

Oakwood Village Streets Plan

Public Drop-In Event
September 2025



Project Overview

The Oakwood Village Streets Plan identifies, prioritizes and recommends changes to traffic operations and road design to support safety for all road users including seniors, school children, pedestrians and people cycling and driving.

The City is seeking feedback on proposed changes that address four main areas of concern identified by the community in earlier phases of consultation:

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. Opportunities to support active transportation



Phase one consultation activities included feedback via an online mapping tool. The locations and total numbers of comments are shown in this map.

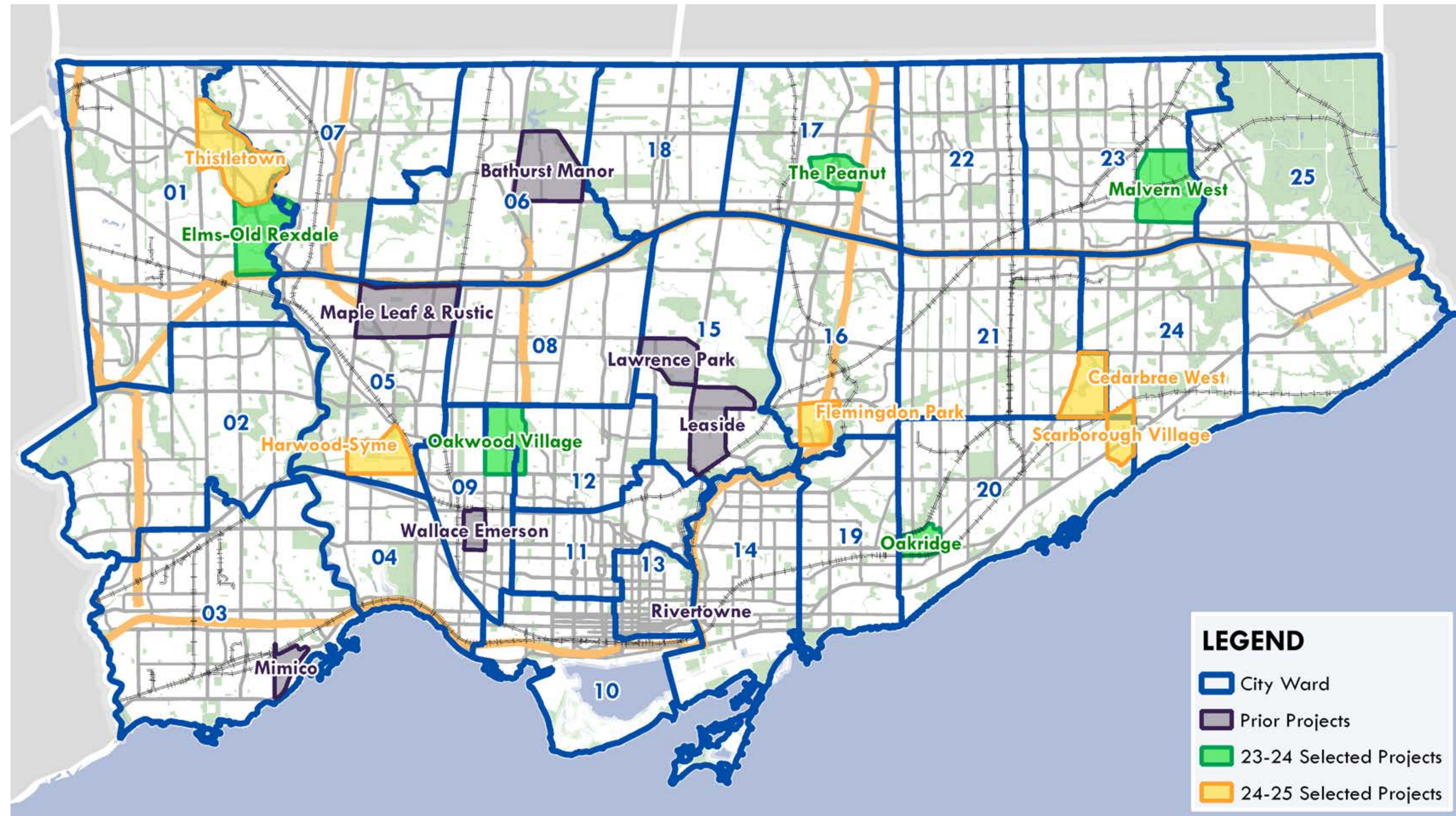
About Neighbourhood Streets Plans

Neighbourhood Streets Plans (NSPs) consult communities on plans for traffic, road safety, and active transportation across Toronto.

NSPs identify opportunities for short term improvements that can be implemented within 6 months – 2 years, as well as longer-term measures that can be implemented alongside planned road resurfacing or reconstruction.

Each year dozens of nominations are received, and up to five neighbourhoods are prioritized to participate in the NSP program.

Learn more: toronto.ca/NSP

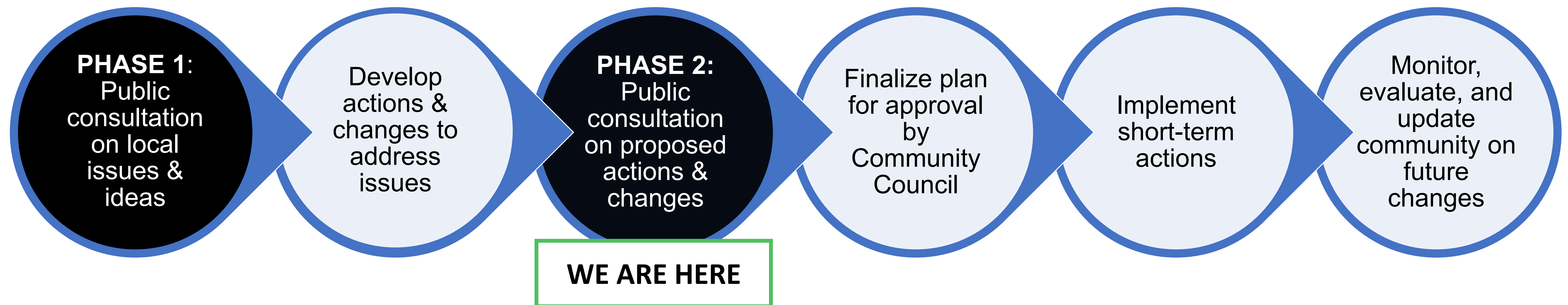


This map shows the locations across Toronto that were selected for a Neighbourhood Street Plan.

In addition to locations selected for the NSP program, Toronto neighbourhoods are continually served by improvement programs such as Vision Zero Road Safety Plan and the Congestion Management Plan.

Consultation Overview

Public consultation for the Oakwood Village Streets Plan is taking place over multiple phases.



Earlier public consultation took place in Spring 2024 and included:

- Project launch with web page, mail and email notices to local addresses and interest groups in February 2024
- Online interactive map survey map to identify issues & ideas (survey open to public from February to March 2024)
- Drop-in Public Event on March 4, 2024

Since the last phase of consultation, the project team has

- Reviewed the public comments, investigated key issues and analyzed the relationship between nearby issues
- Developed potential changes and conducted internal review to coordinate with nearby projects
- Previewed proposed changes with community interest groups to refine proposals

The current phase of public consultation will continue to involve the community in providing feedback through a Drop-in Public Event, online survey, and email and phone comments.

What We Heard

Phase 1 consultation received feedback from residents across the neighbourhood, including over 120 people at the public event and more people online through the interactive map.

Over 1350+ responses were received on the interactive map, mostly from residents living within the project area.

What we heard:

- Safety concerns throughout the area with a focus on:
 - Oakwood Avenue and Vaughan Road
 - Pedestrian safety crossing busy main streets and neighbourhood streets
 - Aggressive driver behaviours, not stopping for pedestrians at existing crossovers
- More or improved pedestrian crossings desired along main streets
- Non-local traffic contributing to excessive volumes and speeds on local streets
- Parking and loading around schools and businesses causes safety issues and impedes motor vehicle traffic
- Desire for safer options to travel without a car:
 - Improved pedestrian crossing options on Oakwood Avenue and Vaughan Road
 - Requests for wider sidewalks
 - Completely connected cycling network and more cycling routes

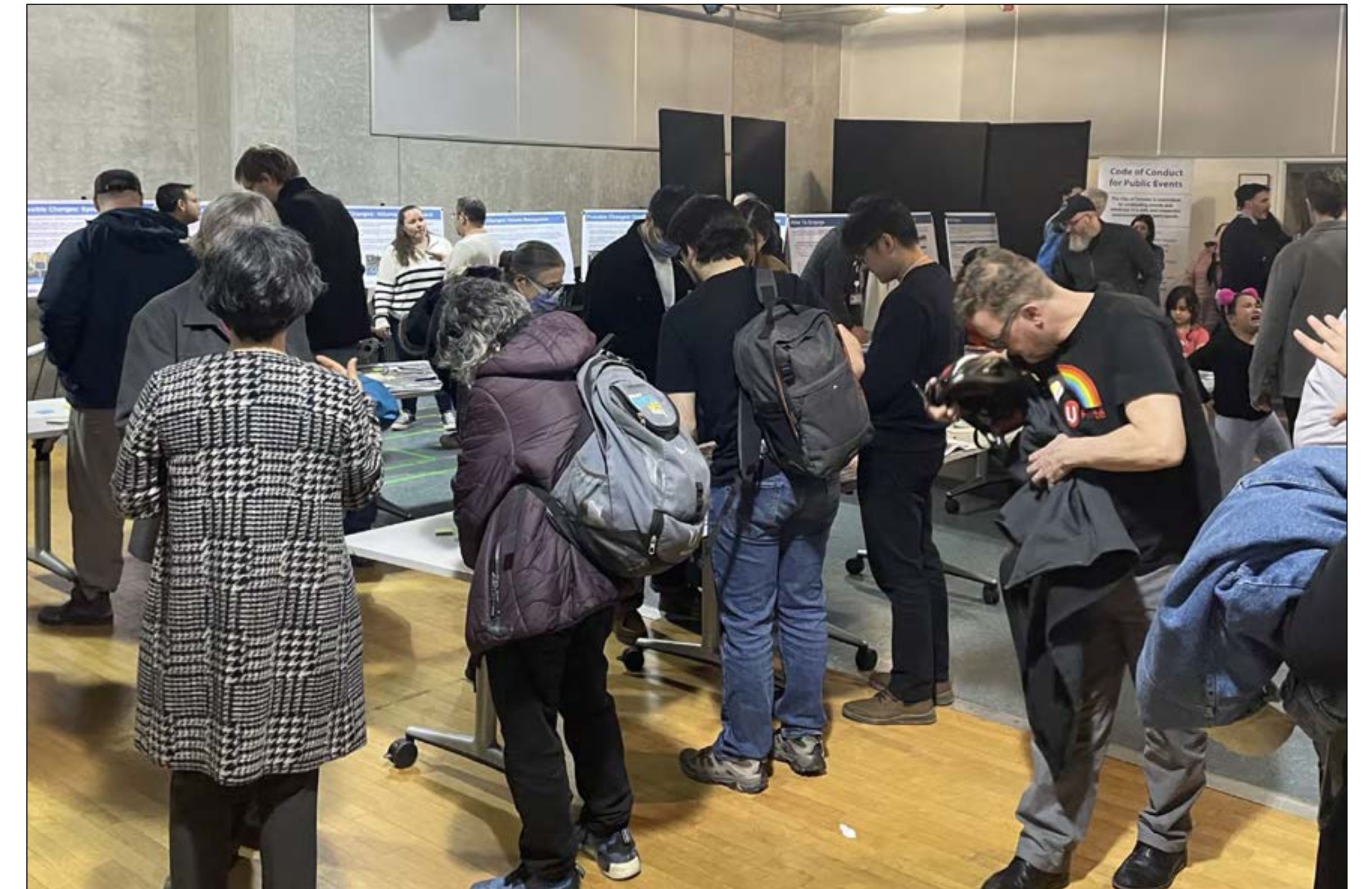


Photo of Phase 1 public event



Photo of mapped comments at Phase 1 public event

What We Heard: Beyond the Neighbourhood Streets Plan

The City received feedback regarding several changes that are handled by other City divisions.

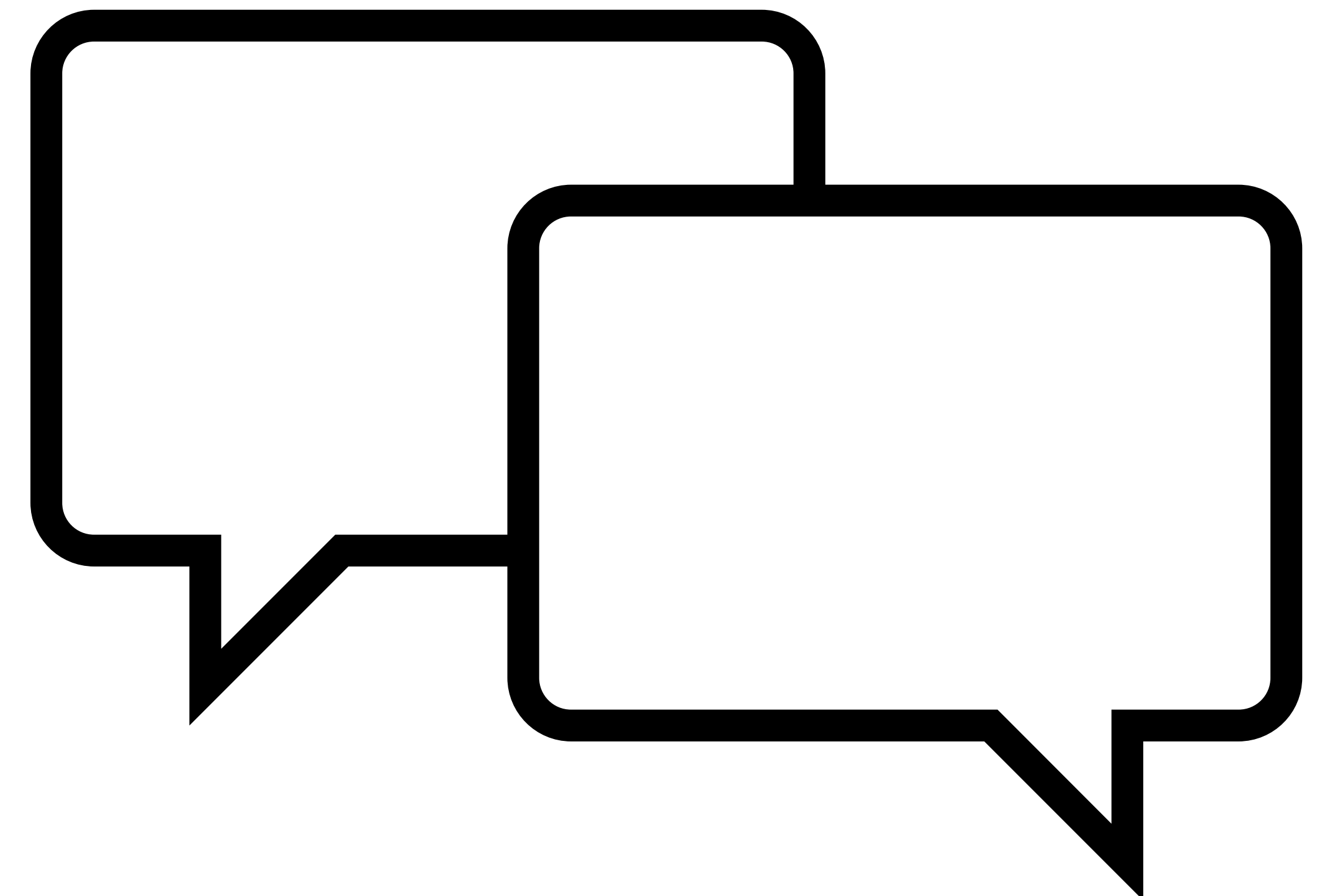
- Desire for more park and community space
- Requests for additional off-leash dog spaces
- Requests for more trees and beautification elements
- Requests for additional litter pick up
- Concerns about impact of new development
- Requests for increased police enforcement

These items are not within the scope of the Streets Plan because they are addressed through other planning processes in the city or City services.

The Project team has forwarded relevant concerns to other divisions that manage parks & recreation and development planning.

Requests for maintenance, such as litter pick up or faded signs are best addressed through 311.

Requests for police enforcement at a specific location should be made directly to Toronto Police Service.



Policy, Data & Guidelines



Data and Guidelines

Data was collected to develop NSP recommendations 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 and resulting in death or serious injury.



Reports and requests from the public and local Councillor. Calls to 311 about traffic operations and road safety, as well as comments collected from the first phase of consultation.



Site visits and observations in the neighbourhood



The City follows guidelines to inform 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 Road Safety Plan: 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 stormwater.

TransformTO Climate Change Action Plan commits to converting 75% of trips under 5 kilometres to walking, cycling or transit.



Road Safety: Vision Zero



The City's Vision Zero Road Safety Plan is a comprehensive data-driven action plan to eliminate traffic-related fatalities and serious injuries on Toronto's streets.

The Plan aims to improve safety for all road users, with a particular focus on the most vulnerable users: pedestrians, school children, older adults, people cycling and people riding motorcycles.

The City is committed to Vision Zero and upholds its fundamental message: **fatalities and serious injuries on our roads are preventable, and we must strive to reduce traffic-related deaths and injuries to zero.**

The Vision Zero Road Safety Plan includes safety initiatives under the 5Es: engineering, enforcement, education, engagement, and evaluation.

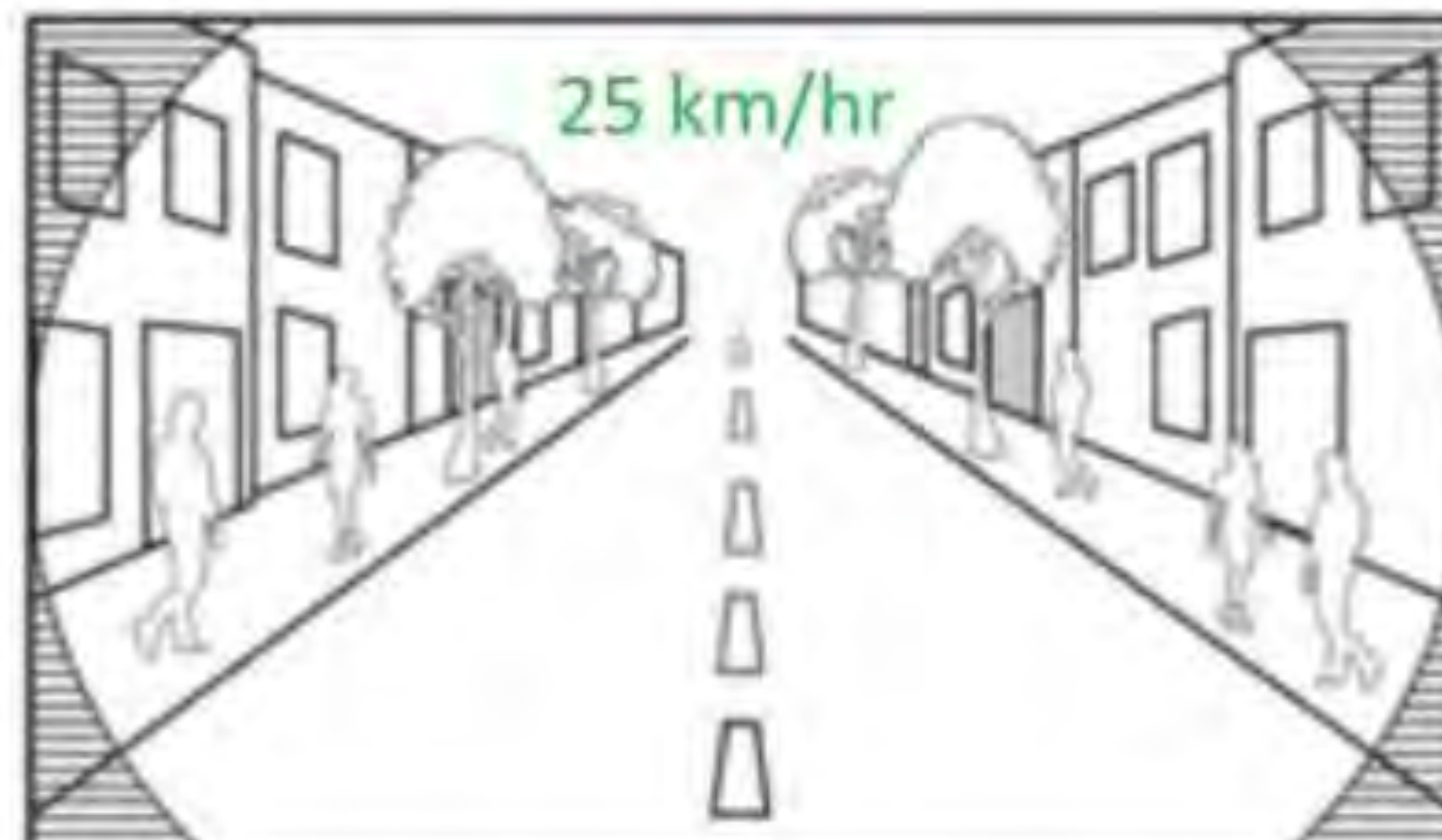
Road Safety: Vehicle Speed

Speed influences approximately one quarter of fatal collisions in Canada.

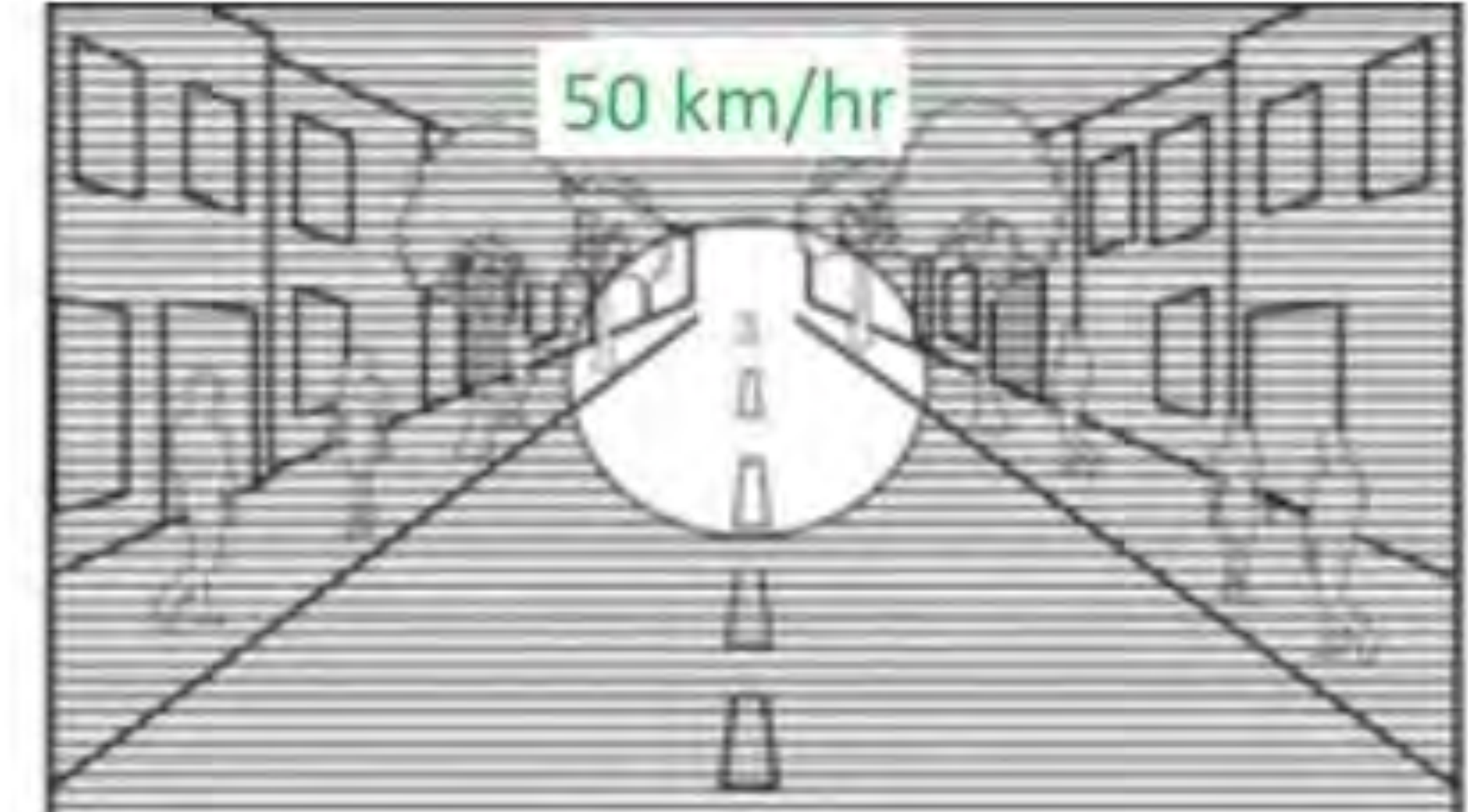
At slower speeds, people driving can see more of what's going on around them. Higher speeds contribute to a greater risk of serious injuries and fatalities by reducing driver reaction time, increasing vehicle stopping distance, and inflicting more severe blunt force trauma on victims.

The likelihood of a vulnerable road user fatality occurring in the event of a collision with a vehicle increases from 10% when the vehicle is travelling at 30 km/h to 100% when the vehicle is travelling at 70 km/h.

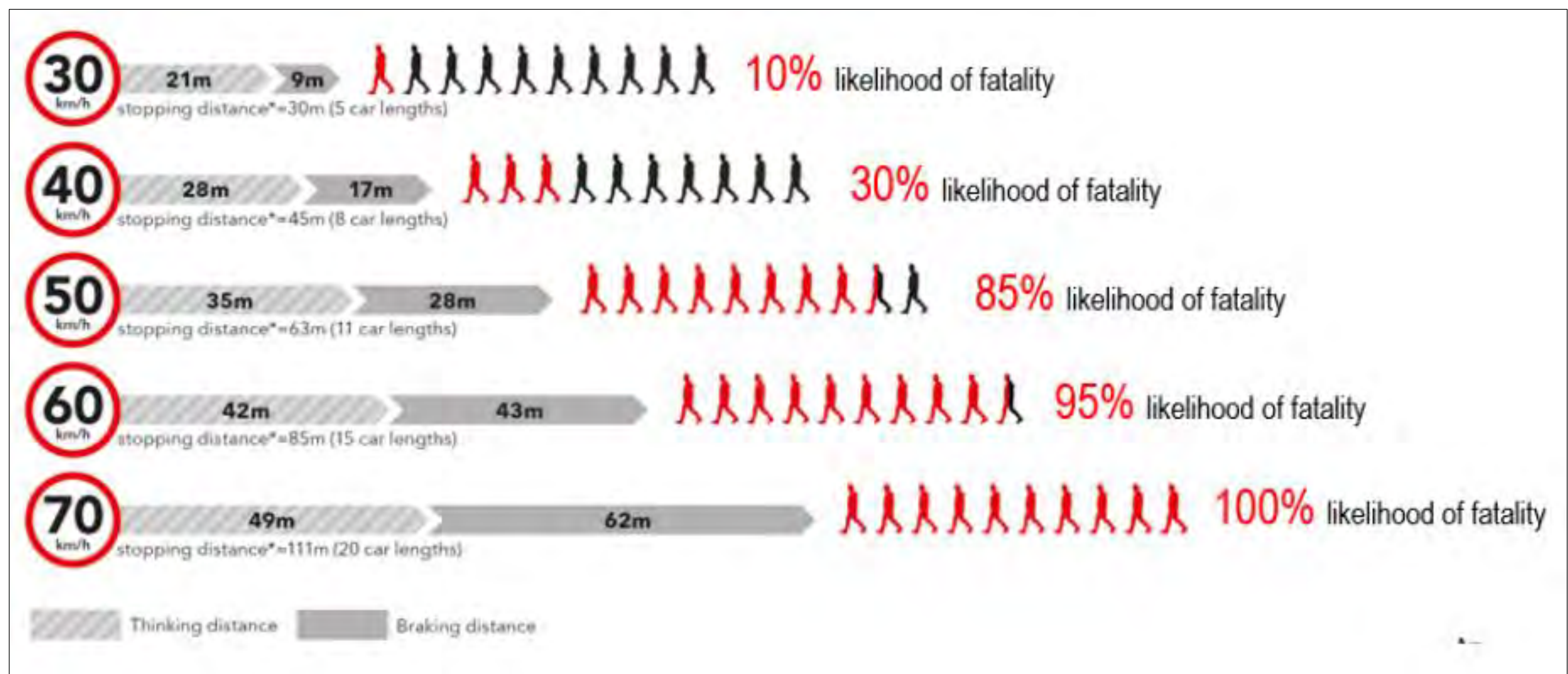
Adhering to the speed limit helps ensure the safety of everyone.



