

Scarborough Village Streets Plan

Public Drop-In Event

April 16, 2025



Project Overview

In consultation with the local community, the City is developing a Neighbourhood Streets Plan (NSP) for the western portion of the City of Toronto's Scarborough Village neighbourhood. This plan will identify, prioritize and recommend short-term actions and long-term changes to traffic operations and road design to enhance safety for all modes of transportation.

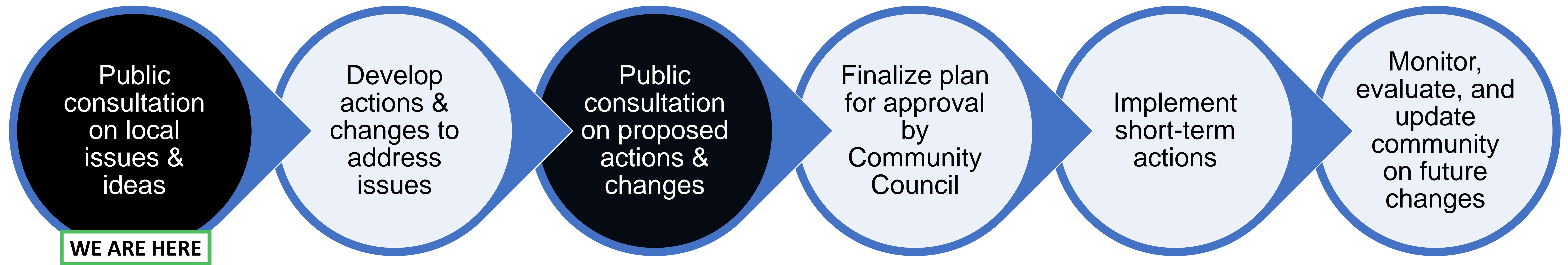
The study area is bound by Bellamy Road South (west), Markham Road (east), CN Railway (north), and an area just south of Kingston Road, including Bellehaven Crescent and Sylvan Park (south).

The Scarborough Village Streets Plan will investigate four main areas of concern in the neighbourhood:

1. Road safety for vulnerable road users (e.g. pedestrians, children, older adults and people cycling)
2. Excessive speeding
3. Excessive motor vehicle traffic on local streets
4. Supporting opportunities for active transportation (walking and cycling)



Developing the Plan



Neighbourhood Streets Plans (NSPs) are a new service for neighbourhoods where traffic and travel patterns challenge the safety and mobility of people using the streets.

Public consultation takes place in two stages shown in the timeline above.

Development of the NSP:

- ✓ Employs a neighbourhood perspective to develop solutions that, together, support local objectives for mobility and safety.
- ✓ Considers the needs of all road users including vulnerable road users (e.g. seniors, school children, pedestrians and people cycling).
- ✓ Assesses network-wide transportation needs, and coordinates with existing projects and planned future connections.
- ✓ Identifies opportunities for quick-build measures that can be implemented within 6-18 months.
- ✓ Identifies opportunities to complete more permanent measures alongside planned road resurfacing or reconstruction.

Data and Guidelines

In addition to public input gathered through the first phase of consultation, data that will be used to develop the NSP includes:



- **Traffic data** such as vehicle volumes, speeds, pedestrian volume counts, and turning movement counts at intersections. Used to identify issues, confirm community reported issues, and determine appropriate changes.



- **Collision data** collected by Toronto Police Services. Focused on collisions involving vulnerable road users and resulting in death or serious injury.



- **Reports and requests from the public and local Councillor.** Calls to 311 about traffic operations and road safety.



- **Site visits and observations in the neighbourhood**



The City follows guidelines to inform the design of streets for all road users.

- **Traffic Calming:** Physical features intended to alter driver behaviour and improve safety conditions for everyone who uses the street.
- **Vision Zero:** An action plan and measures focused on reducing traffic-related fatalities and serious injuries on our streets.
- **Complete Streets:** Provide safe routes for people walking or cycling, expand our tree canopy, and help manage stormwater.
- **TransformTO Climate Change Action Plan** commits to converting 75% of trips under five kilometres to walking, cycling or transit.
- **Toronto Seniors Strategy:** Holistic plan to enhance seniors' well-being, inclusion, and quality of life through accessible programs, supportive policies, and community partnerships.



Plan Components

Actions and changes that will be studied and proposed in the NSP are organized by four categories:



Road Safety

Conflicts between road users can be addressed through operational measures and through providing dedicated space.



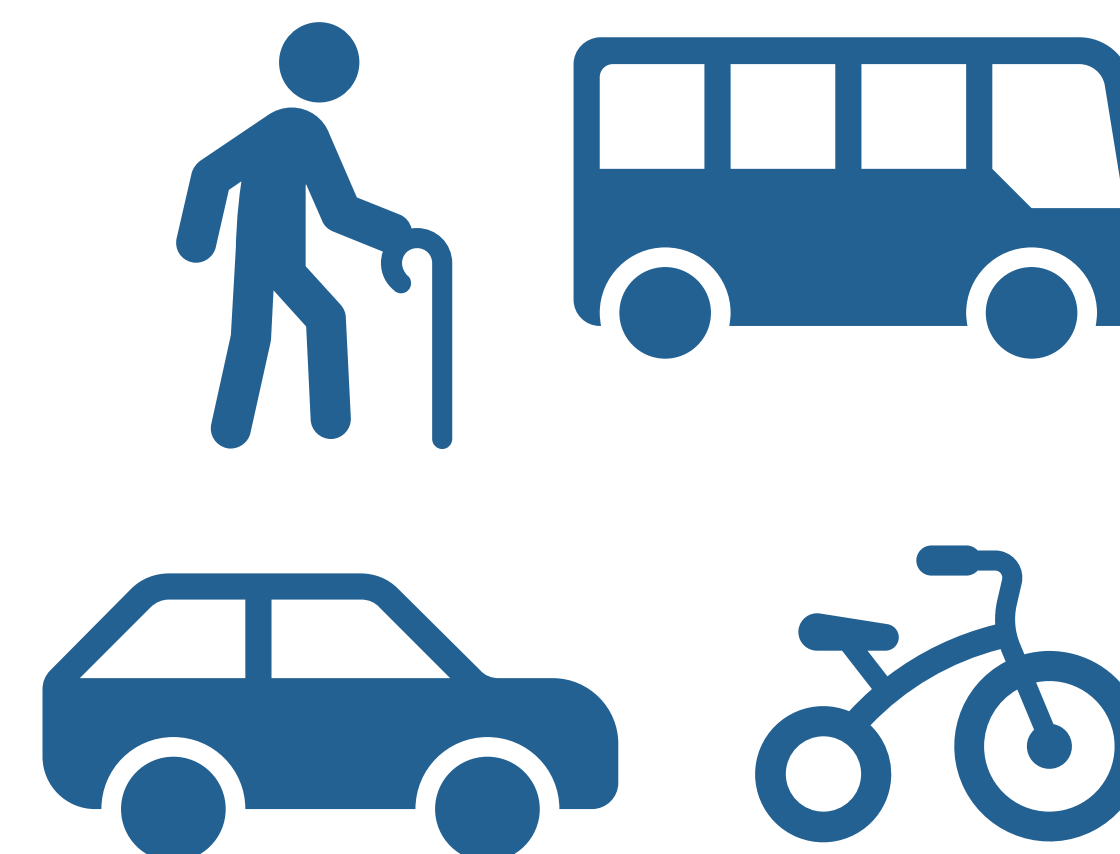
Volume Management

The number of vehicles that use a street can be managed using operational features or modifications to the built environment.



