

Oakwood Village Streets Plan

Date: May 11, 2026

To: Toronto and East York Community Council

From: Director, Enforcement and Street Management, Transportation Services

Wards: Wards 9 (Davenport) and 12 (Toronto - St. Paul's)

SUMMARY

This staff report is about a matter that Community Council has delegated authority from City Council to make a final decision.

This report concludes the Oakwood Village Streets Plan. The Streets Plan assessed existing conditions, engaged with the public and community organizations, and proposed appropriate changes to neighbourhood streets.

This report summarizes the study findings and recommends road safety and traffic management changes to implement in the Oakwood Village neighbourhood. Recommendations include traffic calming (speed humps), in-road speed signs, intersection and mid-block safety improvements, new turn restrictions, and parking restrictions.

Some proposed changes in the Streets Plan are coordinated with related projects such as the Vaughan Road Safety Improvement project and East-West Connections. These proposed changes to improve safety are subject to City Council approval as changes are proposed along streets with TTC service and/or also include cycling infrastructure.

A companion report is submitted to Toronto and East York Community Council entitled "Oakwood Village Streets Plan - Non-Delegated Road Safety Improvements" which contains proposed changes that Toronto and East York Community Council does not have delegated authority from City Council to make a final decision.

Tables 2 and 3 are a summary of all proposed changes.

Table 4 is a summary of proposed changes to be implemented in coordination with related projects.

RECOMMENDATIONS

The Director, Enforcement and Street Management, Transportation Services recommends that:

1. Toronto and East York Community Council authorize the installation of traffic calming (speed humps), on the streets listed below:
 - a. Seven speed humps on Alameda Avenue, between Eglinton Avenue West and Vaughan Road, for traffic calming purposes, generally as shown on Attachment 8 to Attachment 10, dated January 2026, to the report (May 11, 2026) from the Director, Enforcement & Street Management, Transportation Services;
 - b. Two speed humps on Amherst Avenue, between Glenholme Avenue and Oakwood Avenue, for traffic calming purposes, generally as shown on Attachment 23, dated January 2026, to the report (May 11, 2026) from the Director, Enforcement & Street Management, Transportation Services;
 - c. Two speed humps on Atlas Avenue, between Gloucester Grove and Ava Road, for traffic calming purposes, generally as shown on Attachment 13, dated January 2026, to the report (May 11, 2026) from the Director, Enforcement & Street Management, Transportation Services;
 - d. Two speed humps on Earlsdale Avenue, between Oakwood Avenue and Winona Drive, for traffic calming purposes, generally as shown on Attachment 27, dated January 2026, to the report (May 11, 2026) from the Director, Enforcement & Street Management, Transportation Services;
 - e. Four speed humps on Gloucester Grove, between Glenholme Avenue and Alameda Avenue, for traffic calming purposes, generally as shown on Attachment 24 and Attachment 25, dated January 2026, to the report (May 11, 2026) from the Director, Enforcement & Street Management, Transportation Services;
 - f. Three speed humps on Keywest Avenue, between Dufferin Street and Lauder Avenue, for traffic calming purposes, generally as shown on Attachment 22, dated January 2026, to the report (May 11, 2026) from the Director, Enforcement & Street Management, Transportation Services;
 - g. Two speed humps on Lanark Avenue, between Oakwood Avenue and Alameda Avenue, for traffic calming purposes, generally as shown on Attachment 26, dated January 2026, to the report (May 11, 2026) from the Director, Enforcement & Street Management, Transportation Services;
 - h. Seven speed humps on Lauder Avenue, between Vaughan Road and Genessee Avenue (north intersection), for traffic calming purposes, generally as shown on Attachment 14 to Attachment 16, dated January

2026, to the report (May 11, 2026) from the Director, Enforcement & Street Management, Transportation Services;

i. Three speed humps on Lauder Avenue, between Rogers Road and Rosecliffe Avenue, for traffic calming purposes, generally as shown on Attachment 17, dated January 2026, to the report (May 11, 2026) from the Director, Enforcement & Street Management, Transportation Services;

j. Five speed humps on Robina Avenue, between Earlsdale Avenue and St. Clair Avenue West, for traffic calming purposes, generally as shown on Attachment 19 to Attachment 21, dated January 2026, to the report (May 11, 2026) from the Director, Enforcement & Street Management, Transportation Services;

k. Six speed humps on Winona Drive, between Eglinton Avenue West and Belvidere Avenue, for traffic calming purposes, generally as shown on Attachment 11 and Attachment 12, dated January 2026, to the report (May 11, 2026) from the Director, Enforcement & Street Management, Transportation Services;

l. Three speed humps on Winona Drive, between Vaughan Road and Holland Park Avenue, for traffic calming purposes, generally as shown on Attachment 18, January 2026, to the report (May 11, 2026) from the Director, Enforcement & Street Management, Transportation Services.

2. Toronto and East York Community Council reduce the speed limit from 40km/h to 30km/h on Glenholme Avenue, between Vaughan Road and Eglinton Avenue West.

3. Subject to approval of Recommendation 2 above, Toronto East York Community Council authorize the amendment of Schedule XLV (Part 1) to City of Toronto Municipal Code Chapter 950, Traffic and Parking, to Glenholme Avenue, between Eglinton Avenue West and Vaughan Road, from being excluded from the Designated Area such that this portion of highway will then be included within the corresponding designated area in Column 1 in Schedule XLV (Part 1).

4. Toronto and East York Community Council reduce the speed limit from 40km/h to 30km/h on Northcliffe Boulevard, between Vaughan Road and Eglinton Avenue West.

5. Subject to approval of Recommendation 4 above, Toronto East York Community Council authorize the amendment of Schedule XLV (Part 1) to City of Toronto Municipal Code Chapter 950, Traffic and Parking, to remove Northcliffe Boulevard, between Eglinton Avenue West and Vaughan Road, from being excluded from the Designated Area such that this portion of highway will then be included within the corresponding designated area in Column 1 in Schedule XLV (Part 1).

FINANCIAL IMPACT

The estimated cost to install one speed hump is \$4,000. Up to 46 speed humps are recommended. The total cost for traffic calming (speed humps) is \$184,000, which may be phased over multiple implementation years. The estimated cost associated with signage for speed limit changes is approximately \$2,000. Funding is available for these capital projects categorized as Health & Safety, in the approved 2026-2035 Capital Budget and Plan for Transportation Services.

DECISION HISTORY

This report addresses a new initiative.

COMMENTS

The Oakwood Village neighbourhood was nominated in 2023 by the local Councillor for a Neighbourhood Streets Plan based on resident concerns about road safety on Oakwood Avenue and the surrounding area. The Oakwood Village Streets Plan was initiated in the same year. More information about the program for Neighbourhood Streets Plans is available on the program webpage at toronto.ca/nsp.

Existing Conditions

Street Network and Area

The Oakwood Village Neighbourhood (Figure 1) is bounded on the north by Eglinton Avenue West, on the west by Dufferin Street, and on the south by St. Clair Avenue West. The east boundary extends along Arlington Road from St. Clair Avenue West to Vaughan Road, and Winnett Avenue from Vaughan Road to Eglinton Avenue West.

The neighbourhood contains 10 schools, a seniors' residence, several parks and parkettes and many community gathering places such as libraries and community centres. There are five business improvement areas along the boundary streets and Oakwood Avenue.

Oakwood Avenue, Vaughan Road and Rogers Road are key corridors that cross the neighbourhood. Most internal streets have low density housing and are designated as local roads. There are many long north-south streets connected by short offset east-west streets.

Several major transportation corridors are nearby: the Eglinton West subway station, Allen Road, the 512 St. Clair streetcar, Line 5 Eglinton and the approved Eglinton Avenue West Complete Street updates. TTC operates mostly frequent transit service on all arterial roads (Routes 29, 32AC, 63A, 90 and 512). With a few exceptions, all streets have sidewalks on both sides. There are existing bikeways on Rogers Road, Winona Drive and sections of Vaughan Road.

Traffic Volume, Speed and Trip Data Collection

Traffic data was collected and analyzed for multi-modal traffic trends. Traffic data collection completed by City staff or its service providers measured motor vehicle speed and volume and counted pedestrians and people cycling. New data was collected in 2024 and 2025; data previously collected in 2021, 2022 and 2023 was also used.

Traffic studies are available for public viewing on the [City's Open Data](#) portal, and site-specific data is cited elsewhere in this report.

Data from the 2022 and 2016 Transportation for Tomorrow Survey was analysed for area-wide travel trends. In Oakwood Village:

- Walking and cycling trips have more than doubled from 2016 to 2022 and now represent 25% of all trips that start or end in the neighbourhood.
- 75% of trips 1km or less are made by walking.
- 41% of trips between 1km and 2km are made by car either as driver or passenger; 37% are made by walking.
- 39% of households do not own a car.

Neighbourhood Streets Plan Components

Public Consultation

Consultation was a key element of the project approach.

Consultation for the Oakwood Village Streets Plan occurred over two phases:

- Phase 1 focused on identifying issues and suggestions for changes, and
- Phase 2 focused on feedback to the proposed plan.

The study team notified residents and community organizations of the project and opportunities to participate in consultation by various methods:

- Project web page toronto.ca/OakwoodVillageStreets
- Notices delivered by Canada Post (delivered to 13,578 addresses)
- Notices delivered by a private flyer delivery company (delivered to 6,300 addresses when Canada Post service was unavailable; private flyer delivery company is not able to serve each unit in multi-residential buildings)
- Email notification project subscribers (278 contacts)
- Email to interest groups including resident associations, community groups, organizations, institutions and elected officials (51 contacts)

Table 1 summarizes the consultation activities.

Participants were overall supportive of the proposed changes shared during Phase 2. The Phase 2 online survey asked, "In general, do you support the proposed changes to address road safety in the project area?" and the responses by general category were:

- New and upgraded pedestrian crossings, 80% supportive and 12% unsupportive
- Intersection improvements, 77% supportive and 12% unsupportive
- Corridor safety improvements on Oakwood Avenue, 75% supportive and 13% unsupportive

Participants who were supportive noted that they thought these changes would increase safety for pedestrians, people cycling and drivers, and reduce speeding on local streets. Some participants commented about concerns related to restrictions, signals being too close together, and potential impacts to local streets. Some participants desired more changes to improve pedestrian and cyclist safety or to discourage non-local traffic.

All consultation materials are available on the public webpage, including both consultation reports for Phase 1 and Phase 2 (toronto.ca/OakwoodVillageStreets).

Table 1 Summary of Community Consultation

Phase	Activity	Date	Participation
Phase 1	Community Interest Group Meeting	February 15, 2024	7 participants (26 invited)
Phase 1	Interactive Map and Online Survey	February 20, 2024 - March 24, 2024	1,355 comments received from 460 individuals
Phase 1	Email/Phone	February 20, 2024 - March 24, 2024	80 comments received from 41 individuals
Phase 1	Drop-In Public Event	March 4, 2024	140 comments received by staff; 196 comments shared on the roll plan; 116 attendees
Phase 2	Interest Group Meeting	April to September 2025	8 meetings were held with 22 attendees (51 invited)
Phase 2	Drop-In Public Event	September 25, 2025	52 participants
Phase 2	Online Survey	September 12, 2025 - October 13, 2025	267 survey responses (complete and partial) received from 267 individuals
Phase 2	Email/Phone	September 12, 2025 - October 13, 2025	Comments received from 44 individuals

Proposed Changes

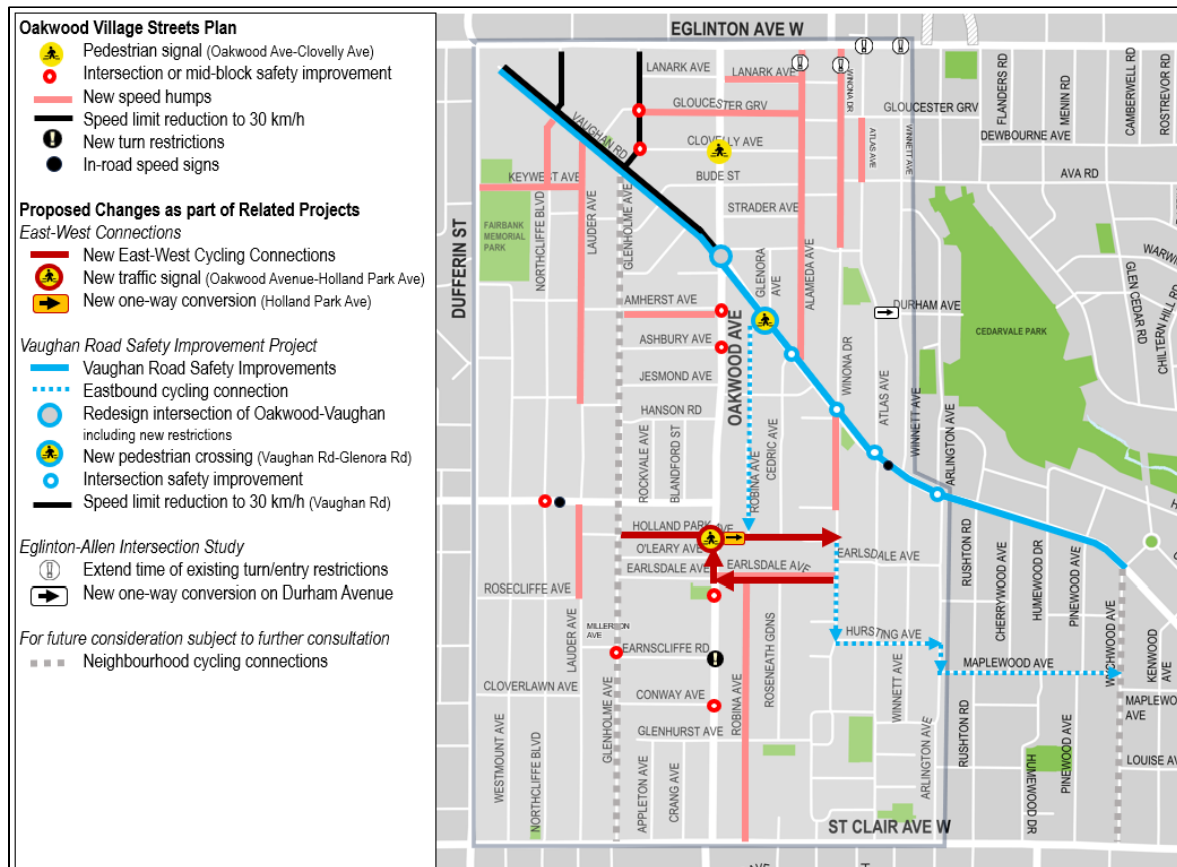
Proposed changes, described in this section, are organized by the following categories:

- Road Safety, including pedestrian crossings and safety improvements
- Vehicle Speed, including traffic calming and speed management
- Motor Vehicle Management, including turn restrictions and one-way streets
- Transportation Options, including sidewalks and the cycling network
- Curbside Management, including restrictions to on-street parking

All proposed changes are described in this Proposed Changes section of the report followed by a Summary of Proposed Changes (Tables 2 and 3, pages 17 and 18). Proposed changes as part of related projects are explained in the following Related Projects section of this report (Table 4, page 19).

Figure 2 illustrates the proposed changes in the Oakwood Village Streets Plan on a map of the area. Note that minor safety improvements and long-term changes are omitted from the map for clarity.

Figure 2 Map of Proposed Changes in the Oakwood Village Street Plan



Road Safety

New and Upgraded Pedestrian Crossings

Three locations are proposed for new or upgraded pedestrian crossings:

- Oakwood Avenue and Clovelly Avenue (existing pedestrian crossover upgrade to an intersection pedestrian signal)
- Oakwood Avenue and Holland Park Avenue (new traffic signal)
- Vaughan Road and Glenora Avenue (new pedestrian crossover)

The study team identified these locations and types of crossings based on public feedback, area analysis, provincial guidance and Toronto-specific policies regarding pedestrian crossings protection.

Attachment 2 shows the assessment for pedestrian volume and delay justification and other context-specific considerations. While numerical justifications are not fully met for 2 new crossing locations, context-specific assessment supported the proposal for new crossings. Considerations include pedestrian desire lines, distance between protected crossing, comparative conditions across the neighbourhood, and anticipated future conditions.

Intersection and Mid-block Safety Improvements

The plan proposes 14 locations for intersection or mid-block safety improvements:

- Oakwood Avenue and Vaughan Road*
- Vaughan Road and Alameda Avenue*
- Vaughan Road and Winona Drive*
- Vaughan Road and Atlas Avenue*
- Vaughan Road and Arlington Avenue*
- Oakwood Avenue and Rawlinson Lane
- Oakwood Avenue and Amherst Avenue
- Oakwood Avenue and Ashbury Avenue
- Oakwood Avenue and Rogers Road
- Oakwood Avenue and Conway Avenue
- Glenholme Avenue and Gloucester Grove
- Glenholme Avenue and Clovelly Avenue
- Glenholme Avenue between Millerson Avenue and Earnscliffe Road
- Rogers Road and Northcliffe Boulevard

Locations were identified based on public feedback, data analysis and site visits. Some locations require additional feasibility assessments to determine the optimal detailed design (for example, changes to the road geometry or curb and signal changes.) This list does not include minor safety treatments such as standard pavement markings (discussed in the next section).

