



**Malvern Neighbourhood
Connections:
Phase One
Public Drop-In Event
June 24, 2025**



Project Overview



The **Malvern Neighbourhood Connections** project aims to **improve road safety and accessibility** on neighbourhood streets and better connect residents to schools, local destinations and parks. This project has two phases:

Phase 1: Road safety and cycling improvements as part of road resurfacing planned in 2027 on:

- Crow Trail
- Brenyon Way
- Casebridge Court, Venture Drive and Water Tower Gate.

Phase 2: Road safety and cycling improvements on Tapscott Road, McLevin Avenue, Sewells Road and Malvern Street to create a cycling network in the Malvern neighbourhood. **A separate consultation process will take place to seek public feedback on Phase 2.**



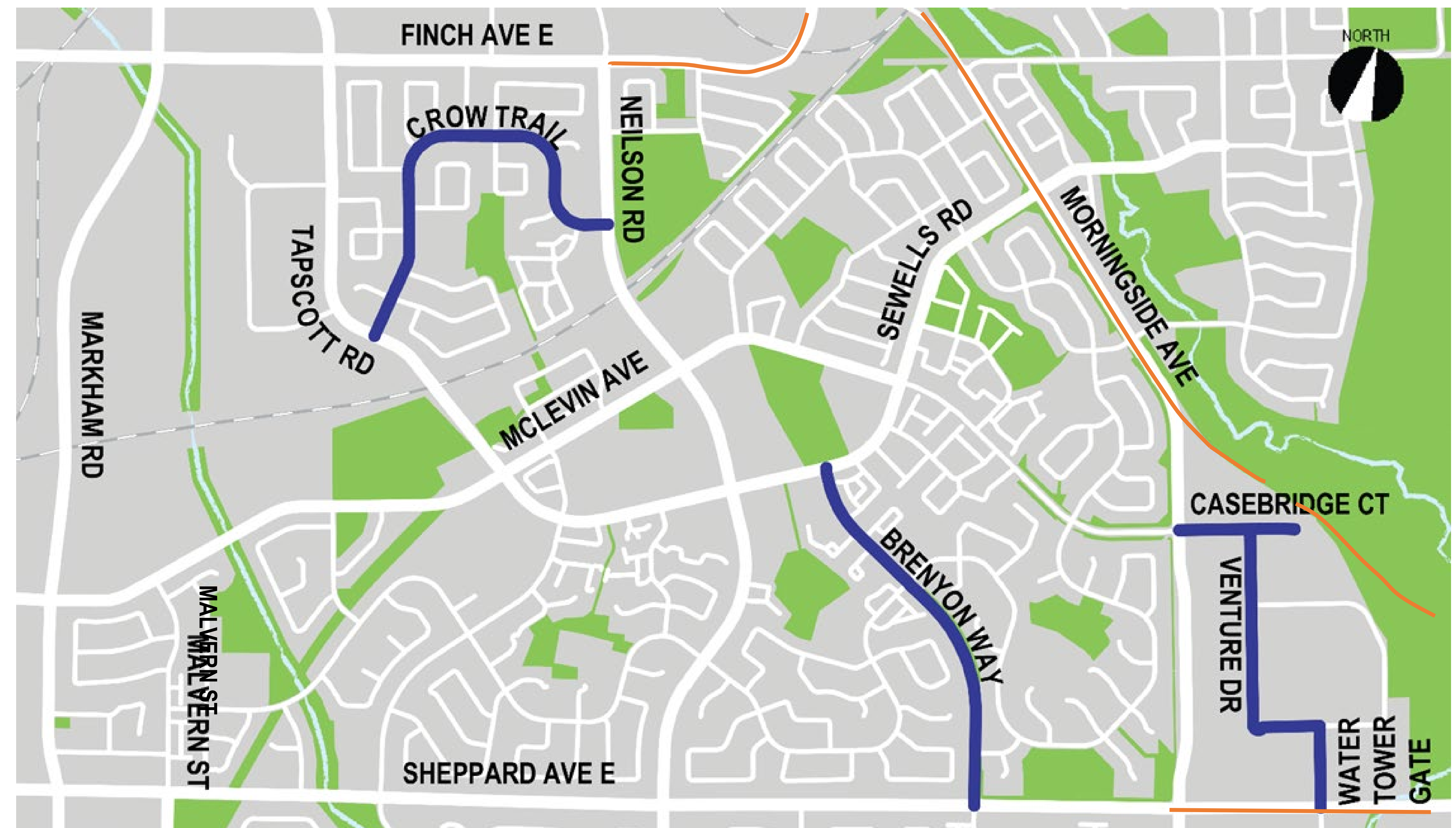
- Phase 1- Proposed road safety improvements and new cycling connections in 2027
- ... Phase 2- Proposed road safety improvements and new cycling connections in 2028+
- Existing Cycling Network

Phase 1: Overview



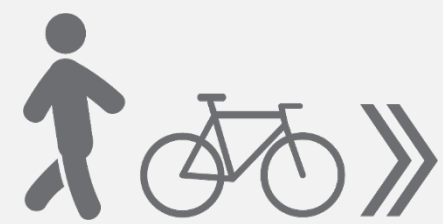
Phase 1 of the Malvern Neighbourhoods Connections project focuses on **Crow Trail, Brenyon Way** and **Casebridge Court, Venture Drive** and **Water Tower Gate**. These streets, combined with streets proposed in Phase 2 would make up a cycling network in the Malvern area.

- Phase 1 is being advanced now because of road resurfacing planned for 2027.
- Phase 1 consists of proposed road safety improvements and local cycling connections.

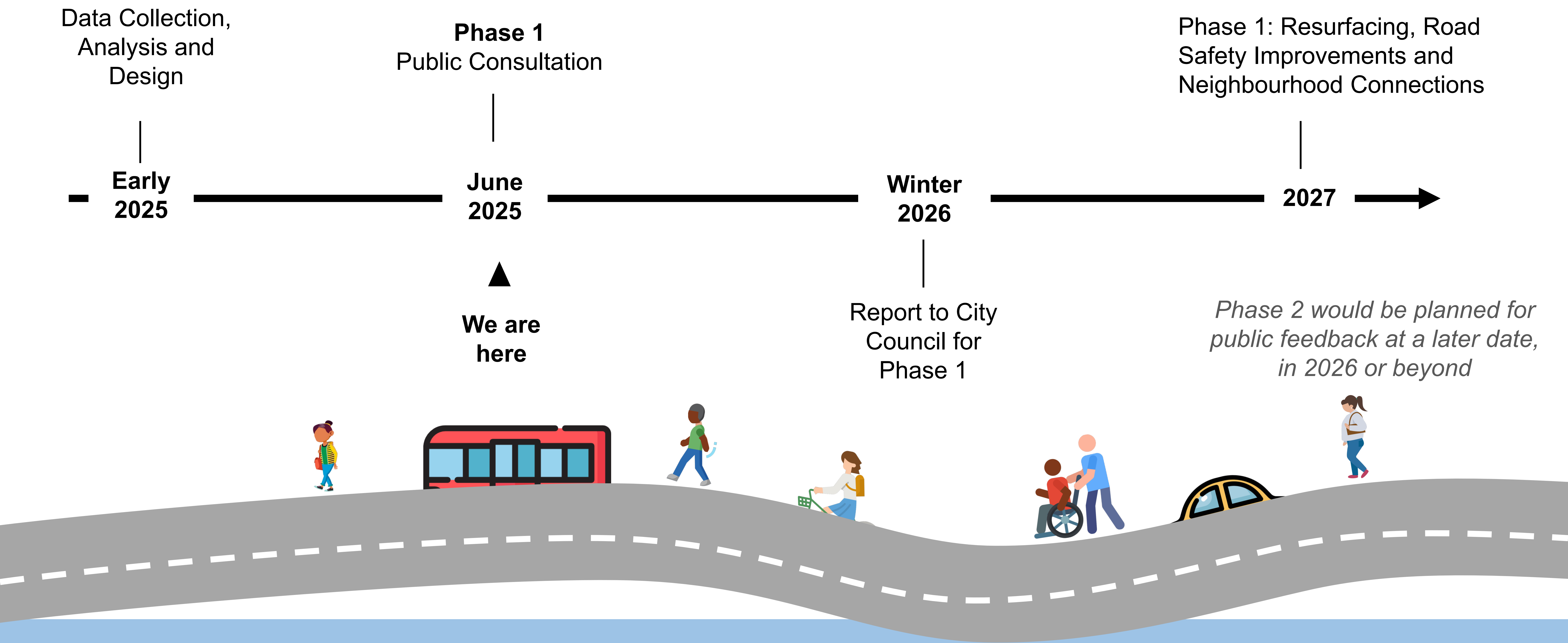


- Phase 1- Proposed road safety improvements and new cycling connections in 2027
- Existing Cycling Network

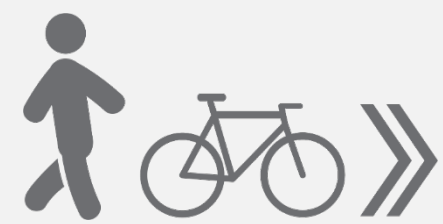
Phase 1: Project Timeline



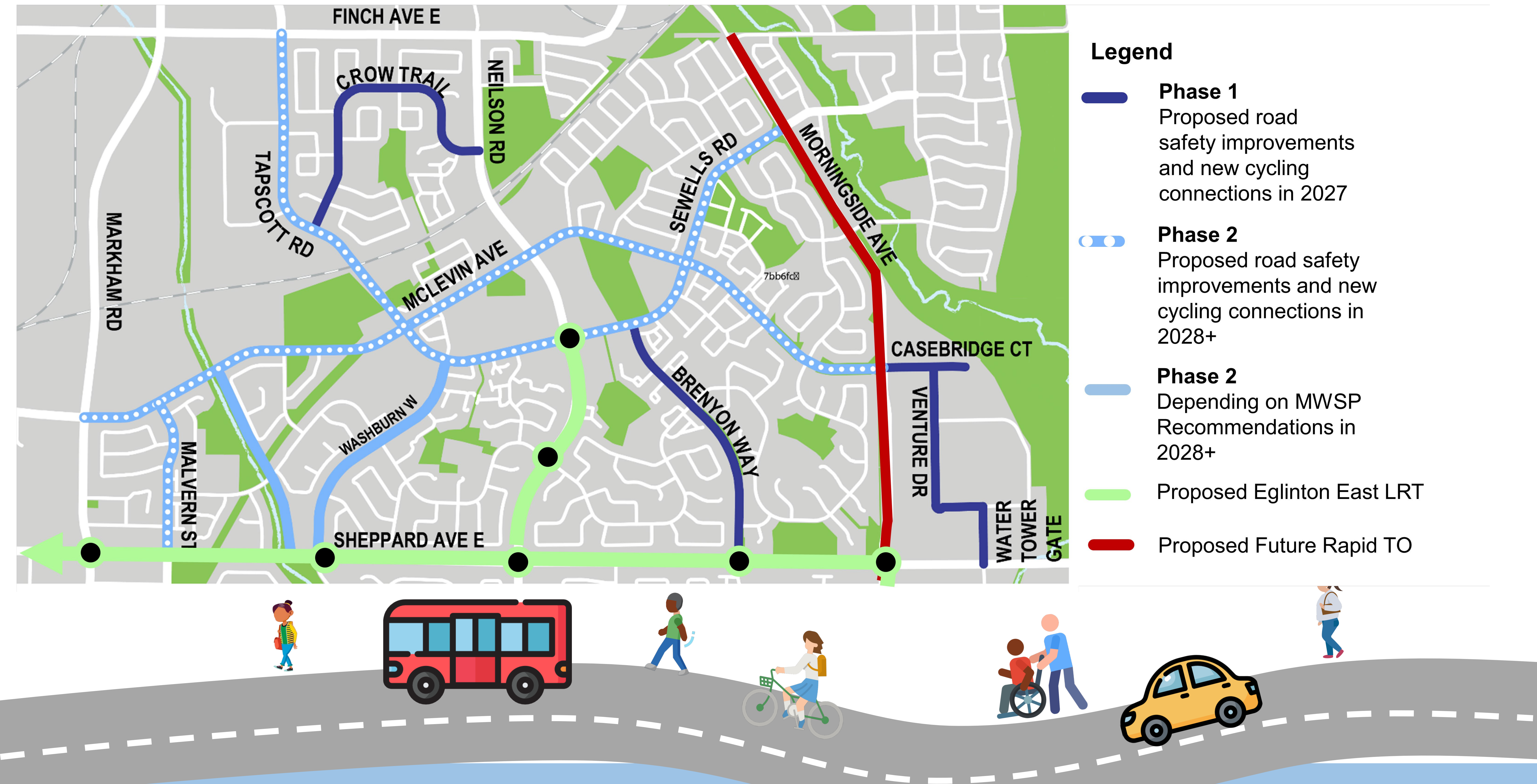
Phase 1 consists of **public consultation** to inform residents about proposed changes on Crow Trail, Casebridge Court, Venture Drive, Water Tower Gate and Brenyon Way and gather feedback. Staff plan to **report to City Council** with recommendations in 2026 before **installation** in 2027.



Context: Transportation Projects in Malvern



Many projects - planned or already underway- will help people get around easier, faster and with more options.



Policy and Rationale for Road Safety Projects



The City has several guiding policy documents and objectives that inform transportation projects.



Official Plan: Bring all Toronto residents within 1km of a designated cycling route



Road to Health: Healthy Toronto by Design: Increased physical activity is associated with better health outcomes



Vision Zero Road Safety Plan: Prioritize the safety of our most vulnerable road users



TransformTO: Climate Action Strategy: Targets 75% of trips under 5 km are walked, cycled or by transit by 2030



Encouraging all Ages and Abilities to Cycle: The majority of people rate themselves as “interested but concerned”



Reduce Reliance on Motor Vehicles: Providing alternatives to driving allows for roadways to be used more efficiently



Complete Streets Guidelines: Streets are for people, placemaking and prosperity

Why Now | Project Context



Phase 1 of Malvern Neighbourhood Connections project is being advanced now for several reasons.

- **Planned Road Work:** In 2027 road resurfacing is planned on Crow Trail, Casebridge Court, Venture Drive, Water Tower Gate and Brenyon Way. Making changes with planned road work is cost effective and minimizes repeated construction.
- **Missing sidewalk:** Casebridge Court, Venture Drive, Water Tower Gate currently only have a sidewalk on one side of the street. These streets are identified for new sidewalk in 2027, in keeping with City policy for sidewalks to be on both sides of roads classified as "Collectors".
- **Cycling Network Plan:** The City Council approved 2025-2027 Near-Term Implementation Program includes new cycling connections in the Malvern Neighbourhood that aim to connect gaps in the network and people to places and grow the cycling network in parts of the City.

