

Oakridge Streets Plan

Date: June 19, 2026

To: Scarborough Community Council

From: Director, Enforcement & Street Management, Transportation Services

Wards: Ward 20, Scarborough Southwest

SUMMARY

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

The purpose of this report is to conclude the Oakridge Streets Plan and seek authorization to proceed to the implementation phase.

This report summarizes the study findings and recommends road safety and traffic management changes for implementation in the Oakridge neighbourhood. Recommended changes include intersection safety improvements, traffic calming measures, new traffic control signals, a new pedestrian crosswalk, removal of pedestrian refuge islands, new and refreshed pavement markings, and school crossing guard studies.

Two companion reports have been submitted. A report titled "Traffic Safety Improvements: Danforth Avenue" has been submitted to Scarborough Community Council and "Traffic Control Signals and Turn Prohibitions - Victoria Park Avenue and Wakehood Street" has been submitted to Infrastructure and Environment Committee. As the Toronto Transit Commission (TTC) operates a transit service on Danforth Avenue and as Victoria Park Avenue is located at the border of two Community Council Areas, City Council approval of changes recommended in the companion reports is required.

A summary of all changes proposed can be found in Table 1.

RECOMMENDATIONS

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

1. Scarborough Community Council authorize the installation of traffic calming (speed humps) at the following locations:

- a. Seven speed humps on Leyton Avenue, between Danforth Avenue and Patterson Avenue for traffic calming purposes, generally as shown on Attachment 3 drawing number ATP-SH-224 and ATP-SH-225
 - b. Seven speed humps on Byng Avenue, between Danforth Avenue and Prairie Drive for traffic calming purposes, generally as shown on Attachment 3 drawing number ATP-SH-222 and ATP-SH-223.
 - c. Four speed humps on St. Dunstan Drive, between Danforth Avenue and Albion Avenue for traffic calming purposes, generally as shown on Attachment 3, drawing number ATP-SH-221.
 - d. Six speed humps on Newport Avenue, between Pharmacy Avenue and Leyton Avenue for traffic calming purposes, generally as shown on Attachment 3, drawing number ATP-SH-228 and ATP-SH-229.
 - e. Six speed humps on Denton Avenue, between Pharmacy Avenue and Patterson Avenue for traffic calming purposes, generally as shown on Attachment 3, drawing number ATP-SH-226 and ATP-SH-227.
2. Scarborough Community Council reduce the speed limit from 40 km/h to 30 km/h on Byng Avenue between Danforth Avenue and Prairie Drive.
 3. Scarborough Community Council reduce the speed limit from 40 km/h to 30 km/h on Denton Avenue between Victoria Park Avenue and Patterson Avenue.
 4. Subject to approval of Recommendation 3 above, Scarborough Community Council authorize the amendment of Schedule XLV (Part 1) to City of Toronto Municipal Code Chapter 950, Traffic and Parking, to Denton Avenue, between Pharmacy Avenue and Patterson Avenue, from being excluded from the Designated Area such that this portion of highway will then be included within the corresponding designated area in Column 1 in Schedule XLV (Part 1).

FINANCIAL IMPACT

The estimated cost for the installation of one speed hump is \$4,000. Thirty (30) speed humps are recommended, for a total estimated cost of \$120,000 phased over multiple implementation years.

Funding of \$120,000 for the installation of thirty (30) speed humps is available, categorized as Health & Safety, in the approved 2026-2035 Capital Budget and Plan for Transportation Services.

DECISION HISTORY

This report addresses a new initiative.

COMMENTS

The Oakridge neighbourhood was nominated by the local councillor for a Neighbourhood Streets Plan. Each year approximately five nominated neighbourhoods are selected for study, based on a prioritization score. Full details about the program are available at toronto.ca/nsp.

Neighbourhood Streets Plans work with communities across Toronto to address issues related to traffic, road safety, and transportation options. Streets Plans typically result in changes that can be made in the short to medium-term (typically 6 months to 5 years) and identify desirable changes which are subject to further programming, feasibility study, public consultation, and/or detailed design.

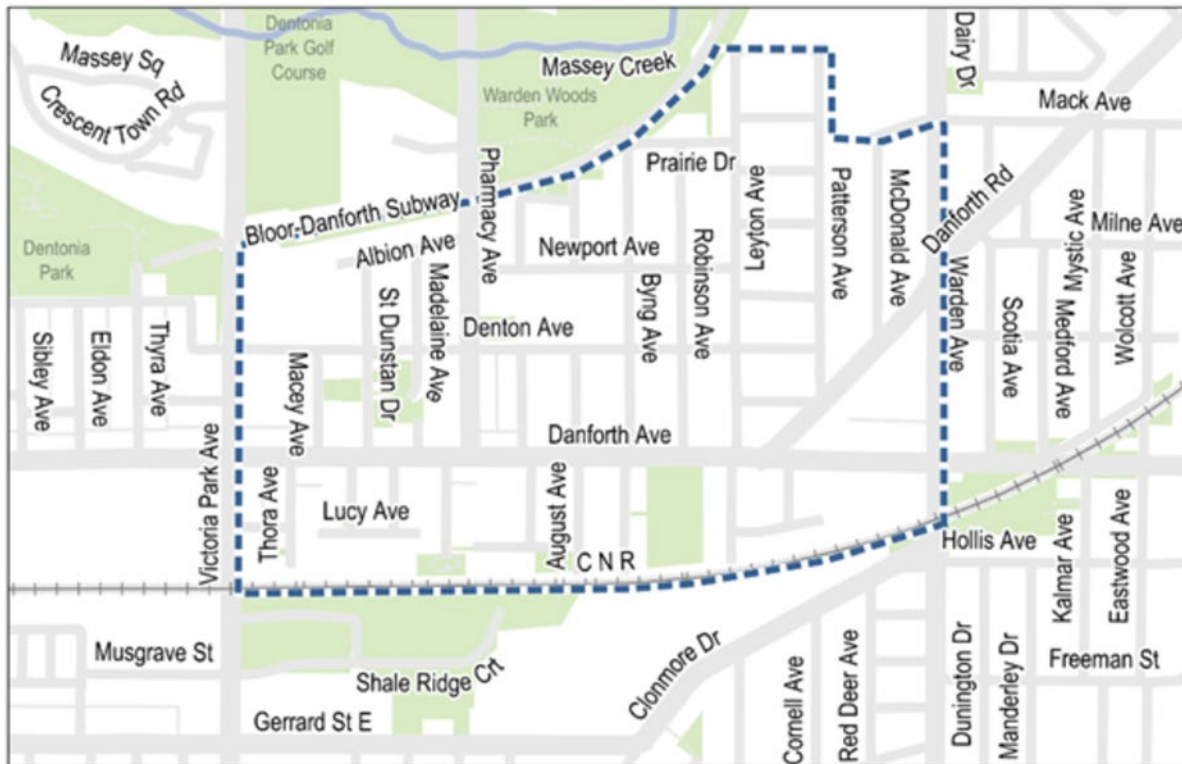
Streets Plans are developed through consideration of three key components:

- **City Policies & Programs:** Council-approved policies, strategies, and programs provide the framework for changes considered. At the heart of this work are strategic plans such as the City's Vision Zero Road Safety Plan, Cycling Network Plan, and Congestion Management Plan and policies such as the Traffic Calming Policy and Pedestrian Crossing Policy. Proposed changes comply with road design guidelines such as Lane Width Guidelines, Curb Radii Guidelines, Accessibility Design Guidelines, On-Street Bikeway Design Guide, Green Streets Technical Guidelines, and Multi-Use Trail Design Guidelines, among others. Finally, proposed changes are informed by infrastructure requirements, state-of-good-repair schedules, the City's 3-year Capital Plan and Budget, and the City's Operating Budget.
- **Technical Research and Analysis:** Data-driven methods are used to assess a street network on a technical level. Research completed by the project team includes but is not limited to traffic data analysis of vehicle volumes and speeds, warrant analysis for traffic calming, mid-block risk, road classification assessment, pedestrian and cyclist volume counts, transit route mapping, site observation for pedestrian crossing characteristics, turning movement and intersection analysis, as well as professional judgement. Collision data and top risk factors are assessed to identify locations that may pose heightened risk to vulnerable road users.
- **Community Engagement:** The project team reviews history of service requests related to traffic operations and road safety submitted by community members to 311 or directed to staff from local Councillors to better understand common concerns in the neighbourhood. Staff also engage directly with the community over two phases of public consultation, both consisting of drop-in events, surveys, online engagement tools, interest group meetings, and pop-up events within the area. Phase 1 of the public consultation invites the community to describe common challenges and to provide ideas to improve traffic, road safety, and transportation options. Staff then use the feedback, alongside city policy and technical analysis to develop proposed changes. Phase 2 public consultation invites the community to provide feedback on proposed changes. With feedback from Phase 2 public consultation, proposals are refined and finalized for Council consideration and implementation planning.

Existing Conditions in Oakridge

The Oakridge neighbourhood is bounded by Victoria Park Avenue to the west, the Bloor-Danforth subway corridor, Leyton Avenue, and Burn Hill Road to the north, Warden Avenue to the east and the Lakeshore East GO rail corridor to the south.

