

Oakridge Streets Plan

Public Drop-In Event

December 1, 2025

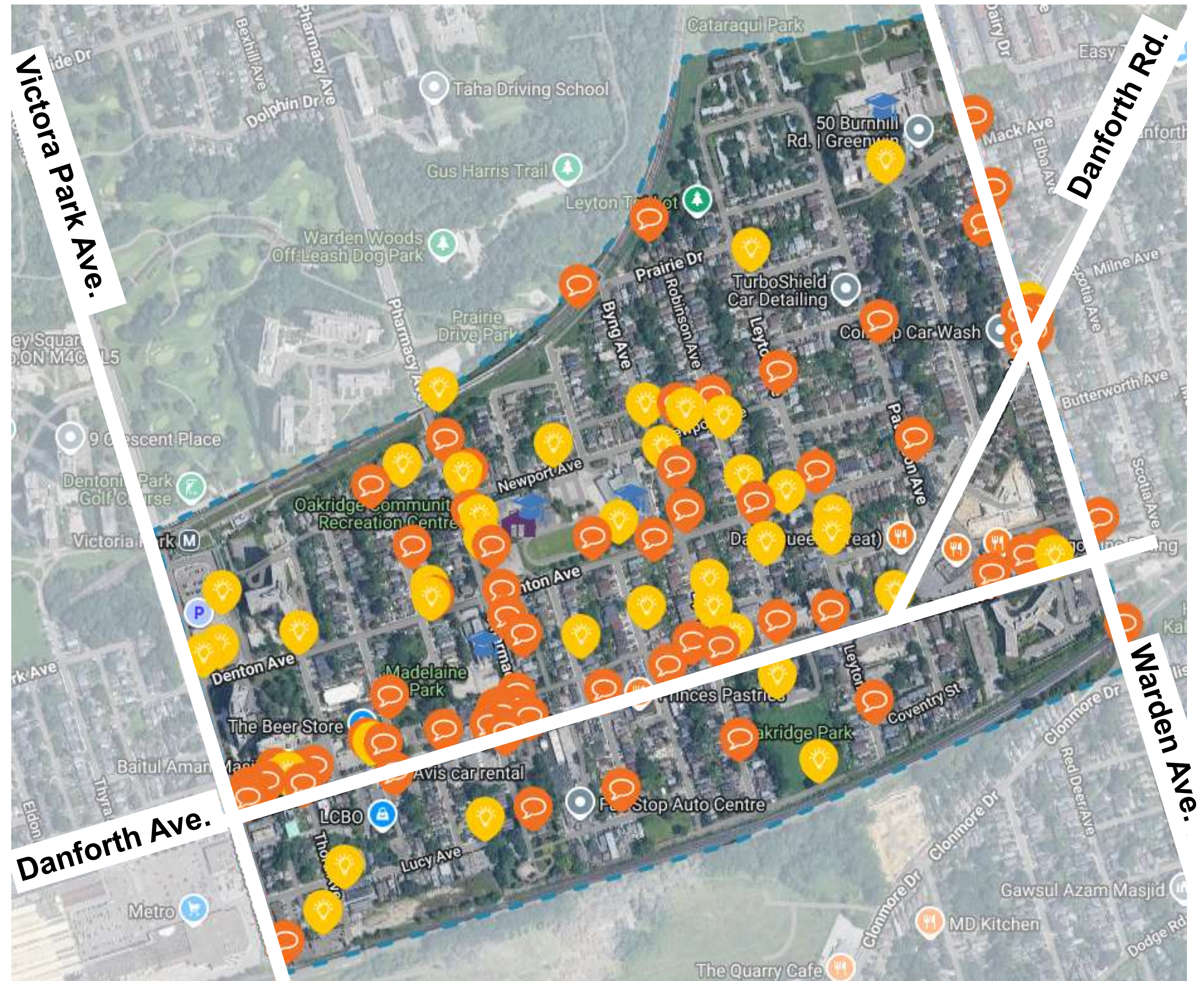


Project Overview

The Oakridge Streets Plan will recommend changes to traffic operations and road design. The plan emphasizes mobility for all and the safety of vulnerable road users such as seniors, school children, pedestrians and people cycling.

The City is seeking feedback on proposed changes that respond to three main areas of concern identified in phase one of the project:

1. **Road safety for vulnerable road users** (e.g. pedestrians, children, older adults)
2. **Speeding**
3. **Accessibility issues**



Phase one consultation activities included feedback via an online mapping tool

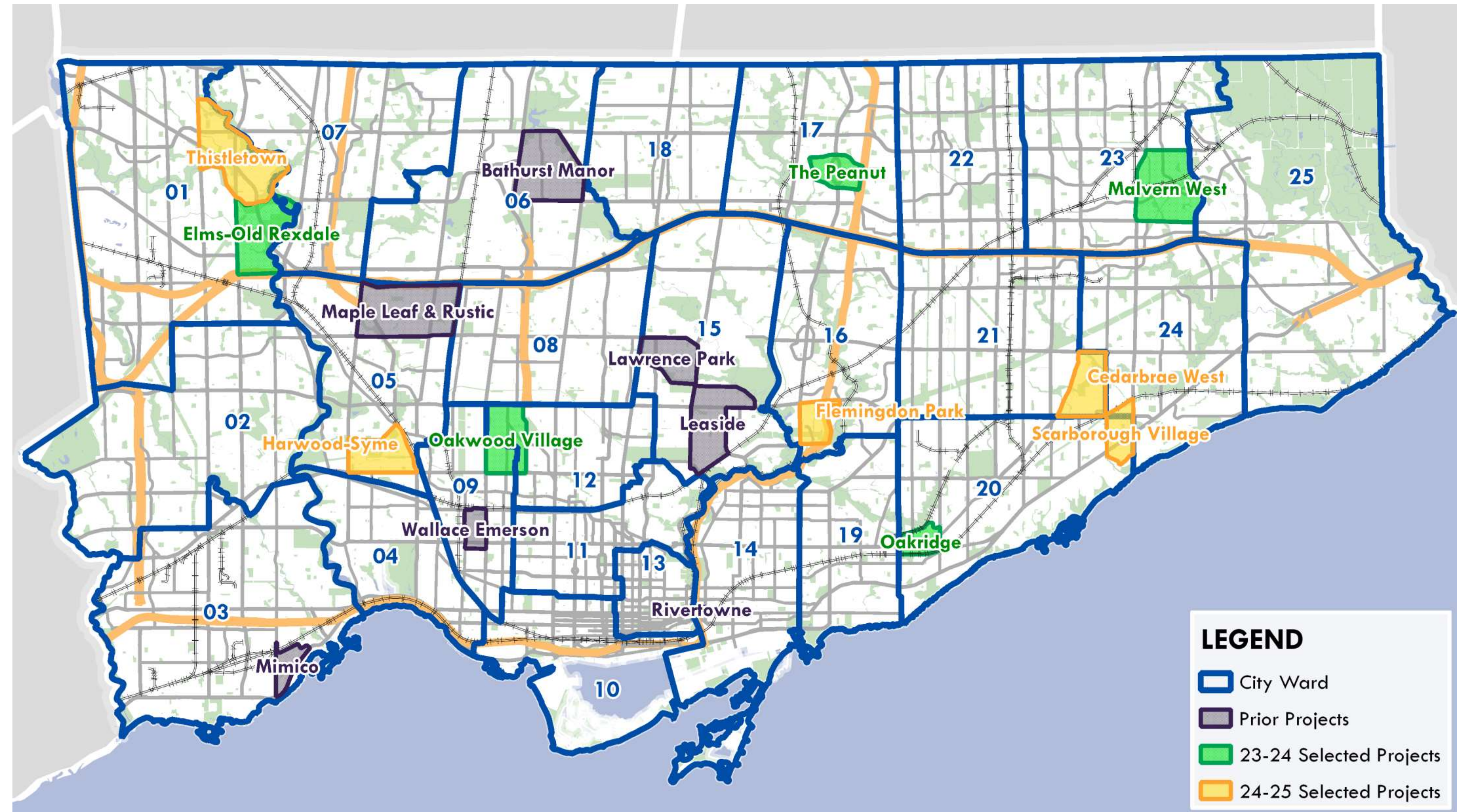
About Neighbourhood Streets Plans

Neighbourhood Streets Plans work with communities across Toronto to make changes to improve traffic, road safety, and transportation options in their local area.

Streets Plans result in changes that can be made in the short or medium-term (typically 6 months to 5 years) and identify desirable changes which are best achieved as part of programmed road work, property development, or other major city-building projects in the future.

Neighbourhood Streets Plans are subject to approval of the local Community Council.

Learn more at toronto.ca/NSP

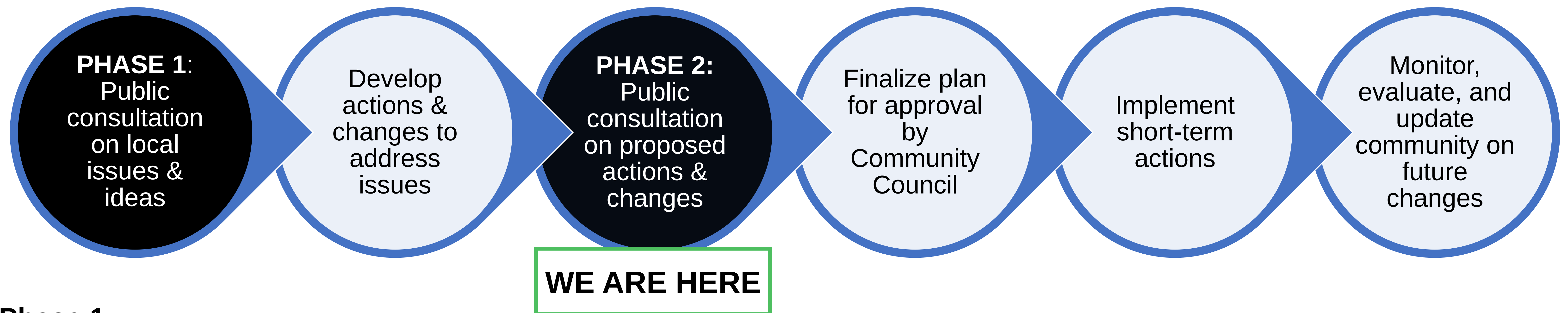


This map shows the neighbourhoods across Toronto that have been served by a Streets Plan.

All Toronto neighbourhoods are continually served by city-wide improvement programs such as the Vision Zero Road Safety Plan and the Congestion Management Plan.

Public Consultation Overview

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



Phase 1

Phase 1 of public consultation took place from May to June 2024, and included:

- Project launch with web page, mail and email notices to local addresses and interest groups
- Online interactive map survey map to identify issues & ideas
- Public drop-in event on June 10, 2024

Phase 2 (Now)

Since Phase 1, the project team has reviewed feedback received, collected and analyzed data, reviewed policies, and coordinated with other City staff to develop proposed actions & changes.

The current phase of consultation invites the community to provide feedback on proposals through a Public Drop-in Event, online survey, email and phone comments.

What We Heard: Public Consultation

Phase 1 consultation received feedback from 119 people. Over 91% of responses were from people that live in the Oakridge neighbourhood. What we heard:

- **Safety concerns throughout the area, especially intersections**
 - Byng Avenue and Denton Avenue
 - Danforth Avenue and Danforth Road
 - Denton Avenue and Pharmacy Avenue
- **Accessibility improvements needed**
 - More or improved pedestrian crossings desired
 - Adding and widening existing sidewalks throughout the neighbourhood
- **Traffic congestion and infiltration**
 - Schools generate high volume of traffic on nearby local roads during pick-up and drop-off hours
 - Suggestion of making Thora Avenue one-way to discourage non-local traffic
- **Speeding concerns**
 - Support for installing speed humps along Robinson Avenue, Denton Avenue, Leyton Avenue, Byng Avenue, Newport Avenue and Patterson Avenue
 - Suggest installation of speed cameras along Danforth Avenue
- **Transportation options**
 - Mixed opinions on proposed bikeway along Danforth Avenue (now deferred)*



