

# Thistletown Streets Plan

Public Drop-In Event

May 28<sup>th</sup>, 2025



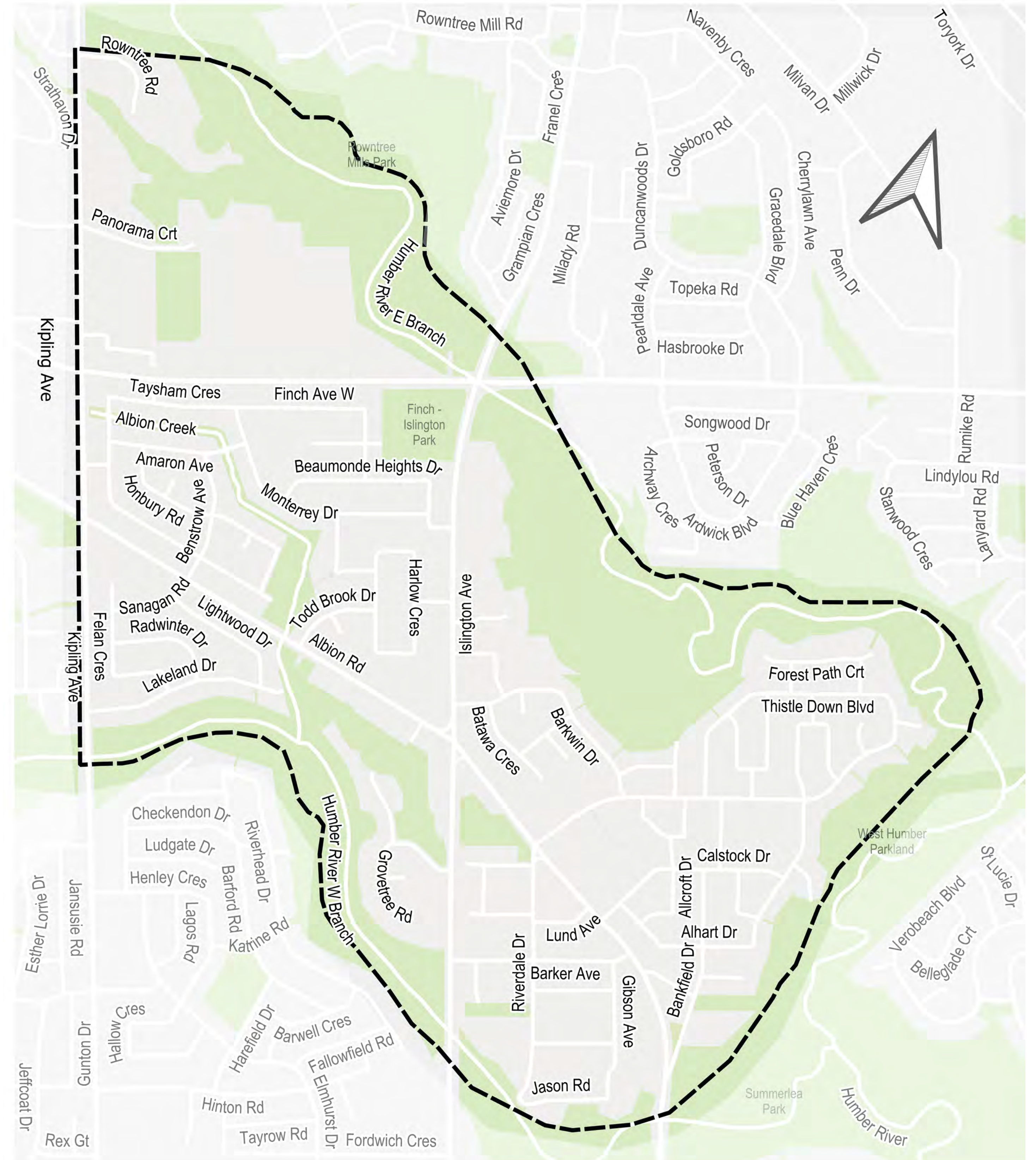


# Project Overview

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

The Thistletown Streets Plan aims to address four main areas of concern:

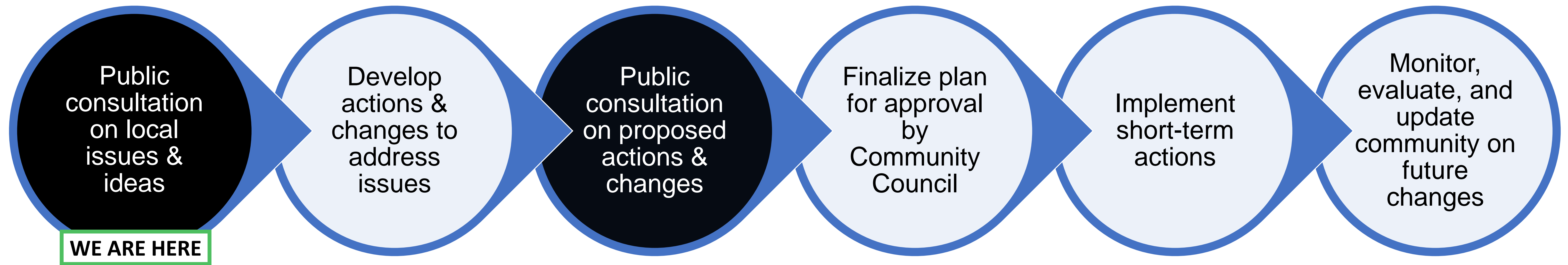
1. Road safety for vulnerable road users (e.g. pedestrians, children, older adults and people cycling)
2. Excessive speeding
3. Excessive motor vehicle traffic on local streets
4. Opportunities for active transportation



The project area is located between Kipling Avenue to the west, and bounded by Humber River to the north, south and east.



# Developing the Plan



Neighbourhood Streets Plans (NSPs) service 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 (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, and permanent measures alongside planned road resurfacing or reconstruction.



# Data and Guidelines

Data that will be 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 & measures 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 Characteristics

Travel within the neighbourhood is typically to/from home or one of these common destinations:

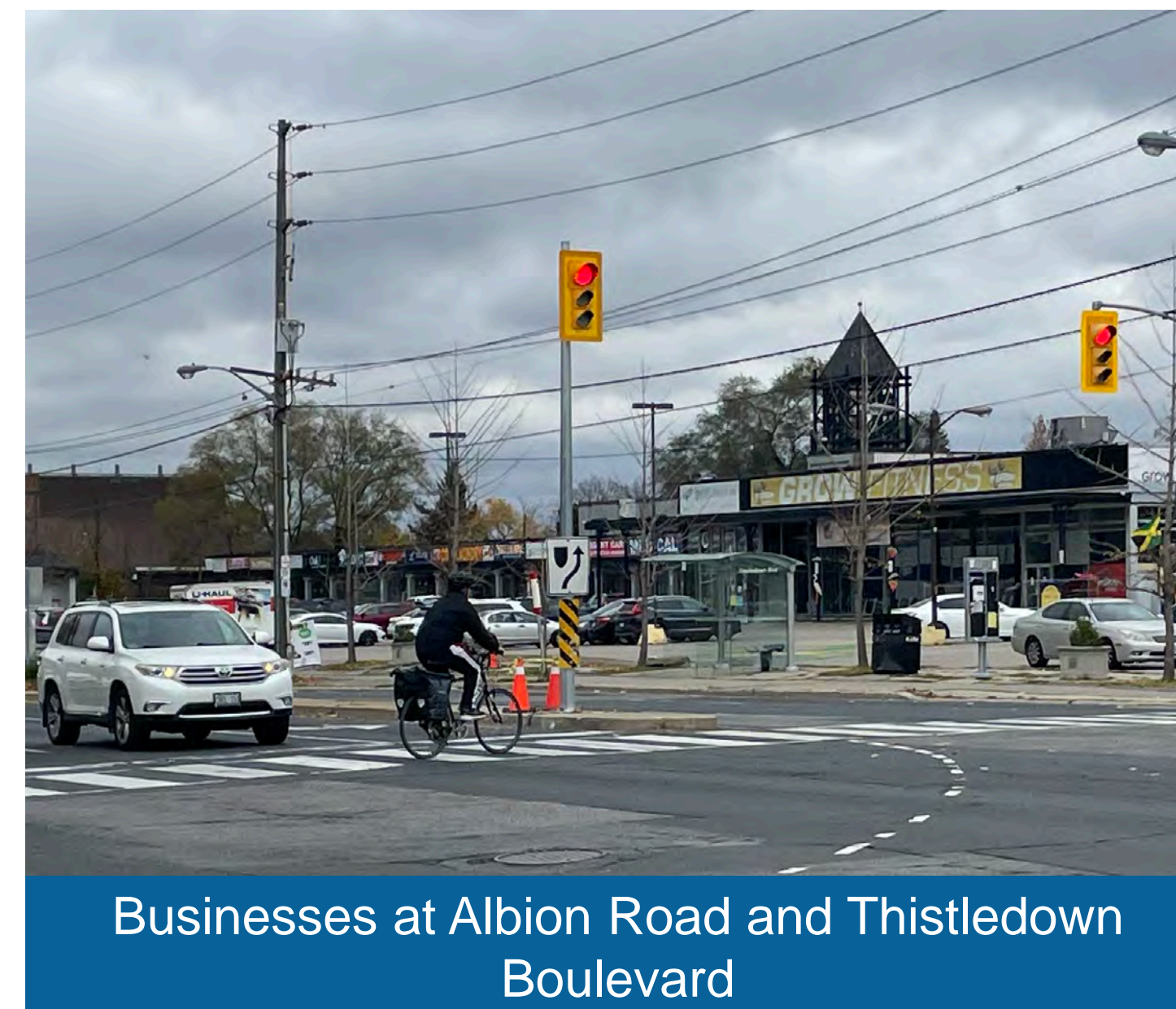
## Schools:

- St. John Vianney Catholic School
- Saint-Noël-Chabanel Catholic Elementary School
- Beaumonde Heights Junior Middle School
- St. Andrew Catholic School



## Shopping destinations:

- Thistletown Plaza
- 900 Albion Road Shopping Plaza and nearby businesses
- Rowntree Gates Plaza
- Businesses at Islington Avenue and Albion Road intersection

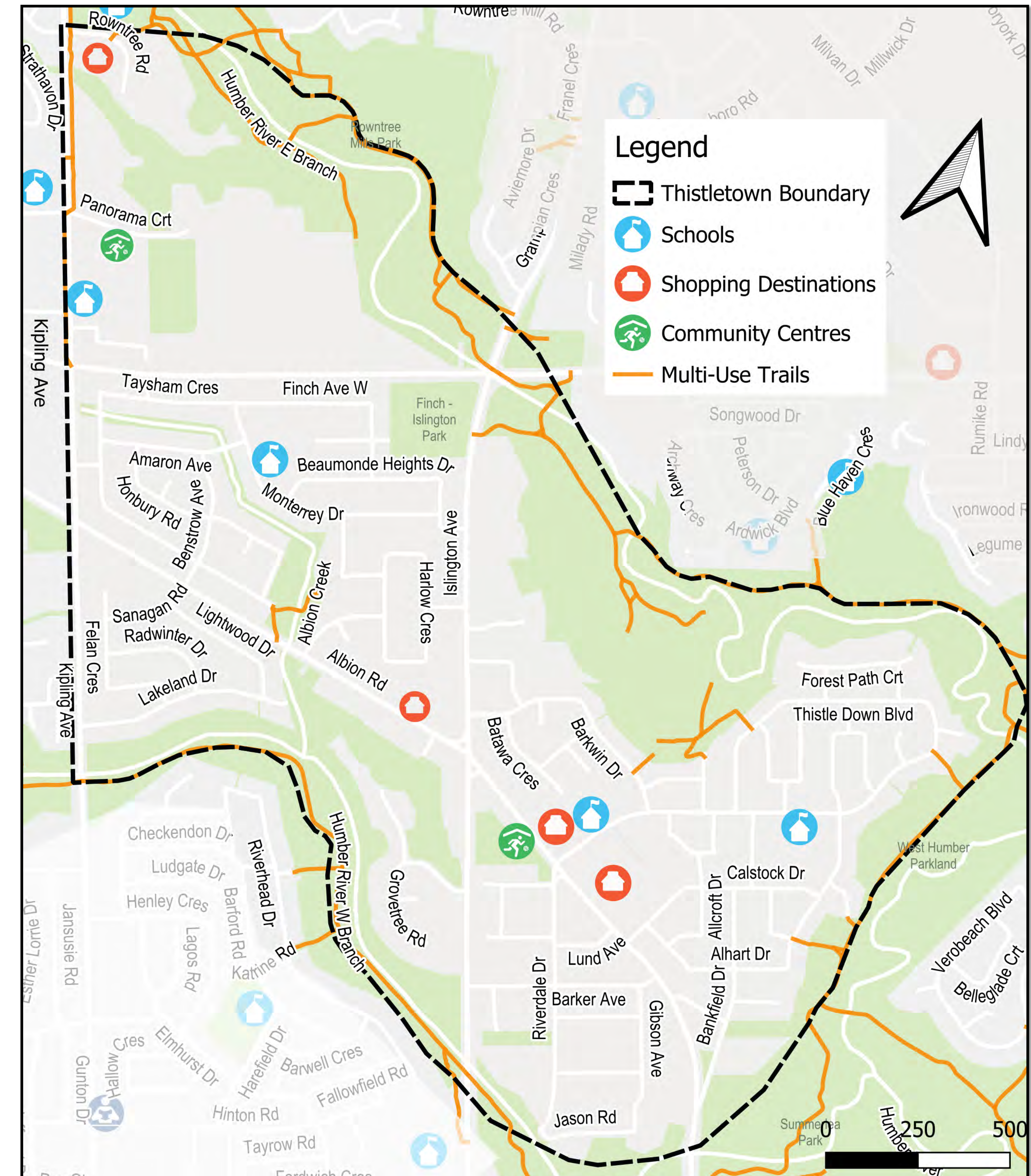


## Community Centres:

- Thistletown Community Centre
- Rexdale Community Hub

**Humber River Trails** are another common destination for the community.

**Dwelling types in the neighbourhood:** Residences in the neighbourhood are evenly split between houses and apartments.



Local destinations in the project area



# Community Mobility

**Household and Mobility Characteristics:** background research into the characteristics of the project area found the following:

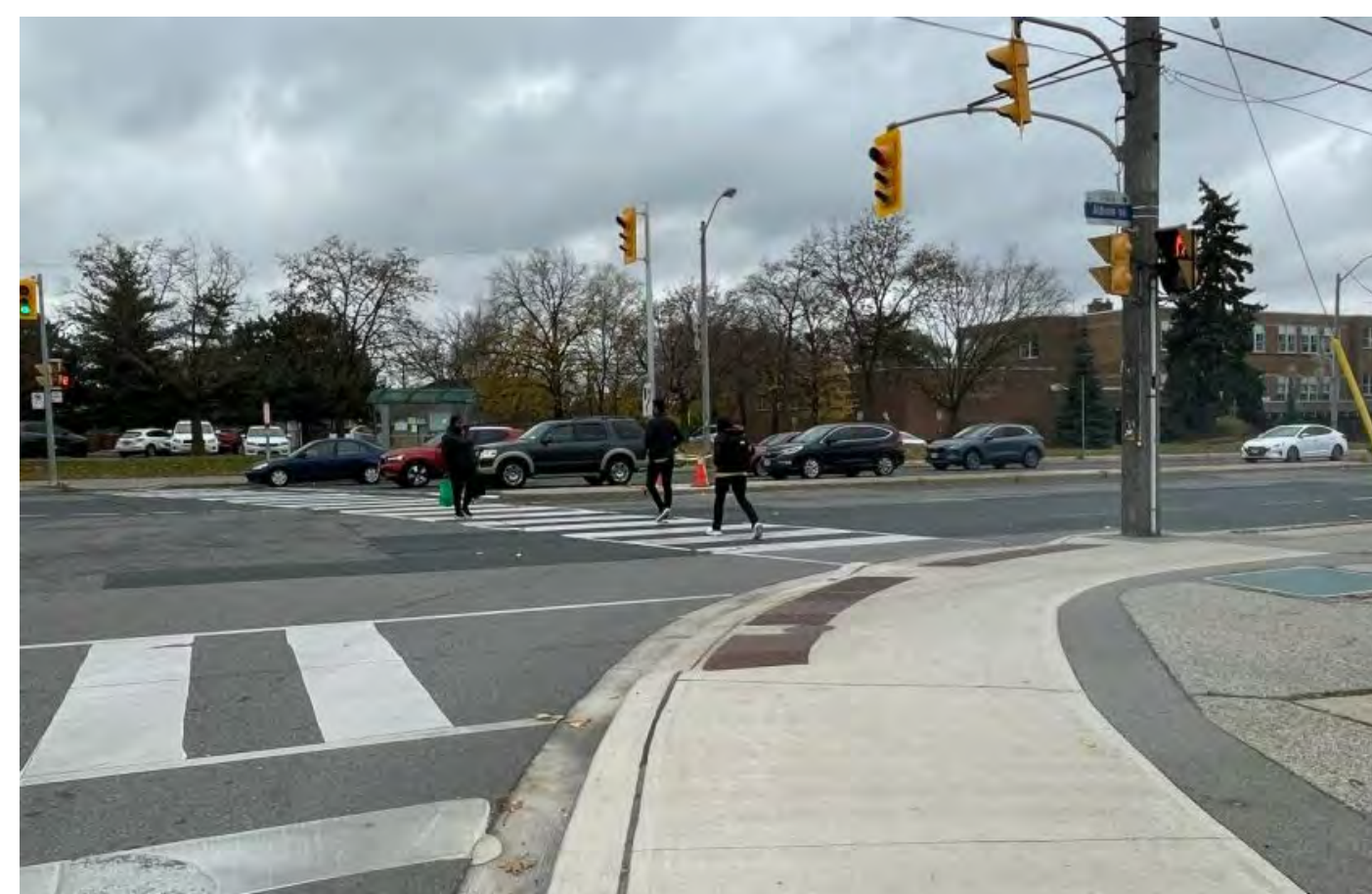
- 5% of households do not own a car
- 37% of the trips less than 1km are walked whereas 62% of trips between 1 to 2 km are made by car
- 30% of trips between 0 to 5 km are undertaken by walking, transit, or cycling, while the remaining 70% are made by car.

