

The Scarborough Village Streets Plan

Public Drop-In Event

December 4, 2025



Project Overview

The Scarborough Village Streets Plan identifies, prioritizes and recommends changes to traffic operations and road design to support safety for all road users including seniors, school children, pedestrians and people cycling and driving.

The City is now seeking feedback on proposed changes to address five key issues identified by the community:

1. Conflicts arising from interactions between drivers, pedestrians, and people cycling at crossing points or turning locations.
2. Speeding on both major arterials and local streets.
3. Increased traffic volumes on neighbourhood streets.
4. Congestion and unsafe driving behaviours near schools.
5. Neighbourhood accessibility concerns with walking, cycling, and transit connections.



Picture of the interactive Social Pinpoint Map for Scarborough Village Streets Plan (consultation Phase 1)

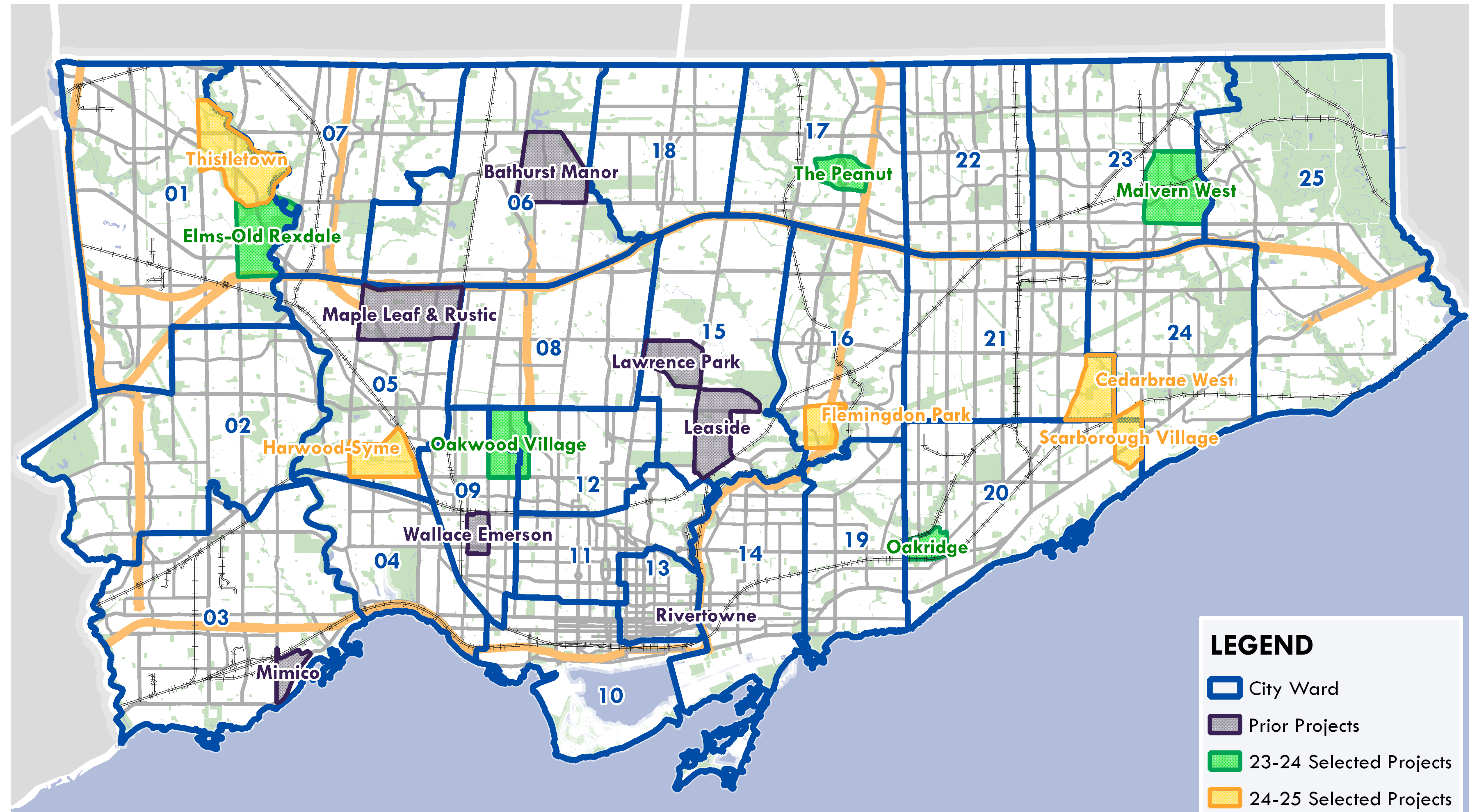
About Neighbourhood Streets Plans

Neighbourhood Streets Plans work with communities across Toronto to make changes to improve traffic, road safety, and transportation options in their local area.

Streets Plans result in changes that can be made in the short or medium term (typically 6 months to 5 years). They also identify desired improvements which are best as part of programmed road work, property development, or other major city-building projects in the future.

Neighbourhood Streets Plans are subject to approval of the local Community Council.

Learn more at toronto.ca/NSP.

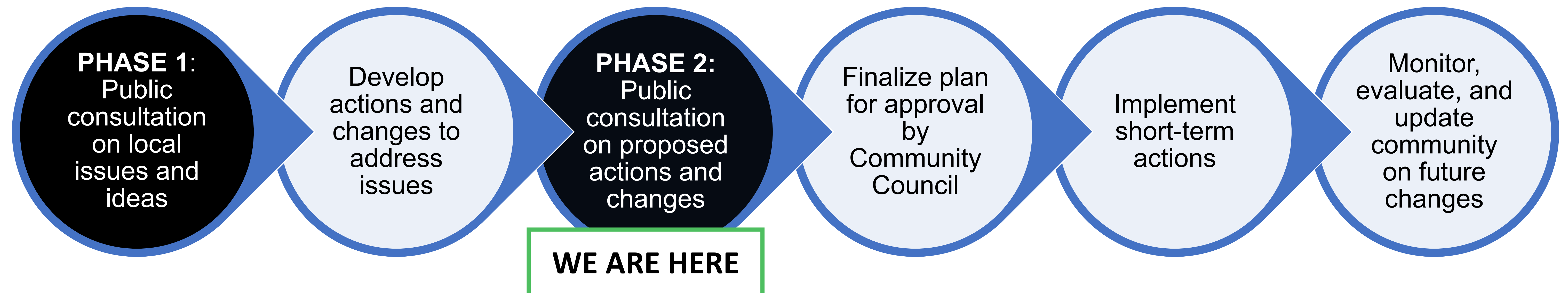


This map shows the neighbourhoods across Toronto that have been served by a Streets Plan.

All Toronto neighbourhoods are continually served by city-wide improvement programs such as the Vision Zero Road Safety Plan and the Congestion Management Plan.

Consultation Overview

Public consultation for the Scarborough Village Streets Plan is taking place over multiple phases.



Phase 1

Phase 1 of the consultation took place between March and April 2025 and included:

- Mailed notices to 6,163 addresses
- Online interactive map and survey
- Pop-up engagements at community locations
- In-person drop-in event
- Email and phone feedback opportunities

Phase 2 (Now)

Since Phase 1, the project team has

- Reviewed the public comments, investigated key issues and analyzed the relationship between nearby issues
- Developed potential changes and conducted internal review to coordinate with nearby projects
- Previewed proposed changes with community interest groups to refine proposals

The current phase of consultation invites community feedback through a drop-in public event, pop-ups across the area, an online survey and email and phone comments.

What We Heard: Phase 1 Public Consultation

Phase 1 consultation received feedback from more than 550 people. This included more than 98 submissions on the interactive map, primarily from residents in Scarborough Village.

What we heard:

- Concerns about speeding, particularly along Bellamy Road South and Mason Road, with many requests for speed humps.
- Desire to improve safety across the area, particularly along Bellamy Road South, Mason Road, Lochleven Drive, Markham Road, Eglinton Avenue East, Kingston Road, and streets south of Kingston Road.
- Student travel and school-related traffic congestion were identified as key issues, particularly near local schools.
- Desire for safer travel options through improved pedestrian crossings on Kingston Road and Eglinton Avenue East, expanded cycling routes for a more connected network, and better sidewalk connectivity across the neighbourhood.



Phase 1 pop-up engagement activity (left) and public event at Mason Road Jr. Public School (right)



Photo of mapped comments at Phase 1 public event at Mason Road Jr. Public School

What We Heard: Beyond the Streets Plan

The City has received feedback regarding several changes that are handled by other teams at the City and Toronto Transit Commission:

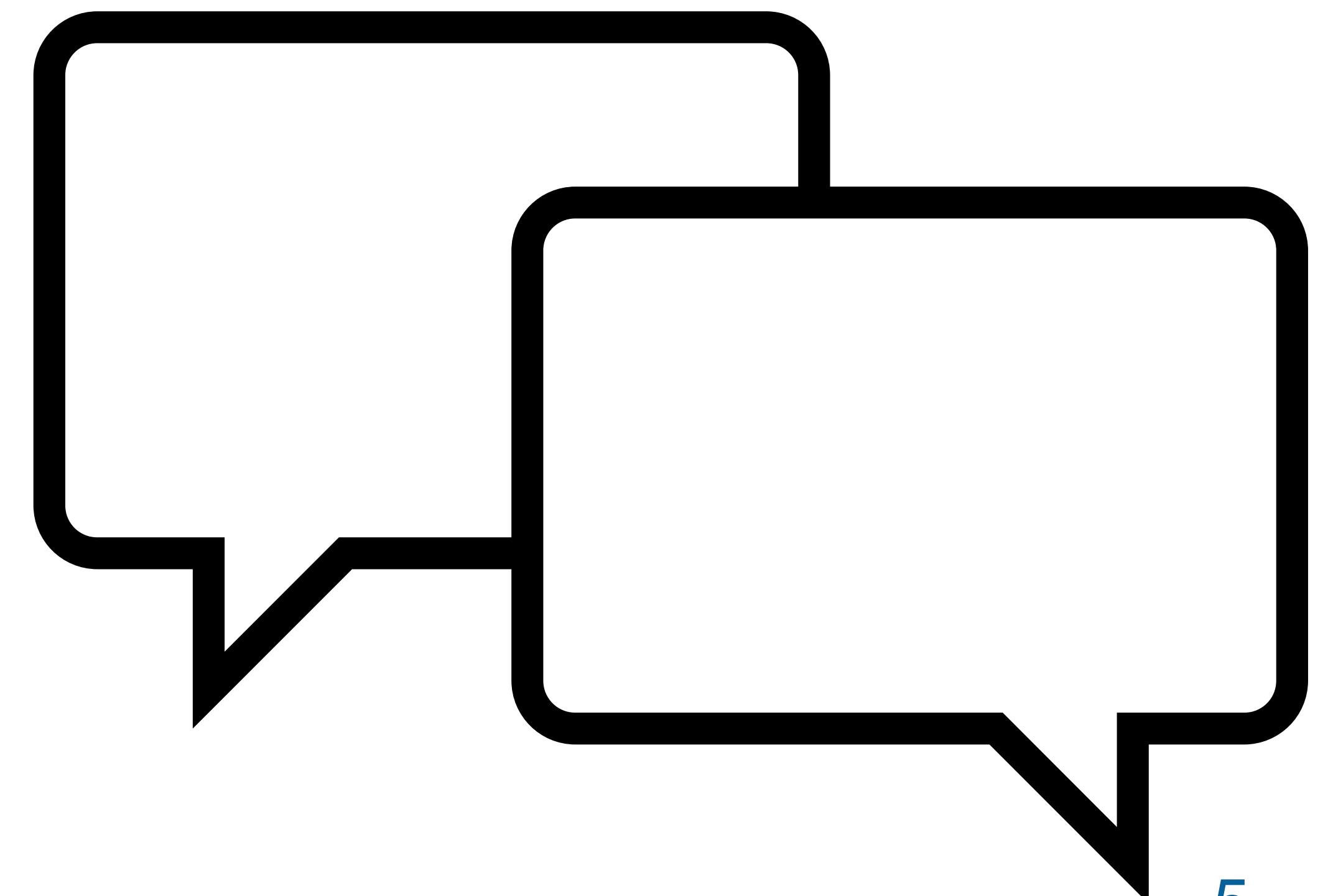
- Requests for more trees and beautification elements
- Concerns about the impact of new development
- Requests for increased police enforcement
- Trail user conflicts (between pedestrians and people cycling)
- Winter maintenance of sidewalks, roads, and snow storage
- Faded or obscured signage due to nearby vegetation

These items are not within the scope of the Streets Plan because they are addressed through other planning processes in the city or City services.

The Project team has forwarded concerns to relevant divisions such as TTC, Parks and Recreation, and Development Planning.

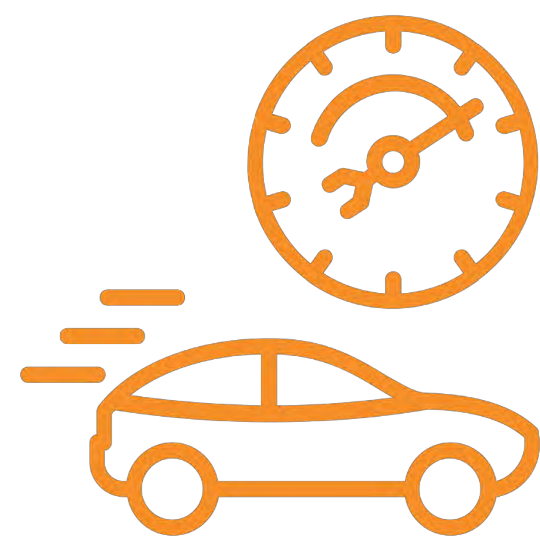
Requests for maintenance and repairs have been submitted to address issues raised during the first phase of consultation (e.g. broken bollards, tree pruning). For future concerns related repairs, winter maintenance, or faded signage, they are best reported to 311.

Requests for police enforcement at a specific location should be made directly to Toronto Police Service.



What We Researched: Data Analysis

Data was collected and analyzed to inform recommendations including:



Traffic data such as vehicle volumes, speeds, pedestrian volume counts, and turning movement counts at intersections. Data is used to identify issues, assess community reported issues, and determine appropriate changes according to guidelines and standards.



Reports and requests from the public and local Councillor. Staff reviewed calls to 311 about traffic operations and road safety, information from Councillors about correspondence from constituents, recent items at local Community Councils, as well as comments collected from the first phase of consultation in the project.



Collision data collected by Toronto Police Services. Collision history is review with focus on collisions involving vulnerable road users and those resulting in death or serious injury.



Site visits and observations in the neighbourhood. Between March and September, four site visits were conducted to observe conditions throughout the Scarborough Village neighbourhood.