Reviewing information panels at public event



Mapping comments at public event

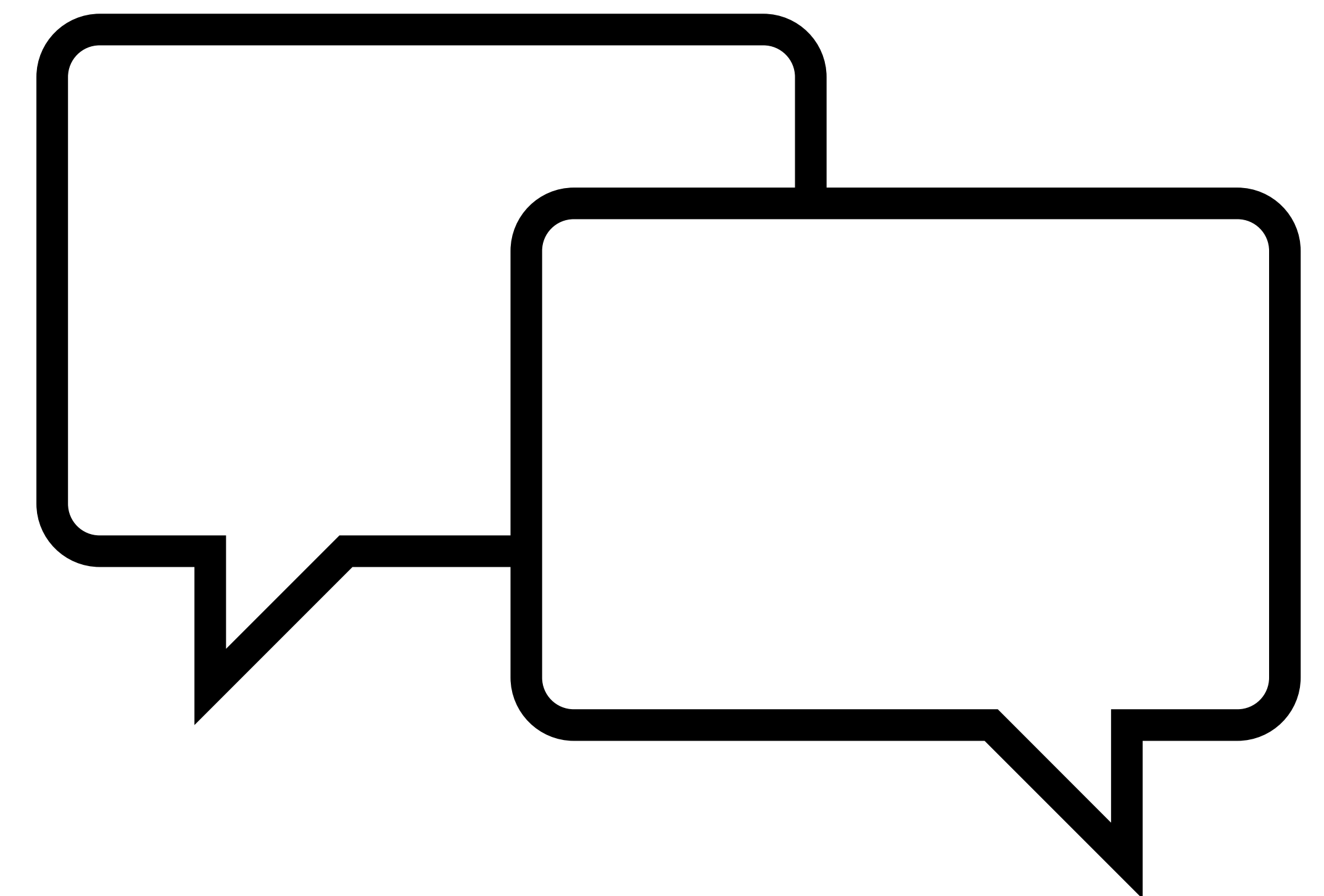
What We Heard: Beyond the Streets Plan

The City has received feedback regarding several changes that are handled by other City divisions and partners:

- Desire for beautification along rail corridors
- Request for a new public library
- Desire for improved street lighting
- Adding a dedicated taxi stand at Victoria Park TTC Station

These items are not within the scope of the Oakridge Streets Plan because they are addressed through other processes.

The Project team has forwarded these concerns to the appropriate teams.



What We Researched: Data Analysis

Data was gathered, collected and analyzed to inform recommendations including:



Traffic data such as vehicle volumes, speeds, pedestrian volume counts, and turning movement counts at intersections. Data is used to identify issues, assess community reported issues, and determine appropriate changes according to guidelines and standards.



Reports and requests from the public and local Councillor. Staff review calls to 311 about traffic operations and road safety, information Councillors provide about correspondence from constituents, recent items at local Community Councils, as well as comments collected from the first phase of consultation in the project.



Collision data collected by Toronto Police Services. Collision history is review with focus on collisions involving vulnerable road users and those resulting in death or serious injury.



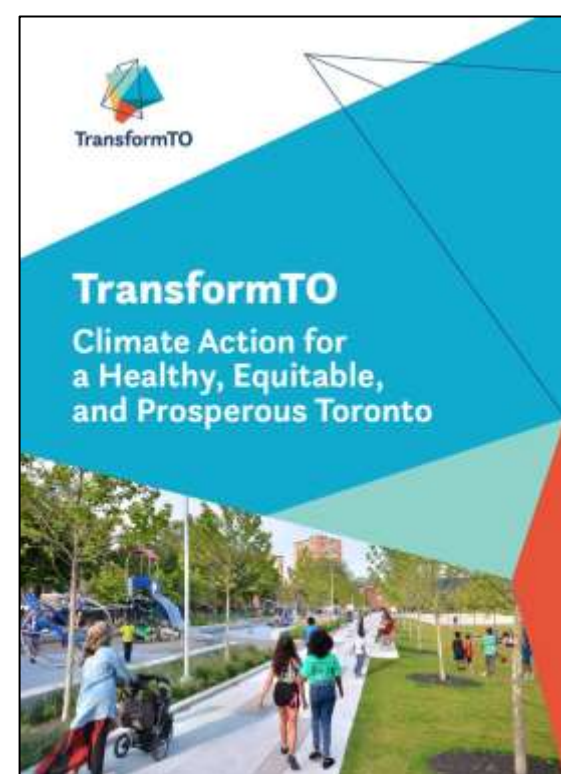
Site visits and observations in the neighbourhood

What We Researched: Policy Review

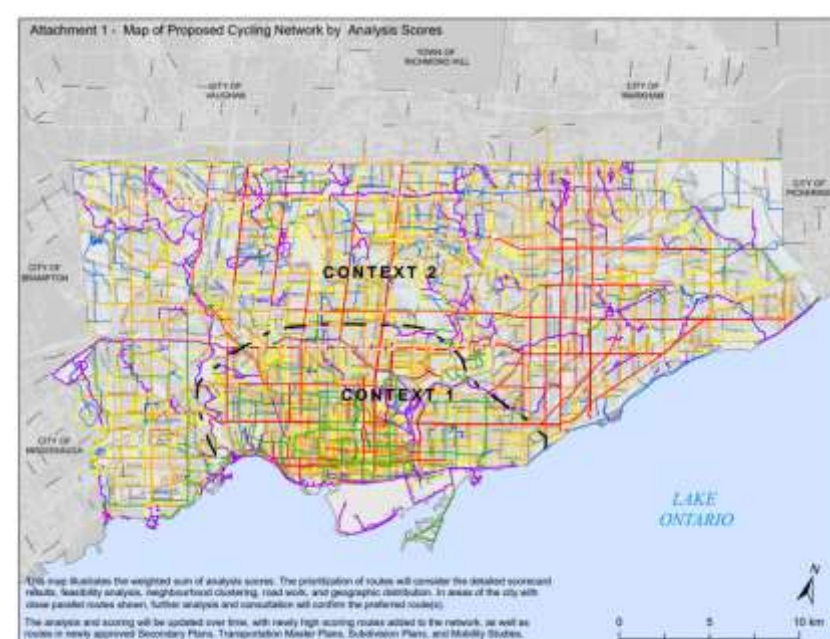
City-wide policies and programs as well as local area studies guide this Plan:



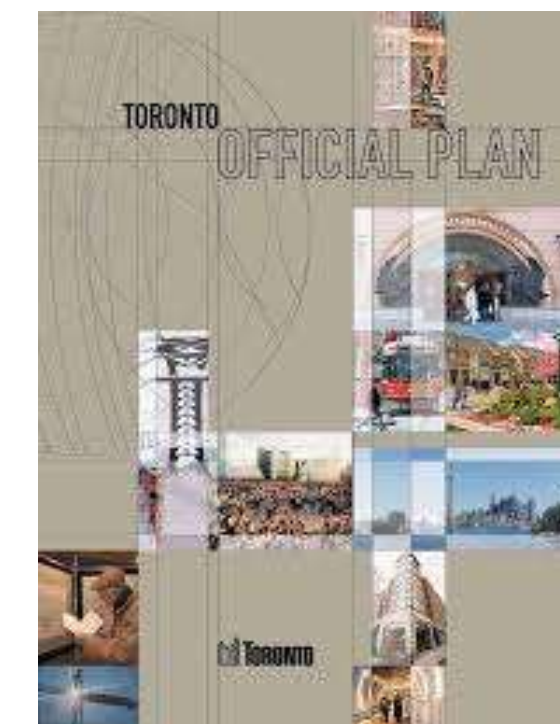
Vision Zero Road Safety Plan commits to taking actions that reducing traffic-related fatalities and serious injuries on our streets.



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



Cycling Network Plan establishes a long-term vision that every street design should consider people cycling, just as every street considers people driving and walking.



Official Plan, Secondary Plans and local planning frameworks help Toronto evolve, improve and realise its potential in areas such as transit, land use development, and the environment.



Complete Streets Guidelines set a vision for streets to offer safe routes for people walking or cycling, space to expand the city's tree canopy, and innovation in managing stormwater.

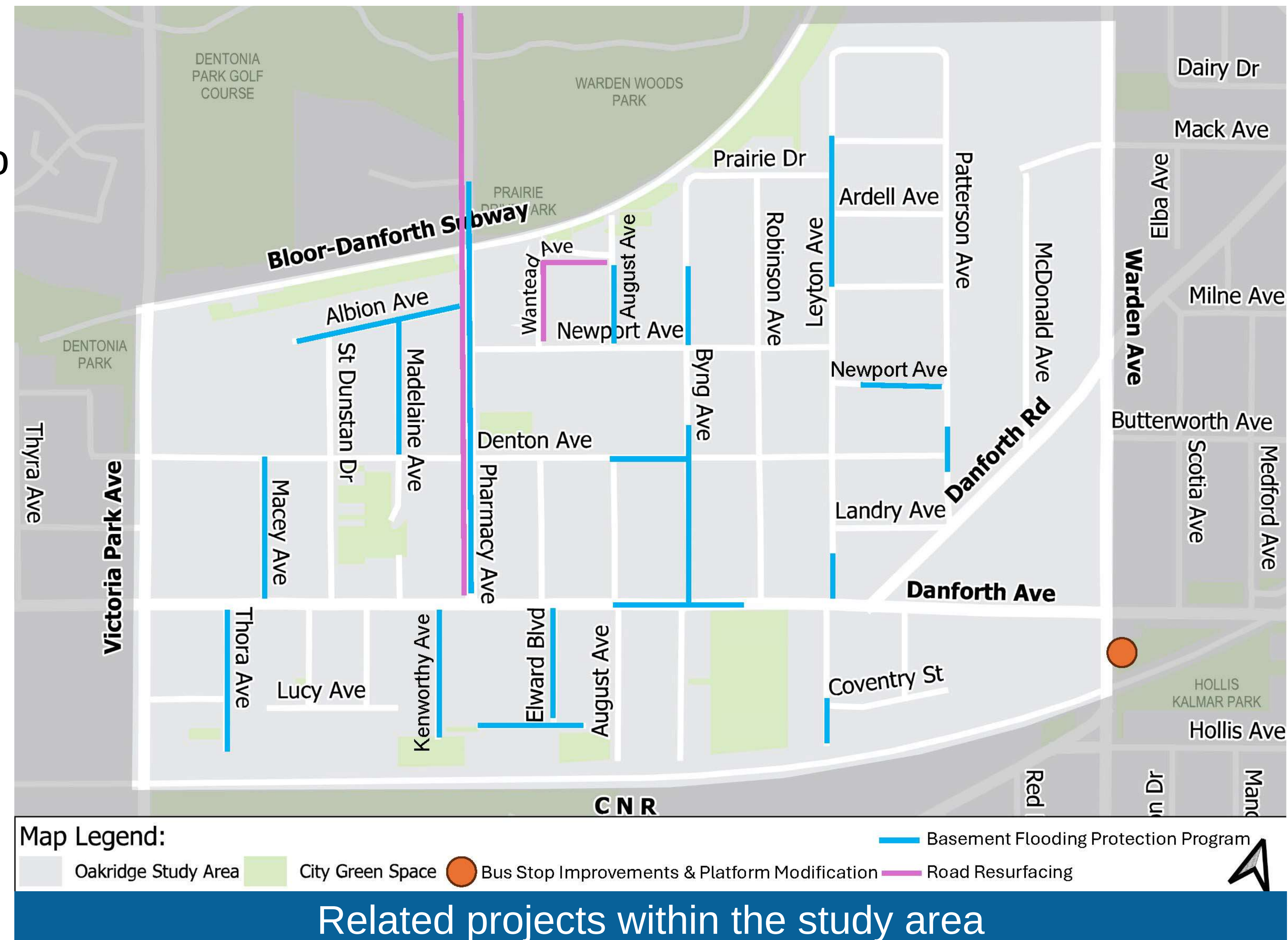


Capital Budget and Plan determines the level of service provided to Toronto residents and guides decisions on what City infrastructure will be built and repaired.

