

Corridor Safety Review Update - Mortimer Avenue, between Pape Avenue and Broadview Avenue

Date: March 18, 2025

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 a transit service on Mortimer Avenue, City Council approval of this report is required.

City Council, at its meeting on October 9 and 10, 2024, directed Transportation Services to provide a status update on a number of directives related to the corridor safety review on Mortimer Avenue, between Pape Avenue and Broadview Avenue. This report provides updates on these directives.

RECOMMENDATIONS

The Director, Traffic Management, Transportation Services recommends that:

1. City Council receive this report for information.

FINANCIAL IMPACT

All costs associated with the safety and operational improvements are included in the Transportation Services 2025 Capital Budget.

DECISION HISTORY

On October 9 and 10, 2024, City Council adopted, with amendments, Item TE16.20 (Corridor Safety Review - Mortimer Avenue, between Pape Avenue and Broadview Avenue), reporting on the safety assessment undertaken and including direction for Transportation Services to implement and evaluate a number of other safety and operational initiatives. A status update report back to City Council was also requested. The City Council decision can be found at:

<https://secure.toronto.ca/council/agenda-item.do?item=2024.TE16.20>

On September 25, 2024, Toronto and East York Community Council adopted Item TE16.74 (Reducing the speed limit on Mortimer Avenue), directing Transportation Services to reduce the speed limit from 40 kilometres per hour to 30 kilometres per hour on Mortimer Avenue, between Broadview Avenue and Pape Avenue. The Community Council decision can be found at:

<https://secure.toronto.ca/council/agenda-item.do?item=2024.TE16.74>

On September 19, 2023, Toronto and East York Community Council adopted Item TE7.80 (Mortimer Avenue Traffic Safety - Pape to Broadview), directing Transportation Services to review the list of traffic safety suggestions from residents on Mortimer Avenue and report back with recommendations to improve traffic and pedestrian safety on Mortimer Avenue, between Broadview Avenue and Pape Avenue. The Community Council decision can be found at:

<https://secure.toronto.ca/council/agenda-item.do?item=2023.TE7.80>

COMMENTS

In response to the direction from Toronto and East York Community Council's adoption of the Item TE16.20, Transportation Services implemented and evaluated a number of safety and operational measures to address the concerns raised by the residents on Mortimer Avenue, between Pape Avenue and Broadview Avenue.

Existing Conditions

Mortimer Avenue is characterized by the following conditions:

- It is a two-lane, east-west, roadway that is classified as a minor arterial road
- It operates two-way traffic on a pavement width of approximately 8.4 metres
- The daily two-way traffic volume is approximately 12,000 vehicles
- The operating speed, the speed at which 85 percent of traffic is travelling at or below was observed to be less than 46 km/h (October 2023)

- The speed limit was subsequently reduced from 40 km/h to 30 km/h (October 2024)
- Heavy trucks are prohibited at all times
- The TTC service is provided by 62 Mortimer bus route
- There are sidewalks provided on both sides of the street

The parking regulations on Mortimer Avenue, between Pape Avenue and Broadview Avenue are as follows:

North side

- No parking, from 4:00 p.m. to 6:00 p.m., Monday to Friday
- No stopping, from 7:00 a.m. to 9:00 a.m., Monday to Friday
- Maximum three-hour statutory parking at all other times

South side

- No parking anytime
- No stopping, from 4:00 p.m. to 6:00 p.m., Monday to Friday

The adjacent land use along Mortimer Avenue, between Pape Avenue and Broadview Avenue, is generally comprised of single-family residential properties. Centennial College is located at the southeast corner of the intersection of Mortimer Avenue and Carlaw Avenue.

Transportation Services was also directed to implement and evaluate the following:

1. Designation of Community Safety Zones on Mortimer Avenue, between Logan Avenue and Pape Avenue; and Logan Avenue, between Gowan Avenue and Mortimer Avenue.
2. Investigate the feasibility of Automated Speed Enforcement on Mortimer Avenue, between Logan Avenue and Pape Avenue.
3. Investigate the feasibility of addition of a westbound advance left-turn phase to the traffic control signals at the intersection of Broadview Avenue and Mortimer Avenue.
4. Refreshing of pavement markings at all intersections along Mortimer Avenue, between Broadview Avenue and Pape Avenue.
5. Investigate the feasibility of Red Light Cameras at the intersection of Mortimer Avenue and Pape Avenue.
6. Investigate the feasibility of a School Crossing Guard at the intersection of Logan Avenue and Mortimer Avenue.
7. Provide an update on Toronto Hydro's ongoing street lighting investigation on Mortimer Avenue.
8. Installation of all-way stop controls at the intersection of Mortimer Avenue and Carlaw Avenue.
9. Removal of the existing pedestrian crossover on Mortimer Avenue immediately west of Carlaw Avenue, in conjunction with the installation of the all-way stop controls at this intersection.
10. Provide a status update on the above to the Toronto and East York Community Council.

