



CALEDONIA PARK ROAD & DAVENPORT ROAD SAFETY IMPROVEMENTS

September 10, 2025

Project Overview



The City of Toronto is proposing ways to make it safer and more accessible for all road users on Caledonia Park Road and Davenport Road.

Why now?

In 2026, road work is planned on Caledonia Park Road between St Clair Avenue West and Davenport Road. The road work presents an opportunity to make safety improvements to the street.

The Caledonia Park Road and Davenport Road Safety Improvements project would:

- Improve pedestrian and cycling connections
- Enhance safety at three intersections
- Install a missing sidewalk
- Plant trees and other green infrastructure

These measures would right-size the roadway to better meet the **City's Lane Widths Guideline** with **no impact to the number of travel lanes**.





IMPROVE ROAD SAFETY

Improve safety for all road users with a focus on reducing motor vehicle speeds and making roadway crossings for pedestrians and people cycling, safer



MAINTAIN ROAD OPERATIONS

Maintain services and traffic operations for motor vehicles, access to driveways and high demand turn lanes at intersections for large trucks



IMPROVE CONNECTIVITY

Enhance walking and cycling connections to local parks and extend a missing sidewalk along Caledonia Park Road



GREEN INFRASTRUCTURE

Plant canopy trees, add bioretention planters and extend existing green spaces

Cycling Routes in the Neighbourhood



The City of Toronto is installing a parallel project: Silverthorn-Laughton Cycling Connections in 2025.

- Silverthorn Avenue, St Clair Avenue to Rogers Road (**completed**)
- Silverthorn Avenue, Rogers Road to Eglinton Avenue West (**future connection**)

In **April 2024** City Council approved the installation of new bikeways and road safety improvements to Silverthorn Avenue, Hounslow Heath Road, Laughton Avenue and Blackthorn Avenue.

The **north-south bikeway on Laughton Avenue** provides an **on-road parallel route** for people cycling, especially those connecting to or from the south-west.



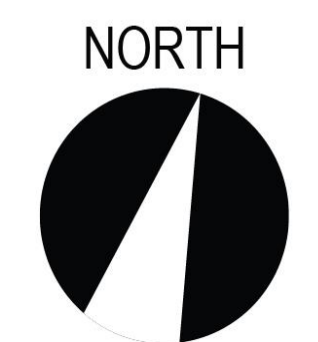
Legend

Project Corridor

Existing Cycling Network

Silverthorn / Laughton
Cycling Connection

Future Bikeway by Developer



The **existing Multi-Use Pathway in Earls Court Park** provides another key cycling connection especially for those connecting to **or** from the south-east.

Caledonia Park Road – Missing Sidewalk



- Caledonia Park Road between Davenport Road and St Clair Avenue West has a 330-metre gap in the sidewalk network on the west side of the street.



Caledonia Park Road looking south towards Davenport Road

Background – Foundry Avenue Signal

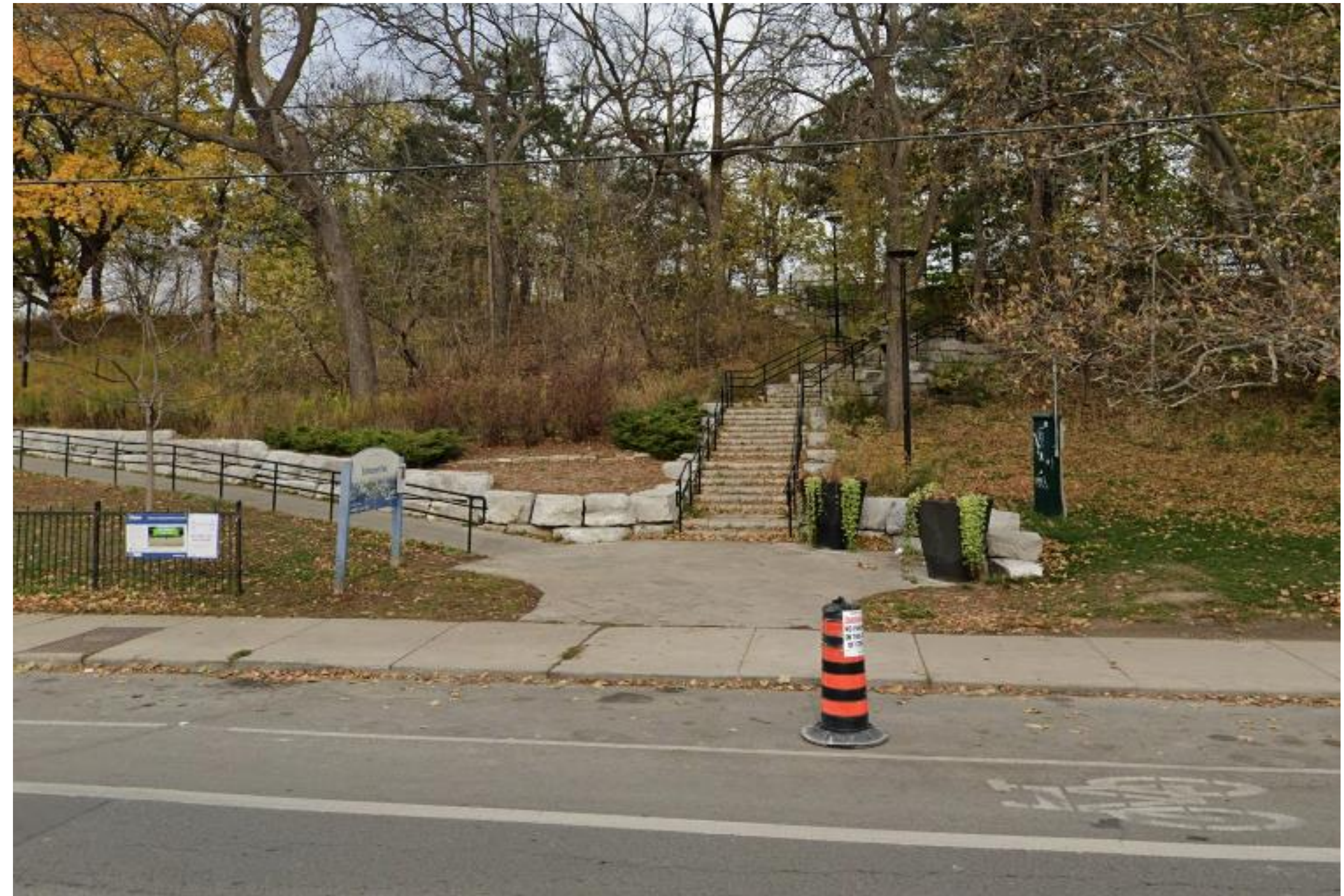


On January 16, 2025, Transportation Services attended a Neighborhood Community Meeting hosted by Councillor Bravo. Items discussed included:

- Safety concerns at Caledonia Park Road and Davenport Road intersection
- Traffic infiltration to/from Foundry Avenue
- Geometric safety improvements at Davenport Road and Foundry Avenue.

