

Traffic Control Signals and Parking Amendments - Kingston Road and Blantyre Avenue

Date: May 13, 2026

To: Scarborough Community Council

From: Director, Enforcement and Street Management, Transportation Services

Wards: Ward 20, Scarborough Southwest

SUMMARY

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

Transportation Services is requesting approval to install traffic control signals at the intersection of Kingston Road and Blantyre Avenue, and to remove the existing pedestrian refuge island (PRI) on Kingston Road, approximately 95 metres west of Blantyre Avenue.

While our analysis indicates that based on the current motor vehicle volumes, delays and collisions, the installation of traffic control signals is not technically warranted, we are recommending the installation at Kingston Road and Blantyre Avenue due to several factors:

- PRI's do not provide right-of-way for pedestrians and are not considered an enhanced form of pedestrian crossing protection.
- The heavy traffic on the four-lane cross section of Kingston Road poses potential safety concerns for pedestrians crossing at the PRI to access the businesses located on either side of Kingston Road in the vicinity of the PRI.
- Improve pedestrian access at the intersection of Kingston Road and Blantyre Avenue to TTC bus stops located on both sides of Kingston Road.
- The distance between the nearest protected pedestrian crossings (traffic control signals) on Kingston Road is approximately 440 metres.

The installation of traffic control signals and removal of the PRI will provide enhanced safety for all road users and is justified based on the assessment undertaken.

In addition, the PRI removal will also necessitate parking changes. Previously, parking had been prohibited at all times on both sides of Kingston Road, adjacent to the PRI. With the PRI removal, parking can be re-instated in these areas, adding approximately seven spaces.

RECOMMENDATIONS

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

1. City Council authorize the installation of traffic control signals at the intersection of Kingston Road and Blantyre Avenue.
2. City Council authorize the removal of the pedestrian refuge island on Kingston Road at a point approximately 120 metres east of Victoria Park Avenue, in conjunction with the installation of traffic control signals at the intersection of Kingston Road and Blantyre Avenue, as set out in Recommendation 1 above.
3. City Council rescind the existing parking prohibition in effect at all times on the north side of Kingston Road, between a point 76 metres east of Victoria Park Avenue and a point 75 metres further east.
4. City Council rescind the existing parking prohibition on the south side of Kingston Road, between a point 103 metres east of Victoria Park Avenue and a point 48 metres further east.
5. City Council rescind the existing parking machine regulation in effect from 9:00 a.m. to 9:00 p.m., Monday to Friday, from 8:00 a.m. to 9:00 p.m., Saturday, and from 1:00 p.m. to 9:00 p.m., Sunday at a rate of \$3.25 per hour and for a maximum period of three hours, on the north side of Kingston Road, between a point 151 metres east of Victoria Park Avenue and a point 77 metres east of Fallingbrook Road.
6. City Council amend the existing parking machine regulation in effect from 9:00 a.m. to 9:00 p.m., Monday to Friday, from 8:00 a.m. to 9:00 p.m., Saturday, and from 1:00 p.m. to 9:00 p.m., Sunday at a rate of \$3.25 per hour and for a maximum period of three hours, on the north side of Kingston Road, between Victoria Park Avenue and a point 61 metres east of Victoria Park Avenue to be in effect from Victoria Park Avenue and a point 77 metres east of Fallingbrook Road.
7. City Council rescind the existing parking machine regulation in effect from 9:00 a.m. to 4:00 p.m., 6:00 p.m. to 9:00 p.m., Monday to Friday, from 8:00 a.m. to 9:00 p.m., Saturday, and from 1:00 p.m. to 9:00 p.m., Sunday at a rate of \$3.25 per hour and for a maximum period of three hours, on the south side of Kingston Road, between a point 151 metres east of Victoria Park Avenue and a point 38.5 metres west of Blantyre Avenue.

