



ELMHURST DRIVE & ISLINGTON AVENUE SAFETY IMPROVEMENTS

Public Drop-in Event, 6:30-8:30 p.m.
April 15, 2026

A Complete Streets Approach to Road Safety



Complete Streets consider the needs of all road users, including pedestrians, people who bike, people who take transit and people who drive. Complete Streets are designed for people of all ages and abilities, with social, economic and environmental priorities in mind. This approach aims to increase road safety, improve connectivity, enhance accessibility and reduce traffic congestion.

KEY PRINCIPLES:



Pedestrians

- Refresh crosswalks and improve intersections to meet accessibility standards
- Reduce crossing time and distances for pedestrians



People Cycling

- Provide new bikeways to improve safety and connectivity
- Reduce barriers to cycling and improve comfort for people of all ages and abilities



People Using Transit

- Improve accessibility and safety of transit platforms
- Increase speed and reliability of transit service on routes to support ridership growth



People Driving

- Reduce motor vehicle speeding
- Maintain all vehicle lanes for people driving and improve safety



The City has several guiding policy documents and objectives that inform road safety projects.



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



Cycling Network Plan

City Council approved the 2025-2027 Cycling Network Plan Implementation Program to grow the cycling network

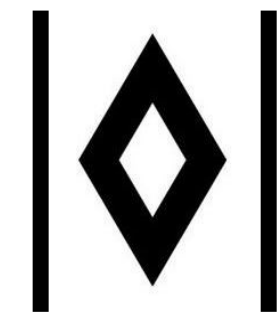
Overview of Road Safety Proposal



Road resurfacing on Islington Avenue (Elmhurst Drive to Rexdale Boulevard) and on Elmhurst Drive (Islington Avenue to Albion Road) is planned due to poor road condition.



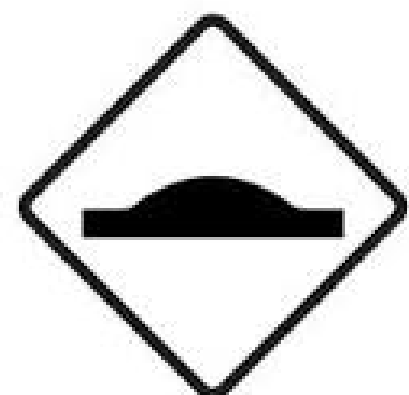
In-boulevard multi-use trails on both sides of Islington Avenue from Elmhurst Drive to Golfdown Drive and to The Elms Park Trail on east side only.



Painted bike lanes are proposed on sections of Elmhurst Drive, Brookmere Road, Bergamot Avenue, Burrard Road & Caulfield Road to improve safety for all road users.



Transit stop improvements including TTC bus platforms would be included to reduce conflicts between people cycling and pedestrians and improve accessibility. Two bus stops on Islington Avenue may be relocated a short distance.



Traffic calming speed cushions are planned to reduce speeding on Elmhurst Drive, east of Islington Avenue at three locations previously approved by Community Council.



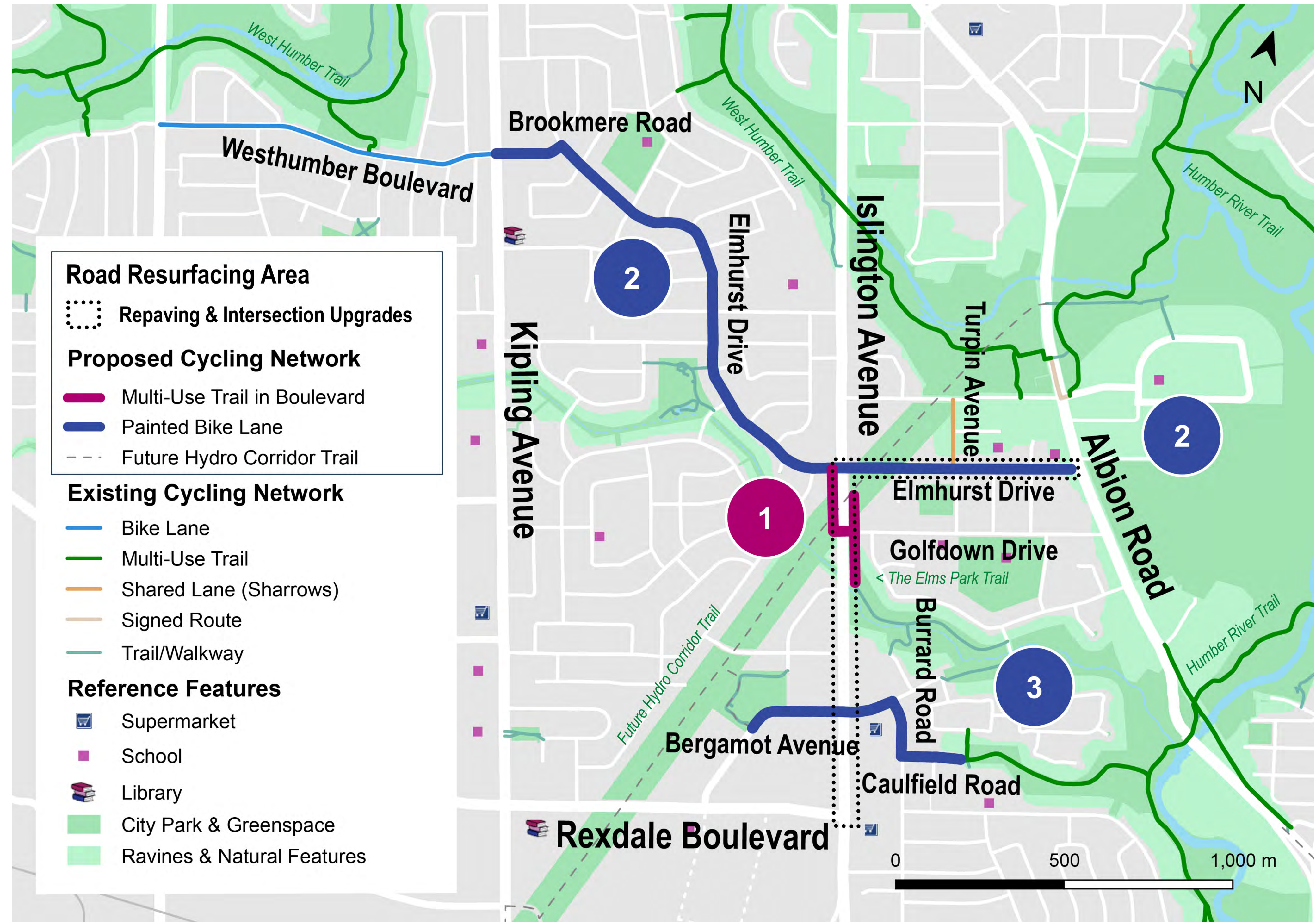
Intersection safety improvements along Islington Avenue, including corner radius reduction to lower motor vehicle speeds, truck aprons, improved traffic signal phasing, accessible pedestrian signals, raised crosswalks & left-turn calming.

Project Area and Overview of Proposed Changes



The City of Toronto is proposing the following changes in 2027-2028 as part of planned road resurfacing work on sections of Islington Avenue and Elmhurst Drive:

- Segment 1 – Islington Avenue (Elmhurst Drive to Rexdale Boulevard):** New multi-use trails to connect from Elmhurst Drive to a future hydro corridor trail and The Elms Park trail. Intersection safety improvements and signal upgrades are also proposed.
- Segment 2 – Parts of Elmhurst Drive & Brookmere Road:** Repave the road surface east of Islington Avenue and upgrade the existing bikeway from shared lanes markings (sharrows) to painted bike lanes.
- Segment 3 – Parts of Bergamot Avenue, Burrard Road & Caulfield Road:** Upgrade the existing bikeway from shared lanes markings (sharrows) to painted bike lanes.





Cost-Effective Construction Coordination

- There is roadway resurfacing planned on sections of Islington Avenue and Elmhurst Drive in 2027-2028.
- Bundling road safety upgrades with construction reduces overall disruption to residents and road users and allows for cost-effective delivery.



Safer Speeds & Fewer Collisions

- 714 vehicle collisions occurred in the project area (on roads in Segments 1, 2 and 3) between 2015 and 2025.
- On Islington Avenue (Segment 1) many people do not feel safe cycling in mixed traffic, where the posted speed limit is 50 km/h.
- Similarly, on the local roads in Segments 2 and 3, high traffic speed and volumes increase the risk of serious injury in a collision.
 - For example, April 2025 data on Elmhurst Drive east of Islington Avenue shows:
 - Drivers frequently travelling at 50 km/h in a 40 km/h zone
 - Daily traffic volumes exceeding 7,500 vehicles
- Based on City of Toronto road and cycling facility design standards, separated cycling facilities (e.g. painted bike lanes and off-road trails) are recommended.

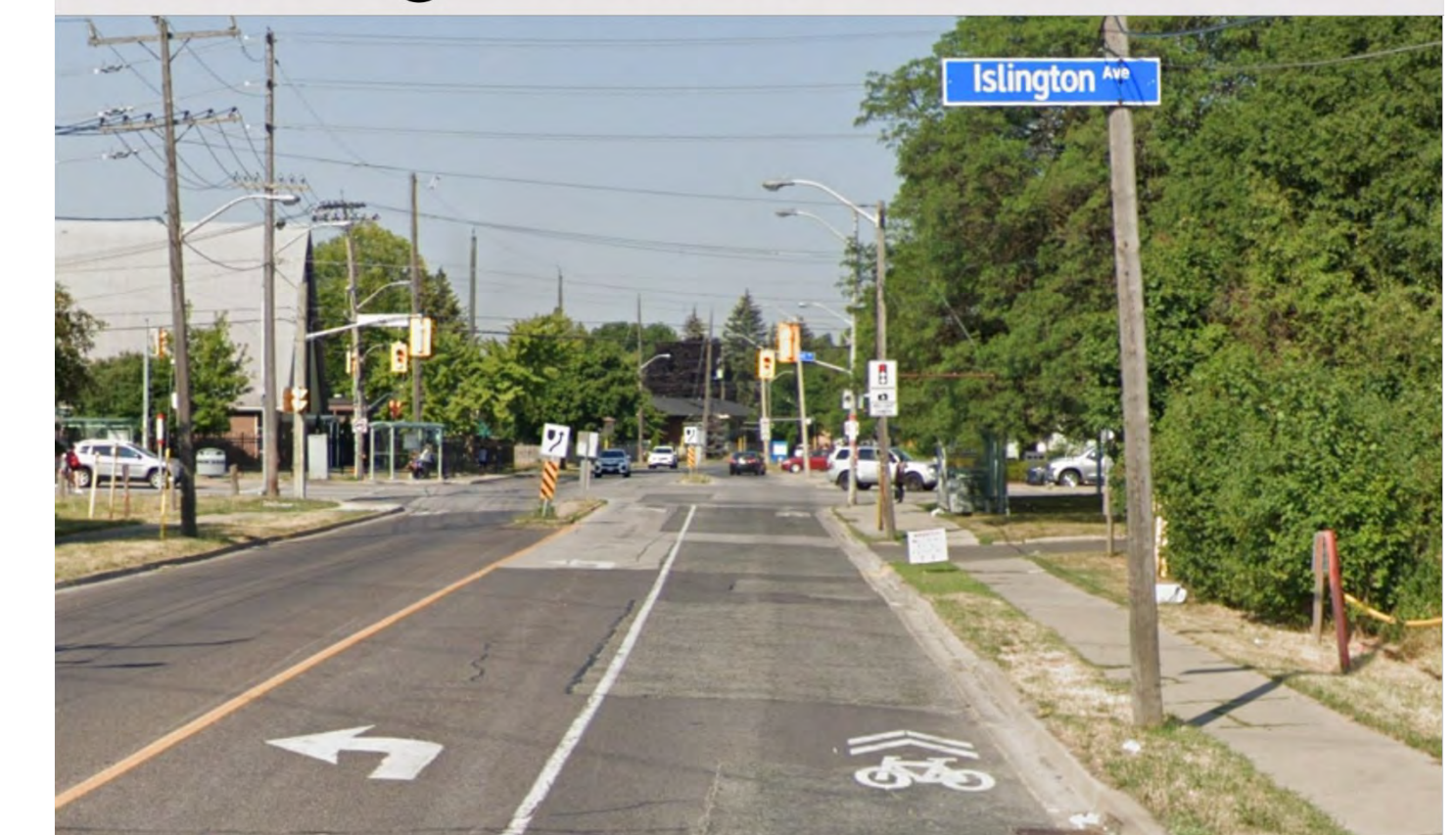
Timothy Christian School



Crosswalk in School Area



Existing 'Sharrows'