Related & Nearby Projects

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

- **Kingston Complete Street:** The City of Toronto is considering changes on Kingston Road to fulfill the City's commitment to the Vision Zero Road Safety Plan and Cycling Network Plan.
- **Road Resurfacing:** Along Pharmacy Avenue between Danforth Avenue and Donside Drive and Wanstead Avenue between Newport Avenue and August Avenue
- **TTC Bus Stop Improvements & Platform Modification:** Upgrade, rehabilitation, modification of the existing infrastructure at Danforth Avenue/Warden Avenue
- **Basement Flooding Protection Program:** Planned improvements across several neighborhood streets to reduce the risk of basement flooding in flood-prone areas



Existing Conditions

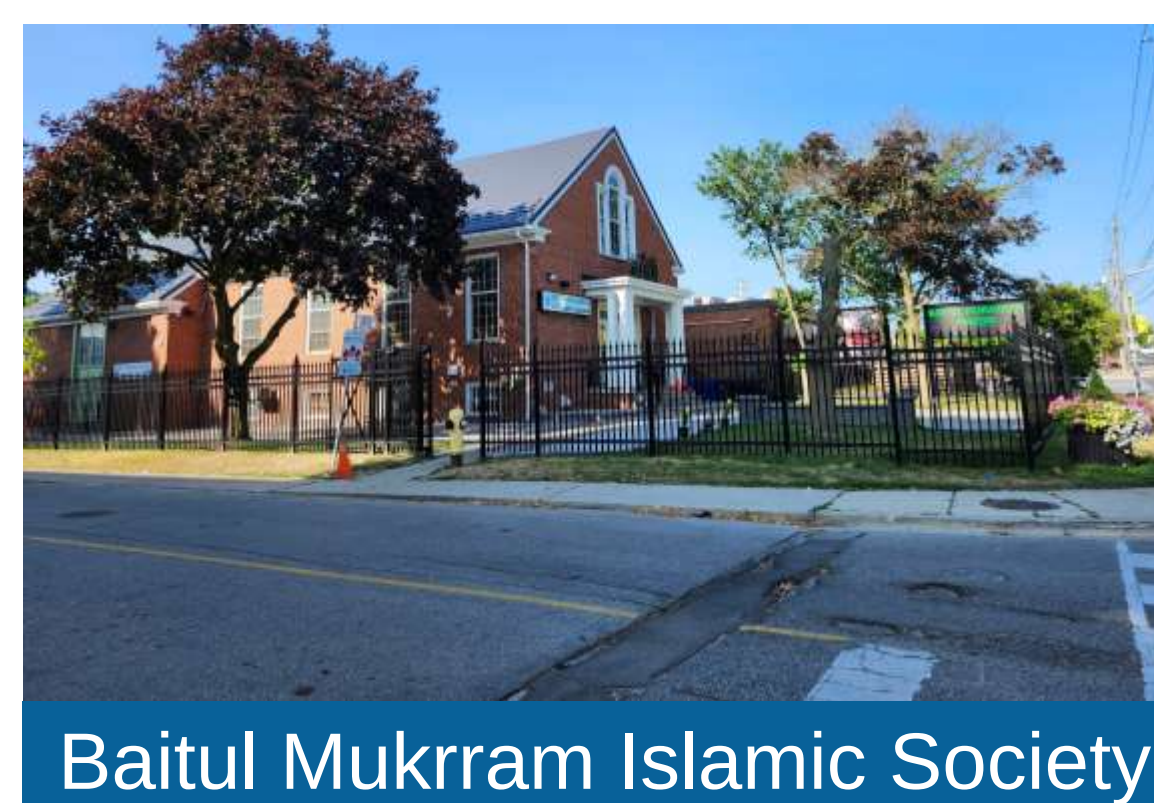
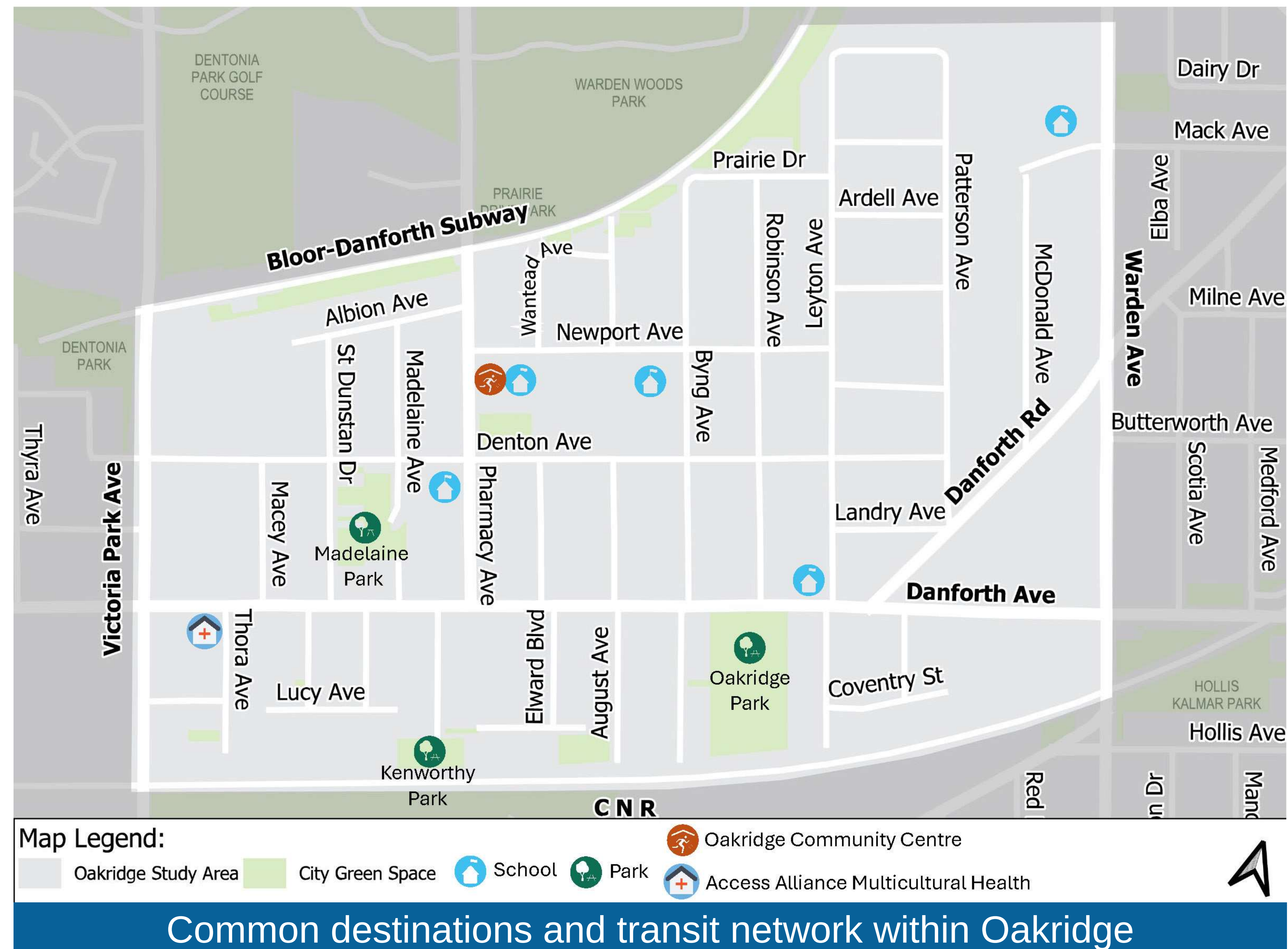


Community Characteristics

Oakridge has a mix of houses (20%), apartments (78%) and townhouses (2%). Travel within the neighbourhood is typically to and from home or one of these common destinations:

- Local schools (5 sites)
- Community housings
- Madelaine Park, Kenworthy Park and Oakridge Park
- Access Alliance Multicultural Health
- Oakridge Community Recreation Centre

The neighbourhood hosts major transit corridors along Danforth Avenue and Victoria Park Avenue.



Community Mobility

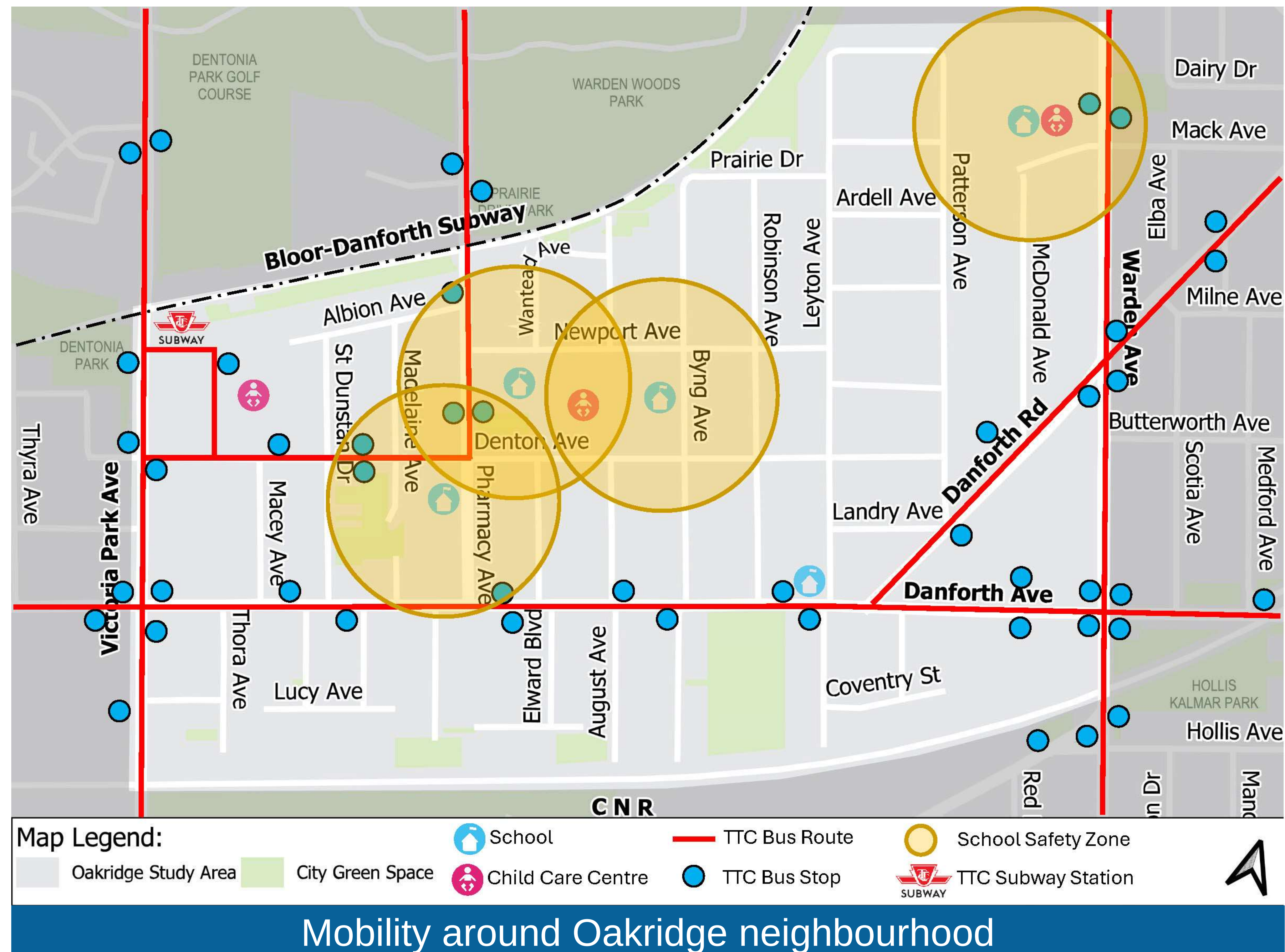
Travel choices:

- 62% of trips are taken by car: 49% as a driver and 13% as a passenger
- 29% of trips are made by transit
- 9% of trips are made by walking and 1% by biking
- 77% of trips between 1 and 2 km are made by car
- About 42% trips under 1 km are walked

Public transit service in the area is provided by multiple bus routes, including route 20 and 113 along Danforth Avenue, route 67 along Denton Avenue and Pharmacy Avenue, route 12 and 24 along Victoria Park Avenue

Vehicle ownership:

- 41% of households do not own a car
- 49% of households own 1 car
- 10% of households own more than 1 car



Active Transportation Options

In Oakridge, 41% of households do not own a car and 29% of trips under 5 kilometres are made by walking, biking, and transit.

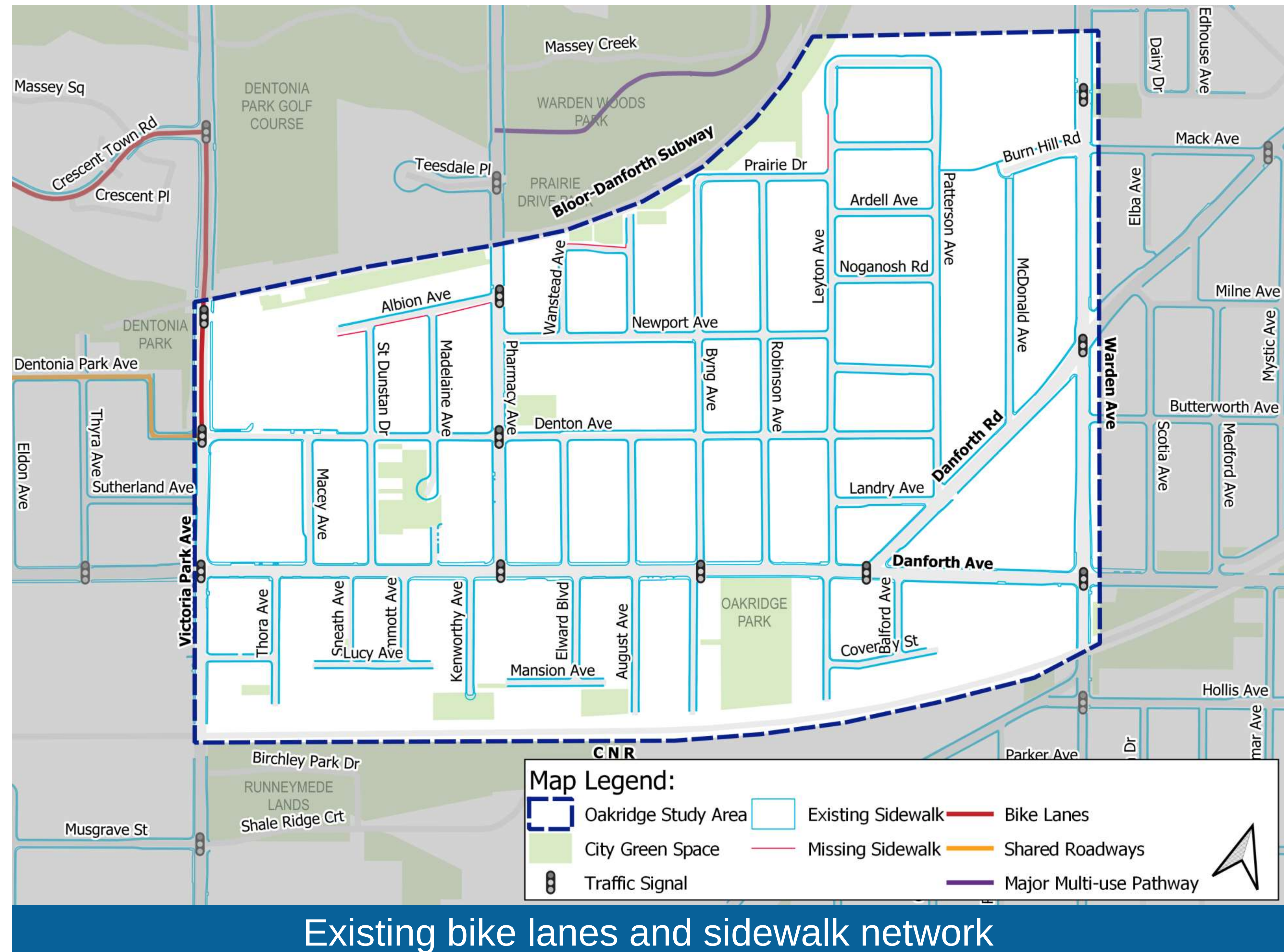
Sidewalks & Trails

Two local streets have missing sidewalks on one or both sides including:

- Albion Avenue, south side
- Leyton Avenue (between Prairie Drive and 184 Leyton Avenue), west side

Bikeways

There is an existing bikeways on Victoria Park between Denton Avenue and Crescent Town Road.



