

## **Pedestrian Crossing Protection - Humberline Drive and Claireville Drive (south intersection)**

**Date:** May 7, 2026

**To:** Etobicoke York Community Council

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

**Wards:** Ward 1 - Etobicoke North

### **SUMMARY**

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

Transportation Services has reviewed the need for pedestrian crossing protection at Humberline Drive and Claireville Drive (south intersection). Based on the assessment undertaken, Transportation Services is recommending the installation of traffic control signals at Humberline Drive and Claireville Drive (south intersection). The traffic control signals will provide enhanced safety for vulnerable road users.

### **RECOMMENDATIONS**

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

1. City Council authorize the installation of traffic control signals at Humberline Drive and Claireville Drive (south intersection).
2. Subject to approval of Recommendation 1 above, City Council prohibit pedestrian crossings on Humberline Drive between the south curblines of Claireville Drive (south intersection) and a point 30.5 metres north of the north curb line of Claireville Drive (south intersection), in conjunction with the installation of traffic control signals.

### **FINANCIAL IMPACT**

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The estimated cost for installing traffic control signals at the intersection of Humberline Drive and Claireville Drive (south intersection) is \$300,000.00. Funding would be subject to availability and competing priorities within the Transportation Services 2027 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 Humberline Drive near Claireville Drive (south intersection). This request is to address the long distance between protected pedestrian crossings on Humberline Drive, which is approximately 1.3 kilometres, and enhance safety for pedestrians and transit users using the mid-block TTC bus stops.

### **Existing Conditions**

Humberline Drive is characterized by the following conditions:

- It is a four-lane, north-south, minor arterial roadway
- It operates two-way traffic on a pavement width of approximately 15 metres
- The daily two-way traffic volume is approximately 13,000 vehicles
- The speed limit is 50 km/h
- Heavy trucks are permitted at all times
- There is TTC service provided by the 96B Wilson Bus and Brampton Transit service is also provided on Humberline Drive
- There are sidewalks located on both sides of the street

Claireville Drive is characterized by the following conditions:

- It is a two-lane, north-south-east-west, local roadway
- It operates two-way traffic on a pavement width of approximately 12 metres
- The daily two-way traffic volume is approximately 3,000 vehicles
- The speed limit is 30 km/h
- Heavy trucks are permitted at all times
- There is TTC service provided by the 96B Wilson Bus
- There are sidewalks located on south side of the street

Humberline Drive and Claireville Drive (south intersection) form a 90-degree T-type three-leg intersection. Claireville Drive is stop-sign controlled while Humberline Drive is uncontrolled free-flow.

The adjacent land use in this area is comprised of commercial and industrial businesses. Toronto Fire Station 412 is located on the east side, opposite Claireville Drive (south intersection).

The closest adjacent traffic controls are located approximately 350 metres to the south at Finch Avenue West in the form of traffic control signals and approximately 1 kilometre north at Albion Road in the form of traffic controls signals.

A map of the area is included 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 Humberline Drive near Claireville Drive (south intersection), 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 Humberline Drive, the warrants require a minimum of 160 pedestrians crossing over eight hours. Also, based on the pedestrian crossing volume, at least 50 pedestrians must be delayed more than 10 seconds.

An eight-hour pedestrian volume and delay study was conducted on September 30, 2025, which recorded the total volume and delays of pedestrians crossing at Humberline Drive near Claireville Drive (south intersection). 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 22; of these, 15 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 Humberline Drive near Claireville Drive (south intersection)

<b>Justification</b>	<b>Compliance</b>
Pedestrian Volume	14 percent
Pedestrian Delay	N/A

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 technically not justified as both the pedestrian volume and delays have not met 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 December 31, 2025, disclosed no collisions at the area of Humberline Drive near Claireville Drive (south intersection) 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.

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 operating speed on Humberline Drive exceeds 60 km/h.

### Traffic Control Signals

To determine the need for traffic control signals at the intersection of Humberline Drive near Claireville Drive (south intersection), 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 30, 2025, at the subject intersection. Collision history provided by the Toronto Police Service for the three-year period ending December 31, 20205 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 - Humberline Drive near Claireville Drive (south intersection).

<b>Justification</b>	<b>Compliance level</b>
Minimum vehicular volume	38%
Delay to cross traffic (pedestrians and vehicles)	18%
Collision hazard	25%

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 noted the following environmental factors:

- the long spacing between pedestrian crossing protection on Humberline Drive;
- the presence of transit stops on Humberline Drive and Claireville Drive attract pedestrians to cross the street;

- BAPS Shri Swaminarayan located on Claireville Drive north/east of the subject intersection acts as a pedestrian generator, which attracts vulnerable pedestrians to cross Humberline Drive;
- the four-lane cross-section on Humberline Drive; and,
- a significant percentage of vehicle traffic being heavy trucks.

In considering the above environmental factors, Transportation Services recommends the installation of traffic control signals at Humberline Drive and Claireville Drive (south intersection) as it will provide enhanced safety for all road users. However, given the location of the fire hall driveway on the east side of the intersection and a commercial business's driveway immediately north of the fire hall driveway in which heavy vehicles were observed accessing the property, it was determined that a pedestrian crossing could not safely be accommodated on the north approach of the intersection. As a result, we are recommending that pedestrians be prohibited from crossing on the north side of the intersection.

The TTC has been consulted and concurs with these findings. At the time of writing this report they are not proposing any changes to the bus stop locations. However, they had indicated they were going to conduct a further review of potentially relocating the northbound stop on Humberline Drive, south of the subject intersection, to a far side location on Claireville Drive.

Although a final design has yet to be completed, it was noted that one city tree may be required to be removed to accommodate the installation of the traffic control signals.

## **Other Considerations**

It should be noted that the installation of traffic control signals will have the following additional impacts:

- There is potential for increase in delays to transit service on Humberline Drive.

The Ward Councillor has been advised of the recommendations 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: Environmental Safety Audit - PXO - Humberline Drive and Claireville Drive (south intersection)

Attachment 2: Map - Traffic Control Signals - Humberline Drive and Claireville Drive (south intersection)

Attachment 1: Environmental Safety Audit - Humberline Drive and Claireville Drive  
(south intersection)

<b>Standard</b>	<b>Comments</b>	<b>Standard Met/Not Met</b>
Vehicle operating speed less than 60 km/h	The operating speed on Humberline Drive is greater than 60 km/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	Humberline Drive operates with two lanes in each direction.	Met
Traffic volume not more than 35,000 vehicles per day	Humberline Drive carries approximately 13,000 vehicles per day.	Met
No significant volume of turning movements	The volume of traffic turning to/from Humberline Drive is significant (approx. 1,100 vehicles over busiest eight hours, many of which are heavy vehicles)	Not 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 south and west of the subject intersection.	Met
No driveways or entrances nearby	No driveways in the vicinity. Toronto Fire Hall is located opposite Claireville Drive.	Not Met
Spacing is not less than 200 metres to another pedestrian crossover or traffic control signal	Finch Avenue West (TCS) - 350 metres south Albion Road (TCS) - 1.0 kilometres north	Met

Attachment 2: Map - Traffic Control Signals - Humberline Drive and Claireville Drive (south intersection)