Enhanced School Zone Safety

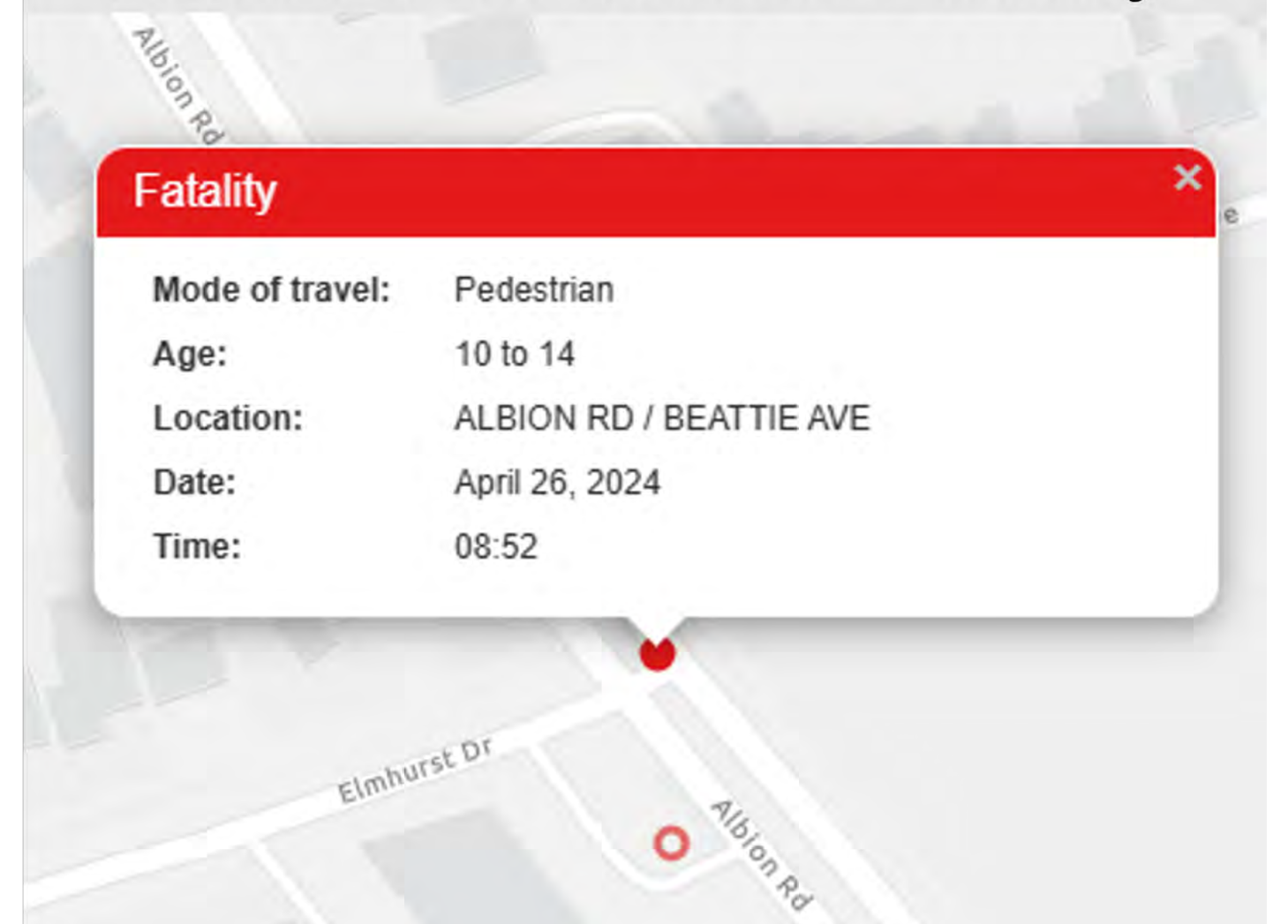
- Two years ago, a pedestrian was killed in a motor vehicle collision nearby.
- There are many schools nearby where children walk and cycle daily.
- Traffic calming measures like speed humps were recommended in the Elms-Old Rexdale Neighbourhood Streets Plan, completed in 2025.



Trail and Cycling Network Connectivity

- The project will connect to The Elms Park Trail and Humber River trail system, and a future multi-use trail planned in the Hydro One corridor.
- Access to safe, dedicated cycling routes in the area is currently limited. Investing in the cycling network provides new mobility options to residents who may wish to make some trips by bike.
- Bikeways on local roads in Segments 2 and 3 are currently shared lanes (sharrows). However, the speed and volume of traffic is inconsistent with a shared route. Dedicated space is needed to allow people of all ages and abilities to feel safe cycling in these areas.

Recent Pedestrian Fatality



New Hydro Trail Connections



The Elms Park Trail Gap



Connections to the Future Etobicoke Hydro Corridor Trail

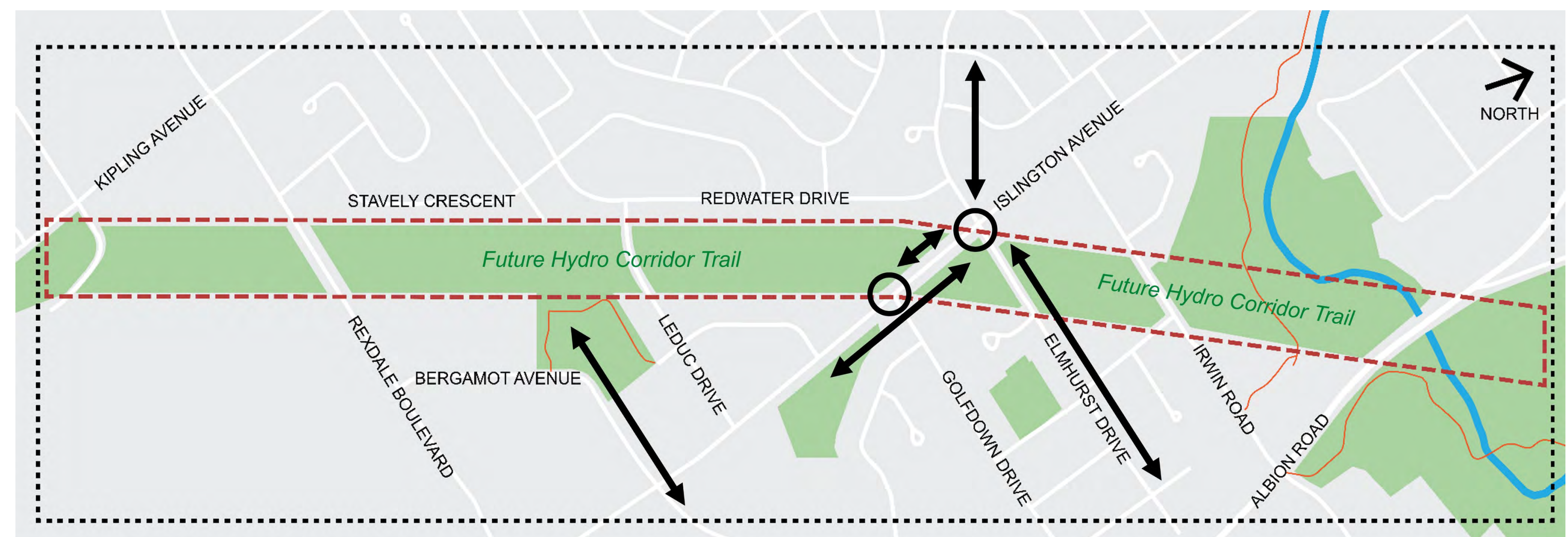


The City of Toronto is in the early design stages for the Etobicoke Hydro Corridor Multi-Use Trail. The trail would be an approximately 2.5 km connection from Albion Road south-west to Kipling Avenue, along the Hydro One corridor.

When complete, the trail will improve access to the Humber River trail system, transit, parks and community services.

Public consultation on the trail project will take place in late 2026 or early 2027. If the project is approved, trail construction is planned to begin as early as 2029.

The bikeway connections and intersection upgrades proposed as part of the Islington and Elmhurst Road Safety Project will provide important future connections to support the trail when it is built in the future.



