

Operational and Safety Review - Pottery Road (north), Intersection of Bayview Avenue with Bayview Heights Drive and Evergreen Gardens

Date: June 18, 2026

To: North York Community Council

From: Director, Enforcement and Street Management, Transportation Services

Wards: Ward 15 - Don Valley West

SUMMARY

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

North York Community Council directed Transportation Services to investigate solutions in line with Vision Zero design principles to make Pottery Road (north), between Bayview Avenue and Moore Avenue, safer and undertake an operational and safety review of the intersection of Bayview Avenue with Bayview Heights Drive and Evergreen Gardens. This report provides an overview of the assessment undertaken by Transportation Services.

RECOMMENDATIONS

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

1. City Council receive this report for information.

FINANCIAL IMPACT

There is no financial impact resulting from the adoption of the recommendation in this report.

DECISION HISTORY

On September 17, 2025, North York Community Council adopted Item NY26.24 - Bayview Avenue, between Moore Avenue and Pottery Road (North Intersection) Safety Review. The item directed the General Manager, Transportation Services to undertake an operational efficiency and safety review of the intersections of Bayview Avenue with Bayview Heights Drive and Evergreen Gardens and report back on their findings to North York Community Council in the second quarter of 2026. The Community Council decision can be found at:

<https://secure.toronto.ca/council/agenda-item.do?item=2025.NY26.24>

COMMENTS

In response to the direction from North York Community Council's adoption of Item NY26.24, Transportation Services investigated potential interim measures to improve the safety of Pottery Road (north) and conducted operational and safety reviews of the intersection of Bayview Avenue with Bayview Heights Drive and Evergreen Gardens. The request for an operational review of the intersection of Bayview Avenue with Bayview Heights Drive and Evergreen Gardens was related to the significant volume of traffic diverted to these intersections by the temporary closure of other streets exiting the community as part of Toronto Water work in late 2024.

Existing Conditions

Pottery Road (north) is characterized by the following conditions:

- It is a one-lane, collector roadway that runs north from Bayview Avenue to Moore Avenue
- It operates one-way northbound traffic on a pavement width of approximately six metres
- The daily one-way daily traffic volume is approximately 4,000 vehicles
- The speed limit is 50 km/h
- Heavy trucks are permitted at all times
- There is no TTC service provided
- There are no sidewalks on either side of the street
- There are no curbs on either side of the street and retail parking lots level with the roadway on both sides

Parking is technically allowed for the unsigned statutory three-hour maximum parking limit on both sides of Pottery Road. However, since there are parking lots level with both sides of the street, drivers have not been observed parking on the road.

Bayview Avenue is characterized by the following conditions:

- It is a four-lane, north-south major arterial roadway that curves east-west at the intersections with Bayview Heights Drive and Evergreen Gardens
- It operates two-way traffic on a pavement width of approximately 15 metres
- The daily two-way traffic volume is approximately 28,000 vehicles
- The speed limit is 50 km/h
- Heavy trucks are permitted at all times

- There is TTC service provided by the 28 bus
- There are sidewalks located on the west side of the street
- Bayview Avenue rises significantly in grade traveling northbound approaching the north intersection with Pottery Road and slightly curves west then 90 degrees north to Moore Avenue

Parking is prohibited at all times on both sides of the subject section of Bayview Avenue

Bayview Heights Drive is characterized by the following conditions:

- It is a two-lane, local roadway that runs south from Bayview Avenue
- It operates two-way traffic on a pavement width of approximately 8.5 metres
- The daily one-way daily traffic volume is approximately 2,000 vehicles
- The speed limit is 30 km/h
- Heavy trucks are permitted at all times
- There is no TTC service provided
- There are sidewalks on the west side of the street

Parking is allowed for the unsigned statutory three-hour maximum parking limit on both sides of Bayview Heights Drive.

Evergreen Gardens is characterized by the following conditions:

- It is a two-lane, local roadway that runs west from Bayview Avenue, approximately 15 metres north of Bayview Heights Drive
- It operates two-way traffic on a pavement width of approximately 7.2 metres
- The daily one-way daily traffic volume is approximately 300 vehicles
- The speed limit is 30 km/h
- Heavy trucks are permitted at all times
- There is no TTC service provided
- There are no sidewalks either side of the street

Parking is prohibited on both sides of Evergreen Gardens.