Driver's field of vision - vehicle travelling 25 km/h



Driver's field of vision - vehicle travelling 50 km/h



Impact of Speed on Collision Outcome. Source: ADD

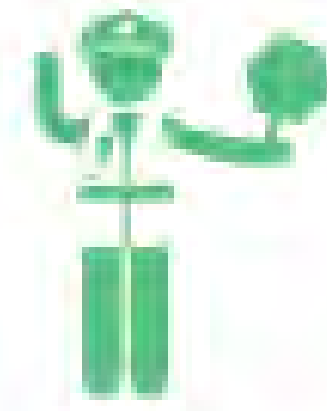
Congestion Management



Leveraging
Technology



Helping
Transit



Managing
Intersections



Event Traffic
Management



Construction
Coordination

Congestion has a significant impact on people's daily lives and travel across all of Toronto. Contributing to this congestion, Toronto continues to be the busiest city for construction in all of North America due to increased private development, major infrastructure renewal and buildout of new public transit facilities. Since the end of the travel restrictions for COVID-19, travel patterns and habits have changed, and the city's population continues to grow.

In October 2024 City Council adopted the **Congestion Management Plan** (Item - 2024.IE16.4) including:

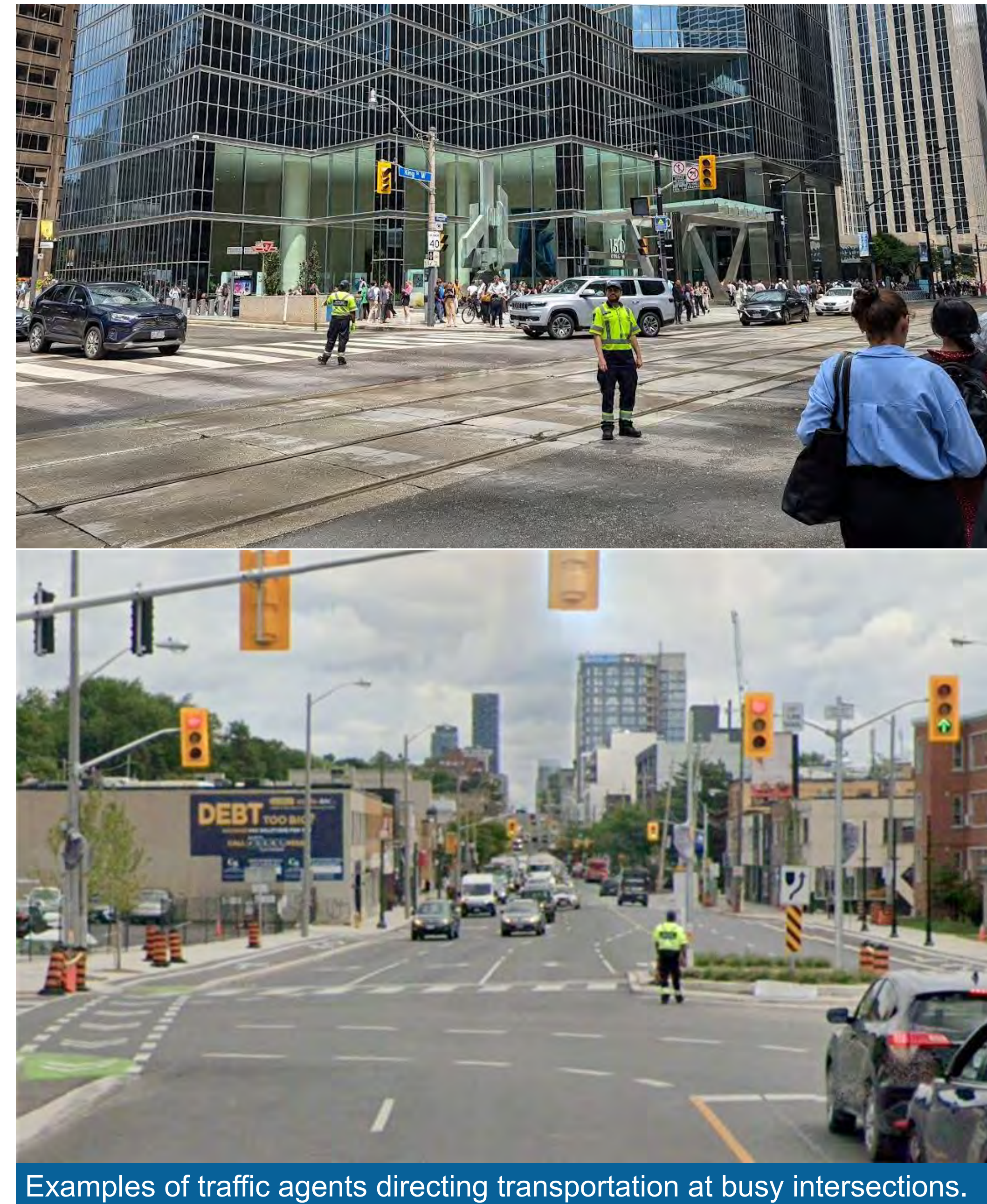
- Better coordination and control of construction activity
- Cost-recovery strategies for traffic congestion mitigation efforts
- Automated enforcement of bylaw infractions such as illegal blocking of signalized intersections, bike lanes and dedicated transit lanes
- Expanding traffic agents and police at specific locations
- New evaluation criteria for Special Events permits
- Increased fines in support of congestion and safety

Traffic Compliance, Monitoring & Enforcement

Traffic enforcement helps to reducing congestion and educate people on behavior that increases safety.

The City supports traffic enforcement through:

- Collaboration with Toronto Police Service (TPS) on locations where officers can be strategically deployed.
- Collection of collision data to identify locations that are hot spots for speed-related injuries or areas with a high risk of collisions and need for additional enforcement.
- Automated Speed Enforcement (ASE), used in Community Safety Zones near schools and uses a camera and a speed measurement device to detect and capture images of vehicles travelling above the posted speed limit.
- Automated Red Light Cameras (RLC) that detect and capture images of vehicles entering an intersection in spite of the traffic signal indicating red.



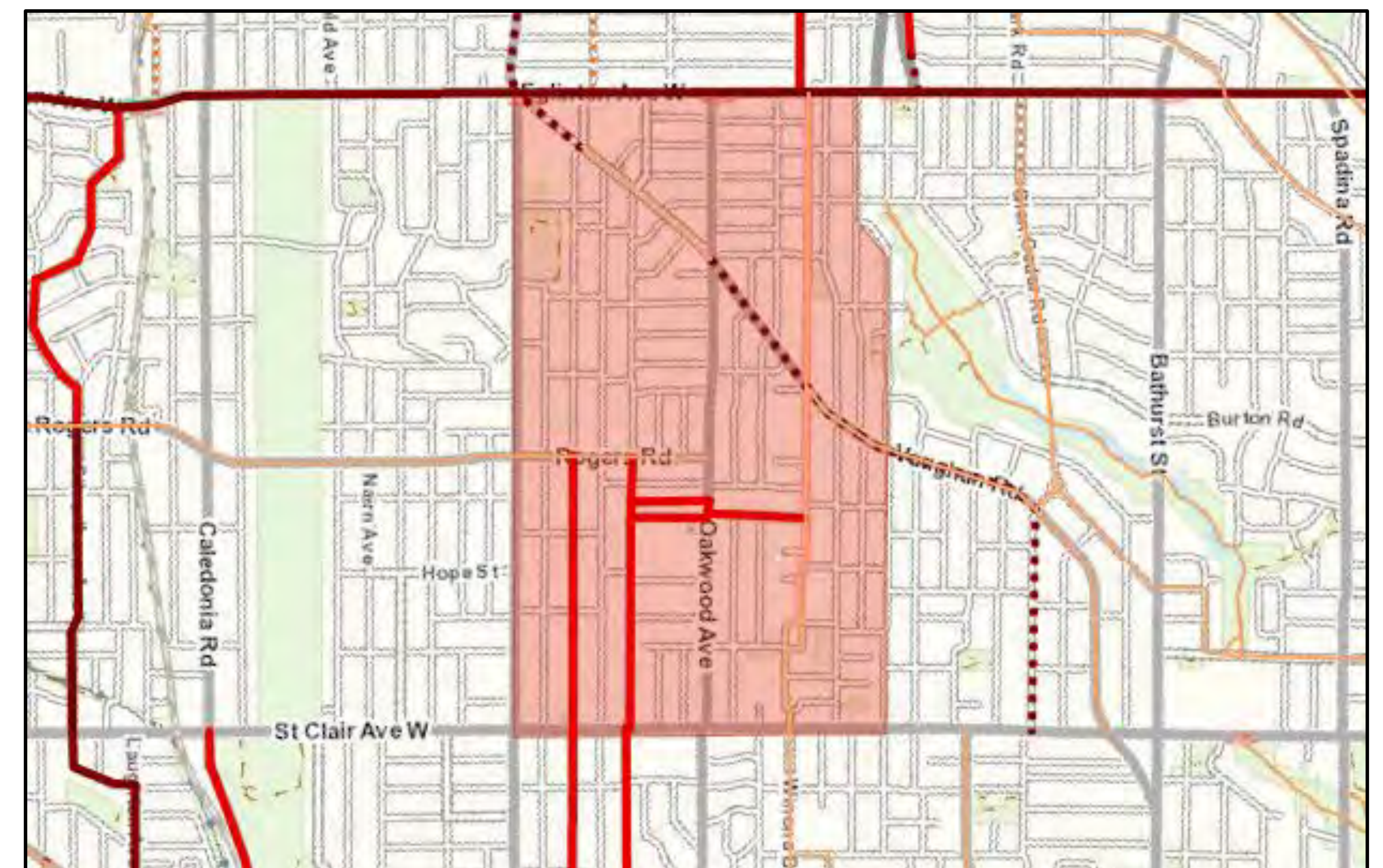
Transportation Options

Streets can be designed to provide transportation options for people to travel in different ways including pedestrians, people who bicycle, take transit or drive, and people of varying ages and levels of ability.

- Where there are **missing sidewalks**, pedestrians have no alternative but to walk on the roadway or on unpaved road shoulders. In winter months when roads are icy or narrowed by snow, and with daylight hours reduced, walking conditions on roadways are less safe than sidewalks. The City delivers new sidewalks as part of state-of-good repair roadway reconstruction, resurfacing and watermain construction projects.
- **Cycling Network Plan** serves as a comprehensive road map outlining the City's planned investments in cycling infrastructure. Making cycling safer and more inviting helps ease congestion, creates a cleaner environment, and promotes physical activity.
- **Bike Share** Toronto offers 24/7 convenient access to help support a fun, flexible and cost-effective way to travel by bike.



Pedestrians walking on the road due to missing sidewalks.



Map showing Cycling Network Plan roadways.

Existing Conditions



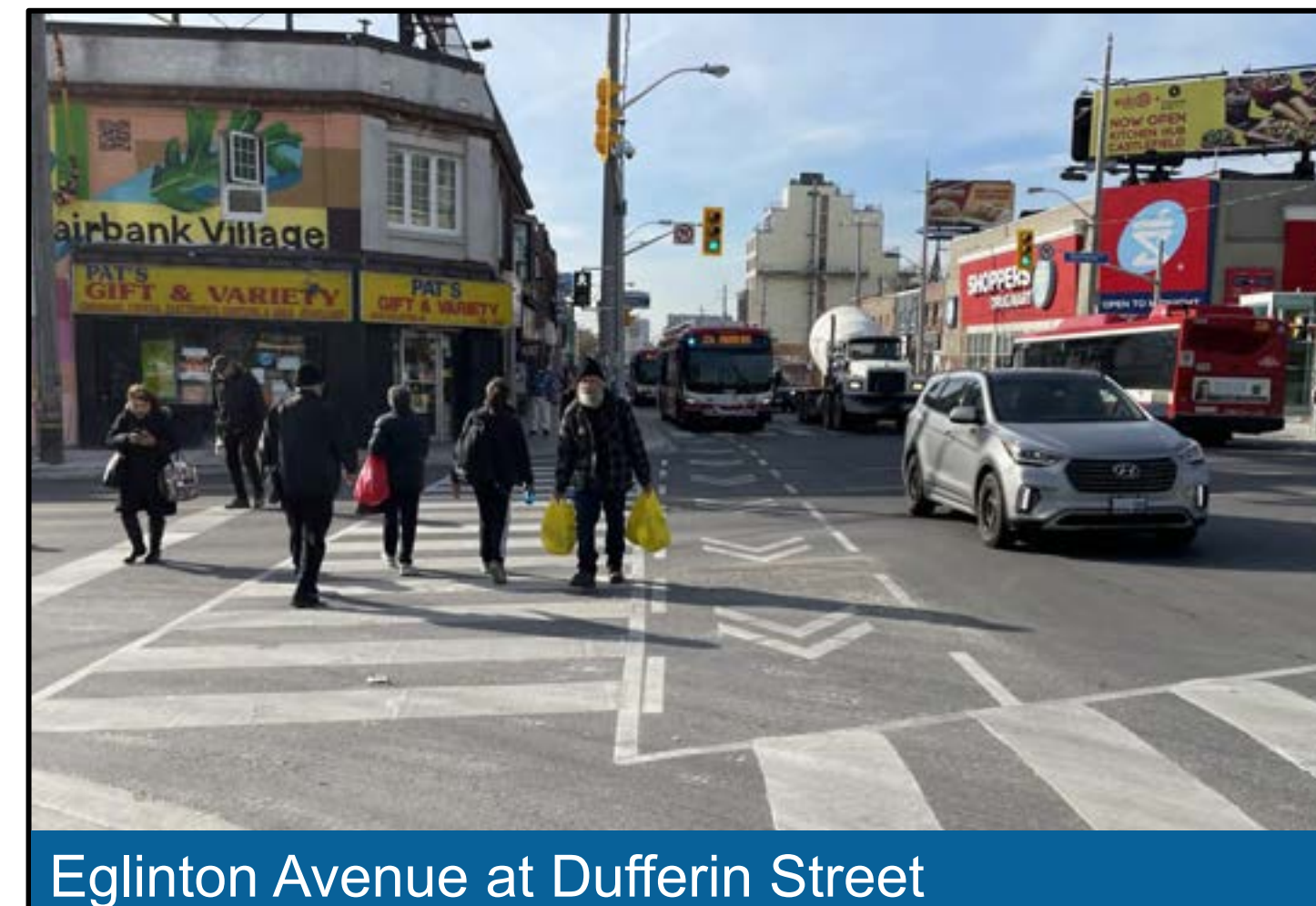
Community Characteristics

Oakwood Village is home to a mix of apartment (53%) and low-rise (47%) households. North of Vaughan Road, there are higher densities, higher transit ridership levels, and more households without a car.

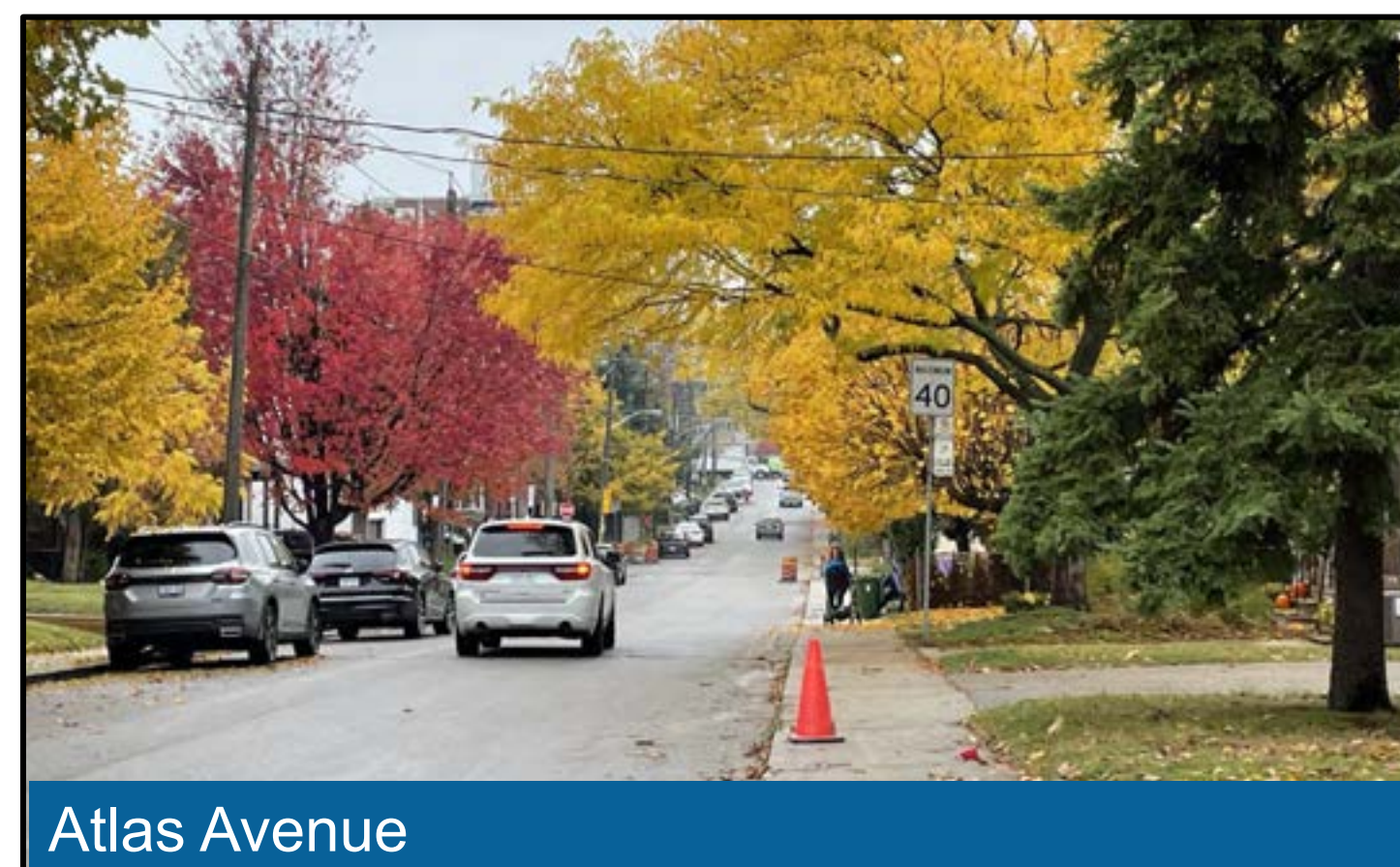
Travel within the neighbourhood is typically to/from home and common destinations such as:

1. Local schools (9 in project area and 5 nearby) and a seniors' residence
2. Nearby parks, libraries, and community gathering spaces
3. Nearby shops (5 Business Improvement Areas)

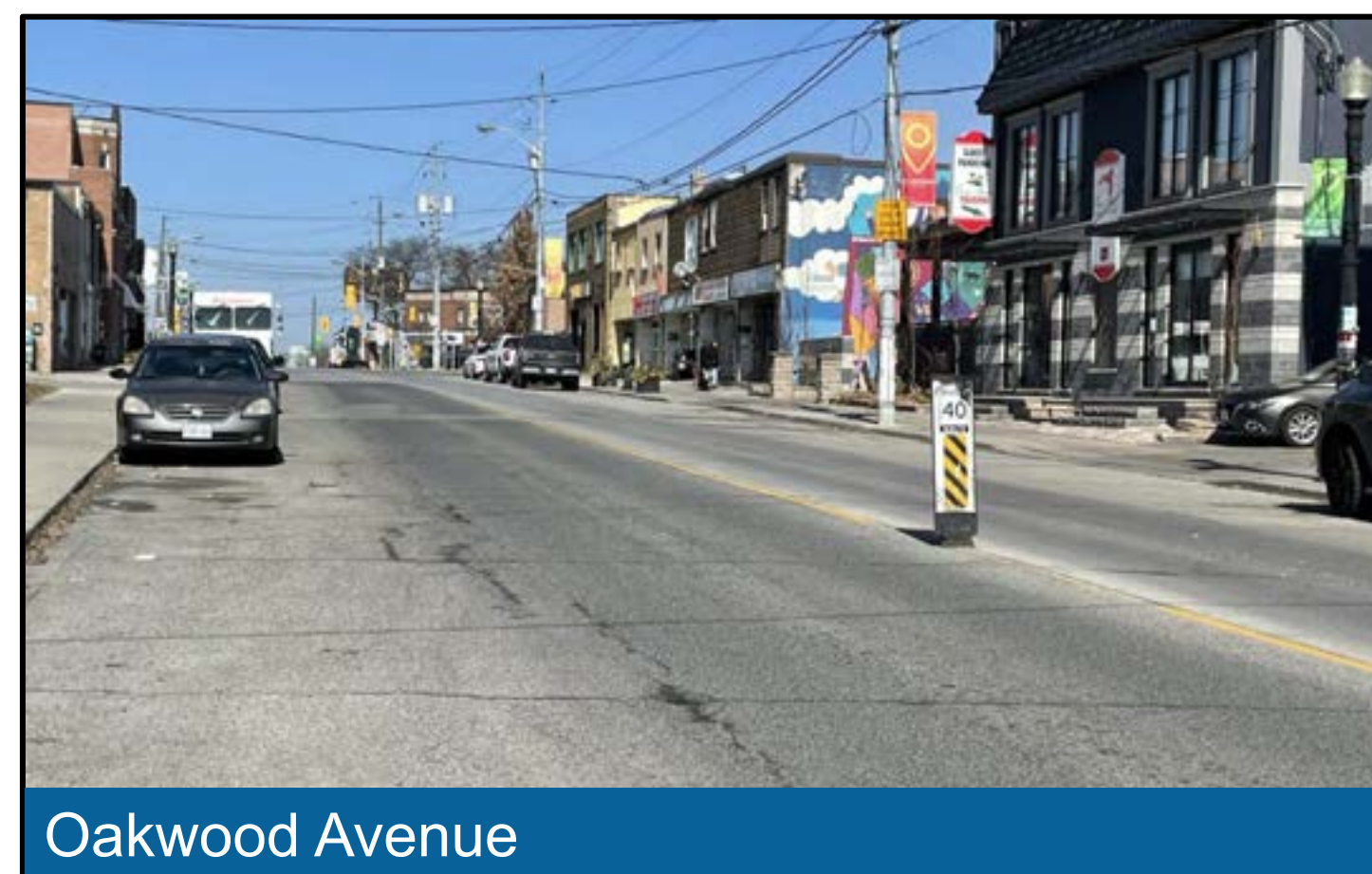
The area is close to several major transit and transportation corridors along Eglinton Avenue West, Dufferin Street and St. Clair Avenue West.



