

Road Alteration - Morrish Road Operational Closure at Highway 2A/Military Trail

Date: June 22, 2026

To: Scarborough Community Council

From: Director, Enforcement and Street Management, Transportation Services

Wards: Ward 25, Scarborough-Rouge Park

SUMMARY

Transportation Services, in collaboration with Development Review, is requesting City Council authorization to implement road alterations at Highway 2A/Military Trail as an interim measure to achieve the goals of the Highland Creek Village Transportation Master Plan (TMP). This work will comprise the following:

- The closure of the south end of Morrish Road through the installation of a cul-de-sac
- The closure of the Highway 2A/Kingston Road off-ramp to Morrish Road
- Associated roadway and geometric modifications
- The delivery of pedestrian connections and landscaping on the closed portion of Morrish Road
- Required traffic by-law amendments

The TMP was adopted by City Council in May 2021 and provides the policy context for the proposed changes.

Vehicular access to/from Highway 2A/Kingston Road would be maintained via right-in and right-out movements at Military Trail, using the existing westbound curb lane, with all other turn restrictions remaining unchanged. The proposed road alterations are expected to enhance pedestrian safety, improve streetscape conditions, and reduce pedestrian–vehicle conflicts while maintaining acceptable roadway operations.

All design and construction costs associated with the road alterations, including public realm improvements, will be delivered by the developer of 1650 Military Trail through the Section 37 agreement.

RECOMMENDATIONS

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

1. City Council authorize the operational closure of the south end of Morrish Road at Highway 2A/Military Trail through the installation of a cul-de-sac, and direct that all associated roadway modifications, including the physical construction of the cul-de-sac and required geometric adjustments, be implemented generally in accordance with the Highland Creek Village Transportation Master Plan and the design plans submitted in support of the development at 1650 Military Trail, as shown in Appendix 1 to the report (June 22, 2026) from the Director, Enforcement and Street Management, Transportation Services.
2. Subject to approval of Recommendation 1 above, City Council amend the existing no parking anytime restriction on the west side of Morrish Road, between Kingston Road and Old Kingston Road, to be in effect between Old Kingston Road and the south end of Morrish Road.
3. Subject to approval of Recommendation 1 above, City Council rescind the existing one-way counter-clockwise traffic operation on Kingston Road channelization loop, between Kingston Road and Military Trail.
4. Subject to approval of Recommendation 1 above, City Council designate the northerly westbound lane on Highway 2A/Kingston Road, between Military Trail and a point 30.5 metres east, for right-turns only, buses excepted.
5. City Council reduce the speed limit from 50 km/h to 40 km/h on Military Trail, between Old Kingston Road and Highway 2A/Kingston Road.

FINANCIAL IMPACT

There are no financial implications associated with the adoption of this report. All design and construction work, including the construction of a cul-de-sac at the southern end of Morrish Road, removal of the Highway 2A/Kingston Road off-ramp access to Morrish Road and Military Trail, curb lane reconfiguration on Military Trail, removal of existing hard surfaces, landscaping, and pedestrian connections, will be delivered by the Owner of 1650 Military Trail and secured through a Section 37 Agreement pursuant to the Planning Act. The costs of these works will be offset through a development charge credit against the Roads and Related component of Development Charges, in accordance with the City's Development Charges By-law, resulting in no net financial impact to the City's capital or operating budgets.

Costs associated with the associated removal, relocation, and installation of signage and pavement markings will be borne by the developer and secured through the Site Plan Notice of Approval conditions for 1650 Military Trail development.

DECISION HISTORY

City Council, at its meeting on October 9 and 10, 2024, adopted Item SC16.7 of Scarborough Community Council (1650 Military Trail - Official Plan and Zoning Amendment - Decision Report - Approval), which requires the Owner of 1650 Military Trail to enter into a Section 37 Agreement. This agreement secures both a \$240,000.00 indexed cash contribution toward public realm and streetscape improvements in Highland Creek Village, as well as the detailed design and construction of the Morrish Road cul-de-sac and related roadway and pedestrian infrastructure.

