

North Newtonbrook West Streets Plan

Public Drop-In Event
June 10, 2026

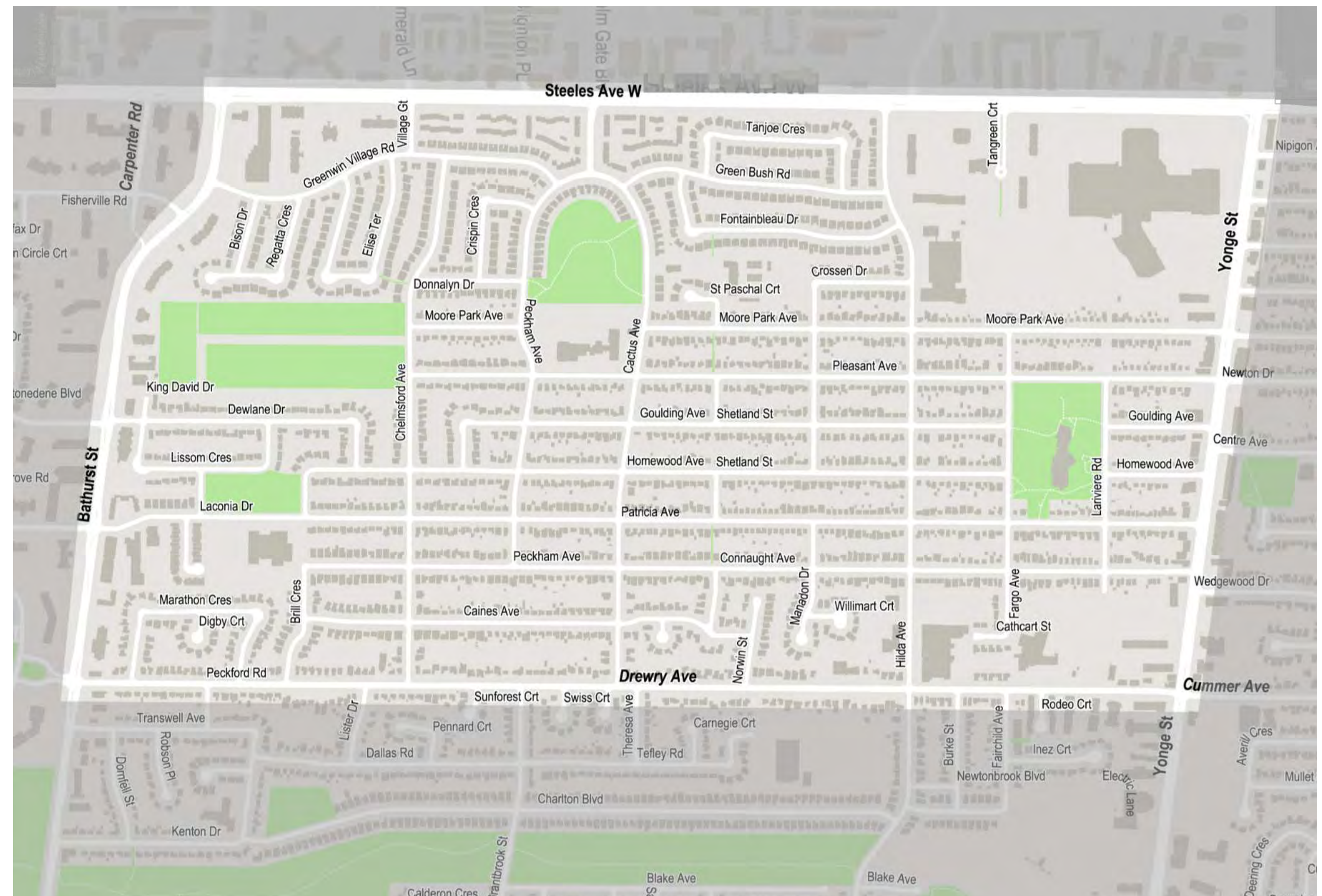


Project Overview

In consultation with the local community, the City is developing a Neighbourhood Streets Plan for the North Newtonbrook West neighbourhood. The Streets Plan will recommend changes to traffic operations and road design to support safety and mobility for everyone using the streets.

The North Newtonbrook West Streets Plan will investigate five main areas of improvement:

1. Road safety for vulnerable road users (e.g. pedestrians, children, older adults and people cycling)
2. Motor vehicle speeding
3. Non-local traffic
4. Supporting transportation options (e.g. transit, walking and cycling)
5. Curbside activity (e.g. parking, bus stops, loading zones)



The project area is located between Bathurst Street, Steeles Avenue West, Yonge Street and Drewry Avenue

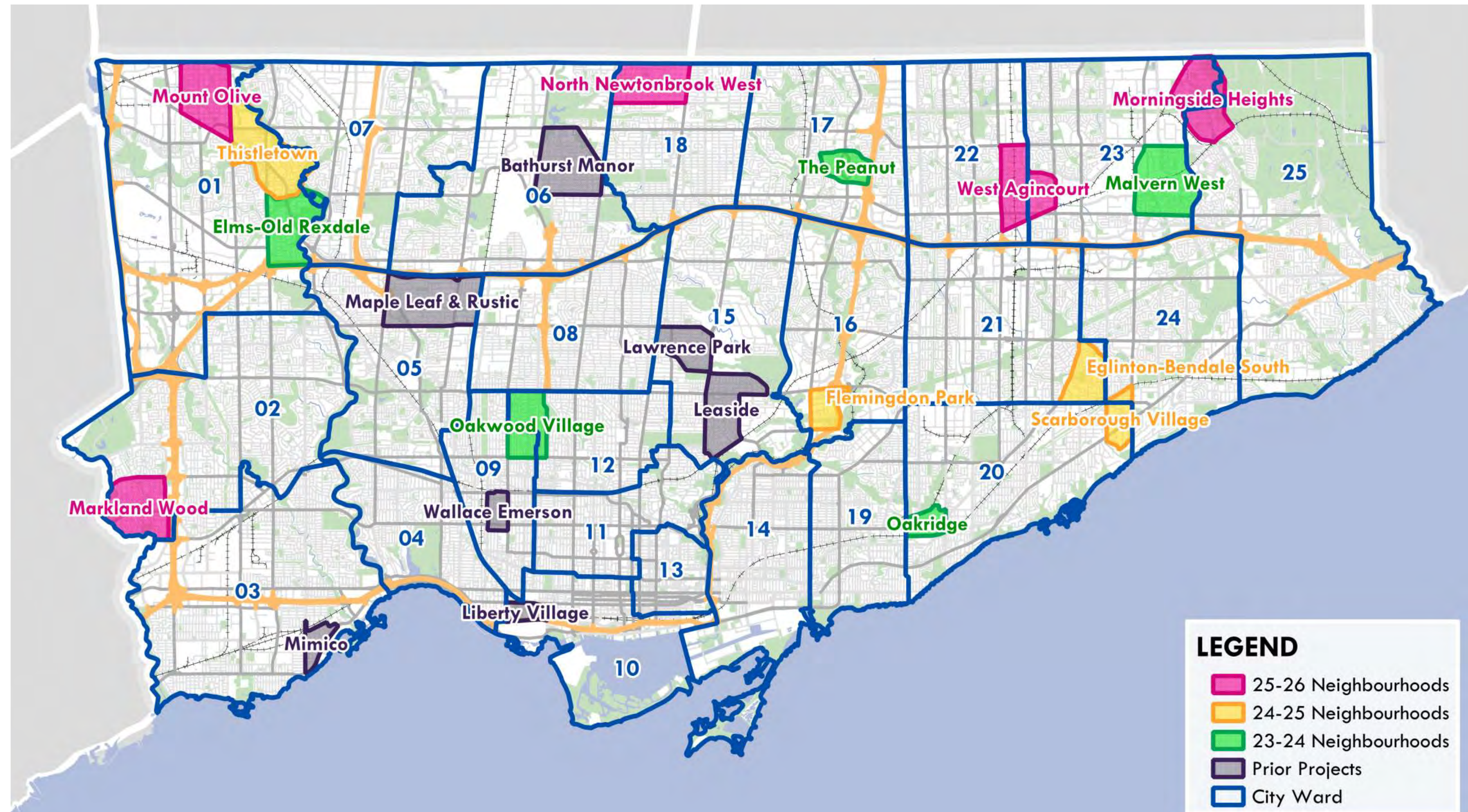
About Neighbourhood Streets Plans

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.

