REPORT FOR ACTION

Traffic Safety Improvements: Bellamy Road North and Danforth Road

Date: May 11, 2026
To: Scarborough Community Council
From: Director, Enforcement and Street Management, Transportation Services
Wards: Ward 21 - Scarborough Centre

SUMMARY

As the Toronto Transit Commission (TTC) operates a transit service on Bellamy Road North and Danforth Road, City Council approval of this report is required.

In consultation with the local community, staff developed a Neighbourhood Streets Plan for the Eglinton-Bendale South neighbourhood that investigated speeding of motor vehicles, road safety for vulnerable road users, and other mobility issues. A report to Scarborough Community Council titled Eglinton-Bendale South Streets Plan, dated May 11, 2026, outlines the plan.

The plan proposes changes at three intersections through which the Toronto Transit Commission (TTC) operates a transit service:

- Installing a traffic control signal at the intersection of Bellamy Road North and Trudelle Street.
- Installing an intersection pedestrian signal at the intersection of Bellamy Road North and Cedar Brae Boulevard.
- Installing an intersection pedestrian signal at the intersection of Danforth Road and Perivale Crescent and relocating the nearby bus stops to be closer to the protected crossing.

RECOMMENDATIONS

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

1. City Council authorize the installation of a traffic control signal at the intersection of Bellamy Road North / Cedar Brae Boulevard and Trudelle Street.

2. Subject to approval of and in conjunction with the installation of traffic control signals at Bellamy Road North / Cedar Brae Boulevard and Trudelle Street:

a. City Council rescind the existing compulsory stop for northbound and westbound traffic on Bellamy Road North at Cedar Brae Boulevard/Trudelle Street.

3. City Council authorize the installation of a traffic control signal (intersection pedestrian signal) at the intersection of Bellamy Road North and Cedar Brae Boulevard / Banmoor Boulevard.

4. City Council prohibit pedestrian crossings on Bellamy Road North, between the north curb line of Cedar Brae Boulevard / Banmoor Boulevard and a point 30.5 metres south of the south curb line of Cedar Brae Boulevard / Banmoor Boulevard

5. City Council authorize the installation of a traffic control signal (intersection pedestrian signal) at the intersection of Danforth Road and Perivale Crescent.

FINANCIAL IMPACT

The estimated cost for the installation of traffic control signal at the intersection of Trudelle Street and Bellamy Road North is $250,000 including all civil work and signage changes.

The estimated cost for the installation of the intersection pedestrian signal at the intersection of Danforth Road and Perivale Crescent is $200,000 including all civil work and signage changes.

The estimated cost for the installation of the intersection pedestrian signal at the intersection of Cedar Brae Boulevard, Banmoor Boulevard and Bellamy Road North is $180,000 including all civil work and signage changes.

Funding of up to $630,000 is available for these capital projects categorized as Health & Safety in the approved 2026-2035 Capital Budget and Plan for Transportation Services.

DECISION HISTORY

This report addresses a new initiative.

