway.

<https://secure.toronto.ca/council/agenda-item.do?item=2020.cc21.20>

On April 24, 2019, Toronto and East York Community Council adopted item TE5.81 - Follow-up to the Avenue Road Corridor Safety Review and directed Transportation Services to conduct a comprehensive safety review at all intersections and a speed limit review along the Avenue Road corridor between St. Clair Avenue West and Bloor Street West.

<https://secure.toronto.ca/council/agenda-item.do?item=2019.TE5.81>

On November 7, 2017, City Council adopted item TE27.48 - Corridor Safety Review - Avenue Road. This report included potential strategies for improving pedestrian and motorist safety through measures such as, pavement marking treatments, amended traffic regulations and geometric design modifications on Avenue Road, between St. Clair Avenue West and Davenport Road.

<https://secure.toronto.ca/council/agenda-item.do?item=2017.TE27.48>

## COMMENTS

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In 2019, the Area Transportation Planning unit in Transportation Services initiated a City Council-directed study of the Avenue Road corridor between Bloor Street West and St. Clair Avenue West (2 kilometres), focused on improving pedestrian safety. This segment of Avenue Road has a history of collisions resulting in death or serious injury.

Collision history provided by the Toronto Police Service for the ten-year period ending on May 1, 2024 indicated that there have been 2250 reported collisions in the study area. Of the 2250 reported collisions, three resulted in fatalities and ten resulted in serious injuries. All three collisions resulting in fatality involved people cycling. Of the ten collisions resulting in serious injuries, four involved pedestrians, one involved a person cycling, and five resulted in injury to drivers and/or passengers. An additional 35 collisions involved pedestrians, and 40 involved people cycling, but did not result in serious injuries or fatalities.

Speeding is a common community-identified concern; motor vehicle operating speeds range from 50-69 kilometres per hour on this section of Avenue Road. At the time of data collection, the regulatory speed limit was 50 kilometres per hour. City Council approved a speed limit reduction to 40 kilometres per hour in May 2023, and the 40 kilometres per hour speed limit signs were posted in July 2023.

Road safety improvements involving changes to the number and allocation of motor vehicle lanes in the study area are being presented to City Council in two phases:

## Phase 1

- This report provides an interim update on the Avenue Road Study and proposes site-specific safety improvements focused on the segment between Davenport Road and Dupont Street (280 metres), targeted for implementation beginning in 2024.
- Staff recommendations for complete street features (pedestrian buffer space, cycle track and motor vehicle lane reallocations) on Avenue Road between Bloor Street West and Davenport Road (700 metres) were presented to the Infrastructure and Environment Committee meeting on May 28, 2024 (see item [2024.IE14.4](#)), and will be considered by City Council beginning on June 26, 2024.

## Phase 2

- A report will be presented at a future Infrastructure and Environment Committee meeting to provide recommendations on the long-term vision and near-term plan for the segment of Avenue Road between Dupont Street and St. Clair Avenue West (1 kilometre).

The proposed road safety improvements were informed by feedback gathered through the two-year consultation process, along with technical considerations and City policies and guidelines.

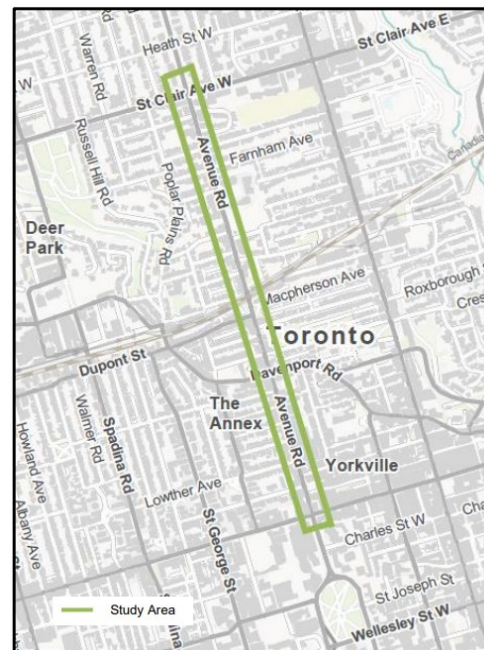
## Study Area

Avenue Road between Bloor Street West and St. Clair Avenue West is a major arterial road providing connections to local destinations in the area and is the northward extension of Queen's Park/University Avenue and provides access to the downtown core.

## History and Sidewalk Conditions

In the 1960s a road widening project transformed Avenue Road from a tree-lined street with four motor vehicle travel lanes to a major arterial roadway with six motor vehicle lanes (Figure 2). The project removed the street trees and narrowed the sidewalks to accommodate two additional motor vehicle travel lanes. Avenue Road between St. Clair Avenue West and Bloor Street West is the only remaining six-lane cross-section of the Avenue Road corridor. The other mid-block segments of Avenue Road have:

- Four lanes (two lanes in each direction) between St Clair Avenue West and Lonsdale Road
- Two lanes (one lane in each direction) between Kilbarry Road and Oxtan Avenue
- Four lanes (two in each direction) between Oxtan Avenue and Glenview Avenue
- Four lanes (two in each direction) and a centre turning lane between Glenview Avenue and Wilson Avenue



- Four lanes (two in each direction) between Wilson Avenue and Bombay Avenue (northern terminus)



Figure 2: Avenue Road in early 20th century (left) and during the road widening project, 1959-60 (right), City of Toronto Archives

As directed by Council, Transportation Services studied Avenue Road to find opportunities to improve the street with emphasis on safety, mobility choices, enhancing streetscape and better serving all road users. The Avenue Road Study is premised on the understanding that full reconstruction of Avenue Road is not scheduled in the City's Ten-Year Capital Plan for major roadwork. As such, the study focuses on actions that can be implemented in advance of a full road reconstruction, subject to availability of funding, resources and competing priorities.

