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April 8, 2004

## COMMISSIONER OF WORKS AND EMERGENCY SERVICES

The Toronto South Community Council, on April 7, 2004, had before it a report (March 24, 2004) from the Director, Transportation Services South District respecting Avenue Road, between Hillholm Road and Kilbarry Road – Assessment of turn prohibitions during the weekday morning peak period (St. Paul's, Ward 22), and recommending that the report be received for information.

The Toronto South Community Council deferred consideration of the report pending community consultation.

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Toronto South Community Council

Frances M. Pritchard/gj

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c.: Director, Transportation Services, South District  
Dan Clement, Transportation Technologist ✓  
Councillor Walker

 **TORONTO** STAFF REPORT

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March 24, 2004

To: Toronto South Community Council

From: Director, Transportation Services South District

Subject: Avenue Road, between Hillholm Road and Kilbarry Road – Assessment of turn prohibitions during the weekday morning peak period (St. Paul's - Ward 22)

Purpose:

To report on a request from Councillor Michael Walker, on behalf of the North Hill District Homeowners' Association, on the feasibility of prohibiting southbound right turns during the weekday morning peak period on Avenue Road at Hillholm Road, Killarney Road, and prohibiting southbound right turns and westbound through movements during the same time period at Avenue Road and Kilbarry Road.

Financial Implications:

Should the subject turn prohibitions be enacted by Council, funds necessary to undertake the required by-law signage adjustments in the estimated amount of \$800.00 are contained in the Transportation Services 2004 Operating Budget interim appropriations.

Recommendations:

It is recommended that this report be received for information.

Background:

City Council, at its meeting of December 14, 15 and 16, 1999, in adopting Clause No. 50 in Report No. 15 of the Toronto Community Council, approved the realignment of the intersection of Avenue Road and Oxtown Avenue to, in part, encourage the traffic using Avenue Road, north of Oxtown Avenue, to stay on the arterial road system (Avenue Road/Oxtown Avenue/Oriole Parkway), rather than infiltrate through the North Hill community to the south. This Clause included reference to the fact that the former City of Toronto Council, at its meeting of March 28 and 29, 1994, in adopting, as amended, Clause No. 48 in Report No. 4 of the City Services Committee, had approved this intersection reconstruction in principal. In the staff report contained in the said Clause, it was noted, in part, that the consideration of southbound right-turn

prohibitions from 7:00 a.m. to 9:00 a.m. on Avenue Road at Hillholm Road, at Killarney Road and at Kilbarry Road, as well as at Oriole Parkway and Kilbarry Road, be deferred until the impacts of the Avenue Road and Oxton Avenue intersection reconfiguration could be evaluated.

Subsequently, to further improve traffic flow on the arterial road system, City Council at its meeting of November 26, 27 and 28, 2002 (Clause No. 22 of Report No. 9 of the Midtown Community Council) approved, in part, the reconfiguration of the Oriole Parkway and Oxton Avenue intersection, to allow for a eastbound to southbound "free-flow" operation. The reconstruction of this intersection was completed in 2003. We have now been requested to review southbound right-turn prohibitions on Avenue Road at the intersections with Hillholm Road, Killarney Road and Kilbarry Road and westbound through prohibitions at the intersection of Avenue Road and Kilbarry Road, which, as noted above, had been previously deferred by Council.

Comments:

Avenue Road, between Oxton Avenue and Kilbarry Road, is a north-south minor arterial roadway with a daily, two-way traffic flow of between approximately 8,500 and 11,000 vehicles and has a speed limit of 40 km/h. Hillholm Road intersects the west side of Avenue Road, approximately 35 metres south of Oxton Avenue in a 'T-type' intersection. Killarney Road intersects the west side of Avenue Road, approximately 105 metres south of Hillholm Road in a 'T-type' intersection. Hillholm Road and Killarney Road are both two-way local roadways with speed limits of 40 km/h and are controlled by "Stop" signs at their intersection with Avenue Road. Kilbarry Road is an east-west collector roadway, located approximately 105 metres south of Killarney Road with a speed limit of 40 km/h. The intersection of Avenue Road and Kilbarry Road is controlled by all-way "Stop" signs. Avenue Road intersects the north side of Kilbarry Road, with the south intersection leg comprising the entrance to Upper Canada College.