Figure 1: Map of the Oakridge neighbourhood



Community and Street Network Characteristics

The study area features four major arterial roads (Danforth Avenue, Danforth Road, Warden Avenue and Victoria Park Avenue), one minor arterial road (Pharmacy Avenue), one collector road (Denton Avenue) and several local roads. Almost all the roads have sidewalks on at least one side. There is a small segment (Approximately 30 meters) of dedicated bike lane on Danforth Avenue at Victoria Park Avenue travelling eastbound. There is also another segment of dedicated bike lane on Victoria Park Avenue between the Bloor-Danforth subway corridor and Denton Avenue.

Oakridge is served by several TTC bus routes including local route 12, 117 and 24 along Victoria Park Avenue, route 20 and 113 along Danforth Avenue, route 68 and 113 along Danforth Road, route 68, 69 and 135 along Warden Avenue, route 67 along Denton Avenue and Pharmacy Avenue. Apart from these, there is express route 300 which runs along Danforth Avenue, Danforth Road and Warden Avenue. Victoria Park subway station is located at the north-west corner of the study area which is served by several bus routes and the Bloor-Danforth subway.

Based on the 2016 Transportation Tomorrow Survey (TTS) data, travel patterns in Oakridge shows some reliance on private vehicles. About 62% of all trips are made by car, while 29% percent are made by transit and 9% of trips are completed using active transportation such as walking and cycling. At the same time, almost half (41%) of households do not own a car. For trips under one kilometre, walking accounts for 42% of trips.

Over the last 10 years, a total of 1,889 collisions have been reported within the study area. Ninety (90) collisions involved vulnerable road users (pedestrians, older adults aged 65+, school aged children, or people cycling). Among those 90 collisions, 15 collisions resulted in death or serious injury. Two (2) fatal collisions have occurred over the past 10 years, both involving drivers striking a pedestrian with their cars.

Speed and traffic volume data were analyzed for the period from 2021 to 2026. The analysis indicated that several streets experience vehicle speeds exceeding the posted speed limits by up to 14 km/h. Traffic studies are available on the City's [Open Data portal](#).

Community Insights and Input

During Phase 1 of public consultation, the project team sent mailed invitations to participate to 5,187 addresses and heard from 119 community members. Community feedback highlighted the following opportunities for improvement to the street network:

- Road safety concerns for all road users regarding aggressive driving, pedestrian safety and concerns around school area
- Excessive motor vehicle speeding, high traffic volume on local streets and accessibility issues at several intersections and midblock including lack of pedestrian crosswalk
- Concerns about safety of uncontrolled crossings at pedestrian refuge islands along Danforth Avenue
- Mixed opinion on bike lanes that require lane reduction, including the then proposed Danforth-Kingston complete streets project

A comprehensive summary of Phase 1 public consultation can be found on the project webpage at toronto.ca/oakridgestreetsplan.

The Plan for Oakridge Streets

Based on analysis of public feedback, technical research, and review of relevant City policies and programs, the top four areas of focus for this plan were:

- Intersection safety
- Motor vehicle speeding
- Safety and accessibility around schools
- Missing and faded pavement markings

Staff developed a set of proposed changes to address these issues and hosted a Phase 2 public consultation to invite community feedback and input on the proposed changes.

Community Feedback on the Plan

During Phase 2 of public consultation, the project team sent a mailed notice to 4,594 addresses which stated all proposed changes in a list and in a map, and invited feedback through an online survey, email, and participation at a public drop-in event. Community interest group meetings were also held. Feedback on the proposals was provided by 78 community members.

In response to Phase 2 public consultation and further technical analysis the set of proposed changes has been refined. These refinements include:

- Addition of a proposed Intersection Pedestrian Signal (IPS) at the intersection of Danforth Avenue and St. Dunstan Drive
- Proposed removal of the Pedestrian Refuge Island at the intersection Danforth Avenue and Sneath Avenue in coordination with addition of IPS at the intersection of Danforth Avenue and St. Dunstan Drive
- Addition of a proposed geometric safety improvement at Danforth Avenue and Pharmacy Avenue
- A modification to the proposed lane configuration change at the intersection of Danforth Avenue at Danforth Road

A comprehensive summary of feedback received in Phase 2 of public consultation can be found on the project webpage at toronto.ca/oakridgestreetsplan.

A map of all proposed changes is shown in Attachment 1.

Proposed Changes to address Intersection Safety

Residents raised concerns about pedestrian and cycling safety, unsafe turning movements, and non-compliance with traffic rules. These issues create travel conflicts, situations where pedestrians, people cycling, drivers, and transit users come into close interaction, increasing the risk of collisions. Through public feedback, research and site investigations, staff have developed proposed safety measures to address these concerns. Figure 2 summarizes the intersections where safety measures are proposed. Each intersection is described in the paragraphs below the figure.

Figure 2: Proposed Measures to Address Intersection Safety Concerns



- Intersection of Danforth Avenue and Danforth Road:** Danforth Avenue has two lanes in each direction, and the posted speed limit on Danforth Avenue is 50 km/h. The intersection of Danforth Avenue and Danforth Road is busy with over 2,500 vehicles and approximately 200 pedestrians and cyclists during AM and PM peak hours. The intersection was noted to have several safety concerns including the lack of crosswalk on the west leg of the intersection, and confusion with a shared turning lane for eastbound left-turning vehicles from Danforth Avenue onto Danforth Road.

The potential source of driver confusion seems to be related to the operation of the eastbound shared through/left-turn lane. Some drivers may expect a protected eastbound left-turn arrow during every eastbound green phase. However, the left-turn is only displayed concurrently with the southbound right-turn phase. As a result, drivers waiting to take eastbound left during general green indicator may hesitate while waiting for a protected movement which sometimes leads to delay and frustration for the drivers intend to go eastbound through stuck behind the hesitant eastbound left-turning vehicles. In addition, unclear lane use designation may also create confusion between motorists intending to turn left and those intending to go through resulting in honking and erratic maneuvering.

The nearby pedestrian refuge island (PRI) on Danforth Avenue between Leyton Avenue and Robinson Avenue presents accessibility and safety concerns for pedestrians especially senior citizens and people with mobility limitations. There

have been eight collisions in 10 years at this location including one involving an older adult aged over 65. The refuge island is located within a commercial area; the nearest signalized intersections are approximately 90 meters east and approximately 140 meters west of the PRI. Bus stops are located on the north and south sides of Danforth Avenue approximately 5 meters west and 20 meters east of the PRI, respectively.

The proposed changes at this location are:

- Addition of a new pedestrian crosswalk at the west leg of Danforth Avenue and Danforth Road
- Relocate the bus stops at both sides of Danforth Avenue from their existing locations approximately 60 meters west of Danforth Avenue and Danforth Road intersection to locations adjacent to the proposed crosswalk on the west leg of the intersection
- Removal of the existing pedestrian refuge island on Danforth Avenue at Leyton Avenue
- Converting eastbound through lane on Danforth Avenue into a dedicated left turn lane
- Addition of a callable advanced left turn phase for eastbound traffic
- Addition of a dedicated pedestrian only phase
- Addition of a No Right on Red for southbound traffic

Since Toronto Transit Commission (TTC) operates transit service on Danforth Avenue and Danforth Road, these recommendations are directed to City Council in a companion report titled Traffic Safety Improvements: Danforth Avenue, Denton Avenue, Victoria Park Avenue

- **Intersection of Wakehood Street and Victoria Park Avenue:** 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. These turning maneuvers are challenging due to high traffic volumes, frequent speeding, and limited sightlines along Victoria Park Avenue.

Proposed changes at this intersection are:

- Installation of a new traffic control signal
- Extension of the dedicated northbound left-turn lane on Victoria Park Avenue
- Restriction of through movements east and west across the intersection between Wakehood Street and the plaza on the west of Victoria Park Avenue
- Restriction of left turning movement from Victoria Park Avenue into Wakehood Street travelling southbound

Since Toronto Transit Commission (TTC) operates transit service on Victoria Park Avenue, City Council approval is required. As Victoria Park Avenue is located at the border of two Community Council Areas, these recommendations are directed to Infrastructure and Environment Committee for consideration in a companion report titled "Traffic Control Signals and Turn Prohibitions - Victoria Park Avenue and Wakehood Street".

- **Danforth Avenue at Sneath Avenue / St. Dunstan Drive:** There is an existing Pedestrian Refuge Island (PRI) without a controlled pedestrian crossing near the intersection of Danforth Avenue and Sneath Avenue. Staff are currently conducting a City-wide review to assess opportunities for replacement and upgrading existing pedestrian refuge islands by controlled crossings wherever feasible. Through this process, this PRI has been identified to be removed and replaced with a controlled crossing. Over the past 10 years there have been 21 collisions reported around this PRI including one collision resulting in serious injury. Out of these 21 collisions, two collisions involved vulnerable road users; a cyclist in one and a pedestrian in other. The refuge island is located in a commercial area with destinations on both sides of the street. The nearest signalized intersections are approximately 190 meters east and approximately 180 meters west of the PRI. It has been determined that, it is both feasible and appropriate to introduce a controlled pedestrian crossing near this location to replace the PRI that facilitates uncontrolled crossings.

