



Alton Towers Neighbourhood Connections: Ingleton Boulevard

Public Meeting | June 11, 2025

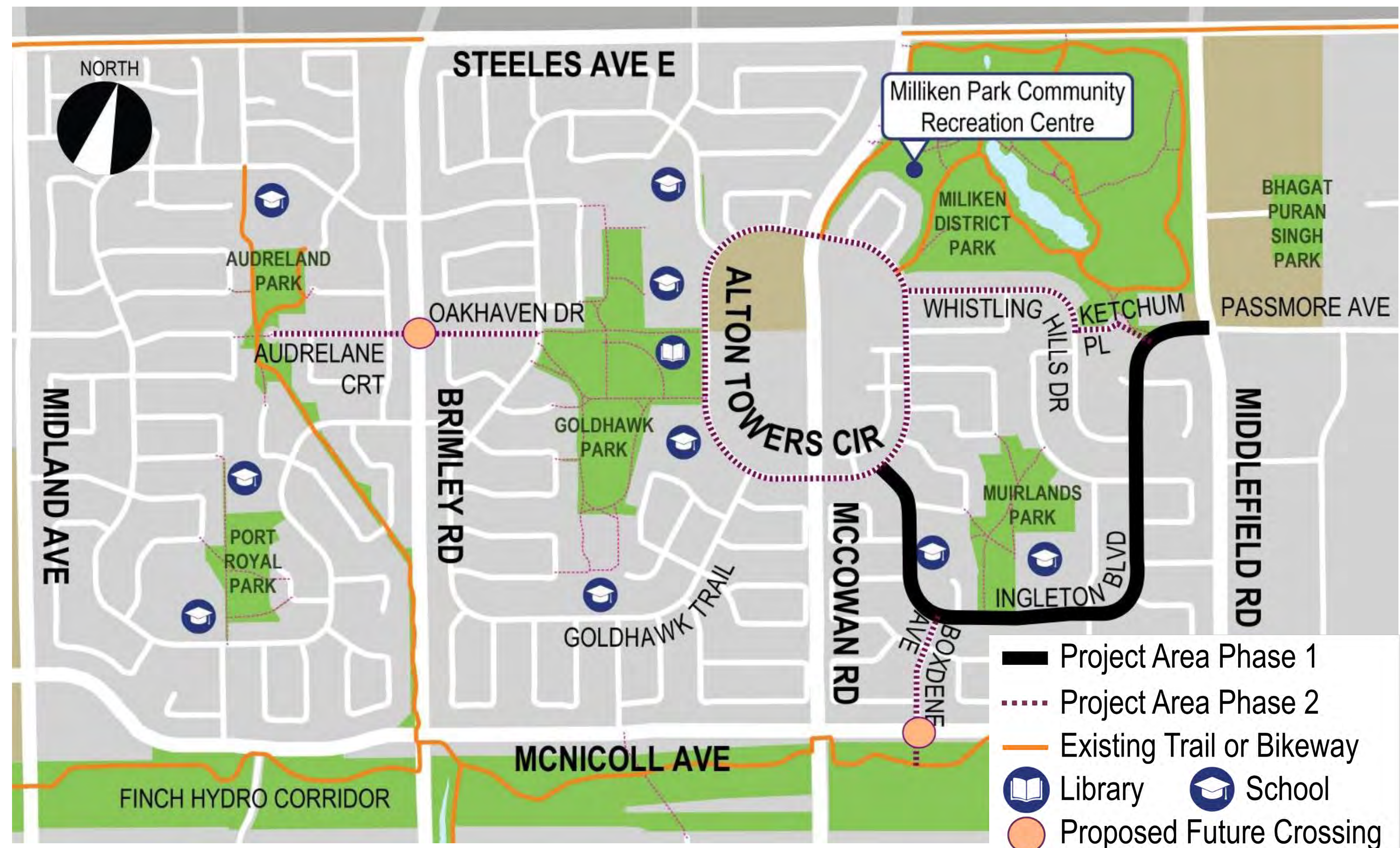
Project Overview: Alton Towers Neighbourhood Connections



The Alton Towers Neighbourhood Connections project aims to create safer and more accessible neighbourhood streets and better connect residents to local destinations.

Phase 1 of the Alton Towers Neighbourhood Connections project is focused on Ingleton Boulevard which is proposed to be implemented in 2027 as part of planned road works.

Phase 2 will have a separate consultation in early 2026 on Alton Towers Circle, Boxdene Avenue, Whistling Hill Drive, Ketchum Place, Audrelane Court and Oakhaven Drive. Phase 2 is proposed to be implemented in 2027-2028.



Map of Project Area

Project Overview: Phase 1 Ingleton Boulevard



As part of Phase 1, the City of Toronto is inviting residents to learn more about and provide feedback on proposed changes to Ingleton Boulevard.

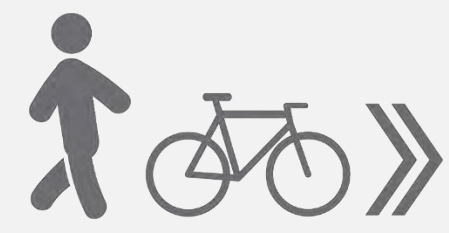
In 2027, road work is planned on Ingleton Boulevard between Middlefield Road and Alton Towers Circle. Inspection of the road shows that it needs repaving, and damaged curb and sidewalk need to be replaced to bring them to a state-of-good-repair.

The planned roadwork is an opportunity to make design changes that can improve road safety for everyone, especially for seniors, school children, pedestrians and people cycling.

No vehicle lanes will be removed through this project.



Phase 1 Ingleton Boulevard: Project Timeline



Phase 1 consultation is seeking public feedback on proposed changes to Ingleton Boulevard.

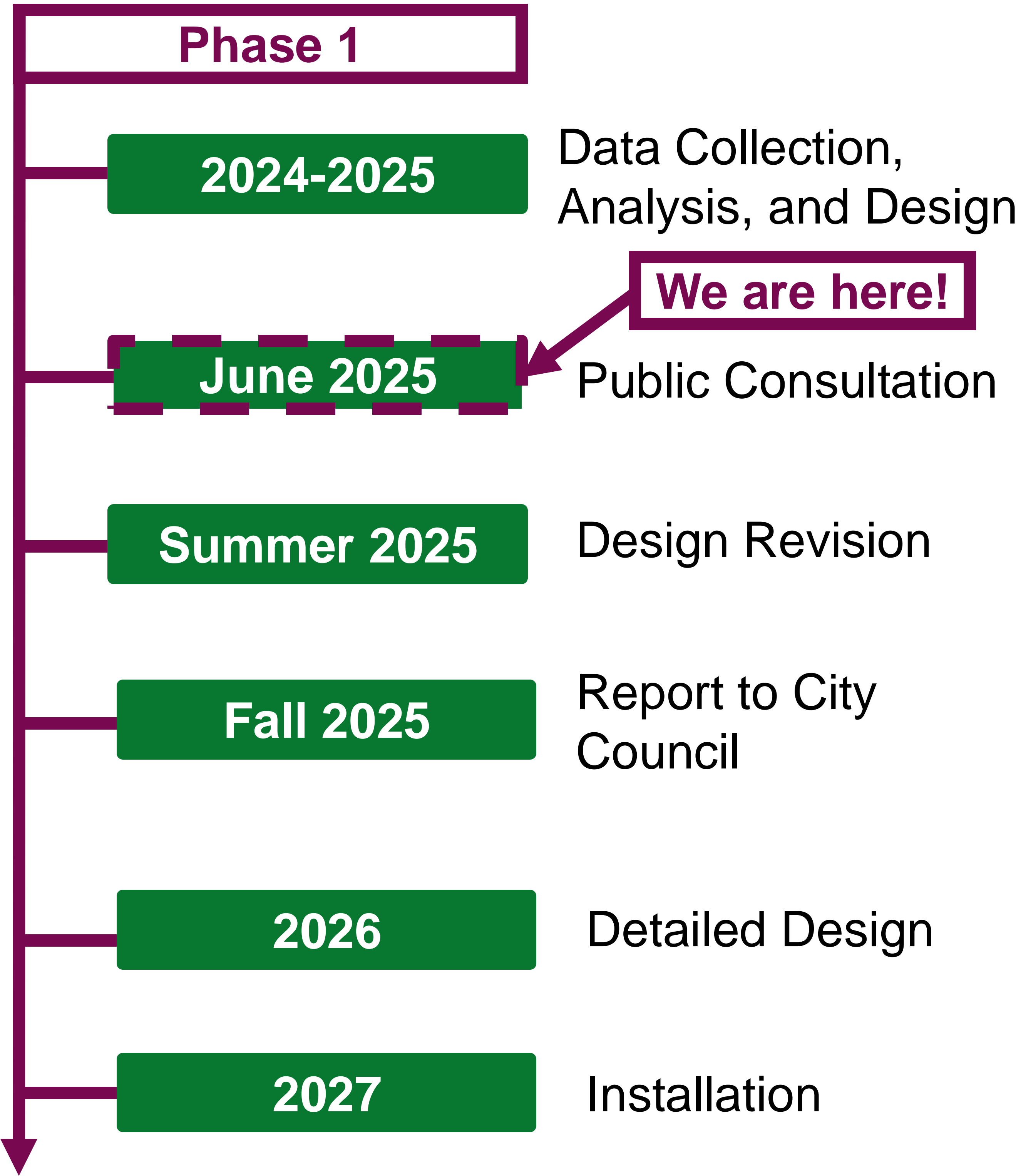
The following panels outline overall project details, including background information on the project, a review of the existing conditions of the streets and the design proposal for Phase 1.

As part of Phase 1 consultation, the City is also gathering input on other streets in the project. This input will help to shape proposals presented for those streets in Phase 2.

Once you have reviewed the project details, please **complete the survey to provide feedback on the proposed changes. The survey is open until Wednesday, June 25, 2025.**



The survey is available at toronto.ca/AltonTowersConnections



Project Goals



The key goals for the Alton Towers Neighbourhood Connections project are:



INCREASE ROAD SAFETY

Increase safety for all road users with a focus on **reducing motor vehicle speeds and improving crossings** for people walking and cycling



IMPROVE ACCESS TO TRANSIT AND LOCAL DESTINATIONS

Improve the safety, comfort and attractiveness of **walking and cycling to schools, local parks and transit**



CONNECT PEOPLE TO PARKS AND TRAILS

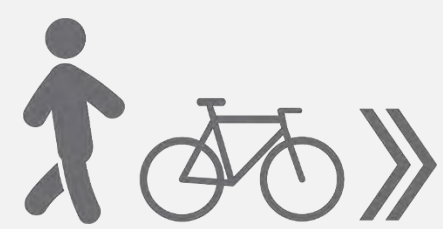
Enhance walking and cycling connections to local parks and existing trails



DESIGN FOR CONTINUED CITY SERVICE DELIVERY

Design the roadway for continued City services including waste collection, snow plowing and deliveries

Area Context



Many neighbourhood destinations are within a 10 to 15-minute walking or cycling distance, including schools, parks, trails and libraries.



A key goal of this project is to help community members of all ages and abilities feel safer and more comfortable walking and cycling to these destinations, or recreationally in and around the neighbourhood.



← 10-minute bike →

← 15-minute walk →

Project area



Signal



School



Library



Pedestrian Crossover



Proposed Future Crossing

Policy and Rationale for Road Safety Projects



The City has several guiding policy documents and objectives that inform a project like Alton Towers Neighbourhood Connections.



Official Plan: Bring all Toronto residents within 1km of a designated cycling route



Road to Health: Healthy Toronto by Design: Increased physical activity is associated with better health outcomes



Vision Zero Road Safety Plan: Prioritize the safety of our most vulnerable road users



TransformTO: Climate Action Strategy: Targets 75% of trips under 5 km are walked, cycled or by transit by 2030



Encouraging all Ages and Abilities to Cycle: The majority of people rate themselves as “interested but concerned”



Reduce Reliance on Motor Vehicles: Providing alternatives to driving allows for roadways to be used more efficiently



Complete Streets Guidelines: Streets are for people, placemaking and prosperity

Why do this Project Now?



The Alton Towers Neighbourhood Connections project is being advanced now for several reasons:



Planned road work on Ingleton Boulevard is an opportunity for safety improvements: In 2027, roadwork is planned on Ingleton Boulevard to bring the street to a state of good repair. This is the most cost-efficient time to make road safety changes.



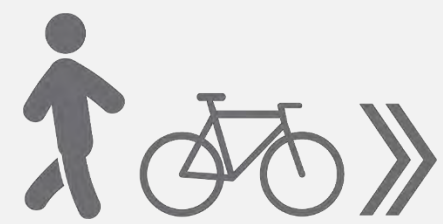
Vision Zero Road Safety Plan: Road safety improvements are prioritized in school and community safety zones. At Ingleton Boulevard and Alton Towers Circle, there is an existing temporary safety improvement installed to reduce motor vehicle speeds and shorten the crossing distance. This temporary improvement is a priority to make permanent.



Cycling Network Plan: In 2024, City Council approved the 2025-2027 Cycling Network Plan Implementation Program which included the Alton Towers Neighbourhood Connections project to grow the network and make travel safer and more connected in the community.



