

# Thistletown Streets Plan

Public Drop-In Event

March 23, 2026



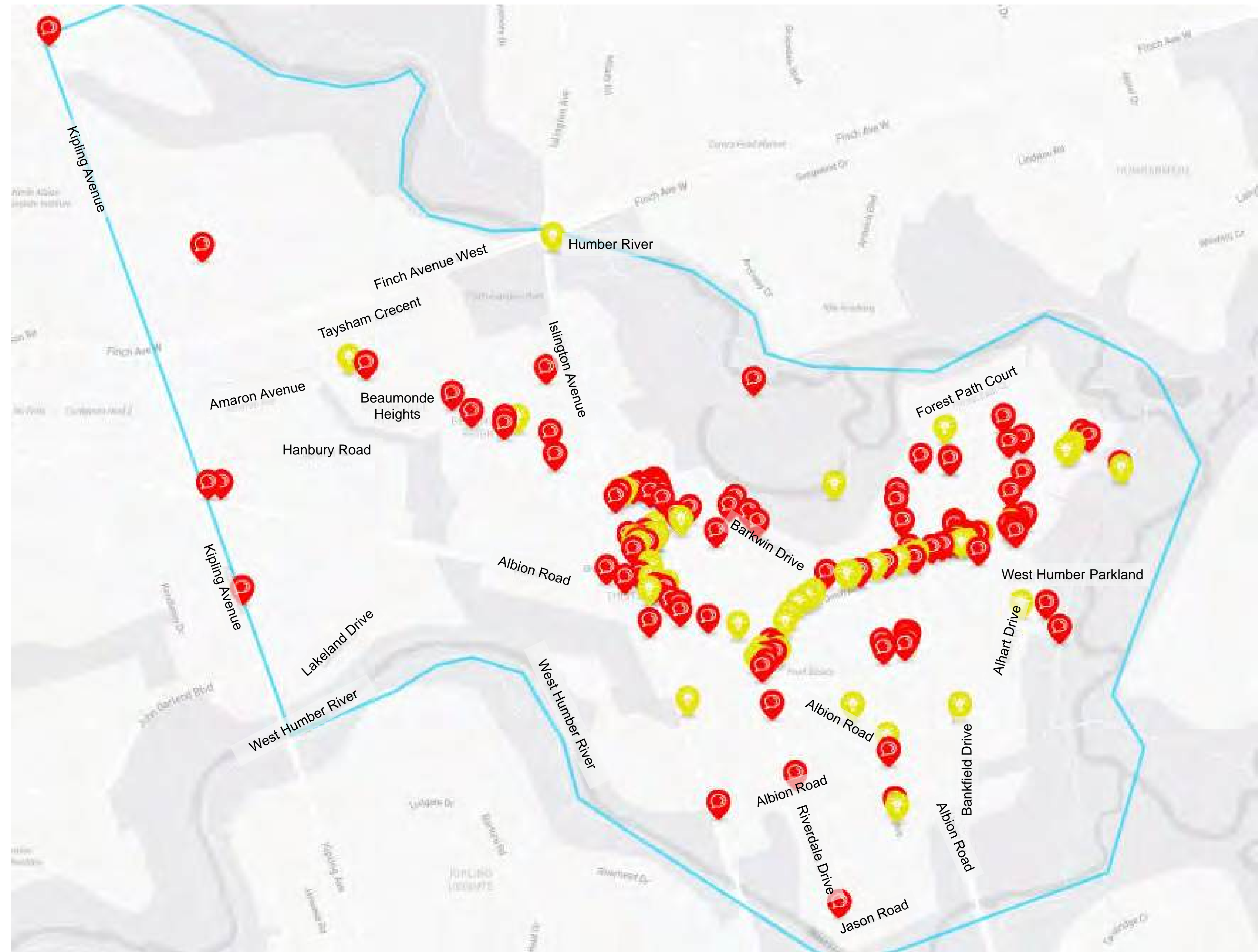
# Project Overview

The Thistletown Streets Plan will recommend changes to traffic operations and road design.

The recommendations will emphasize mobility for all and the safety of vulnerable road users such as seniors, school children, pedestrians, and people cycling.

The City is seeking feedback on proposed changes that respond to the four main areas of concern identified by the community in Phase 1 of the project:

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 local streets
4. Opportunities for active transportation



Phase 1 consultation activities invited feedback on local transportation issues and ideas via an online mapping tool. The locations of comments on the online map are shown here

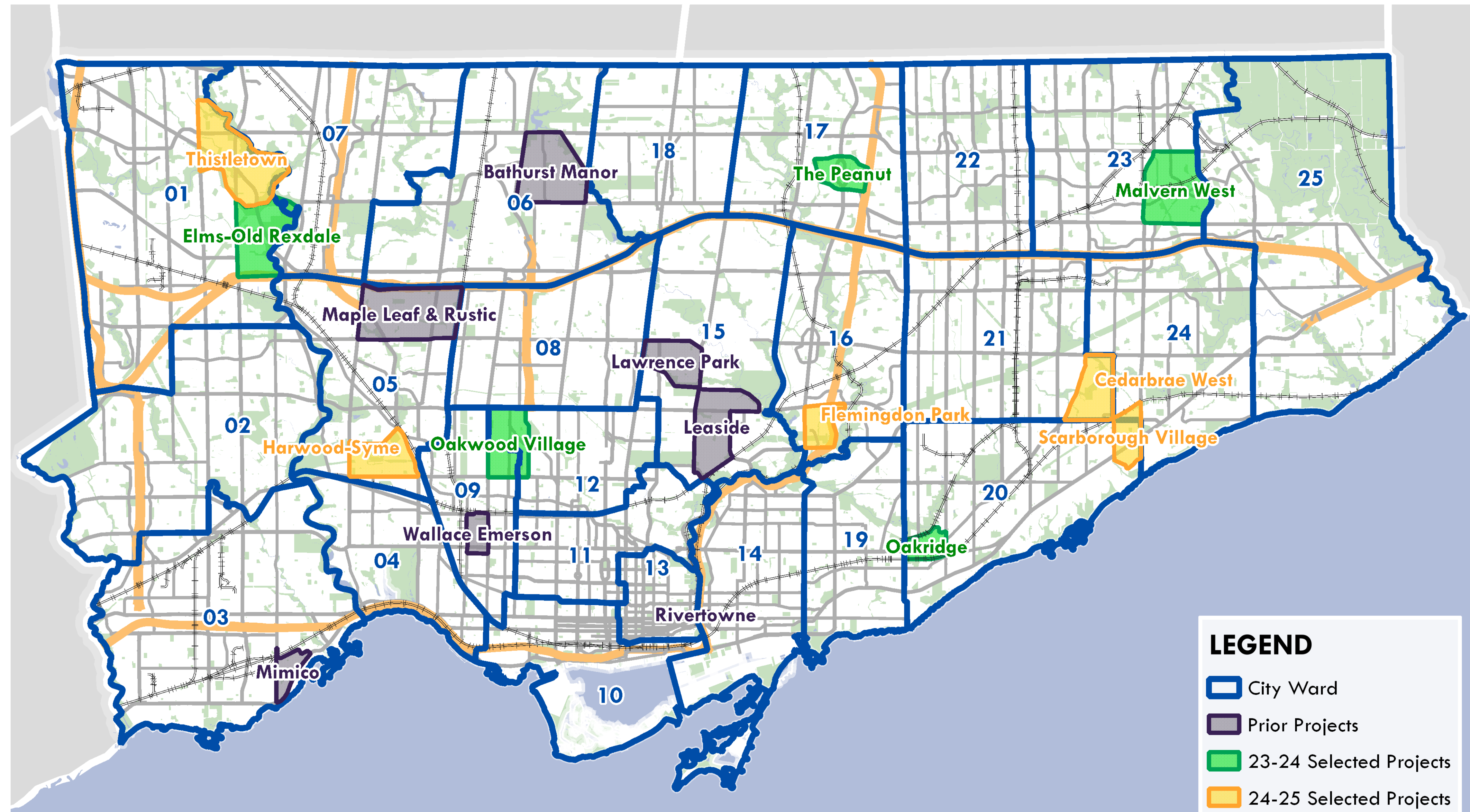
# About Neighbourhood Streets Plans

Neighbourhood Streets Plans work with communities across Toronto to make changes to improve traffic, road safety, and transportation options in their local area.

Streets Plans result in changes that can be made in the short or medium-term (typically 6 months to 5 years) and identify desirable changes which are best achieved as part of programmed road work, property development, or other major city-building projects in the future.

Neighbourhood Streets Plans are subject to approval of the local Community Council.

Learn more at [toronto.ca/NSP](https://toronto.ca/NSP)

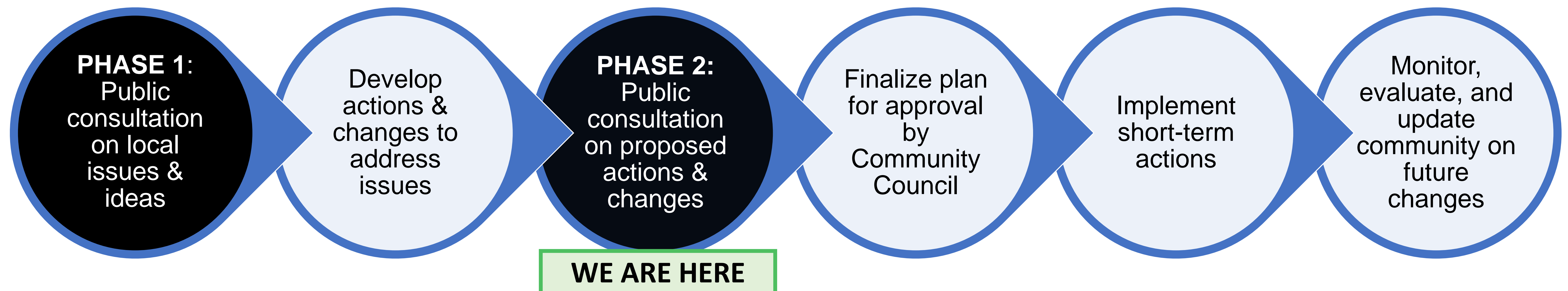


This map shows the neighbourhoods across Toronto that have been served by a Streets Plan.

All Toronto neighbourhoods are continually served by city-wide improvement programs such as the Vision Zero Road Safety Plan and the Congestion Management Plan.

# Public Consultation Overview

Public consultation for the Thistletown Streets Plan is taking place over two phases.



## Phase 1

Phase 1 of consultation took place from April to June 2025, and included:

- Notification via mail, signage, and email
- Public drop-in event held at Thistletown Community Centre, on May 28
- Opportunity to provide feedback via online survey, email, mail, phone or in-person.

## Phase 2 (Now)

Since Phase 1, the project team has reviewed feedback received, collected and analyzed data, reviewed policies, and coordinated with other City staff to develop proposed actions and changes.

The current phase of consultation invites the community to provide feedback on proposals through an online survey, a public drop-in event, pop-up events in the community, and through email or phone.

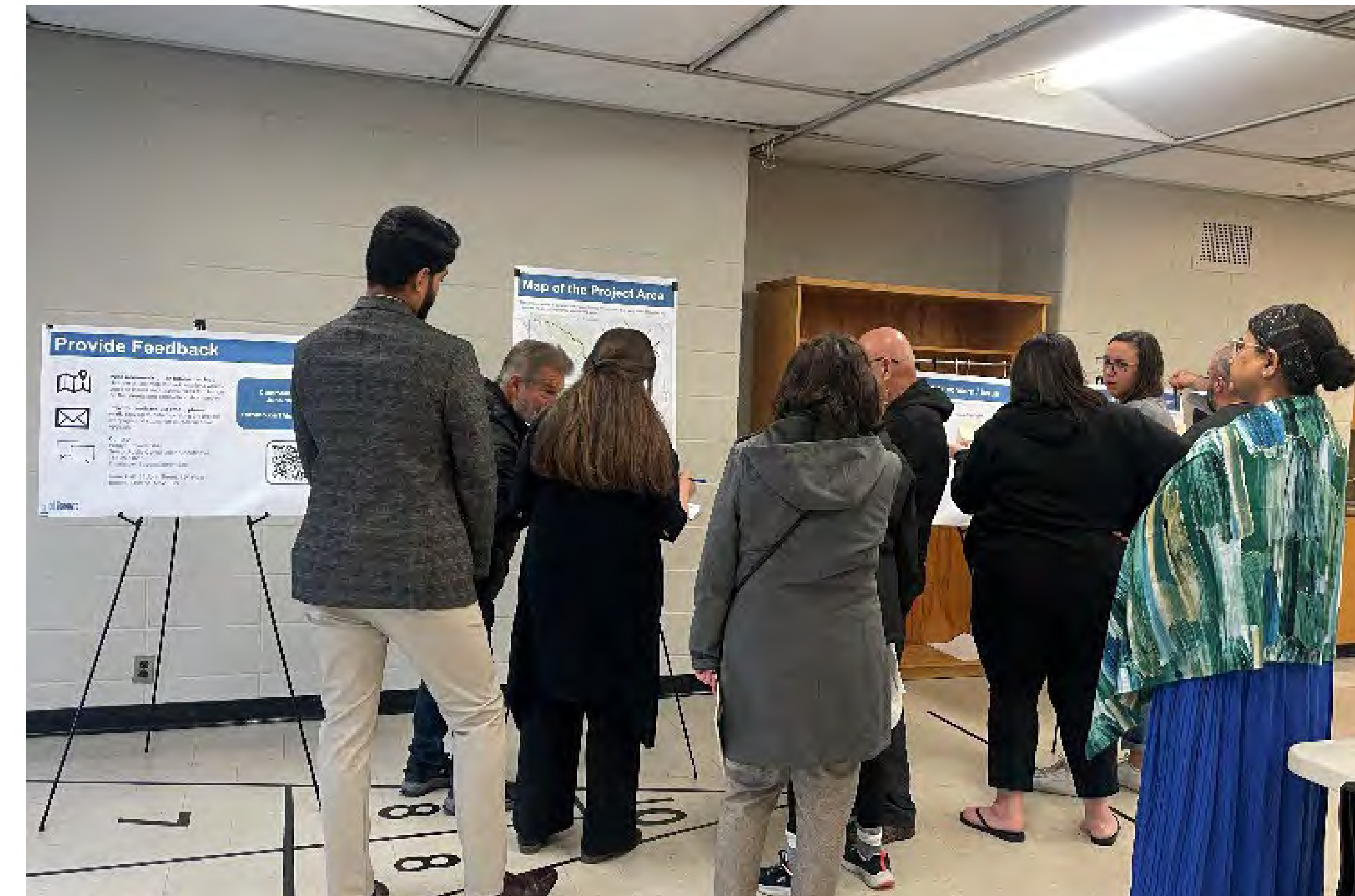
# What We Heard: Public Consultation

Phase 1 consultation received feedback from more than 285 people through in-person consultation activities and an online survey.

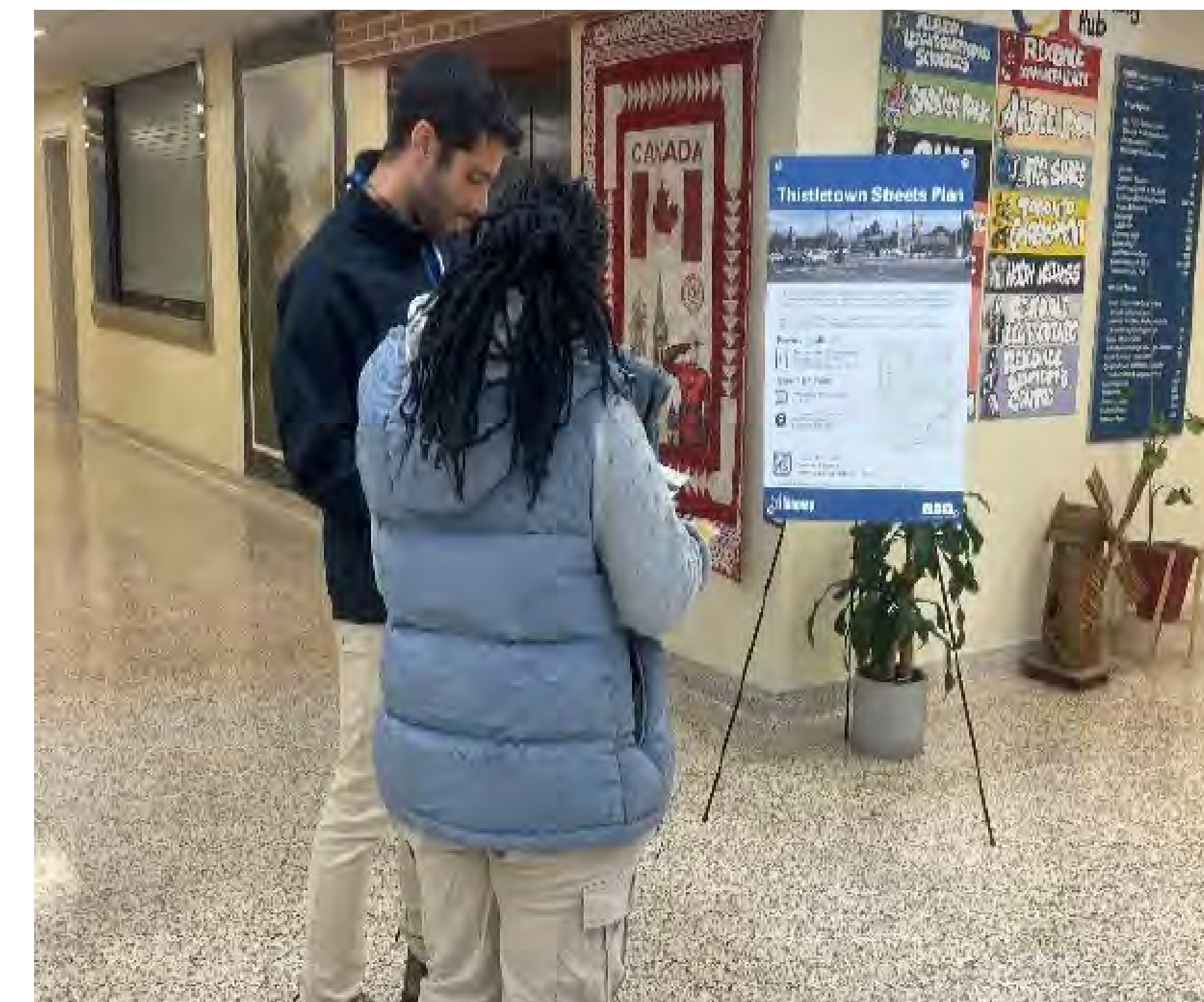
Over 99% of the survey responses were from people that live, work, or own a business in the Thistletown neighbourhood.