Proposed changes around this intersection are:

- Installation of an Intersection Pedestrian Signal (IPS) at Danforth Avenue and St. Dunstan Drive
 - Removal of the Pedestrian Refuge Island (PRI) located at Danforth Avenue and Sneath Avenue
- Since Toronto Transit Commission (TTC) operates transit service on Danforth Avenue, these recommendations are directed to City Council in a companion report. More detail is included in the companion report titled "Traffic Safety Improvements: Danforth Avenue."
- **Intersection of Albion Avenue and Pharmacy Avenue:** This intersection experiences a high volume of pedestrian activity, particularly from students attending nearby schools. Vehicular traffic volumes are also significant, with over 5,000 vehicles recorded during an eight-hour period. Albion Avenue serves as an important pedestrian corridor; at present there is a sidewalk on the north side of the roadway only. The existing geometry at the north-west and south-west corners of the intersection enables vehicles to turn at speeds above the speed limit when turning onto Albion Avenue from Pharmacy Avenue. This condition introduces a potential safety risk for pedestrians, particularly during peak hours when there is a higher frequency of turning vehicles and a high volume of pedestrians waiting on the south-west corner to cross Pharmacy Avenue.

Proposed changes at this intersection include:

- Curb extension at the north-west and south-west corners
- Refreshing the existing crosswalk markings along Albion Avenue at Pharmacy Avenue
- Sidewalk improvement along Albion Avenue, which may include widening the existing sidewalk on the north side or constructing a new sidewalk on the south side, subject to future road work and capital coordination

- **Intersection of Denton Avenue and Macey Avenue:** This intersection is located nearby multiple high-rise residential buildings, resulting in a concentration of pedestrian activity at this intersection. The presence of a nearby childcare centre increases the proportion of vulnerable road users at this intersection. TTC bus route 67 operates along Denton Avenue, adding to overall multimodal activity. The intersection has all-way stop control but does not have zebra marking across Denton Avenue.

Proposed changes at this intersection include:

- Installation of zebra markings on Denton Avenue to enhance pedestrian visibility and crossing delineation
 - Curb cuts on the north-east and north-west corners of the intersection to improve accessibility
- **Intersection of Danforth Avenue and Pharmacy Avenue:** During Phase 2 consultation, residents identified several safety concerns at this intersection, including unsafe vehicle manoeuvres, wide curb radii that encourage high speed right turns, and drivers failing to yield to pedestrians at the crosswalk. The intersection is also frequently used by students, increasing the presence of vulnerable road users. Collision data indicates a total of 102 reported collisions over the past 10 years, including one resulting in a serious injury.

Proposed changes at this intersection include:

- A curb extension at the north-east and north-west corners of the intersection to slow down turning vehicles and reduce crossing distance.

Proposed Changes to address Motor Vehicle Speeding

The Oakridge neighbourhood has localized speeding challenge contributed by wide travel lanes and long uninterrupted blocks. Speed is a contributing factor in approximately a quarter of fatal collisions in Canada. Driving at safe speeds and respecting the posted speed limit saves lives. Figure 3 summarizes the streets where speed management measures are proposed. Each street is described the paragraphs below the figure.

Figure 3: Proposed Measures to Address Speeding Concerns



Speeding concerns were raised during public consultations and data from the last five years showed speeding on the following streets in the study area:

- Leyton Avenue between Danforth Avenue and Patterson Avenue (posted speed 30 km/h, observed 38.4 km/h)
- Byng Avenue between Danforth Avenue and Prairie Drive (posted speed 30 km/h, observed 38.3 km/h)
- St. Dunstan Drive between Danforth Avenue and Albion Avenue (posted speed 30 km/h, observed speed 37.9 km/h)
- Newport Avenue between Leyton Avenue and Pharmacy Avenue (posted speed 30 km/h, observed speed 44.1 km/h)
- Denton Avenue between Victoria Park Avenue and Patterson Avenue (posted speed 40 km/h, observed speed 47.1 km/h).

• **Traffic calming measures (speed humps) are proposed on the following streets:**

- Leyton Avenue between Danforth Avenue and Patterson Avenue
- Byng Avenue between Danforth Avenue and Prairie Drive
- St. Dunstan Drive between Danforth Avenue and Albion Avenue
- Newport Avenue between Leyton Avenue and Pharmacy Avenue
- Denton Avenue between Pharmacy Avenue and Patterson Avenue.

Denton Avenue is a collector road that runs east-west with one lane on each direction and road width varying from 8.6 to 8.8 meters. TTC bus route 67 runs along Denton Avenue between Victoria Park Avenue and Pharmacy Avenue. This road carries around 3,400 vehicles per day and it has sidewalks on both sides of the road. Posted speed

limit on this road 40 km/h, and speed data indicates that the road operates 7.1 km/h above the speed limit.

Alongside the installation of traffic calming on Denton Avenue, a speed limit reduction from 40 km/h to 30 km/h is proposed on the entire street, including the 4-block segment west of Pharmacy Avenue where the TTC route operates. Speed humps are not recommended between Victoria Park Avenue and Pharmacy Avenue due to steep roadway grade which can create operational and safety concern including reduced vehicle control and discomfort for transit and emergency vehicles. Lowering the speed limit across the full stretch of Denton Avenue (i.e. between Victoria Park Avenue to Patterson Avenue), will ensure a consistent 30 km/h operating speed complementing the traffic calming measures proposed east of Pharmacy Avenue.

Byng Avenue is classified as a local road and signed as 30 km/h. The applicable bylaw had not previously been updated. Therefore, a speed limit reduction and corresponding bylaw amendment are proposed through this report.

Refer to Attachment 2 to review the analysis and justification for these recommendations.

During phase 2 public consultation, residents raised speeding concerns on additional streets within Oakridge that include:

- Macey Avenue between Danforth Avenue and Denton Avenue
- Pharmacy Avenue between Danforth Avenue and Albion Avenue
- August Avenue between Danforth Avenue and Denton Avenue
- Madelaine Avenue between Denton Avenue and Albion Avenue
- Patterson Avenue between Danforth Avenue and Prairie Drive
- Wanstead Avenue between Danforth Avenue and Denton Avenue
- Robinson Avenue between Danforth Avenue and Prairie Drive

These streets were investigated by analyzing the available data and through a follow-up site visit. The site visit was conducted on March 13th, 2026, between 1 PM to 5 PM and included a spot speed study. A spot speed study is a traffic study used to measure the speeds of vehicles at a specific location over a defined period. It provides a snapshot of speed behavior under existing roadway, traffic, and environmental conditions. Based on the results of these studies, traffic calming was not recommended on these streets. More information can be found in Attachment 5 on measures considered but not recommended.

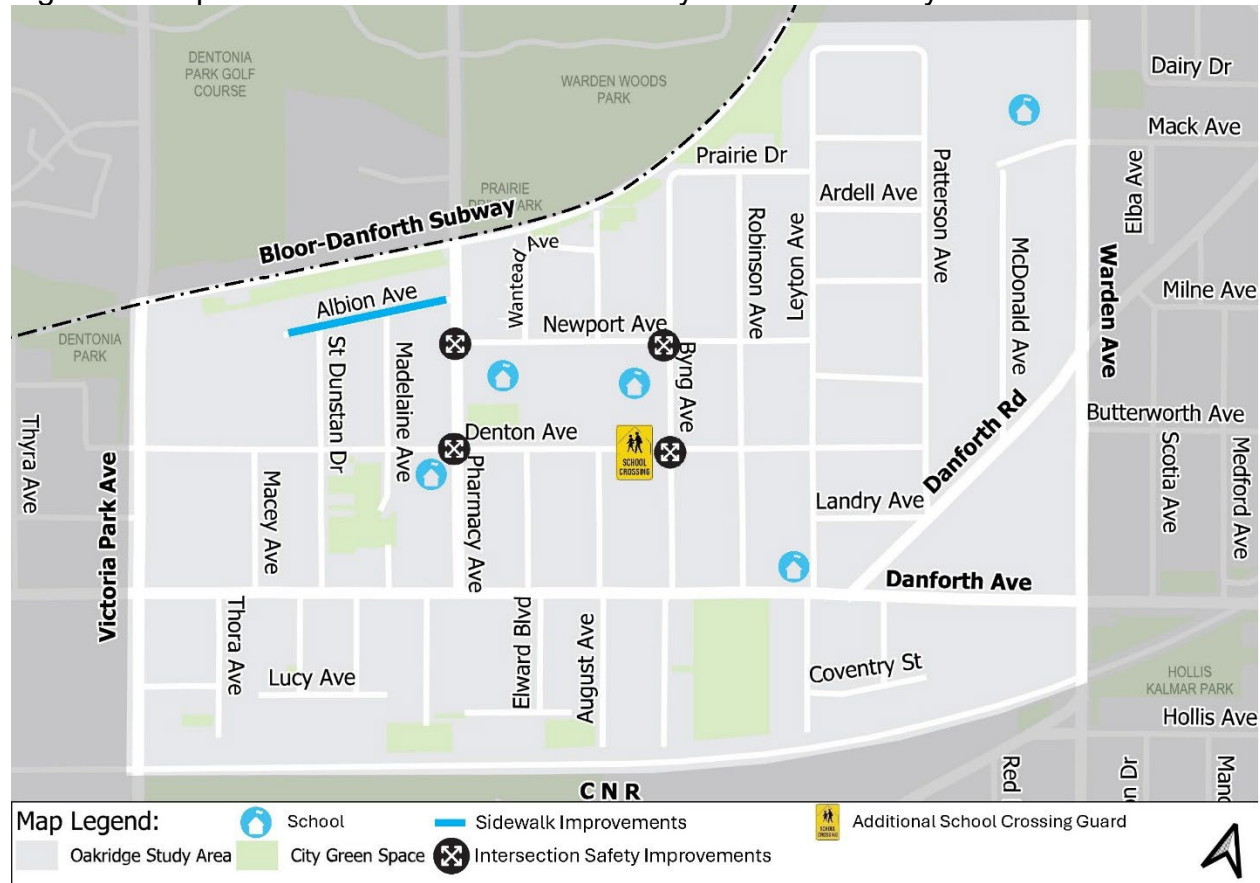
Emergency services were consulted on the proposed speed management measures. Toronto Paramedic Services noted that, while speed humps may increase emergency response times, they support traffic calming measures that improve overall community safety. Fire and Police Services confirmed that the proposed traffic calming measures are not expected to impact response times when responding to calls for service. Copies of correspondence are provided in Attachment 4.