Deferral of Danforth Avenue Bikeway Extension Project

In late 2024 the Ontario Government passed Bill 212, which restricts the removal of motor vehicle lanes for the provision of new bikeways. The City of Toronto is deferring further work on Danforth Avenue between Victoria Park and Kennedy Road.

Road Safety

Speeding

Speed limits in Oakridge are generally 30 km/h on Local Roads and 40 km/h on Collector Roads. Traffic data collected over the last five years gives evidence of speeding as much as 14 km/h over the limit.

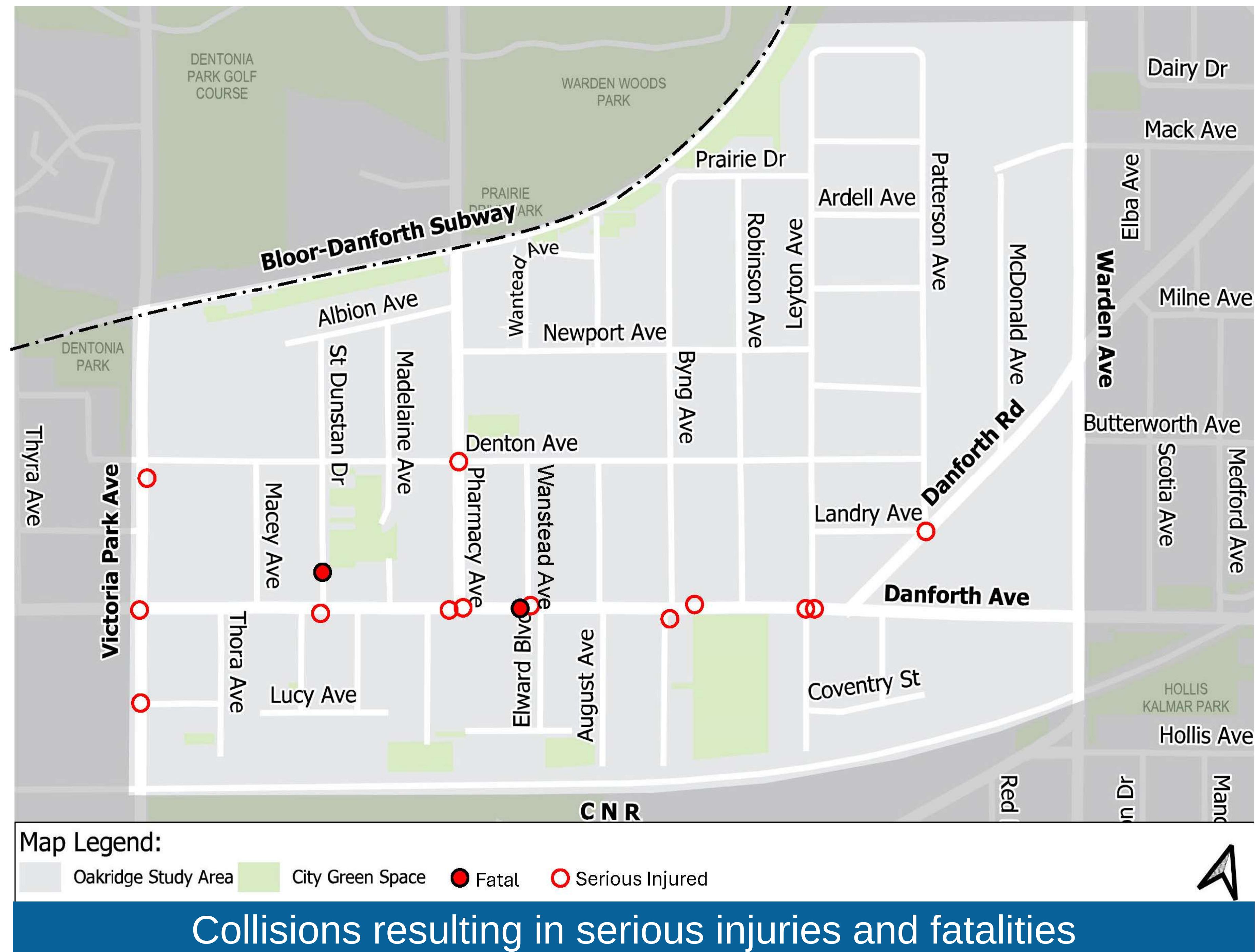
Collision History

Over the last 10 years, a total of 1,889 collisions have been reported within the study area including:

- **90 collisions involving a vulnerable road user:**
 - 55 collisions involving a pedestrian (2 fatalities)
 - 35 collisions involving a person cycling (No fatalities)
- **15 collisions resulted in death or serious injury:**
 - 6 involved an older adult aged 65+ years (1 fatality)
 - 1 involved a school-aged child (serious injury)
 - 8 involved people in other age groups (1 fatality)

The two fatal collisions that occurred in the last 10 years were the result of:

- A driver reversing striking a pedestrian midblock on St. Dunstan Drive in May 2024.
- A driver traveling westbound striking a senior pedestrian near the intersection of Danforth Avenue and Wanstead Avenue in September 2019.



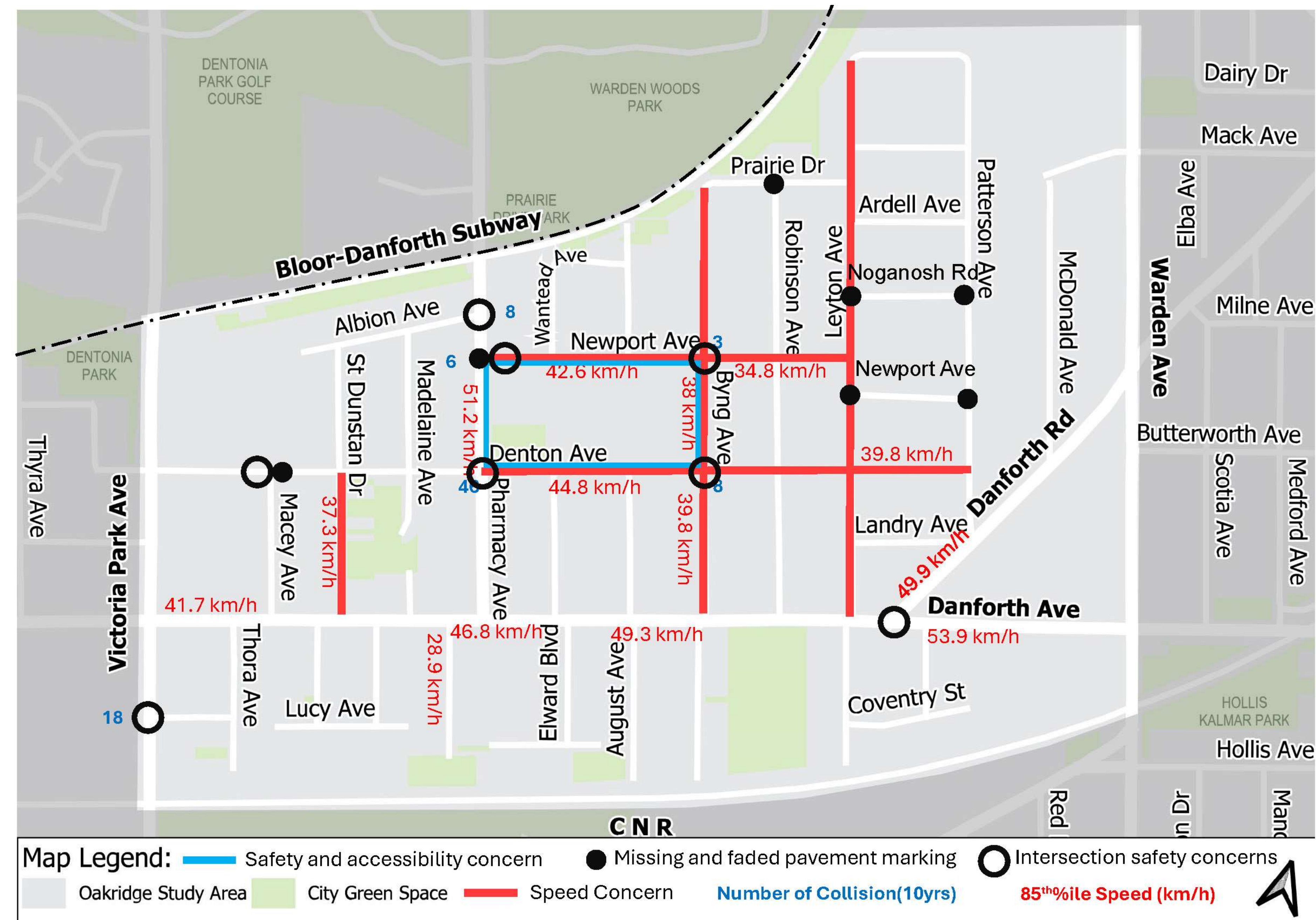
Proposed Changes



Top 4 Issues and Opportunities

Based on analysis of public feedback and data collection, the top 4 issues and opportunities identified in the neighbourhood are:

- 1. Intersection safety concerns:** Residents raised concerns about the lack of crosswalks and safety at the intersections. Unsafe driving behaviour and collision history at several intersections raise safety concerns.
- 2. Speeding concern along neighbourhood streets:** Concerns about speeding vehicles throughout the neighbourhood.
- 3. Safety and accessibility around schools:** Streets around schools get busy during pick up and drop off hours. Safety and accessibility improvement are needed.
- 4. Missing and faded pavement markings:** Several intersections and streets within Oakridge have missing or faded pavement markings, reducing visibility for drivers, cyclists, and pedestrians.



Top issues within the study area

How Proposed Changes Were Developed

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

Public Feedback:

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

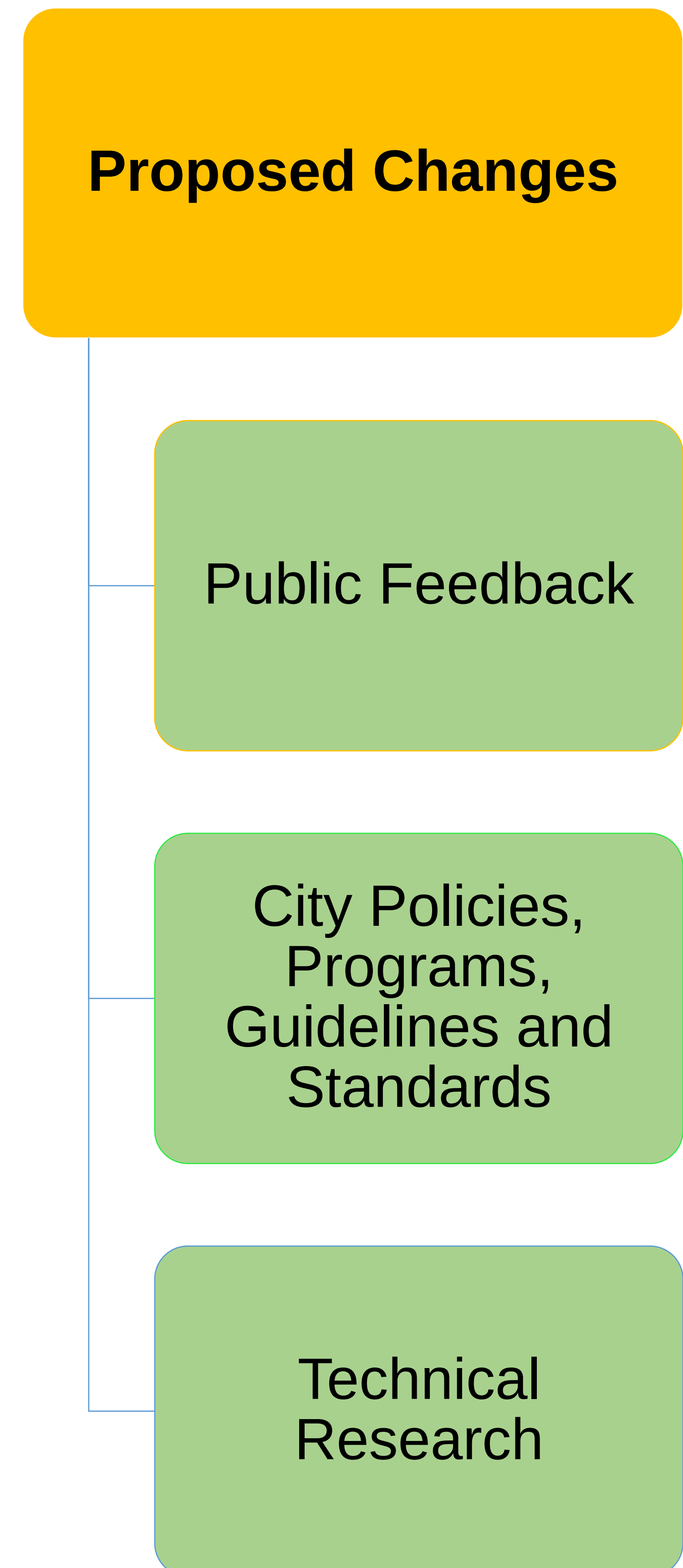
City Policies and Programs:

- City policies, guidelines, and standard practices
- Infrastructure requirements (e.g. State-of-Good-Repair)
- Design guidelines and construction standards
- City Capital and Operating Budgets and Capital Plan

Technical Research:

- Traffic data
- Collision history
- Site visits and observations

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. Intersection Safety Concerns

Through public feedback and research, staff have identified safety concerns at the following locations:

Danforth Avenue and Danforth Road is a busy intersection that serves local businesses, mosques, and community housing. During peak hours, it sees over 2,500 vehicles and over 200 pedestrians and people cycling.

