



Oakridge Streets Plan

Public Consultation Report
April 2026



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Consultation Summary

Public and interest group consultation for the Oakridge Streets Plan (ORSP) Phase 2 took place from November 10 to December 17, 2025.

Consultation activities included a public event, a survey, and comment tracking. Twenty-seven people attended the in-person drop-in event, 46 survey responses were received, along with five people providing comments by phone and email.

Communications to notify the public and interest groups about the project and opportunities to participate included a project webpage (toronto.ca/OakridgeStreets), 67 targeted emails to community interest groups, and 4,500 flyers distributed by Canada Post throughout the project area.

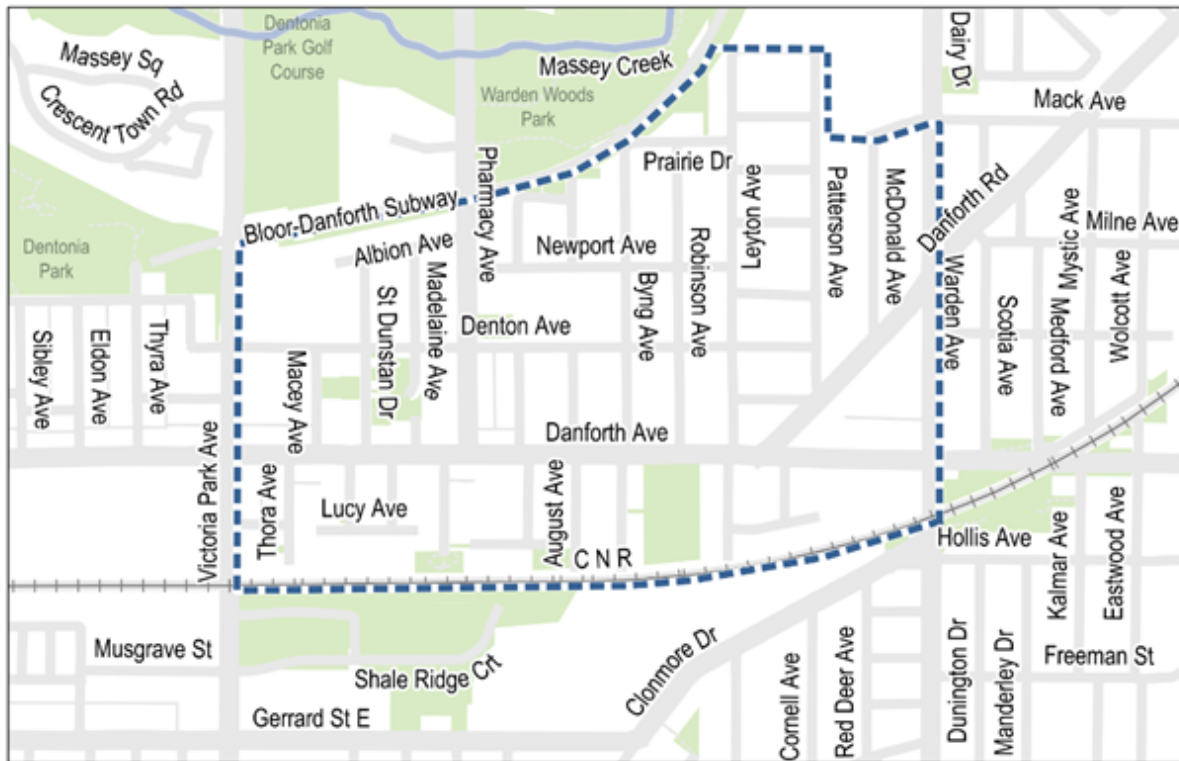
Overall, the public feedback was positive, with high support for the proposed changes. Safety upgrades around the local schools were the changes with the most positive feedback. Some residents suggested additional streets to be considered for traffic calming (speed humps).

The feedback gathered through this consultation will inform staff recommendations to City Council.

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

Project Overview

The Oakridge neighbourhood was nominated for a Neighbourhood Streets Plan (NSP) by the Ward 20 Scarborough Southwest City Councillor in 2023. The Oakridge Streets Plan is bounded by Victoria Avenue to the west, the Bloor-Danforth subway line, Leyton Avenue, and Burn Hill Road to the north, Warden Avenue to the east and the Lakeshore East GO rail corridor to the south.



