

A Safer Kingston Road

Cliffside Drive to Scarborough Golf Club Road

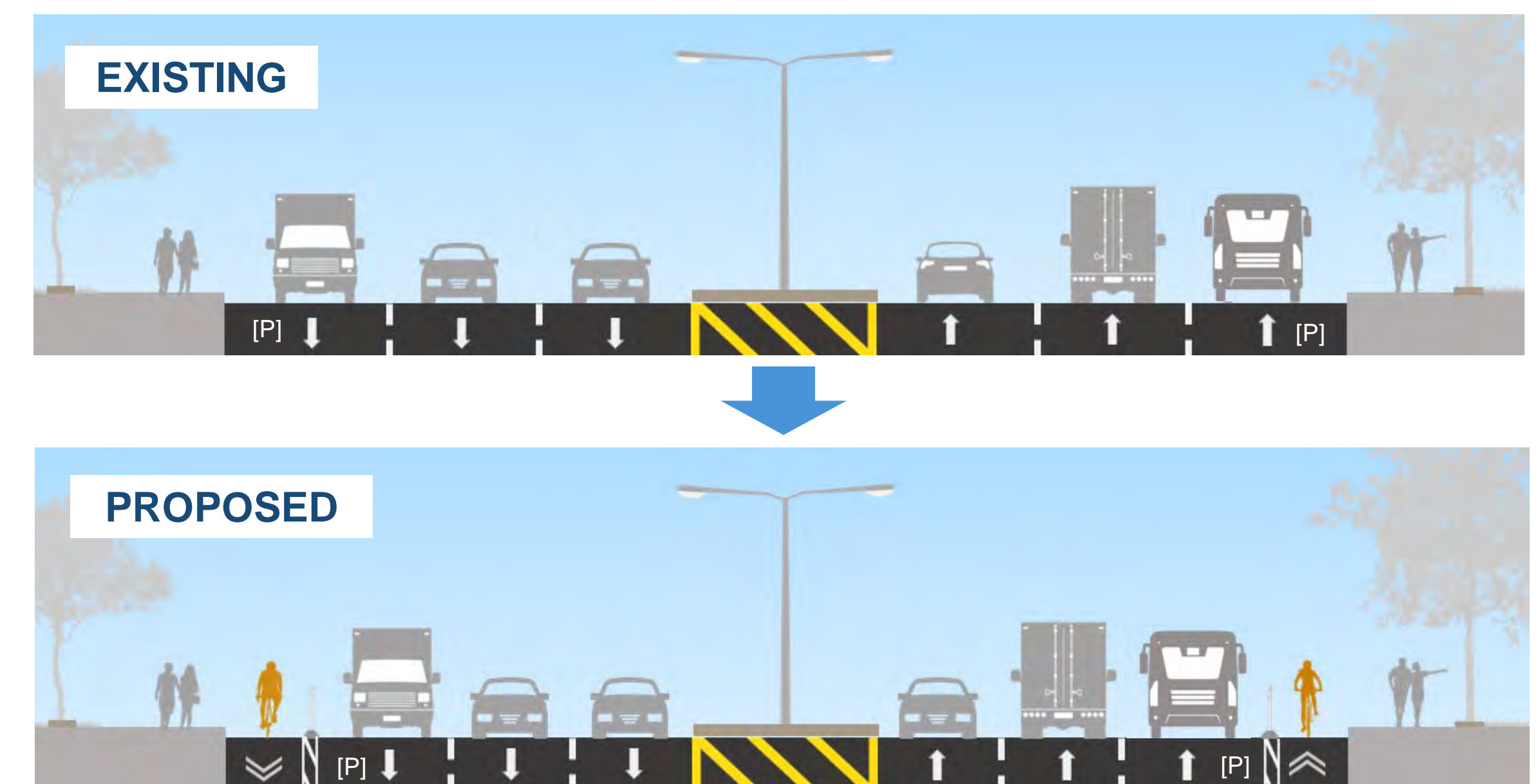
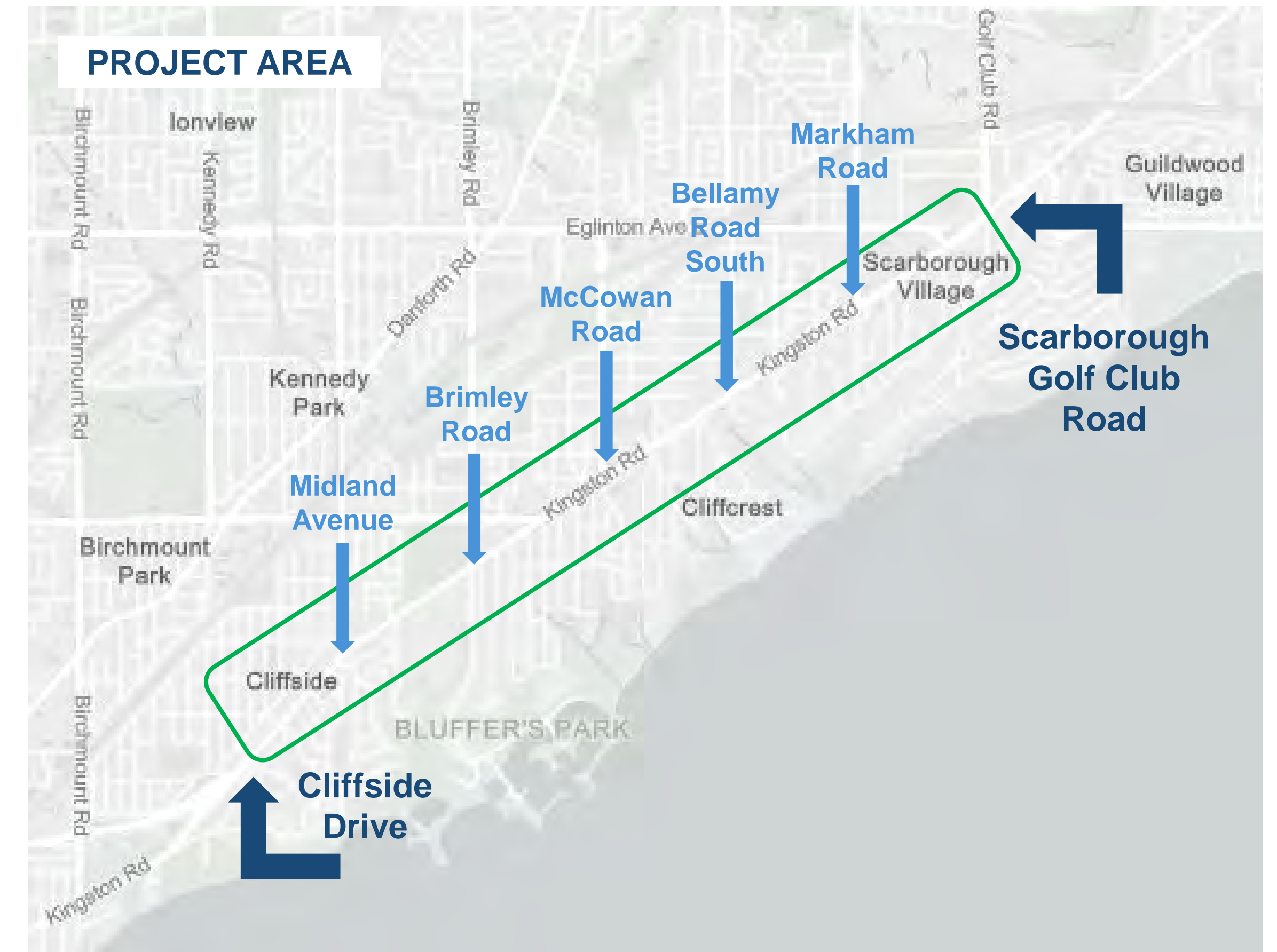


Project Overview

Project Area & Proposed Improvements

The City of Toronto is seeking feedback on proposed changes to make six (6) kilometres of Kingston Road a safer, more attractive place to be and to travel.

- The number of **vehicle travel lanes would remain the same** as today – generally **three lanes per direction**. Vehicles would operate in conditions similar to today, with lane widths narrowed to reduce speeding and align with City guidelines.
- The **addition of physically protected cycle tracks** where space permits, and bike lanes in short segments. These lanes would improve conditions for all road users by providing a designated, safer space for people cycling, and **creating a buffer space** between people on the sidewalk and vehicle traffic.
- **On-street parking would be maintained** near local business areas and other local destinations.
- Addition of selected **right-turn on red restrictions** to improve pedestrian safety, particularly in areas **near schools**.
- **Narrowed side street width at some intersections** to shorten crosswalk distance and improve pedestrian crossing safety.
- **Speed limits would be reduced** from 60 km/h to 50 km/h between Brimley Road South and Scarborough Golf Club Road. Speed limits have already been reduced from Midland Avenue to Brimley Road in 2024.



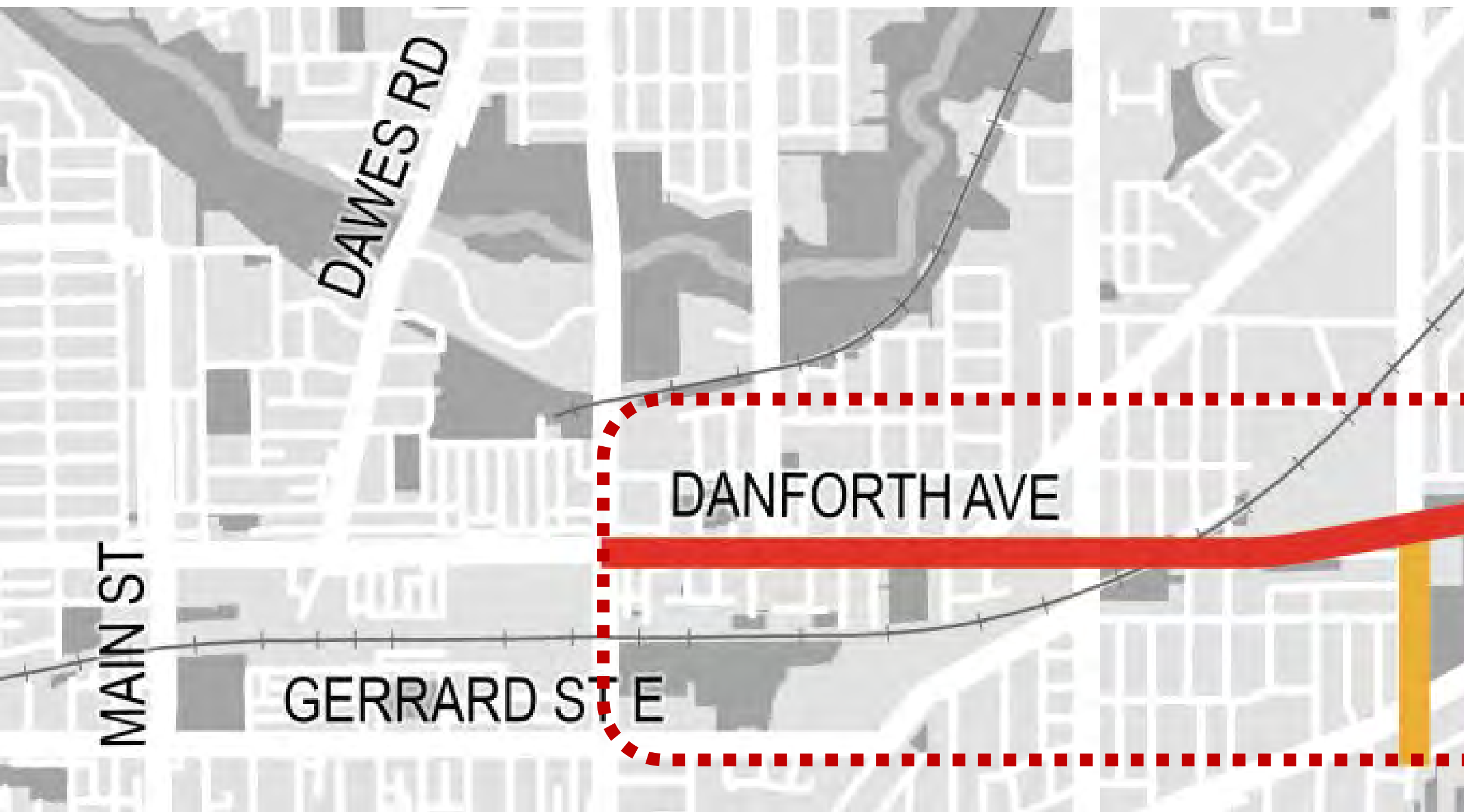
Project Area Update: A Focus on Kingston Road

In 2021, City Council authorized the Cycling Network Implementation Plan, directing Transportation Services to initiate a Complete Street design project on Danforth Avenue and Kingston Road between Victoria Park Avenue and Scarborough Golf Club Road.

