

Flemingdon Park Streets Plan

Date: June 17, 2026

To: North York Community Council

From: Director, Enforcement and Street Management, Transportation Services

Wards: Ward 16, Don Valley East

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 consultation and design phase of Flemingdon Park 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 Flemingdon Park neighbourhood. Recommended changes include road safety improvements, traffic calming and speed management measures, new and refreshed pavement markings and new pedestrian crossings.

A companion report titled "Traffic Safety Improvement: Gateway Boulevard and Linkwood Lane" dated June 18, 2026, outlines recommended road safety and traffic management changes for locations with Toronto Transit Commission (TTC) service.

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

RECOMMENDATIONS

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

1. North York Community Council authorize the installation of traffic calming (2 speed humps) on Seton Park Road, between Ferrand Drive (east intersection) and Ferrand Drive (west intersection), generally as shown in Attachment 3-1, Drawing No. SH-260, dated May 2026 from the Director, Enforcement and Street Management Transportation Services.

2. Subject to approval of Part 1 above, reduce the speed limit from 50 km/h to 30 km/h on Seton Park Road, between Ferrand Drive (east intersection) and Ferrand Drive (west intersection).

3. North York Community Council authorize the installation of traffic calming (3 speed humps) on Windom Road, between Ferrand Drive (east intersection) and Ferrand Drive (west intersection), generally as shown in Attachment 3-2, Drawing No. SH-265, dated May 2026 from the Director, Enforcement and Street Management Transportation Services.

4. Subject to approval of Part 3 above, reduce the speed limit from 50 km/h to 30 km/h on Windom Road, between Ferrand Drive (east intersection) and Ferrand Drive (west intersection).

FINANCIAL IMPACT

The estimated cost for the installation of one speed hump is estimated to be \$4,000; five speed humps are recommended with a total cost of \$20,000.

Funding of up to \$20,000 for the installation of five of speed humps is available, 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 Flemingdon Park neighbourhood was nominated by residents 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 investigate issues related to traffic operations, road safety, and transportation options. 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 & 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

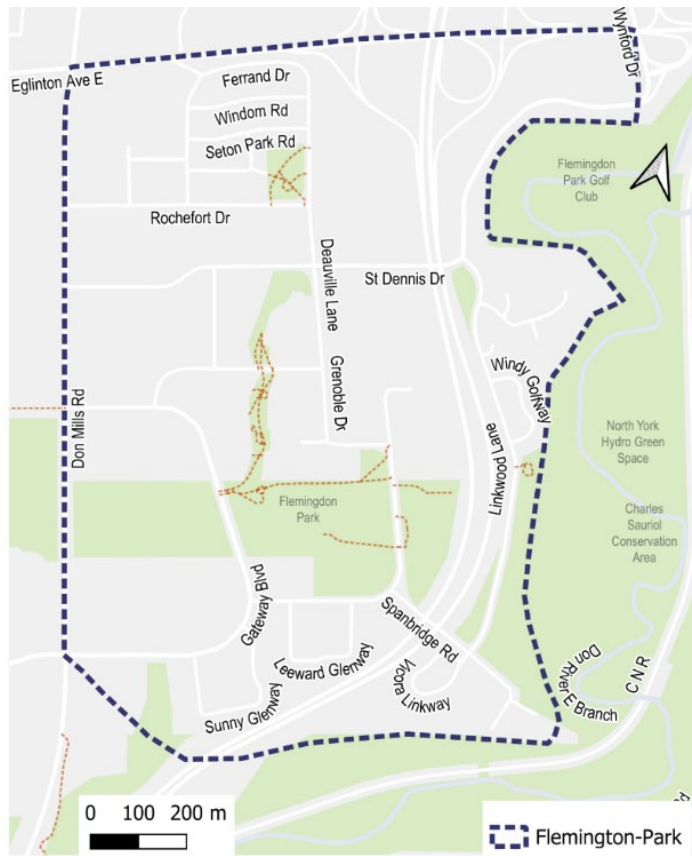
such as Lane Width Guidelines, Curb Radii Guidelines, Accessibility Design Guidelines, On-Street Bikeway Design Guide, Green Streets Technical Guidelines, and Multi-Use Trail Design Guidelines, among others. Finally, proposed changes are informed by infrastructure requirements, state-of-good-repair schedules, 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 Flemington Park

The area considered as part of the Flemington Park Streets Plan is bounded by Eglinton Avenue East (north), Don Mills Road (west), the east branch of the Don River (east) and the intersection of Overlea Boulevard/Gateway Boulevard and Don Mills Road (south).

