

Traffic Control Signals - Clonmore Drive and Queensbury Avenue/Private Access

Date: October 14, 2025

To: Scarborough Community Council

From: Director, Enforcement and Street Management, Transportation Services

Wards: Ward 20, Scarborough Southwest

SUMMARY

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

Transportation Services has reviewed the need for traffic control signals at the intersection of Clonmore Drive and Queensbury Avenue/Private Access. Based on the assessment undertaken, Transportation Services does not recommend the installation of traffic control signals at this intersection as the warrant criteria was not met.

RECOMMENDATIONS

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

1. City Council not authorize the installation of traffic control signals at the intersection of Clonmore Drive and Queensbury Avenue/Private Access.
2. City Council not authorize the removal of the existing pedestrian crossover on Clonmore Drive, immediately northeast of Queensbury Avenue in conjunction with the installation of traffic control signals at Clonmore Drive and Queensbury Avenue.

FINANCIAL IMPACT

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

If Scarborough Community Council amends the recommendation in this report and authorizes the installation of traffic control signals and the removal of the existing pedestrian crossover at the intersection of Clonmore Drive and Queensbury Avenue/Private Access, the estimated cost is \$260,000.00.

Funding has been secured from the proponents of the 168 to 184 Clonmore Drive development for potential future traffic control signals in the amount of \$200,000.00. These funds are to be secured through Zoning By-law Amendment Applications No. 15 106475 ESC 36 OZ and Site Plan Control Application No. 15 269073 ESC 36 SA.

The estimated additional cost, above the secured funds, associated with the installation of traffic control signals and removal of the pedestrian crossover is \$60,000.00. This installation would be considered in 2026, subject to availability of Capital funding and competing priorities.

DECISION HISTORY

Through Zoning By-law Amendment Application No. 15 106475 ESC 36 OZ and Site Plan Control Application No. 15 269073 ESC 36 SA, funds have been secured through a letter of credit for the future installation of traffic signals at the intersection of Clonmore Drive and Queensbury Avenue/proposed site driveway. The security will be held for a maximum of five years after the full build-out of the proposed development, after which time, the funds will be refunded if the signals are not installed.

COMMENTS

Transportation Services was requested by the Ward Councillor and residents to investigate the feasibility of installing traffic control signals at the intersection of Clonmore Drive and Queensbury Avenue/Private Access, where a new development has been constructed on the north side with access via a private driveway.

As part of the conditions of approval at the development review stage, the developer provided a Letter of Credit for the future installation of traffic control signals at the intersection of Clonmore Drive and Queensbury Avenue/Private Access.

Existing Conditions

Clonmore Drive is characterized by the following conditions:

- It is a two-lane, east-west, minor arterial roadway
- It operates two-way traffic on a pavement width of approximately 10.5 metres
- The daily two-way traffic volume is approximately 19,000 vehicles
- The speed limit is 40 km/h
- Heavy trucks are prohibited from 7:00 p.m. of one day to 7:00 a.m. of the next following day

- There is TTC service provided by the 135 Gerrard bus route
- There are sidewalks located on both sides of the street

Queensbury 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 approximately 8.3 metres
- The daily two-way traffic volume is approximately 700 vehicles
- 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

Clonmore Drive and Queensbury Avenue form a "T" type intersection. Queensbury Avenue is stop controlled while Clonmore Drive is uncontrolled free flow. There is an existing pedestrian crossover located immediately northeast of Queensbury Avenue. As noted, a private driveway is located on the north side of the intersection, opposite Queensbury Avenue.

Westbound left turns from Clonmore Drive onto Queensbury Avenue and northbound right turns from Queensbury Avenue onto Clonmore Drive are prohibited between the hours of 7:00 a.m. and 9:00 a.m., and from 4:00 p.m. to 6:00 p.m., Monday to Friday, respectively.

The adjacent land use in this area is a mix of residential buildings with single-family properties on Queensbury Avenue and the new development north of the subject intersection.

At the time this report's preparation, and during the traffic data collection, the above-noted development remains partly under construction, and not fully occupied. As a result, travel patterns, as well as vehicular and pedestrian demands, may change. It would be preferred to delay the data collection until such time as these patterns and demand levels have stabilized, in order to present a more representative assessment of intersection operations.

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 Clonmore Drive and Queensbury Avenue/Private Access, 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 August 27, 2025, at the subject intersection. The counts included the north leg driveway volumes, treating it as a four-leg 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 January 1, 2025, did not disclose any collisions at the subject intersection that was potentially preventable by the installation of traffic control signals.

Table 1: Warrant Compliance - Clonmore Drive and Queensbury Avenue/Private Access

Justification	Compliance level
Minimum vehicle volume	21%
Delay to cross traffic (pedestrians and vehicles)	42%
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 technical warrant criteria, the installation of traffic control signals is not justified.

In regard to the environmental checklist, staff completed an assessment and determined that there are no other environmental or external factors that would justify the need for traffic control signals at this time.

Additionally, to assess driver compliance at the existing pedestrian crossover immediately northeast of the intersection, a PXO Observance study was conducted in February 2024. A total of 138 vehicles were observed, 132 (95.7%) stopped as expected, 2 (1.4%) did not stop, and 4 (2.9%) proceeded before pedestrians had completely crossed. Overall, compliance was high, with only a small proportion of drivers not fully observing PXO requirements.

Transportation Services does not recommend the installation of traffic control signals as they are not justified based on the technical and environmental criteria that was evaluated. As noted, the data collected does not reflect the full build-out conditions for the development on the north side of the intersection. It would be preferable to restudy this intersection when the construction is complete and when full occupancy has occurred.

Consultation with TTC

The TTC has expressed interest in consolidating other nearby midblock stops on Clonmore Drive into stops at the subject intersection, should the requested traffic control signal be approved.

Other Considerations

If, despite the findings above, Scarborough Community Council decides to proceed with installing traffic control signals, the following impacts should be noted:

- There will be a loss of approximately three parking spaces on Queensbury Avenue associated with the installation of traffic control signals at this intersection.
- There is potential for increase in delays to transit service on Clonmore Drive.
- The potential for increased delays to pedestrians, who will be required to wait for a "Walk" signal, rather than crossing upon pushing the PXO button; and
- The potential of traffic infiltration that may increase traffic volumes on Queensbury Avenue as it becomes easier for motorists to enter Clonmore Drive.

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 - Proposed Traffic Signals in Place of Pedestrian Crossover -
Clonmore Drive and Queensbury Avenue

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