

Mid-Block Pedestrian Signals - 1050-1060 Eastern Avenue

Date: May 9, 2022

To: Toronto and East York Community Council

From: Director, Traffic Management, Transportation Services

Wards: Ward 14, Toronto - Danforth

SUMMARY

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

As part of the conditions of approval for the development located at 1050-1060 Eastern Avenue (also known as 1555 Queen Street), a mid-block pedestrian signal is to be installed on Eastern Avenue, approximately 67 metres east of Woodward Avenue.

Transportation Services supports the installation of the mid-block pedestrian signal on Eastern Avenue at approximately 67 metres east of Woodward Avenue. Mid-block pedestrian signals are technically justified under the forecasted conditions. All costs associated with the installation of the new mid-block pedestrian signals will be borne by the developer as it will provide enhanced safety for all road users.

RECOMMENDATIONS

The Director, Traffic Management, Transportation Services recommends that:

1. City Council authorize the installation of mid-block pedestrian signals on Eastern Avenue, approximately 67 metres east of Woodward Avenue, subject to the City of Toronto first being in receipt of and securing from the proponent of the development at 1050-1070 Eastern Avenue (1555 Queen Street East):

- a. a letter of credit for the mid-block pedestrian signal construction in an amount acceptable to the General Manager, Transportation Services;

- b. payment for the cost of the associated pavement markings in the public right-of-way, the signage in the public right-of-way, the timing card preparation, and the signal network integration, each in an amount acceptable to the General Manager, Transportation Services; and
- c. permit, application, and the 5-year signal maintenance fees in accordance with City of Toronto Municipal Code Chapter 441, Fees and Charges.

FINANCIAL IMPACT

There are no financial implications associated with adoption of this report as funding has been secured from the proponent of the 1555-1575 Queen Street East (Also known as 1050-1060 Eastern Avenue). The obligation to pay for the costs will be secured through Site Plan Approval Application No. 21 152485 STE 14 SA.

DECISION HISTORY

At its meeting of July 28 and 29, 2020, City Council requested the General Manager, Transportation Services to investigate the feasibility of introducing a mid-block pedestrian signal on Eastern Avenue, generally within the location as shown on Site Plan Drawing A010 on the submitted Architectural Plans, dated April 29, 2020, and to report back to the Toronto and East York Community Council on the outcome of the investigation, and the potential location of the requested pedestrian signal, prior to Site Plan Approval of the application, in consultation with the Ward Councillor; if approved by City Council, the installation of the pedestrian signal is to be secured from the owner through the Site Plan Approval process, at no cost to the City of Toronto. The City Council decision can be found at:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2020.TE16.5>

COMMENTS

The above-referenced Site Plan Approval Application has been submitted to permit the development of two buildings, a 17-storey mixed-use tower containing a total of 633 residential units and 1,578 m² of commercial gross floor area (GFA), as well as a 10-storey Toronto Community Housing Corporation (TCHC) building containing 138 residential units. The 17-story building is located within the western portion of the site and the TCHC building is located within the eastern portion. The TCHC and Market buildings flank a central shared driveway and a Privately-Owned Publicly Accessible Space (POPS) that fronts onto Queen Street East.

Existing Conditions

Eastern Avenue between Woodward Avenue and Coxwell Avenue is characterized by the following conditions:

- It is a four-lane, east-west, minor arterial roadway
- It has a horizontal double curve, marked by a double yellow centreline
- There are guardrails on the south side in the vicinity of the proposed development
- It operates with two-way traffic on a pavement width of approximately 15 metres
- The daily two-way traffic volume is approximately 15,000 vehicles
- The speed limit is 50 km/h
- There is TTC service provided by the 31B bus
- There are sidewalks located on both sides of the street

The adjacent land use in this area consists of a variety of uses, ranging from low-rise apartments and ground-related housing, to main street commercial and community-serving institutional, as well as a vast open space network.

The closest adjacent traffic controls on Eastern Avenue are located approximately 200 metres to the east at Coxwell Avenue in the form of traffic control signals and approximately 300 metres to the west in the form of a pedestrian crossover at Connaught Avenue.

