TORONTO

REPORT FOR ACTION

Traffic Control Signals - Victoria Park Avenue

Date: March 20, 2026
To: Infrastructure and Environment Committee
From: General Manager, Transportation Services
Wards: Ward 16 - Don Valley East, Ward 21 - Scarborough Centre

SUMMARY

As Victoria Park Avenue borders two Community Council areas, City Council approval of this report is required.

Transportation Services is requesting approval to install traffic control signals at the following intersections:

- Victoria Park Avenue and Belmore Avenue
- Victoria Park Avenue and Sloane Avenue
- Victoria Park Avenue and Ruscica Drive/Innismore Crescent

Based on the assessments undertaken, the installation of traffic control signals at these intersections are recommended and should enhance safety for all road users.

RECOMMENDATIONS

The General Manager, Transportation Services recommends that:

1. City Council authorize the installation of traffic control signals at Victoria Park Avenue and Belmore Avenue.

2. City Council prohibit pedestrian crossings on Victoria Park Avenue, between the south curb line of Belmore Avenue and a point 30.5 metres north of the north curb line of Belmore Avenue, in conjunction with the installation of traffic control signals as set out in Part 1 above.

3. City Council authorize the installation of traffic control signals at Victoria Park Avenue and Sloane Avenue.

4. City Council authorize the installation of traffic control signals at Victoria Park Avenue and Ruscica Drive/Innismore Crescent.

5. City Council prohibit pedestrian crossings on Victoria Park Avenue, between the north curb line of Ruscica Drive/Innismore Crescent and a point 30.5 metres south of the south curb line of Ruscica Drive/Innismore Crescent, in conjunction with the installation of traffic control signals as set out in Part 4 above.

FINANCIAL IMPACT

The estimated cost for installing traffic control signals at the subject intersections is as follows:

- $180,000.00 at Victoria Park Avenue and Belmore Avenue
- $250,000.00 at Victoria Park Avenue and Sloane Avenue
- $180,000.00 at Victoria Park Avenue and Ruscica Drive/Innismore Crescent

Funding would be subject to availability and competing priorities within the Transportation Services 2026 Capital Budget.

DECISION HISTORY

City Council, at its meeting on October 2, 3 and 4, 2017, adopted Item SC24.19 of Scarborough Community Council (Bus and Bicycle Exemption - Victoria Park Avenue at Sloane Avenue) exempting buses and bicycles from the existing southbound right-turn prohibition in effect from 7:00 a.m. to 9:00 a.m., Monday to Friday, on Victoria Park Avenue at Sloane Avenue. The City Council decision can be found at: https://secure.toronto.ca/council/agenda-item.do?item=2017.SC24.19

COMMENTS

Transportation Services was requested by the Ward 21 Councillor and local residents to investigate the feasibility of installing traffic control signals at the following intersections:

- Victoria Park Avenue and Belmore Avenue
- Victoria Park Avenue and Sloane Avenue
- Victoria Park Avenue and Ruscica Drive/Innismore Crescent

The three intersection reviews are summarized below.

Victoria Park Avenue and Belmore Avenue

Victoria Park Avenue is characterized by the following conditions:

- It is a four-lane, north-south, major arterial roadway
- It operates two-way traffic on a pavement width of approximately 15.5 metres

- The daily two-way traffic volume is approximately 35,000 vehicles
- The speed limit is 50 km/h
- Heavy trucks are permitted at all times
- There is Toronto Transit Commission (TTC) service provided by the 24, 91, and 324 bus routes
- There are sidewalks located on both sides of the street

Belmore Avenue is characterized by the following conditions:
- It is a is a two-lane, east-west, local roadway
- It operates two-way traffic on a pavement width of 8.5 metres
- The daily two-way traffic volume is approximately 1,800 vehicles
- The speed limit is 30 km/h
- Heavy trucks are prohibited at all times
- There is no TTC service provided
- There are no sidewalks on either side of the street
- Southbound left turns to Belmore Avenue from Victoria Park Avenue are prohibited between the hours of 7:00 a.m. and 9:00 a.m., Monday to Friday

Victoria Park Avenue and Belmore Avenue intersect to form a ‘T’ type intersection, with right-of-way controlled by a stop sign for westbound traffic on Belmore Avenue, while Victoria Park Avenue is uncontrolled free-flow.

