

Thistleton Streets Plan

Public Consultation Report
June 2026

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For questions about this report, please contact:

Pragya Priyadarshini
Senior Coordinator, Public Consultation Unit
ThistleTownStreets@toronto.ca
416-397-0202

Consultation Summary

Public and interest group consultation for Thistletown Streets Plan Phase 2 took place from March 9 to April 6, 2026, and included consultation on road safety improvements throughout the neighbourhood as well as proposed bikeways on Panorama Court and Rowntree Road.

Consultation activities included virtual and in-person community interest group conversations, a public drop-in event, survey, pop-up events, and comment tracking through phone and email. The project team interacted with over 80 people at in-person consultation activities, and 99 survey responses were received. Five people provided feedback by phone or email.

Communications to notify the public and interest groups about the project and opportunities to participate included a project web page, targeted emails to over 35 community interest groups and 28 project subscribers, and notices mailed to 11,644 addresses in the project area.

Overall, the public feedback was positive and included high support for the proposed changes. Proposed speed humps, safety improvements near schools, new crosswalk markings, and new bikeways alongside road safety improvements on Panorama Court and Rowntree Road received the most positive feedback.

New bikeways and road safety improvements on both Panorama Court and Rowntree Road received high support. Of the two bikeway design options for Rowntree Road, Option 2 which includes green infrastructure and a bikeway on north-east side of the road received higher support.

The feedback gathered through this consultation will inform staff recommendations to City Council.

More information about the project can be found at toronto.ca/ThistletownStreets

Project Overview

In consultation with the local community, the City is developing a Neighbourhood Streets Plan for Thistle town that will address four main areas of concern:

- 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

The project area is located between Kipling Avenue to the west, and bounded by Humber River to the north, south and east. A map of the project area boundaries is shown in Figure 1.

Figure 1: Map of the Thistle town Streets Plan



Overview of Communications and Consultation Activities

Phase 2 public consultation included communications to raise awareness of the project and consultation activities to gather community feedback.

Communication Activities

A variety of methods were used to notify people of the project and opportunities to participate:

- Project web page toronto.ca/ThistleTownStreets
- Notice delivered via Canada Post to 11,644 addresses in the project area
- E-notification to project subscribers (28 contacts)
- Email to interest groups including residents' associations, community groups, organizations, institutions and elected officials (35 contacts)
- Lawn signs posted in the project area

Consultation Activities

Comments on the project were received through the following activities:

Activity	Date	Participation
Interest Group Meetings (virtual and one-on-one)	February 27 – April 7, 2026	15 individuals
Pop-Up Events	March 5, 2026 and March 26, 2026	45 individuals and 15 businesses
Online Survey	March 10 – April 7, 2026	99 responses
Email/Phone	March 10 – April 7, 2026	Comments received from 5 individuals
Public Drop-in Event	March 23, 2026	20 individuals

What We Heard

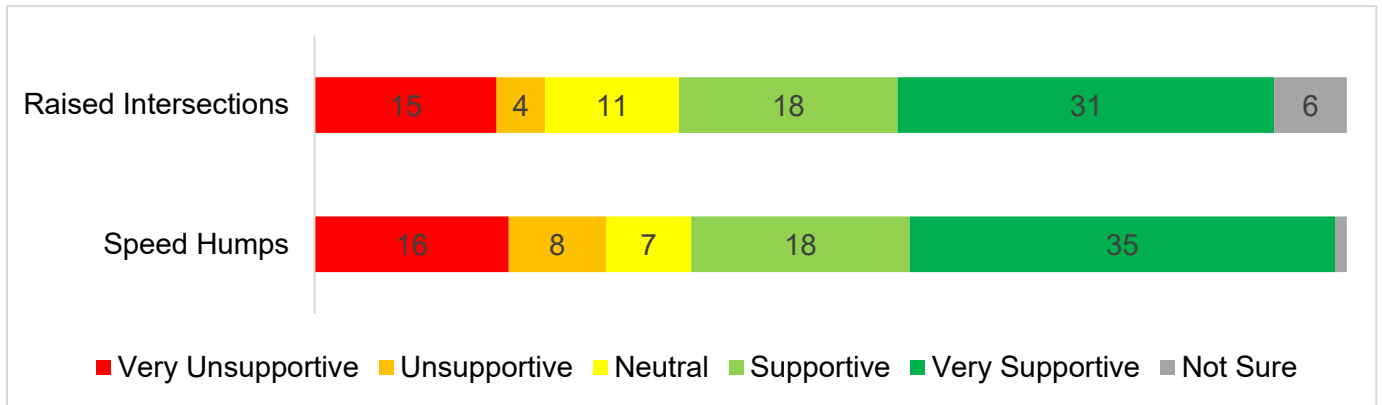
- Feedback generally showed high levels of support for proposed changes to address road safety near schools, new bikeways, and road safety improvements. Many participants expressed satisfaction that the proposed changes reflected community feedback provided in Phase 1 consultation. Of the survey respondents, 61% highly supported or supported the proposed raised intersection at Barkwin Drive and Batawa Crescent.
- Majority of the feedback supported proposed changes to address excessive speeding. Speed humps were highly supported or supported at all proposed locations by at least 56% of the survey respondents.
- Feedback emphasized the desire for physically separated bikeways and increased road safety on Panorama Court, particularly since the street is used by children to walk or cycle to the nearby school and community centre. Feedback included high support for parking consolidation on south side of the street, alongside a few concerns about availability of guests parking spaces on weekends and special occasions.
- For Rowntree Road, bikeway design Option 2 was preferred. Reasons for supporting this option included increased safety for pedestrians and people cycling due to higher separation from vehicles, stormwater management, and preference for more greenery on the street.

Survey

The survey was available online via Medallia and included background information before asking multiple-choice and open ended questions.