LEGEND

- EXISTING TRAIL
- HUMBER RIVER
- HYDRO CORRIDOR

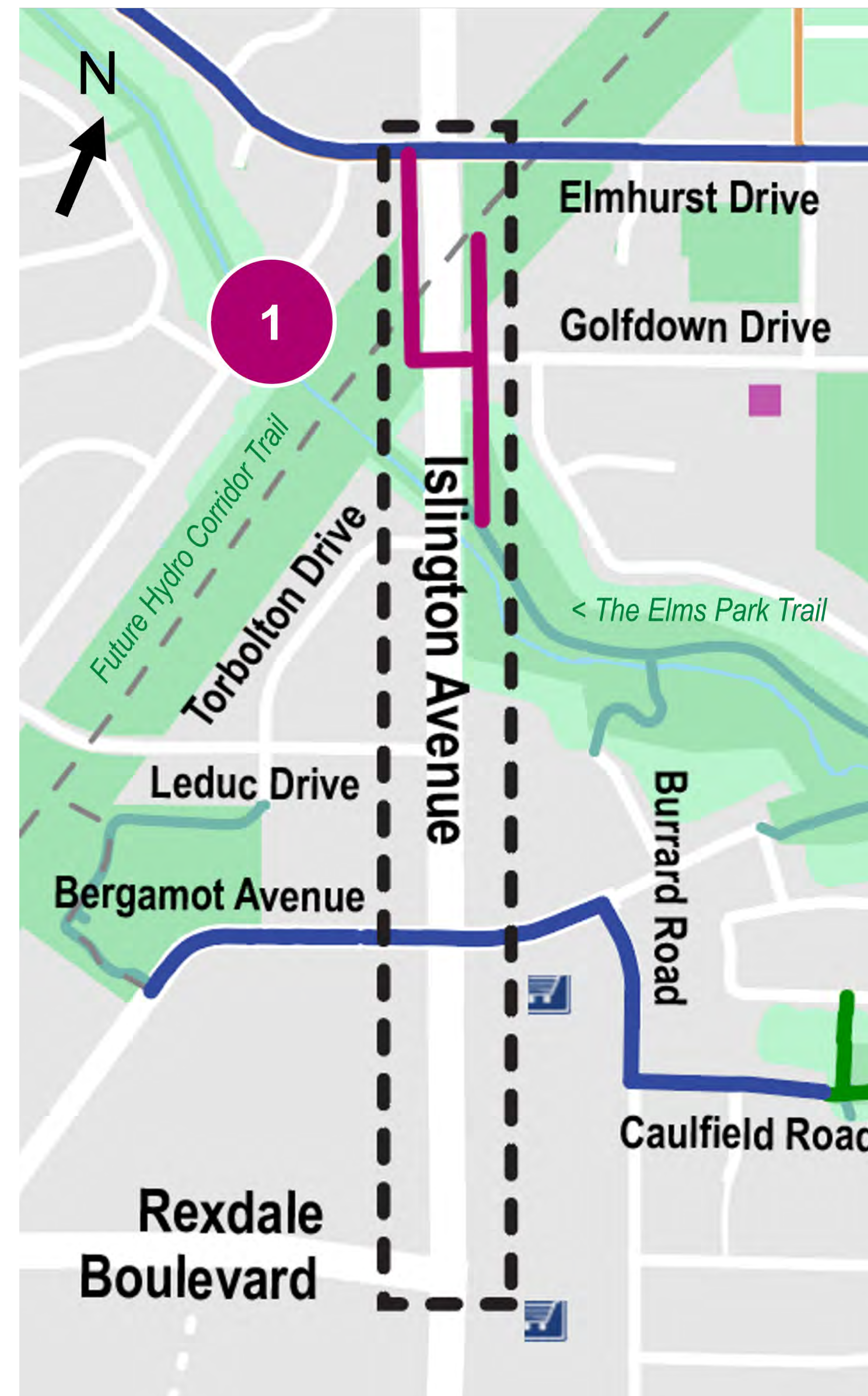
- EARLY BIKEWAY CONNECTIONS
- EARLY INTERSECTION UPGRADES

Segment 1 - Islington Avenue | Design Overview



The following design features are proposed on Islington Avenue (Elmhurst Drive to Rexdale Boulevard)




- **Road resurfacing** from Elmhurst Drive to Rexdale Boulevard is needed due to poor road condition.
- **In-boulevard multi-use trails** on both sides of Islington Avenue from Elmhurst Drive to Golfdown Drive and The Elms Park Trail.
- **Intersection safety improvements** including curb radius reduction to lower motor vehicle speeds, truck aprons, improved traffic signal phasing, accessible pedestrian signals, leading pedestrian and bicycle signal intervals, raised crosswalks and left turn calming.
- **Sidewalk widening** where there is enough space without impact to trees and utilities.
- **Transit stop improvements** including relocated island-style TTC bus platforms and integrated bike-bus platforms to reduce conflicts between people cycling and pedestrians and improve accessibility.
- **Green infrastructure** such as potential boulevard tree planting with sod planting.



Islington Project Area

 Road Resurfacing & Vision Zero Safety Upgrades at Intersections

Proposed Cycling Network

-  Multi-Use Trail in Boulevard
-  Painted Bike Lane
-  Future Hydro Corridor Trail

Existing Cycling Network

-  Bike Lane
-  Multi-Use Trail
-  Shared Lane (Sharrows)
-  Signed Route
-  Trail/Walkway

Reference Features

-  Supermarket
-  School
-  Library
-  City Park & Greenspace
-  Ravines & Natural Features

Segment 1 - Islington Avenue | Proposed Changes



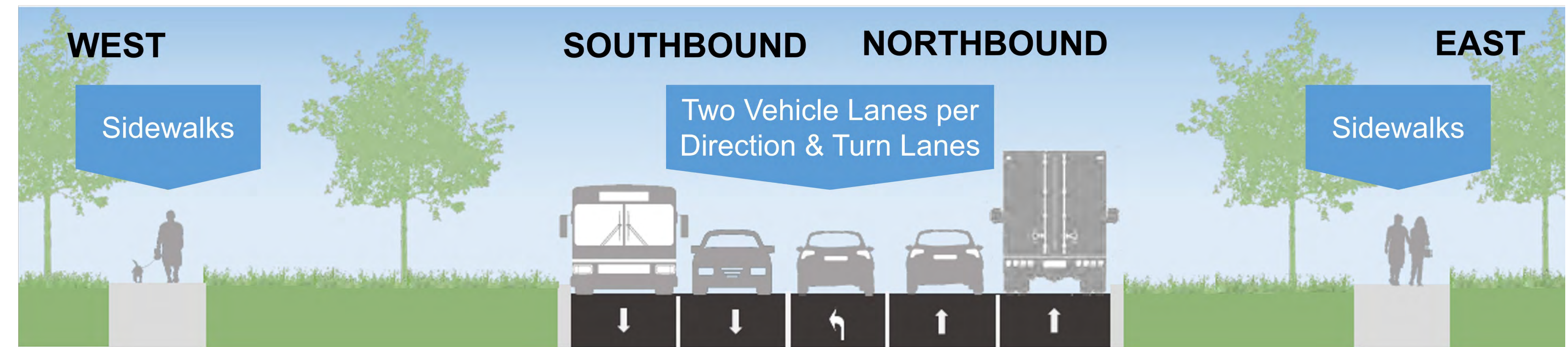
EXISTING

- Major arterial road with two vehicle lanes in each direction.
- Speed limit is 50 km/h.
- Two-way traffic volumes between 20,000 – 22,000 vehicles per day.
- No existing cycling facilities.
- Six intersections and a mall access road.
- Dedicated left & right turn lanes in some areas.
- Mix of residential and commercial properties.
- TTC service is provided by routes 937 Islington express and 37B Islington.

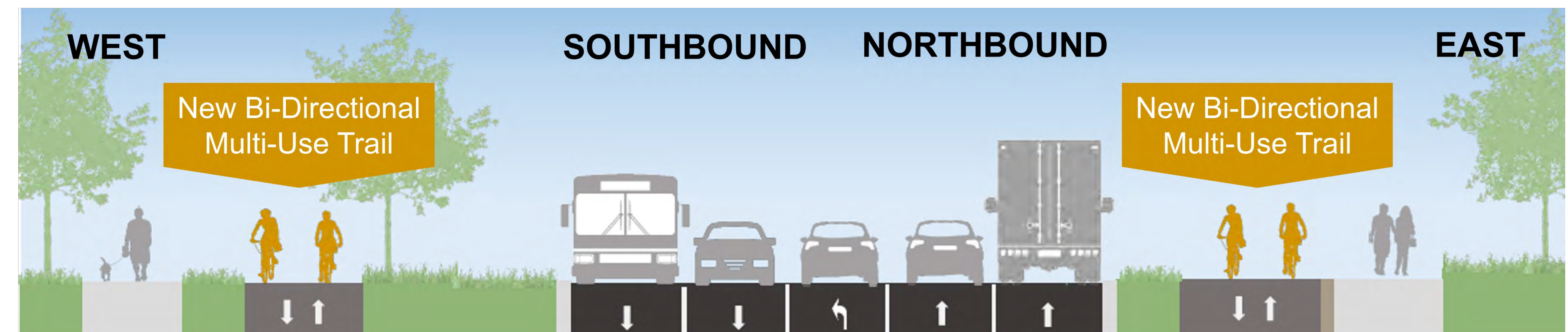
PROPOSED

- New bi-directional, in-boulevard multi-use trail on both sides of the road, between Elmhurst Drive and Golfdown Drive, to connect to the future hydro corridor trail.
- Sidewalks will be retained with some reconfiguration.
- No change to the number of vehicle lanes or driveways.

EXISTING



PROPOSED



Segment 1 - Islington Avenue | New Infrastructure



The following complete street features are proposed on Islington Avenue:



Curb Radii Reductions

Reduced curb radii will shorten pedestrian crossing distances and encourage lower motor vehicle speeds.



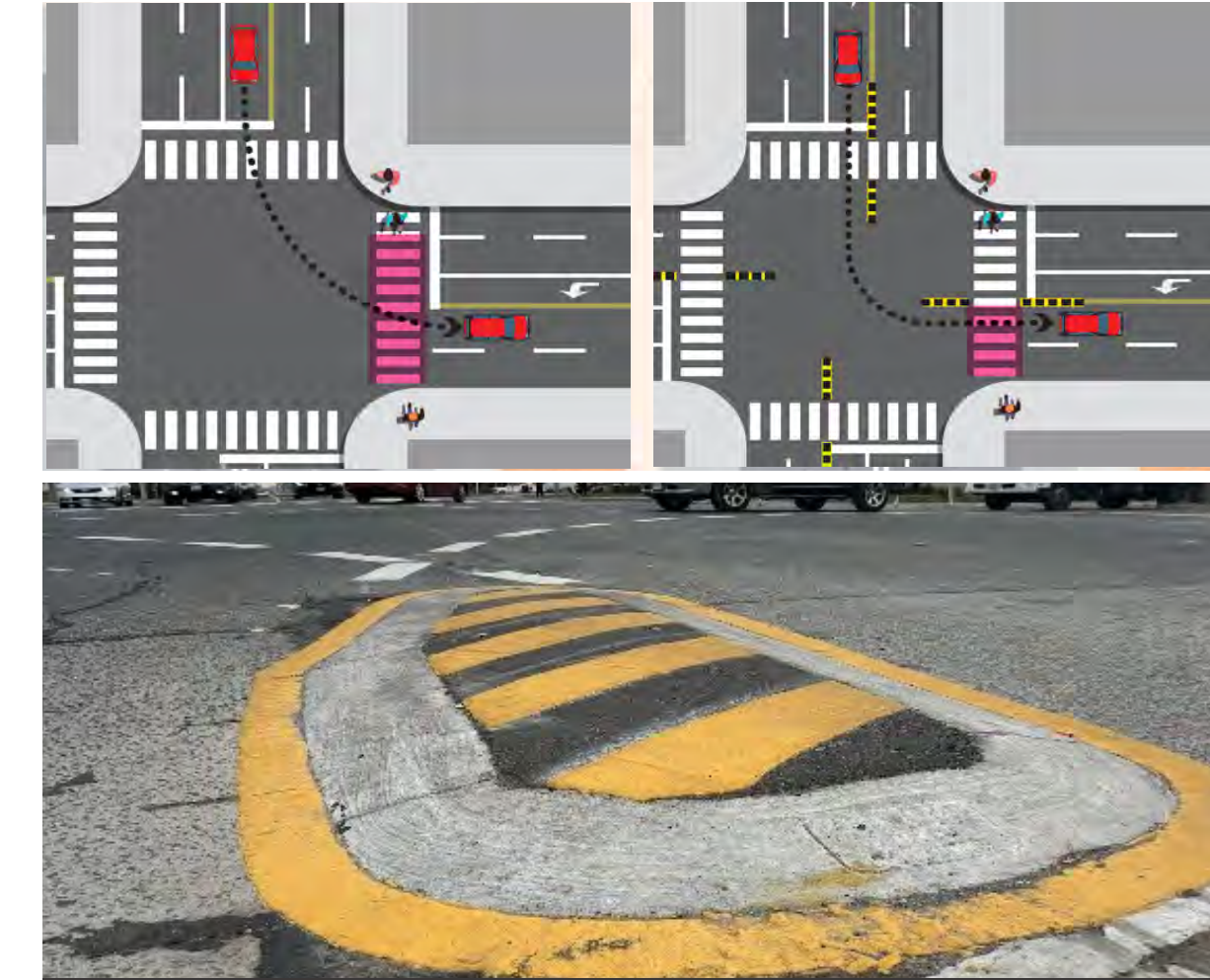
Curb Extensions

Curb extensions narrow the roadway, helping to reduce vehicle speeds, shorten pedestrian crossing distances, improve visibility and provide space for pedestrian waiting.