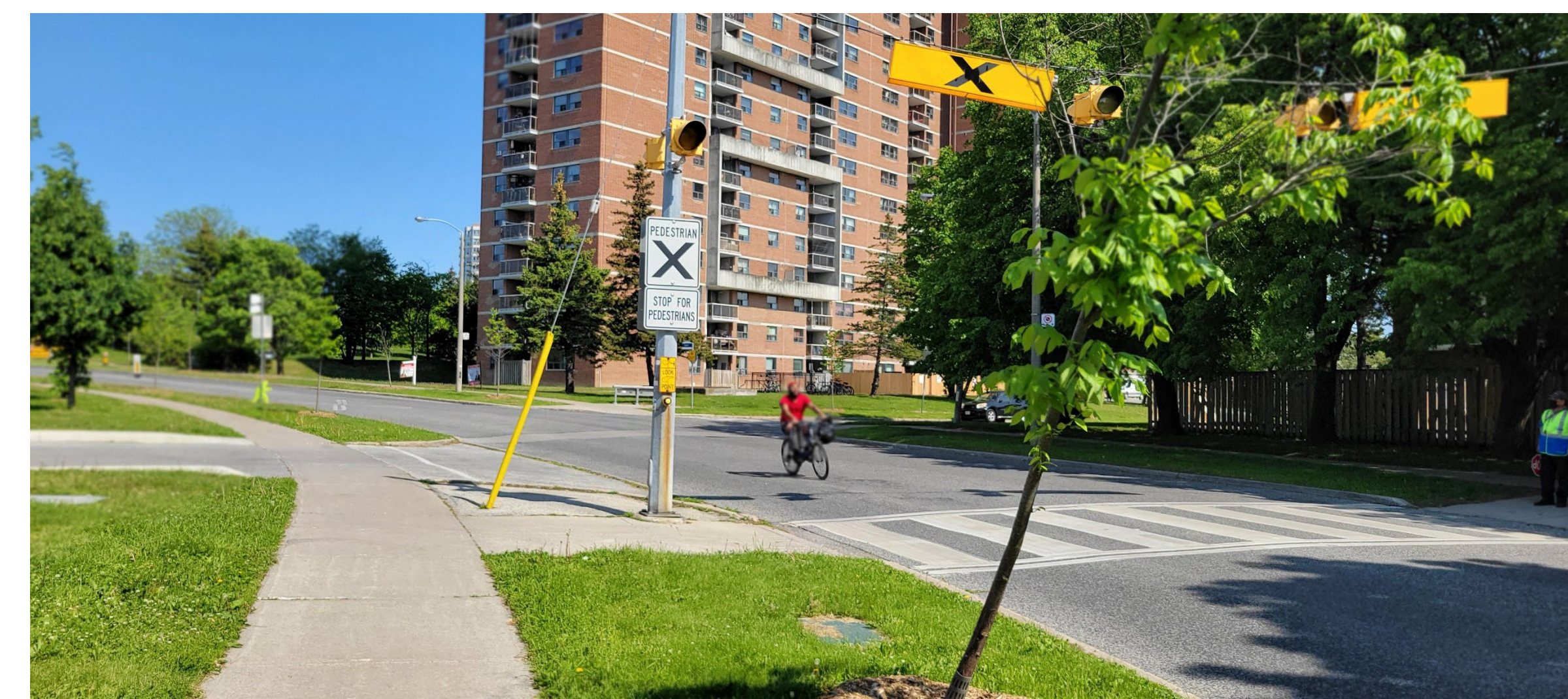
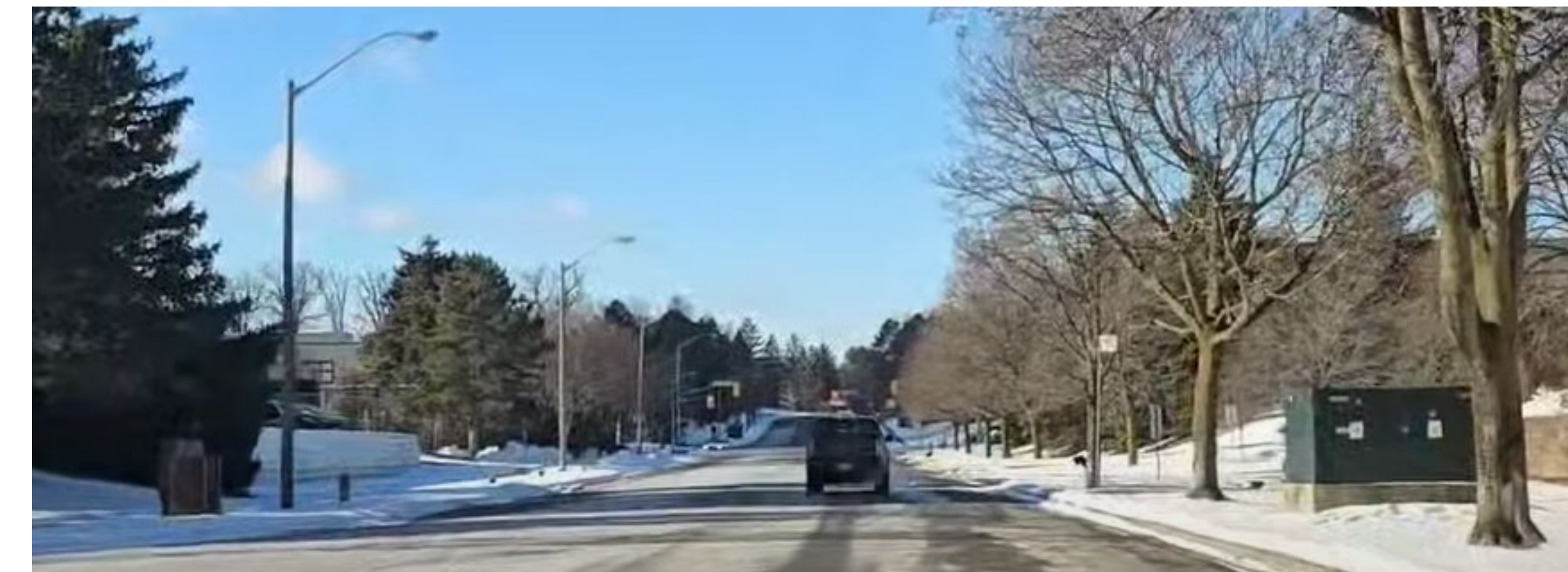


Image 1 illustrating road resurfacing works, image 2 showing missing sidewalk on Venture Drive and image 3 showing a person cycling on Crow Trail.

Why Now | Toronto is building a cycling network



Cycling is one of the fastest growing ways of traveling in Toronto. Cycling creates a cleaner environment, and makes it easier to include physical activity into your day. The City supports cycling by building and maintaining bike lanes and multi-use trails, installing bike parking facilities, distributing cycling maps, and carrying out initiatives to promote cycling confidence and safe road use behaviour.

Bikeways Improve Safety. Dedicated on-street bikeways improve the safety and comfort of all road users, reduce 'dooring' collisions, and deter vehicles from stopping in bike lanes.

Cycling is Affordable and Healthy. Cycling provides access to opportunities, jobs and education.

Torontonians Want More and Better Bikeways. Demand for safe, connected cycling routes throughout the city is rising, and recent polls demonstrate the majority of residents support protected bike lanes.

More People are Cycling Every Year. More people are cycling in Toronto than ever before, especially where new or improved cycling infrastructure has been provided.

Cycling Reduces Pollution & Carbon Dioxide Emissions. Cycling reduces local greenhouse gas emissions and improves our health, grows our economy, and improves social equity.

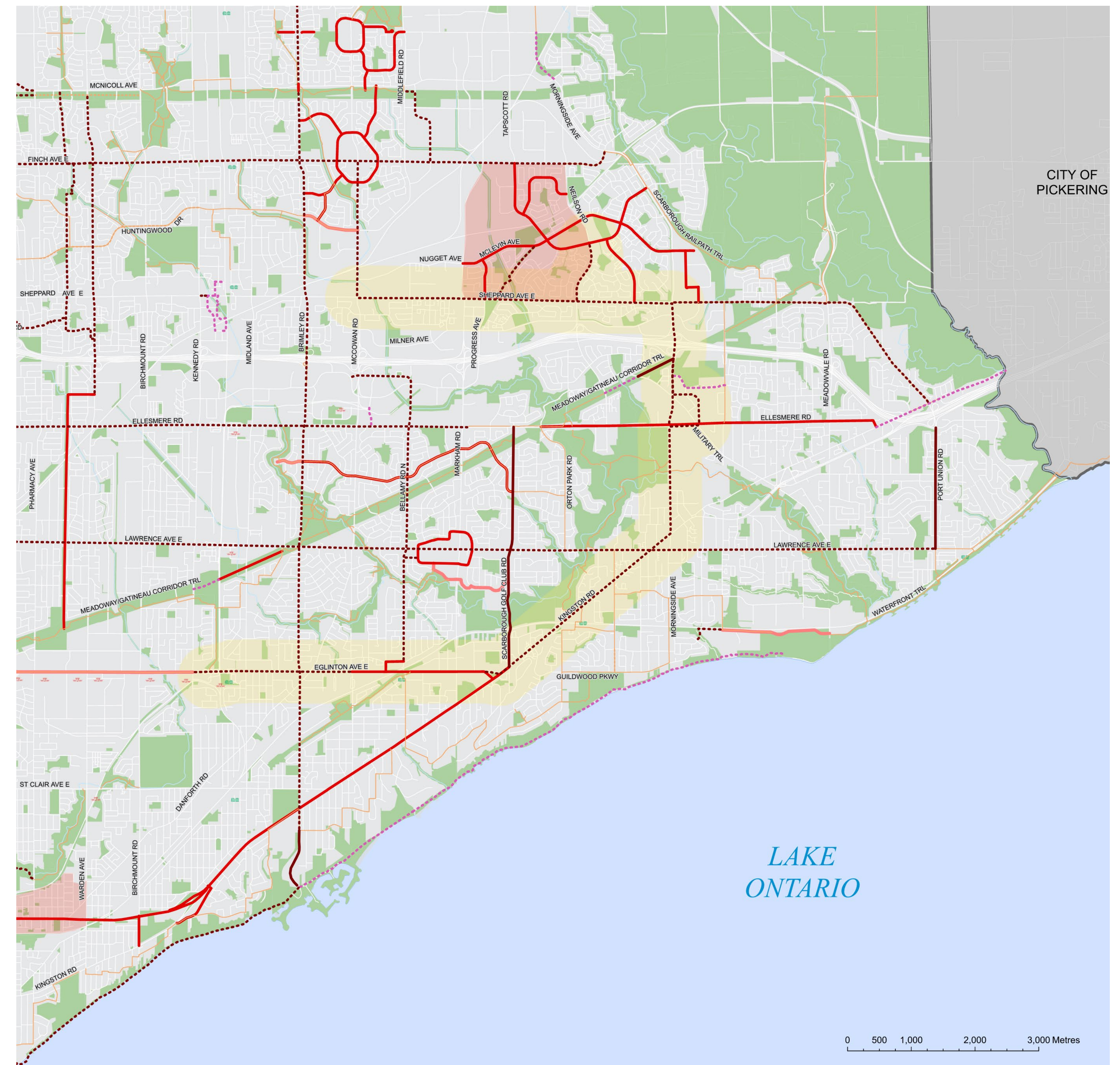


Image of people of different ages cycling on Willowdale Avenue, North York.

Why Now | How the Cycling Network Is Planned



- **The City of Toronto's Cycling Network Plan** serves as a comprehensive roadmap and work plan, outlining the City's planned investments in the near-term and intentions for the long-term and consists of:
 - ✓ a Long-Term Cycling Network Vision
 - ✓ the Major City-Wide Cycling Route
 - ✓ a Three-year rolling Near-Term Implementation Program.
- **Public Consultation.** In Fall 2023, as part of the City's ongoing work to expand the cycling network, Transportation Services invited public input to help prioritize which bikeway projects to study, build and upgrade in 2025 to 2027. This public consultation process saw the participation of approximately 10,000 people.
- **Council approval.** The 2025-2027 Near-term Implementation Program was adopted by Toronto City Council on June 26, 2024.



Map of 2025-2027 Near Term Implementation Plan for Scarborough

Why Now | Safer Routes to School



The **safety of school children and parents** is a key consideration for the Malvern Neighbourhood Connections project. The project aims to increase the safety and comfort of walking and cycling, including for children and parents traveling to schools and daycares in the project area:

Crow Trail

- Tom Longboat Jr Public School
- St Gabriel Lalemant Catholic Elementary School
- Network Child Care Services (St. Gabriel Lalemant School)

Brenyon Way

- St Columba Catholic Elementary School
- Scarborough St. Columba YMCA Child Care Centre

Many students in the project area live within walking or rolling distance from their school. Making walking and cycling safer and more comfortable promotes active school travel which supports:

- Healthier students
- Safer school zones
- Less traffic and lower emissions
- Better academic performance



A bike parade in Toronto organized by parents and teachers to celebrate cycling

Why Now | Malvern West Neighbourhood Streets Plan (MWSP)

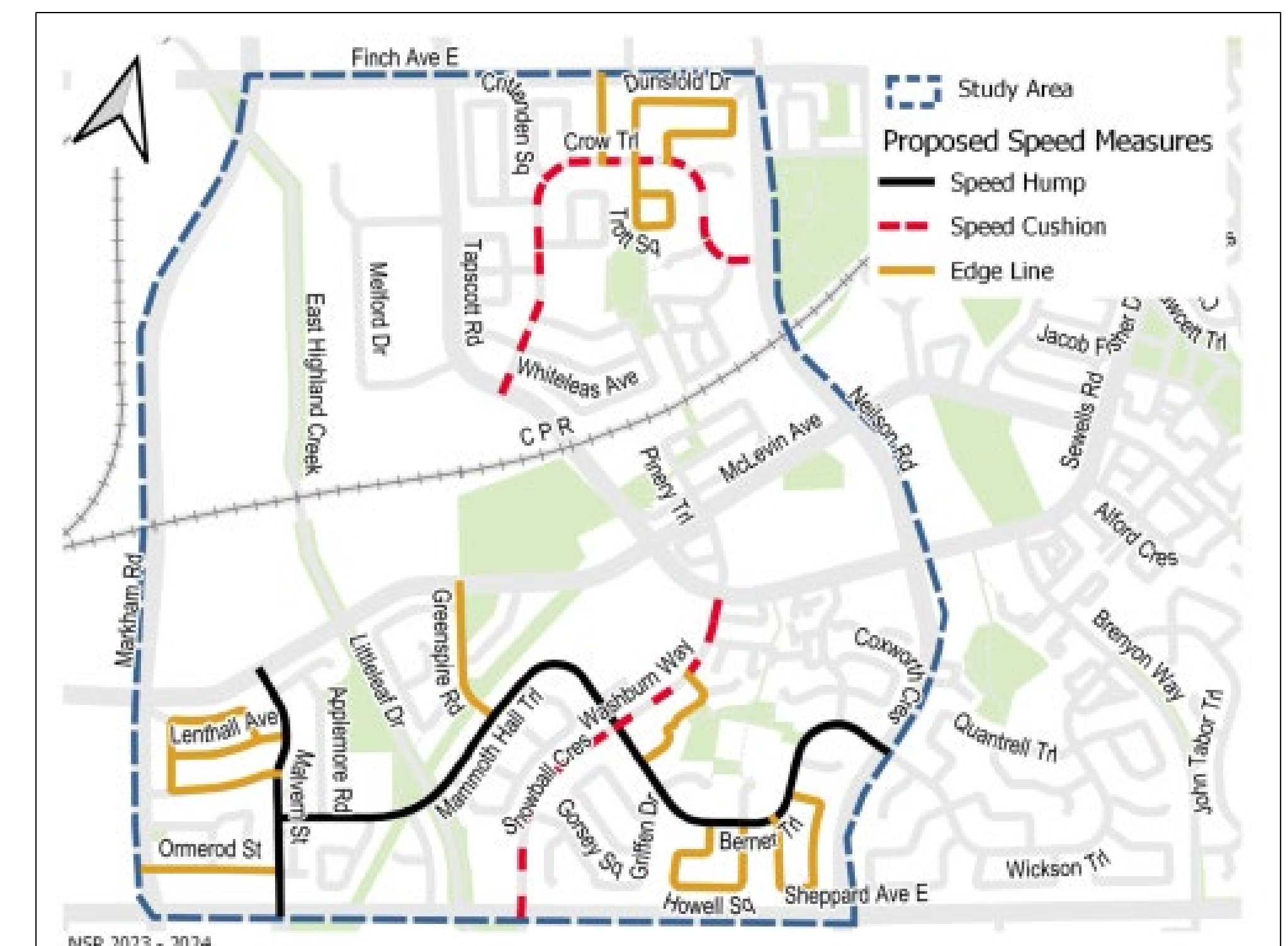


In 2024, the City of Toronto, in consultation with the local community, started developing a Neighbourhood Streets Plan for Malvern West. The study aims to address concerns related to excessive speeding, road safety, and pedestrian connectivity and safety.

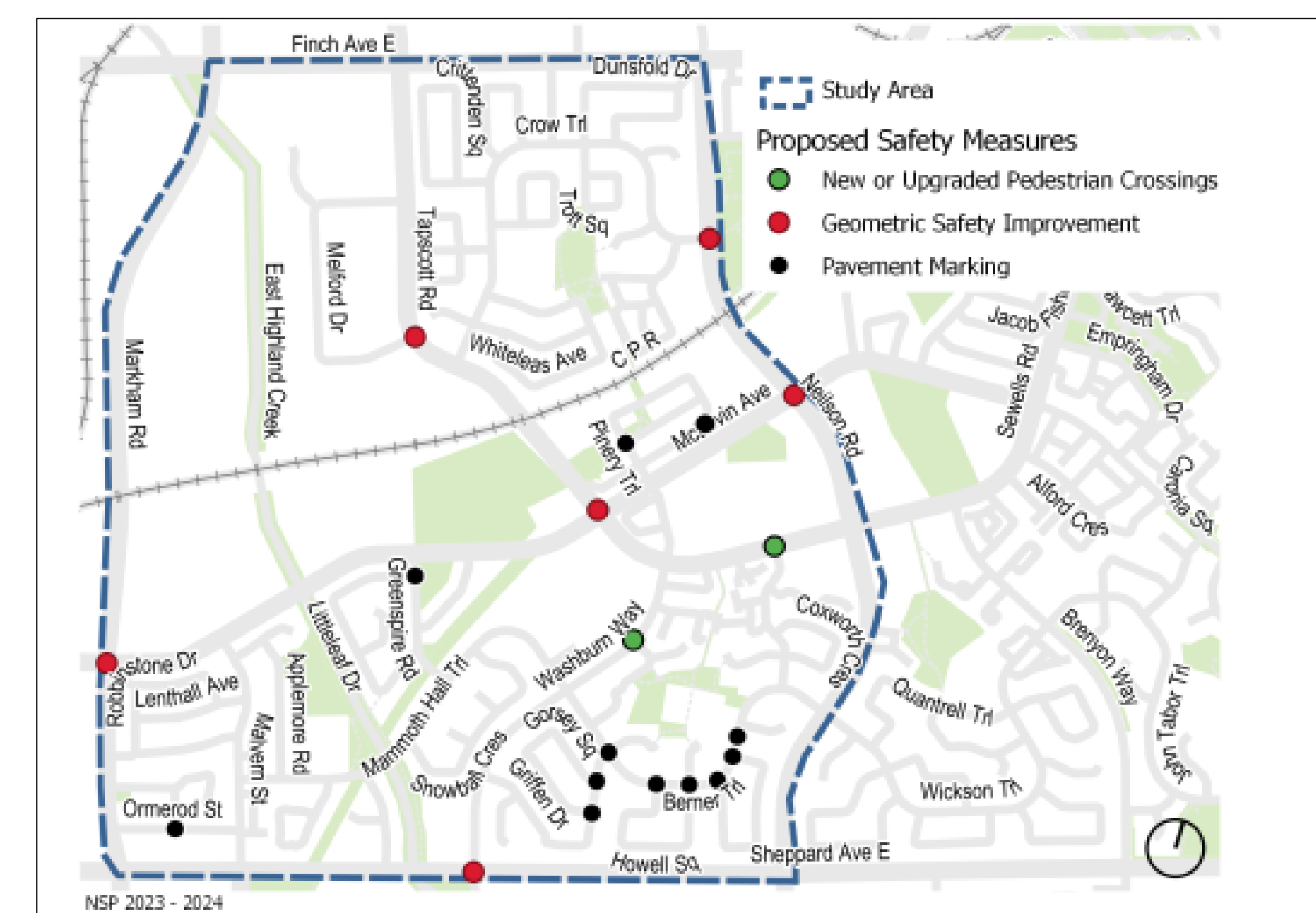
The feedback received through the 2024 consultations has informed the changes on **Crow Trail** proposed as part of the Malvern Neighbourhood Connections project, including a curb extension at Neilson Road and speed cushions along Crow Trail.