Figure 1: Map of the study area for the Flemington Park Streets Plan



Community and Street Network Characteristics

The Streets Plan covers a neighbourhood characterized by a diverse and multicultural community, with a population density above the Toronto average. The neighbourhood is home to five schools (Gateway Public School, Grenoble Public School, St. John XXIII Catholic School, Valley Park Middle School, and Marc Garneau Collegiate Institute) serving over 1,000 students, as well as several high-rise buildings and community centres (Dennis R. Timbrell Resource Centre, Flemington Park Library, Flemington Park Community Centre, etc.).

Housing in Flemington Park is predominantly high-rise residential, with limited low-rise homes and some office uses. Approximately 91 per cent of households live in high-rise residential, while 9 per cent live in low-rise housing. A significant increase in high-rise residential development is anticipated in the future.

The neighbourhood includes several parks and sports facilities, including Flemington Park, Ferrand Park, Northeast Playground, Linkwood Lane Park, and E.T. Seton Park, and is also well connected to an extensive network of multi-use trails.

Travel Patterns

People travel to, from, and within the neighbourhood using a variety of modes. According to the 2023 Transportation Tomorrow Survey (TTS), overall, 53% of trips are made by car, while 47% of trips are made by walking, cycling, or transit. This is higher

than the city-wide average of 42% for walking, cycling, and transit trips.

Approximately 23% of households do not own a car and may rely on walking, cycling, transit, or other travel options. Approximately 58% of households have one car, while 19% have two or more cars. Short trips are often made on foot, with about 78% of trips under 1 km made by walking. However, for trips between 1 and 2 km, 59% are made by car.

Public transit service in and around the neighbourhood is provided by several TTC routes, including regular bus service on Route 25 Don Mills, Route 34 Eglinton, and Route 100 Flemingdon Park, express bus service on Route 925 Don Mills Express, community bus service on Route 403 South Don Mills, and the newly opened Line 5 Eglinton Crosstown LRT. Transit service in the area is expected to expand with the completion of Metrolinx's Ontario Line, including the future Flemingdon Park Station near Don Mills Road and Gateway Boulevard and Don Valley Station at Don Mills and Eglinton Avenue East. The Ontario Line is currently expected to be completed in the early 2030s.

Active Transportation Network

The neighbourhood's active transportation network provides a foundation for walking and cycling. In Flemingdon Park, sidewalks are generally present on both sides of most streets. However, east of the Don Valley Parkway, there are some locations where sidewalks are only present on one side of the street. This includes Linkwood Lane, where sidewalks are present on the east side only; St. Dennis Drive north of Linkwood Lane, where sidewalks are present on the west side only; the ramps from St. Dennis Drive to Eglinton Avenue East, where sidewalks are present on the west side only; and the ramp from Ferrand Drive to Eglinton Avenue East, where sidewalks are present on the east side only.

Dedicated bikeways exist on Eglinton Avenue East and on many residential streets, including Gateway Boulevard, Grenoble Drive, Deauville Lane, Ferrand Drive, and Rochefort Drive. Several existing bikeways will be studied for upgrades along Eglinton Avenue East and St. Dennis Drive as part of the Council-approved Cycling Network Plan's 2025–2027 Near-Term Implementation Program.

Road Safety (10 Year Collision History)

Over the past 10 years, 11 collisions in the study area resulted in death or serious injury. This includes four collisions involving older adults aged 65 or older, one of which was fatal, two collisions involving school-aged children, and five collisions involving people in other age groups. The one fatal collision during this period occurred in October 2019 involved a driver striking a pedestrian at the intersection of Don Mills Road and Eglinton Avenue East.

Community Insights and Input

During Phase 1 of public consultation, the project team sent mailed invitations to participate to 14,856 addresses and heard from 260 community members. Community feedback highlighted the following requests for improvement to the street network:

- Improve traffic flow and address congestion, particularly during peak hours and around schools, while considering the impacts of construction, road configuration, and traffic signal operations.
- Enhance pedestrian safety and connectivity by improving crossings, formalizing well-used informal paths, and adding safety features such as pavement markings, curb extensions, and refuge islands where appropriate.
- Improve safety for people cycling while carefully considering community concerns about physically separated bikeways, traffic congestion, emergency vehicle access, and potential conflicts with other road users.
- Review road configurations, including lane widths and one-way operations, to better balance local access, safety, and movement through the neighbourhood.
- Coordinate recommended improvements with planned City projects and construction work to identify opportunities for efficient implementation.

