

Attachment 5 - Elmhurst Drive & Islington Avenue Road Safety Improvements (Ward 1)

The Elmhurst Drive & Islington Avenue Road Safety Improvements Project is intended to address documented road safety concerns and to coordinate safety upgrades with road resurfacing. Road resurfacing is planned in 2027-2028 on Islington Avenue (Elmhurst Drive to Rexdale Boulevard) and on Elmhurst Drive (Islington Avenue to Albion Road) due to poor pavement condition. A map of the project area and additional project details are provided below.

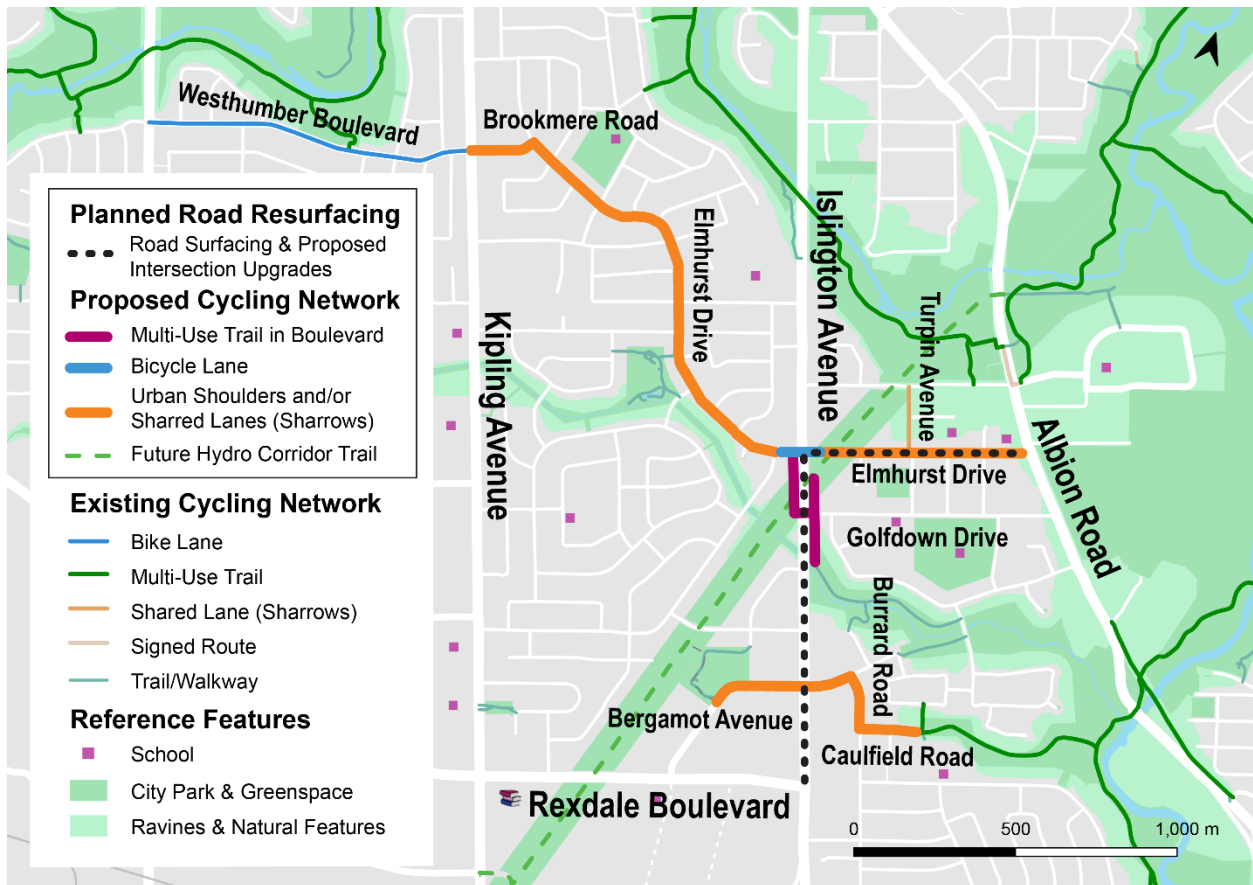


Figure 5-1: Map of Project Area

Intersection safety upgrades are proposed at six (6) intersections along Islington Avenue to improve safety for all road users. New multi-use trails are proposed on portions of Islington Avenue between Elmhurst Drive and Golf Down Drive to connect with existing and future trails in the areas. Existing shared lane markings (sharrows) on Elmhurst Drive, Brookmere Road, Bergamot Avenue, Burrard Road, and Caulfield Road are proposed to remain unchanged. In addition, painted urban shoulders (edge lines) will be added on these roads to narrow driving lanes in line with existing City guidelines and promote slower travel speeds, without changes to parking availability. Painted bicycle lanes will also be installed 30.5 metres east and west of Islington Avenue on Elmhurst Drive to provide connections to the multi-use trail through the intersection.