Recommendations from the MWSP will be presented to Scarborough Community Council in Fall 2025. If approved, these improvements will be installed on Crow Trail as part of this project.

Learn more about the Malvern West Neighbourhood Streets Plan at toronto.ca/MalvernWestStreets



Proposed speed management measures from the MWSP



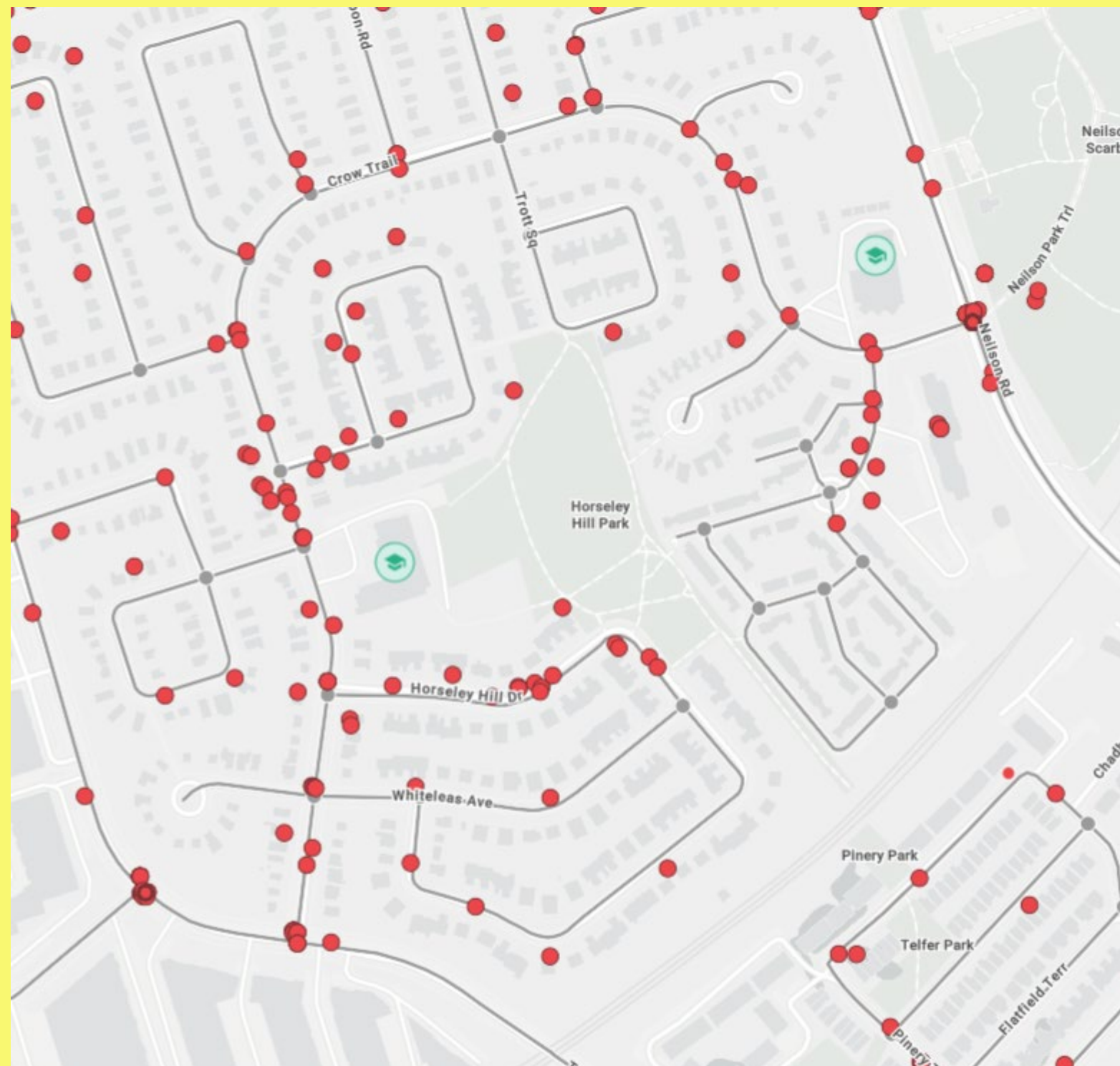
Proposed road safety measures from the MWSP

Why Now | Road Safety Issues



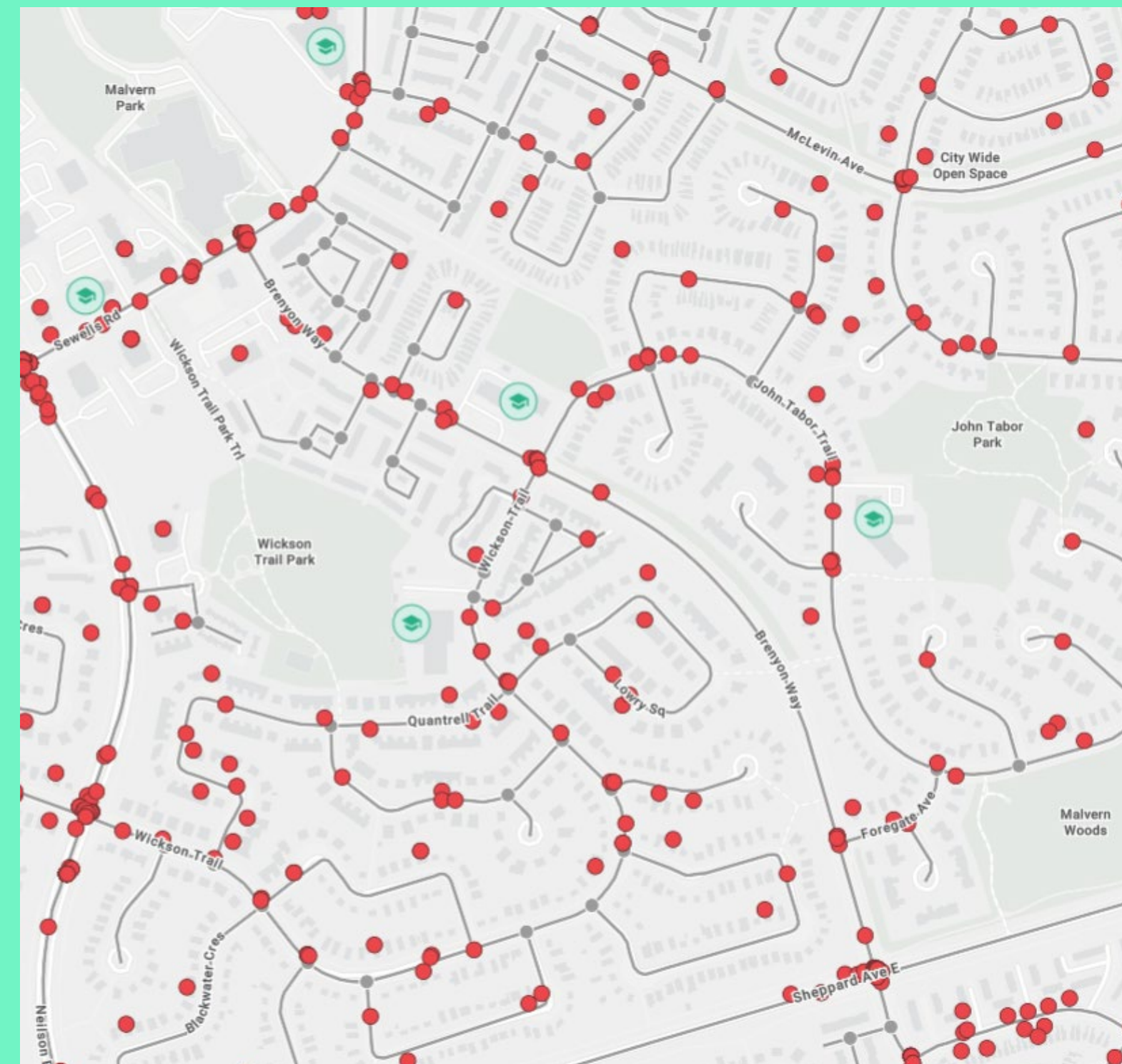
From 2015 to 2025, there have been **348** collisions on Crow Trail, Brenyon Way, Casebridge Court, Venture Drive and Water Tower Gate. Of these collisions, 24 involved pedestrians or people cycling, and **four people were killed or seriously injured**, one of them being a pedestrian.

Crow Trail



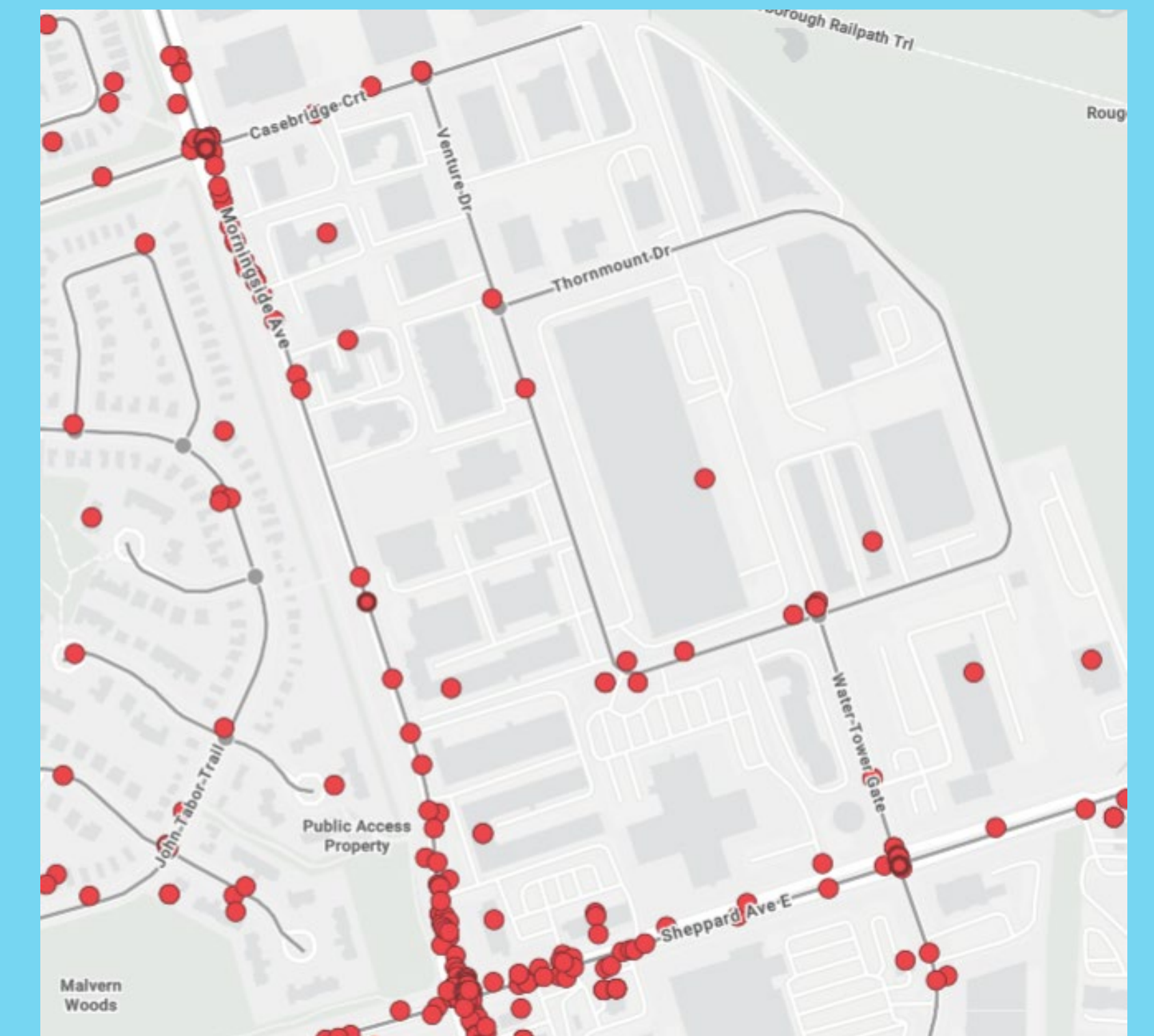
- 105 collisions
- Two people killed or seriously injured (one pedestrian) at the intersection of Neilson Road and Crow Trail.
- Five collisions involved pedestrians or people cycling.

Brenyon Way



- 122 Collisions
- 12 collisions involved pedestrians or people cycling.

Casebridge Court, Venture Drive Water Tower Gate



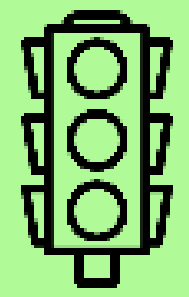
- 121 Collisions
- Two people killed or seriously injured.
- Seven collisions involved pedestrians or people cycling.

Project Goals: Safety, Access, Connectivity



Improve safety

The project aims to increase safety for all road users with emphasis on vulnerable users, people walking, cycling, children and older adults.



Create more accessible connections to trails and parks

The project aims to create new walking/cycling connections to local green spaces.



Improve access to local destinations

A key objective of the project is to help community members of all ages and abilities feel safe and more comfortable walking and cycling in the neighbourhood.



Adapt to the local context

The project aims to understand and customize solutions to the local context to achieve safety and accessibility improvements, while accommodating the needs of heavy vehicles and City services, like garbage collection and snow plowing.

Crow Trail | Overall Vision



The goals of proposed changes on Crow Trail are improving safety for all road users and reducing collisions.



Artist Rendering with Proposed Safety Improvements on Crow Trail

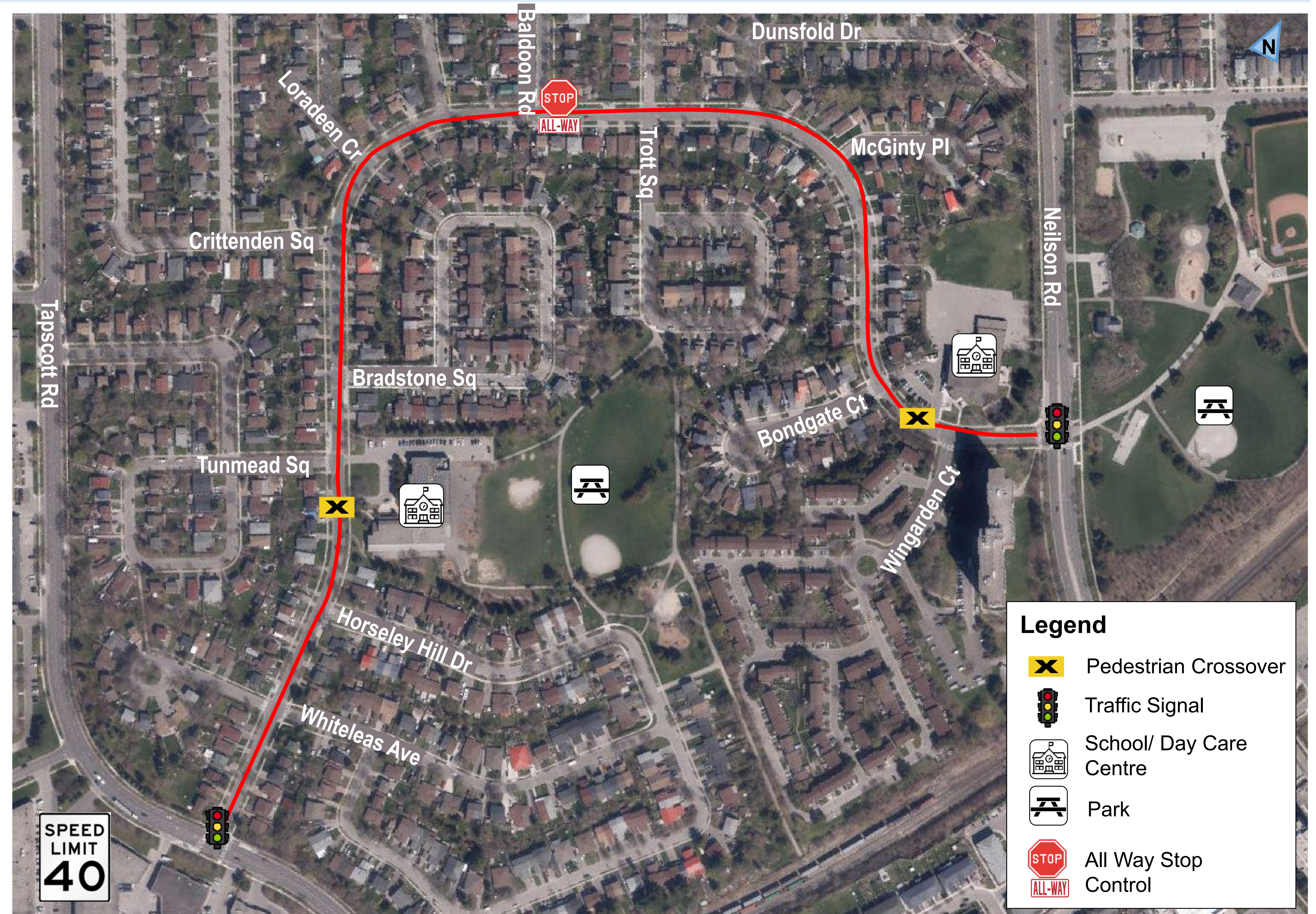
Crow Trail | Current Context



Crow Trail is a collector road with two-way traffic and a posted speed limit of 40 km/h. It is located in a residential neighbourhood and serves two schools, St Gabriel Lalemant Catholic School and Tom Longboat Jr Public School, and a Day Care Centre.