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

The Plan for Flemingdon Park Streets

Based on analysis of public feedback, technical research, and review of relevant City policies and programs, the top three areas of improvement in the neighbourhood are:

- **Road safety for vulnerable road users**, including children, seniors, pedestrians, and people cycling: Residents have raised safety concerns about motor vehicle turning movements, non-compliance with traffic rules, and the need for safer crossings for pedestrians and improved visibility.
- **Excessive speeding**: Residents have raised concerns about motor vehicle speeding along residential streets and through intersections.
- **Traffic congestion**: Residents have raised concerns about high traffic volumes on local roads in the neighbourhood related to non-local traffic as drivers avoid major intersections and arterial roads.

Staff developed a set of proposed changes in response to these issues and hosted a Phase 2 public consultation to invite community feedback and input on the proposed changes.

Community Feedback on the Plan

During Phase 2 of public consultation, the project team sent a mailed notice to 12,671 addresses which stated all proposed changes in a list and in 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. Feedback on the proposals was received from more than 100 community members through a range of consultation activities. This included input from five participants at interest group meetings, 40 participants at pop-up events, 25 local businesses and community organizations,

including schools and places of worship, 66 survey respondents, and six comments received by email or phone.

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

In response to comments received during Phase 2, one new proposed change was added:

- Speed humps on Windom Road, between Ferrand Drive and Ferrand Drive

Additionally, staff conducted a further review of the traffic data used to identify and assess traffic calming opportunities across the study area. Through this review, staff identified an issue with the data previously used to assess speeding concerns on Spanbridge Road. Based on the corrected review, Spanbridge Road did not meet the required criteria for traffic calming. As a result, the proposed speed cushions on Spanbridge Road were removed from the recommended traffic calming plan.

Proposed Changes to Address Road Safety

Residents raised concerns about pedestrian and cycling safety, unsafe turning movements, and non-compliance with traffic rules. These issues create travel conflicts, situations where pedestrians, people cycling, drivers, and transit users come into close interaction, increasing the risk of collisions.

The plan proposes a series of changes designed to reduce conflicts and create a safer, more comfortable environment for all users. Proposed changes include:

- **New crosswalks:** addition of crosswalks to give pedestrians a clearer and more visible place to cross at:
 - Ferrand Drive and Rochefort Drive (both east and west intersections)
- **Improved pavement markings:** to enhance visibility and provide clearer guidance for all road users, at:
 - Ferrand Drive and Rochefort Drive (east intersection): adding new zebra markings to existing crosswalks
 - Gateway Boulevard and Sunny Glenway: refreshing existing pavement markings
 - St. Dennis Drive and Don Mills Road: refreshing existing pavement markings
- **New pedestrian crossover (PXO):** to provide a safer crossing and improve visibility for pedestrians and motor vehicles.
 - Gateway Boulevard at John XXIII Parish Church and the commercial plaza, near the Flemingdon Park trail head
- **Road safety improvements:** painted median extension with flex bollards (short-term) and permanent concrete boulevard extension (medium-term) to prevent illegal U-turns.
 - Gateway Boulevard, at the exit of gas station

Proposed Changes to Address Motor Vehicle Speeding

Arterial roads in this area carry high volumes of fast-moving traffic, which can influence driver behaviour after they turn on to local streets within the neighbourhood. This can result in non-local traffic operating at higher speeds and performing unsafe turning movements at intersections.

Residents have raised concerns about motor vehicle speeding throughout the neighbourhood. In response, the City has already implemented several measures, including lowering speed limits to 40 km/h on collector and arterial roads and updating gateway signage to reflect these changes.

Additional changes that can be made to respond to excessive motor vehicle speeding include:

- **Traffic calming (speed humps):** an effective measure to address motor vehicle speeding, designed and spaced to support comfortable driving at 30 km/h. Speed humps are proposed on:
 - Seton Park Road
 - Windom Road
- **In-road flexible speed signs:** reinforce the posted speed limit, serving as visual and physical reminders to drivers. These are proposed at:
 - St. Dennis Drive from Don Mills Road to Eglinton Avenue East
 - Grenoble Drive near Grenoble Public School
 - Grenoble Drive between Vendome Place and Spanbridge Road
- **Watch your speed signs:** speed display signs that show drivers their current speed and encourage them to drive at an appropriate speed. These are proposed on:
 - St. Dennis Drive between Don Mills Road to Eglinton Avenue East

Consultation with emergency services (Toronto Police Service, Toronto Fire Services and Toronto Paramedic Services) is required to ensure that the design and layout of a traffic calming proposal does not unduly affect their operations. Emergency services were advised of these traffic calming and speed management recommendations.

