



REPORT FOR ACTION

Traffic Control Signals – Bathurst Street and a Point 100 Metres South of Carpenter Road

Date: June 20, 2024

To: North York Community Council

From: Director, Traffic Management, Transportation Services

Wards: Ward 6 – York Centre, Ward 18 - Willowdale

SUMMARY

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

Transportation Services is requesting approval to install traffic control signals at Bathurst Street and a point approximately 100 metres south of Carpenter Road. The traffic control signals will provide enhanced safety for all road users and is justified based on the assessment undertaken

Transportation Services is also requesting approval to remove the existing Pedestrian Refuge Island (PRI), located approximately 60 metres south of the subject location. The existing PRI will be removed following the installation and activation of the traffic control signals.

The City does not currently own the future public roads west of Bathurst Street and south of Fisherville Road. Installing traffic control signals based on the recommendations in this report does not imply that the City will accept responsibility for these roads in the future.

RECOMMENDATIONS

The Director, Traffic Management, Transportation Services recommend that:

1. City Council authorize the installation of traffic control signals at Bathurst Street and a point 100 metres south of Carpenter Road.
2. Subject to the approval of Recommendation 1 above, City Council authorize the removal of the Pedestrian Refuge Island (PRI) on Bathurst Street and a point approximately 160 metres south of Carpenter Road, in conjunction with the installation of traffic control signals at Bathurst Street and a point 100 metres south of Carpenter Road.

FINANCIAL IMPACT

There are no financial implications associated with the adoption of this report as funding has been secured from the proponent(s) of the 6020 and 6030 Bathurst Street, 6040 Bathurst Street & 5 Fisherville Road, and 25 Fisherville Road developments for the new signals and other road improvements along Bathurst Street. These funds were secured through Zoning By-law Amendment Application Nos. 17 264641 NNY 10 OZ, 16 252547 NNY 10 OZ, and 18 189969 NNY 10 OZ.

All civil work required as part of the installation of the new traffic control signals will be borne by the developer.

DECISION HISTORY

A pre-application meeting for 6020 & 6030 Bathurst Street was held on March 23, 2016, and December 20, 2016. The need for a block context plan was discussed at the pre-application meetings. A Preliminary Report on the application from the Director of Community Planning, North York District, dated December 17, 2018 was adopted by North York Community Council on January 15, 2019 directing staff to hold a community consultation meeting and to evaluate the application as part of a block context plan in conjunction with the area stakeholders, including sites known municipally as 5 Fisherville Road & 6040 Bathurst Street, 6020 & 6030 Bathurst Street, and 6010 Bathurst Street & 12 Rockford Road.

The Request for Direction Report for the application at 25 Fisherville Road from the Chief Planner and Executive Director, City Planning, dated July 15, 2019 was adopted by City Council at its meeting on July 16, 2019 and can be found at the following link:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2019.NY7.47>
<http://www.toronto.ca/legdocs/mmis/2019/cc/bgrd/backgroundfile-136005.pdf>

The Request for Directions report for the application and appeal at 6040 Bathurst Street & 5 Fisherville Road, the site to the east of this application, was adopted at City Council at its April 24, 2018 meeting and can be found at the following links:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2018.NY29.3>
<https://www.toronto.ca/legdocs/mmis/2018/ny/bgrd/backgroundfile-113331.pdf>

The Request for Directions report for the application and appeal at 6020 & 6030 Bathurst Street, also on the same block as this application, was adopted at City Council at its July 23, 2018 meeting and can be found at the following links:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2018.NY32.8>
<https://www.toronto.ca/legdocs/mmis/2018/ny/bgrd/backgroundfile-118047.pdf>

COMMENTS

As part of conditions of approval at the development review stage for 6020 and 6030 Bathurst Street, 25 Fisherville Road, and 6040 Bathurst Street and 5 Fisherville Road, new traffic control signals will be installed at the intersection of Bathurst Street and a Point 100 Metres South of Carpenter Road.