Proposed Changes to address Safety and Accessibility around Schools

The schools along Pharmacy Avenue, Denton Avenue, Byng Avenue and Newport Avenue host more than 1,200 students and see heavy vehicular and pedestrian traffic during pickup and drop off hours. Geometric and operational changes around these streets can help improve safety and accessibility for these vulnerable road users.

Figure 4 summarizes the streets where changes are proposed to improve safety and accessibility around schools. Each improvement is described the paragraphs below the figure.

Figure 4: Proposed Measures to Address Safety and Accessibility around Schools



Based on community feedback and a thorough site investigation, several safety concerns around Oakridge Junior Public School and Samuel Hearne Middle School were identified. These two schools are bordered by Denton Avenue, Byng Avenue, Newport Avenue, and Pharmacy Avenue and together have around 1,000 enrolled students. Key concerns raised at the intersections bounding the school sites were:

- The wide corner at Pharmacy Avenue and Newport Avenue that enables high-speed turning movements
- Limited sidewalk space at Pharmacy Avenue and Denton Avenue for waiting pedestrians.
- Traffic queues are observed along the eastbound approach of Denton Avenue at Pharmacy Avenue, primarily associated with vehicles intending to take left-turn onto Pharmacy Avenue.

- Pedestrians crossing at Denton Avenue and Byng Avenue feel unsafe due to speeding vehicles.
- Missing sidewalk on Albion Avenue on the south side which is popular road for students to access nearby schools

To address the identified safety and accessibility issues, the following improvements are proposed:

- **Pharmacy Avenue and Denton Avenue:** Curb extension at the north-west and south-east corners of this intersection to slow down turning vehicles, and reduce crossing distance
- **Denton Avenue and Byng Avenue**
 - An additional school crossing guard was requested and approved to help students and other pedestrians guide through the intersection and control traffic
 - A curb extension at all corners to slow down turning vehicles and reduce crossing distance
- **Byng Avenue and Newport Avenue:** A curb extension at all corners to slow down turning vehicles and reduce crossing distance
- **Newport Avenue and Pharmacy Avenue**
 - A curb extension at north-east and south-east corners of the intersection to slow down turning vehicles and reduce crossing distance
 - Refreshing the existing pavement markings at the intersection
- **Albion Avenue:** A sidewalk improvement along Albion Avenue, which may include widening the existing sidewalk on the north side or constructing a new sidewalk on the south side subject to capital planning and coordination.

During, Phase 2 consultation, residents raised further concerns about safety and accessibility on Pharmacy Avenue. Pharmacy Avenue is a minor arterial road, with two lanes each direction, located in the vicinity of three local schools and within a community safety zone. Posted speed limit on this road is 50 km/h. Recent speed data shows that operating speed along Pharmacy Avenue is within the posted speed limit. City Council has directed staff to review speed limits in the community safety zones where the roadway is four or more lanes, and recommend appropriate changes consistent with Vision Zero goals, roadway designs and common sense ([2025.IE24.13](#)). Speed limits on Pharmacy Avenue will be reviewed as part of this work as it proceeds.

Proposed Changes to address Missing and Faded Pavement Markings

Replacing missing and faded pavement markings can improve roadway visibility, traffic operations, enhance pedestrian crossing awareness and reduce conflicts among all road users. Figure 5 summarizes the locations where missing and faded pavement markings are planned to be refreshed. Each improvement is described the paragraphs below the figure.

Figure 5: Proposed locations for missing and faded pavement markings to be replaced



Several locations were identified where pavement markings such as stop bars, zebra markings, and tail lines are missing or faded. Missing and faded pavement markings reduce visibility and guidance for road users, leading to confusion at intersections and an increased risk of collisions. The following locations are proposed for adding and refreshing pavement markings:

- Newport Avenue and Pharmacy Avenue
- Robinson Avenue and Prairie Drive
- Patterson Avenue and Newport Avenue
- Patterson Avenue and Noganosh Road
- Newport Avenue and Leyton Avenue
- Leyton Avenue and Noganosh Road
- Denton Avenue and Macey Avenue

After Phase 2 consultation and follow-up site visits two additional locations have been added:

- Elward Avenue and Mansion Avenue
- Patterson Avenue and Prairie Drive

Summary of All Proposed Changes

Table 1 below summarizes all changes that are proposed as part of the Oakridge Streets Plan and the expected timing for implementation. A map of proposed changes is included as Attachment 1.

Table 1 Proposed Changes

Proposed Change	Location(s)	Estimated Timeline
New pedestrian crossing	<ul style="list-style-type: none"> West leg of the intersection of Danforth Avenue and Danforth Road 	2 to 5 years
Bus stop relocation	<ul style="list-style-type: none"> Relocation of bus stops at both sides of Danforth Avenue from their existing locations approximately 60 meters west of Danforth Avenue and Danforth Road intersection to locations adjacent to the proposed crosswalk on the west leg of the intersection 	2 to 5 years
Signal timing and operational adjustments	<ul style="list-style-type: none"> Intersection of Danforth Avenue and Danforth Road Intersection of Wakehood Street and Victoria Park Avenue 	2 to 5 years
New traffic signal	<ul style="list-style-type: none"> Intersection of Victoria Park Avenue and Wakehood Street Intersection of Danforth Avenue and St. Dunstan Drive (IPS) 	2 to 5 years
Pedestrian Refuge Island removal	<ul style="list-style-type: none"> Danforth Avenue near St. Dunstan Drive Danforth Avenue and Leyton Avenue 	2 to 5 years

Proposed Change	Location(s)	Estimated Timeline
Intersection safety improvements (curb extensions, bump outs, or curb cuts)	<ul style="list-style-type: none"> • Intersection of Albion Avenue and Pharmacy Avenue • Intersection of Denton Avenue and Pharmacy Avenue • Intersection of Denton Avenue and Byng Avenue • Intersection of Byng Avenue and Newport Avenue • Intersection of Newport Avenue and Pharmacy Avenue • Intersection of Denton Avenue and Macey Avenue • Intersection of Danforth Avenue and Pharmacy Avenue 	2 to 5 years
School crossing guard	<ul style="list-style-type: none"> • Intersection of Byng Avenue and Denton Avenue 	School crossing guard in service since Feb 23, 2026
Traffic calming (speed humps)	<ul style="list-style-type: none"> • Leyton Avenue from Danforth Avenue to Patterson Avenue • Byng Avenue from Danforth Avenue to Prairie Drive • St. Dunstan Drive from Danforth Avenue to Albion Avenue • Newport Avenue from Leyton Avenue to Pharmacy Avenue • Denton Avenue from Pharmacy Avenue to Patterson Avenue 	6 to 24 months
Speed limit reduction (40 km/h to 30 km/h)	<ul style="list-style-type: none"> • Denton Avenue from Victoria Park Avenue to Patterson Avenue • Byng Avenue from Danforth Avenue to Prairie Drive (bylaw update only) 	6 to 24 months

Proposed Change	Location(s)	Estimated Timeline
Adding and refreshing pavement markings	<ul style="list-style-type: none"> • Intersection of Newport Avenue and Pharmacy Avenue • Intersection of Robinson Avenue and Prairie Drive • Intersection of Patterson Avenue and Noganosh Road • Intersection of Patterson Avenue and Newport Avenue • Intersection of Newport Avenue and Leyton Avenue • Intersection of Leyton Avenue and Noganosh Road • Intersection of Denton Avenue and Macey Avenue • Intersection of Patterson Avenue and Prairie Drive • Intersection of Elward Boulevard and Mansion Avenue • Intersection of Albion Avenue and Pharmacy Avenue 	6 to 24 months

Other changes are being considered in the long-term (5+ years), subject to further programming, feasibility study, public consultation, and/or detailed design.

These changes include:

- Sidewalk improvement along Albion Avenue, which may include widening the existing sidewalk on the north side or constructing a new sidewalk on the south side.
- Speed limit review on Pharmacy Avenue which will be conducted City-wide, expected to start in 2027.

All proposed changes were developed in accordance with City road design guidelines and standards, and in consultation with subject matter experts in road design and traffic operation on City staff. Emergency services were consulted in the development of guidelines and standards.

Measures Considered but Not Recommended

Several potential changes identified during the project were studied but are not recommended. A list of these changes, along with the rationale for why they are not included in the proposed Plan can be found in Attachment 5.

Next Steps and Implementation

Following the Scarborough Community Council decision on this report and companion report entitled Traffic Safety Improvements: Danforth Avenue, the Oakridge Streets Plan to be considered at City Council the project team will proceed from the planning phase

into the implementation phase. An email update will be sent to subscribers of the project email list. The project email inbox will remain open to facilitate correspondence throughout the implementation phase.

