

Flemingdon Park Streets Plan

Phase 2 Consultation

Proposed Actions and Changes

May 2026

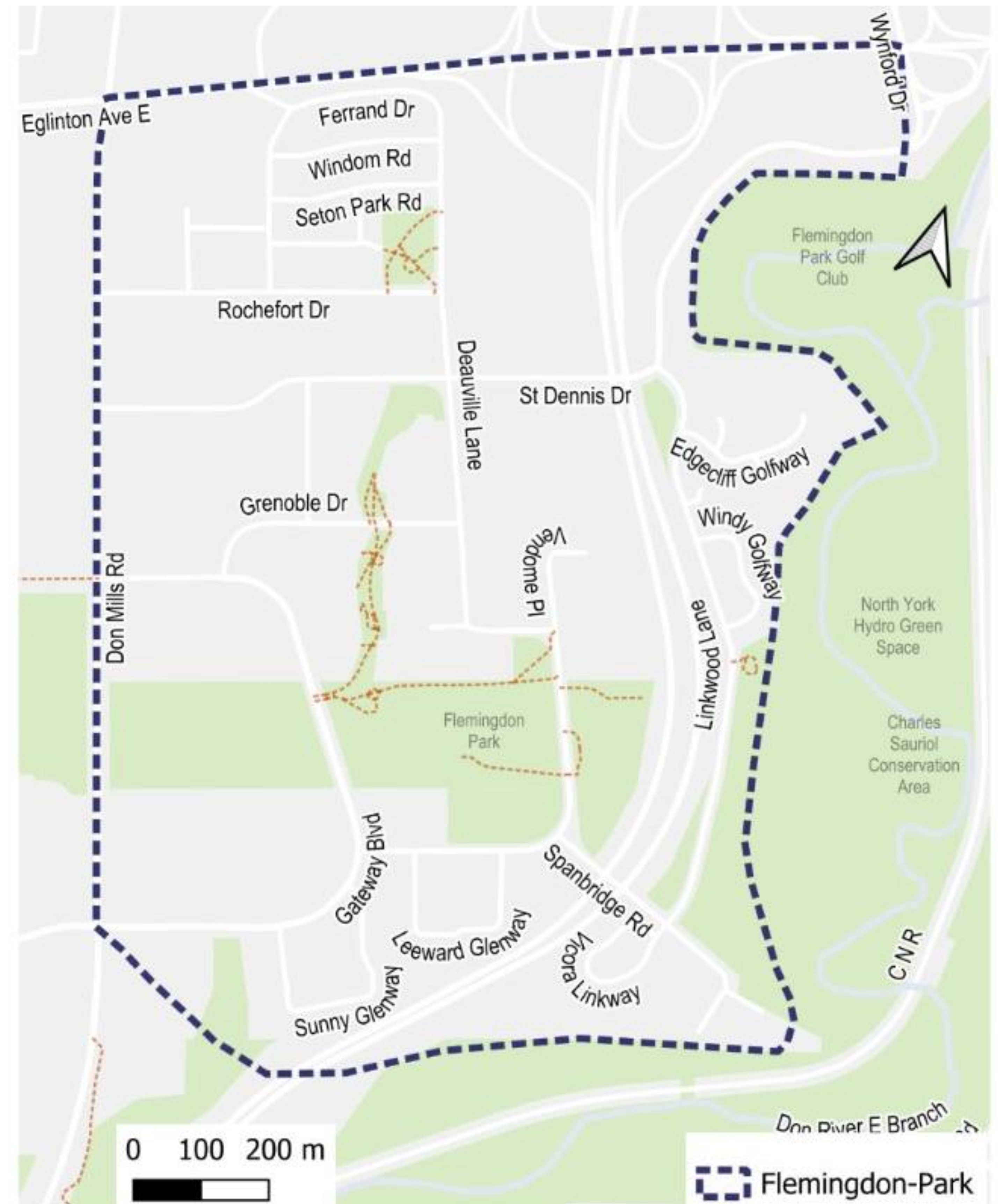


Project Overview

The **Flemingdon Park Streets Plan** identifies, prioritizes and 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 now seeking feedback on proposed changes to address **three key issues** identified by the community:

1. **Road safety for vulnerable road users**
2. **Excessive speeding**
3. **Traffic congestion**



Map of the Study Area for the Flemingdon Park Streets Plan

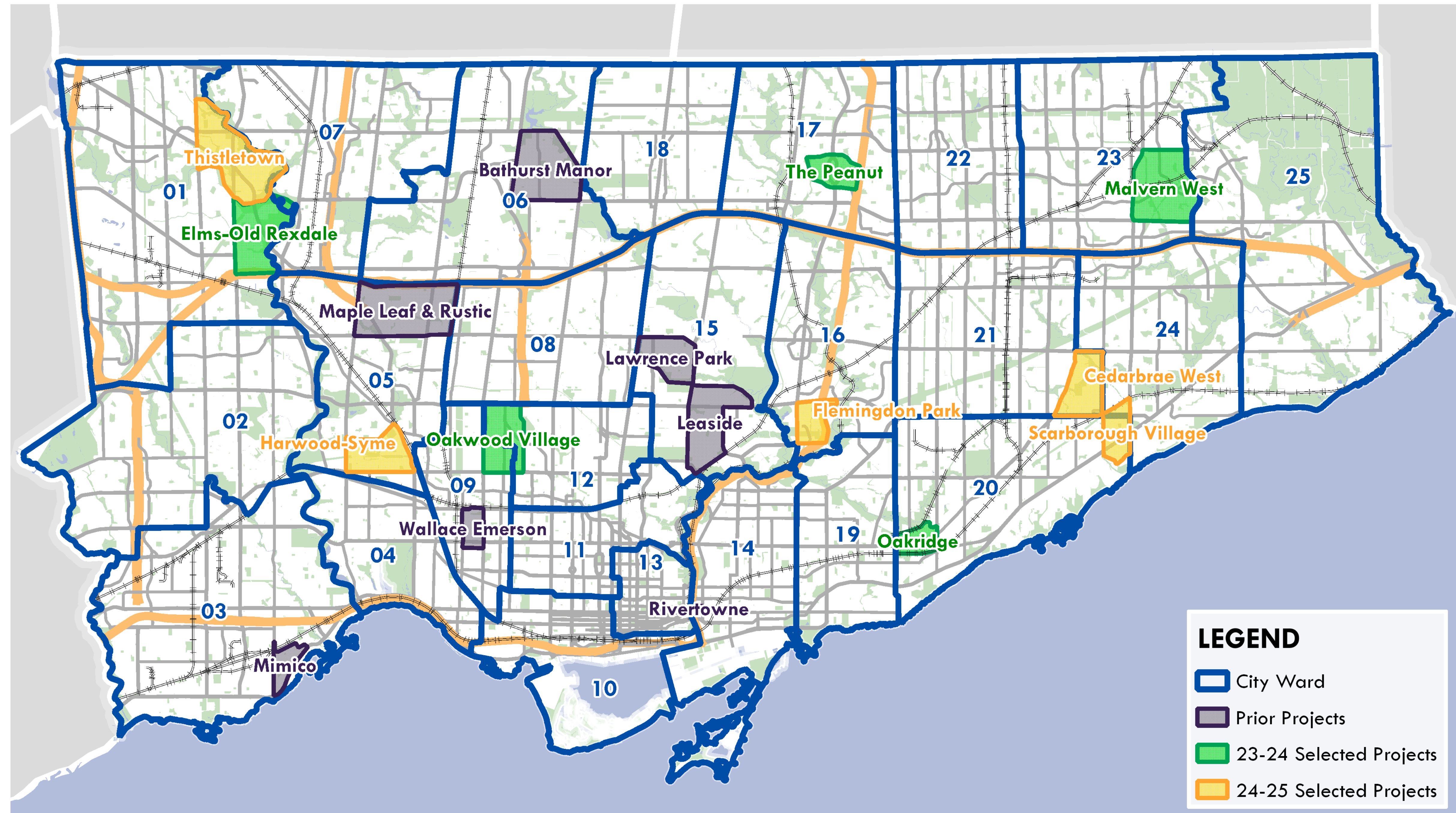
About Neighbourhood Streets Plans

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). They also identify desired improvements 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.

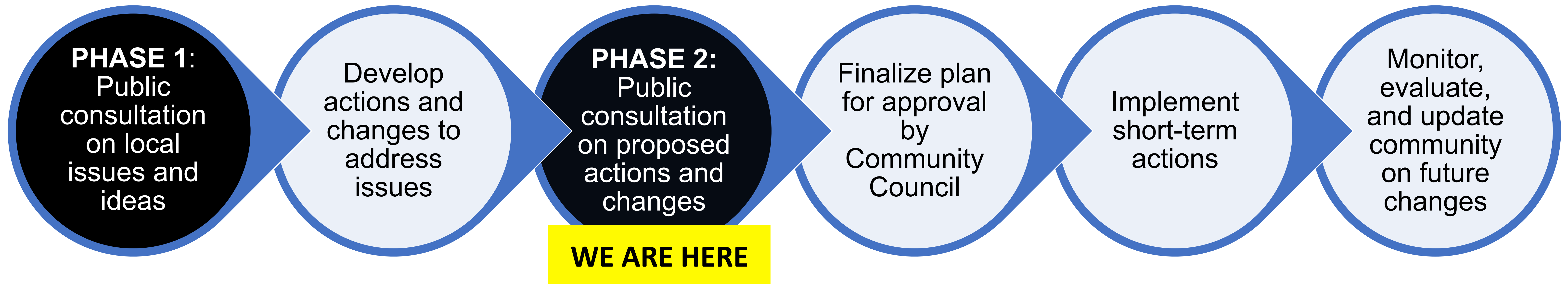
Learn more at toronto.ca/NSP



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.

Consultation Overview

Public consultation for the Flemington Park Streets Plan is taking place over multiple phases.



Phase 1

Phase 1 of the consultation took place from May to July 2025, and included:

- Notification via mail, signage, and email
- Public drop-in event held at Flemington Park Ministry on July 14, 2025
- 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.

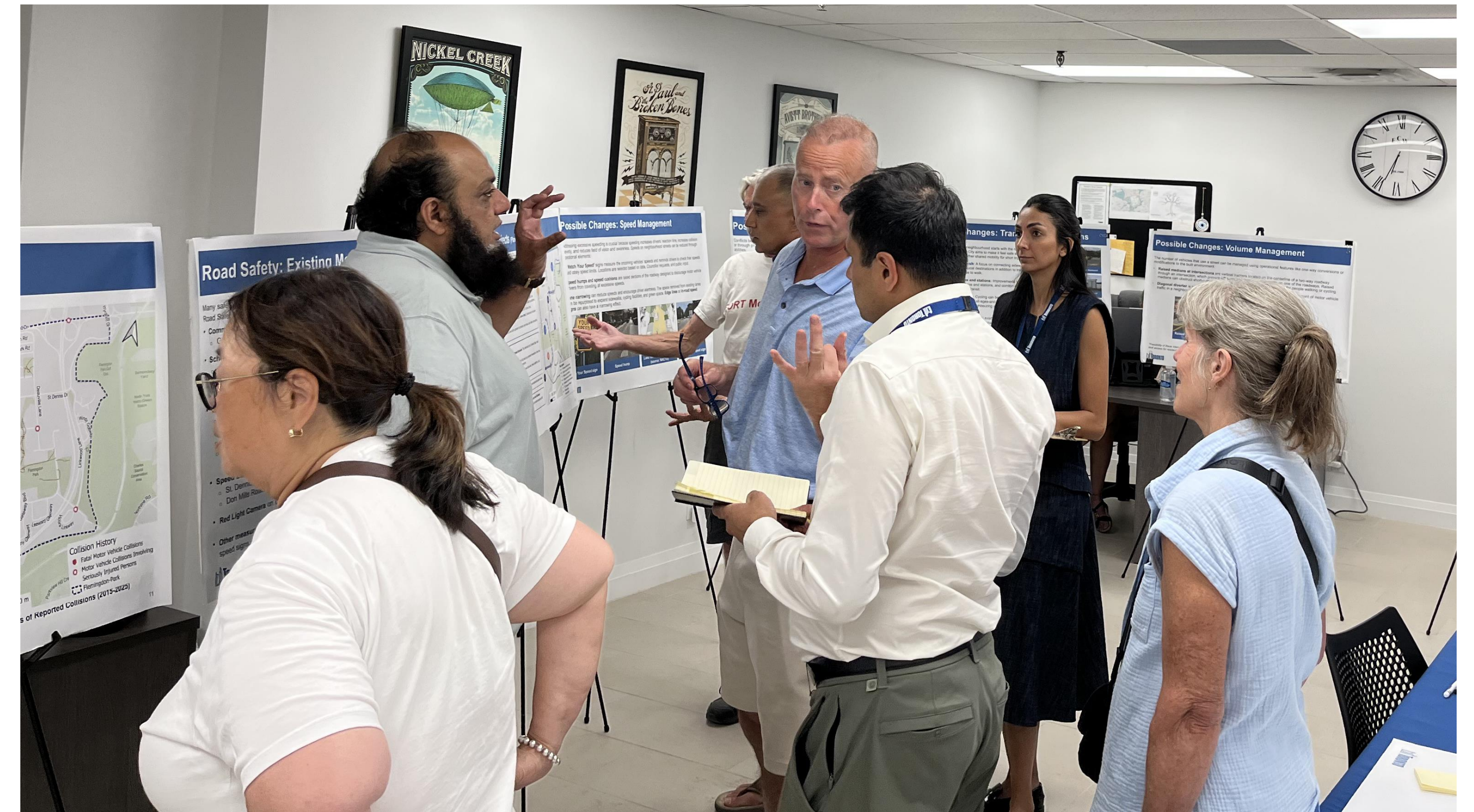
The current phase of consultation invites the community to provide feedback through a community interest group meeting, pop-up engagements, an online survey and email and phone comments.

