



Oakridge Neighbourhood Streets Plan

Phase 1 - Public Consultation Report
September 2024



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Consultation Summary

Public and community interest group consultation for Phase 1 of the Oakridge Streets Plan (OSP) took place from May 22 to June 28, 2024. This was the first of two phases of consultation.

Consultation activities included a virtual meeting with community interest groups, a drop-in event at Samuel Hearne Middle School, an interactive map to provide feedback, and comment tracking.

Nearly 50 people attended the in-person public consultation event on June 10, 2024, and 185 comments were received on the interactive map, in addition to 10 people providing comments by phone and email.

Communications to notify the public and interest groups about the project and opportunities to participate included a project webpage, targeted emails to 29 representatives of local interest groups, mailed distribution of over 5,000 notices through Canada Post across the project area, and in-person distribution of project notices to schools, community centres and senior residences across the project area.

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

- Road safety concerns for all road users
- Excessive motor vehicle speeding throughout the study area
- Concerns about the impact of development on the transportation network

The feedback gathered through this consultation, along with technical considerations and City policies and guidelines, will inform staff recommendations to City Council.

A second phase of public consultation is planned for first quarter of 2025 to update residents about possible measures and gathering their opinions on those measures.

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

Project Overview

The Oakridge neighbourhood was nominated for a Neighbourhood Street Plan (NSP) by the ward 20 Scarborough Southwest City Councillor office in 2023. In consultation with the local community, the city is developing a Neighbourhood Streets Plan (NSP) for the Oakridge 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 NSP consists of two phases of public consultation: a team of City staff work with communities to identify local issues and opportunities, prioritize the greatest needs (Phase 1) and recommend changes to traffic operations and street designs (Phase 2).

The Oakridge Streets Plan aims to address three main areas of concern in the project area:

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

The Oakridge Neighbourhood Streets Plan (ONSP) project is located in the area bound by Victoria Park Avenue to the west, the Bloor-Danforth subway line, Leyton Avenue and Burn Hill Road to the north, Warden Avenue to the East and the Lakeshore East GO rail corridor to the south.



Oakridge Neighbourhood Project Area

Overview of Communications and Consultation Activities



Oakridge Streets Plan Phase 1 public consultation drop-in event, June 10, 2024

Communication Activities

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

- Project web page toronto.ca/OakridgeStreets (621 unique visits)
- Notice delivered through Canada Post (5,187 addresses in the project area)
- E-notification to project subscribers (102 contacts)
- Email to interest groups including residents' associations, community groups, organizations, institutions and elected officials (29 contacts)

Consultation Activities

Public and stakeholder comment on the project was received through the following consultation and engagement activities:

Activity	Date	Participation
Community Interest Group Meeting	June 6, 2024	3 attendees
Drop-In Public Event	June 10, 2024	177 comments received from 44 attendees
Interactive Map and Online Survey	May 22 – June 28, 2024	185 comments received from 62 individuals
Email/Phone	May 22 – June 28, 2024	Comments received from 10 individuals

What We Heard



A map showing concentration of comments received for the Oakridge Neighbourhood Project Area

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

1. Road safety concerns for all road users regarding

- High traffic volumes on local streets, excessive speeding, and aggressive driver behaviours.
- Pedestrian safety, especially where local roads meet arterial roads such as Danforth Avenue, Pharmacy Avenue, and Warden Avenue.
- Intersections of Danforth Road and Danforth Avenue, along with Danforth Avenue and Pharmacy Avenue, are dangerous for all road users
- Concerns were expressed about traffic volumes on local roads, particularly those streets near schools
- Requests for sidewalk improvements, speed humps, one-way restrictions, additional stop signs, police enforcement and camera to handle non-compliance with existing stop signs and red lights, new bikeways, new pedestrian crossings and additional crossing guards near schools.

2. Mixed opinions on bikeways that require lane reductions

- Support for installing cycling infrastructure along Danforth Avenue, and throughout the study area, to encourage active transportation and cycling.
- Concern that extending the cycle track on Danforth Avenue (requiring a lane reduction) may cause traffic delays and traffic infiltration onto local roads.