Why Now | Vision Zero Road Safety Plan

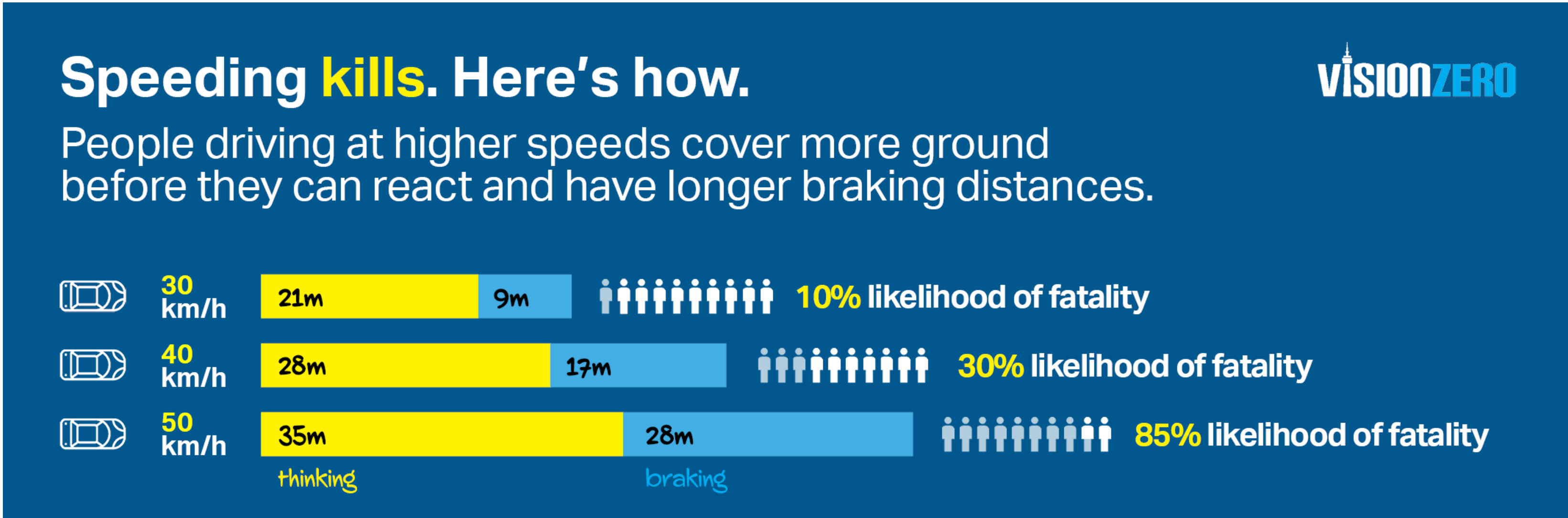
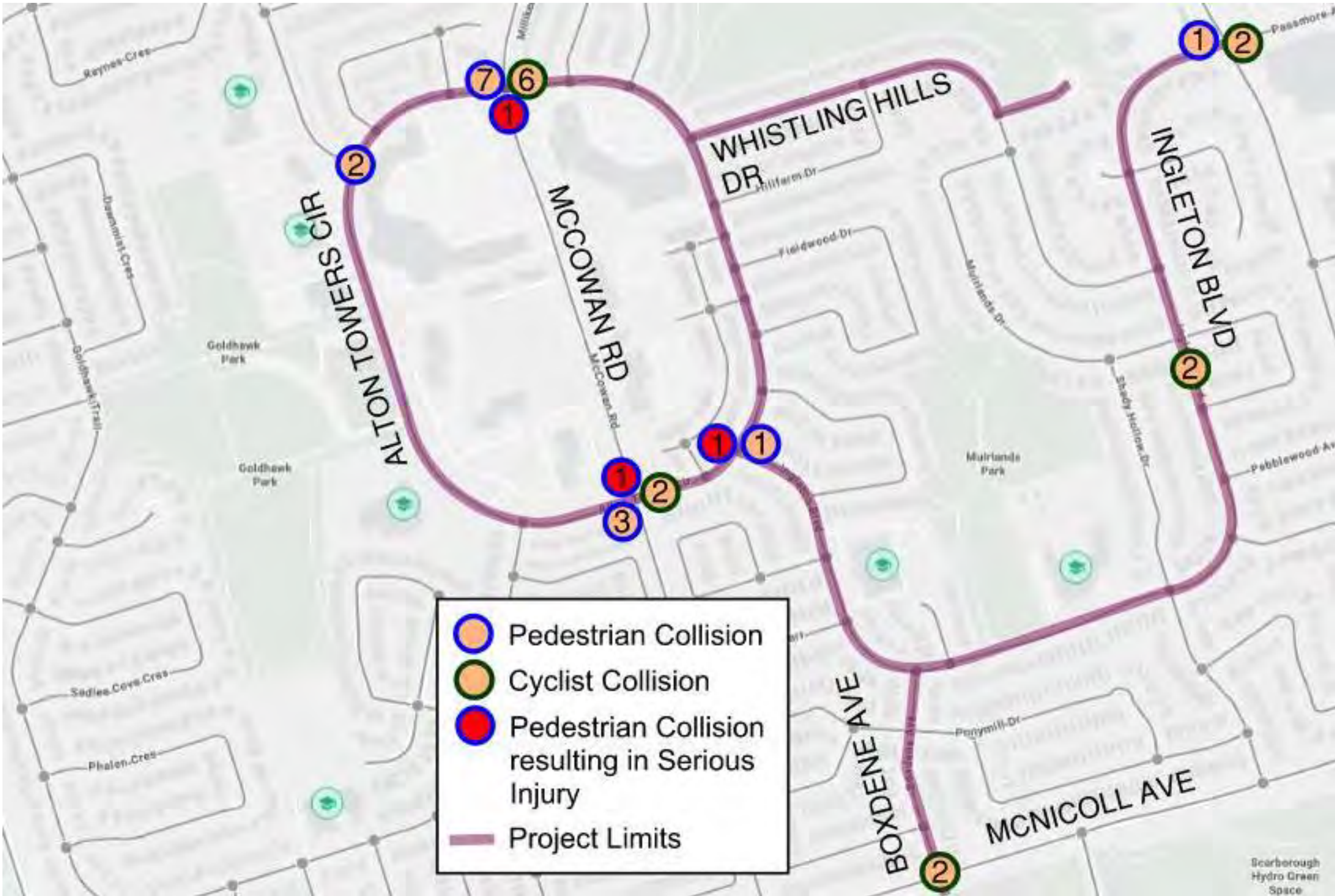


There is a history of collisions and speeding on Ingleton Boulevard and Alton Towers Circle. Safety improvements are proposed as part of this project to fulfill the City’s commitment to the Vision Zero Road Safety Plan.

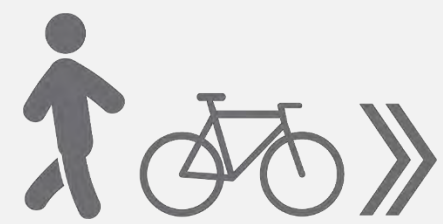
The Plan's goal is to eliminate traffic-related fatalities and serious injuries by making our roads safer for everyone, especially for seniors, school children, pedestrians and people cycling.

Over a 10-year period (2014-2023) three collisions resulted in pedestrians being seriously injured and 28 collisions with pedestrians or people cycling resulted in injuries. In the same period, there were 105 collisions on Ingleton Boulevard, with seven involving pedestrians or people cycling.

The speed limit on Alton Towers Circle and Ingleton Boulevard is 40 km/hr. Data collected shows that along sections of these roadways drivers go above the speed limit with 95th percentile speeds closer to 45-50 km/hr.



Why Now | Safer Routes to School



The safety of school children and parents is a key consideration for the Alton Towers Neighbourhood Connections project. The project aims to increase the safety and comfort of walking and cycling, including for school children and parents. There are **over seven schools** in the project area including Macklin Public School, The Divine Infant Catholic School, Prince of Peace Catholic School, Banting and Best Public School and others. There are **four School Safety Zones** and **two Community Safety Zones**. Many students live within walking or cycling distance of their school.

Promoting active school travel is a part of the **Vision Zero Road Safety Plan**. Active school travel is the use of any non-motorized school travel such as walking, scootering or cycling. It also includes walking and wheeling using mobility devices. There are many benefits to active school travel.



Improves your Family's Health
It's a great way to contribute to a healthy lifestyle.



Improves Safety
Active School Travel reduces the number of cars around schools.



Helps the Environment
Fewer cars means less emissions and air pollution.



Influences School Performance
Increasing exercise levels has been linked with decreasing stress and boosting academic performance.



It's Faster than you Think
Many families live within 300 metres of the school which is a 5-minute walk for most pedestrians or a 2-minute bike ride for most cyclists.







Map of Schools in the Project Area

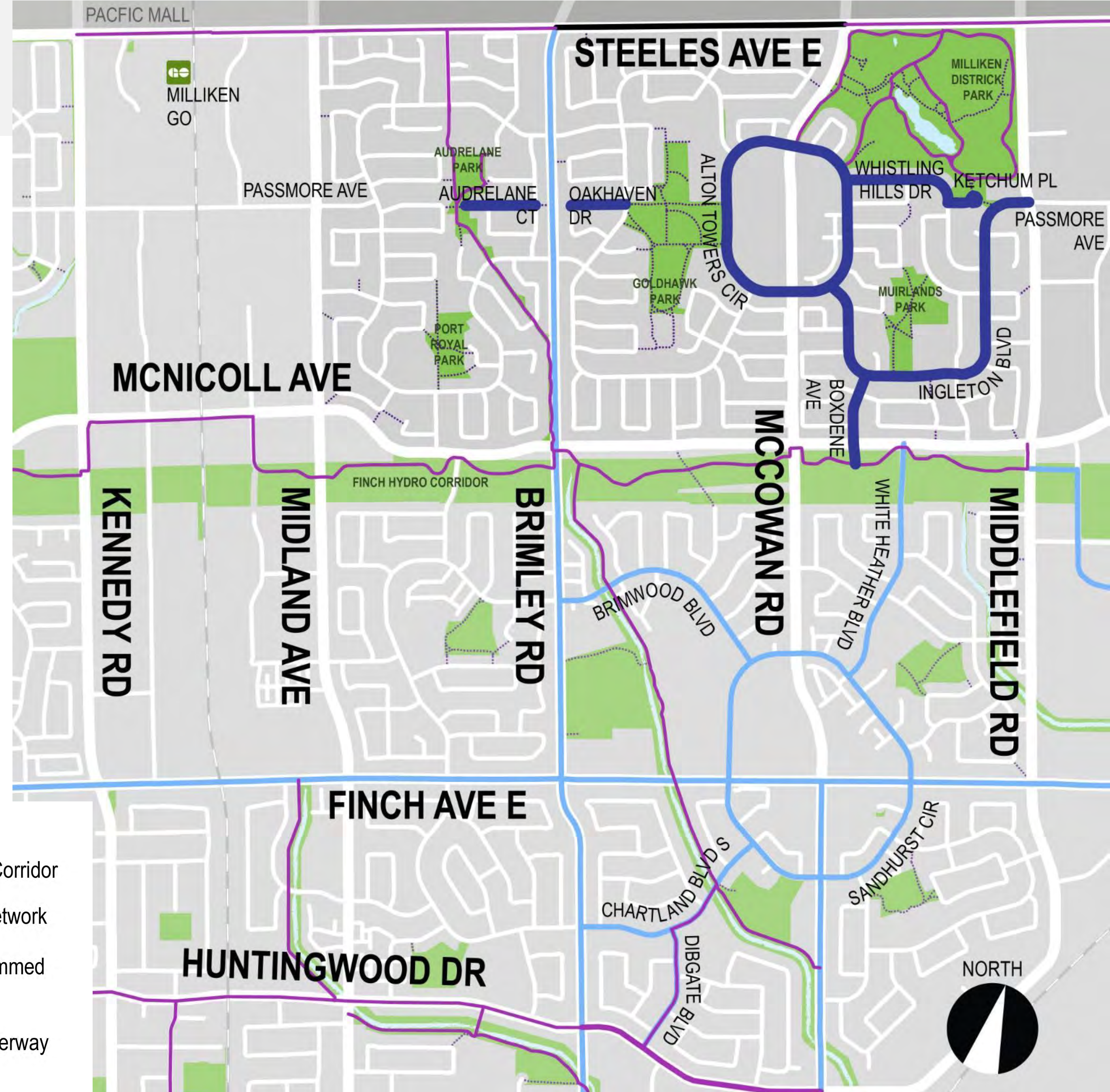
Why Now | Growing the Cycling Network

The routes included in the Alton Towers Neighbourhood Connections project were chosen in the 2025-2027 Cycling Network Plan's Near-Term implementation program because they:

- Provide an opportunity to improve safety on key streets connecting into and out of the neighbourhood
- Connect to key destinations within the neighbourhood and outside
- Build on existing pathways and trails to create east-west connections from Middelfield Road to Midland Avenue.
- Build on existing pathways and trails to create north-south connections from Steeles Avenue to the Finch Hydro Corridor and Finch Avenue East.

LEGEND

-  Proposed Project Corridor
-  Existing Cycling Network
-  2025-2027 Programmed Cycling Network
-  Approved and Underway Cycling Routes



Phase 1: Ingleton Boulevard | Existing Conditions

Ingleton Boulevard is a two lane collector road with a posted speed limit of 40 km/hr and land use mainly of parks, low-density residential and two schools. Ingleton Boulevard is an important connector in the neighbourhood. People of all ages travel on Ingleton Boulevard to access schools and parks.



There is a school crossing at the entrance to Macklin Public School with a crossing guard. No crossing exists at the entrance to The Divine Infant Catholic School.

There have been requests from the community to improve crossings at both schools.



Existing vehicle lane widths on Ingleton Boulevard are wide with a road width of over 9 m. Wide lanes may result in speeding where parking utilization is low.

There is no existing traffic calming.



Ingleton Blvd connects to Muirlands Park and Milliken Park.

People already walk and cycle on Ingleton Boulevard with approximately 180-200 pedestrians per day and 20 people cycling per day (Feb-April 2025).

Phase 1: Ingleton Boulevard | Proposed Changes



The Alton Towers Connections project proposes changes on Ingleton Boulevard to make it safer for all road users, including:

- a speed limit reduction from 40 to 30 km/hr
- side street and intersection improvements to increase visibility, shorten crossing distances and slow motor vehicle turning speeds
- mid-block crossing improvements to create safer access to parks, schools and trails

The proposed changes for the road are presented in sections:

- Section 1: Middlefield Road to Milliken Park Path
- Section 2: Milliken Park to Shady Hollow Drive
- Section 3: Shady Hollow Drive to Boxdene Avenue
- Section 4: Boxdene Avenue to Alton Towers Circle

The existing number of vehicle lanes will be maintained.

Design plans are also available on the project website.



Phase 1: Ingleton Boulevard | Reducing Speeds



The project proposes a **speed limit reduction** to 30 km/hr on Ingleton Boulevard and **roadway design changes** to encourage driving at the new speed limit. These measures are proposed to create a safer and more comfortable environment for walking and cycling.



Speed hump with on-street shared cycling route

Speed humps are raised sections of the roadway designed to discourage motor vehicle drivers from travelling at excessive speeds. They are effective at reducing speeds.



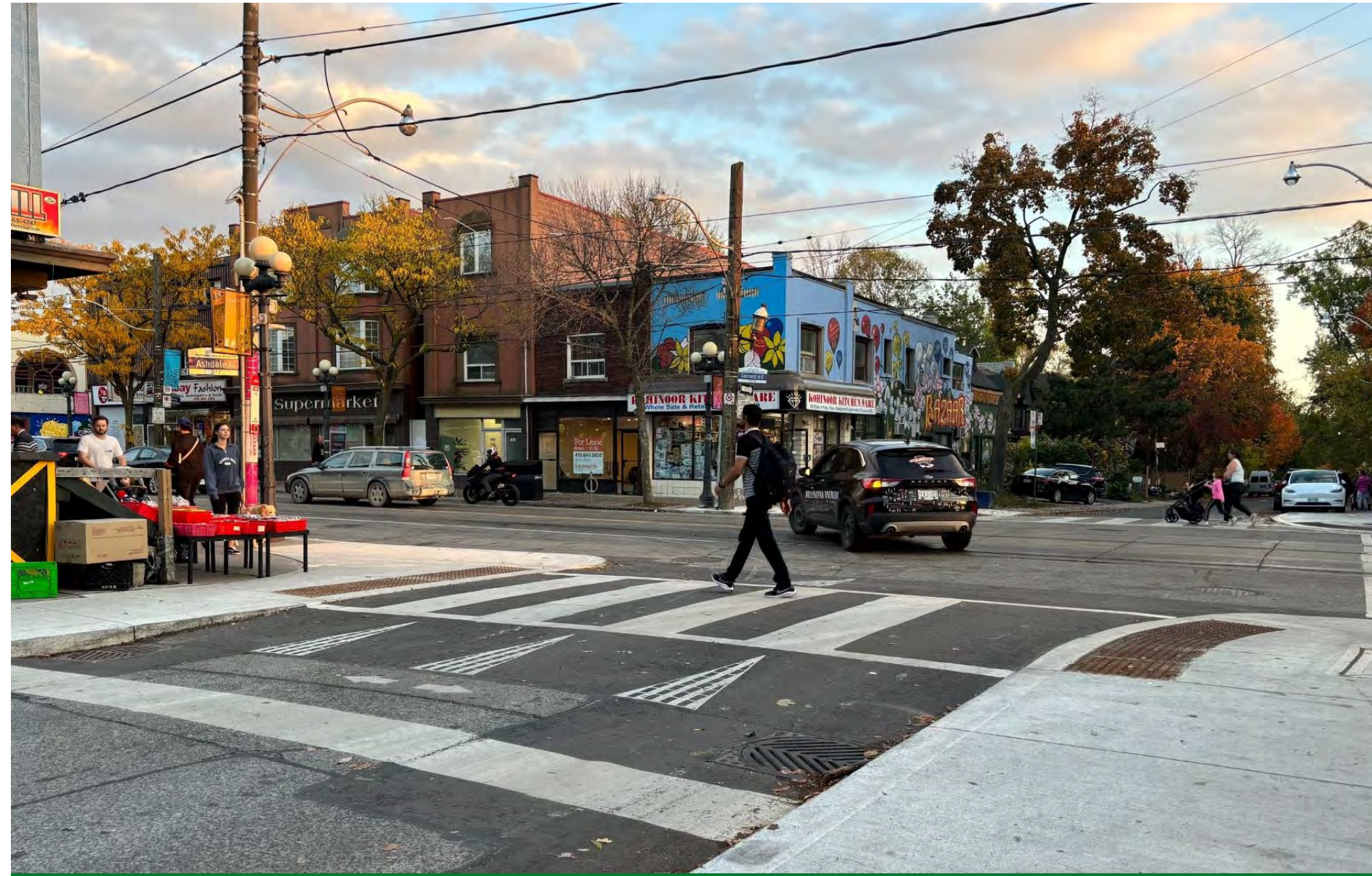
Chicane with on-street shared cycling route

Chicanes are a series of curb extensions on alternate sides of a roadway which narrow the roadway and require drivers to steer from one side to the other to travel through the chicane. Chicanes can be planted and are effective at speed reduction.

