

Traffic Safety Improvement: Washburn Way

Date: September 2, 2025

To: Scarborough Community Council

From: Director, Planning, Design and Management, Transportation Services

Wards: Ward 23, Scarborough North

SUMMARY

As the Toronto Transit Commission (TTC) operates a transit service on Washburn Way, City Council approval of recommended changes is required.

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). A companion report to Scarborough Community Council titled Malvern West Neighbourhood Streets Plans, dated September 2, 2025, outlines the plan. Washburn Way is a Collector Road that plays an important role in the local network in Malvern West.

RECOMMENDATIONS

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

1. City Council, to reduce the operating speed of Washburn Way:
 - a. reduce the speed limit from 40 km/h to 30 km/h on Washburn Way between Tapscott Road and Sheppard Avenue East;
 - b. authorize the installation of traffic calming (speed cushions) and direct the City Solicitor to prepare a by-law to alter sections of the roadway to install traffic calming (speed cushions) on Washburn Way between Tapscott Road and Sheppard Avenue East, generally as shown on Attachment 1, Attachment 2, Attachment 3, Attachment 4, and Attachment 5, dated April 2025, to the report dated September 2, 2025, from the Director, Planning, Design and Management, Transportation Services;
 - c. amend parking regulations as generally described in Attachment 6, in conjunction with the installation of speed cushions on Washburn Way; and

d. amend Schedule XLV (Part 1) to City of Toronto Municipal Code Chapter 950, Traffic and Parking, to remove Washburn Way between Sheppard Avenue East and Tapscott Road from being excluded from the Designated Area such that this portion of highway will then be included within the corresponding designated area in Column 1 in Schedule XLV (Part 1).

2. City Council, to improve pedestrian crossing protection at the intersection of Washburn Way and Nahanni Terrace:

a. authorize the installation of a traffic control signal (intersection pedestrian signal) at the intersection of Washburn Way and Nahanni Terrace;

b. authorize the removal of existing pedestrian crossover on Washburn Way immediately north of Nahanni Terrace, in conjunction with the installation of a traffic control signal (intersection pedestrian signal); and

c. amend parking regulations to implement no standing in effect at all times on both sides of Washburn Way, between a point 30.5 metres north of Nahanni Terrace and a point 30.5 metres south of Nahanni Terrace.

FINANCIAL IMPACT

The estimated cost for the installation of one set of speed cushion is \$4,000; up to 5 sets of speed cushions are recommended for an estimated cost of \$20,000. The estimated cost for the installation of an Intersection Pedestrian Signal (IPS) at Washburn Way and Nahanni Terrace is \$200,000.

Funding of \$220,000 for the removal of a pedestrian crossover, installation of a pedestrian signal, installation of 5 speed cushions, and signage associated with all necessary parking restrictions is available, categorized as health and safety, in the 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.

The Chief Financial Officer and Treasurer has reviewed this report and agrees with the information as presented in the financial impact section.

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). This report is a companion to a report to Scarborough Community Council titled Malvern West Neighbourhood Streets Plans, dated September 2, 2025, which outlines the full Malvern West Neighbourhood Streets Plan, including recommendations to improve safety for vulnerable road users, speed management, and active transportation.

The Malvern West Neighbourhood Streets Plan found Washburn Way to be a central link for community activity, including school travel, and found that it is operating above the intended speed. Transportation Services recommends reducing the speed limit from 40 km/h to 30 km/h, implementation of traffic calming (speed cushions), and the introduction of parking prohibitions required for TTC bus service to operate at the location of speed cushions. Transportation Services also seek authorization from City Council to replace the pedestrian crossover at the intersection of Washburn Way and Nahanni Terrace with a traffic control signal (intersection pedestrian signal), consistent with pedestrian crossing policies recently adopted by City Council (item 2025.IE22.4).

Existing Conditions

Washburn Way is characterized by the following conditions:

- It is a four lane, north-south roadway;
- It operates two-way traffic on a pavement width of approximately 12.5 meters.
- The daily two-way traffic volume is approximately 4750 vehicles (based on 3-days average, data collected in 2025).
- The speed limit is 40 km/h;
- There is TTC service provided by the Route 134 bus; and
- There are sidewalks located on both sides of the street.

