

Pedestrian Crossing Protection - Kipling Avenue and Firwood Crescent

Date: June 18, 2026

To: Etobicoke York Community 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 Kipling Avenue, City Council approval of this report is required.

Transportation Services has reviewed the need for pedestrian crossing protection at Kipling Avenue and Firwood Crescent. Based on the assessment undertaken, Transportation Services is recommending the installation of traffic control signals at Kipling Avenue and Firwood Crescent. The traffic control signals will provide enhanced safety for vulnerable road users.

RECOMMENDATIONS

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

1. City Council authorize the installation of traffic control signals at the intersection of Kipling Avenue and Firwood Crescent.
2. Subject to approval of Recommendation 1 above, City Council prohibit pedestrian crossings on Kipling Avenue between the south curblane of Firwood Crescent and a point 30.5 metres north of the north curb line of Firwood Crescent, in conjunction with the installation of traffic control signals.

FINANCIAL IMPACT

The estimated cost for installing traffic control signals at Kipling Avenue and Firwood Crescent is \$180,000.00. Funding would be subject to availability and competing priorities within the Transportation Services 2027 Capital Budget.

DECISION HISTORY

This report addresses a new initiative.

COMMENTS

Transportation Services staff was requested by area residents, to review the need for pedestrian crossing protection on Kipling Avenue in the area of 1315 Kipling Avenue. This request is to address the long distance between protected pedestrian crossings on Kipling Avenue, which is approximately 1.1 kilometres, enhance safety for pedestrians and transit users using the mid-block TTC bus stops as well as providing access to CSI Church Toronto located at 1315 Kipling Avenue.

Existing Conditions

Kipling Avenue is characterized by the following conditions:

- It is a five-lane, north/south, major arterial roadway
- It operates two-way traffic on a pavement width of approximately 16.0 metres
- The daily two-way traffic volume is approximately 16,000 vehicles
- The speed limit is 50 km/h
- Heavy trucks are permitted at all times
- There is TTC service provided by bus route 45
- There are sidewalks located on both sides of the street

North/south traffic on Kipling Avenue is free-flow and eastbound traffic on Firwood Crescent is stop-controlled.

The adjacent land use in this area is residential. CSI Church Toronto driveway entrance is located on the east side of the subject intersection.

The closest adjacent traffic controls are located approximately 430 metres to the north at Princess Margaret Boulevard in the form of a traffic control signals and approximately 760 metres to the south at Rathburn Road in the form of traffic control signals.

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 Kipling Avenue and Firwood Crescent, 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 Kipling Avenue, the warrants require a minimum of 110 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 October 25, 2023, which recorded the total volume and delays of pedestrians crossing at Kipling Avenue and Firwood Crescent. 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 16; of these, 6 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 Kipling Avenue and Firwood Crescent

Justification	Compliance
Pedestrian Volume	15%
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 not technically justified as both the pedestrian volume and delays fail to meet 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 zero collisions at the area of Kipling Avenue and Firwood Crescent 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 recorded 85th percentile on Kipling Avenue exceeded 60 km/h and Kipling Avenue has a five-lane cross section.

Traffic Control Signals

To determine the need for traffic control signals at the intersection of Kipling Avenue and Firwood Crescent, 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 October 25, 2023, at the subject intersection. Collision history provided by the Toronto Police Service for the three-year period ending December 31, 2025, disclosed zero collisions at the subject intersection that were 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 - Kipling Avenue and Firwood Crescent

Justification	Compliance level
Minimum vehicular volume	18%
Delay to cross traffic (pedestrians and vehicles)	17%
Collision hazard	0%

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 Kipling Avenue (1.1 km)
- the presence of transit stops in both directions on Kipling Avenue that attract pedestrians to cross the street
- the pedestrian generator in the immediate area, CSI Church Toronto, which attract vulnerable pedestrians to cross the street; and
- the five-lane cross-section on Kipling Avenue, as well as the speed (67 km/h) of traffic using this street.

In considering the above environmental factors, Transportation Services recommends the installation of traffic control signals at Kipling Avenue and Firwood Crescent as it will provide enhanced safety for all road users.

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 nearby stops, which may involve merging/relocating stops closer to proposed traffic control signal.

Other Considerations

It should also be noted that the installation of a traffic control signals at Kipling Avenue and Firwood Crescent will result in the following impacts:

- There is potential for increase in delays to transit service on Kipling Avenue.
- There is potential to increase rear-end collisions at the subject intersection on Kipling Avenue

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

CONTACT

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SIGNATURE

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

ATTACHMENTS

Attachment 1: Environmental Safety Audit - PXO - Kipling Avenue and Firwood Crescent

Attachment 2: Map - Pedestrian Crossing Protection - Kipling Avenue and Firwood Crescent

Attachment 1: Environmental Safety Audit - PXO - Kipling Avenue and Firwood Crescent

Standard	Comments	Standard Met/Not Met
Vehicle operating speed less than 60 km/h	The operating speed (85th) on Kipling Avenue is 67 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	Kipling Avenue operates with two lanes in each direction with centre two-way left turn lane.	Not Met
Traffic volume not more than 35,000 vehicles per day	Kipling Avenue carries approximately 16,000 vehicles per day.	Met
No significant volume of turning movements	The volume of traffic turning to/from Kipling Avenue is moderate (approx. 445 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 Kipling Avenue at Prince George Drive	Met
No driveways or entrances nearby	Driveway for CSI Church Toronto located southeast side of intersection.	Not Met
Spacing is not less than 200 metres to another pedestrian crossover or traffic control signal	Prince George Drive (TCS) - 430 metres north Rathburn Road (TCS) - 760 metres south	Met

Attachment 2: Map - Pedestrian Crossing Protection - Kipling Avenue and Firwood Crescent