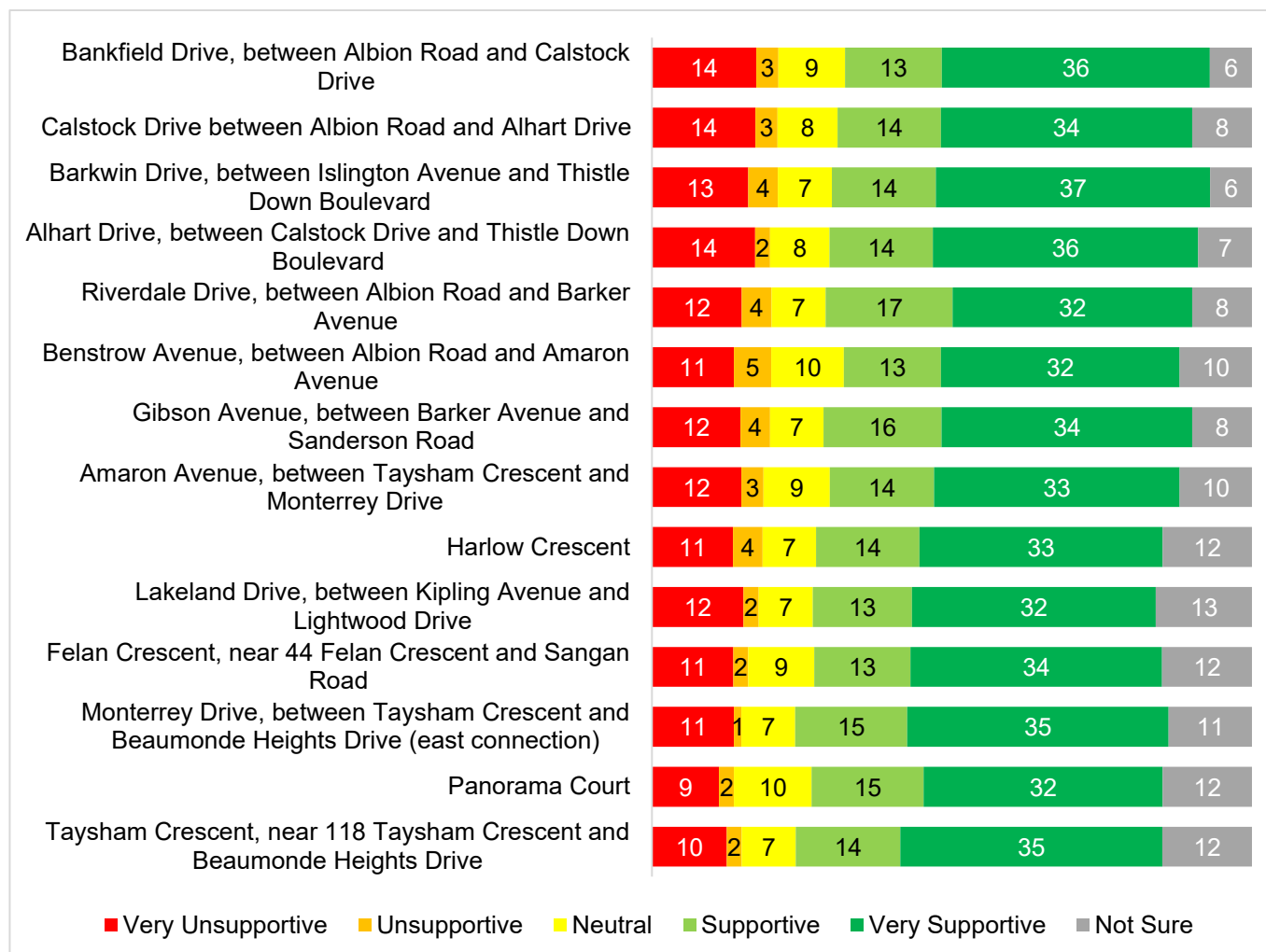
Participation in the survey was anonymous, and optional demographic questions were included (see Appendix for survey participant profile). Responses received to each question are presented in this section.

Question 1. In general, do you support the following proposed changes to respond to excessive speeding in the project area?



- **Raised Intersections:** There were 85 responses, with 49 very supportive or supportive, 11 neutral, 19 very unsupportive or unsupportive and 6 unsure.
- **Speed Humps:** There were 85 responses, with mixed support, including 53 very supportive or supportive, 7 neutral, 24 very unsupportive or unsupportive and 1 unsure.

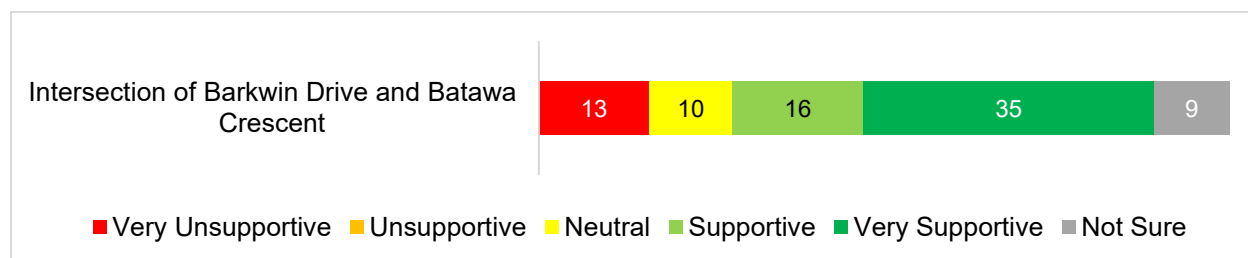
Question 2. Do you support changes to address excessive speeding at these locations?



- Bankfield Drive, between Albion Road and Calstock Drive:** There were 81 responses, with mixed support, including 49 very supportive or supportive, 9 neutral, 17 very unsupportive or unsupportive and 6 unsure.
- Calstock Drive between Albion Road and Alhart Drive:** There were 81 responses, with mixed support, including 48 very supportive or supportive, 8 neutral, 17 very unsupportive or unsupportive and 8 unsure.
- Barkwin Drive, between Islington Avenue and Thistle Down Boulevard:** There were 81 responses, with mixed support, including 51 very supportive or supportive, 7 neutral, 17 very unsupportive or unsupportive and 6 unsure.
- Alhart Drive, between Calstock Drive and Thistle Down Boulevard:** There were 81 responses, with mixed support, including 50 very supportive or supportive, 8 neutral, 16 very unsupportive or unsupportive and 7 unsure.
- Riverdale Drive, between Albion Road and Barker Avenue:** There were 80 responses, with mixed support, including 49 very supportive or supportive, 7 neutral, 16 very unsupportive or unsupportive and 8 unsure.
- Benstrow Avenue, between Albion Road and Amaron Avenue:** There were 81 responses, with mixed support, including 45 very supportive or supportive, 10 neutral, 16 very unsupportive or unsupportive and 10 unsure.