Map of Oakridge and surrounding area

Phase One of the ORSP public and interest group consultation took place from May 22 to June 28, 2024, and identified three main areas of concern:

1. Road safety for vulnerable road users (e.g., pedestrians, children, older adults)
2. Excessive motor vehicle speeding
3. Excessive motor vehicle traffic on local streets

In Phase Two of ORSP, public consultation took place from November 10 to December 17, 2025, to obtain feedback on following proposed changes:

1. Intersection safety measures at specific intersections including a new pedestrian crossing, a new traffic signal, signal timing upgrades on existing signals, bus stop relocation, and removal of pedestrian refuge islands
2. Safety measures around schools including curb extensions at multiple intersections and an additional school crossing guard
3. Traffic calming measures (speed humps) on local streets
4. Adding and refreshing pavement markings at multiple locations where they are missing and faded

This report summarizes the consultation activities and feedback received during Phase Two.

Overview of Communications and Consultation Activities

Communication Activities

A variety of methods were used to notify interest groups and members of the public the week of November 10, 2025 about Phase Two consultation:

- Project webpage toronto.ca/OakridgeStreets (188 unique visitors)
- Notice delivered via Canada Post (4,594 addresses in the project area)
- E-notification to project subscribers (81 contacts)
- Emails to interest groups including schools, residents' associations, community groups, organizations, institutions and elected officials (67 contacts)



TORONTO Public Consultation
November 13, 2025

Oakridge Streets Plan

The Oakridge Streets Plan recommends changes to traffic operations and road design to support safety for everyone using the streets. Based on public feedback, data analysis, and review of City programs and policies, the top issues and opportunities identified in the neighbourhood are: road safety for vulnerable road users (e.g., pedestrians, children, older adults), speeding, accessibility, and high volumes of motor vehicle traffic on local streets.

Proposed Changes

- Intersection safety improvements to reduce speeds and conflicts for turning vehicles
- Speed humps to help manage vehicle speeds
- New and refreshed pavement markings at identified intersections to improve safety
- Additional pedestrian crosswalk and intersection upgrades at Danforth Avenue and Danforth Road
- New traffic signal at Victoria Park Avenue and Wakehood Street

See following pages or visit the [project webpage](https://toronto.ca/OakridgeStreets) for more details.

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

<p>Learn More</p> <p>View project information at toronto.ca/OakridgeStreets</p>	<p>Attend the Public Event</p> <p>Monday, December 1, 2025 6 p.m. Drop-in, view information, speak with City staff 6:30 - 7:15 p.m. Short presentation Councillor Kandavel 7:15 - 8 p.m. Drop-in continues Oakridge Junior Public School* 110 Byng Ave, Toronto</p>	<p>Provide Feedback</p> <p>Complete the online survey or request a printed copy. Submit comments by email, mail or phone. Comment deadline: December 15, 2025</p>
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*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.

Visit the [webpage](https://toronto.ca/OakridgeStreets) to sign-up for emails including a notice of final report to Community Council.

toronto.ca/OakridgeStreets

Photos from December 1, 2025 public event and snapshot of the notice

Consultation Activities

Comments on the project and proposed changes were received through the following activities:

Activity	Date	Participation
Public Event	December 1, 2025	27 attendees
Online Survey	November 10 to December 17, 2025	46 responses
Email/Phone	November 10 to December 17, 2025	Comments received from 5 individuals

What We Heard

Overall, participants were supportive of proposed changes, with an average of 90% support across all proposals including:

- Changes at Danforth Avenue and Danforth Road, with a new pedestrian crossing, signal timing upgrade, and bus stop relocation
- Intersection safety improvements such as curb extensions, additional school crossing guard, and adding and refreshing pavement markings
- A new traffic signal at Victoria Park Avenue and Wakehood Street

The addition of traffic calming (speed humps) was also very well received for all five streets where it was proposed. Some residents suggested additional streets be considered for traffic calming, specifically:

- Patterson Avenue
- August Avenue
- Wanstead Avenue
- Robinson Avenue
- Macey Avenue
- Pharmacy Avenue (between Danforth Avenue and Newport Avenue)

Safety upgrades around the local schools received the most positive feedback. The lack of existing or proposed bike lanes was an expressed frustration from some participants. Requests for more aggressive parking enforcement was also suggested by some, especially in relation to the regular use of the public streets by local vehicle sales and repair businesses.

Respondents indicated they were primarily local residents (79%), were almost all adults over 30 (94%), and had an equal balance of men and women (50% & 50%).