Raised Crosswalks

Raised crosswalks offer higher elevations than adjacent roadways to improve visibility between road users at intersections. The difference in elevations decreases driving speeds, increases signage compliance from drivers, and increases yielding to people crossing.



Left-Turn Calming Island

Left-turn calming is installed at intersections to reduce the risk of left-turn collisions. Speed bumps extend medians and harden the centreline, encouraging drivers to turn at a sharper angle and lower speed.



Truck Aprons

Truck aprons consists of a semi-mountable curb that directs smaller design vehicles to turn at the design speed, while larger trucks can mount the curb when completing a right turn.

Segment 1 - Islington Avenue | New Infrastructure



The following complete street features are proposed in the redesign of Islington Avenue:



Multi-Use Trails / Boulevard Cycle Tracks

- Multi-use trails (MUTs) are paved routes that can be used by pedestrians, people who cycle, people using in-line skates, and more.
- MUTs along roadways are placed in the boulevard space, off the road.
- Sidewalks will also be provided next to the MUT.



Protected Intersection

- Protected intersections aim to enhance safety for all road users at major intersections. Crosswalks are set back from the intersection, which decrease the distance for pedestrians to cross the street.
- Corner islands are placed to lower vehicle speeds and give people driving a better view of pedestrians and people cycling when turning right.



Integrated Platforms

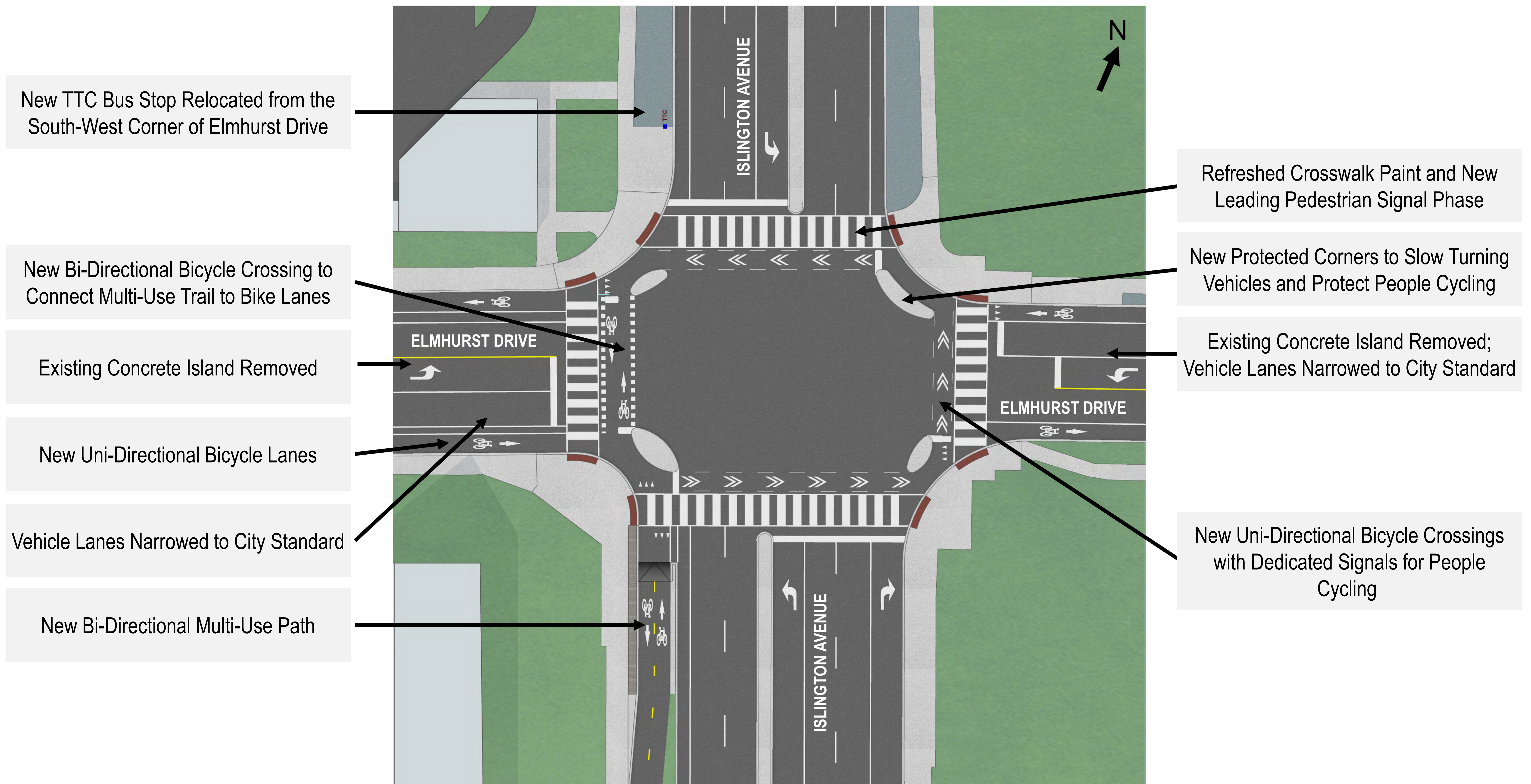
- Integrated platforms allow for an accessible passenger experience while also enabling people using a multi-use trail to travel though when a bus is not present.



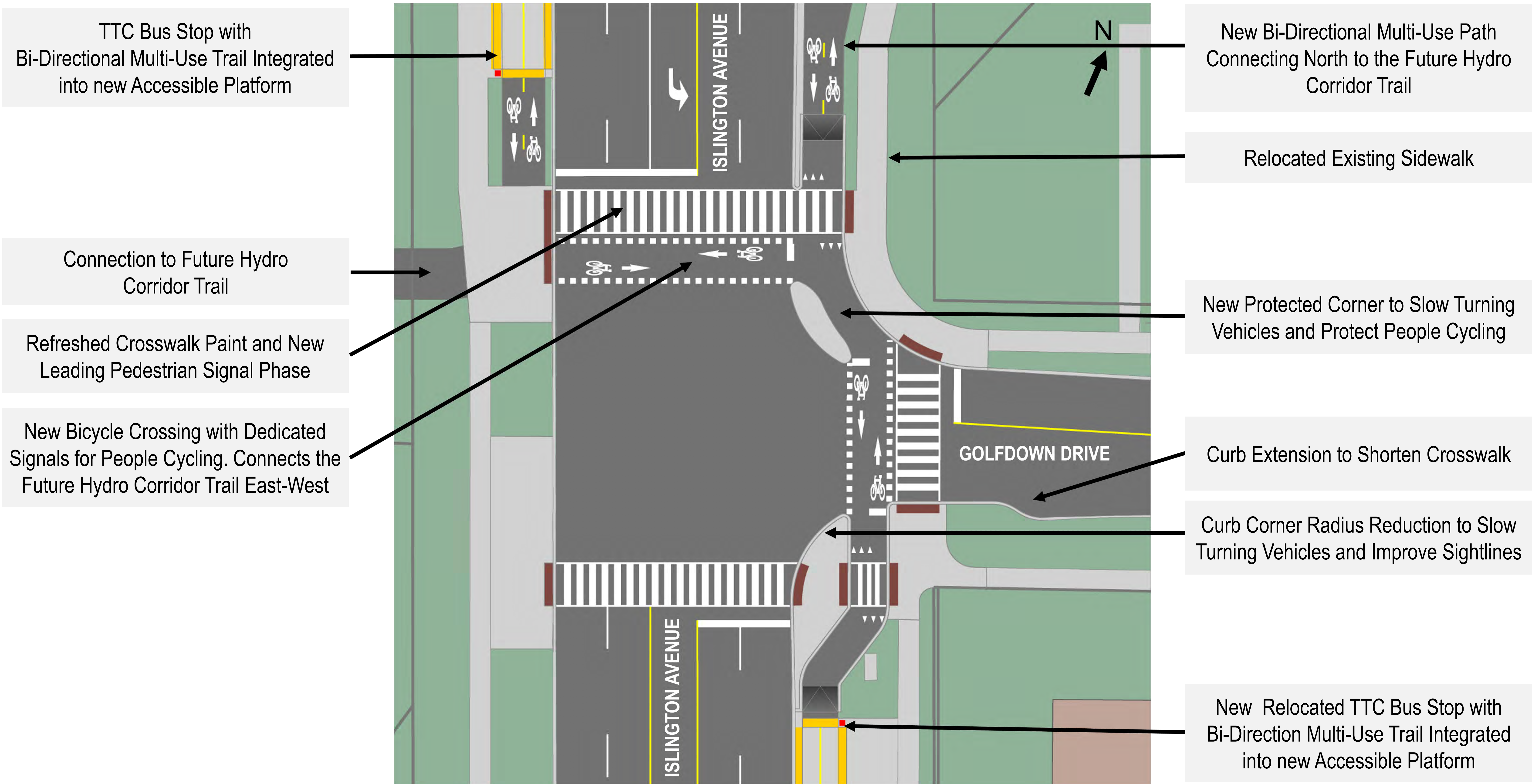
Pedestrian & Bicycle Signals with Leading Intervals

- Leading Pedestrian and Bicycle Intervals give people walking and cycling a head start when entering an intersection