Speed Management

Speeds on neighbourhood streets can be reduced through operational elements and physical changes.



Transportation Options

Diverse transportation and travel options can reduce reliance on private motor vehicle use.

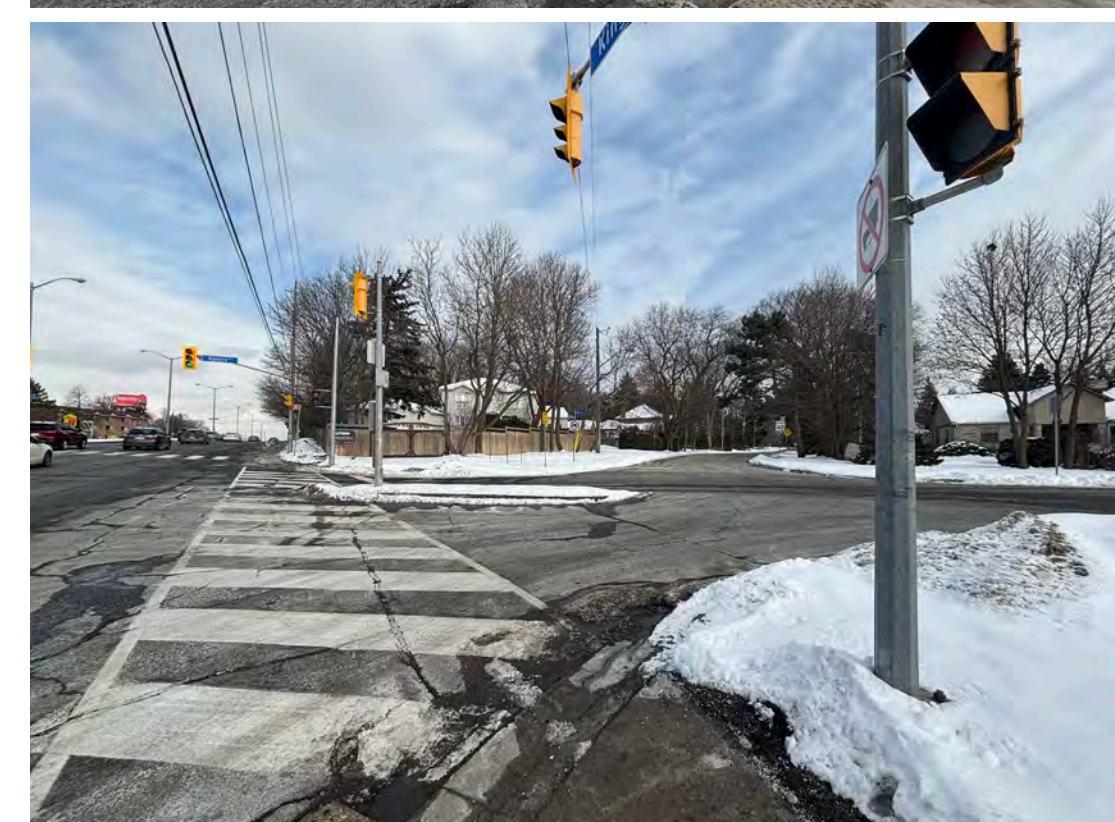
Community Characteristics

Travel within the neighbourhood is typically to/from home or one of these common destinations:

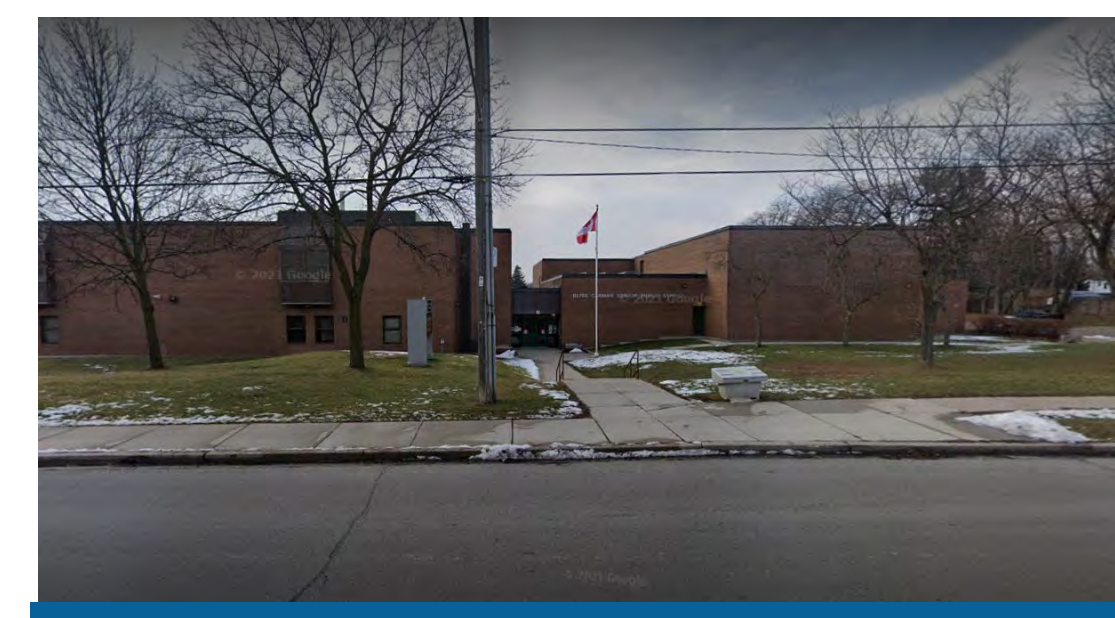
- **Four schools** including Scarborough Village Public School, Mason Road Junior Public School, St. Boniface Catholic School, and Bliss Carman Senior Public School)
- **Scarborough Retirement Centre**
- **Parks** including Lochleven Park and Mason Road Park(within boundary); Sylvan Park and Bellamy Park (just outside of boundary)
- **Doris McCarthy Trail**
- **Scarborough Village Recreation Centre** (outside of study boundary)
- **Shopping plazas** including SK Plaza, Silver Mile, Walmart Supercentre, Bata Supermarket and Signature Plaza.