The land use in the area consists of detached residential dwellings. St. Barnabas Elementary School is located at Washburn Way and Sheppard Avenue East, Dr. Marion Hilliard Senior School is located at Washburn Way and Nahanni Terrace; Lester B Pearson Collegiate Institute is located at Washburn Way and Tapscott Road. Washburn Way is designated as a School Safety Zone between Sheppard Avenue East and Griffen Drive as well as between Berner Trail and Tapscott Road.

The parking regulations on Washburn Way are as follows:

- No stopping between a point 91.5 meters north of Sheppard Avenue East and a point 129.6 meters further north.
- Between Griffen Drive and Tapscott Road, there is no parking restriction on the east side of Washburn Way, which allows motorists to park for the standard time of three.

Proposed Changes

Speed Management

Area residents expressed concerns about motor vehicle speeds along Washburn Way. 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 1.

Table 1: Speed and Volume Study Results for Street Satisfying Warrant

Roadway	From	To	Daily Traffic Volume	85th Percentile Speed		95th Percentile Speed	
				Results	Warrant Requirement	Results	Warrant Requirement
Washburn Way	Sheppard Avenue East	Tapscott Road	5024	51	48	61	40

Staff recommend speed limit reduction from 40 km/h to 30km/h and the installation of speed cushions on Washburn Way based on the findings. All blocks where speed cushions are recommended are over the minimum 120 meters length requirement.

Traffic Calming Relative Priority and Other Impacts

If the number of approved requests for roadway traffic calming measures in a given year exceed the city-wide budget allocated for installation, 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. 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

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

Roadway	From	To	Qualitative Score	Quantitative Score	Priority Score
Washburn Way	Sheppard Ave East	Tapscott Road	52	85	69

Crossing Protection

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).

It is recommended that the pedestrian crossover at the intersection of Washburn Way and Nahanni Terrace be replaced with a traffic signal control (IPS), consistent with the new guidelines. The crossing connects the Dr Marion Hilliard Senior Public School and Lester B Pearson Collegiate Institute with the trail access to Berner Trail Park and Berner Trail Community Centre and is a key pedestrian route through the neighbourhood especially for school-aged children.

Parking Changes

Speed cushions and an IPS require parking to be prohibited within the vicinity in order for sightlines to be maintained and for TTC vehicles to be able to navigate the route.

Parking amendments on Washburn Way are required in conjunction with the installation of proposed speed cushions. No parking at any time is required at the locations itemized in Attachment 6.

Parking amendments on Washburn Way are also required within 30.5 of the proposed traffic control signal (intersection pedestrian signal).