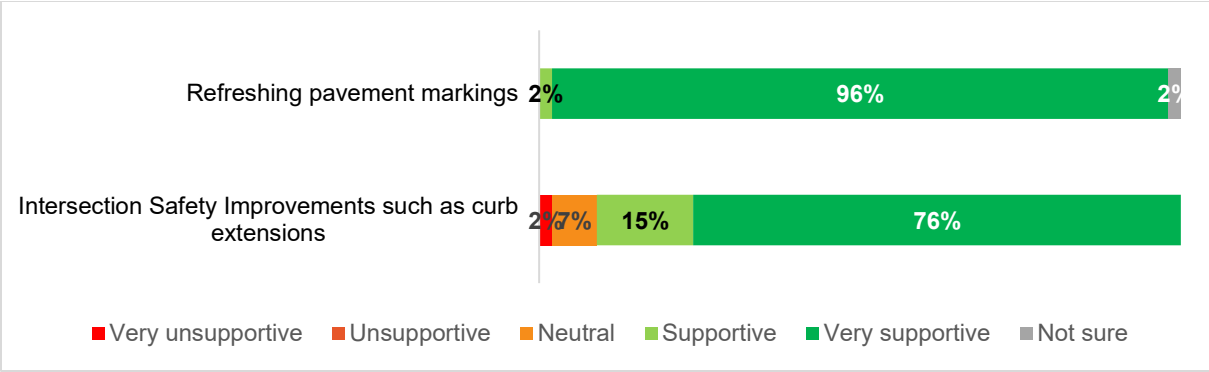
Survey

The survey was available online via Medallia on the Oakridge Streets Plan webpage. The survey outlined background information about the project and summarized proposed changes before asking questions about the relationship of the respondent to the study area and their levels of support of proposed changes. Questions included multi-choice, multi-select responses, in addition to open ended comment boxes.

Participation in the survey was anonymous, and optional demographic questions (Questions 1 through 6) were included. See the Appendix for details on the survey participant profile.

Responses received to each question on proposed changes are presented in this section.

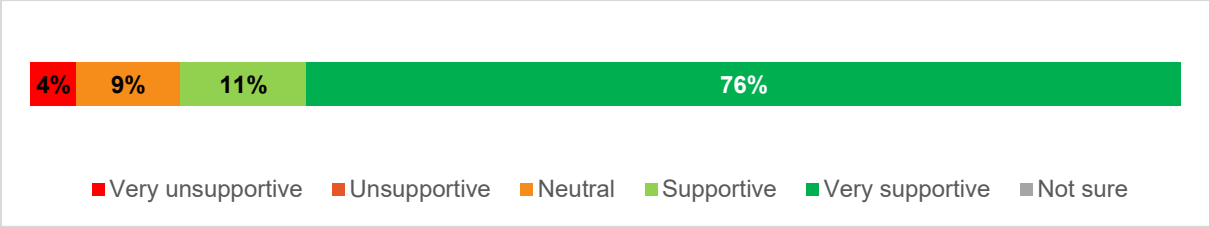
Question: In general, do you support the following proposed changes to address intersection safety concerns in the project area?



Refreshing pavement markings: There were 46 responses, with 98% very supportive or supportive, 0% neutral, 0% very unsupportive or unsupportive and 2% not sure.

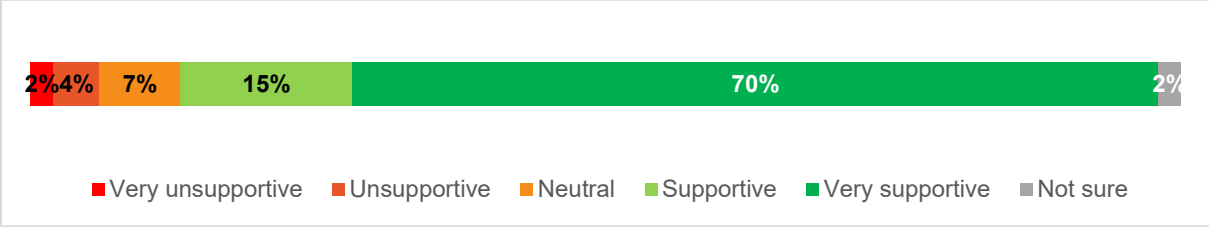
Intersection Safety Improvements such as curb extensions: There were 46 responses, with 91% very supportive or supportive, 0% neutral, 9% very unsupportive or unsupportive.

Question: New pedestrian crossing, signal timing upgrade, and bus stop relocation at Danforth Avenue and Danforth Road.



There were 46 responses, with 87% very supportive or supportive, 9% neutral, 4% very unsupportive or unsupportive.

Question: New traffic signal at Victoria Park Avenue and Wakehood Street.



