

## **Updates on Vision Zero Road Safety Initiatives: Follow-Up from June and October 2025 City Council Directives, Missing Sidewalk Installations, and Road Safety Improvement Projects**

**Date:** February 10, 2026

**To:** Infrastructure and Environment Committee

**From:** General Manager, Transportation Services

**Wards:** All

### **SUMMARY**

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This report responds to two (2) directives from City Council at its June 2025 meeting ([2025.IE22.4](#)) and provides updates on other items previously outlined in the May 29, 2025 report from the General Manager, Transportation Services titled “Updates on Vision Zero Road Safety Initiatives: Improving Crossings for Pedestrians, Updated Road Classification Criteria and Other Matters”. It also responds to a directive ([2025.IE24.13](#)) and a motion ([2025.MM33.2](#)) from City Council at its October 2025 meeting and provides an update on Community Safety Zones following removal of Automated Speed Enforcement as a traffic safety tool available to municipalities by the Province of Ontario.

In addition, this report seeks approval to install sidewalks where they are missing at 16 locations on local roads and approval for road safety improvement projects at two (2) locations - Sloane Avenue and Brimorton Drive, for which design and consultation have been completed - and two (2) locations requiring technical bylaw amendments.

The report is broken down into seven (7) sections:

- **Crosswalk Pavement Marking Policy and All-Way Stop Sign Control Justification Policy:**
  - Provides a summary of the Community Council consultation on the Crosswalk Pavement Marking Policy and the All-Way Stop Sign Control Justification Policy, as directed by City Council; and
  - Recommends adoption of the two (2) policies with no changes as a result of consultation with the four (4) Community Councils.
- **Review of Existing Pedestrian Crossovers City-wide:**
  - Provides an update on the ongoing review of all existing Pedestrian Crossovers (PXOs) in the City of Toronto; and
  - Recommends six (6) pedestrian crossing prohibition by-laws, identified by Transportation Services during the detailed traffic signal design, for locations

where a new traffic control signal was approved by City Council in June 2025 to replace the existing PXO.

- **Service Level Timeframes for Vision Zero Road Safety Improvements:** provides an overview of the service level timeframes for investigation and implementation of various Vision Zero Road Safety improvements, as directed by City Council, and highlights key process improvements that have been implemented by Transportation Services in recent years.
- **Report Back on Council Motions Related to Automated Speed Enforcement:**
  - *Replacing Automated Speed Enforcement with Traffic Calming:* provides an estimate of the anticipated cost of constructing traffic calming measures (speed humps and speed cushions) on roads adjacent to all 819 schools in Toronto as a result of the Province of Ontario removing Automated Speed Enforcement from the traffic safety toolbox available to municipalities. Also included is an overview of the challenges and general cost of installing roundabouts at minor and major intersections in Toronto.
  - *Protecting the City's Use of Automated Enforcement Technology:* responds to City Council's request to report back on the options to protect the City's Vision Zero Road Safety tools, including the use of Automated Enforcement Technology.
- **Community Safety Zone Updates:** provides a brief update on the current status of new Community Safety Zone (CSZ) designations with the removal of Automated Speed Enforcement (ASE) by the Province of Ontario and recommends that City Council suspend use of the 2023 Council-adopted framework and expanded criteria for establishing CSZs outside of School Zones until Transportation Services can better understand CSZ effectiveness in the absence of ASE and update the framework accordingly. This section also recommends two (2) new and nine (9) modified Community Safety Zones (CSZs) to improve safety through doubling of fines for key infractions.
- **Missing Sidewalks:** provides an update on the Missing Sidewalk Installation Program for City Council approval to install sidewalks where they are missing at 16 locations on local roads. In addition, Transportation Services has programmed the installation of sidewalks at 21 locations on collector and arterial roadways, or on local roads undergoing full reconstruction, that are delegated to the General Manager, Transportation Services.
- **Road Safety Improvement Projects:** provides an overview of road safety improvement projects at two (2) locations - Sloane Avenue (Ward 16) and Brimorton Drive (Wards 21 & 24), for which design and consultation have been completed for City Council approval. This section also outlines technical bylaw amendments for City Council approval at two (2) locations where construction was previously completed (Port Union Road, Ward 15 and Wilmington Avenue, Ward 6), to align bylaws with field conditions and existing signage.

Since 2016, the Vision Zero annual budget and spend rate has increased incrementally, reflecting the demand for improved road safety and the capacity to deliver these improvements. The 2025 Council-adopted budget of \$99.1 million - \$31.7 million in capital and \$67.4 million in operating - is the largest annual budget for the Vision Zero Road Safety Plan since inception and further demonstrates the commitment of City Council to Vision Zero and Transportation Services' ability to deliver the varied aspects

of the work. After deductions for the cost of operation of the automated speed enforcement program, the 2026 proposed Road Safety Plan budget for other areas remains steady.

## **RECOMMENDATIONS**

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The General Manager, Transportation Services recommends that:

1. City Council adopt the following policies as detailed in Attachment 1 to the report (February 10, 2026) from the General Manager, Transportation Services:
  - a. Crosswalk Pavement Marking Policy; and
  - b. All-Way Stop Sign Control Justification Policy.
2. City Council prohibit pedestrian crossings at the following locations:
  - a. On Warden Avenue between a point approximately 85 metres north of Bell Estate Road and a point approximately 35.5 metres further north (Ward 20); and
  - b. On York Mills Road between the west curb line of Birchwood Avenue and a point 30.5 metres east of the east curb line of Birchwood Avenue (Ward 15).
3. City Council suspend use of the 2023 Council-adopted framework and expanded criteria for establishing Community Safety Zones (CSZs) outside of School Zones until Transportation Services can better understand CSZ effectiveness in the absence of Automated Speed Enforcement and accordingly report back with an updated framework in 2027.
4. City Council rescind the Community Safety Zone designations and/or designate the Community Safety Zones and authorize the amendments to Schedule XXXIII to City of Toronto Municipal Code Chapter 950, Traffic and Parking, generally as set out in Attachment 2 to the report (February 10, 2026) from the General Manager, Transportation Services.
5. City Council request the General Manager, Transportation Services to continue with the planned delivery of sidewalks on:
  - a. Barberry Place (west side from Sheppard Avenue East to Thomas Clark Way);
  - b. Bellvare Crescent (north and east side from Deanvar Avenue to Townley Avenue);
  - c. Hill Garden Road (south side from Scarlett Road to Freemont Avenue);
  - d. Hillside Drive (east side from 215 metres north of Broadview Avenue to cul-de-sac);
  - e. Koos Road (east side from Bloor Street West to 60 metres south of Bloor Street West);
  - f. Le Page Court (north side from Keele Street to TTC stop);

- g. Radway Avenue (north side from Neilson Drive to 50 metres east of Koos Road);
- h. Ross Avenue (north side from Agincourt Drive to Donalda Crescent);
- i. Rosemarie Drive (south side from Tower Drive to Manhattan Drive);
- j. Select Avenue (north side from 150 metres west of State Crown Boulevard to 300 metres east of State Crown Boulevard);
- k. Sun Avenue (south side from Tower Drive to Manhattan Drive);
- l. Tinder Crescent (north and east side from Sloane Avenue [north leg] to Sloane Avenue [south leg]);
- m. Trophy Drive (south side from Eccleston Drive to Sloane Avenue);
- n. Walder Avenue (east side from 64 metres north of Roehampton Avenue to Broadway Avenue);
- o. Warwick Avenue (north side from Chiltern Hill Road to Glen Cedar Road); and,
- p. Winston Churchill Drive (north side from Clonmore Drive to Elmview Drive).

6. Subject to the approval of 5d, 5h, and 5n, City Council amend Chapters Chapter 925 and Chapter 950, as described in Attachment 7 - Missing Sidewalk Locations - Bylaw Amendments for Associated Parking Restrictions.

7. City Council authorize the installation of the road safety improvement projects on the following streets as outlined in this report, including the amendments to necessary bylaws in Chapter 886 and 950 as described in Attachment 10:

- a. Sloane Avenue from Eglinton Avenue East to Victoria Park Avenue; and
- b. Brimorton Drive from Brimley Road to Scarborough Golf Club Road.

8. City Council authorize the City Solicitor to introduce the necessary bills to give effect to City Council's decision and City Council authorize the City Solicitor to make any necessary clarifications, refinements, minor modifications, technical amendments, or by-law amendments, as may be identified by the City Solicitor or the General Manager, Transportation Services, in order to give effect to Parts 1 through 7, above.

