

Attachment 3 – Recommended New Traffic Control Signals

Review of Ward 13 Pedestrian Crossovers (2024.MM20.34)

At its meeting on July 24 and 25, 2024, City Council directed the General Manager, Transportation Services to review and report back on the traffic safety and operation of ten (10) existing pedestrian crossovers (PXOs) in Ward 13. Table 1 provides an overview of the existing conditions at the ten (10) PXOs.

Table 2 provides a summary of the two key factors considered for signalization across a major or minor arterial roadway:

- 1) Are there 4 or more travel lanes to cross? and/or
- 2) Is the speed limit greater than 40 kilometres per hour?

The evaluation also considered additional factors based on the location of the crossing and the surrounding land uses, to prioritize vulnerable road users such as school children and older adults (e.g. the intersection of King Street East and Sackville Street where the crossing provides access to and from the Sackville Playground).

Based on this evaluation, Transportation Services is recommending the installation of a traffic signal (Mid-Block or Intersection Pedestrian Signal – MPS/IPS) at five (5) locations in Ward 13:

- Dundas Street East and Bond Street;
- Dundas Street East and George Street;
- Dundas Street East and Pembroke Street;
- King Street East and Ontario Street; and
- King Street East and Sackville Street.

Transportation Services is also recommending the installation of a traffic control signal (TCS, or full signal) at the intersection of Queen Street East and Ontario Street. Construction of a TCS has been secured as part of an adjacent development application at 261 Queen Street East.

There are some impacts to parking in the vicinity of these locations, based on standard parking prohibitions up to 30.5 metres from an intersection controlled by a traffic signal. Table 2 includes a summary of the approximate parking impact anticipated at each of the six (6) locations recommended for signalization. During the design for each location, Transportation Services will coordinate with the TTC on transit stop placement to determine if any existing transit stops should be moved as part of the signalization.

Table 1: Existing Conditions for Ten (10) Pedestrian Crossovers in Ward 13

Location	Roadway Classification	Number of Lanes	Speed Limit (km/h)	Average Daily Traffic Volume (veh/day)	TTC Service	Sidewalk Presence
<i>Dundas Street East and Bond Street</i>						
Dundas Street East	Major Arterial	4	40	13,500	Yes	Both sides
Bond Street	Local	2	30	600	No	Both sides
<i>Dundas Street East and George Street</i>						
Dundas Street East	Major Arterial	4	40	12,000	Yes	Both sides
George Street	Local	2	30	1,300	No	Both sides
<i>Dundas Street East and Pembroke Street</i>						
Dundas Street East	Major Arterial	4	40	12,000	Yes	Both sides
Pembroke Street	Local	1 (One-way southbound)	30	1,000	No	Both sides
<i>Parliament Street and Oak Street</i>						
Parliament Street	Minor Arterial	4 (2 lanes off-peak)	40	8,500	Yes	Both sides
Oak Street	Local	2	30	600	No	Both sides
<i>Queen Street East and Ontario Street</i>						
Queen Street East	Major Arterial	4 (2 lanes off-peak)	40	11,500	Yes	Both sides
Ontario Street	Local	1 (One-way southbound)	30	500	No	Both sides
<i>King Street East and Ontario Street</i>						
King Street East	Major Arterial	4 (2 lanes off-peak)	40	3,500	Yes	Both sides
Ontario Street	Local	1 (One-way southbound)	30	150	No	Both sides
<i>King Street East and Sackville Street</i>						
King Street East	Major Arterial	4 (2 lanes off-peak)	40	3,000	Yes	Both sides
Sackville Street	Local	1 (One-way northbound)	30	600	No	Both sides
<i>Parliament Street and 200m north of Wellesley Street East</i>						
Parliament Street	Minor Arterial	4	40	24,000	Yes	Both sides
<i>Sherbourne Street and Earl Street</i>						
Sherbourne Street	Minor Arterial	2	40	8,200	Yes	Both sides
Earl Street	Local	2	30	1,500	No	Both sides
<i>Sherbourne Street and 195m south of Wellesley Street East</i>						
Sherbourne Street	Minor Arterial	2	40	9,300	Yes	Both sides

Table 2: Evaluation Summary for Ten (10) Pedestrian Crossovers in Ward 13

Location	4 or More Lanes to Cross?	Speed Limit > 40 km/h?	Signalization Recommended?	Parking Impact*
<i>Dundas Street East and Bond Street</i>	Yes – at all times	No	Yes	None
<i>Dundas Street East and George Street</i>	Yes – at all times	No	Yes	None
<i>Dundas Street East and Pembroke Street</i>	Yes – at all times	No	Yes	None
<i>Parliament Street and Oak Street</i>	No – 3 lanes during peak / 2 lanes off-peak	No	No	N/A
<i>Queen Street East and Ontario Street</i>	Yes – 4 lanes during AM/PM peak, 2 lanes off-peak	No	Yes	Approx. 3 paid parking spaces on Queen Street East (1 on NW corner, 2 on SE corner). No impacts to permit parking.
<i>King Street East and Ontario Street</i>	Yes – 4 lanes during AM/PM peak, 2 lanes off-peak	No	Yes	Approx. 6 paid parking spaces on King Street East (3 each on NW and SE corners, existing taxi parking on NW corner to be relocated). No impacts to permit parking.
<i>King Street East and Sackville Street</i>	No – 3 lanes during peak / 2 lanes off-peak	No	Yes^	Approx. 6 paid parking spaces on King Street East (3 each on NW and SE corners). The 6 impacted spaces are also permit parking.
<i>Parliament Street and 200m north of Wellesley Street East</i>	No – 3 lanes during peak / 2 lanes off-peak	No	No	N/A
<i>Sherbourne Street and Earl Street</i>	No	No	No	N/A
<i>Sherbourne Street and 195m south of Wellesley Street East</i>	No	No	No	N/A

* Parking impact is approximate and to be confirmed during design, in consultation with TTC on transit stop placement

^ Signal recommended due to proximity to Sackville Playground

Proactive Review of Existing Pedestrian Crossovers City-wide

Transportation Services is proactively evaluating all existing PXOs across the City as part of the development of the Pedestrian Crossing Protection Guidelines. There are currently 481 PXOs in Toronto; a preliminary evaluation identified that several of these PXOs may meet the criteria for upgrading to an MPS/IPS. This report contains recommendations for locations with highest risk to crossing pedestrians.

