

Maple Leaf and Rustic Neighbourhood Streets Plan

Public Event
December 2nd 2025



Project Overview

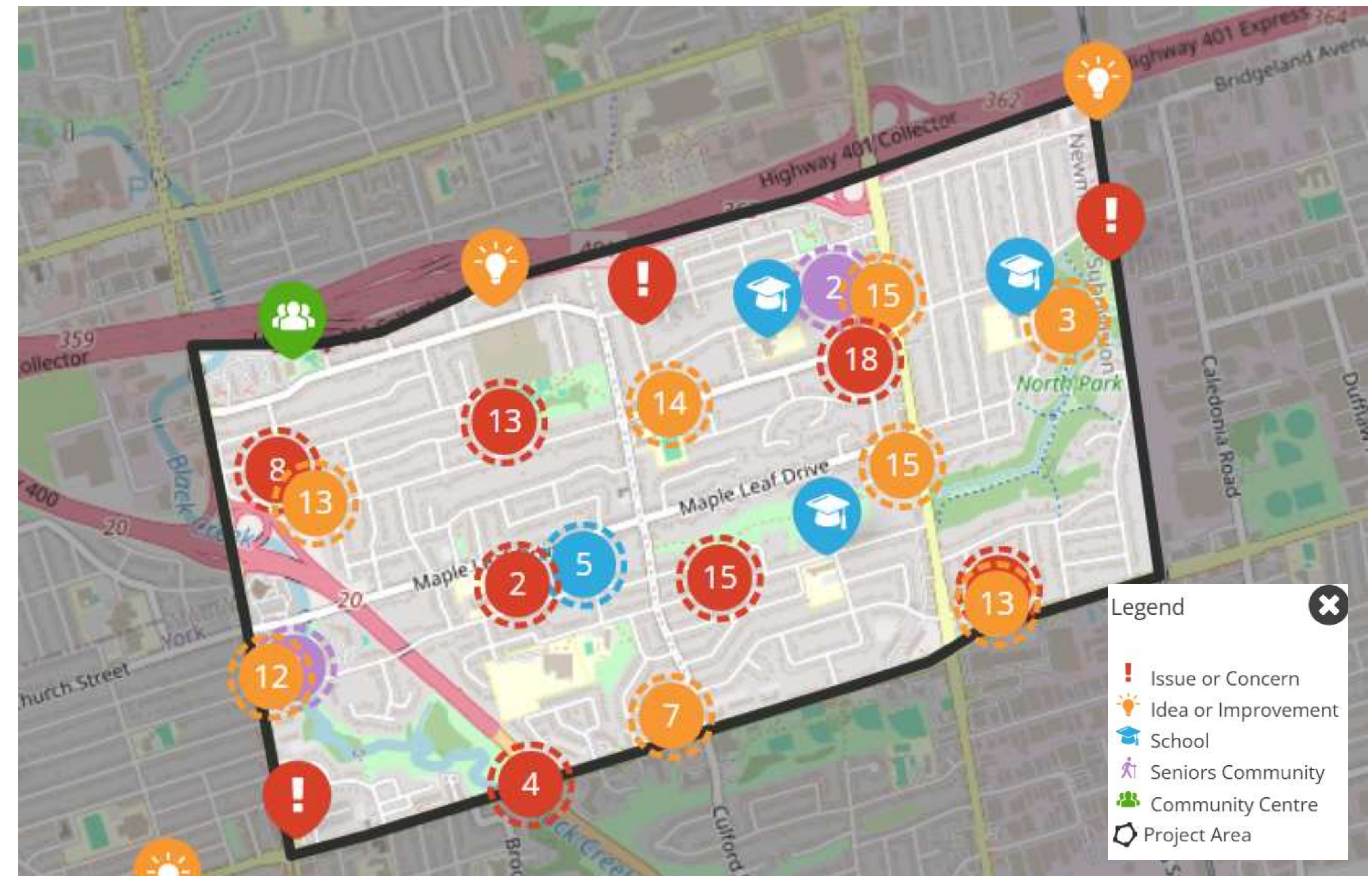
The Maple Leaf and Rustic Neighbourhood Streets Plan recommends changes to traffic operations and road design to support safety for all road users including seniors, school children, pedestrians and people cycling and driving.

The City is providing an update about proposed changes.

Based on previous feedback received from the community, the City has revised the proposed plan for the neighbourhood with fewer proposed changes.

The new plan responds to areas of concern identified by the community in earlier phases of consultation.

For some of the proposed changes, the project team will be requesting Community Council approval following this public consultation. Other changes have been identified as opportunities for future consideration.



Phase one consultation activities included feedback via an online mapping tool. The locations and total numbers of comments are shown in this map.

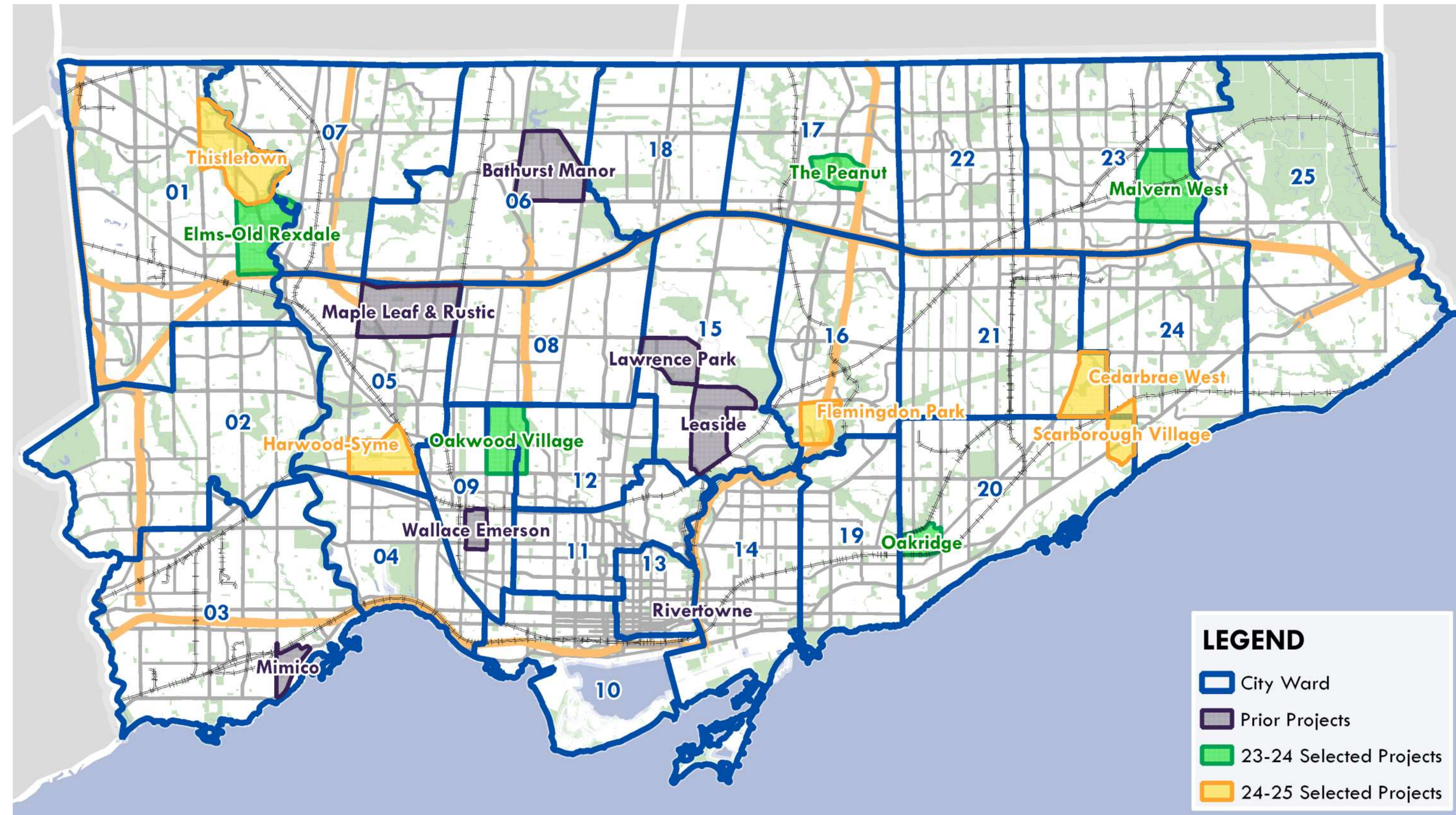
About Neighbourhood Streets Plans

Neighbourhood Streets Plans (NSPs) consult communities on plans for traffic, road safety, and active transportation across Toronto.