Crow Trail has:

- A road width of 9.5 -10 metres.
- Two TTC bus routes (39A Finch East, and 134D Progress) that serve the street.
- Maximum 3-hour on-street parking with some parking restrictions near the two schools.
- Two Pedestrian Crossovers (PXOs), located at the two schools.
- A Community Safety Zone, a School Safety Zone and Automated Speed Enforcement Cameras.
- Peak hour volumes are between 86 and 129 vehicles per direction.
- **Peak hour vehicle volumes and speeds are above the threshold considered safe for sharing the road.**



Proposed Neighbourhood Greenway on Crow Trail



The Malvern Neighbourhood Connections project proposes a **neighbourhood greenway** on Crow Trail. A neighbourhood greenway is a route that gives priority to pedestrians and people cycling by creating an environment with low motor vehicle volumes and speeds.

Cycling priority on neighbourhood greenways is typically reinforced by signs, pavement markings, and measures to reduce speed and motor vehicular volume. They also include the installation of safe crossings.

Below are examples of features of neighbourhood greenways, similar to what is proposed on Crow Trail.



Speed cushions are similar to speed humps, but they provide wheel cut-outs for larger vehicles such as buses and emergency vehicles to pass unaffected.



Raised crosswalks improve the visibility of people crossing and increase awareness of drivers' speeds.



Neighbourhood cycling connections include signage, pavement markings and other traffic calming measures to create comfortable cycling routes on residential streets.

Proposed Neighbourhood Greenway on Crow Trail

Below are examples of features of neighbourhood greenways, similar to what is proposed on Crow Trail.



Corner radius reduction

Existing corner radii are often large, allowing drivers to make turns very quickly. Making corner radii smaller means shorter crossings and slower driver turning speeds. The addition of metal tactile plates at curb ramps improves accessibility.



Curb extensions at side streets can reduce vehicular travel speeds and discourage through traffic. Curb extensions can also incorporate green infrastructure to help with water runoff and improve aesthetics.

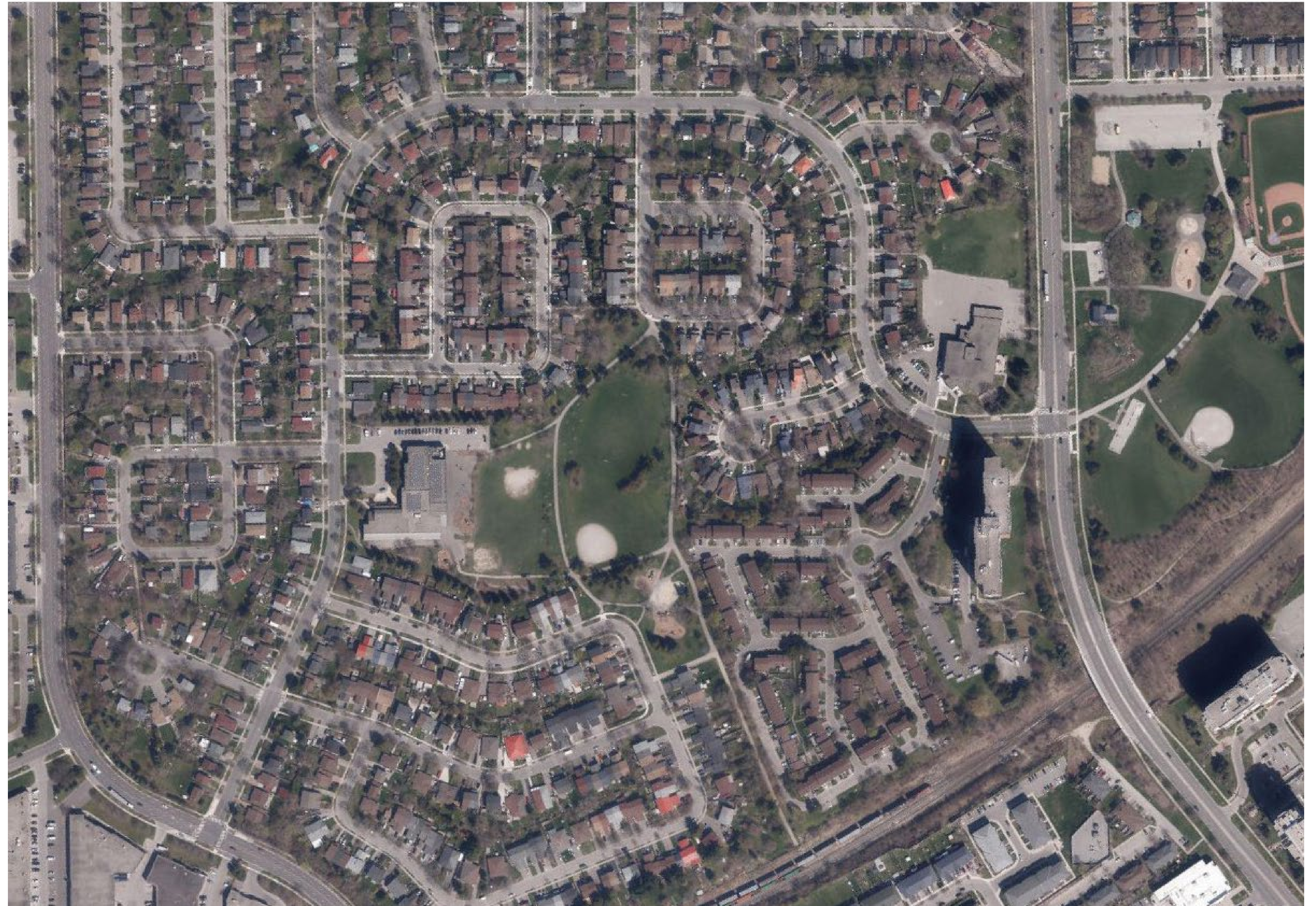
Crow Trail | Proposed Neighbourhood Greenway



Proposed changes on Crow Trail include speed management measures, improved crossings and intersection safety improvements.

Proposed changes for Crow Trail include:

- Introduction of new posted speed limit of 30km/h.
- Intersection safety improvements at Tapscott Road and Neilson Road, including Head-Start Signal for pedestrians and people cycling, corner radius reduction, bike signals and two-stage left-turn bike boxes.
- Improvements for pedestrians and people cycling, including raised crosswalks, on-street shared lane for people driving and cycling, and safer crossings.
- Curb extensions and opportunities to incorporate green infrastructure
- Speed cushions are being considered through the Malvern West Streets Plan.



Subject to change based on detailed design

Proposed Changes on Crow Trail | At Neilson Road



EXISTING



PROPOSED



Proposed Changes



Safety improvements at the intersection of Crow Trail and Neilson Road.

Corner radius reduction to reduce crossing distances and slow down turning vehicles, designated crossing for people cycling, bike signal heads and new signal timing with head-start for pedestrians.



On-street shared lanes on Crow Trail with a short section of painted bike lanes approaching the Neilson Road intersection to improve connection to Neilson Park.

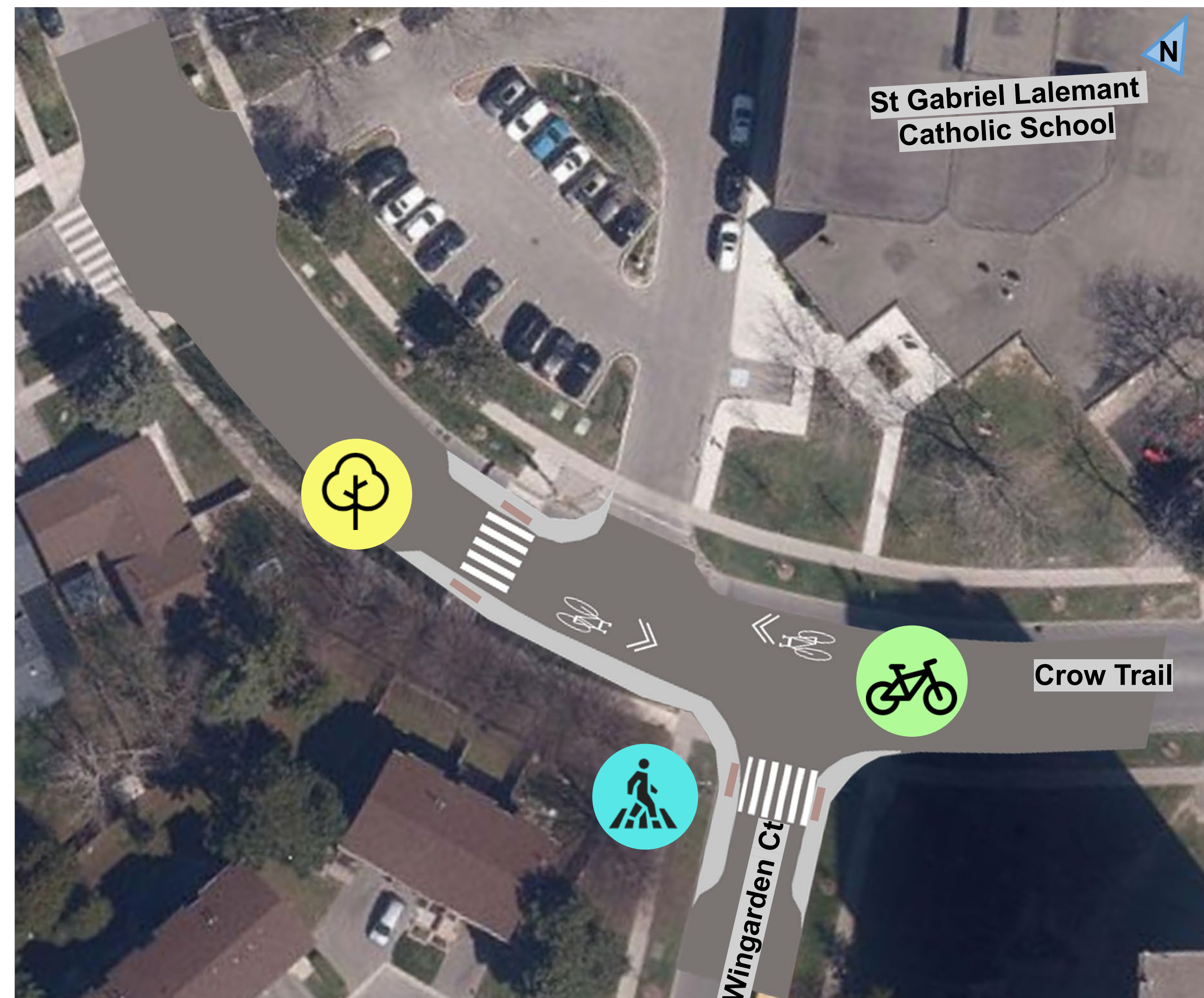
Proposed Changes on Crow Trail | At St Gabriel Lalemant C.S






EXISTING



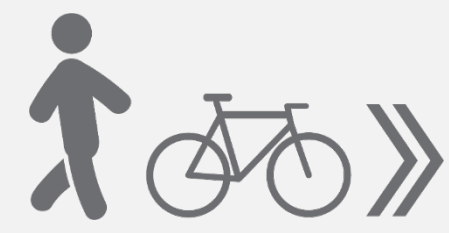
PROPOSED



Proposed Changes

-  **Raised crosswalks** at select intersections, including at Crow Trail and Wingarden Court. Raised crosswalks increase driver awareness of crosswalks and reduces driving speeds at pedestrian crossings.
-  **Curb extensions and green space at the pedestrian crossover (PXO).** A curb extension can reduce vehicular travel speed and discourage through traffic. It also reduces crossing distance for pedestrians.
-  **On-street shared cycling connections.** Includes signage, pavement markings and other traffic calming measures to create comfortable cycling routes on residential streets.

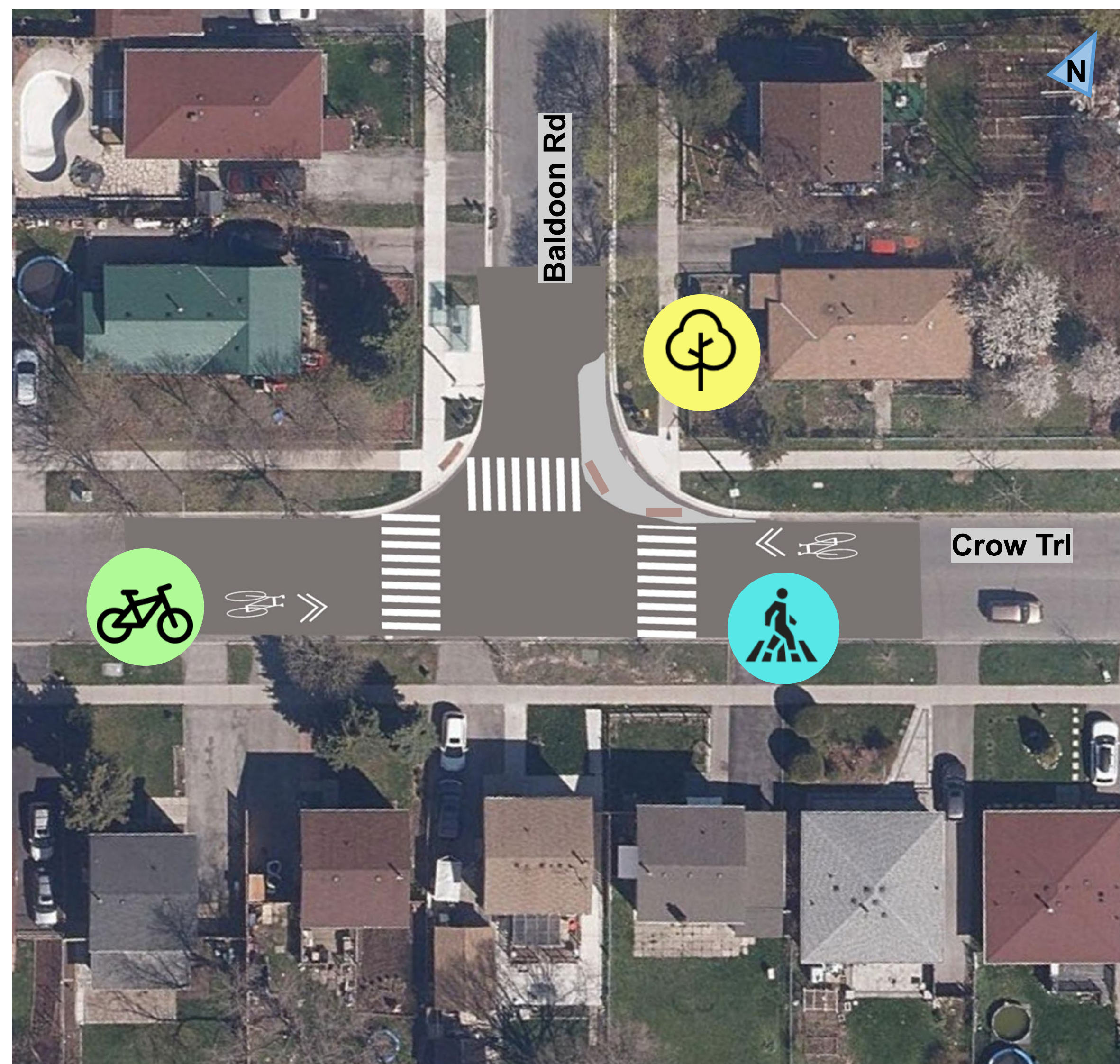
Proposed Changes on Crow Trail | At Baldoon Road






EXISTING



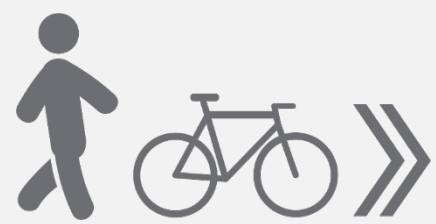
PROPOSED



Proposed Changes

-  **New crosswalks** north/south at Crow Trail and Baldoon Road to provide increased opportunities for safe pedestrian crossing.
-  **Curb extensions and green space at select corners with side streets, including at Baldoon Road.** A curb extension can reduce vehicular travel speeds and discourage through traffic. It also reduces crossing distances for pedestrians.
-  **On-street shared cycling connections.** Includes signage, pavement markings and other traffic calming measures to create comfortable cycling routes on residential streets.

Proposed Changes on Crow Trail | At Tunmead Square






EXISTING



PROPOSED



Proposed Changes

-  **Curb extensions and green space at select locations, including PXO location in front of Tom Longboat Jr Public School.** A curb extension can reduce vehicular travel speeds and discourage through traffic. It also reduces crossing distances for pedestrians
-  **Raised crosswalk on Tunmead Square,** which help increase driver awareness of crosswalks and reduces driving speeds at pedestrian crossings.
-  **On-street shared cycling connections.** Includes signage, pavement markings and other traffic calming measures to create comfortable cycling routes on residential streets.

Crow Trail | TTC Bus Stop Changes



The TTC consolidates bus stops to improve service reliability and speed, and to adhere to minimum spacing guidelines. Consolidating stops, particularly those too close together, can reduce bus travel time and improve overall service. The TTC also prioritizes safety, as mid-block stops without pedestrian crossings can encourage unsafe activity.

