

Thistletown Streets Plan

Date: June 18, 2026

To: Etobicoke York Community Council

From: Director, Enforcement and Street Management, Transportation Services

Wards: Ward 1 - Etobicoke North

SUMMARY

This staff report is about a matter that Community Council has delegated authority from City Council to make a final decision.

The purpose of this report is to conclude the Thistletown Streets Plan and seek authorization to proceed to the implementation phase.

This report summarizes the study findings and recommends road safety and traffic management changes for implementation in the Thistletown neighbourhood. Recommended changes include intersection safety improvements, traffic calming measures, new and refreshed pavement markings and a new raised intersection.

A summary of all changes proposed can be found in Table 1.

RECOMMENDATIONS

The Director, Enforcement and Street Management, Transportation Services recommends that:

1. Etobicoke York Community Council authorize the installation of traffic calming (speed humps) on the following streets:

a. Thirteen speed humps on Alhart Drive, between Calstock Drive (west intersection) and Thistle Down Boulevard for traffic calming purposes, generally as shown on Attachment 3 Drawing ATP-SH-231, ATP-SH-232, ATP-SH-233, ATP-SH-234.

b. Five speed humps on Amaron Avenue, between Taysham Crescent and Monterey Drive for traffic calming purposes, generally as shown on Attachment 3 Drawing ATP-SH-235.

- c. Eight speed humps on Bankfield Drive, between Albion Road and Calstock Drive for traffic calming purposes, generally as shown on Attachment 3 Drawing ATP-SH-236, ATP-SH-237.
- d. Five speed humps on Barker Avenue, between Islington Avenue and Gibson Avenue for traffic calming purposes, generally as shown on Attachment 3 Drawing ATP-SH-238, ATP-SH-239.
- e. Eight speed humps on Barkwin Drive, between Islington Avenue and Thistle Down Boulevard for traffic calming purposes, generally as shown on Attachment 3 Drawing ATP-SH-240, ATP-SH-241.
- f. Five speed humps on Benstrow Avenue, between Albion Road and Amaron Avenue for traffic calming purposes, generally as shown on Attachment 3 Drawing ATP-SH-242.
- g. Eight speed humps on Calstock Drive, between Albion Road and Alhart Drive for traffic calming purposes, generally as shown on Attachment 3 Drawing ATP-SH-243, ATP-SH-244.
- h. Three speed humps on Felan Crescent, between Lakeland Drive and Sangan Road for traffic calming purposes, generally as shown on Attachment 3 Drawing ATP-SH-245.
- i. Three speed humps on Gibson Avenue, between Barker Avenue and Sanderson Road for traffic calming purposes, generally as shown on Attachment 3 Drawing ATP-SH-246.
- j. Ten speed humps on Harlow Crescent for traffic calming purposes, generally as shown on Attachment 3 Drawing ATP-SH-247, ATP-SH-248.
- k. Seven speed humps on Lakeland Drive, between Kipling Avenue and Lightwood Drive for traffic calming purposes, generally as shown on Attachment 3 Drawing ATP-SH-249, ATP-SH-250.
- l. Nine speed humps on Monterrey Drive, between Taysham Crescent and Beaumonde Heights Drive (east intersection) for traffic calming purposes, generally as shown on Attachment 3 Drawing ATP-SH-251, ATP-SH-252.
- m. Three speed humps on Panorama Court between Kipling Avenue and the east end of Panorama Court for traffic calming purposes, generally as shown on Attachment 3 Drawing ATP-SH-253.
- n. Six speed humps on Riverdale Drive, between Albion Road and Barker Avenue for traffic calming purposes, generally as shown on Attachment 3 Drawing ATP-SH-254, ATP-SH-255.

o. Eight speed humps on Taysham Crescent, between Beaumonde Heights Drive and Amaron Avenue for traffic calming purposes, generally as shown on Attachment 3 Drawing ATP-SH-256, ATP-SH-257.

2. Etobicoke York Community Council prohibit northbound and southbound U-turn movements at all times on Monterrey Drive, between a point 50 metres north of Amaron Avenue and a point 40 metres north of Beaumonde Heights Drive (west intersection).

FINANCIAL IMPACT

The estimated cost associated with signage for U-turn prohibition is approximately \$1,500.

Funding is available within the Transportation Services 2026 Operating Budget.

The estimated cost for the installation of one speed hump is \$4,000; 101 speed humps are recommended at a total estimated cost of \$404,000 phased over multiple implementation years.

Funding of up to \$404,000 is available for the installation of 101 speed humps, categorized as health and safety, in the approved 2026-2035 Capital Budget and Plan for Transportation Services.

DECISION HISTORY

This report addresses a new initiative.

COMMENTS

The Thistletown neighbourhood was nominated by the local Councillor for a Neighbourhood Streets Plan. Each year approximately five nominated neighbourhoods are selected for study, based on a prioritization score. Full details about the program are available at toronto.ca/nsp.

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 typically result in changes that can be made in the short to medium-term (typically 6 months to 5 years) and identify desirable changes which are subject to further programming, feasibility study, public consultation, and/or detailed design.

Streets Plans are developed through consideration of three key components:

- **City Policies and Programs:** Council-approved policies, strategies, and programs provide the framework for changes considered. At the heart of this work are strategic plans such as the City's Vision Zero Road Safety Plan, Cycling Network Plan, and Congestion Management Plan and policies such as the Traffic Calming Policy and

Pedestrian Crossing Policy. Proposed changes comply with road design guidelines such as Lane Width Guidelines, Curb Radii Guidelines, Accessibility Design Guidelines, On-Street Bikeway Design Guide, Green Streets Technical Guidelines, and Multi-Use Trail Design Guidelines, among others. Finally, proposed changes are informed by infrastructure requirements, state-of-good-repair schedules, the City's 3-year Capital Plan and Budget, and the City's Operating Budget.

- **Technical Research and Analysis:** Data-driven methods are used to assess a street network on a technical level. Research completed by the project team includes but is not limited to traffic data analysis of vehicle volumes and speeds, warrant analysis for traffic calming, mid-block risk, road classification assessment, pedestrian and cyclist volume counts, transit route mapping, site observation for pedestrian crossing characteristics, turning movement and intersection analysis, as well as professional judgement. Collision data and top risk factors are assessed to identify locations that may pose heightened risk to vulnerable road users.
- **Community Engagement:** The project team reviews history of service requests related to traffic operations and road safety submitted by community members to 311 or directed to staff from local Councillors to better understand common concerns in the neighbourhood. Staff also engage directly with the community over two phases of public consultation, both consisting of drop-in events, surveys, online engagement tools, interest group meetings, and pop-up events within the area. Phase 1 of the public consultation invites the community to describe common challenges and to provide ideas to improve traffic, road safety, and transportation options. Staff then use the feedback, alongside city policy and technical analysis to develop proposed changes. Phase 2 public consultation invites the community to provide feedback on proposed changes. With feedback from Phase 2 public consultation, proposals are refined and finalized for Council consideration and implementation planning.

Existing Conditions on Thistletown Streets

The area addressed by the Thistletown Streets Plan is bounded by Kipling Avenue to the west and the Humber River to the north, east, and south. Major arterial roads within and adjacent to the study area include Finch Avenue West, Islington Avenue, Kipling Avenue, and Albion Road.

Thistle Down Boulevard is the only collector road within the study area, while all other residential streets are classified as local roads. Speed cushions were installed on Thistle Down Boulevard in 2025 following adoption of item [2025.EY22.20](#) at Etobicoke York Community Council.



Key destinations within the neighbourhood include commercial plazas located along Albion Road and Islington Avenue, as well as near the intersection of Kipling Avenue and Rowntree Road. Community facilities within the neighbourhood include the Thistletown Community Centre, Rexdale Community Hub, and the North Kipling Community Centre. Trails along the Humber River also serve as common routes with multiple access points throughout the neighbourhood.

There are five schools within the neighbourhood: St. John Vianney Catholic School and Saint-Noël-Chabanel Catholic Elementary School, both located on Thistle Down Boulevard; Beaumonde Heights Junior Middle School, located at Monterrey Drive; St. Andrew Catholic School, located at Kipling Avenue just north of Finch Avenue West; and North Kipling Junior Middle School at Kipling Avenue and Rowntree Road.

Toronto Transit Commission (TTC) bus routes operate within the Thistletown neighbourhood along the major arterial and collector roads. The Finch West Light Rail Transit (FWLRT) line includes two stops within the study area: the Rowntree Mills stop, located at the intersection of Finch Avenue West and Islington Avenue, and the Mount Olive stop, located at Finch Avenue West and Kipling Avenue.

Bikeways are located on Kipling Avenue between Steeles Avenue and Panorama Court. The segment between Panorama Court and Finch Avenue West is currently being upgraded and extended south to Albion Road as part of the Kipling Avenue Roadway Improvements project. The Humber River Trail also runs through the study area, along with a recently installed bikeway on Finch Avenue West. Additional cycling routes were identified for implementation on Rowntree Road and Panorama Court through the Council-approved [Cycling Network Plan \(CNP\) 2025–2027](#) Near-Term Implementation Program. Community input on the Rowntree Road and Panorama Court bikeway and road safety improvement designs was gathered through the Phase 2 of public consultation process of the Thistletown Streets Plan. Those bikeway and road safety improvement designs were adopted at the Infrastructure and Environment Committee on June 10, 2026, and will be reported to City Council during the June 2026 meeting seeking authorization to install.

Speed limits within Thistletown generally range from 30 km/h on local roads and the collector road (Thistle Down Boulevard), and 50 km/h on arterial roads, including Kipling Avenue, Islington Avenue, and Albion Road.

Within the study area, most streets have sidewalks at least on one side. Streets without sidewalks include Harlow Crescent, Waltham Drive, Lund Avenue, Bradshaw Avenue, Stewart Avenue, McGillvray Avenue, Grovetree Road and Disan Court, as well as a 200-metre segment of Bankfield Drive between Albion Road and Edgebrook Drive. Forest Path Court west of Delabra Road and east of Kintail Road and the southern segment of Gibson Avenue, which includes Sims Crescent and Jason Road, also does not have sidewalks.

Community Insights into Issues

During Phase 1 of public consultation, the project team sent mailed invitations to participate to 9,300 addresses and heard from over 300 community members. Community feedback highlighted the following opportunities for improvement for the street network:

- Excessive speeding at several locations in the project area. Participants frequently mentioned speeding concerns on Thistle Down Boulevard, Bankfield Road, Barker Avenue, Riverdale Drive and Kipling Avenue and requested installation of speed humps.
- Excessive non-local traffic resulting in speeding, congestion and safety issues on residential streets. Participants requested turn restrictions, signage to divert traffic, and one-way conversions to manage traffic on Calstock Drive, Riverdale Drive, Barker Drive, and other residential streets.
- Congestion and safety concerns during school pick-up and drop-off times near schools. Participants highlighted a desire to develop and enforce 'kiss and ride' zones near schools.
 - At Beaumonde Heights Junior Public School, participants requested increased parking enforcement and an additional crossing guard at the intersection of Monterrey Drive and Amaron Drive.
 - At St. John Vianney Catholic School, non-compliance of turning and parking restrictions were highlighted.

- Desire for improved infrastructure for pedestrians and people cycling on several streets in the project area, including crosswalks, sidewalks, bike lanes and bike stands.
- Desire for safety improvements on several streets and intersections to ensure safety for all road users, including pedestrians, people cycling and motor vehicles.
- Participants highlighted benefits to safety for improved visibility, speed reduction measures, and removal of on-street parking.
- Four-way stop signs were also requested at several locations.

