



**STAFF REPORT  
ACTION REQUIRED**

**Traffic Control Signals – Milliken Boulevard south of  
Passmore Avenue**

<b>Date:</b>	December 2, 2015
<b>To:</b>	Scarborough Community Council
<b>From:</b>	Director, Transportation Services, Scarborough District
<b>Wards:</b>	Ward 39 – Scarborough Agincourt
<b>Reference Number:</b>	P:\2015\Cluster B\TRA\Scarborough\sc1601.docx D15-7231506 – Milliken Boulevard pedestrian signals

**SUMMARY**

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This staff report is about a matter that the Community Council has delegated authority from City Council to make a final decision.

This report recommends the installation of pedestrian traffic control signals on Milliken Boulevard approximately 320 metres south of Passmore Avenue. The need for these traffic control signals has been identified in a Traffic Impact Study submitted by the place of worship located at 3223 Kennedy Road, whose property is being bisected by the Milliken Boulevard extension from McNicoll Avenue to Passmore Avenue. The signals will be located where the main pedestrian walkway from the place of worship property crosses the road extension to connect with its 420-space parking lot to the east.

**RECOMMENDATIONS**

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**Transportation Services recommends that Scarborough Community Council:**

1. Approve the installation of traffic control signals at Milliken Boulevard approximately 320 metres south of Passmore Avenue.

**Financial Impact**

The cost of installation of these traffic controls signals is approximately \$120,000. These funds have been requested in the Transportation Services 2016 capital budget.

## **ISSUE BACKGROUND**

In the mid-2000's, the Redlea Avenue / Silver Star Boulevard Class Environmental Assessment identified the need for extending Milliken Boulevard northerly through McNicoll Avenue to Passmore Avenue. The Milliken Boulevard extension is expected to be completed and open to public traffic in the fall of 2016.

Concurrently with the environmental assessment process, there was a site plan control application for the current place of worship at 3223 Kennedy Road. Ultimately, while the road alignment was protected through that process, the funds for the road construction and related infrastructure (such as any traffic control signals) could not be secured from the applicant at that time. The assessment did not identify a need for pedestrian crossing protection where the proposed road extension bisected the place of worship site.

The current road extension is being constructed by the city, after the protected road lands were acquired by expropriation, in accordance with the approved Environmental Assessment Study. It will bisect the place of worship parking lot into a westerly part (about 60 spaces) contiguous with the church, and an easterly part (about 420 spaces) that will require patrons and pedestrians to cross the Milliken Boulevard extension.

## **COMMENTS**

The following characteristics describe the segment of the Milliken Boulevard extension:

- The Milliken Boulevard extension has not been classified but will likely be a collector road, with one through lane in each direction with a continuous two-way centre left-turn lane;
- The land uses on this section of Milliken Boulevard are a place of worship, light industrial/commercial uses, and a planned TTC bus garage to the south;
- Sidewalks will be located on both sides of Milliken Boulevard; and
- Traffic control signals have already been approved approximately 320 metres to the north at Passmore Avenue and 385 metres to the south at McNicoll Avenue.

Representatives from the place of worship (Scarborough Chinese Baptist Church) have been in contact with staff with concerns about the safety of their patrons crossing the new road extension between the church and the easterly half of their parking lot in a safe and accessible fashion, especially several persons with visual impairments. They have submitted a traffic impact study dated January 21, 2013 by BA Group that indicates that pedestrian signals will be warranted most days of the week, including Sunday, as follows:

### Daily Pedestrian Crossing Volumes (per BA Group Report)

	Sun	Mon	Tue	Wed	Thu	Fri	Sat
Average 8-hour Pedestrian Volume*	3,245	200	350	150	1,000	605	450
% Justified*	1180%	73%	127%	55%	364%	220%	164%
Justification Met?	Yes	No	Yes	No	Yes	Yes	Yes

\*Justification met for signals if 8-hour volume is roughly greater than 275 pedestrians in eight hours, assuming an 8-hour traffic volume of 5,000 vehicles along Milliken Boulevard – study conducted between November 18 and 25, 2012.

However, the consultant does not recommend a Pedestrian Crossover (PXO) as the audible Accessible Pedestrian Signal (APS) feature that can assist persons with visual impairments is not available for PXOs. Staff accept the technical findings of the report.

The City will need to fund the installation of the signals as they are a justified mitigating measure of the Milliken Boulevard extension, and there is no mechanism in place to require the abutting place of worship to fund the signals. The place of worship has not offered to participate in the funding of the signals. However, it should be noted that even if these signals had been identified in the original Environmental Assessment, the City would still have been responsible for funding them.

The installation of the Traffic Control Signals will provide safe and accessible pedestrian crossing protection across Milliken Boulevard.

### **CONTACT**

Marko A. Oinonen, B.A.Sc., DPA, P.Eng.  
Manager, Traffic Operations, Scarborough District  
Tel: 416-396-7148  
Fax: 416-396-5641  
E-mail: [moinone@toronto.ca](mailto:moinone@toronto.ca)

### **SIGNATURE**

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John Mende, P.Eng.  
Director, Transportation Services, Scarborough District

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### **ATTACHMENTS**

1. Location Plan (Traffic Control Signals – Milliken Boulevard south of Passmore Avenue)