What We Heard: Phase 1 Public Consultation

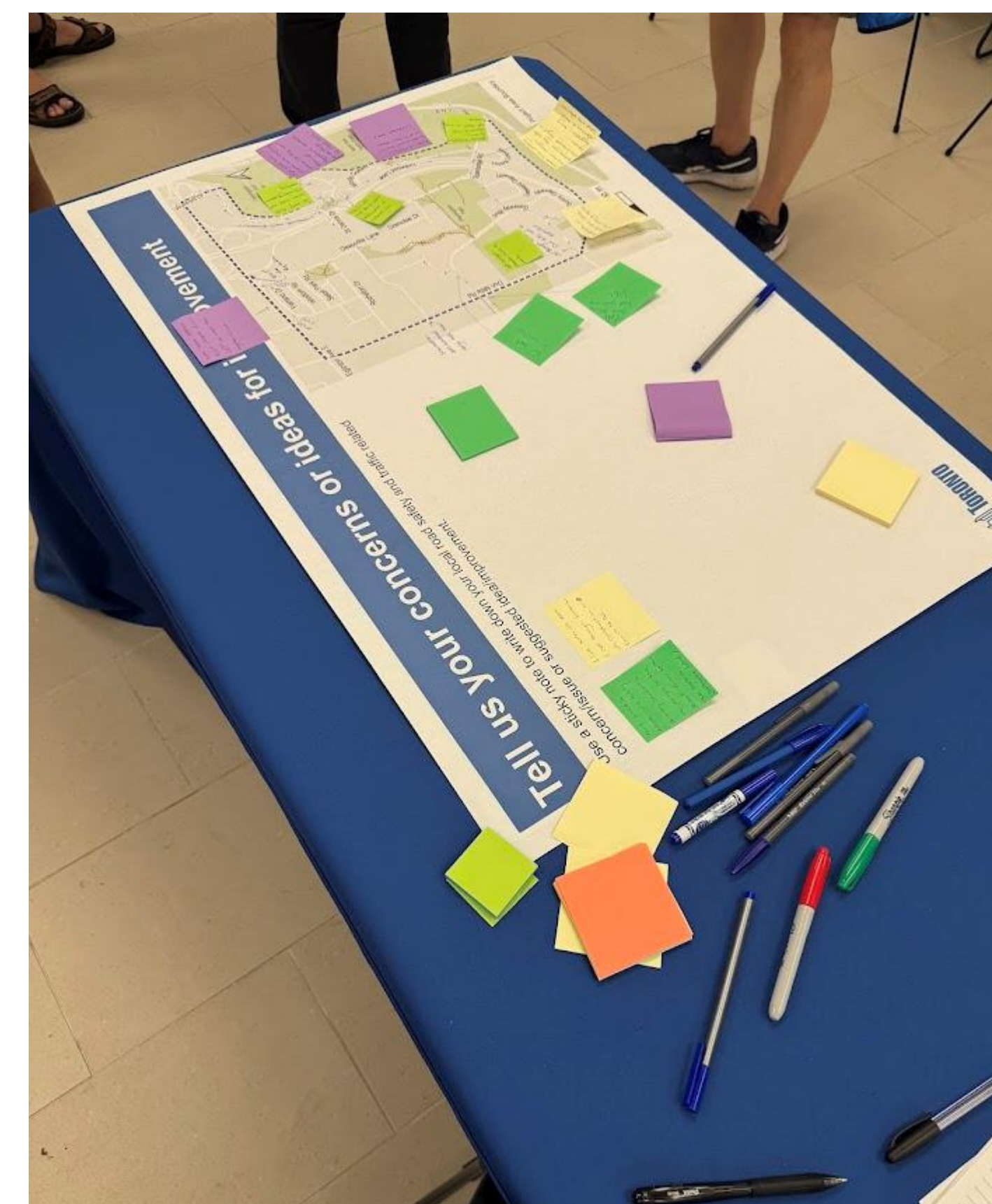
In Phase 1, the project team interacted with more than a 100 people through in-person and virtual consultation activities, and received 150 survey responses. Over 94% of the survey respondents were residents of the study area.

What we heard:

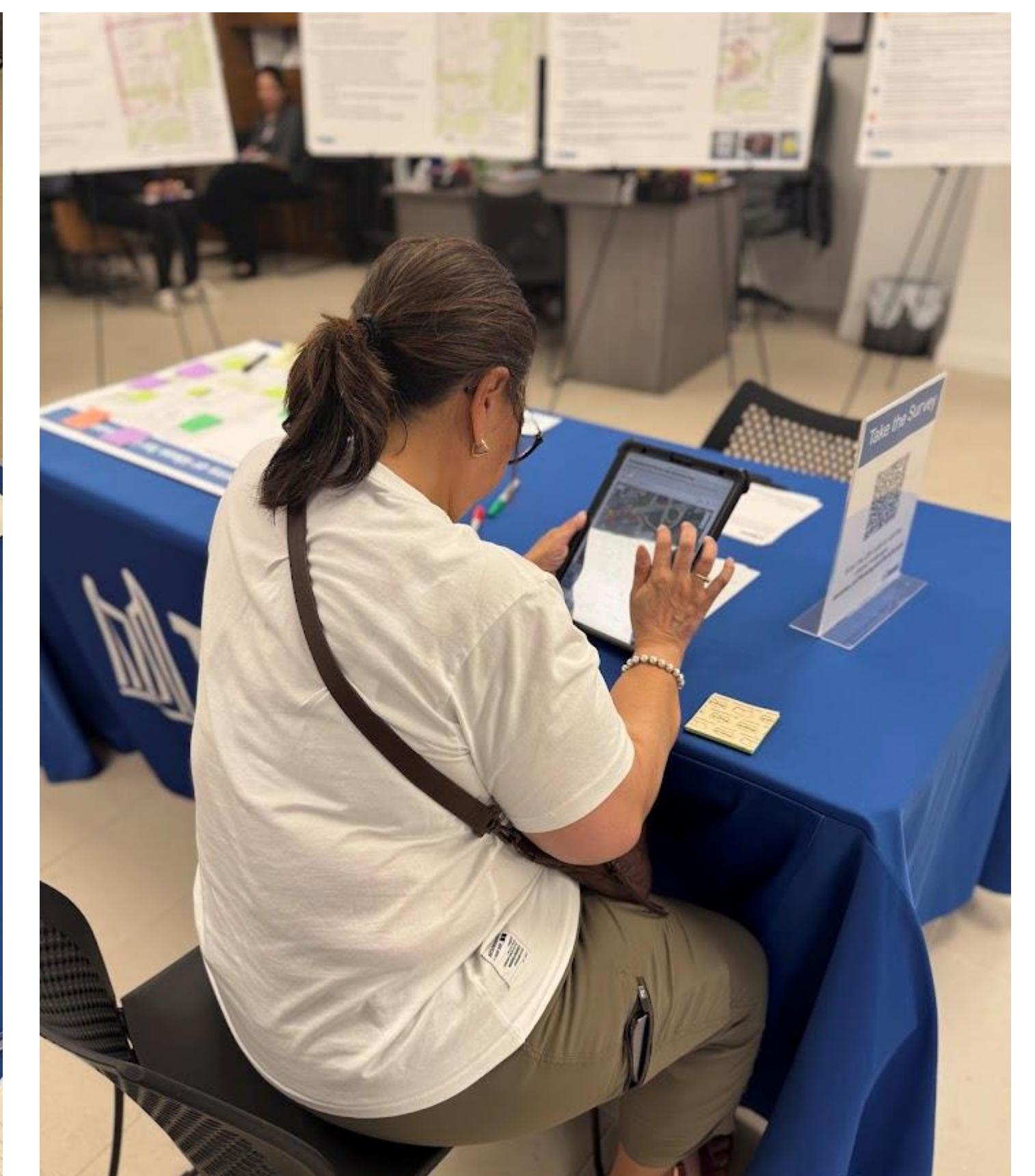
- 1. Need for improved infrastructure and road safety for vulnerable road users**, including children, seniors, pedestrians and people cycling. Residents expressed concerns related to road safety, accessibility, and lack of connections to trails and green spaces
- 2. Excessive speeding**, along several residential streets and through intersections
- 3. Traffic congestion**, high vehicle traffic volumes often caused by non-local traffic-avoiding major intersections and arterial roads
- 4. Feedback about ongoing projects in the area** (*refer to panel 8 for information about related and nearby projects*).



Phase 1 Drop-In Event at Flemington Park Ministry



Interactive panels to provide written feedback at the Drop-in Event



Resident filling out a printed survey at the Drop-in Event

What We Heard: Beyond the Streets Plan

The City has received feedback regarding several changes that are handled by other teams at the City and the Toronto Transit Commission:

- **Streetscape & Development:** Trees, beautification, and impacts of new developments
- **Safety:** Enforcement, signage visibility, and trail user conflicts
- **Operations:** Winter maintenance and snow storage

These items are not within the scope of the Streets Plan because they are addressed through other planning processes in the city or City services.

The project team has forwarded concerns to the TTC and relevant divisions such as Parks and Recreation and Development Planning. Requests for maintenance and repairs have been submitted where needed (e.g. for broken bollards, tree pruning).

Concerns related to repairs, winter maintenance, or faded signage are best reported to 311. Requests for police enforcement at a specific location should be made directly to Toronto Police Service.



Issues such as icy sidewalks following snowfall can be reported to 311 at any time, outside of planning studies like Streets Plans

What We Researched: Data Analysis

Data was 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 reviewed calls to 311 about traffic operations and road safety, information from Councillors about correspondence from constituents, recent items at local Community Councils, as well as comments collected from the first phase of consultation in the project.



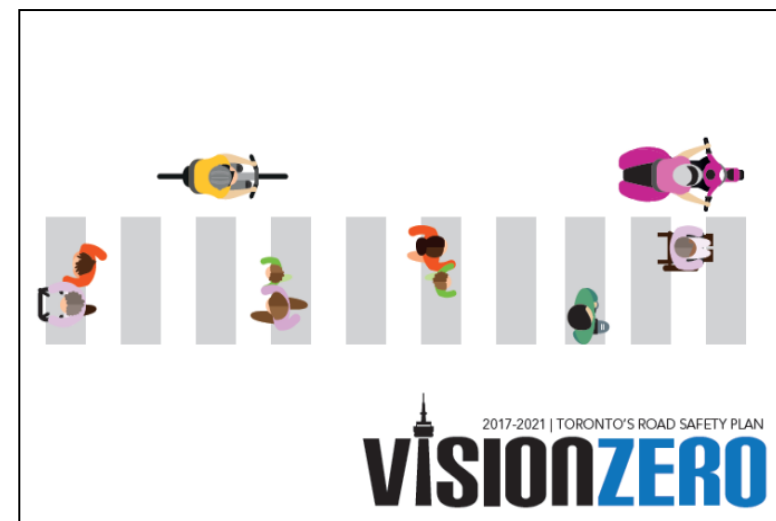
Collision data collected by Toronto Police Services. Collision history is reviewed with focus on collisions involving vulnerable road users and those resulting in death or serious injury



Site visits and observations in the neighbourhood. Between March and September, four site visits were conducted to observe conditions throughout the Flemington Park neighbourhood.