A comprehensive summary of Phase 1 public consultation can be found on the project webpage at toronto.ca/ThistletownStreets.

The Plan for Thistletown Streets

Based on analysis of public feedback, technical research, and review of relevant City policies and programs, the top four areas of focus for this plan were:

- **Motor vehicle speeding on local streets:** Speed is a contributing factor in approximately one fourth of fatal collisions in Canada. Driving at safe speeds and respecting the posted speed limit makes it safer and more comfortable to share the road.
- **Safety concerns near schools:** School children are considered among the most vulnerable road users within the transportation system. The City's Vision Zero prioritizes vulnerable road users when safety improvements are implemented.
- **Improvements to active transportation infrastructure:** Investments in walking and cycling infrastructure help improve safety, connectivity, and access to local destinations, supporting people of all ages and abilities travelling within the community.
- **Safety concerns around the Islington Avenue and Albion Road intersection:** The intersection has been identified as a location with complex traffic movements and a history of collisions, creating safety concerns for people driving, walking, cycling, and using transit in the surrounding area.

Staff developed a set of proposed changes to address these areas of focus and hosted Phase 2 public consultation to invite community feedback on the proposed changes.

Community Feedback on the Plan

During Phase 2 of public consultation, the project team sent a mailed notice to 11,644 addresses. To ensure adequate notification to and feedback from residents who may work, shop, travel through, or use schools and community services in Thistletown, the project notification area was extended beyond the study boundary on west, from Kipling Avenue to Martin Grove Road. The notice showed all proposed changes in a list and on a map, and invited feedback through an online survey, email, and/or participation at a public drop-in event. Community interest group meetings were also held. The Phase 2

consultation process also included design options for the two proposed cycling projects within the study area, on Rowntree Road and Panorama Court.

During this phase, residents identified two streets with potential speeding concerns. A review of collected data confirmed elevated speeds at one of the locations, and traffic calming measures are therefore proposed to address this issue.

Overall, public feedback on the plan was positive with support for the proposed changes. Safety improvements near schools, new crosswalk markings, and proposed bikeways and road safety measures received the highest levels of support.

A comprehensive summary of feedback received in Phase 2 of public consultation can be found on the project webpage at toronto.ca/ThistleTownStreets.

Proposed Changes to Address Motor Vehicle Speeding on Local Streets

Speeding concerns were raised by residents along several residential streets within the study area. Vehicle speed and volume studies were reviewed by staff and evaluated against the warrant criteria for Traffic Calming as adopted by City Council ([2023.IE7.4](#)). All streets with the exceptions of Dashwood Crescent and Wardlaw Crescent satisfy the traffic calming warrant criteria for the 85th or 95th percentile speeds. Two streets, Dashwood Crescent and Barker Avenue, were identified as concerns during Phase 2 of the public consultation. Speed data collected on Barker Avenue indicates that existing operating speeds meet the criteria for traffic calming, and measures are therefore proposed for implementation.

Full analysis of the proposed speed humps can be viewed in Attachment 2 and the proposed locations of the speed humps are shown in Attachment 3.

- **Traffic calming (speed humps)** is proposed for the following streets:
 - Alhart Drive, between Calstock Drive and Thistle Down Boulevard
 - Amaron Avenue, between Taysham Crescent and Monterrey Drive
 - Bankfield Drive, between Albion Road and Calstock Drive
 - Barker Avenue, between Islington Avenue and Gibson Avenue
 - Barkwin Drive, between Islington Avenue and Thistle Down Boulevard
 - Benstrow Avenue, between Albion Road and Amaron Avenue
 - Calstock Drive, between Albion Road and Alhart Drive
 - Felan Crescent, near 44 Felan Crescent and Sangan Road
 - Gibson Avenue, between Barker Avenue and Sanderson Road
 - Harlow Crescent, entire street
 - Lakeland Drive, between Kipling Avenue and Lightwood Drive
 - Monterrey Drive, between Taysham Crescent and Beaumonde Heights Drive (east intersection)
 - Panorama Court, entire street
 - Riverdale Drive, between Albion Road and Barker Avenue
 - Taysham Crescent, between Beaumonde Heights Drive and Amaron Avenue

Emergency services were consulted on the proposed speed management measures in Thistletown. Toronto Paramedic Services noted that, while speed humps may increase emergency response times, they support traffic calming measures that improve overall community safety. Toronto Police Services confirmed that the proposed traffic calming measures are not expected to impact response times when responding to calls for service. Copies of correspondence from Toronto Paramedic Services are provided in Attachment 4.

Figure 2 shows the locations of changes proposed to address motor vehicle speeding along residential streets in the Thistletown neighbourhood.

the intersection.

Beaumonde Heights Junior Middle School is located on Monterrey Drive. There is an existing pedestrian crossover with a school crossing guard at the intersection of Monterrey Drive and Amaron Avenue.

At both locations, participants identified concerns about non-compliance with posted signs and pick-up and drop-offs occurring at locations other than the assigned areas. Both schools are working with Green Communities Canada (GCC) on a School Travel Plan to help students travel to and from school more safely.

In addition to the traffic calming measures mentioned above (existing on Thistle Down Boulevard, proposed on Calstock Drive near St. John Vianney Catholic School and on Amaron Avenue and Monterrey Drive near Beaumonde Heights Junior Middle School), the following changes are proposed:

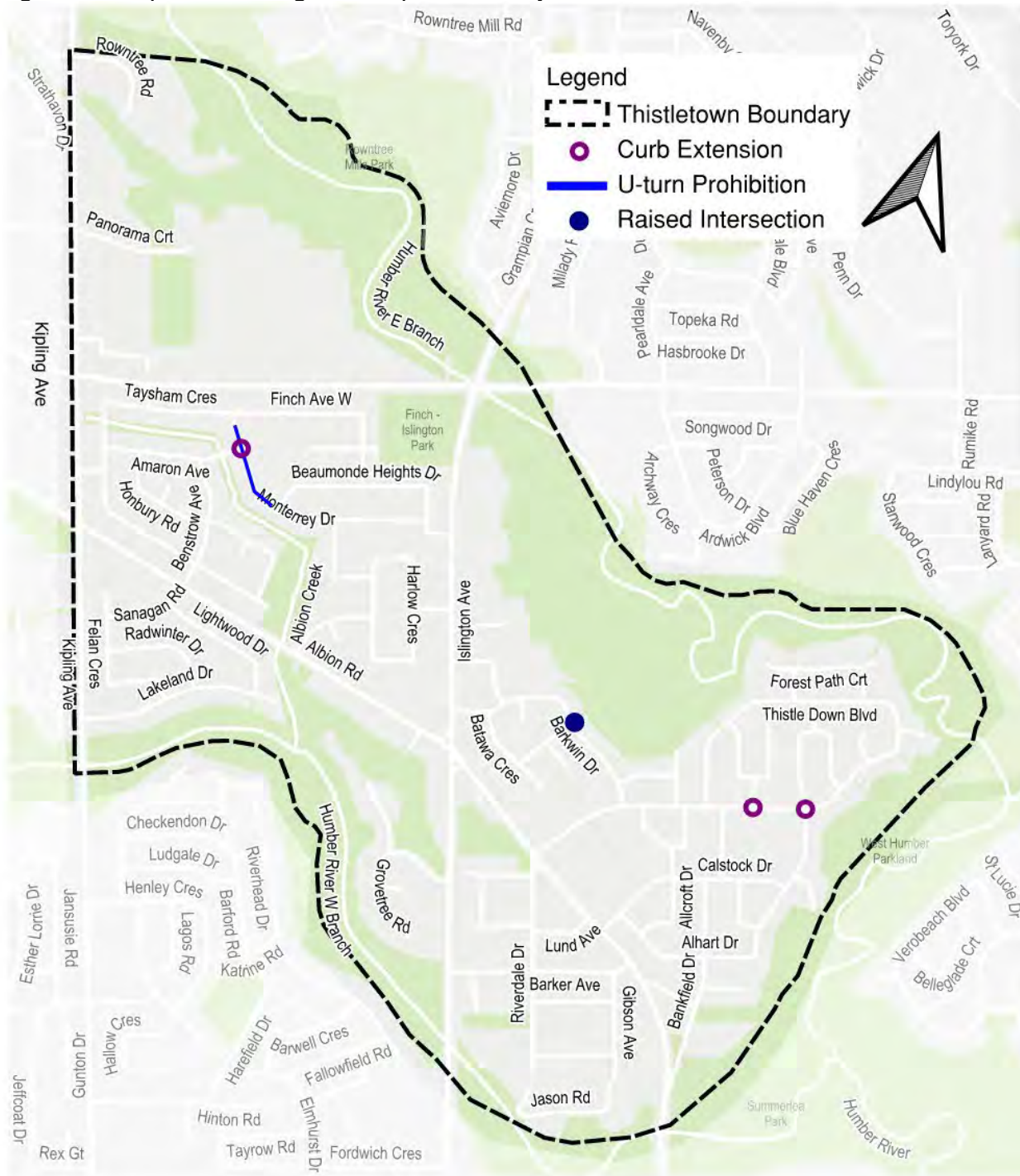
- **Geometric Safety Improvements (GSI)** are changes made to the dimensions and arrangements of the visible features of a roadway. They often include accessibility improvements and reduction of curb radii which reduces the speed of motor vehicles making turns at intersections. GSIs are proposed at the following locations:
 - **Curb extensions at the intersection of Thistle Down Boulevard and Judhaven Road:** This T-intersection, located in front of St. John Vianney Catholic School, serves students walking to and from school within the surrounding streets. Existing safety measures in the area include a pedestrian crossover at Thistle Down Boulevard, a School Crossing Guard supporting both crossings, speed cushions along Thistle Down Boulevard, an in-road speed display sign east of the intersection and a U-turn prohibition along the school on Thistle Down Boulevard. Despite these measures, parents have raised ongoing safety concerns at this location. A curb extension is proposed to increase awareness among people driving of the presence of vulnerable road users and to enhance overall safety in the area.
 - **Curb extensions at the intersection of Thistle Down Boulevard, Alhart Drive and Bridgenorth Crescent:** Located in proximity to St. John Vianney Catholic School, the intersection has been identified by parents and residents as a location of safety concern. Following multiple requests for an all-way stop control at this location, staff reviewed the existing traffic and safety data and determined that this measure did not meet the numerical warrant criteria. As an alternative, a curb extension is proposed to improve visibility, enhance awareness among people driving, and increase safety for all road users at the intersection.
 - **Curb extensions at the intersection of Monterrey Drive and Amaron Avenue:** Similarly to the intersection mentioned above, this is a T-intersection, located in front of Beaumonde Heights Junior Middle School. Existing measures include a pedestrian crossover at Monterrey Drive that serves both legs of the intersection. Proposed measures in the proximity of the intersection include speed humps along Amaron Avenue and Monterrey Drive. Site observations, discussions with school staff and comments from the area included safety

concerns, unauthorized stopping and parking in the area. A curb extension will increase visibility and awareness of people driving in the area to presence of children crossing.