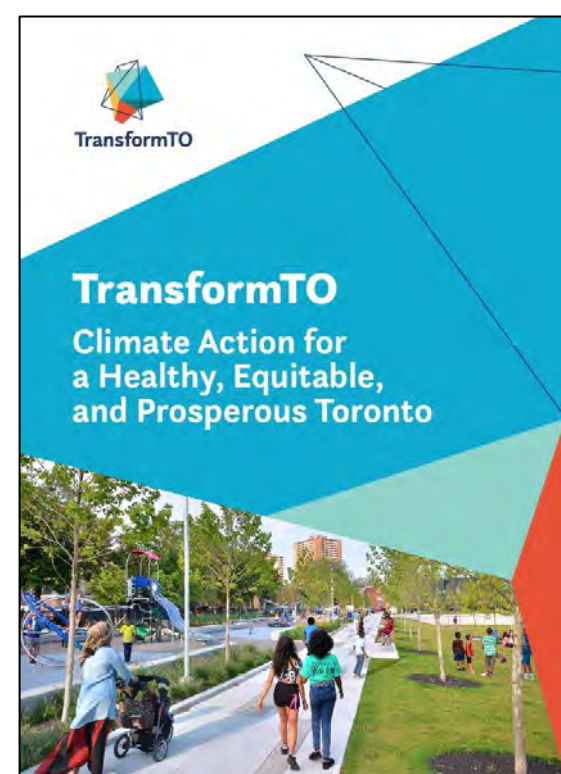
What We Researched: Policy Review

City-wide policies and programs as well as local area studies guide this plan:



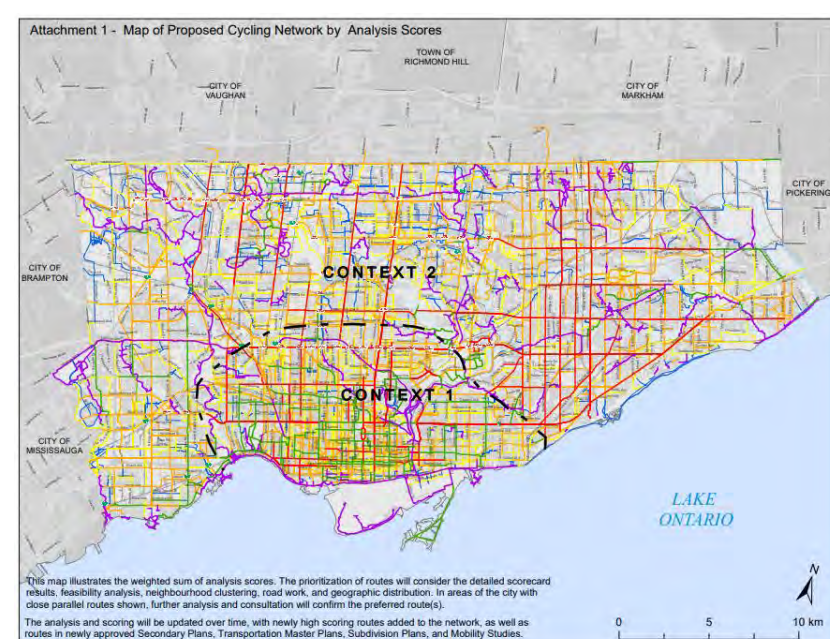
Vision Zero Road Safety Plan

commits to taking actions that reducing traffic-related fatalities and serious injuries on our streets



TransformTO Climate Change

Action Plan commits to making 75% of trips under 5 kilometres to walking, cycling or transit

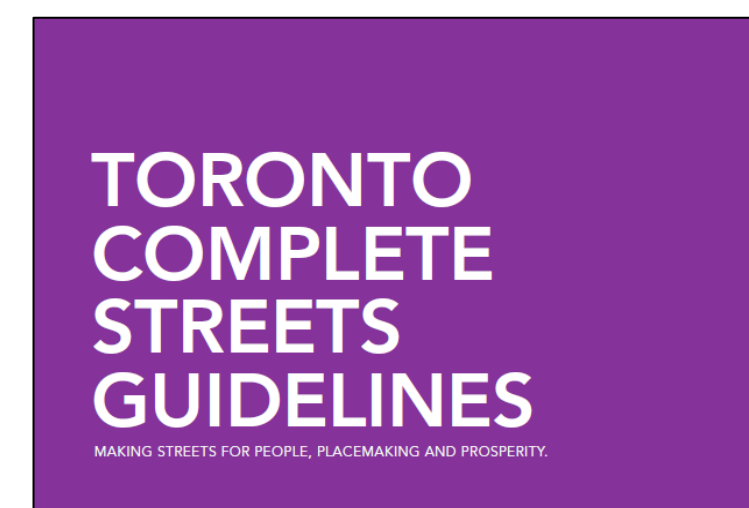


Cycling Network Plan

establishes a long-term vision that every street design should consider people cycling, just as every street considers people driving and walking



Official Plan, Secondary Plans and local planning frameworks help Toronto evolve, improve and realise its potential in areas such as transit, land use development, and the environment.



Complete Streets Guidelines set a vision for streets to offer safe routes for people walking or cycling, space to expand the city's tree canopy, and innovation in managing stormwater.



Capital Budget and Plan determines the level of service provided to Toronto residents and guides decisions on what City infrastructure will be built and repaired.

Related and Nearby Projects

The project team is coordinating with relevant nearby city building projects that can affect travel patterns.

1

A Safer Kingston Road: Proposed bikeways and safety improvements to enhance traffic safety for approximately six kilometres of Kingston Road, from Cliffside Drive to Scarborough Golf Club Road. Includes its own public engagement process. *Timeline: Spring–Fall 2027 (if approved)*

2

Eglinton Avenue East Road Safety and Cycling Upgrades: Safety upgrades to improve design and comfort for all road users, including drivers, transit users, people cycling, and pedestrians. Will include its own public engagement process. *Timeline: 2029–2030 (if approved)*

3

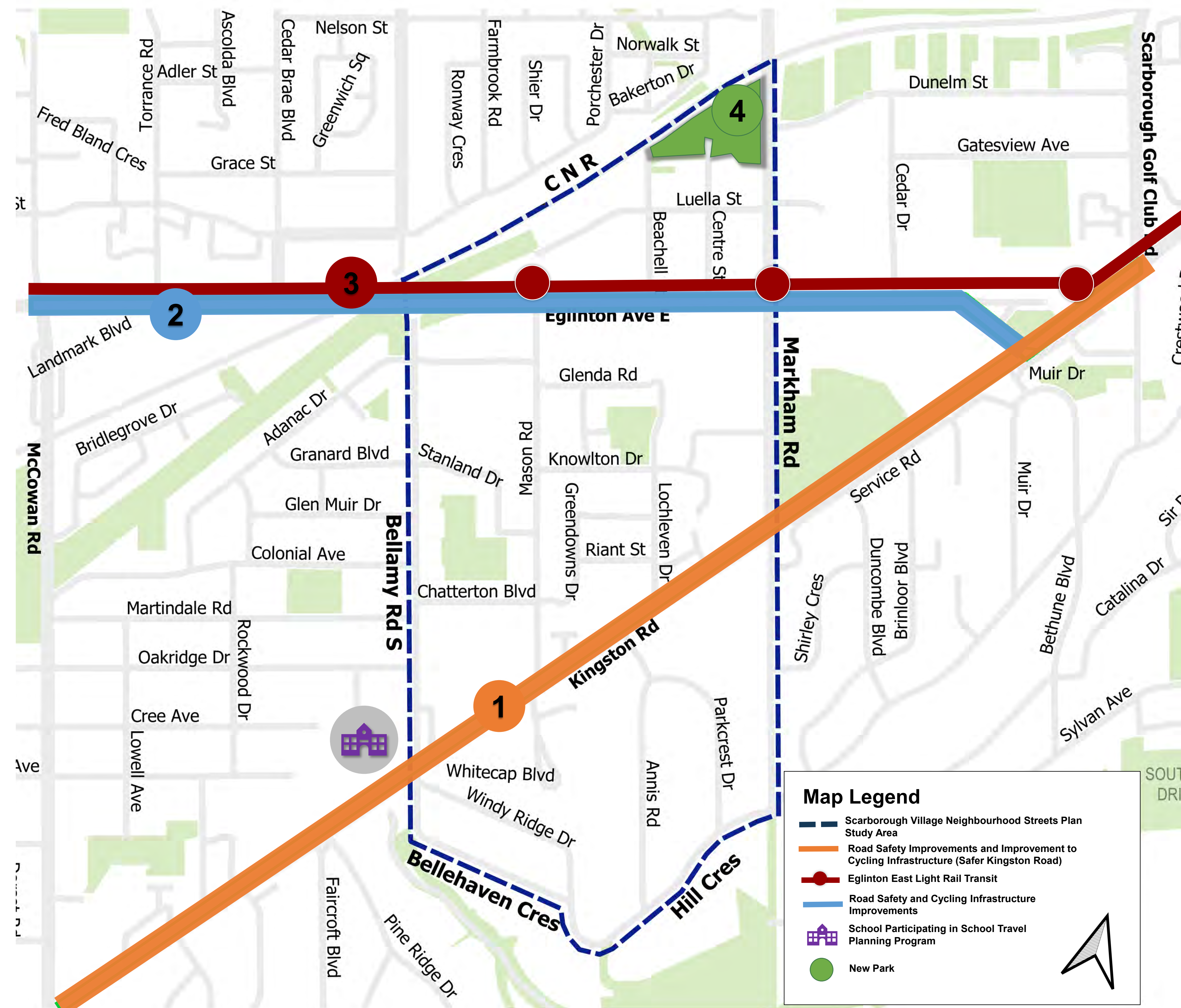
Eglinton East Light Rail Transit (EELRT): An 18.6 km LRT line proposed for eastern Scarborough, with complete street design features and stops at Mason Rd, Markham Rd, and Kingston Rd. Will include its own public engagement process. *Timeline: TBD*

4

Grant Faulkner Park: New 5.4-acre park with playgrounds, three soccer fields (one full-size, two mini), cricket cage, parking lot, shade structure, accessible seating, and picnic tables. Parking lot to connect Centre St and Beachell St. Will include its own public engagement process. *Timeline: 2026–2027*



School Travel Planning (Funded by the City and delivered by an external partner): Green Communities Canada is collaborating with the Bliss Carman Senior Public School community to assess traffic and safety issues and recommend improvements. *Timeline: Started in 2025 and will end in 2028.*



Existing Conditions

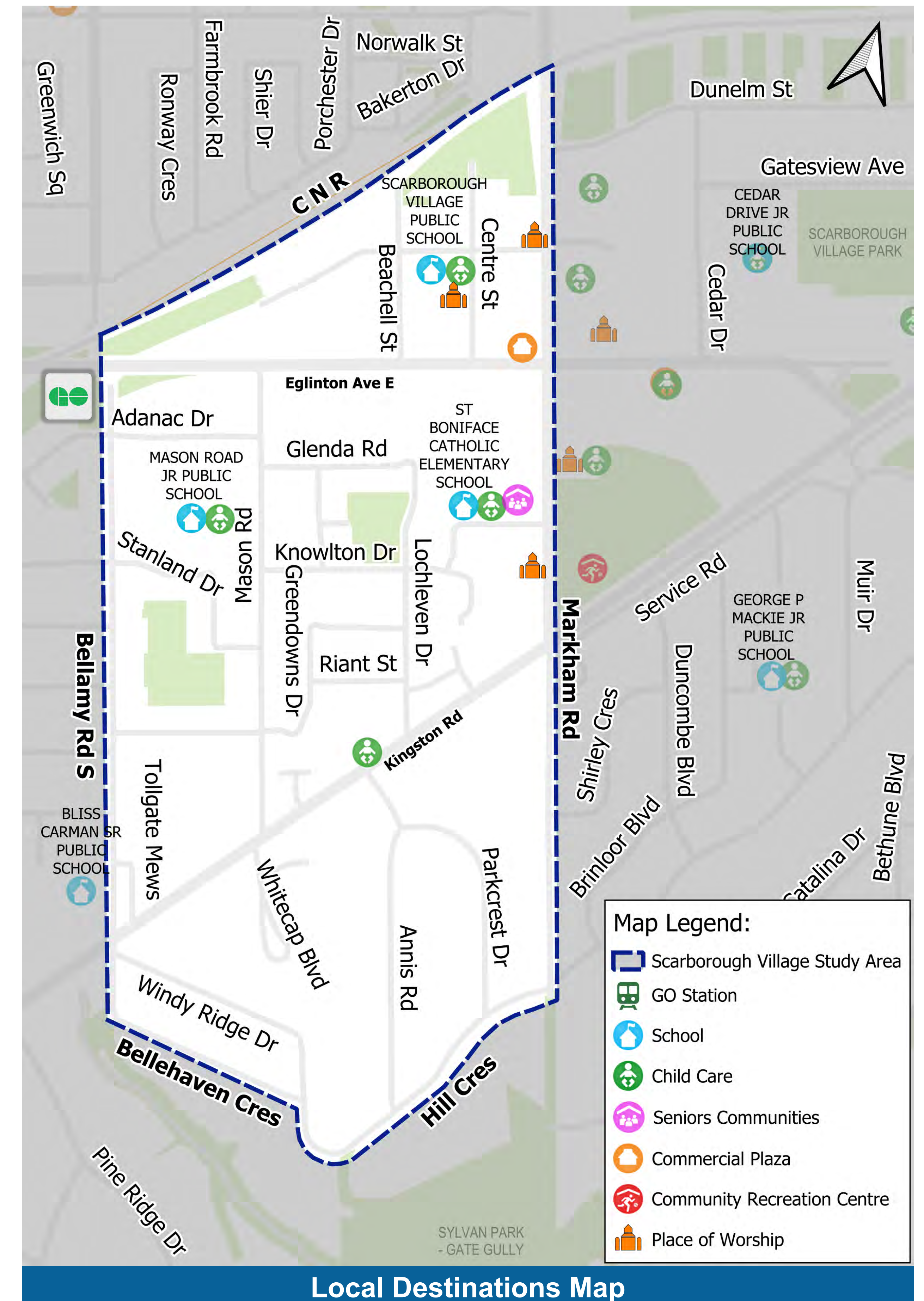


Community Characteristics

The project area covers roughly half of Scarborough Village, a diverse community with a population density above Toronto's average. The area is home to four schools, and its largest age groups are children (0–14 years) and older adults (55+). As such, safety for vulnerable road users is a key priority for this plan.

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

- o **Four schools:** Scarborough Village Public School, Mason Road Junior Public School, St. Boniface Catholic School, and Bliss Carman Senior Public School
- o **Daycares:** Scarborough St. Boniface YMCA Child Care Centre, NYAD Mason Road, Kingston Road Early Learning and Childcare Centre, Orchard Grove Child Care, Scarborough Village Day Nursery
- o **GO Station**
- o **Scarborough Village Recreation Centre**
- o **Scarborough Retirement Centre**
- o **Parks:** Lochleven Park and Mason Road Park, Sylvan Park and Bellamy Park
- o **Doris McCarthy Trail**
- o **Shopping plazas:** SK Plaza, Silver Mile, Walmart Supercentre, Batala Supermarket and Signature Plaza.
- o **Places of Worship:** St. Boniface Catholic Church, Hope Lutheran Church and Masjid Bilal Muslim Association.



Mobility

People travel to, from, and within Scarborough Village in a variety of ways.

Travel Choices:

- 49% of households do not own a car.
- 72% of trips are taken by car: 51% as a driver and 21% as a passenger.
- 20% trips are made using transit.
- 13% trips are made by walking or cycling which is below the average for the city.
- Most trips under 1 km are walked, but the majority of trips between 1 and 2 km are made by car.

Public transit:

- Eglinton Avenue East: TTC bus routes 86 Scarborough and 116 Morningside
- Kingston Road and Markham Road: 102 Markham and 902 Markham Express
- Lakeshore East line stops at Eglinton GO station just outside of the study boundary



Active Transportation Options

Active transportation means getting around using any form of human-powered travel like walking, biking, or using mobility devices. It promotes physical activity while getting from one place to another.

Sidewalks and Trails in the Project Area

Currently, about 70% of local streets have sidewalks. Some sidewalks may be narrower than current City standards due to older design requirements.