- **Gibson Avenue, between Barker Avenue and Sanderson Road:** There were 81 responses, with mixed support, including 50 very supportive or supportive, 7 neutral, 16 very unsupportive or unsupportive and 8 unsure.
- **Amaron Avenue, between Taysham Crescent and Monterrey Drive:** There were 81 responses, with mixed support, including 47 very supportive or supportive, 9 neutral, 15 very unsupportive or unsupportive and 10 unsure.
- **Harlow Crescent:** There were 81 responses, with mixed support, including 47 very supportive or supportive, 7 neutral, 15 very unsupportive or unsupportive and 12 unsure.
- **Lakeland Drive, between Kipling Avenue and Lightwood Drive:** There were 79 responses, with mixed support, including 45 very supportive or supportive, 7 neutral, 14 very unsupportive or unsupportive and 13 unsure.
- **Felan Crescent, near 44 Felan Crescent and Sangan Road:** There were 81 responses, with mixed support, including 47 very supportive or supportive, 9 neutral, 13 very unsupportive or unsupportive and 12 unsure.
- **Monterrey Drive, between Taysham Crescent and Beaumonde Heights Drive (east connection):** There were 80 responses, with mixed support, including 50 very supportive or supportive, 7 neutral, 12 very unsupportive or unsupportive and 11 unsure.
- **Panorama Court:** There were 80 responses, with mixed support, including 47 very supportive or supportive, 10 neutral, 11 very unsupportive or unsupportive and 12 unsure.
- **Taysham Crescent, near 118 Taysham Crescent and Beaumonde Heights Drive:** There were 80 responses, with mixed support, including 49 very supportive or supportive, 7 neutral, 12 very unsupportive or unsupportive and 12 unsure.

Question 3. Do you support a raised intersection to address excessive speeding at this location?



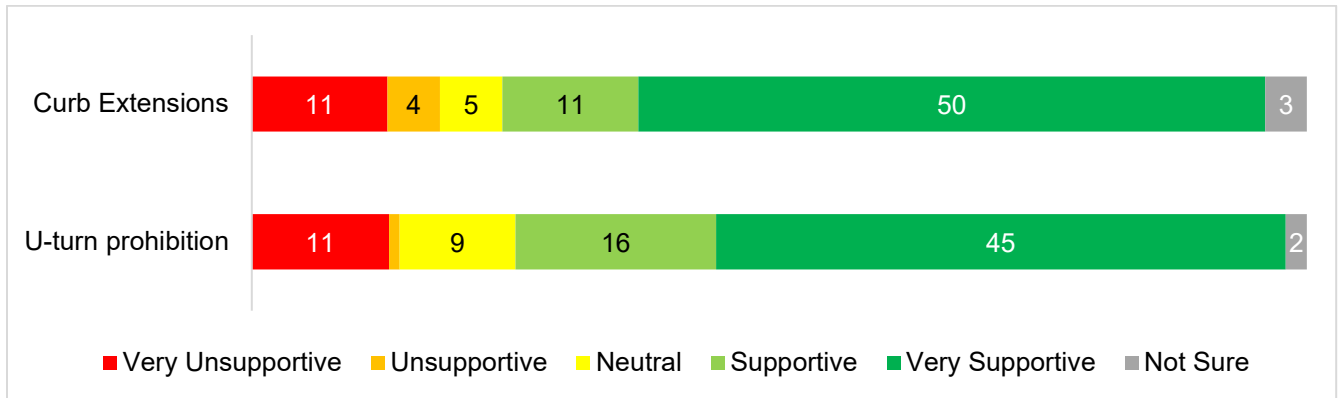
There were 83 responses, with mixed support, including 51 very supportive or supportive, 10 neutral, 13 very unsupportive or unsupportive and 9 unsure.

Question 4. Please include any additional comments you would like to share about the proposed changes to respond to excessive speeding:

The most common additional comments about the proposed changes to address excessive speeding included:

- Concern about effectiveness of existing speed cushions on Thistle Down Boulevard. Some suggested increased enforcement throughout the neighbourhood.
- Install speed humps on Barker Avenue (from Albion Road to Islington Avenue).
- On Harlow Avenue, consider installing speed humps and restricting parking near the southwest corner which is a low visibility area.
- Some concerns that speed humps may impact traffic flow or damage vehicles.

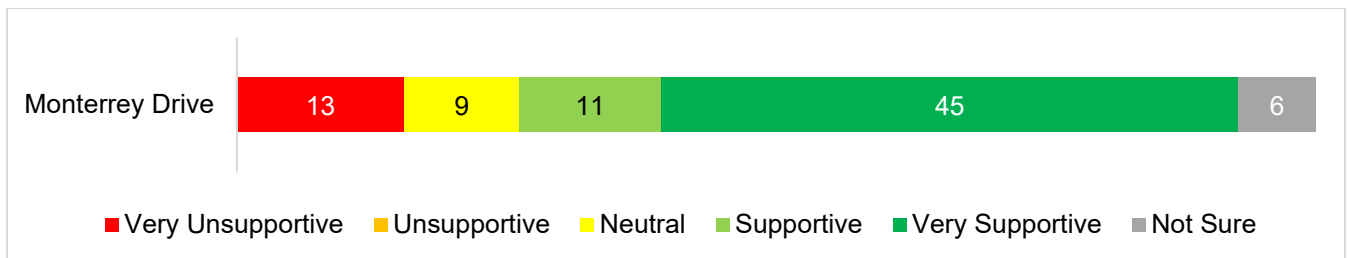
Question 5. In general do you support the following proposed changes to improve safety near schools in the project area?



Curb Extensions: There were 84 responses, with 61 very supportive or supportive, 5 neutral, 15 very unsupportive or unsupportive and 3 unsure.

U-turn Prohibition: There were 84 responses, with 61 very supportive or supportive, 9 neutral, 12 very unsupportive or unsupportive and 2 unsure.

Question 6. Do you support a U-turn prohibition to improve safety near schools at this location (Monterrey Drive)?



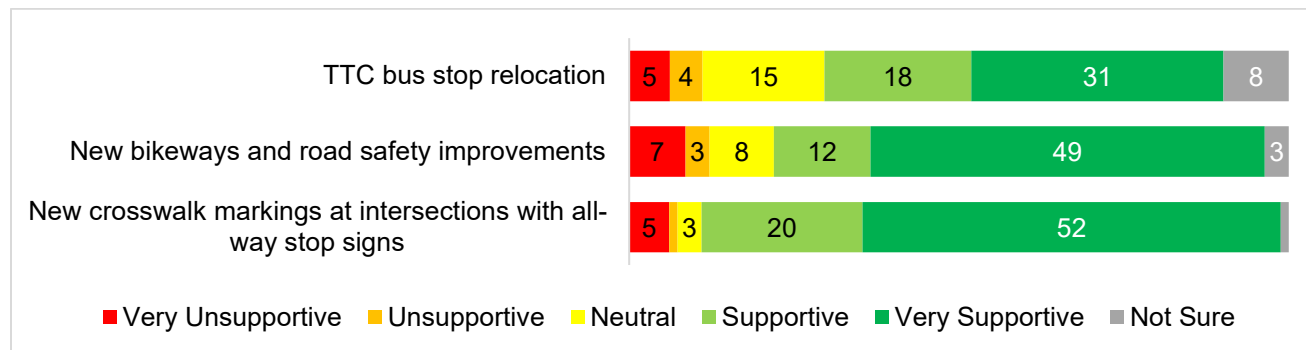
There were 84 responses, with 56 very supportive or supportive, 9 neutral, 13 very unsupportive or unsupportive and 6 unsure.