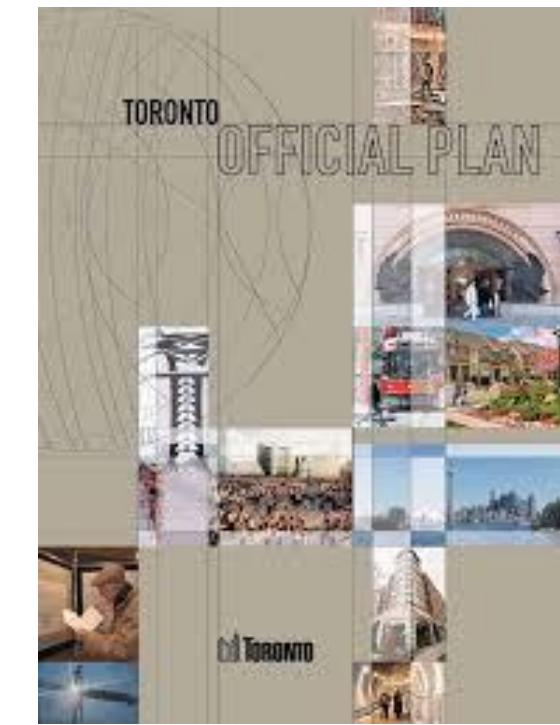
What We Researched: Policy Review

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

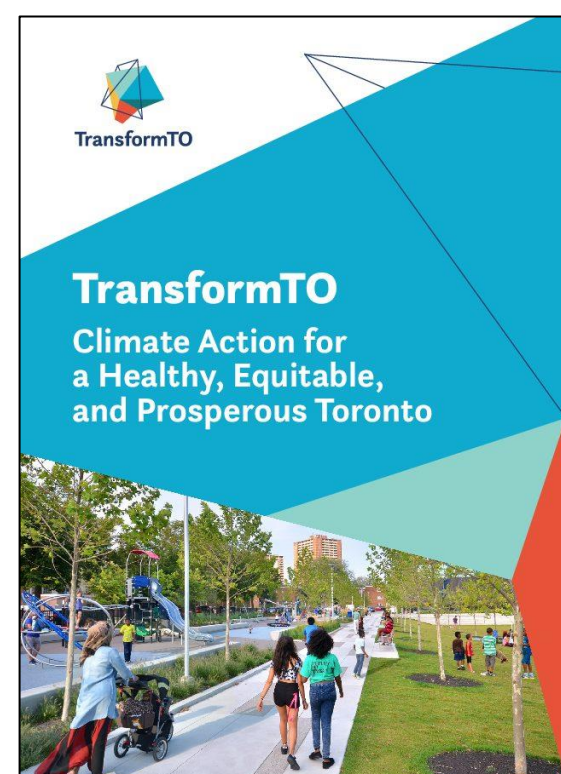


Vision Zero Road Safety Plan

commits to taking actions that reducing traffic-related fatalities and serious injuries on our streets

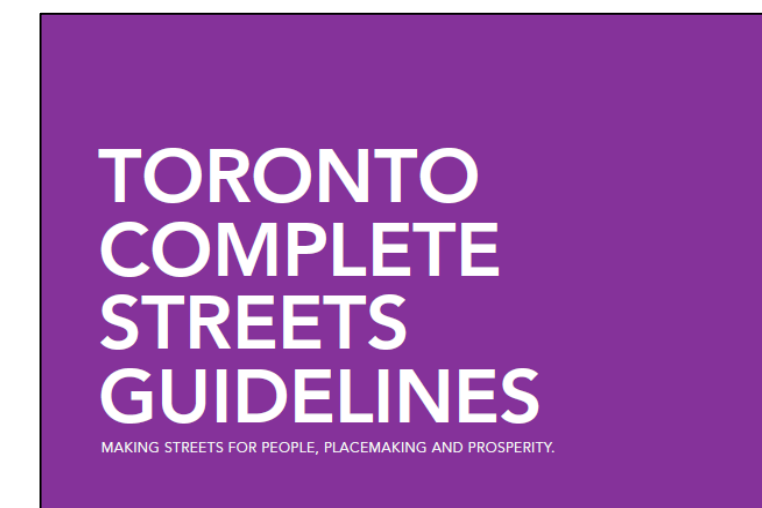


Official Plan, Secondary Plans and local planning frameworks help Toronto evolve, improve and realise its potential in areas such as transit, land use development, and the environment.

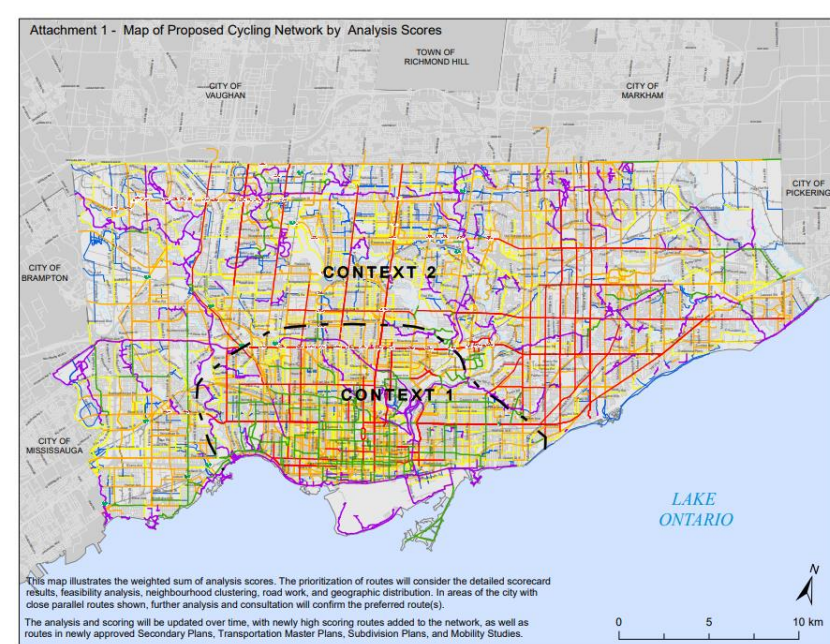


TransformTO Climate Change

Action Plan commits to making 75% of trips under 5 kilometres to walking, cycling or transit



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: Planned for 2026-2031

- 1
Ontario Line Construction on Don Mills Road: Underground utility work underway to prepare for future tracks and stations. Scheduled for completion by 2031

- 2
Cycling Infrastructure
 - **Gateway Boulevard.** Upgrades to existing bikeways. Installation planned for 2029
 - **Deauville Lane between Grenoble Drive and St Dennis Drive:** New on-street bikeway. Installation planned in 2026
 - **Don Mills Road:** New cycling infrastructure and bus/bike platforms near Overlea Boulevard. Installation planned in 2027-2028
 - **St. Dennis Drive between Linkwood Lane and Deauville Lane:** Upgrades to existing bikeways. Installation planned in 2027
 - **St. Dennis Drive from Linkwood Lane to the Eglinton East/St. Dennis ramp:** New multi-use bike trails. Installation planned in 2030

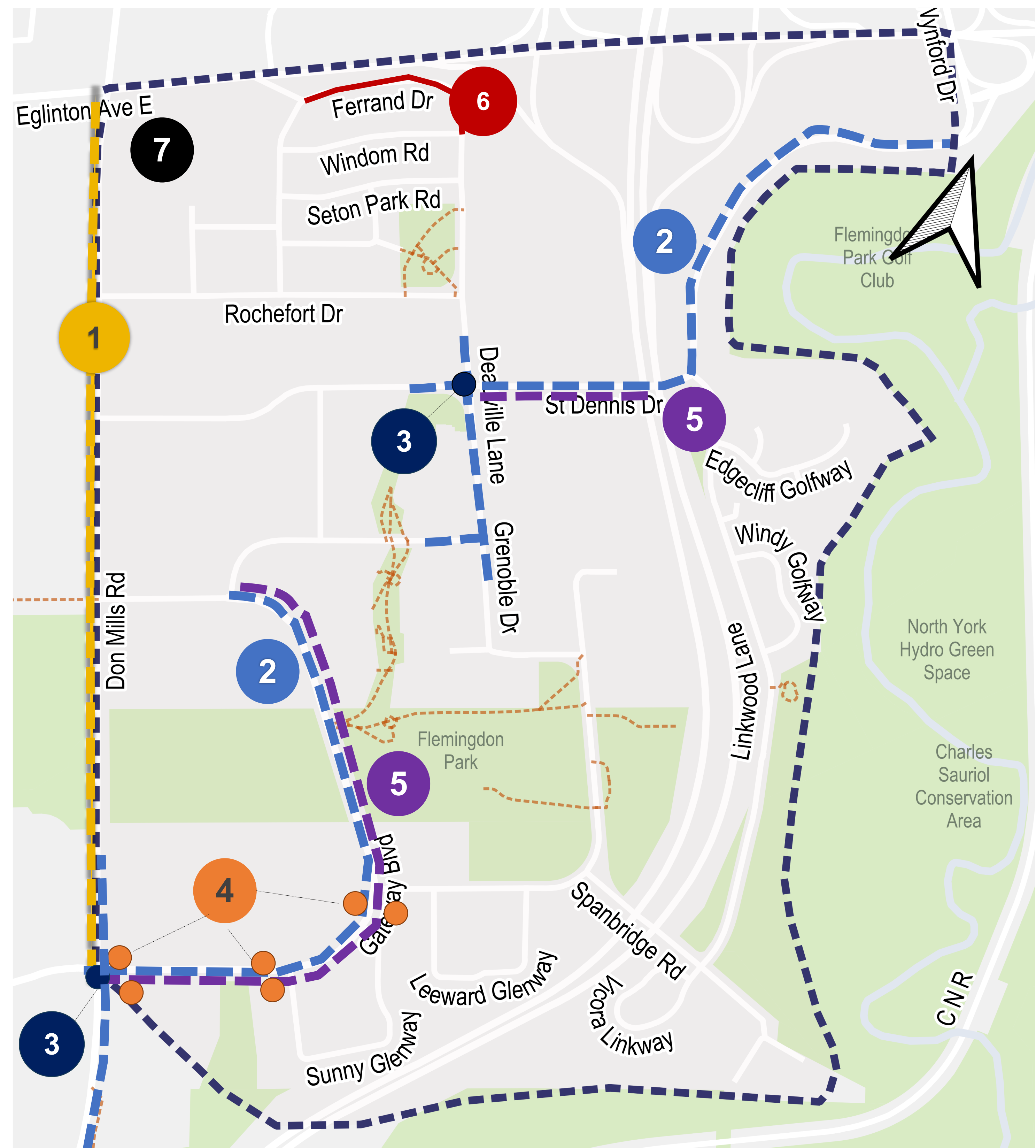
- 3
Intersection Safety Improvements
 - **Don Mills Road and Overlea Boulevard and Gateway Boulevard:** Protected intersection installed as part of road reconstruction on Don Mills Road. Planned in 2027- 2028
 - **Deauville Lane and St. Dennis Drive:** To be rebuilt as a protected intersection, new bike lanes and bus/bike platforms. Construction planned in 2026 -2027

- 4
Bus Stop Accessibility Upgrade: Gateway Boulevard between Don Mills Road and Grenoble Drive: Accessible integrated bus/bike platforms added to bus stops, as part of road resurfacing and cycling infrastructure projects. Planned in 2029

- 5
Local Road Resurfacing: St. Dennis Drive (Don Valley Parkway to Deauville Lane) and Gateway Boulevard (Don Mills Road to Grenoble Drive). Replacing old asphalt and repairing damaged sidewalks and curbs. Planned on St. Dennis Drive for 2027 and Gateway Boulevard in 2029

- 6
Ferrand Drive: Street direction change of existing one-way motor vehicle traffic from westbound to eastbound. Planned in 2026 - 2027

- 7
Development application with direct impact, 805 Don Mills Road: New street and new intersection planned as a part of the proposed development. Planned completion in 2030



Map of related and nearby projects in Flemingdon Park

Congestion Management Plan

The City's Congestion Management Plan 2023-2026 includes initiatives that help manage traffic congestion in Toronto and maintain safety for all road users.



The City's Congestion Management Plan 2023-2026 includes actions on five main themes: leveraging technology, helping transit, managing intersections, event traffic management and construction coordination.

Toronto is a vibrant and dynamic city, host to major special events, the economic engine of the province, and home to a large population. While these are all great strengths the supporting housing growth, transit expansion, and utility infrastructure work continue to put pressure on the city's transportation network. In response, the City continues to update and improve on the Congestion Management Plan, with a focus on data-driven expansion of successful initiatives and programs.

Learn more: toronto.ca/congestion

The Congestion Management Plan includes five themes:

- **Leveraging technology** to move people as efficiently and as safe as possible
- **Helping transit** move faster and more reliably
- **Managing intersections** with on-the-ground traffic management and enforcement support
- **Enhancing traffic management** for major special events and adopting a travel demand strategy around major events
- **Active planning and coordination** of City-wide construction projects in year

Existing Conditions



Community Characteristics

Flemingdon Park is home to five schools serving over 1,000 students, several high-rise buildings, and community centres.

Travel within the neighbourhood is typically to/from home or one of these common destinations:

- **Schools:** Gateway Public School, Grenoble Public School, St. John XXIII Catholic School, Valley Park Middle School, Marc Garneau Collegiate Institute.
- **Community Services:** Dennis R. Timbrell Resource Centre, Flemingdon Park Library, Flemingdon Park Community Centre, The Neighbourhood Organization, and others.
- **Parks and Sport Facilities:** Flemingdon Park, Ferrand Park, Northeast Playground, Linkwood Lane Park, ET Seaton Park. The neighbourhood is also connected to several trails.
- **Shopping Destinations:** Flemingdon Park Shopping Centre and other local businesses.



Local Destinations Map

Community Mobility

People travel to, from, and within the Flemington Park neighbourhood in a variety of ways.

