Sandhurst Circle Neighbourhood Connections: A Road Safety Improvement Project

Public Drop-in Event
February 28, 2026

Project Overview

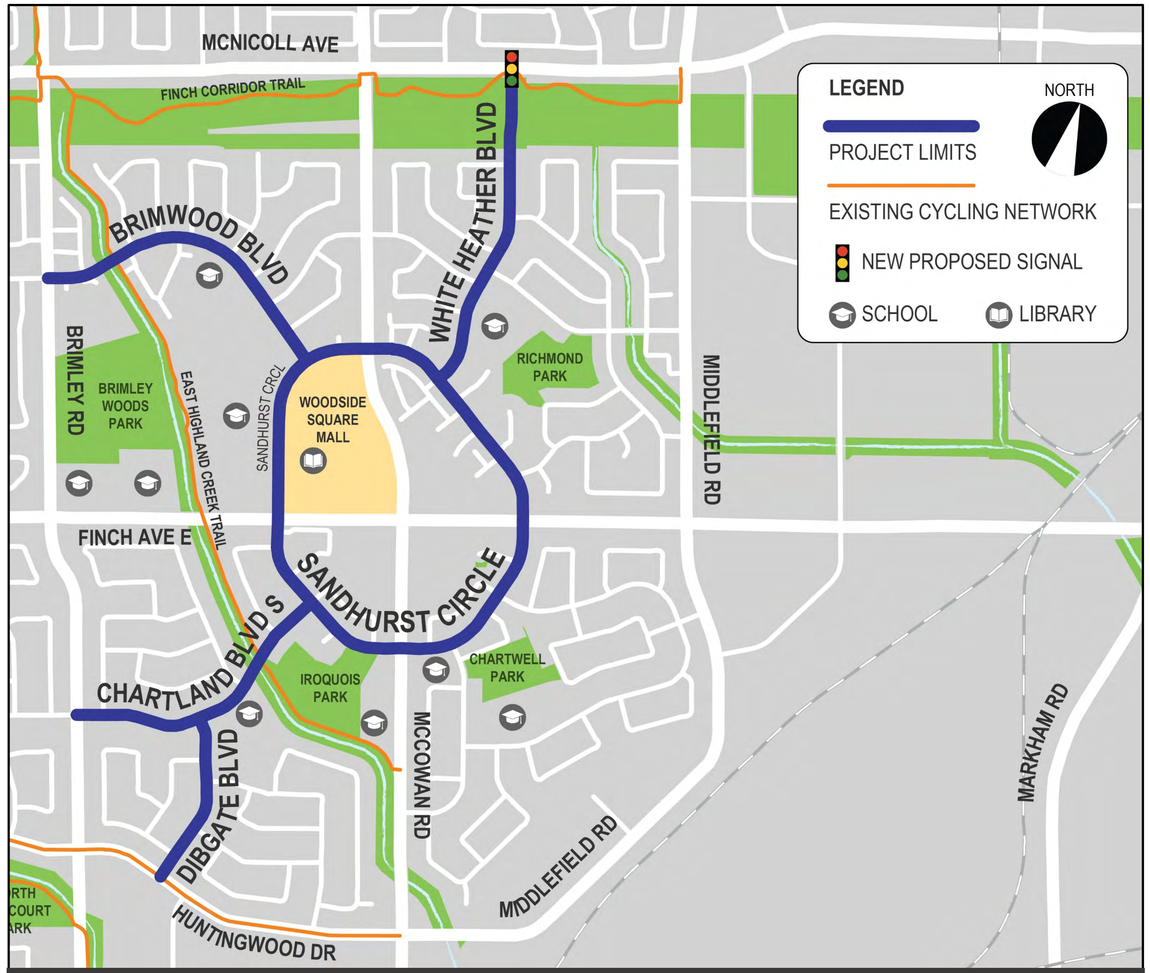
The **Sandhurst Circle Neighbourhood Connections** project proposes **road safety improvements** to Sandhurst Circle, Brimwood Boulevard, Chartland Boulevard South, Dibgate Boulevard and White Heather Boulevard.

Key Project Goals

- Enhance road safety for everyone, especially people walking and cycling
- Prioritize safety in school zones
- Improve connections to local destinations, trails, and transit

Proposed design changes include safer road crossings and new bikeways with no changes to the number of motor vehicle lanes.

Subject to City Council approval, proposed changes would be installed primarily with “quick-build” materials such as paint, bollards/flex posts, and artistic low wall barriers between 2026 and 2028.



Project Area Map

Policy Background

The City has several guiding policy documents and objectives that inform 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

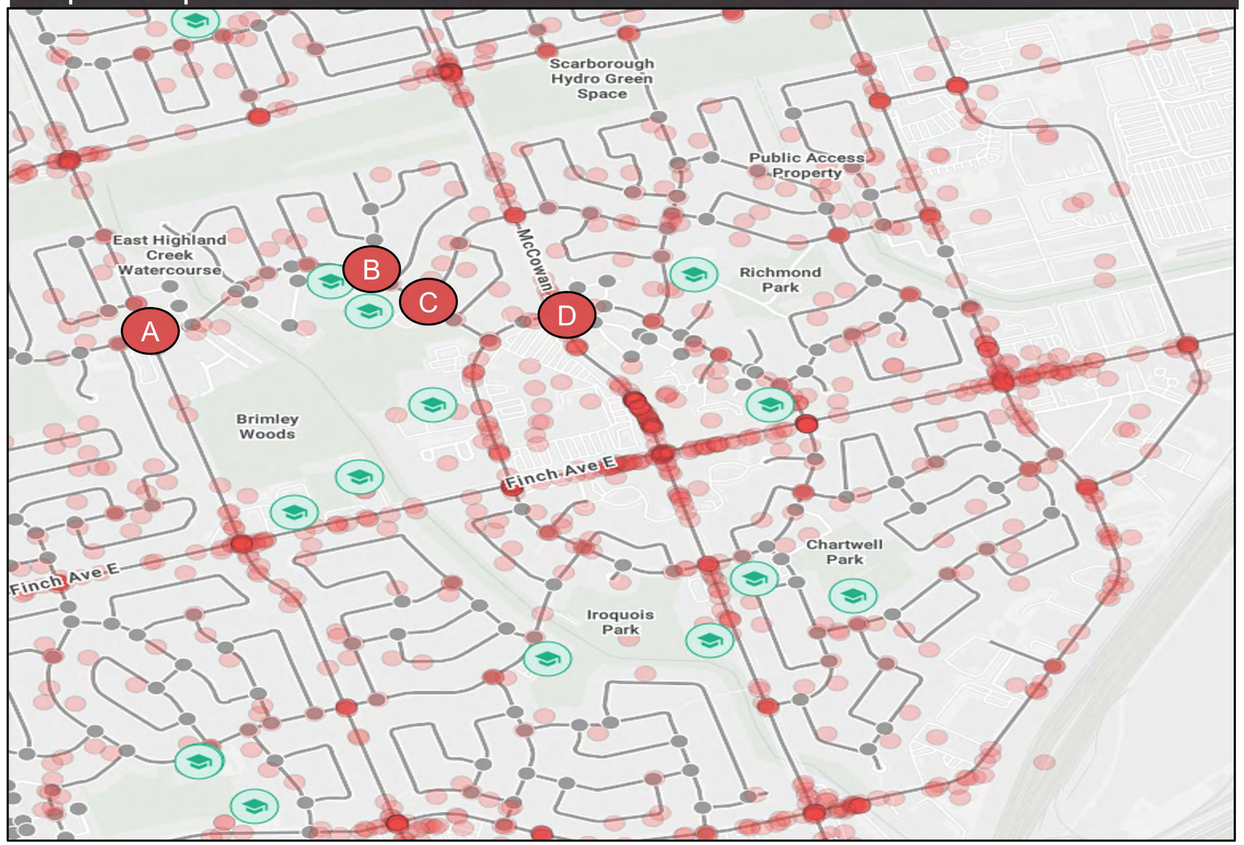
Cycling Network Plan

City Council approved the 2025-2027 Cycling Network Plan Implementation Program to grow the cycling network

Why Now | Prioritizing Road Safety

There have been **510 reported collisions** on Sandhurst Circle, Brimwood Boulevard, Chartland Boulevard South, Dibgate Boulevard, and White Heather Boulevard from 2015 to 2025. Of these collisions **42 involved people walking or cycling** including **two fatalities and two serious injuries.**

Map of Reported Collisions: 2015-2025



Map Legend

Collision (2015 -2025)

Fatality or serious injury

School

A: Person cycling, age 30-34, Brimley Rd / Brimwood Blvd, September 2018
B: Person cycling, age 70-74, Brimwood Blvd / Wellpark Blvd, March 2017
C: Person walking, age 15-19, Brimwood Blvd / Bridley Drive, March 2025
D: Person cycling, age 65-69, McCowan Rd / Sandhurst Circle, November 2019

Road safety can be enhanced for all road users including people walking and cycling, especially near schools by slowing the speed of people driving and improving road and intersection design.

Why Now | More Transportation Options to Meet Growth

Future developments, like at Woodside Square Mall, will mean more people and trips in the area. Planning and designing for walking and cycling will help reduce future congestion.

Walking and biking to transit is part of the larger transportation plans in the area, especially with bus and rail projects proposed:

- Finch Avenue East is being considered for future Bus Rapid Transit
- This neighbourhood is close to a proposed new GO station (Stouffville Line, “Finch-Kennedy”)

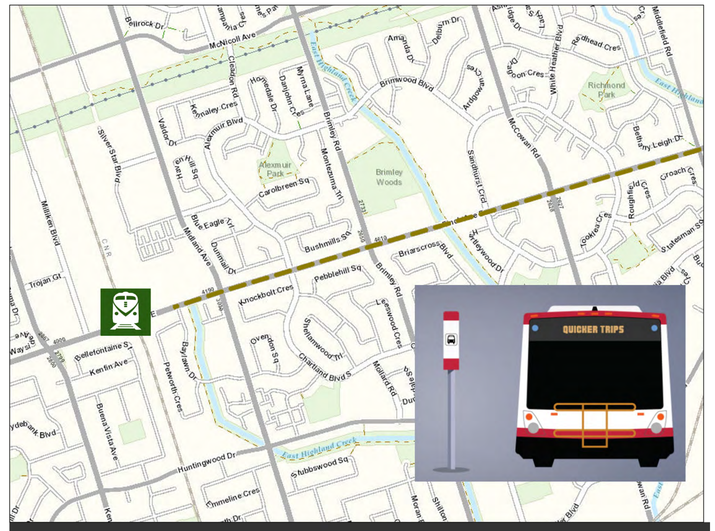
Many schools in the neighbourhood are participating in **School Travel Planning** with Green Communities Canada to encourage more walking, cycling, and rolling to school.