Bayview Avenue operates uncontrolled free-flow at the intersections with Bayview Heights Drive and Evergreen Gardens. Bayview Heights Drive and Evergreen Gardens are stop controlled at Bayview Avenue. Northbound left-turns from Bayview Avenue to Bayview Heights Drive and Evergreen Gardens are prohibited at all times.

The land use in the vicinity of the subject intersections is a mix of retail on the north side, and single-family residential properties on the south side.

The closest adjacent traffic controls are located approximately 60 metres to the north at Moore Avenue, and approximately 470 metres to the south at Nesbitt Drive in the form of traffic controls signals.

A map of the area is included in Attachment 1.

Collision Review

A review of the Toronto Police Service collision records, with specific emphasis for pedestrian, cyclist and Killed or Seriously Injured (KSI) collisions on Pottery Road (north), between Bayview Avenue and Moore Avenue, revealed that there was one reported collision for the three-year period ending December 31, 2026. This was the collision that initiated our safety review referred to in the decision history of this report. The collision occurred on January 2, 2025, at 10:39 p.m. and involved a northbound vehicle losing control, leaving the roadway and striking a concrete post in the parking lot on the north side of Pottery Road. The driver sustained major injuries.

A review of the collision records for the intersection of Bayview Avenue with Bayview Heights Drive and Evergreen Gardens, for the three-year period ending December 31, 2025 was undertaken and revealed a total of six collisions. None of the collisions involved a pedestrian. One collision involved a cyclist but the collision report is not available so it may not have occurred in the vicinity of the subject intersections.

The results of the collision review are summarized in Table 1.

Table 1: Collision History (2022 to 2025) Bayview Avenue, and Bayview Heights Drive and Evergreen Gardens

Collision Type	Total
Cyclist	1*
Rear End	1
Right-Turning	3
Sideswipe	0
Lose Control	1
Other	0

*Not verified

Pottery Road (north) Interim Measures

Transportation Services, Vision Zero, will implement quick-build safety improvements on Pottery Road, between Moore Avenue and Bayview Avenue, in 2027. Improvements will include, but not be limited to, painted road edge lines and directional arrows to improve guidance for motorists and painted curb radii reductions at intersection corners to improve pedestrian safety and reduce the speed of northbound right-turning vehicles from Bayview Avenue to Pottery Road.

Bayview Avenue and Bayview Heights Drive and Evergreen Gardens Operational Review

Traffic Operations staff observed the intersection of Bayview Avenue with Bayview Heights Drive and Evergreen Gardens during the a.m. and p.m. peak hours on April 22, 2026. Staff recorded delay for traffic exiting Bayview Heights Drive and Evergreen Gardens. The tables below summarize staff observations.

Table 2: Bayview Heights Drive Vehicle Delay

Delay (s)	8:00 a.m. to 9:00 a.m.		5:00 p.m. to 6:00 p.m.	
	NB Left turns	NB Right turns	NB Left turns	NB Right turns
0-5 sec.	3	7	2	10
5-20 sec.	5	17	6	8
20-60 sec.	9	10	11	8
60-120 sec.	26	3	16	4

Table 3: Evergreen Gardens Vehicle Delay

Delay (s)	8:00 a.m. to 9:00 a.m.		5:00 p.m. to 6:00 p.m.	
	EB Left turns	EB Right turns	EB Left turns	EB Right turns
0-5 sec.	0	6	0	2
5-20 sec.	1	7	2	4
20-60 sec.	1	4	1	1
60-120 sec.	6	0	0	0

In addition to the above observations, staff noted the longest vehicle queue on either street was five vehicles. Often during the north-south red phase at the intersection of Bayview Avenue and Moore Avenue, a gap occurred for traffic to turn left out of Bayview Heights Drive and Evergreen Gardens. Northbound traffic on Bayview Avenue often disregarded the courtesy Do Not Block Intersection sign between 8:00 a.m. and 8:30 a.m. No pedestrians crossed Bayview Avenue in the vicinity of the intersection during the study times.