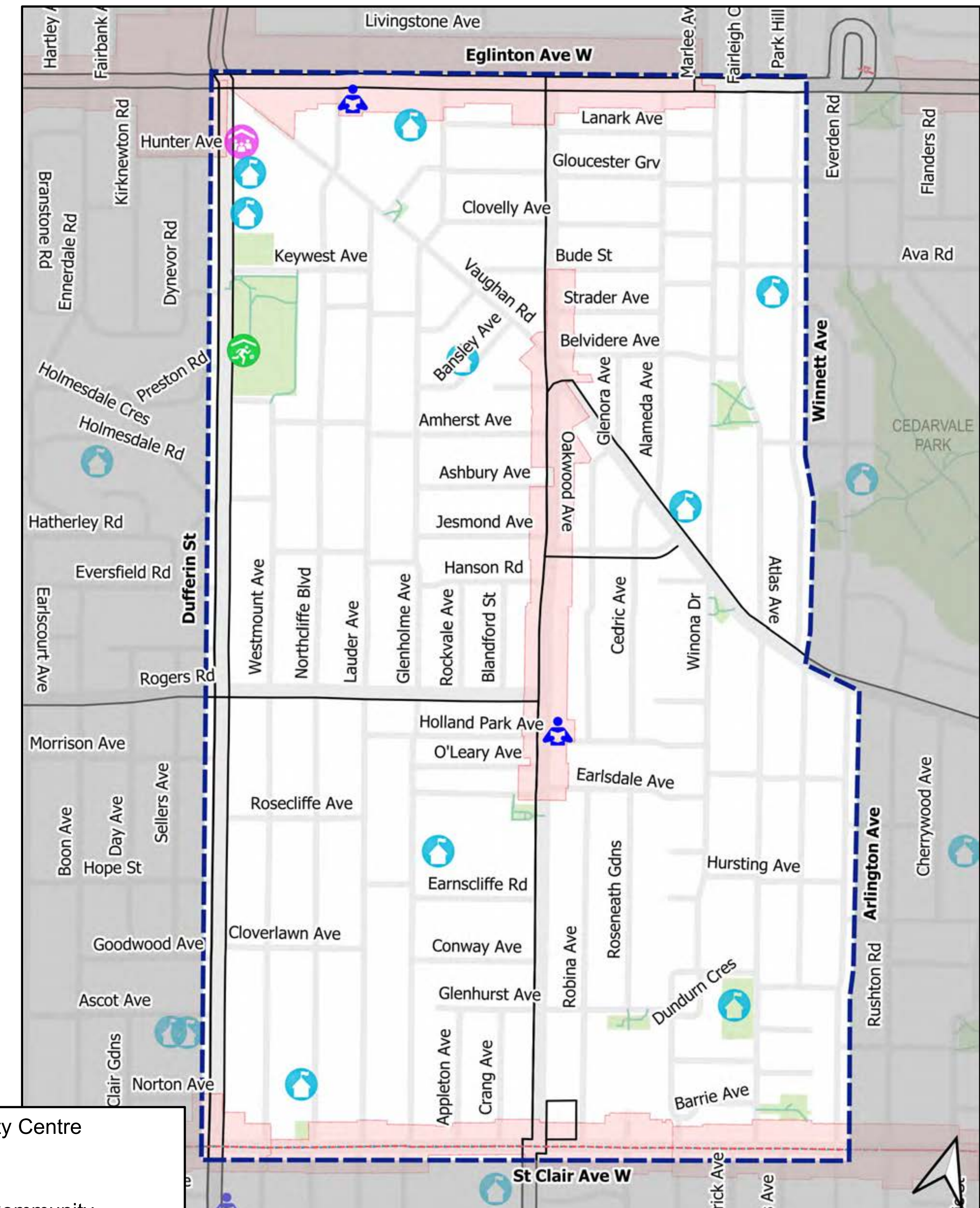
Eglinton Avenue at Dufferin Street



Atlas Avenue



Oakwood Avenue



- | | |
|--------------------------------|----------------------|
| --- Oakwood Village Study Area | 🏠 Community Centre |
| 🌳 Green Space | 🎓 School |
| 🏠 Business Improvement Area | 📖 Library |
| — Bus route | 👴 Seniors' Community |

Map of common destinations and bus routes

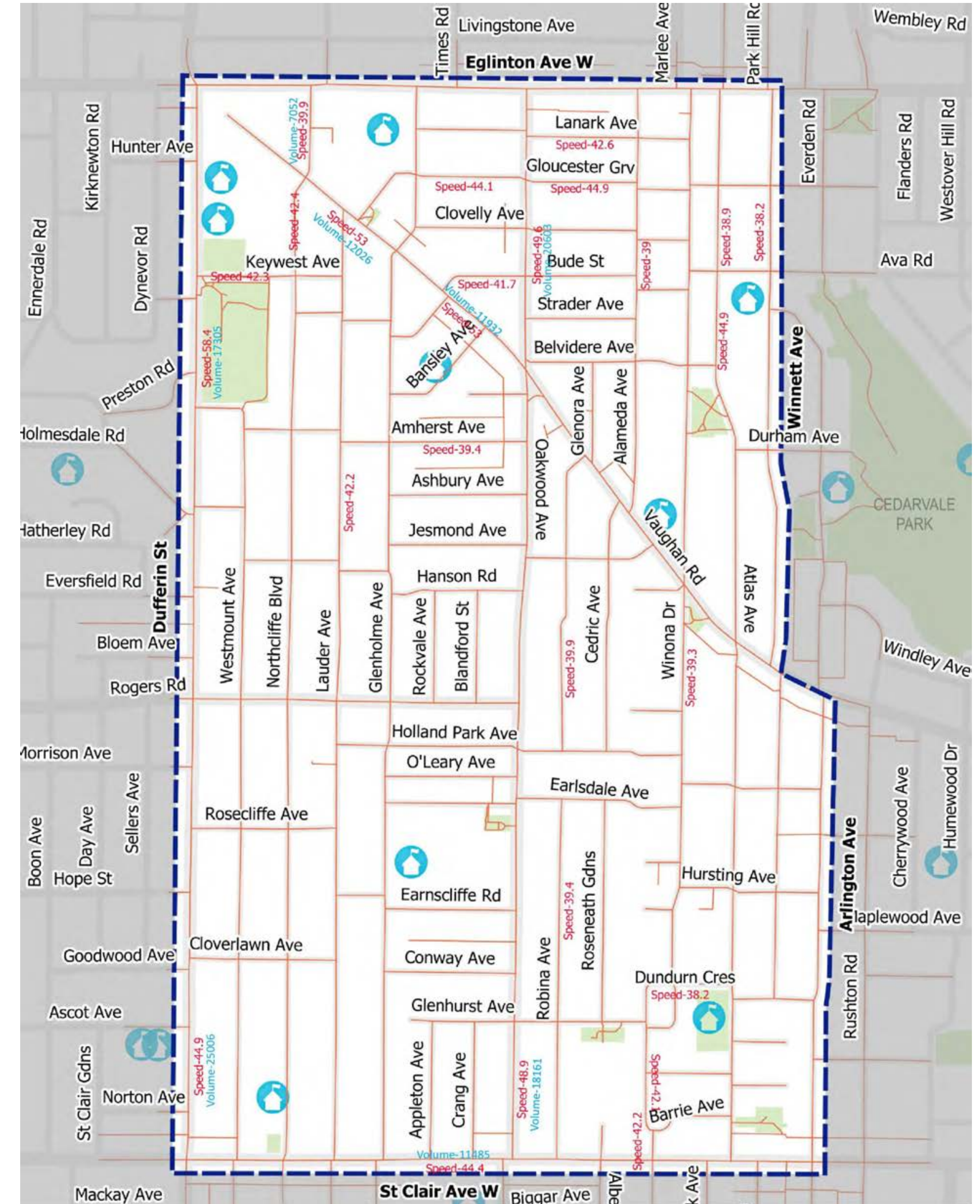
Mobility, Speed and Volume

Mobility:

- From 2016 to 2022, car ownership increased, and more trips are made by car.
- 52% of trips are by car: 38% as a driver, 14% as a passenger.
- 23% of trips are made by transit and 21% are made by walking.
- About 74% of trips under 1 km are walked; most trips between 1 and 2 km are made by car.

Public transit in the area is provided by Eglinton West subway station, the 512 St. Clair streetcar, and five bus routes: 32 Eglinton; 29 Dufferin; 90A Vaughan; 63 Ossington and 161 Rogers Road. See the Related & Nearby Projects panel for coming changes to transit in the area.

Based on **traffic data** collected over the last five years there is evidence of speeding on streets across the neighbourhood primarily on north-south routes that do not have speed humps. Streets where there is speeding include: Alameda Avenue, Atlas Avenue, Keywest Avenue, Lanark Avenue, Lauder Avenue, Northcliffe Boulevard, Roseneath Gardens, and Winona Drive.



Map of available mid-block speeds and volumes

Transportation Options

In Oakwood Village, 39% of households do not own a car and 55% of trips 5 kilometres or less are made by walking, biking, and transit.

Sidewalks & Trails

Most streets have sidewalks on both sides. Sidewalks are typically 1.2 to 1.5m wide on most streets with frequent driveways.

Locations of missing sidewalks include:

- Glenhurst Avenue, east of Oakwood Avenue
- Westmount Avenue, south of Rosecliffe Avenue
- Winona Drive, between Gloucester Grove and Ava Road
- Keywest Avenue, west of Northcliffe Boulevard

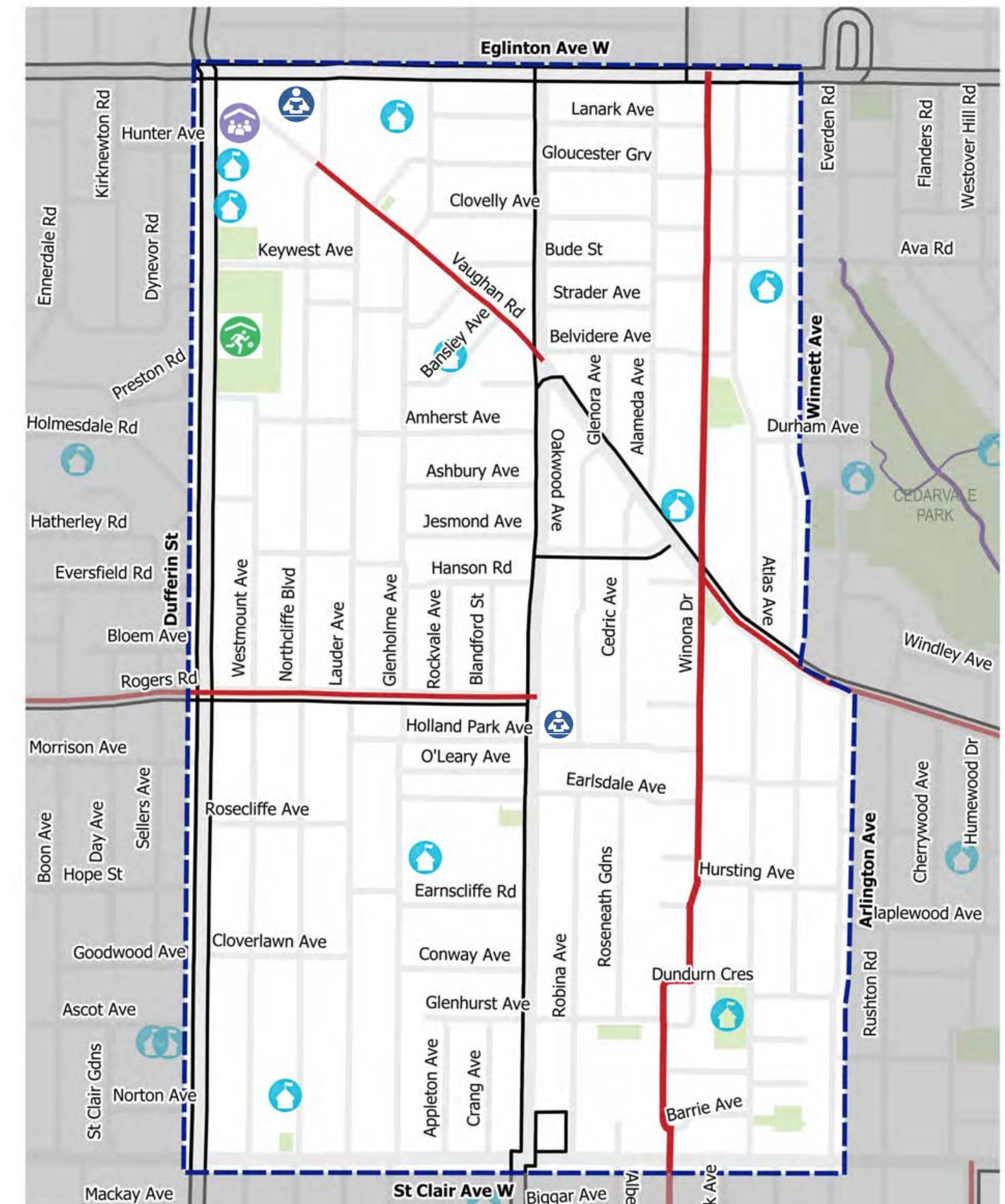
Bikeways

There are existing bikeways on Rogers Road, Winona Drive and sections of Vaughan Road (some sections on one side only).

Several cycling routes have been identified for study as part of the Council-approved Cycling Network Plan 2025-2027 Near-Term Implementation Program.

See Related & Nearby Projects (Panel 18) for more information.

Transit service includes TTC bus, streetcar and subway access.



Map of Bikeways and Transit

Oakwood Village Study Area	Community Centre
Green Space	School
Bikeways	Library
Transit	Seniors' Community

Road Safety: Collision History

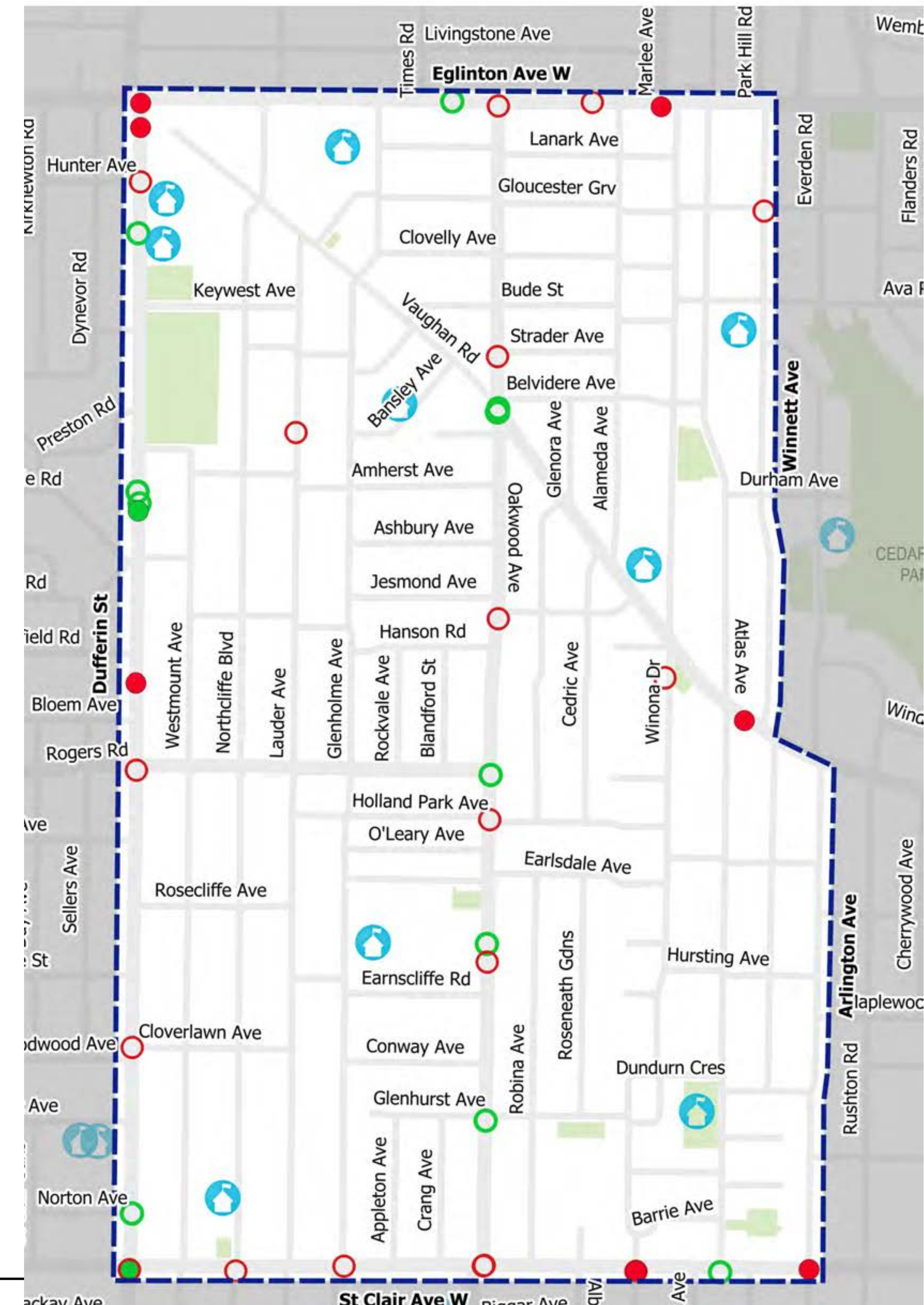
Over the last 10 years, it is estimated that over two thousand collisions have been reported within the study area including:

41 collisions that resulted in death or serious injury:

- 13 involved an older adult aged 65 years or more (6 fatalities)
- 28 collisions involved people in other age groups (3 fatalities)

7 of the 9 fatal collisions involved a pedestrian. Fatalities resulted from:

- A driver going eastbound striking a pedestrian crossing St. Clair Avenue West at Arlington Avenue in March 2015
- A driver on Dufferin Street striking pedestrian crossing near the laneway south of Eversfield Road in June 2015
- A driver going westbound on Eglinton Avenue striking a pedestrian crossing at Marlee Avenue in July 2018
- A southbound driver on Dufferin Street striking a pedestrian crossing mid-block near Eglinton Avenue in January 2019
- A driver going southbound on Dufferin Street striking a driver reversing mid-block between Martin Street and Gibson Street in September 2022
- A driver going westbound on Vaughan Road striking a pedestrian crossing near Atlas Avenue in August 2023
- A truck driver turning left and striking a pedestrian crossing Dufferin Street at Eglinton Avenue West in November 2023
- A truck driver turning right and striking a pedestrian on St. Clair Avenue West at Winona Drive in December 2023
- A motorcyclist going westbound striking a driver and 2 passengers in a car turning left eastbound from Dufferin Street to St Clair Avenue West in August 2024

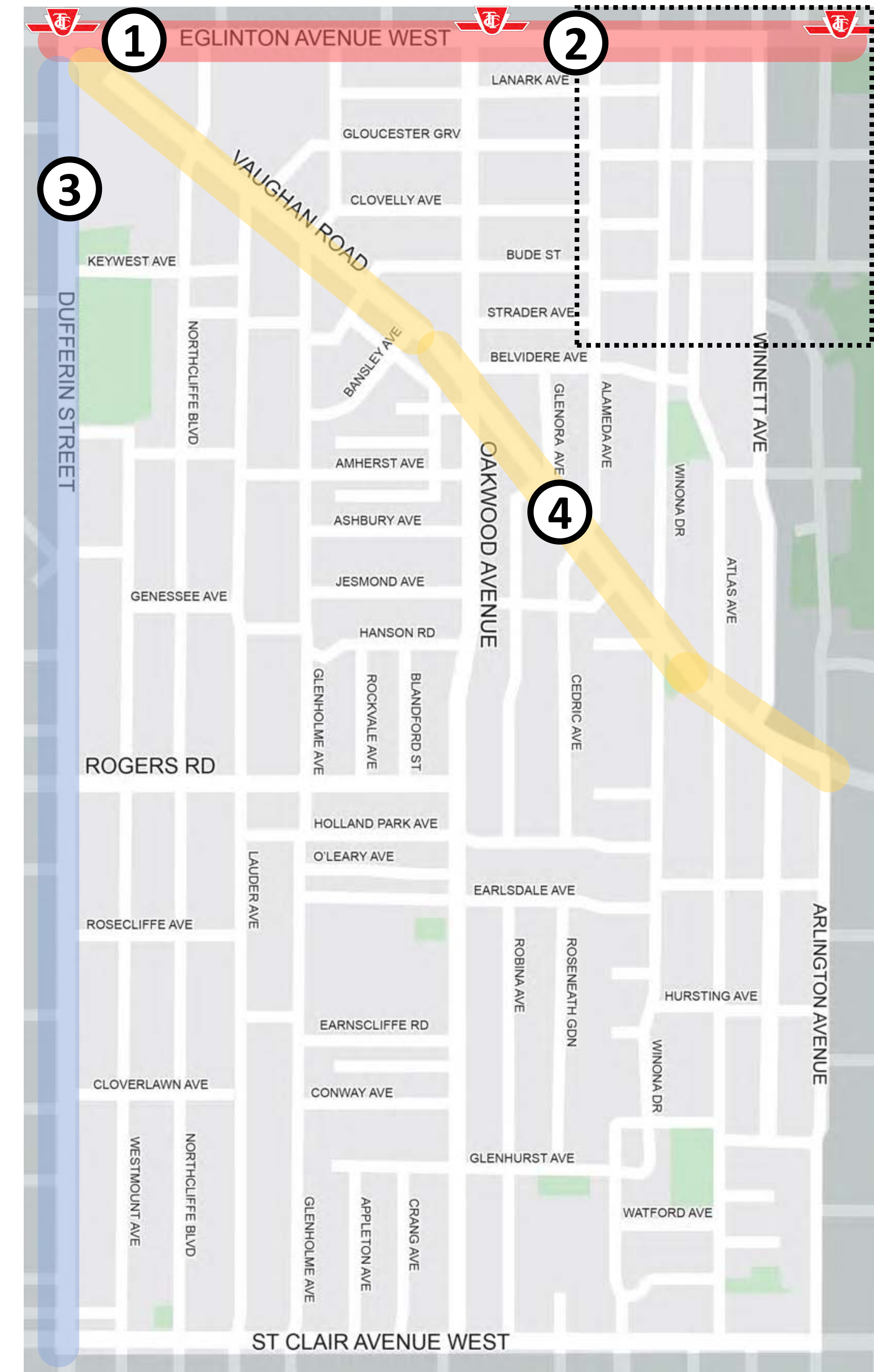


Map of 10-Year History (2015-2024)
Killed or Serious Injury (KSI) Collisions

Related & Nearby Projects

The project team is coordinating with relevant nearby transportation projects that can affect travel patterns.

- 1. TTC Line 5 Eglinton:** The opening of the completed light rail transit line will add three stations along Eglinton Avenue in or near Oakwood Village: Fairbank (at Dufferin Street), Oakwood (at Oakwood Avenue), and Cedarvale (near Allen Road).
- 2. EglintonToday Complete Streets Project:** To make Eglinton Avenue safer, City Council approved changes to travel lanes and parking, new protected cycling tracks and streetscape improvements, installation deferred pending the opening of TTC Line 5 Eglinton. This project has led to further investigations to improve operations and access to the Allen Road ramps and potential changes on nearby streets to limit infiltration by drivers going to and from Allen Road.
- 3. RapidTO: Dufferin Street** will work with the local community to develop an implementation plan for future transit priority opportunities along Dufferin Street from Bloor Street to Wilson station, and to identify interim transit priority measures that can be implemented for FIFA World Cup 2026.
- 4. Vaughan Road Project (public consultation in Fall 2025):** Road resurfacing on Vaughan Road east of Oakwood Avenue will incorporate design features to improve safety at intersections and all along the corridor.



Map of Related & Nearby Projects

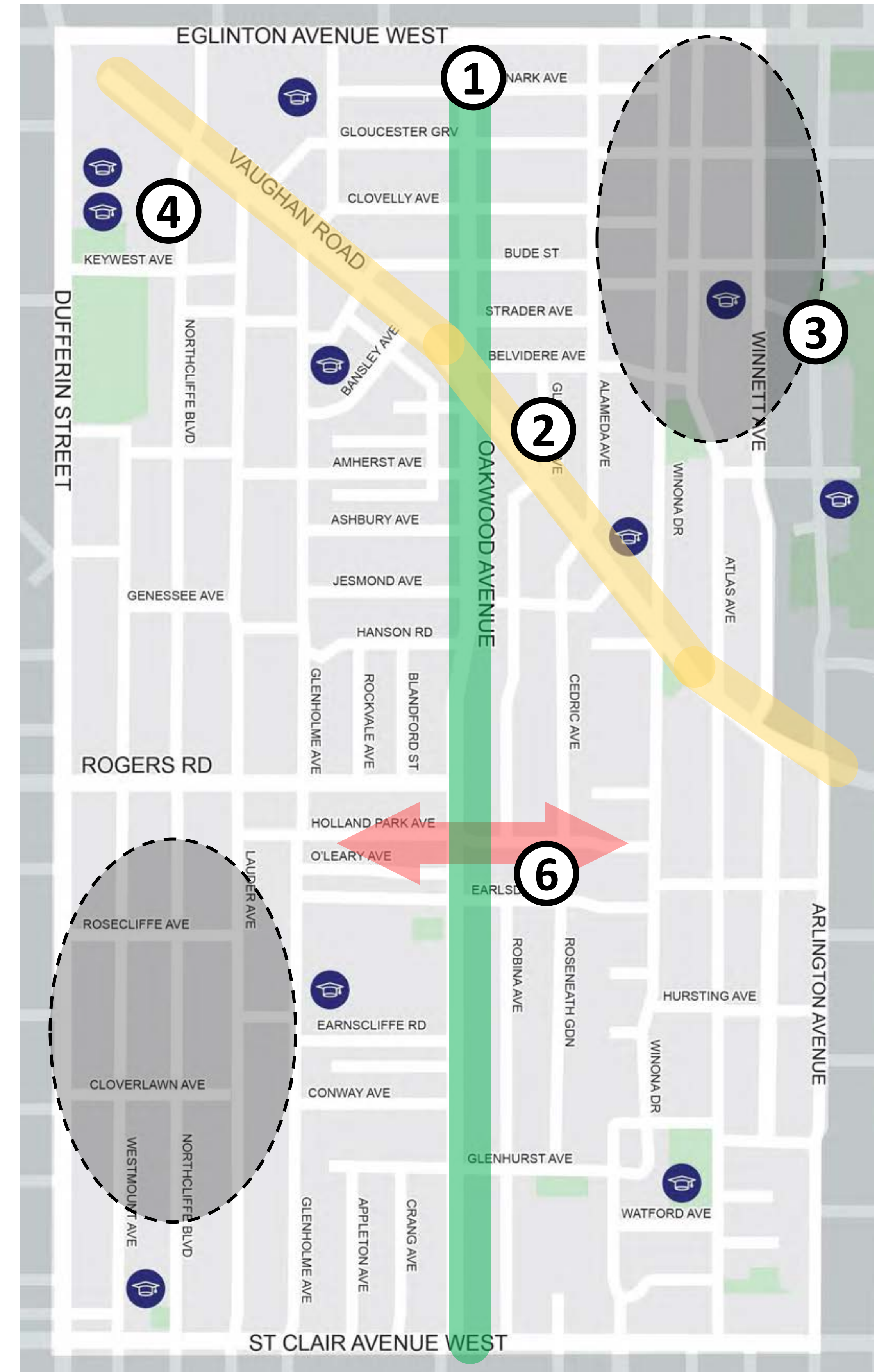
Proposed Changes



Top Issues and Opportunities

Based on public feedback in Phase 1 and data-driven area analysis, the top issues and opportunities identified in the neighbourhood are:

1. **Pedestrian safety crossing Oakwood Avenue:** Oakwood Avenue is a wide corridor and key north-south access route for motor vehicles, road conditions are uncomfortable for pedestrians to cross and can deter walking.
2. **Vaughan Road safety:** Vaughan Road is a constrained east-west corridor with complex needs. There is upcoming road resurfacing planned from Oakwood Avenue eastward, which is an opportunity to provide safety improvements.
3. **Infiltration on neighbourhood streets:** There is concern that neighbourhood streets are used as through routes between busy corridors, causing higher speeds and volumes especially on north-south streets.
4. **Schools & business needs:** access and safety for children at schools during pick-up and drop-off as well as shop parking & loading activities conflict with pedestrian safety and can impede motor vehicle traffic along nearby streets.
5. **Travel options without a car (area-wide):** There is a general desire to improve conditions for walking and cycling when traveling to local destinations and to connect to transit.
6. **East-west connections:** an opportunity to combine pedestrian safety and cycling connections with a new protected crossing on Oakwood Avenue at Holland Park Avenue.



How Proposed Changes Were Developed

Proposed changes were developed through consideration of City policies, programs and technical requirements alongside public feedback.

Community Input:

- Community expertise about concerns, opportunities and priorities provided through consultation activities

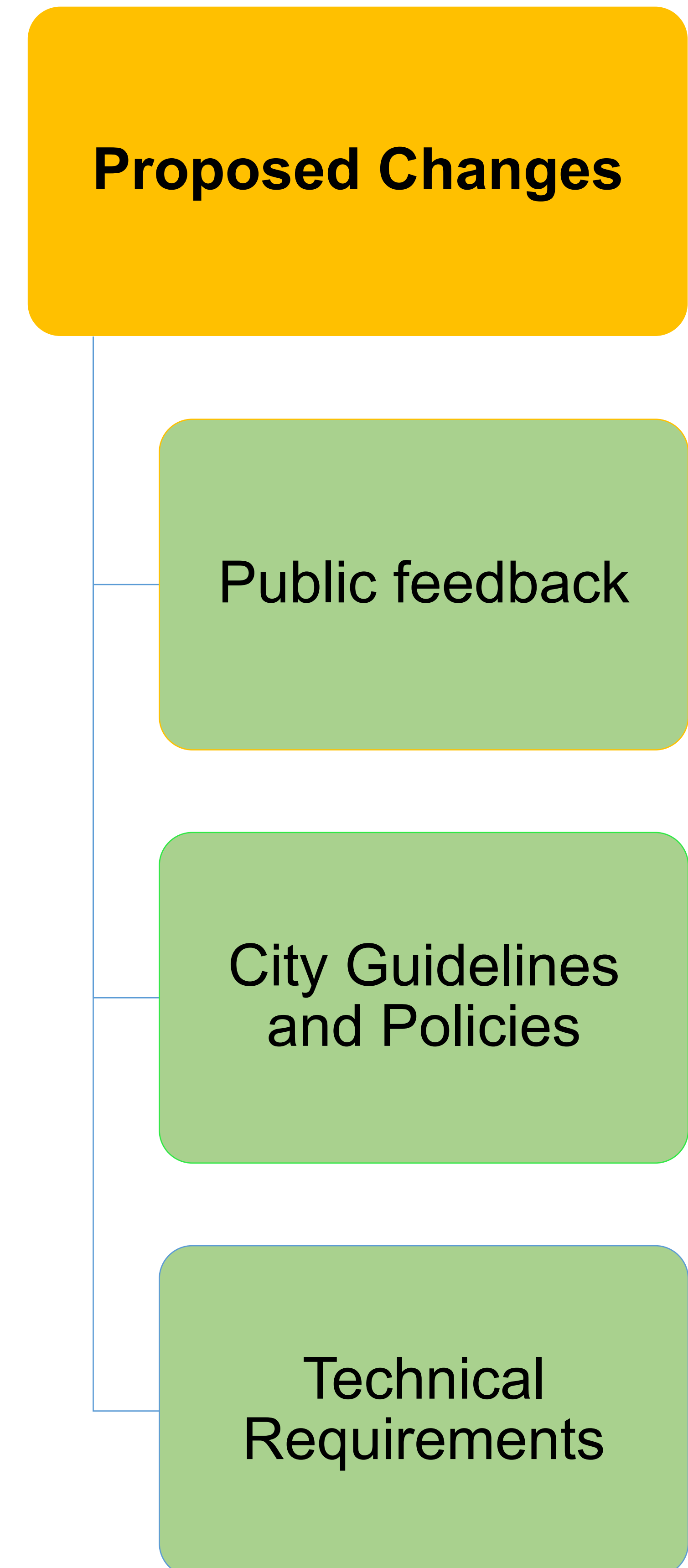
City Policies and Programs:

- Ensure that the City guidelines, policies and other Council requirements are followed

Technical Requirements:

- Infrastructure Requirements (State of Good Repair)
- Universal Design
- Construction Standards

Recommendations are reviewed by City services that use roadways so that Toronto's Fire Services, Paramedics, Police, Solid Waste pickup, TTC, Wheel-Trans, road maintenance and snow clearing can continue to function well and serve the community.