**Public transit:** service is provided in the project area by several express and regular bus routes including:

- Route 37B, 937, 118, 45A, and Route 73C that are servicing Islington Avenue, Kipling Avenue, Finch Avenue and Thistle Down Boulevard

Two Finch West LRT stops will be located in the project area:

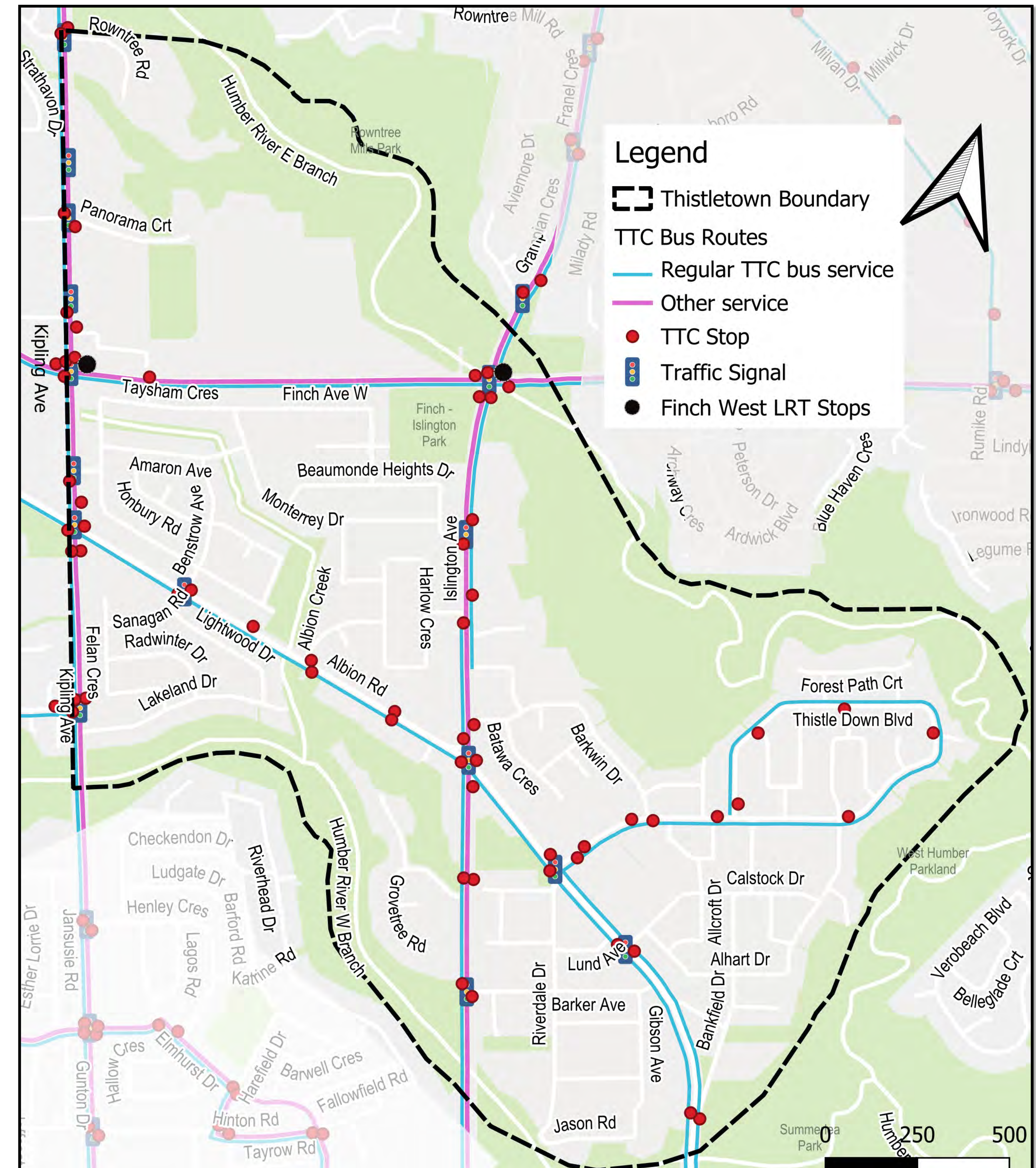
- Rowntree Mills (Finch Avenue West and Islington Avenue)
- Mount Olive (Finch Avenue West and Kipling Avenue)



Intersection close to a local shopping destination, school and community centre



Bicycle parking in front of a local school



Map of public transit options in the project area



# Known Transportation Issues

Over the last few years, community members have submitted requests to 311, the Councillor's Office, and City staff regarding concerns about:

- Traffic calming on Thistle Down Boulevard and Riverdale Drive
- Excessive motor vehicle speed and volume on Bankfield Drive
- Safety of pedestrians near the Albion Road and Islington Avenue plazas
- Requests for additional signage such as watch your speed sign near the schools
- Missing/faded pavement markings for example at Monterrey Drive and Waltham Drive intersection
- Road infrastructure maintenance



Crosswalk at Albion Road and Islington Avenue Intersection



Improper Curb Depression



Missing Pavement Markings at Thistledown Boulevard and Alhart Drive



No U-Turn Signage at Thistledown Boulevard



# Active Transportation Network

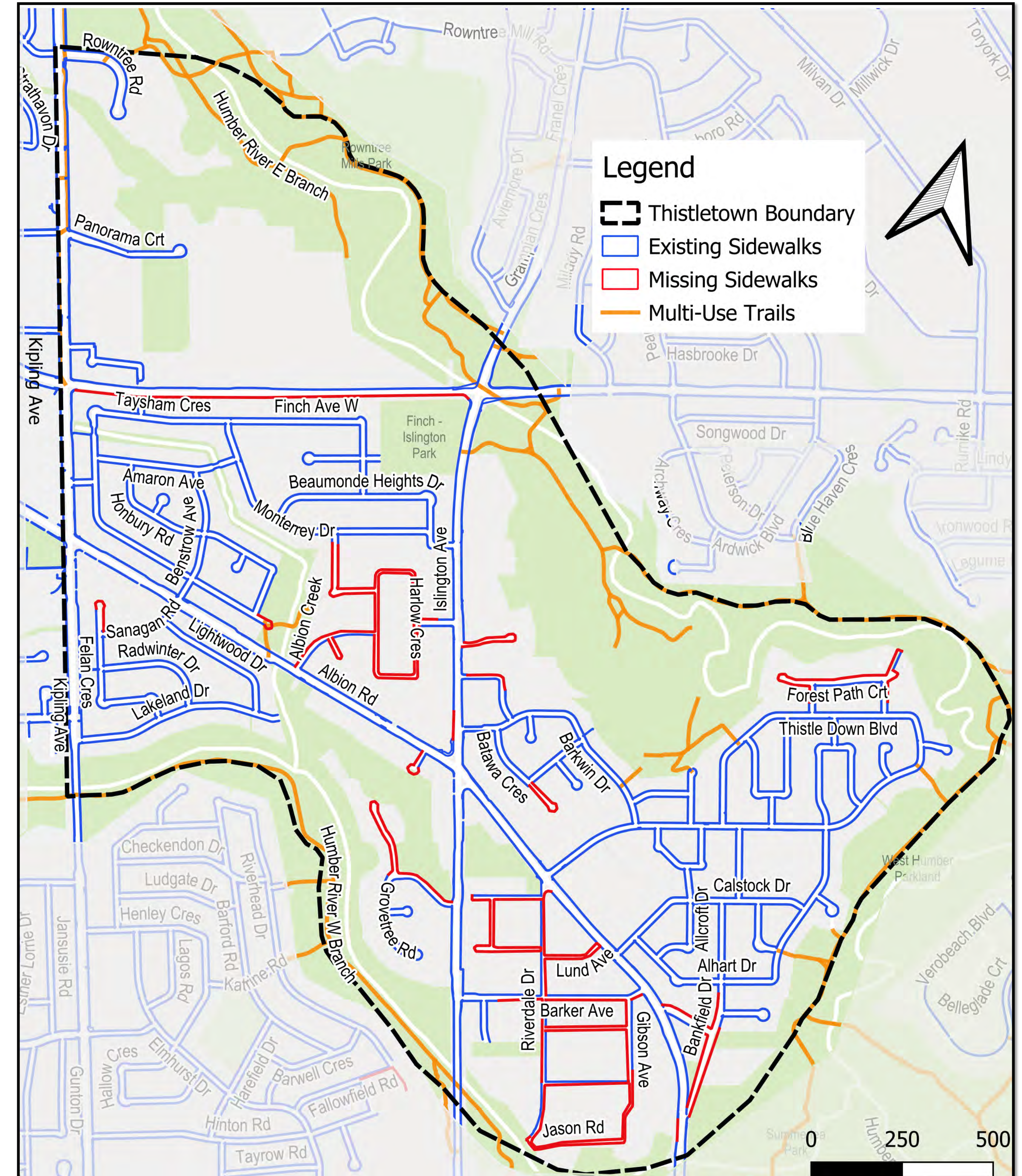
The Plan will consider active transportation that serves pedestrians and people who cycle to travel to and from community destinations to address safety issues.

