

Traffic Control Signals - Bayview Avenue and Sutherland Drive

Date: September 28, 2023

To: North York Community Council

From: Director, Project Design and Management, Transportation Services

Wards: Ward 15, Don Valley West

SUMMARY

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

Through the Leaside Neighbourhood Transportation Plan (LNTP), Transportation Services reviewed the need for traffic control signals at the intersection of Bayview Avenue and Sutherland Drive. Based on the assessment undertaken, Transportation Services recommends the installation of traffic control signals at this intersection.

RECOMMENDATIONS

The Director, Project Design and Management, Transportation Services recommends that:

1. City Council authorize the installation of traffic control signals at the intersection of Bayview Avenue and Sutherland Drive.

FINANCIAL IMPACT

The estimated cost for a traffic control signal at the intersection of Bayview Avenue and Sutherland Drive would be approximately \$385,000. Funding is subject to availability and competing priorities within Transportation Services Capital Budget.

DECISION HISTORY

In November 2022, North York Community Council adopted item 2023.NY1.9 (Leaside Neighbourhood Transportation Plan Status Update), which provided a status update and projected timeline for planned work and community outreach.

<https://secure.toronto.ca/council/agenda-item.do?item=2023.NY1.9>

In June 2022, North York Community Council adopted item 2022.NY33.61 (Request for a Status Report on the Leaside Neighbourhood Transportation Plan), directing Transportation Services to report to the first North York Community Council meeting of the 2022 to 2026 term with an update on the Leaside Neighbourhood Transportation Plan, and for such report to include an overview of:

- Engagement undertaken to-date.
- Future plans for public consultation.
- An implementation timeline for the first phase of the plan.

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2022.NY33.61>

In October 2019, North York Community Council adopted item 2019.NY9.12 (Leaside Traffic Management Plan and Speed Limit Reduction) directing Transportation Services to work with the community to evaluate their traffic concerns and develop a Traffic Management Plan.

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2019.NY9.12>

In August 2014, North York Community Council adopted item 2014.NY34.103 (Report Request - Proposed 30 km/h Road Speed Limit Throughout Leaside) instructing Transportation Services to investigate and report on the feasibility of implementing a 30 km/h speed limit on various roadways in Leaside.

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2014.NY34.103>

COMMENTS

Through the LNTP study process staff were requested investigate the feasibility of installing traffic control signals at Bayview Avenue and Sutherland Drive to improve crossing conditions, specifically for vulnerable road users.

Existing Conditions

Bayview Avenue at Sutherland Drive is characterized by the following conditions:

- It is a north-south major arterial road that has a four-lane cross-section;
- It operates with two-way traffic on a pavement width of approximately 14.0 metres;
- Average daily two-way traffic volume is approximately 13,000 motor vehicles based on the most recent available data;
- The speed limit is 50 km/h;
- Heavy trucks are permitted at all times;
- There is TTC bus service provided along the roadway through Route No. 88; and
- Sidewalks are provided on both sides of the street.

Sutherland Drive at Bayview Avenue is characterized by the following conditions:

- It is an east-west minor arterial road that has a two-lane cross-section;

- It operates with two-way traffic on a pavement width of approximately 8.5 metres;
- Average daily two-way traffic volume is approximately 500 motor vehicles based on the most recent available data;
- The speed limit is 30 km/h;
- Heavy trucks are prohibited at all times;
- There is TTC bus service provided along the roadway through Route No. 88; and
- Sidewalks are provided on both sides of the street.

There are currently no turn restrictions at the Bayview Avenue and Sutherland Drive intersection. A "No heavy trucks permitted on this roadway" sign is provided on Sutherland Drive for motorists entering the roadway from Bayview Avenue. A bus stop is located on Sutherland Drive on the northeast side of the intersection.

The closest adjacent traffic signal controls to the Bayview Avenue and Sutherland Drive intersection are located approximately 250 metres to the north at the Bayview Avenue and McRae Road intersection, and 230 metres to the south at the Bayview Avenue and Moore Avenue intersection.

Traffic Control Signals

To determine the need for traffic control signals at the intersection of Bayview Avenue and Sutherland Drive, staff rely on the justification criteria as outlined in the Ontario Traffic Manual (OTM) Book 12. The OTM justification criteria includes factors such as volume of vehicles and pedestrians, delay to cross traffic, and collision history. In addition to these technical justifications, staff consider 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.

As part of the investigation, staff conducted a pedestrian delay and classification study on May 23, 2019 and vehicle and pedestrian counts on October 23, 2022 at the subject intersection. The results of the counts and collision hazard are summarized in Table 1.

Table 1: Traffic control signal warrant analysis at Bayview Avenue and Sutherland Drive

Justification	Compliance level
Minimum vehicular volume	13%
Delay to cross traffic (pedestrians and vehicles)	37%
Collision hazard	0%

To meet the justification criteria for the installation of traffic control signals, one of the justifications must be 100 percent satisfied, or both the minimum vehicular volume and delay to cross traffic justifications must be at least 80 percent satisfied. The collision hazard warrant is based on number of collisions susceptible to correction by the

installation of traffic control signals and must be 100 percent satisfied. Based on the technical warrant criteria, the installation of traffic control signals is not justified.