The project builds on the community-led road safety planning completed through the [Elms–Old Rexdale Neighbourhood Streets Plan \(NSP\)](#) between 2023 and 2025. The NSP included extensive public consultation and identified speeding, traffic safety, and pedestrian safety as key issues in the neighbourhood. The Etobicoke York Community Council approved speed management measures on several streets in the project area, including Elmhurst Drive, as recommended by the NSP. The current project will install speed cushions at two (2) approved locations on Elmhurst Drive, following resurfacing. This project will also prepare trail crossings at two (2) intersections for a future development of a new multi-use trail in the nearby hydroelectric corridor greenspace.

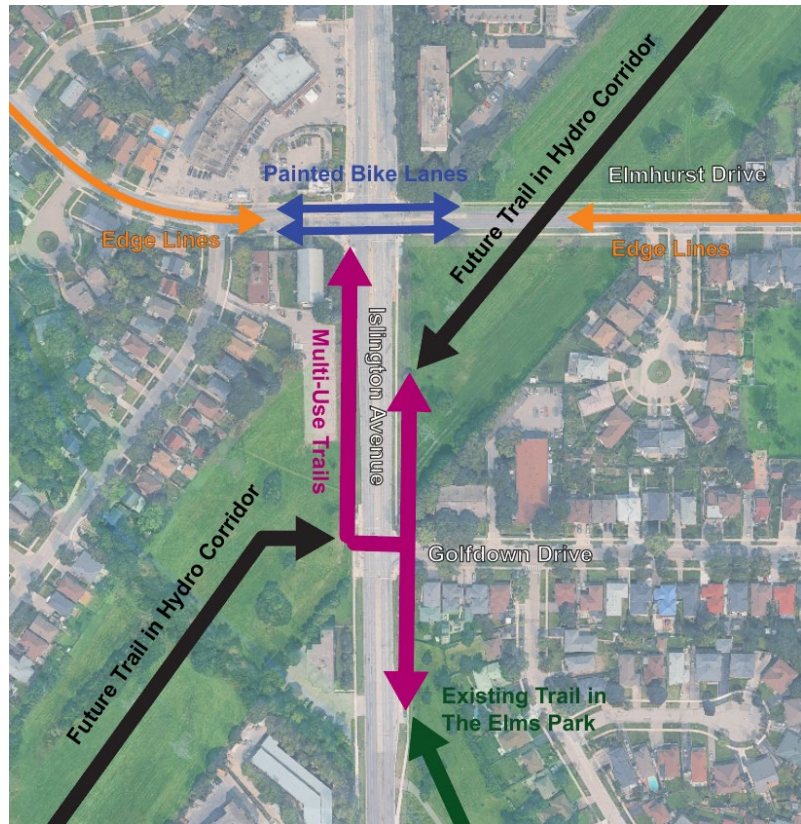


Figure 5-2: Map of Elmhurst Drive and Islington Avenue Area

Existing Conditions

The project area includes Islington Avenue, a major arterial road, and several collector and local roads including Elmhurst Drive, Brookmere Road, Bergamot Avenue, Burrard Road, and Caulfield Road.