These Section 37-secured obligations establish the delivery mechanism for the Morrish Road operational closure identified in the TMP. This report seeks Council authorization to implement an interim operational phase of that closure, in advance of the ultimate long-term TMP configuration, while maintaining consistency with Council-approved policy and previously adopted planning and transportation decisions. The City Council decision can be found at:

[Agenda Item History - 2024.SC16.7](#)

City Council, at its meeting on May 5 and 6, 2021, adopted Item IE21.10 of the Infrastructure and Environment Committee (Highland Creek Village Transportation Master Plan), endorsing the preferred road, pedestrian, and cycling networks for the Highland Creek Village area. Through adoption of the TMP, Council identified an operational closure of vehicular access at the south end of Morrish Road as part of the ultimate transportation network vision and directed City staff to advance the TMP recommendations, including planned right-of-way widths and new and modified road connections, through subsequent implementation and approvals. The City Council decision can be found at:

[Agenda Item History - 2021.IE21.10](#)

COMMENTS

Consistent with City Council-endorsed policy directions in the Highland Creek Village TMP, the applicant for the development at 1650 Military Trail has submitted detailed civil and landscape plans illustrating the construction of a cul-de-sac at the south end of Morrish Road and the closure of the Highway 2A/Kingston Road off-ramp to Morrish Road, including associated pedestrian connections, landscaping, and roadway modifications. The plans have been prepared in accordance with applicable City design guidelines.

The proposed cul-de-sac and off-ramp closure will eliminate vehicular access to Morrish Road from Highway 2A/Kingston Road and vice versa. This change is intended to advance elements of the ultimate network vision identified in the Highland Creek Village TMP and to improve pedestrian safety and the public realm, reduce pedestrian-vehicle conflicts along Morrish Road, and support the evolving land-use and mobility context within Highland Creek Village. The development is also expected to increase pedestrian activity in the surrounding area.

Vehicular access to/from Highway 2A/Kingston Road will continue to be permitted as right-in/right-out access at Military Trail, consistent with the TMP. In addition, new cycling facilities connecting Highway 2A/Kingston Road and Old Kingston Road will be secured as part of the proposed works through the site plan approval process.

Existing Conditions

Morrish Road, between Old Kingston Road and the south end, 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 1,000 vehicles
- The speed limit is 30 km/h
- Heavy trucks are permitted at all times
- There is no Toronto Transit Commission (TTC) service provided on the subject section of the street
- There are sidewalks located on both sides of the street, extending approximately 45 metres south of Old Kingston Road

Military Trail, between Old Kingston Road and the south end, 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 10 metres
- The daily average two-way traffic volume is approximately 2,000 vehicles
- The speed limit is 50 km/h
- Heavy trucks are permitted at all times
- There is no TTC service provided on the subject section of the street
- There is a sidewalk located on the west side only

The southern ends of Morrish Road and Military Trail do not directly intersect with the north side of Highway 2A/Kingston Road. Instead, they connect in two separate "T" type intersections to a semi-circular, channelization loop that connects to Highway 2A/Kingston Road. The right-of-way for motorists entering this channelization loop is controlled by a stop sign for southbound traffic on Morrish Road, and it is an uncontrolled free flow for southbound traffic on Military Trail.

This channelization loop operates one-way in a counterclockwise direction, with the westernmost connection to Highway 2A/Kingston Road stop controlled.

The subject section of Highway 2A/Kingston Road is characterized by the following:

- It is a six-lane, east-west, expressway
- It operates two-way traffic on a pavement width of approximately 30 metres
- The daily average two-way traffic volume is approximately 39,000 vehicles
- The speed limit is 60 km/h
- Heavy trucks are permitted at all times
- There is TTC service provided by 86, 386 and 986 Scarborough bus routes
- There are sidewalks located on both sides of the street

There are TTC bus stops located at the north and south sides of the subject section of Highway 2A. The adjacent land use in this area is a mix of commercial, industrial and residential homes.

Proposed Changes

The proposed road alterations advance the Highland Creek Village TMP objective of normalizing the Highway 2A/Kingston Road, Military Trail, and Morrish Road intersections. The proposed changes include the elimination of the Highway 2A/Kingston Road off-ramp to Morrish Road through the construction of a cul-de-sac, thereby removing vehicular access to the south end of Morrish Road.

Additional modifications would permit right-in vehicular access from Highway 2A/Kingston Road to Military Trail, utilizing the existing curb lane currently used for TTC bus stop operations. The proposal also removes the direct connection between Morrish Road and Military Trail.

