

Pedestrian Crossing Protection - Eglinton Avenue East and Lillian Street

Date: June 19, 2026

To: Toronto and East York Community Council

From: Director, Enforcement and Street Management, Transportation Services

Wards: Ward 12, Toronto-St. Paul's

SUMMARY

As the Toronto Transit Commission (TTC) operates a transit service on Eglinton Avenue East, City Council approval of this report is required.

Transportation Services has reviewed the need for pedestrian crossing protection at Eglinton Avenue East and Lillian Street. Based on the assessment undertaken, Transportation Services is recommending the installation of traffic control signals at Eglinton Avenue East and Lillian Street. The traffic control signals will provide enhanced safety for vulnerable road users.

RECOMMENDATIONS

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

1. City Council authorize the installation of traffic control signals at the intersection of Eglinton Avenue East and Lillian Street.

FINANCIAL IMPACT

The estimated cost for installing traffic control signals at Eglinton Avenue East and Lillian Street is \$180,000.00. Funding is subject to availability and competing priorities within the Transportation Services 2026 Capital Budget.

The estimated annual loss of revenue resulting from the loss of pay-and-display parking spaces is \$25,248.00.

DECISION HISTORY

This report addresses a new initiative.

COMMENTS

Transportation Services staff was requested by the Ward 12 Councillor, on behalf of area residents, to review the need for pedestrian crossing protection on Eglinton Avenue East and Lillian Street.

Existing Conditions

Eglinton Avenue East is characterized by the following conditions:

- It is a five-lane, east-west, major arterial roadway
- It operates two-way traffic on a pavement width of approximately 16.5 metres
- The daily two-way traffic volume is approximately 20,000 vehicles
- The speed limit is 40 km/h
- Heavy trucks are permitted at all times
- There are TTC services provided by the 34 Eglinton bus, 74 Mount Pleasant bus, 103 Mount Pleasant North bus and 334 Eglinton bus
- There are sidewalks located on both sides of the street

Lillian Street is characterized by the following conditions:

- It is a two-lane, north-south, local roadway
- It operates one-way southbound traffic on a pavement width of approximately 8.5 metres
- The speed limit is 30 km/h
- Heavy trucks are prohibited at all times
- There is no TTC service provided
- There are sidewalks located on both sides of the street

Eglinton Avenue East and Lillian Street form a "T" type intersection. East/west traffic on Eglinton Avenue East is free-flow and no traffic exits at Lillian Street.

The adjacent land use in this area is a mix of commercial, business, school and residential. A grocery store, Loblaws, is located on the south side of Eglinton Avenue East, west of Lillian Street. Montgomery Place (senior housing) and UMC High School are located on the north side of Eglinton Avenue East in the vicinity of Lillian Street.

The closest adjacent traffic controls are located approximately 110 metres to the east, at Redpath Avenue, and approximately 110 metres to the west, at Dunfield Avenue, both in the form of traffic control signals.

A map of the area is shown in Attachment 2.

Transportation Services has reviewed the need for either a PXO or traffic control signals at this location to determine if either device should be recommended as an appropriate pedestrian crossing protection.

Pedestrian Crossover (PXO)

To determine the need for a PXO at Eglinton Avenue East and Lillian Street, 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. Based on the traffic volume on Eglinton Avenue East, the warrants require a minimum of 273 pedestrians crossing over eight hours. Also, based on the pedestrian crossing volume, at least 75 pedestrians must be delayed more than 10 seconds.

An eight-hour pedestrian volume and delay study was conducted on January 29, 2026 which recorded the total volume and delays of pedestrians crossing at Eglinton Avenue East and Lillian Street. 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 320; of these, 116 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 Eglinton Avenue East and Lillian Street

Justification	Compliance
Pedestrian Volume	100 percent
Pedestrian Delay	100 percent

In order to meet the warrant criteria, 100 percent compliance is required in both categories. 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 March 31, 2026 disclosed one collision at the area of Eglinton Avenue East and Lillian Street that involved crossing pedestrians.

An environmental safety audit was completed to ensure that the installation of a PXO would be appropriate at this location. Details of the evaluation are included in Attachment 1. Based on the evaluation, a PXO would not be a suitable type of pedestrian crossing protection at this location. There are potential safety concerns resulting from the road width and the relatively high volume of turning movements. Therefore, traffic control signals are recommended at this location rather than a PXO.