Accordingly, Transportation Services is recommending the installation of a traffic signal (MPS or IPS as appropriate for a mid-block or intersection crossing) at the following six (6) locations based on a preliminary proactive review of all PXOs across the City:

- Bayview Avenue and Parkhurst Boulevard/Soudan Avenue (Ward 15);
- Beecroft Road and 165 metres south of Park Home Avenue (Ward 18);
- Warden Avenue and a point approximately 396 metres north of Firvalley Court (85 metres north of Bell Estate Road, Ward 20);
- Weston Road and Oxford Drive (Ward 5);
- Weston Road and Clouston Avenue (Ward 5); and
- York Mills Road and Birchwood Avenue (Ward 15).

Table 3 provides an overview of the existing conditions of the six (6) PXOs listed above.

Table 4 provides a summary of the two key factors considered for signalization across a major or minor arterial roadway:

- 1) Are there 4 or more travel lanes to cross? and/or
- 2) Is the speed limit greater than 40 kilometres per hour?

The evaluation also considered additional factors based on the location of the crossing and the surrounding land uses, to prioritize vulnerable road users such as school children and older adults.

There are some impacts to parking in the vicinity of these locations, based on standard parking prohibitions up to 30.5 metres from an intersection controlled by a traffic signal. Table 4 includes a summary of the approximate parking impact anticipated at each of the six (6) locations recommended for signalization. During the design of the traffic signal for each location, Transportation Services will coordinate with the TTC on transit stop placement to determine if any existing transit stops should be moved as part of the signalization.

Table 3: Existing Conditions for Six (6) Pedestrian Crossovers Recommended for Proactive Signalization

Location	Roadway Classification	Number of Lanes	Speed Limit (km/h)	Average Daily Traffic Volume (veh/day)	TTC Service	Sidewalk Presence
<i>Bayview Avenue and Parkhurst Boulevard/Soudan Avenue (Ward 15)</i>						
Bayview Avenue	Major Arterial	4	50	16,000	Yes	Both sides
Parkhurst Boulevard	Local	2	30	3,600	No	Both sides
Soudan Avenue	Collector	2	30	3,600	No	Both sides
<i>Beecroft Road and 165 metres south of Park Home Avenue (Ward 18)</i>						
Beecroft Road	Minor Arterial	4	50	15,000	No	Both sides
<i>Warden Avenue and a point approximately 396 metres north of Firvalley Court (85 metres north of Bell Estate Road, Ward 20)</i>						
Warden Avenue	Minor Arterial	4	50	17,000	Yes	Both sides
<i>Weston Road and Oxford Drive (Ward 5)</i>						
Weston Road	Minor Arterial	4	50	15,500	Yes	Both sides
Oxford Drive	Local	2	30	700	No	Both sides
<i>Weston Road and Clouston Avenue (Ward 5)</i>						
Weston Road	Minor Arterial	4	50	12,500	Yes	Both sides
Clouston Avenue	Local	2	30	700	No	Both sides
<i>York Mills Road and Birchwood Avenue (Ward 15)</i>						
York Mills Road	Major Arterial	4	50	19,500	Yes	Both sides
Birchwood Avenue	Local	2	40	600	No	Both sides

Table 4: Evaluation Summary for Six (6) Pedestrian Crossovers Recommended for Proactive Signalization

Location	4 or More Lanes to Cross?	Speed Limit > 40 km/h?	Signalization Recommended?	Parking Impact*
<i>Bayview Avenue and Parkhurst Boulevard/Soudan Avenue (Ward 15)</i>	No – 3 lanes during peak / 2 lanes off-peak	Yes	Yes	Approx. 5 paid parking spaces on Bayview Avenue (3 on SW corner, 2 on SE corner). No impacts to permit parking.
<i>Beecroft Road and 165 metres south of Park Home Avenue (Ward 18)</i>	Yes – at all times	Yes	Yes	None
<i>Warden Avenue and a point approximately 396 metres north of Firvalley Court (85 metres north of Bell Estate Road, Ward 20)</i>	Yes – at all times	Yes	Yes	None
<i>Weston Road and Oxford Drive (Ward 5)</i>	No – 3 lanes during peak / 2 lanes off-peak	Yes	Yes	Approx. 3 paid parking spaces on NW corner of Weston Road. No impacts to permit parking.
<i>Weston Road and Clouston Avenue (Ward 5)</i>	No – 3 lanes during peak / 2 lanes off-peak	Yes	Yes	Approx. 4 spaces on Weston Road (1 on NE corner, 3 on SW corner). No impacts to permit parking.
<i>York Mills Road and Birchwood Avenue (Ward 15)</i>	Yes – at all times	Yes	Yes	None

* Parking impact is approximate and to be confirmed during design, in consultation with TTC on transit stop placement