

Traffic Control Signals – Ellesmere Road and Crocus Drive/Dewey Drive

Date: May 11, 2026

To: Scarborough Community Council

From: Director, Enforcement and Street Management, Transportation Services

Wards: Ward 21, Scarborough Centre

SUMMARY

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

Transportation Services has reviewed the need for traffic control signals at the intersection of Ellesmere Road and Crocus Drive/Dewey Drive. Based on the assessment undertaken, Transportation Services does not recommend the installation of traffic control signals at this intersection as the warrant criteria was not met.

RECOMMENDATIONS

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

1. City Council not authorize the installation of traffic control signals at the intersection of Ellesmere Road and Crocus Drive/Dewey Drive.

FINANCIAL IMPACT

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

If Scarborough Community Council amends the recommendation in this report and authorizes the installation of traffic control signals at the intersection of Ellesmere Road and Crocus Drive/Dewey Drive, the estimated cost is \$250,000.00. This installation would be considered in Transportation Services 2026 Capital Budget subject to availability of Capital funding and competing priorities.

DECISION HISTORY

City Council, at its meeting on July 23 24, 25, 26, 27 and 30, 2018, adopted Item SC32.32 of Scarborough Community Council (Traffic Control Signals Review - Ellesmere Road and Crocus Drive/Dewey Drive) and did not approve the installation of traffic control signals at the intersection of Ellesmere Road and Crocus Drive/Dewey Drive. The City Council decision can be found at:

[Agenda Item History - 2018.SC32.32](#)

City Council, at its meeting on July 12, 13 and 14, 2011, adopted Item SC8.6 of Scarborough Community Council (Traffic Control Signal Studies - Ellesmere Road and Crocus Drive/Dewey Drive, Ellesmere Road and White Abbey Park) and did not approve the installation of traffic control signals at the intersection of Ellesmere Road and Crocus Drive/Dewey Drive. The City Council decision can be found at:

[Agenda Item History - 2011.SC8.6](#)

COMMENTS

Transportation Services was requested by the Ward Councillor and local residents to investigate the feasibility of installing traffic control signals at the intersection of Ellesmere Road and Crocus Drive/Dewey Drive.

Existing Conditions

Ellesmere Road is characterized by the following conditions:

- It is a four-lane, east-west, major arterial roadway
- It operates two-way traffic on a pavement width of approximately 17 metres
- The daily two-way traffic volume is approximately 37,000 vehicles
- The speed limit is 50 km/h
- Heavy trucks are permitted at all times
- There is TTC service provided by the 95 and 395 bus routes
- There are sidewalks located on both sides of the street

Crocus Drive is characterized by the following conditions:

- It is a two-lane, north-south and east-west, local roadway
- It operates two-way traffic on a pavement width of approximately 8.5 metres
- The daily two-way traffic volume varies from approximately 1,000 to 2,000 vehicles
- The speed limit is 30 km/h (a separate report titled "Traffic Calming (Speed Humps) - Crocus Drive", dated May 13, 2026, will recommend the installation of speed humps on Crocus Drive)
- Heavy trucks are prohibited at all times

- There is no Toronto Transit Commission (TTC) service provided
- There are sidewalks located on both sides of the street, between Ellesmere Road and Willowfield Mews, and on the west side only, between Willowfield Mews and Budea Crescent
- There are all-way stop controlled intersections located at Japonica Road and Lupin Drive

Dewey Drive, between Ellesmere Road and Pharmacy Avenue, is characterized by the following conditions:

- It is a two-lane, north-south and east-west, collector roadway
- It operates two-way traffic on a pavement width of approximately 8.5 metres
- The daily two-way traffic volume is approximately 1,600 vehicles
- The speed limit is 40 km/h
- Heavy trucks are permitted at all times
- There is no Toronto Transit Commission (TTC) service provided
- There are no sidewalks located on either side of the street except the section on the south side, between Pharmacy Avenue and a point approximately 410 metres east

These three streets intersect to form a four-way intersection, with right-of-way controlled by stop signs for northbound and southbound traffic on Crocus Drive and Dewey Drive, while Ellesmere Road is uncontrolled free flow.

The adjacent land use in this area consists of detached residential dwellings, a hydro corridor, as well as Our Lady of Wisdom Catholic School and Terraview-Willowfield Public School. There are TTC bus stops at the northeast and southwest corners of the intersection. The intersection of Ellesmere Road and Crocus Drive/Dewey Drive is not within a designated Community Safety Zone.

The closest adjacent traffic controls are located approximately 310 metres to the east at Warden Avenue in the form of traffic control signals and approximately 480 metres to the west at Pharmacy Avenue 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 Ellesmere Road and Crocus Drive/Dewey Drive, 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 conducted vehicle and pedestrian counts on February 28, 2024, 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 April 1, 2026, disclosed five collisions at the subject intersection that were potentially preventable by the installation of traffic control signals.

Table 1: Warrant Compliance - Ellesmere Road and Crocus Drive/Dewey Drive

Justification	Compliance level
Minimum vehicle volume	81%
Delay to cross traffic (pedestrians and vehicles)	23%
Collision hazard	33%

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. It should be noted that the warrant results are influenced by cut-through traffic diverting to avoid congestion at Ellesmere Road and Warden Avenue. As a mitigation measure to address this cut-through traffic, staff would support the implementation of southbound turning restrictions at Crocus Drive and Ellesmere Road. Furthermore, staff are also recommending the installation of traffic calming (speed humps) in a separate report to Scarborough Community Council.

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. As a future consideration, a mid-block pedestrian signal may be introduced at Ellesmere Road within the hydro corridor as part of the planned hydro corridor bikeway trail project".

Consultation with TTC

The TTC has been consulted and did not express any objections to traffic control signals at this location.

Other Considerations

If, despite the findings above, City Council decides to proceed with installing traffic control signals, the following impacts should be noted:

- There will be a loss of approximately three parking spaces on Crocus Drive and approximately six parking spaces Dewey Drive, associated with the installation of traffic control signals at this intersection.
- There will be an increase in delays for motorists on Ellesmere Road as a result of the traffic control signal installation.
- There is potential for increase in delays to transit service on Ellesmere Road.
- There is potential for increase in cut-through traffic on Crocus Drive and Dewey Drive.

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 - Ellesmere Road and Crocus Drive/Dewey Drive

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