In late 2024 the Ontario Government passed Bill 212, which restricts the removal of vehicle lanes for the provision of new bikeways. The City of Toronto is deferring further work on Danforth Ave between Victoria Park Avenue and Kennedy Road and on Birchmount Road for further analysis.

The updated Kingston Road proposal requires no vehicle lane removal to add bikeways.

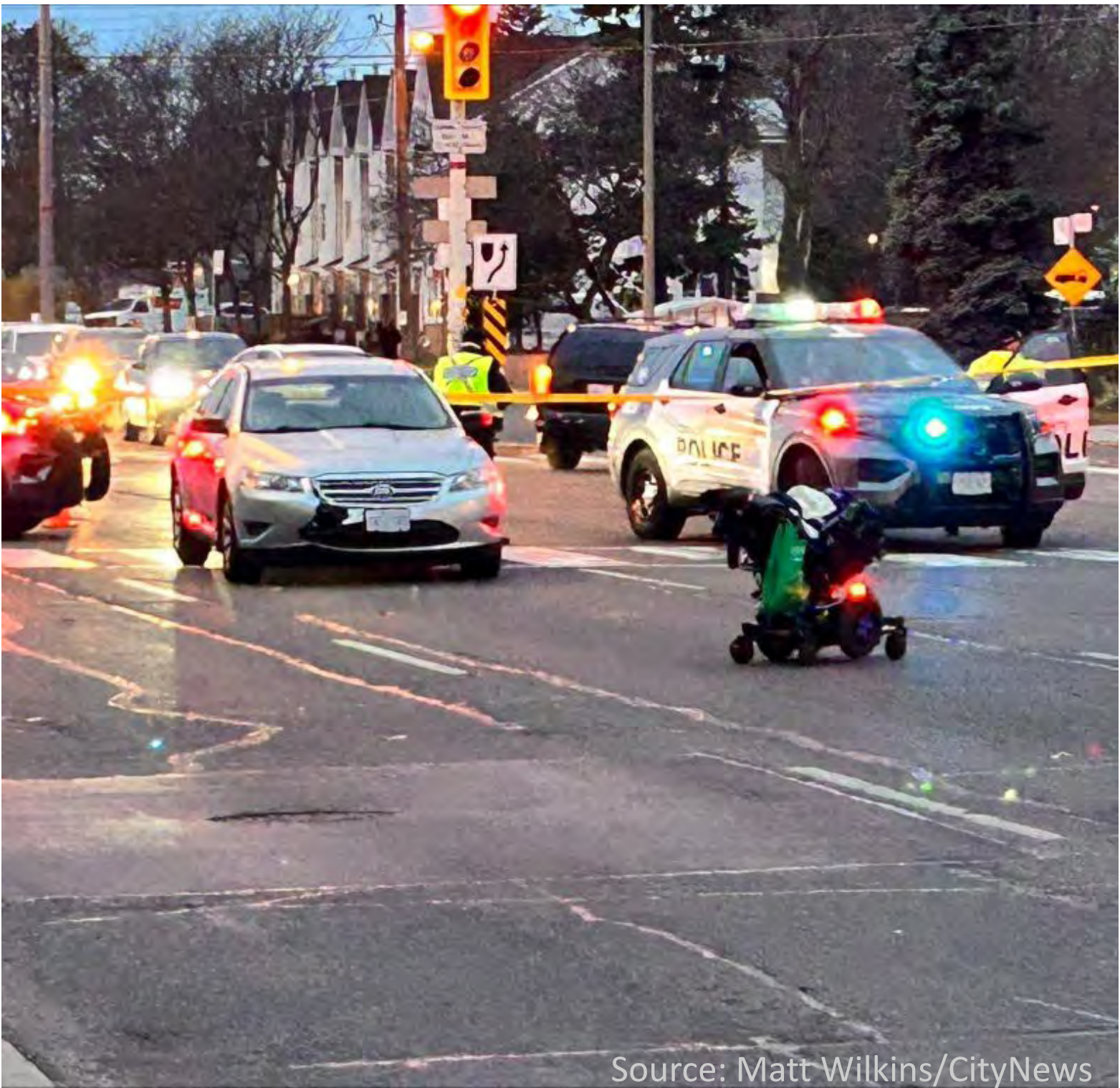
- Proceeding for consultation & implementation**
Kingston Rd: Cliffside Dr to Scarborough Golf Club Rd
- Deferred for future consultation & implementation**
Danforth Ave: Victoria Park Ave to Cliffside Dr
Birchmount Rd: Danforth Ave to the Waterfront Trail



- Kingston Rd (2.5km+1.0km = 3.5km)**
Cliffside Dr to St. Clair Ave and
Markham Rd to Scarborough Golf Club Rd
- Kingston Rd Resurfacing (2.5km)**
St. Clair Ave to Markham Rd
- Danforth Ave (3.3km) - Deferred**
Victoria Park Ave to Cliffside Drive
- Birchmount Rd (<1km) - Deferred**
Danforth Ave to the Waterfront Trail

Project Rationale: Three Key Opportunities

There are three key opportunity areas for improvement on **Kingston Road**:



Improve Safety For All Road Users

A safety review of the project area found that between 2014 and 2024 there were 1,910 collisions resulting in 22 serious injuries and six people killed. Design changes can improve conditions for drivers and vulnerable road users, especially near school safety zones.



Maintain Parking Where It Is Needed

Parking on Kingston Road is important to support local businesses; however, there are many areas where the extensive supply of curb lane parking is not well used. This curb space can be repurposed for safety upgrades.



Align Improvements with Planned Road Construction

Road resurfacing is required in 2027, between St. Clair Avenue and Markham Road. This presents an opportunity to combine road safety upgrades with required construction work to minimize cost and disruption.

Previous Consultation Summary

Project Overview: Key Milestones

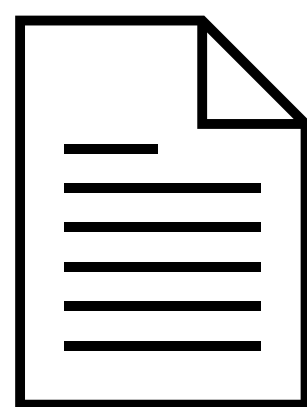
Phase 1 public consultation took place in 2024 as part of the Complete Street Project and invited feedback on opportunities, challenges, and proposed features that can make travel safer, more inviting, and attractive for everyone.

Phase 2 consultation is now taking place in October 2025 for A Safer Kingston Road.

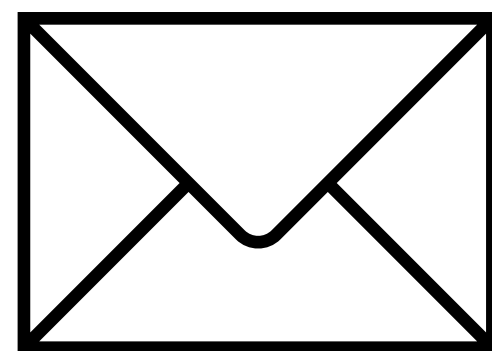


Phase 1 – Public Consultation – June 5 to July 15, 2024

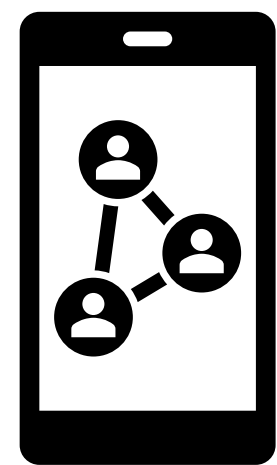
How did we let people know about the project?



Flyer Notices
44,500 addresses

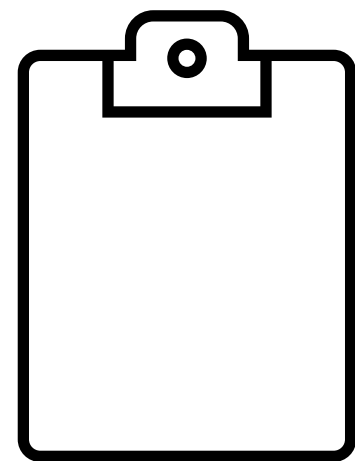


Email List
400 community contacts

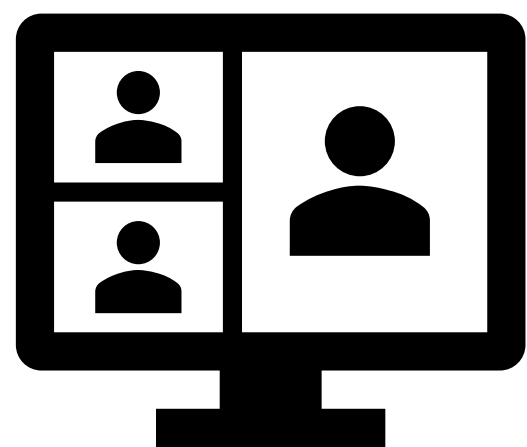


Social Media Posts
Over 5,000 followers

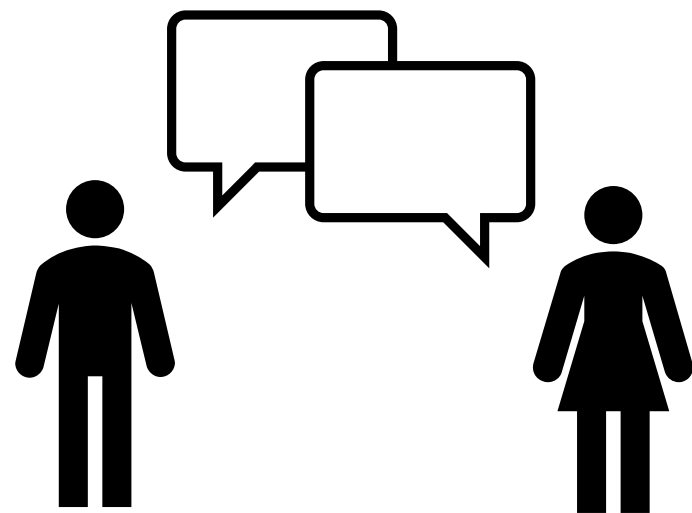
How did we engage with the community?