The implementation timeline for each change varies depending on budget availability, staffing, and the delivery mechanism that will be used. Changes that will be implemented as part of on-going active projects or annual programs are estimated to be completed within 6 months to 24 months of decision, depending on construction season and city-wide priorities. Other changes aligned with larger initiatives in the City's Capital Plan require more time to coordinate funding, materials, time, and labour. It may take an estimated 5 years to deliver changes that are packaged with larger initiatives in the City's Capital Plan.

The Ward Councillor has been advised of the recommendations of this staff report.

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SIGNATURE

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ATTACHMENTS

1. Map of all changes proposed
2. Traffic calming analysis
3. Traffic calming location plans
4. Responses from Toronto Emergency Services
5. Measures considered but not recommended

Attachment 1: Map of All Changes Proposed



Attachment 2: Traffic Calming Analysis

Based on analysis of public feedback, technical research, and review of relevant City policies and programs, the project team investigated the feasibility of installing speed humps on:

- Leyton Avenue, between Danforth Avenue and Pharmacy Avenue
- Byng Avenue, between Danforth Avenue and Prairie Drive
- St. Dunstan Drive, between Danforth Avenue and Denton Avenue
- Newport Avenue between Leyton Avenue and Pharmacy Avenue
- Denton Avenue between Pharmacy Avenue and Patterson Avenue

Existing Conditions

The streets investigated are characterized by the following conditions:

Table 1: Existing Conditions

Roadway	Road Class	Number of Lanes	Posted Speed Limit	Sidewalks	Other notes
Leyton Avenue	Local	2	30 km/h	On both sides	Heavy truck prohibition
Byng Avenue	Local	2	30 km/h	On both sides	Heavy truck prohibition
St Dunstan Drive	Local	2	30 km/h	On both sides	Heavy truck prohibition
Newport Avenue	Local	2	30 km/h	On both sides	
Denton Avenue	Collector	2	40 km/h	On both sides	Heavy truck prohibition

A map of the area and proposed locations of all speed humps is included in Attachment 1.

Study Results

As part of the assessment of the warrant criteria, vehicle speed and volume studies were conducted using data collected between September 2024 and March 2025.

Table 2: Study Results

Roadway	24h vehicle volume	Block length	85th percentile speed	95th percentile speed	Warrant Satisfied?
Leyton Avenue	1,058	190 meters to 595 meters	38.4 km/h	43 km/h	Yes
Byng Avenue	875	140 meters to 216 meters	38.3 km/h	42.7 km/h	Yes
St Dunstan Drive	743	158 meters to 180 meters	37.9 km/h	43.2 km/h	No
Newport Avenue	1772	93 meters to 184 meters	44.1 km/h	49.4 km/h	Yes
Denton Avenue	3,395	93 meters to 180 meters	47.1 km/h	50 km/h	No

The investigation concluded that the eligibility and warrant criteria as outlined in the updated Traffic Calming Policy has been satisfied for all the streets except St. Dunstan Drive and Denton Avenue as summarized in the table above. Although the observed 85th percentile speeds on St. Dunstan Drive and Denton Avenue mean the quantitative justification for traffic calming is not met, there are qualitative considerations taken into engineering judgement. On each of these streets another change is proposed that would be well complimented by speed humps.

On St. Dunstan Drive, a new pedestrian crossing is proposed that would draw more pedestrians to use St. Dunstan Drive. On Denton Avenue between Victoria Park Avenue and Patterson Avenue, speed limits are proposed to be lowered from 40km/hr to 30 km/hr. Operating speed on both of these streets are close to the threshold of traffic calming. With the planned changes including new crosswalk marking, nearby schools, presence of significant numbers of vulnerable road users, speed humps are

recommended to improve safety and compliance the posted speed, consistent with other streets in the neighbourhood.

Relative Priority and Other Impacts

In the event that the number of approved requests for roadway traffic calming measures exceed the budget allocated for installation, funding for approved installations will be prioritized using a Prioritization Score. This score is made up of a Quantitative Score and a Qualitative Score.

The Quantitative Score is based on the results of the data collection, including travel speeds and traffic volumes to prioritize locations with higher vehicle speeds and volumes.

The Qualitative Score includes:

- **Collision history** to prioritize locations with a history of serious injury or fatal collisions and those involving a pedestrian or person cycling
- **Equity** to prioritize equity-deserving communities with a high-concentration of priority populations and those that are transportation disadvantaged
- **Expected presence of vulnerable road users** (elderly population, school children and pedestrians, including transit riders) to prioritize locations with a higher risk of fatal and serious injury collisions

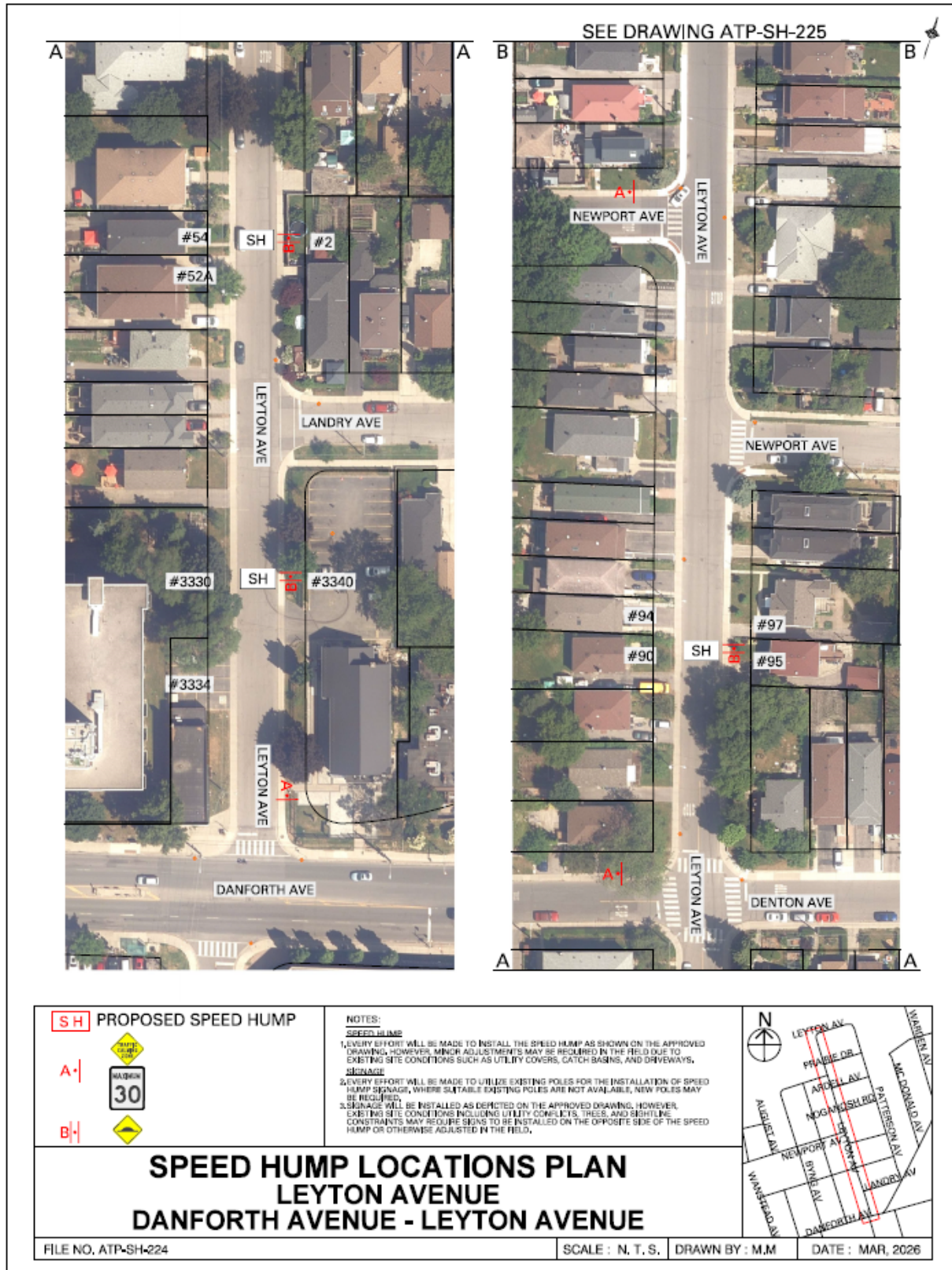
The Quantitative and Qualitative Scores are averaged to provide the complete Prioritization Score. The prioritization scores for the roadways investigated range between 25 and 64, out of a possible 100, and are summarized in the table below.

Table 3: Traffic Calming Prioritization Scores

Roadway	From	To	Quantitative Score	Qualitative Score	Prioritization Score
Leyton Avenue	Danforth Avenue	Leyton Avenue	12	52	32
Byng Avenue	Danforth Avenue	Prairie Drive	6	59	33
St Dunstan Drive	Danforth Avenue	Albion Avenue	5	44	25
Newport Avenue	Pharmacy Avenue	Leyton Avenue	68	59	64
Denton Avenue	Pharmacy Avenue	Patterson Avenue	10	62	36

No alterations to parking regulations will be required, nor will the number of parking spaces be affected by the installation of speed humps. Installation of speed humps will have minimal effect on winter services, street cleaning and garbage collection.

