

Traffic Control Signal - Kennedy Road and Brigstock Road

Date: June 19, 2025

To: Scarborough Community Council

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

Wards: Ward 21, Scarborough Centre

SUMMARY

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

Transportation Services is requesting approval to install a traffic control signal at the intersection of Kennedy Road and Brigstock 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 traffic control signal at the intersection of Kennedy Road and Brigstock Road.

FINANCIAL IMPACT

The estimated cost for installing a traffic control signal at the intersection of Kennedy Road and Brigstock Road is approximately \$250,000.00. 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 Kennedy Road and Brigstock 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. Kennedy Road at Brigstock 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

Kennedy Road is characterized by the following conditions:

- It is a four-lane, north-south, major arterial roadway, with an additional two-way left turn lane, and a bus bay in both directions; there is a dedicated northbound bus lane
- It operates two-way traffic on a pavement width of approximately 25 metres;
- The daily two-way traffic volume is approximately 38,500 vehicles;
- The posted speed limit is 50 km/h;
- Heavy trucks are permitted at all times;
- There is TTC service provided by the 43A, 43B, 43C and 343 bus routes; and
- There are sidewalks located on both sides of the roadway.

The proposed location for the traffic control signals at the intersection of Kennedy Road and Brigstock Road is characterized by the following conditions:

- T-intersection with Brigstock Road connecting on the west side of Kennedy Road;
- TTC bus stops on both sides of Kennedy Road; and
- Commercial plaza spaces on both sides of Kennedy Road (as part of the Kennedy Business Improvement Area), with residential neighbourhood access and sidewalk connections through Brigstock Road to the west.

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

Adjacent traffic control signals are located at Kennedy Road and Ellesmere Road 500 metres to the north and at Kennedy Road and Munham Gate 212 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 intersection of Kennedy Road and Brigstock 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 on November 30, 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 May 2025 disclosed six (6) collisions at the subject location that were potentially preventable by the installation of traffic control signals.

Table 1: Warrant Compliance - Kennedy Road and Brigstock Road

Justification	Compliance level
Minimum vehicular volume	14%
Delay to cross traffic (pedestrians and vehicles)	22%
Collision hazard	40%

To meet the justification 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:

- 712 metres between existing pedestrian controlled crossings on Kennedy Road;
- The presence of transit stops in both directions on Kennedy Road that encourage mid-block pedestrian crossings;
- Pedestrian generators in the immediate area, including retail stores and restaurants that may encourage mid-block pedestrian crossings;
- Kennedy Lodge Long-Term Care Home and townhomes located on the west side of Kennedy Road that support older adult populations;

- The residential housing on the west side of Kennedy Road with access from Brigstock Road;
- Operating speeds on Kennedy Road exceeding 60km/h - from May 9 to May 15, 2023 (before the implementation of the northbound bus lane) the 85th percentile speed for both northbound and southbound was 63km/h;
- The cross-section is seven lanes wide with two lanes of through traffic in each direction, a two-way left turn lane, and bus bays in both directions on Kennedy Road; and
- Dorset Park green space with a primary access point from Brigstock Road.

In considering the above environmental factors, Transportation Services recommends the installation of a traffic control signal at the intersection of Kennedy Road and Brigstock 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 Kennedy Road; 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 - Traffic Control Signals - Kennedy Road and Brigstock Road