*Note that, subject to Council approval, implementation of changes at locations along Vaughan Road would be through the Vaughan Road Safety Improvement Project and planned road work, currently expected to occur in 2028. See Related Projects, Vaughan Road Safety Improvement project section below for more details.

Oakwood Avenue and Rawlinson Lane (Charles Brereton Park Trail)

The plan proposes a mid-block geometric safety improvement and/or in-road signs to improve visibility and pedestrian safety, subject to future design feasibility review.

Public feedback raised safety concerns for pedestrians, and especially school children walking to Rawlinson Community School, citing drivers that approach at high speeds and often do not stop. Study findings indicate that additional safety measures can increase visibility of the existing pedestrian crossing and reduce potential conflicts.

Oakwood Avenue at Amherst Avenue and at Ashbury Avenue

The plan proposes to proceed with previously programmed geometric safety improvements at both these locations.

Public feedback raised concerns about pedestrian safety and speeds on Oakwood Avenue related to road width. Comments included requests for curb extensions to narrow Oakwood Avenue and for a new pedestrian crossing between Vaughan Road and Jesmond Avenue (which is not warranted as per City policies for protected pedestrian crossings and traffic signals). Existing crossing volumes are low (less than 20 pedestrian over an 8-hour period) and not anticipated to grow significantly.

Oakwood Avenue at Rogers Road and south leg of Eglinton Avenue West

The plan proposes future intersection safety improvements, including potential redesign for clearly marked turn lanes and signal timing changes. Over the long-term, such changes can be considered when the road is planned for future road reconstruction.

At Rogers Road, public feedback raised concerns about pedestrian safety, poor sight lines, including parked cars that encroach on the crosswalk, general delay, and aggressive driving behavior. Study findings indicate a high potential for conflict between pedestrians and turning vehicles in the intersection. Over 1,600 pedestrians and over 9,000 turning vehicles were observed over an 8-hour period.

At Eglinton Avenue West, further changes along the south leg of Oakwood Avenue may be considered when Oakwood Avenue is reconstructed to clarify turn lanes, and two-lane operation (one lane per direction) further south in the mid-block.

Oakwood Avenue and Conway Avenue

The plan proposed an interim quick-build geometric safety improvement which was installed in November 2025.

Public feedback raised safety concerns for pedestrians, especially transit riders crossing to catch the bus, citing drivers that approach at high speeds and disobey the pedestrian crossover signal because they do not come to a complete stop. Study findings indicated speeds are higher (49km/h for the 85th percentile speed) near this section of Oakwood Avenue compared to other sections (35km/h further north near Rawlinson Lane).

Glenholme Avenue at Gloucester Grove and at Clovelly Avenue

The plan proposes to proceed with previously programmed geometric safety improvements for curb extension and raised intersection (Gloucester Grove) or raised crossing (Clovelly Avenue). Public feedback raised concerns about pedestrian safety and speeds on Glenholme Avenue. Other speed reductions are proposed (see Speed Limit Reduction and Other Speed Management.)

Glenholme Avenue between Millerson Avenue and Earnscliffe Road

The plan proposes geometric safety improvements, such as curb extensions at both intersections to shorten crossing distances for pedestrians and discourage wrong way driving on Glenholme Avenue.

Public feedback raised concerns about safety conflicts for school children headed to Rawlinson Community School, in particular drivers making illegal right turns from Millerson Avenue to Glenholme Avenue and drivers turning at high speeds. Study findings indicate a high pedestrian activity (1,490 pedestrians) comparable to major intersections on Oakwood Avenue, moderate motor vehicle traffic approaching the

intersection from Millerson Avenue (240 vehicles), Glenholme Avenue (1,170 vehicles) and Earnscliffe Road (370 vehicles) and that a few drivers do make the illegal right turn mentioned above (10 vehicles over an 8-hour period).

Rogers Road and Northcliffe Boulevard

The plan proposes geometric safety improvements to shorten the crossing distance and in-road speed signs nearby on Rogers Road, to slow traffic and help pedestrians find wider gaps to cross. Long-term potential upgrades to the existing bikeways on Rogers Road with physical separation is another future opportunity to improve safety at this location.

Public feedback requested a new pedestrian crossing at this location. Study findings indicated it is not warranted; pedestrian volume and delay justifications were not met. The justification volume is 177 pedestrians with 58 pedestrians delayed 10 seconds or more. Traffic studies counted 60 pedestrians crossing at Northcliffe Boulevard and 5080 vehicles on Rogers Road over an 8-hour period. While 90 pedestrians cross at Westmount Avenue, the combined 150 pedestrians do not meet the required volume. A TTC bus stop is located on both sides of Rogers Road at Northcliffe Boulevard, indicating that pedestrian demand will persist, but there is little evidence it will grow significantly. It is also noteworthy that 110 cyclists crossed at Northcliffe Boulevard.

Pavement Markings

Attachment 3 is a list of all proposed pavement markings, including both new pavement markings to add and existing ones to refresh. New or refreshed pavement markings are generally proposed along all arterial roads, at the closest intersections for all school and other City-run community centres.

Vehicle Speed

Residents expressed concerns about motor vehicle speeds throughout the Oakwood Village neighbourhood. Vehicle speed and volume studies conducted in 2019 to 2025 were reviewed by staff and evaluated based on the 2023 Traffic Calming Policy.

Attachment 4 summarizes the results of the speed and volume studies for streets satisfying traffic calming warrants. Staff recommend the installation of speed humps on the streets listed in Attachment 4.

All local streets in Attachment 4 meet the traffic calming warrant speed criteria, based on a posted speed of 30km/h. All blocks where speed humps are recommended meet the 120m minimum length requirement. The installation of speed humps will not require alterations to parking regulations. Installation of speed humps will have minimal effect on winter services, street cleaning and garbage collection.

Traffic Calming Prioritization

If approved requests for roadway traffic calming measures exceed the allocated budget, funding for approved installations will be prioritized using a Prioritization Score. Attachment 4 also summarizes the Prioritization Score (averaged from the Quantitative and Qualitative Scores) ranging from 13 to 54 out of a possible 100. The Quantitative Score prioritizes locations with higher vehicle speeds and volumes. The Qualitative

Score is based on serious collision history involving pedestrians and people cycling, equity and priority populations that are historically disadvantaged, and the expected presence of vulnerable road users (older adults, school children and pedestrians, including transit riders).

Speed Limit Reductions and Other Speed Management

Changes to the posted speed limit from the current 40km/h to 30km/h is proposed on the following collector roads to improve safety for vulnerable road users:

- Vaughan Road, west of Oakwood Avenue to the northwest terminus
- Glenholme Avenue, Eglinton Avenue West to Vaughan Road
- Northcliffe Boulevard, Eglinton Avenue West to Vaughan Road

Attachment 5 summarizes the proposed speed limit reduction, rationale, and proposed coordination to implement. The plan recommends implementing speed limit reductions in conjunction with road design changes that can reinforce the new limit.

In-road flexible speed signs are planned to be installed at the following locations to remind drivers of the posted speed limit of 40km/h:

- Rogers Road between Northcliffe Boulevard and Lauder Avenue
- Vaughan Road between Atlas Avenue and Winnett Avenue

Over the long-term, speed management on Oakwood Avenue is proposed through corridor safety improvements. Potential changes include edge lines that narrow lanes and separate-street parking; curb extensions to narrow pedestrian crossing distance and encourage drivers to drive at the speed limit; and pavement markings to clearly mark turn lanes at Eglinton Avenue West, Rogers Road and St. Clair Avenue West.

All proposed changes were developed according to City road design guidelines and standards, and in consultation with subject matter experts in road design and traffic operation on City staff. Emergency services were consulted in the development of guidelines and standards and are supportive of community initiatives to improve safety; some service providers have also noted that speed humps will reduce the speed of ambulance vehicles and impact response times for residents who reside on the street. Refer to Attachment 24 for response from Emergency Services.

Motor Vehicle Volume Management

Turn or entry restrictions and one-way street conversion are two measures considered.

Volume Data

Motor vehicle traffic volume for most streets is within expected maximum based on the City's Road Classification System with a few exceptions described below.

Volume on minor arterial roads in the study area range from 15,500 to 19,900 volume per day (vpd), including Oakwood Avenue, Vaughan Road and Rogers Road (within the expected maximum of 20,000). Volumes approach the limit on Oakwood Avenue north of Vaughan Road, and Vaughan Road east of Oakwood Avenue; both are over 19,000 vpd.

Volumes on the collector roads in the study area ranges from 4,000 to 12,000 vpd. Northcliffe Boulevard and Glenholme Avenue, north of Vaughan Road, are within the expected maximum of 8,000 vpd. The collector road section of Vaughan Road, west of Oakwood Avenue has observed volumes above this limit.

For local roads in the study area, Keywest Avenue West (3,555 vpd) was the only street with volumes above the expected maximum of 2,500 vpd. Local roads with higher volumes, but within the expected maximum, include Alameda Avenue, Atlas Avenue, Arlington Avenue, Gloucester Grove, Northcliffe Boulevard, Winnett Drive, and Winona Drive. Nearly all of these streets had volumes of 2,000 vpd or less. In general, volumes were higher either because: a street connected to an arterial road with a traffic signal, a street connected between arterial roads, or street provided a route to the Eglinton Avenue East and Allen Road intersection.

Keywest Avenue, Vaughan Road and Oakwood Avenue are important access routes for residents; proposed changes focus on safer operation. Measures to limit access is not proposed on Keywest Avenue nor for predominant movements on Vaughan Road and Oakwood Avenue. However, safety-based restrictions are identified for the Oakwood Avenue and Vaughan Road intersection (see the Related Projects, Vaughan Road Safety Improvement Road Safety section of this report).

One-way streets

Two streets are proposed to be converted from two-way to one-way direction:

- Durham Avenue, eastbound only from Atlas Avenue to Winnett Avenue
- Holland Park Avenue, eastbound only from Oakwood Avenue to Robina Avenue

The Durham Avenue location is proposed to encourage orderly circulation of drop-off and pick-up traffic related to nearby schools, reduce volume on Atlas Avenue, and improve safety at the intersection of Atlas Avenue. Alternate routes to exit south to Vaughan Road include Winnett Avenue, Arlington Avenue, and Rushton Road. This proposed one-way conversion has been referred to the Eglinton & Allen Intersection Study for further consideration.

The Holland Park Avenue location is proposed to limit safety conflicts at the Oakwood Avenue intersection and align with the existing eastbound only operation east of Robina Avenue. Implementation will be coordinated with the proposed East-West Cycling Connections. Refer to Cycling Network Plan and Related Projects sections below for more details.

Turn and Entry Restrictions

The plan proposes new turn restrictions at Oakwood Avenue at Earnsdale Road, from 7:30 a.m. to 9:00 a.m. and 2:00 p.m. to 3:30p.m., Monday to Friday, except public holidays: no southbound right turns, and no northbound left turns.

Previous proposals for one-way streets received mixed community feedback for Earnscliffe Road (eastbound) and Millerson Avenue (eastbound) citing resident access concerns. These new restrictions to Earnscliffe Road from Oakwood Avenue are instead proposed to encourage orderly circulation of drop-off and pick-up traffic related to Rawlinson Community School and reduce conflicts at the intersections of Glenholme

Avenue at Millerson Avenue and Earnscliffe Road, where the high pedestrian activity is similar to pedestrian volumes at major intersections on Oakwood Avenue (1,490 pedestrians over 8 hours).

Along Eglinton Avenue West, east of Oakwood Avenue, extending the existing restrictions to enter or exit from side streets were proposed as part of Phase 2 consultation for the Streets Plan on Alameda Avenue, Winona Drive, Atlas Avenue and Winnett Avenue. These proposals are referred to the Eglinton & Allen Intersection Study for further consideration (current project status available at toronto.ca/eglintonallen).

Transportation Options

Cycling Network Plan

In 2024, City Council adopted the Cycling Network 2025-2027 Implementation Program which identified multiple routes in the neighbourhood for design or study.

Attachment 6 lists the cycling routes proposed by the Streets Plan, which build upon and differ slightly from the routes previously identified in the 2025-2027 program given area findings.

During Phase 1 consultation, public feedback raised concerns that the existing cycling routes are not fully connected; residents suggested potential new routes. Residents also said they do not feel safe and comfortable enough to bike on some of the existing bikeways. For example, residents noted a gap in the cycling network on Vaughan Road between Oakwood Avenue and Winona Drive and expressed a desire to connect between Rogers Road and Winona Drive.

The proposed routes listed in Attachment 6 complement the existing bikeways in the neighbourhood listed below:

- Bike lanes on Rogers Road
- Contra-flow bike lanes and neighbourhood cycling connection on Winona Drive
- Bike lanes westbound and shared lane eastbound on Vaughan Road, west of Oakwood Avenue
- Bike lanes westbound only on Vaughan Road, east of Winona Drive

Refer to Related Projects section below for more information about the East-West Connections and Vaughan Road Safety Improvement Project.

Sidewalks and Future Potential Locations for Pedestrian Crossings

To complete the pedestrian network, the plan generally proposes to:

- build new pedestrian crossings over the near-term;
- build a new pedestrian crossing over the long-term;
- build missing sidewalks over the long-term; and
- build new pedestrian pathways and wider sidewalks when opportunities arise through redevelopment.

Missing sidewalks and new pedestrian pathways

In Oakwood Village, nearly all streets have sidewalks on both sides of the road. However, five locations were identified where sidewalks are missing on one side:

- Glenhurst Avenue, south side between Oakwood Avenue and Robina Avenue
- Keywest Avenue, south side, replace existing asphalt path with a sidewalk
- Northcliffe Boulevard, east side between Keywest Avenue and Allenvale Avenue
- Winnett Avenue, east side between Ava Road and Gloucester Grove
- Winona Drive, east side between Ava Road and Gloucester Grove

The plan proposes to build new sidewalks at these locations over the long-term, when the road will be reconstructed or the adjacent property will be redeveloped. There are currently no reconstructions planned in the near future for these roads.

The plan supports development that creates new pedestrian pathways in addition to missing sidewalks along existing roads. Future opportunities when redeveloped include:

- Between Glenhurst Avenue and St. Clair Avenue West, a new pedestrian pathway to connect Roseneath Gardens through Roseneath Park to Alberta Way and St. Clair Avenue West
- Between Keywest Avenue and Vaughan Road, new pedestrian pathways to connect between both streets and to Dufferin Road through the properties of Fairbank Middle School (2335 Dufferin Street), the Lycée Francais de Toronto (2327 Dufferin Street) and Fairbank Memorial Swimming Pool (50 Keywest Avenue)
- Between Alameda Avenue and Winona Drive, new pedestrian pathways that bisect the property of 529 Vaughan Road, to provide connection to Laughlin Park

Public feedback raised concerns that many sidewalks are narrow, and that driveways ramps create an uneven walking path. Most streets have curbside sidewalks with frequent driveways; road widths of local roads vary across the neighbourhoods. The City reviews and updates sidewalk widths, where possible, when roads are due for reconstruction.

Future potential pedestrian crossing (over the long-term)

The plan identifies the intersection of Oakwood Avenue and Glenhurst Avenue as a location where a pedestrian crossing may be warranted in the future, depending on development and future transportation patterns.

This location is not recommended at this time. However, it may be considered in the future through nearby major development applications that generate significant additional pedestrian demand. If a new crossing is proposed on Glenhurst Avenue in the future, it is recommended to review the existing pedestrian crossover at Conway Avenue for relocation to Earnscliffe Road, and the existing bus stop for relocation to Glenhurst Avenue.

Curbside Management & Parking

The plan proposes one change to existing parking restrictions to improve sight lines:

- No parking at all times on the west side of Oakwood Avenue, between the lane south of Earnscliffe Road and 40m south of Earnscliffe Road.

Other proposed changes for curbside management will be recommended through the planning and reporting processes of related projects:

- Around Oakwood Avenue and Holland Park Avenue, new parking restrictions would be needed to install the proposed new traffic signal and meet City standards for clear sightlines, as part of the East-West Cycling Connections project.
- Along Vaughan Road, removal or relocation of on-street parking would be needed to install proposed corridor safety improvements as part of Vaughan Road Safety Project.

Measures not Recommended

Several measures identified by the community and staff through the course of the study were studied but not recommended. The most notable are summarized here:

- Pedestrian crossings at locations that do not meet warrant criteria
- Restrictions and one-ways at locations with mixed community support
- Traffic calming at locations that did not meet warrant criteria
- Curbside management near schools

New or upgraded pedestrian crossings

Locations that are not recommended for new crossing or upgrade include:

- New pedestrian crossing (traffic signal) at Dufferin Street and Cloverlawn Avenue
- New pedestrian crossing at Vaughan Road and Atlas Avenue
- Upgrade existing pedestrian crossover at Vaughan Road and Arlington Avenue to an intersection pedestrian signal

These locations did not meet technical requirements nor a context-specific assessment.

