

Scarborough Village Streets Plan

Date: April 14, 2026

To: Scarborough Community Council

From: Director, Enforcement & Street Management, Transportation Services

Wards: Wards 20 and 24

SUMMARY

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

The purpose of this report is to conclude the Scarborough Village Streets Plan and seek authorization to proceed to the implementation phase.

This report summarizes the study findings and recommends road safety and traffic management changes for implementation in the Scarborough Village neighbourhood. Recommended changes include intersection safety improvements, traffic calming measures, sidewalk upgrades and maintenance, new and refreshed pavement markings, new signage, traffic signal timing adjustments, and a school crossing guard.

A summary of all changes proposed can be found in Table 1.

RECOMMENDATIONS

The Director, Enforcement and Street Management, Transportation Services recommends that:

1. Scarborough Community Council authorize the installation of traffic calming (speed humps) at the following locations:
 - a. Ten speed humps on Markham Road between Kingston Road and Hill Crescent for traffic calming purposes, generally as shown on Attachment 3-1 and Attachment 3-2 dated February 2026, of this report (April 14, 2026).
 - b. Twelve speed humps on Mason Road, between Eglinton Avenue East and Kingston Road for traffic calming purposes, generally as shown on Attachment 3-3, Attachment 3-4 and Attachment 3-5 dated February 2026, of this report (April 14, 2026).

c. Eight speed humps on Windy Ridge Drive between Ravine Drive and Bellehaven Crescent, for traffic calming purposes, generally as shown on Attachment 3-6 and Attachment 3-7 dated February 2026, of this report (April 14, 2026).

d. Two speed humps on Ravine Drive between Kingston Road and Bellehaven Crescent, for traffic calming purposes, generally as shown on Attachment 3-8 d dated February 2026, of this report (April 14, 2026).

e. Four speed humps on Bellehaven Crescent between Ravine Drive and Windy Ridge Drive, for traffic calming purposes, generally as shown on Attachment 3-9 dated February 2026, of this report (April 14, 2026).

f. Four speed humps on Luella Street between Beachell Street and Markham Road, for traffic calming purposes, generally as shown on Attachment 3-10 dated February 2026, of this report (April 14, 2026).

2. Scarborough Community Council designate a 30km/h speed limit on Markham Road between Kingston Road and Hill Crescent, in conjunction with the installation of speed humps.

3. Scarborough Community Council reduce the speed limit from 40km/h to 30km/h on Mason Road, between Eglinton Avenue East and Kingston Road, in conjunction with the installation of speed humps.

4. Subject to approval of Recommendation 3 above, Scarborough Community Council authorize the amendment of Schedule XLV (Part 1) to City of Toronto Municipal Code Chapter 950, Traffic and Parking, to remove Mason Road between Eglinton Avenue East and Kingston 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).

5. Scarborough Community Council authorize the installation of a Pedestrian Crossover (PXO) on Bellamy Road South immediately south of Oakridge Drive.

6. Scarborough Community Council prohibit northbound and southbound U-Turn movements at all times on Bellamy Road South, between Kingston Road and Oakridge Drive.

FINANCIAL IMPACT

The estimated costs of proposed measures are as follows:

The estimated cost for the installation of one speed hump is estimated to be \$4,000; 40 speed humps are recommended with a total cost of \$160,000 phased over multiple implementation years.

The estimated cost for installing a pedestrian crossover (PXO) is \$150,000 including all civil work and signage changes related to no standing.

The signage costs associated with the proposed U-Turn Prohibition are approximately \$500.

Total funding of \$310,500 for the installation of 40 speed humps, one pedestrian crossover and the U-Turn Prohibition is available, categorized as health and safety, in the approved 2026-2035 Transportation Services Capital Budget and Plan. If the number of approved requests for roadway traffic calming measures (speed humps) exceed the city-wide budget allocated for installation, funding for approved installations will be prioritized using a Prioritization Score.

DECISION HISTORY

This report addresses a new initiative.

COMMENTS

The Scarborough Village neighbourhood was nominated by residents for a Neighbourhood Streets Plan. Each year approximately five nominated neighbourhoods are selected for study, based on a prioritization score. Full details about the program are available at toronto.ca/nsp.

Neighbourhood Streets Plans work with communities across Toronto to make changes to improve traffic operations, road safety, and transportation options in their local area. Streets Plans typically result in changes that can be made in the short to medium-term (typically 6 months to 5 years) and identify desirable changes which are subject to further programming, feasibility study, public consultation, and/or detailed design.

Streets Plans are developed through consideration of three key components:

- **City Policies & Programs:** Council-approved policies, strategies, and programs provide the framework for changes considered. At the heart of this work are strategic plans such as the City's Vision Zero Road Safety Plan, Cycling Network Plan, and Congestion Management Plan and policies such as the Traffic Calming Policy and Pedestrian Crossing Policy. Proposed changes comply with road design guidelines such as Lane Width Guidelines, Curb Radii Guidelines, Accessibility Design Guidelines, On-Street Bikeway Design Guide, Green Streets Technical Guidelines, and Multi-Use Trail Design Guidelines, among others. Finally, proposed changes are informed by infrastructure requirements, state-of-good-repair schedules, the City's 3-year Capital Plan and Budget, and the City's Operating Budget.
- **Technical Research and Analysis:** Data-driven methods are used to assess a street network on a technical level. Research completed by the project team includes but is not limited to traffic data analysis of vehicle volumes and speeds,

warrant analysis, road classification assessment, pedestrian and cyclist volume counts, transit route mapping, site observation for pedestrian crossing characteristics, as well as turning movement and intersection analysis. Collision data is assessed to identify locations that may experience a concentration of mixed modes or may pose heightened risk to vulnerable road users.

- **Community Engagement:** The project team reviews history of service requests related to traffic operations and road safety submitted by community members to 311 or directed to staff from local Councillors to better understand common concerns in the neighbourhood. Staff also engage directly with the community over two phases of public consultation, both consisting of drop-in events, surveys, online engagement tools, interest group meetings, and pop-up events within the area. Phase 1 of the public consultation invites the community to describe common challenges and to provide ideas to improve traffic, road safety, and transportation options. Staff then use the feedback, alongside city policy and technical analysis to develop proposed changes. Phase 2 public consultation invites the community to provide feedback on proposed changes. With feedback from Phase 2 public consultation, proposals are refined and finalized for Council consideration and implementation planning.

Existing Conditions in Scarborough Village

The Scarborough Village Streets Plan focuses on the neighbourhood between Bellamy Road South to the west, Markham Road to the east, the CN Railway to the north, and Bellehaven Crescent and Hill Crescent to the south. Figure 1 shows a map of the neighbourhood.

Figure 1: Scarborough Village Streets Plan Study Area



Community and Street Network Characteristics

The Streets Plan covers a neighbourhood with a diverse community and a population density above the Toronto average. The neighbourhood includes four schools, Five childcare centres, a retirement residence, parks, places of worship, and local shopping plazas. Children (0–14 years) and older adults (55+) represent the largest age groups in the area, making safety for vulnerable road users a central consideration of this plan.

Common destinations within the neighbourhood include local elementary and senior public schools, Scarborough Village Recreation Centre, Scarborough Retirement Centre, several neighbourhood parks and trails, including Bellamy Park, Lochleven Park, Mason Road Park, Sylvan Park, and the Doris McCarthy Trail, as well as nearby commercial plazas. These destinations generate regular pedestrian activity, particularly during school travel periods and peak community use times.

Travel Patterns

Travel patterns within the neighbourhood are predominantly car-oriented, with 72% of trips made by car (51% as driver and 21% as passenger). At the same time, 49% of households in the neighbourhood do not own a vehicle and are reliant on transit, cycling, or walking. Approximately 20% of trips are made by transit, and 13% by walking or cycling. While most trips under 1 kilometre are walked, many trips between 1 and 2 kilometres are made by car.

Public Transit

Public transit in and around the neighbourhood is provided by several TTC bus routes, including the 86 Scarborough and 116 Morningside routes along Eglinton Avenue East, as well as the 102 Markham and 902 Markham Express routes along Kingston Road and Markham Road. In addition, the Lakeshore East GO line stops at Eglinton GO Station, located just outside the neighbourhood boundary, providing regional rail connections.

Active Transportation Network

The neighbourhood's active transportation network provides a foundation for walking and cycling, with approximately 70% of local streets having sidewalks. While some gaps remain, particularly south of Kingston Road, and a few sidewalks are narrower than current standards, there is good pedestrian access to schools, parks, and transit.

Existing cycling facilities include multi-use trails and signed routes that support local travel. In addition, dedicated bikeways on Eglinton Avenue East and Kingston Road have been identified for future study through the Cycling Network Plan, which would further enhance cycling network connectivity over time.

Road Safety (10 Year Collision History) Over the last 10 years, 1,444 collisions have been reported within the neighbourhood, including 12 that resulted in serious injury or fatality. The majority of collisions overall took place at or near intersections, where turning movements and pedestrian crossings present key conflict points.

Related City Projects in the Area

Two major corridor initiatives are advancing in parallel with this plan:

- **A Safer Kingston Road:** This project proposes bikeways and traffic safety improvements along approximately six kilometres of Kingston Road, from Cliffside Drive to Scarborough Golf Club Road. The project includes its own public engagement process. Following the December 2025 project approval by City Council, installation is targeted between Spring 2026 and Fall 2027. To learn more about this project, please visit the ["A Safer Kingston Road" webpage](#).
- **Eglinton Avenue East Road Safety and Cycling Upgrades:** This initiative will introduce design upgrades to improve safety and comfort for all road users. The

project includes its own public engagement process. If approved, implementation is anticipated to begin in 2030-2031.

To streamline efforts and avoid duplication, proposed changes identified through this plan along Kingston Road and Eglinton Avenue East have been directed to the respective project teams. Road safety changes along these corridors will be designed, consulted on, reported, and implemented through those related projects.

Community Insights into Issues

During Phase 1 of public consultation the project team mailed notices to 6,163 addresses within the study area and heard from community members through the project webpage (246 unique visits). The project team conducted email outreach to 29 interest groups and stakeholders and distributed 400 postcards during pop-up engagement activities. Community feedback highlighted the following opportunities for improvement to the street network:

- Concerns about speeding, particularly along Bellamy Road South and Mason Road, with many requests for speed humps.
- A desire to improve safety across the area, especially along Bellamy Road South, Mason Road, Lochleven Drive, Markham Road, Eglinton Avenue East, Kingston Road, and residential streets south of Kingston Road.
- Student travel and school-related traffic congestion near schools.
- Interest in safer travel options, including improved pedestrian crossings on Kingston Road and Eglinton Avenue East, expanded cycling routes to create a more connected network, and better sidewalk connectivity throughout the neighbourhood.