## Sidewalks and Crosswalks

- Sidewalks are generally present on one or both sides of the street
- Some locations can benefit from safer pedestrian crossing measures

## Bikeways

There is a lack of bikeways in the project area except for the multi-use trails along Humber River and Kipling Avenue north of Panorama Court. In future, bikeways are planned to be built along Finch Avenue as part of the Finch West LRT project.



Map of sidewalks and bikeways in the project area

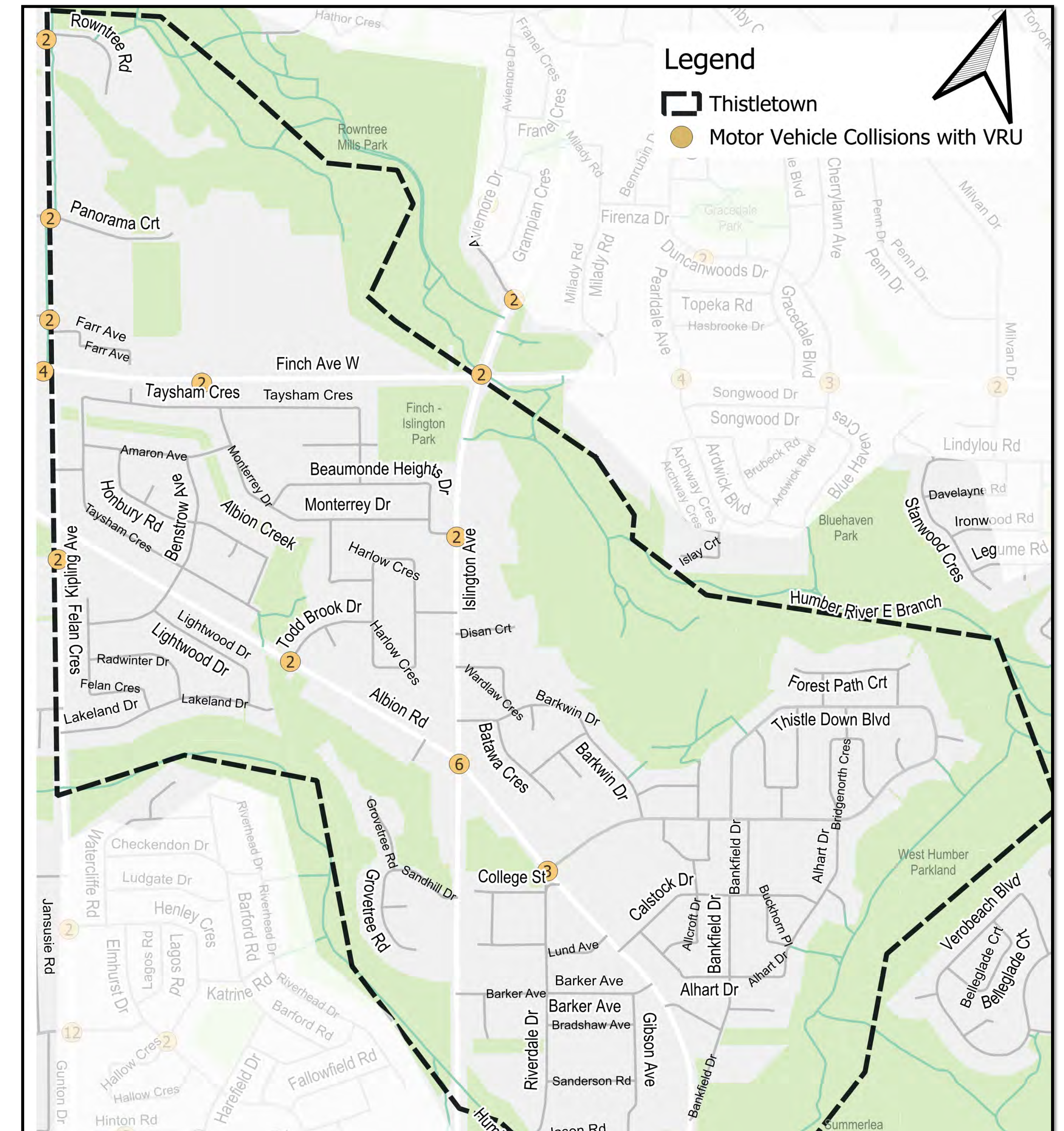


# Road Safety: Collision History

Over the last 10 years in the study area, a total of 29 collisions (fatal, injury and non-injury collisions) have been reported, involving vulnerable road users including motorcyclists, pedestrians and people cycling

Five collisions that resulted in a fatality include:

- Four fatal pedestrian collisions at:
  - Islington Avenue and Albion Road
  - Finch Avenue west of Kipling Avenue
  - Kipling Avenue and Stevenson Road
  - Kipling Avenue and Rowntree Road
- One fatal collision including a motorcyclist at Islington Avenue and Beaumonde Heights
- In addition to the five fatal collisions, there were also seven serious injury collisions involving vulnerable road users

