



Oakwood Village Streets Plan

Phase 1 - Public Consultation Report
July 2024



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Consultation Summary

This report details the activities and comments received during the first phase of consultation with members of the public for the Oakwood Village Streets Plan. Public and interest group consultation for Oakwood Village Streets Plan took place from February 15, 2024, to March 24, 2024. Consultation activities included a virtual meeting with interest groups, a drop-in event at the Oakwood Village Library, an interactive map and online survey. Over 110 people attended the drop-in event on March 4, 2024, and 1,350+ comments were received on the interactive map; 41 people provided comments by phone and email.

Communication to notify the public and interest groups about the project and opportunities to participate included a project webpage, targeted emails to 48 interest groups, mailed distribution of over 13,000 notices through Canada Post across the neighbourhood.

Feedback received in Phase 1 consultation centred around five main themes:

- Road safety concerns for all road users.
- High motor vehicle speeds throughout the neighbourhood.
- Concern about non-local traffic on neighbourhood streets.
- Lack of desirable travel alternatives to motor vehicle travel.
- Conflicts between parking/loading and motor vehicle flow.

A second phase of consultation is planned for late 2024 to receive feedback on proposed changes for the neighbourhood.

More information about the project can be found at [Toronto.ca/OakwoodVillageStreets](https://toronto.ca/OakwoodVillageStreets).

Project Overview

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

The Oakwood Village Streets Plan aims to address four main areas of concern in the neighbourhood:

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

Public consultation will take place over two phases over 2024:

- Phase 1 (Spring 2024) presented background information and collected feedback from the community on transportation issues commonly experienced in the neighbourhood, and ideas for actions and changes.
- Phase 2 (Late 2024) will consult the community on proposed actions to address community concerns and opportunities identified in Phase 1.



Project area for the Oakwood Village Streets Plan

Overview of Communications and Consultation Activities

Communication Activities

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

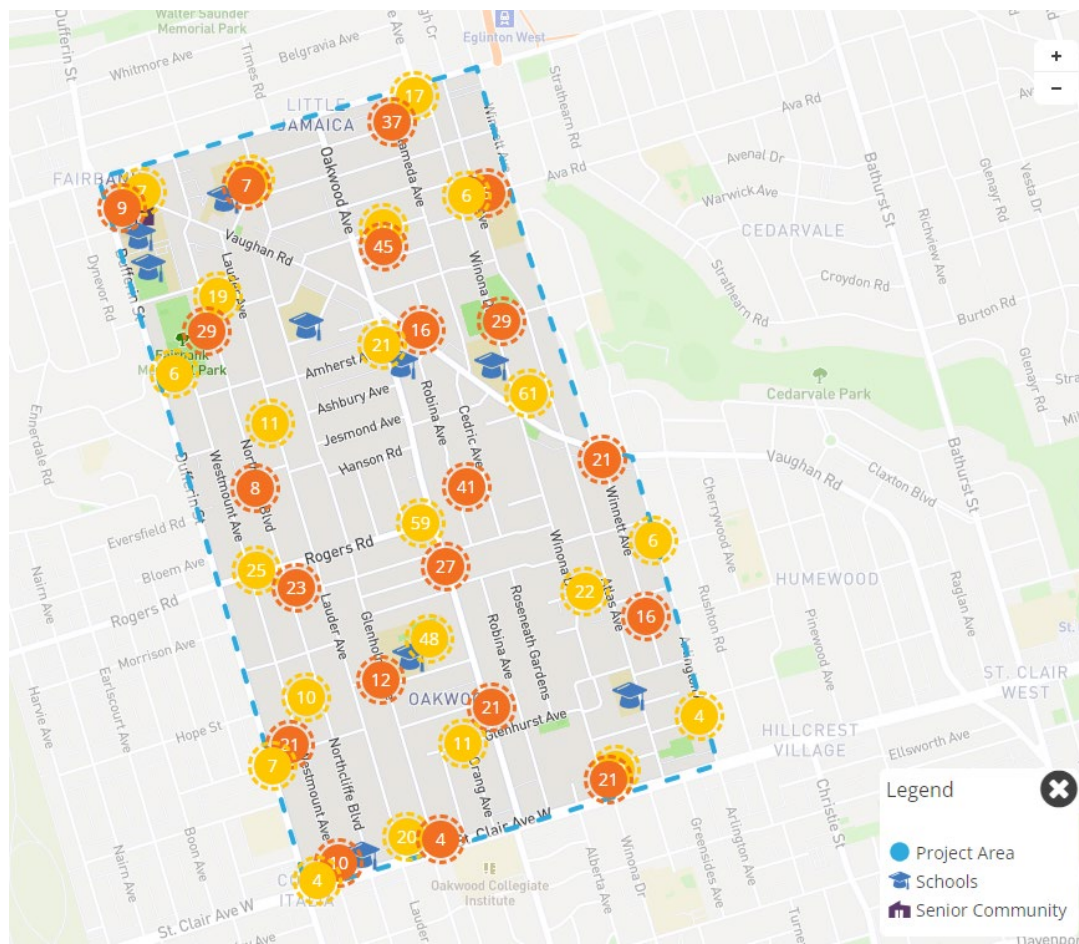
- Project web page toronto.ca/OakwoodVillageStreets
- Notice delivered through Canada Post (13,578 addresses in the neighbourhood)
- E-notification to project subscribers (172 contacts)
- Email to interest groups including residents' associations, community groups and organizations, institutions, and elected officials (48 contacts)