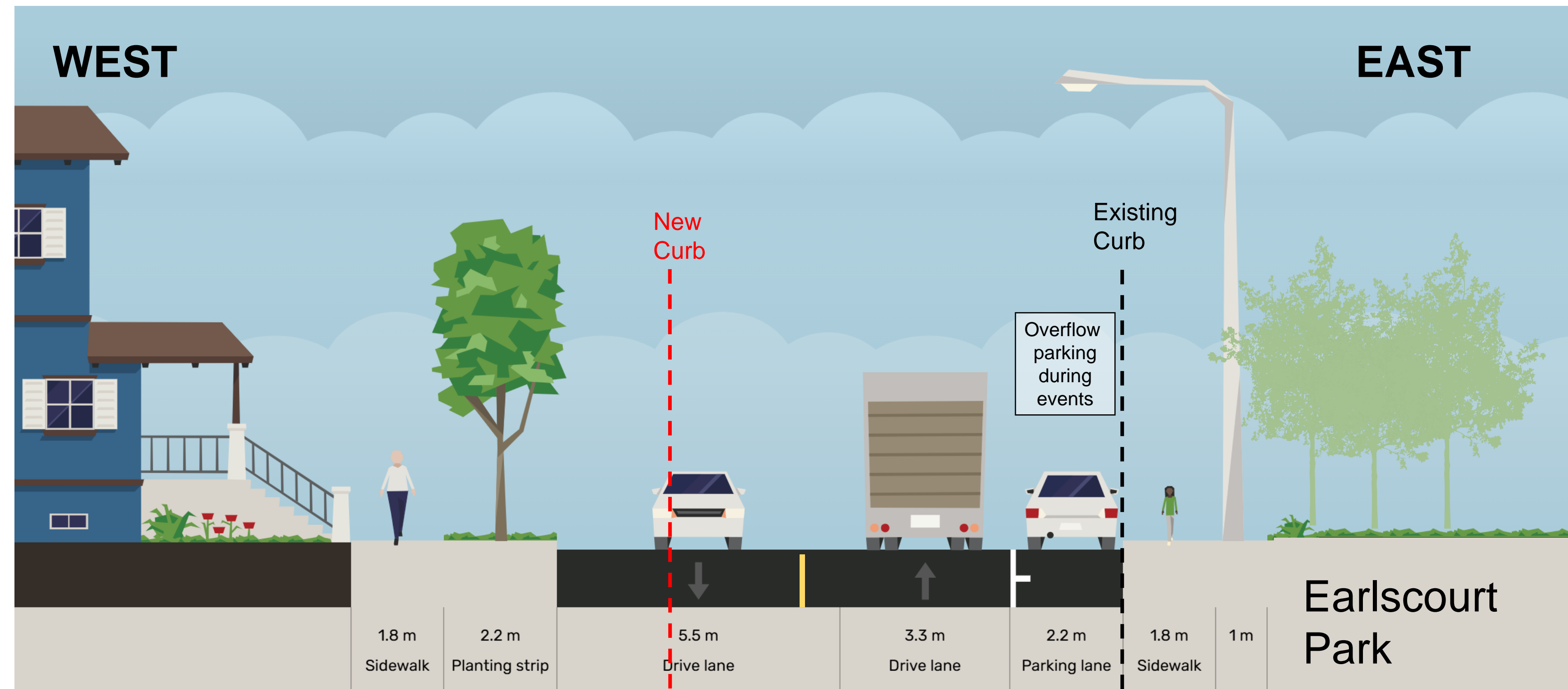
Outcomes of the meeting include:

- Tightening the curb radii at the Davenport Road and Foundry Avenue intersection corner **to improve safety by making vehicles turn at appropriate speeds**
- **Signal investigations** at Davenport Road/Foundry Avenue