Question 7. Please include any additional comments you would like to share about the proposed changes to respond to improve safety near schools:

The most common additional comments about the proposed changes to respond to improve safety near schools included:

- Support for turning and parking restrictions, on streets where schools are located.
- Suggestion to pair curb extensions with raised intersections and consider one-way street conversions where needed.
- Concerns about continued non-compliance with u-turn restrictions in front of St. John Vianney Catholic School. Some suggestions to install additional larger signage, physical barriers or enforcement to encourage u-turns.
- Encourage students to walk or cycle to school to reduce vehicular traffic.

Question 8. In general, do you support the following proposed changes to improve active transportation in the project area?

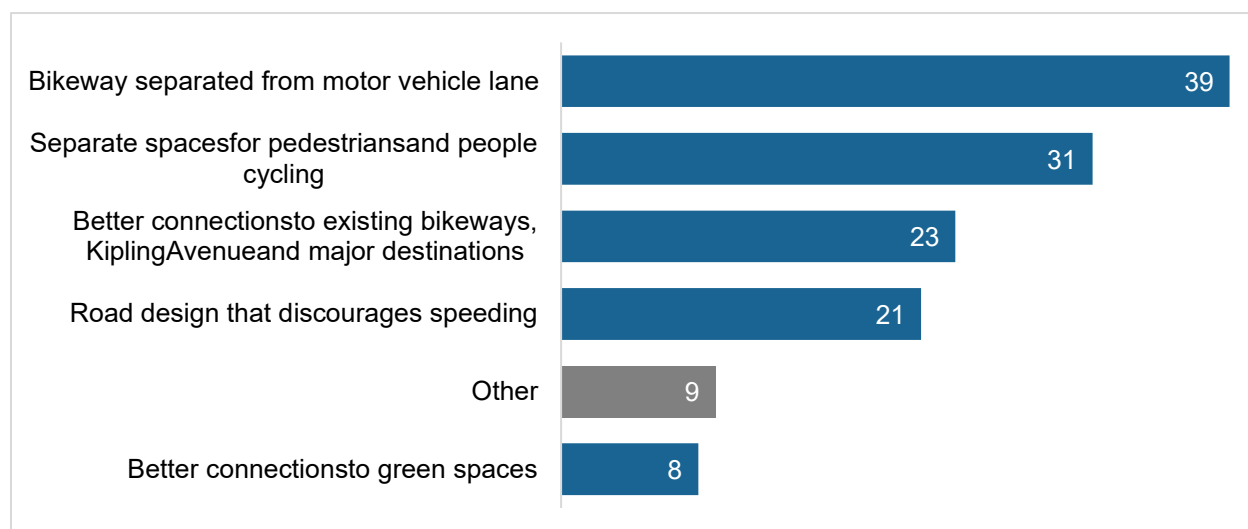


TTC bus stop relocation: There were 81 responses, with 49 very supportive or supportive, 15 neutral, 9 very unsupportive or unsupportive and 8 unsure.

New bikeway and road safety improvements: There were 82 responses, with 61 very supportive or supportive, 8 neutral, 10 very unsupportive or unsupportive and 3 unsure.

New crosswalk markings at intersections with all-way stop signs: There were 82 responses, with 72 very supportive or supportive, 3 neutral, 6 very unsupportive or unsupportive and 1 unsure.

Question 9. What do you like about the proposed bikeway and road safety improvements on Panorama Court? Select your top two (2)



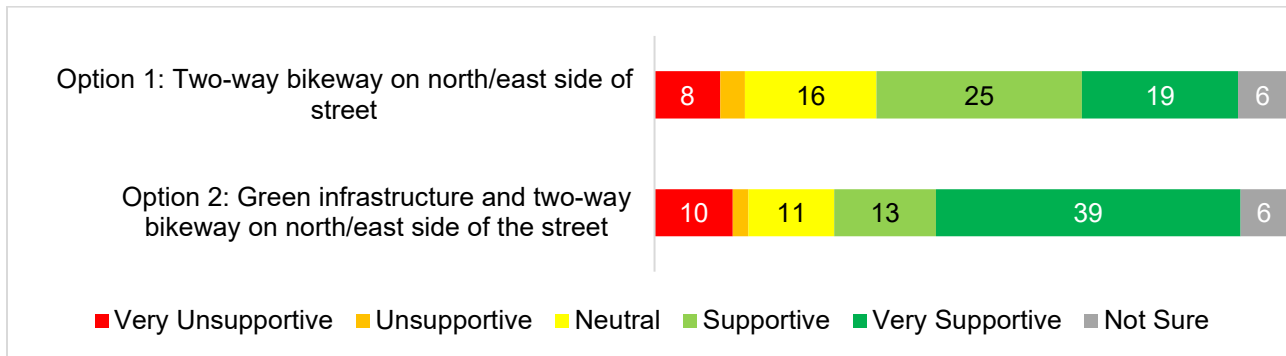
There were 77 responses. Of the respondents, 39 indicated they most like bikeways separated from motor vehicle lanes, and 31 indicated like better connections to existing bikeways, Kipling Avenue and major destinations.

Question 10. Please include any concerns you have about the proposed bikeway and road safety improvements on Panorama Court:

The most common concerns about the proposed bikeway and road safety improvements on Panorama Court included:

- Support for the proposed road safety improvements and physically separated bikeways, particularly to ensure safety for children cycling. Suggestion to add green infrastructure to the design
- Some concerns that the proposed changes may slow down the traffic and lead to congestion

Question 11. Do you support the options for the new bikeway and road safety improvements at Rowntree Road?



Option 2 emerged as the preferred response, with 52 of the 81 respondents indicating they were either very supportive or supportive of the option. 11 indicated they were neutral, 12 were unsupportive or very unsupportive, and 6 were not sure.

