

Pedestrian Crossing Protection - Castle Frank Road and South Drive

Date: June 19, 2026

To: Toronto and East York Community Council

From: Director, Enforcement and Street Management, Transportation Services

Wards: Ward 11, University-Rosedale

SUMMARY

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

In response to the direction from Toronto and East York Community Council, Transportation Services has reviewed pedestrian safety concerns along Castle Frank Road and on South Drive with a focus on the feasibility of adding pedestrian crossovers (PXO's) at 36 Castle Frank Road and two locations on South Drive.

Based on the assessment undertaken, Transportation Services does not recommend the installation of a pedestrian crossover (PXO's) on Castle Frank Road as the technical warrant criteria was not met and the road geometry would be unsuitable. The requested PXO locations on South Drive are also not recommended but are being reported separately as a non-delegated item.

Transportation Services also evaluated improvements to the existing all-way stop control at the intersection of Elm Avenue and Castle Frank Road/Nanton Avenue. Staff is recommending pavement marking improvements to improve sightlines and stop compliance on all approaches.

The companion report, "Pedestrian Crossing Protection - Castle Frank Road and South Drive (Non-Delegated)", dated June 19, 2026, outlines the required non-delegated traffic amendments for the two requested PXO locations at South Drive and Craigleigh Gardens, and South Drive and Milkman's Lane access point. These two locations have TTC service and as such, cannot be considered with the delegated items on Castle Frank Road.

RECOMMENDATIONS

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

1. Toronto and East York Community Council not authorize the installation of a pedestrian crossover at 36 Castle Frank Road (Castle Frank Road and a point approximately 100 metres southeast of Hawthorn Road).

FINANCIAL IMPACT

There is no financial impact resulting from the adoption of the recommendation in this report.

If Toronto and East York Community Council amends the recommendation in this report and authorizes the installation of pedestrian crossing protection at the location mentioned above, the estimated cost would be between \$150,000.00 and \$180,000.00. Funding would be subject to availability and competing priorities within the Transportation Services 2026 Capital Budget.

DECISION HISTORY

At its meeting on September 18, 2025, Toronto and East York Community Council adopted TE25.63 (Castle Frank and South Drive Pedestrian Safety) requesting Transportation Services to report back to Toronto and East York Community Council in the first quarter of 2026 with recommendations on how to provide safe pedestrian access at the following locations:

- Craigleigh Gardens
- Milkman's Lane access point
- Elm Avenue and Castle Frank Road intersection
- 36 Castle Frank Road

The Toronto and East York Community Council decision can be found at:

[Agenda Item History - 2025.TE25.63](#)

At its meeting on September 24, 2024, Toronto and East York Community Council adopted TE16.65 (Speed Hump Installation - Castle Frank Road between Dale Avenue and Hawthorn Avenue) approving speed humps on the noted section of Castle Frank Road. The Toronto and East York Community Council decision can be found at:

[Agenda Item History - 2024.TE16.65](#)

At its meeting on May 26, 2022, Toronto and East York Community Council adopted TE33.76 (Speed Hump Installation - Castle Frank Road between Drumsnab Road and Dale Avenue) approving speed humps on the noted section of Castle Frank Road. The Toronto and East York Community Council decision can be found at:

[Agenda Item History - 2022.TE33.76](#)

COMMENTS

Transportation Services staff was requested by Toronto and East York Community Council to conduct a pedestrian safety review at various locations along Castle Frank Road and on South Drive in the vicinity of Craigleigh Gardens.

Specifically, staff was requested to review the feasibility of implementing a pedestrian crossover (PXO) at the following locations:

- South Drive and Craigleigh Gardens (approximately 105 metres north of Elm Avenue)
- South Drive and Milkman's Lane access point (approximately 55 metres east of Glen Road)
- 36 Castle Frank Road (approximately 100 metres east of Hawthorn Road)

These study locations are shown in the Attachment 1.

In addition, staff were requested to conduct a safety review at the intersection of Elm Avenue and Castle Frank Road/Nanton Avenue. This intersection is controlled by an all-way stop, therefore, a PXO evaluation was not performed. However, staff conducted a review to assess whether safety improvements could be implemented at this intersection for all road users. This study location, and the proposed pavement marking improvements, are shown in Attachment 2.

The results of the PXO review and the safety review at the all-way stop controlled intersection are summarized below. As noted, the two locations on South Drive must be reported on separately.