Phase 1: Ingleton Boulevard | Intersection Improvements



Side street and intersection safety improvements are proposed to lower turning vehicle speeds, reduce crossing distances and increase visibility of pedestrians crossing.



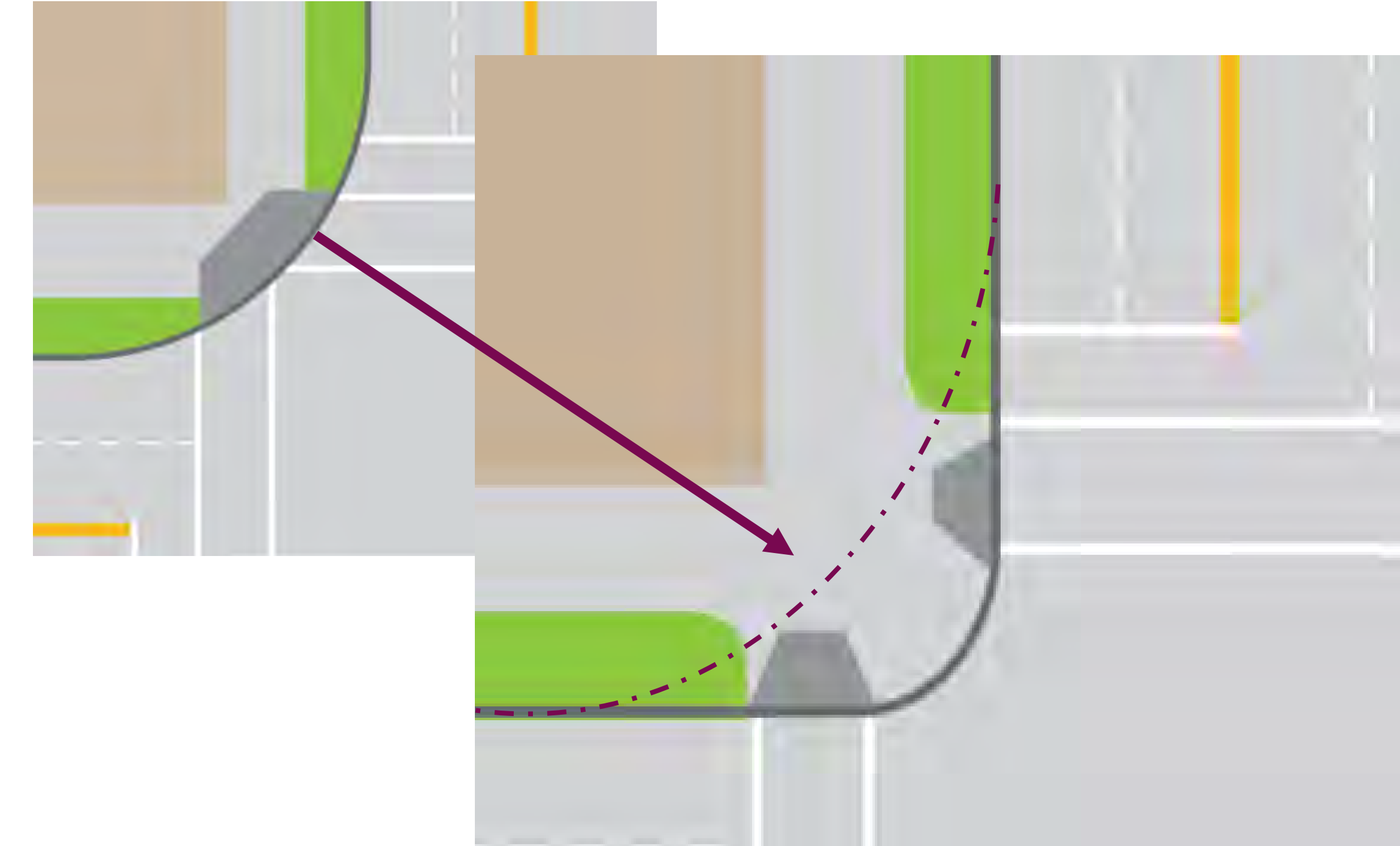
Raised crossing

A raised intersection or crossing is constructed at a higher elevation than the adjacent roadway. Raised crossings improve the visibility of people crossing and reduce puddles and obstacles at ramps.



Curb extension

Curb extensions narrow the roadway at side streets. They reduce crossing distances and improve the visibility of people crossing. Curb extensions are opportunities for green infrastructure and new trees.



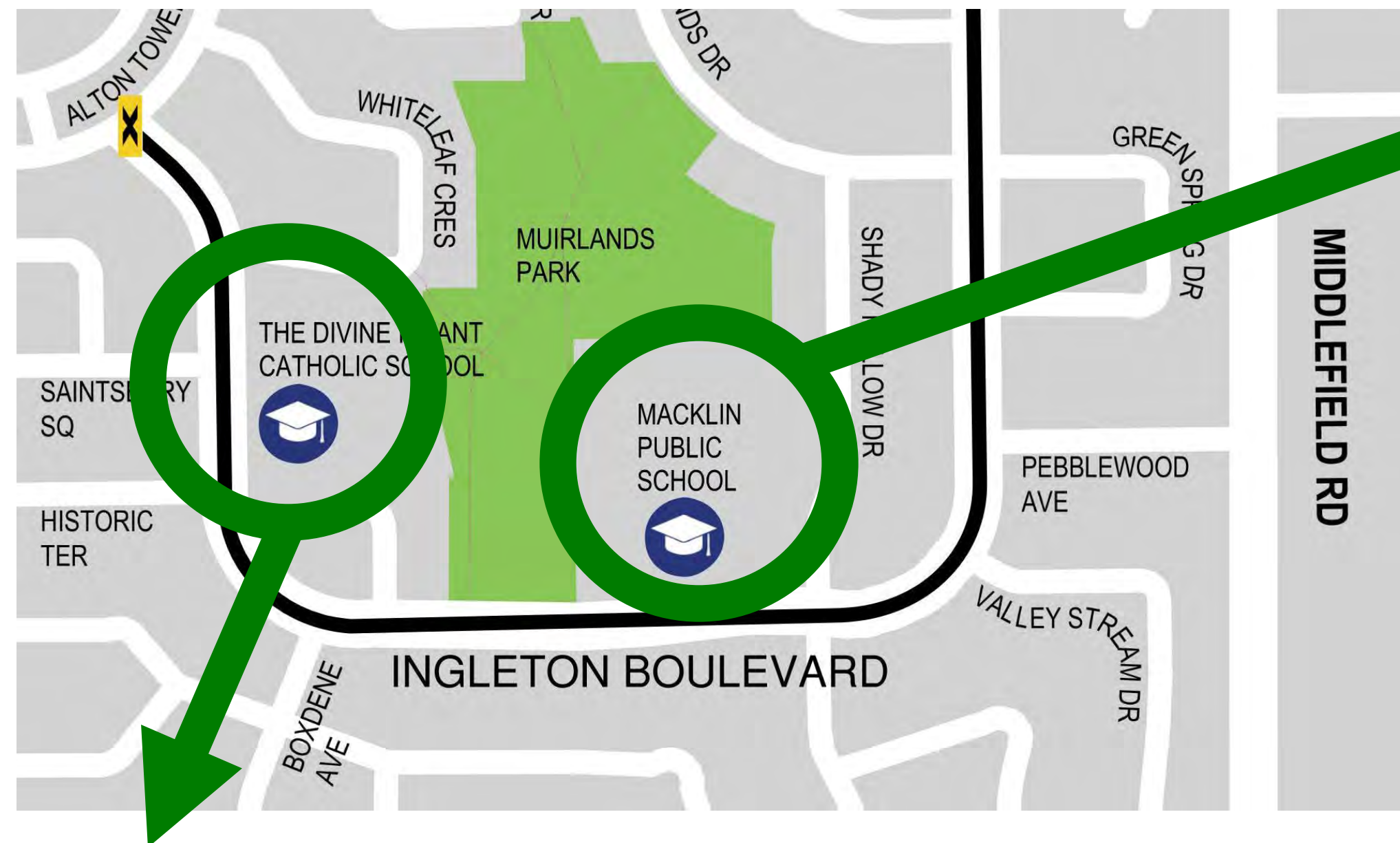
Radii Reductions

Existing corner radii are often large, allowing drivers to make turns very quickly. Making corner radii smaller means shorter crossings and slower driver turning speeds. The addition of metal tactile plates at curb ramps improves accessibility.

Phase 1: Ingleton Boulevard | School Crossing Improvements



A key priority of the Alton Towers Neighbourhood Connections project is to improve pedestrian crossings at schools.



The existing school crossing at Macklin Public School is being reviewed for an upgrade.

Curb extensions would be added to reduce the crossing distance and prevent parking at the crossing from blocking the visibility of crossing pedestrians, particularly school children.

The intersection of Saintsbury Square and Ingleton Boulevard across from The Divine Catholic School is being reviewed for an upgrade.

Curb extensions and corner radii reductions would be added to reduce crossing distances and reduce vehicle speeds.



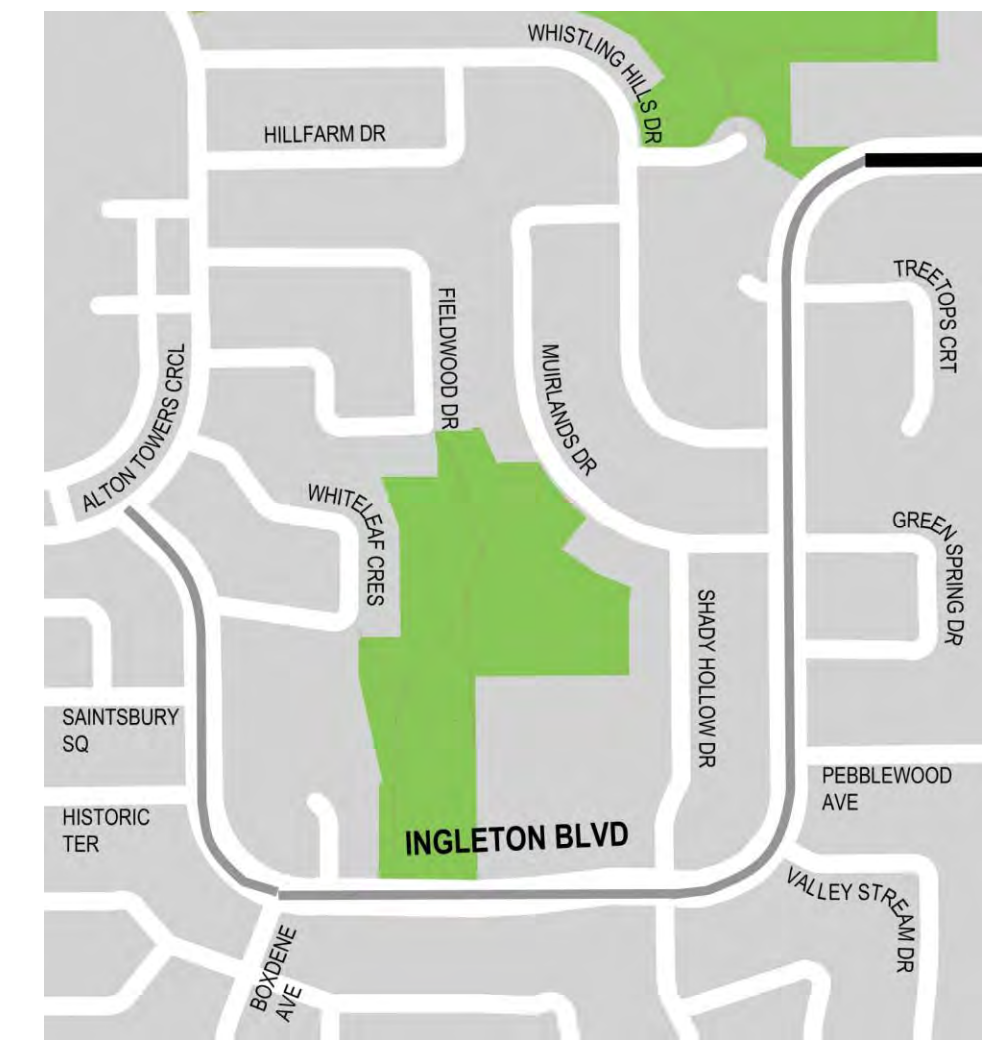
Example Pedestrian Crossover Signal with Curb Extension

Proposed Changes: Section 1 | Middlefield Road to Milliken Park Path



One option is proposed for Ingleton Boulevard between Middlefield Road and Milliken Park. Dedicated bikeways are proposed due to higher motor vehicle volumes on approach to a major intersection, wider lanes and emphasizing the connection to Milliken Park.

Key Map (100 m)

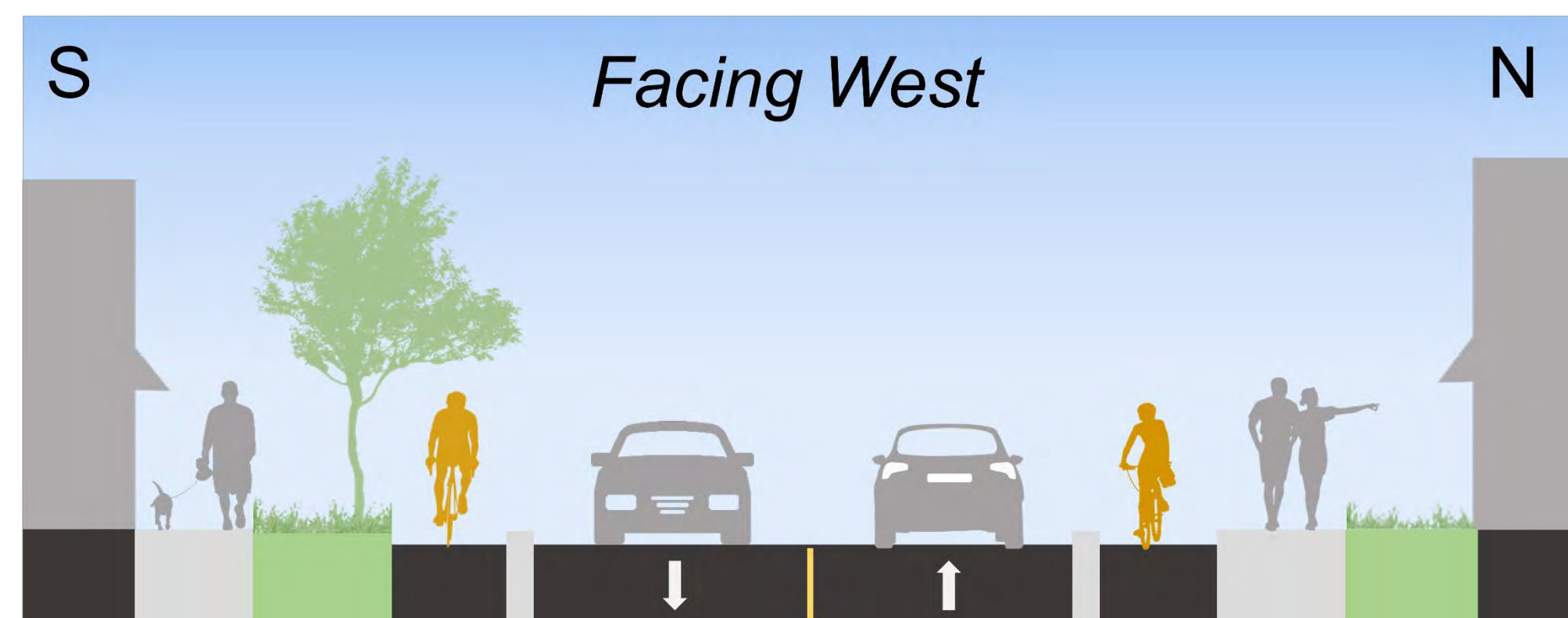


Existing



- One lane of vehicular traffic in each direction
- Sidewalks on both sides
- Existing unsigned (3-hour max) on-street parking (14 spaces), with no parking at Middlefield Road
- Eastbound left-turn lane at Middlefield Road

Proposed



- New on-road cycle tracks which are separated from motor vehicle lanes with poured-in-place concrete barriers that have gaps at driveways
- New trees and widened sidewalk in the north-west corner of Middlefield Road and Ingleton Boulevard
- Crossing improvement at Milliken Park
- Speed humps
- No parking



At Middlefield Road:

- Eastbound left-turn lane maintained at Middlefield Road
- New raised cycle tracks

Proposed Changes: Section 2 to Section 4 Options



There are two options proposed for Sections 2 to 4 to achieve reduced speeds and improve safety and comfort for road users on Ingleton Boulevard. Both options include a speed limit reduction from 40 to 30 km/hr, intersection safety improvements and school crossing improvements. However, the neighbourhood greenway option includes more proposed speed reduction measures.