Attachment 3: Traffic Calming Location Plans





B SEE DRAWING ATP-SH-224 B

C C

SH PROPOSED SPEED HUMP

A-|

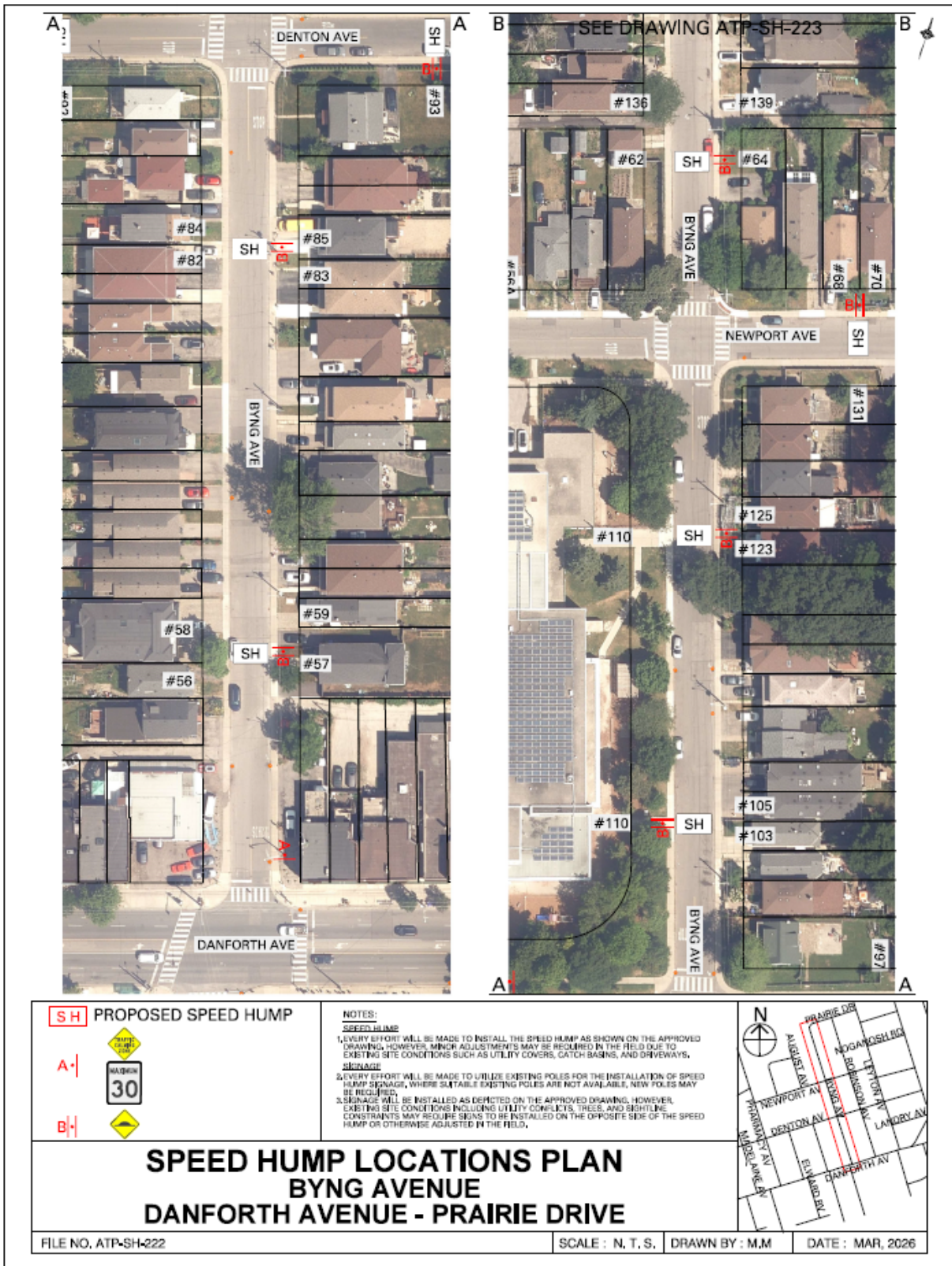
B-|

NOTES:
SPEED LIMIT:
 1. EVERY EFFORT WILL BE MADE TO INSTALL THE SPEED HUMP AS SHOWN ON THE APPROVED DRAWING, HOWEVER, MINOR ADJUSTMENTS MAY BE REQUIRED IN THE FIELD DUE TO EXISTING SITE CONDITIONS SUCH AS UTILITY COVERS, CATCH BASINS, AND DRIVEWAYS.
SIGNAGE:
 2. EVERY EFFORT WILL BE MADE TO UTILIZE EXISTING POLES FOR THE INSTALLATION OF SPEED HUMP SIGNAGE, WHERE SUITABLE EXISTING POLES ARE NOT AVAILABLE, NEW POLES MAY BE REQUIRED.
 3. SIGNAGE WILL BE INSTALLED AS DEPICTED ON THE APPROVED DRAWING, HOWEVER, EXISTING SITE CONDITIONS INCLUDING UTILITY CONFLICTS, TREES, AND RIGHTLINE CONSTRAINTS MAY REQUIRE SIGNS TO BE INSTALLED ON THE OPPOSITE SIDE OF THE SPEED HUMP OR OTHERWISE ADJUSTED IN THE FIELD.



**SPEED HUMP LOCATIONS PLAN
 LEYTON AVENUE
 DANFORTH AVENUE - LEYTON AVENUE**

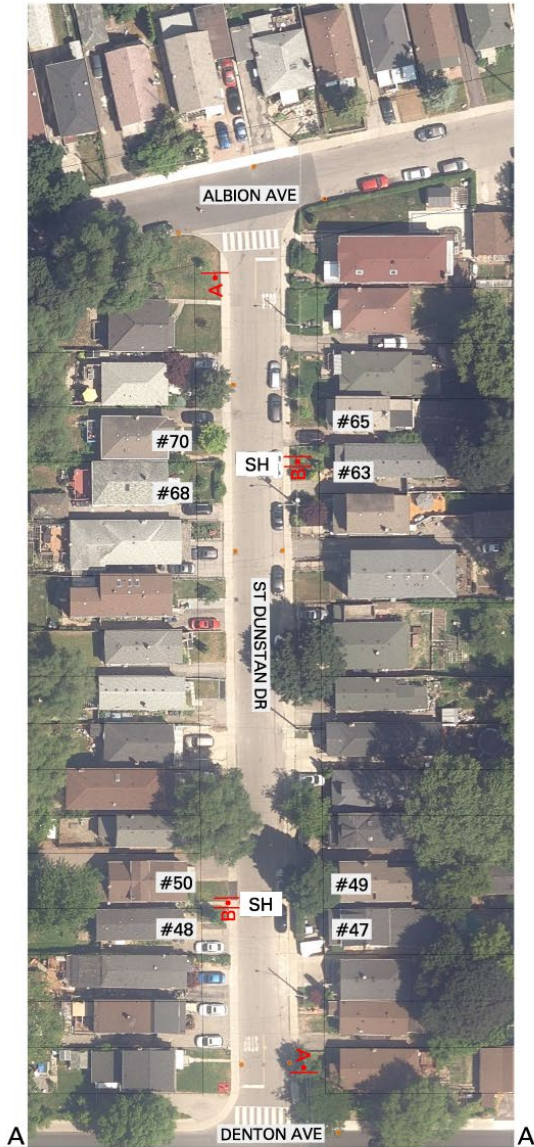
FILE NO. ATP-SH-225 SCALE : N. T. S. DRAWN BY : M.M DATE : MAR, 2026





B SEE DRAWING ATP-SH-222 B

<p>SH PROPOSED SPEED HUMP</p> <p>A- </p> <p>B- </p>	<p>NOTES:</p> <p>SPEED HUMP</p> <p>1. EVERY EFFORT WILL BE MADE TO INSTALL THE SPEED HUMP AS SHOWN ON THE APPROVED DRAWING, HOWEVER, MINOR ADJUSTMENTS MAY BE REQUIRED IN THE FIELD DUE TO EXISTING SITE CONDITIONS SUCH AS UTILITY COVERS, CATCH BASINS, AND DRIVEWAYS.</p> <p>SIGNAGE</p> <p>2. EVERY EFFORT WILL BE MADE TO UTILIZE EXISTING POLES FOR THE INSTALLATION OF SPEED HUMP SIGNAGE, WHERE SUITABLE EXISTING POLES ARE NOT AVAILABLE, NEW POLES MAY BE REQUIRED.</p> <p>3. SIGNAGE WILL BE INSTALLED AS DEPICTED ON THE APPROVED DRAWING, HOWEVER, EXISTING SITE CONDITIONS INCLUDING UTILITY CONFLICTS, TREES, AND SIGHTLINE CONSTRAINTS MAY REQUIRE SIGNS TO BE INSTALLED ON THE OPPOSITE SIDE OF THE SPEED HUMP OR OTHERWISE ADJUSTED IN THE FIELD.</p>		
<p>SPEED HUMP LOCATIONS PLAN BYNG AVENUE DANFORTH AVENUE - PRAIRIE DRIVE</p>			
<p>FILE NO. ATP-SH-223</p>	<p>SCALE : N. T. S.</p>	<p>DRAWN BY : M.M</p>	<p>DATE : MAR, 2026</p>