## What we heard:

- **Excessive speeding** at several locations in the project area. Participants frequently mentioned speeding concerns on Thistle Down Boulevard, Bankfield Road, Barker Avenue, Riverdale Drive and other streets.
- **Excessive non-local traffic** resulting in speeding, congestion and safety issues on residential streets. Participants said there is a need for turn restrictions, signage, and one-way conversions to manage non-local traffic on Calstock Drive, Riverdale Drive, Barker Drive, and other residential streets.
- **Congestion and safety during school pick-up and drop-off times** near schools.
- **Need for improved infrastructure for pedestrians and people cycling** on several streets in the neighbourhood including crosswalks, sidewalks, and bike lanes.



Public event at Thistletown Community Centre on May 28, 2025



Pop-up at Rexdale Community Hub on May 25, 2025

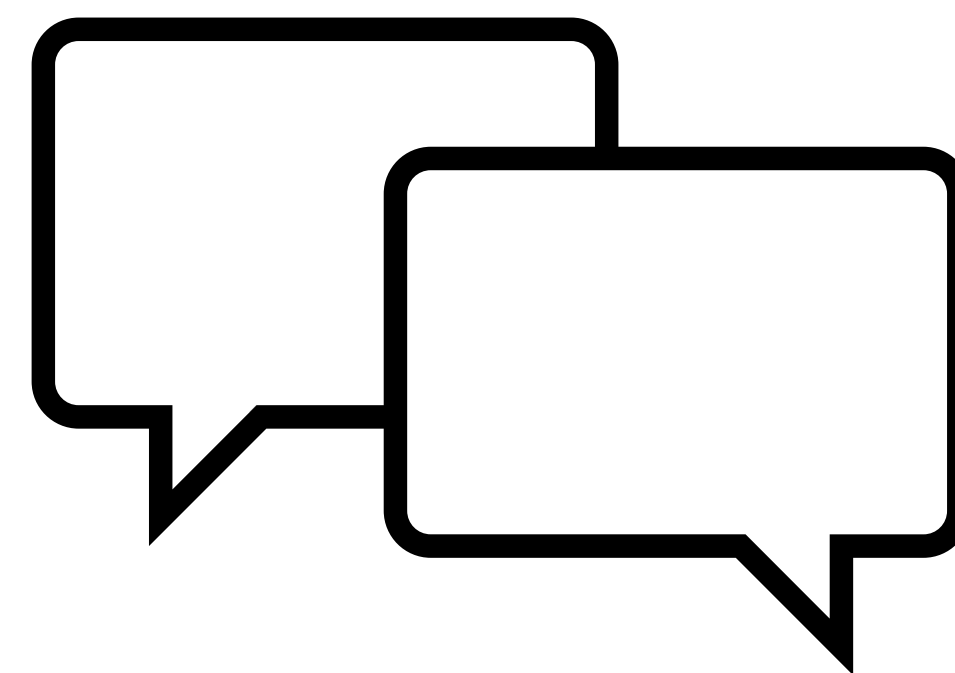
# What We Heard: Beyond the Streets Plan

The City has received feedback regarding several changes that are handled by other City teams:

- Motor vehicles driving on the Humber River trails
- Request for new or improved park amenities

These items are not within the scope of the Streets Plan because they are under the responsibility of Toronto Parks and Recreation Division.

The Project team has forwarded these requests and concerns to the relevant teams.



Humber River Trail access from Attercliff Court



Humber River Trail access at Islington Avenue, south of Finch Avenue West

# What We Researched: Data Analysis

Data was gathered, collected and analyzed to inform recommendations including:



**Traffic data** such as vehicle volumes, speeds, pedestrian volume counts, and turning movement counts at intersections. Data is used to identify issues, assess community reported issues, and determine appropriate changes according to guidelines and standards.



**Reports and requests** from the public and local Councillor. Staff review calls to 311 about traffic operations and road safety, information Councillors provide about correspondence from constituents, recent items at local Community Councils, as well as comments collected from the first phase of consultation in the project.



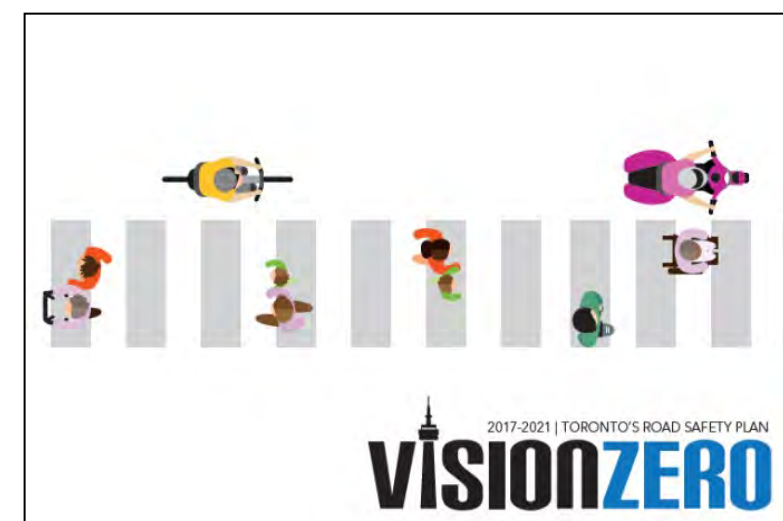
**Collision data** collected by Toronto Police Services. Collision history is review with focus on collisions involving vulnerable road users and those resulting in death or serious injury.



**Site visits and observations** in the neighbourhood.

# What We Researched: Policy Review

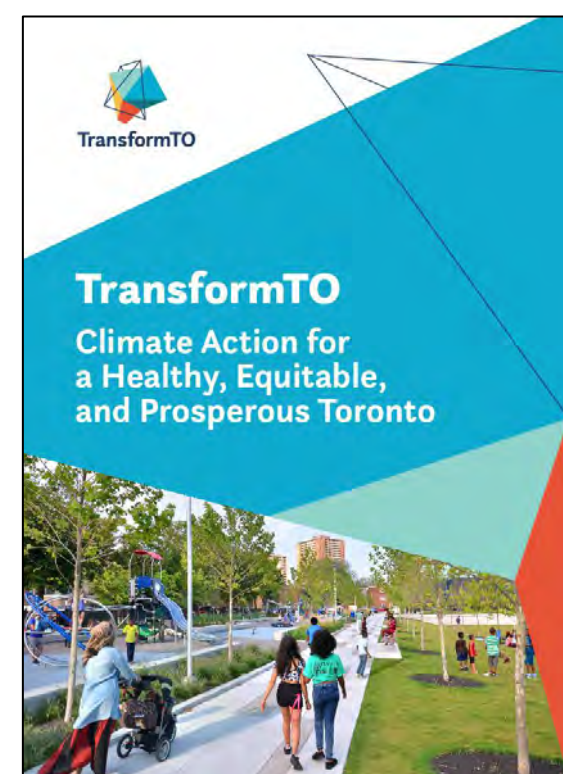
City-wide policies and programs as well as local area studies guide this plan:



**Vision Zero Road Safety Plan** commits to taking actions that reducing traffic-related fatalities and serious injuries on our streets.



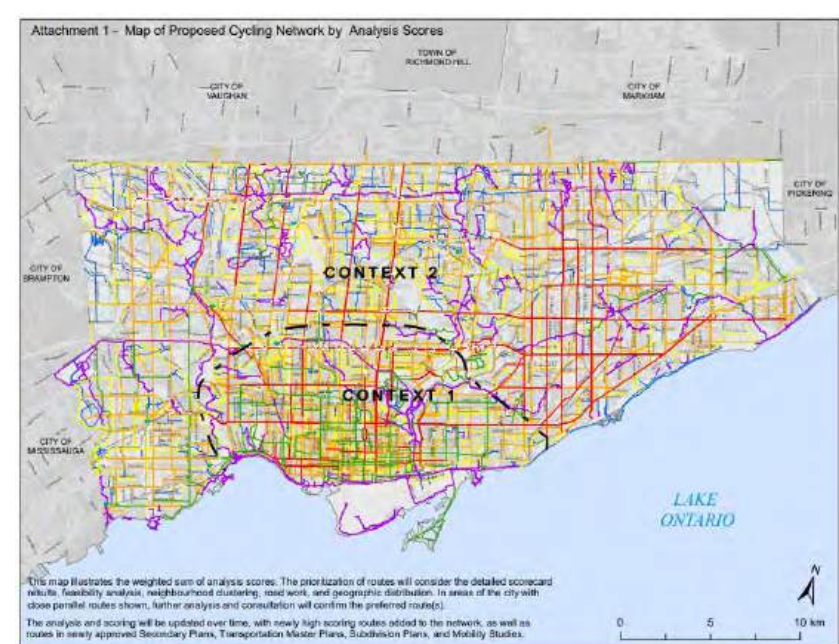
**Official Plan**, Secondary Plans and local planning frameworks help Toronto evolve, improve and realise its potential in areas such as transit, land use development, and the environment.



**TransformTO Climate Change Action Plan** commits to making 75% of trips under 5 kilometres to walking, cycling or transit by 2030.



**Complete Streets Guidelines** set a vision for streets to offer safe routes for people walking or cycling, space to expand the city's tree canopy, and innovation in managing stormwater.



**Cycling Network Plan** establishes a long-term vision that every street design should consider people cycling, just as every street considers people driving and walking.



**Capital Budget and Plan** determines the level of service provided to Toronto residents and guides decisions on what City infrastructure will be built and repaired.

# Related & Nearby Projects

The project team is coordinating with relevant nearby city building projects that can affect travel patterns.

- **Kipling Avenue Roadway Improvements** from Mount Olive Drive to Albion Road was approved by City Council in December 2025. Installation is expected from Spring 2026 to Summer 2027 and as part of road resurfacing on Kipling Avenue. Planned changes include enhanced streetscaping with greenery, upgraded intersections, transit stops, safety features, accessibility enhancements, a new multi-use trail and cycle tracks.
- **Islington Avenue Resurfacing Project** is anticipated to take place in the medium term. The scope of work is expected to include repair and replacement of damaged sidewalks and curbs, as well as safety improvements at the Albion Road and Islington Avenue intersection.
- **Albion Road Resurfacing Project** is anticipated to take place in the medium- to long-term. The scope of work is expected to include repairing damaged sidewalks and curbs, along with additional safety improvements.



Rendering of Kipling Avenue after the construction



Map of showing the study area and locations of related projects

# Existing Conditions



# Community Characteristics

Thistletown is home to approximately 9,850 residents. Travel within the neighbourhood is typically to or from home or one of these common destinations:

## Local Schools:

- St. John Vianney Catholic School
- Saint-Noël-Chabanel Catholic Elementary School
- Beaumonde Heights Junior Middle School
- St. Andrew Catholic School

## Shopping destinations:

- Thistletown Plaza
- 900 Albion Road Shopping Plaza
- Rowntree Gates Plaza
- Businesses at the Islington Avenue and Albion Road intersection

## Community Centres:

- Thistletown Community Centre
- Rexdale Community Hub

The Humber River Trail is another common destination for the community.



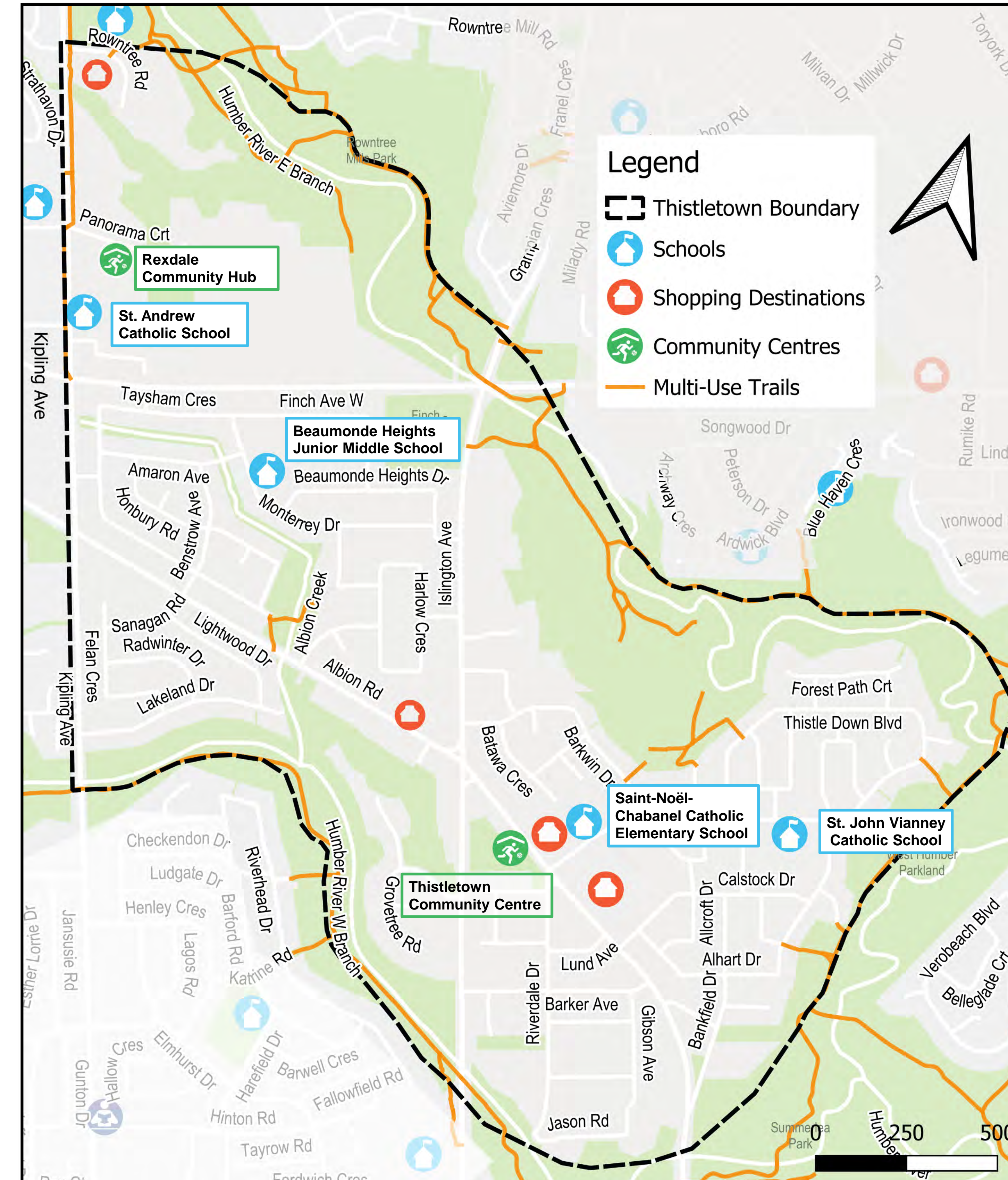
Saint-Noël-Chabanel Catholic Elementary School



Shopping plaza on Albion Road



Humber River Trail access from Thistle Down Boulevard



Local destinations in the project area

# Community Mobility

People travel to, from, and within Thistleton in a variety of ways.

## Travel choices:

- 78% of trips are taken by car: 60% as a driver and 18% as a passenger.
- 19% of trips are made by walking, transit or cycling.
- Approximately 37% trips under 1 kilometre are walked while most trips between 1 and 2 kilometres are made by car.

## Public Transit:

Public transit service in the area is provided by multiple bus routes including Route 37B, 937, 118, 45A, and Route 73C.

## Finch West LRT stops in the project area include:

- Rowntree Mills (Finch Avenue West and Islington Avenue)
- Mount Olive (Finch Avenue West and Kipling Avenue)

## Vehicle ownership:

- 95% of households own at least one car, compared to 72% citywide in Toronto
- 40% of households own more than one car, compared to 24% across Toronto



# Active Transportation Options

In Thistletown, 5% of households do not own a car and 37% of trips under 1 kilometre are made by walking, biking, and transit.