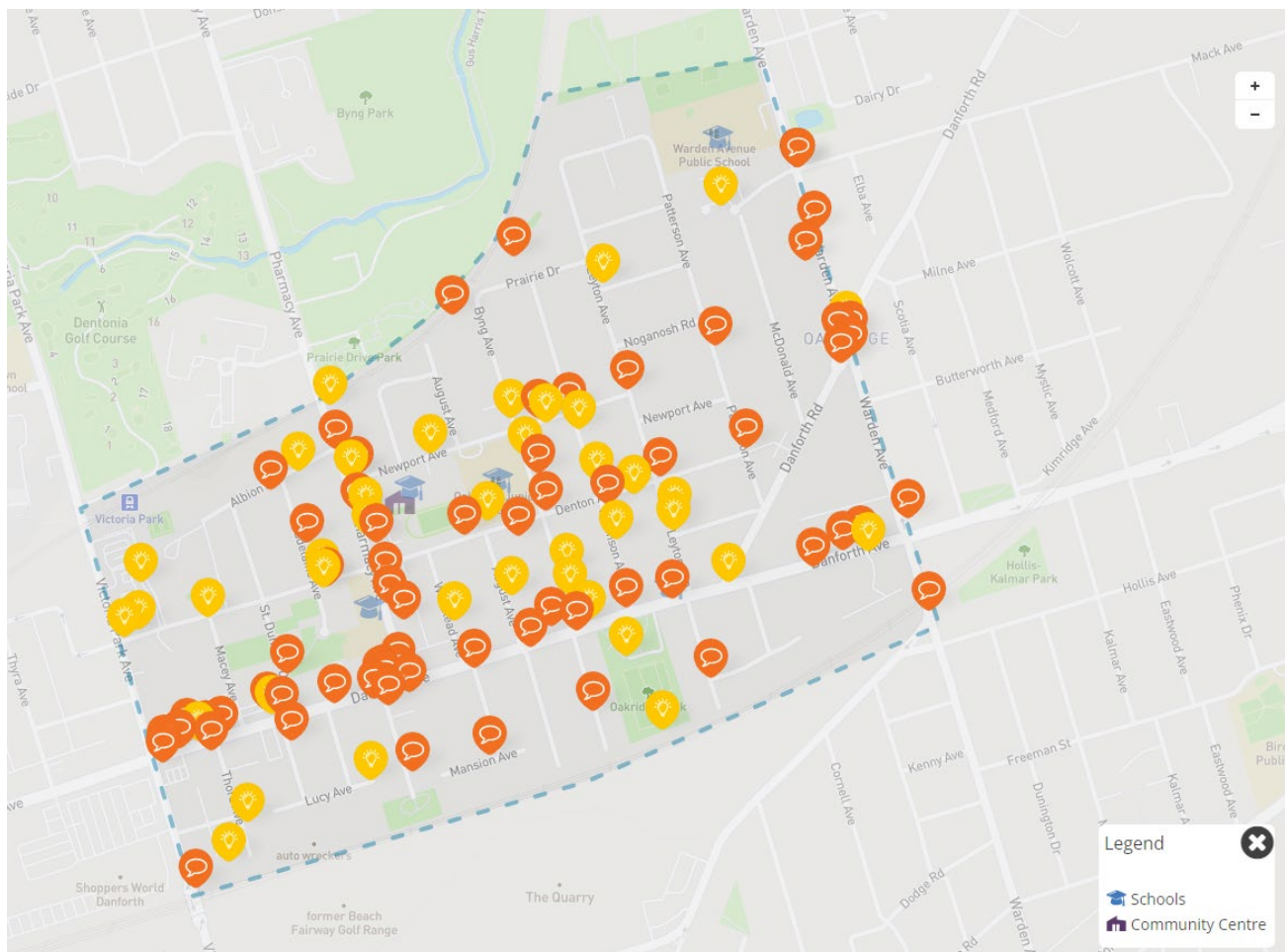
3. Suggestions for improving community infrastructure

- Although outside the scope of this project, comments were received suggesting new libraries, community gardens and areas for beautification.
- Participants noted opportunities to provide additional pedestrian/cycling crossings at the rail corridors in the study area and improve connectivity with the surrounding area.

Interactive Map and Survey

The survey and interactive map were available online from May 22 to June 28, 2024 through the project webpage. This tool allowed respondents to identify specific locations on a map where they experienced concerns or saw opportunities for transportation changes in the Oakridge Neighbourhood.

Participation in the survey and interactive map was anonymous, and optional demographics questions were included (see Appendix for survey participant profile.)



Comments received through the interactive map are summarized in the table below.

