

# Elms-Old Rexdale Neighbourhood Streets Plan

Public Drop-In Event

St. Stephen Catholic School

January 30, 2025

6:00-8:00 p.m.



# Project Overview

In consultation with the local community, the City is developing a Neighbourhood Streets Plan (NSP) for the Elms-Old Rexdale area that recommends short-term actions and long-term changes to traffic operations and road design to support safety for all modes of transportation.

The project area is located between Highway 401, Islington Avenue and Humber River.

The Elms-Old Rexdale Streets Plan aims to address four main areas of concern in the neighbourhood:

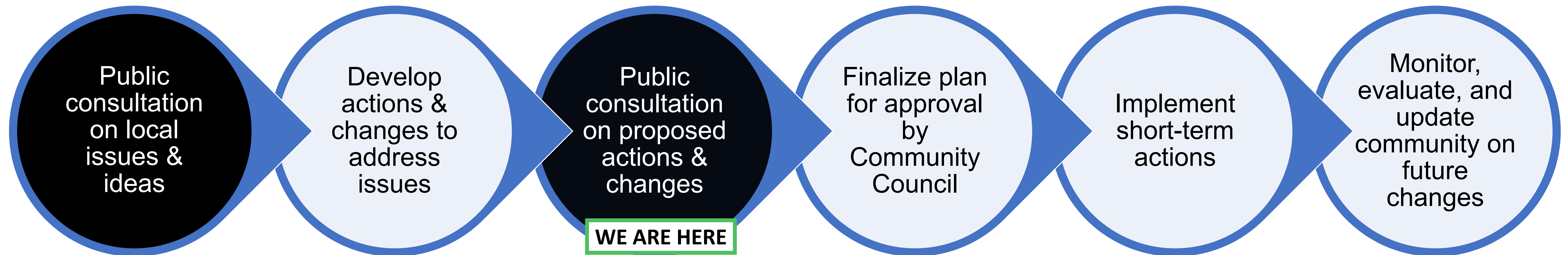
1. Road safety for vulnerable road users (e.g. pedestrians, children, older adults and people cycling)
2. Excessive speeding
3. Excessive motor vehicle traffic on local streets
4. Opportunities for active transportation



Map of Study Area



# Developing the Plan



Neighbourhood Streets Plans (NSPs) are a new service for neighbourhoods where traffic and travel patterns challenge the safety and mobility of people using the streets.

**Public consultation takes place in two stages, shown in the timeline above.**

## Development of the NSP:

- ✓ Employs a neighbourhood perspective to develop solutions that, together, support local objectives for mobility and safety.
- ✓ Considers the needs of all road users including vulnerable road users (e.g. seniors, school children, pedestrians and people cycling).
- ✓ Assesses network-wide transportation needs, and coordinate with existing projects and planned future connections.
- ✓ Identifies opportunities for quick-build measures that can be implemented within 6-18 months.
- ✓ Identifies opportunities to complete more permanent measures alongside planned road resurfacing or reconstruction.



# Data and Guidelines

Data that has been collected to develop the NSP includes:



- **Traffic data** such as vehicle volumes, speeds, pedestrian volume counts, and turning movement counts at intersections. Used to identify issues, confirm community reported issues, and determine appropriate changes.
- **Collision data** collected by Toronto Police Services. Focused on collisions involving vulnerable road users and resulting in death or serious injury.
- **Reports and requests from the public and local Councillor.** Calls to 311 about traffic operations and road safety, as well as comments collected from the first phase of consultation.
- **Site visits and observations in the neighbourhood.**

The City follows guidelines to inform the design of streets for all road users.

- **Traffic Calming:** Physical features intended to alter driver behaviour and improve safety conditions for everyone who uses the street.
- **Vision Zero:** An action plan focused on reducing traffic-related fatalities and serious injuries on our streets.
- **Complete Streets:** Provide safe routes for people walking or cycling, expand our tree canopy, and help manage stormwater.
- **TransformTO Climate Change Action Plan:** commits to converting 75% of trips under 5 kilometres to walking, cycling or transit.



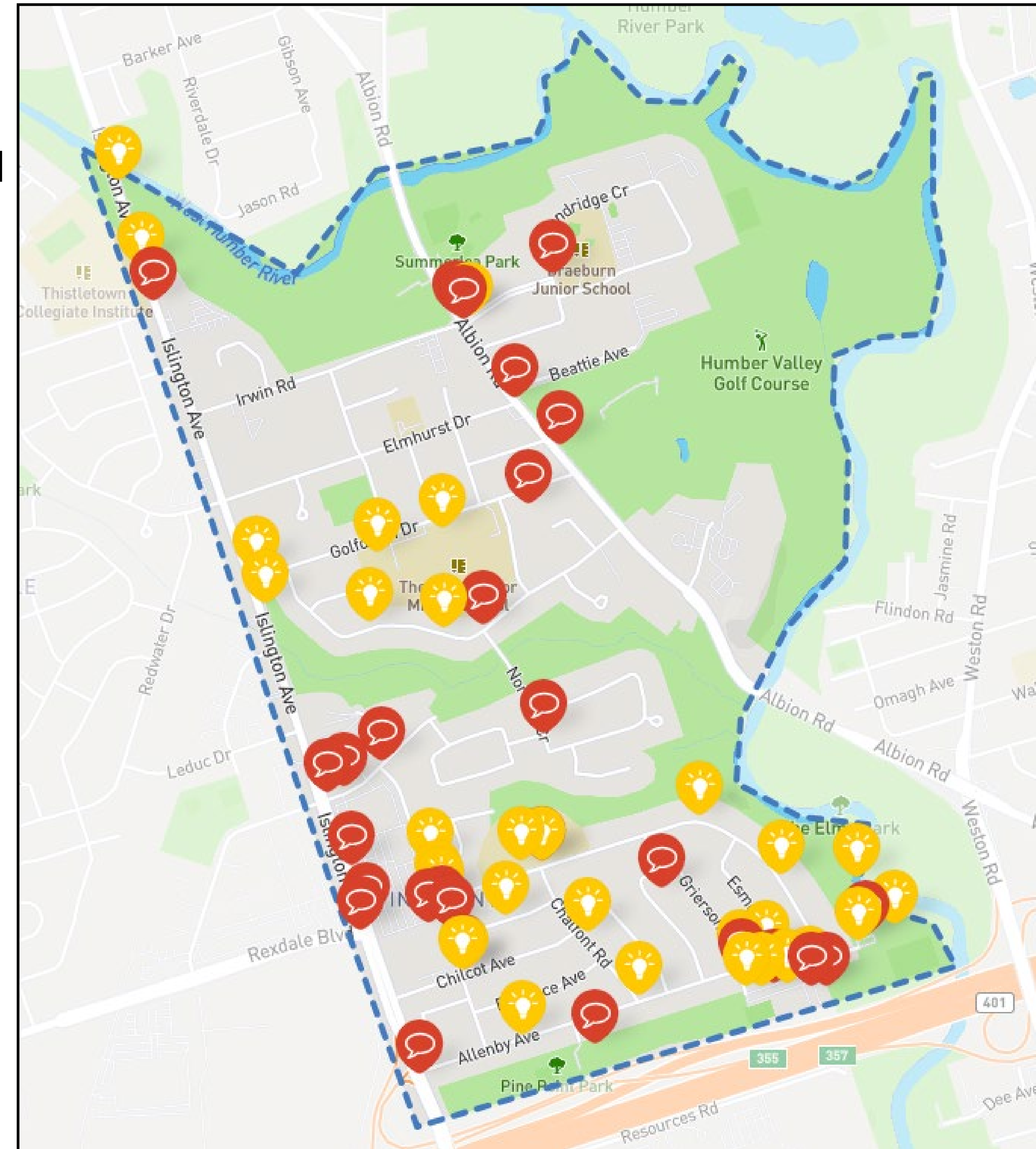


# Community-Identified Issues & Ideas

Phase 1 consultation took place from April 10 to May 8, 2024, and included a community pop-up event, public drop-in meeting, comment tracking, email/phone communication, and an online survey and mapping activity, shown here.