The adjacent land use in this area is generally comprised of high occupancy residential dwellings and single-family residential dwellings. Notable land uses include the Wexford Collegiate School for the Arts and Wexford Community Swimming Pool to the east of the intersection and commercial properties on the west side of the intersection, including the Victoria Terrace Shopping Centre.

Along Victoria Park Avenue, adjacent traffic controls are located approximately 400 metres to the north at Lynvalley Crescent/Curlew Drive and approximately 240 metres to the south at Lawrence Avenue East in the form of traffic control signals. A northbound TTC stop is located approximately 50 metres north of the intersection and a southbound TTC stop is located approximately 95 metres north of the intersection on Victoria Park Avenue.

The intersection of Victoria Park Avenue at Belmore Avenue was reviewed for 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.

Staff conducted vehicle and pedestrian counts on June 4, 2025, at the intersection of Victoria Park Avenue at Belmore Avenue. 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 June 30, 2025, disclosed one collision at the subject intersection that was potentially preventable by the installation of traffic control signals. This collision involved a cyclist.

Table 1: Warrant Compliance - Victoria Park Avenue at Belmore Avenue

Justification	**Compliance level**
Minimum vehicular volume	24%
Delay to cross traffic (pedestrians and vehicles)	16%
Collision hazard	7%

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 4, the numerical warrants for the installation of traffic control signals are not satisfied at the intersection of Victoria Park Avenue and Belmore Avenue.

Notwithstanding the numeric warrants not being met, in view of the potential safety and connectivity concerns in the subject section of Victoria Park Avenue and the long spacing between existing traffic control signals (~ 650 metres), Transportation Services further considered the installation of traffic signals on Victoria Park Avenue at Belmore Avenue for the following reasons:

- The presence of transit stops in both directions on Victoria Park Avenue that attract pedestrians to cross the street. The daily ridership numbers suggest that the northbound stop between Belmore Avenue and Deanvar Avenue and the southbound stop at Deanvar Avenue each serve approximately 90 riders per day
- The pedestrian generators in the immediate area, including the multi-story apartment buildings fronting Victoria Park Avenue, Wexford Collegiate School for the Arts, and the Victoria Terrace Shopping Centre
- The observed pedestrian desire path between Wexford Collegiate School for the Arts and Victoria Terrace Shopping Centre for students at the school
- Victoria Park Avenue at Belmore Avenue intersection provides two lanes in each direction and a painted median that transitions into a dedicated northbound left turn lane immediately north of Belmore Avenue. The five-lane cross-section at the subject intersection, combined with the volume of traffic using this street, may discourage pedestrians from crossing

In consideration of the above reasons, Transportation Services recommends the installation of traffic control signals at Victoria Park Avenue and Belmore Avenue as it will provide enhanced safety for all road users.

Since the warrant for traffic control signals at this location is based primarily on contextual factors related to pedestrian safety, the installation of full traffic signals is not required. In order to address pedestrian crossing needs while minimizing potential operational impacts and delays on Victoria Park Avenue, the implementation of an Intersection Pedestrian Signal (IPS) is recommended.

Intersection Pedestrian Signals (IPS), also known as half signals, are a pedestrian signal configuration at intersections to improve accessibility and enhance the safety for pedestrians crossing busier streets while reducing traffic delays for people driving. IPS configurations can be installed at the intersection of a main street and a side street, where the signalized pedestrian crossing across the main street is activated by the push of a button. One or two pedestrian crossings over the main street may be provided. The side street remains under stop sign control, and motorists crossing and turning onto the main street may do so with a suitable gap in traffic.

A comparison of the IPS and full traffic control signals has been provided in Attachment 1.

Victoria Park Avenue and Sloane Avenue

Victoria Park Avenue is characterized by the following conditions:

- It is a four-lane, north-south, major arterial roadway
- It operates two-way traffic on a pavement width of approximately 15.5 metres
- The daily two-way traffic volume is approximately 35,000 vehicles
- The speed limit is 50 km/h
- Heavy trucks are permitted at all times
- There is Toronto Transit Commission (TTC) service provided by the 24, 91, and 324 bus routes
- There are sidewalks located on both sides of the street

Sloane Avenue, between Sweeney Drive and Victoria Park Avenue, is characterized by the following conditions:

- It is a two-lane, east-west and north-south, minor arterial roadway
- It operates two-way traffic on an average pavement width of approximately 12 metres
- The daily two-way traffic volume is approximately 3,300 vehicles
- The speed limit is 40 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
- Southbound right turns to Sloane Avenue from Victoria Park Avenue are prohibited between the hours of 7:00 a.m. and 9:00 a.m. Monday to Friday (buses and bicycles excepted)

Victoria Park Avenue and Sloane Avenue intersect to form a ‘T’ type intersection, with right-of-way controlled by a stop sign for eastbound traffic on Sloane Avenue, while Victoria Park Avenue is uncontrolled free-flow.