Islington Avenue

- Classification: Major arterial
- Cross-section: Two (2) travel lanes per direction with turn lanes at intersections
- Average Annual Daily Traffic (AADT): Approximately 20,000–22,000 vehicles
- Posted speed limit: 50 km/h
- Sidewalks are present on both sides of the road
- No existing cycling facilities

Elmhurst Drive, Brookmere Road, Bergamot Avenue, Burrard Road and Caulfield Road

- Classification: Collector and local roads
- Cross-section: One (1) travel lane per direction
- AADT: Generally moderate volumes where painted bicycle lanes are appropriate.

- Posted speed limit: 40 km/h with observed speeds often exceeding 50 km/h along Elmhurst Drive
- Recently recorded motor vehicle volumes range from 7,100 on Elmhurst Drive (directly east of Islington Avenue) to 7,600 on Bergamot Avenue (directly west of Islington Avenue)
- Sidewalks are present on both sides of the roadway
- Existing cycling treatment consists of shared lane markings (sharrows)

Transit Service

TTC bus service operates along Islington Avenue (routes 94A Islington and 945 Islington Express) and along Elmhurst Drive (routes 994 and 96B) and Bergamot Avenue (route 37A). Existing bus stops are located curbside, with some stops situated mid-block. Transit service is an important consideration in the design, and all proposed changes maintain existing TTC routes and operations. TTC staff have reviewed and support the proposed changes.

School Zones and Road Safety Issues

Several schools and community facilities are located within or near the project area, including Timothy Christian School on Elmhurst Drive. Portions of the area are within designated Community Safety Zones. School-related pedestrian activity is significant during peak periods, and safety concerns related to vehicle speeds and crossing conditions have been identified.

Speeding and safety concerns have been identified across the project area, particularly on Elmhurst Drive, where observed vehicle speeds frequently exceed 50 km/h where the posted limit is 40 km/h. These conditions are of concern given the residential context, presence of schools, and regular pedestrian activity.

Between 2015 and 2025, there were 714 reported collisions within the project area. These collisions involved 44 school-aged children, 128 older adults, 27 people walking, and seven (7) people cycling. Reported injuries included two (2) fatalities, four (4) major injuries, and 210 other injuries. Speeding and turning movements have been identified as contributing factors in several collisions.

The collision history and presence of vulnerable road users underscore the need for speed management, safer street design, and measures to reduce collision severity. These issues were previously identified through the Elms–Old Rexdale Neighbourhood Streets Plan and directly inform the safety improvements proposed through this project.

Existing Parking Supply

Existing three-hour (3-hour) unsigned parking is generally permitted in most of the project area except for along Islington Avenue and in select locations such as TTC bus stops. Additionally, within one (1) block of Elmhurst Drive parking and stopping are currently prohibited on weekdays near Timothy Christian School. Across several observations, on-street parking utilization was generally low -- between five (5) and 12 vehicles -- on all streets in the project area.

Recommended Design

The Elmhurst Drive & Islington Avenue Road Safety Improvements Project advances the Vision Zero Road Safety Plan by reducing collision risk and improving safety for pedestrians, people cycling, school children, and transit users. There are no changes to the number of motor vehicle travel lanes.

