

Corridor Safety Review - Wilson Avenue, between Bathurst Street and Wilson Heights Boulevard

Date: April 13, 2026

To: North York Community Council

From: Director, Enforcement and Street Management, Transportation Services

Wards: Ward 6 - York Centre

SUMMARY

This staff report is about a matter that Community Council has delegated authority from City Council to make a final decision.

North York Community Council directed Transportation Services to conduct a review of various safety and operational concerns for road users on Wilson Avenue, between Bathurst Street and Wilson Heights Boulevard. This report provides an overview of the assessments and improvements proposed or undertaken by Transportation Services.

RECOMMENDATIONS

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

1. North York Community Council receive this report for information.

FINANCIAL IMPACT

All costs associated with the safety and operational improvements are included in the Transportation Services 2026 Operating Budget.

DECISION HISTORY

On February 19, 2025, North York Community Council adopted Item 2025.NY21.18 (Wilson Avenue Safety Review), directing Transportation Services to undertake a corridor safety review on Wilson Avenue, between Bathurst Street and Wilson Heights Boulevard. The North York Community Council decision can be found at:

[Agenda Item History - 2025.NY21.18](#)

COMMENTS

In response to the direction from North York Community Council adoption of 2025.NY21.18, Transportation Services conducted a road safety review and studied operational and safety measures on Wilson Avenue, between Bathurst Street and Wilson Heights Boulevard.

Existing Conditions

Wilson Avenue is characterized by the following conditions:

- It is a four-lane, east-west, roadway that is classified as a major arterial roadway
- It operates two-way traffic on a pavement width of approximately 16 metres
- The daily two-way traffic volume is approximately 24,000 vehicles
- The speed limit is 50 km/h
- Heavy trucks are permitted all times
- There is TTC service provided by the 96A Wilson bus route
- There are sidewalks located on both sides of the street

The parking regulations on Wilson Avenue between Bathurst Street and Wilson Heights Boulevard are as follows:

North side

- No parking anytime, between a point 63.5 metres west of Bathurst Street and a point 170.3 metres east of Bathurst Street
- No Stopping anytime, a point 30.5 metres east of Faywood Boulevard and a point 100.5 metres west of King High Avenue
- No parking anytime, between Collinson Boulevard and Laurentia Crescent
- No stopping, a point 100.5 metres west of King High Avenue and a point 167.5 metres west of Belgrave Avenue, 7:00 a.m. to 9:00 a.m. and 4:00 p.m. to 6:00 p.m., Monday to Friday, except public holidays,
- No stopping anytime, between Wilson Heights Boulevard and Faywood Boulevard
- No stopping, 7:00 a.m. to 9:00 a.m. and 4:00 p.m. to 6:00 p.m., Monday. to Friday., except public holidays, between Faywood Boulevard and a point 30.5 metres east

- Pay and display parking, between Bathurst Street and a point opposite Stadacona Drive, 9:00 a.m. to 4:00 p.m. and 6:00 p.m. to 9:00 p.m., Monday to Friday; Saturday 9:00 a.m. to 9:00 p.m., and Sunday 1:00 p.m. to 9:00 p.m.

South side

- No stopping, a point 73 metres east of Tippett Road and a point 228.5 metres west of Yonge Street, 7:00 a.m. to 9:00 a.m. and 4:00 p.m. to 6:00 p.m., Monday to Friday, except public holidays
- Pay and display, from a point 15 metres east of Tippett Road and a point 58 metres further east, 8:00 a.m. to 6:00 p.m. Monday to Saturday.

The adjacent land use along Wilson Avenue between Bathurst Street and Wilson Heights Boulevard, is a mix of commercial and low and high rise residential properties.

A map of the area is included in Attachment 1.

Road Classification

As noted, Wilson Avenue is classified as a major arterial roadway. A street network performs most efficiently and safely from both a traffic operation and a road safety perspective if roads are designated and operate to serve their intended purposes. As per the City of Toronto's Road Classification Guidelines, a road with a major arterial classification is generally intended to function with the following characteristics:

- Traffic movement is a primary function
- Subject to access controls
- Greater than 20,000 vehicles per day
- Greater than 5,000 bus passengers per day
- Speed limits of 50 km/h to 60 km/h
- Main intersections controlled by traffic signals
- No truck restrictions
- Sidewalks on both sides
- High priority of winter maintenance

Wilson Avenue falls within these guidelines.