Because of the Upper Canada College, Avenue Road is discontinuous, and the linkage (north-to-south) is from Avenue Road, via Oxton Avenue, Oriole Parkway, and Lonsdale Road back to Avenue Road. Due to this unusual arterial configuration and a number of schools in the area, adjacent residential areas to the west of Avenue Road have noted a high level of non-local traffic in their communities.

To address this, "free-flow" movements were created for southbound to eastbound motorists at Avenue Road and Oxton Avenue and for eastbound to southbound motorists at Oriole Parkway and Oxton Avenue. There are also "free-flow" movements for northbound motorists travelling in the opposite direction. Recent traffic counts undertaken in March 2004 have noted that there are still significant volumes of traffic for the locations where turn prohibitions are being proposed and these volumes are as follows during the weekday morning peak period:

- (a) Avenue Road at Hillholm Road - 420 southbound right turns during the peak hour and 600 over a two-hour period;
- (b) Avenue Road at Killarney Road - 80 southbound right turns during the peak hour and 150 over a two-hour period;

- (c) Avenue Road at Kilbarry Road - 190 southbound right turns during the peak hour and 370 over a two-hour period; and
- (d) Avenue Road at Kilbarry Road - 350 westbound through vehicles during the peak hour and 560 over a two-hour period.

A comparison of the March 2004 traffic volumes to historical traffic volumes indicates that the above-noted movements have remained relatively constant over the years during the weekday morning peak period.

The advantage of the proposed turn prohibitions during the weekday morning peak period on Avenue Road at the intersections with Hillholm Road, Killarney Road and Kilbarry Road are decreased traffic volumes on these and other roadways in the area west of Avenue Road.

The disadvantages of the proposed turn prohibitions would include the diversion of some of the displaced traffic to adjacent roadways in the area and would result in some residents having to travel more circuitous routes to get to their homes. The most likely alternative for these motorists would be Lonsdale Road and roadways adjacent to Lonsdale Road, increasing traffic volumes on these roadways. Additionally, approximately 1550 motorists in the weekday morning two-hour peak period make the southbound-to-eastbound movement at the intersection of Avenue Road and Oxton Avenue. This movement will not be able to accommodate the addition of approximately 1100 displaced motorists during the weekday morning peak period. The most likely route for these displaced motorists, besides Oxton Avenue, would be Spadina Road, which will have higher traffic volumes should this proposal be implemented.

In addition, southbound Oriole Parkway/Avenue Road already experiences high levels of congestion, from St. Clair Avenue West to north of Lonsdale Road, and should this proposal be implemented, it is anticipated that the levels of congestion will become worse. While it is the City's policy to protect neighbourhoods from non-resident, transient traffic, the diversion of 1100 vehicles to the arterial roads (in this case, Oriole Parkway/Avenue Road) will lead to higher congestion levels, delays to the Avenue Road No. 5 TTC bus service, and motorist frustration, to the point that without a significant police presence, will result in the new turn prohibitions being ignored.

Councillor Walker has also requested a separate report to prohibit southbound left-turns during the weekday morning peak period on Spadina Road at Forest Hill Road and Old Forest Hill Road. The combination of these prohibitions, as well as the measures noted in this report, would likely increase traffic volumes on other local roadways, off Spadina Road to the south of Old Forest Hill Road, in the North Hill Community.

Based on the above-noted advantage and disadvantages, the entire community should be consulted before any proposal to prohibit turns on Avenue Road at Hillholm Road, Killarney Road and Kilbarry Road is implemented. Should Council decide to enact the subject turn prohibitions, the following would have to be approved:

- (1) southbound right turns at the intersection of Avenue Road and Hillholm Road be prohibited from 7:00 a.m. to 9:00 a.m., Monday to Friday;
- (2) southbound right turns at the intersection of Avenue Road and Killarney Road be prohibited from 7:00 a.m. to 9:00 a.m., Monday to Friday;
- (3) southbound right turns at the intersection of Avenue Road and Kilbarry Road be prohibited from 7:00 a.m. to 9:00 a.m., Monday to Friday;
- (4) westbound through movements at the intersection of Avenue Road and Kilbarry Road be prohibited from 7:00 a.m. to 9:00 a.m., Monday to Friday; and
- (5) the appropriate City Officials be requested to take whatever action is necessary to give effect to the foregoing, including the introduction in Council of any Bills that may be required.