The adjacent land use in this area is generally comprised of high occupancy residential dwellings and single-family residential dwellings. Notable land uses include the Georgian Orthodox Church, Church of St. Judes and cemetery.

Along Victoria Park Avenue, adjacent traffic controls are located approximately 400 metres to the north at Lawrence Avenue East and approximately 290 metres to the south at Surrey Avenue in the form of traffic control signals. TTC stops are located at the northwest and southeast corners of the intersection.

Staff conducted vehicle and pedestrian counts on February 26, 2025, at the intersection of Victoria Park Avenue and Sloane Avenue. The results of the counts and collision hazard are summarized in Table 2. The "Collision hazard" criterion is based on the number of collisions potentially preventable by the installation of traffic control signals. The collision history provided by the Toronto Police Service for the three-year period ending June 30, 2025, was reviewed for collisions that were potentially preventable by the installation of traffic control signals. The review disclosed that there were eight collisions on Victoria Park Avenue and Sloane Avenue that were potentially preventable by the installation of traffic control signals. Of these collisions, one collision involved a pedestrian.

Table 2: Warrant Compliance - Victoria Park Avenue at Sloane Avenue

Justification	**Compliance level**
Minimum vehicular volume	20%
Delay to cross traffic (pedestrians and vehicles)	56%
Collision hazard	53%

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 5, the numerical warrants for the installation of traffic control signals are not satisfied at the intersection of Victoria Park Avenue and Sloane Avenue.

Notwithstanding the numeric warrants not being met, in view of the potential safety and connectivity concerns in the subject section of Victoria Park Avenue, and the long spacing between existing traffic control signals (~700 metres), Transportation Services further considered the installation of traffic signals on Victoria Park Avenue for the following reasons:

- Upcoming bikeway connection along Sloane Avenue, from Eglinton Avenue East to Victoria Park Avenue, that will attract more cyclists as well as the Sloane Avenue Road Safety Improvements (Sloane Avenue Road Safety Improvements – City of Toronto) that will attract more vulnerable road users to walk along Sloane Avenue and utilize the Victoria Park Avenue and Sloane Avenue intersection for crossing

- The presence of transit stops in both directions on Victoria Park Avenue that attract pedestrians to cross the street. The daily ridership numbers indicate 123 people board and 92 alight at the southbound TTC bus stop and 54 people board and 102 alight at the northbound TTC bus stop. The TTC will be eliminating their northbound stop at Janet Boulevard (consolidating with the stop at Sloane Avenue), which would increase these volumes
- The pedestrian generators in the immediate area, including multi-story apartment buildings fronting Victoria Park Avenue, Georgian Orthodox Church, Church of St. Judes and cemetery
- Victoria Park Avenue at Sloane Avenue intersection provides two lanes in each direction, a centre left-turn lane for the northbound traffic and a southbound right-turn lane/bus bay. The five-lane cross-section at the subject intersection, combined with the volume of traffic using this street, may discourage pedestrians from crossing

In considering the above reasons, Transportation Services recommends the installation of traffic control signals at Victoria Park Avenue and Sloane Avenue as it will provide enhanced safety for all road users.

It should be noted that the removal of one tree on the east side of Victoria Park Avenue will be required to accommodate the installation of the crosswalk at the north leg.

Victoria Park Avenue and Ruscica Drive/Innismore Crescent
Victoria Park Avenue is characterized by the following conditions:
- It is a four-lane, north-south, major arterial roadway
- It operates two-way traffic on a pavement width of approximately 15.5 metres
- The daily two-way traffic volume is approximately 35,000 vehicles
- The speed limit is 50 km/h
- Heavy trucks are permitted at all times
- There is Toronto Transit Commission (TTC) service provided by the 24, 91, and 324 bus routes
- There are sidewalks located on both sides of the street

Ruscica Drive 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 1,000 vehicles
- The speed limit is 50 km/h
- Heavy trucks are prohibited at all times
- There is no TTC service provided
- There is a sidewalk located on the north side only
- Southbound right turns to Ruscica Drive from Victoria Park Avenue are prohibited between the hours of 7:00 a.m. and 9:00 a.m., Monday to Friday

Innismore Crescent 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 900 vehicles
- The speed limit is 30 km/h

- Heavy trucks are prohibited at all times
- There is no TTC service provided
- There are no sidewalks on either side of the street

Victoria Park Avenue, Ruscica Drive and Innismore Crescent intersect to form a four-way intersection, with right-of-way controlled by a stop sign for eastbound and westbound traffic on Ruscica Drive and Innismore Crescent, while Victoria Park Avenue is uncontrolled free-flow.