NSPs identify opportunities for short term improvements that can be implemented within 6 months – 2 years, as well as longer-term measures that can be implemented alongside planned road resurfacing or reconstruction.

Each year dozens of nominations are received, and up to five neighbourhoods are prioritized to participate in the NSP program.

Learn more: toronto.ca/NSP



This map shows the locations across Toronto that were selected for a Neighbourhood Street Plan.

In addition to locations selected for the NSP program, Toronto neighbourhoods are continually served by improvement programs such as Vision Zero Road Safety Plan and the Congestion Management Plan.

Consultation Overview

Public consultation for the Maple Leaf and Rustic Neighbourhood Streets Plan has taken place over multiple phases.



Phase 1 Public Consultation

- To gather input on local issues and ideas for change

Input received from

- 50+ people at in-person public meeting
- 174 comments in online map
- 13 people sending comments by phone or email

Phase 2 Public Consultation

- To gather feedback on the proposed changes

Feedback received from:

- 200+ people at in-person meeting
- 308 survey responses
- 42 people sending comments by mail, phone and email.

A Local Advisory Committee was formed to guide staff in interpreting the feedback from the community.

Phase 3 Public Consultation

- To gather feedback to the revised plan

Feedback this consultation will:

- inform staff recommendations to Etobicoke York Community Council in Winter 2026
- be shared with staff working on nearby and related road projects.

What We Heard: Public consultation

Phase 1 presented background information and consulted the community on local issues and ideas for street changes.

Concerns raised during Phase 1 consultation:

- Road safety concerns for all road users
- High motor vehicle speeds throughout the neighbourhood
- Impact of congestion on major corridors to neighbourhood streets
- Lack of desirable travel alternatives to motor vehicle travel
- Conflicts between parking/loading and motor vehicle flow
- Concerns about the impact of development

Phase 2 presented proposed changes to respond to concerns raised in Phase 1.

Residents were divided over their support for the proposed changes shared in Phase 2:

- Support was divided for speed management and road safety improvements including speed humps, new sidewalks, and parking management.
- Directional changes (one-way streets) and new bikeways were least supported.
- Residents had concerns about measures to restrict traffic from entering the neighbourhood.



Photo of Phase 1 public event (December 4, 2023)



Photos of project team speaking with residents



Photo for Phase 2 public event (October 8, 2024)

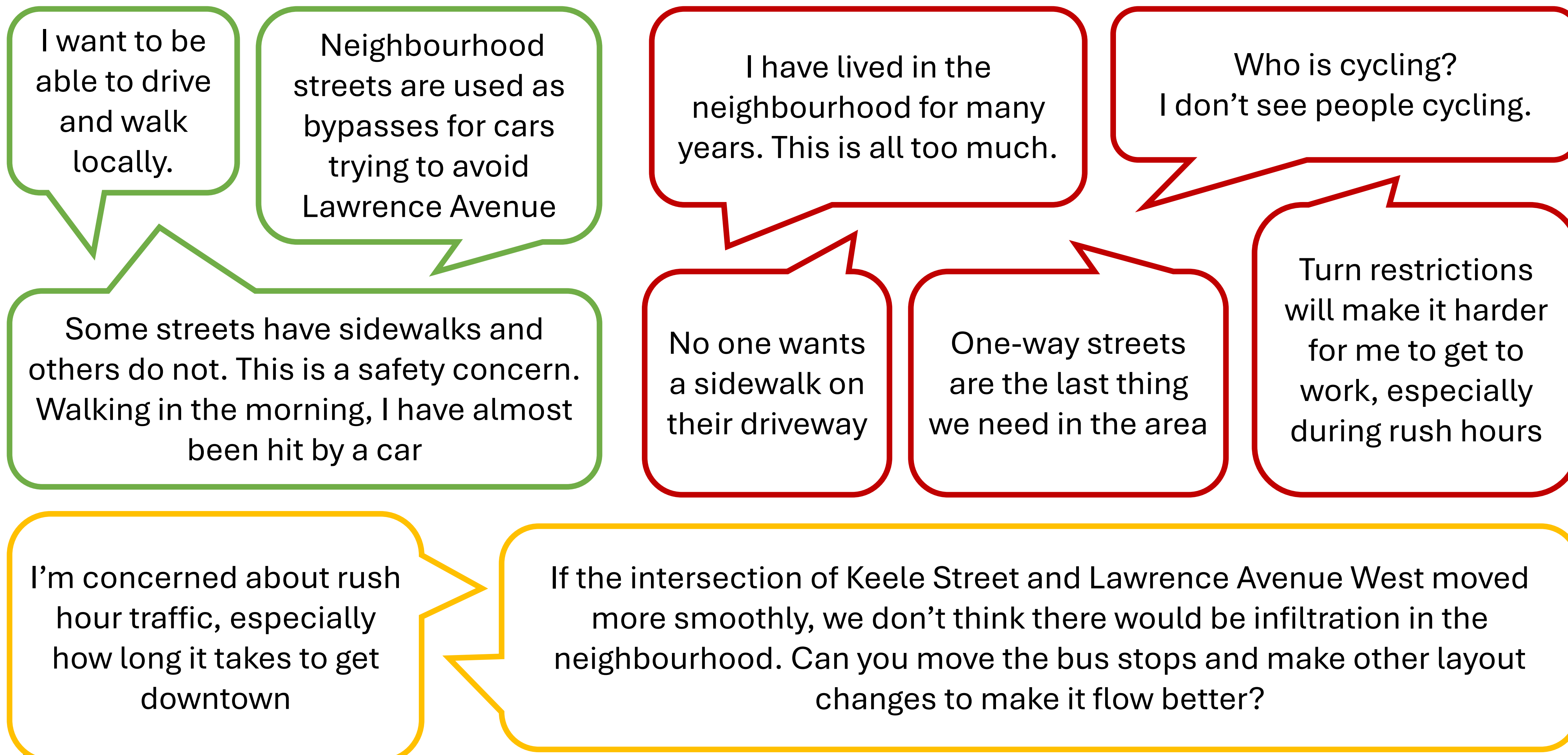
What We Heard: Local Advisory Committee

A Local Advisory Committee (LAC) of local residents was formed to provide additional feedback through in-depth conversations. Three meetings were held in February, April and September 2025 with 12 resident committee members, the project team, local Councillor and Ward office staff.

Committee members emphasized a desire for:

- 1) congestion management, especially at the Keele-Lawrence intersection
- 2) improved safety while maintaining resident driver access, and
- 3) changes on roads inside the neighbourhood to be less disruptive.

Example feedback from LAC about proposed changes: encouraging (green), discouraging (red), and other comments (yellow)



Local Advisory Committee Meeting # 1
(January 2025)