Contact:

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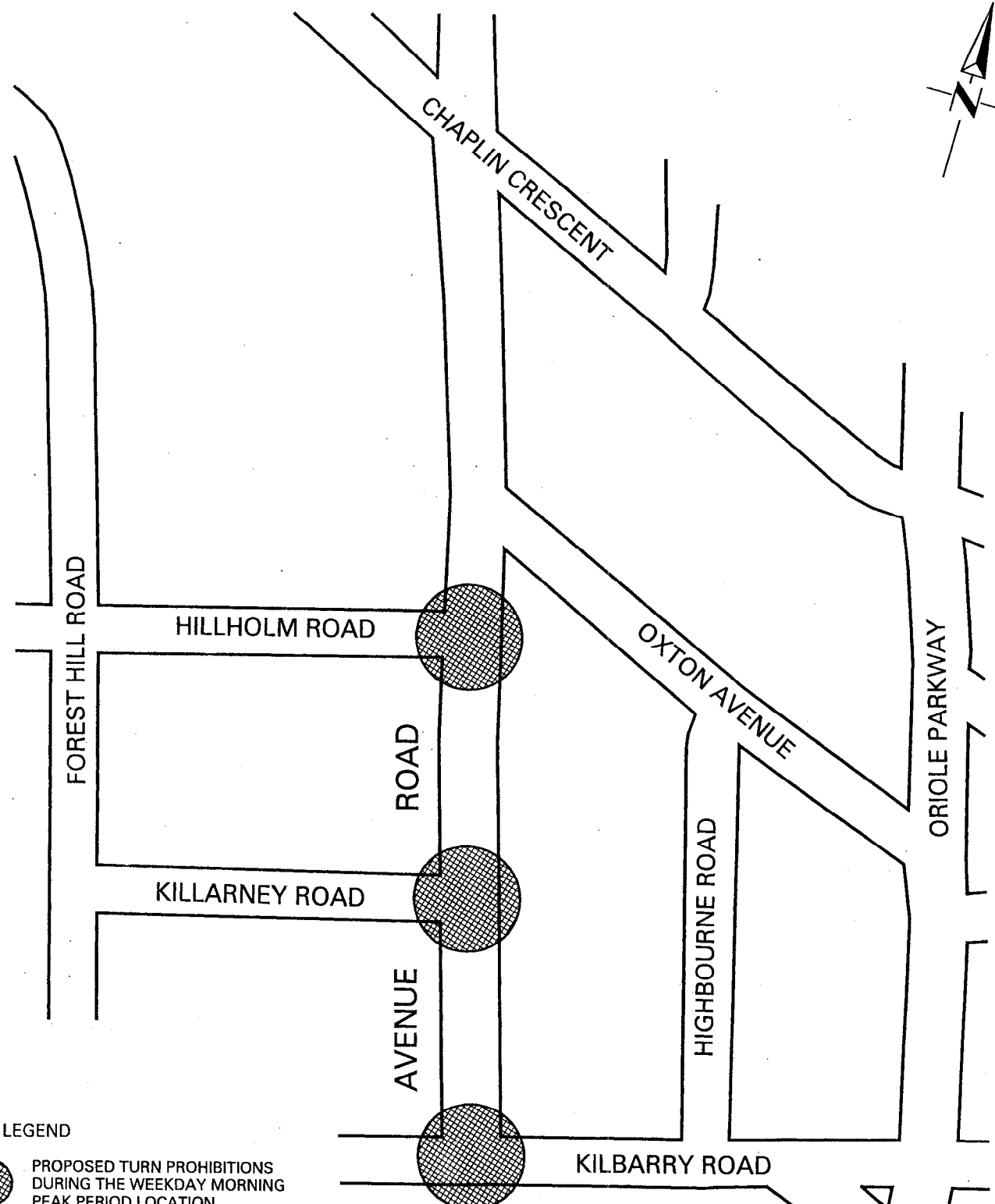
Director

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Attachment: 

(1) Drawing No. 421F-7310, dated March 2004

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LEGEND

-  PROPOSED TURN PROHIBITIONS DURING THE WEEKDAY MORNING PEAK PERIOD LOCATION

**AVENUE ROAD  
BETWEEN HILLHOLM ROAD & KILBARRY ROAD  
PROPOSED TURN PROHIBITIONS DURING THE  
WEEKDAY MORNING PEAK PERIOD  
LOCATION PLAN**