

Oakwood Village Streets Plan

Phase 2 - Public Consultation Report
December 2025

Contents

Consultation Summary	2
Project Overview	3
Overview of Communications and Consultation Activities	4
Communication Activities.....	4
Consultation Activities	5
What We Heard.....	5
Feedback Survey	5
Public Drop-in Event	17
Interest Group Feedback.....	19
Additional Feedback	19
Appendices	21

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Consultation Summary

Public and interest group consultation for the Oakwood Village Streets Plan took place from February 15, 2024, to October 13, 2025. This was the second of two phases of consultation. In Phase 1 consultation, participants identified their safety and mobility concerns in Oakwood Village.

In this Phase 2 consultation, participants were invited to provide feedback on the proposed changes to address those safety and mobility concerns. Consultation activities included:

- Multiple community interest group meetings
- A public drop-in event on September 25, 2025
- An online survey
- A dedicated project email and phone line

Eight meetings with community groups were held with 22 attendees. 52 people attended the in-person public drop-in event, and 267 survey responses were received. 44 people provided additional comments by mail, phone and email.

Communication to notify the public and interest groups about the project and opportunities to participate in the consultation included a project website, targeted emails to over 51 community interest groups, targeted emails to 278 project subscribers and distribution of 6,300 notices throughout the project area.

Overall, public and interest group consultation participants expressed positive feedback about the proposed measures. Many participants expressed the desire to see further road safety measures implemented.

Support for changes to street directions was mixed. Participants expressed concerns that, while these measures may be effective to address their concerns around traffic infiltration on local streets, these changes would also make it harder for them to access their homes on a daily basis. They also expressed concern that these changes may increase traffic on adjacent streets, encourage unsafe school drop-off practices and raise the risk of collisions near the school.

Support for turn restrictions at the intersection of Oakwood Avenue and Vaughan Road was similarly mixed, recognizing the trade-off between limiting through-trips and providing for local access. Many of the participants expressed concerns that the changes would make it harder to access their homes on a daily basis and may lead to increased traffic on adjacent streets.

Support for the extension of time-based restrictions near Eglinton Avenue West was mixed. Participants expressed concerns that the restrictions proposed to limit through traffic on local streets would make it harder for residents to access Allen Road and their homes. Many of them suggested that their preferred solution to the issue of through traffic on local streets would involve improvements to the intersection at Eglinton Avenue West and Allen Road that would make it the more efficient option for non-local traffic.

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

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

Project Overview

In consultation with the community, the City is developing a Neighbourhood Streets Plan for the Oakwood Village area. The plan will address concerns and opportunities identified through public feedback and data collection. The primary items identified include:

- Pedestrian safety on Oakwood Avenue
- Safety on Vaughan Road
- Traffic infiltration on neighbourhood streets
- Schools and business access needs
- Travel options without a car
- East-west connections

Consultation took place over two stages between spring 2024 and fall 2025:

- Phase 1: The City consulted the community on issues commonly experienced in the neighbourhood and ideas for actions and changes.
- Phase 2: The City consulted the community on proposed short-term actions (1 to 2 years) which can be made using temporary, flexible materials like signs, paint, and bollards, and longer-term changes which can be accomplished alongside future programmed road work.



Overview of Phase 2 Communications and Consultation Activities

Communication Activities

A variety of methods were used to notify people of the project and opportunities to participate in Phase 2:

- Project web page toronto.ca/OakwoodVillageStreets
- Notice delivered via a private flyer delivery company (6,300 addresses in the project area)
- Email notification to project subscribers (278 contacts)
- Email to interest groups including residents' associations, community groups, organizations, institutions and elected officials (51 groups).



Drop-In Public Event

Public Consultation

September 8, 2025

Oakwood Village Streets Plan

The Oakwood Village Streets Plan recommends changes to traffic operations and signage to support safety and mobility for all users. Changes on the list of areas of concern, the top priority for safety and mobility opportunities identified in the neighbourhood are: road safety on Vaughan Road, pedestrian connections across Oakwood Avenue, traffic infiltration on local streets, safety and access around schools, enhancing travel options without a car, and improving east-west connections for pedestrians and people cycling.

Proposed Changes

The City is seeking feedback from the community on proposed changes including:

- Speed humps and speed cushions on several streets to manage vehicle speed
- New pedestrian crossings and signal timings at several locations to improve safety of crossing
- Directional signage on some streets to reduce non-local traffic
- Directional changes on several streets to improve safety of east-west movements for cyclists in the area
- Extensions of some existing one-day turning movement and entry restrictions to discourage non-local traffic
- Safety improvements on Vaughan Road* to improve safety and comfort for all road users
- Changes to intersection design, including the intersection of Vaughan Road and Oakwood Avenue

See following pages or visit the project web page for more information.

*Please note that there will be an additional public meeting to discuss possible changes to Vaughan Road in more detail later in the fall of 2025. A notice will mailed once the date is confirmed.

The City invites residents and interest groups to learn more and provide feedback about the proposed changes.

Learn More
View information on the webpage including display panels presented at the public event and project details.

Attend the Public Drop-In Event
Thursday, September 26, 2025
6:00 p.m. to 8:30 p.m.
Oakwood Collegiate Institute Cafeteria
991 St Clair Ave W
Toronto, ON M6E 1A3

Provide Feedback
Complete the online survey or request a printed copy.
Submit comments by email, mail or phone.
Comment deadline: October 13, 2025

Access to the event location is wheelchair/mobility aid accessible. If you require other disability-related accommodation to participate, please contact us one week before the event.

The list of proposed changes is on the next page. A map showing locations is included below the list.

toronto.ca/OakwoodVillageStreets

Oakwood Village Streets Plan

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Toronto Police Services 13 Division
File a police report or request enforcement for a parking or driving complaint, or a local neighbourhood traffic issue or crime
Telephone: 416-808-1300
Email: 13division@torontopolice.on.ca

Related Information

[Program for Neighbourhood Streets Plans](#)
[Missing Sidewalk Projects](#)
[eglingtonToday Complete Street Project](#)
[Oakwood Neighbourhood Cycling Connections](#)

Project Website

Public Notice

Consultation Activities

Comments on the project in Phase 2 were received through the following activities:

Activity	Date	Participation
Interest Group Meetings	April – September 2025	8 meetings were held with 22 attendees (51 invited)
Drop-In Public Event	September 25, 2025	52 attendees
Online Survey	September 12– October 13, 2025	267 responses
Email/Phone	September 12– October 13, 2025	Comments received from 44 individuals

What We Heard

- Overall, public and interest group consultation participants expressed positive feedback about the proposed road safety and speed management measures including new pedestrian crossings, intersection and corridor safety improvements, and changes to the design of the Vaughan Road and Oakwood Avenue intersection. Some of participants expressed the desire to see additional road safety measures on Vaughan Road.
- Support for changes to street directions was mixed with 42% very supportive or supportive, 14% neutral, 40% very unsupportive or unsupportive and 4% unsure.
 - The streets that generated the greatest concern were Millerson Avenue, Earnscliffe Road and the proposed set of one-way loops. Participants expressed concerns that these changes could make it harder to access their homes on a daily basis, increase traffic on adjacent streets, encourage unsafe school drop-off practices and raise the risk of collisions near the school.
- Support for turn restrictions at the intersection of Oakwood Avenue and Vaughan Road was mixed with support ranging from 35–41% very supportive or supportive, 16–17% neutral, 36–42% very unsupportive or unsupportive and 5–7% were unsure.
 - Many of the participants expressed concerns that the changes would make it harder to access their homes on a daily basis and increase traffic on adjacent streets.
- Support for the extension of time-based restrictions near Eglinton Avenue West was mixed with 52% very supportive or supportive, 17% neutral, 28% very unsupportive or unsupportive and 4% unsure.
 - Participants expressed concerns that the restrictions would make it harder to access Allen Road and their homes. Many of them suggested that their preferred solution for the issue of infiltration would involve improvements to the intersection at Eglinton Avenue West and Allen Road.