Islington Avenue and Elmhurst Drive Intersection



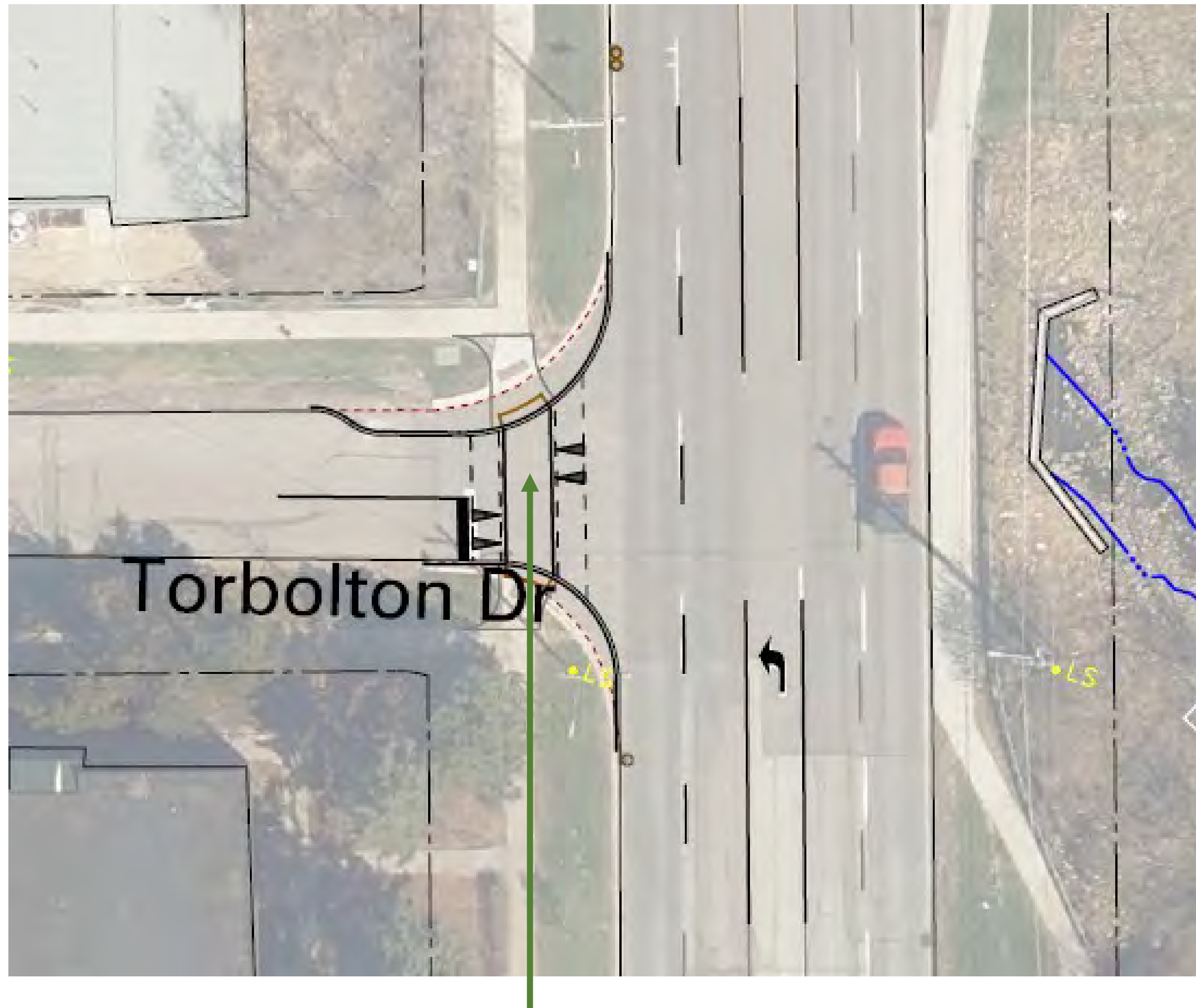
Islington Avenue and Golfdown Drive Intersection



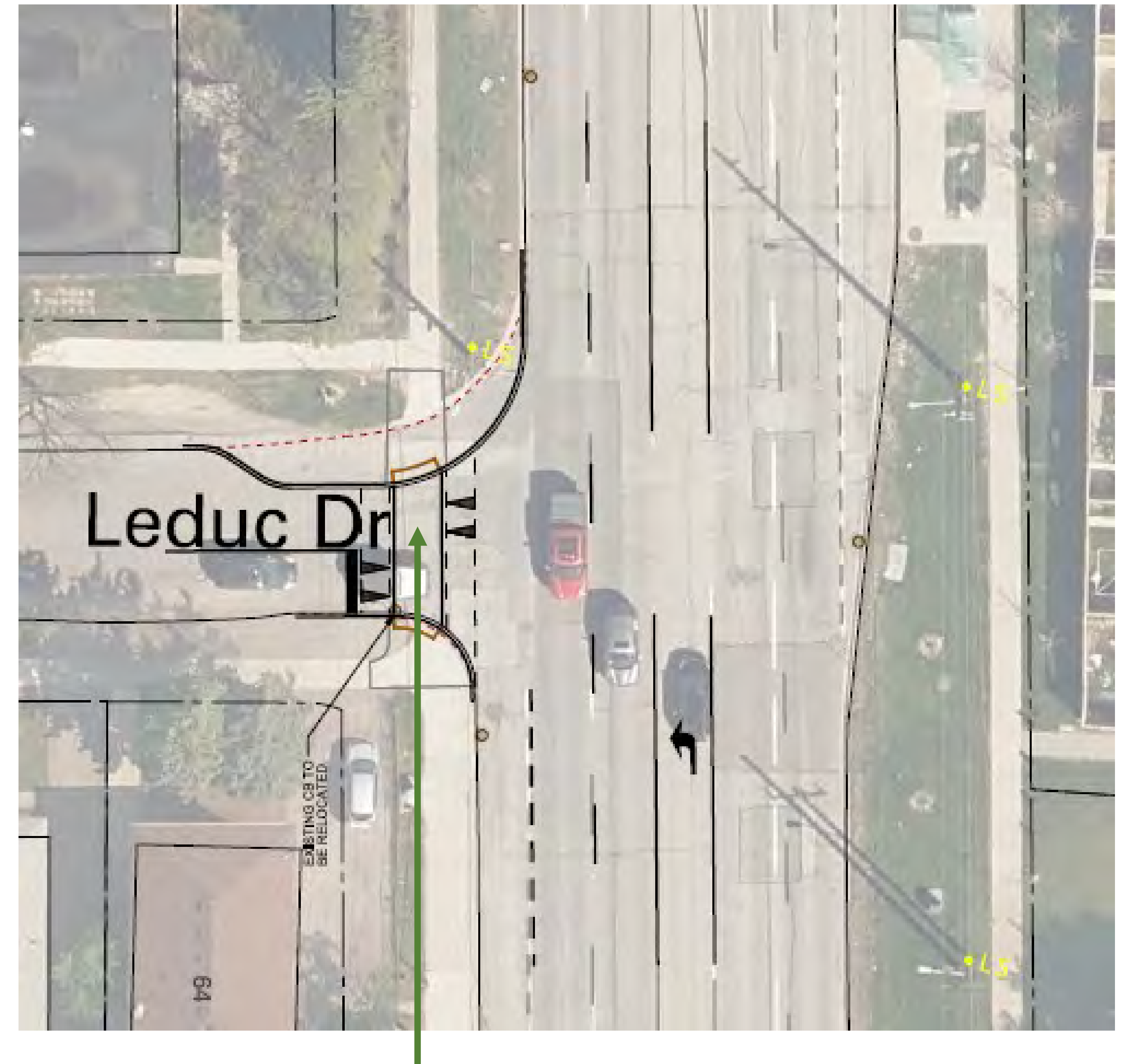
Additional Intersection Improvements



Torbolton Drive & Islington Avenue



Leduc Drive & Islington Avenue

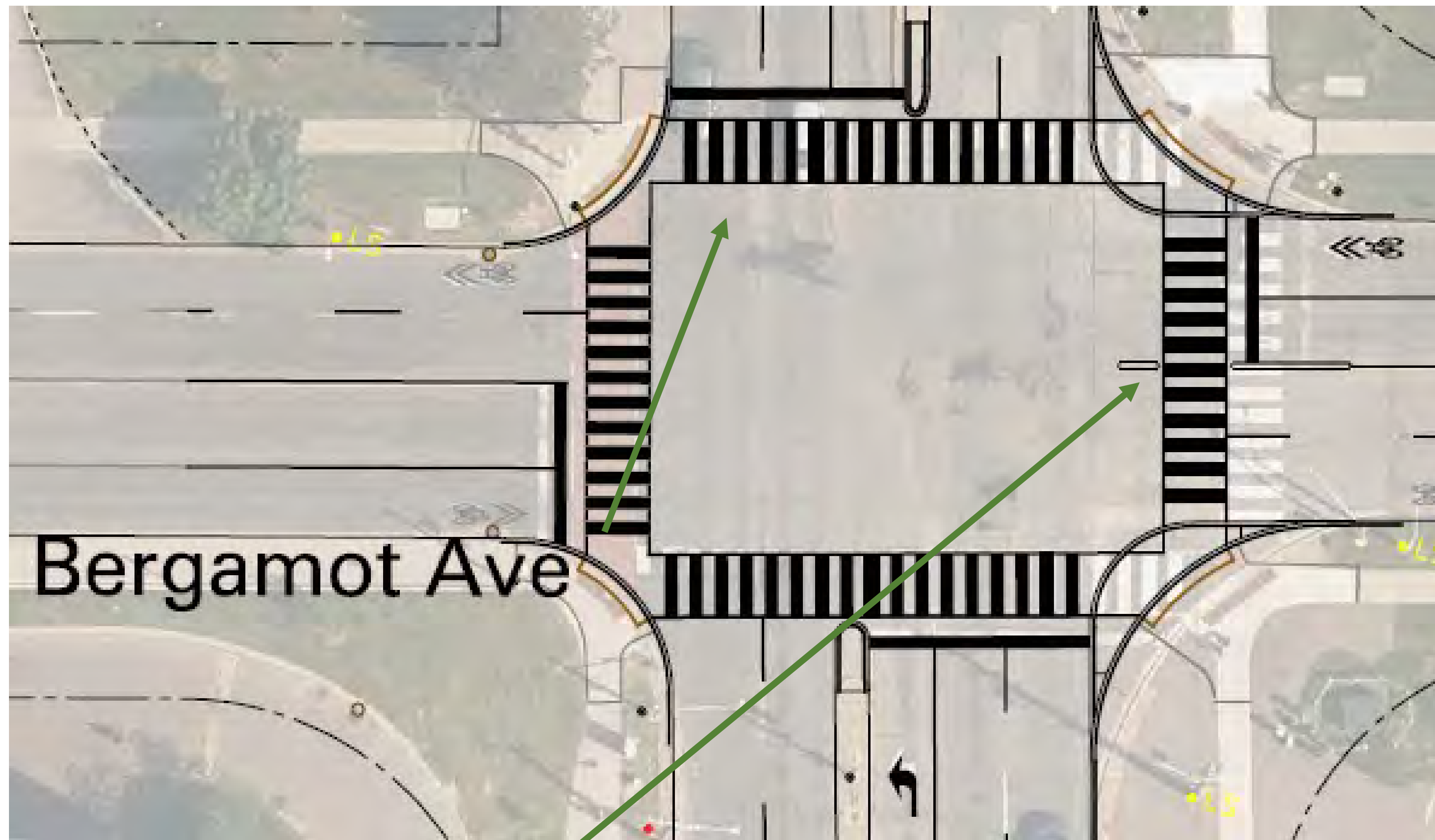


Raised crosswalks, with curb extensions and reduced corner radii, are designed to slow turning vehicles at the crosswalk, shorten pedestrian crossing distances and improve sightlines.