Developing The Plan

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

Public Feedback:

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

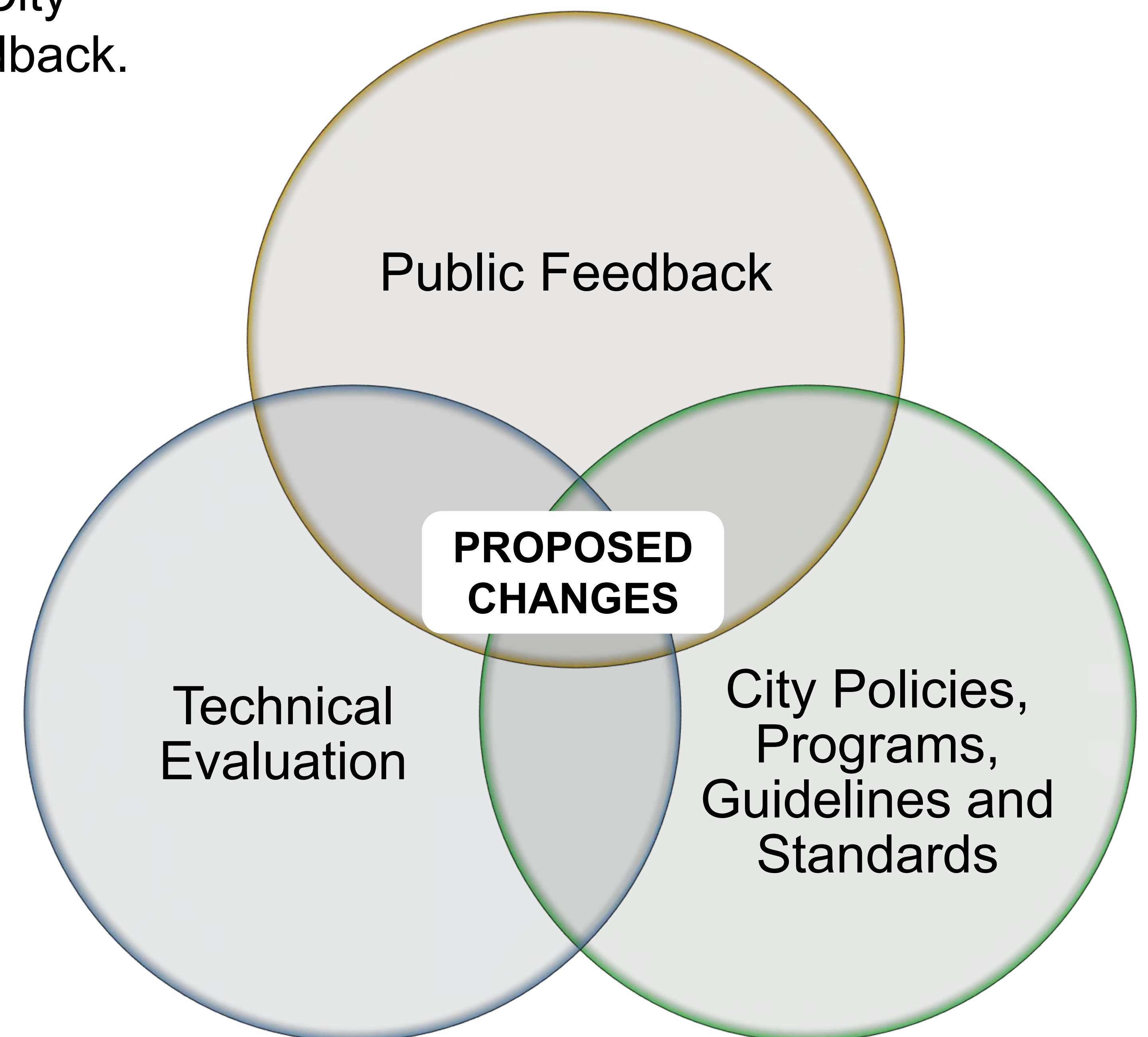
City Policies and Programs:

- 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 Evaluation:

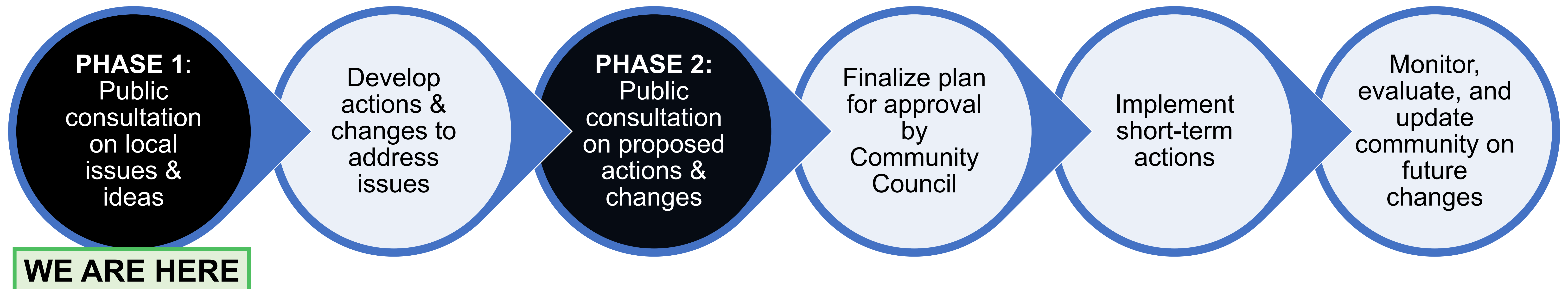
- Traffic data
- Collision history
- Site visits and observations

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



Public Consultation Overview

Public consultation for the North Newtonbrook West Streets Plan is taking place over two phases.



Phase 1

The current phase of consultation invites the community to provide feedback on common challenges with getting to, from, and around North Newtonbrook West, and to provide ideas for actions and changes that would improve traffic, road safety, and transportation options.

Interest Groups

In addition to consulting with the community, the project team will consult with interest groups in the area who have a significant influence on traffic patterns, such as:

- Schools
- Places of worship
- Community centres, parks and libraries
- Shopping centres
- Hospitals and health facilities

Data Analysis Overview

Data will be 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.



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.



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.



Site visits and observations in the neighbourhood.

City Policies and Programs



Vision Zero Road Safety Plan

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



The City is committed to Vision Zero and upholds its fundamental message: fatalities and serious injuries on our roads are preventable, and roadway systems should be proactively designed and operated so that human mistakes do not result in death or serious injuries.

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

The Plan includes safety initiatives under the 5Es: Engineering, Enforcement, Education, Engagement and Evaluation.

Learn more: toronto.ca/VisionZero

Speed Management

Speed is a contributing factor in about one quarter of fatal collisions in Canada.

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

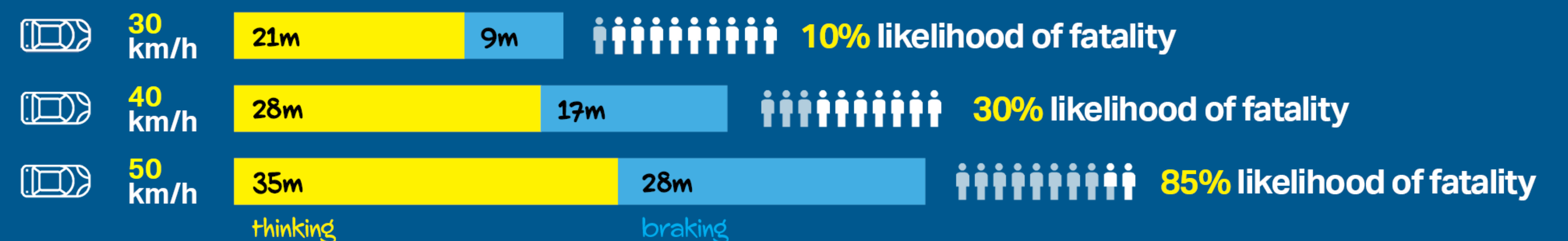
The likelihood of a vulnerable road user fatality in the event of a collision with a vehicle increases from 10% when the vehicle is travelling at 30 km/h to 85% when the vehicle is travelling at 50 km/h.

Driving at safe speeds and respecting the posted speed limit saves lives.

