TORONTO

REPORT FOR ACTION

Traffic Safety Improvements: Danforth Avenue

Date: June 19, 2026
To: Scarborough Community Council
From: Director, Enforcement & Street Management, Transportation Services
Wards: Ward 20 Scarborough Southwest

SUMMARY

In consultation with the local community, staff developed a Neighbourhood Streets Plan for the Oakridge neighbourhood that investigated speeding of motor vehicles, road safety for vulnerable road users, and other mobility issues. A report to Scarborough Community Council titled Oakridge Streets Plan, dated, June 19, 2026, outlines the plan.

The plan proposes changes at three locations where Toronto Transit Commission (TTC) operates a transit service, listed below and shown on a map in Attachment 1:

- Replacing the uncontrolled pedestrian refuge island on Danforth Avenue between Macey Avenue and St. Dunstan Drive with a new traffic signal (intersection pedestrian signal) at the intersection of St. Dunstan Drive and Danforth Avenue.

- Signal timing and operational adjustments to the intersection of Danforth Avenue and Danforth Road to improve safety and traffic operations.

As the Toronto Transit Commission (TTC) operates a transit service on Danforth Avenue, City Council approval of recommended changes on these streets is required.

RECOMMENDATIONS

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

1. City Council authorize the installation of a traffic control signal (Intersection Pedestrian Signal) at the intersection of Danforth Avenue and St. Dunstan Drive.

2. Subject to approval of Recommendation 1 above, City Council amend parking regulations to implement no parking at all times on both sides of Danforth Avenue, between a point 30.5 meters east of St. Dunstan Drive and 30.5 meters west of St. Dunstan Drive

3. Subject to the approval of Recommendation 1 above and in conjunction with the installation of Intersection Pedestrian Signal (IPS) on Danforth Avenue at St Dunstan Drive, City Council authorize the removal of the existing pedestrian refuge island on Danforth Avenue, approximately 43 metres east of Macey Avenue.

4. City Council authorize the installation of a new pedestrian crosswalk at the west leg of the Danforth Avenue and Danforth Road intersection.

5. Subject to the approval of Recommendation 4 above and in conjunction with the installation of a new pedestrian crosswalk, at the west leg of Danforth Avenue and Danforth Road, City Council authorize the removal of the existing pedestrian refuge island on Danforth Avenue, approximately 29 metres west of Leyton Avenue.

6. City Council designate the northerly eastbound lane on Danforth Avenue, between Danforth Road and a point approximately 60 metres west, for eastbound left turns only.

7. City Council prohibit southbound right turns on a red signal at all times, bicycles excepted, at the intersection of Danforth Avenue and Danforth Road

FINANCIAL IMPACT

The estimated costs of proposed measures are as follows:

Installation of a new Intersection Pedestrian Signal (IPS) at Danforth Avenue and St Dunstan Drive and the removal of adjacent Pedestrian Refuge Island (PRI) at Danforth Avenue and Sneath Avenue will cost an estimated $230,000.

Installation of a new pedestrian crosswalk at the west leg of Danforth Avenue and Danforth Road intersection as well as the removal of adjacent Pedestrian Refuge Island (PRI) from Danforth Avenue and Leyton Avenue will cost an estimated $150,000.

Funding of up to $380,000 is available for these capital projects categorized as a Health and Safety in the approved 2026-2035 Capital Budget and Plan for Transportation Services.

DECISION HISTORY

This report addresses a new initiative.

COMMENTS

In consultation with the local community, staff developed a Neighbourhood Streets Plan for the Oakridge neighbourhood. This report is a supplement to a report to Scarborough Community Council titled Oakridge Streets Plan, dated June 21, 2026, which outlines the full Oakridge Streets Plan, including proposed changes to improve intersection

safety, safety and accessibility around schools, missing and faded pavement markings and to manage motor vehicle speed.