8. City Council amend the existing parking machine regulation in effect from 9:00 a.m. to 4:00 p.m., 6:00 p.m. to 9:00 p.m., Monday to Friday, from 8:00 a.m. to 9:00 p.m., Saturday, and from 1:00 p.m. to 9:00 p.m., Sunday at a rate of \$3.25 per hour and for a maximum period of three hours, on the south side of Kingston Road, between Victoria Park Avenue and a point 103 metres west of Victoria Park Avenue to be in effect between Victoria Park Avenue and Blantyre Avenue.

9. City Council rescind the existing parking prohibition on the south side of Kingston Road, between Blantyre Avenue and a point 38.5 metres west.

FINANCIAL IMPACT

The estimated cost for installing traffic control signals at the intersection of Kingston Road, the removal of the PRI at a point approximately 120 metres east of Victoria Park Avenue, and the associated parking changes on Kingston Road, is \$300,000.00. Funding would be subject to availability and competing priorities within the Transportation Services 2026 Capital Budget.

DECISION HISTORY

This report addresses a new initiative.

COMMENTS

Transportation Services received a request from the Ward Councillor to investigate the feasibility of installing traffic control signals at the intersection of Kingston Road and Blantyre Avenue. In addition, as part of a city-wide review of existing pedestrian refuge islands (PRIs), staff assessed the potential removal of the PRI on Kingston Road, west of Blantyre Avenue, in conjunction with the installation of traffic control signals.

The primary function of the subject PRI is to provide protection for pedestrians crossing Kingston Road. There are protected pedestrian crossings at approximately 120 metres to the west and 300 metres to the east of the subject PRI. However, many pedestrians still prefer to cross at the PRI as it provides the most direct route between the residential buildings and the neighbourhood facilities. Removing the PRI alone, without providing a signalized protected crossing, could potentially become a safety hazard, as local residents are habituated to crossing at this location and may continue to cross mid-block without any protection.

In the absence of the PRI, pedestrian crossings would be accommodated at the proposed traffic signals at Kingston Road and Blantyre Avenue, about 95 metres to the east, which would offer a new, protected, and centrally located crossing. In addition, the existing signalized intersection at Kingston Road and Victoria Park Avenue would continue to accommodate a portion of the crossing demand.

Existing Conditions

Kingston Road is characterized by the following conditions:

- It is a four-lane, east-west, major arterial roadway
- It operates two-way traffic on a pavement width of approximately 14.5 metres
- The daily two-way traffic volume is approximately 26,000 vehicles
- The speed limit is 40 km/h
- There is TTC service provided by 12 Kingston Road bus
- There are sidewalks located on both sides of the street

Blantyre Avenue is characterized by the following conditions:

- It is a two-lane north-south roadway, classified as a collector north of Kingston Road and local south of Kingston Road.
- It operates two-way traffic on a pavement width of approximately 8.5 metres.
- The daily two-way traffic volume is approximately 2,500 vehicles
- The speed limit is 40 km/h north of Kingston Road and 30 km/h south of Kingston Road
- Heavy trucks are prohibited at all times
- There is no TTC service provided
- There are sidewalks located on both sides of the streets

Blantyre Avenue is stop-controlled at its intersection with Kingston Road, while Kingston Road operates under free-flow conditions. The north and south legs of Blantyre Road are slightly offset at Kingston Road. Westbound left turns are prohibited from 7:00 a.m. to 9:00 a.m., Monday to Friday.

The land use in the area mainly consists of single-family residential dwellings and multi-unit residential buildings with ground-floor commercial uses. A gas station is located at the southeast corner of Kingston Road and Blantyre Avenue, and a proposed multi-unit development is planned for the southwest corner.

The closest adjacent traffic controls on Kingston Road are located approximately 200 metres to the east at Fallingbrook Road and approximately 220 metres to the west at Victoria Park Avenue, both in the form of traffic control signals.

A map of the area is included in Attachments 1 and 2.

Traffic Control Signals

To determine the need for traffic control signals at the intersection of Kingston Road at Blantyre Avenue, 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.