The following 2 TTC bus routes provide service on Crow Trail:

39A Finch to Neilson

Regular Service, operates all day, every day until 1a.m.

134D Progress to Scarborough Centre Station via Centennial College:

Limited service, operates at limited times of the day.

The following bus stops are proposed to be eliminated by the TTC:

- #3458 – Crow Trail at Carrying Place
- #11545 – Crow Trail at Horseley Hill Dr
- #3459 – Crow Trail at Crittenden Sq
- #868 – Crow Trail at McGinty Pl



Brenyon Way | Overall Vision



The goals of proposed changes on Brenyon Way are to improve safety for all road users and reduce collisions.



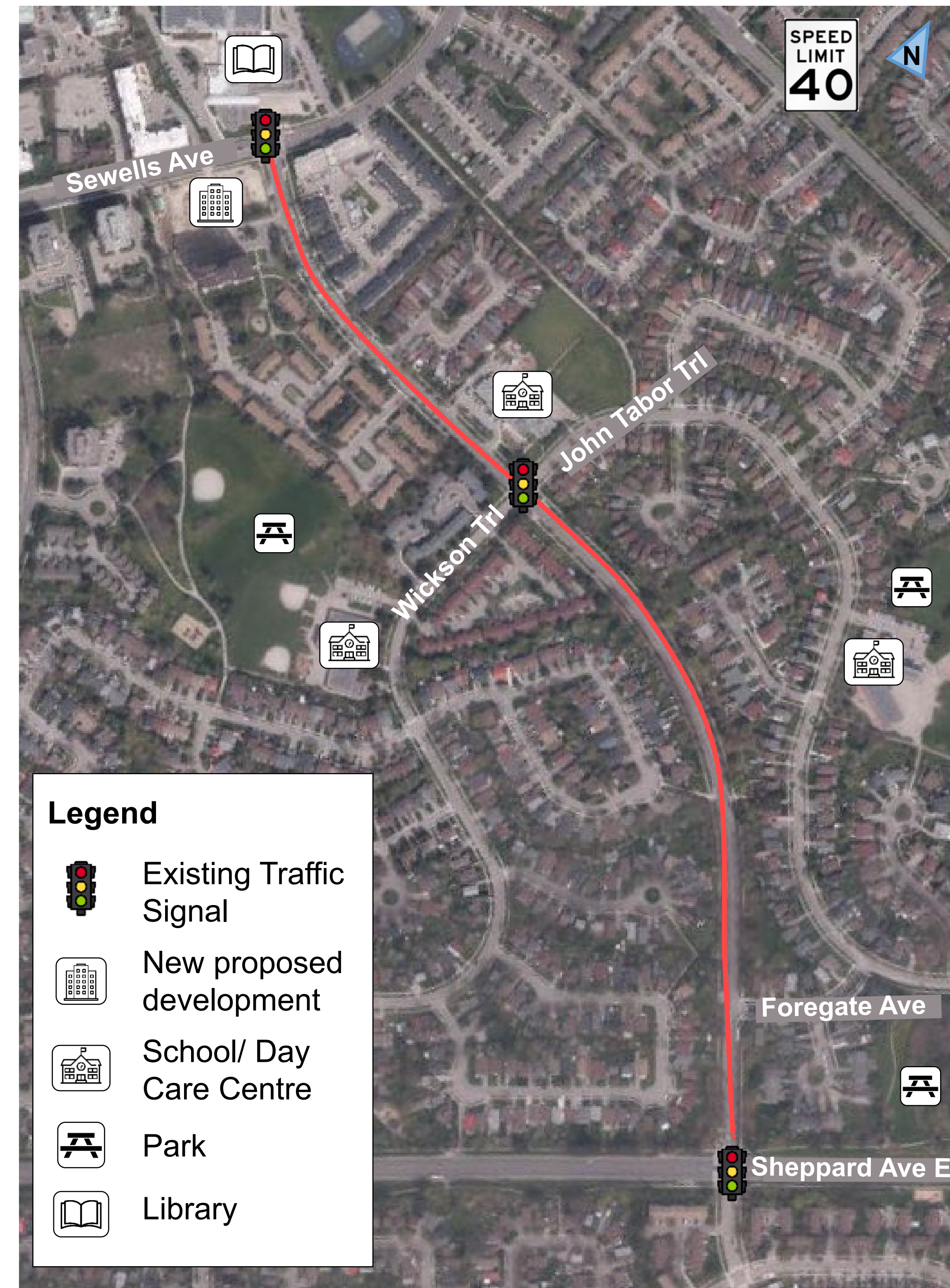
Artist Rendering with Proposed Safety Improvements on Brenyon Way

Brenyon Way | Current Context



Brenyon Way is a collector road with two-way traffic and a posted speed limit of 40 km/h. There are many local destinations including schools, day care centres, public libraries, and parks.

- Road width between 12.8m and 14m.
- Brenyon Way is served by the 132 Milner TTC bus.
- It has maximum 3-hour on-street parking with some restrictions near John Tabor Trail and Pioneer Pathway.
- 85% of vehicles are driving at or slower than 45km/h in the section north of John Tabor Trail and 54km/h close to Sheppard Avenue East.
- Brenyon Way has a Community Safety Zone between Sewells Road and Foregate Avenue.
- Peak hour vehicle volumes are around 250 vehicles per hour per direction.
- **Both speed and volume are above the limit that is considered safe for people driving and cycling to share the road.**
- There is a development application for two 9-storey rental apartment buildings with 318 units total at the corner of Sewells and Brenyon Way. Parking is proposed underground. Vehicular access would be provided through the existing ramps. City Council approved Open Door funding for this proposal on March 10, 2021.

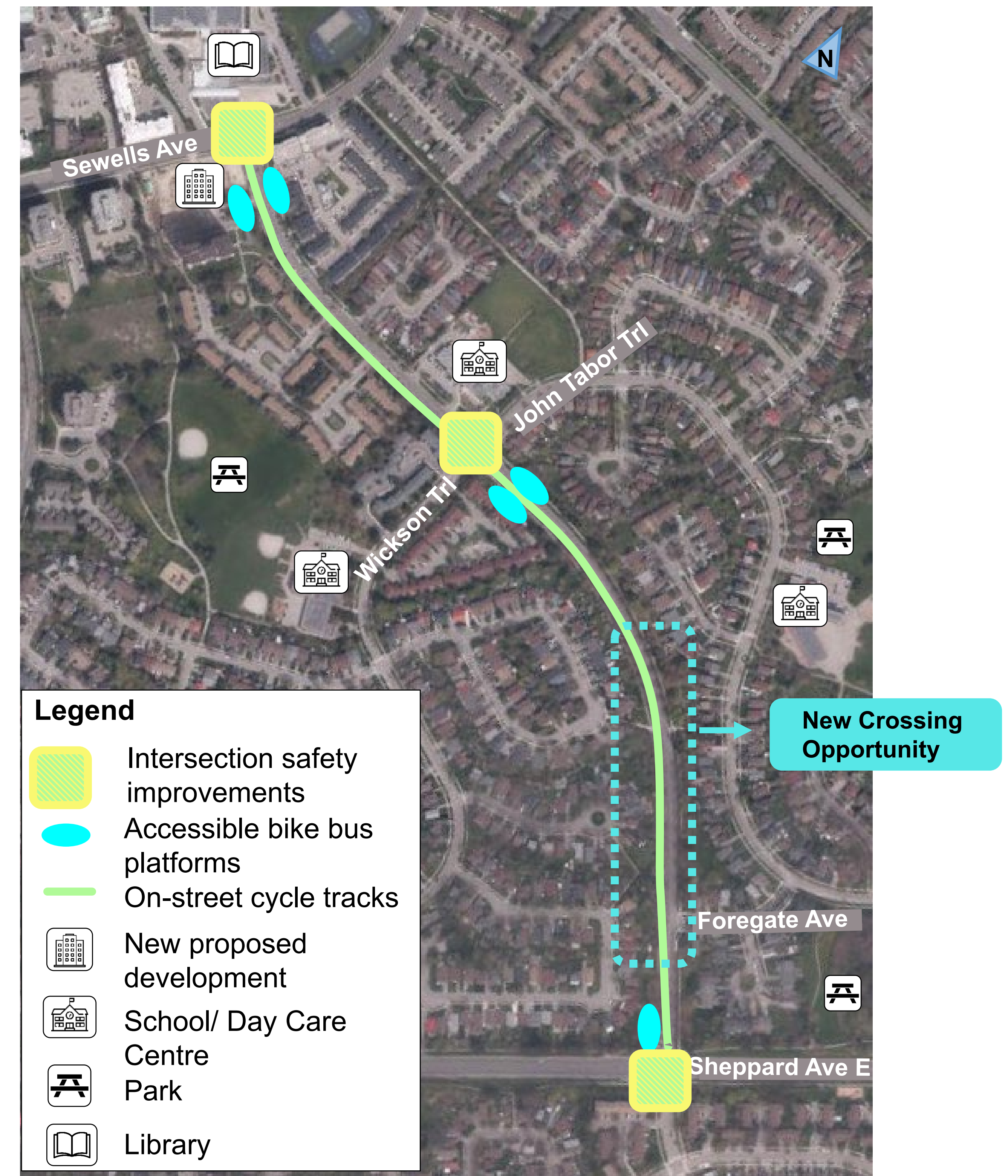


Brenyon Way | Proposed Changes



Proposed changes on Brenyon Way include safety improvements at intersections, accessibility improvements at bus stops, and uni-directional cycle tracks.

- Safety improvements at Sewells Road intersection, including corner radius reduction, signal timing changes and Accessible Pedestrian Signal, and introduction of two-stage left turn bike box and bike signal.
- Intersection safety improvements at John Tabor Trail/Wickson Trail, including curb radius reductions.
- Consideration for new crossing opportunity between John Tabor Trail/Wickson Trail and Sheppard Avenue East.
- Accessible bus and bike platforms at TTC stop locations.
- Cycle tracks separated from vehicles with permanent curbs.
- There are opportunities to incorporate green infrastructure in the buffer between vehicle travel lanes and cycle tracks.



Proposed Changes on Brenyon Way | Cycle Tracks



Malvern Neighbourhood Connections proposes **cycle tracks** on Brenyon Way. Cycle tracks are bikeways that are separated from vehicle traffic by concrete curbs, green infrastructure, parked cars, or raised from street level. Given the high volumes of vehicles on Brenyon Way, cycle tracks are being proposed to provide a safe and comfortable option for people of all ages and abilities.



Cycle tracks using concrete curbs and/or planted buffers.

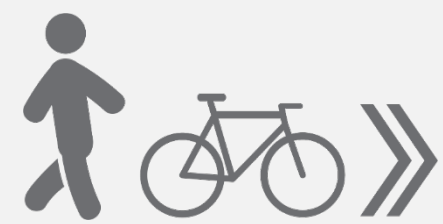


Accessible bike/bus platforms designate a space for people cycling and transit users. People cycling must yield to anyone crossing the platform.

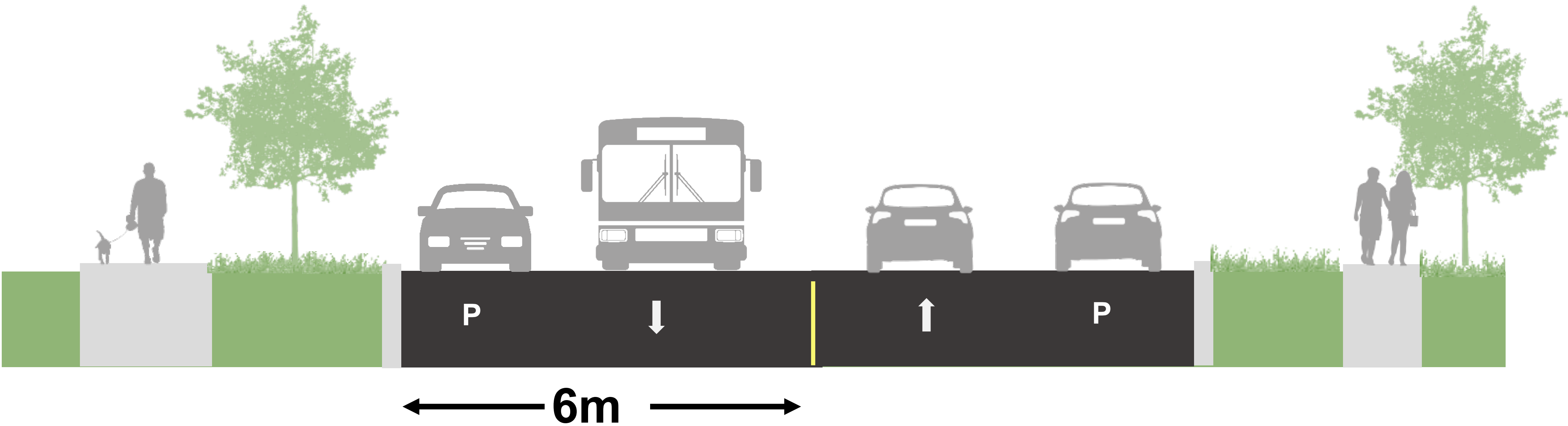


Signal changes including bike signal that facilitate safe crossings for people cycling by clarifying and **Accessible Pedestrian Signals (APS)** that advise the blind, visually impaired, and deaf-blind when they have the right-of-way to cross the street

Brenyon Way | Proposed Changes

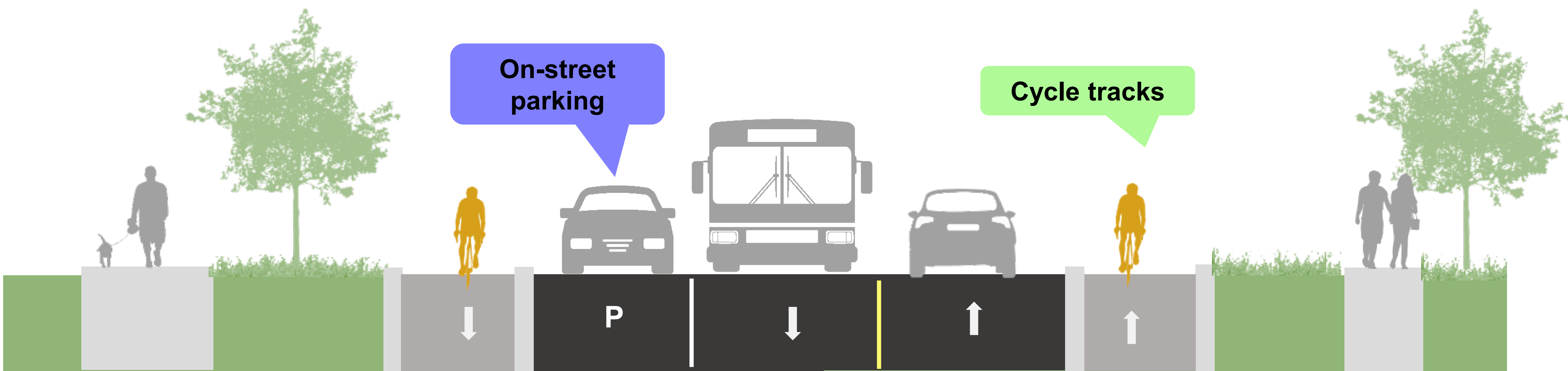


Existing Conditions | Brenyon Way from Sewells Road to John Tabor Trail/Wickson Trail



- Existing Conditions**
- One lane per direction
 - Very wide lanes, (6m-7m per lane)
 - On-street parking available on both sides of the street

Proposed Conditions | Brenyon Way from Sewells Road to John Tabor Trail/Wickson Trail

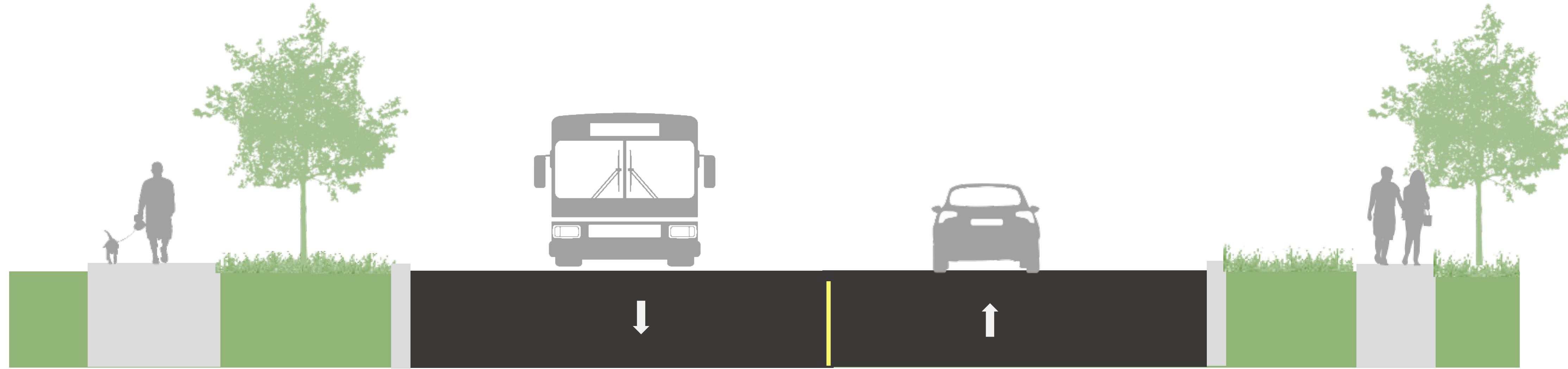


- Proposed Conditions**
- One lane per direction
 - Lane width according to City guidelines (3.5m)
 - On-street parking available on one side of the street
 - Cycle tracks

