

Traffic Control Signals and Traffic Regulations - Warden Avenue and Continental Place/Private Access

Date: June 22, 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 Warden Avenue, City Council approval of this report is required.

Transportation Services is requesting approval to install traffic control signals at the intersection of Warden Avenue, Continental Place, and the private access for 1520-1548 Warden Avenue. This private access is located on the west side of Warden Avenue, approximately 15 metres south of Sylla Avenue. The traffic control signals will provide enhanced safety for all road users and is justified based on the assessment undertaken.

In conjunction with the traffic control signal installation, Transportation Services is requesting approval to prohibit northbound and eastbound left turns at all times at the intersection of Warden Avenue and Sylla Avenue. These regulations will address potential sightline and safety concerns resulting from queued vehicles at the proposed traffic signals.

Transportation Services is also requesting approval to rescind the existing two-way left-turn-only lane on Warden Avenue, between Ellesmere Road and a point 15 metres north of Sylla Avenue. This will better align with the existing conditions and allow for the installation of dedicated northbound and southbound left turn lanes at the intersection of Warden Avenue and Continental Place/Private Access.

RECOMMENDATIONS

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

1. City Council authorize the installation of traffic control signals at the intersection of Warden Avenue and Continental Place/Private Access.
2. City Council prohibit eastbound left turns at all times at the intersection of Warden Avenue and Sylla Avenue.
3. City Council prohibit northbound left turns at all times at the intersection of Warden Avenue and Sylla Avenue.
4. City Council rescind the centre two-way left-turn-only lane on Warden Avenue, between Ellesmere Road and Metropolitan Road.
5. City Council designate a centre two-way left-turn-only lane on Warden Avenue, between a point 15 metres north of Sylla Avenue and Metropolitan Road.

FINANCIAL IMPACT

The estimated cost for installing traffic control signals at the intersection of Warden Avenue and Continental Place/Private Access, implementing northbound and eastbound left-turn prohibitions at the intersection of Warden Avenue and Sylla Avenue, and converting the existing centre two-way left-turn only lane to provide dedicated southbound and northbound left-turn only lanes is \$250,000.00. Funding would be subject to availability and competing priorities within the Transportation Services 2026 Capital Budget.

DECISION HISTORY

This report addresses a new initiative.

COMMENTS

Transportation Services was requested by the Ward Councillor to investigate pedestrian and vehicle traffic safety concerns at the adjacent intersections of Warden Avenue and Sylla Avenue and Warden Avenue, Continental Place, and the private access for 1520-1548 Warden Avenue. As part of this review, Transportation Services completed intersection safety reviews and evaluated both intersections for the feasibility of installing a protected pedestrian crossing or traffic control signals.

Existing Conditions

Warden Avenue is characterized by the following conditions:

- It is a north-south, major arterial roadway
- It has four lanes for through traffic as well as a centre two-way left turn lane

- It operates two-way traffic on a pavement width of approximately 15.0 metres
- The daily two-way traffic volume varies from approximately 40,000 to 44,300 vehicles
- The speed limit is 50 km/h
- Heavy trucks are permitted at all times
- There is TTC service provided by the 68 Warden and 968 Warden Express bus routes
- There are sidewalks located on both sides of the street
- There are northbound and southbound U-turn prohibitions between Ellesmere Road and Sylla Avenue

Sylla Avenue and Continental Place intersect the west and east sides of Warden Avenue, respectively. The distance between the northern limit of Continental Place and the southern limit of Sylla Avenue is approximately 25 metres.

Sylla Avenue is characterized by the following conditions:

- It is a two-lane, east-west, local roadway
- It operates two-way traffic on a pavement width of approximately 8.5 metres
- The daily two-way traffic volume is approximately 750 vehicles
- The speed limit is 30 km/h
- Heavy trucks are prohibited at all times
- There is no TTC service provided
- There is a sidewalk located on the south side only between Warden Avenue and Budea Crescent and there are no sidewalks on either side of the street between Budea Crescent and Crocus Drive

Warden Avenue and Sylla Avenue form a right-angle "T" type intersection. Sylla Avenue is stop-sign controlled and Warden Avenue is uncontrolled free-flow.

