

Traffic Control Signals - Bay Street and Edward Street

Date: March 16, 2026

To: Toronto and East York Community Council

From: Director, Enforcement and Street Management, Transportation Services

Wards: Ward 11, University-Rosedale

SUMMARY

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

Transportation Services is requesting approval to install traffic control signals at the intersection of Bay Street and Edward Street. The traffic control signals will provide enhanced safety for all road users and is justified based on the assessment undertaken.

During the investigation, Transportation Services discovered discrepancies between the by-lawed parking regulations and the posted signage on Edward Street. Recommendation 4 will rectify this inconsistency.

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 Bay Street and Edward Street.
2. Subject to approval of Recommendation 1 above, City Council prohibit stopping at all times on the south side of Edward Street, between Bay Street and a point 15 metres east, in conjunction with the installation of traffic control signals.
3. Subject to approval of Recommendation 1 above, City Council rescind the standing prohibition in effect at all times on the south side of Edward Street, between a point 14 metres west of Bay Street and a point 42 metres further west, in conjunction with the installation of traffic control signals.

4. City Council rescind the parking prohibition in effect at all times on the north side of Edward Street, between Yonge Street and Bay Street.

FINANCIAL IMPACT

The estimated cost for installing traffic control signals at the intersection of Bay Street and Edward Street 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 local residents through 311 to investigate the feasibility of installing traffic control signals at the intersection of Bay Street and Edward Street.

Existing Conditions

Bay Street is characterized by the following conditions:

- It is a north-south, major arterial roadway
- In each direction there is one lane for general traffic, one high occupancy lane (HOV) lane reserved for buses, taxis, motorcycles and cyclists and one exclusive bike lane
- It operates two-way traffic on a pavement width of approximately 16.7 metres
- The daily two-way traffic volume is approximately 24,000 vehicles
- The speed limit is 40 km/h
- Heavy trucks are permitted at all times
- There is TTC service provided by the 19 Bay bus
- There are sidewalks located on both sides of the street

Edward Street is characterized by the following conditions:

- It is a two-lane, east-west, collector roadway
- It operates two-way traffic on pavement widths of approximately 14.2 and 11 metres, west and east of Bay Street, respectively
- The daily two-way traffic volume is approximately 4,000 vehicles
- The speed limit is 30 km/h
- Heavy trucks are permitted at all times
- There is no TTC service provided
- There are sidewalks located on both sides of the street

Bay Street and Edward Street form a right-angle four-leg intersection. Edward Street is stop-sign controlled while Bay Street is uncontrolled free-flow. Northbound and southbound left-turns at Bay Street and Edward Street are prohibited from 7:00 a.m. to 7:00 p.m., Monday to Friday (TTC vehicles excepted).

The adjacent land use in this area is a mix of residential, business and commercial. Currently, the Toronto Coach Terminal (604-610 Bay Street and 130 Elizabeth Street) is located at the southwest corner of this intersection. This site is a proposed mix-use redevelopment with residential uses, a Toronto Paramedic Services Hub, office/institutional space, and retail space. A public parking lot (70 & 100 Edward Street) is located at the northwest corner. This site is a proposed mix-use development with two condominium buildings and ground floor retail.

The closest adjacent traffic controls are located approximately 100 metres to the north at Elm Street in the form of traffic control signals, and approximately 80 metres to the south at Dundas Street West in the form of traffic control signals.

A map of the area is included in Attachment 1.

Traffic Control Signals

To determine the need for traffic control signals at the intersection of Bay Street and Edward Street, 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 March 19, 2024, at the subject intersection. The results of the counts and collision hazard are summarized in Table 1. The "Collision hazard" criterion is based on the number of collisions potentially preventable by the installation of traffic control signals. Collision history provided by the Toronto Police Service for the three-year period ending November 30, 2025, disclosed 17 collisions at the subject intersection that were potentially preventable by the installation of traffic control signals. None of these collisions involved pedestrians.

Table 1: Warrant Compliance - Bay Street and Edward Street

| Justification | Compliance level |
|---|-------------------------|
| Minimum vehicular volume | 98% |
| Delay to cross traffic (pedestrians and vehicles) | 100% |
| Collision hazard | 100% |

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 1, the installation of traffic control signals is justified.

In regard to the environmental checklist, staff also noted the following environmental factors:

- the pedestrian generators in the immediate area, including residential and commercial, that attract vulnerable pedestrians to cross the street
- the planned changes in land use including proposed residential, Toronto Paramedic Services Hub, office and retail, that will further attract vehicles and vulnerable pedestrians to cross the street
- the four-plus lane cross-section on Bay Street, as well as the volume of traffic using this street

In considering the above technical justifications and environmental factors, Transportation Services recommends the installation of traffic control signals at Bay Street and Edward Street as it will provide enhanced safety for all road users.

Consultation with TTC

Transportation Services staff has consulted the TTC with the traffic control signal review. TTC commented that they would expect an appropriate signal interconnect strategy for this area to ensure minimum impact on transit service due to close spacing to the adjacent traffic control signals. This comment will be considered during the signal design phase.

Other Considerations

It should be noted that the installation of traffic control signals will have the following additional impacts:

- There will be no loss of on-street parking associated with the installation of traffic control signals at this intersection.
- A 15-metre stopping prohibition at all times will be established on the south side of Edward Street, east of Bay Street, in conjunction with the installation of traffic control signals to deter parking and maintain unobstructed traffic flow.
- The existing standing prohibition on the south side of Edward Street, west of Bay Street, is no longer needed and will be rescinded.
- There is potential for increase in delays to transit service on Bay Street.

Housekeeping

During the course of our investigation, it was also noted that there are discrepancies between the posted signs and the parking regulation by-law. Recommendation 4 in this report will correct these discrepancies.

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

CONTACT

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SIGNATURE

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

ATTACHMENTS

Attachment 1: Map - Traffic Control Signals - Bay Street and Edward Street

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