

Oakwood Village Streets Plan - Non-Delegated Road Safety Improvements

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 Toronto and East York Community Council does not have delegated authority from City Council to make a final decision.

This report is a companion to a report entitled 'Oakwood Village Streets Plan', which documents the findings of the Oakwood Village Streets Plan study and recommended changes, for which authority has been delegated to Toronto and East York Community Council. The Streets Plan assessed existing conditions, engaged with the public and community organizations, and proposed appropriate changes to neighbourhood streets.

City Council approval is required for the following changes on Oakwood Avenue, a street where Toronto Transit Commission (TTC) operates a transit route: installation of a pedestrian signal, a minor change to existing on-street parking, and turn restrictions at the intersection of Earnscliffe Road to improve safety and visibility.

Other proposed changes, identified by the Streets Plan and coordinated with related projects such as the Vaughan Road Safety Improvement project and East-West Connections, are subject to future City Council approval, as they involve road safety changes along streets with TTC service and also include cycling infrastructure. These proposed changes are summarized in this report.

RECOMMENDATIONS

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

1. City Council authorize the installation of a traffic control signal (intersection pedestrian signal) at the intersection of Oakwood Avenue and Clovelly Avenue.
2. Subject to approval of Recommendation 1 above, City Council authorize the removal of the existing pedestrian crossover on Oakwood Avenue immediately south of Clovelly Avenue, in conjunction with the installation of a traffic control signal (intersection pedestrian signal).

3. City Council prohibit southbound right turns in effect from 7:30 a.m. to 9:00 a.m. and from 2:00 p.m. to 3:30 p.m., Monday to Friday, except public holidays, at the intersection of Oakwood Avenue and Earnscliffe Road
4. City Council prohibit northbound left turns in effect from 7:30 a.m. to 9:00 a.m. and from 2:00 p.m. to 3:30 p.m., Monday to Friday, except public holidays, at the intersection of Oakwood Avenue and Earnscliffe Road.
5. City Council prohibit parking at all times on the west side of Oakwood Avenue, between a point 40 metres south of Earnscliffe Road and the lane west of Oakwood Avenue south of Earnscliffe Road.

FINANCIAL IMPACT

The estimated cost of removing the existing pedestrian crossover at Oakwood Avenue and Clovelly Avenue and installing a traffic control signal (intersection pedestrian signal) is \$250,000 including all civil work and signage changes. Funding is available for this capital project categorized as Health and Safety, in the approved 2026-2035 Capital Budget and Plan for Transportation Services.

The estimated cost associated with signage for parking and turning restrictions is approximately \$1,500. Funding for signage costs associated with the proposed amendments is available within the Transportation Services 2026 Operating Budget.

DECISION HISTORY

This report addresses a new initiative.

COMMENTS

In 2023, the Oakwood Village neighbourhood was nominated 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.

The companion report to Toronto and East York Community Council entitled 'Oakwood Village Streets Plan' concludes this study. It proposes to proceed with the changes for which Toronto and East York Community Council has delegated authority.

The proposed changes identified by the Streets Plan also include changes to streets that operate TTC routes, which require City Council approval. These changes include:

- Installation of an intersection pedestrian signal, a traffic signal on Oakwood Avenue and a pedestrian crossover on Vaughan Road,
- Intersection safety improvements along Vaughan Road, including a redesign of the Oakwood Avenue and Vaughan Road interchange with some new turn restrictions

- Street design changes along Vaughan Road to improve safety, including intersection safety improvements, speed management through road design, and new or upgraded cycling infrastructure, for which no reductions to motor vehicle lanes are required.

This report proposes to proceed with the implementation of the intersection pedestrian signal at Oakwood Avenue and Clovelly Avenue, a minor change to existing on-street parking, and turn restrictions at Earnscliffe Road to improve safety and visibility. Other proposed changes identified by the Streets Plan and coordinated with related projects are outlined in this report, subject to future City Council approval.

Intersection Pedestrian Signal at Oakwood Avenue and Clovelly Avenue

To improve pedestrian crossing protection, the Oakwood Village Streets Plan proposes an intersection pedestrian signal at the intersection of Oakwood Avenue and Clovelly Avenue, to replace the existing pedestrian crossover. The Streets Plan identified this location and type of crossing based on public feedback, area analysis, provincial guidance and Toronto-specific policies for pedestrian crossings.