Various units within Transportation Services and Toronto Hydro were involved in investigating, evaluating, and implementing the above directives. Below is a summary of the status of each item:

1. Community Safety Zone Designation:

Community Safety Zone designations and sign installations were completed in October 2024, on Mortimer Avenue, between Logan Avenue and Pape Avenue, and in November 2024, on Logan Avenue, between Gowan Avenue and Mortimer Avenue.

2. Automated Speed Enforcement (ASE):

A mobile ASE camera has been installed on Mortimer Avenue, east of Carlaw Avenue, and is currently active.

3. Addition of Westbound Left-Turn Phase to the Traffic Control Signals at Broadview Avenue and Mortimer Avenue:

Staff reviewed the feasibility of implementing a westbound left-turn green arrow phase at the traffic control signals at Broadview Avenue and Mortimer Avenue. The review determined that it cannot be installed due to insufficient roadway width for a dedicated left-turn lane. Without a separate lane, straight-through and right-turning vehicles in the queue would obstruct left-turning vehicles, reducing the overall intersection efficiency.

4. Pavement Markings Refresh:

Staff assessed the conditions of pavement markings at all intersections along Mortimer Avenue between Pape Avenue and Broadview Avenue, in October 2024, and addressed deficiencies at the following locations:

- East York Avenue – Pedestrian crosswalk lines and stop bar installed
- Laneway west of East York Avenue – Pedestrian crosswalk lines installed
- Carlaw Avenue and Mortimer Avenue – Pedestrian crosswalk lines and zebra markings installed on the north leg; all other pavement markings are in good condition
- Burley Avenue and Mortimer Avenue – Pedestrian crosswalk lines, stop bar, and yellow centre line installed
- Jackman Avenue and Mortimer Avenue – Pedestrian crosswalk lines, stop bar, and yellow centre line installed

5. Red Light Camera (RLC) at Mortimer Avenue and Pape Avenue:

Red Light Camera locations across the city are selected using a data-driven approach that focuses on collision data. Under the city's existing contract for RLC services, all of the sites have been selected and built. Transportation Services staff have taken note of the request for an RLC at the intersection of Mortimer Avenue and Pape Avenue and will consider the location when the RLC program expands in the future.

6. School Crossing Guard at Mortimer Avenue and Logan Avenue:

A crossing guard has been assigned for both the morning and dismissal shifts at this intersection and is currently active.

7. Streetlighting Improvements - Toronto Hydro Status Update

Toronto Hydro received a request to assess the roadway lighting on Mortimer Avenue between Pape Avenue and Broadview Avenue to determine if the existing lighting met current illumination standards or if additional improvements were warranted.

The lighting assessment completed found that improvements were warranted. In December 2024, 29 existing streetlights were upgraded to LEDs and two new LED streetlights were installed. With these changes, the roadway lighting in this area now meets current illumination standards.

8 and 9. Installations of All-Way Stop Controls and the Removal of the Pedestrian Crossover (PXO) at Mortimer Avenue and Carlaw Avenue:

The conversion is tentatively scheduled for Spring 2025. However, before proceeding with the construction, staff will re-evaluate the scope and timeline of the Logan Avenue cycling project. If traffic control signals are ultimately required at the intersection of Mortimer Avenue and Carlaw Avenue through this project, it may be more efficient to wait for the installation of the traffic control signals rather than implementing interim all-way stop controls, reducing costs and avoiding unnecessary reconstruction. Any further changes would be undertaken in consultation with the Ward Councillor and will need City Council approval.

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

CONTACT

Dan Clement, CET, Manager Traffic Operations (Area 1), Transportation Services
416-397-5021, Dan.Clement@toronto.ca

SIGNATURE



for

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