A comprehensive summary of Phase 1 public consultation is posted on the project webpage at toronto.ca/ScarboroughVillageStreets.

Plan for Scarborough Village Streets

Based on analysis of public feedback, technical research, and review of relevant City policies and programs, changes are proposed to address the following three areas of concern:

- **Conflict between road users:** Concerns were raised regarding pedestrian crossing safety, cycling safety, unsafe turning movements at intersections, and non-compliance with traffic rules.
- **Motor vehicle speeding:** Residents have raised concerns about speeding along specific road segments and at intersections where drivers speed through turns.
- **School-related safety:** Traffic safety concerns were identified near schools, including congestion at drop-off/pick-up times, unsafe turning movements and risks at nearby designated crossings.

Staff developed a set of proposed changes to address these issues and opportunities, and hosted Phase 2 public consultation to invite community feedback and input on the proposed changes.

Community Feedback on the Plan

During Phase 2 of public consultation, the project team sent a mailed notice to 6,882 addresses which stated all proposed changes in a list and in a map, and invited feedback through an online survey, email, and/or participation at a public drop-in event. Community interest group meetings were also held.

In response to Phase 2 public consultation the set of new proposed changes has been added:

- **New pedestrian crossover (PXO) at Bellamy Road South and Oakridge Drive:** This item was pending at the time of Phase 2 engagement, as the technical warrant was not met based on available data.
- **Removal of speed humps on Bellamy Road South:** The traffic calming warrant was only partially met. In addition, due to potential conflicts with a future road safety project, staff have removed this proposal.
- **Watch Your Speed Sign has been proposed on Beachell Drive:** Based on Phase 2 feedback and updated speed data, staff recommend a southbound sign north of the PXO due to roadway constraints.

A comprehensive summary of feedback received in Phase 2 of public consultation is posted on the project webpage at toronto.ca/ScarboroughVillageStreets.

Proposed Changes to Address Conflict between Road Users

Residents raised concerns about pedestrian and cycling safety, unsafe turning movements, and non-compliance with traffic rules. These issues create travel conflicts, situations where pedestrians, cyclists, drivers, and transit users come into close interaction, increasing the risk of collisions or unsafe behaviour.

The plan proposes a series of changes designed to reduce conflicts and create a safer, more comfortable environment for all users. Proposed changes include:

- **New and Improved Pavement Markings:** Adding new and refreshing existing markings where needed across the neighbourhood to improve visibility and support safer movement for all road users. Four locations are proposed for new or improved pavement markings:
 - Bellamy Road South and Adanac Drive: new zebra crosswalk
 - Bellamy Road South and Chatterton Boulevard: new zebra crosswalk
 - Kingston Road and Markham Road: Enhance pavement markings at the merge area in the southwest part of the intersection
- **New Signage:** Installing additional traffic and safety signs to enhance driver awareness and compliance. Three locations are proposed for new signages:
 - Luella Street and Markham Road: “Turning traffic must yield to pedestrians” sign
 - Kingston Road and Markham Road: warning sign at the merge
 - Kingston Road and Parkcrest Drive: “Turning traffic must yield to pedestrians” sign
- **Intersection or Mid-Block Safety Improvements:** Implementing intersection and mid-block design improvements to reduce conflicts, encourage appropriate turning

speeds, and enhance overall safety. Five intersections are proposed for these improvements:

- Kingston Road and Markham Road
 - Kingston Road and Whitecap Boulevard
 - Kingston Road and Bellamy Road South
 - Eglinton Avenue East and Markham Road
 - Eglinton Avenue East and Mason Road
- **New pedestrian crossing:** Installing or upgrading crossings to provide safer and more accessible walking connections. One location is proposed for a new pedestrian crossing:
 - Bellamy Road South and Oakridge Drive: New Pedestrian Crossover (PXO). The installation of the Pedestrian Crossover will require removal of one tree. Full analysis is available in Attachment 5.
 - **Road Operations Maintenance and Servicing:** Through site visits and engagement with residents, several road operations, maintenance, and servicing issues were identified. Staff submitted service requests to the relevant teams to address these items and improve overall safety conditions in the neighbourhood. The submitted service requests were as follows:
 - Eglinton Avenue East and Markham Road: Maintenance of broken flexible bollards
 - Intersection of Mason Road and Knowlton Drive: Resolve sightline issue due to trees and bushes
 - Intersection of Lochleven Drive and Glenda Road: Resolve sightline issue due to trees and bushes
 - Intersection of Kingston Road and Parkcrest Drive: Resolve bus stop visibility obstructed by overgrown vegetation
 - Intersection of Colonial Avenue and Bellamy Road South: Resolve sign visibility issue due to trees and bushes
 - Adanac Drive/Mason Road near Mason Road Junior Public School: Resolve sign visibility issue due to trees

Proposed Changes to Address Motor Vehicle Speeding

Residents raised concerns about motor vehicle speeding throughout the neighbourhood on local and collector roads. The City has previously implemented several measures including lowering speed limits to 30 km/h on local roads and 40 km/h on collector roads, updating gateway signage to reflect these changes, and installing 'Watch Your Speed' signs in the neighbourhood. Building on these efforts, the plan proposes additional changes aimed at addressing motor vehicle speeding to create safer, more comfortable streets for all users. Proposed changes include:

- **Traffic Calming (Speed Humps):** Installing speed humps encourages drivers to operate motor vehicles at appropriate speeds and creates a safer environment for all road users. Seven locations are proposed for speed humps:
 - Markham Road South between Kingston Road and Hill Crescent
 - Mason Road between Eglinton Avenue East and Kingston Road

- Windy Ridge Drive between Ravin Drive and Belhaven Crescent
- Ravin Drive between Kingston Road and Bellehaven Crescent
- Belhaven Crescent between Ravine Drive and Windy Ridge Drive
- Luella Street between Beachell Street and Markham Road

Full analysis of all reviewed locations is included in Attachment 2.

Emergency services were consulted on the proposed speed management measures in Scarborough Village. Toronto Paramedic Services noted that, while speed humps may increase emergency response times, they support traffic calming measures that improve overall community safety. Fire and Police Services confirmed that the proposed traffic calming measures are not expected to impact response times when responding to calls for service. Copies of correspondence are provided in Attachment 4.

- **Speed Limit Reduction (60 km/h → 50 km/h) on Kingston Road:** To improve safety for all road users this plan proposes a speed limit reduction on Kingston Road between Brimley Road South and Scarborough Golf Club Road (spanning Wards 20 and 24), to be implemented through the *Safer Kingston Road* project. This change was adopted by City Council on December 16 and 17, 2025, as part of item IE26.6 - Cycling Network Plan - 2025 Cycling Infrastructure Fourth Quarter Update.
- **Watch Your Speed Signage:** To reinforce posted speed limits and promote safer driving behaviour, a “Watch Your Speed” sign is proposed on Beachell Drive, facing southbound traffic just north of the Pedestrian Crossover. This segment of the roadway is within a School Safety Zone.

The request to review speeding concerns on Beachell Drive was raised late in the project. As additional data was required to inform the review, the proposal was confirmed after Phase 2 consultation and was therefore not included on the consultation panels.

Proposed Changes to Address School-Related Safety

Residents raised concerns about school-related safety issues around the four schools in the neighbourhood, Scarborough Village Public School, Mason Road Junior Public School, St. Boniface Catholic School, and Bliss Carman Senior Public School. These concerns fall into three main areas: unsafe crossings and intersections due to speeding and poor driver yielding, speeding near schools that endangers students walking or cycling, and congestion during drop-off and pick-up times that creates circulation and safety issues.

The City has made improvements through the Vision Zero Road Safety Plan, introducing School Safety Zones around all schools in the neighbourhood. These zones feature measures such as driver feedback signs, high-visibility school zone and crossing signage, pavement markings, and flexible bollards to calm traffic and improve safety for students walking and cycling to school.

Building on these efforts, the plan proposes additional changes to improve traffic flow, reduce congestion, manage speeds, and enhance the safety of crossings and intersections within school zones. Proposed changes include:

- **No U-Turn on Bellamy Road North between Kingston Road and Oakridge Drive** is proposed to support more orderly circulation of school-related drop-off and pick-up traffic at Bliss Carman Senior Public School, reduce conflicts with through traffic, and discourage U-turns between Kingston Road and Oakridge Drive, helping to improve operations north of the major intersection. Full analysis is available in attachment 6.
- **New Signage to Support U-Turn Prohibition and School Bus Loading**
 - Bellamy Road North between Kingston Road and Oakridge Drive “No U-turn/No Turning” sign
 - Bliss Carman Senior Public School: “School Bus Loading Zone” sign added a point 42 metres north of Kingston Road and a point 24 metres further north (by-law already exists but sign is missing)
- **New School Crossing Guard at Luella Street and Markham Road:** The City of Toronto’s School Crossing Guard Program supports the safety of students attending elementary schools, including primary-grade students, by assisting them in crossing busy roads and intersections during school travel times. School crossing guards help guide students safely across the street while increasing awareness among drivers and cyclists of pedestrian activity.

Based on public feedback, site observations, data review, and consultation with school principals, an application for a School Crossing Guard study was conducted and this location was found to be warranted. A School Crossing Guard is stationed at this intersection as of February 2026.

- **Parking Regulation Changes:** Changes were proposed as part of this plan on Bellamy Road South in front of Bliss Carman Senior school. These changes were advanced by the Ward Office and adopted by Scarborough Community Council on November 27, 2025. Refer to Item [2025.SC27.16](#).

Summary of Proposed Changes

Table 1 below summarizes all changes that are proposed as part of the Scarborough Village Streets Plan and the expected timing of the proposed changes. A map of proposed changes is included as Attachment 1.

