

Temporary Traffic Control Signal and Compulsory Stop Control on Highway 27, Royalcrest Road, Baywood Road, and Mars Road

Date: April 13, 2026
To: Etobicoke York Community Council
From: Director, Congestion & Network Management, Transportation Services
Wards: Ward 1, Etobicoke North

SUMMARY

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

GHD Group, on behalf of the City of Toronto's Engineering and Construction Services, is undertaking the replacement of a structural culvert located on Royalcrest Road, approximately 40 metres east of Highway 27. To facilitate the replacement work, Royalcrest Road will be fully closed between Highway 27 and a point 50 metres east. As a result of the road closure, the existing traffic control signal at the intersection of Royalcrest Road and Highway 27 will be deactivated, and vehicular traffic will be detoured through the intersection of Mars Road and Highway 27, located approximately 400 metres to the south. To ensure safe and efficient right-of-way control along the detour route, the installation of a temporary traffic control signal at Mars Road and Highway 27, along with additional stop sign controls for northbound and southbound approaches at the intersection of Baywood Road and Mars Road, will be required.

Transportation Services is requesting authorization for the following actions:

- Installation of temporary traffic control signals at the intersection of Mars Road and Highway 27;
- Compulsory stop control for northbound and southbound traffic on Baywood Road at Mars Road;
- Prohibit southbound left-turns, northbound right-turns, westbound left-turns, and westbound right-turns at the intersection of Highway 27 and Royalcrest Road, and;
- Prohibit stopping at all times on both sides of Baywood Road, between Royalcrest Road to Mars Road.

The above traffic control measures are required for a period of 12 months from July 1, 2026 to June 30, 2027 to accommodate construction staging operation for the project.

Once the culvert replacement is complete, all temporary measures will be removed and Highway 27, Royalcrest Road, Mars Road, and Baywood Road will be returned to pre-construction traffic and parking regulations.

RECOMMENDATIONS

The Director, Congestion & Network Management, Transportation Services, recommends that:

1. City Council authorize the installation of a temporary Traffic Control Signal on Highway 27 and Mars Road to be in-operation from July 1, 2026 to June 30, 2027, inclusive.
2. City Council prohibit southbound left-turns at all times at the intersection of Royalcrest Road and Highway 27.
3. City Council prohibit northbound right-turns at all times at the intersection of Royalcrest Road and Highway 27.
4. City Council prohibit westbound left-turns at all times at the intersection of Royalcrest Road and Highway 27.
5. City Council prohibit westbound right-turns at all times at the intersection of Royalcrest Road and Highway 27.
6. City Council authorize a compulsory stop control for northbound and southbound traffic at the intersection of Baywood Road and Mars Road.
7. City Council rescind the existing no parking anytime on the west side of Baywood Road, between Royalcrest Road and Mars Road.

8. City Council rescind the existing no parking in effect 8:00 a.m. to 5:00 p.m., Monday to Friday on the east side of Baywood Road, between Royalcrest Road and Mars Road.
9. City Council prohibit stopping at all times on both sides of Baywood Road, between Royalcrest Road and Mars Road.
10. City Council direct that Royalcrest Road, Baywood Road, Mars Road, and Highway 27 be returned to its pre-construction traffic and parking regulations (except with parking rates and hours of operation being consistent to the rates and hours of operation at the time of completion) when the project is complete.

FINANCIAL IMPACT

All costs associated with the necessary temporary signage and temporary traffic control signal installation are included in the 2026-2035 Approved Capital Plan for Transportation Services.

DECISION HISTORY

This report addresses a new initiative.

COMMENTS

The excavation required for the culvert replacement is approximately 7 metres below the existing grade and extends roughly 20 metres along the Royalcrest Road alignment. Alternatives to a full road closure, including road widening and maintaining a single travel lane with alternating two-way traffic, were explored. However, due to constrained right-of-way conditions and the skewed orientation of the culvert, these options would adversely affect the construction schedule, conflict with existing utility infrastructure, and increase safety risks to both the public and construction workers.

As a result, the only feasible option is to fully close Royalcrest Road east of Highway 27 to accommodate construction staging for the project. While the road closure is in effect, the traffic control signal at the intersection of Royalcrest Road and Highway 27 will be deactivated, and vehicular traffic will be detoured to access and exit the neighbourhood via the intersection of Mars Road and Highway 27, located approximately 400 metres to the south. To support safe and efficient right-of-way control along the detour route, a temporary traffic control signal will be installed at the intersection of Mars Road and Highway 27, along with additional compulsory stop controls for northbound and southbound approaches at the intersection of Baywood Road and Mars Road. The temporary traffic control signal at Highway 27 and Mars Road will include pedestrian crosswalks on the north and south legs of the intersection.

The TTC bus stop located on the north side of Royalcrest Road, approximately 100 metres east of Highway 27, will be temporarily out of service during the road closure. Transit riders will be directed to use the existing near-side bus stop on Royalcrest Road at Leading Road. In addition, to facilitate unobstructed two-way traffic flow along the detour route, stopping will be prohibited at all times on both sides of Baywood Road, between Royalcrest Road and Mars Road.

A drawing of the proposed construction staging area and detour route is shown in Attachment 1.

Intersection Capacity Analysis

The existing signalized intersection of Royalcrest Road and Highway 27 is planned to be deactivated while the east leg (Royalcrest Road) is fully closed. Under these conditions, traffic operations at this intersection are not anticipated to present issues, as northbound and southbound traffic along Highway 27 will operate under free-flow conditions.

Under future conditions, the currently unsignalized intersection of Highway 27 and Mars Road is proposed to be temporarily signalized. Traffic operations at this intersection were analyzed for the morning and afternoon peak periods using the existing lane configurations and estimated vehicular traffic volumes. The analysis indicates that critical operations are generally not expected during peak hours, and all levels of service are deemed acceptable. While some increased queuing is anticipated in the westbound direction—particularly during the PM peak period—the 95th percentile queues are not expected to extend into the upstream intersection.

In consideration of the above and through ongoing consultation, Transportation Services is satisfied that GHD Group, in coordination with Engineering and Construction Services, has reviewed all reasonable alternatives to minimize the duration and impacts of construction on all road users. Upon completion of the project, all temporary traffic control measures will be removed, and the roadway network will be restored to its pre-construction configuration.

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

CONTACT

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SIGNATURE

Roger Browne, M.A.Sc., P. Eng.
Director, Congestion & Network Management, Transportation Services

ATTACHMENTS

Attachment 1: Requested Temporary Traffic Control Measures - Highway 27,
Royalcrest Road, Baywood Road, and Mars Road

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