Avenue Road's current road design reflects legacy standards; narrow sidewalk widths, no designated bikeways and a wide roadway that can encourage speeding. Sidewalk widths along Avenue Road between Davenport Road and Dupont Street range between 1.3 and 2.3 metres wide. The narrowest sidewalks, with pedestrian clearway widths (unobstructed space) ranging from 0.9 to 1.5 metres, are found on the west side between Pears Avenue and Dupont Street, and the east side between Pears Avenue and north of Roxborough Street West. Pedestrian clearway widths below 1.5 metres do not meet minimum provincial requirements specified in the Accessibility for Ontarians with Disabilities Act (AODA) or City guidelines. A map of the existing sidewalk conditions can be found in Attachment 1.

## Public Consultation

Public consultation was a key element of the project approach; engagement with area residents and local interest groups was facilitated in two phases to collect input into the project. The two objectives of public consultation were: to enrich the study team's understanding of traffic concerns and opportunities on Avenue Road, and to understand the extent to which the proposed near-term actions and long-term vision were supported by the community. Feedback gathered through the two phases of consultation, along with technical considerations and City policies and guidelines, informed the design proposals and staff recommendations.

A variety of methods were used to notify members of the public and interest groups of the project and opportunities to participate in consultation activities, including:

- Project web page: [www.toronto.ca/AvenueRoadStudy](http://www.toronto.ca/AvenueRoadStudy)
- Mailed notices to neighbourhood addresses via Canada Post Neighbourhood Mail system (approximately 40,000 addresses)
- Emails to project emailing list, including residents' associations, community groups, organizations, local businesses, institutions and elected officials
- Social media posts
- A dedicated phone number and email address

Consultation for the Avenue Road Study was launched in spring 2022 and ended in fall 2023. A series of activities informed the development of the staff recommendations:

- May 2022: An online public survey provided members of the public with an opportunity to identify their concerns and ideas for improvements for Avenue Road. Over 1300 people participated in the survey; 65% identified that they live in the area and 75% indicated that they travel on Avenue Road. A [summary](#) of the Phase One consultation findings is available on the project website.
- September 2023: An in-person workshop with local interest groups (e.g. resident groups, local businesses, community organizations) was hosted at Church of the Redeemer. Participants were presented with the existing conditions work, traffic analysis, proposed road safety improvements, and given the opportunity to review the detailed roll plans for each section of the road. A total of 21 participants, and 4 observers attended, representing 18 organizations.
- October 2023: An in-person drop-in event was hosted at Timothy Eaton Memorial Church. Information boards and roll-plans were shared with attendees to provide detailed materials on the proposed near-term actions and long-term visions for Avenue Road. The event was attended by approximately 125 participants.
- October-November 2023: An online survey allowed members of the public to review project materials and submit feedback on the proposed near-term actions and the long-term vision. 2,375 participants completed the survey. Approximately 60% of responses identified that they live in neighbourhoods adjacent to or very near Avenue Road.
- Ongoing email and phone calls: a dedicated email address ([AvenueRoadStudy@toronto.ca](mailto:AvenueRoadStudy@toronto.ca)) and phone number allowed members of the public to provide input and feedback to the project team.

Phase One Consultation helped shape the study priorities. The most common concerns identified by participants were the speed of motor vehicle traffic, insufficient sidewalk space, the lack of bikeways and desire for better separation between pedestrians and moving vehicles. Participants also expressed desire for safety improvements for all road users, accessible pedestrian infrastructure, an unobstructed motor vehicle route to the downtown core and minimal impacts to nearby neighbourhood streets.

The concerns and priorities identified in the first phase of consultation were reflected in the proposal that was shared with the public during Phase Two Consultation. The proposed design options included cycle-tracks on Avenue Road from Bloor Street West

to Davenport Road, road-level pedestrian spaces in curb lanes, additional on-street parking and loading/unloading zones, buffer space between pedestrians and motor vehicle traffic, designated turning lanes to facilitate motor vehicle travel movements and mitigation measures to minimize potential traffic infiltration.

Phase Two Consultation provided an opportunity for the public to review the proposed near-term actions and long-term vision, provide feedback on the design options. The response to the proposed near-term actions was mixed from residents and interest groups. Participants who were supportive of the proposal expressed that the changes would improve safety conditions for vulnerable road users (e.g. pedestrians, school children and seniors), support the Council-approved Climate Action Strategy and Vision Zero goals, and would encourage a shift to active transportation modes. Some participants identified a desire for more substantive and significant changes in the near-term, like extending the cycle tracks along the full length of Avenue Road, and widening sidewalks through reconstruction.