The following streets have missing sidewalks on one or both sides:

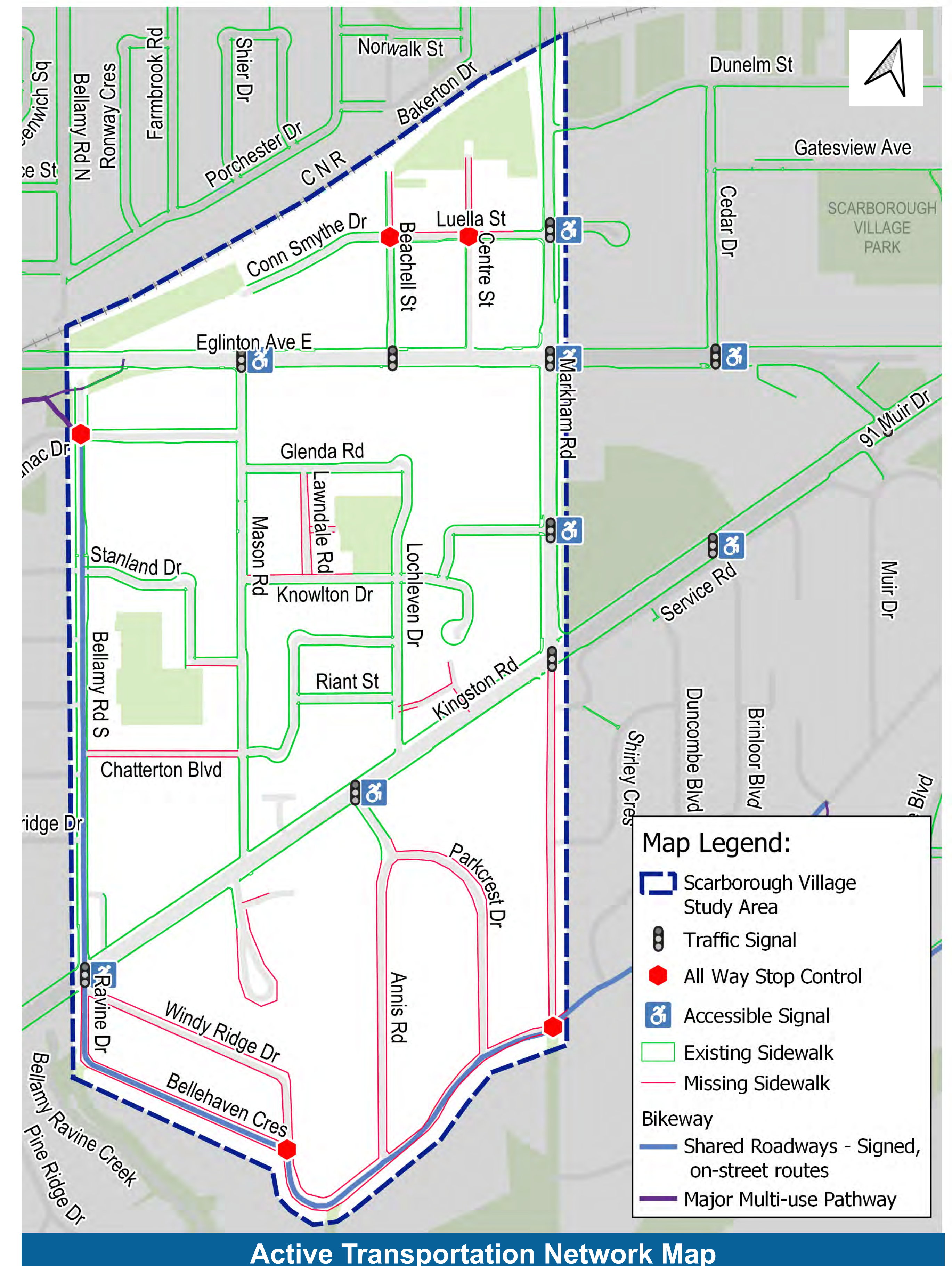
- Luella Street, north of Street
- Centre Street, east of Street
- Chatterton Boulevard, both sides
- All the local streets south of Kingston Road

Bikeways

Existing bikeways in the study area includes multi-use trails (McCowan District Park Trail), shared lanes ('sharrows') on Ravine Drive and signed routes such as Bellamy Road South.

To fill the gaps in the cycling network, bikeways 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 out dedicated engagement to gather community input on these projects in the future.

See Related and Nearby Projects (Panel 8) for more information.



Road Safety

Safety Zones

The neighbourhood includes four School Safety Zones, one Senior Safety Zone, and four Community Safety Zones. Eglinton Avenue East is a designated Pedestrian Safety Zone.

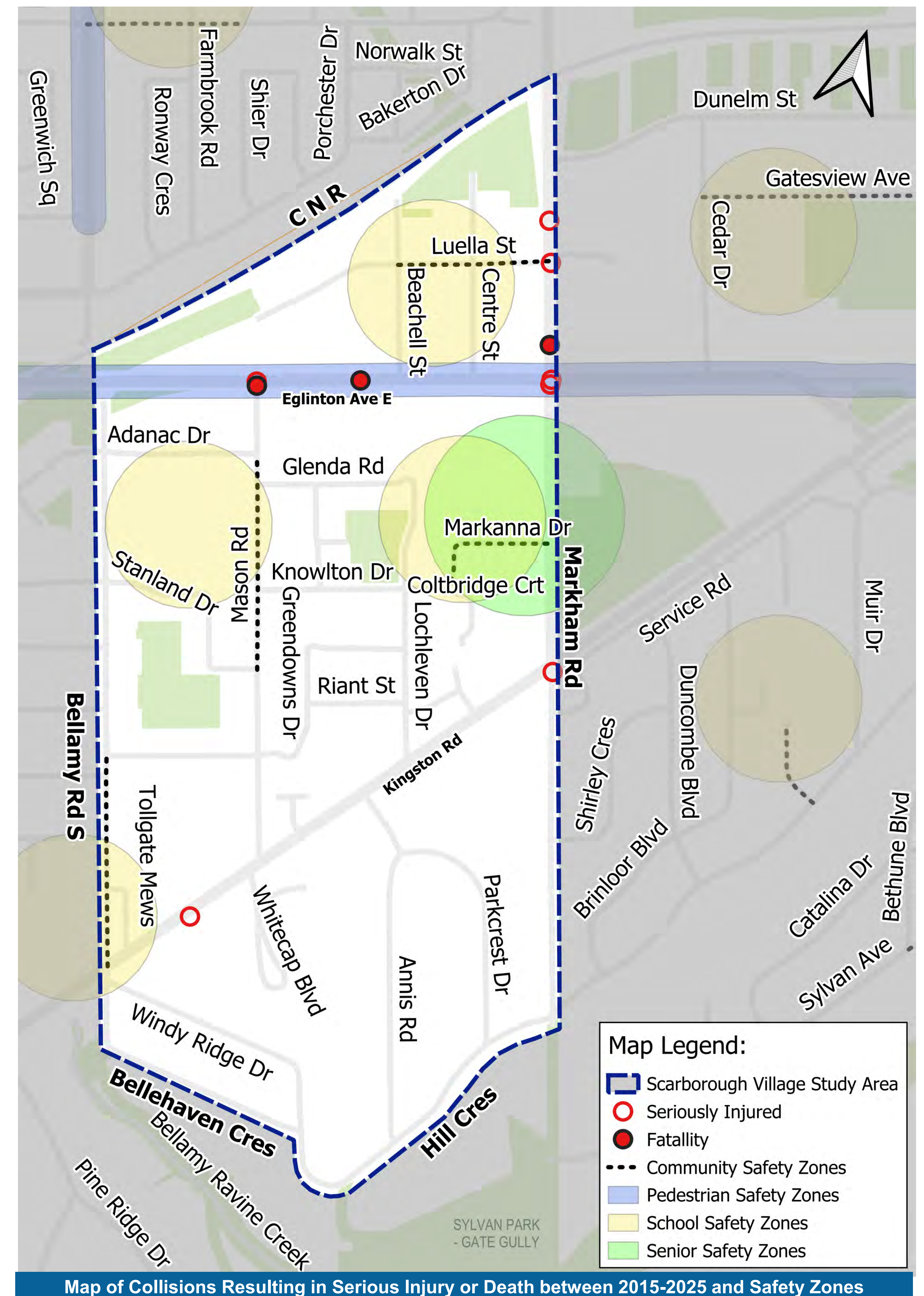
Speeding

Speed limits in Scarborough Village are generally 30 km/h on Local Roads and 40 km/h on Collector Roads (i.e. Bellamy Road North). Traffic data collected over the last five years shows evidence of speeding on several roads.

Collision History

Over the last 10 years, a total of 1,444 collisions have been reported within the study area including:

- 93 collisions involving a vulnerable road user, none resulting in serious injury or death.
- 12 collisions resulting in serious injury or death, with none involving children under 5 or adults over 70.
- 4 fatal collisions occurred during this period, involving:
 - A driver striking a motorist aged 25–29 at Markham Road and Cougar Court (September 2025).
 - A driver striking a pedestrian aged 65–69 at Eglinton Avenue East and Mason Road (June 2023).
 - A driver striking a pedestrian aged 45–49 at Eglinton Avenue East and Markham Road (November 2015).
 - A driver striking a pedestrian aged 60–64 at Eglinton Avenue East and Beachell Street (April 2016).



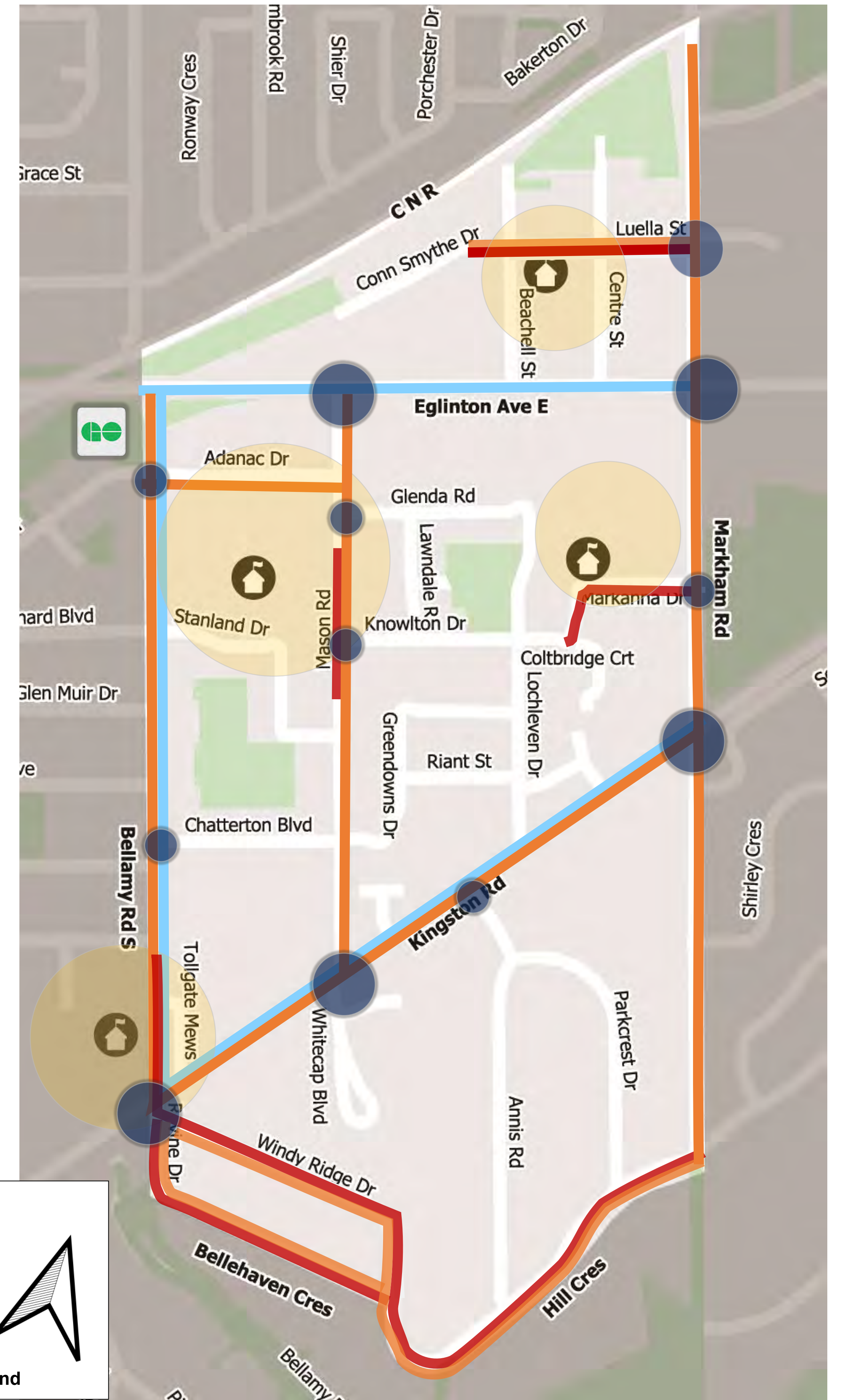
Proposed Changes



Top Five Issues and Opportunities

Based on analysis of public feedback from Phase One consultation and data collection, the top five issues and opportunities identified in the neighbourhood are:

- **Conflict Issues:** Concerns were raised regarding pedestrian crossing safety, cycling safety, unsafe turning movements at intersections, and non-compliance with traffic rules.
- **Speeding Issues:** Residents have raised concerns about speeding along specific road segments and at intersections where drivers speed through turns.
- **School-Related Safety Issues:** Traffic safety concerns were identified near schools, including congestion at drop-off/pick-up times, unsafe turning movements and risks at nearby designated crossings.
- **High Traffic Volume:** Residents noted high traffic volumes on certain roads, often caused by non-local traffic as drivers avoid major intersections and arterial roads.
- **Mobility and Transportation Demand:** Residents expressed interest in improved access to mobility options beyond walking and driving. Suggestions included bike share stations, more frequent TTC service, and new cycling connections to improve neighbourhood connectivity.



How Proposed Changes Were Developed

Proposed changes were developed through consideration of City policies, programs and technical research alongside public feedback.

Public Feedback:

- Community expertise about concerns, opportunities and priorities provided through consultation activities

City Policies and Programs:

- City policies, guidelines, and standard practices
- Infrastructure requirements (e.g. State-of-Good-Repair)
- Design guidelines and construction standards
- City Capital and Operating Budgets and Capital Plan

Technical Evaluation:

- Traffic data
- Collision history
- Site visits and observations

Recommendations are reviewed by City services that use roadways so that Toronto's Fire Services, Paramedics, Police, Solid Waste pickup, TTC, Wheel-Trans, road maintenance and snow clearing can continue to function well and serve the community.

