Flemingdon Park Streets Plan

Phase 1 Public Drop-In Event

July 14, 2025

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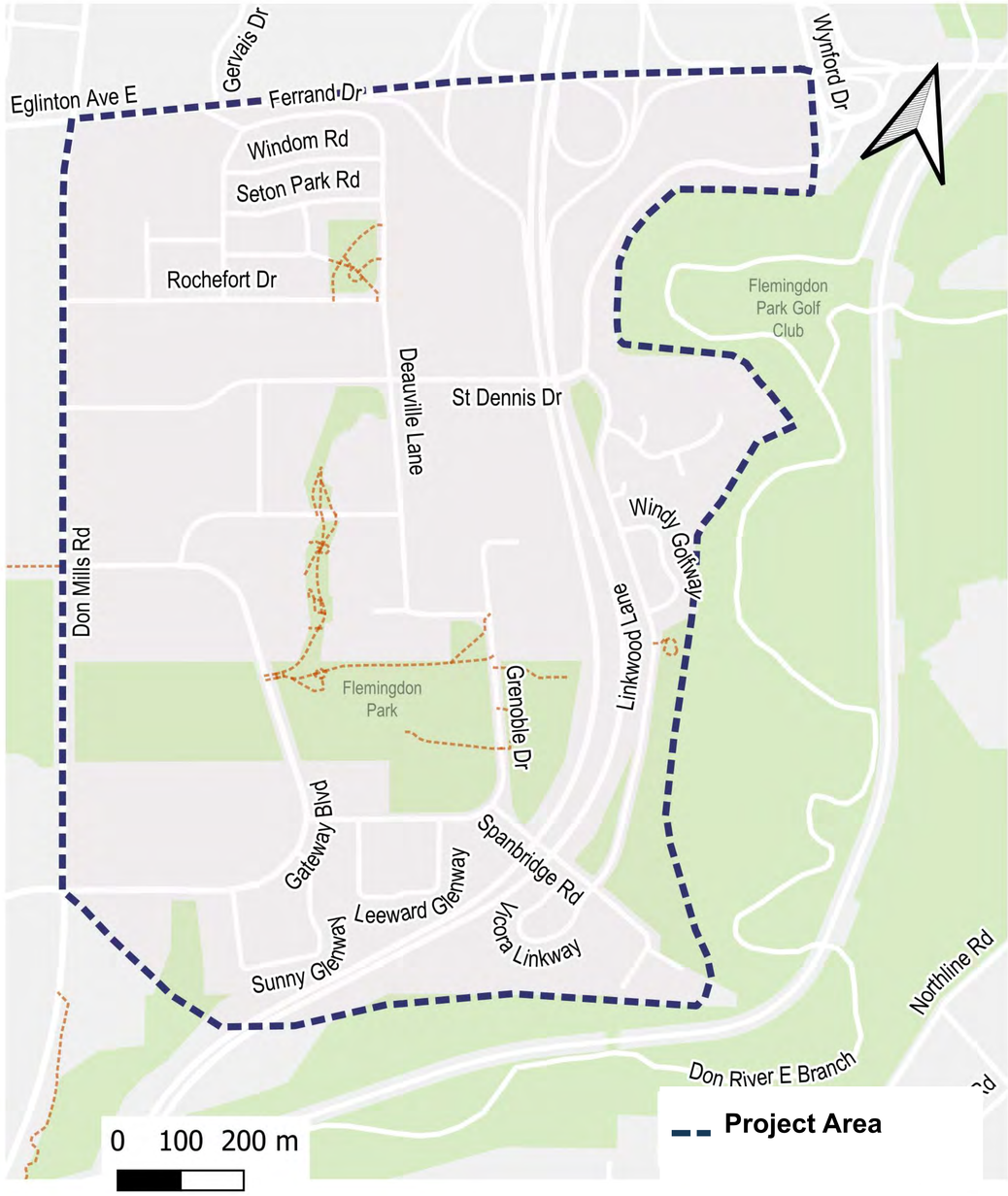
Project Overview

In consultation with the local community, the City is developing a Neighbourhood Streets Plan (NSP) for the Flemingdon Park neighbourhood. This plan will identify, prioritize and recommend short-term actions and long-term changes to traffic operations and road design to enhance safety for all modes of transportation.

The study area is bounded by Eglinton Avenue East (north), Don Mills Road (west), the east branch of the Don River (east) and Overlea Boulevard at Don Mills Road.

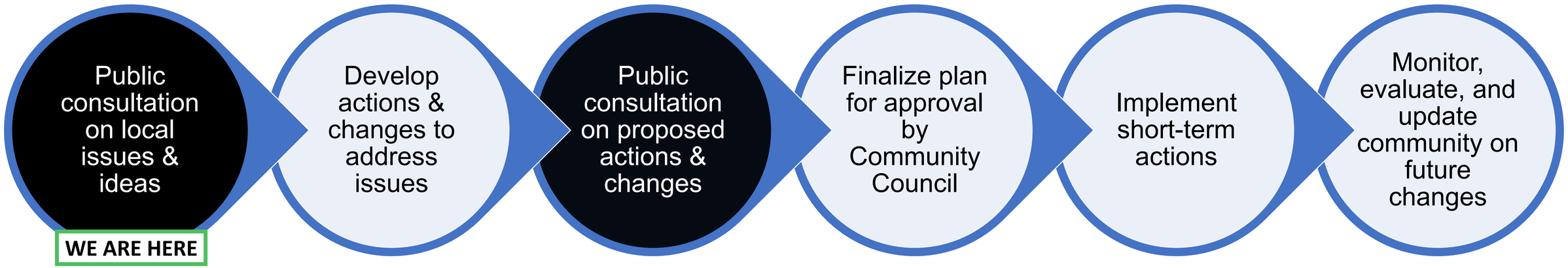
The **Flemingdon Park Streets Plan** will investigate 4 main areas of concern in the neighbourhood:

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 neighbourhood streets
4. Opportunities for active transportation (walking and cycling) and access to transit stops and stations



Map of the Project Area for the Flemingdon Park Streets Plan

Developing the Plan



Neighbourhood Streets Plans (NSPs) are a service for neighbourhoods where traffic and travel patterns maybe impacting 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 coordinates 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.

