

Pedestrian Crossing Protection and Parking Amendments - Goldhawk Trail

Date: May 11, 2026

To: Scarborough Community Council

From: Director, Enforcement and Street Management, Transportation Services

Wards: Ward 23, Scarborough North

SUMMARY

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

Transportation Services has reviewed the need for pedestrian crossing protection on Goldhawk Trail in the vicinity of Banting and Best Public School. Based on the assessment undertaken, Transportation Services is recommending the installation of a pedestrian crossover (PXO) on Goldhawk Trail at a point 45 metres south of Enchanted Hills Crescent. The PXO will provide enhanced safety for vulnerable road users.

Transportation Services is also requesting approval to amend the parking regulations on the west side of Goldhawk Trail, fronting Banting and Best Public School. The length of existing school bus loading zone will be reduced, and the existing short-term parking will be increased by adding two additional parking spaces. These recommendations have been developed in consultation with the school's administration and Green Communities Canada.

RECOMMENDATIONS

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

1. Scarborough Community Council authorize the installation of a pedestrian crossover on Goldhawk Trail at a point 45 metres south of Enchanted Hills Crescent.
2. Scarborough Community Council amend the existing school bus loading zone in effect from 8:00 a.m. to 5:00 p.m., on the west side of Goldhawk Trail, between a point 133 metres north of Alton Towers Circle (north intersection) and a point 31 metres further north, to be in effect, between a point 65 metres south of a point opposite Enchanted Hills Crescent and 14 metres further south.

3. Scarborough Community Council amend the existing maximum 30-minute parking in effect from 8:00 a.m. to 4:00 p.m., Monday to Friday, on the west side of Goldhawk Trail, between a point 47 metres south of a point opposite Enchanted Hills Crescent and a point 114 metres further south, to be in effect, between a point 79 metres south of a point opposite Enchanted Hills Crescent and a point 110 metres further south.

FINANCIAL IMPACT

The estimated cost for installing a PXO on Goldhawk Trail at a point 45 metres south of Enchanted Hills Crescent is \$150,000.00. Funding would be subject to availability and competing priorities within the Transportation Services 2026 Capital Budget.

The signage costs associated with the proposed parking amendments are approximately \$1,000.00. Funding is available within the Transportation Services 2026 Operating Budget.

DECISION HISTORY

This report addresses a new initiative.

COMMENTS

Transportation Services received a request from Green Communities Canada, with support from the Councillor's Office and the administration of Banting and Best Public School, to investigate the feasibility of installing pedestrian crossing protection on Goldhawk Trail.

In addition, a request was made to modify the existing school bus loading zone on the west side of Goldhawk Trail, in front of the school, as school buses now use the bus loop within the school property for student pick-up and drop-off. As a result, the adjacent short-term parking area could be increased in length.

Existing Conditions

Goldhawk Trail is characterized by the following conditions:

- It is a two-lane, north-south collector roadway
- It operates two-way traffic on a pavement width of approximately 9 metres
- The daily two-way traffic volume is approximately 4,500 vehicles
- The speed limit is 40 km/h
- Heavy trucks are prohibited at all times
- There is no Toronto Transit Commission (TTC) service provided
- There are sidewalks located on both sides of the street

The adjacent land use in this area is mainly residential, consisting of detached residential dwellings. Area generators of vulnerable road users include Banting and Best Public School, Banting and Best Child Care Centre, and St. John's Presbyterian Church Milliken. The section of Goldhawk Trail, between Raynes Crescent and Alton Towers Circle, is within a designated Community Safety Zone.

The closest adjacent traffic controls are located approximately 130 metres to the north at Raynes Crescent/Strawberry Hills Drive, and approximately 170 metres to the south at Alton Towers Circle (north intersection), both in the form of all-way stop controls.

The parking regulations on Goldhawk Trail are as follows:

West side

- School bus loading zone in effect from 8:00 a.m. to 5:00 p.m., between a point 133 metres north of Alton Towers Circle (north intersection) and a point 31 metres further north
- Maximum 30-minute parking from 8:00 a.m. to 4:00 p.m., Monday to Friday, between a point 47 metres south of a point opposite Enchanted Hills Crescent and a point 114 metres further south
- No parking from 2:00 a.m. to 6:00 a.m., between Alton Towers Circle (north intersection) and Alton Towers Circle (south intersection)
- Maximum three-hour statutory parking at all other times, where permitted

East side

- No stopping from 8:00 a.m. to 4:00 p.m., Monday to Friday, between Alton Towers Circle (north intersection) and Enchanted Hills Crescent
- No parking from 2:00 a.m. to 6:00 a.m., between Alton Towers Circle (north intersection) and Alton Towers Circle (south intersection)
- Maximum three-hour statutory parking at all other times, where permitted

Pedestrian Crossover (PXO)

To determine the need for a PXO at Goldhawk Trail, staff rely on the justification criteria as outlined in the Ontario Traffic Manual (OTM) Book 12. The OTM justification criteria includes two main factors: the volume of vehicles and pedestrians; and pedestrian delay to cross traffic. Based on the traffic volume on Goldhawk Trail, the warrants require a minimum of 736 pedestrians crossing over eight hours. Also, based on the pedestrian crossing volume, at least 75 pedestrians must be delayed more than 10 seconds.