Continental Place is characterized by the following conditions:

- It is a two-lane, east-west, local roadway
- It operates two-way traffic on a pavement width of approximately 8.5 metres
- It terminates in a cul-de-sac approximately 150 metres east of Warden Avenue
- The daily two-way traffic volume is approximately 1,200 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 located on either side of the street

Warden Avenue and Continental Place/Private Access form an offset, four-leg intersection. Continental Place is stop-sign controlled while Warden Avenue is uncontrolled free-flow. The private access is unsigned but is subject to the statutory regulations requiring motorists to stop and yield to conflicting traffic before entering the roadway.

The adjacent land use in this area is generally comprised of a mix of single-family residential dwellings and commercial properties. Along the east side of Warden Avenue in this area, the land use is entirely commercial, including a restaurant on the northeast corner of Warden Avenue and Continental Place and a variety of small-scale automotive, retail, and industrial businesses, all with driveway access to Continental Place.

The 1520-1548 Warden Avenue commercial plaza is located on the southwest corner of Warden Avenue and Sylla Avenue. This plaza currently includes multiple restaurants, retail businesses, and an automotive repair business and has driveway access to both Warden Avenue and Sylla Avenue. Immediately south of this plaza is another plaza with driveway access to Warden Avenue that includes Meadowvale East Apostolic Church.

The land use along Sylla Avenue, west of Warden Avenue, is single-family residential dwellings and the land use along the west side of Warden Avenue, north of Sylla Avenue, is also single-family residential dwellings with driveway access to Warden Avenue.

Along Warden Avenue, adjacent traffic controls are located approximately 190 metres to the north of Sylla Avenue at Lupin Drive, and approximately 250 metres to the south of Continental Place at Ellesmere Road, both in the form of traffic control signals. The total distance between the adjacent traffic control signals along Warden Avenue is approximately 480 metres.

A map of the area is included in Attachment 1.

Pedestrian Crossover (PXO) – Warden Avenue and Sylla Avenue and Warden Avenue and Continental Place/Private Access

To determine the need for a PXO across Warden Avenue in the area of Sylla Avenue and Continental Place/Private Access, staff rely on the justification criteria as outlined in the Ontario Traffic Manual (OTM) Book 12. The OTM justification criteria includes two main factors: the volume of vehicles and pedestrians; and pedestrian delay to cross traffic. Based on the traffic volume on Warden Avenue, the warrants require a minimum of 200 pedestrians crossing over eight hours. Also, based on the pedestrian crossing volume, at least 130 pedestrians must be delayed more than 10 seconds.

An eight-hour pedestrian volume and delay study was conducted on August 7, 2024, which recorded the total volume and delays of pedestrians crossing Warden Avenue, within 50 metres of either side of the private access for 1520-1548 Warden Avenue.

Seniors, unassisted children and people with disabilities that are observed crossing are given a higher weighting by a factor of two. The adjusted volume of pedestrians observed crossing was 14; of these, five experienced a delay greater than 10 seconds. The compliance level of the study results in relation to the warrant criteria is shown in Table 1 below.

Table 1: Pedestrian Crossover Warrant Criteria and Compliance at Warden Avenue, Sylla Avenue, and Continental Place/Private Access

Justification	Compliance
Pedestrian Volume	7 percent
Pedestrian Delay	4 percent

In order to meet the warrant criteria, 100 percent compliance is required in both categories. Based on the results of the study, a PXO is not numerically justified, as both the pedestrian volumes and delays are below the required thresholds.

The collision history provided by the Toronto Police Service for the three-year period ending December 31, 2025, was reviewed for this location. The review disclosed one collision involving a motorist travelling southbound on Warden Avenue and striking a pedestrian crossing Warden Avenue mid-block, approximately seven metres south of Continental Place. The pedestrian sustained fatal injuries, and the motorist was charged with impaired driving.

Environmental safety characteristics were also evaluated to determine if a potential PXO would be appropriate at this location. Based on the results of the Environmental Safety Audit, several key standards for the installation of a pedestrian crossover are not met at this location, including roadway width, existence of driveways, turning movement volume, visibility, and overall traffic volume. The overall findings indicate that a PXO would not be appropriate at this intersection under current criteria. Details of the evaluation are included in Attachment 2.

Traffic Control Signals - Warden Avenue and Sylla Avenue

The intersection of Warden Avenue and Sylla Avenue was reviewed for traffic control signals. 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 Wednesday, August 7, 2024, at the subject intersection. The results of the counts and collision hazard are summarized in Table 2. 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 two collisions at the subject intersection that were potentially preventable by the installation of traffic control signals. Neither collision involved a pedestrian or a cyclist.