Option 1 received 77 responses, 44 of the respondents were either very supportive or supportive, 16 were neutral, 11 were unsupportive or very unsupportive, and 6 were not sure.

Question 12. Please include any additional comments you would like to share about the proposed changes to improve active transportation in the study area:

The most common additional comments about the proposed changes to improve active transportation in the study area included:

- High support for bikeway design Option 2 for Rowntree Road. Respondents most liked the increased separation between motor vehicles and pedestrians or people cycling, green infrastructure, and storm water management.
- Include native plants and pollinators in the green spaces
- Some concerns that new bikeways may be underutilized or lead to unsafe road conditions for motor vehicles
- Need for additional safer cycling connectivity in Thistletown, on the Humber River Recreational Trail and surrounding area. Connect bikeways on Rowntree Park (south of Steeles Avenue) to Woodbridge (north of Steeles Avenue), and add bikeways on Islington Avenue from Rexdale to Steeles Avenue

Question 13. Please share any additional comments, concerns, observations, or suggestions related to Thistletown Streets Plan:

The most common additional comments about Thistletown Streets Plan included:

- High support for the proposed changes. Respondents felt these changes address concerns and issues previously identified by the community. Some concerns that speed

humps and cycling infrastructure may impact traffic flow.

- Need for changes including: speed humps on Sims Crescent and Barker Drive (between Riverdale Drive and Gibson Avenue); sidewalk on Bankfield Drive (between Albion Road and Alhart Drive); road resurfacing on Islington Avenue (from Rexdale Boulevard to Steeles Avenue); advance left turn onto Thistle Down Boulevard from Albion Road; and street sign for Alhart Drive
- Need for future pedestrian safety improvements on the intersections of Islington Avenue and Barker Drive, Islington Avenue and Albion Road, and Lakeland Drive and Kipling Avenue

Public Drop-in Event

At the March 23, 2026 public drop-in event, attendees were able to view information panels about the project and speak with members of the project team. Participant comments are summarized below:

Speed

Location	Comment Summary
Dashwood Crescent	- Excessive speeding
Don Mills Road	- Non-local traffic is causing speeding concerns on many residential streets
Lakeland Drive	- Support for speed humps
Lakeland Drive and Felan Crescent intersection	- Excessive speeding and restricted sightline. Consider installing speed humps
General	- Concern about efficacy of traffic calming measures

Cycling Infrastructure

Location	Comment Summary
Panorama Court	<ul style="list-style-type: none">- Support for separated bikeway and speed reduction measures- Curb seems low, consider installation higher separations and posts for increased safety
Rowntree Road	<ul style="list-style-type: none">- Support for road safety changes, and request for additional safety at the intersection of Rowntree Road and Kipling Avenue- Preference for design Option 2, since it provides higher separation between pedestrians and motor vehicles, green infrastructure, and storm water management- Need for a mid-block crossing near the community centre. Many pedestrians, including children, cross the street unsafely to reach the businesses, community centre, or school
Throughout the neighbourhood	<ul style="list-style-type: none">- Support for new cycling connections in the neighbourhood- Need for more bike parking and Bike Share stations to support upcoming cycling routes

Road Safety

Location	Comment Summary
Albion Avenue and Islington Avenue intersection	- Install additional safety measures for pedestrian and motor vehicles
Kipling Avenue and Lakeland Drive	<ul style="list-style-type: none">- Turning left from Kipling Avenue to Lakeland Drive is difficult and unsafe, with high risk of collision. Similarly, turning left from Lakeland Drive to Kipling Avenue is also difficult and unsafe- Consider installing a physical median on Kipling Avenue

Location	Comment Summary
Thistle Down Boulevard	<ul style="list-style-type: none"> - Support for curb extensions - Concerns about non-compliance of existing safety measures and request for increased enforcement

Pedestrian

Location	Comment Summary
Kipling Avenue and Lakeland Drive	<ul style="list-style-type: none"> - Poor access to trail on Kipling Avenue just south of Lakeland Drive. People often access the paved trail in unsafe ways.

Parking

Location	Comment Summary
Lightwood Drive	<ul style="list-style-type: none"> - Parking being allowed on both sides makes driving on this road difficult

Public Transit

Location	Comment Summary
Islington Avenue and Finch Avenue West intersection	<ul style="list-style-type: none"> - Support for bus stop relocation

Other Feedback

Location	Comment Summary
Alhart Drive and Bankfield Road intersection	<ul style="list-style-type: none"> - Restricted visibility due to overgrown vegetation
Thistle Down Boulevard and Judhaven Road intersection	<ul style="list-style-type: none"> - Restricted visibility due to a fence
General	<ul style="list-style-type: none"> - Inadequate lighting at trail connections near the intersection of Batawa Crescent and Barwin Drive. Install additional lighting - Consider replacing P-Gates at the entrance of trails since they may be unsafe for people cycling

Interest Group Feedback

The comments received through meetings with community interest groups and affected property owners are summarized below:

Speed

Location	Comment Summary
Panorama Court	- Excessive speeding

Cycling Infrastructure

Location	Comment Summary
Panorama Court	- General support for a new bikeway, with emphasis on the need for a physically separated bikeway to ensure safety
Rowntree Road	<ul style="list-style-type: none"> - General support of new bikeways and road safety improvements - Bikeway design Option 1 may provide a refuge island between car lanes for pedestrians crossing the road midblock - Appreciate the green infrastructure elements of bikeway design in Option 2 - Consider winter maintenance and snow clearance in the bikeway design - Most businesses in the plaza do not use the Rowntree Road entrance for bigger vehicles, loading, or delivery.

Road Safety

Location	Comment Summary
Albion Road and Wardlaw Crescent intersection	- Safety concerns at the intersection due to conflicts between motor vehicles and pedestrians
Albion Road and Islington Avenue intersection	- Need for intersection safety improvements and reducing high traffic volumes
Monterrey Drive	<ul style="list-style-type: none"> - Curb extension would be helpful if it extends east of Monterrey Drive. This may prevent blind spots for pedestrians by ensuring cars are not parking close to the intersection - Concerns about non-compliance of existing traffic restrictions and need for accountability measures to ensure compliance - Request for increased enforcement, included automated enforcement where possible
Panorama Court	- Support for road safety improvements and reduced speeds
Rowntree Road	<ul style="list-style-type: none"> - Support for safety improvements and reduced speeds, since many children and seniors use this street - Pedestrians, including children cross the street midblock to and from the school and community centre
Rowntree Road and Kipling Avenue Intersection	- Safety measures are needed at this intersection

Location	Comment Summary
Thistle town Boulevard	<ul style="list-style-type: none"> - General support for changes proposed near the school. Identify the area near the school as a priority for implementation. - Continued non-compliance with U-turn signage in front of the school
Thistle town Boulevard and Albion Road intersection	<ul style="list-style-type: none"> - Signal time review needed. Frequent pedestrian and motor vehicle conflicts

Pedestrian

Location	Comment Summary
Albion Road and Barkwin Drive intersection	<ul style="list-style-type: none"> - Cars are parked too close to the intersection, leading to unsafe conditions, narrowed roads and congestion
Panorama Court	<ul style="list-style-type: none"> - Install a pedestrian crossover east of the community centre driveway, across from the park. Many seniors walk from the hub to the community garden in the park.