## Sidewalks & Trails

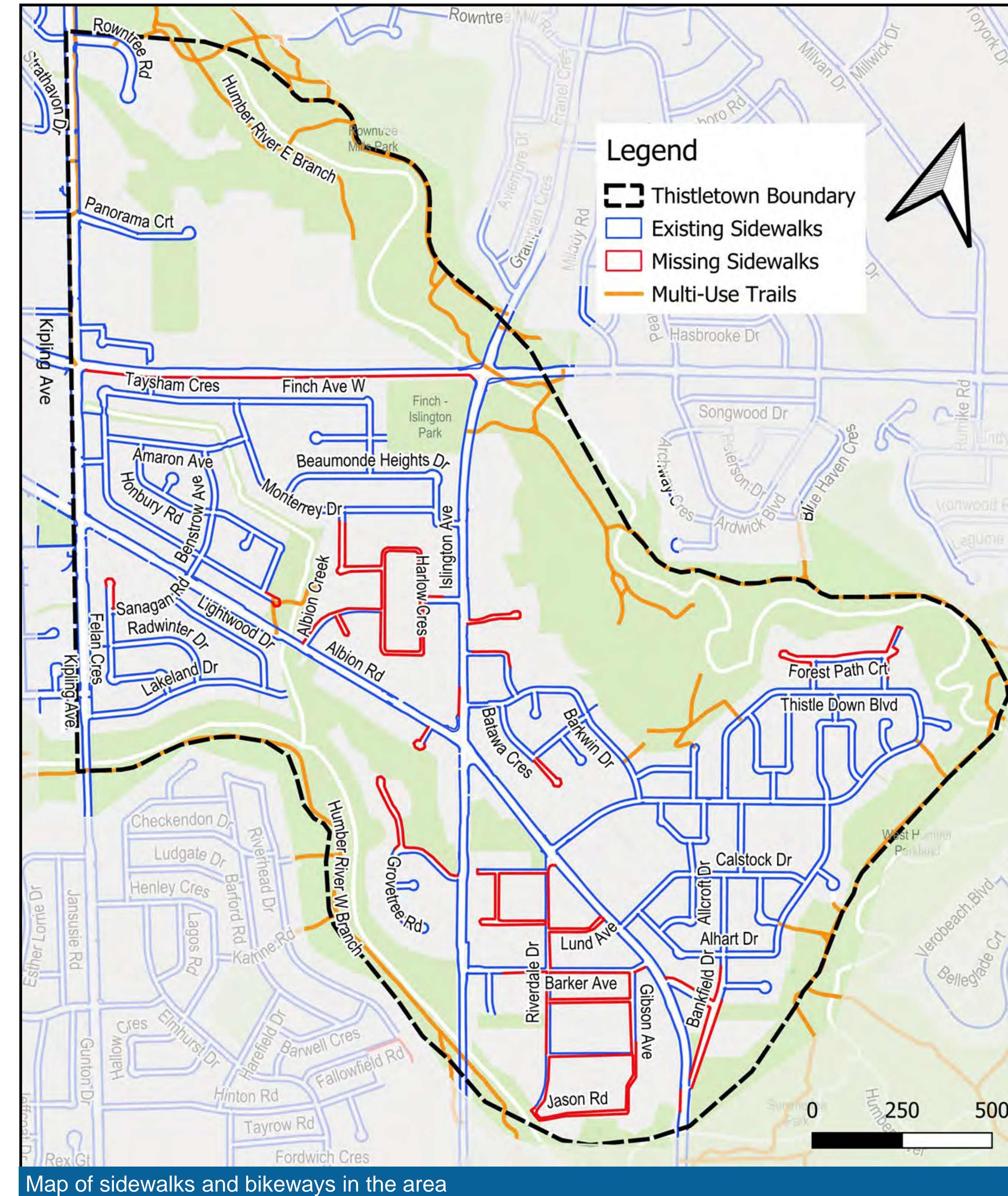
Approximately 20 local streets are missing sidewalks on one or both sides including.

Sidewalks were built according to design standards at the time of construction and may be narrower than current City standards.

## Bikeways

- There are bikeways on Kipling Avenue between Steeles Avenue and Finch Avenue West
- The bikeway between Panorama Court and Finch Avenue is being upgraded and extended to Albion Road as part of the Kipling Avenue Roadway Improvements project
- Humber River Trail runs through the area, along with a new bikeway on Finch Avenue West

Cycling routes have been identified for implementation along Rowntree Road and Panorama Court as part of the Council-approved Cycling Network Plan's 2025-2027 Near-Term Implementation Program.



# Road Safety

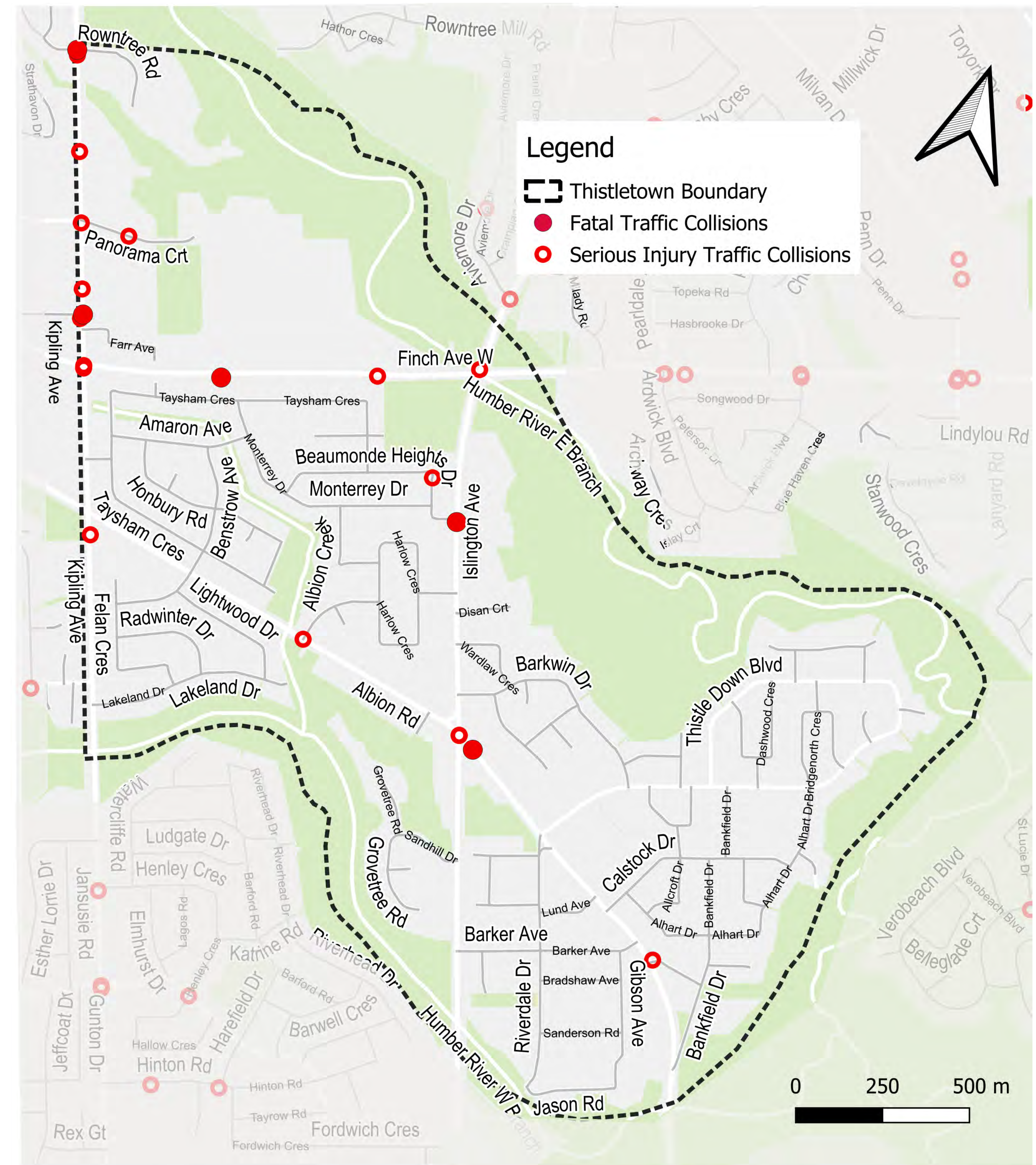
## Speeding

Speed limits in Thistletown are generally 30 km/h on Local Roads, 40 km/h on the Collector Road (i.e. Thistle Down Boulevard) and 50km/h on Arterial Roads (i.e. Kipling Avenue, Islington Avenue and Albion Road). Traffic data collected over the last five years gives evidence of speeding as much as 10-15 km/h over the limit.

## Collision History

Over the last 10 years, a total of 2,597 collisions have been reported within the study area including:

- 23 involving a vulnerable road user:
  - 8 collisions involving a pedestrian (4 fatalities)
  - 1 collisions involving a person cycling (serious injury)
- 17 resulting in death or serious injury:
  - 6 involved an older adult aged 65 years or more (2 fatalities)
  - 4 involved a school-aged child
  - 7 involved people in other age groups (3 fatalities)
- Of the 5 fatal collisions, 4 of them were the result of a driver striking a pedestrian, at:
  - intersection of Albion Road and Islington Avenue, July 2016
  - intersection of Kipling Avenue and Stevenson Road, February 2020
  - intersection of Kipling Avenue and Rowntree Road, September 2020
  - Finch Avenue West between Islington Avenue and Kipling Avenue, January 2021
  - The fifth fatal collision was between a vehicle and a motorcycle:
    - intersection of Islington Avenue and Beaumonde Heights Drive, October 2017



Map of Collision History in the Area

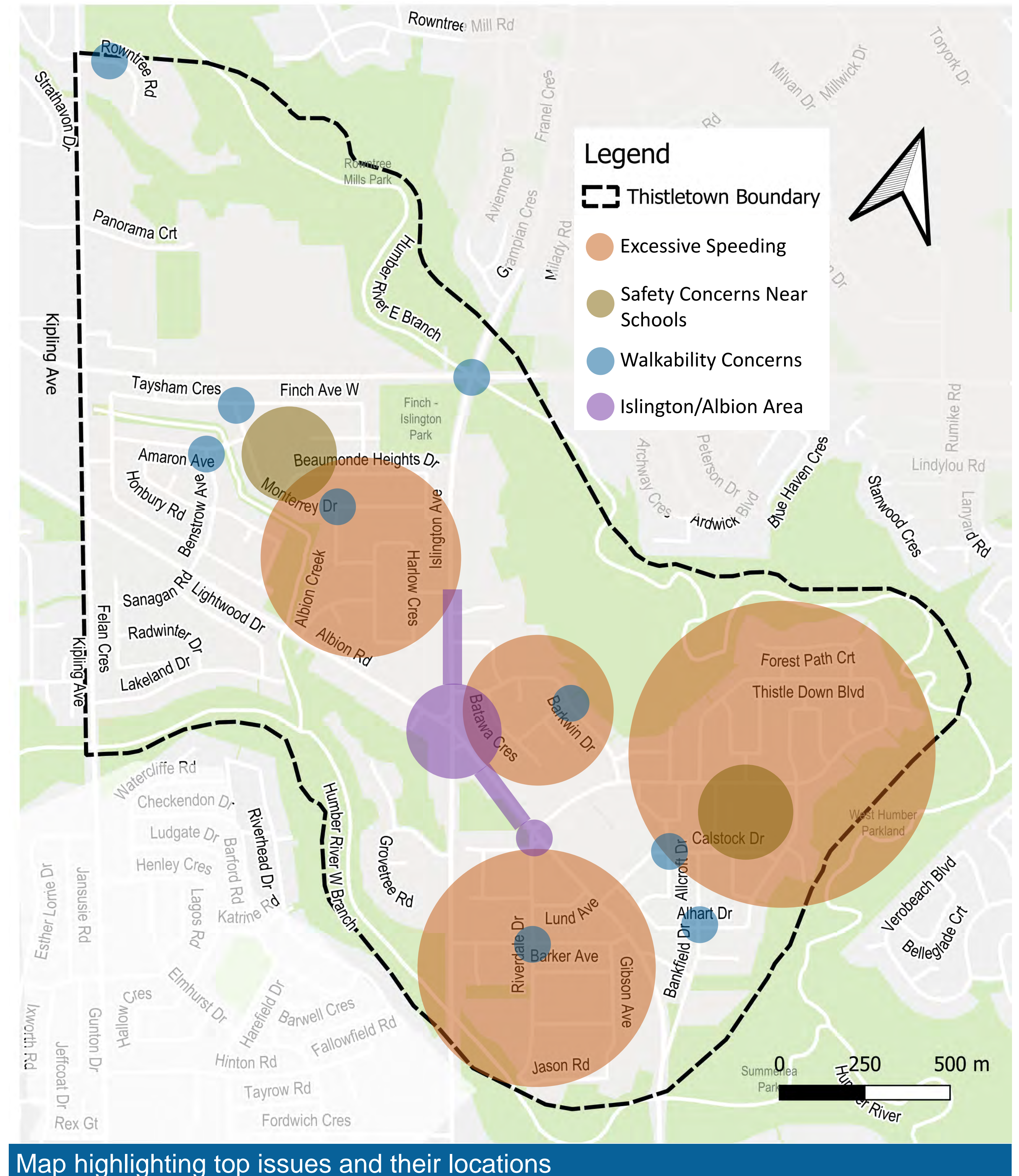
# Proposed Changes



# Top 4 Issues and Opportunities

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

1. **Excessive speeding:** Speeding on residential streets was a frequently raised concern from participants across the neighbourhood
2. **Safety concerns near schools:** Participants shared concerns about road safety near schools during pick-up and drop-off time
3. **Improvements to active transportation infrastructure:** Participants identified several locations where improved pedestrian and cycling infrastructure is needed
4. **Safety concerns around the Islington Avenue and Albion Road intersection:** Participants identified the following major concerns: confusing intersection configuration, lack of pedestrian crossing opportunities, multiple driveways, and hazardous turns



# 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

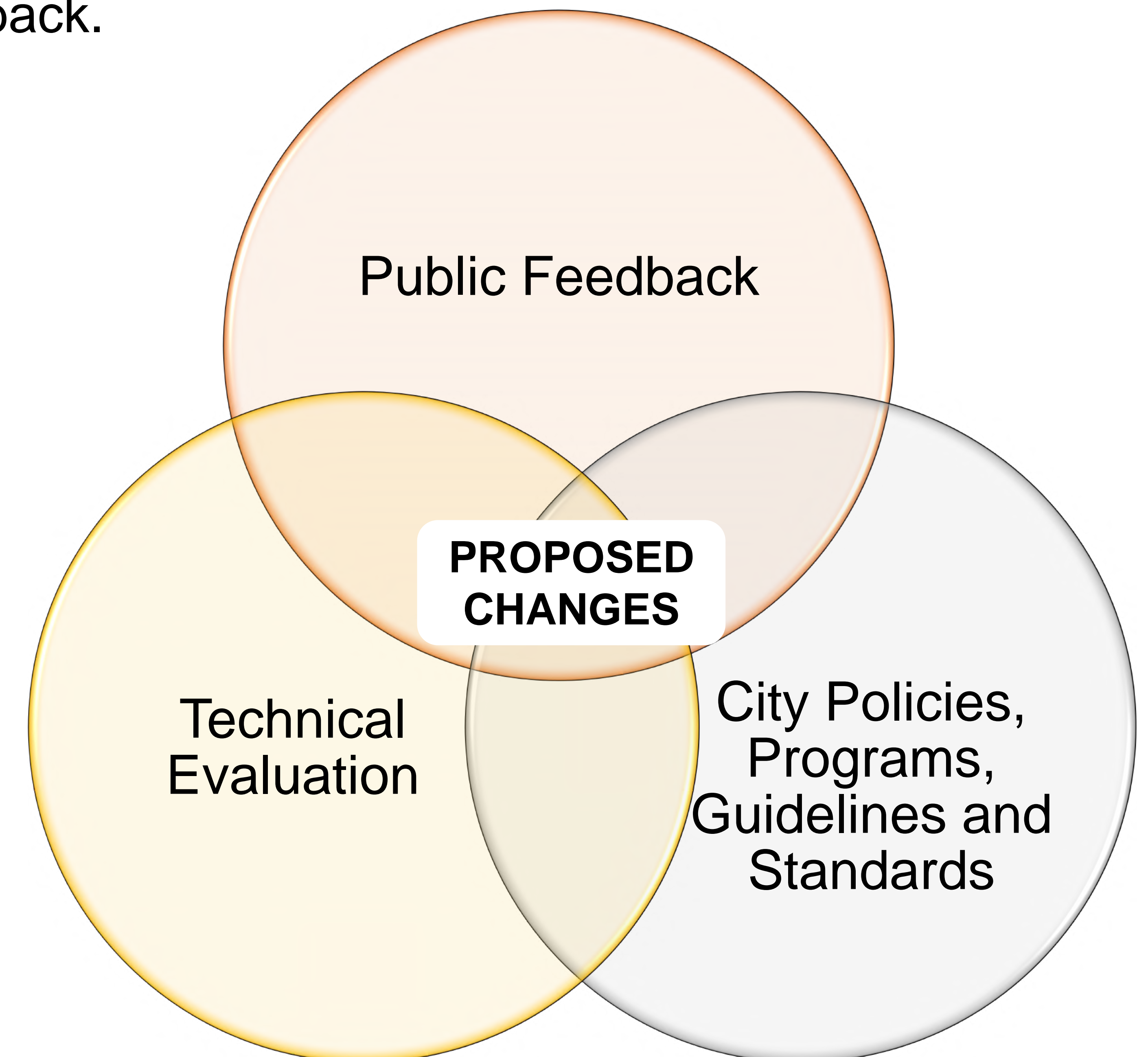
## City Policies and Programs:

- 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.



# 1. Excessive Speeding on Local Streets

Participants frequently identified concerns about excessive speeding on the local streets.

## What we heard in Phase 1 of the Streets Plan:

The following streets were identified as locations of concern:

- Barkwin Drive
- Harlow Crescent
- Monterrey Drive
- Barker Avenue
- Riverdale Drive

## What further analysis showed us:

Traffic studies identified speeding concerns on additional local streets. These are:

- Panorama Court
- Lakeland Drive
- Felan Crescent

Speeds up to 15-20 km/h over the posted speed were measured.



# 1. Excessive Speeding on Local Streets: Proposed Changes

Speed humps, speed cushions, and raised intersections are proposed at several locations in the neighbourhood.

**Speed humps and speed cushions** are a simple and effective way to reduce vehicle speeds and are designed and spaced to provide a comfortable driving experience at 30 km/h.

**Raised intersections** are designed to slow vehicles at crossings by raising the entire intersection so it is higher than the roadway and level with the sidewalk. This treatment improves visibility for pedestrians and encourages drivers to approach and travel through the intersection at lower speeds.