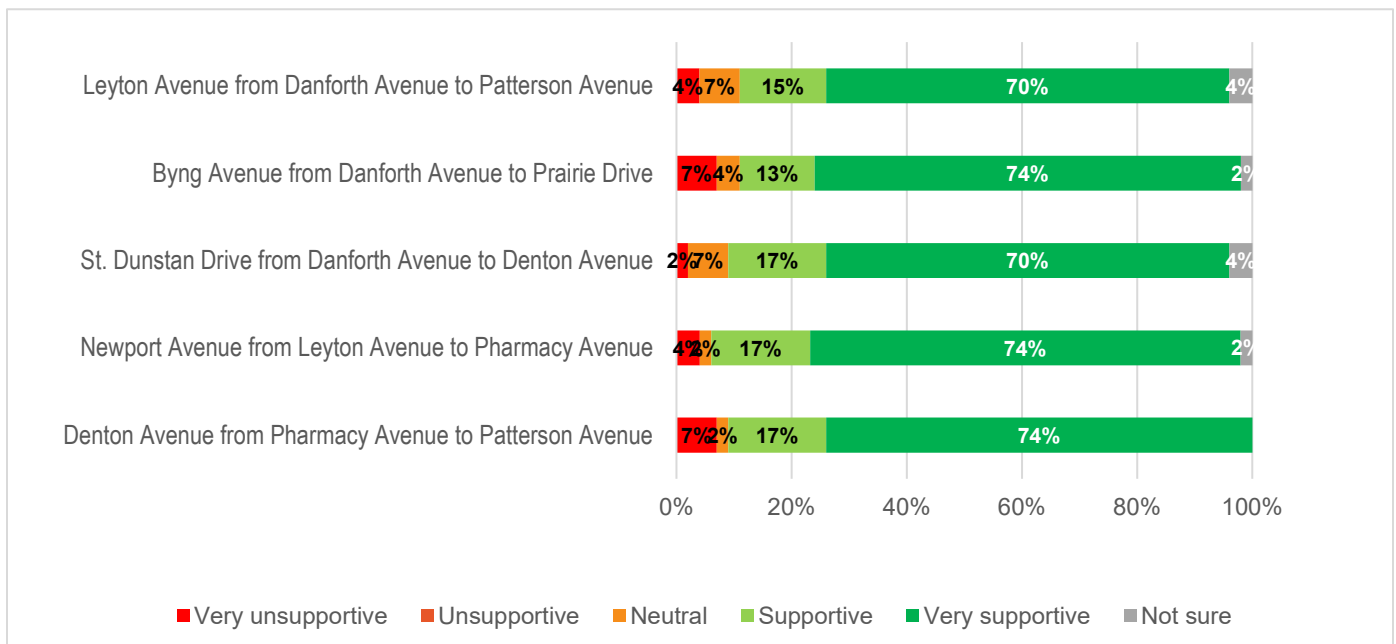
There were 46 responses, with 85% very supportive or supportive, 7% neutral, 4% very unsupportive or unsupportive.

Additional feedback was received about the proposed changes at intersections. Some key themes and points raised included:

- Strong support for proposed changes
- Support for new traffic control signal at Victoria Park Avenue and Wakehood Street, with some questions about possible traffic impacts
- Recognition of safety concerns at the intersections where safety measures have been proposed

- Concerns about collisions at Danforth Avenue and Pharmacy Avenue, noting that the project does not propose any changes at this intersection
- Continued safety concerns for people cycling
 - Denton Avenue is a popular route that could use a bikeway
- Danforth Avenue and Danforth Road
 - Proposed design does not seem to address old concern: advance left signal gets blocked by through traffic staying in left lane, causing unsafe manoeuvres into oncoming traffic
 - Confusion about the proposed short segment of advisory bus priority lane and design rational
 - Questions if bus stop relocation is necessary
- Desire for more police enforcement of traffic laws in the area

Question: Do you support the installation of speed humps to reduce speeding on the following streets:



Leyton Avenue from Danforth Avenue to Patterson Avenue: There were 46 responses, with 85% very supportive or supportive, 7% neutral, 4% very unsupportive or unsupportive and 4% not sure.

Byng Avenue from Danforth Avenue to Prairie Drive: There were 46 responses, with 87% very supportive or supportive, 4% neutral, 7% very unsupportive or unsupportive and 2% not sure.

St. Dunstan Drive from Danforth Avenue to Denton Avenue: There were 46 responses, with 87% very supportive or supportive, 7% neutral, 2% very unsupportive or unsupportive and 4% not sure.

Newport Avenue from Leyton Avenue to Pharmacy Avenue: There were 46 responses, with 91% very supportive or supportive, 2% neutral, 4% very unsupportive or unsupportive.

Denton Avenue from Pharmacy Avenue to Patterson Avenue: There were 46 responses, with 91% very supportive or supportive, 2% neutral, 7% very unsupportive or unsupportive.

