

PROPOSED MOTION SUPPORTED BY:

South Rosedale Residents' Association
Summerhill Residents Association

KEY OUTSTANDING ISSUES

“This study is intended to address a series of recent Community and Council decisions, including ... These decisions were made in recognition of the fact that Avenue Road is not expected to be due for a major reconstruction through the City’s state-of-good-repair program until 2045, and in faith that transformative interim improvements can be made.” (City of Toronto, Terms of Reference for **Avenue Road Feasibility Study and Tactical Plan** by Parsons Inc., 20 September 2021)

“Increased bus lanes and service frequency: Convert one lane of traffic to exclusive bus lanes on all arterials. Increase service frequency on all transit routes: bus by 70% ...” (**TransformTO Net Zero Strategy**, Technical Report, November 2021)

“Giving transit vehicles priority on major roads.” (Dianne Saxe, Environmental Commissioner of Ontario, **Climate Action in Ontario: What’s Next?** Greenhouse Gas Progress Report 2018, Table A.1)

“Toronto is mandated by the Province to plan for roughly 30% growth between 2016 and 2051 but may exceed this target. A growing population may reinforce existing challenges and further increase the need for more space-efficient transportation such as transit. The current auto and transit transportation infrastructure will not adequately support the anticipated population growth ... To address a climate emergency, Council committed to reaching net-zero greenhouse gas (GHG) emissions in Toronto by 2040. A large shift to more people taking trips using transit and active modes of transportation is essential to meet this target.” (Staff Report, dated 12 February 2024, **EX12.5 - Prioritization of Planned Higher-Order Transit Projects**):

“Part A is expected to comply with Phases 1 and 2 of a Municipal Class Environmental Assessment ...” including: *“Assess the characteristics of Avenue Road between Bloor Street and St. Clair Avenue West, taking into consideration historic, recent, existing and projected conditions in the realm of mobility ...”* (City of Toronto Terms of Reference for **Avenue Road Feasibility Study and Tactical Plan** by Parsons Inc., 20 September 2021)

Assuming Avenue Road reduced to 4 lanes: “Potential impact: on Avenue Road between St. Clair Avenue and Bloor Street: a 30-40% reduction in the volume of motor vehicles ... on Yonge Street between St. Clair Avenue and Bloor Street: a 10% increase in motor vehicle volume* ... *The rest of the volume would be distributed throughout various alternate routes.” (**Avenue Road Study – Drop-In Event**, Network Modelling, 19 October 2023)

“The most common reasons for not supporting the proposed near-term plan were:

- *Impacts of lane reductions on congestion and traffic flow, and belief that Avenue Road should be prioritized as a route for motor vehicles*
- *Potential increased motor vehicle volumes on side streets resulting from increased congestion on Avenue Road, and associated safety and noise impacts*
- *Concern that proposed actions are not significant enough, do not fully address speeding and need for improved active transportation facilities, do not provide enough pedestrian space in some sections, and over-prioritize on-street parking*
- *Negative environmental impacts from vehicles idling due to congestion*

...

- *Skepticism about the modelling and traffic analysis conducted to inform the study and belief that travel times and volumes would be higher than the modelling suggests*
- *Increased density along Avenue Road in the future may exacerbate demand for parking, increase congestion and generally worsen motor vehicle traffic conditions*
- *Perceived unsafe behaviour of cyclists*
- *Cost of the project*
- *Impacts of this proposal combined with future construction-related lane closures on motor vehicle traffic flow.”* (**Avenue Road Study – Phase 2 Public Consultation Report**, February 2024)

“Avenue Road, between St. Clair Avenue West and Davenport Road, is classified as a north/south major arterial road and is approximately 1.3 km in length. It consists of a six-lane cross-section, with three lanes per direction and a daily two-way traffic volume of about 30,000 vehicles.” Toronto Transportation Services, **Corridor Safety Review - Avenue Road**, 27 September 2017)

PROPOSED NEW RECOMMENDATIONS

1. City Council refers back the Item to the Director, Planning, Design and Management, Transportation Services for further consideration and direct the Director, Planning, Design and Management, Transportation Services to report back to the Toronto and East York Community Council by the fourth quarter of 2024, such report to include options for addressing the following key outstanding issues:

1.1 Installation of upgraded traffic signalization at the Avenue Road/Dupont/Roxborough intersection capable of ensuring safe and efficient westerly vehicular movements from Roxborough Street West through Dupont Street.

1.2 Installation of priority bus lanes from Bloor Street to St. Clair Avenue West, as required by *TransformTO* to meet the Net Zero Target by 2040, to encourage a significant shift from private automobiles to public transit.

1.3 Realistic solutions to prevent assigning 10% of the current Avenue Road Motor vehicle volume - or an additional daily two-way traffic volume of about 3,000 vehicles - to the already overloaded two-lane Yonge Street.

1.4 Identification of the various alternate traffic routes which are supposed to accommodate 20%-30% of the current Avenue Road motor vehicle volume – or an additional daily two-way traffic of about 6,000-9,000 vehicles - as a result of a reduction to 4 lanes.

1.5 Proposed traffic management measures designed to restrict vehicular infiltrations of easterly residential areas from Avenue Road to access Yonge Street through Balmoral Avenue, Farnham Avenue, Marlborough Avenue, or Macpherson Avenue.

1.6 Proposed traffic management measures designed to restrict vehicular infiltrations of westerly residential areas to access Poplar Plains Road and Russel Hill Road through Lynwood Avenue, Balmoral Avenue, Clarendon Avenue, Edmund Avenue, Poplar Plains Crescent, Cottingham Avenue, McMaster Avenue, or Macpherson Avenue.

1.7 Identification of opportunities for sidewalk widenings in advance of the road reconstruction under the state-of-good-repair program projected by 2045.

1.8 Updated traffic modelling to account for projected traffic growth arising from the provincially mandated growth targets for 2051, together with projected modal splits.

EXISTING RECOMMENDATIONS TO BE DELETED

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

1. City Council endorse the installation of a median between the northbound leftturn 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 1-5, 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.