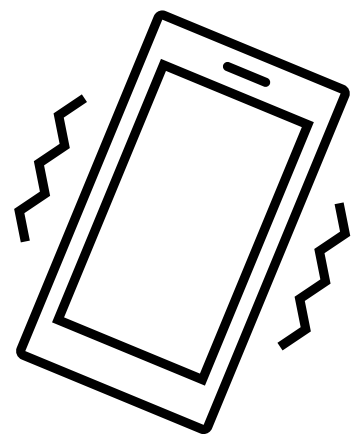
Online survey
1,810 respondents



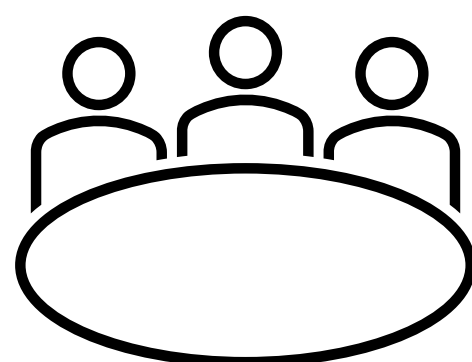
Virtual Public Meeting
83 attendees



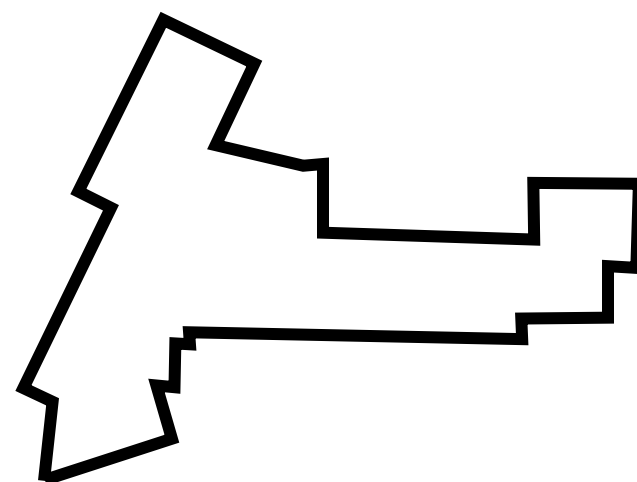
Two In-Person Public Events
228 attendees



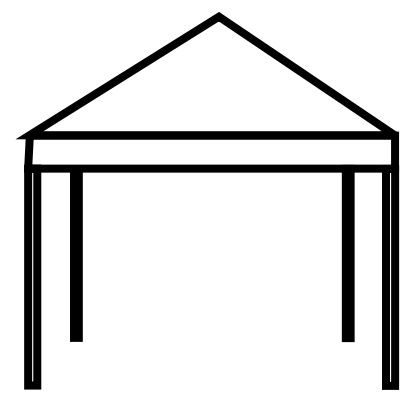
Email/Phone
68 individuals



Interest Group Meetings



Crossroads of the Danforth BIA walks



Tent at Wheels on the Danforth

Summary of Feedback from Phase 1 Consultation

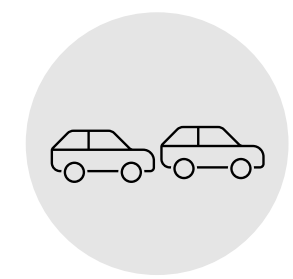


What We Heard

Speeding and safety concerns for pedestrians and cyclists with existing conditions

What We're Doing *(what has already been done)*

- Posted speed limit was reduced along Kingston Road from 60km/h to 50km/h from Midland Avenue to Brimley Road (Approved October 2024).
- Posted speed limit is planned to be reduced from 60km/h to 50km/h from Brimley Road to Scarborough Golf Club Road to improve road safety in the project area.
- Narrowing travel lanes following City of Toronto guidelines to reduce speeding
- Intersection and signal modifications to improve safety for vulnerable road users



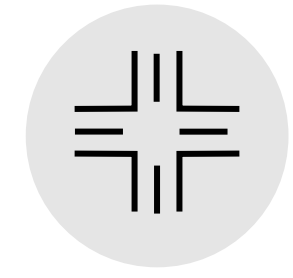
Concerns with **potential traffic congestion** from vehicle lanes

- Maintaining existing travel lanes
- Intersection and signal modifications to improve traffic operations



Support for **physically separated cycle tracks**

- Ensure design maintains physical separation between people cycling and motorized traffic as much as possible, while maintaining access for vehicles



Importance of **safety improvements at intersections**

- Intersection and signal modifications to improve safety for vulnerable road users



Requests to see improvements made to **transit service**

- *In late 2024 TTC implemented routing changes and increased service frequency*
- Bus stop improvements are proposed throughout the study area



Desire for **greenery and plantings**

- Additional modular and permanent concrete planters with trees and greenery designed throughout the project area. For example, new permanent planter boxes are proposed between Sharpe Street and Sandown Avenue on the north side
- New trees will also be planted in the road median in areas where there is space



Questions about the **effects of new developments** along the project area: parking demand, traffic volume, transit service improvements, usage of bikeways

- Review of new developments along the project area to ensure additional traffic and parking demands are accommodated by the complete street improvements

Details of Proposed Improvements

Proposed Road Design Elements

The recommended design is based on community feedback and technical analysis. The design includes the following improvements:



Pedestrian Safety Improvements

To support the City's Vision Zero Road Safety Plan, proposed changes include shorter crossings at intersections to increase safety for pedestrians, optimized signal timing and turning phases improve pedestrian safety, and appropriate lane widths based on City guidelines to reduce speeding.



New On-Street Bikeway

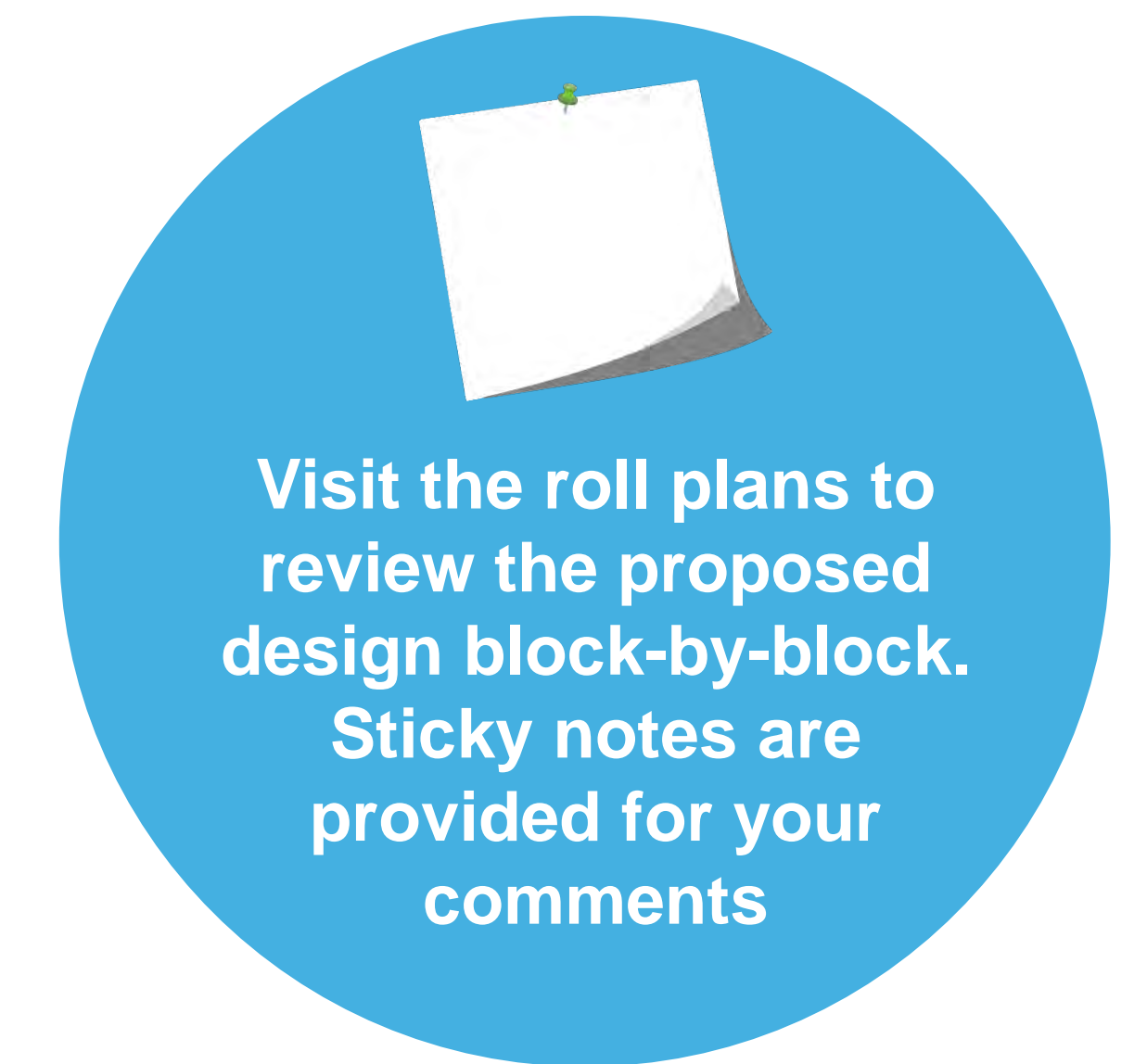
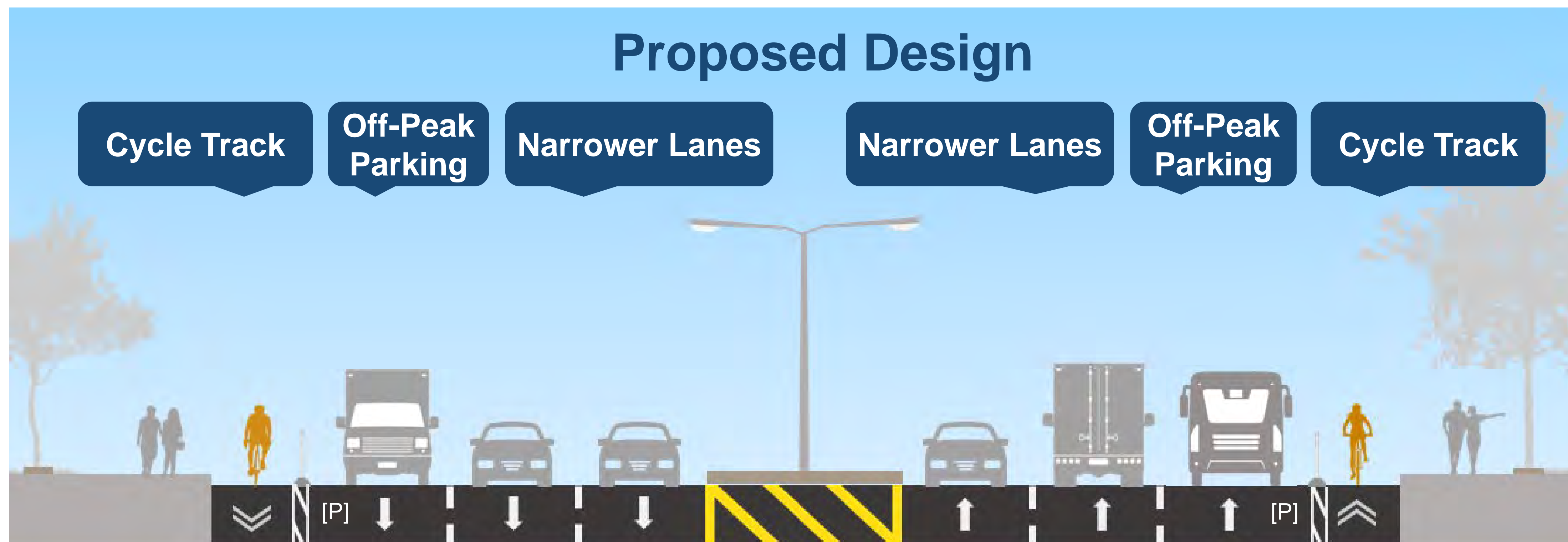
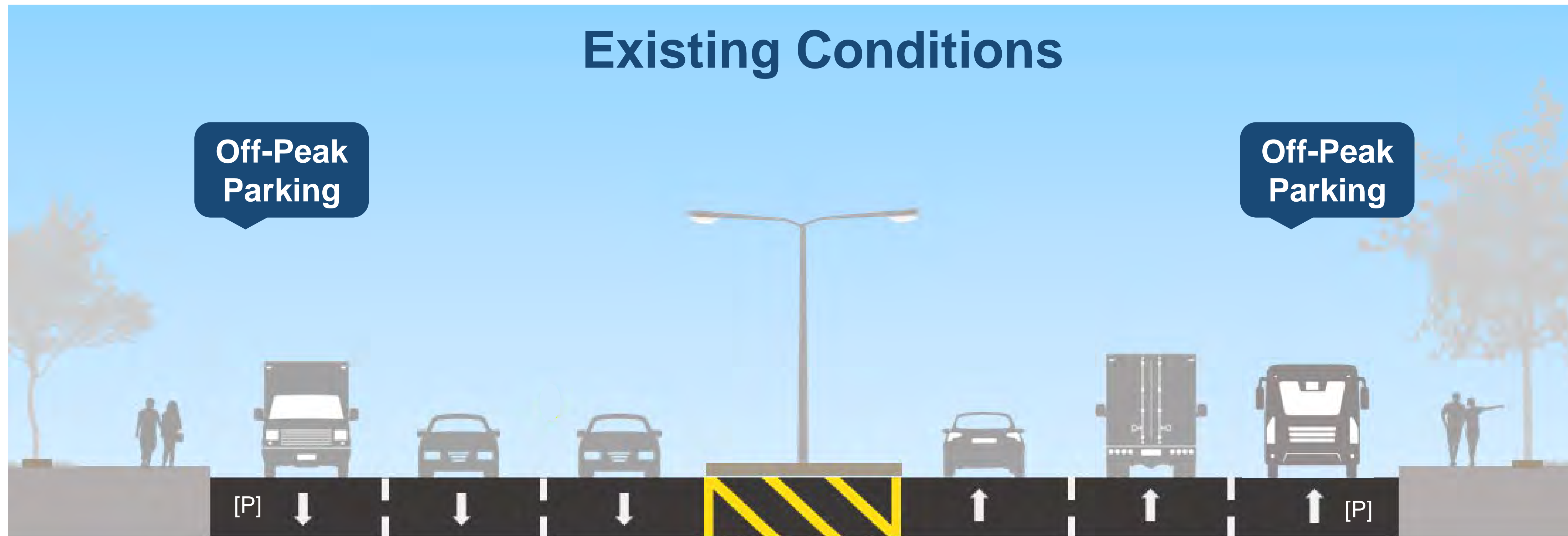
Physically separated cycle tracks to provide separation between people riding bicycles and other vehicles. These include various design elements depending on available space, including pre-cast curbs, permanent curbs, bollards and modular planters.



