

Traffic Safety Improvement: Gateway Boulevard and Linkwood Lane

Date: June 17, 2026

To: North York Community Council

From: Director, Enforcement and Street Management, Transportation Services

Wards: Ward 16, Don Valley East

SUMMARY

As the Toronto Transit Commission (TTC) operates a transit service on Gateway Boulevard and Linkwood Lane, City Council approval of this report is required.

In consultation with the local community, staff developed a Neighbourhood Streets Plan for the Flemingdon Park neighbourhood that investigated speeding of motor vehicles, road safety for vulnerable road users, and other mobility issues. A companion report to North York Community Council titled Flemingdon Park Streets Plan, dated June 18, 2026, outlines the plan.

The plan proposes changes on two roads which the Toronto Transit Commission (TTC) operates a transit service:

- Installing speed cushions and reducing the speed limit on Linkwood Lane between Spanbridge Road and St. Dennis Drive
- Installing a pedestrian crossover on Gateway Boulevard at a point near the John XXIII Parish Church (east side) and the commercial plaza (west side) which will also be used to access the trails in Flemingdon Park

RECOMMENDATIONS

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

1. City Council authorize the installation of traffic calming (11 speed cushions) on Linkwood Lane, between Spanbridge Road and St. Dennis Drive, generally as shown in Attachments 1-1 and 1-2, Drawing No. SC-262 and SC-263, dated May 2026 from the Director, Enforcement and Street Management Transportation Services.

2. Subject to approval of and in conjunction with the installation of speed cushions:
 - a. City Council reduce the speed limit from 40 km/h to 30 km/h on Linkwood Lane between St. Dennis Drive and Spanbridge Road.
 - b. Amend parking regulations as generally described in Attachment 1-3 to the report (June 18, 2026) from the Director, Enforcement and Street Management Transportation Services, in conjunction with the installation of speed cushions on Linkwood Lane.
3. City Council authorize the installation of a pedestrian crossover on Gateway Boulevard at a point approximately 212 meters south of Grenoble drive.

FINANCIAL IMPACT

The estimated cost for the installation of one speed cushion is estimated to be \$4,000, 11 speed cushions are recommended on Linkwood Lane with a total of \$44,000.

The estimated cost for installing a pedestrian crossover (PXO) on Gateway Boulevard is \$160,000 including all civil work and signage changes.

Funding of up to \$204,000 is available for these capital projects 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

In consultation with the local community, staff developed a Neighbourhood Streets Plan for Flemington Park. This report is a companion to a report to North York Community Council titled Flemington Park Streets Plan dated June 18, 2026, which outlines the full plan, including recommendations to improve safety for vulnerable road users, speed management, and transportation options.

