

Pedestrian Crossing Protection - Homestead Road, at a point 275 metres north of Coronation Drive

Date: March 16, 2026

To: Scarborough Community Council

From: Director, Enforcement and Street Management, Transportation Services

Wards: Ward 25, Scarborough Rouge Park

SUMMARY

This staff report is about a matter that Community Council has delegated authority from City Council to make a final decision.

Transportation Services has reviewed the need for pedestrian crossing protection on Homestead Road, between Coronation Drive and Skelding Court. Based on the assessment undertaken, Transportation Services is recommending the installation of a pedestrian crossover (PXO) at Homestead Road, approximately 275 metres north of Coronation Drive. The PXO will provide enhanced safety for vulnerable road users.

RECOMMENDATIONS

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

1. Scarborough Community Council authorize the installation of pedestrian crossover at Homestead Road, at a point 275 metres north of Coronation Drive.

FINANCIAL IMPACT

The estimated cost for installing a PXO and all associated work at Homestead Road between Coronation Drive and Skelding Court is \$120,000.00. Funding would be subject to availability and competing priorities within the Transportation Services 2026 Capital Budget.

DECISION HISTORY

Scarborough Community Council, at its meeting on November 27, 2025, adopted Item SC27.21 (Homestead Avenue - Request for Pedestrian Crossover Investigation and Reporting) requesting Transportation Services to investigate the feasibility of installing pedestrian crossing protection on Homestead Road, between 96 Homestead Road and Skelding Court, and report back to Scarborough Community Council with the review of findings and recommendations in second quarter of 2026. The Scarborough Community Council decision can be found at:

[Agenda Item History - 2025.SC27.21](#)

Scarborough Community Council, at its meeting on April 4, 2024, adopted Item SC12.14 (Parking Amendments - Homestead Road, between Coronation Drive and Skelding Court) prohibiting parking at all times on the east side of Homestead Road, between Coronation Drive and a point 28 metres south of Skelding Court, and directing the installation of a painted edge line in this section. The Scarborough Community Council decision can be found at:

[Agenda Item History - 2024.SC12.14](#)

COMMENTS

Transportation Services staff were requested by the Ward Councillor, on behalf of area residents, to review the need for pedestrian crossing protection on Homestead Road, between Coronation Drive and Skelding Court.

Existing Conditions

Homestead Road, between Coronation Drive and Skelding Court, is characterized by the following conditions:

- It is a two-lane, north-south, local roadway
- It operates two-way traffic on a pavement width that varies from approximately 6.6 metres to 8.1 metres
- The daily two-way traffic volume is approximately 1,100 vehicles
- The speed limit is 40 km/h
- Heavy trucks are prohibited at all times
- There is no Toronto Transit Commission (TTC) service provided
- There are sidewalks located on the east side of the street, between Skelding Court and a point 28 metres south. The remaining section, approximately 535 metres in length, has no sidewalk on either side
- In the road section without a sidewalk, a painted edge line has been installed on the east side to help delineate the area where pedestrians may be walking

The adjacent land use in this area is generally comprised of residential dwellings, Heron Park Community Centre, Toronto Public Library, Athletic Field, Joseph Brant Public School, and walking trails. The subject section of Homestead Road is not within a Community Safety Zone.

A map of the area is shown in Attachment 2.

Pedestrian Crossover (PXO)

To determine the need for a PXO at Homestead Road, between Coronation Drive and Skelding Court, staff rely on the justification criteria as outlined in the Ontario Traffic Manual (OTM) Book 12. The OTM justification criteria include two main factors: the volume of vehicles and pedestrians; and pedestrian delay to cross traffic. Based on the traffic volume on the subject section of Homestead Road, the warrant requires a minimum of 1,500 vehicles over eight hours. Depending on vehicular volumes, the warrant requires a certain amount of pedestrians crossing over eight hours and being delayed more than ten seconds.

During a Joseph Brant Public School walkabout led by Green Communities on October 15, 2025, it was observed that students predominantly cross Homestead Road at two locations:

- North location, between 127 and 129 Homestead Road, where a pathway on the east side provides access to Joseph Brant Public School
- South location, between 96 and 108 Homestead Road, where a pathway on the west side connects to Piperbrook Crescent/Deekshill Drive

Staff conducted studies at both locations.

North Location

Eight-hour pedestrian volume and delay studies were conducted on Homestead Road on November 13, 2025. The studies recorded the total volume and delays of pedestrians crossing Homestead Road in the vicinity of the pathway that provides access to Joseph Brant Public School. 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 290; of these, 11 experienced a delay greater than 10 seconds. No individual with disabilities, unassisted children or seniors were observed.