- **U-turn prohibition at all times along Monterrey Drive between Taysham Crescent and Beaumonde Heights Drive:** Concerns regarding vehicles performing U-turn movements in front of Beaumonde Heights Junior Middle School were raised by school staff and parents. These cause conflicts with other vehicles and children crossing. A U-turn prohibition is proposed along Monterrey Drive, 50 metres north of the intersection of Amaron Avenue and 40 metres north of the intersection of Beaumonde Heights Drive. A map of the area and proposed location where U-turn prohibition is proposed is included in Attachment 5.
- **Raised intersection at the east intersection of Barkwin Drive and Batawa Crescent:** A raised intersection is where the entire area of the intersection, inclusive of all crosswalks, is elevated above the adjacent road surface and usually ties into the sidewalk at, or close to grade. The location is an existing all-way stop controlled intersection. The intersection was identified by residents as a location of safety concern during Phase 1 of the project, with reports of high motor vehicle speeds and non-compliance with existing stop controls. Those issues were observed during site visits at the intersection. The location provides pedestrian access to Albion Gardens Park and is within 150 metres of a school property. Barkwin Drive is also functions as the main access road to this area of the neighbourhood. Available traffic counts indicate approximately 1,800 vehicles per day, which is approaching the upper threshold of expected motor vehicle traffic on local streets. A raised intersection would help improve stop compliance among people driving, reduce vehicle speeds as they approach the intersection, and improve visibility of pedestrians accessing the park and surrounding area. Geometric safety improvements in the form of curb extensions and zebra crossings are also proposed at this location to support the safety of vulnerable road users and are described in greater detail in the Proposed Changes for Improvements to Active Transportation section.

Figure 3 shows the locations where changes to address safety concerns near schools are proposed.

Figure 3: Proposed Changes to Improve Safety Near Schools



Proposed Changes to Improve to Active Transportation Infrastructure

Participants frequently expressed the desire for better active transportation and transit infrastructure in the area. Feedback included long distances between crosswalks, desire for improved experience at transit stops, and for increased cycling connectivity. In response to this feedback, staff are proposing the following changes:

- **Relocation of a TTC bus stop at the intersection of Finch Avenue West and Islington Avenue:** Currently, the northbound bus stop is located on the south side

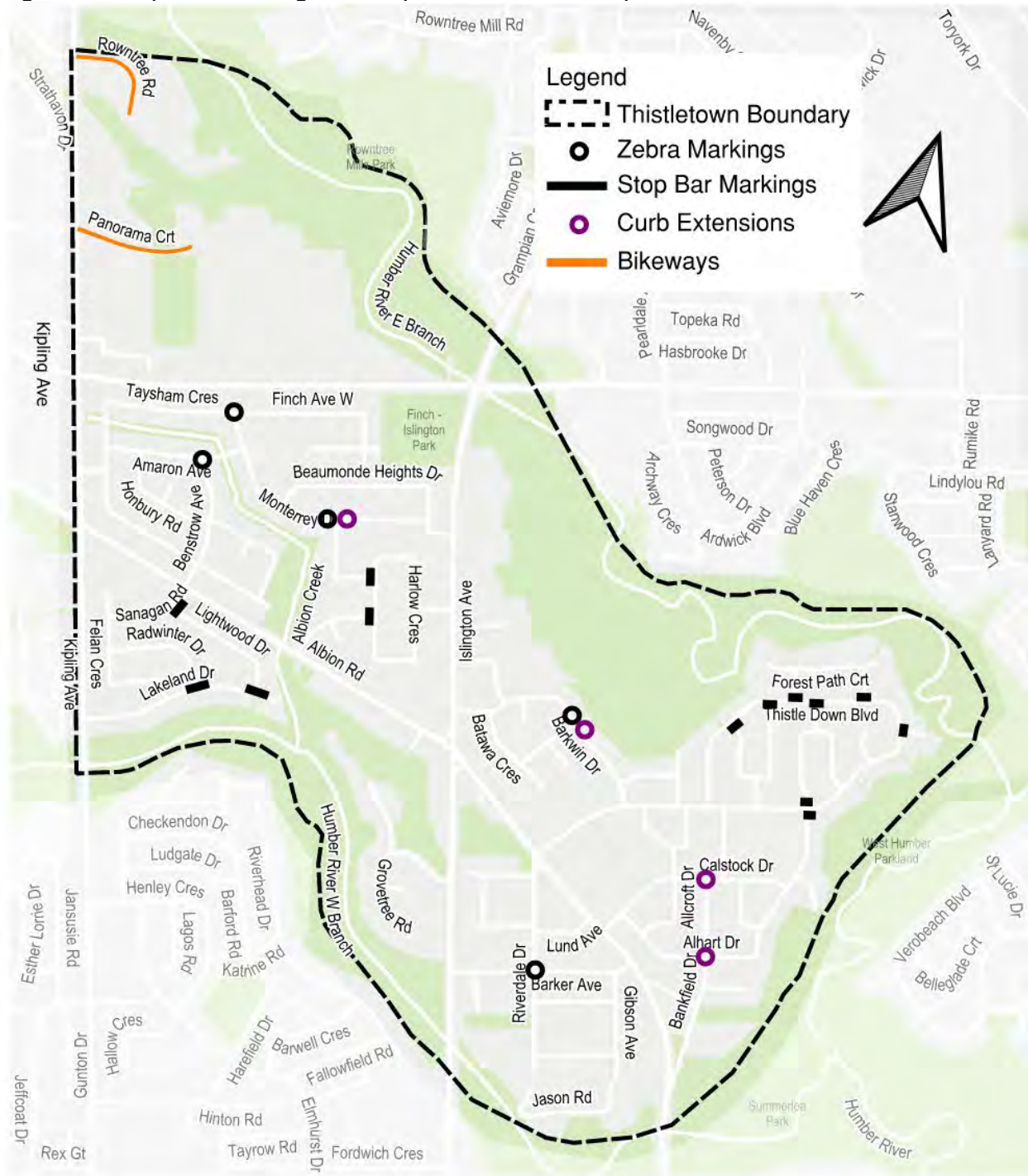
of the intersection, where available sidewalk space is limited. This configuration results in constrained conditions for transit users waiting to board or disembark from buses. To address these concerns, it is proposed that the bus stop be relocated to the north side of the intersection, where additional space is available to accommodate an improved boarding platform. This change, if approved by TTC, is expected to be implemented in the next two years.

- **Pavement markings** play an important safety function on our roads; they communicate information to road users, such as the direction of travel, show turning lanes, mark pedestrian crossings and indicate stop locations. As part of the study, several locations were identified for the addition of new pavement markings. Examples of types of proposed pavement markings include stop bars at stop-controlled intersections, as well as high-visibility crosswalks (zebra markings). The locations and types of new and refreshed pavement markings proposed are identified below:
 - Zebra markings at the intersection of Amaron Avenue and Benstrow Avenue
 - Zebra markings at the east intersection of Barkwin Drive and Batawa Crescent
 - Zebra markings at the intersection of Monterrey Drive and Taysham Crescent
 - Zebra markings at the intersection of Monterrey Drive and Waltham Drive
 - Zebra markings at the intersection of Riverdale Drive and Barker Avenue
 - Stop bar markings at the intersection of Alhart Drive and Bridgenorth Crescent
 - Stop bar markings at the intersection of Harlow Crescent and Waltham Drive
 - Stop bar markings at the intersection of Harlow Crescent and Todd Brook Drive
 - Stop bar markings at the intersection of Lightwood Drive and Lakeland Drive
 - Stop bar markings at the intersection of Radwinter Drive and Lakeland Drive
 - Stop bar markings at the intersection of Sanagan Road and Lightwood Drive
 - Stop bar markings at the intersection of Thistle Down Boulevard and Atwood Place
 - Stop bar markings at the intersection of Thistle Down Boulevard and Bondhead Place
 - Stop bar markings at the intersection of Thistle Down Boulevard and Bridgenorth Crescent
 - Stop bar markings at the intersection of Thistle Down Boulevard and Delabra Road
 - Stop bar markings at the intersection of Thistle Down Boulevard and Dashwood Crescent
 - Stop bar markings at the intersection of Thistle Down Boulevard and Kintail Road
- **Geometric Safety Improvements (GSI)**, in the form of **curb extensions**, are proposed at several locations where safety concerns were identified. All locations are intersections of local streets where the existing curb radii and lane widths exceed current City standards. The resulting excess pavement creates wider turning paths and greater crossing distances than necessary, which can influence driver behaviour and reduce the clarity of space allocation for all road users. These improvements are intended to increase visibility for pedestrians and people driving, as well as reduce pedestrian crossing distances where crossings are present. The locations where these changes are proposed are as follows
 - At the intersection of Allcroft Drive and Calstock Drive

- At the intersection of Bankfield Drive and Alhart Drive
 - At the intersection of Monterrey Drive and Waltham Drive
 - At the east intersection of Barkwin Drive and Batawa Crescent
- **New road safety improvements including bikeways on Rowntree Road and Panorama Court** are recommended for delivery as part of road resurfacing projects in 2027 and are presented in more detail in [Item 2026.IE30.2](#) - Updates on Vision Zero Road Safety Initiatives: Enhancing Safety in School Zones, Permanent Roadside Memorials, Changes to Parking Regulations for Intersection Pedestrian Signals, and Road Safety Improvement Projects at the Infrastructure and Environment Committee. These projects were identified in the Cycling Network Plan prior to the Streets Plan; however, the design options for these routes were presented to the public through the same consultation process. Phase 1 public feedback identified a lack of cycling connections to the Humber River Trail system surrounding the neighbourhood, and interest in more active transportation opportunities more broadly. Phase 2 public feedback informed the design recommendations for these streets as presented to the Infrastructure and Environment Committee. The implementation of these bikeways and road safety improvements would help address several needs expressed by the community through the Neighbourhood Streets Plan. Additional information on proposed designs for Rowntree Road and Panorama Court is available at [Attachment 7](#) of the report above.
 - **An Uncontrolled Crossing on Rowntree Road** between the shopping plaza on the south and the North Kipling Community Centre and North Kipling Junior Middle School on the north.
 - While residents requested a pedestrian crossing protection device at this location and significant pedestrian crossing activity was observed, the location did not meet the numerical warrant criteria for a protected crossing.
 - A protected pedestrian crossing is located approximately 83 metres west at the intersection of Rowntree Road and Kipling Avenue.
 - As an alternative, an uncontrolled crossing is proposed to improve accessibility for pedestrians who choose to cross at this location. Concrete curb ramps and tactile walking surface indicators (TWSIs) are recommended to support accessibility.
 - The accessibility improvements would be delivered as part of the new bikeway and road safety improvement project along Rowntree Road.

The locations of the changes addressing the desire for improvement of active transportation infrastructure are shown in Figure 4 below.

Figure 4: Proposed Changes to Improve Active Transportation



Proposed Changes to Improve Safety at Islington Avenue and Albion Road

Safety concerns at the intersection of Islington Avenue and Albion Road, as well as in the surrounding area, were frequently identified during Phase 1 of the Streets Plan. Participants raised concerns affecting all road users, including drivers, pedestrians, cyclists, and transit users.

Islington Avenue and Albion Road are both major arterial roadways, and the intersection is characterized by multiple commercial plaza driveways on all approaches. This roadway context contributes to complex traffic movements and a high number of potential conflict points.

Concerns raised through public engagement and observed by staff included challenges for pedestrians crossing the intersection when vehicles are making left turns, confusion for drivers related to the existing intersection design, and pedestrians frequently crossing Islington Avenue and Albion Road at unmarked locations.