## What we heard:

- Safety conditions at some intersections are concerning
- High traffic volume on neighbourhood streets
- Aggressive driving, failure to obey road regulations and excessive speeding
- Safe pedestrian crossing opportunities near neighbourhood destinations are needed
- Maintenance of existing roadway infrastructure is needed
- Parking management issues
- Motor vehicle congestion on Islington Avenue is common



Map of Survey Comments



# Proposed Changes

This Neighbourhood Streets Plan proposes:

- Intersection improvements such as curb extensions and left turn calming
- Pedestrian safety measures such as head start signals for pedestrians at intersections, new crossings, and locations for school crossing guards
- Speed humps and speed cushions to address excessive speeding and make routes on neighbourhood streets less attractive to non-local traffic
- New and refreshed pavement markings such as high-visibility crosswalks and stop bars
- Additional signage such as 'Watch Your Speed' boards and in-road flexible speed signs



Curb Extension with Quick Build Material



Speed Humps



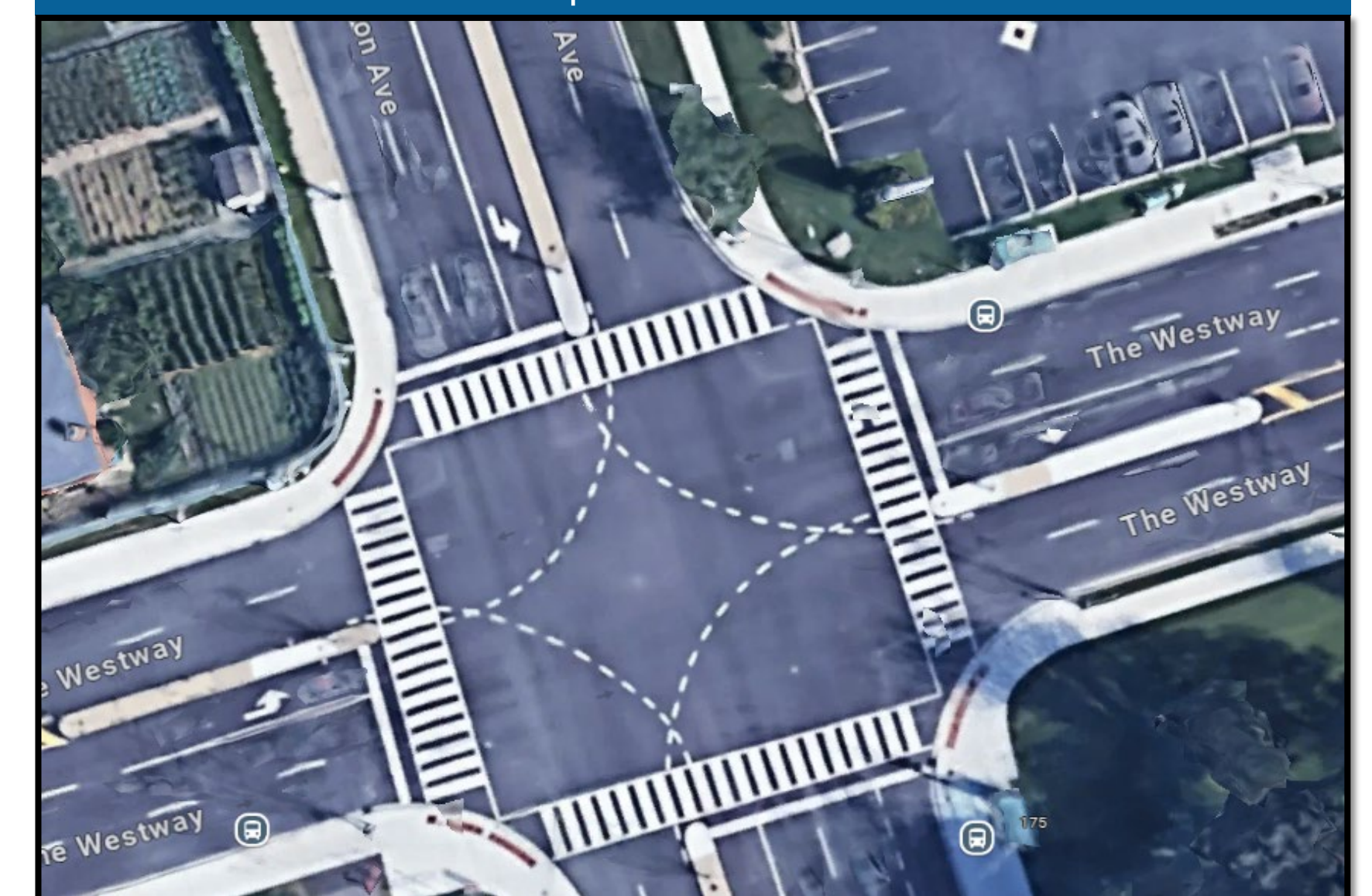
In-Road Flexible Speed Sign



Left Turn Calming



Speed Cushions



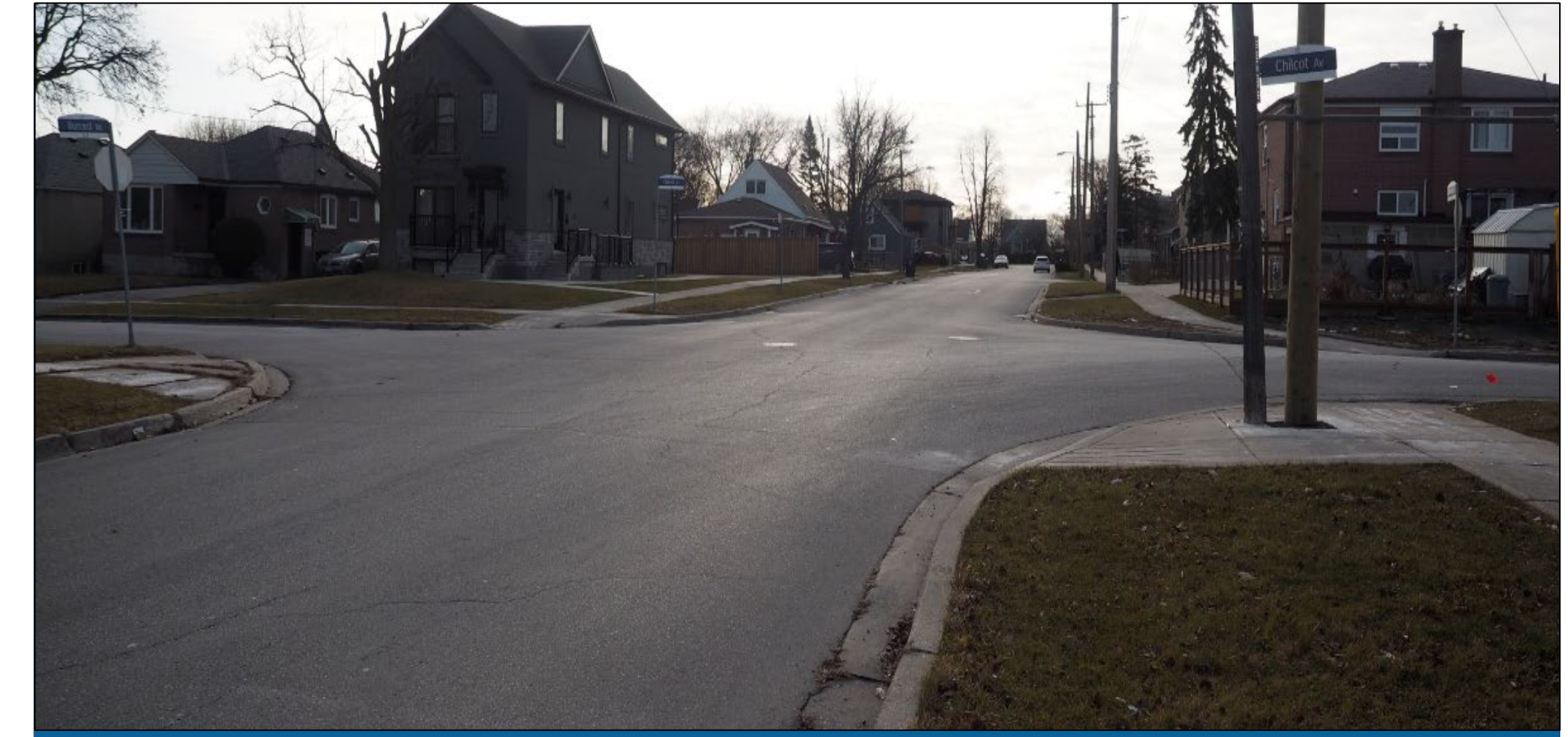
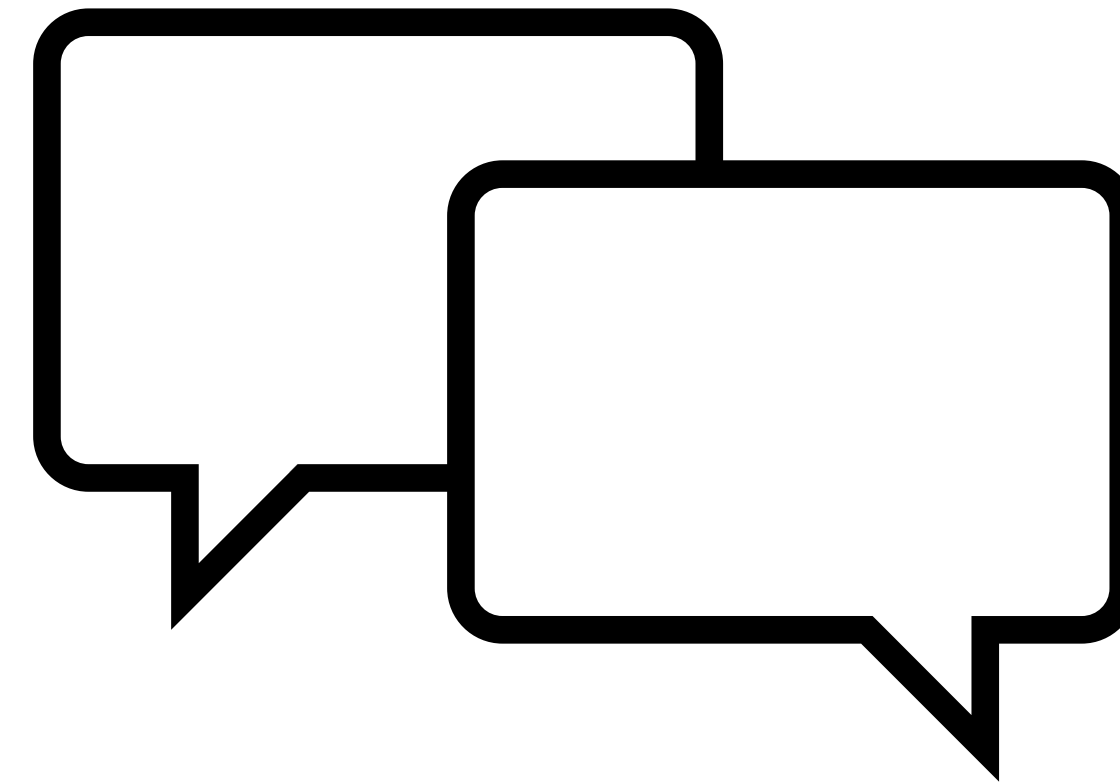
High Visibility Ladder Crosswalk Marking



# Road Safety



Pedestrian Crossing at Midblock



Chilcot Ave and Burrard Rd Intersection without Pavement Markings

## What we heard

- Pedestrian safety is a big concern, particularly when crossing Islington Avenue and Albion Road
- Poor motor vehicle driver compliance with stop signs and pedestrian crossovers particularly at Chilcot Avenue, Norfield Crescent and Golfdown Drive
- Requests for a School Crossing Guard on Golfdown Drive
- Requests for safer crossings around the schools on Golfdown Drive, Elmhurst Drive and Tandridge Crescent