The adjacent land use in this area is generally comprised of high occupancy residential dwellings and single-family residential dwellings. Notable land uses include the Wilmar Heights Baptist Church on the northeast corner of the intersection.

Along Victoria Park Avenue, adjacent traffic controls are located approximately 190 metres to the north at Surrey Avenue and approximately 300 metres to the south at Arncliffe Crescent in the form of traffic control signals. TTC stops are located at the northwest and southeast corners of the intersection.

Staff conducted vehicle and pedestrian counts on February 26, 2025, at the intersection of Victoria Park Avenue and Ruscica Drive/Innismore Crescent. The results of the counts and collision hazard are summarized in Table 3. The "Collision hazard" criterion is based on the number of collisions potentially preventable by the installation of traffic control signals. The collision history provided by the Toronto Police Service for the three-year period ending June 30, 2025, was reviewed for collisions that were potentially preventable by the installation of traffic control signals. The review disclosed that there were 11 collisions on Victoria Park Avenue and Ruscica Drive/Innismore Crescent that were potentially preventable by the installation of traffic control signals. Of these collisions, one collision involved a pedestrian. The review did not disclose any pattern regarding the time of day for collision occurrences.

Table 3: Warrant Compliance - Victoria Park Avenue at Ruscica Drive/Innismore Crescent

Justification	**Compliance level**
Minimum vehicular volume	29%
Delay to cross traffic (pedestrians and vehicles)	38%
Collision hazard	73%

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 6, the numerical warrants for the installation of traffic control signals are not satisfied at the intersection of Victoria Park Avenue and Ruscica Drive/Innismore Crescent.

Notwithstanding the numeric warrants not being met, in view of the potential safety and connectivity concerns in the subject section of Victoria Park Avenue, and the long spacing between existing traffic control signals (~500 metres), Transportation Services further considered the installation of traffic signals on Victoria Park Avenue for the following reasons:

- The presence of transit stops in both directions on Victoria Park Avenue that attract pedestrians to cross the street. The daily ridership numbers indicate 94 people board and 63 alight at the southbound TTC bus stop and 63 people board and 83 alight at the northbound TTC bus stop
- The pedestrian generators in the immediate area, including multi-story apartment buildings fronting Victoria Park Avenue and Wilmar Heights Baptist Church
- Victoria Park Avenue at Ruscica Drive/Innismore Crescent intersection provides two lanes in each direction, a centre left-turn lane and north-south right-turn lanes/bus bays. The six-lane cross-section at the subject intersection, combined with the volume of traffic using this street, may discourage pedestrians from crossing

In considering the above reasons, Transportation Services recommends the installation of traffic control signals at Victoria Park Avenue and Ruscica Drive/Innismore Crescent as it will provide enhanced safety for all road users.

Since the warrant for traffic control signals at this location is based primarily on contextual factors related to pedestrian safety, the installation of full traffic signals is not required. To help mitigate potential traffic infiltration into Ruscica Drive and Innismore Crescent, as well as minimize traffic delays on Victoria Park Avenue, an IPS is recommended at this location. The intersection will be monitored over a three-year period, and if warranted based on observed conditions, it may be upgraded to full traffic control signals.

Consultation with TTC

The TTC has been consulted and concurs with these findings. However, the TTC recommends relocating/eliminating the following stops:

- Victoria Park Avenue and Belmore Avenue: The southbound stop at Deanvar Avenue will be relocated south of Belmore Avenue for closer proximity to the proposed pedestrian signal location.
- Victoria Park Avenue and Sloane Avenue: The northbound stop at Janet Boulevard will be consolidated with the existing stop at Sloane Avenue. This consolidation would provide a protected pedestrian crossing and align with TTC service standards and is expected to support a projected increase in ridership by improving safety and accessibility for transit users in the area.
- Victoria Park Avenue and Ruscica Drive/Innismore Crescent: The southbound stop north of Ruscica Drive will be relocated south of Ruscica Drive to facilitate installation of an IPS at the north leg.