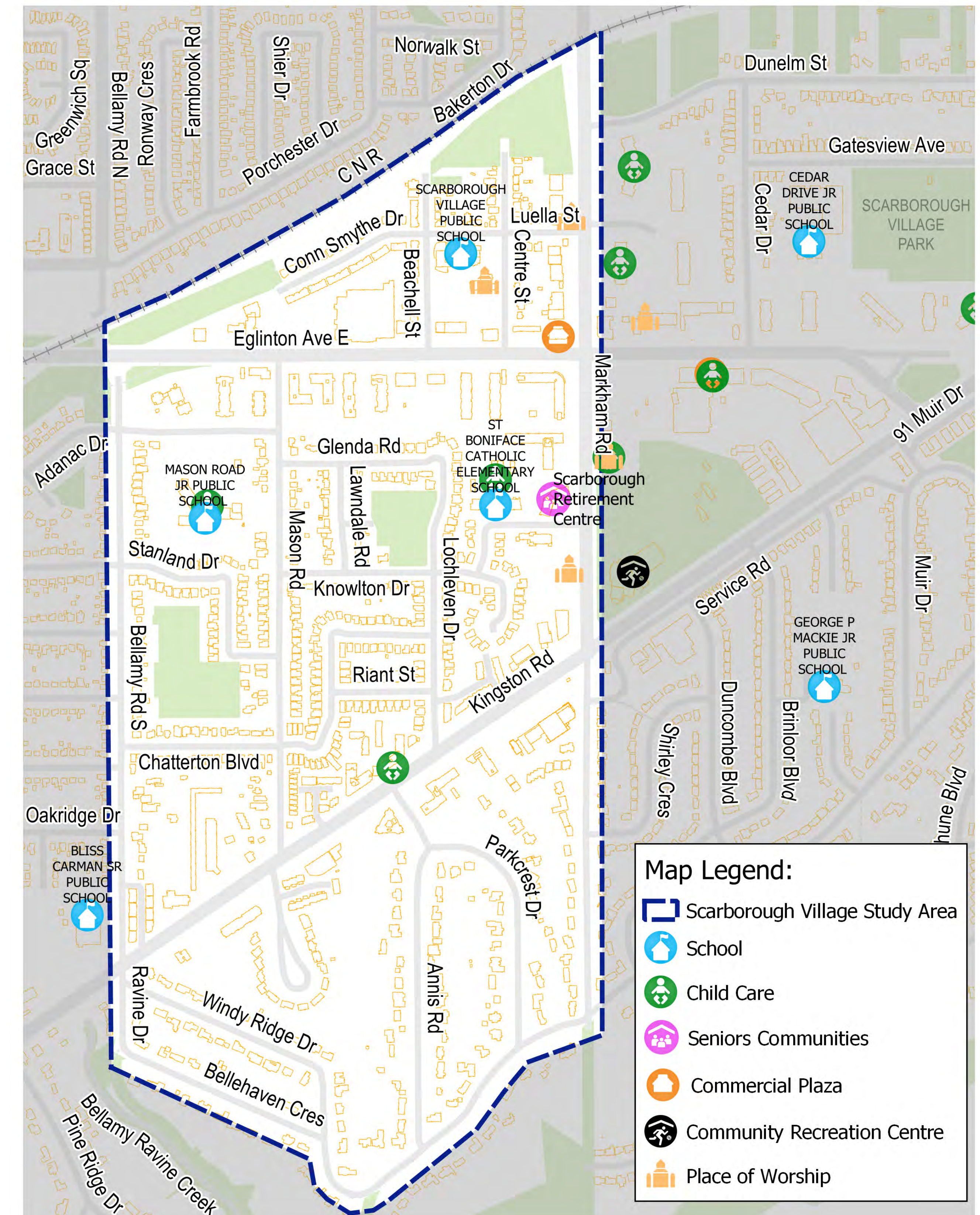
Intersection of Bellamy Rd and Kingston Rd



Picture of SK Plaza's Parking Lot



Bliss Carman Senior Public School



Local Destinations Map

Community Mobility

Mobility Characteristics:

- 72% of trips are taken by car: 51% as a driver and 21% as a passenger.
- 49% of households do not own a car.
- 12% of trips are made by walking, while 14% are made by transit.
- Most trips under 1 km are walked, but the majority of trips between 1 and 2 km are made by car.

Public transit service via several bus routes:

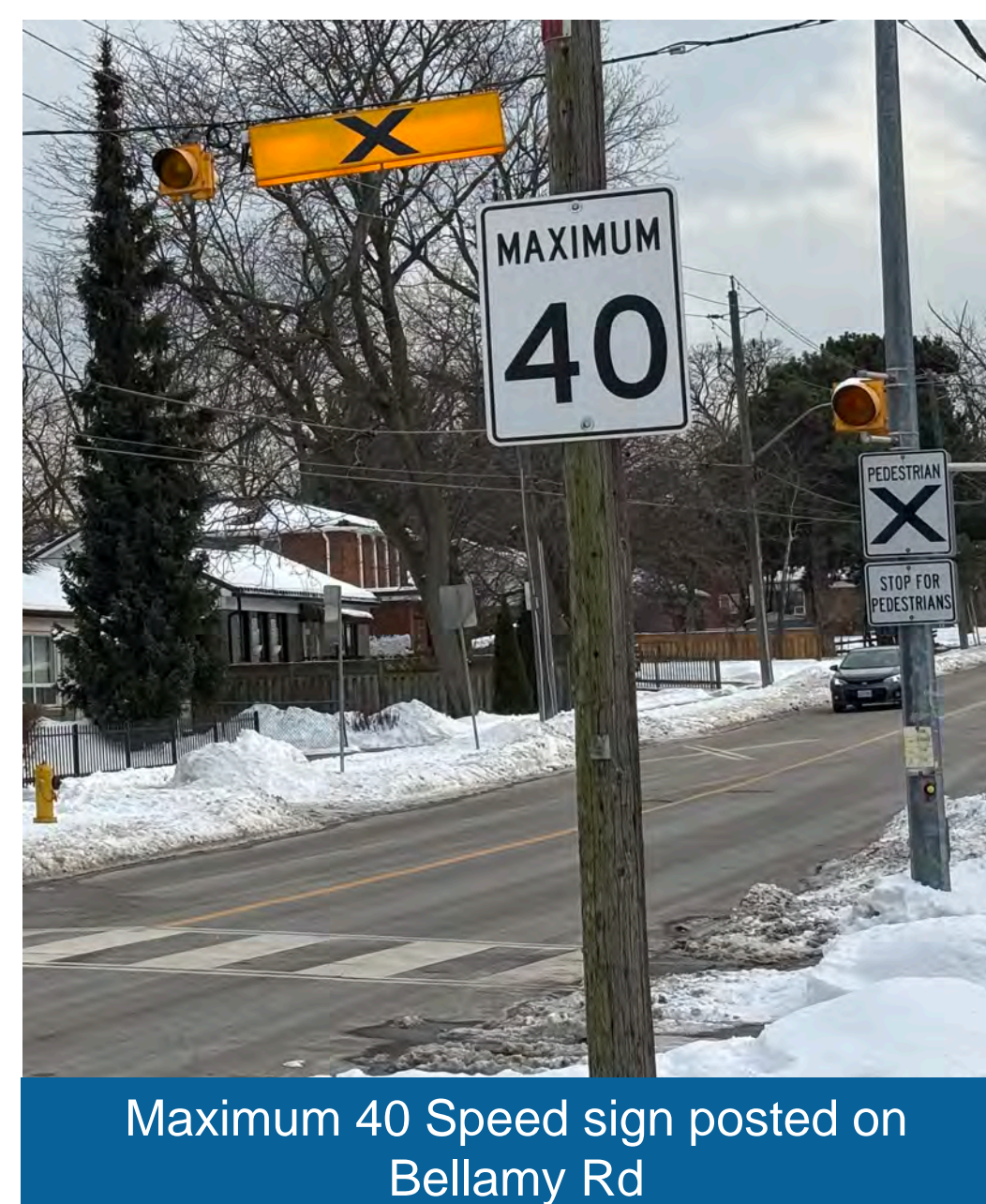
- On Eglinton Avenue East: #116 and #86 Bus route
- On Kingston Road and Markham Road: #102 and #902 Bus route
- Lakeshore East line stops at Eglinton GO station just outside of the study boundary.

