



**To: Toronto and East York Community Council**

**From: South Rosedale Residents' Association (SRRA), 30 Elm Avenue Co-Ownership Inc, Clifton Manor Tenants Association (CTA), and O'Shanter Development Corporation**

**Re: Proposal for Traffic Control Signals – Sherbourne Street North and Elm Avenue/Maple Avenue**

**Date: June 1, 2025**

We are writing to you collaboratively as the South Rosedale Residents' Association (SRRA), O'Shanter Development Corporation (owner of 5, 11 and 15 Elm Ave, and 28 Rachael St), the Clifton Manor Tenants Association (representing residents in 125 units in the O'Shanter-owned apartment building at 5 and 11 Elm Ave), 30 Elm Avenue Co-Ownership Inc., and Jonathan Krehm, owner of O'Shanter Development and a long-term owner and resident of 21-33 Sherbourne St North.

A report has come before the Toronto and East York Community Council from the Director of Traffic Management, Transportation Services which seeks approval for the installation of traffic control signals at the intersection of Sherbourne Street North and Elm Avenue/Maple Avenue.

As long-term residents of the area surrounding this intersection, we urge you to reject this proposal. It appears to us to be a solution to a non-existent problem. This intersection is currently a five-way mandatory stop which has operated successfully in this configuration for decades. There are a number of reasons why we have come together to oppose the installation of traffic lights:

1. There has been no apparent consultation with local residents. Our groups, who represent a significant segment of the local population who are most immediately affected by the proposed change, have had no communication with Traffic Management personnel.
2. According to the Transportation Services report, the core justification criteria for installation of traffic lights (volume of vehicles and pedestrians, delay to cross traffic, collision history), have not been met. Collision history statistics for the recent three-year period show that there has been only ONE collision that was

“potentially preventable” by traffic lights. Based on these results, the report reaches the conclusion that “the installation of traffic control signals is not justified.”

3. Despite that conclusion, the report goes on to cite several unconvincing reasons for traffic light installation, including potential impact on TTC stops, bike lanes, and neighbourhood pedestrian generators like a school, a day care and a church, all of which are at some distance from the intersection.
4. The projected cost of \$300,000 is in our opinion not justified in the current economic situation of the city finances.
5. Vehicle traffic is at its most dense at this intersection only twice a day, during rush hour and while Branksome Hall parents are stopping to drop-off/pick-up students along Elm Ave. For the rest of the 24-hour day, vehicles negotiate the intersection with little difficulty.
6. Traffic lights during these longer periods of time would only increase wait delays for motorists on all approaches, with accompanying idling exhaust, whereas all-way stops require only momentary delay.
7. Installation of traffic lights will require additional changes that in our opinion will negatively affect movement within the neighbourhood. The report in fact cites the not insignificant impact of these changes. These include (a) making Maple Ave one-way west, which will inconvenience traffic for residents along Maple Ave between Sherbourne St North and Glen Road, forcing them to take a circuitous route to travel westward; (b) a right turn on red prohibition on to Elm Ave’s east leg will delay traffic unnecessarily; (c) TTC bus routes would be modified and schedules could be delayed as they wend their way through Rosedale streets; (d) the convenient bike share station at the north-east corner of the intersection would need to be relocated.
8. It is our observation over years that the all-way stops require greater caution for cars to negotiate the intersection, which makes it safer rather than riskier.
9. Branksome Hall has recommended to Councillor Saxe a number of smaller preferred traffic mitigation actions around the Elm Ave area that will positively influence the extent of traffic through this intersection and will not require this expensive installation. The co-signers of this letter support those cost-effective recommendations rather than the traffic signal option.

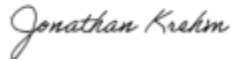
For all these reasons, we conclude that the criteria for justification of installation of traffic lights at the Sherbourne St North and Elm Ave/Maple Ave intersection have not been met. Solicitation of input from local residents, who are most affected by these changes, has been non-existent. Further, it is too early to assess the temporary impact on local traffic of construction at the Glen Road Pedestrian Bridge and Tunnel, Branksome Hall additions, and renos at 21-33 Sherbourne St N, all of which should be completed within a year.

We therefore ask the Community Council to reject this traffic light proposal, or at least to postpone consideration of it for at least a year to secure more community input and to allow time to further assess the impact on traffic once area construction projects are completed.

Respectfully

A handwritten signature in black ink, appearing to be 'Janice Lo', written over a horizontal line.

Janice Lo  
South Rosedale Residents Association

A handwritten signature in black ink, appearing to be 'Jonathan Krehm'.

Jonathan Krehm  
O'Shanter Development Corp

A handwritten signature in black ink, appearing to be 'Ed Jackson'.

Ed Jackson  
Clifton Manor Resident Association

A handwritten signature in black ink, appearing to be 'Patricia McMullen'.

Patricia McMullen  
30 Elm Avenue Co-Ownership