A. 36 Castle Frank Road

Castle Frank Road is characterized by the following conditions:

- It is a two-lane, north-south and east-west, local roadway
- It operates two-way traffic on a pavement width of 7.4 metres
- The daily two-way traffic volume is approximately 3,500 vehicles
- The speed limit is 30 km/h
- Heavy trucks are prohibited at all times
- There is no Toronto Transit Commission (TTC) service provided on the street
- A sidewalk is located on the west/south side of the street only
- Traffic calming has recently been installed on this street (2023 and 2025), between Dale Avenue and Hawthorn Avenue

Nearby pedestrian generators include Craighigh Gardens Park and residential neighbourhoods.

Pedestrian Crossover (PXO)

To determine the need for a PXO at 36 Castle Frank Road, 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. The warrants require 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.

An eight-hour pedestrian volume and delay study was conducted on November 25, 2025, which recorded the total volume and delays of pedestrians crossing at 36 Castle Frank Road. 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 94; of these, one 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 36 Castle Frank Road

Justification	Compliance
Pedestrian Volume	0 percent
Pedestrian Delay	0 percent

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 justification criteria is not defined and produced 0 percent compliance results. Based on technical warrant analysis, a PXO is not technically justified.

Staff also reviewed the collision history at this location. Collision statistics provided by the Toronto Police Service for the three-year period ending April 30, 2026, disclosed no collisions in the area of 36 Castle Frank Road that involved vulnerable road users (seniors, children, cyclists and 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 3. Based on the evaluation, a PXO may not be a suitable type of pedestrian crossing protection at this location due to required conditions not being met.

The existing roadway characteristics shows multiple residential driveways, lack of a sidewalk on one side of the street, and road curvature which could create potential operational and safety concerns for both pedestrians and motorists.

B. Elm Avenue and Castle Frank Road/Nanton Avenue intersection

Elm Avenue is characterized by the following conditions:

- It is a two-lane, east-west, local roadway
- It operates two-way traffic on a pavement width of 7.4 metres
- The daily two-way traffic volume is approximately 1,100 vehicles
- The speed limit is 30 km/h
- Heavy trucks are prohibited at all times
- There is no TTC service provided on the street
- Sidewalks are located on both sides of the street

Nanton Avenue is characterized by the following conditions:

- It is a two-lane, north-south, local roadway
- It operates two-way traffic on a pavement width of 7.3 metres
- The daily two-way traffic volume is approximately 1,100 vehicles
- The speed limit is 30 km/h
- Heavy trucks are prohibited at all times
- There is no TTC service provided on the street
- Sidewalks are located on the west side only

This intersection is controlled by an all-way stop. Stop signs and pavement markings (stop bar and centre-line tail) are present on all approaches. The signage and pavement markings are clearly visible and in good repair.

Staff also reviewed the collision history at this intersection. Collision statistics provided by the Toronto Police Service for the three-year period ending April 30, 2026, disclosed no collisions that involved vulnerable road users (seniors, children, cyclists and pedestrians).

A site review revealed that the stop control on the north side was set-back approximately 20 metres, forcing motorists to stop well in advance of the intersection. Staff recommends relocating the north side stop bar and tail further south, closer to the intersection thereby improving stop compliance and visibility for all road users (refer to Attachment 2). This change does not require Toronto and East York Community Council approval.

Other Considerations

If, despite the findings above, Toronto and East York Community Council decide to proceed with installing a PXO on Castle Frank Road, the following impacts should be noted:

- Potential conflict points from neighbouring driveways and building driveway

- Installation by a road curvature could pose sightline concerns
- Accessibility challenges given the lack of sidewalks on the east side

Recommended pedestrian safety enhancements

Transportation Services also recommends the following mitigating measures to help improve the pedestrian environment along this section of Castle Frank Road and South Drive:

- Installation of advanced warning signs to enhance pedestrian safety, such as Pedestrian Ahead and Sharp Curve signs
- Installation of Watch Your Speed Board signs
- Installation of a yellow centre line on South Drive, along the curvature of the roadway
- Installation of advisory Stop Ahead signage at the intersection of Elm Avenue and Castle Frank Road/Nanton Avenue

