

Traffic Control Signals - Elizabeth Street and Elm Street

Date: June 19, 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 Elm Street, City Council approval of this report is required.

Transportation Services is requesting approval to install traffic control signals at the intersection of Elm Street and Elizabeth Street. The traffic control signals will provide enhanced safety for all road users 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 Elm Street and Elizabeth Street.
2. City Council rescind the existing all-way compulsory stop control at the intersection of Elm Street and Elizabeth Street.

FINANCIAL IMPACT

The estimated cost for installing traffic control signals at the intersection of Elm Street and Elizabeth Street is \$250,000.00. Funding would be subject to availability and competing priorities within the Transportation Services 2026 Capital Budget.

The estimated annual loss of revenue resulting from the loss of pay-and-display parking space is \$40,180.63.

DECISION HISTORY

This report addresses a new initiative.

COMMENTS

Transportation Services was requested by the Ward Councillor and local residents to investigate the feasibility of installing traffic control signals at the intersection of Elm Street and Elizabeth Street.

Existing Conditions

Elm Street is characterized by the following conditions:

- It is a two-lane, east-west, collector roadway
- It operates two-way traffic on a pavement width of approximately 12.2 metres
- The daily two-way traffic volume is approximately 8,000 vehicles
- The speed limit is 30 km/h
- Heavy trucks are permitted at all times
- There is TTC service provided by the 13B Avenue Road bus
- There are sidewalks located on both sides of the street

Elizabeth Street is characterized by the following conditions:

- It is a two-lane, north-south, collector roadway
- It operates two-way traffic on a pavement width of approximately 11.7 metres
- 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 TTC service provided by the 13B Avenue Road bus
- There are sidewalks located on both sides of the street

Elizabeth Street and Elm Street form a right-angle four-leg intersection. Elizabeth Street and Elm Street is currently all-way stop controlled.

The surrounding area consists of a diverse mix of institutional, healthcare, educational, and residential land uses. Although this intersection is not designated as a formal safety zone, the surrounding establishments generate significant pedestrian traffic. Notable healthcare facilities, such as the Hospital for Sick Children (SickKids), provide essential medical services and clinical amenities. Additionally, the University of Toronto anchors the area's educational land use, supporting a large academic community. Finally, nearby residential developments offer housing for individuals and families who require convenient access to these vital urban services.

The closest adjacent traffic controls are located:

- approximately 120 metres to the east at Bay Street in the form of traffic controls signals
- approximately 100 metres to the south at Edward Street in the form of an all-way stop control
- approximately 260 metres to the west at University Avenue in the form of traffic controls signals
- approximately 140 metres to the north at Gerrard Street West in the form of an all-way stop control

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 Elm Street and Elizabeth 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 January 28, 2025, 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 December 31, 2025, disclosed no collision at the subject intersection that were potentially preventable by the installation of traffic control signals. Additionally, none of these collisions involved pedestrians.

Table 1: Warrant Compliance - Elm Street and Elizabeth Street

Justification	Compliance level
Minimum vehicular volume	98%
Delay to cross traffic (pedestrians and vehicles)	58%
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 1, the installation of traffic control signals is not justified.

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

- the number of pedestrian generators in the immediate area, including residential, community health centres, and institutional facilities that attract vulnerable pedestrians to cross the street
- the wide cross-sections on Elm Street and Elizabeth Street

In considering the environmental factors, Transportation Services recommends the installation of traffic control signals at Elm Street and Elizabeth 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 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 a loss of approximately seven paid parking spaces on Elizabeth Street and four paid parking spaces on Elm Street associated with the installation of traffic control signals at this intersection.
- There is potential for increase in delays to transit service on Elm Street and Elizabeth Street for the 13B Avenue Road bus.
- There may be an increase in delays to pedestrians, who will be required to wait for a "Walk" signal, rather than crossing when they arrive at the all-way stop.

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

CONTACT

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SIGNATURE

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ATTACHMENTS

Attachment 1: Map - Traffic Control Signals - Elm Street and Elizabeth Street

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