Parking

Location	Comment Summary
Panorama Court	<ul style="list-style-type: none"> - No concerns about parking being consolidated on one side of the street
General (near schools)	<ul style="list-style-type: none"> - Need for better drop-off and pick-up flow - Add additional signage and traffic control measures - Evaluate crossing guard needs and placement - Consider adding Kiss-and-Ride locations

Other Feedback

Location	Comment Summary
Panorama Court	<ul style="list-style-type: none"> - Confusing navigation and lack of signage in the parking lot behind the community centre

Additional Feedback

The comments received through pop-ups, phone and email are summarized by theme below:

Speed

Location	Comment Summary
Bankfield Drive	<ul style="list-style-type: none"> - Excessive speeding due to non-local traffic. Consider installing speed humps, including one near the farm
Felan Crescent	<ul style="list-style-type: none"> - Concerns about speed humps potentially damaging cars and causing problems for children cycling
Panorama Court	<ul style="list-style-type: none"> - Excessive speeding. Support for traffic calming measures

Cycling Infrastructure

Location	Comment Summary
Panorama Court	<ul style="list-style-type: none">- Support for a new bikeway and physical separation, particularly since children often cycle to school or to the community centre
Rowntree Road	<ul style="list-style-type: none">- Support for a new bikeway, with preference for Option 2.- Appreciation for the increased cycling connectivity to the Humber River Recreational Trail- Would prefer a bikeway design that does not disrupt snow clearance operations

Road Safety

Location	Comment Summary
Thistle Down Boulevard	<ul style="list-style-type: none">- U-turn non-compliance in front of the schools remains a problem

Pedestrian

Location	Comment Summary
Humber River Recreational Trail	<ul style="list-style-type: none">- The trail is difficult to access from the southwest corner of the Islington Avenue bridge and from the southeast corner of the Kipling Avenue bridge, particularly for pedestrians with strollers or people cycling- Increase accessibility by installing a paved path or accessible stairs

Parking

Location	Comment Summary
Panorama Court	<ul style="list-style-type: none">- Support for parking consolidation on south side of the street. Vehicles are often parked on both sides of the streets, making the road too narrow- Concern about lack of parking spaces on weekends and special occasions, since residential buildings do not have adequate guest parking

Other Feedback

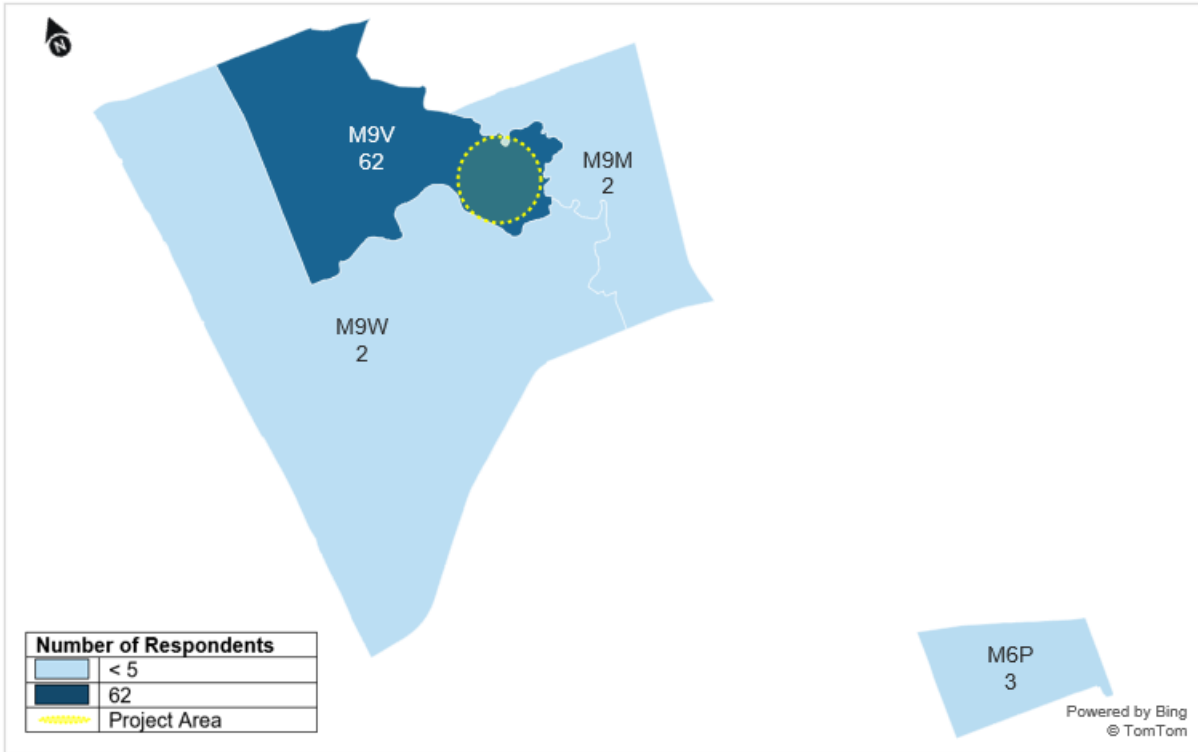
Location	Comment Summary
Islington Avenue	<ul style="list-style-type: none">- Need for a public update on the status of stairway access from Islington Avenue (near Sandhill Drive) to College Street