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Data and Guidelines

In addition to public input gathered through the first phase of consultation, data that will be used 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.
- **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 Road Safety Plan:** An action plan and 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 five kilometres to walking, cycling or transit.
- **Toronto Seniors Strategy:** Holistic plan to enhance seniors' well-being, inclusion, and quality of life through accessible programs, supportive policies, and community partnerships.

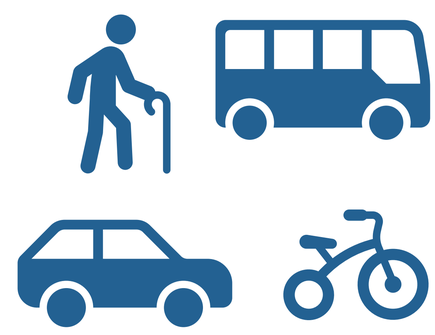
Plan Components

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

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



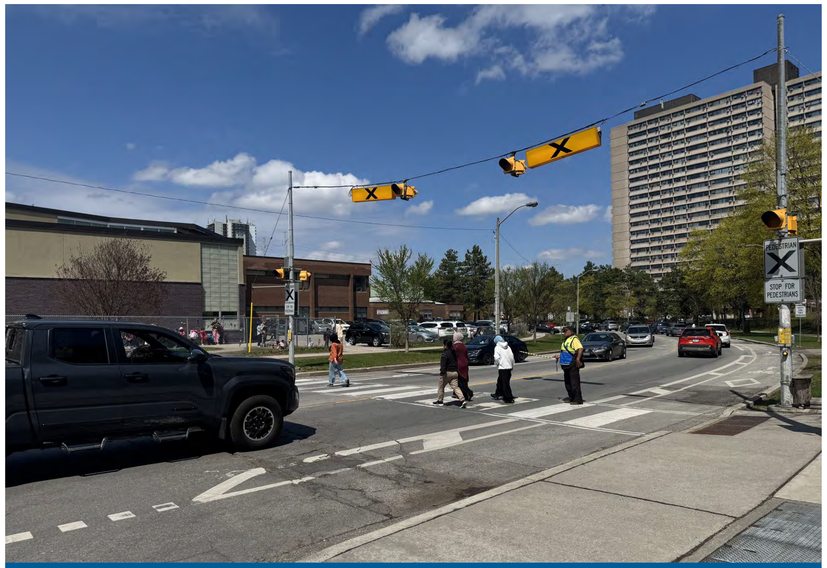
Transportation Options
Diverse transportation and travel options can reduce reliance on private motor vehicle use.

What is a Neighbourhood Streets Plan?

A Neighbourhood Streets Plan provides an opportunity to review mobility and safety patterns neighbourhood-wide and to identify potential changes.

The **Flemingdon Park Streets Plan** will:

- Consider people who travel within the neighbourhood and the unique character of Flemingdon Park. The community includes multi-generational households, many newcomers, families living in high-rise buildings, and many pedestrians including children and older adults.
- Assess the existing street network and neighbourhood needs, and coordinate with planned future connections.
- Develop solutions to meet both goals of local community members and goals of the City of Toronto.
- Identify opportunities for short-term actions that can be implemented with quick-build materials.
- Identify opportunities for long-term changes that can be made as part of planned road work.



Pedestrians crossing Gateway Boulevard

Intersection of St Dennis Drive and Don Mills Road

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Community Characteristics

Travel within the neighbourhood is commonly to or from one of these destinations:

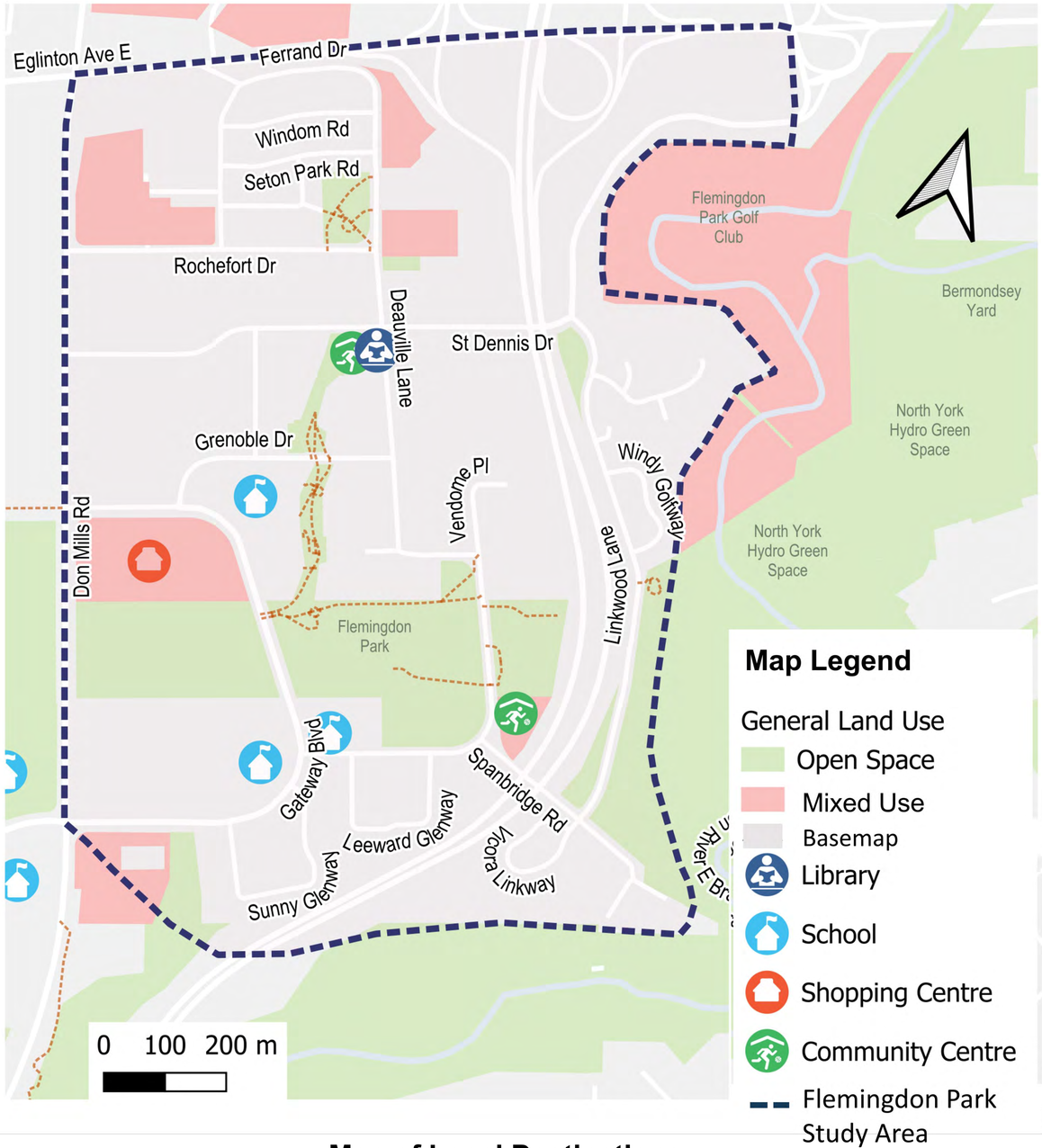
- **Schools**: Gateway Public School, Grenoble Public School, St. John XXIII Catholic School, Valley Park Middle School, Marc Garneau Collegiate Institute.