1. Pedestrian Safety Oakwood Avenue

Oakwood Avenue is a key north-south corridor with local destinations and high pedestrian activity. As a wide street, it encourages high motor vehicle speeds creating uncomfortable conditions for pedestrians to cross east-west and access destinations across and along the street.

- There is high pedestrian activity along Oakwood Avenue and crossing at Eglinton Avenue, Vaughan Road, Rogers Road, Holland Park Avenue and St. Clair Avenue. Many pedestrians cross at unprotected locations to access shops and community destinations.
- TTC bus routes on Oakwood Avenue include 63 Ossington and 161 Rogers Road (south of Rogers Road).
- High volumes of turning motor vehicles relate to higher potential for pedestrian conflicts at Eglinton Avenue, Vaughan Road, Rogers Road and St. Clair Avenue West.
- At pedestrian crossovers, it is reported that drivers frequently approach at high speeds, do not stop, or stop too closely to the crosswalk at Clovelly Avenue, Rawlinson Lane and Conway Avenue.
- Pedestrians and motorists report feeling unsafe due to high speeds and right-side passing between parked cars.
- Wide travel lanes (6.5m) lead to unpredictable movements such as side-by-side queuing and right-side passing. Some drivers behave as it is one wide lane while other drivers behave as it is two lanes.



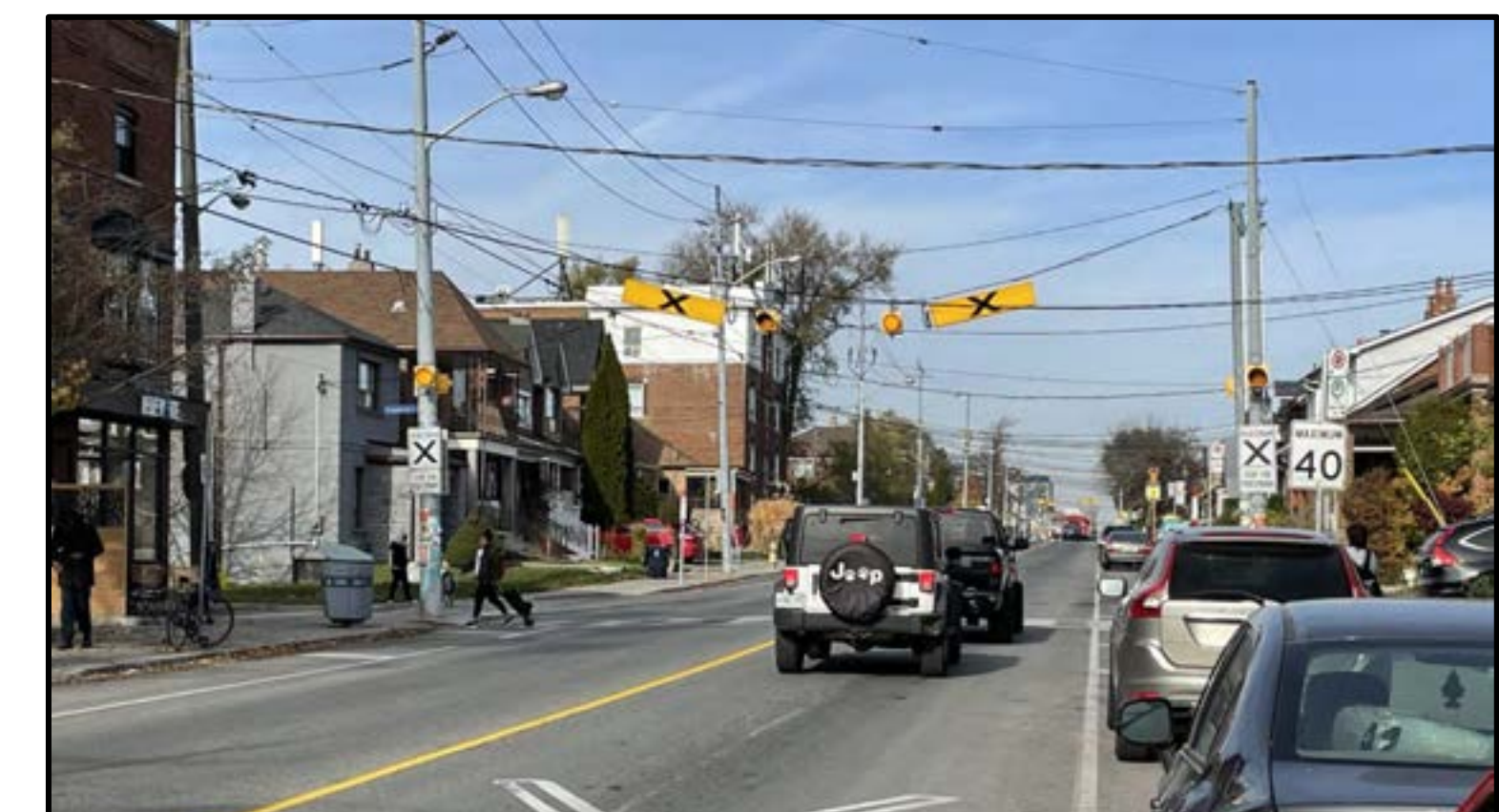
Pedestrian with mobility device crossing Oakwood Avenue near Conway Avenue



Wide lanes on Oakwood Avenue, near Lanark Avenue



Family walking on sidewalk in front of Oakwood Village library



Edge lines mark parking lane looking north from Glenhurst Avenue



Pedestrian crossover at Oakwood Avenue and Clovelly Avenue intersection



Oakwood Avenue and Rogers Road intersection heavily used by all modes

1. Pedestrian Safety Oakwood Avenue: Potential Changes

The Plan proposes to improve pedestrian safety with a new pedestrian crossing and other improvements for pedestrian comfort at existing pedestrian crossovers. It also proposes pavement markings to reinforce that Oakwood Avenue is intended to operate as one travel lane in each direction.



New and upgraded pedestrian crossings

Upgrade the pedestrian crossover at Clovelly Avenue to a pedestrian signal.

Add a new traffic signal at Holland Park Avenue to help pedestrians and people cycling to cross and connect with proposed bikeways on Holland Park Avenue.

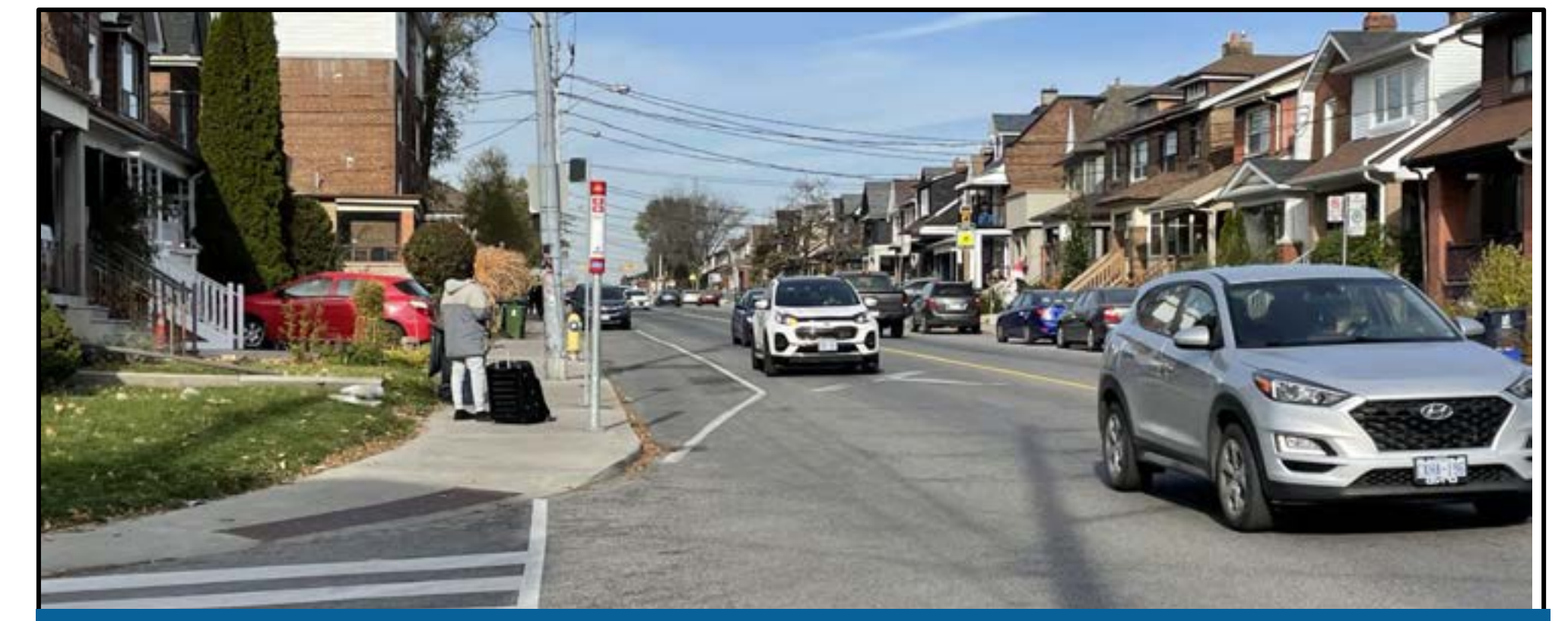
Other potential crossing locations are strategically identified subject to future conditions such as increased pedestrian demand from nearby development, growing retail street vibrancy and the opening of TTC Line 5 Eglinton.



Additional safety improvements using temporary and permanent materials

At key pedestrian crossing locations such as Clovelly Avenue and Rawlinson Avenue, add enhanced features to improve pedestrian safety and comfort using paint, signage, bollards or minor civil works.

Potential enhanced features include pavement markings, in-road flexible signs, bump-outs (curb extensions) or a pedestrian refuge island using temporary or permanent material, where feasible.




Edge lines and turn lane pavement markings

Promote predictable driver behaviour by:

- extending the existing edge lines south of Rogers Road, through the entire length of Oakwood Avenue to Eglinton Avenue. Edge lines separate the travel lane from on-street parking and other curbside uses.
- clearly marking turn lanes at Eglinton Avenue, Vaughan Road, and Rogers Road

1. Pedestrian Safety Oakwood Avenue: Map

Proposed Changes

-  New or upgraded pedestrian crossing
 - Clovelly Avenue (upgrade pedestrian crossover to pedestrian signal)*
 - Holland Park Avenue (new traffic signal with East-West Connections)*
- Intersection or geometric safety improvements
 - Clovelly Avenue (with pedestrian signal upgrade)*
 - Amherst Avenue, Ashbury Avenue (with future road work)*
 - Rawlinson Lane, Conway Avenue (temporary materials)*
- Minor safety improvements
 - add or refresh zebra crosswalks, refresh existing pavement markings*
- Corridor safety improvement
 - edge lines and turn lanes markings at key intersections*

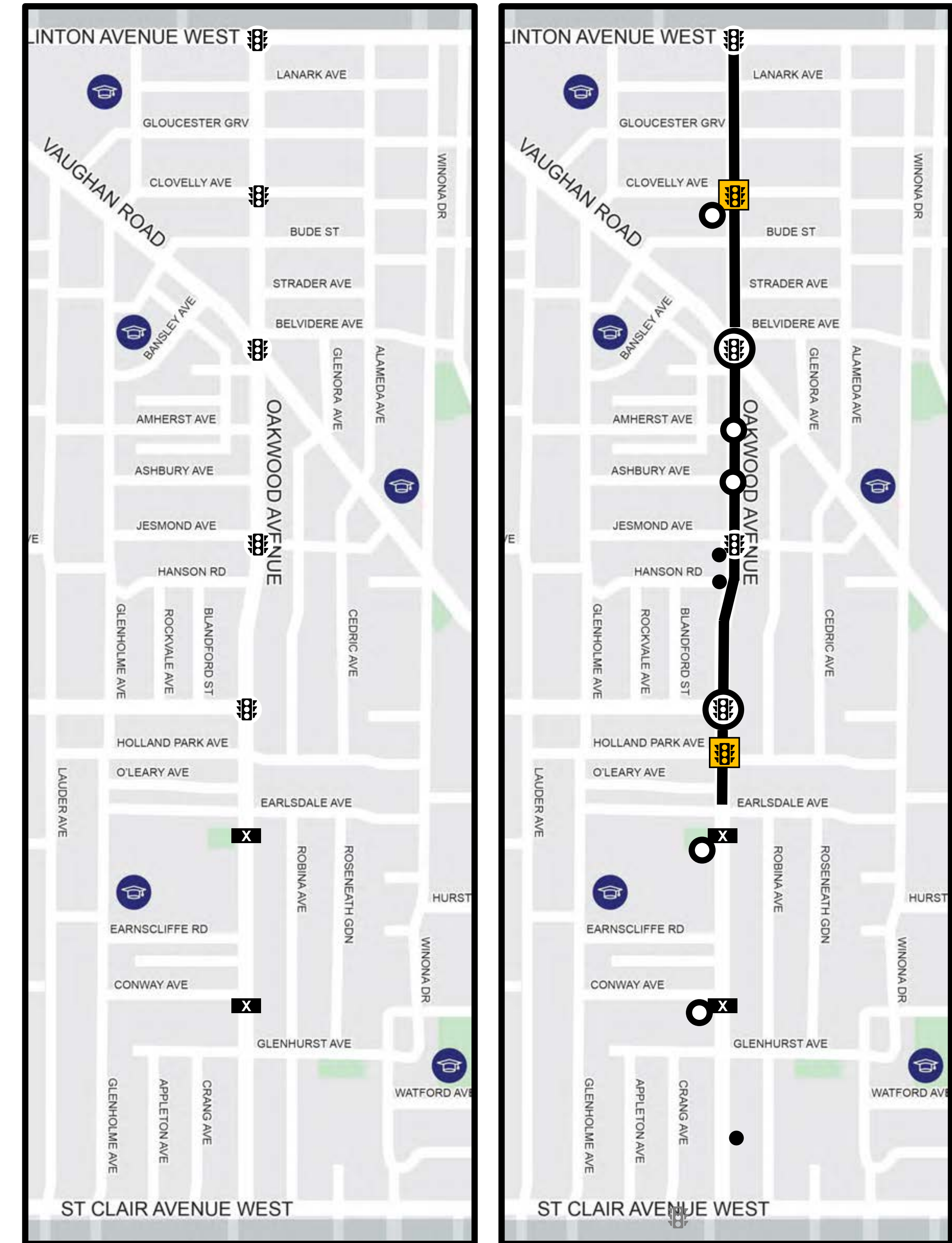
Existing Pedestrian Crossings

-  Existing traffic signal
-  Existing pedestrian crossover

Other potential changes

-  Strategic location for new pedestrian crossing, subject to future conditions*
 - Between Lanark Avenue and Gloucester Grove*
 - Glenhurst Avenue and relocation of Conway Avenue crossing to Earnscliffe Road*

*Note: These locations do not currently qualify for pedestrian crossing and are recommended for reconsideration in 5-10 years.



Existing Crossings

Proposed Changes

2. Vaughan Road Safety

Vaughan Road east of Oakwood Avenue is programmed for road resurfacing within the next few years. This road work provides an opportunity to build added safety improvements as a separate project on Vaughan Road.

Vaughan Road is a key east-west corridor with a constrained width and complex needs:

- Public requests for more and improved pedestrian crossings.
- Minor arterial road with bus route 90A and bike lanes on one side of the street.
- Various curbside uses such as school bus loading zones at 529 Vaughan Road, and street-based permit parking.
- Major turning movements at Oakwood Avenue, Northcliffe Boulevard, Glenholme Avenue, and Winona Drive to access to Eglinton Avenue as well as homes and schools north of Vaughan Road.
- Sight line issues at intersections where Vaughan Road crosses street network at a skewed angle.
- Entry and exit of motorists who bypass Oakwood Avenue by traveling through neighbourhood streets to access Eglinton Avenue, Allen Road, and St. Clair Avenue West.



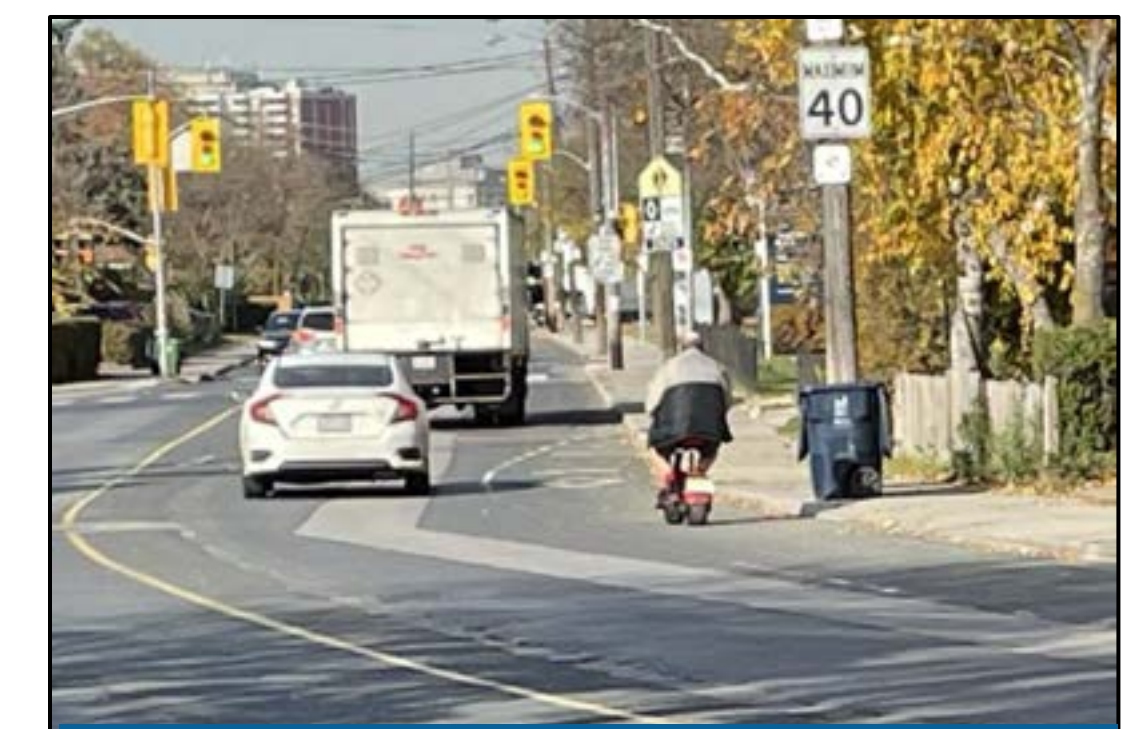
Aerial map of the Oakwood-Vaughan intersection



Askew crosswalks at Vaughan Road, Winona Drive & Moir Avenue



Pedestrian waiting for a gap to cross near Atlas Avenue



Person riding a seated scooter in westbound bike lane

2. Vaughan Road Safety: Potential Changes

A dedicated project has been initiated to improve safety and mobility on Vaughan Road. Community consultation is planned for this Fall. The Plan recommends that the street design is changed to improve pedestrian safety, upgrade the existing bikeway, and reduces speeds while maintaining mobility for all road users. Further design details to be shared in the Fall.



Redesign the intersection of Oakwood-Vaughan

Include new turn restrictions as part of the redesign and add safety improvements:

- Restrict east and west left-turns
- Restrict northbound right-turn
- Realign the north and south left-turns
- Re-design and potentially relocate bus stop

Other improvements to be considered in the design are curb radii changes, pedestrian crosswalk placement, accessible design, and placemaking in the southeast corner.



New pedestrian crossing and intersection safety improvements

A new pedestrian crossing is proposed east of Oakwood Avenue somewhere between the intersections of Robina-Glenora to Alameda Avenue based on community input.

Intersection safety improvements are proposed at multiple intersections (see map on Panel 32)

Example safety features are intersection realignment, curb extensions, raised sidewalks, bollards, zebra crosswalk markings, and signage.



Lower speeds to balance safety and operational needs

Encourage lower, but consistent speeds on Vaughan Road by:

- Designating as a Community Safety Zone to allow automated speed enforcement (accelerated approval in Spring 2025).
- Installing in-road speed limit signs

Through the project on Vaughan Road, it is recommended that the design:

- narrows existing travel lanes while also upgrading the existing bikeway
- limit added motor vehicle delay to encourage through traffic to stay on Vaughan Road.

3. Infiltration on neighbourhood streets

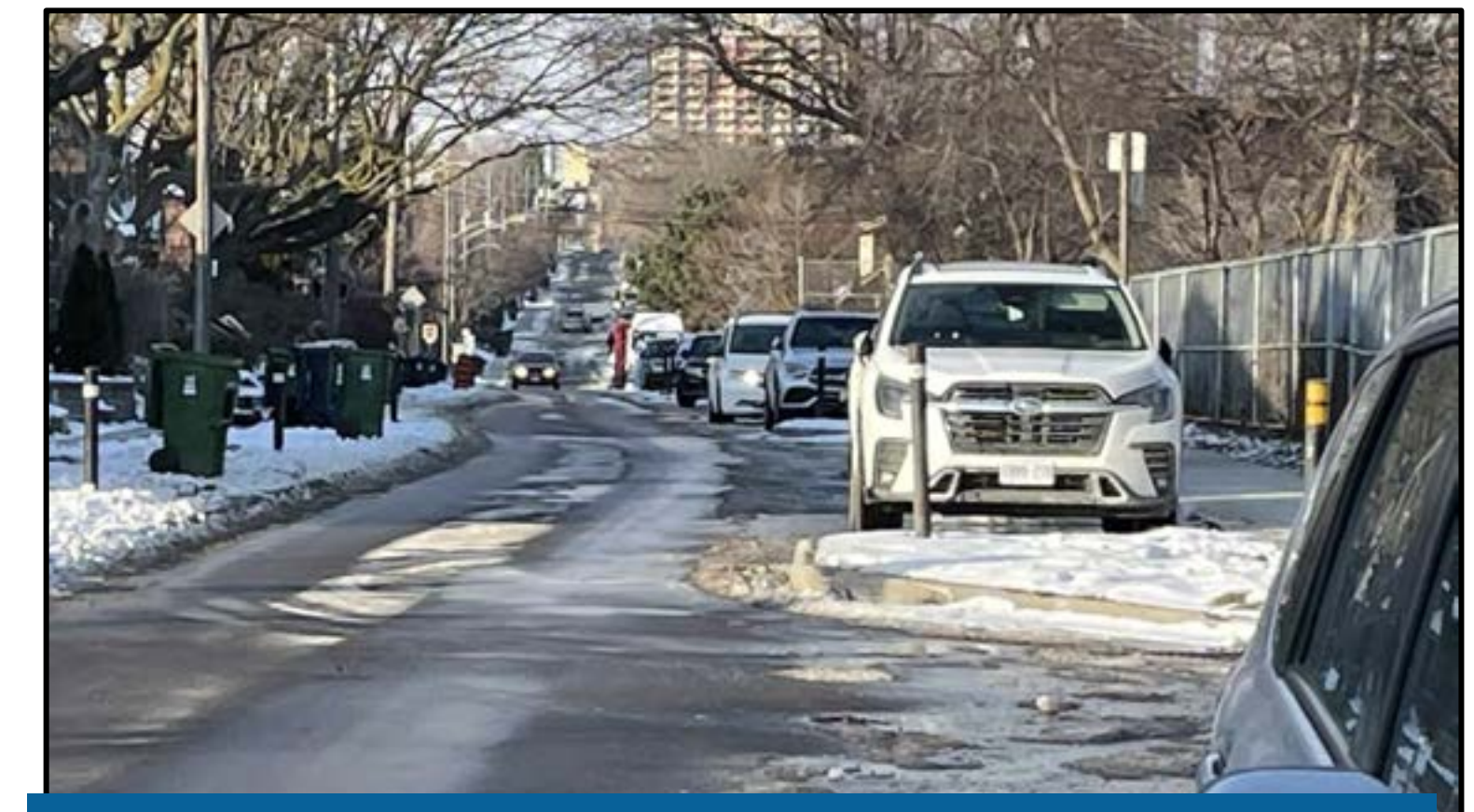
Overall, infiltration is a concern for many residents across the neighbourhood, particularly north-south streets that connect busy corridors.

Excessive volume and speeds on neighbourhood streets impact pedestrian safety and comfort. Yet there are also concerns that new restrictions and direction changes limit driver access for residents, visitors and school pick-up and drop-off. Various prior measures have attempted to address past concerns.

- Daily volumes on all local roads are within expected capacity for a local road (2500 vehicles per day or less) however peak period conditions vary.
- Speeding and aggressive driver behaviour are concerns: drivers ignoring existing restrictions, going the wrong way and encroaching onto private property.
- Local streets with the highest volumes (but below the capacity of 2500 vehicles per day) are generally between Eglinton Avenue and Vaughan Road including Alameda Avenue, Atlas Avenue, Gloucester Grove, and Winona Drive.
- Daily volumes on Oakwood Avenue north of Vaughan Road (20,600 vehicles per day) and Vaughan Road east of Oakwood Avenue (19,000 vehicles per day) are near or over capacity for a minor arterial road (20,000 vehicles per day).



Speed humps on Atlas Avenue



Chicanes on Alameda Avenue



Various signs and geometric design treatments on Northcliffe Boulevard



Concrete bollard with former Metro symbol in a curb extension on Lauder Avenue



Raised intersection on Holland Park Avenue and Glenholme Avenue



No left turns sign during morning peak period on Glenhurst Avenue

3. Infiltration on neighbourhood streets: Potential Changes

The Plan proposes measures to discourage infiltration on neighbourhood streets including speed humps, some direction changes, and adjustments to signs at select locations. Measures that deter non-local traffic will also apply to local traffic. Introducing inconvenience by restricting local access is necessary to influence the behaviour of drivers who travel on neighbourhood streets. Reasonable trade-offs to local access were considered.



Install speed humps

Many streets in the area already have speed humps, however many streets do not have speed humps and qualify for them.

New speed humps or speed cushions are proposed on street locations where existing conditions meet the current Traffic Calming Policy requirements.

Proposed new locations generally focus on north-south streets and along identified infiltration routes (See map on Panel 29).



