

Mid-Block Pedestrian Traffic Control Signal - Jarvis Street, between Carlton Street and Maitland Street/Maitland Place

Date: March 16, 2026

To: Toronto and East York Community Council

From: Director, Enforcement and Street Management, Transportation Services

Wards: Ward 13, Toronto Centre

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 Jarvis Street, between Carlton Street and Maitland Street/Maitland Place. Based on the assessment undertaken, Transportation Services is recommending the installation of a mid-block traffic control signal on Jarvis Street, approximately 190 metres north of Carlton Street. The mid-block traffic control signal will provide enhanced safety for all road users, particularly vulnerable road users.

RECOMMENDATIONS

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

1. Toronto and East York Community Council authorize the installation of a traffic control signal on Jarvis Street, at a point 190 metres north of Carlton Street.

FINANCIAL IMPACT

The estimated cost for installing a mid-block pedestrian traffic control signal on Jarvis Street at a point 190 metres north of Carlton Street is \$135,000.00. Funding would be subject to availability and competing priorities within the Transportation Services 2026 Capital Budget.

There will be an estimated annual loss of revenue of \$2,911.00 resulting from the loss of one pay-and-display parking space on Jarvis Street.

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 Jarvis Street, between Carlton Street and Maitland Street/Maitland Place (in the vicinity of Sirman Lane), due to the pedestrian generators in the immediate area, which attract vulnerable pedestrians to cross the street.

Existing Conditions

Jarvis Street is characterized by the following conditions:

- It is a five-lane, north-south, major arterial roadway
- It is comprised of two lanes in each direction, as well as a centre reversible lane, where traffic flows in one direction during certain times of day and in the opposite direction during other times of day
- It operates two-way traffic on a pavement width of approximately 14.5 metres
- The daily two-way traffic volume is approximately 22,000 vehicles
- The speed limit is 40 km/h
- Heavy trucks are permitted at all times
- There is no Toronto Transit Commission (TTC) service provided
- There are sidewalks located on both sides of the street

The adjacent land uses in this area are high-rise residential, single-family dwellings and commercial. Canada's National Ballet School is located on the west side of Jarvis Street, north of Sirman Lane. Besides Sirman Lane, there are no other intersecting roadways in this section of Jarvis Street, although there are numerous private driveways.

From Sirman Lane, the closest adjacent traffic controls are located approximately 130 metres to the north at Maitland Street/Maitland Place in the form of traffic control signals and approximately 190 metres to the south at Carlton Street in the form of traffic control signals.

A map of the area is shown in Attachment 2.

Transportation Services has reviewed the need for a pedestrian crossing protection device at this location.

Pedestrian Crossover (PXO)

Jarvis Street at Sirman Lane was used as the mid-block location point for this assessment given the proximity to Canada's National Ballet School. To determine the need for a PXO on Jarvis Street at Sirman Lane, staff rely on the justification criteria as outlined in the City's pedestrian crossing protection device justification policy. 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 Jarvis Street, the warrants require a minimum of 135 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 March 19, 2025, which recorded the total volume and delays of pedestrians crossing on Jarvis Street at Sirman Lane. 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 384; of these, 122 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 Crossing Protection Device Warrant Criteria and Compliance on Jarvis Street at Sirman Lane

Justification	Compliance
Pedestrian Volume	100 percent
Pedestrian Delay	100 percent

Based on the results of the study, a PXO is technically justified as both the pedestrian volume and delays have 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 November 30, 2025, disclosed no collisions at the area of Jarvis Street at Sirman Lane that involved crossing pedestrians.

An audit to assess any deficiencies in the operational and physical suitability of a potential PXO at this location was carried out. Details of the evaluation are included in Attachment 1. Based on the evaluation, a PXO may not be a suitable type of pedestrian crossing protection at this location due to the roadway width and the numerous driveways in the immediate area. Accordingly, a mid-block traffic control signal is recommended at this location rather than a PXO.

Other Considerations

Of note, pedestrian crossings volumes in this area of Jarvis Street are likely higher in the summer given that the study was conducted in March. It should also be noted that the installation of a mid-block traffic control signal on Jarvis Street, approximately 190 metres north of Carlton Street will result in the following impacts:

- There will be a loss of approximately one paid parking space on Jarvis Street associated with the installation of a mid-block traffic control signal at this location
- Increases in the delays to north/south vehicular traffic on Jarvis Street in the immediate area
- There may be an increase in delays to pedestrians who will be required to wait for a "Walk" signal, rather than crossing with gaps in traffic

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

CONTACT

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SIGNATURE

Mike Barnet, P. Eng.
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ATTACHMENTS

Attachment 1: Environmental Safety Audit - PXO - Jarvis Street, 190 metres north of Carlton Street

Attachment 2: Map - Proposed Traffic Control Signal - Jarvis Street

Attachment 1: Environmental Safety Audit - PXO - Jarvis Street, 190 metres north of Carlton Street

Standard	Comments	Standard Met/Not Met
Vehicle operating speed less than 60 km/h	The operating speed limit on Jarvis Street is 49 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	Jarvis Street operates with two lanes in each direction and a centre alternate direction lane	Not Met
Traffic volume not more than 35,000 vehicles per day	Jarvis Street carries approximately 22,000 vehicles per day	Met
No significant volume of turning movements	No vehicles to/from Sirman Lane that is installed with fixed bollards at the entrance, for pedestrians only	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 TTC stops or loading zones at this location	Met
No driveways or entrances nearby	There are various driveways in the vicinity	Not Met
Spacing is not less than 200 metres to another pedestrian crossover or traffic control signal	Maitland Street/Maitland Place (TCS) - 130 metres north Carlton Street (TCS) - 190 metres south	Not Met

Attachment 2: Map - Proposed Traffic Control Signal - Jarvis Street

