

Traffic Control Signals and Turn Prohibitions - Victoria Park Avenue and Wakehood Street

Date: June 30, 2026

To: Infrastructure and Environment Committee

From: General Manager, Transportation Services

Wards: Ward 19 - Beaches-East York, Ward 20 - Scarborough Southwest

SUMMARY

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

Transportation Services is requesting authorization to install traffic control signals at the intersection of Victoria Park Avenue and Wakehood Street. Additionally, authorization is being requested to prohibit the east-west through movements between Wakehood Street and the plaza at the west side of Victoria Park Avenue as well as the southbound left turn movement from Victoria Park Avenue onto Wakehood Street. These prohibitions would be in effect at all times.

The traffic control signals and turn restrictions will provide enhanced safety for all road users and are justified based on the assessment undertaken.

RECOMMENDATIONS

The General Manager, Transportation Services recommends that:

1. City Council authorize the installation of traffic control signals at Victoria Park Avenue and Wakehood Street.
2. Subject to the approval of Recommendation 1 above and in conjunction with the installation of new traffic control signals, City Council prohibit eastbound through movement at all times at Victoria Park Avenue from the private driveway access on the west side of Victoria Park Avenue to Wakehood Street.
3. Subject to the approval of Recommendation 1 above and in conjunction with the installation of new traffic control signals, City Council prohibit westbound through movements at all times at Victoria Park Avenue from Wakehood Street to the private driveway access on the west side of Victoria Park Avenue.

4. Subject to the approval of Recommendation 1 above and in conjunction with the installation of new traffic control signals, City Council prohibit southbound left-turns at all times at the intersection of Victoria Park Avenue and Wakehood Street.

FINANCIAL IMPACT

The estimated cost for installing traffic control signals, signage and pavement marking at the intersection of Victoria Park Avenue and Wakehood Street is \$300,000. Funding is available for these capital projects categorized as health and safety in the approved 2026-2035 Capital Budget and Plan for Transportation Services.

The Chief Financial Officer and Treasurer has reviewed this report and agrees with the financial impact information

DECISION HISTORY

This report addresses a new initiative.

COMMENTS

In consultation with the local community, staff developed a Neighbourhood Streets Plan for the Oakridge neighbourhood. This report is a supplement to a report to Scarborough Community Council titled Oakridge Streets Plan, dated June 21, 2026, which outlines the full Oakridge Streets Plan, including proposed changes to improve intersection safety, safety and accessibility around schools, missing and faded pavement markings and to manage motor vehicle speed. A new traffic control signal at the intersection of Victoria Park Avenue and Wakehood Street is one of the proposed changes in the Oakridge Streets Plan. Learn more about the plan online at toronto.ca/oakridgestreets.

Existing Conditions

Victoria Park Avenue is characterized by the following conditions:

- It is a four-lane, north-south roadway
- It is classified as a major arterial road
- It operates two-way traffic on a pavement width of approximately 15 meters at Wakehood Street
- The two-way traffic is approximately 9,000 vehicles in 8 hours between 7:30 AM to 6 PM
- The speed limit is 50 km/h
- Heavy trucks are prohibited from 7 P.M. to 7 A.M.
- There is TTC service provided by the 12 Kingston Road and 117 Birchmount South bus routes operating between Danforth Avenue and the Lakeshore East rail corridor
- There are sidewalks located on both sides of the street

Wakehood Street is characterized by the following conditions:

- It is a two-lane, east-west roadway

- It is classified as a local road
- It operates two-way traffic on a pavement width of approximately 8.5 meters
- The two-way traffic is approximately 110 vehicles in 8 hours between 7:30 AM to 6 PM
- The speed limit is 30 km/h
- Heavy trucks are prohibited at all times
- There is no TTC service along this street
- There are sidewalks located on both sides of the street

Victoria Park Avenue and Wakehood Street form a T-intersection and currently has no traffic control signal or turn prohibition in place. The adjacent land use in this area is a mix of business and commercial. The Victoria Health Center at the south-east corner of the intersection and the commercial plaza on the west side of Victoria Park Avenue draw pedestrian and vehicular traffic. The entrance to the commercial plaza from Victoria Park Avenue is offset just to the north of the intersection of Victoria Park Avenue and Wakehood Street, and acts as a fourth leg of the intersection.