Interactive Map and Online Survey

The primary opportunity for participants to provide feedback was with the online interactive map and survey, which was open for comment from February 20, 2024, to March 24, 2024.

The map allowed participants to identify specific locations on a map where they experienced concerns or saw opportunities for changes. The map received 1,355 comments from 460 individuals.

The survey was anonymous and asked questions about participant demographics and travel behaviours. The online survey received 335 responses.



Social Pinpoint Online Interactive Map

A link to the online interactive map to review all submitted comments can be found under the Public Consultation tab on the project webpage [Toronto.ca/OakwoodVillageStreets](https://toronto.ca/OakwoodVillageStreets).

Drop-In Public Event

A public consultation event was held on March 4, 2024, from 6:00 p.m. to 8:00 p.m. at the Oakwood Village Library. Attendees were able to view information panels about the project and speak with members of the project team. Attendees were also able to provide feedback on a large roll plan map of the project area.

The event had 116 attendees with 140 comments received by staff. 196 comments were shared on the roll plan.



Roll plan map with comments from the drop-in public event

Consultation Activities in Brief

Public and community interest groups comment on the project was received through the following consultation and engagement activities:

Activity	Date	Participation
Interactive Map and Online Survey	February 20, 2024 - March 24, 2024	1,355 comments received from 460 individuals
Drop-In Public Event	March 4, 2024	140 comments received by staff; 196 comments shared on the roll plan; 116 attendees
Community Interest Group Meeting	February 15, 2024	7 attendees (26 invited)
Email/Phone	February 20, 2024 – March 24, 2024	80 comments received from 41 individuals

What We Heard



Heat Map displaying all comments*. Areas in red received the highest number of comments.

***Note:** Not all comments in the heat map were directly related to traffic safety and active transportation. Some of the comments are considered out of the project scope. Examples of out-of-scope comments can relate to streetscape improvements, park improvements and off-leash dog parks.

The following provides a high-level summary of comments received through all consultation activities. A detailed breakdown of comments received from community interest groups can be found in subsequent sections.

- Road safety concerns for all road users.
 - Participants expressed concerns about aggressive driver behaviours, non-compliance with road regulations such as posted speeds, and turn or entry restrictions, sightline issues from parked cars and safety when cycling in a shared environment with high-speed motor vehicles.
 - Participants made requests for wider sidewalks, stop signs, traffic signals, turn and entry restrictions, increased enforcement, new bikeways, new pedestrian crossings and more crossing time at signals.

- High motor vehicle speeds throughout the neighbourhood.
 - Participants made requests for speed humps, increased enforcement, speed limit reductions, in-road flexible speed signs, watch-your-speed signs, curb extensions and raised crosswalks.
- Concern about non-local traffic on neighbourhood streets.
 - Participants made requests to add or remove turn restrictions and consider directional changes on some streets.
- Lack of desirable travel alternatives to motor vehicle travel.
 - Participants made requests to add bikeways, better cycling connections to schools, pedestrian wayfinding, and improvements to the street environment (lighting, trees, sidewalk maintenance)
 - Participants expressed concerns about reallocating limited road space from general vehicle lanes to other uses and its impact to congestion.
- Conflicts between parking/loading and motor vehicle flow.
 - Participants noted that curbside activities (e.g., drop-off and pick-up, parking, and loading) can lead to congestion and conflict with pedestrian movements.