COMMENTS

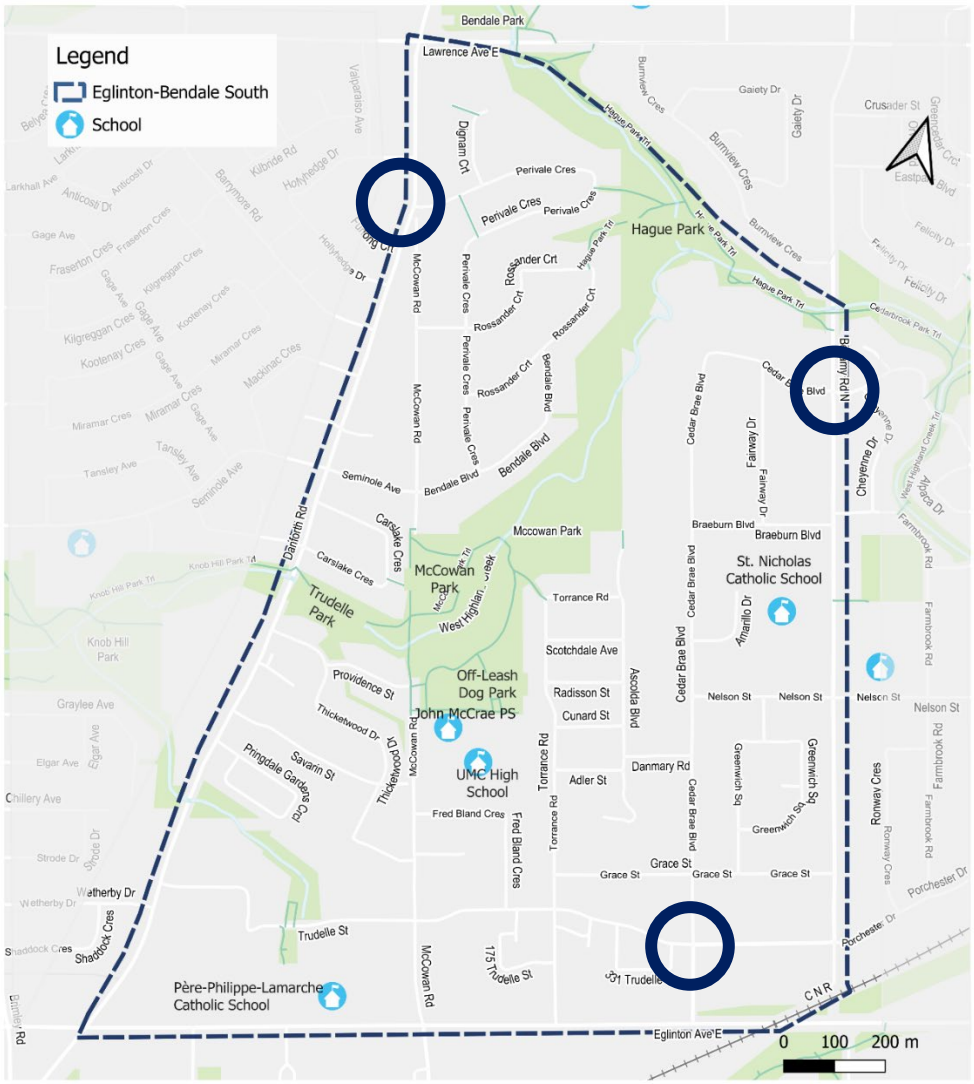
In consultation with the local community, staff developed a Neighbourhood Streets Plan for the Eglinton-Bendale South neighbourhood. This report is a companion to a report to Scarborough Community Council titled Eglinton-Bendale South Streets Plan, dated May 11, 2026, which outlines the full plan, including recommendations to improve safety for vulnerable road users, speed management, and transportation options.

Based on feedback received through the Eglinton-Bendale South Streets Plan consultation, a key concern identified by residents was the desire for more protected pedestrian crossing opportunities within the neighbourhood. Transportation Services reviewed locations across the area, considering City policies and programs, and conducted technical analysis to identify three locations suitable for additional protected pedestrian crossings:

- the intersection of Bellamy Road North and Trudelle Street.
- the intersection of Bellamy Road North and Cedar Brae Boulevard.
- the intersection of Danforth Road and Perivale Crescent.

Refer to Figure 1 for a map of the locations in relation to the Eglinton-Bendale Streets Plan area boundaries.

Figure 1: Locations of Proposed New Traffic Control Signals



Trudelle Street and Bellamy Road North

The intersection of Trudelle Street and Bellamy Road North is a four-leg intersection controlled by stop signs on all approaches. At this location, Trudelle Street (east and south legs) intersects with Bellamy Road North, a minor arterial, while the north leg

continues as Cedarbreae Boulevard, a local road. A high volume of vehicles turn from Eglinton Avenue East onto Bellamy Road North to travel northbound. The adjacent land use is residential. TTC route 9 (Bellamy) runs on Bellamy Road North and through this intersection.

A map of the proposed location for a traffic control signal at Trudelle Street and Bellamy Road North has been provided in Attachment 1. The numerical warrants for the installation of the proposed traffic control signals are satisfied. Refer to Attachment 2 for full details of the technical analysis.

The traffic signal timing would be coordinated with other signals on Bellamy Road North. No vehicle travel time changes are anticipated with the addition of the recommended signal.

This proposal was shared with the community during phase 2 of consultation and received a positive level of community support, with support (65%) outweighing opposition (14%), alongside a portion of respondents who are neutral or undecided (21%). A comprehensive summary of feedback received in Phase 2 of public consultation is posted on the project webpage at toronto.ca/ EglintonBendaleStreets.