The recommended changes include:

- Road resurfacing on Islington Avenue and Elmhurst Drive;
- Intersection safety improvements, such as curb radius reductions, improved crosswalks, truck aprons, and raised crosswalks at six (6) cross-streets, including Elmhurst Drive, Golf Down Drive, Torbolton Drive, Leduc Drive, Bergamot Avenue, the Smart Centres Mall Entrance, and Rexdale Boulevard.;
- Lane narrowing with urban shoulders (painted edge lines) based on current City design standards, which have been shown to reduce vehicle speeds (on street parking and stopping will continue to be permitted within edge lines);
- Traffic calming measures, including previously approved speed cushions on Elmhurst Drive;
- Transit stop improvements, including relocated and upgraded bus stops to improve safety and accessibility;
- No changes to the number of motor vehicle travel lanes or parking regulations;
- Installation of off-street multi-use trails in the boulevard on Islington Avenue between Elmhurst Drive and The Elms Park trail, 130 metres south of Golf Down Drive;
- Painted bicycle lanes to be installed 30.5 metres east and west of Islington Avenue on Elmhurst Drive to provide connections through a protected intersection design. There is no impact to parking due to this change as stopping in the intersection is already restricted; and
- Maintaining existing shared lane markings on parts of Elmhurst Drive, Brookmere Road, Bergamot Avenue, Burrard Road, and Caulfield Road.

Project Specific Impacts

Parking and stopping permissions will not be modified on any portion of the project area. Where urban shoulders are recommended, motor vehicles may continue to be parked within the painted edge line (wheels must be within 30 cm of the curb and may extend over the painted line if width of space is not sufficient for vehicle storage). In addition, people riding bicycles may ride within the painted edge line area but will be required to merge with traffic to pass parked cars, if present. Observed parking demand is low across most project streets, and parking is also available on nearby side streets within a short walking distance. On Bergamot Avenue east of Islington Avenue, the existing on-street parking spaces will remain.

The project maintains all existing TTC routes and service levels. Some bus stops on Islington Avenue are proposed to be relocated to improve pedestrian safety, accessibility, and visibility, and to reduce conflicts between buses, people walking, and

people cycling. The design includes raised transit platforms to provide accessible boarding while maintaining efficient operations.

No motor vehicle travel lanes will be impacted, and roadway capacity remains unchanged. Traffic flow and congestion are primarily influenced by traffic volumes and signal operations, rather than lane widths. Lane narrowing and the addition of cycling facilities are designed to reduce speeding and improve safety, without negatively affecting traffic operations. Speed cushions will also be installed, as approved by Etobicoke York Community Council in June 2025 ([2025.EY23.18](#)).

Consultation

Public and interest group consultation for Elmhurst Drive & Islington Avenue Safety Improvements took place from April 1 to April 26, 2026. Consultation activities included two (2) interest groups meetings, a public drop-in event, online survey, and responding to comments received via phone and email. A total of 27 people attended the in-person drop-in event, and 81 survey responses were received, along with 11 people providing comments by phone and email. Communications to inform the public and interest groups about the project and opportunities to participate included a project web page, interest group emails, 7,563 mailed notices, street signs, and social media posts.

Participants were generally divided over their support for the original project proposal, which initially included designated bicycle lanes on many road segments. In general, nearly all participants were supportive of the proposed changes on Islington Avenue, including the intersection safety improvements and bi-directional multi-use trails. There were also several requests to reduce speeding along local roads in the area.

Many survey responses were supportive of upgrading the current shared lane markings (sharrows) to bicycle lanes, noting this change would improve safety for people cycling. Some participants also expressed a desire for more physical separation for the proposed bike lanes, and some noted that the lanes would provide increased connectivity to other trails and bikeways in the area.

However, many local residents expressed concerns regarding the proposed bicycle lanes and their perceived lack of usage due to existing low number of people observed cycling. Moreover, several residents were unhappy that the installation of bicycle lanes would require removal of on street parking in front of their homes.

After considering feedback from the community, designated bicycle lanes are no longer proposed within the current road safety project. Urban shoulders (painted edge lines) are now included in most areas to narrow the width of driving lanes, and encourage people to drive within posted speed limits. Painted bicycle lanes are now only proposed to be installed on Elmhurst Drive within 30.5 metres of Islington Avenue, on both sides of the road where parking/stopping are not currently permitted.

More information about the project can be found at toronto.ca/Elmhurst.