

Pedestrian Crossing Protection - Greenfield Avenue between Yonge Street and Doris Avenue

Date: August 23, 2021
To: North York Community Council
From: Acting Director, Traffic Management, Transportation Services
Wards: Ward 18 - Willowdale

SUMMARY

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

As per conditions of approval for the development at 4841 to 4881 Yonge Street, 2 and 50 Sheppard Avenue East, and 2, 4 and 6 Forest Laneway, a pedestrian crossover (PXO) is to be installed on Greenfield Avenue, approximately 120 metres west of Doris Avenue, with the cost associated with the installation of the PXO to be shared by the City and the proponent.

Transportation Services can support the installation of a PXO on Greenfield Avenue, approximately 120 metres west of Doris Avenue, as it will provide enhanced safety for vulnerable road users and is justified based on the assessment undertaken.

RECOMMENDATIONS

The Acting Director, Traffic Management, Transportation Services recommends that:

1. North York Community Council authorize the installation of a pedestrian crossover on Greenfield Avenue at a point approximately 120 metres west of Doris Avenue.

FINANCIAL IMPACT

A total cost of \$785,249.32 is required for the Greenfield Avenue & Doris Avenue intersection improvements and for the Greenfield Avenue Crosswalk. Through the Municipal Infrastructure Approval process, the City of Toronto will pay 50% of the total cost, which amounts to \$392,624.66.

Traffic Control Signals - Keele Street and Greenbrook Drive/Canon Jackson Drive

DECISION HISTORY

On March 31, 2015, City Council considered a final report on the Official Plan Amendment, Zoning By-law Amendment and Site Plan and Rental Housing Demolition Applications for the properties at 4841 to 4881 Yonge Street, 2 and 50 Sheppard Avenue East, and 2, 4 and 6 Forest Laneway and in doing so, required that the applicant "conduct an analysis of potential Doris Avenue and Greenfield Avenue intersection and mid-block crosswalk improvements, and that City staff consult with the Toronto Catholic District School Board (TCDSB) on Site Plan revisions and improvements to enable students to safely walk between Cardinal Carter Academy for the Arts, the TCDSB offices and Sheppard Centre, and that these improvements be required as part of a revised Site Plan approval."

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2015.NY4.24>

COMMENTS

A pedestrian crossover (PXO) is to be installed on Greenfield Avenue, approximately 120 metres west of Doris Avenue, in accordance with the conditions of approval for the mixed use development of the properties at 4841 to 4881 Yonge Street, 2 and 50 Sheppard Avenue East, and 2, 4 and 6 Forest Laneway. The development consists of a 39 storey residential building on the Greenfield Avenue frontage of the site, additional retail/commercial space on Yonge Street and Sheppard Avenue East and the replacement of 25 rental units.

Existing Conditions

Greenfield Avenue is characterized by the following conditions:

- It is a four-lane, east-west, local roadway
- It operates two-way traffic on a pavement width of approximately 13.2 metres
- The 12 hour two-way traffic volume is approximately 7,600 vehicles
- The posted regulatory speed limit is 40 km/h
- Heavy trucks are prohibited at all times
- There is no TTC service provided
- There are sidewalks located on both sides of the street

The closest adjacent traffic controls are located approximately 120 metres to the east at Doris Avenue in the form of a traffic control signal and approximately 110 metres to the west at Yonge Street in the form of traffic controls signals.

Greenfield Avenue, between Yonge Street and Doris Avenue is a designated Community Safety Zone. Cardinal Carter Academy for the Arts is located on the north side of Greenfield Avenue in the area of the proposed PXO.

A map of the area is included in Attachment 1.

Pedestrian Crossover (PXO)

To determine the need for a PXO on Greenfield Avenue, between Yonge Street and Doris Avenue staff rely on the justification criteria as outlined in the Ontario Traffic Manual (OTM) Book 15. The OTM justification criteria includes two main factors: the volume of vehicles and pedestrians; and pedestrian delay to cross traffic. Based on the traffic volume on Greenfield Avenue, the warrants require a minimum of 280 pedestrians crossing over eight hours. Also, based on the pedestrian crossing volume, at least 75 pedestrians must be delayed more than 10 seconds.

An eight-hour pedestrian volume and delay study was conducted on March 27, 2015 by the applicant which recorded the total volume of pedestrians crossing Greenfield Avenue. The adjusted volume of pedestrians observed crossing was 1,251; the substantial portion of the pedestrian volume experienced a delay greater than 10 seconds. The compliance level of the study results in relation to the warrant criteria is shown in Table 1 below.

Table 1: Pedestrian Crossover Warrant Criteria and Compliance on Greenfield Avenue, between Yonge Street and Doris Avenue

Justification	Compliance
Pedestrian Volume	100 percent
Pedestrian Delay	100 percent

In order to meet the warrant criteria, 100 percent compliance is required in both categories. Based on the results of the study, a PXO is technically justified as both the pedestrian volume and delays have met the minimum requirements.

Based on the aforementioned, Transportation Services is recommending the installation of a PXO on Greenfield Avenue, approximately 120 metres west of Doris Avenue.

The Ward Councillor has been advised of the recommendation in this report.

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SIGNATURE

Roger Browne, M.A.Sc., P. Eng.
Acting Director, Traffic Management, Transportation Services

ATTACHMENTS

Attachment 1: Map - Pedestrian Crossing Protection - Greenfield Avenue, between
Yonge Street and Doris Avenue

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