Option 1: Neighbourhood Greenway

Neighbourhood Greenways are routes where pedestrians and people cycling are given priority by creating an environment with low motor vehicle volumes and speeds. **Motor vehicle speeds and volumes need to be low for people cycling to safely share the road with motor vehicles. This means:**

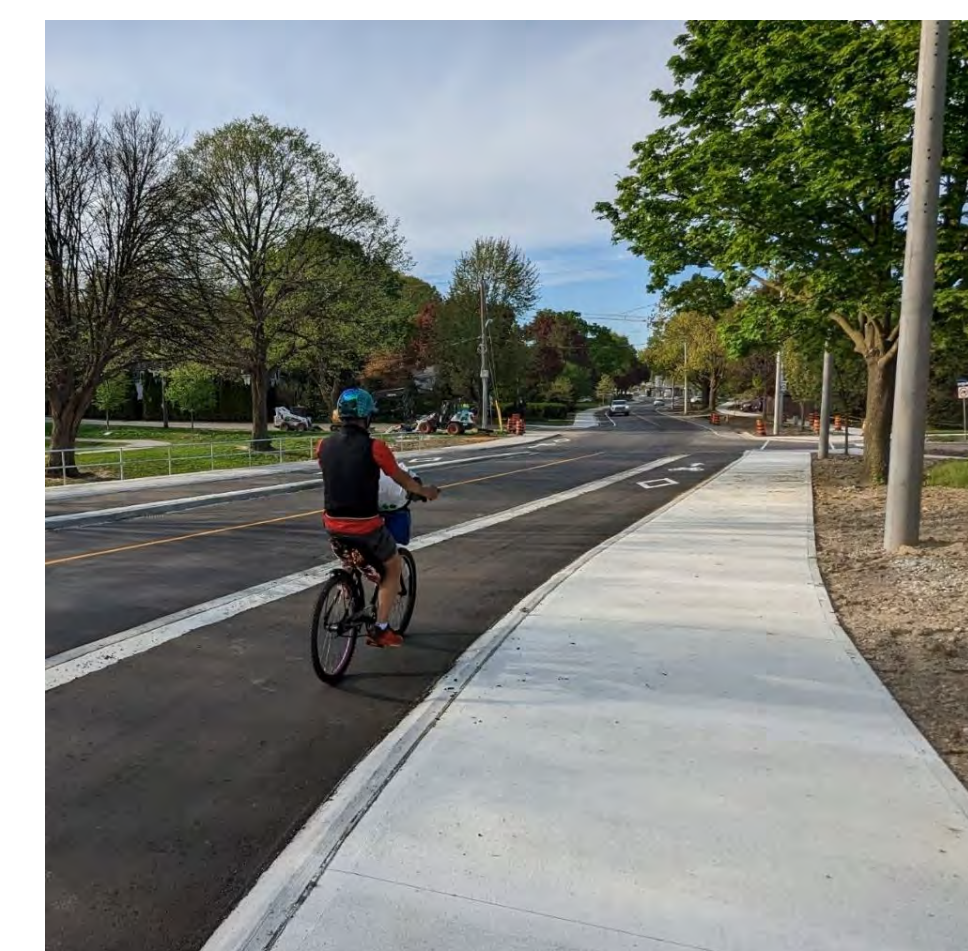
- Most people (95th percentile) are driving at 30 km/hr.
- There are under 75 motor vehicles per direction in the busiest hour of the day (peak hour).



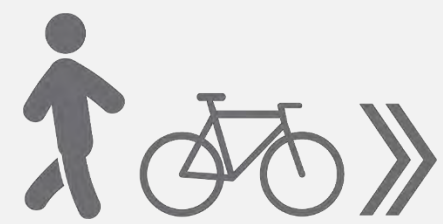
Option 2: Dedicated Bikeway

Dedicated bikeways create a separate space for people cycling. Cycle tracks help people of all ages and abilities feel comfortable to cycle. These can be:

- Raised cycle tracks
- On-road cycle tracks separated by a poured-in place concrete barrier with breaks at driveways
- Multi-use trails for both pedestrians and people cycling



Proposed Changes: Section 2 to Section 4 | Vehicle Volumes and Speeds

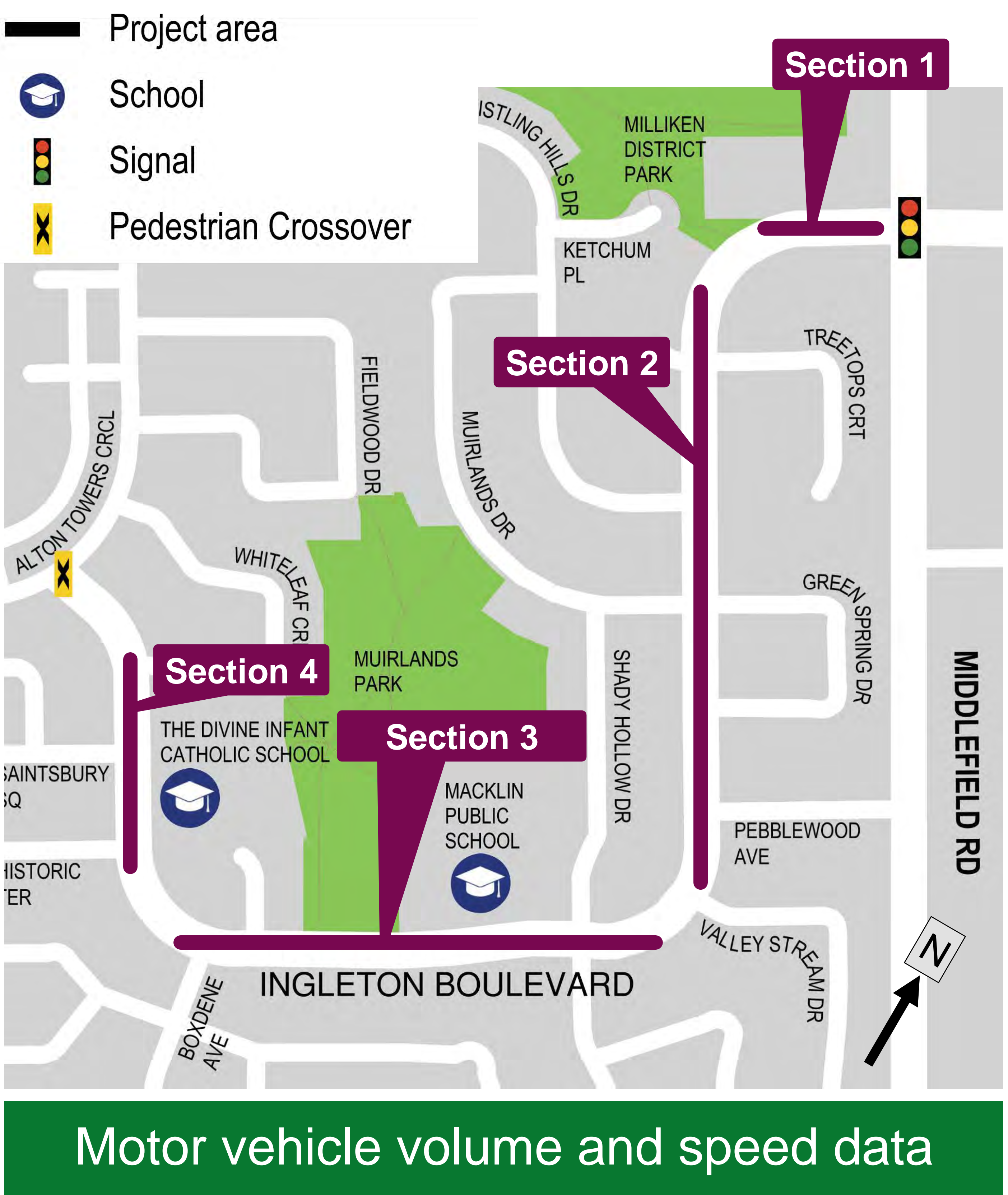


To make this road safer for people walking and cycling, all options include a speed limit reduction from 40 to 30 km/hr, however in Option 1: Neighbourhood Greenway includes more proposed speed reduction measures in the form of chicanes.

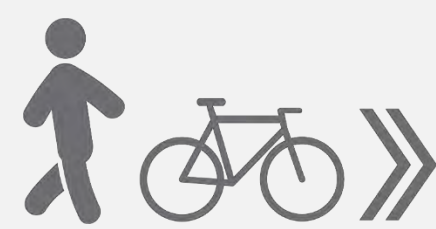
Motor vehicle speeds and volumes need to be low for people cycling to safely share the road with people driving. Currently, motor vehicle volumes and speeds are too high on Ingleton Boulevard to implement shared lanes and additional measures are required.

Ingleton Boulevard has a posted speed limit of 40 km/hr and 95th percentile vehicle speeds are closer to 45-50 km/hr. This exceeds the limit for people driving and cycling to share the road.

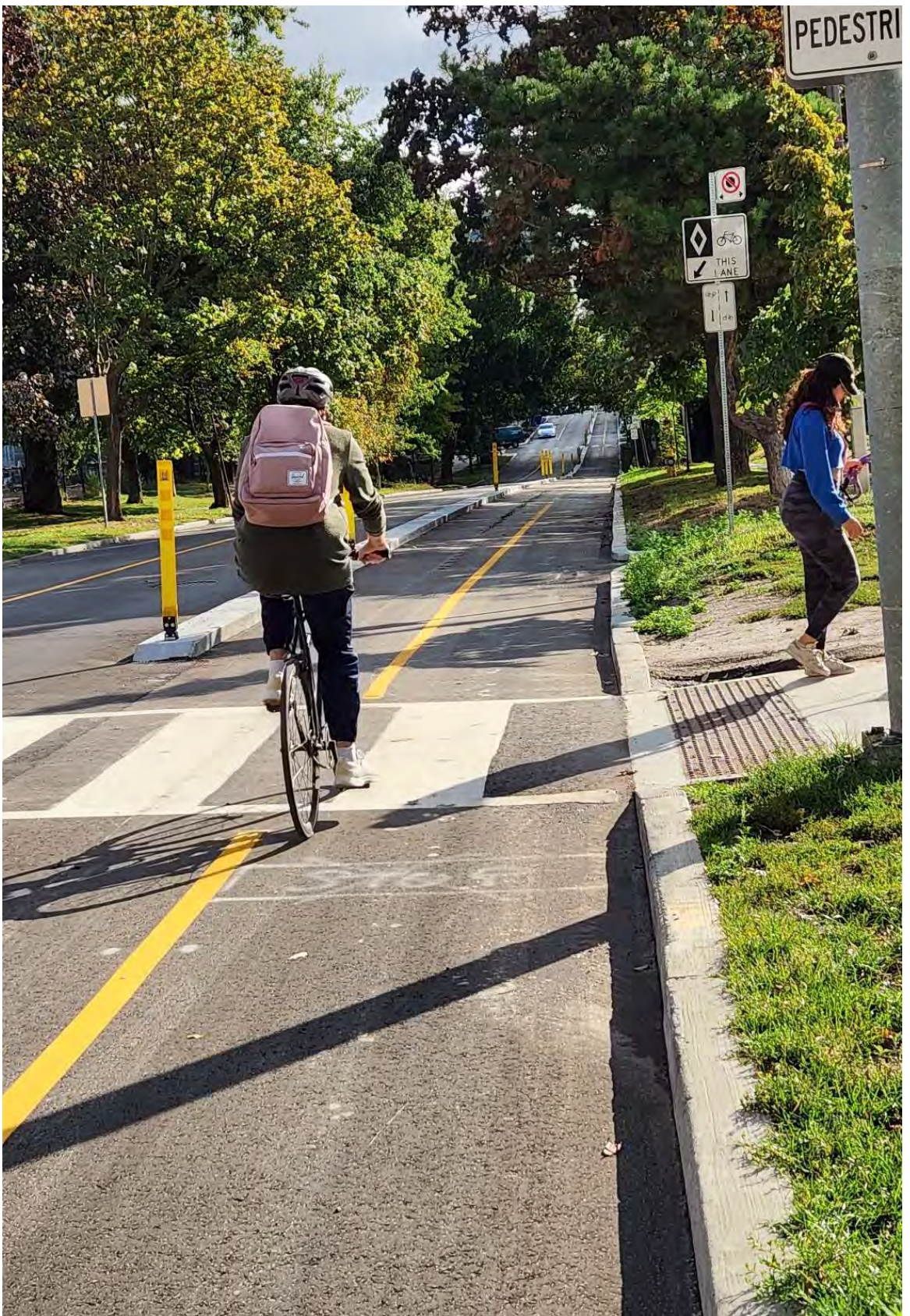
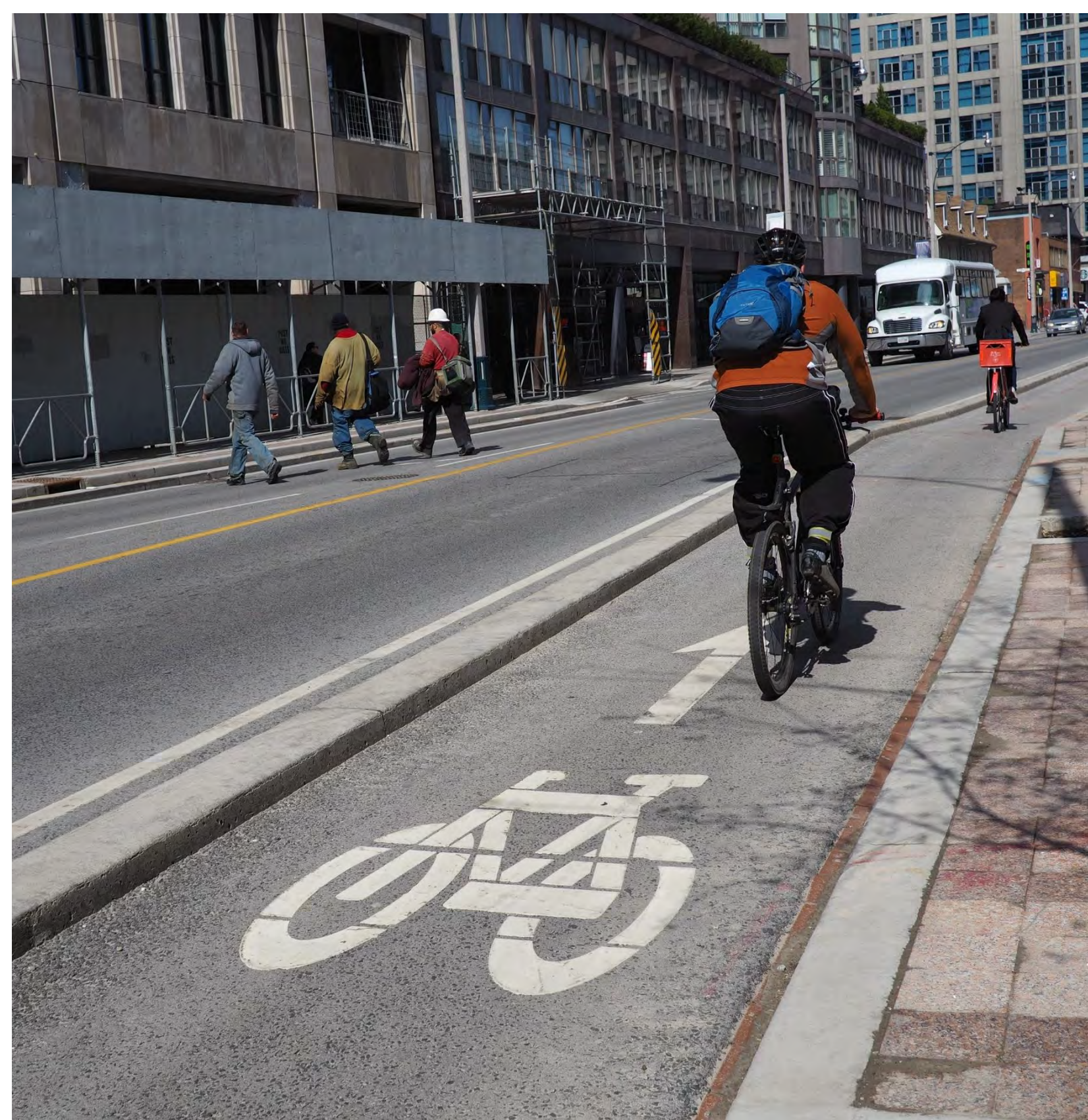
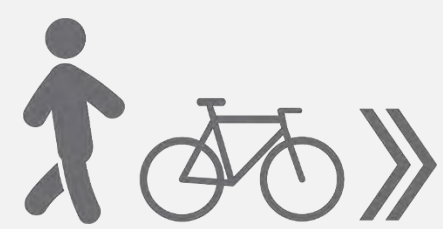
Section	Existing Speed (95 th percentile)	Motor vehicle volumes in the peak hour (per direction)	Limit for shared lanes	
			Maximum 30 km/hr 95 th percentile speed	Maximum 75 peak hour vehicle volume limit
1	50 km/hr	102-124	Above limit	Above limit
2	54 km/hr	87-102	Above limit	Above limit
3	54 km/hr	86-113	Above limit	Above limit
4	45 km/hr	142-150	Above limit	Above limit



