

North York Centre South Service Road



Municipal Class Environmental Assessment Addendum

Potential Changes to Doris Avenue, Bonnington Place & Tradewind Avenue

Study Update (February 2020)

toronto.ca/nyc-south-road

Project Time Line

- 1996** • **Municipal Class Environmental Assessment (Class EA)**
Need for south service road project first established
- 1998** • **Class EA Addendum**
Reflects new North York Centre Secondary Area boundary
- 2006** • **North York Centre Secondary Plan**
Reinforced need for project
- 2013** • **Review of Class EA Addendum Study Report**
Study reopened to consider development updates.
Following public consultation, offset intersection (Option D) recommended to Council in April 2014.
Council directed staff to revise all options and re-asses with a strong focus on traffic operations and safety.
- 2015** • **Revised study**
A preliminary recommendation of a single intersection (Option B) published for public consultation
- 2020** • **Updated Traffic Analysis**
Recommendation of two phased approach with offset intersection (Option C) as an interim solution, and single intersection (Hybrid of Options A/B) as the ultimate condition.

Related links and background materials available on the project web page

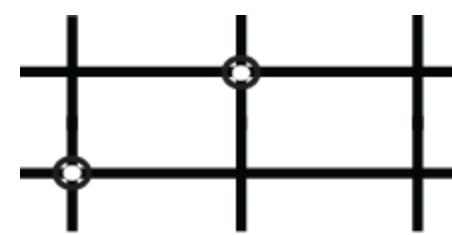
Problem / Opportunity Statement

An opportunity exists to complete the North York Service Road on the east side of Yonge Street by linking Doris Avenue and Tradewind Avenue across Sheppard Avenue East

This project would provide multiple benefits:



Improve mobility and access



Relieve congestion on alternate routes (Yonge/Sheppard Intersection)



Improve pedestrian mobility and safety



Support current and future residential and commercial growth

This project would achieve the goals of the Official Plan and the North York Centre Secondary Plan

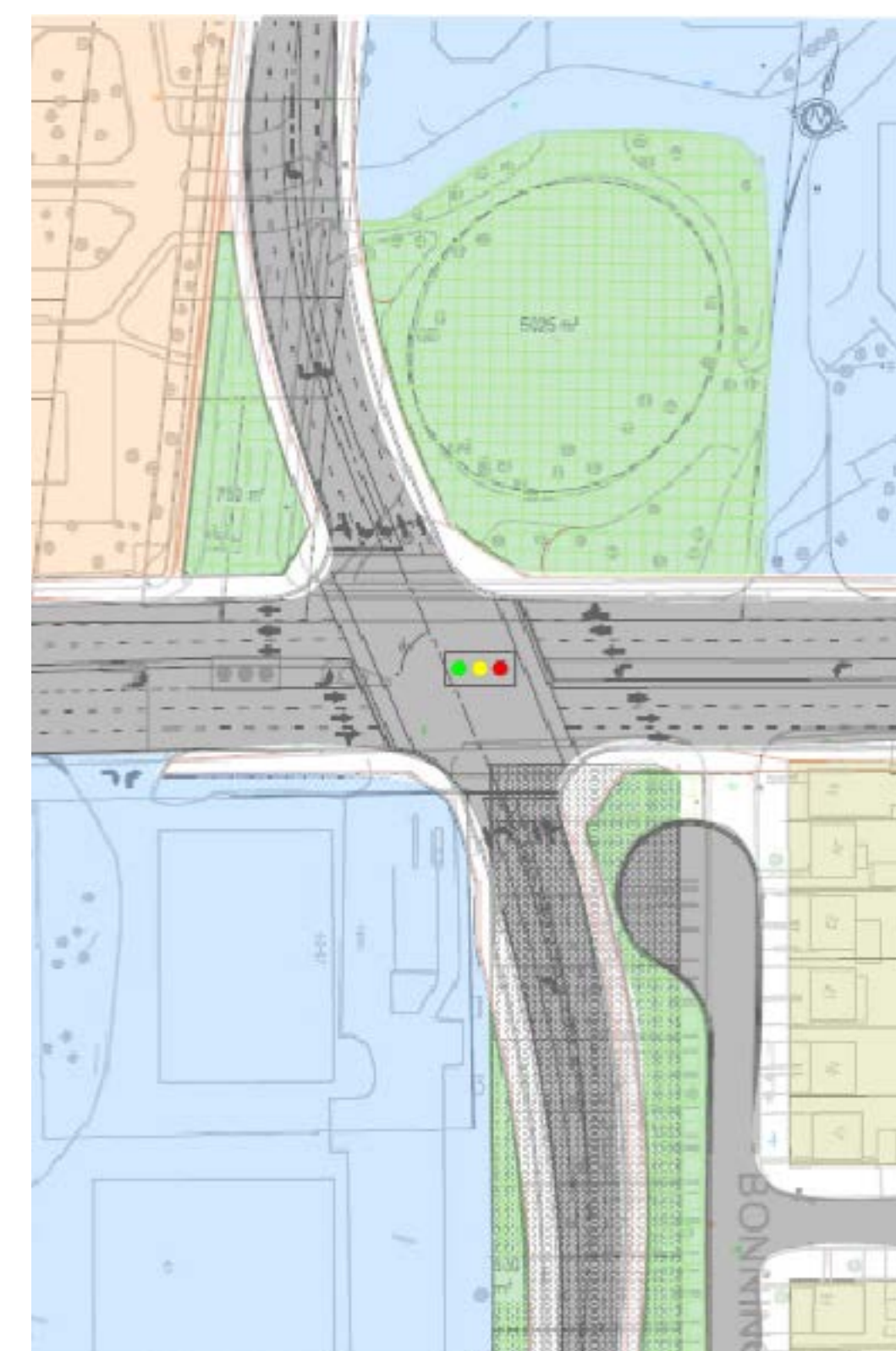
The current configuration of roads does not achieve these goals.