## **EQUITY IMPACT STATEMENT**

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Moving as a pedestrian is a crucial mode of transportation for everyone, especially in equity deserving communities, where personal vehicle ownership is typically lower and people rely on walking or using a mobility device for at least a portion of their trip (e.g., to access transit). While pedestrians are diverse in terms of age, gender, and socioeconomic status, global statistics show that people in equity deserving communities tend to be at a higher risk of pedestrian injury as a result of a collision with a motor vehicle.

Crossing markings are an essential tool for helping pedestrians move safely, conveniently, and predictably across roadways. Crosswalk markings alert vehicle operators to expect crossing pedestrians, emphasize the pedestrian's presence and right-of-way, and help direct pedestrians to the desirable, preferred crossing location in locations with multiple potential crossing points. Crosswalk markings can also provide additional guidance to pedestrians with low vision, such as assisting with critical

wayfinding tasks of finding the crosswalk, aligning to cross the roadway in the desired direction, and maintaining proper alignment during crossing to reach the sidewalk ramp on the opposite side of the roadway.

The recommended Crosswalk Pavement Marking Policy included in this report represents a significant step towards aligning City policies, guidelines, and standards with the Vision Zero Road Safety Plan and the Safe System Approach - a process to improve the safety of the transportation system in ways that are human-centred and consider the impacts of the system itself on human behaviour. Implementation will result in the installation of new crosswalk markings in locations where they were previously not feasible or delayed due to missing sidewalks and ramps, which will increase equitable access to healthy built environments and promote our fundamental form of mobility.

## **FINANCIAL IMPACT**

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The estimated cost to construct the sidewalk projects in this report, for both approval and those delegated, is \$4,800,000. Funding is included for these capital projects, categorized as health and safety, in the 2026-2035 Capital Budget and Plan for Transportation Services under account CTP419-01 RSP Missing Link Sidewalks. Because project scope, design development, and market pricing can change, delivery timelines and costs may also shift. Any resulting need for additional funding will be incorporated into future-year budget submissions.

The estimated cost to install the Vision Zero Road Safety Improvement Projects recommended in this report is \$2,235,000. Funding is included for these capital projects, categorized as a service improvement and enhancement, in the 2026-2035 Capital Budget and Plan for Transportation Services. Because project scope, design development, and market pricing can change, delivery timelines and costs may also shift. Any resulting need for additional funding will be incorporated into future-year budget submissions.

The approval of recommendations in this report will give authority to Transportation Services to deliver new sidewalks and road safety infrastructure over multiple years. Projects anticipated to be completed by 2026 year-end, will result in an estimated annual operating impact of \$250,000 for the following year. This amount will be included in the 2027 Operating Budget submission for Transportation Services. As additional infrastructure is completed in subsequent years, further operating impacts will be incorporated into future years' Operating Budget submissions. Once all planned infrastructure is fully implemented, anticipated over a multi-year period, the total annualized operating impact is estimated to be \$800,000 inclusive of the \$250,000 for projects anticipated to be completed by 2026 year-end.

The Chief Financial Officer and Treasurer has reviewed this report and agrees with the financial implications as contained in the Financial Impact Section.

## **DECISION HISTORY**

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*Crosswalk Pavement Marking Policy and All-Way Stop Sign Control Justification Policy, Review of Existing Pedestrian Crossovers City-wide, and Service Level Timelines for Vision Zero Road Safety Improvements*

At its meeting on June 25 and 26, 2025, City Council considered 2025.IE22.4 Updates on Vision Zero Road Safety Initiatives: Improving Crossings for Pedestrians, Updated Road Classification Criteria and Other Matters and approved the installation of 14 new traffic control signals at locations with existing pedestrian crossovers. City Council directed the General Manager, Transportation Services to present to the four Community Councils on the Crosswalk Marking Policy and the All-Way Stop Sign Control Justification Policy, and directed the General Manager, Transportation Services to report back to the Infrastructure and Environment Committee on any updates to the polices as a result of those consultations with Community Councils. City Council also directed the General Manager, Transportation Services to report to the Infrastructure and Environment Committee in the fourth quarter of 2025 on existing Council approved service level timeframes for implementation of various Vision Zero road safety improvements such as stop-controlled intersections, traffic control signals, pedestrian crossovers, speed humps/cushions, curb extensions, raised intersections/crosswalks, signage and pavement marking improvement and traffic signal timing modifications, recommendations for new or updated service level timeframes, and the resource impacts associated with those recommendations.

<https://secure.toronto.ca/council/agenda-item.do?item=2025.IE22.4>

At its meeting on November 8 and 9, 2023, City Council considered 2023.IE7.4 Updates on Vision Zero Road Safety Initiatives - New Traffic Calming Policy, Community Safety Zone Criteria, Zebra Marking Policy, Approach to Area-Based Speed Limit Reductions and Related Council Requests. City Council amended the Zebra Crosswalk Policy to include zebra crosswalks at mid-block school crossing guard locations with active guards. City Council also adopted the "Framework and Expanded Criteria for Establishing Community Safety Zones" detailed in Attachment 3 to the report (October 12, 2023) from the General Manager, Transportation Services for creating Community Safety Zones outside of School Zones.

<https://secure.toronto.ca/council/agenda-item.do?item=2023.IE7.4>

At its meeting on July 19, 20, 21 and 22, 2022, City Council considered 2022.MM47.45 Continuing Progress on the Road to Vision Zero, and requested the General Manager, Transportation Services report to City Council on a plan to update the warrants/considerations used to evaluate the need for All-Way Stop Control, Pedestrian Crossovers and Traffic Control Signals to include a required number of potentially preventable collisions that is no greater than one. City Council also requested the General Manager, Transportation Services report to City Council on pathways to permit the creation of Community Safety Zones outside of school zones in order to enable to installation of Automated Speed Enforcement cameras.

<https://secure.toronto.ca/council/agenda-item.do?item=2022.MM47.45>

At its meeting on June 29 and 30, 2020, City Council adopted 2020.IE13.8 Accelerate Implementation and Installation of the New Traffic Control Devices Including New Traffic Signals, Mid-block Pedestrian Signals, Pedestrian Crossovers, and Flashing Beacons, which directed the General Manager, Transportation Services to develop an action plan

to accelerate the implementation of new traffic control devices including new traffic signals, mid-block pedestrian signals, pedestrian crossovers, and flashing beacons from 18 months down to 8 months or less from the time that they are approved by Council.  
<https://secure.toronto.ca/council/agenda-item.do?item=2020.IE13.8>

At its meeting on July 16, 17 and 18, 2019, City Council considered 2019.IE6.8 Vision Zero 2.0 - Road Safety Plan Update and approved the Vision Zero 2.0 - Road Safety Plan Update. City Council also adopted the recommendation that a pedestrian factor of '2' be applied to all pedestrians for the purpose of evaluating All-Way Stop Control and the recommended use of a "contextual assessment checklist" as part of all evaluations for traffic signals. City Council also amended the Zebra Crosswalk Policy to include stop-controlled intersections located within Pedestrian Safety Corridors, School Safety Zones, and Senior Safety Zones, as well as locations where safety is, in the opinion of the General Manager, Transportation Services, an issue.  
<https://secure.toronto.ca/council/agenda-item.do?item=2019.IE6.8>

At its meeting on September 25, 2006, City Council adopted the Proposed Zebra Crosswalk Policy (All Wards), as outlined in Report 6 of the Works Committee.  
<https://www.toronto.ca/legdocs/2006/agendas/committees/wks/wks060911/agenda.pdf>

At its regular meeting held on April 23, 24, 25, 26, 27 and its special meeting held on April 30, May 1 and 2, 2001, City Council adopted Clause 6 embodied in Report No. 5 of the Works Committee, which recommended proposed harmonized warrants for installation of All-Way Stop Sign Control from the March 6, 2001 report from the Commissioner of Works and Emergency Services.  
<https://www.toronto.ca/legdocs/2002/agendas/council/cc020730/wks9rpt/cl010.pdf>

#### *Report Back on Council Motions Related to Automated Speed Enforcement*

At its meeting on October 8 and 9, 2025, City Council considered five items related to Automated Speed Enforcement and adopted item 2025.IE24.13 Optimizing the Automated Speed Enforcement Program to Stop Speeding. This included a request from City Council for the City Manager to report to the Infrastructure and Environment Committee on the impacts of removing all Automated Enforcement Cameras and constructing roundabouts at all 819 Toronto schools and speed humps on roads adjacent to Toronto schools, taking into account anticipated costs; budgetary impacts, including the financial impacts of deploying Toronto Police to undertake the speed enforcement at Toronto schools; and emergency services operations and response time.