Bellamy Road North and Cedar Brae Boulevard

The intersection of Bellamy Road North and Cedar Brae Boulevard is a four-leg configuration, with Cedar Brae Boulevard and Banmoor Boulevard stop-controlled, and Bellamy Road North operating under free-flow conditions. Based on a turning movement count conducted in May 2025, the intersection experiences a total vehicular volume of 8,443 vehicles and 131 pedestrians. The intersection is also served by the TTC, with bus stops on Bellamy Road North accommodating the 9 Bellamy route (‘Bellamy to Warden Station’).”

A map of the proposed location for a traffic control signal at Trudelle Street and Bellamy Road North has been provided in Attachment 3. The numerical warrants for the installation of the proposed traffic control signals are not satisfied; Transportation Services is recommending an intersection pedestrian signal based on contextual considerations. It is noted that the technical evaluation of Bellamy Road North and Cedar Brae Boulevard as a candidate location for protected pedestrian crossing was completed in advance of City of Toronto's Pedestrian Crossing Protection Device Justification Policy (2025.IE22.4). Refer to Attachment 4 for full details of the technical analysis.

This proposal was shared with the community during phase 2 of consultation and received a positive level of community support, with support (47%) outweighing opposition (18%), alongside a notable portion of respondents who are neutral or undecided (35%). A comprehensive summary of feedback received in Phase 2 of public consultation is posted on the project webpage at toronto.ca/ EglintonBendaleStreets.

Danforth Road and Perivale Crescent

The intersection of Danforth Road and Perivale Crescent is a 'T'-type intersection, with Perivale Crescent stop-controlled and Danforth Road operating under free-flow conditions. Based on a turning movement count conducted in April 2023, the intersection experiences a total vehicular volume of 8,845 vehicles over the study period and 107 pedestrians. The intersection is also served by the TTC, with bus stops on the north side accommodating routes 16 McCowan and 316 Kingston Rd–McCowan.

There are four signalized intersections along Danforth Road that provide protected crossing opportunities. However, in the segment north of Perivale Crescent and near the commercial plaza there is no protected crossing between Barrymore Road and Lawrence Avenue. This gap leads to frequent mid-block crossings, reducing predictability for drivers.

A map of the proposed location for a traffic control signal at Trudelle Street and Bellamy Road North has been provided in Attachment 5. The numerical warrants for the installation of the proposed traffic control signals are not satisfied; Transportation Services is recommending an intersection pedestrian signal based on contextual considerations. It is noted that the technical evaluation of Danforth Road and Perivale Crescent as a candidate location for protected pedestrian crossing was completed in advance of City of Toronto's Pedestrian Crossing Protection Device Justification Policy (2025.IE22.4). The Ontario Traffic Manual (OTM) Book 12 justification was used in the absence of local policy. Refer to Attachment 6 for full details of the technical analysis.

In consultation and coordination with the TTC, and subject to approval and installation of the proposed protected pedestrian crossing, the TTC stops at Hollyhedge Drive will be relocated southward to better align with the signalized crossing. These relocations, to be advanced by the TTC following the crossing improvements, will improve access to safer and more direct crossing opportunities for transit users traveling to and from the stops.

This proposal was shared with the community during phase 2 of consultation and received a positive level of community support, with support (50%) outweighing opposition (21%), alongside a notable portion of respondents who are neutral or undecided (29%). A comprehensive summary of feedback received in Phase 2 of public consultation is posted on the project webpage at toronto.ca/ EglintonBendaleStreets.