Restrictions and one-way streets

Locations that are not proposed to proceed at this time:

- Rosecliffe Avenue (westbound) and Cloverlawn Avenue (eastbound), conversion of two-way streets to a one-way pair between Dufferin Street and Lauder Avenue,
- Westmount Avenue (southbound) and Lauder Avenue (northbound), between Rosecliffe Avenue and Cloverlawn Avenue to complete a loop with above
- Millerson Road, one-way eastbound
- Earnscliffe Road, one-way eastbound

Feedback from the Phase 2 survey showed 42% supportive compared to 40% unsupportive for these potential changes to address traffic infiltration and improve safety near Rawlinson School. Participants most unsupportive of the proposal cited impacts to their access home. These locations may be reconsidered in the future when the existing or planned conditions for the street change, and there is an opportunity for further detailed design and public consultation.

Traffic calming (with speed humps) at locations that did not qualify

Community-requested locations for traffic calming that are not proposed at this time include Allenvale Avenue, some sections of Amherst Avenue, Arlington Avenue, Blandford Road, Rosecliffe Avenue, and Glenholme Avenue. Measured speeds were lower than the warrant speed, as per the Traffic Calming Policy.

Curbside management near schools

Public feedback identified school drop-off and pick-up patterns as a concern for safety, traffic operations and curbside access. Changes to curbside rules (e.g. no parking) was a common request, especially near Rawlinson Community School, 529 Vaughan Road, St. Alphonsus Catholic School and St. Clare Catholic School. No curbside changes near schools are proposed without additional road changes to reinforce travel behaviour.

Implementation and Monitoring

Summary of Proposed Changes

Table 2 is a summary of proposed changes in the short-term. Table 3 is a summary of proposed changes in the medium-term. Where noted, some proposed changes would be implemented as part of related projects (see Related Projects section in the report.)

Table 2 Short-term Proposed Changes (6 months to 2 years)

	Change	Location
1	Speed humps	<ul style="list-style-type: none"> Sections of the following streets: Alameda Avenue, Amherst Avenue, Atlas Avenue, Earlsdale Avenue, Glenholme Avenue, Gloucester Grove, Keywest Avenue, Laudner Avenue, Lanark Avenue, Northcliffe Boulevard, Robina Avenue, Winona Drive Refer to Figure 2, Attachments 4 and 8 to 28
2	Speed limit reduction to 30km/h	Between Eglinton Avenue West and Vaughan Road: <ul style="list-style-type: none"> Northcliffe Boulevard Glenholme Avenue
3	In-road flexible speed signs	<ul style="list-style-type: none"> Rogers Road, between Northcliffe Boulevard and Lauder Avenue Vaughan Road, between Atlas Avenue and Winnett Avenue
4	New turn restriction to improve safety during school pick-up and drop-off travel periods	<ul style="list-style-type: none"> Oakwood Avenue at Earnscliffe Road, prohibit southbound right-turn and northbound left-turn from 7:30 a.m. to 9:00 a.m. and 2:00 p.m. to 3:30 p.m., Monday to Friday, except public holidays
6	New traffic signal	<ul style="list-style-type: none"> Oakwood Avenue and Holland Park Avenue See Related Projects, East-West Connections
7	East-West Cycling Connections	<ul style="list-style-type: none"> See Related Projects, East-West Connections

	Change	Location
8	Crosswalk pavement markings to improve visibility of crossings	<ul style="list-style-type: none"> • New/refreshed standard crosswalk markings at select intersections along Oakwood Avenue and all intersections along Rogers Road • New/refreshed zebra crosswalk markings at select intersections along Oakwood Avenue, all intersections along Vaughan Road, and nearest intersections to schools and City-operated community facilities

Table 3 Medium-term Proposed Changes (2 to 5 years)

	Change	Location
9	Upgrade pedestrian crossing	<ul style="list-style-type: none"> • Intersection of Oakwood Avenue and Clovelly Avenue, changed from pedestrian crossover to pedestrian signal
10	Intersection or mid-block safety improvement	<ul style="list-style-type: none"> • Glenholme Avenue and Clovelly Avenue • Glenholme Avenue and Gloucester Grove • Glenholme Avenue between Millerson Avenue/Earncliffe Avenue* • Oakwood Avenue and Amherst Avenue • Oakwood Avenue and Ashbury Avenue • Oakwood Avenue and Rawlinson Lane* • Rogers Road and Northcliffe Boulevard*
11	Safety improvements on Vaughan Road	<ul style="list-style-type: none"> • See Related Projects, Vaughan Road Safety Improvements Project
12	New cycling connection	<ul style="list-style-type: none"> • A north-south cycling connection between Vaughan Road and south of St Clair Avenue West is planned, subject to future community consultation, as part of a separate project.
<p>*Installation with temporary materials (pavement markings and/or flex posts) may occur in the mid-term. Installation with permanent civil work is subject to further programming over the long-term.</p>		

Other changes to be considered in the long-term (5+ years), subject to programming, feasibility study, public consultation, detailed design, and/or Council approval:

- New sidewalks on missing sections of Glenhurst Avenue, Northcliffe Boulevard, Winnett Avenue, and Winona Drive;
- Additional safety improvements on Oakwood Avenue such as edge lines (to separate travel lane and curbside parking space), turn lanes clearly marked at the intersections of Eglinton Avenue and Rogers Road, and intersection changes such as curb extensions or raised sidewalks at select intersections; and
- Upgrade of existing bike lanes on Rogers Road with physical separation.

Related Projects

These projects were developed and coordinated with the Oakwood Village Streets Plan:

- East-West Connections (Item 6 and 7)
- Vaughan Road Safety Improvements (Item 11)

Table 4 is a summary of the proposed changes to be implemented as part of these related projects, subject to approval from City Council.

City Council approval is required for road safety improvements that include cycling infrastructure or where Toronto Transit Commission (TTC) routes operate. The East-West Connections and Vaughan Road Safety Improvement projects were initiated from the Council-approved Cycling Network 2025-2027 Program and both projects impact streets where TTC routes operate.

Table 4 Proposed Changes as part of Related Projects for future City Council approval

	Change	Location
6	New traffic signal and direction change Implementation with East-West Connections	New traffic signal to facilitate safer crossing at: Intersection of Oakwood Avenue and Holland Park Avenue (Includes the removal of 9 paid parking spaces on Oakwood Avenue, 3 paid parking spaces on Holland Park Avenue east of signal, and 2 permit parking spaces on Holland Park Avenue west of signal (within 30.5 metres of signal) Holland Park Avenue, from Oakwood Avenue to 50 metres east, changed from two-way to eastbound only
7	East-West Connections	New cycling connections on the following streets: Earlsdale Avenue – contra-flow bike lane from Winona Drive to Oakwood Avenue Oakwood Avenue – northbound cycle track from Earlsdale Avenue to Holland Park Avenue Holland Park Avenue – contra-flow bike lane from Oakwood Avenue to Robina Avenue Holland Park Avenue – shared lane marking from Robina Avenue to Winona Drive Holland Park Avenue – contra-flow bike lanes from Oakwood Avenue to Glenholme Avenue
11	Safety improvements for Vaughan Road Implementation with Vaughan Road Safety Improvement Project	New turn restrictions and redesign at intersection with Oakwood Avenue New pedestrian crossing at Glenora Avenue Upgrade existing cycling connection, from western terminus to Arlington Avenue and further east Reduce speed limit to 30km/h, where it is classified as a Collector road (west of Oakwood Avenue) Intersection safety improvements at Alameda Avenue, Winona Drive, Atlas Avenue, Arlington Avenue

East-West Connections

As outlined in Table 4 (Item 6 and 7), the East-West Connections propose a new traffic signal on Oakwood Avenue, new bikeways on Holland Park Avenue, Oakwood Avenue and Earlsdale Avenue and one-way eastbound conversion of the existing two-way section of Holland Park Avenue.

Details about the East-West Connections are also described in the companion report submitted to Toronto and East York Community Council entitled "Oakwood Village Streets Plan - Non-Delegated Road Safety Improvements" which contains proposed changes that Toronto and East York Community Council does not have delegated authority from City Council to make a final decision.

For this project, the feasibility review was conducted by a designated project design team and public consultation was integrated with the Streets Plan Phase 2 consultation.

Phase 1 consultation findings of the Streets Plan helped inform the identification of Holland Park Avenue as a suitable location for a new pedestrian crossing.

Phase 2 consultation of the Streets Plan helped inform detailed design including gathering feedback about the proposed new traffic signal, bikeway design options and direction change on Holland Park Avenue including its impacts to parking and local access.

Phase 2 consultation findings of the Streets Plan indicate that the community is generally supportive of the East-West Connections and new signal. Respondents liked that the proposal provided a new location to cross for pedestrians and people cycling and increased visibility. Respondents were also concerned about potential delays on Oakwood Avenue and impact to side street traffic. All consultation material is available on the project website toronto.ca/OakwoodVillageStreets.

Vaughan Road Safety Improvements

As outlined in Attachment 4 (Item 11), the Vaughan Road Safety Improvements proposes a redesign of the Oakwood Avenue and Vaughan Road intersection, a new pedestrian crossover at Glenora Avenue, intersection safety improvements, a speed limit reduction on a section of Vaughan Road, and cycling infrastructure improvements.

For this project, the feasibility review and detailed design was conducted by a designated project design team and initial public consultation was integrated with the Streets Plan Phase 2 consultation. Phase 1 consultation findings of the Streets Plan informed a balanced design approach by highlighting complex needs on Vaughan Road.

The Street Plan found that:

- Vaughan Road is a key east-west corridor with complex needs for pedestrians, people cycling, transit and motor vehicle traffic in a constrained width. It is an important mobility corridor and a neighbourhood residential street with emerging retail.

- The Oakwood Avenue and Vaughan Road intersection is both a community hub and important intersection for mobility. Safety is a top concern, especially for pedestrians. It serves critical motor vehicle movements between Vaughan Road east and Oakwood Avenue north to connect to Eglinton Avenue West. Its skewed intersection design and predominate patterns affect safety for all road users, especially pedestrians. Some turn restrictions are proposed to improve safety, maintain access for dominant motor vehicles movements, and provide pedestrian-first community space.
- Vaughan Road, west of Oakwood Avenue, has lower motor vehicle volumes and higher speeds, which is a concern for people cycling eastbound in mixed traffic. It is designated as a collector road. It is ineligible and unsuitable for traffic calming with speed humps. Road design changes may encourage lower speeds such as a lower posted speed limit combined relocation of on-street parking to provide a visual narrowing of the motor vehicle lane and simultaneously protection for people cycling.
- Vaughan Road east of Oakwood Avenue has lower speeds, but higher motor vehicle volumes. The community desires improved and more frequent pedestrian crossings. Frequent unwarranted signalized crossings on Vaughan Road conflict with its role as a mobility corridor, causing unnecessary delay and neighbourhood impacts. The plan proposes regular spacing of pedestrian crossings and street design to support transit and motor vehicle traffic to flow at a consistent speed in line with the posted speed limit of 40km/h, such as adjusted and consistent lane width that meet city standards and intersection safety improvements.
- Road resurfacing and rehabilitation planned in 2028 is an opportunity to build safety improvements including the Oakwood Avenue intersection redesign, a new crossing, and improvements to cycling infrastructure. The Vaughan Road Safety Improvement project is an opportunity to develop detailed street design that can consider block-by-block curbside access needs such as on-street parking and loading.

Phase 2 consultation of the Streets Plan shared initial proposed changes and gathered general feedback to the proposed changes described below:

Oakwood Avenue and Vaughan Road

The Streets Plan proposed a redesign to improve safety for pedestrians, and to ease the predominant movements between Oakwood Avenue north and Vaughan Road east.

The Vaughan Road Safety Improvement project is an opportunity for proposed changes identified by the Streets Plan to be considered and designed in detail, including:

- prohibiting eastbound and westbound left turns,
- increasing the pedestrian space in southeast corner, by removing the northbound right-turn channel and prohibiting the northbound right-turn,
- realigning the north and south left-turn lanes to improve visibility, and
- changing signal timing and/or intersection geometry to ease movements.

During Phase 1 consultation for the Streets Plan, public feedback raised safety concerns for pedestrians and drivers, citing long crossing distances for pedestrians, high turn volumes, and poor visibility for drivers to see other road users. Study findings

of collision history and dominant travel patterns indicate a high potential of conflict for pedestrians in the south and east legs (510 and 340 pedestrians over 8 hours). The southbound left-turn and westbound right-turn are the predominate turning movements (both over 1,000 vehicles over 8 hours). In contrast, very low volumes were observed for the eastbound left-turn and westbound left-turn.

Other Vaughan Road Intersection Safety Improvements

All other intersection safety improvements proposed on Vaughan Road by the Streets Plan are shown in Attachment 7 with key statistics for comparison.

Consultation Coordination

Phase 2 consultation findings of the Streets Plan indicate that the community is supportive of the intersection safety improvements, a new pedestrian crossing at Glenora Avenue, redesign of Oakwood Avenue and Vaughan Road, and improved cycling connections. Support is mixed for the turn restrictions at the Oakwood-Vaughan intersection. Top intersection design priorities are pedestrian safety and accessibility; street trees and greening; and cycling safety and connectivity.

A separate public consultation for the Vaughan Road Safety Improvements project was conducted in November 2025. This consultation gathered feedback to the detailed design. All consultation material is available at toronto.ca/vaughanwychwood.

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ATTACHMENTS

Attachment 1 - Killed and Serious Injury Collision History
Attachment 2 - New and Upgraded Pedestrian Crossing Locations
Attachment 3 - Pavement Marking Locations
Attachment 4 - Traffic Calming Locations and Prioritization Scores
Attachment 5 - Speed Limit Reduction Locations
Attachment 6 - Cycling routes proposed by the Streets Plan
Attachment 7 - Other Vaughan Road Intersection Safety Improvements proposed by the Streets Plan

Attachment 8 - Drawing ATP-SH-132 for Traffic Calming (Speed Humps)
Attachment 9 - Drawing ATP-SH-133 for Traffic Calming (Speed Humps)
Attachment 10 - Drawing ATP-SH-134 for Traffic Calming (Speed Humps)
Attachment 11 - Drawing ATP-SH-135 for Traffic Calming (Speed Humps)
Attachment 12 - Drawing ATP-SH-136 for Traffic Calming (Speed Humps)
Attachment 13 - Drawing ATP-SH-137 for Traffic Calming (Speed Humps)
Attachment 14 - Drawing ATP-SH-138 for Traffic Calming (Speed Humps)
Attachment 15 - Drawing ATP-SH-139 for Traffic Calming (Speed Humps)
Attachment 16 - Drawing ATP-SH-140 for Traffic Calming (Speed Humps)
Attachment 17- Drawing ATP-SH-141 for Traffic Calming (Speed Humps)
Attachment 18 - Drawing ATP-SH-142 for Traffic Calming (Speed Humps)
Attachment 19 - Drawing ATP-SH-143 for Traffic Calming (Speed Humps)
Attachment 20 - Drawing ATP-SH-144 for Traffic Calming (Speed Humps)
Attachment 21 - Drawing ATP-SH-145 for Traffic Calming (Speed Humps)
Attachment 22 - Drawing ATP-SH-146 for Traffic Calming (Speed Humps)
Attachment 23 - Drawing ATP-SH-147 for Traffic Calming (Speed Humps)
Attachment 24 - Drawing ATP-SH-148 for Traffic Calming (Speed Humps)
Attachment 25 - Drawing ATP-SH-149 for Traffic Calming (Speed Humps)
Attachment 26 - Drawing ATP-SH-150 for Traffic Calming (Speed Humps)
Attachment 27 - Drawing ATP-SH-151 for Traffic Calming (Speed Humps)
Attachment 28 - Response from Emergency Services to Proposed Traffic Calming

Attachment 1 - 10-Year Killed and Serious Injury Collision History

This table lists all collisions that occurred from during the 10-year period from December 18, 2013 to December 18, 2023 that resulted in a death or serious injury. The table also includes more recent collisions that occurred up to December 31, 2025.

