TORONTO

REPORT FOR ACTION

Malvern West Neighbourhood Streets Plan

Date: September 2, 2025
To: Scarborough Community Council
From: Director, Planning, Design and Management, Transportation Services
Wards: Ward 23, Scarborough North

SUMMARY

This staff report is about a matter that Community Council has delegated authority from City Council to make a final decision.

The purpose of this report is to conclude the Malvern West Neighbourhood Streets Plan (NSP) and seek authorization to proceed to the implementation phase. The Malvern West NSP study encompassed an assessment of existing conditions in the study area, analysis to determine appropriate changes to the streets, and a multi-staged engagement process with the public and community organizations.

This report summarizes the study findings and recommends road safety and traffic management changes for implementation in the Malvern West neighbourhood. Recommended changes include intersection safety improvements and traffic calming measures.

A companion report titled Traffic Safety Improvement–Washburn Way has been submitted. As the Toronto Transit Commission (TTC) operates a transit service on Washburn Way, City Council approval of changes recommended in the companion report is required.

A summary of all changes proposed can be found in Table 5.

RECOMMENDATIONS

The Director, Planning, Design and Management, Transportation Services recommends that:

1. Scarborough Community Council authorize the installation of traffic calming (speed humps) and direct the City Solicitor to prepare a by-law to alter sections of the roadway to install:

a. Seven speed humps on Malvern Street, between McLevin Avenue and Sheppard Avenue East for traffic calming purposes, generally as shown on Attachment 2, Attachment 3 and Attachment 4, dated April 2025, to the report dated September 2, 2025, from the Director, Planning, Design and Management, Transportation Services.

b. Ten speed humps on Mammoth Hall Trail, between Malvern Street and Washburn Way for traffic calming purposes, generally as shown on Attachment 5, Attachment 6, Attachment 7, Attachment 8 and Attachment 9, dated April 2025, to the report dated September 2, 2025, from the Director, Planning, Design and Management, Transportation Services.

c. Thirteen speed humps on Berner Trail, between Washburn Way and Neilson Road for traffic calming purposes, generally as shown on Attachment 10, Attachment 11, Attachment 12, Attachment 13, and Attachment 14, dated April 2025, to the report September 2, 2025, from the Director, Planning, Design and Management, Transportation Services.

2. Scarborough Community Council reduce the speed limit from 40 km/h to 30 km/h on the following streets:

a. Malvern Street between McLevin Avenue and Sheppard Avenue East;
b. Mammoth Hall Trail, between Malvern Street and Washburn Way;
c. Berner Trail, between Neilson Road and Washburn Way;

3. Subject to approval of Recommendation 2.a, 2.b, and 2.c above, Scarborough Community Council authorize the amendment of Schedule XLV (Part 1) to City of Toronto Municipal Code Chapter 950, Traffic and Parking, to remove the following streets from being excluded from the Designated Area such that above portions of highways (3.a, 3.b, 3.c) will then be included within the corresponding designated area in Column 1 in Schedule XLV (Part 1):

a. Malvern Street, between Sheppard Avenue East and McLevin Avenue;
b. Mammoth Hall Trail between Malvern Street and Washburn Way;
c. Berner Trail between Washburn Way and Neilson Road;

4.Scarborough Community Council authorize the installation of Pedestrian Crossover on Berner Trail, at a point approximately 27 metres south of Hatchet Place.

5.Scarborough Community Council support, in principle, the concept of cycling facilities in the study area on the following routes, subject to further study, consultation, and prioritization alongside other routes identified as candidate routes for a future Cycling Network Near-Term Implementation Program:

a. Washburn Way from Sheppard Avenue East to Tapscott Road;
b. Along East Highland Creek from Sheppard Avenue East to McLevin Avenue; and
c. Neilson Road from McLevin Avenue to Sheppard Avenue East.

FINANCIAL IMPACT

The estimated cost for the installation of one speed hump or speed cushion is $4,000; up to 30 speed humps are recommended, a total cost of $120,000 phased over multiple implementation years. The estimated cost for installing a pedestrian crossover is $150,000.

Funding of total $270,000 for the installation of 30 speed humps and one pedestrian crossover is available, categorized as health and safety, in the approved 2025-2034 Capital Budget and Plan for Transportation Services.

If the number of approved requests for roadway traffic calming measures exceed the city-wide budget allocated for installation, funding for approved installations will be prioritized using a Prioritization Score.

DECISION HISTORY

This report addresses a new initiative.

COMMENTS

In consultation with the local community, staff developed a Neighbourhood Streets Plan for the Malvern West neighbourhood that investigated excessive speeding of motor vehicles on neighbourhood streets and road safety for vulnerable road users (i.e. seniors, school children, pedestrians and people cycling).

The Malvern West neighbourhood was nominated by the Ward 23 Councillor for a Neighbourhood Streets Plan (NSP). The NSP program has established an annual selection process to allocate the available resources for this service in a fair and transparent manner that considers equity, impact, alignment with planned roadwork, and community support. More information on the nomination and selection process can be found on the program webpage at toronto.ca/nsp.

Existing Conditions

Street Network Characteristics

The Malvern West neighbourhood is characterized by a curvilinear road network bounded by four major arterial roads (Sheppard Avenue East, Markham Road, Neilson Road and Finch Avenue East). The road network within the neighbourhood consists of two minor arterial roads (Tapscott Road and McLevin Avenue), four collector roads (Mammoth Hall Trail, Berner Hall Trail, Washburn Way and Crow Trail), and 31 local roads.

All local and collector roads in the neighbourhood have speed limits of 30km/hr. The neighbourhood streets typically measure between 8.0m-8.5m wide. No street in the

neighbourhood has traffic calming measures such as speed humps or speed cushions. All streets in the neighbourhood operate as two-way streets. The study area map is shown in Figure 1.

Figure 1: Malvern West Streets Plan Study Area

All streets in the neighbourhood except Ormerod Street (between Verna Crescent and Markham Road), have sidewalks on at least one side of the street that meet or exceed the current Provincial minimum of 1.5 metres in width.

The neighbourhood is primarily designated for residential use, however the North-West part of the neighbourhood bounded by Markham Road, Finch Avenue East, Tapscott Road and McLevin Avenue has industrial and commercial uses.

There are many community destinations within the neighbourhood including: Malvern Town Center, TAIBU Community Health Centre, Malvern Community Recreation Centre, Malvern Public Library, Malvern Family Resource Centre, Muslim Welfare Canada, nine schools, three childcare centres, seniors housing centre, Berner Trail Park, Pinetree Park, Major Abbas Ali Park, McLevin Woods Parka and Horseley Hill Park.

The neighbourhood is served by six TTC routes: route 134 operates along Progress Avenue; route 133 operates along Neilson Road; route 131 operates along Nugget Avenue; route 102 operates along Markham Road; route 85 operates along Sheppard Avenue East; and route 39 operates along Finch Avenue East.

Road Safety (10 Year Collision History)

The main objective of the City's Vision Zero Road Safety Plan is to eliminate all serious injury and fatal collisions on city roadways. Collision history in the neighbourhood from the last 10 years was reviewed with emphasis on collisions that resulted in a death or serious injury.

The collision history provided by the Toronto Police Service for the 10-year period ending on November 30, 2024, indicated that there have been five collisions that resulted in death and 33 collisions that resulted in serious injuries in the Malvern West neighbourhood. Thirty-four collisions that resulted in death or serious injury occurred on major and minor arterial roads. These collisions are summarized in Attachment 1.

Traffic Volume, Speed and Travel Patterns

Traffic data was collected and analyzed to assess multi-modal traffic trends in the neighbourhood. Traffic studies were completed by City staff or its service providers to quantify motor vehicle speed and volume. New traffic data was collected throughout 2024 for the purpose of the NSP; data previously collected from 2020 to 2023 was also used. Traffic studies are available for public viewing on the City's Open Data portal.

Neighbourhood Streets Plan Components

Public Consultation

Community input is a key element of the project. The two objectives of public consultation were: 1) to enrich the study team's understanding of traffic issues in the neighbourhood with local knowledge and 2) to determine the extent to which proposed changes are supported by the community.

A variety of methods were used to notify residents and community organizations on the project and opportunities to participate in consultation activities, including:

- Project webpage (http://www.toronto.ca/MalvernWestStreets)
- Notices delivered through Canada Post (9,417 addresses)
- Over 1,500 promotional postcards distributed at community events and gathering places throughout the neighbourhood
- Emails to interest groups including residents' associations, community groups, organizations, institutions and elected officials (29 contacts)

A series of consultation activities informed the development of the NSP, organized in two phases of consultation. A summary of activities for each phase of engagement is presented in Table 1.