Over the past 10 years, more than 500 collisions have been reported at the Islington Avenue and Albion Road intersection, with over 100 additional collisions occurring in the surrounding area. In 2016, a pedestrian was fatally struck by a driver near this intersection. Among similarly configured diagonal intersections along Albion Road, it consistently recorded the highest collision metrics during this timeframe.

The City is planning roadway resurfacing projects on both Islington Avenue and Albion Road in the next 2-5 years. Public feedback, staff observations and analysis, and conceptual designs developed as part of the Thistletown Streets Plan have been shared with the design team and will be considered as the designs are developed. While the scope of work at this intersection is still in development, potential changes may include safety improvements that respond to the concerns identified through community feedback and data analysis. These may include modifications or closure of right-turn channels, restrictions on specific turning movements, and the implementation of truck aprons to accommodate larger vehicles while tightening curb radii.

Summary of Proposed Changes

Table 1 below summarizes all changes that are proposed as part of the Thistletown Streets Plan and the expected timing of the proposed changes. A map of proposed changes is included as Attachment 1.

Table 1 List of Proposed Changes

Proposed Change	Location(s)	Estimated Timeline
Traffic calming (speed humps)	<ul style="list-style-type: none"> • Alhart Drive, between Calstock Drive and Thistle Down Boulevard • Amaron Avenue, between Taysham Crescent and Monterrey Drive • Bankfield Drive, between Albion Road and Calstock Drive • Barker Avenue, between Islington Avenue and Gibson Avenue • Benstrow Avenue, between Albion Road and Amaron Avenue • Calstock Drive, between Albion Road and Alhart Drive • Felan Crescent, near 44 Felan Crescent and Sangan Road • Gibson Avenue, between Barker Avenue and Sanderson Road • Harlow Crescent, entire street • Lakeland Drive, between Kipling Avenue and Lightwood Drive • Monterrey Drive, between Taysham Crescent and Beaumonde Heights Drive (east intersection) • Panorama Court, entire street • Riverdale Drive, between Albion Road and Barker Avenue • Taysham Crescent, between Amaron Avenue and Beaumonde Heights Drive • Barkwin Drive, between Islington Avenue and Thistle Down Boulevard 	6 months to 2 years
Raised intersection	<ul style="list-style-type: none"> • Intersection of Barkwin Drive and Batawa Crescent (east intersection) 	2 years to 5 years
Curb extension	<ul style="list-style-type: none"> • Intersection of Allcroft Drive and Calstock Drive • Intersection of Bankfield Drive and Alhart Drive • Intersection of Monterrey Drive and Amaron Avenue • Intersection of Monterrey Drive and Waltham Drive • Intersection of Thistle Down Boulevard, Alhart Drive and Bridgenorth Crescent • Intersection of Thistle Down Boulevard and Judhaven Road 	6 months to 2 years

Proposed Change	Location(s)	Estimated Timeline
	<ul style="list-style-type: none"> • Intersection of Barkwin Drive and Batawa Crescent (east intersection) 	2 years to 5 years
U-turn prohibition	<ul style="list-style-type: none"> • Monterrey Drive, between Taysham Crescent and Beaumonde Heights Drive (near Beaumonde Heights Junior Middle School) 	6 months to 2 years
TTC bus stop re-location	<ul style="list-style-type: none"> • From south side to north side at the intersection of Finch Avenue West and Islington Avenue 	6 months to 2 years
High visibility crosswalk markings	<ul style="list-style-type: none"> • Intersection of Amaron Avenue and Benstrow Avenue • Intersection of Barkwin Drive and Batawa Crescent (east intersection) • Intersection of Monterrey Drive and Taysham Crescent • Intersection of Monterrey Drive and Waltham Drive • Intersection of Riverdale Drive and Barker Avenue 	6 months to 2 years
Add missing stop bars	<ul style="list-style-type: none"> • Intersection of Alhart Drive and Bridgenorth Crescent • Intersection of Harlow Crescent and Waltham Drive • Intersection of Harlow Crescent and Todd Brook Drive • Intersection of Lightwood Drive and Lakeland Drive • Intersection of Radwinter Drive and Lakeland Drive • Intersection of Sanagan Road and Lightwood Drive • Intersection of Thistle Down Boulevard and Atwood Place • Intersection of Thistle Down Boulevard and Bondhead Place • Intersection of Thistle Down Boulevard and Bridgenorth Crescent • Intersection of Thistle Down Boulevard and Delabra Road • Intersection of Thistle Down Boulevard and Dashwood Crescent • Intersection of Thistle Down Boulevard and Kintail Road 	6 months to 2 years
Accessibility improvements to an uncontrolled crossing	<ul style="list-style-type: none"> • Rowntree Road, approximately 83 metres from the intersection of Kipling Avenue and Rowntree Road 	6 months to 2 years

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:

- **Safety improvements to the intersection of Albion Road and Islington Avenue** and the surrounding areas as part of resurfacing projects along the two roads.
- **Add missing sidewalks:** The provision of safe, comfortable, and accessible sidewalks on all public streets is a fundamental objective of the City of Toronto's Vision Zero 2.0 Road Safety Plan. The City's Missing Sidewalk Installation Policy requires that sidewalks are built on both sides of collector and arterial roads, and on one or both sides of local roads. Local roads remain the largest gap in the walking network and generate the highest number of requests for new sidewalk installations. New sidewalks are delivered through the City's Missing Sidewalk Program in one of three scenarios: Bundled with state-of-good repair roadway reconstruction, resurfacing projects and watermain construction; undertaken as stand-alone sidewalk delivery; or as a condition of development or redevelopment. Locations within the neighbourhood that were identified for new sidewalk installation to enhance pedestrian connectivity and improve pedestrian safety are:
 - Harlaw Crescent
 - Waltham Drive
 - Lund Avenue
 - Bradshaw Avenue
 - Stewart Avenue
 - McGillvray Avenue
 - Grovetree Road
 - Disan Court
 - Gibson Avenue, south of Sanderson Road
 - Sims Crescent
 - Jason Road
 - Forest Path Court west of Delabra Road and east of Kintail Road
 - Gibson Avenue, south of Edgebrook Drive

All proposed changes were developed in accordance with City road design guidelines and standards, and in consultation with subject matter experts in road design and traffic operation on City staff. Emergency services were consulted in the development of guidelines and standards and were advised of the proposed speed management changes in Thistletown.

Measures Considered and Not Recommended

Several potential changes identified during the project were studied but are not recommended. A list of these changes, along with the rationale for why they are not included in the proposed Plan, can be found in Attachment 6.

Next Steps and Implementation

Following the Etobicoke York Community Council decision on this report, the Thistletown Streets Plan will proceed from the planning phase into the implementation phase. An email update will be sent to subscribers of the project email list. The project

email inbox will remain open to facilitate correspondence about the implementation phase.

The implementation timeline for each change varies depending on the delivery mechanism that will be used. Changes that will be implemented as part of on-going active projects or annual programs are estimated to be completed within 6 months to 24 months of decision, depending on construction season and city-wide priorities. Other changes aligned with larger initiatives in the City's Capital Plan require more time to coordinate funding, materials, time, and labour. It may take an estimated 5 years to deliver changes that are packaged with larger initiatives in the City's Capital Plan.

The Ward Councillor has been advised of the recommendations of this staff report.

CONTACT

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Manager, Area Transportation Planning, Transportation Services
416-338-7139, michelle.berquist@toronto.ca

SIGNATURE

Mike Barnet
Director, Enforcement & Street Management

ATTACHMENTS

1. Map of Changes Proposed in Thistletown Streets Plan
2. Supporting Analysis for Traffic Calming
3. Speed Hump Location Plans
4. Response from Toronto Emergency Services
5. U-turn prohibition map
6. Measures Not Recommended
7. All-way Stop Control Analysis

Attachment 2: Traffic Calming Analysis

Based on analysis of public feedback, technical research, and review of relevant City policies and programs, the project team investigated the feasibility of installing speed humps OR speed cushions on:

- Alhart Drive, between Calstock Drive and Thistle Down Boulevard
- Amaron Avenue, between Taysham Crescent and Monterrey Drive
- Bankfield Drive, between Albion Road and Calstock Drive
- Barker Avenue, between Islington Avenue and Gibson Avenue
- Barkwin Drive, between Islington Avenue and Thistle Down Boulevard
- Benstrow Avenue, between Albion Road and Amaron Avenue
- Calstock Drive, between Albion Road and Alhart Drive
- Felan Crescent, near 44 Felan Crescent and Sangar Road
- Gibson Avenue, between Barker Avenue and Sanderson Road
- Harlow Crescent, entire street
- Lakeland Drive, between Kipling Avenue and Lightwood Drive
- Monterrey Drive, between Taysham Crescent and Beaumonde Heights Drive (east intersection)
- Panorama Court, entire street
- Riverdale Drive, between Albion Road and Barker Avenue
- Taysham Crescent, between Amaron Avenue and Beaumonde Heights Drive

Existing Conditions

The streets investigated are characterized by the following conditions:

Table 2-1: Existing Conditions

Roadway	Road Class	Number of Lanes	Speed Limit	Sidewalks	Other notes
Alhart Drive	Local	2	30km/h	Both sides	Heavy truck prohibition
Amaron Avenue	Local	2	30km/h	Both sides	Heavy truck prohibition
Bankfield Drive	Local	2	30km/h	No sidewalks south of Edgebrook Drive, sidewalk on one side between Edgebrook Drive and 30 metres south of Alhart Drive, sidewalks on both sides north of Alhart Drive.	Heavy truck prohibition

Roadway	Road Class	Number of Lanes	Speed Limit	Sidewalks	Other notes
Barker Avenue	Local	2	30km/h	Sidewalks on both sides to a point approximately 30 metres from the intersection of Hentob Court, sidewalk on the north side only east of that point.	Heavy truck prohibition
Barkwin Drive	Local	2	30km/h	Both sides	Heavy truck prohibition
Benstrow Avenue	Local	2	30km/h	Both sides	Heavy truck prohibition
Calstock Drive	Local	2	30km/h	Both sides	Heavy truck prohibition
Felan Crescent	Local	2	30km/h	Both sides	Heavy truck prohibition
Gibson Avenue	Local	2	30km/h	No sidewalks	Heavy truck prohibition
Harlow Crescent	Local	2	30km/h	No sidewalks	Heavy truck prohibition
Lakeland Drive	Local	2	30km/h	Both sides	Heavy truck prohibition
Monterrey Drive	Local	2	30km/h	Both sides	Heavy truck prohibition
Panorama Court	Local	2	30km/h	Both sides	Heavy truck prohibition
Riverdale Drive	Local	2	30km/h	One side	Heavy truck prohibition
Taysham Crescent	Local	2	30km/h	Both sides	Heavy truck prohibition

A map of the area and proposed locations of the speed humps/speed cushions is included in Attachment 1.

Study Results

As part of the assessment of the warrant criteria, vehicle speed and volume studies were conducted using data collected between 2020 and 2025.