Travel Choices:

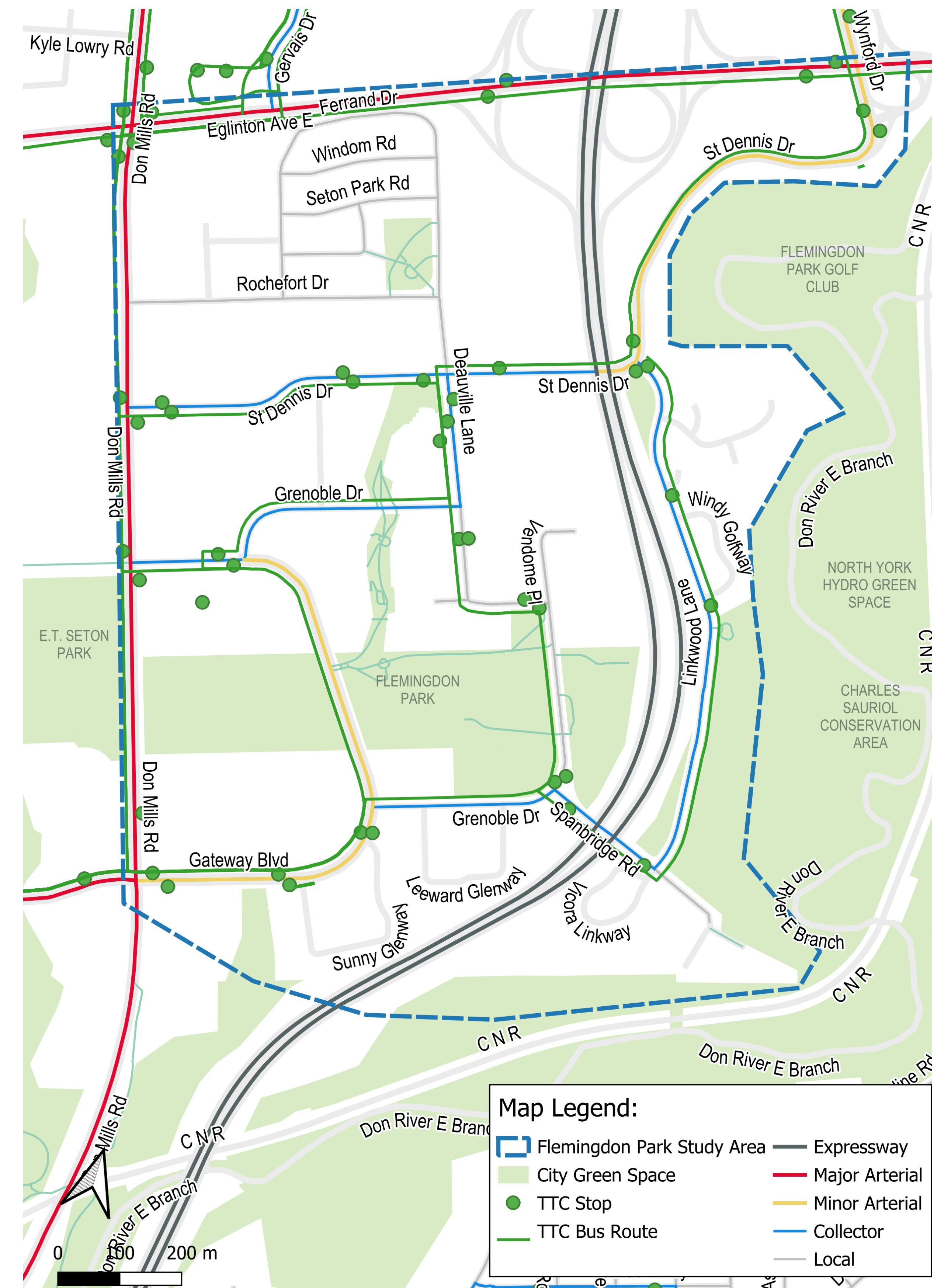
- 53% of trips are taken by car.
- 47% of all trips are made by pedestrians, people cycling, or transit users. This is higher than the city-wide average of 42%.
- While most trips under 1 km are made by pedestrians (78%), trips between 1 and 2 km are more often made by cars (59%).

Public transit service in the area is provided by several TTC routes, including regular bus service on Route 25 Don Mills, Route 34 Eglinton, and Route 100 Flemington Park; express bus service on Route 925 Don Mills Express; community bus service on Route 403 South Don Mills; and Line 5 Eglinton Crosstown LRT.

Upcoming Transit Network: Transit service in the area will expand with the completion of Metrolinx's Ontario Line, including the future Flemington Park Station near Don Mills Road and Gateway Boulevard. The Ontario Line is expected to be completed in the early 2030s.

Vehicle ownership:

- 58% of households have one car
- 23% of households do not own a car
- 29% of households have two or more cars



Road classifications and transit routes within Flemington Park

Active Transportation Network

Sidewalks and Trails

Sidewalks are generally present on both sides of streets except for east of the Don Valley Parkway on:

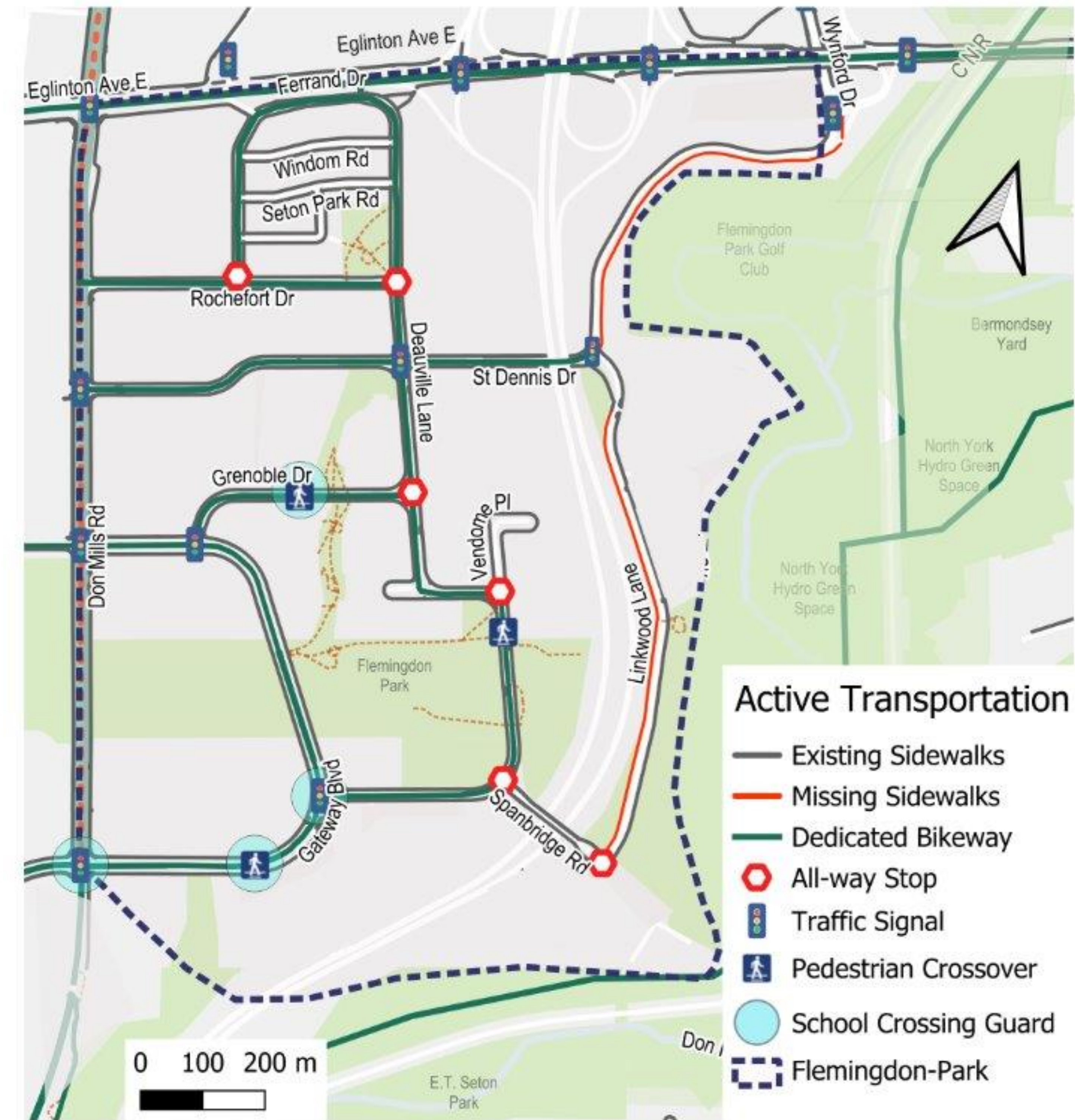
- Linkwood Lane
- St. Dennis Drive north of Linkwood Lane
- Ramps from St. Dennis Drive to Eglinton Avenue East
- Ramp from Ferrand Drive to Eglinton Avenue East, and
- Private roads not managed by the City (not shown on map)

Some sidewalks may be narrower than current City standards due to older design requirements.

Bikeways

Dedicated bikeways exist on Eglinton Avenue East and on many residential streets such as Gateway Boulevard, Grenoble Drive, Deauville Lane, Ferrand Drive and Rochefort Drive

Several existing bikeways will be studied for upgrades along Eglinton Avenue East and St. Dennis Drive as part of the Council-approved Cycling Network Plan's 2025-2027 Near-Term Implementation Program.



Active Transportation Network Map

Road Safety

Speeding

Speed limits in Flemington Park are generally 30 km/h on local roads and 40 km/h on collector and minor arterial road (i.e. Gateway Boulevard). Traffic data collected over the last five years gives evidence of speeding on streets across the neighbourhood including St Dennis Drive, Spanbridge Road, Linkwood Lane etc.

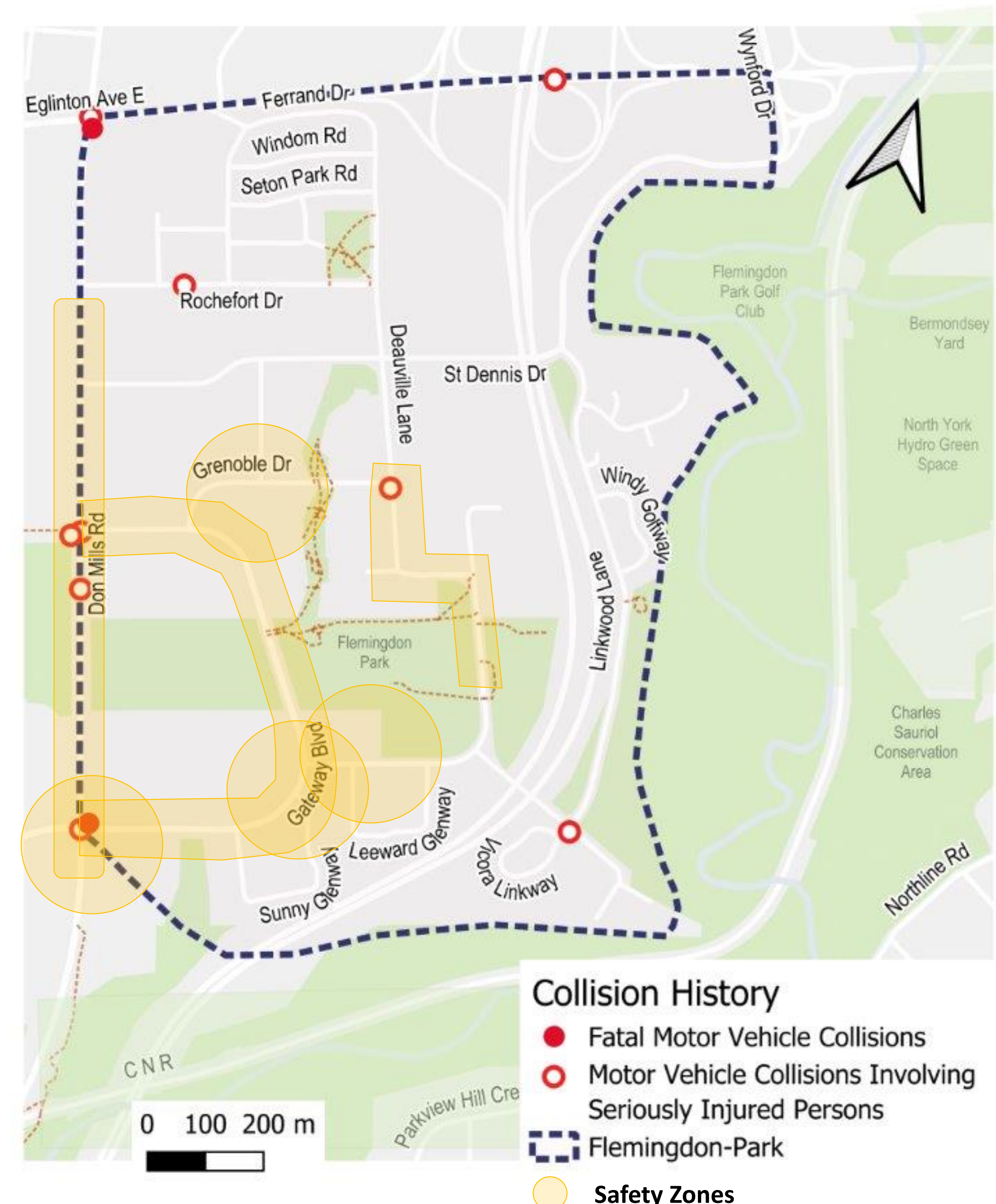
Collision History

Over the last 10 years, a total of 11 collisions resulting in death or serious injury have been reported within the study area, including:

- 4 involved an older adult aged 65 years or more (1 fatalities)
- 2 involved a school-aged child
- 5 collisions involved people in other age groups

The 1 fatal collision that occurred in the last 10 years were the result of:

- A driver striking a pedestrian at the intersection of Don Mills Road and Eglinton Avenue East



Map of Collisions Resulting in Serious Injury or Death (2015-2025) and Safety Zones