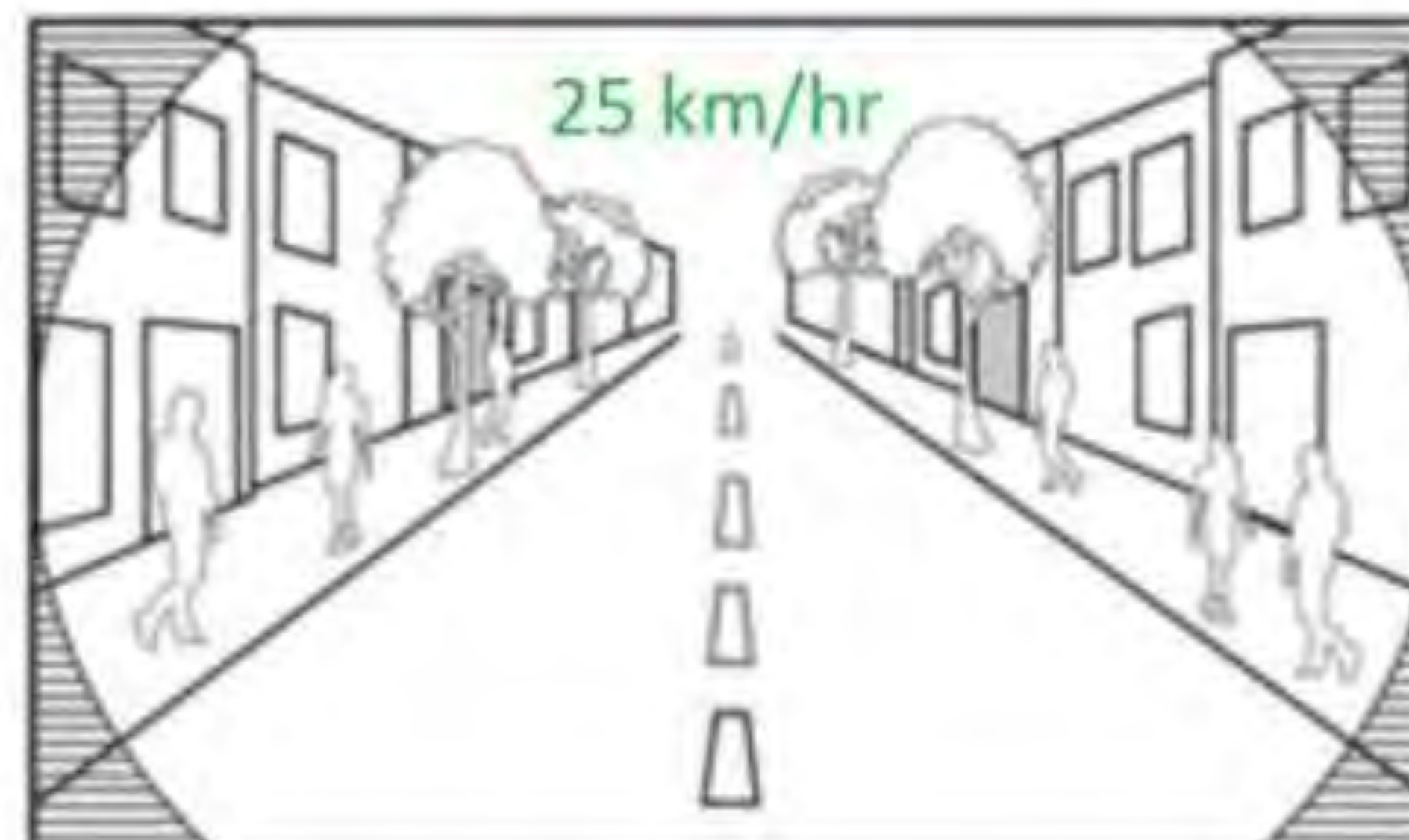
Speeding kills. Here's how.

VISIONZERO

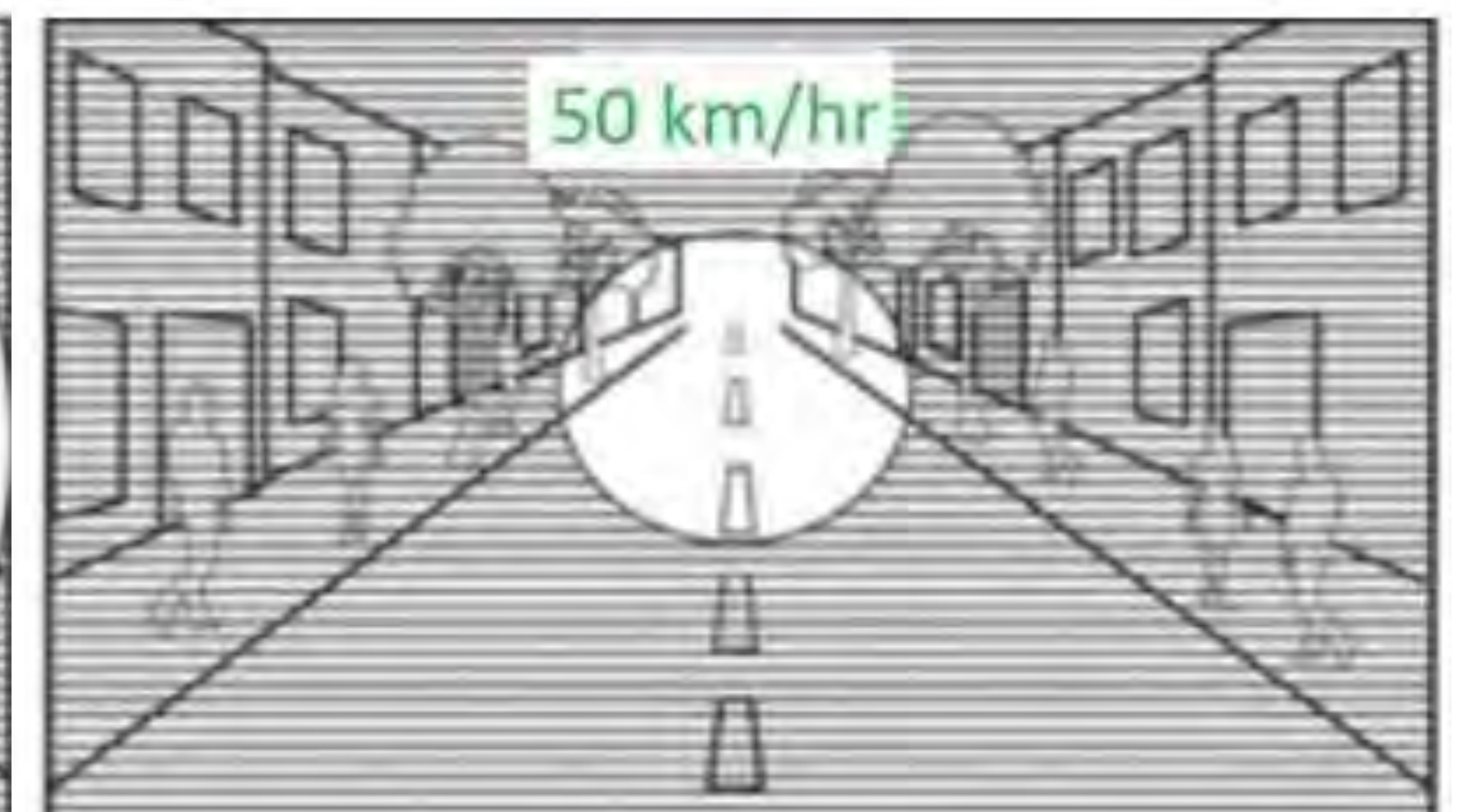
People driving at higher speeds cover more ground before they can react and have longer braking distances.



Impact of Speed on Collision Outcome



Driver's field of vision travelling at 25 km/h



Driver's field of vision travelling at 50 km/h

Image source: Transport Canada. Canadian Motor Vehicle Traffic Collision Statistics; 2022

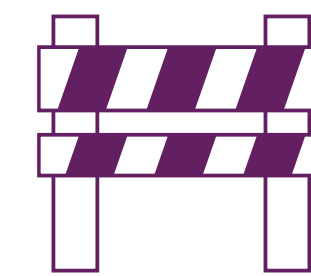
Congestion Management Plan

The City's Congestion Management Plan 2026-2028 includes initiatives that target improvements in travel times and reliability and ensure safety for all road users.

Toronto's transportation network continues to face numerous pressures, including those reflective of a large, health, and vibrant city - construction projects for needed transit, housing, and utility infrastructure. Additionally, vehicle use remains high, increased by ride hailing trips, and straining the limited road network.

In response, the City continues to update and improve on the Congestion Management Plan, with a focus on expanding successful programs, strategically upgrading infrastructure, and implementing new data-driven technologies.