Participants who did not support the proposal or any design options were concerned with the impacts of the lane reduction, and changes to traffic patterns and travel behaviours on neighbourhood streets. The most cited concerns were traffic congestion on Avenue Road, increased vehicle volumes, worsened safety conditions in the neighbourhood, and negative environmental impacts caused by vehicle idling. Many also disputed the necessity of the proposed changes given the perceived low levels of pedestrian and cycling activity on Avenue Road.

Overall, public feedback collected through the survey was mixed, and consistent with feedback collected throughout Phase Two Consultation:

- 46% of respondents agreed that the proposed near-term actions would improve safety and comfort for all road users with acceptable trade-offs in motor vehicle traffic flow. 48% disagreed, and 5% were neutral.
- 48% of respondents agreed that the long-term vision, which consists of reducing the number of motor vehicle lanes from 6 to 4 and repurposing the space for other uses, would address community concerns and aspirations for Avenue Road. 46% disagreed and 4% were neutral.

All public consultation materials are available on the project website, [toronto.ca/AvenueRoadStudy](https://toronto.ca/AvenueRoadStudy).

## **Summary of Proposed Road Safety Improvements between Davenport Road and Dupont Street**

Transportation Services is recommending road safety improvements and a complete street redesign on Avenue Road between Davenport Road and Dupont Street to improve the comfort and safety for all road users, particularly for pedestrians. Design options were developed and evaluated through the study process and presented to the public in fall 2023. The final staff recommendations align with the proposal presented to the public and incorporate changes informed by public feedback.



Proposed cross-sections and intersection designs include complete street features, four motor vehicle travel lanes, additional turn lanes where appropriate, and fit within the existing curb to curb space. Complete street elements proposed on Avenue Road between Davenport Road and Dupont Street include: road-level pedestrian space, buffer space between active motor vehicle travel lanes and sidewalks, intersection improvements, and designated on-street parking spaces.

The recommended design includes:

- Motor vehicle lane reduction from six (three in each direction) to four (two in each direction) with additional turning lanes at two key intersections at Davenport Road and Dupont Street;
- At-grade (road level) pedestrian space with accessible ramping and physical barrier separation where feasible;
- Buffer space between active motor vehicle lanes and the sidewalk, where feasible, to maintain access to driveways;
- A mid-block pedestrian signal at Ramsden Park;
- Curb extensions and radii reductions;
- Safety improvements in front of the Church of the Messiah;
- A physical median on Avenue Road from Roxborough Street West to Dupont Street;
- On-street Pay and Display parking spaces in a mobile-only zone (e.g. no off-street pay-and-display machines); and
- A permanent automated speed enforcement camera.

A conceptual plan of the road safety changes can be found in Attachment 3.

## **Streamlined Reporting Process**

As part of this report, Transportation Services is seeking authority to utilize the streamlined reporting process for by-law amendment submissions. First introduced in 2017, City Council has authorized this process as a technical procedure to allow staff to implement minor adjustments to by-laws to ensure that staff can be responsive to community feedback and field investigations and make changes to by-laws in a timely manner.

The streamlined process enables Transportation Services to make minor adjustments to constructed conditions without delay. Minor adjustments to Avenue Road would only be considered if they respond to Councillor and public feedback, or improve safety conditions. For example, the streamlined process would allow Transportation Services to alter the extents of the parking areas to improve sight-lines, add loading areas to facilitate business activities, or implement street-level pedestrian spaces where parking is no longer required. This process supports Transportation Services' ability to be responsive to community feedback and implement changes in a timely manner.

## **Community Advocacy and Past Efforts**

There is a history of community advocacy for change on Avenue Road. Narrow sidewalks, lack of bikeways, excessive vehicular speeds, and a history of collisions resulting in fatality or serious injury are highly vocalized concerns. Most recently, on Tuesday, April 30, 2024, a person was fatally injured while cycling on Avenue Road

near Elgin Avenue.

Residents and community interest groups have been working closely with the local Councillors to address road safety concerns on Avenue Road. In 2017, the Avenue Road Safety Coalition (ARSC), a resident-led community advocacy group, was formed. Membership of the ARSC consists of residents' associations, schools, religious institutions, condominium groups, and advocacy organizations. Over the years, the ARSC has advocated for changes to improve road safety conditions on Avenue Road, especially for pedestrians.

Most recently, the Avenue Bay Cottingham (ABC) Residents Association, in coordination with the Annex Residents Association and ARSC, retained The Planning Partnership to build on Transportation Services' proposed near-term plan for Avenue Road. The plan suggests alternate curb-lane uses, mainly the replacement of on-street parking with street-level pedestrian space.