Residents often use the nearby pedestrian refuge island to access the bus stop, but its current design offers limited protection for vulnerable road users. The wide curb at the northwest corner encourages high-speed turning movements, increasing potential conflict with the pedestrians.

Denton Avenue at Macey Avenue sees a high number of pedestrians cross without a protected crossing facility.



A biker riding along Danforth Road



Pedestrian refuge island on Danforth and Robinson Avenue



Intersection safety concerns at various locations within the neighbourhood

1. Intersection Safety Concerns (Cont'd)

Albion Avenue and Pharmacy Avenue

Many school children use Albion Avenue to walk to nearby schools, but it lacks a sidewalk on one side. Vehicles turning from Albion Avenue on to Pharmacy Avenue frequently block the crosswalk, creating safety concerns.

Wakehood Street and Victoria Park Avenue

Over the past 10 years, there have been 20 collisions at this intersection. Turning onto Victoria Park Avenue is a challenge because of heavy traffic, speeding vehicles, and limited visibility. The nearby Victoria Health Centre also brings a high volume of pedestrian and vehicular traffic, increasing safety concerns.



Victoria Park Avenue at Wakehood Street



Albion Avenue at Pharmacy Avenue

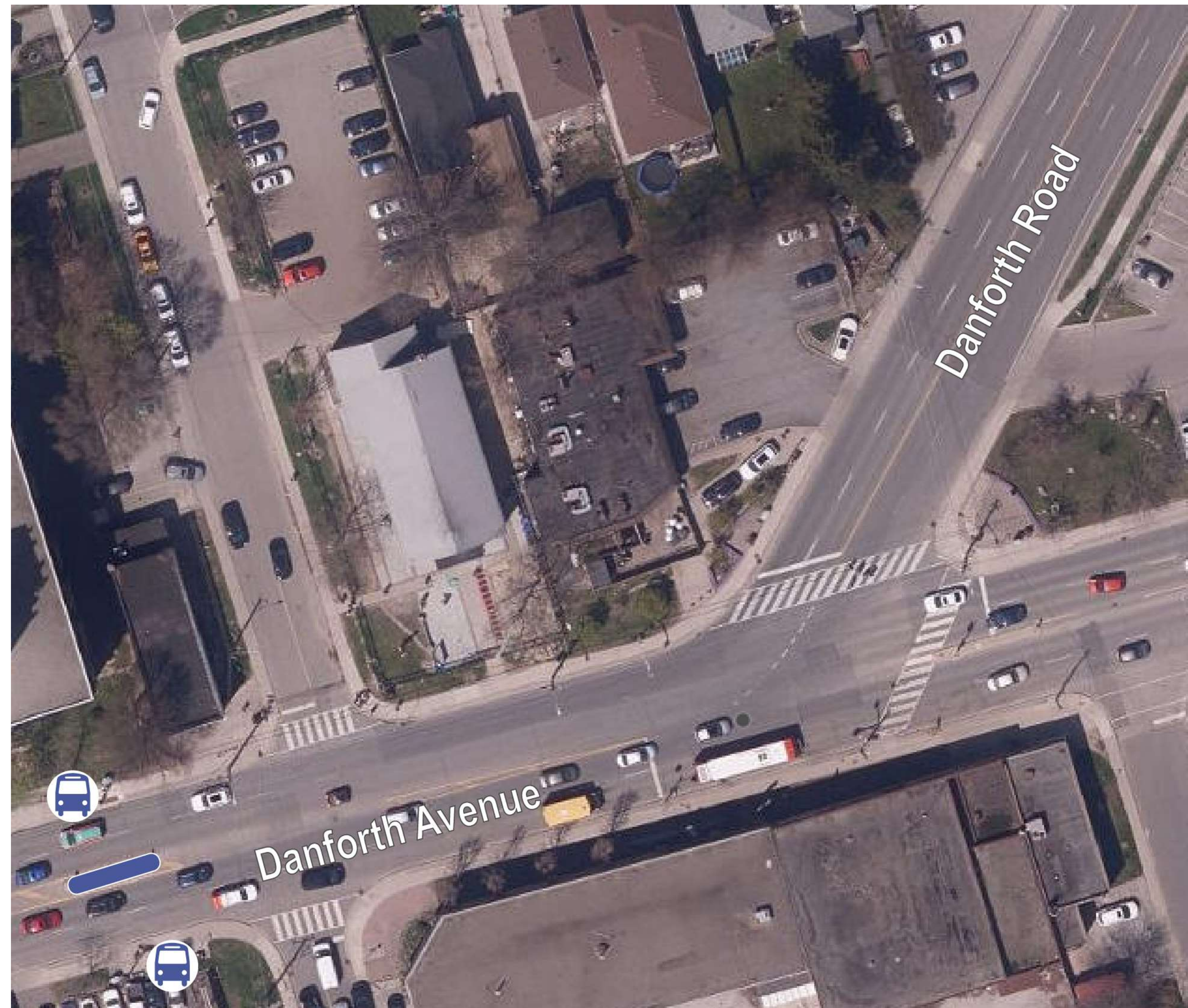


Intersection safety concerns at various locations within the neighbourhood

1. Intersection Safety Concern: Proposed Changes

At Danforth Avenue and Danforth Road:

- New pedestrian crosswalk on the west side of the intersection to improve pedestrian safety and accessibility
- New traffic signals with a “No Right-Turn on Red” to reduce conflicts between turning vehicles and pedestrians
- An advisory bus priority lane to make it easier and faster for passengers to board and exit buses
- Relocation of existing bus stops on Danforth Avenue closer to the new crosswalk
- Removal of the existing pedestrian refuge island



Danforth Avenue and Danforth Road: Existing Condition



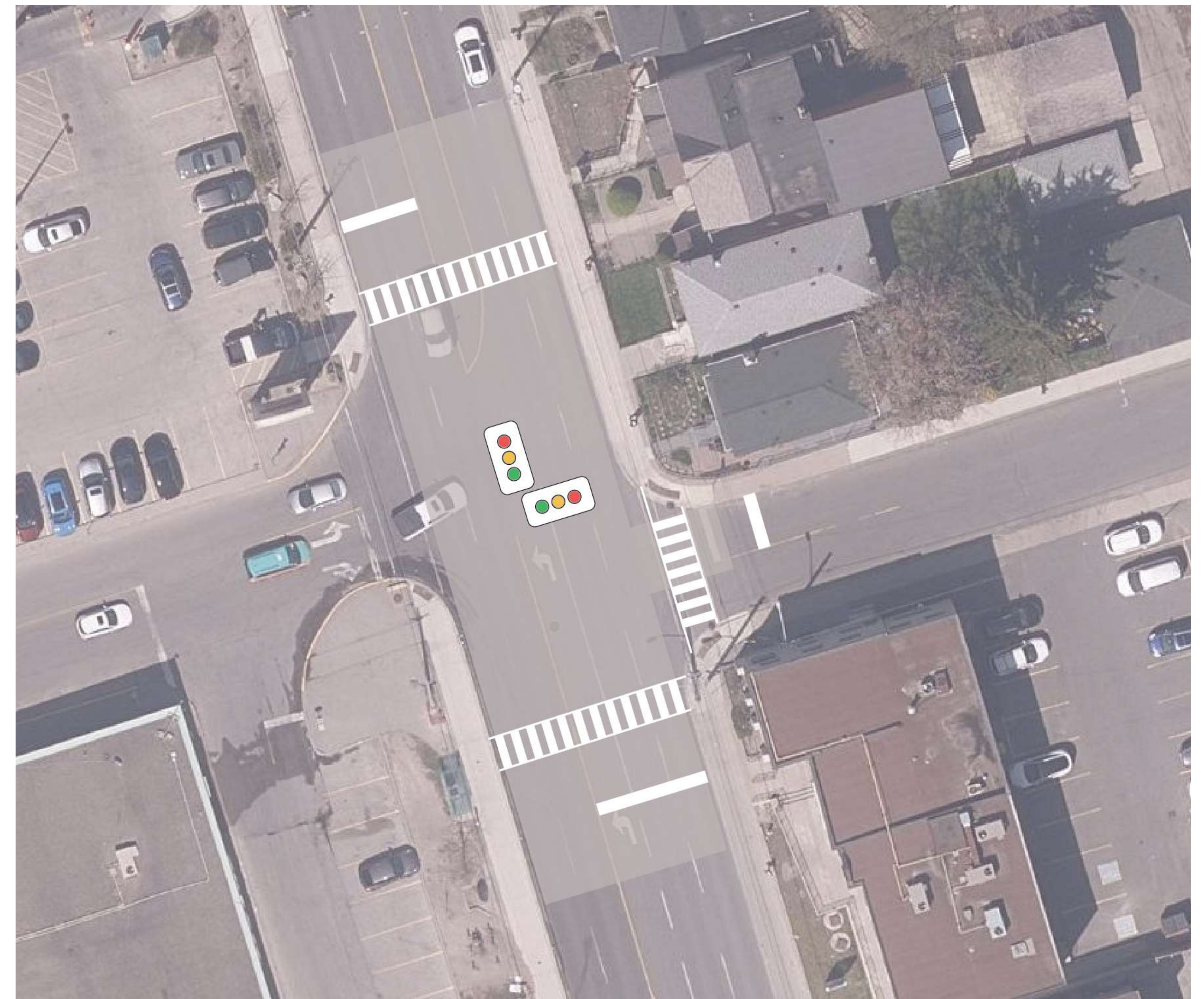
Danforth Avenue and Danforth Road: Proposed Upgrade

1. Intersection Safety Concerns: Proposed Changes (Cont'd)

At Victoria Park Avenue and Wakehood Street a new traffic signal is proposed to improve visibility and to organize traffic flow. This creates a safer environment for pedestrians, cyclists, and drivers.



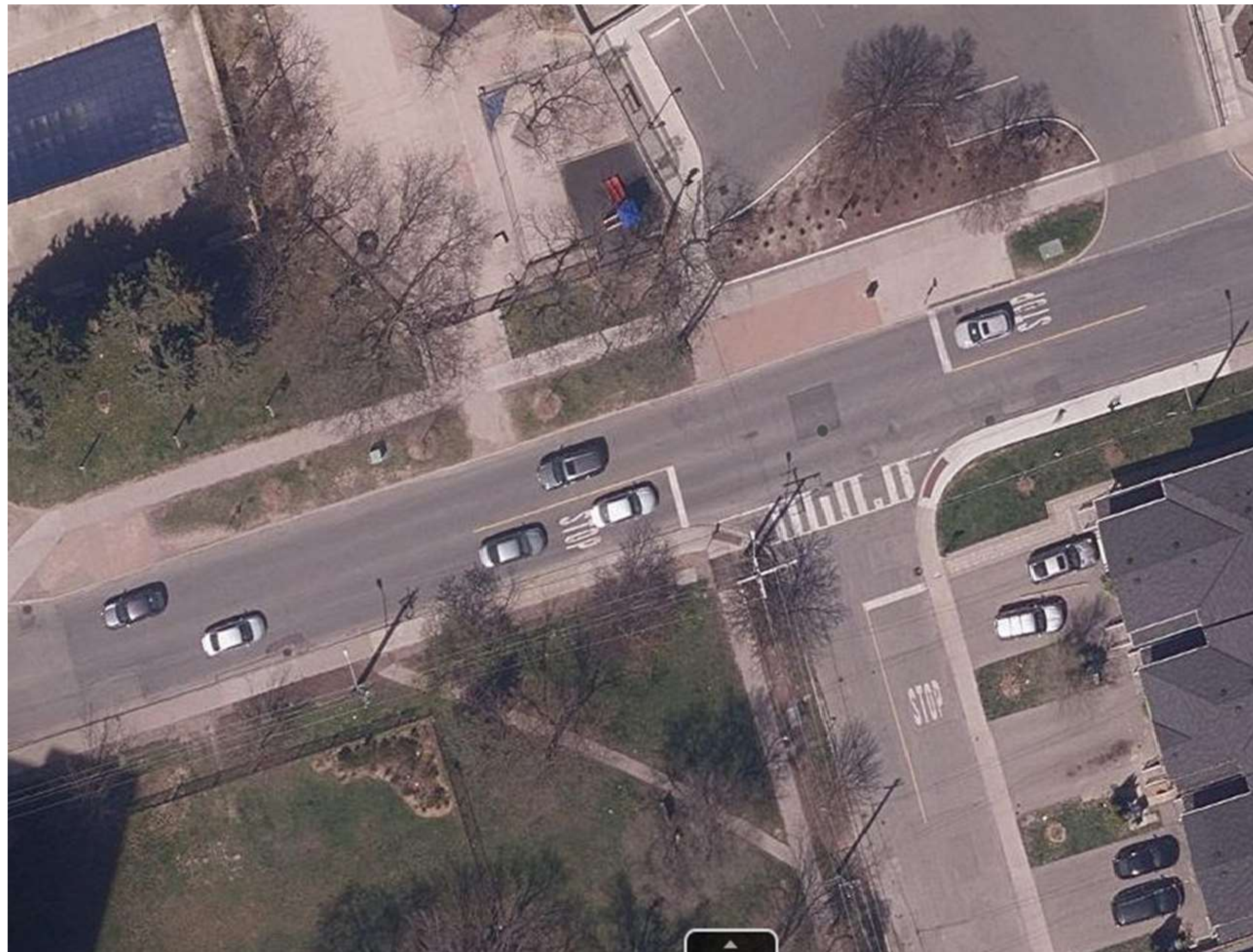
Victoria Park Avenue and Wakehood Street: Existing Condition