Topic	Location	Comment Summary
Road Safety	Leyton Avenue and Danforth Avenue	<ul style="list-style-type: none"> Crossing island should be upgraded to a proper pedestrian crossing
	Sneath Avenue and Danforth Avenue	<ul style="list-style-type: none"> Crossing island should be upgraded to a proper pedestrian crossing
	Leyton Avenue and Newport Avenue	<ul style="list-style-type: none"> Pedestrian crossing needs to be painted at intersection
	Byng Avenue and Denton Avenue	<ul style="list-style-type: none"> Crossing guard required at this intersection Heavy traffic volume makes it dangerous for local school children <p>Review nearby intersections for crossing guard opportunities</p>
	Danforth Avenue and Danforth Road	<ul style="list-style-type: none"> Consider opportunities to improve safety for all road users at intersection Alignment of intersection and traffic volume makes it dangerous for vulnerable road users <p>Suggestions to include turn restrictions, alignment changes, bollards or planters, etc.</p>
	Kenworthy Avenue and Danforth Avenue / Pharmacy Avenue	<ul style="list-style-type: none"> Lights should be considered at Danforth Avenue and Kenworthy Avenue Intersection is dangerous for pedestrians Many comments asking for redesign of this intersection to prioritize pedestrian safety Signage can be improved at this intersection for all road users
	Pharmacy Avenue and Danforth Avenue	<ul style="list-style-type: none"> Intersection is dangerous for pedestrians due to speed of vehicles
	Macey Avenue and Denton Avenue	<ul style="list-style-type: none"> Install proper crosswalk at this intersection to accommodate pedestrian traffic
	St. Dunstan Drive and Danforth Avenue	<ul style="list-style-type: none"> Lights or a pedestrian crosswalk should be considered Presence of children and vulnerable road users noted at this intersection due to nearby school and park <p>Install signage along St Dunstan Drive to encourage drivers to slow down and watch for children</p>
	Denton Avenue and Pharmacy Avenue	<ul style="list-style-type: none"> Install curb extensions or similar for pedestrian safety at this intersection
	Warden Avenue and Danforth Road	<ul style="list-style-type: none"> Pedestrian crossings are long due to design of intersection
	Warden Avenue and Danforth Avenue	<ul style="list-style-type: none"> Intersection is dangerous for all road users due to volume and speed of traffic. <p>Consider intersection design changes.</p>
	Warden Avenue and Clonmore Drive	<ul style="list-style-type: none"> Present intersection design encourages high rates of speed and is dangerous for vulnerable road users
	Pharmacy Avenue and Albion Road	<ul style="list-style-type: none"> Signage at this intersection should be improved to discourage right-hand turns on red light

Topic	Location	Comment Summary
	Victoria Park Avenue	<ul style="list-style-type: none"> Install guardrails or improve pedestrian underpass at southern rail corridor
	Victoria Park Avenue and Danforth Avenue	<ul style="list-style-type: none"> Intersection should prioritize pedestrian safety. Consider bollards or curb extensions.
	Robinson Avenue and Denton Avenue	<ul style="list-style-type: none"> Pedestrian crossing at intersection needs to be painted
Volume	North-South streets between Victoria Park Avenue and Danforth Road	<ul style="list-style-type: none"> Consider one-way traffic restrictions on these roads to discourage traffic cutting through neighbourhood streets
	Thora Avenue	<ul style="list-style-type: none"> Consider one-way traffic restriction to discourage traffic cutting through streets
	Applies to whole project area	<ul style="list-style-type: none"> Many comments noting local roads, particularly those near schools, are being used by traffic cutting through the neighbourhood generating high volumes of traffic during rush hours Comments noted proposed changes such as bike lanes could increase traffic and congestion Additional traffic enforcement was requested throughout the study area, particularly at intersections near schools
Speed	Pharmacy Avenue and Danforth Avenue	<ul style="list-style-type: none"> Lower speed limit on south end of Pharmacy Avenue near school Consider speed humps on Pharmacy near school
	Robinson Avenue Denton Avenue Leyton Avenue Byng Avenue Newport Avenue Patterson Avenue	<ul style="list-style-type: none"> Install speed humps along these roads, particularly near schools
	Thora Avenue: Wakewood Street to Danforth Avenue	<ul style="list-style-type: none"> Install speed humps or other traffic calming measures. These areas noted for cut through traffic.
	Albion Avenue	
	Applies to whole project area	<ul style="list-style-type: none"> Speeding has been noted on local roads, particularly street racing late at night Speeding along Danforth Avenue and Danforth Road noted as a concern Streets south of Danforth Avenue are noted to have heavy traffic use related to nearby automotive businesses Speed humps suggested at south of Danforth Avenue Install speed cameras along Danforth Avenue Lower speed limit to 30 km/h or below throughout local roads in study area, particularly near schools. Additional signage needed.