What We Know: Existing Conditions

Street network and travel options

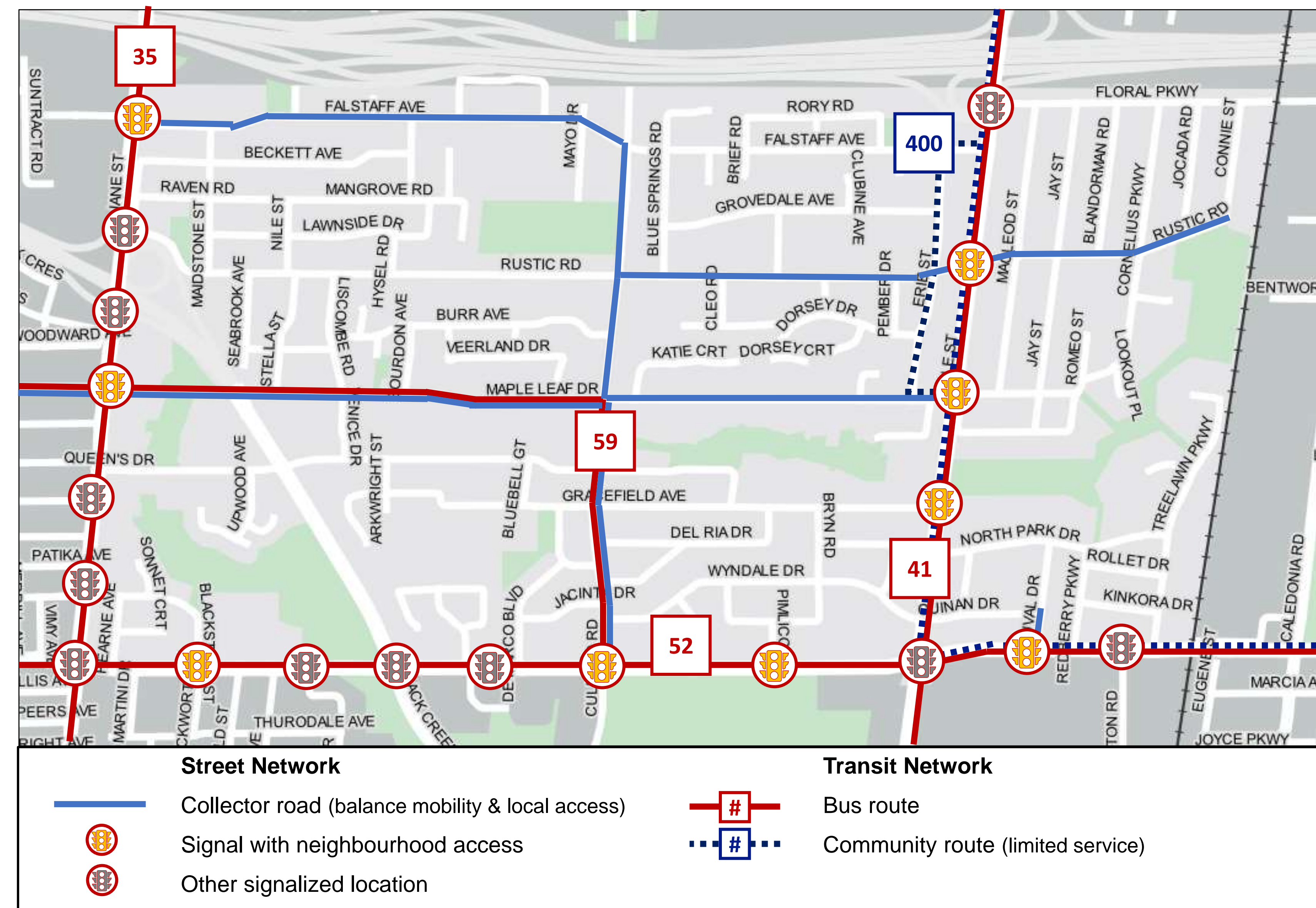
- There are 7 intersections with a traffic signal that are key access points to enter and cut through the neighbourhood.
- There are 3 bus routes on major roads and 2 bus routes on neighbourhood streets.
- Many streets have no sidewalks on one or both sides including sections of the busiest streets
- There are no existing bikeways.

Traffic data: Collision history, speeds and volumes

- There have been 33 collisions that resulted in death or serious injury over the last 10 years
- 22 streets were observed to have speeding compared to the posted limit. On 6 of these streets, the speed is 50km/h or higher. Posted speeds are either 30km/h or 40km/h.
- Most streets have volumes less than 2500 vehicles per day, which is the expected volume for local roads.
- Streets with the highest volumes and speeds are collector roads (3600-7000 vehicles per day): Maple Leaf Drive, Falstaff Avenue, and Culford Road.

Mobility patterns

- Car ownership decreased from 2016 to 2022; yet more trips are made by car including short trips
- 49% of all trips are as a driver, 25% as an auto passenger, 17% of trips are made by transit and 9% by walking.



Map of bus routes, signals and designated collector roads

How Proposed Changes Were Developed

Proposed changes were developed through consideration of City policies, programs and technical research alongside public feedback.

Public Feedback:

- Community knowledge about concerns, opportunities and priorities provided through consultation activities

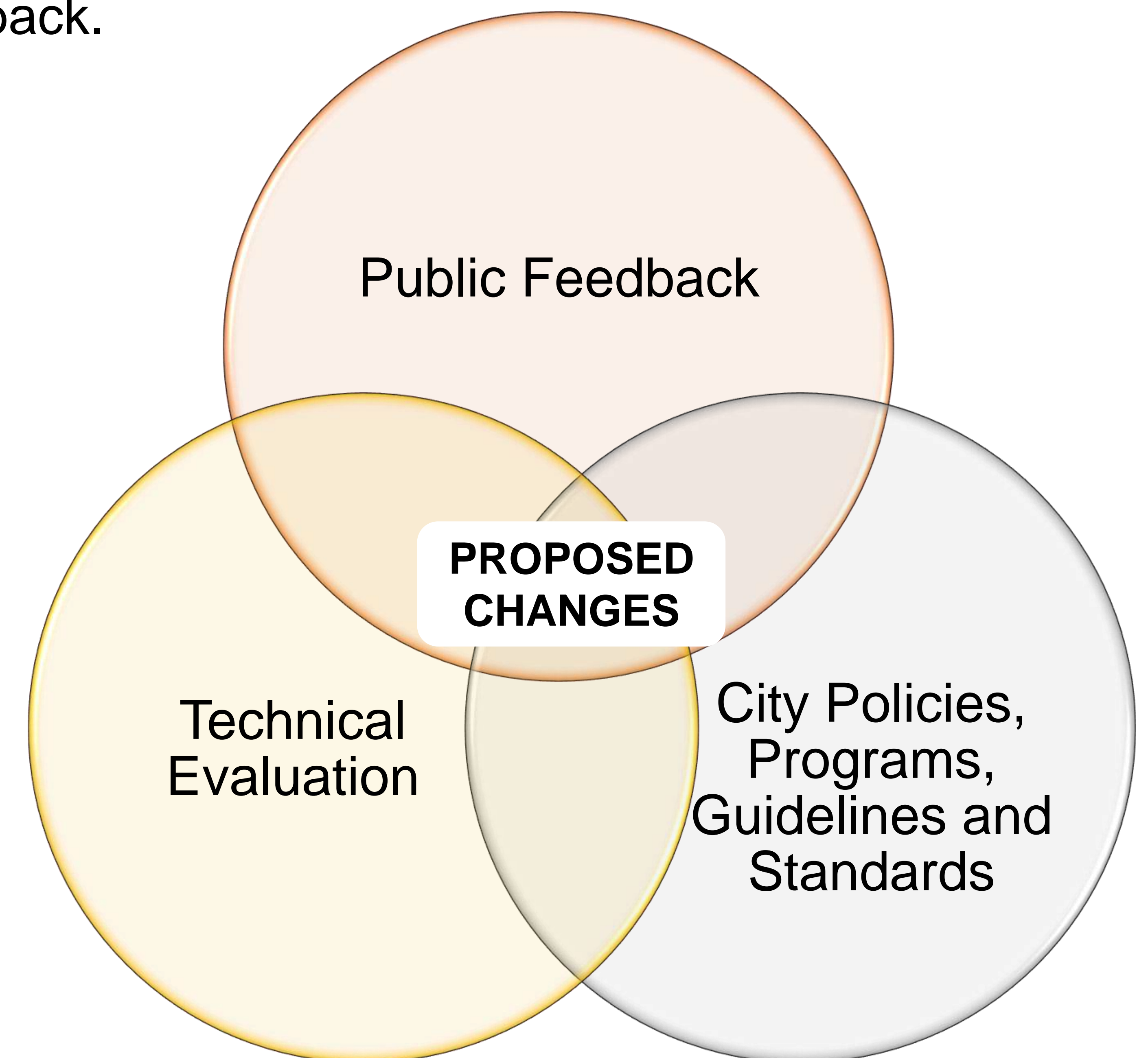
City Policies and Programs:

- City policies, guidelines, and standard practices
- Infrastructure requirements (e.g. State-of-Good-Repair)
- Design guidelines and construction standards
- City Capital and Operating Budgets and Capital Plan

Technical Evaluation:

- Traffic data
- Collision history
- Site visits and observations

Recommendations are reviewed by City services that use roadways so that Toronto's Fire Services, Paramedics, Police, Solid Waste pick-up, TTC, Wheel-Trans, road maintenance and snow clearing can continue to function well and serve the community.



Top Issues and Opportunities

Based on public feedback and data analysis, the top issues and opportunities identified in the neighbourhood are:

1. Congestion at the Keele-Lawrence Intersection:

Residents find the Keele-Lawrence intersection to be a key contributor to neighbourhood traffic.