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

CONTACT

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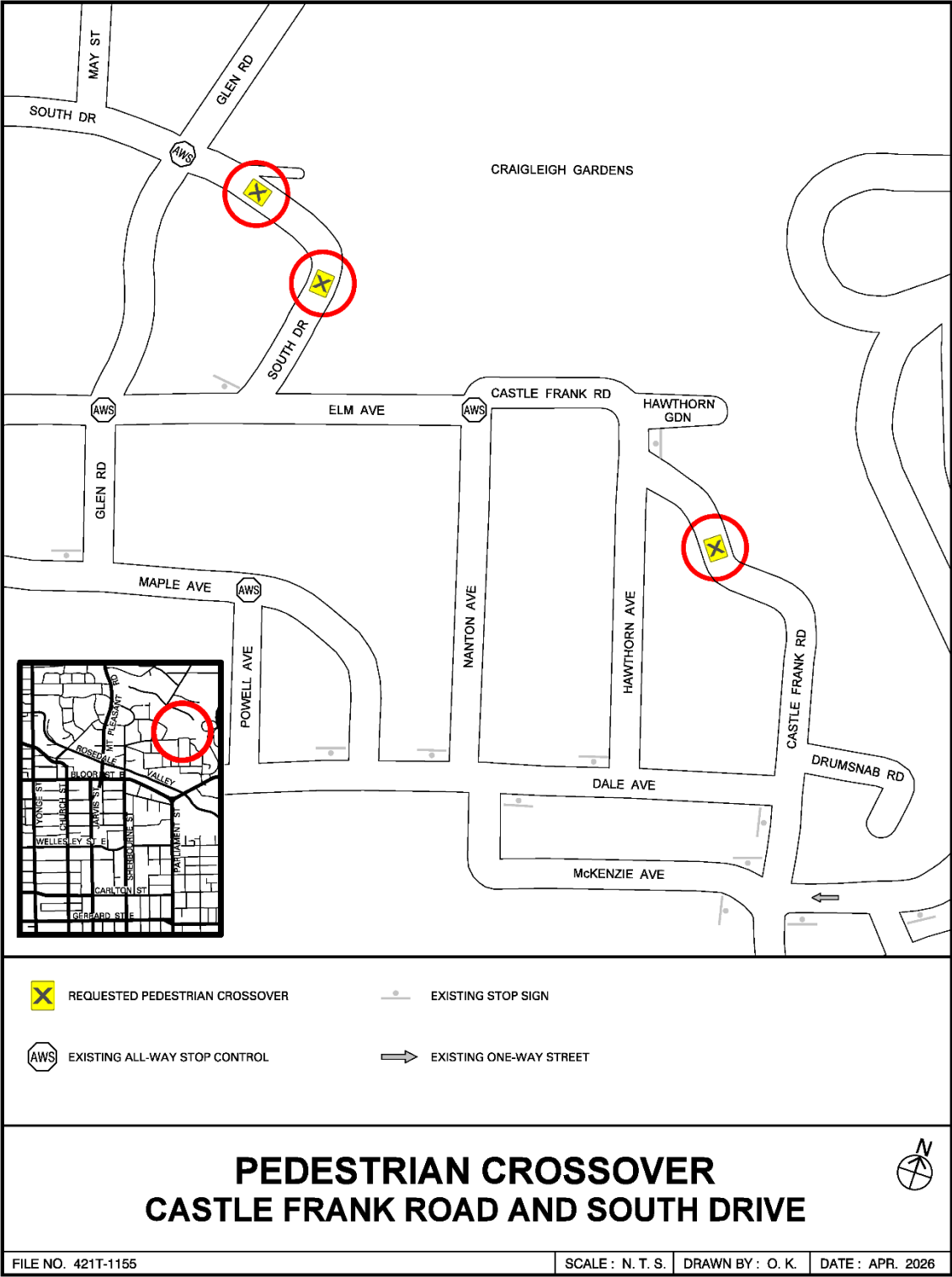
SIGNATURE