Topic	Location	Comment Summary
Transportation Options	East of Victoria Park Avenue	<ul style="list-style-type: none"> Many comments encouraging extension of existing bike lanes along Danforth Avenue east of Victoria Park Avenue Support for Complete Streets model for Danforth Avenue Concerns expressed about safety of cycling along all arterials in the study area, including Danforth Avenue and Danforth Road
	Victoria Park Avenue and Danforth Avenue	<ul style="list-style-type: none"> Sidewalk improvement is needed as this area has many pedestrians accessing businesses and services
	Burn Hill Road /Warden Avenue to Patterson Avenue	<ul style="list-style-type: none"> Expand existing sidewalks to multi-use trails to connect these two streets and encourage active transportation
	Lucy Avenue	<ul style="list-style-type: none"> Add pedestrian connection to Kenworthy Park from Lucy Avenue.
	Albion Avenue	<ul style="list-style-type: none"> Add a sidewalk along south side of Albion Avenue Add safe pedestrian crossings along this corridor to encourage walking
	Applies to whole project area	<ul style="list-style-type: none"> Consider improvements to sidewalks throughout study area – noted as too narrow in many areas Considering pedestrian connections from road to parks and trails throughout the project area
Parking and Loading	Elward Avenue and Pharmacy Avenue	<ul style="list-style-type: none"> Enforce existing parking rules on this stretch. Illegal parking makes it difficult to turn from Elward Avenue to Pharmacy Avenue
	Kenworthy Avenue and Danforth Avenue	<ul style="list-style-type: none"> Remove street parking from Danforth Avenue close to the Danforth Avenue and Kenworthy Avenue intersection to improve safety
	Pharmacy Avenue	<ul style="list-style-type: none"> Consider removing parking along Pharmacy Avenue
	Applies to whole project area	<ul style="list-style-type: none"> Increase access to permit parking as some residents do not have driveways

Topic	Location	Comment Summary
Other (includes out of scope)	Applies to whole project area	<ul style="list-style-type: none"> • Areas along rail corridors noted to have a problem with litter and illegal dumping • Consider beautification options along the rail corridors – plantings, art installations, etc. • Road resurfacing required especially along arterial roads • Consider expansion of study area • Create crossings at rail corridors bordering study area to allow pedestrian access to neighbouring parks and destinations. Examples include Oakridge Park in the south end of study area. • Consider impact of changes to local businesses, and make changes that encourage residents to support local businesses • Several comments requesting new Public Library in the study area • Suggestions to add amenities such to local parks, including Oakridge Park • Street lighting in the neighbourhood can be improved

Public Drop-in Event

A public consultation event was held on June 10, 2024 from 6:00 to 8:00 p.m at Samuel Hearne Middle School. Attendees were also able to view information panels about the project and speak directly with members of the project team. Large-format maps of the study were presented for attendees to add comments and identify specific areas of concern.

Participant comments are summarized in the table below.

Topic	Location	Comment Summary
Road Safety	Newport Avenue	<ul style="list-style-type: none"> • Install wider sidewalks to encourage walking
	Denton Avenue and Newport Avenue	<ul style="list-style-type: none"> • Enforcement required at stop signs at this intersection due to motor vehicle non-compliance
	Byng Avenue and Denton Avenue	<ul style="list-style-type: none"> • Crossing Guard needed at this intersection near Oakridge Schools
	Newport Avenue and Leyton Avenue Noganosh Road and Leyton Avenue Denton Avenue and Patterson Avenue Denton Avenue and Macey Avenue	<ul style="list-style-type: none"> • Update crosswalk paint and signage at these intersections
	Danforth Avenue and Danforth Road	<ul style="list-style-type: none"> • Numerous comments about safety at this intersection