Proposed Changes

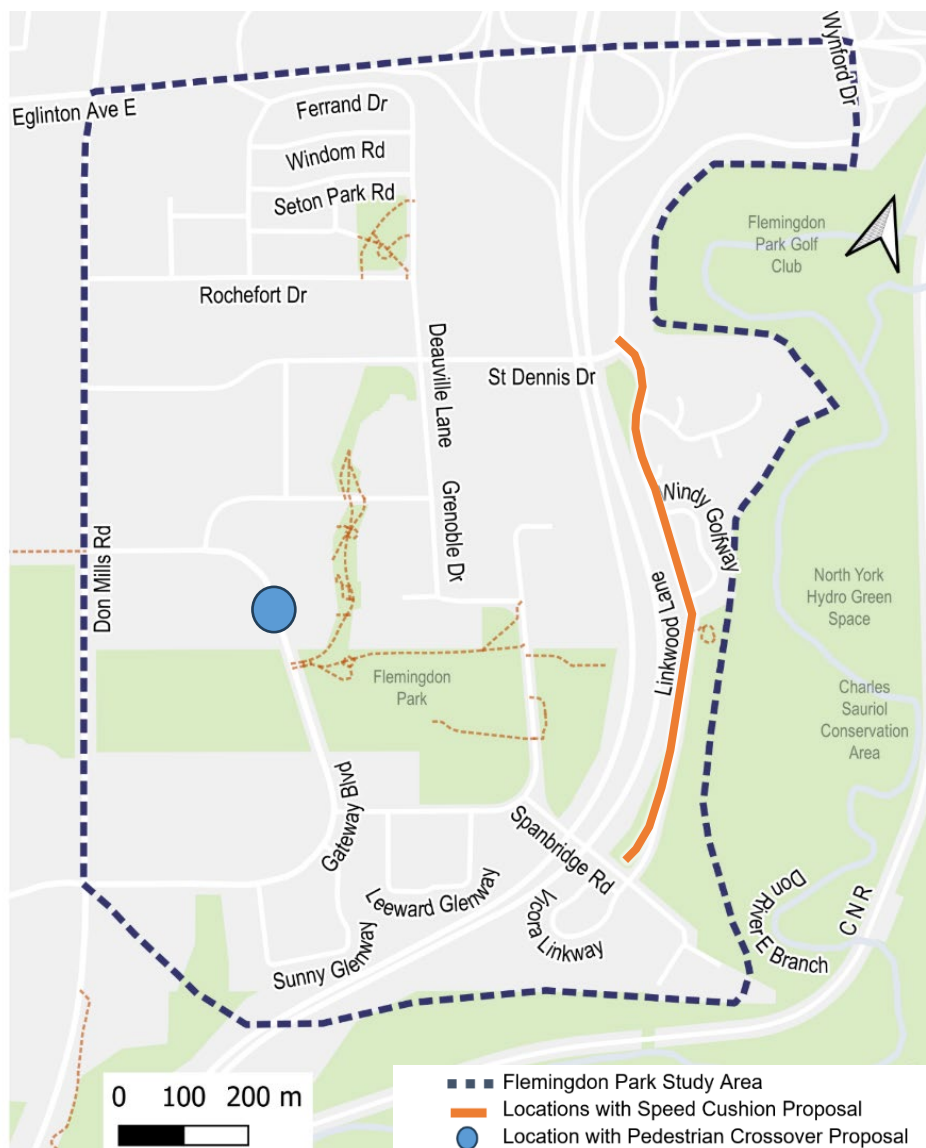
Based on feedback received through the Flemington Park Streets Plan consultation, residents raised concerns about speeding on neighbourhood roads and expressed a desire for more protected pedestrian crossing opportunities within the neighbourhood. Staff reviewed the locations identified through the consultation process, considering relevant City policies and programs, and completed a technical analysis to identify opportunities for improvement. Of the locations reviewed, two are located on TTC routes and are being presented in this report.

The proposed changes include traffic calming measures, specifically speed cushions, speed limit reductions and a new pedestrian crossover:

- Installing speed cushions and reducing speed limit on Linkwood Lane between Spanbridge Road and St. Dennis Drive
- Installing a pedestrian crossover on Gateway Boulevard at John XXIII Parish Church and the commercial plaza

Refer to Figure 1 for a map of the locations in relation to the Flemington Park Streets Plan boundaries.

Figure 1: Locations of Proposed Changes on TTC Routes



Traffic calming on Linkwood Lane between Spanbridge Road and St. Dennis Drive

During consultation, residents shared concerns about speeding on Linkwood Lane. To address this concern, staff conducted an assessment to determine whether traffic calming measures are warranted on this roadway.

Existing Conditions

Linkwood Lane is characterized by the following conditions:

- It is a two-lane, north/south, collector roadway.
- It operates two-way traffic on a pavement width of approximately 8.5 metres.
- 24-hour traffic volume is an average of 7,500 vehicles.
- The speed limit is 40 km/h.
- Heavy trucks are prohibited at all times.
- Linkwood Lane is served by TTC route 100B Flemington Park, which connects to Broadview Station on Line 2 and Don Valley Station.
- There are sidewalks located on the east side of the road.
- Parking is prohibited any time of the day on the whole stretch of Linkwood Lane.

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 1: Study Results

Roadway	24h vehicle volume	Block length	85th percentile speed	95th percentile speed	Warrant Satisfied?
Linkwood Lane	7,500	860m	53.1 km/h	58.2 km/h	Yes

The investigation concluded that the eligibility and warrant criteria as outlined in the Traffic Calming Policy has been satisfied for Linkwood Lane as summarized in the table above. Therefore, staff recommend the installation of speed cushions on Linkwood Lane, between Spanbridge Road and St. Dennis Drive.