Proposed Changes

Public Feedback

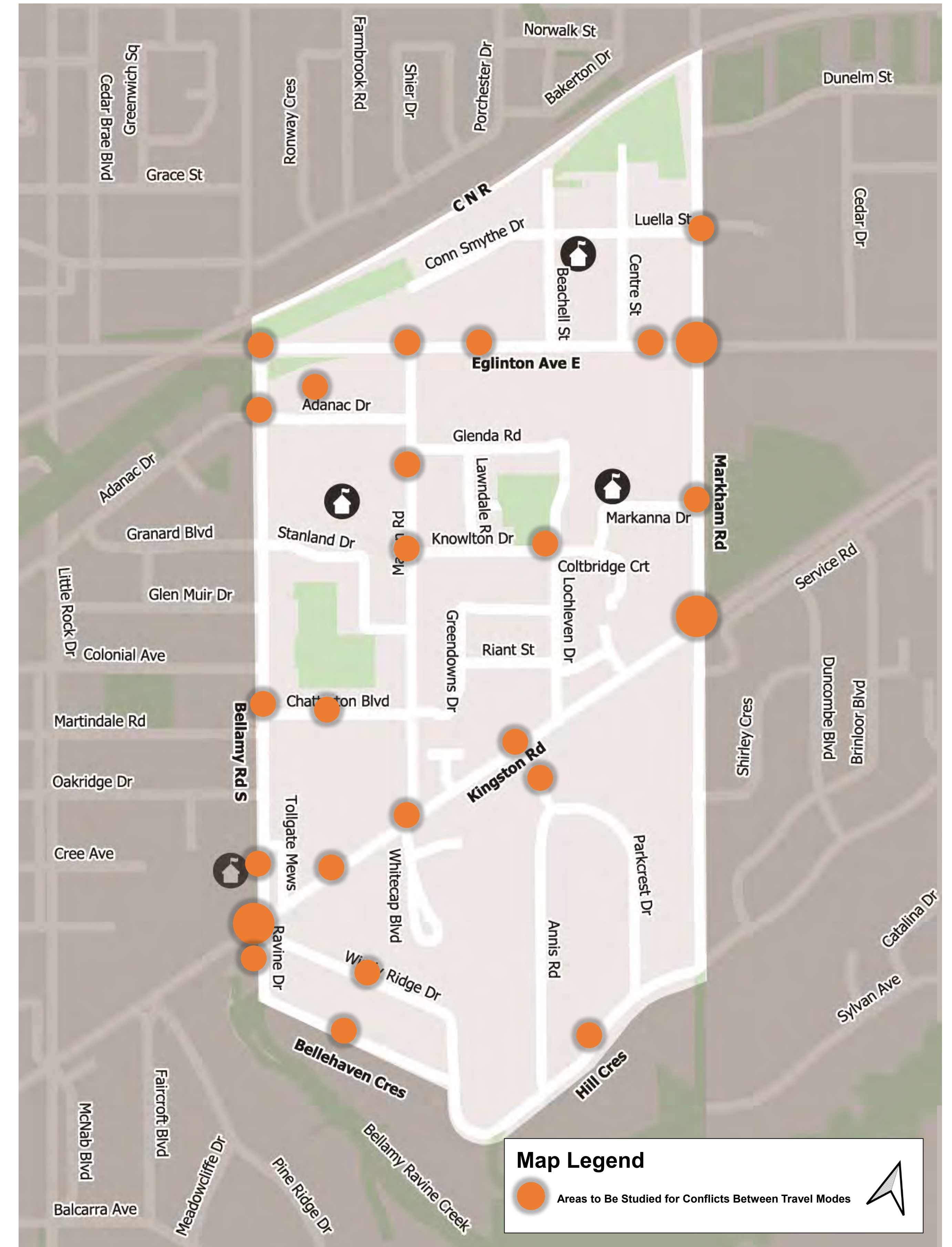
City Policies,
Programs,
Guidelines and
Standards

Technical
Evaluation

Issue 1: Conflict Management - Overview of Issues

“Conflict” refers to situations where pedestrians, people cycling, transit users, and people driving come into close interaction that can increase the risk of collisions or unsafe behavior. Key conflict issues include:

- **Intersection and crossing conflicts:** High turning volumes, complex intersection layouts, and difficult pedestrian crossings were noted, especially along Kingston Road, Markham Road, and Eglinton Avenue East where these arterials meet local streets.
- **Signal timing concerns:** Several signalized intersections were reported to have insufficient pedestrian crossing times, with drivers often proceeding while pedestrians are still in the crosswalk, creating safety risks.
- **Pedestrian visibility and safety:** Long crossing distances, limited sightlines, and lack of designated crossings contribute to unsafe conditions for pedestrians, particularly at busy intersections.
- **Cycling conflicts:** The lack of designated bikeways along Kingston Road and Eglinton Avenue East leads to conflicts between cyclists, drivers, and pedestrians. Many cyclists ride on sidewalks, creating safety concerns for both cyclists and pedestrians.
- **Conflict issues near schools:** Around the schools in this neighbourhood, congestion during drop-off and pick-up times leads to unsafe behaviors such as illegal parking, U-turns, and children crossing mid-block between parked vehicles.



Issue 1: Conflict Management - Proposed Changes

To reduce conflict points across the study area operational and design improvements are proposed. Together, these measures aim to create safer, more predictable and more comfortable conditions for all road users.



Signal Adjustment

To make crossings safer and more comfortable for all pedestrians, especially seniors, signal timing will be adjusted to provide additional crossing time for pedestrians. Location:

- **Kingston Road and Parkcrest Drive**

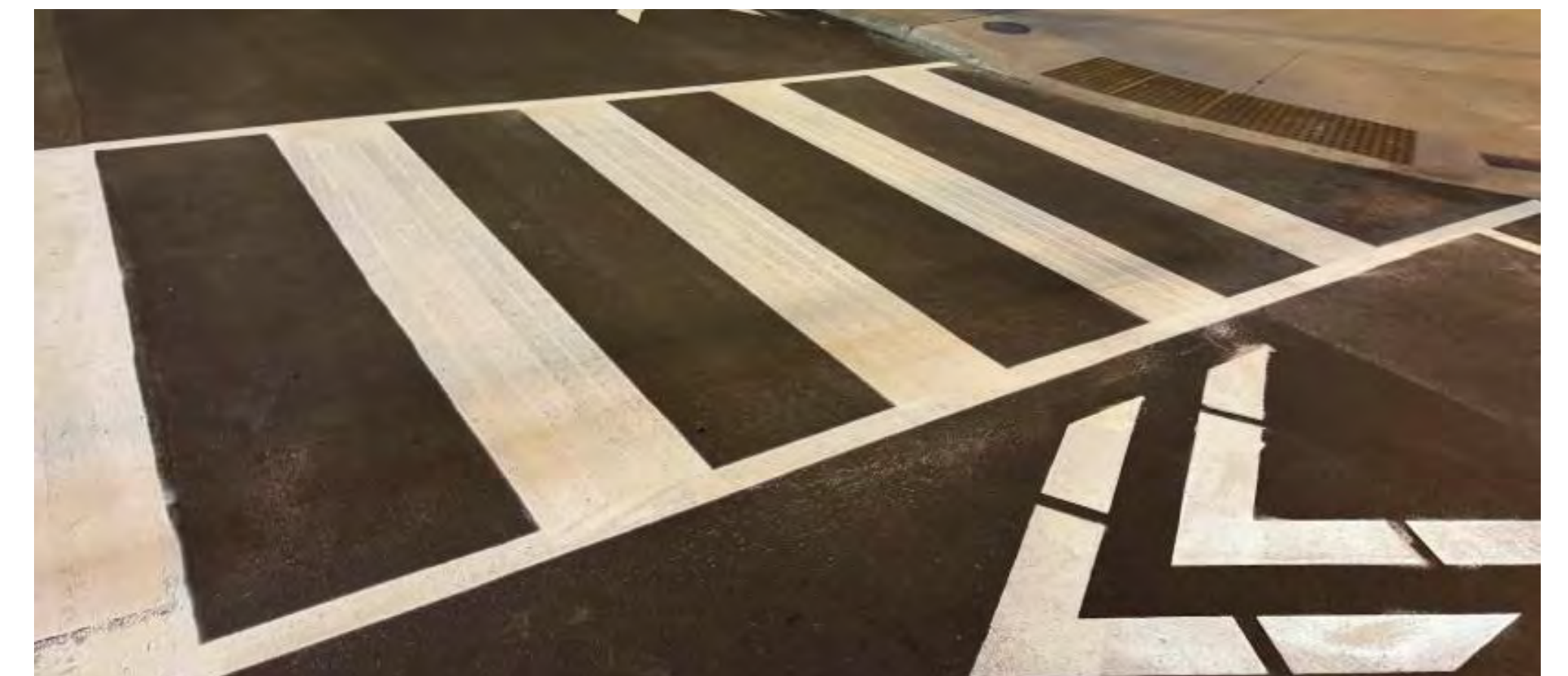


Intersection or mid-block safety improvement

Safety upgrades are planned at several intersections to improve visibility, crossing safety, and traffic flow. These may be implemented as permanent or temporary measures depending on future planned projects. Locations:

- **Eglinton Avenue East and Markham Road**
- **Eglinton Avenue East and Mason Road**
- **Kingston Road and Bellamy Road South**
- **Kingston Road and Markham Road**
- **Kingston Road and Whitecap Boulevard**

The team is also assessing the potential to add a new pedestrian crossover on **Bellamy Road South**, south of Oakridge Drive, to make mid-block crossings safer.



Improved Pavement Markings and Signage

To enhance visibility and safety for all road users, new pavement markings and signs are proposed at intersections throughout the neighbourhood. Locations:

- **Bellamy Road South and Adanac Drive**
- **Bellamy Road South and Chatterton Boulevard**
- **Kingston Road and Markham Road**
- **Luella Street and Markham Road**
- **Kingston Road and Parkcrest Drive**

Issue 1: Conflict Management – Map of Proposed Changes

Proposed Changes to resolve conflict issues:

Intersection or mid-block safety improvement

- Kingston Road and Markham Road
- Kingston Road and Whitecap Boulevard
- Kingston Road and Bellamy Road South
- Eglinton Avenue East and Markham Road
- Eglinton Avenue East and Mason Road

Changes to intersections across Kingston Road will be completed through the “Safer Kingston Road” project with separate public engagement efforts.

- Bellamy Road South and Oakridge Drive: New pedestrian crossover (PXO) - *currently under feasibility review*

Improved Pavement Markings:

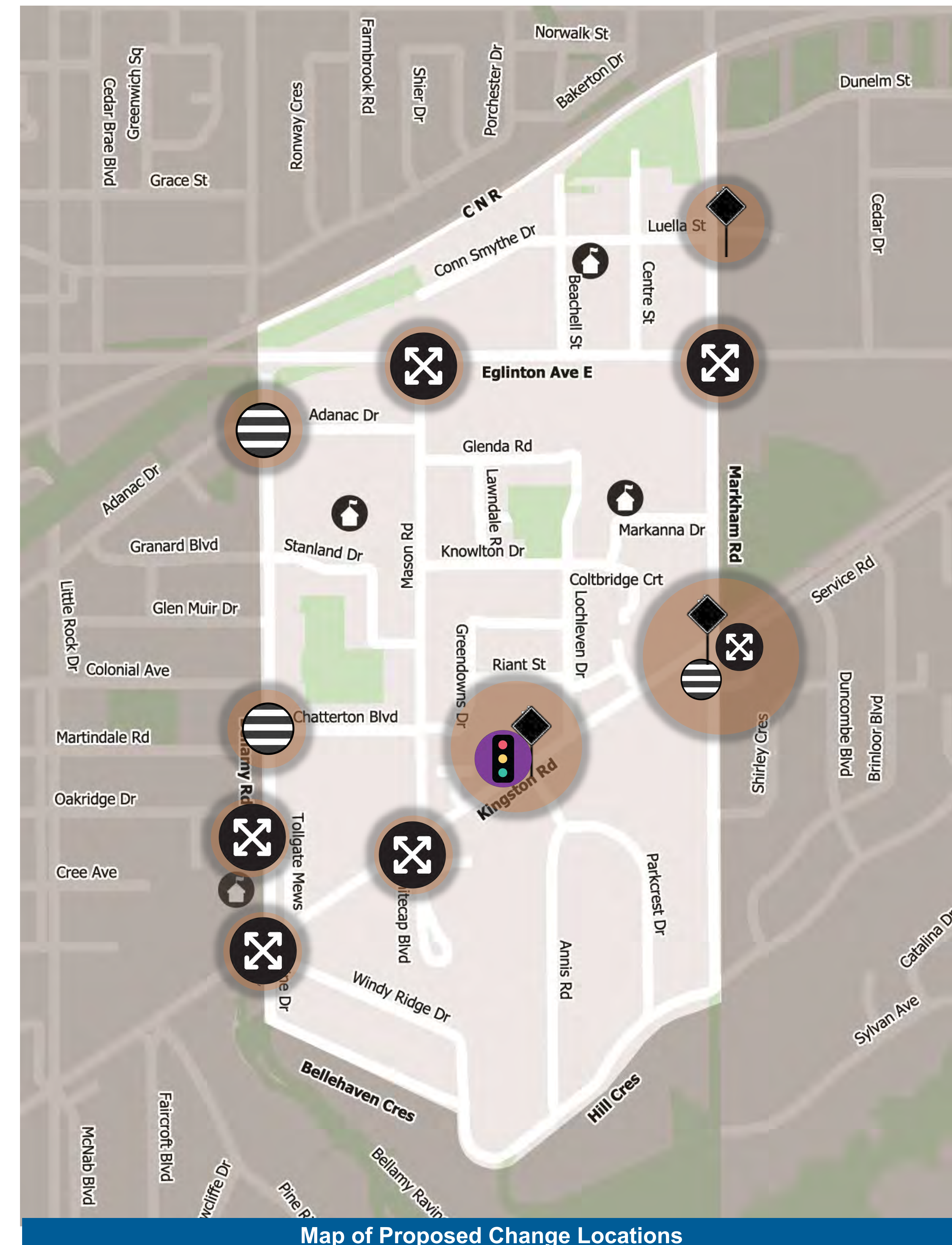
- Bellamy Road South and Adanac Drive: Add zebra crosswalk
- Bellamy Road South and Chatterton Boulevard: Add zebra crosswalk
- Kingston Road and Markham Road: Enhance pavement markings at the merge area in the southwest part of the intersection

New Signage:

- Luella Street and Markham Road: “Turning traffic must yield to pedestrians” sign
- Kingston Road and Markham Road: warning sign at the merge
- Kingston Road and Parkcrest Drive: “Turning traffic must yield to pedestrians” sign

Signal Adjustment:

- Kingston Road and Parkcrest Drive: Signal timing adjustment - *currently under feasibility review*



Map of Proposed Change Locations

Issue 2: Speed Management - Overview of Issues

Major arterial roads in this area carry high volumes of fast-moving traffic, which affects how drivers use nearby local streets. This often leads to shortcut driving and speeding on local roads.

South of Kingston Road:

- Streets such as Hill Crescent, Bellehaven Crescent and Windy Ridge Drive experience consistent speeding and shortcutting as people driving seek to avoid congestion on Kingston Road. The alignment of these streets make them appealing for through traffic.

Between Eglinton Avenue East and Kingston Road:

- This central area experiences the highest traffic volumes and speeding. Local streets are used as shortcuts between Kingston Road and Eglinton Avenue East, increasing vehicle speeds. With three schools and a GO Station nearby, congestion and speeding are most noticeable during peak hours.