An intersection pedestrian signal at this location is warranted based on City guidelines for pedestrian crossing protection:

- There is an existing pedestrian crossing, which means a pedestrian volume and delay assessment is not required.
- Eight-hour vehicle volume is greater than 7,500 vehicles (9,100 vehicles based on 20,600 vehicles per day along Oakwood Avenue).
- Posted speed limit is 40km/h (operating speed is 50km/h for 85th percentile)
- Road width (13m) is a distance effectively equal to crossing 3 lanes or wider: The existing two-lane operation, or one lane per direction, may be unclear to drivers due to road width, wide lanes, upstream bus stops, and existing double 'X' pavement markings.
- Existing conditions of high volume and high speed together on a wide road justify a higher level of pedestrian protection.

Other changes on Oakwood Avenue

Three other changes are proposed on Oakwood Avenue:

- On-street parking restriction on the west side of Oakwood Avenue on the north side of the lane south of Earnscliffe Road for approximately the length of one vehicle;
- Prohibit southbound right-turn at Earnscliffe Road 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;
- Prohibit northbound left-turn at Earnscliffe Road 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.

The parking restriction is proposed to improve safety and visibility from the laneway connecting to Oakwood Avenue on the west side, south of Earnscliffe Road. The turn restrictions at Earnscliffe Road are proposed to improve safety for pedestrians and travel pattern around Rawlinson School, near Glenholme Avenue at Earnscliffe Road and Millerson Road, during school pick-up and drop-off hours.

More information about the findings of the Streets Plan related to travel patterns near Earnscliffe Road is available in the companion report 'Oakwood Village Streets Plan.'

Proposed Changes Coordinated with Related Projects

Two road safety improvement projects were developed in coordination with the Oakwood Village Streets Plan. Proposed changes for these related projects are subject to City Council approval:

- East-West Connections
- Vaughan Road Safety Improvement Project

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 through the Council-approved Cycling Network 2025-2027 Program; both projects impact streets where TTC routes operate.

East-West Connections

The East-West Connections include the following proposed changes identified by the Streets Plan:

- New traffic signal at Oakwood Avenue and Holland Park Avenue to facilitate pedestrians and cyclists crossing Oakwood Avenue, which requires 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);
- New cycling connections of 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
- Conversion from two-way to one-way eastbound on Holland Park Avenue from Oakwood Avenue to a point 50 metres east of Oakwood Avenue, to eliminate safety conflicts from westbound motor vehicles with pedestrians at Oakwood Avenue, and to maintain eastbound entry and egress for motor vehicle access to the Green P lot.

The traffic signal timing would be coordinated with other signals on Oakwood Avenue. No vehicle travel time impacts are anticipated with the addition of the recommended signal.

East of Oakwood Avenue, traffic calming with speed humps is also proposed for Earlsdale Avenue through the companion report, "Oakwood Village Streets Plan". Speed humps were previously approved in 2023 for installation on Holland Park Avenue for the section east of Oakwood Avenue.

More information about the findings of the Streets Plan for the East-West Connections is available in the companion report, 'Oakwood Village Streets Plan.'

Vaughan Road Safety Improvement Project

The Vaughan Road Safety Improvement Project includes the following proposed changes identified by the Streets Plan:

- Intersection redesign at the intersection of Oakwood Avenue and Vaughan Road including new turn restrictions and removal of the northbound right-turn channel,
- New pedestrian crossover at Glenora Avenue,
- Upgrade existing cycling connection with continuous physical separation, 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), and
- Intersection safety improvements at Alameda Avenue, Winona Drive, Atlas Avenue, Arlington Avenue.

As part of a redesign of the Oakwood and Vaughan Road intersection, the Streets Plan identified the following potential changes, to be considered, designed and implemented, subject to City Council approval as part of the Vaughan Road Safety Improvement Project:

- prohibiting the eastbound left-turn and westbound left-turn,
- 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.

Turn restrictions at the intersection of Oakwood Avenue and Vaughan Road are proposed to improve safety, maintain access for dominant motor vehicle movements, and provide pedestrian-first community space.