Findings by Geographic Zones

The Oakwood Village neighbourhood has varied built forms, demographics, and transportation needs. For the purposes of highlighting and organizing feedback received for different parts of the project area, four zones were created. Frequent comments and common themes are summarized for each zone in the sections below, however all comments received were reviewed by the project team and will be considered in the development of the Oakwood Village Streets Plan.



Oakwood Village Streets Plan - Geographic Zones within the project area

Zone 1 (Northwest)

Zone 1 is bounded by Eglinton Avenue West to the north, Oakwood Avenue to the east, Rogers Road to the south and Dufferin Street to the west. Zone 1 contains community destinations like St. Thomas Aquinas Catholic School, Fairbank Public School, Lycee Francais de Toronto, D'Arcy McGee Catholic School and St. Hildas Senior Community.

Topic	Key Locations	Comment Summary
Volume Management	Keywest Avenue	- Non-local traffic traveling through to Dufferin Street
	Allenvale Avenue	- Non-local traffic traveling through to Dufferin Street
Speed Management	Keywest Avenue	- Vehicles travel at high speeds - Non-compliance with regulations - Add a raised crosswalk connection from the pool to Fairbank Memorial Park
	Allenvale Avenue	- Vehicles travel at high speeds - Non-compliance with regulations
	Northcliffe Boulevard	- Speed humps on some road segments but not others - Add more speed humps - Vehicles travel at high speeds - Non-compliance with regulations
Road Safety & Active Transportation	Rogers Road	- Add physical separation to the bike lane
	Oakwood Avenue and Vaughan Road Intersection	- A full redesign of the intersection is needed to address safety for vulnerable road users and traffic flow - Irregularly shaped intersections are difficult to manoeuvre, visibility of pedestrians is poor, long crossing distances, high volume of turning vehicles
	Dufferin Street	- Pedestrian safety concerns with narrow sidewalks adjacent to high speed and high volume of motor vehicles
Out of Project Scope	Oakwood Avenue and Vaughn Road Intersection	- Add trees and other beautification elements

Zone 2 (Northeast)

Zone 2 is bounded by Eglinton Avenue West to the north, Winnett Avenue to the east, Vaughan Road to the south and Oakwood Avenue to the west. Zone 2 contains community destinations like JR Wilcox Community School and the school site at 529 Vaughan Road.

Topic	Key Locations	Comment Summary
Volume Management	Atlas Avenue	<ul style="list-style-type: none"> - Non-local traffic traveling through to Eglinton Avenue - Congestion near JR Wilcox Community School - Congestion due vehicles accessing Leo Baeck Day School
	Winona Drive	<ul style="list-style-type: none"> - Non-local traffic traveling through to Eglinton Avenue - Congestion near Vaughan Road Academy
	Alameda Avenue	<ul style="list-style-type: none"> - Non-local traffic traveling through to Eglinton Avenue - Congestion near school site located at 529 Vaughan Road
Speed Management	Atlas Avenue	<ul style="list-style-type: none"> - Vehicles travel at high speeds - Non-compliance with regulations - Request for increased police enforcement
	Winona Drive	<ul style="list-style-type: none"> - Vehicles travel at high speeds - Non-compliance with regulations - No enforcement, request for increased police enforcement
	Alameda Avenue	<ul style="list-style-type: none"> - Vehicles travel at high speeds - Non-compliance with regulations - No enforcement, request for increased police enforcement
Road Safety & Active Transportation	Durham Avenue and Atlas Avenue Intersection	<ul style="list-style-type: none"> - Improve pedestrian connection to Leo Baeck Day School and Cedarvale Park - Vehicles travel at high speeds - Non-compliance with regulations - No enforcement, request for increased police enforcement - Congestion due to Leo Baeck Day School

Zone 3 (Southeast)

Zone 3 is bounded by Vaughn Road to the north, Arlington Avenue to the east, St. Clair Avenue West to the south and Oakwood Avenue to the west. Zone 3 contains St. Alphonsus Catholic School.