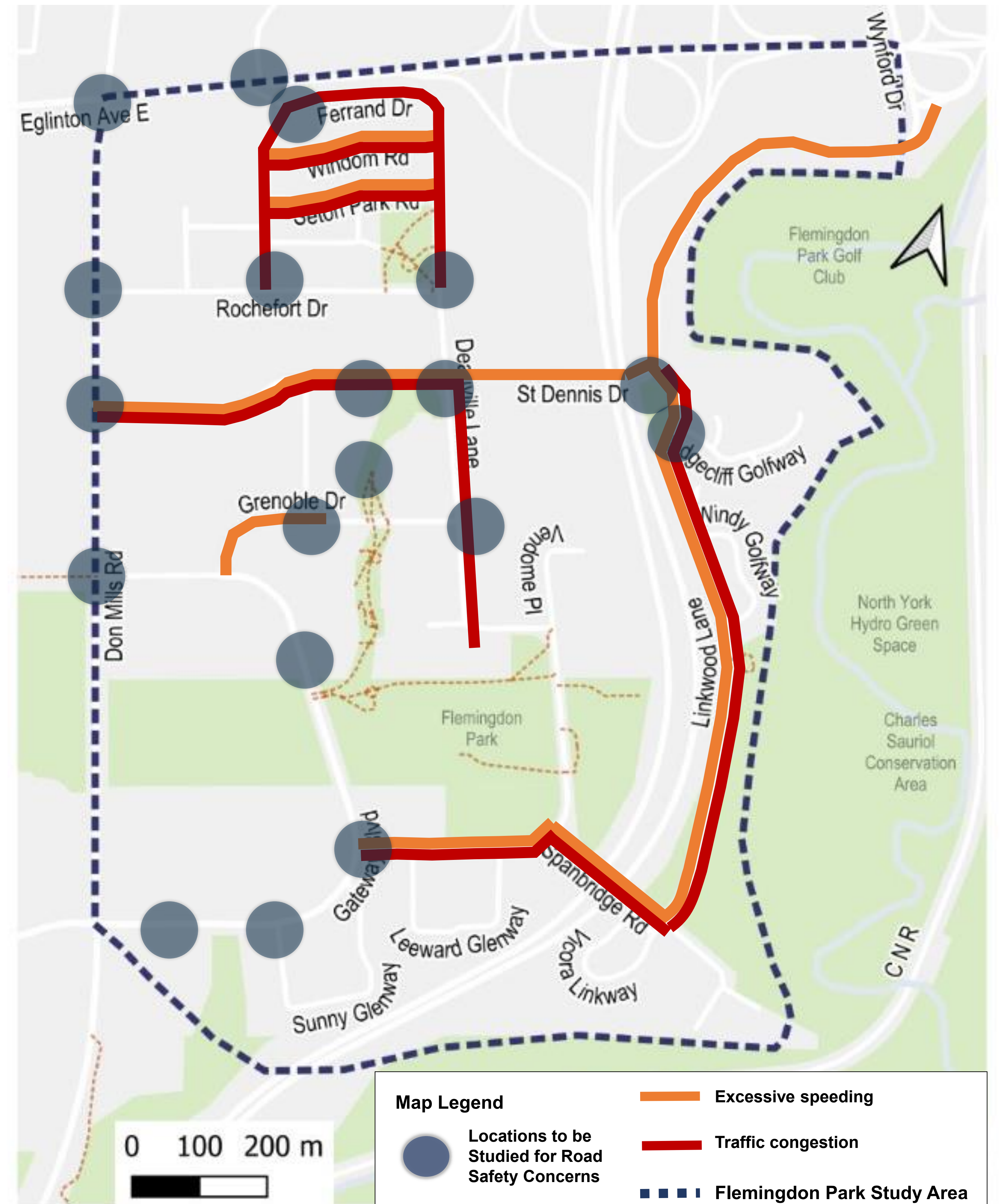
Proposed Changes



Top Community Identified Issues

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

- 1. Road safety for vulnerable road users**, including children, seniors, pedestrians and people cycling. Residents have raised safety concerns about motor vehicle turning movements, non-compliance with traffic rules, and the need for safer crossings for pedestrians and improved visibility.
- 2. Excessive speeding:** Residents have raised concerns about motor vehicle speeding along residential streets and through intersections.
- 3. Traffic congestion:** Residents have raised concerns about high traffic volumes on local roads in the neighbourhood, often caused by non-local traffic as drivers avoid major intersections and arterial roads.



Map of locations identified through Phase 1 consultation for review and potential improvement proposals

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

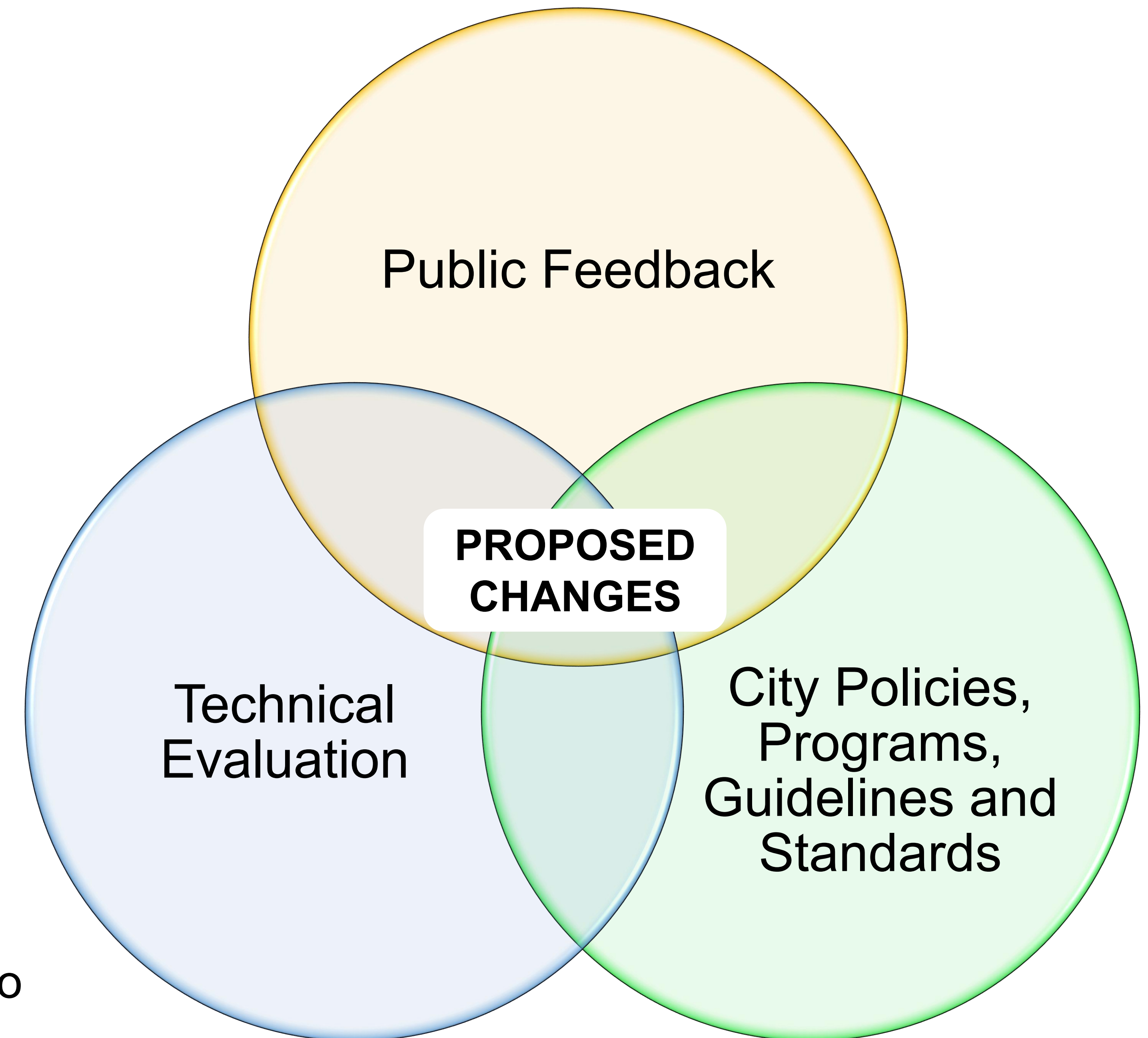
City Policies and Programs:

- 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 pickup, TTC, Wheel-Trans, road maintenance and snow clearing can continue to function well and serve the community.



1. Road Safety for Vulnerable Road Users

Participants frequently raised concerns regarding road safety for vulnerable road users, including high turning volumes, complex intersection layouts, and inadequate crossing safety for pedestrians and people cycling.

What we heard in Phase 1 of the Streets Plan:

- Safety concerns at multiple locations along Gateway Boulevard and Ferrand Drive
- Safety concerns at the following intersections:
 - Intersections of Deauville Lane with Grenoble Drive and St. Dennis Drive
 - Intersection of St. Dennis Drive and Linkwood Lane
 - Intersections along Don Mills Road and Rochefort Drive

What further analysis showed us:

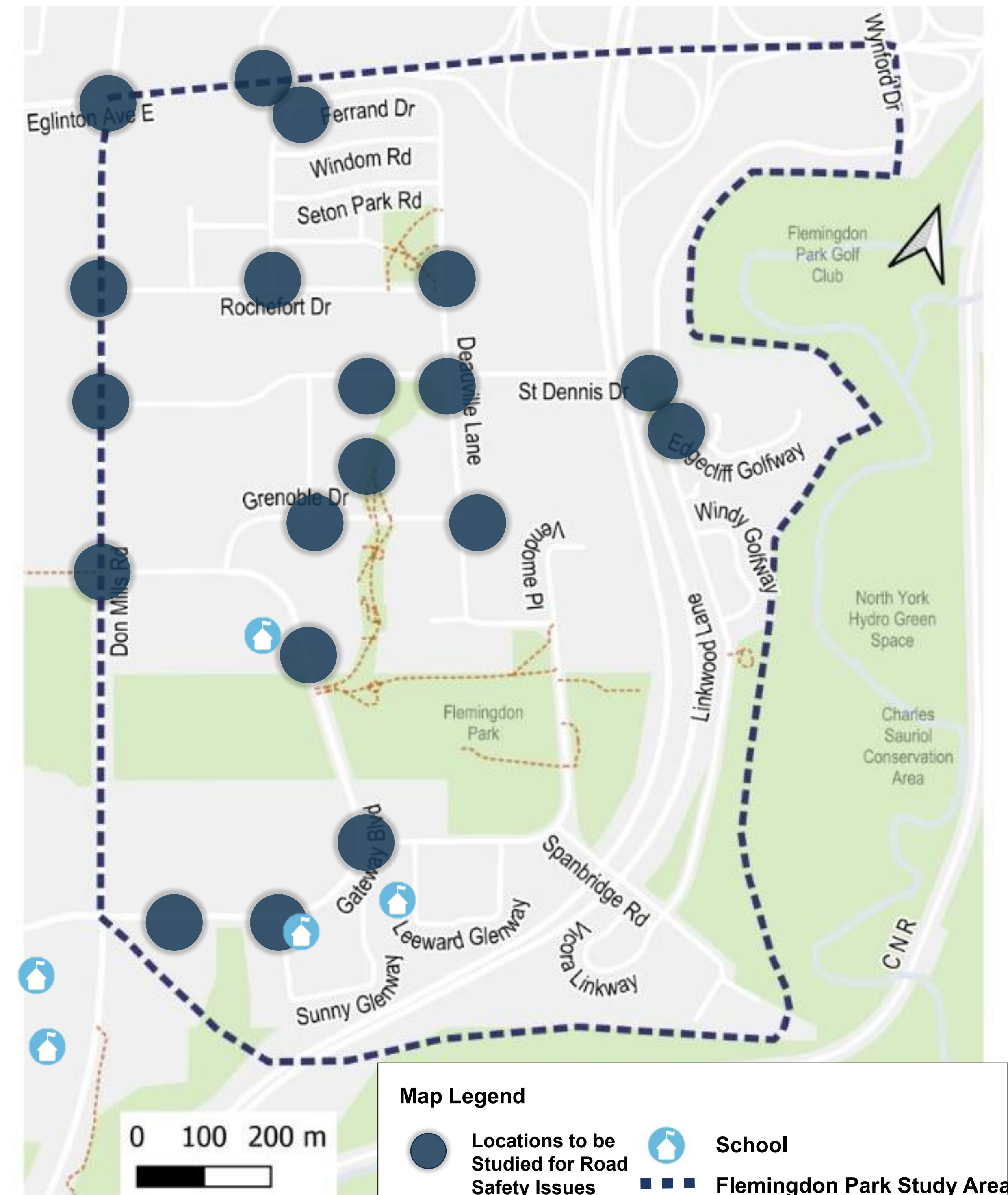
- Missing crosswalks along Rochefort Drive
- Opportunity for a new protected pedestrian crossing on Gateway Boulevard, between intersections with Grenoble Drive
- Need for new or improved pavement markings at several intersections
- Design improvements needed at: intersection of Deauville Lane and St. Dennis Drive, intersection of Linkwood Lane and St. Dennis Drive, and along Gateway Boulevard



Missing zebra markings at the intersection of Deauville Lane and Rochefort Drive



Missing crosswalk at the intersection of Rochefort Drive and Ferrand Drive



Map of locations studied to address conflict management

1. Road Safety for Vulnerable Road Users: Proposed Changes

Conflicts between road users can be reduced by making targeted changes to how streets operate and by providing clearer, dedicated space for people walking, cycling, driving, and taking transit.