The plan proposed changes at three locations where Toronto Transit Commission (TTC) operates a transit service: the intersection of Danforth Avenue and Danforth Road and the intersection of Danforth Avenue and St. Dunstan Drive

Proposed Changes

Transportation Services recommends the following changes.

Danforth Avenue and St. Dunstan Drive: New Intersection Pedestrian Signal and Removal of Pedestrian Refuge Island

There is an existing Pedestrian Refuge Island (PRI) without a controlled pedestrian crossing near the intersection of Danforth Avenue and Sneath Avenue. Transportation Services is in the process of reviewing all PRIs for consideration to be removed and potentially replaced with a controlled crossing; through that work this location was identified as desirable to be replaced based on the motor vehicle volume, speed, and crossing distances at this location.

The nearest signalized intersections are located approximately 190 meters east and approximately 180 meters west of the PRI. There have been 21 collisions around this PRI including one serious injury in last 10 years, and two collisions involving a vulnerable road user (one cyclist and one pedestrian). The PRI is located in a commercial area with destinations on both sides of the street. The location was reviewed based on City of Toronto's recently updated Council-approved Pedestrian Crossing Protection Device Justification Policy (2025.IE22.4).

To be technically justified for a protected pedestrian crossing, pedestrian volume and delay justification both must be fulfilled. The warrant for installation of a protected pedestrian crossing device is satisfied at this location based on 8-hours pedestrian volume against 8-hours vehicular traffic, but the pedestrian delay justification was not met. However, given the historical presence of a PRI to facilitate crossing at this location, the existing pedestrian volume crossing at this location, and the distances to the nearest controlled crossings, an Intersection Pedestrian Signal (IPS) is proposed at Danforth Avenue and St Dunstan Drive. Please refer to Attachment 2 for details on the warrant analysis.

It is acknowledged that the installation of an IPS may result in an increase in delays to transit service on Danforth Avenue, and that close spacing of traffic control signals in this corridor may result in spillback of queues during the highest traffic times.

There is a requirement of parking amendment for this proposal to implement a parking prohibition to be in effect at all times on both sides of Danforth Avenue, from a point 30.5 metres east of St. Dunstan Drive and 30.5 meters west of St. Dunstan Drive. The proposed IPS would result in loss of two (2) on-street parking spaces along the north side of Danforth Avenue. The south side of Danforth Avenue along this stretch has already parking prohibition in place.

A summary of proposed changes to Danforth Avenue between Macey Avenue and Emmott Avenue are shown in Figure 1.

Figure 1 Proposed Changes at Danforth Avenue and St. Dunstan Drive

Danforth Avenue and Danforth Road: New Pedestrian Crosswalk, Lane Configuration Change, Signal Timing Adjustment and Pedestrian Refuge Island Removal

Danforth Avenue is a major arterial road running east-west with two lanes each direction. The road width varies from 15.2 to 16.4 meters between Victoria Park Avenue and Danforth Road. It carries approximately 25,000 vehicles per day including TTC bus routes 20, 113 and 300. The posted speed limit on Danforth Avenue is 50 km/h. Heavy trucks are permitted, and it has sidewalks on both sides.

The intersection of Danforth Avenue at Danforth Road was noted as an area of concern by residents during public consultation. It is a busy intersection with over 2,500 vehicles and approximately 200 pedestrians and cyclists using the intersection in peak hours. Intersection users provided feedback and observations about the lack of crosswalk on the west leg of the intersection, confusion about coordination of eastbound left-turn movements and eastbound through movements from the centre lane during the left-turn signal phase that happens concurrently with the southbound right-turn phase, and concern for the safety of people cycling.

There is an existing Pedestrian Refuge Island (PRI) without a controlled pedestrian crossing approximately 77 meters west of Danforth Avenue and Danforth Road intersection. Transportation Services is in the process of reviewing all PRIs for consideration to be removed and potentially replaced with a controlled crossing; through that work this location was identified as desirable to be replaced based on the motor vehicle volume, speed, and crossing distances at this location.

The nearest controlled crossings are located 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 uncontrolled PRI is not considered an accessible nor sufficiently safe crossing for transit riders.