Over the past seven years, Transportation Services has made changes along the corridor to improve road user safety and reduce motor vehicle speeding. Changes include:

- Expansion of the School Safety Zone area adjacent to Brown Jr. School in 2017;
- Curb-lane closure to motor vehicles and geometric safety improvements at Brown Jr. School in 2017-2018;
- Avenue Road between St. Clair Avenue West and Bloor Street West was designated as a Community Safety Zone in 2019;
- Intersection improvements at Avenue Road and Davenport Road were implemented as part of the Davenport Bike Lane and Road Safety Upgrades project in September 2022;
- Pavement marking improvements and bollards were implemented at Roxborough Street West and Avenue Road in October 2022;
- Speed limit was reduced from 50 kilometres per hour to 40 kilometres per hour on Avenue Road between St. Clair Avenue West and Bloor Street West, and signs were installed in July 2023; and
- Temporary Automated Speed Enforcement camera was installed in December 2023.

## **Ongoing Work**

Subject to City Council approval, Transportation Services would commence the detailed design and implementation of the road safety improvements on Avenue Road between Davenport Road and Dupont Street. During the design and implementation phases, staff would investigate:

- Opportunities to maximize pedestrian space while providing sufficient loading and parking space, in consultation with the Ward Councillor, with consideration for input from the Avenue Road Safety Coalition as proposed in the design prepared by the Planning Partnership;
- Addition of a buffer of approximately 0.5 metres, where feasible, between the curb and any on-street parking spaces on Avenue Road, between Dupont Street and Davenport Road, as proposed by the Ward Councillor;
- Opportunities to remove or relocate sign poles and street furniture in order to maximize unobstructed sidewalk space. This would include the introduction of a

mobile-only parking zone, where customers can pay for parking using mobile options including, the Green P App, text to pay or by scanning a QR code. It would facilitate the removal of TPA pay-and-display machines;

- Traffic patterns and travel behaviours on Roxborough Street West and opportunities to implement measures to reduce cut-through traffic and increase safety; and
- Feasibility of installing a raised crosswalk on the east leg of the intersection of Roxborough Street West and Avenue Road to improve the safety of north and south pedestrian crossing movements across Roxborough Street West.

## **Next Steps**

Subject to City Council approval, Transportation Services would commence the detailed design of the road safety improvements on Avenue Road between Davenport Road and Dupont Street. Further engagement with internal partners (e.g. TTC and Toronto Parking Authority), impacted properties and community interest groups would take place, as appropriate.

Implementation of the proposed improvements is targeted by the end of fall 2024. Transportation Services would provide the Ward Councillor and the Avenue Road Study email subscription list with monthly updates until improvements have been delivered and a follow-up one year after implementation. After implementation, Transportation Services would monitor travel patterns and traffic behaviours on Avenue Road and surrounding neighbourhood streets. The one-year update would share findings from the monitoring plan.

A final Avenue Road Study report will be presented at a future Infrastructure and Environment Committee meeting to provide recommendations on the long-term vision and near-term plan for the segment of Avenue Road between Dupont Street and St. Clair Avenue West.

The Ward Councillors have been advised of the recommendations in this report.

## **Alternative Recommendation for the Proposed Median Between Roxborough Street West and Dupont Street**

Area residents raised concerns about the safety conditions at the intersection of Roxborough Street West and Avenue Road, and the 60 metre road segment of Avenue Road between Roxborough Street West and Dupont Street. Feedback collected throughout consultation suggested that motorists travelling westbound on Roxborough Street turn right on Avenue Road and quickly merge across two lanes in order to make a left-turn on Dupont Street. Community concerns about pedestrian safety at the Roxborough Street West and Avenue Road intersection are common; pedestrians crossing north and south across Roxborough Street West are not always given the right-of-way because motorists are focused on turning and merging on Avenue Road. Roxborough Street West is the only east-west road that provides a westbound connection between Yonge Street and Avenue Road between Davenport Road and the CN Rail Corridor.

To prevent these unsafe maneuvers and potential collision risk and improve pedestrian

safety conditions, a physical median is proposed between the northbound shared-through and left-turn lane and northbound centre through lane on Avenue Road from Roxborough Street West to Dupont Street.

Community feedback about the proposed median on Avenue Road between Roxborough Street West and Dupont Street has been mixed. Residents of Roxborough Street West have raised concerns about motor vehicle traffic volumes and cut-through traffic, and expressed support for changes that would discourage these behaviours. Residents of other neighbourhoods expressed concerns that the proposed median would divert traffic to other neighbourhood streets.

If, despite the recommendations in the report from the Director, Planning, Design and Management, to the Toronto and East York Community Council dated June 4, 2024, City Council determines not to proceed with the recommended physical median between the northbound shared through and left-turn lane and northbound centre-through lane on Avenue Road from Roxborough Street West to Dupont Street, City Council may approve the following recommendation:

City Council delete Recommendation 1 and 2:

1. City Council endorse the installation of a median between the northbound left-turn lane, and northbound centre through lane on Avenue Road between Dupont Street and a point 46 metres south, generally as shown on Attachment 2, Drawing ATP24-AR-MD-001 dated May 2024.
2. City Council prohibit northbound and southbound U-turn movements at all times on Avenue Road, between Dupont Street and Macpherson Avenue.

Community feedback indicated that the north and south pedestrian crossing movements across Roxborough Street West are unsafe, and motorists do not comply with the stop sign when turning onto Avenue Road. Transportation Services is investigating the feasibility of installing a raised crosswalk on the east leg of the intersection of Roxborough Street West and Avenue Road to improve pedestrian safety at the intersection. Raised crosswalks are higher in elevation than the adjacent roadway. Benefits of raised crosswalks include improving pedestrian visibility, increasing motorist awareness of the crosswalk location, and encouraging slower driving speeds.