Based on traffic data collected over the last five years:

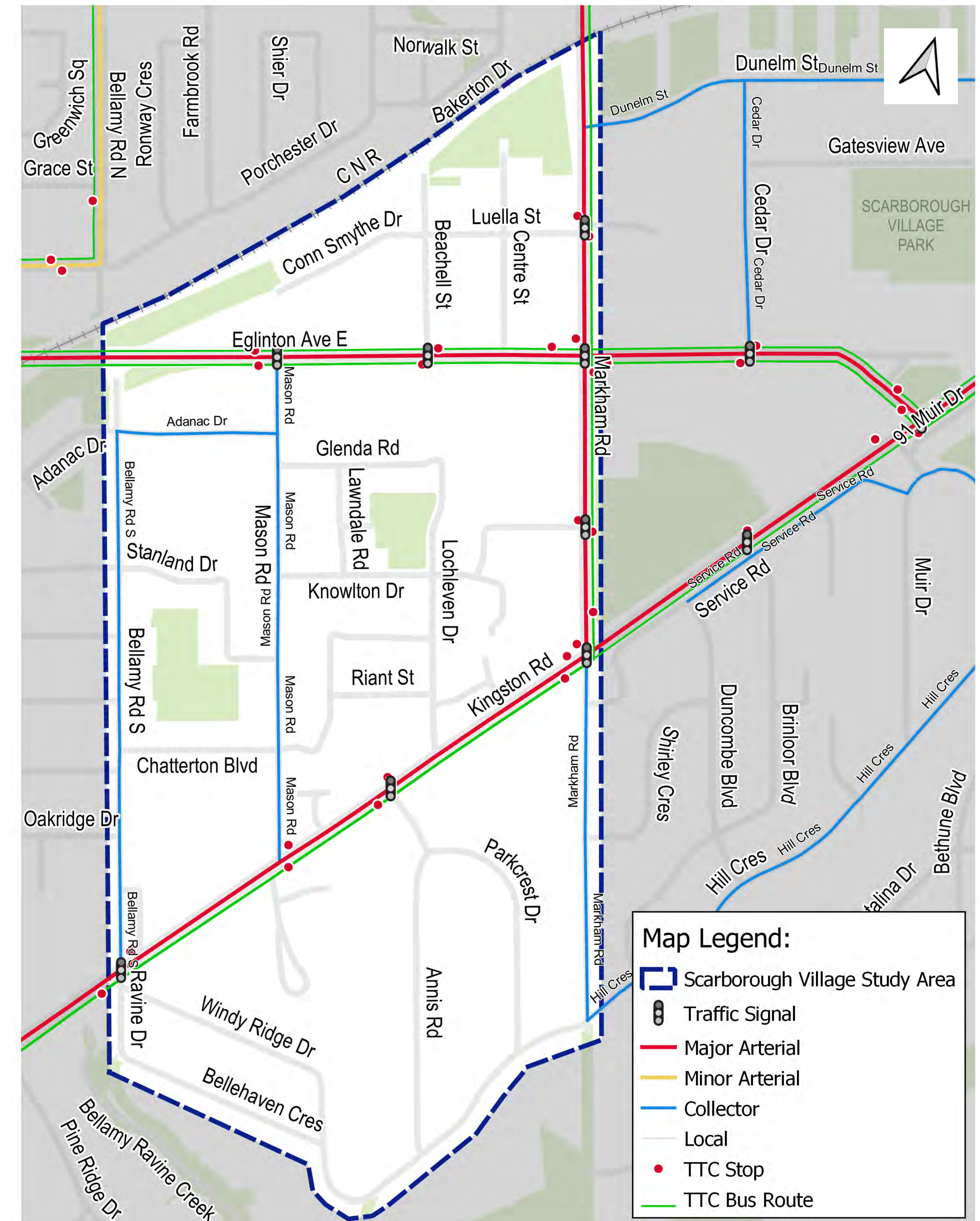
- Most local roads (posted at 40 km/h) had measured speeds between 40 and 48 km/h.
- Some collector roads (posted at 50 km/h) had measured speeds over 54 km/h.
- Some arterial roads (posted at 60 km/h) had measured speeds over 64 km/h.



Bus stop at Bellamy and Markham Rd



Maximum 40 Speed sign posted on Bellamy Rd



Road Classification and TTC Map

Known Transportation Issues

Over the last few years, community members have submitted requests to 311, the Councillor's office, and City staff regarding concerns about:

- Speeding issues on Bellamy Road South
- Pedestrian safety at intersections along Kingston Road due to long crossing distances.
- There has been requests for a Pedestrian Crossover (PXO) near the Walmart Supercenter on Eglinton Avenue East. The absence of the PXO poses a risk for pedestrians crossing at this location.
- Complex multi-axis intersection at Kingston Rd & Ravine Dr creates turning challenges and potential conflicts for all road users.
- Traffic congestion on Bellamy Road South during school pick-up and drop-off.



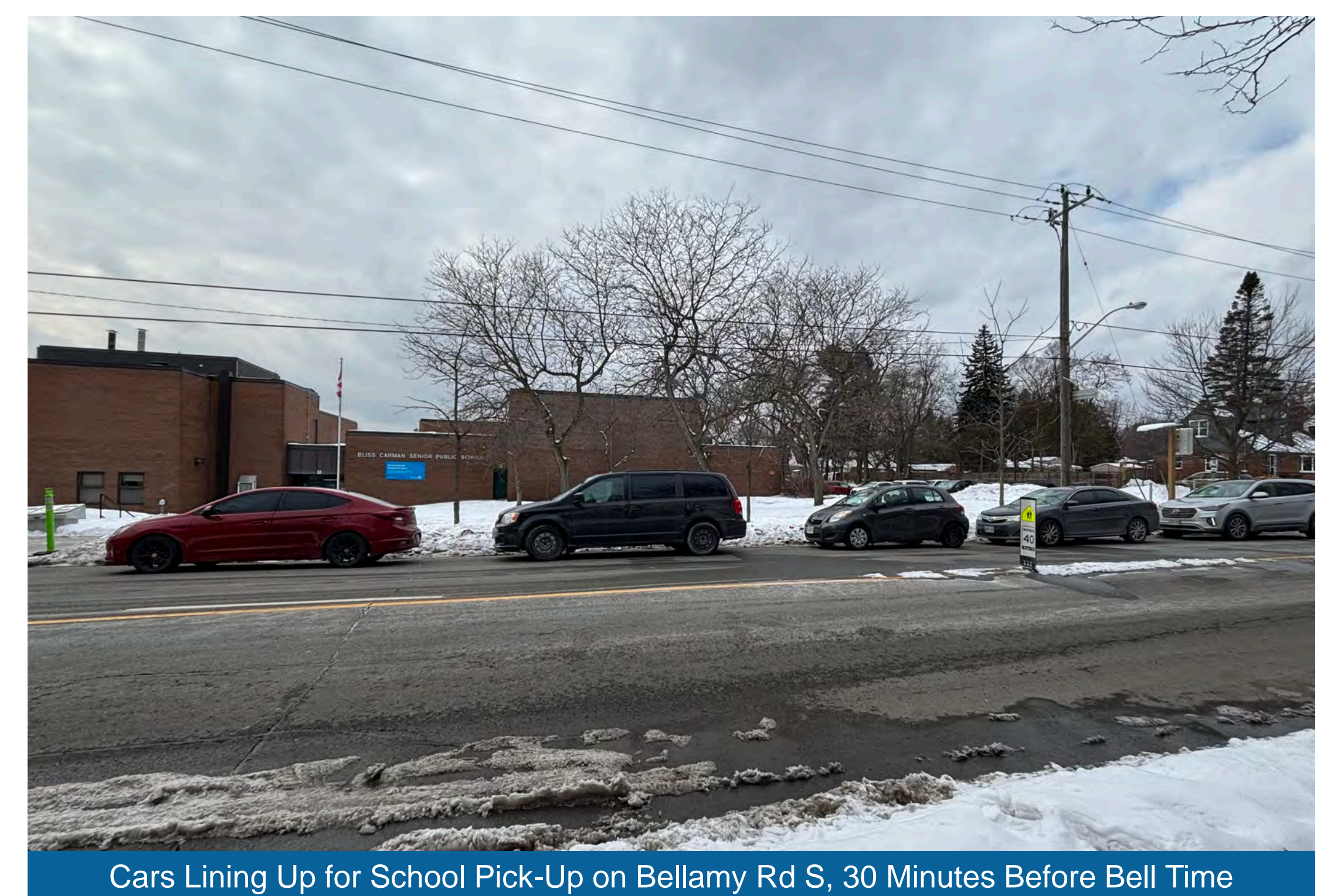
Pedestrian Crossing at Bellamy Rd and Kingston Rd



Intersection of Kingston Rd and Ravine Drive



Intersection of Markham Rd and Eglinton Ave E



Cars Lining Up for School Pick-Up on Bellamy Rd S, 30 Minutes Before Bell Time

Active Transportation Network

The Scarborough Village Streets Plan will consider active transportation that serves pedestrians and people who cycle when travelling to and from community destinations and will address safety issues.