Table 2: Warrant Compliance - Warden Avenue and Sylla Avenue

Justification	Compliance level
Minimum vehicular volume	9%
Delay to cross traffic (pedestrians and vehicles)	12%
Collision hazard	13%

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 results in Table 2, the numerical warrants for the installation of traffic control signals are not satisfied at the intersection of Warden Avenue and Sylla Avenue.

Traffic Control Signals - Warden Avenue and Continental Place/Private Access

The intersection of Warden Avenue and Continental Place/Private Access was also reviewed for traffic control signals. 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 November 13, 2024, at the subject intersection. The results of the counts and collision hazard are summarized in Table 3. 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 three collisions at the subject intersection that were potentially preventable by the installation of traffic control signals. One of the potentially preventable collisions was the fatal collision involving a pedestrian that was noted under the PXO study summary.

Table 3: Warrant Compliance - Warden Avenue and Continental Place/Private Access

Justification	Compliance level
Minimum vehicular volume	48%
Delay to cross traffic (pedestrians and vehicles)	29%
Collision hazard	20%

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 results in Table 3, the numerical warrants for the installation of traffic control signals are not satisfied at the intersection of Warden Avenue and Continental Place/Private Access.

Notwithstanding the numerical warrants not being met for either intersection in the study area, Transportation Services further considered the installation of traffic signals in this area through the environmental checklist. The focus of this consideration was the intersection of Warden Avenue and Continental Place/Private Access due to the higher traffic volumes and the closer proximity to the pedestrian desire lines in the area. Transportation Services noted the following environmental factors:

- The long spacing between existing protected crossings for pedestrians along Warden Avenue (approximately 480 metres between Ellesmere Road and Lupin Drive)
- The pedestrian desire lines in the immediate area, including restaurants and commercial plazas on either side of the intersection
- The five-lane cross-section at the subject intersection, combined with the volume of traffic using this street, may discourage pedestrians from crossing
- The intersection of Warden Avenue and Continental Place/Private Access is at the crest of a hill and the vertical grade to the north and the south may negatively impact sight lines between vehicles travelling on Warden Avenue, pedestrians crossing Warden Avenue, and cross traffic exiting Continental Place and the private access
- Warden Avenue, south of the intersection of Warden Avenue and Continental Place/Private Access, also has a horizontal curvature that may negatively impact sight lines, particularly between northbound traffic on Warden Avenue and vehicles exiting the private access.

In considering the above environmental factors, Transportation Services recommends the installation of traffic control signals at the intersection of Warden Avenue and Continental Place/Private Access as it will provide enhanced safety for all road users.

Proposed Turn Prohibitions

As a result of the implementation of the proposed traffic control signals at the intersection of Warden Avenue and Continental Place/Private Access, Transportation Services anticipates that southbound vehicle queue lengths at the intersection will regularly extend north past the intersection of Warden Avenue and Sylla Avenue, conflicting with northbound and eastbound left-turn movements to/from Sylla Avenue. The queued vehicles would also negatively impact sight lines between eastbound left-turning vehicles on Sylla Avenue and northbound traffic on Warden Avenue, resulting in a safety hazard. Accordingly, Transportation Services is recommending prohibiting northbound and eastbound left-turn movements at all times at the intersection of Warden Avenue and Sylla Avenue.

Transportation Services conducted an eight-hour turning movement count at the intersection of Warden Avenue and Sylla Avenue on Wednesday, August 7, 2024. The results are summarized in Table 4.

Table 4: Turning Movements between Warden Avenue and Sylla Avenue

Time Period	Northbound Left-turns (vehicles)	Northbound Left-turns (trucks)	Eastbound Left-turns (vehicles)	Eastbound Left-turns (trucks)
7:30 a.m. to 9:30 a.m.	13	0	6	0
4:00 p.m. to 6:00 p.m.	26	0	27	1
Total eight-hour count	68	1	64	1

With the prohibition of northbound and eastbound left-turn movements at the intersection of Warden Avenue and Sylla Avenue, it should be expected that these 68 and 64 vehicles, respectively, over the busiest eight-hour period would be displaced to adjacent intersections. Given the network of the roadways in this area, it is anticipated that this traffic will utilize either the intersection of Warden Avenue and Lupin Drive, which is currently controlled by traffic control signals, or the intersection of Ellesmere Road and Crocus Drive, which is currently controlled by a stop sign on Crocus Drive. Given the relatively low volumes, there should be minimal impact on these streets. Recommendations 2 and 3 of this report will authorize these prohibitions.