Neighbourhood Greenways Examples



Dedicated Bikeway Examples

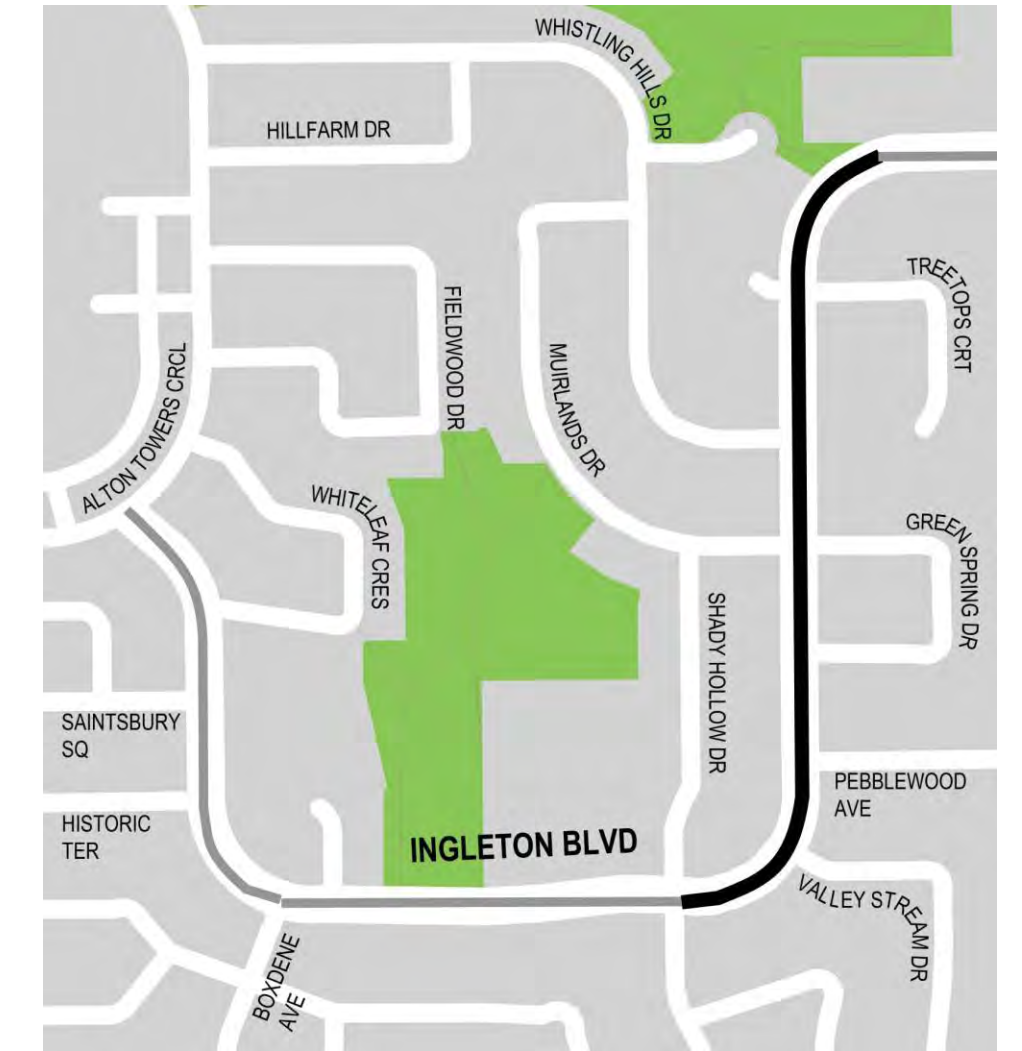


Proposed Changes: Section 2 | Milliken Park to Shady Hollow Drive

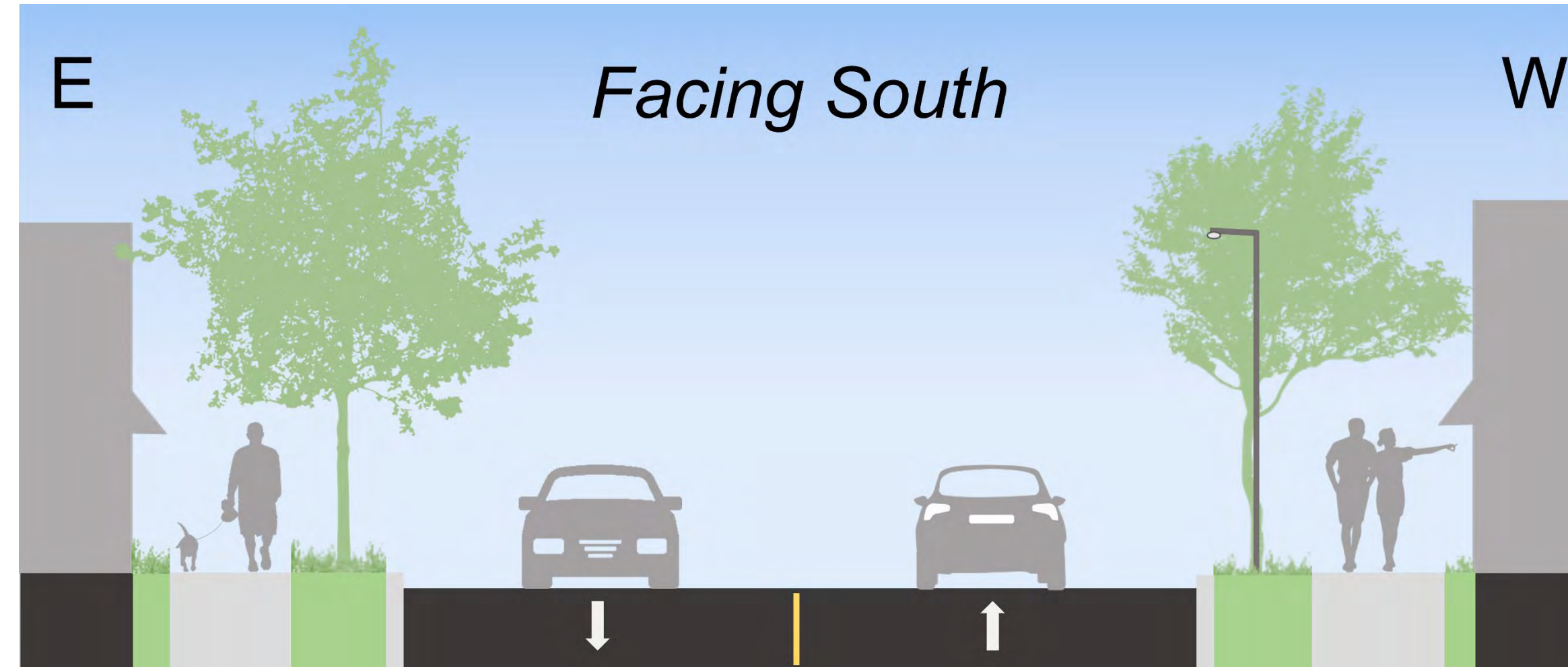


Two options are proposed for Ingleton Boulevard between Milliken Park to Shady Hollow Drive.

Key Map (650 m)

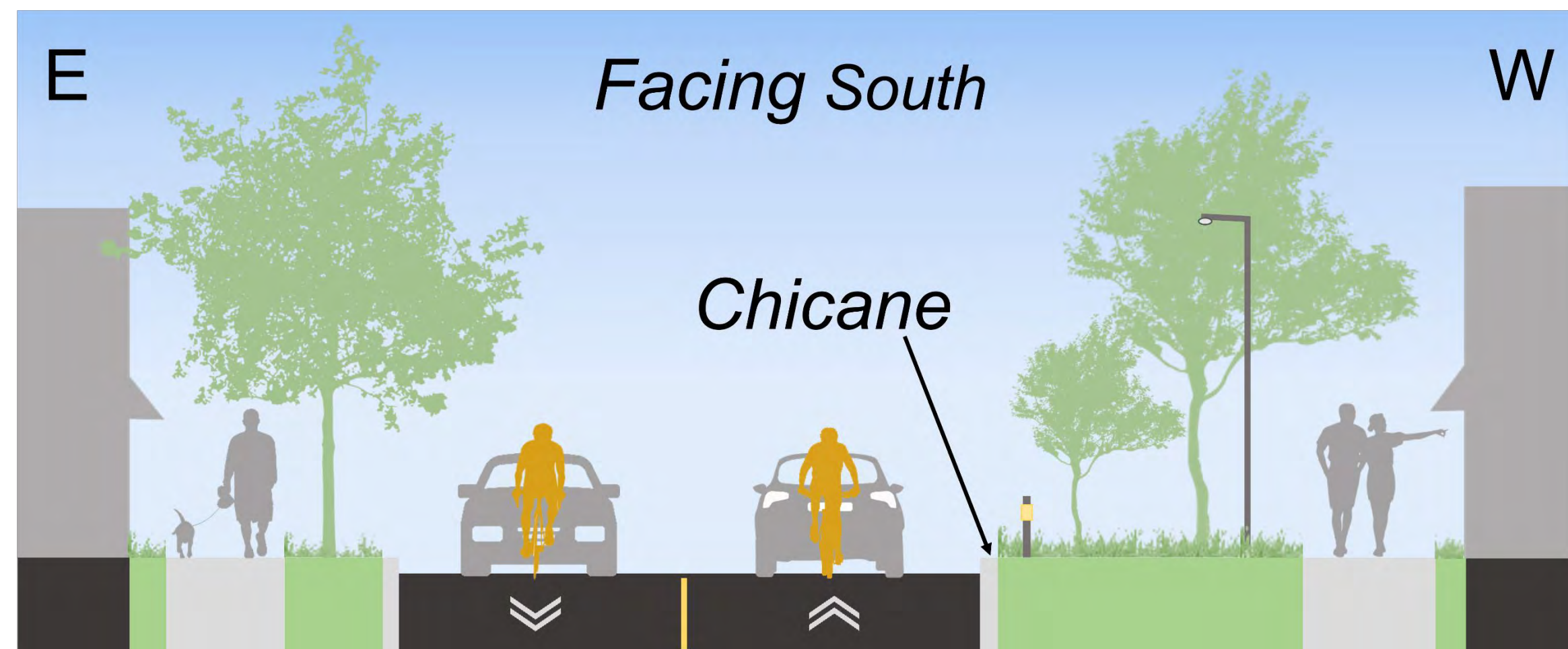


Existing



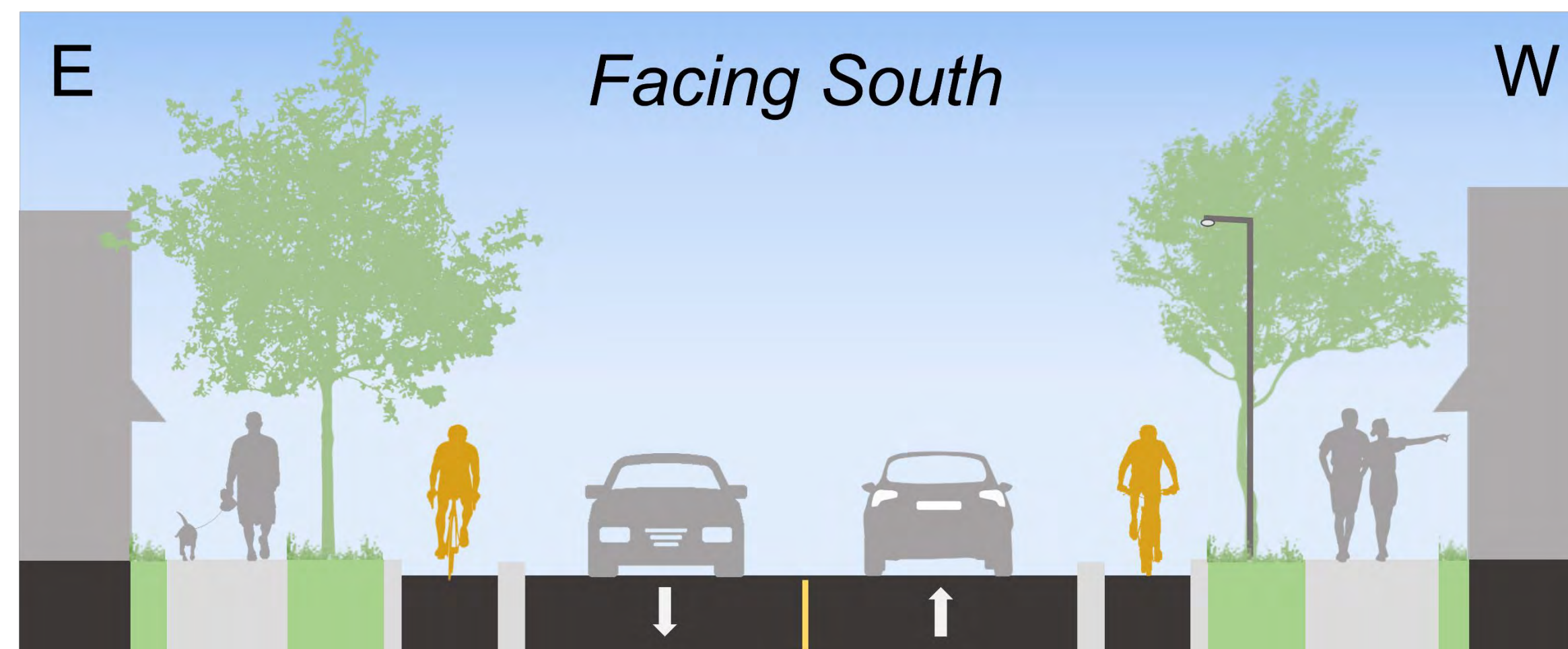
- One lane of vehicular traffic in each direction
- Sidewalks on both sides
- Existing unsigned (3-hour max) on-street parking (105 spaces)
- Wide lane widths which contribute to higher vehicle speeds

Option 1



- Shared lane markings and signage where people driving and cycling share the road
- Chicanes with proposed planting
- Speed humps
- Option to retain up to 41 existing on-street parking spaces
- Maintain one lane of vehicular traffic in each direction