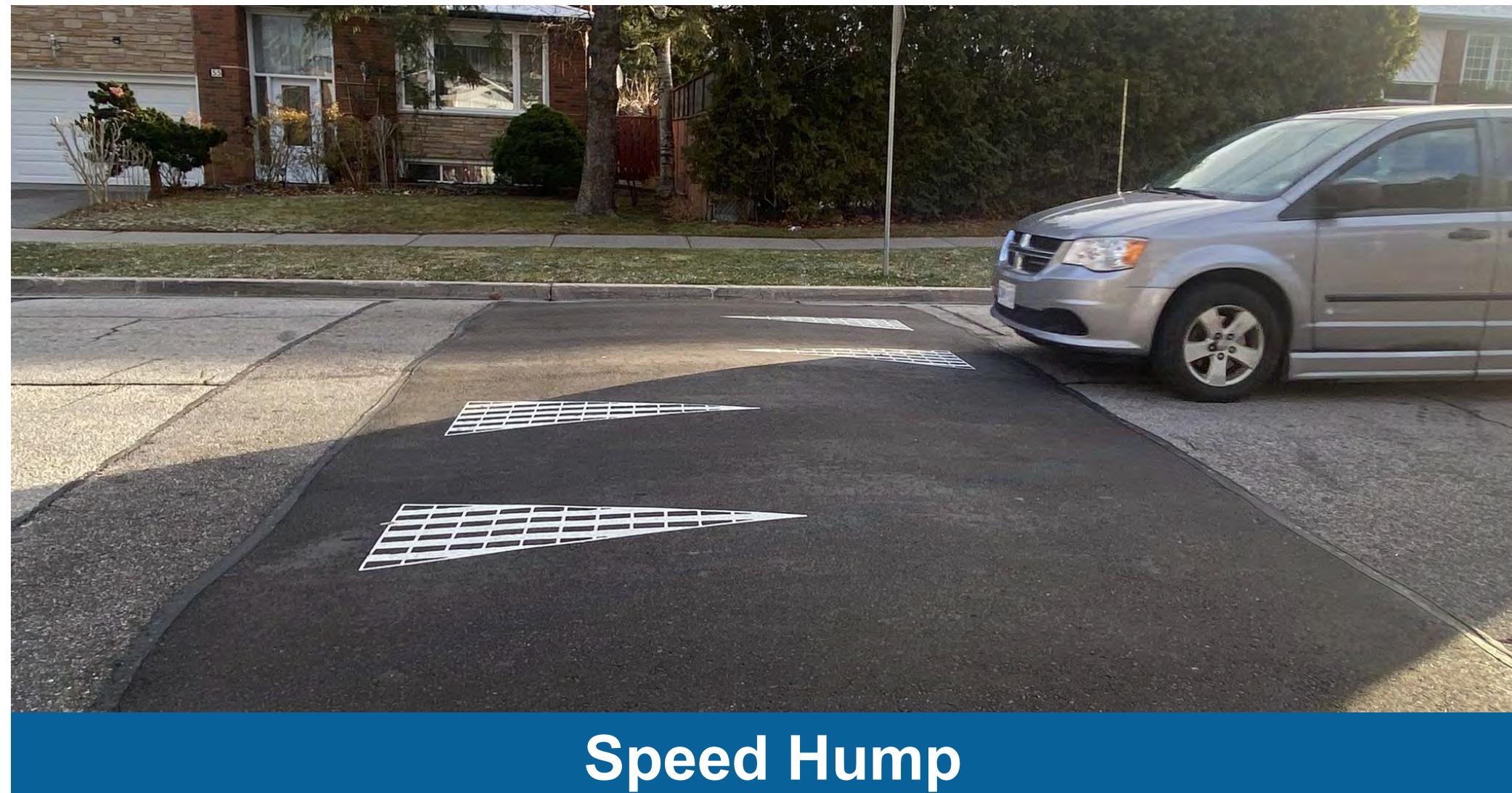
North of Eglinton Avenue East:

- This northern area is mostly residential and bordered by the rail corridor, with little through traffic. However, Luella Street is used as a shortcut between Markham Road and Eglinton Avenue East, where some drivers speed to avoid the main intersection.



Issue 2: Speed Management - Proposed Changes

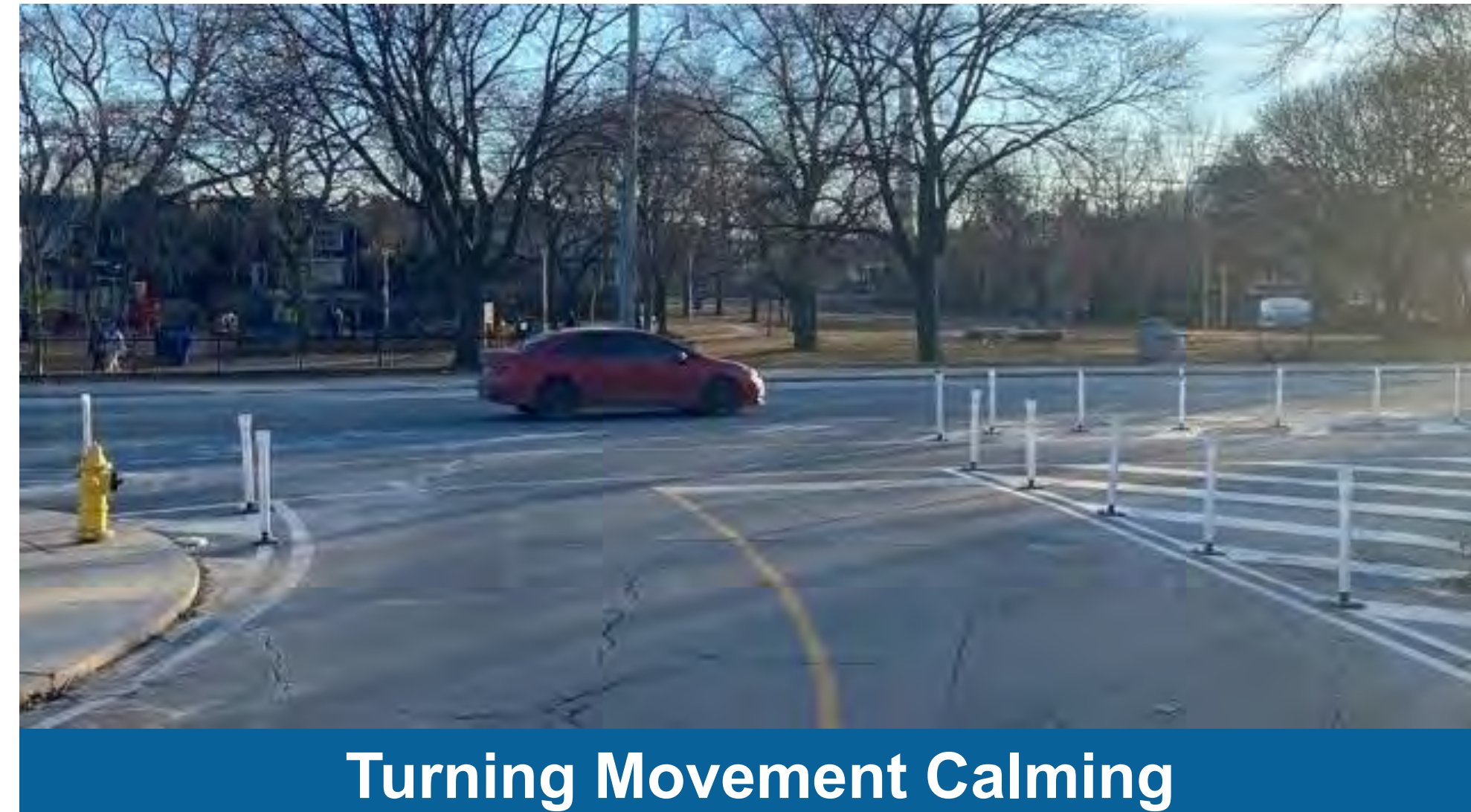
Speeding concerns have been examined, particularly in areas with high pedestrian activity and near schools. To address these issues, the plan proposes measures such as **speed humps**, **turning movement calming** to narrow the roadway and slow vehicles at intersections and **speed limit reductions** along certain road segments.



Speed Hump

To help reduce speeding and calm traffic, speed humps are proposed at the following locations:

- **Markham Road South** between Kingston Road and Hill Crescent
- **Mason Road** between Eglinton Avenue E and Kingston Road
- **Windy Ridge Drive** between Kingston Road and Hill Crescent
- **Bellhaven Crescent** between Kingston Road and Hill Crescent
- **Luella Street between** Beachell Street and Markham Road
- **Bellamy Road South** between Adanac Drive and Kingston Road



Turning Movement Calming

To slow down fast-turning vehicles and make intersections safer, turning movement calming is proposed along **Eglinton Avenue East and Kingston Road** to reduce turning speeds at these locations:

- **Kingston Road and Markham Road**
- **Kingston Road and Bellamy Road South**
- **Kingston Road and Whitecap Boulevard**
- **Eglinton Avenue East and Mason Road**
- **Eglinton Avenue East and Markham Road**



Speed Limit Reduction

To improve safety for all road users, a speed limit reduction of 60km/h to 50km/h is proposed for **Kingston Road** between Brimley Road South and Scarborough Golf Club Road. This change will be implemented through the Safer Kingston Road project.

In addition, all local roads in Ward 20 will receive new 30 km/h speed limit signs by the end of 2025 as part of the citywide Vision Zero initiative to make neighbourhood streets safer and calmer for everyone.

Issue 2: Speed Management – Map of Proposed Changes

Speed Humps

- Markham Road South between Kingston Road and Hill Crescent
- Mason Road between Eglinton Avenue E and Kingston Road
- Windy Ridge Drive between Kingston Road and Hill Crescent
- Bellhaven Crescent between Kingston Road and Hill Crescent
- Luella Street between Beachell Street and Markham Road
- Bellamy Road South between Adanac Drive and Kingston Road

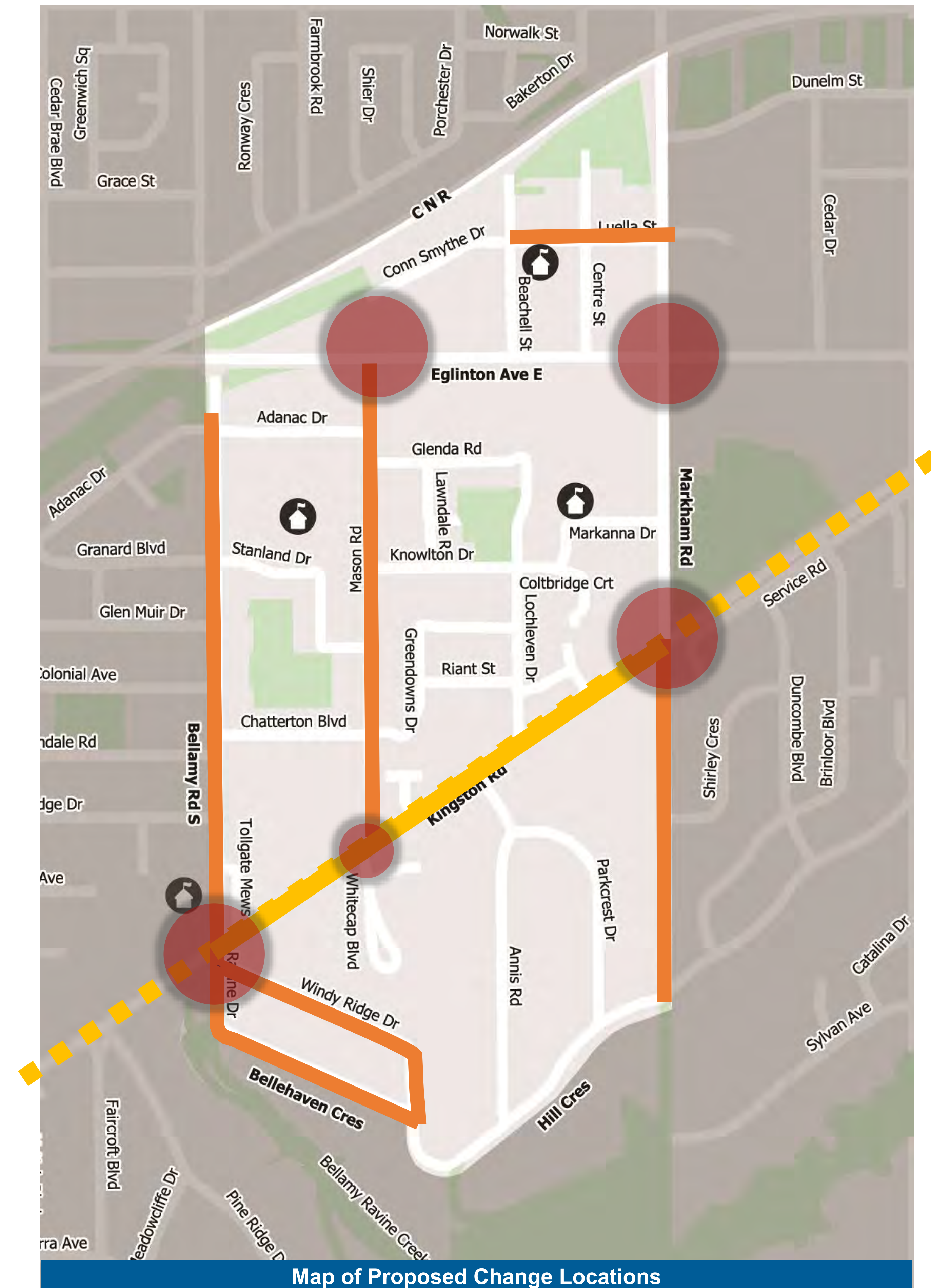
Speed Reduction (60 km/h → 50 km/h)

- Kingston Road between Brimley Road South and Scarborough Golf Club Road (which spans between ward 20 and 24) – *to be done through the “Safer Kingston Road” project.*

Turning Movement Calming at Intersections

(primarily addressed through the safety improvements proposed under Conflict Management)

- Eglinton Avenue East and Mason Road
- Eglinton Avenue East and Markham Road
- Kingston Road and Bellamy Road South
- Kingston Road and Whitecap Boulevard
- Kingston Road and Markham Road



Issue 3: Traffic Volume - Overview of Issues

As part of the study, site visits, data analysis, and public input helped identify the following streets for review:

- Luella Street
- Mason Road
- Ravine Drive
- Windy Ridge Drive
- Hill Crescent
- Markanna Drive

Key Findings

Traffic volume concerns on these streets were found to fall into two main categories:

School-related congestion	Certain streets experience temporary congestion during school drop-off and pick-up hours: • Luella Street • South segment of Bellamy Road South • Markanna Drive
Non-local traffic	Some local roads are used by drivers trying to avoid congestion on Kingston Road, particularly along the route from Bill Crescent to Bellhaven Crescent, Ravine Drive, and Windy Ridge Drive

Data Review and Analysis

A review of traffic volume data from the past five years shows that all streets, including those influenced by school traffic, **remain below the City's standard thresholds**: less than 2,500 vehicles per day for local roads, and between 2,500 and 8,000 vehicles per day for collector roads.

Proposed Actions

Based on the analysis, no traffic volume management measures are proposed. However, new parking restrictions in school zones, along with speed humps and other speed management measures across the neighbourhood, will help reduce shortcutting by non-local traffic.