Alternative Solutions

Four alternative solutions have been studied to link Doris Avenue and Tradewind Avenue: two with a single intersection, two with an offset intersection.



Option A
Single Intersection
Right-Angle at
Sheppard Ave.



Option B
Single Intersection
Skewed at Sheppard Ave.
** Preliminary
Recommendation**

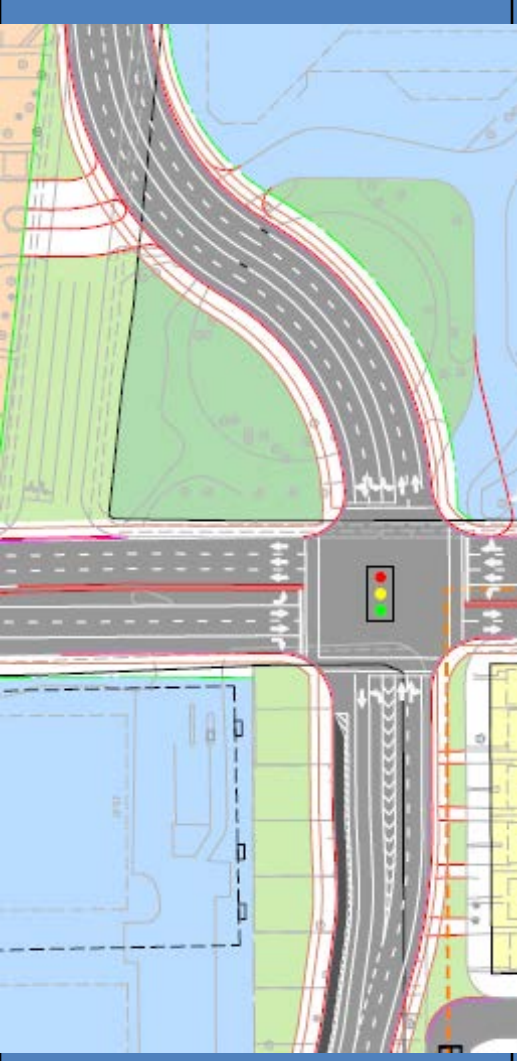
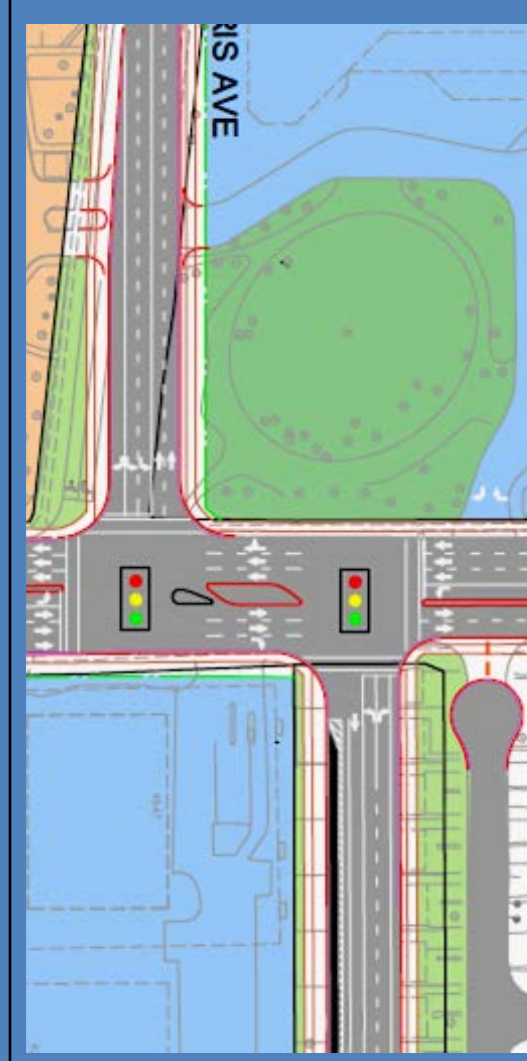


