Oakwood Village Streets Plan

Phase 1 Public Consultation Event

March 4, 2024

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Project Overview

In consultation with the local community, the City is developing a Neighbourhood Streets Plan (NSP) for the Oakwood Village area that identifies, prioritizes and recommends short actions and long-term changes to traffic operations and road design to support safety for all modes of transportation

The project area is located between Dufferin Street to the west, St. Clair Avenue West to the south, Eglinton Avenue West to the north, and to the east from Arlington Avenue at St. Clair Avenue West to Vaughan Road to Winnett Avenue at Eglinton Avenue.

The Neighbourhood Streets Plan aims to address four main areas of concern in the project area:

1. Road safety for vulnerable road users (e.g. pedestrians, children, older adults and people cycling)
2. Excessive speeding
3. Excessive motor vehicle traffic on local streets
4. Supporting opportunities for active transportation (walking and cycling)

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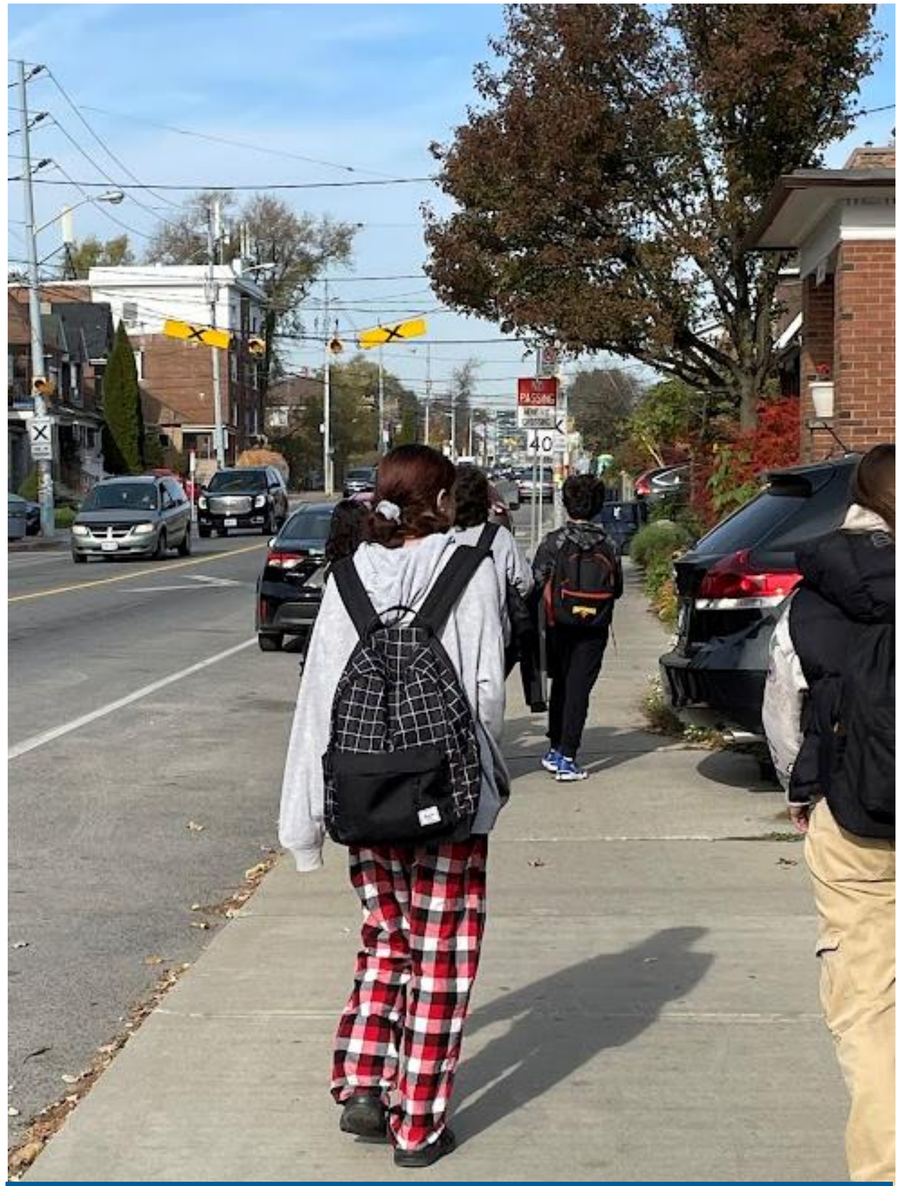
What is a Neighbourhood Streets Plan?

Neighbourhood Streets Plans (NSPs) are a new service for neighbourhoods where traffic and travel patterns challenge the safety and mobility of people using the streets.

The **Oakwood Village Streets Plan** will:

- Consider the needs of all road users in the neighbourhood including vulnerable road users (e.g. pedestrians, children, older adults and people cycling).
- Assess network-wide transportation needs throughout the neighbourhood, and coordinate with existing and planned future connections.
- Develop solutions that, together, support local and City of Toronto objectives for mobility and safety.
- Identify opportunities for short-term action that can be implemented with quick build materials.
- Identify opportunities for long-term changes alongside planned road resurfacing or reconstruction.



School children walking along Oakwood Avenue

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Steps to Developing the Plan

There are several steps to develop a Neighbourhood Streets Plan. Through the planning process, a team of City staff work with communities to identify local issues and opportunities, prioritize the greatest needs, and recommend changes to traffic operations and street designs.

Due to impacts beyond the project area, there are limitations to changes that can be proposed on major arterial roads such as Eglinton Avenue West, Dufferin Street, and St. Clair Avenue West.

Activity	Timeline
Project planning & background research	Fall 2023
Phase 1: Public consultation on issues & ideas	Winter 2024 **We Are Here**
Develop appropriate actions & changes	Spring-Summer 2024
Phase 2: Public consultation on proposed changes	Fall 2024
Staff report to Community Council	Beginning 2025
Implementation, monitoring, & evaluation	On-going

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Data Collection and Research

Data is collected to assess the issues and support the development of the Neighbourhood Streets Plan, including:

- **Traffic data** such as vehicle volumes, speeds, pedestrian volume counts, and turning movement counts at intersections. Used to identify issues, confirm community reported issues, and determine appropriate changes.

- **Collision data** collected by Toronto Police Services. Focused on collisions involving vulnerable road users (seniors, school children, and people walking and cycling) and on collisions resulting in death or serious injury.

- **Reports and requests from the public and local Councillor** including calls to 311 about traffic operations and road safety.