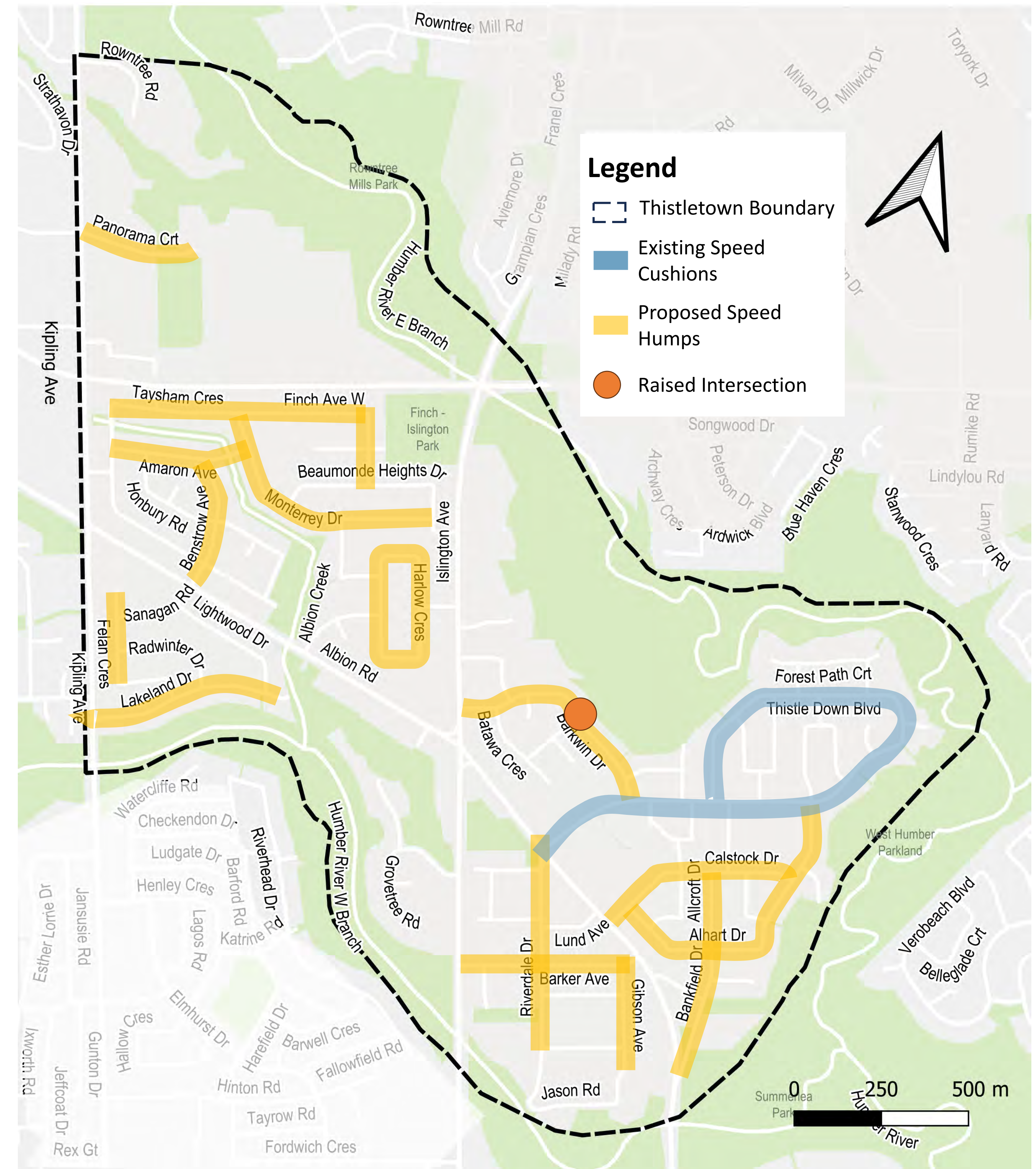
Rendering of a raised intersection



Speed cushions on Thistle Down Boulevard



Speed humps



Proposed and existing traffic calming measures

# 2. Safety Concerns Near Schools

Parents, residents and school staff raised concerns about road safety during school drop-off and pick-up times. Comments focused on St. John Vianney Catholic School and Beaumonde Heights Junior Middle School.

**What we heard in Phase 1 of the Streets Plan:**  
At both locations, participants identified concerns about:

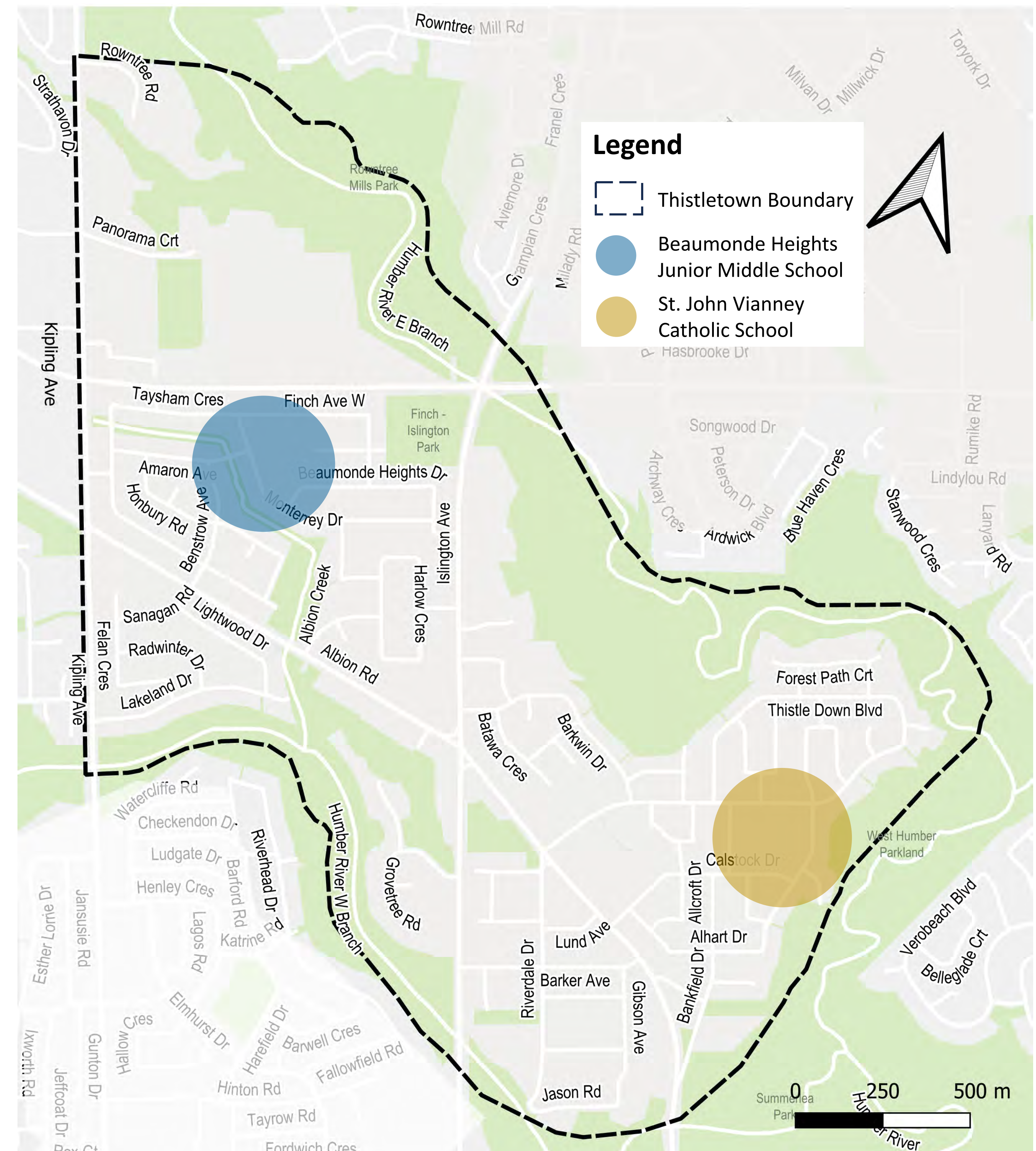
- Non-compliance with posted signs, including no-stopping and no U-turn signs
- Pick-up and drop-off at locations other than the assigned areas



Drop-off operations at St. John Vianney School



Pick-up operations at Beaumonde Heights Junior Middle School



Locations of John Vianney School and Beaumonde Heights Junior Middle School

# 2. Safety Concerns Near Schools: Proposed Changes

## St. John Vianney Catholic School

Speed cushions have already been installed on Thistle Down Boulevard, and additional pick-up and drop-off location added on Calstock Drive, south of the school. Additional changes include:

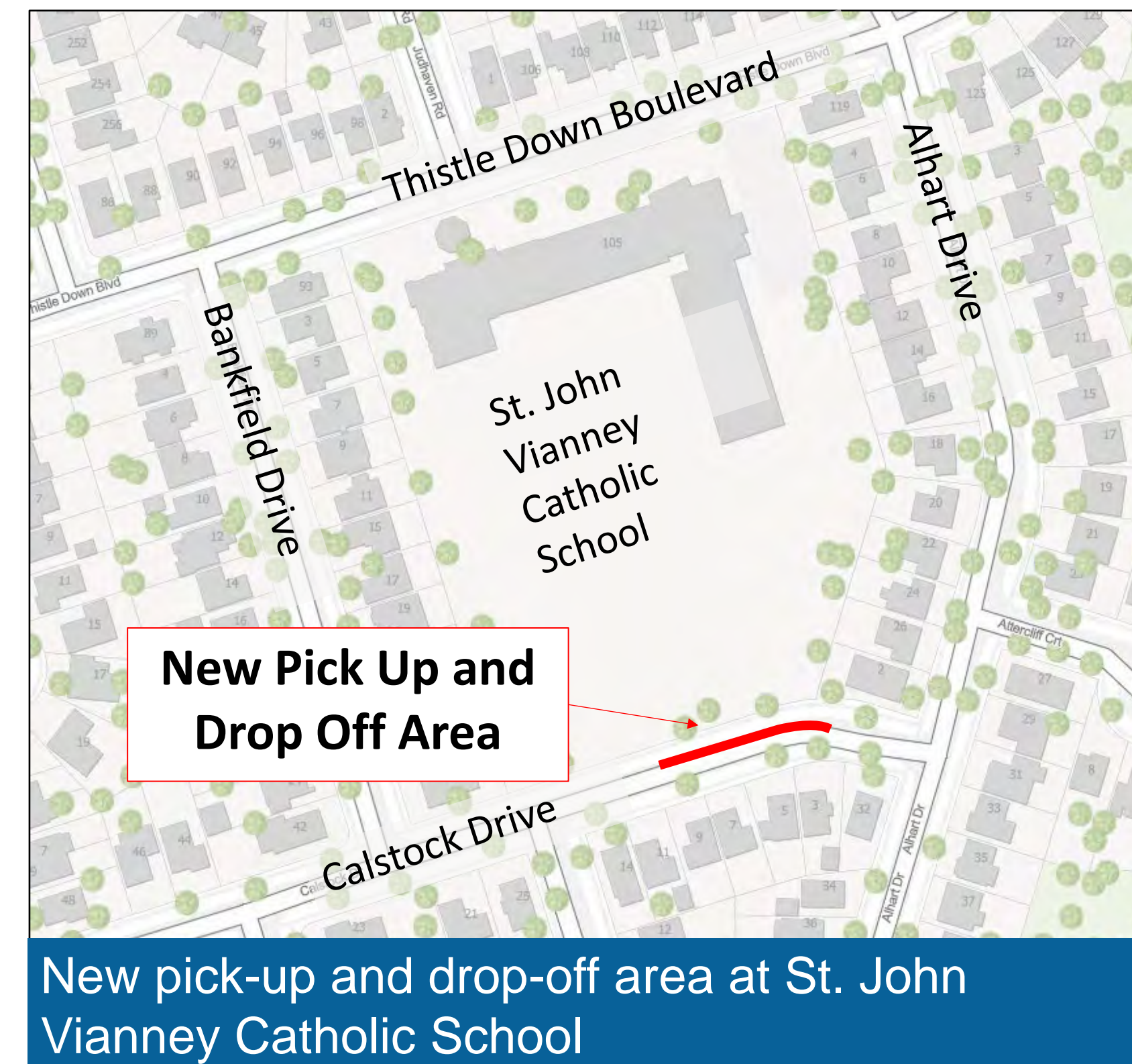
- Speed humps on Calstock Drive
- Extending the curb at the existing pedestrian crossing on Thistle Down Boulevard to enhance visibility of and shorten the crossing distances for pedestrians

## Beaumonde Heights Junior Middle School

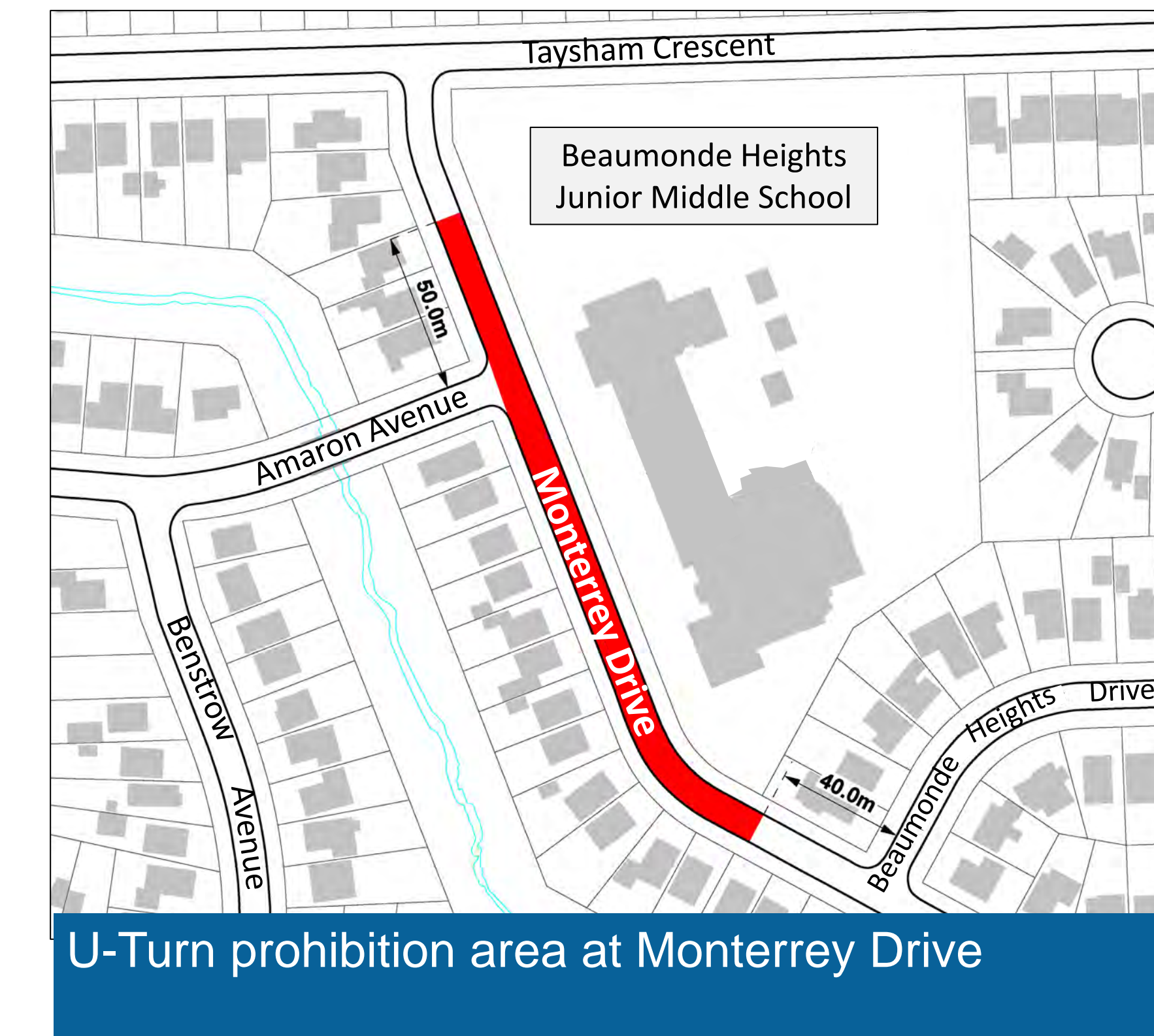
Proposed changes include:

- Restricting U-turns at Monterrey Drive
- Speed humps on Monterrey Drive
- Extending the curb at the existing pedestrian crossing on Monterrey Drive, to enhance visibility and shorten the crossing distances for pedestrians

These measures are intended to slow vehicle speeds around both schools and help create a safer environment for students and families. Additionally, both schools are working with Green Communities Canada (GCC) on a School Travel Plan to help students travel to and from school more safely.