New Bike Share stations have recently been installed in the area, and more are planned in the next four years.

Full bike racks at retail locations


Woodside Square Mall Redevelopment


New Bike Share Station on Brimwood Blvd



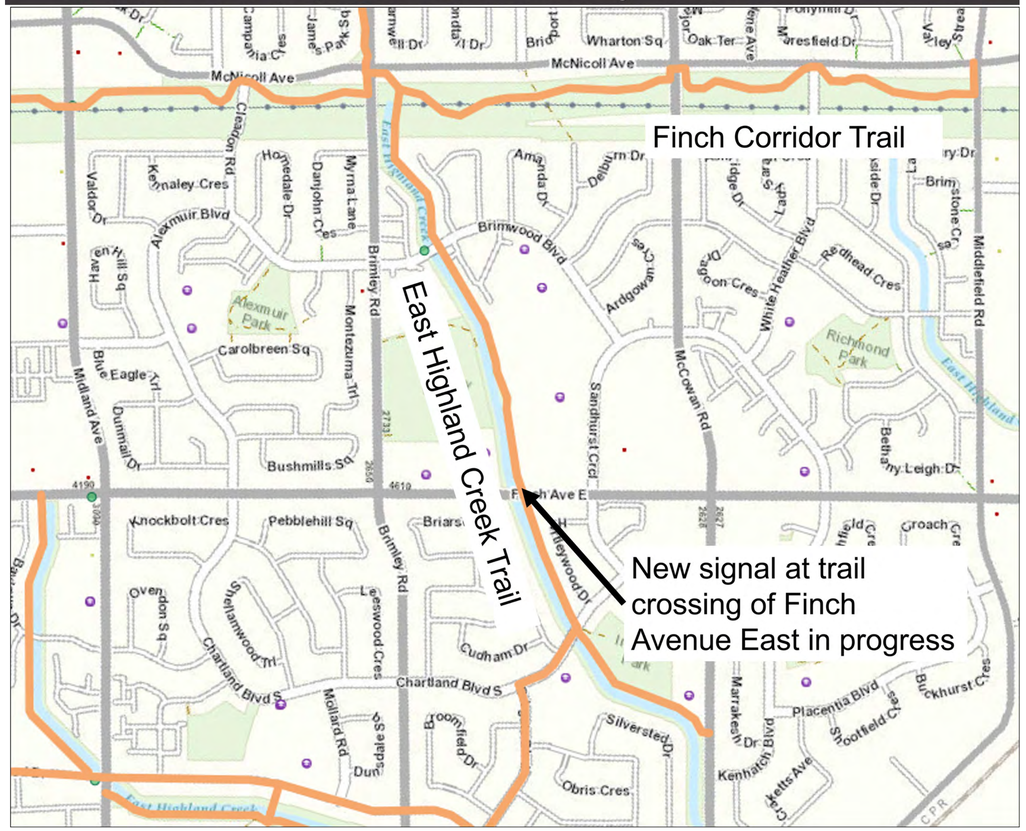
Future Transit Improvements

Why Now | Connecting Trails and Their Crossings

Improving **access to the trail network** is part of Toronto's Cycling Network Plan.

The project area is home to several trails and park paths, but they are not yet well connected to each other or to key destinations in the neighbourhood. This project aims to improve access and connectivity to these trails for people walking, running, and rolling.

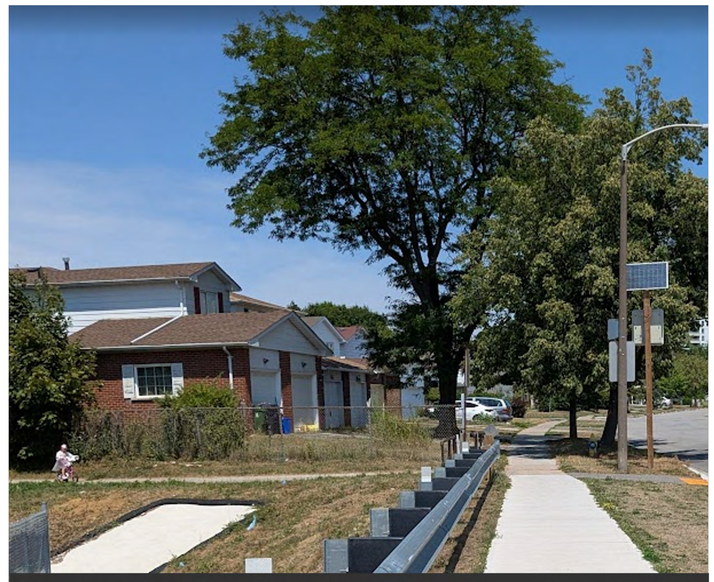
Map of Trails Near Project Area



East Highland Creek Trail at Finch Ave E

East Highland Creek Trail at Brimwood Blvd

Finch Corridor Trail at White Heather Blvd



East Highland Creek Trail at Chartland Blvd

Why Now | Many People in the Area Bike All Year Round

Hundreds of people are cycling in the neighbourhood each day, even in winter.

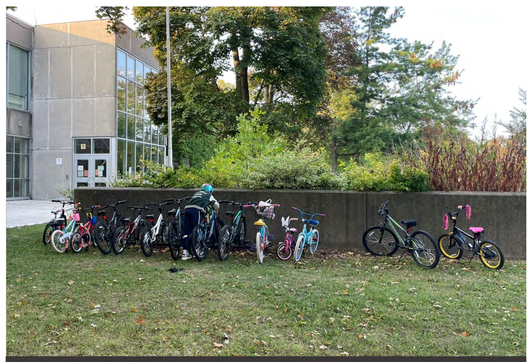
- Traffic counts taken at various locations in the project area show a typical range of 25 to 150 people cycling on any given day and place.
- Examples from 8-hour counts:
  - October 2, 2025, **144** people cycling at Brimwood Boulevard and the East Highland Creek Trail.
  - June 11, 2025, **131** people cycling at Sandhurst Circle and Finch Avenue East (north-west quadrant).
  - December 12, 2023, **112** people cycling at White Heather Boulevard and the Finch Corridor Trail.
- As the cycling network in the area improves, the number of people cycling is expected to grow.

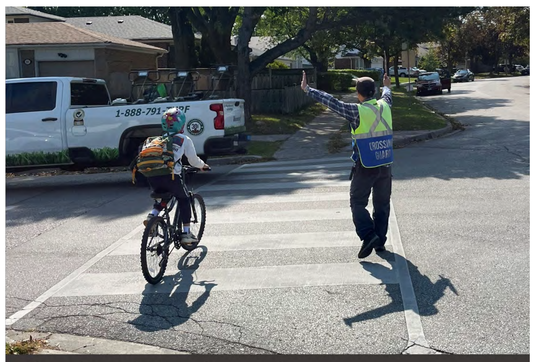

Albert Campbell Collegiate Institute


Brimwood Boulevard


Brimwood Boulevard


Sandhurst Circle


Iroquois Junior Public School


Chartland Boulevard

Woodside Square Mall

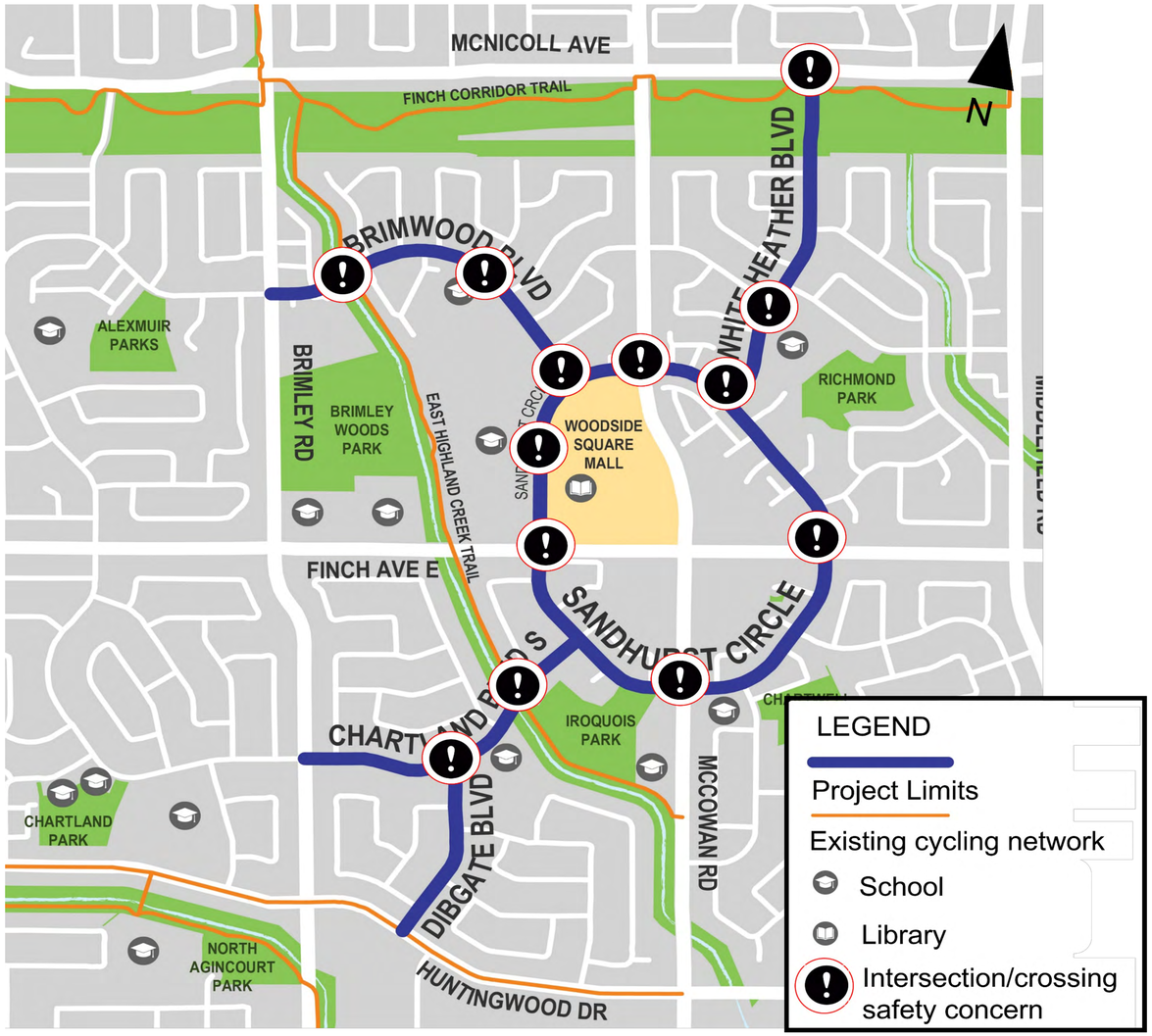

Sandhurst Circle

What We Heard | Early Community Input

From October to December 2025, the City undertook preliminary consultation activities to gather community input about road safety concerns and desires through meetings and surveys with schools, Woodside Square Mall and one pop-up activity at the mall. Preliminary input confirmed safety concerns identified through data collection and analysis.

