

## **Pedestrian Crossing Protection - Duncan Mill Road**

**Date:** March 17, 2025

**To:** North York Community Council

**From:** Director, Traffic Management, Transportation Services

**Wards:** Ward 16 - Don Valley East

### **SUMMARY**

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

Transportation Services has reviewed the need for midblock pedestrian crossing protection on Duncan Mill Road, approximately 200 metres east of Lesmill Road. Based on the assessment undertaken, Transportation Services does not recommend the installation of pedestrian crossing protection at this location as the warrant criteria was not met for a pedestrian crossover (PXO).

### **RECOMMENDATIONS**

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The Director, Traffic Management, Transportation Services recommends that:

1. City Council not authorize the installation of a pedestrian crossover (PXO) on Duncan Mill Road, at a point approximately 200 metres east of Lesmill Road.
2. Subject to City Council amending Recommendation 1 to approve the installation of a pedestrian crossover (PXO) on Duncan Mill Road, approximately 200 metres east of Lesmill Road, City Council authorize the removal of three city owned trees located in the boulevard in front of and opposite 99 Duncan Mill Road.

### **FINANCIAL IMPACT**

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There is no financial impact resulting from the adoption of the recommendations in this report.

If City Council amends recommendation 1 in this report and authorizes the installation of a pedestrian crossover on Duncan Mill Road, approximately 200 metres east of Lesmill Road, the estimated cost would be \$150,000. Funding would be subject to availability and competing priorities within the Transportation Services 2025 Capital Budget.

## **DECISION HISTORY**

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This report addresses a new initiative.

## **COMMENTS**

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Transportation Services staff was requested by the Ward Councillor, on behalf of local businesses and March of Dimes Canada, to review the need for pedestrian crossing protection on Duncan Mill Road, in the vicinity of 99 Duncan Mill Road.

### **Existing Conditions**

Duncan Mill Road is characterized by the following conditions:

- It is a two-lane, east/west collector roadway
- It operates two-way traffic on a pavement width of approximately 8.5 metres
- The daily two-way traffic volume is approximately 7,000 vehicles
- The speed limit is 40 km/h
- Heavy trucks are permitted at all times
- There is TTC service provided by the 122 bus
- There are sidewalks on both sides of the street

Parking is prohibited at all times on the south side of the subject section of Duncan Mill Road and from 7:00 a.m. to 9:00 a.m. and 4:00 p.m. to 6:00 p.m., Monday to Friday, on the north side.

The adjacent land use in this area is a mix of commercial and institutional.

The closest traffic controls to the driveway to 99 Duncan Mill Road are traffic signals at Lesmill Road, 190 metres to the west and a PXO at Valleybrook Drive, 280 metres to the east.

A map of the area is shown in Attachment 1.

### **Pedestrian Crossover (PXO)**

To determine the need for a PXO in the vicinity of 99 Duncan Mill Road, staff rely on the justification criteria as outlined in the Ontario Traffic Manual (OTM) Book 12. The OTM justification criteria includes two main factors: the volume of vehicles and pedestrians, and pedestrian delay to cross traffic. Based on the traffic volume on Duncan Mill Road, the warrants require a minimum of 350 pedestrians crossing over eight hours. Also, based on the pedestrian crossing volume, at least 75 pedestrians must be delayed more than 10 seconds.

An eight-hour pedestrian volume and delay study was conducted on January 9, 2025 which recorded the total volume and delays of pedestrians crossing Duncan Mill Road in the vicinity of the driveway to 99 Duncan Mill Road. Seniors, unassisted children and people with disabilities that are observed crossing are given a higher weighting by a

factor of two. The adjusted volume of pedestrians observed crossing was 19; of these, four experienced a delay greater than 10 seconds. The compliance level of the study results in relation to the warrant criteria is shown in Table 1 below.

Table 1: Pedestrian Crossover Warrant Criteria and Compliance at Duncan Mill Road and a point 200 metres east of Lesmill Road

<b>Criteria</b>	<b>Compliance</b>
Pedestrian Volume	5 percent
Pedestrian Delay	5 percent

In order to meet the warrant criteria, 100 percent compliance is required in both categories. Based on the results of the study, a PXO is not technically justified as the compliance levels did not meet the minimum requirements.

In addition to the technical criteria, consideration is given to the surrounding area and the collision history and in some cases engineering judgement may be applied to recommend a PXO even if the number of pedestrians does not meet the threshold of the technical warrants.

Staff's review of the collision history and surrounding area did not disclose any other environmental factors that would warrant a PXO at this location. Collision statistics provided by the Toronto Police Service for the three-year period ending December 31, 2024 disclosed that there were no reported collisions involving pedestrians on Duncan Mill Road, between Lesmill Road and Valleybrook Drive.

Based on the above results, the installation of a PXO at this location is not justified due to insufficient pedestrian volume and delays.

The TTC has been consulted but has not yet provided feedback on this request at the timing of writing this report.

### **Other Considerations**

If, despite the findings above, City Council decides to proceed with installing a PXO, the following impacts should be noted:

- There will be a loss of approximately eight parking spaces on the north side of Duncan Mill Road, outside the times of the peak period parking prohibitions, associated with the installation of a PXO.
- There is potential for increases in delays to transit service on Duncan Mill Road.
- There will be a loss of three city owned trees on the boulevard in the vicinity of 99 Duncan Mill Road.

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

## **CONTACT**

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## **SIGNATURE**

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

## **ATTACHMENTS**

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Attachment 1: Map - Pedestrian Crossing Protection - Duncan Mill Road

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