

Pedestrian Crossing Protection - Castle Frank Road and South Drive (Non-Delegated)

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

As Toronto Transit Commission (TTC) operates a transit service on South Drive, City Council approval of this report is required.

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) on at one location on Castle Frank Road and on South Drive the following two locations:

- Craighleigh Gardens
- Milkman's Lane access point

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

The companion report, "Pedestrian Crossing Protection - Castle Frank Road and South Drive (Delegated)", dated June 19, 2026, outlines the required delegated traffic amendments for the locations at 36 Castle Frank Road and at the intersection of Elm Avenue and Castle Frank Road/Nanton Avenue. These two locations do not have TTC service and as such, cannot be considered with the non-delegated items on South Drive.

RECOMMENDATIONS

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

1. City Council not authorize the installation of a pedestrian crossover on South Drive and Craighleigh Gardens (a point approximately 105 metres north of Elm Avenue).
2. City Council not authorize the installation of a pedestrian crossover on South Drive and Milkman's Lane (a point approximately 55 metres east of Glen Road).

FINANCIAL IMPACT

There are no financial impacts resulting from the adoption of the recommendations in this report.

If City Council amend the recommendations in this report and authorizes the installation of pedestrian crossing protection at the two locations mentioned above, the estimated cost would be between \$150,000.00 and \$180,000.00 for each location. 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:

- Craighleigh 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](#)

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 Craighleigh Gardens.

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

- South Drive and Craighleigh 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. As noted, the location on Castle Frank Road must be reported on separately.

A. South Drive and Craighleigh Gardens

South Drive 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 7.3 metres
- The daily two-way traffic volume is approximately 2,000 vehicles
- The speed limit is 30 km/h
- Heavy trucks are prohibited at all times
- There is TTC service provided on the street by the 75 Sherbourne Bus
- Sidewalks are present on both sides of the street from Elm Avenue to Craighleigh Gardens
- A sidewalk is only provided on the south side of the street, west of Craighleigh Gardens

Nearby pedestrian generators include Craighleigh Gardens Park and residential neighbourhoods.

Pedestrian Crossover (PXO)

To determine the need for a PXO at South Drive and Craighleigh Gardens, 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 number 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 26, 2025, which recorded the total volume and delays of pedestrians crossing at South 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 406; of these, two 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 South Drive and Craighleigh Gardens

Justification	Compliance
Pedestrian Volume	0 percent
Pedestrian Delay	3 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 South Drive and Craighleigh Gardens that involved vulnerable street 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 2. 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 curvature in the roadway reduces sightlines for both pedestrians and motorists making this location unsuitable for a PXO. In addition, TTC does have a stop in the immediate area which accommodates the 75 Sherbourne bus route.

B. South Drive and Milkman's Lane

South Drive 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 7.3 metres
- The daily two-way traffic volume is approximately 2,000 vehicles
- The speed limit is 30 km/h
- Heavy trucks are prohibited at all times
- There is TTC service provided on the street by the 75 Sherbourne Bus
- A sidewalk is only provided on the south side of the street, west of Craighleigh Gardens

Nearby pedestrian generators include Craighleigh Gardens Park and residential neighbourhoods.

Pedestrian Crossover (PXO)

To determine the need for a PXO at South Drive and Milkman's Lane, 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 26, 2025, which recorded the total volume and delays of pedestrians crossing at South 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 281; of these, 0 experienced a delay greater than 10 seconds. The compliance level of the study results in relation to the warrant criteria is shown in Table 2 below.

Table 2: Pedestrian Crossover Warrant Criteria and Compliance at South Drive and Milkman's Lane

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's review of the collision history and surrounding area did not disclose any other environmental factors that would warrant a PXO at this location. Collision statistics provided by the Toronto Police Service for the three-year period ending April 30, 2026, disclosed no collisions on South Drive in the vicinity of Milkman's 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 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 residential driveways in the immediate area, and a lack of a sidewalk on one side of the street, which could create potential operational and safety concerns for both pedestrians and motorists. In addition, TTC does have a stop in the immediate area which accommodates the 75 Sherbourne bus route.

Other Considerations

If, despite the findings above, Toronto and East York Community Council decide to proceed with installing PXO(s) on South Drive, the following impacts should be noted:

South Drive and Craighigh Gardens

- Installation by a road curvature could pose sightline concerns
- There is potential for increase in delays to transit service on South Drive

South Drive and Milkman's Lane

- Installation by a road curvature could pose sightline concerns.
- Potential conflict points from neighbouring driveways and building driveway
- There is potential for increase in delays to transit service on South Drive
- Accessibility challenges given the lack of sidewalks

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 recommendations in this report.