It should be noted that the recommended turn prohibitions may also increase the likelihood of traffic cutting through the parking lot of 1520-1548 Warden Avenue to access Warden Avenue or Sylla Avenue through the proposed traffic control signal. This potential concern can be monitored after the signals are installed to determine if additional mitigations are necessary.

Proposed Conversion of the Centre Two-Way Left-Turn Lane to a Dedicated Southbound Left Turn Lane

In order to prevent southbound and northbound left-turn vehicle traffic queues creating delays along Warden Avenue, and considering the proposed prohibition of northbound left turns and eastbound left turns at Warden Avenue and Sylla Avenue, Transportation Services recommends rescinding the existing centre two-way left-turn lane between Ellesmere Road and a point 15 metres north of Sylla Avenue. This will allow for the implementation of dedicated southbound and northbound left-turn lanes at the proposed traffic control signals at the intersection of Warden Avenue and Continental Place/Private Access.

Currently, the bylaw states that a centre two-way left-turn lane is in effect on Warden Avenue, between Ellesmere Road and Metropolitan Road. This entire regulation is not necessary for the following reasons:

- There is a concrete centre median and a series of flex-posts between Ellesmere Road and a point approximately 200 metres north of Ellesmere Road, where the centre two-way left-turn lane begins.
- There are no opportunities to make northbound or southbound left-turns between the beginning of the centre two-way left-turn lane and Continental Place, and the flex-posts continue until the intersection with Continental Place/Private Access, meaning that the lane operationally serves as a northbound left-turn only lane.

Transportation Services recommends keeping the median and flex posts in place and beginning the northbound left-turn only lane where the current centre two-way left-turn lane begins. Recommendations 4 and 5 of this report will amend the bylaw to allow for the implementation of dedicated northbound and southbound left-turn lanes at the proposed traffic control signal at the intersection of Warden Avenue and Continental Place/Private Access. The existing centre two-way left-turn lane on Warden Avenue, between a point 15 metres north of Sylla Avenue and Metropolitan Road, will be maintained.

Consultation with TTC

Transportation Services consulted with the TTC regarding the proposed traffic control signal at the intersection of Warden Avenue and Continental Place/Private Access. The TTC noted that there may be negative impacts to bus service reliability along Warden Avenue due to the resulting high density of traffic signals in the nearby area.

Other Considerations

It should be noted that the installation of traffic control signals may also result in the following additional impacts:

- There is potential for increase in delays to transit service and to motorists on Warden Avenue as a result of the traffic control signal installation.
- There may be an increase in traffic cutting through the parking lot of 1520-1548 Warden Avenue to access Warden Avenue or Sylla Avenue through the signal.

