

Brunswick/Dupont Neighbourhood Mobility

Date: May 9th 2022

To: Toronto and East York Community Council

From: Director, Planning & Capital Program, Transportation Services

Wards: Ward 11, University Rosedale

SUMMARY

In June 2021, Transportation Services was directed to examine traffic infiltration issues in the Brunswick Avenue/Dupont Street area including the possibility of converting Brunswick Avenue between Wells Street and Dupont Street to one-way for motor vehicle traffic.

A review was conducted using best available traffic data which because of COVID-19 is approximately 3-5 years old. This illustrated little infiltration present along local roads and no collisions resulting in people killed or seriously injured.

In 2020, Transportation Services installed new contra-flow bike lanes on Brunswick Avenue between Lowther Avenue and College Street as part of the [Brunswick-Borden Neighbourhood Cycling Connections project](#) and acknowledged the desirability of continuing the route northward in a future phase.

The requested Brunswick Avenue/Dupont Street study elements are aligned with the current approach to neighbourhood cycling connections projects and would serve as an extension to the 2020 Brunswick-Borden project. The most effective mechanism to pursue changes to Brunswick Avenue is to study, consult and implement them as a continuous project, programmed as part of the next Near-Term Cycling Implementation Program (2025-2027). This will allow for a holistic area study including traffic infiltration reduction strategies on Brunswick Avenue and adjacent streets tied directly to the most appropriate implementation mechanism.

RECOMMENDATIONS

The Director Planning and Capital Program, Transportation Services recommends that:

1. Toronto and East York Community Council receive this report for information.

FINANCIAL IMPACT

Transportation Services confirms that there are no financial impacts resulting from this report in the current budget year, or in future years.

DECISION HISTORY

Brunswick Avenue/Dupont Street Neighbourhood Study

On June 24th 2021 Toronto and East York Community Council adopted item TE26.77, entitled "Brunswick Avenue/Dupont Street Neighbourhood Study" and in doing so requested that the General Manager, Transportation Services conduct a study of the feasibility and impact of converting Brunswick Avenue from Wells Street to Dupont Street to one-way travel northbound, including a general review of current cut-through patterns and consideration of potential impacts to flow of traffic through other streets in the area bounded by Dupont Street, Spadina Road, Bloor Street and Bathurst Street.

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2021.TE26.77>

Borden-Brunswick Neighbourhood Cycling Connections Project

On April 30th, 2020 City Council authorized the installation of cycle tracks on Brunswick Ave, Ulster St and Borden Street.

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2020.IE12.8>

COMMENTS

Study Request

Residents in the Annex neighbourhood, including representatives of the Annex Residents' Association, have expressed concerns with traffic operations in their neighbourhood. The main concerns raised include volume, infiltration patterns and speed of motor vehicle traffic. Residents believe that the traffic has changed due to on-going and planned future development, with much of the traffic perceived to be drivers avoiding use of the adjacent arterial roads of Dupont Street, Bathurst Street, Spadina Road and Bloor Street.

Street Network Characteristics

The study area within the Annex neighbourhood consists of a network of local roads and public laneways, surrounded by arterial roads.

Road users may wish to use short-cut routes within the neighbourhood as detours off arterial roads at peak periods to avoid longer waiting times at major intersections. Two-way roads like Brunswick Avenue, Kendal Avenue and Walmer Road can serve as alternative north-south routes; Bernard Avenue and Wells Street can provide east-west access.

Speed limits have been lowered to 40 km/h on all arterial roads and all local roads have been reduced to 30 km/h. All speed limit signage has been posted within the neighbourhood.

Traffic Study and Data Analysis

Available datasets in the study area range from one to twenty-two years old. As a result of the COVID-19 pandemic, the City's traffic count program was suspended during lockdowns and new traffic count requests face significant delay due to the heavy backlog of requests. Additionally, traffic counts taken during the pandemic could capture irregularities; using counts from that period undermines the reliability of pattern observation. Given this, staff conducted a traffic condition review based on the best available traffic data, which is 3 to 5 years old for the local roads within the study area. Counts for the 4 surrounding arterial roads (Dupont Street, Bloor Street, Spadina Road and Bathurst Street) were collected in 2021.

Motor Vehicle Volume Data

Data collected in May 2018 indicates that the average daily traffic for both directions on Brunswick Avenue was 1020 vehicles per day and was below the intended maximum for a local road (2500 vehicles per day). In June 2018, turning movement counts were performed at the intersection of Dupont Street and Brunswick Avenue. In the AM peak (08:00–09:00), there were 6 vehicles observed making a westbound left turn and 16 vehicles making eastbound right turn movements onto Brunswick Avenue from Dupont Street. In the PM peak (16:30–17:30) there were approximately 58 vehicles turning out of the neighbourhood and the same traffic volumes observed as the AM peak (22 vehicles) turning into the neighbourhood.