<https://secure.toronto.ca/council/agenda-item.do?item=2025.IE24.13>

At its meeting on October 8 and 9, 2025, City Council also adopted item 2025.MM33.2 Making our Communities Safe by Supporting a Common Sense Approach to Speed Cameras, which requested that the City Solicitor, in consultation with the General Manger, Transportation Services, to report to City Council in the fourth quarter of 2025 with options to protect all of the City's Vision Zero Road Safety tools, including the use of automated enforcement technology.

<https://secure.toronto.ca/council/agenda-item.do?item=2025.MM33.2>

#### *Community Safety Zone Updates*

At its meeting on February 2 and 3, 2022, City Council directed the General Manager, Transportation Services to review the existing criteria for establishing Community Safety Zones and consider including other sensitive community areas such as Senior Safety Zones and locations near parks and community centres, as recommended by the Infrastructure and Environment Committee.

<https://secure.toronto.ca/council/agenda-item.do?item=2022.IE27.8>

At its meeting on June 26, 27, 28, and 29, 2018, City Council considered PW30.5 - Vision Zero Road Safety Plan: Designation of Community Safety Zones around Elementary School. City Council designated the extended frontages of all public and private elementary schools (kindergarten to grade 8) as Community Safety Zones and directed the implementation of Community Safety Zones at every school in Toronto.

<https://secure.toronto.ca/council/agenda-item.do?item=2018.PW30.5>

At its meeting on May 22, 23, and 24, 2018, City Council lifted the moratorium on the creation of new Community Safety Zones, as enacted in 2000. City Council also directed the General Manager of Transportation Services to report in June 2018 on School Safety Zones and Community Safety Zones across the City along with an implementation plan.

<https://secure.toronto.ca/council/agenda-item.do?item=2018.PW29.6>

#### *Missing Sidewalks*

On July 16, 17, and 18, 2019, City Council adopted item IE6,8 titled "Vision Zero 2.0 - Road Safety Plan Update", including the Missing Sidewalk Installation Policy with amendment, which directs that sidewalk proposals not otherwise delegated to the General Manager, Transportation Services in the Policy, shall be reported on an annual basis to the Infrastructure and Environment Committee for recommendation to City Council.

<https://secure.toronto.ca/council/agenda-item.do?item=2019.IE6.8>

#### *Road Safety Improvement Projects*

On July 16, 17, and 18, 2019, as part of consideration of IE6.8 "Vision Zero 2.0 Road Safety Plan Update", City Council directed the General Manager, Transportation Services to plan and design road reconstruction projects using a complete streets approach, including safety improvements such as vehicle lane width reductions, tightening curb radii, adding missing sidewalks, widening existing sidewalks and the potential for bicycle lanes, at the outset of all road reconstruction projects, in consultation with local councillors and stakeholders.

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2019.IE6.8>

#### *Brimorton Drive*

On November 1, 2024, Scarborough Community Council authorized installation of a pedestrian crossover (PXO) on Brimorton Drive at Gatineau Hydro Corridor Trail.

<https://secure.toronto.ca/council/agenda-item.do?item=2024.SC17.17>

On September 24 and 25, 2008 City Council authorized the General Manager, Transportation Services, to install bicycle lanes on both sides of Brimorton Drive, from Brimley Road to Scarborough Golf Club Road.

<https://secure.toronto.ca/council/agenda-item.do?item=2008.PW18.4>

### *Port Union Road*

On December 15, 16, and 17, 2021, City Council adopted item IE26.10 titled "Cycling Network Plan - 2021 Cycling Infrastructure Installation - Fourth Quarter Update and the Future of the 2020 ActiveTO Cycling Network Projects", which authorized the installation of cycle tracks on Port Union Road from Lawrence Avenue East to Island Road.

<https://secure.toronto.ca/council/agenda-item.do?item=2021.IE26.10>

On June 10, 11, 12 and 13, 2014, City Council adopted item PW31.10, which authorized the General Manager, Transportation Services, to issue a Notice of Completion and to file the Addendum to the Port Union Road Environmental Assessment Study (2004) in the public record for a minimum of 30 days in accordance with the requirements of the Municipal Class Environmental Assessment.

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2014.PW31.10>

### *Wilmington Avenue*

On February 6 and 7, 2024, City Council adopted technical amendments to update bylaws associated with installation of parking laybys as part of road resurfacing.

<https://secure.toronto.ca/council/agenda-item.do?item=2024.IE10.2>

On April 7 and 8, 2021, City Council adopted item IE20.12 titled "ActiveTO - Lessons Learned from 2020 and Next Steps for 2021", which authorized the permanent installation of the Wilmington Avenue bike lanes.

<https://secure.toronto.ca/council/agenda-item.do?item=2021.IE20.12>

## **COMMENTS**

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The goal of the City's Vision Zero Road Safety Plan is to eliminate all fatalities and serious injuries on City streets. The foundational concept in Vision Zero is the Safe System Approach, which is a process to improve the safety of the transportation system in ways that are human-centred and consider the impacts of the system itself on human behaviour. Through adoption of the Vision Zero approach, City Council has committed to reviewing and updating policies, guidelines, and standards for safety improvements, in alignment with the Safe System Approach.

This report provides updates on two (2) requests that were directed by City Council at its meeting on June 25 and 26, 2025:

- A report back on the Community Council consultation completed by Transportation Services on the Crosswalk Pavement Marking Policy and the All-Way Stop Sign Control Justification Policy; and
- A status update on the review of existing Council approved service level timeframes for implementation of various Vision Zero Road Safety improvements.

A brief update on the proactive review of all existing Pedestrian Crossovers (PXOs) across the City of Toronto, as outlined by Transportation Services in June 2025, is also provided. Amendments to pedestrian crossing by-laws are recommended by

Transportation Services at six (6) new pedestrian signals approved by City Council in June 2025, based on the detailed design review for these locations.

This report provides an update on the request from City Council, at its meeting on October 8 and 9, 2025, to report to the Infrastructure and Environment Committee on the impacts of removing all Automated Speed Enforcement (ASE) Cameras and constructing roundabouts and speed humps adjacent to all Toronto schools, as a result of Provincial legislation that removes the City's ability to utilize ASE as part of its Vision Zero toolkit. A response to City's Council's request to report back on the options to protect all of the City's Vision Zero Road Safety tools, including the use of automated enforcement technology, as requested at the October 2025 meeting is also provided in this report.

This report also provides a brief update on the current status of the Community Safety Zone (CSZ) program with the removal of ASE and recommends that City Council suspend use of the 2023 Council-adopted framework and expanded criteria for establishing CSZs outside of School Zones until Transportation Services can better understand CSZ effectiveness in the absence of ASE and update the framework accordingly. In addition, this report seeks approval from City Council for the creation of two (2) new Community Safety Zones requested by the local Ward Councillors. Updated by-law entries for nine (9) existing Community Safety Zones are also proposed, following a comprehensive review of existing by-laws by Transportation Services in June 2025.

This report also seeks authority to install sidewalks on local roads as part of the Missing Sidewalk Installation Program, which is intended to provide safe, comfortable, and accessible sidewalks on all public streets. Transportation Services reviews opportunities to install sidewalks on all roadway classifications through, bundling with other state-of-good-repair roadway or utility work, as well as stand-alone delivery, as a fundamental objective of the [Vision Zero 2.0 Road Safety Plan](#).

In July 2019, City Council requested that sidewalk proposals not otherwise delegated to the General Manager, Transportation Services, or those requested by a Member of Council, be reported on an annual basis to the Infrastructure and Environment Committee for recommendation to Council. This report recommends the installation of sidewalks on the 16 local roads. In addition, there are 18 missing sidewalk projects identified in this report for 2026 that are within the delegated authority of the General Manager, Transportation Services.

Finally, through this report, Transportation Services is seeking authority to continue delivery of two (2) road safety projects - Sloane Avenue (Ward 16) and Brimorton Drive (Wards 21 and 24) - that are proposed to be installed or tendered for construction in the near-term (2026-2028), for which design and consultation have been completed. This report also seeks to make updates and minor housekeeping amendments to existing or approved road safety projects and their associated traffic and parking by-laws on the following streets:

- Port Union Road from Lawrence Avenue East to Island Road (Ward 25); and
- Wilmington Avenue from Finch Avenue West to Sheppard Avenue West to (Ward 6).

The changes proposed as part of the projects identified above would improve both safety and mobility options by providing improved connections to transit, parks, local schools, businesses, and residences. Pedestrian safety enhancement have also been included in projects, wherever feasible, including curb extensions, pedestrian head start signals, and motor vehicle lane adjustments.