Issue 4: School-Related Safety - Overview of Issues

The study area within Scarborough Village includes four schools:

- Scarborough Village Public School
- Mason Road Junior Public School
- St. Boniface Catholic School
- Bliss Carman Senior Public School

The issues identified around these schools can be grouped into three types:

Intersection safety and crossing concerns

Issues include turning conflicts, speeding, long crossing distances, and poor driver-yielding behaviour. Key locations:

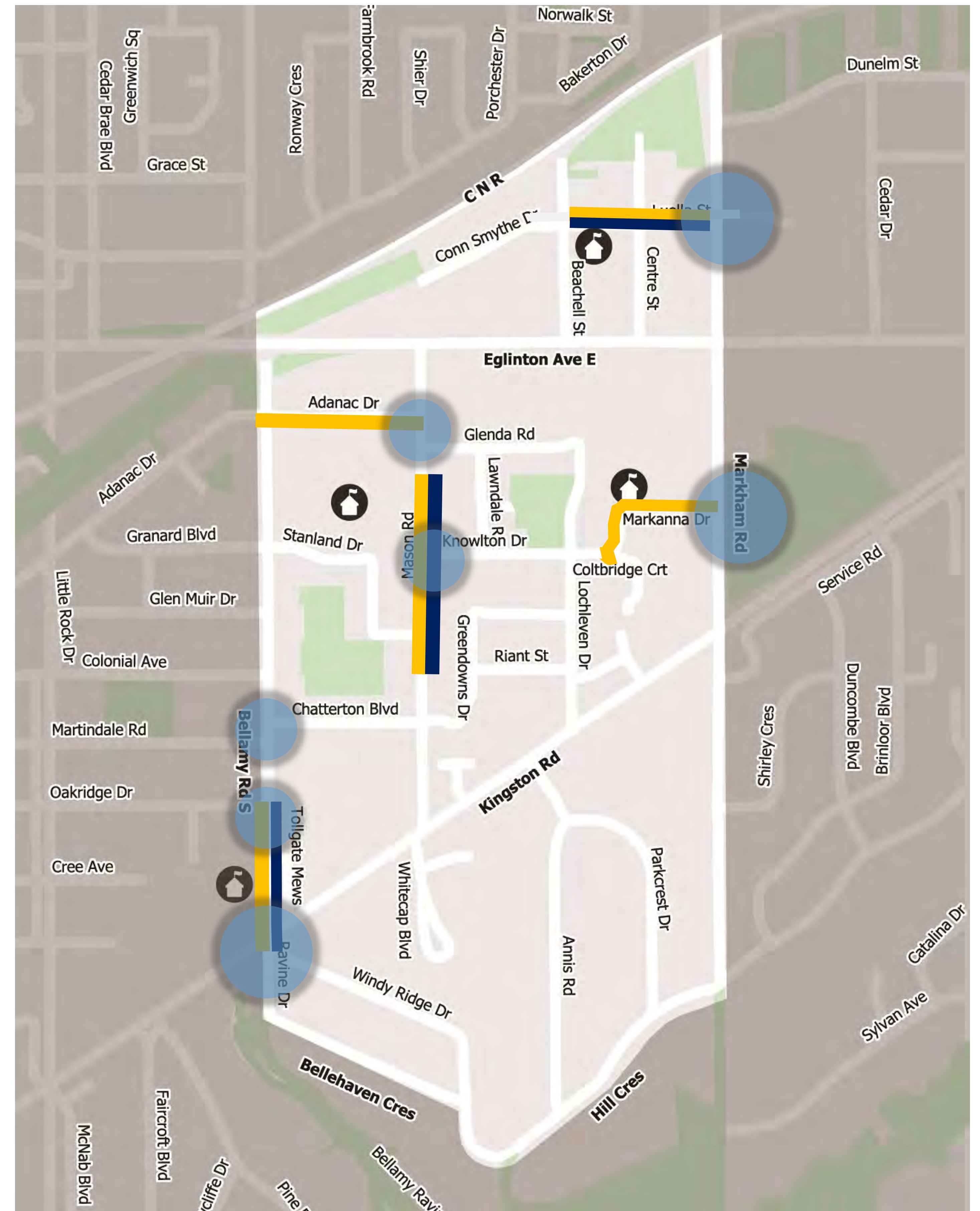
- Bellamy Road South and Kingston Road
- Markanna Drive and Markham Road
- Mason Road and Knowlton Drive
- Luella Street and Markham Road
- Bellamy Road South and Oakridge Drive
- Bellamy Road South and Chatterton Boulevard

Speeding on streets in front of schools

- Bellamy Road South
- Mason Road
- Luella Street

Traffic congestion during school drop-off and pick-up times

- Bellamy Road South
- Luella Street
- Mason Road
- Adanac Drive
- Markanna Drive



Map of locations studied to address traffic safety concerns around the schools

Issue 4: School-Related Safety - Proposed Changes

To address traffic safety concerns around the schools, a range of interventions are proposed. Some of these changes also help to address other key issues identified through the Streets Plan including speed management, parking management, volume management, and conflict management.



Intersection safety and crossing concerns

Several design enhancements are proposed to improve intersection safety, including curb extensions, new warning signs, upgraded pavement markings and signage, and turning movement calming measures.

Locations:

- **Bellamy Road South and Kingston Road**
- **Mason Road and Knowlton Drive**
- **Luella Street and Markham Road**
- **Bellamy Road South and Oakridge Drive (under feasibility review)**
- **Bellamy Road South and Chatterton Boulevard**



Parking Management to Reduce Traffic Congestion

All by-laws and parking restrictions on streets around the schools were reviewed. In most cases, the existing by-laws already provide the necessary measures to reduce congestion in front of schools.

A parking restriction is proposed for **Bellamy Road South** in front of Bliss Carman Public School to help ease congestion. The item is scheduled to go to the November Scarborough Community Council for approval.



Speed management

New speed humps are proposed on the following streets to help slow down traffic in front of schools and discourage non-local drivers from using these routes to cut through the neighbourhood:

- **Bellamy Road South** between Adanac Drive and Kingston Road
- **Mason Road** between Eglinton Avenue E and Kingston Road
- **Luella Street** between Beachell Street and Markham Road

Issue 4: School-Related Safety - Map of Proposed Changes

Intersection safety improvements



- Bellamy Road South and Kingston Road: Intersection safety improvement
- Mason Road and Knowlton Drive: Pruning of trees for sightline improvement
- Bellamy Road South and Oakridge Drive: New pedestrian crossover (PXO) - *under feasibility review*
- Bellamy Road South and Chatterton Boulevard: Zebra markings to improve pedestrian visibility



Crossing Guard

- Luella Street and Markham Road - *currently under feasibility review*

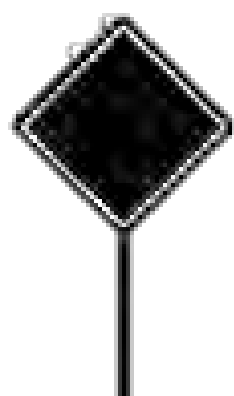
Speed management interventions on school streets

- Bellamy Road South: Speed humps between Kingston Road and Adanac Drive
- Mason Road: Speed humps between Kingston Road and Eglinton Avenue
- Luella Street: Speed humps between Markham Road and Beachell Street

Parking Management to Ease Traffic Congestion

- Bellamy Road South near Bliss Carman Senior school:
 - West side: No parking anytime for 42 m north of Kingston Road; 10-minute parking from 8 a.m. to 4 p.m., Monday to Friday, north of the School Bus Loading Zone.
 - East side: No stopping, from 8 a.m. to 4 p.m., Monday to Friday.

New Signage



- Bus Loading Zone sign added on Bellamy Road South (A point 42 metres north of Kingston Road and a point 24 metres further north)
- "No U-turn/No Turning" On Bellamy Road South, south of Oakridge Drive
- Luella Street and Markham Road: Add "Turning traffic must yield to pedestrians"



Issue 5: Mobility and Transportation Demand – Overview of Issues

During Phase One consultation, residents expressed interest in improving mobility options through better sidewalks, additional Bike Share stations, and new cycling connections.

Locations with requests/suggestions for bike lanes:

- Luella Street
- Bellamy Road South
- Kingston Road
- Markham Road
- Markanna Drive
- Chatterton Boulevard
- Eglinton Avenue East

Missing sidewalks

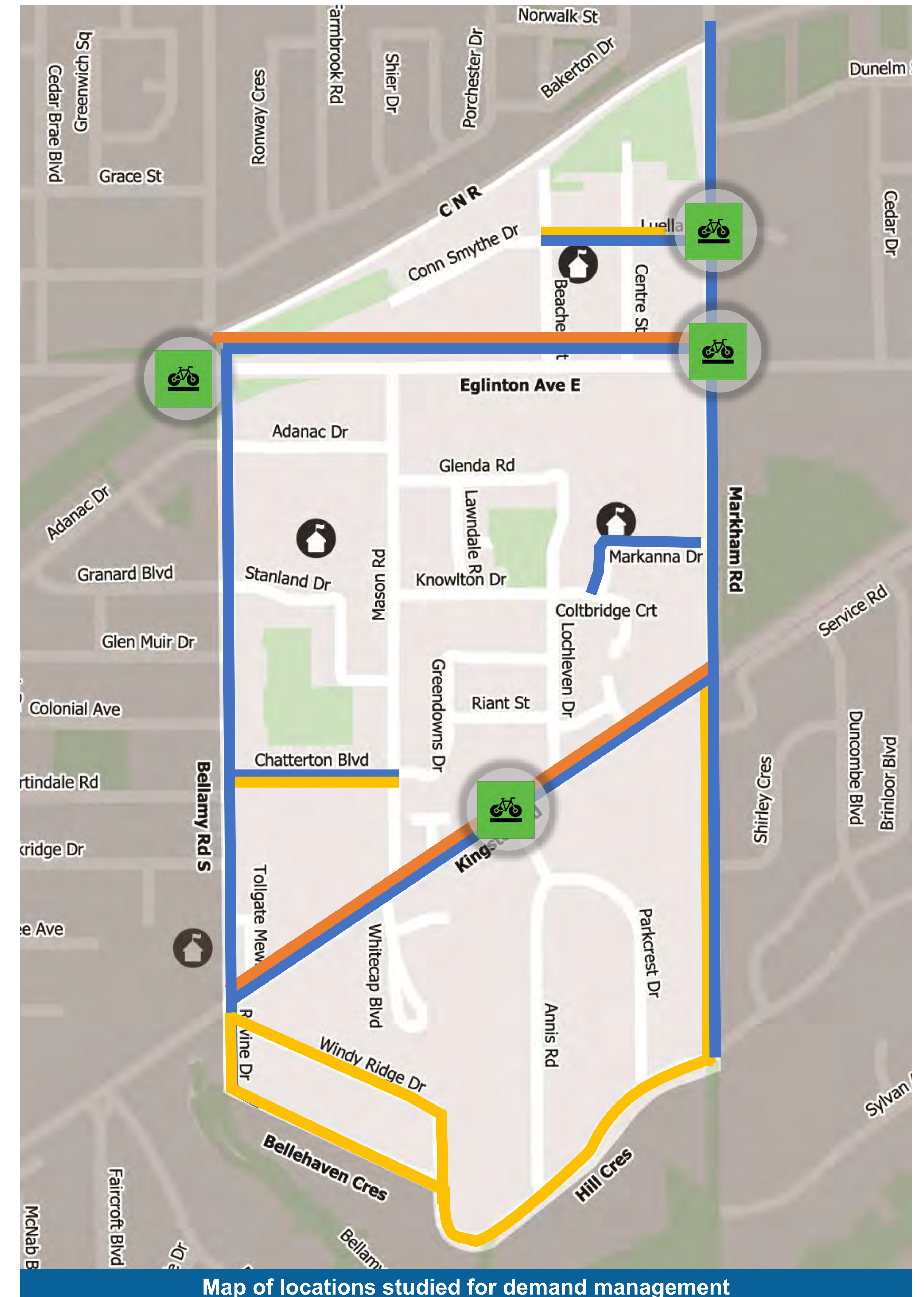
- Luella Street
- Chatterton Boulevard
- Ravine Drive
- Windy Ridge Drive
- Bellehaven Crescent
- Hill Crescent

Upgrade/maintenance of existing sidewalks:

- Kingston Road
- Eglinton Avenue East

Locations with requests for Bike Share stations:

- Luella Street and Markham Road
- Kingston Road and Parkcrest Drive
- Eglinton Avenue East and Markham Road
- Eglinton Avenue East and Bellamy Road South (Access to GO station)



Map of locations studied for demand management

Issue 5: Mobility and Transportation Demand – Map of Proposed Changes

New cycling connections:

- Bellamy Road South and Mason Road: Identified for future study under upcoming cycling programs to explore opportunities for improving north–south connections between Kingston Road and Eglinton Avenue East.
- Kingston Road: Bikeways will be added through “The Safer Kingston Road” project
- Eglinton Avenue East: Bikeways will be added to Eglinton Avenue through the upcoming safety improvement/cycling project.

Sidewalk Upgrades and Maintenance

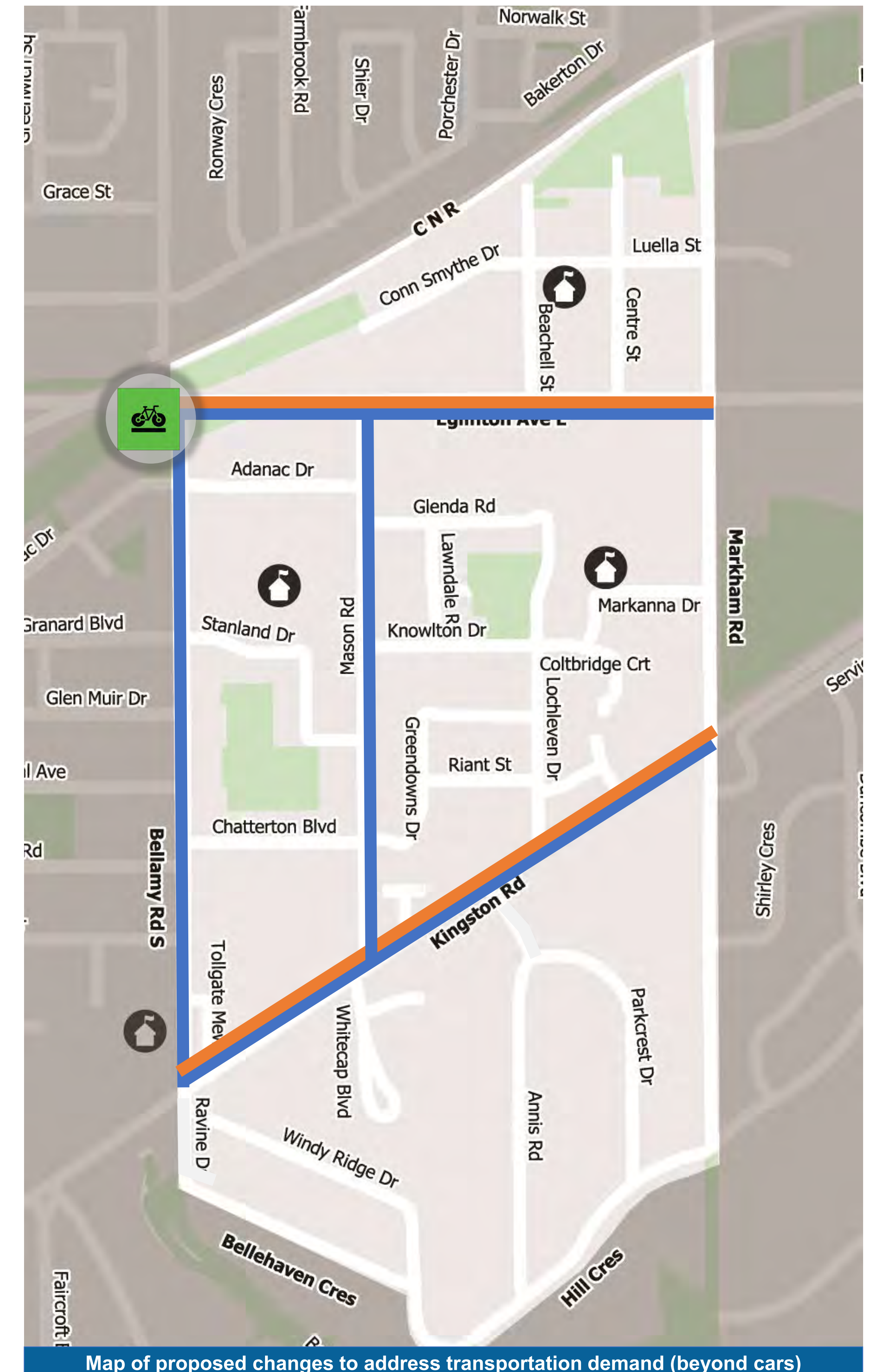
- Kingston Road: Sidewalk upgrades as part of “A Safer Kingston Road” project.
- Eglinton Avenue East: Sidewalk maintenance and improvements planned through the upcoming Vision Zero safety improvement project.