Brenyon Way | Proposed Changes



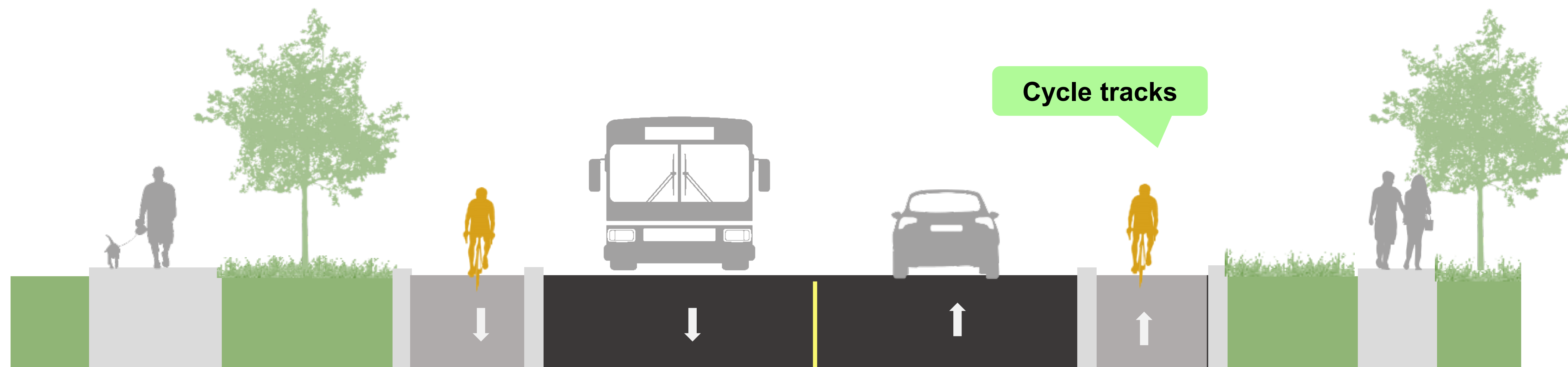
Existing Conditions | Brenyon Way from John Tabor Trail/Wickson Trail to Sheppard Avenue East



Existing Conditions

- One lane per direction
- Very wide lanes, (6m-7m per lane)
- On-street parking available on both sides of the street

Proposed Conditions | Brenyon Way from John Tabor Trail/Wickson Trail to Sheppard Avenue East



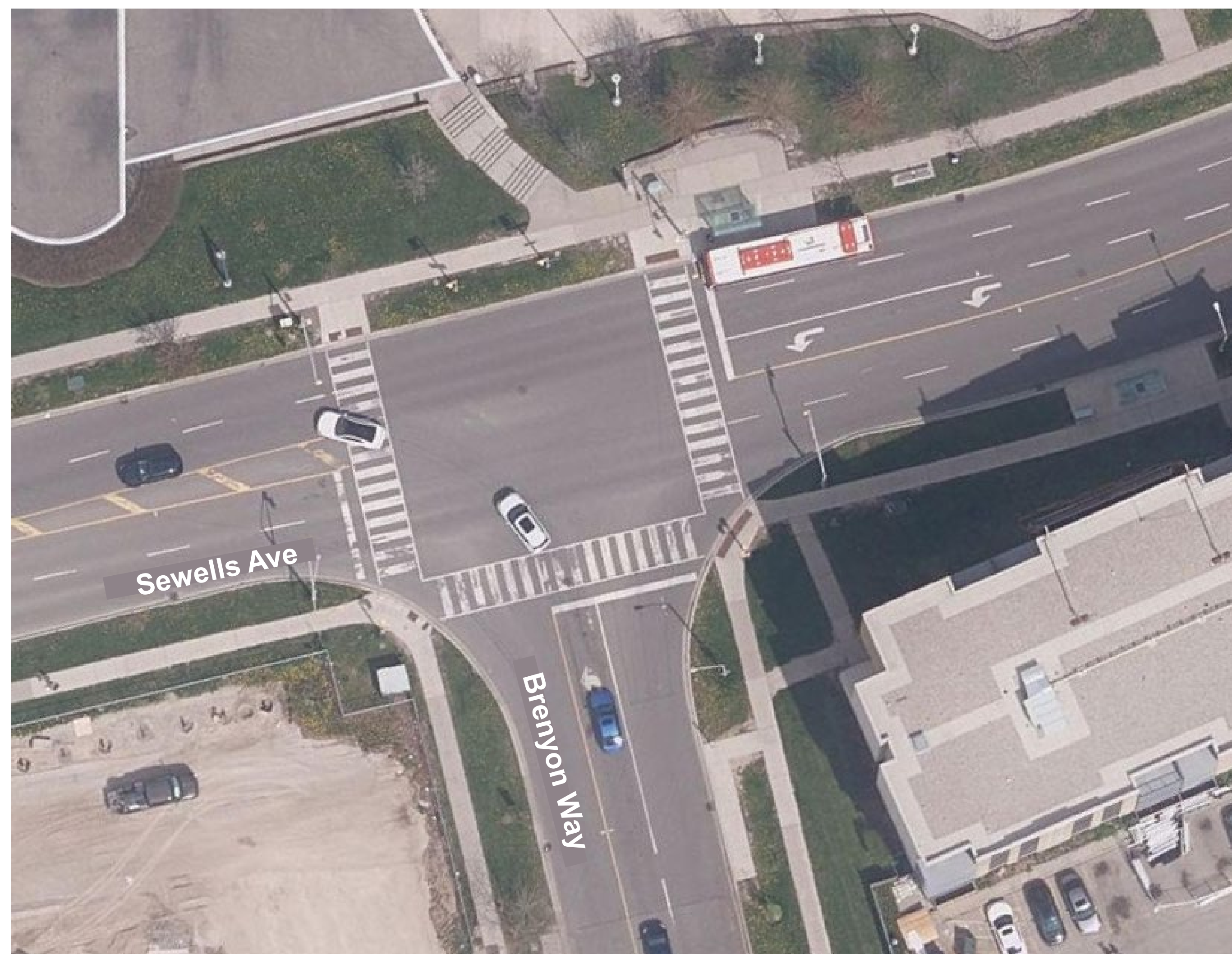
Proposed Conditions

- One lane per direction
- Lane width according to City guidelines (3.5m)
- No on-street parking
- Cycle tracks

Proposed Changes on Brenyon Way | At Sewells Road



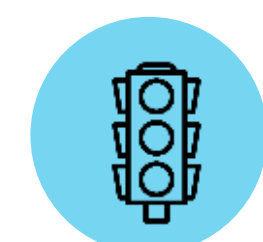


EXISTING



PROPOSED



Proposed Changes

-  **Safety improvements at Sewells Road and Brenyon Way intersection.** Changes to curb radius, signal timing changes, two stage left turn box and designated crossing for people cycling.
-  **Improved access to transit.** Accessible bus platforms. People cycling must yield to anyone crossing the platform.
-  **Cycle tracks.** Installation of cycle tracks on Brenyon Way between Sewells Rd and Sheppard Avenue East using a concrete median between travel lanes and cycle tracks.

Brenyon Way | Parking Changes



The proposal include changes to on-street parking on Brenyon Way from Sewells Road to Sheppard Avenue East.

- A parking study was completed in March and April 2025 to capture the on-street parking needs in the area. Parking counts were completed on both weekdays and weekends at different hours throughout the day.
- Parking is currently allowed on-street with some restrictions between 7 a.m. and 6 p.m. on weekdays.
- The project proposes to create 24/7 on-street parking spaces, alternating between the east and west side of the street between Sewells Road and John Tabor Trail/Wickson Trail. No on-street parking between John Tabor Trail/Wickshon Trail and Sheppard Avenue East
- Thirty-six (36) on-street parking spaces will be available along Brenyon Way between Sewells Road and John Tabor Trail/Wickson Trail.
- The TTC bus stops at Brenyon Way and Pioneer Pathway are proposed by TTC to be removed, allowing additional space for on-street parking.

Brenyon Way	Existing Spaces	Average number of parked cars observed during parking survey	Proposed number of parking spaces
Sewells Road to John Tabor Trail/Wickson Trail	55 spaces anytime during weekdays 72 spaces during evenings and weekends	32	36
John Tabor Trail/Wickson Trail to Sheppard Avenue	On-street parking allowed along the entire section	No vehicles observed	No on-street parking

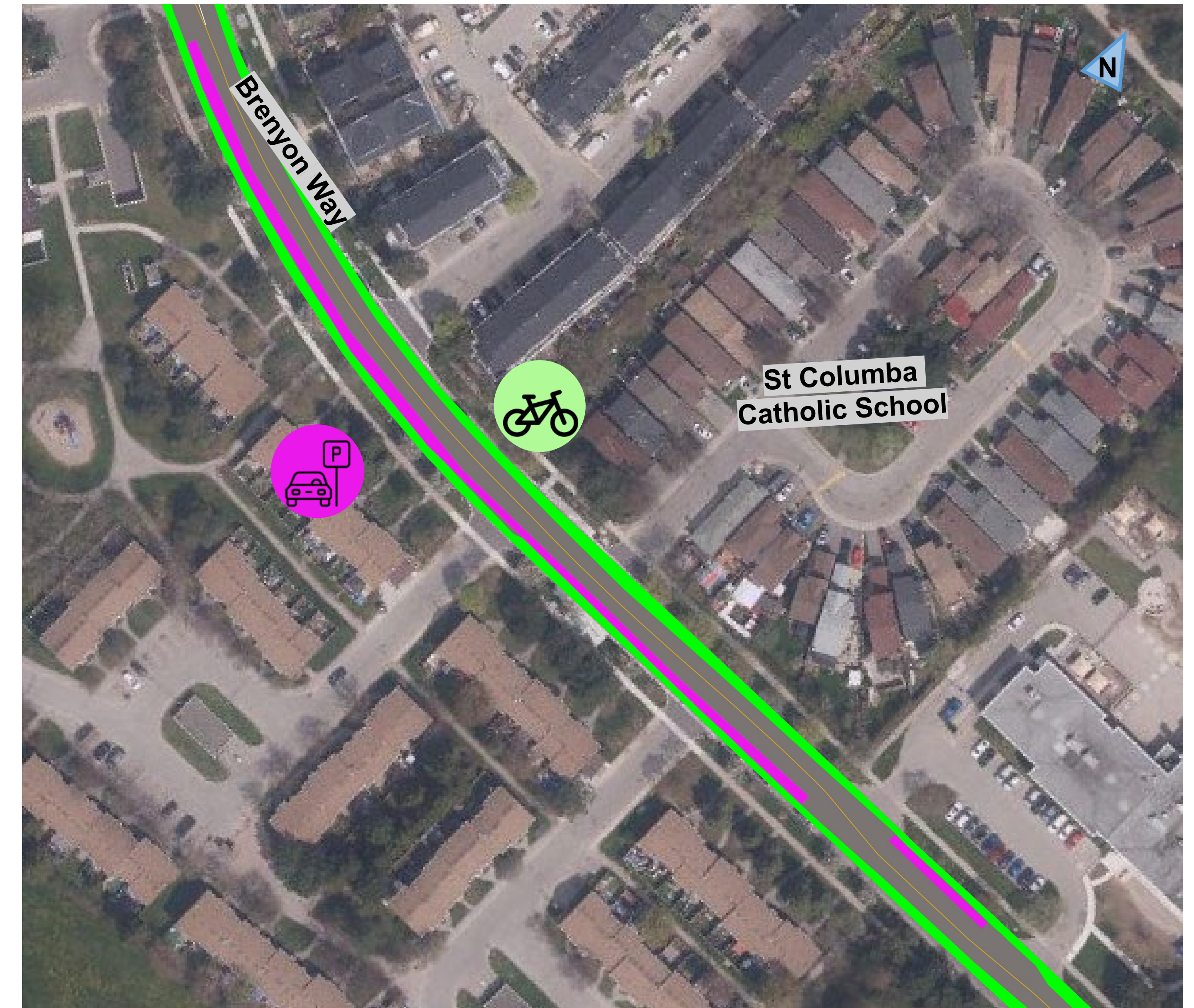
Proposed Changes on Brenyon Way | From Sewells Road to John Tabor Trail/Wickson Trail



EXISTING



PROPOSED



Proposed Changes



On-street parking is proposed to be provided on one side of the street between Sewells Road and John Tabor Trail/Wickson Trail. Thirty-One (31) spaces will be provided on the west side of the street, and five (5) will be provided on the east side, in front of the St Columba Catholic school



Cycle tracks. Installation of cycle tracks on Brenyon Way between Sewells Road and Sheppard Avenue with a concrete curb separating vehicle travel lanes and cycle tracks.



Removal of TTC Bus Stop at Pioneer Pathway and Brenyon Way, based on TTC stop consolidation policy

Proposed Changes on Brenyon Way | From John Tabor Trail/Wickson Trail to Sheppard Ave East



Proposed Changes



New crossing opportunity (Signal or Crossover) between John Tabor Trail/Wickson Trail and Sheppard Avenue East. The distance between the two signalized intersections that provide opportunity to cross Brenyon Way is approximately 700m.

Option 1: New crossing opportunity at pedestrian pathways on Brenyon Way connecting Lowry Square and John Tabor Trail.

Option 2: New crossing opportunity near Foregate Avenue and pedestrian pathways that connects to Tillbrook Court and Winstanly Crescent.



Cycle tracks. Installation of cycle tracks on Brenyon Way from Sewells Road to Sheppard Avenue with a concrete curb separating vehicle travel lanes and cycle tracks.



On-street parking will not be allowed from John Tabor Trail/Wickson Trail to Sheppard Avenue East.



Improved access to transit. Accessible bus platforms. People cycling must yield to anyone crossing the platform.