## **Crosswalk Pavement Marking Policy and All-Way Stop Sign Control Justification Policy**

In June 2025 ([2025.IE22.4](#)), Transportation Services recommended four (4) new and updated policies for City Council adoption:

- Pedestrian Crossing Protection Device Justification Policy;
- Traffic Control Signal Justification Policy;
- All-Way Stop Sign Control Justification Policy; and
- Crosswalk Pavement Marking Policy.

These policies are intended to provide the foundation of Pedestrian Crossing Protection Guidelines currently under development by Transportation Services. In advance of the June 2025 report to City Council, staff held three (3) optional briefings for Councillors, which provided an overview of the four (4) policies recommended and gave Transportation Services the opportunity to answer questions and collect feedback from Councillors and/or their staff in attendance.

At its meeting on June 11, 2025, the Infrastructure and Environment Committee recommended to City Council that Transportation Services present the Crosswalk Pavement Marking Policy and All-Way Stop Sign Control Justification Policy to the four (4) Community Councils for feedback.

### **Community Council Consultation Summary**

Transportation Services presented the proposed Crosswalk Pavement Marking Policy and All-Way Stop Sign Control Justification Policy, as outlined in Attachment 1, at the four (4) Community Council meetings on September 17 (Etobicoke York Community Council and North York Community Council) and September 18 (Scarborough Community Council and Toronto and East York Community Council), 2025.

In general, support for the two (2) policies was voiced by Councillors at all four (4) Community Councils. Multiple Councillors expressed support for the updated Transportation Services' practice of marking crosswalks at locations without sidewalks and marking crosswalks in advance of curb cut installation, highlighting specific challenges at locations they have had in their Wards, especially in School Safety Zones. Some Councillors also noted that much of what is contained in the policies recommended by Transportation Services has already been implemented at site-specific locations - often at the request of the local Ward Councillor - and thus it makes sense to incorporate them into City-wide policy.

At Etobicoke York Community Council, staff were asked if there is a standard for decorative crosswalk markings. Transportation Services is currently working to establish a separate guideline for decorative crosswalks, informed by the forthcoming guidance from the Transportation Association of Canada and other industry best-practices. As such, decorative crosswalk markings are not included in the recommended Crosswalk Pavement Marking Policy.

Etobicoke York Community Council requested that the General Manager, Transportation Services consider including "that stop bars and centre line 'tail' lines be made standard installations at stop controlled intersections, with priority to those which are currently not all-way stop controls" in the report to Infrastructure and Environment Committee ([2025.EY25.13](#)). It is already current practice that stop bars and centre line "tail" lines be installed on stop-controlled approaches at intersections without all-way compulsory stop control, as specified by Book 11 on Markings and Delineation of the Ontario Traffic Manual (OTM). As this is a matter related to standards, as opposed to policy, Transportation Services will be making updates to standard drawings for pavement markings at intersections without all-way compulsory stop control to reinforce this existing practice. Retrofitting existing intersections without all-way stop controls with these pavement marking treatments will be considered in the Division's service delivery plans, together with consideration of other pavement marking priorities, and subject to available budget and resourcing.

At Toronto and East York Community Council, staff were asked to consider renaming the presented "Crosswalk Marking Policy" to provide additional clarity as members of the public often use the word "crosswalk" when referring to or requesting an evaluation for a PXO. As such, Transportation Services has renamed the policy to the "Crosswalk Pavement Marking Policy" to help specify that this Policy specifically concerns the installation of crosswalk pavement markings. Additionally, as noted previously, the Pedestrian Crossing Protection Guidelines currently under development by Transportation Services will provide additional guidance to staff, Councillors, and members of the public on how to interpret and apply the Crosswalk Pavement Marking Policy, the Pedestrian Crossing Protection Device Justification Policy adopted by City Council in June 2025 ([2025.IE22.4](#)), and other City of Toronto guidelines.

Toronto and East York Community Council requested that the General Manager, Transportation Services consider "using zebra crosswalk markings at all new marked crosswalks" in the report to Infrastructure and Environment Committee ([2025.TE25.40](#)). This change was evaluated, however Transportation Services does not recommend that all new crosswalks be added to the criteria for zebra crosswalk markings. This is based on the existing backlog of locations against the current policy, additional qualified locations as a result of the proposed policy, and available budget and resources for timely installations of zebra markings. All new marked crosswalks at signalized intersections and Pedestrian Crossovers (PXOs) already receive zebra crosswalk markings. In addition, new marked crosswalks across stop-controlled approaches are all evaluated for zebra crosswalk markings, prioritizing locations with greater risk of conflict between pedestrians and vehicle operators.

North York Community Council adopted the item with no additional motions ([2025.NY26.31](#)), as did Scarborough Community Council ([2025.SC25.6](#)).

No changes to the two (2) policies, included as Attachment 1, are recommended as a result of consultation with the four (4) Community Councils.

Subject to these policies being adopted by City Council, Transportation Services will publish standalone policy documents with additional details for practitioners and staff to consider when applying each of the policies.

## **Review of Existing Pedestrian Crossovers (PXOs) City-wide**

Transportation Services has begun proactively reviewing all existing Pedestrian Crossovers (PXOs) across the City as part of the development of new Pedestrian Crossing Protection Guidelines. At the time this review began, there were 481 existing PXOs in Toronto; a preliminary evaluation identified that several of these PXOs may meet the criteria for upgrading to a Mid-Block or Intersection Pedestrian Signal (MPS/IPS).

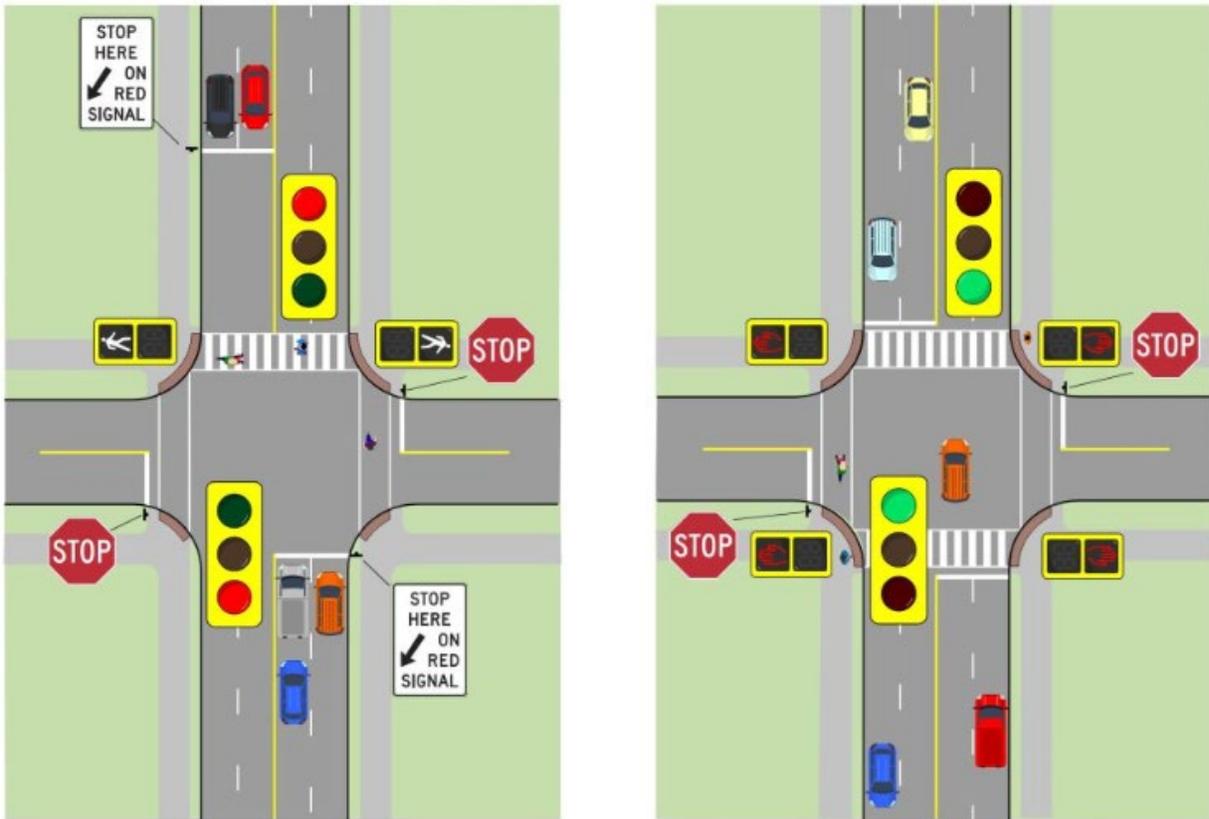
At its meeting on June 25 and 26, 2025, City Council approved the upgrade of 14 PXOs to traffic control signals. Eight (8) of these locations were identified in Ward 13, based on a request from the Toronto and East York Community Council ([2024.MM20.34](#)). The other six (6) locations were identified proactively by City staff as locations with the highest potential risk to crossing pedestrians.

