

March 09, 2026

Thistletown Streets Plan



The Thistletown Streets Plan proposes changes to traffic operations and road design to support safety and mobility for everyone using the streets. Based on public feedback, technical evaluation, and review of City programs and policies, the top issues and opportunities identified in the neighbourhood are: excessive speeding, safety concerns near schools, improvement to active transportation infrastructure, and safety concerns at the intersection of Islington Avenue and Albion Road and surrounding areas.

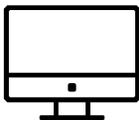
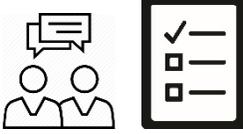
Proposed Changes

The City is seeking feedback from the community on proposed changes including:

- Speed humps on several residential streets to address excessive speeding concerns
- New crosswalk pavement markings at five intersections to increase visibility of pedestrian movements and improve safety
- New bikeways and road safety improvements along Rowntree Road and Panorama Court to provide safer connections to Kipling Avenue, Humber River Trail, green spaces, and community destinations. No changes are proposed to number of vehicle lanes.
- Intersection design changes at several locations to improve safety and accessibility for all road users
- Turn restrictions on Monterrey Drive to improve safety near the school
- Relocation of the TTC bus stop from south to north side at the intersection of Finch Avenue West and Islington Avenue to improve accessibility and safety for transit users

See following pages or visit the project webpage for more details.

The City invites residents and interest groups to learn more and provide feedback about the proposed changes.

<p>Learn More</p>  <p>View project information including information panels presented at the public event and project details</p> <p>toronto.ca/ThistletownStreets</p>	<p>Attend the Public Drop-In Event</p>  <p>Monday, March 23, 2026 6 to 8 p.m.</p> <p>Thistletown Community Centre 925 Albion Road</p>	<p>Provide Feedback</p>  <p>Complete the online survey or request a printed copy. Submit comments by email, mail or phone.</p> <p>Comment deadline: April 6, 2026</p>
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Access to the event location is wheelchair/mobility aid accessible. If you require other disability-related accommodation to participate, please contact us one week before the event

Contact us to sign-up for emails including a notice of final report to Community Council.

The following changes are being proposed. A map showing locations is included on the next page.

Short-Term Changes
Short-term changes can be implemented within 6 months to 2 years of decision to proceed.

#	Change	Location
1	Speed humps	<ul style="list-style-type: none"> • Alhart Drive, between Calstock Drive and Thistle Down Boulevard • Amaron Avenue, between Taysham Crescent and Monterrey Drive • Bankfield Drive, between Albion Road and Calstock Drive • Barkwin Drive, between Islington Avenue and Thistle Down Boulevard • Benstrow Avenue, between Albion Road and Amaron Avenue • Calstock Drive, between Albion Road and Alhart Drive • Felan Crescent, near 44 Felan Crescent and Sangan Road • Gibson Avenue, between Barker Avenue and Sanderson Road • Harlow Crescent, entire street • Lakeland Drive, between Kipling Avenue and Lightwood Drive • Monterrey Drive, between Taysham Crescent and Beaumonde Heights Drive (east connection) • Panorama Court, entire street • Riverdale Drive, between Albion Road and Barker Avenue • Taysham Crescent, near 118 Taysham Crescent and Beaumonde Heights Drive
2	Curb extensions to improve safety at intersections and pedestrian crossings	<ul style="list-style-type: none"> • Intersection of Allcroft Drive and Calstock Drive • Intersection of Bankfield Drive and Alhart Drive • Intersection of Barkwin Drive and Batawa Crescent • Intersection of Monterrey Drive and Amaron Avenue • Intersection of Monterrey Drive and Waltham Drive • Intersection of Thistle Down Boulevard, Alhart Drive and Bridgenorth Crescent • Intersection of Thistle Down Boulevard and Judhaven Road
3	Prohibit motor vehicle U-turns to improve safety for students	<ul style="list-style-type: none"> • Monterrey Drive, between Taysham Crescent and Beaumonde Heights (near Beaumonde Heights Junior Middle School)
4	Relocation of TTC bus stop to improve accessibility for transit users	<ul style="list-style-type: none"> • From south to north side at the intersection of Finch Avenue West and Islington Avenue
5	Crosswalk markings at all-way stop intersections to improve pedestrian safety	<ul style="list-style-type: none"> • Intersection of Amaron Avenue and Benstrow Avenue • Intersection of Barkwin Drive and Batawa Crescent • Intersection of Monterrey Drive and Taysham Crescent • Intersection of Monterrey Drive and Waltham Drive • Intersection of Riverdale Drive and Barker Avenue
7	Paint missing stop bars at locations where stop signs are installed to improve visibility	<ul style="list-style-type: none"> • Intersection of Alhart Drive and Bridgenorth Crescent • Intersection of Harlow Crescent and Waltham Drive • Intersection of Harlow Crescent and Todd Broock Drive • Intersection of Lightwood Drive and Lakeland Drive • Intersection of Radwinter Drive and Lakeland Drive • Intersection of Sanagan Road and Lightwood Drive • Intersection of Thistle Down Boulevard and Atwood Place • Intersection of Thistle Down Boulevard and Bondhead Place • Intersection of Thistle Down Boulevard and Bridgenorth Crescent • Intersection of Thistle Down Boulevard and Delabra Road • Intersection of Thistle Down Boulevard and Dashwood Road • Intersection of Thistle Down Boulevard and Kintail Road
8	New bikeways and road safety improvements, proposed to be installed as part of planned road resurfacing	<ul style="list-style-type: none"> • Panorama Court (from Kipling Avenue to end of street), two-way bikeway on north side of street, physically separated from motor vehicle lanes • Rowntree Road (from Kipling Avenue to end of street), two-way bikeway on north-east side of street, physically separated from motor vehicle lanes

Medium-Term Changes

Medium-term changes typically take 2 to 5 years to implement following a decision to proceed.