311
toronto at your service

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

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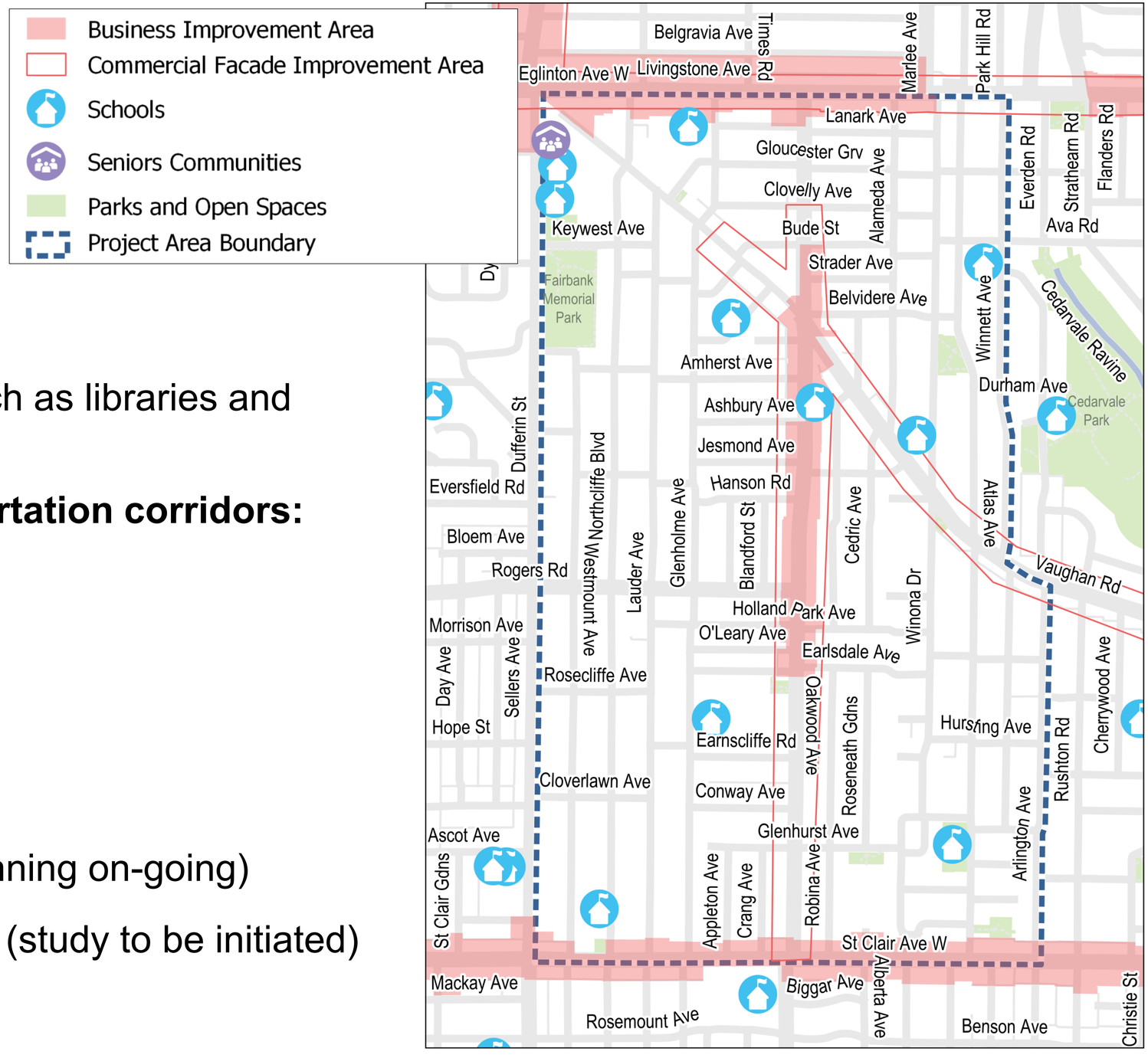
Area Context and Local Destinations

Key destinations:

- 10 school sites
- 1 seniors' residence
- 5 Business Improvement Areas
- Several parks and parkettes
- Many community gathering places such as libraries and community centres

Proximity to transit and major transportation corridors:

- Eglinton West subway station
- Allen Road
- St. Clair Avenue streetcar
- Future Line 5 Eglinton
- EglintonTOday Complete Streets (planning on-going)
- Dufferin Street Surface Transit Priority (study to be initiated)



Community Characteristics

Background research into the characteristics of the project area found the following:

- Mix of multi-unit and low-rise residential homes:
  - 53% apartment households
  - 47% house households
  - Less than 1% townhome households
- Transportation characteristics and trends across the neighbourhood:
  - 44% of households do not own a car
  - 50% trips taken by walking, biking, or transit
  - 50% trips taken as a driver or passenger
  - Most trips less than 1km are walked, but most trips 1km to 2km are made by car
  - Most trips taken by bike are between 2km to 10km
  - Public transit is used most often for trips between 5km and 10km

Variety of people using the roads and sidewalks in Oakwood Village

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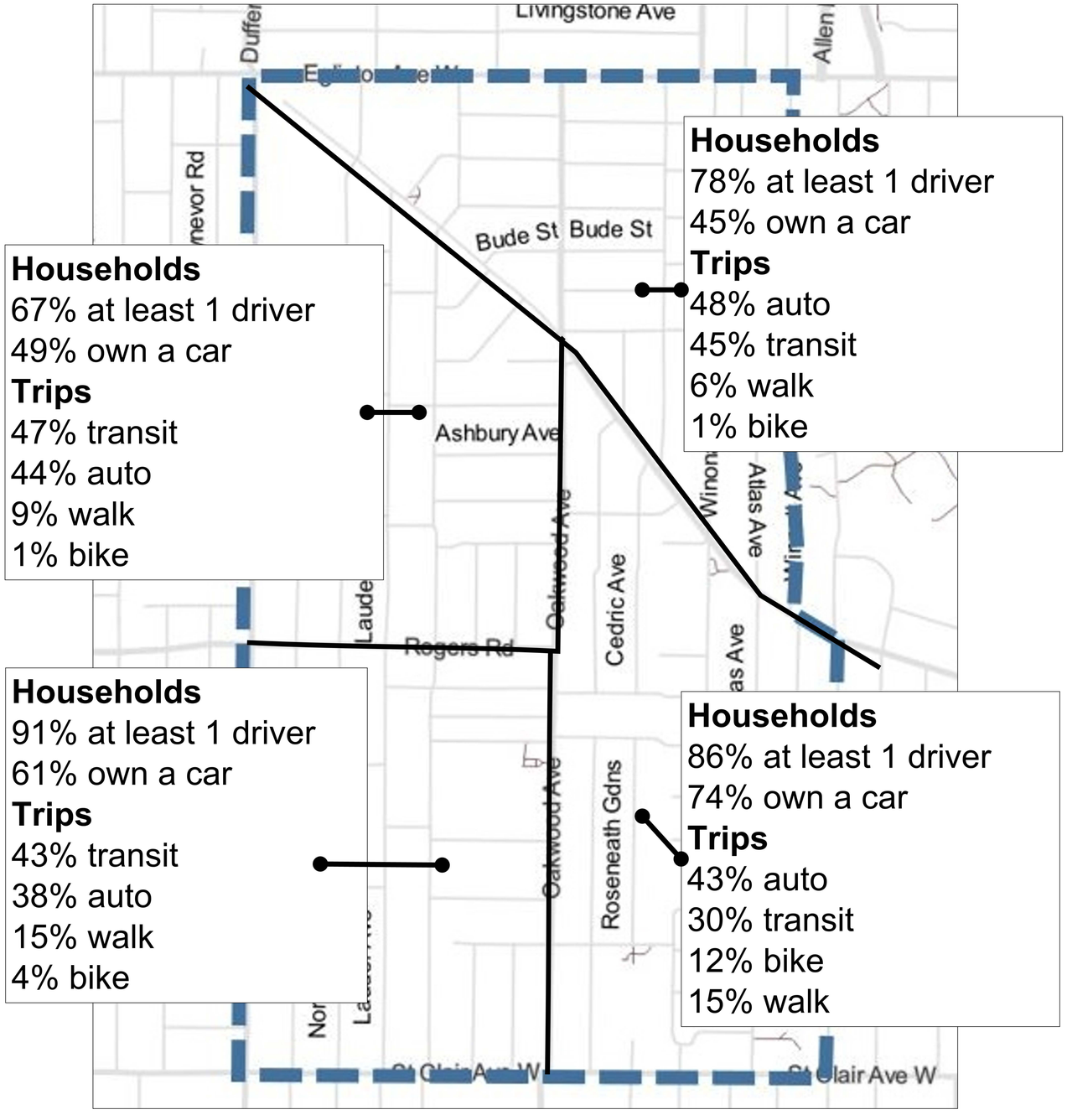
*Data from 2016 Transportation for Tomorrow Survey (TTS). Data from TTS 2022 not yet readily available