Table 1: Summary of community consultations

Phase	Activity	Date	Participation
1	Community Interest Group Meeting	April 4, 2024	5 attendees (60 invited)
1	Pop-Up Activities	April 10, 2024	31 participants
1	Public Drop-In Event	April 16, 2024	27 attendees
1	Online Interactive Map and Survey	April 2 - April 30, 2024	86 comments
1	Email/Phone	April 2- April 30, 2024	5 individuals
2	Community Interest Group Meeting	November 13, 2024	13 attendees (41 invited)
2	Pop-Up Activity 1	November 20, 2024	100+ individuals
2	Public Drop-In Event	December 4, 2024	19 attendees
2	Pop-Up Activity 2	December 12, 2024	30+ individuals
2	Pop-Up Activity 3	December 14, 2024	100+ individuals
2	Online survey (available in English, Tamil and Urdu)	November 20 – December 18, 2024	128 responses
2	Email/phone	November 20 – December 18, 2024	Comments received from 18 individuals

During Phase 1 public consultation activities, residents raised concerns regarding motorist non-compliance with traffic control signals, pedestrian safety, excessive vehicle speeds near school areas, and congestion during school pick-up and drop-off hours. Participants also highlighted the need for improved accessibility and expressed a desire for the implementation of road safety interventions and traffic calming measures to address these issues.

Public feedback collected through activities in Phase 2 consultation indicated support for the proposed actions which includes geometric safety improvements, speed humps, speed cushions and pavement markings. A survey on proposed measures was conducted as part of Phase 2 consultation. Respondents were asked "In general do you support changes to improve road safety in the project area?". There were 121 responses to this question, with 79% either ‘supportive’ or ‘very supportive’, 13% either ‘unsupportive’ or ‘very unsupportive’, 5% neutral and 3% were not sure.

Participants who supported these changes noted they thought these changes would increase pedestrian and driver safety and reduce speeding on local streets.

Additionally, participants supported the concept of improving active transportation options by adding bikeways along McLevin Avenue, Tapscott Road, Crow Trail and Malvern Street, which were included in the 2025-27 Near-Term Implementation Plan of the City-wide Cycling Network Plan (CNP). Participants also supported the concept of additional cycling routes along Washburn Way (Sheppard Avenue East to McLevin Avenue), Neilson Road (McLevin Avenue to Finch Avenue East), and East Highland Creek (Sheppard Avenue East to McLevin Avenue) to be considered as candidate

routes in a future Near-Term Implementation Plan of the Cycling Network Plan. However, concerns were raised over their potential impact to road capacity and safety. Some participants expressed that more police enforcement is needed to complement the proposed changes.

A comprehensive summary of feedback received in both Phase 1 and Phase 2 of public consultation can be found on the project webpage www.toronto.ca/MalvernWestStreets.

The feedback gathered through this consultation, along with technical considerations and City policies and guidelines, have informed staff recommendations.

Proposed Changes

Improvements to Pedestrian Crossing

Two pedestrian crosswalks are identified as priorities for improving pedestrian connectivity in the area:

- Upgrade the pedestrian crossing at Washburn Way and Nahanni Terrace into an Intersection Pedestrian Signal (IPS), and refresh the pavement markings
- Upgrade the pedestrian crossing at 111 Berner Trail into Level 2, Type B PXO, and refresh the pavement markings

At the intersection of Washburn Way and Nahanni Terrace, there have been three reported collisions over the past 10 years, including one pedestrian collision at the existing crosswalk that resulted in a serious injury. In June 2025, City Council adopted pedestrian crossing policies that introduced two additional forms of pedestrian crossing protection to the pedestrian safety toolkit: Level 2 Pedestrian Crossovers (PXOs) and Intersection Pedestrian Signals (IPS, also known as Half Signals), in addition to the current use of Level 1 PXOs and Mid-Block Pedestrian Signals (MPS) (item 2025.IE22.4). In alignment with the new guidelines, it is recommended that the existing crosswalk be upgraded to an Intersection Pedestrian Signal (IPS) (Figure 2).

On Berner Trail, between Neilson Road and Hatchet Place, there have been eight reported collisions over the past 10 years, including one involving a pedestrian. There is an existing marked, uncontrolled, crosswalk at 111 Berner Trail which provides direct access to the trail network connecting Berner Trail Park, Tapscott Road, Nahanni Terrace, and Berner Trail Junior School. The nearest controlled crossings are located approximately 450 metres to the west and 200 metres to the east. In alignment with the recently adopted pedestrian crossing guidelines, it is recommended that the existing uncontrolled marked crosswalk be upgraded to a Level 2, Type B Pedestrian Crossover (PXO) to enhance pedestrian safety and connectivity. The Level 2, Type PXO features overhead pedestrian signs, illuminated rectangular rapid flashing beacons mounted on poles above the crosswalk, and zebra-style crosswalk markings (Figure 3).

As part of the Phase 2 consultation survey respondents were asked "Do you support new and upgraded pedestrian crossings at the following intersections?". There were 121 responses to this question, with 79% of respondents ‘very supportive’ or ‘supportive’, 6% ‘neutral’ and 9% ‘very unsupportive’ or ‘unsupportive’, 6% respondents were not sure.

Figure 2: Example of an Intersection Pedestrian Signal (IPS) at Broadview Avenue and Millbrook Crescent


Figure 3: Example of a Level 2 Type B Pedestrian Crossover at Glen Road and Binscrath Road

Speed Management

Area residents expressed concerns about motor vehicle speeds throughout the Malvern West neighbourhood. Vehicle speed and volume studies conducted over the previous five-year period were reviewed (2020-2024). The results of the studies were evaluated

against the warrant criteria for Traffic Calming as adopted by City Council (item 2023.IE7.4). The results of the speed and volume studies are summarized in Table 2.

Based on the results of the studies, all streets in Table 2 satisfy the warrant criteria for the 85th percentile speeds except Mammoth Hall Trail. However, Mammoth Hall Trail is a continuation of Berner Trail, which did meet the warrant. The intended outcome is to have speeds consistent along Berner Trail and Mammoth Hall Trail; therefore speed humps are also proposed on Mammoth Hall Trail.

Table 2: Speed and Volume Study Results for Streets Satisfying Warrants

Roadway	From	To	Daily Traffic Volume	85th Percentile Speed		95th Percentile Speed	
				Results	Warrant Requirement	Results	Warrant Requirement
Malvern Street	Sheppard Avenue East	McLevin Avenue	4246	48	48	52	55
Berner Trail	Washburn Way	Neilson Road	2490	48	48	53	55
Mammoth Hall Trail	Malvern Street	Washburn Way	2106	45	48	48	55
Washburn Way	Sheppard Avenue East	Tapscott Road	5024	51	48	61	55

Staff recommend the installation of speed humps on Malvern Street, Berner Trail, and Mammoth Hall Trail. All blocks where speed humps are recommended are over the minimum 120 metre length requirement.

No alterations to parking regulations will be required, nor will the number of on-street parking spaces be affected by the installation of speed humps. Installation of speed humps will have minimal effect on winter services, street cleaning and garbage collection.

A companion report titled Traffic Safety Improvement: Washburn Way has been submitted directing recommendations for speed management on Washburn Way to City Council.

The following additional streets in and beyond the study area are under separate study as part of the Malvern Neighbourhood Connections project: Crow Trail, Brenyon Way, Casebridge Court, Venture Drive, and Water Tower Gate. Speed studies and any recommended speed management strategies for these roads will be advanced through

the study. Residents can learn more and sign up for updates on the study webpage (www.toronto.ca/MalvernConnections).

Traffic Calming Relative Priority and Other Impacts
Efforts are made to install all approved speed humps soon after approval. However, if the number of approved requests for roadway traffic calming measures exceed the city-wide budget allocated for installation, funding for approved installations will be prioritized using a Prioritization Score. This score is made up of a Quantitative Score and a Qualitative Score.

The Quantitative Score is based on the results of the data collection, including travel speeds and traffic volumes, to prioritize locations with higher vehicle speeds and volumes.

The Qualitative Score includes:

- Collision history to prioritize locations with a history of serious injury or fatal collisions and those involving a pedestrian or person cycling;
- Equity to prioritize equity-deserving communities with a high-concentration of priority populations and those that are transportation disadvantaged; and
- Expected presence of vulnerable road users (seniors, school children, pedestrians, including transit riders, and people cycling) to prioritize locations with a higher risk of fatal and serious injury collisions

The Quantitative and Qualitative Scores are averaged to provide the complete Prioritization Score. The prioritization scores for the streets in Table 3 range between 31 and 75, out of a possible 100, and are summarized in Table 4.

Table 4: Traffic Calming Installation Prioritization Scores

Roadway	From	To	Qualitative Score	Quantitative Score	Priority Score
Malvern Street	Sheppard Ave East	McLevin Avenue	65	85	75
Berner Trail	Washburn Way	Neilson Road	57	5	31
Mammoth Hall Trail	Malvern Street	Washburn Way	47	65	56
Washburn Way	Sheppard Ave East	Tapscott Road	52	85	69

Consultation with emergency services (Toronto Police Service, Toronto Fire Services and Toronto Paramedic Services) is required to ensure that the design and layout of a traffic calming proposal does not unduly affect their operations. Emergency services were advised of this proposal. Comments received from Toronto Paramedic Services are included in Attachment 15. Comments have not been received from Toronto Police Service or Toronto Fire Services at the time of writing this report.