Toronto Paramedic Services responded indicating that while speed humps will increase emergency response times, they support traffic calming measures that improve overall community safety. Fire and 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 are provided in Attachment 4.

Proposed Changes to Address Motor Vehicle Traffic Volume on Neighbourhood Streets

Residents have raised concerns about motor vehicle traffic volumes within the neighbourhood. The study identified two main sources of these concerns: school-related traffic during drop-off and pick-up times, and non-local drivers using neighbourhood streets to bypass busier corridors such as Don Mills Road and Eglinton Avenue East.

Based on site visits and recent traffic data, the study found that traffic volumes on all neighbourhood streets, including those near schools, are at or below the expected volume for motor vehicle traffic. Based on the Road Classification System the expected volume on local roads is generally up to 2,500 vehicles per day, and the expected volume on collector roads typically ranges from 2,500 to 8,000 vehicles per day. Overall traffic volumes on neighbourhood streets fall within these ranges.

As a result, no traffic volume management measures are proposed as part of this Streets Plan. However, signal timings are under review to improve traffic operations at key intersections. Additionally, the proposed speed management measures may help make neighbourhood roads less attractive to non-local traffic.

- **Signal timing modifications (under review):** Signal timing modifications have been requested for the following locations to address delays and vehicle queuing:
 - Intersection of Gervais Drive and Eglinton Avenue East
 - Intersection of St. Dennis Drive and Don Mills Road
 - Intersection of Don Mills Road and Eglinton Avenue East

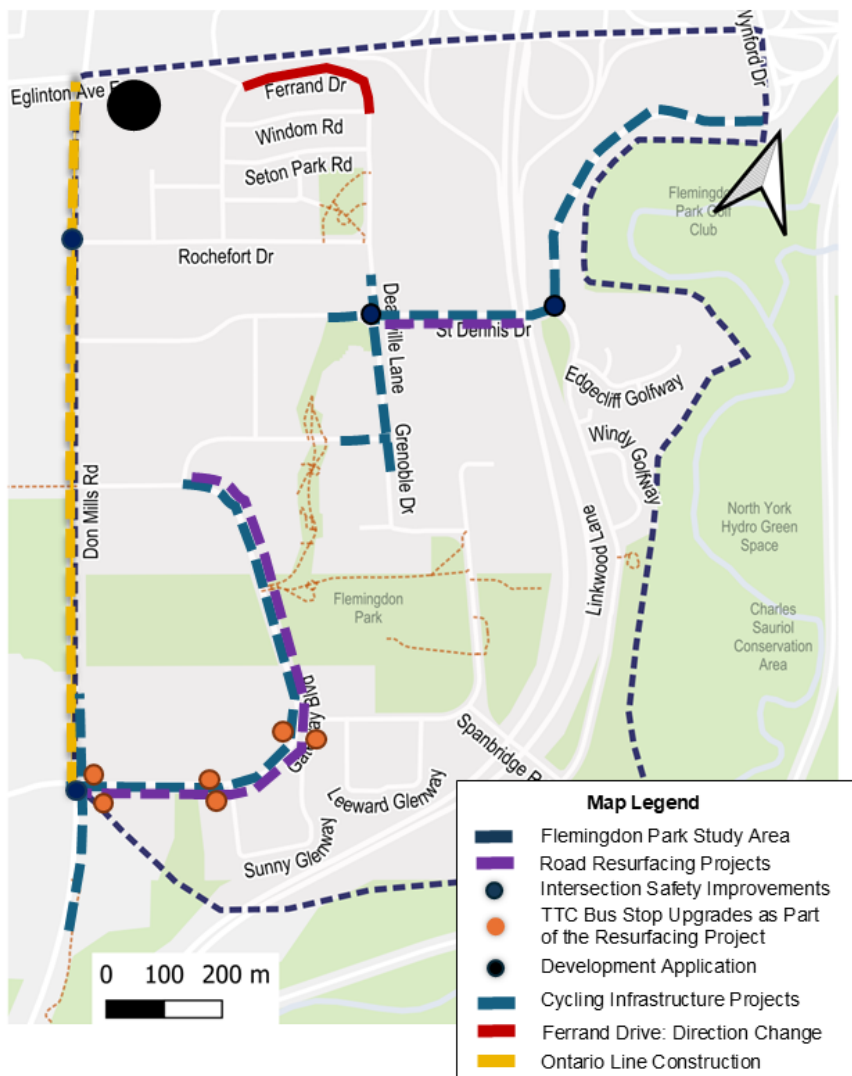
Changes Coming through Other City Projects