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

CONTACT

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SIGNATURE

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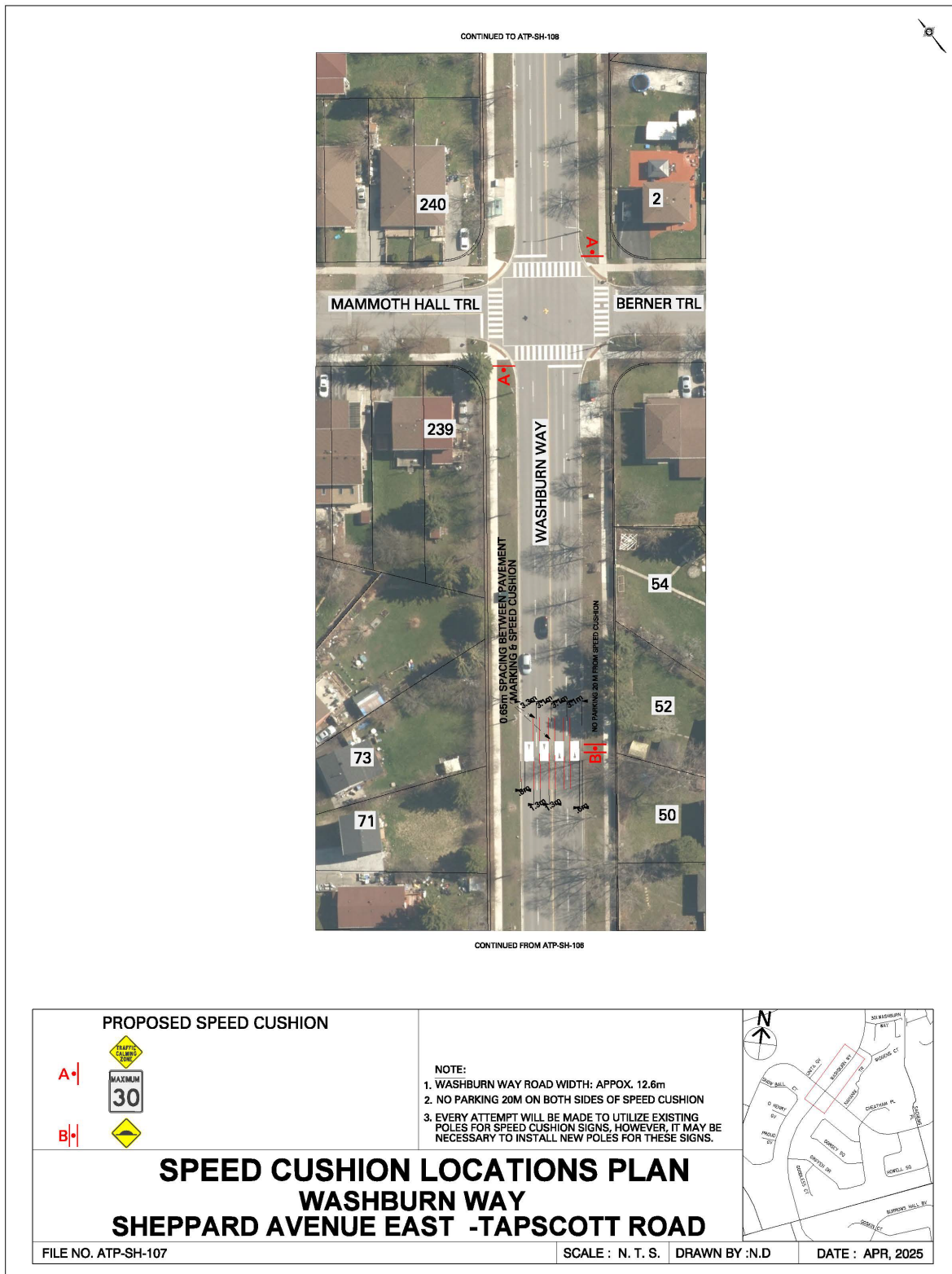
ATTACHMENTS

Attachment 1: Drawing No. ATP-SH-106 - Speed Cushion Location Plan
Attachment 2: Drawing No. ATP-SH-107 - Speed Cushion Location Plan
Attachment 3: Drawing No. ATP-SH-108 - Speed Cushion Location Plan
Attachment 4: Drawing No. ATP-SH-109 - Speed Cushion Location Plan
Attachment 5: Drawing No. ATP-SH-110 - Speed Cushion Location Plan
Attachment 6: Recommended Parking Restrictions – Washburn Way