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

CONTACT

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SIGNATURE

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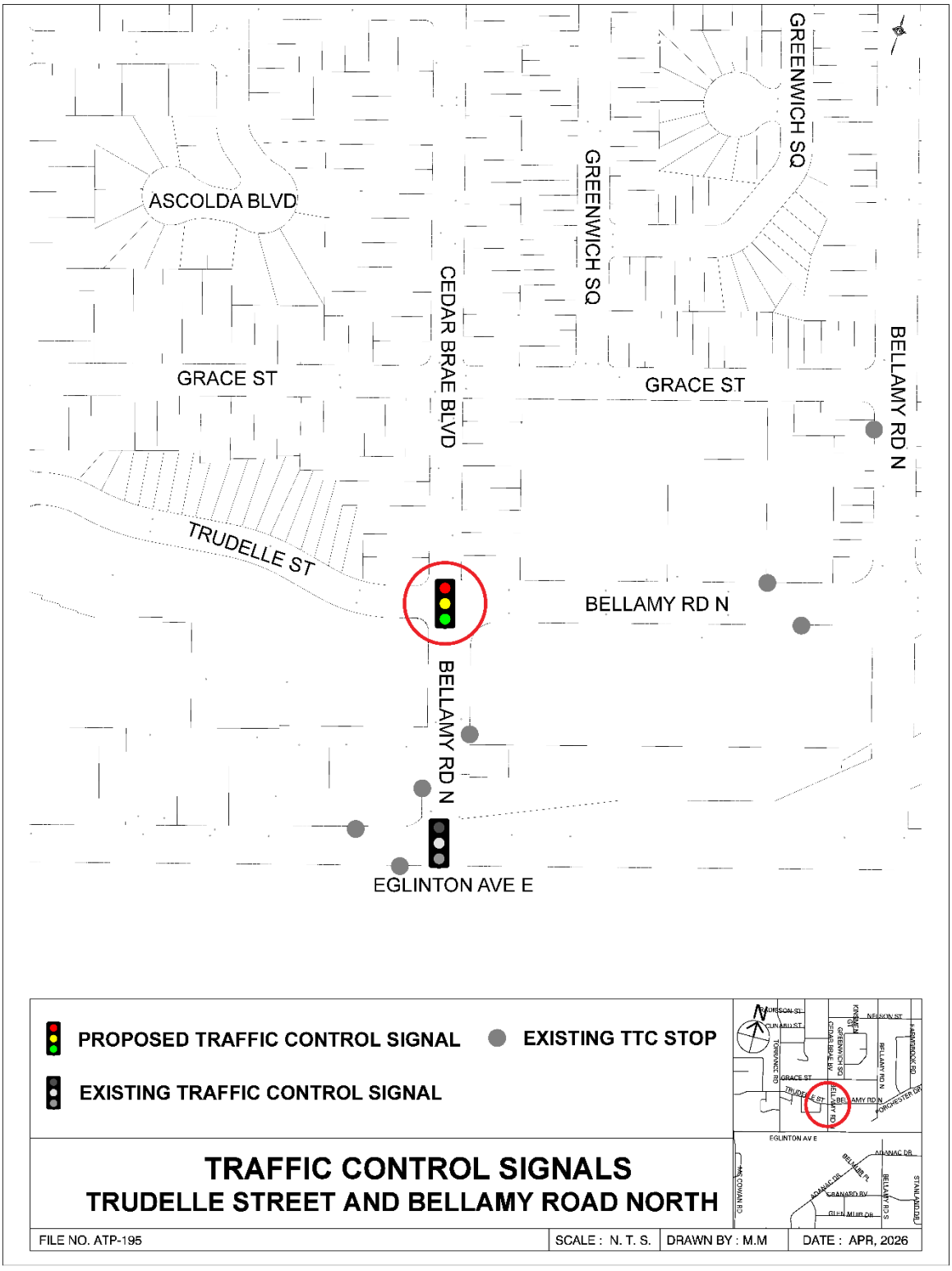
ATTACHMENTS

Attachment 1: Map - Traffic Control Signal - Trudelle Street and Bellamy Road North
Attachment 2: Technical Analysis - Traffic Control Signal - Trudelle Street and Bellamy Road North
Attachment 3: Map - Traffic Control Signal - Bellamy Road North and Cedar Brae Boulevard
Attachment 4: Technical Analysis - Traffic Control Signal - Bellamy Road North and Cedar Brae Boulevard
Attachment 5: Map - Traffic Control Signal - Danforth Road and Perivale Crescent
Attachment 6: Technical Analysis - Traffic Control Signal - Danforth Road and Perivale Crescent

Attachment 1: Map - Traffic Control Signal - Trudelle Street and Bellamy Road North



Attachment 2: Technical Analysis - Traffic Control Signal - Trudelle Street and Bellamy Road North

The technical evaluation of Trudelle Street and Bellamy Road North as a candidate location for traffic control signal was completed using the Ontario Traffic Manual (OTM) Book 12 justification.