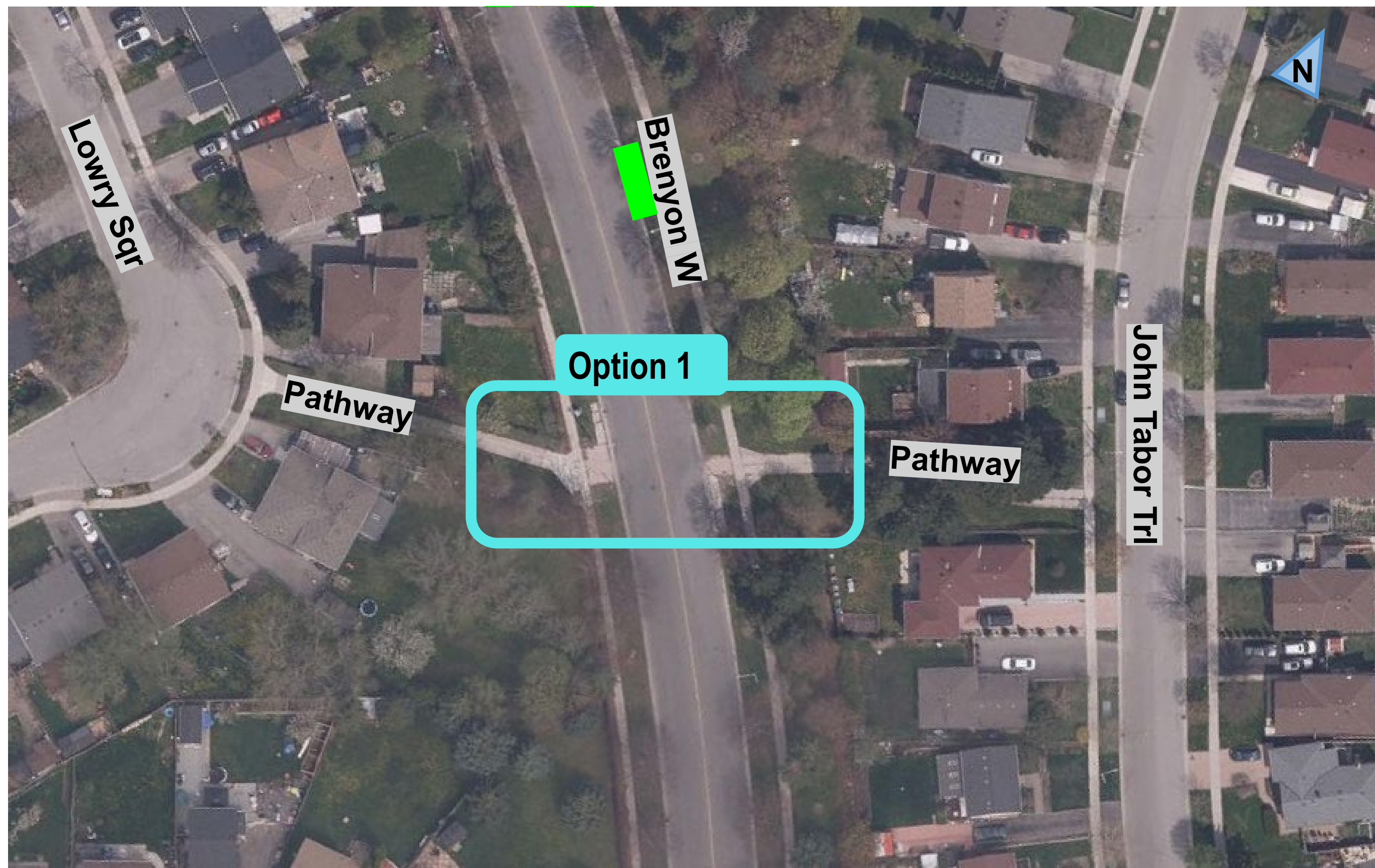
PROPOSED



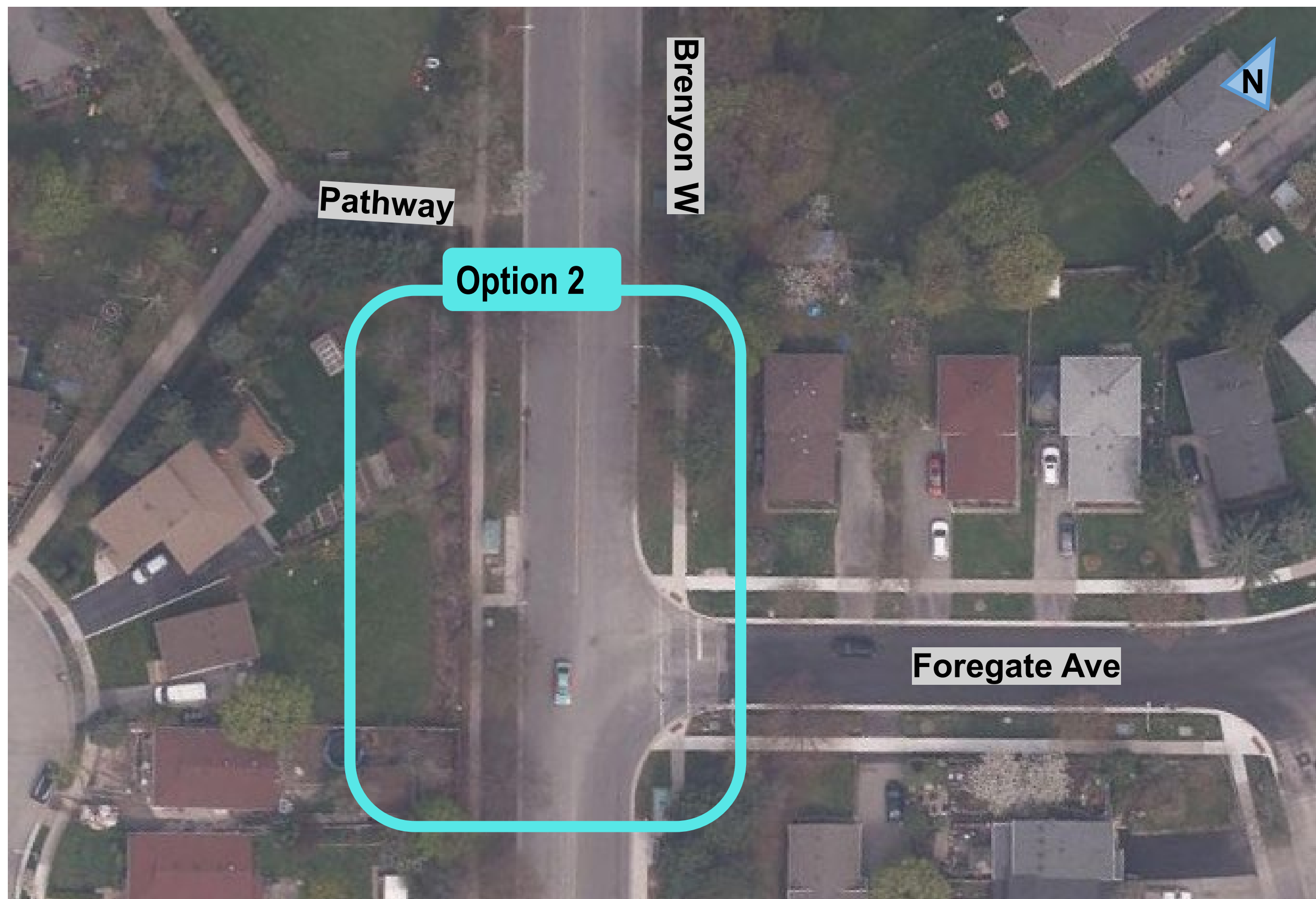
Proposed Changes on Brenyon Way | Between John Tabor Trail and Sheppard Avenue E



OPTION 1



OPTION 2



Option Comparison

	Distance between Crossings	Access	Bus stop
Option 1: Pathways	Located in the middle (350m) between John Tabor Trail/Wickson Trail and Sheppard Avenue E	Provides improved access to Lowry Square, Emily Carr Public School, and John Tabor Park	Existing bus stop at Foregate Avenue would be eliminated
Option 2: Foregate Avenue	Located close to Sheppard Avenue East (approximately 200m) and further away from John Tabor Trail/Wickson Trail (500m)	Provides improved access to Tillbrook Court, Winstanly Crescent, Foregate Avenue and Malvern Woods	Existing bus stop midblock at Pathways near Lowry Square would be eliminated

The goals of proposed changes on Casebridge Court, Venture Drive and Water Tower Gate are to improve safety for all road users and reduce collisions.



Artist Rendering with Proposed Safety Improvements on Water Tower Gate and Venture Drive

Casebridge Court, Venture Drive & Water Tower Gate

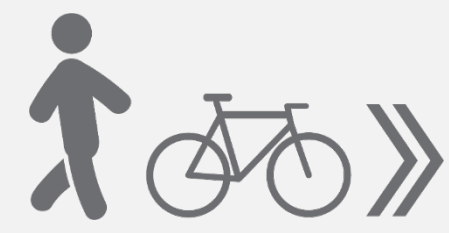


Casebridge Court, Venture Drive and Water Tower Gate are collector roads with two-way traffic. The surrounding area is industrial and has a strong presence of businesses. Casebridge Court connects to the Scarborough Railpath Trail that connects to Finch Avenue East and to the Gattineau Hydro Corridor Trail.

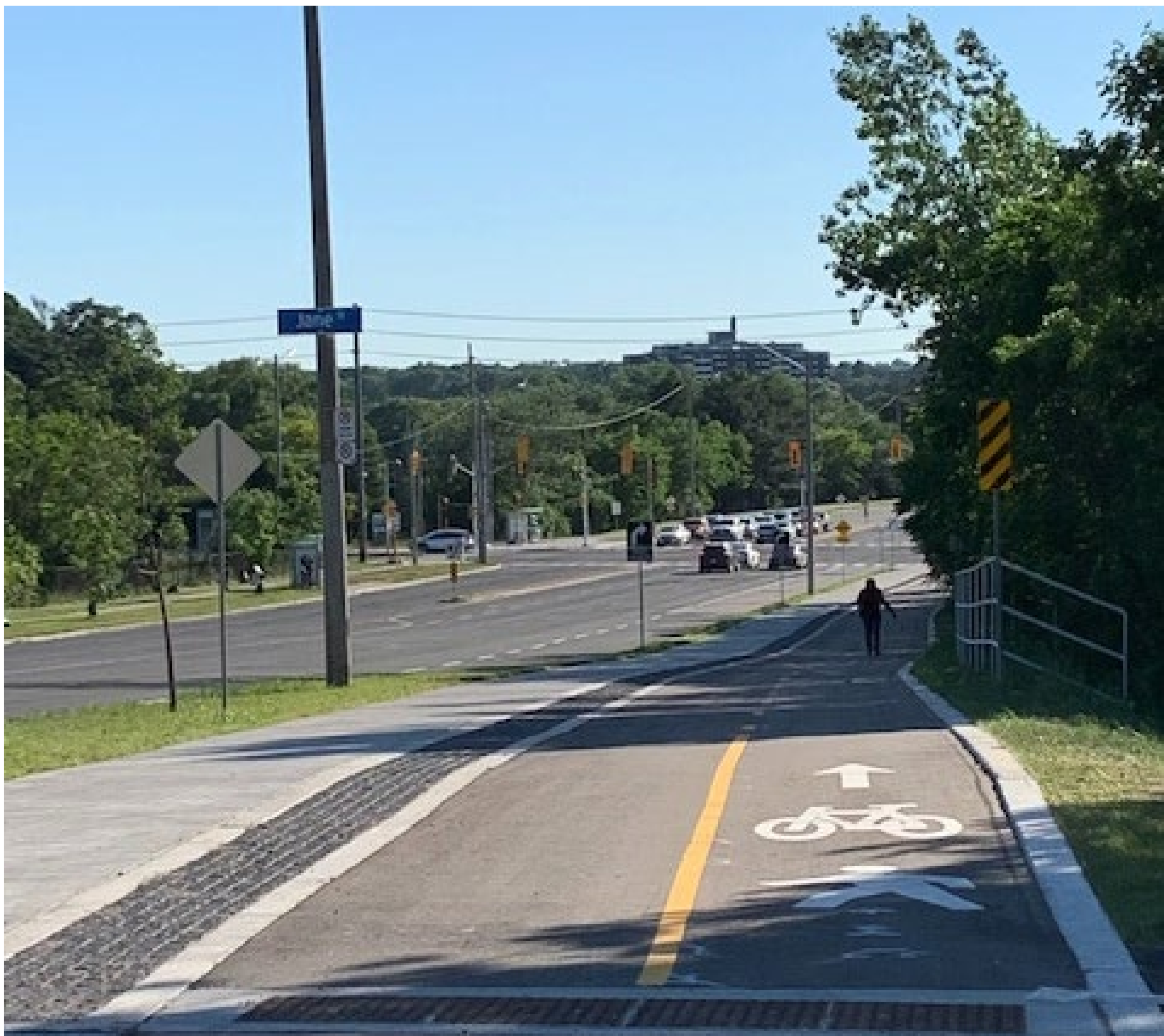
- Road widths range between 12.4m and 15.8m.
- All three streets have maximum 3-hour on street parking.
- The posted speed limit on these streets is 50km/h, and 85% of vehicles are driving at or slower than 52 km/h.
- Peak hour volumes are between 174 and 195 vehicles per direction.
- **Both speed and volumes are above the threshold that is considered safe for people cycling and walking to share the road.**
- There is sidewalk present only on the south side of Casebridge Court, west/south side of Venture Drive, and on the east side of Water Tower Gate.



Proposed Features on Casebridge Court, Venture Drive and Water Tower Gate




Given the high volumes and high speeds, as well as the presence of heavy trucks, the Malvern Neighbourhood Connections project proposes a new Multi Use Path that both people walking and cycling can share on the side of the street where a sidewalk is currently missing. A new speed limit of 40km/h is being proposed. Below are examples of road safety improvements proposed for Casebridge Court, Venture Drive and Water Tower Gate:




 **Multi Use Path** provides shared space for pedestrians and cyclists away from vehicular traffic.



 **Bike boxes** are designated spaces for people cycling to wait at intersections at the red light. Drivers must stop at the stop line. Right turns on red are not permitted.

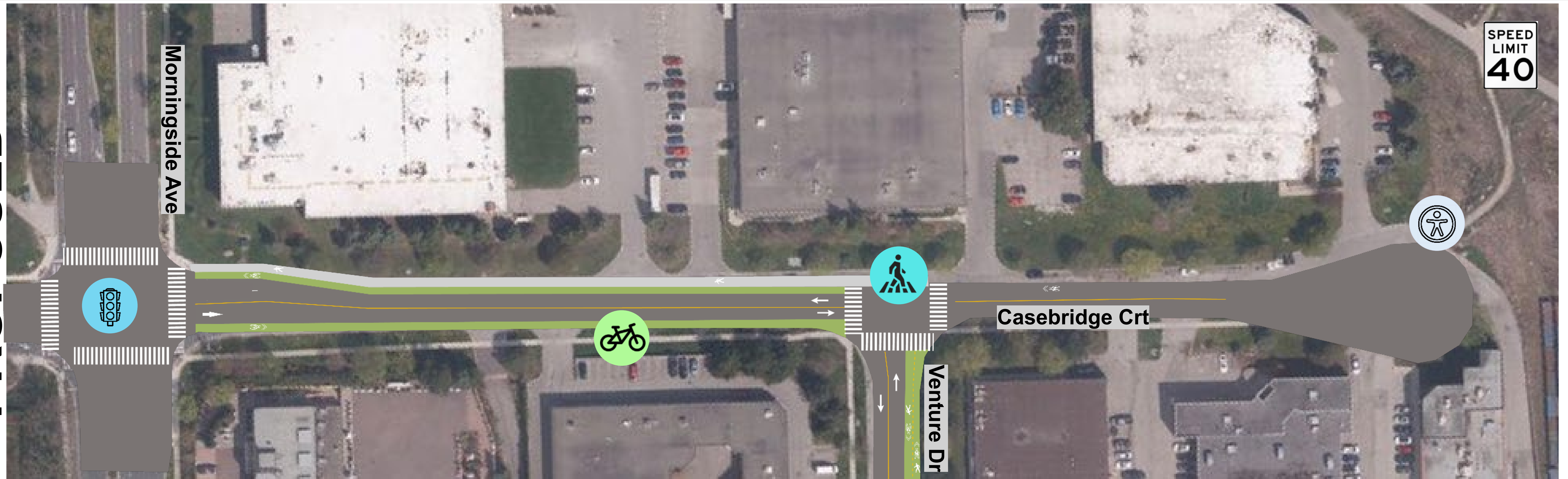


 **Truck Aprons** allow large vehicles to navigate the curb without striking fixed objects or other road users, while creating slower turns for smaller vehicles.

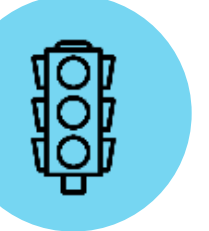



Casebridge Court | Proposed Changes



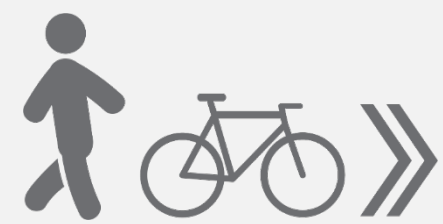
PROPOSED



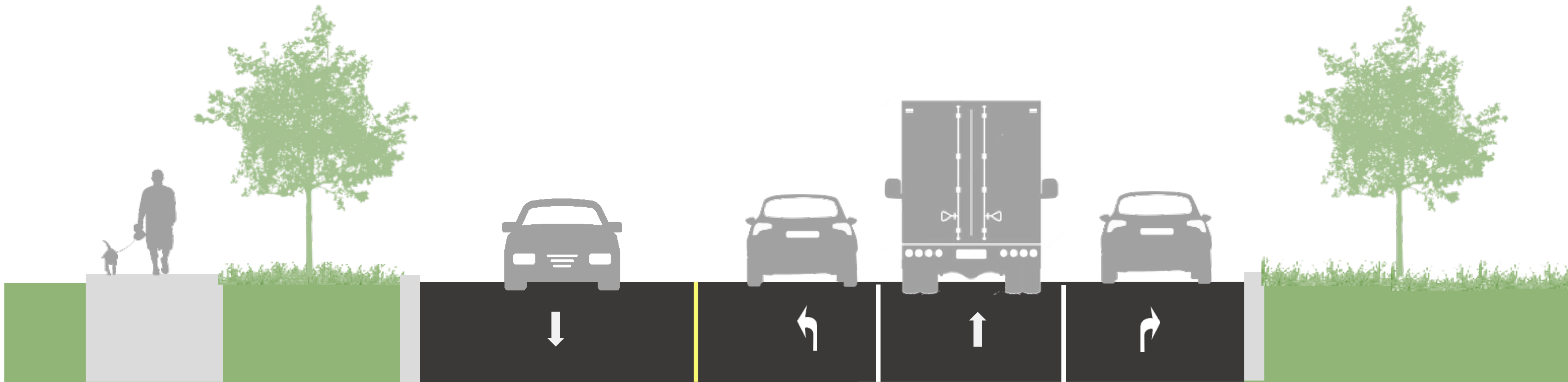
Proposed Changes

-  **Safety improvements** at intersection of Casebridge Court and Morningside Avenue, including signal timing changes and introduction of truck aprons.
-  **New bike lanes.** Installation of bike lanes between Morningside Avenue and Venture Drive connecting people to jobs and trails. Separation will be provided where possible.
-  Installation of **new sidewalk** on the north side of the street between Morningside Avenue and Venture Drive and **new All-Way-Stop** controlled intersection at Casebridge Court and Venture Drive
-  **Improved connection to trail.** New curb cut to improve accessibility to the Scarborough Railpath Trail.

Casebridge Court | Proposed Changes

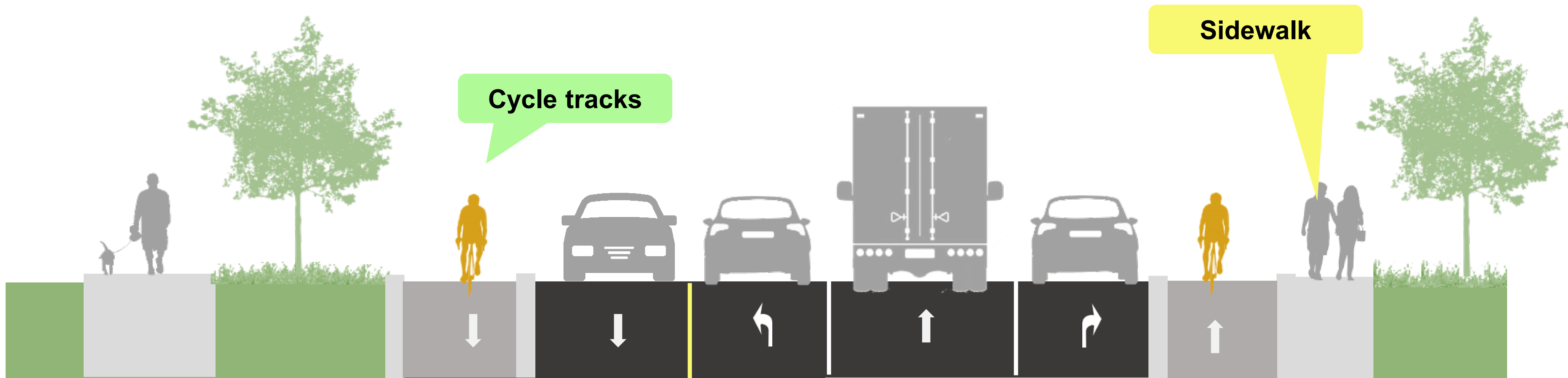


Existing Conditions | Casebridge Court from Morningside Avenue to Venture Drive



- Existing Conditions**
- Three westbound lanes and one eastbound lane
 - Sidewalk on south side of Casebridge Court

Proposed Conditions | Casebridge Court from Morningside Avenue to Venture Drive



- Proposed Conditions**
- All motor vehicle lanes will be maintained
 - The curb on the north side of the street will be moved to provide space for cycle tracks and a new sidewalk.

