
TO: MAYOR J. LEHMAN AND MEMBERS OF COUNCIL

FROM: C. MORTON, C.E.T., PMP., ACTING DIRECTOR OF ROADS, PARKS AND FLEET

**NOTED: D. FRIARY, ACTING GENERAL MANAGER OF INFRASTRUCTURE AND GROWTH
MANAGEMENT**

MICHAEL PROWSE, CHIEF ADMINISTRATIVE OFFICER

RE: DEAN AVENUE ROAD DIET - UPDATE

DATE: MAY 28, 2018

The purpose of this Memorandum is to update members of Council on the implementation of a road diet along Dean Avenue between Big Bay Point Road and Madelaine Drive in 2019.

In 2010 the City completed the Multi-Modal Active Transportation Master Plan which identified eight (8) roadways for Road Diet Implementation.

- a) Ardagh Road – County Road 27 to Ferndale Drive;
- b) Cundles Road - Anne Street to Leacock Drive;
- c) Dean Avenue - Big Bay Point Road to Madelaine Drive;
- d) Ferndale Drive - Benson Drive to Livingstone Street;
- e) Hurst Drive - Big Bay Point Road to Cox Mill Road;
- f) Livingstone Street – Anne Street to Kozlov Street;
- g) Madelaine Drive - Yonge Street to Mapleview Drive; and
- h) Prince William Way - Big Bay Point to Mapleview Drive.

In 2014 and 2015 staff implemented road diets on six (6) of the identified roadways:

- a) Ardagh Road between County Road 27 and Patterson Road;
- b) Cundles Road between Leacock Drive and Anne Street;
- c) Ferndale Drive between Benson Drive and Livingstone Street;
- d) Hurst Drive between Big Bay Point Road and Bay Lane;
- e) Livingstone Street between Anne Street and Kozlov Street; and
- f) Prince William Way between Big Bay Point Road and Mapleview Drive.

The above noted roadways were selected as they provide key bicycle/passive transportation connections between Natural Heritage Areas, schools/parks, and connections to the City's waterfront. The implementation of the road diet also improved the operation and safety of the roadway by reducing the operating speed while maintaining lane capacity and level of service.

The road diet along Dean Avenue between Big Bay Point Road and Madelaine Drive was deferred in 2014 until further development and bicycle connections could be established around the Dean Avenue subdivision. Recently, there has been an intensification development application identified at 70 Dean Avenue between Big Bay Point and Madelaine Drive which is scheduled to start in 2019. The City has also identified a number of future roadway improvements in the surrounding area of Dean Avenue, to accommodate future traffic of the annexation lands. These future roadway improvements include bicycle lanes along Big Bay Point Road, Madelaine Drive, and Mapleview Drive as identified in the Multi-Modal Active Transportation Master Plan. Staff have been working with the ward Councillor to address the development and improvements and will be implementing the road diet along Dean Avenue between Big Bay Point Road and Madelaine Drive in 2019.

This implementation of a road diet would improve the operation and safety of Dean Avenue from Big Bay Point Road to Madelaine Drive by addressing the following concerns:

- a) Provide sufficient capacity for traffic volumes by maintaining two (2) lanes of travel, one in each direction;
- b) Provide a two way left turn lane for residents turning into driveways and onto the side streets, improving the safety and operation;
- c) Minimizing delay for through vehicles due to left turning vehicles, improving traffic flow;
- d) Reducing operating speed; and
- e) Providing more cycling infrastructure.

APPENDIX "A"