In regards to the environmental checklist, staff completed an assessment and determined that there are area conditions that justify the need for traffic control signals. The Mount Pleasant Cemetery, and connections it provides to the Beltline Trail, is a community destination and attracts people who are walking, rolling and cycling from Leaside and beyond. Today, vulnerable road users are required to travel either 250 metres north to McRae Drive, or 230 metres south to Moore Avenue to cross Bayview Avenue at a signalized intersection.

The TTC operates the [88 South Leaside](#) bus route which travels through the Bayview Avenue and Sutherland Drive intersection. Buses enter and exit the Leaside neighbourhood by making northbound right-turns, and westbound left-turns, respectively. A traffic control signal will provide a signalized exit from the neighbourhood for buses and other motor vehicles to exit the neighbourhood without requiring them to wait for a gap in traffic.

Transportation Services recommends the installation of traffic control signals, are they are justified based on the environmental criteria that were evaluated.

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

CONTACT

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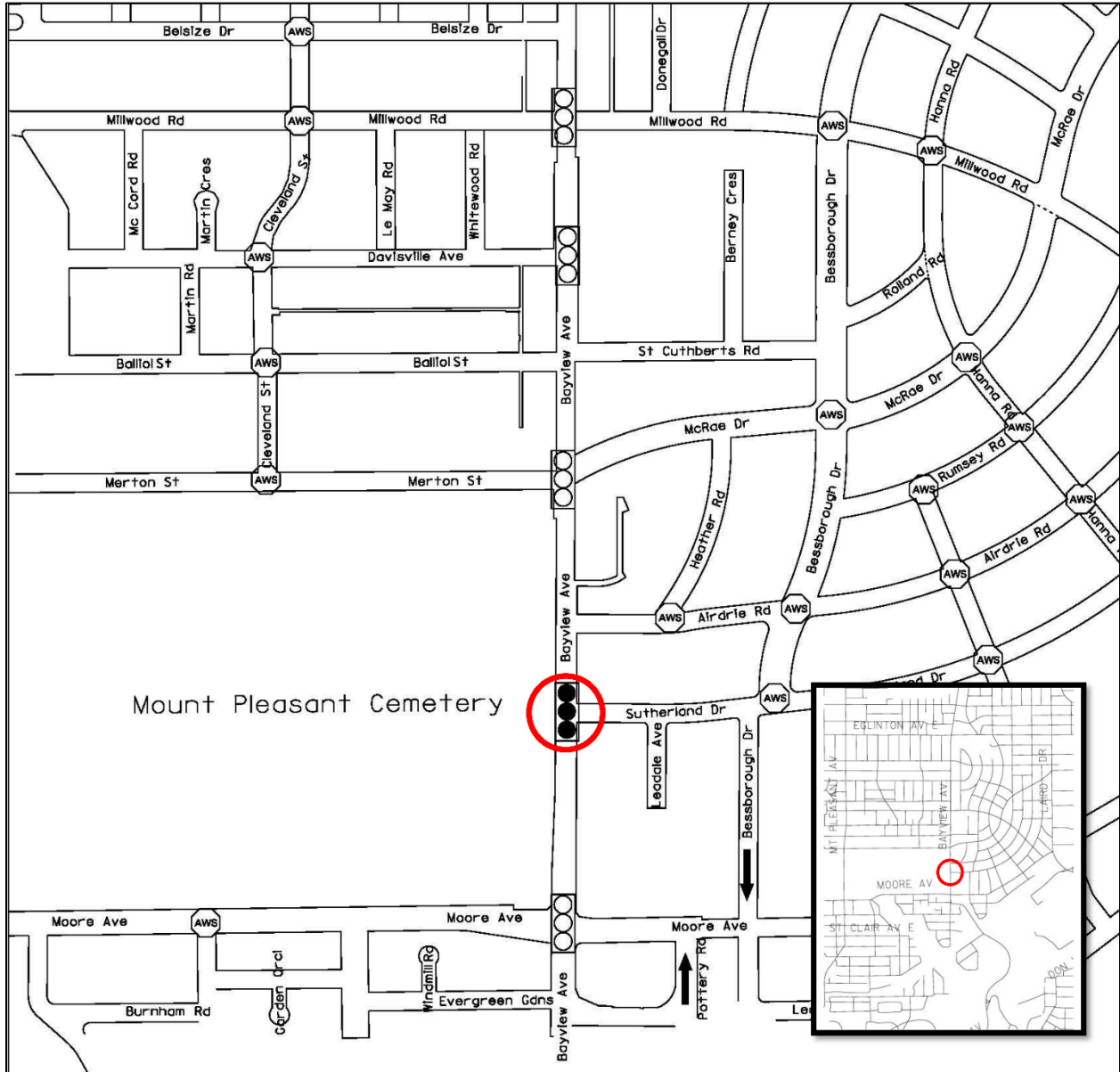
SIGNATURE



Jacquelyn Hayward
Director, Project Design and Management, Transportation Services


ATTACHMENTS


Attachment 1: Map - Traffic Control Signals - Bayview Avenue and Sutherland Drive

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TRAFFIC CONTROL SIGNAL STUDY LOCATION

EXISTING ONE-WAY STREET


EXISTING TRAFFIC CONTROL SIGNAL


EXISTING ALL-WAY STOP CONTROL



TRAFFIC CONTROL SIGNALS BAYVIEW AVENUE & SUTHERLAND DRIVE

M.M.
 DWG. NO. ATP23-002 SEPTEMBER, 2023 TRANSPORTATION SERVICES NORTH YORK DISTRICT