Earls Court Park accessible entrance at Davenport Road and Foundry Avenue

Proposed Design – Caledonia Park Road – Section 1

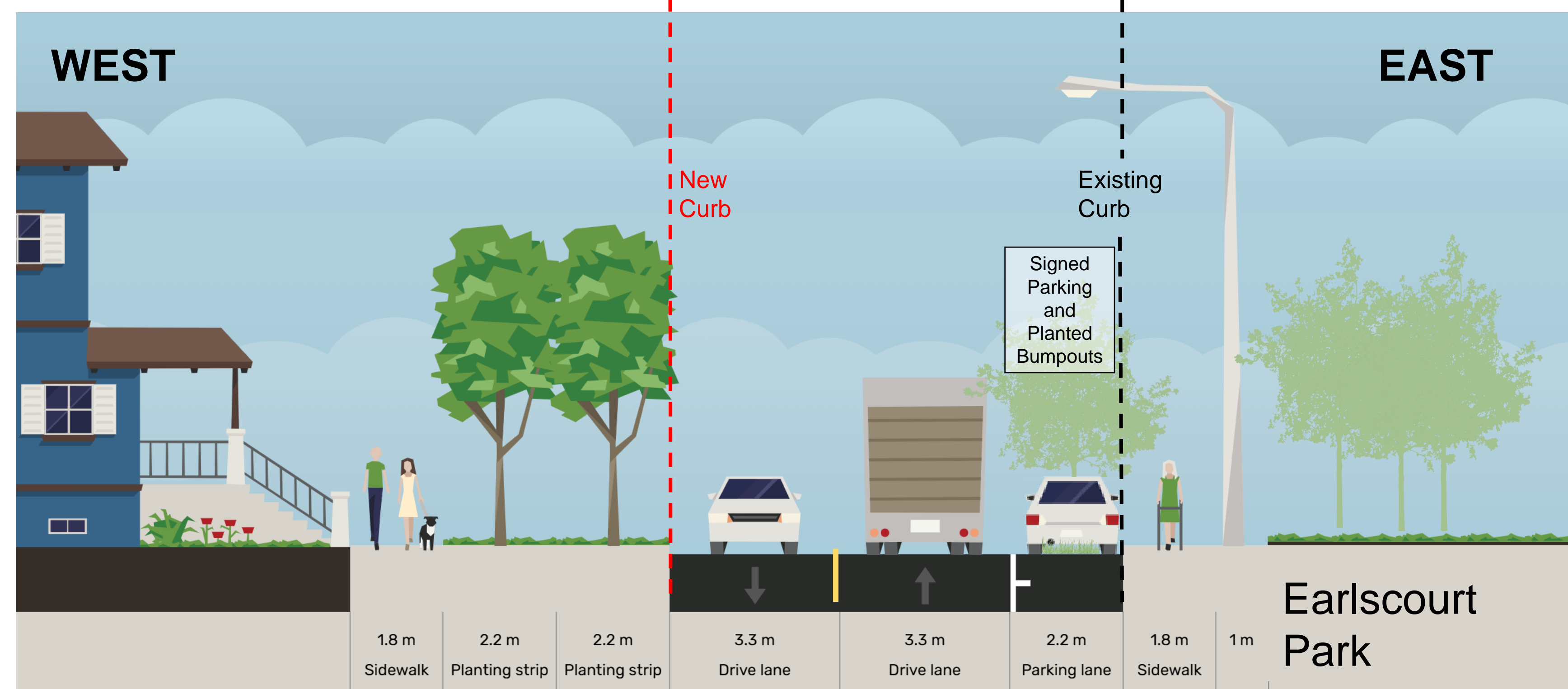


Existing Conditions

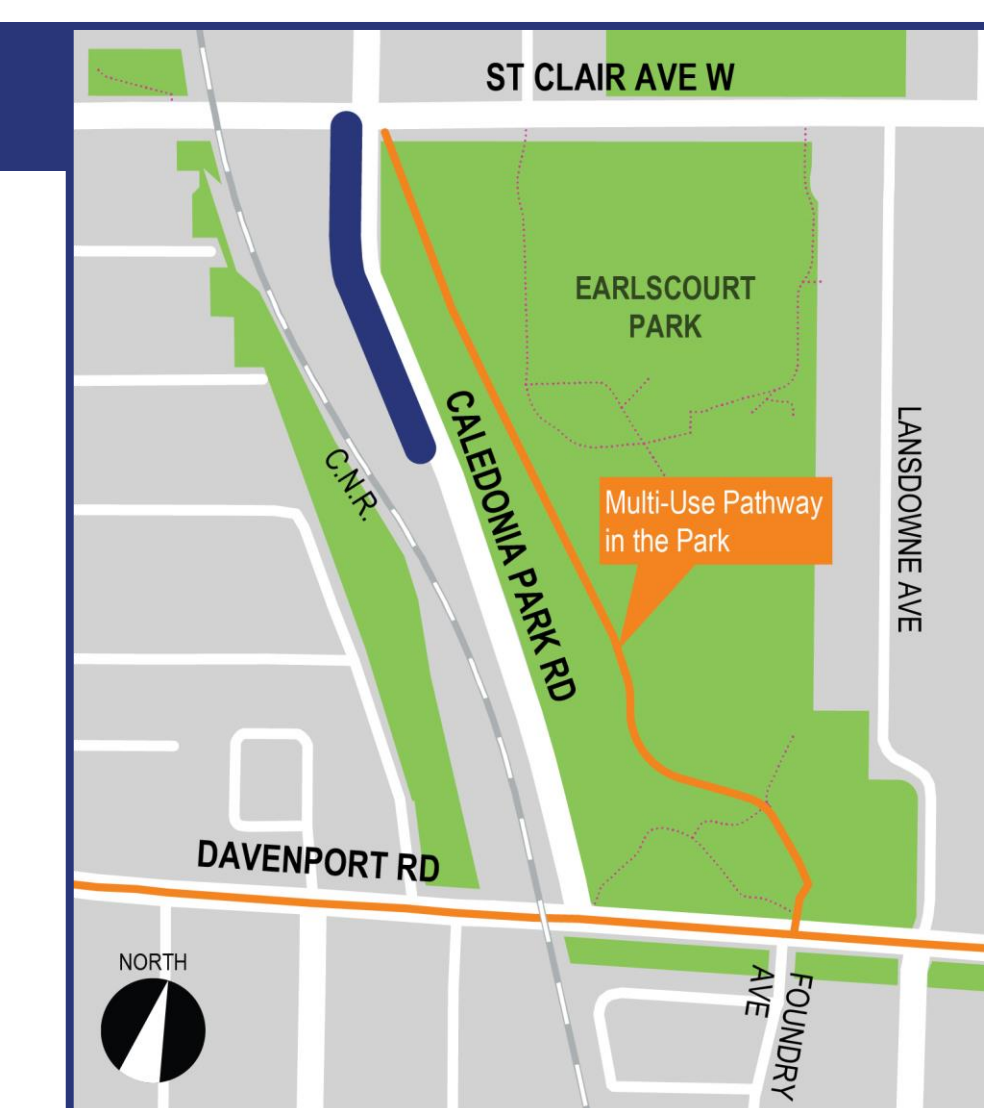
- ~11m wide road (curb to curb)
- No bus service
- Wide travel lanes in each direction
- Parking Regulations (East side)
 - Restricted parking hours except public holidays

Summary of Proposed Changes:

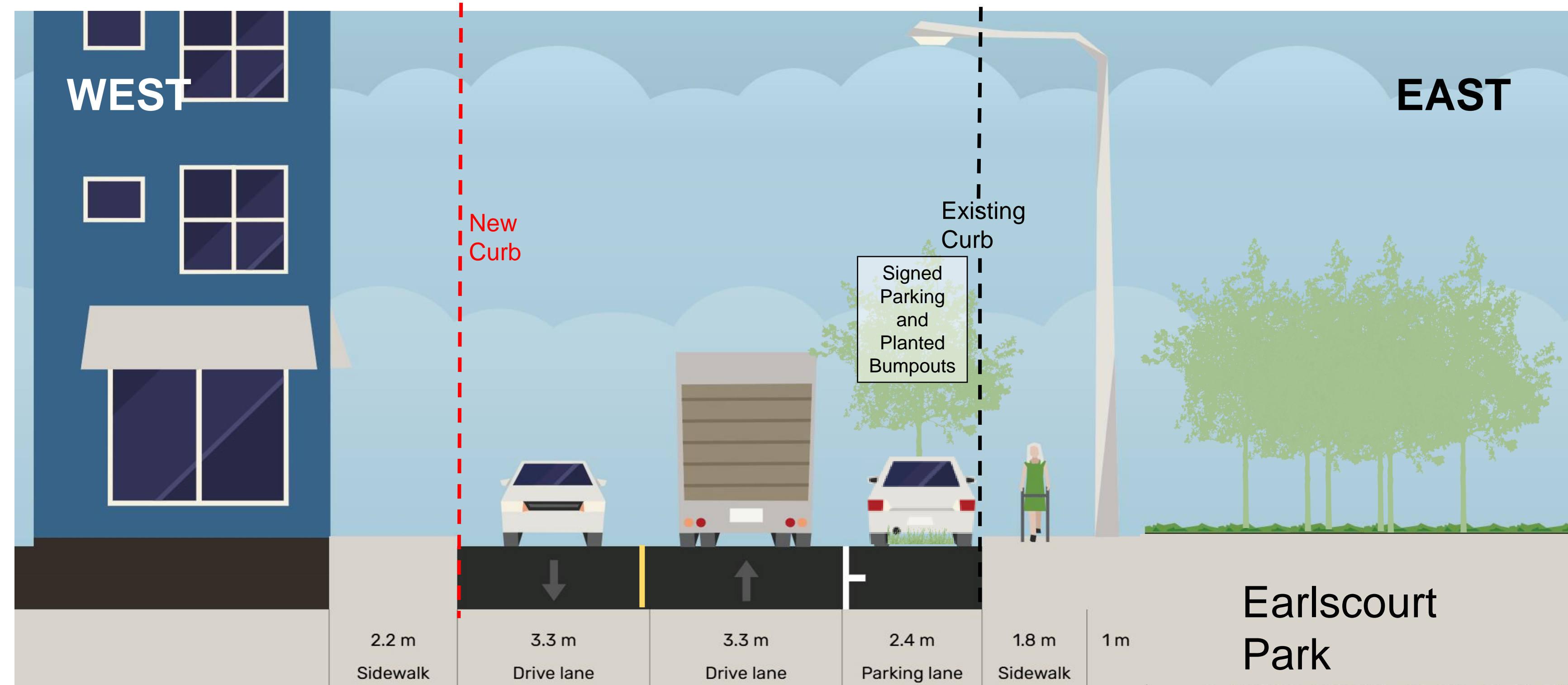
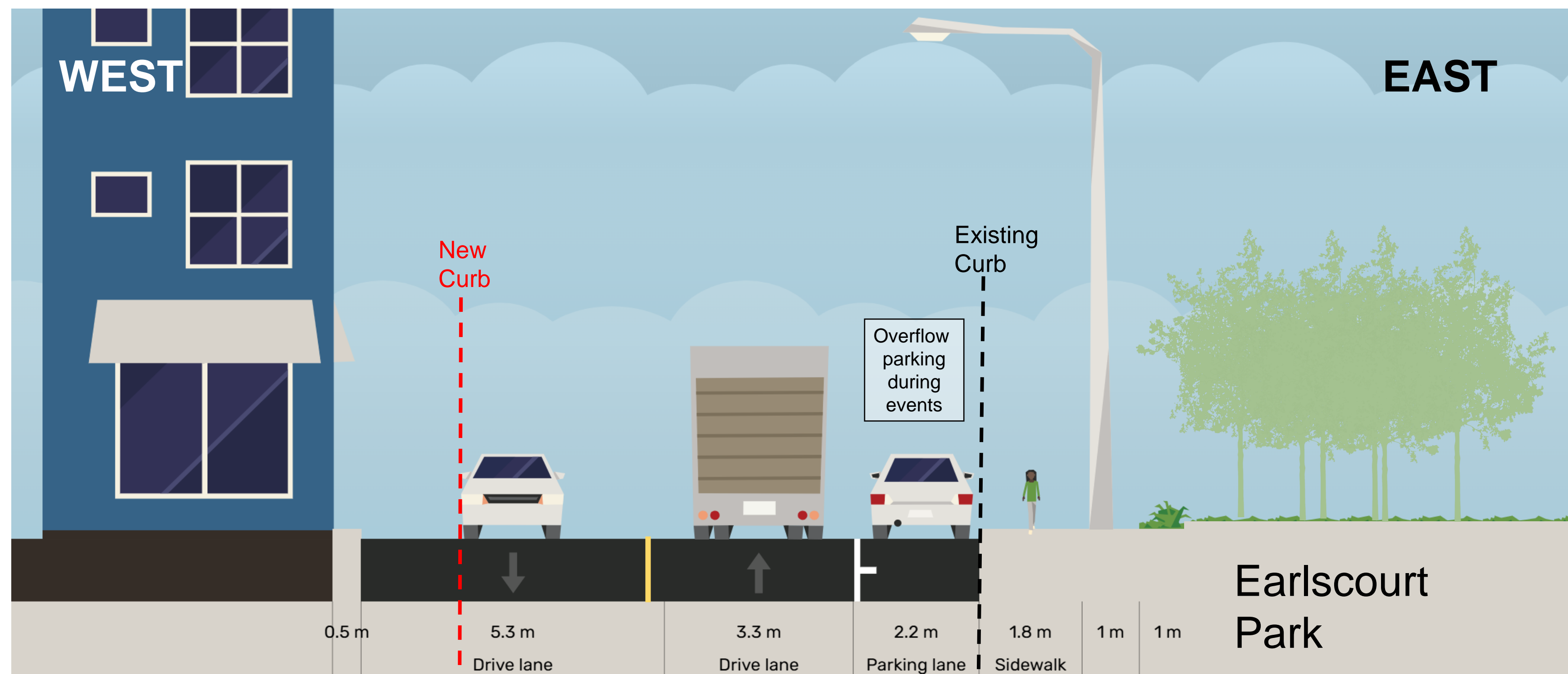
- Right sizing the road to meet the City's Lane Width Guidelines:
 - 6.6m wide road and 2.2m parking (curb to curb)
- Formalize and make parking permanent on east side with painted lines and planted bump outs
- Exploring opportunity to maximize green infrastructure