Topic	Location	Comment Summary
		<ul style="list-style-type: none"> • Drivers do not pay attention to rules for turning leading to accidents or near-misses • Consider options to improve safety of turning vehicles – both left and right turns
	Pharmacy Avenue and Newport Avenue	<ul style="list-style-type: none"> • Difficult to see traffic on Pharmacy Avenue when exiting this intersection
	Danforth Avenue and Macey Avenue	<ul style="list-style-type: none"> • Consider a pedestrian crossing, or installation of lights at this intersection
	Danforth Avenue and St Dunstan Drive	<ul style="list-style-type: none"> • Address pedestrian safety at this intersection
	Danforth Avenue and Kenworthy Avenue	<ul style="list-style-type: none"> • Lights or pedestrian crossing improvements needed here
	Emmott Avenue and Danforth Avenue	<ul style="list-style-type: none"> • Trees / foliage makes it difficult to see at this intersection
		<ul style="list-style-type: none"> • Consider additional pedestrian crossings throughout study area (push button with lights) • Existing crossing islands throughout study area are difficult to cross during peak traffic periods
Volume	Newport Avenue	<ul style="list-style-type: none"> • Morning rush hour is very busy, can be difficult to exit driveway
	Leyton Avenue and Danforth Avenue	<ul style="list-style-type: none"> • Difficult to make left-turn at this intersection during rush hour
	North / South streets and all streets near schools	<ul style="list-style-type: none"> • Consider one-way restriction on north-south streets to discourage traffic on local roads • Extend one-way restriction to streets near schools
	Newport Avenue and Byng Avenue Newport Avenue and Robinson Avenue	<ul style="list-style-type: none"> • Install traffic diverters to lower traffic volume near schools • Increased traffic enforcement needed near all schools • Consider installation of flashing red stop lights
Speed	Newport Avenue Byng Avenue Leyton Avenue Denton Avenue	<ul style="list-style-type: none"> • Install speed humps and reduce speed limit on these roads
	Pharmacy Avenue and Danforth Avenue	<ul style="list-style-type: none"> • Speeding noted on Pharmacy, near local school
	Applies to whole project area	<ul style="list-style-type: none"> • General comments about unsafe driving and speeding throughout study area particularly on arterial/major roads. Increased enforcement requested.

Topic	Location	Comment Summary
Transportation Options	Applies to whole project area	<ul style="list-style-type: none"> Public education needed on where bikes and other micromobility can be used Support for Complete Streets model to give bikes and scooters a safe place to operate Numerous supportive comments for bike lanes along Danforth Avenue through study area Some attendees did not believe area had many cyclists and bike lanes were not needed
Parking and Loading	Applies to whole project area	<ul style="list-style-type: none"> Consider permit parking on Denton Avenue and August Avenue. Enforce existing parking rules on Denton Avenue near schools Noted parking issues near several auto dealerships / garages along Danforth Avenue Consider parking restrictions along Pharmacy Avenue to improve traffic Remove parking on north side west of Macey Avenue at Danforth Avenue Maintain parking and accessible loading areas near seniors and supportive residences throughout study area
Other (includes out of scope)	Prairie Drive Park	<ul style="list-style-type: none"> Beautify area along the rail tracks at Prairie Drive Install splash pad at Prairie Drive Park
	Wanstead Avenue	<ul style="list-style-type: none"> Greenspace on Wanstead Avenue could be used for community gardens
	Byng Avenue	<ul style="list-style-type: none"> Support for Byng Avenue farmer's market
	Mansion Avenue / August Avenue	<ul style="list-style-type: none"> Play structure, library or other community recreation options suggested for area near Mansion Avenue and August Avenue
	Oakridge Park	<ul style="list-style-type: none"> Install a cricket field in local parks
	Victoria Park Avenue and rail corridor (south)	<ul style="list-style-type: none"> Underpasses within the study area feel very unsafe for vulnerable road users – guardrails, additional space in underpasses to encourage pedestrians and bikes
		<ul style="list-style-type: none"> Add low-cost activities to local parks for youth Consider a public library in study area along Danforth Avenue Consider pedestrian crossing solutions (tunnels, bridge) at all rail corridors More parks north of Burn Hill Road Suggestions for additional pedestrian connections to TTC Subway stations, and additional exits from these stations Road resurfacing along arterials in the study area needs to be considered

Email and Phone Comments

Email and phone comments received between May 22 and June 30, 2024, are summarized in the table below. One submission included a video of local traffic conditions, which was shared with the project team.