** Local schools serve over a thousand students. New facilities, planned slightly outside the project area near 844 Don Mills Road (Crosstown Community), are expected to support the surrounding neighbourhood.*

- **Community services:** Dennis R. Timbrell Resource Centre, Flemingdon Park Library, Flemingdon Park Community Centre, The Neighbourhood Organization, and others.
- **Parks and sport facilities:** Flemingdon Park, Ferrand Park, Northeast Playground, Linkwood Lane Park, ET Seaton Park. The neighbourhood is also connected to several trails.
- **Shopping destinations:** Flemingdon Park Shopping Centre and other local businesses.

Housing in the neighbourhood is mostly high-rise residential, with some offices and some low-rise homes.

- 91% apartment and 9% low-rise households
- Significant increase in high-rise housing anticipated in the future



Map of Local Destinations

Community Mobility

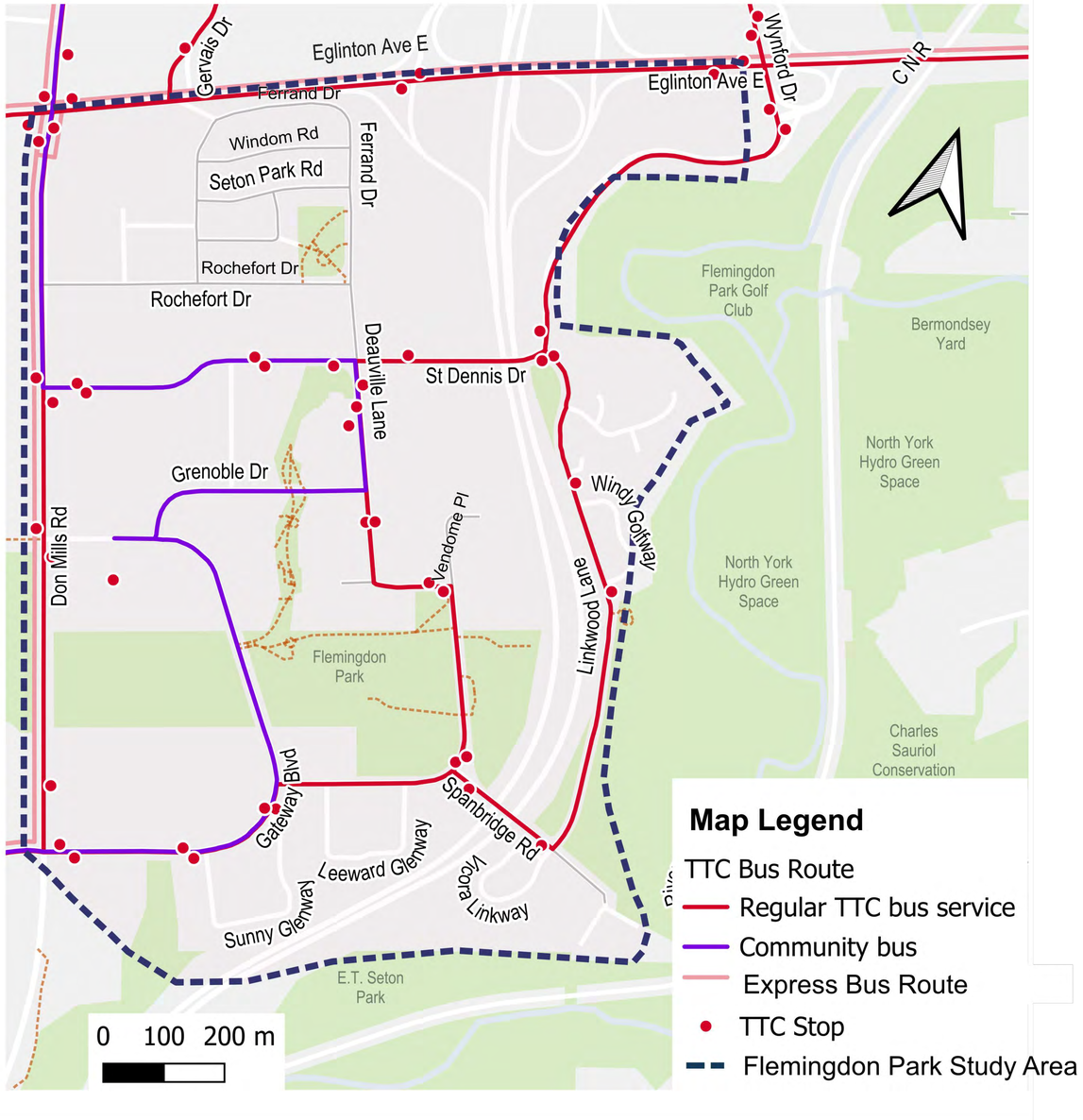
How people travel in the community:

- 58% of households have one car and 29% of households have two or more cars. 23% of households do not own a car.
- While most trips under 1 km are made by pedestrians (78%), trips between 1 and 2 km are more often made by car (59%).
- Overall, 47% of all trips are made by pedestrians, cyclists, or transit users—higher than the city-wide average of 42%.