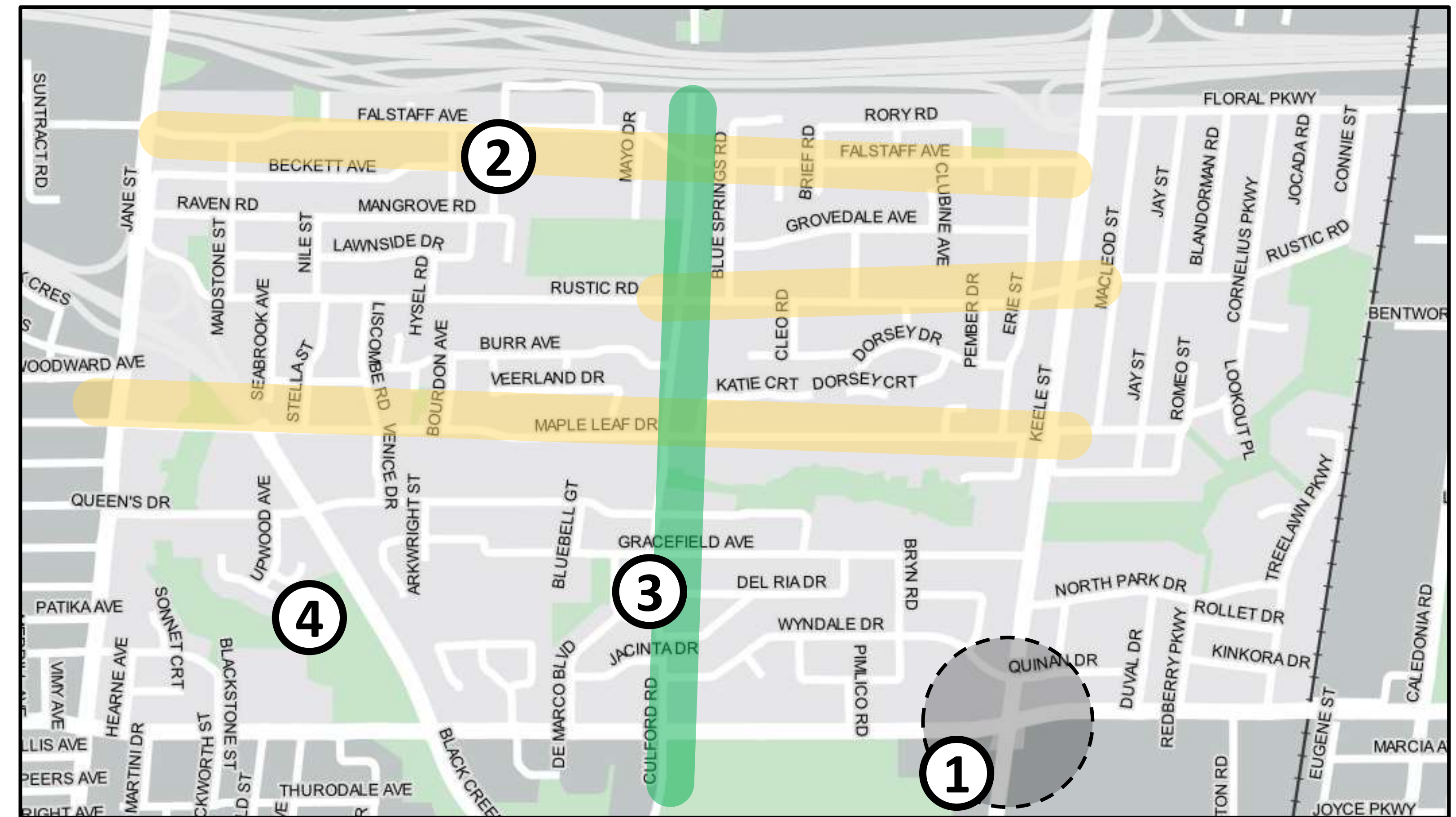
2. East-West infiltration is seen as an outside problem:

Streets that run between Jane Street and Keele Street are most susceptible to infiltration. Residents prefer the City focus on making arterial roads attractive for non-local traffic.

3. Culford Road is a community spine: Culford Road is a central link in the neighbourhood but doesn't always feel like a community street when used by non-local traffic.

4. School areas could function better: The community would like to see safety of school-aged children without significantly impacting access and mobility for residents on the streets immediately surrounding schools.

5. Pedestrian safety: People would like to walk but are discouraged by speed and volume of vehicle traffic, the lack of crosswalks and crossings, and discomfort with how close they feel to traffic.



Map of Top Issues and Opportunities

1. Keele-Lawrence Intersection

Residents have raised concerns about congestion on major corridors, particularly delay at the Keele-Lawrence intersection, and impacts to neighbourhood streets.

What we heard in Phase 1 and 2 of the Streets Plan:

- Concerns that delays encourage drivers to divert to nearby northeast streets (Duval Drive, North Park Drive, Quinan Drive, Redberry Parkway)
- Concerns that delays encourage drivers to divert to Culford Road as the only next nearby north-south route, which connect to other east-west streets such as Falstaff Avenue, Maple Leaf Drive, and Rustic Road

What research told us:

- Over 38,000 people pass through the intersection during daytime hours, including 6700 pedestrians. Roughly 30% of all vehicles are turning.
- There are four bus stops and four TTC routes that use the stops: 41 Keele, 52 Lawrence, 59 Maple Leaf and the 400 Community Route.
- There were five collisions that resulted in a death or serious injury, including three pedestrians, and 680 total collisions reported over the last 10 years.
- There are two through-travel lanes per direction as well as turn lanes. All legs have left-turn lanes with advance left signals and eastbound and westbound right turn channels..
- Street network barriers (rail corridor to the east and Highway 401 to the north) mean that this intersection is an important link to cross the barriers.



Aerial image of Keele-Lawrence intersection



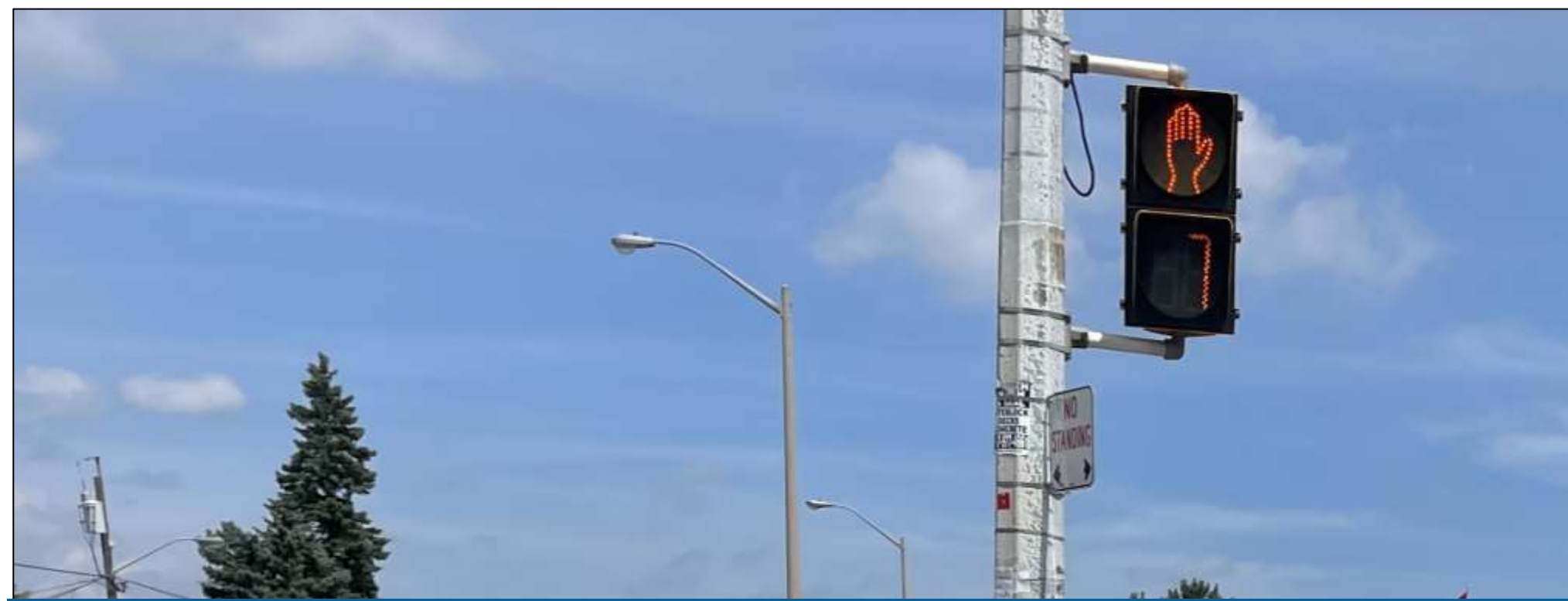
Child with caregiver crossing Lawrence Avenue along Keele Street



Pedestrian attempting to cross right-turn channel with vehicles queuing

1. Keele-Lawrence Intersection: Under investigation (study)

As part of the Neighbourhood Streets Plan, staff have initiated a study of the Keele-Lawrence intersection to investigate design options to improve traffic operations and safety. Comments received during public consultation for the Streets Plan and from the Local Advisory Committee will be considered. Potential changes to be investigated are:



Signal timing changes, new signal phases and signal infrastructure

Study to investigate changes such as:

- Signal timing optimization based on recent traffic data
- Additional green time for movements with the highest delay or to encourage safer operation
- Separate signal phases for high volume movements
- New traffic signal heads for better visibility for additional lanes



Changes to the intersection and layout including bus stop locations

Study to investigate changes such as:

- Redesigning or relocating bus stops to improve traffic flow and safety
- Reassigning lanes, or feasibility to widen the road to provide wider lanes and/or additional lanes
- Changing intersection geometry such as curb radii and median



Restrictions at nearby intersections and driveways

Study to investigate changes such as:

- Restrictions at nearby intersections and driveways to improve operations and traffic flow at the intersection

2. East-West Infiltration

Streets connecting Jane Street and Keele Street are most susceptible to infiltration. During previous consultation, the City heard from residents that one-way loops and speed humps to deter non-local traffic are not popular tools; residents prefer that the City focus on making arterial roads attractive to through traffic.