Existing Conditions

The intersection of Trudelle Street and Bellamy Road North is a four-leg intersection controlled by stop signs on all approaches. At this location, Trudelle Street (east and south legs) intersects with Bellamy Road North, a minor arterial, while the north leg continues as Cedarbreae Boulevard, a local road. A high volume of vehicles turn from Eglinton Avenue East onto Bellamy Road North to travel northbound. The adjacent land use is residential.

Trudelle Street is characterized by the following conditions:

- It is an east–west collector roadway. It connects Bellamy Road North and Danforth Road.
- It consists of a two-lane cross-section (one lane per direction)
- There are sidewalks located on both sides of the street.

Bellamy Road North is characterized by the following conditions:

- It is a minor arterial and it connects Eglinton Avenue East and Lawrence Avenue East.
- It consists of a four-lane cross-section (two lanes per direction), with some segments including auxiliary turn lanes at intersections.

TTC route 9 (Bellamy) runs on Bellamy Road North and through this intersection.

Traffic Control Signals

The intersection of Trudelle Street and Bellamy Road North was reviewed for traffic control signals. Staff rely on the justification criteria as outlined in the Ontario Traffic Manual (OTM) Book 12. The OTM justification criteria includes factors such as volume of vehicles and pedestrians, delay to cross traffic, and collision history. Staff used vehicle and pedestrian counts conducted on Tuesday July 18, 2023. The results of the counts and collision are summarized in Table 1.

Table 1: Warrant Compliance - Trudelle Street and Bellamy Road North

Justification	Compliance
Minimum vehicular volume	82%
Delay to cross traffic (pedestrians and vehicles)	80%
Collision hazard	40%

To meet the justification criteria for the installation of traffic control signals, one of the justifications must be 100 percent satisfied or both the minimum vehicular volume and delay to cross traffic justifications must be at least 80 percent satisfied. Based on the results, **the numerical warrants for the installation of traffic control signals are satisfied** at the intersection of Trudelle Street and Bellamy Road North.

Attachment 3: Map - Traffic Control Signal - Bellamy Road North and Cedar Brae Boulevard

Attachment 4: Technical Analysis - Traffic Control Signal - Bellamy Road North and Cedar Brae Boulevard

The technical evaluation of Bellamy Road North and Cedar Brae Boulevard as a candidate location for protected pedestrian crossing was completed in advance of City of Toronto's Pedestrian Crossing Protection Device Justification Policy (2025.IE22.4). The Ontario Traffic Manual (OTM) Book 12 justification was used in the absence of local policy.

Existing Conditions

The intersection is a four-leg configuration, with Cedar Brae Boulevard and Banmoor Boulevard stop-controlled, and Bellamy Road North operating under free-flow conditions.

Bellamy Road North is characterized by the following conditions:

- It is a north–south minor arterial roadway.
- It connects Eglinton Avenue East and Lawrence Avenue East.
- It generally consists of a four-lane cross-section (two lanes per direction), with some segments including auxiliary turn lanes at intersections.
- There are TTC bus stops located on both sides of the roadway in this area. Transit activity results in regular pedestrian crossings at this location.
- There is substantial spacing between the nearest controlled crossing opportunities: approximately 425 m to the north (Bellamy and East Park) and 345 m to the south (Amarillo and Bellamy). This excessive distance encourages unsafe mid-block crossings and creates accessibility challenges.

Cedar Brae Boulevard and Banmoor Boulevard **are characterized by the following conditions**

- Local roads with a two-lane cross-section (one lane per direction).
- They provide access to adjacent neighbourhood streets and properties.
- There are no sidewalks along Cedar Brae Boulevard and sidewalk only on the south side of Banmoor Boulevard.

The surrounding land use is predominantly residential, with pedestrian generators such as St. Nicholas Catholic School on the west side and Cedarbrook Public School on the east side. Although these schools are slightly south of the location, they contribute to pedestrian activity and include vulnerable users (children, seniors, and persons with disabilities).

Transportation Services evaluated the potential installation of a Pedestrian Crossover (PXO) and traffic control signals at this location to determine the most appropriate form of pedestrian crossing protection.

Traffic Control Signals

The intersection of Bellamy Road North and Cedar Brae Boulevard was reviewed for traffic control signals. Staff rely on the justification criteria as outlined in the Ontario

Traffic Manual (OTM) Book 12. The OTM justification criteria includes factors such as volume of vehicles and pedestrians, delay to cross traffic, and collision history.