TTC Service: there are 3 existing regular TTC routes, 1 Express Bus route and 1 Community Bus route in the neighbourhood (See Transit Network panel for more details).

Bikeways: Most roads going through the neighbourhood have a bikeway.

Based on a review of available data, the volume of local trips has increased in recent years. With population growth and new developments in and around the neighbourhood, the number of local trips has risen. This includes more pedestrians and cyclists, increased school-related travel, and a higher volume of car trips. These trends reflect a growing demand on local infrastructure and highlights the need for improvements that support safer, more efficient, and more accessible mobility for everyone in the community.

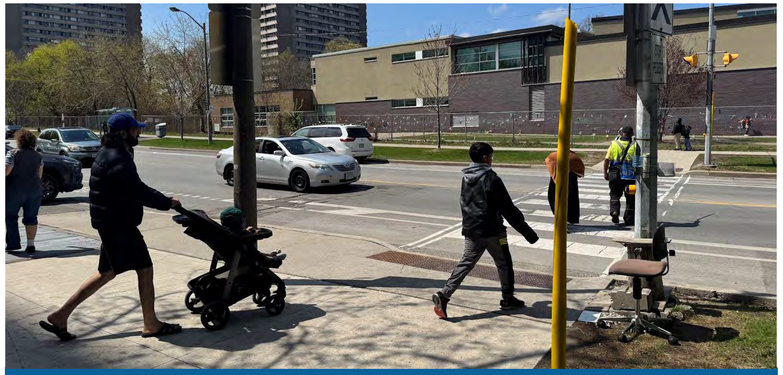


Map of Community Mobility

Known Transportation Issues

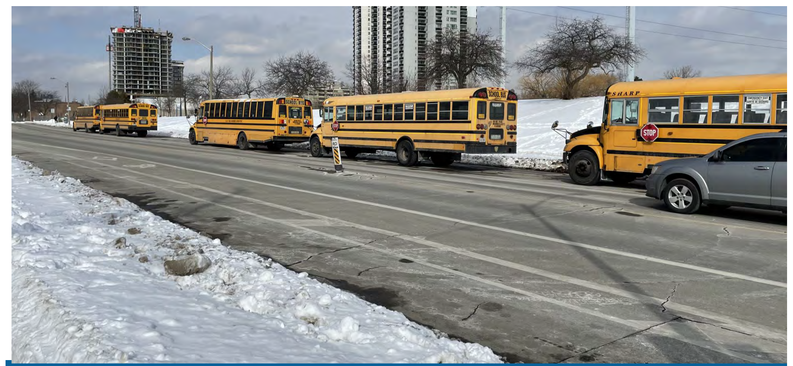
Over the last few years, community members have submitted inquiries and requests to 311, the Councillor's office, and City staff regarding concerns about:

- **Construction and growth from new transit lines and major developments are changing how people get around and affecting local transportation**
  - With limited entry and exit points due to turn restrictions, access is becoming more challenging. To help address this, a new traffic signal installation and removal of turn restrictions have been approved by council for the intersection of Don Mills Road and Rochefort Avenue.
- **Traffic congestion is making it harder to travel by bus or car in the neighbourhood.** Drivers use neighbourhood streets to avoid busy main roads
- **Concerns for pedestrian safety near schools and busy intersections:**
  - Locations of concern: Don Mills & Overlea and Gateway Boulevard at Grenoble Drive (lower intersection)
  - Children crossing mid-block on streets (like Gateway Boulevard), with parked school buses blocking sightlines
  - Poor visibility when crossing the DVP ramps to reach Eglinton Avenue
- **On-street parking near driveways reduces visibility for drivers and pedestrians**



Person with stroller crossing at pedestrian crossover

People boarding TTC Route 100A at Grenoble Drive and Spanbridge Road



School buses parked along Gateway Boulevard

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Active Transportation Network