Household & Mobility Characteristics

Travel patterns and levels of access to driving and a vehicle vary across the neighbourhood:

- Residents west of Oakwood Avenue and south of Vaughan Road (two left quadrants of the map) most often make trips by public transit
- Residents east of Oakwood Avenue and north of Vaughan Road (two right quadrants of the map) most often make trips by car either as a driver or passenger
- North of Rogers Road and Vaughan Road, east of Oakwood Avenue (two top quadrants of the map):
  - More than 50% of households do not own a car
  - At least 20% households do not have a person who can drive
- Households on the south side of the Rogers Road-Oakwood Avenue-Vaughan Road boundary (two bottom quadrants of the map)
  - Have higher car ownership rates
  - More likely have a person who can drive
  - Residents more often walk or bike



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*Data from 2016 Transportation for Tomorrow Survey (TTS). Data from TTS 2022 not yet readily available

Past Requests

Community members in Oakwood Village have a history of submitting requests to 311, the Ward office, and City staff regarding concerns about pedestrian safety, safe routes for cycling, excessive motor vehicle traffic on local roads and high speeds related to through traffic.

Collisions involving pedestrians that have occurred over the past year have prompted general concerns about road safety in the neighbourhood and desire for urgent action.

Project area

Example of past request to 311, Ward office, or City staff regarding speed, safety or managing volumes*

*Not all past requests are reflected on this map.

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Road Safety

What we see

Over the last 10 years, there have been 38 collisions resulting in a death or serious injury including:

- 4 pedestrian collisions in 2023 (3 fatalities)
- 23 pedestrian collisions total
    - 8 involved an older adult aged 70 years or more
    - 1 involved a child aged 5 years or less
- 3 collision involving a person biking

Other collisions have been reported that did not result in death or serious injury, including:

- Roughly 60 collisions involving a pedestrian or cyclist, of which 30 involved a school-aged child (4-19) or older adult (55 or over)

Collisions resulting in death or serious injury
Project area boundary

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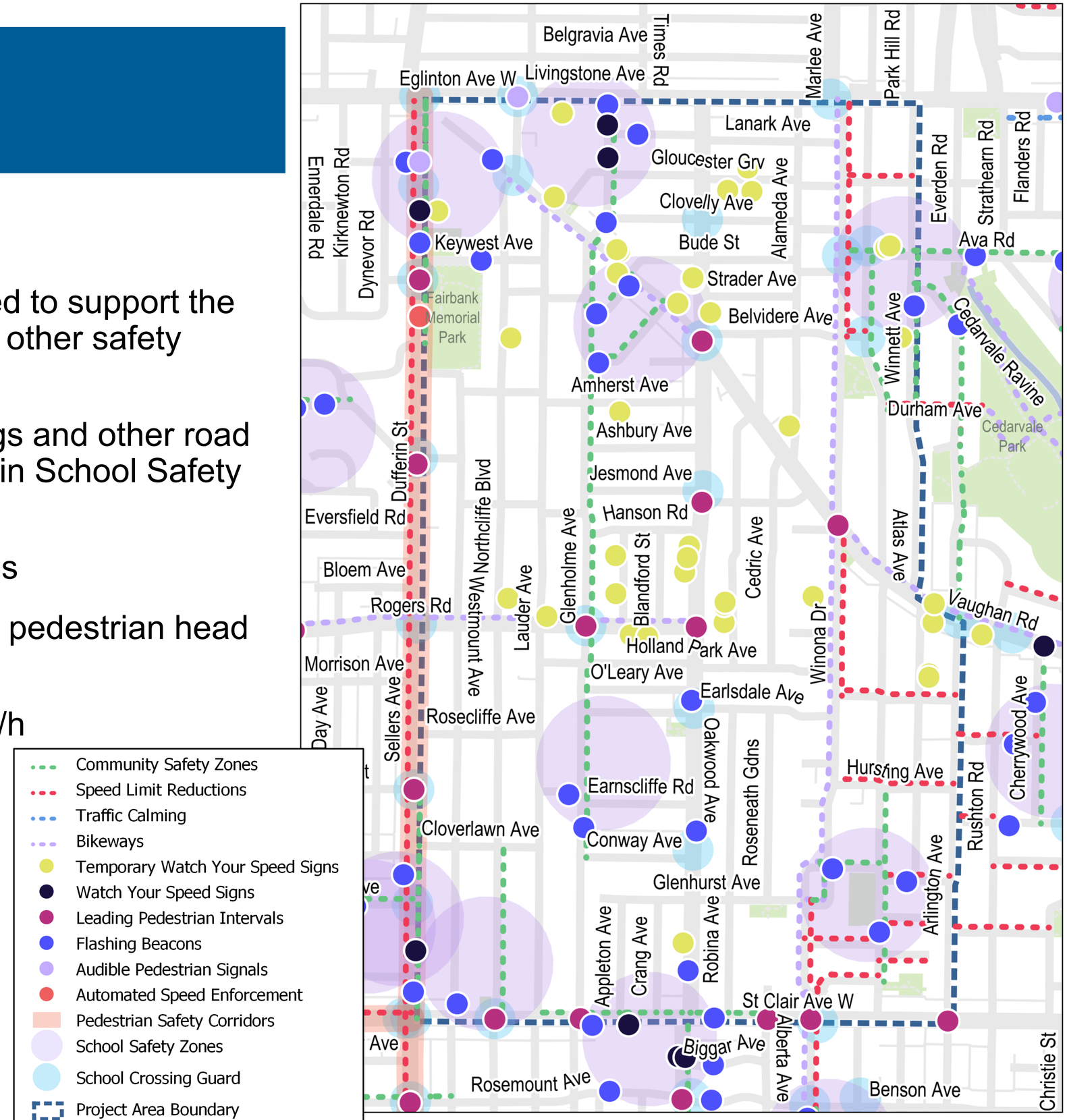
Road Safety

Existing measures

Safety measures have been implemented to support the City's Vision Zero Road Safety Plan and other safety initiatives such as:

- Improved signage, pavement markings and other road treatments such as flashing beacons in School Safety Zones and Community Safety Zones
- School crossing guards in 14 locations
- Intersection safety measures such as pedestrian head starts
- Local speed limit reductions to 30 km/h
    - Ward 9 in 2022
    - Ward 12 in 2015
- Speed management initiatives

*Please note that not all existing safety measures are reflected on this map.