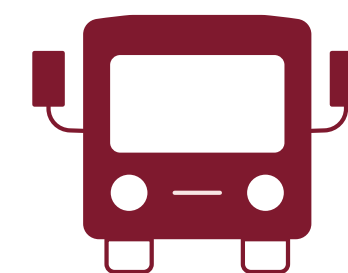
The Congestion Management Plan includes five key pillars:



1. Reduce the impact of construction through improved coordination, management, and pricing tools



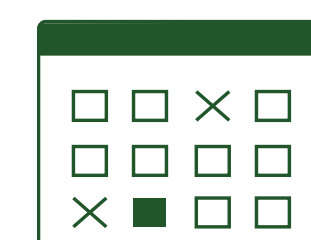
2. Expand traffic management by growing the Traffic Agent program and modernizing the operations centre



3. Improve surface transit by implementing Enhanced Transit Signal Priority and other measures to facilitate transit reliability and reduce travel times



4. Use AI and smart technologies to improve signal timing along key roadways



5. Shift how people travel both for special events and daily commutes, with a goal of a more balanced split across various transportation modes

Learn more: toronto.ca/congestion

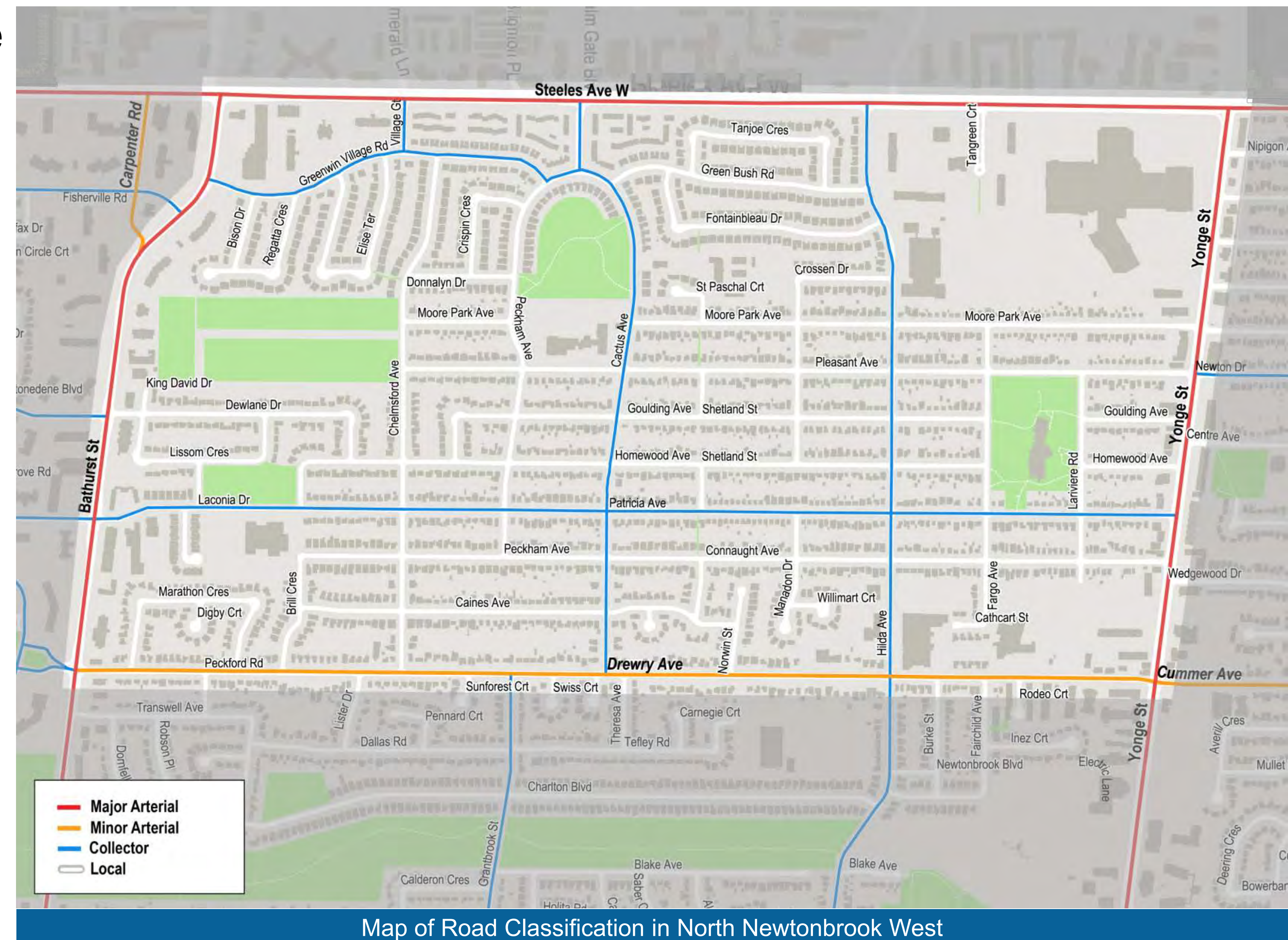
Road Classification System

The City's Road Classification System organizes streets into different groups according to the number of vehicles expected to use the road each day.

The City's Road Classification System is used to guide planning, design, operation and maintenance of streets. It is 'descriptive not prescriptive'; a classification can change to reflect new realities of how a street is used.

The most common classifications are:

- **Arterial** (major or minor) – typically carry through traffic as a primary function for 8,000 or more vehicles a day at a speed limit of 40 km/h to 60 km/h, including transit service for more than 1,500 riders a day
- **Collector** – typically provide property access and carry through traffic for up to 8,000 vehicles a day at a speed limit up to 40 km/h or 50 km/h, including transit service for up to 1,500 riders a day
- **Local** – typically provide property access at the start or end of a trip for up to 2,500 vehicles per day at a speed limit of 30 km/h



Transportation Options: Walking & Cycling

The City is working to make walking and cycling safer and more inviting, which helps ease congestion, protect the environment and promote physical activity.

The City works continuously to maintain sidewalks and bike lanes, and add safety and accessibility features like curb ramps as part of regular business.

There are also three core programs to increase active transportation options:

- The **Missing Sidewalk Program** manages the programming, consultation and delivery of new sidewalk projects. Local roads remain the largest gap in the walking network and generate the highest number of requests. Where there are missing sidewalks, pedestrians have no alternative but to walk on the roadway, which is less safe especially in winter months.
- The **Cycling Network Plan** and implementation program serves as a comprehensive road map outlining the City's planned investments in cycling infrastructure.
- The City works with **Bike Share Toronto** to offers 24/7 convenient access to over 9,000+ bikes docked at 800+ stations across Toronto to support a fun, flexible and cost-effective way to navigate the city.



People walking on the road in a neighbourhood with no sidewalks.



Illustration of people cycling in dedicated road space.

Transportation Options: Transit

The City's Surface Transit Network Plan and the TTC's 5-Year Service and Customer Experience Action Plan (2024-2028) enhance surface transit by implementing transit priority solutions to improve service reliability and customer experience.

As Toronto continues to grow, the number of people who rely on transit is increasing. New strategies are needed to move more people quickly and comfortably. Transforming our roadways through investments in transit priority solutions is a key component of the City's Surface Transit Network Plan.

The City also works with the Toronto Transit Commission (TTC) to make improvements to transit stops on City streets, guided by the TTC 5-Year Service Plan & Customer Experience Action Plan and the Annual Service Plan.



New design standards for bus stops include accessibility features to make it easier to board buses and streetcars while sharing the road with people cycling.



Bus shelters are one of the pieces of street furniture that make it easier and more comfortable to ride transit in Toronto.



Priority Bus Lanes are one of the transit priority measures that can improve the reliability of transit service in Toronto.