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

Sidewalks and Crosswalks

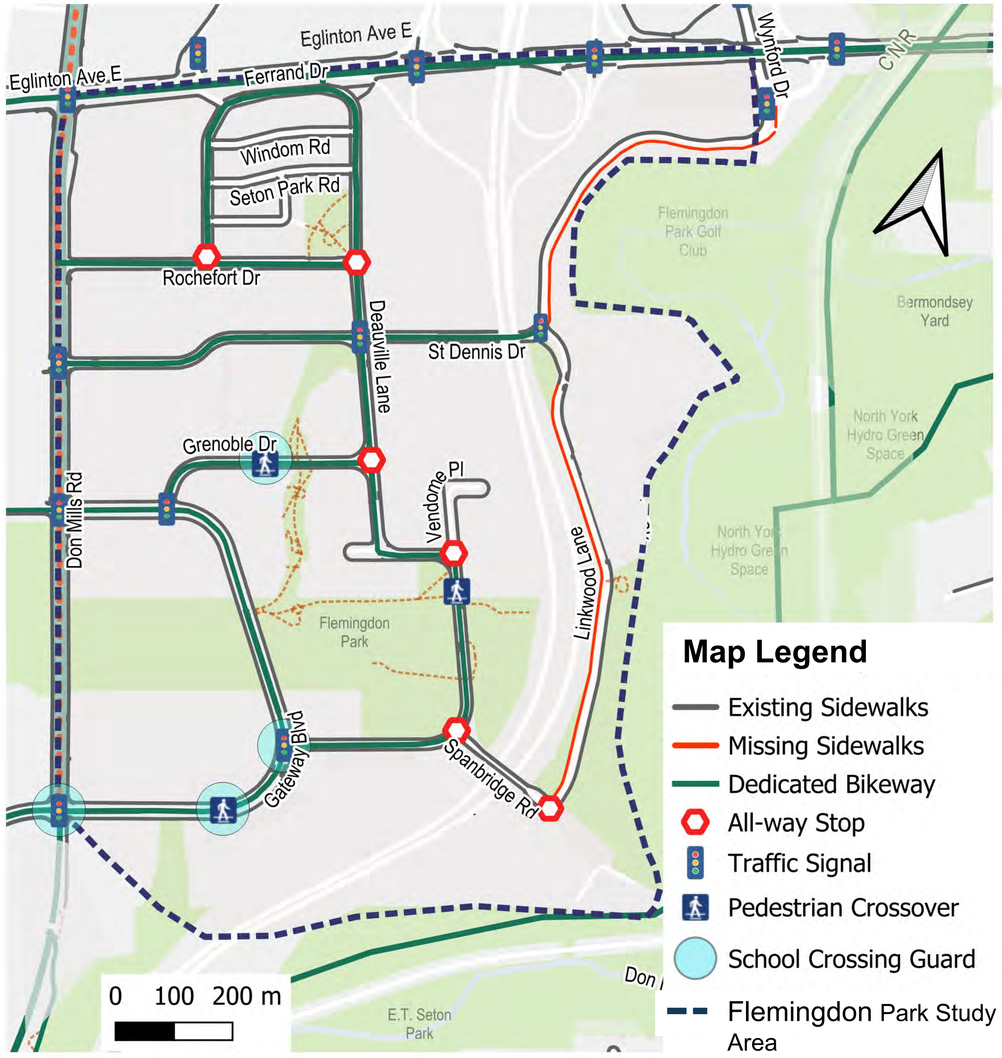
Sidewalks are generally present on both sides of streets except for east of the Don Valley Parkway on:

- Linkwood Lane
- St. Dennis Drive north of Linkwood Lane
- Ramps from St. Dennis Drive to Eglinton Avenue East
- Ramp from Ferrand Drive to Eglinton Avenue East, and
- Private roads not managed by the City (not shown on map)

Bikeways

Dedicated bikeways exist on Eglinton Avenue East and most inner connecting through streets such as 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.



Map of the Active Transportation Network

Transit Network

Existing Transit Network

- Regular TTC routes: 25 Don Mills*, 34 Eglinton East,
- 100 Flemingdon Park
- Express bus route: 925 Don Mills Express*
- Community bus route: 403 Don Mills South

*Don Mills Road has High-Occupancy Vehicle (HOV) lane during peak hours for use only by buses, taxis, bicycles, and cars of 3 or more people

Upcoming Transit Network

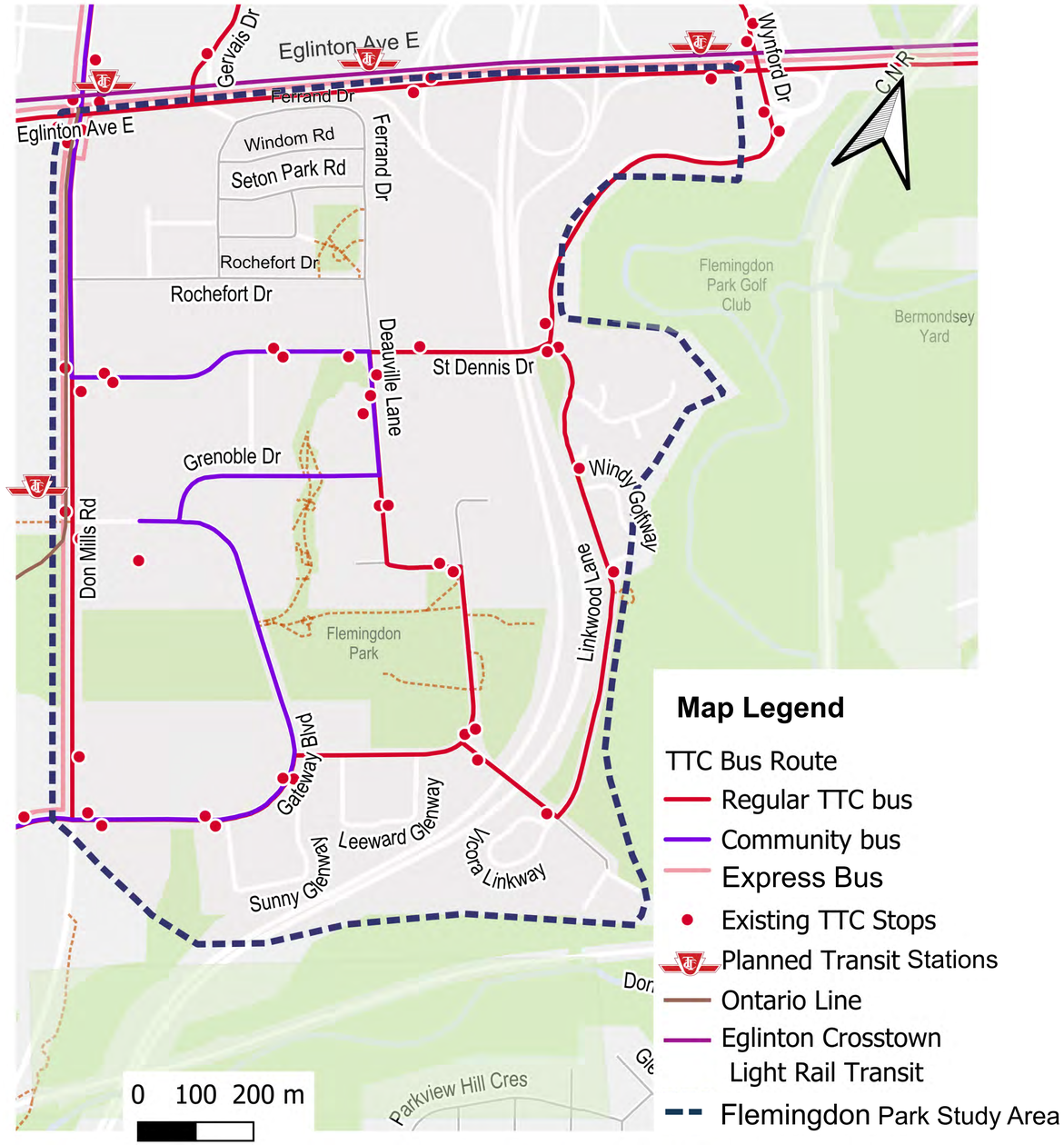
The transit network will grow with the completion of planned and ongoing transit projects, including:

<u>Metrolinx transit expansion:</u>

- Line 5 Eglinton Crosstown LRT
- Ontario Line

<u>New transit stations:</u>

- Science Centre Station (interchange Line 5 Eglinton Crosstown LRT and Ontario Line)
- Flemingdon Park Station (Ontario Line)
- Aga Khan Museum & Park (Eglinton Line 5)
- Wynford (Eglinton Line 5)



Map of Existing and Planned Transit Network

Road Safety: Collision History

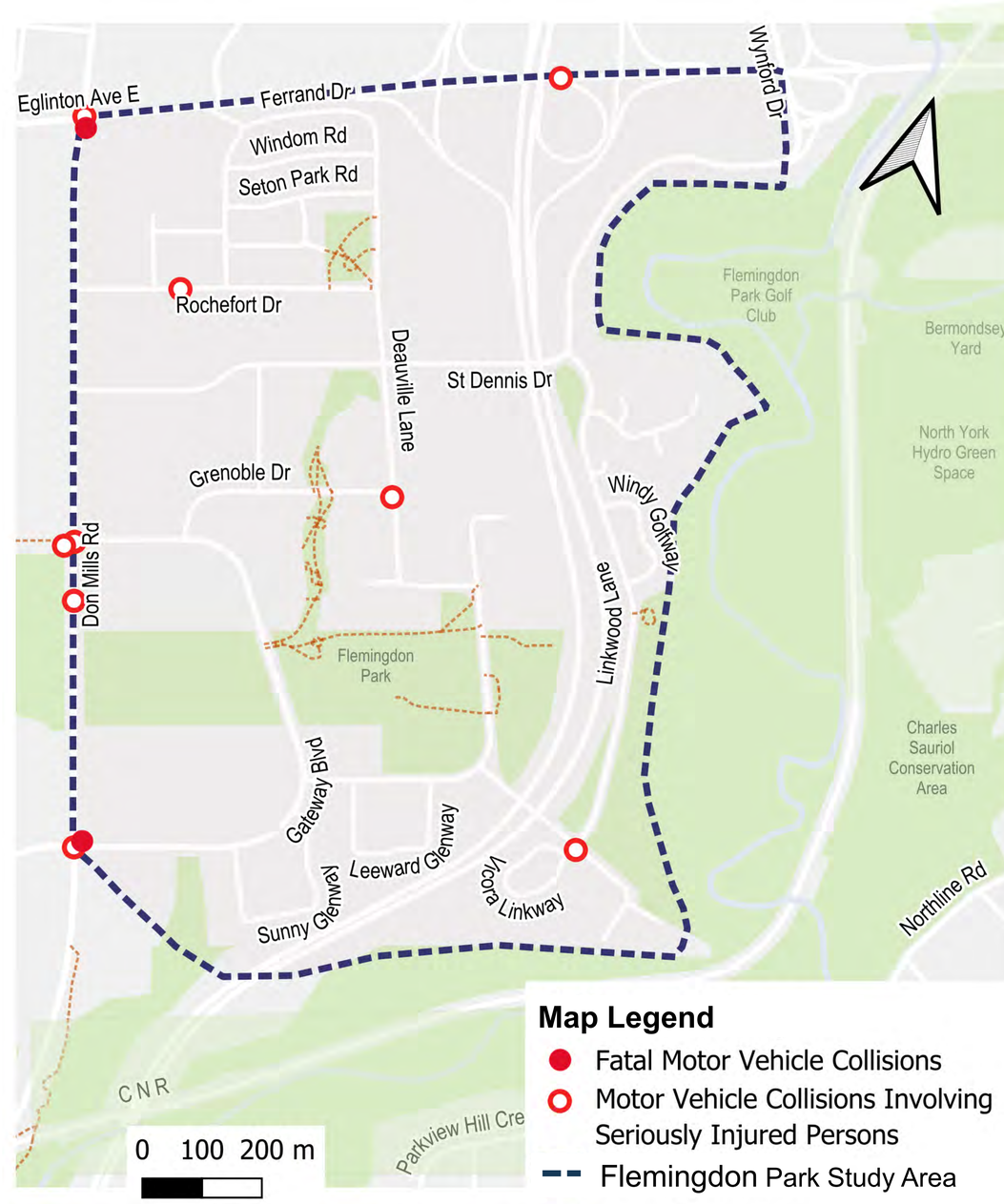
Over the last 10 years, there have been 11 reported collisions resulting in a death or serious injury. 8 of these collisions involved vulnerable road users such as a pedestrian, older adult, school-aged youth or a cyclist.