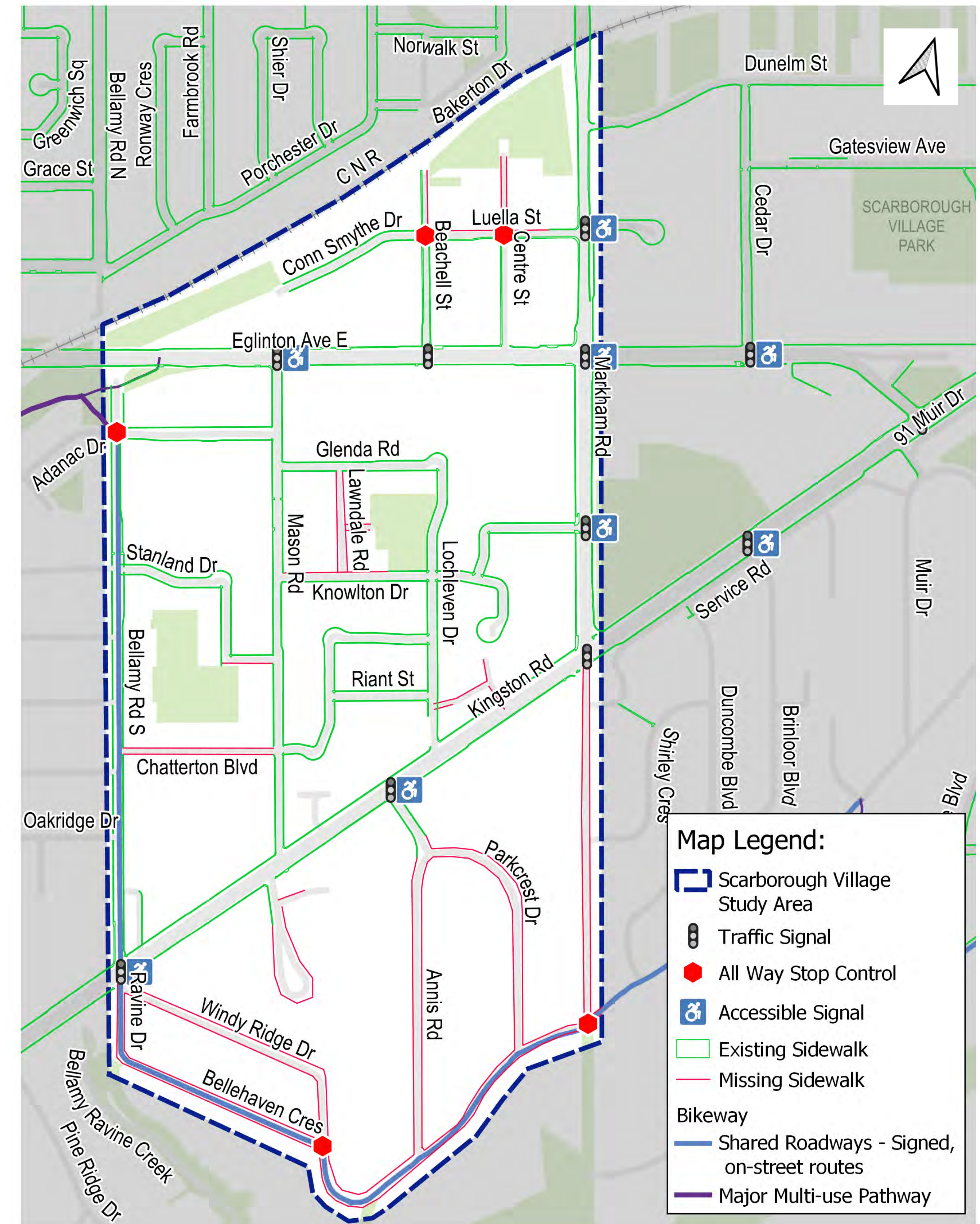
Sidewalks

The City aims to have sidewalks on both sides of collector and arterial roads and at least one side of local streets. Currently, about 70% of local streets have sidewalks, with the following streets lacking sidewalks on one or both sides:

- Luella Street, north of Street
- Centre Street, east of Street
- Chatterton Boulevard, both sides.
- All the local streets south of Kingston Road.

Bikeways

There are gaps in the network of cycling infrastructure in the area. Cycling routes have been identified for study as part of the Council-approved Cycling Network Plan's 2025-2027 Near-Term Implementation Program, including dedicated bikeways on Eglinton Avenue East and Kingston Road. The City will carry dedicated engagement to gather community input on these projects in the future.



Active Transportation Network Map

Road Safety: Collision History

Overview of Collisions in the Study Area

Understanding collision history is an essential method for improving road safety. Collisions that result in someone being seriously injured or killed represent the most severe outcomes. The City also analyzes collisions that do not involve serious injury or death to detect locations where it may be challenging to drive safely or there is higher potential for conflict.