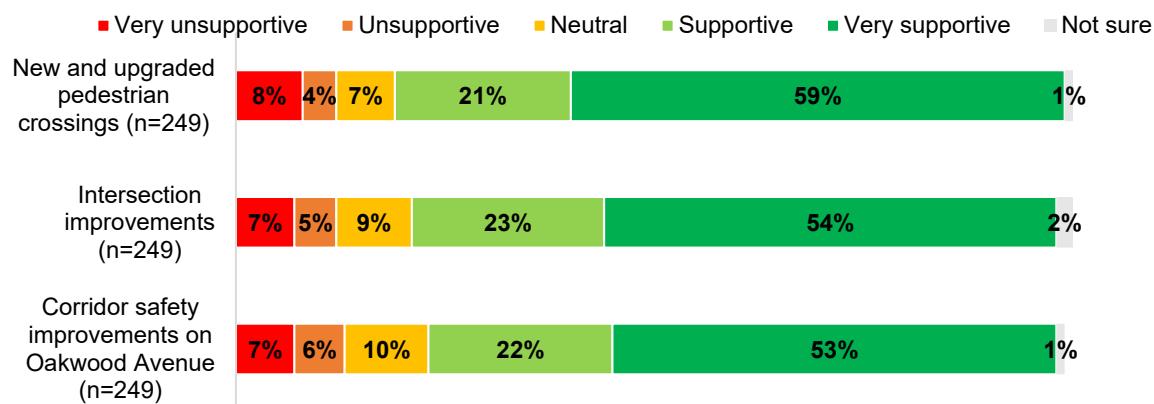
Survey

A survey was available online and included background information before asking questions which included multi-choice or multi-select responses, in addition to open ended comment boxes.

Participation in the survey was anonymous. Optional demographic questions were included (see Appendix for survey participant profile).

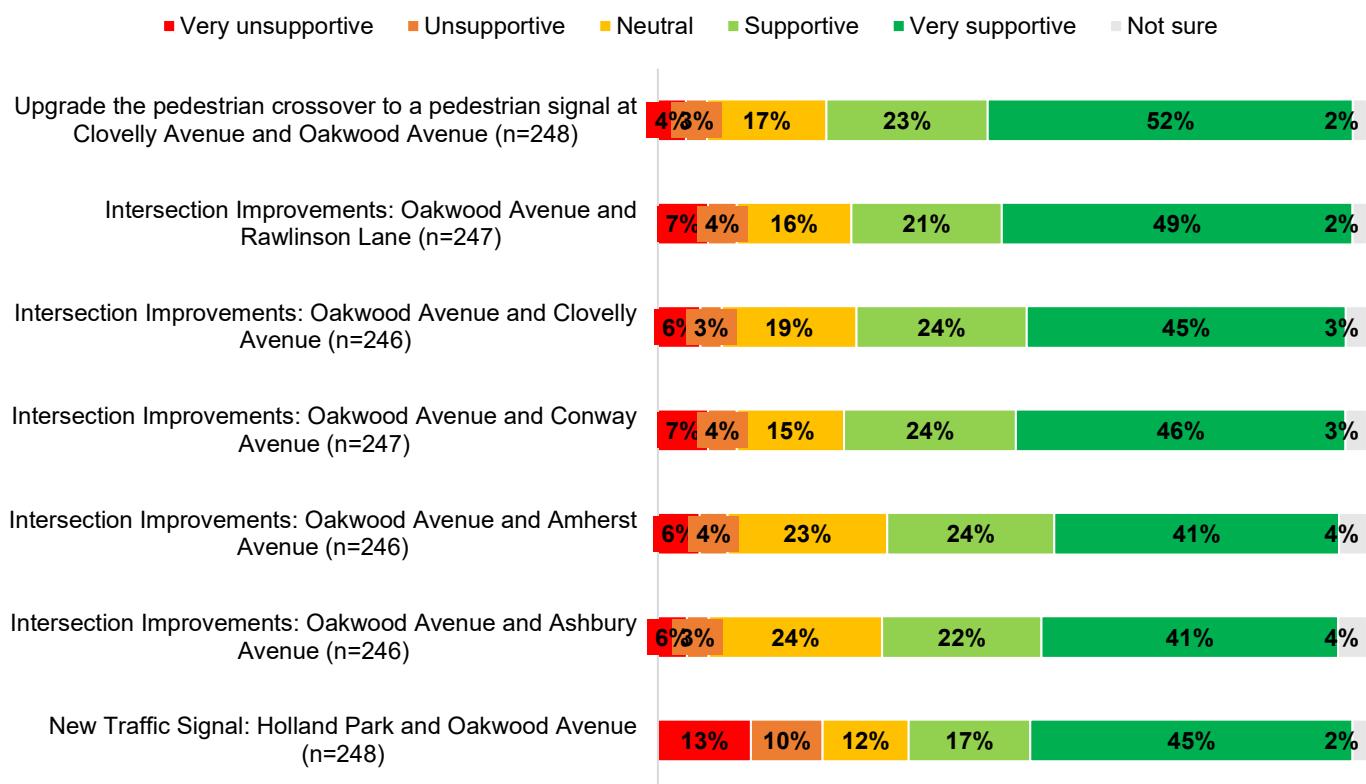
Responses received to each question are presented in this section.

In general do you support the proposed changes to address road safety in the project area?



- New and upgraded pedestrian crossings:** There were 249 responses, with 80% of respondents very supportive or supportive, 7% neutral, 12% very unsupportive or unsupportive and 1% unsure.
- Intersection improvements:** There were 249 responses, with 77% very supportive or supportive, 9% neutral, 12% very unsupportive or unsupportive and 2% unsure.
- Corridor safety improvements on Oakwood Avenue:** There were 249 responses, with 75% very supportive or supportive, 10% neutral, 13% very unsupportive or unsupportive and 1% unsure.

Do you support changes to address pedestrian safety on Oakwood Avenue at these locations?