The subject block comprising the Pinedale Properties (6040 Bathurst Street and 5 Fisherville Road), Starlight Investments (25 Fisherville Road), and Hazelview properties (6020 and 6030 Bathurst Street) is located, generally, at the southwest corner of Bathurst Street and Fisherville Road intersection, approximately 300 metres south of the Bathurst Street and Steeles Avenue West intersection. An overview of each current development proposal is summarized below in Table 1.

Table 1: Proposed Development Summary

	Pinedale Properties	Starlight Investments	Hazelview Properties	Total
Existing	404 apartment units	214 apartment units	395 apartment units	1,013 units
Proposed	212 apartment units 631 condominium units 34 townhouses 877 total units	385 apartment units 27 townhouses 412 total units	301 apartment units 34 townhouses 335 total units	1,624 units
Total	1,281 units	626 units	730 units	2,637 units

The development site includes a new L-shaped public road that connects to Bathurst Street on the east and to Fisherville Road on the north. These new public roads will serve both the existing and new developments in this block. The new traffic control signals will be installed at the intersection of Bathurst Street and New Public Street.

The City does not currently own the future public roads. The recommendations for the installation of traffic control signals in this report should not be construed as the City's assumption of these future public roads.

Existing Conditions

The subject segment of Bathurst Street is characterized by the following conditions:

- It is a five-lane north-south, major arterial roadway. The roadway width is divided between two northbound lanes, two southbound lanes, and a two-way centre left turn lane;
- It operates two-way traffic on a pavement width of approximately 16.6 metres;
- The daily two-way traffic volume is approximately 17,707 vehicles;
- The speed limit is 50 km/h;
- TTC service is provided by bus routes 7, 160, 307, and 307s;
- Heavy trucks are permitted at all times;

- There are sidewalks located on both sides of the street; and
- The section of Bathurst Street, between the existing traffic control signals at Bathurst Street and Rockford Road/Dewlane Drive and Bathurst Street and Greenwin Village Road are approximately 570 metres. Between these two signalized intersections, there is an existing pedestrian refuge island provided on Bathurst Street.

The subject segment of Fisherville Road is characterized by the following conditions:

- It is a two-lane east-west, collector roadway;
- The daily two-way traffic volume is approximately 2,400 vehicles;
- It operates two-way traffic on a pavement width of approximately 8.5 metres;
- The speed limit is 40 km/h;
- Heavy trucks are not permitted at all times; and
- There are sidewalks located on both sides of the street.

The new L-Shaped public road is characterized by the following conditions:

- It is a two-lane north-south and east-west future local roadway;
- It is intended to operate two-way traffic on a pavement width of approximately 6.6 metres;
- The projected daily two-way traffic volume is approximately 1,790 vehicles;
- There is no TTC service planned; and
- Sidewalks will be located on both sides of the street.

The closest adjacent traffic signal controls are located approximately 190 meters to the south at the Bathurst to the south at the Bathurst Street intersection and Rockford Road and 260 meters to the north at the Bathurst Street and Greenwin Village Road intersection.

The adjacent land use in this area is mix of residential and commercial. Mid-block pedestrian refuge island in this section of Bathurst Street is located approximately 160 metres south of Carpenter Road. Northbound and southbound transit stops are provided at this crossing.

A map of the area is included in Attachment 1.

Conditions of Approval

As part of the conditions of approval at the development review stage, the applicant intends to convey the land to the City in July 2025 as part of Phase 1 of the development. The new road will be constructed up to the base course. It will remain unassumed and closed to the public until approximately the end of 2028, once Phase 1 services are complete.

Additionally, the applicant must complete the future intersection work at Bathurst Street and the new public road. This includes installing curbs, bicycle crossings, sidewalks, vehicle entrances, pavement markings, removing the refuge island, relocating TTC stops, new all-way stop control

at the bend of the new public road, and new traffic signal work (such as signal underground ducts, poles, and service connections). This work should be done once the Capital Works project on Bathurst is completed and before the street is opened to the public, which is anticipated by the end of 2028.

The applicant of 6040 Bathurst Street must convey the north portion of the east-west public road during phase 2 of development.

The applicant is required to apply for new street naming for the new public roads.

