

Pedestrian Crossing Protection - Brown's Line and Jellicoe Avenue

Date: June 18, 2026

To: Etobicoke York Community Council

From: Director, Enforcement and Street Management, Transportation Services

Wards: Ward 3 - Etobicoke - Lakeshore

SUMMARY

As the Toronto Transit Commission (TTC) operates a transit service on Brown's Line, City Council approval of this report is required.

Transportation Services has reviewed the need for pedestrian crossing protection on Brown's Line in the area of Jellicoe Avenue. Based on the assessment undertaken, Transportation Services is recommending the installation of a traffic control signals at Brown's Line and Jellicoe Avenue. 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 Brown's Line and Jellicoe Avenue.

FINANCIAL IMPACT

The estimated cost for installing traffic control signals at Brown's Line and Jellicoe Avenue is \$250,000.00. 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 the Ward Councillor, on behalf of area residents, to review the need for pedestrian crossing protection on Brown's Line at the intersection of Jellicoe Avenue.

Existing Conditions

Brown's Line is characterized by the following conditions:

- It is a four-lane, north-south, arterial roadway
- It operates two-way traffic on a pavement width of approximately 16 metres
- The daily two-way traffic volume is approximately 22,700 vehicles
- The speed limit is 50 km/h
- Heavy trucks are permitted at all times
- There is TTC service provided by the 110 Islington South and 123 Sherway bus
- There are sidewalks located on both sides of the street
- A pedestrian refuge island is located on Brown's Line just south of Jellicoe Avenue

North/South traffic on Brown's Line is free-flow and eastbound traffic on Jellicoe Avenue is stop controlled.

The adjacent land use in this area is primarily industrial on the east side and residential/commercial on the west side.

Traffic control signals are located approximately 300 metres to the north at Woodbury Road and approximately 525 metres south at Lake Shore Boulevard West.

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 Brown's Line and Jellicoe Avenue, 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 Brown's Line, the warrants require a minimum of 240 pedestrians crossing over eight hours. Also, based on the pedestrian crossing volume, at least 130 pedestrians must be delayed more than 10 seconds.

An eight-hour pedestrian volume and delay study was conducted on September 18, 2025 which recorded the total volume and delays of pedestrians crossing Brown's Line and the area of Jellicoe Avenue. 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 86; of these, 45 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 Brown's Line near Jellicoe Avenue

Justification	Compliance
Pedestrian Volume	36 percent
Pedestrian Delay	35 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 technically not justified as both the pedestrian volume and delays have failed 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 one collision in the area of Brown's Line and Jellicoe Avenue that involved crossing pedestrians.

Traffic Control Signals

To determine the need for traffic control signals at the intersection of Brown's Line and Jellicoe Avenue, staff rely on justification criteria as outlined in the OTM Book 12. The OTM justification criteria includes factors such as volume of vehicles, pedestrians and delay to cross traffic. However, Toronto City Council recently adopted amended warrant criteria from the OTM warrant for collisions, which places additional emphasis on killed and serious injury collisions. 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 December 31, 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. This collision involved a pedestrian crossing Brown's Line near Jellicoe Avenue and did result in the pedestrian receiving fatal injuries

Table 2: Warrant Compliance - Brown's Line and Jellicoe Avenue

Justification	Compliance level
Minimum vehicular volume	14%

Justification	Compliance level
Delay to cross traffic (pedestrians and vehicles)	42%
Collision hazard	100%

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 justified.

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

- the long spacing between pedestrian crossing protection on Brown's Line;
- the presence of transit stops in both directions on Brown's Line that attract pedestrians to cross the street; and
- the four-lane cross-section on Brown Line, as well as the speed and volume of traffic using this street.

In considering the above environmental factors, Transportation Services recommends the installation of traffic control signals at Brown's Line and Jellicoe Avenue as it will provide enhanced safety for all road users.

The TTC has been consulted and concurs with these findings.

Other Considerations

It should also be noted that the installation of a traffic control signals at Brown's Line and Jellicoe Avenue will result in the following impacts:

- There is potential for increase in delays to transit service on Brown's Line

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: Map - Traffic Control Signals - Brown's Line and Jellicoe Avenue

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