Parking & Greening Near Local Businesses

On-street parking spots are retained near popular destinations like restaurants and offices. Access to all existing off-street parking on private property is maintained. Where feasible, existing commercial areas would be enhanced with tree planting and streetscape upgrades.

Kingston Road Typical Cross Section Summary



Summary Changes

- New cycle tracks in both directions
- Vehicle lane widths to meet City Guidelines
- No vehicle lane impacts
- Parking maintained in high demand areas

Renderings of Proposed Changes

Kingston Road Eastbound at Eastville Avenue

Existing Conditions



Proposed Design



Improvements include new protected cycle tracks constructed with quick-build materials (pinned concrete curbs & flexible bollards), narrower vehicle lanes, and repainted crosswalk.

Renderings of Proposed Changes

Westbound Between Sharpe Street & Claremore Avenue

Existing Conditions

Proposed Design



Improvements include new painted bike lanes (protection/buffer not feasible due to limited road width), narrower vehicle lanes, and removal of paid off-peak parking in curb lane.

Renderings of Proposed Changes

Eastbound Between McNab Boulevard & Faircroft Boulevard

Existing Conditions



Proposed Design



Improvements include new protected cycle track constructed with permanent materials (cast in place concrete curb & flexible bollards), narrower vehicle lanes, and trees/planting in median. Off-peak parking in curb lane will be permitted in some areas.

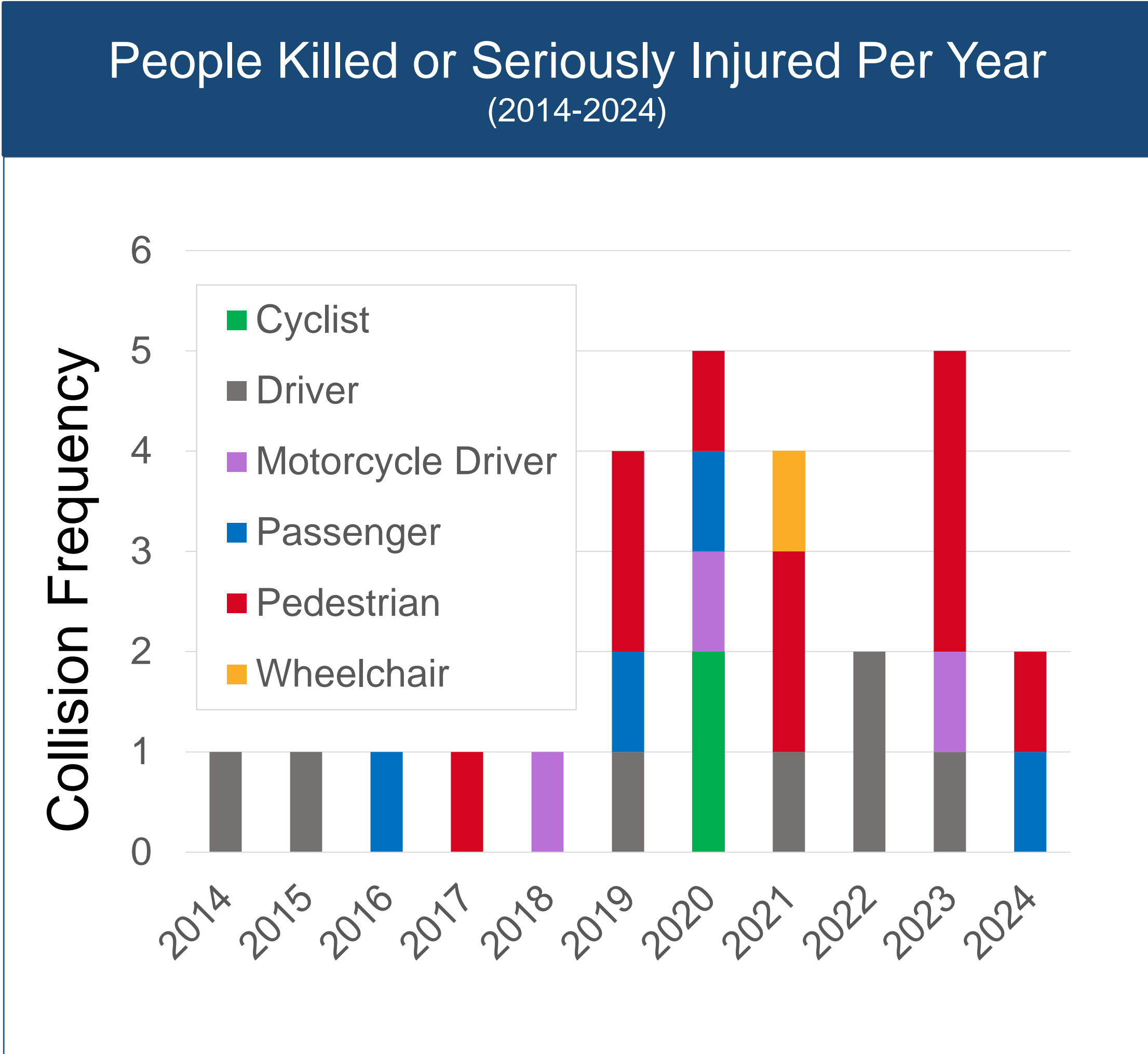
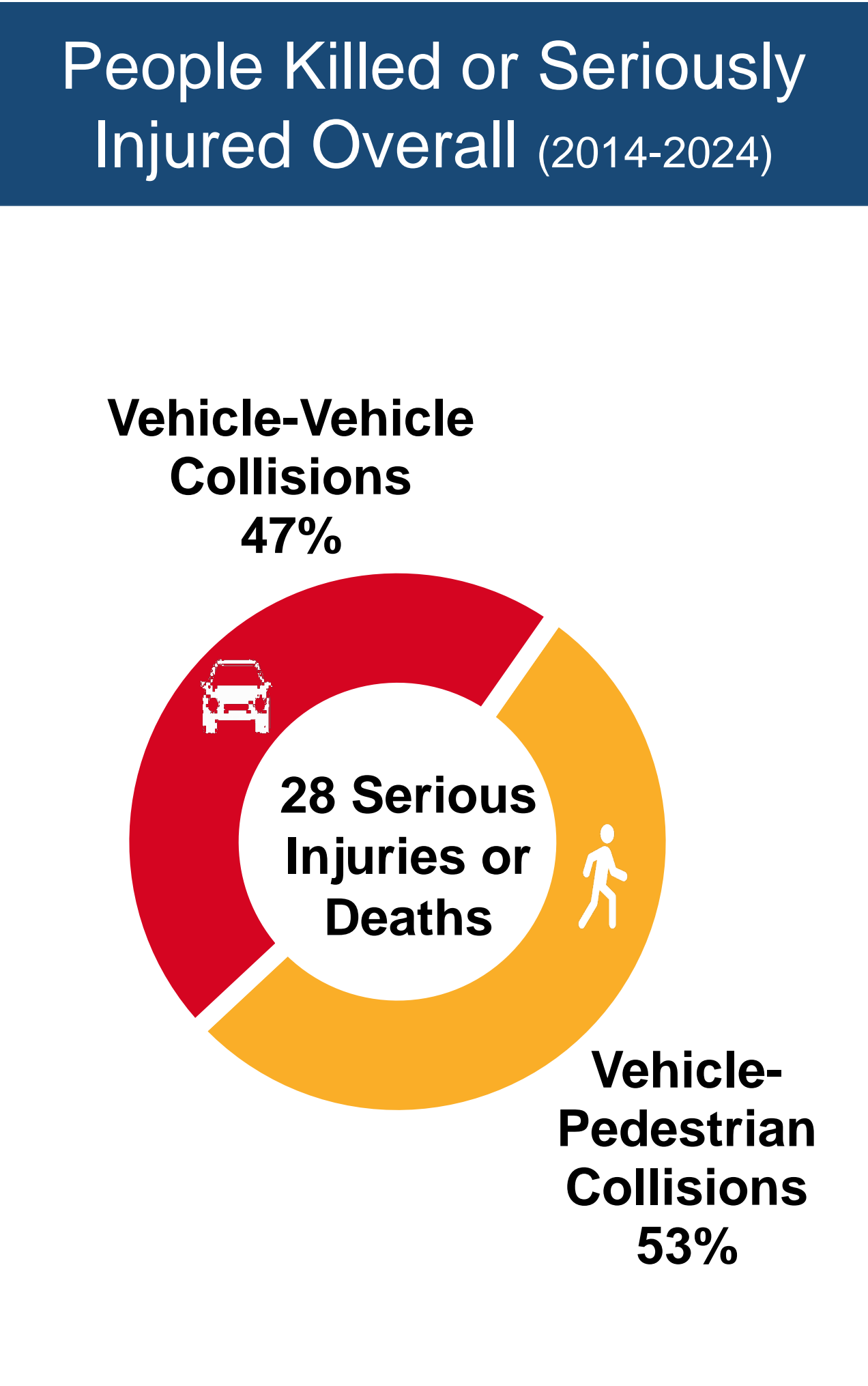
The Case for Improvements

Existing Safety Concerns on Kingston Road

In 2016, City Council approved the Vision Zero Road Safety Plan. A **'Vision Zero' approach sees all traffic fatalities as preventable and any serious injury or loss of life resulting from a collision as unacceptable.** This approach appreciates that humans make mistakes but mandates that roadways should be proactively designed so mistakes made on the road are not deadly.