The City does not currently own the future public roads west of Bathurst Street and south of Fisherville Road. Installing traffic control signals based on the recommendations in this report does not imply that the City will accept responsibility for these roads in the future.

Traffic Control Signals

The proponent's transportation consultant conducted a traffic signal warrant analysis for the new traffic control signal, which included projected traffic generated by the development, vehicular volume counts, delay to cross traffic, and an analysis of combination warrants (minimum vehicle volume and cross traffic delay combination).

To determine the need for traffic control signals at this intersection, the consultant relied on the warrant criteria outlined in the Ontario Traffic Manual (OTM) Book 12. The OTM Justification criteria include factors such as the volume of vehicles and pedestrians, delay to cross traffic, and collision history. In addition to these technical justifications, the consultant considered an environmental checklist that includes 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.

The consultant forecasted future volumes and assessed them against the warrant criteria outlined in OTM book 12. The results of the consultant's analysis are summarized in Table 2.

Table 2: Warrant Compliance – Bathurst Street and New Public Road

Justification	Compliance level	Signal Justified?
Minimum vehicular volume	53%	NO
Delay to cross traffic (pedestrians and vehicles)	100%	YES
Combination Warrant	Not met	NO

To meet the justification criteria for the installation of traffic control signals, as stated in Book 12 of the Ontario Traffic Manual, one of the first two justifications indicated in Table 2, namely 'minimum vehicle volume' (Justification 1) and 'delay to cross traffic' (Justification 2), must be 100 percent satisfied or, to satisfy the combination warrant (Justification 3), both of the first two justifications indicated in the table below must be at least 80 percent satisfied.

Based on the results in Table 2, the installation of traffic control signals is justified under the future conditions proposed by the developments at 6020 and 6030 Bathurst Street, 6040 Bathurst Street & 5 Fisherville Road, and 25 Fisherville Road.

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

- The presence of high-rise buildings, which are the main pedestrian generators at this intersection attract vulnerable pedestrians to cross the street;
- Safety concerns for pedestrians who may intend to cross a five-lane cross-section with the high traffic volume and speed on Bathurst Street;
- Installation of traffic control signals would likely draw pedestrians to the intersection since it would be a safer location to cross than mid-block. It will help to provide more reliable service and enhance the safety of the TTC's customers; and Northbound and southbound near-side transit stops at the intersection.

In considering the above environmental factors, Transportation Services recommends the installation of traffic control signals at Bathurst Street and a Point 100 Metres South of Carpenter Road as it will provide enhanced safety for all road users. This location is ideally located between the existing traffic control signals and is the location where pedestrians are crossing to TTC bus stops. In addition, the recommended installation of traffic control signals will allow for a fully controlled intersection where pedestrians will have a greater degree of safety in crossing Bathurst Street without vehicular conflicts. Therefore, to discourage pedestrians from crossing mid-block and encourage the use of traffic control signals, the existing PRI will be removed after the signals are installed.

The staff of the TTC have been consulted with and are in agreement with City Staff regarding the removal of the PRI and proposed installation of traffic control signals, as the location of the current northbound and southbound TTC bus stops south of the intersection are not easily accessible. Therefore, the suggested location of the proposed signals would make an ideal location for the new TTC bus stop on Bathurst Street.

The TTC was also consulted and supports the recommended traffic control signals.

Other Considerations

It should be noted that the installation of the new traffic control signals will have the following additional impacts:

- There is a potential for an increase in delays to transit service on Bathurst Street;
- The existing midblock PRI crossing on Bathurst Street will be removed; and
- Potential increase in cut-through traffic.

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

CONTACT

Luigi Nicolucci, Manager Development Planning and Review (Area 2), Transportation Services,
416-394-8412, Luigi.Nicolucci@toronto.ca

Shawn Dillon, Manager Traffic Operations (Area 2), Transportation Services, 416-394-8409,
Shawn.Dillon@toronto.ca

SIGNATURE

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

ATTACHMENTS

Attachment 1: Map - Traffic Control Signals - Bathurst Street and a point 100 metres south of
Carpenter Road

Attachment 1: Map - Traffic Control Signals - Bathurst Street and a point 100 metres south of Carpenter Road