Other Considerations

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

- There will be an increase in delays for motorists on Victoria Park Avenue as a result of the traffic control signal installation
- There is potential for increase in delays to transit service on Victoria Park Avenue
- Potential increase in cut-through traffic on Sloane Avenue

The Ward Councillors have been advised of the recommendations in this report.

CONTACT

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SIGNATURE

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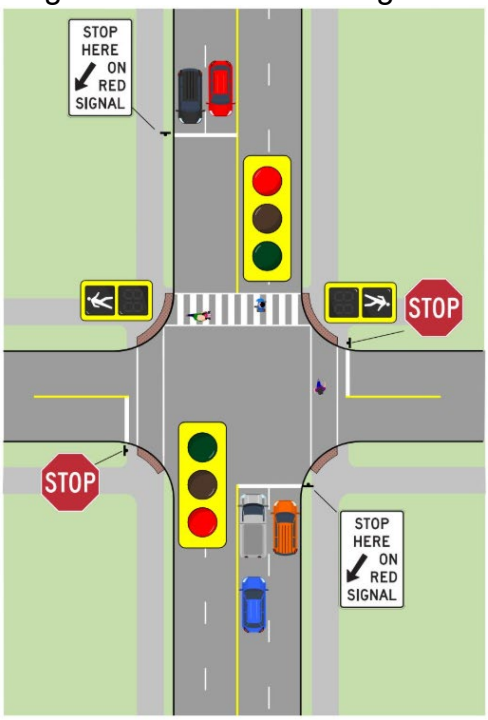
ATTACHMENTS

Attachment 1: Intersection Pedestrian Signals vs Full Traffic Control Signals
Attachment 2: Map - Traffic Control Signals - Victoria Park Avenue and Belmore Avenue
Attachment 3: Map - Traffic Control Signals - Victoria Park Avenue at Sloane Ave and Victoria Park Avenue at Ruscica Drive/Innismore Crescent

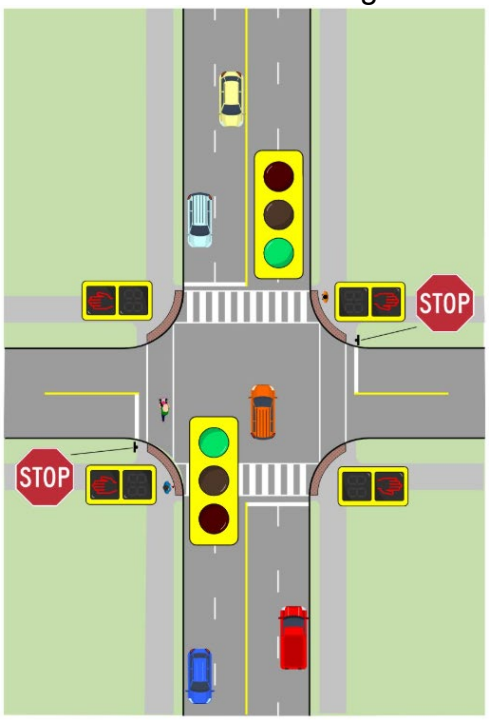
Attachment 1: Intersection Pedestrian Signals vs. Full Traffic Control Signals