Table 1: Proposed Changes

Proposed Change	Location(s)	Estimated Timeline
Traffic calming (speed humps)	<ul style="list-style-type: none"> • Markham Road South between Kingston Road and Hill Crescent • Mason Road between Eglinton Avenue E and Kingston Road • Windy Ridge Drive between Ravin Drive and Belhaven Crescent • Ravin Drive between Kingston Road and Bellehaven Crescent • Belhaven Crescent between Ravine Drive and Windy Ridge Drive • Luella Street between Beachell Street and Markham Road 	Short-term (6 months to 2 years)
Watch Your Speed signage	<ul style="list-style-type: none"> • Beachel Drive north of the Pedestrian Crossover 	Short-term (6 months to 2 years)
Turning Prohibition	<ul style="list-style-type: none"> • Bellamy Road South between Oakridge Drive and Kingston Road (Northbound and Southbound) 	Short-term (6 months to 2 years)
New signage	<ul style="list-style-type: none"> • Intersection of Luella Street and Markham Road (“Turning traffic must yield to pedestrians” sign) • Intersection of Kingston Road and Markham Road (new Warning Sign at the merge) • Intersection of Kingston Road and Parkcrest Drive (“Turning traffic must yield to pedestrians” sign) • Bliss Carman Senior Public School (“School Bus Loading Zone” sign and “No U-turn/No Turning” south of Oakridge Drive) 	Short-term (6 months to 2 years)

Proposed Change	Location(s)	Estimated Timeline
School Crossing Guard	<ul style="list-style-type: none"> • Intersection of Luella Street and Markham Road 	Completed
Pavement Markings to Improve Safety	<ul style="list-style-type: none"> • Intersection of Bellamy Road South and Adanac Drive (addition of zebra crosswalk) • Intersection of Bellamy Road South and Chatterton Boulevard (addition of zebra crosswalk) • Intersection of Kingston Road and Markham Road (enhancing marking at the merge section) 	Short-term (6 months to 2 years)
Road Operations Maintenance and Servicing	<ul style="list-style-type: none"> • Eglinton Avenue East and Markham Road (Maintenance of broken flexible bollards) • Intersection of Mason Road and Knowlton Drive (Resolve sightline issue due to trees and bushes) • Intersection of Lochleven Drive and Glenda Road (Resolve sightline issue due to trees and bushes) • Intersection of Kingston Road and Parkcrest Drive (Resolve bus stop visibility obstructed by overgrown vegetation) • Intersection of Colonial Avenue and Bellamy Road South (Resolve sign visibility issue due to trees and bushes) • Adanac Drive/Mason Road near Mason Road Junior Public School (Resolve sign visibility issue due to trees) 	Short-term (6 months to 2 years)

Proposed Change	Location(s)	Estimated Timeline
Intersection or mid-block safety improvement (permanent changes to the design)	<ul style="list-style-type: none"> • Intersection of Kingston Road and Markham Road • Intersection of Kingston Road and Whitecap Boulevard • Intersection of Kingston Road and Bellamy Road South • Eglinton Avenue and Markham Road • Eglinton Avenue East and Mason Road 	These changes have been directed to the A Safer Kingston Road project and the Eglinton Avenue East Road Safety and Cycling Upgrades project
New pedestrian crossover (PXO)	<ul style="list-style-type: none"> • Bellamy Road South and Oakridge Drive 	Medium-term (2 to 5 years)
Speed limit reduction	<ul style="list-style-type: none"> • Kingston Road between Brimley Road South and Scarborough Golf Club Road from 60 km/h → 50 km/h (which spans between ward 20 and 24) 	These changes have been directed to the A Safer Kingston Road project
Upgrade/maintenance of existing sidewalk	<ul style="list-style-type: none"> • Maintenance and upgrade of sidewalk along Kingston Road where needed • Maintenance and upgrade of sidewalk along Eglinton Avenue East where needed, including: <ul style="list-style-type: none"> • East of Centre Street (around the plaza parking lot) • East and west of Metrolinx bridge 	These changes have been directed to the A Safer Kingston Road project and the Eglinton Avenue East Road Safety and Cycling Upgrades project

Other changes are proposed for the long-term (5+ years), subject to further programming, feasibility study, public consultation, and/or detailed design. Changes noted for future consideration include:

- **New or improved cycling connections:** Through public engagement, two roads were identified for further study to strengthen the north–south cycling connection between Kingston Road and Eglinton Avenue East. These corridors will undergo further feasibility review to determine whether they can be included in upcoming cycles of the Cycling Network Plan Near-Term Implementation Program. Designs for

cycling infrastructure would be subject to public consultation and approval by Toronto City Council. Corridors under consideration are:

- Bellamy Road South – upgrade of an existing legacy signed cycling route
- Mason Road – potential introduction of a new cycling connection
- **Add missing sidewalks:** The provision of safe, comfortable, and accessible sidewalks on all public streets is a fundamental objective of the City of Toronto's Vision Zero 2.0 Road Safety Plan. The City's Missing Sidewalk Installation Policy requires that sidewalks are built on both sides of collector and arterial roads, and on one or both sides of local roads. Local roads remain the largest gap in the walking network and generate the highest number of requests for new sidewalk installations. New sidewalks are delivered through the City's Missing Sidewalk Program in one of three scenarios: Bundled with state-of-good repair roadway reconstruction, resurfacing projects and watermain construction; undertaken as stand-alone sidewalk delivery; or as a condition of development or redevelopment.

Locations within the neighbourhood that were identified for new sidewalk installation to enhance pedestrian connectivity and improve pedestrian safety are:

- Luella Street;
- Chatterton Boulevard;
- Ravine Drive;
- Windy Ridge Drive;
- Bellehaven Crescent;
- Hill Crescent.

All proposed changes were developed in accordance with City road design guidelines and standards, and in consultation with subject matter experts in road design and traffic operation on City staff. Emergency services were consulted in the development of guidelines and standards and were advised of the proposed speed management changes in Scarborough Village.

Measures Considered and Not Recommended

Several potential changes identified during the project were studied but are not recommended. A list of these changes, along with the rationale for why they are not included in the proposed Plan, can be found in Attachment 7.

Next Steps and Implementation

Following the Scarborough Community Council decision on this report the Scarborough Village Streets Plan will proceed from the planning phase into the implementation phase. An email update will be sent to subscribers of the project email list. The project email inbox will remain open to facilitate correspondence about the implementation phase.

The implementation timeline for each change varies depending on delivery mechanism and budget availability. Changes that will be implemented as part of on-going active projects or annual programs are expected to be completed within 6 months to 24 months of decision, depending on construction season and city-wide priorities. Other

changes aligned with larger initiatives in the City's Capital Plan require more time to coordinate funding, materials, time, and labour. These can take up to 5 years to deliver.

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

CONTACT

Michelle Berquist
Manager, Area Transportation Planning, Transportation Services
416-338-7139, michelle.berquist@toronto.ca

SIGNATURE

Mike Barnet
Director, Enforcement & Street Management

ATTACHMENTS

1. Map of Changes Proposed in Scarborough Village Streets Plan
2. Traffic Calming Analysis
3. Speed hump location plans
4. Response from Toronto paramedic services
5. Analysis for Pedestrian Crossover at Bellamy Road South and Oakridge Drive
6. Analysis for prohibition of U-Turns on Bellamy Road South
7. Measures not Recommended

Attachment 1: Map of Changes Proposed in Scarborough Village Streets Plan



Attachment 2: Traffic Calming Analysis

Based on analysis of public feedback, technical research, and review of relevant City policies and programs, the project team investigated the feasibility of installing speed humps on:

- Markham Road South between Kingston Road and Hill Crescent
- Mason Road between Eglinton Avenue East and Kingston Road
- Windy Ridge Drive between Ravin Drive and Belhaven Crescent
- Ravin Drive between Kingston Road and Bellehaven Crescent
- Belhaven Crescent between Ravine Drive and Windy Ridge Drive
- Luella Street between Beachell Street and Markham Road

Existing Conditions

The streets investigated are characterized by the following conditions:

Table 2-1: Existing Conditions

Roadway	Road Class	Number of Lanes	Speed Limit	Sidewalks	Other notes
Markham Road South	Collector	2	40	No	<ul style="list-style-type: none"> • Heavy truck prohibitions are in place.
Mason Road	Collector	2	40	On both sides	<ul style="list-style-type: none"> • Community Safety Zone Between Adanac Drive and Stanland Drive. • Heavy truck prohibitions are in place
Windy Ridge	Local	2	30	No	
Ravin Drive + Bellhaven Crescent	Local	2	30	No	<ul style="list-style-type: none"> • Cycling route with Sharrows.
Luella Street	Local	2	30	On south side	<ul style="list-style-type: none"> • School and Community Safety zones

A map of the area and proposed locations of the speed humps/speed cushions is included in Attachment 3.

Study Results

As part of the assessment of the warrant criteria, vehicle speed and volume studies were conducted using data collected between May 2022 to May 2025.

Table 2-2: Study Results

Roadway	24h vehicle volume	Block length(m)	85th percentile speed(km/h)	95th percentile speed(km/h)	Warrant Satisfied?
Markham Road South	1,500	600	54.1	59.5	Yes
Mason Road	2,326	865	51.8	57.8	Yes
Windy Ridge	400	500	48.1	53.7	Yes
Ravin Drive	1,200	150	39.6	44	Yes
Bellehaven Crescent	1,120	375	48.8	53.7	Yes
Luella Street	845	136	47.9	53.2	Yes

The investigation concluded that the eligibility and warrant criteria as outlined in the updated Traffic Calming Policy has been satisfied for all the streets summarized in the table above. Therefore, staff recommend the installation of speed humps on all streets listed above.

Relative Priority and Other Impacts

In the event that the number of approved requests for roadway traffic calming measures exceed the budget allocated for installation, funding for approved installations will be prioritized using a Prioritization Score. This score is made up of a Quantitative Score and a Qualitative Score.

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

The Qualitative Score includes:

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

The Quantitative and Qualitative Scores are averaged to provide the complete Prioritization Score. The prioritization scores for the roadways investigated range between 20 and 63, out of a possible 100, and are summarized in Table 4.