As part of the investigation, staff conducted vehicle and pedestrian counts on November 5, 2025, at the subject intersection. The results of the counts and collision hazard are summarized in Table 1. The "Collision hazard" criterion is based on the number of collisions potentially preventable by the installation of traffic control signals. Collision history provided by the Toronto Police Service for the three-year period ending January 1, 2026, disclosed five collisions at the subject intersection that were potentially preventable by the installation of traffic control signals. None of these collisions involved a pedestrian or cyclist.

Table 1: Warrant Compliance - Kingston Road at Blantyre Avenue

Justification	Compliance level
Minimum vehicular volume	76%
Delay to cross traffic (pedestrians and vehicles)	64%
Collision hazard	33%

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 in Table 1, the numerical warrants for the installation of traffic control signals are not satisfied at the subject intersection at this time.

Notwithstanding the numeric warrants not being met, in view of the potential safety and connectivity concerns in the subject section, the four-lane cross-section, as well as the pedestrian generators in the area, the long spacing between existing traffic control signals, and the removal of the existing PRI, Transportation Services further considered the installation of traffic signals on Kingston Road for the following reasons:

- the long spacing between pedestrian crossing protections on Kingston Road (440 metres)
- the presence of transit stops in both directions on Kingston Road that attract pedestrians to cross the street
- The four-lane cross-section of Kingston Road, along with nearby pedestrian generators, including retail businesses that may encourage pedestrian crossings
- PRI's do not provide right-of-way for pedestrians and are not considered an enhanced form of pedestrian crossing protection
- Vulnerable road users requiring to cross Kingston Road may find this environment challenging. Installing traffic control signals here would provide a safe, designated crossing point and help consolidate multiple unprotected crossings into one controlled location

In considering the above reasons, Transportation Services recommends the installation of traffic control signals at Kingston Road and Blantyre Avenue as it will provide enhanced safety for all road users.

Consultation with TTC

The TTC has been consulted and raised no major concerns regarding the proposed traffic control signals at the subject intersection.

Parking Changes

Parking is currently prohibited at all times on both sides of Kingston Road in the vicinity of the PRI. These regulations appears to have originally been enacted in 1997 by the former Metropolitan Toronto and it is assumed they were introduced to keep the sightlines clear for east-west motorists viewing pedestrians crossing north-south as they approach the PRI. The parking prohibitions were subsequently adjusted in 2022 as part of the introduction of pay parking in this section of Kingston Road, as there were minor discrepancies between the by-laws and the posted signage.

Currently, the no parking sections on the north and south sides of Kingston Road are 75 metres and 48 metres long, respectively. With the removal of the PRI, the parking prohibitions can be rescinded and pay parking can be implemented in these areas, outside of the existing weekday morning and afternoon peak period stopping prohibitions. As a result of this change, approximately seven parking spaces will be added to Kingston Road. These changes are covered by Recommendations 3-8.

Additionally, there is also a by-lawed parking prohibition in effect at all times on the south side of Kingston Road, between Blantyre Avenue and a point 38.5 metres west. It was not possible to determine the origin or rationale for this parking prohibition. However, with the introduction of traffic control signals, it will no longer be required, as there are statutory corner parking prohibitions associated with this intersection control. Accordingly, it can be rescinded as well. This change is covered by Recommendation 9.

Other Considerations

It should be noted that the installation of traffic control signals will have the following additional impacts:

- There will be a loss of approximately two parking spaces on Blantyre Avenue associated with the installation of traffic control signals at this intersection. However, as noted above, this will be more than offset with the parking additions associated with the PRI removal.
- There is potential for increase in delays to transit service on Kingston Road.
- The potential of traffic infiltration that may increase traffic volumes on Blantyre Avenue, as it becomes easier for motorists to enter Kingston Road.