The above findings are typical at the unsignalized intersection of a local street and a major arterial roadway. These delays and queues are significantly less than those reported by residents during the late 2024 Toronto Water work that closed other streets exiting the neighbourhood.

Traffic Control Signals

Staff reviewed the warrants for traffic control signals at the intersection of Bayview Avenue with Bayview Heights Drive and Evergreen Gardens. 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.

As part of the investigation, staff applied the results of a vehicle and pedestrian count completed on November 19,2024 at the subject intersection and the collision history against the warrant criteria. 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 there were no collisions at the subject intersection that were potentially preventable by the installation of traffic control signals

Table 1: Warrant Compliance - Bayview Avenue and Bayview Heights Drive and Evergreen Gardens

Justification	Compliance level
Minimum vehicle volume	45%
Delay to cross traffic (pedestrians and vehicles)	65%
Collision hazard	0%

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 technical warrant criteria, the installation of traffic control signals is not justified.

In regards to the environmental checklist, staff completed an assessment and determined that there are no other environmental or external factors that would justify the need for traffic control signals at this time.

Transportation Services does not recommend the installation of traffic control signals as they are not justified based on the technical and environmental criteria that was evaluated. Also, traffic control signals are likely not practically feasible due to the sharp

curve at the intersection, alignment of Bayview Heights Drive and Evergreen Gardens and 60 metre spacing to the existing traffic control signals at the intersection of Bayview Avenue and Moore Avenue.

Road Safety Review

Traffic Operations conducted a detailed safety review at the intersections of Bayview Avenue with Bayview Heights Drive and Evergreen Gardens. This review included all aspects of the intersection's operation and is summarized below.

A. Signage

An inspection revealed that there is curve warning signage with a 30 km/h advisory speed tab on Bayview Avenue at the curve approaching the intersections with Bayview Heights Drive and Evergreen Gardens. There are directional chevrons at the intersection. In the northbound direction there is Do Not Block Intersection signage. The median island is signed with hazard markings. The stop sign on Bayview Heights Drive is clearly visible. The stop sign on Evergreen Gardens was partially blocked by foliage and not optimally located. The stop sign will be relocated to the stop bar when the adjacent property owner removes bushes from the new location as directed by city staff, likely in a few months.

No other sign deficiencies were found.

B. Pavement markings

The pavement markings, within the study area are in good condition. These markings, when required, will be refreshed as part of Transportation Services' annual painting program.

C. Sight lines

All sightlines at the intersection were reviewed and there were no impediments identified for road users.

D. Sidewalks

The sidewalk on the west side of Bayview Avenue, within the study area, was found to be in good condition.

E. Street lighting

Street lighting is the responsibility of Toronto Hydro. However, Transportation Services' review did note that there are street lights provided on the subject section of Bayview Avenue.

F. Parking Regulations

Parking is prohibited on both sides of the subject sections of Bayview Avenue and Evergreen Gardens. Parking is allowed for the unsigned statutory three-hour maximum parking limit on both sides of Bayview Heights Drive.

No changes are recommended to the existing parking regulations. Restricting parking to one side of Bayview Heights Drive at all times is feasible to possibly improve traffic flow.

G. Community Safety Zone

A community safety zone can be considered on roads with over 8,000 vehicles per day if any of the following are present; crossing guard locations, senior safety zones, retirement facilities and senior centres, parks with visitor volumes greater than 500 people per day, hospital areas, city-run community centres, unprotected bike lanes. None of these conditions are present on the subject section of Bayview Avenue.

H. Geometric Safety Improvements

The Cycling Network 2025-2027 Near-Term Plan includes initiation of a bike facility study on the subject section of Bayview Avenue in late 2027. The intersection of Bayview Avenue and Pottery Road will be included in the study. Implementation of the study recommendations will depend on their scope and complexity but would be beyond 2030.

Conclusion

Based on staff findings, the intersections of Bayview Avenue with Bayview Heights Drive and Evergreen Gardens are operating satisfactorily and no significant operational deficiencies were found.

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 - Existing Traffic Controls - Bayview Avenue, between Moore Avenue and Pottery Road

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