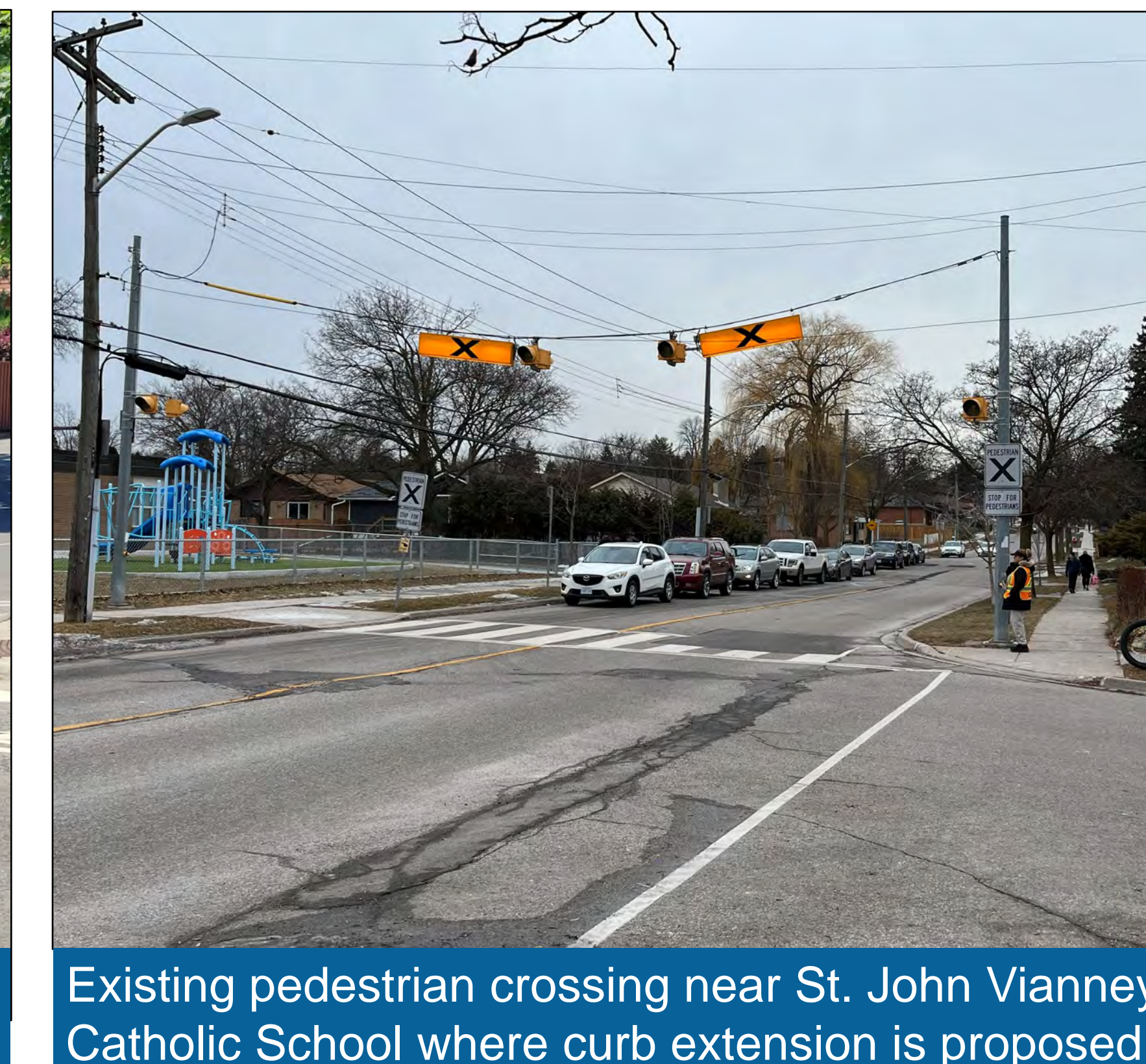
New pick-up and drop-off area at St. John Vianney Catholic School



U-Turn prohibition area at Monterrey Drive



Example of a curb extension using quick build materials



Existing pedestrian crossing near St. John Vianney Catholic School where curb extension is proposed

# 3. Improvements to Active Transportation Infrastructure

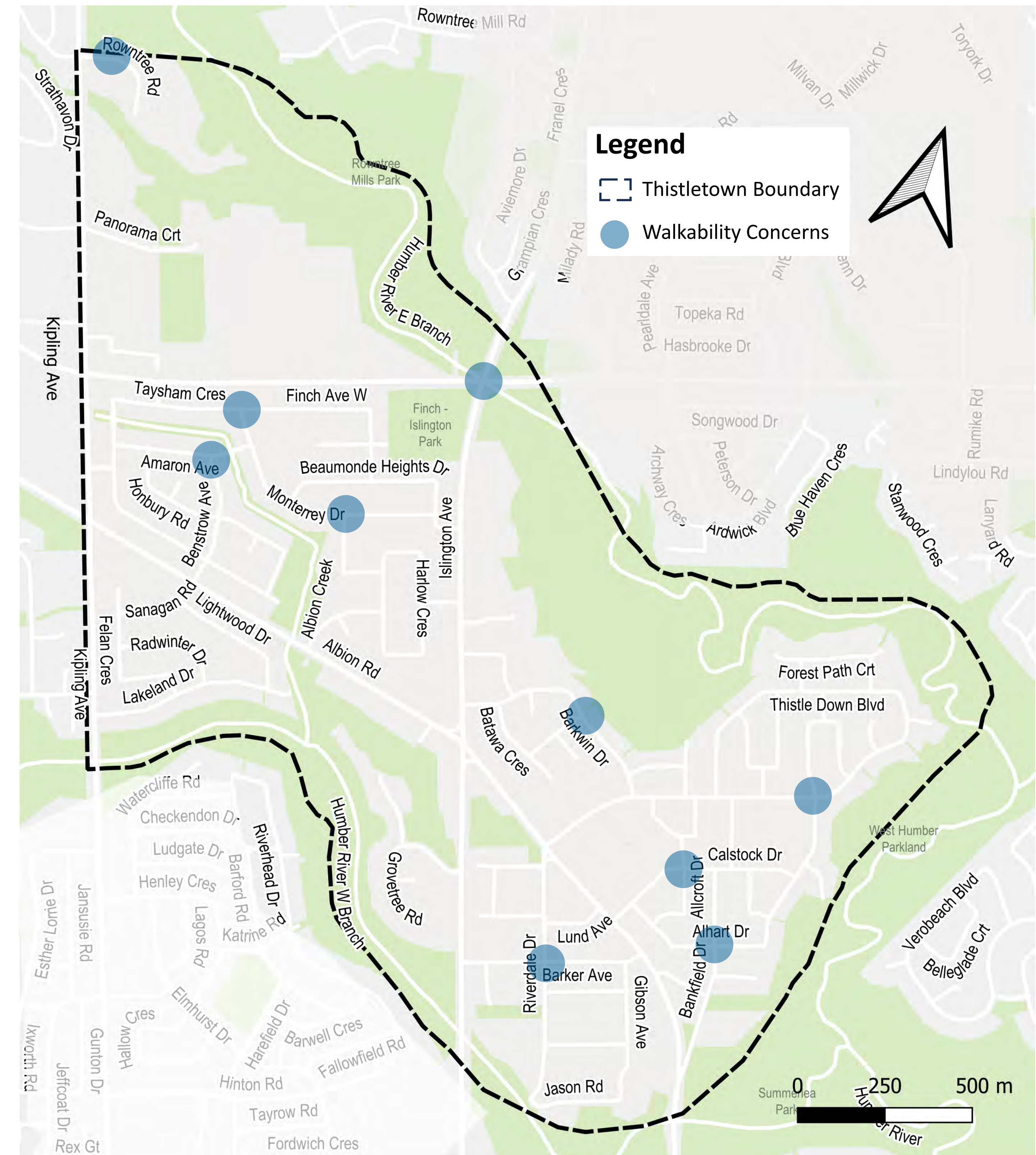
Participants frequently expressed the need for better active transportation infrastructure in the area. Feedback included long distances between crosswalks, desire for improved experience at transit stops, and desire for increased cycling connectivity

## What we heard in Phase 1 of the Streets Plan:

- Lack of safe crossing opportunities around the area of the Islington Avenue and Albion Road intersection.
- Narrow sidewalk at the TTC stop near the intersection of Finch Avenue West and Islington Avenue.
- Desire for improved cycling access to the Humber River trails.

## What further analysis showed us:

- Observations during site visits confirmed that several locations are missing crosswalks; Existing intersections with all-way stop control are eligible to have painted crosswalks.
- Additional review of the bus stop located on Islington Avenue south of Finch Avenue confirmed that the sidewalk width is below City standards and does not provide sufficient space for people using the bus stop.



Locations where walkability concerns were raised

# 3. Improvements to Active Transportation Infrastructure: Proposed Changes

**New Crosswalks** have been identified at the following intersections with **existing all-way stop signs**:

- Amaron Avenue and Benstrow Avenue
- Monterrey Drive and Taysham Crescent
- Monterrey Drive and Waltham Drive
- Barkwin Drive and Batawa Crescent
- Barker Avenue and Riverdale Drive

**TTC Bus Stop Relocation:** The bus stop on Islington Avenue, south of Finch Avenue West, will be relocated to the other side of the intersection, north of Finch Avenue West.

- This new location has a wider sidewalk, giving transit riders more space to wait and board safely and comfortably

Additionally, a **new pedestrian crossing** is under consideration to improve pedestrian safety at:

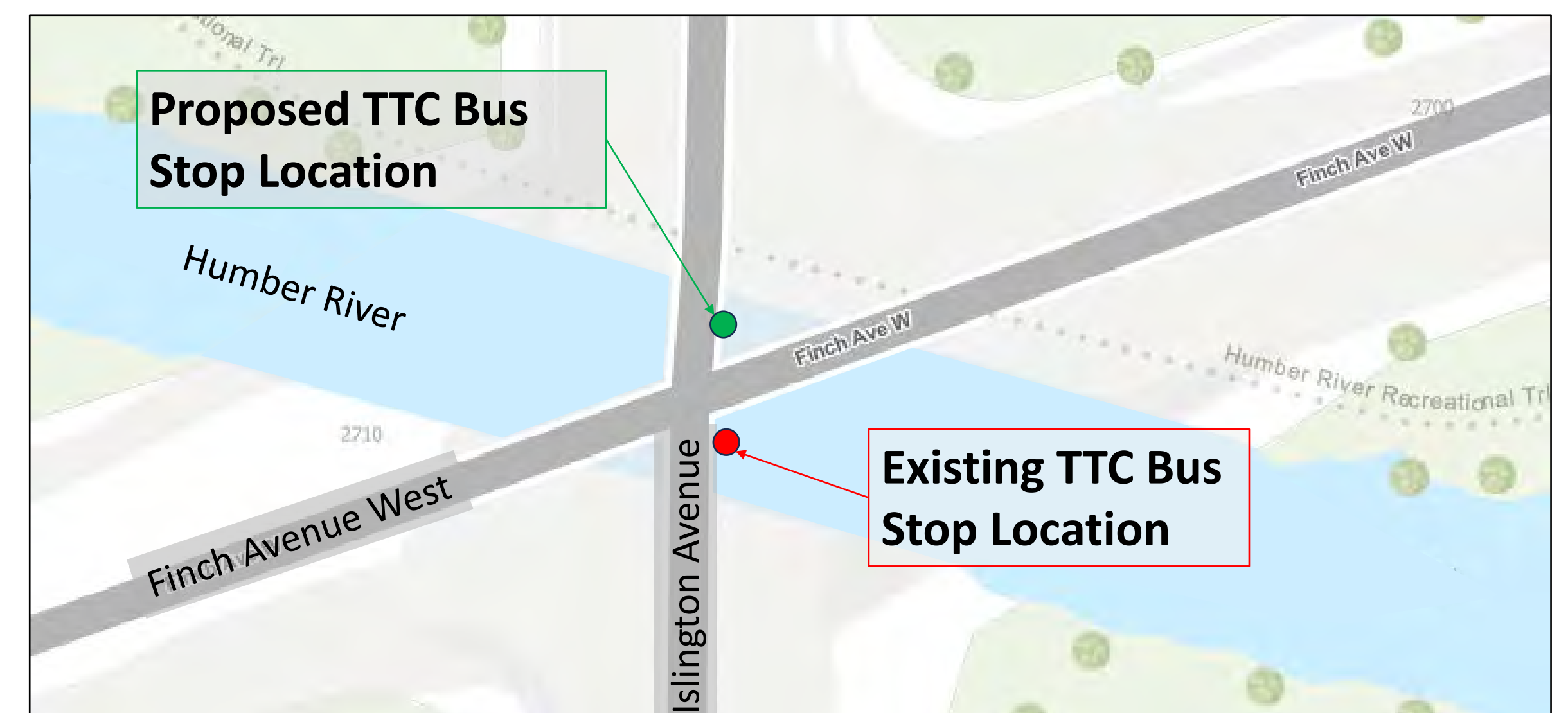
- Rowntree Road east of the driveways leading to the plaza, North Kipling Community Centre and North Kipling Junior Middle School.



Pedestrian crossing



All way stop-controlled intersection at Monterrey Drive and Waltham Drive



Relocation of TTC bus stop at Finch Avenue West

# 3. Proposed Active Transportation Changes: Panorama Court

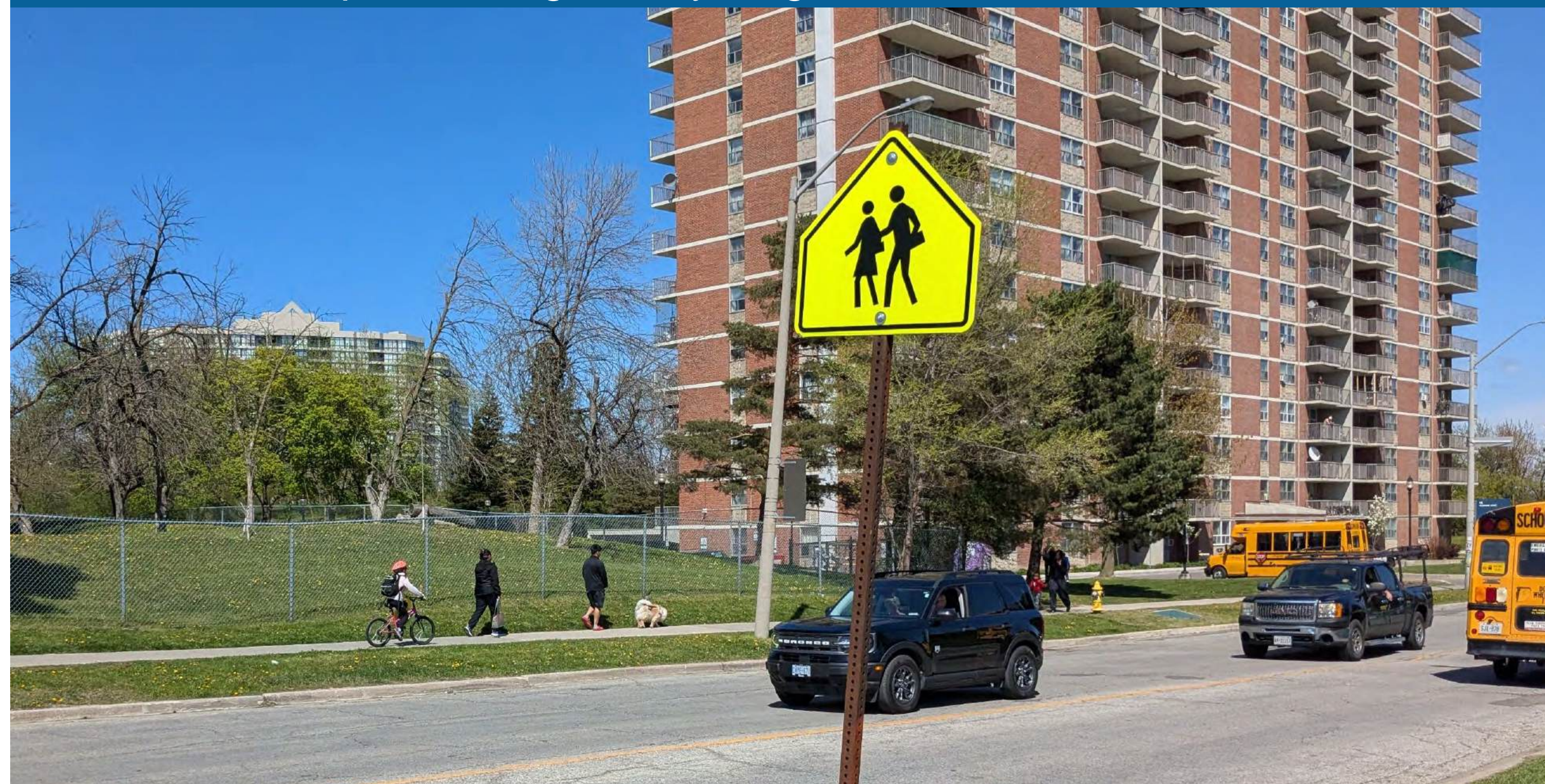
Panorama Court is a residential street in the Streets Plan area that has been prioritized in the Cycling Network Plan due to:

- Connections to existing bikeways, Kipling Avenue, and key destinations including Rexdale Community Hub, Panorama Park, and high-density residential buildings
- Road safety concerns including excessive speeding and collisions
- Need for more active transportation options in a Neighbourhood Improvement Area

In 2027, road resurfacing is planned on Panorama Court providing the most cost-effective opportunity for safety improvements.