Speed cushions are similar to speed humps, but they provide wheel cut-outs for larger vehicles such as buses and emergency vehicles to travel over them, minimizing the vertical deflection. Due to their design, speed cushions have a slightly higher design speed than speed humps but enable the application of Traffic Calming measures where they may otherwise be infeasible, such as along a neighbourhood TTC route. Speed cushions can be installed on local and collector roadways that receive winter maintenance.

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 score for the roadway investigated is 69, out of a possible 100, and is summarized in the table below.

Table 2: Traffic Calming Prioritization Scores

Roadway	From	To	Quantitative Score	Qualitative Score	Prioritization Score
Linkwood Lane	Spanbridge Road	St. Dennis Drive	67	70	69

In conjunction with the installation of speed cushions on Linkwood Lane, amendments to the parking regulations are required, generally as described in Attachments 1-1 and 1-2.

Staff also recommend reducing the speed limit on Linkwood Lane between Spanbridge Road and St. Dennis Drive from 40 km/h to 30 km/h. This reduction is proposed as part of the traffic calming package for the roadway, consistent with the approach for roads where traffic calming measures are being implemented. The roadway has a relatively long, uninterrupted block length of approximately 860 metres, which can contribute to higher vehicle operating speeds, as observed in the speed data. Together with the proposed speed cushions, the lower speed limit supports the City's Vision Zero Road Safety Plan by encouraging lower operating speeds, reducing the likelihood and severity of collisions, and improving safety and comfort for all road users.

The proposals for Linkwood Lane have been shared with the Toronto Transit Commission (TTC) for feedback. The Toronto Transit Commission confirmed that it has no concerns with the proposed changes. Design preferences identified by the Toronto Transit Commission will be coordinated with the design and implementation team, subject to approval of the proposals.

Consultation with emergency services (Toronto Police Service, Toronto Fire Services and Toronto Paramedic Services) is also required to ensure that the design and layout of a traffic calming proposal does not unduly affect their operations. Emergency services were advised of all traffic calming and speed management recommendations in this plan including speed cushions on Linkwood Lane.

Toronto Paramedic Services responded indicating that while traffic calming 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 3.

Pedestrian crossover on Gateway Boulevard at John XXIII Parish Church and the commercial plaza

Based on feedback received during Phase 1 and 2 of consultation, staff reviewed the need for pedestrian crossing protection on Gateway Boulevard in front of John XXIII Parish Church and the commercial plaza, near the trail head for the Flemington Park trail. Following this review, a pedestrian crossover (PXO) is recommended to improve safety for vulnerable road users crossing at this location, including students attending nearby schools, families, plaza visitors, church attendees, and trail users.

Existing Conditions

Gateway Boulevard is characterized by the following conditions:

- Gateway Boulevard is a minor arterial road with an approximate pavement width of 19.2 metres.
- The roadway generally accommodates one travel lane in each direction with buffered bike lane at curb on both sides. Auxiliary turn lanes are provided near intersections.
- In the section fronting the church, which is the focus of this proposal, the roadway includes a landscaped centre median with trees.
- Gateway Boulevard has a posted speed limit of 40 km/h and sidewalks on both sides of the street.
- Traffic data collected in April 2025 showed an 85th percentile speed of 42.8 km/h.
- The eight-hour vehicle volume was approximately 2,730 vehicles.
- TTC service is provided on Gateway Boulevard by the 403 South Don Mills Community Bus, which connects to Don Mills Shopping Centre.
- There is no formal pedestrian crossing on Gateway Boulevard between the two intersections with either end of Grenoble Drive, a distance of approximately 474 metres. The proposed pedestrian crossover location is approximately 240 metres south of the traffic control signal at the north intersection and approximately 230 metres north of the traffic control signal at the south intersection.
- The nearest on-street parking is located approximately 40 metres south of the trail entrance.
- Collision data from the past 10 years identified five reported collisions in this section, with no collisions resulting in a person being killed or seriously injured. One collision involved a vulnerable road user. This collision occurred in April 2016, when a

southbound vehicle struck a pedestrian crossing Gateway Boulevard in front of 150 Gateway Boulevard, resulting in minimal injury.