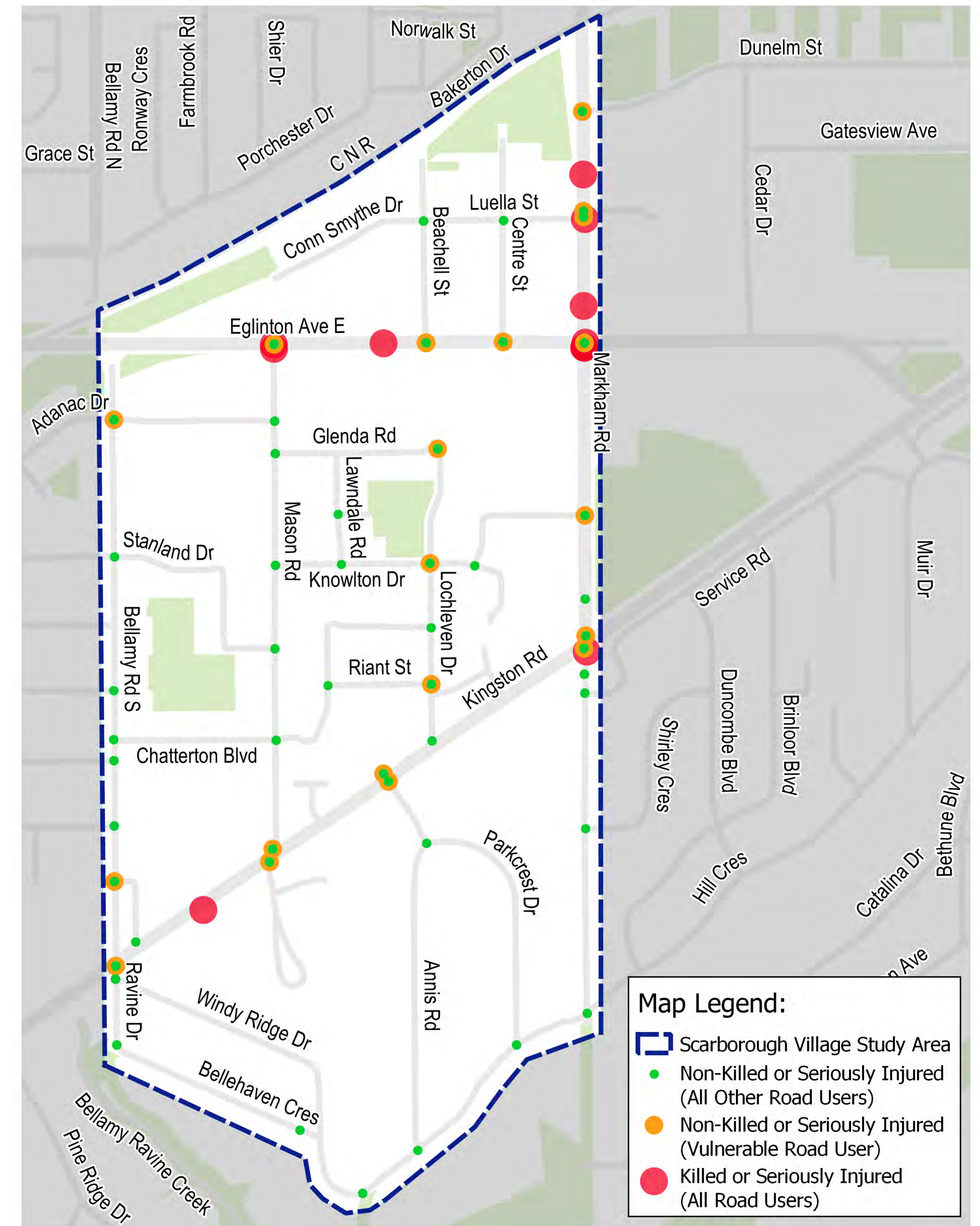
Over the past decade, a total of 1,444 collisions have been recorded within the study area based on official incident reports, with 12* collisions resulting in serious injury or death (Red Dots).

Collision Trends and Patterns

A clear pattern emerges from the data:

- The vast majority of collisions resulting in serious injury or death occur on arterial roads.
- Most collisions—regardless of severity—happen at intersections or in close proximity to them, where turning movements, pedestrian crossings, and signals create key conflict points.

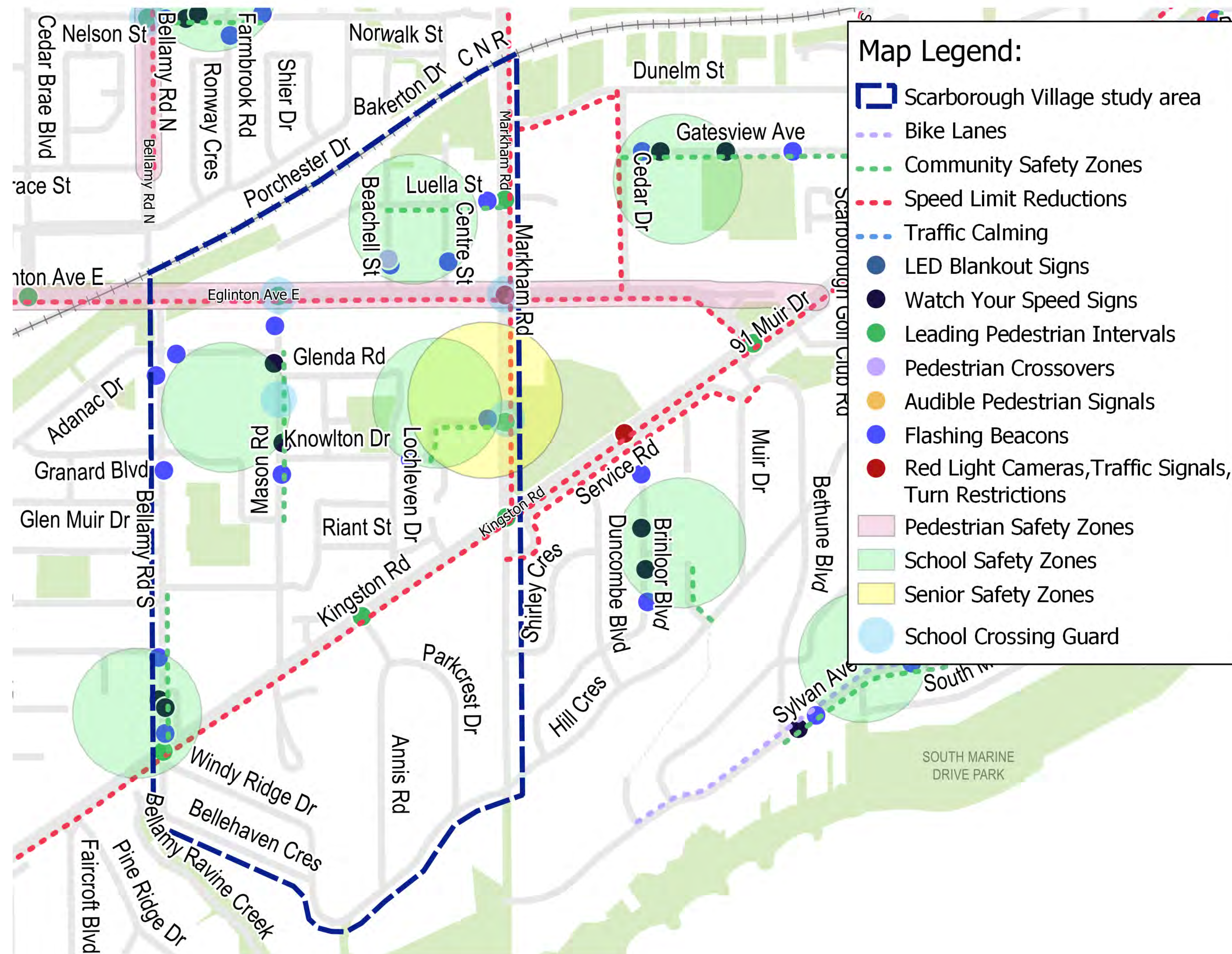
*These collisions did not involve children aged 5 or younger or adults aged 70 or older.



Map of Collisions Resulting in Serious Injury or Death between 2015-2025

Road Safety: Existing Measures

Many safety measures have been implemented in the project area to support the City's Vision Zero Road Safety Plan.



School Safety Zone Sign on Bellamy Rd



Watch Your Speed Sign & Speed Radar on Mason Rd



Flashing Beacon Installed on Mason Rd In the School Safety Zone

Related Projects

Eglinton Avenue East and Kingston Road Safety and Cycling Upgrades in the Council approved Cycling Network Plan

- 1 Eglinton Avenue East from McCowan Road to Kingston Road: Proposed safety upgrades with the aim to enhance the street design for the safety and comfort of all road users, including people that drive, use transit, cycle and walk.
- Kingston Road Complete Street from Cliffside Drive to Scarborough Golf Club Road: Proposed installation of bikeways and geometric safety improvements.
- Kingston Road from Eglinton Avenue East to Scarborough Golf Club Road: Proposed installation of bikeway facilities in the north boulevard.

