

Road Safety Review - East Avenue

Date: March 18, 2025

To: Scarborough Community Council

From: Director, Traffic Management, Transportation Services

Wards: Ward 25, Scarborough-Rouge Park

SUMMARY

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

Scarborough Community Council directed Transportation Services to undertake a school safety zone review on East Avenue, fronting William G. Davis Junior Public School, and report back to Scarborough Community Council with the review findings and recommendations by Q2 2025. This report provides a summary of the assessment and improvements proposed or undertaken by Transportation Services.

RECOMMENDATIONS

The Director, Traffic Management, Transportation Services recommends that:

1. City Council receive this report for information.

FINANCIAL IMPACT

All costs associated with the safety and operational improvements are included in the Transportation Services 2025 Operating Budget.

DECISION HISTORY

On December 6, 2024, Scarborough Community Council adopted Item SC18.21 (East Avenue - Road Safety), directing Transportation Services to undertake a road safety review on East Avenue, fronting William G. Davis Junior Public School, and report back to Scarborough Community Council with the review findings and recommendations in early Q2 2025. The Community Council decision can be found at:

[Agenda Item History - 2024.SC18.21](#)

On November 26 and 27, 2019, City Council re-opened Item SC7.22 (Turn Prohibitions - East Avenue), amending the previously approved eastbound left turn prohibition exiting the southernmost William G. Davis Junior Public School driveway to operate from 7:00 a.m. to 9:00 a.m., and from 3:00 p.m. to 5:00 p.m., Monday to Friday. The City Council decision can be found at:

[Agenda Item History - 2019.MM12.31](#)

On July 16, 17 and 18, 2019, City Council adopted Item SC7.22 (Turn Prohibitions - East Avenue), approving a U-turn prohibition on East Avenue, and a prohibition of eastbound left turns at all times exiting the southernmost William G. Davis Junior Public School driveway. These two changes were intended to provide a safer environment for all road users along this section of East Avenue and prevent pedestrian and vehicle conflicts, reduce congestion and maintain traffic flow in the area, respectively. The City Council decision can be found at:

[Agenda Item History - 2019.SC7.22](#)

COMMENTS

In response to the direction from Scarborough Community Council's adoption of the item SC18.21, Transportation Services reviewed the school safety zone on East Avenue, fronting William G. Davis Junior Public School, and evaluated the operations and safety along East Avenue, between Wheeling Drive and East Willow Gate/Mastwood Crescent (south intersection).

Existing Conditions

East Avenue, between Wheeling Drive and East Willow Gate/Mastwood Crescent (south intersection), is characterized by the following conditions:

- It is a two-lane, north-south, collector roadway
- It operates two-way traffic on a pavement width of approximately 9.7 metres
- The daily two-way traffic volume is approximately 3,900 vehicles
- The speed limit is 40 km/h
- Heavy trucks are prohibited at all times
- There is TTC service provided by the 85 Scarborough bus

- There are sidewalks located on both sides of the street
- There is a pedestrian crossover (PXO) located immediately north of Maberley Crescent (north intersection)
- There is an all-way stop controlled intersection located at Golders Green Avenue
- There is a U-turn prohibition for northbound and southbound motorists on East Avenue, between Golders Green Avenue and Baronial Court
- There is an eastbound left-turn prohibition from the school's southerly access to East Avenue, operating from 7:00 a.m. to 9:00 a.m., and from 3:00 p.m. to 5:00 p.m., Monday to Friday

The parking regulations on East Avenue, within the subject section, are as follows:

East side

- No parking anytime, between Wheeling Drive and a point 4 metres south of Golders Green Avenue
- No stopping anytime, between a point 4 metres south of Golders Green Avenue and Baronial Court
- Statutory maximum three-hour parking, between Baronial Court and Mastwood Crescent

West side

- No parking anytime, between Wheeling Drive and a point 450 metres north of Lawrence Avenue East
- No stopping anytime, between Golders Green Avenue and Baronial Court
- No parking anytime, between a point 190 metres south of East Willow Gate and East Willow Gate

This section of East Avenue is within a designated Community Safety Zone and a school crossing guard is stationed at the pedestrian crossover (PXO) during the drop-off, lunchtime and pick-up hours. The adjacent land use in this area is single-family residential dwellings, as well as Joseph Howe Senior Public School and William G. Davis Junior Public School.