Appendices

Appendix A: Survey Participant Profile

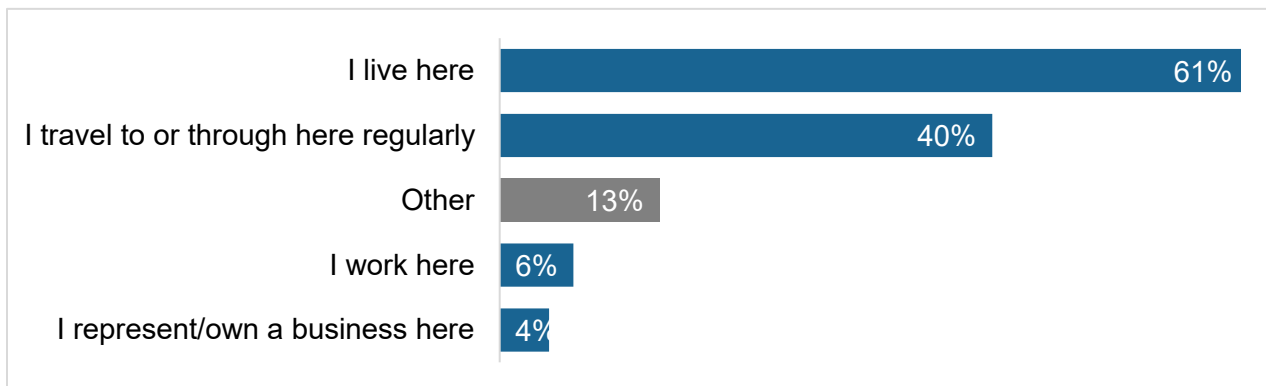
A total of 97 survey respondents provided optional demographic information described below.

Postal Code | n=97



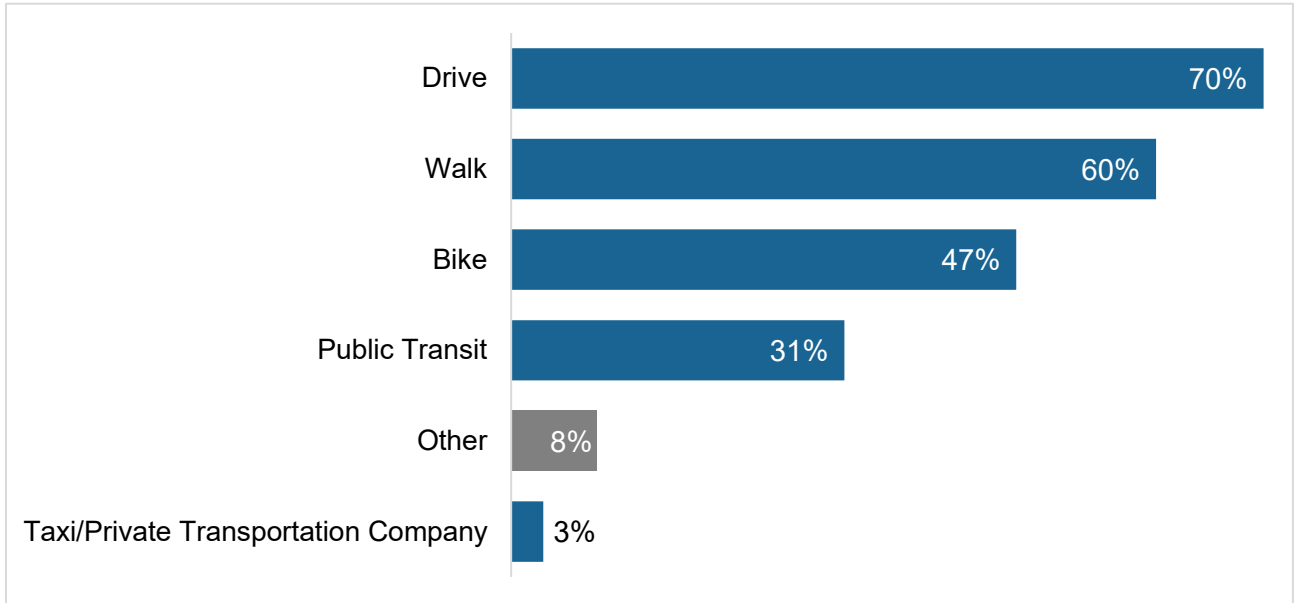
Of all survey respondents, 62 live in or near the study area in M9V, and 2 each in M9W and M9M. 24 were located in other postal codes across the city, and an additional 10 preferred not to answer this question.

Relationship to the Project Area | n=97



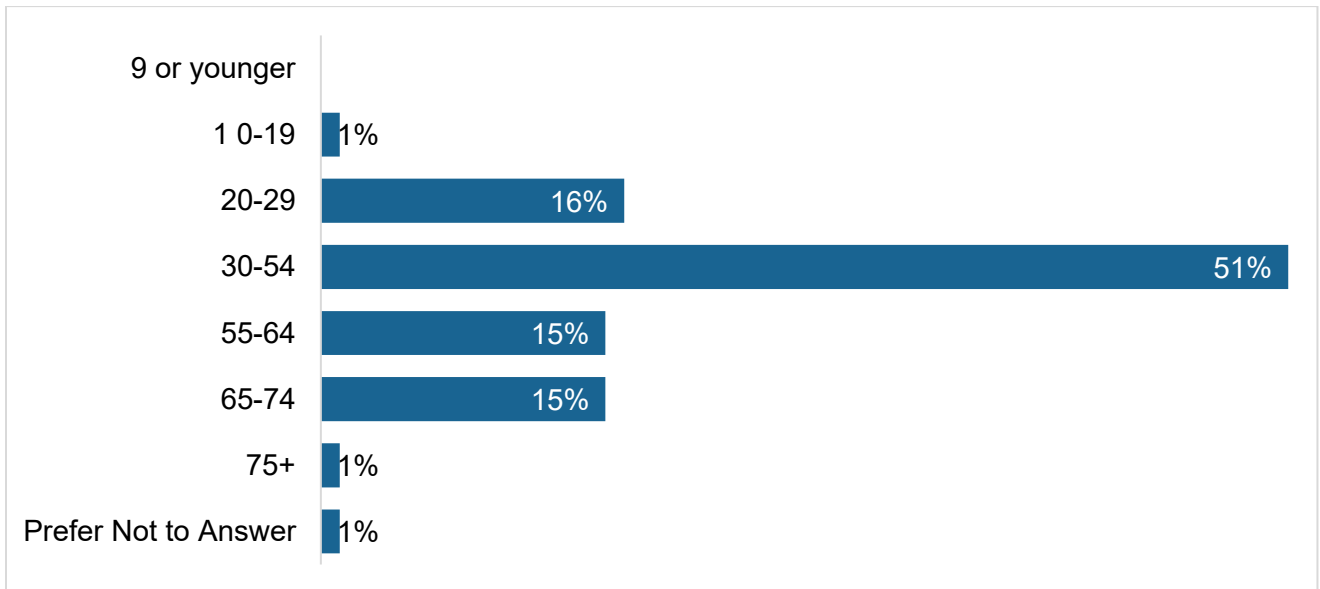
Of all the survey respondents, 61% identified that they live in the area, 40% identified that they travel to or through here regularly, 6% said they work here, and 4% represent/own a business.