Community input received to date includes:

- **Intersection safety concerns** at many locations in the project limits: drivers not obeying stop signs and pedestrian crossovers (PXOs), poor sightlines, near misses, collisions and fatalities
- **Concerns about school zone safety** at most schools in the project limits: people driving too fast, not following pick-up / drop-off rules, making U-turns; unsafe conditions for students crossing the street
- Concerns about **e-bikes on the sidewalk** and in mixed traffic on the road
- Requests for **crossing guards** in school areas that do not already have crossing guards
- Desire for **safe bikeways** so people can get to the trails and local destinations safely by bicycle
- Request to **consider safety improvements west of Brimley Road** in other nearby school areas



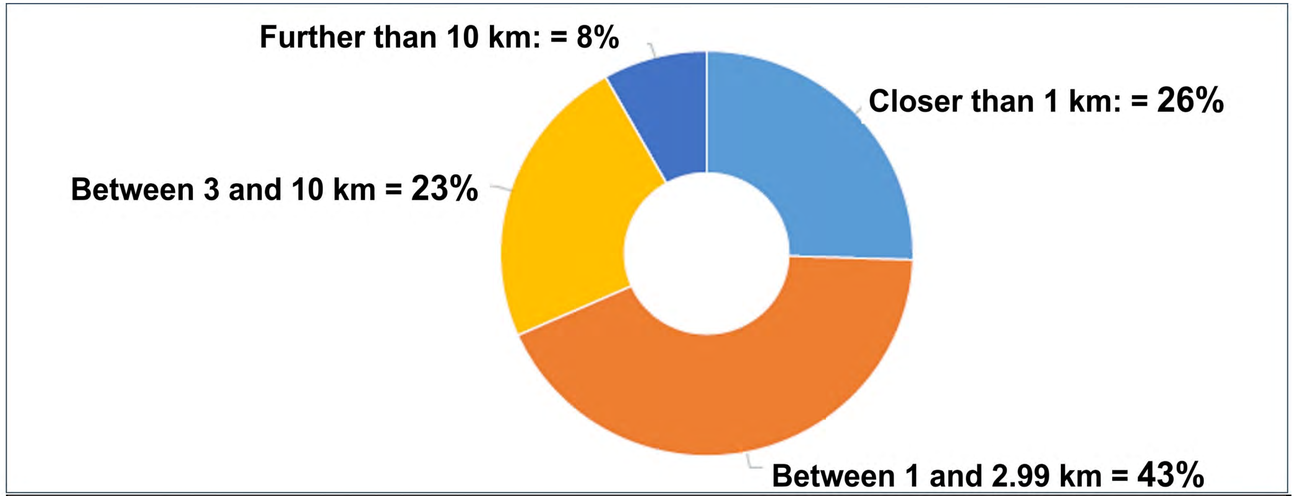
What We Heard | Survey of Students at Albert Campbell C.I.

From November to December 2025, the City conducted a **Student Travel Survey** at Albert Campbell Collegiate Institute. 120 students responded and shared information about how they typically travel to and from school, the distances they travel and their concerns and suggestions for road safety.

Key Results from Student Travel Survey:

- Almost 70% of students who completed the survey live less than 3 km from the school
- 37% walk to school, while 50% walk home
- Students had concerns about cars speeding: “Speedy driving. Drivers not paying attention / not stopping for pedestrians”
- Students also had concerns about non-compliance: “Sometimes people don’t follow the rules at all way stop intersection near school.”
- Desire to have more cycling infrastructure: “Lack of north-south bike lanes in Scarborough in general.” / “I would really appreciate bike lanes.”
- Desire to have safety improvements: “Need better lighting at Brimwood Trail and crossing guard in front of Albert Campbell and other intersections”

Sandhurst Circle facing south near Albert Campbell Collegiate Institute, Sept. 2025

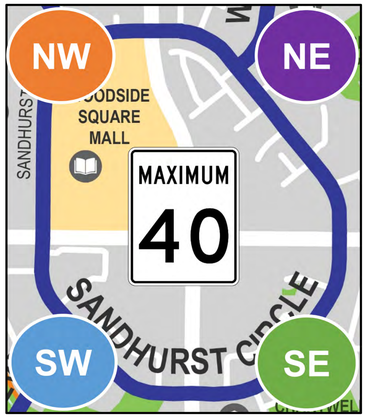


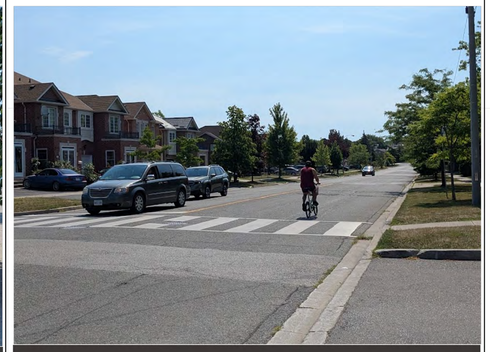
Distance student travel to Albert Campbell Collegiate Institute

Existing Conditions

Sandhurst Circle

- Roadway width is approximately 12.8 metres
- Collector road with one vehicle travel lane per direction
- Left turn lanes at McCowan Road and Finch Avenue East
- Posted speed limit is 40 km/h, except the north-east quadrant which has a speed limit of 50 km/h
- Has two school zones (in south-east quadrant and north-west quadrant)
- No parking allowed and no stopping in school zones



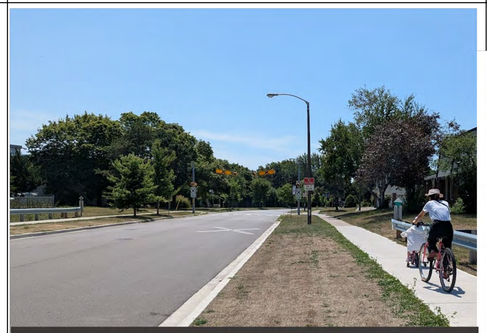
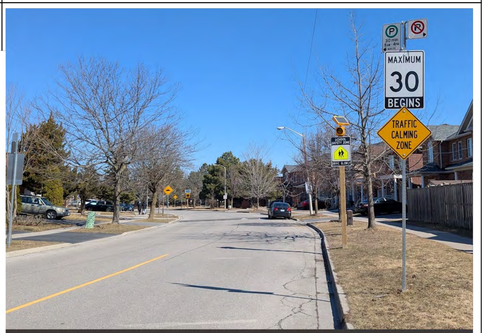
Quadrant of Sandhurst Circle	North-west	South-west	North-east	South-east
Observed Speeds 95th Percentile*	55 km/hour	49 km/hour	53 km/hour	55 km/hour
Motor Vehicle Volumes in Peak Hour (Peak Direction)	274 vehicles	132 vehicles	208 vehicles	137 vehicles
Average Annual Daily Traffic	4490 vehicles	2262 vehicles	3643 vehicles	2380 vehicles
Photo	 Sandhurst Circle – North-west	 Sandhurst Circle – South-west	 Sandhurst Circle – North-east	 Sandhurst Circle – South-east

The speeds listed in the table are the average of both directions over three days of traffic study; in some cases the averages of one direction are as high as **65 km/h*

Existing Conditions

Brimwood Boulevard, Chartland Boulevard, Dibgate Boulevard, White Heather Boulevard

- Roadway widths are approximately 9.6 metres
- Collector roads with one travel lane per direction
- Posted speed limits: 30 km/h (Brimwood Boulevard, White Heather Boulevard) and 40 km/h (Chartland Boulevard, Dibgate Boulevard)
- Speed humps on Brimwood Boulevard and White Heather Boulevard
- School zones on all streets including north end of Dibgate Boulevard
- Parking varies: unsigned (3 hrs) and short-duration (30 min) near schools, with no-stopping sections

Street	Brimwood Boulevard*	Chartland Boulevard	Dibgate Boulevard	White Heather Boulevard
Observed Speeds 95th percentile	46 km/hour	45 km/hour	48 km/hour	45 km/hour
Motor Vehicle Volumes in Peak Hour (Peak Direction)	250 vehicles	117 vehicles	110 vehicles	87 vehicles
Average Annual Daily Traffic	3815 vehicles	2107 vehicles	1770 vehicles	1442 vehicles
Photo	 Brimwood Boulevard	 Chartland Boulevard	 Dibgate Boulevard	 White Heather Boulevard

**Data for Brimwood Boulevard is from a traffic study conducted in April 2025, prior to the installation of the existing speed humps and the speed limit reduction. At the time of the traffic study, the speed limit was 40 km/h.*

Parking Survey Results

Parking surveys were undertaken to inform the design proposals for road safety improvements. The surveys were undertaken in September 2025 including weekday morning, afternoon, evening and weekend afternoon. **Observed parking was very low** except during school pick-up and drop-off ("PUDO"). Outside of PUDO locations and times**,** the **number of parked cars could be accommodated on other side streets.**

Street	Existing Parking Spaces	# of Parked Cars Observed Across Four Survey Dates		Average Parking Utilization Rate
		Average	Maximum	
Brimwood Boulevard – North Side	31	1	2	3%
Brimwood Boulevard – South Side	60	2	2	3.5%
Chartland Boulevard – North Side	48	1	4	2%
Chartland Boulevard – South Side	47	2	3	4.5%
Dibgate Boulevard – East Side	30	2	4	7%
Dibgate Boulevard – West Side	31	2	3	6.5%
White Heather Boulevard – East Side	66	4	6	6%
White Heather Boulevard – West Side	81	1	4	1%
Sandhurst Circle	Parking is **not allowed (by by-law)** on Sandhurst Circle; occasionally one or two cars were observed illegally parked. The section with the most parking observed is the south-west quadrant, between Post Horn Grove and McCowan Road.			