What we heard in Phases 1 and 2 of the Streets Plan:

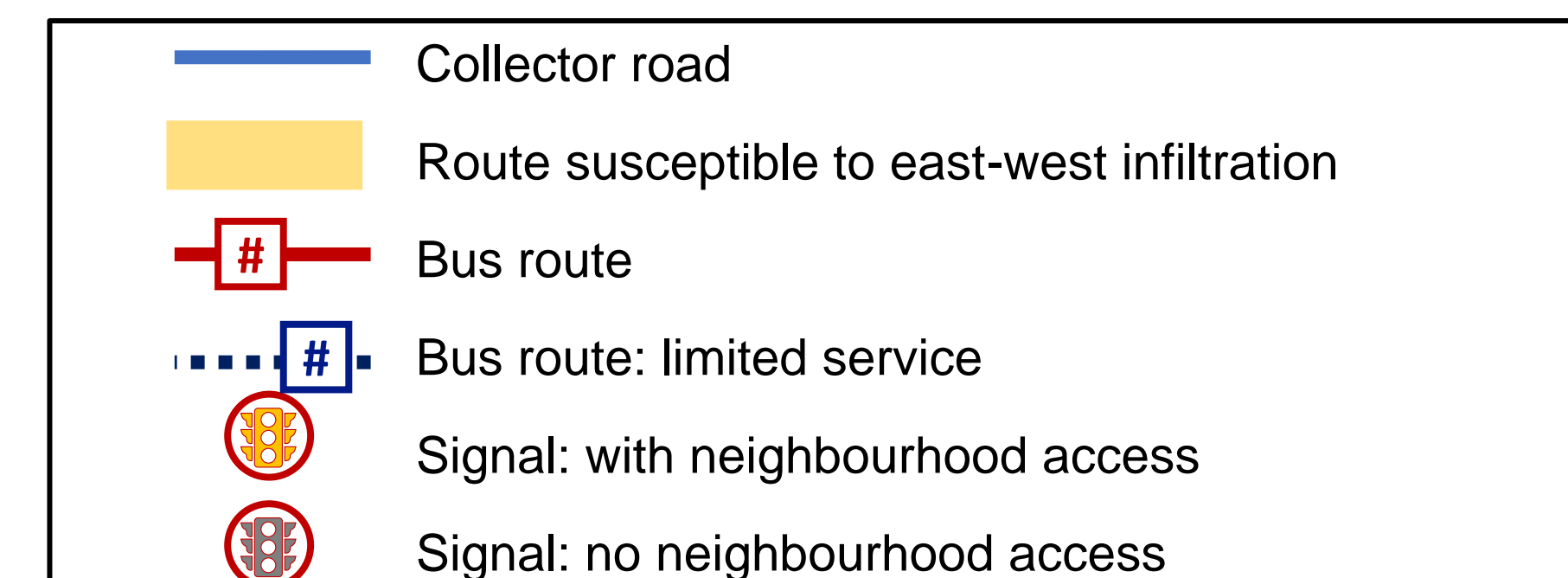
- Concern that traffic delay on major streets encourages non-local traffic to use Falstaff Avenue, Maple Leaf Drive, and Rustic Road
- Speed humps and access restrictions like one-way streets are not popular ways to discourage non-local traffic since local traffic would also be affected

What research told us:

- On Falstaff Avenue, Maple Leaf Drive and Rustic Road, daily volumes range from 3900 to 7000 vehicles (within expected maximums) and speeds range from 40 to 54 km/h. Rustic Road and streets east of Culford Road are posted at 30km/h. Culford Road, and Falstaff Avenue and Maple Leaf Drive (west of Culford Road) is posted 40km/h.
- There are few access points to the neighbourhood with a traffic signal:
 - Two on Jane Street: Falstaff Avenue and Maple Leaf Drive
 - Three on Keele Street: Rustic Road, Maple Leaf Drive, Gracefield Avenue
- 10% of vehicles entering at Maple Leaf Drive during peak periods exit the neighbourhood within 15 minutes (license plate survey, June 2023)



Map of key routes susceptible to east-west infiltration



Maple Leaf Drive approaching Keele Street: queue for left-turn

2. East-West Infiltration

The Plan proposes no changes that limit resident access. This means no directional changes or new restrictions from Jane Street and Keele Street, except for potential restrictions at Wyndale Drive-Quinan Drive to be considered by the Keele-Lawrence intersection study. Traffic calming locations (speed humps and speed cushions) will be identified as a future opportunity for consideration on a case-by-case basis through the Councillor's Office.

Previously Proposed

- Install one-way loops to discourage non-local traffic:
 - 4 locations identified
- Install speed humps on all streets that qualify according to latest Traffic Calming Policy
 - 22 streets identified
 - 7 streets considered 'primary' routes most susceptible to non-local traffic
 - 11 streets considered 'secondary' routes

Rationale

- Residents do not want their access to the neighbourhood restricted
- Low support for one-way streets, divided support for speed humps
- In this neighbourhood, streets with speed humps generally have lower volumes and speeds compared to streets without them.
- Few other options are available to discourage non-local traffic.



Maple Leaf Drive facing Jane Street, street most susceptible to east-west infiltration

Revised Proposal

- No one-way streets
- *Speed humps and speed cushions reclassified as a future opportunity on specific streets for consideration on a case-by-case basis through the Councillor's office

*See map 'Options to Consider in Future'



Speed humps on Queens Drive

3. Culford Road

Culford Road is a central spine of the neighbourhood but doesn't always feel like a community street. There's an opportunity to change how the street looks, feels, and operates as part of upcoming watermain work which can help discourage non-local traffic.

What we heard in Phases 1 and 2 of the Streets Plan:

- Concerns that traffic delays on nearby major streets encourages non-local traffic to use Culford Road
- There are many curbside demands such as bus stops (Route 59 Maple Leaf), school bus loading (Maple Leaf Public School), turn lanes and vehicle queuing (near Lawrence Avenue West), and requests for pick-up and drop-off spaces near trail entrance (Maple Leaf Park)

What research told us:

- Daily volumes range from 3700 to 3900 vehicles per day, and speeds range from 45 to 50 km/h
- In general, volumes are higher north of Maple Leaf Drive
- In general, speeds are higher north of Rustic Road and south of Maple Leaf Drive
- **Upcoming watermain work will require the road surface to be rebuilt; there is opportunity to make road design changes as part of the planned construction.**



Culford Road facing north to Rustic Road the bus loading zone at Maple Leaf Public School



Map of planned watermain work and additional opportunity for roadway improvements

3. Culford Road

Design changes that promote safe speeds and prioritize local residents over non-local traffic can be made to Culford Road and Queen's Drive as part of an upcoming watermain work project. Changes will be subject to further public consultation at a separate meeting in Winter 2026.

Previously Proposed

- Install speed humps north of Maple Leaf Drive
- Install speed cushions south of Maple Leaf Drive to accommodate TTC bus route 59 Maple Leaf



Culford Road facing south towards Maple Leaf Drive

Revised Options to Consider as part of the Culford Road and Queens Drive Project

As part of the Culford Road and Queens Drive Project, consider various safety measures to improve safety for all road users such as:

- Adding painted 'zebra' crosswalks
- Improving school bus loading zones and pick-up / drop-off areas at Maple Leaf Public School and Chaminade College School
- Narrowing travel lanes to City standard to encourage calmer driving speeds
- With gained boulevard space, consider opportunities for buffers between traffic and pedestrians and improved active transportation facilities
- Intersection safety improvements (curb radii or other geometric changes)

4. School Areas

There are seven schools in the project area. Around each school, safety of school-aged children must be balanced with access and mobility for residents on the streets surrounding the schools.