Eglinton East Light Rail Transit (EELRT)

- 2 An 18.6 km LRT line proposed for eastern Scarborough that includes complete street design features and stops at Mason Road, Markham Road and Kingston Rd.

Local Road Reconstruction on Parkcrest Drive

- 3 From Hill Cres to Kingston Rd, planned upgrades include full pavement replacement, drainage upgrades, curb and sidewalk repairs, utility work, and replacement of substandard water service connections.

Development Applications

- 4 Several developments are proposed along Eglinton Avenue East and Kingston Road, yielding 932 residential units, 718 vehicle parking spaces, and 618 bicycle parking spaces.

School Travel Planning (Funded by the City and delivered by an external partner)

- 5 Green Communities Canada is collaborating with the Bliss Carman Public School community to assess traffic and safety issues and recommend improvements.



Possible Changes: Road Safety

Conflicts between road users can be addressed through operational measures like stop signs, traffic signals, and improved pedestrian crossings.

- **Intersection controls** like stop signs and traffic signals provide for an orderly flow of traffic and reduce conflicts by regulating movements through an intersection. When considering locations for stop signs or traffic signals, City staff follow the Ontario Traffic Manual guidelines which outline the criteria for their implementation.
- **Advisory signs and beacons** help alert drivers to potential dangers and conflicts with other road users or fixed objects near the roadway.



Intersection controls



School crossing guards



Advisory beacon and signs
Flashing Beacon on Beachell St



School Safety Zone and Community
Safety Zone Signs on Luella St

Possible Changes: Speed Management

Speeds on neighbourhood streets can be reduced through operational elements including:

- **‘Watch Your Speed’** signs measure oncoming vehicles’ speeds and remind drivers to check their speed and obey limits. Addressing excessive speeding is crucial because speeding increases drivers’ reaction time, increases collision severity, and reduces field of vision and awareness. Locations for signs are chosen based on data, Councillor requests, and public input.
- **Speed humps and speed cushions** are raised sections of the roadway designed to discourage motor vehicle drivers from travelling at excessive speeds.
- **Lane narrowing** can reduce speeds and encourage driver alertness. The space removed from existing lanes can be repurposed to expand sidewalks, cycling facilities, and green space. **Edge lines** or **in-road flexible speed signs** can also have a narrowing effect.



Watch Your Speed sign



Speed hump



Lane narrowing or edge lines
Image source: NACTO



In-road flexible
speed sign

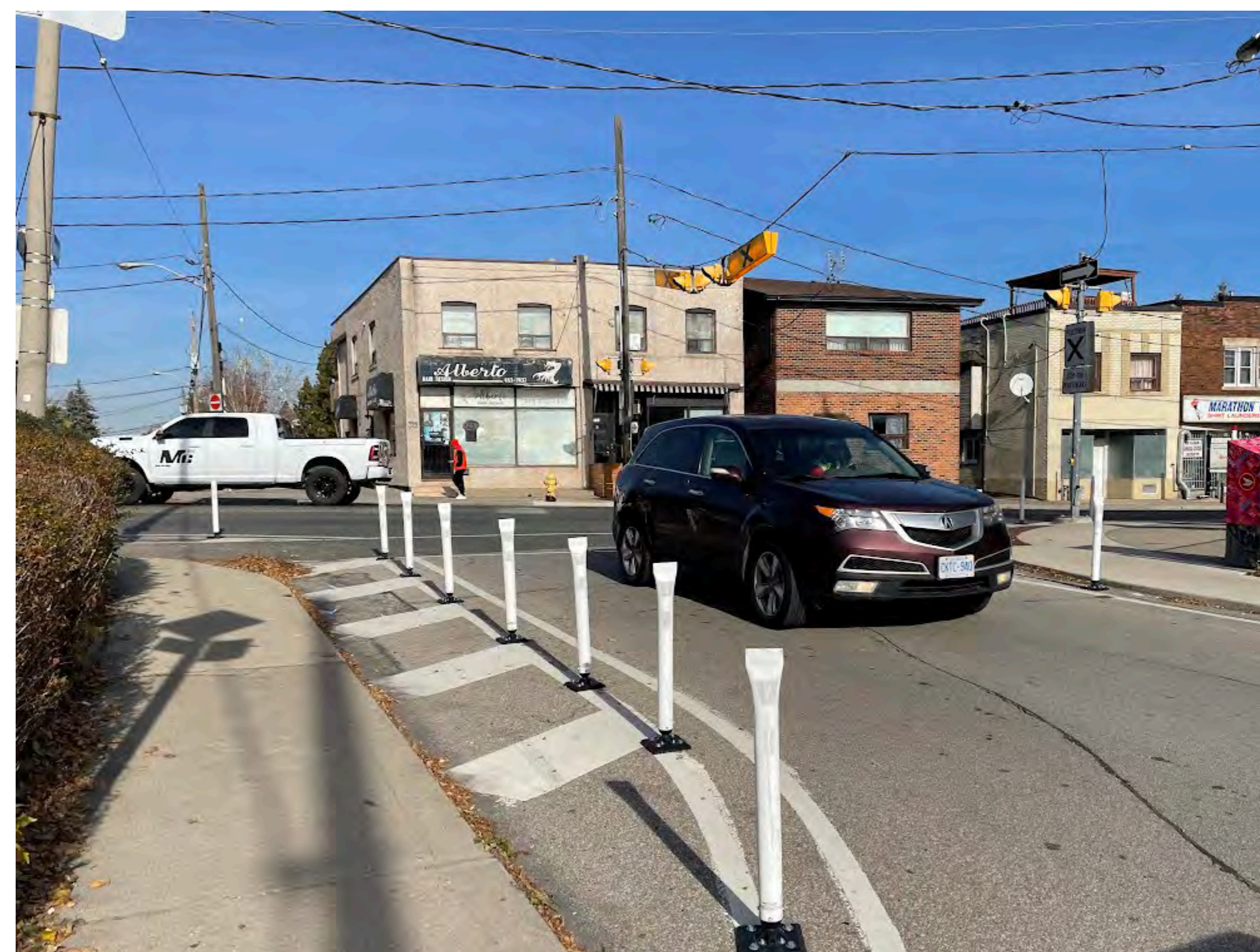
Possible Changes: Speed Management (cont.)

Speeds on neighbourhood streets can be reduced through physical changes like:

- A **curb extension**, which is a sidewalk extended into the curb lane to narrow the roadway and provide additional pedestrian space at key locations. Curb extensions help reduce vehicle speed and increase visibility of people walking when placed at intersections.
- **Chicanes** are a series of curb extensions on alternate sides of a roadway which narrow the roadway and requires drivers to steer from one side to the other to travel around the chicane. Chicanes help reduce speed and discourage through traffic on local streets.



Curb extension with concrete and asphalt and signage



Curb extension with quick-build materials



Chicanes

Possible Changes: Volume Management

The number of vehicles that use a street can be managed using operational changes like one-way street conversions, turn restrictions, or physical changes.

- **One-way street conversions** change the direction of one or more segments of an existing streets to remove direct routes through a neighbourhood. These conversions discourage through traffic on neighbourhood streets.
- **Directional closures** are a curb extension or upright barrier extending to approximately the centerline of a roadway, effectively obstructing one direction of traffic at a specific location.
- **Turn restrictions** prohibit turning movements to or from a street to discourage through traffic on neighbourhood streets and can also help improve the flow of traffic by prohibiting turns onto busy roads at unsignalized intersections.



One-way and Do Not Enter signs



Curb extension to reinforce a directional closure



Turn restriction signs

Possible Changes: Volume Management (cont.)