Edgelines are proposed on several local streets within the Malvern West neighbourhood to improve driver guidance and alertness, enhance visibility in low-light conditions, and create a traffic-calming effect by visually narrowing the travel lane (see Table 5).

Active Transportation

The City of Toronto Cycling Network Plan identifies priority routes for improving cycling facilities. The Cycling Network Near-Term 2025-27 Implementation Program identifies routes for study and routes for implementation in the current three-year period. The Near-Term Program planned for upgrades to cycling facilities on McLevin Avenue, Tapscott Road, Crow Trail, and Malvern Street and planned for studies of cycling feasibility on Neilson Road and off-road route parallel to Mammoth Hall Trail. The Malvern West NSP proposes that Washburn Way (between Sheppard Avenue East and McLevin Avenue), Neilson Road (between Sheppard Avenue East and McLevin Avenue), and an off-road route parallel to East Highland Creek (between McLevin Avenue to Finch Avenue East) be emphasized as candidate routes in a future Cycling Network Near-Term Implementation Program. The resulting proposed network of cycling connections is shown in Figure 4.

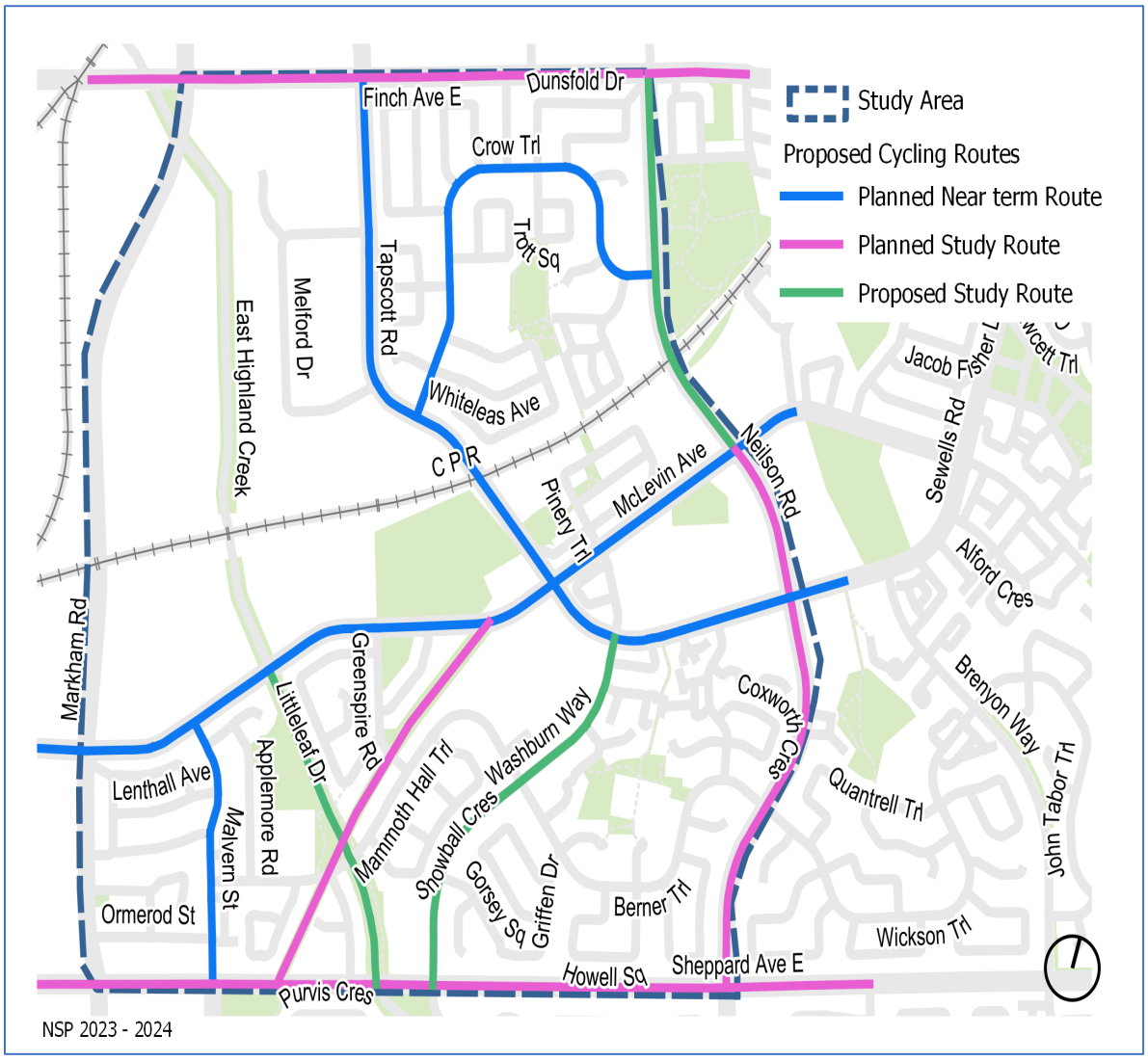

Figure 4: Proposed Cycling Network within Malvern West Neighbourhood

In the Phase 2 consultation survey, respondents were asked whether they support the proposed bikeways on Washburn Way, Neilson Road, and along East Highland Creek.

There were 121 responses to each of these questions.

- Washburn Way: 60% were ‘very supportive’ or ‘supportive’. 30% were ‘very unsupportive’ or ‘unsupportive’, 3% were ‘neutral’ and 7% were ‘not sure’.
- Neilson Road: 57% were ‘very supportive’ or ‘supportive’, 31% were ‘very unsupportive’ or ‘unsupportive’ and 5% were ‘neutral’ and 7% were ‘not sure’.
- East Highland Creek: 59% were ‘very supportive’ or ‘supportive’, 30% were ‘very unsupportive’ or ‘unsupportive’ and 4% were ‘neutral’ and 7% were ‘not sure’.

These comments will be taken into consideration when these routes are considered as candidate routes in a future Cycling Network Near-Term Implementation Program.

Road Safety

Intersection Geometric Safety Improvements
Geometric Safety Improvements (GSI) are improvements made to the dimensions and arrangements of the visible features of a roadway. They can improve road safety conditions by increasing visibility among all road users, reducing crossing distances for pedestrians and reducing the speeds of turning vehicles. Changes could include curb extensions (bump-outs), which improve sightlines and reduce crossing distances, and high visibility crosswalks (zebra markings).

In the short term, quick-build materials such as paint, signs, and bollards, can be used to implement GSIs and achieve safety improvements more rapidly in areas where capital works are not yet planned (Figure 5). Permanent changes, using concrete or other materials, can be made in the medium to long-term as part of future planned roadwork or development (Figure 6).

Site visits, data analysis, and feedback collected from residents and community organizations identified five intersections that could be redesigned to improve safety conditions for all road users. These intersections are:

- Crow Trail and Neilson Road;
- McLevin Avenue and Neilson Road;
- McLevin Avenue and Tapscott Road;
- Tapscott Road and Melford Drive; and
- McLevin Avenue and Markham Road.

Crow Trail & Neilson Road
Over the past 10 years, there have been 28 collisions at the intersection of Crow Trail and Neilson Road, including two that resulted in serious injuries to pedestrians. This intersection presents safety concerns for people walking in the area. A Geometric Safety Improvement (GSI) is proposed at this location to help reduce risks and improve safety for all road users, especially pedestrians and cyclists.

McLevin Avenue & Neilson Road
At McLevin Avenue and Neilson Road, a total of 184 collisions have occurred in the past 10 years. Among these, 12 involved pedestrians and cyclists, highlighting the need

for better protection for vulnerable road users. A GSI is proposed to address these concerns and make the intersection safer for everyone.

McLevin Avenue & Tapscott Road
The intersection of McLevin Avenue and Tapscott Road has seen 88 collisions over the last 10 years, including two serious pedestrian injuries. To reduce the chances of such collisions in the future, a GSI is proposed, focusing on making the intersection safer for pedestrians.

Tapscott Road & Melford Drive
Eight collisions were reported at Tapscott Road and Melford Drive in the last 10 years, including one fatality. During site visits, unsafe turning and aggressive driving were observed at this location. A GSI is proposed to help reduce these dangerous behaviors and improve safety for vulnerable users.

McLevin Avenue & Markham Road
At McLevin Avenue and Markham Road, there have been 303 collisions in the last 10 years, with 12 involving pedestrians and one involving a cyclist. One of the collisions led to a serious injury. The intersection is busy with pedestrian activity, especially near the Islamic Foundation of Toronto at the South-West corner of the intersection. This intersection also sees frequent truck traffic. A GSI, such as a truck apron, is proposed to enhance safety for the road users.