Of the 14 existing PXOs approved to be upgraded to traffic control signals, 12 have been identified for installation of an IPS (also referred to as a "Half Signal").

With the adoption of IPS as a new, standard tool in the toolbox to improve pedestrian crossing safety, each location recommended for an IPS is reviewed to determine if a signalized crosswalk should be placed on only one side - or both sides - of the intersection, as shown in Figure 1 below.

As detailed design has progressed for the 12 locations, staff identified two (2) locations where a signalized crosswalk could only be provided on one side of the IPS due to site-specific conditions such as roadway geometry, adjacent land uses, and presence of TTC stops. As such, pedestrian crossing prohibitions at the following two (2) locations are necessary to coincide with the installation of an IPS with a signalized crossing on only one side:

- On Warden Avenue at a point 85 metres north of Bell Estate Road; and
- On York Mills Road at Birchwood Avenue.



**Figure 1: Diagram of Single-Side (Left) versus Dual-Side (Right) Intersection Pedestrian Signal**

Staff are currently identifying additional locations for upgrade from an existing PXO to a Mid-Block or Intersection Pedestrian Signal (MPS/IPS) or a full traffic signal, if appropriate. Attachment 2 provides a summary of the preliminary PXO review conducted by Transportation Services staff. Recommendations for new traffic control signals at these locations will be presented in future reports.

In addition to evaluating existing PXOs for upgrade to MPS/IPS, staff are also reviewing existing PXOs for other safety improvements as opportunities arise through other Vision Zero Road Safety programs. This includes 12 existing PXOs, which will be receiving Quick-Build Safety Improvements (QBSIs) to enhance pedestrian crossing safety in fall 2025/spring 2026. These targeted safety improvements will be delivered with 'quick-build' materials such as paint, signs, and flexible bollards and are intended to aid in addressing safety issues in advance of future opportunities to construct permanent safety enhancements.

In spring/summer 2026, Transportation Services will be piloting use of In-Road Flexible Signs, similar to those developed for speed signage, to improve stop compliance at existing PXOs. More information will be made available as pilot locations are determined. Figure 2 is a rendering of a potential pilot site under this initiative.



**Figure 2: Rendering of Upcoming Pilot Site for Improved Compliance at Pedestrian Crossovers**

## **Service Level Timeframes for Vision Zero Road Safety Improvements**

At its meeting on June 25 and 26, 2025, City Council directed Transportation Services to review the existing Council-approved services level timeframes, make recommendations for updated service level timeframes, and outline the resource impacts associated with those recommendations for the implementation of various Vision Zero Road Safety improvements.

While the review is still underway, this report provides an overview of work to date and highlights key process improvements that have been implemented in each area. One common key improvement positively impacting delivery of several road safety improvements is migration to Maximo, a new work management system that improves work order creation, allows for real-time data tracking and generation of Key Performance Indicators (KPIs), reduces errors, and improves communication between design and delivery units. Recommendations for new or updated service level timeframes, and the resource impacts associated with those recommendations, will be reported when the review is complete.

## **Implementation of Request-Based Vision Zero Road Safety Improvements**

Vision Zero Road Safety improvements are typically implemented either proactively through data-driven, staff-led initiatives, or reactively, in response to public and Councillor requests. This section focuses on the latter group.

### *Intersection Stop Control and Other Signage and Pavement Marking Improvements*

The typical existing service level timeframe for investigation for new or modified signage and pavement markings including intersection stop control, is nine (9) months. Following Community Council approval, if necessary, installations have a typical existing service level timeframe of four (4) months. However, while signage can be installed year-round, pavement markings are typically only installed from May 1 to

October 31 since they require dry and moderate temperatures to ensure proper application.

Transportation Services has made the following key changes in recent years to improve the service level timeframe for installation of signage and pavement markings:

- Organizational changes have been implemented to speed up delivery, such as designating dedicated staff in the Signs and Markings unit to process, execute, and confirm work orders related to Vision Zero Road Safety improvements; and
- Additional contracted resources have been established to address a backlog of work orders.

#### *Drop Curbs and Concrete Pads*

The typical existing service level timeframe for investigation of requests for new dropped curbs and concrete pads is nine (9) months, followed by six (6) to 16 months for installation. Requests for new drop curbs and concrete pads can typically be delivered in the following year, subject to capacity. However, some locations may be deferred and bundled with planned capital project delivery when a location is scheduled for near-term road works. Locations may also be subject to deferral or coordination with other third-party capital work in the vicinity and work zone restrictions.

Transportation Services has created a new roster-based contract procurement approach to enhance flexibility and speed in delivery of small-scale civil construction projects. This approach enables work to be bundled and contracts to be issued at multiple points throughout the year rather than a single annual general maintenance contract.

#### *Traffic Control Signals and Pedestrian Crossovers*

The typical existing service level timeframe for investigation of new traffic control signals and pedestrian crossovers (PXOs) is nine (9) months. Following City or Community Council approval, as appropriate, the typical service level timeframe for installation is 18 months. In June 2020 ([2020.IE13.8](#)), City Council directed Transportation Services to develop an action plan to accelerate the implementation of new traffic control signals and PXOs to eight (8) months or less from the time that they are approved. While steps have been taken to streamline processes, Transportation Services has not been able to meet that timeframe due to the complexity of the design process and construction coordination challenges such as delays due to weather-related impacts, work zone conflicts, and coordination with Toronto Hydro. As a result, the typical service level timeframe for design and construction of a new traffic control signal or PXO has exceeded the noted eight (8) months, generally varying between nine (9) and 18 months.

Transportation Services has made the following key changes in recent years to improve the service level timeframe for installation of new traffic control signals and PXOs:

- Early communication between the investigation and implementation team helps to ensure that the detailed design can start as early as possible;
- A construction roster has been established to streamline procurement for the detailed design; and
- Early engagement and coordination with Toronto Hydro, TTC, and Work Zone Coordination to identify potential conflicts and delays.

### *Traffic Calming: Speed Humps and Speed Cushions*

The typical existing service level timeframe for investigation for new Traffic Calming (speed humps and speed cushions) is twelve (12) months. Following Community Council approval, installation has a typical existing service level timeframe of six (6) to 16 months. The installation timeframe varies because installation of new speed humps and speed cushions is seasonal, with construction occurring from April to November each year. Speed humps and speed cushions can typically be delivered by the end of the next construction season that follows Community Council approval, subject to sufficient budget being available to construct all locations approved by Community Councils. Some locations may be deferred up to three (3) years in the event that a location is scheduled for planned capital road works.

Transportation Services has made the following key changes in recent years to improve the service level timeframe for installation of new speed humps and speed cushions, in addition to increasing the number of locations installed per year:

- Multi-year delivery contracts have been established to help maximize the number of new speed humps and speed cushions that can be delivered across multiple years, as well as reduce potential delays due to procurement; and
- A new request and asset-tracking database has been developed to manage the workflow of Traffic Calming installation, which helps to reduce potential sources of error and delays to delivery of speed humps and speed cushions.

In addition to the improvements noted above, the Council-adopted 2023 Traffic Calming Policy update ([2023.IE7.4](#)) included changes that streamlined the investigation and reporting steps for Traffic Calming requests.

### *Geometric Safety Improvements: Curb Extensions, Raised Crosswalks and Intersections, Intersection Reconfigurations and Normalizations, Truck Aprons, and Left-Turn Calming*

The typical implementation service level for geometric safety improvements (GSIs) is dependent upon its priority within the capital program, opportunities to bundle with other projects, the identified delivery mechanism, and available funding. Investigation of GSI's typically takes nine (9) months and then there are three (3) primary mechanisms for implementation: 1) multi-year capital works program; 2) the Quick-Build Safety Improvement program; and 3) the small-scale civil construction roster.

The majority of GSIs are scheduled for delivery through Transportation Services' capital program. Based on current service levels and internal and external coordination requirements with other City divisions, such as Engineering and Construction Services, the existing service level timeframe is approximately five (5) years for high priority projects, depending on complexity.

Quick-Build Safety Improvements (QBSIs), which use 'quick-build materials' such as paint and flexible bollards to deliver targeted safety improvements, have a typical service level timeframe of six (6) to 16 months, with installation occurring between May 1 and October 31 each year.