## **CONTACT**

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## **SIGNATURE**

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Jacquelyn Hayward  
Director, Planning, Design and Management  
Transportation Services

## **ATTACHMENTS**

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Attachment 1: Map of Existing Sidewalk Conditions

Attachment 2: Safety Improvements between Roxborough Street West and Dupont Street

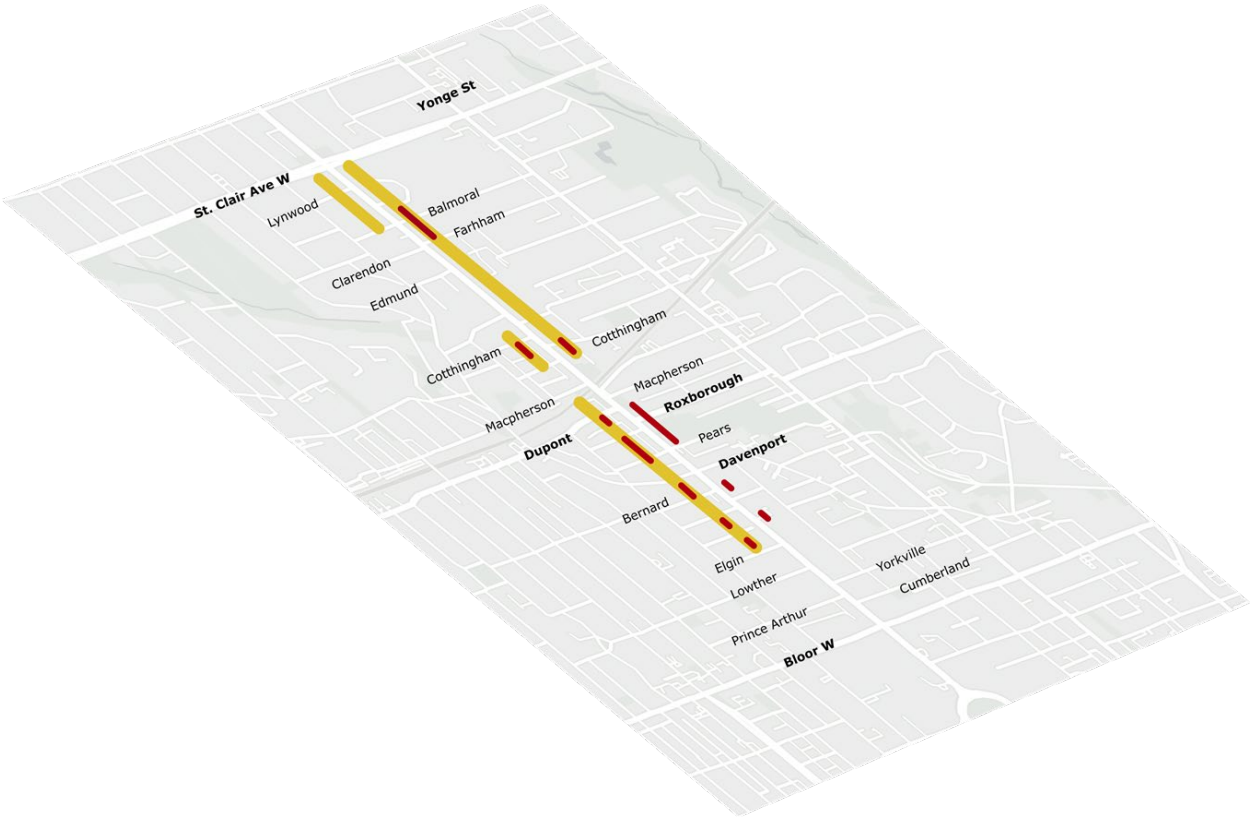
Attachment 3: Proposed Road Safety Improvements on Avenue Road between Davenport Road and Dupont Street