Option C
Offset Intersection
Maintaining Doris Ave.
Alignment



Option D
Offset Intersection
Realigning Doris Ave.

2015 Preliminary Evaluation Summary

 Option A Single Intersection Right-Angle at Sheppard Ave. <i>Ranked #2</i>	 Option B Single Intersection Skewed at Sheppard Ave. <i>Ranked #1</i>	 Option C Offset Intersection Maintaining Doris Ave. Alignment <i>Ranked #4</i>	 Option D Offset Intersection Realigning Doris Ave. <i>Ranked #3</i>
• Improves north-south travel for motorists on Doris/ Tradewind • Improves safety for pedestrians traveling north-south through intersection • High conflicts with adjacent driveways • Poor conformance with roadway geometry standards • High implementation costs • High impacts to privately owned publicly-accessible open space	• Improves north-south travel for motorists on Doris/ Tradewind • Improves safety for pedestrians traveling north-south through intersection • High implementation costs • Moderate impacts to privately owned publicly-accessible space * Preliminary Recommendation *	• Marginally improves north-south travel for motorists on Doris/ Tradewind • Additional lane markings and signage required to ensure safety for pedestrians and motorists traveling north-south through intersection • Lowest implementation costs • No impacts to privately owned publicly-accessible open space	• Marginally improves north-south travel for motorists on Doris/ Tradewind • Additional lane markings and signage required to ensure safety for pedestrians and motorists traveling north-south through intersection • Low implementation costs • No impacts to privately owned publicly-accessible open space

What's Changed

Some important changes and considerations since the 1998 study:

- 2002 Sheppard Subway Line opened
- Extensive high-rise development in North York Centre
- Anndale Drive has been extended to Yonge Street
- Traffic congestion during peak hours
- Increased pedestrian movements
- Some required properties have been acquired by City of Toronto
- Cycling facilities no longer considered for Doris Ave with facilities planned on Yonge Street and Willowdale Avenue