Table 2-2: Study Results

Roadway	24h vehicle volume	Block length(s)	85th percentile speed	95th percentile speed	Warrant Satisfied?
Alhart Drive between Bankfield Drive and Allcroft Drive	185	Approx. 880 metres	43.5 km/h	48.2 km/h	Yes
Amaron Avenue between Honbury Road and Benstrow Avenue	1,390	Approx. 270 metres	39.6 km/h	46.6 km/h	Yes
Bankfield Drive between Humberland Court and Edgebrook Drive	919	Approx. 146 metres	39.5 km/h	44.6 km/h	Yes
Barker Avenue between Riverdale Drive and Hentob Court	2,403	Approx. 253 metres	42.0 km/h	46.4 km/h	Yes
Barkwin Drive between Batawa Crescent and Ladywood Drive	1,887	Approx. 280 metres	39.2 km/h	43.8 km/h	Yes
Benstrow Avenue between Amaron Avenue and Honbury Road	1,450	Approx. 180 metres	39.9 km/h	46.6 km/h	Yes
Calstock Drive between Allcroft Drive and Alhart Drive	826	Approx. 580 metres	43.6 km/h	48.3 km/h	Yes
Felan Crescent between Lakeland Drive and Radwinter Drive	341	Approx. 383 metres	42.9 km/h	48.5 km/h	Yes

Roadway	24h vehicle volume	Block length(s)	85th percentile speed	95th percentile speed	Warrant Satisfied?
Gibson Avenue between Sanderson Road and Bradshaw Avenue	474	Approx. 315 metres	42.6 km/h	48.0 km/h	Yes
Harlow Crescent between Kingsmoor Gate and Waltham Drive	266	Approx. 795 metres	39.0 km/h	43.1 km/h	Yes
Lakeland Drive between Kipling Avenue and Felan Crescent	1,570	Approx. 500 metres	47.6 km/h	52.6 km/h	Yes
Monterrey Drive between Kipling Avenue and Felan Crescent	1,489	Approx. 364 metres	41.4 km/h	44.9 km/h	Yes
Panorama Court near Kipling Avenue	4,462	Approx. 324 metres	38.8 km/h	43.6 km/h	Yes
Riverdale Drive between Sanderson Road and Bradshaw Avenue	417	Approx. 411 metres	42.0 km/h	47.4 km/h	Yes
Taysham Crescent between Lamella Road and Monterrey Drive	248	Approx. 562 metres	48.0 km/h	53.0 km/h	Yes

The investigation concluded that the eligibility and warrant criteria as outlined in the updated Traffic Calming Policy has been satisfied for all the roads summarized in the table above. Therefore, staff recommend the installation of speed humps on all streets where they are found to be warranted.

Relative Priority and Other Impacts

In the event that the number of approved requests for roadway traffic calming measures exceed the budget allocated for installation, funding for approved installations will be prioritized using a Prioritization Score. This score is made up of a Quantitative Score and a Qualitative Score.

The Quantitative Score is based on the results of the data collection, including travel speeds and traffic volumes to prioritize locations with higher vehicle speeds and volumes.

The Qualitative Score includes:

- Collision history to prioritize locations with a history of serious injury or fatal collisions and those involving a pedestrian or person cycling
- Equity to prioritize equity-deserving communities with a high-concentration of priority populations and those that are transportation disadvantaged
- Expected presence of vulnerable road users (elderly population, school children and pedestrians, including transit riders) to prioritize locations with a higher risk of fatal and serious injury collisions

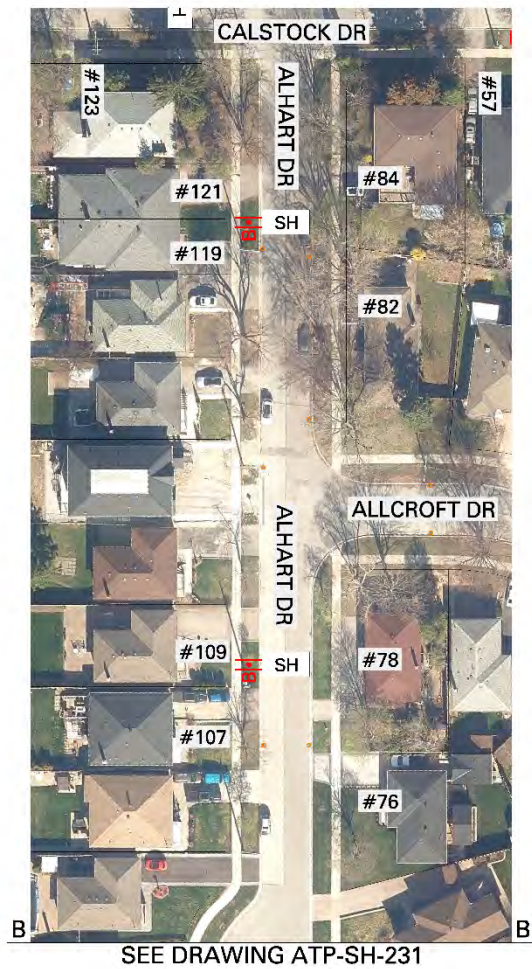
The Quantitative and Qualitative Scores are averaged to provide the complete Prioritization Score. The prioritization scores for the roadways investigated range between 16 and 60, out of a possible 100, and are summarized in Table 2-3.

Table 2-3: Traffic Calming Prioritization Scores

Roadway	From	To	Quantitative Score	Qualitative Score	Prioritization Score
Alhart Drive	Calstock Drive	Thistle Down Boulevard	44	27	36
Amaron Avenue	Taysham Crescent	Monterrey Drive	26	49	38
Bankfield Drive	Albion Road	Calstock Drive	13	27	20
Barker Avenue	Islington Avenue	Gibson Avenue	47	27	37
Barkwin Drive	Islington Avenue	Thistle Down Boulevard	21	37	29
Benstrow Avenue	Albion Road	Amaron Avenue	27	30	29
Calstock Drive	Albion Road	Alhart Drive	50	30	27
Felan Crescent	44 Felan Crescent	Sangan Road	43	35	39

Roadway	From	To	Quantitative Score	Qualitative Score	Prioritization Score
Gibson Avenue	Barker Avenue	Sanderson Road	38	27	33
Harlow Crescent			5	27	16
Lakeland Drive	Kipling Avenue	Lightwood Drive	93	30	62
Monterrey Drive	Taysham Crescent	Beaumonde Heights Drive (east intersection)	27	49	38
Panorama Court	Kipling Avenue		34	33	34
Riverdale Drive	Albion Road	Barker Avenue	32	27	30
Taysham Crescent	Amaron Avenue	Beaumonde Heights Drive	80	39	60

No alterations to parking regulations will be required, nor will the number of parking spaces be affected by the installation of speed humps. Installation of speed humps will have minimal effect on winter services, street cleaning and garbage collection.



SEE DRAWING ATP-SH-231

SH PROPOSED SPEED HUMP



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NOTES:

SPEED HUMP

1. EVERY EFFORT WILL BE MADE TO INSTALL THE SPEED HUMP AS SHOWN ON THE APPROVED DRAWING. HOWEVER, MINOR ADJUSTMENTS MAY BE REQUIRED IN THE FIELD DUE TO EXISTING SITE CONDITIONS SUCH AS UTILITY COVERS, CATCH BASINS, AND DRIVEWAYS.

SIGNAGE

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**SPEED HUMP LOCATIONS PLAN
 ALHART DRIVE
 65 ALHART DRIVE - CALSTOCK DRIVE**

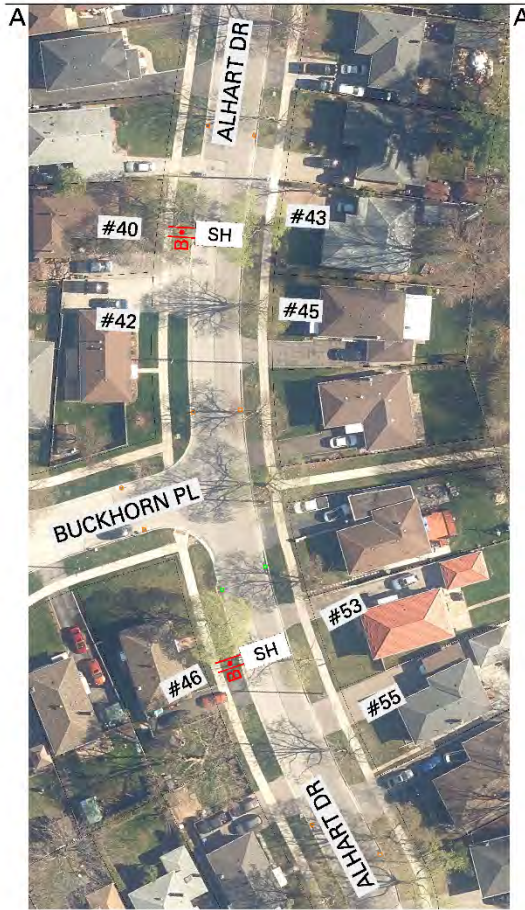
FILE NO. ATP-SH-232

SCALE : N. T. S.

DRAWN BY : M.M

DATE : MAY, 2026

SEE DRAWING ATP-SH-234



SH PROPOSED SPEED HUMP



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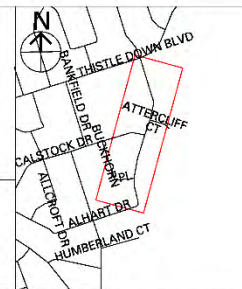
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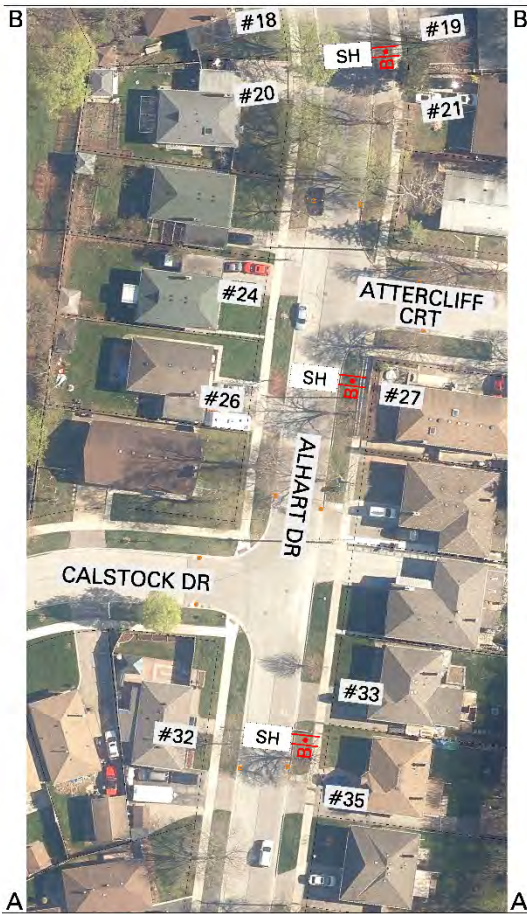
**SPEED HUMP LOCATIONS PLAN
 ALHART DRIVE
 55 ALHART DRIVE - THISTLE DOWN BOULEVARD**

FILE NO. ATP-SH-233

SCALE : N. T. S.

DRAWN BY : M.M

DATE : MAY, 2026



SEE DRAWING ATP-SH-233

SH PROPOSED SPEED HUMPS

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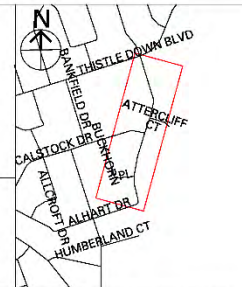
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**SPEED HUMPS LOCATIONS PLAN
ALHART DRIVE
55 ALHART DRIVE - THISTLE DOWN BOULEVARD**

FILE NO. ATP-SH-234

SCALE : N. T. S.