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

CONTACT

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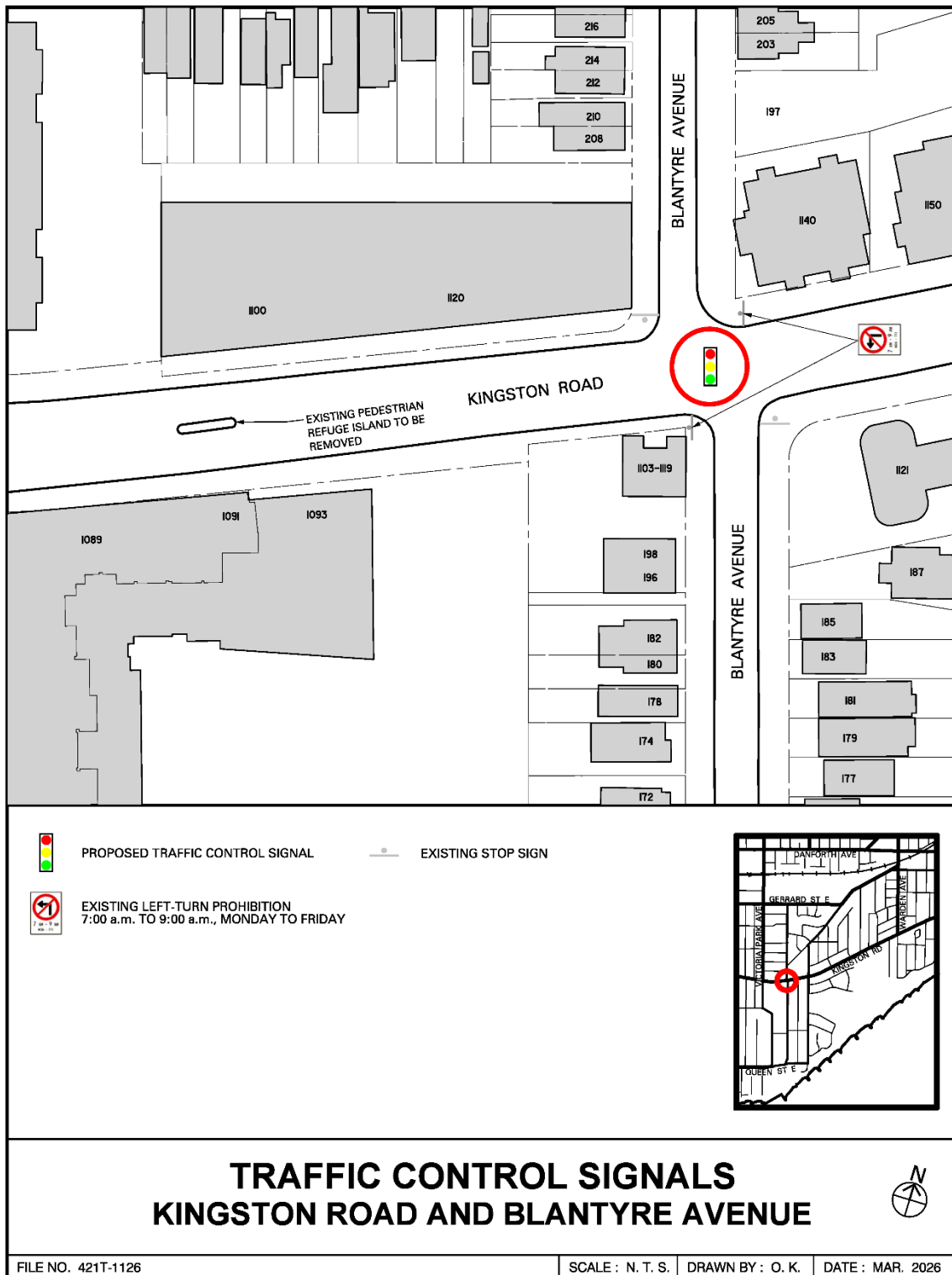
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Mike Barnet, P. Eng.
Director, Enforcement and Street Management, Transportation Services

ATTACHMENTS

Attachment 1: Map - Traffic Control Signals - Kingston Road and Blantyre Avenue
Attachment 2: Map - Parking Amendments - Kingston Road

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