The intersection of Victoria Park Avenue and Wakehood Street was identified as an area of concern based on site investigations and review of historical collision data. Over the past ten years, a total of 20 collisions have been reported at this intersection including a serious injury termed as, Killed or Seriously Injured (KSI) collision. Of these collisions, 11 occurred during turning movements between Wakehood Street and Victoria Park Avenue. Turning maneuvers at this intersection are challenging due to high traffic volumes, frequent speeding, and limited sightlines along Victoria Park Avenue, and the fact that these movements are currently uncontrolled.

The closest adjacent traffic controls are located approximately 110 metres north at the intersection of Victoria Park Avenue and Danforth Avenue in the form of a traffic control signal and approximately 250 meters south at the intersection of Victoria Park Avenue and Musgrave Street in the form of traffic control signals.

The proposed layout of the intersection with traffic controls in place is included in Attachment 1.

Traffic Control Signals

To determine the need for traffic control signals at the intersection of Victoria Park Avenue and Wakehood Street, the location was assessed based 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 July 9, 2024, at the Victoria Park Avenue and Wakehood Street 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 four collisions at the subject intersection that were potentially preventable by the installation of traffic control signals, including one collision involving a pedestrian that resulted in serious injury. City Council directed staff to consider the collision hazard criterion to be satisfied if there has been at least one potentially preventable collision classified as a KSI (2023.IE7.4).

Table 1: Warrant Compliance - Victoria Park Avenue and Wakehood Street

Justification	Compliance level
Minimum vehicular volume	90%
Delay to cross traffic (pedestrians and vehicles)	89%
Collision hazard	Satisfied

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 technically justified.

Staff noted the following environmental factors:

- the presence of the commercial plaza on the west side of Victoria Park Avenue and the Victoria Health Centre at the south-east corner of Victoria Park Avenue and Wakehood Street intersection draw vehicular traffic as well as pedestrians and people cycling;
- the presence of transit stops in both directions on Victoria Park Avenue that attract pedestrians to cross the street;
- the four lane cross-section on Victoria Park Avenue, as well as the speed and volume of traffic using this street.

In considering the above environmental factors, Transportation Services recommends the installation of traffic control signals at Victoria Park Avenue and Wakehood Street 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 including historic collision pattern, pedestrian desire line and the presence of pedestrian generators in the area.

Proposed Turn Prohibition

Transportation Services conducted observations and found that the intersection geometry is offset such that eastbound and westbound approaches are not aligned, and allowing through movements would introduce operational ambiguity and create additional conflict points through the intersection. The demand for the eastbound and westbound through movements is low; observations indicate 113 vehicles in 8 hours.

Therefore, prohibiting east–west through traffic is recommended to enhance overall intersection safety.

Due to the offset geometry, permitting southbound left-turn movements at the intersection of Wakehood Street and Victoria Park Avenue would similarly introduce conflict with heavy northbound left-turn movements accessing the adjacent plaza. Traffic data indicates a significant imbalance, with approximately 1,054 northbound left-turning vehicles compared to only 27 southbound left-turning vehicles over an 8-hour period. Prohibiting the southbound left turn prioritizes the higher demand movement and reduces potential conflict points.

The proposed traffic control signal and turn prohibitions may result in some minor operational impacts, including increased delay for northbound and southbound vehicles and potential detour for southbound left turning vehicles as well as east-west through vehicles. The resulting increase in delay is considered acceptable given the anticipated reduction in potential conflicts and overall improvement in safety for all road users.

Consultation with TTC and Residents

The TTC has been consulted and concurs with these findings. The proposed signal does not impact TTC's operation along Victoria Park Avenue as it does not recommend any stop relocation.

Residents were consulted about the proposed changes as part of [Oakridge Streets Plan Phase 2](#) consultation which received positive feedback and support for this recommendation. Details on Phase 2 public consultation can be found in the [Phase 2 Public Consultation Report](#).

Other Considerations

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

- There will be a parking prohibition on both sides of the proposed crosswalk up to 30.5 meters on Victoria Park Avenue; this will result in no loss or change of parking spaces, as there is currently "No Parking" and "No Standing" prohibition in place at both sides of Victoria Park Avenue up to distance of 30.5 meters from the proposed crosswalks
- There is potential for minor delays to transit service on Victoria Park Avenue when buses are stopped at the signal

The Councillors of Ward 19 and Ward 20 have been advised of the recommendation in this report.

CONTACT

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SIGNATURE

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ATTACHMENTS

Attachment 1: Proposed Intersection Layout and Turn Prohibitions at Victoria Park Avenue and Wakehood Street

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