DRAWN BY : M.M

DATE : MAY, 2026



SH PROPOSED SPEED HUMPS

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SPEED HUMPS LOCATIONS PLAN AMARON AVENUE TAYSHAM CRESCENT - MONTERREY DRIVE

FILE NO. ATP-SH-235 SCALE : N. T. S. DRAWN BY : M.M DATE : MAY, 2026

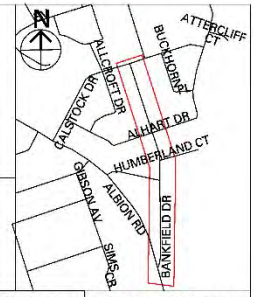
SEE DRAWING ATP-SH-237



SH PROPOSED SPEED HUMPS



NOTES:
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SPEED HUMPS LOCATIONS PLAN BANKFIELD DRIVE ALBION ROAD - CALSTOCK DRIVE

FILE NO. ATP-SH-236 SCALE : N. T. S. DRAWN BY : M.M DATE : MAY, 2026



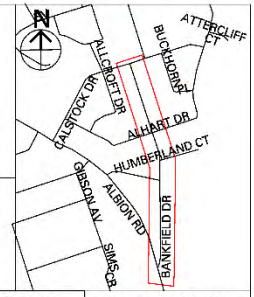
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SPEED HUMP LOCATIONS PLAN BANKFIELD DRIVE ALBION ROAD - CALSTOCK DRIVE

FILE NO. ATP-SH-237	SCALE : N. T. S.	DRAWN BY : M.M	DATE : MAY, 2026
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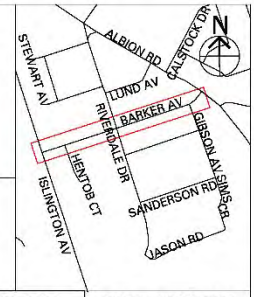
SH PROPOSED SPEED HUMP

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SPEED HUMP LOCATIONS PLAN BARKER AVENUE ISLINGTON AVENUE - ALBION ROAD

FILE NO. ATP-SH-238	SCALE : N. T. S.	DRAWN BY : M.M	DATE : MAY, 2026
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SEE DRAWING ATP-SH-238

SH PROPOSED SPEED HUMP



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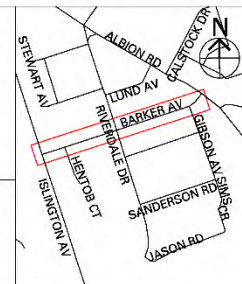
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**SPEED HUMP LOCATIONS PLAN
 BARKER AVENUE
 ISLINGTON AVENUE - ALBION ROAD**

FILE NO. ATP-SH-239

SCALE : N. T. S.

DRAWN BY : M.M

DATE : MAY, 2026



SH PROPOSED SPEED HUMP

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NOTES:
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SPEED HUMP LOCATIONS PLAN BARKWIN DRIVE THISTLE DOWN BOULEVARD - ISLINGTON AVENUE

FILE NO. ATP-SH-240	SCALE : N. T. S.	DRAWN BY : M.M	DATE : MAY, 2026
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SEE DRAWING ATP-SH-240



SH PROPOSED SPEED HUMP

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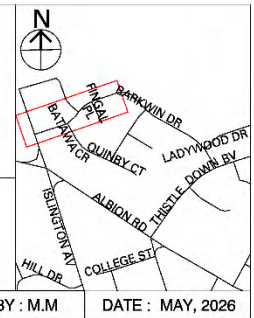
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SPEED HUMP LOCATIONS PLAN BARKWIN DRIVE THISTLE DOWN BOULEVARD - ISLINGTON AVENUE

FILE NO. ATP-SH-241	SCALE : N. T. S.	DRAWN BY : M.M	DATE : MAY, 2026
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SH PROPOSED SPEED HUMP

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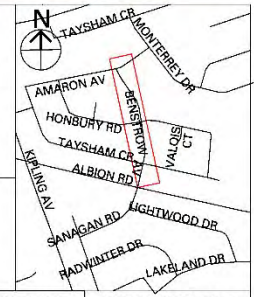
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SPEED HUMP LOCATIONS PLAN BENSTROW AVENUE ALBION ROAD - AMARON AVENUE

FILE NO. ATP-SH-242	SCALE : N. T. S.	DRAWN BY : M.M	DATE : MAY, 2026
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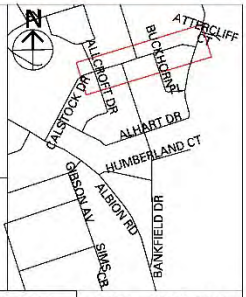
SH PROPOSED SPEED HUMPS

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SPEED HUMPS LOCATIONS PLAN CALSTOCK DRIVE ALBION ROAD - ALHART DRIVE

FILE NO. ATP-SH-244

SCALE : N. T. S.

DRAWN BY : M.M

DATE : MAY, 2026



SH PROPOSED SPEED HUMP

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NOTES:

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SPEED HUMP LOCATIONS PLAN FELAN CRESCENT 38 FELAN CRESCENT - CUL-DE-SAC

FILE NO. ATP-SH-245

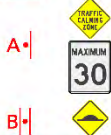
SCALE : N. T. S.

DRAWN BY : M.M

DATE : MAY, 2026



SH PROPOSED SPEED HUMP



NOTES:

SPEED HUMP

1. EVERY EFFORT WILL BE MADE TO INSTALL THE SPEED HUMP AS SHOWN ON THE APPROVED DRAWING. HOWEVER, MINOR ADJUSTMENTS MAY BE REQUIRED IN THE FIELD DUE TO EXISTING SITE CONDITIONS SUCH AS UTILITY COVERS, CATCH BASINS, AND DRIVEWAYS.

SIGNAGE

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**SPEED HUMP LOCATIONS PLAN
GIBSON AVENUE
5 GIBSON AVENUE - BARKER AVENUE**

FILE NO. ATP-SH-246

SCALE : N. T. S.

DRAWN BY : M.M

DATE : MAY, 2026

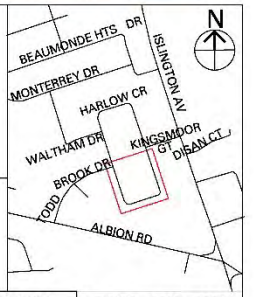


SH PROPOSED SPEED HUMP

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SPEED HUMP LOCATIONS PLAN HARLOW CRESCENT TODD BROOK DRIVE - KINGSMOOR GATE

FILE NO. ATP-SH-247 SCALE : N. T. S. DRAWN BY : M.M DATE : MAY, 2026



A SEE DRAWING ATP-SH-247 A

SH PROPOSED SPEED HUMP

A-|
B-|



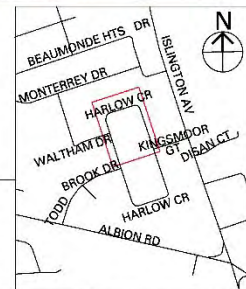
NOTES:

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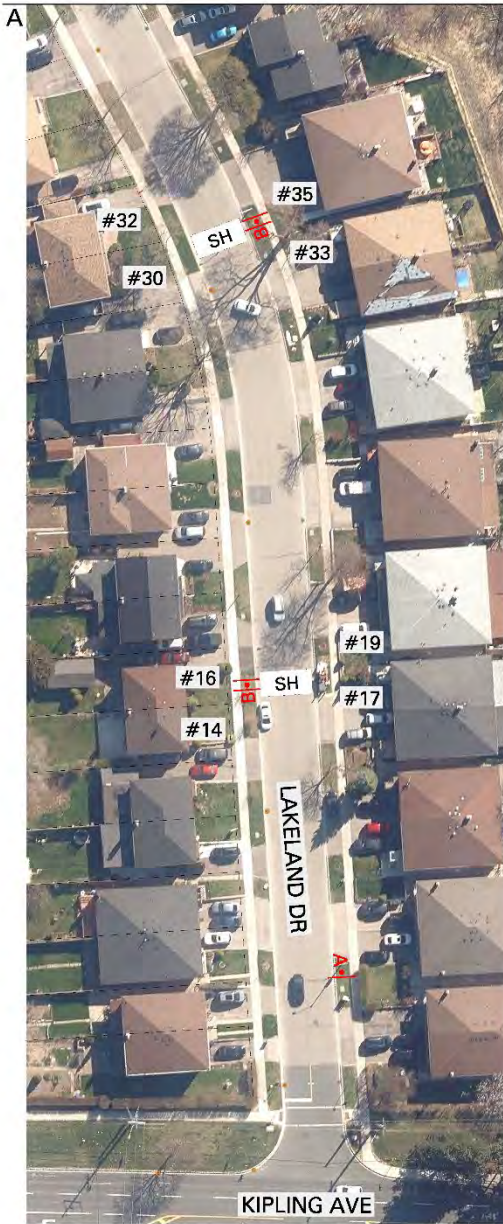
**SPEED HUMP LOCATIONS PLAN
HARLOW CRESCENT
TODD BROOK DRIVE - KINGSMOOR GATE**

FILE NO. ATP-SH-248

SCALE : N. T. S.

DRAWN BY : M.M

DATE : MAY, 2026



SH PROPOSED SPEED HUMP

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NOTES:
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SPEED HUMP LOCATIONS PLAN LAKELAND DRIVE KIPLING AVENUE - LIGHTWOOD DRIVE

FILE NO. ATP-SH-249	SCALE : N. T. S.	DRAWN BY : M.M	DATE : MAY, 2026
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B SEE DRAWING ATP-SH-249 B

SH PROPOSED SPEED HUMP



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**SPEED HUMP LOCATIONS PLAN
LAKELAND DRIVE
KIPLING AVENUE - LIGHTWOOD DRIVE**

FILE NO. ATP-SH-250

SCALE : N. T. S.

DRAWN BY : M.M

DATE : MAY, 2026

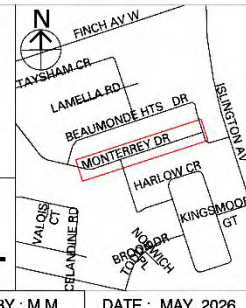


SH PROPOSED SPEED HUMP

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SPEED HUMP LOCATIONS PLAN MONTERREY DRIVE BEAUMONDE HEIGHTS DRIVE - TAYSHAM CRESCENT

FILE NO. ATP-SH-251 SCALE : N. T. S. DRAWN BY : M.M DATE : MAY, 2026



SH PROPOSED SPEED HUMPS



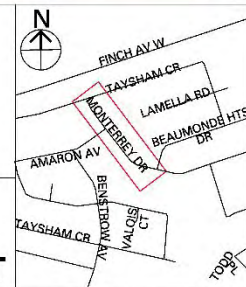
NOTES:

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SPEED HUMPS LOCATIONS PLAN MONTERREY DRIVE BEAUMONDE HEIGHTS DRIVE - TAYSHAM CRESCENT

FILE NO. ATP-SH-252

SCALE : N. T. S.