A safety review of the project area found between 2014 and 2024 there were **1,910 collisions resulting in 22 serious injuries and 6 people killed.**

Scarborough has the highest rate of fatalities, along with the longest distances between protected crossings compared to the rest of the city. Specific data for the study area are provided below:



Road Safety Improvements Near Schools

There are several Vision Zero Road Safety improvements that have been implemented within the project area:

- **School safety zones, school crossing guards, red light cameras & flashing beacons** (as shown on the map). School Safety Zones are planned for implementation around the remaining three schools.
- **Leading pedestrian intervals** (LPIs) are in place at all major road crossings to give pedestrians a head start crossing before vehicles.
- **The speed limit has recently been reduced from 60 to 50 km/h** on Kingston Road between Midland Avenue and Brimley Road.
- **The speed limit is proposed to be reduced from 60 to 50 km/h** on Kingston Road between Brimley Road and Scarborough Golf Club Road. Lower speeds significantly reduce the risk of collisions and serious injuries.

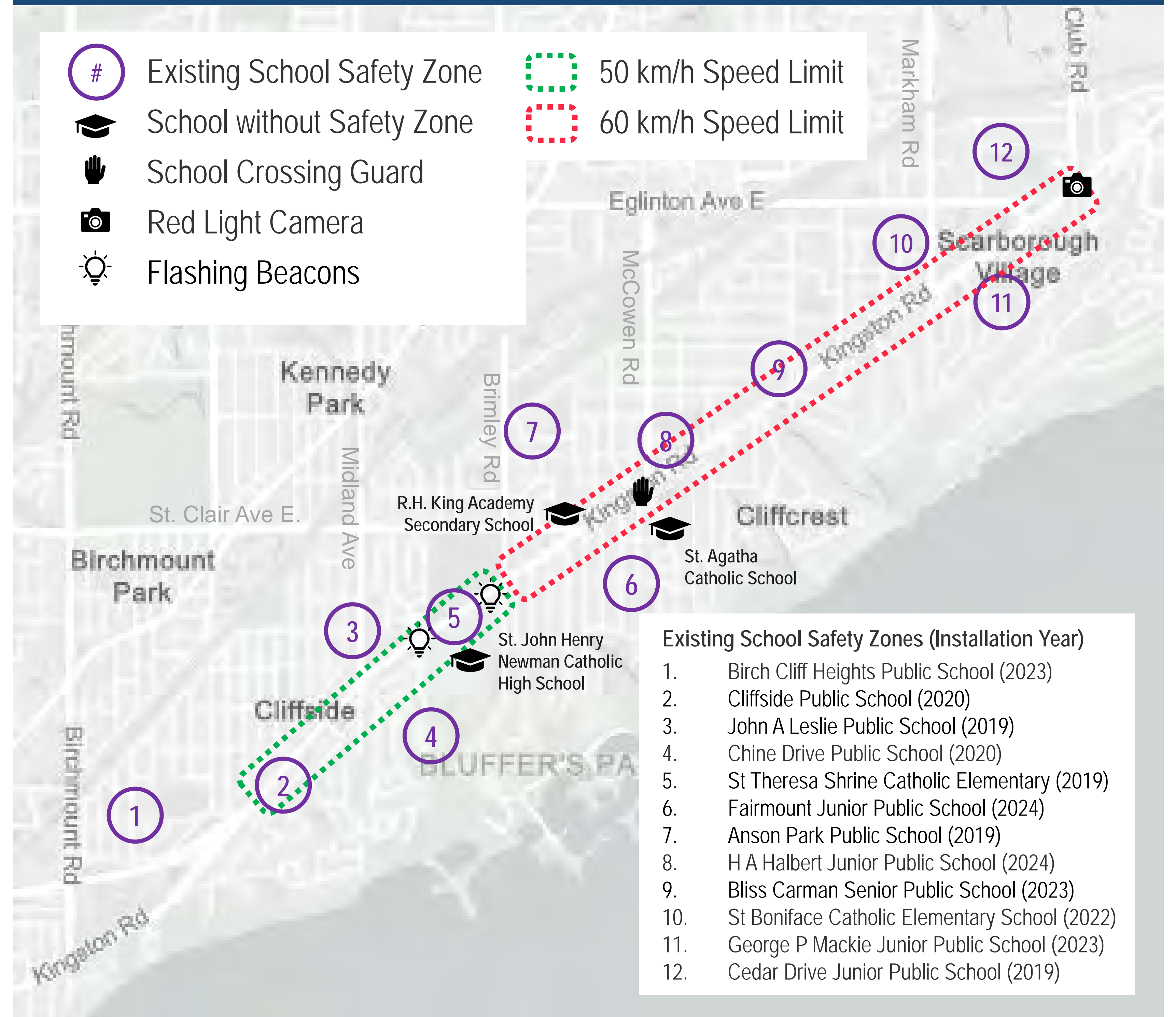


A speed warning sign located in a school safety zone



Road marking and flashing beacon indicating a school safety zone

Schools & Road Safety Measures near the Kingston Road Project Area



New Green Space to Replace Concrete Medians

There are currently concrete medians in the centre of Kingston Road in many areas. Some of the medians already have planters with trees.

The proposed design includes 15 additional planters, bringing over 500m in additional length of green landscaping to replace existing concrete space.

There are 11 existing planters in the study area, totaling about 600m in length, so the planned changes nearly double the green space overall.



- Planned New Planters with Trees in Concrete Median
- Existing Planters with Trees in Concrete Median
- Existing Concrete Median to Remain due to Technical Limitations

Examples of Road Safety Improvements

Intersection design improvements are planned to reduce crosswalk distances and slow vehicles:

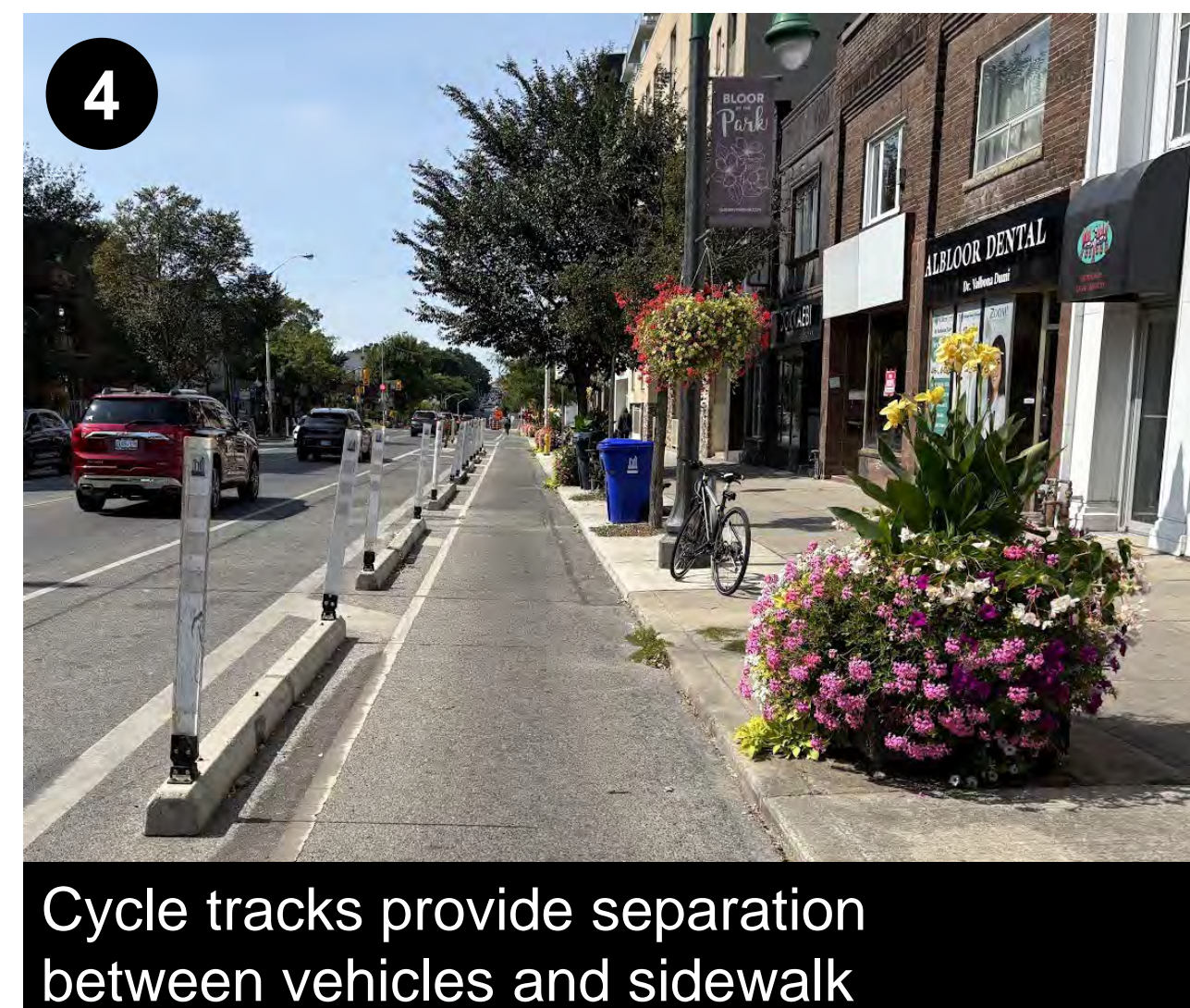
- Narrowing of cross-street intersections using permanent **curb bump outs** and/or **truck aprons** between St. Clair Avenue to Markham Road where road resurfacing is planned [2].
- Narrowing of cross-street intersections using quick-build materials including **coloured paint** and placement of **bollards** and/or **planters** [1].

Painted bike boxes in select locations provide a safe place for cyclists to make multi-point turns [3].

Cycle tracks provide additional buffer space between vehicles and pedestrians on the sidewalk, which improves walking comfort & safety. Drivers and cyclists also have clear lanes [4,5,6].

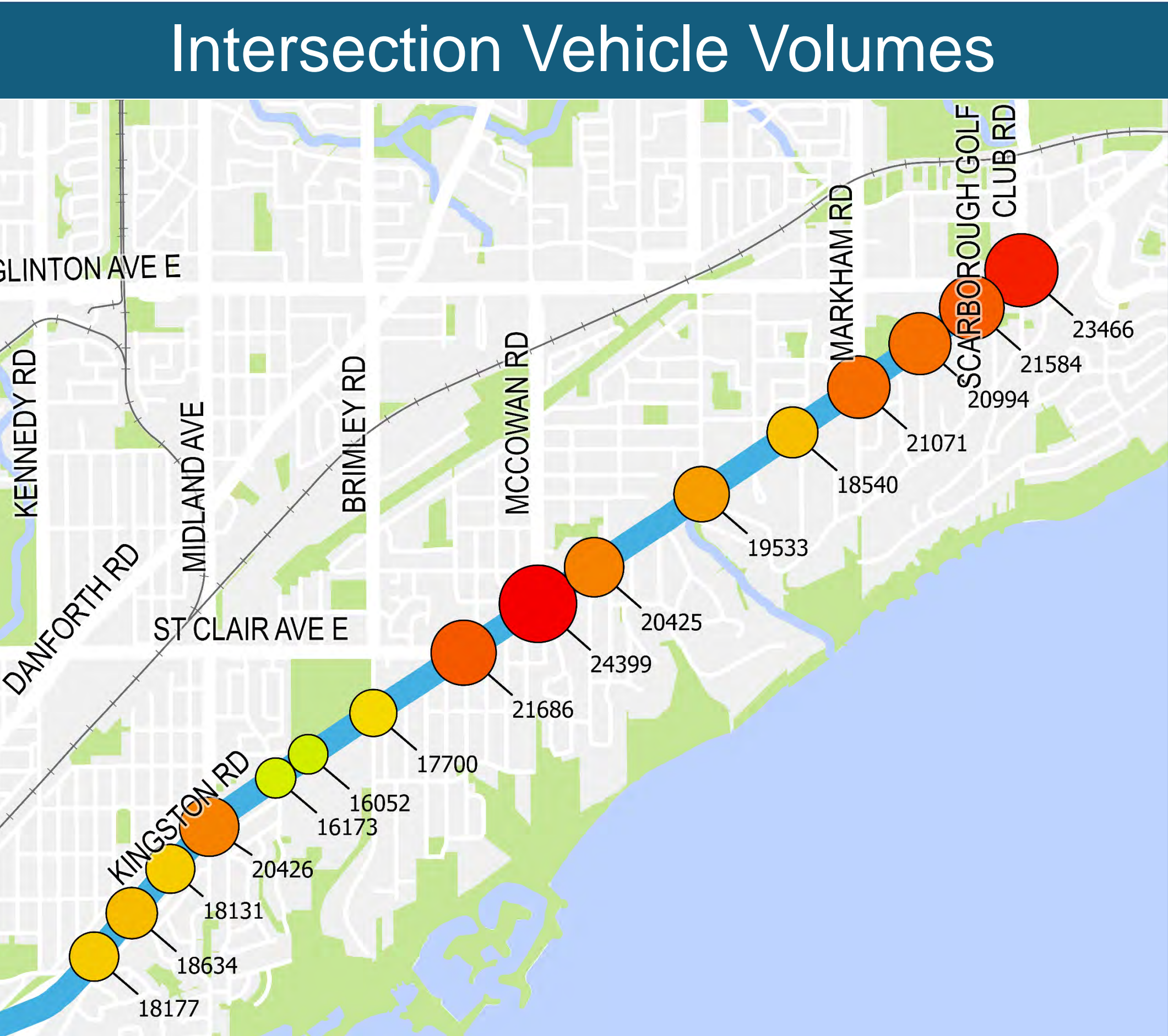
Bus stop improvements and relocations would be implemented in collaboration with TTC to improve customer safety, particularly near schools [7,8].