Each of these locations will be considered as candidate intersections for a geometric safety improvement when road reconstruction is next scheduled on that road. They will also be considered for an interim improvement using quick-build materials. In each case, further detailed design work would be conducted to assess feasibility and determine the optimal design.

Figure 5: Curb extension with pavement marking and bollards

Figure 6: A truck apron at Sheppard Avenue and Malvern Street

Measures Assessed but not Recommended

Several measures suggested by the community were studied but are not recommended. The most requested changes that are not recommended are listed below along with the rationale for why they are not recommended.

Automated Speed Enforcement (ASE) throughout the neighbourhood
ASE is an automated system that uses a camera and a speed measurement device to detect and capture images of vehicles travelling in excess of the posted speed limit. ASE systems are placed only in Community Safety Zones, and there are currently three cameras for each Ward. At the time of Phase 2 consultation, one of the Ward 23 ASE system was located on Washburn Way, north of Berner Trail, which is within the project area. At the time of report writing, ASE was active on to Markham Road, north of Verne Crescent, which is also within the project boundary. Community feedback requested ASE on Tapscott road between Crow Trail and Melford Drive, along with general requests for more ASE in the study area. The city uses a data-driven, city-wide approach to select locations for installation of ASE. More information on the program, including methods for site selection, can be found at www.toronto.ca/ASE.

Leading Pedestrian Intervals (LPI)
The Leading Pedestrian Interval (LPI), also known as Pedestrian Head Start Signal provides an advanced walk signal so that pedestrians begin to cross the street before vehicles get a green signal. The purpose of LPI is to increase the visibility of pedestrians in the intersection and reinforce their right-of-way over turning vehicles. The LPI is used to improve motorist yielding behaviour toward pedestrians in a crosswalk. The LPI is particularly helpful for older pedestrians, as they may take longer to occupy the crosswalk following the start of a “walk” indication, making them less obvious to turning motorists. There were requests from the community for LPIs at Markham Road and Finch Avenue East, Finch Avenue East and Tapscott Road, Neilson Road and Sheppard Avenue East. LPIs are not proposed at these intersections because LPI is incompatible at intersections that have protected left-turn phases. At such intersections, protected left-turn phases separate vehicle and pedestrian conflicts by allowing left-turning vehicles to proceed through the intersection before providing pedestrians with their walk signal to cross the street.

Protected Left-Turn Phasing
At signals with Protected Left-Turn phasing, there is initially a green arrow, followed by an amber arrow, then a red ball. On the green arrow, drivers are given the right-of-way to complete left turns free of any other traffic or pedestrian conflicts. The amber arrow warns drivers that the left-turn phase is ending. Once the red ball is displayed on the signal heads identified with “Left-Turn Signals” signage, motorists waiting to execute the left-turn movement must wait for the green arrow display during the subsequent cycle. These arrows are helpful in providing a safe opportunity for left-turn motorists to execute their turn, but when there is no opposing traffic, they can cause unnecessary delays.

There were requests for protected left-turn phases from the community at Sheppard Avenue East and Washburn Way and Neilson Road and McLevin Avenue. These intersections have Leading Pedestrian Intervals (LPI). The LPI gives pedestrians, including elderly people and those with accessibility needs, a head starts to safely begin crossing the road before vehicles receive a green signal, enhancing heir safety. Implementing a protected left-turn phase here would conflict with the existing LPI and is therefore not proposed.

Proposed Changes, Implementation, and Monitoring

Summary of Proposed Changes

Table 5 below summarizes all changes that are proposed as part of the Malvern West NSP, the expected timing of proposed changes.

Table 5: Changes Proposed as part of the Malvern West NSP

Quick Wins (6 months to 2 years)		
Category	Location	Proposed Change
Road Safety	Pinery Trail and Flatfield Terrace	New or enhanced pavement markings
Road Safety	McLevin Avenue and Greenspire Road	New or enhanced pavement markings

Road Safety	Omerod Street and Verne Crescent	New or enhanced pavement markings
Road Safety	Berner Trail and Hutcherson Square	New or enhanced pavement markings
Road Safety	Berner Trail and Howell Square	New or enhanced pavement markings
Road Safety	Berner Trail and Griffen Drive	New or enhanced pavement markings
Road Safety	Griffen Drive and Gorsey Square	New or enhanced pavement markings
Speed	Trott Square, from Trott Square to Crow Trail	Edge lines
Speed	Baldoon Road, from Crow Trail to Finch Avenue East	Edge lines
Speed	Robbinstone Drive, from Malvern Street to Lenthal Avenue	Edge lines
Speed	Lenthall Avenue, from Robbinstone Drive to Malvern Street	Edge lines
Speed	Nahanni Terrace, from Berner Trail to Washburn Way	Edge lines
Speed	Howell Square, between Berner Trail and Berner Trail	Edge lines
Speed	Hutcherson Square, between Berner Trail and Berner Trail	Edge lines
Short-term Actions (1 to 5 years)		
Category	Location	Proposed Change
Road Safety	Crow Trail and Neilson Road	Intersection geometric safety improvement
Road Safety	McLevin Avenue and Neilson Road	Intersection geometric safety improvement
Road Safety	McLevin Avenue and Tapscott Road	Intersection geometric safety improvement
Road Safety	Tapscott Road and Melford Drive	Intersection geometric safety improvement
Road Safety	McLevin Avenue and Markham Road	Intersection geometric safety improvement
Road Safety	Washburn Way and Nahanni Terrace	Intersection Pedestrian Signal (IPS)
Road Safety	111 Berner Trail	Pedestrian Crossover
Speed	Malvern Street, from McLevin Avenue to Sheppard Avenue East	Traffic calming (speed humps)
Speed	Berner Trail, from Washburn Way to Neilson Road	Traffic calming (speed humps)

Speed	Mammoth Hall Trail, from Malvern Street to Washburn Way	Traffic calming (speed humps)
Speed	Washburn Way, from Sheppard Avenue East to Tapscott Road	Traffic calming (speed cushions)
Longer-term Changes (5+ years)		
Category	Location	Proposed Change
Active Transportation	Washburn Way, from Sheppard Avenue East to McLevin Avenue	Cycling connections
Active Transportation	Neilson Road, from McLevin Avenue to Finch Avenue East	Cycling connections
Active Transportation	Along East Highland Creek, from Sheppard Avenue East to McLevin Avenue	Cycling connections

This report seeks all required City Council decisions on items for which decision authority is delegated to Scarborough Community Council. As the Toronto Transit Commission (TTC) operates a transit service on Washburn Way, City Council approval is required for the changes proposed on Washburn Way. A companion report titled Traffic Safety Improvement–Washburn Way has been submitted.

Implementation

The traffic management elements outlined in this report are proposed to be implemented in phases; the timing of installation will be dependent on the complexity of delivery, availability of materials, funding and competing priorities.

Community Council authority is being sought for changes requiring by-law amendments: speed humps, speed limit changes, and upgraded pedestrian crossings. Pending Community Council approval, these changes will be implemented in the next 1-2 years.

Changes associated with all planned and proposed cycling will be subject to detailed feasibility analysis, public consultation, and approval from City Council for installation before any changes are made.

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

CONTACT

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SIGNATURE

Jacquelyn Hayward
Director, Planning, Design and Management, Transportation Services