Staff have determined the most appropriate update for pedestrian safety is to add a pedestrian crossing to the west leg of the intersection of Danforth Avenue and Danforth Road, relocate the transit stops closer to the intersection, and remove the PRI.

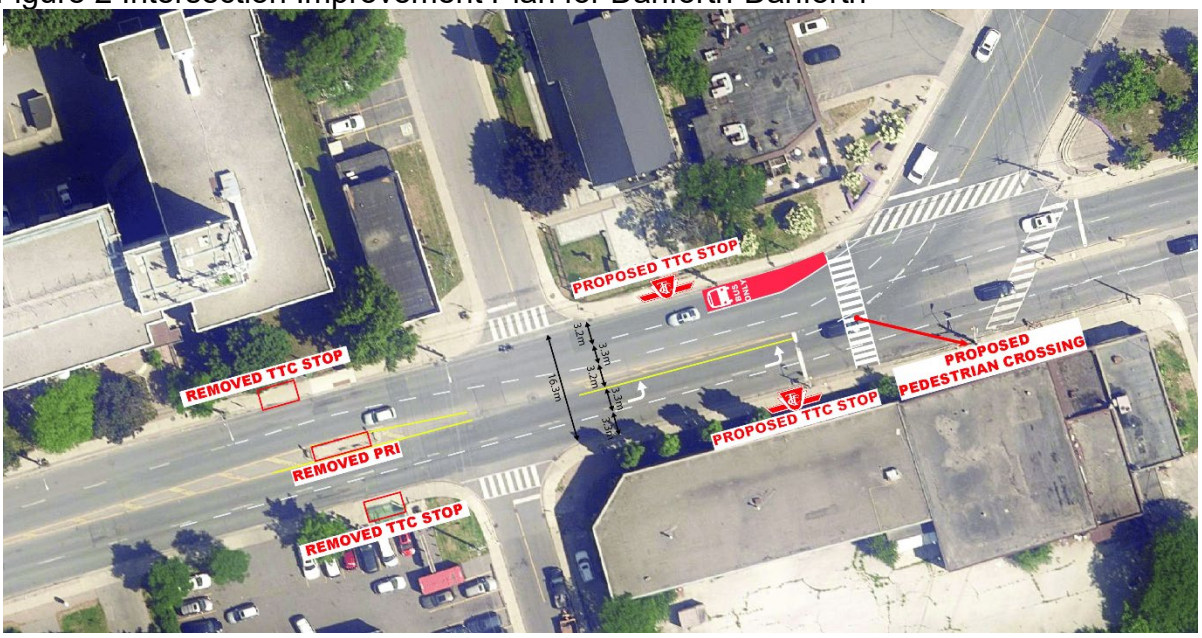
The introduction of a new pedestrian crosswalk on the west leg of Danforth Avenue and Danforth Road will require a dedicated pedestrian phase to ensure safe and efficient intersection operation. Due to the fact it is a skewed, three-legged T-intersection, activation of the west-leg crosswalk will require both eastbound and westbound vehicular traffic on Danforth Avenue to stop. Additionally, the two southbound right-turn lanes from Danforth Road create potential conflict points with crossing pedestrians. Implementing a dedicated pedestrian phase, in conjunction with a prohibition of right-turns-on-red, will eliminate these conflicts and provide a protected crossing opportunity in both the north–south and east–west directions simultaneously. This combined pedestrian phase also improves operational efficiency by consolidating crossing movements into a single signal phase, reducing overall signal timing requirements and improving intersection operation for all road users.

In conjunction with the PRI removal and addition of the new pedestrian crossing, the existing TTC bus stops will be moved adjacent to the new protected crossing. A proposed painted bus bay will allow transit vehicles to pull out of the through/right-turn lane when serving the westbound stop, reducing blockage of the lane. This will improve traffic flow by allowing right-turning vehicles to proceed around a stopped transit vehicle without changing lanes, thereby minimizing conflicts.