Victoria Park Avenue and Wakehood Street: Proposed Upgrade

1. Intersection Safety Concern: Proposed Changes (Cont'd)

At Macey Avenue and Denton Avenue new pedestrian crosswalks are proposed on both east and west legs of the intersection



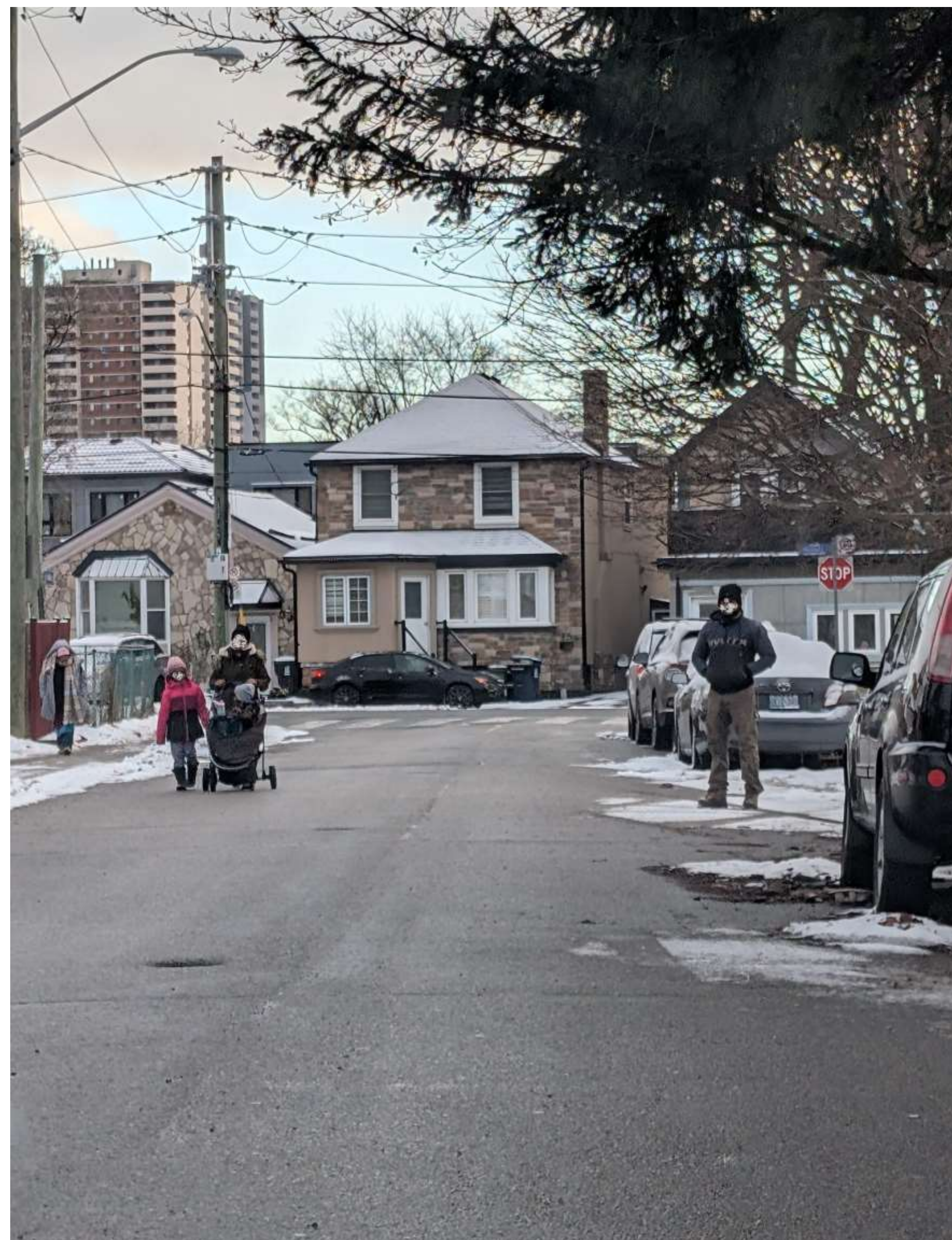
Macey Avenue and Denton Avenue: Existing Condition



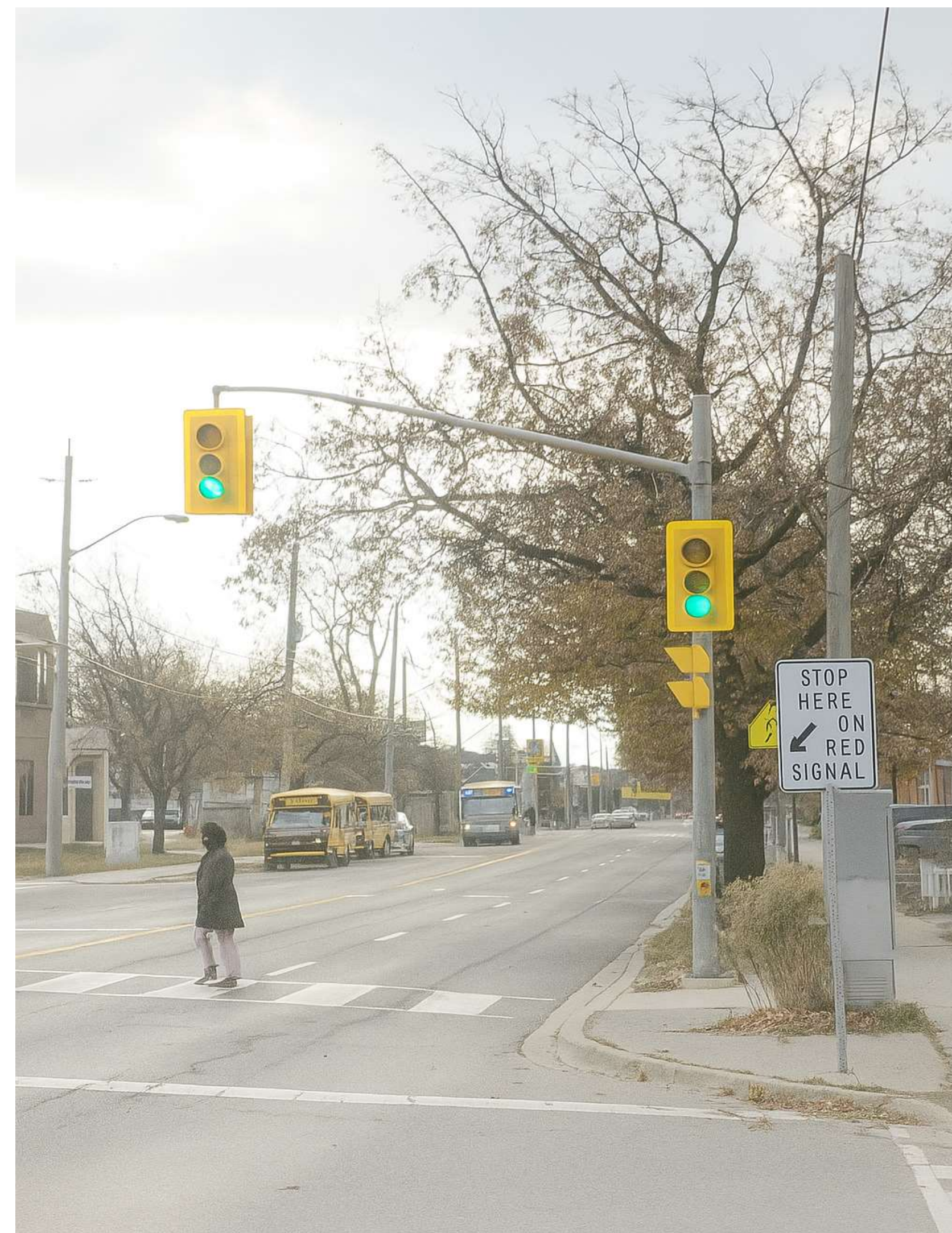
Macey Avenue and Denton Avenue: Proposed Upgrade

1. Intersection Safety Concerns: Proposed Changes (Cont'd)

At **Albion Avenue and Pharmacy Avenue** curb extension bump-outs are proposed to improve sightlines, reduce crossing distance for pedestrians, and encourage drivers to slow down while turning.



Pedestrians on Albion Avenue



A pedestrian crossing Pharmacy Avenue at Albion Avenue



An example of a curb extension at an intersection

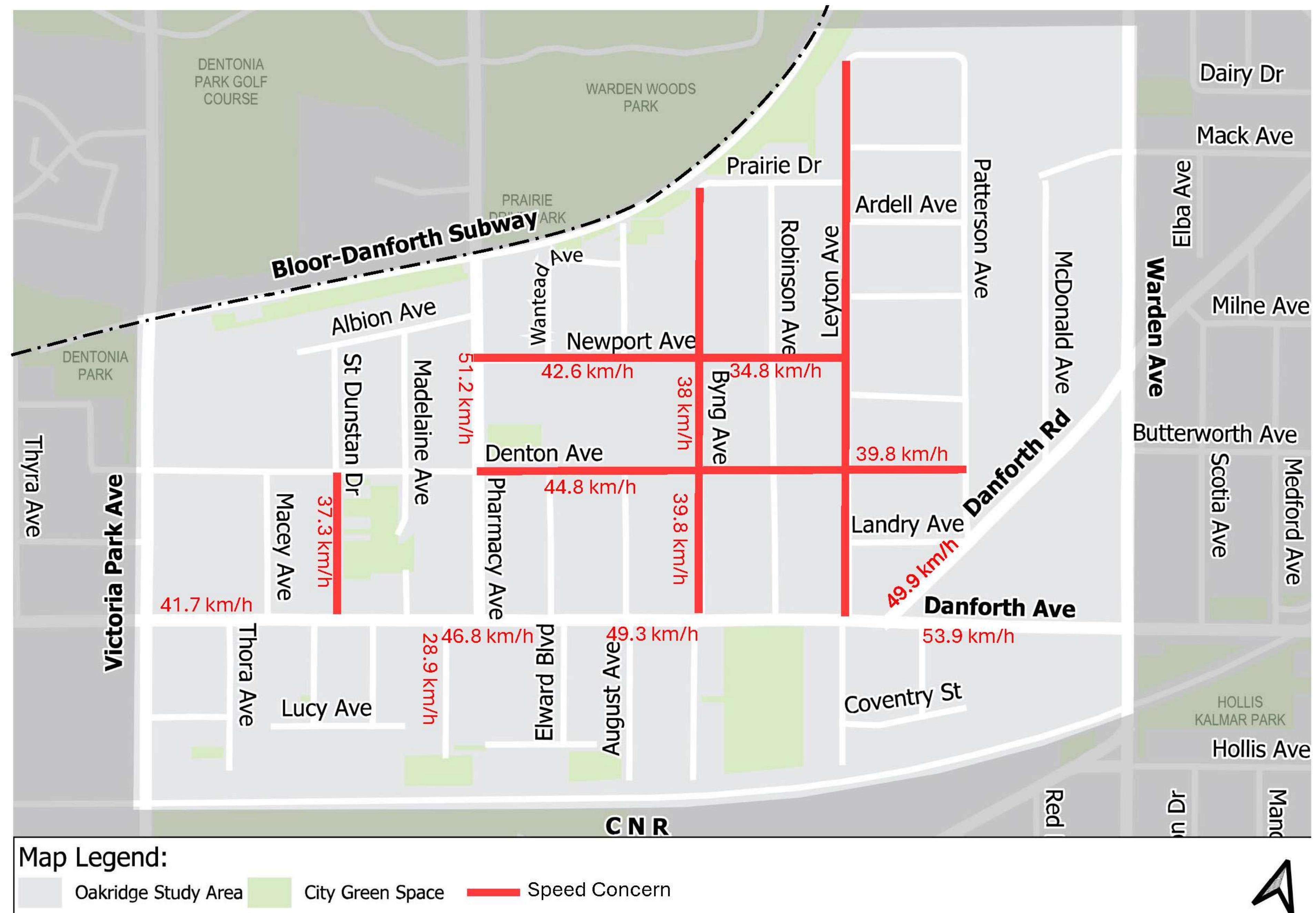
2. Speeding Concerns

Speeding concerns were raised during public consultations and data from the last five years shows speeding on the following streets in the study area:

- Leyton Avenue from Danforth Avenue to Patterson Avenue (Posted speed 30 km/h, observed **37.6 km/h**)
- Byng Avenue Danforth Avenue to Prairie Drive (Posted speed 30 km/h, observed **38 km/h**)
- St. Dunstan Drive Danforth Avenue to Denton Avenue (Posted speed 30 km/h, observed speed **37.3 km/h**)
- Newport Avenue Leyton Avenue to Pharmacy Avenue (Posted speed 30 km/h, observed speed **42.6 km/h**)
- Denton Avenue Pharmacy Avenue to Patterson Avenue (Posted speed 30 km/h, observed speed **44.8 km/h**)
- Streets surrounding Samuel Hearne Middle School and Oakridge Junior Public School experience frequent speeding issues



