

Pedestrian Crossing Protection - Huntingwood Drive at Ridgecrest Drive

Date: February 3, 2025

To: Scarborough Community Council

From: Director, Traffic Management, Transportation Services

Wards: Ward 22, Scarborough-Agincourt

SUMMARY

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

Scarborough Community Council directed Transportation Services to investigate the feasibility of installing a pedestrian crossover (PXO) on Huntingwood Drive at Ridgecrest Drive and report back to Scarborough Community Council in the first quarter of 2025.

Transportation Services has reviewed the need for pedestrian crossing protection on Huntingwood Drive at Ridgecrest Drive. Based on the assessment undertaken, Transportation Services is recommending the installation of a pedestrian crossover (PXO) on Huntingwood Drive. The proposed PXO will provide enhanced safety for vulnerable road users crossing at this location, destined to/from the park, church, and elementary schools in the adjacent area of Huntingwood Drive. This installation will require modifications to the infrastructure at this intersection, including one TTC platform, drainage, and trees.

RECOMMENDATIONS

The Director, Traffic Management, Transportation Services recommends that:

1. City Council authorize the installation of a pedestrian crossover at the intersection of Huntingwood Drive and Ridgecrest Drive.

FINANCIAL IMPACT

The estimated cost for installing a PXO is \$120,000.00.

The estimated cost of relocating one TTC bus platform on the south side of Huntingwood Drive at Ridgecrest Drive, along with the accompanying tree removals and drainage relocations, is \$125,000.00.

Funding would be subject to availability and competing priorities within the Transportation Services 2025 Interim Capital Budget.

DECISION HISTORY

Scarborough Community Council, at its meeting on November 1, 2024, adopted Item SC17.18 (Huntingwood Drive at Ridgecrest Drive - Pedestrian Crossover), reducing the speed limit on Huntingwood Drive from 50 km/h to 40 km/h. It also directed Transportation Services to investigate the feasibility of installing a pedestrian crossover (PXO) on Huntingwood Drive at Ridgecrest Drive and report back to Scarborough Community Council in the first quarter of 2025. The Scarborough Community Council decision can be found at:

[Agenda Item History - 2024.SC17.18](#)

City Council, at its meeting on December 15, 16 and 17, 2021, adopted Item IE26.10 (Cycling Network Plan - 2021 Cycling Infrastructure Installation - Fourth Quarter Update and the Future of the 2020 ActiveTO Cycling Network Projects), approving the installation of cycle tracks on Huntingwood Drive, between Victoria Park Avenue and Brimley Road. This installation occurred in 2023. The City Council decision can be found at:

[Agenda Item History - 2021.IE26.10](#)

COMMENTS

In response to the direction from Scarborough Community Council's adoption of Item SC17.18, Transportation Services staff reviewed the need to install pedestrian crossing protection (PXO) on Huntingwood Drive at Ridgecrest Drive. This request is to address concerns regarding pedestrian crossing safety at the subject intersection for pedestrians traveling to and from nearby pedestrian generators, including a park, church, and elementary schools.

Existing Conditions

Huntingwood Drive is characterized by the following conditions:

- It is an east-west minor arterial roadway

- It operates two-way traffic on a pavement width of approximately 15 metres
- A lane for general traffic and a cycle track is provided in each direction
- The daily two-way traffic volume is approximately 10,100 vehicles
- The speed limit is 40 km/h
- Heavy trucks are prohibited at all times
- There is TTC services provided by the 169A and 169B Huntingwood Drive to Scarborough Centre bus
- There are sidewalks located on both sides of the street

Ridgecrest Drive is characterized by the following conditions:

- It is a north-south local roadway
- It operates two-way traffic on a pavement width of approximately 8.5 metres
- The daily two-way traffic volume is approximately 1,100 vehicles
- The speed limit is 50 km/h. Transportation Services advises that the speed limit is planned to be reduced to 30 km/h on this street by 2026+, consistent with Item 2019.IE6.8 (Vision Zero 2.0 – Road Safety Plan Update).
- Heavy trucks are permitted at all times
- There is no TTC service provided on Ridgecrest Drive
- There are sidewalks located on both sides of the street

These two streets intersect to form a "T" type intersection, with right-of-way controlled by a stop sign for southbound traffic on Ridgecrest Drive, while Huntingwood Drive is uncontrolled free-flow.

The adjacent land use in this area is mainly residential, consisting of detached and semi-detached residential dwellings. Area generators of vulnerable road users include Bridlewood Park and Bridlewood Junior Public School to the south and New Life Christian Church and North Bridlewood Junior Public School to the north. The subject intersection is not within a Community Safety Zone.