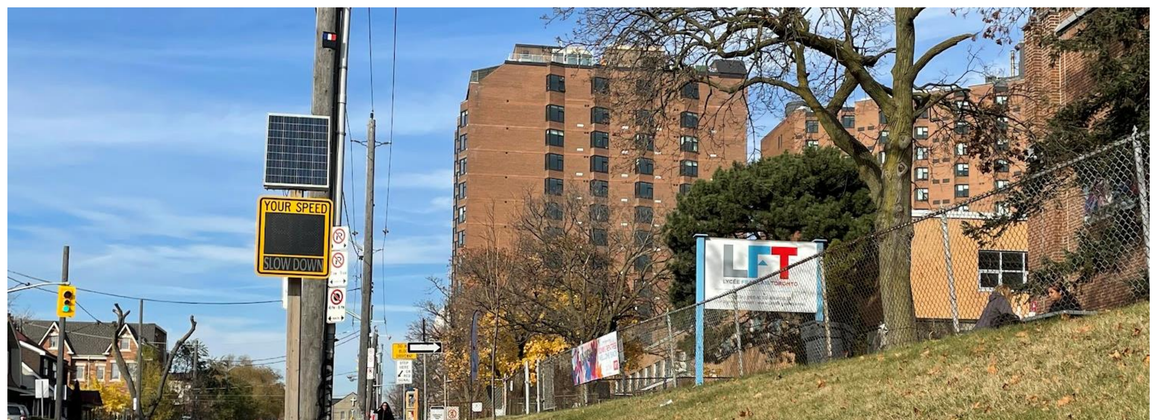
Speed Management

What we see

- Posted speed limit is 30km/h on local roads
- Posted speed limit is 40km/h on:
  - Collector roads (Vaughan Roads west of Oakwood Avenue, Glenholme Avenue, and Northcliffe Boulevard)
  - Minor arterial roads (Vaughan Road and Oakwood Avenue), and
  - Major arterial roads (Dufferin Street and St. Clair Avenue West)
- The only exception is Eglinton Avenue West, a major arterial road with 50km/h posted speed limit
- Based on traffic data collected over the last 5 years*:
  - Speeds were measured between 35 to 45 km/h on most local roads.
  - Some collector and arterial roads posted at 40km/h show speeds measured* over 50 km/h

*Additional data collection is underway

Curb extensions on Arlington Avenue at Vaughan Road



Watch-Your-Speed sign on Dufferin Street in a School Safety Zone and Community Safety Zone

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Speed Management

Existing measures

- Traffic calming (speed humps)
- Watch-Your-Speed signs (permanent in School Safety Zones, and temporary in other locations)
- Automated Speed Enforcement cameras (temporary installations)
- Curb extensions, using temporary and permanent materials of varying designs

Curb extension on Belvidere Avenue at Atlas Avenue

Speed humps on Westmount Avenue

Curb extension on Lauder Avenue at Holland Park Avenue

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Volume Management

What we see

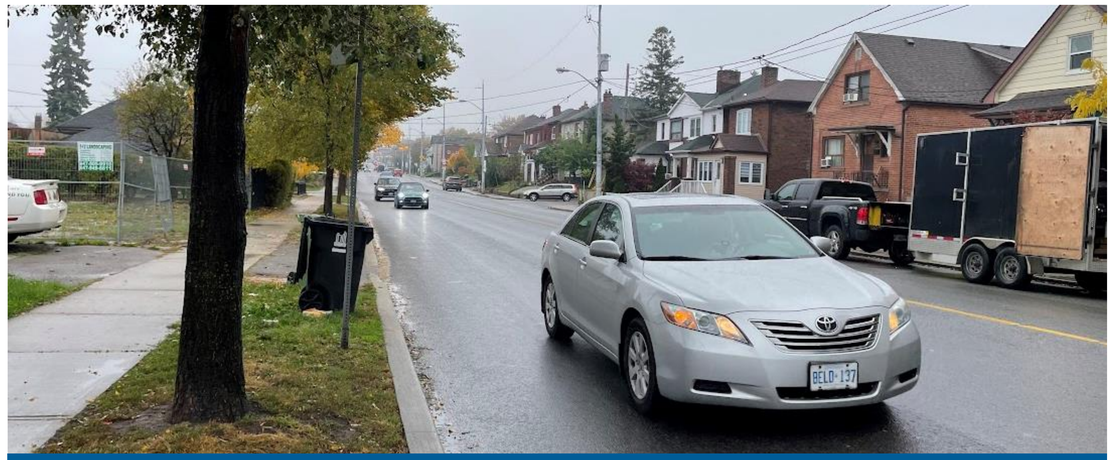
Traffic data collected over the last 5 years* found that vehicle volumes range on local, collector, and arterial roads:

- Arterial roads with 1,400 to 19,900 vehicles per day
- Collector roads with 3,900 and 4,400 vehicles per day
- Local road volume varied from less than 300 to 3,000 vehicles per day

The daily number of motor vehicles on roads are compared to the expected capacities outlined in the Road Classification System:

- Less than 2500 vehicles per day on local roads
- 2500 to 8000 on collector roads
- 8000 to 20,000 on minor arterial roads
- Over 20,000 on major arterial roads

*Additional data collection is underway



Motor vehicle travelling on Oakwood Avenue north of Vaughan Road

Motor vehicles on Oakwood Avenue approaching Vaughan Road

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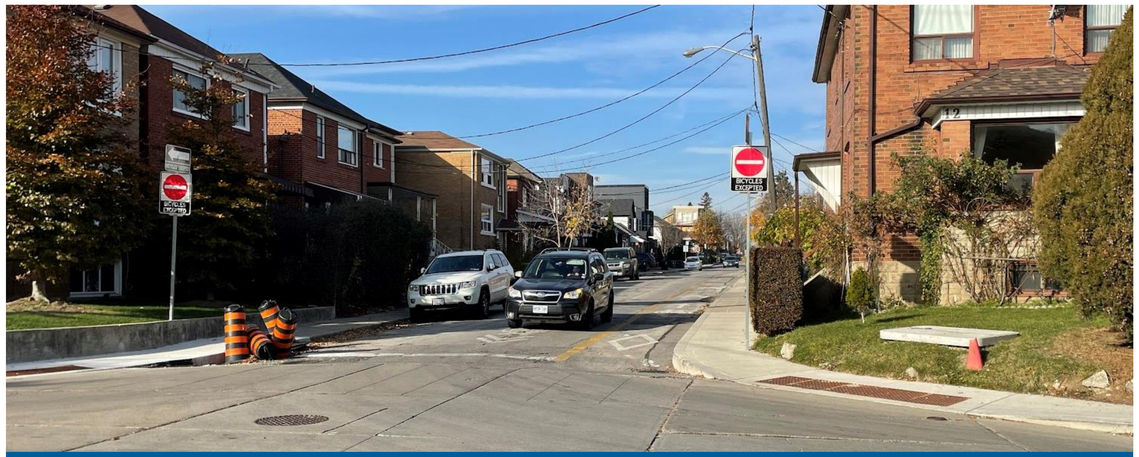
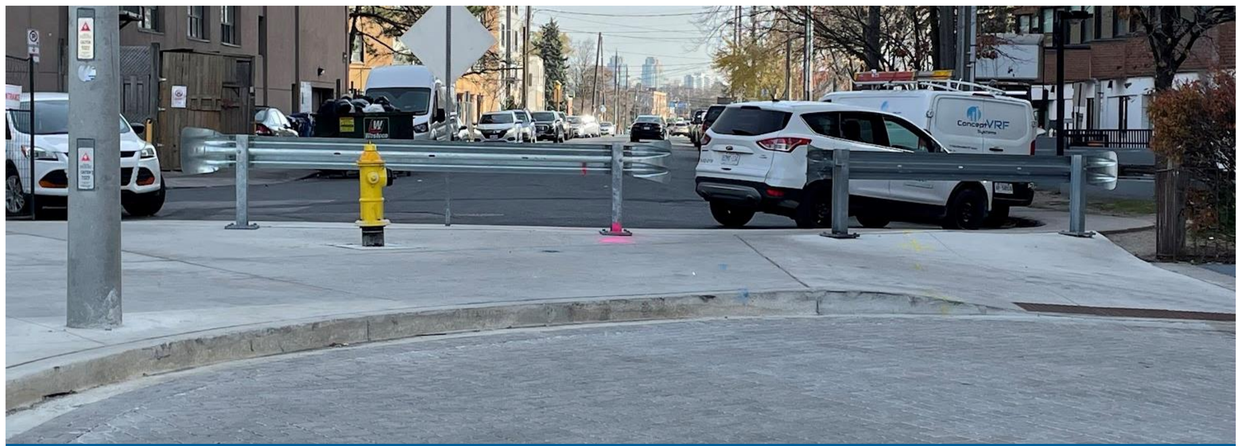
Volume Management