New Bike Share Station

- A new **Bike Share Toronto** station is proposed near the **GO Station**
(Proposed through this plan but subject to further feasibility review by Toronto Parking Authority.)

Addition of missing sidewalks:

- City policy requires sidewalks on at least one side of local roads in Toronto. The City's Missing Sidewalk Installation Program identifies opportunities to add sidewalks as part of planned road reconstruction.
- Luella Street, Chatterton Boulevard, Ravine Drive, Windy Ridge Drive, Bellehaven Crescent, and Hill Crescent are not currently scheduled for reconstruction, however they are identified in the City's sidewalk program for consideration during planned road reconstruction.



Summary of Proposed Action Plan

The following tables and map summarize all changes to traffic operations and road design proposed to improve safety and mobility in Scarborough Village neighbourhood. Some changes can be made in the short-term, while others require more time to coordinate material, talent and budget needed to get the work done.

Short-Term Changes		
<i>Short-term changes are those that can be implemented within 6 months to 2 years of decision to proceed.</i>		
Change		Location and Implementation Considerations
1	Speed humps	- Markham Road South between Kingston Road and Hill Crescent - Mason Road between Eglinton Avenue East and Kingston Road - Windy Ridge Drive between Kingston Road and Hill Crescent - Bellhaven Crescent between Kingston Road and Hill Crescent - Luella Street between Beachell Street and Markham Road - Bellamy Road South between Adanac Drive and Kingston Road
2	New signage	- Intersection of Luella Street and Markham Road (“Turning traffic must yield to pedestrians” sign) - Intersection of Kingston Road and Markham Road (new Warning Sign at the merge) - Intersection of Kingston Road and Parkcrest Drive (“Turning traffic must yield to pedestrians” sign) - Bliss Carman Senior Public School (“School Bus Loading Zone” sign and “No U-turn/No Turning” south of Oakridge Drive)
3	Crossing guards	Request submitted for a school crossing guard study at intersection of Luella Street and Markham Road
4	Pavement markings to improve safety	- Intersection of Bellamy Road South and Adanac Drive (addition of zebra markings) - Intersection of Bellamy Road South and Chatterton Boulevard (addition of zebra markings) - Intersection of Kingston Road and Markham Road (enhancing marking at the merge section)
5	Road Operations Maintenance and Servicing	- Eglinton Avenue East and Markham Road (broken flexible bollards) - Intersection of Mason Road and Knowlton Drive (sightline issue due to trees and bushes) - Intersection of Lochleven Drive and Glenda Road (sightline issue due to trees and bushes) - Intersection of Kingston Road and Parkcrest Drive (Bus stop visibility obstructed by overgrown vegetation) - Intersection of Colonial Avenue and Bellamy Road South (sign visibility issue due to trees and bushes) - Adanac Drive/Mason Road near Mason Road Junior Public School (sign visibility issue due to trees)
6	Signal Adjustment	Intersection of Kingston Road and Parkcrest Drive (signal timing adjustment to provide more time for crossing) - <i>currently under feasibility review</i>
7	New Bikeshare station	A request has been submitted for a new Bike Share station at Eglinton Avenue East near the GO Station - <i>currently under feasibility review</i>

Summary of Proposed Action Plan (continued)

Medium-Term Changes

Medium-term changes are those that can be implemented within 2 to 5 years of decision to proceed.

Change		Location and Implementation Considerations
1	New cycling connection	- Bellamy Road South and Mason Road to be studied to improve north-south cycling connection between Kingston Road and Eglinton Avenue East. - Kingston Road (as part of the A Safer Kingston Road project)
2	Intersection or mid-block safety improvement (permanent changes to the design)	- Intersection of Kingston Road and Markham Road (as part of the A Safer Kingston Road project) - Intersection of Kingston Road and Whitecap Boulevard (as part of the A Safer Kingston Road project) - Intersection of Kingston Road and Bellamy Road South (as part of the A Safer Kingston Road project) - Bellamy Road South and Oakridge Drive: New pedestrian crossover (PXO) at mid-block - <i>currently under feasibility review.</i>
3	Speed limit reduction	Kingston Road between Brimley Road South and Scarborough Golf Club Road (which spans between ward 20 and 24) (as part of the A Safer Kingston Road project)
4	Upgrade/maintenance of existing sidewalk	- Maintenance and upgrade of sidewalk along Kingston Road where needed (as part of the A Safer Kingston Road project) - Maintenance and upgrade of sidewalk along Eglinton Avenue East where needed (as part of upcoming Intersection Safety Improvement project planned to start 2029-2030). Locations identified through phase 1 of consultation: - East of Centre Street (around the plaza parking lot) - East and west of Metrolinx bridge

Long-Term Changes

Other changes are being considered in the long-term (5+ years), subject to further programming, feasibility study, public consultation, and/or detailed design. Changes noted for future consideration include:

- **Intersection or mid-block safety improvement (permanent changes to the design):**
 - Intersection of Eglinton Avenue and Markham Road (to be delivered as part of planned Vision Zero Safety Improvement project 2029-2030)
 - Intersection of Eglinton Avenue East and Mason Road (to be delivered as part of planned Vision Zero Safety Improvement project 2029-2030)
- **New cycling connection:** Eglinton Ave East (through upcoming Safety Improvement project planned to start 2029-2030)
- **Missing sidewalks:** Subject to future road work planning, the following local roads have been identified as candidates for sidewalk installation:
 - Luella Street
 - Chatterton Boulevard
 - Ravine Drive
 - Windy Ridge Drive
 - Bellehaven Crescent
 - Hill Crescent

Scarborough Village Streets Plan Map

Location of Proposed Short-Term and Medium-Term Changes

Speed Management

 Speed Humps

Safety Improvements

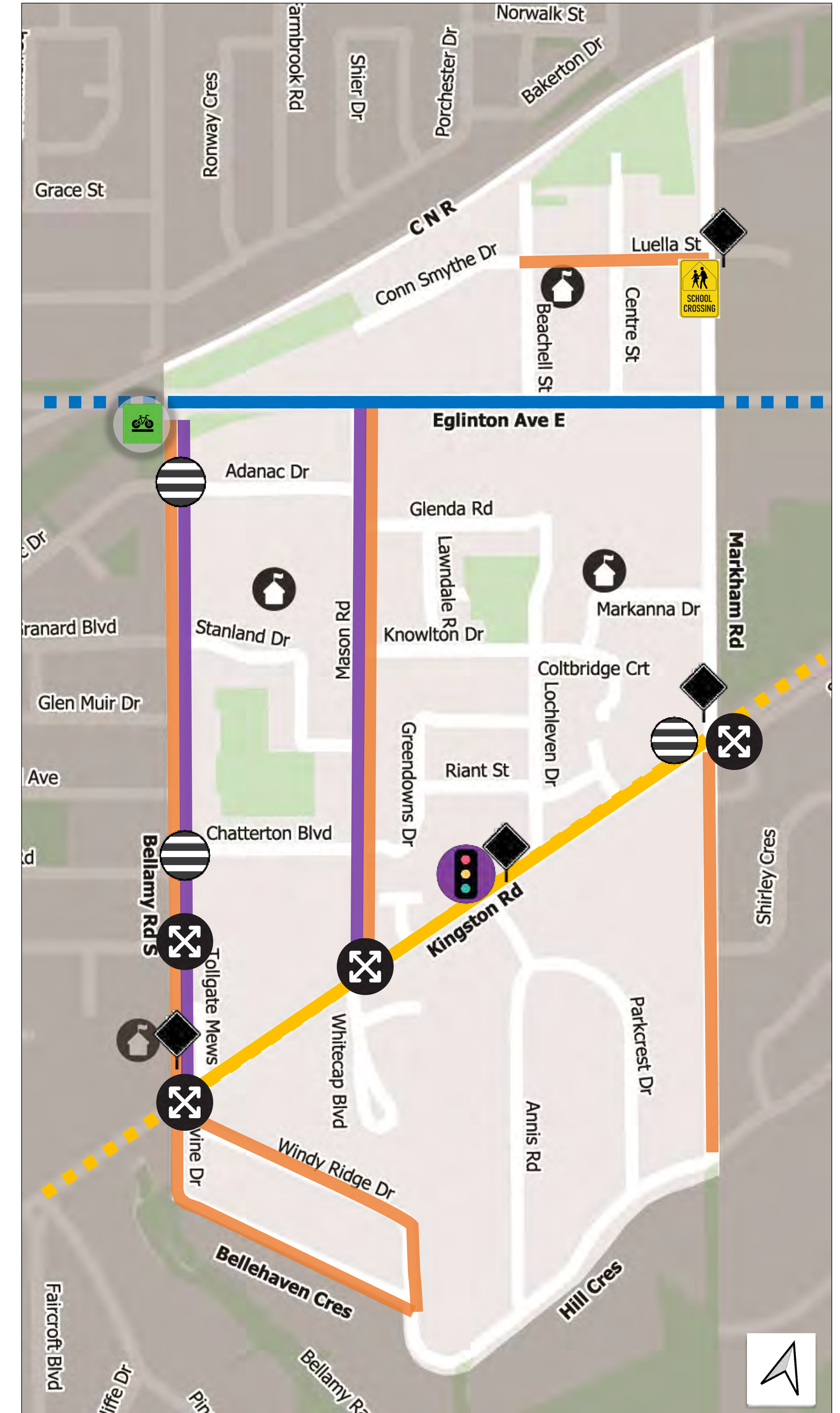
-  New Signage
-  Pavement Marking
-  Signal Adjustment
-  Intersection or mid-block safety improvement
-  New Crossing Guard

Transportation Options

-  New Cycling Connection- *to be studied*
-  New Bike Share Station - *currently under feasibility review by Toronto Parking Authority*

Related Projects

-  **Eglinton Avenue East Safety Improvements**
Safety improvements along Eglinton Avenue East, particularly at intersections, will be delivered through the planned intersection safety improvement project. This project will include its own public consultation process.
-  **Safer Kingston Road**
Safety improvements along Kingston Road, particularly at intersections, will be delivered through the Safer Kingston Road Project (a separate initiative). This project will include its own public consultation process.



Summary of Changes Considered and Not Proposed

Changes Considered and Not Proposed		
<i>Some ideas could not be advanced because they do not align with current City policy, guidelines, or standards.</i>		
Type of request	Location	Considerations/reasons not advanced
Red Light Cameras (RLC)	Markanna Drive and Markham Road; Bellamy Road South and Kingston Road	Collision history and signal timing do not meet RLC justification thresholds.
New Pedestrian Crossings (PXO/ Signals)	Kingston Road and Whitecap Boulevard, Eglinton Avenue east between Bellamy Roa South and Mason Road	Low pedestrian activity/not meeting warrant criteria; nearby crossings available; slope or geometry increases conflict risk.
Signal timing review	Markham Road and Cougar Court	A signal adjustment to accommodate an advanced left-turn phase was reviewed following a recent fatal collision at this location. However, the collision history, collision types, and environmental factors did not justify any modifications to the existing signal operation.
Speed Management Measures	Adanac Drive, Hill Crescent	Vehicle speeds within acceptable limits; will monitor and reassess if concerns persist.
One-Way or Volume Management Changes	Windy Ridge Drive, Luella Street (Scarborough Village Public School)	Traffic volumes acceptable; network impacts would outweigh benefits; focus remains on speed management and signage as needed.
Parking and Curbside Adjustments	Parkcrest Drive, Adanac Drive, Ravine Drive, Chatterton Boulevard	Site reviews found no safety issues or by-law violations; localized congestion periods do not justify new restrictions.
Transit Stop Adjustments	Eglinton Avenue East and Mason Road	Stop location and amenities meet TTC and AODA standards; relocation not required.
Cycling Connections	Luella Street; Markham Road; Markanna Drive; Chatterton Boulevard; Eglinton Avenue East	Not suitable for dedicated facilities due to narrow right-of-way, traffic and parking demand, and limited network connectivity; prioritize nearby corridors such as Bellamy Road, Kingston Road, and Eglinton Avenue East.

