

Traffic Control Signals - Dufferin Street and Florence Street

Date: June 19, 2026

To: Toronto and East York Community Council

From: Director, Enforcement and Street Management, Transportation Services

Wards: Ward 9, Davenport

SUMMARY

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

Transportation Services is requesting approval to install traffic control signals at the intersection of Dufferin Street and Florence Street. The traffic control signals will replace the existing pedestrian crossover on Dufferin Street, south of Florence Street, and provide enhanced safety for all road users, particularly pedestrians and cyclists, and is justified based on the assessment undertaken.

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 Dufferin Street and Florence Street.
2. Subject to approval of Part 1 above and in conjunction with the installation of traffic control signals at Dufferin Street and Florence Street, City Council authorize removal of the pedestrian crossover on Dufferin Street, immediately south of Florence Street.

FINANCIAL IMPACT

The estimated cost for installing traffic control signals and removing the existing pedestrian crossover at the intersection of Dufferin Street and Florence Street is approximately \$300,000.00. Funding would be subject to availability and competing priorities within the Transportation Services 2026 Capital Budget.

DECISION HISTORY

At its meeting on June 14 and June 15, 2023, City Council adopted the installation of traffic control signals at the intersection of Dufferin Street and Peel Avenue. The new traffic signal will permit safe pedestrian and cycling crossing of Dufferin Street between Queen Street West and Florence Street as part of the extension of the West Toronto Rail Path. At the date of this report, the traffic control signals have not been installed. The City Council decision can be found at:

[Agenda Item History - 2023.IE4.3](#)

At its meeting on July 12, 13 and 14, 2011, City Council adopted the installation of traffic control signals at the intersection of Dufferin Street and Gordon Street to permit safe pedestrian, transit user, and cycling crossing of Dufferin Street near Alexander Muir/Gladstone Avenue Junior and Senior Public School. The City Council decision can be found at:

[Agenda Item History - 2011.TE8.66](#)

COMMENTS

Transportation Services was requested by the Ward Councillor and local residents to review the need to upgrade the existing pedestrian crossing protection from a pedestrian crossover (PXO) to traffic control signals at the intersection of Dufferin Street and Florence Street.

Existing Conditions

Dufferin Street is characterized by the following conditions:

- It is a four-lane, north-south, minor arterial roadway
- It operates two-way traffic on a pavement width of 12.8 metres
- The daily two-way traffic volume is approximately 18,800 vehicles
- The speed limit is 40 km/h
- Heavy trucks are permitted at all times

- There is TTC service provided by the 29 Dufferin bus, 329 Dufferin Night bus, and 929 Dufferin Express bus
- There are sidewalks located on both sides of the street
- There is multi-use trail in the boulevard on the east side of Dufferin Street
- This segment of Dufferin Street has transit priority lanes, recently installed as part of the RapidTO Project.

Florence Street 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 8.5 metres
- The daily two-way traffic volume is approximately 370 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
- There is dedicated (contra-flow bike lane) in the southerly lane and sharrows in the northerly vehicle lane, between Sheridan Avenue and Brock Avenue
- There is traffic calming (speed humps) installed, between Sheridan Avenue and Brock Avenue

Dufferin Street and Florence Street form a "T" type intersection. Florence Street is stop controlled while Dufferin Street is free-flow. There is an existing PXO on Dufferin Street, immediately south of Florence Street.

The land use in the area mainly consists of single-family residential dwellings and multi unit residential buildings with ground-floor commercial uses. Alexander Muir/Gladstone Avenue Junior and Senior Public School, The Grove Community School, and Toronto Alexander Muir Gladstone YMCA Child Care Centre are situated east of the subject intersection. A proposed mixed-use, multi-unit development is planned at No. 450 Dufferin Street on the northwest corner of Dufferin Street and Alma Avenue (west leg).

Dufferin Street, between Dundas Street West and Queen Street West, is designated as a Community Safety Zone. The intersection of Dufferin Street and Florence Street is within the Alexander Muir/Gladstone Avenue Junior and Senior Public School Safety Zone and the noted Community Safety Zone.

The closest adjacent traffic controls are located approximately 100 metres to the north, at Dufferin Street and Gordon Street, in the form of traffic control signals. Approximately 250 metres to the south, traffic control signals have been approved at Dufferin Street and Peel Avenue but have not been installed as per the date of this report.

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 Dufferin Street and Florence 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, sightlines, and distance between existing crossing opportunities.