EXISTING: People walking and cycling on north side of Panorama Court

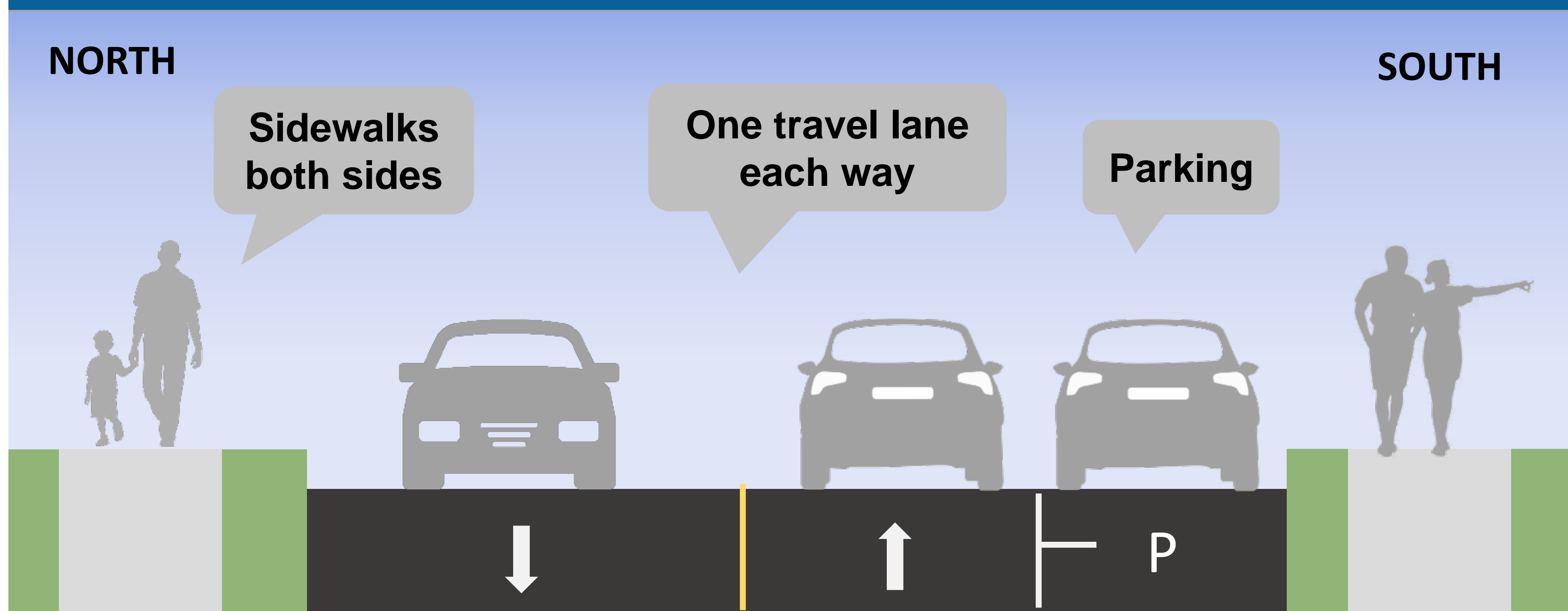


PROPOSED: Artistic rendering of changes proposed for Panorama Court

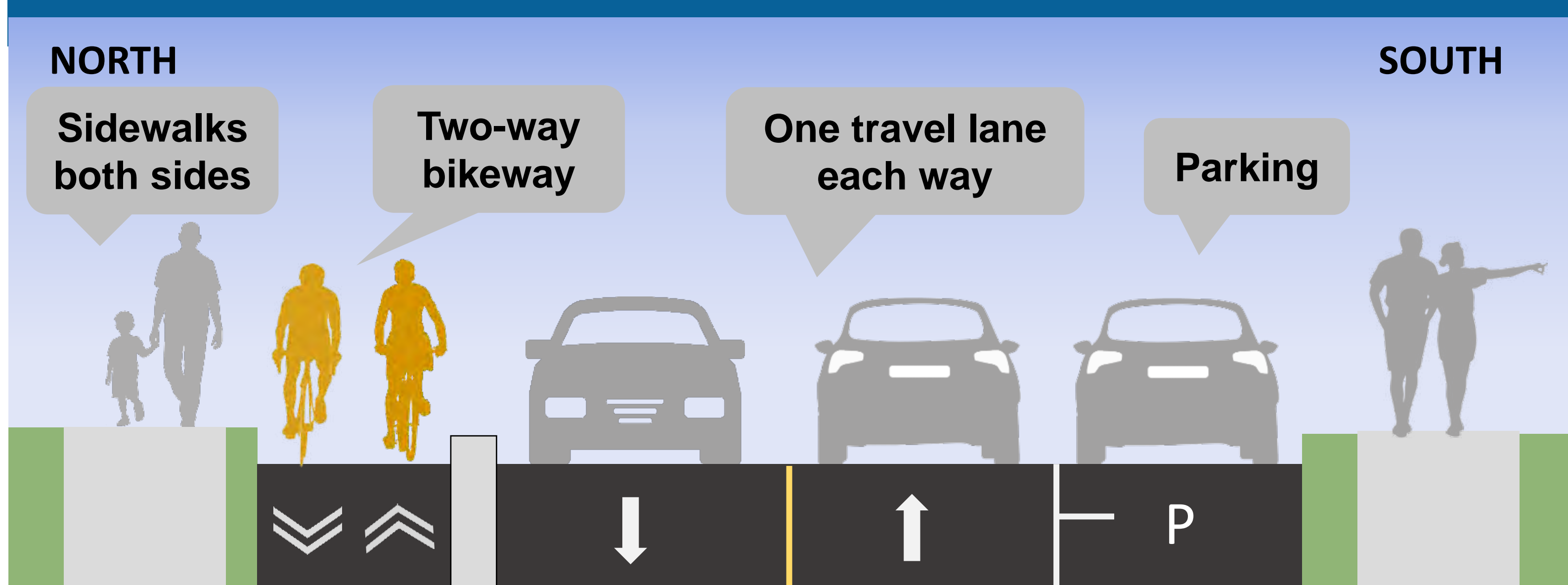


# 3. Proposed Active Transportation Changes: Panorama Court

Existing: One travel lane each way with parking alternating sides



Proposed: One travel lane each way, parking south side, bikeway north side



## Existing Conditions:

- 9.8 metres wide roadway, with one travel lane per direction
- Parking on alternating sides of street; No Stopping section on north side on weekdays 8 a.m. to 5 p.m.
- Posted speed limit 30 km/h

## Summary of Proposed Changes:

- Road design that discourages speeding (including speed humps and reducing lane widths to City's standard)
- Construct a two-way bikeway on north side of street, physically separated from the motor vehicle lane with a concrete barrier
  - North side is proposed to avoid turning conflicts at driveways on south side and has fewer utility impacts
- Consolidate parking onto south side of street with a total of 38 spaces
- Potential removal of 6 to 8 small trees, that would be replaced with three times as many new ones
- No change to number of motor vehicle lanes

# Parking Impacts on Panorama Court

The proposed design would allow 38 all day parking spaces on the south side of the street. This would increase overnight and weekday daytime parking by two spaces and would reduce evening and weekend parking by 24 spaces. Based on the parking survey, the proposed supply would accommodate existing parking demand at all times. On average, one of five spaces would be available at all times.

Currently, on-street parking is allowed on Panorama Court with time-of-day restrictions that vary by side of the street. There is currently "No Stopping" on most of the north side of the street between 8:00 am and 5:00 pm on weekdays, and "No Parking" overnight on the south side. Within the City of Toronto, during times and locations where parking is allowed, a **maximum three-hour parking limit exists** (unless signed for less, such as maximum one-hour parking, or unless there is residential on-street permit parking for specified hours).

Parking surveys were conducted in December 2025 and January 2026 including weekday and weekend afternoon, evening, and overnight.

| Time-of-Day  | Existing Conditions    |                         |                        | Proposed               |                    |  |
|--|------------------------|-------------------------|------------------------|------------------------|--------------------|--|
|  | Total Spaces Available | Average Observed Demand | % Observed Utilization | Total Spaces Available | Net Parking Impact | % Utilization based on observed demand |
| Daytime (Weekday 7am-8am & 5pm-10pm, Weekend 7am-10pm) | 62                     | 31                      | 50%                    | 38                     | -24                | 82%                                    |
| Daytime (Weekday 8am-5pm)                              | 36                     | 18                      | 50%                    | 38                     | +2                 | 47%                                    |
| Overnight (Everyday 10pm-7am)                          | 36                     | 28                      | 78%                    | 38                     | +2                 | 74%                                    |

*The three-hour parking maximum that exists today would be the same in the proposed design.*

# 3. Proposed Active Transportation Changes: Rowntree Road

Rowntree Road is a residential street in the Streets Plan area that has been prioritized in the Cycling Network Plan due to:

- Connections to existing bikeways and key destinations such as Kipling Avenue, Humber River Trail, North Kipling Community Centre, North Kipling Junior Middle School, and high-density residential buildings
- Need for more active transportation options in a Neighbourhood Improvement Area

In 2027, road resurfacing is planned on Rowntree Road providing the most cost-effective opportunity for safety improvements.



Map showing the project area at Rowntree Road



Rowntree Road facing south-east

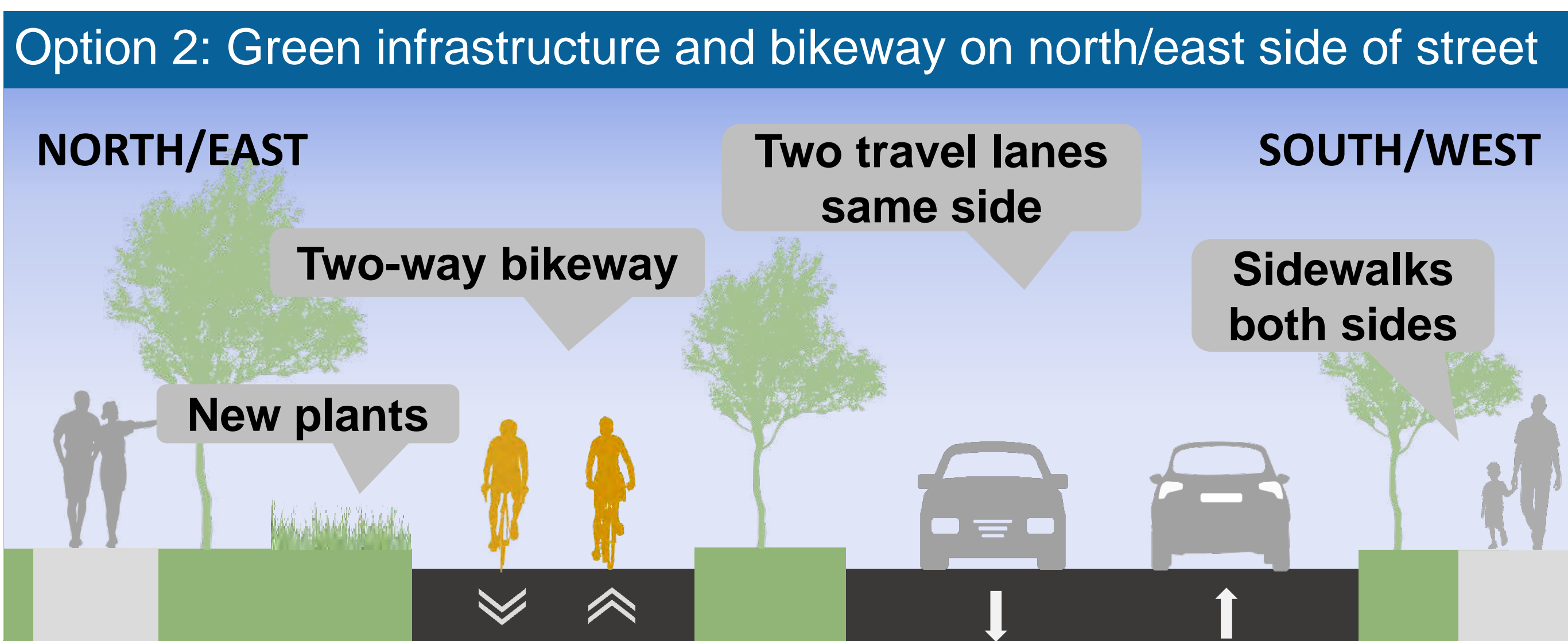
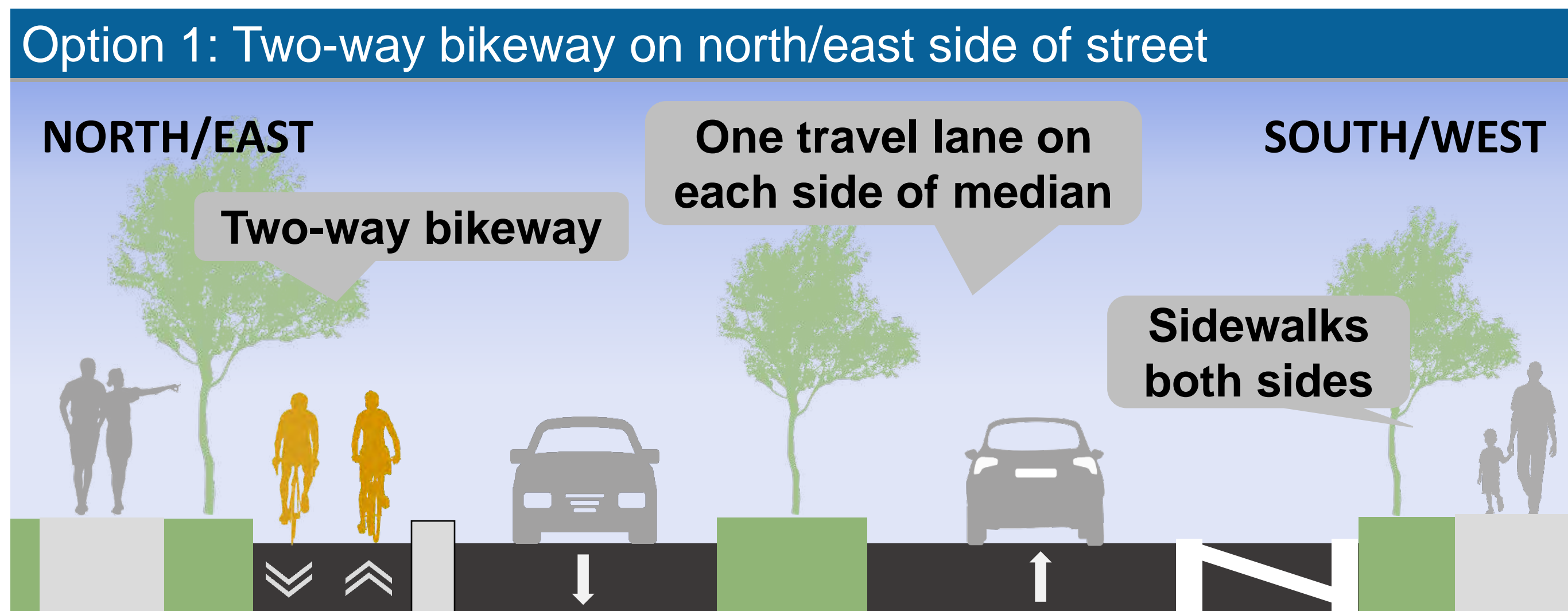
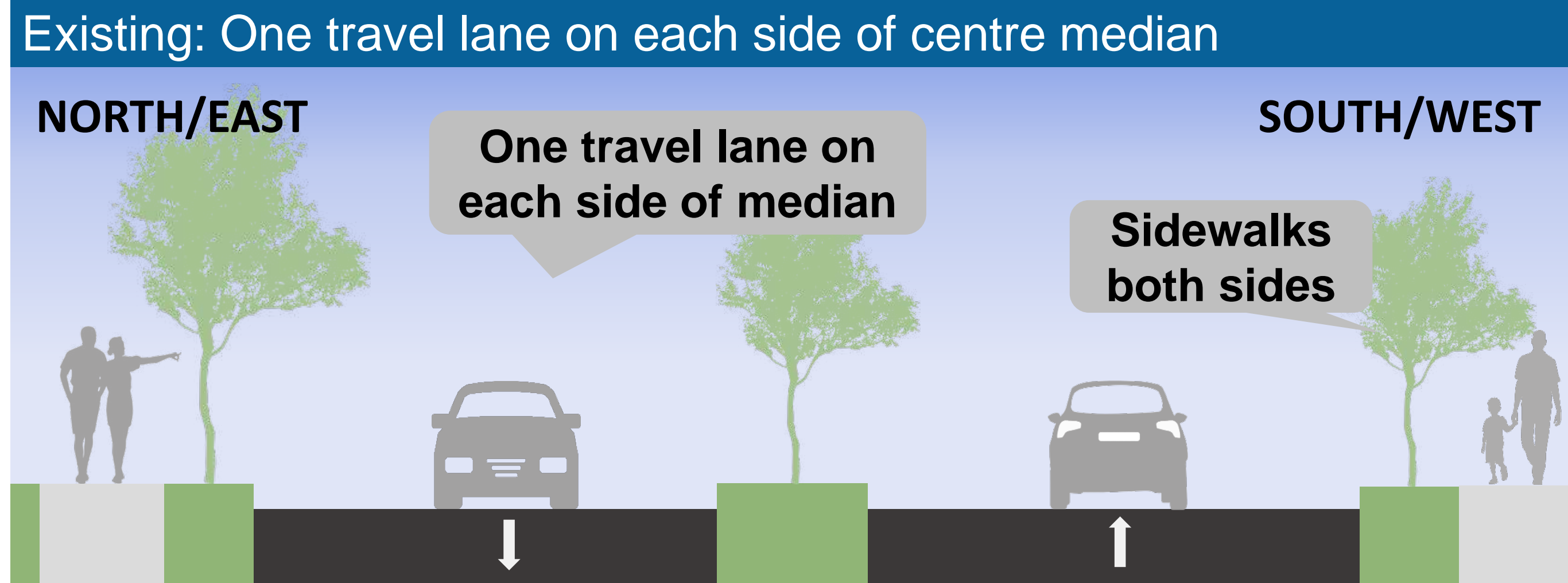


Entrance to Humber River Trail on Rowntree Road



Residential bicycle parking on Rowntree Road

# 3. Proposed Active Transportation Changes: Rowntree Road



## Existing Conditions:

- Roadway width is 7 metres on each side of median, with one travel lane per direction
- Posted speed limit is 30 km/h
- No parking

## Summary of Proposed Changes:

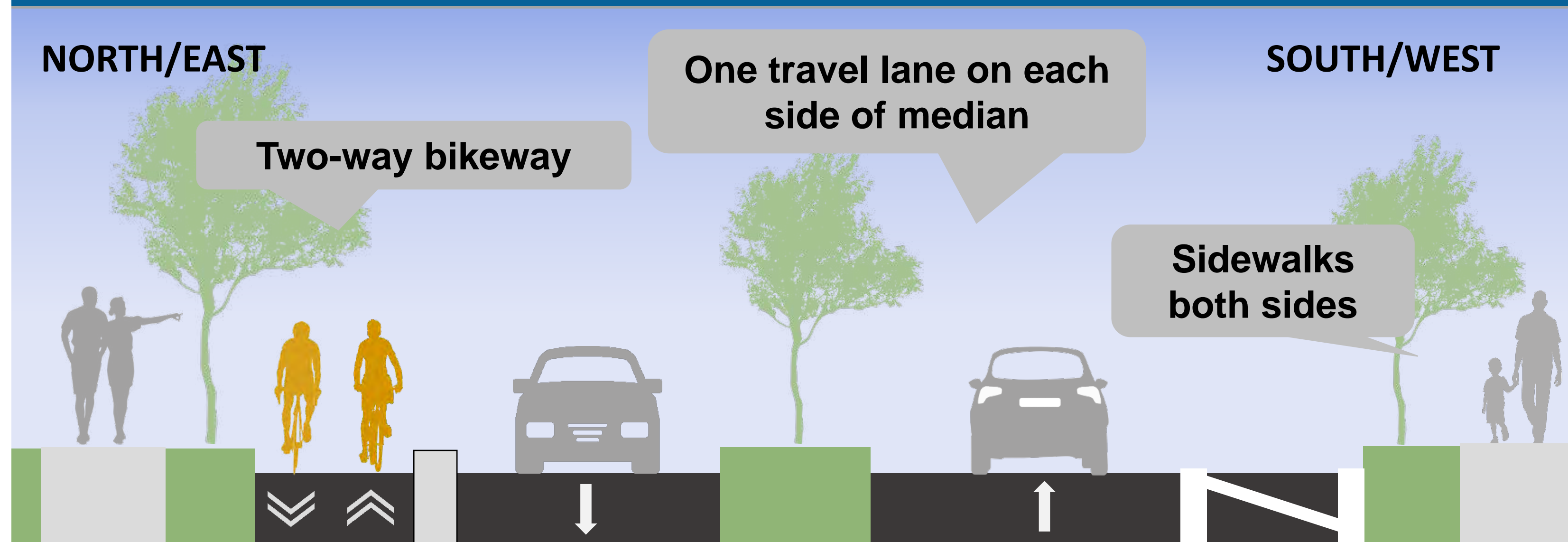
- Construct two-way bikeway or trail on north/east side of street
- Road design that discourages speeding (including speed humps and bringing the lane widths to within City's standards)
- Potential removal of 6 to 8 small trees, that would be replaced with three times as many new ones
- No change to number of motor vehicle lanes
- Under review: improvements for pedestrians crossing near community centre driveway