Attachment 4: Streamlined Reporting Process for By-Law Amendments

Attachment 5: Regulations to be Rescinded

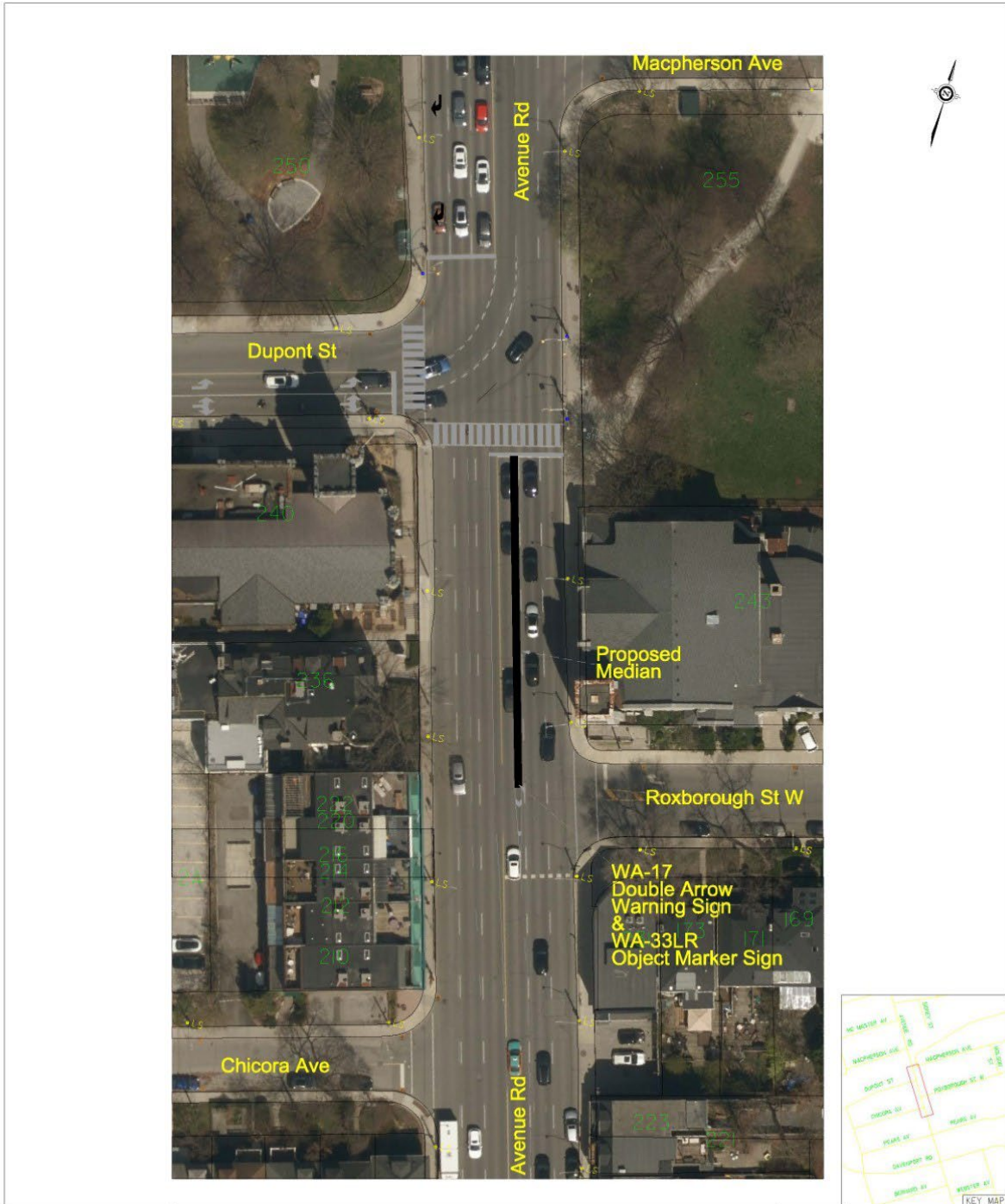
Attachment 6: Regulations to be Enacted

# Attachment 1: Map of Existing Sidewalk Conditions



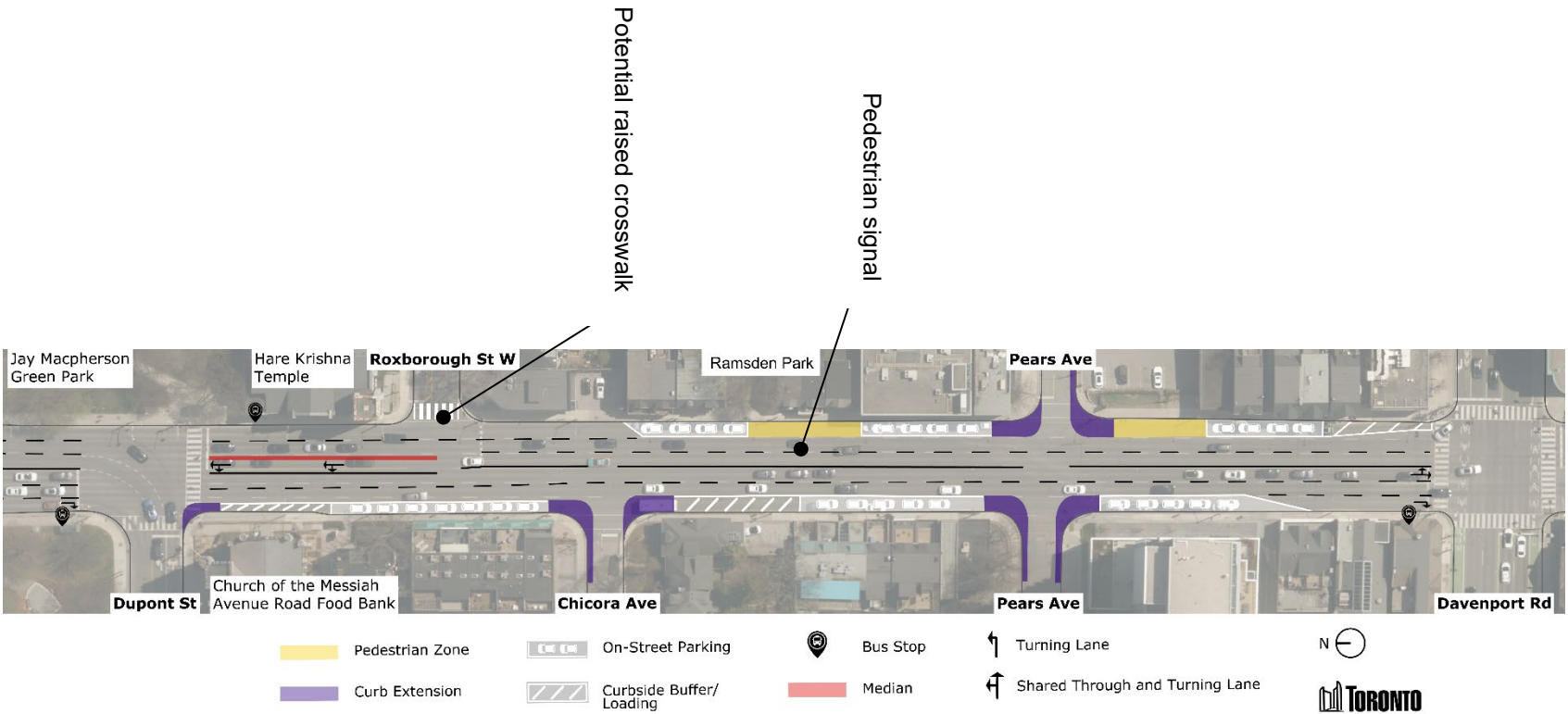
- █ Narrower than 2.1 m
- █ Narrowest segments (between 0.9 to 1.50 m)