KEY MAP



Proposed Design – Caledonia Park Road – Section 2



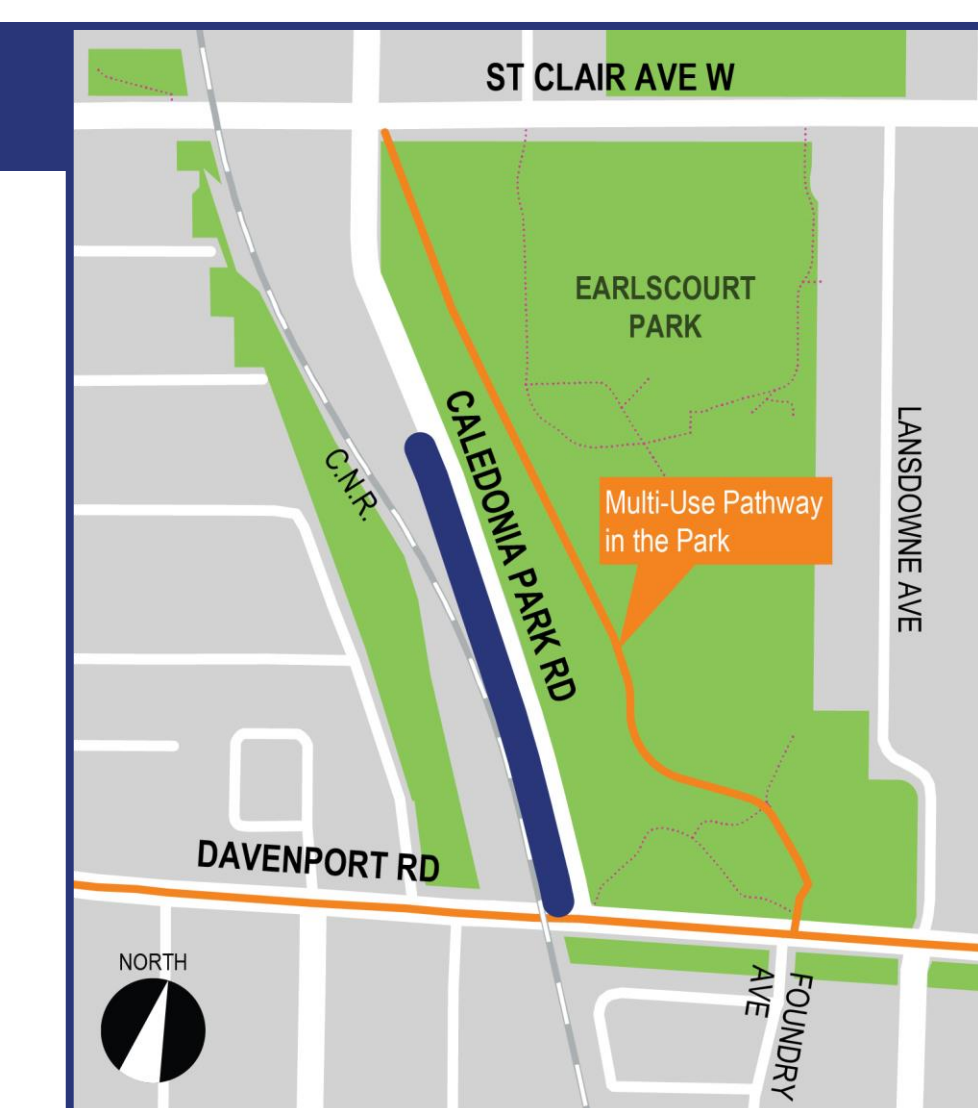
Existing Conditions

- ~11m wide road (curb to curb)
- No bus service
- Wide travel lanes in each direction
- Building closer to roadway with a missing sidewalk
- Parking Regulations (East side)
 - Restricted parking hours except public holidays

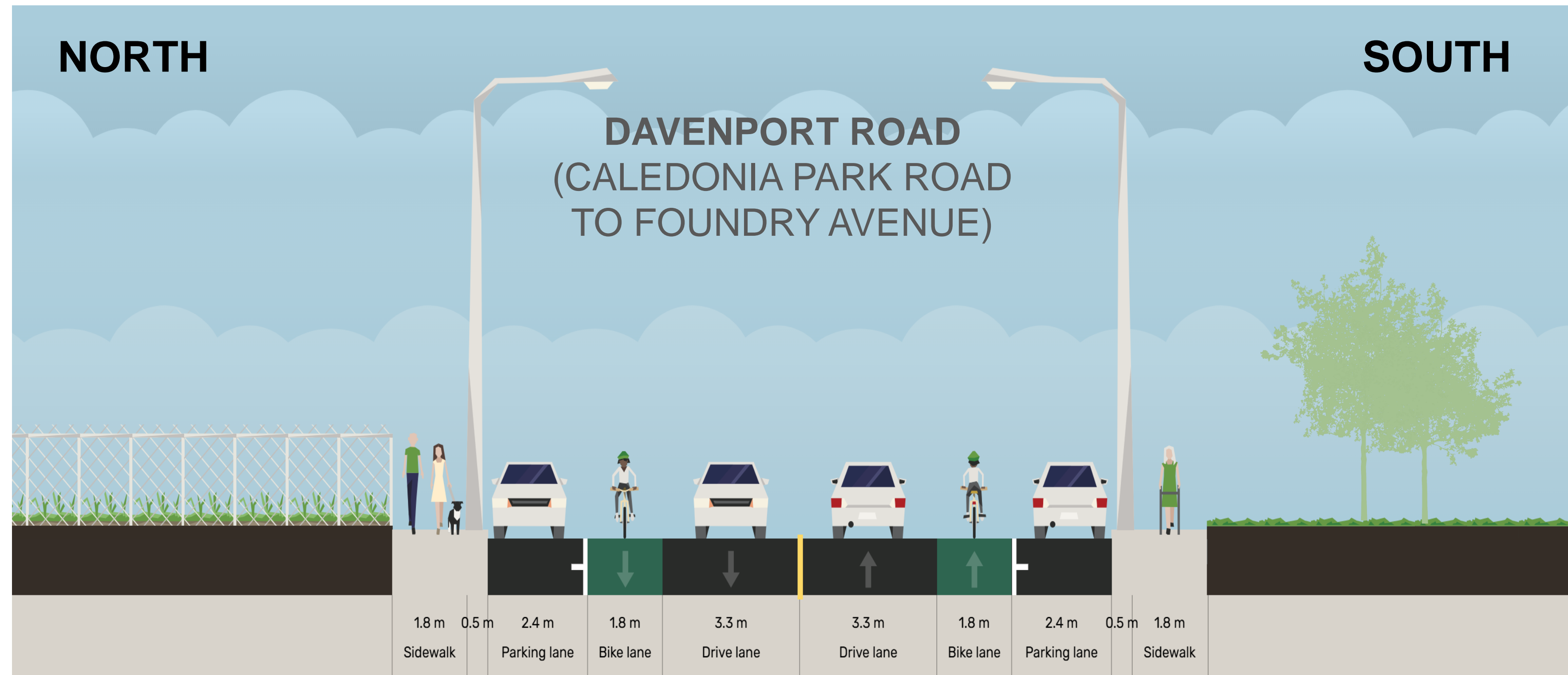
Summary of Proposed Changes:

- Right sizing the road to 6.6m wide road and 2.2m parking (curb to curb)
- Relocate west curb, add missing sidewalk connection and plant trees
- Formalize and make parking permanent on east side with paint, and if budget allows, add planted bump outs

