

The Peanut Streets Plan - Protected Pedestrian Crossings

Date: April 13, 2026

To: North York Community Council

From: Director, Enforcement & Street Management, Transportation Services

Wards: Ward 17

SUMMARY

In consultation with the local community, City staff developed a Neighbourhood Streets Plan for The Peanut neighbourhood. The plan investigated issues related to traffic, road safety, and active transportation. A report titled The Peanut Streets Plan, dated April 29, 2026, that details the recommendations in the plan has been submitted to the North York Community Council.

As part of The Peanut Streets Plan, protected pedestrian crossings are recommended at two locations on Don Mills Road and one location on Van Horne Avenue. As the Toronto Transit Commission (TTC) operates transit service on Van Horne Avenue and Don Mills Road, City Council approval of recommended changes on these streets is required.

RECOMMENDATIONS

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

1. City Council authorize the installation of a Pedestrian Crossover on Van Horne Avenue, at a point approximately 55 metres east of Deerford Road.
2. City Council authorize the installation of a Midblock Pedestrian Signal on Don Mills Road West, at a point approximately 135 metres north of Esterbrooke Avenue.
3. City Council authorize the installation of a Pedestrian Crossover at the left-turn channel on Don Mills Road West, at a point approximately 75 metres south of Van Horne Avenue.

FINANCIAL IMPACT

The estimated cost of installing a Midblock Pedestrian Signal (MPS) is \$200,000 including all civil work and signage changes. The estimated cost of installing a Pedestrian Crossover (PXO) is \$150,000 including all civil work and signage changes. Up to two Pedestrian Crossovers and one Midblock Pedestrian Signal are recommended, a total cost of \$500,000 phased over multiple implementation years.

Funding is available for these capital projects categorized as a Health & Safety in the approved 2026-2035 Capital Budget and Plan for Transportation Services.

DECISION HISTORY

This report addresses a new initiative.

COMMENTS

In consultation with the local community, staff developed a Neighbourhood Streets Plan for The Peanut neighbourhood. This report is a companion to a report to North York Community Council titled The Peanut Streets Plan, dated April 29, 2026, which outlines the full Peanut Streets Plan, including recommendations to improve safety for vulnerable road users, speed management, and transportation options.

Based on comments received from residents through the Peanut Streets Plan consultation, a key concern identified was the lack of direct and safe protected pedestrian-crossing opportunities within the neighbourhood. Staff reviewed locations across the neighbourhood considering City Policies & Programs and conducted technical research and analysis. Three locations were identified where the introduction of new protected pedestrian crossings is recommended.

Existing Conditions

Don Mills Road is a high-volume, north–south major arterial that borders The Peanut neighbourhood. Within the “peanut-shaped” area bounded by Don Mills Road West, Don Mills Road East, Van Horne Avenue to the north, and Esterbrook Avenue and Fairview Mall Drive to the south, there are several important community destinations, including a church, park, community centre, schools, and a shopping plaza. Pedestrian activity is high throughout the day, with people of all ages crossing to and from the neighbourhood to access these destinations. Enhancing crossing opportunities along Don Mills Road would support safer and more direct pedestrian movement in this area.

Van Horne Avenue is a collector roadway that generally runs east–west between Victoria Park Avenue and Leslie Street. A need for a pedestrian crossing was identified at the location where the Hobart Park Trail, north of Van Horne Avenue, connects with the Godstone Park Trail to the south. In addition to serving this important trail

connection, TTC bus stops are located on both sides of the roadway, resulting in regular pedestrian crossings at this location.

Proposed Changes

Transportation Services recommends implementing three new crossings in the neighbourhood:

- **A Pedestrian Crossover at Van Horne Avenue**, approximately 55 metres east of the intersection of Van Horne Avenue and Deerford Road at the trail heads of Hobart Park trail and Godstone Park trail:
 - The numerical justification for a protected pedestrian crossing was met at this location.
 - Residents also identified this segment of Van Horne Avenue as a concern due to the lack of protected crossing options along the approximately 660 metre stretch between Don Mills Road and Kingslake Road.
 - The proposed pedestrian crossover aligns with a continuous trail connection that runs from Seneca Hill Drive in the north, through nearby schools and parks, and continues south to Godstone Road, creating a strong and consistent pedestrian desire line across Van Horne Avenue.
 - In addition, there are TTC bus stops located on both sides of this corridor, which further contribute to pedestrian activity and crossing demand.
 - The combination of warrant compliance, trail-related pedestrian volumes, transit-generated foot traffic, and the absence of safe crossing opportunities along this segment supports the recommendation for a pedestrian crossover at this location.
- **A Midblock Pedestrian Signal at Don Mills Road West**, approximately 135 metres north of the intersection of Fairview Mall Drive, Esterbrook Avenue and Don Mills Road at the trail head north of 20 Esterbrook Avenue:
 - The numerical justification for a protected pedestrian crossing was not met at this location; the recommendation for a crossing is based on professional judgement of contextual information considered through the planning study.
 - The large gaps between protected pedestrian accesses to the main island of The Peanut Neighbourhood were identified as a major concern by participants during Phase 1 of the public consultation. The length of this section of Don Mills Road West between two protected crossings is approximately 450 metres.
 - In addition to the long spacing between existing protected crossings on the south-west side of Don Mills Road, this location serves as a trailhead providing direct access to a community centre, park, schools, and a shopping plaza.
 - Technical analysis confirmed a strong pedestrian desire line in the south-west area of the main island. Site visits and field observations recorded more than 300 pedestrian crossings at this location over a 12-hour period, with a significant proportion appearing to be school-aged children.
 - When combined with the roadway classification and the high volumes of both vehicles and pedestrians, contextual and environmental factors make this an appropriate and strategic location for a new midblock pedestrian signal.

- **A Pedestrian Crossover at Don Mills Road West**, approximately 75 metres south of Van Horne Avenue, between the concrete island and the pedestrian access to the shopping centre:
 - The numerical justification for a protected pedestrian crossing was not met at this location; the recommendation for a crossing is based on professional judgement of contextual information considered through the planning study.
 - This area was identified as a significant pedestrian desire line and was observed to be heavily used by pedestrians. During a 12-hour observation period, more than 800 pedestrians were recorded crossing between the island located south of Van Horne Avenue and the shopping plaza to the south. Of those observed, over 40% were children, teenagers, and older adults, and several individuals using mobility-assistance devices were noted. Vehicle volumes were also assessed at this location, with a total of 598 vehicles observed travelling along the roadway during an 8-hour count period conducted on a different day.
 - During site observations, vehicles were frequently observed yielding and stopping for pedestrians crossing at this location. This observed behaviour indicates an established and expected pedestrian crossing pattern. The introduction of a protected crossing at this location would formalize existing pedestrian movements, improve predictability, and enhance safety for all road users.
 - These pedestrian demographics, combined with the high pedestrian volumes and existing vehicular speeds and traffic levels at this location, indicate a clear need for a safe and protected crossing to improve accessibility and reduce exposure to risk.
 - The proposed crossing would support and complete an additional accessibility improvement identified for the area, located at the southern leg of the Van Horne Avenue and Don Mills Road intersection. This recommendation is discussed in greater detail in the companion report.

Figure 1 illustrates the locations of the three proposed crossings.

Figure 1: Proposed Crossing Locations



The Ward Councillor has been advised of the recommendations of this staff report.

CONTACT

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SIGNATURE

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ATTACHMENTS

None