Two fatal collisions reported at:

- Don Mills Road & Eglinton Avenue East, *pedestrian*
- Don Mills Road & Overlea Boulevard, *motorist*

Nine collisions resulting in serious injuries reported at:

- Mid-block along Rochefort Drive, *pedestrian*
- Deauville Lane & Grenoble Drive, *pedestrian*
- Spanbridge Road & Linkwood Lane, *pedestrian*
- Don Mills Road & Eglinton Avenue East, *cyclist and pedestrian*
- Don Mills Road & Gateway Boulevard, *motorcyclist and pedestrian*
- Don Mills Road, mid-block, *motorist*
- Don Mills Road & Overlea Boulevard, *pedestrian*



Map of Collision History (2015-2025)

Road Safety: Existing Measures

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

- **Community Safety Zones**
  - Gateway Boulevard, Grenoble Drive
- **School Safety Zones**
  - Grenoble Public School
  - St. John XXIII Catholic School
  - Gateway Public School
- **School Crossing Guards**
  - Don Mills Road and Gateway Overlea Boulevard
  - Gateway Boulevard mid-block pedestrian crossover near Sunny Glenway
  - Gateway Boulevard at (lower) Grenoble Drive
  - Grenoble Drive mid-block pedestrian crossover near Grenoble Public School
- **Speed Limit Reductions**
  - St. Dennis Drive, Linkwood Lane changed from 50km/hr to 40 km/hr
  - Don Mills Road changed from 60 km/hr to 50 km/hr
- **Red Light Camera** on Don Mills Road at Overlea Boulevard
- **Other measures in safety zones:** in-road flexible speed signs, watch-your-speed signs, flashing beacons

Map of Existing Safety Measures

40 km/h speed limit sign

In-road flexible speed sign

School zone signs

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

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Related Projects (Planned for 2025-2029)

1 **Eglinton Crosstown LRT (Line 5 Eglinton)**
A new light rail line running from Kennedy to Mount Dennis as part of Toronto's transit network.

2 **Ontario Line Construction – Don Mills Road**
Underground utility work is underway to prepare for future tracks and stations.

3 **Cycling Infrastructure**

- **Gateway Boulevard**: Bikeway pavement markings will be added from Don Mills Road to Grenoble Drive. South of Grenoble, the existing bikeway will be upgraded with permanent materials and raised bus platforms.
- **Deauville Lane:** New bike lanes will be built as part of intersection upgrades at St. Dennis Drive.
- **St. Dennis Drive (from Linkwood Lane to the Eglinton East/St. Dennis ramp):** Construction of multi-use bike trails to improve cycling connections.
- **Eglinton Avenue East:** Painted bike lanes will be upgraded to protected cycle tracks, with better connections near the DVP on-ramps.

Intersection safety improvements

- **Don Mills Road & Overlea Boulevard and Gateway Boulevard:** The intersection and Overlea Bridge deck will be rebuilt to improve safety and traffic flow.
- **Deauville Lane at St. Dennis Drive:** This intersection will be fully rebuilt as a protected intersection. New bike lanes and raised platforms will be added to improve safety for everyone.
- **Deauville Lane at Grenoble Drive:** Safety improvements will include new bike lanes, raised platforms, and removal of the right-turn slip lanes to create a safer intersection.

5 **Toronto Transit Commission (TTC) Infrastructure**
Bus stop upgrades and platform changes to accommodate articulated buses.

6 **Local Road Work (Road Resurfacing)**
St. Dennis Drive (Don Valley Parkway to Deauville Lane) and Gateway Boulevard (Don Mills Road to Grenoble Drive): These roads are scheduled for resurfacing. Work includes replacing old asphalt and repairing any damaged sidewalks and curbs.

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Possible Changes: Road Safety

Conflicts between road users can be addressed through operational measures like stop signs and traffic signals, or through providing dedicated space like sidewalks and ensuring bikeways are designed for all ages and abilities.

- **School crossing guards** help children to safely cross the street during their walks to and from school and remind drivers of the presence of pedestrians at key intersections.
- **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.
- **Upgrades to existing bikeways** like bollards or raised curbs to physically separate bike lanes from motor vehicle traffic

School crossing guards

New sidewalks

Physically-separated bikeway

Possible Changes: Road Safety

Conflicts between road users can be addressed through operational measures like stop signs and traffic signals, or through providing dedicated space like sidewalks and ensuring bikeways are designed for all ages and abilities.

- **Intersection controls** like stop signs and traffic signals and **mid-block crossings** like pedestrian crossovers provide for an orderly flow of traffic and reduce conflicts by regulating movements through an intersection. When considering locations for stop signs, traffic signals or pedestrian crossings, City staff follow the Ontario Traffic Manual guidelines
- **Intersection safety improvements** such as **advisory signs and beacons** help alert drivers to potential dangers and conflicts with other road users or fixed objects near the roadway. Turn restrictions to eliminate potential conflicts

Intersection controls and intersection safety improvements

Advisory beacon and signs

Possible Changes: Speed Management

Addressing excessive speeding is crucial because speeding increases drivers' reaction time, increases collision severity, and reduces field of vision and awareness. Speeds on neighbourhood streets can be reduced through operational elements:

- **'Watch Your Speed'** signs measure the oncoming vehicles' speeds and reminds drivers to check their speeds and obey speed limits. Locations are selected based on data, Councillor requests, and public input.
- **Speed humps and speed cushions** are raised sections of the roadway designed to discourage motor vehicle drivers from travelling at excessive speeds.
- **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)

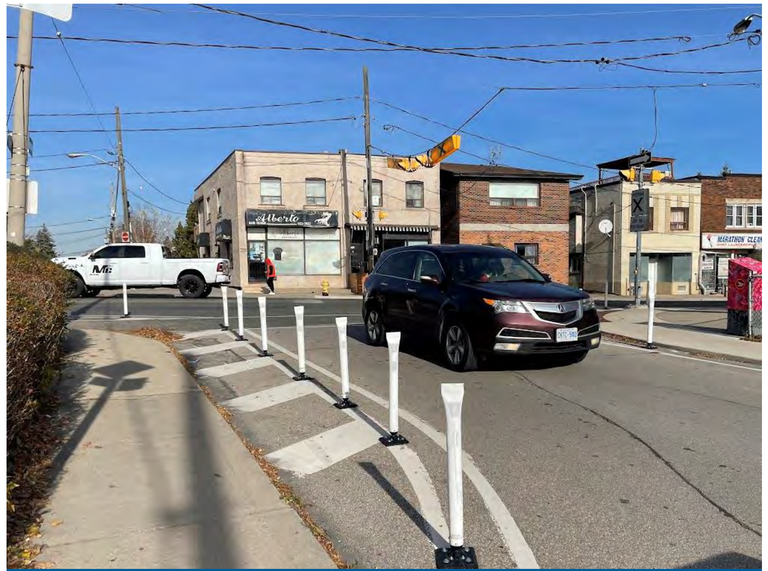
In-road flexible speed sign

Possible Changes: Speed Management

Addressing excessive speeding is crucial because speeding increases drivers' reaction time, increases collision severity, and reduces field of vision and awareness. Speeds on neighbourhood streets can be reduced through operational elements:

- 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 visibility of people walking when placed at intersections.
- **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.

