

All-Way Stop Control - Brimley Road South and Barkdene Hills

Date: June 4, 2021

To: Scarborough Community Council

From: Acting Director, Traffic Management, Transportation Services

Wards: Ward 20, Scarborough Southwest

SUMMARY

As the Toronto Transit Commission (TTC) operates a bus service on Brimley Road South, City Council approval of this report is required.

Transportation Services is requesting approval to install all-way stop control at the intersection of Brimley Road South and Barkdene Hills. Based on the assessment undertaken, the installation of all-way stop control is recommended to enhance safety for all road users as part of the planned Brimley Road South multi-use trail work associated with the Bluffers Park waterfront access plan and shoreline Waterfront Trail.

RECOMMENDATIONS

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

1. City Council authorize all-way compulsory stop control at the intersection of Brimley Road South and Barkdene Hills.

FINANCIAL IMPACT

The estimated costs associated with the proposed amendment will be included in the overall construction costs of the Brimley Road South Multi-Use Trail Project, which is currently estimated at a Class C level to cost between \$4.946 - 8.731M, depending on the preferred alignment option selected by the City. A total of \$3.866M has been received by Toronto and Region Conservation Authority (TRCA) for project implementation through the City's 2019 Capital Budget process. Additional funding for the roadway resurfacing portion of the work at this location is anticipated to be available within the Transportation Services 2021-2022 Capital Budget.

DECISION HISTORY

As part of the 2019 Budget process, TRCA received \$4.895M to proceed with West Segment detailed design, including \$4.274M for design (\$0.408M) and implementation (\$3.866M) of the Brimley Road South multi-use trail. City Council also requested that the Chief Executive Officer, Toronto and Region Conservation, together with the General Manager, Toronto Water, the General Manager, Transportation Services, the General Manager, Parks, Forestry and Recreation and the Executive Director, Financial Planning, report back on the results of the Ministry of the Environment, Conservation and Parks review of the Environmental Assessment for the Scarborough Waterfront Project and provide updated project cost estimates, annual cash flow funding requirements, and project timelines based on the outcome of the Ministry review for consideration as part of the 2020 Budget Process.

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2019.EX2.5>

At its meeting on May 22, 2018, City Council adopted Item EX34.5 Scarborough Waterfront Project - Environmental Assessment and Next Steps where City Council request that TRCA, as part of the City's budget process, place first funding priority in West Segment, particularly towards the public safety issues related to the necessity for Brimley Road South being reconstructed, subject to a favourable decision from MOECC.

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2018.EX34.5>

As part of the 2018 Budget process, City Council directed that the General Manager, Transportation Services, to work with Parks, Forestry and Recreation and the Toronto and Region Conservation Authority to assess the timing of the Brimley Road South path project as part of the 2018 Cycling Network Plan review and report back in time for the 2019 Budget process; and that the Chief Executive Officer of the Toronto and Region Conservation Authority, together with the General Managers of Toronto Water, Transportation, and Parks, Forestry and Recreation and the Chief Financial Officer, report back on the results of the Scarborough Waterfront Project Environmental Assessment in the first quarter of 2018 with the costs for erosion control components identified separately from the trail and waterfront access components of the plan; and review the elements and requirements of the Scarborough Waterfront Project according to funding eligibility, prior to the 2019 Budget process.

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2018.EX31.2>

As part of the 2017 Budget Process, City Council requested that, once the Environmental Assessment for the Scarborough Waterfront Project is complete, the Chief Executive Officer of the TRCA, and the Chief Financial Officer with input from the appropriate City staff will review the elements and requirements according to funding eligibility prior to the 2018 Budget process.

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2017.EX22.2>

At its meeting on December 13, 2016, City Council adopted Item EX20.4 Federal Infrastructure Funding - Phase 1 and 2 confirming its priority projects for the Public Transit Infrastructure Fund, and authorized the Mayor and the City Manager to negotiate and enter into agreements and amendments as may be required with the Province of Ontario for the Public Transit Infrastructure Fund and the Clean Water Wastewater Fund substantially in accordance with the terms and conditions set out in Attachment 2 to the report (November 17, 2016) from the City Manager and the Deputy City Manager and Chief Financial Officer, and such additional terms and conditions satisfactory to them, and in a form acceptable to the City Solicitor.

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2016.EX20.4>

At its meeting of July 12, 13, 14 and 15, 2016, City Council endorsed the Road Safety Plan (2017-2021) commonly referred to as the “Vision Zero Safety Plan” and endorsed in principle the countermeasures and enhanced Road Safety Plan identified within the supplementary report (July 11, 2016). The Plan addresses safety for the most vulnerable users of the City's transportation system—pedestrians, school children, older adults and cyclists.

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2016.PW14.1>

At its meeting on March 15, 2016, City Council adopted Item EX3.1 2015 Rate Supported Budgets - Toronto Water and 2015 Water and Wastewater Rates and Service Fees and requested that the General Manager, Toronto Water and the Deputy City Manager and Chief Financial Officer, in consultation with the General Manager, Parks, Forestry and Recreation and Chief Executive Officer, TRCA, to consider as part of the 2016 budget process, funding a further \$1.5M for Scarborough Waterfront projects including the Scarborough Bluffs Waterfront Trail Environmental Assessment. The additional funding was included as part of the Toronto Water Council Approved 2016-2025 Capital Budget and Plan as requested.