Existing measures

- One-way directional mazes
    - especially along north-south streets
    - connecting between Eglinton Avenue West, Vaughan Road, Rogers Road and St. Clair Avenue West
- Turn and entry restrictions from Eglinton Avenue West, Dufferin Street, and St Clair Avenue West
    - Do not enter, No exit, No heavy vehicles



Do not enter signage on a one-way street contra-flow bike lanes



Vaughan Road terminus. No through travel for motor vehicles to Dufferin Street or Eglinton Avenue West.

Signage of restrictions for motor vehicle traffic at Eglinton Avenue West

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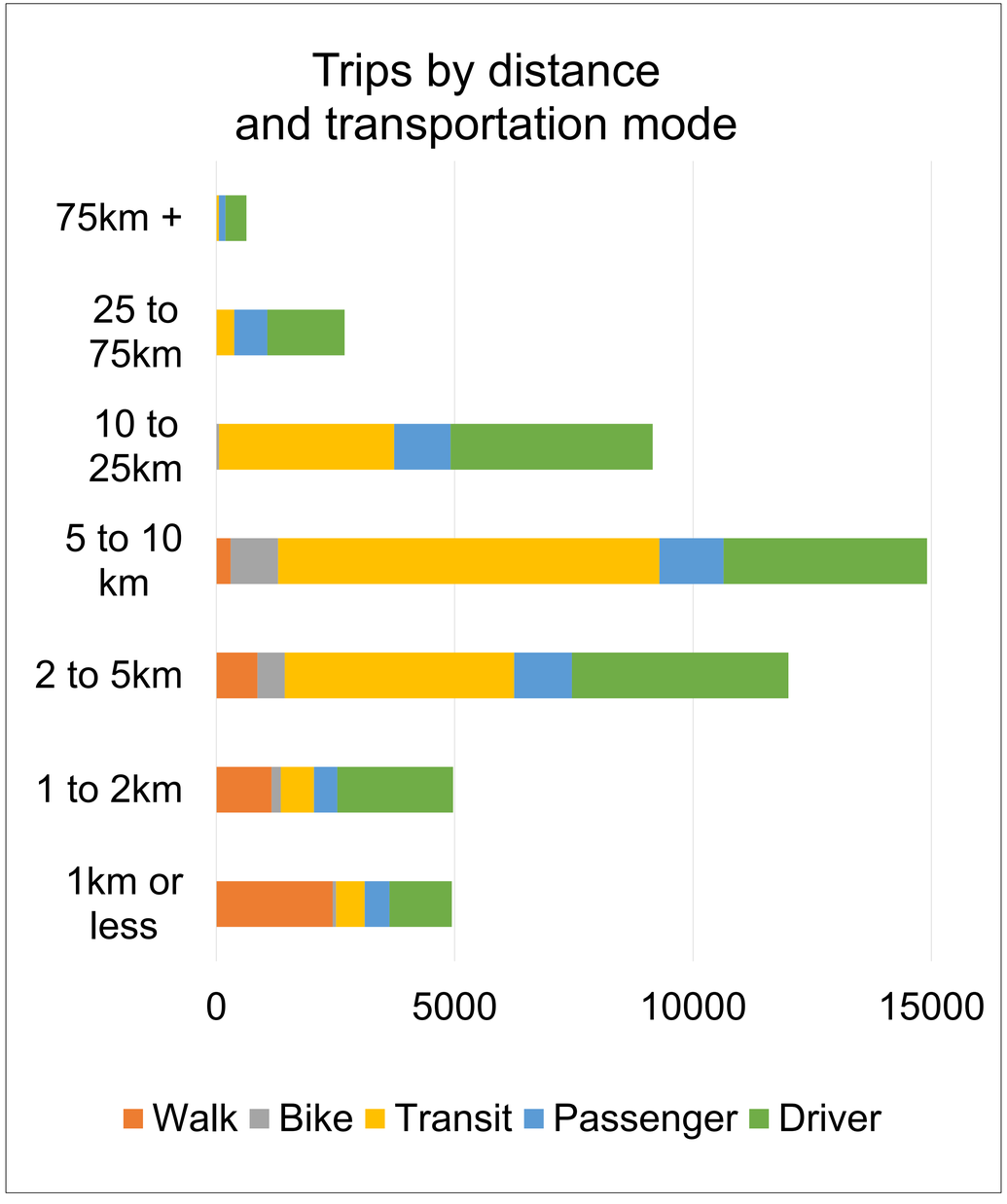
Trips by Distance and Transportation Mode

What we see

- The share of trips made by walking, biking and public transit versus auto (driver and passenger) are 50/50
- Overall, the largest share of trips by a single mode that start or end in the project area are made as a driver (38%), followed by transit (37%)
- Most trips less than 1km are walked, but most trips 1-2km trips are made by car
- Pedestrian trips: most often for very short distances (less than 1km), and the highest pedestrian volumes are along major arterial roads, followed by minor arterial roads
- Bike trips are most often made for trips between 2 to 10 km
- Public transit more often taken for longer trips, especially 5 to 10km
- 44% households do not own a car
    - Higher rates of car ownership in households located south of Rogers Road, and south of Vaughan Road east of Oakwood Avenue



Transportation Mode Choice

Existing measures

- Support for walking
    - All streets have sidewalks on both sides (except for sections of Glenhurst Avenue, Northcliffe Road, O'Leary Avenue, Winnett Avenue, Winona Drive all which have a sidewalk one side only)
    - Spacing and placement of pedestrian crossings to support access to key destinations (such as to businesses along arterial roads, and to transit)
- Support for biking
    - Existing bikeways on Rogers Road, Winona Drive and sections of Vaughan Road
    - 5 Bike Share Toronto stations*
- Access to public transit
    - St Clair 512 streetcar (temporarily operated by bus until summer 2024)*
    - 4 bus routes: Dufferin Street, Oakwood Avenue, Rogers Road and Vaughan Road*
    - Eglinton West subway station nearby and Line 5 Eglinton under construction*
- Management of travel demand for auto trips
    - Two private carshare operators in Oakwood Village and 4 Green P lots*
    - Permit parking restrictions, typically for overnight parking, on most streets

*Measure not within scope of a Neighbourhood Streets Plan but notable to understand travel patterns and mode choice