What we heard in Phase 1 and 2 of the Streets Plan:

- School bus loading blocks traffic flow.
- Parent pick-up and drop-off by car causes traffic and there are concerns about safety conflicts between pedestrians and vehicles.
- Some people would like to walk to school but find it unsafe or uncomfortable to do so.

What research told us:

- Schools have wide catchment areas resulting in long travel distances for some students.
- There are high rates of bussing and vehicle pick-up drop-off.
- Many students of Chaminade College and Amesbury Middle School travel by transit and walk along nearby streets to access bus stops on Jane Street, Maple Leaf Drive and Culford Road
- Relocation of St. Fidelis School to Falstaff Avenue was predicted to change traffic patterns and add complexity on a busy road
- Conditions vary by school or street; vehicle volumes range from 50 to over 700 at peak hour, and speeds from 38 to 54 km/h



Several photos of conditions around schools

| School | Main entrance / street with door | Access routes and nearby streets for pick-up and drop-off |
|--------------------|----------------------------------|---|
| St. Fidelis | Falstaff Avenue | Frankfort Avenue Lorne Bruce Drive Fleetwood Avenue |
| Maple Leaf | Culford Road | Rustic Road Maple Leaf Park trail |
| Mathieu-Da-Costa | Cornelius Parkway | Rustic Road Maple Leaf Drive |
| Chaminade | Queens Drive | Venice Drive Culford Road |
| Amesbury | Gracefield Avenue | Arkwright Street Culford Road |
| Gracefield | Gracefield Avenue | Arkwright Street Bluebell Gate |
| St. Francis Xavier | Gracefield Avenue | Del Ria Drive Bryn Road |

4. School Areas: Proposed Changes

The Plan proposes to improve safety for school children and people travelling around schools by focusing safety improvements on streets near schools and supporting efforts to organize pick-up and drop-off areas.

Previously Proposed

- Zebra crosswalk markings at intersections closest to each school
- Proposed new sidewalks where they are missing near schools:
 - Falstaff Avenue (north side)
 - Burr Avenue (one side)
 - Del Ria Drive (one side)



Falstaff Avenue in front of new location of St. Fidelis Catholic School (prior to reconstruction)

Revised Proposal

All changes in the previous proposal plus:

- Designate a no stopping zone on the north side of Gracefield Avenue and west side of Del Ria Drive near St. Francis Xavier School
- Additional changes near St. Fidelis Catholic School (see right column)
- No sidewalks proposed on Burr Avenue
- Sidewalks and speed hump proposals on Del Ria Drive have been reclassified as a future opportunity for consideration on a case-by-case basis through the Councillor's Office (see map 'Options to Consider in Future').
- Options to improve school bus loading zone for Maple Leaf Public School to be investigated as part of the Culford Road Safety project

Additional changes to support relocation of St. Fidelis Catholic School

- Designate new School Safety Zone on Falstaff Avenue
- New pedestrian crossing at Falstaff Avenue and Lorne Bruce Drive (under review)
- During pick-up and drop-off, restrict left turns to and from St. Fidelis driveway and restrict stopping in bus bay in front of school
- Temporarily relocate crossing guard to Falstaff Avenue and Culford Road while location under review for permanent placement
- Install missing crosswalk markings at the all-way stop at Falstaff Avenue and Frankfort Avenue to enable temporary relocation of crossing guard while location under review for permanent placement
- Investigate design options for new sidewalk on Falstaff Avenue to support walking near school, subject to additional feedback and approval

5. Pedestrian Safety

Many people in the community want to walk more. Pedestrian safety concerns are currently a barrier to walking.

What we heard in Phase 1 and 2 of the Streets Plan:

- Motor vehicle volumes and speeds make pedestrians feel uncomfortable or unsafe
- Pedestrians feel unsafe due to aggressive and inattentive driving behaviour such as drivers who do not stop at stop signs.
- Residents from local seniors residences have been struck and killed or seriously injured while walking in the neighbourhood.
- Requests were made for new sidewalks and crossings, more walk time at signals, turn restrictions, traffic calming, raised crosswalks, lighting, wider sidewalks or more separation from motor vehicle traffic such as with bike or bus lanes.

What research told us:

- 9% of trips are made by walking; 46% of trips under 1 km are walked
- 17% of trips are made by transit which involve walking to and from a bus stop
- Over the last ten years, 14 pedestrians have been killed or seriously injured, including two recent collisions:
 - an older adult struck on Rustic Road just east of Culford Road by a driver going eastbound
 - a pedestrian crossing Jane Street at Maple Leaf Drive in the north crosswalk struck by a driver going eastbound and making a left turn
- Most streets have missing sidewalk links on one or both sides. Some streets with sidewalks on both sides include Culford Road, Rustic Road, and Maple Leaf Drive.



Older adult walking on sidewalk on Falstaff Avenue





Sidewalk and marked crosswalk leading to a bus stop



Sidewalk ending at private driveway

5. Pedestrian Safety: Proposed Changes

The Plan proposes to make walking more comfortable, convenient and safe, by reducing conflict and making space.

| Previous Proposal | Rationale | Revised Proposal |
|---|--|--|
| <ul style="list-style-type: none"> Build missing sidewalks: <ul style="list-style-type: none"> Falstaff Avenue, Burr Avenue, Veerland Drive, Del Ria Drive, Wyndale Drive, Rustic Road Install a new pedestrian crossing on Maple Leaf Drive at the bus stop west of the Black Creek Drive Add crosswalks markings along busiest roads: <ul style="list-style-type: none"> Culford Road, Falstaff Avenue, and Maple Leaf Drive Install speed humps on all streets that qualify according to latest Traffic Calming Policy: <ul style="list-style-type: none"> 22 streets identified | <p>To meet the City’s requirements for a complete pedestrian network:</p> <ul style="list-style-type: none"> Sidewalks are needed on at least one side of local streets Sidewalks are needed on both sides of busier streets (collector and arterial roads) Protected pedestrian crossings and clearly marked crosswalks are needed Where sidewalks are missing, pedestrians share space with traffic. Lower speeds improve safety | <ul style="list-style-type: none"> New pedestrian crossing at Maple Leaf Drive (unchanged) and Falstaff Avenue-Lorne Bruce Drive (under review) Crosswalks markings at locations where they are missing A new sidewalk on the north side of Falstaff Avenue between Springview Avenue and Culford Road, subject to design, feedback, and approval *Sidewalks on Del Ria Drive have been reclassified as a future opportunity for consideration on a case-by-case basis through the Councillor’s office *Speed humps and speed cushions reclassified as a future opportunity on specific streets for consideration on a case-by-case basis through the Councillor’s office |
|  <p>Area-based speed limit sign (30km/h) at the entrance to a local road</p> |  <p>Watch-Your-Speed Sign measuring 58 km/h on Maple Leaf Drive, speed limit is 40km/h</p> | <p>*See map ‘Options to Consider in Future’.</p> |