The Morrish Road cul-de-sac is also expected to reduce pedestrian–vehicle interactions at a time when the development will increase pedestrian volumes in the area. The additional sidewalk and pedestrian connections associated with the cul-de-sac will further enhance pedestrian safety. As Military Trail currently accommodates the majority of traffic using the Highway 2A off-ramp, the proposed closure, combined with the new right-in access from Highway 2A to Military Trail, will provide a more direct vehicular access to Military Trail.

The closure will also redirect vehicles currently accessing Highway 2A from Morrish Road via Old Kingston Road to Military Trail, providing a more direct route to Highway 2A/Kingston Road.

The Morrish Road cul-de-sac would require:

- Closure of the westbound Highway 2A/Kingston Road off-ramp to Morrish Road
- Closure of the connection between Morrish Road and Military Trail
- Addition of right-in vehicular access from Highway 2A/Kingston Road to Military Trail

All other existing movement and turn restrictions at Highway 2A/Kingston Road, Military Trail, and Morrish Road would remain unchanged.

A map illustrating the study area and the proposed changes is included as Attachment 1: Proposed Road Closure - Morrish Road.

Operational Review and Benefits

The proposed operational changes implement an interim phase of the road network configuration to achieve the City Council endorsed Highland Creek Village TMP. Consistent with the TMP, the proposed Morrish Road cul-de-sac and closure of the Highway 2A off-ramp remove a direct vehicular interface between Highway 2A and the local street network. This change simplifies vehicle movements, reduces shortcutting and unnecessary through-traffic on Morrish Road, and improves network legibility by directing the majority of Highway 2A access to Military Trail, consistent with its designated collector roadway function.

From an operational perspective, the TMP-supported realignment shifts traffic to a more appropriate and direct north-south corridor while maintaining necessary Highway 2A/Kingston Road access through right-in and right-out movements at Military Trail. Traffic modelling reviewed and relied upon as part of the TMP process demonstrates that the refined road network provides sufficient capacity to accommodate future horizon traffic volumes, with acceptable operations during weekday morning and afternoon peak periods. The interim operational changes proposed in this report are therefore not expected to result in adverse traffic impacts or capacity constraints.

The introduction of the cul-de-sac enables the delivery of enhanced pedestrian connections, sidewalks, and streetscape improvements, addressing existing gaps in the pedestrian network identified through the TMP. These improvements reduce pedestrian-vehicle conflict points at the former ramp interface and create a safer, more comfortable walking environment, particularly important given the anticipated increase in pedestrian activity associated with nearby residential developments.

The proposed changes also support the TMP's broader multi-modal objectives, including the implementation of planned cycling connections between Highway 2A Kingston Road, Military Trail, and Old Kingston Road, and improved transit operations through a more predictable and legible roadway network.

Overall, the proposed operational changes advance Council-approved transportation policy by delivering a coordinated, interim implementation of the Highland Creek Village TMP, balancing efficient vehicular operations with improved conditions for pedestrians, cyclists, and transit users, while supporting the ongoing redevelopment of surplus highway lands within the Village.

Conclusion

The proposed road alterations and related traffic regulation amendments are expected to have minimal impact on overall roadway operations while providing meaningful improvements to pedestrian safety, streetscape quality, and network clarity within Highland Creek Village. The removal of the Highway 2A/Kingston Road off-ramp to Morrish Road, together with the introduction of the Morrish Road cul-de-sac, will reduce pedestrian-vehicle conflict points, support increased pedestrian activity associated with nearby development, and advance Council-endorsed transportation and urban design objectives as per Highland Creek Village TMP for the area.

The proposed rescission and amendment of traffic regulations on Morrish Road and Kingston Road will align existing by-laws with the planned geometric modifications, which include closing vehicular access to and from Morrish Road. Approving these changes will enhance clarity and ensure consistent guidance for all road users.

Housekeeping

As part of the Vision Zero initiative, speed limits on most collector roads were reduced from 50 km/h to 40 km/h, with exceptions for sections characterized by industrial or commercial land uses. One such exception is Military Trail between Old Kingston Road and Highway 2A/Kingston Road. However, given recent changes in the area, including proposed residential development, this section is transitioning toward a predominantly residential land use. Accordingly, it is appropriate to reduce the speed limit to 40 km/h to align with Vision Zero objectives and enhance road safety. Recommendation 5 in this report proposes implementing this speed limit reduction.

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

CONTACT

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SIGNATURE

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ATTACHMENTS

Attachment 1: Proposed Road Closure - Morrish Road

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