New crosswalks to give pedestrians a clearer and more visible place to cross at:

- Ferrand Drive and Rochefort Drive (both east and west intersections)

Improved pavement markings to enhance visibility and provide clearer guidance for all road users at:

- Ferrand Drive and Rochefort Drive (east intersection): adding new zebra markings to existing crosswalks
- Gateway Boulevard and Sunny Glenway: refreshing existing pavement markings
- St. Dennis Drive & Don Mills Road: refreshing existing pavement markings

New pedestrian crossover (PXO) to provide a safer crossing and improve visibility for pedestrians and motor vehicles, at Gateway Boulevard at John XXIII Parish Church and the commercial plaza

Road safety improvements to prevent illegal U-turns, at Gateway Boulevard, at the exit of gas station (painted median extension with flex bollards (short-term) and permanent concrete boulevard extension (medium-term)).



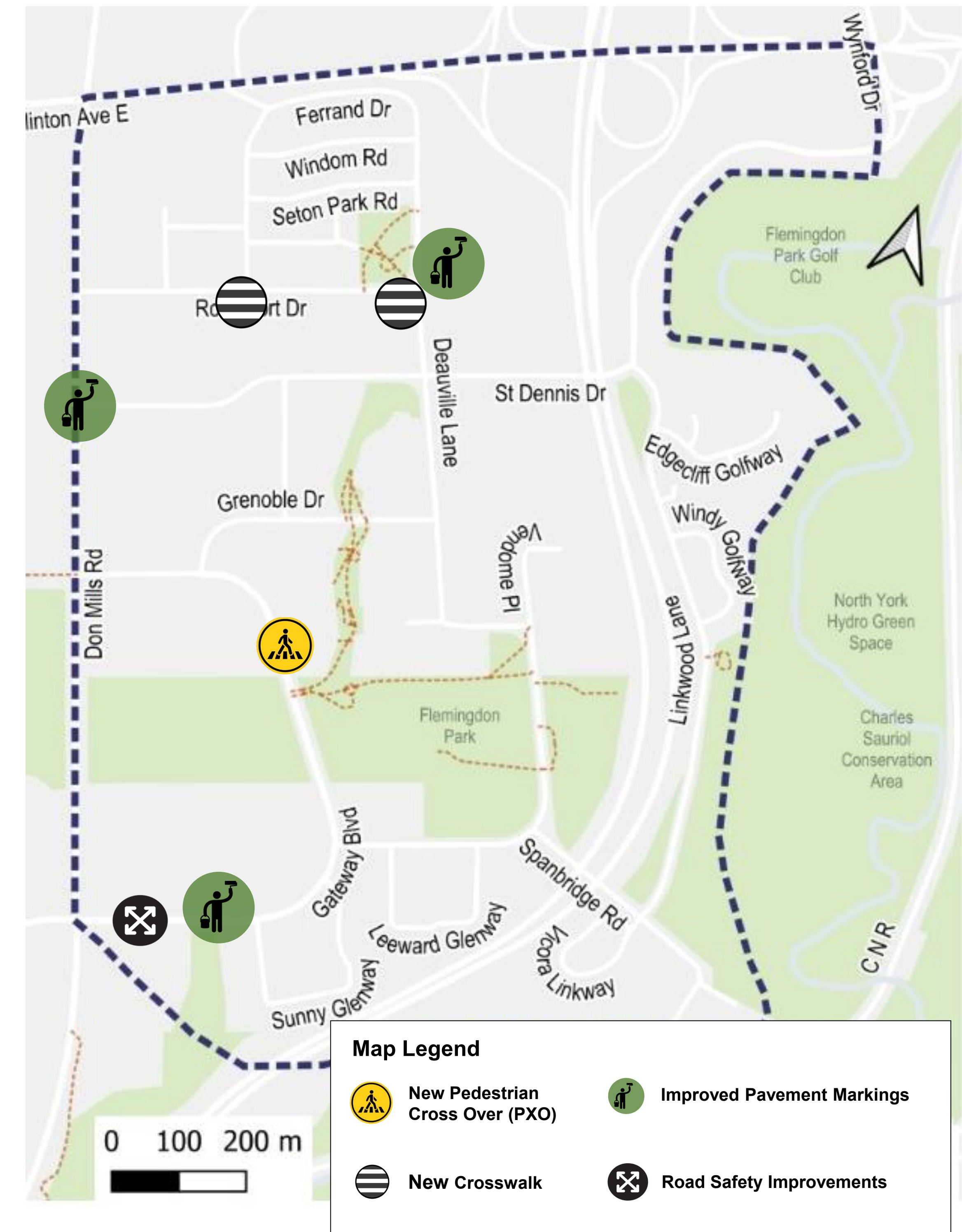
Addition of Missing Crosswalks



Improved Pavement Markings



New Pedestrian Cross Over (PXO)



Map of Proposed Changes

2. Excessive Speeding

Arterial roads in this area carry high volumes of fast-moving traffic, which can influence driver behaviour on local streets within the neighbourhood. This often results in non-local traffic, higher speeds, and unsafe turning movements at intersections.

What we heard in Phase 1 of the Streets Plan:

- Speeding concerns on several streets in the neighbourhood, including Windom Road, Seton Park Road, Spanbridge Road, Linkwood Lane, St. Dennis Drive, and Grenoble Drive
- On St. Dennis Drive, feedback highlighted speeding concerns on sections between Don Mills Road and Linkwood Lane and between Linkwood Lane and Eglinton Avenue
- On Grenoble Drive, feedback highlighted speeding concerns on sections between Gateway Boulevard and Spanbridge Road, and near Grenoble Public School



Map of locations studied to address speed management

2. Excessive Speeding: Proposed Changes

The following measures are proposed to address concerns about excessive speeding:

Traffic calming (speed humps and speed cushions) is an effective measure to address motor vehicle speeding, designed and spaced to support comfortable driving at 30 km/h. Speed humps extend across the full width of the roadway, while speed cushions are segmented to allow larger vehicles such as emergency services to pass with less impact.

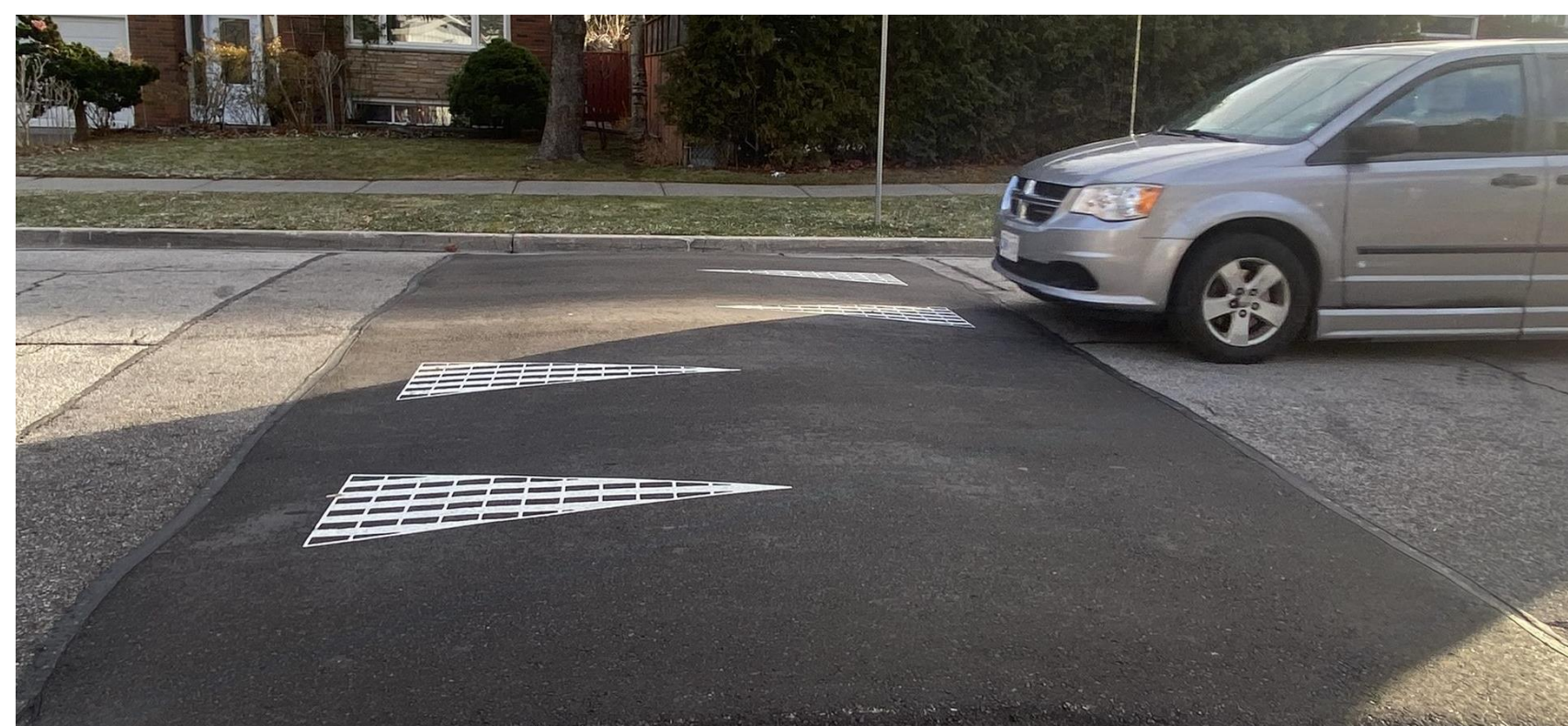
- **Speed humps** are proposed on: Seton Park Road
- **Speed cushions** are proposed on: Spanbridge Road and Linkwood Lane

In-road flexible speed signs reinforce the posted speed limit, serving as visual and physical reminders to drivers. These are proposed at:

- St. Dennis Drive
- Grenoble Drive at Grenoble Public School
- Grenoble Drive between Vendome Place and Spanbridge Road

Watch your speed signs are speed display signs that show drivers their current speed and encourage them to drive at an appropriate speed. These are proposed on:

- St. Dennis Drive



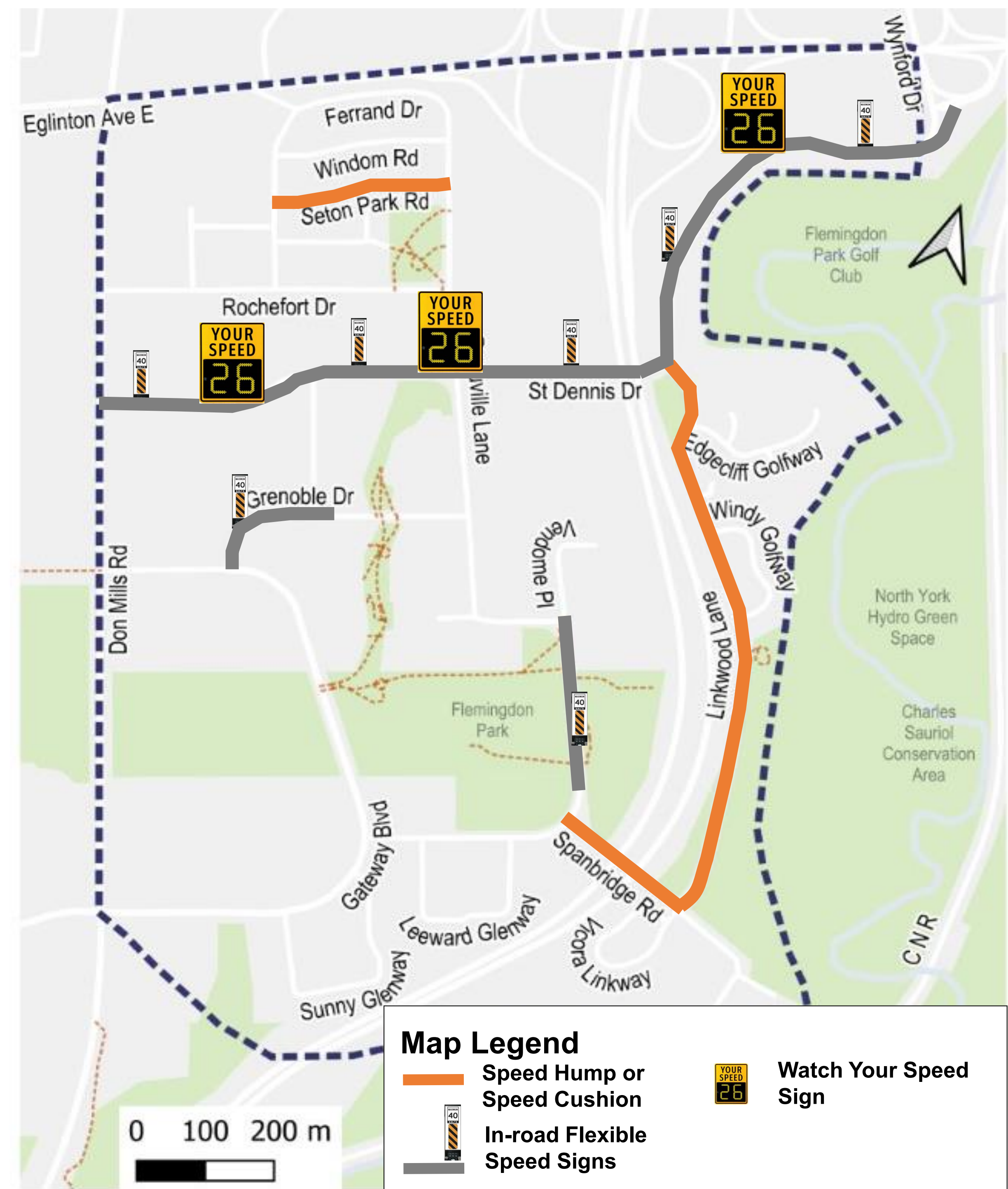
Speed Cushion and Speed Hump



In-Road Flexible Speed Sign



Watch Your Speed Sign



Map of Proposed Change Locations

Placement shown for the “Watch Your Speed Signs” and the “In-road Flexible Speed Signs” are preliminary and for illustrative purposes only. Final placement will be refined during detailed design, with consideration given to driveways, intersections, and other site-specific factors.

