

Corridor Safety Review - O'Connor Drive (Ward 14) - Supplemental Report

Date: February 2, 2022

To: City Council

From: Director, Traffic Management, Transportation Services

Wards: Ward 14, Toronto - Danforth

SUMMARY

As the Toronto Transit Commission (TTC) operates a transit service on O'Connor Drive, City Council approval of this report is required.

At its meeting of January 6, 2022, Toronto and East York Community Council adopted, as amended, Item TE30.24 regarding a corridor safety review on O'Connor Drive (Ward 14). The report was prepared by Transportation Services, responding to a number of earlier directives from Toronto and East York Community Council and City Council to investigate safety and operational improvements on, and adjacent to, O'Connor Drive. This initial report provided an overview of the assessments and improvements proposed or being undertaken by Transportation Services with the exception of requests requiring further study or consultation.

The above-noted report was amended by Toronto and East York Community Council, directing Transportation Services to provide additional updates and information directly in a supplemental report to the February 2, 2022 meeting of City Council. Specifically, the directives requested further details on:

- where new pavement markings are being installed;
- when the potential improvements still under consideration will be reported on;
- an implementation timeline for school crossing guards;
- an update on the traffic safety improvements at O'Connor Drive and Broadview Avenue; and
- a comparison of the collision history at O'Connor Drive and Donlands Avenue with other intersections across the City of Toronto.

RECOMMENDATIONS

The Director, Traffic Management, Transportation Services recommends that:

1. City Council receive this report for information.

FINANCIAL IMPACT

All costs associated with the safety and operational improvements are included in the Transportation Services 2022 Interim Operating Budget.

DECISION HISTORY

On January 6, 2022, Toronto and East York Community Council adopted Item TE30.24 as amended (Corridor Safety Review - O'Connor Drive (Ward 14)), approving the prohibition of northbound and southbound right turn on red movements at O'Connor Drive and Donlands Avenue. The report also provided updates on a number of other items not requiring Council approval. Requests requiring further study or consultation were to be addressed in a subsequent report.

The staff recommendations were amended at Toronto and East York Community Council to include direction to Transportation Services to report directly to City Council on February 2, 2022, providing the following updates:

- A detailed list of new pavement markings and the streets where pavement markings are being installed
- A specific report back date for each of the potential improvements still under consideration
- A report on the implementation timeline for a crossing guard at O'Connor and Pape and O'Connor and Donlands
- An update on the traffic safety improvements at O'Connor and Broadview
- A comparison of the collision history at Donlands and O'Connor with the City average.

The Toronto and East York Community Council decision can be found at:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2022.TE30.24>

COMMENTS

In response to the direction from Toronto and East York Community Council's adoption of TE30.24 as amended, Transportation Services is reporting to provide updates on the O'Connor Drive corridor safety review as follows:

A detailed list of new pavement markings and the streets where pavement markings are being installed

Generally pedestrian crossing lines are provided at all intersecting streets on O'Connor Avenue, with a few exceptions. The side streets where the crossing lines are missing are as follows:

- Northridge Avenue
- Dustan Crescent
- Airley Crescent
- Northbrook Road

The pavement marking improvements noted above do not require Council approval and will be addressed in the spring of 2022, when the City of Toronto's pavement marking program resumes. Additionally, existing pavement markings that are faded or worn will be refreshed at this time.

A specific report back date for each of the potential improvements still under consideration (i.e. Proposed Automated Enforcement, Turn Prohibitions and New Traffic Control Signals)

Several potential safety improvements noted in the report to the January 6, 2022 meeting of TEYCC were outstanding, due to a need for further investigation in terms of feasibility and traffic counts. These are described as follows:

Automated Enforcement:

Transportation Services will be proceeding with the implementation of both the proposed Red Light Camera (RLC) at O'Connor Drive and Pape Avenue and the Automated Speed Enforcement (ASE) camera on O'Connor Drive. The RLC will be installed in late January 2022 and the ASE camera will be installed in April 2022. These automated enforcement measures do not require any further Council approvals. This information was provided at the January 20, 2022 online public meeting.

Turn Prohibitions:

Given the safety concerns associated with the northbound and southbound right-turn movements at O'Connor Drive and Donlands Avenue, the previous staff report recommended that right-turn-on-red movements be prohibited at all times. These recommendations were approved at TEYCC on January 6, 2022. If approved at City Council on February 2, 2022, the signage installation would be scheduled shortly thereafter.