Existing Conditions



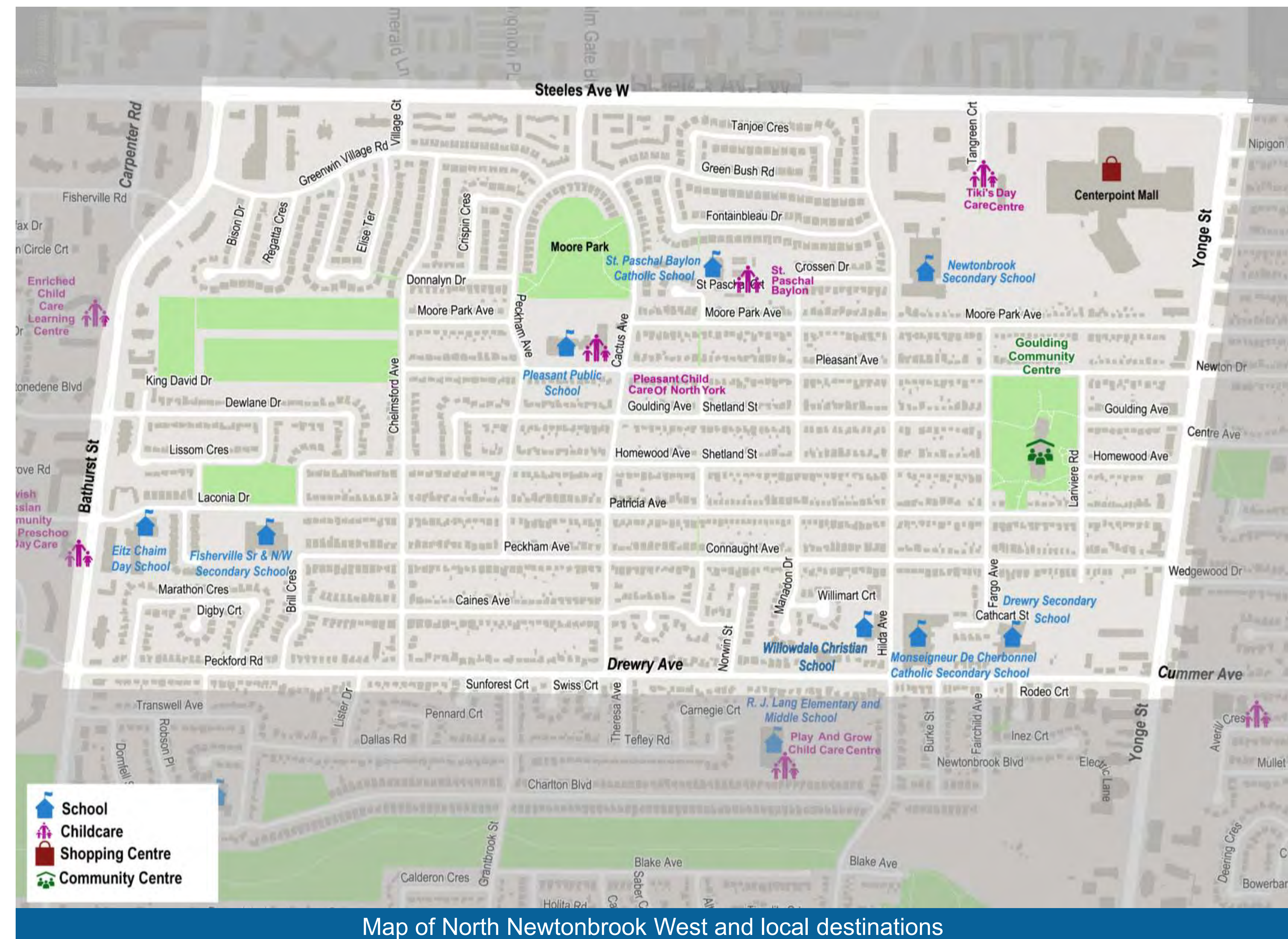
Community Characteristics

North Newtonbrook West is home to over 12,000 people and 4,700 households in low-rise and high-rise homes. It has an above average share of older adults and children compared to city averages.

Travel within the neighbourhood is typically to/from home or one of these common destinations:

1. Centerpoint Mall
2. Goulding Community Centre
3. Local schools
4. Local parks
5. Many nearby groceries stores and retail plazas on Bathurst Street, Steeles Avenue, Yonge Street and Drewry Avenue

Major nearby travel destinations are Finch Station and the Finch Corridor Trail.



Goulding Community Centre



Dewlane Drive facing towards Bathurst Street



Drewry Lane facing east near R.J. Lang Public School



Greenwin Village Road facing northeast at Elise Terrace



Monseigneur de Charbonnel Secondary School



Pathway between Moore Park Avenue and the high school field

Community Mobility

People travel to, from, and within North Newtonbrook West in many ways.

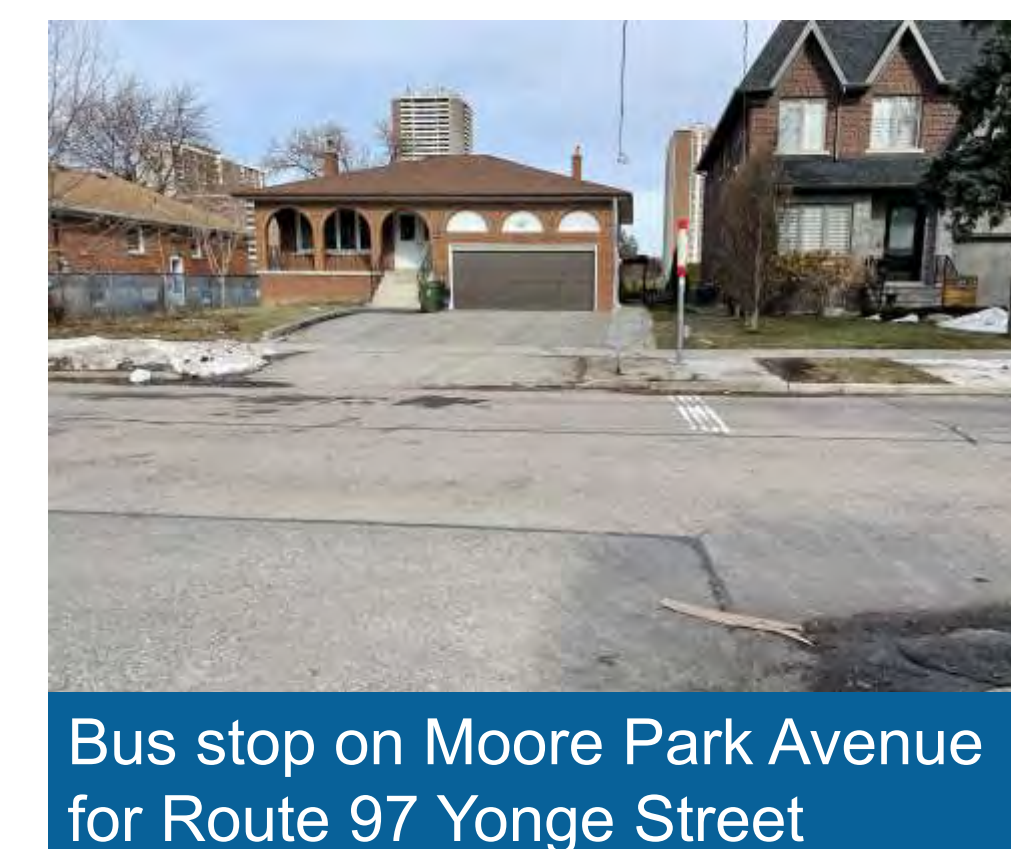
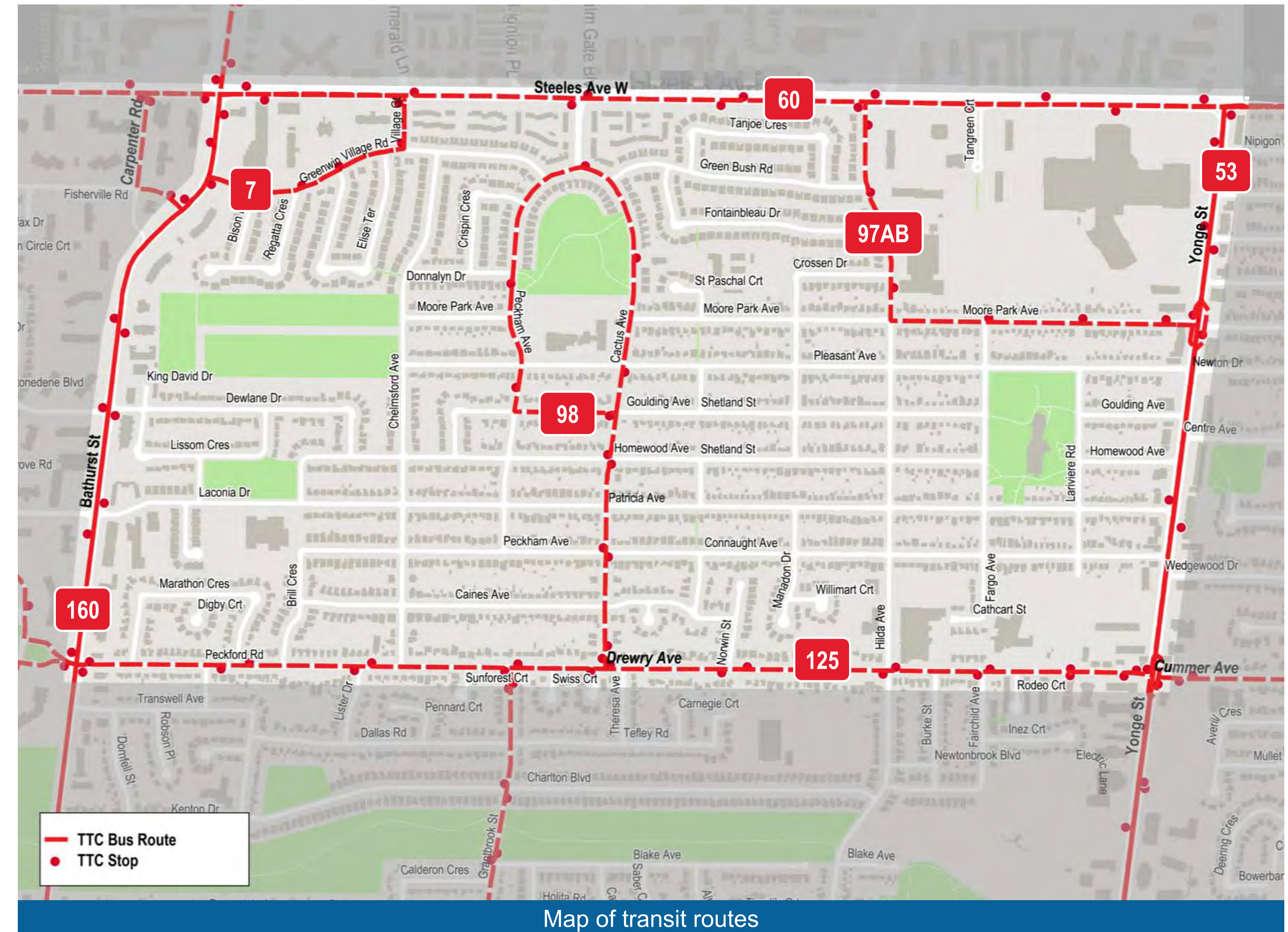
Travel choices:

- 80% of trips are taken by car: 57% as a driver and 23% as a passenger
- 7% of trips are made by walking
- 12% of trips are made by transit
- About 48% of trips 1 km or less are walked; 74% of trips between 1 and 2 km are made by car

Public transit service in the area includes #7 Bathurst, #160 Bathurst North, #60 Steeles West, #53 Steeles East, #97 Yonge, #125 Drewry, and #98 Willowdale-Senlac.

Vehicle ownership:

- 13% of households do not own a car
- 65% of households own one car
- 22% of households own more than one car



Active Transportation Options

In North Newtonbrook West, 13% of households do not own a car and 26% of trips under 5 kilometres are made by walking, biking and transit.

Sidewalks & Trails

Most local streets are missing sidewalks on one or both sides (roughly 15 streets), including all or sections of:

- Caines Avenue, Dewlane Drive and Moore Park Avenue
- Hilda Avenue, Homewood Avenue and Patricia Avenue

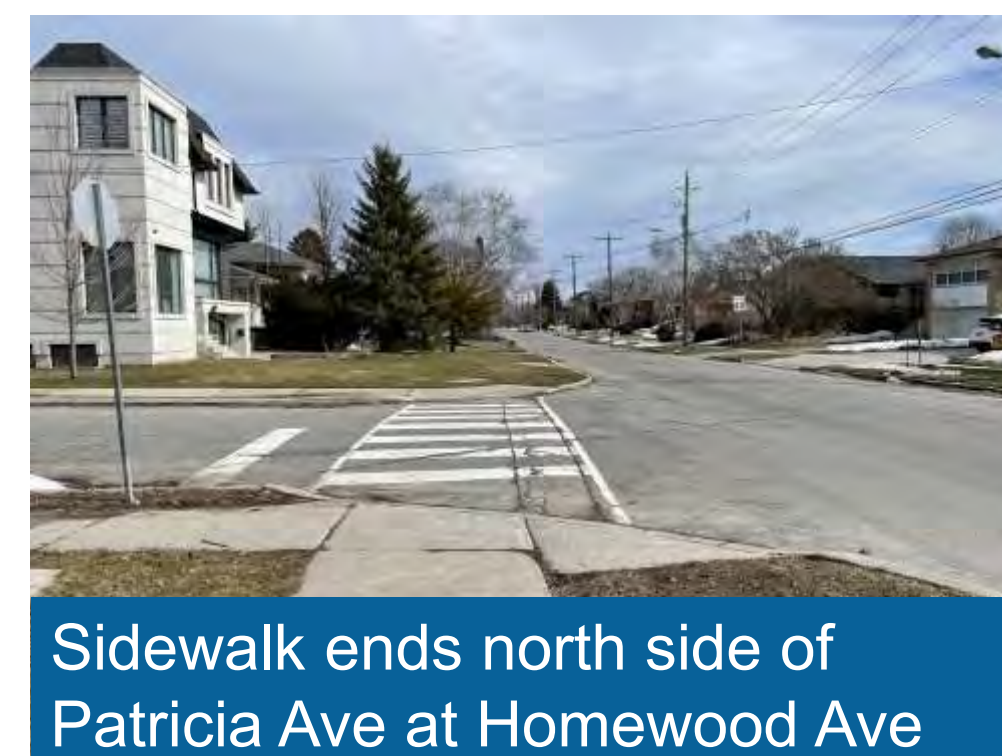
Some sidewalks may be narrower than current City standards due to older design requirements.

Bikeways

There are no existing bikeways in the neighbourhood.

The Bathurst Complete Street project, which includes one-way cycle tracks, was approved by Council in Spring 2025 and will start construction this year.

Steeles Avenue West was identified for study as part of the Council-approved Cycling Network Plan's 2025-2027 Near-Term Implementation Program.



Road Safety

Speeding

Speed limits in North Newtonbrook West are generally 30 km/h on Local roads, 40 km/h on Collector and Minor Arterial roads, and 50 km/h on Major Arterial roads. Traffic data collected over the last five years gives evidence of speeding as much as 12 km/h over the limit.