Confusion was observed and noted in public consultation about the existing eastbound left-turn operation from Danforth Avenue onto Danforth Road, where drivers intending to turn left are often queued behind through traffic. During the protected left-turn phase, through traffic remains stopped due to a red indication for the through movement, resulting in left-turning drivers being unable to proceed if they are behind a driver waiting to proceed straight through. This condition has led to drivers making unsafe manoeuvres, including drivers encroaching into the opposing lane to complete left turns. To address this issue, a dedicated left-turn lane is proposed, along with corresponding signal timing adjustments. This configuration will improve operational clarity and enhance safety for both vehicular and pedestrian movements.

A summary of all proposed changes to the intersection of Danforth Avenue and Danforth Road is show in Figure 2.

Figure 2 Intersection Improvement Plan for Danforth-Danforth



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

CONTACT

Michelle Berquist
Manager, Area Transportation Planning, Transportation Services
416-338-7139, michelle.berquist@toronto.ca

SIGNATURE

Mike Barnet
Director, Enforcement & Street Management, Transportation Services

ATTACHMENTS

1. Map of Proposed Changes Along TTC Routes

2. Warrant Analysis for Intersection Pedestrian Signal at Danforth Avenue and St Dunstan Drive

Attachment 1: Map of Proposed Changes Along Danforth Avenue

Attachment 2: Warrant Analysis for Intersection Pedestrian Signal at Danforth Avenue and St Dunstan Drive

The intersection of Danforth Avenue and St. Dunstan Drive was evaluated for the installation of a protected pedestrian crossover following the approval of City of Toronto's new Pedestrian Crossing Protection Device Justification Policy (2025.IE22.4). This policy considers pedestrian volume and pedestrian delay. Table 1 shows the justification based on pedestrian volume and Table 2 shows the justification based on pedestrian delay.

Table 1: Justification - Pedestrian volume

	8 hours vehicular volume	**24 hours vehicular volume**	**8 hours pedestrian volume**
Requirement	>7,000	>14,000	151-270
Data	11,447 (2025)	17,710 (2022)	156 (2025)
Justified			

Table 2: Justification - Pedestrian delay

Item	**Net 8 hours pedestrian volume**	**Net 8 hours delayed pedestrian volume**
Requirement	110-210	More than 63
Observed data	156 (2025)	60 (2025)
Not Justified		

Based on the evaluations above, the warrant is satisfied with respect to pedestrian volume but not pedestrian delay. Therefore, the technical justification for the warrant was not met.

However, given the historical presence of a PRI to facilitate crossing at this location, the existing pedestrian volume crossing at this location, and the distances to the nearest controlled crossings, an Intersection Pedestrian Signal (IPS) is proposed at Danforth Avenue and St Dunstan Drive. In addition to the technical warrant criteria, an environmental safety audit was completed to ensure that the installation of a controlled pedestrian crosswalk would be appropriate at this location. Table 3 represents the environmental safety audit criteria

Table 3: Environmental Safety Audit

Standard	**Comment**	**Standard Met/Not Met**
Vehicle operating speed less than 60 km/h	Posted speed on Danforth Avenue is 50 km/h	Met
Not more than four lanes wide on a two-way street or more than three lanes wide on a one-way street	Danforth Avenue operates with two lanes in each direction	Met
Traffic volume not more than 35,000 vehicles per day	Approximately 25000 vehicles on Danforth Avenue	Met
No significant volume of turning movements	The traffic turning into Sneath Avenue is very low, 20 vehicles in 8 hours	Met
No visibility problems exist for either pedestrians or motorists	No curve	Met
No loading zones (including TTC) in the immediate area	TTC bus stop was operationally removed in December 2025	Met
No driveways or entrances nearby	There is a driveway of a rental car shop	Not Met
Spacing is not less than 200 metres to another pedestrian crossover or traffic control signal	There are signalized intersections approximately 190 meters east and approximately 180 meters west.	Not Met