ATTACHMENTS

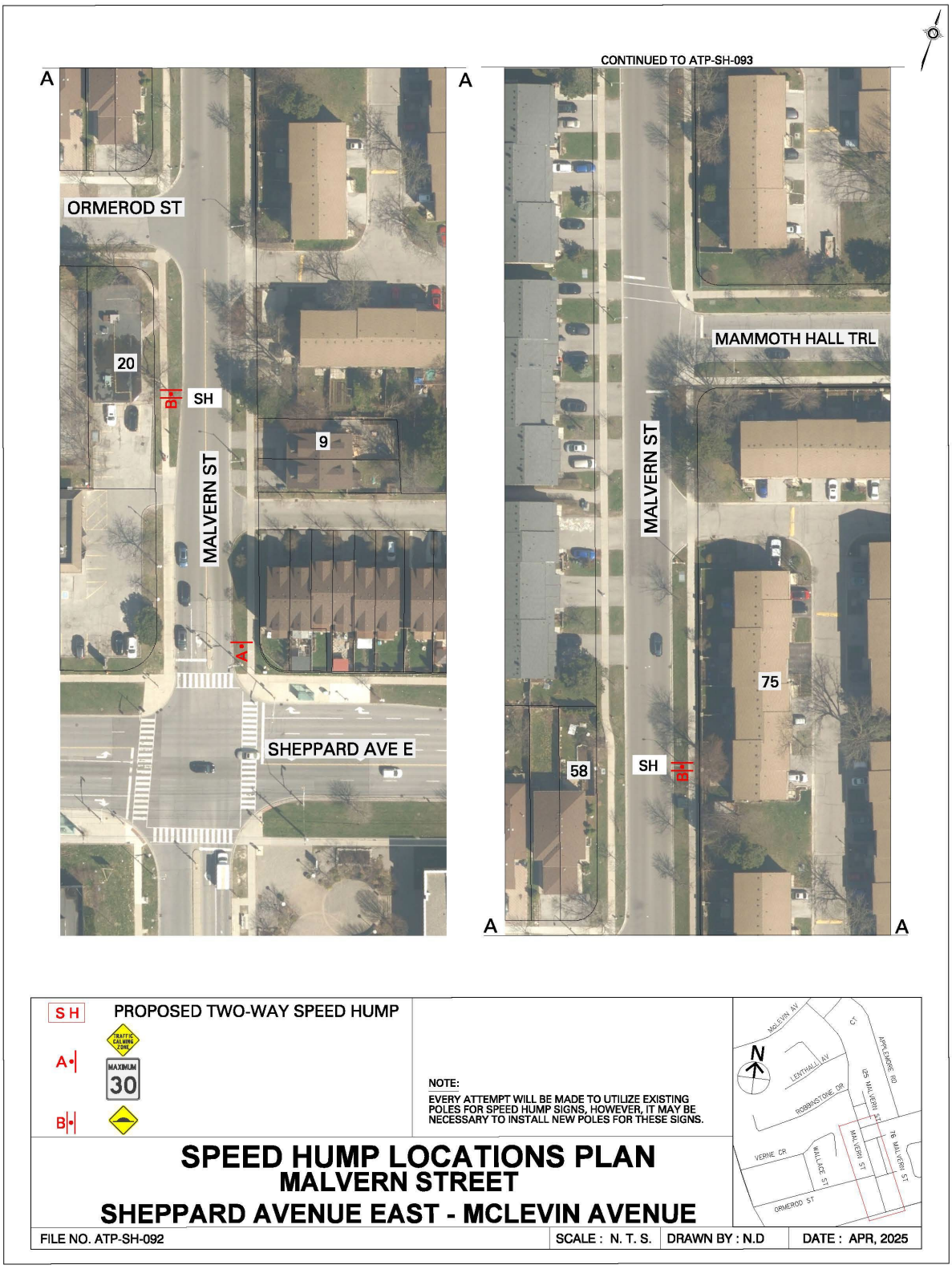
Attachment 1 – 10-year Killed and Seriously Injured Collision History
Attachment 2 - Drawing No. ATP-SH-092 - Speed Hump Location Plan
Attachment 3 - Drawing No. ATP-SH-093 - Speed Hump Location Plan
Attachment 4 - Drawing No. ATP-SH-094 - Speed Hump Location Plan
Attachment 5 - Drawing No. ATP-SH-095 - Speed Hump Location Plan
Attachment 6 - Drawing No. ATP-SH-096 - Speed Hump Location Plan
Attachment 7 - Drawing No. ATP-SH-097 - Speed Hump Location Plan
Attachment 8 - Drawing No. ATP-SH-098 - Speed Hump Location Plan
Attachment 9 - Drawing No. ATP-SH-099 - Speed Hump Location Plan
Attachment 10 - Drawing No. ATP-SH-100 - Speed Hump Location Plan
Attachment 11 - Drawing No. ATP-SH-101 - Speed Hump Location Plan
Attachment 12 - Drawing No. ATP-SH-102 - Speed Hump Location Plan
Attachment 13 - Drawing No. ATP-SH-103 - Speed Hump Location Plan
Attachment 14 - Drawing No. ATP-SH-104 - Speed Hump Location Plan
Attachment 15 - Toronto Paramedic Services Response

Attachment 1 – 10-year Killed and Seriously Injured Collision History

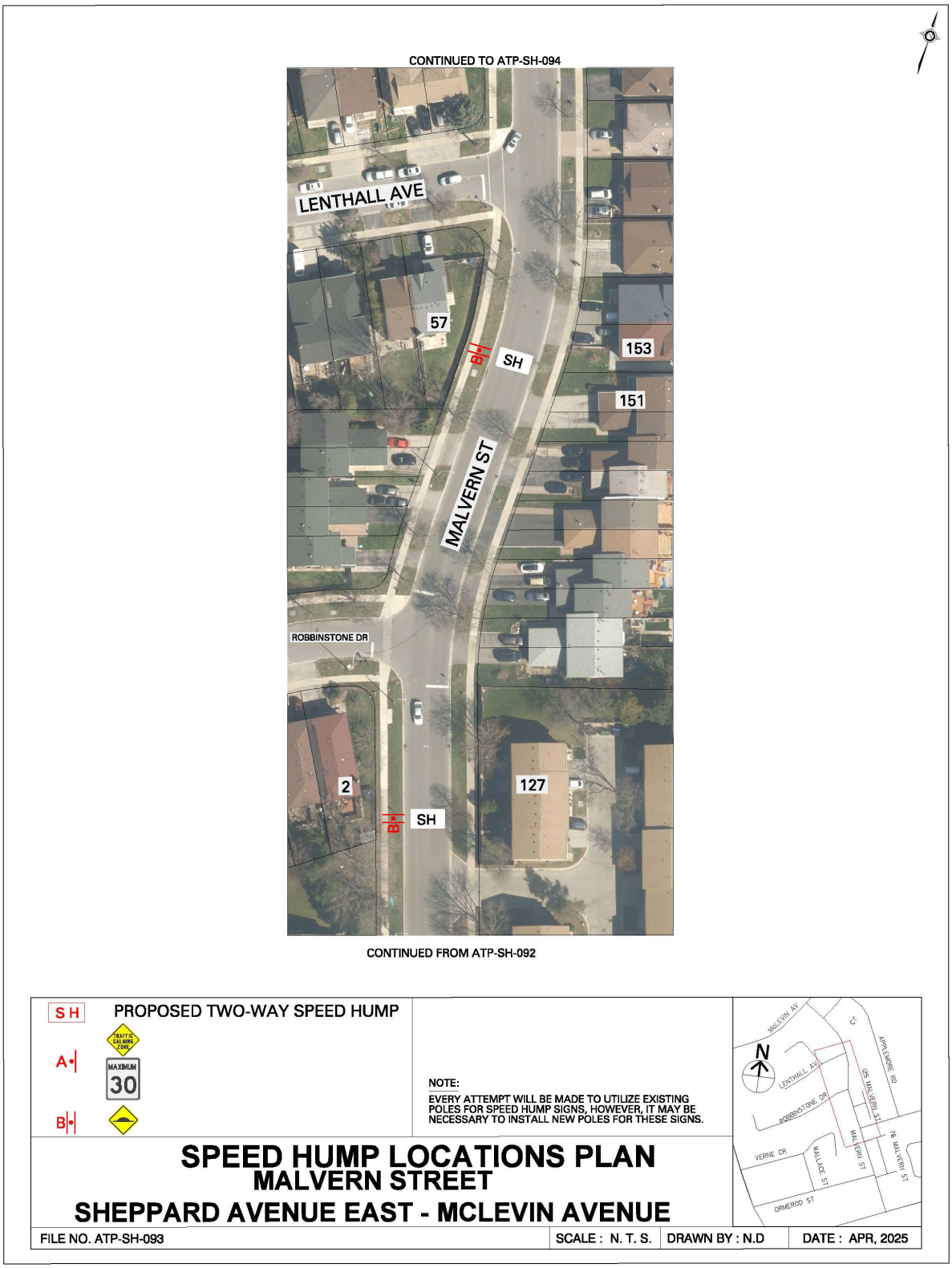
Location	Date	Collision Type	Result
Finch Avenue East and Tapscott Road	02/14/2013	Vehicle	Serious Injury
Finch Ave East and Baldoon Road	04/10/2013	Pedestrian	Serious Injury
75m South of Neilson Road and Tapscott Road	06/29/2014	Vehicle	Serious Injury
Sheppard Ave East and Neilson Road	08/01/2014	Cyclist	Fatality
Finch Ave East and Neilson Road	12/19/2014	Pedestrian	Fatality
Markham Road and Finch Ave East	03/04/2015	Pedestrian	Fatality
Neilson Road and Crow Trail	04/23/2015	Pedestrian	Serious Injury
Finch Ave East and Neilson Road	09/17/2015	Pedestrian	Serious Injury
Sheppard Ave East and Gateforth Drive	04/06/2016	Pedestrian	Serious Injury
Markham Road and Finch Avenue East	05/19/2016	Vehicle	Serious Injury
Ormerod Street and Verne Crescent	06/20/2016	Cyclist	Serious Injury
90m West of Tapscott Road and Melford Drive	09/08/2016	Vehicle	Serious Injury
Neilson Road and Crow Trail	01/14/2017	Vehicle	Serious Injury
McLevin Avenue and Tapscott Road	04/04/2017	Pedestrian	Serious Injury
Markham Road and Mclevin Avenue	05/04/2017	Pedestrian	Serious Injury
Sheppard Ave East and Malvern Street	05/04/2017	Vehicle	Serious Injury
80m South of Tapscott Road and McLevin Avenue	01/26/2018	Vehicle	Serious Injury
75m North of Tapscott Road and Melford Drive	05/20/2018	Vehicle	Serious Injury
70m West of Sheppard Ave East and Gateforth Drive	06/03/2018	Vehicle	Serious Injury
144m East of Mclevin Avenue and Malvern Street	07/30/2018	Vehicle	Serious Injury
Finch Ave East and Finchdene Square	08/04/2018	Vehicle	Serious Injury
Sheppard Avenue East and Malvern Street	12/12/2018	Pedestrian	Serious Injury
Malvern Street and Mclevin Avenue	12/21/2018	Pedestrian	Serious Injury
Sheppard Ave East and Neilson Road	07/07/2019	Pedestrian	Serious Injury