Change street directions at selection locations

Five locations for street direction changes are proposed:

1. One block of Durham Avenue eastbound from Winona Drive
2. Holland Park Avenue eastbound from Oakwood Avenue to Robina Avenue
3. Earnscliffe Avenue eastbound
4. Millerson Avenue, eastbound
5. Set of changes to create one-way loops: Rosecliffe Avenue, Cloverlawn Avenue, Westmount Boulevard, Lauder Avenue (see map on page 29)



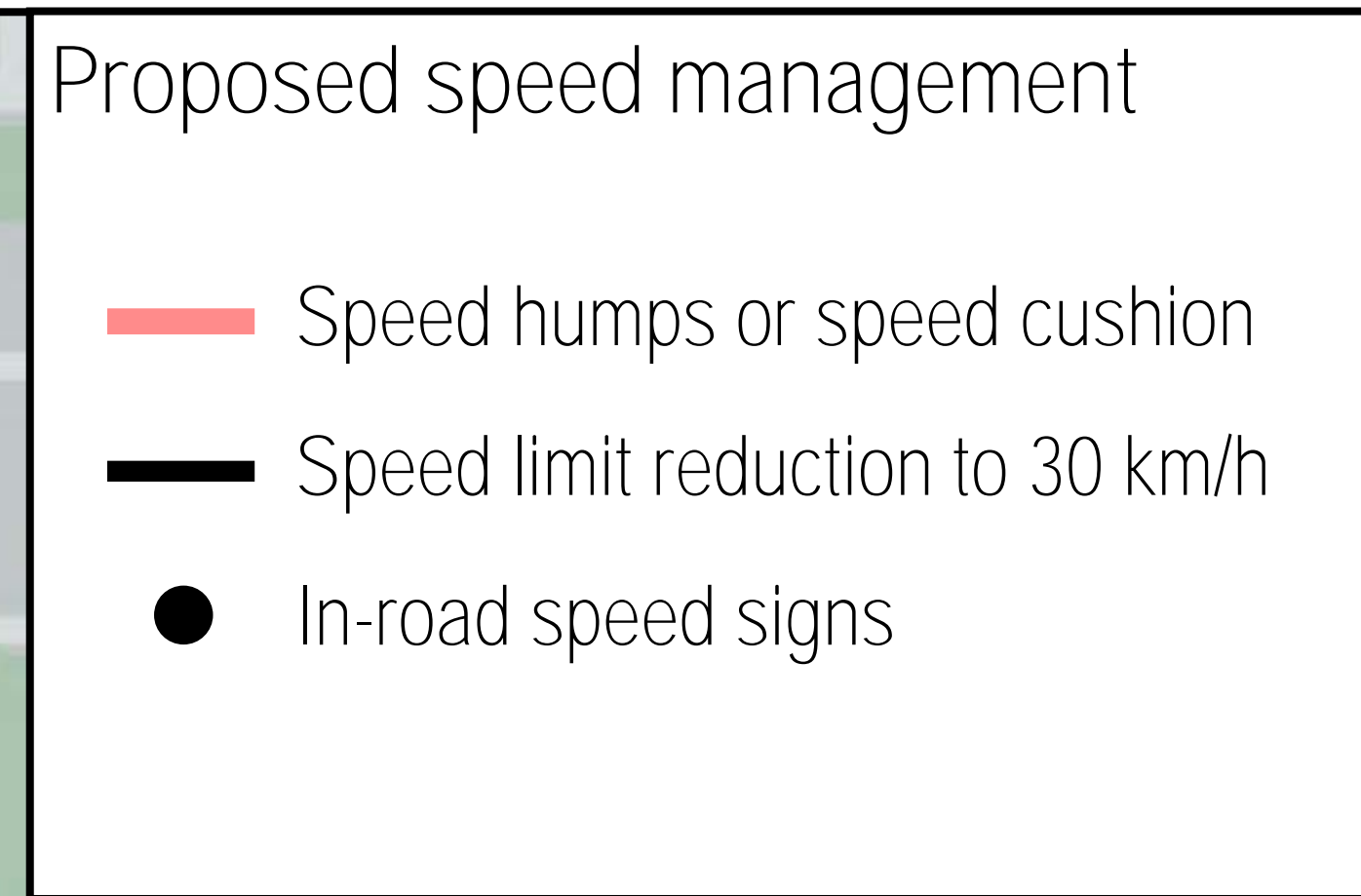
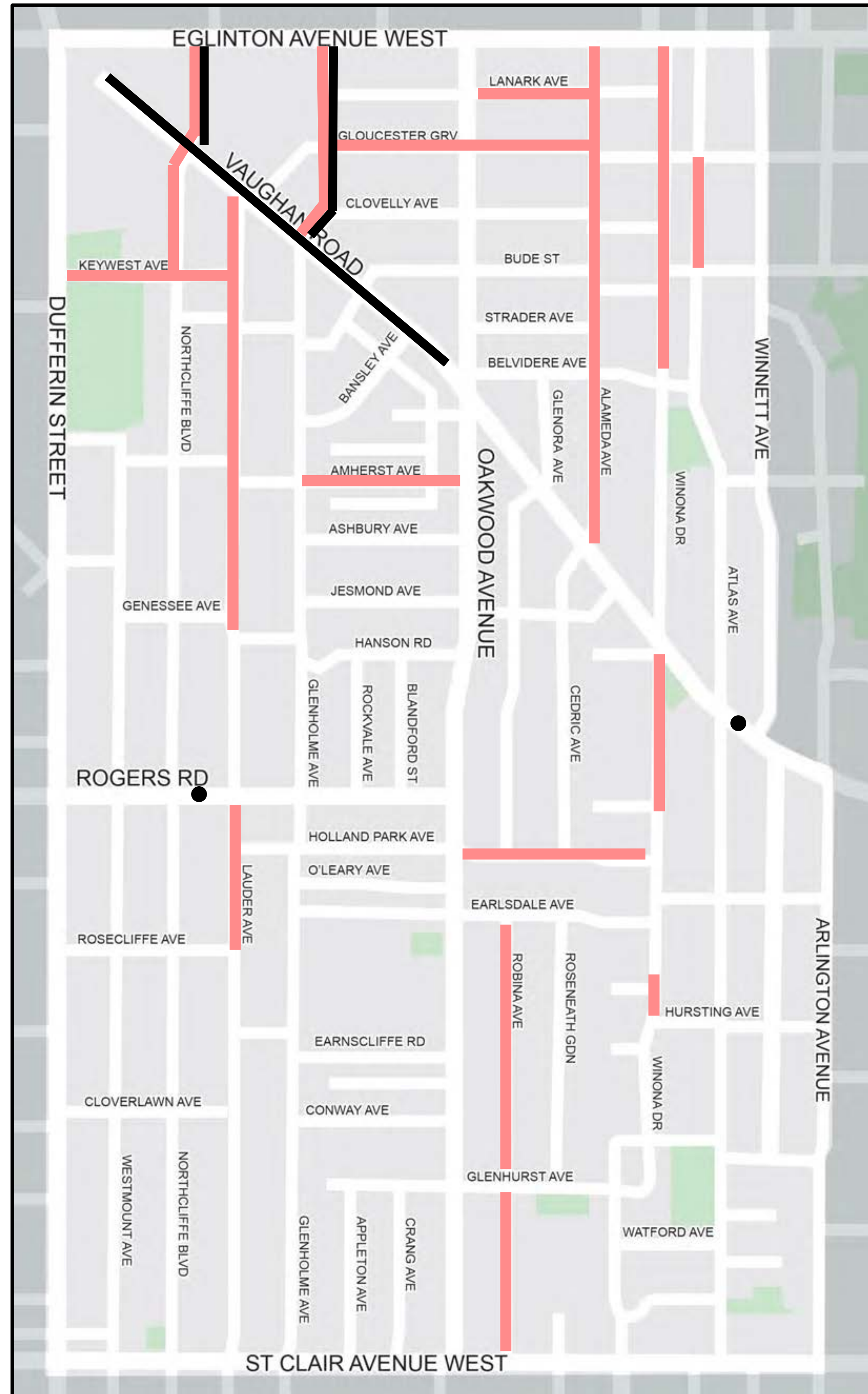
Adjust signage and existing restrictions subject to area findings

Extend existing peak hour restrictions to all-day restrictions, and all-day restrictions to all times, for streets that connect to Eglinton Avenue.

Add additional 'do not enter' signs at select intersections with identified wrong-way driving behaviour.

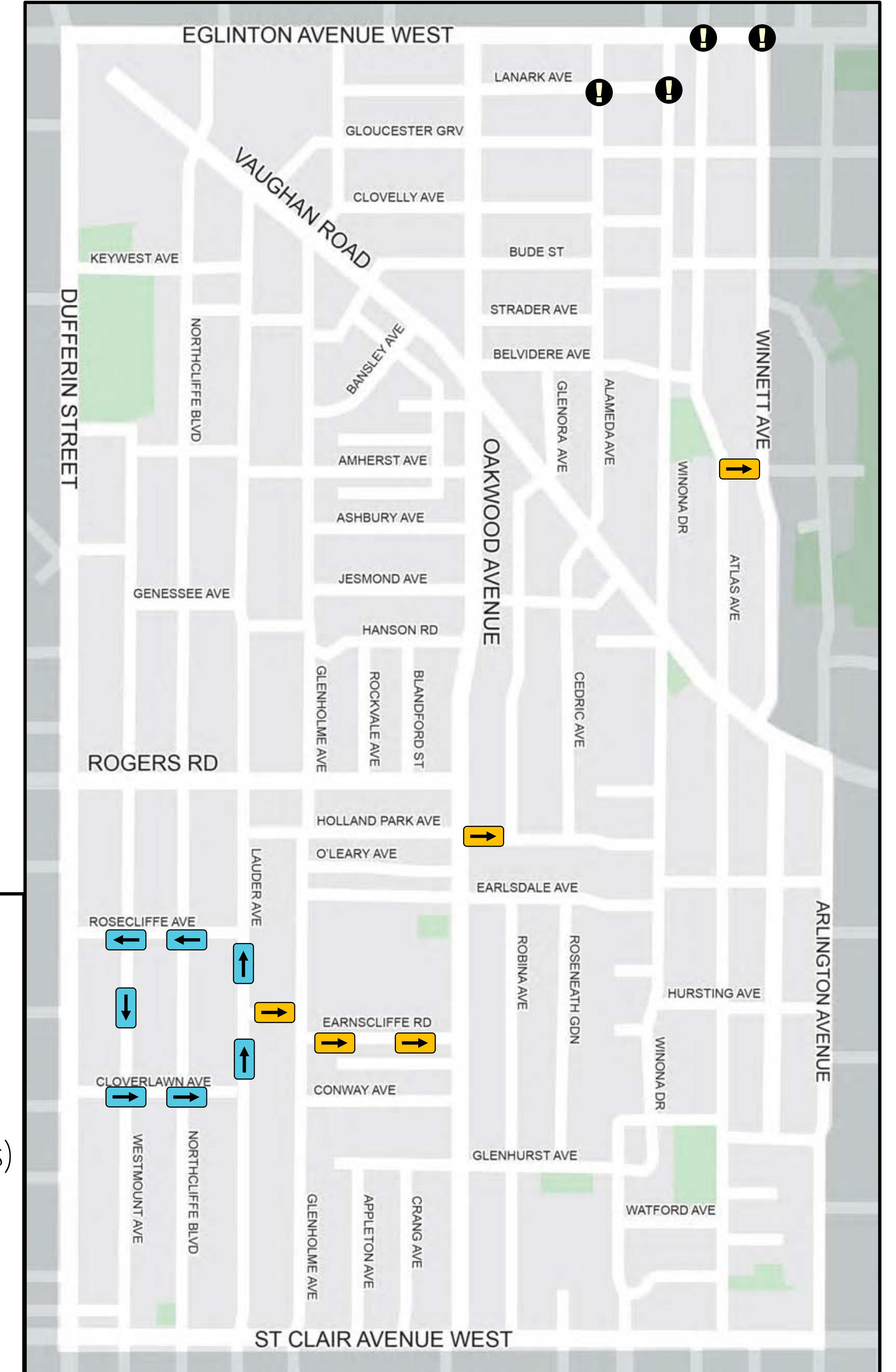
Remove legacy 40 km/h speed limit signs on all local roads and replace with 30 km/h area speed limit signs where appropriate.

Proposed Traffic Operation Changes Maps



Proposed volume management

- New one-way conversion (currently two-way)
- New one-way loops
- Extend existing restriction (all day or at all times)



Map of proposed speed management

Map of proposed volume management options

4. School and business operations

School operations

- Parents expressed a desire to walk or bike with kids. Reported barriers to walking or biking to school include:
 - the lack of crossings on busy main streets,
 - excessive traffic on school streets,
 - lack of comfortable bikeways, and
 - aggressive driver behaviour.
- There are nine (9) schools in the project area and five (5) schools nearby with diverse access needs: wide catchment areas, various school bus loading needs, and high rates of parent driver drop-off and pick-up.

Business operations

- Business owners are often concerned about the lack of on-street parking to serve customer needs and desire locations with high foot traffic.
- Along main retail streets, there is both higher pedestrian activity and demand for on-street parking
- At Oakwood Avenue and Holland Park Avenue:
 - There is a high demand of pedestrians crossing where there is a library and many local shops despite proximity to the Rogers Road intersection.
 - In 2023, there was a serious collision at the intersection of Holland Park Avenue.



Students walking on Oakwood Avenue during lunch break



Parking restriction signs in front of St. Alphonsus school on Atlas Avenue



School buses lining up for after school pick-up in front of 529 Vaughan Road



On-street parking in front of shops on Vaughan Road



Crossing guard on duty at Oakwood Avenue and Jesmond Avenue



Bicycles parked in front of Fairbank Public School on Dufferin Street

4. School & business needs: Potential Changes

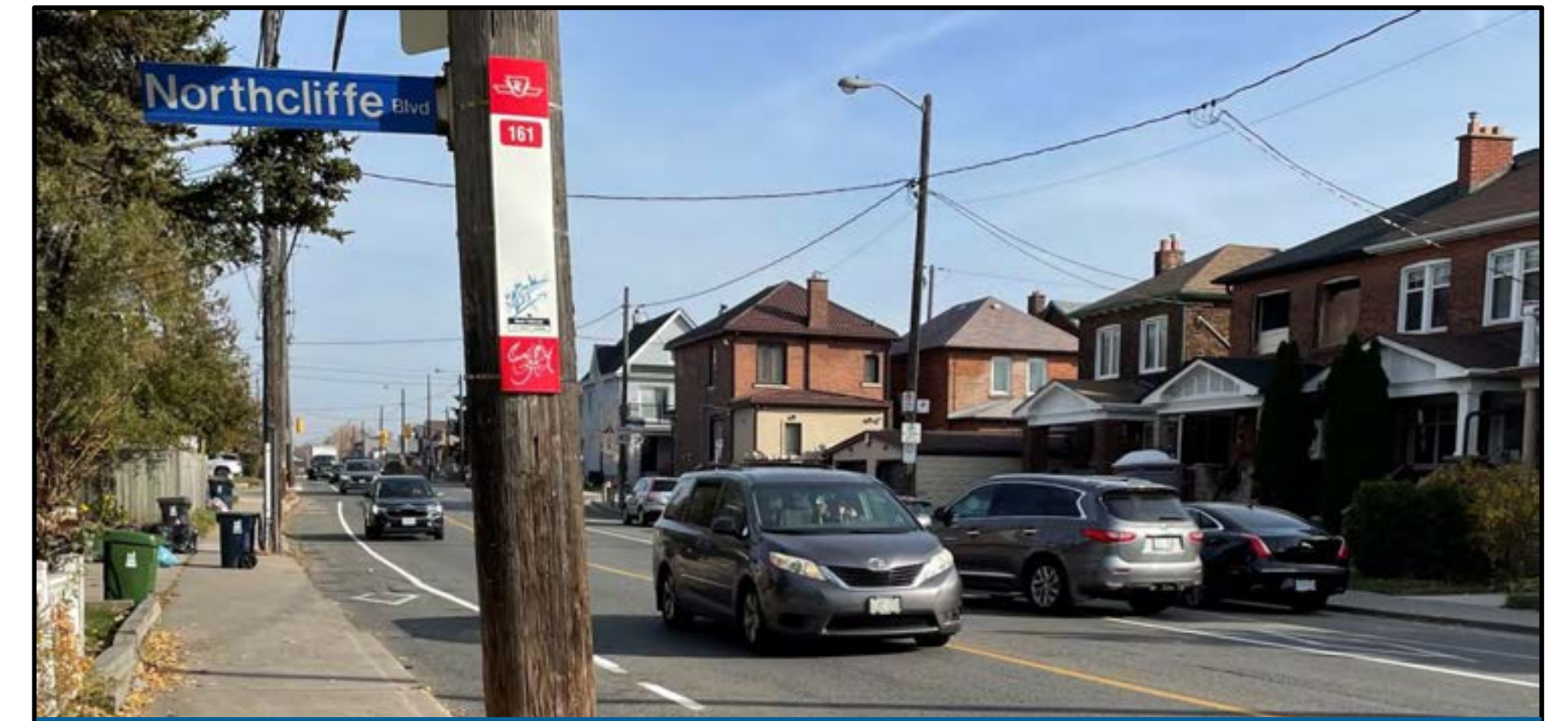
The Plan proposes to focus safety improvements where there are higher levels of pedestrian activity and vulnerable groups such as children. Specific focus was placed around schools, shops and other locations identified for a higher risk to pedestrian safety or where there was a near-term opportunity due to upcoming road work projects.



Safety improvements around schools



Safety improvements that consider business area needs



Additional safety at locations not related to schools or businesses

Upgrade all crossings near schools (within one block) with zebra crosswalks

Ensure also that stop bars are clearly marked.

Convert Earnscliffe Avenue and Durham Avenue, from Atlas Avenue to Winnett Avenue, from two-way to one-way eastbound

Add edge lines along Oakwood Avenue and highlight the available on-street parking and loading spaces.

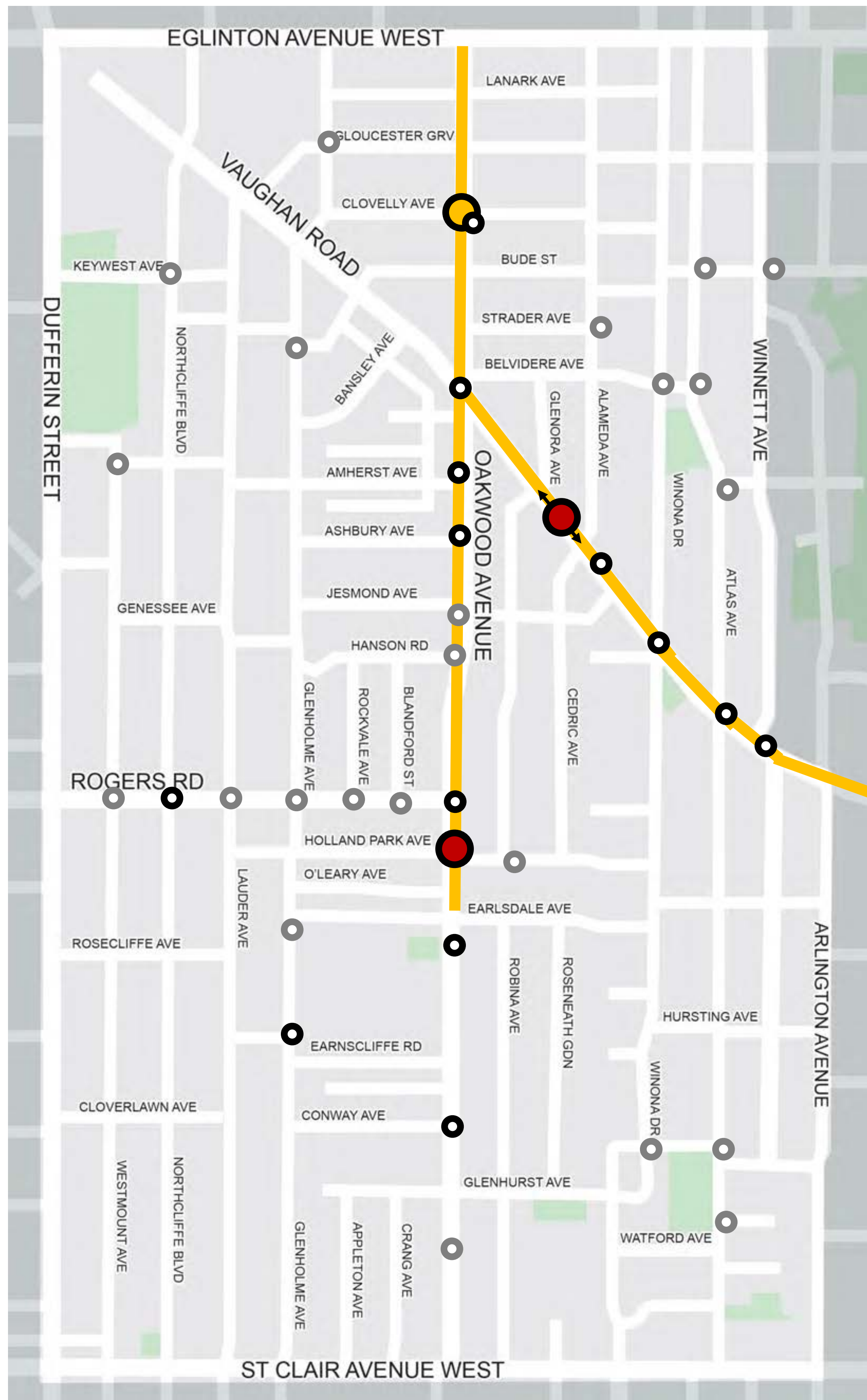
Add new, and improve existing, pedestrian crossings on Oakwood Avenue and Vaughan Road to provide a pedestrian friendly environment to help attract more foot traffic.

Where parking removal is proposed to improve pedestrian safety, consider local parking demand and supply.

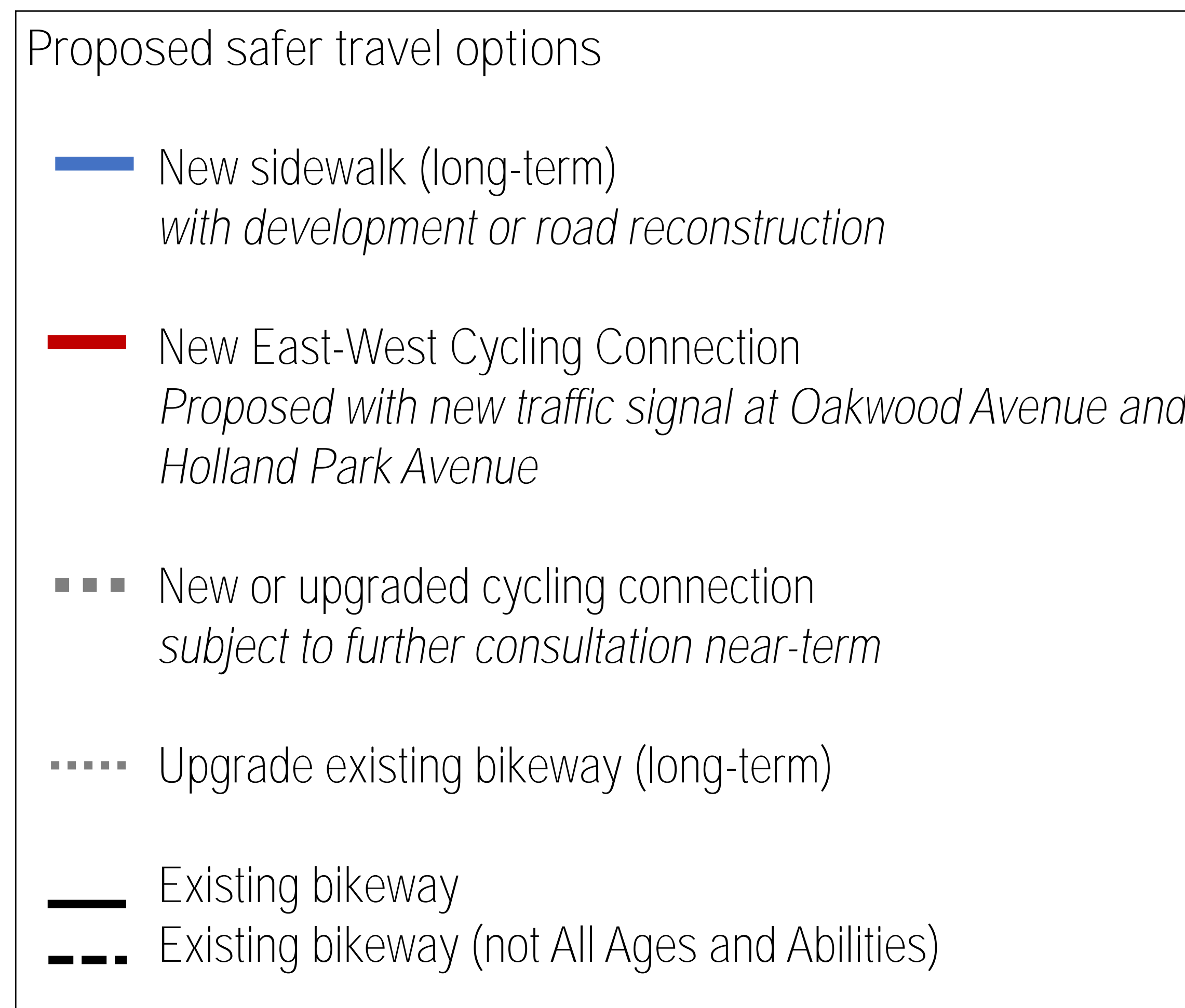
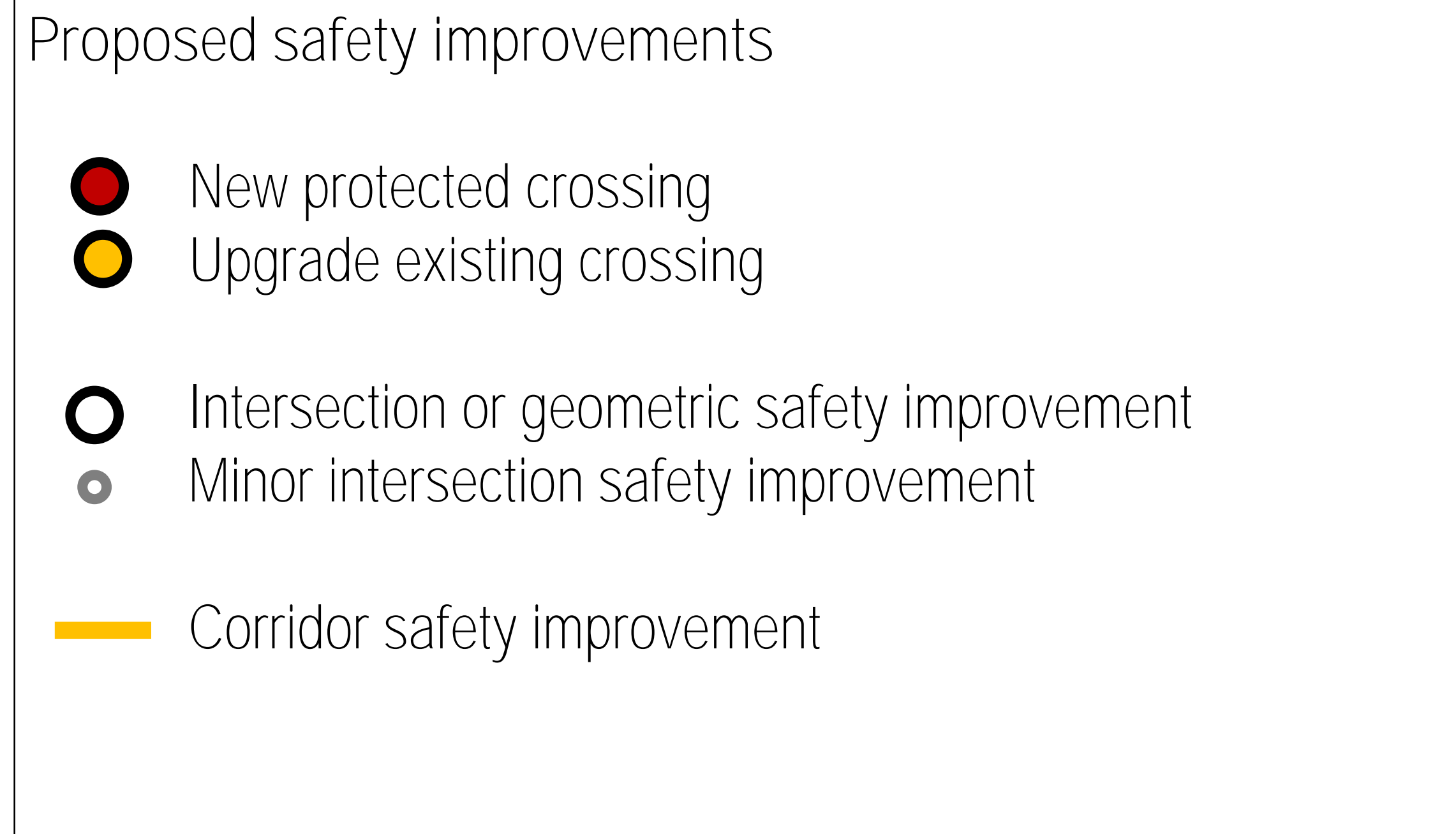
In addition to Oakwood Avenue, Vaughan Road, schools or business locations, other locations proposed for safety improvements are:

- Rogers Road at Northcliffe Boulevard (intersection safety improvement), and
- Where missing for all side streets of Rogers Road, mark standard crosswalk markings.

