

## **Traffic Control Signal - Weston Road and Kenhar Drive**

**Date:** November 7, 2025

**To:** Etobicoke York Community Council

**From:** Director, Planning, Design and Management, Transportation Services

**Wards:** Ward 7, Humber River-Black Creek

### **SUMMARY**

---

As the Toronto Transit Commission (TTC) operates transit service on Weston Road, City Council approval of this report is required.

Transportation Services is requesting approval to install a traffic control signal at the intersection of Weston Road and Kenhar Drive. A traffic control signal at this location will provide a protected crossing opportunity at an operationally important TTC bus stop location, while enhancing safety for all road users. Installation of a traffic control signal at this location is justified based on the assessment undertaken.

### **RECOMMENDATIONS**

---

The Director, Planning, Design and Management, Transportation Services recommends that:

1. City Council authorize the installation of a traffic control signal at the intersection of Weston Road and Kenhar Drive.

### **FINANCIAL IMPACT**

---

The estimated cost for installing a traffic control signal at the intersection of Weston Road and Kenhar Drive is approximately \$250,000. Funding is available for the project, categorized as health and safety, in the 2025-2034 Capital Budget and Plan for Transportation Services.

## **DECISION HISTORY**

---

This report addresses a new initiative.

## **COMMENTS**

---

Transportation Services, in coordination with the TTC, is proactively investigating locations with mid-block TTC bus stops that are considered to pose a higher risk to pedestrians. One of the safety improvements considered during these investigations is the installation of new traffic control signals.

Weston Road at Kenhar Drive is a wide arterial road with several lanes of traffic, high travel speeds, and long distances between signalized crossing opportunities, which all contribute to defining a high-risk mid-block crossing. As part of a scheduled road reconstruction project which includes streetscape and road safety improvements, the bus stops at Weston Road and Kenhar Drive were identified as operationally important bus stops without a protected crossing opportunity. As part of the planned work, the mid-block bus stops at 3689 Weston Road and southbound stop at 3636 Weston Road are proposed to be removed to direct all crossings and transit demand to the bus stops at the proposed protected crossing at Weston Road and Kenhar Drive as recommended within this report. Mid-block crossings are the most prevalent type of pedestrian collisions resulting in serious injuries or fatalities, accounting for 29% of these incidents in the city.

### **Existing Conditions**

Weston Road at Kenhar Drive is characterized by the following conditions:

- It is a four lane, north-south, major arterial roadway, with a bus bay in both directions;
- It operates two-way traffic on a pavement width of approximately 15 metres (21 metres with the bus bay);
- The daily two-way traffic volume is approximately 18,500 vehicles;
- The posted speed limit is 50 km/h;
- Heavy trucks are permitted at all times;
- There is TTC service provided by the 165 and 165S bus routes; and
- There are sidewalks located on both sides of Weston Road and on the south side of Kenhar Drive.

The proposed location for the traffic control signals at the intersection of Weston Road and Kenhar Drive is characterized by the following conditions:

- 4-way intersection;
- TTC bus stops on both sides of Weston Road; and
- Commercial and industrial land-use on both sides of Weston Road.

The land use in the surrounding area is primarily commercial and industrial.

Adjacent traffic control signals are located at Weston Road and Ormont Drive 330 metres to the north and at Weston Road and Fenmar Drive 445 metres to the south.

A map of the area is included in Attachment 1.

### Traffic Control Signals

To determine the need for traffic control signals at the intersection of Weston Road and Kenhar Drive, staff rely on the justification criteria as outlined in the Ontario Traffic Manual (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 also 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.

As part of the investigation, staff conducted vehicle and pedestrian counts on November 12, 2024, at the subject location. The results of the counts and collision hazard are summarized in Table 1. The "collision hazard" criterion is based on the number of collisions potentially preventable by the installation of traffic control signals. Collision history provided by the Toronto Police Service for the three-year period ending July 2025 disclosed eight (8) collisions at the subject location that were potentially preventable by the installation of traffic control signals.

Table 1: Warrant Compliance - Weston Road and Kenhar Drive

<b>Justification</b>	<b>Compliance level</b>
Minimum vehicular volume	82%
Delay to cross traffic (pedestrians and vehicles)	76%
Collision hazard	100%

To meet the 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 1, the installation of traffic control signals is justified through the updated Traffic Control Signal Justification Policy approved by City Council June 2025.

In addition, staff noted the following environmental factors supporting the recommendation in this report:

- 800 metres between existing controlled pedestrian crossings on Weston Road;

- The presence of transit stops in both directions on Weston Road, which encourage mid-block pedestrian crossings;
- Pedestrian generators in the immediate area, including commercial and industrial buildings that may encourage mid-block pedestrian crossings;
- Operating speeds on Weston Road exceeding 50km/h - based on data collected on multiple days in July 2025 the 85th percentile speed for both northbound and southbound was 59km/h, and the 95th was 65km/h; and
- The cross-section is four lanes wide with two lanes of through traffic in each direction, and bus bays in both directions on the south side of the Weston Road and Kenhar Drive intersection.

Staff recommend the installation of traffic control signals based on the technical and contextual assessment, including consideration for the long spacing between existing pedestrian crossing protections, the presence of TTC bus stops, and the pedestrian generators in the area.

The TTC has been consulted and concurs with these findings.

## **Other Considerations**

Transportation Services understands an equitable transportation system to be one that provides equal opportunity to all, taking social differences and access (e.g. income, race, gender) into consideration. This allows residents to benefit from a safe, comfortable public right-of-way with multi-modal access to opportunities essential for human development, health, and social belonging, and to be protected from environmental, economic, and social burdens of the transportation system.

Installation of traffic control signals at locations where TTC bus stops are deemed operationally necessary facilitates safe and accessible crossing opportunities. Distance to nearby traffic control signals can often be a prohibitive barrier for individuals looking for a protected crossing to access a bus stop, leading to a greater risk of death or injury when crossing mid-block. While all people benefit from improved accessibility and road safety infrastructure, Transportation Services recognizes that car-oriented environments create road safety risks, particularly to seniors, children, and people with disabilities. Traffic control signals are an important corrective measure for meeting the needs of these groups.

It should be noted that the installation of traffic control signals may increase delays to transit service on Weston Road; however, Transportation Services and TTC staff consider this potential impact minimal compared to the safety benefits the proposed crossing protection would provide.

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

## **CONTACT**

---

Sheyda Saneinejad  
Manager, Vision Zero Projects  
Planning, Design & Management  
Transportation Services  
416-392-5574  
[Sheyda.Saneinejad@toronto.ca](mailto:Sheyda.Saneinejad@toronto.ca)

## **SIGNATURE**

---

Jacquelyn Hayward  
Director, Planning, Design & Management  
Transportation Services

## **ATTACHMENTS**

---

Attachment 1: Map - Traffic Control Signal - Weston Road and Kenhar Drive