PROPOSED



Proposed Changes



New Multi Use Path. Installation of multi-use path on the east/north side of Venture Drive between Casebridge Court and Water Tower Gate. There is currently no sidewalk.



Minor impacts to the boulevard. Approximately 4 small trees will be removed as part of the construction on the north side of Venture Drive. Trees will be replanted within the project limits.

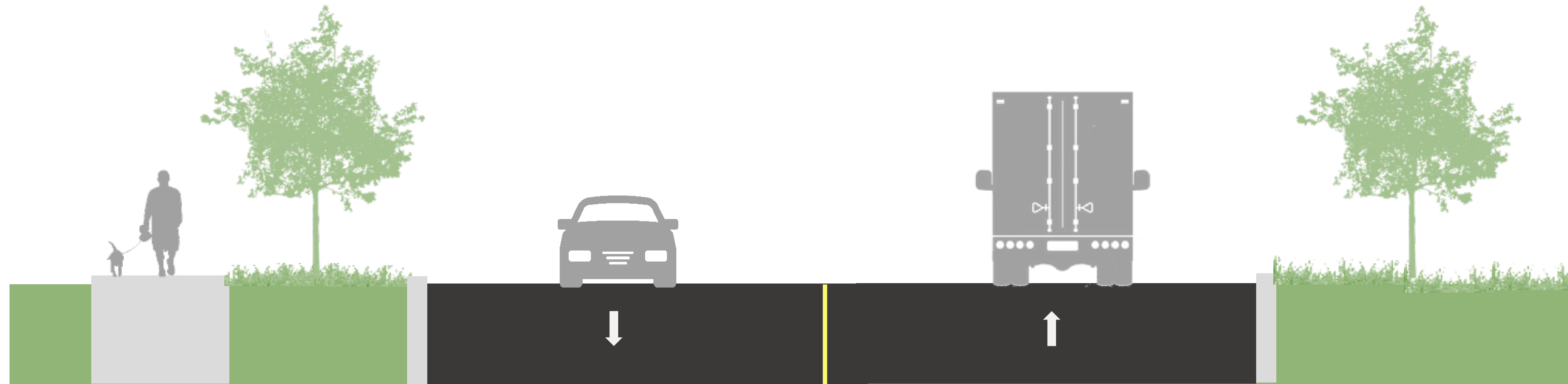


New All-Way-Stop controlled intersection at Venture Drive and Water Tower Gate, and new crossing opportunity for people walking and cycling.

Venture Drive | Proposed Changes



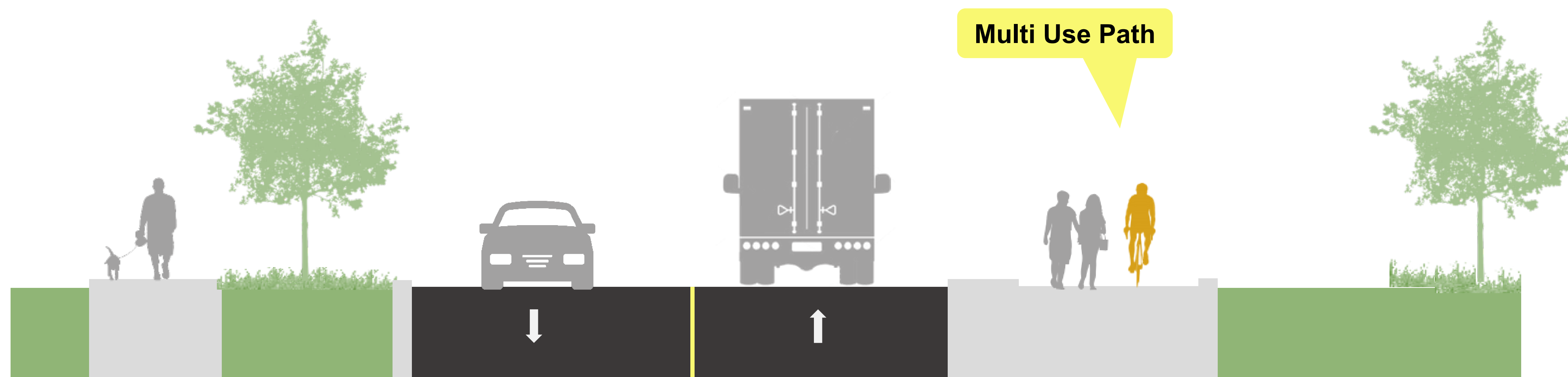
Existing Conditions | Venture Drive from Casebridge Court to Water Tower Gate



Existing Conditions

- One lane in each direction
- Lanes are very wide
- Sidewalk on the west and south side of Venture Drive

Proposed Conditions | Venture Drive from Casebridge Court to Water Tower Gate



Proposed Conditions

- All motor vehicle lanes will be maintained
- Multi Use Path on the east and north side of Venture Drive

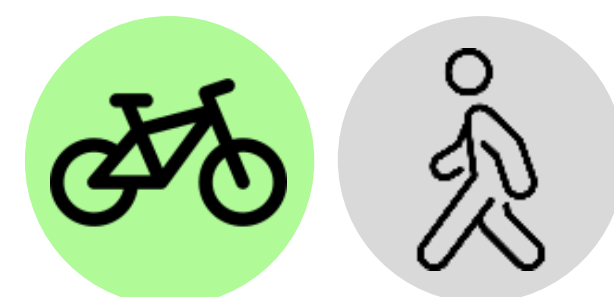
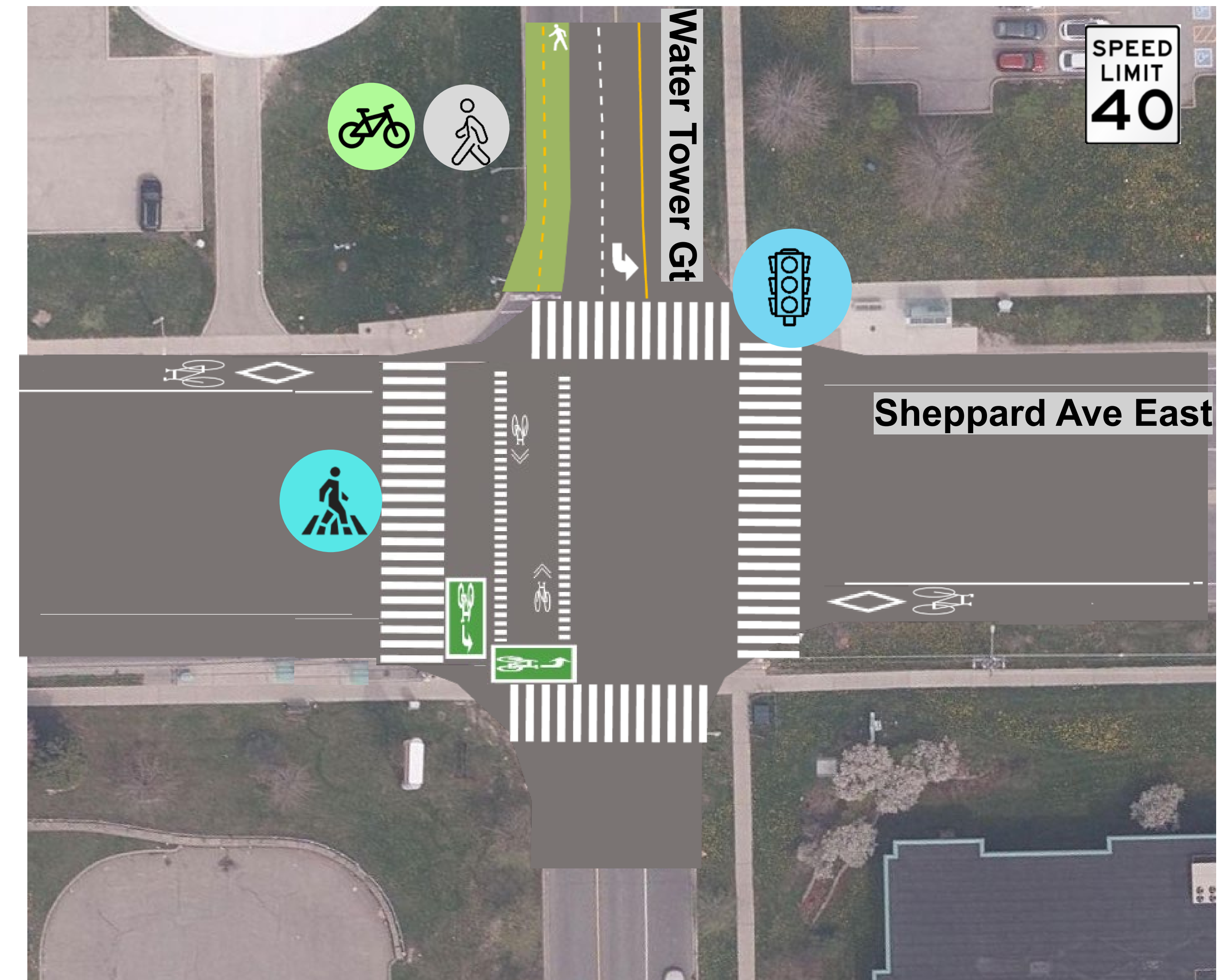
Water Tower Gate at Sheppard Avenue East | Proposed Changes



EXISTING



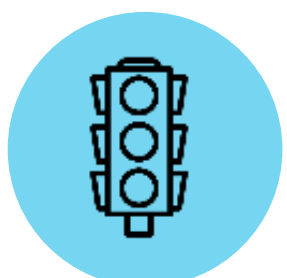
PROPOSED



New Multi Use Path. Installation of multi-use path on the west side of Water Tower Gate between Venture Drive and Sheppard Avenue East. There is currently no sidewalk on that side of the street.



Improved crossing and connection to Sheppard Avenue bike lanes. Designated crossing for people cycling and new bike boxes that will allow people cycling to wait at the red light. Introducing a short section of eastbound bike lane approaching the intersection.

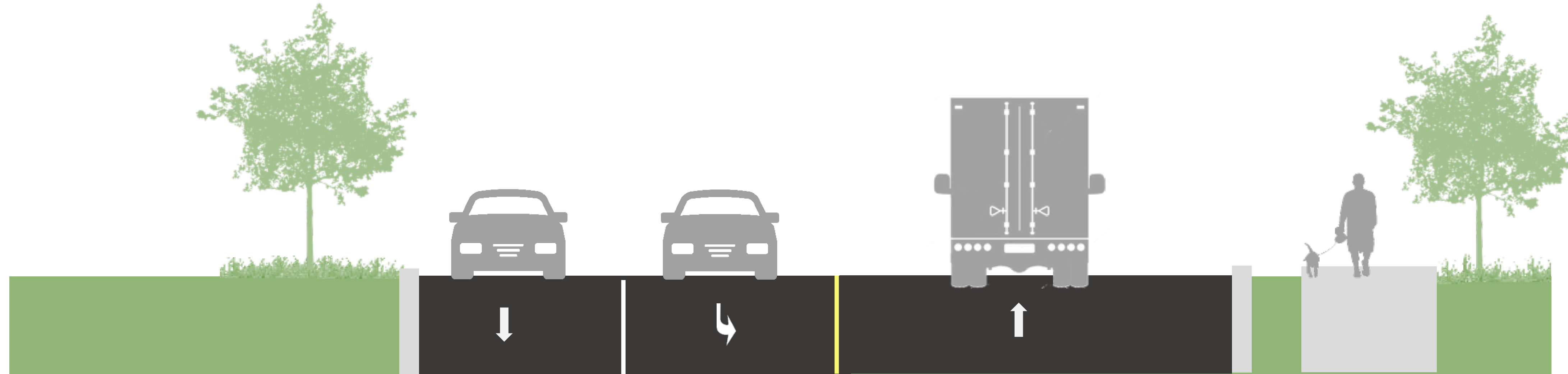


Safety improvements at Sheppard Avenue intersection. Signal timing changes, corner radius reduction, and introduction of truck aprons.

Water Tower Gate | Proposed Changes



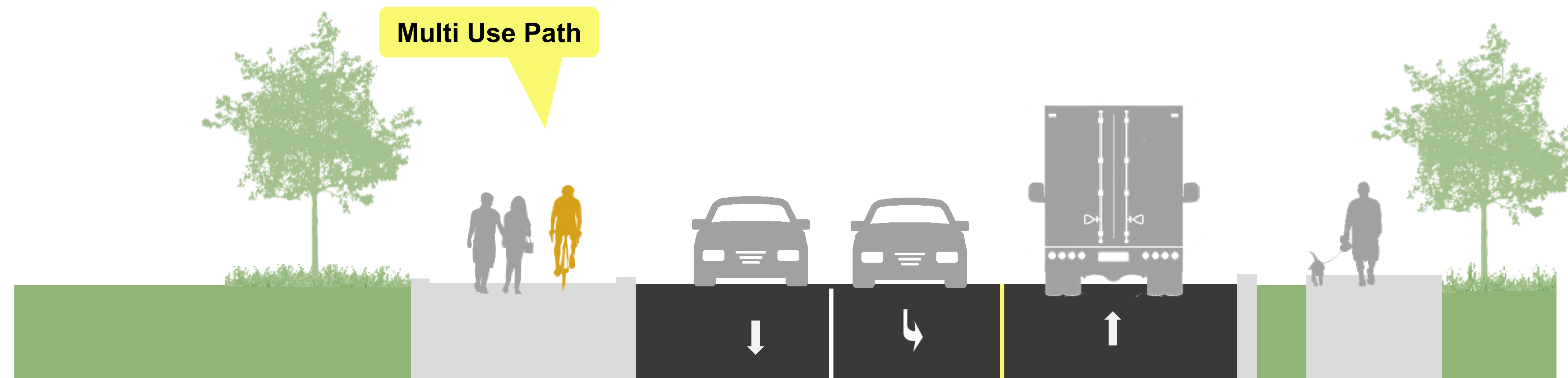
Existing Conditions | Water Tower Gate from Venture Drive to Sheppard Avenue East



Existing Conditions

- One lane in each direction
- Lanes are very wide
- Sidewalk on the east side of Water Tower Gate

Proposed Conditions | Water Tower Gate from Venture Drive to Sheppard Avenue East



Proposed Conditions

- All motor vehicle lanes will be maintained
- Multi Use Path on the west side of Water Tower Gate

Phase 2 | Future Consultation



In Phase 2 the City will consider road safety improvements and cycling facilities on the following roads:

- Tapscott Road/Swelles Road from Finch Avenue East to Morningside Avenue.
- McLevin Avenue from Morningside Avenue to Markham Road.
- Malvern Street from McLevin Avenue to Sheppard Avenue East.

The Malvern West Streets Plan also identified two new cycling routes for future study:

- East Highland Creek from Sheppard Avenue East to McLevin Avenue, and
- Washburn Way between Sheppard Avenue East and Tapscott Road.

These will be further explored during Phase 2.

Residents will be notified about future public consultation through mailed notices and email updates.



Legend



Phase 1 - Proposed Changes in 2027

Phase 2 - 2028+ Depending on Future Opportunities

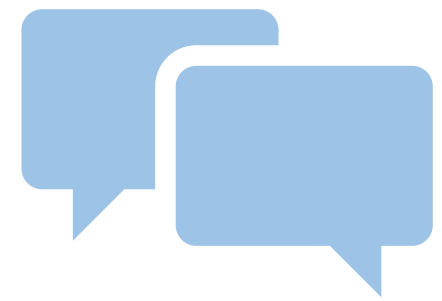
Phase 2 - 2028+ Depending on MWSP Recommendations



How to Provide Feedback



Your feedback is important. There are many ways to provide your comments on the proposed changes to Crow Trail, Brenyon Way, Casebridge Court, Venture Drive and Water Tower Gate.



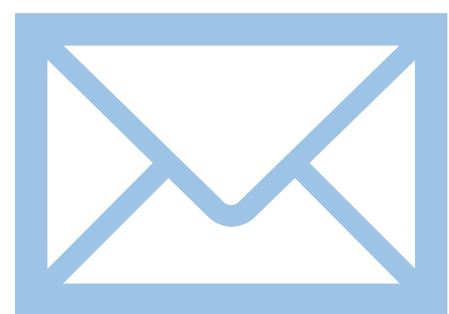
Attend the public drop-in event

June 24 at St. Columba Catholic School, 7-8:30 p.m.
Ask questions and speak with the project team.



Complete the online survey.

Share your feedback using the survey found
on the project web page by July 8:
toronto.ca/MalvernConnections



Send your comments and questions by **email**,
phone or **mail**.

Submit comments until **July 8, 2025**

Project Contact Information

Anna Kim
Senior Public Consultation
Coordinator

Metro Hall
55 John Street, 19F
Toronto, Ontario M5V 3C6

MalvernConnections@toronto.ca
416-338-1837
toronto.ca/MalvernConnections