How We Collect and Use Data

Data from different sources has been collected and analyzed to support the development of the proposed changes. These include:

Travel data such as motor vehicle volumes and speeds, pedestrian volume counts, cycling volume counts, and intersection counts of all road users collected through third party operators contracted by the City of Toronto.

Collision data collected by Toronto Police Services. Focused on collisions involving vulnerable road users (seniors, school children, pedestrians and people cycling) and on collisions resulting in death or serious injury.

Reports and requests from the public and local Councillor including calls to 311, as well as comments collected from public consultation and local interest groups.

Site visits by the project team to gather observations in the neighbourhood.

Proposed Changes: Overview

To achieve the project goals of enhancing road safety for everyone, especially people walking and cycling; prioritizing safety in school zones; and improving connections to local destinations, trails, and transit, the City proposes the following road design changes:

- **Safer road crossings**
- **Intersection improvements**
- **Bikeways**
- **Speed humps**

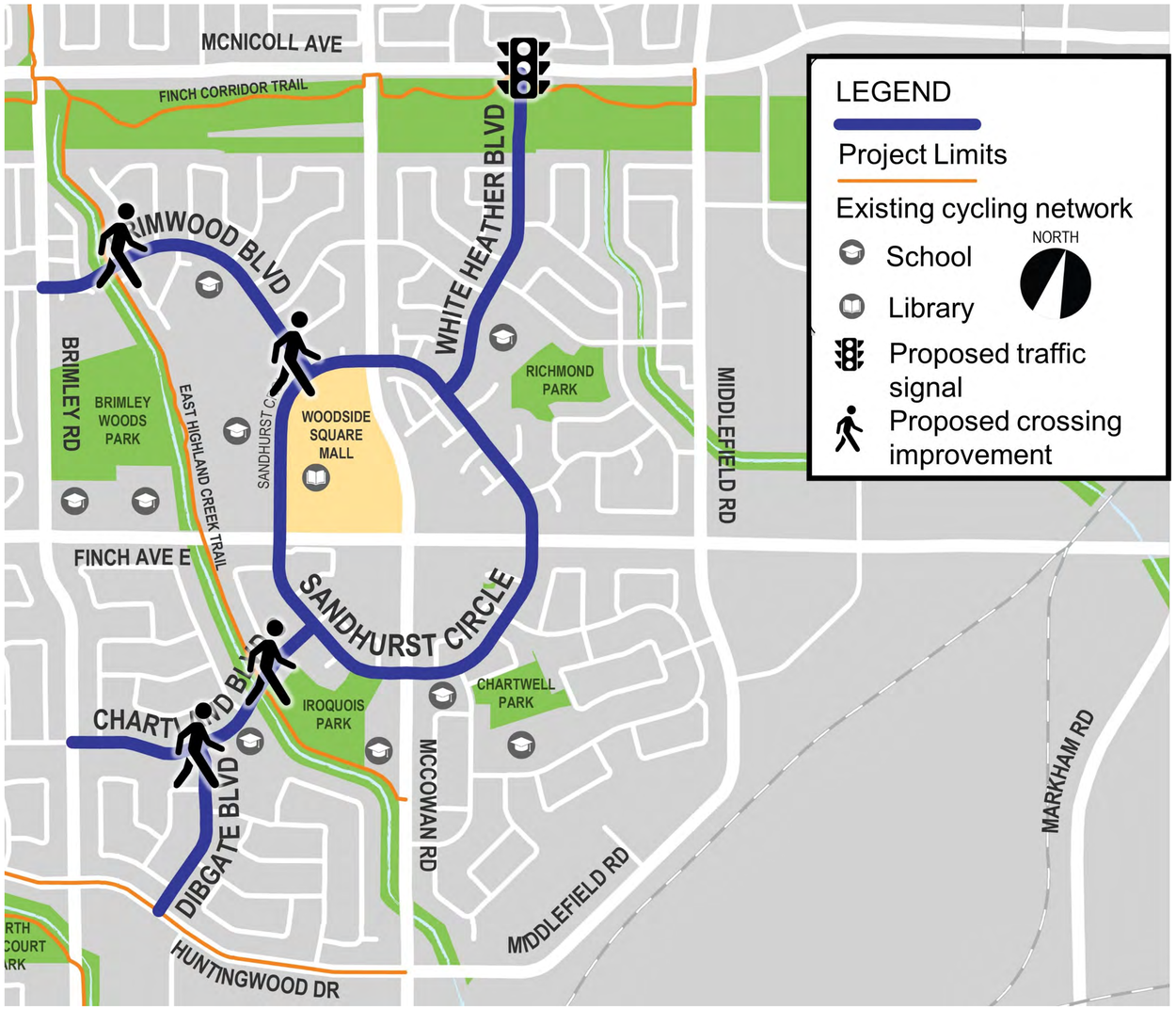
The proposed changes are designed to provide road safety benefits for all road users by:

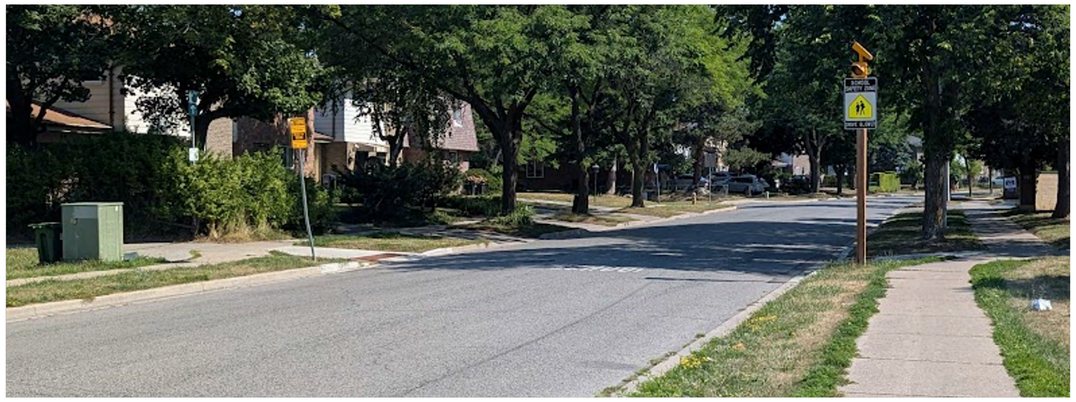
- Reducing speeding
- Narrowing the crossing distance of pedestrians in the roadway
- Providing a buffer between pedestrians and motor vehicle traffic
- Providing separate space for people cycling (separate from people walking and people driving)
- Making people walking and cycling more visible at intersections

The proposed design changes would not impact the number of motor vehicle lanes and would be installed primarily with “quick-build” materials such as paint, bollards/flex posts, and artistic low wall barriers between 2026 and 2028, subject to City Council approval.

Proposed Changes: Safer Road Crossings

To facilitate safer crossings for people walking and cycling, intersection improvements are proposed at White Heather Boulevard and McNicoll Avenue. Improvements are also proposed where the East Highland Creek Trail crosses Brimwood Boulevard and Chartland Boulevard; at the intersections of Sandhurst Circle at Brimwood Boulevard, and Chartland Boulevard at Dibgate Boulevard; and at all intersections crossing major streets.





Existing trail crossing at Brimwood Boulevard

Example of crossing improvements under review.
Crossing improvements could include signage, reduced crossing distance and narrowing vehicle lanes to slow traffic and make the crossing more visible.

Proposed Changes: New Traffic Signal at Intersection of White Heather Boulevard and McNicoll Avenue

A new traffic signal is proposed to:

- Respond to a **community request** to add a signalized mid-block crossing
- Provide a **safe crossing opportunity** to the TTC bus stop
- **Connect** the proposed neighbourhood bikeways north and south of McNicoll Avenue at the Finch Hydro Corridor Trail

Current uncontrolled crossing

Connecting Alton Towers and Sandhurst Circle Neighbourhoods

There are two design options proposed for the intersection:

Option 1: Left-turns would not be permitted for motor vehicles to avoid increasing traffic on White Heather Boulevard and to make roads safer for school children, pedestrians and people cycling.

Option 2: All turns would be permitted for motor vehicles, with potential increase in vehicle traffic on White Heather Boulevard by people using the street as a short cut to McCowan Road.

Proposed Changes: Speed Humps

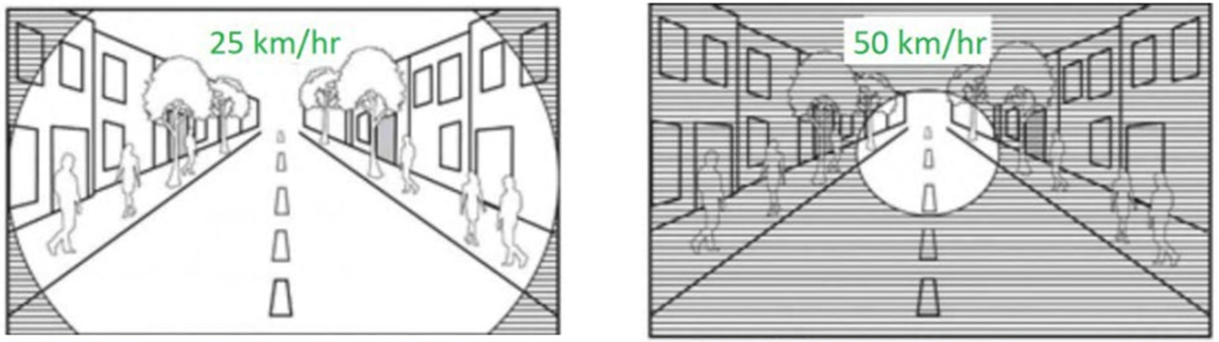
Speed humps are a life-saving design. In the project limits, speed humps are recommended on Chartland Boulevard South and Dibgate Boulevard.