Additional Intersection Improvements



Bergamot Avenue & Islington Avenue

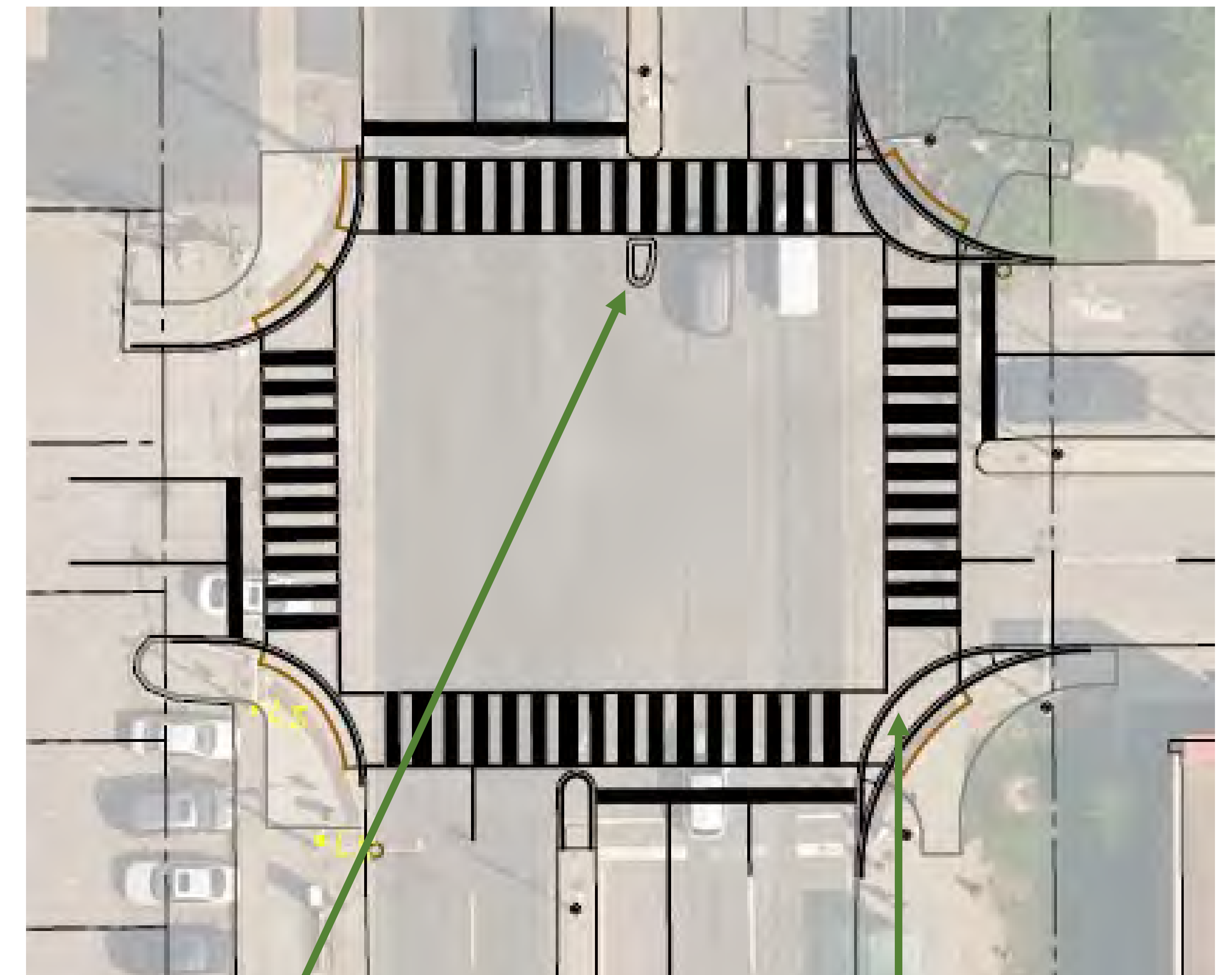


Bergamot Ave

Left-turn calming is installed at intersections to reduce the risk of left-turn collisions

Truck apron semi-mountable curb that directs smaller design vehicles to turn at slower speeds, allowing larger trucks to mount the curb

Smart Centres Mall & Islington Avenue



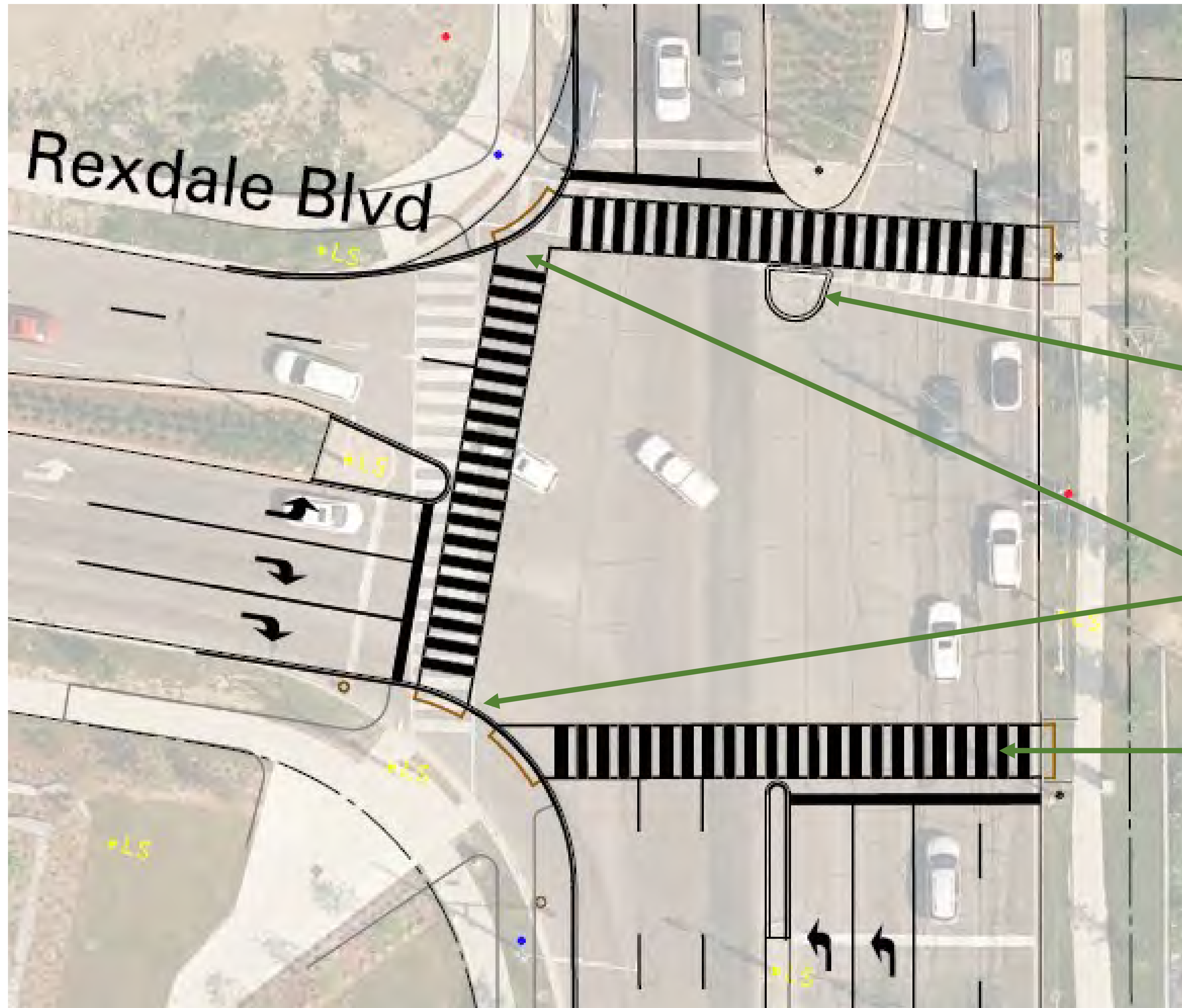
Left-turn calming is installed at intersections to reduce the risk of left-turn collisions

Truck apron semi-mountable curb that directs smaller design vehicles to turn at slower speeds, allowing larger trucks to mount the curb

Additional Intersection Improvements



Rexdale Boulevard & Islington Avenue



Left-turn calming is installed at intersections to reduce the risk of left-turn collisions.

Corner Radii Reductions to reduce speed of turning vehicles and improve sight lights for pedestrian safety.

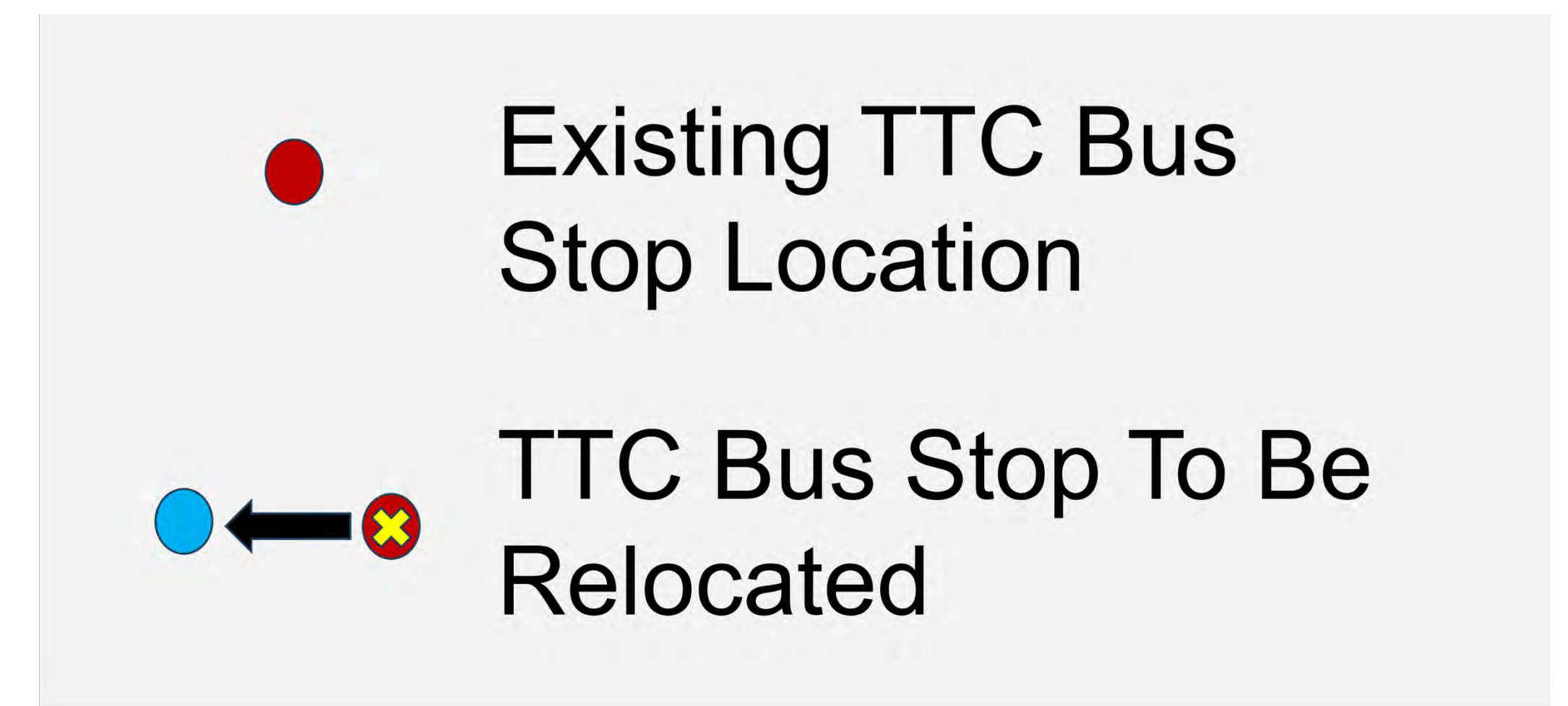
New crosswalk

Segment 1 - Islington Avenue | TTC Bus Stop Locations

Southbound TTC bus stop relocated to the north-west corner of Elmhurst Drive to reduce conflicts with new multi-use trail.

Northbound TTC bus stop relocated to the south-east corner of Golfdown Drive closer to avoid mid-block crossing and to improve pedestrian safety.

All other TTC Bus Stops on Islington Avenue will remain unchanged.



Segments 2 and 3 | Design Proposal Overview



The following design features are proposed on parts of Elmhurst Drive, Brookmere Road, Bergamot Avenue, Burrard Road and Caulfield Road.

Painted Bike Lanes: New uni-directional painted bike lanes to improve safety for all road users.

Transit Stop Improvements: TTC bus stops would feature green pavement markings to improve safety for people cycling and clearly mark them for people driving.



