REPORT FOR ACTION

Mid-Block Pedestrian Traffic Control Signal - O'Connor Drive, at a point 145 metres north of Sunrise Avenue

Date: November 18, 2025
To: North York Community Council
From: Director, Planning, Design and Management, Transportation Services
Wards: Ward 16, Don Valley East

SUMMARY

As the Toronto Transit Commission (TTC) operates transit service on O'Connor Drive, City Council approval of this report is required.

Transportation Services is requesting approval to install a mid-block pedestrian traffic control signal on O'Connor Drive, at a point 145 metres north of Sunrise Avenue. A traffic control signal will provide enhanced safety for all road users and installation is justified based on the assessment undertaken.

RECOMMENDATIONS

The Director, Planning, Design and Management, Transportation Services recommends that:

1. City Council authorize the installation of a mid-block pedestrian traffic control signal on O'Connor Drive, at a point 145 metres north of Sunrise Avenue.

FINANCIAL IMPACT

The estimated cost for installing a mid-block pedestrian traffic control signal on O'Connor Drive, at a point 145 metres north of Sunrise Avenue is approximately $200,000.00. Funding is available for the project, categorized as health and safety, in the 2025-2034 Capital Budget and Plan for Transportation Services.

DECISION HISTORY

This report addresses a new initiative.

COMMENTS

Transportation Services, in coordination with the TTC, is proactively investigating locations with mid-block TTC bus stops that are considered to pose a higher risk to pedestrians. One of the safety improvements considered during these investigations is the installation of new traffic control signals.

O'Connor Drive north of Sunrise Avenue is a wide arterial road with several lanes of traffic, high travel speeds, and long distances between signalized crossing opportunities, which all contribute to defining a high-risk mid-block crossing. As part of a systemic review, the bus stop at O'Connor Drive north of Sunrise Avenue was identified as an operationally important bus stop without a protected crossing opportunity. Mid-block crossings are the most prevalent type of pedestrian collisions resulting in serious injuries or fatalities, accounting for 29% of these incidents in the city.

Existing Conditions

O'Connor Drive is characterized by the following conditions:

- It is a four lane, north-south, major arterial roadway;
- It operates two-way traffic on a pavement width of approximately 15 metres;
- The daily two-way traffic volume is approximately 15,000 vehicles;
- The posted speed limit is 50 km/h;
- Heavy trucks are permitted at all times;
- There is TTC service provided by the 70 bus route; and
- There are sidewalks located on both sides of the roadway.

The proposed location for the traffic control signals, at a point 145 metres to the north of Sunrise Avenue, is characterized by the following conditions:

- Mid-block location with several private driveway access points;
- TTC bus stop on the east side of the road;
- Several high-rise residential buildings on the east side of the road; and
- Retirement residences including the Fountain View Care Community and Harmony Hills Care Community on the west side of the road.

The land use in the surrounding area is primarily mixed use, with both commercial and residential uses.

Adjacent traffic control signals are located at Victoria Park Avenue 385 metres to the north and at Sunrise Avenue 145 metres to the south.

A map of the area is included in Attachment 1.

Traffic Control Signals

To determine the need for traffic control signals at the mid-block of O'Connor Drive, at a point 145 metres north of Sunrise Avenue, staff rely on the justification criteria as outlined in the Ontario Traffic Manual (OTM) Book 12. The OTM justification criteria includes factors such as volume of vehicles and pedestrians, delay to cross traffic, and collision history. In addition to these technical justifications, staff also consider an environmental checklist, which includes consideration of 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.

As part of the investigation, staff conducted vehicle and pedestrian counts from November 5 to November 7, 2024 at the subject location. The results of the counts and collision hazard are summarized in Table 1. The "collision hazard" criterion is based on the number of collisions potentially preventable by the installation of traffic control signals. Collision history provided by the Toronto Police Service for the three-year period ending April 2025 disclosed zero (0) collisions at the subject location that were potentially preventable by the installation of traffic control signals.

Table 1: Warrant Compliance - O'Connor Drive, at a point 145 metres north of Sunrise Avenue

Justification	**Compliance level**
Minimum vehicular volume	n/a (mid-block location with no crossing traffic)
Delay to cross traffic (pedestrians and vehicles)	6%
Collision hazard	0%

To meet the numerical criteria for the installation of traffic control signals, one of the justifications must be 100 percent satisfied or both the minimum vehicular volume and delay to cross traffic justifications must be at least 80 percent satisfied. Based on the results in Table 1, the installation of traffic control signals is not numerically justified.

However, staff have noted the following environmental factors supporting the recommendation in this report:

- 520 metres between existing controlled pedestrian crossings on O'Connor Drive;
- The presence of a transit stop on the east side of O'Connor across from the retirement residences that may encourage mid-block pedestrian crossings;
- High-density residential housing on the east side of O'Connor Drive with primary access points in the vicinity of this mid-block location;

- Operating speeds on O'Connor Drive exceeding 50km/h - based on data collected on multiple days in April 2025, the 85th percentile speed for both northbound and southbound was 53km/h, and the 95th was 58km/h;
- The cross-section is four lanes wide on O'Connor Drive with two lanes of through traffic in both directions; and
- Curvature of O'Connor Drive north of the proposed location that may impede visibility between crossing pedestrians and people driving southbound.

In considering the above environmental factors, Transportation Services recommends the installation of traffic control signals on O'Connor Drive, at a point 145 metres north of Sunrise Avenue as it will provide enhanced safety for all road users, with a focus on the local senior population. Proximity to driveway access points will be mitigated in the design phase.

The TTC has been consulted and concurs with these findings.

Other Considerations

Transportation Services understands an equitable transportation system to be one that provides equal opportunity to all, taking social differences and access (e.g. income, race, gender) into consideration. This allows residents to benefit from a safe, comfortable public right-of-way, with multi-modal access to opportunities essential for human development, health, and social belonging, and to be protected from environmental, economic, and social burdens of the transportation system.

Installation of traffic control signals at locations where TTC bus stops are deemed operationally necessary facilitates safe and accessible crossing opportunities. Distance to nearby traffic control signals can often be a prohibitive barrier for individuals looking for a protected crossing to access a bus stop, leading to a greater risk of death or injury when crossing mid-block. While all people benefit from improved accessibility and road safety infrastructure, Transportation Services recognizes car-oriented environments create road safety risks, particularly to seniors, children, and people with disabilities. Traffic control signals are an important corrective measure for meeting the needs of these groups.

It should be noted that the installation of traffic control signals may increase delays to transit service on O'Connor Drive; however, Transportation Services and TTC staff consider this impact minimal compared to the safety benefits the proposed crossing protection would provide.

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

CONTACT

Sheyda Saneinejad
Manager, Vision Zero Projects
Planning, Design & Management
Transportation Services
416-392-5574
Sheyda.Saneinejad@toronto.ca

SIGNATURE

Jacquelyn Hayward
Director, Planning, Design & Management
Transportation Services

ATTACHMENTS

Attachment 1: Map - Mid-Block Pedestrian Traffic Control Signal - O'Connor Drive, at a point 145 metres north of Sunrise Avenue