People walking on Oakwood Avenue

Future Oakwood station

Bikeway on Winona Drive

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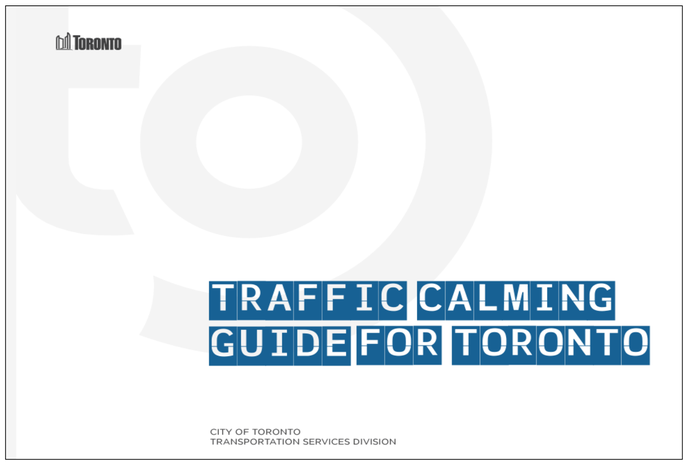
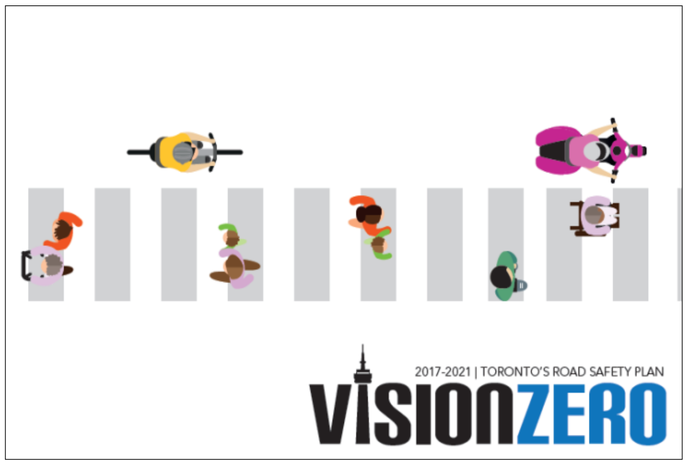
City Design Guidelines

The City has guidelines that are used to improve the design of streets for all road users.

Traffic Calming
Physical features intended to alter driver behaviour and improve safety conditions for everyone who uses the street.



Vision Zero
An action plan & measures focused on reducing traffic-related fatalities and serious injuries on our streets.



Complete Streets
Provide safe routes for people walking or cycling, expand our tree canopy, and help manage storm water.

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Possible Changes: Mode Choice

Motor vehicle traffic in the neighbourhood starts with the need to travel and a choice to travel by car. The City aims to make it feel safe and easy to choose walking, cycling, transit or other shared mobility for short trips.

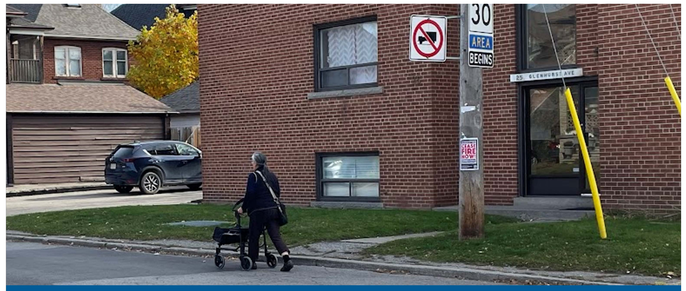
- **Supporting people to walk**: A focus on connecting sidewalks and pedestrian crossings to local destinations in addition to traffic calming can support people to choose to walk.

- **Access to transit stops and stations:** Improvements to pedestrian accessibility to transit stops and stations, and comfort of bus stops can encourage trips by public transit.

- **Supporting people to bike:** Cycling can be supported as a viable option with designated bike facilities for all-ages-and-abilities that extend across the community and connect to neighbouring areas, and when there is secure bike parking at the destination.

- **Access to shared bikes:** Two to three potential new Bike Share stations have been identified within the vicinity of the project area along Eglinton Avenue West and Dufferin Street, as part of the four-year growth plan for Bike Share. Improvements to access stations can be considered.

*Feasibility of these interventions to be studied as part of this plan



Person walking on the street

Future Oakwood Station on Line 5 Eglinton

Example of a protected bikeway

Example a bike share station

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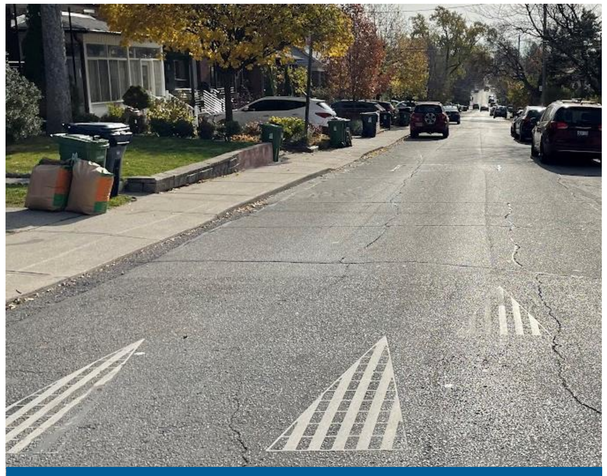
Possible Changes: Speed Management

Speeds on neighbourhood streets can be reduced through operational elements:

- **‘Watch Your Speed’** signs measure the speeds of oncoming vehicles, and the LED sign displays the speeds to passing motorists and reminds drivers to check their speeds and obey speed limits. Locations are selected based on data, requests from Councillors, and requests from the public.
- **Speed humps and speed cushions** are raised sections of the roadway designed to discourage motor vehicle drivers from travelling at excessive speeds.
- **Lane narrowing** can reduce speeds and encourage driver alertness. The space removed from existing lanes can be repurposed to expand sidewalks, cycling facilities, and green space. **Edge lines** or **in-road speed signs** can also have a narrowing effect.

Watch Your Speed sign



Speed hump

Lane narrowing or edge lines (source: NACTO)

In-road flexible speed sign

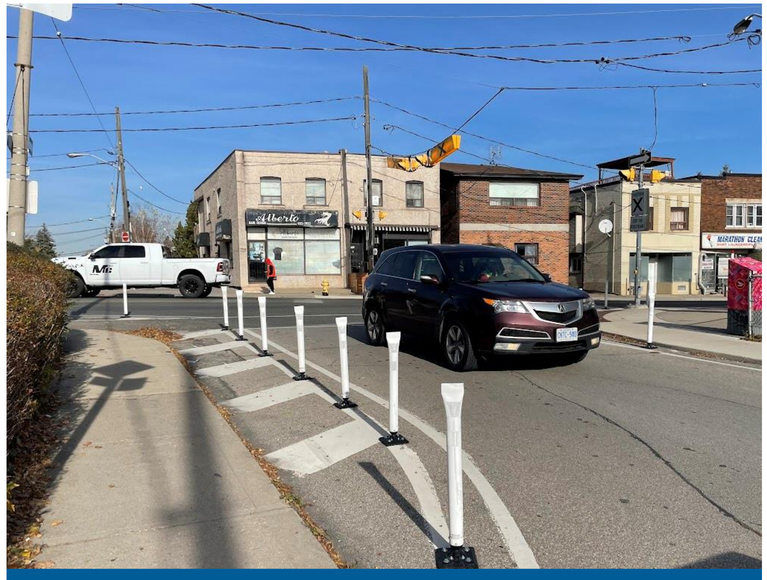
TORONTO *Feasibility of these interventions to be studied as part of this plan

Possible Changes: Speed Management

Speeds on neighbourhood streets can be reduced through operational elements:

- A **curb extension** is a sidewalk extended into the parking lane to narrow the roadway and provide additional pedestrian space at key locations. Curb extensions help reduce vehicle speed and increase visibility of people walking when placed at intersections.
- **Chicanes** are a series of curb extensions on alternate sides of a roadway which narrow the roadway and requires drivers to steer from one side to the other to travel through the chicane. Chicanes help reduce speed and discourage shortcutting and through traffic.