Location	Date	Collision Type	Result
Rogers Road and Glenholme Avenue	2025-11-20	Pedestrian	Serious Injury
Rogers Road and Lauder Avenue	2025-10-01	Vehicle	Serious Injury
Dufferin Street and Eglinton Avenue West	2025-03-05	Pedestrian	Serious Injury
Eglinton Avenue West and Glenholme Avenue	2024-08-03	Pedestrian	Serious Injury
St Clair Avenue West and Dufferin Street	2024-08-03	Vehicle	Fatality
St. Clair Avenue West and Oakwood Avenue	2024-08-02	Pedestrian	Serious Injury
St. Clair Avenue West and Winona Drive	2023/12/07	Pedestrian	Fatality
Dufferin Street and Eglinton Avenue West	2023/11/13	Pedestrian	Fatality
Vaughan Road and Atlas Avenue	2023/08/04	Pedestrian	Fatality
Dufferin Street and Norton Avenue	2023/03/24	Vehicle	Serious Injury
Dufferin Street and Martin Street	2022/09/24	Vehicle	Fatality
Oakwood Avenue and Jesmond Avenue	2020/08/10	Cyclist	Serious Injury
Gloucester Grove and Winnett Avenue	2022/12/21	Pedestrian	Serious Injury
450 Winona Drive	2022/10/07	Cyclist	Serious Injury
Oakwood Avenue and Rogers Road	2021/07/26	Vehicle	Serious Injury

Location	Date	Collision Type	Result
Holland Park Avenue and Oakwood Avenue	2021/07/26	Pedestrian	Serious Injury
St. Clair Avenue West and Atlas Avenue	2020/02/01	Vehicle	Serious Injury
Oakwood Avenue and Vaughan Road	2020/01/21	Vehicle	Serious Injury
St. Clair Avenue West and Glenholme Avenue	2020/01/11	Pedestrian	Serious Injury
Dufferin Street and Martin Street	2019/11/03	Vehicle	Serious Injury
St. Clair Avenue West and Oakwood Avenue	2019/07/01	Pedestrian	Serious Injury
284 Oakwood Avenue	2019/01/24	Pedestrian	Serious Injury
2350 Dufferin Street	2019/01/16	Pedestrian	Fatality
St. Clair Avenue West and Northcliffe Boulevard	2018/09/15	Pedestrian	Serious Injury
Dufferin Street and Rogers Road	2018/09/12	Pedestrian	Serious Injury
Dufferin Street and Gibson Street	2018/08/12	Vehicle	Serious Injury
Dufferin Street and Gibson Street	2018/08/12	Vehicle	Serious Injury
Eglinton Avenue West and Marlee Avenue	2018/07/26	Pedestrian	Fatality
285 Oakwood Avenue	2018/06/17	Vehicle	Serious Injury
Oakwood Avenue and Strader Avenue	2017/07/24	Pedestrian	Serious Injury
Dufferin Street and Hunter Avenue	2017/06/16	Vehicle	Serious Injury
Oakwood Avenue and Vaughan Road	2017/05/29	Vehicle	Serious Injury
Lauder Avenue and Amherst Avenue	2016/09/09	Pedestrian	Serious Injury
Dufferin Street and Cloverlawn Avenue	2016/06/17	Pedestrian	Serious Injury

Location	Date	Collision Type	Result
Eglinton Avenue West and Oakwood Avenue	2016/05/20	Pedestrian	Serious Injury
Oakwood Avenue and Glenhurst Avenue	2016/05/03	Vehicle	Serious Injury
Oakwood Avenue and Vaughan Road	2016/03/31	Vehicle	Serious Injury
1500 Eglinton Avenue West	2015/07/15	Pedestrian	Serious Injury
2058 Dufferin Street	2015/06/26	Pedestrian	Fatality
Dufferin Street and Hunter Avenue	2015/08/15	Cyclist	Serious Injury
St. Clair Avenue West and Arlington Avenue	2015/03/20	Pedestrian	Fatality
St. Clair Avenue West and Dufferin Street	2014/12/16	Pedestrian	Serious Injury
Dufferin Street and Cloverlawn Avenue	2014/07/21	Vehicle	Serious Injury
Eglinton Avenue West and Northcliffe Boulevard	2014/01/13	Pedestrian	Fatality

Attachment 2 - New and Upgraded Pedestrian Crossings Locations

Location and type of crossing	Pedestrian Volume and Delay Justification	Context-specific assessment
<p>Oakwood Avenue and Clovelly Avenue</p> <p>Existing pedestrian crossover, upgrade to pedestrian signal</p>	<p>Existing pedestrian crossover: pedestrian volume and delay justification not required.</p> <p>Crossing type identified based on Toronto-specific guidelines. Intersection pedestrian signal is suitable: 8-hour volume is greater than 7,500 vehicles, posted speed is 40km/h or more; and 3 lanes or wider (based on effective road width).</p>	<p>Wide road with high volumes, and site conditions to support improved level of pedestrian protection.</p> <p>8-hour volume is 9,100 vehicles (or 20,600 vehicles per day). Posted speed is 40km/h. Observed speed is 50km/h. Road width (13m) and wide lanes, upstream bus stops, and double 'X' pavement markings appear as two lanes per directions.</p>
<p>Oakwood Avenue and Holland Park Avenue</p> <p>New traffic signal</p>	<p>Volume justification met (144 pedestrians or more crossing). 8-hour volumes are 183 pedestrians, 130 cyclists*, and 8,440 vehicles (or 18,035 vehicles per day) *Cyclist volumes are noteworthy but not counted in the justification pedestrian volume.</p> <p>Delay data not available, crossing identified as opportunity to jointly serve pedestrians and persons cycling. (Warrant threshold for pedestrian protected crossing is 57 or more pedestrians delayed 10 seconds)</p>	<p>While delay justification was not assessed, this intersection has pronounced desire to cross for both pedestrians and people cycling.</p> <p>A serious pedestrian collision occurred in 2023 and a high number of pedestrians cross unprotected, despite proximity to Rogers Road. Desire line to Oakwood Village library and other nearby retail.</p> <p>Traffic signal identified as suitable: provides pedestrian protection, can be coordinated with traffic signal at Rogers Road to mitigate potential delay, and serves as a crossing for cycling connection.</p>

Location and type of crossing	Pedestrian Volume and Delay Justification	Context-specific assessment
<p>Vaughan Road and Glenora Avenue</p> <p>New pedestrian crossover</p>	<p>Volume justification not met (150 pedestrian or more crossing). 8-hour volumes (2025 data) are 31 pedestrians, and 7,050 vehicles 8-hour volumes (2011 data) are 110 pedestrians and 6,330 vehicles.</p> <p>Pedestrians crossing nearby: Cedric Avenue (35, 2022 data) Alameda Avenue (30, 2025 data) Jesmond Avenue (20, 2022 data)</p> <p>Pedestrian crossover suitable based on two-lane operation, posted speed of 40km/h and volume and 8-hour volume is greater than 7,500 vehicles.</p>	<p>While volume justification is not met, this intersection may also serve pedestrian demand of nearby unprotected intersections.</p> <p>This section is the longest gap between existing protected crossings on Vaughan Road (and all arterial roads) in the neighbourhood (500m between existing crossings on Oakwood Avenue and Winona Drive).</p> <p>Pedestrian demand is anticipated to grow enough in the near to mid-term to meet volume justification, due to history of high demand and area changes.</p>

Attachment 3 - Pavement Markings Locations

Major Street or local place	Side Streets or nearby intersection	Pavement Marking
Oakwood Avenue	Vaughan Road, Amherst Avenue Ashbury Avenue, Jesmond Avenue, Hanson Road, Rogers Road, Glenhurst Avenue, TTC streetcar exit, St. Clair Avenue West	New or refreshed crosswalks and stop bars where missing, zebra crosswalks at major intersections with traffic signals
Vaughan Road	Lauder Avenue, Glenora Avenue, Robina Avenue, Alameda Avenue, Cedric Avenue, Jesmond Avenue, Winona Drive, Atlas Avenue, Winnett Avenue, Arlington Avenue.	New or refreshed zebra crosswalks. Solid yellow centre line between Oakwood Avenue and Winona Drive
Rogers Road	Westmount Avenue, Northcliffe Boulevard, Lauder Avenue, Glenholme Avenue, Rockvale Avenue, Blandford Street as well as Blandford Street at Hanson Road.	New crosswalk markings where missing
Fairbank Middle School & Lycée Francais de Toronto	Northcliffe Boulevard & Keywest Avenue Westmount Avenue & Amherst Avenue	New crosswalk markings where missing at existing stop control. Yellowtail to centreline from west stop bar on Keywest Avenue
St. Thomas Aquinas Catholic School	Glenholme Avenue & Greyton Crescent /Gloucester Grove Eglinton Avenue West & Glenholme Avenue	New crosswalk markings where missing at all-way stop. Refresh existing zebra crosswalk and 'School' zone pavement marking.
D'Arcy McGee Catholic School	Glenholme Avenue & Onslow Crescent	New crosswalk markings where missing at all-way stop
529 Vaughan Road	Alameda Avenue & Belvidere Avenue Winona Drive & Belvidere Avenue	New crosswalk markings where missing at all-way stops
J R Wilcox Community School	Atlas Avenue & Ava Road Atlas Avenue & Belvidere Avenue Winnett Avenue & Ava Road	New zebra crosswalk markings where missing at existing stop control, and stop bars and tails
Rawlinson Community School	Glenholme Avenue & Millerson Avenue/Earnscliffe Road Glenholme Avenue & Earlsdale Avenue	New crosswalk markings where missing at all-way stop, zebra crosswalk

Major Street or local place	Side Streets or nearby intersection	Pavement Marking
St. Clare Catholic Elementary School	Westmount Avenue & Cloverlawn Avenue Northcliffe Boulevard & Cloverlawn Avenue	New crosswalk markings where missing at existing stop control, zebra crosswalk, new yellow tails from stop bars
St. Alphonsus Catholic School	Winona Drive & Dundurn Crescent Atlas Avenue & Normanna Avenue Atlas Avenue & Graham Gardens	New crosswalk markings where missing at all-way stops
Toronto Public Library - Maria A. Shchuka Branch	Eglinton Avenue West & Northcliffe Boulevard	Refresh existing zebra crosswalk and arrow marking south leg
Toronto Public Library - Oakwood Village Library and Arts Centre	Holland Park Avenue & Robina Avenue Holland Park Avenue & Winona Drive Winona Drive & Earlsdale Avenue	Stop bar and crosswalk markings where missing at existing stop control, zebra crosswalk

Attachment 4 - Traffic Calming Locations and Prioritization Scores

Speed and Volume Study Results for Streets Satisfying Traffic Calming Warrants

Roadway	From	To	Daily Traffic Volume	85th Percentile Speed (km/h)		95th Percentile Speed (km/h)	
				Measured	Warrant	Measured	Warrant
Alameda Avenue	Eglinton Avenue	Vaughan Road	2,420	39	38	43	45
Amherst Avenue	Glenholme Avenue	Oakwood Avenue	590	40	38	45	45
Atlas Avenue	Gloucester Grove	Ava Street	1,180	39	38	43	45
Gloucester Grove	Glenholme Avenue	Alameda Avenue	1,180	45	38	50	45
Earlsdale Avenue	Oakwood Avenue	Winona Drive	1,780	38	38	42	45
Keywest Avenue	Dufferin Street	Laudner Avenue	3,550	42	38	47	45
Lanark Avenue	Oakwood Avenue	Alameda Avenue	450	43	38	50	45
Lauder Avenue	Rogers Road	Rosecliffe Avenue	820	38	38	42	45
Lauder Avenue	Vaughan Road	Genessee Avenue	820	42	38	46	45
Robina Avenue	Earlsdale Avenue	St. Clair Avenue West	440	39	38	43	45
Winona Drive	Eglinton Avenue West	Holland Park Avenue	1,760	39	38	44	45

Prioritization Score for Traffic Calming Locations

Roadway	From	To	Quantitative Score	Qualitative Score	Prioritization Score
Alameda Avenue	Eglinton Avenue	Vaughan Road	10	41	26
Amherst Avenue	Glenholme Avenue	Oakwood Avenue	15	50	33
Atlas Avenue	Gloucester Grove	Ava Street	14	46	30
Gloucester Grove	Glenholme Avenue	Alameda Avenue	60	47	54
Earlsdale Avenue	Oakwood Avenue	Winona Drive	30	47	39
Keywest Avenue	Dufferin Street	Laudner Avenue	60	65	53
Lanark Avenue	Oakwood Avenue	Alameda Avenue	50	57	54
Lauder Avenue	Rogers Road	Rosecliffe Avenue	0	25	13
Lauder Avenue	Vaughan Road	Genessee Avenue	27	35	31
Robina Avenue	Earlsdale Avenue	St. Clair Avenue West	0	37	19
Winona Drive	Eglinton Avenue West	Holland Park Avenue	10	32	21

Attachment 5 - Speed Limit Reduction Locations

Streets	Existing Conditions and Rationale	Proposed Changes
Vaughan Road, west of Oakwood Avenue	<p>Designated collector road and Community Safety Zone.</p> <p>Volume: 11,940 vehicles per day. Posted speed is 40km/h, operating speeds: 53km/h (85th percentile), 58km/h (95th percentile).</p> <p>People cycling would be exposed to mixed traffic in existing bikeway (shared eastbound lane) at high speed and volume without an alternate eastbound route. Not eligible for traffic calming as daily volume is over 8,000. Other speed management is required.</p>	Reduce posted speed to 30km/h, implement with upcoming road design changes on Vaughan Road.
Glenholme Avenue, north of Vaughan Road	<p>Designated collector road and School Safety Zone, street appears similar to neighbourhood local streets</p> <p>Volume: 4,320 vehicles per day. Posted at 40km/h, operating speeds: 42km/h (85th percentile), 48km/h (95th percentile).</p> <p>Warranted for traffic calming if based on 30km/h warrant speed in Community Safety Zone (School Safety Zone), however, currently posted at 40km/h. Programmed intersection improvements at the intersection of Greyton Crescent/Gloucester Grove will include curb extension and raised crossing which will encourage lower speeds.</p>	Reduce posted speed to 30km/h
Northcliffe Boulevard, north of Vaughan Road	<p>Designated collector road, similar to Glenholme Avenue</p> <p>Volume: 7050 vehicles per day. Posted at 40km/h, operating speed: 40km/h (85th percentile), 45km/h (95th percentile).</p> <p>Speed limit reduction provides area-wide consistency with Vaughan Road and Glenholme Avenue, where 30km/h is proposed. Not warranted for traffic calming based on 40km/h warrant speed.</p> <p>In the north and westmost parts of the neighbourhood, pedestrian activity is higher with proximity to nearby walkable destinations (library, local retail, Fairbank station). There are also a higher number and percent of households with low income, no licensed drivers or do not own a car, and older adult residents compared to neighbourhood and city-wide average.</p>	Reduce posted speed to 30km/h