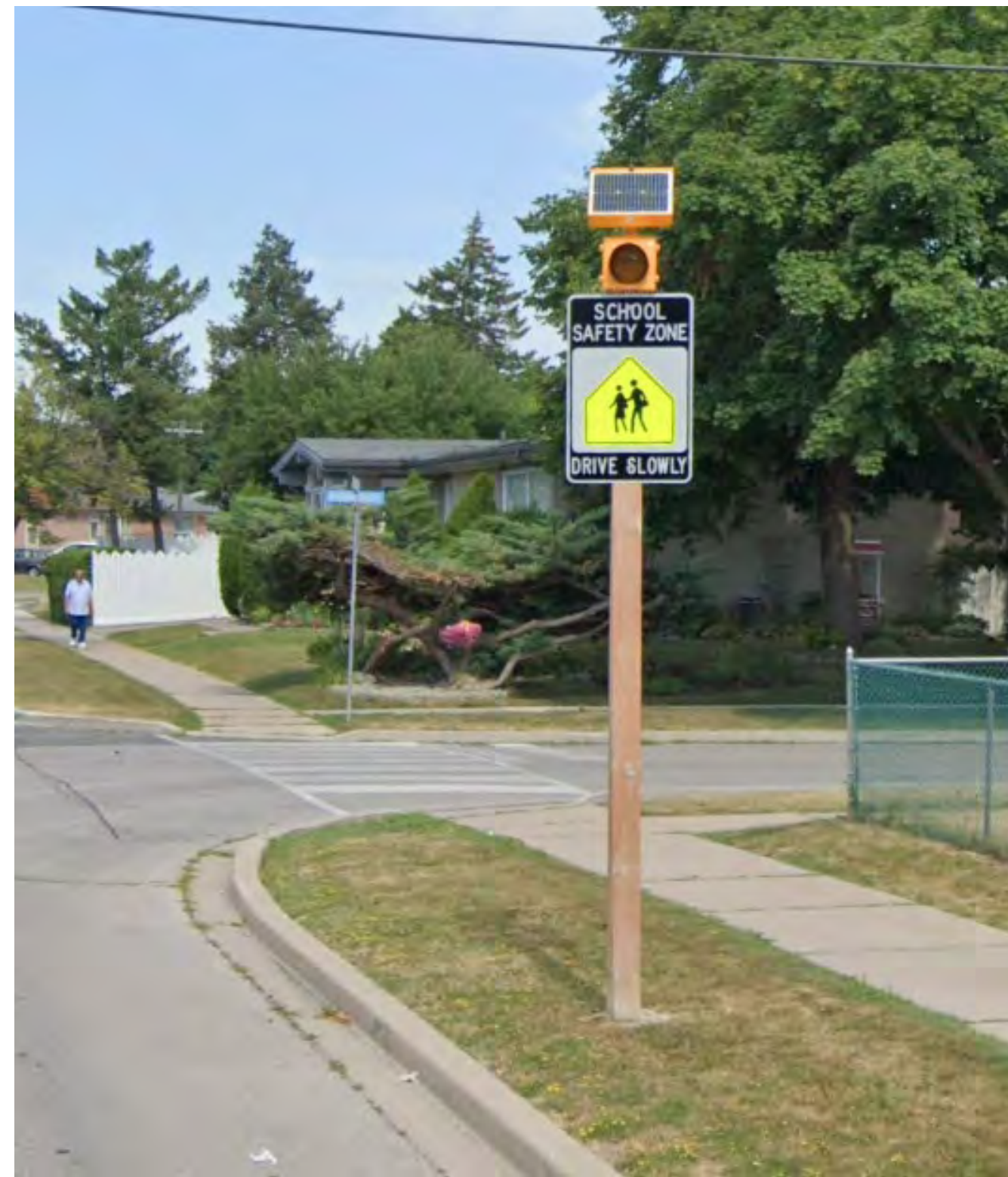


Map of vulnerable road user collisions



# Road Safety: Existing Measures

Many safety measures have been implemented to support the City's Vision Zero Road Safety Plan and related safety initiatives.



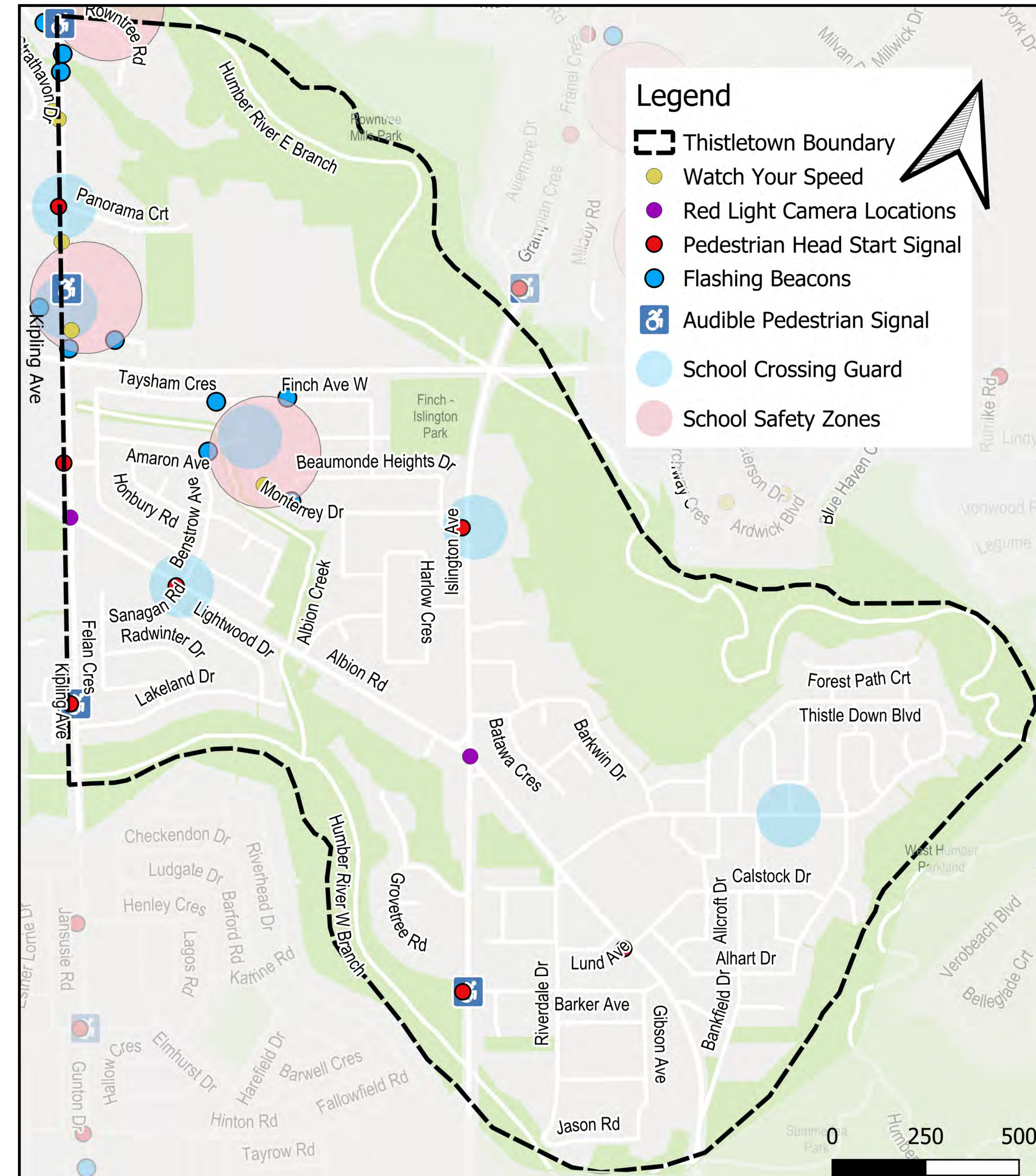
Flashing beacon on Monterrey Drive



Watch Your Speed Sign near a local school



A School Crossing Guard on Islington Avenue



\*Please note that not all existing safety measures are reflected on this map.



# Plan Components

Actions and changes that will be studied and proposed in the NSP are organized by four categories:



## Road Safety

Conflicts between road users can be addressed through operational measures and through providing dedicated space.



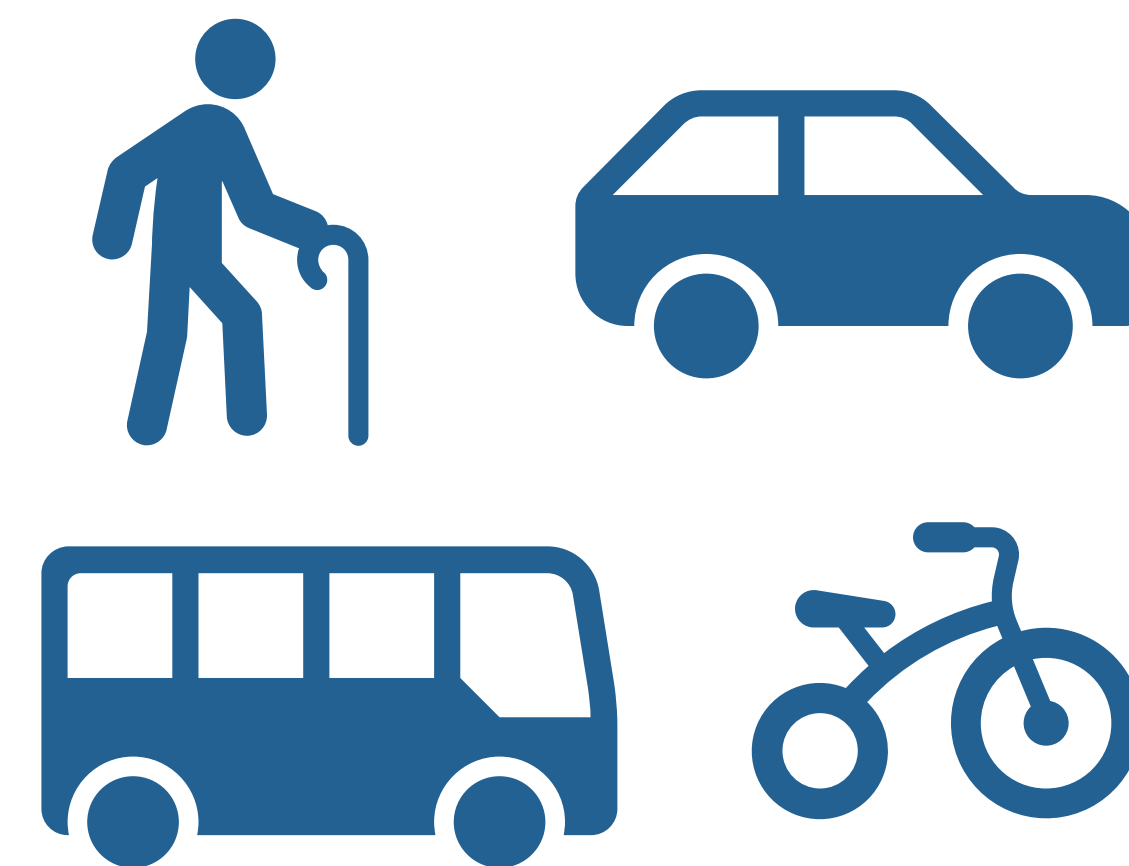
## Volume

The number of vehicles that use a street can be managed using operational features or modifications to the built environment.