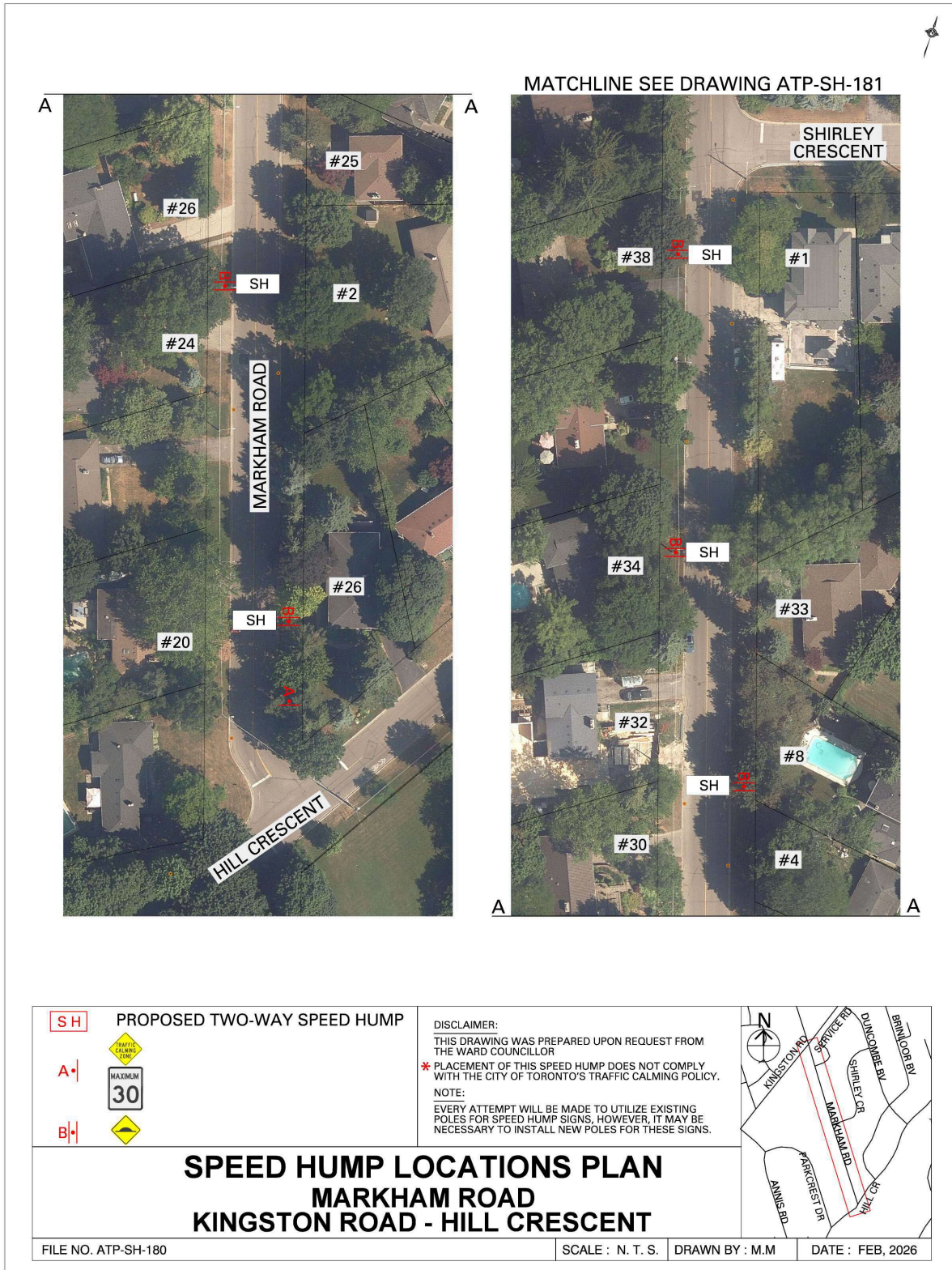
Table 2-3: Traffic Calming Prioritization Scores

Roadway	From	To	Qualitative Score	Quantitative Score	Prioritization Score
Mason Road	Eglinton Avenue East	Kingston Road	40	38	39
Luella Street	Beachell Street	Markham Road	55	5	33
Markham Road South	Kingston Road	Hill Crescent	45	59	52
Windy Ridge Drive	Ravine Drive	Bellehaven Crescent	35	80	58
Bellehaven Crescent	Ravine Drive	Windy Ridge Drive	35	90	63
Ravine Drive	Kingston Road	Bellehaven Crescent	42	18	30

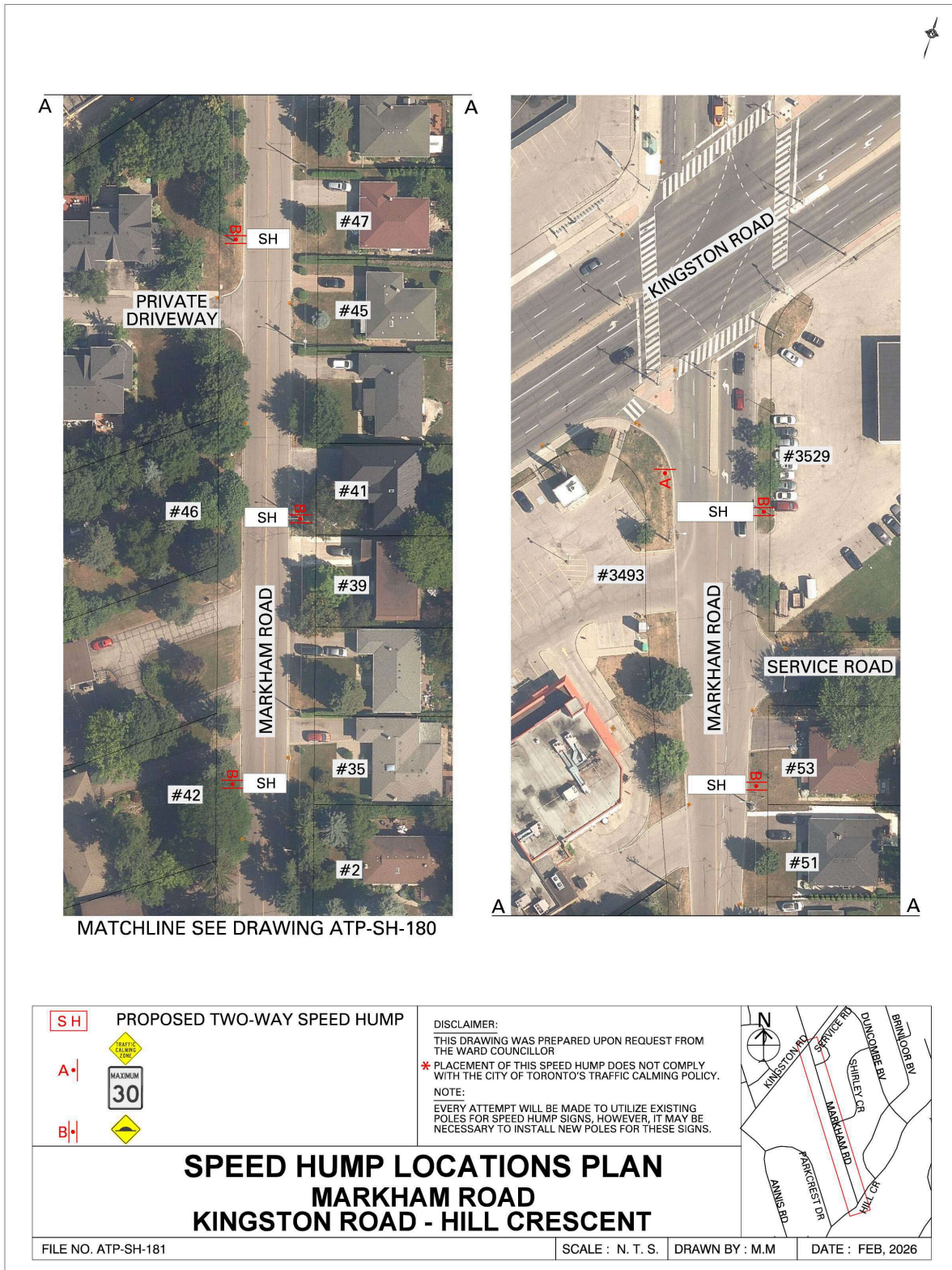
No alterations to parking regulations will be required, nor will the number of parking spaces be affected by the installation of speed humps. Installation of speed humps will have minimal effect on winter services, street cleaning and garbage collection.

Attachment 3: Speed hump location plans

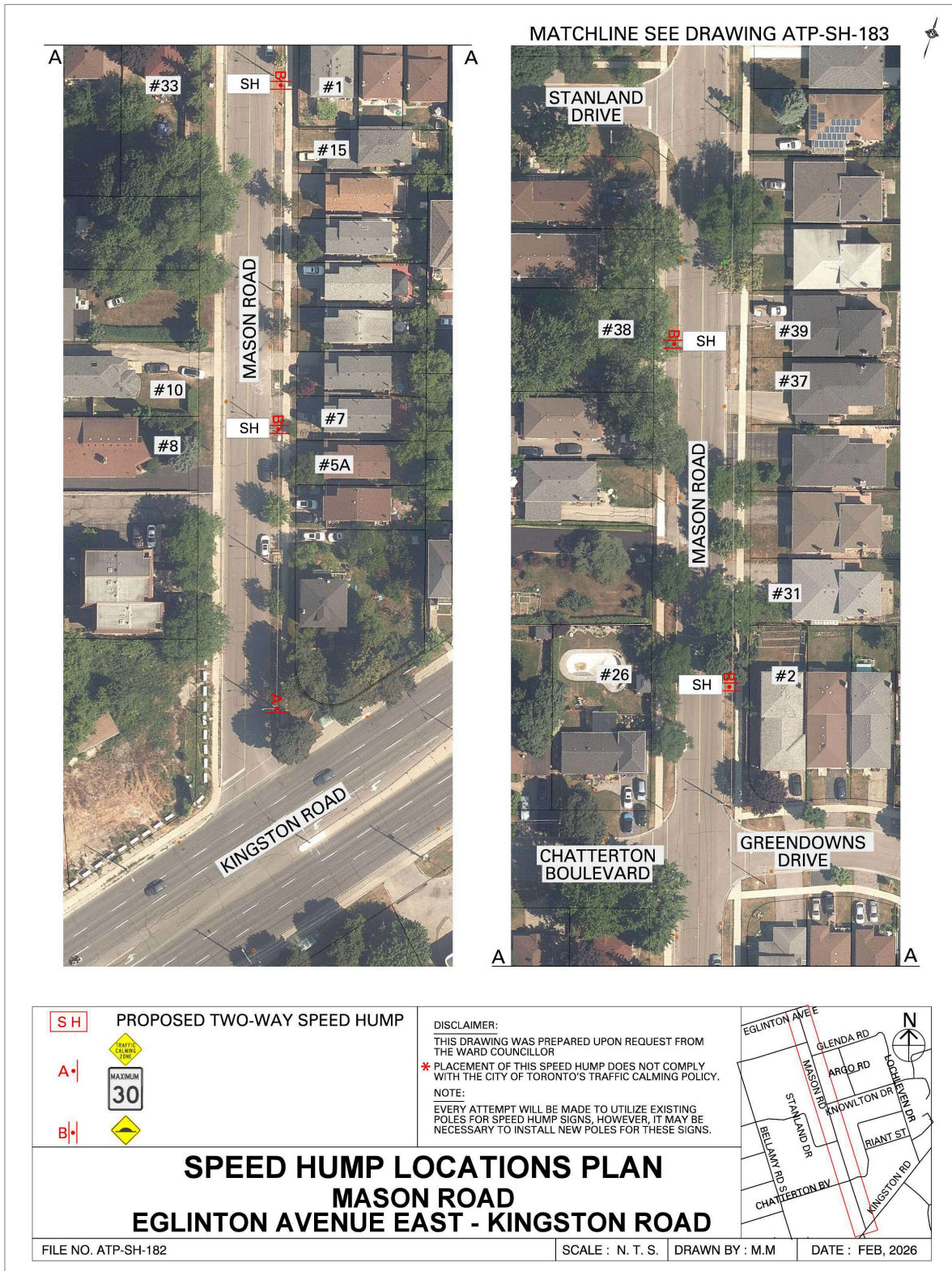
Attachment 3-1: Map - Speed Humps - Markham Road