Attachment 6 - Cycling routes proposed by the Streets Plan

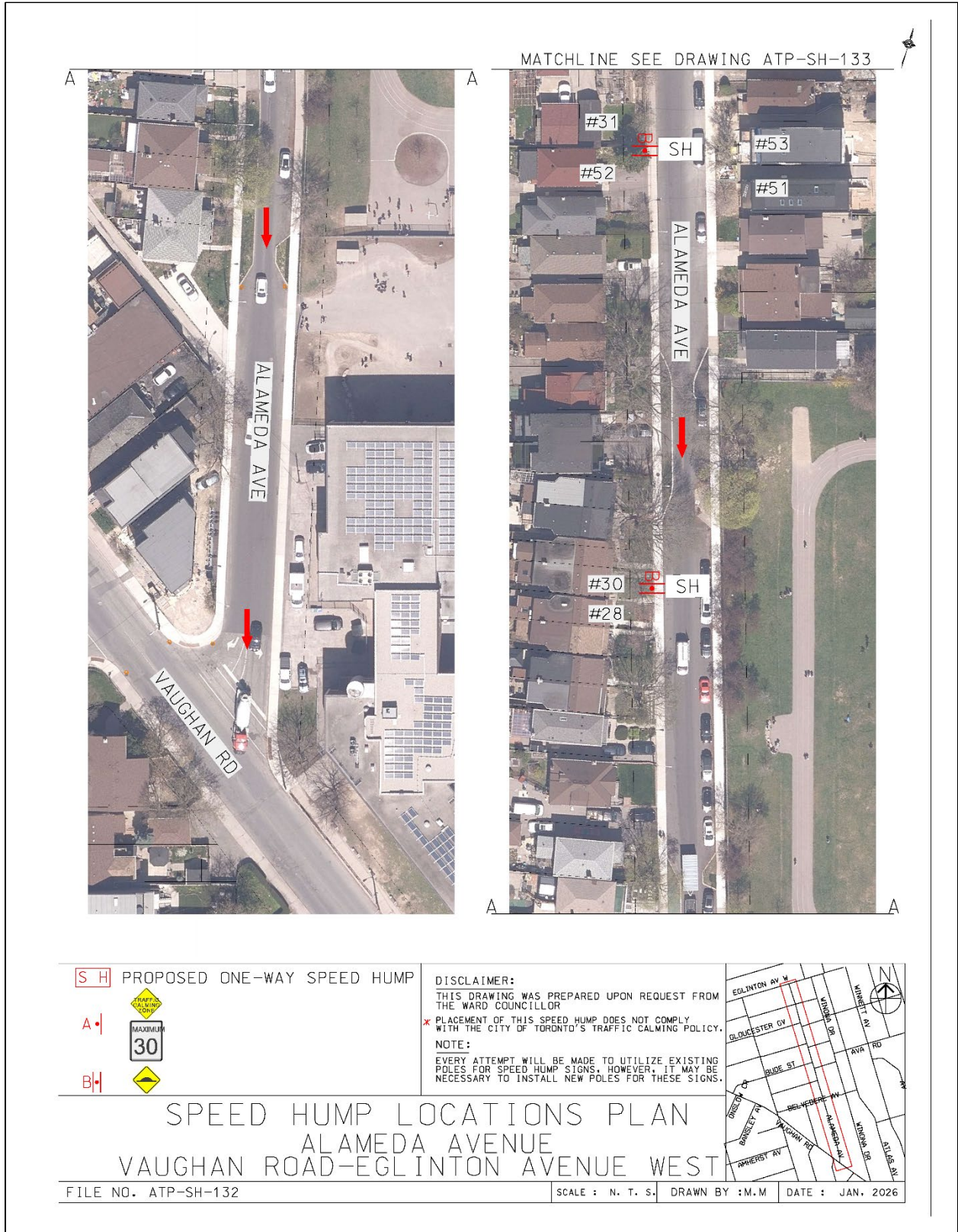
Route identified in 2025-2027 Program subject to Streets Plan	Proposed route by Streets Plan
Vaughan Road for study or design from Oakwood Avenue to Wychwood and Northcliffe Boulevard to northwest terminus including connection to Dufferin Road	As part of 2025-2027 program and road work in 2028, improved bikeways on Vaughan Road (entire section in Oakwood Village from northwest terminus to Arlington Avenue and further east until connected to another all-ages-all-abilities bikeway route.) Street design changes to be confirmed through the Vaughan Road Safety Improvement Project.
New East-West Cycling Connections across Oakwood Avenue including Earlsdale Avenue and O'Leary Avenue	As part of 2025-2027 program, new East-West Cycling Connections that crosses Oakwood Avenue at Holland Park Avenue, specifically on the following streets: Earlsdale Avenue – contra-flow bike lane from Winona Drive to Oakwood Avenue Oakwood Avenue – northbound cycle track from Earlsdale Avenue to Holland Park Avenue Holland Park Avenue – contra-flow bike lane from Oakwood Avenue to Robina Avenue Holland Park Avenue – shared lane marking from Robina Avenue to Winona Dr Holland Park Avenue – contra-flow bike lanes from Oakwood Ave to Glenholme Avenue
New north-south cycling connection potentially including Northcliffe Boulevard and Glenholme Avenue between Rogers Road and south of St. Clair Avenue West	As part of 2025-2027 program, a new north-south cycling connection in the west side of the Oakwood Village neighbourhood, that connects Vaughan Road and St. Clair Avenue, most likely along Glenholme Avenue. Street design changes subject to further public consultation.
Existing bike lanes on Rogers Road (no changes identified in near-term program)	Long-term, improved bikeways on Rogers Road (entire section in Oakwood Village from Dufferin Street to Rogers Road), potentially upgrading with physical separation between cyclists and motor vehicles.

Attachment 7 - Other Vaughan Road Intersection Safety Improvements proposed by the Streets Plan

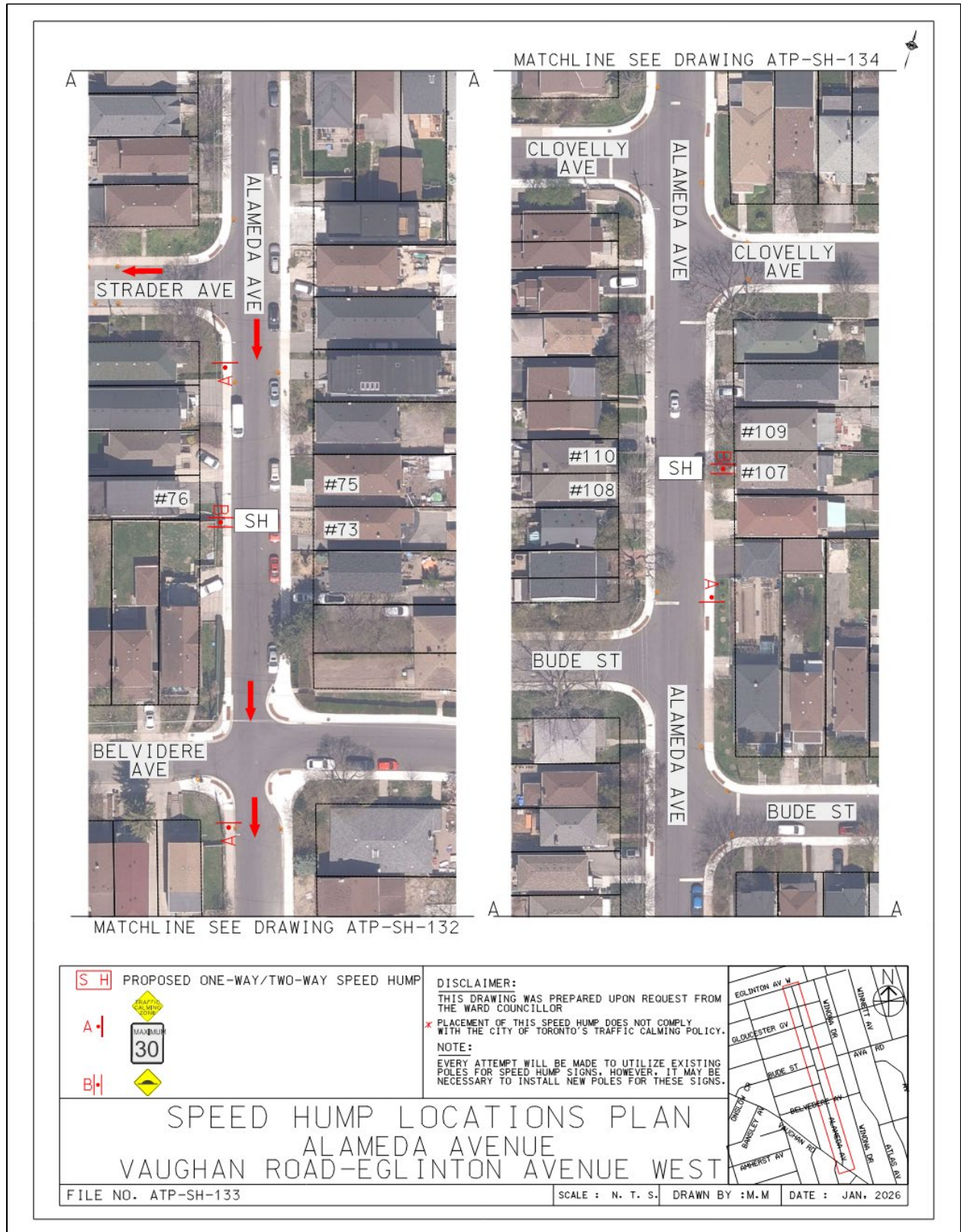
This table describes intersection safety improvement on Vaughan Road, west of Oakwood Avenue.

Intersecting Street	Public comments received	Collision history (10-year) Pedestrian volumes (8-hour) Key turn movements (8-hour) Side street volume (24-hour)	Proposed changes to be considered in Vaughan Road Safety Improvement Project
Alameda Avenue	Request for new pedestrian crossing, for sightline improvements to Vaughan Road	1 pedestrian collision (2019) 255 pedestrians, 30 crossing Vaughan Road 475 southbound vehicles turn left 270 northbound vehicles turn right 2420 vehicles daily	Geometric safety improvements Realign intersection (New crossing proposed at Glenora Avenue)
Winona Drive	Request for signal timing changes such as advance green for left-turns, more time for north-south movement	1 pedestrian collision (2016) 960 pedestrians, 570 crossing Vaughan Road 1,090 westbound vehicles turn right 530 eastbound vehicles turn right 2000 vehicles daily, north of Vaughan Road, and 1760 vehicles daily, south of Vaughan Road	Geometric safety improvements
Atlas Avenue	Request for new pedestrian crossing, for sightline improvements to Vaughan Road Route for non-local traffic	1 pedestrian collision, fatality (2023) 149 pedestrians, 10 crossing Vaughan Road 480 southbound left-turn 450 northbound left-turn 1360 vehicles daily	Geometric safety improvements Realign intersection Remove right-turn channel
Arlington Avenue	Concerns about drivers not stopping at pedestrian crossover, requests to upgrade to traffic signal Route for non-local traffic	2 pedestrian collisions (2025, 2023) 540 pedestrians, 180 across Vaughan Road 550 eastbound right-turn 270 southbound right-turn 1800 vehicles daily	Curb extensions with permanent materials (existing installation with temporary materials) Narrow lanes on Vaughan Road to shorten crossing distance exposed to motor vehicles

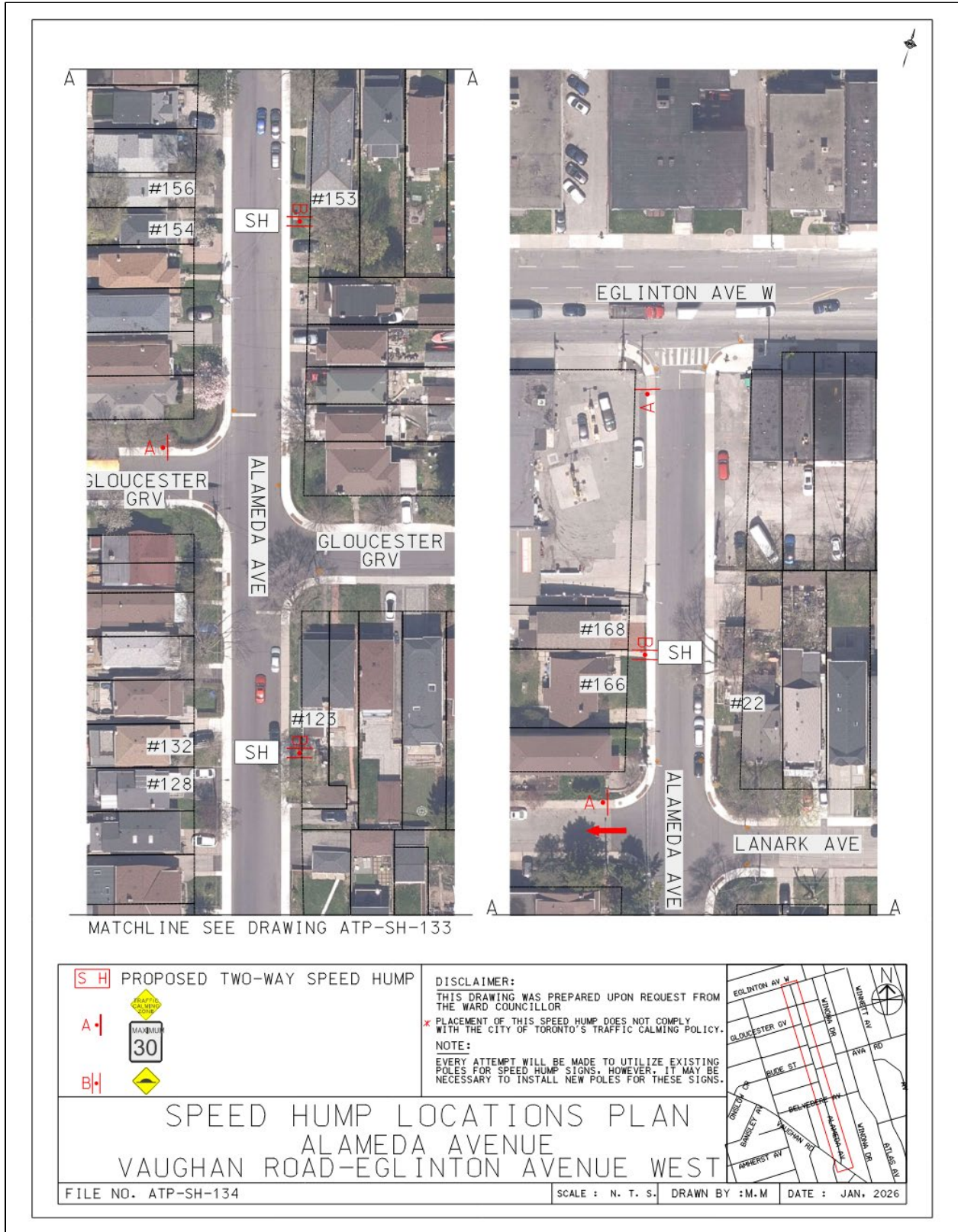
Attachment 8 - Drawing ATP-SH-132 for Traffic Calming (Speed Humps)



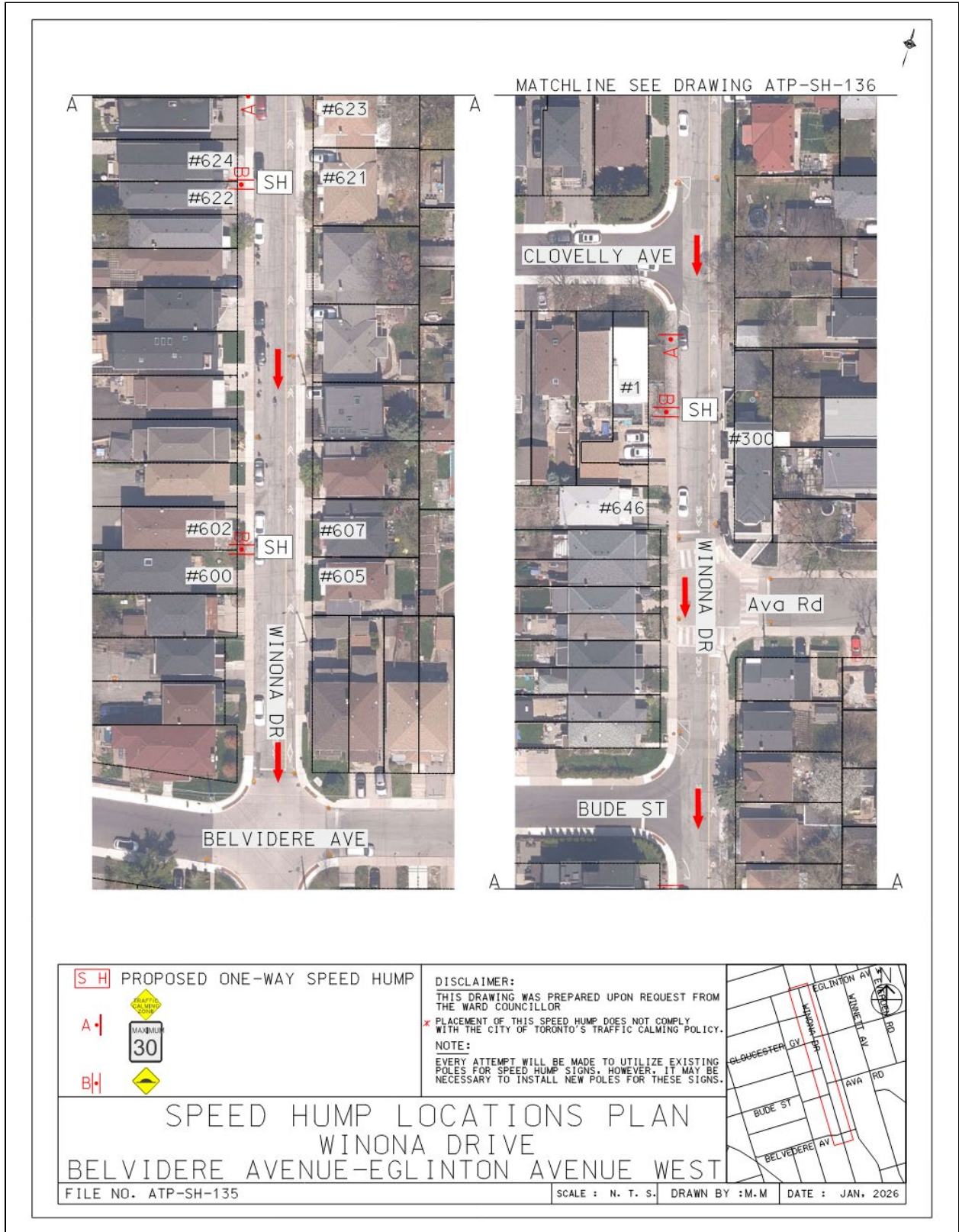
Attachment 9 - Drawing ATP-SH-133 for Traffic Calming (Speed Humps)



Attachment 10 - Drawing ATP-SH-134 for Traffic Calming (Speed Humps)



Attachment 11 - Drawing ATP-SH-135 for Traffic Calming (Speed Humps)