Topic	Key Locations	Comment Summary
Speed Management	Vaughan Road	<ul style="list-style-type: none"> - Vehicles travel at high speeds - Non-compliance with regulations - No enforcement, request for increased police enforcement - Request for more crosswalks
	Robina Avenue	<ul style="list-style-type: none"> - Add speed humps - Vehicles travel at high speeds
	Atlas Avenue	<ul style="list-style-type: none"> - Speed humps on some road segments but not others - Add more speed humps - Vehicles travel at high speeds - Non-compliance with regulations
	Arlington Avenue	<ul style="list-style-type: none"> - Vehicles travel at high speeds - Non-compliance with regulations - No enforcement, request for increased police enforcement
Road Safety & Active Transportation	Winona Drive	<ul style="list-style-type: none"> - Add physical separation to the bike lane - Frequently vehicle parking in the bike lane
	Winona Drive and St. Clair Avenue West intersection	<ul style="list-style-type: none"> - Vehicles travel at high speeds through the intersection to catch the green light - Non-compliance with regulations - Hills create problems with sightlines
	Oakwood Avenue and Holland Park intersection	<ul style="list-style-type: none"> - Add curb extensions - Parked cars block sightlines - Add crosswalk on Oakwood Avenue - Non-compliance with regulations - Add turn restrictions
	Various Offset Intersections including north-south streets at Vaughn Road and intersection east-west streets on Winona Drive	<ul style="list-style-type: none"> - Safety concerns with sightlines due to parked cars and vegetation - Non-compliance with regulations
Out of Project Scope	Oakwood Avenue and Holland Park intersection	<ul style="list-style-type: none"> - Add trees and other beautification elements

Zone 4 (Southwest)

Zone 4 is bounded by Rogers Road to the north, Oakwood Avenue to the east, St. Clair Avenue West to the south and Dufferin Street to the west. Zone 4 contains community destinations like St. Clare Catholic School and Rawlinson Community School.

Topic	Key Locations	Comment Summary
Volume Management	Northcliffe Boulevard	<ul style="list-style-type: none"> - Non-local traffic traveling through to Rogers Road - Pick-up drop-off activity impedes motor vehicle flow near St Clare Catholic School
	Glenholme Avenue	<ul style="list-style-type: none"> - Non-local traffic traveling through to Rogers Road - Congestion near Rawlinson Community School
	Westmount Avenue	<ul style="list-style-type: none"> - Non-local traffic traveling through to Dufferin Street - Pick-up drop-off activity impedes motor vehicle flow near St Clare Catholic School
Speed Management	Northcliffe Boulevard	<ul style="list-style-type: none"> - Inconsistent use of speed humps - Add speed humps - Vehicles travel at high speeds - Non-compliance with regulations
	Glenholme Avenue	<ul style="list-style-type: none"> - Add speed humps - Vehicles travel at high speeds - Non-compliance with regulations
	Lauder Avenue	<ul style="list-style-type: none"> - Add speed humps - Vehicles travel at high speeds - Non-compliance with regulations - Add stop signs at intersections
Road Safety & Active Transportation	Glenholme Avenue	<ul style="list-style-type: none"> - Add a new bike lane connecting to Rogers Road
	Earnscliffe Road	<ul style="list-style-type: none"> - Change the direction of travel to one-way - Congestion near Rawlinson Community School - Widen sidewalks
	Dufferin Street	<ul style="list-style-type: none"> - Request for a pedestrian crossing at Cloverlawn Avenue - Pedestrian safety concerns with narrow sidewalks adjacent to high speed and high volume of motor vehicles
	Cloverlawn Avenue	<ul style="list-style-type: none"> - Requests for stop signs and enhanced crosswalks

Interest Group Feedback

The comments received through meetings, phone calls and emails with community interest groups which included Schools Boards, Business Improvement Areas (BIA) and Resident Associations in the neighbourhood are summarized below:

Topic	Comment Summary
Road safety for vulnerable road users (e.g. pedestrians, children, older adults and people cycling)	<ul style="list-style-type: none"> • Add curb extensions to intersections that allow two-way traffic movements • Add physical separation to bike lanes on Rogers Road • More painted crosswalks are needed on local streets • Redesign the Five-Point intersection of Oakwood Avenue, Vaughan Road and Belvidere Avenue.
Excessive speeding	<ul style="list-style-type: none"> • Existing speed humps need to be improved • Add speed humps to all north/south streets • Add in-road flexible speed signage • Add more stop signs • Road narrowing is needed to slow vehicle speeds on local streets
Excessive motor vehicle traffic on local streets	<ul style="list-style-type: none"> • Non-local traffic is a major problem • Drop-off and pick-up activity around schools causes congestion
Supporting opportunities for active transportation (walking and cycling)	<ul style="list-style-type: none"> • Add bike lanes on arterial roads • Widen sidewalks from 1.8m to 2.1m, where possible without removing on-street parking spaces • Curb cuts on sidewalks create uneven walking surfaces • Prioritize clearing the sidewalks of snow
Other	<ul style="list-style-type: none"> • Parking and loading near businesses need to be maintained • 529 Vaughan Road School will used long-term for students, who are displaced by the construction of other TDSB schools; there may be a need to provide more loading and unloading space for buses. • Beautification and improvements to the street environment (lighting, trees, pavement quality and maintenance)