CONTACT

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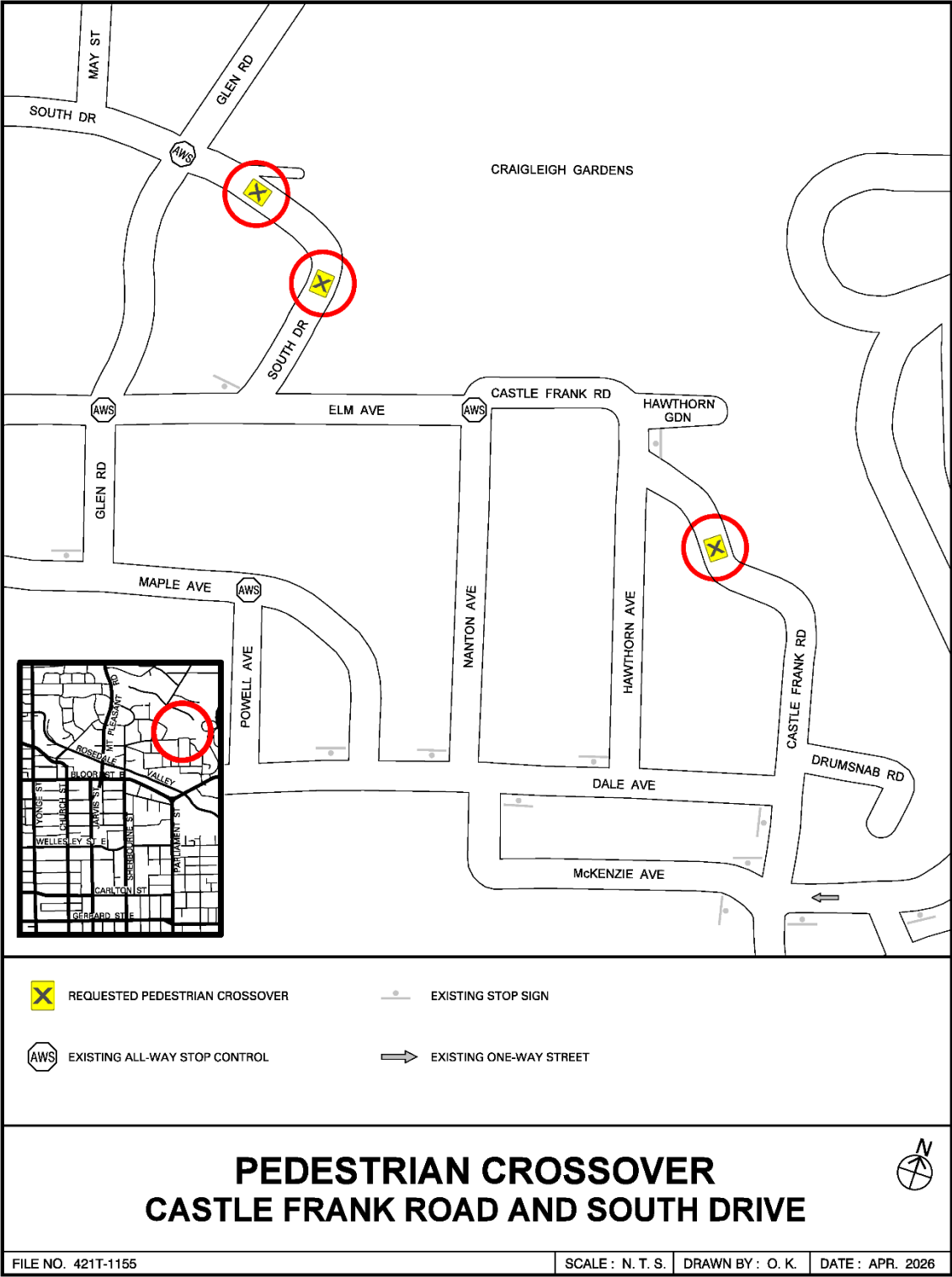
SIGNATURE

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: Environmental Safety Audit - PXO - South Drive and Craigleigh Gardens
Attachment 3: Environmental Safety Audit - PXO - South Drive and Milkman's Lane

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



Attachment 2: Environmental Safety Audit - PXO - South Drive and Craigleigh Gardens

Standard	Comments	Standard Met/Not Met
Vehicle operating speed less than 60 km/h	The speed limit on South Drive 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	South Drive operates with one lane in each direction	Met
Traffic volume not more than 35,000 vehicles per day	South Drive carries approximately 2,000 vehicles per day	Met
No significant volume of turning movements	There are no significant turning movements (mid-block location)	Met
No visibility problems exist for either pedestrians or motorists	The curvature in the road can impact sightlines for pedestrians and motorists.	Not Met
No loading zones (including TTC) in the immediate area	TTC stops (75 Sherbourne Route)	Not Met
No driveways or entrances nearby	No driveways or entrances nearby	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 South Drive	Met

Attachment 3: Environmental Safety Audit - PXO - South Drive and Milkman's Lane

Standard	Comments	Standard Met/Not Met
Vehicle operating speed less than 60 km/h	The speed limit on South Drive 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	South Drive operates with one lane in each direction	Met
Traffic volume not more than 35,000 vehicles per day	South Drive carries approximately 2,000 vehicles per day	Met
No significant volume of turning movements	There are no significant turning movements (mid-block location)	Met
No visibility problems exist for either pedestrians or motorists	No visibility or sightline concerns	Met
No loading zones (including TTC) in the immediate area	TTC stops (75 Sherbourne Route)	Not 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 South Drive	Met