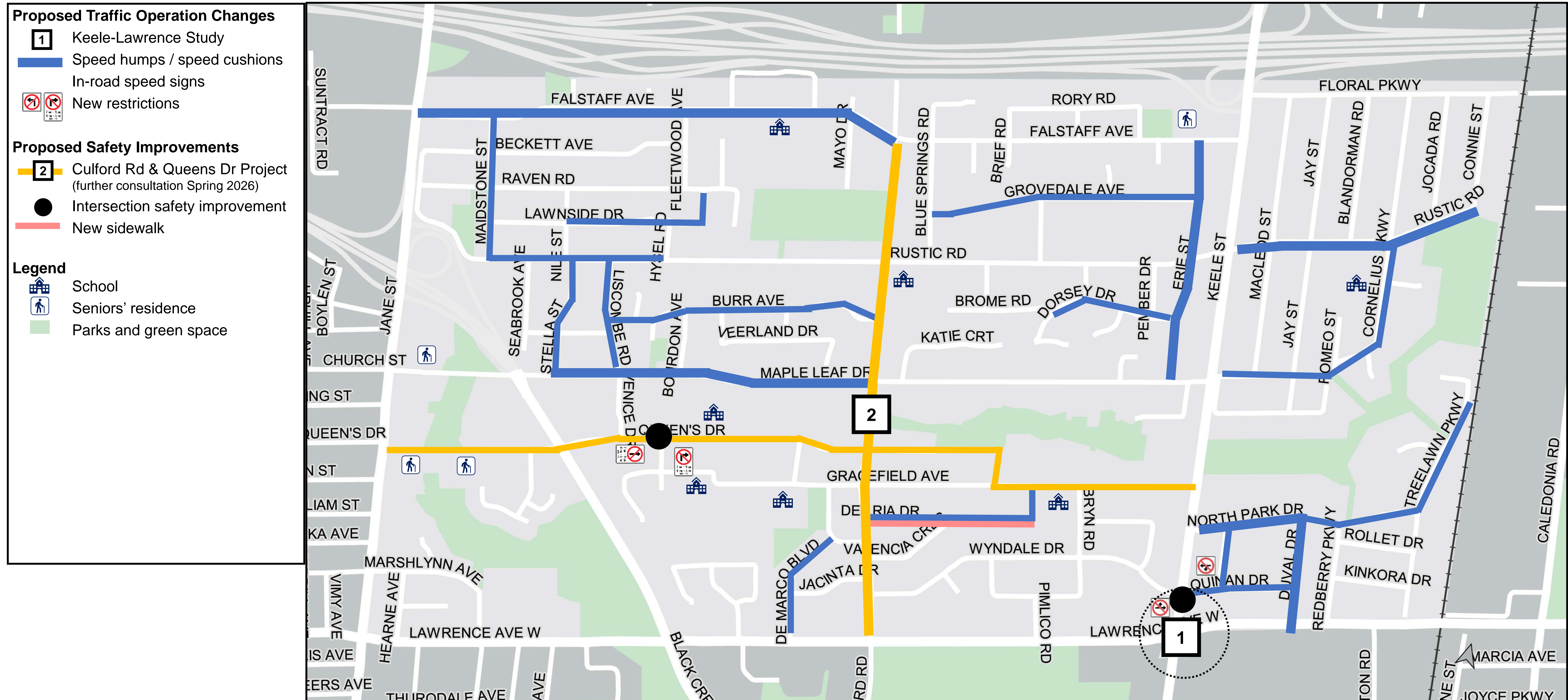
Maple Leaf and Rustic Neighbourhood Street Plan

Proposed Changes in Short-Term and Medium-Term



REVISED PROPOSAL

Maple Leaf and Rustic Neighbourhood Street Plan Options to Consider in Future



FUTURE CONSIDERATIONS

Locations and Implementation

Proposed changes that can be implemented over the next 2 years are listed below and shown on the ‘Revised Proposal’ map.

| Short-term changes are those that can be implemented within 6 months to 2 years of City Council decision | | | |
|--|---|--|---|
| # | Change | Location | Revision to Proposal |
| 1 | Designate Community Safety Zone and mark with in-road speed signs | <ul style="list-style-type: none">Maple Leaf Drive, between Jane Street and Stella Street | Proposal unchanged. |
| 2 | Designate School Safety Zone | <ul style="list-style-type: none">Falstaff Avenue between Fleetwood Avenue and Culford Road<ul style="list-style-type: none">School Safety Zone with standard signs and markings at new St. Fidelis Catholic School | School Safety Zone location confirmed upon opening of school. |
| 3 | Manage vehicle access at new St. Fidelis Catholic School | <ul style="list-style-type: none">No left-turn to or from school driveway, 8 a.m.-9 a.m. and 2:30 p.m.-3:30 p.m.No stopping on south side of Falstaff Avenue in the bus loading zone from 8am-9am and 2:30 p.m.-3:30 p.m., Monday to Friday.Maximum 15-minute parking from 9 a.m.-2:30 p.m., Monday to Friday in the bus loading zone | Proposed no stopping and parking changes reviewed upon opening of school. |
| 4 | New sidewalks near St. Fidelis Catholic School to improve pedestrian safety | <ul style="list-style-type: none">Design underway for sidewalk on north side of Falstaff Avenue between Springview Avenue and Culford RoadProperty owners on Falstaff Avenue will receive advance notification with more detail about potential impacts before the project proceeds or any construction begins | Proposal unchanged on Falstaff Avenue. New sidewalks on other streets to be considered as an option for future consideration. |
| 5 | Add new pedestrian crossing protection | <ul style="list-style-type: none">Maple Leaf Drive close to 290-300 Queens Drive near the TTC stop, within the Community Safety Zone (new pedestrian crossover)Falstaff Avenue at Lorne Bruce Drive, within the School Safety Zone referenced in item 2 (new pedestrian crossing, under review) | Maple Leaf Drive location is unchanged. Falstaff Avenue location is new. |
| 6 | Introduce new No Parking and No Stopping areas to improve sightlines and safety | <ul style="list-style-type: none">No parking at all times:<ul style="list-style-type: none">Culford Road, between Falstaff Avenue and Rustic Road, east sideGrovedale Road, between Erie Street and 30m west of Erie Street, south sideWithin 30m of trail entrance to Maple Leaf Park at Mangrove Road, north-east sideWithin 30m of trail entrance to North Park at Cornelius Parkway, east sideNo stopping, 8 a.m. to 6 p.m.:<ul style="list-style-type: none">Del Ria Drive, between Gracefield Avenue and 80m south of Gracefield, west side,Gracefield Drive, between Del Ria Drive and Bryn Road, north side | No parking near trail entrances, and locations on Culford Road and Grovedale Road, unchanged New locations: no stopping on Del Ria Drive and Gracefield Drive (near St. Frances Xavier School) |
| 7 | Minor safety improvements with pavement markings | <ul style="list-style-type: none">Crosswalk markings and stop bars where missing at stop-controlled intersections along higher volume roads. Zebra crosswalks at intersections closest to schools: Culford Road, Gracefield Avenue, Falstaff Avenue, Keele Street, Maple Leaf Drive, Rustic Road, and Queens DriveCentreline added to sections of Veerland DriveLeft-turn guidance added to intersection of Keele Street and Maple Leaf Drive | Locations previously identified for crosswalks, unchanged. A few new locations on Maple Leaf Drive. Other new locations: Veerland Drive and Keele Street-Maple Leaf Drive |

Locations and Implementation

Proposed changes that can be implemented over the next 2 years are listed below and shown on the ‘Revised Proposal’ map. Other potential changes require further study, design and review periods, or coordination with other capital projects.

Short-term changes are those that can be implemented within 6 months to 2 years of City Council decision

| # | Change | Location | Revision to Proposal |
|---|---|--|----------------------|
| 8 | New turn restrictions at peak hours to improve safety | <ul style="list-style-type: none"> No left turns from driveway to Falstaff Avenue (eastbound) from 7 a.m. to 9am, and from 4pm to 6pm, at the driveways 2029 Jane Street (Tim Hortons) No left turns from driveway to Falstaff Avenue (eastbound) from 7am to 9am, and from 4pm to 6pm at the driveway of 20 Falstaff Avenue | Proposal unchanged. |

Upcoming Projects

Potential changes that will be considered further through upcoming projects in the area

| # | Change | Location |
|---|---|---|
| 1 | Keele-Lawrence Intersection Study | <ul style="list-style-type: none"> The study will investigate: <ul style="list-style-type: none"> Signal timing changes Bus stop relocations Changes to intersection layout Restrictions at upstream and downstream intersections and driveways |
| 2 | Culford Road and Queens Drive Safety Improvements Project | <p>The community will be consulted further on proposed safety improvements to Culford Road, between Lawrence Avenue West and Falstaff Avenue. Changes that will be considered include:</p> <ul style="list-style-type: none"> Intersection safety improvements at Falstaff Avenue, Rustic Road, Maple Leaf Drive, Queens Drive Redesign or relocation of school bus loading zone for Maple Leaf Public School (30 Culford Road) Improvements at TTC bus stop locations between Maple Leaf Drive and Lawrence Avenue West Narrower travel lanes to encourage slower speeds (no change to number of vehicle travel lanes) Improving conditions for active transportation by reallocating space (e.g. wider sidewalks, multi-use trail and/or bikeways between Lawrence Avenue West and Maple Leaf Park entrance near Rustic Road) <p>The community will be consulted further on proposed safety improvements to Queens Drive from Jane Street to Gracefield Avenue, and Gracefield Avenue from Queens Drive to Keele Street, such as:</p> <ul style="list-style-type: none"> Intersection safety improvement at Queens’ Drive and Arkwright Street New turn restrictions during school pick-up and drop-off periods at Queens’ Drive and Arkwright Street Improving conditions for active transportation by encouraging lower speeds (no change to number of vehicle travel lanes) <p>A public meeting about the potential changes to Culford Road and Queen’s Drive will take place in early 2026. A notice will be mailed once the date is confirmed.</p> |