Additional general feedback was received about the Oakridge Streets Plan. Some key themes and points raised included:

- General support for speed humps and overall safety plan
- Recognition of speeding concerns on streets where speed humps are proposed
- Suggestion of including additional streets for traffic calming / speed humps, specifically:
 - Patterson Avenue
 - August Avenue
 - Wanstead Avenue
 - Robinson Avenue
 - Macey Avenue
 - Pharmacy Avenue (between Danforth Avenue and Newport Avenue)
- Suggestion to remove eastbound Danforth Avenue to Danforth Road left turn arrow to reduce honking and unsafe bypassing
- Suggestion to add advanced green or turn lane at Denton Avenue to Pharmacy Avenue to reduce long backups
- Suggestion to add dedicated turn lanes at:
 - Denton Avenue to Pharmacy Avenue (left turn)
 - Pharmacy Avenue to Denton Avenue (left turn)
 - Pharmacy Avenue to Danforth Avenue (right turn)
- Concern on existing pedestrian refuge island on Danforth Avenue at St. Dunstan Drive is a hazard to drivers and often hit by cars
- Concern about pedestrian crossing at Prairie Drive and Patterson Avenue due to lack of a crosswalk and suggestion to add a stop sign and crosswalk
- Pedestrian safety concerns during mosque events at Leyton Avenue and Danforth Avenue
- Concerns about no street parking permits in Scarborough; multicar households exceed 3-hour limits
- Suggestion to introduce paid parking permits
- Concern about the used car lots who often block sidewalks with vehicles
- Suggestion to add sidewalks where missing, especially west side of Leyton Avenue and north of Prairie Drive
- Request for more cycling infrastructure; desire for a complete street on Danforth Avenue
- Desire for periodic police enforcement

Public Event

The public consultation event held on December 1, 2025 included a presentation by the project team followed by a Question & Answer period, as well as drop-in periods where attendees were able to view information panels and speak with members of the project team. Participant comments are summarized below.

Road Safety

Location	Comment Summary
All neighbourhood	- Support for proposed intersection improvements
Patterson Avenue and Denton Avenue	- Intersection needs a stop sign to control lane conflicts

Location	Comment Summary
Denton Avenue and Robinson Avenue	- Robinson Avenue intersection missing pavement markings
Pharmacy Avenue and Albion Avenue	- Consider a traffic control signal at this location
Pharmacy Avenue and Danforth Avenue	- Southbound right turns on to are dangerous for many students crossing there
Pharmacy Avenue and Denton Avenue	- Southwest sidewalk curb cut should align with pavement marking
Warden Avenue and Danforth Road	- Left turn sight lines are difficult for drivers making left turns due to geometry of the intersection
Byng Avenue and Newport Avenue	- North of Newport Avenue needs a stop sign to control lane conflicts
Victoria Park Avenue and Wakehood Street	- Support for proposed new signal - Concerns about traffic and signal coordination with other near-by signals
Pharmacy Avenue & Danforth Avenue	- Pedestrian safety concerns at this intersection

Speed Management

Location	Comment Summary
Patterson Avenue	- Suggested speed humps along this street
Denton Avenue	- Speeding concerns
August Avenue	- Suggested speed humps - The car dealership and auto body shop continually road test vehicles going at speeds over 30 kph
Pharmacy Avenue	- Speeding concerns, especially at night
Madelaine Avenue	- Speeding and traffic safety concerns
Danforth Avenue	- Speeding concerns

Volume Management

Location	Comment Summary
Kenworthy Avenue and Danforth Avenue	- Northbound left gets blocked up; suggest "Do Not Block" sign intersection at the location, or/and new traffic signal
Kenworthy Avenue and Danforth Avenue	- Suggested review for other improvements
Kenworthy Avenue	- Auto shop takes up on street parking illegally
Elward Boulevard	- Cars parked on the street block sight lines - Some vehicles park over the sidewalk
August Avenue	- Used this street as a shortcut to avoid traffic - Need for parking enforcement

Travel Demand Management

Location	Comment Summary
Byng Avenue	- Timing of north south traffic signal at Byng Avenue is too short - Request for bike lanes

Other

Location	Comment Summary
All neighbourhood	<ul style="list-style-type: none">- Support for proposed speed humps- Concerns about speed humps damaging cars- Suggested permit parking in the neighbourhood- Requested more police enforcement in the area- Concern project could increase property taxes