## What we found

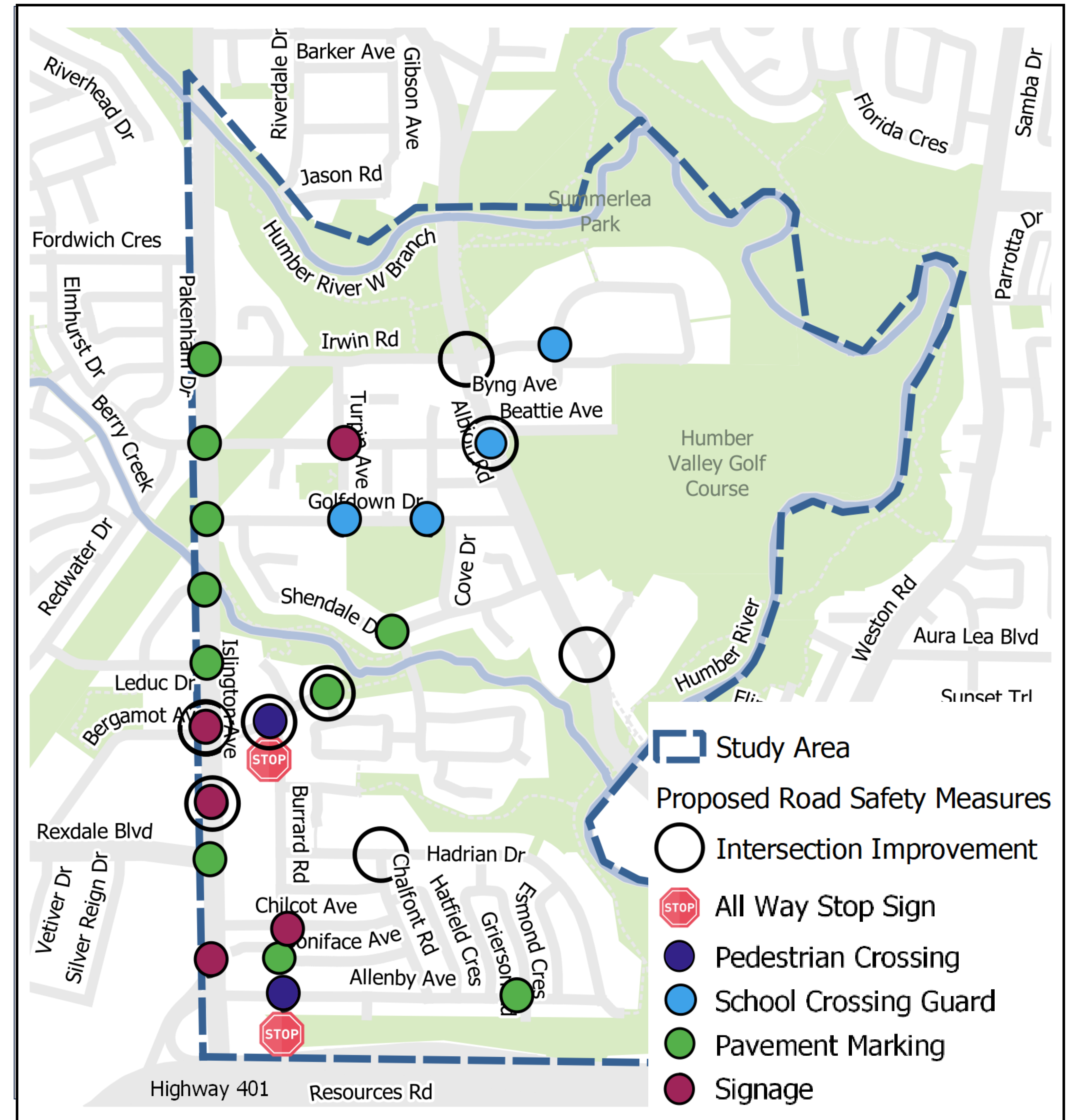
- There have been two fatal and four serious injury collisions involving vulnerable road users in the past 10 years in the neighbourhood
- History of frequent collisions at Islington Avenue intersections with Bergamot Avenue, Elmhurst Drive, and Allenby Avenue
  - History of frequent collisions at Albion Road intersections with Elmhurst Drive, Arcot Boulevard/Irwin Road and Armel Court
  - All roads have sidewalks on at least one side, except for a small section of Hadrian Drive
  - Additional pedestrian crossing opportunities along Bergamot Avenue, and Allenby Avenue
  - Pavement markings are not up to current standards



# Proposed Road Safety Measures

Potential conflicts between road users can be addressed through proposed road safety measures, including:

- **Intersection Improvements**
  - **Curb Extensions** (bump-outs) to improve visibility of pedestrians and reduce crossing distances
  - **Left-Turn Calming** at key intersections
  - **Head start signals for pedestrians** at signalized intersections
- Two new **All-Way Stop Signs**
- Two new **Pedestrian Crossings**
- **School Crossing Guard** studies at intersections with high volumes of school children
- **Pavement Markings**
  - Re-painted **Pavement Markings** to improve visibility
  - **High Visibility Crosswalks** (zebra markings)
- **Additional Signage** to clarify road rules and increase driver alertness



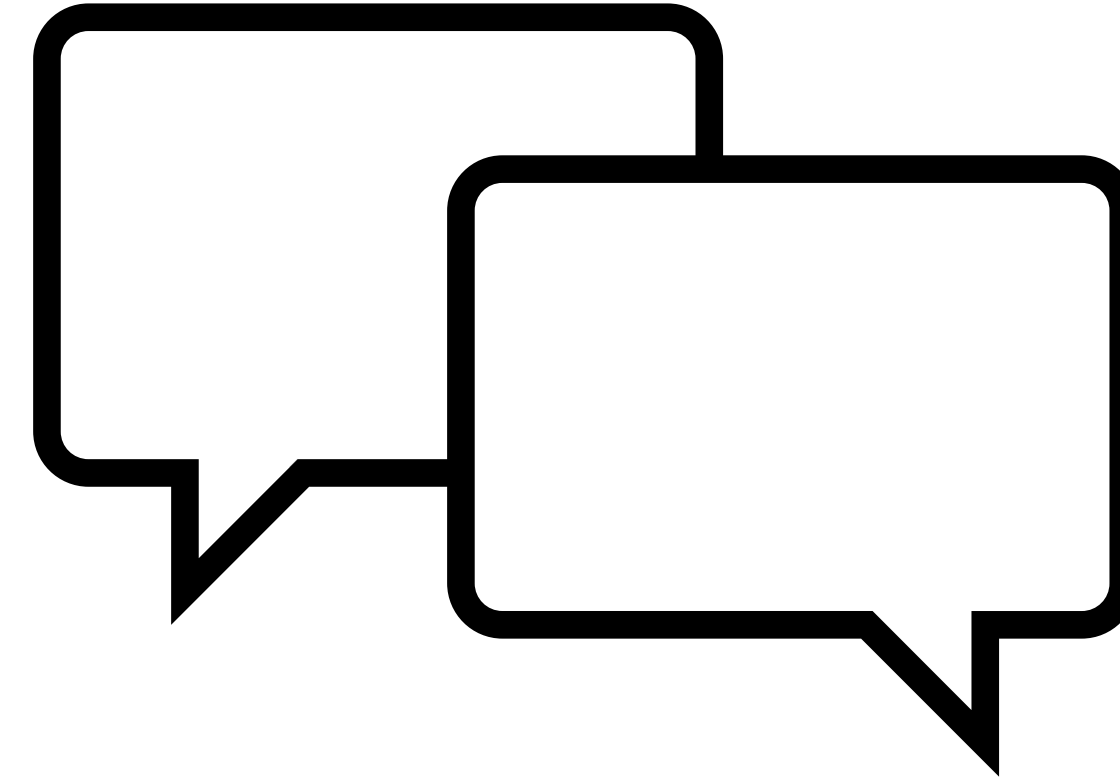
Map of Proposed Road Safety Measures



# Speed Management



Slow Down Lawn Sign on Chilcot Avenue



Watch Your Speed Sign on Hadrian Drive

## What we heard

- People driving do not follow speed limits, particularly on:
  - Allenby Avenue
  - Burrard Road
  - Golfdown Drive
  - Chalfont Road
  - Turpin Avenue
- Aggressive driving
- Speed limits are not enforced
- Requests for traffic calming, specifically speed humps