Next Steps



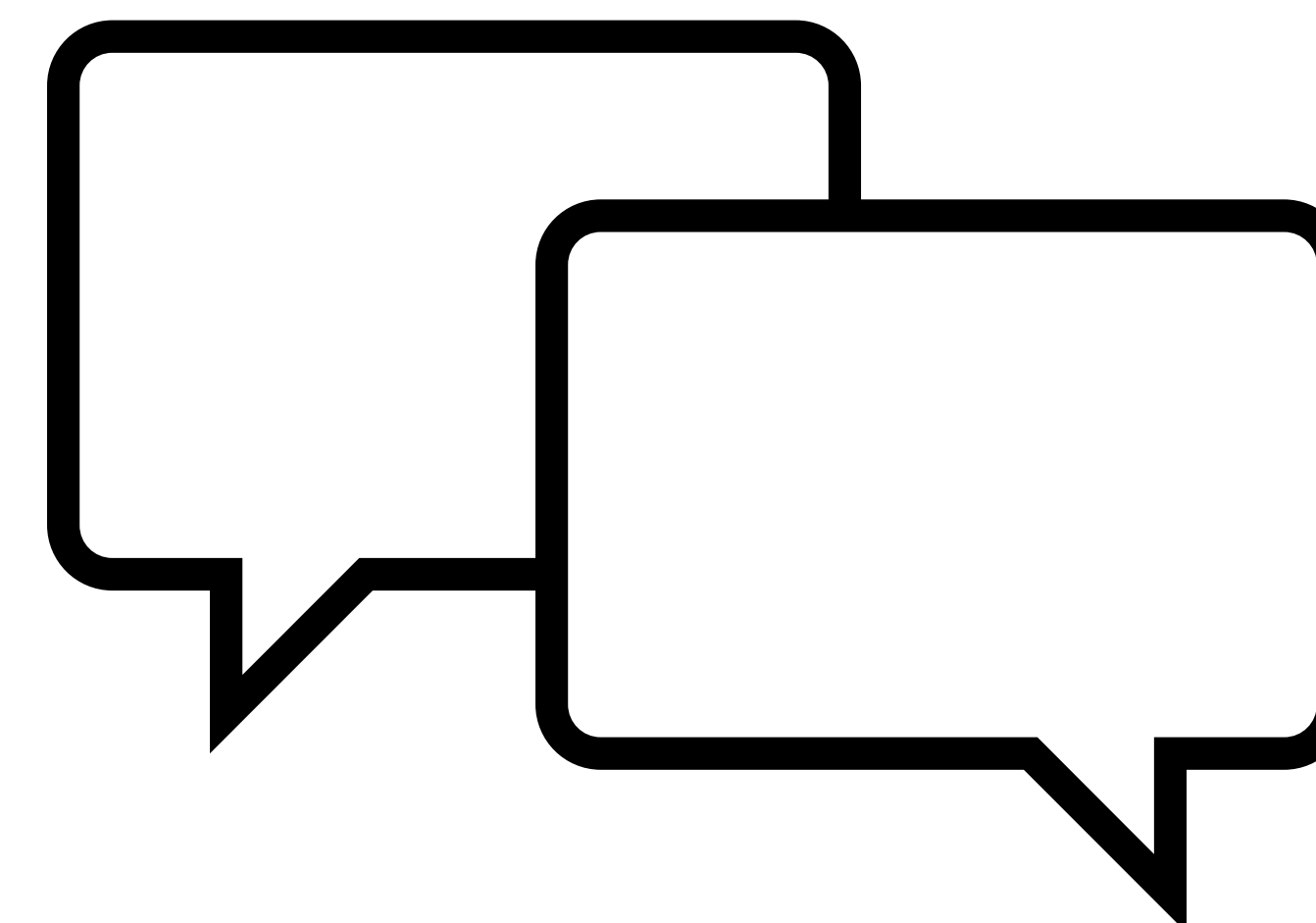
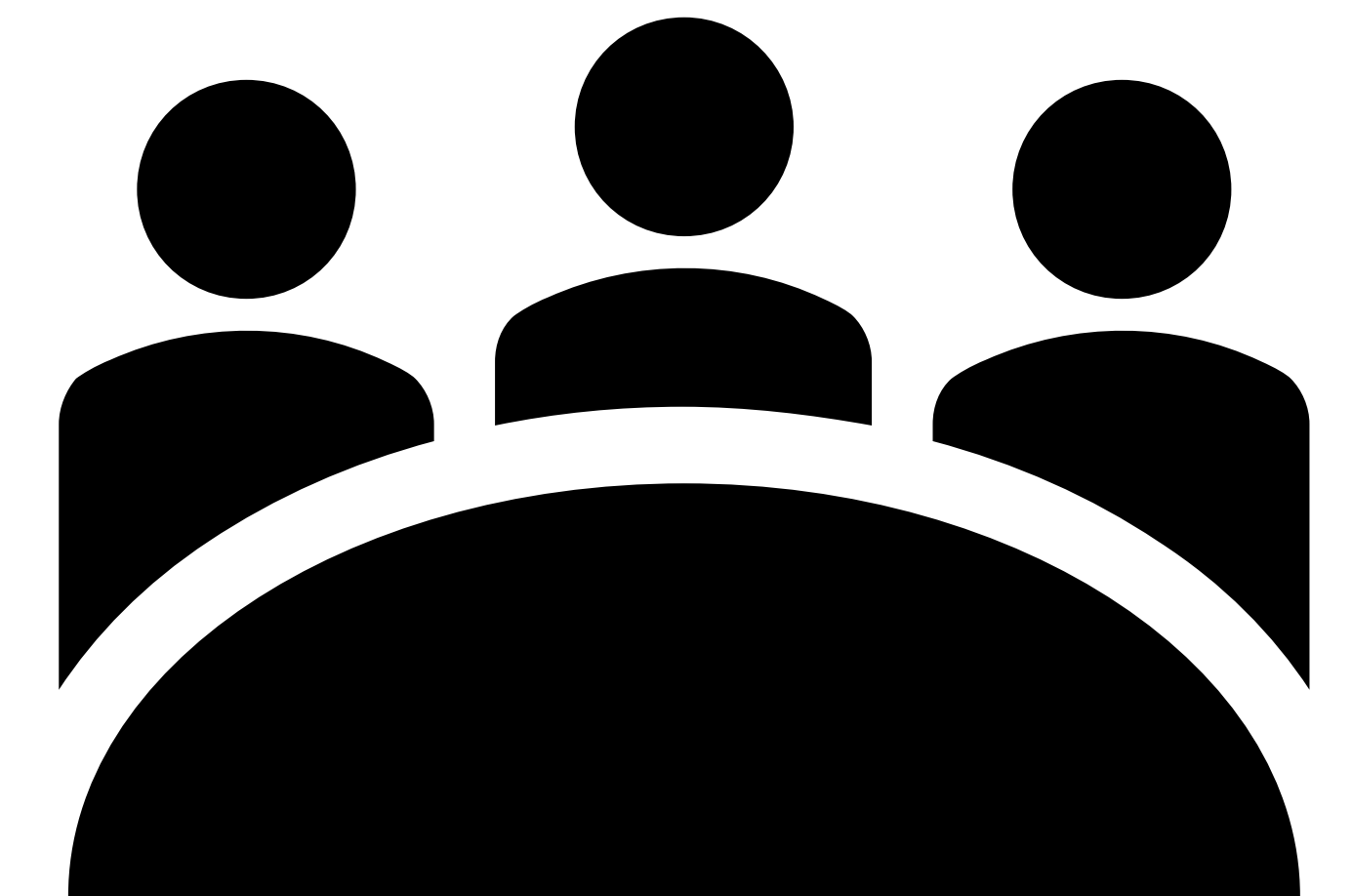
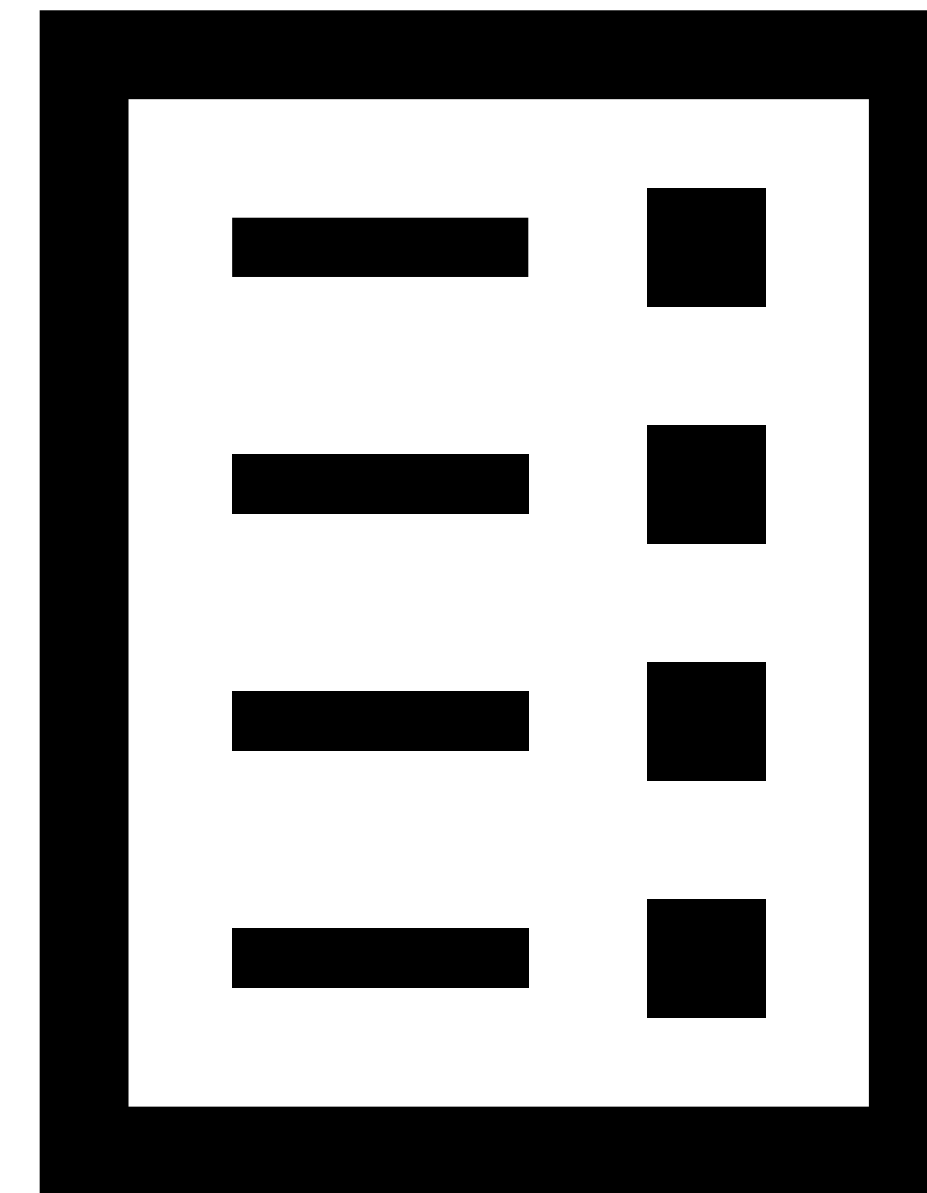
Decision Making and Monitoring

Following consultation, the City’s project team will prepare a **consultation report** summarizing all activities and feedback received that will be posted to the project webpage.

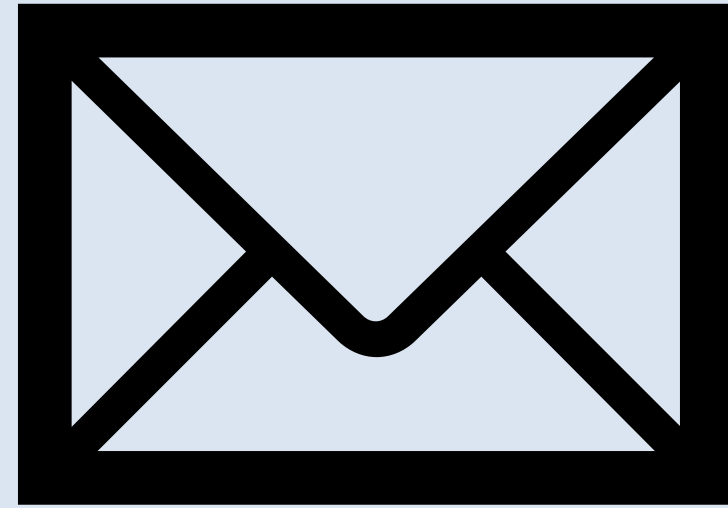
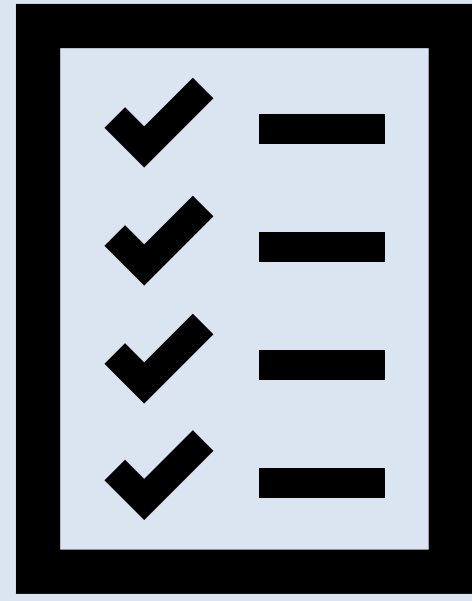
Staff will review all feedback and present final recommendations to the Scarborough Community Council in Spring 2026. The Committee/Community Council may vote to ‘adopt’, ‘defer’, ‘reject’, or ‘receive’ the recommendations of the Streets Plan, and may submit additional related motions.

Members of the public can arrange to speak (“depute”) at Committee/Community Council or submit comments in writing in advance. More information on how to participate is available through the City's web site and will be shared with the project email list about one week in advance of the meeting date, once the meeting agenda is available.

After changes are installed, the City continues to monitor the project area, respond to feedback, and make additional adjustments as needed.



Provide Feedback



Comment deadline:
December 18, 2025

- ✓ **Provide feedback via survey, email, phone or mail**
- ✓ **Subscribe for email updates**

Contact:

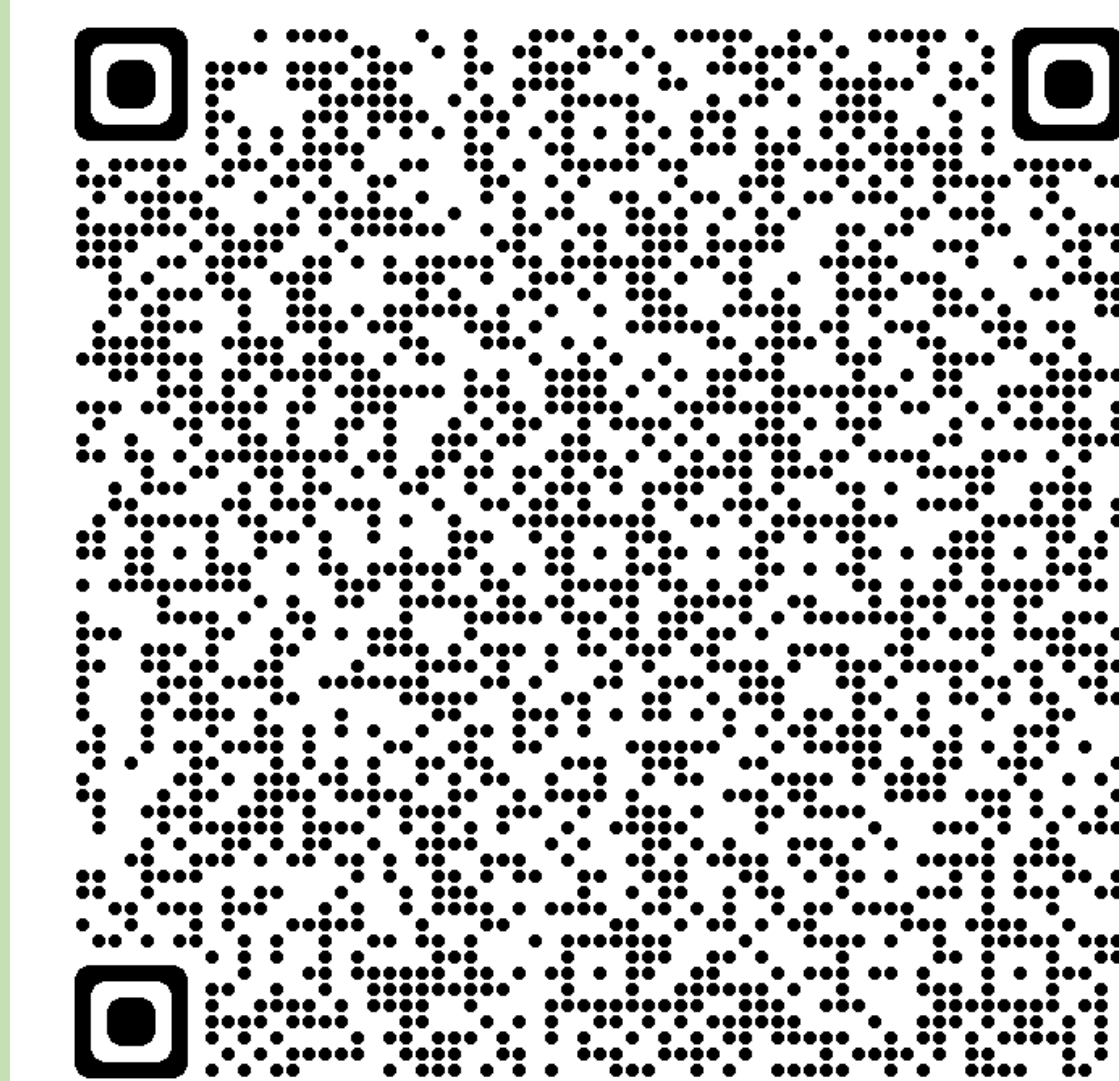
Anna Kim

Senior Public Consultation Coordinator

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



toronto.ca/shortURL

General Requests and Enforcement

- Contact your local Councillor to **pick up a Slow Down sign** that helps remind the people driving to slow down and be aware.
- **Contact 311** to create a service request for immediate roads, sidewalks and traffic safety concerns
311@toronto.ca
[Toronto.ca/311](https://toronto.ca/311)
- File a police report or request enforcement regarding parking or driving complaints, or a local neighbourhood traffic issue or concern. **Toronto Police Services 43 Division**
416-808-2222