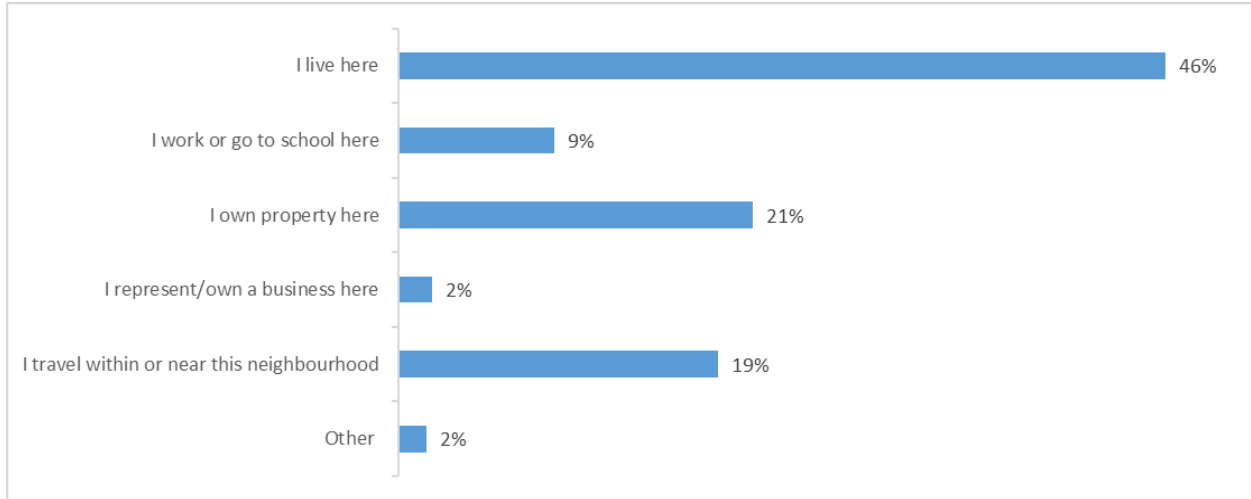
Appendices

Appendix A: Survey Participant Profile

Participation in the survey was anonymous and optional demographic questions were included. A total of 335 survey responses were collected.

Question 1 | n=659

Please describe your relationship to the Oakwood Village Neighbourhood (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). Check all that apply.



Question 2 | n=335

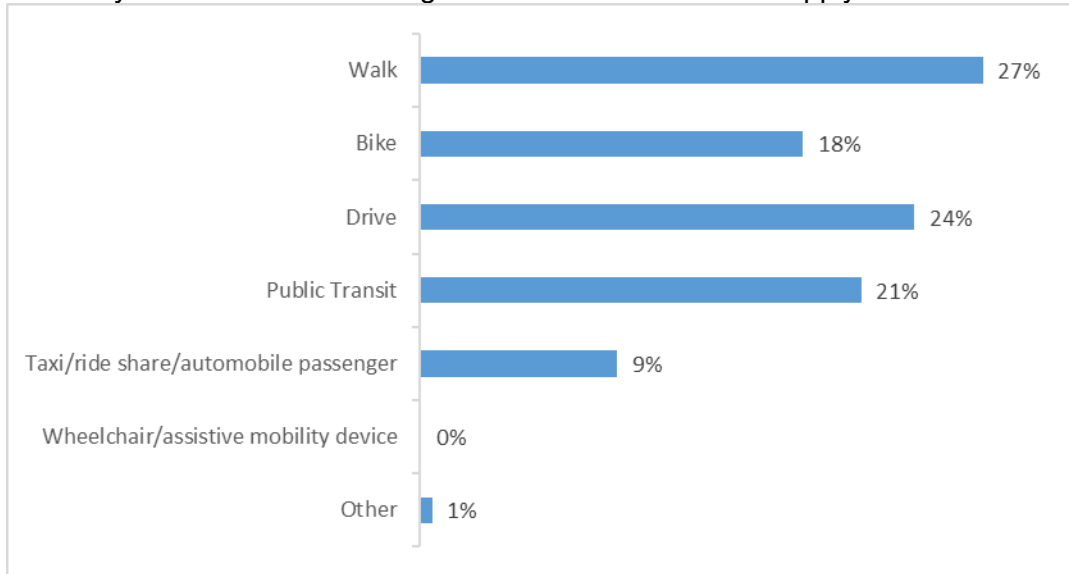
What are the first 3 digits in your postal code?