## What we found

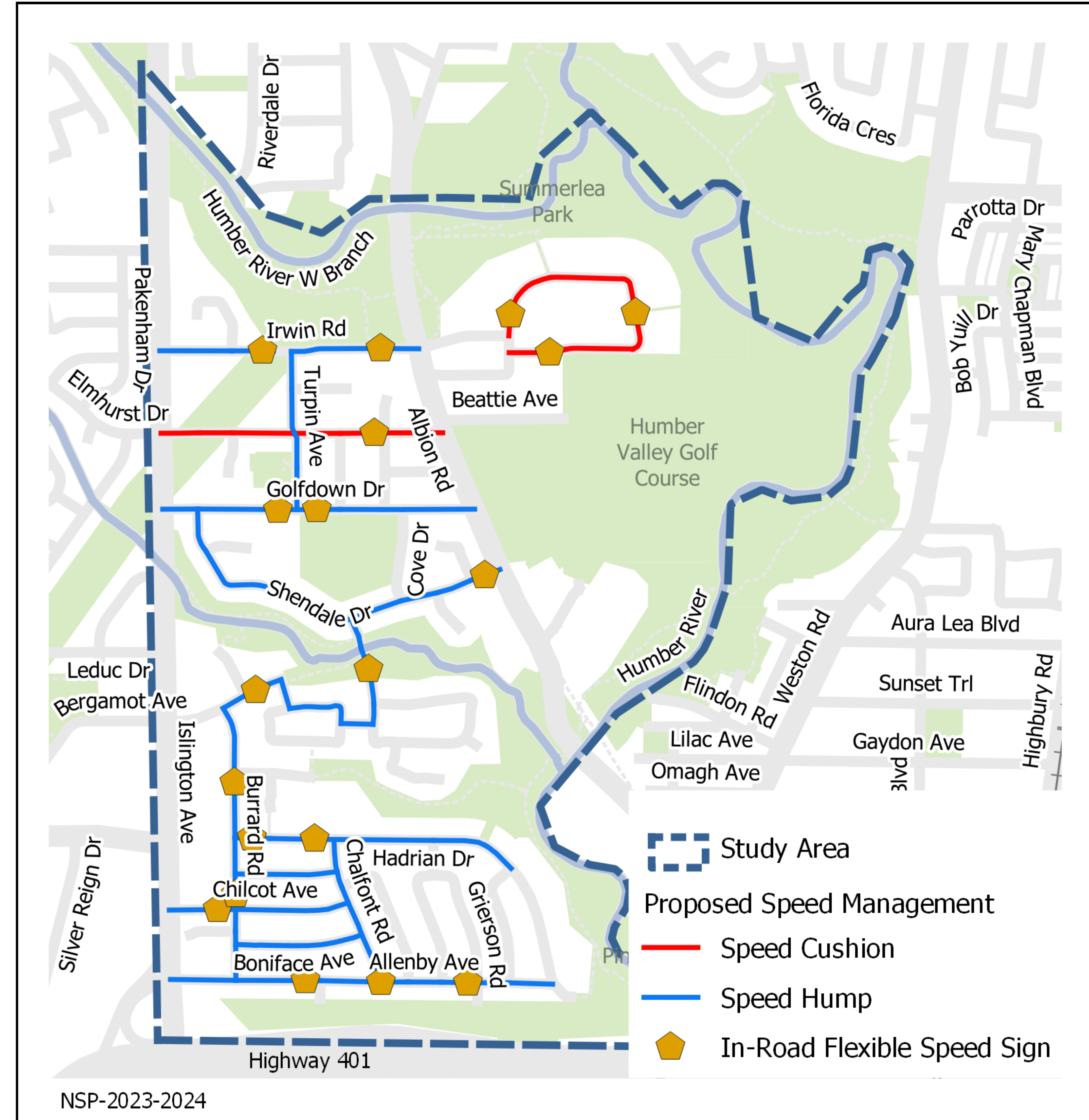
- Studies completed between 2018 and 2024 suggest that there are roads in the neighbourhood where motor vehicles travel 8 km/h or more above the posted limit.
- Some roads where speeding was observed during the City's traffic studies include:
    - Allenby Avenue
    - Hadrian Drive
    - Burrard Road
    - Bergamot Avenue
    - Norfield Crescent
    - Tandridge Crescent
    - Golfdown Drive
    - Elmhurst Drive



# Proposed Speed Management Measures

Speeds on neighbourhood streets can be reduced through operational and physical changes. Proposed speed management measures include:

- **Speed Humps** on local roads where the operating speed was found to be 8 km/hour or more above the posted speed limit. Speed humps are a simple and effective measure of reducing speeds on local roads. Speed humps are designed to be comfortable to travel over at 30 km/hour.
- **Speed Cushions** include wheel cut-outs for larger vehicles such as buses and emergency vehicles. Speed cushions are intended to reduce impacts on transit and emergency vehicles.
- **In-Road Flexible Speed Signs** to visually narrow the road, increase driver alertness and emphasize the posted speed limit. These signs may result in parking restrictions next to their location, where on-street parking is currently permitted.

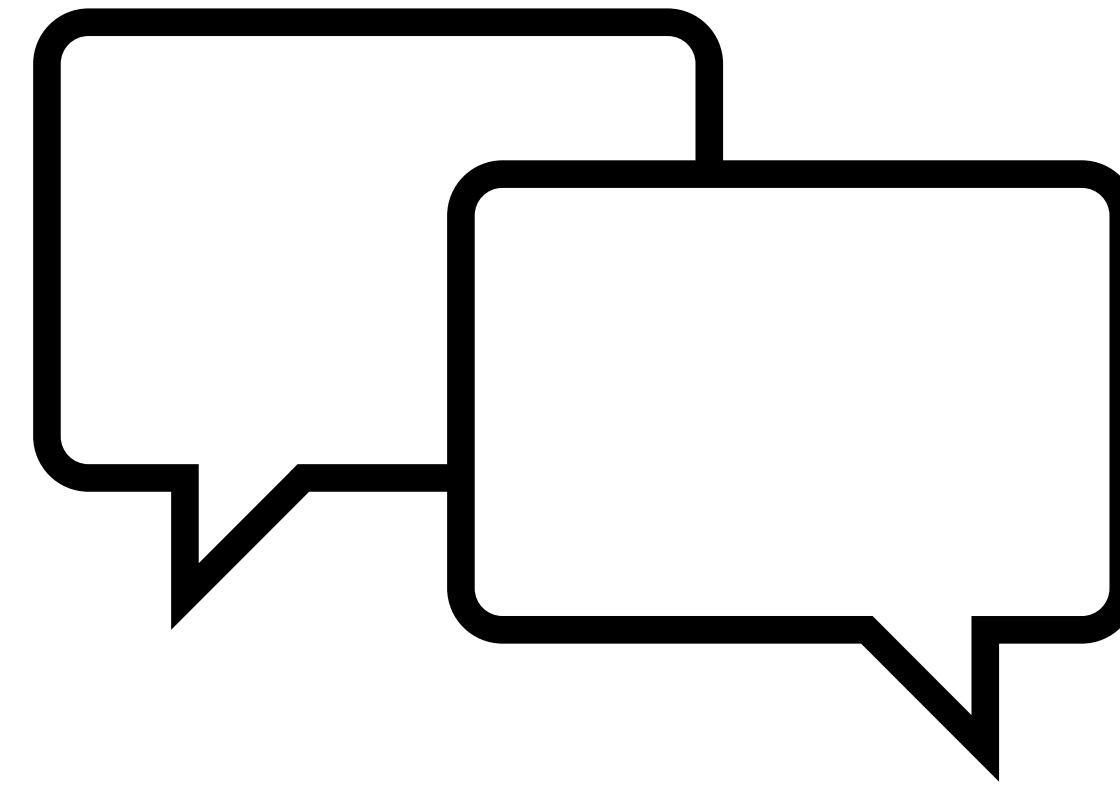




# Volume Management



Traffic Congestion along Islington Avenue



Islington Avenue and Elmhurst Drive Intersection

## What we heard

- Concerns about congestion on Islington Avenue
- Concerns about non-local traffic on the following neighbourhood streets:
  - Allenby Avenue
  - Burrard Road
  - Norfield Crescent
  - Golfdown Drive
  - Elmhurst Drive

## What we found

- Traffic studies (2018 – 2024) suggest that motor vehicle volumes on most roads are within the expected capacity for local and collector roads (2,500 and 8,000 vehicles per day, respectively)
- Volumes were noted to be slightly higher on:
  - Allenby Avenue between Islington Avenue and Burrard Road (3,200 vehicles per day)
  - Burrard Road (3,900 vehicles per day)
  - Ringway/Norfield Crescent (3,000 vehicles per day)
  - Shendale Drive (3,100 vehicles per day)



# Proposed Volume Management Measures

The number of motor vehicles that use a road can be managed using operational features or changes to the built environment.