Topic	Location	Comment Summary
Road Safety	Newport Avenue and Leyton Avenue Noganosh Road and Leyton Avenue Denton and Patterson Avenue	<ul style="list-style-type: none"> Update crosswalk paint and signage at these intersections
	Byng Avenue and Denton Avenue	<ul style="list-style-type: none"> Enforcement required at stop signs at this intersection due to motor vehicle non-compliance Intersection is beside schools and should have a crossing guard Traffic uses this area to cut through the neighbourhood, including large trucks
	Danforth Road: Landry Avenue to McDonald Avenue	<ul style="list-style-type: none"> Install pedestrian crossover or traffic island with traffic signs, pavement markings and lights.
	Danforth Avenue: Danforth Road to Warden Avenue	<ul style="list-style-type: none"> Consider additional traffic lights, and traffic calming Heavy pedestrian traffic in this area
	Applies to whole project area	<ul style="list-style-type: none"> Sidewalks are dangerous for vulnerable road users including the elderly and those living with a disability
Volume	Streets adjacent to Taylor Creek and Samuel Hearne Schools, including Patterson Avenue, Prairie Drive, Leyton Avenue, Newport Avenue and Denton Avenue	<ul style="list-style-type: none"> Consider one-way street conversion on all streets close to schools
Speed	Byng Avenue and Denton Avenue	<ul style="list-style-type: none"> Consider speed humps and other measures to slow traffic on all streets neighbouring schools
	Danforth Avenue and Danforth Road	<ul style="list-style-type: none"> Consider traffic calming measures at this intersection to discourage unsafe driving
	Applies to whole project area	<ul style="list-style-type: none"> Consider broad speed reductions on local roads Installation of four way stops
Transportation Options	Applies to whole project area	<ul style="list-style-type: none"> Support for installation of bike lanes or cycling infrastructure, especially along Danforth Avenue / Danforth Road Some comments were opposed to installation of bike lanes along arterial roads, noting a negative impact on car traffic and local businesses

Topic	Location	Comment Summary
Other (includes out of scope)	Applies to whole project area	<ul style="list-style-type: none"> Engage with low-income and elderly residents to ensure their interests reflected Encouraged public education campaigns for road safety for all users
	Applies to whole project area	<ul style="list-style-type: none"> Additional enforcement for unsafe road user behaviour is required in the study area. Examples include speeding ignoring stop signs, riding by people riding bicycles and other forms of Micromobility on the sidewalks etc Install traffic cameras on busy roads to catch dangerous drivers. Consider cameras that can capture sidewalk infractions. Sidewalks can become congested at intersections with busy roads
	Warden TTC Station	<ul style="list-style-type: none"> Request for dedicated taxi stand at Warden Subway station, primarily to support elderly residents and people with disability