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

CONTACT

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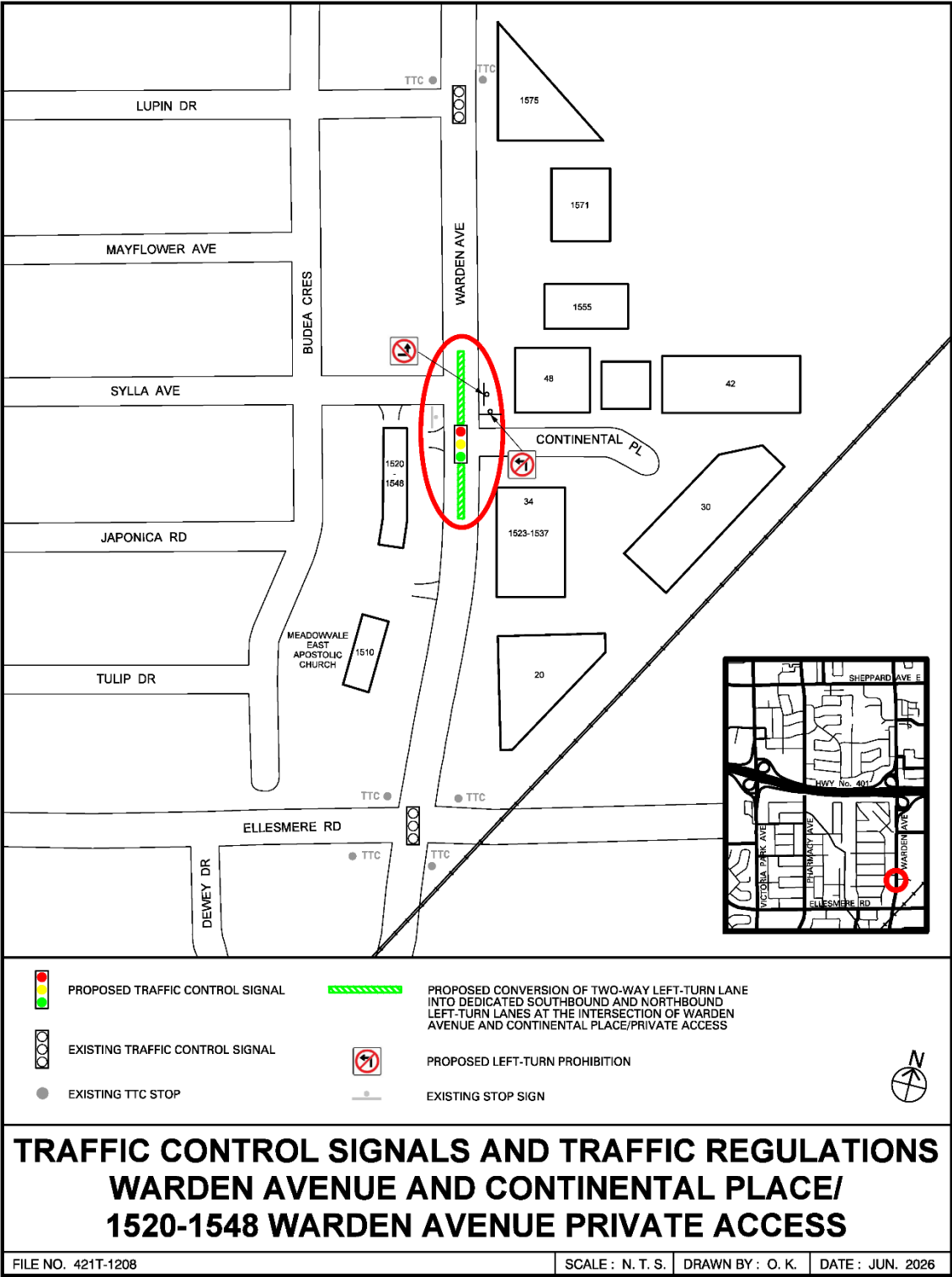
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Mike Barnet, P. Eng.
Director, Enforcement and Street Management, Transportation Services

ATTACHMENTS

Attachment 1: Map - Traffic Control Signals and Traffic Regulations - Warden Avenue and Continental Place/1520-1548 Warden Avenue Private Access
Attachment 2: Environmental Safety Audit - PXO - Warden Avenue and Sylla Avenue and Warden Avenue and Continental Place/Private Access

Attachment 1: Map - Traffic Control Signals and Traffic Regulations - Warden Avenue and Continental Place/1520-1548 Warden Avenue Private Access



Attachment 2: Environmental Safety Audit - PXO - Warden Avenue and Sylla Avenue
and Warden Avenue and Continental Place/Private Access

Standard	Comments	Standard Met/Not Met
Vehicle operating speed less than 60 km/h	The posted speed limit on Warden 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	Subject section of Warden Avenue is five-lanes wide	Not Met
Traffic volume not more than 35,000 vehicles per day	Warden Avenue carries approximately 40,000 to 44,300 vehicles per day	Not Met
No significant volume of turning movements	The volume of traffic turning to/from Warden Avenue is moderate (approx. 500 vehicles over busiest eight hours)	Met
No visibility problems exist for either pedestrians or motorists	There are vertical and horizontal curves on subject section of Warden Avenue	Not Met
No loading zones (including TTC) in the immediate area	There are no TTC stops located within immediate vicinity of subject area	Met
No driveways or entrances nearby	There is a driveway access to 1520-1548 Warden Avenue commercial plaza	Not Met
Spacing is not less than 200 metres to another pedestrian crossover or traffic control signal	Lupin Drive (TCS) - 230 metres north Ellesmere Road (TCS) - 250 metres south	Met