Newport Avenue is one of the streets with speeding concerns



Streets where speeding was observed

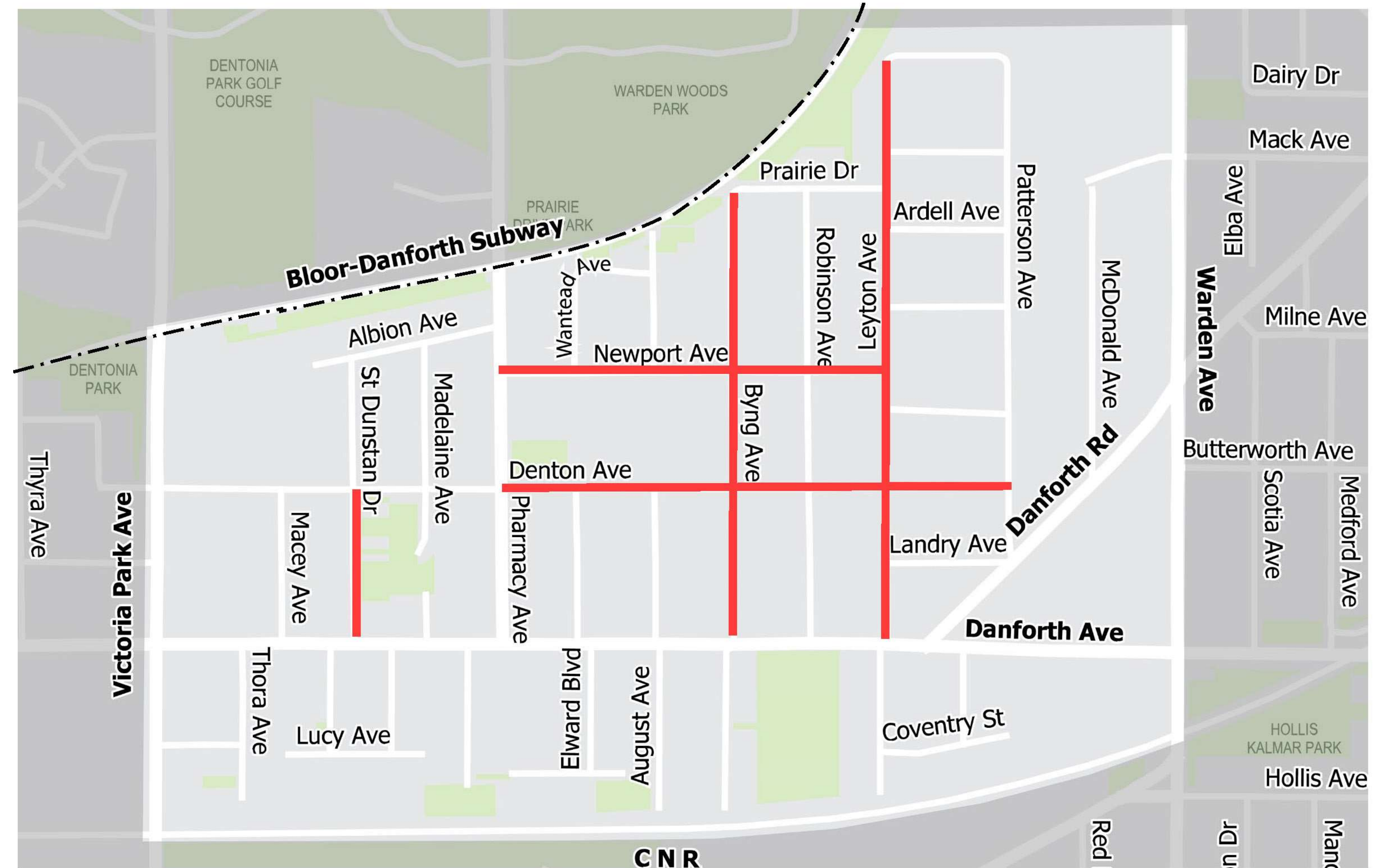
2. Speeding Concerns: Proposed Changes

Speed humps are proposed on the following streets:

- Leyton Avenue from Danforth Avenue to Patterson Avenue
- Byng Avenue from Danforth Avenue to Prairie Drive
- St. Dunstan Drive from Danforth Avenue to Denton Avenue
- Newport Avenue from Leyton Avenue to Pharmacy Avenue
- Denton Avenue from Pharmacy Avenue to Patterson Avenue



Example of a speed hump on a local street



Map Legend:

Oakridge Study Area City Green Space Speed Humps

Streets identified for proposed speed humps

3. Safety & Accessibility Concerns around Schools

Based on community feedback and a thorough investigation, staff identified several safety concerns around Oakridge Junior Public School and Samuel Hearne Middle School. Together, these two schools have approximately 1,000 enrolled students and are bordered by Denton Avenue, Byng Avenue, Newport Avenue, and Pharmacy Avenue. The concerns raised include:

- The wide corner at Pharmacy Avenue and Newport Avenue encourages high-speed turning movements
- Limited sidewalk space at Pharmacy Avenue and Denton Avenue for waiting pedestrians
- Pedestrians crossing at Denton Avenue and Byng Avenue feel unsafe due to speeding vehicles
- Albion Avenue lacks a sidewalk on the south side, and the existing north-side sidewalk is narrow for pedestrian demand.



Locations with safety and accessibility concerns around schools



A car on Newport Avenue

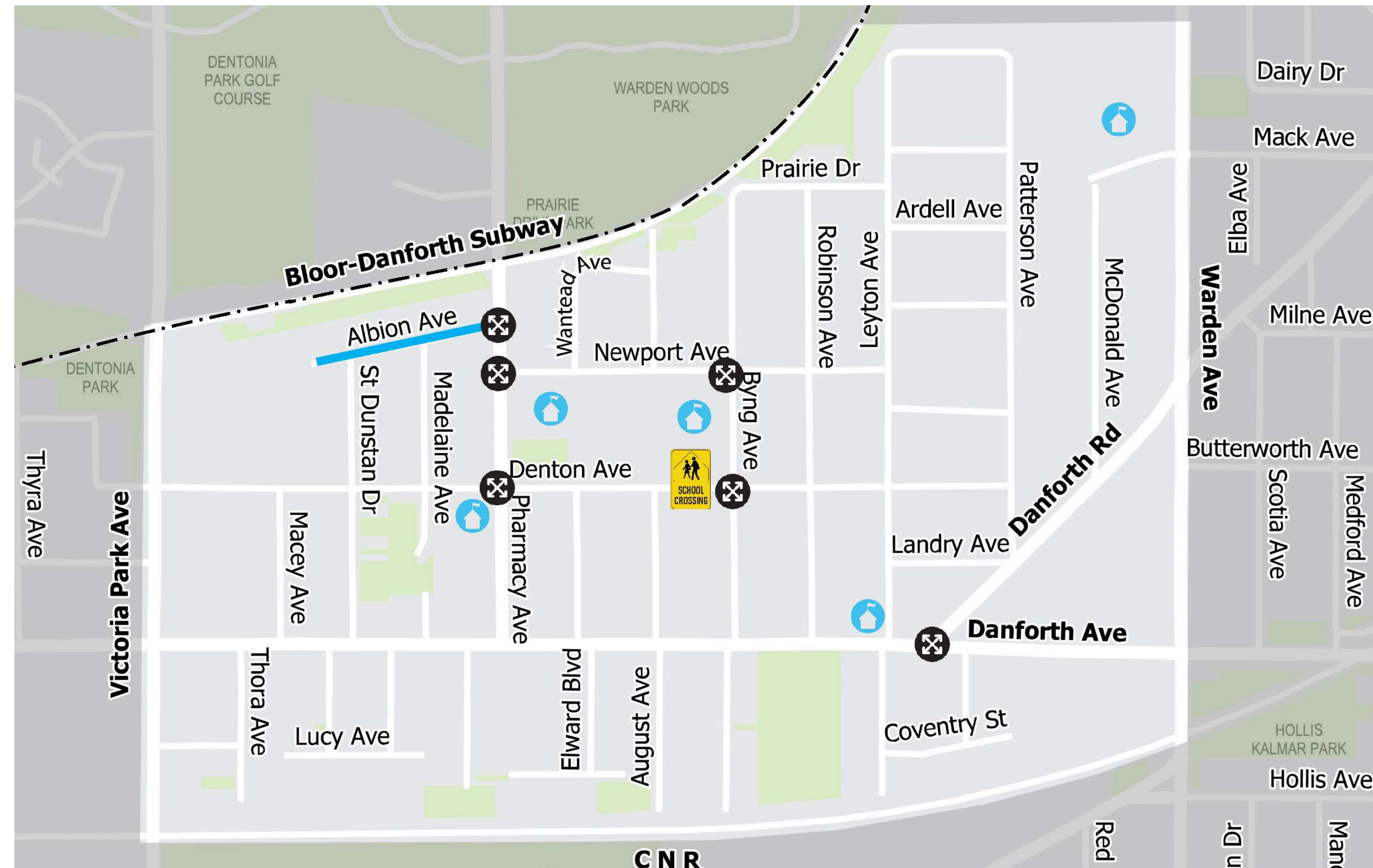


Newport Avenue and Pharmacy Avenue

3. Safety & Accessibility Concerns around Schools: Proposed Changes

To address the identified safety and accessibility issues, the following improvements are proposed:

- Intersection Safety Improvements such as curb extensions at:
 - Pharmacy Avenue and Denton Avenue
 - Denton Avenue and Byng Avenue
 - Byng Avenue and Newport Avenue
 - Newport Avenue and Pharmacy Avenue
 - Albion Avenue and Pharmacy Avenue
- School Crossing Guard at Denton Avenue and Byng Avenue
- Sidewalk improvement along Albion Avenue, which may include widening the existing sidewalk on the north side or constructing a new sidewalk on the south side, subject to future road work and capital coordination.



Map Legend: School Sidewalk Improvements Additional School Crossing Guard Intersection Safety Improvements

Oakridge Study Area City Green Space

Intersections proposed for safety improvements, sidewalk improvement and school crossing guard



Curb extension with bollards



School crossing guard

4. Missing and Faded Pavement Markings

Several locations have been identified where pavement markings such as stop bars, zebra markings, and tail lines are missing or faded. Missing and faded pavement markings reduce visibility and guidance for road users, leading to confusion at intersections and an increased risk of collisions.

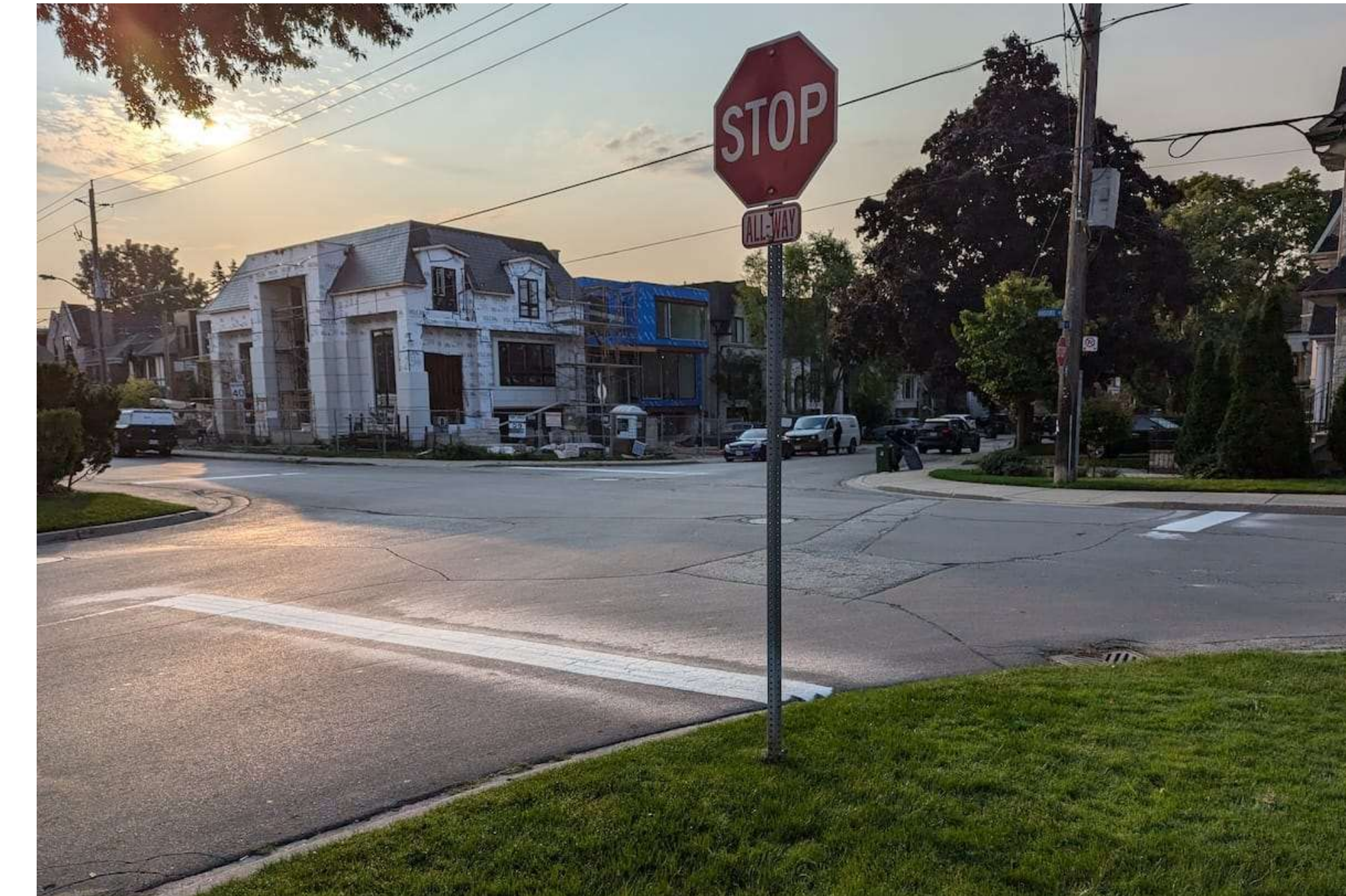
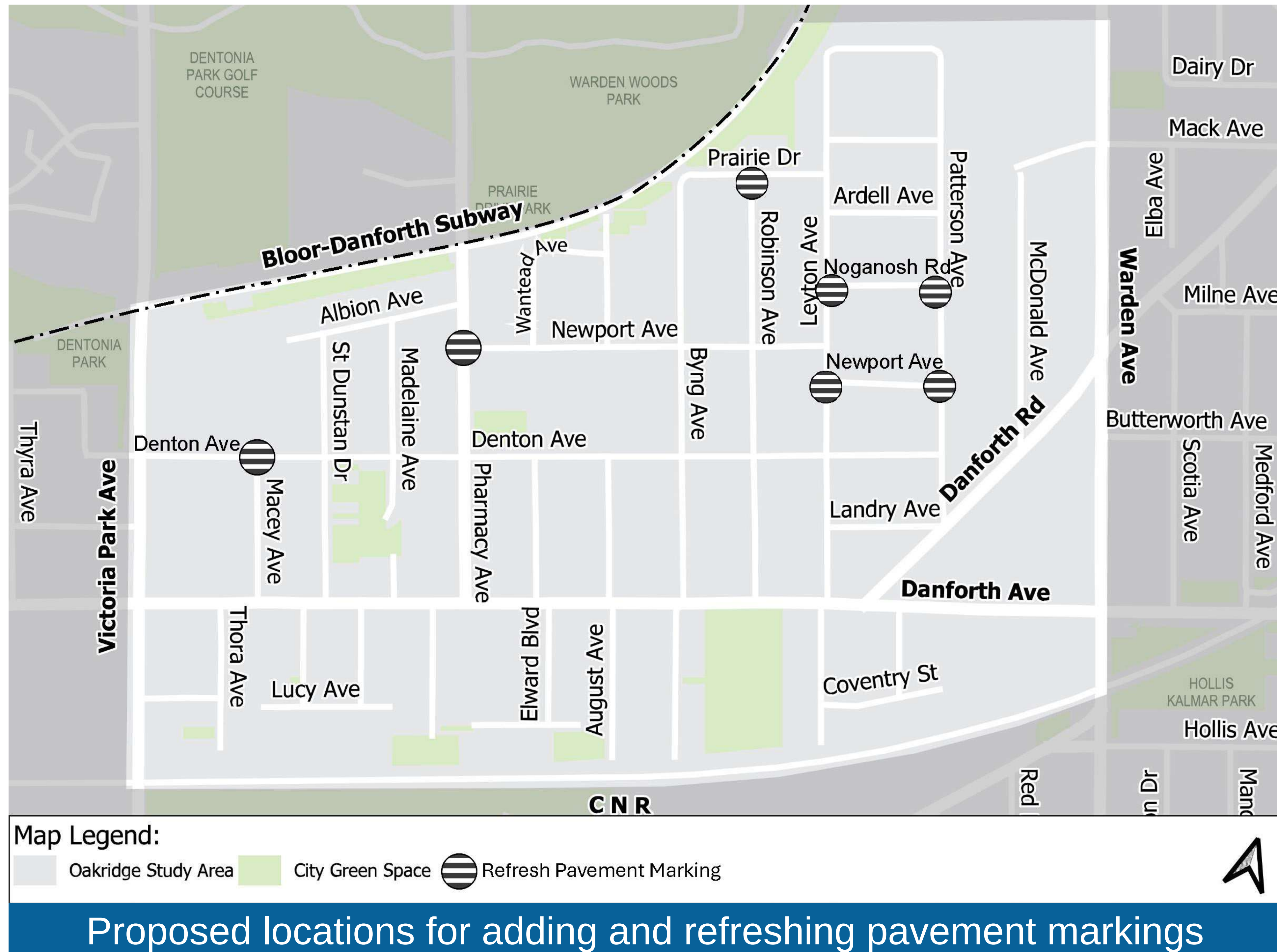
- Newport Avenue & Pharmacy Avenue
- Robinson Avenue & Prairie Drive
- Patterson Avenue & Newport Avenue
- Patterson Avenue & Noganosh Road
- Newport Avenue & Leyton Avenue
- Leyton Avenue & Noganosh Road
- Denton Avenue & Macey Avenue