Interest Group Feedback

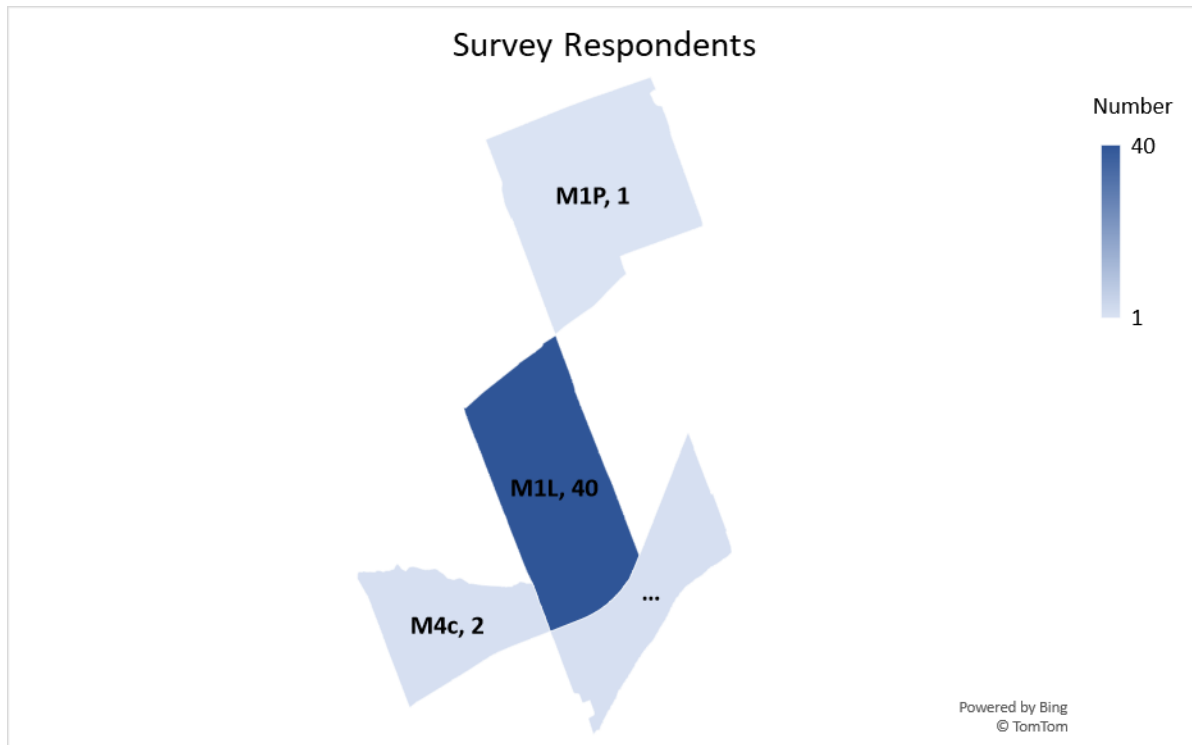
A virtual meeting on the Oakridge Neighbourhood Streets Plan process was held on June 6, 2024 with community interest groups. Representatives from three interest groups attended the meeting. Feedback received at that meeting is summarized below.

Topic	Location	Comment Summary
Road Safety	St Dunstan Drive and Danforth Avenue	<ul style="list-style-type: none"> Crossing islands noted as important safety features along arterial roads
	Leyton Avenue and Danforth Avenue	<ul style="list-style-type: none"> Ensure data used for traffic modelling and safety analysis is up-to-date
Transportation Options	Applies to whole project area	<ul style="list-style-type: none"> Encouraged installation of additional Bike Share stations Make use of quick build materials to expand active transportation infrastructure
Other (includes out of scope)	Applies to whole project area	<ul style="list-style-type: none"> Consider expansion of study area Align and coordinate changes with neighbouring projects, such as the Danforth Kingston Complete Street

Appendix - Survey Participant Profile

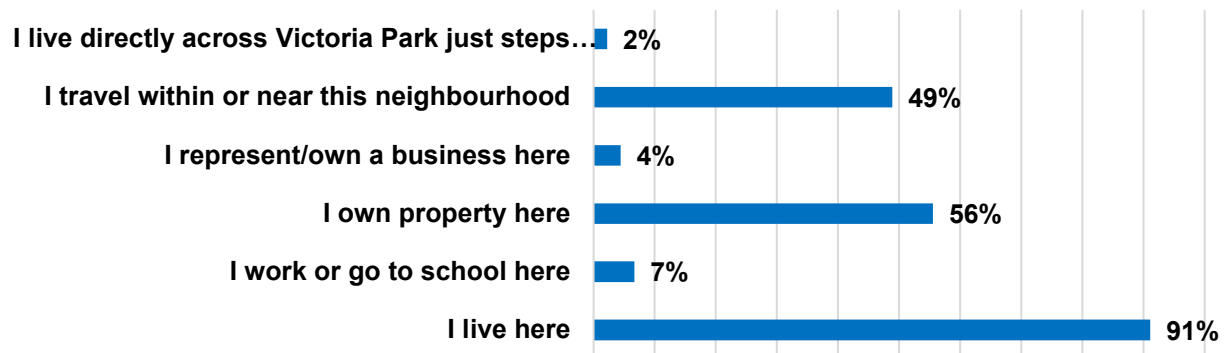
Postal Code

A total of 45 survey respondents provided optional demographic information described below. The majority of respondents lived within the study area.