Road Safety Improvement Areas

Segments 2 & 3

Proposed Cycling Network

- Multi-Use Trail in Boulevard
- Painted Bike Lane
- Future Hydro Corridor Trail

Existing Cycling Network

- Bike Lane
- Multi-Use Trail
- Shared Lane (Sharrows)
- Signed Route
- Trail/Walkway

Reference Features

- Supermarket
- School
- Library
- City Park & Greenspace
- Ravines & Natural Features

Elmhurst Drive East of Islington Avenue:

Road Resurfacing: Repaving to refresh pavement surface.

Traffic Calming: Speed cushions at three locations to reduce speeding, especially near Timothy Christian School.

Segments 2 and 3 | Proposed Changes



Changes on parts of Elmhurst Drive, Bergamot Road, Burrard Road & Caulfield Road

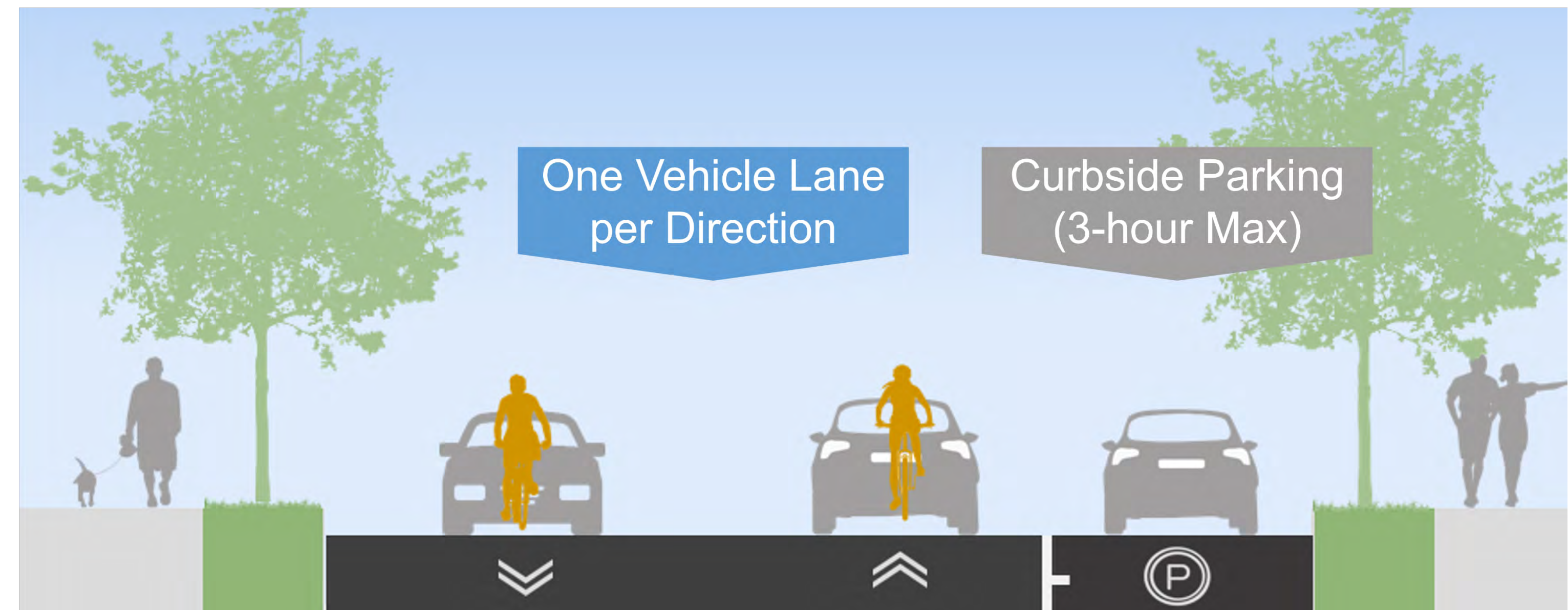
EXISTING

- Posted speed limit 40 km/h, many people travel 50 km/h
- In most areas there is one lane per direction with short left-turn and right-turn lanes or bus stopping areas.
- Existing bikeway with shared lane markings (sharrows)
- TTC bus routes on Elmhurst Drive and Bergamot Avenue (west of Islington Avenue).
- 3-hour on-street parking is generally allowed except in 'No Stopping' zones such as at TTC bus stops, and the block in front of Timothy Christian School.
- Overall low parking use was observed in most areas.

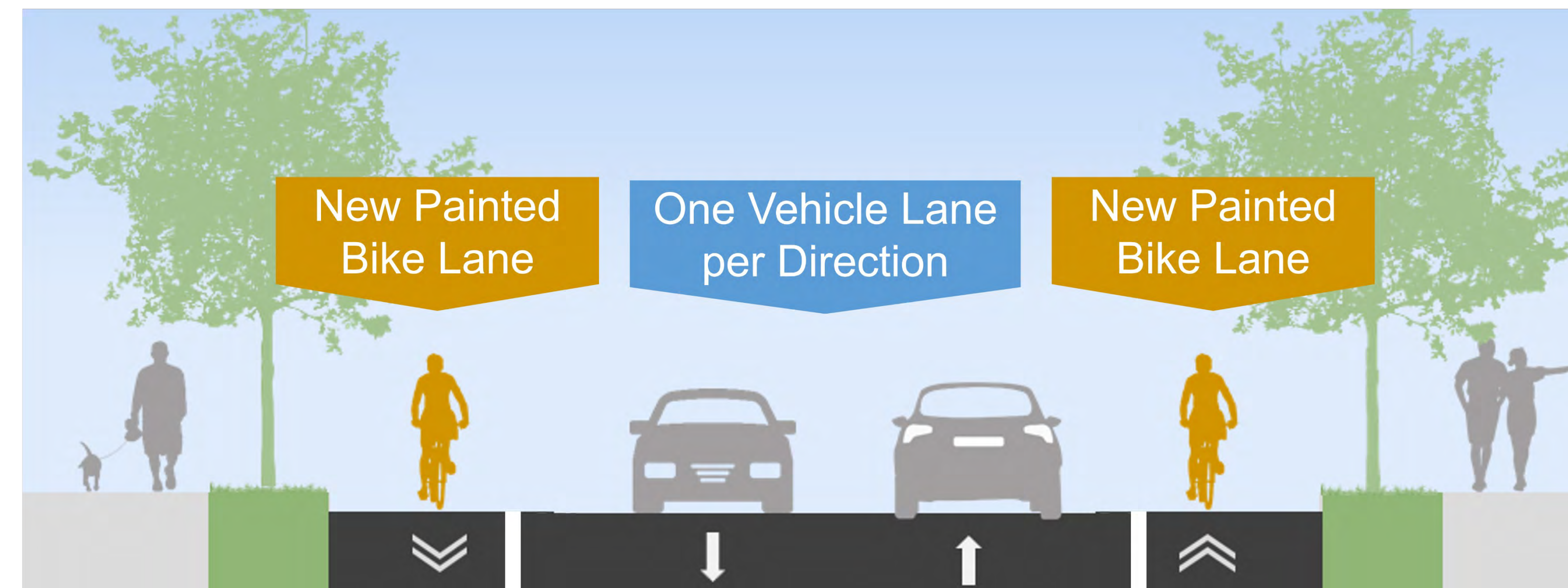
PROPOSED

- Narrow vehicle lanes to meet the City's standard lane widths.
- New uni-directional painted bike lanes (no barriers).
- Changes to prohibit parking and stopping in bike lanes. People who need access to 3-hour on-street parking can continue to park on nearby side streets.
- Install speed cushions at three locations (on Elmhurst Drive east of Islington Avenue).
- No changes to the number of vehicle lanes or driveways.

EXISTING



PROPOSED



Segments 2 and 3 | New Infrastructure



Design features are intended to improve connectivity, safety and accessibility for all users, including people cycling.



Crosswalk Upgrades

- New and refreshed pavement markings such as high-visibility crosswalks and stop bars improve increase yielding to people crossing.



Bike Lanes

- Dedicated space for people cycling & gives clarity for drivers
- Narrows the width of the roadway for people driving, which reduces speeding
- Creates a buffer next to sidewalks
- Parking and stopping are not allowed in the bike lanes



In-Road Flexible Speed Sign

- In-Road Flexible Speed Signs are speed signs installed in the centre of the road, between opposing traffic lanes and are designed to withstand impacts from, and avert damage to, vehicles if struck by collapsing and rebounding.

Segments 2 and 3 | Illustration of Proposed Changes



EXISTING



Existing condition of Elmhurst Drive west of Albion Road.

PROPOSED



Artistic rendering of new painted bike lanes.

Segments 2 and 3 | Changes to On-Street Parking



Current Parking By-Laws

- On-street parking is generally permitted for up to 3 hours on local and collector roads.
- Parking/Stopping are not permitted in 'No Stopping' zones from 8 a.m. to 5 p.m. on weekdays. These zones typically cover TTC bus stops and the entire block on Elmhurst Drive in front of Timothy Christian School.
- Parking is not permitted on Bergamot Avenue West of Islington.



Proposed Changes within the Project Area

- Parking and stopping would be prohibited where bike lanes are installed.
- On-street parking is available on nearby side streets.
- Dedicated on-street parking is proposed to be retained on Bergamot Avenue between Islington Avenue and Burrard Road where there is higher demand for on-street parking, and sufficient road width next to the bike lanes.

Existing Parking Use of On-Street Parking

Field observations in daytime, evening and weekends show there is low overall use of on-street parking and most residences have large driveways.

There were approximately nine (9) cars parked on roads within the project area. The maximum number of cars parked was 18.

On-Street Parking Use by Area

Roads Within Project Area	Total Spaces	Observed Parking (Average – Max)
Elmhurst Drive: East of Islington	81	0 - 0
Elmhurst Drive: West of Islington	141	1 - 3
Brookmere Road	18	0 - 0
Bergamot Avenue	8	4 - 6
Burrard Road	24	0 - 1
Caulfield Road	27	0 - 2

Elms-Old Rexdale Neighbourhood Streets Plan



In fall 2025, The City of Toronto invited the public to provide feedback on the Elms-Old Rexdale Neighbourhood Streets Plan (NSP) project.

The NSP recommended three speed cushions on Elmhurst Drive, which are now planned for construction along with road resurfacing in 2027-2028.