Speed management and regular spacing of protected pedestrian crossings are proposed along Vaughan Road, to improve safety for pedestrians and people cycling and to allow transit and motor vehicle traffic to flow at consistent speeds. A new pedestrian crossover is proposed at Glenora Avenue to serve pedestrian demand.

East of Oakwood Avenue, Vaughan Road is classified as a minor arterial road. The posted speed limit is 40km/h and motor vehicle traffic volume is higher compared to west of Oakwood Avenue and other minor arterial roads in Oakwood Village. There is a high volume of motor vehicles turning to and from the north leg of Oakwood Avenue.

West of Oakwood Avenue, Vaughan Road is classified as a collector road. The posted speed limit is 40km/h and motor vehicle traffic volume is lower than the east side of Oakwood Avenue. It is proposed to reduce the posted speed limit to 30km/h along with the implementation of road design changes. Such changes would include relocation of on-street parking on the north side from curbside to between the westbound vehicle lane and cycle track. This change would provide a visual narrowing of the vehicle lanes and protection for people cycling.

More information about the findings of the Streets Plan for Vaughan Road and this intersection in the companion report 'Oakwood Village Streets Plan.'

Public Consultation

Consultation with the community and interest groups was coordinated between the Streets Plan, the East-West Connections and the Vaughan Road Safety Improvement Project. Interest groups include representatives from local schools, businesses improvement areas, resident associations and community advocacy groups.

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

- Phase 1 focused on identifying issues and suggestions for change (Spring 2024)
- Phase 2 focused on feedback to the proposed plan (Fall 2025)

Findings from Phase 1 of the Streets Plan informed the development of the proposed changes in the East-West Connections and the Vaughan Road project. For example, Phase 1 consultation findings of the Streets Plan helped identify:

- Oakwood Avenue and Clovelly Avenue as a location with an existing pedestrian crossover where there are public concerns about pedestrian safety (other locations with existing pedestrian crossovers were also noted, refer to the companion report "Oakwood Village Streets Plan" for more information).
- Holland Park Avenue and Oakwood Avenue as a desirable location for a new pedestrian crossing and also as a desirable crossing for people cycling.
- Vaughan Road as a key east-west corridor with needs for pedestrian, people cycling, transit and motor vehicle traffic.
- Oakwood Avenue and Vaughan Road as a key intersection for mobility that also serves as a community hub where pedestrian safety is of particular community concern.
- General concerns along several intersections along Vaughan Road, throughout Oakwood Village.

For the East-West Connections, public consultation for the proposed changes was fully integrated with the Streets Plan consultation. All proposed changes in the East-West Connection were shared for feedback during Phase 2 consultation. Consultation materials outlined the proposed street changes, including street cross-sections, new traffic signal and cycling connections, direction change on a short section of Holland Park Avenue, and potential parking and operational impacts.

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 caused by the introduction of a new traffic signal on Oakwood Avenue and its impact to side street traffic.

For the Vaughan Road project, public consultation for the proposed changes was coordinated with Phase 2 consultation of the Streets Plan for general feedback to the proposed intersection redesign of Oakwood Avenue and Vaughan Road, a new pedestrian crossing near Glenora Road, new and upgraded cycling infrastructure, and intersection safety improvements.

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 intersection, 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.

An additional separate public consultation for the Vaughan Road Safety Improvements project was conducted in November 2025. This consultation gathered feedback to the proposed detailed block-by-block design which showed continuous westbound cycle track, changes to on-street parking, and a proposed pedestrian crossover at Glenora Avenue. Findings from this additional consultation further informed further detailed design recommendations.

All consultation material for the Streets Plan is available on the project website: toronto.ca/OakwoodVillageStreets.

All consultation material for the Vaughan Road Safety Improvements is available on the project website: toronto.ca/vaughanwychwood.

Implementation

Installation timelines for the intersection pedestrian signal and other minor changes on Oakwood Avenue are anticipated in the near-term (6 months to 2 years), subject to City Council approval as proposed in this report, and will be dependent on funding and competing priorities.

Implementation of the proposed changes coordinated with the East-West Cycling Connections is anticipated in the near-term (6 months to 2 years), subject to future City Council approval. Implementation of the proposed changes coordinated with the Vaughan Road Safety Improvement Project is anticipated in the medium-term (2 to 5 years), subject to future City Council approval.

The Ward Councillors have been advised of the recommendations of this staff report.

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SIGNATURE

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