Additional Feedback

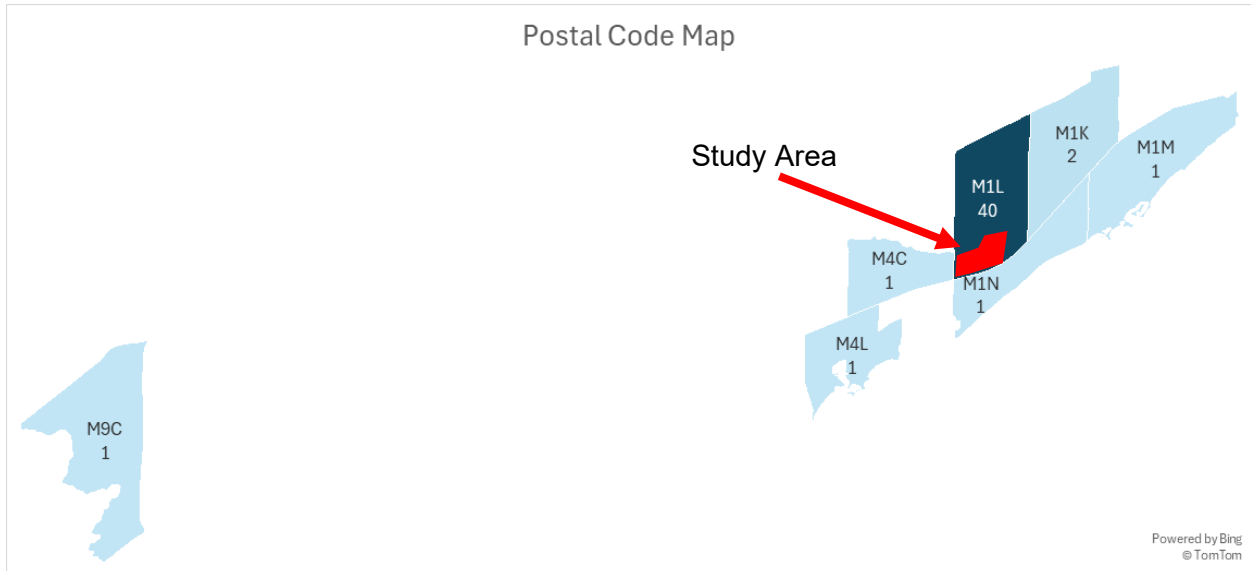
The comments received through phone and email are summarized below.

Location	Comment Summary
Leyton Avenue	<ul style="list-style-type: none">- Speeding concerns
Patterson Avenue	<ul style="list-style-type: none">- Speeding concerns
General	<ul style="list-style-type: none">- Support for proposed changes- Suggest creating new streets to divert traffic Used car lots and auto shops affecting parking on side streets

Appendix – Survey Participants Profile

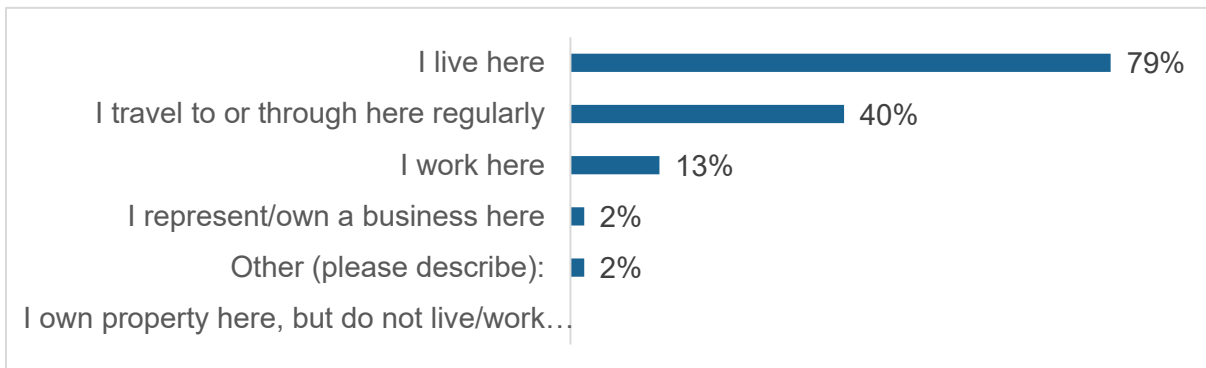
A total of 47 survey respondents provided optional demographic information described below.

Postal Code



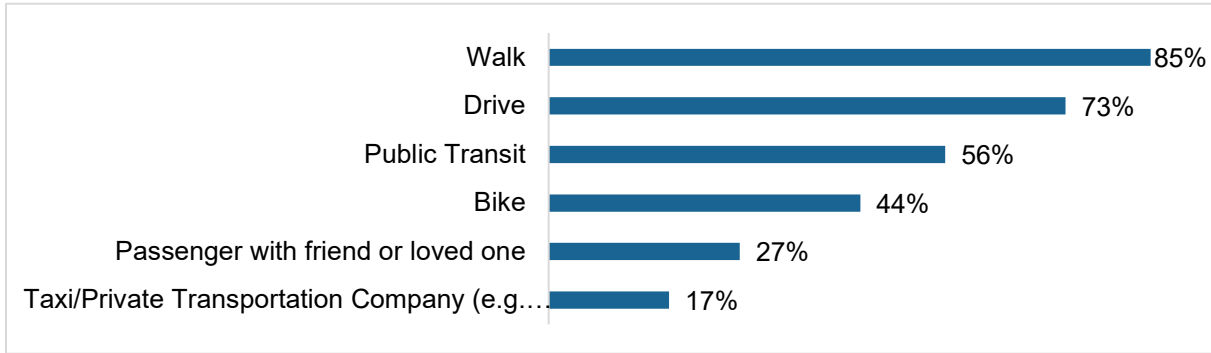
More than 70% of all survey respondents live in or near the study area, within M1L, with other respondents residing nearby. An additional 15% of respondents live in other areas of the City or preferred not to answer this question.