Proposed Safety-related Changes Maps



Proposed safety improvements



Proposed sidewalk and cycling connections

5. Travel options without a car

Community feedback and Council-approved City policy recognize the need for viable travel options that do not rely on a car:

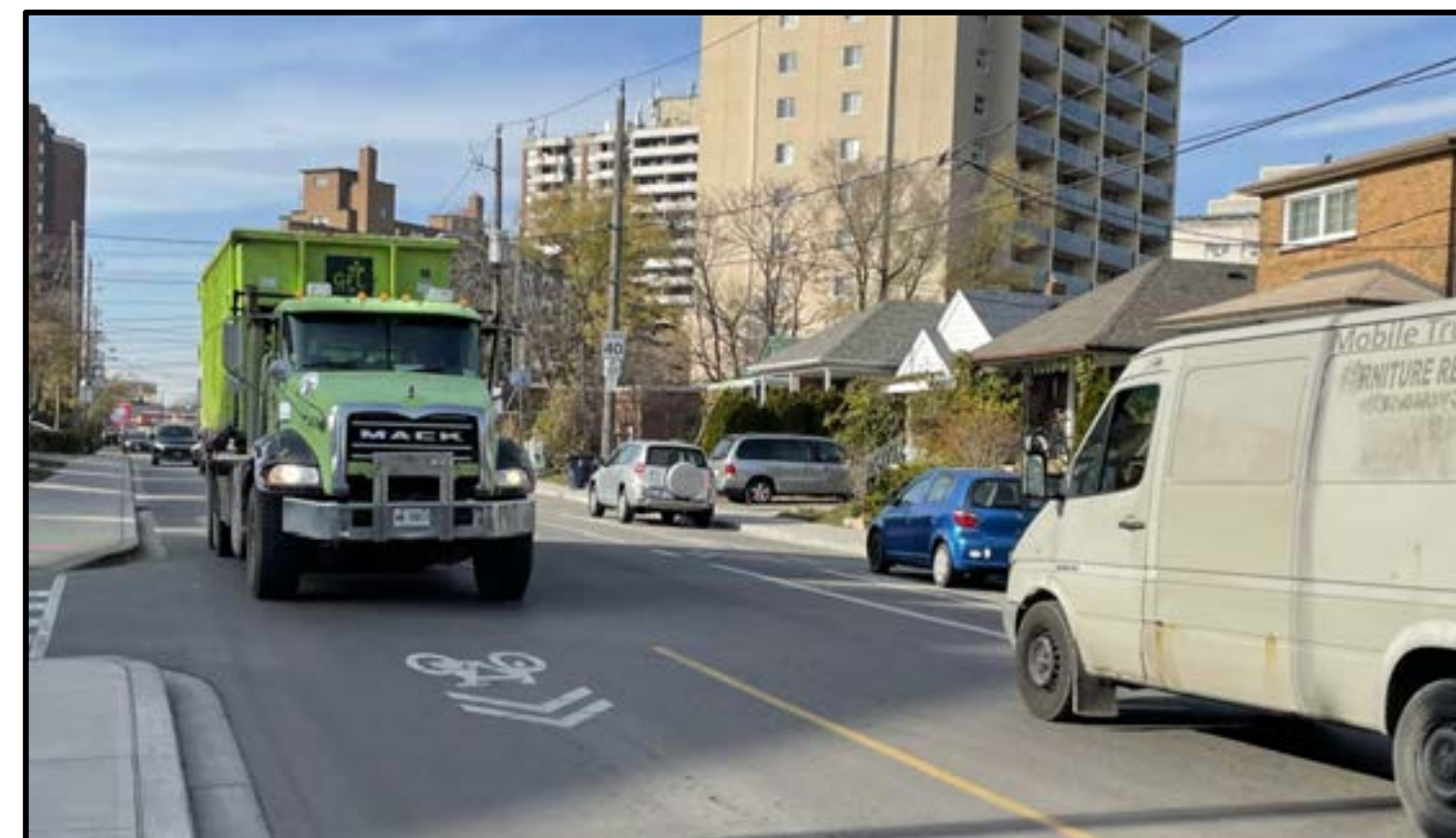
- 39% of households in Oakwood Village do not own a car and area streets have limited capacity to absorb more car trips.
- 55% of trips 5 kilometres or less in Oakwood Village area made by walking, biking, and transit. The City goal is 75% by 2030.
- Residents made requests to improve the comfort and convenience of walking and cycling, such as: requests for more pedestrian crossings and wayfinding, wider sidewalks, slower speeds, and new or improved bikeways.
- Residents also raised concerns about congestion impacts, specifically that safety improvements such as reallocating limited road space could increase motor vehicle delay.
- Most streets already have sidewalks on both sides. There are existing bikeways, however the cycling network is incomplete with gaps and routes that are not designed for all ages and abilities
- Many nearby projects address improvements to make it easier and safer to choose to walk, bike or take transit. Changes in the Oakwood Village Streets Plan must align with nearby projects.



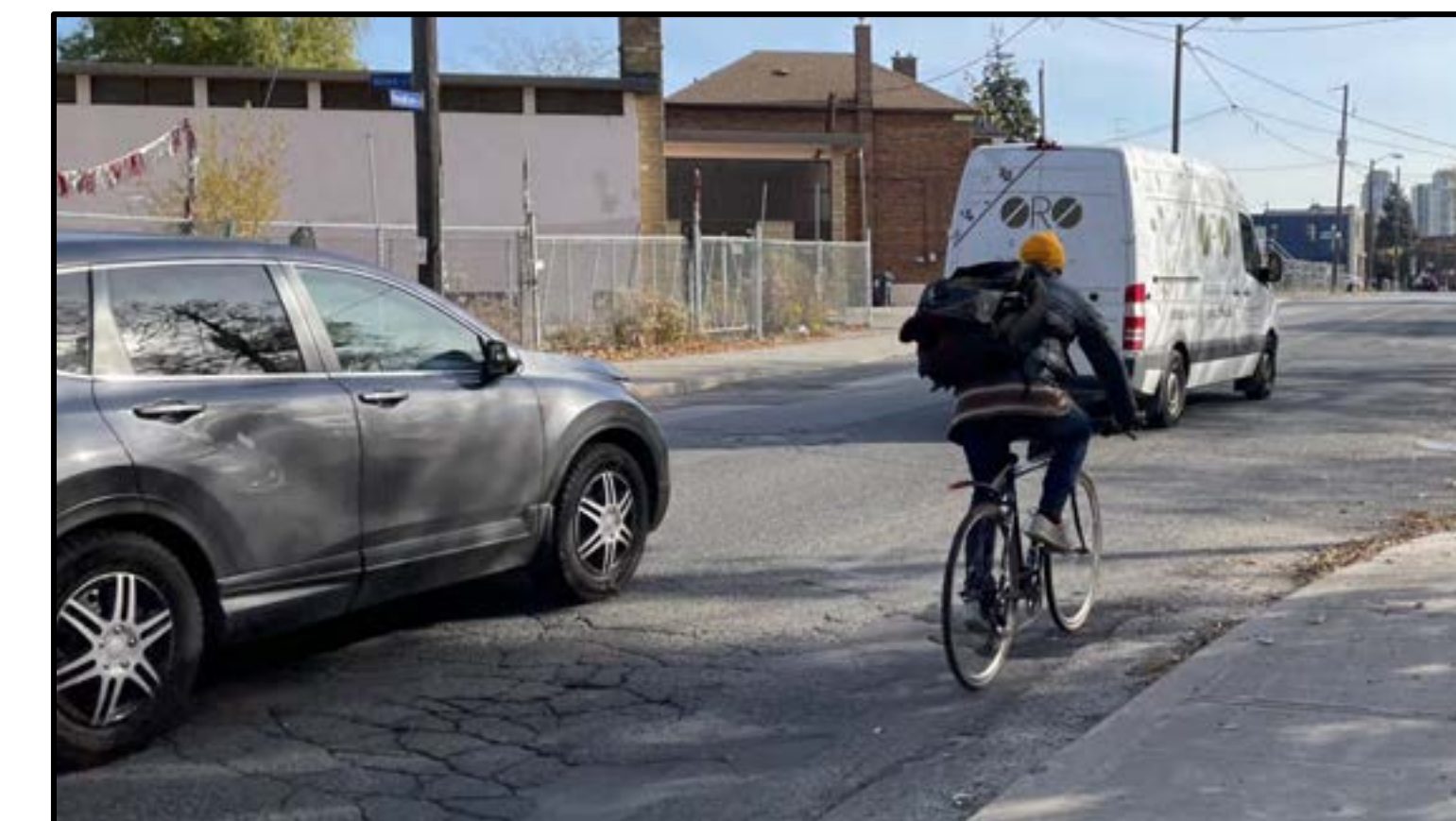
Pedestrian walking to Vaughan Road near Fairbank station / Dufferin Street



Oakwood Station on Eglinton Avenue at Oakwood Avenue



Shared bikeway on Vaughan Road, west of Oakwood Avenue



Cyclist shares road with motorist on Vaughan Road, east of Oakwood Avenue



Robina Avenue with streetcar track to serve St. Clair Avenue loop at Oakwood Avenue



Transit rider waiting for 63 Ossington bus on Oakwood Avenue at Conway Avenue

5. Travel options without a car: Potential Changes

The Plan proposes to build missing sidewalks, improve pedestrian crossings and access to transit, and complete the cycling network to make it feel safer and easier to walk, bike, and take transit.

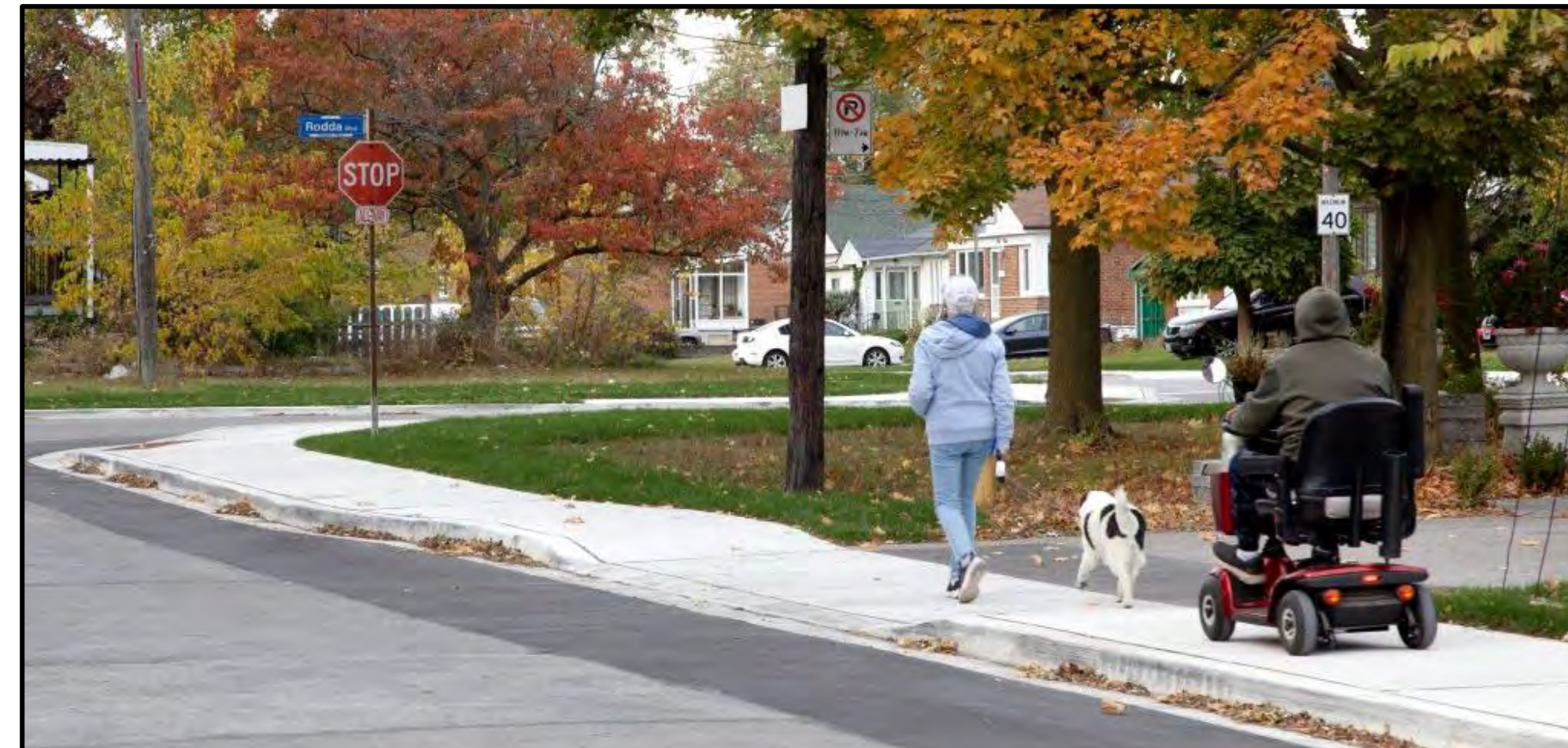


Complete and connect cycling network for all ages and abilities

Near-term, the proposed east-west connection would connect the cycling network between Rogers Road and Winona Drive, crossing Oakwood Avenue at Holland Park Avenue.

Further consultation is required to investigate options for recommended connections:

- an east-west route along Vaughan Road.
- a north-south connection on the west side from Vaughan Road to south of St. Clair Avenue West.
- (long-term) an upgrade to existing bike lanes on Rogers Road with physical separation.



Build the missing sidewalks, and consider widening when possible

There is limited opportunity to build new sidewalks in the near to medium term.

Long-term, complete the sidewalk network by filling in the remaining gaps as part of future road reconstruction or redevelopment.

There is also limited opportunity to widen existing sidewalks as missing sidewalks are the priority.

Long-term, consider feasibility to widen sidewalk as part of future redevelopment and property setback.



Ensure area improvements consider network-wide connections

As part of proposed improvements, consider integration to connect with transit, potential future bike share stations, and balancing the needs for pedestrians, cyclists and transit riders.

As shown on earlier panels, various changes near bus stops, stations, and along streets with transit routes include:

- new or improved pedestrian crossings on Oakwood Avenue, Vaughan Road and other arterial roads.
- safety improvements that include changes to intersection geometry using to shorten crossing distances (select locations).
- minor improvements for pedestrian using paint and signage (area-wide)

6. Need for East-West Connections and New Signal

Many comments were received for Oakwood Avenue from Rogers Road to Holland Park Avenue including:

- Concerns about pedestrian safety due to speeds on Oakwood Avenue, turning vehicle conflicts and visibility issues from parked cars.
- Requests for pedestrian-first design including a new crossing at Holland Park Avenue with zebra crosswalks, measures to reduce speeds, parking restrictions and left-turn restrictions.
- Requests for a cycling connection between Rogers Road and Winona Drive (also identified in City Council-approved 2025-2028 Near-Term Cycling Program, subject to this Plan)

Therefore, a new signalized crossing is proposed at Holland Park Avenue and Oakwood Avenue (see next panel map):

- to prioritize pedestrian safety, while still considering all road users needs
- to accommodate east-west crossing for people cycling and new proposed east-west cycling connections

This proposal considers transit service impacts, congestion impacts at Oakwood Avenue and Rogers Road, and reducing conflicts (between cyclists, transit riders and other pedestrians, motor vehicles and buses).



Map of public comments hot spots along Oakwood Avenue near Rogers Road and Holland Park Avenue



Oakwood Avenue at Rogers Road



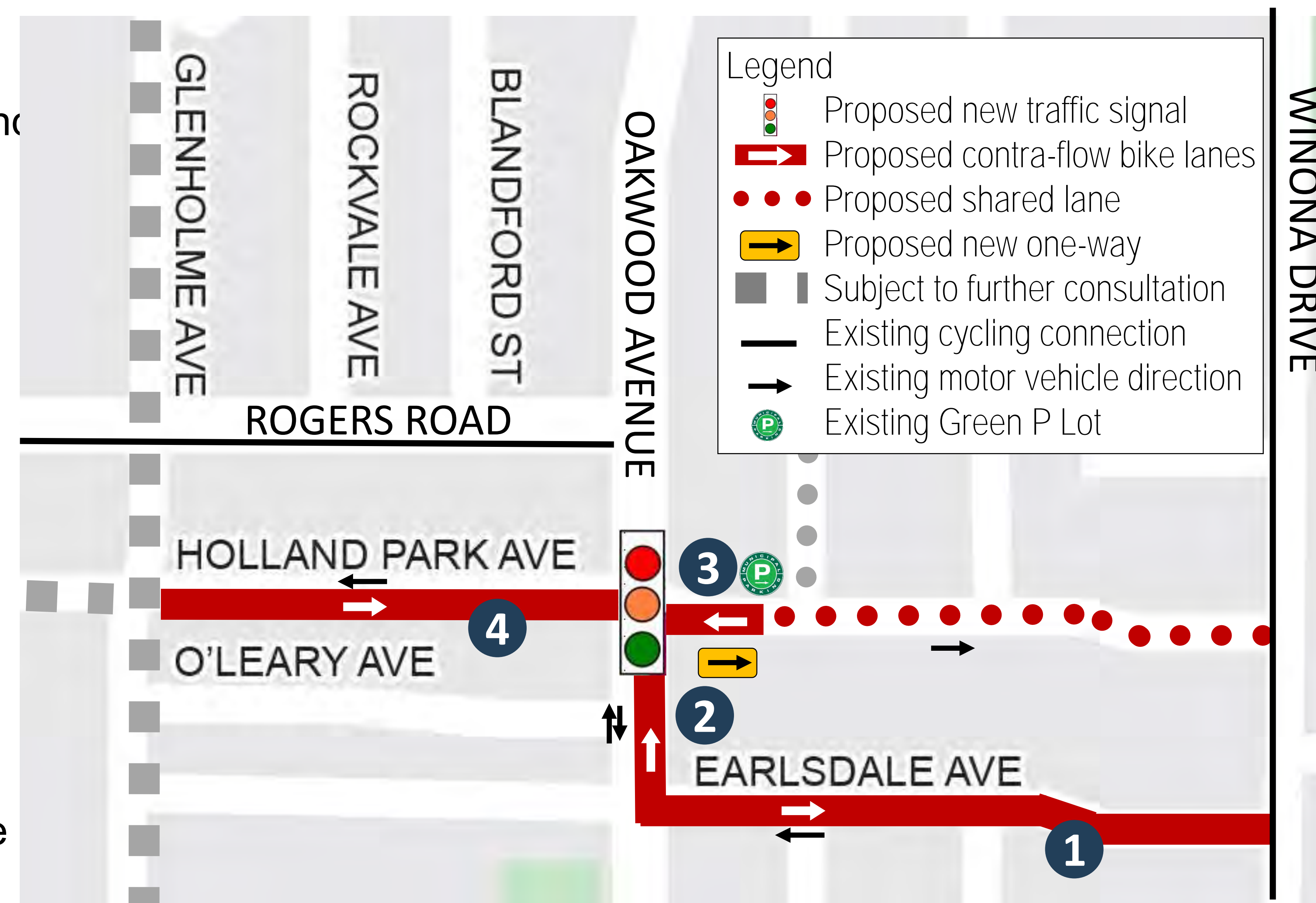
Oakwood Avenue at Holland Park Avenue

6. East-West Connections and New Signal Potential Changes Map

The Plan proposes installing:

- **a new traffic signal that provides a protected crossing for pedestrians and people cycling** at Oakwood Avenue and Holland Park Avenue and also allows for
- **cycling connections** on the following streets:
 1. contra-flow bike lanes on Earlsdale Avenue between Winona Drive and Oakwood Avenue
 2. short section of northbound cycle tracks on Oakwood Avenue between Earlsdale Avenue and Holland Park Avenue
 3. Holland Park Avenue:
 - Short section of contra-flow bike lanes between Oakwood Avenue to 30m east of Green P
 - Conversion to one-way eastbound for motor vehicles from Oakwood Avenue to 30m east to Green P lot to reduce conflicts at Oakwood Avenue and mitigate non-local traffic
 - Eastbound shared lane between Robina Avenue and Winona Drive
 4. contra-flow bike lanes on Holland Park Avenue between Oakwood Ave and Glenholme Avenue

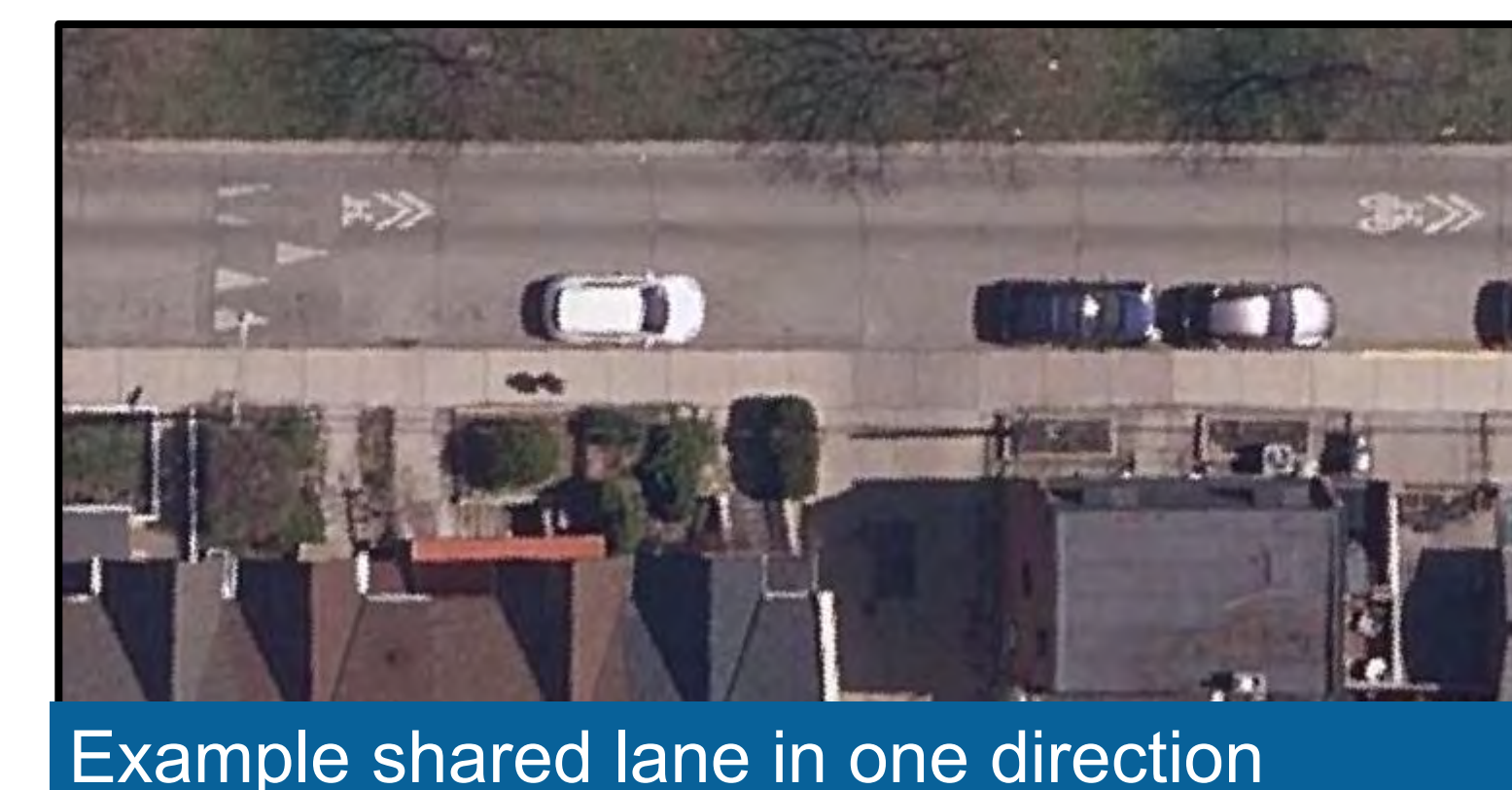
Subject to Council approval, traffic signal and east-west cycling connections would be implemented in Summer 2026. North-south connection west of Oakwood Avenue subject to future consultation, including connection between Rogers Road and Holland Park Avenue.