Curb extension with concrete and asphalt and signage



Curb extension with quick-build materials

Chicanes

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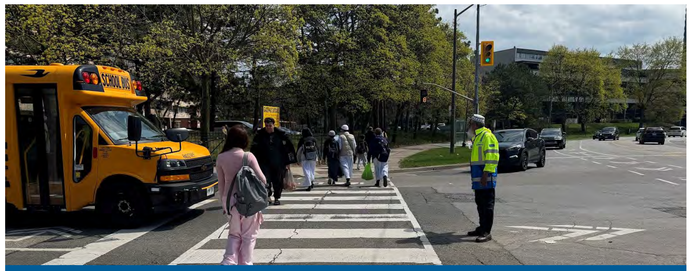
Possible Changes: Transportation Options

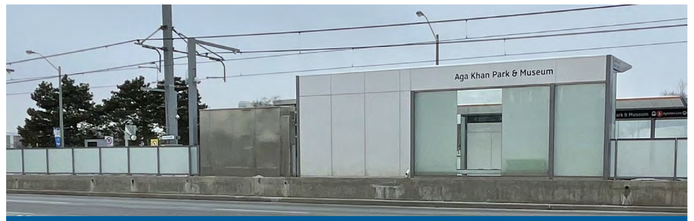
Motor vehicle traffic in the neighbourhood starts with the need to travel and a choice to travel by car. The City aims to make it feel safe and easy to choose walking, cycling, transit or other shared mobility for short trips.

- **Supporting people to walk**: A focus on connecting sidewalks and pedestrian crossings to local destinations in addition to traffic calming can support people to choose to walk.
- **Access to transit stops and stations:** 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 bikeways 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.
- **Access to shared bikes:** Four (4) existing stations and potential to identify new stations part of future expansions and electrified stations alongside development projects

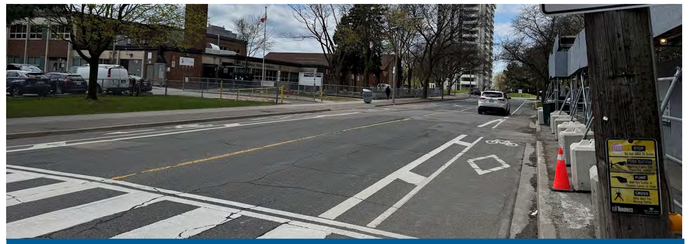
**Feasibility of these interventions to be studied as part of this plan*



Pedestrians Crossing at Gateway Boulevard



Future LRT station at Agha Khan Park and Museum



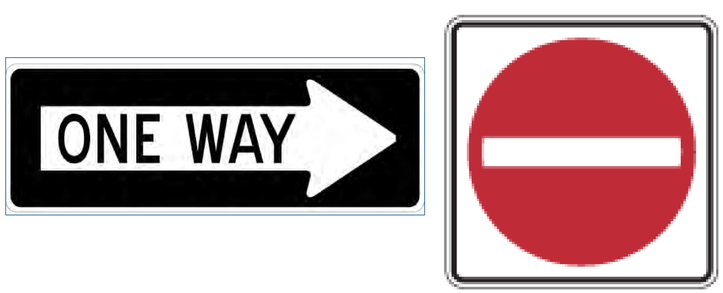
Dedicated bike lane on Gateway Boulevard

A bike share station on Eglinton Avenue

Possible Changes: Volume Management

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

**Feasibility of these interventions to be studied as part of this plan. Due to limited street network and transit routes in Flemingdon Park, measures that limit access for residents and local buses are may not be feasible.*

Possible Changes: Volume Management

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.

Raised median restricting auto through travel (source: NACTO)

Diagonal diverter (source: Urban Bikeway Design Guide)

**Feasibility of these interventions to be studied as part of this plan. Due to limited street network and transit routes in Flemingdon Park, measures that limit access for residents and local buses are may not be feasible.*

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 capital work and can take more time.

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

Phased Improvement	Timing	Examples
Quick Wins • No Council approval required • Primarily movable/flexible materials	6-18 months	• Intersection improvements • Refreshed pavement markings (e.g. stop bars and centre lines) • Signage & sightline fixes
Short-term Actions • Council approval required	1-3 years	• Speed humps • Pedestrian crosswalks • Directional changes • Cycling network improvements • Parking amendments
Longer-term Changes • Council approval required • Permanent materials	3+ years	• Measures not implemented as Quick Wins or Short-term Actions to be delivered alongside future roadworks or development

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Schedule & Next Steps

There are several steps to develop a Neighbourhood Streets Plan. Through the planning process, a team of City staff work with communities to identify local issues and opportunities, prioritize the greatest needs, and recommend changes to traffic operations and street designs.

Activity	Timeline
Project planning	Winter 2025
Background reporting & initial data collection	Spring 2025
Public consultation on issues & ideas (Phase 1)	Summer 2025
Additional data collection & develop appropriate changes	Fall 2025
Public feedback to proposed changes (Phase 2)	Winter 2026
Staff report to Community Council	Spring 2026
Implementation, monitoring, & evaluation	From 2026

We Are Here

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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
Pragya Priyadarshini
Senior Public Consultation Coordinator
Phone: 416-397-0202
Email: FlemingdonParkStreets@toronto.ca

Metro Hall, 55 John Street, 19th Floor
Toronto, Ontario. M5V 3C6

Comment deadline:
July 28, 2025

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