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2015.EX3.1>

At its meeting on June 10, 2014, City Council adopted Item PW31.14 Co-ordinated Watercourse Management Plan the following recommendations:

City Council consider future funding for the TRCA Erosion Management Program in conjunction with the upcoming report by the Deputy City Manager and Chief Financial Officer, and the General Manager, Toronto Water to the Executive Committee on financing strategies to support Toronto Water's long-term Capital Plan; and City Council requested the TRCA, with input from the General Managers of Toronto Water, Transportation Services and Parks, Forestry and Recreation, to report back prior to finalizing the Individual Environmental Assessment for the Scarborough Waterfront Access Plan [Scarborough Waterfront Project] with the cost of erosion control components identified separately from the trail and waterfront access components of the plan.

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2014.PW31.14>

At its meeting on December 16, 2013, City Council adopted Item EX36.17 2014 Rate Supported Budgets - Toronto Water and 2015 Water and Wastewater Rates and Service Fees and authorized the inclusion of \$1.5M for Environmental Assessment work on the Scarborough Waterfront Erosion Control and Access Plan with funding coming from the Toronto Water Capital Reserve.

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2013.EX36.17>

At the Toronto and Region Conservation Authority's meeting, held on April 26, 2013, Resolution #A63/13 was approved as follows:

THAT the Authority request the City of Toronto to increase the TRCA annual capital budget contribution, beginning in 2014, by \$6M dedicated to funding projects including the Scarborough Waterfront Trail, erosion control works, and land acquisition for source water protection.

<http://www.trca.on.ca/dotAsset/161179.pdf>

COMMENTS

TRCA, in partnership with the City of Toronto, completed an Environmental Assessment (EA) for the Scarborough Waterfront Project (SWP) in June 2018, with final approval received from the Ministry of Environment, Conservation and Parks (MECP) on November 6, 2019. The full EA is available for review and download from the project website:

<https://trca.ca/swp>

During the EA process, there was a recognized need for improvement to pedestrian and cycling access down Brimley Road South, one of the primary waterfront access points evaluated for the SWP. The preferred approach was to provide an at-grade separated multi-use trail down the east side of Brimley Road South, from Barkdene Hills to Bluffer's Park, mainly within the existing Brimley Road South Right-of-Way. The detailed design works for the Brimley Road South multi-use trail are scheduled for completion in October 2021, with implementation of the trail planned to commence in November 2021 and carry through to June 2022.

In alignment with the goals and objectives of the City of Toronto Vision Zero Plan, the implementation of the Brimley Road South Trail will improve safety conditions for vulnerable road users (pedestrians and cyclists) and provide direct and comfortable access for all users into Bluffers Park and the planned shoreline Waterfront Trail. The City's Vision Zero Plan is available for review on the City of Toronto website:

https://www.toronto.ca/wp-content/uploads/2017/11/990f-2017-Vision-Zero-Road-Safety-Plan_June1.pdf

The new multi-use trail will be situated along the east side of the Brimley Road South south of Barkdene Hills, while the existing and only connecting sidewalk to the north of Barkdene Hills sits on the west side of the roadway. As such, a controlled stop at the intersection of Brimley Road South and Barkdene Hills must also be considered as part of the design for this trail project to ensure pedestrians have a safe crossing from the existing sidewalk to this new trail facility.

At the request of TRCA, Transportation Services investigated the feasibility of installing all-way stop control at the intersection of Brimley Road South and Barkdene Hills.

Existing Conditions

Brimley Road South is characterized by the following conditions:

- It is a two-lane, north-south collector roadway
- It operates two-way traffic on a pavement width of approximately 11 metres
- The daily two-way traffic volume is approximately 4,434 vehicles
- The posted speed limit is 40 km/h north from Barkdene Hills, and 30 km/h south from Barkdene Hills
- Heavy trucks are permitted at all times
- There is TTC service provided by the 12C bus
- There is sidewalk located on one side of Brimley Road South north from Barkdene Hills, and no sidewalk on either side south from Barkdene Hills

Barkdene Hills is characterized by the following conditions:

- It is a two-lane, east-west, collector roadway
- It operates two-way traffic on a pavement width of approximately 8.6 metres
- The daily two-way traffic volume is approximately 1,028 vehicles
- The regulatory speed limit is 50 km/h
- Heavy trucks are prohibited at all times
- There is TTC service provided by the 12C and 175 bus
- There are sidewalks located on one side of the street

The surrounding land use consists of single family residential homes located to the east. There is St. John Henry Newman Catholic High School located to the west, and approximately 750 metres to the south is Bluffers Park.

A map of the area is included in Attachment 1.

Study Results

In order for all-way stop control to be warranted at an intersection established criteria must be satisfied. The technical requirements for the installation of an all-way stop control are not technically satisfied, however staff recommends the installation of all-way stop controls based on the environmental conditions within the area. Specifically a new multi-use trail is proposed along the east side of the Brimley Road South, south of Barkdene Hills, and the existing sidewalk terminates on the west side of the roadway at the north leg of the intersection. For this reason, an all-way stop control is recommended and will provide a protected crossing for pedestrians crossing from the existing sidewalk on the west side Brimley Road South to the new trail facility connecting to Bluffers Park on the east side of the road.

Furthermore, St. John Henry Newman Catholic Secondary School is located on the west side of Brimley Road South and is proposing to realign their driveway with Barkdene Hills as part of the redevelopment project.

As such, an all-way stop at the intersection of Brimley Road South and Barkdene Hills will appropriately assign the right-of-way and provide a safe crossing protection for school generated pedestrians.

The installation of all-way stop control would not have a negative impact on the existing traffic pattern in the areas.

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

CONTACT

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SIGNATURE

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

ATTACHMENTS

Attachment 1: Map - Proposed All-Way Stop Control - Brimley Road South and Barkdene Hills

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