Locations and Implementation

Future Considerations

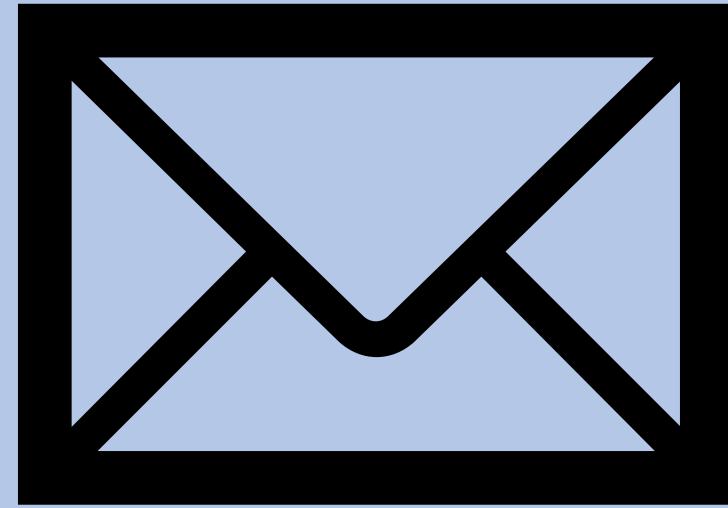
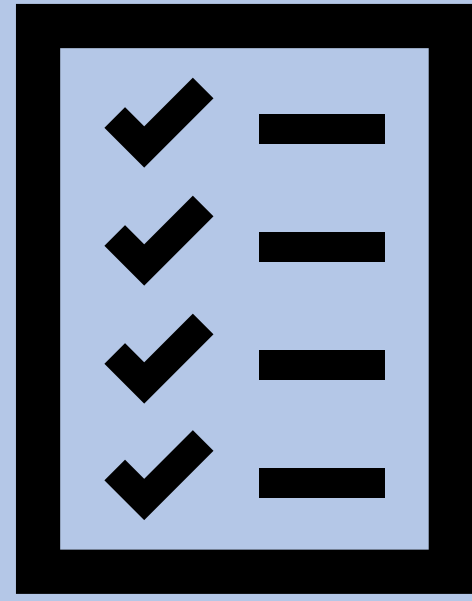
Other changes may be considered over the long-term (5+ years), subject to further programming, feasibility study, and/or detailed design as shown in the ‘Options to Consider in Future’ map on slide 21. For example:

- new sidewalks in select locations
- new speed humps or speed cushions on qualifying streets.

Some changes that were considered but not recommended are listed below.

| Changes Considered and Not Recommended Some ideas raised by community that could not be advanced | |
|---|--|
| Request | Locations and Considerations |
| New signalized intersection or upgrade existing signal | <ul style="list-style-type: none">• Three locations were reviewed and did not meet City policy for the justification of a new traffic signal: Culford Road at Maple Leaf Drive, Culford Road at Rustic Road, and Keele Street at Falstaff Avenue• Two locations were reviewed for a new eastbound advance left-turn signal phase. Keele Street at Rustic Road, and Keele Street at Maple Leaf Drive. Findings indicated that neither location meets technical requirements, and a new left-turn phase would likely increase overall delay at the intersection and induce further east-west infiltration |
| Stop signs to slow drivers | <ul style="list-style-type: none">• Stop signs are a traffic control measure (not speed management) that helps manage who has the right-of-way at an intersection.• Traffic calming measures include speed humps, lane narrowing, and in-road speed signs; these options were investigated to manage speed. |
| Complete moratorium on bike lanes | <ul style="list-style-type: none">• Community concern about potential impact of bike lanes was noted, specifically when they impact the number of travel lanes.• Proposal to advance a minimum network to meet the mandate of the Council-approved Cycling Network Plan has been limited to two streets where number of travel lanes would not be impacted, subject to further study and community consultation:<ul style="list-style-type: none">• Culford Road - Lawrence Avenue to Rustic Road, Queens Drive - Jane Street to Gracefield Avenue, and• Gracefield Avenue – Queens Drive to Keele Street, implemented as part of the Culford Road and Queens Drive Project |
| Additional volume management (e.g. direction changes, mazing or restrictions) | <ul style="list-style-type: none">• <i>Low community support for one-way streets, and no restrictions from Jane Street and Keele Street due to significant resident impacts</i>• <i>Available data suggest the following streets are most susceptible to infiltration patterns:</i><ul style="list-style-type: none">• Maple Leaf Drive, Falstaff Avenue, Erie Street and North Park Drive.• <i>Daily volume on all other streets within acceptable capacity and available data show infiltration estimated to be <5% of all entering traffic during peak hours (license plate survey conducted mid-June 2023 at key entry intersections on Jane Street, Keele Street and at Culford Road).</i> |

Provide Comments



Comment deadline:
December 16, 2025

- ✓ **Provide feedback via survey, email, phone or mail**
- ✓ **Subscribe for email updates**

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General Requests & Enforcement

- Contact your local Councillor to **pick up a Slow Down sign** that helps remind the people driving to slow down and be aware.
- **Contact 311** to create a service request for immediate roads, sidewalks and traffic safety concerns
311@toronto.ca
[Toronto.ca/311](https://toronto.ca/311)
- [File a police report or request enforcement](#) regarding parking or driving complaints, or a local neighbourhood traffic issue or concern. **Toronto Police Services 12 Division**
416-808-1200
- 12division@torontopolice.on.ca

What Happens Next

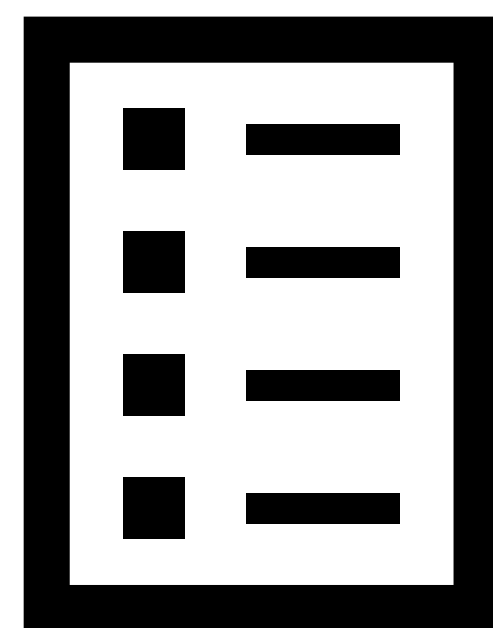


Decision Making

After the comment period ends, a **consultation report** will be posted to the project webpage. The consultation report will summarize all activities and feedback received during this phase.

In Winter 2026, a final staff report will be made to the **Etobicoke York Community Council**. This report will include a final set of recommended street improvements. The Committee will vote on the recommendations and may motion for additional actions to be considered and voted on.

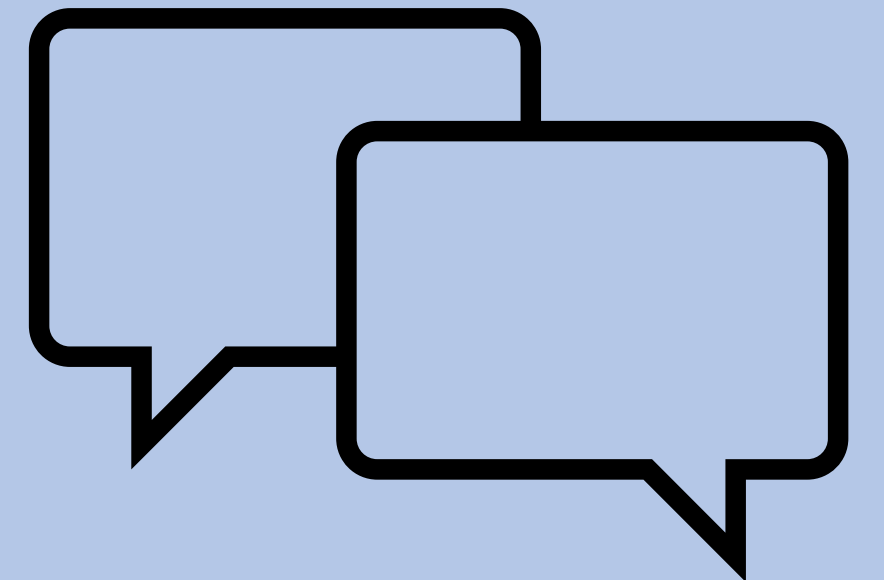
Members of the public can arrange to speak (depute) at the Community Council meeting, and/or may submit written comments in advance. A notice will be sent to the project email list when the agenda is posted, approximately one week in advance of the meeting date.



Monitoring

After changes are installed, the City will continue to monitor the project area, respond to feedback, and make additional adjustments as needed.

Stay Involved



Subscribe to the mailing list to receive email updates about the Streets Plan