

## **Pedestrian Crossing Protection - Grand Avenue and Algoma Street**

**Date:** March 13, 2026

**To:** Etobicoke York Community Council

**From:** Director, Enforcement and Street Management, Transportation Services

**Wards:** Ward 3 - Etobicoke - Lakeshore

### **SUMMARY**

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

Transportation Services has reviewed the need for pedestrian crossing protection at Grand Avenue and Algoma Street. Based on the assessment undertaken, Transportation Services does not recommend the installation of pedestrian crossing protection at Grand Avenue and Algoma Street as the warrant criteria was not met for either a pedestrian crossover (PXO) or traffic control signals.

### **RECOMMENDATIONS**

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The Director, Enforcement and Street Management, Transportation Services recommends that:

1. City Council not authorize the installation of traffic control signals at the intersection of Grand Avenue and Algoma Street.
2. City Council not authorize the installation of a pedestrian crossover at the intersection of Grand Avenue and Algoma Street.

### **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 the recommendation in this report and authorizes the installation of pedestrian crossing protection at Grand Avenue and Algoma Street, the estimated cost would range from \$130,000 to \$250,000.00 depending on whether a PXO or traffic control signals are recommended. Funding would be subject to availability and competing priorities within the Transportation Services 2026 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 area residents, to review the need for pedestrian crossing protection on Grand Avenue at the intersection of Algoma Street.

### **Existing Conditions**

Grand Avenue is characterized by the following conditions:

- It is a two-lane, north-south, collector roadway
- It operates two-way traffic on a pavement width of approximately 8.5 metres
- The daily two-way traffic volume is approximately 2,700 vehicles
- The speed limit is 40 km/h
- Heavy trucks are prohibited 7:00 p.m. to 7:00 a.m.
- There is TTC service provided by the 76 Royal York South bus, and 80b Queensway bus
- There are sidewalks located on both sides of the street
- Grand Avenue Park is located on the east side of Grand Avenue opposite Algoma Street
- North/South traffic on Grand Avenue is free-flow and eastbound traffic on Algoma Street is stop controlled.

The adjacent land use in this area is primarily single family residential.

An all-way stop is located approximately 90 metres to the north at Manitoba Street.

A map of the area is shown in Attachment 1.

Transportation Services has reviewed the need for either a PXO or traffic control signals at this location to determine if either device should be recommended as an appropriate pedestrian crossing protection.

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

To determine the need for a PXO at Grand Avenue and Algoma Street, 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 Grand Avenue, the warrants require a minimum of 800 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 November 15, 2022 which recorded the total volume and delays of pedestrians crossing at Algoma Street. 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 44; of these, 2 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. A turning movement study conducted in 2023 did record a higher pedestrian volume crossing Grand Avenue at Algoma Street but did not record pedestrian delays. Both the crossing volume and projected delays would still not satisfy the minimum requirements to warrant a PXO at this location. The increase in crossings may be attributed to additional usage of the Grand Avenue Park.

Table 1: Pedestrian Crossover Warrant Criteria and Compliance at Grand Avenue and Algoma Street

<b>Criteria</b>	<b>Compliance</b>
Pedestrian Volume	6 percent
Pedestrian Delay	0 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 June 30, 2025 disclosed no reported collisions at the area of Grand Avenue and Algoma Street that involved crossing pedestrians.

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

### **Traffic Control Signals**

To determine the need for traffic control signals at the intersection Grand Avenue and Algoma Street, staff rely on the justification criteria as outlined in the 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 consider an environmental checklist which includes consideration of road width, posted speed limit, vehicle operating speeds, adjacent land uses, pedestrian desire lines and demographics, presence of a transit stop, sight lines, and distance between existing crossing opportunities.

Staff conducted vehicle and pedestrian counts at the subject intersection on December 5, 2023. Collision history provided by the Toronto Police Service for the three-year period ending June 30, 2025 disclosed one collision at the subject intersection that was potentially preventable by the installation of traffic control signals. The results of the

counts and collision hazard are summarized in Table 2. The "Collision hazard" criterion is based on the number of collisions potentially preventable by the installation of traffic control signals.

Table 2: Warrant Compliance - Grand Avenue and Algoma Street

<b>Justification</b>	<b>Compliance level</b>
Minimum vehicular volume	8%
Delay to cross traffic (pedestrians and vehicles)	32%
Collision hazard	7%

To meet the technical 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 2, the installation of traffic control signals is not justified.

In regards to the environmental checklist, staff completed an assessment and determined that there are no other environmental or external factors that would justify the need for traffic control signals at this time.

Transportation Services does not recommend the installation of traffic control signals as they are not justified based on the technical and environmental criteria that was evaluated.

The TTC has been consulted and concur with the results that additional crossing protection is not warranted. However, should additional crossing protection be approved, they may incur additional delays to bus service.

### **Other Considerations**

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

- There is potential for increase in delays to transit service on Grand Avenue.

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

### **CONTACT**

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## **SIGNATURE**

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Mike Barnet, P. Eng.  
Director, Enforcement and Street Management, Transportation Services

## **ATTACHMENTS**

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Attachment 1: Map - Pedestrian Crossing Protection - Grand Avenue and Algoma Street

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