South Location

Eight-hour pedestrian volume and delay studies were conducted on Homestead Road on September 30, 2025. The studies recorded the total volume and delays of pedestrians crossing Homestead Road in the vicinity of the pathway that connects to Piperbrook Crescent/Deekshill 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 100; of these, four experienced a delay greater than 10 seconds. No individual with disabilities or seniors were observed.

The compliance level of the study results in relation to the warrant criteria at both the north and south locations are shown in Table 1 below.

Table 1: Pedestrian Crossover Warrant Criteria and Compliance on Homestead Road at North and South Locations

Justification	Compliance Level	
	North Location	South Location
Pedestrian Volume	0%	0%
Pedestrian Delay	14%	0%

In order to meet the technical warrant criteria, 100 percent compliance is required in both categories. Due to vehicular volumes being below the warrant requirements (1,500 vehicles over eight hours), the pedestrian volume criteria is not defined and produced 0 percent compliance results. Based on technical warrant analysis, a PXO is not technically justified in either location.

Collision statistics provided by the Toronto Police Service for the three-year period ending February 11, 2026, disclosed that no collisions had occurred within the subject segment of Homestead Road.

Notwithstanding the numeric warrants not being met, in view of the potential safety and connectivity concerns in the subject section of Homestead Road, Transportation Services further considered the installation of a pedestrian crossover on Homestead Road for the following reasons:

- Immediate access to the pedestrian path on the east side that provides access to Joseph Brant Public School
- Immediate access to the pedestrian path on the west side that connects to the neighbourhood west of Homestead Road
- Pedestrian desire lines between west and east sides of Homestead Road
- Notable volumes of vulnerable pedestrians
- The long spacing to adjacent controlled crossings
- Although the technical warrants were not fully met, there is a significant number of pedestrians crossing at this location.

Following additional community consultation, the south location was confirmed as the preferred option for a PXO installation. It is acknowledged that the pedestrian crossing volumes were higher at the north location. However, the intended operation of the PXO should consolidate all the pedestrian crossings of Homestead Road, particularly for school-age children travelling east-west between the two pedestrian walkways.

- Eastbound pedestrians would exit the south pathway, cross with the proposed PXO, and walk on the east side of Homestead Road to access the north pathway location
- Westbound pedestrians would exit the north pathway, walk on the east side of Homestead Road to access the south pathway location and the cross with the proposed PXO

Environmental safety characteristics were also evaluated to ensure that the installation of a PXO would be appropriate at this location. Based on the evaluation, a PXO would be a suitable type of pedestrian crossing protection. The only criteria not met is the proximity of driveways, but movements will be minimal and should not impact the potential PXO's operation. Details of the evaluation are included in Attachment 1.

Based on the existing volumes and the above noted contextual considerations, which include the network connectivity and presence of vulnerable road users, Transportation Services recommends the designation of the pedestrian-controlled crossing through the approval of a PXO at Homestead Road, at a point 275 metres north of Coronation Drive.

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

CONTACT

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SIGNATURE

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ATTACHMENTS

Attachment 1: Environmental Safety Audit - PXO – Homestead Road (North and South Locations)

Attachment 2: Map – Pedestrian Crossover – Homestead Road, at a point 275 metres north of Coronation Drive

Attachment 1: Environmental Safety Audit - PXO - Homestead Road (North and South Locations)

Standard	Comments	Standard Met/Not Met
Vehicle operating speed less than 60 km/h	The posted speed limit on Homestead Road is 40 km/h.	Met
Not more than four lanes wide on a two-way street or more than three lanes wide on a one-way street	Homestead Road operates with one lane in each direction.	Met
Traffic volume not more than 35,000 vehicles per day	Homestead Road carries approximately 1,100 vehicles per day.	Met
No significant volume of turning movements	Minimal movements from adjacent residential driveways.	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	No loading zones and TTC stops.	Met
No driveways or entrances nearby	<p>Driveway on east side approximately 5m in the vicinity (south location).</p> <p>Driveway on east side approximately 7.5m in the vicinity (north location).</p>	Not Met

Standard	Comments	Standard Met/Not Met
<p>Spacing is not less than 200 metres to another pedestrian crossover or traffic control signal</p>	<p>South location: There is a stop-controlled intersection at Lawrence Avenue East and Homestead Road – 440 metres north</p> <p>There is a stop-controlled intersection at Coronation Drive and Homestead Road – 280 metres south</p> <p>North location: There is a stop-controlled intersection at Lawrence Avenue East and Homestead Road – 240 metres north</p> <p>There is a stop-controlled intersection at Coronation Drive and Homestead Road – 470 metres south</p>	<p>Met</p>

Attachment 2: Map – Pedestrian Crossover – Homestead Road, at a point 275 metres north of Coronation Drive