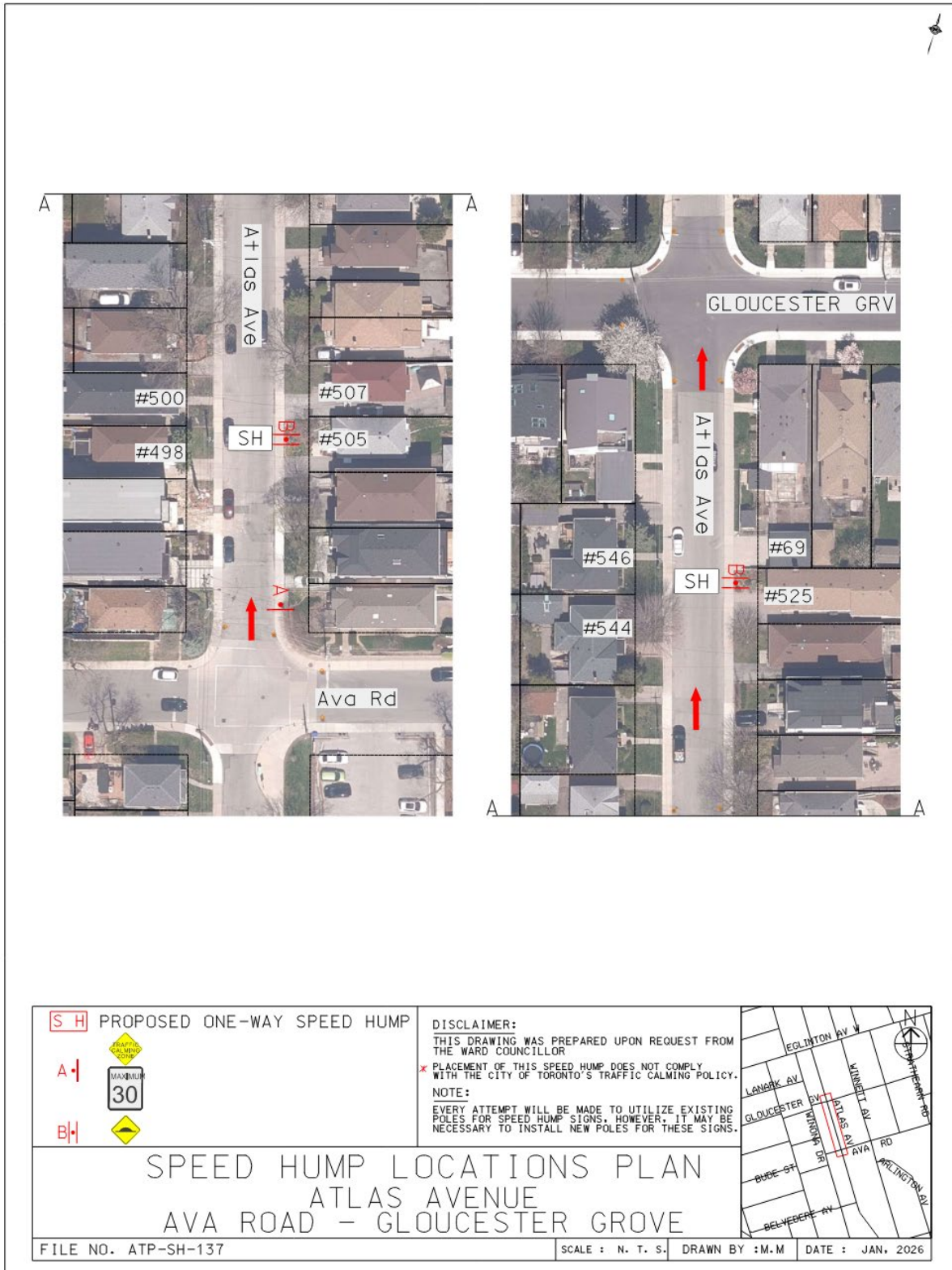


Attachment 12 - Drawing ATP-SH-136 for Traffic Calming (Speed Humps)

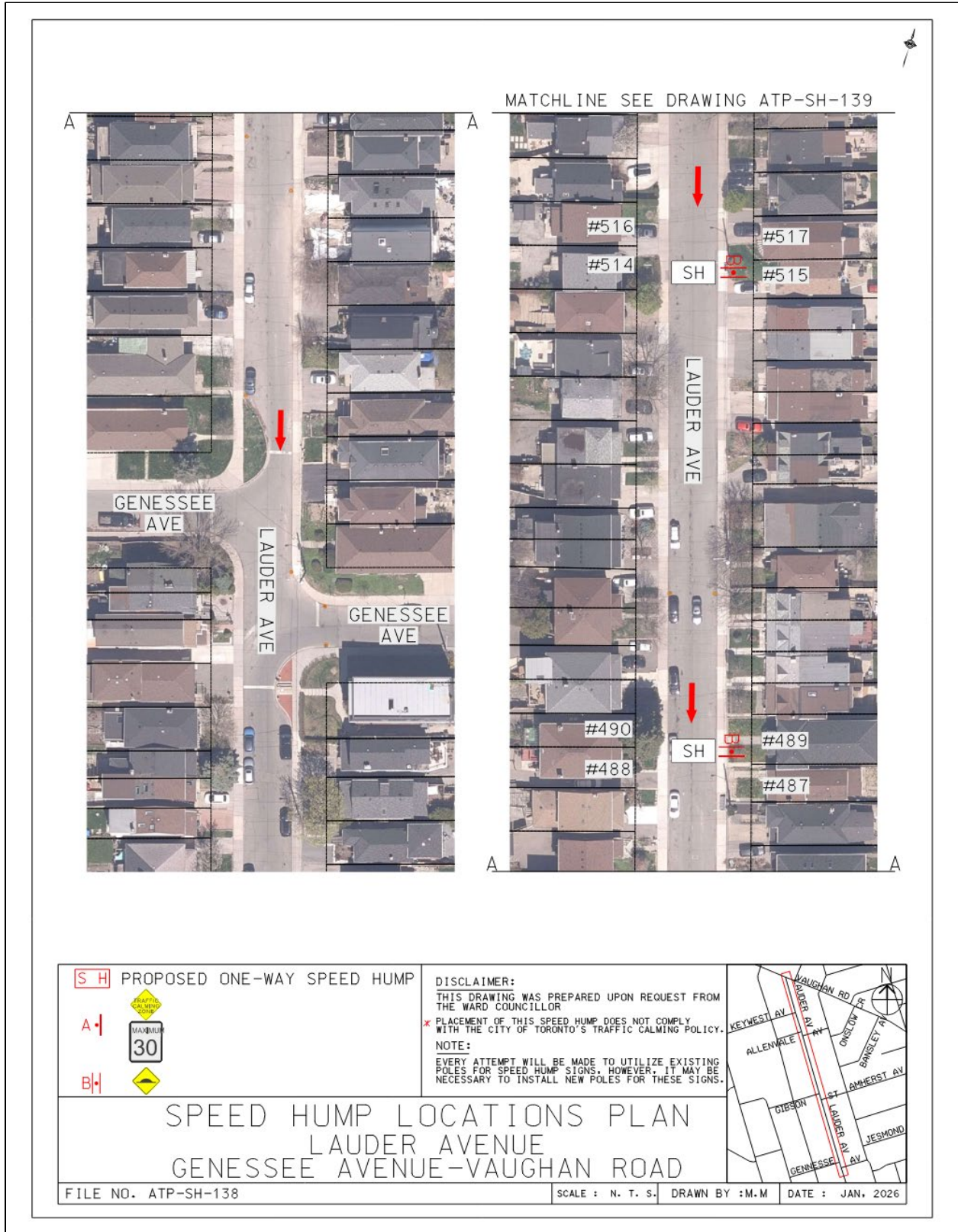


<p>S H PROPOSED ONE-WAY SPEED HUMP</p>	<p>DISCLAIMER: THIS DRAWING WAS PREPARED UPON REQUEST FROM THE WARD COUNCILLOR</p>	
<p>A </p> <p>B </p>	<p>* PLACEMENT OF THIS SPEED HUMP DOES NOT COMPLY WITH THE CITY OF TORONTO'S TRAFFIC CALMING POLICY.</p> <p>NOTE: EVERY ATTEMPT WILL BE MADE TO UTILIZE EXISTING POLES FOR SPEED HUMP SIGNS, HOWEVER, IT MAY BE NECESSARY TO INSTALL NEW POLES FOR THESE SIGNS.</p>	
<p align="center">SPEED HUMP LOCATIONS PLAN WINONA DRIVE BELVIDERE AVENUE - EGLINTON AVENUE WEST</p> <p>FILE NO. ATP-SH-136</p>		
<p>SCALE : N. T. S.</p>		<p>DRAWN BY : M.M DATE : JAN. 2026</p>

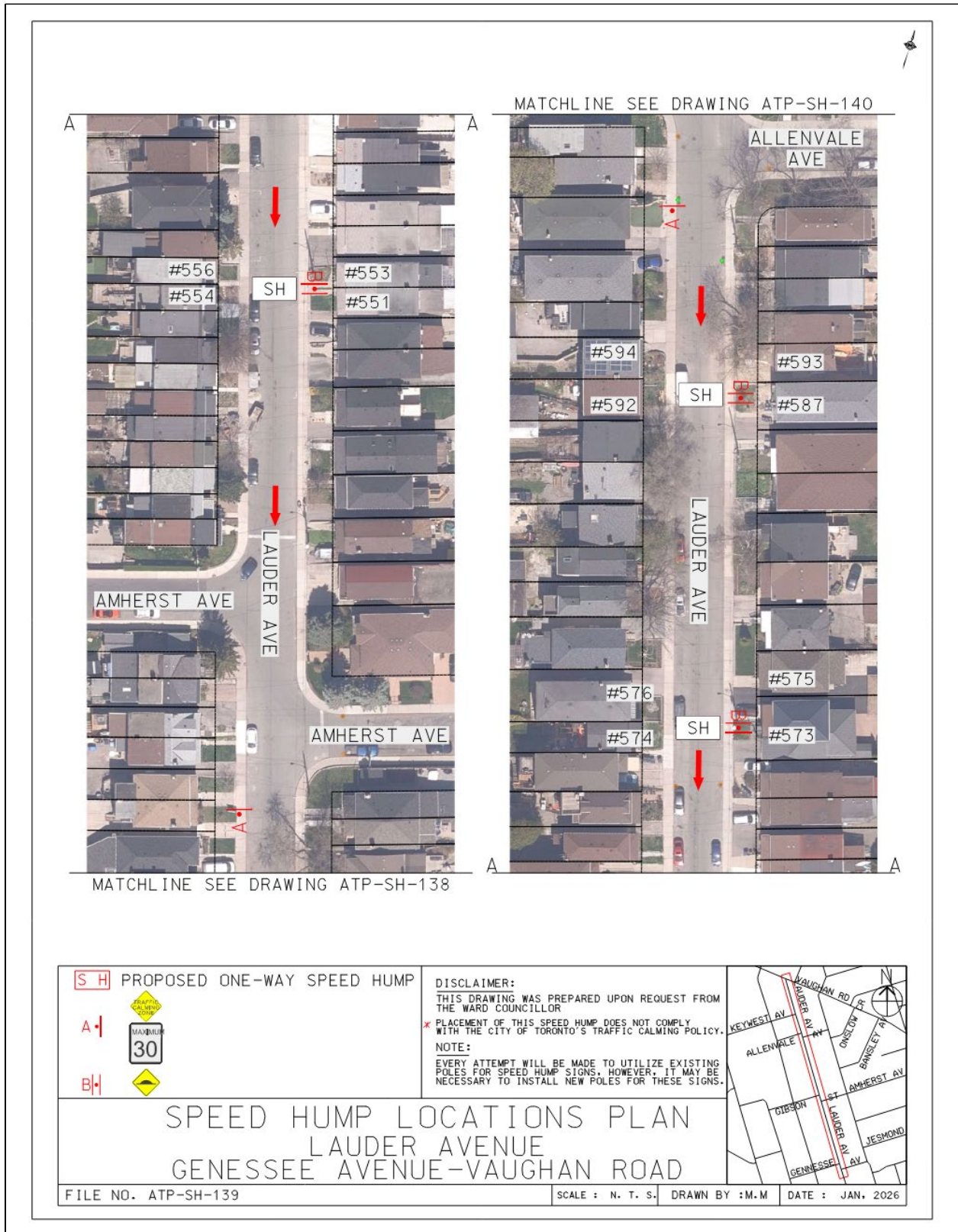
Attachment 13 - Drawing ATP-SH-137 for Traffic Calming (Speed Humps)



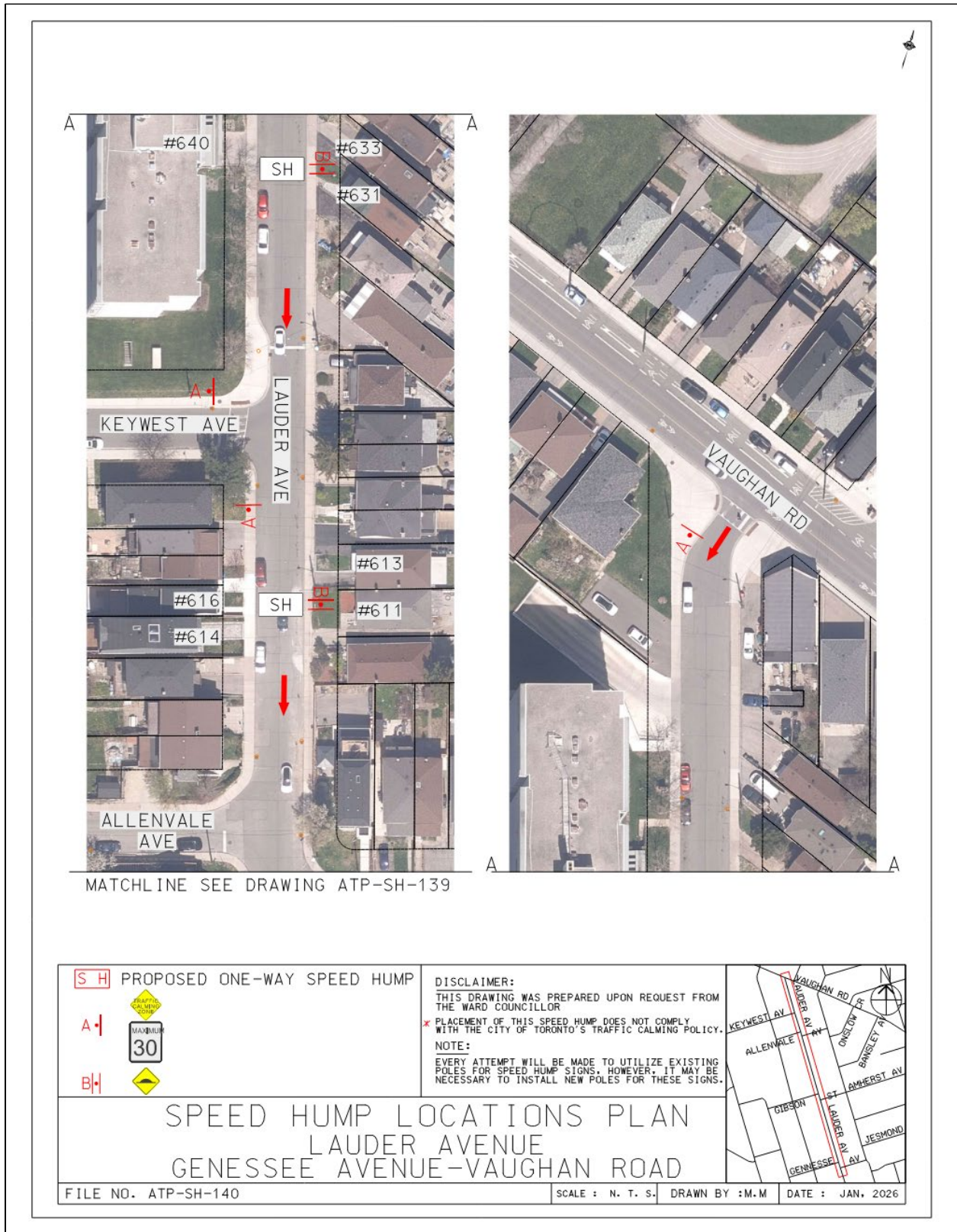
Attachment 14 - Drawing ATP-SH-138 for Traffic Calming (Speed Humps)



