



STAFF REPORT ACTION REQUIRED

Reconfiguration of Intersection – Coxwell Avenue and Fairford Avenue/Gerrard Street East

Date:	March 5, 2009
To:	Toronto and East York Community Council
From:	Director, Transportation Services Toronto and East York District
Wards:	Toronto-Danforth, Ward 30 Beaches-East York, Ward 32
Reference Number:	Ts09045te.top.doc

SUMMARY

Transportation Services is seeking authority to alter the intersection of Coxwell Avenue and Fairford Avenue/Gerrard Street East to improve the pedestrian environment and provide opportunities for streetscaping. The proposed modifications include the removal of the uncontrolled two-way channel on the southwest corner of the intersection.

The proposal will have minimal impact on the level of service provided to motorists and transit service at this intersection. Neighbourhood travel patterns and available parking will not be affected. Pedestrian environment and opportunities to improve the streetscape will be improved.

RECOMMENDATIONS

Transportation Services recommends that City Council:

1. Approve the alteration of the roadway by removing the uncontrolled two-way channel on the southwest corner of the intersection of Coxwell Avenue and Fairford Avenue, generally as shown on the attached Drawing No. 421F-9140 dated December 2007.

Financial Impact

In addition to the road and sidewalk work, the proposed reconfiguration of this intersection will require the relocation of other infrastructure such as catch basins, maintenance hole chambers and traffic signal poles. Preliminary cost estimates for this work are in the order of \$200,000.00. This project will be included in the Transportation Services Safety and Operational Improvement Program and construction would be subject to available funding and competing priorities.

ISSUE BACKGROUND

At the request of Councillor Paula Fletcher, Transportation Services reviewed the intersection of Coxwell Avenue and Fairford Avenue/Gerrard Street East to look for ways to normalize the intersection for pedestrians and provide more green space.

At a May 2008 public meeting organized by Councillor Paula Fletcher, residents generally accepted a conceptual plan for the redesign of the Coxwell Avenue/Fairford Avenue/Gerrard Street East intersection. This plan, produced by Transportation Services, is shown on the attached Drawing No. 421F-9140.

COMMENTS

Intersection characteristics

Coxwell Avenue is a north/south four-lane minor arterial roadway. Gerrard Street East is a four-lane east/west roadway that intersects Coxwell Avenue at two locations, approximately 300 metres apart, to form two separate intersections. The "lower branch" of Gerrard Street East, a collector road, connects with the west side of Coxwell Avenue to form a four-leg intersection with Eastwood Avenue on the east side. The upper branch of Gerrard Street East, a minor arterial road, connects with the east side of Coxwell Avenue with Fairford Avenue forming the west leg of the intersection. Both intersections are controlled by traffic signals with pedestrian countdown signal displays. The TTC operates the 22 Coxwell bus route on Coxwell Avenue and the 506 Carlton streetcar which turns at Coxwell Avenue and Gerrard Street East.

Issue and Investigation

This report includes drawings depicting existing conditions (Drawing No. 421F-9031); and a proposal (Drawing No. 421F-9140), which would involve relocating the south curb line of Fairford Avenue to the north and would eliminate the channelized lanes and the existing traffic island. These changes would result in a more pedestrian-friendly environment and create a large new area on the west side of Coxwell Avenue that could be landscaped.

Staff has reviewed this proposal from a pedestrian and operational safety perspective and provides the following comments.

Pedestrian crossings

All crossings would be located at the intersection. Pedestrians would no longer be required to cross the two-way channel on the west side of Coxwell Avenue. The crossing distance on the west side of the intersection would be shortened by approximately 10 metres, while the pedestrian crossing distance on the south side would be increased by approximately 6 metres (if the crossing were to follow the Fairford Avenue curb line). It is possible to leave the south side crossing at its current location. Sufficient time would be provided for all pedestrian crossings.

Intersection Operations

Intersection operations should not be impacted by the proposed changes. All turning movements would occur at the signalized intersection. Because of the angle of Fairford Avenue as it intersects with Coxwell Avenue and the deletion of the redundant leg to this intersection, the eastbound right-turn and northbound left-turn movements could experience minor increases in delay.

Neighbourhood Infiltration

This proposal will have no impacts on existing travel patterns in this vicinity during all periods of the day.

Parking

There would be no loss of on-street parking spaces as a result of the proposed intersection redesign. The existing parking prohibition on the south side of Fairford Avenue would be maintained. The eastbound curb lane could still be used for loading activities; however, as a result of the curb realignment, the curb lane loading area would be further north, an issue that may impact the business on the southwest corner at No. 350 Coxwell Avenue.

TTC

TTC staff have been consulted and they have no objections to the proposed intersection modifications. TTC would relocate the northbound streetcar/bus stop by approximately 10 metres northerly to the intersection (at the stop bar location). There would be no change to TTC service.

Reconfiguration of the intersection of Coxwell Avenue and Fairford Avenue/Gerrard Street East, as proposed, will improve the pedestrian environment and allow for development of an amenity space to improve the streetscape within this neighbourhood.

CONTACT

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SIGNATURE

Peter Noehammer, P.Eng.

Director, Transportation Services

LIST OF ATTACHMENTS

- (1) Drawing No. 421F-9031, dated July 2007 Existing Conditions
- (2) Drawing No. 421F-9140, dated December 2007 Proposal
- (3) Drawing No. 421F-9564, dated February 2009 Location Plan

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