Sheppard Ave East and Markham Road	08/20/2019	Pedestrian	Serious Injury
Markham Road and Finch Avenue East	12/03/2019	Pedestrian	Serious Injury
Tapscott Road and Mclevin Avenue	01/14/2020	Pedestrian	Serious Injury
Melford Drive and Tapscott Road	05/12/2020	Vehicle	Fatality
Markham Road and Finch Ave East	08/10/2020	Pedestrian	Serious Injury
300m south of Markham Road and Finch Ave East	12/05/2020	Pedestrian	Fatality
100m East of Markham Road and McLevin Avenue	01/13/2021	Vehicle	Serious Injury
Sheppard Ave East and Neilson Road	09/18/2021	Vehicle	Serious Injury
Sheppard Ave East and Neilson Road	07/30/2022	Vehicle	Serious Injury
Sheppard Ave East and Neilson Road	09/13/2022	Vehicle	Serious Injury
Markham Road and Finch Avenue East	10/04/2022	Vehicle	Serious Injury
Markham Road and Finch Avenue East	01/04/2023	Pedestrian	Serious Injury
Washburn Way and Nahanni Terrace	02/02/2024	Pedestrian	Serious Injury
Lenthall Avenue and Robbinstone Drive	03/17/2025	Pedestrian	Serious Injury

Attachment 2 – Drawing No. ATP-SH-092 - Speed Hump Location Plan



Attachment 3 – Drawing No. ATP-SH-093 - Speed Hump Location Plan



Attachment 4 – Drawing No. ATP-SH-094 - Speed Hump Location Plan

CONTINUED FROM ATP-SH-094

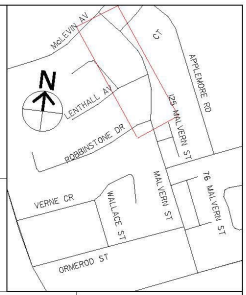
S H PROPOSED TWO-WAY SPEED HUMP

A

MAXIMUM 30

B

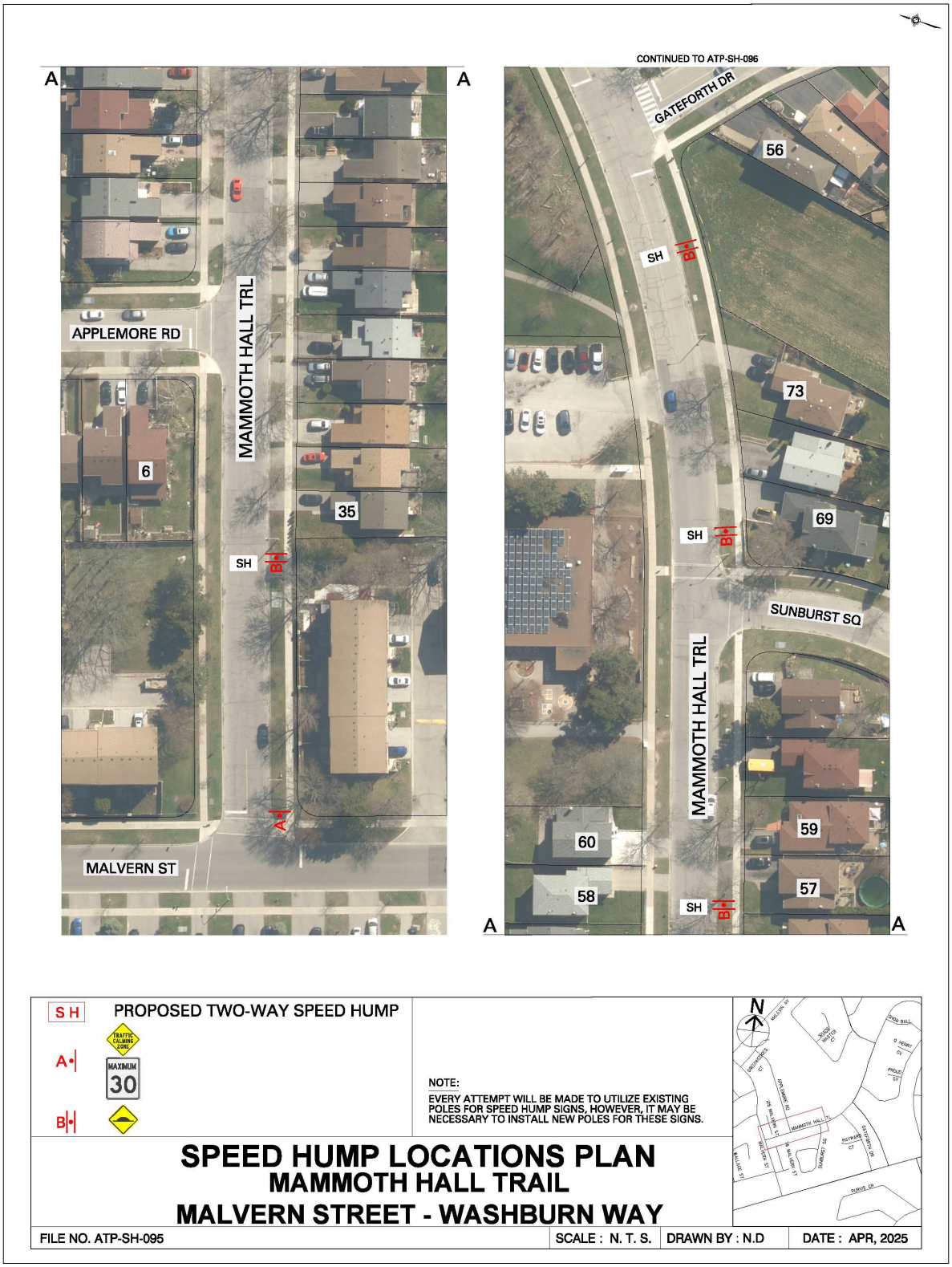
NOTE:
EVERY ATTEMPT WILL BE MADE TO UTILIZE EXISTING POLES FOR SPEED HUMP SIGNS, HOWEVER, IT MAY BE NECESSARY TO INSTALL NEW POLES FOR THESE SIGNS.



SPEED HUMP LOCATIONS PLAN
MALVERN STREET
SHEPPARD AVENUE EAST - MCLEVIN AVENUE

FILE NO. ATP-SH-094	SCALE : N. T. S.	DRAWN BY : N.D	DATE : APR, 2025

Attachment 5 – Drawing No. ATP-SH-095 - Speed Hump Location Plan



Attachment 6 – Drawing No. ATP-SH-096- Speed Hump Location Plan

CONTINUED TO ATP-SH-097

CONTINUED FROM ATP-SH-095

S H PROPOSED TWO-WAY SPEED HUMP

A

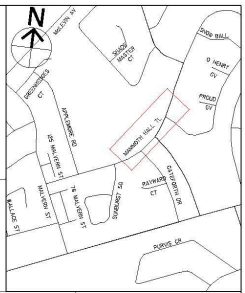
B

TRAFFIC CALMING ZONE

MAXIMUM 30

NOTE:
EVERY ATTEMPT WILL BE MADE TO UTILIZE EXISTING POLES FOR SPEED HUMP SIGNS, HOWEVER, IT MAY BE NECESSARY TO INSTALL NEW POLES FOR THESE SIGNS.