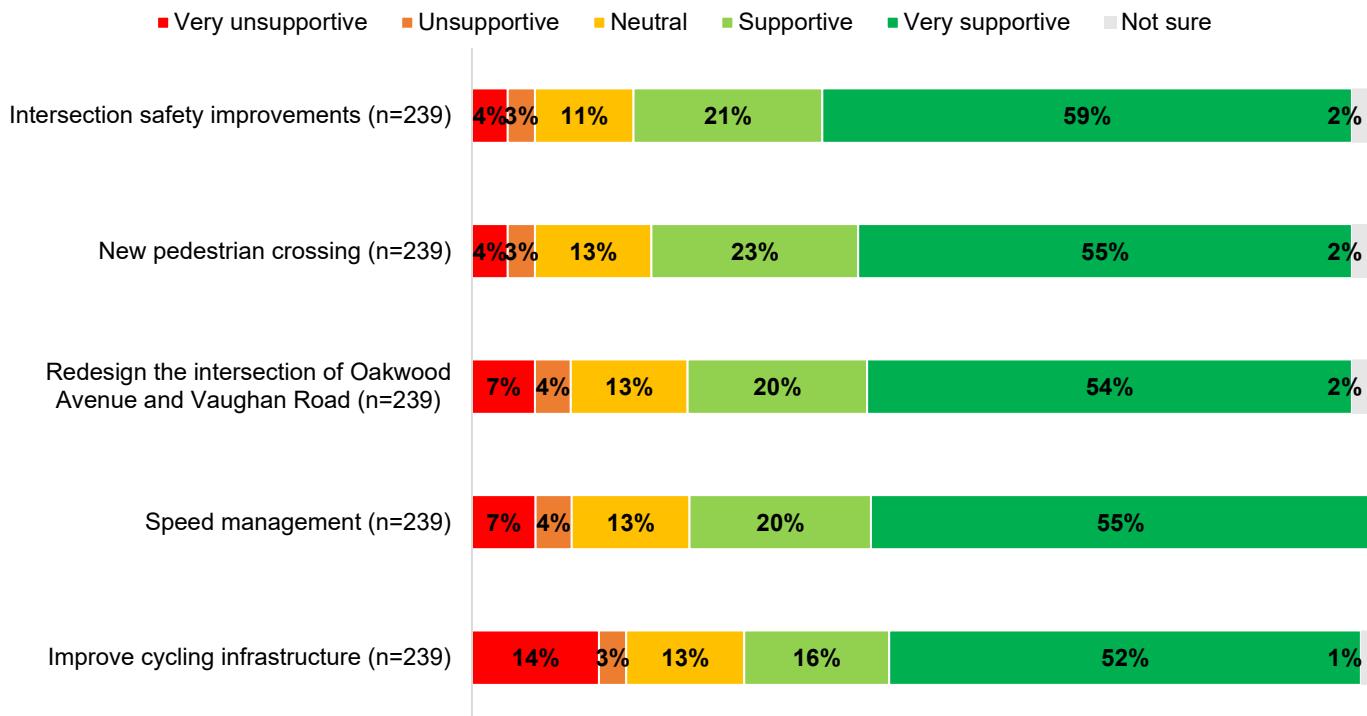


- **Upgrade the pedestrian crossover to a pedestrian signal at Clovelly Avenue and Oakwood Avenue:** There were 248 responses, with 75% very supportive or supportive, 17% neutral, 7% very unsupportive or unsupportive and 2% unsure.
- **Intersection Improvements: Oakwood Avenue and Rawlinson Lane:** There were 247 responses, with 70% very supportive or supportive, 16% neutral, 11% very unsupportive or unsupportive and 2% unsure.
- **Intersection Improvements: Oakwood Avenue and Clovelly Avenue:** There were 246 responses, with 69% very supportive or supportive, 19% neutral, 9% very unsupportive or unsupportive and 3% unsure.
- **Intersection Improvements: Oakwood Avenue and Conway Avenue:** There were 247 responses, with 70% very supportive or supportive, 15% neutral, 11% very unsupportive or unsupportive and 3% unsure.
- **Intersection Improvements: Oakwood Avenue and Amherst Avenue:** There were 246 responses, with 65% very supportive or supportive, 23% neutral, 10% very unsupportive or unsupportive and 4% unsure.
- **Intersection Improvements: Oakwood Avenue and Ashbury Avenue:** There were 246 responses, with 63% very supportive or supportive, 24% neutral, 9% very unsupportive or unsupportive and 4% unsure.
- **New Traffic Signal: Holland Park Avenue and Oakwood Avenue:** There were 248 responses, with 62% very supportive or supportive, 12% neutral, 23% very unsupportive or unsupportive and 2% unsure.

The most common additional comments about the proposed changes to address pedestrian safety included:

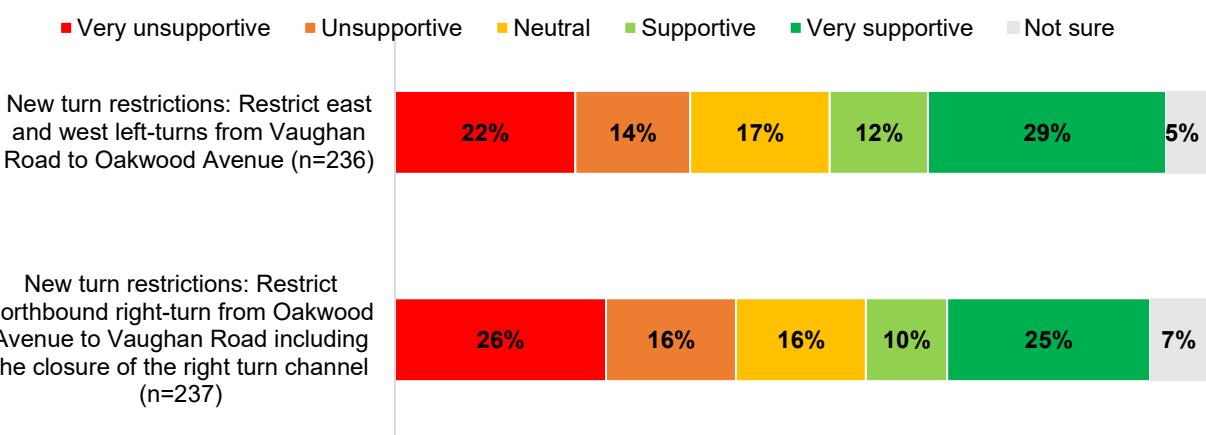
- Requests for additional enforcement of one-way streets
- Concerns about traffic signals being too close together
- A desire to see additional measures to slow traffic on Oakwood Avenue

In general, do you support the proposed changes to address road safety on Vaughan Road?



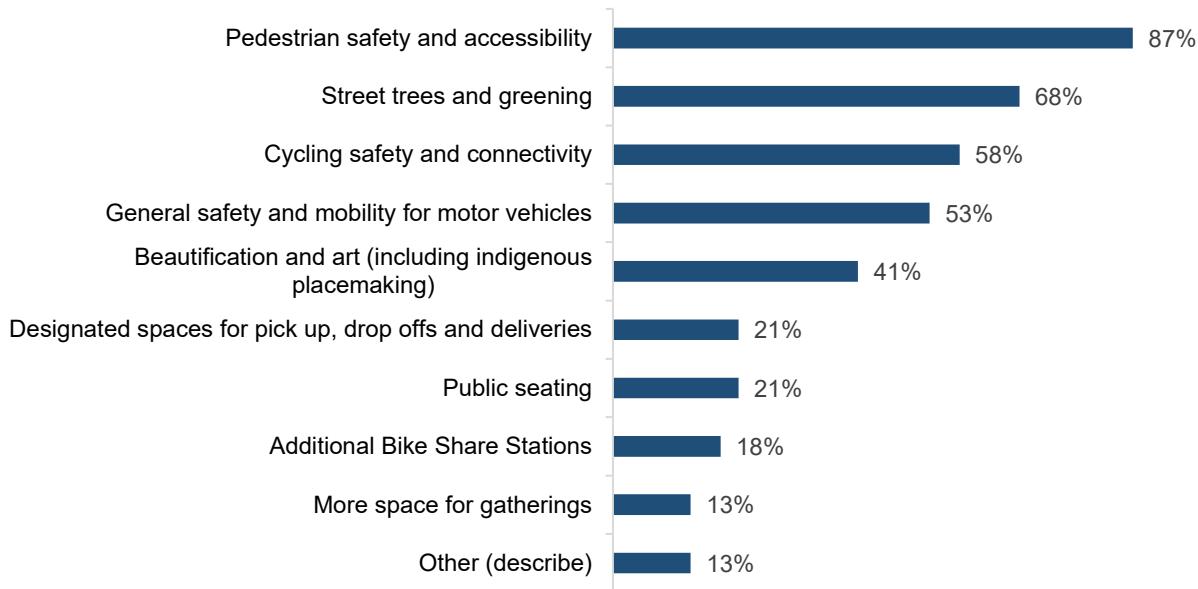
- **Intersection safety improvements:** There were 239 responses, with 80% very supportive or supportive, 11% neutral, 7% very unsupportive or unsupportive and 2% unsure.
- **New pedestrian crossing:** There were 239 responses, with 78% very supportive or supportive, 13% neutral, 7% very unsupportive or unsupportive and 2% unsure.
- **Redesign the intersection of Oakwood Avenue and Vaughan Road:** There were 239 responses, with 74% very supportive or supportive, 13% neutral, 11% very unsupportive or unsupportive and 2% unsure.
- **Speed management:** There were 239 responses, with 75% very supportive or supportive, 13% neutral, 11% very unsupportive or unsupportive.
- **Improve cycling infrastructure:** There were 239 responses, with 68% very supportive or supportive, 13% neutral, 17% very unsupportive or unsupportive and 1% unsure.