Speed hump on Brimwood Boulevard

Speeding is a factor in approximately one in four fatal collisions in Canada. Speed humps are a road design feature intended to slow vehicle speeds. They are designed and placed to encourage a consistent driving speed of 30 km/h.

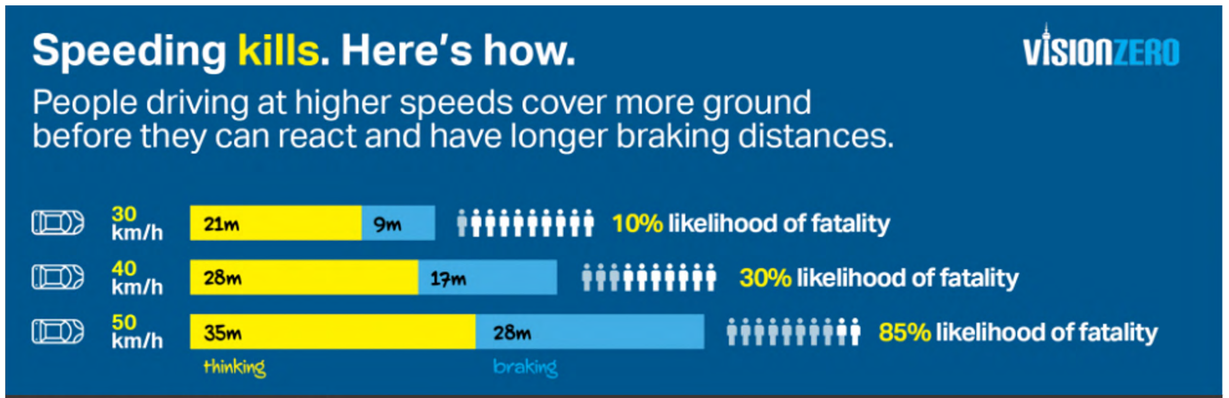
Driving at slower speeds creates safer conditions on the road by:

- Allowing drivers to see more of what is going on around them and to be more aware of their surroundings. Higher speeds reduce driver reaction time, increase vehicle stopping distance, and inflict more severe blunt force trauma on victims.



A driver's field of vision is impacted by the vehicle speed

- Decreasing the likelihood of a fatality of a vulnerable road user in the event of a collision. The chance of a vulnerable road user fatality in the event of a collision with a motor vehicle increases from 10% when the vehicle is travelling at 30 km/h to 100% when the vehicle is travelling at 70 km/h.



Vision Zero Infographic

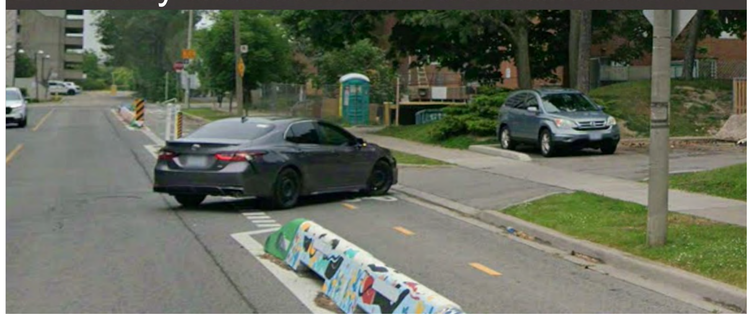
Overview of Bikeway Design Options

Options for Sandhurst Circle

Cycle Tracks – Low wall barriers

Cycle Tracks – Flex posts

Driveway access would be maintained



Options for Brimwood Boulevard, Chartland Boulevard South, Dibgate Boulevard and White Heather Boulevard

Bike Lanes (paint only)

Shared Lane Markings

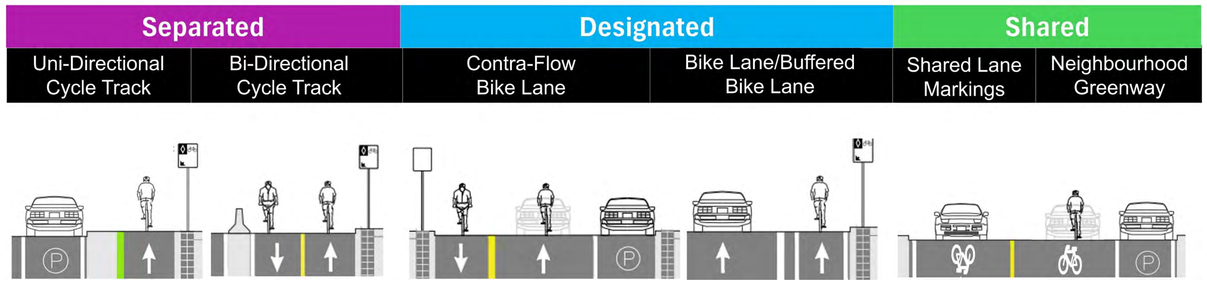
Contra-flow Bike Lane (if one-way)

Speed Humps

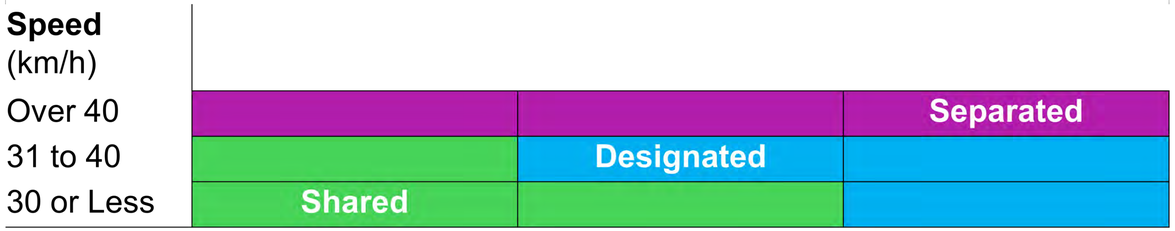
How Bikeway Designs Are Recommended

The design (or “type”) of bikeway proposed for a street is primarily recommended based on the speed and the volume of motor vehicles on the street. This is because the safety of people cycling in bikeways largely depends on the surrounding motor vehicle traffic conditions.
The number of vehicle lanes and width of the roadway are also important factors.

There are three types of bikeways (separated, designated and shared) with various configurations as shown here:



The speed and volume requirements for each type of bikeway are shown in this graph:



Number of vehicles in busiest hour and busiest direction

Based on traffic conditions and available roadway widths, the following bikeway designs are proposed:

Sandhurst Circle (posted 40 km/h, 274 vehicles*)	**Brimwood Boulevard** (posted 30 km/h, 250 vehicles*)	**Chartland Boulevard South** (proposed 30 km/h, 117 vehicles*)	**Dibgate Boulevard** (proposed 30 km/h, 110 vehicles*)	**White Heather Boulevard** (posted 30 km/h, 87 vehicles*)
Separated	Designated	Designated	Designated	Designated

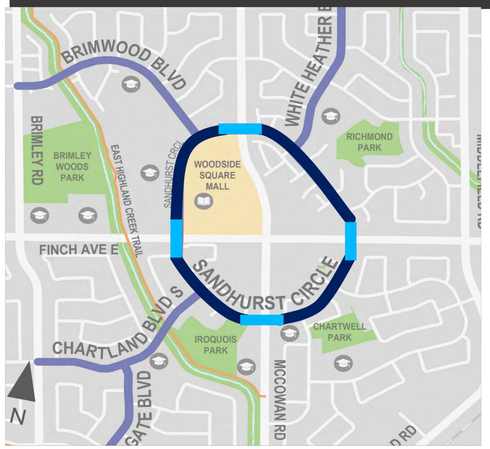
**number of vehicles in busiest hour, busiest direction*

Driving above the speed limit is an ongoing problem on all the streets in the project limits. Installing bikeways and speed reduction measures, such as speed humps, is anticipated to improve compliance with speed limits and create safer conditions.

Proposed Changes | Cycle Tracks on Sandhurst Circle: **Option 1**

The proposed design (Design Option 1) for **Sandhurst Circle** is **cycle tracks** on each side of the road **with low walls** for separation. There would be **no motor vehicle lane removals**.

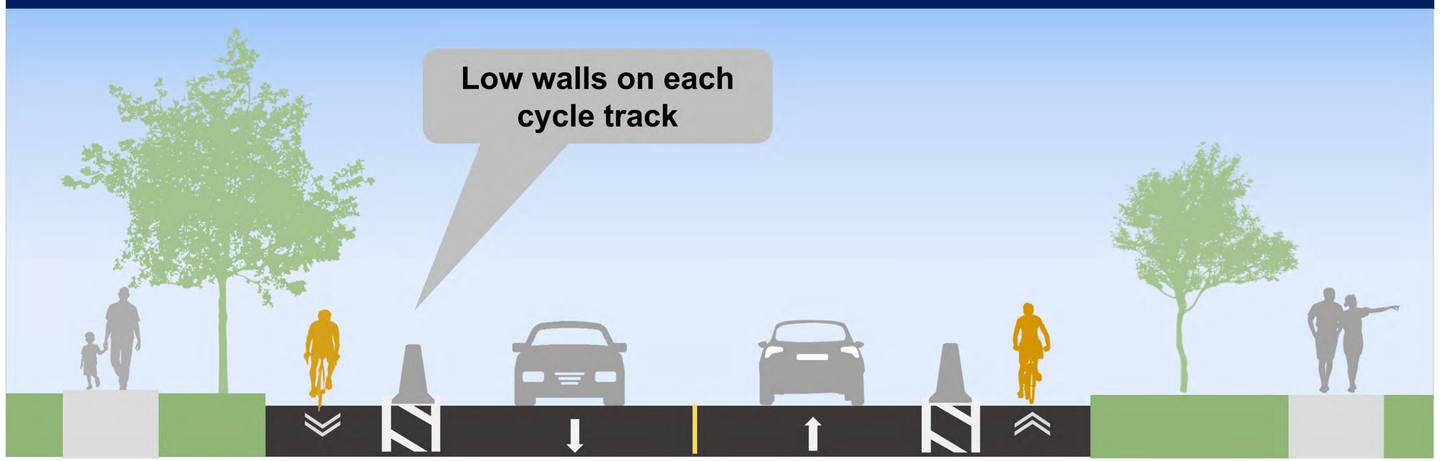
SANDHURST CIRCLE DESIGN OPTION 1 OVERVIEW