Relationship to the Project Area



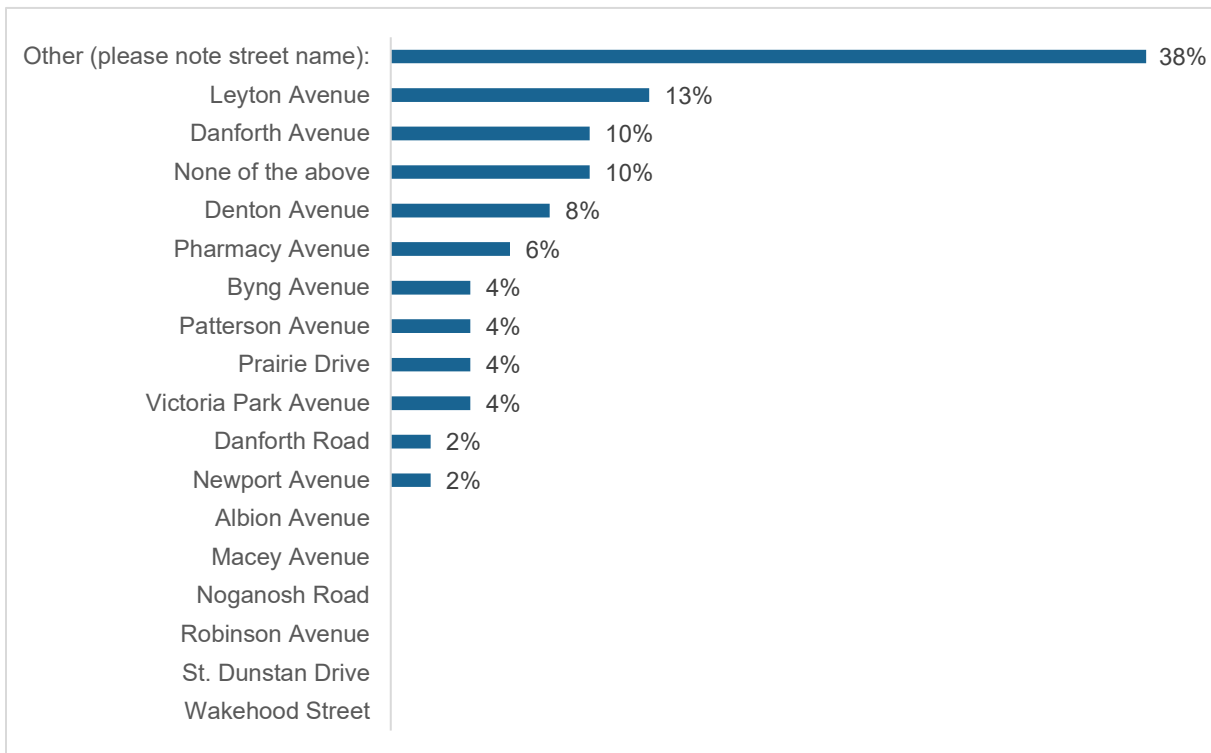
A large proportion of survey respondents identifying a postal code within the project area, and almost all respondents identified a relationship with the area.

Typical Ways of Travelling In/Near the Project Area



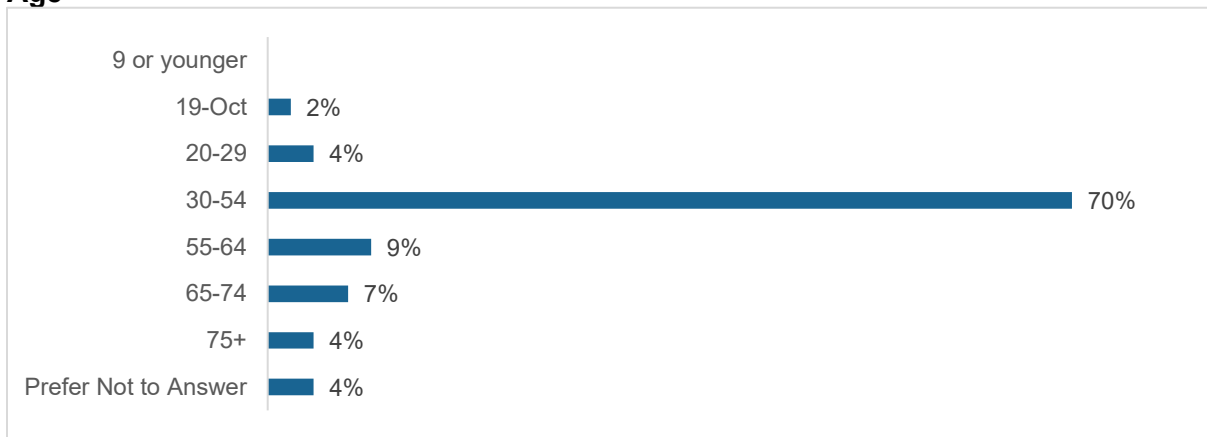
Most survey respondents walk or drive in or near the project area, followed by about half of respondents who take public transit or cycle.