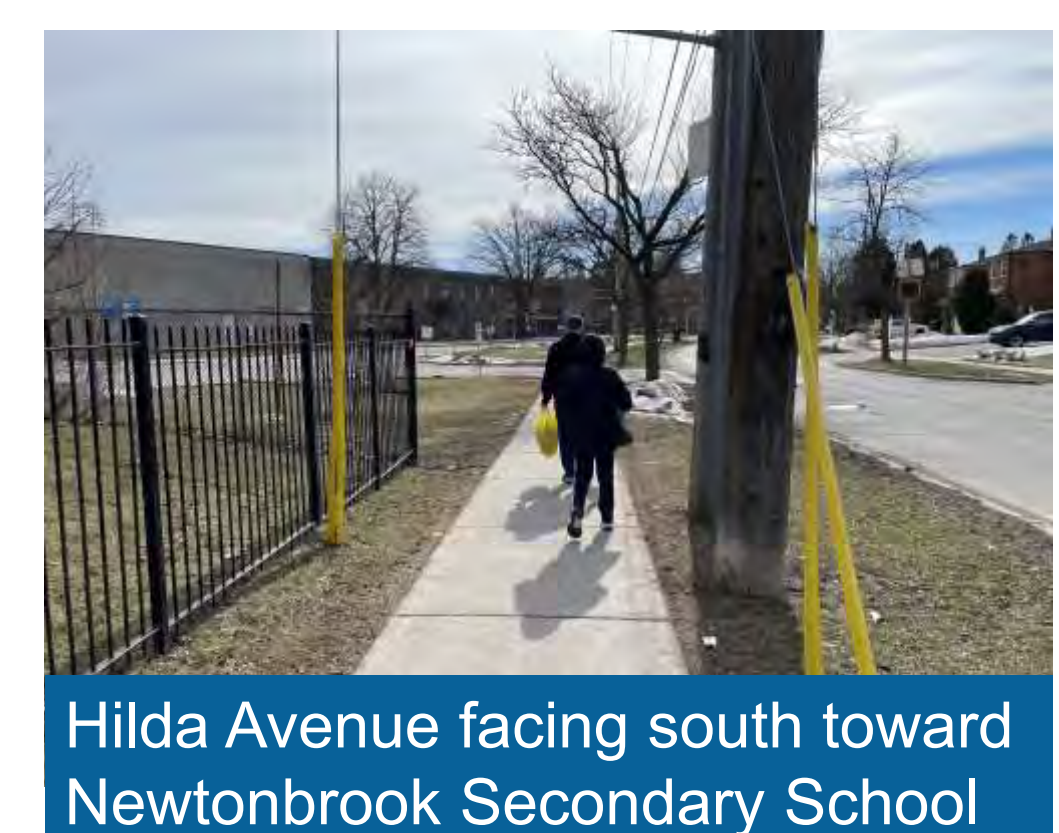
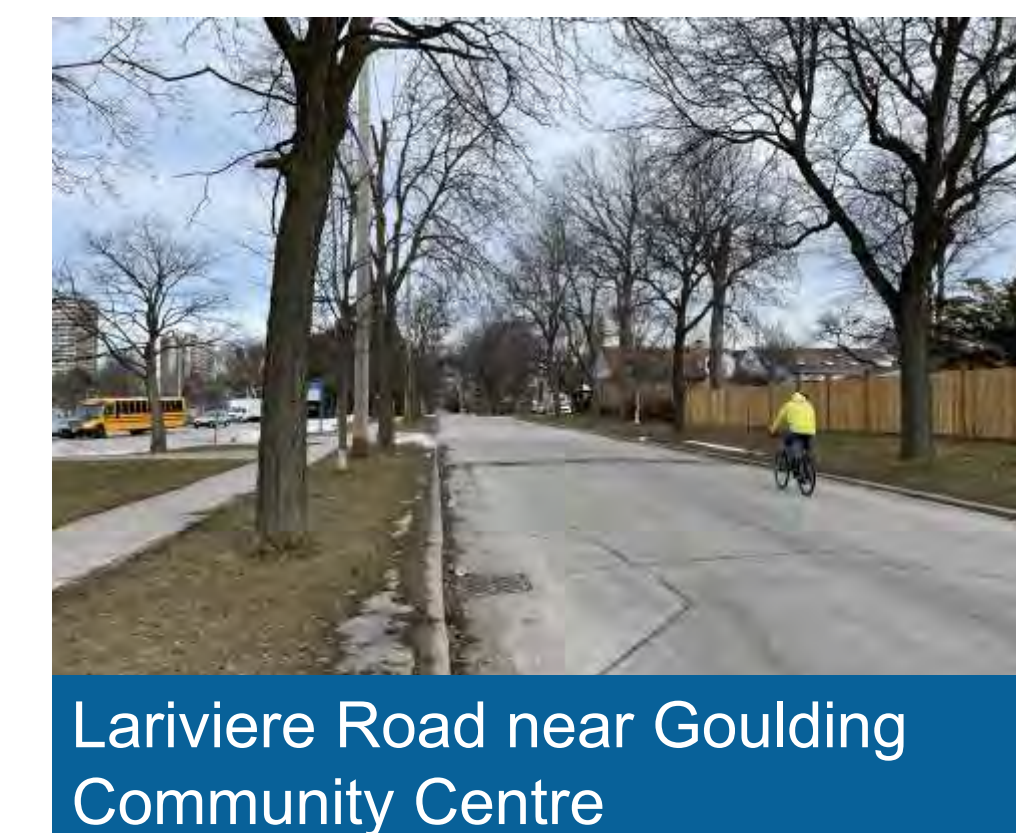
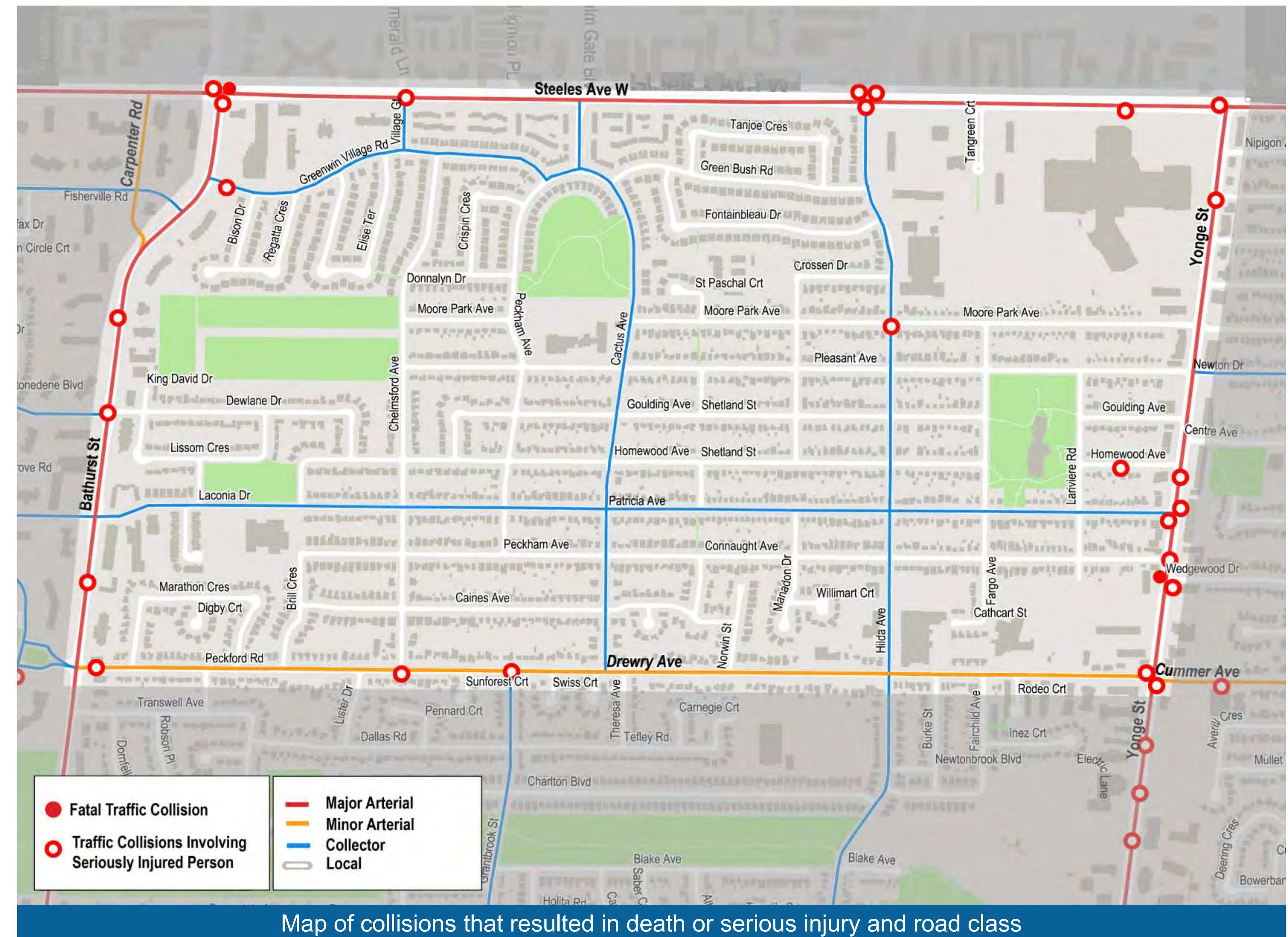
Collision History

Over the last 10 years, a total of 4,178 collisions have been reported within the neighbourhood including:

- 169 collisions involving a vulnerable road user:
 - 130 collisions involving a pedestrian
 - 39 collisions involving a person cycling
- 27 collisions resulting in 30 people killed or seriously injured:
 - 10 involved an older adult aged 65 years or more (1 fatality*)
 - 1 involved a school-aged child on a bike
 - 16 involved people in other age groups (1 fatality)

The most recent serious collisions resulted from:

- *A driver striking a pedestrian at the intersection of Yonge Street and Wedgewood Road (south of Connaught Avenue) on February 21, 2026
- A driver striking a pedestrian at the intersection of Bathurst Street and Rockford Road/Dewlane Drive on March 29, 2025.
- A driver striking a pedestrian at the intersection of Steeles Avenue and Yonge Street October 8, 2024.
- A driver striking a pedestrian at the intersection of Yonge Street and Patricia Avenue on September 4, 2024.



Road Safety: Ongoing Improvements

Many safety measures have been implemented across Toronto to support the City's Vision Zero Road Safety Plan and other road safety initiatives.