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

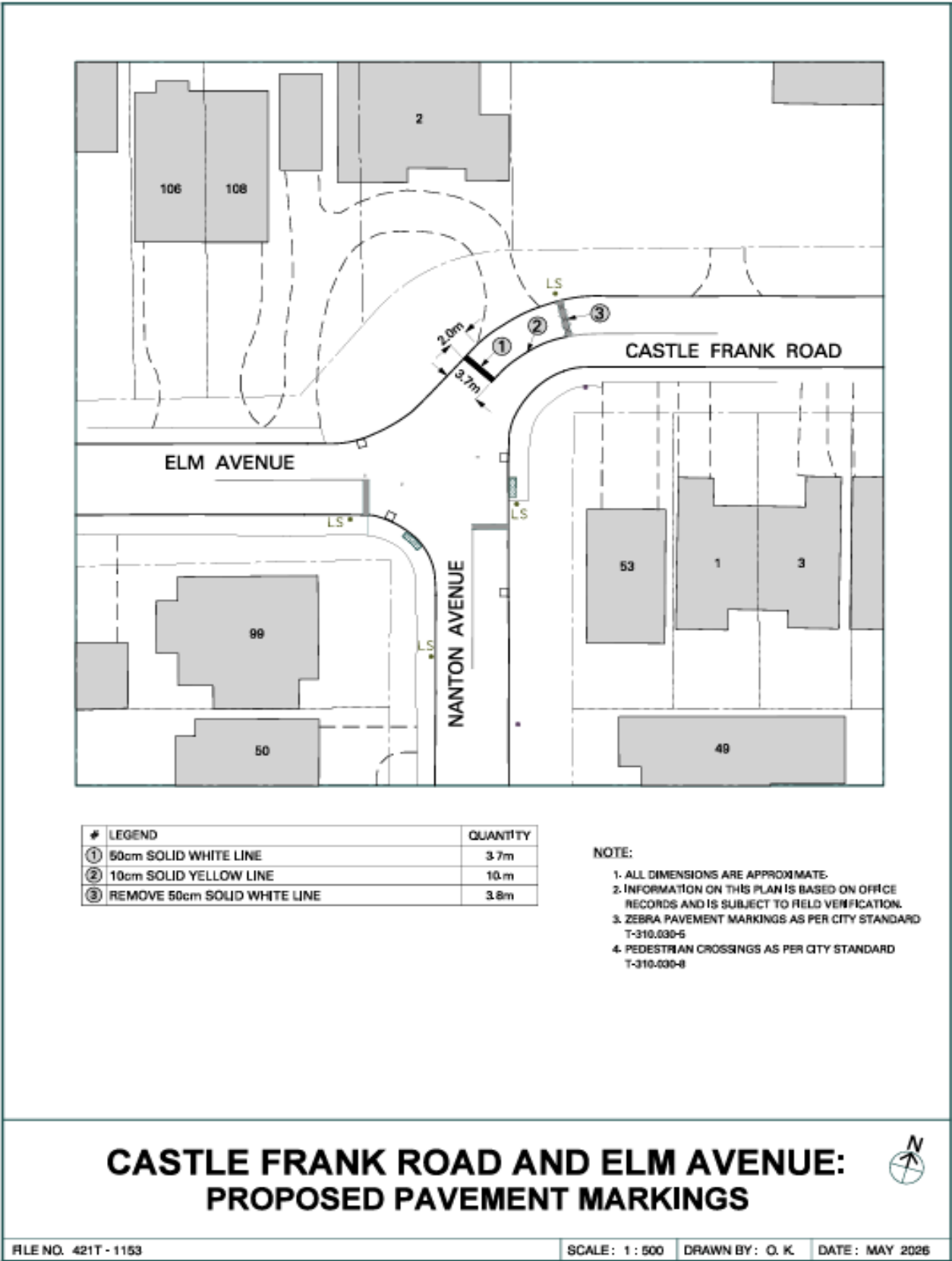
ATTACHMENTS

Attachment 1: Map - Pedestrian Crossover - Castle Frank Road and South Drive
Attachment 2: Map - Castle Frank Road and Elm Avenue: Proposed Pavement Markings
Attachment 3: Environmental Safety Audit - PXO - 36 Castle Frank Road

Attachment 1: Map - Pedestrian Crossover - Castle Frank Road and South Drive



Attachment 2: Map - Castle Frank Road and Elm Avenue: Proposed Pavement Markings



Attachment 3: Environmental Safety Audit - PXO – 36 Castle Frank Road

Standard	Comments	Standard Met/Not Met
Vehicle operating speed less than 60 km/h	The speed limit on Castle Frank Road is 30 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	Castle Frank Road operates with one lane in each direction	Met
Traffic volume not more than 35,000 vehicles per day	Castle Frank Road carries approximately 3,500 vehicles per day	Met
No significant volume of turning movements	There are no significant turning movements (Mid-block)	Met
No visibility problems exist for either pedestrians or motorists	Curvature in the road can impact sightlines for pedestrians and motorists.	Not 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, residential driveways	Not Met
Spacing is not less than 200 metres to another pedestrian crossover or traffic control signal	There are no adjacent PXO's or traffic control signals on Castle Frank Road	Met