

Pedestrian Crossing Protection - The East Mall and West Deane Park Drive

Date: March 13, 2026

To: City Council

From: Director, Enforcement and Street Management, Transportation Services

Wards: Ward 2 - Etobicoke Centre

SUMMARY

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

Transportation Services is requesting approval to install traffic control signals on The East Mall approximately 35 metres north of West Deane Park Drive. The traffic control signals will provide enhanced safety for all road users and is justified based on the assessment undertaken.

RECOMMENDATIONS

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

1. City Council authorize the installation of traffic control signals on The East Mall, approximately 35 metres north of West Deane Park Drive.

FINANCIAL IMPACT

The estimated cost for installing traffic control signals on The East Mall, approximately 35 metres north of West Deane Park Drive is \$170,000.00. Funding would be subject to availability and competing priorities within the Transportation Services 2026 Capital Budget.

DECISION HISTORY

At its meeting on June 25 and 26, 2025, City Council adopted Item mm31.8 - "East Mall Bus 111Route Public Consultation" and, in so doing, directed Transportation Services to prioritize a coordinated review of the intersection of The East Mall and West Deane Park Drive to assess the opportunity to install pedestrian crossing protection and safety features, a crosswalk or signal, and to better accommodate a larger bus stop pad, and to seek necessary approvals, including through a report to Council.

COMMENTS

Transportation Services was requested by City Council to investigate the feasibility of installing pedestrian crossing protection on The East Mall in the area of West Deane Park Drive.

Existing Conditions

The East Mall is characterized by the following conditions:

- It is a four lane, north-south, minor arterial roadway south of West Deane Park Drive
- It is a two lane north-south, collector roadway north of West Deane Park Drive
- It operates two-way traffic on a pavement width of between 10 and 15 metres
- The daily two-way traffic volume is approximately 7000 vehicles
- The speed limit is 50 km/h
- Heavy trucks are prohibited at all times
- There is TTC service provided by the 111 East Mall bus
- There are sidewalks located on the east side of the street

North/south traffic on The East Mall is free-flow and westbound traffic on West Deane Park Drive is stop-controlled.

The adjacent land use in this area is primarily residential. Josyf Cardinal Slipyj elementary school is located on West Deane Park Drive east of The East Mall. TTC bus stops are located on The East Mall at West Deane Park Drive.

The closest adjacent traffic controls are located approximately 425 metres to the south in the form of a PXO and approximately 1.5 km to the north at Eglinton Avenue West in the form of a traffic control signal.

A map of the area is shown in Attachment 2.

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 The East Mall and West Deane Park 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 The East Mall, the warrants require a minimum of 425 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 16, 2025 which recorded the total volume and delays of pedestrians crossing at The East

Mall near West Deane Park 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 47; of these, 21 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 at The East Mall and West Deane Park Drive

Justification	Compliance
Pedestrian Volume	10 percent
Pedestrian Delay	28 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 both the pedestrian volume and delays fail to satisfy the minimum requirements.

Staff also reviewed the collision history 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 The East Mall and West Deane Park Drive that involved crossing pedestrians.

In addition to the technical criteria, consideration of the surrounding area is given and in some cases engineering judgement may be applied to recommend a PXO even if the number of pedestrians do not meet the threshold of the technical warrants. Due to spacing between crossing being approximately 2.0 km, Transportation Services is recommending the installation of pedestrian crossing protection on The East Mall in the area of West Deane Park Drive.

An environmental safety audit was completed to ensure that the installation of a PXO would be appropriate at this location. Details of the evaluation are included in Attachment 1. Based on the evaluation, a PXO would not be a suitable type of pedestrian crossing protection at this location because the recorded operating speed on The East Mall exceeded the recommended threshold.

Traffic Control Signals

To determine the need for traffic control signals at the intersection of The East Mall and West Deane Park Drive, staff rely on 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, 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 on September 16, 2025 at the subject intersection. 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 would be potentially preventable with 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 - The East Mall and West Deane Park Drive

Justification	Compliance level
Minimum vehicular volume	32%
Delay to cross traffic (pedestrians and vehicles)	56%
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 warranted.

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

- the long spacing between pedestrian crossing protection on The East Mall;
- the presence of transit stops in both directions on The East Mall that attract pedestrians to cross the street; and
- the pedestrian generators in the immediate area, including TTC bus stops and an elementary school/daycare on West Deane Park Drive east of the subject intersection.

In considering the above environmental factors, Transportation Services recommends the installation of traffic control signals on The East Mall approximately 35 metres north of West Deane Park Drive, as it will provide enhanced safety for all road users. However, given the proximity of this location to Highway 427, the traffic control signals installation will also be subject to the Ministry of Transportation approval.

Several geometric factors including the lack of municipal boulevard on the west side of The East Mall at the intersection of West Deane Park Drive, the Highway 427 noise wall and TTC bus platform standards, resulted in the selection of the proposed location just north of the intersection of West Deane Park Drive.

The TTC has been consulted and concurs with these findings and in conjunction with the installation of the traffic control signals, TTC will be relocating the southbound bus stop to immediately north of the proposed traffic control signals. Relocating the southbound stop will improve customer safety by providing them with a protected pedestrian crossing and a bus stop platform that satisfies their current standards.

Other Considerations

It should also be noted that the installation of a traffic control signal on The East Mall north of West Deane Park Drive will result in the following impacts:

- There is potential for increase in delays to transit service on The East Mall

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

CONTACT

Shawn Dillon, Manager Traffic Operations (Area 2), Transportation Services, 416-394-8409, Shawn.Dillon@toronto.ca

SIGNATURE

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

ATTACHMENTS

Attachment 1: Environmental Safety Audit - PXO - The East Mall near West Deane Park Drive
Attachment 2: Map - Pedestrian crossing Protection - The East Mall and West Deane Park Drive

Attachment 1: Environmental Safety Audit - PXO - The East Mall near West Deane Park Drive

Standard	Comments	Standard Met/Not Met
Vehicle operating speed less than 60 km/h	The speed limit on The East Mall is 50 km/h. The operating speed has been recorded in excess of 60km/h	Not Met
Not more than four lanes wide on a two-way street or more than three lanes wide on a one-way street	The East Mall operates with two lanes in each direction south of the subject intersection and one lane in each direction north of.	Met
Traffic volume not more than 35,000 vehicles per day	The East Mall carries approximately 7,000 vehicles per day.	Met
No significant volume of turning movements	The volume of traffic turning to/from The East Mall is moderate (approx. 384 vehicles over busiest eight hours)	Met
No visibility problems exist for either pedestrians or motorists	No vertical or horizontal curves.	Met
No loading zones (including TTC) in the immediate area	TTC stops are located on The East Mall at West Deane Park Drive.	Not Met
No driveways or entrances nearby	No driveways in the vicinity.	Met
Spacing is not less than 200 metres to another pedestrian crossover or traffic control signal	Mid-block PXO south of subject intersection - 425 metres south and at Eglinton Avenue West (TCS) - 1.5 km	Met

Attachment 2: Map - Pedestrian crossing Protection - The East Mall and West Deane Park Drive