SH PROPOSED SPEED HUMP



NOTES:
SPEED HUMP
 1. EVERY EFFORT WILL BE MADE TO INSTALL THE SPEED HUMP AS SHOWN ON THE APPROVED DRAWING. HOWEVER, MINOR ADJUSTMENTS MAY BE REQUIRED IN THE FIELD DUE TO EXISTING SITE CONDITIONS SUCH AS UTILITY COVERS, CATCH BASINS, AND DRIVEWAYS.
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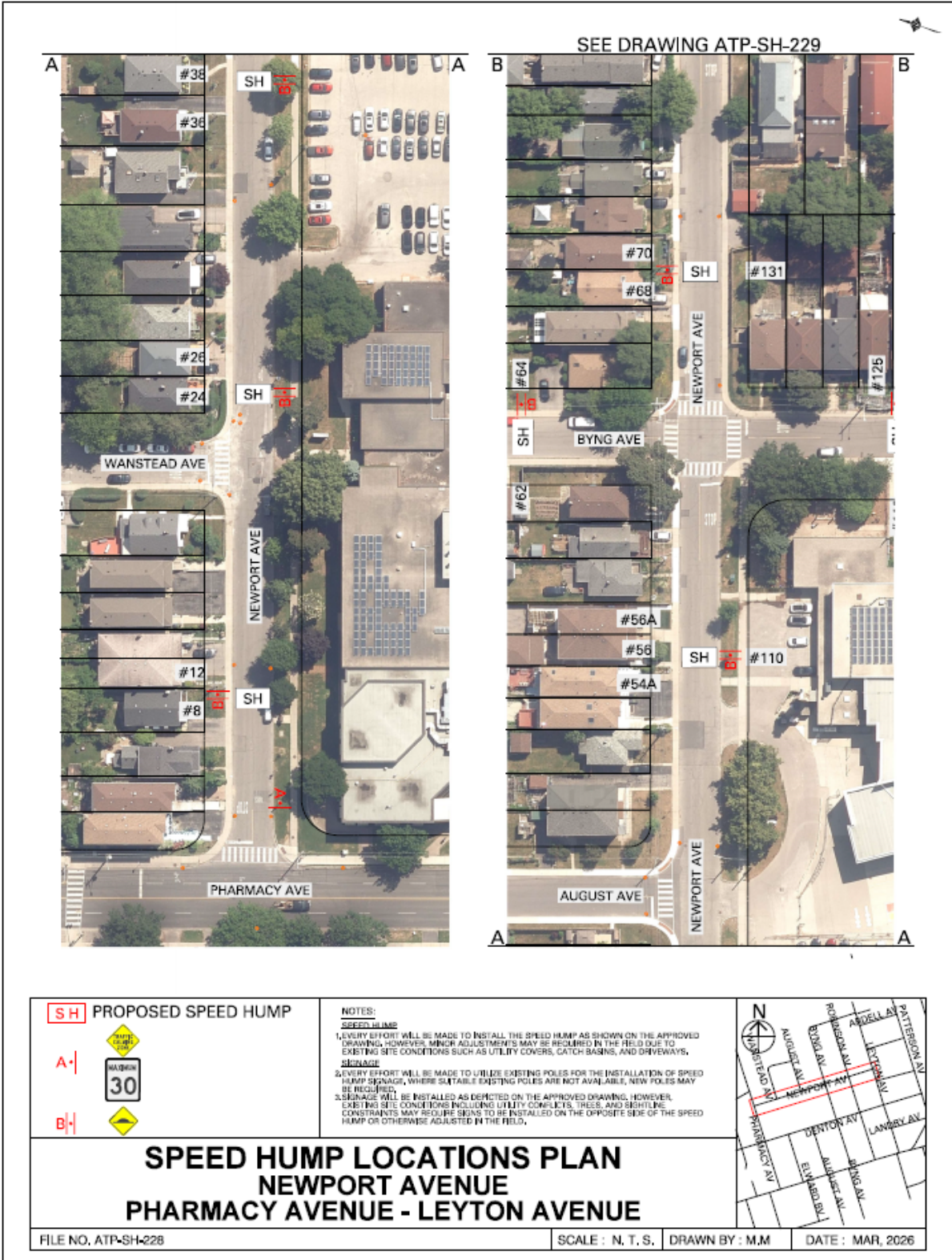
SPEED HUMP LOCATIONS PLAN ST DUNSTAN DRIVE DANFORTH AVENUE - ALBION AVENUE

FILE NO. ATP-SH-221

SCALE : N. T. S.

DRAWN BY : M.M


DATE : MAR, 2026







B SEE DRAWING ATP-SH-228 B

SH PROPOSED SPEED HUMP

A-| 

B-| 



NOTES:

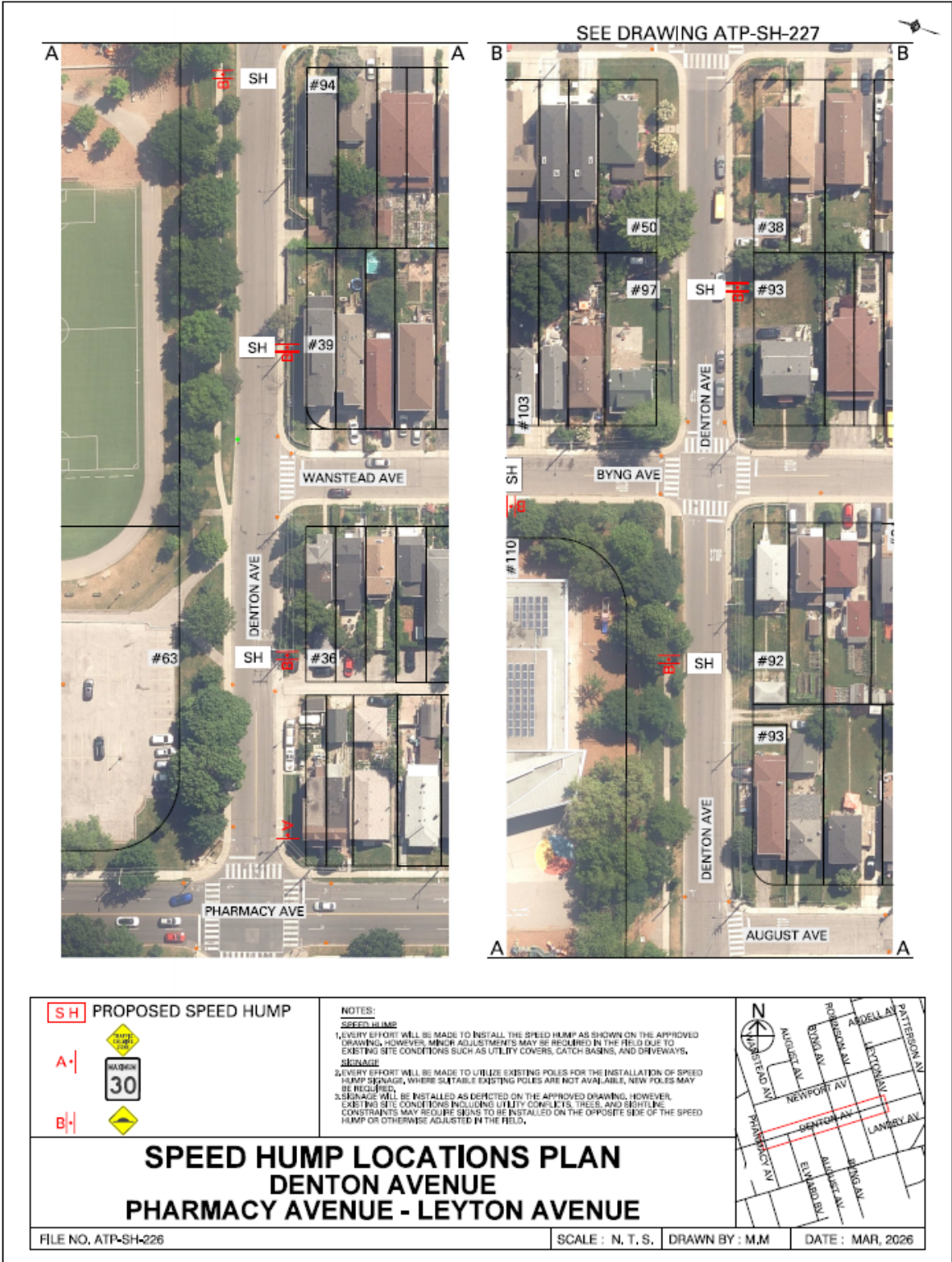
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**SPEED HUMP LOCATIONS PLAN
 NEWPORT AVENUE
 PHARMACY AVENUE - LEYTON AVENUE**

FILE NO. ATP-SH-229 SCALE : N. T. S. DRAWN BY : M.M DATE : MAR, 2026





B SEE DRAWING ATP-SH-226 B

SH PROPOSED SPEED HUMP



NOTES:

- 1. EVERY EFFORT WILL BE MADE TO INSTALL THE SPEED HUMP AS SHOWN ON THE APPROVED DRAWING, HOWEVER, MINOR ADJUSTMENTS MAY BE REQUIRED IN THE FIELD DUE TO EXISTING SITE CONDITIONS SUCH AS UTILITY COVERS, CATCH BASINS, AND DRIVEWAYS.
- 2. EVERY EFFORT WILL BE MADE TO UTILIZE EXISTING POLES FOR THE INSTALLATION OF SPEED HUMP SIGNAGE, WHERE SUITABLE EXISTING POLES ARE NOT AVAILABLE, NEW POLES MAY BE REQUIRED.
- 3. SIGNAGE WILL BE INSTALLED AS DEPICTED ON THE APPROVED DRAWING, HOWEVER, EXISTING SITE CONDITIONS INCLUDING UTILITY CONFLICTS, TREES, AND RIGHT-OF-WAY CONSTRAINTS MAY REQUIRE SIGNS TO BE INSTALLED ON THE OPPOSITE SIDE OF THE SPEED HUMP OR OTHERWISE ADJUSTED IN THE FIELD.