Do you support the turn restrictions at the intersection of Oakwood Avenue and Vaughan Road to improve safety?



- **Restrict east and west left-turns from Vaughan Road to Oakwood Avenue:** There were 236 responses, with 41% very supportive or supportive, 17% neutral, 36% very unsupportive or unsupportive and 5% unsure.
- **Restrict northbound right-turn from Oakwood Avenue to Vaughan Road including the closure of the right turn channel:** There were 237 responses, with 35% very supportive or supportive, 16% neutral, 42% very unsupportive or unsupportive and 7% unsure.

What are your top five priorities for the design of the intersection of Vaughan Road and Oakwood Avenue?

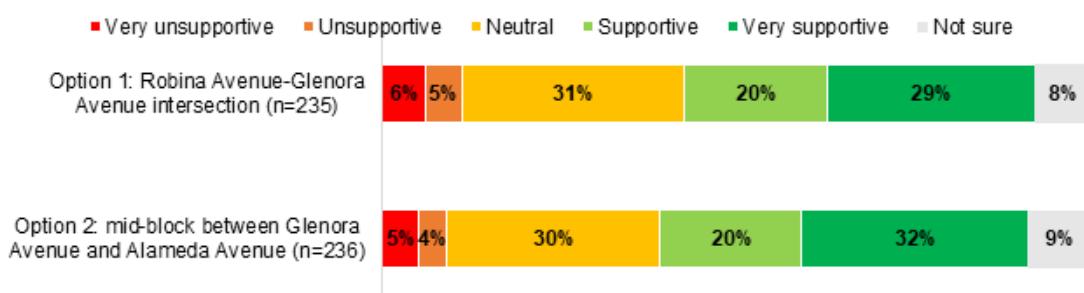


- **The top five priorities for the design of the intersection:** There were 230 responses, with 87% of respondents selecting Pedestrian safety and accessibility, 68% selecting Street trees and greening, 58% selecting Cycling safety and connectivity, 53% selecting General safety and mobility for motor vehicles and 41% selecting Beautification and art (including indigenous placemaking).

The most common responses to the Other category included:

- Increased maintenance of the space
- Recommendation to apply Crime Prevention Through Environmental Design principles to the space.

Do you support the options for a new pedestrian crossing on Vaughan Road?

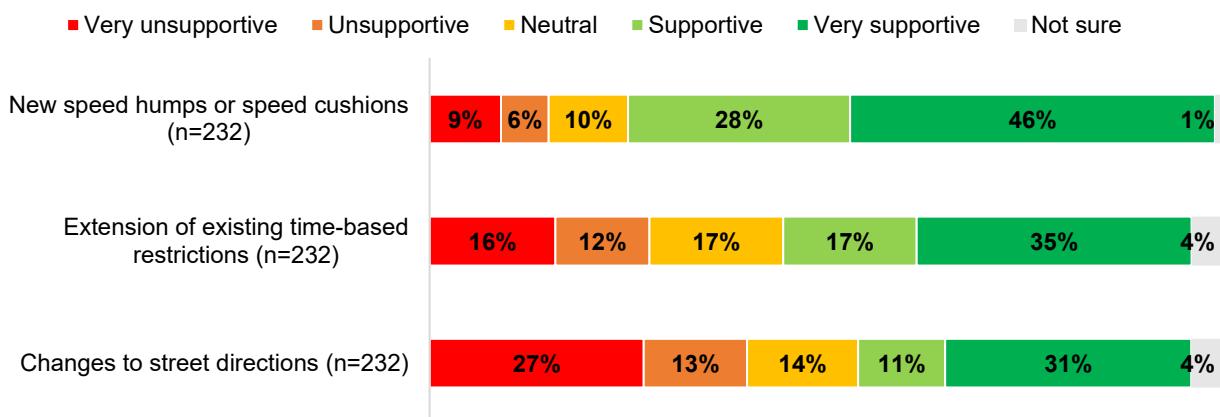


- **Option 1: Robina Avenue-Glenora Avenue intersection:** There were 235 responses, with 49% very supportive or supportive, 31% neutral, 11% very unsupportive or unsupportive and 8% unsure.
- **Option 2: mid-block between Glenora Avenue and Alameda Avenue:** There were 236 responses, with 52% very supportive or supportive, 30% neutral, 9% very unsupportive or unsupportive and 9% unsure.

The most common additional comments about the proposed changes to address Vaughan Road safety included:

- Concerns that restricting turning movements at Vaughan Road and Oakwood Avenue intersection could divert traffic onto neighbouring streets
- Realigning the Vaughan Road and Oakwood Avenue intersection would improve the safety of turning movements
- Additional safety enhancements are needed at the Atlas Avenue and Vaughan Road intersection.

In general do you support the proposed changes to address traffic infiltration in the project area?



- **New speed humps or speed cushions:** There were 232 responses, with 74% very supportive or supportive, 10% neutral, 15% very unsupportive or unsupportive and 1% unsure.
- **Extension of existing time-based restrictions:** There were 232 responses, with 52% very supportive or supportive, 17% neutral, 28% very unsupportive or unsupportive and 4% unsure.
- **Changes to street directions:** There were 232 responses, with 42% very supportive or supportive, 14% neutral, 40% very unsupportive or unsupportive and 4% unsure.

Do you support the installation of speed humps or speed cushions to address traffic infiltration at these locations?

■ Very unsupportive ■ Unsupportive ■ Neutral ■ Supportive ■ Very supportive ■ Not sure

New speed cushions: Glenholme Avenue, between Eglinton Avenue West and Vaughan Road (n=228)



New speed humps: Keywest Avenue, between Dufferin Street and Lauder Avenue (n=228)



New speed humps: Robina Avenue, between Earlsdale Avenue and St. Clair Avenue West, and between Vaughan Road and Holland Park Avenue (n=228)



New speed cushions: Northcliffe Boulevard, between Eglinton Avenue West and Vaughan Road (n=228)



New speed humps: Alameda Avenue, between Eglinton Avenue West and Vaughan Road (n=227)



New speed humps: Northcliffe Boulevard, between Amherst Avenue to Keywest Avenue (n=228)



New speed humps: Atlas Avenue, between Ava Road to Gloucester Grove (n=227)



New speed humps: Gloucester Grove, between Glenholme Avenue and Alameda Avenue (n=228)



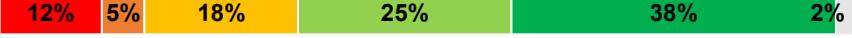
New speed humps: Amherst Avenue, between Glenholme Avenue and Oakwood Avenue (n=227)



New speed humps: Winona Drive, between Eglinton Avenue West and Belvidere Avenue, and between Vaughan Road and Mulberry Crescent (n=227)



New speed humps: Holland Park Avenue, Oakwood Avenue to Winona Drive (n=227)



Overall, the results show support for installing new traffic calming measures across all of the proposed locations. About 60–63% of respondents were supportive or very supportive, while 15–17% were unsupportive, and roughly 18–21% remained neutral, with only a small percentage unsure.

