



Maple Leaf and Rustic Neighbourhood Streets Plan

Date: Tuesday, December 2, 2025

Meeting Type: In-Person

Start time: 6:30 p.m. **End Time:** 8:30 p.m.

Project Overview:

The Maple Leaf and Rustic Streets Plan will recommend changes to traffic operations and road design to support safety for all road users including seniors, school children, pedestrians and people cycling and driving. At this public event, the City provided an update about proposed changes. Based on previous feedback received from the community, the City 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.

Meeting Objectives:

The objectives of this meeting were to share information about the Streets Plan's approach to congestion, traffic infiltration, Culford Road redesign, and safety improvements near schools and for pedestrians including explanations of the rationale behind proposed changes.

Participants were invited to provide feedback on local priorities, design preferences, and specific safety needs, so that resident concerns and ideas could help shape the final plan.

Meeting Overview:

The meeting was facilitated by Rachel Yanchyshyn, Senior Coordinator, Public Consultation Unit. The early part of the meeting was drop-in format, allowing attendees to speak directly with staff. A presentation was provided by Marian Mithani, Project Manager, Transportation Services, followed by an opportunity for participants to ask questions and share comments with City staff and Councillor Frances Nunziata.

Questions & Comments

The following questions and answers were provided during the Q& A portion of the meeting. All questions have been categorized by topic.



Maple Leaf and Rustic Neighbourhood Streets Plan

Traffic Infiltration, Restrictions and Neighbourhood Access

Question/ Comment	Response
How will this plan prevent non-local traffic on local streets?	East-west infiltration is one of the core issues for residents. There's no easy answer. Previous proposals were developed to control non-local traffic within the neighbourhood, but those ideas (like one-way streets or speed humps) were not well supported. We can't create separate rules for non-local residents and residents. Measures that make it harder for non-local residents to access neighbourhood streets and also affects residents. Ideas like one-way mazes or speed humps were considered, but residents prefer the City to focus on major road congestion. Tonight's meeting is about local traffic solutions, not city-wide congestion management. For city-wide efforts, Toronto has a Congestion Management Plan with tools like smart signals and congestion pricing.
Can we restrict heavy trucks on streets like Maple Leaf Drive and Queens Drive?	For truck restrictions, petitions aren't required; signage can be requested directly. Yes, "No Heavy Truck" signage can be requested without a petition. [Post-meeting note: Maple Leaf Drive and Queens Drive both have existing heavy vehicle prohibitions. No truck signs exist at the entry points on Jane Street and Keele Street.]
Are there any restrictions currently proposed for Queens Drive or Gracefield Avenue?	No restrictions are proposed at this time. Previous ideas were considered but not included in the current plan based on public feedback. We're here to gather further feedback, if residents want restrictions, that will be noted.
What about residents' ability to access their own community? For example, turning left from Keele Street onto North Park is currently restricted.	Restrictions apply to all road users, so residents must comply with existing restrictions. We've heard from residents that restrictions should not prevent that from entering their neighbourhood and that alternatives like adjusting signal timing at Lawrence Avenue West could discourage cut-through traffic without limiting access for locals.



Maple Leaf and Rustic Neighbourhood Streets Plan

Traffic Calming & Pedestrian Crossings

Comment	Response
Why is there no pedestrian crossing at St. Francis Xavier Catholic School?	We visited multiple school sites and collected feedback. Requests for new crossings are assessed based on criteria like pedestrian volume, motor vehicle volume and safety needs. We've reviewed locations near St. Francis. Requests for school crossing guards at existing crosswalks go through an application process and locations near St. Francis are under review.
Can we get a crossing guard near Amesbury Park and other busy school areas?	Crossing guard requests require evidence of need and support from the school and councillor. Assessments happen in spring and fall, and locations must meet criteria. We'll note this request for Amesbury Park.
Can curb extensions be added to slow turning movements at intersections?	Yes, curb extensions can be an effective road safety measure. We have investigated feasibility for key intersections near schools and high pedestrian areas. Curb extensions require civil road work; installation usually depends on other road work on the street.
Is it true that if one person disagrees, the City won't move forward with a traffic measure?	<p>Response from the local Councillor: I would consider a community in support of speed humps if there is a majority of residents on the street who reply in favour to polling (50% + 1), then the measure can proceed. For example, if 40 residents are polled, 35 respond and 18 say yes, that's enough for the Councillor to support traffic calming.</p> <p>[Post-meeting note: Traffic measures to improve safety are not solely dictated by the level of support in the community. Polling would be conducted entirely by the Councillor's office and is not part of the City's Traffic Calming policy.]</p>

Congestion

Comment	Response
How can we stop cut-through traffic if major roads remain congested? Unless congestion on major roads like Keele Street, Lawrence Avenue, and Wilson Road is addressed, people will continue using local streets as shortcuts.	This local study focuses on neighbourhood streets, but the City has a separate Congestion Management Plan for major roads.



Maple Leaf and Rustic Neighbourhood Streets Plan

Speed Limits and Traffic Signals

Comment	Response
Why do some streets have 20 km/h limits while others have 30 km/h?	Most local roads are 30 km/h, while collector roads are 40 km/h. Speed reductions are sometimes paired with physical measures like speed humps to encourage compliance.
Why was the request for an advance left-turn signal for eastbound traffic at Keele Street and Rustic Road denied?	Adding new signal phases increases delays for all movements. The assessment process looks at whether there's enough conflicting traffic volume to justify the change or there is a noted history of left-turn collisions. The criteria were not met for these locations. This request can be revisited but it must meet technical requirements.
Can advanced left-turn signals or shared left-turn lanes be added at neighborhood exit points?	Adding new signal phases increases delays for all movements through an intersection. Recommending such a change depends on whether there's enough conflicting traffic volume to justify the change or there is a noted history of left-turn collisions. Advanced left-turn signals or conversion of center lanes can be considered where feasible, but such changes must meet technical requirements to be recommended by staff.

Enforcement

Comment	Response
Can police presence be increased to prevent non-local access and enforce new rules? Police enforcement can deter dangerous driving and non-compliance with signage. I see dangerous situations near Gracefield Avenue and Bryn Road where children cross unexpectedly near buses and crosswalks. How will stopping restrictions be enforced?	Police resource allocation is outside this plan, but we'll share concerns with Toronto Police Services. What's in our control is what's on the streets which is signage and physical treatments (road design). We aim for measures that are effective and enforceable, like speed humps or clear markings, rather than relying solely on signs.[Post-meeting note: community members may also report their enforcement concerns direction online Report on Local Neighbourhood Traffic Issue or Concern-Toronto Police Service]



Maple Leaf and Rustic Neighbourhood Streets Plan

Comment	Response
How will the City address non-compliance with new no-parking signage and congestion at intersections?	The plan does not cover enforcement as police resources are not managed by the plan. However, the local Councillor committed to work with parking enforcement to monitor compliance and to request occasional enforcement if needed. The study has documented that enforcement concerns have been raised repeatedly during consultation.

Total Participants: 84

Councillors Office

Ward York South Weston

Frances Nunziata, Councillor

Geno Orsi, Executive Assistant

City of Toronto

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