Selective right-turn restrictions at red lights to improve safety for intersections with many pedestrians crossing, particularly near schools [9].

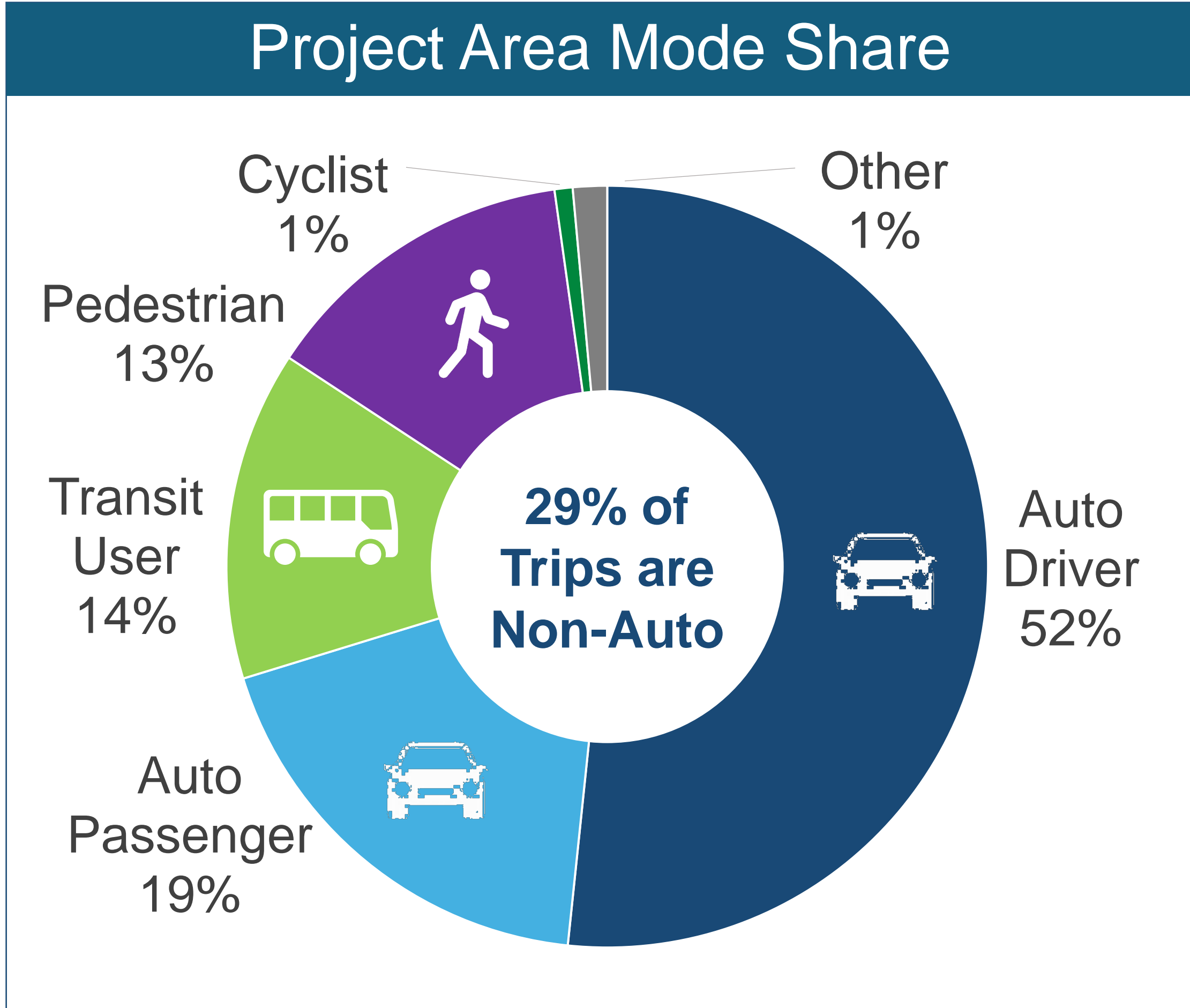


Existing Transportation Context & Planning for Development

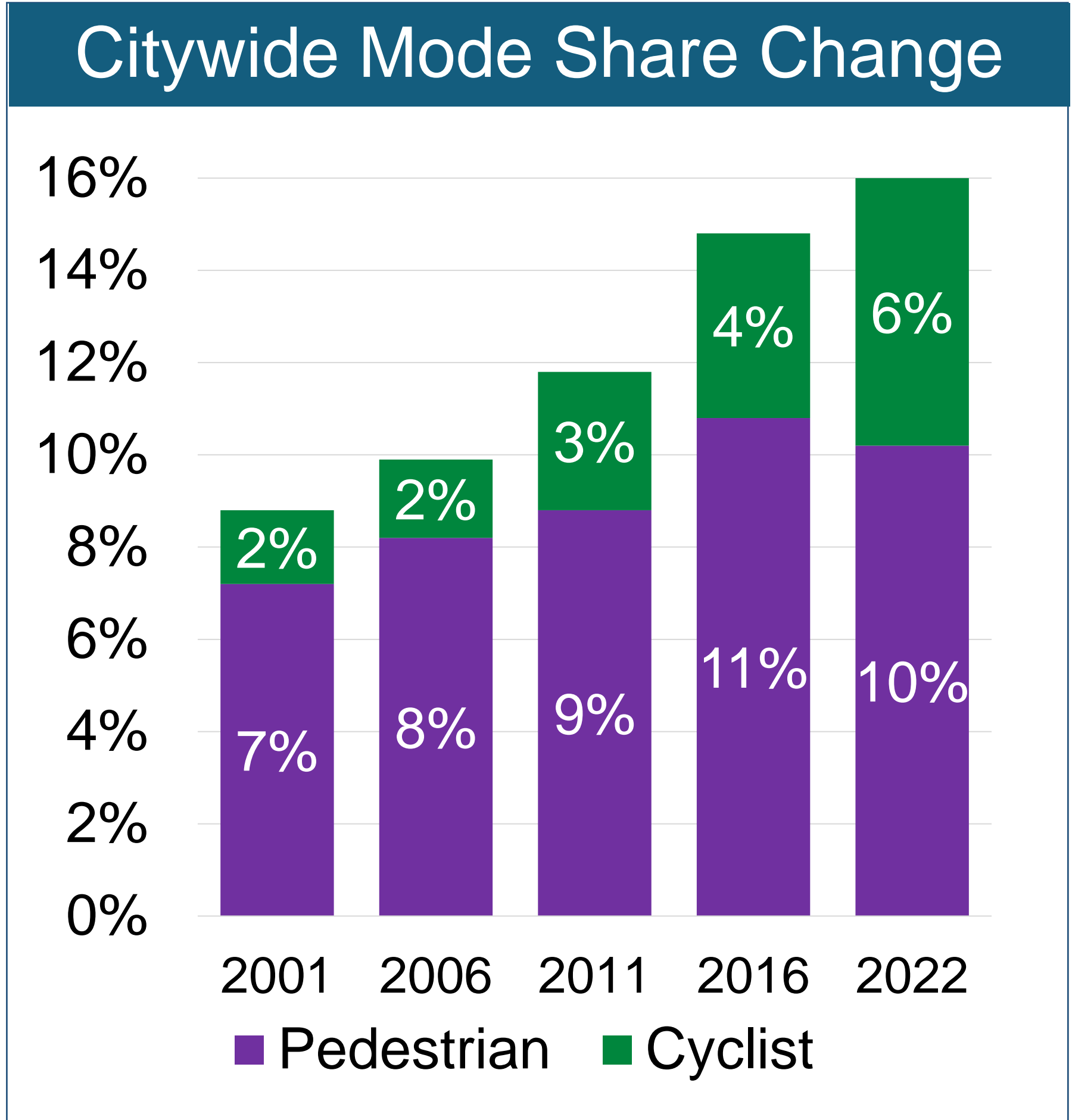
Analysis of existing travel is an important consideration in the road design process. **Currently, about 1 in 3 trips taken within the project area are made by people using transit, cyclists, and pedestrians, and about half of all trips are under 5km in length.** Pedestrian and cycling mode share is growing citywide over in the past two decades.



Data collected in June 2022



Data from 2022 Transportation Tomorrow Survey (PD Zone 14)



Data from 2022 Transportation Tomorrow Survey (Toronto)

There is significant future development expected in the project area. New residents and workers need safe transportation options, and a complete street design will ensure that both existing and **future residents can choose transit, walking or cycling, which can help reduce road congestion.** Cycling trips typically increase in areas after bikeways are added.

On-Street Parking is Retained Where It Is Needed

On-street parking is important for many people who drive and for local businesses. The proposed design includes 171 marked on-street parking spots, strategically located near key destinations like restaurants, shops and offices.

On-Street Parking Type	Total Observed Maximum Use	Current Supply	Proposed Supply
24-Hour lay-by Parking (Full Time Parking)	24	42	30
Off-Peak Curb Lane Parking	33	600+	141

A proposal for an optimal supply placement of on-street parking was developed based on feedback from local community & based on results from six on-street parking studies.

Parking counts were collected in each block by City staff on weekday afternoons, overnight and on weekends in 2023 and 2025.

The total observed maximum use of 57 spots reported to the left is the combination of the highest observed use in each block, in any observed period.

In addition, off-street parking opportunities are extensive along Kingston Road, and many parking lots on private property are provided by local businesses. There is also parking available on many nearby side-streets.

Dedicated and accessible loading areas in front of local businesses are also proposed, and access to laneways behind businesses is maintained.

On-Street Parking is Retained Where It Is Needed

The parking studies revealed two different types of on-street parking, each with distinct characteristics and patterns of use:



Lay-by parking on south side between Brooklawn & Harewood Avenues

24-hour lay-by Parking is offset from the travel lane. These spots often require payment managed by Toronto Parking Authority.

- These spots are generally well used; therefore, as many spots as possible have been maintained in the proposed road design.
- The maximum use was observed to be 24 spots, and the proposed design includes 30 spots. This is a reduction of 12 spots from the 42 spots that are currently in place.
- Three of the current four parking lay-by areas are maintained, however four parking spots in one area (located east of St. Clair Avenue on the north side) are proposed to be removed to accommodate a right-turn lane for vehicles travelling westbound turning onto St. Clair Avenue.