The closest adjacent traffic controls are located approximately 350 metres to the east at Warden Avenue, in the form of traffic controls signals, and at approximately 200 metres to the west at Kilkenny Drive, in the form of a pedestrian crossover.

A map of the area is shown in Attachment 2.

Pedestrian Crossover (PXO)

To determine the need for a PXO on Huntingwood Drive at Ridgecrest Drive, 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 Huntingwood Drive, the warrants require a minimum of 318 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 September 26, 2024 which recorded the total volume and delays of pedestrians crossing Huntingwood Drive at Ridgecrest Drive. 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 86; of these, seven 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 on Huntingwood Drive at Ridgecrest Drive

Criteria	Compliance
Pedestrian Volume	27 percent
Pedestrian Delay	9 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.

Collision History

Staff also reviewed the collision history at this location. Collision statistics provided by the Toronto Police Service for the three-year period ending November 30, 2024, disclosed no collisions at the intersection of Huntingwood Drive and Ridgecrest Drive.

Contextual Consideration and Environmental Audit

The surrounding area provides contextual considerations that support a controlled crossing. Specifically, the following considerations support installing pedestrian crossing protection:

- Immediate access to the pedestrian path on the south side of Huntingwood Drive
- Pedestrian desire lines between north side of Huntingwood Drive and sites south along the pedestrian path (Bridlewood Park and Bridlewood Junior Public School)
- Pedestrian desire lines between south side of Huntingwood Drive and sites at the adjacent north area (New Life Christian Church and North Bridlewood Junior Public School)
- The presence of the TTC bus stops on both sides of Huntingwood Drive attract pedestrians to cross the street
- The presence of cycle tracks lanes on both sides of Huntingwood Drive, which create additional conflict points

- The long spacing to adjacent controlled crossings

Environmental safety characteristics were also evaluated to ensure that the installation of a PXO would be appropriate at this location. The evaluation met all the standards requirement except the existing bus stops located in the immediate area. Relocating these bus stops will address this.

Based on the contextual considerations and environmental evaluation, and after relocating the bus stops to meet the minimum spacing requirements between PXO and bus stops, a PXO would be a suitable type of pedestrian crossing protection at this location. Details of the evaluation are included in Attachment 1.

Although the technical warrants were not met, considering the above contextual and environmental factors, Transportation Services recommends the designation of this crossing through the approval of a PXO on Huntingwood Drive at Ridgecrest Drive.

TTC was advised of the proposed PXO installation on Huntingwood Drive at Ridgecrest Drive. TTC have responded that this will require the relocation of the adjacent eastbound bus shelter. Nonetheless, they have no objection in relocating the existing TTC bus shelter.

It should be noted that relocating one adjacent bus shelter will require the removal of two trees on the south side of Huntingwood Drive, as well as drainage relocation work.

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

CONTACT

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SIGNATURE

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ATTACHMENTS

Attachment 1: Environmental Safety Audit - PXO - Huntingwood Drive at Ridgecrest Drive

Attachment 2: Map - Pedestrian Crossover - Huntingwood Drive and Ridgecrest Drive

Attachment 1: Environmental Safety Audit - PXO - Huntingwood Drive at Ridgecrest Drive

Standard	Comments	Standard Met/Not Met
Vehicle operating speed less than 60 km/h	The posted speed limit on Huntingwood Drive is 40 km/h	Met
Not more than four lanes wide on a two-way street or more than three lanes wide on a one-way street	Huntingwood Drive operates with one lane in each direction, as well as cycle tracks	Met
Traffic volume not more than 35,000 vehicles per day	Huntingwood Drive carries approx. 10,100 vehicles per day	Met
No significant volume of turning movements	The volume of traffic turning to/from Huntingwood Drive is not significant (~5% of the total traffic at the intersection at the busiest 8 hours)	Met
No visibility problems exist for either pedestrians or motorists	There are no visibility problems at Huntingwood Drive and Ridgecrest Drive intersection for either pedestrians or motorists	Met
No loading zones (including TTC) in the immediate area	There is TTC bus service in the immediate area	Not met
No driveways or entrances nearby	There are no nearby driveways on Huntingwood Drive	Met
Spacing is not less than 200 metres to another pedestrian crossover or traffic control signal	There is a pedestrian crossover 200 metres towards the west on Huntingwood Drive at Kilkenny Drive	Met

Attachment 2: Map - Pedestrian Crossover - Huntingwood Drive and Ridgcrest Drive