- The surrounding land uses include a mix of residential areas, a commercial plaza, parks and trails, schools, and a church. These uses generate pedestrian activity in the area and contribute to a clear pedestrian desire line at this location, despite the absence of a formal crossing.

Warrant Assessment

Pedestrian delay data was received on October 30, 2025. The study was conducted on April 23, 2025 during routine hours, with two observation zones (50 m each) set in both directions along Flemington Park Trail at Gateway Boulevard. A total of 392 pedestrians were observed over an 8-hour period: 278 on the north side and 114 on the south side of the trail. Of these, 64 pedestrians experienced delays of greater than 10 seconds. The 8-hour traffic volume is approximately 2,730 vehicles. The PXO justification criteria **were met based on pedestrian volumes and pedestrian delay**, so staff are recommending installation of a pedestrian crossover (PXO) level 2 type B at a point approximately 212 meters south of Grenoble drive between John XXIII Parish Church and the commercial plaza. Refer to tables 3 and 4 for the justifications.

Table 3: Justification - Pedestrian volume

	8 hours vehicular volume	24 hours vehicular volume	8 hours pedestrian volume
Requirement	2,601-7,000	5,200 - 14,000	271 - 575
Data	2,730 (2025)	7,500	278
Justified			

Table 4: Eight (8) Hour Pedestrian Delay Justification

Item	Net 8 hours pedestrian volume	Net 8 hours delayed pedestrian volume
Requirement	>210	50-75
Observed data	156	64
Justified		

The exact location of the signal will be determined during the design stage, following approval. The installation of this pedestrian crossover could require the removal of up to one tree.

The proposal to install a pedestrian crossover on Gateway Boulevard at John XXIII Parish Church and the commercial plaza was circulated to the Toronto Transit

Commission (TTC) for technical review. The Toronto Transit Commission confirmed that it has no concerns with the proposed change. Any design preferences identified by the Toronto Transit Commission will be coordinated with the design and implementation team, subject to approval of the proposal.

A map of the area and proposed location of the pedestrian crossover included in Attachment 2.