Option 2



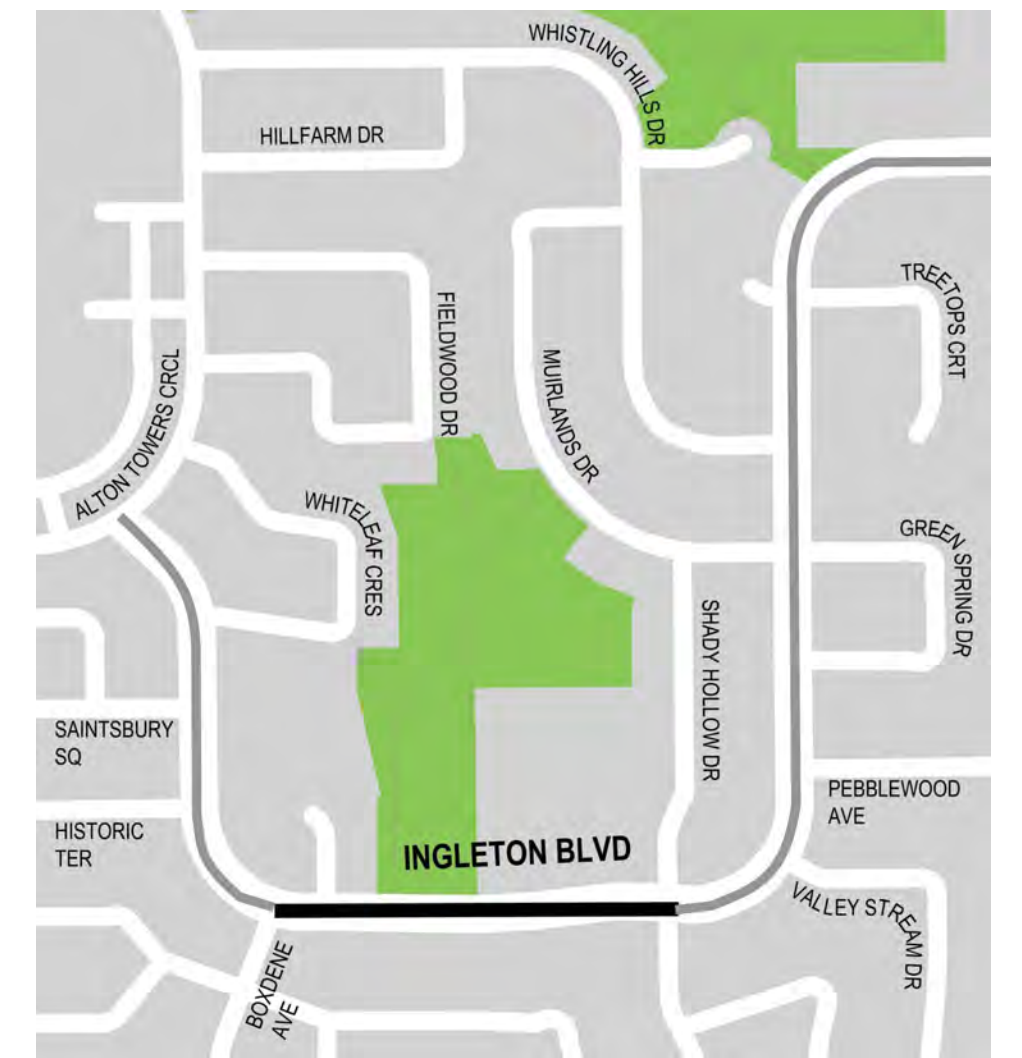
- Dedicated bikeway: on-road cycle tracks, separated from motor vehicle lanes with poured-in place concrete barriers with gaps at driveways
- Speed humps
- No parking
- Maintain one lane of vehicular traffic in each direction

Proposed Changes: Section 3 | Shady Hollow Drive to Boxdene Avenue

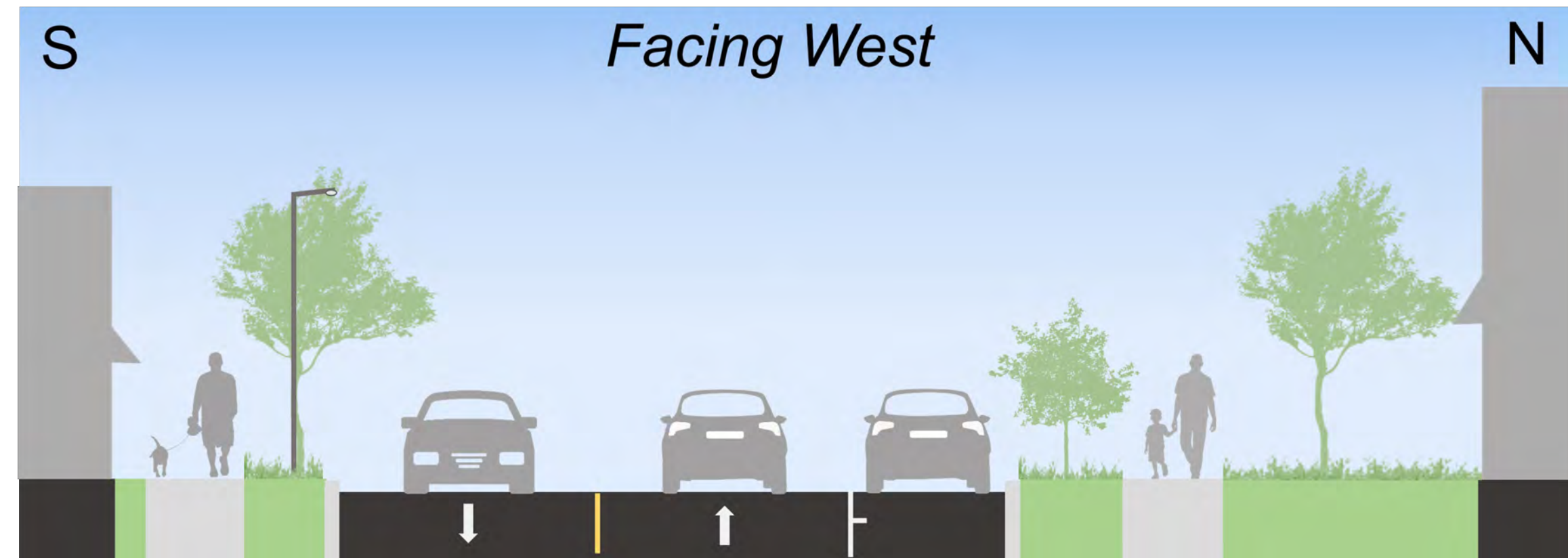


Two options are proposed for Ingleton Boulevard between Shady Hollow Drive to Boxdene Avenue. Both options propose a crossing improvement in front of Macklin Public School.

Key Map (300 m)

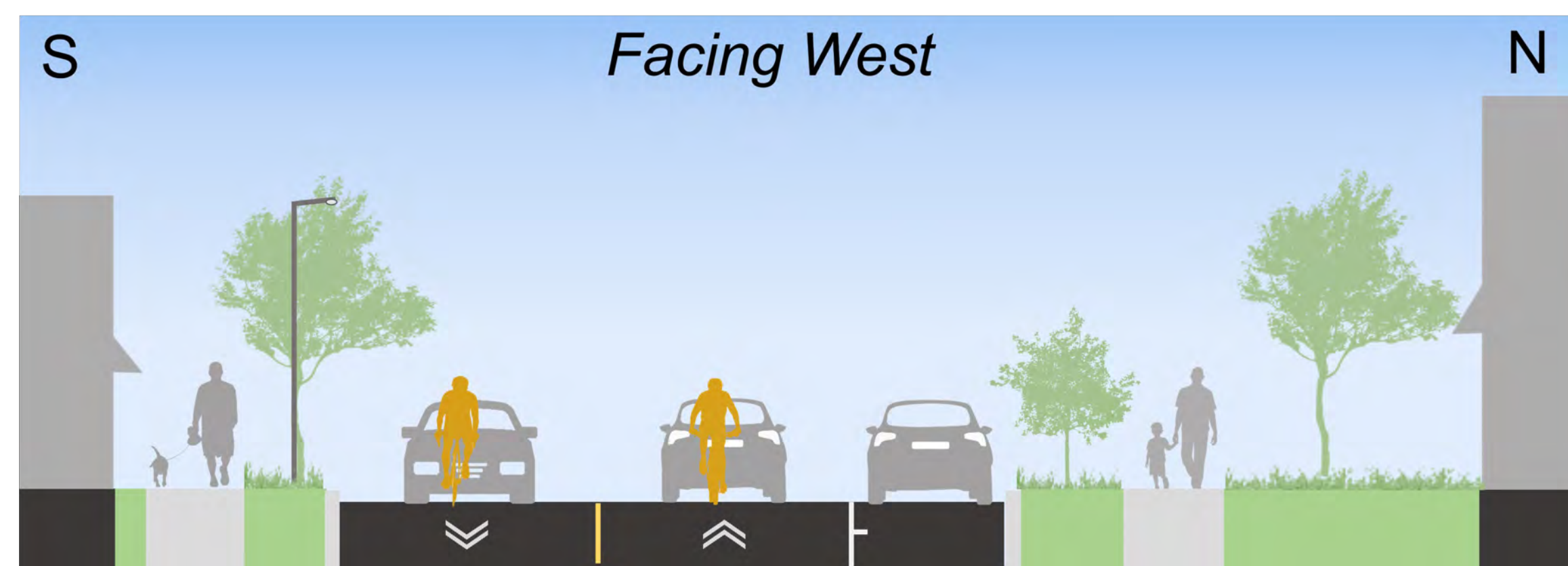


Existing



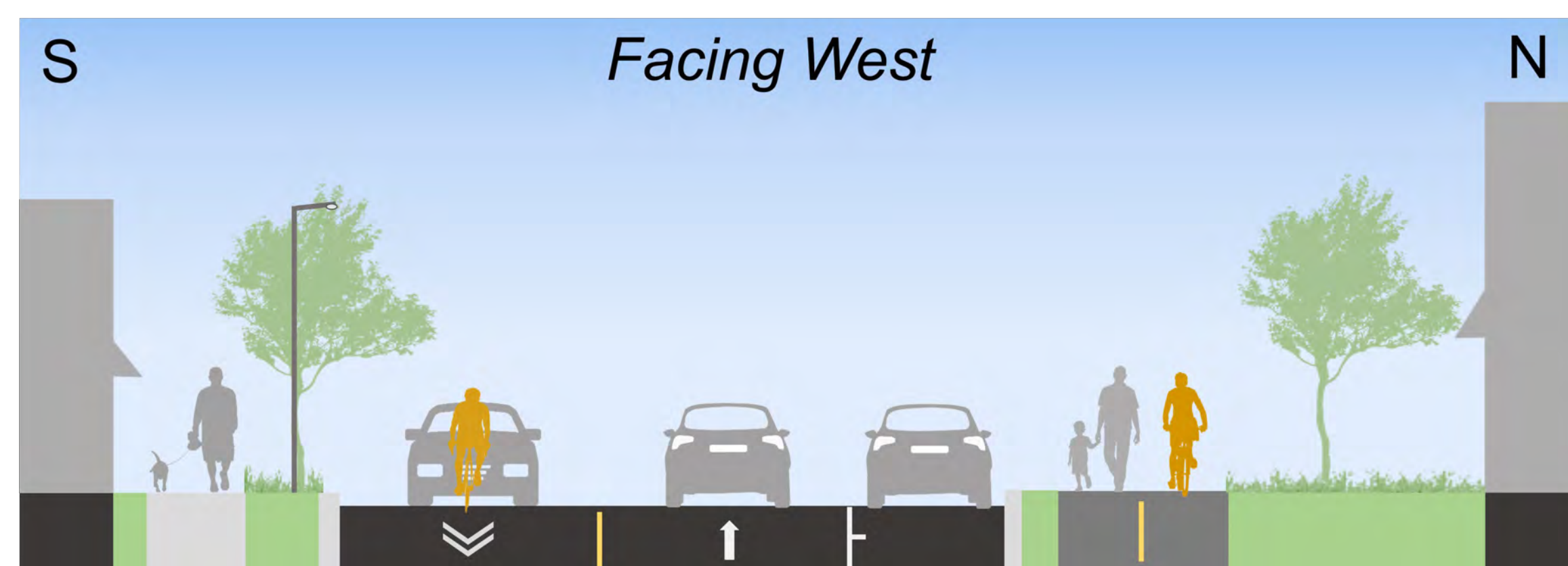
- One lane of vehicular traffic in each direction
- Sidewalks on both sides
- South side existing No Stopping from 8 AM to 4 PM Monday to Friday (13 spaces)
- North side school bus loading zone (30 spaces)

Option 1



- Shared lane markings and signage where people driving and cycling share the road
- Speed humps
- Maintain parking and school bus loading on the north side (27 spaces), no parking on the south side
- Maintain one lane of vehicular traffic in each direction

Option 2



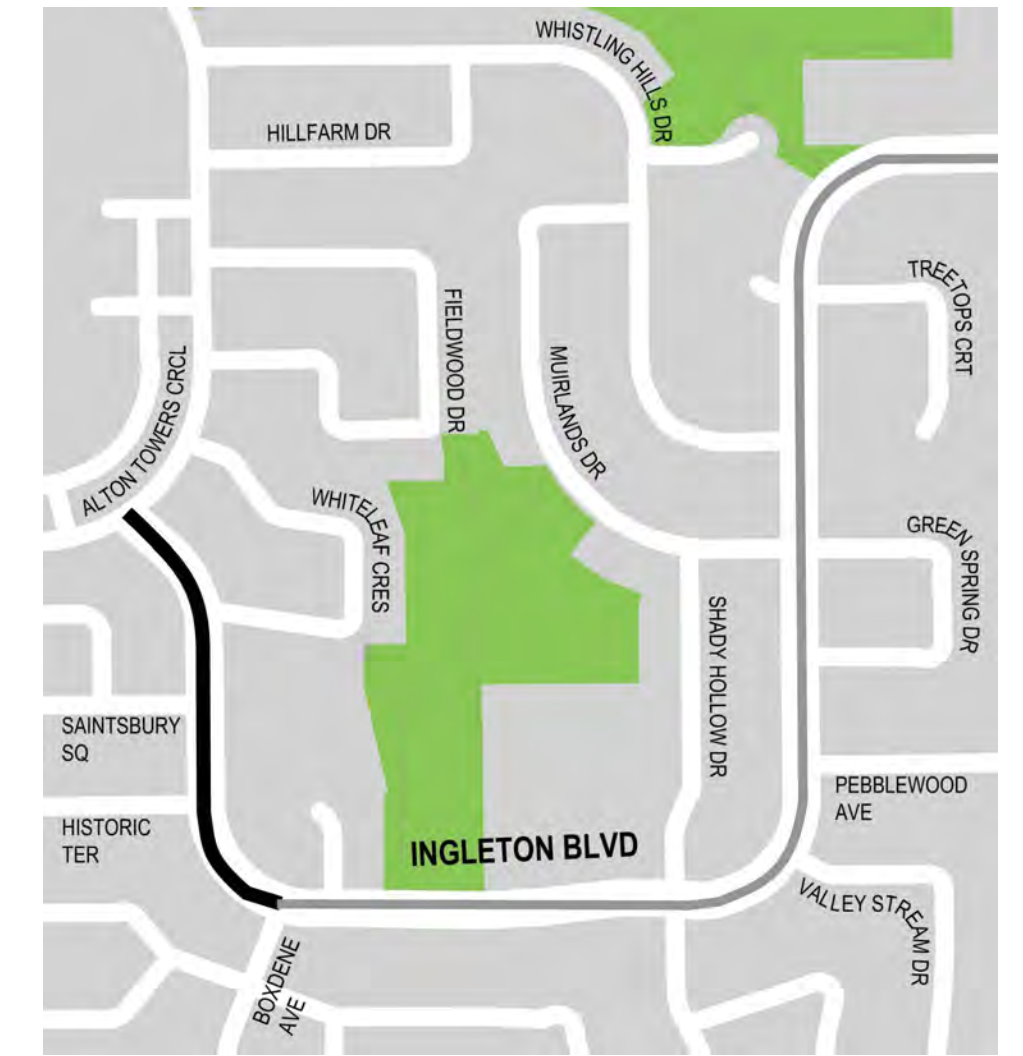
- North side multi-use trail replacing the sidewalk and connecting to Muirlands Park trail, shared by pedestrians and people cycling
- Speed humps
- Maintain parking and school bus loading on the north side (17 spaces), no parking on the south side
- Estimated two small tree relocations
- Maintain one lane of vehicular traffic in each direction