As part of the investigation, staff conducted vehicle and pedestrian counts on September 5, 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 September 30, 2024, disclosed six collisions at the subject intersection that were potentially preventable by the installation of traffic control signals. Three involved pedestrians and three involved cyclists. For all collisions, the motorist failed to yield the right-of-way to the cyclist/pedestrian.

Table 1: Warrant Compliance - Dufferin Street and Florence Street

Justification	Compliance level
Minimum vehicular volume	29%
Delay to cross traffic (pedestrians and vehicles)	88%
Collision hazard	40%

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 not technically justified.

Notwithstanding the numeric warrants not being met, in view of the potential safety and connectivity concerns in the subject section, as well as the pedestrian generators in the area, Transportation Services further considered the installation of traffic signals at Dufferin Street and Florence Street for the following environmental reasons:

- Six reported collisions involved pedestrians and cyclists during the previous three years, all of which the motorist failed to yield the right-of-way.
- The four-lane cross-section of Dufferin Street along with nearby pedestrian generators, which include residential neighborhoods, and Alexander Muir/Gladstone Avenue Junior and Senior Public School, and Toronto Alexander Muir Gladstone YMCA Child Care Centre, located southwest of the subject intersection.

- Vulnerable road users requiring to cross Dufferin Street may find this environment challenging due to the four-lane cross section, vehicle speeds, and concerns with non-compliance of motorists when the pedestrian crossover push buttons are activated. Installing traffic control signals to replace the PXO would provide an enhanced crossing point for all road users.
- This crossing provides a connection between the multi-use trail cycling facility in the boulevard east of Dufferin Street as part of the Bartlett-Havelock-Gladstone cycling facility and the Brock Avenue cycling facility to the west. Cyclists must dismount and walk to cross at a PXO but can ride through to cross at traffic control signals.
- The proposed 18-story mid-rise building development at 450 Dufferin Street includes approximately 175 residential dwelling units, 364 sq. metres of non-residential gross floor area (GFA) for retail and office uses, and 37 parking spaces at full build-out. This overall site is projected to generate upwards of 30 two-way trips during the weekday peak hours.

In considering the above environmental factors, Transportation Services recommends the installation of traffic control signals at the intersection of Dufferin Street and Florence Street as it will provide enhanced pedestrian and cycling safety and improve cycling network connectivity.

Consultation with RapidTO

Transportation Services initiated a Community Working Group with the local councillors in Q1 2026 to help identify and mitigate parking, safety, and local road infiltration impacts experienced by residents because of the changes on Dufferin Street associated with the introduction of the RapidTO: Dufferin priority bus lanes. The dedicated transit priority lane was installed in two phases. The first phase, from King Street West to Dundas Street West was completed in December 2025, and the second phase, from Dundas Street West to Bloor Street West was completed in May 2026

As part of the recommendations from the Community Working Group, the intersection of Florence Street and Dufferin was identified as a priority location. Previously, the curbside lanes approaching the existing pedestrian crossover were used for parking most of the day. With RapidTO: Dufferin, these lanes were replaced by all day priority bus lanes. The change to the operation of the street has resulted in the request to re-assess the existing pedestrian crossover for consideration for signalization. In addition, Florence Street was identified as being as a key corridor for people cycling to travel east and west through the area.

Consultation with TTC

The TTC has been advised of the recommendations and concurs with upgrading the existing pedestrian crossover (PXO) to traffic control signals at Dufferin Street and Florence Street. As Dufferin Street is considered a Transit Signal Priority corridor, the TTC has requested that the new signal be equipped with transit signal priority.

Other Considerations

It should be noted that the installation of traffic control signals at Dufferin Street and Florence Street will have the following additional impacts:

- There will be a loss of approximately two parking spaces (two permit and unsigned spaces) on Florence Street associated with the installation of traffic control signals.
- There is potential for increase in delays to transit service on Dufferin Street. These delays can be minimized through signal timing coordination with the existing traffic control signals at the intersection of Dufferin Street and Gordon Street.
- There may be an increase in delays to pedestrians, who will be required to wait for a "Walk" signal, rather than crossing upon pressing the pedestrian push button.
- Non-local traffic volumes on Florence Street could increase.
- The short spacing to the adjacent traffic control signals to the north on Dufferin Street is a potential concern with regards to queue storage. Traffic signals that are located very close together require settings that manage queues. During the design stage, consideration will be given to strategies to minimize the queues exceeding the available storage.

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

CONTACT

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SIGNATURE

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ATTACHMENTS

Attachment 1: Map - Traffic Control Signals - Dufferin Street and Florence Street

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