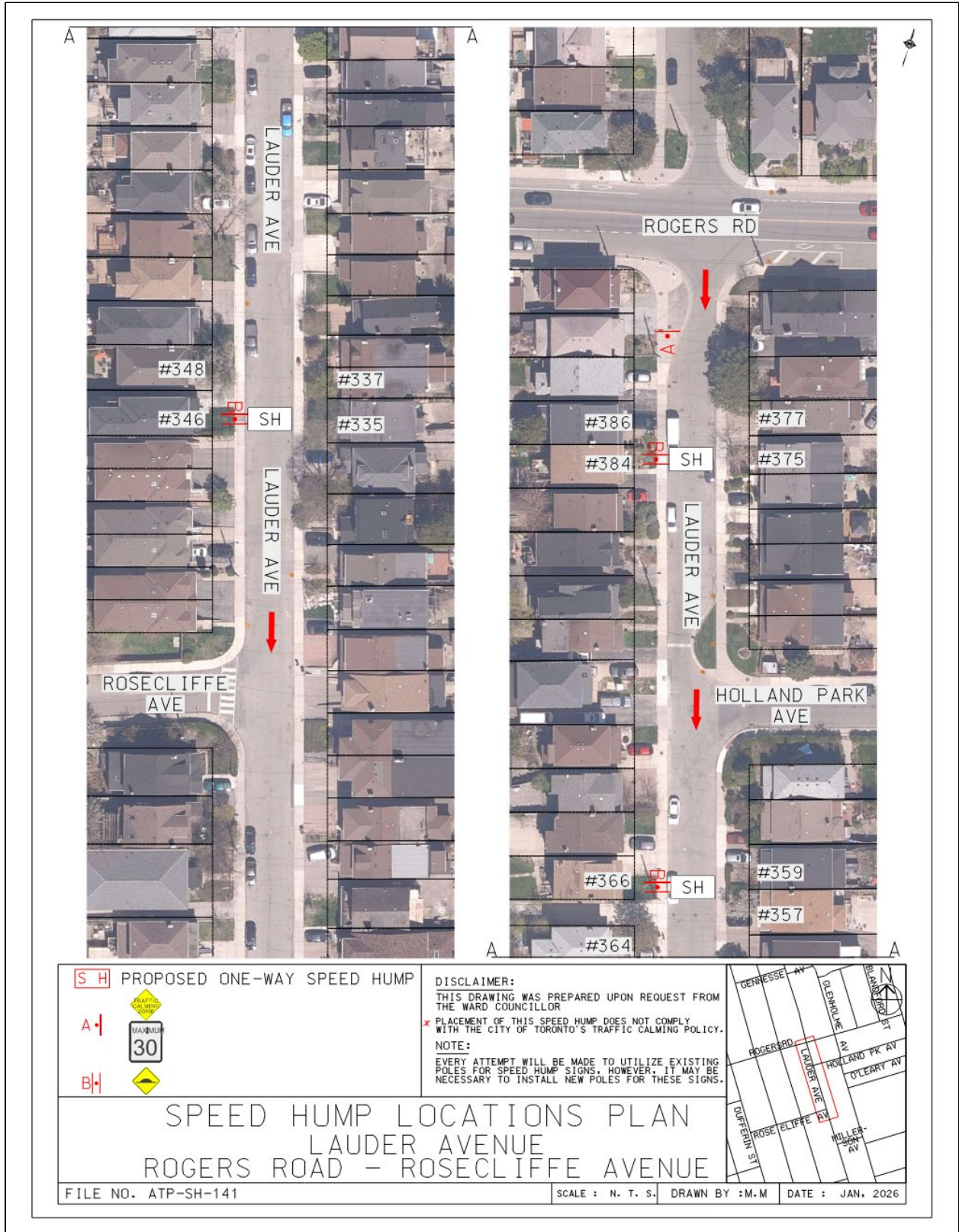
Attachment 15 - Drawing ATP-SH-139 for Traffic Calming (Speed Humps)



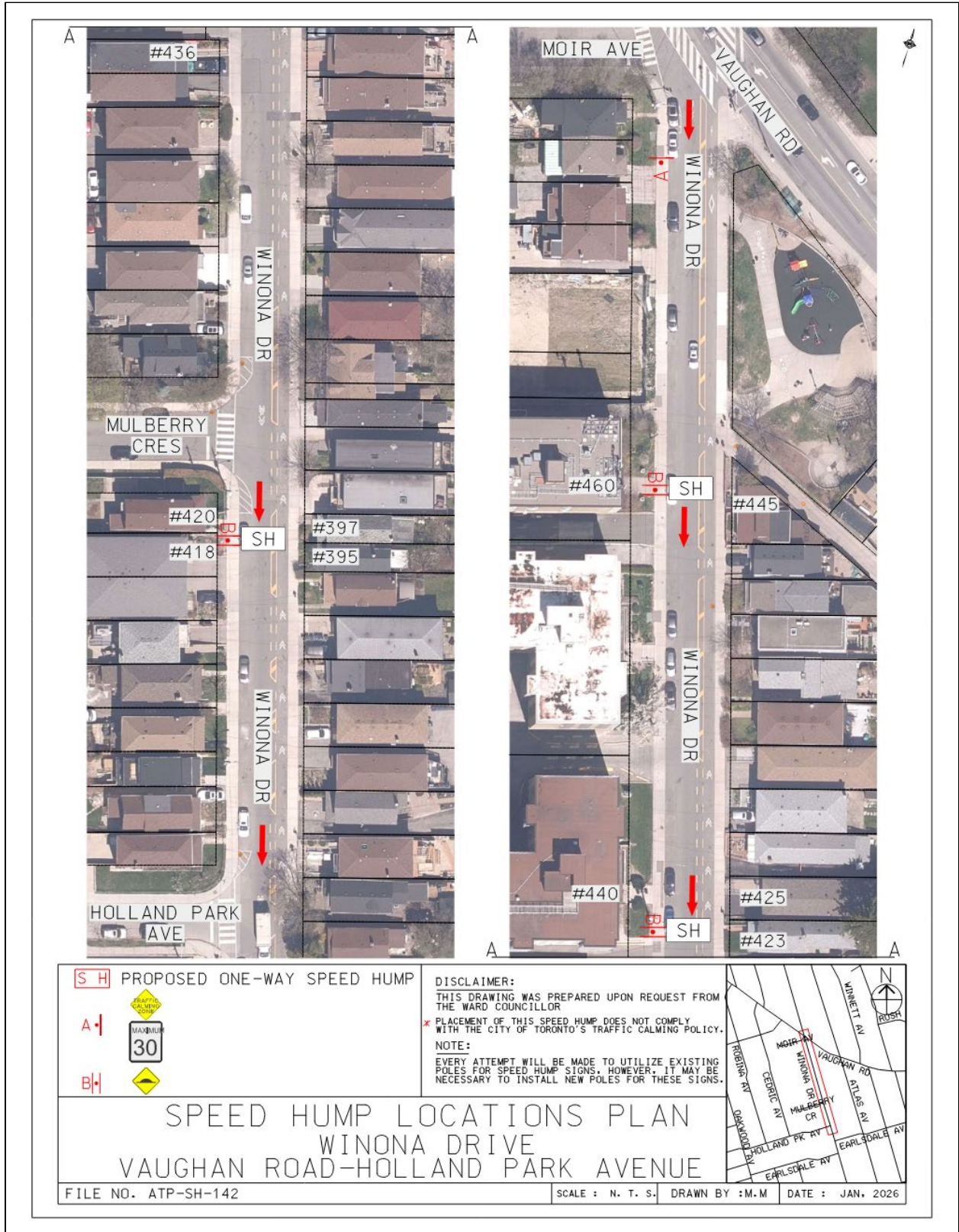
Attachment 16 - Drawing ATP-SH-140 for Traffic Calming (Speed Humps)



Attachment 17- Drawing ATP-SH-141 for Traffic Calming (Speed Humps)



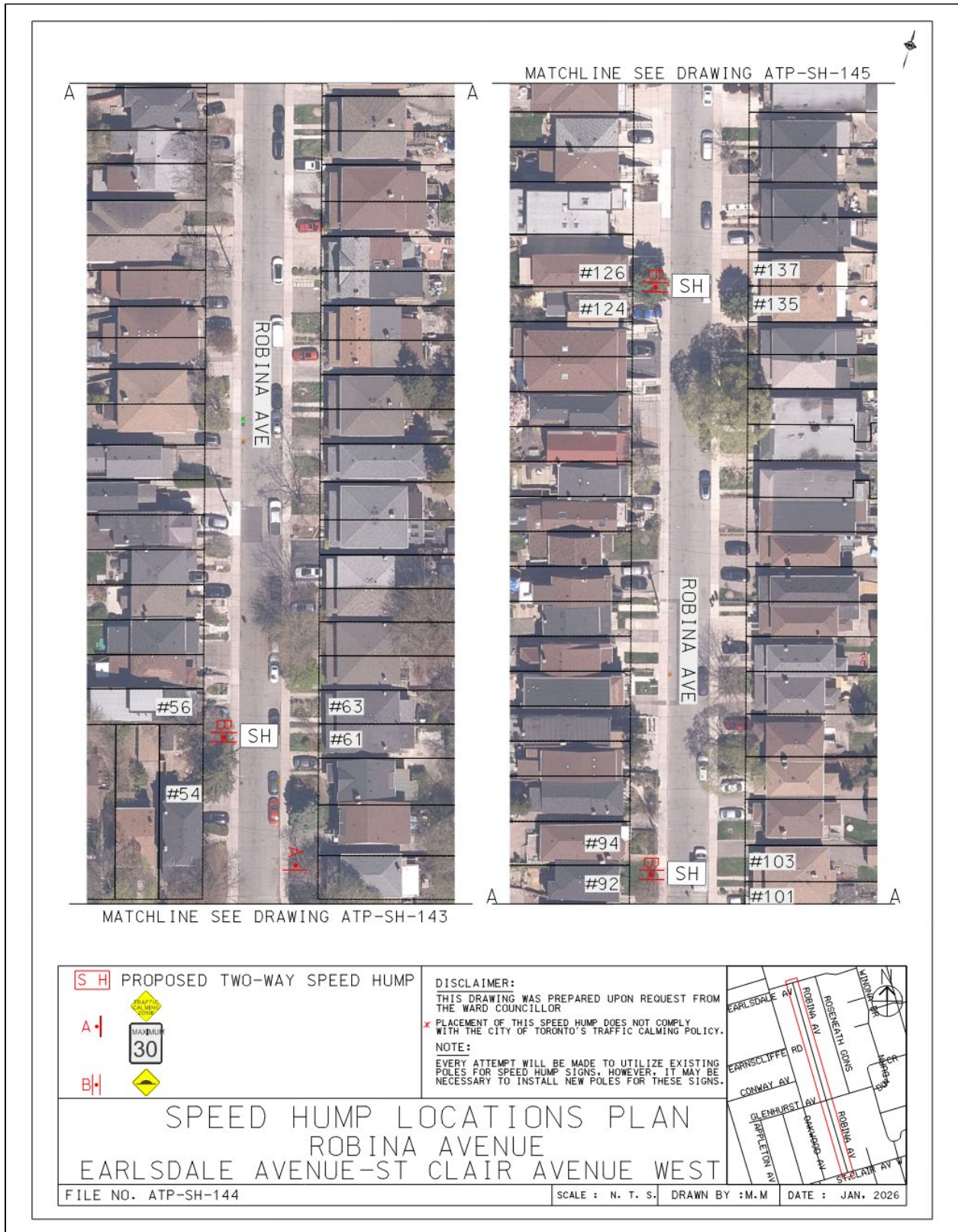
Attachment 18 - Drawing ATP-SH-142 for Traffic Calming (Speed Humps)



Attachment 19 - Drawing ATP-SH-143 for Traffic Calming (Speed Humps)



Attachment 20 - Drawing ATP-SH-144 for Traffic Calming (Speed Humps)



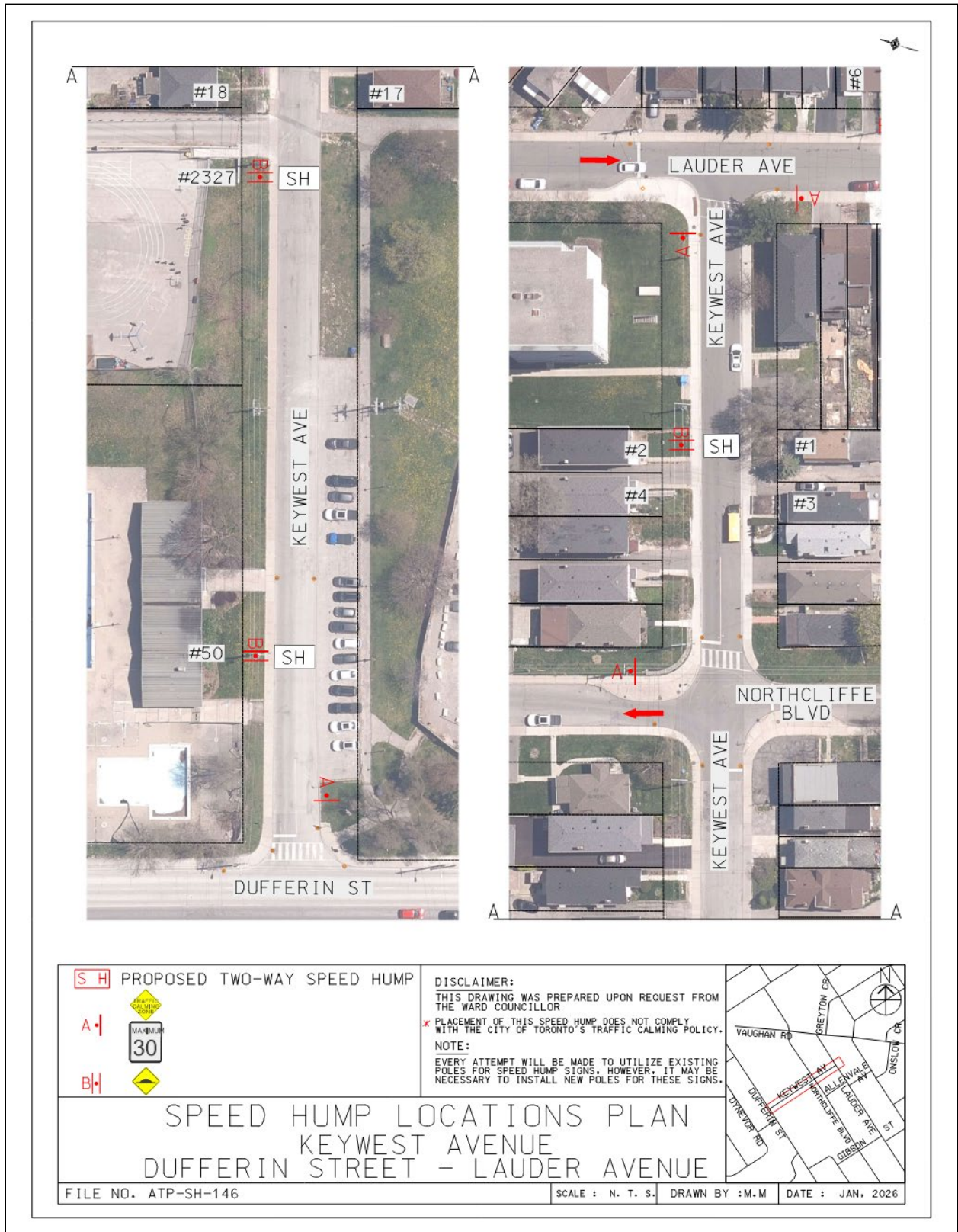
Attachment 21 - Drawing ATP-SH-145 for Traffic Calming (Speed Humps)