DRAWN BY : M.M

DATE : MAY, 2026



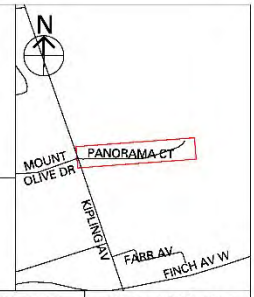
SH PROPOSED SPEED HUMP

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SPEED HUMP LOCATIONS PLAN PANORAMA COURT KIPLING AVENUE - END OF ROAD

FILE NO. ATP-SH-253 SCALE : N. T. S. DRAWN BY : M.M DATE : MAY, 2026

SEE DRAWING ATP-SH-255



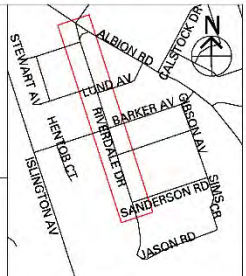
SH PROPOSED SPEED HUMP

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SPEED HUMP LOCATIONS PLAN RIVERDALE DRIVE SANDERSON ROAD - ALBION ROAD

FILE NO. ATP-SH-254 SCALE : N. T. S. DRAWN BY : M.M DATE : MAY, 2026



B SEE DRAWING ATP-SH-254 B

SH PROPOSED SPEED HUMP



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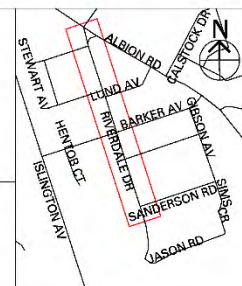
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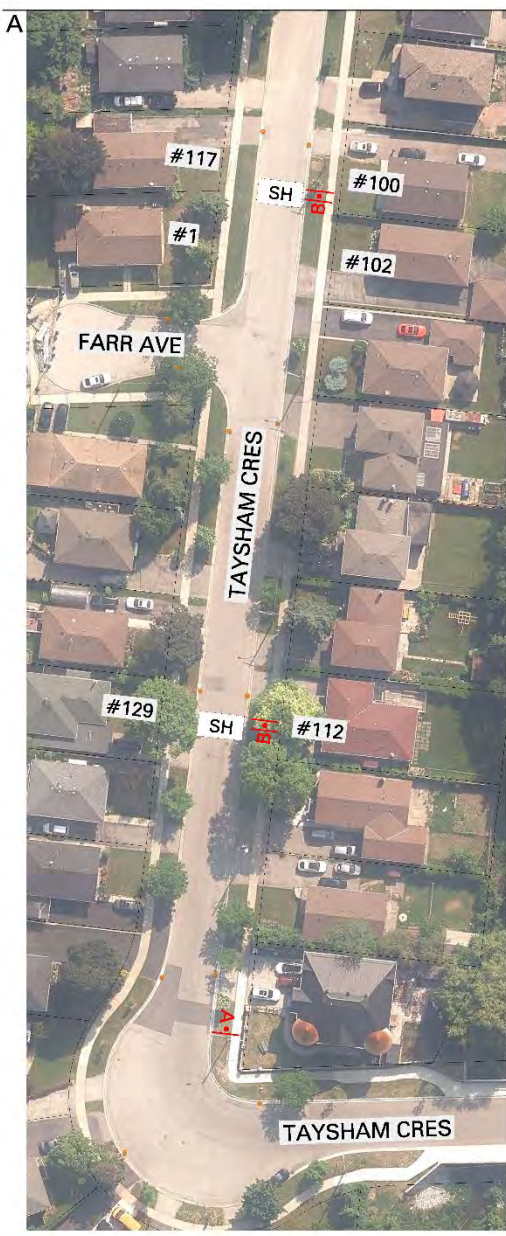
**SPEED HUMP LOCATIONS PLAN
 RIVERDALE DRIVE
 SANDERSON ROAD - ALBION ROAD**

FILE NO. ATP-SH-255

SCALE : N. T. S.

DRAWN BY : M.M

DATE : MAY, 2026



SH PROPOSED SPEED HUMP

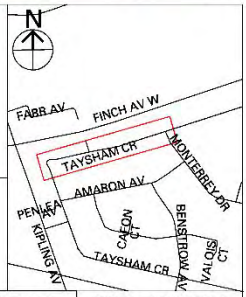
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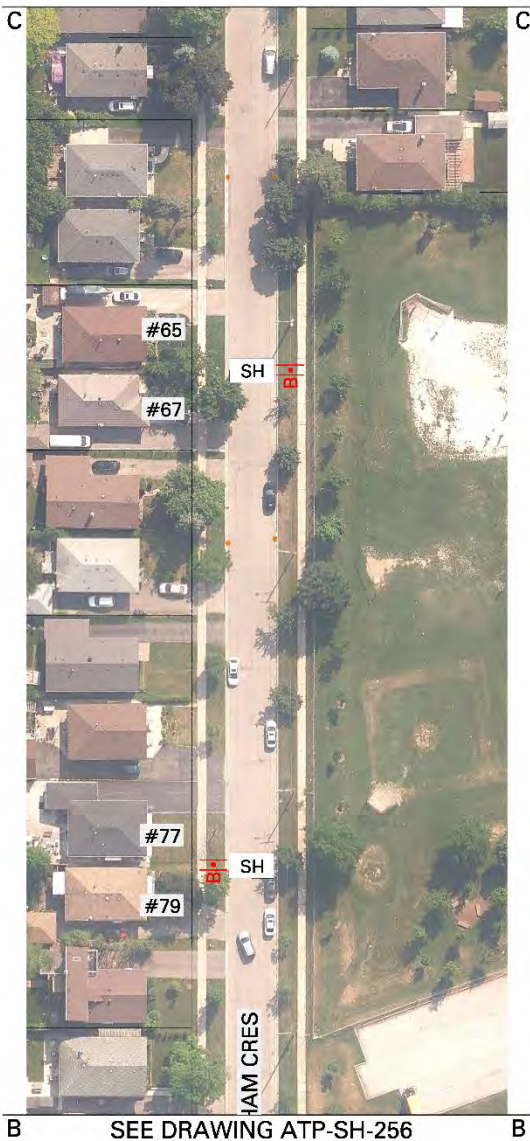
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SPEED HUMP LOCATIONS PLAN TAYSHAM CRESCENT 118 TAYSHAM CRESCENT - MONTERREY DRIVE

FILE NO. ATP-SH-256	SCALE : N. T. S.	DRAWN BY : M.M	DATE : MAY, 2026
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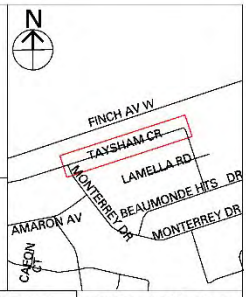
B SEE DRAWING ATP-SH-256 B

SH PROPOSED SPEED HUMP

A | 

B | 

NOTES:
SPEED HUMP
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SPEED HUMP LOCATIONS PLAN TAYSHAM CRESCENT MONTERREY DRIVE - 24 TAYSHAM CRESCENT

FILE NO. ATP-SH-257	SCALE : N. T. S.	DRAWN BY : M.M	DATE : MAY, 2026
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Attachment 4: Response from Toronto Emergency Services

From: EMS Planning
Sent: April 24, 2026 5:47 PM
Cc: EMS Planning
Subject: RE: Proposed Traffic Calming Measures for Thistletown Neighbourhood

We have received and reviewed the proposal for installation of speed humps on the designated roads in the Thistletown neighbourhood, with the following comments:

The installation of speed humps on the designated roads in the Thistletown neighbourhood, will impact response and transport times for residents that reside on the roadway speed humps are installed. Impacts may extend to community members if the designated roads in the Thistletown neighbourhood, serves access to other roadways. It is important that the applicant understands that the installation of traffic calming devices will reduce the speed that emergency vehicles travel when responding to emergencies on roadways where they are installed.

Toronto Paramedic Services is supportive of community initiatives that improve the safety of all citizens of, and visitors to, the City of Toronto. Traffic and pedestrian safety are key components of a healthy neighbourhood, and we endeavour to support the wishes of the community to implement measures to improve upon these components.



Sent: April 23, 2026 10:43 AM
To: EMS Planning <emsplanning@toronto.ca>
Subject: Proposed Traffic Calming Measures for Thistletown Neighbourhood

Hi EMS Team,
My name is Matan, and I lead [Thistletown Streets Plan](#). As part of our study, we aim to improve safety in the area for all road users. Some of our recommendations include traffic calming measures such as speed humps along several streets. These measures are intended to reduce vehicle speeds in locations where excessive speeding has been identified. Below is a list of streets where we are considering recommending speed humps. We don't have the exact number of speed humps and can provide them if needed, when we have them.


Please let me know if you identify any issues with the proposed list. I am happy to answer any questions or comments you may have. If no major issues are identified, please confirm that in your response to this email.

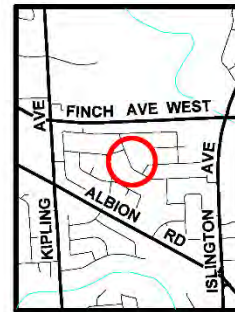
Roadway	From	To
Alhart Drive	Calstock Drive	Thistle Down Boulevard
Amaron Avenue	Taysham Crescent	Monterrey Drive
Bankfield Drive	Albion Road	Calstock Drive
Barker Avenue	Islington Avenue	Gibson Avenue
Barkwin Drive	Islington Avenue	Thistle Down Boulevard
Benstrow Avenue	Albion Road	Amaron Avenue
Calstock Drive	Albion Road	Alhart Drive
Felan Crescent	44 Felan Crescent	Sangan Road
Gibson Avenue	Barker Avenue	Sanderson Road
Harlow Crescent	Entire street	
Lakeland Drive	Kipling Avenue	Lightwood Drive
Monterrey Drive	Taysham Crescent	Beaumonde Heights Drive (east intersection)
Panorama Court	Entire street	
Riverdale Drive	Albion Road	Barker Avenue
Taysham Crescent	118 Taysham Crescent	Beaumonde Heights Drive

Thanks for your assistance,

Attachment 5: U-turn Prohibition Map



 **PROPOSED U-Turn Prohibition Area**



TURN PROHIBITION AMENDMENT MONTERREY DRIVE



FILE NO. EY25 - 054

SCALE : N. T. S.

DRAWN BY : A. A.

DATE : NOV. 2025

Attachment 6: Measures Not Recommended

Several measures identified by the community and staff through the course of the study were studied but not recommended. The most commonly requested changes that are not recommended are listed below, along with the rationale for why they are not recommended in this report.

All-way stop control at several locations:

- The intersection of Thistle Down Boulevard, Alhart Drive and Bridgenorth Crescent
- The intersection of Allcroft Drive and Calstock Drive
- The intersection of Bankfield Drive and Alhart Drive

Residents requested the installation of all-way stop controls at these locations in response to safety concerns related to unsafe driving behaviours, intersection geometry, and reported conflicts involving pedestrians and other vulnerable road users. All locations were reviewed; however, the numerical warrant criteria for all-way stop controls were not met. As an alternative, geometric safety improvements are proposed at these locations, following a review that identified opportunities to tighten curb radii to improve safety. The warrant analysis for the reviewed intersections can be viewed in Attachment 7.

Protected Pedestrian Crossings at several locations:

- The intersection of Islington Avenue and Wardlaw Crescent: This corridor includes a lengthy segment of approximately 580 metres without protected pedestrian crossings between Albion Road and Beaumonde Heights Drive. Transit stops and limited commercial uses are located primarily toward the south end of the corridor near Albion Road. A pedestrian delay study was conducted and did not meet the numerical justification for the installation of a protected crossing at this location. Site observations did not identify a clear pedestrian desire line, and the immediate surrounding area is predominantly residential, with no consistently observed pedestrian destination at the intersection. As a result, a new pedestrian crossing is not recommended at this time. Pedestrian activity at that intersection can be reviewed again once the supportive housing development on Wardlaw Crescent is operational.
- Midblock crossing at Albion Road between Thistle Down Boulevard and Islington Avenue: The section is approximately 340 metres in length and includes commercial uses on both sides of the roadway, with the Thistletown Community Centre located on the south side. While pedestrian activity was observed throughout the section, no single location was identified as a preferred or consistent crossing point. A pedestrian delay study was conducted and the numerical justification for the installation of a protected pedestrian crossing was not met. Opportunities to improve pedestrian safety will be reviewed as part of a planned roadway resurfacing project in the area.