KEY MAP



Proposed Design – Davenport Road – Section 3

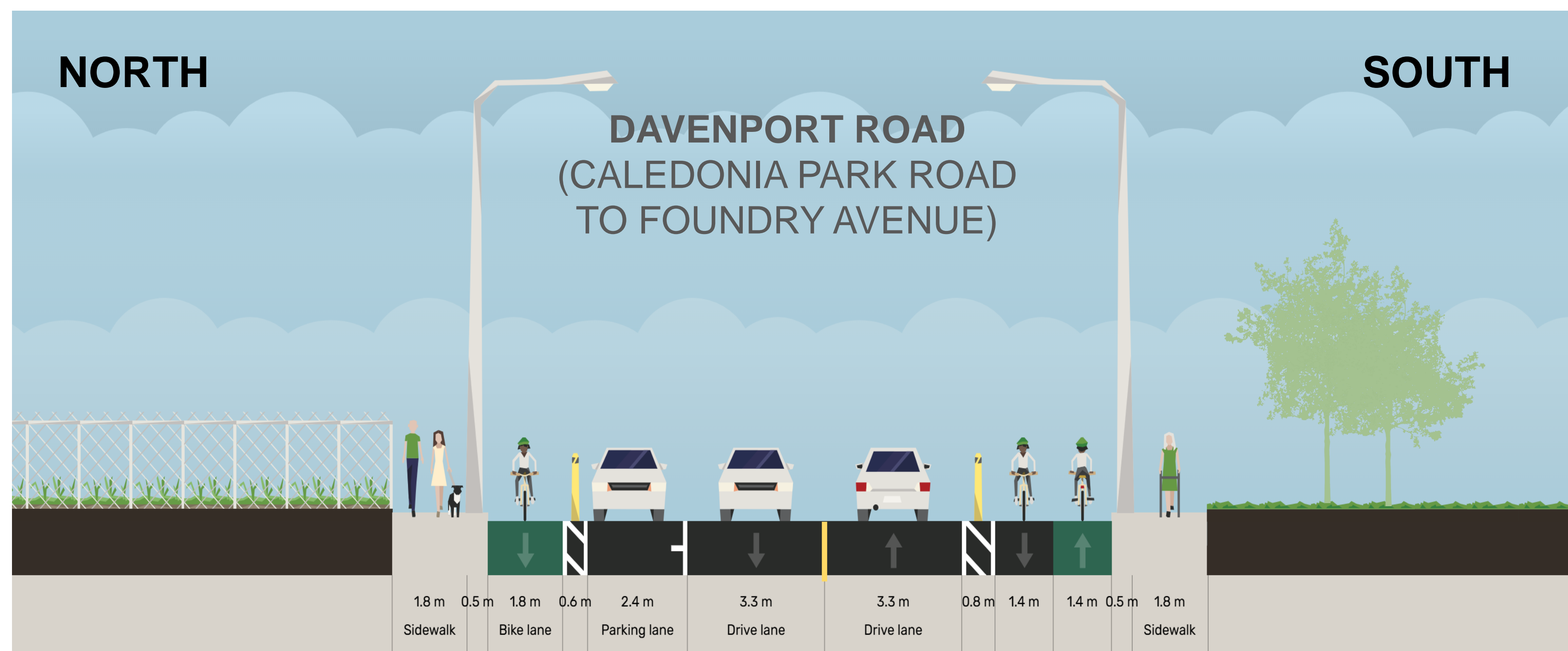


Existing Conditions

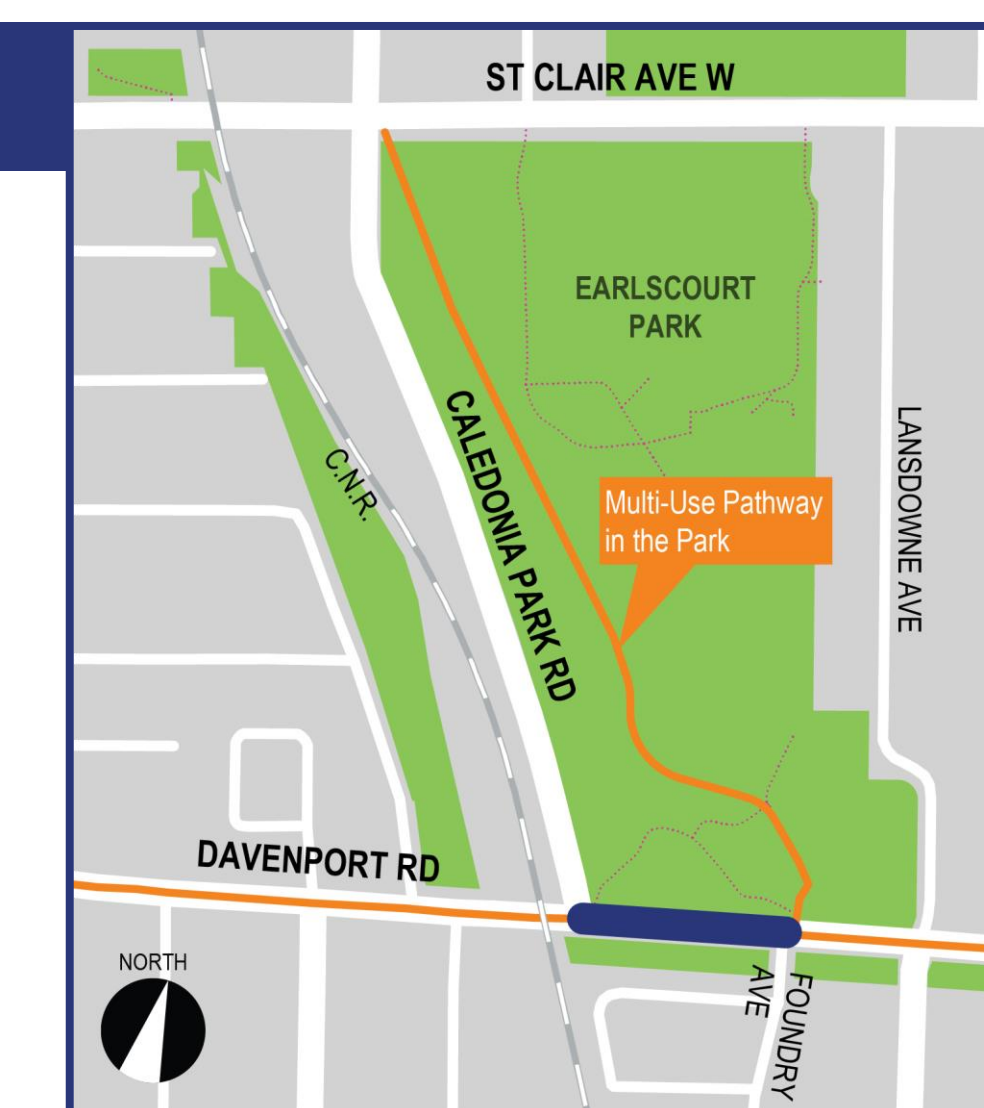
- ~15m wide road (curb to curb)
- Bus service (east-west)
- 17 north side and 8 south side on-street parking spaces – unsigned both sides
- Bike lanes between parked cars and traffic lanes
- One travel lane in each direction

Summary of Proposed Changes:

- Convert westbound bike lanes to parking-protected cycle track on the north side
- Convert east-bound bike lane to a bi-directional cycle track from Foundry Avenue to Caledonia Park Road to facilitate connection to future multi-use trail
- Remove 17 on-street parking spaces (9 on north, 8 on south side) mostly due to the new traffic control signal at Foundry Avenue. **8 spaces to be retained.**