Several City projects are planned or already underway in and around the neighbourhood. These projects are relevant to the Streets Plan, as they may influence local travel patterns, affect road safety conditions, and create opportunities to coordinate and implement recommended improvements within their scope of work. In addition to the changes proposed through this Streets Plan, improvements delivered through other these initiatives will help address concerns identified during public consultation. These changes include:

- **Local Road Resurfacing:** Road resurfacing is planned on St. Dennis Drive, from Don Valley Parkway to Deauville Lane, and on Gateway Boulevard, from Don Mills Road to Grenoble Drive. This work will include replacing old asphalt and repairing damaged sidewalks and curbs, accessibility upgrades to improve road conditions, transit stop accessibility, and cycling connections. Work on St. Dennis Drive is planned for 2027, while work on Gateway Boulevard is planned for 2029.
- **Intersection Safety Improvements:** Planned intersection safety improvements include:
 - Don Mills Road, Overlea Boulevard, and Gateway Boulevard: A protected intersection is planned as part of road reconstruction on Don Mills Road, with installation planned for 2027–2028.
 - Linkwood Lane and St. Dennis Drive: A Council-approved traffic signal to improve pedestrian crossing safety and traffic control is planned for implementation in 2026.
 - Don Mills Road and Rochefort Drive: A Council-approved traffic signal is planned at this location to improve pedestrian crossing safety and manage traffic. Implementation is dependent on coordination with Metrolinx and the Ontario Line construction timeline.

- **Deauville Lane and St. Dennis Drive:** The intersection is planned to be rebuilt as a protected intersection, including new bike lanes and bus/bike platforms. Construction is planned for 2026–2027. This project will bring intersection safety, cycling, and transit accessibility improvements. The intersection will be rebuilt as a protected intersection, including removal of the slip lane, new bike lanes, and accessible integrated bus/bike platforms. Construction is planned for 2026–2027.
- **Bus Stop Accessibility Upgrade Gateway Boulevard between Don Mills Road and Grenoble Drive:** Accessible, integrated bus/bike platforms are planned at bus stops on Gateway Boulevard between Don Mills Road and Grenoble Drive. These upgrades are planned as part of road resurfacing and cycling infrastructure projects, with installation planned for 2029.
- **Development application, 805 Don Mills Road:** Road design changes to improve intersection alignment, local access, and road network connectivity are planned as part of the proposed development at 805 Don Mills Road. This includes a new street, realignment of the intersection, removal of the existing ramp, and creation of a new intersection. Construction is targeted to begin in 2030.
- **Cycling Infrastructure:** Several cycling infrastructure projects are planned in the area, including:
 - Gateway Boulevard: Upgrades to existing bikeways, with installation planned for 2029.
 - Deauville Lane between Grenoble Drive and St. Dennis Drive: New on-street bikeway, with installation planned for 2026.
 - Don Mills Road: New cycling infrastructure and bus/bike platforms near Overlea Boulevard, with installation planned for 2027–2028.
 - St. Dennis Drive between Linkwood Lane and Deauville Lane: Upgrades to existing bikeways, with installation planned for 2027.
 - St. Dennis Drive from Linkwood Lane to the Eglinton East/St. Dennis ramp: New multi-use trails, with installation planned for 2030.
- **Ferrand Drive:** A change to the existing one-way motor vehicle operation on Ferrand Drive is planned for 2026–2027. The street is currently one-way westbound. The report recommends switching to one-way eastbound from Windom Road (east) to the on-ramp from Eglinton Avenue East to Ferrand Drive and to two-way travel from the on-ramp to Windom Road (west). This change was considered by Infrastructure and Environment Committee on June 10, 2026 in item [2026.IE30.2 - Attachment 10](#). More information on the Ferrand Drive Area Safety Improvements project can be found on the project website: toronto.ca/Ferrand.
- **Ontario Line Construction on Don Mills Road:** Underground utility work is currently underway on Don Mills Road to prepare for future Ontario Line tracks and stations. The Ontario Line is scheduled for completion by 2030.