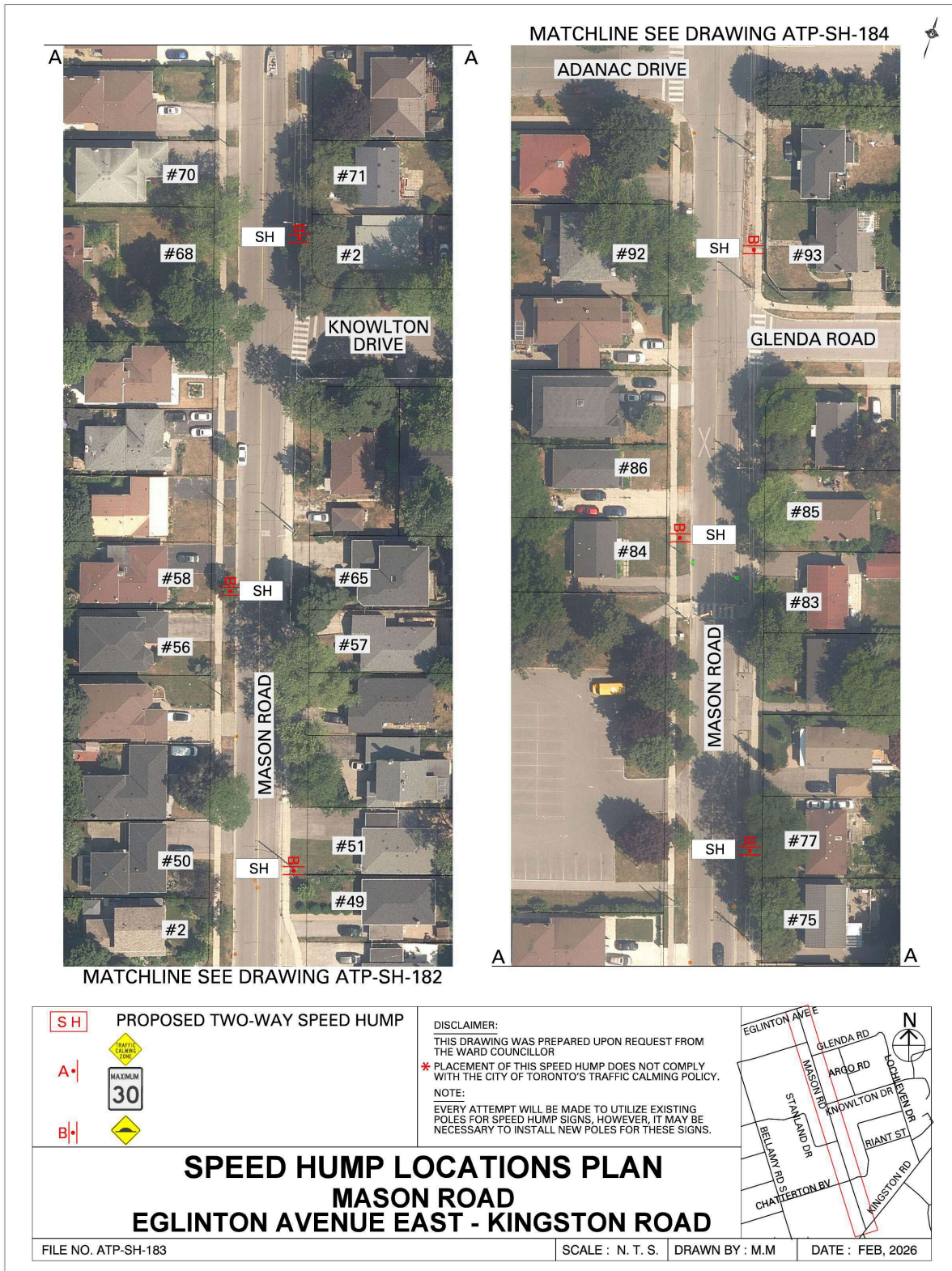
Attachment 3-2:Map - Speed Humps - Markham Road



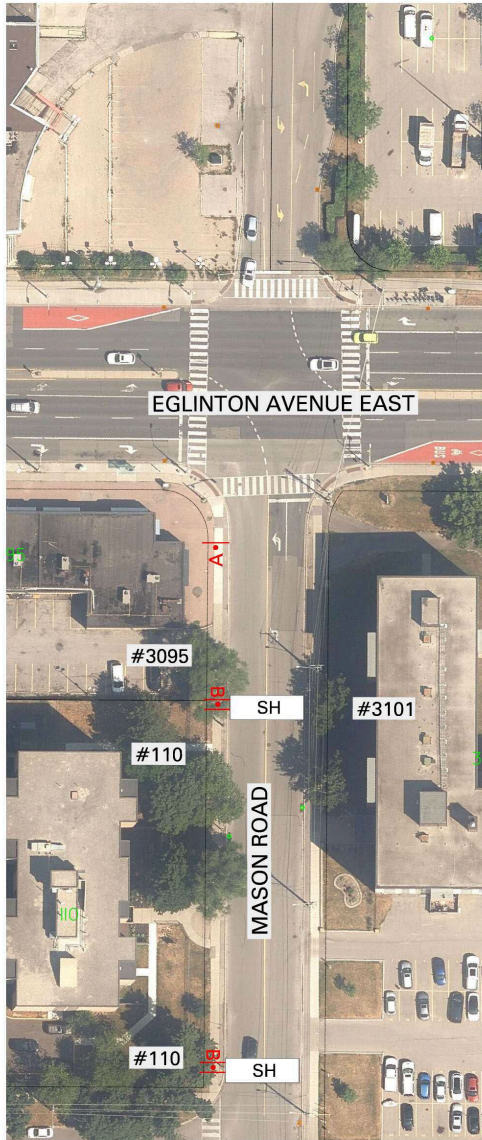
Attachment 3-3: Map - Speed Humps - Mason Road



Attachment 3-4: Map - Speed Humps - Mason Road



Attachment 3-5: Map - Speed Humps - Mason Road



MATCHLINE SEE DRAWING ATP-SH-183

<p>SH</p> <p>A</p> <p>B</p>	<p>PROPOSED TWO-WAY SPEED HUMP</p> <p>TRAFFIC CALMING ZONE</p> <p>MAXIMUM 30</p>	<p>DISCLAIMER: THIS DRAWING WAS PREPARED UPON REQUEST FROM THE WARD COUNCILLOR</p> <p>* PLACEMENT OF THIS SPEED HUMP DOES NOT COMPLY WITH THE CITY OF TORONTO'S TRAFFIC CALMING POLICY.</p> <p>NOTE: EVERY ATTEMPT WILL BE MADE TO UTILIZE EXISTING POLES FOR SPEED HUMP SIGNS, HOWEVER, IT MAY BE NECESSARY TO INSTALL NEW POLES FOR THESE SIGNS.</p>	
<p>SPEED HUMP LOCATIONS PLAN MASON ROAD EGLINTON AVENUE EAST - KINGSTON ROAD</p>			
<p>FILE NO. ATP-SH-184</p>	<p>SCALE : N. T. S.</p>	<p>DRAWN BY : M.M</p>	<p>DATE : FEB, 2026</p>

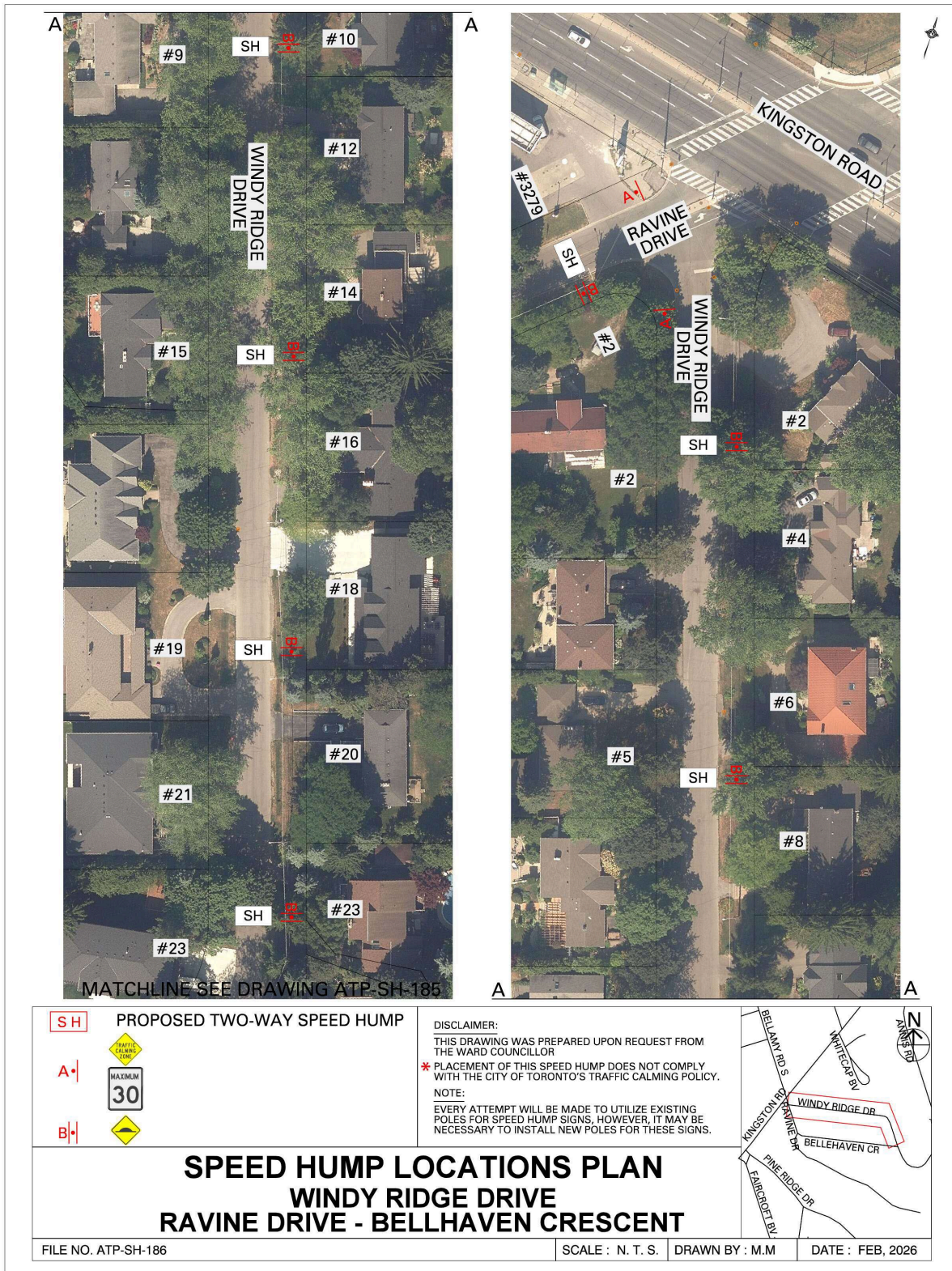
Attachment 3-6: Map - Speed Humps - Windy Ridge Drive