Map showing design options

Artist rendering of cycle tracks

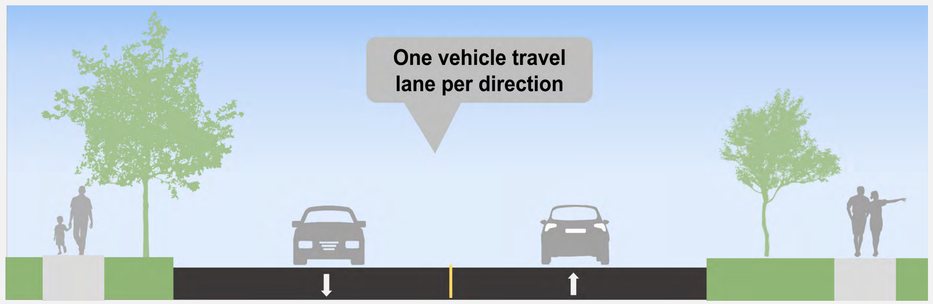
SANDHURST CIRCLE: DESIGN OPTION 1 CROSS-SECTION



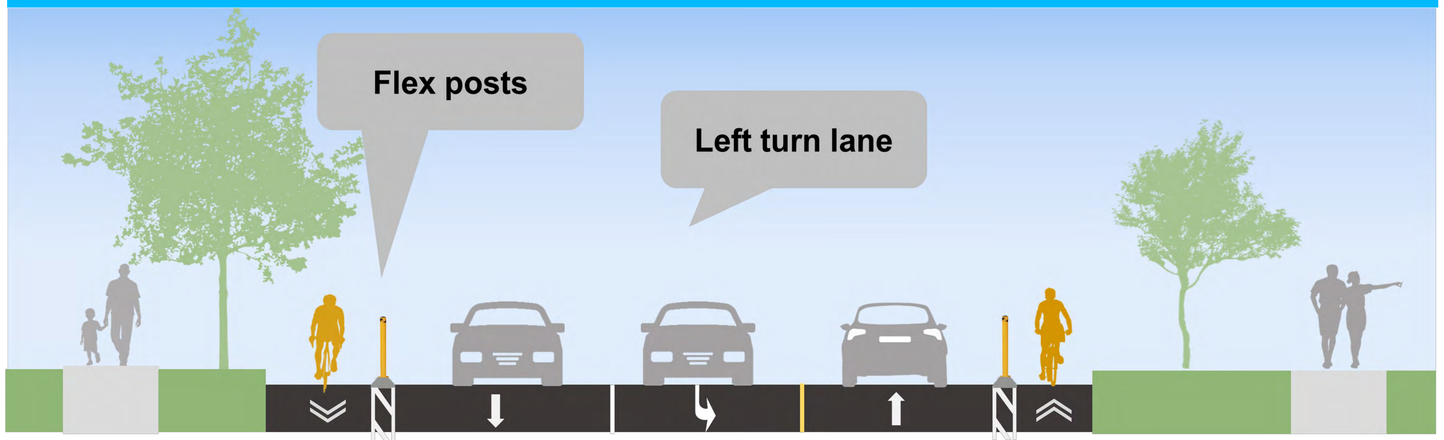
The cycle tracks are proposed to be separated by artistic low wall barriers on each side.

EXISTING CONDITIONS

Currently, parking is not allowed on Sandhurst Circle, nor on-street school drop-off / pick-up. There are existing left turn lanes at major intersections.



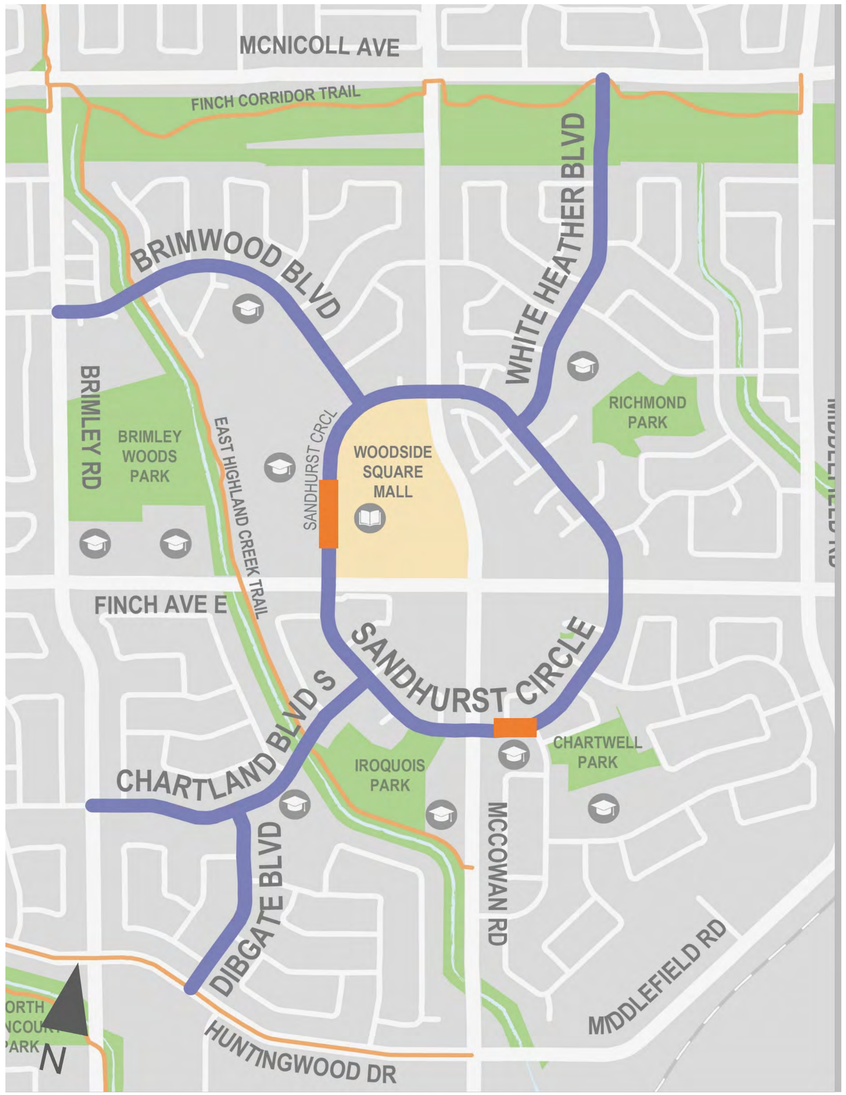
SANDHURST CIRCLE: PROPOSED DESIGN AT MAJOR INTERSECTIONS



To maintain left turn lanes at McCowan Road and Finch Avenue East, the cycle tracks would be separated with flex posts instead of low walls.

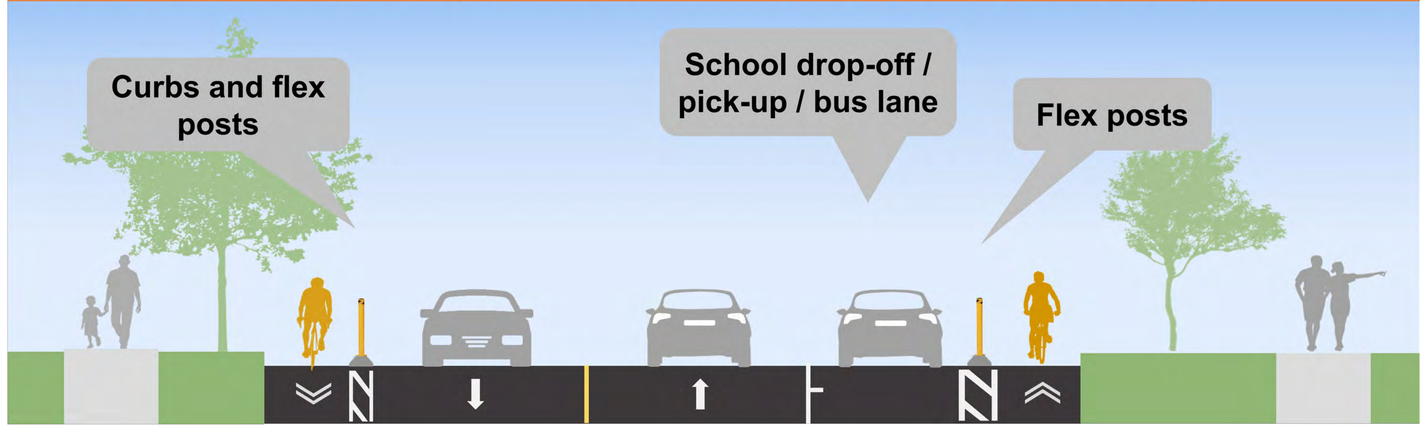
Proposed Changes | Cycle Tracks on Sandhurst Circle: **Option 2 (school areas only)**

In front of Elementary School Saint-Jean-De-Lalande there is a **school bus loading zone**. Design Option 2 would maintain the school bus zone by using **flex posts** instead of low walls. In front of Albert Campbell Collegiate Institute, Design Option 2 would allow for parking and **drop-off / pick-up** activity.