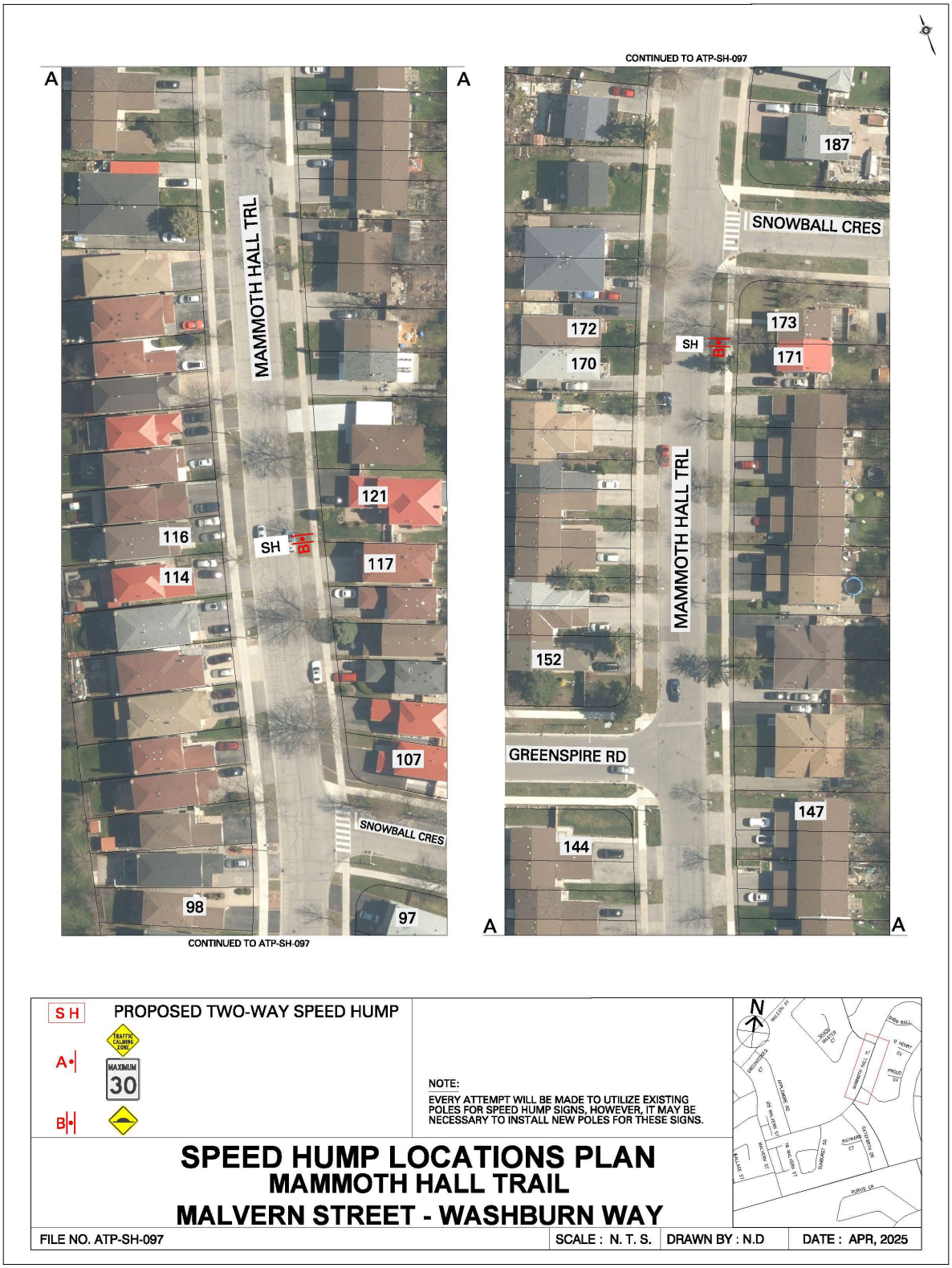
N



SPEED HUMP LOCATIONS PLAN
MAMMOTH HALL TRAIL
MALVERN STREET - WASHBURN WAY

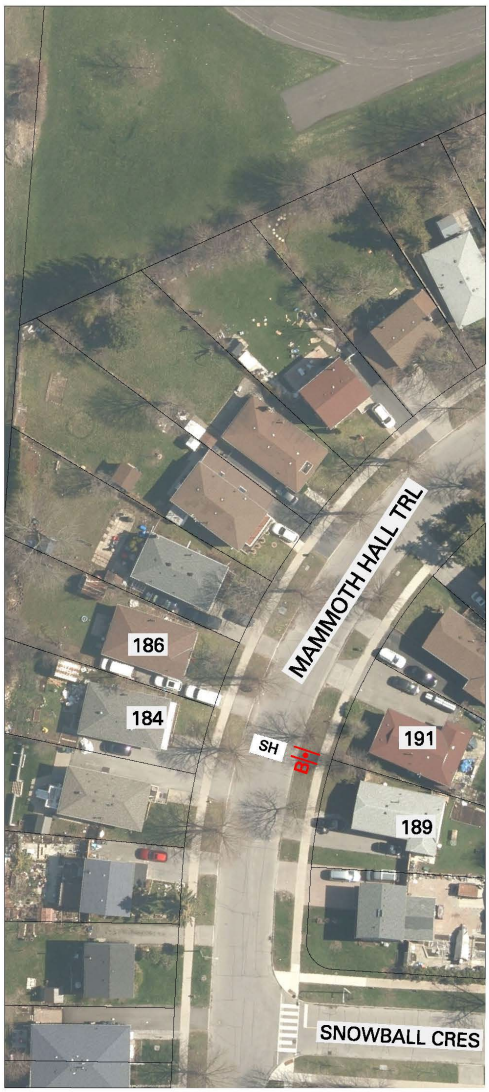
FILE NO. ATP-SH-096	SCALE : N. T. S.	DRAWN BY : N.D	DATE : APR, 2025

Attachment 7 – Drawing No. ATP-SH-097- Speed Hump Location Plan



Attachment 8 – Drawing No. ATP-SH-098- Speed Hump Location Plan

CONTINUED TO ATP-SH-099



CONTINUED FROM ATP-SH-097

S H PROPOSED TWO-WAY SPEED HUMP

A

TRAFFIC CALMING ZONE

MAXIMUM 30

B

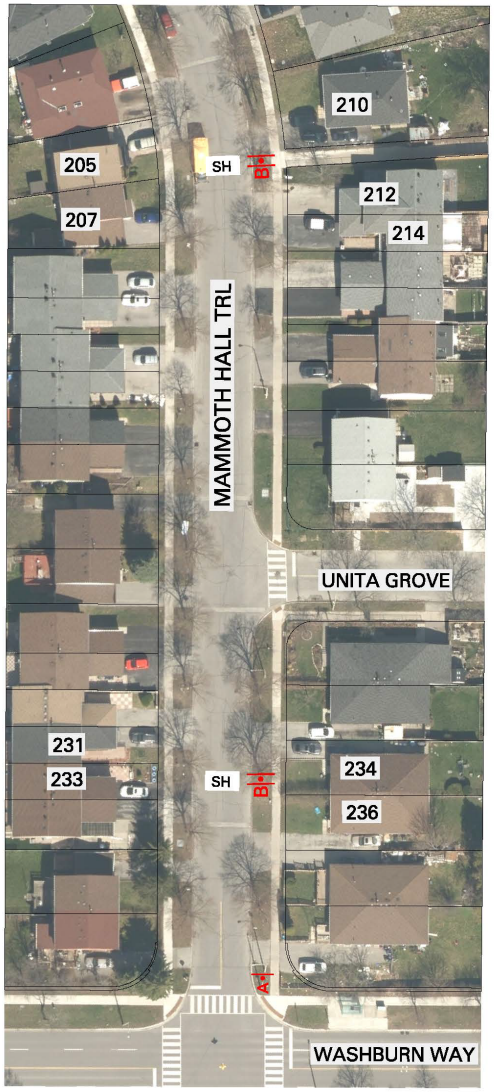
NOTE:
EVERY ATTEMPT WILL BE MADE TO UTILIZE EXISTING POLES FOR SPEED HUMP SIGNS, HOWEVER, IT MAY BE NECESSARY TO INSTALL NEW POLES FOR THESE SIGNS.