Intersection Pedestrian Signals

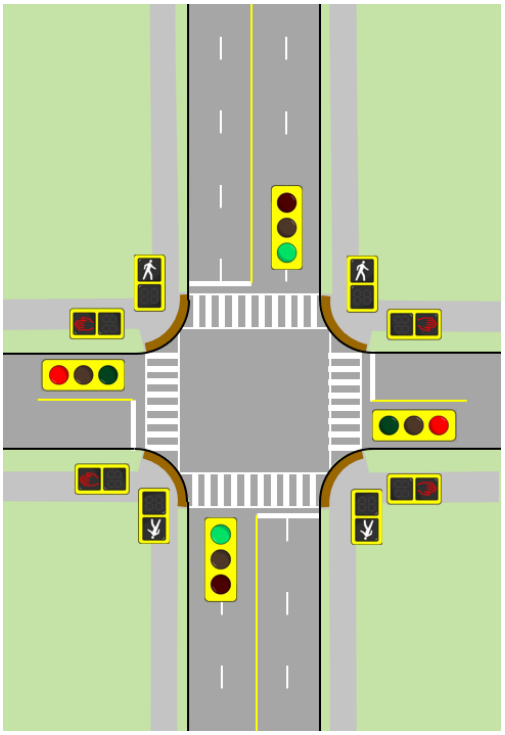
Single Main Street Crossing



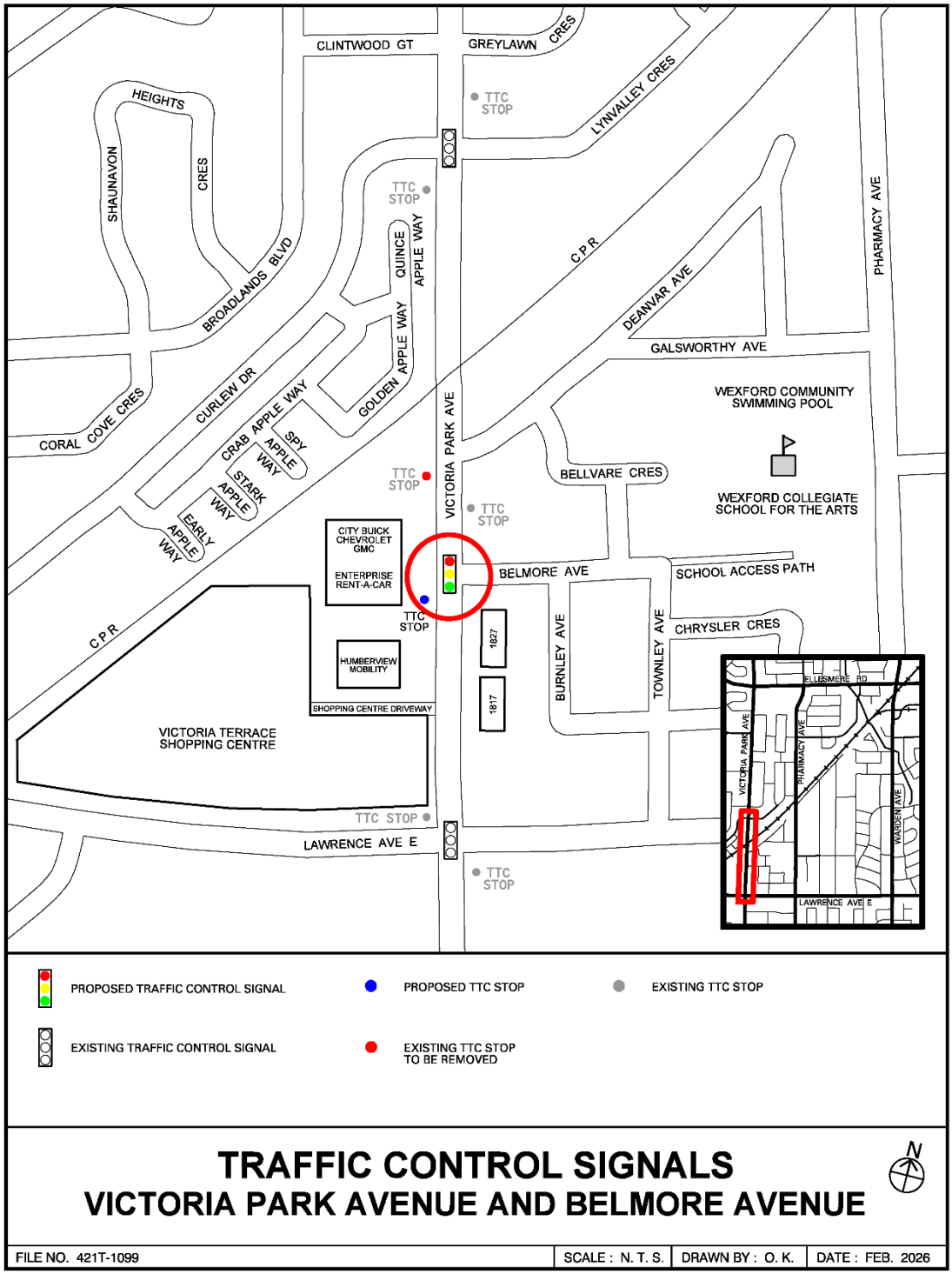
Two Main Street Crossings



Full Traffic Control Signals



Attachment 2: Map - Traffic Control Signals - Victoria Park Avenue and Belmore Avenue



Attachment 3: Map - Traffic Control Signals - Victoria Park Avenue at Sloane Ave and Victoria Park Avenue at Ruscica Drive/Innismore Crescent