KEY MAP



Proposed – New Signal at Foundry Avenue



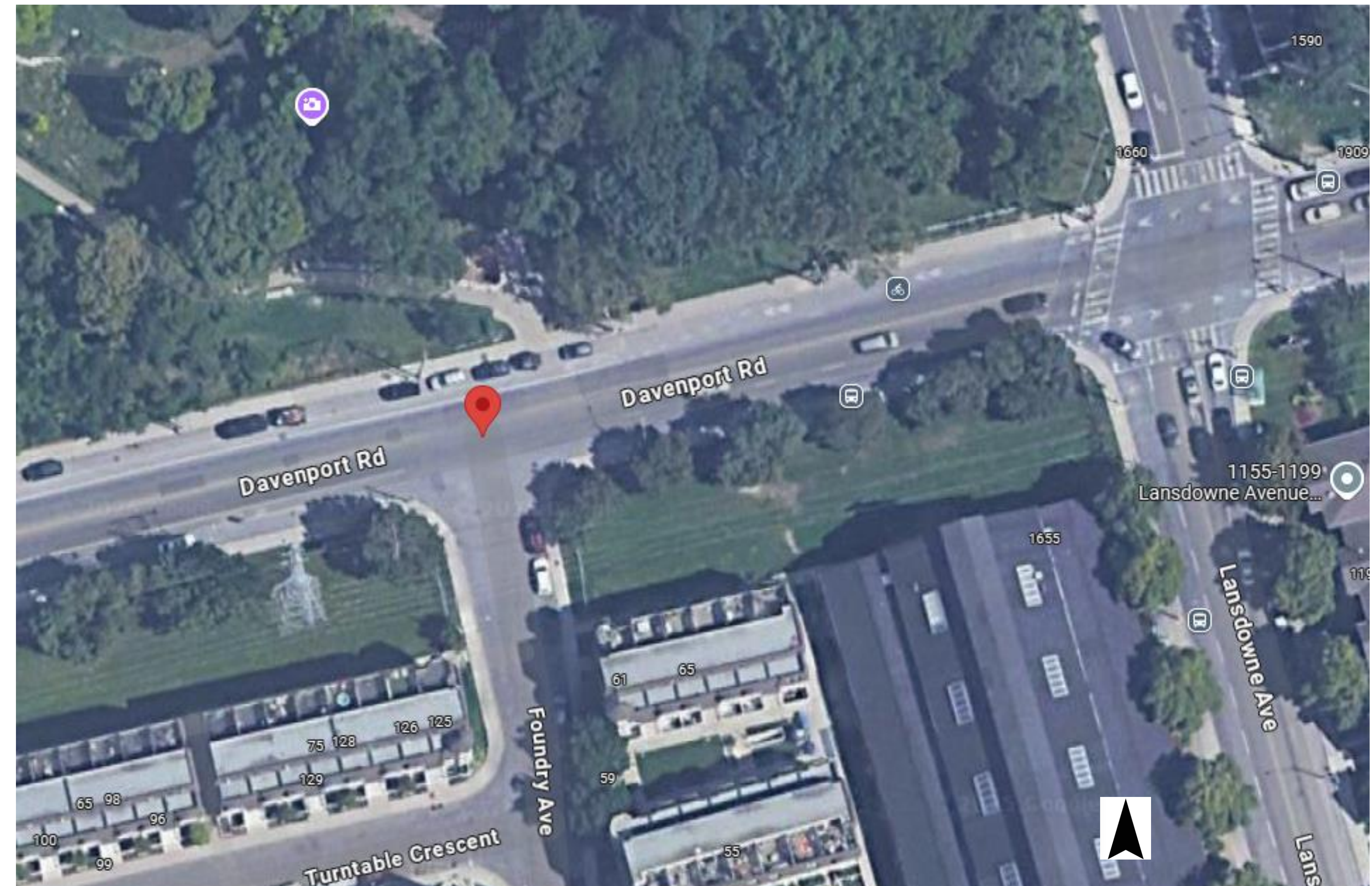
A new traffic control signal is proposed to be installed at Foundry Avenue and Davenport Road

Benefits:

- More demand for all ages and abilities to access park (pedestrians and people cycling)
- Improved connection to Earlscourt Park to and from the future multi-use trail connection on the south side of Davenport Road (to be built by Metrolinx)
- Four permit parking spaces will be impacted by the signal work on Foundry Avenue

Impacts:

- The majority of the 17 on-street parking spaces on Davenport Road being removed are due to the 30.5m set-back requirement for the traffic control signal (improved sight lines)



Proposed Location of a new traffic control signal
Davenport Road and Foundry Avenue (red marker)

Foundry Avenue Signal – Proposed Design



Proposed Intersection Changes Include:

New Signalized Intersection

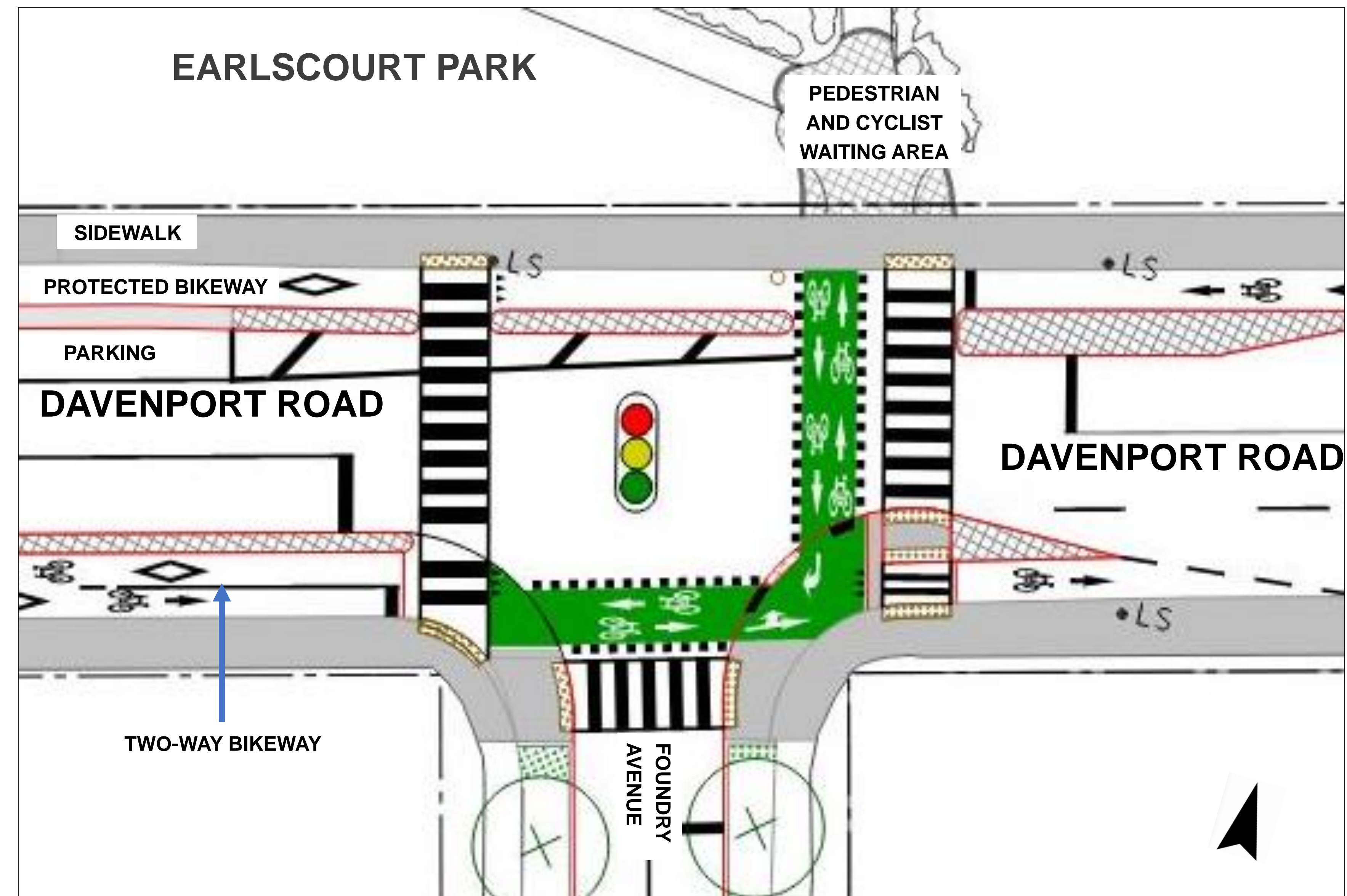
- T-Intersection Signal
- Crosswalks for pedestrians
- Cross rides for people cycling
- Painted and concrete buffers
- Add "NO HEAVY TRUCKS" sign at Foundry Avenue

