

Richard Butts, Deputy City Manager

Gary Welsh, P. Eng.  
General Manager  
Transportation Services Division

**Reply to:** Dan Clement  
Traffic Operations  
17th Floor, Metro Hall  
Toronto, Ontario M5V 3C6  
**Tel:** 416-338-5454  
**Fax:** 416-392-1920  
**E-mail:** dclemen@toronto.ca

October 30, 2007

Councillor Michael Walker  
City of Toronto, Ward 22 – St. Paul's  
100 Queen St. W., Suite B26  
Toronto, Ontario  
M5H 2N2

Dear Councillor Walker:

**Re: Avenue Road, between Hillholm Road and Kilbarry Road – Proposed turn and/or entry prohibitions  
Kilbarry Road and Forest Hill Road – Proposed turn prohibitions**

In response to an October 11, 2007 letter from Pierre D'Aoust of your office, forwarding an October 10, 2007 letter from Forest Hill Homeowners' Association, we have reviewed the proposed turn and entry prohibitions at the above-noted locations. The following discussion summarizes the details of our investigation.

Proposals

The October 10, 2007 request from the Forest Hill Homeowners' Association did not provide specific time periods for the proposed turn and entry prohibitions. Based on previous studies and reports, the weekday morning peak period (7:00 a.m. to 9:00 a.m., Monday to Friday) was assumed to be the time period of interest. Six separate turn or entry prohibitions were requested:

1. Avenue Road and Hillholm Road - Request to prohibit southbound right-turns;
2. Avenue Road and Killarney Road - Request to prohibit southbound right-turns;
3. Avenue Road/Upper Canada College driveway and Kilbarry Road - Request to prohibit southbound right-turns;
4. Avenue Road/Upper Canada College driveway and Kilbarry Road - Request to prohibit northbound left-turns;
5. Avenue Road/Upper Canada College driveway and Kilbarry Road - Request to prohibit westbound throughs OR entry to the west intersection leg; and
6. Kilbarry Road and Forest Hill Road - Request to prohibit westbound throughs and left-turns.

Request No.'s 5 and 6 would not be considered together. Additionally, it is noted for your information that entry prohibitions during certain time periods is no longer used in the City of Toronto, as proposed in No. 5. In accordance with provincially established standards, separate turn and through prohibitions during the time periods in question would be enacted, effecting in the same result.

History:

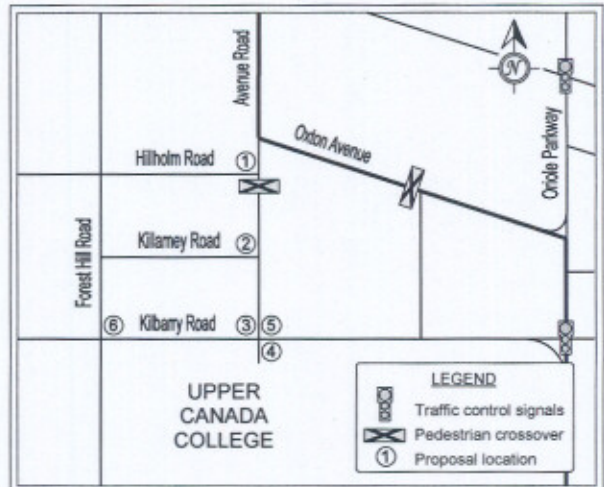
The intersection of Avenue Road and Oxtown Avenue was reconstructed in 1999 to, in part, encourage the traffic using Avenue Road, north of Oxtown Avenue, to stay on the arterial road system, rather than infiltrate through the north Forest Hill community to the south. When this reconstruction was approved by Toronto Community Council in 1999, it made reference to a 1994 decision by the former City of Toronto Council, which in adopting a report of the City Services Committee, approved this intersection reconstruction in principal. The latter report noted 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, would be deferred until the impacts of the Avenue Road and Oxtown Avenue intersection reconfiguration could be evaluated.

In 2004, Transportation Service submitted a report to Toronto South Community Council on the feasibility of prohibiting southbound right-turns on Avenue Road at Hillholm Road, Killarney Road and Kilbarry Road, between the hours of 7:00 a.m. to 9:00 a.m., Monday to Friday. Toronto South Community Council deferred consideration of this report pending community consultation.

### Existing Conditions

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 8,000 and 12,500 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. As you may be aware, in 2006, speed humps were approved on Kilbarry Road, between Forest Hill Road and Oriole Parkway. These have been installed recently, resulting in a speed limit reduction to 30 km/h. The intersection of Kilbarry Road and Avenue Road is controlled by all-way "Stop" signs, with the south intersection leg comprising the entrance to Upper Canada College. Forest Hill Road, a north-south local roadway, is located approximately 160 metres west of Avenue Road and also intersects Kilbarry Road in an all-way "Stop" sign controlled intersection.



Because of the Upper Canada College, Avenue Road has been discontinued, 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 configuration of Avenue Road 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 traveling in the opposite direction.