Road Safety Review

Transportation Services staff conducted a detailed safety review on East Avenue, between Wheeling Drive and East Willow Gate/Mastwood Crescent (south intersection).

Study Area and Controls

The study area consists of five intersections, listed as follows (south to north) with their classification and control at East Avenue:

- Wheeling Drive, a local road and a "T" type intersection, controlled by a stop sign on the side street

- Golders Green Avenue, a local road and a "T" type intersection, controlled by all-way stop control
- Maberley Crescent (north intersection), a local road and a "T" type intersection, controlled by a pedestrian crossover (PXO) and a stop sign on the side street
- Baronial Court, a local road and a "T" type intersection, controlled by a stop sign on the side street
- East Willow Gate/Mastwood Crescent (south intersection), local roads, controlled by stop signs on the side streets

A. Collision Review

A review of the Toronto Police Service collision records, with specific emphasis on pedestrian, cyclist and killed or seriously injured (KSI) collisions on East Avenue, between East Willow Gate/Mastwood Crescent and Wheeling Drive, for the five year period ending December 31, 2024, did not reveal any fatal or serious injury collisions. The following pedestrian and cyclist collisions were reported during this time period:

On October 31, 2023, at 7:30 a.m., a cyclist collision was reported at the intersection of East Avenue and East Willow Gate/Mastwood Crescent. The incident resulted in minor injuries, with no additional information available.

On February 2, 2024, at 2:00 a.m., a pedestrian collision was reported at the intersection of East Avenue and Wheeling Drive. No injuries were reported, with no additional information is available.

Additionally, this review did not disclose any collisions that could be attributed to excessive speeding or aggressive driving along this section of East Avenue.

B. Signage Review

The signage review covered all regulatory and warning signs along East Avenue, between Wheeling Drive and East Willow Gate/Mastwood Crescent. The signs were inspected on-site to ensure they complied with by-laws, were clearly visible, and were in good condition. It was observed that all signs matched the by-laws and were in good condition, except for the northbound direction, which lacked Community Safety Zone signs. A work order was initiated for their installation and is expected to be completed by August 2025. Additionally, school safety zone flashing beacons were found not flashing, and a work order was initiated for the signs and pavement markings unit to address this issue. This work is expected to be completed by April 2025.

C. Pavement Markings

The pavement markings within the study area are covered by the City's Annual Repaint Program and are refreshed yearly. The site investigation confirmed the yellow centre lines, stop bars, tails, zebra bars at the PXO and all the crosswalks within the school vicinity were visible and in good condition.

D. Sight Lines

Sight lines along East Avenue, between Wheeling Drive and East Willow Gate/Mastwood Crescent (south intersection), were reviewed and there were no impediments identified for road users.

E. PXO Observation Study - East Avenue at Maberley Crescent (north intersection)

The pedestrian crossover (PXO) audit conducted on November 12, 2024, at East Avenue and Maberley Crescent (north intersection) provides key insights into pedestrian and vehicle compliance over an eight-hour peak period. A total of 236 vehicles were observed stopping as required when pedestrians were crossing, demonstrating a strong level of driver adherence to PXO regulations. However, five vehicles failed to stop despite having adequate time to do so, indicating some instances of non-compliance. Toronto Police Service (TPS) has been advised about this matter and requested to consider enforcement at this location. Pedestrian behaviour was largely compliant, with 79 crossings made using the flashing lights, while eight crossings occurred without activating the beacon system. Additionally, four pedestrians crossed outside the designated crosswalk, a relatively small number that suggests only minor deviations from proper usage. Importantly, there were no recorded incidents of pedestrians causing hazardous conditions, indicating overall safe pedestrian conduct at the crossing.