Curb extension with concrete and asphalt and signage



Curb extension with quick-build materials

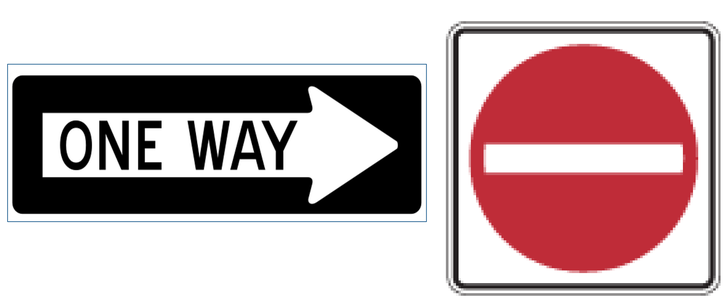
Chicanes

TORONTO *Feasibility of these interventions to be studied as part of this plan

Possible Changes: Volume Management

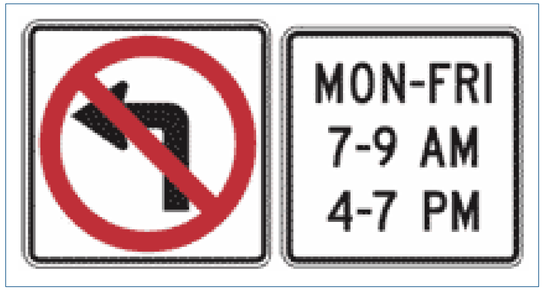
The number of vehicles that use a street can be managed using operational features like one-way street conversions or modifications to the built environment.

- **One-way street conversions** change the direction of one or more segments of an existing one-way street to remove direct routes through a neighbourhood. These conversions discourage short-cutting traffic or through traffic in a neighbourhood.
- **Directional closures** are a curb extension or upright barrier extending to approximately the centerline of a roadway, effectively obstructing one direction of traffic at a specific location.
- **Turn restrictions** prohibit turning movements to or from a street to discourage short-cutting traffic through a neighbourhood and can also help improve the flow of traffic by prohibiting turns onto busy roads at unsignalized intersections.



One-way and Do Not Enter signs

Curb extension to reinforce a directional closure



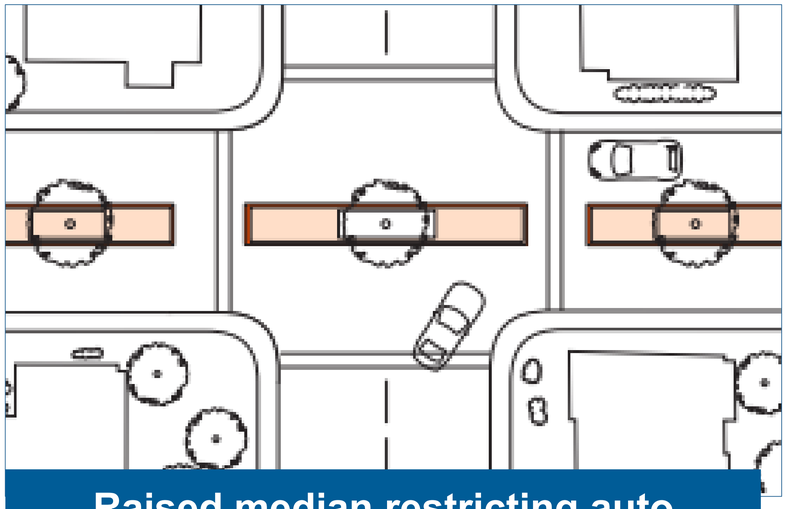
Turn restriction signs

TORONTO *Feasibility of these interventions to be studied as part of this plan

Possible Changes: Volume Management

The number of vehicles that use a street can be managed using operational features like one-way conversions or modifications to the built environment.

- **Raised medians at intersections** are vertical barriers located on the centerline of a two-way roadway through an intersection, which prevent left turns and through movements on one of the roadways. Raised medians can obstruct short-cutting or through traffic while maintaining access for people walking or cycling.
- **Diagonal diverter** is a type of raised median or other treatment that restricts the movement of motor vehicle traffic in a neighbourhood while maintaining access for people walking or cycling.



Raised median restricting auto through travel

Diagonal diverter (source: NACTO)

TORONTO *Feasibility of these interventions to be studied as part of this plan

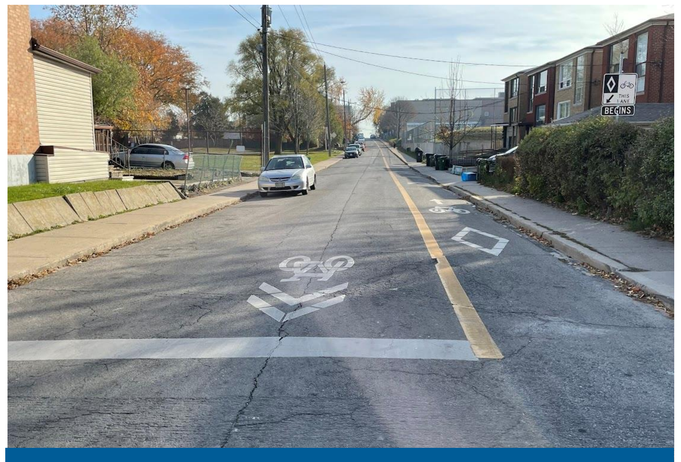
Possible Changes: Conflict Management

Conflicts between road users can be addressed through operational measures like stop signs and traffic signals, or through providing dedicated space like sidewalks.

- **School crossing guards** help children to safely cross the street during their walks to and from school and remind drivers of the presence of pedestrians at key intersections.
- **New or expanded sidewalks** create access, connectivity, and improve safety for people walking along a street. Separating vulnerable road users like people walking from cars on the roadway reduces the likelihood of a collision occurring.
- **Dedicated bikeways** like contraflow lanes on neighbourhood streets create access and connectivity through a neighbourhood for people on bikes.

School crossing guards

New sidewalks



Dedicated bikeways

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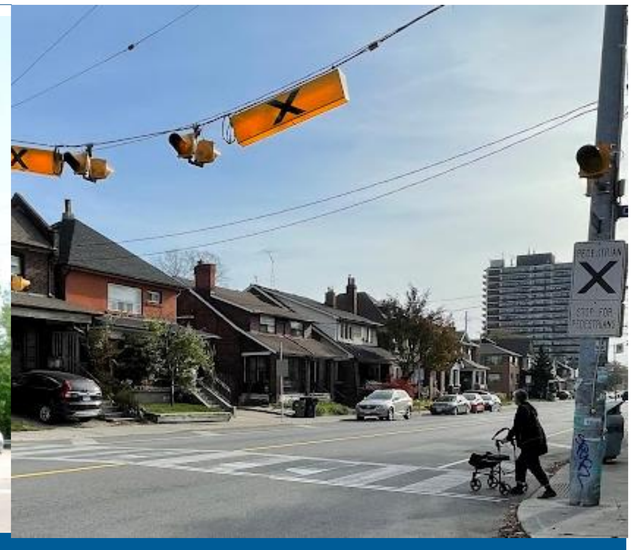
Possible Changes: Conflict Management

Conflicts between road users can be addressed through operational measures like stop signs and traffic signals, or through providing dedicated space like sidewalks.