Figure 2: Map of Related City Projects in the Area



Summary of All Proposed Changes

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

Table 1: Summary of Proposed Changes

Proposed Change	Location(s)	Estimated Timeline
New or improved pavement markings	- Intersection of Gateway Boulevard and Sunny Glenway - Intersection of St. Dennis Drive & Don Mills Road - East intersection of Ferrand Drive and Rochefort Drive	Short-term (6 to 24 months)
New pedestrian crossings	New pedestrian crossover (PXO) - Gateway Boulevard at John XXIII Parish Church and the commercial plaza New crosswalk - Intersection of Ferrand Drive and Rochefort Drive (both east and west intersections)	Short-term (6 to 24 months)
Road safety improvement (changes to road design and geometry)	Gateway Boulevard, at the exit of gas station - Painted median extension with flex bollards (short-term) - Permanent concrete boulevard extension (medium-term)	Short-term (6 to 24 months) Medium-term (2 to 5 years)
Traffic calming (speed humps and speed cushions)	Speed humps - Seton Park Road, between Ferrand Drive and Ferrand Drive - Windom Road, between Ferrand Drive and Ferrand Drive Speed cushions - Linkwood Lane, between Spanbridge Road and St. Dennis Drive	Short-term (6 to 24 months)
Other speed management measures	In-road flexible speed signs - St. Dennis Drive between Don Mills Road to Eglinton Avenue East - Grenoble Drive at Grenoble Public School - Grenoble Drive between Vendome Place and Spanbridge Road ‘Watch your speed’ sign - St. Dennis Drive between Don Mills Road to Eglinton Avenue East	Short-term (6 to 24 months)
Signal timing modification (under review)	- Gervais Drive and Eglinton Avenue East - St. Dennis Drive and Don Mills Road - Don Mills Road and Eglinton Avenue	Short-term (6 to 24 months)

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.

Measures Considered but 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 5.

Next Steps and Implementation

Following the North York Community Council decision on this report and companion report entitled "Traffic Safety Improvement: Gateway Boulevard and Linkwood Lane", the Flemingdon Park 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 throughout the implementation phase.

The implementation timeline for each change varies depending on budget availability, staffing, and 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 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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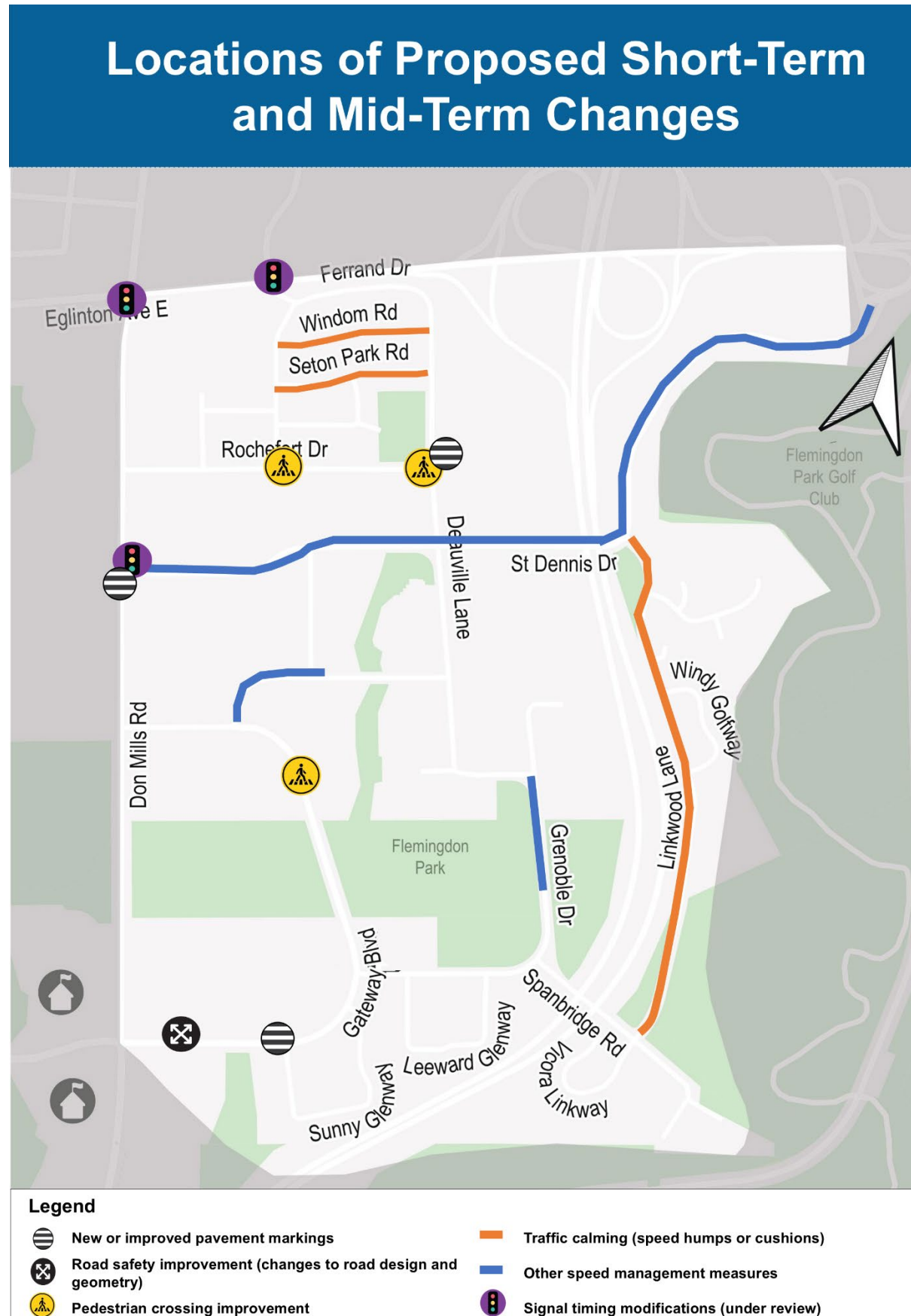
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Mike Barnet
Director, Enforcement and Street Management