Do you support the extension of time-based restriction to address traffic infiltration at these locations?

■ Very unsupportive ■ Unsupportive ■ Neutral ■ Supportive ■ Very supportive ■ Not sure

Extend existing time-based restriction:
Eglinton Avenue West, westbound left-turn restricted at all times at Winnett Avenue (n=229)



Extend existing time-based restriction:
Eglinton Avenue West at Atlas Avenue, northbound right-turn restricted 7 a.m. to 7 p.m., Monday to Friday (n=227)



Extend existing time-based restriction:
Alameda Ave, at a point 38m south of Eglinton Avenue West, do not enter, at all times (n=229)

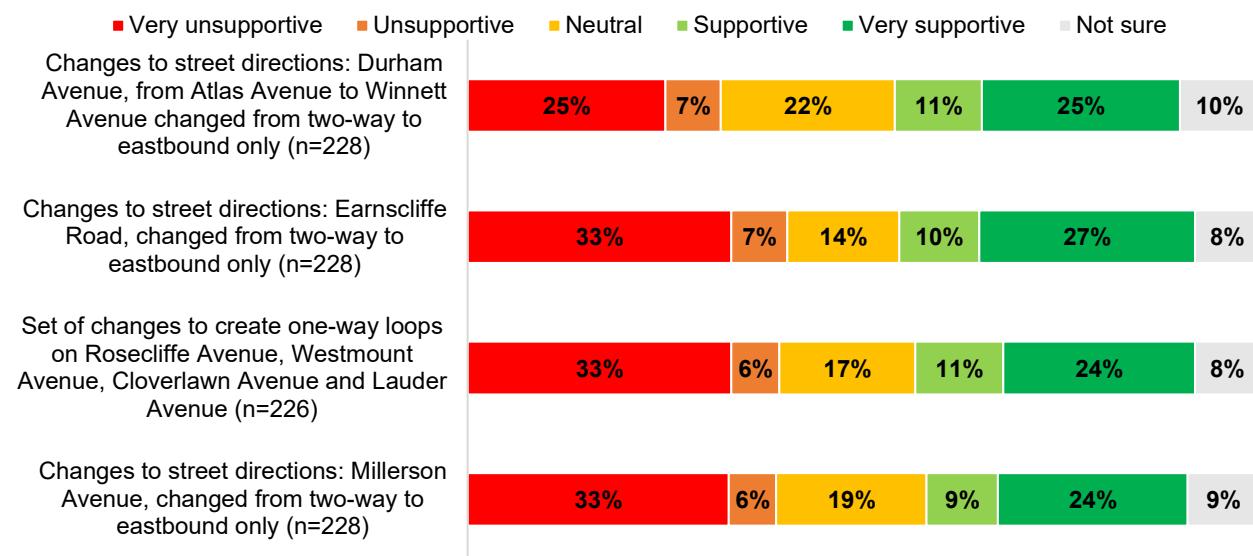


Extend existing time-based restriction:
Winona Drive, at a point 38m south of Eglinton Avenue West, do not enter, at all times (n=228)



- **Eglinton Avenue West, westbound left-turn restricted at all times at Winnett Avenue:** There were 229 responses, with 44% very supportive or supportive, 20% neutral, 31% very unsupportive or unsupportive and 6% unsure.
- **Eglinton Avenue West at Atlas Avenue, northbound right-turn restricted 7 a.m. to 7 p.m., Monday to Friday:** There were 227 responses, with 41% very supportive or supportive, 22% neutral, 31% very unsupportive or unsupportive and 6% unsure.
- **Alameda Ave, at a point 38m south of Eglinton Avenue West, do not enter, at all times:** There were 229 responses, with 38% very supportive or supportive, 21% neutral, 34% very unsupportive or unsupportive and 6% unsure.
- **Winona Drive, at a point 38m south of Eglinton Avenue West, do not enter, at all times:** There were 228 responses, with 40% very supportive or supportive, 20% neutral, 35% very unsupportive or unsupportive and 6% unsure.

Do you support the changes to street direction on the following streets to address traffic infiltration at these locations?

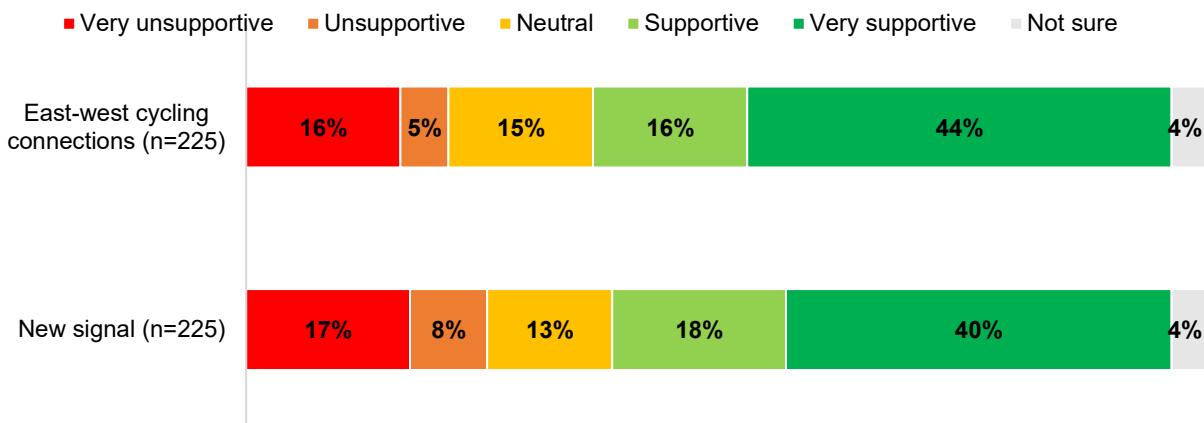


- **Changes to street directions: Durham Avenue, from Atlas Avenue to Winnett Avenue changed from two-way to eastbound only:** There were 228 responses, with 36% very supportive or supportive, 22% neutral, 32% very unsupportive or unsupportive and 10% unsure.
- **Changes to street directions: Earnscliffe Road, changed from two-way to eastbound only:** There were 228 responses, with 37% very supportive or supportive, 14% neutral, 40% very unsupportive or unsupportive and 8% unsure.
- **Set of changes to create one-way loops on Rosecliffe Avenue, Westmount Avenue, Cloverlawn Avenue and Lauder Avenue:** There were 226 responses, with 35% very supportive or supportive, 17% neutral, 39% very unsupportive or unsupportive and 8% unsure.
- **Changes to street directions: Millerson Avenue, changed from two-way to eastbound only:** There were 228 responses, with 33% very supportive or supportive, 19% neutral, 39% very unsupportive or unsupportive and 9% unsure.

The most common additional comments about the proposed changes to address traffic infiltration included:

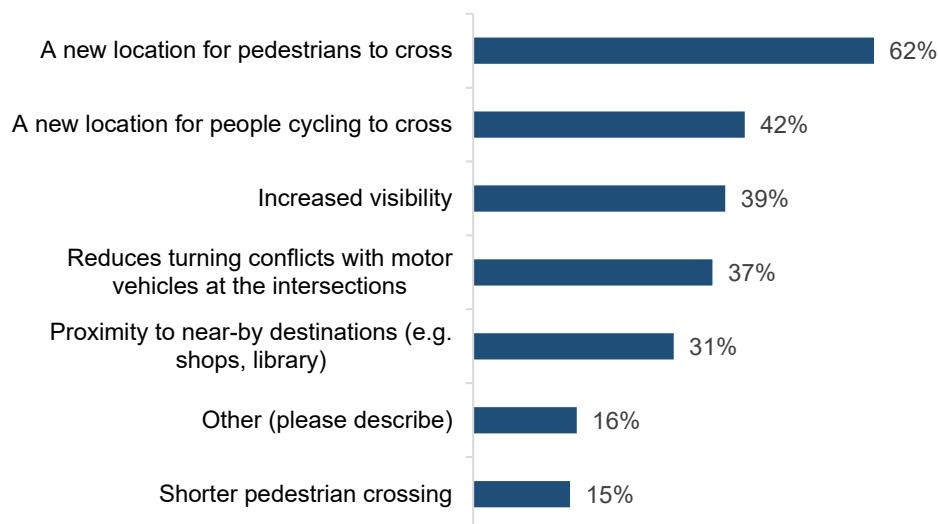
- Concerns that the changes to streets directions would not address the issues and create additional inconvenience for local residents
- The Eglinton Avenue West and Allen Road intersection is a major source of traffic infiltration issues for the neighbourhood
- Stronger enforcement of turn restrictions is needed.