#	Change	Location
1	Raised intersection to improve safety for people accessing the Albion Gardens park	<ul style="list-style-type: none"> Intersection of Barkwin Drive and Batawa Crescent

Other changes are being considered in the **long term (5+ years)**, subject to further programming, feasibility study, public consultation, and/or detailed design, including safety improvements to the intersection of Islington Avenue and Albion Road. Future safety improvements may include curb radii reduction, right turn channel removal, installing truck aprons, and other measures to improve safety for all road users.

Locations of Changes Proposed in Short-Term and Medium-Term



- Pedestrian Crossing
- Crossway Markings at All-Way Stop Intersections
- TTC Bus Stop Relocation
- New Bikeway and Road Safety Improvements
- Speed Humps
- U-Turn Prohibition
- Paint Missing Stop Bar
- Intersection Changes

What is a Neighbourhood Streets Plan?

Neighbourhood Streets Plans serve neighbourhoods where traffic and travel options challenge the safety and mobility of people using the streets. Through the planning process, a team of City staff work with communities to identify local issues and opportunities, collect and analyze traffic and travel demand data, and review relevant City programs and policies. The resulting Streets Plan prioritizes the greatest needs and recommends changes to traffic operations and street designs. Streets Plans consider the needs of all road users and emphasize the safety of vulnerable road users such as seniors, school children, pedestrians and people cycling.

Neighbourhood Streets Plans are subject to approval of the local Community Council. Approved changes are implemented in coordination with several City divisions to achieve efficiencies and minimize disruption from construction and roadwork. Timeline for implementation varies accordingly.

What types of changes are considered?

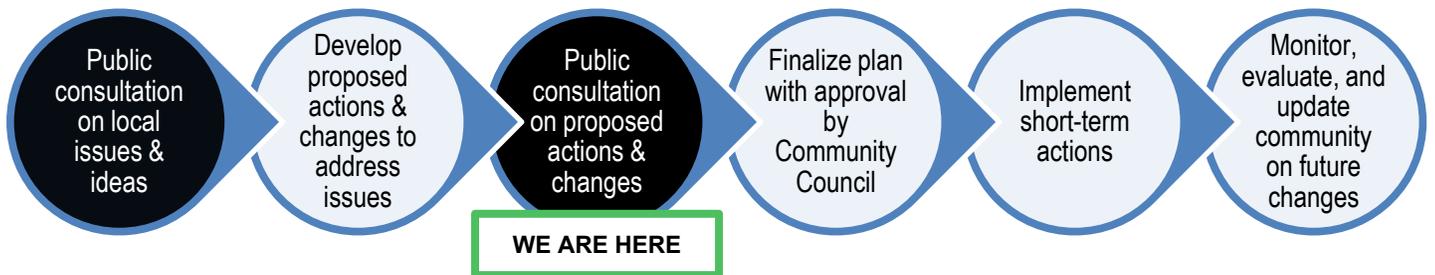
Streets Plans typically result in street improvements in the short or medium-term (6 months to 5 years) which can be made using temporary, flexible materials like signs, asphalt, paint, and bollards. Plans also identify desirable changes which are best accomplished as part of programmed road work, property development, or other major city-building projects in the future (typically 5+ years).

The outcomes of each Streets Plan are different based on local conditions and the needs of each neighbourhood. Generally, recommended actions relate to managing motor vehicle speed and volume, and reducing traffic safety conflicts. In every neighbourhood, the planning process is informed by the City's Traffic Calming Guide, Vision Zero Road Safety Plan, Complete Streets Guidelines, Congestion Management Plan, as well as the latest transit service improvement plans advanced in partnership with the Toronto Transit Commission.

How is the community involved?

Public consultation on Neighbourhood Streets Plans typically takes place in two phases. The participation of local residents and interest groups is essential to identify appropriate changes and actions for the neighbourhood. Each phase of consultation typically includes a scheduled community event, online information materials, and an online survey for self-guided participation.

Community members may also register to speak (depute) at the Community Council meeting where the recommended version of the Neighbourhood Streets Plan is subject to debate and vote.



More Information

Contact us to sign-up for emails including a notice of final report to Community Council.



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This project is supported by
Councillor Vincent Crisanti, Ward 1 –Etobicoke North

ਪੰਜਾਬੀ ਵਿੱਚ ਸਹਾਇਤਾ ਲਈ, 311 'ਤੇ ਫੋਨ ਕਰੋ।

**Information will be collected in accordance with the Municipal Freedom of Information and Protection of Privacy Act. With the exception of personal information, all comments will become part of the public record.*