ATTACHMENTS

1. Map of changes proposed in Flemingdon Park Streets Plan
2. Supporting analysis for traffic calming
3. Traffic calming location plans
4. Responses from Toronto Emergency Services
5. Measures considered but not recommended

Attachment 1: Map of All Changes Proposed



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 on:

- Seton Park Road, between Ferrand Drive and Ferrand Drive
- Windom Road, between Ferrand Drive and Ferrand Drive

Existing Conditions

The streets investigated are characterized by the following conditions:

Table 1: Existing Conditions

Roadway	Road Class	Number of Lanes	Speed Limit	Sidewalks	Other notes
Seton Park Road	Local	2	30	On both sides	Heavy Vehicles Prohibited
Windom Road	Local	2	30	On both sides	Heavy Vehicles Prohibited

Study Results

As part of the assessment of the warrant criteria, vehicle speed and volume study was conducted using data collected in November 2025.

Table 2: Study Results

Roadway	24h vehicle volume	Block length	85th percentile speed	95th percentile speed	Warrant Satisfied?
Seton Park Road	347	250m	38.1km/h	43km/h	Yes
Windom Road	527	286m	38.7km/h	43.9km/h	Yes

The investigation concluded that the eligibility and warrant criteria as outlined in the updated Traffic Calming Policy has been satisfied for Seton Park Road and Windom Road as summarized in the table above. Therefore, staff recommend the installation of speed humps on both roads.

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 Seton Park Road is 23 out of a possible 100, and for Windom Road is 25 out of a possible 100 are summarized in the table below.

Table 3: Traffic Calming Prioritization Scores

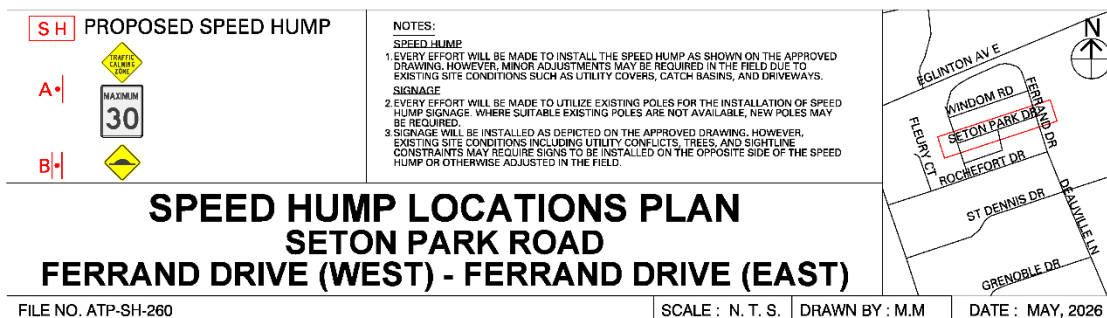
Roadway	From	To	Quantitative Score	Qualitative Score	Prioritization Score
Seton Park Road	Ferrand Drive (western intersection)	Ferrand Drive (eastern intersection)	1	45	23
Windom Road	Ferrand Drive (western intersection)	Ferrand Drive (eastern intersection)	9	40	25

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.