Map of East-West Connections



Example contra-flow bike lane



Example shared lane in one direction

6. East-West Connections and New Signal

Potential Impacts and Benefits

A new traffic signal at Oakwood Avenue and Holland Park Avenue with eastbound direction change introduces potential impacts:

- motor vehicle traffic delay on Oakwood Avenue
- removal of 11 parking spaces near intersection (see map)
- restricted westbound motor vehicle access to Oakwood Avenue

These trade-offs provide the following benefits:

A traffic signal provides a **protected crossing** and allows for:

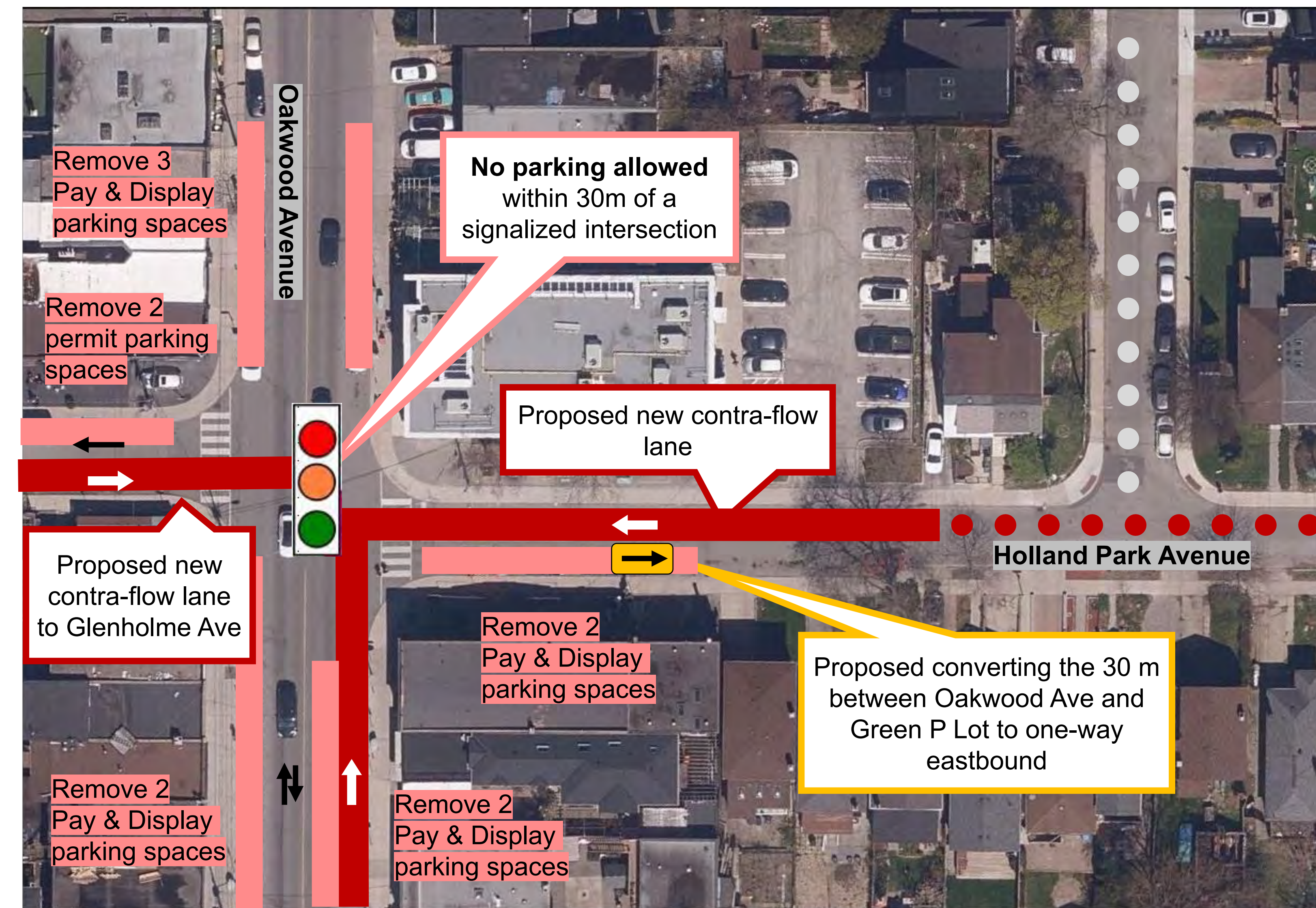
- signal timing coordination with existing signal at Rogers Road (unlike pedestrian crossover), and
- people cycling to also cross (unlike a pedestrian-only signal).

Parking removal provides **clear sightlines**:

- No parking within 30m of signalized intersections as per City guidelines.
- The Green P lot on Holland Park Avenue offers 23 spaces. It is not typically used to its capacity (10 spaces often available according to 2023 & 2024 data).

Eastbound only on Holland Park Avenue east of Oakwood Avenue would **improve safety and reduce conflicts** at the intersection.

- About 50 vehicles per day on average make the westbound movement.

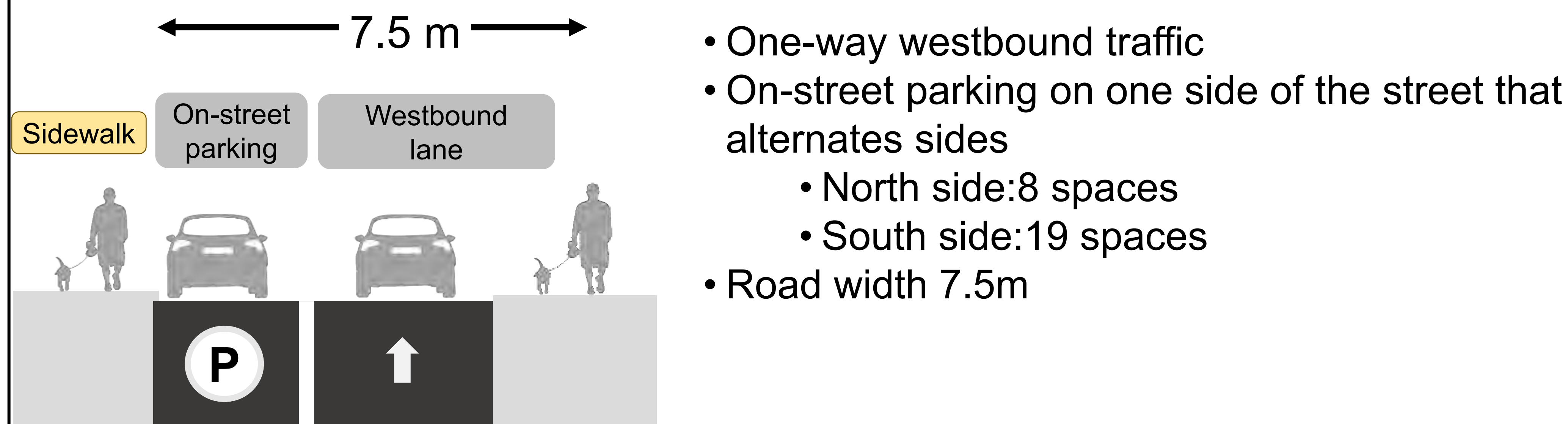


Map of parking impacts (shown in pink)

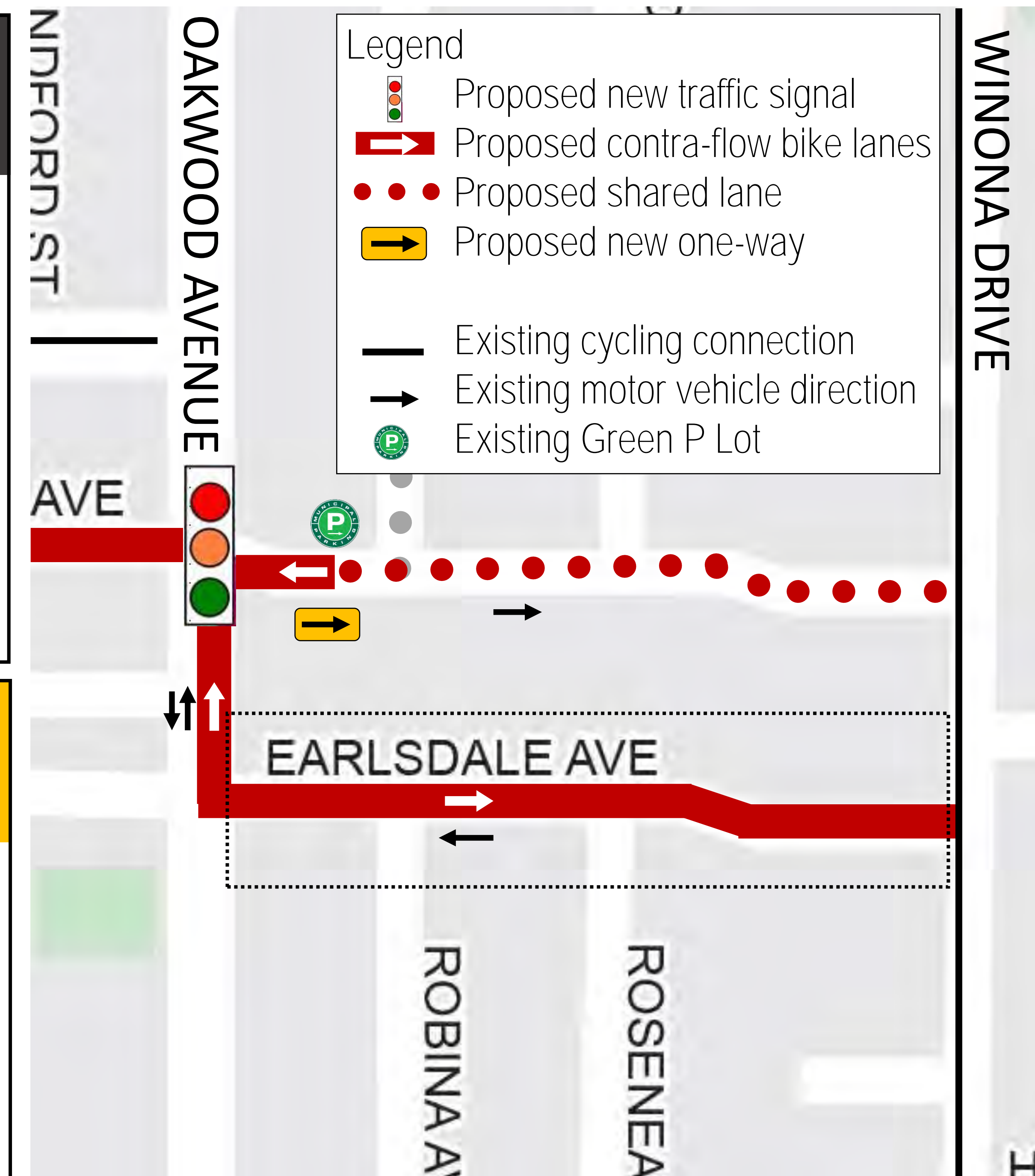
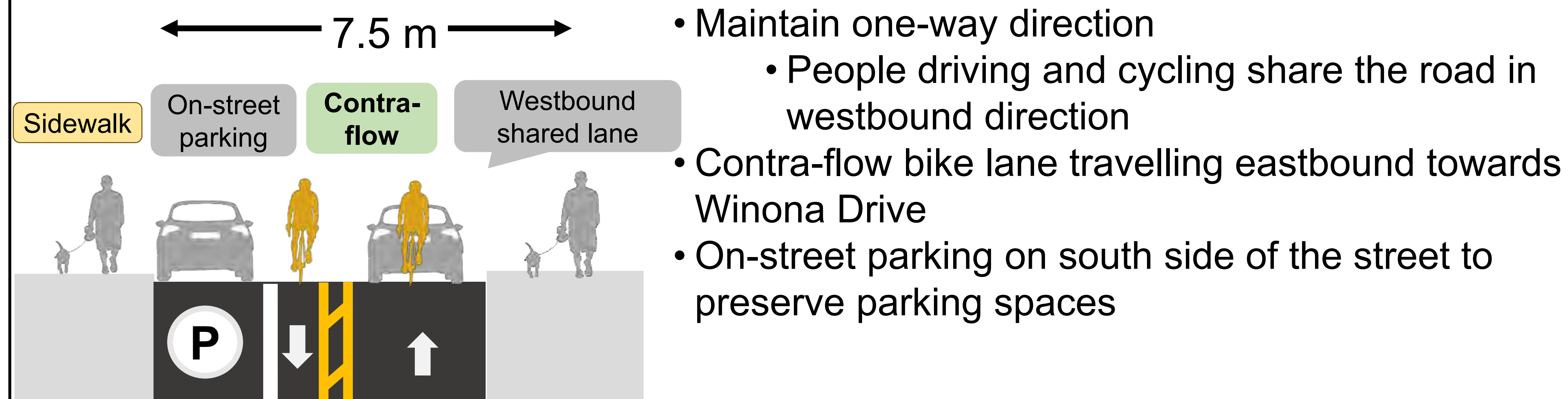
6. East-West Connections: Earlsdale Avenue – Oakwood Avenue to Winona Drive

Typical Section facing west

Existing conditions



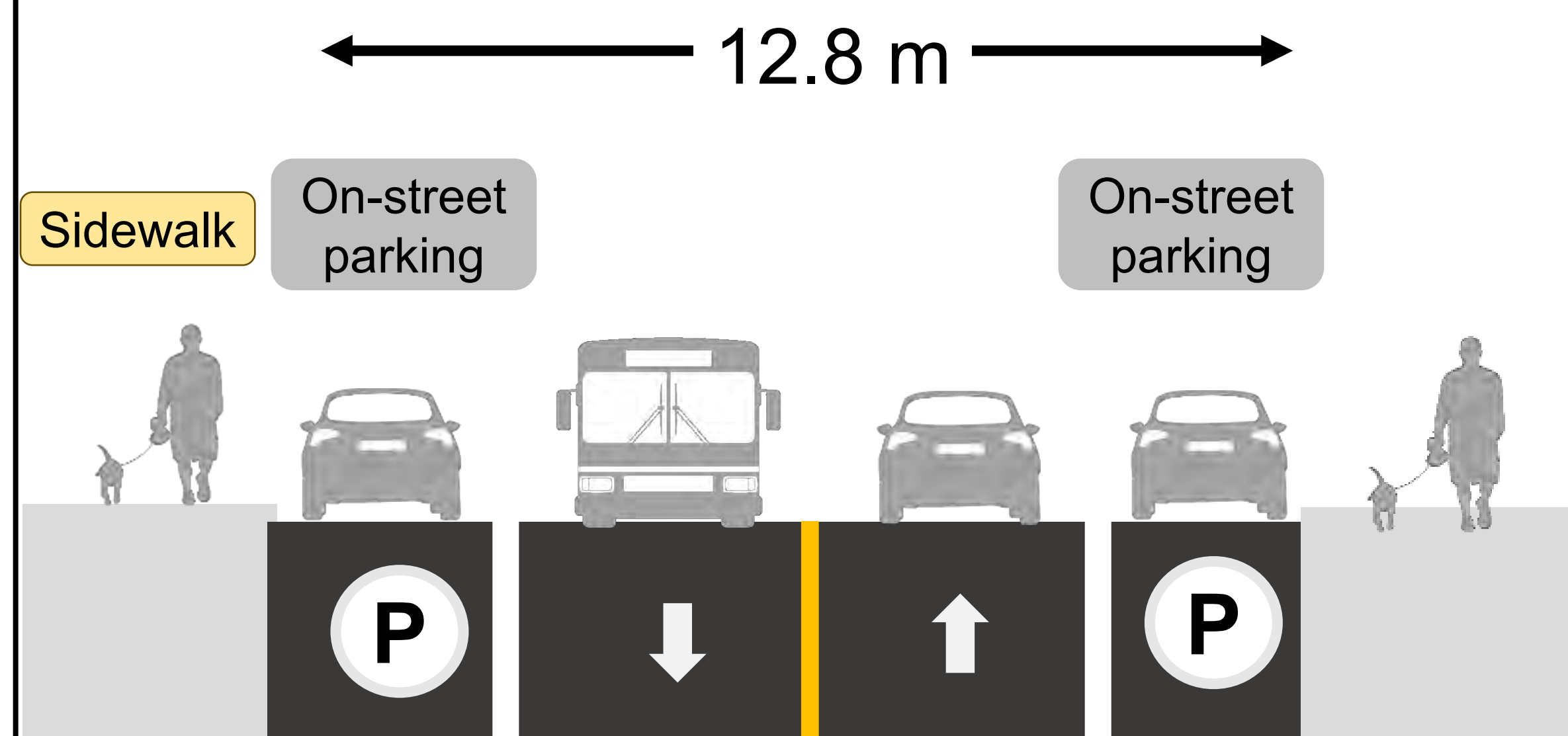
Proposed conditions



6. East-West Connection: Oakwood Avenue – Earlsdale Avenue to Holland Park Avenue

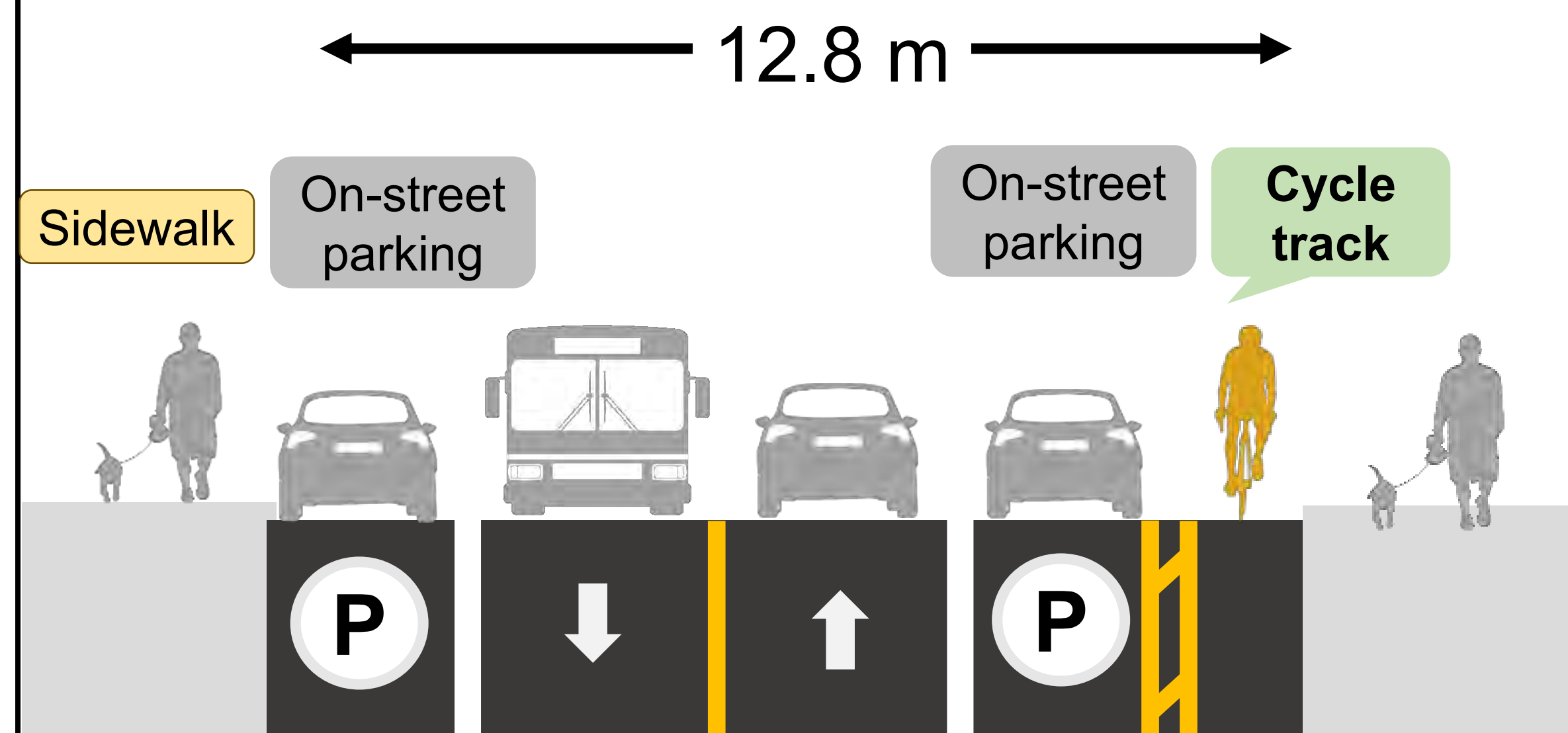
Typical Section facing north

Existing conditions

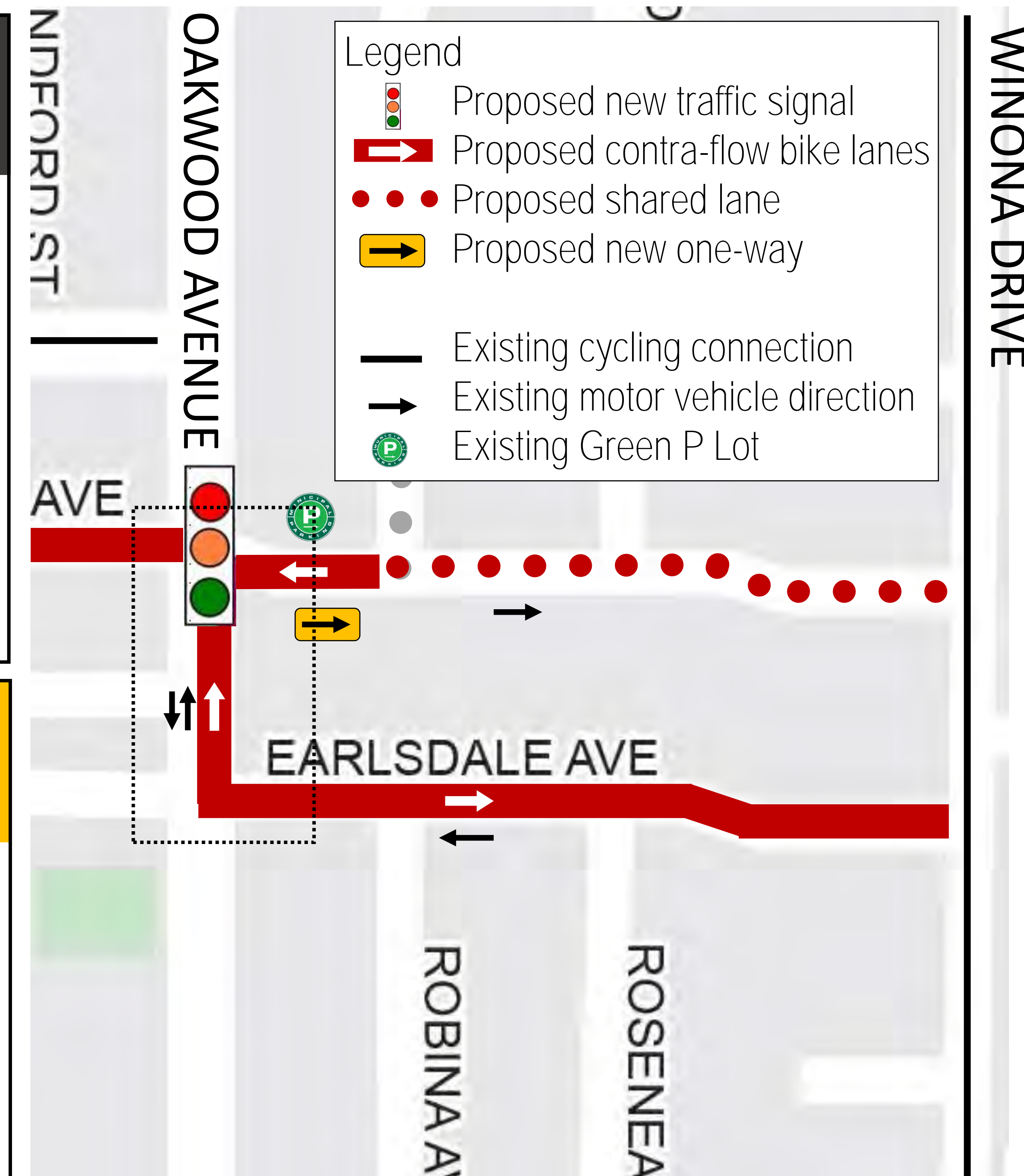


- One lane in each direction
- Pay & Display parking on both sides of the street
- Road width 12.8m
- TTC Bus Route 63 Ossington and 161 Rogers

Proposed conditions



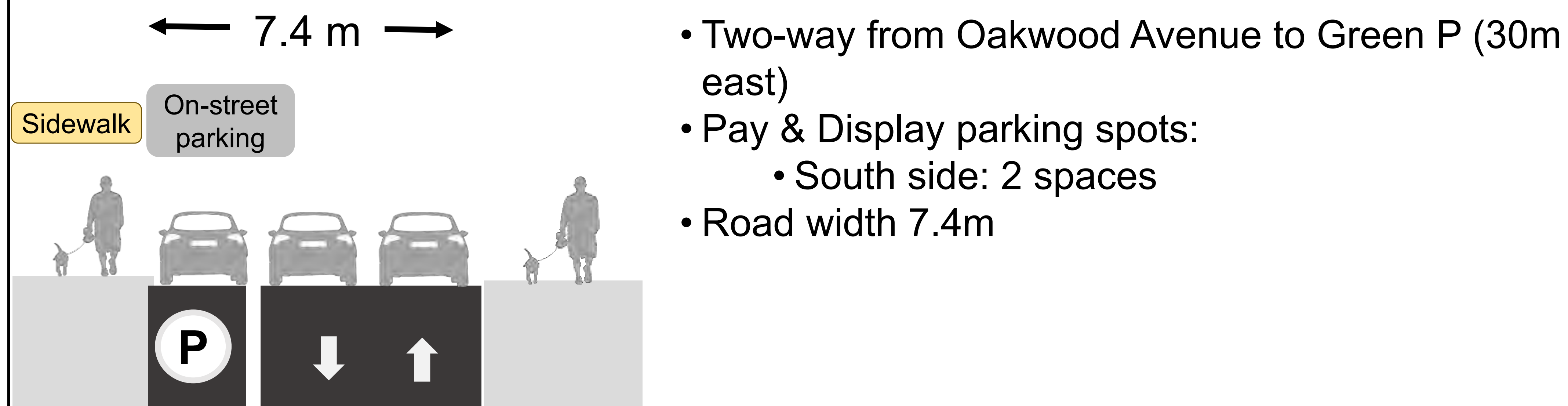
- Reduce lane widths to City standards
- Maintain parking on both sides
- Due to new signal, 4 spaces removed
 - East side: 2 Pay & Display
 - West sides: 2 Pay & Display
- One-way northbound cycle track to connect people cycling between Earlsdale Avenue and Holland Park Avenue



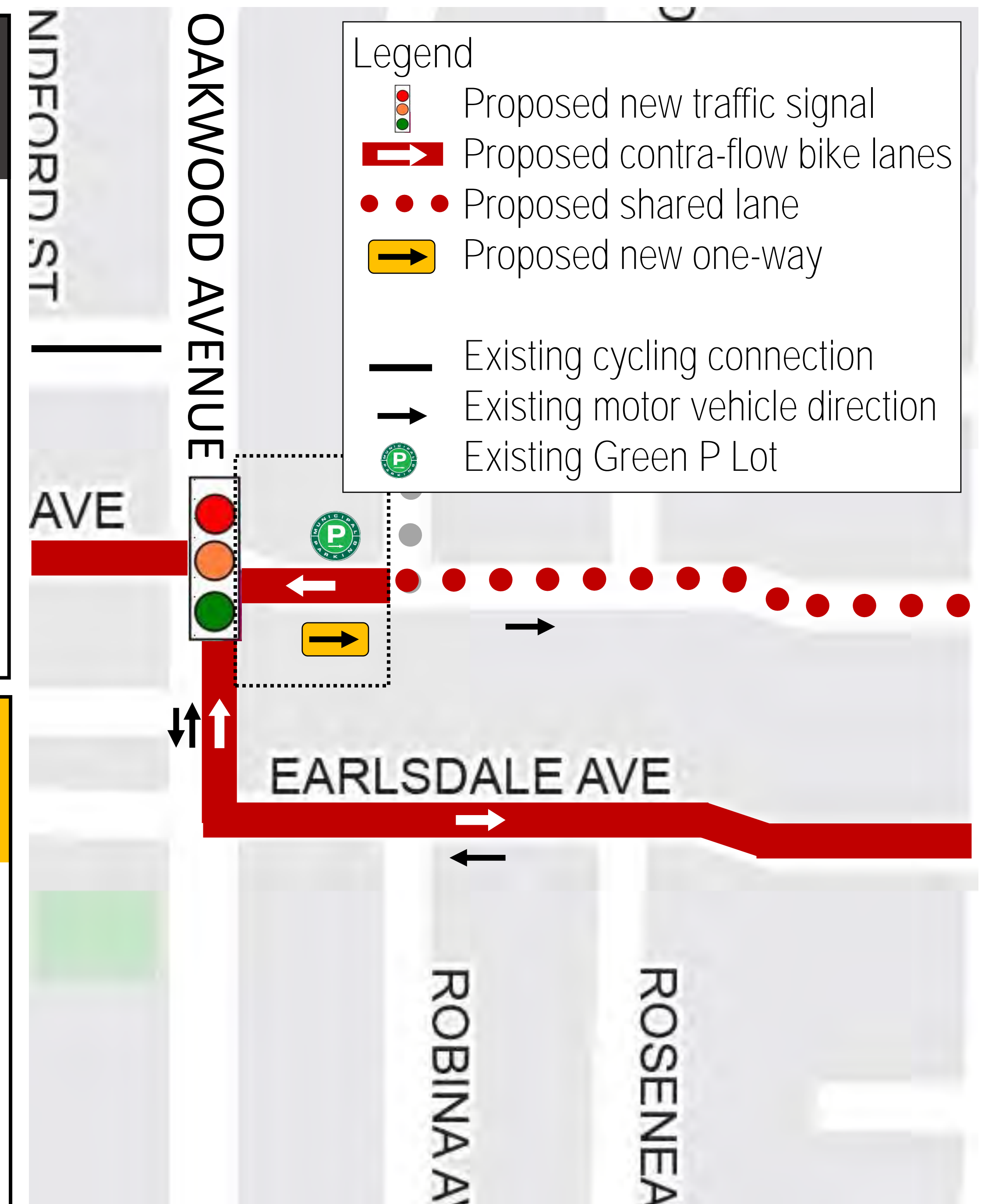
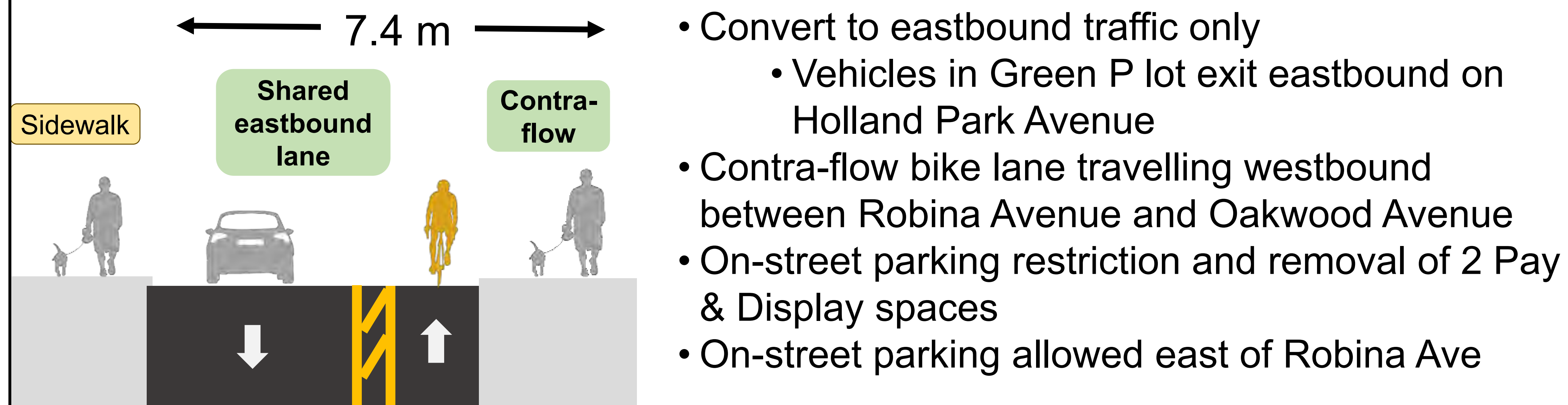
6. East-West Connection: Holland Park Avenue – Oakwood Avenue to 30m east of Green P