Curb lane parking on south side between Ravine Drive & Whitecap Blvd

Off-Peak Curb Lane Parking is only available for use during off-peak times (outside of rush hour). Some areas require payment, many are free.

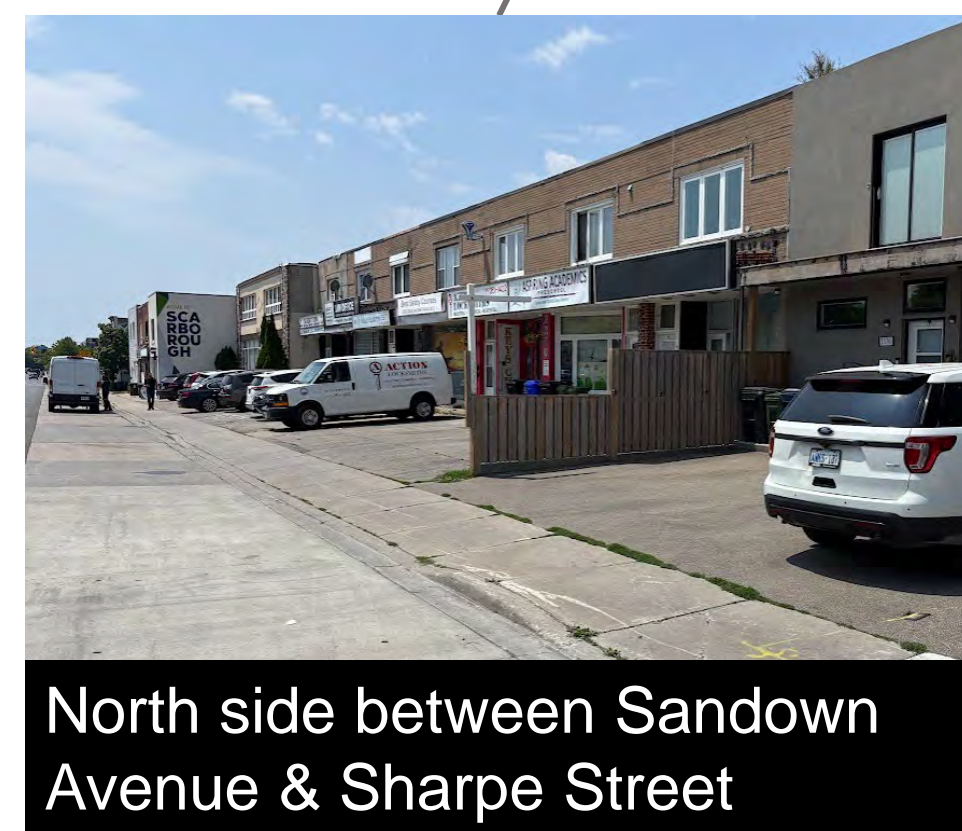
- Curb lane parking is currently permitted in most of the project area, resulting in a potential parking supply of more than six hundred spots.
- Off-peak curb lane parking is not well used in most cases because off-street parking on private property is readily available and provides closer access to destinations.
- In select blocks, unused curb lane parking is proposed to be reduced or removed, and this space would be repurposed for road safety improvements.
- The proposed design will include 141 spots which significantly exceeds the total maximum observed use of 33 spots.

Parking Spots Retained Along Kingston Road

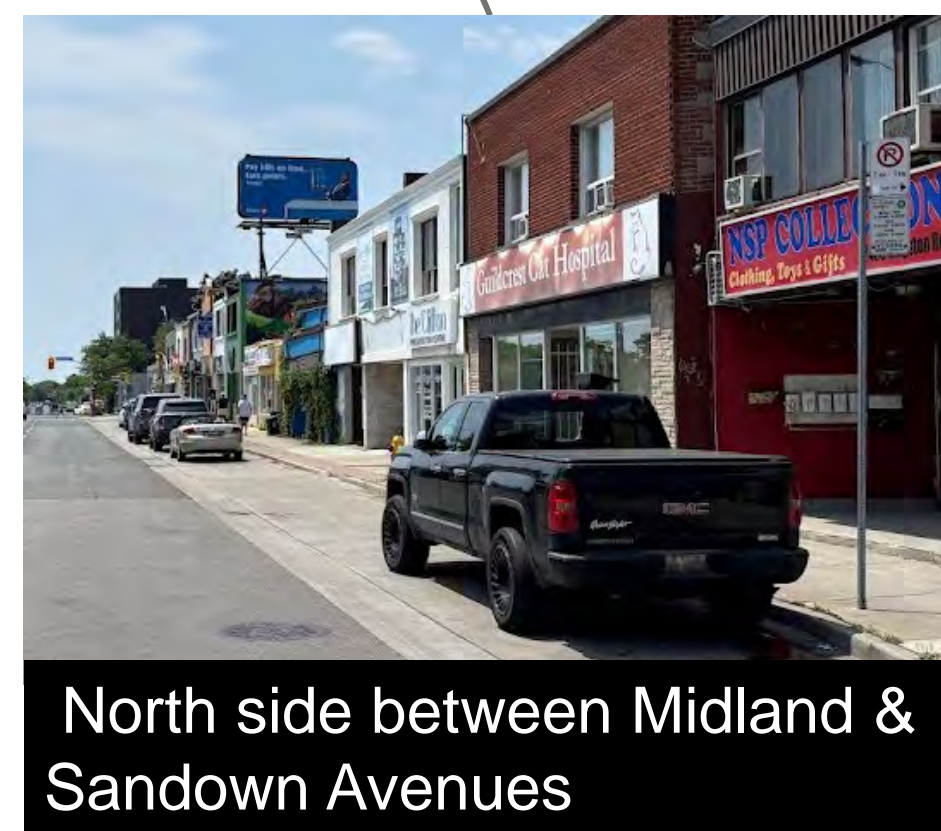
A total of 171 on-street parking spots are provided in the proposed design, increased from about 75 in the original 2024 design. Based on six parking counts in the project area there was a maximum of 57 cars parked on-street.

There is also significant off-street parking provided on private property near plazas, commercial areas and residential areas, and more parking on side streets.

- # Proposed Number of Parking Spaces Per Block
- Planned 24-hour lay-by Parking Spots [On-Street]
- Planned Off-Peak Curb Lane Parking Spots [On-Street]
- Residential Off-Street Parking Areas [On Private Property]
- Commercial Off-Street Parking Areas [On Private Property]



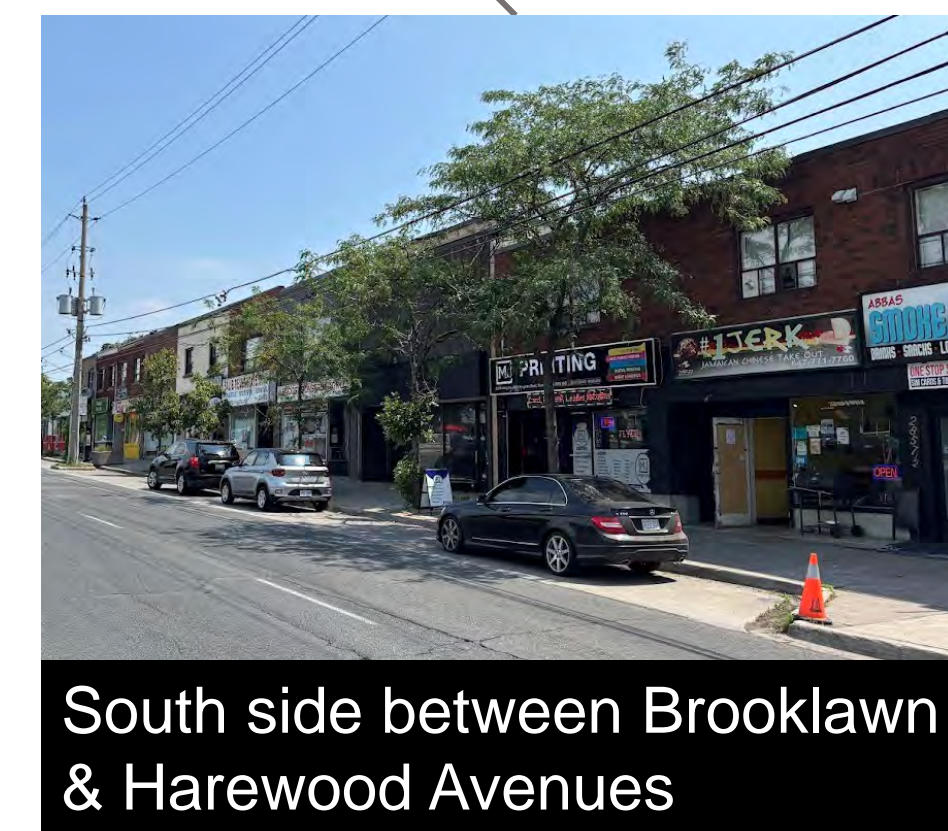
North side between Sandown Avenue & Sharpe Street



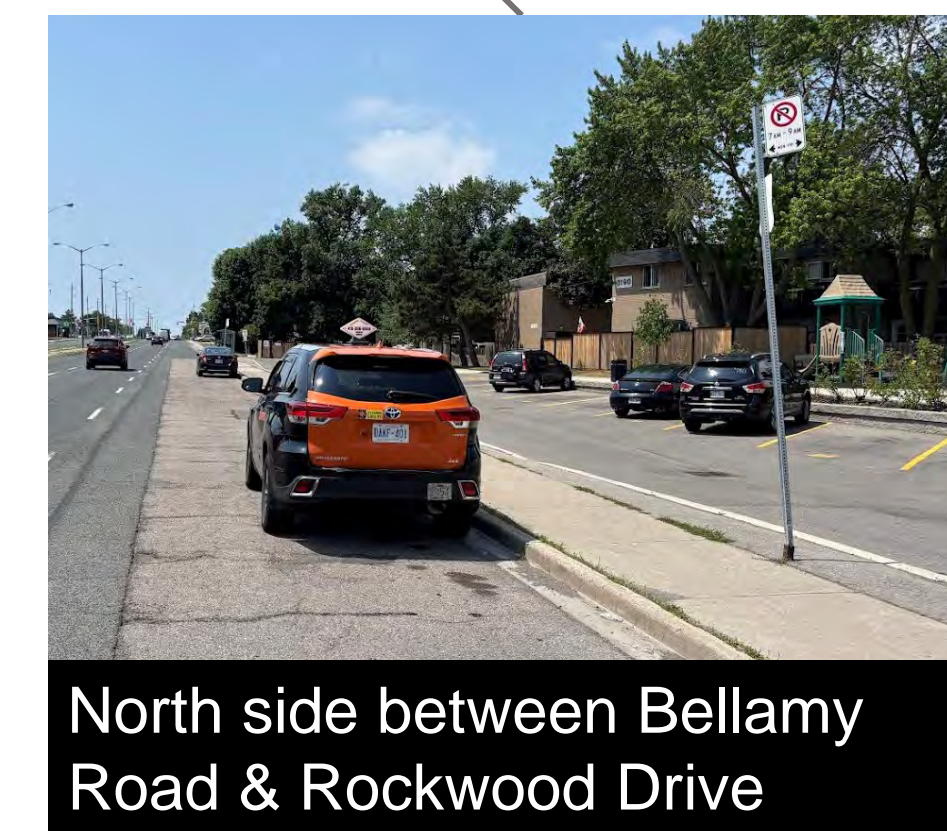
North side between Midland & Sandown Avenues