In general do you support the proposed changes to address east-west connections in the project area?



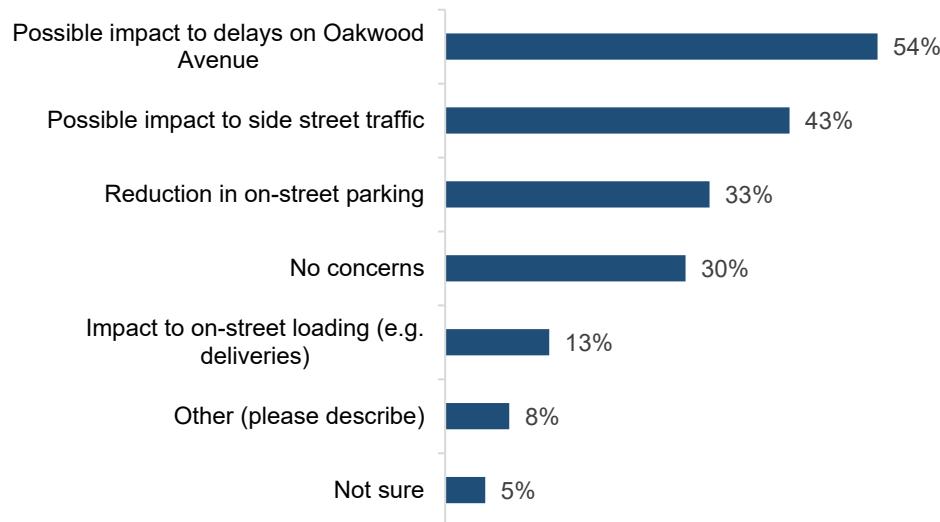
- **East-west cycling connections:** There were 225 responses, with 60% very supportive or supportive, 15% neutral, 21% very unsupportive or unsupportive and 4% unsure.
- **New signal:** There were 225 responses, with 58% very supportive or supportive, 13% neutral, 25% very unsupportive or unsupportive and 4% unsure.

What do you like about the proposed signal? Select your top three.



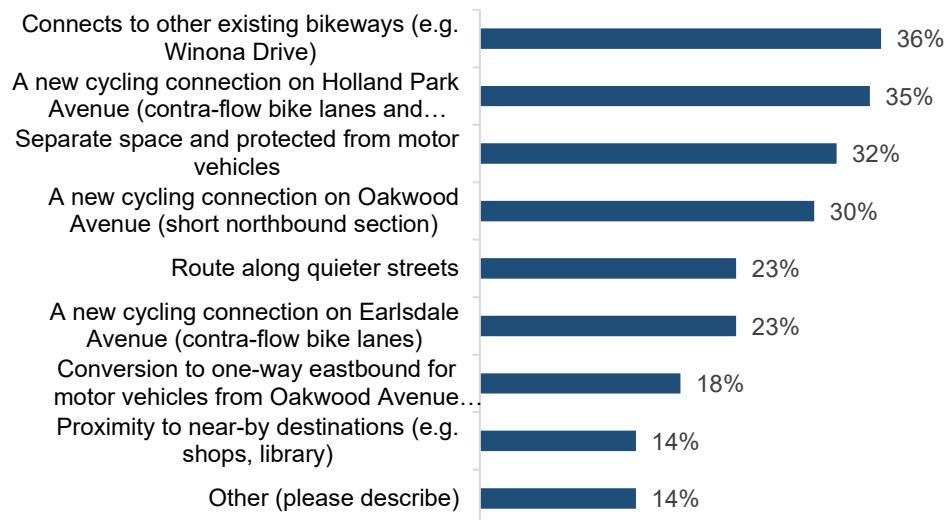
- **The top three things liked about the proposed signal:** There were 190 responses, with 62% of respondents selecting A new location for pedestrians to cross, 42% selecting A new location for people cycling to cross and 39% selecting Increased visibility. 37% selected Reduces turning conflicts with motor vehicles at the intersection.

What concerns do you have about the proposed signal? Select your top three.



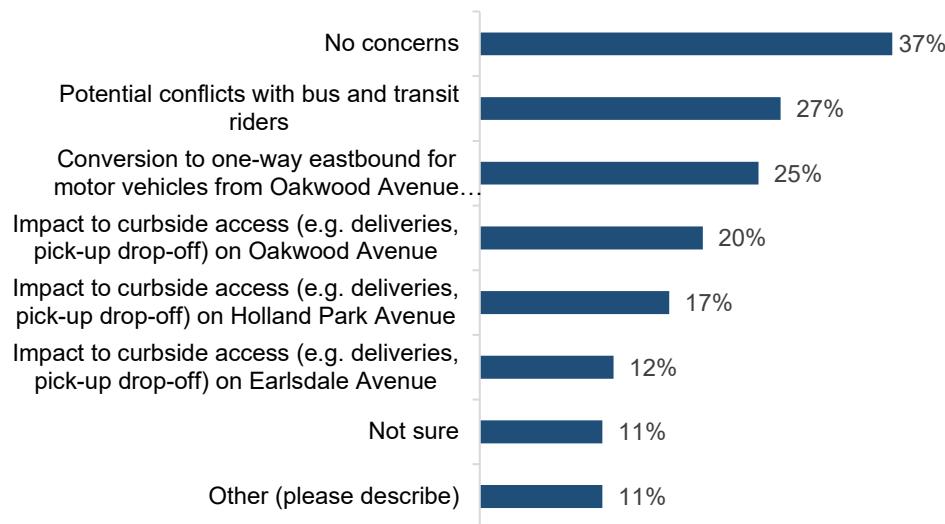
- **The top three concerns about the proposed signal:** There were 209 responses, with 54% of respondents selecting Possible impact to delays on Oakwood Avenue, 43% selecting Possible impact to side street traffic and 33% selecting Reduction in on-street parking. 30% selected No concerns.

Survey respondents were asked to provide feedback about the proposed bikeways on Earlsdale Avenue, Oakwood Avenue and Holland Park Avenue. **What do you like about the proposed bikeways? Select your top three.**



- **The top three things liked about the proposed bikeways:** There were 184 responses, with 36% selecting Connects to other existing bikeways (e.g. Winona Drive), 35% selecting A new cycling connection on Holland Park Avenue (contra-flow bike lanes and sharrows) and 32% selecting Separate space and protected from motor vehicles. 30% selected A new cycling connection on Oakwood Avenue (short northbound section).