**SPEED HUMP LOCATIONS PLAN
DENTON AVENUE
PHARMACY AVENUE - LEYTON AVENUE**

FILE NO. ATP-SH-227

SCALE : N. T. S.

DRAWN BY : M.M

DATE : MAR, 2026

Attachment 4: Responses from Toronto Emergency Services

Response from Toronto Fire Services

Shajib Guha

From: TFS Emergency Planning
Sent: April 17, 2026 1:55 PM
To: Shajib Guha
Cc: William Aldred; John (Fire Services) Davidsor; Kirk Fudge
Subject: RE: Proposed Traffic Calming Measures in Oakridge Neighbourhood

Good afternoon,

TFS Emergency Planning has reviewed the proposal. At this time, TFS Emergency Planning has no comments or concerns with this request.

Thanks
Will

From: Shajib Guha <Shajib.Guha@toronto.ca>
Sent: April 14, 2026 3:48 PM
To: TFS Emergency Planning <TFSEmergencyPlanning@toronto.ca>
Subject: Proposed Traffic Calming Measures in Oakridge Neighbourhood

Good afternoon,

I hope this email finds you well. My name is Shajib, project lead for [Oakridge Streets Plan](#), one of several neighbourhood streets plan within the city. As part of road safety improvement and countermeasure for speeding, we are proposing speed humps on the following streets within Oakridge.

Street	From	To	Direction	Number of SH
Byng Avenue	Danforth Avenue	Prairie Drive	Two-Way	7
Denton Avenue	Pharmacy Avenue	Leyton Avenue	Two-Way	6
Leyton Avenue	Danforth Avenue	Leyton Avenue	Two-Way	7
Newport Avenue	Pharmacy Avenue	Leyton Avenue	Two-Way	6
St Dunstan Drive	Danforth Avenue	Albion Avenue	Two-Way	4

Please let me know if you have any questions, concerns, or feedback. We plan report to the Scarborough Community Council (SCC) in May 2026.

Kind Regards,

Response from Toronto Police

Shajib Guha

From: Marcus Georgeff <Marcus.Georgeff@tps.ca>
Sent: April 17, 2026 9:52 AM
To: Shajib Guha
Cc: Paul Qureshi; Sean McKenzie; Murray Campbell
Subject: [External Sender] RE: Proposed Traffic calming Measures for Oakridge Neighbourhood

Good Morning Shajib,

My apologies for not answering you sooner, I have driven the listed streets & can advise the proposed traffic calming measures will not adversely affect the response times for Police, Fire or Ambulance.

M. Georgeff

Cst. 87477

From: Shajib Guha <Shajib.Guha@toronto.ca>
Sent: Tuesday April 14, 2026 15:39
To: Marcus Georgeff <Marcus.Georgeff@tps.ca>
Cc: Paul Qureshi <Paul.Qureshi@tps.ca>; Sean McKenzie <Sean.McKenzie@tps.ca>; Murray Campbell <Murray.Campbell@tps.ca>
Subject: Proposed Traffic calming Measures for Oakridge Neighbourhood

Good afternoon, Marcus and team,

I hope this email finds you all well. My name is Shajib, project lead for [Oakridge Streets Plan](#), one of several neighbourhood streets plan within the city. As part of road safety improvement and countermeasure for speeding, we are proposing speed humps on the following streets within Oakridge.

Street	From	To	Direction	Number of SH
Byng Avenue	Danforth Avenue	Prairie Drive	Two-Way	7
Denton Avenue	Pharmacy Avenue	Leyton Avenue	Two-Way	6
Leyton Avenue	Danforth Avenue	Leyton Avenue	Two-Way	7
Newport Avenue	Pharmacy Avenue	Leyton Avenue	Two-Way	6
St Dunstan Drive	Danforth Avenue	Albion Avenue	Two-Way	4

Please let me know if there is anything that may adversely impact response time of police. Also kindly confirm, if there is no issue.

Response from Toronto Paramedic Services

Shajib Guha

From: EMS Planning
Sent: April 24, 2026 5:51 PM
To: Shajib Guha
Subject: RE: Proposed Traffic Calming Measures in Oakridge Neighbourhood

Hi Shajib,

We have received and reviewed the proposal for installation of speed humps on the designated roads in the Oakridge neighbourhood, with the following comments:

The installation of speed humps on the designated roads in the Oakridge neighbourhood, will impact response and transport times for residents that reside on the roadway speed humps are installed. Impacts may extend to community members if the designated roads in the Oakridge neighbourhood, serves access to other roadways. It is important that the applicant understands that the installation of traffic calming devices will reduce the speed that emergency vehicles travel when responding to emergencies on roadways where they are installed.

Toronto Paramedic Services is supportive of community initiatives that improve the safety of all citizens of, and visitors to, the City of Toronto. Traffic and pedestrian safety are key components of a healthy neighbourhood, and we endeavour to support the wishes of the community to implement measures to improve upon these components.



From: Shajib Guha <Shajib.Guha@toronto.ca>
Sent: April 14, 2026 3:43 PM
To: EMS Planning <emsplanning@toronto.ca>
Subject: Proposed Traffic Calming Measures in Oakridge Neighbourhood

Good afternoon,

I hope this email finds you well. My name is Shajib, project lead for [Oakridge Streets Plan](#), one of several neighbourhood streets plan within the city. As part of road safety improvement and countermeasure for speeding, we are proposing speed humps on the following streets within Oakridge.

Street	From	To	Direction	Number of SH
Byng Avenue	Danforth Avenue	Prairie Drive	Two-Way	7
Denton Avenue	Pharmacy Avenue	Leyton Avenue	Two-Way	6

Leyton Avenue	Danforth Avenue	Leyton Avenue	Two-Way	7
Newport Avenue	Pharmacy Avenue	Leyton Avenue	Two-Way	6
St Dunstan Drive	Danforth Avenue	Albion Avenue	Two-Way	4

Please let me know if you have any questions, concerns, or feedback. We plan report to the Scarborough Community Council (SCC) in May 2026.

Kind Regards,

Shajib Guha, E.I.T
 Project Lead
 Area Transportation Planning
 Transportation Services, City of Toronto
 437-239-9668

Attachment 5: Measures Considered and Not Recommended

Several potential changes identified by the community and staff through the course of the study were studied but are not recommended. The most commonly requested changes that are not recommended are listed below, along with the rationale for why they are not recommended in this report.

- **Traffic calming on August Avenue:** The segment between Danforth Avenue and Denton Avenue was requested for traffic calming measures. Upon conducting the spot speed test at the site, it was observed that all vehicles were operating around the posted speed limit. Therefore, no traffic calming measure is recommended.
- **Traffic calming on Madelaine Avenue:** This local road was requested by the community during Phase 2 to evaluate for traffic calming measure between Denton Avenue and Albion Avenue. This local road carries very low volume of traffic and spot speed test found that the vehicles were operating under the posted speed limit and therefore no traffic calming measure is recommended.
- **Traffic calming on Patterson Avenue:** Patterson Avenue between Danforth Avenue and Prairie Drive was also investigated for traffic calming measures. Through the spot speed test, it was found that the vehicles were operating under the posted speed limit and therefore no traffic calming measure is recommended.
- **Traffic calming on Wanstead Avenue:** This is a local road with very low traffic volumes. Through the spot speed test, it was found that motor vehicles were operating under the posted speed limit and therefore no traffic calming measure is recommended.
- **Traffic calming on Robinson Avenue:** Speed data showed that vehicles on this road operate around the posted speed limit which is 30 km/h. The traffic warrant was run, and it was not met for speed humps. Therefore, no recommendation is made.
- **Traffic calming on Macey Avenue:** Feedback was received during Phase 2 consultation to review speeding concern along this road. New speed and volume data was requested. Based on the speed data, traffic calming measure is not recommended as it did not satisfy speed hump warrant.
- **Traffic control signal at Pharmacy Avenue and Albion Avenue:** Suggestion was received to install a signal at this intersection. This is an intersection between an Arterial road (Pharmacy Avenue) and Local road (Albion Road) where Pharmacy Avenue is controlled by a callable pedestrian signal and Albion Avenue is stop controlled. A traffic signal warrant was run, and it did not satisfy the criteria. Therefore, no traffic signal is recommended at this intersection.
- **Advanced left turn at Pharmacy Avenue and Denton Avenue:** Suggestion was received to add an advanced left turn signal phase to facilitate left turning from Denton Avenue into Pharmacy Avenue as Denton Avenue. A warrant was run and it did not satisfy the addition of an advanced left turning phase.

- **All-way stop at Denton Avenue and Patterson Avenue:** An all-way stop control was requested. At this intersection, Denton Avenue is stop controlled while Patterson Avenue is free flow operation. There has been one minor collision reported in the last five years resulting in property damage only. An all-way stop control warrant was run it did not satisfy. Hence, no recommendation is made.
- **Traffic control signal at Danforth Avenue and Kenworthy Avenue:** There was reported issue of northbound left turn being blocked and request for a traffic control signal. A warrant was run and it did not satisfy installation of a new traffic control signal.