Almost all survey participants (94%) live within the neighbourhood (M6E and M6C).

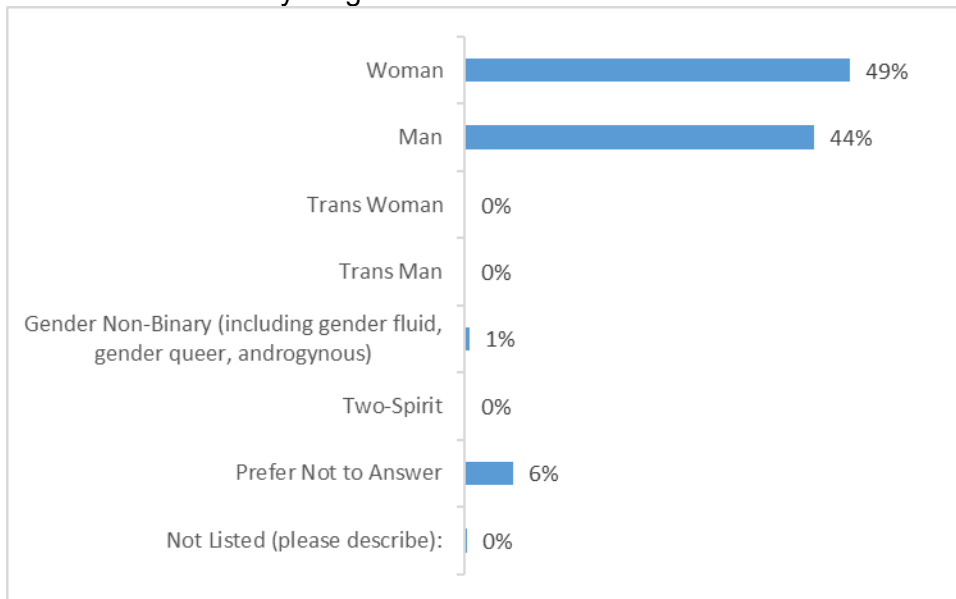
Question 3 | n=1,190

How do you travel within the neighbourhood? Check all that apply.



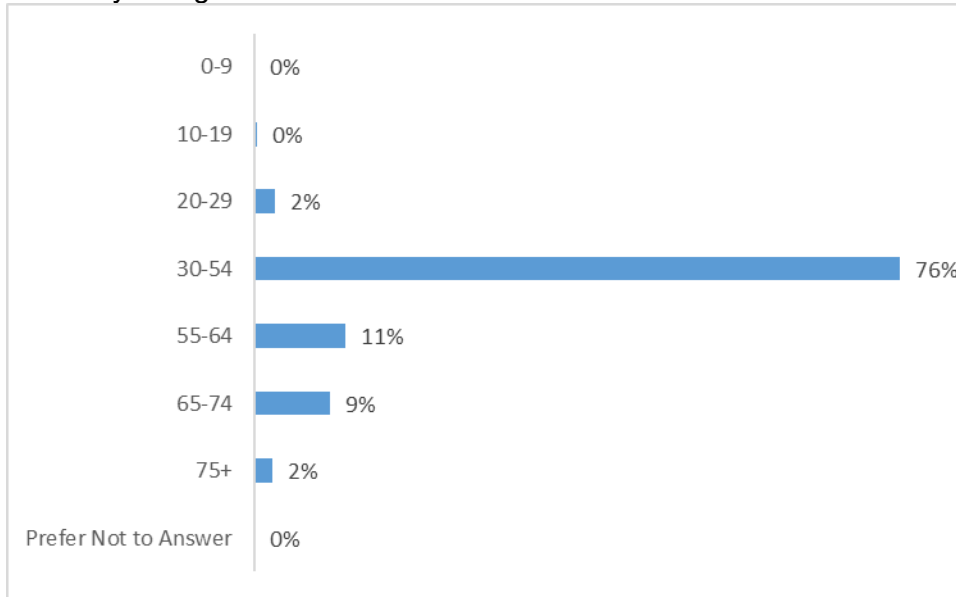
Question 4 | n=330

What best describes your gender?



Question 5 | n=327

What is your age?



Question 6 | n=379

Which of the following applies to your household? Check all that apply.