Study Area and Controls

The study area consists of nine intersections, listed as follows (east to west) with their classification and control at Wilson Avenue:

- Bathurst Street, a major arterial road, controlled by traffic control signals
- Richelieu Road, a local road, controlled by a stop sign on the side street
- Stadacona Drive, a local road, controlled by a stop sign on the side street

- Highway 401 Westbound Off Ramp, a Provincial Expressway and a "T" type intersection, controlled by traffic control signals
- Laurentia Crescent, a local road and a "T" type intersection, controlled by a stop sign on the side street
- Delahaye Street, a local road and a "T" type intersection, controlled by a stop sign on the side street
- Allingham Gardens/Private Access, a local road and a "T" type intersection, controlled by traffic control signals
- Champlain Blvd, a local road, controlled by traffic control signals
- Wilson Heights Boulevard/Tippett Road, a minor arterial road, controlled by traffic control signals

Collision Review

A review of the Toronto Police Service collision records, with specific emphasis for pedestrians, cyclists and Killed or Seriously Injured (KSI) collisions within the study area for the three-year period ending December 2025 was undertaken and revealed three collisions involving a pedestrian.

The results of the review are summarized in Table 1.

Table 1: Collision History (2023 to 2025) on Wilson Avenue, between Bathurst Street and Wilson Heights Boulevard

Collision Type	2023	2024	2025
Pedestrian Killed or *Seriously Injured (KSI)	*1	0	2

Vulnerable Road User Fatal Reviews were conducted following the 2 fatalities that occurred in 2025, one at the intersection of Wilson Avenue and Faywood Avenue and the other at Wilson Avenue and the Highway 401 Westbound Off Ramp. Potential improvements and enhancements identified in those reviews have been incorporated in the sections below.

Road Safety Review

Traffic Operations conducted a detailed safety review on Wilson Avenue, between Bathurst Street and Wilson Heights Boulevard. This review included all aspects of the road's operation and is summarized below.

A. Red Light Camera

A Red Light Camera (RLC) is an automated system that detects and captures images of vehicles entering an intersection despite the traffic signal indicating red. Locations are selected through a data-driven approach that considers the collision history at all signalized intersections in the City, and a manual review of the sites to ensure all technical, operational and regulatory requirements are met. The intersection of Wilson Avenue and Bathurst Street met the warrant criteria and there is a red-light camera installed at the intersection. In consultation with the Automated Enforcement Unit and based on existing traffic safety data, the intersection of Wilson Avenue & Wilson Heights Boulevard would be the next highest priority intersection along Wilson Avenue without a red light camera. The signalized intersections along the subject section of Wilson Avenue will be re-assessed as part of the site selection process for the upcoming red light camera contract.

B. Signage

The signage within the study area were generally found to be in good condition, appropriate and clearly visible to road users.

C. Pavement Markings

The pavement markings, within the study area were in good condition; however, on Wilson Avenue and Champlain Boulevard, pavement markings need to be refreshed and will be addressed as part of Transportation Services' annual painting program.

D. Sight Lines

Sightlines were reviewed at all intersecting streets with Wilson Avenue along the subject corridor. Sightlines were primarily clear and unobstructed. We did however reach out to our Signs and Markings Unit as well as the Ministry of Transportation (MTO) to trim the vegetation along the Highway 401 westbound off-ramp which has since been completed.

E. Sidewalks

Sidewalks within the study area, were found to be in good condition.

F. Street Lighting

Street lighting is the responsibility of Toronto Hydro. However, Transportation Services review did note that there are street lights provided on Wilson Avenue, between Bathurst Street and Wilson Heights Boulevard. An illumination study for the subject corridor is anticipated to be provided by Toronto Hydro at a later date.

G. Parking Regulations

A review of the existing parking regulations revealed that they both effectively allow for safe and efficient traffic operations and serve the community and businesses within the study area. These regulations can be categorized as follows:

- No standing anytime near TTC stops to ensure passenger boarding and dismounting is done without any impediments
- No parking anytime within 30.5 metres of the traffic control signals
- Parking and stopping prohibitions during the a.m. and p.m. peak hours to ensure a smooth flow of traffic
- Pay and Display parking to support the local community and area businesses by encouraging a regular turnover in the on-street parking supply

In light of the above, no changes are recommended to the existing parking regulations.

H. Community Safety Zone

In Toronto, Community Safety Zones are designated on roadways adjacent to schools. Staff cannot recommend the study area be designated as a Community Safety Zone as there are no schools abutting Wilson Avenue, between Bathurst Street and Wilson Heights Boulevard.