MATCHLINE SEE DRAWING ATP-SH-186

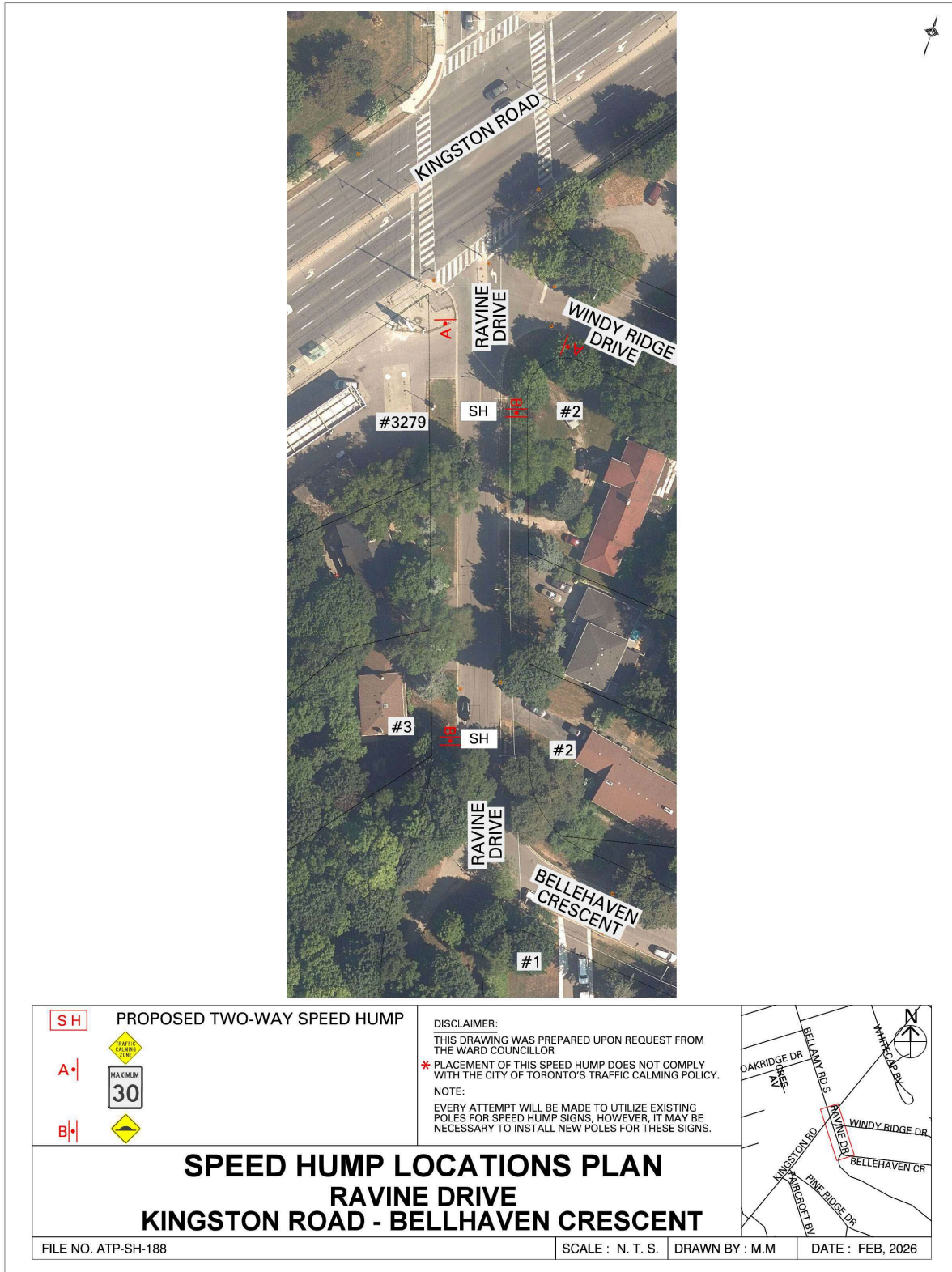


	<p>PROPOSED TWO-WAY SPEED HUMP</p>	<p>DISCLAIMER: THIS DRAWING WAS PREPARED UPON REQUEST FROM THE WARD COUNCILLOR * PLACEMENT OF THIS SPEED HUMP DOES NOT COMPLY WITH THE CITY OF TORONTO'S TRAFFIC CALMING POLICY.</p> <p>NOTE: EVERY ATTEMPT WILL BE MADE TO UTILIZE EXISTING POLES FOR SPEED HUMP SIGNS, HOWEVER, IT MAY BE NECESSARY TO INSTALL NEW POLES FOR THESE SIGNS.</p>		
		<p>SPEED HUMP LOCATIONS PLAN WINDY RIDGE DRIVE RAVINE DRIVE - BELLEHAVEN CRESCENT</p>		
<p>FILE NO. ATP-SH-185</p>		<p>SCALE : N. T. S.</p>	<p>DRAWN BY : M.M</p>	<p>DATE : FEB, 2026</p>

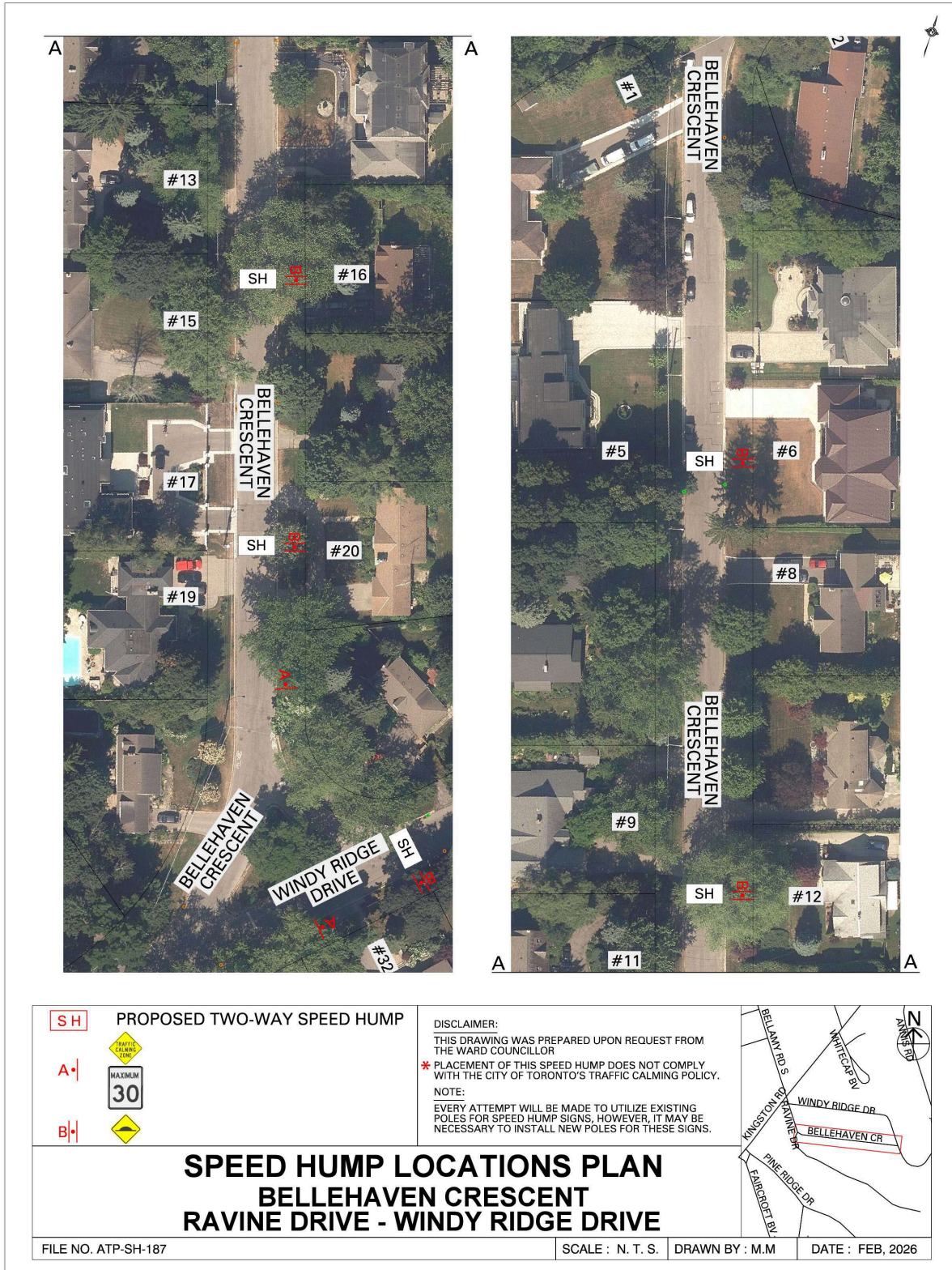
Attachment 3-7: Map - Speed Humps - Windy Ridge Drive