Traffic signals at several locations:

- The intersection of Islington Avenue and Wardlaw Crescent and the intersection of Islington Avenue and Barkwin Drive: Both intersections were reviewed for the installation of traffic signal control. Based on observed traffic conditions, neither

location satisfies the applicable numerical warrant criteria. Additionally, the proximity to the existing signals at Islington Avenue and Albion Road introduces potential operational constraints, such as increased likelihood of queuing interactions, challenges with signal progression, and reduced clarity for drivers.

Left turn restriction from Barkwin Drive to Islington Avenue:

- Based on comments from several residents, a left-turn restriction from Barkwin Drive to Islington Avenue was reviewed. The proximity of this intersection to Islington Avenue and Albion Road (approximately 85 metres) was the main concern. Traffic volumes indicate a significant portion (40%–45%) of vehicles are making a left turn. It is expected that some of these trips would divert to Wardlaw Crescent, which currently carries low vehicular volumes. Based on available data, the restriction could increase traffic on Wardlaw Crescent by approximately 40%.

Traffic calming on Dashwood Crescent and Wardlaw Crescent:

Residents raised concerns regarding non-local traffic contributing to speeding along Dashwood Crescent and Wardlaw Crescent. In response, traffic volume and speed data were collected. The results indicated relatively low traffic volumes compared to the city's road classification system for local streets. In addition, the majority of people driving were observed to be travelling below the speed threshold used to warrant traffic calming measures and the warrant for the recommendation for traffic calming measures was not met. Table 6-1 below shows the most recent speed and volume data on those streets.

Table 6-1: Study Results

Roadway	24h vehicle volume	Block length(s)	85th percentile speed	95th percentile speed	Warrant Satisfied?
Dashwood Crescent between Thistle Down Boulevard east and west	105	Approx. 450 metres	34.6 km/h	41.1 km/h	No
Wardlaw Crescent between Islington Avenue and Barkwin Drive	773	Approx. 690 metres	34.8 km/h	39.1 km/h	No

Access restriction at Barker Avenue:

- request to change the traffic direction on Barker Avenue was raised by several residents. Concerns focused on a perceived increase in non-local traffic and instances of aggressive driving behaviour, with the assumption that drivers may be diverting to avoid the Albion Road and Islington Avenue intersection. Traffic volume data collected on Barker Avenue, between Riverdale Drive and Hentob Court, indicates relatively elevated volumes; however, these remain within the expected range for a local roadway. While volumes do not suggest a capacity-related concern,

speed data indicates a potential issue with excessive speeds. As a result, traffic calming measures are proposed along Barker Avenue.

Attachment 7: All-way Stop Control Analysis

Based on analysis of public feedback, technical research, and review of relevant City policies and programs, the project team investigated the feasibility of installing all-way stop control at the intersections of:

- The intersection of Thistle Down Boulevard, Alhart Drive and Bridgenorth Crescent
- The intersection of Allcroft Drive and Calstock Drive
- The intersection of Bankfield Drive and Alhart Drive

Existing Conditions

The streets investigated are characterized by the following conditions:

Intersection of Thistle Down Boulevard, Alhart Drive and Bridgenorth Crescent:

Thistle Down Boulevard is characterized by the following conditions:

- It is a 2-lane, east-west, collector roadway
- It operates two-way traffic on a pavement width of approximately 9.5 metres
- The speed limit is 30 km/h
- Heavy trucks are prohibited at all times
- TTC service is provided
- A sidewalk is located on both sides of the roadway

Alhart Drive is characterized by the following conditions:

- It is a 2-lane, north-south, local roadway
- It operates two-way traffic on a pavement width of approximately 8.5 metres
- The speed limit is 30 km/h
- Heavy trucks are prohibited at all times
- There is no TTC service provided
- A sidewalk is located on both sides of the roadway

Bridgenorth Crescent is characterized by the following conditions:

- It is a 2-lane, north-south, local roadway
- It operates two-way traffic on a pavement width of approximately 8.5 metres
- The speed limit is 30 km/h
- Heavy trucks are prohibited at all times
- There is no TTC service provided
- A sidewalk is located on both sides of the roadway

These streets intersect to form a right-angled four-leg intersection, with right-of-way controlled by stop signs for northbound and southbound traffic on Alhart Drive and Bridgenorth Crescent.

The portion of Thistle Down Boulevard adjacent to the intersection is designated as a School Safety Zone. The St John Vianney Catholic School is located approximately 70 metres from the intersection. Thistle Down Boulevard is also a Community Safety Zone between Deanlea Court and Bondhead Place. All intersecting streets are residential streets.

Study Results

Collision history provided by the Toronto Police Service for the three-year period ending in 2025, disclosed that no reported collisions occurred at both intersections.

Transportation Services conducted all-way stop control studies at the subject intersections through the course of the Thistletown Streets Plan. The results of the study were evaluated against the warrant criteria for all-way stop control as adopted by City Council. The evaluation is summarized in Table 7-1. Thistle Down Boulevard was considered the major road.

Table 7-1: All-Way Stop Control Study at Thistle Down Boulevard, Alhart Drive and Bridgenorth Crescent

No.	Warrant Type	Actual	Required	Satisfied (Yes/No)
A	Number of Potentially Preventable Collisions (2023 to 2025)	0	9	No
B1	Average Vehicle Volumes	95	375/hour	No
B2	Combined Vehicle & Pedestrian Volumes Crossing at Major Street (Thistle Down Boulevard, Average)	43	150/hour	No
B3	Percentage of Traffic on Major Street	62%	≤70%	Yes

In order for the all-way stop control to be technically warranted, either Warrant A must be met or Warrant B1 or B2 combined with Warrant B3 must be achieved.

Based on the study results, the technical warrants for the installation of all-way stop control:

- Are not satisfied at the intersection of Thistle Down Boulevard, Alhart Drive and Bridgenorth Crescent. Therefore, it is not recommended that all-way stop control be installed.

Intersection of Allcroft Drive and Calstock Drive:

Allcroft Drive is characterized by the following conditions:

- It is a 2-lane, north-south, local roadway
- It operates two-way traffic on a pavement width of approximately 9.5 metres
- The speed limit is 30 km/h
- Heavy trucks are prohibited at all times
- There is no TTC service provided
- A sidewalk is located on both sides of the roadway

Calstock Drive is characterized by the following conditions:

- It is a 2-lane, east-west, local roadway

- It operates two-way traffic on a pavement width of approximately 9.5 metres
- The speed limit is 30 km/h
- Heavy trucks are prohibited at all times
- There is no TTC service provided
- A sidewalk is located on both sides of the roadway

These two streets intersect to form a right-angled four-leg intersection, with right-of-way controlled by stop signs northbound and southbound on Allcroft Drive.

Both roadways are residential local streets. The St John Vianney Catholic School is located along Calstock Drive and has an access point approximately 265 metres.

Study Results

Collision history provided by the Toronto Police Service for the three-year period ending in 2025, disclosed that no reported collisions occurred at both intersections.

Transportation Services conducted all-way stop control studies at the subject intersections through the course of the Thistletown Streets Plan. The results of the study were evaluated against the warrant criteria for all-way stop control as adopted by City Council. The evaluation is summarized in Table 7-4. Calstock Drive was considered the major road.

Table 7-2: All-Way Stop Control Study at Allcroft Drive and Calstock Drive

No.	Warrant Type	Actual	Required	Satisfied (Yes/No)
A	Number of Potentially Preventable Collisions (2023 to 2025)	0	6	No
B1	Average Vehicle Volumes	47	250/hour	No
B2	Combined Vehicle & Pedestrian Volumes Crossing at Major Street (Calstock Drive, Average)	44	100/hour	No
B3	Percentage of Traffic on Major Street	43%	≤70%	Yes

In order for the all-way stop control to be technically warranted, either Warrant A must be met or Warrant B1 or B2 combined with Warrant B3 must be achieved.

Based on the study results, the technical warrants for the installation of all-way stop control:

- Are not satisfied at the intersection of Allcroft Drive and Calstock Drive. Therefore, it is not recommended that all-way stop control be installed.

Intersection of Bankfield Drive and Alhart Drive:

Bankfield Drive is characterized by the following conditions:

- It is a 2-lane, north-south, local roadway
- It operates two-way traffic on a pavement width of approximately 9.5 metres
- The speed limit is 30 km/h
- Heavy trucks are prohibited at all times
- There is no TTC service provided
- A sidewalk is located on both sides of the roadway

Alhart Drive is characterized by the following conditions:

- It is a 2-lane, east-west, local roadway
- It operates two-way traffic on a pavement width of approximately 9.5 metres
- The speed limit is 30 km/h
- Heavy trucks are prohibited at all times
- There is no TTC service provided
- A sidewalk is located on both sides of the roadway

These two streets intersect to form a right-angled four-leg intersection, with right-of-way controlled by stop signs northbound and southbound on Bankfield Drive. Both roadways are residential streets.

Study Results

Collision history provided by the Toronto Police Service for the three-year period ending in 2025, disclosed that no reported collisions occurred at this intersection.

Transportation Services conducted all-way stop control studies at the subject intersections through the course of the Thistletown Streets Plan. The results of the study were evaluated against the warrant criteria for all-way stop control as adopted by City Council. The evaluation is summarized in Tables 7-3 and 7-4. Bankfield Drive was considered the major road in Table 7-3 and Table 7-4 shows a warrant result where Alhart Drive was considered the major road.

Table 7-3: All-Way Stop Control Study at Bankfield Drive and Alhart Drive (major road - Bankfield Drive)

No.	Warrant Type	Actual	Required	Satisfied (Yes/No)
A	Number of Potentially Preventable Collisions (2023 to 2025)	0	6	No
B1	Average Vehicle Volumes	77	250/hour	No
B2	Combined Vehicle & Pedestrian Volumes Crossing at Major Street (Bankfield Drive Average)	35	100/hour	No
B3	Percentage of Traffic on Major Street	58%	≤70%	Yes

Table 7-4: All-Way Stop Control Study at Bankfield Drive and Alhart Drive (major road - Alhart Drive)

No.	Warrant Type	Actual	Required	Satisfied (Yes/No)
A	Number of Potentially Preventable Collisions (2023 to 2025)	0	6	No
B1	Average Vehicle Volumes	77	250/hour	No
B2	Combined Vehicle & Pedestrian Volumes Crossing at Major Street (Alhart Drive, Average)	49	100/hour	No
B3	Percentage of Traffic on Major Street	37%	≤70%	Yes

In order for the all-way stop control to be technically warranted, either Warrant A must be met or Warrant B1 or B2 combined with Warrant B3 must be achieved. Two scenarios were reviewed for this intersection where both intersections were considered the major roadway.

Based on the study results, the technical warrants for the installation of all-way stop control:

- Are not satisfied at the intersection of Bankfield Drive and Alhart Drive. Therefore, it is not recommended that all-way stop control be installed.