In addition to these technical justifications, staff consider an environmental checklist which includes consideration of road width, posted speed limit, operating speeds, adjacent land uses, pedestrian desire lines and demographics, presence of a transit stop, sight lines, and distance between existing crossing opportunities.

Staff conducted vehicle and pedestrian counts on Wednesday May 28,2025. The results of the counts and collision are summarized in Table 2. In the past two years, there has been one collision involving a cyclist and another resulting from a vehicle turning movement conflict, which could likely have been prevented with the installation of a traffic signal.

Table 2: Warrant Compliance - Bellamy Road North and Cedar Brae Boulevard

Justification	**Compliance**
Minimum vehicular volume	31%
Delay to cross traffic (pedestrians and vehicles)	35%
Collision hazard	75%

To meet the justification criteria for the installation of traffic control signals, one of the justifications must be 100 percent satisfied or both the minimum vehicular volume and delay to cross traffic justifications must be at least 80 percent satisfied.
Based on the results, **the numerical warrants for the installation of traffic control signals are not satisfied** at the intersection of Bellamy Road North and Cedar Brae Boulevard.

Pedestrian Crossover (PXO)

To determine the possibility of installation of a PXO at Bellamy Road North and Cedar Brae Boulevard, staff rely on the justification criteria as outlined in the Ontario Traffic Manual (OTM) Book 12.

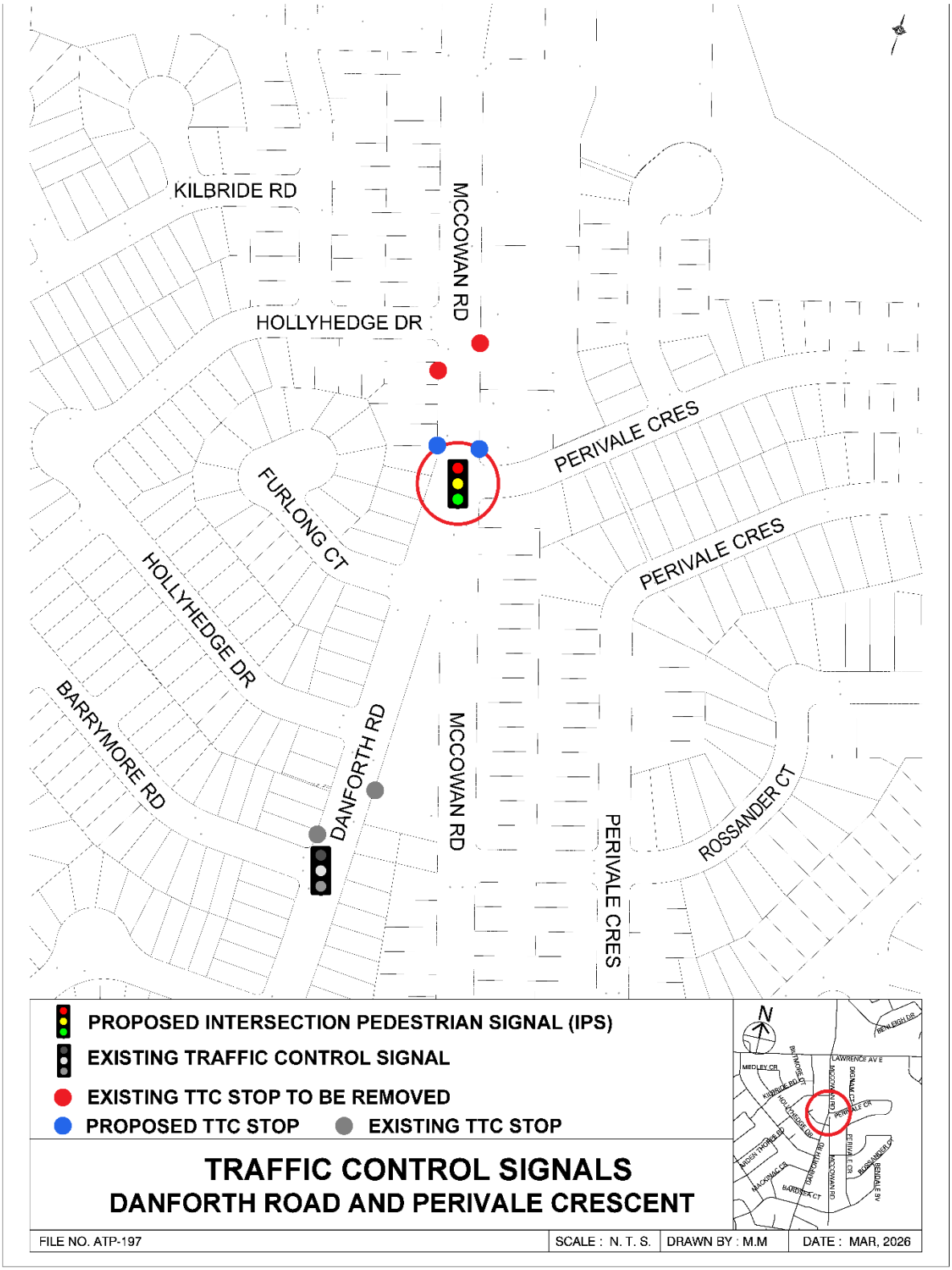
The OTM Book 12 justification framework considers several factors, including vehicular volumes, pedestrian crossing volumes, and pedestrian delay. Staff conducted vehicle and pedestrian counts on Wednesday May 28,2025. With 42 factored pedestrians (69% delayed >10 seconds), the location does not meet the minimum thresholds and **a PXO is not warranted** at this time. In addition, given the volume and speed of motor vehicle traffic on Bellamy Road North, a four-lane minor arterial, the roadway context presents increased crossing complexity and risk, further limiting the suitability of a PXO at this location.