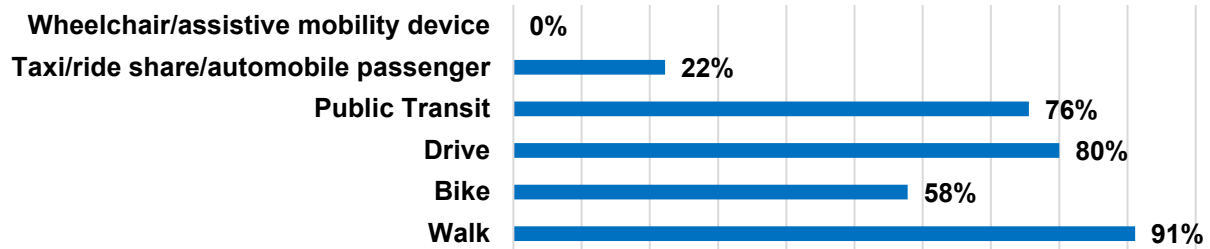
A map showing the Postal Code distribution of Survey respondents

Relationship to Study Area



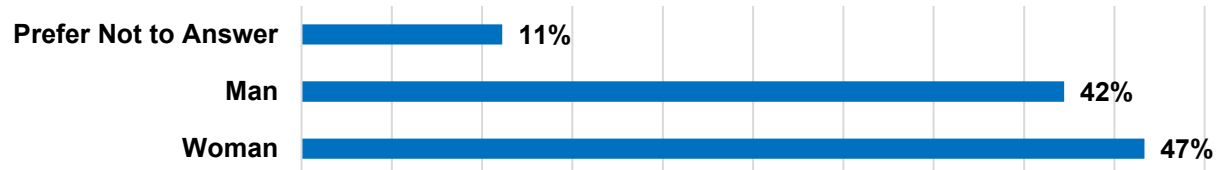
Almost all respondents live within the Oakridge Neighbourhood study area. More than half own property in the study area, with approximately half travelling within or near the neighbourhood.

Travel within Study Area



Nearly all survey respondents identify as pedestrians and have experience walking in the study area. The largest percentage of respondents (80%) drive a vehicle to travel within the neighbourhood, followed closely by those who use Public Transit (76%). 58% of respondents use a bicycle to travel around the neighbourhood.

Gender



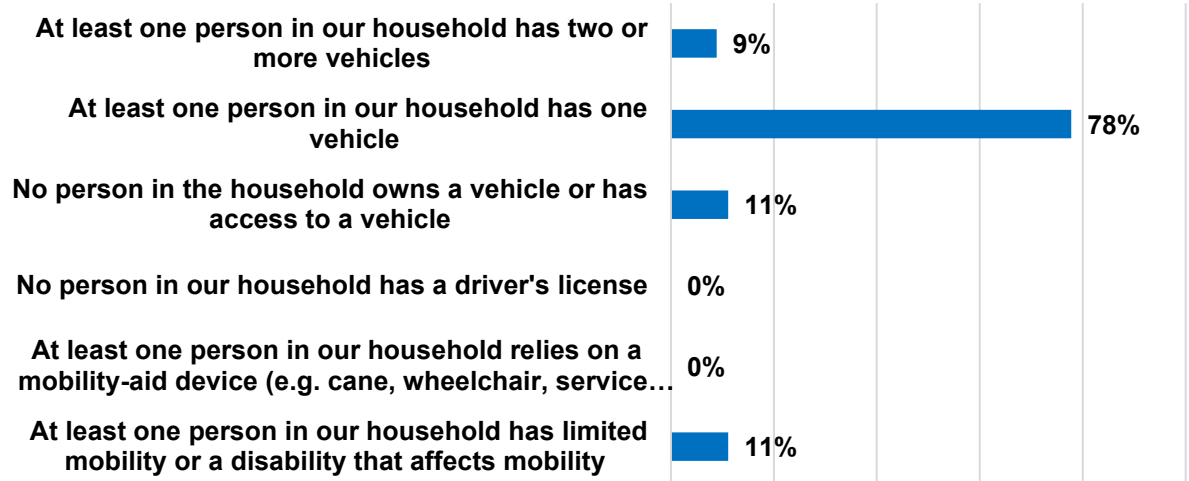
47% of survey respondents identified as Women, 42% identified as Men, and 11% preferred not to answer. No survey respondents identified as Trans, Two-spirit, or Gender Non-Binary.

Age



The large majority of survey respondents (84%) were between the ages of 30 – 54. 11% of survey respondents were between 55 - 64. 2% of respondents were between 65 – 74 years old and 2% of respondents were between 10 - 19 years old.

Mobility and Vehicle Ownership



Most survey respondents (87%) lived in a household with one or more vehicles. 11% of respondents lived in a household with no access to a vehicle. 11% of respondents identified as having limited mobility.