Location plans for all speed humps are included in Attachment 3.

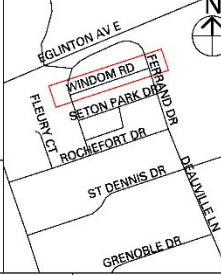
Attachment 3: Traffic Calming Location Plans

Attachment 3- 1: Traffic Calming (speed humps) Location Plan for Seton Park Road



Attachment 3- 2: Traffic Calming (speed humps) Location Plan for Windom Road



[SH] PROPOSED SPEED HUMP A•  B• 	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 2. EVERY EFFORT WILL BE MADE TO UTILIZE EXISTING POLES FOR THE INSTALLATION OF SPEED HUMP SIGNAGE. WHERE SUITABLE EXISTING POLES ARE NOT AVAILABLE, NEW POLES MAY BE REQUIRED. 3. SIGNAGE WILL BE INSTALLED AS DEPICTED ON THE APPROVED DRAWING. HOWEVER, EXISTING SITE CONDITIONS INCLUDING UTILITY CONFLICTS, TREES, AND SIGHTLINE CONSTRAINTS MAY REQUIRE SIGNS TO BE INSTALLED ON THE OPPOSITE SIDE OF THE SPEED HUMP OR OTHERWISE ADJUSTED IN THE FIELD.	
SPEED HUMP LOCATIONS PLAN WINDOM ROAD FERRAND DRIVE (WEST) - FERRAND DRIVE (EAST)		
FILE NO. ATP-SH-265	SCALE : N. T. S. DRAWN BY : M.M	DATE : MAY, 2026

Attachment 4: Responses from Toronto Emergency Services

RE: Proposed Traffic Calming Measures in Flemingdon Park Neighbourhood



EMS Planning

Cc: EMS Planning

Good morning [REDACTED]

We have received and reviewed the proposal for installation of speed humps on the designated roadways in the Flemingdon Park community, with the following comments:

The installation of speed humps on the designated roadways in the Flemingdon Park community, 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 roadways in the Flemingdon Park community, 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.



Attachment 5: Measures Considered but not Recommended

Change and Location	Considerations
Relocation of Pedestrian Crossover (PXO) on Grenoble Drive at Grenoble Public School	Relocation of the Pedestrian Crossover (PXO) was reviewed but is not feasible. If relocated, the PXO will not meet the required distance from the signalized intersection at Grenoble Drive and Gateway Boulevard and from residential driveways.
Removal of “No Right Turn on Red” at the intersection of Don Mills Road and Gateway Boulevard	This turning restriction was installed as a safety measure in response to past collisions and conflicts between right-turning vehicles and people walking or cycling.
Addition of a Pedestrian Crossover (PXO) at Linkwood Lane and Shady Golfway	The current traffic data does not warrant a Pedestrian Crossover at this location. However, a new traffic signal is planned to be installed ~80 metres north at the intersection of Linkwood Lane and St. Dennis Drive and will provide a controlled crossing for pedestrians.
Addition of the missing crosswalk at the south approach of Gateway Boulevard and Grenoble Drive intersection	The traffic data, including collision history, at this location does not support a new crosswalk on the south approach. A new crosswalk may also create conflicts with left-turning vehicles and increase delays. Moving the TTC stop to better align with the north crosswalk was also studied but is not feasible due to existing and planned transit routes.
Speed management measures for Grenoble Drive (between Gateway Boulevard and Spanbridge Road)	Safety measures under the Vision Zero School Safety Zone program have been installed on this roadway. Traffic calming is not recommended, as speed data was reviewed and the warrant for traffic calming was not met.
Removal of food trucks along Gateway Boulevard	Site visits confirm no sightline concerns due to the food trucks at this location. The trucks are licensed to operate, provided that they are parked within the designated Green P spaces.