Attachment 2: Safety Improvements between Roxborough Street West and Dupont Street



	TRANSPORTATION SERVICES	DRAWING NUMBER	ATP24-AR-MD-001
	<b>AVENUE ROAD &amp; DUPONT STREET (TEY)</b>	SCALE	1:500
	<b>QUICK BUILD SAFETY IMPROVEMENT PLAN (MEDIAN)</b>	DESIGN & DRAWN BY:	M.M.
		DATE	MAY 2024

# Attachment 3: Proposed Road Safety Improvements on Avenue Road between Davenport Road and Dupont Street





Attachment 4: Streamlined Reporting Process for By-Law Amendments

**List of Traffic and Parking By-Laws Proposed for Delegation**

**Chapter 886 – Footpaths, Pedestrian Ways, Bicycle Paths, Bicycle Lanes and Cycle Tracks**

Schedule B, Pedestrian Ways

**Chapter 903 - Parking for Persons with Disabilities**

Schedule II, Designated On-Street Parking for Permit Holders

Schedule III, Designated On-Street Loading Zones for Permit Holders

**Chapter 910 - Parking Machines and Meters**

Schedule I, Parking Machines

Schedule II, Parking Machine Locations Designated as Electric Vehicle Charging Stations

Schedule III, Parking Meters

**Chapter 925 – Permit Parking**

Schedule A, Permit Parking

**Chapter 950 -Traffic and Parking**

Schedule V, Stands for Taxicabs

Schedule VI, Commercial Loading Zones

Schedule VII, Passenger Loading Zones

Schedule VIII, Bus Parking Zones

Schedule IX, Delivery Vehicle Parking Zones

Schedule X, Bus Loading Zones

Schedule XIII, No Parking

Schedule XIV, No Stopping

Schedule XV, Parking for Restricted Periods

Schedule XVI, No Standing

Schedule XVIII, One-Way Highways

Schedule XIX, One-way Traffic Lanes

Schedule XX, Two-way Left-Turn-Only Lanes

Schedule XXII, Reserved Lanes for Designated Classes of Vehicles

Schedule XXIII, Prohibited Turns

Schedule XXIV, Compulsory turns

Schedule XXV, Entry Prohibited

Schedule XXXVII, School Bus Loading Zones

Schedule XXXVIII, Pedestrian Crossovers

Schedule XLIV, Electric Vehicle Charging Station Parking

**List of Streets and Street Segments Proposed For Delegation**

Street Name	From	To
Avenue Road	Macpherson Avenue	Davenport Road

Attachment 5: Regulations to be Rescinded

CHAPTER 910 - SCHEDULE I: PARKING MACHINES

Highway	Side Parking	Between	Hours (daily as indicated below)	Fee / Time Limit	Maximum Parking Period
Avenue Road	East	A point 30.5 metres north of Davenport Road and a point 22.7 metres further north	8:00 a.m. to 3:00 p.m., 7:00 p.m. to 9:00 p.m. Mon. to Fri., 8:00 a.m. to 9:00 p.m. Sat.; 1:00 p.m. to 9:00 p.m. Sun.	\$4.00 for 1 hour	3 hours
Avenue Road	West	A point 46 metres north of Davenport Road and a point 29 metres further north	10:00 a.m. to 3:00 p.m., 7:00 p.m. to 9:00 p.m. Mon. to Fri., 8:00 a.m. to 9:00 p.m. Sat.; 1:00 p.m. to 9:00 p.m. Sun.	\$4.00 for 1 hour	3 hours
Avenue Road	East	A point 15 metres north of Pears Avenue and a point 28 metres further north	8:00 a.m. to 3:00 p.m., 7:00 p.m. to 9:00 p.m. Mon. to Fri., 8:00 a.m. to 9:00 p.m. Sat.; 1:00 p.m. to 9:00 p.m. Sun.	\$4.00 for 1 hour	3 hours