The following volume management measures are proposed:

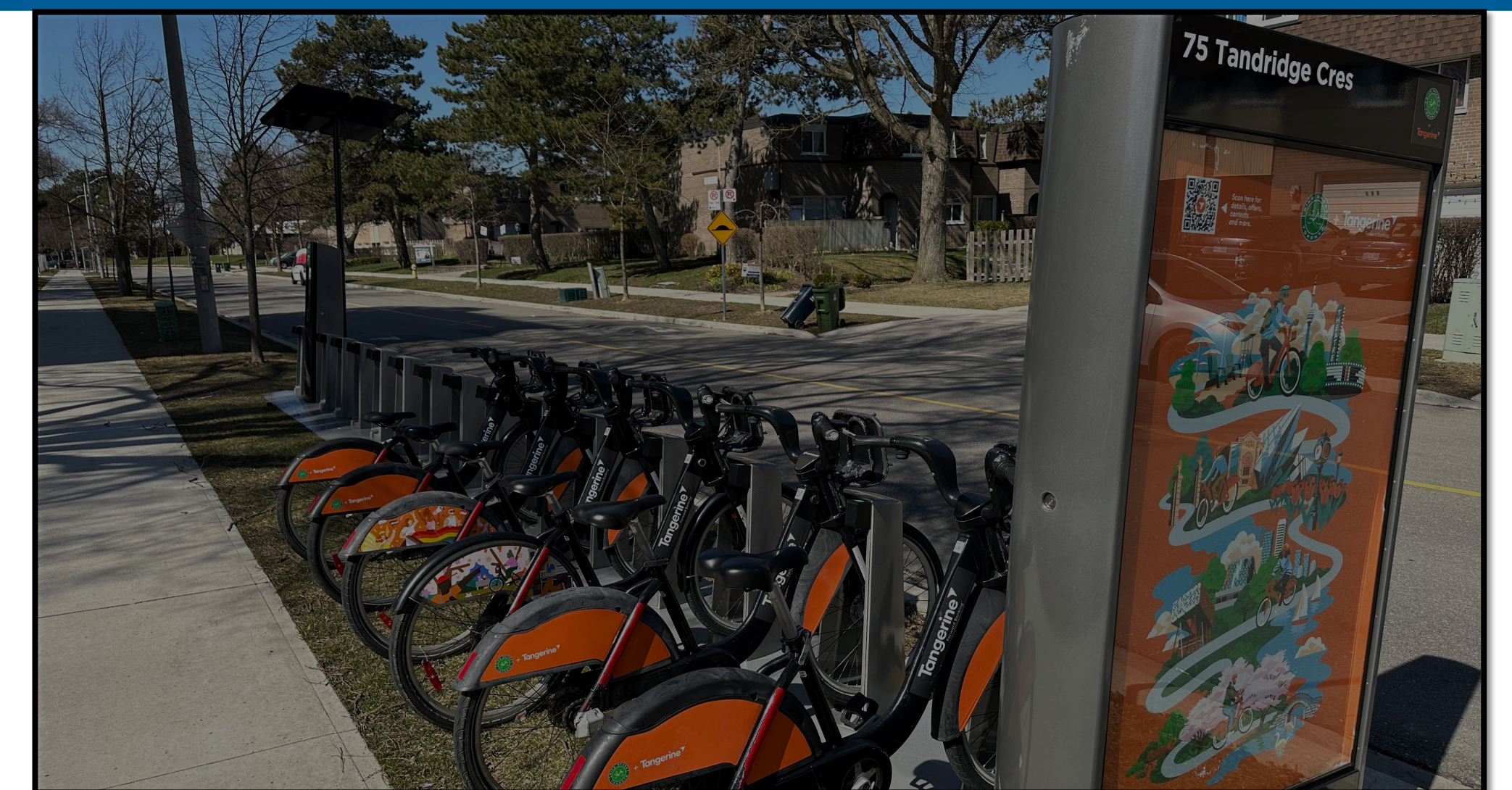
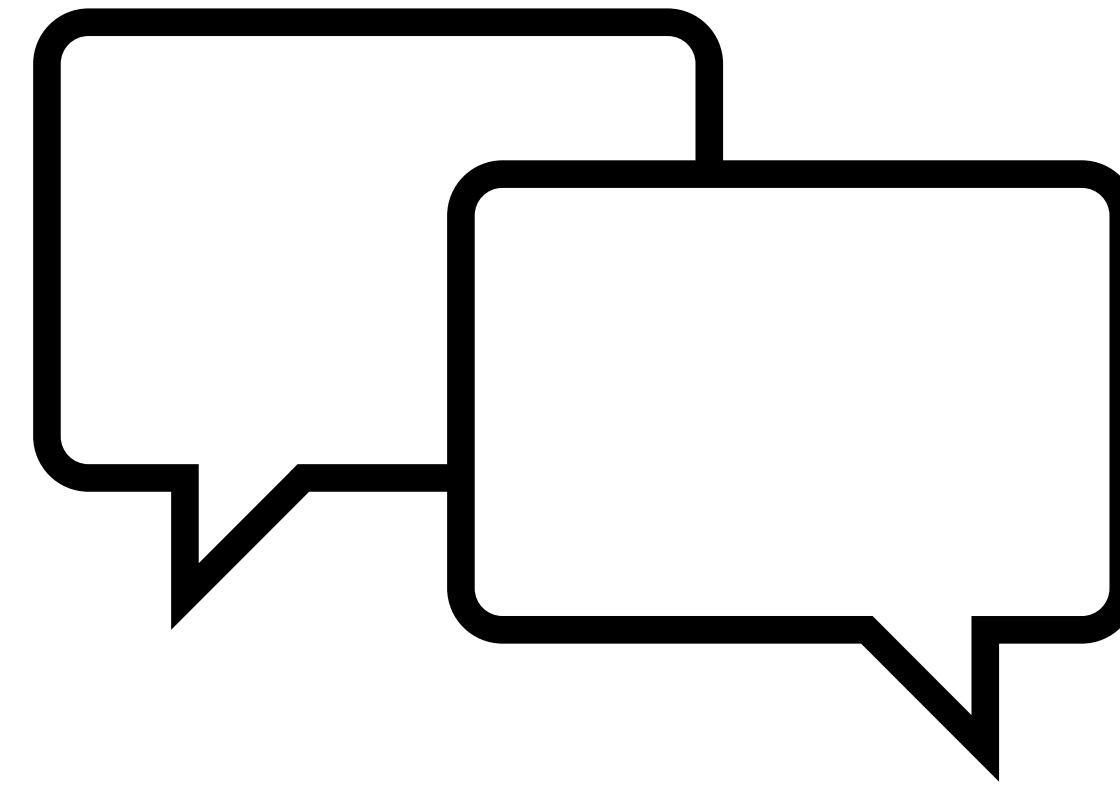
- Proposed **traffic calming measures** such as **speed humps** on neighbourhood streets can also make those streets less attractive for non-local travellers. This may result in a reduction of non-local traffic on roads with excessive traffic complaints.
- The proposed **all-way stop signs** at Bergamot Avenue and Burrard Road, and Allenby Avenue and Burrard Road intersections will improve volume management.
- **Signal timing coordination** between traffic signals on Islington Avenue, from Allenby Avenue to Bergamot Avenue, was updated by the end of 2024 to enhance traffic flow on Islington Avenue.
- The following studies are planned for 2025 at the intersection of Islington Avenue and Bergamot Avenue:
  - Study to add a **protected northbound left-turn phase**
  - Study to extend the **protected southbound left-turn phase** to all hours of the day
  - Study to upgrade **traffic signal control technology** and add **vehicle detection** to improve traffic operation