Transportation Services also has a small-scale civil construction roster to deliver local road GSIs that are not suited to capital program delivery through Engineering and Construction Services. Typically, these are high priority locations where opportunities to deliver with capital work are not planned in the next five (5) to ten (10) years. The typical service level timeline for the small-scale civil construction roster is 12 to 24 months.

### *Traffic Signal Timing Modifications*

The typical existing service level timeframe for investigation and implementation of traffic signal timing modifications is one (1) to nine (9) months. Requests that are safety-related are given the highest priority, followed by requests related to addressing congestion-related concerns.

Signal timing modifications are also completed proactively as part of capital projects and through signal coordination studies. These focus on modifications along a coordinated route to improve motor vehicle progression and mitigate congestion. As such, if a request for a traffic signal timing modification is located on a corridor scheduled for an upcoming signal coordination study or significant changes to the built environment, investigation and implementation may be deferred and bundled with the broader corridor study.

Transportation Services has made the following key changes in recent years to improve the service level timeframe for traffic signal modifications:

- Dedicated staff have been designated in the Traffic Systems Operations unit to evaluate service requests for signal timing modifications related to Vision Zero Road Safety improvements; and
- Changes to the data collection program have resulted in improvements in processing time for turning movement counts and other data inputs required for evaluation of signal timing modifications.

## **Report Back on Council Motions Related to Automated Speed Enforcement**

### *Replacing Automated Speed Enforcement with Traffic Calming*

On October 30, 2025, the Provincial government passed Bill 56, the Building a More Competitive Economy Act<sup>1</sup>, an omnibus bill intended to protect and strengthen Ontario's economy by cutting red tape. This Bill received royal ascent on November 3, 2025. As a result of this legislation, on November 14, 2025, the City of Toronto is required to decommission all 150 Automated Speed Enforcement (ASE) cameras located in School and Community Safety Zones (SSZ/CSZ). The Ontario Premier and Minister of Transportation have instead suggested that municipalities could install infrastructure to manage speeds, such as traffic calming measures (speed humps and speed cushions) and roundabouts. As such, City Council requested that the City Manager report to the Infrastructure and Environment Committee on the impacts of removing all ASE cameras and constructing traffic calming measures on roads adjacent to all 819 Toronto schools and roundabouts at all 819 Toronto schools.

### ***Traffic Calming***

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<sup>1</sup> <https://www.ola.org/en/legislative-business/bills/parliament-44/session-1/bill-56>

In the City of Toronto, installation of traffic calming measures (speed humps and speed cushions) is enabled by the [2023 Traffic Calming Policy](#), which was adopted by City Council in November 2023 ([2023.IE7.4](#)). This Policy outlines the process for identifying and evaluating locations for speed humps and speed cushions on local and collector roadways. Arterial roadways - which are designed to carry higher traffic volumes at higher speed limits than local and collector roadways - are not eligible for traffic calming measures. Installation of traffic calming measures on arterial roadways is not advised as it may increase the risk of collisions, as people operating motor vehicles are likely to brake suddenly, swerve, or take other evasive actions when encountering abrupt, unexpected changes to the pavement.

There are approximately 612 km of local roads and 163 km of collector roads that fall within school zones across the City. These are roadways that currently do not have traffic calming and could potentially receive speed humps or speed cushions to promote slower motor vehicle travel speeds. There are also approximately 244 km of arterial roads that fall within school zones, which, as noted above, are not eligible for traffic calming measures.

The approximate cost to install a speed hump or speed cushion is \$4,000 per location, with multiple humps/cushions installed per block based on the length of the block, the presence of driveways, and other factors. A preliminary estimate of the total cost to install traffic calming measures (speed humps or speed cushions, as appropriate based on the roadway context) on local and collector roadways within school zones is approximately \$52 million.

Since adoption of the updated 2023 Traffic Calming Policy, the City has increased delivery of traffic calming measures each year, with approximately 700 speed humps and speed cushions installed in 2025. Assuming a moderate increase in the annual delivery capacity, it would take approximately 13 years to install traffic calming measures on all eligible roadways within school zones in Toronto.

The above approximation of cost and time to complete installation assumes traffic calming measures would be installed on all local and collector roadways, irrespective of the eligibility criteria and warrant evaluation. That said, the majority of locations subjected to a Traffic Calming evaluation, resulted in a positive report (i.e. the location studied met the updated warrant criteria and staff recommend traffic calming in accordance with the 2023 Traffic Calming Policy) to Community Council. Specifically, in 2024, staff prepared 64 positive traffic calming reports and two (2) negative traffic calming reports, City-wide. In 2025, staff prepared 93 positive traffic calming reports and seven (7) negative traffic calming reports City-wide.

In general, the majority of requests for traffic calming measures are initiated by the local Councillor based on support from residents or initiated through Neighborhood Streets Plans. However, support for traffic calming measures by local residents is not guaranteed - residents often express concern with noise, vibration, and impacts to emergency service response times as reasons to not support traffic calming on their street. Residents also often support traffic calming on their street but do not want a speed hump/cushion installed directly in front of their residence. As such, installation of

traffic calming measures on all local and collector roads within school zones in the Toronto may not receive broad public support.

### ***Roundabouts***

There are two (2) general types of roundabouts that could be considered for installation in Toronto. Mini roundabouts, also known as neighbourhood traffic circles, are intended to allow for orderly movement of road users and manage motor vehicle travel speeds. However, their installation is limited to low-volume neighbourhood streets, similar to traffic calming measures (speed humps and speed cushions). Suitable locations are limited as their design also requires that they accommodate larger vehicles, such as garbage collection and delivery trucks, as well as emergency service vehicles. Neighbourhood roundabouts can typically be installed for approximately \$50,000 to \$150,000 per intersection, depending on the design, landscaping, and other site-specific considerations.

Introduction of roundabouts in communities unfamiliar with them can also lead to resistance. Any broad installation of roundabouts - including neighbourhood traffic circles - would need to be supported by public education campaigns and community engagement to gain public acceptance and ensure successful implementation.

At larger intersections on arterial roadways, roundabouts have been gaining popularity in North America as an alternative to traditional intersections due to the operational and safety benefits they provide. When designed appropriately, roundabouts result in slower motor vehicle speeds, reduced collision severity and frequency, and reduced intersection delay. However, roundabouts typically require significantly more right-of-way than traditional signalized intersections; in constrained/built-up areas of the City, replacing traditional signalized intersections with roundabouts is not feasible. Additionally, their design needs to consider how to accommodate people cycling and pedestrians, particularly those with vision impairment. The cost to install a single-lane roundabout can range from \$750,000 to \$3 million, with multi-lane roundabouts costing upwards of \$4 to 5 million per intersection, not including additional costs of design, utility relocation, or land acquisition.

### ***Protecting the City's Use of Automated Enforcement Technology***

In October 2025, City Council requested that the City Solicitor, in consultation with the General Manger, Transportation Services, report back on options to protect all of the City's Vision Zero Road Safety tools, including the use of automated enforcement technology.

The City's authority to implement road safety tools is derived from the broad scope of powers conferred by the City of Toronto Act. The City's authority is constrained in the event of conflict with provincial or federal Acts, regulations, or legislative instruments. The Province retains the ability to limit or override the City's authority through legislation, such as the recent amendments to the Highway Traffic Act related to Automated Speed Enforcement and the installation of bike lanes.

## **Community Safety Zones**

### ***Current Status of New Community Safety Zone Designations***

Fines for certain Highway Traffic Act offences, including speeding, are doubled in Community Safety Zones (CSZ). In 2023, City Council adopted the framework and expanded criteria for establishing CSZs ([2023.IE7.4](#)) outside of School Zones. The Council-adopted [Framework and Expanded Criteria for Establishing Community Safety Zones](#) established a two-step (2-step) approach to expanding CSZs based on: 1) an evaluation of major and minor arterials and high-volume collector roads that are directly adjacent to facilities that have increased population of vulnerable road users; and 2) a one-time feasibility review to determine if a location is suitable for ASE. As such, the establishment of new CSZs under the 2023 framework is predicated on the feasibility of ASE, which is no longer an available measure in the traffic safety toolbox.

With the removal of ASE by the Province of Ontario, Transportation Services has commenced a review of the existing CSZ program to better understand its efficacy. This evaluation will also include a review of existing speed limits in CSZs on roadways with four (4) or more lanes, as directed by City Council in October 2025 ([2025.IE24.13](#)). Recommendations for an updated CSZ framework and any changes to existing speed limits in CSZs will be brought forward in a future report in 2027.

Until such time that an updated CSZ framework can be established, Transportation Services recommends that any new CSZs, beyond what is recommended in this report, follow the previous direction from City Council whereas CSZs were designated along the extended frontages of all schools.