South side Bluffs Park Plaza at Eastville Avenue



South side between Brooklawn & Harewood Avenues



North side between Bellamy Road & Rockwood Drive

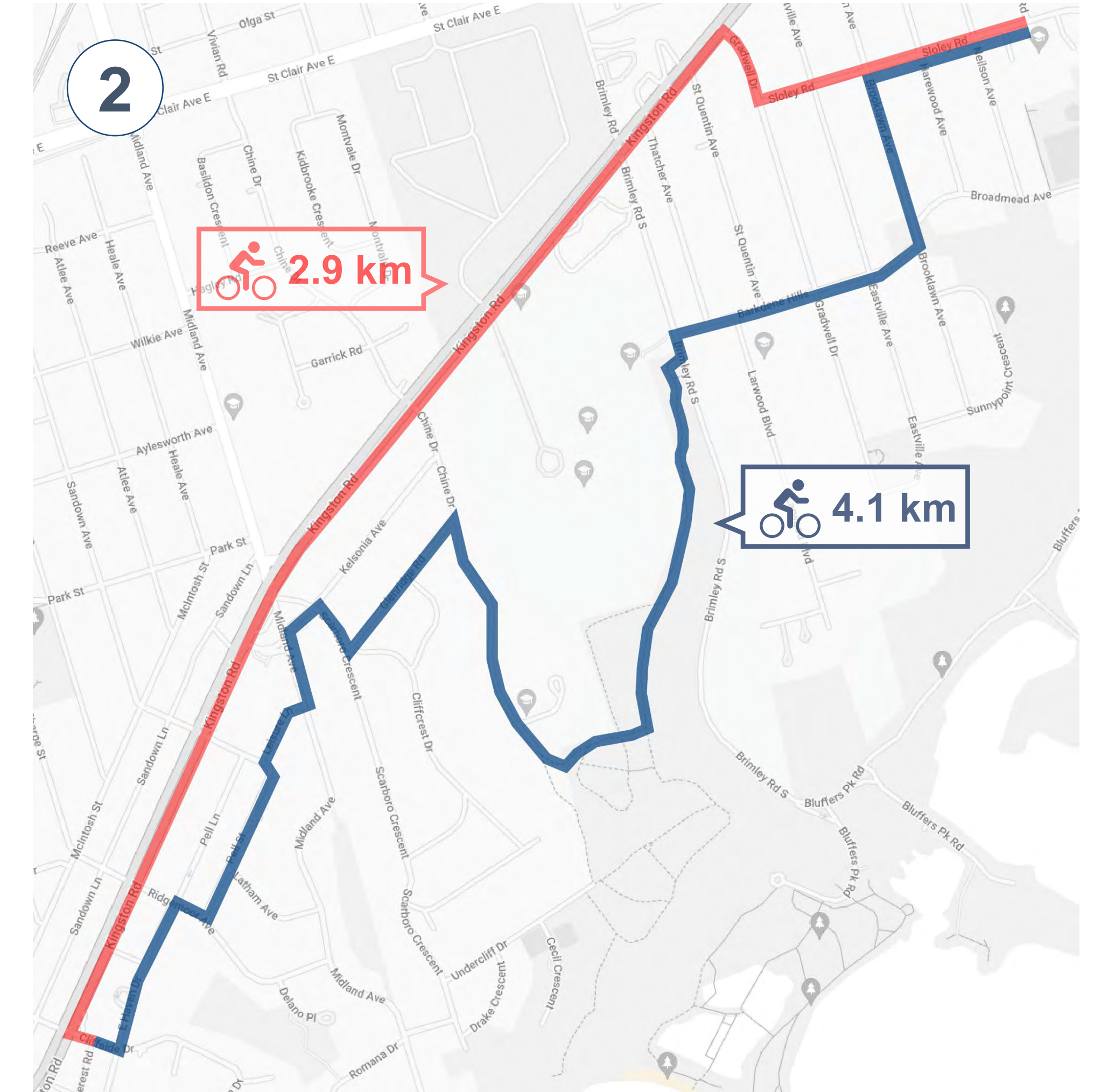


South side between Ravine Drive & Whitecap Blvd

Why Bikeways on Kingston Road?

Kingston Road is identified as a **‘Major City-Wide Cycling Route’** in the Council approved **Cycling Network Plan**. On-street bikeways are recommended here for the following reasons:

- 1. Better Connectivity:** Convenient access to local shops, schools, workplaces, and other parts of the city
- 2. Continuous & Direct Travel:** More efficient routes than side roads reduce travel times and detours
- 3. Increased Visibility:** Drivers, people cycling and pedestrians are more likely to see and anticipate each other
- 4. Promotes Cycling:** Prominent, safe facilities encourage more residents to choose cycling as a travel mode, freeing traffic lanes for other uses
- 5. Improved Safety:** Dedicated bikeways reduce conflicts between pedestrians, people cycling and driving
- 6. Cost Effective:** Faster and less expensive to install than off-road cycle tracks and trails



Implementation Approach & Monitoring Impacts to Road Users

Implementation Approach



Approximately 3.5 km of project area is proposed to be implemented as a 'Quick-Build' without significant road reconstruction

This includes Kingston Road from Danforth Avenue to St. Clair Avenue and Markham Road to Scarborough Golf Club Road. Flexible materials, such as bollards, pavement markings and signage, would be used in 2026 and 2027.



Approximately 2.5 km of the project area is proposed to be implemented along with planned road resurfacing

This include Kingston Road from St. Clair Avenue to Markham Road. In this segment, there are opportunities to make more significant changes. These changes include improvements to sidewalks, transit stops, streetscape, pedestrian crossings and realignment of curbs and is planned for 2026 or 2027.

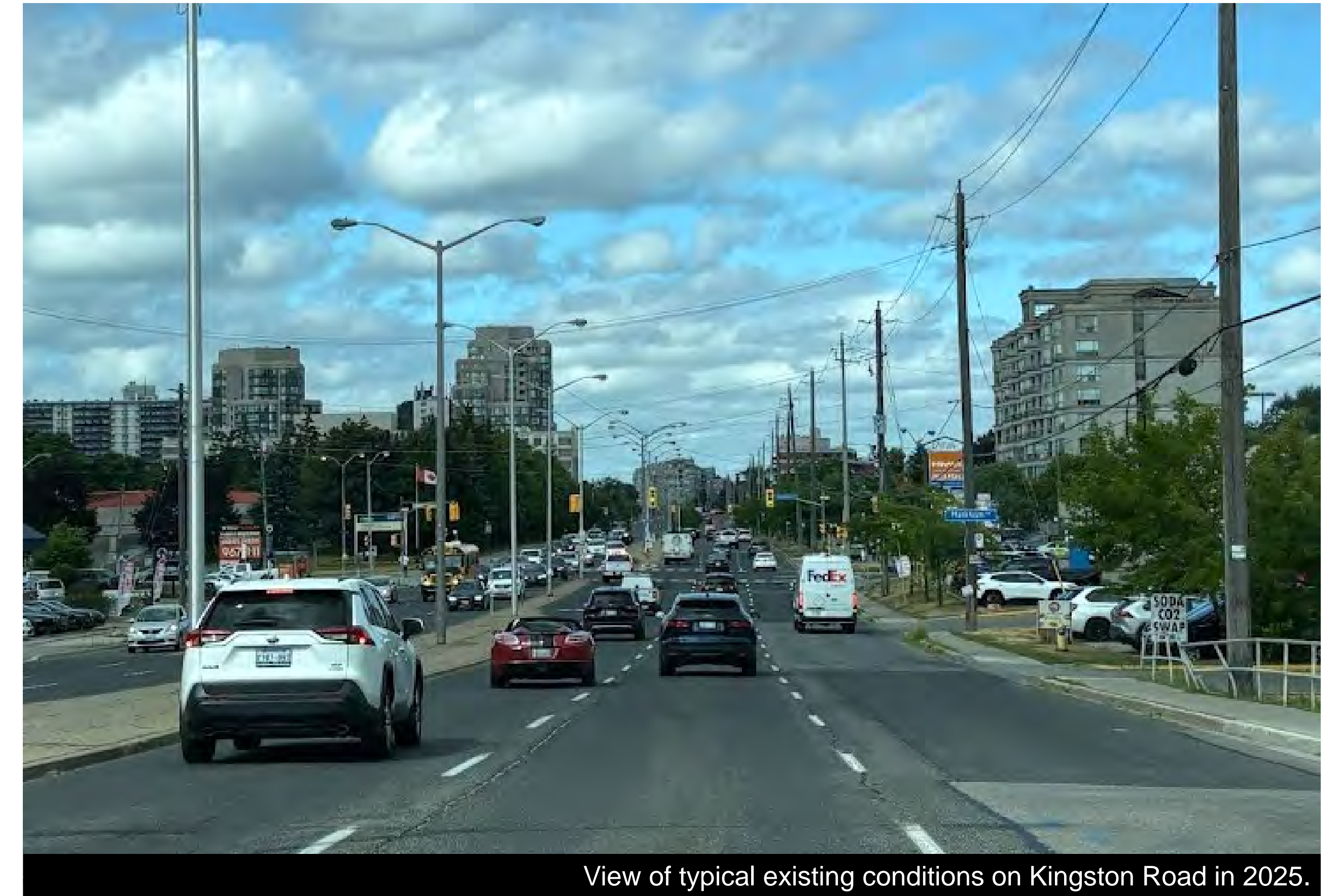


Traffic Analysis: Monitoring Traffic Impacts

A traffic model was used to measure the impact of proposed design changes to travel time along Kingston Road. This analysis showed that maintaining the existing three vehicle travel lanes with the addition of cycle tracks would have no measurable impact on travel times for vehicles.

As the project proceeds to detailed design, City staff will develop a post-installation traffic impact monitoring plan for Kingston Road and side-streets in adjacent neighbourhoods which may be impacted. Data that are typically collected include:

- **Site Observations:** pre-install; immediately post-install and three months post-installation
- **Vehicle Travel Times:** collection of speed data that summarizes GPS traces travel times.
- **Intersection Counts of Vehicles, People Cycling & Pedestrians:** multi-modal counts at key intersections or mid-block (collected using temporary camera installations or manual counts).
- **Neighbourhood Streets Impacts:** monitoring of vehicle movement counts on connective neighbourhood streets based on local site observations and community feedback to measure travel diversion if it occurs.



View of typical existing conditions on Kingston Road in 2025.



Equipment for measuring traffic volumes.

Next Steps

Schedule, Survey & Contact

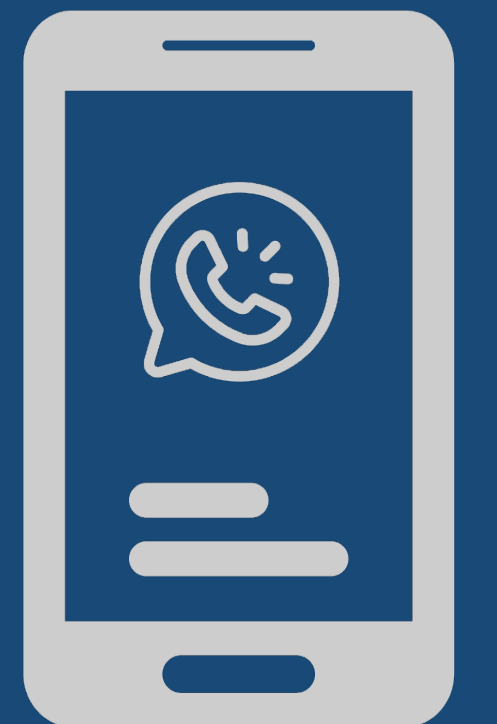
Date	Key Milestones
October 21	Virtual Public Meeting
October 27	In-Person Public Drop-in Event
November 3	Comment Period Closes
December 4	Report Considered at Infrastructure & Environment Committee (IEC)
Early 2026	Project Proceeds to Detailed Design <i>(subject to Council approval)</i>
Spring 2026 to Fall 2027	Project Installed <i>(subject to Council approval)</i>

Complete the online survey by November 3 at: toronto.ca/DanforthKingston



Contact Us

If you have any questions or concerns feel free to contact:



Jason Diceman

Senior Public Consultation Coordinator

Telephone: 416-338-2830

Email: DanforthKingston@toronto.ca

Metro Hall, 55 John St, Toronto, ON M5V 3C6