## Speed

Speeds on neighbourhood streets can be reduced through operational elements and physical changes.



## Transportation Options

Diverse transportation and travel options can reduce reliance on private motor vehicle use.



# Possible Changes: Road Safety

Conflicts between road users can be addressed through operational measures like:

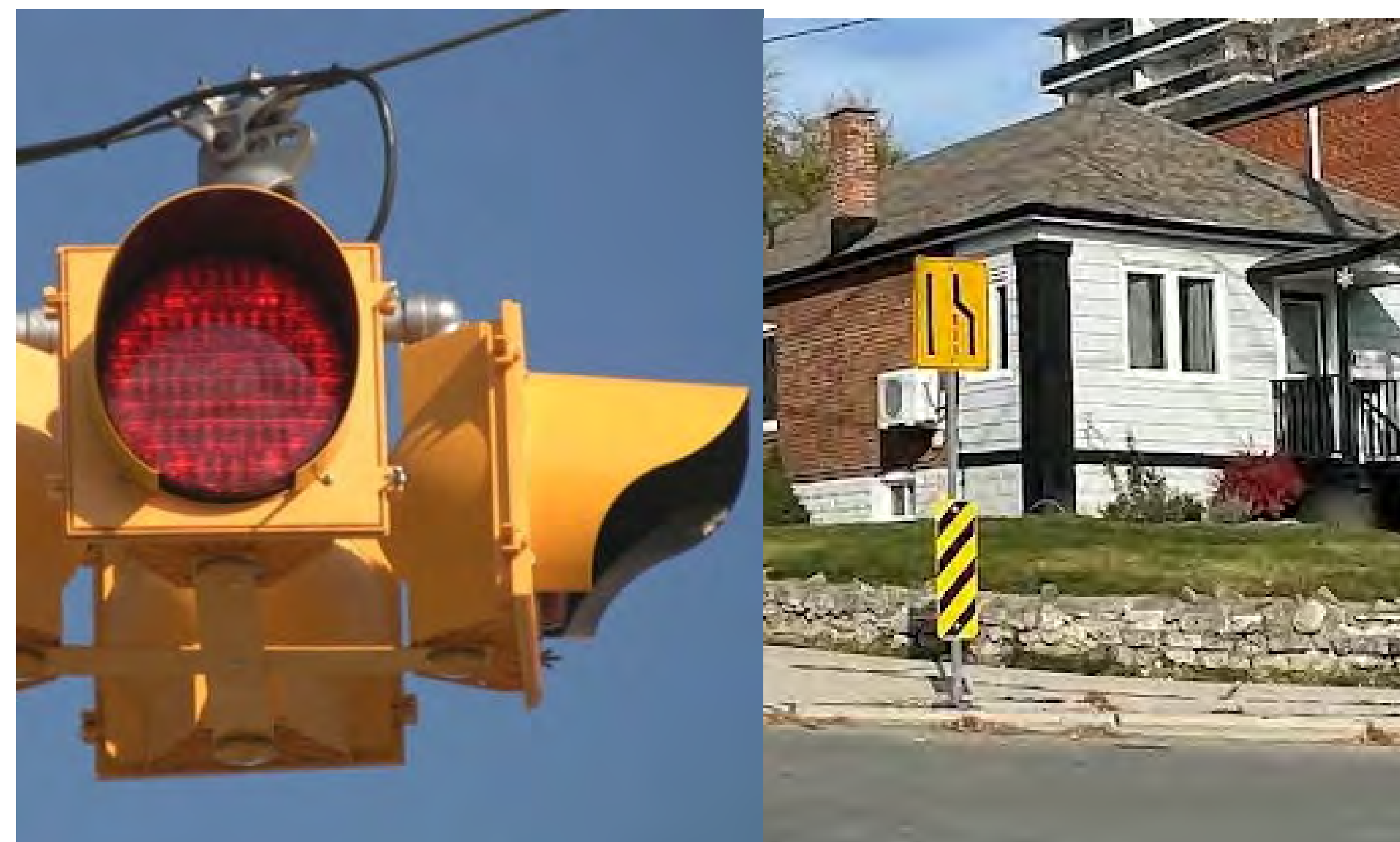
- **Advisory signs and beacons** help alert drivers to potential dangers and conflicts with other road users or fixed objects near the roadway.
- **School Crossing Guards** help students cross the street safely and confidently and remind drivers and people cycling of the presence of pedestrians at key locations.
- A **curb extension** is a sidewalk extended into the parking lane to narrow the roadway and provide additional pedestrian space at key locations. Curb extensions help reduce vehicle speed and increase the visibility of people walking when placed at intersections.
- **Intersection controls** like stop signs and traffic signals provide for an orderly flow of traffic and reduce conflicts by regulating movements through an intersection. When considering locations for stop signs or traffic signals, City staff follow the Ontario Traffic Manual guidelines.



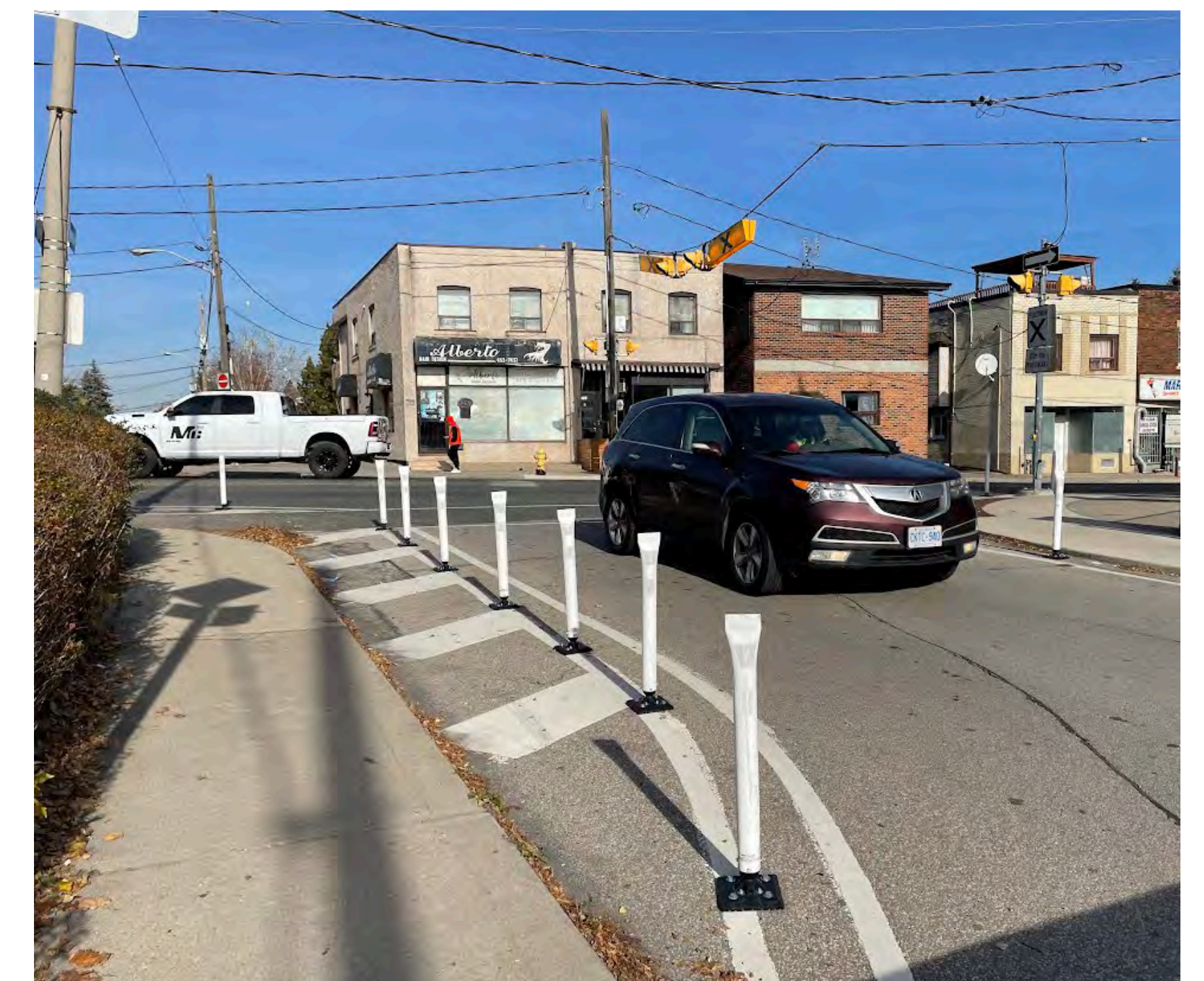
Intersection controls



School crossing guards



Advisory beacon and signs



Curb extension with quick-build materials



# Possible Changes: Speed Management (1/2)

Speeds on neighbourhood streets can be reduced through operational elements :