Location of Property in the Project Area



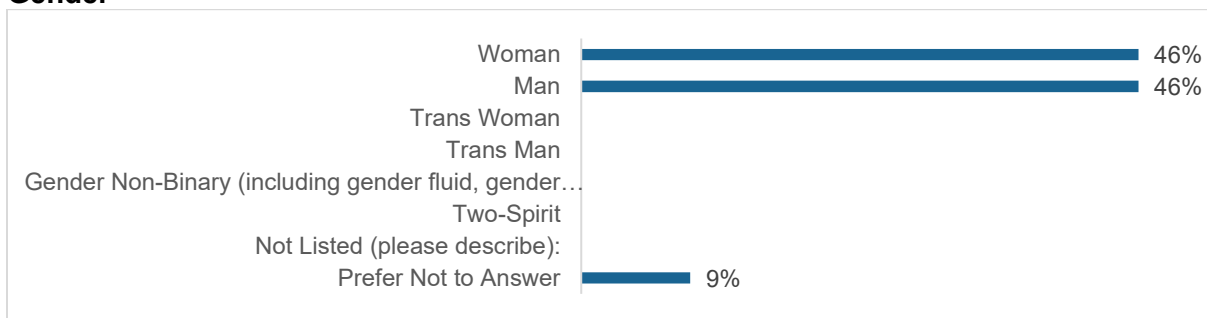
62% of survey respondents live or own property inside the project area.

Age



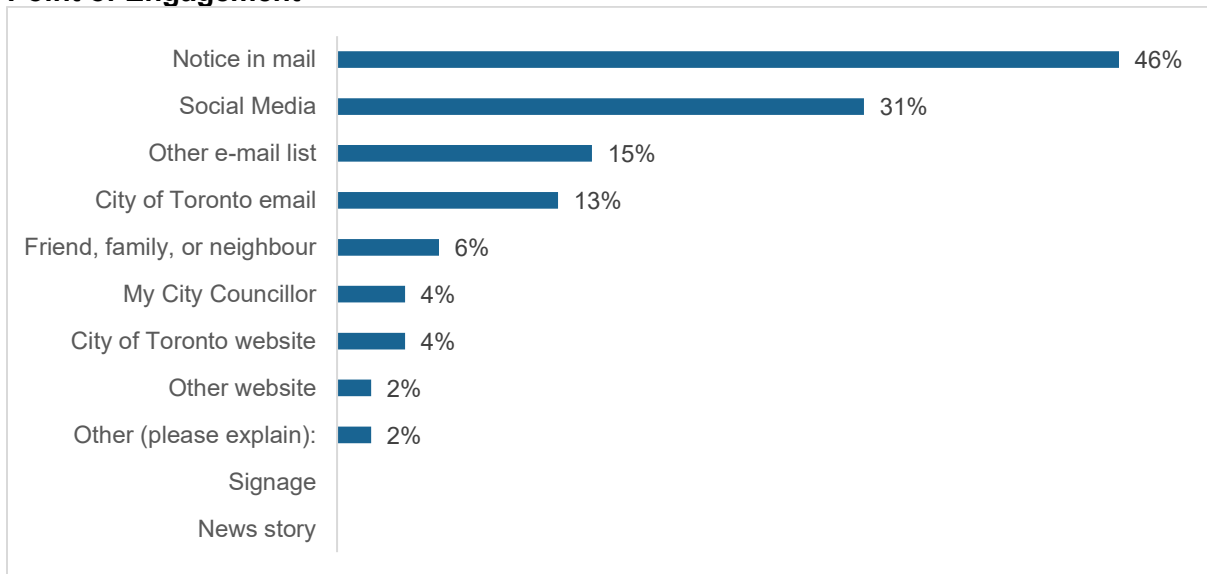
The majority of survey respondents are in the working age category (30-54 years old).

Gender



There was an equal balance of participants who identified as men or women. Almost a tenth of the participants chose not to answer.

Point of Engagement



Most survey respondents heard about this consultation by the flyer delivered to the project area, followed by social media, other mailing lists and City of Toronto email.