# Transportation Options



School Crossing Guard at Islington Avenue and Bergamot Avenue



Bikeshare Station at Tandridge Crescent

## What we heard

- Infrastructure is needed for vulnerable road users, specifically pedestrians and people cycling
- Pedestrian crossing on Islington Avenue and around Rexdale Mall is unsafe
- Pedestrian crossing on Albion Road is unsafe
- Requests for safer crossings near preferred pedestrian paths

## What we found

- Congestion and aggressive driving behaviour along Islington Avenue makes pedestrian crossings feel unsafe
- There are no existing bikeways in the neighbourhood aside from the Humber River Trail multi-use path
- Sidewalks are generally provided throughout the neighbourhood, however, the following key connections are missing:
  - Hadrian Drive, south of Esmond Crescent
  - Conan Road
  - Grierson Road, south of Allenby Avenue
- Crosswalk pavement markings are not consistent and require refreshing



# Proposed Transportation Options: Sidewalks

## Missing Sidewalk Program

The City of Toronto Missing Sidewalk Program delivers sidewalks where they are not currently present.

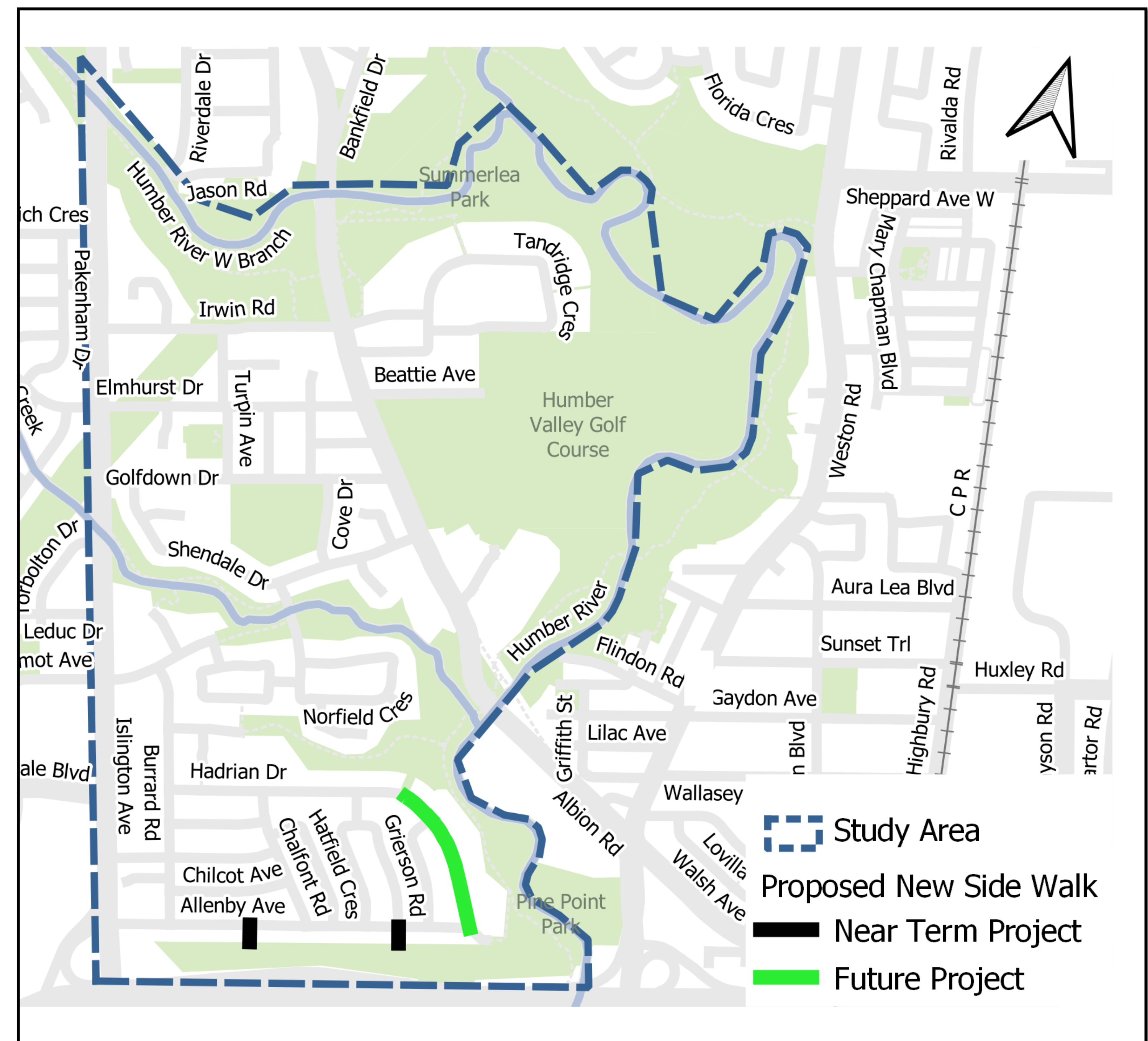
In Elms-Old Rexdale, sidewalks are generally provided throughout the neighbourhood, however some key connections are missing.

- New sidewalks are planned for **Conan Road** and **Grierson Road**, which would provide access to Pine Point Park where no sidewalks currently exist.
- Adding the missing sidewalk on **Hadrian Drive** between Esmond Crescent and Allenby Avenue is also proposed alongside future road work on Hadrian Drive.

## Pedestrian Crossings

Crosswalk pavement markings are proposed at key intersections shown on the Road Safety Measures map.

Two new north-south pedestrian crossings are also proposed at the intersections of Bergamot Avenue and Burrard Road, and Allenby Avenue and Burrard Road.



Map of Proposed New Sidewalks



# Proposed Transportation Options: Cycling

The City Council approved Cycling Network Plan (CNP) is a comprehensive roadmap and work plan for the cycling network. The 2025-2027 near-term CNP includes potential routes in the Elms-Old Rexdale neighbourhood in support of the CNP's goal to grow the cycling network into new parts of the city.

Proposed bikeway routes that are already part of the 2025-2027 near-term CNP are marked on the map and were selected based on the following:

- City-wide public engagement for the CNP
- Nearby local destinations like schools, parks and community spaces
- Potential connections to other neighbourhoods and existing or proposed bikeways
- Opportunities to incorporate bikeways into traffic calming and community safety efforts

Further public consultation will be conducted at a later date on proposed design options for any recommended routes. Following future public consultation, a report with the bikeway routes and designs will be submitted to City Council for approval before installation.



Map of Cycling Network Plan Projects



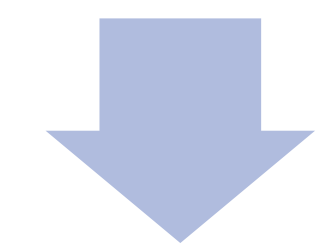
# Timeline For Changes

Some proposed changes can be made relatively quickly and do not require Council approval or lengthy design and review periods. Other changes are more complex, impact a wider area, or require major capital work and can take more time.