Faded pavement marking at Denton Avenue and Macey Avenue

4. Missing and Faded pavement markings: Proposed Changes

Refreshing or adding pavement markings will improve safety by guiding vehicle movements, clearly indicating pedestrian crossing zones, and ensuring drivers stop at appropriate locations.



A newly painted stop bar



A fresh zebra marking

Summary of Proposed Action Plan

The following tables and map summarize all changes to traffic operations and road design proposed to improve safety and mobility in the Oakridge neighbourhood. Some changes can be made in the short-term, while others require more time to coordinate material, talent and budget needed to get the work done.

Short-Term Changes <i>Short-term changes are those that can be implemented within 6 months to 2 years of decision to proceed</i>		
#	Change	Location and Implementation Considerations
1	Adding and refreshing pavement markings	• Intersection of Newport Avenue and Pharmacy Avenue • Intersection of Robinson Avenue and Prairie Drive • Intersection of Patterson Avenue and Noganosh Road • Intersection of Patterson Avenue and Newport Avenue • Intersection of Newport Avenue and Leyton Avenue • Intersection of Leyton Avenue and Noganosh Road • Intersection of Denton Avenue and Macey Avenue
2	Speed humps	• Leyton Avenue from Danforth Avenue to Patterson Avenue • Byng Avenue from Danforth Avenue to Prairie Drive • St. Dunstan Drive from Danforth Avenue to Denton Avenue • Newport Avenue from Leyton Avenue to Pharmacy Avenue • Denton Avenue from Pharmacy Avenue to Patterson Avenue
3	School crossing guard application submission	• Intersection of Byng Avenue and Denton Avenue

Summary of Proposed Action Plan (continued)

Medium-Term Changes

Medium-term changes are those that can be implemented within 2 to 5 years of decision to proceed.

#	Change	Location and Implementation Considerations
1	New pedestrian crossing, signal timing upgrade, and bus stop relocation	- Intersection of Danforth Avenue and Danforth Road - Relocation of bus stop from Danforth Avenue and Leyton Avenue to Danforth Avenue and Danforth Road - Removal of bus stop at Danforth Avenue and Leyton Avenue
2	New traffic signal	Intersection of Victoria Park Avenue and Wakehood Street
3	Intersection Safety Improvements including curb extensions and bump-outs	- Intersection of Albion Avenue and Pharmacy Avenue - Intersection of Denton Avenue and Pharmacy Avenue - Intersection of Denton Avenue and Byng Avenue - Intersection of Byng Avenue and Newport Avenue - Intersection of Newport Avenue and Pharmacy Avenue

Other changes are being considered in the long-term (5+ years), subject to further programming, feasibility study, public consultation, and/or detailed design.

Changes noted for future consideration include:

- Sidewalk upgrade along Albion Avenue between Pharmacy Avenue and St. Dunstan Drive

Map of Proposed Action Plan



Next Steps



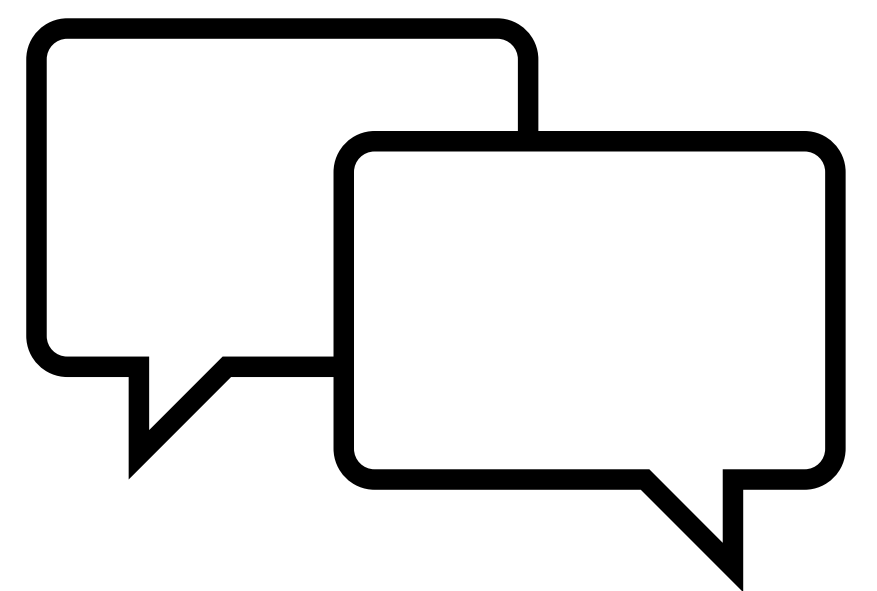
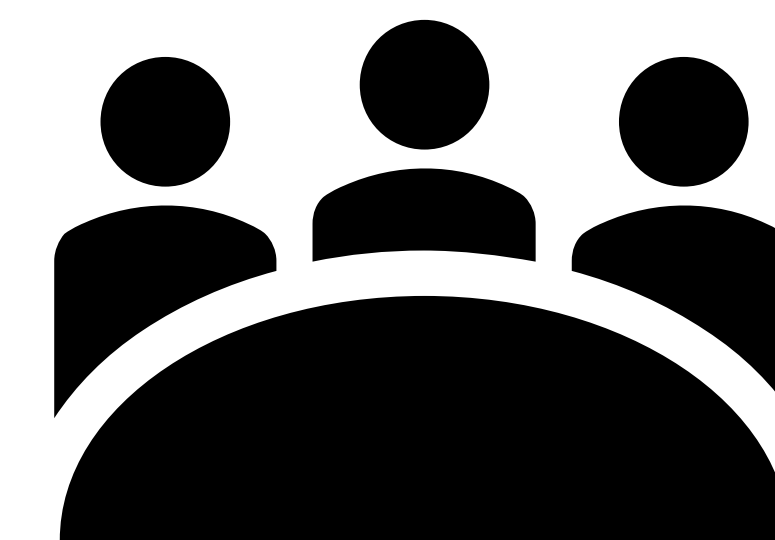
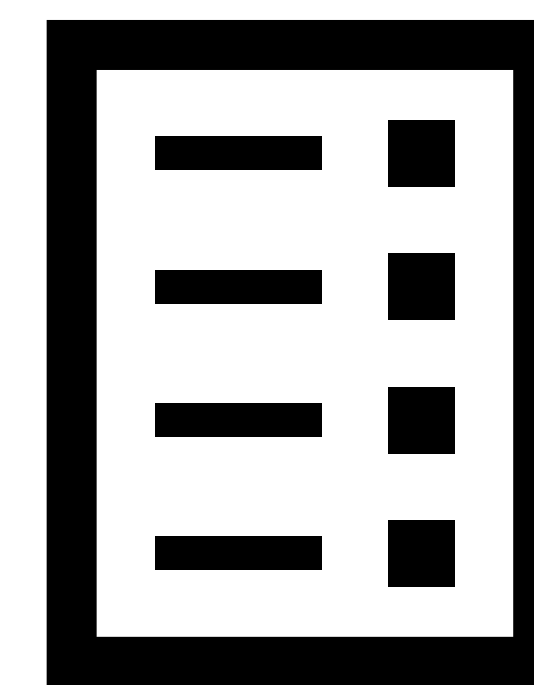
Decision Making & Monitoring

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.

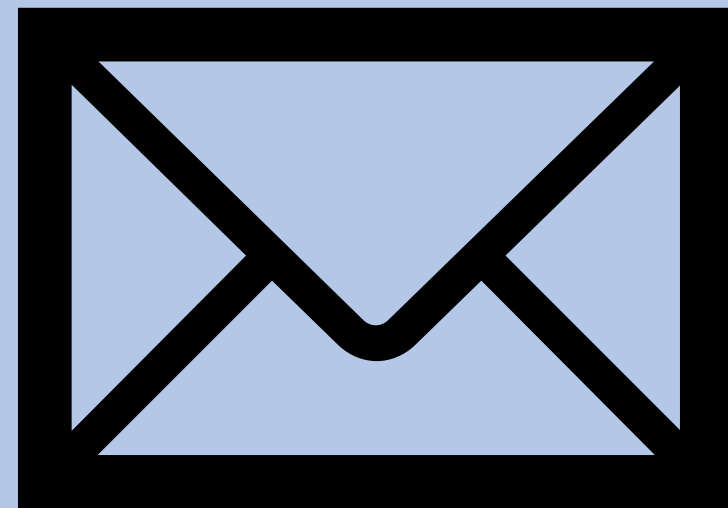
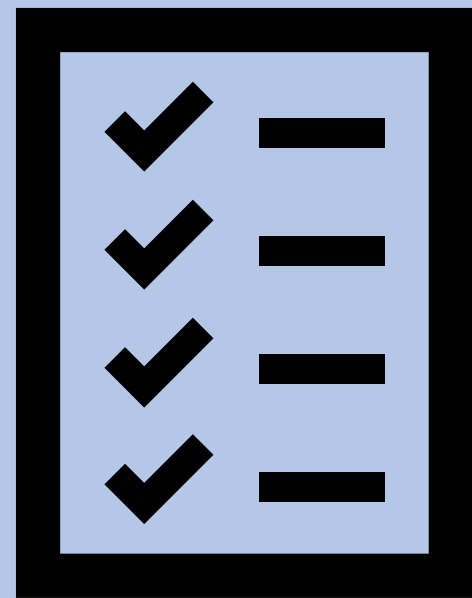
Staff will report recommendations to the **Scarborough Community Council** in spring 2026. Community Council may vote to 'adopt', 'defer', 'reject', or 'receive' the recommendations of the Streets Plan, and may submit additional related motions.

Members of the public can arrange to speak ("depute") at Community Council or submit comments in writing in advance. More information on how to participate is online at **toronto.ca/city-government/council**, and will be shared with the project email list about one week in advance of the meeting date, once the meeting agenda is available.

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



Provide Feedback



Comment deadline:
December 16, 2025

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

Contact:

Jason Diceman
Senior Public Consultation Coordinator
416-338-2830
OakridgeStreets@toronto.ca

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



toronto.ca/OakridgeStreets

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](https://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 41 Division**
416-808-4100