The parking regulations on Eastern Avenue are as follows:

North side

- Stopping is prohibited from 7:00 a.m. to 9:00 a.m., Monday to Friday
- Maximum three-hour parking is permitted at all other times

South Side

- Parking is prohibited from 7:00 a.m. to 9:00 a.m., Monday to Friday
- Stopping is prohibited from 4:00 p.m. to 6:00 p.m., Monday to Friday
- Maximum three-hour parking is permitted at all other times

A map of the area is included in Attachment 1.

Mid-Block Pedestrian Traffic Control Signals

As part of the traffic assessment for this development, BA Consulting Group Limited conducted a warrant analysis for a potential Mid-Block Traffic Control Signal under the 8-hour pedestrian volumes and the 8-hour pedestrian delay criteria within Justification 6 of the Ontario Traffic Manual (OTM), Book 15.

BA Group acknowledged that the accuracy to which the pedestrian crossing demand volumes can be forecasted is limited considering the following:

- Updated counts along Eastern Avenue are not available given the COVID-19 pandemic;
- Pedestrian behaviors and travel patterns resulting from new developments (including this site) have yet to be established; and
- The future pedestrian demand of the park lands to the south of Eastern Avenue and the site redevelopment is relatively unknown at this time.

Notwithstanding the above, several assumptions were made to determine a reasonable forecast for the volumes that would utilize the pedestrian crossing. The total pedestrian volumes were forecasted based on the following components:

- The existing mid-block crossing volumes at the Eastern Avenue and Woodward Avenue intersection, counted on Wednesday, November 7, 2018.
- Mid-block crossing volumes to and from the development site, based on:
(a) the existing mid-block crossing volumes at the Eastern Avenue / Site Driveway intersection, counted on Wednesday, November 7, 2018; and
(b) the increase in the residential use from 120 units to 771 units.
- A fifth (or a 20% proportion) of the existing pedestrian volumes on the west crossing leg of the Eastern Avenue and Coxwell Avenue intersection, counted on Tuesday, February 2, 2021.

Across the peak 8 hours of a weekday, a total of 324 pedestrians are anticipated to use the proposed mid-block pedestrian signal. Of the 324 pedestrians crossing at the above noted location, 122 pedestrians were delayed greater than 10 seconds in crossing. The results are summarized in Table 1.

Table 1: Warrant Compliance - Eastern Avenue, approximately 67 metres east of Woodward Avenue.

Justification	Compliance level
Pedestrian Volume	100 %
Pedestrian Delay	100 %

To support the installation of a pedestrian crossing device, 100 percent compliance is required in both categories. Therefore, pedestrian crossing protection is justified on Eastern Avenue.

In addition to these technical justifications, staff considered an environmental checklist which includes consideration of road width, posted speed limit, operating speeds, adjacent land uses, pedestrian desire lines and demographics, presence of a transit stop, sight lines, and distance between existing crossing opportunities.

In regards to the environmental checklist, staff noted the following environmental factors:

- the long spacing between pedestrian crossing protection on Eastern Avenue;
- the pedestrian generators in the immediate area, including the proposed two residential buildings with 633 and 138 residential units, respectively, and the parkland located to the south that will attract vulnerable pedestrians to cross the street; and
- the four lane cross-section on Eastern Avenue

In considering the above environmental factors, Transportation Services recommends the installation of Mid-block pedestrian signals at the proposed location as it will provide enhanced safety for all road users.

The TTC has been consulted and no concerns were conveyed.

Other Considerations

It should be noted that the installation of mid-block pedestrian signals will have the following additional impacts:

- There will be a loss of approximately fourteen parking spaces on Eastern Avenue associated with the installation of mid-block pedestrian signals at this location
- There is potential for increase in delays to transit service on Eastern Avenue
- A portion of the existing guardrail on the south side of Eastern Avenue will be removed to accommodate the installation.

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

CONTACT

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SIGNATURE

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

ATTACHMENTS

Attachment 1: Map - Traffic Control Signals - Eastern Avenue

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