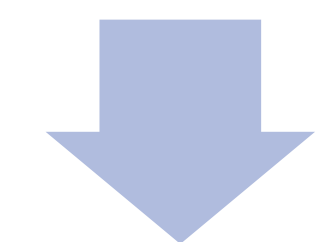
The plan identifies a range of measures from ‘quick wins’ to longer-term changes.

Phased Improvement	Timing	Examples
<b>Quick Wins</b> <ul style="list-style-type: none"> <li>No Council approval required</li> <li>Primarily movable/flexible materials</li> </ul>	6-18 months	<ul style="list-style-type: none"> <li>Intersection improvements</li> <li>Refreshed pavement markings (e.g. stop bars and centre lines)</li> <li>Signage &amp; sightline fixes</li> </ul>
<b>Short-term Actions</b> <ul style="list-style-type: none"> <li>Council approval required</li> </ul>	1-5 years	<ul style="list-style-type: none"> <li>Speed humps</li> <li>Pedestrian crosswalks</li> <li>Cycling network improvements</li> </ul>
<b>Longer-term Changes</b> <ul style="list-style-type: none"> <li>Council approval required</li> <li>Permanent materials</li> </ul>	5+ years	<ul style="list-style-type: none"> <li>Measures not implemented as Quick Wins or Short-term Actions to be delivered alongside future roadworks or development (e.g. sidewalks, curb extensions using permanent material)</li> </ul>

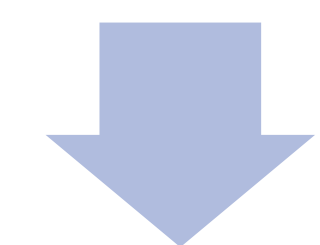
Public Comment  
Deadline  
**February 13, 2025**



Finalize plan for  
Community Council  
review  
**Early 2025**



Report to  
Community Council  
**Spring 2025**



Implementation,  
monitoring,  
evaluation  
**2025-2027**



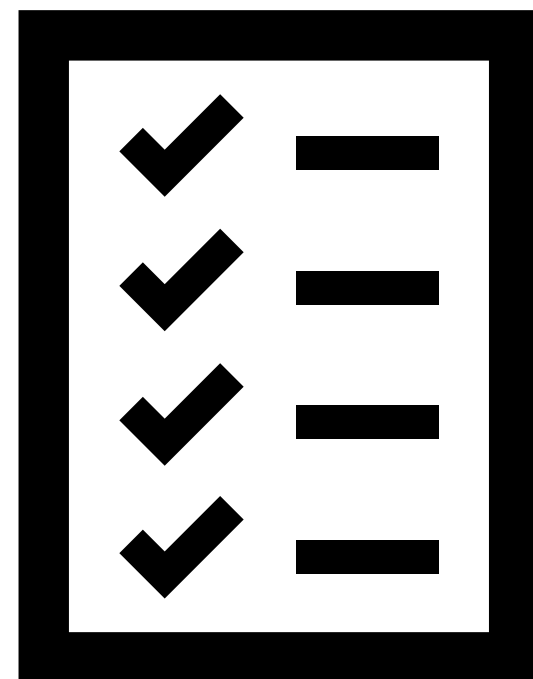
# Other Measures Not Proposed

The following measures were explored by City staff, but not proposed for various reasons, including technical feasibility or limited space in the City's right-of-way.

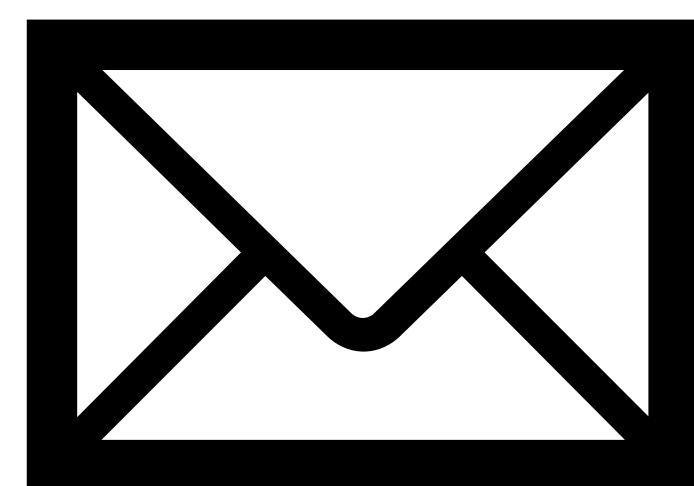
- **All-Way Stop Sign** at the following intersections:
  - Chilcot Avenue and Burrard Road
  - Chalfont Road and Hatfield Crescent
  - Allenby Avenue and Grierson Road
  - Tandridge Crescent and Arcot Boulevard
- **Cycling Infrastructure:**
  - Allenby Avenue
  - Hadrian Drive
  - Burrard Road (south of Caulfield Road)
- **Red Light Cameras:** (Locations will be re-assessed in the future for feasibility)
  - Islington Avenue and Bergamot Avenue
  - Islington Avenue and Allenby Avenue
- **Parking Restrictions:** Shendale Drive and Turpin Avenue
- **New Pedestrian Crossing** at the south approach on Islington Avenue and Rexdale Boulevard intersection
- **Protected Left Turn** at Islington Avenue and Elmhurst Drive intersection
- **Volume Management** measures such as turn restrictions and directional closures (one-way streets)



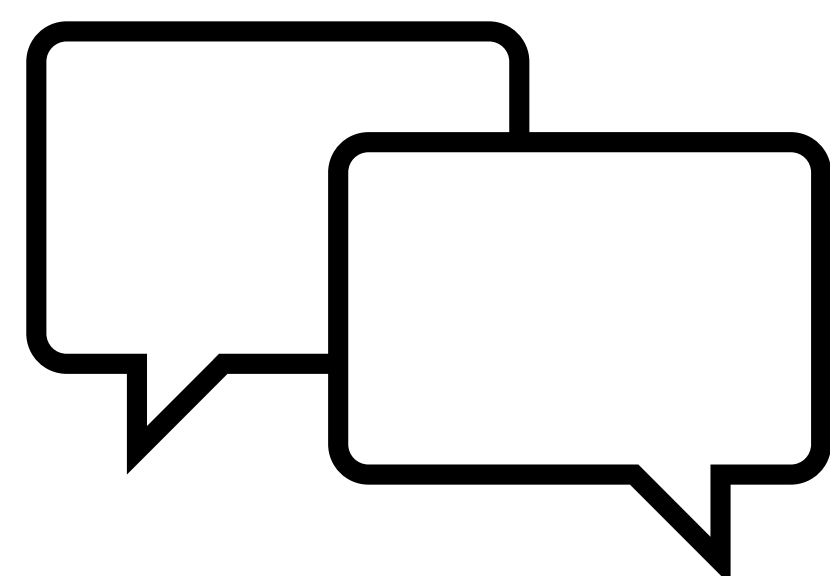
# Provide Feedback



**Take the survey.** Tell us what you think about proposed changes at specific locations in the neighbourhood. You can also request a printed copy.



**Provide feedback via email, phone or mail.** Stay up to date by visiting the project webpage and subscribe to receive email updates.



## Contact

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**Comment deadline:**  
February 13, 2025

**[toronto.ca/EORstreets](https://toronto.ca/EORstreets)**