Traffic Control Signals

To determine the need for traffic control signals at the intersection of Eglinton Avenue East and Lillian Street, staff rely on justification criteria as outlined in the OTM Book 12. The OTM justification criteria includes factors such as volume of vehicles and pedestrians, delay to cross traffic, and collision history. In addition to these technical justifications, staff consider an environmental checklist which includes consideration of road width, posted speed limit, operating speeds, adjacent land uses, pedestrian desire lines and demographics, presence of a transit stop, sight lines, and distance between existing crossing opportunities.

Staff conducted vehicle and pedestrian counts on January 29, 2026 at the subject intersection. Collision history provided by the Toronto Police Service for the three-year period ending March 31, 2026 disclosed one collision at the subject intersection that were potentially preventable by the installation of traffic control signals. This collision involved a pedestrian crossing Eglinton Avenue East struck by a westbound motor vehicle. The involved pedestrian was deceased. The results of the counts and collision hazard are summarized in Table 2. The "Collision hazard" criterion is based on the number of collisions potentially preventable by the installation of traffic control signals.

Table 2: Warrant Compliance - Eglinton Avenue East and Lillian Street

Justification	Compliance level
Minimum vehicular volume	0%
Delay to cross traffic (pedestrians and vehicles)	34%
Collision hazard	7%

To meet the technical justification criteria for the installation of traffic control signals, one of the justifications must be 100 percent satisfied or both the minimum vehicular volume and delay to cross traffic justifications must be at least 80 percent satisfied. Based on the results in Table 2, the installation of traffic control signals is not justified. As Lillian Street operates one-way away from Eglinton Avenue East, the warrant results reflect that there are no side-street motorists entering the intersection.

In regards to the environmental checklist, staff noted the following environmental factors:

- the pedestrian generators in the immediate area, including residential, school and commercial, that attract vulnerable pedestrians to cross the street
- the five-lane cross-section on Eglinton Avenue East, as well as the speed and volume of traffic using this street

In considering the above environmental factors, as well as the numerically warranted PXO, Transportation Services recommends the installation of traffic control signals at Eglinton Avenue East and Lillian Street as it will provide enhanced safety for all road users.

Since the warrant for traffic control signals at this location is based primarily on contextual factors related to pedestrian safety, the installation of full traffic signals is not required. In order to address pedestrian crossing needs while minimizing potential operational impacts and delays on College Street, the implementation of an Intersection Pedestrian Signal (IPS) is recommended.

Intersection Pedestrian Signals (IPS), also known as half signals, are a pedestrian signal configuration at intersections to improve accessibility and enhance the safety for pedestrians crossing busier streets while reducing traffic delays for people driving. IPS configurations can be installed at the intersection of a main street and a side street, where the signalized pedestrian crossing across the main street is activated by the push of a button. One or two pedestrian crossings over the main street may be provided. The side street remains under stop sign control, and motorists crossing and turning onto the main street may do so with a suitable gap in traffic.

Consultation with TTC

The TTC has been advised of the study results and recommendations but has not yet provided comments.

Other Considerations

It should also be noted that the installation of traffic control signals at Eglinton Avenue East and Lillian Street will result in the following impacts:

- There will be a loss of approximately five paid parking spaces on Eglinton Avenue East associated with the installation of traffic control signals at this intersection
- There is potential for increase in delays to transit service and to motorists on Eglinton Avenue East
- The short spacing to the adjacent traffic control signals in both directions on Eglinton Avenue East is a potential concern with regards to queue storage. Traffic signals that are located very close together require settings that manage queues. During the design stage, consideration will be given to strategies to minimize the queues exceeding the available storage.

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 - Eglinton Avenue East and Lillian Street

Attachment 2: Map - Traffic Control Signals - Eglinton Avenue East and Lillian Street

Attachment 1: Environmental Safety Audit - PXO - Eglinton Avenue East and Lillian Street

Standard	Comments	Standard Met/Not Met
Vehicle operating speed less than 60 km/h	The posted speed limit on Eglinton Avenue East 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	Eglinton Avenue East has five lanes with two-way operation	Not Met
Traffic volume not more than 35,000 vehicles per day	Eglinton Avenue East carries approximately 20,000 vehicles per day	Met
No significant volume of turning movements	The volume of traffic turning from Eglinton Avenue East is high (approx. 1,250 vehicles over busiest eight hours)	Not 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 are located near this intersection	Met
No driveways or entrances nearby	No driveways in the vicinity	Met
Spacing is not less than 200 metres to another pedestrian crossover or traffic control signal	Redpath Ave (TCS) - 110 metres east Dunfield Ave (TCS) - 110 metres west	Not Met

Attachment 2: Map - Traffic Control Signals - Eglinton Avenue East and Lillian Street

