

Traffic Control Signals - Royal York Road and Royal York Court

Date: June 18, 2026

To: Etobicoke York Community Council

From: Director, Enforcement and Street Management, Transportation Services

Wards: Ward 2 - Etobicoke Centre

SUMMARY

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

Transportation Services is requesting approval to install traffic control signals at the intersection of Royal York Road and Royal York Court. The traffic control signals will provide enhanced safety for all road users and is justified based on the assessment undertaken.

RECOMMENDATIONS

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

1. City Council authorize the installation of traffic control signals at the intersection of Royal York Road and Royal York Court.

FINANCIAL IMPACT

The estimated cost for installing traffic control signals at the intersection of Royal York Road and Royal York Court is \$250,000.00. Funding would be subject to availability and competing priorities within the Transportation Services 2027 Capital Budget.

DECISION HISTORY

At its meeting on October 21, 2025, Etobicoke York Community Council adopted Item EY26.24 - "Royal York Court and Royal York Road Intersection - Request for Priority Review" and, in doing so, directed Transportation Services to prioritize a review the intersection of Royal York Road and Royal York Court for potential improvements, including traffic controls, and to report back to the Etobicoke York Community Council on the findings and recommendations.

COMMENTS

Transportation Services was requested by Etobicoke York Community Council to investigate the intersection of Royal York Road and Royal York Court for potential improvements, including traffic controls .

Existing Conditions

Royal York Road is characterized by the following conditions:

- It is a four-lane, north-south, minor arterial roadway
- It operates two-way traffic on a pavement width of approximately 16 metres
- The daily two-way traffic volume is approximately 25,000 vehicles
- The speed limit is 50 km/h
- Heavy trucks are prohibited between 7:00 p.m. to 7:00 a.m. daily
- There is TTC service provided by the 48 Rathburn and 78 Royal York buses
- There are sidewalks located on both sides of the street
- Bike lanes are located for both directions on Royal York Road

Royal York Court is characterized by the following conditions:

- It is a two-lane, east-west, local roadway
- It operates two-way traffic on a pavement width of approximately 8.5 metres
- The daily two-way traffic volume is approximately 1000 vehicles
- The speed limit is 50 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

Royal York Road and Royal York Court form a three leg "T" type intersection. Royal York Court is stop-sign controlled while Royal York Road is uncontrolled free-flow.

The adjacent land use in this area is a mix of high rise residential, single family residential and commercial.

The closest adjacent traffic controls are located approximately 160 metres to the north at the Humbertown Plaza private access, in the form of a traffic control signals and approximately 300 metres to the south at Government Road in the form of traffic controls signals.

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 Royal York Road and Royal York Court, 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.

However, Toronto City Council recently adopted amendments to the collision warrant criteria that vary from the OTM warrant, which places additional emphasis on killed and serious injury collisions. 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 October 28, 2025, at the subject 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, 2025, disclosed 7 collisions at the subject intersection that were potentially preventable by the installation of traffic control signals

Table 1: Warrant Compliance - Royal York Road and Royal York Court

Justification	Compliance level
Minimum vehicular volume	62%
Delay to cross traffic (pedestrians and vehicles)	33%
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.

In considering the above environmental factors, Transportation Services recommends the installation of traffic control signals at Royal York Road and Royal York Court as it will provide enhanced safety for all road users.

Staff recommend the installation of traffic control signals based on the technical and environmental criteria.

Consultation with TTC

The TTC has been consulted and concurs with these findings.

Other Considerations

It should be noted that the installation of traffic control signals will have the following additional impacts:

- There is potential for increase in delays to transit service on Royal York Road

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

CONTACT

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SIGNATURE

Mike Barnet, P. Eng.
Director, Enforcement and Street Management, Transportation Services

ATTACHMENTS

Attachment 1: Map - Traffic Control Signals - Royal York Road and Royal York Court

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