

Mid-Block Pedestrian Traffic Control Signal - Lawrence Avenue East, at a point 285 metres west of Kingston Road

Date: June 19, 2025

To: Scarborough Community Council

From: Director, Planning, Design and Management, Transportation Services

Wards: Ward 24, Scarborough-Guildwood

SUMMARY

As the Toronto Transit Commission (TTC) operates transit service on Lawrence Avenue East, City Council approval of this report is required.

Transportation Services is requesting approval to install a mid-block pedestrian traffic control signal on Lawrence Avenue East, at a point 285 metres west of Kingston Road. 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 Lawrence Avenue East, at a point 285 metres west of Kingston Road.

FINANCIAL IMPACT

The estimated cost for installing a mid-block pedestrian traffic control signal on Lawrence Avenue East, at a point 285 metres west of Kingston Road 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. The bus stops at Lawrence Avenue East west of Kingston Road were identified as part of a systemic review initiative as operationally important bus stops 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. Lawrence Avenue East west of Kingston Road was identified as 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.

Existing Conditions

Lawrence Avenue East is characterized by the following conditions:

- It is a six-lane, east-west, major arterial roadway, with an additional two-way left turn lane, and a bus bay in both directions;
- It operates two-way traffic on a pavement width of approximately 24 metres;
- The daily two-way traffic volume is approximately 27,258 vehicles;
- The posted speed limit is 50 km/h;
- Heavy trucks are permitted at all times;
- There is TTC service provided by the 54, 54A, and 354 bus routes; and
- There are sidewalks located on both sides of the roadway.

The proposed location for the traffic control signals, at a point 285 metres to the west of Kingston Rd, is characterized by the following conditions:

- Mid-block location with several private driveway access points;
- TTC bus stops on both sides of the road;
- Several high-rise residential buildings on the north side of the road; and
- Several businesses on the south side of the road, including a medical centre housing a pharmacy, walk-in clinic, and a medical testing facility.

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

Adjacent traffic control signals are located at Kingston Road 285 metres to the east and at Galloway Road 245 metres to the west.

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 Lawrence Avenue East, at a point 285 metres west of Kingston Road, staff first consider 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 two (2) collisions at the subject location that were potentially preventable by the installation of traffic control signals.

Table 1: Warrant Compliance - Lawrence Avenue East, at a point 285 metres west of Kingston Road

| Justification | Compliance level |
|---|------------------|
| Minimum vehicular volume | n/a |
| Delay to cross traffic (pedestrians and vehicles) | 22% |
| Collision hazard | 13% |

To meet the 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.

In regard to the environmental checklist, staff noted the following environmental factors:

- 530 metres between pedestrian crossing protection on Lawrence Avenue East;
- The presence of transit stops in both directions on Lawrence Avenue East that may encourage mid-block pedestrian crossings;

- Pedestrian generators in the immediate area, including a medical centre that caters to the older adult population and may encourage mid-block pedestrian crossings;
- High-density residential housing on the north side of Lawrence Avenue East with primary access points in the vicinity of this mid-block location;
- Operating speeds on Lawrence Avenue East exceeding 60km/h, from November 5 to November 7, 2024 the 85th percentile speed for both eastbound and westbound was 62km/h;
- The cross-section is seven lanes wide on Lawrence Avenue East with 3 lanes of through traffic in both directions and an additional two-way left turn lane on Lawrence Avenue East and;
- Green space on the north side of Lawrence Avenue East that includes the West Hill Park, St. Margaret's Parkette and the St Margaret's Anglican Church Cemetery

In considering the above environmental factors, Transportation Services recommends the installation of traffic control signals on Lawrence Avenue East, at a point 285 metres west of Kingston Road 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 Lawrence Avenue East; 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

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SIGNATURE

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ATTACHMENTS

Attachment 1: Map - Mid-Block Pedestrian Traffic Control Signal - Lawrence Avenue East, at a point 285 metres west of Kingston Road