Due to pedestrian safety concerns, a "Stop" sign for eastbound motorists was re-introduced on a trial basis at Oxton Avenue and Oriole Parkway in October 2006 and remains in place. On September 27, 2007, we submitted a letter to you, providing an update on the status of this "Stop" sign.

### Traffic Volumes

Traffic counts were undertaken in March 2004 as part of the previous studies, however, since that time, the St. Clair Transit Improvement Project was completed. This project has resulted in timing modifications at signalized intersections and the elimination of north-south through access at unsignalized intersections on St. Clair Avenue.

As you are aware, we have recently investigated complaints of increased levels of congestion at major arterial roadways crossing St. Clair Avenue, including Yonge Street, Avenue Road, Spadina Avenue and Bathurst Street. The Forest Hill Homeowners' Association indicated in their letter that there are increased levels of non-local traffic in their community, as motorists seek alternate routes to avoid the congestion. Therefore, updated traffic counts were undertaken in the subject area in October 2007 during the busiest eight hour period of a typical weekday.

The following six tables provide a comparison of the peak period and eight-hour total volumes at the six requested study locations during the March 2004 and October 2007 studies, excepting Kilbarry Road and Forest Hill Road, which was not previously studied.

1. Avenue Road and Hillholm Road – Southbound right-turn volumes

Traffic count	Southbound right-turn volume during:				
	Morning peak hour	Morning peak period (two hours)	Evening peak hour	Evening peak period (two hours)	Eight-hour total
March 2004	420	610	80	150	930
October 2007	600	920	120	240	1,500

2. Avenue Road and Killarney Road – Southbound right-turn volumes

Traffic count	Southbound right-turn volume during:				
	Morning peak hour	Morning peak period (two hours)	Evening peak hour	Evening peak period (two hours)	Eight-hour total
March 2004	80	150	10	20	210
October 2007	100	170	20	40	270

3. Avenue Road/UCC driveway and Kilbarry Road – Southbound right-turn volumes

Traffic count	Southbound right-turn volume during:				
	Morning peak hour	Morning peak period (two hours)	Evening Peak hour	Evening peak period (two hours)	Eight-hour total
March 2004	190	370	190	370	1,200
October 2007	250	470	210	410	1,430

4. Avenue Road/UCC driveway and Kilbarry Road – Northbound left-turn volumes

Traffic count	Northbound left-turn volume during:				
	Morning peak hour	Morning peak period (two hours)	Evening peak hour	Evening peak period (two hours)	Eight-hour total
March 2004	10	20	10	20	50
October 2007	10	20	10	20	50

5. Avenue Road/UCC driveway at Kilbarry Road – Westbound through volumes

(the southbound right-turn and northbound left-turn volumes have been documented in No.'s 3 and 4, respectively)

Traffic count	Westbound through volume during:				
	Morning peak hour	Morning peak period (two hours)	Evening peak hour	Evening peak period (two hours)	Eight-hour total
March 2004	350	570	180	370	1,320
October 2007	240	450	220	410	1,320

6. Kilbarry Road and Forest Hill Road – Westbound through and left-turn volumes

Traffic count	Westbound through / left-turn volume during:				
	Morning peak hour	Morning peak period (two hours)	Evening peak hour	Evening peak period (two hours)	Eight-hour total
October 2007	180 / 320	340 / 610	100 / 290	200 / 590	870 / 2,020

A comparison of the March 2004 traffic volumes to the October 2007 traffic volumes indicates that the southbound right-turn movements from Avenue Road to Hillholm Road, Killarney Road and Kilbarry Road have all increased, up to 50 percent during the weekday morning peak period. It does not appear that there are significant northbound left-turn volumes exiting the Upper Canada College driveway to Kilbarry Road. Finally, there were no studies previously undertaken at Kilbarry Road and Forest Hill Road, so we cannot draw any comparisons.

Summary

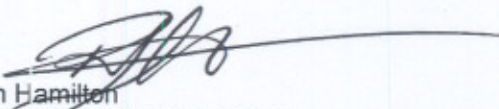
The advantage of the proposed turn and through prohibitions during the weekday morning peak period is decreased traffic volumes on the subject roadways and other roadways in the area west of Avenue Road.

The disadvantages of the proposed turn and through prohibitions includes 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 1,550 motorists in the weekday morning two-hour peak period make the southbound-to-eastbound movement at the intersection of Avenue Road and Oxtown Avenue. This movement will not be able to accommodate the addition of approximately 1,560 displaced motorists during the weekday morning peak period that will result from proposal No.'s 1 to 3. The most likely route for these displaced motorists, besides Oxtown 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 these proposals 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 1,560 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 and through prohibitions being ignored.

Based on the above-noted advantage and disadvantages, the entire community should be consulted before any proposal to prohibit turns and through movements at the subject intersections is implemented. If you have any questions regarding this investigation, please contact Dan Clement, Transportation Technologist, at (416) 338-5454.

Yours truly,

  
Ron Hamilton  
Manager, Traffic Operations  
Toronto and East York District, West Area

DC/dc  
07-2192  
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cc: Forest Hill Homeowners' Association – response sent via e-mail <jk1@jk1.ca>