3. Traffic Congestion

What we heard in Phase 1 of the Streets Plan:

- High traffic volumes on Grenoble Drive, Deauville Lane, and St. Dennis Drive, particularly during school pick-up and drop-off hours
- Congestion on Spanbridge Road and Linkwood Lane during peak hours due to frequent non-local trips
- Congestion on Windom Road during peak hours due to high volumes of vehicles travelling from west to east

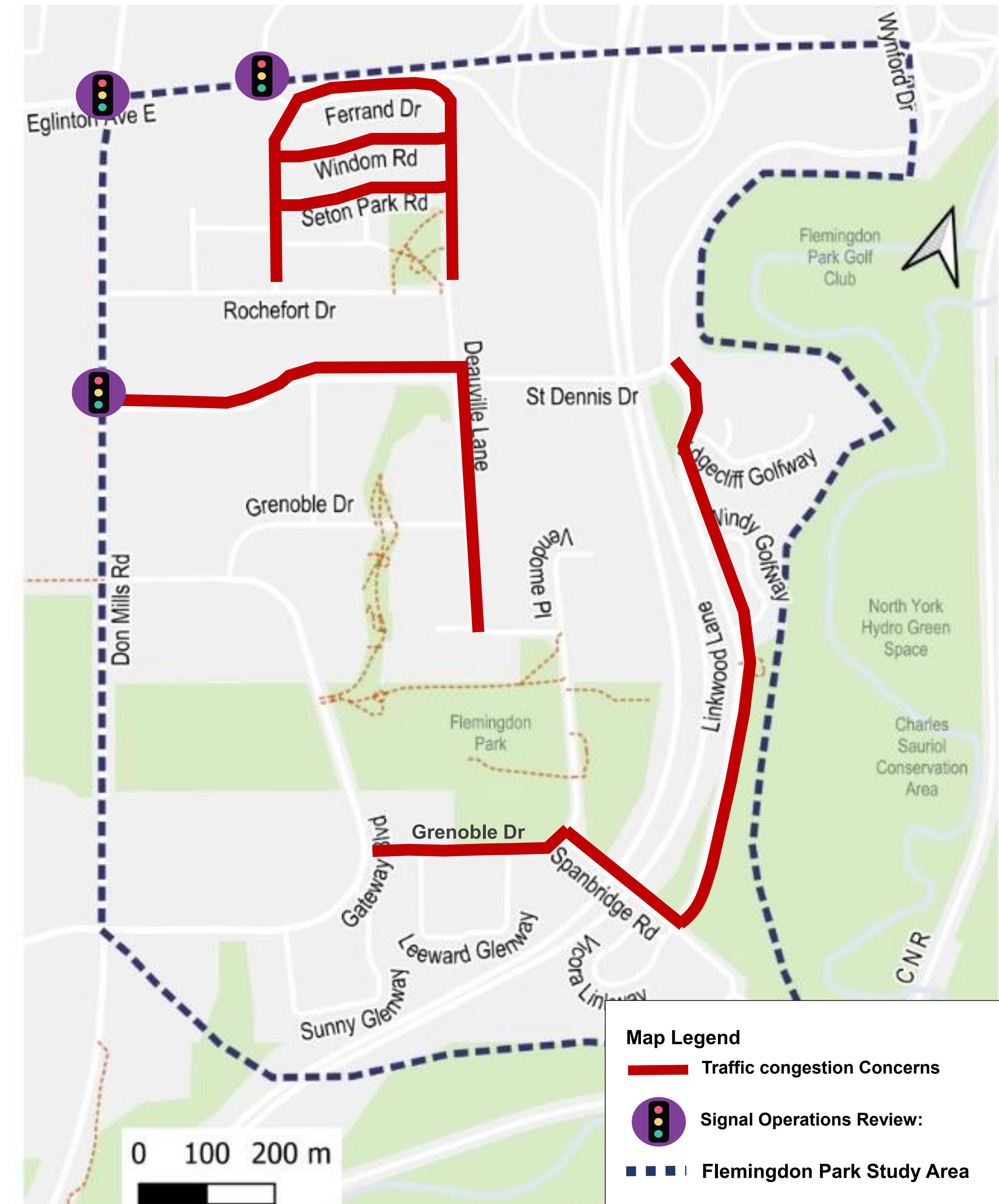
What further analysis showed us:

- A review of traffic volume data from the past five years shows that all streets, including streets that experience school-related traffic, **remain below the City's standard thresholds for vehicle volumes**: less than 2,500 vehicles per day for local roads, and between 2,500 and 8,000 vehicles per day for collector roads.

Based on the technical analysis, no traffic volume management measures are proposed through this Streets Plan. However, signal timings are under review at key intersections, and the proposed speed management measures on Spanbridge Road, Linkwood Lane, and St. Dennis Drive may help discourage non-local traffic on local streets.

Signal Timing Modifications (Under Review): Signal timing modifications have been requested for the following locations to address delays and vehicle queuing:

- Intersection of Gervais Drive and Eglinton Avenue East
- Intersection of St. Dennis Drive and Don Mills Road
- Intersection of Don Mills Road and Eglinton Avenue East

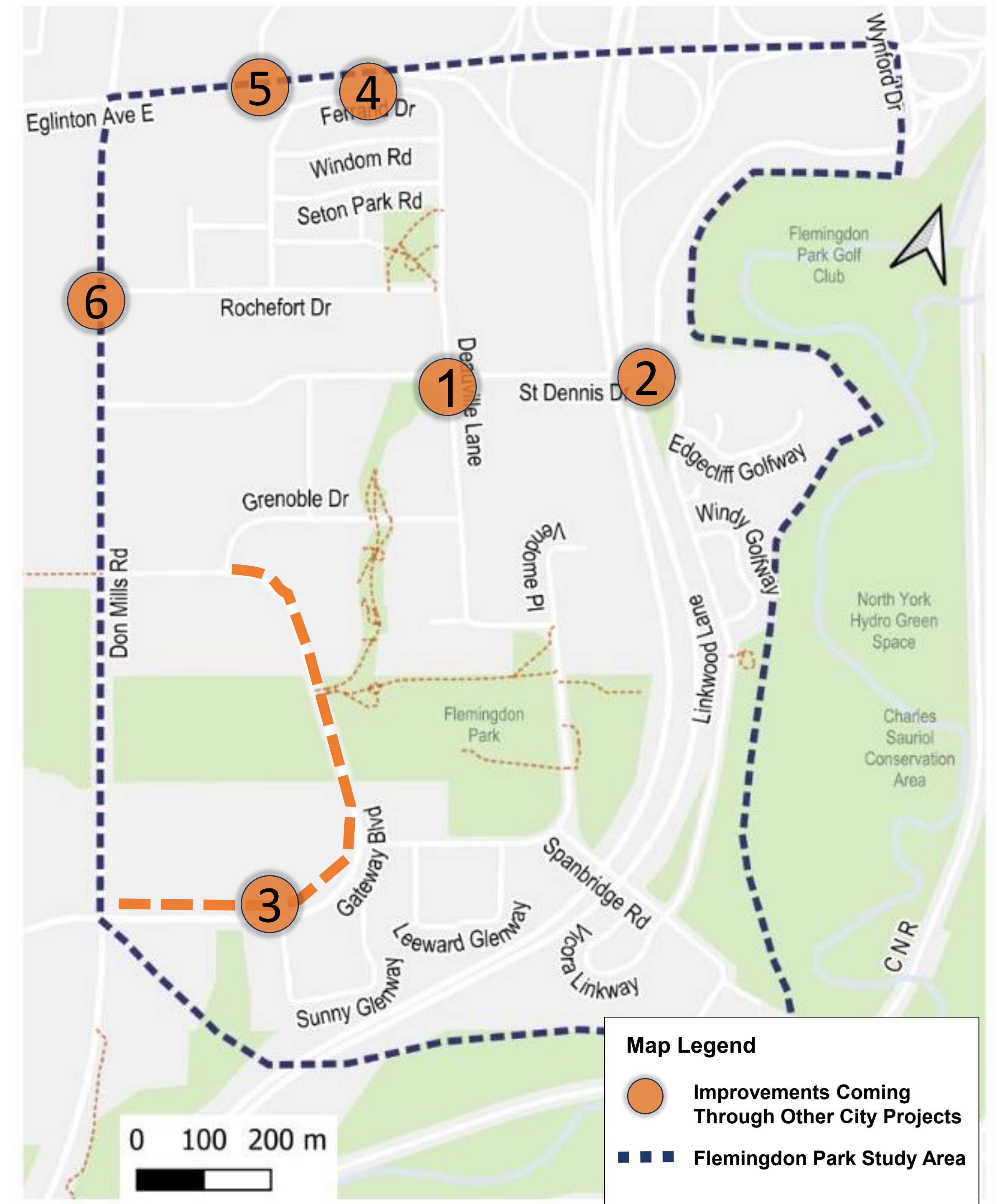


Map of locations studied to address volume management

Changes Coming Through Other City Projects

In addition to the changes proposed through this Streets Plan, there are improvements coming through other City projects that address road safety concerns in the study area:

- 1. Safety improvements at the intersection of Deauville Lane and St. Dennis Drive:** To be rebuilt as a protected intersection, including removal of the slip lane along with new bike lanes and accessible integrated bus/bike platforms. Construction planned for 2026 -2027
- 2. New traffic signal at the intersection of Linkwood Lane and St. Dennis Drive:** A Council-approved traffic signal is planned to be implemented in 2026
- 3. Gateway Boulevard reconstruction project:** road resurfacing on Gateway Boulevard and accessibility upgrades to bus stops to add integrated bus/bike platforms). Target commencement in 2029.
- 4. Street Direction Changes to Ferrand Drive:** Changes are proposed on the segment north of Windom Road and will be presented to the Infrastructure and Environment Committee for consideration in 2026.
- 5. Road Design Changes at Eglinton Avenue East to Ferrand Drive Ramp and at the Intersection of Eglinton Avenue East and Gervais Drive:** As a part of the proposed development at 805 Don Mills Road, a new street will be installed, resulting in a realignment of this intersection, removal of the ramp, and addition of a new intersection. Construction commencement targeted in 2030.
- 6. New Traffic Signal at the Intersection of Don Mills Road and Rochefort Drive:** A council-approved traffic signal is planned to be implemented in 2026.



Map of changes coming through other City Projects

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 Flemington Park. 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.

Short-term and Medium-term Changes

Short-term changes can be implemented within 6 months to 2 years of decision to proceed and medium-term changes are those that can be implemented within 2 to 5 years of decision to proceed.

#	Change	Location
1	New or improved pavement markings	<ul style="list-style-type: none"> • Intersection of Gateway Boulevard and Sunny Glenway • Intersection of St. Dennis Drive & Don Mills Road • East intersection of Ferrand Drive and Rochefort Drive
2	Pedestrian crossing improvements	<p><u>New pedestrian crossover (PXO)</u></p> <ul style="list-style-type: none"> • Intersection of Gateway Boulevard at John XXIII Parish Church and the commercial plaza <p><u>New crosswalk</u></p> <ul style="list-style-type: none"> • Intersection of Ferrand Drive and Rochefort Drive (both east and west intersections)
3	Road safety improvement (changes to road design and geometry)	<ul style="list-style-type: none"> • Gateway Boulevard, at the exit of gas station <ul style="list-style-type: none"> • Painted median extension with flex bollards (in short-term) • Permanent concrete boulevard extension (in medium-term)
4	Traffic calming (speed humps and speed cushions)	<p><u>Speed hump</u></p> <ul style="list-style-type: none"> • Seton Park Road, between Ferrand Drive and Ferrand Drive <p><u>Speed cushions</u></p> <ul style="list-style-type: none"> • Spanbridge Road, between Grenoble Drive and Linkwood Lane • Linkwood Lane, between Spanbridge Road and St. Dennis Drive
5	New signage (to address speeding)	<p><u>In-road flexible speed signs</u></p> <ul style="list-style-type: none"> • St. Dennis Drive between Don Mills Road to Eglinton Avenue East • Grenoble Drive at Grenoble Public School • Grenoble Drive between Vendome Place and Spanbridge Road <p><u>'Watch your speed' sign</u></p> <ul style="list-style-type: none"> • St. Dennis Drive between Don Mills Road to Eglinton Avenue East
6	Signal operations review (under review)	<ul style="list-style-type: none"> • Gervais Drive and Eglinton Avenue East • St. Dennis Drive and Don Mills Road • Don Mills Road and Eglinton Avenue