Civil Works

- Curb extension bump-outs
- Raised concrete median
- Protected intersection concrete islands

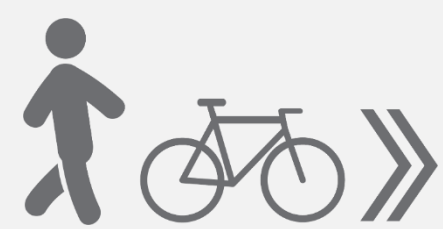
Green Infrastructure

- Explore opportunity for in-ground bioretention planters, tree planting and shrubs



Plan view of the proposed changes at Foundry Avenue and Davenport Road

On-Street Parking Impacts



Approximately 17 parking spaces would be removed from Davenport Road to accommodate the new signal and safety improvements.

- The Caledonia Park Road parking is allowed off-peak in wide lanes. It is underutilized which encourages speeding when no cars are parked. Parking is mostly used during events in Earlscourt Park.
- Davenport Avenue parking is allowed on both sides and is unsigned (3hr parking is permitted) and is moderately used

Project area demand: 17
Project area proposed supply: 73

STREET NAME – SIDE (Street Segment)	EXISTING # PARKING SPACES	AVERAGE USE OF EXISTING SPACES	REMAINING # OF PARKING SPACES
Caledonia Park Road – East Side (St Clair Avenue West to Davenport Road)	~65	~1	~65
Davenport Road – North Side (Caledonia Park Road to Lansdowne Avenue)	17	~12	~8
Davenport Road – South Side (Caledonia Park Road to Lansdowne Avenue)	8	~4	0

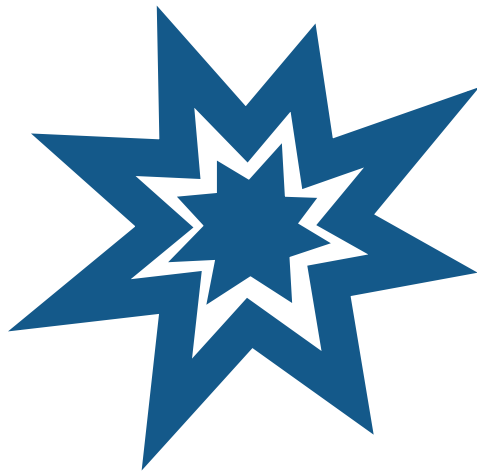
How We Collect and Use Data



Data has been collected and analyzed to support the development of proposed changes for Caledonia Park Road and Davenport Road. These include:



Travel data such as motor vehicle volumes and speeds, pedestrian volume counts, cycling volume counts, and intersection counts of all road users



Safety impact meeting with residents about Foundry Avenue and Davenport Road

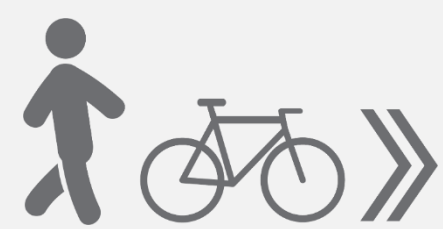


Reports and requests from the public and local Councillor including calls to 311 as well as comments collected from public consultation and local interest groups



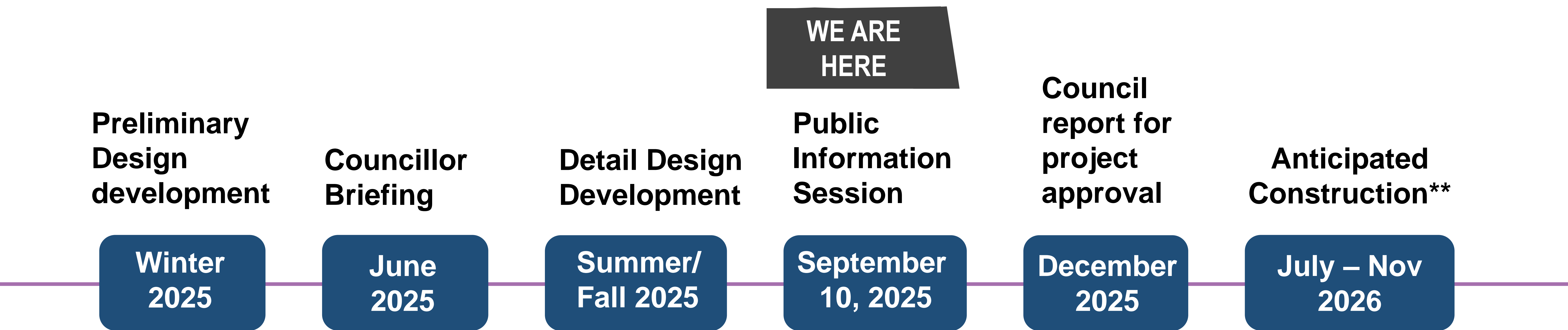
Site visits by the project team to gather observations in the neighbourhood and a parking study

Project Timeline



At this stage, we are developing the design and **want to hear feedback on the proposed safety improvements.**

Questions on the proposed project can be answered at any time.



* Subject to Council Approval at Infrastructure and Environment Committee Meeting, December 2025
* Pending coordination of work-zones with Metrolinx