Survey respondents were asked to provide feedback about the proposed bikeways on Earlsdale Avenue, Oakwood Avenue and Holland Park Avenue. **What concerns do you have about the proposed bikeways? Select your top three.**



- **The top three concerns about the proposed bikeways:** There were 200 responses, with 37% of respondents indicating that they had No concerns, 27% indicating that they were concerned about Potential conflicts with bus and transit riders, 25% indicating that they were concerned about the conversion to one-way eastbound for motor vehicles from Oakwood Avenue to 30m east to Green P lot to reduce conflicts at Oakwood Avenue limiting motor vehicle access to Oakwood Avenue from east side. Additionally, 20% of respondents indicated they were concerned about impact to curbside activities on Oakwood Avenue, such as deliveries and pick-up/drop-off.

The most common additional comments related to the proposed changes to address east-west connections in the project area included:

- Concern that closely spaced traffic signals could slow down traffic flow on Oakwood Avenue and lead to more vehicles diverting onto side streets
- Concern that loss of on-street parking may negatively affect local businesses
- Concern that introducing a short one-way section on Holland Park Avenue could pose safety risks, as drivers may ignore the signage.

Public Drop-in Event

At the September 25, 2025 public drop-in event, attendees were able to view information panels about the project and speak with members of the project team. Participant comments are summarized by location below:

Location	Comment Summary
Millerson Avenue (proposed one-way)	<ul style="list-style-type: none"> - Makes it harder to access their homes on a daily basis - Increases traffic on adjacent streets - Encourages unsafe school drop-off practices and raise the risk of accidents near the school

Location	Comment Summary
Earnscliffe Road (proposed one-way)	<ul style="list-style-type: none"> - Makes it harder to access their homes on a daily basis - Increases traffic on adjacent streets - Encourages unsafe school drop-off practices and raise the risk of accidents near the school
Set of changes for one-way loops	<ul style="list-style-type: none"> - Makes it harder to access their homes on a daily basis - Increases traffic on adjacent streets - Encourages unsafe school drop-off practices and raise the risk of accidents near the school
Oakwood Avenue and Vaughan Road Intersection (redesign)	<ul style="list-style-type: none"> - The new turn restrictions would make it harder to access their homes and increase traffic on adjacent streets
Arlington Avenue (intersection safety improvement at Vaughan Road)	<ul style="list-style-type: none"> - Traffic speeds and volumes are too high - Changes to street directions, should be studied
Vaughan Road (safety improvements)	<ul style="list-style-type: none"> - Additional safety enhancements are needed at Atlas Avenue and Vaughan Road intersection
Winona Drive (traffic calming with speed humps, intersection safety improvement at Vaughan Road, extension of time-based restrictions)	<ul style="list-style-type: none"> - Additional traffic calming measures are needed to slow traffic and increase pedestrian safety - Additional east-west painted crosswalks are needed - Additional enforcement needed for non-compliance of one-way street directions - Changes to street directions, should be studied
Oakwood Avenue and Holland Park Avenue intersection (new traffic signal)	<ul style="list-style-type: none"> - Concern that closely spaced traffic signals could slow down traffic flow and lead to more vehicles diverting onto side streets - Loss of on-street parking may negatively affect local businesses - Introducing a short one-way section on Holland Park Avenue could pose safety risks, as drivers would ignore the signage - Road narrowing will create unsafe conditions for all road users
Oakwood Avenue and Rawlinson Lane/Charles Brereton Park Trail (mid-block safety improvement)	<ul style="list-style-type: none"> - Trees around PXO need to be trimmed, to improve sightlines at the crossing
Blandford Street	<ul style="list-style-type: none"> - Additional traffic calming measures are needed to slow traffic and increase pedestrian safety - Speed signage needs to be updated and reviewed
Hanson Road	<ul style="list-style-type: none"> - Additional traffic calming measures are needed to slow traffic and increase pedestrian safety - Speed signage needs to be updated and reviewed
Oakwood Avenue	<ul style="list-style-type: none"> - Vehicle speeding is an issue
Area wide	<ul style="list-style-type: none"> - Local traffic only signs are needed to stop traffic infiltration on neighbourhood streets

Interest Group Feedback

Between April and September 2025, eight meetings were held with various interest groups as part of a two-step engagement process. The first round focused on an early draft of proposals, while the second round focused on the proposals discussed in this report. These meetings were typically individual sessions aimed at discussing the proposed changes in detail. In total, 22 people attended with 51 invited interest groups.

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

Theme	Comment Summary
Pedestrian safety on Oakwood Avenue	<ul style="list-style-type: none">- The pedestrian crossing at Holland Park Avenue improves safety
Vaughan Road Safety	<ul style="list-style-type: none">- Introducing turning restrictions at the Vaughan Road and Oakwood intersection could increase traffic on side streets- Additional safety measures are needed at Vaughan Road and Arlington Avenue intersection
Infiltration on neighbourhood streets	<ul style="list-style-type: none">- Concerns raised that extending RapidTO: Dufferin further north could increase traffic infiltration on side streets east of Dufferin Street
School & businesses needs	<ul style="list-style-type: none">- Concerns raised that the loss of on-street parking on Oakwood Avenue would hurt businesses- Additional measures are needed to address the drop-off and pick-up activity around schools
Travel options with a car	<ul style="list-style-type: none">- Widen sidewalks from 1.8m to 2.1m, where possible, without removing on-street parking spaces
East-West connections and New Signal	<ul style="list-style-type: none">- Concern that closely spaced traffic signals could slow the down traffic flow- Additional signage for Green P parking lot is needed
Other	<ul style="list-style-type: none">- Beautification and improvements to the street environment should be included during implementation (lighting, trees, pavement quality and maintenance)

Additional Feedback

Additional feedback was received via phone and email during the consultation period. A majority of the additional feedback focused on traffic infiltration into neighborhood streets and the proposed changes to street directions. The streets that generated the greatest concern were Millerson Avenue, Earnscliffe Road and the proposed set of one-way loops. Participants expressed concerns that these changes would make it harder to access their homes on a daily basis, increase traffic on adjacent streets, encourage unsafe school drop-off practices and raise the risk of accidents near the school.

Concerns were also raised about the extension of existing time-based restrictions near Eglinton Avenue West. Participants expressed concerns that the restrictions would make it harder to access Allen Road and their homes. Many of them suggested that their preferred solution for the issue of infiltration would involve improvements to the intersection at Eglinton Avenue West and Allen Road.

Additional comments received through phone and email are summarized by location below:

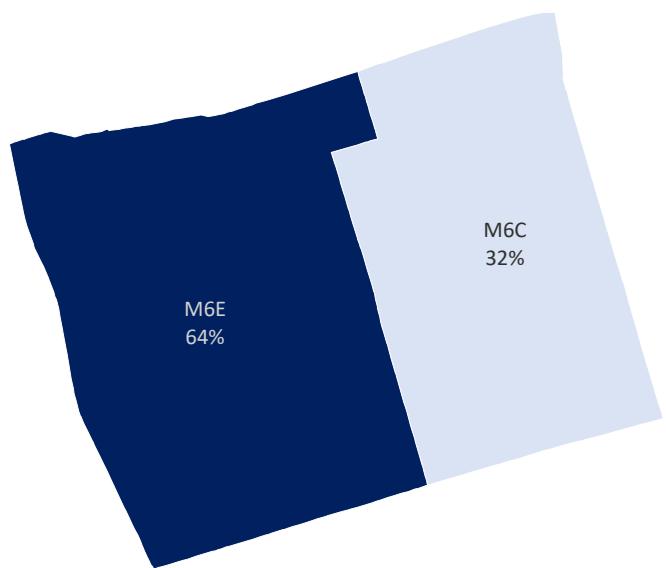
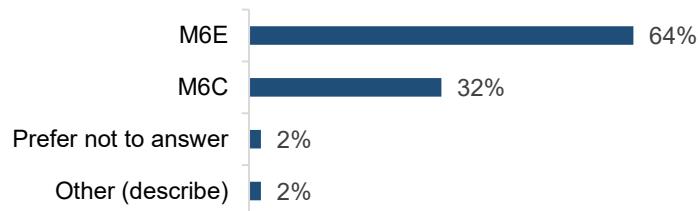
Location	Comment Summary
Oakwood Avenue and Vaughan Road Intersection (redesign)	<ul style="list-style-type: none">- The new turn restrictions would make it harder to access their homes and increase traffic on adjacent streets
Arlington Avenue (intersection safety improvement at Vaughan Road)	<ul style="list-style-type: none">- Traffic speeds and volumes are too high
Vaughan Road (safety improvements)	<ul style="list-style-type: none">- Additional safety enhancements are needed at Atlas Avenue and Vaughan Road intersection
Winona Drive	<ul style="list-style-type: none">- Additional traffic calming measures are needed to slow traffic and increase pedestrian safety- Additional east-west painted crosswalks are needed
Oakwood Avenue and Holland Park Avenue intersection (traffic signal)	<ul style="list-style-type: none">- Concern that closely spaced traffic signals could slow down traffic flow and lead to more vehicles diverting onto side streets- Loss of on-street parking may negatively affect local businesses- Introducing a short one-way section on Holland Park Avenue could pose safety risks, as drivers would ignore the signage- Road narrowing will create unsafe conditions for all road users
Blandford Street	<ul style="list-style-type: none">- Additional traffic calming measures are needed to slow traffic and increase pedestrian safety- Speed signage needs to be updated and reviewed
Hanson Road	<ul style="list-style-type: none">- Additional traffic calming measures are needed to slow traffic and increase pedestrian safety- Speed signage needs to be updated and reviewed

Appendices

Appendix A: Survey Participant Profile

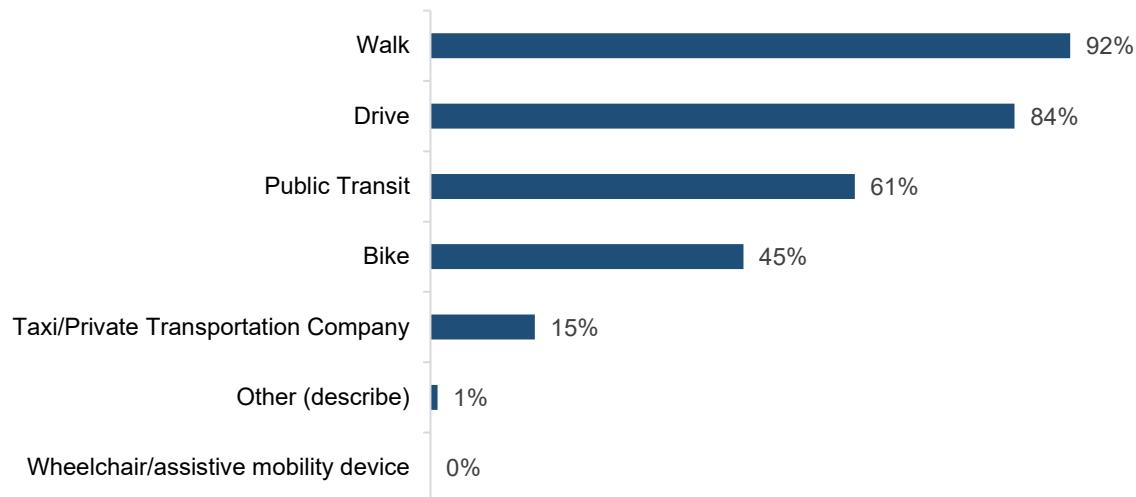
A total of 267 survey respondents provided optional demographic information described below.

What are the first three (3) characters of your postal code?| n=267

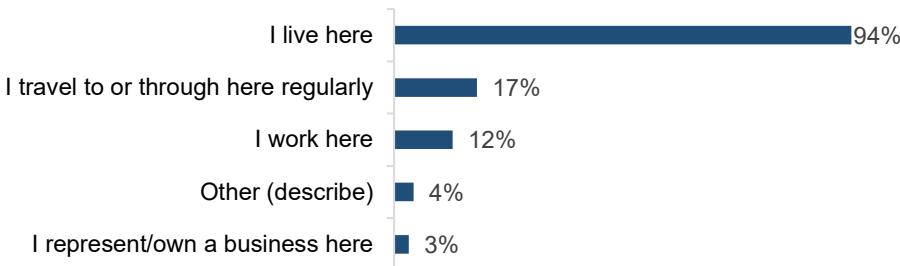


Almost all survey participants (96%) live within the neighbourhood (M6E and M6C).

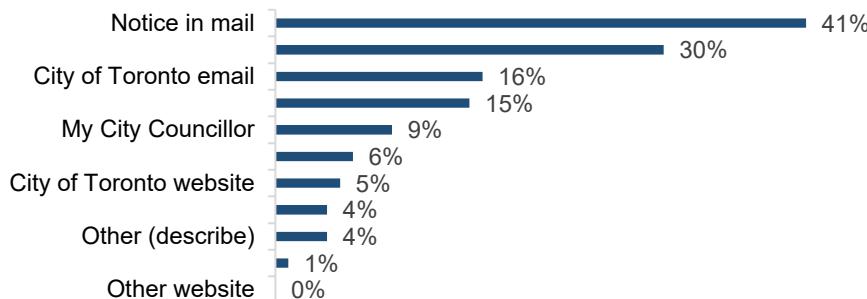
How do you typically travel within Oakwood Village? Check all that apply| n=267



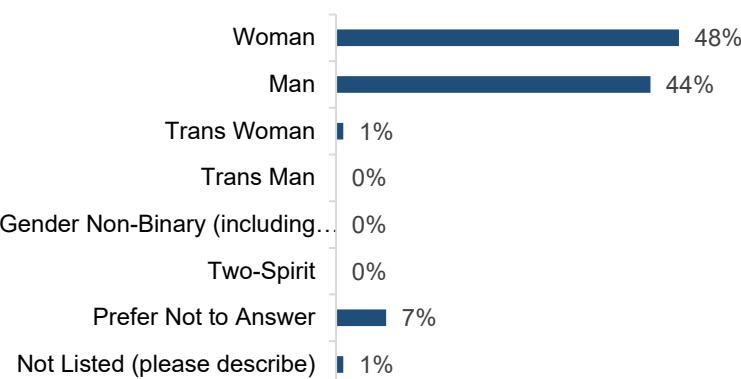
Please describe your relationship to the project area? Check all that apply. | n=267



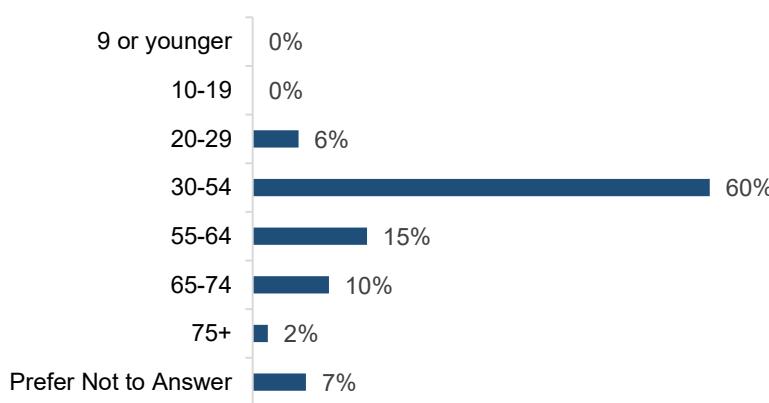
How did you hear about this project? Select all that apply| n=267



What best describes your gender? | n=221



What is your age?| n=221



On which street(s) in the study area do you live, rent or own property? (Select all that apply) | n=267