I. School Crossing Guard

A School Crossing Guard is assigned to the intersection of Wilson Avenue and Tippett Road / Wilson Heights Boulevard. The City's designated shift times for this location are as follows:

- Morning Shift: 8:15 a.m. to 8:50 a.m.
- Dismissal Shift: 3:15 a.m. to 3:45 p.m.

The school crossing guard is present Monday to Friday during the specified times. The guard may arrive slightly before and remain slightly after the designated shifts, as additional buffer time may be incorporated by the employer.

J. Traffic Control Devices

The existing traffic control devices on Wilson Avenue, between Bathurst Street and Wilson Heights Boulevard were found to be appropriately functional and in accordance with the City's standards.

The vehicle and pedestrian signal displays on Wilson Avenue, between Bathurst Street and Wilson Heights Boulevard were found to be in good condition and clearly visible to intersection users.

K. Speed and Volume Data

The most recent speed and volume study, conducted in February 2026 revealed that the operating speed (54 km/h) of vehicles on Wilson Avenue, within the study area is within acceptable limits of the 50 km/h speed limit. Additionally, the daily traffic volume (24,000 vehicles) is appropriate for the range set out in the City of Toronto guidelines for a major arterial road, which is greater than 20,000 vehicles per day (both directions).

L. Signal Timings

The signals on Wilson Avenue, between Bathurst Street and Wilson Heights Boulevard operate with a semi actuated pedestrian time mode of control, which means the signals prioritize the main road but respond to requests from the less busy side street or for pedestrians crossing the main road. This is the appropriate mode of control at the intersections along the corridor.

Based on the pedestrian crossing distances, the signal timings provide sufficient time for pedestrians to cross at a comfortable walking speed. No pedestrians were observed having difficulty completing their crossing.

The signalized intersections along the subject corridor were assessed for the installation of a Leading Pedestrian Interval feature (LPI) also known as a Pedestrian Head Start Signal. This feature provides an advanced walk signal so that pedestrians begin to cross the street before vehicles get a green signal. The purpose of LPI is to increase the visibility of pedestrians in the intersection and reinforce their right-of-way over turning vehicles.

All feasible intersections along Wilson Avenue, between Bathurst Street and Wilson Heights Boulevard are currently equipped with LPI's. These include, Highway 401 Westbound Off Ramp, Allingham Gardens/Private Access, Champlain Boulevard, Wilson Heights Boulevard/Tippett Road. LPI is not feasible at Bathurst Street as the intersection has advanced left turn phases in all directions.

The intersections of Wilson Avenue and Bathurst Street and Wilson Avenue and Champlain Boulevard are equipped with Accessible Pedestrian Signals (APS). An accessible pedestrian signal advises pedestrians who are blind, visually impaired, or deaf-blind when they have the right-of-way to cross at a signalized intersection and in which direction they may cross the intersection. A request has been submitted to the Transportation Electrical Construction and Maintenance Unit, to explore the feasibility of Accessible Pedestrian Signals to existing intersections on Wilson Avenue, between Bathurst Street and Wilson Heights Boulevard that currently do not have this feature.

M. Geometric Safety Improvements

To further improve safety for all roadway users and bring intersection designs up to the current standards; civil construction may be programmed into the City's multi-year Capital Works Program. These improvements may include, curb radius/radii reductions, lane narrowing or realignment, etc. The intersection of Wilson Avenue and Faywood Avenue, specifically the north leg had undergone some quick build improvements in

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2021, to reduce the corner radius with pavement markings and bollards. This will be converted to permanent geometric safety improvements in future.

N. Toronto Transit Commission (TTC)

As approved by City Council, The City and TTC proposed extending the northerly westbound queue jump bus lane along Wilson Avenue from Wilson Station Entrance/Exit to the east side of Faywood Boulevard. This is planned to include the shifting of the sidewalk along the north side of Wilson Avenue, west of Faywood Boulevard, further north as well as geometric changes to the northwest corner of the Faywood Boulevard intersection with planned construction in 2026.

Conclusion

Based on the above review and findings, staff do not have any operational or safety concerns with the existing conditions on Wilson Avenue, between Bathurst Street and Wilson Heights Boulevard. However, Transportation Services will continue to explore opportunities for geometric safety improvements, explore feasibility of installation of Accessible Pedestrian Signals (APS) and Red Light Cameras at various intersections and request that Toronto Hydro conduct an illumination study on Wilson Avenue, between Bathurst Street and Wilson Heights Boulevard.

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

CONTACT

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SIGNATURE

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ATTACHMENTS

Attachment 1: Map - Corridor Safety Review - Wilson Avenue between Bathurst Street and Wilson Heights Boulevard

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