

## **Traffic Control Signals - Broadview Avenue - Supplemental Report**

**Date:** October 6, 2021  
**To:** Toronto and East York Community Council  
**From:** Acting Director, Traffic Management, Transportation Services  
**Wards:** Ward 14, Toronto-Danforth

### **SUMMARY**

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As the Toronto Transit Commission (TTC) operates a transit service on Broadview Avenue, City Council approval of this report is required.

At its meeting of September 9, 2021, Toronto and East York Community Council deferred consideration of Item TE27.50 regarding the installation of traffic signals on Broadview Avenue, adjacent to Riverdale Park East. The report was prepared by Transportation Services, in response to earlier direction (Items TE16.72 and TE26.91) from Toronto and East York Community Council to advise on the preferred location of traffic control signals on this section of Broadview Avenue. It was recommended that the report be received for information, due to the lack of available traffic data.

This report updates the information provided in the deferred report. Based on further review by Transportation Services, it is recommended that the mid-block pedestrian crossover (PXO) on Broadview Avenue, north of Millbrook Crescent, be upgraded to traffic control signals. The proposed control traffic control signals will operate as intersection pedestrian signals (IPS) and westbound Millbrook Crescent will remain as stop controlled. As IPS installations are generally not supported in the City of Toronto under the current policy, this installation will be considered as part of an existing pilot of these controls.

### **RECOMMENDATIONS**

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

1. City Council authorize the installation of traffic control signals on Broadview Avenue, immediately north of Millbrook Crescent.

2. Subject to approval of and in conjunction with the installation of traffic control signals on Broadview Avenue, immediately north of Millbrook Crescent, City Council authorize the removal of the pedestrian crossover on Broadview Avenue, immediately north of Millbrook Crescent.

## **FINANCIAL IMPACT**

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The estimated cost for installing traffic control signals and removing the existing pedestrian crossover (PXO) on Broadview Avenue, immediately north of Millbrook Crescent, is \$180,000.00. Funding would be subject to availability and competing priorities within the Transportation Services 2022 Capital Budget.

## **DECISION HISTORY**

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On September 9, 2021, Toronto and East York Community Council deferred consideration of Item TE27.50 (Traffic Control Signals - Broadview Avenue), which reported back on the direction for Transportation Services to advise the preferred location of traffic control signals on Broadview Avenue, adjacent to Riverdale Park East. The report recommended receipt for information, due to insufficient traffic data available. The Toronto and East York Community Council decision can be found at: <http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2021.TE27.50>

On June 24, 2021, Toronto and East York Community Council adopted Item TE26.91 (Protecting Pedestrians at Riverdale Park East), directing Transportation Services to advise the preferred location of traffic control signals on Broadview Avenue to provide crossing protection adjacent to Riverdale Park East. The Toronto and East York Community Council decision can be found at: <http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2021.TE26.91>

On May 10, 2016, Toronto and East York Community Council adopted Item TE16.72 (Coordinating Riverdale Park Upgrades with Pedestrian Safety Improvements), directing Transportation Services to install traffic control signals to ensure maximum pedestrian safety when accessing the north section of Riverdale Park East. The Toronto and East York Community Council decision can be found at: <http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2016.TE16.72>

## **COMMENTS**

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Toronto and East York Community Council directed Transportation Services to advise on the preferred location of a traffic control signal installation on Broadview Avenue, adjacent to Riverdale Park East.

Unfortunately, traffic counts and studies across the City of Toronto have generally been on hold since March 2020, as traffic conditions during the pandemic have generally not been representative. This lack of traffic data has impeded Transportation Services' evaluation of this, and many other requests. Accordingly, Transportation Services initially reported to Toronto and East York Community Council that there was insufficient traffic data to complete the requested evaluation.

Notwithstanding, Transportation Services has revisited this request, looking in more detail at the contextual considerations that form a part of the traffic control signal warrants.

## **Existing Conditions**

Broadview Avenue, adjacent to Riverdale Park East, is characterized by the following conditions:

- It is a north-south, minor arterial roadway
- It provides two lanes in each direction
- There are streetcar tracks in the median lanes, with transit operating on a shared right-of-way with general traffic
- It has a pavement width of approximately 12.5 to 18.5 metres
- The daily two-way traffic volume is approximately 11,000 vehicles
- The posted speed limit is 40 km/h
- Heavy trucks are prohibited from 7:00 p.m. of one day to 7:00 a.m. of the next following day
- There is TTC service provided by the 304 King, 504B King and 505 Dundas streetcar routes
- Sidewalks are present on both sides of the street
- PXO's are provided at Millbrook Crescent, Withrow Avenue and Langley Avenue

Riverdale Park East is located on the west side of Broadview Avenue, between Victor Avenue and Millbrook Crescent. Immediately to the north of the park are a swimming pool, skating rink and tennis courts, between Millbrook Crescent and Montcrest Boulevard. The east side of Broadview Avenue is mainly comprised of residential homes, medical facilities and a café.

Broadview Avenue will be undergoing watermain replacement between 2021 and 2022, a major road resurfacing in 2022 and a sidewalk widening and TTC streetcar track replacement in 2023.