The potential left-turn prohibitions on O'Connor Drive at Pape and Donlands Avenues were not recommended in the previous staff report given the concerns that these prohibitions would likely divert traffic to adjacent residential streets. This was also noted at the January 20, 2022 online public meeting.

Transportation Services' staff are also evaluating requested turn restrictions at the private driveway on the north side of O'Connor Drive, east of Donlands Avenue. This investigation is anticipated to be completed in Q2 2022. A subsequent report would only be brought forward to Toronto and East York Community if this was supported by staff.

New Traffic Control Signals:

Studies were being undertaken at a number of intersections on O'Connor Drive to evaluate the installation of traffic control signals. Due to the pandemic and the prior inability to collect the necessary traffic count data representative of true traffic conditions, these studies were delayed. Once the data has been evaluated, staff will report back to the May 26, 2022 meeting of TEYCC on the results of the traffic control signal assessments.

A report on the implementation timeline for a crossing guard at O'Connor and Pape and O'Connor and Donlands

The data collection for the installation of a school crossing guard has been completed at the intersection of O'Connor Drive and Pape Avenue. The data assessment is expected to be completed in the next month. Upon the completion of this assessment, and pending a positive recommendation for a school crossing guard, it may be possible to deploy them before the end of the school year in June 2022.

An initial field assessment was undertaken at the intersection of O'Connor Drive and Donlands Avenue which indicated that it would not be a suitable location for a school crossing guard. While there are concerns present at this intersection related to the overall traffic management, they are not with the conspicuity of school-age children crossing, nor would school crossing guards have the ability to manage them. The issues include eastbound queues extending from the intersection of Don Mills Road and through the intersection with Donlands Avenue, as well as a high rate of collisions involving eastbound and westbound left-turns. Traffic agents will be deployed to both intersections shortly to continue the ongoing review of safety concerns and determine if any other mitigating measures are required.

An update on the traffic safety improvements at O'Connor and Broadview

Following several site meetings between the ward Councillor and Transportation Services' staff last year, the following improvements have been implemented to address concerns with motorists travelling through this intersection at excessive speeds and encroaching into adjacent/opposing lanes:

- The existing single center lane was replaced with a double center lane pavement marking
- Flex posts were installed on the new double center lane

- Reflective vinyl markings/tape were installed on the existing guardrail
- Pavement markings indicating the street's speed limit were installed

Nevertheless, since these changes were implemented, the guardrail was struck and damaged. The damaged section has been recently repaired, but some of the reflective tape is still missing in the new section. In addition to replacing the tape we are working with our contractor to replace the existing reflective tape in other sections with a more visible type of tape.

Staff are currently reviewing the effectiveness of these changes before proceeding with more impactful measures, including a reduction of through traffic to a single lane in each direction the curve. Transportation Services has concerns with the potential impacts of reducing the traffic to a single lane as this measure may result in traffic backing-up and being diverted to adjacent residential streets. Further, residents have already advised Transportation Services through the public meetings of their concerns with motorists using their streets to bypass congestion on O'Connor Drive. Accordingly, Transportation Services is advocating an iterative approach.

A comparison of the collision history at Donlands and O'Connor with the City average

Through the City's ongoing efforts to achieve Vision Zero, the priority focus has been for intersections or locations around the City that experience Killed or Seriously Injured (KSI) collisions with specific emphasis on those instances involving vulnerable road users such as pedestrians and cyclists. In this analysis, Transportation Services looked at both KSI and non-KSI collisions (e.g. vehicle to vehicle rear-end collisions, fender benders) relative to the volume of traffic at this intersection to compare this intersection against others within the City.

Based on the City's recent traffic count data and collision data obtained from Toronto Police Service, O'Connor Drive and Donlands Avenue experienced 20,500 vehicles over the busiest eight-hour period of a typical weekday. It was compared to 110 other intersections with similar traffic volumes ranging between 18,000-22,000 vehicles over an eight-hour period.

Of the 110 locations, this intersection ranked 3rd overall with respect to non-KSI collisions, having an average of 21 per year over the last five years. Over this same five year time period, there have been no KSI collisions. A ten year collision review also disclosed no KSI collisions. Going back twenty years, there have been two KSI collisions recorded at the intersection of O'Connor Drive and Donlands Avenue. Of the 110 intersections, these two KSI collisions would rank tied for 33rd with another 19 locations.

It is important to note that while this ranking is only relative to other intersections experiencing similar traffic volumes and in the city-wide context may have a much lower overall ranking, these findings support the ongoing efforts by the community and Transportation Services staff to continue to improve safety in these locations.

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

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SIGNATURE

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