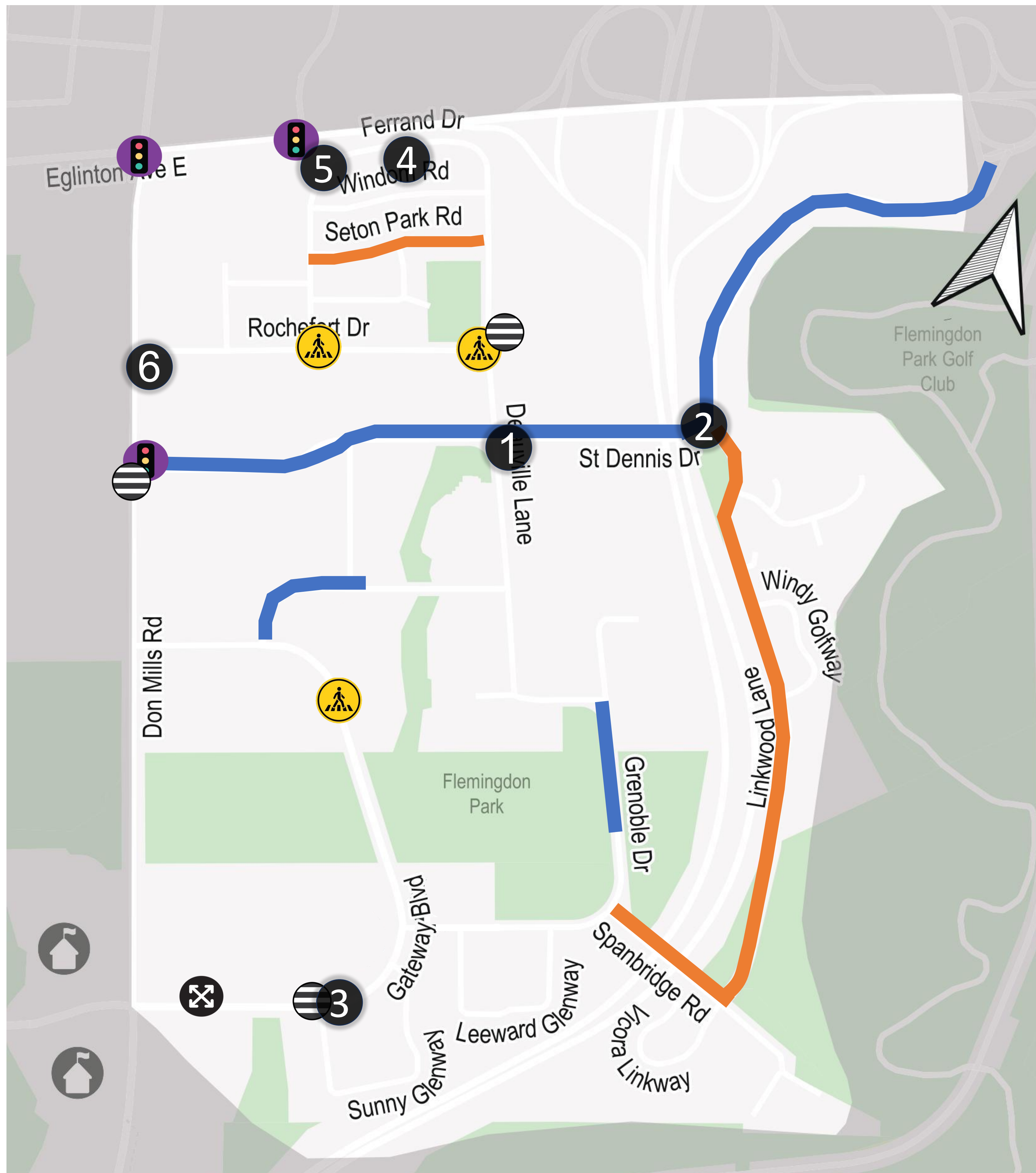
Summary of Proposed Action Plan (continued)

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
Relocation of Pedestrian Crossover (PXO) on Grenoble Drive at Grenoble Public School	Relocation of the Pedestrian Crossover (PXO) was reviewed, but is not feasible. If relocated, the PXO will not meet the required distance from the signalized intersection at Grenoble Drive and Gateway Boulevard and from residential driveways.
Removal of “No Right Turn on Red” at the intersection of Don Mills Road and Gateway Boulevard	This turning restriction was installed as a safety measure in response to past collisions and conflicts between right-turning vehicles and people walking or cycling, and will remain in place.
Addition of a Pedestrian Crossover (PXO) at Linkwood Lane and Shady Golfway	The current traffic data does not warrant a Pedestrian Crossover at this location. However, a new traffic signal is planned to be installed ~80 metres north at the intersection of Linkwood Lane and St. Dennis Drive, and will provide a controlled crossing for pedestrians.
Addition of the missing crosswalk at the south approach of Gateway Boulevard and Grenoble Drive intersection	The traffic data, including collision history, at this location does not support a new crosswalk on the south approach. A new crosswalk may also create conflicts with left-turning vehicles and increase delays. Moving the TTC stop to better align with the north crosswalk was also studied, but is not feasible due to existing and planned transit routes.
Speed management measures for Windom Road	Speed data shows that vehicles are generally travelling within the posted speed limit.
Speed management measures for Grenoble Drive (between Gateway Boulevard and Spanbridge Road)	Safety measures under the Vision Zero School Safety Zone program have already been installed on this roadway. Additional speed management measures are not recommended since speed data shows that vehicles are generally travelling within the posted speed limit.
Removal of food trucks along Gateway Boulevard	Site visits confirm no sightline concerns due to the food trucks at this location. The trucks are licensed to operate, provided that they are parked within the designated Green P spaces.

Upcoming Changes in Flemingdon Park









Flemingdon Park Streets Plan: Proposed Changes

Short-Term (6 Months to 2 Years) and Medium-Term (2-5 Years)

-  New or improved pavement markings
-  New pedestrian crossings
-  Road safety improvement
-  Traffic calming (speed humps or cushions)
-  Other speed management measures
-  Signal timing modifications (under review)

Changes Coming Through Other City Projects

-  Intersection Safety Improvements
-  New Traffic Signal
-  Bus Stop Accessibility Upgrades
-  One-Way Motor Vehicle Traffic Direction Change
-  Ramp Removal and Intersection Design Changes
-  New Traffic Signal

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.

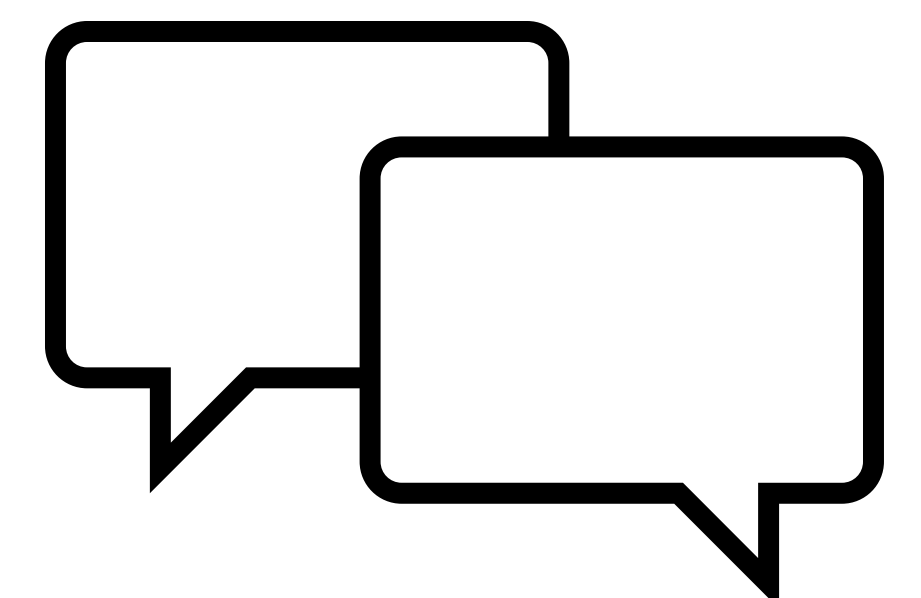
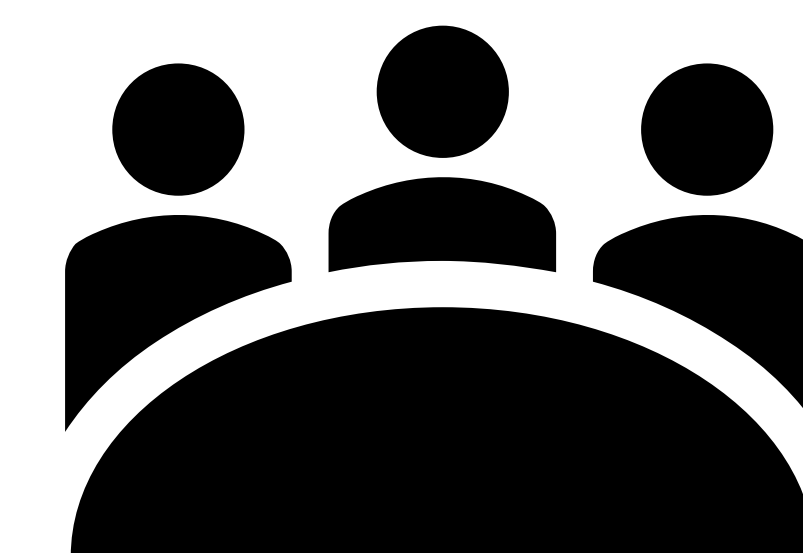
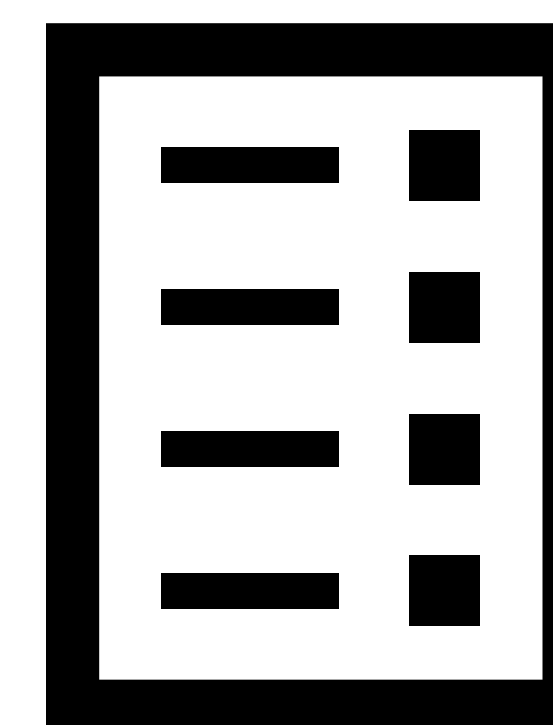
Staff will report recommendations to the North York Community Council in summer 2026. The Committee/Community Council may vote to 'adopt', 'defer', 'reject', or 'receive' the recommendations of the Streets Plan, and may submit additional related motions.

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, and will be shared with the project email list about one week in advance of the meeting date, once the meeting agenda is available.

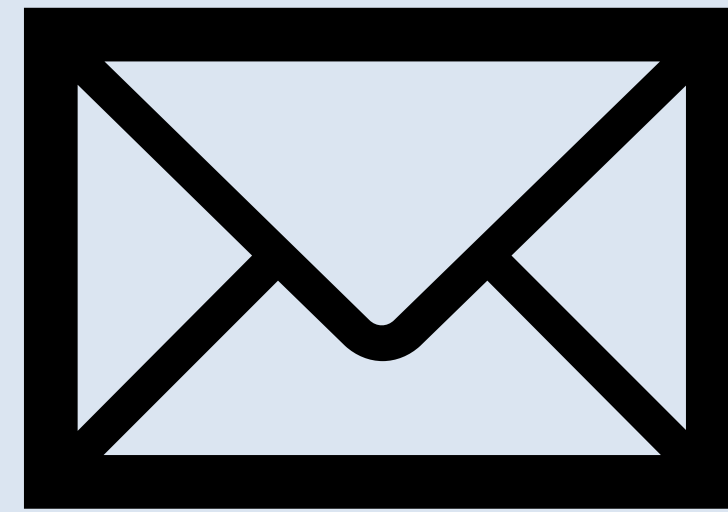
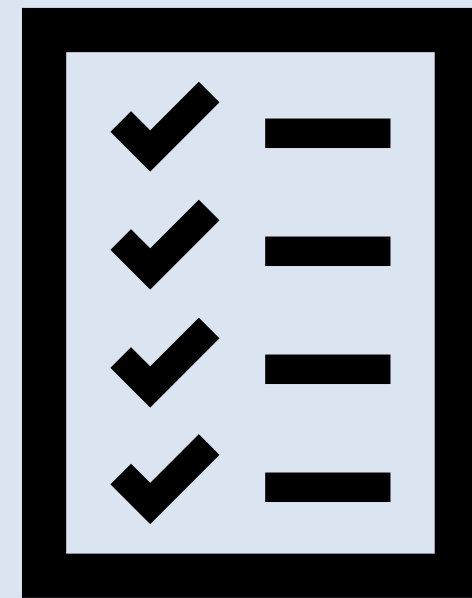
After changes are installed, the City continues to monitor the project area, respond to feedback, and make additional adjustments as needed.



North York Community Council, Screenshot taken from recording of meeting on July 3rd, 2025



Provide Feedback



**Comment deadline:
May 25, 2026**

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

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Toronto, Ontario. M5V 3C6



[Toronto.ca/FlemingdonParkStreets](https://toronto.ca/FlemingdonParkStreets)

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
- 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