## There are two different ways the bikeway could be constructed:

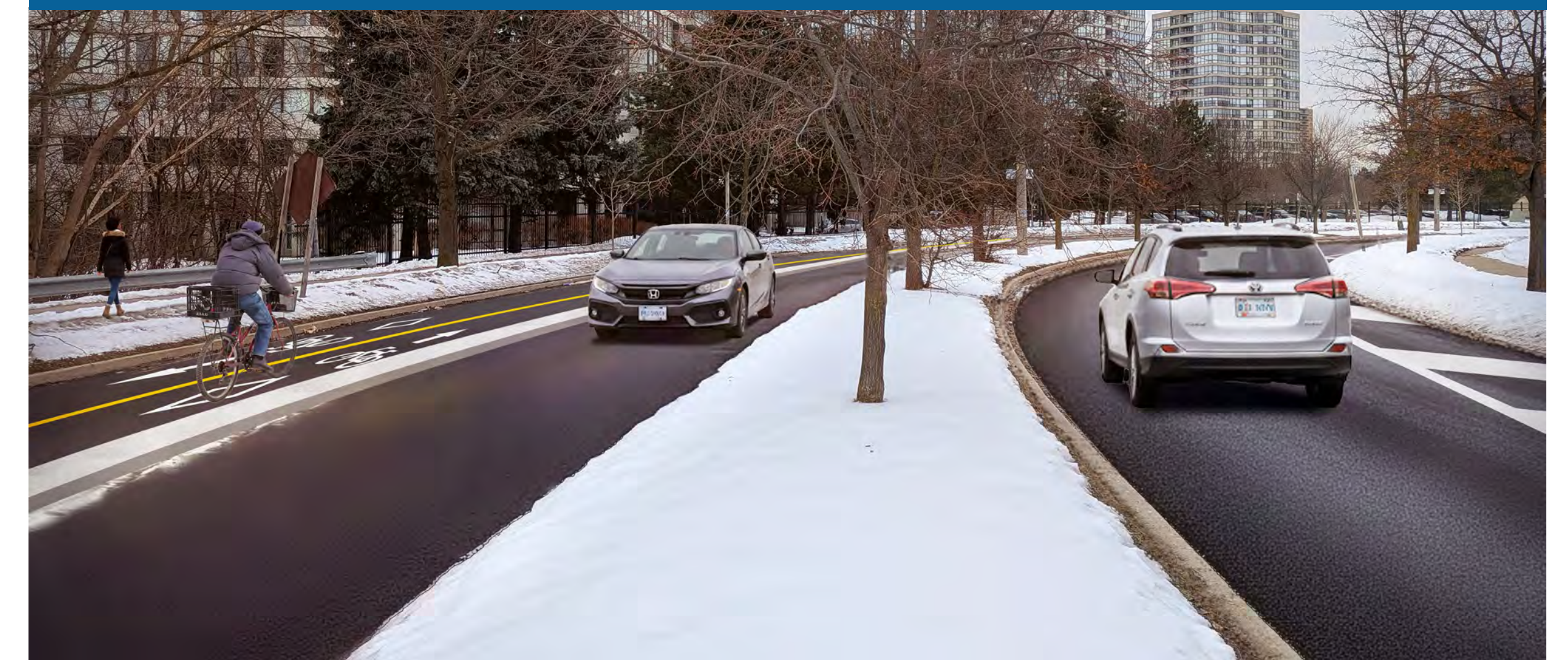
- **Option 1:** install the two-way bikeway along the north-east side of the street with one motor vehicle lane on each side of the median
- **Option 2:** convert the north-east side of the median to the two-way bikeway with new plantings that support stormwater management; move both directions for motor vehicles on the south-west side of the median
- Both options maintain access to driveways

# 3. Proposed Active Transportation Changes: Rowntree Road

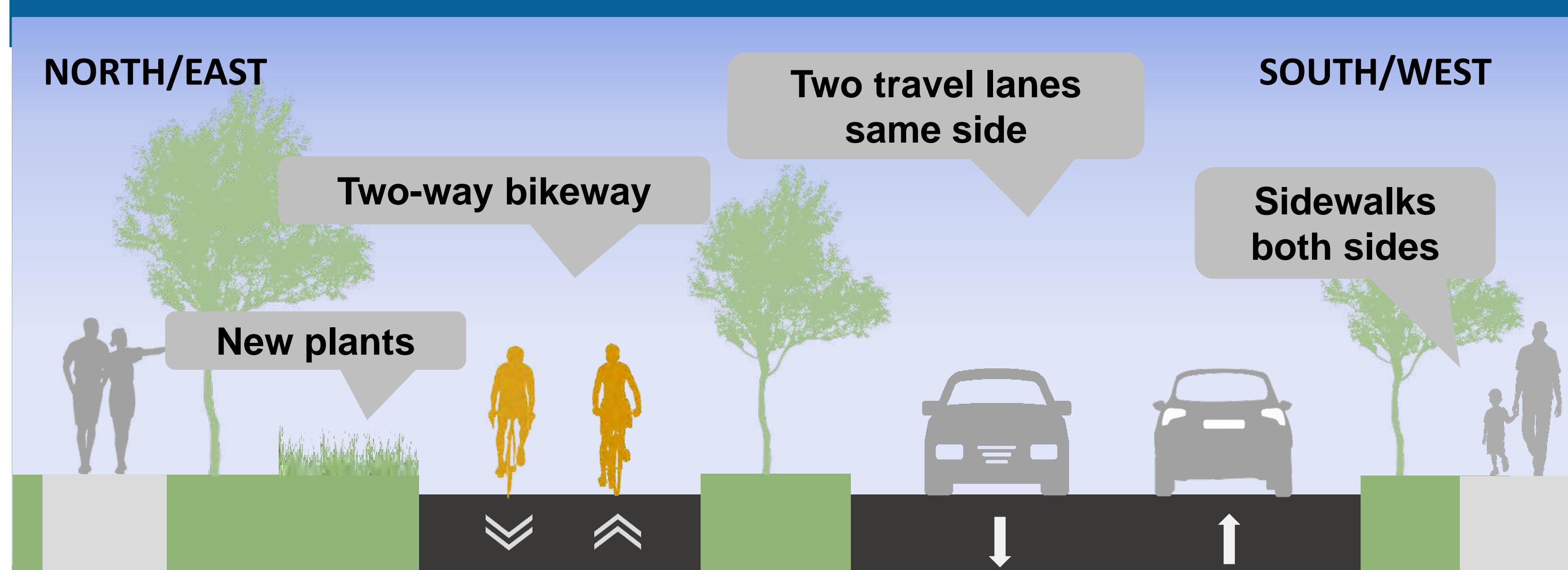
Option 1: Two-way bikeway on north/east side of street



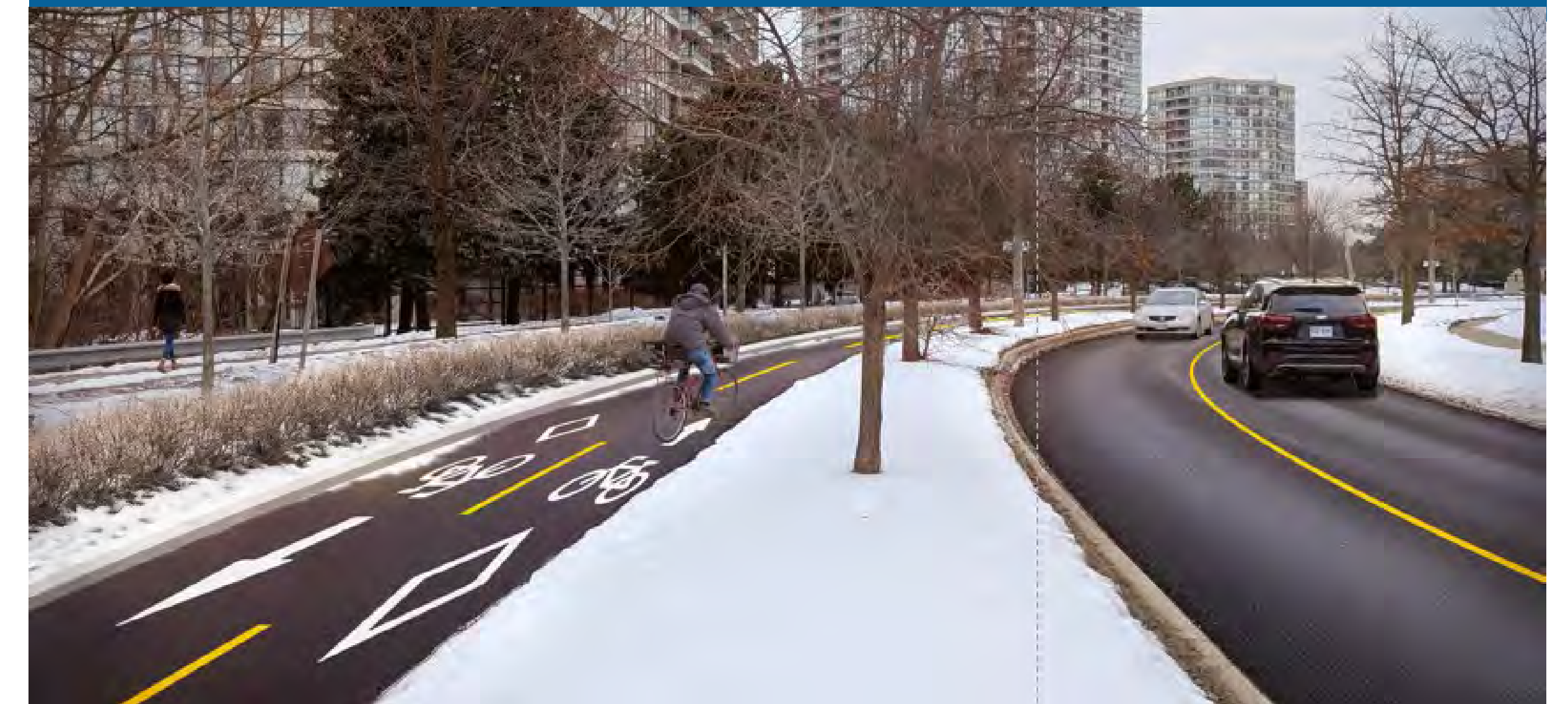
PROPOSED: Artistic Rendering of Proposed Option 1



Option 2: Green infrastructure and two-way bikeway on north/east side of street



PROPOSED: Artistic Rendering of Proposed Option 2



# 4. Safety Concerns at Islington Avenue and Albion Road Area

Safety concerns on Islington Avenue and Albion Road intersection and surrounding area were frequently identified as in Phase 1. Participants highlighted concerns for all road users, including drivers, pedestrians, cyclists, and transit riders.

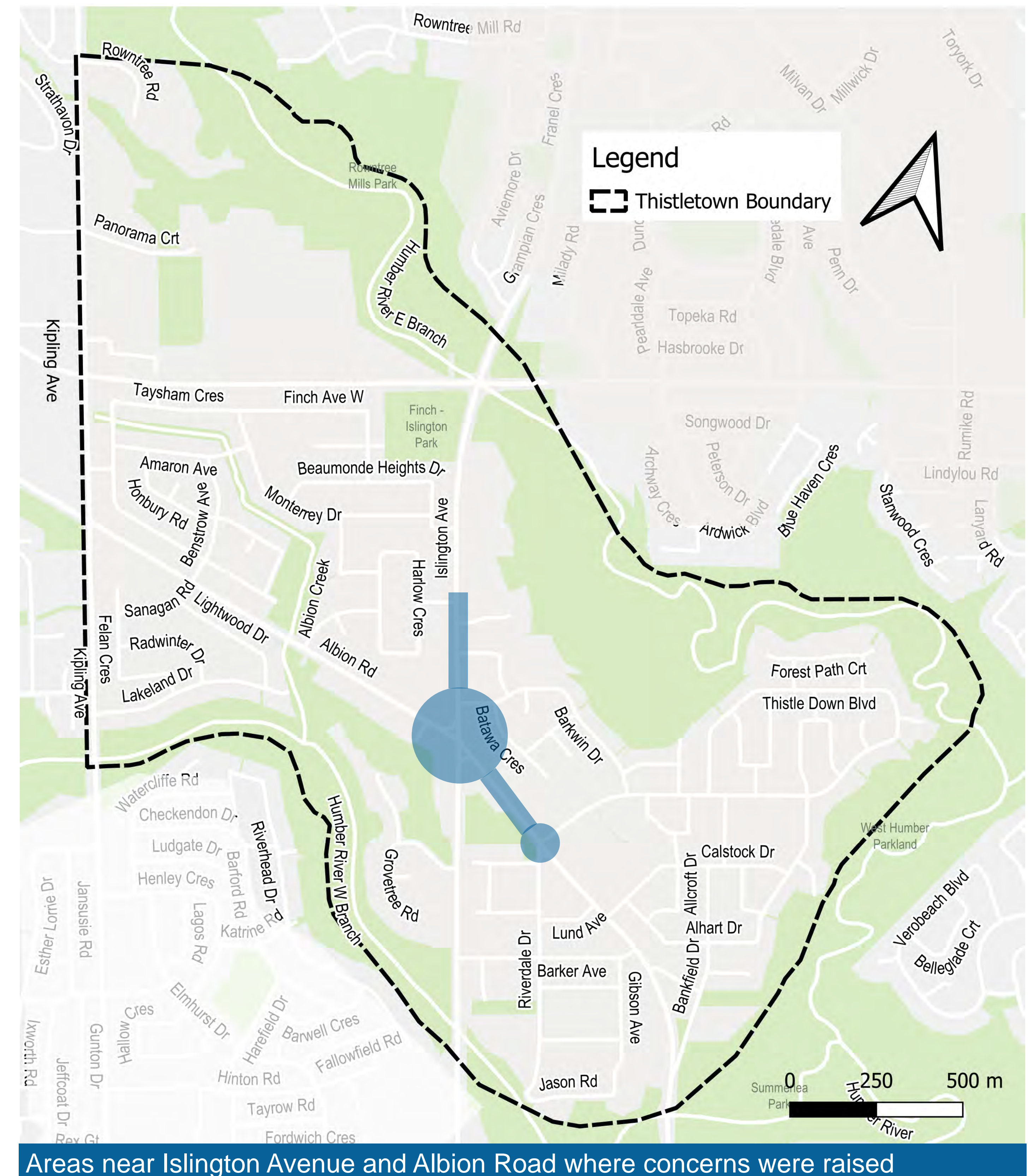
Both roads are major arterials, and the area includes multiple plaza driveways in all directions.

## What we heard in Phase 1 of the Streets Plan:

- Concerns about crossing the intersection when drivers are making left turns
- Drivers reported that the intersection design feels confusing
- Pedestrians cross Albion Road and Islington Avenue at unmarked locations

## What further analysis showed us:

- Over the past 10 years, more than 500 collisions have been reported at the intersection, with over 100 additional collisions in the surrounding area. In 2016, a pedestrian was struck and killed by a driver near this intersection.



Areas near Islington Avenue and Albion Road where concerns were raised

# 4. Safety Concerns Around the Islington Avenue and Albion Road Area

The City is planning resurfacing projects on both Islington Avenue and Albion Road in the medium-term. Public feedback shared in Phase 1 of Thistletown Streets Plan will help inform this work. While the scope of work is being determined, potential changes could include the following safety improvements:

**Removing right turn channels** helps make intersections safer for pedestrians. Removing right-turn channels encourages lower speed turns, improves visibility of pedestrians in or approaching crosswalks, and allows for accessible signals to be added for people with low or no vision. If a channel cannot be removed, it may be rebuilt to improve safety and include features like truck aprons or raised crossings

**Mountable curbs** allow for intersection corners to be designed for smaller vehicles while accommodating turning movements for larger vehicles. Trucks can drive over a mountable curb if needed to complete a turn. Mountable curbs encourage lower speed turns and can improve safety at intersections. Mountable curbs are used in many cities across North America.

**Curb radii tightening** means making the corners of an intersection tighter. Tighter corners encourage lower speed turns, help drivers see pedestrians in or approaching the crosswalk, and shorten the distance pedestrians need to cross. Appropriate curb radii can improve safety and comfort for all road users.