An eight-hour pedestrian volume and delay study was conducted on Goldhawk Trail on February 26, 2025, which recorded the total volume and delays of pedestrians crossing on Goldhawk Trail along the segment between the north side of Enchanted Hills Crescent and a point 50 metres south of Enchanted Hills Crescent.

Seniors, unassisted children and people with disabilities that are observed crossing are given a higher weighting by a factor of two. The adjusted volume of pedestrians observed crossing was 86; of these, 21 experienced a delay greater than 10 seconds.

The compliance level of the study results in relation to the warrant criteria is shown in Table 1 below.

Table 1: Pedestrian Crossover Warrant Criteria and Compliance on Goldhawk Trail at a point 45 metres south of Enchanted Hills Crescent

Criteria	Compliance
Pedestrian Volume	12 percent
Pedestrian Delay	28 percent

In order to meet the warrant criteria, 100 percent compliance is required in both categories. Based on the results of the study, a PXO is not technically justified as the compliance levels did not meet the minimum requirements.

Staff also reviewed the collision history. Collision statistics provided by the Toronto Police Service for the three-year period ending February 28, 2026, disclosed that no collisions were reported within the subject segment of Goldhawk Trail.

In addition to the technical criteria, consideration of the surrounding area is given and in some cases engineering judgement may be applied to recommend a PXO even if the number of pedestrians do not meet the threshold of the technical warrants.

An environmental safety audit was completed to ensure that the installation of a potential PXO would be appropriate at this location. Based on the evaluation, a PXO would be a suitable type of pedestrian crossing protection at this location. Details of the evaluation are included in Attachment 1.

Notwithstanding the numeric warrants not being met, in view of the potential safety and connectivity concerns in the subject section of Goldhawk Trail, Transportation Services further considered the installation of a PXO on Goldhawk Trail at a point 45 metres south of Enchanted Hills Crescent based on the following considerations:

- Banting and Best Public School, Banting and Best Child Care Centre, and St. John's Presbyterian Church Milliken are located on the west side of Goldhawk Trail, which are generators of vulnerable road users.
- There is immediate access to the pedestrian pathway located on the north side of the school.
- Pedestrian desire lines between the residential area east of Goldhawk Trail and the west area which includes Banting and Best Public School, Banting and Best Child Care Centre, and St. John's Presbyterian Church Milliken
- The pedestrian route on the east side of Goldhawk Trail, via Enchanted Hills Crescent leading to McCowan Road, and those on the west side leading to Raynes Crescent, Dawnmist Crescent, and Goldhawk Park.

In considering the above reasons, Transportation Services recommends the installation of a pedestrian crossover on Goldhawk Trail at a point 45 metres south of Enchanted Hills Crescent.

Proposed Parking Changes

The administration of Banting and Best Public School, in partnership with Green Communities Canada, requested that Transportation Services shorten the length of the existing school bus loading zone on the east side of Goldhawk Trail and reallocate a portion of that space to short-term parking. This request reflects current school operations, as the school primarily utilizes the on-site school traffic loop for school bus pick-ups and drop-offs.

As the section immediately north of the proposed school bus loading zone is required to be designated as no stopping anytime to comply with statutory stopping prohibitions adjacent to the proposed PXO, short-term parking cannot be recommended in this location. Therefore, to compensate for the removal of the portion of the school bus loading zone that was previously requested to be converted to short-term parking, staff recommend the addition of two parking spaces immediately south of the existing 30-minute parking limit area.

A map of the area is included in Attachment 2.

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

CONTACT

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SIGNATURE

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ATTACHMENTS

Attachment 1: Environmental Safety Audit - PXO - Goldhawk Trail at a point 45 metres south of Enchanted Hills Crescent
Attachment 2: Map - Parking Amendments and PXO - Goldhawk Trail

Attachment 1: Environmental Safety Audit - PXO - Goldhawk Trail at a point 45 metres south of Enchanted Hills Crescent

Standard	Comments	Standard Met/Not Met
Vehicle operating speed less than 60 km/h	The posted speed limit on Goldhawk Trail 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	Goldhawk Trail is two lanes wide	Met
Traffic volume not more than 35,000 vehicles per day	Goldhawk Trail carries approximately 4,500 vehicles per day.	Met
No significant volume of turning movements	The proposed PXO is located at a mid-block location	Met
No visibility problems exist for either pedestrians or motorists	The proposed PXO is located north of the utility box, and the required upstream and downstream No Stopping zones are provided	Met
No loading zones (including TTC) in the immediate area	The SBLZ is 15 metres south of the proposed PXO	Met
No driveways or entrances nearby	Residential driveways with minimal impact	Met
Spacing is not less than 200 metres to another pedestrian crossover or traffic control signal	All-way stop controls are located 130 metres to the north at Raynes Crescent/ Strawberry Hills Drive, and 170 metres to the south at Alton Towers Circle (north intersection) in the form of	Met

Attachment 2: Map - Parking Amendments and PXO - Goldhawk Trail