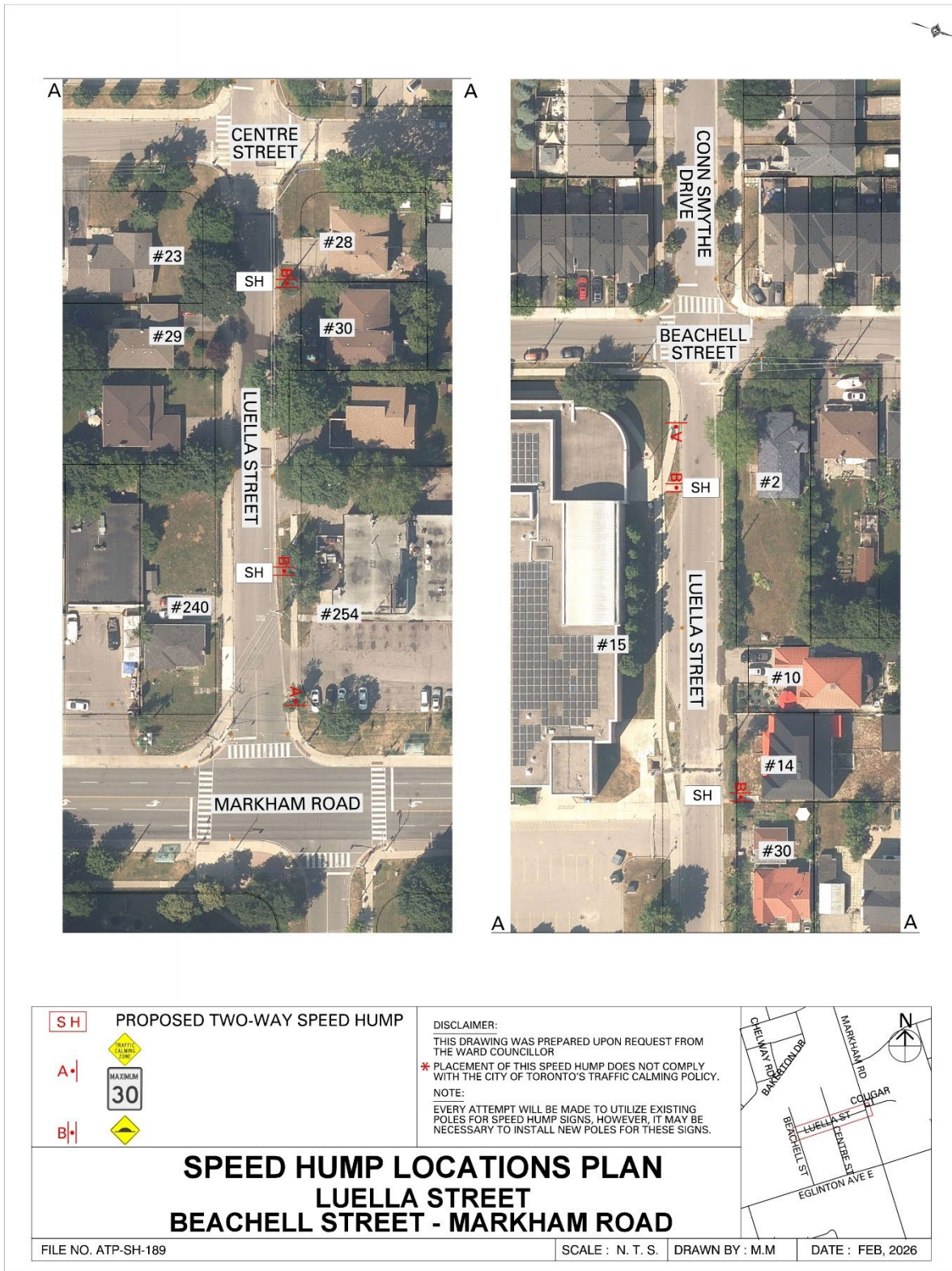
Attachment 3-8: Map - Speed Humps - Ravine Drive



Attachment 3-9: Map - Speed Humps - Bellehaven Crescent



Attachment 3-10: Map - Speed Humps - Luella Street



Attachment 4: Response from Emergency Services

Response from Toronto Paramedic Services

From: EMS Planning
Sent: February 24, 2026 2:39 PM
To: [REDACTED]
Cc: EMS Planning
Subject: RE: Proposed Traffic Calming Measures in Scarborough Village Neighbourhood

Hi [REDACTED]

We have received and reviewed the proposal for installation of speed humps on the indicated Scarborough Village streets, with the following comments:

The installation of speed humps on the indicated Scarborough Village streets, will impact response and transport times for residents that reside on the roadway speed humps are installed. Impacts may extend to community members if the indicated Scarborough Village streets serves access to other roadways. It is important that the applicant understands that the installation of traffic calming devices will reduce the speed that emergency vehicles travel when responding to emergencies on roadways where they are installed.

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



Attachment 5: Analysis for Pedestrian Crossover at Bellamy Road South and Oakridge Drive.

Based on feedback received during Phase 1 of consultation, and in coordination with Green Communities Canada through the School Travel Planning program at Bliss Carman Senior Public School, staff reviewed the need for pedestrian crossing protection on Bellamy Road North, South of Oakridge Drive.

Following the assessment, staff are recommending the installation of a pedestrian crossover (PXO) at the T-intersection. The proposed PXO will improve safety for vulnerable road users crossing at this location, particularly students and families travelling to and from Bliss Carman Senior Public School just south of the intersection.

Existing Conditions

Bellamy Road South is a north–south collector road that carries two-way traffic on a pavement width of approximately 10.3 metres, with one general traffic lane in each direction. It is designated as a signed route within the City of Toronto Cycling Network. The road accommodates approximately 2,477 vehicles per day (two-way volume) and has a posted speed limit of 40 km/h. It is not a TTC route, and sidewalks are provided on both sides of the street.

Oakridge Drive is a local road that carries approximately 1,065 vehicles per day (two-way volume). The roadway has a pavement width of approximately 9.5 metres and operates with two-way traffic. The speed limit has been reduced to 30 km/h in accordance with Item 2019.IE6.8 (Vision Zero 2.0 – Road Safety Plan Update). Heavy vehicles are prohibited at all times, and the street is not a TTC route.

These two streets intersect to form a "T" type intersection, with right-of-way controlled by a stop sign on Oakridge Drive, while Bellamy Road South is uncontrolled free-flow.

The surrounding land use is primarily residential, consisting of detached and semi-detached dwellings. Nearby generators of vulnerable road users include Bliss Carman Senior Public School and Mason Road Junior School, both located to the north.

Pedestrian Crossover (PXO)

An eight-hour pedestrian volume and delay study was conducted in Q4 2025 to assess the need for a pedestrian crossover (PXO). Based on the results, the location does not meet the technical warrant, as pedestrian volumes and delays exceeding 10 seconds did not reach the minimum threshold.

However, warrant criteria are only one component of the evaluation. Staff also consider surrounding land uses, safety context, network gaps, and future growth when applying engineering judgement.

In this case, several site-specific factors support the installation of a controlled crossing:

School and Community Context

- The location is within both a Community Safety Zone and a School Safety Zone. There are two schools with access points on Bellamy Road South.

- A strong pedestrian desire line exists during school drop-off and pick-up periods, with students crossing Bellamy Road South between Oakridge Drive and Kingston Road.
- Concerns have been shared with the team regarding crossing distance and turning movements at the Kingston Road and Bellamy Road South intersection, leading some students to cross mid-block to avoid that location.

Pedestrian Network and Crossing Gap

- There are sidewalks on both sides of Bellamy Road South, supporting pedestrian connectivity.
- There is no formal crossing opportunity between the existing Pedestrian Crossover (PXO) at Bellamy Road South and Granard Boulevard (approximately 450 metres north) and the signalized intersection at Kingston Road (approximately 210 metres south), creating a notable gap in crossing protection.

Future Growth

- A development application (Application No. 25 124181 ESC 20 OZ) has been submitted for 5, 7, 9, and 11 Bellamy Road South, proposing 115 residential units. Future development is expected to increase pedestrian crossing activity over time.

Community Support

- The proposal originated from residents and received strong support through Phase 2 of the Scarborough Village consultation process.

Environmental and Site Safety Review

Environmental and site safety conditions were reviewed. All applicable standards can be met.

Standard	Comments	Standard Met/Not Met
Vehicle operating speed is less than 60 km/h	The posted speed limit on Bellamy Road South is 40 km/h	Met
Not more than four lanes wide on a two-way street or more than three lanes wide on a one-way street	Bellamy Road South operates with one lane in each direction	Met
Traffic volume not more than 35,000 vehicles per day	Bellamy road south carries approx. 2,477 vehicles per day	Met

Standard	Comments	Standard Met/Not Met
No significant volume of turning movements	The volume of traffic turning to/from Oakridge Drive at Bellamy Road South is not significant	Met
No visibility problems exist for either pedestrians or motorists	There are no visibility problems at Oakridge Drive and Bellamy Road South intersection for either pedestrians or motorists	Met
No loading zones (including TTC and School Bus) in the immediate area	There are no loading zones in the immediate area	Met
No driveway or entrance nearby	There are driveways on Bellamy Road South, but the installation will not impact them	Met
Spacing is not less than 200 metres to another pedestrian crossover or traffic control signal	There is a signalized intersection 210 metres south of this location at Kingston Road and Bellamy Road South	Met

Although the technical warrant is not met, the combination of school-related pedestrian activity, network gaps, site safety considerations, future development, and community support provides sufficient justification for installation.