Typical Section facing west

Existing conditions



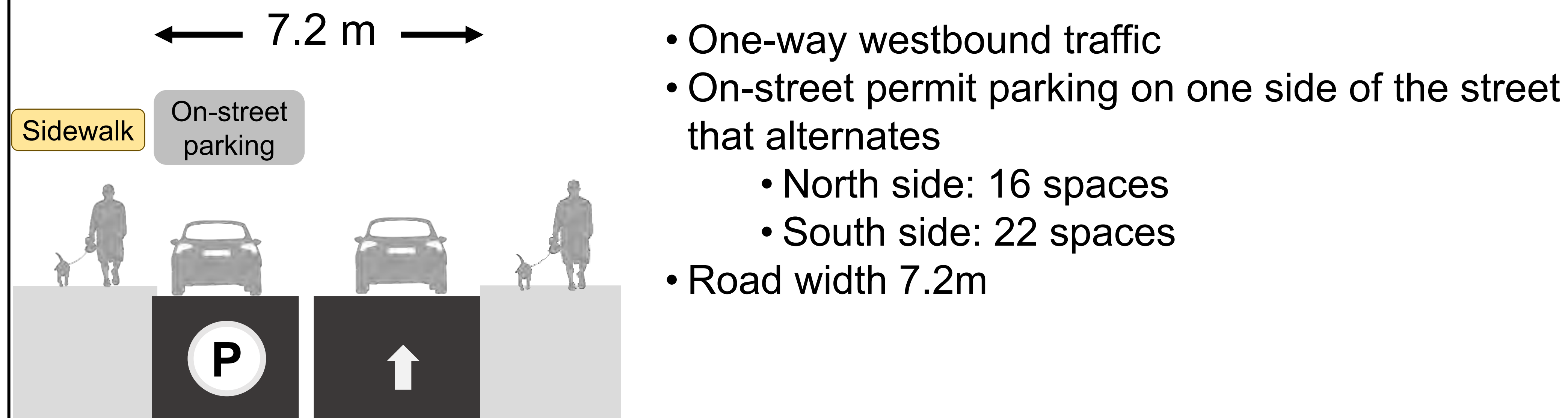
Proposed conditions



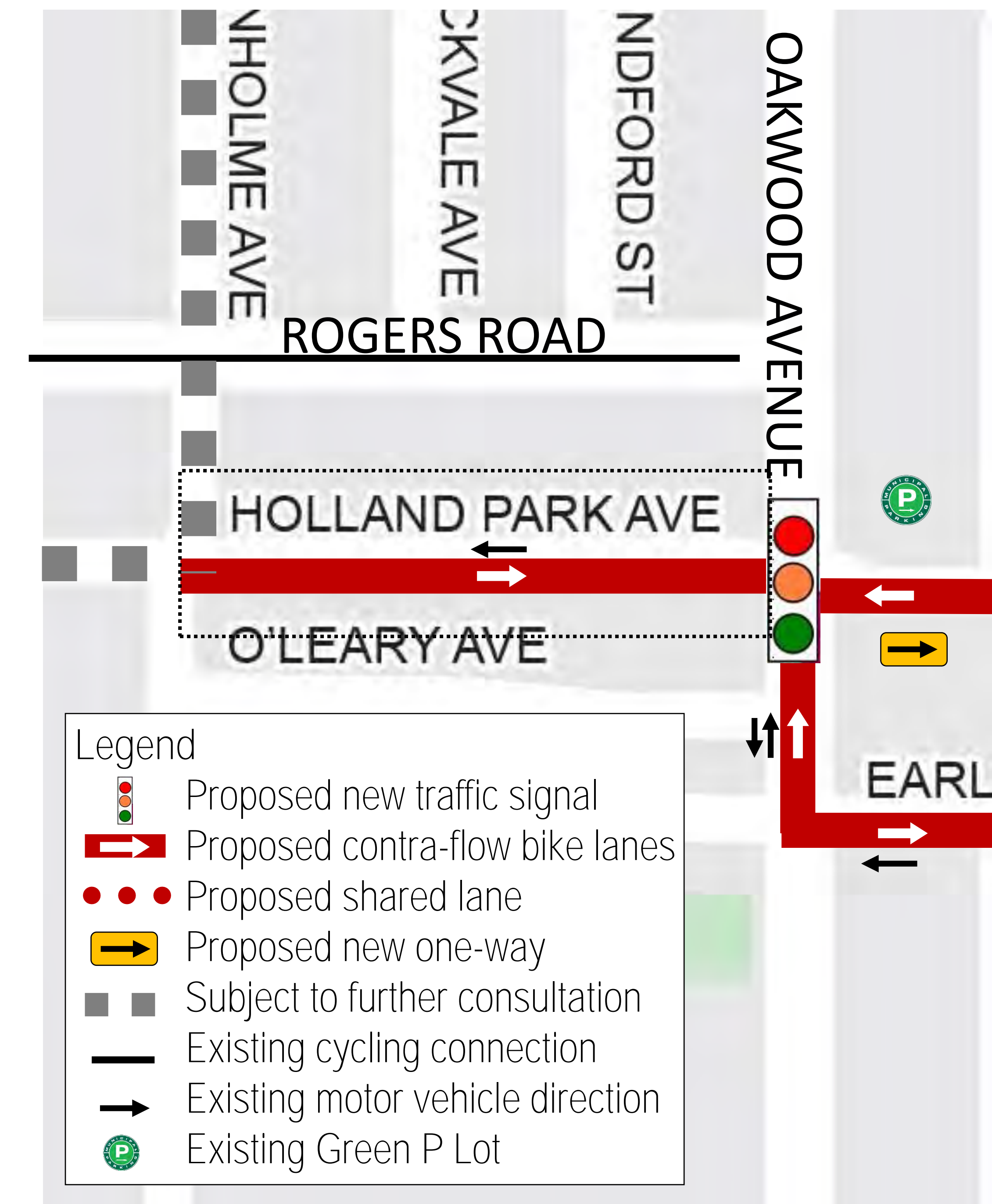
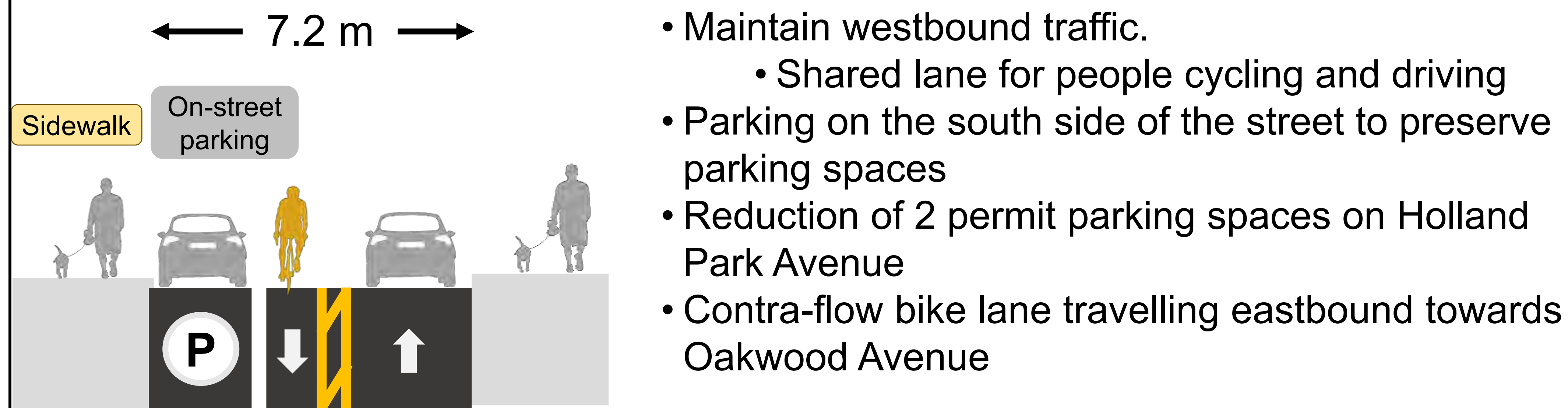
6. East-West Connection: Holland Park Avenue – Oakwood Avenue to Glenholme Avenue

Typical Section facing west

Existing conditions



Proposed conditions






Oakwood Village Streets Plan Map

Location of Changes Proposed in Short-Term and Medium-Term

Proposed safety improvements

-  New / upgraded crossing
-  Intersection or mid-block safety improvement
-  New east-west cycling connection

Proposed speed management

-  New speed humps / speed cushions
-  Speed limit reduction to 30 km/h
-  In-road speed signs

Proposed volume management

-  New one-way conversion
-  New one-way loops
-  Extend time of existing turn/entry restrictions

 *Vaughan Road Project



Example pedestrian signal
Dufferin Street



Example contra-flow bike lane
Winona Drive



Example geometric safety
improvement (not yet painted)



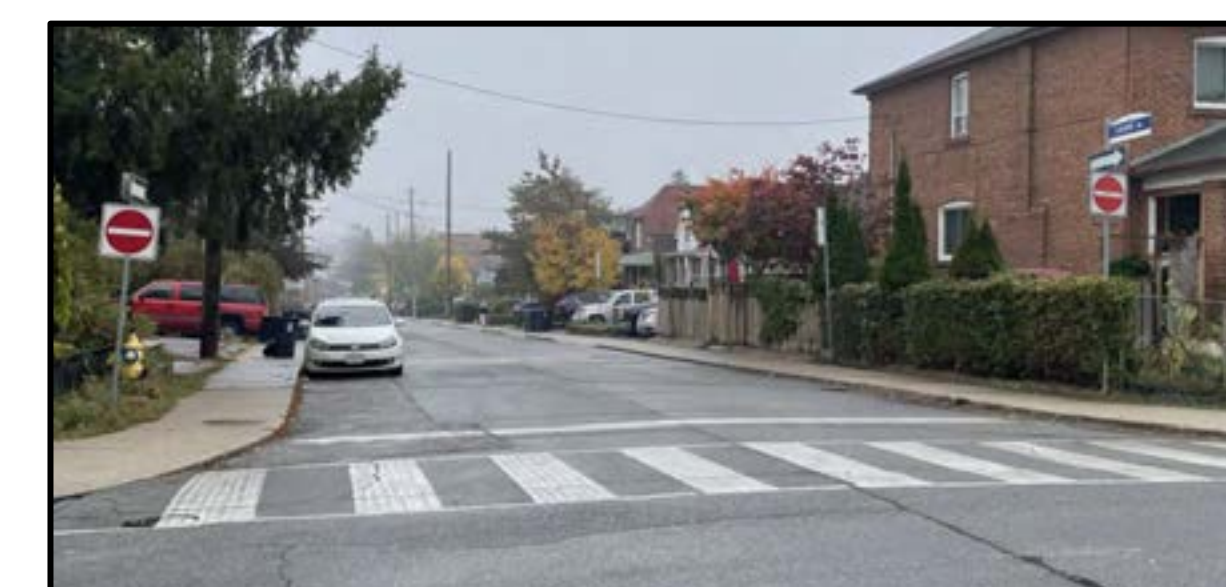
Example in-road speed sign
Oakwood Avenue



Community Safety Zone sign
Dufferin Street



Example pedestrian crossover
Vaughan Road



Example one-way street
Lanark Avenue



Example time-based restriction
Winona Drive, north of Lanark Avenue

Locations and Implementation

The potential changes can be implemented in various locations over the next 2 to 10+ years, shown in the next table and map. Some can be made quickly, while others are more complex, require lengthy design and review periods, impact a wider area, or require alignment with other capital projects.

Short Term Changes (6 months to 2 years)	
Change	Location
Speed humps	<ul style="list-style-type: none"> Sections of the following streets (refer o map on panel 42): Alameda Avenue, Amherst Avenue, Atlas Avenue, Keywest Avenue, Glenholme Avenue, Lauder Avenue, Lanark Avenue, Northcliffe Boulevard, Robina Avenue, Winona Drive, Gloucester Grove, Holland Park Avenue
Speed cushions along with speed limit reduction (30 km/h)	<ul style="list-style-type: none"> Northcliffe Boulevard, between Eglinton Avenue and Vaughan Road Glenholme Avenue, between Eglinton Avenue and Vaughan Road
In-road flexible speed sign	<ul style="list-style-type: none"> Rogers Road, between Northcliffe Boulevard and Lauder Avenue Vaughan Road, between Atlas Avenue and Winnett Avenue
Street direction changes to discourage non-local traffic	<ul style="list-style-type: none"> Durham Avenue, from Atlas Avenue to Winnett Avenue, changed from two-way to eastbound only Holland Park Avenue, from Oakwood Avenue to a point 30 metres east of Oakwood Avenue (west of Green P lot driveway), changed from two-way to eastbound only Millerson Avenue, changed from two-way to eastbound only Earnscliffe Road, changed from two-way to eastbound only Set of changes to create one-way loops (refer to map on page 3): <ul style="list-style-type: none"> Two-way to one-way: <ul style="list-style-type: none"> Rosecliffe Avenue, westbound only Cloverlawn Avenue, eastbound only Change direction for one block between Rosecliffe Avenue and Cloverlawn Avenue <ul style="list-style-type: none"> Westmount Avenue, changed from one-way northbound to one-way southbound Lauder Avenue, from one-way southbound to one-way northbound
Extension of existing time-based restrictions to discourage non-local traffic	<ul style="list-style-type: none"> Alameda Avenue, at a point 38m south of Eglinton Ave, do not enter, changed from 7 a.m. to 7 p.m. to all times Winona Drive, at a point 38m south of Eglinton Ave, do not enter (bicycles excepted), changed from 7 a.m. to 7 p.m. to all times Eglinton Avenue West at Atlas Avenue, prohibit northbound right-turn (bicycles excepted), change from 7 a.m. to 9 a.m. and 4 p.m. to 6 p.m., Monday to Friday, except public holidays to 7 a.m. to 7 p.m. Eglinton Avenue West at Winnett Avenue, prohibit westbound left-turn, change from 7 a.m. to 7 p.m., except public holidays to all times

Locations and Implementation

The proposed changes can be implemented in various locations over the next 2 to 10+ years, shown in the next table and map. Some can be made quickly, while others are more complex, require lengthy design and review periods, impact a wider area, or require alignment with other capital projects.

Short Term Changes (6 months to 2 years)	
Change	Location
New traffic signal to facilitate safer crossings	<ul style="list-style-type: none"> Intersection of Oakwood Avenue and Holland Park Avenue Would require the removal of 7 paid parking spaces on Oakwood Ave, 2 paid parking spaces on Holland Park Avenue east of signal, and 2 permit parking spaces on Holland Park Avenue west of signal (due to parking prohibition within 30 metres of signal)
East-West cycling connection	<ul style="list-style-type: none"> New cycling connections on the following streets, retaining all legal parking spots: <ul style="list-style-type: none"> Earlsdale Ave – contra-flow bike lane from Winona Drive to Oakwood Avenue Oakwood Ave – northbound cycle track from Earlsdale Avenue to Holland Park Avenue Holland Park Ave – contra-flow bike lane from Oakwood Avenue to a point 30 metres east of Oakwood Avenue Holland Park Ave – shared lane marking from a point 30 metres east of Oakwood Avenue to Winona Drrive Holland Park Ave – contra-flow bike lanes from Oakwood Avenue to Glenholme Avenue
Crosswalk pavement markings to improve visibility of crossings	<ul style="list-style-type: none"> New/refreshed standard crosswalk markings at select intersections along Oakwood Avenue and all intersections along Rogers Rd New/refreshed zebra crosswalk markings at select intersections along Oakwood Avenue, all intersections along Vaughan Rd, and nearest intersections to all schools and City-run community facilities

Locations and Implementation

The potential changes can be implemented in various locations over the next 2 to 10+ years, shown in the next table and map. Some can be made quickly, while others are more complex, require lengthy design and review periods, impact a wider area, or require alignment with other capital projects.

Medium Term Changes (2 to 5 years)	
Change	Location, <i>notes</i>
Upgrade pedestrian crossing	<ul style="list-style-type: none"> Intersection of Oakwood Ave and Clovelly Ave, changed from pedestrian crossover to pedestrian signal
Intersection or mid-block safety improvement (using temporary materials)	<ul style="list-style-type: none"> Oakwood Avenue at existing pedestrian crossover at Rawlinson Lane and at Conway Avenue Roger Road at Northcliffe Boulevard A design using temporary materials (pavement markings and/or flex posts) may be designed and implemented in the mid-term. A design using permanent materials that requires civil work is subject to further programming over the long-term (5+ years).
Safety improvements for Vaughan Road*	<ul style="list-style-type: none"> New restrictions and redesign at intersection with Oakwood Ave New pedestrian crossing between Robina Ave/Glenora Ave and Alameda Ave Upgrade existing cycling connection, from western terminus to Arlington Ave Reduce speed limit to 30km/h, where it is classified as a Collector road Intersection safety improvements at Alameda Ave, Winona Dr, Atlas Ave, Arlington Ave
New cycling connection	<ul style="list-style-type: none"> A north-south cycling connection between Vaughan Rd and south of St Clair Ave West is planned, subject to future community consultation, as part of a separate project.

*Changes on Vaughan Road subject to further public consultation and detailed design development, as part of a separate project.

Other changes are being considered in the long-term (5+ years), subject to further programming, feasibility study, and/or detailed design. Changes noted for future consideration include installation of missing sidewalks on Glenhurst Avenue, Northcliffe Boulevard, and Winnett Avenue; additional safety improvements on Oakwood Avenue; and upgrade of existing bikeway on Rogers Road to have physical separation from vehicle traffic.

Next Steps



Decision Making & Monitoring

Decision Making

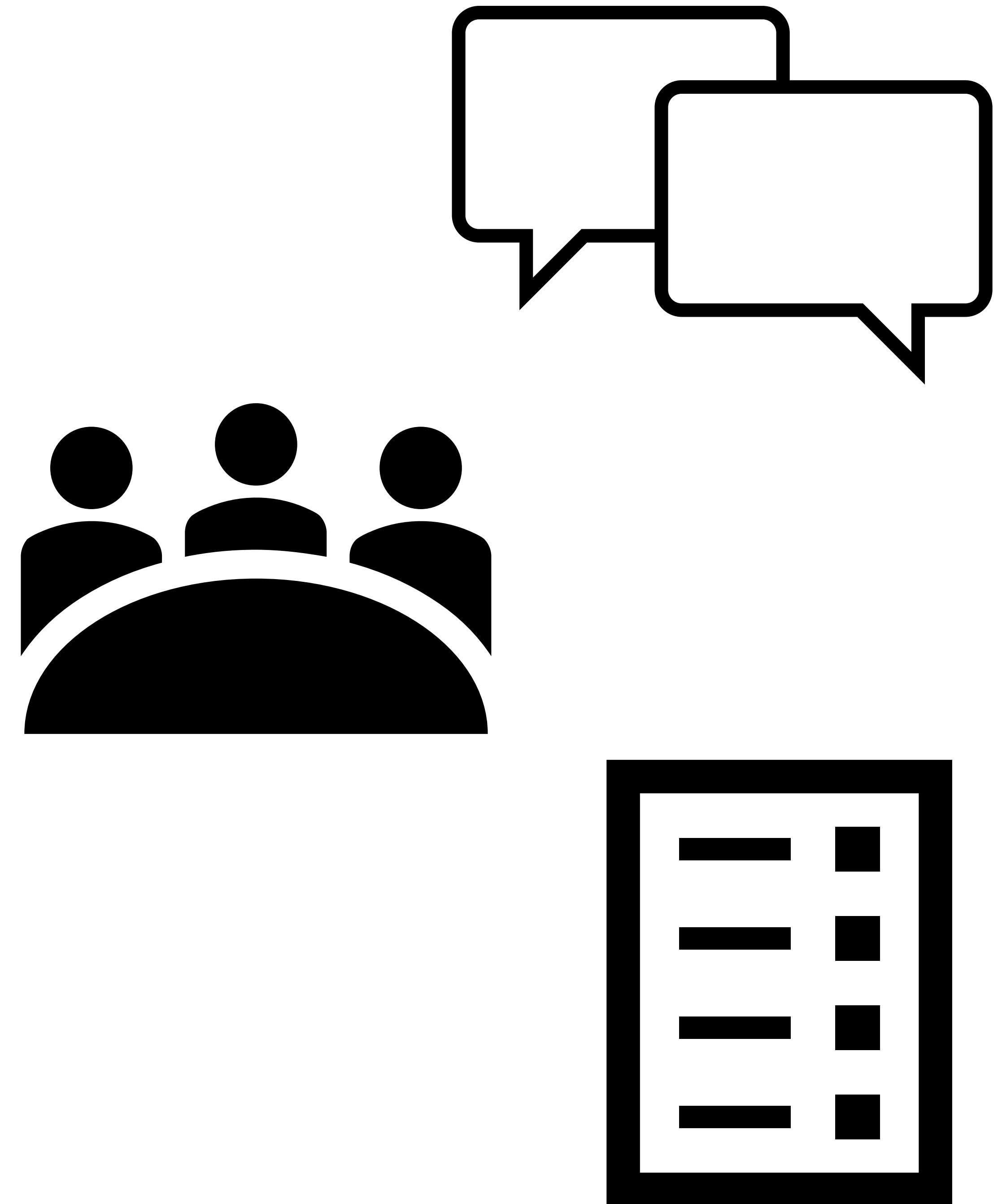
Following consultation, the City's project team will prepare a **consultation report** summarizing all activities and feedback received that will be posted to the project webpage.

Staff will report recommendations to the **Toronto and East York Community Council** in Winter 2026. The Committee may vote to 'adopt', 'defer', 'reject', or 'receive' the NSP, or may submit additional related motions.

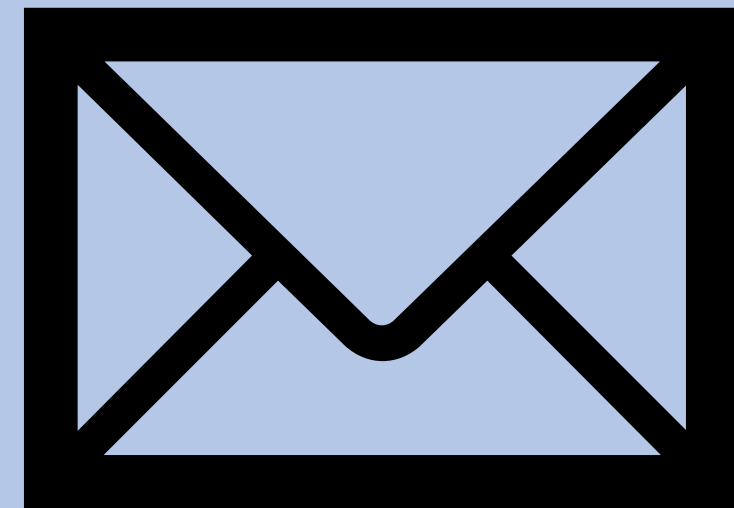
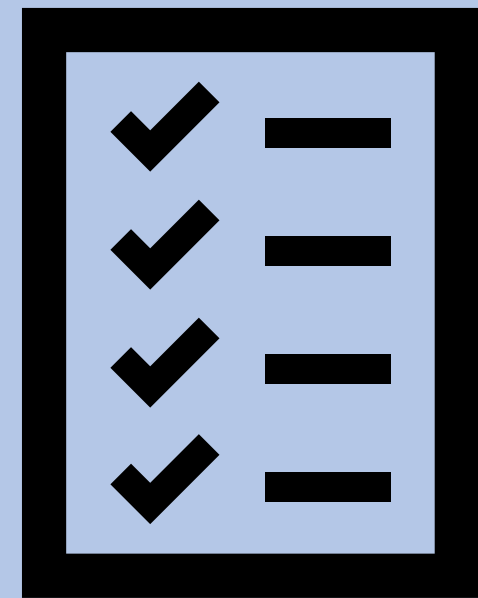
Members of the public can arrange to speak at the Community Council meeting (depute) or submit comments in advance. More information on how to participate will be shared through the project email list about one week in advance of the meeting date, once the meeting agenda is available.

Monitoring

After approved changes are installed, the City continues to monitor the project area, respond to feedback, and make additional adjustments as needed.



Provide Feedback



Comment deadline:
October 13, 2025

- ✓ **Provide feedback via survey, email, phone or mail**
- ✓ **Subscribe for email updates**

Contact:

Steven Ziegler
Senior Public Consultation Coordinator
416-392-2896

OakwoodVillageStreets@toronto.ca

Metro Hall, 55 John Street, 19th Floor
Toronto, Ontario. M5V 3C6



**toronto.ca/OakwoodVillage
Streets**

General Requests & Enforcement

- Contact your local Councillor to **pick up a Slow Down sign** that helps remind the people driving to slow down and be aware.
- **Contact 311** to create a service request for immediate roads, sidewalks and traffic safety concerns
311@toronto.ca
toronto.ca/311
- [File a police report or request enforcement](#) regarding parking or driving complaints, or a local neighbourhood traffic issue or concern. **Toronto Police Services 13 Division**
416-808-1300