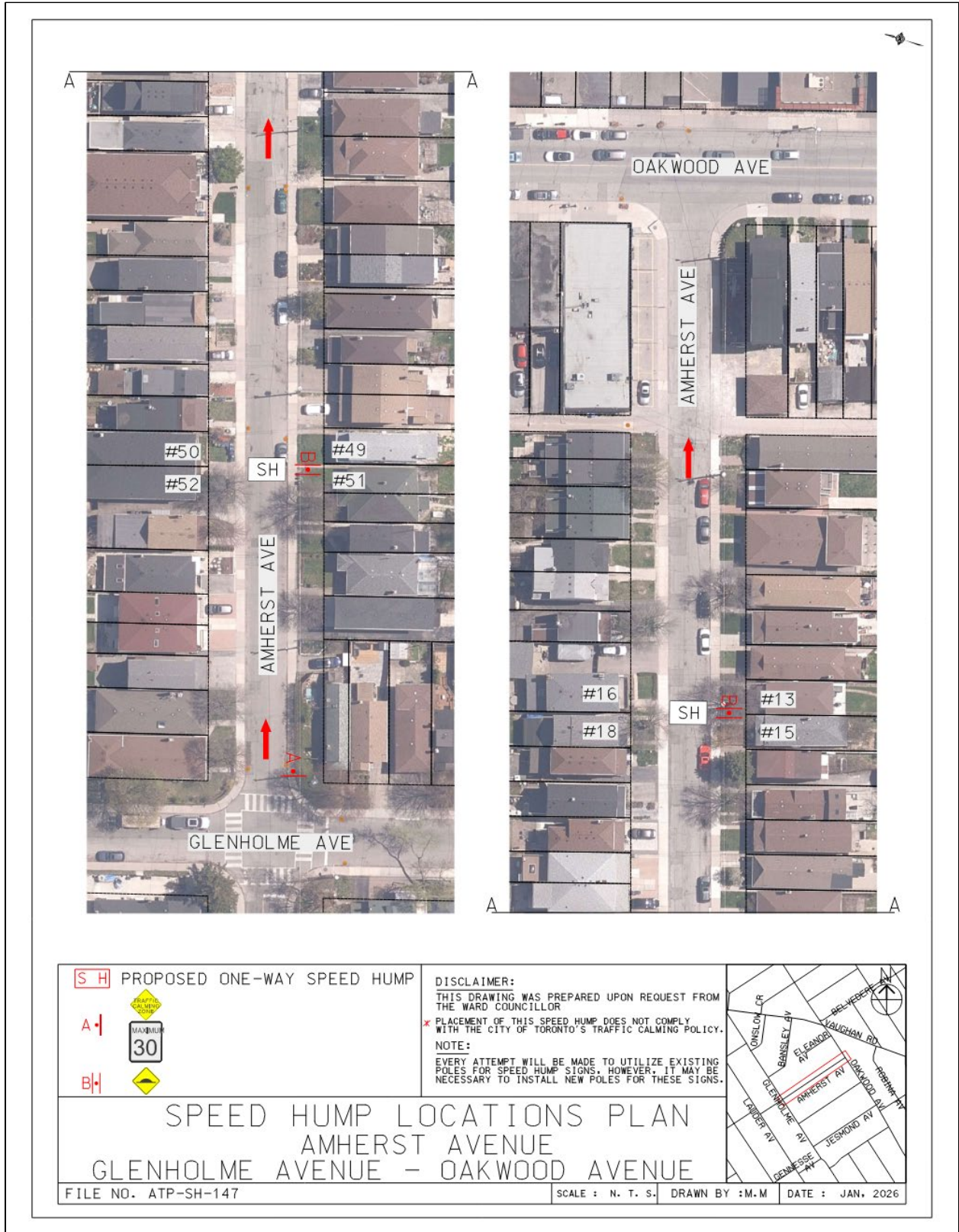
MATCHLINE SEE DRAWING ATP-SH-144

	<p>PROPOSED TWO-WAY SPEED HUMP</p>	<p>DISCLAIMER: THIS DRAWING WAS PREPARED UPON REQUEST FROM THE WARD COUNCILLOR</p>	
<p>A. </p>		<p>* PLACEMENT OF THIS SPEED HUMP DOES NOT COMPLY WITH THE CITY OF TORONTO'S TRAFFIC CALMING POLICY.</p>	
<p>B. </p>		<p>NOTE: EVERY ATTEMPT WILL BE MADE TO UTILIZE EXISTING POLES FOR SPEED HUMP SIGNS, HOWEVER, IT MAY BE NECESSARY TO INSTALL NEW POLES FOR THESE SIGNS.</p>	
<p>B. </p>			
<p>SPEED HUMP LOCATIONS PLAN ROBINA AVENUE EARLSDALE AVENUE-ST CLAIR AVENUE WEST</p>			
<p>FILE NO. ATP-SH-145</p>		<p>SCALE : N. T. S.</p>	<p>DRAWN BY : M. M</p>
<p>DATE : JAN, 2026</p>			

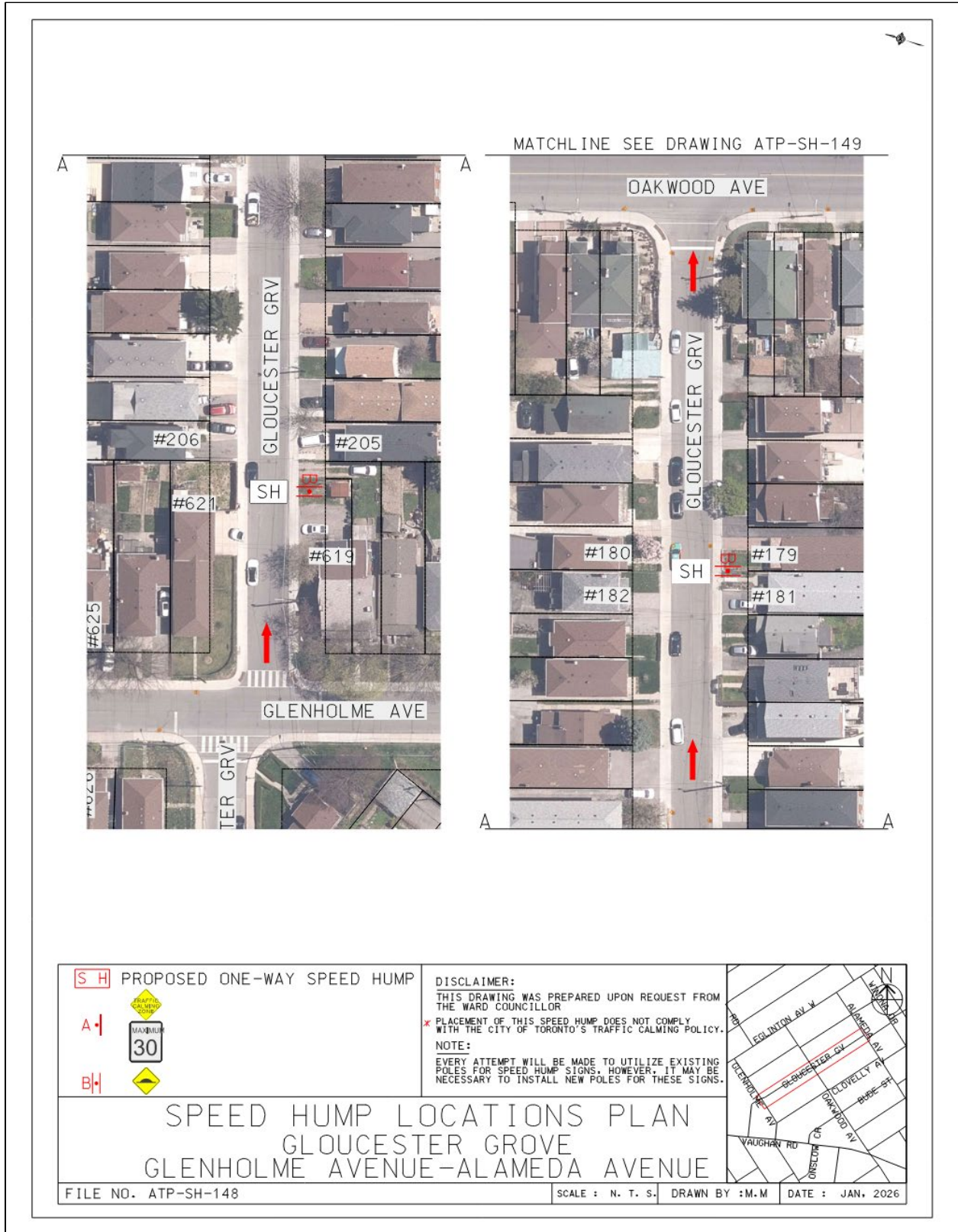
Attachment 22 - Drawing ATP-SH-146 for Traffic Calming (Speed Humps)



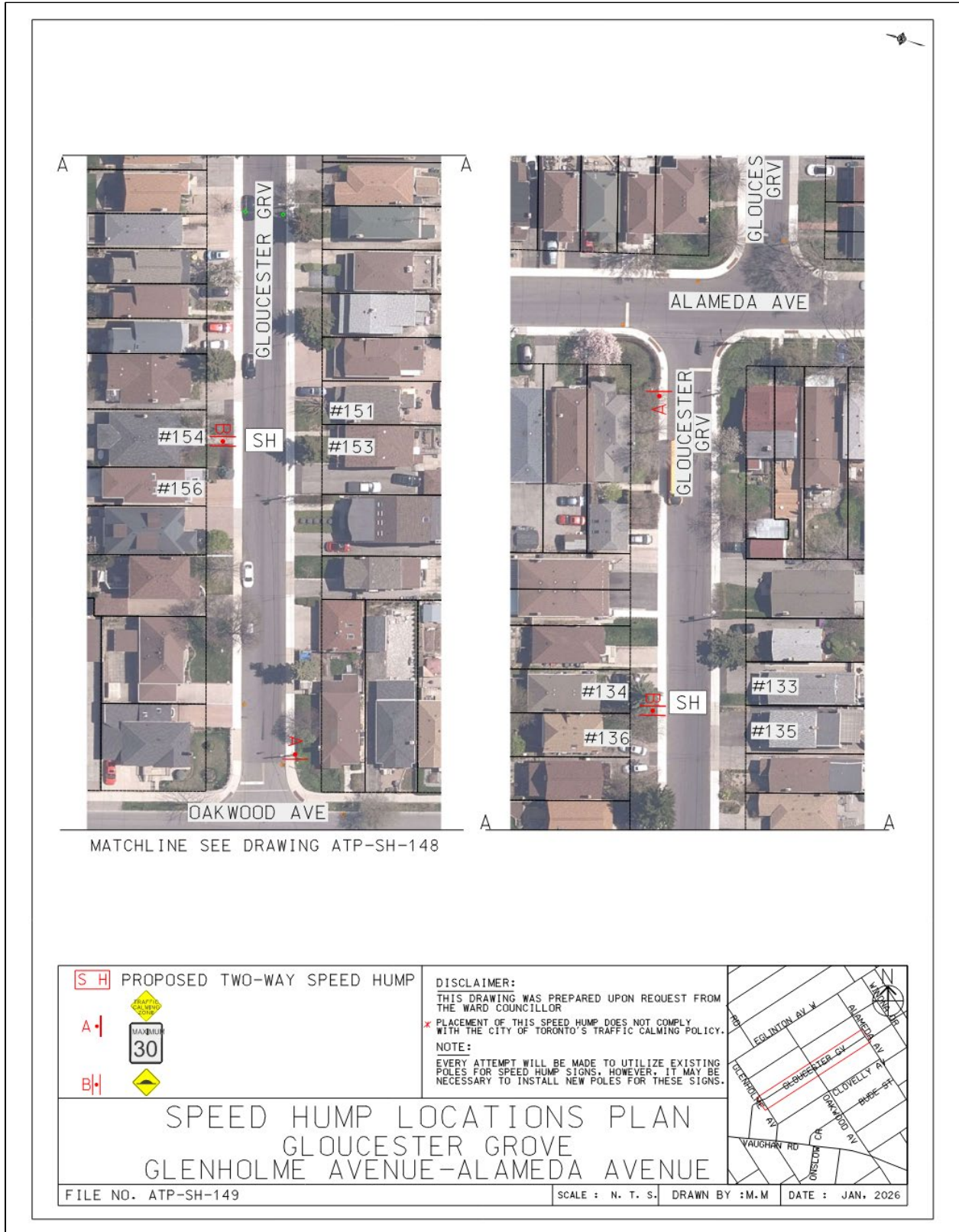
Attachment 23 - Drawing ATP-SH-147 for Traffic Calming (Speed Humps)



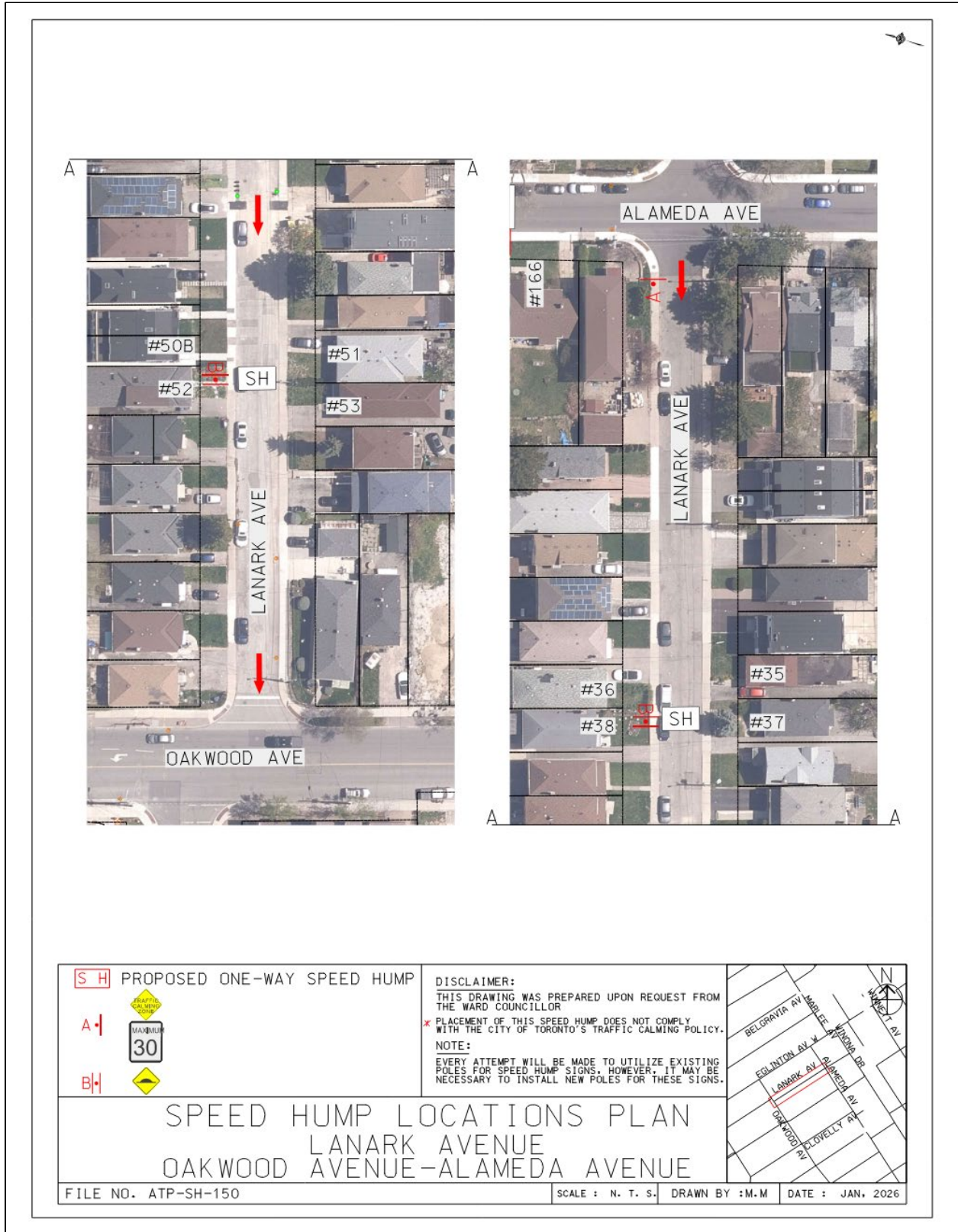
Attachment 24 - Drawing ATP-SH-148 for Traffic Calming (Speed Humps)



Attachment 25 - Drawing ATP-SH-149 for Traffic Calming (Speed Humps)




Attachment 26 - Drawing ATP-SH-150 for Traffic Calming (Speed Humps)





Attachment 27 - Drawing ATP-SH-151 for Traffic Calming (Speed Humps)



[S H] PROPOSED ONE-WAY SPEED HUMP

A | 

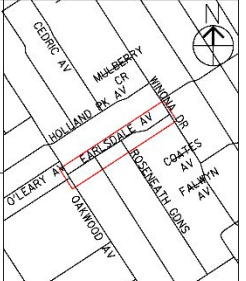
B |  **30**

B | 

DISCLAIMER:
 THIS DRAWING WAS PREPARED UPON REQUEST FROM THE WARD COUNCILLOR

* PLACEMENT OF THIS SPEED HUMP DOES NOT COMPLY WITH THE CITY OF TORONTO'S TRAFFIC CALMING POLICY.

NOTE:
 EVERY ATTEMPT WILL BE MADE TO UTILIZE EXISTING POLES FOR SPEED HUMP SIGNS. HOWEVER, IT MAY BE NECESSARY TO INSTALL NEW POLES FOR THESE SIGNS.



SPEED HUMP LOCATIONS PLAN EARLSDALE AVENUE OAKWOOD AVENUE-WINONA DRIVE

FILE NO. ATP-SH-151 SCALE : N. T. S. DRAWN BY : M.M DATE : JAN. 2026

Attachment 28 - Response from Emergency Services to Proposed Traffic Calming

From: EMS Planning
Sent: February 5, 2026 9:48 AM
To: Neighbourhood Streets Plans
Cc: EMS Planning
Subject: RE: EMS (paramedic) review request - Traffic calming in Oakwood Village

We have received and reviewed the proposal for installation of speed humps on the indicated roads in Oakwood Village, with the following comments:

The installation of speed humps on the indicated roads in Oakwood Village, will impact response and transport times for residents that reside on the roadway speed humps are installed. Impacts may extend to community members if the indicated roads in Oakwood Village, serves access to other roadways. It is important that the applicant understands that the installation of traffic calming devices will reduce the speed that emergency vehicles travel when responding to emergencies on roadways where they are installed.

Toronto Paramedic Services is supportive of community initiatives that improve the safety of all citizens of, and visitors to, the City of Toronto. Traffic and pedestrian safety are key components of a healthy neighbourhood, and we endeavour to support the wishes of the community to implement measures to improve upon these components.