## **Traffic Control Signals**

Transportation Services reviewed the intersecting streets in this section of Broadview Avenue for the optimum location of traffic control signals. This review included the unsignalized crossings, as well as the existing PXO's. As noted in the previous report, it has not been possible to undertake updated traffic counts, as these have generally been on hold across the City of Toronto since the beginning of the pandemic in March 2020.

Historical traffic counts in this section of Broadview Avenue have disclosed that traffic control signals would not have been numerically warranted at any of the intersecting streets. As noted, these streets are primarily residential with relatively low traffic volumes entering and exiting. Due to the park, there are no east-west traffic movements at Broadview Avenue. All local streets form 'T' type intersections with the east side of the Broadview Avenue.

Subsequent to these traffic studies, Transportation Services have updated the warrants for traffic control signals through the Vision Zero - Road Safety Plan. Staff's evaluations of traffic control signals now contain a contextual assessment, including consideration of road width, posted speed limit, operating speeds, adjacent land uses (including new development in the area), pedestrian desire lines and demographics, presence of a transit stop, sight lines, and distance between existing signalized crossing opportunities.

Based on Transportation Services' updated assessment, the preferred location for traffic control signals on the subject section of Broadview Avenue would be at the existing PXO located immediately north of Millbrook Crescent. At this location, Transportation Services have received reports of motorists speeding, due to the grade of Broadview Avenue, as well motorist non-compliance with the existing PXO. Regular police enforcement of the existing PXO is challenging. However, the installation of traffic control signals will allow for the possibility of Red Light Cameras if compliance issues persist.

Broadview Avenue and Millbrook Crescent is the central access to the park and occurs on a widened section of road, where the pedestrian crossing distance is greater than at other crossings. Additionally, there are accessibility ramps within the park on the west side of Broadview Avenue, opposite Millbrook Crescent. Finally, Broadview Avenue and Millbrook Crescent is served by near-side TTC stops.

Collision history provided by the Toronto Police Service for the three-year period ending December 31, 2020 disclosed one collision at the intersection of Broadview Avenue and Millbrook Crescent. Further review of this collision disclosed it did not involve a pedestrian and was not potentially preventable by the installation of traffic control signals.

The proposed traffic control signals on Broadview Avenue, immediately north of Millbrook Crescent, is intended to serve pedestrians crossing Broadview Avenue to/from the park and the TTC stops. As noted, this is where pedestrians with accessibility requirements are most likely to be crossing. Traffic counts undertaken in 2005 disclosed less than 200 westbound motorists accessing Broadview Avenue from Millbrook Crescent over the busiest eight-hour period of a typical weekday. Accordingly, Millbrook Crescent will not be included in the traffic control signals. It will remain as stop controlled for westbound motorists at Broadview Avenue. The proposed traffic control signals will alternate the right-of-way between north-south traffic on Broadview Avenue and pedestrians crossing Broadview Avenue, who will now face a "Walk" indication.

This type of operation is known as intersection pedestrian signals (IPS). The Province of Ontario permits the installation of IPS's and they have been used in other jurisdictions. In the City of Toronto, the current policies and practices do not support IPS installations. Notwithstanding, there are two existing IPS installations in the City of Toronto, located on The Queensway at Milton Street and at Penhurst Avenue. These two installations are considered to be a pilot to test the effectiveness and appropriateness of IPS's in the City of Toronto.

The installation of an IPS at Broadview Avenue, immediately north of Millbrook Crescent, will be included as part of this pilot project. If these installations should be found though further review to be unsuitable for the City of Toronto, they may be upgraded to fully signalized intersections.

The proposed installation of an IPS on Broadview Avenue, immediately north of Millbrook Crescent, would result in the following negative impacts:

- Increased delays to pedestrians crossing Broadview Avenue: Under the existing PXO, the overhead flashing lights are activated as soon as a pedestrian pushes the button to cross. With traffic control signals, the pedestrians do not receive a "Walk" indication immediately. However, the signal operation will be designed to minimize the pedestrian delays as much as safely possible.
- Delays to traffic on Broadview Avenue: There may be an increase in delays to motorists and transit on Broadview Avenue as a result of the IPS installation.
- Coordination disruption: Signal coordination is not possible between traffic control signals and pedestrian crossovers.
- Motorist confusion: As noted, IPS's are generally not installed in the City of Toronto. Motorists approaching this control, especially those on the side street, may not be immediately familiar with this type of operation.
- Loss of parking: Approximately one permit parking space on the east side of Broadview Avenue, north of Millbrook Crescent, will be removed as a result of the proposed traffic control signal installation.

The Ward Councillor is aware of the recommendations of this staff report.

## **CONTACT**

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Dan Clement, CET, Manager Traffic Operations (Area 1), Transportation Services, 416-397-5021, [Dan.Clement@toronto.ca](mailto:Dan.Clement@toronto.ca)

## **SIGNATURE**

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

## **ATTACHMENTS**

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Attachment 1: Traffic Control Signals - Broadview Avenue, immediately north of Millbrook Crescent

Attachment 1: Traffic Control Signals - Broadview Avenue, immediately north of Millbrook Crescent