Map showing areas for proposed cycle tracks (design option 2)

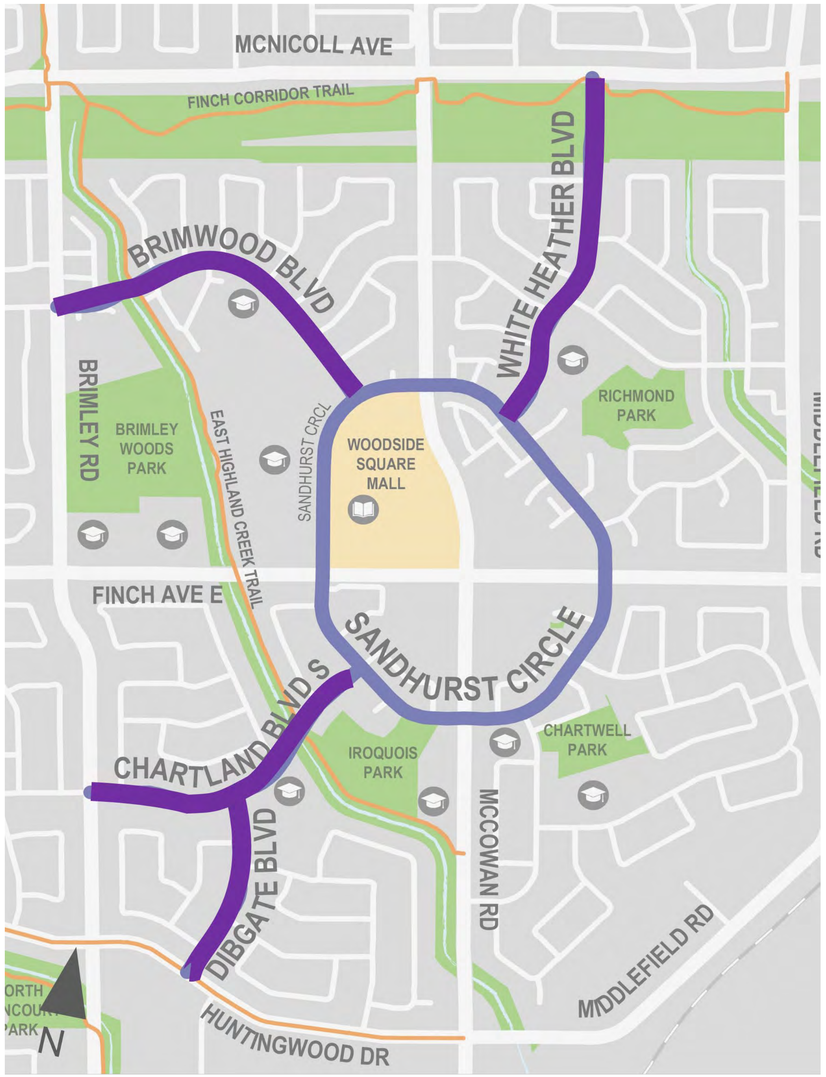
DESIGN OPTION 2 (OPTION IN FRONT OF SCHOOLS)



ARTIST RENDERING OF DESIGN OPTION 2

Proposed Changes | Bike Lanes on Brimwood Boulevard, Chartland Boulevard South, Dibgate Boulevard and White Heather Boulevard: **Option 1**

On Brimwood Boulevard, Chartland Boulevard South, Dibgate Boulevard and White Heather Boulevard, Design Option 1 is **paint only bike lanes** on both sides of the street (except on Chartland Boulevard where school bus loading takes place) and **speed humps**. In Design Option 1, school drop-off / pick-up would be in parking lots and other side streets only.



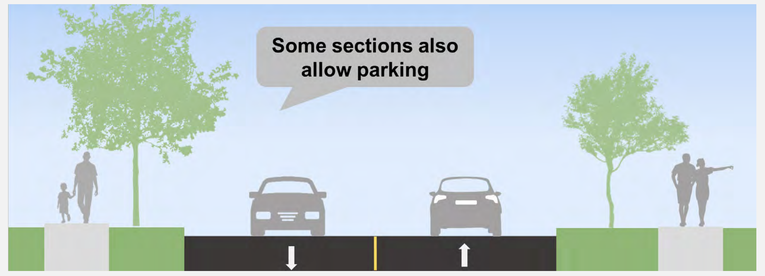
Map showing areas for proposed bike lanes (design option 1)

EXISTING CONDITIONS

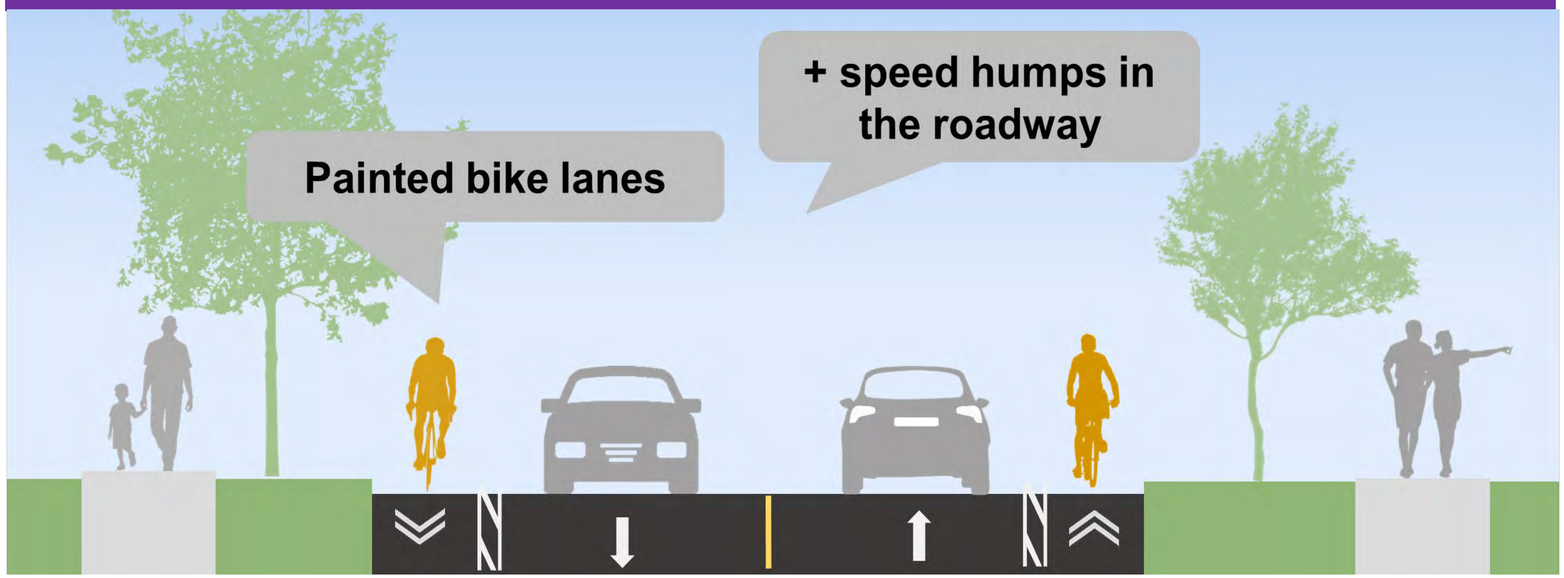
Currently, there are speed humps on:

- Brimwood Boulevard
- White Heather Boulevard

Parking is permitted on some sections of these streets (typically 3 hours).