- **Raised medians at intersections** are vertical barriers located on the centerline of a two-way roadway through an intersection, which prevent left turns and through movements on one of the roadways. Raised medians can obstruct short-cutting or through traffic while maintaining access for people walking or cycling.
- **Diagonal diverter** is a type of raised median or other treatment that restricts the movement of motor vehicle traffic in a neighbourhood while maintaining access for people walking or cycling.



Raised median restricting auto through travel
(source: NACTO)



Diagonal diverter
(source: Urban Bikeway Design Guide)

Possible Changes: Transportation Options

Motor vehicle traffic in the neighbourhood starts with the need to travel and a choice to travel by car. The City aims to make it feel safe and easy to choose walking, cycling, transit or other shared mobility for short trips.

- **Supporting pedestrians:** A focus on connecting sidewalks and pedestrian crossings to local destinations, in addition to traffic calming, can support people to choose to walk. **New or expanded sidewalks** create access, connectivity, and improve safety for people walking along a street. Separating vulnerable road users like people walking from cars on the roadway reduces the likelihood of a collision occurring.
- **Access to transit:** Improvements to pedestrian accessibility to transit stops and stations, and comfort of bus stops can encourage trips by public transit.
- **Supporting people to bike:** Cycling can be supported as a viable option with designated bikeways for all ages and abilities that extend across the community and connect to neighbouring areas, and when there is secure bike parking at the destination.



Example of a Protected Bikeway



Bus stop at Kingston Rd and Bellamy Rd



Students and Families Walking on South Side of Kingston Rd



Bike Share Station on Kingston Rd

Timeline for Changes

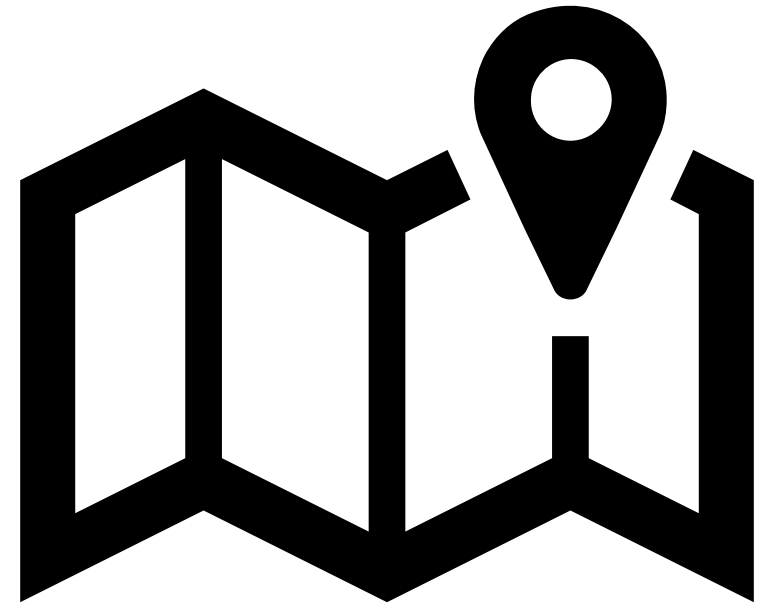
Some changes can be made relatively quickly and do not require Council approval or lengthy design and review periods.

Others that are more complex, impact a wider area, or require major capital work and can take more time.

The Plan will identify a range of measures from 'quick wins' to longer-term improvements.

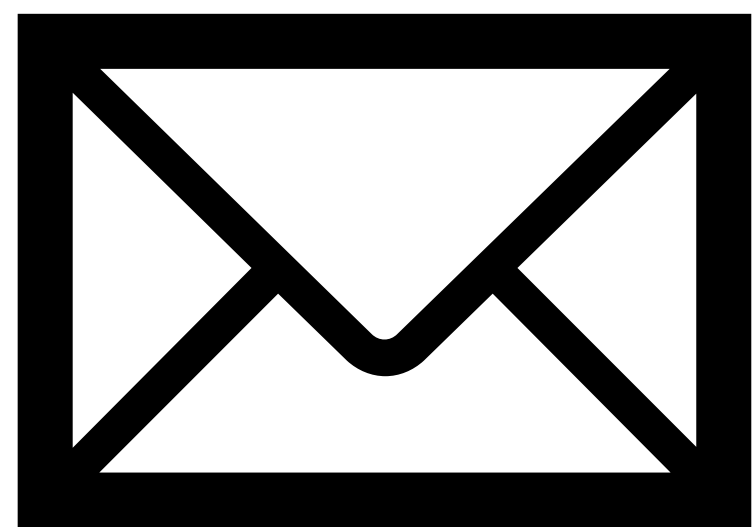
Phased Improvement	Timing	Examples
Quick Wins <ul style="list-style-type: none"> No Council approval required Primarily movable/flexible materials 	6-18 months	<ul style="list-style-type: none"> Intersection improvements Refreshed pavement markings (e.g. stop bars and centre lines) Signage & sightline fixes
Short-term Actions <ul style="list-style-type: none"> Council approval required 	1-3 years	<ul style="list-style-type: none"> Speed humps Pedestrian crosswalks Directional changes Cycling network improvements Parking amendments
Longer-term Changes <ul style="list-style-type: none"> Council approval required Permanent materials 	3+ years	<ul style="list-style-type: none"> Measures not implemented as Quick Wins or Short-term Actions to be delivered alongside future roadworks or development

Provide Feedback

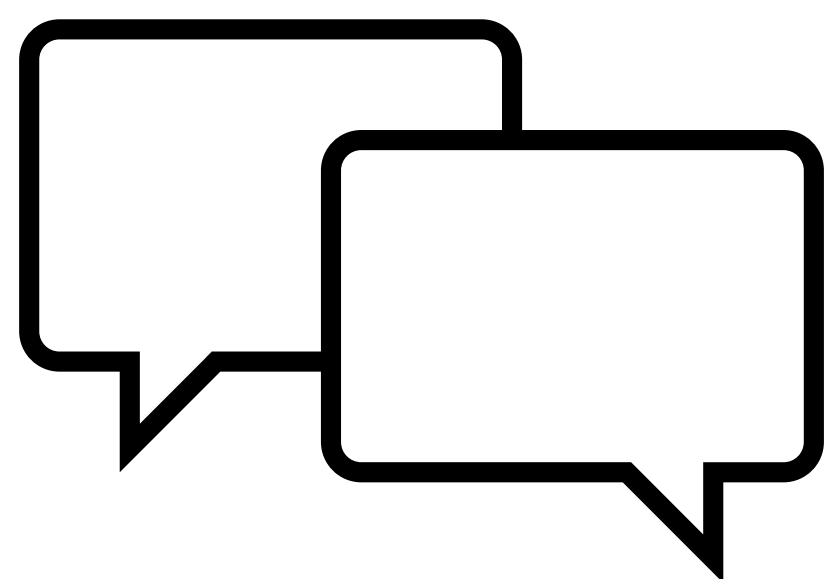


Post Comments on an Interactive Map

Use the online map to mark locations where you see issues and opportunities for change on the streets and complete a short survey.



Provide feedback via email, phone or mail. Stay up to date by visiting the project webpage and subscribe to receive email updates.



Contact

Anna Kim
Senior Public Consultation Coordinator
416-338-1837
ScarboroughVillageStreets@toronto.ca

Metro Hall, 55 John Street, 19th Floor
Toronto, Ontario. M5V 3C6

Comment deadline:
April 30, 2025

toronto.ca/ScarboroughVillageStreets