# Summary of Proposed Action Plan

The following tables and map summarize all changes to traffic operations and road design proposed to improve safety and mobility in Thistletown neighbourhood. Some changes can be made in the short-term, while others require more time to coordinate material, talent and budget needed to get the work done.

| <b>Short-Term Changes</b>  |   |
|--|---|
| <i>Short-term changes are those that can be implemented within 6 months to 2 years of decision to proceed.</i> |   |
| <b>Change</b>  | <b>Location and Implementation Considerations</b>   |
| 1<br>Speed humps for traffic calming   | <ul style="list-style-type: none"> <li>• Alhart Drive, between Calstock Drive and Thistle Down Boulevard</li> <li>• Amaron Avenue, between Taysham Crescent and Monterrey Drive</li> <li>• Bankfield Drive, between Albion Road and Calstock Drive</li> <li>• Barkwin Drive, between Islington Avenue and Thistle Down Boulevard</li> <li>• Benstrow Avenue, between Albion Road and Amaron Avenue</li> <li>• Calstock Drive, between Albion Road and Alhart Drive</li> <li>• Felan Crescent, near 44 Felan Crescent and Sangan Road</li> <li>• Gibson Avenue, between Barker Avenue and Sanderson Road</li> <li>• Harlow Crescent, entire street</li> <li>• Lakeland Drive, between Kipling Avenue and Lightwood Drive</li> <li>• Monterrey Drive, between Taysham Crescent and Beaumonde Heights Drive (east connection)</li> <li>• Panorama Court, entire street</li> <li>• Riverdale Drive, between Albion Road and Barker Avenue</li> <li>• Taysham Crescent, near 118 Taysham Crescent and Beaumonde Heights Drive</li> </ul> |
| 2<br>Curb extension to improve safety at intersections and pedestrian crossings                                | <ul style="list-style-type: none"> <li>• Intersection of Allcroft Drive and Calstock Drive</li> <li>• Intersection of Bankfield Drive and Alhart Drive</li> <li>• Intersection of Barkwin Drive and Batawa Crescent</li> </ul>  |

# Summary of Proposed Action Plan (continued)

## Short-Term Changes (continued)

*Short-term changes are those that can be implemented within 6 months to 2 years of decision to proceed.*

| Change  | Location and Implementation Considerations   |
|---|--|
| 2 Curb extension to improve safety at intersections and pedestrian crossings <i>(continued)</i>           | <ul style="list-style-type: none"> <li>• Intersection of Monterrey Drive and Amaron Avenue</li> <li>• Intersection of Monterrey Drive and Waltham Drive</li> <li>• Intersection of Thistle Down Boulevard, Alhart Drive and Bridgenorth Crescent</li> <li>• Intersection of Thistle Down Boulevard and Judhaven Road</li> </ul>  |
| 3 Prohibit motor vehicle U-turns to improve safety for students   | <ul style="list-style-type: none"> <li>• Monterrey Drive, between Taysham Crescent and Beaumonde Heights (near Beaumonde Heights Junior Middle School)</li> </ul>  |
| 4 Relocation of a TTC bus stop to improve accessibility for transit users                                 | <ul style="list-style-type: none"> <li>• From south to north side at the intersection of Finch Avenue West and Islington Avenue</li> </ul>   |
| 5 Crosswalk markings at all-way stop intersections to improve pedestrian safety                           | <ul style="list-style-type: none"> <li>• Intersection of Amaron Avenue and Benstrow Avenue</li> <li>• Intersection of Barkwin Drive and Batawa Crescent</li> <li>• Intersection of Monterrey Drive and Taysham Crescent</li> <li>• Intersection of Monterrey Drive and Waltham Drive</li> <li>• Intersection of Riverdale Drive and Barker Avenue</li> </ul>           |
| 6 New bikeways and road safety improvements, proposed to be installed as part of planned road resurfacing | <ul style="list-style-type: none"> <li>• Panorama Court (from Kipling Avenue to end of street), two-way bikeway on north side of the street, physically separated from motor vehicle lanes</li> <li>• Rowntree Road (from Kipling Avenue to end of street), two-way bikeway on north-east side of the street, physically separated from motor vehicle lanes</li> </ul> |
| 7 Paint missing stop bars at locations where stop sign is installed to improve visibility                 | <ul style="list-style-type: none"> <li>• Intersection of Alhart Drive and Bridgenorth Crescent</li> <li>• Intersection of Harlow Crescent and Waltham Drive</li> <li>• Intersection of Harlow Crescent and Todd Broock Drive</li> <li>• Intersection of Lightwood Drive and Lakeland Drive</li> </ul>  |

# Summary of Proposed Action Plan (continued)

## Short-Term Changes (continued)

*Short-term changes are those that can be implemented within 6 months to 2 years of decision to proceed.*

| Change   | Location and Implementation Considerations  |
|--|---|
| 7 Paint missing stop bars at locations where stop signs are installed to improve visibility <i>(continued)</i> | <ul style="list-style-type: none"> <li>• Intersection of Radwinter Drive and Lakeland Drive</li> <li>• Intersection of Sanagan Road and Lightwood Drive</li> <li>• Intersection of Thistle Down Boulevard and Atwood Place</li> <li>• Intersection of Thistle Down Boulevard and Bondhead Place</li> <li>• Intersection of Thistle Down Boulevard and Bridgenorth Crescent</li> <li>• Intersection of Thistle Down Boulevard and Delabra Road</li> <li>• Intersection of Thistle Down Boulevard and Dashwood Road</li> <li>• Intersection of Thistle Down Boulevard and Kintail Road</li> </ul> |

## Medium-Term Changes

*Medium-term changes are those that can be implemented within 2 to 5 years of decision to proceed.*

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

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, Islington Avenue and Albion Road. Future safety improvements are expected to include smaller corner radii, removing channelized turn lanes, adding truck aprons, and other measures to help make the area safer for everyone.

# Summary of Proposed Action Plan (continued)

## Changes Considered and Not Proposed

*Some ideas could not be advanced because they do not align with current City policy, guidelines, or standards.*

| Change and Location  | Considerations   |
|--|--|
| Pedestrian crossing at the intersection of Islington Avenue and Wardlaw Crescent   | <ul style="list-style-type: none"> <li>The intersection was reviewed, but it did not qualify for a pedestrian crossing</li> <li>The number of people crossing at this location did not meet the requirement for a pedestrian crossing</li> </ul> |
| Traffic signal at the intersections of: <ul style="list-style-type: none"> <li>Islington Avenue and Wardlaw Crescent</li> <li>Islington Avenue and Barkwin Avenue</li> </ul> | <ul style="list-style-type: none"> <li>The intersections were reviewed, but they did not qualify for a traffic signal</li> <li>Existing traffic signal located nearby at the intersection of Islington Avenue and Albion Road</li> </ul>         |
| Traffic calming (speed humps) on Wardlaw Crescent, between Islington Avenue and Barkwin Drive  | <ul style="list-style-type: none"> <li>The street was reviewed for speed humps, but did not qualify under City policy</li> <li>Traffic speeds were lower than the minimum speed needed to qualify for traffic-calming measures</li> </ul>        |

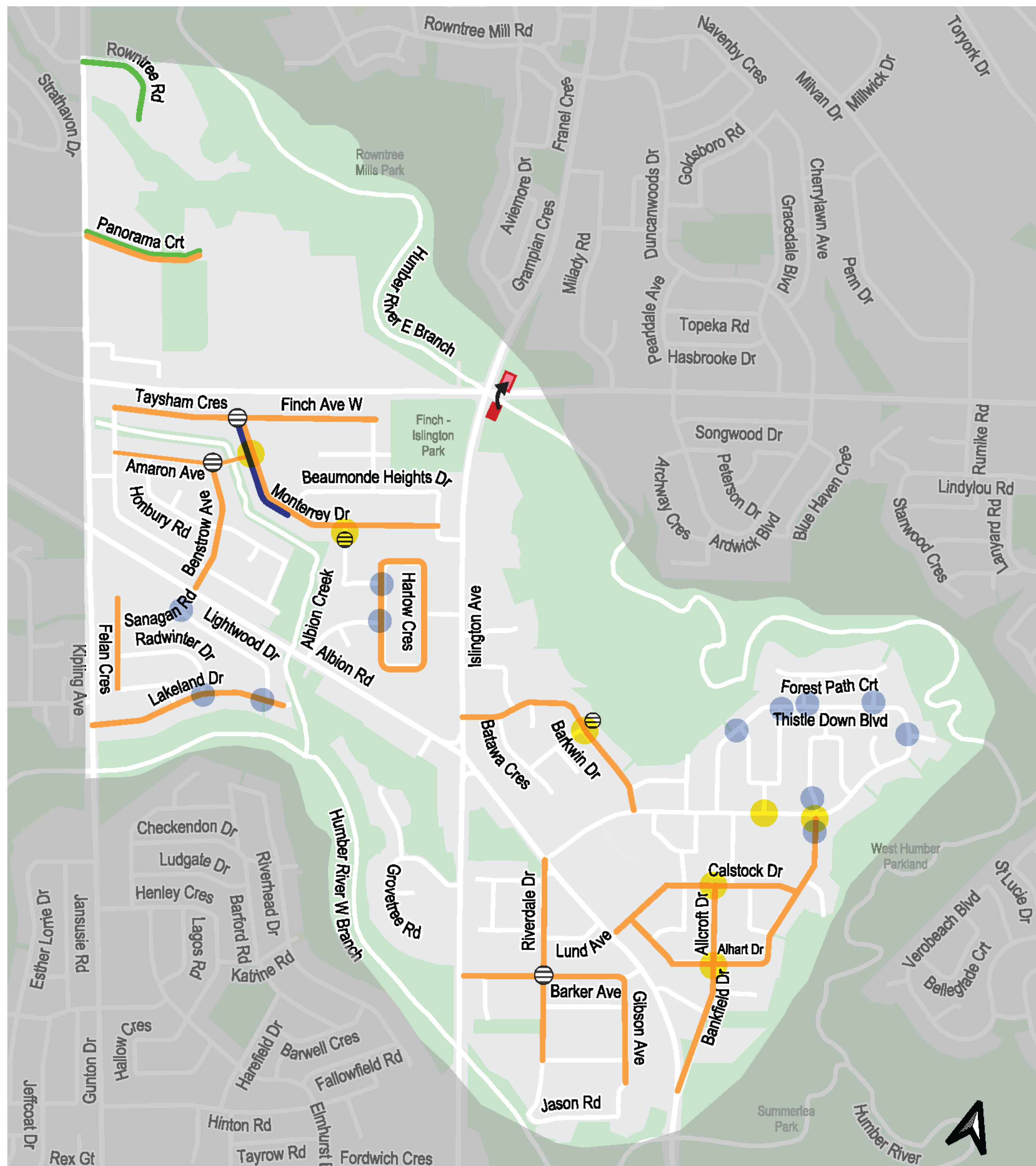










Pedestrians crossing Islington Avenue near Wardlaw Crescent (screenshot from video taken for the Pedestrian Delay Study)



Islington Avenue from Wardlaw Crescent.

# Map of Proposed Action Plan



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

# Next Steps



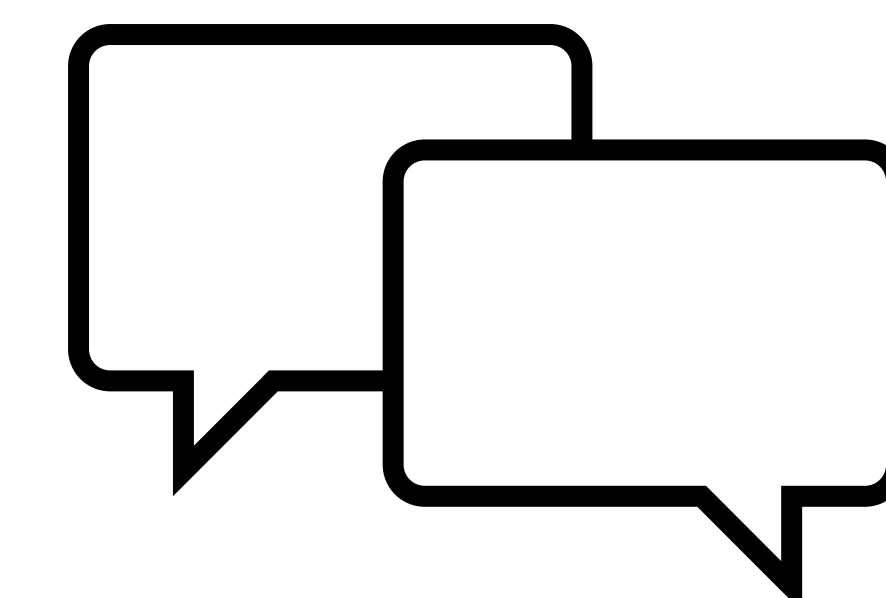
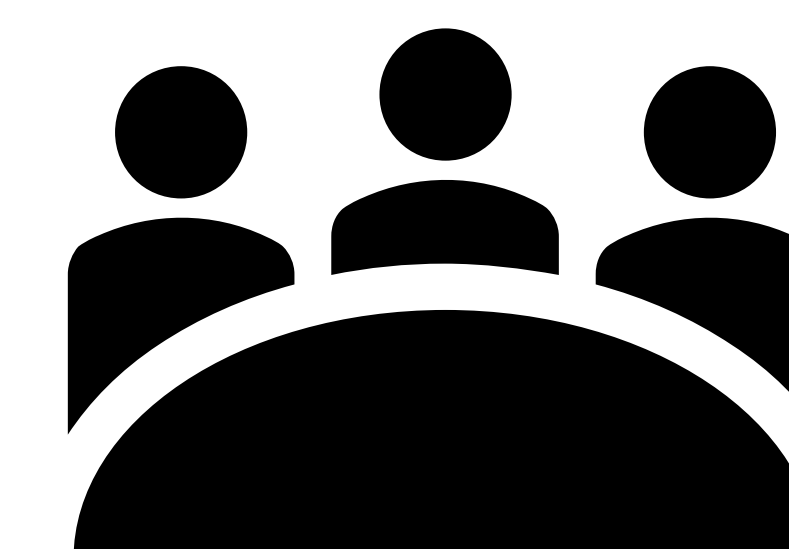
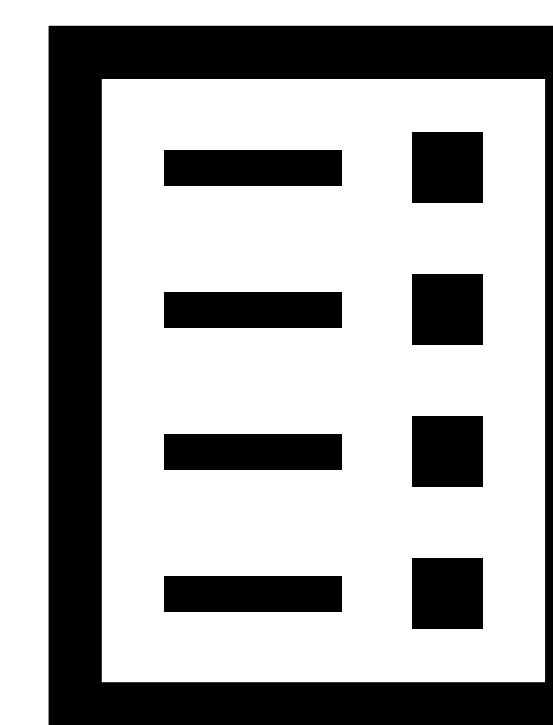
# Decision Making & Monitoring

Following consultation, the City’s project team will prepare a **consultation report** summarizing all activities and feedback received that will be posted to the project webpage.

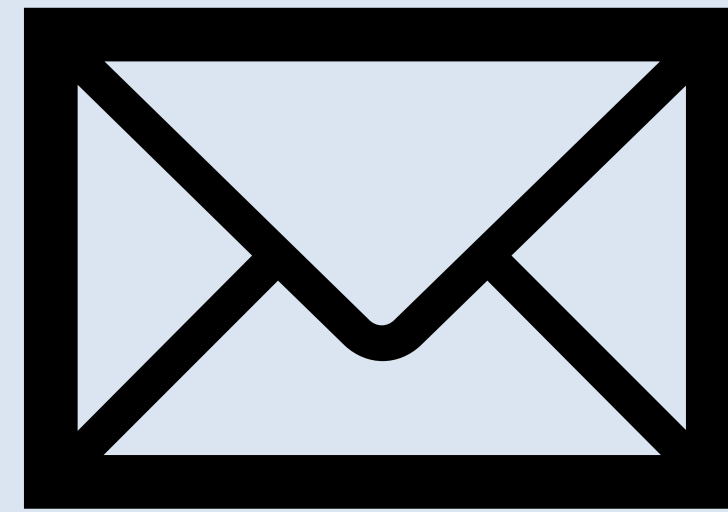
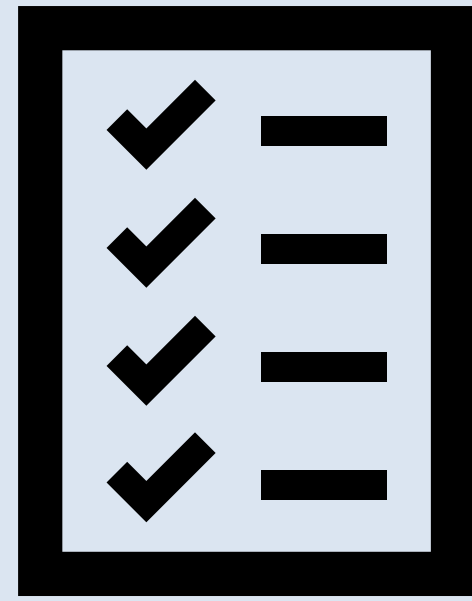
Staff will report recommendations to the **Etobicoke York Community Council** in Spring 2026. Recommendations about the new bikeway and road safety improvements on Panorama Court and Rowntree Road will be reported to the **Infrastructure and Environment Committee** in Spring 2026

Members of the public can arrange to speak (“depute”) at Committee/Community Council or submit comments in writing in advance. More information on how to participate is online at [toronto.ca/city-government/council](https://toronto.ca/city-government/council), and will be shared with the project email list about one week in advance of the meeting date, once the meeting agenda is available.

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



# Provide Feedback



**Comment deadline:  
April 6, 2026**

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

## **Contact:**

Pragya Priyadarshini  
Senior Public Consultation Coordinator  
416-397-0202  
[thistletownstreets@toronto.ca](mailto:thistletownstreets@toronto.ca)

Metro Hall, 55 John Street, 19<sup>th</sup> Floor  
Toronto, Ontario. M5V 3C6



[toronto.ca/ThistletownStreets](https://toronto.ca/ThistletownStreets)

## **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](mailto: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 23 Division**  
416-808-2222