The data indicates that the volume of traffic using the Brunswick Avenue and Wells Street were also below the intended maximum for a local road (2500 vehicles per day). A study conducted in April 2019 reported 1866 vehicles per day.

In June 2018, turning movement counts were performed at the intersection of Wells Street and Brunswick Avenue. In the AM peak (08:30–09:30), traffic volume was lighter than the PM peak and there were 81 motor vehicle northbound right-turn movements. In the PM peak (16:30–17:30), traffic was heavier than the AM peak, with 67 vehicles making northbound left turn movements. There were 227 vehicles making westbound through movements at the intersection.

In summary, the pre-COVID data illustrates little infiltration present along local roads in the Brunswick/Dupont neighbourhood.

Collision Data

Ten years of historical collision data was analyzed with a focus on collisions resulting in a Killed or Seriously Injured (KSI) outcome. There were no fatalities, however twenty collisions resulted in serious injury to vulnerable road users (cyclists, pedestrians, and motorcyclists). These all occurred on the Major/Minor arterial roads surrounding the Annex neighbourhood (Dupont Street, Bloor Street, Spadina Road, and Bathurst Street). Eighteen of them were at intersections. There were no serious injuries on local roads within the neighbourhood.

Speed Data

Speed data has been collected on select local roads. From 2018 to 2021, average speeds ranged from 0-7 km above the 30 km/hr speed limit. Brunswick Avenue, Kendal Avenue, Walmer Road, and Howland Avenue experienced speeds greater than 10 km/hr above the speed limit for the 85th percentile (the speed at which 85% of vehicular traffic is travelling at or below).

Completed Safety Improvements

Several traffic safety features have been implemented within the study neighbourhood. In 2019, speed humps were installed on Brunswick Avenue between Dupont Street and Wells Street. Speed humps were also installed on Barton Avenue, between Brunswick Avenue and Albany Avenue.

In 2019, a new traffic signal was installed on Spadina Road, at the point of 140 metres north of Bloor Street West to provide safe crossing for pedestrians. At the intersection of Dupont Street and Howland Avenue, the signal timing plan has been updated to include the Leading Pedestrian Interval (LPI) feature which provides an advanced walk signal so that pedestrians can begin to cross the street before vehicles get a green signal making them more visible by the time vehicles are moving.

In 2020, Howland Avenue between Bloor Street West and Dupont Street was designated as a Community Safety Zone.

Next Steps

Near Term State of Good Repair Projects

Transportation Services state of good repair program for 2023 currently includes road rehabilitation of Wells Street between Brunswick Avenue and Howland Avenue. These works will replace old asphalt surface and repair damaged sidewalks. In addition, the intersections along Wells Street will include curb radii adjustments, accessibility features, potential bumpouts and potential raised treatments.

Neighbourhood Cycling Connections Project

In 2020, the initial phase of the Brunswick-Borden Neighbourhood Cycling Connections project was implemented with contra-flow bike lanes installed on Brunswick Avenue from Lowther Avenue to College Street, on Borden Street from Ulster Street to College Street, and on Ulster Street from Borden Street to Brunswick Avenue.

The 2020 public consultation included an initial evaluation to extend the bikeways north of Lowther Avenue, and identified both Brunswick Avenue and Howland Avenue as potential options for further review and for more detailed analysis of the connection opportunities at Dupont Street. Refer to Attachment 1 for an excerpt of the assessment. As a result, Transportation Services is planning to propose the continuation of these routes in the mid-term, targeting public consultation and implementation as part of the next Near-Term Implementation Program (2025-2027).

The City's approach to developing neighbourhood cycling connection projects includes evaluation of pedestrian and cycling safety along with motor vehicle volume and speed. Given this, the most effective way to undertake the requested study is to complete it as part of the neighbourhood cycling connections project, subject to approval by City

Council for it to be part of the Cycling Network Plan's next Near-Term Implementation Program (2025-2027). This will allow for a holistic area study including traffic infiltration reduction strategies on Brunswick Avenue and adjacent streets tied directly to the most appropriate implementation mechanism.

CONTACT

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SIGNATURE

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ATTACHMENTS

Attachment 1: Preliminary Evaluation of Cycling Connection

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In 2020, Transportation Services did an initial evaluation of bikeway routes in the Brunswick Avenue/Dupont Street neighbourhood. The map at right is copied from the public consultation material from the Brunswick-Borden Neighbourhood Cycling Connections project.