- **‘Watch Your Speed’** signs measure the speeds of oncoming vehicles, and the LED sign displays the speeds to passing motorists and reminds drivers to check their speeds and obey speed limits. Locations are selected based on data, requests from Councillors, and requests from the public.
- **Lane narrowing** can reduce speeds and encourage driver alertness. The space removed from existing lanes can be repurposed to expand sidewalks, cycling facilities, and green space.
- **Edge lines** or **in-road speed signs** can also have a narrowing effect.



Watch Your Speed sign



Speed hump



Lane narrowing or edge lines  
(source: NACTO)



In-road flexible speed sign



# Possible Changes: Speed Management (2/2)

Speeds on neighbourhood streets can be reduced through operational elements:

- **Chicanes** are a series of curb extensions on alternate sides of a roadway which narrow the roadway and requires drivers to steer from one side to the other to travel through the chicane. Chicanes help reduce speed and discourage shortcutting and through traffic.
- **Speed humps and speed cushions** are raised sections of the roadway designed to discourage motor vehicle drivers from travelling at excessive speeds.
- **Automated speed enforcement** uses a camera and a speed measurement device to detect and capture images of vehicles travelling in excess of the posted speed limit. It is designed to work in tandem with other methods and strategies, including engineering measures, education initiatives and traditional police enforcement. ASE is focused on altering driver behaviour to decrease speeding and increase safety.



Automated Speed Enforcement



Speed hump



Chicanes



# Possible Changes: Volume Management (1/2)

The number of vehicles that use a street can be managed using operational features like one-way street conversions or modifications to the built environment.

- **One-way street conversions** change the direction of one or more segments of an existing one-way street to remove direct routes through a neighbourhood. These conversions discourage short-cutting traffic or through traffic in a neighbourhood.
- **Directional closures** are a curb extension or upright barrier extending to approximately the centerline of a roadway, effectively obstructing one direction of traffic at a specific location.
- **Turn restrictions** prohibit turning movements to or from a street to discourage short-cutting traffic through a neighbourhood and can also help improve the flow of traffic by prohibiting turns onto busy roads at unsignalized intersections.



One-way and Do Not Enter signs



Curb extension to reinforce a directional closure



Turn restriction signs



# Possible Changes: Volume Management (2/2)

The number of vehicles that use a street can be managed using operational features like one-way conversions or modifications to the built environment.

- **Raised medians at intersections** are vertical barriers located on the centerline of a two-way roadway through an intersection, which prevent left turns and through movements on one of the roadways. Raised medians can obstruct short-cutting or through traffic while maintaining access for people walking or cycling.
- **Diagonal diverter** is a type of raised median or other treatment that restricts the movement of motor vehicle traffic in a neighbourhood while maintaining access for people walking or cycling.

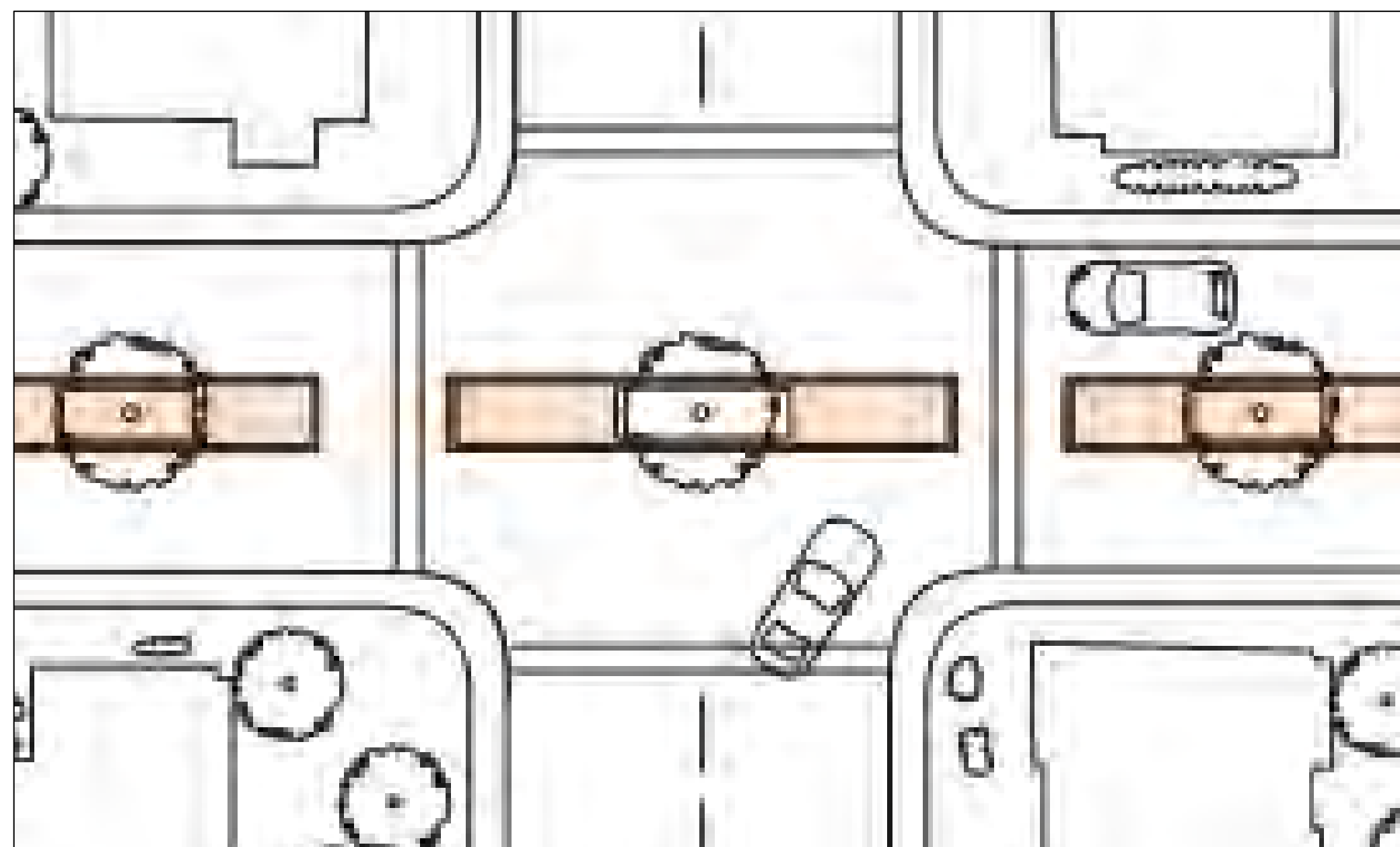


Illustration of a raised median restricting motor vehicle through travel



Illustration of a diagonal diverter (source: NACTO)



# Possible Changes: Transportation Options

Motor vehicle traffic in the neighbourhood starts with the need to travel and a choice to travel by car. The City aims to make it feel safe and easy to choose walking, cycling, transit or other shared mobility for short trips.

- **Supporting pedestrians:** A focus on connecting sidewalks and pedestrian crossings to local destinations in addition to traffic calming can support people to choose to walk. **New or expanded sidewalks** create access, connectivity, and improve safety for people walking along a street. Separating vulnerable road users like people walking from cars on the roadway reduces the likelihood of a collision occurring.
- **Access to transit:** Improvements to pedestrian accessibility to transit stops and stations, and comfort of bus stops can encourage trips by public transit.
- **Supporting people to bike:** Cycling can be supported as a viable option with designated bike facilities for all-ages-and-abilities that extend across the community and connect to neighbouring areas, and when there is secure bike parking at the destination.