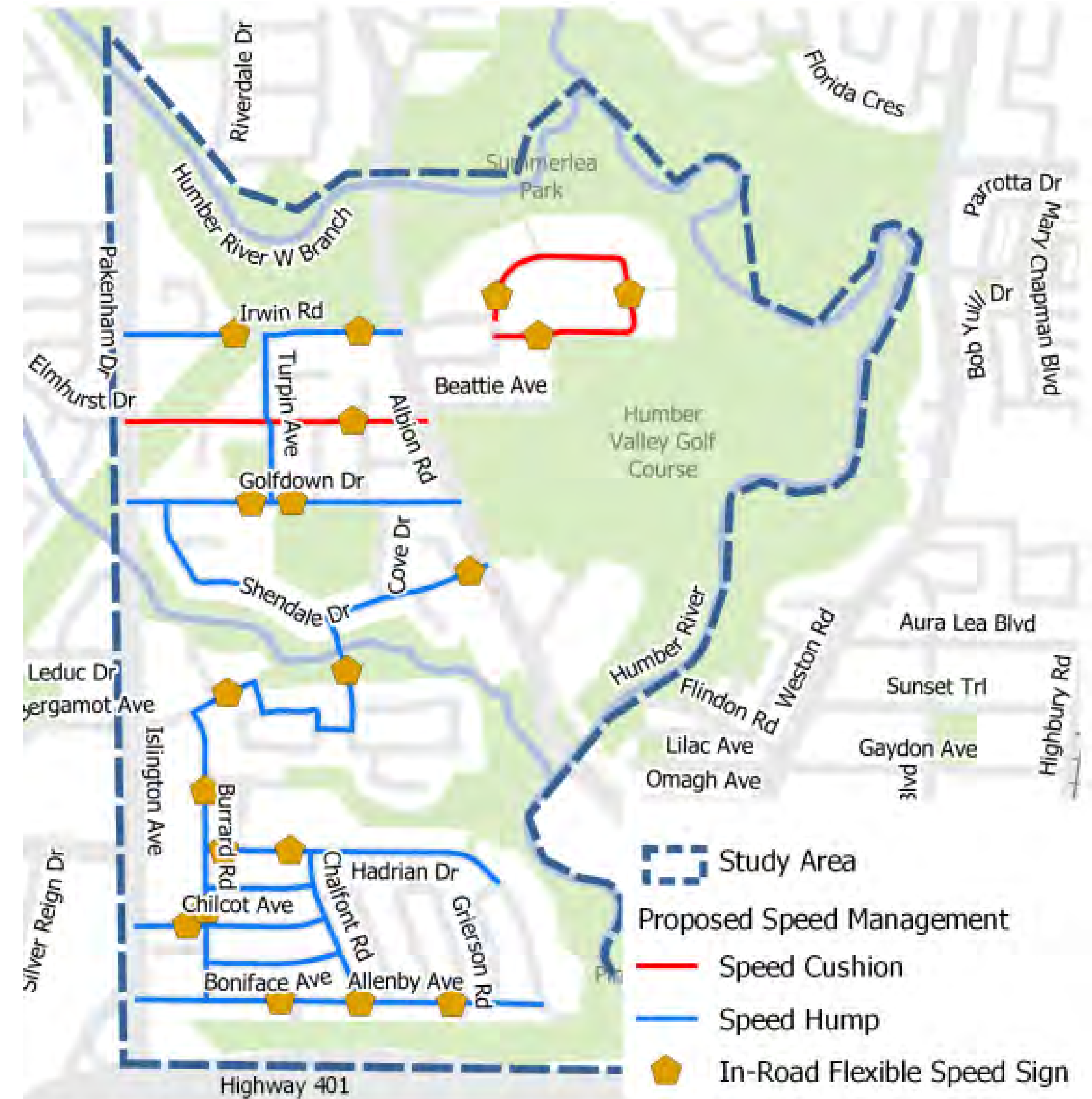
Information on public consultation activities is posted on the project website: toronto.ca/EORstreets



Speed cushions allow emergency vehicles to pass their wheels on either side of the raised cushion areas.



Three speed cushions were previously approved on Elmhurst Drive as shown above.



NSP-2023-2024

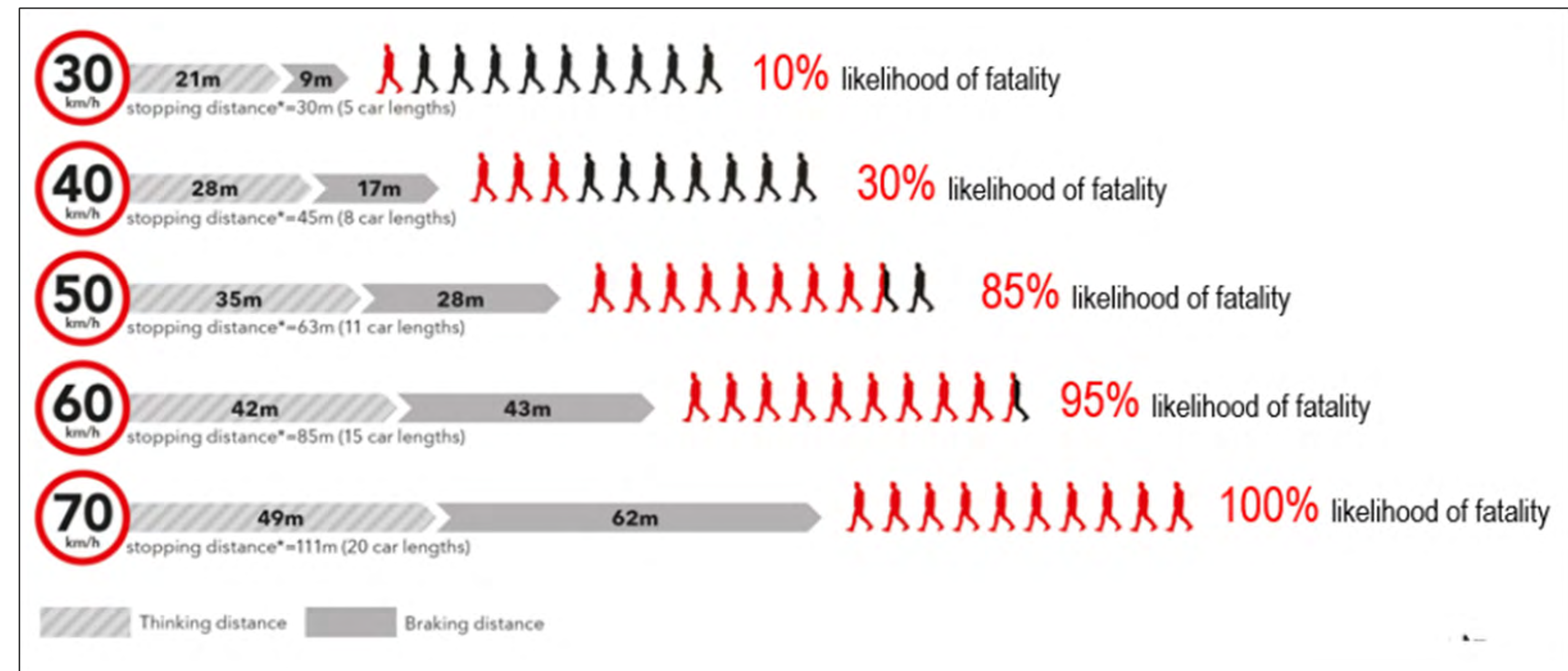
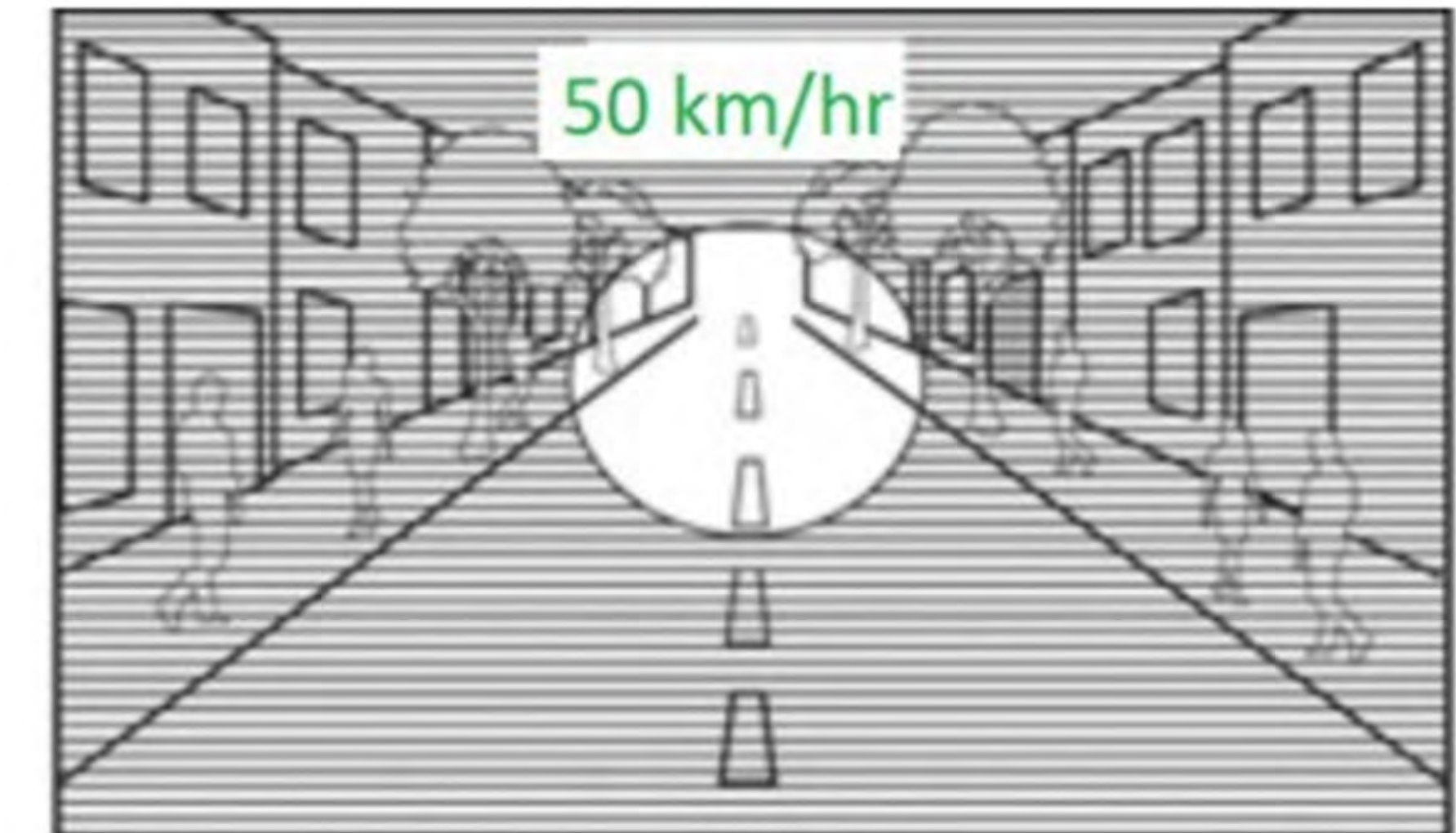
Map of speed all speed management improvements recommended in the NSP.

Safer Street and Intersection Design Save Lives



Speed influences approximately one quarter of fatal collisions in Canada.

- At slower speeds, people driving can see more going on around them. Higher speeds increase risk of serious injuries and fatalities by reducing driver reaction time, increasing vehicle stopping distance, and inflicting more severe blunt force trauma on victims.
- The likelihood of a vulnerable road user fatality in the event of a collision with a vehicle increases from 10% when the vehicle is travelling at 30 km/h to 100% when the vehicle is travelling at 70 km/h.
- Adhering to the speed limit helps ensure the safety of everyone using the road.



Project Timeline



Data Collection, Analysis, and Design Development
Feasibility reviews, site visits, design option considerations

WE ARE HERE

Report to Toronto City Council
Incorporate feedback into detailed design for construction

2024

2025

Spring 2026
Public Consultation

2026-2027

2027-2028

Council Direction
Cycling Network Plan Near-Term Program for 2025-2027 included preliminary concept study and design work

If approved, installation is planned along with road resurfacing



Share Your Feedback and Stay Connected



Learn more, complete the survey, and sign up for updates at toronto.ca/Elmhurst

Comment Deadline: April 26, 2026



CONTACT US

If you have any questions or concerns, please contact:

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