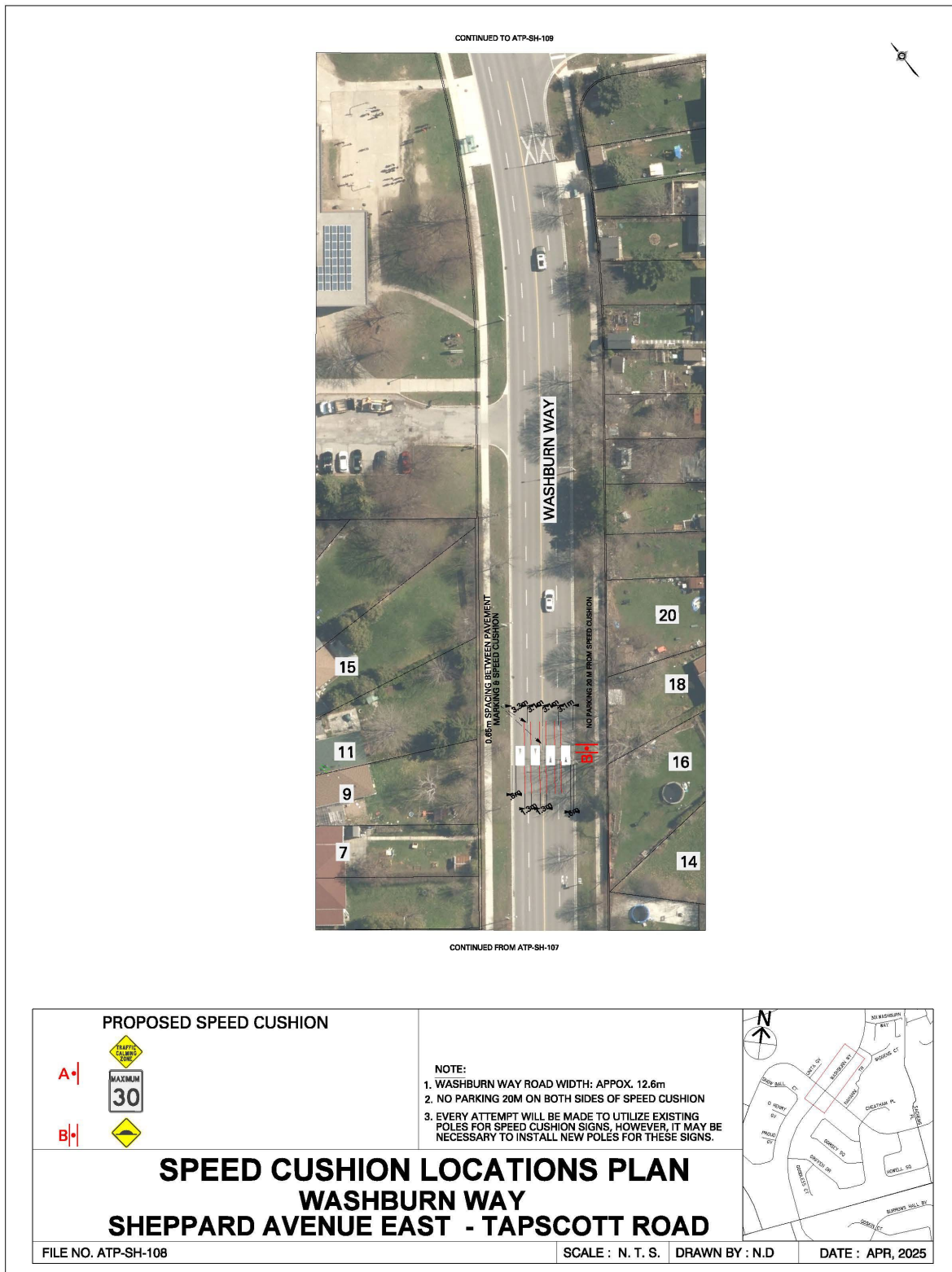
Attachment 1: ATP-SH-106- Speed Cushion Location Plan