Notwithstanding the numeric warrants not being met, in view of the potential safety and connectivity concerns in the subject section of Bellamy Road North and the long spacing between existing traffic control signals (~ 650 metres), Transportation Services

further **considered the installation of intersection pedestrian signal** on Bellamy Road North at Cedar Brae Boulevard for the following contextual considerations:

- The crossing is located on a minor arterial roadway with higher operating speeds, ranging from 59.4 km/h (85th percentile) to 64.6 km/h (95th percentile), and an average daily traffic volume of approximately 15,760 vehicles, which significantly increases pedestrian exposure risk.
- There is substantial spacing between the nearest controlled crossing opportunities: approximately 425 m to the north (Bellamy and East Park) and 345 m to the south (Amarillo and Bellamy). This excessive distance encourages unsafe mid-block crossings and creates accessibility challenges.
- The surrounding residential land use and the presence of two schools in the area. A review of the pupil yield data indicates that students attending St. Nicholas Catholic School and Cedarbrook Public School are distributed on both sides of Bellamy Road North, and the addition of a crossing at this location would facilitate safer access for students who need to cross Bellamy Road North to reach their schools from the surrounding area.
- Observed pedestrian activity, while below warrant thresholds, shows a high proportion of delays greater than 10 seconds (69%), indicating difficulty in finding safe crossing gaps.
- Two TTC stops at this intersection create a strong pedestrian desire line for crossing.

Attachment 5: Map - Traffic Control Signal - Danforth Road and Perivale Crescent



Attachment 6: Technical Analysis - Traffic Control Signal - Danforth Road and Perivale Crescent

The technical evaluation of Danforth Road and Perivale Crescent as a candidate location for protected pedestrian crossing was completed in advance of City of Toronto's Pedestrian Crossing Protection Device Justification Policy (2025.IE22.4). The Ontario Traffic Manual (OTM) Book 12 justification was used in the absence of local policy.

Existing Conditions

The intersection of Danforth Road and Perivale Crescent is a 'T'-type intersection, with Perivale Crescent stop-controlled and Danforth Road operating under free-flow conditions. There are four signalized intersections along Danforth Road that provide protected crossing opportunities.
However, in the segment north of Perivale Crescent and near the commercial plaza there is no protected crossing between Barrymore Road and Lawrence Avenue. This gap leads to frequent mid-block crossings, reducing predictability for drivers.

Danforth Road is characterized by the following conditions: It is a high-volume, north–south major arterial roadway.