Highway	Side Parking	Between	Hours (daily as indicated below)	Fee / Time Limit	Maximum Parking Period
Avenue Road	East	A point 62.5 metres north of Pears Avenue and a point 26.5 metres further north	8:00 a.m. to 3:00 p.m., 7:00 p.m. to 9:00 p.m. Mon. to Fri., 8:00 a.m. to 9:00 p.m. Sat.; 1:00 p.m. to 9:00 p.m. Sun.	\$4.00 for 1 hour	3 hours
Avenue Road	East	A point 99 metres north of Pears Avenue and a point 11 metres further north	8:00 a.m. to 3:00 p.m., 7:00 p.m. to 9:00 p.m. Mon. to Fri., 8:00 a.m. to 9:00 p.m. Sat.; 1:00 p.m. to 9:00 p.m. Sun.	\$4.00 for 1 hour	3 hours
Avenue Road	West	A point 29 metres north of Pears Avenue and a point 19 metres further north	10:00 a.m. to 3:00 p.m., 7:00 p.m. to 9:00 p.m. Mon. to Fri., 8:00 a.m. to 9:00 p.m. Sat.; 1:00 p.m. to 9:00 p.m. Sun.	\$4.00 for 1 hour	3 hours

Highway	Side Parking	Between	Hours (daily as indicated below)	Fee / Time Limit	Maximum Parking Period
Avenue Road	West	A point 55.3 metres north of Pears Avenue and a point 18 metres further north	10:00 a.m. to 3:00 p.m., 7:00 p.m. to 9:00 p.m. Mon. to Fri., 8:00 a.m. to 9:00 p.m. Sat.; 1:00 p.m. to 9:00 p.m. Sun.	\$4.00 for 1 hour	3 hours

Attachment 6: Regulations to be Enacted

CHAPTER 910 - SCHEDULE V: MOBILE ONLY ZONES

Highway	Side Parking	Between	Hours (daily as indicated below)	Fee / Time Limit	Maximum Parking Period
Avenue Road	East	A point 30.5 metres north of Davenport Road and a point 22.7 metres further north	8:00 a.m. to 3:00 p.m., 7:00 p.m. to 9:00 p.m. Mon. to Fri., 8:00 a.m. to 9:00 p.m. Sat.; 1:00 p.m. to 9:00 p.m. Sun.	\$4.00 for 1 hour	3 hours
Avenue Road	West	A point 46 metres north of Davenport Road and a point 29 metres further north	10:00 a.m. to 3:00 p.m., 7:00 p.m. to 9:00 p.m. Mon. to Fri., 8:00 a.m. to 9:00 p.m. Sat.; 1:00 p.m. to 9:00 p.m. Sun.	\$4.00 for 1 hour	3 hours
Avenue Road	East	A point 15 metres north of Pears Avenue and a point 28 metres further north	8:00 a.m. to 3:00 p.m., 7:00 p.m. to 9:00 p.m. Mon. to Fri., 8:00 a.m. to 9:00 p.m. Sat.; 1:00 p.m. to 9:00 p.m. Sun.	\$4.00 for 1 hour	3 hours

Highway	Side Parking	Between	Hours (daily as indicated below)	Fee / Time Limit	Maximum Parking Period
Avenue Road	East	A point 62.5 metres north of Pears Avenue and a point 26.5 metres further north	8:00 a.m. to 3:00 p.m., 7:00 p.m. to 9:00 p.m. Mon. to Fri., 8:00 a.m. to 9:00 p.m. Sat.; 1:00 p.m. to 9:00 p.m. Sun.	\$4.00 for 1 hour	3 hours
Avenue Road	East	A point 99 metres north of Pears Avenue and a point 11 metres further north	8:00 a.m. to 3:00 p.m., 7:00 p.m. to 9:00 p.m. Mon. to Fri., 8:00 a.m. to 9:00 p.m. Sat.; 1:00 p.m. to 9:00 p.m. Sun.	\$4.00 for 1 hour	3 hours
Avenue Road	West	A point 29 metres north of Pears Avenue and a point 19 metres further north	10:00 a.m. to 3:00 p.m., 7:00 p.m. to 9:00 p.m. Mon. to Fri., 8:00 a.m. to 9:00 p.m. Sat.; 1:00 p.m. to 9:00 p.m. Sun.	\$4.00 for 1 hour	3 hours

Highway	Side Parking	Between	Hours (daily as indicated below)	Fee / Time Limit	Maximum Parking Period
Avenue Road	West	A point 55.3 metres north of Pears Avenue and a point 18 metres further north	10:00 a.m. to 3:00 p.m., 7:00 p.m. to 9:00 p.m. Mon. to Fri., 8:00 a.m. to 9:00 p.m. Sat.; 1:00 p.m. to 9:00 p.m. Sun.	\$4.00 for 1 hour	3 hours