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

CONTACT

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SIGNATURE

Mike Barnet
Director, Enforcement and Street Management, Transportation Services

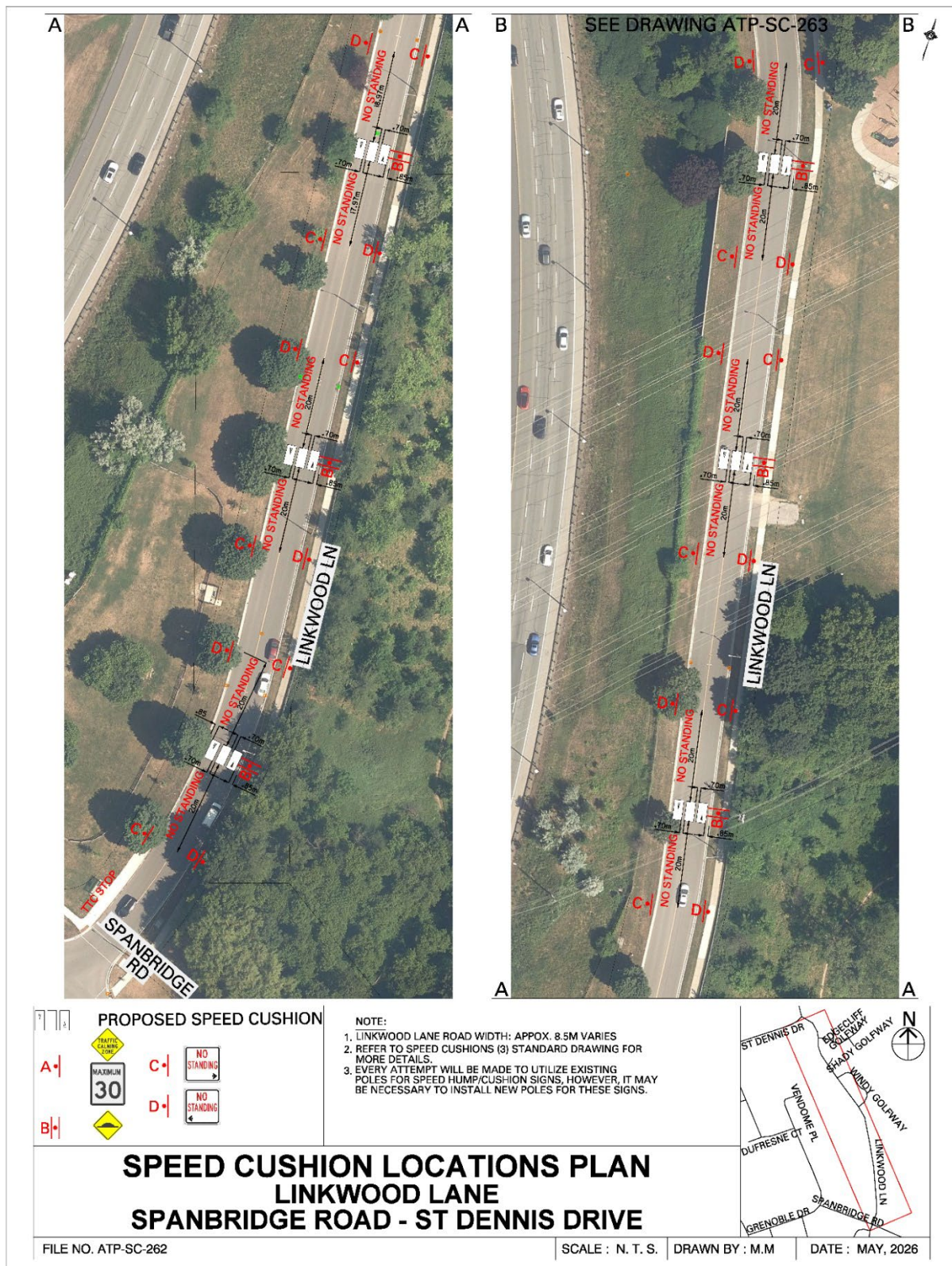
ATTACHMENTS

Attachment 1: Speed Cushion Locations Plan
Attachment 2: Location of the Proposed Pedestrian Crossover
Attachment 3: Response from Toronto Emergency Services