- **Intersection controls** like stop signs and traffic signals provide for an orderly flow of traffic and reduce conflicts by regulating movements through an intersection. When considering locations for stop signs or traffic signals, City staff follow the Ontario Traffic Manual guidelines which set out the warrants for implementing these measures.
- **Advisory signs and beacons** help alert drivers to potential dangers and conflicts with other road users or fixed objects near the roadway.



Intersection controls


Advisory beacon and signs

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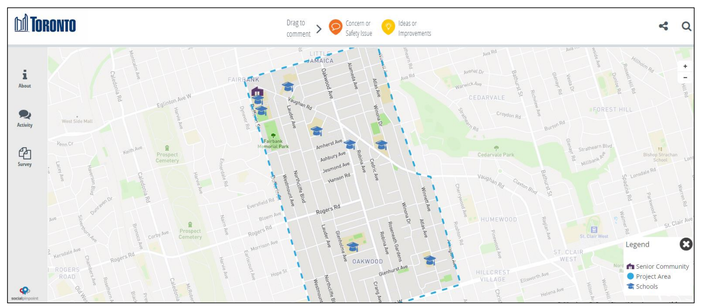
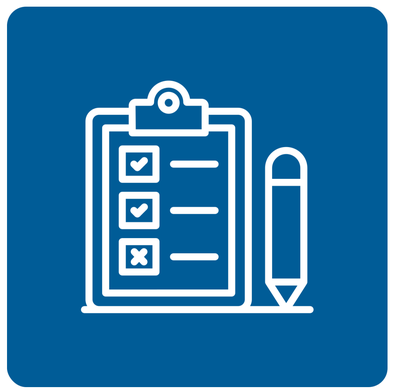
How To Engage

People who live in, work in, or regularly visit a neighbourhood are experts on what the transportation problems are on streets in their neighbourhood. There are many ways you can support the development of this plan:

Tell Us About Local Issues
Use the large format maps, paper surveys, or Social Pinpoint to tell us where you see issues and opportunities for change on neighbourhood streets.



Tell Us About Yourself
Fill out the survey to help us understand how you travel around the area today, and how you'd like to travel around it in the future.



Stay in Touch
Add your name and email at the sign in table to be added to the project email list to stay informed about the project as it progresses.

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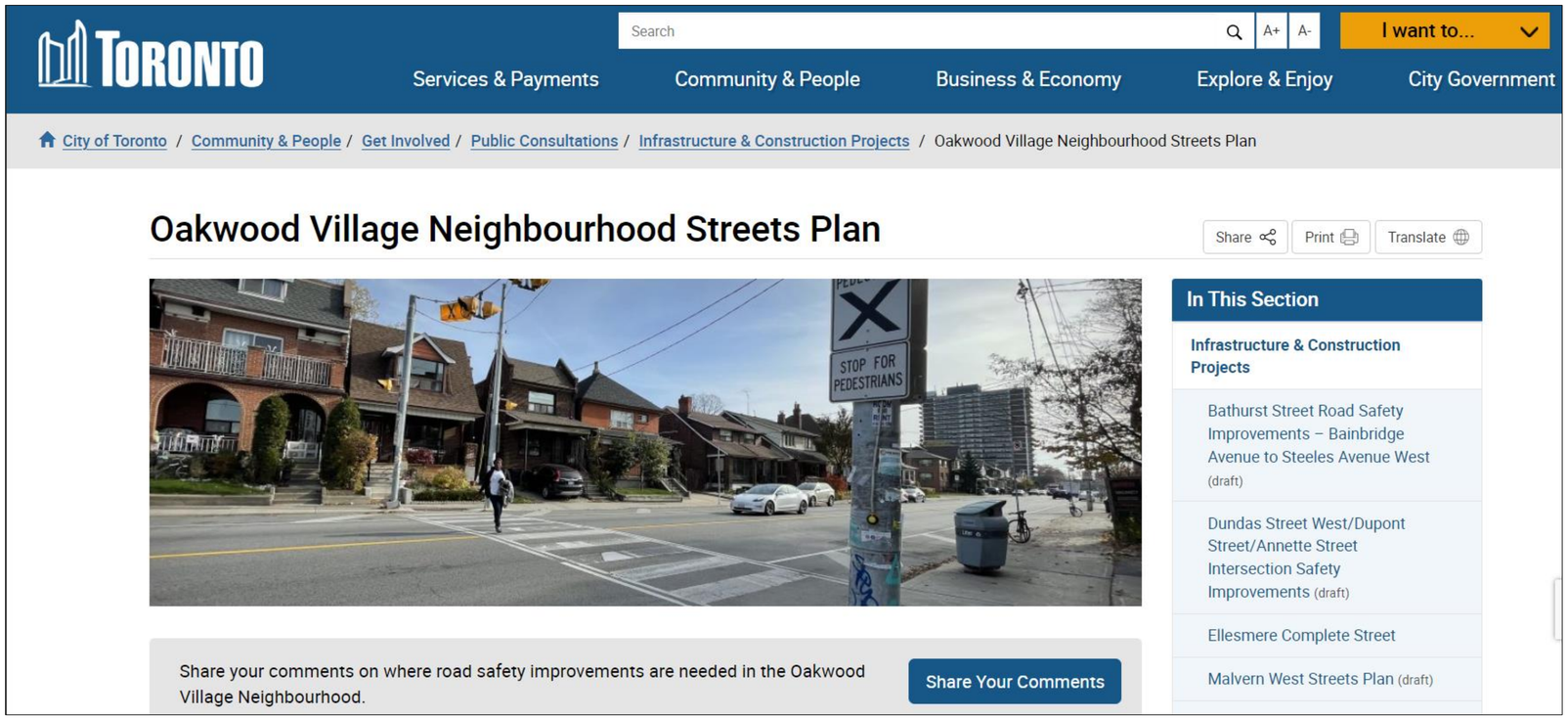
How To Engage (continued)

You can also provide feedback via phone or email, stay up to date with project at our project website, and subscribe to the email list for updates.



Phone: 416-392-2896

Email: OakwoodVillageStreets@toronto.ca

Web page: toronto.ca/oakwoodvillagestreets

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Next Steps

Public feedback, along with technical and policy considerations, will be used to inform City staff recommendations for proposed actions. Some changes can be made relatively quickly and do not require Council approval or lengthy design and review periods. Others that are more complex, impact a wider area, or require major capital work can take more time.

In Phase 2 of this project (Fall 2024), a second public consultation will take place on a range of proposed measures from short-term actions to longer-term changes.

Phased Improvement	Timing	Examples
Quick Wins • No Council approval required • Primarily movable/flexible materials	6-18 months	• Intersection improvements • Refreshed pavement markings (e.g. stop bars and centre lines) • Signage & sightline fixes
Short-term Actions • Council approval required	1-5 years	• Speed humps • Pedestrian crosswalks • Directional changes • Cycling network improvements • Parking amendments
Longer-term Changes • Council approval required • Permanent materials	5+ years	• Measures not implemented as Quick Wins or Short-term Actions to be delivered alongside future roadworks or development