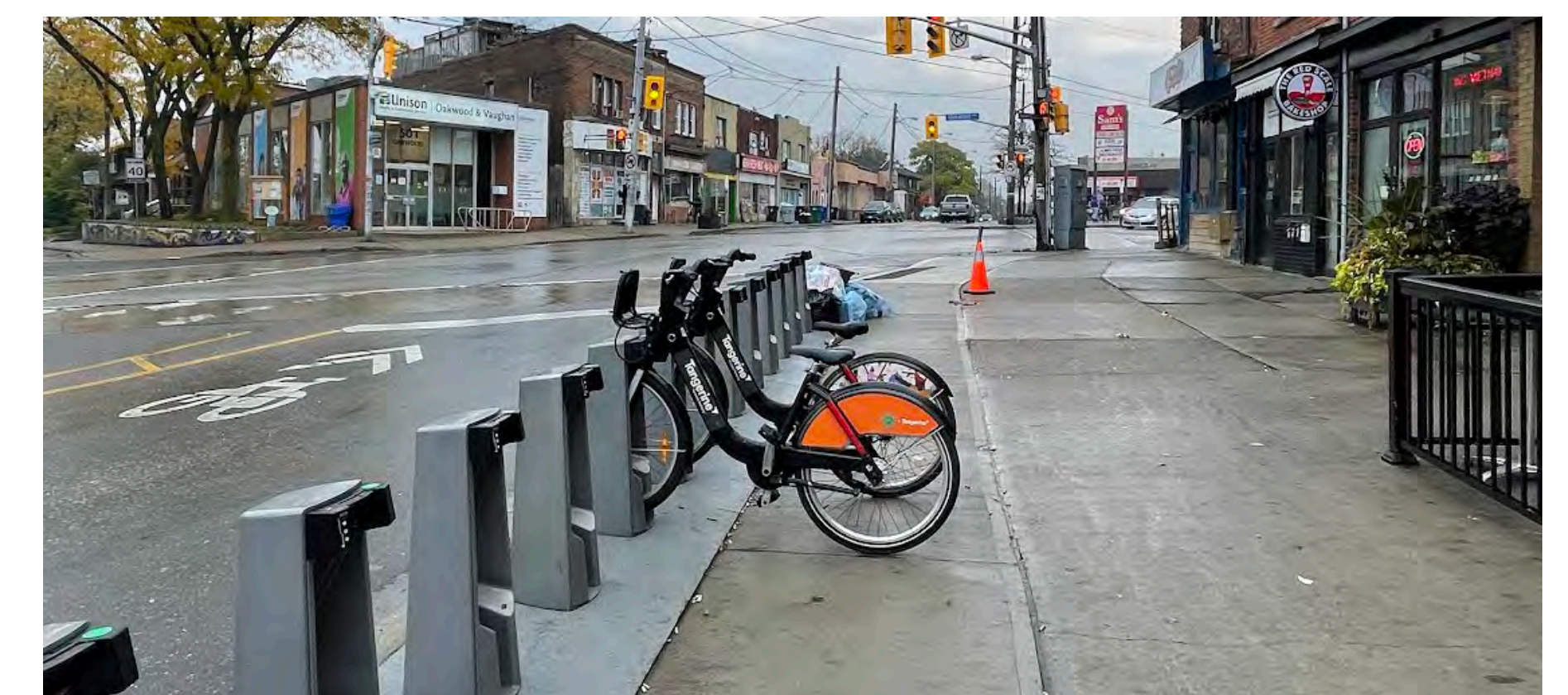
Pedestrians on Thistletown Boulevard



Bus stop at Bridgenorth Crescent



Example of a protected bikeway



Example of a bike share station



# Timeline for Changes

Some changes can be made relatively quickly and do not require Council approval or lengthy design and review periods.

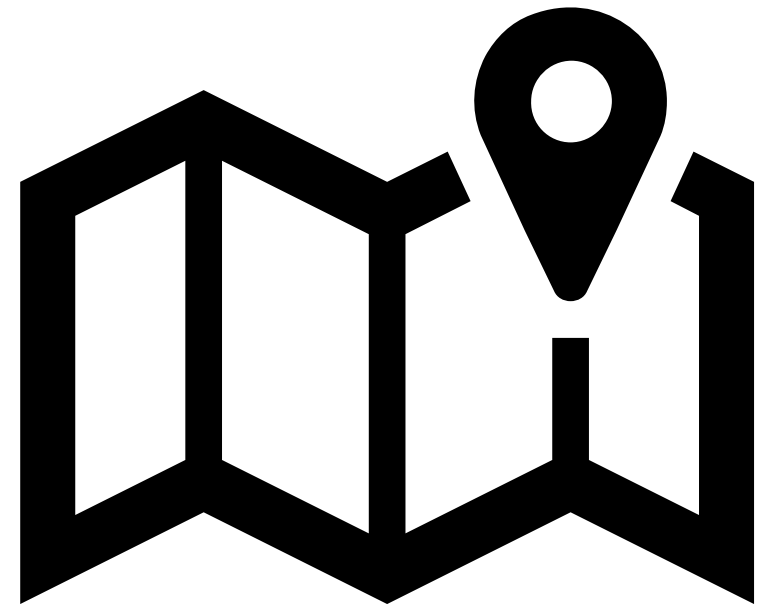
Others that are more complex, impact a wider area, or require major work and can take longer.

The Plan will identify a range of measures from 'quick wins' to longer-term improvements.

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>• Directional changes</li><li>• Cycling network improvements</li><li>• Parking amendments</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</li></ul>

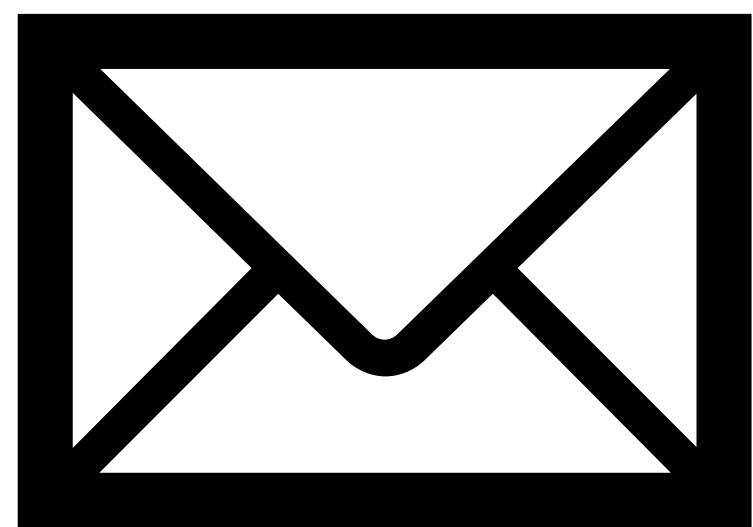


# Provide Feedback

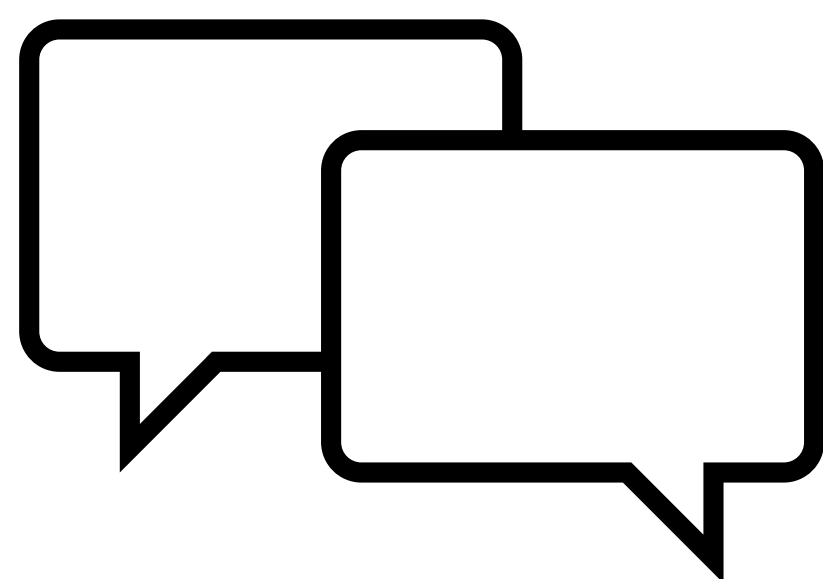


## **Post Comments on an Interactive Map**

Use the online map to mark locations where you see issues and opportunities for change on the streets and complete a short survey.



**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:  
June 10<sup>th</sup>, 2025**

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