- Land uses along both sides are primarily residential.
- It generally consists of a four-lane cross-section (two lanes per direction), with some segments including a centre two-way left-turn lane or auxiliary turn lanes at intersections
- There is substantial spacing between the nearest controlled crossing opportunities. The nearest signalized ped crossing are at Lawrence Avenue East & McCowan Road (approximately 400 m away) and at Danforth Road & Barrymore Road (approximately 182 m south).
- The posted speed on Danforth Rd is 50 km/h. A 2023 study shows 85th percentile speeds of 64.0 km/h and 95th percentile speeds of 69.6 km/h. Another study on Danforth Rd between Furlong Court and McCowan Road recorded 85th percentile speeds of 73.4 km/h and 95th percentile speeds of 79.2 km/h.
- Review of data shows no KSI and no collisions involved a pedestrian.
- North of Perivale Crescent on the east side, several plazas and retail uses are present. These commercial uses generate notable pedestrian crossing demand.
- There are bus stops on both sides of the roadway in this area. Transit activity further reinforces pedestrian desire lines across the corridor.
- Perivale Crescent is characterized by the following condition:
- It is a local roadway.
- It generally operates as a two-lane cross-section (one lane per direction)
- Land use along the corridor is residential.
- It functions as a crescent, connecting to Danforth Road.
- It provides access to adjacent residential properties and west Highland Creek and Hague Park.
- There are sidewalks located on both sides of the street

Transportation Services has reviewed the possibility of installation of either a PXO or traffic control signals at this location to determine if either device should be recommended as an appropriate pedestrian crossing protection.

Traffic Control Signals

The intersection of Danforth Road and Perivale Crescent was reviewed for traffic control signals. Staff rely on the justification criteria as outlined in the Ontario Traffic Manual (OTM) Book 12. The OTM justification criteria includes factors such as volume of vehicles and pedestrians, delay to cross traffic, and collision history.

In addition to these technical justifications, staff consider an environmental checklist which includes consideration of road width, posted speed limit, operating speeds, adjacent land uses, pedestrian desire lines and demographics, presence of a transit stop, sight lines, and distance between existing crossing opportunities.

Staff used the vehicle and pedestrian counts conducted on Tuesday April 18,2023. The results of the counts and collision are summarized in Table 3.

Table 3: Warrant Compliance - Danforth Road and Perivale Crescent

Justification	Compliance
Minimum vehicular volume	98%
Delay to cross traffic (pedestrians and vehicles)	63%
Collision hazard	40%

To meet the justification criteria for the installation of traffic control signals, one of the warrants must be 100 percent satisfied, or both the minimum vehicular volume and delay to cross traffic warrants must be at least 80 percent satisfied.
Based on the results, **the numerical warrants for the installation of traffic control signals are not satisfied at this location**. The minimum vehicular volume warrant achieved 98 percent compliance, slightly below the required 100 percent, while the delay to cross traffic warrant achieved only 63 percent compliance. In addition, the collision hazard warrant achieved 40 percent compliance, which is well below the required threshold.

Pedestrian Crossover (PXO)

To determine the need for a PXO at Danforth Road and Perivale Crescent, staff rely on the justification criteria as outlined in the Ontario Traffic Manual (OTM) Book 12.

The OTM Book 12 justification framework considers several factors, including vehicular volumes, pedestrian crossing volumes, and pedestrian delay. Staff used the vehicle and pedestrian counts conducted on Tuesday April 18,2023. With 82 pedestrians observed during the study period (34% experiencing delays greater than 10 seconds), the location does not meet the minimum thresholds and **a PXO is not warranted** at this time. In addition, given the high vehicular volumes (8,845 vehicles over the 8-hour period) on

McCowan Road, the roadway context presents increased crossing complexity and risk, further limiting the suitability of a PXO at this location.

While the numeric warrants not being met, in view of the potential safety and connectivity concerns in the subject section of Danforth Road and the long spacing between existing traffic control signals (~ 582 metres), Transportation Services further **considered the installation of traffic control signals** on of Danforth Road and Perivale Crescent for the following contextual considerations:

- The nearest signalized crossings are located at Lawrence Avenue East and McCowan Road (approximately 400 m away) and at Danforth Road and Barrymore Road (approximately 182 m south), increasing exposure and risk for pedestrians.
- Perivale Crescent serves as an important access route to West Highland Creek and Hague Park, contributing to crossing demand.
- A strong pedestrian desire line exists at this location, driven by nearby commercial plaza and TTC bus stops on both sides of Danforth Road, including at Hollyhedge Drive.