Typical Ways of Travelling In/Near the Project Area | n=97



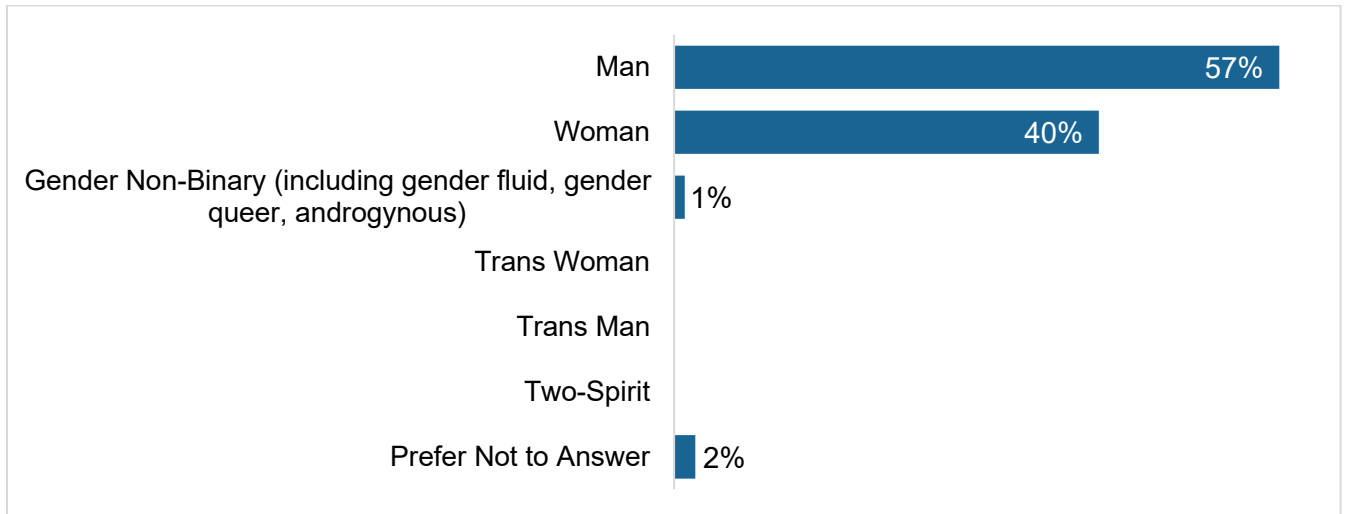
Of all survey respondents, 70% said they drive in the area, followed by 60% who walk, 47% who bike, and 31% who take transit.

Age | n=97



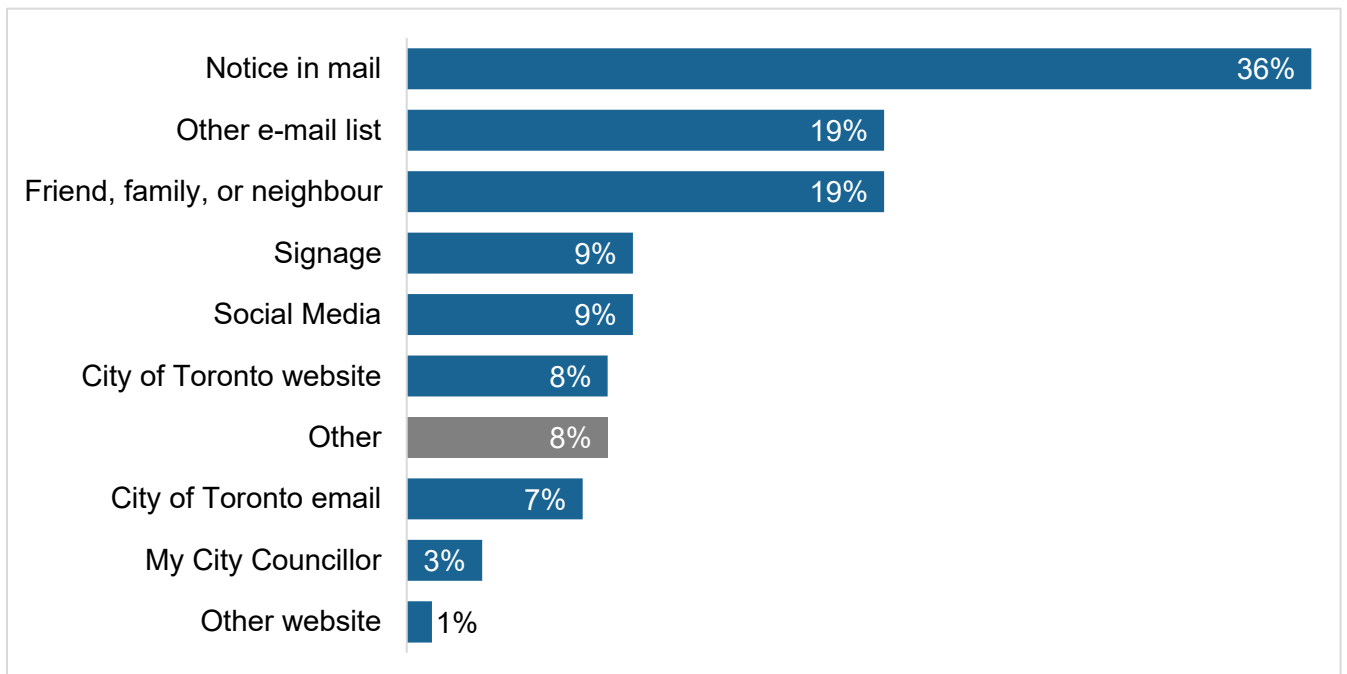
Of all respondents, 51% identified as being 30-54 years old, followed by 15% each who were 55-64 or 65-74 years old. 17% of the respondents were below 29 years old, and 1% were above 75 years old.

Gender | n=97



Of all respondents, 57% identified as men, 40% identified as women, 1% as gender non-binary and 2% preferred not to answer.

Point of Engagement | n = 97



36% of the survey respondents heard about the project through mailed notices, 19% each through e-mail lists and friends, family, or neighbours, and 9% each through signage or social media.