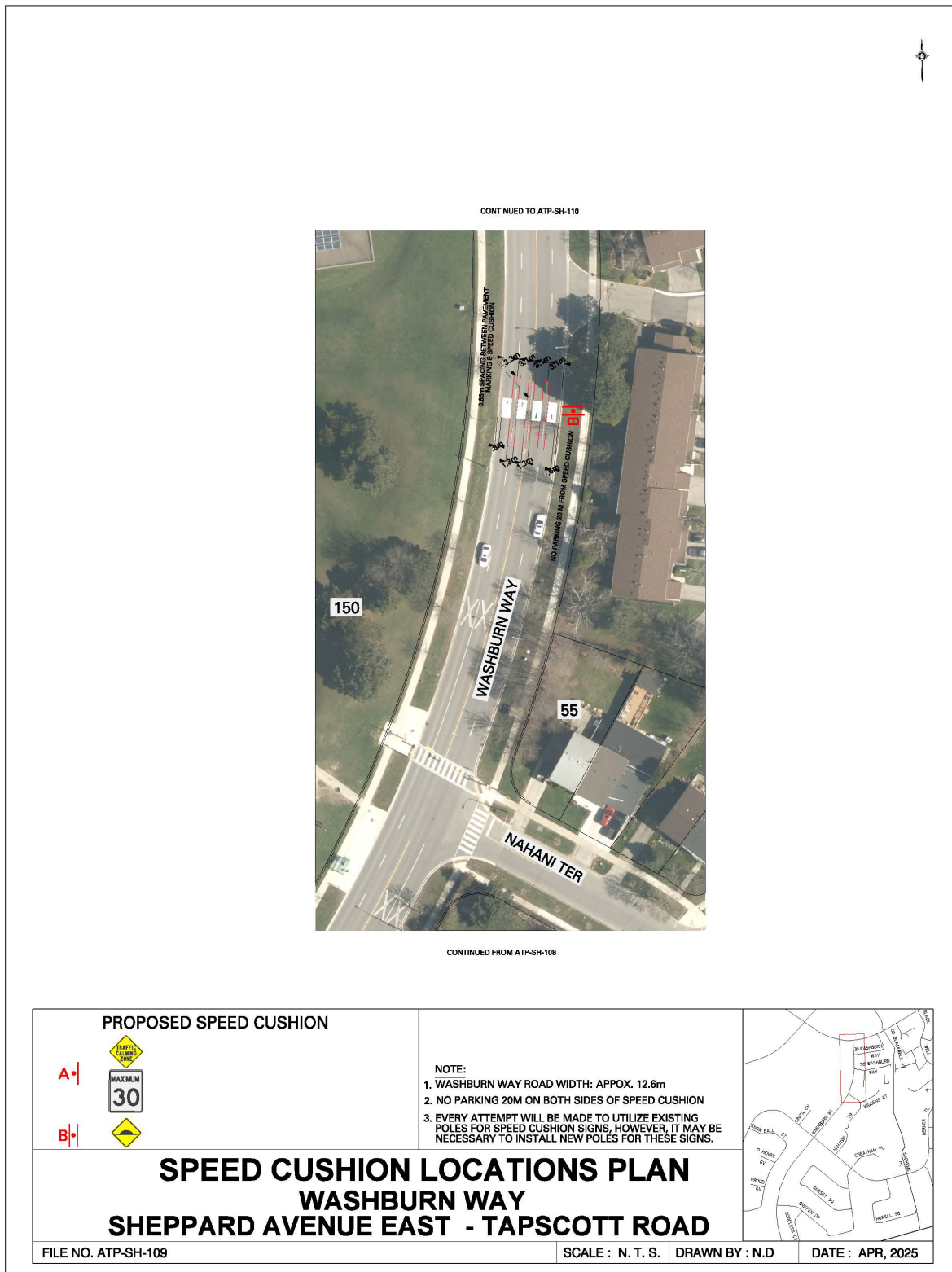
Attachment 2: ATP-SH-107 - Speed Cushion Location Plan



Attachment 3: ATP-SH-108- Speed Cushion Location Plan



Attachment 4: ATP-SH-109 - Speed Cushion Location Plan



Attachment 5: ATP-SH-110 - Speed Cushion Location Plan



CONTINUED FROM ATP-SH-109

<p>PROPOSED SPEED CUSHION</p> <p>A- </p> <p>B- </p> <p>TRAFFIC CALMING SIGN</p> <p>MAXIMUM 30</p> <p>NO PARKING 20M FROM SPEED CUSHION</p>	<p>NOTE:</p> <ol style="list-style-type: none"> 1. WASHBURN WAY ROAD WIDTH: APPROX. 12.6m 2. NO PARKING 20M ON BOTH SIDES OF SPEED CUSHION 3. EVERY ATTEMPT WILL BE MADE TO UTILIZE EXISTING POLES FOR SPEED CUSHION SIGNS, HOWEVER, IT MAY BE NECESSARY TO INSTALL NEW POLES FOR THESE SIGNS. 	
<p align="center">SPEED CUSHION LOCATIONS PLAN</p> <p align="center">WASHBURN WAY</p> <p align="center">SHEPPARD AVENUE EAST - TAPSCOTT ROAD</p>		
<p>FILE NO. ATP-SH-110</p>	<p>SCALE : N. T. S. DRAWN BY : N.D</p>	<p>DATE : APR, 2025</p>

Attachment 6: Recommended Parking Restrictions – Washburn Way

The following parking prohibitions will be required for TTC service to be able to operate on Washburn Way if traffic calming (speed cushions) is implemented at the proposed five locations

Parking Regulations to be enacted:

Chapter 950 – Schedule 13: No Parking

Highway	Side	Between	Prohibited Times and/or Days
Washburn Way	Both	A point 32 metres north of Griffen Drive and a point 44 metres further north	Anytime
Washburn Way	Both	A point 104 metres south of Berner Trail and a point 44 metres further north	Anytime
Washburn Way	Both	A point 64 metres north of Berner Trail and a point 44 metres further north	Anytime
Washburn Way	Both	A point 75 metres north of Nahanni Terrace and a point 44 metres further north	Anytime
Washburn Way	Both	A point 102 metres south of Tapscott Road and a point 44 metres further north	Anytime