N

SPEED HUMP LOCATIONS PLAN
MAMMOTH HALL TRAIL
MALVERN STREET - WASHBURN WAY

FILE NO. ATP-SH-098	SCALE : N. T. S.	DRAWN BY : N.D	DATE : APR, 2025

Attachment 9 - Drawing No. ATP-SH-099- Speed Hump Location Plan



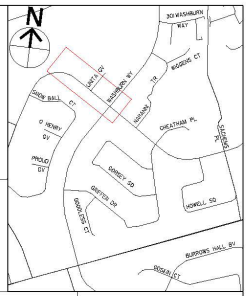
CONTINUED FROM ATP-SH-098

S H PROPOSED TWO-WAY SPEED HUMP

TRAFFIC CALMING ZONE

MAXIMUM 30

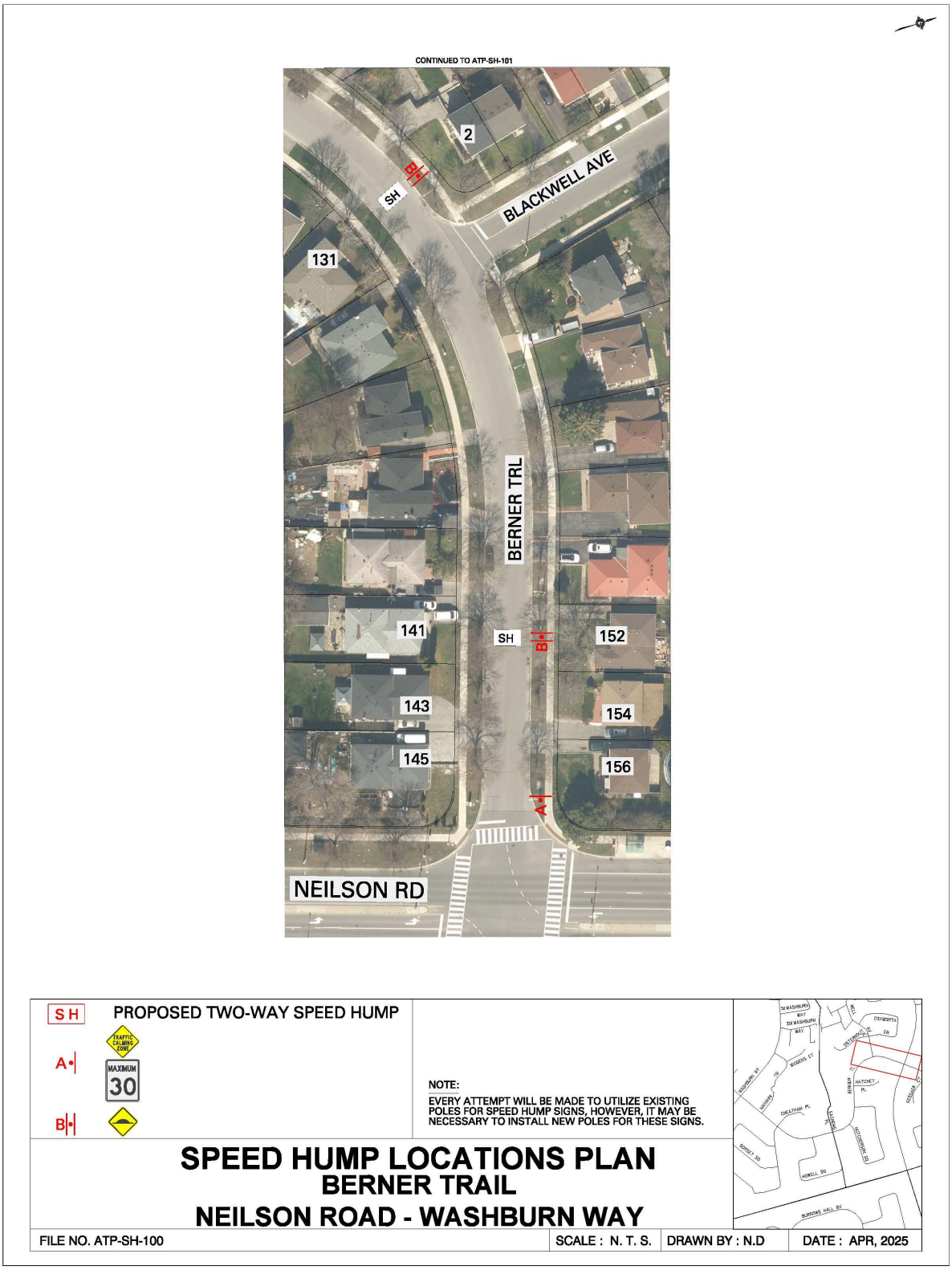
NOTE:
EVERY ATTEMPT WILL BE MADE TO UTILIZE EXISTING POLES FOR SPEED HUMP SIGNS, HOWEVER, IT MAY BE NECESSARY TO INSTALL NEW POLES FOR THESE SIGNS.



SPEED HUMP LOCATIONS PLAN
MAMMOTH HALL TRAIL
MALVERN STREET - WASHBURN WAY

FILE NO. ATP-SH-099	SCALE : N. T. S.	DRAWN BY : N.D	DATE : APR, 2025

Attachment 10 - Drawing No. ATP-SH-100- Speed Hump Location Plan



Attachment 11 – Drawing No. ATP-SH-101- Speed Hump Location Plan

CONTINUED TO ATP-SH-102

CONTINUED FROM ATP-SH-100

S H PROPOSED TWO-WAY SPEED HUMP

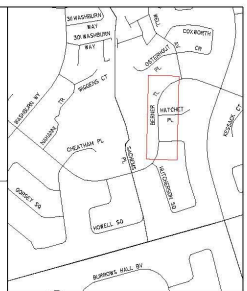
A

TRAFFIC CALMING ZONE

MAXIMUM 30

B

NOTE:
EVERY ATTEMPT WILL BE MADE TO UTILIZE EXISTING POLES FOR SPEED HUMP SIGNS, HOWEVER, IT MAY BE NECESSARY TO INSTALL NEW POLES FOR THESE SIGNS.



SPEED HUMP LOCATIONS PLAN
BERNER TRAIL
NEILSON ROAD - WASHBURN WAY

FILE NO. ATP-SH-101	SCALE : N. T. S.	DRAWN BY : N.D	DATE : APR, 2025

Attachment 12 – Drawing No. ATP-SH-102 - Speed Hump Location Plan

CONTINUED TO ATP-SH-103

CONTINUED FROM ATP-SH-101

S H PROPOSED TWO-WAY SPEED HUMP

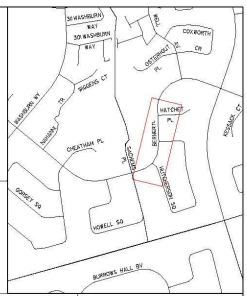
A

TRAFFIC CALMING ZONE

MAXIMUM 30

B

NOTE:
EVERY ATTEMPT WILL BE MADE TO UTILIZE EXISTING POLES FOR SPEED HUMP SIGNS, HOWEVER, IT MAY BE NECESSARY TO INSTALL NEW POLES FOR THESE SIGNS.



SPEED HUMP LOCATIONS PLAN
BERNER TRAIL
NEILSON ROAD - WASHBURN WAY

FILE NO. ATP-SH-102	SCALE : N. T. S.	DRAWN BY : N.D	DATE : APR, 2025

Attachment 13 – Drawing No. ATP-SH-103 - Speed Hump Location Plan

CONTINUED TO ATP-SH-104

CONTINUED FROM ATP-SH-102

S H PROPOSED TWO-WAY SPEED HUMP

TRAFFIC CALMING ZONE

MAXIMUM 30

NOTE:
EVERY ATTEMPT WILL BE MADE TO UTILIZE EXISTING POLES FOR SPEED HUMP SIGNS, HOWEVER, IT MAY BE NECESSARY TO INSTALL NEW POLES FOR THESE SIGNS.

N

SPEED HUMP LOCATIONS PLAN
BERNER TRAIL
NEILSON ROAD - WASHBURN WAY

FILE NO. ATP-SH-103	SCALE : N. T. S.	DRAWN BY : N.D	DATE : APR, 2025

Attachment 14 - Drawing No. ATP-SH-104- Speed Hump Location Plan

Attachment 15 - Toronto Paramedic Services Response

From: EMS Planning
Sent: August 29, 2025 1:31 PM
To: Shajib Guha
Cc: Atif Sharif; EMS Planning
RE: Proposed Traffic Calming Measures in Malvern West Neighbourhood

Hi Shajib,

We have received and reviewed the proposal for installation of speed humps on Malvern Street from McLevin Avenue to Sheppard Avenue East, Berner Trail from Washburn Way to Neilson Road, Mammoth Hall Trail from Malvern Street to Washburn Way, Crow Trail from Neilson Road to Tapscott Road, and Washburn Way from Sheppard Avenue East to Tapscott Road, with the following comments:

The installation of speed humps on Malvern Street from McLevin Avenue to Sheppard Avenue East, Berner Trail from Washburn Way to Neilson Road, Mammoth Hall Trail from Malvern Street to Washburn Way, Crow Trail from Neilson Road to Tapscott Road, and Washburn Way from Sheppard Avenue East to Tapscott Road, will impact response and transport times for residents that reside on the roadway speed humps are installed. Impacts may extend to community members if Malvern Street from McLevin Avenue to Sheppard Avenue East, Berner Trail from Washburn Way to Neilson Road, Mammoth Hall Trail from Malvern Street to Washburn Way, Crow Trail from Neilson Road to Tapscott Road, and Washburn Way from Sheppard Avenue East to Tapscott Road, serves access to other roadways. It is important that the applicant understands that the installation of traffic calming devices will reduce the speed that emergency vehicles travel when responding to emergencies on roadways where they are installed.

Toronto Paramedic Services is supportive of community initiatives that improve the safety of all citizens of, and visitors to, the City of Toronto. Traffic and pedestrian safety are key components of a healthy neighbourhood, and we endeavour to support the wishes of the community to implement measures to improve upon these components.