Proposed Changes: Section 4 | Boxdene Avenue to Alton Towers Circle

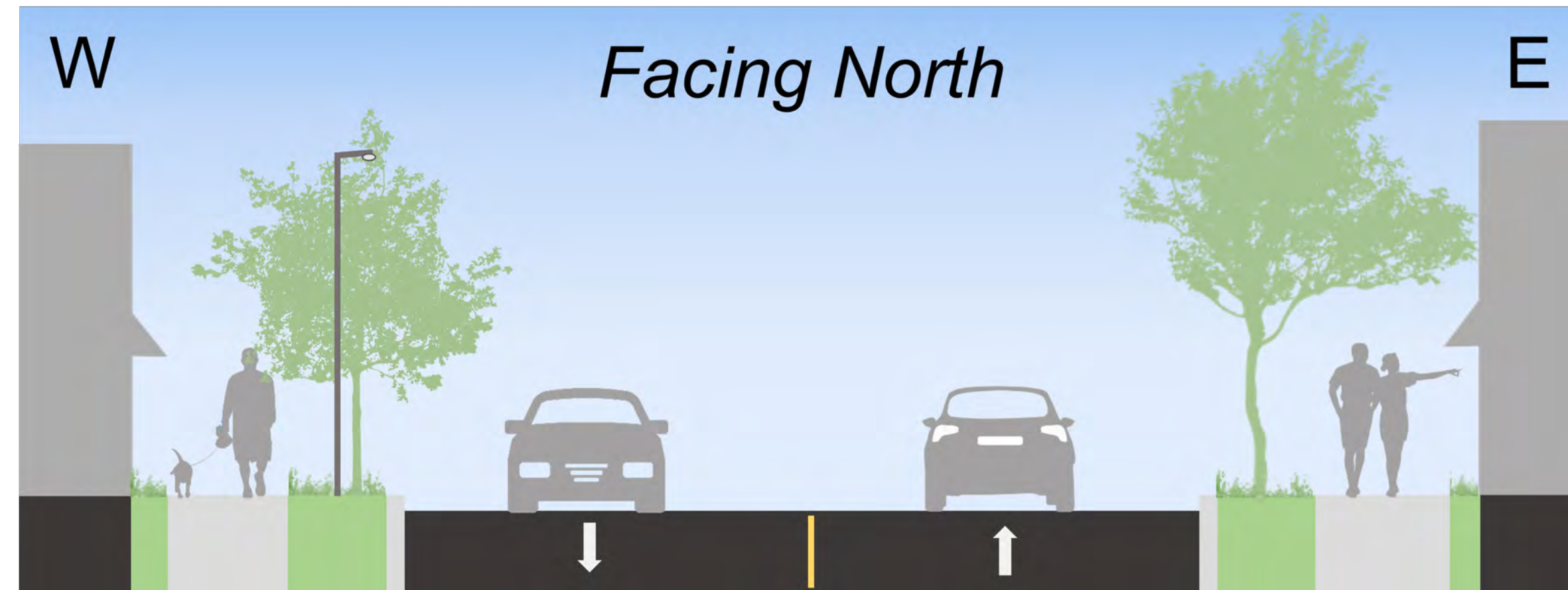


Two options are proposed for Ingleton Boulevard between Boxdene Avenue to Alton Towers Circle. Both options propose a crossing improvement in front of The Divine Infant Catholic School.

Key Map (350 m)

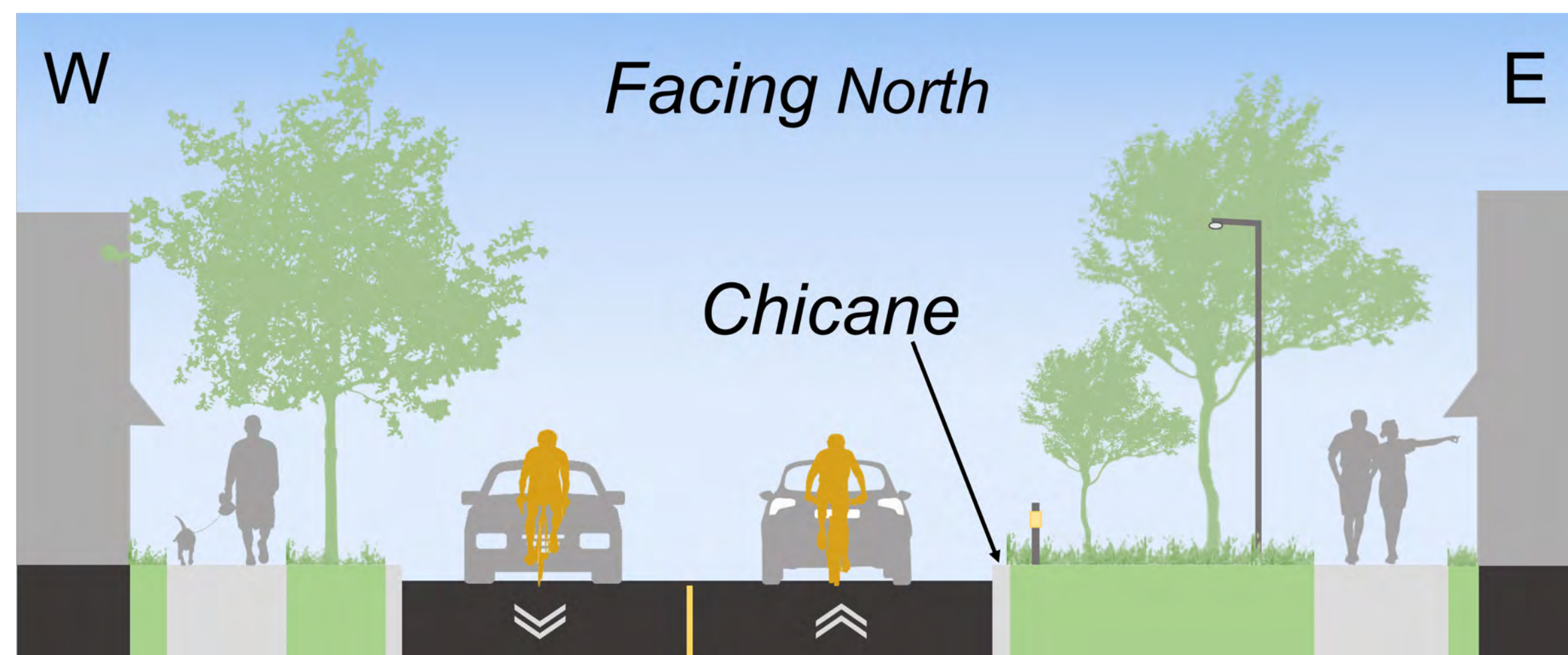


Existing



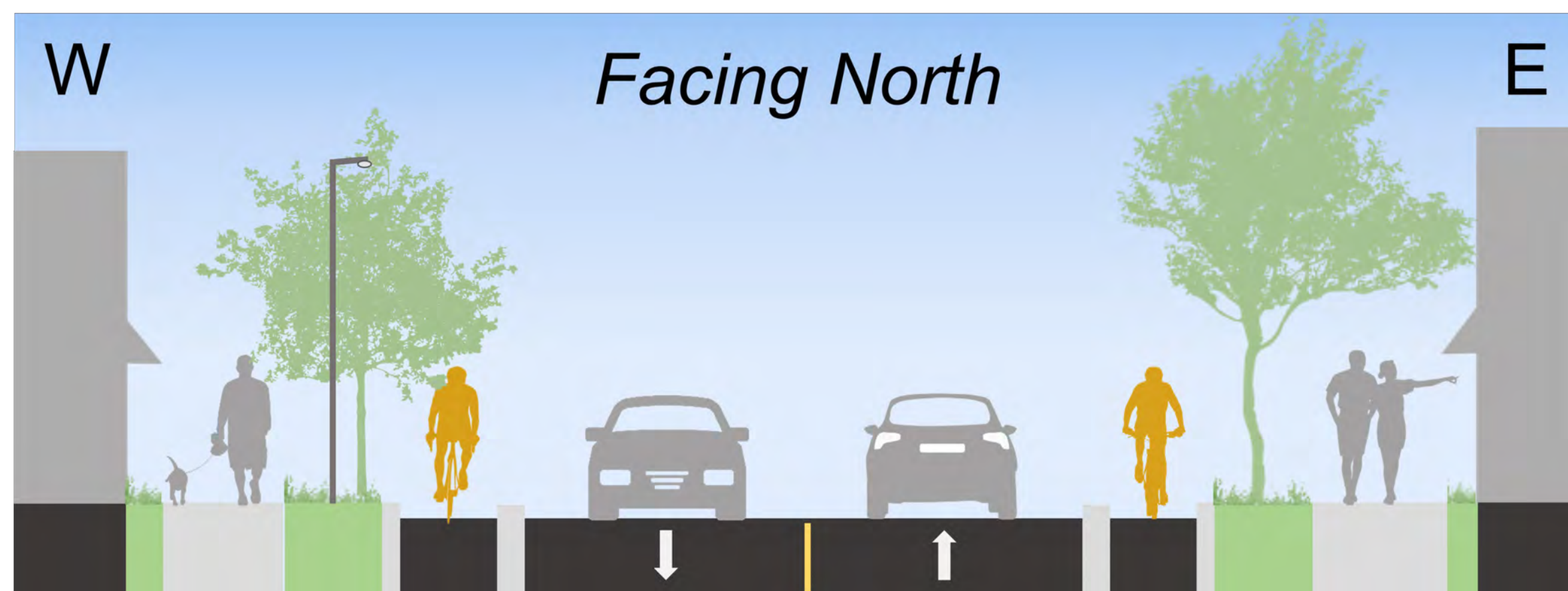
- One lane of vehicular traffic in each direction
- Sidewalks on both sides
- East side 30-min parking 8 AM to 4 PM Monday to Friday and No Standing at school (30 spaces)
- West side No Stopping 8 AM to 4 PM Monday to Friday (22 spaces)

Option 1



- Shared lane markings and signage where people driving and cycling share the road
- Chicanes with proposed planting
- Speed humps
- Maintain parking on the east side including all spots in front of The Divine Infant Catholic School (13 spaces), no parking on the west side
- Maintain one lane of vehicular traffic in each direction

Option 2



- On-road cycle tracks (dedicated bikeways), separated from motor vehicle lanes with poured-in place concrete barriers where there are no driveways
- Speed humps
- Maintain parking on the east side including all spots in front of The Divine Infant Catholic School (21 spaces), no parking on the west side
- Maintain one lane of vehicular traffic in each direction

Proposed Changes | Alton Towers Circle Intersection



The Alton Towers Neighbourhood Connections project includes making the temporary safety improvement at Ingleton Boulevard and Alton Towers Circle permanent through construction.

In 2014, a collision resulted in a pedestrian being seriously injured at this location and a quick-build safety improvement was installed in 2023 to slow vehicle turning speeds and reduce pedestrian crossing distances.

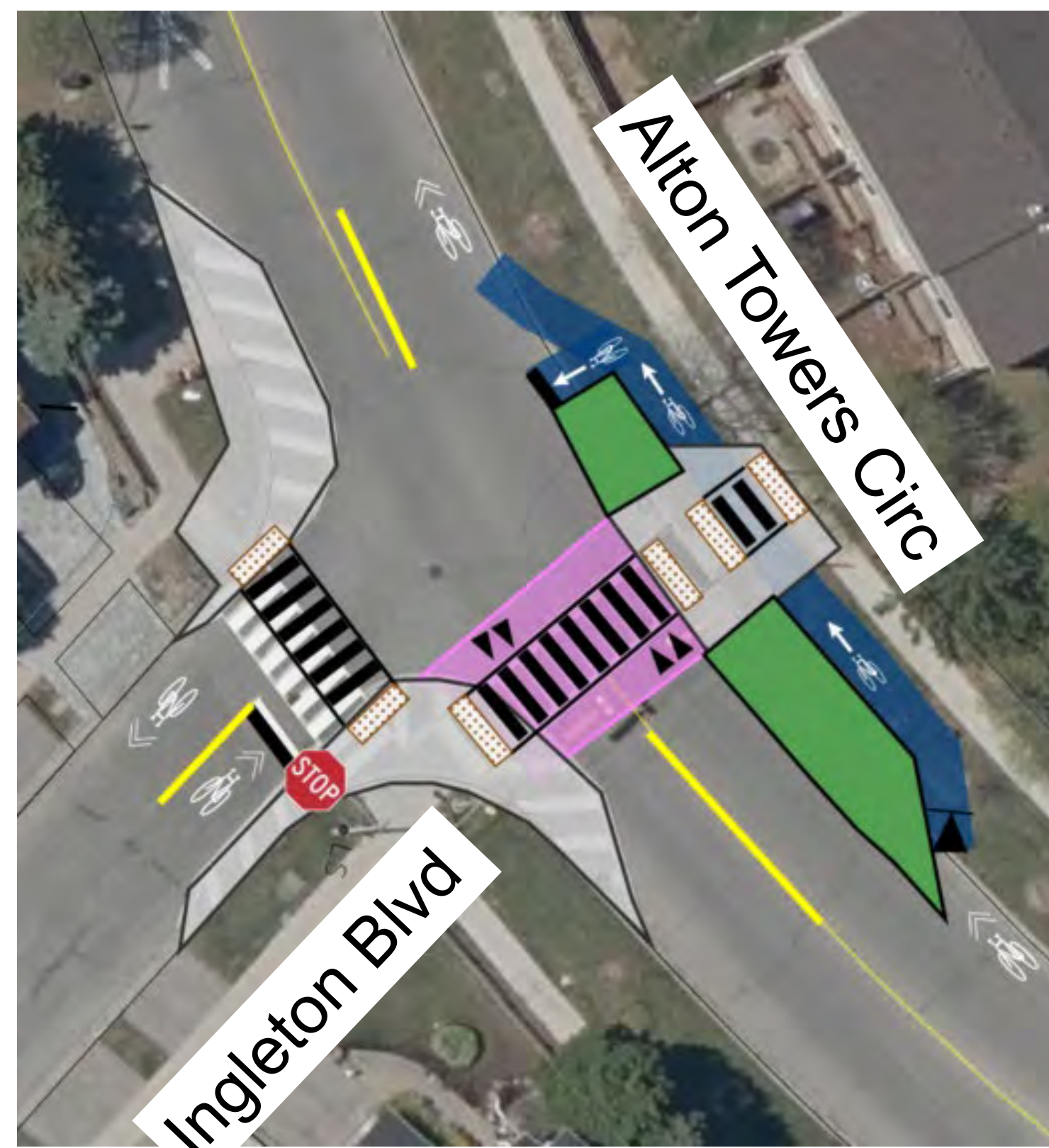
Two design options are proposed to make safety improvements permanent at this intersection.



Option 1: Improved Pedestrian Crossover

Option 1 improves the existing pedestrian crossover signal by shortening the crossing distance with curb extensions and reviewing the feasibility of raising the crossing.