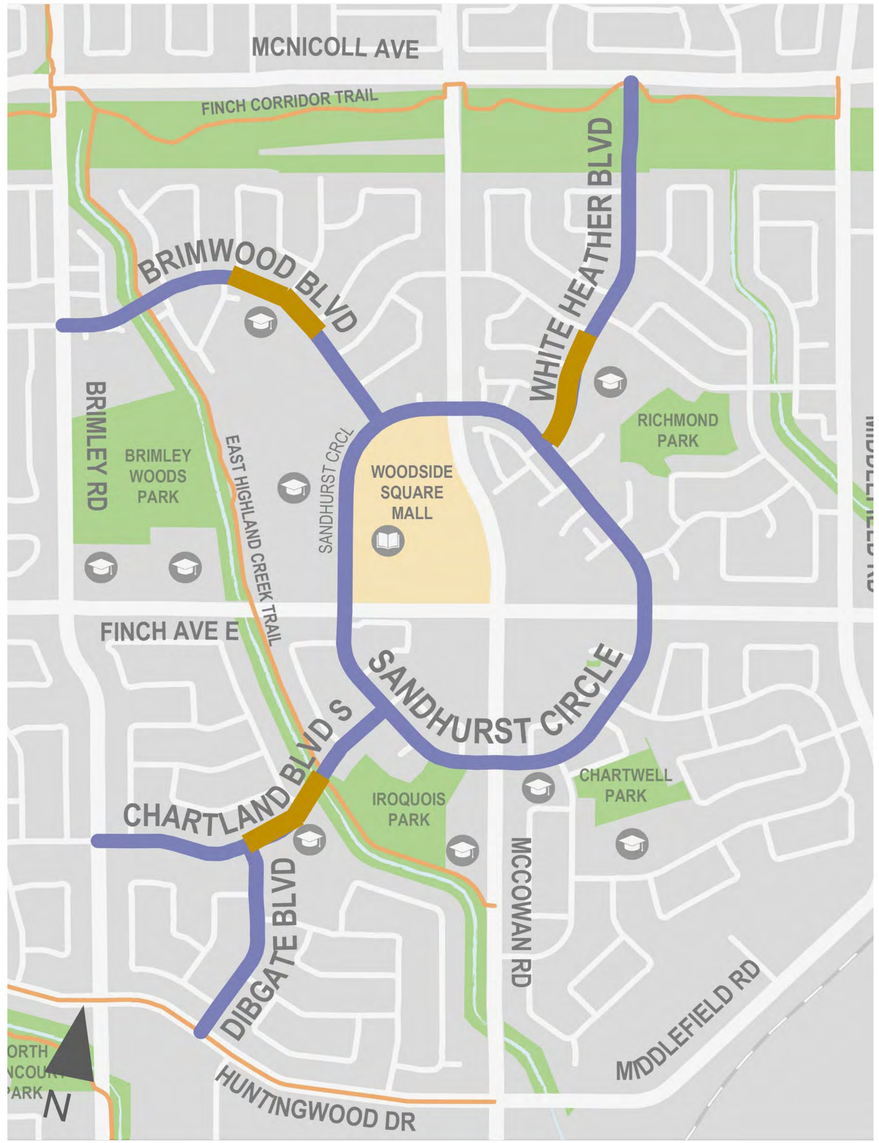
DESIGN OPTION 1

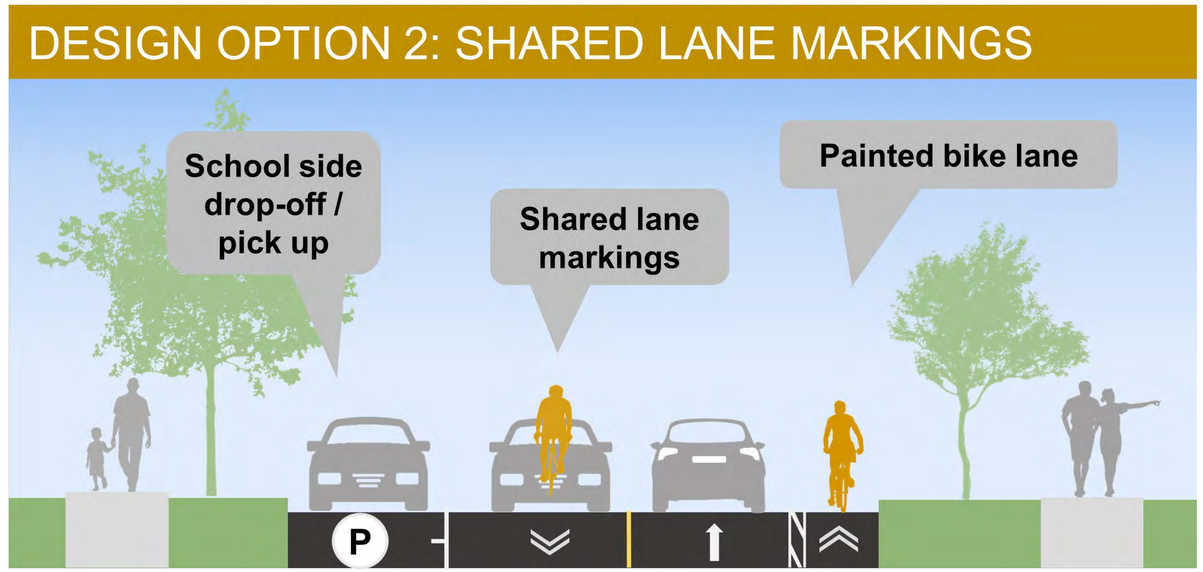


In addition to the proposed bike lanes, speed humps are proposed on Chartland Boulevard South and Dibgate Boulevard. Due to the width of the roadway, parking would not be allowed. The number of cars currently parking on these streets is low.

Proposed Changes | Brimwood Boulevard, Chartland Boulevard South and White Heather Boulevard: **Option 2 (school areas only)**

To maintain on-street drop-off / pick-up / bus loading at schools on Brimwood Boulevard, White Heather Boulevard and Chartland Boulevard, Design Option 2 would have **a bike lane on one side** and **shared lane markings** on the school side.





Proposed Changes | Chartland Boulevard South: **One-way Option**

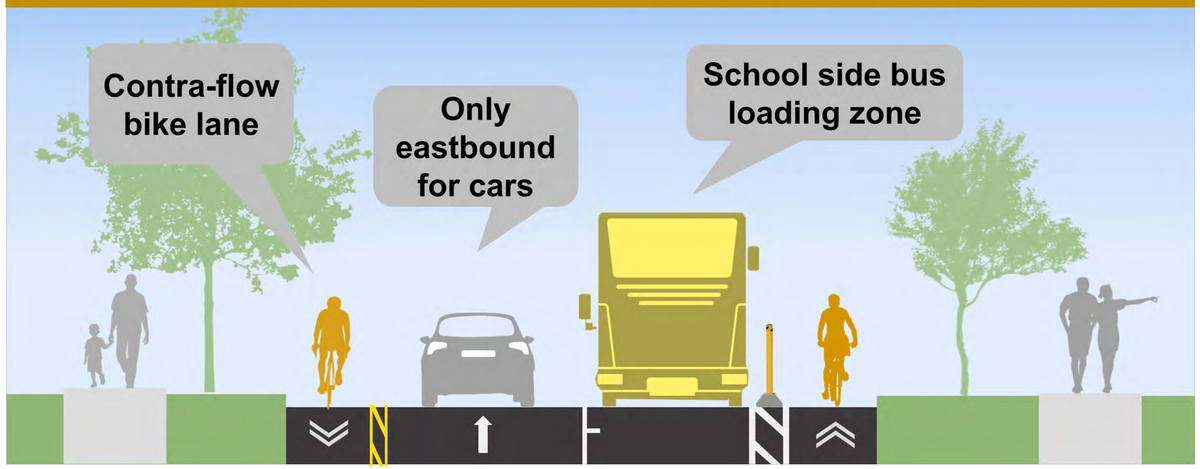
An **eastbound one-way option** for motor vehicle traffic is proposed on Chartland Boulevard South between Dibgate Boulevard and Briarscross Boulevard. This option would improve safety for children in the school area and provide **bike lanes on both sides** of the street through the Iroquois Junior Public School bus loading zone.

With the one-way option, people driving westbound would travel along Briarscross Boulevard, Pipers Green Avenue, Hornshill Drive and Chartland Boulevard South as shown in the image. For westbound traffic from Sandhurst Circle (1) to Brimley Road (2), this route would add:

- Approximately 2 minutes in driving time
- Approximately 250 metres in driving distance

This could lead to less cut-through traffic in the area because people driving who do not need to enter the neighbourhood could take Finch Avenue East and Huntingwood Drive instead.

CHARTLAND BOULEVARD ONE-WAY DESIGN OPTION



ARTIST RENDERING OF CHARTLAND BOULEVARD

Project Timeline

2024

Council Direction

Council-approved Cycling Network Plan Near-Term Program for 2025-2027 includes Sandhurst Circle Neighbourhood Connections

2025

Data Collection, Analysis, Consultation, and Design Development

Feasibility reviews, site visits, meetings and surveys with schools, design options development

Winter 2026

WE ARE HERE

Public Consultation

Incorporate feedback into detailed designs

Spring 2026

Report to Toronto City Council

Seek approval for proposed changes

2026-2028

Installation

If approved, installation is planned for late summer 2026; some design features such as new traffic signal would follow in 2027 and 2028

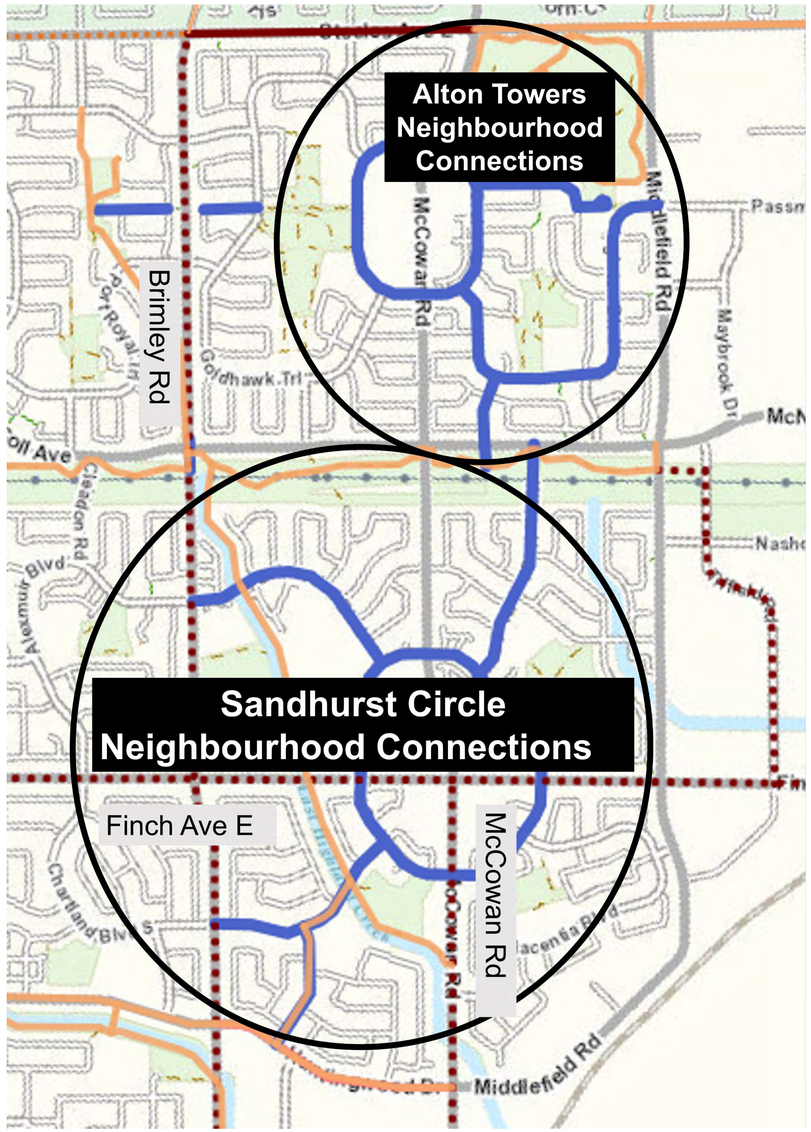
Related Projects

Sandhurst Circle Neighbourhood Connections: A Road Safety Improvement Project is one of several transportation projects in this part of Scarborough North. Combined, these projects will support an expansive local cycling network.

Alton Towers Neighbourhood Connections

- The Alton Towers Neighbourhood Connections (ATNC) project aims to create safer and more accessible neighbourhood streets and better connect residents to local destinations in the area of Alton Towers Circle.
- Phase One focuses on Ingleton Boulevard which is approved to be implemented in 2027 as part of planned road works.
  - Road safety improvements include a speed limit reduction from 40 km/hr to 30 km/hr with speed reduction measures, curb extensions, crossing improvements and a bikeway.
- See toronto.ca/AltonTowersConnections for more information.

All projects support Toronto's Vision Zero Road Safety Plan.



How to Provide Feedback

Your feedback is important. There are many ways to provide your comments on the proposed changes for Sandhurst Circle Neighbourhood Connections: A Road Safety Improvement Project.

Attend the **public drop-in event** to speak directly with City staff

Complete the **online survey**
toronto.ca/SandhurstConnections

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

Feedback submission period closes March 14, 2026

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