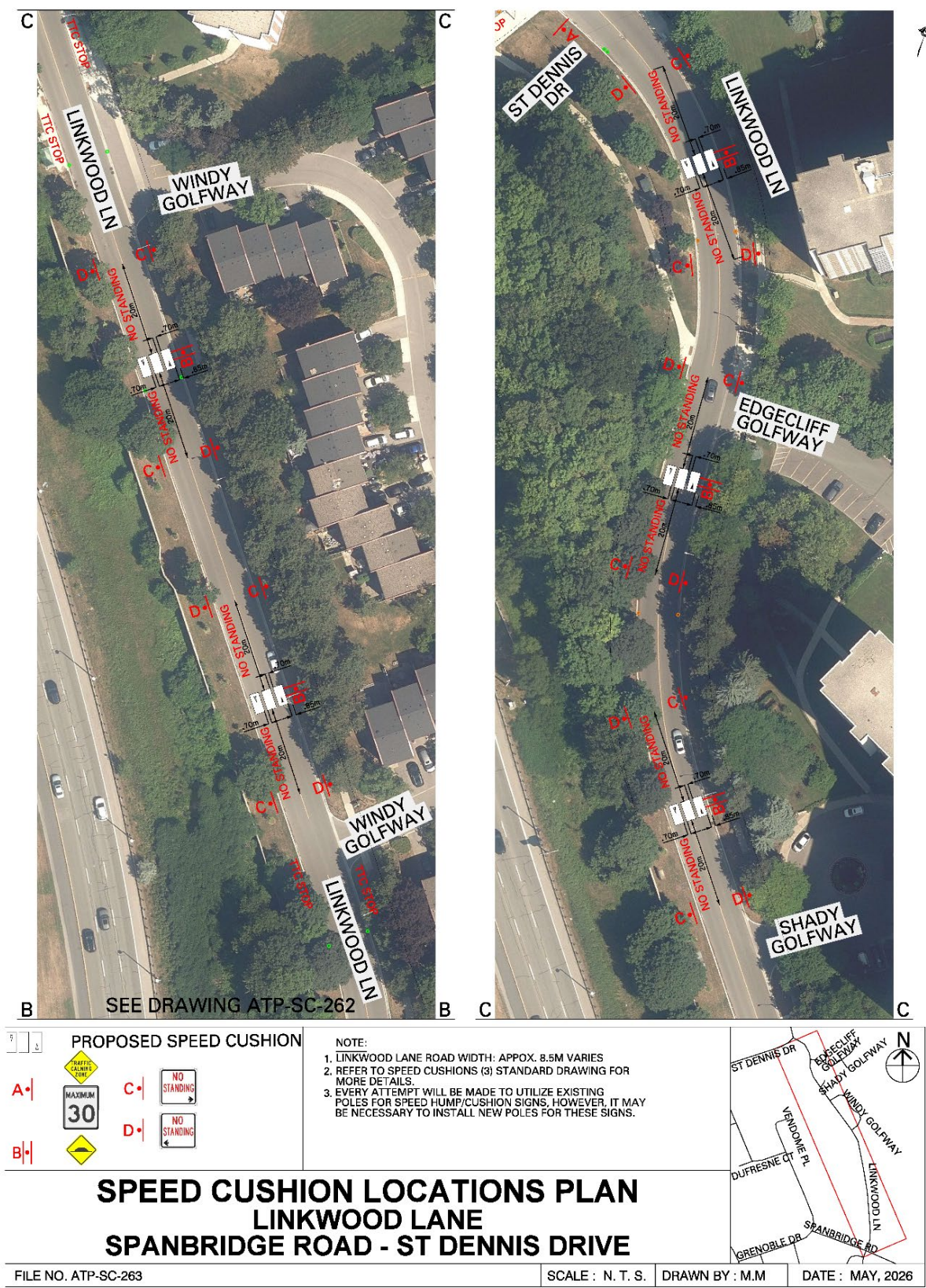
Attachments

Attachment 1: Traffic Calming Location Plans

Attachment 1-1: Proposed speed cushion and parking amendment for Linkwood Lane



Attachment 1-2: Proposed speed cushion and parking amendment for Linkwood Lane



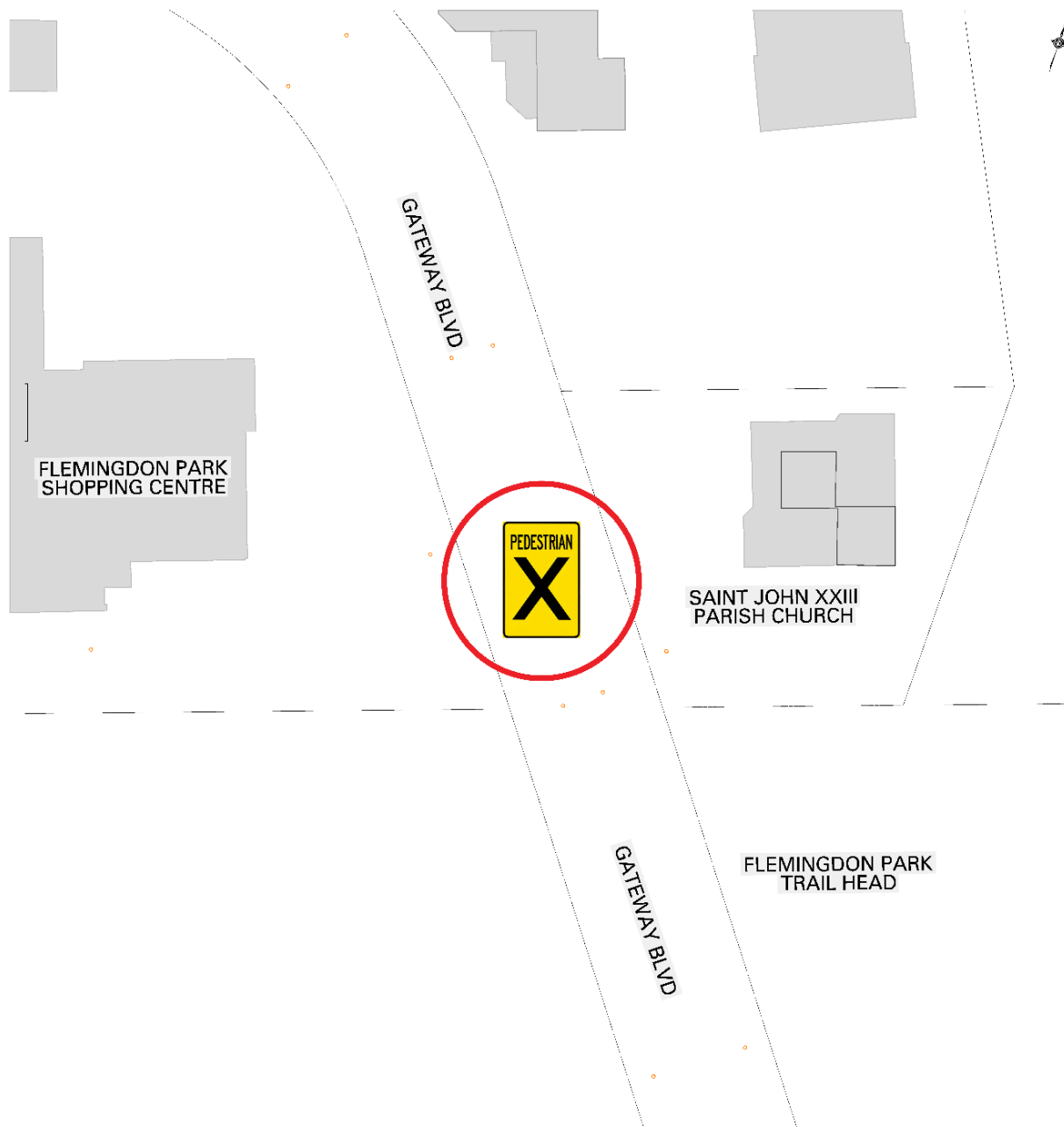
Attachment 1-3: Recommended Parking Restrictions – Linkwood Lane

The following parking prohibitions will be required for TTC service to be able to operate on Linkwood Lane if traffic calming (speed cushions) is implemented at the proposed 11 locations Parking Regulations to be enacted:

Chapter 950 - Schedule 16: No Standing

Highway	Side	Between	Prohibited Times and/or Days
Linkwood Lane	Both	A point 30 metres north of Spanbridge Road and a point 40 metres further north.	Anytime
Linkwood Lane	Both	A point 90 metres north of Spanbridge Road and a point 40 metres further north.	Anytime
Linkwood Lane	Both	A point 160 metres north of Spanbridge Road and a point 40 metres further north.	Anytime
Linkwood Lane	Both	A point 226 metres north of Spanbridge Road and a point 40 metres further north.	Anytime
Linkwood Lane	Both	A point 300 metres north of Spanbridge Road and a point 40 metres further north.	Anytime
Linkwood Lane	Both	A point 365 metres north of Spanbridge Road and a point 40 metres further north.	Anytime
Linkwood Lane	Both	A point 8 metres north of Windy Golfway (southern intersection) and a point 40 metres further north.	Anytime
Linkwood Lane	Both	A point 8 metres south of Windy Golfway (northern intersection) and a point 40 metres further south.	Anytime
Linkwood Lane	Both	A point 6 metres north of Shady Golfway and a point 40 metres further north.	Anytime
Linkwood Lane	Both	A point 30 metres south of Edgecliff Golfway and a point 40 metres further north.	Anytime
Linkwood Lane	Both	A point 28 metres north of Edgecliff Golfway and a point 40 metres further north.	Anytime

Attachment 2: Location of the Proposed Pedestrian Crossover on Gateway Boulevard



PROPOSED PEDESTRIAN CROSSING
PROTECTION LOCATION

PEDESTRIAN CROSSING PROTECTION GATEWAY BOULEVARD



FILE NO. ATP-264

SCALE : N. T. S.

DRAWN BY : M.M

DATE : MAY, 2026

Attachment 3: 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.