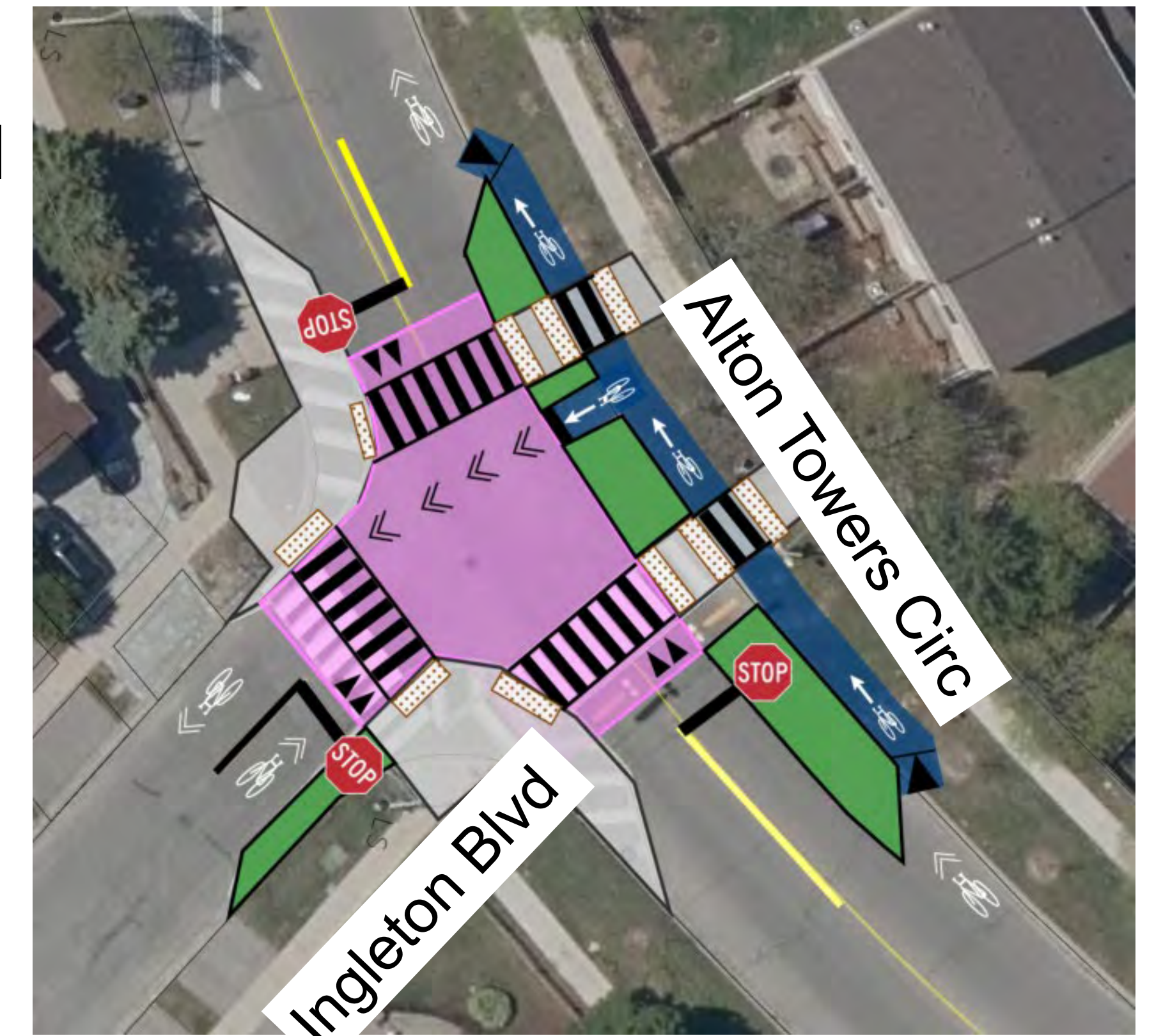
In Option 1 motor vehicles on Alton Towers Circle stop only when a pedestrian is crossing. Option 1 keeps the illumination of the crossing from the signals.



Option 2: All-Way Stop

Option 2 replaces the pedestrian crossover signal with an all way stop control with crossings on all sides. Curb extensions are added to shorten the crossing distances, and the feasibility of raising the intersection will be reviewed.

In Option 2, motor vehicles on Alton Towers Circle always stop.



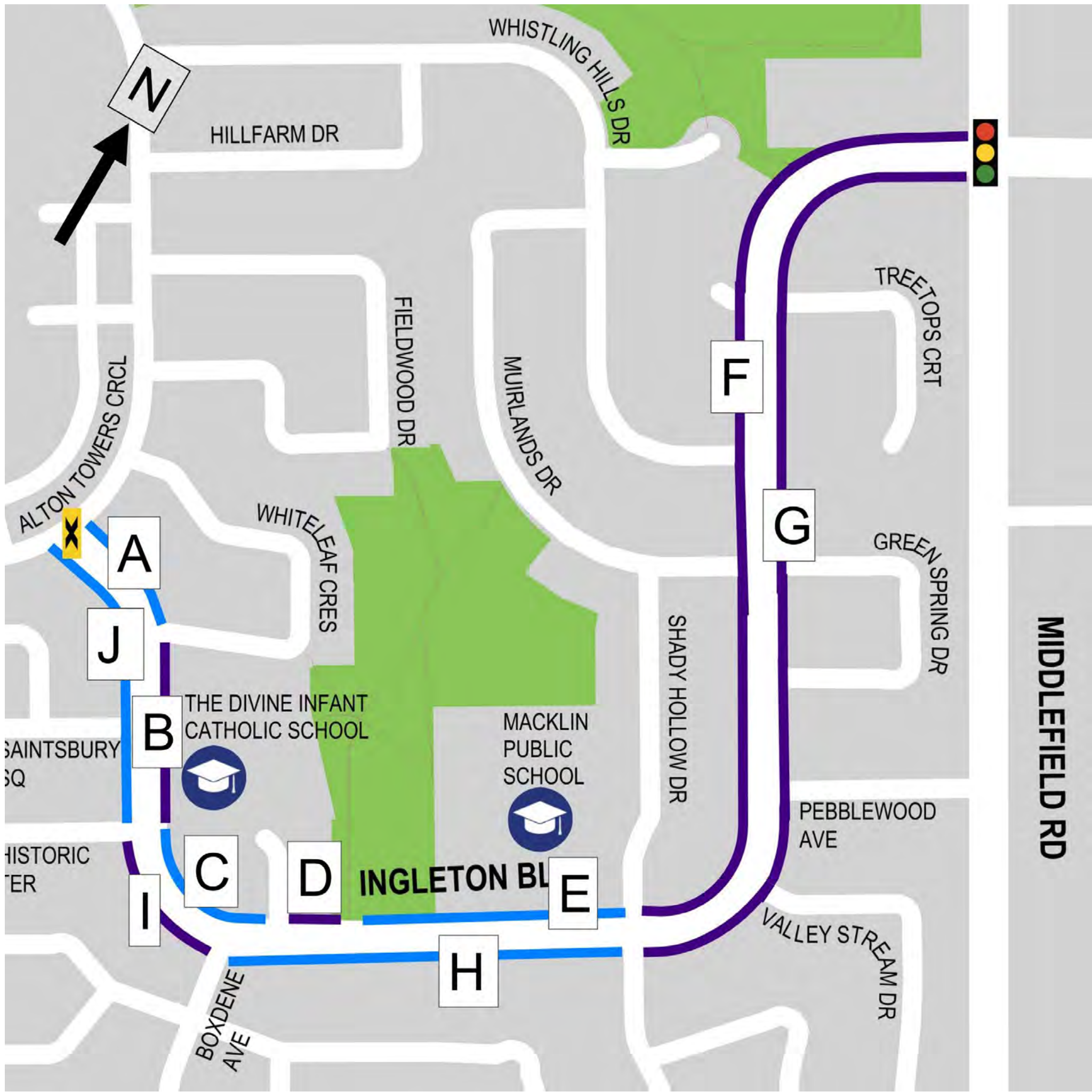
Proposed Changes | Impacts to Parking



To install speed reduction and safety measures such as chicanes, curb extensions and bikeways, the proposed changes impact the number of available parking spaces on Ingleton Boulevard. The number of parking spaces provided would serve the maximum parking utilization observed. A summary of parking impacts is provided in the table below.

Most of Ingleton Boulevard is residential homes with off-street parking. Within the City, a maximum three-hour parking limit exists on all public roads unless there is signage indicating otherwise. A parking utilization study was completed in March and April 2025 across five days covering weekday mornings, afternoons and evening and weekends. Observations were also carried out during school pick up and drop off.

	Existing Parking Regulations	Existing Parking Spaces	Maximum Utilization	Proposed Option 1	Proposed Option 2
A	Unsigned - 3-hour max	2	0	1	0
B	No standing between school driveways, 30 min max 8 AM to 4 PM Monday to Friday	13	4	13	13
C	Unsigned - 3-hour max	15	0	7	0
D	30 min max from 8 AM to 4 PM Monday to Friday	12	2	5	0
E	School bus loading zone, no parking between school property line and Shady Hollow Drive	18	10	22	17
F	Unsigned 3-hour max, no standing at Middlefield Road	59	6	20	0
G	Unsigned - 3-hour max	60	2	21	0
H	No stopping 8 AM to 4 PM Monday to Friday	13	1	5	1
I	Unsigned - 3-hour max	10	0	7	0
J	No stopping 8 AM to 4 PM Monday to Friday to Whiteleaf Crescent	12	0	4	0
Total Spaces		214	25	105	31



Proposed Changes: Sections 2-4 | Options Comparison



The following table compares the two options for Sections 2 to 4.

Criteria	Option 1: Neighbourhood Greenway	Option 2: Dedicated Bikeway
INCREASE ROAD SAFETY Increase safety for all road users with a focus on reducing motor vehicle speeds and improving crossings.	Option 1 reduces motor vehicle speeds through chicanes which narrow the roadway on alternate sides and speed humps.	Option 2 reduces motor vehicle speeds through speed humps and lane narrowing through adding bikeways. Option 2 is a more significant safety improvement for people cycling due to the introduction of separated bikeways.
IMPROVE ACCESS TO LOCAL DESTINATIONS Improve the safety, comfort and attractiveness of walking and cycling to schools, local parks and transit.	Both options improve the safety of intersections and crossings.	Option 2 is a more significant improvement for access to destinations by bike due to the introduction of separated bikeways and a multi-use trail at Macklin Public School.
CONNECT PARKS AND TRAILS Enhance walking and cycling connections to local parks and existing trails.	Both options improve crossings and accesses to parks.	Option 2 introduces a multi-use trail in Section 3 that better connects to the school, Muirlands Park and to the Milliken Recreational Trail.
DESIGN FOR CONTINUED CITY SERVICE DELIVERY Design the roadway for continued City services including garbage pick-up, snow plowing and deliveries.	Both options are designed for waste collection, snow plowing and deliveries to continue as they do today.	
PARKING IMPACTS	Both options retain parking to serve the maximum utilization observed, and at school pick-up and drop-off sites. Option 1 can retain more spaces (up to 105)	Both options retain parking to serve the maximum utilization observed, and at school pick-up and drop-off sites. Option 2 retains fewer spaces (31)

How We Collect and Use Data



Data from different sources has been collected and analyzed to support the development of proposed changes. These include:



Travel data such as motor vehicle volumes and speeds, pedestrian volume counts, cycling volume counts, and intersection counts of all road users are collected through specialized third party operators contracted by the City of Toronto



Collision data collected by Toronto Police Services. Focused on collisions involving vulnerable road users (seniors, school children, pedestrians and people cycling) and on collision results in death or serious injury



Reports and requests from the public and local Councillor including calls to 311 as well as comments collected from public consultation and local interest groups



Site visits by the project team to gather observations in the neighbourhood

How Decisions are Made



Public Feedback

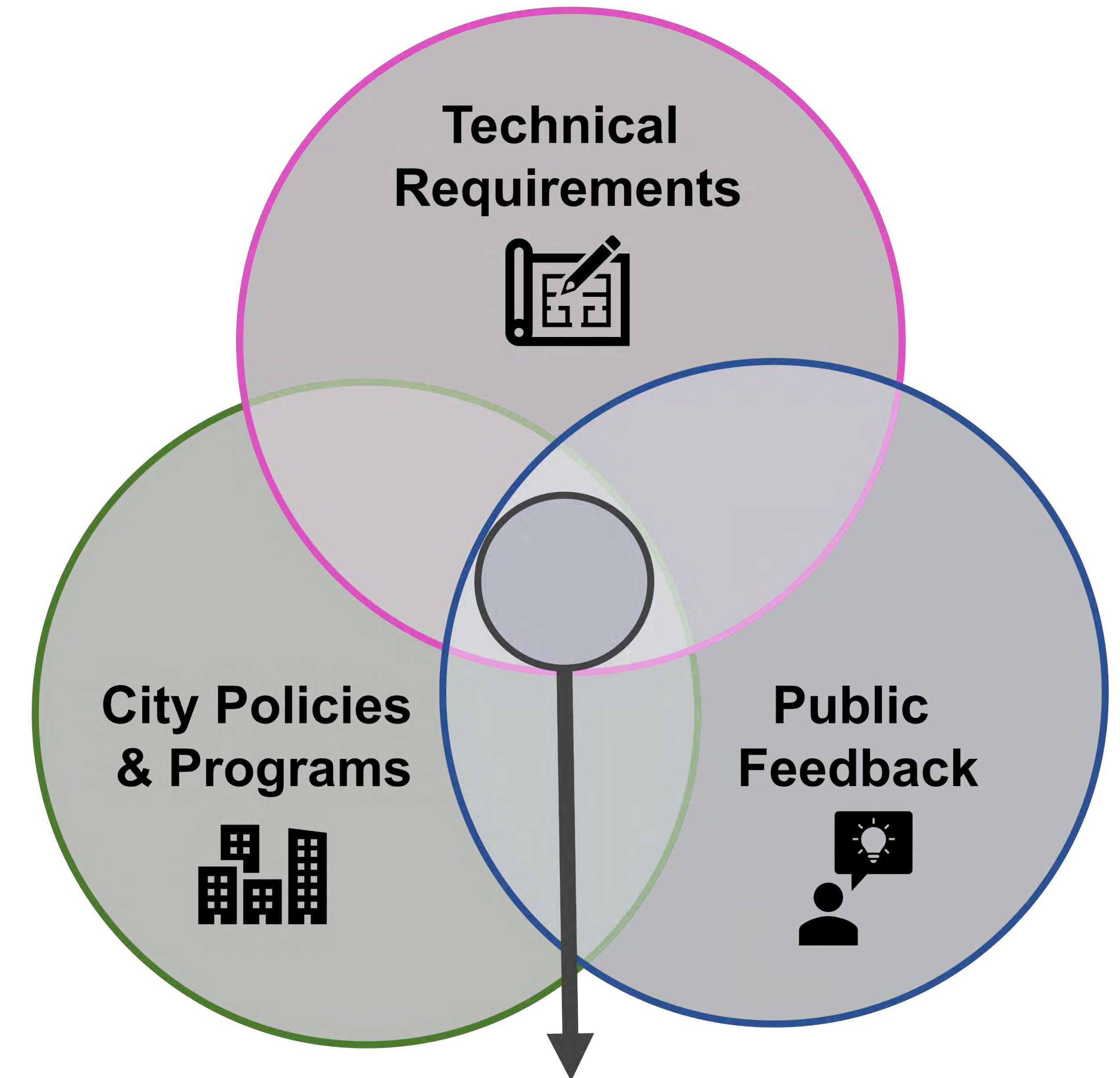
- Community input, sharing concerns, opportunities and priorities based on expertise and lived experience

City Policies and Programs

- City Council directives, such as TransformTO Climate Action Strategy, Vision Zero Road Safety Plan
- Cycling Network Plan prioritization framework

Technical Requirements

- Construction and engineering design standards for roadway projects
- Coordination with other major works, such as delivery through road resurfacing, and avoiding construction conflicts



**Objective and data-driven approach
balanced with public input**

How to Provide Feedback

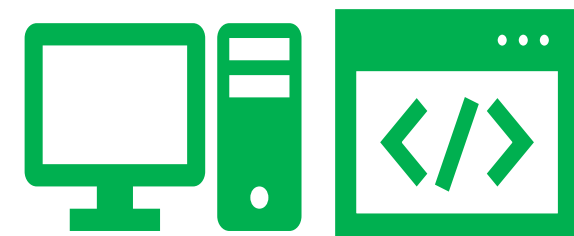


Your feedback is important. There are many ways to provide your comments on proposed changes to Ingleton Boulevard, along with input for other parts of Alton Towers Neighbourhood Connections, **by June 25, 2025:**



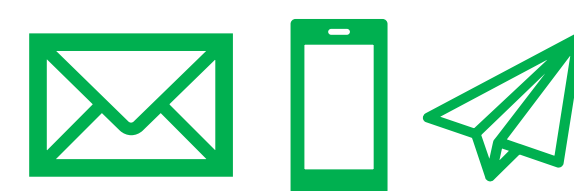
Attend the public drop-in event on June 11, 2025 at Macklin Public School, 7 – 8:30 p.m.

Ask questions and leave comments with the project team. Interpreters for Cantonese and Mandarin will be present.



Complete the online survey.

Share your feedback using the survey found on the project web page by **June 25:**
toronto.ca/AltonTowersConnections.



Send your comments and questions via **email, phone or mail.**

Project Contact Information

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[toronto.ca/ AltonTowersConnections](https://toronto.ca/AltonTowersConnections)



Next Steps



Feedback gathered through consultation will be summarized in a Consultation Report, available on the project web page. Following a review of the feedback, staff will present the project and final recommendations to City Council.

June 25, 2025: Consultation comment period closes

July 2025: Phase 1 Consultation Report posted on the project website

Summer 2025: Design updates based on public feedback

Fall 2025: Council report for project approval

2027: Phase 1 installation

Public consultation for Phase 2 of the project is planned for early 2026.

CONTACT US

If you have any questions or concerns, please contact:

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