#### *Recommendations for New and Updated Community Safety Zones*

Prior to the elimination of the Automated Speed Enforcement program, at the request of local Ward Councillors staff were requested to investigate two (2) new CSZ locations. Upon their review staff had committed to the local Councillors to make recommendations for these two (2) new CSZ's, at Browns Line between Evans Avenue and Valermo Drive (Ward 3) and at Trethewey Drive between Eglinton Avenue West and Clearview Heights (Ward 5). This report recommends designation of these two (2) new CSZs.

In addition, following a proactive review of existing CSZs by staff, the wording of by-law entries for nine (9) existing CSZs are recommended to be amended to reflect the original intent more clearly. No CSZs are proposed to be removed as a part of the recommendations in this report.

### **2026 Missing Sidewalk Program**

Provision of safe, comfortable, and accessible sidewalks on all public streets is a fundamental objective of the Vision Zero Road Safety Plan. Sidewalks support safety, accessibility, affordable transportation, physical activity, safe routes to school, aging in place, and sustainable growth. These themes are reflected in the City's Official Plan (2004), Pedestrian Charter (2002), Walking Strategy (2009), Seniors Strategy (2013), Healthy Streets (2014), Road Safety Plan (2016), and Vision Zero 2.0 Road Safety Plan Update (2019), among others.

Local roads remain the largest gap in the walking network and generate the highest number of requests for new sidewalk installations. Nearly one quarter of all local roads

in Toronto, or 800 kilometres, are without a sidewalk. Most local roads have residential or industrial land uses and, where sidewalks are missing, pedestrians have no alternative but to walk on the roadway or on unpaved road shoulders. In winter months when roads are icy, pavement width is narrowed by snow, and with daylight hours reduced, the walking conditions are less safe than roadways with sidewalks.

A map of Missing Sidewalk projects proposed in this report is included as Attachment 5.

#### *2026 Missing Sidewalk Program - Local Roads (Non-Delegated)*

The projects included in this report include new sidewalks at 16 locations on local roads, to be constructed as part of state-of-good-repair roadway resurfacing projects, or watermain, trunk sewer, and basement flooding protection projects, being delivered by Engineering and Construction Services, or as stand-alone projects delivered by Transportation Services.

A list of Missing Sidewalk projects on Local Roads - Non-Delegated Locations is included in Attachment 6.

#### *2026 Missing Sidewalk Program - Delegated Locations*

In addition to the above, Transportation Services has programmed the installation of approximately 4,475 metres of sidewalks at 21 locations on collector and arterial roadways, or on local roads undergoing full reconstruction, that are delegated to the General Manager, Transportation Services.

A list of Missing Sidewalk projects - Delegated Locations is included in Attachment 6.

#### *Parking Restrictions Associated with Missing Sidewalk Locations*

Parking restrictions are required to install sidewalks at four locations where there is inadequate roadway space for legal two-way motor vehicle travel and on-street parking on both sides. In all cases, on-street parking demand is low due to the presence of long driveways and available on-street parking on surrounding streets. A list of the locations with associated parking restrictions is included in Attachment 6.

All properties along the street segments in this report have received advanced notice of the new sidewalk construction, which includes a City staff contact to discuss the sidewalk design and construction impacts. If approved, all properties will also receive a pre-construction and construction notification.

In all instances, the local Councillor has been notified of the proposed sidewalk projects.

## **Road Safety Improvement Projects**

### *Sloane Avenue Road Safety Improvements (Ward 16)*

In 2026-2027, road resurfacing is planned on Sloane Avenue from Eglinton Avenue East to Sweeny Drive. The most cost-effective way to deliver safety improvements is when they are combined with other road works.

The Sloane Avenue Road Safety Improvements project supports the Vision Zero Road Safety Plan, which targets eliminating traffic-related fatalities and serious injuries by making roads safer for everyone, with a focus on those most vulnerable.

### ***Existing Conditions***

Sloane Avenue is a minor arterial roadway with continuous sidewalks on both sides of the street. There is one (1) motor vehicle lane in each direction, and a left-turn lane is provided at Eglinton Avenue East. The roadway is 5.4 metres wide and carries an average of 5,000 to 12,000 vehicles per day. The posted speed limit on Sloane Avenue is 40 kilometres per hour (km/h), but actual speeds were recorded to be approximately 47 km/hour. In the past 10 (ten) years, there have been 122 reported collisions on Sloane Avenue. One (1) of these collisions has resulted in serious injury. Nine (9) collisions involved pedestrians or people cycling.

Public transit routes on Sloane Avenue include 91 Woodbine and 34 Eglinton. The 91 Woodbine bus services riders on Sloane Avenue at five (5) northbound stops and six (6) southbound stops, with approximately three (3) buses per hour during non-peak times and four (4) buses per hour during peak times. Sloane Avenue LRT station is located at the Sloane Avenue and Eglinton Avenue East intersection.

Both schools in the project area – Sloane Public School and Victoria Village Public School – are within designated School Safety Zones and Community Safety Zones.

Parking is generally permitted along the roadway, except for peak period restrictions near Eglinton Avenue and in front of Sloane Public School. Other parking along the corridor is unsigned with a maximum three-hour (3-hour) limit.

### ***Recommended Design***

The Sloane Avenue Road Safety Improvements project advances Vision Zero Road Safety Plan goals by reducing collision risk and improving safety for pedestrians, cyclists, school children, and transit users. There are no changes to the number of vehicle lanes. Recommended changes are summarized as follows:

- Existing vehicle lane widths would be narrowed to meet current City guidelines, in order to encourage lower motor vehicle speeds that address documented speeding and collision history.
- Improved pedestrian safety via protected intersection features (including a truck apron, corner islands, and left-turn boxes), clearer crossings, and reduced turning conflicts. New right-turn on red restrictions are recommended where required for safety reasons for northbound movements at Bermondsey Drive and Eglinton Avenue East and westbound movements at Sloane Avenue and Eglinton Avenue East. No operational impacts such as increased traffic congestion are anticipated based on existing traffic volumes, and right-turns are expected to continue to have acceptable operations with minimal impacts to turning vehicles.
- Safer and more accessible transit stops that minimize conflicts among buses, cyclists, and pedestrians. Further information on TTC stop change is included below.
- Enhanced school safety with designs that better manage pick-up and drop-off activity while protecting students within designated School and Community

Safety Zones. Existing parking on both sides of the street are proposed to be converted to no stopping. Further information on school pick-up / drop-off and parking utilization is included below.

- Clearer, more predictable street design from the removal of on-street parking, improved sightlines, and better separation of travel modes.
- Safer cycling conditions with buffered bike lanes and raised cycle track sections that reduce conflicts with motor vehicles, especially near schools, TTC stops and intersections.

#### ***Transit Improvements and TTC Stop Changes***

Bus stop improvements are recommended to improve safety and accessibility. On Sloane Avenue from Eglinton Avenue East to Sweeney Drive, bus stops are proposed to be upgraded to include accessible integrated bike-bus platforms. The southbound bus stop at the southwest corner on Sloane Avenue at Sweeney Drive would remain at street level, to accommodate large vehicle turn moments that would conflict with a raised bus stop in this location.

TTC bus stop modifications are recommended based on TTC surface stop spacing guidelines, to improve bus service reliability and reduce transit rider journey times. The northbound bus stop at Elvaston Drive would be relocated to the southeast corner, from the northeast corner. TTC will be maintaining the two midblock stops at Anewen Drive and Kenewen Court that were initially proposed for removal. All other stop locations would be maintained.

#### ***On-Street Parking***

Prohibition of on-street parking along Sloane Avenue is proposed, except at Sloane Public School where the existing parking prohibitions will remain, as shown in Attachment 7. New 'No Stopping Anytime' regulations are proposed on Sloane Avenue.

A parking utilization study was completed in May and June 2025 across five (5) days, during weekday mornings and afternoons. Generally, along the corridor, parking utilization was found to be low: only one (1) to four (4) parked vehicles were recorded. In June 2025, a parking utilization study was completed during afternoon school pick-up of students at Sloane Public School, on Sloane Avenue between Elvaston Drive and Wigmore Drive. At Sloane Public School, higher utilization of parking was observed during peak hours on west side of Sloane Avenue as well as use of Draycott Drive and Tufton Crescent.

In front of Sloane Avenue Public School, the proposed changes account for higher parking demand (as well as increased pedestrian and motor vehicle traffic during school drop-off and pick-up times) and are designed to encourage compliance with existing parking restrictions. A raised in-boulevard cycle track is proposed on the west side of the street, so that no changes to southbound lane widths are required and the informal pick-up and drop-off activity in front of the Sloane Avenue Public School can be retained.