The findings indicated that the pedestrian crossover at East Avenue and Maberley Crescent (north intersection) is generally functioning effectively, with high compliance from both drivers and pedestrians. The majority of vehicles yielded appropriately, and most pedestrians used the flashing lights when crossing. However, the instances of vehicles failing to stop or proceeding before pedestrians fully crossed highlight a driver's behaviour issue rather than a lack of awareness due to signage, as ample signage is already in place. Addressing this may require targeted enforcement efforts to reinforce compliance with PXO regulations. Additionally, continued pedestrian education and reinforcement of proper crossing habits, particularly in activating flashing lights, could further improve safety and consistency at the crossover.

F. Traffic Control Signals - East Avenue and Maberley Crescent (north intersection)

Transportation Services conducted an investigation to assess the feasibility of installing traffic control signals at the intersection of East Avenue and Maberley Crescent (north intersection). The study explored the possibility of upgrading the existing pedestrian crossover (PXO) to traffic control signals. 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 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 December 11, 2024, at the intersection of East Avenue and Maberley Crescent (north intersection). 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 December 31, 2024, were reviewed for collisions that were potentially preventable by installation of traffic control signals. The review disclosed that there were no collisions on East Avenue and Maberley Crescent (north intersection), that were potentially preventable by the installation of traffic control signals.

Table 1: Warrant Criteria and Compliance - East Avenue and Maberley Crescent (north intersection)

Justification	Compliance level
Minimum vehicular volume	17%
Delay to cross traffic (pedestrians and vehicles)	33%
Collision hazard	0%

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 numerical warrants for the installation of traffic control signals are not satisfied at the intersection of East Avenue and Maberley Crescent (north intersection) at this time.

Given that the numerical warrants are not met and the existing pedestrian crossover is functioning effectively, with high compliance from both drivers and pedestrians, Transportation Services does not recommend the installation of traffic control signals at East Avenue and Maberley Crescent (north intersection).

G. Existing Road Safety measures

In the section of East Avenue between Wheeling Drive and East Willow Gate/Mastwood Crescent (south intersection), the following safety measures have been implemented to enhance road user safety:

- Community Safety Zone:** This section is within a designated community safety zone, making it a candidate for the Automated Speed Enforcement and speed camera rotation program. As noted, missing northbound signs will be installed by August 2025.

- **Vision Zero Enhancements for School Safety Zones:** School safety zone flashing beacons and watch your speed signs are installed for both northbound and southbound traffic within the school vicinity. School stencils and zebra bars pavement markings are installed on all crosswalks within the school zone.
- **Left-Turn Prohibition:** Eastbound left turns are prohibited from 7:00 a.m. to 9:00 a.m. and 3:00 p.m. to 5:00 p.m., Monday to Friday from the school's southernmost driveway to help prevent pedestrian and vehicle conflicts, reduce congestion and maintain traffic flow.
- **School Crossing Guard:** A school crossing guard is stationed at the pedestrian crossover (PXO) during drop-off (from 8:15 a.m. to 8:50 a.m.), lunchtime (from 11:30 a.m. to 12:35 p.m.), and pick-up hours (from 3:15 p.m. to 3:45 p.m.).
- **In-Road Speed Limit Flex Post Signs:** These signs are installed within the vicinity of the school.
- **U-Turn Prohibition:** U-turns are prohibited northbound and southbound on East Avenue, between Golders Green Avenue and Baronial Court intended to provide a safer environment for all road users along this section of East Avenue.

Conclusion

Based on the above reviews and findings, staff do not have any operational or safety concerns with the existing conditions on East Avenue, between Wheeling Drive and East Willow Gate/Mastwood Crescent (south intersection).

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: Map – Area Map – East Avenue, between Wheeling Drive and East Willow Gate/Mastwood Crescent

Attachment 1: Map – Area Map – East Avenue, between Wheeling Drive and East Willow Gate/Mastwood Crescent