2020 Traffic Analysis Update

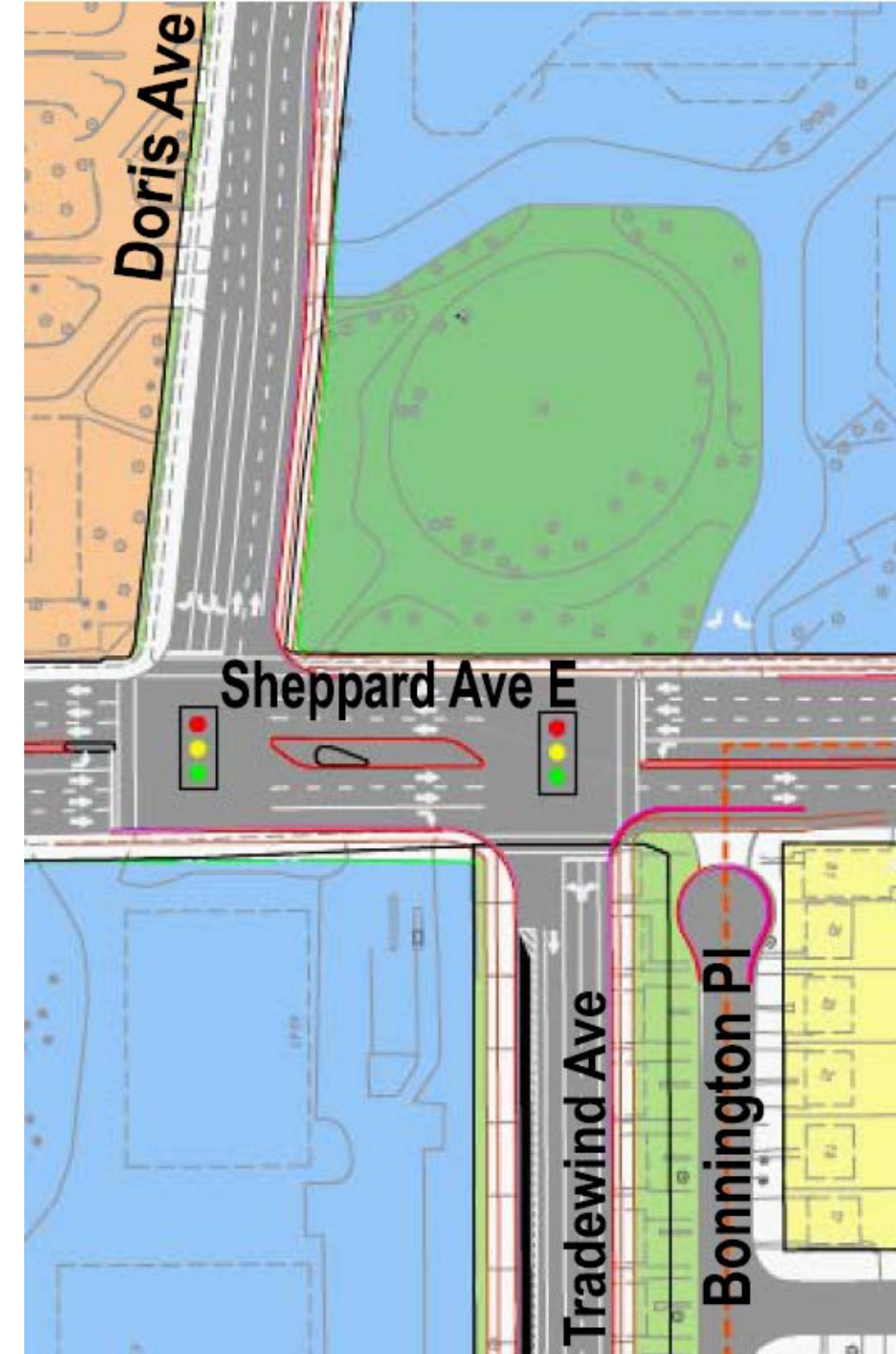
- Following the Preliminary Evaluation completed in 2015, the City has updated the traffic analysis for this study.
- Two Options have been assessed – a single intersection design (Option A/B) and an offset intersection design (Option C/D)
- The analysis was updated with traffic volumes forecasted for 2022+ construction
- The update also considered the impacts on traffic flow at this intersection if Yonge Street was to be reconstructed with either 6 lanes or 4 lanes (*under study within the REimagining Yonge Street Environmental Assessment*)
- Results identified a single intersection (Options A/B) as the preferred design in most instances

On balance, both single and offset intersections provide acceptable operational performance, and can both deliver on project objectives in the short and long term

2020 Recommendation

A two phased implementation would allow for an immediate interim solution, while the timing of the future condition is subject to detailed design and property acquisition.

Phase 1 - Interim: Offset Intersection (Option C)



Create an offset intersection by extending Tradewind Avenue up to Sheppard Avenue, and installing coordinated traffic signals at Doris Avenue and Tradewind Avenue. Bonnington Place would be closed off in a cul-de-sac.

The road alignment south of Sheppard Avenue would become the south leg of the future condition.

Proposed timing of construction: 2022+

Phase 2 - Future: Single Intersection (Hybrid A/B)



Realignment of Doris Avenue to meet the southern extension of the offset intersection implemented through the interim phase, resulting in a more standard four-legged intersection at Sheppard Avenue.

A hybrid option reduces impacts south of Sheppard Avenue, and maximizes the Phase 1 investment by connecting to the road alignment south of Sheppard Avenue.

Consideration of Cycling Facilities

As part of the REimagining Yonge Street project, cycling facilities are being considered for either Yonge Street or Beecroft Road, providing a north-south connection in North York Centre.

In July 2019, City Council authorized the installation of cycle tracks on Willowdale Avenue, from Empress Avenue to Bishop Avenue.

VISIONZERO Road Safety Plan

Fatalities and serious injuries on our roads are preventable, and we must strive to reduce traffic-related deaths and injuries to zero by prioritizing the safety of our most vulnerable road users.

As part of detailed design, a safety audit will be undertaken to optimize safety for both options. Wider sidewalks, designated crossing areas, signage, and lane markings, will improve the overall safety of the street for all road users.

Next Steps

- **Receive public feedback by March 5, 2020**
- **March/April 2020:** Staff report to Infrastructure & Environment Committee, and City Council
- **Spring/Summer 2020:** *(If endorsed by Council)*
Complete an Environmental Study Report (ESR)
Addendum and publish for 30 Day Public Review

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