The removal of six (6) trees will be required to facilitate installation of the proposed in-boulevard cycle-track that is required to retain the space for pick-up and drop-off activity. The City attempts to limit tree removals through detailed design and plants

three (3) trees on the corridor or nearby for each one (1) removed. During the detailed design process, the location of new tree plantings will be determined, and tree planting within the project limits would be prioritized, as space permits.

On-street parking is available on most side streets intersecting Sloane Avenue, except for Tinder Crescent, Ecclestone Drive, and Sweeney Drive west of Sloane Ave. The typical walking distance along Sloane Avenue to side street parking is under 100 metres. The longest walking distance to a nearby side street without requiring crossing Sloane Avenue is 435 metres; with crossing Sloane Ave, the longest walking distance is 230 metres.

Further details about proposed changes for Sloane Avenue are included in Attachment 7.

### ***Consultation***

Public and interest group consultation for Sloane Avenue Road Safety Improvements Project took place in October and November 2025, followed by a Town Hall meeting hosted by the Ward Councillor in January 2026. A summary of feedback received is included in Attachment 7.

More information about the project can be found at [toronto.ca/SloaneAvenue](https://toronto.ca/SloaneAvenue).

### ***Brimorton Drive Road Safety Improvement Project (Wards 21 and 24)***

Planned road resurfacing on Brimorton Drive from Brimley Road to Markham Road in 2026-2027 provides an opportunity to make changes to create a safer, more accessible and greener street to advance the City's commitment to the Vision Zero Road Safety Plan.

The Brimorton Drive Roadway Improvements project supports the Vision Zero Road Safety Plan by addressing a history of collisions and prioritizing safety in school zones, pedestrian crossings, and high-activity areas along the corridor.

### ***Existing Conditions***

There are four (4) schools on Brimorton Drive, all within existing School Safety Zones. Many students live within walking or cycling distance of their school.

Between 2014 and 2023, there were 656 collisions in the project area. Seven (7) of these resulted in a person being killed or seriously injured. Two (2) collisions involved a pedestrian being seriously injured.

In 2024, Scarborough Community Council authorized installation of a pedestrian crossover (PXO) on Brimorton Drive at Gatineau Hydro Corridor Trail with the goal to provide crossing protection and give motorists a visual warning of people crossing the road ([2024.SC17.17](#)). The PXO and associated 15-metre and 30-metre (on departure and approach, respectively) parking setbacks on the south side, along with quick-build curb extensions using paint, bollards and low wall barriers, were installed in 2025.

### ***Recommended Design***

Recommended changes for Brimorton Drive focus on school zone safety, including side street safety improvements, upgrades at existing PXOs, and measures to reduce motor vehicle speeds. There are no changes to the number of vehicle lanes.

The recommended design includes improvements at minor side street intersections along Brimorton Drive to reduce turning vehicle speeds, enhance visibility, and shorten pedestrian crossing distances. Modest corner radii adjustments are also planned at major intersections, notably at Bellamy Road North near St. Richard Catholic School. Recommended changes are summarized as follows:

- Reduced speeding and collision severity through updated lane widths, intersection geometry changes, and design measures that encourage compliance with posted speed limits.
- Enhanced school zone safety with raised crosswalks, curb extensions, side-street improvements, and a raised median to better manage pick-up and drop-off activity and discourage unsafe driving behaviours.
- Improved pedestrian safety and accessibility via upgraded PXOs, shorter crossing distances, improved sightlines, tactile warning plates, and permanent curb extensions.
- Clearer and more predictable intersections through reduced corner radii, planted curb extensions, and measures that slow turning vehicles.
- Improved safety near trails and community destinations with enhanced PXOs at the Meadoway Trail crossing that slow traffic and provide better visibility.
- Safer cycling conditions by refreshing and adding painted buffers to existing bike lanes. No physical separation of the existing bike lanes are proposed, except for short segments within two (2) school zones, reducing conflicts with vehicles. Further information on the school zones is included below.

### **School Zones**

- St. Andrew's Public School
  - A raised median is recommended near St Andrew's Public School to discourage U-turns and speeding in the pick-up and drop-off zone. The median would be depressed at driveways to permit left-turns. To create space for the median and retain parking, the bike lane on the north side of the street would be shifted into the boulevard in front of the school as a parking-protected cycle track for approximately 170 metres. Approximately 10 (ten) to 14 small trees would be removed. The City attempts to limit tree removals through detailed design and would plant three (3) trees on the corridor or nearby for each one (1) removed.
  - At the PXO, parking restrictions would be adjusted on the north side to meet current safety standards (30 metres near-side and 15 metres far-side), resulting in a reduction of 3 (three) parking spaces and a shortening of the bus loading zone by 5 (five) metres or the equivalent of approximately one on-street parking space. The total number of available parking spaces between Hathway Drive and Camlac Place on the north side is 36, of which 13 are designated as 30-minute parking from 8 am to 4 pm, and six (6) are in the school bus loading zone. There would be no impact to the 13 spaces within the core pick-up and drop-off zone. Based on the amount of remaining on-street parking and observed demand, no impact to parking availability is anticipated. Curb extensions are proposed to reduce crossing distances for pedestrians and prevent illegal parking at corners which would restrict sightlines.

- Churchill Heights Public School
  - At Churchill Heights Public School, approximately 180 metres of cycle track is recommended on the north side, where parking is prohibited and there are no existing driveways. A curb extension, planted with low-growing native plants, would be added at the existing PXO to make the current quick-build installation permanent. Both of these measures aim to encourage slower speeds at the Meadoway Trail crossing, discourage illegal parking, shorten crossing distances for pedestrians, and provide clear sightlines at the trail crossing. There would be no change to the parking area on the south side.

At the other existing PXOs, curb extensions are recommended within existing parking restrictions to reduce crossing distances for pedestrians and prevent illegal parking at corners which would restrict sightlines.

Further details about proposed changes for Brimorton Drive are included in Attachment 8.

#### ***Consultation***

Phase 1 of public and interest group consultation for Brimorton Drive Roadway Improvements took place from January 20 to February 17, 2025, to gather location-based feedback on top priorities and issues. Input gathered through Phase 1 consultation was used to develop and update the project design. Phase 2 of public and interest group consultation took place from November 10 to December 7, 2025.

Further details including public consultation materials and reports can be found at [toronto.ca/BrimortonDrive](https://toronto.ca/BrimortonDrive).

#### ***Technical Amendments***

##### ***Port Union Road (Ward 25)***

In 2014, City Council approved the Port Union Road Environmental Assessment Study ([2014.PW31.10](#)). Construction of the Port Union Road Improvements Project began in 2023 and was completed in 2025. Technical amendments are required to align bylaws with the completed project, including rescinding existing No Parking Anytime bylaws, introducing new 'No Stopping Anytime' regulations, enacting designated bicycle lanes under Chapter 886, and adding prohibited turn regulations at key intersections, for consistency with signage already in place.

##### ***Wilmington Avenue (Ward 6)***

Construction for state-of-good-repair roadway work and road safety improvements on Wilmington Avenue was completed in 2023. Technical amendments are required to correct inconsistencies between bylaws and field conditions, including adjusting ten-minute parking lay-by limits, adjusting bicycle lane and cycle track limits, rescinding conflicting No Stopping / No Parking regulations, and consolidating gaps in No Stopping bylaws.

## **CONTACT**

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## **SIGNATURE**

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Ashley Curtis  
General Manager (A)  
Transportation Services

## **ATTACHMENTS**

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Attachment 1 - Crosswalk Pavement Marking Policy and All-Way Stop Sign Control Justification Policy  
Attachment 2 - Preliminary Review of Existing Pedestrian Crossovers (PXOs) City-wide  
Attachment 2b - Preliminary Review of Existing Pedestrian Crossovers (PXOs) City-wide  
Attachment 3 - Summary of Existing Investigation and Implementation Service Levels  
Attachment 4 - Community Safety Zone Amendments  
Attachment 5 - Map of Missing Sidewalk Installations  
Attachment 6 - List of Missing Sidewalk Locations - Non-Delegated, Delegated, and Associated Parking Restrictions  
Attachment 7 - Missing Sidewalk Locations - Bylaw Amendments for Associated Parking Restrictions  
Attachment 8 - Sloane Avenue Road Safety Improvement Project (Ward 16)  
Attachment 9 - Brimorton Drive Road Safety Improvement Project (Wards 21 & 24)  
Attachment 10 - Road Safety Improvement Projects - Bylaw Amendments