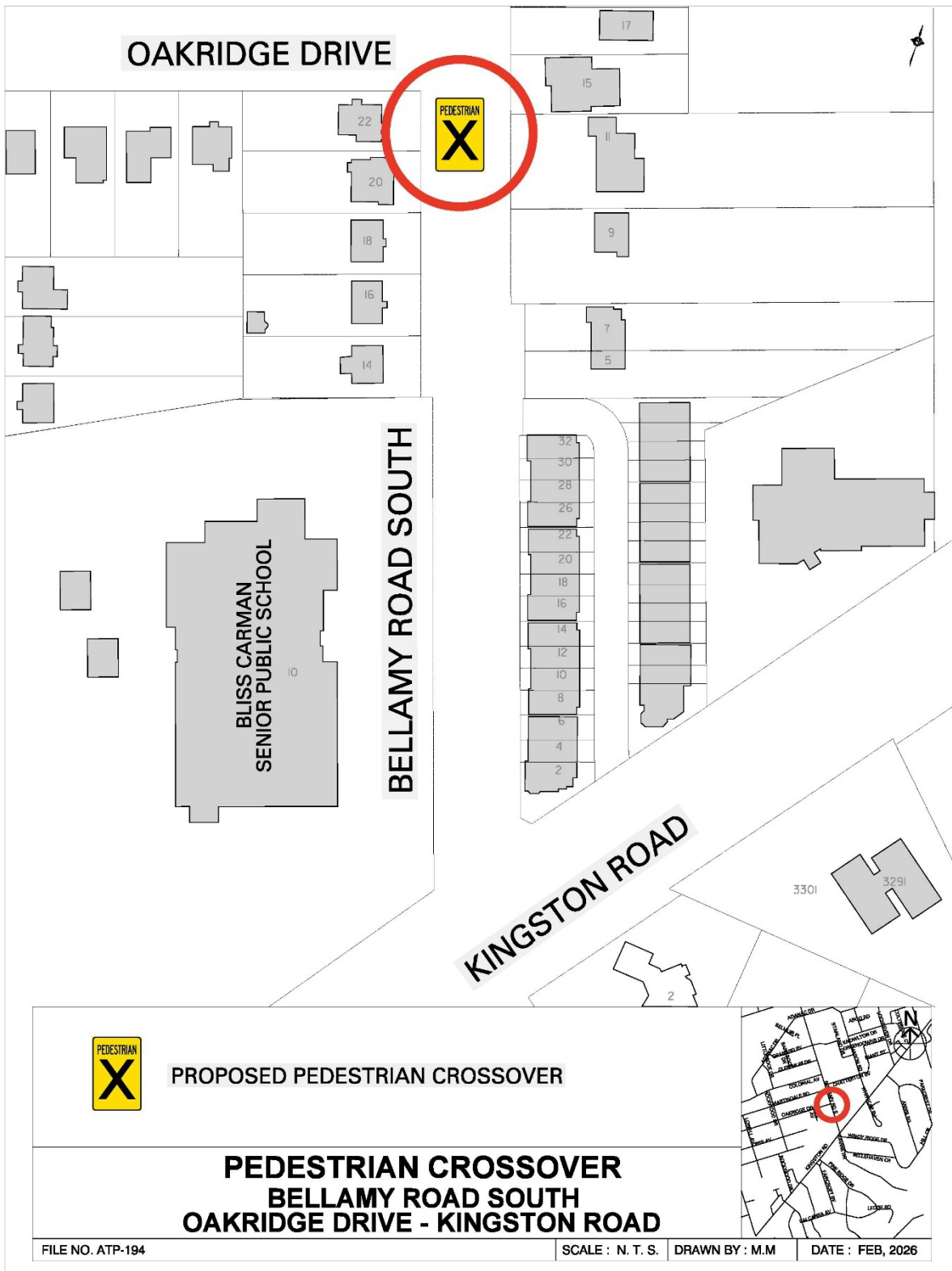
Transportation Services therefore recommends approval of a pedestrian crossover (PXO) at Bellamy Road South and Oakridge Drive.

It should be noted that the installation of the Pedestrian Crossover will require removal of one tree.

The Ward Councillor has been advised of this recommendation.

Figure 5-1 shows the location of the proposed Pedestrian Crossover.

Figure 5-1: Map - Pedestrian Crossover - Bellamy Road South



Attachment 6: Analysis for prohibition of U-Turns on Bellamy Road South

During Phase 1 and Phase 2 of public consultation for the Scarborough Village Neighbourhood Streets Plan and through the work that Green Communities Canada is doing with Bliss Carman Senior Public School through the School Travel Planning program, concerns were raised regarding frequent U-turns occurring during the drop-off and pick-up period on Bellamy Road South between Oakridge Drive and Kingston Road.

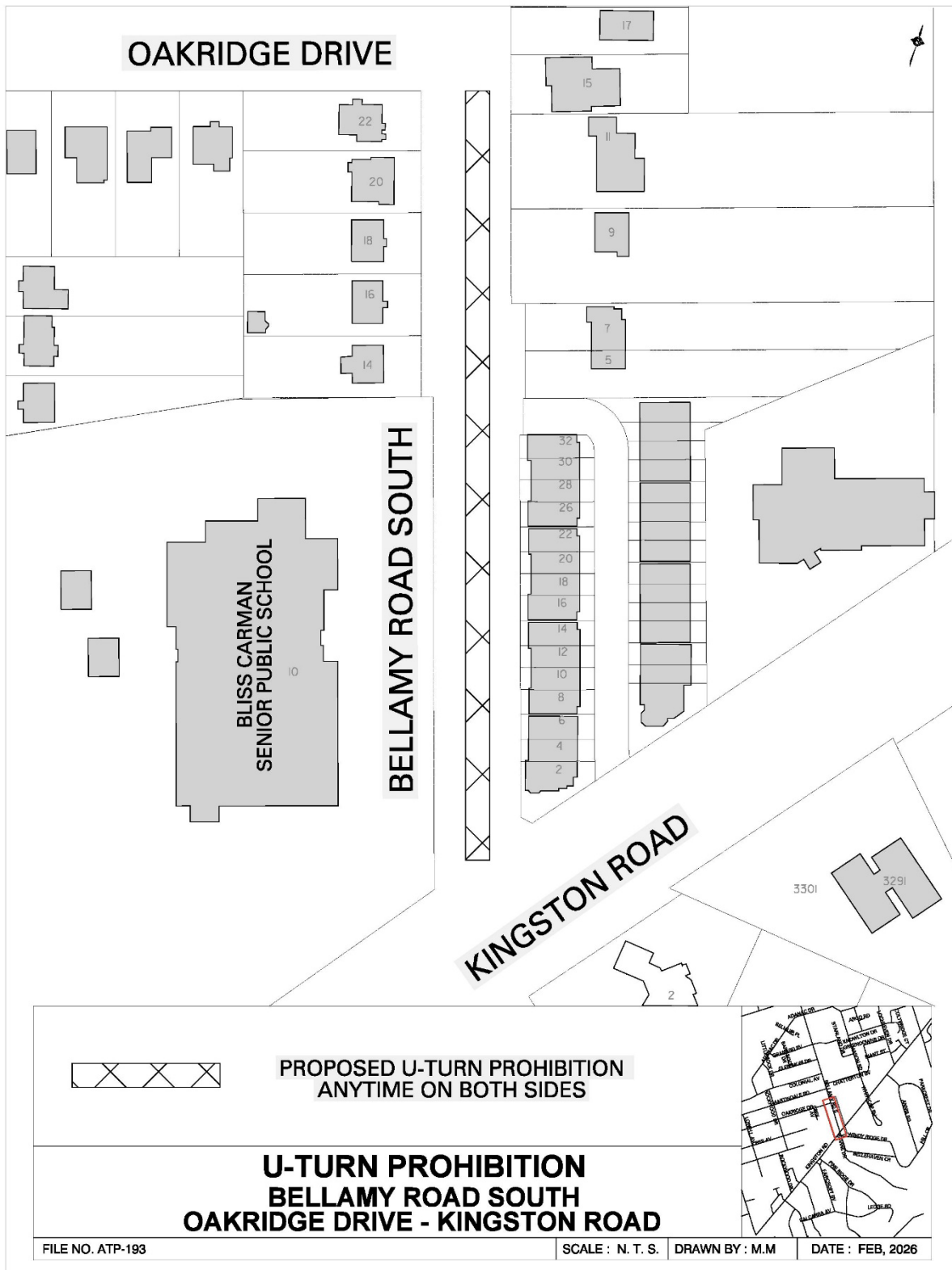
In response, staff reviewed the location through multiple site visits and participated in an on-site school safety review for Bliss Carman Senior Public School organized by Green Communities Canada. The review included representatives from school staff, parents, the Councillor's office, City of Toronto Transportation Services, and Toronto Public Health.

During these visits, multiple vehicles were observed making three-point turns in front of the school. Students frequently cross Bellamy Road South directly in front of the school, creating potential conflict points between pedestrians and turning vehicles. These turning movements occur just north of the busy intersection of Kingston Road and Bellamy Road South, where traffic volumes and turning activity are already high.

The combination of mid-block turning movements, pedestrian crossings and proximity to a major intersection contributes to reduced sightlines, increased conflict between road users, localized congestion, and operational challenges for vehicles turning onto Bellamy Road South from Kingston Road.

Based on these findings, a U-turn prohibition is proposed on both sides of the street to improve sightlines, reduce collision risk, and support smoother traffic flow in close proximity to the intersection and school frontage. Attachment 6-1 shows the location of the U-Turn prohibition.

Figure 6-1: Map - U-Turn Prohibition - Bellamy Road South



Attachment 7: Measures not Recommended

Some ideas for improvement generated by the community could not be advanced because they do not align with current City policy, guidelines, or standards.

Table 4: Measures not Recommended

Type of request	Location	Considerations/reasons not advanced
Red light cameras (RLC)	Markanna Drive and Markham Road; Bellamy Road South and Kingston Road	Collision history and signal timing do not meet RLC justification thresholds.
New pedestrian crossings (PXO/ Signals)	Kingston Road and Whitecap Boulevard, Eglinton Avenue east between Bellamy Road South and Mason Road	Low pedestrian activity, not meeting warrant criteria; nearby crossings available; slope or geometry that increases conflict risk.
Signal timing review	Markham Road and Cougar Court	A signal adjustment to accommodate an advanced left-turn phase was reviewed following a recent fatal collision at this location. The review found that an advanced left-turn phase would not have prevented the collision, and the overall collision history, types, and site conditions do not support changes to the existing signal operation.
Speed management measures	Adanac Drive, Hill Crescent	Motor vehicle speeds did not meet warrant thresholds for traffic calming.
	Bellamy Road South	Motor vehicle speeds did not meet the warrant thresholds for traffic calming on all segments of the road. However, Bellamy Road South (see page 14) has been identified as a candidate for the Cycling Network Plan Near-Term Implementation Program to strengthen the north-south cycling connection between Kingston Road and Eglinton Avenue East. If selected as part of the program, the project will also consider appropriate speed management measures along this corridor.

Type of request	Location	Considerations/reasons not advanced
One-way or other volume management changes	Windy Ridge Drive, Luella Street (Scarborough Village Public School)	Traffic volumes within expected range; network impacts would outweigh benefits; proposals focus on speed management and signage where needed.
Parking and curbside adjustments	Parkcrest Drive, Adanac Drive, Ravine Drive, Chatterton Boulevard	Site reviews found no safety issues or by-law violations.
Transit stop adjustments	Eglinton Avenue East and Mason Road	Stop location and amenities meet TTC and AODA standards; relocation not required.
Cycling connections	Luella Street; Markham Road; Markanna Drive; Chatterton Boulevard; Eglinton Avenue East	Not feasible for dedicated facilities due to narrow right-of-way, traffic and parking demand, and limited network connectivity; prioritize nearby corridors such as Bellamy Road, Kingston Road, and Eglinton Avenue East.
New bike share station	Luella Street and Markham Road, Kingston Road and Parkcrest Drive, Eglinton Avenue East and Markham Road, Eglinton Avenue East and Bellamy Road South (Access to GO station)	All locations identified by the public were reviewed. Some had already been implemented by the time of review, and those not advanced were deemed infeasible following installation reviews conducted by the Toronto Parking Authority.