In North Newtonbrook West, improvements have been made as part of City programs and in response to concerns raised by community members, such as:

- Speed limits on local roads are now 30 km/h
- Speed limits on collector roads are now 40 km/h
- School Safety Zones have been designated and signed at the front of all nine schools
- School crossing guards at two locations:
 - Drewry Avenue and Norwin Street
 - Cactus Avenue and Moore Park Avenue



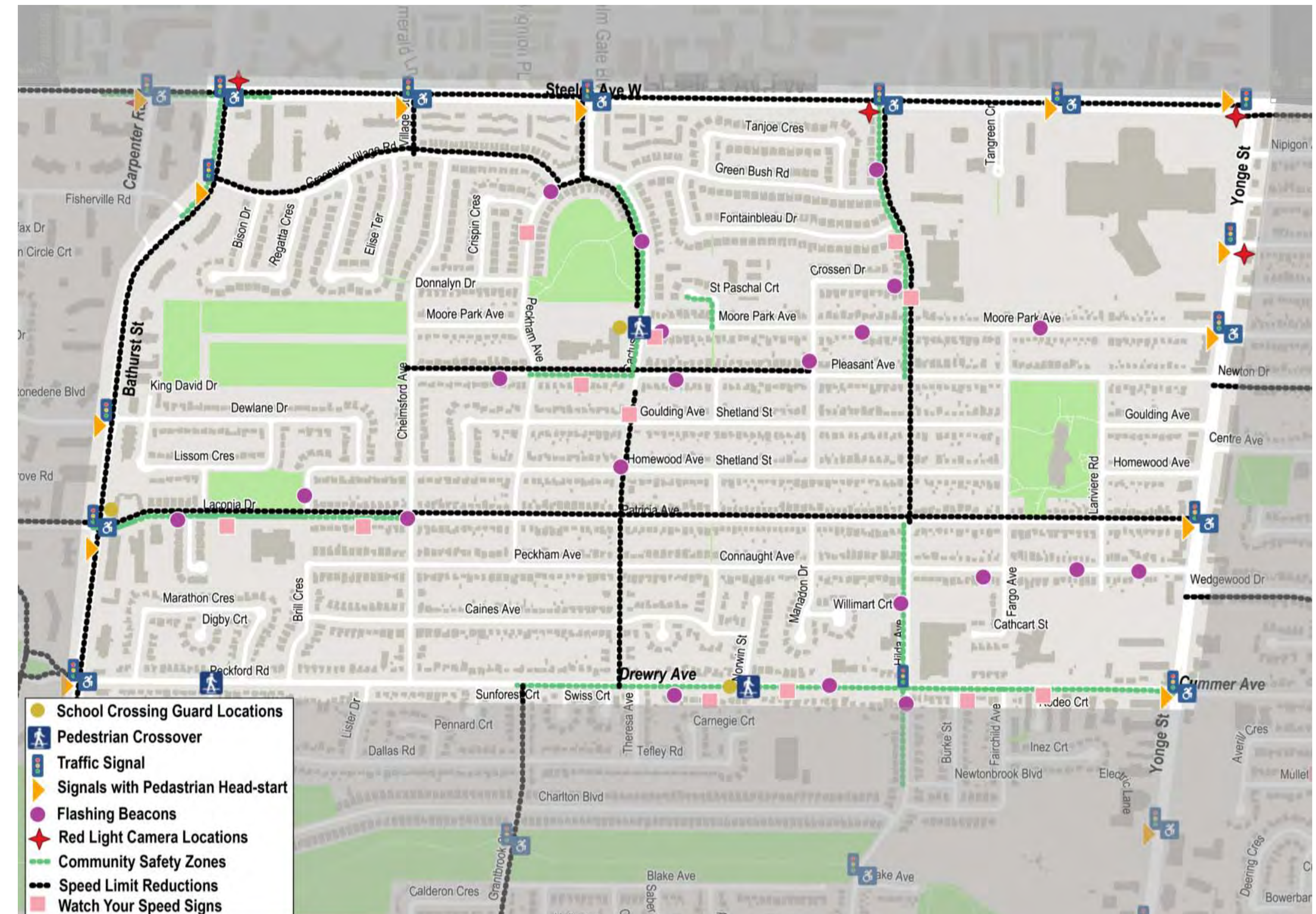
School bus loading zone sign on Hilda Avenue



School safety zone on Patricia Avenue near Chelmsford Avenue



30 km/h area ends sign on Norwin St at Drewry Ave



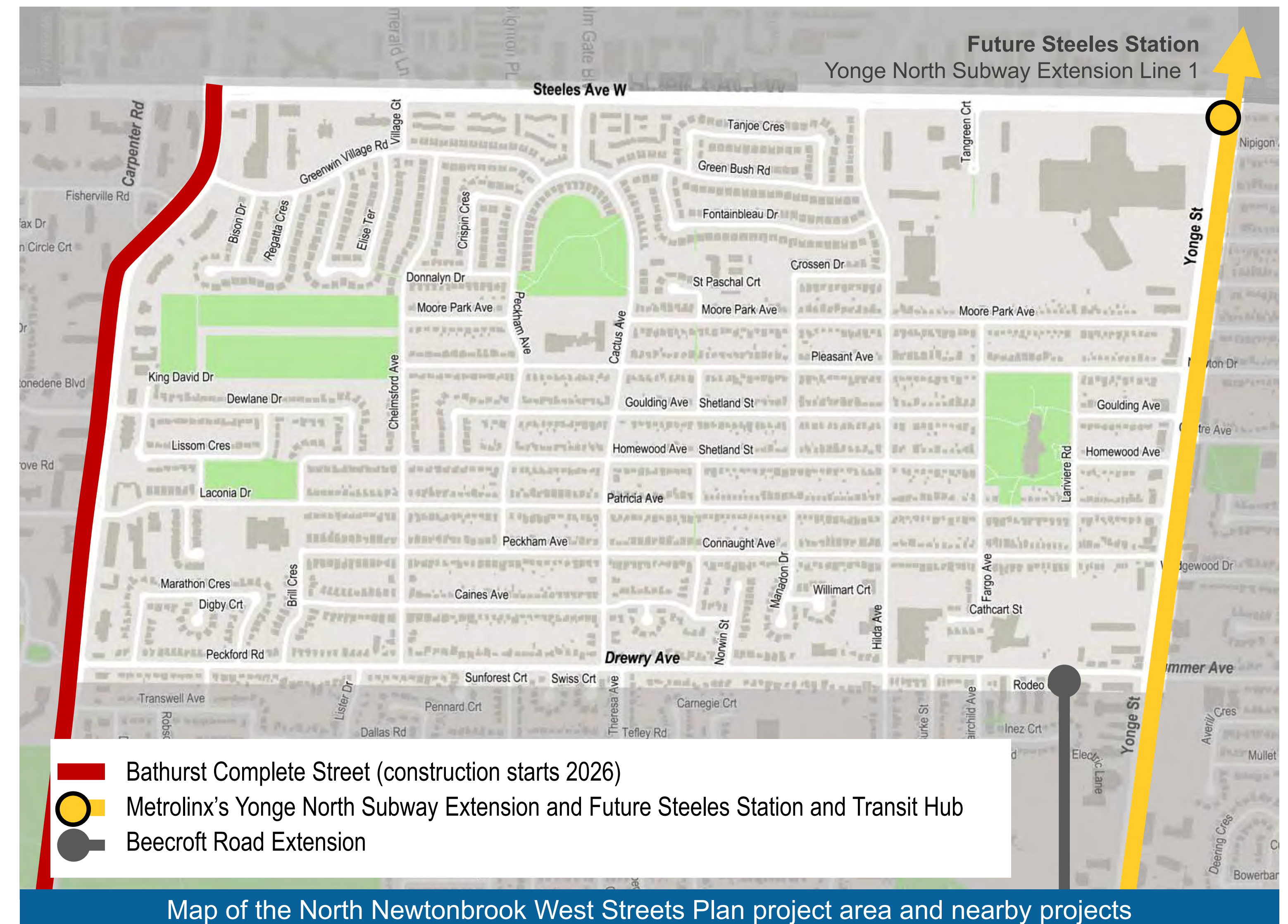
Map of road safety improvements made in North Newtonbrook West since the Vision Zero Road Safety Plan came into effect in Toronto.

Please note that there may be additional road safety features that are not shown on this map of Vision Zero program accomplishments.

Related & Nearby Projects

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

- **Bathurst Complete Street** safety and streetscape improvements along 4.7 kilometers of Bathurst Street from Steeles Avenue to Bainbridge Avenue.
- **Yonge North Subway Extension** by Metrolinx of Line 1 (Yonge-University) roughly 8 km from Finch Station north to Markham, Vaughan and Richmond Hill.
- **North York Centre Street Improvement Projects:** A series of coordinated street improvement projects to support growth and mobility across North York Centre..
 - **Beecroft Road Extension** A new road connection north between Drewry Avenue and Finch Avenue West.
 - **Hendon Avenue Road Safety Improvements** Recommended road safety improvements along Hendon Avenue, between Talbot Road and Greenview Avenue
 - **Transform Yonge (Sheppard Avenue to Finch Avenue)** Streetscape and public realm improvements on Yonge Street, from Sheppard Avenue to Finch Avenue



Potential Changes



Plan Components

A variety of actions and changes will be considered for the Streets Plan.



Road Safety

Conflicts between road users can be managed by changing how space is used or changing how movements are timed.



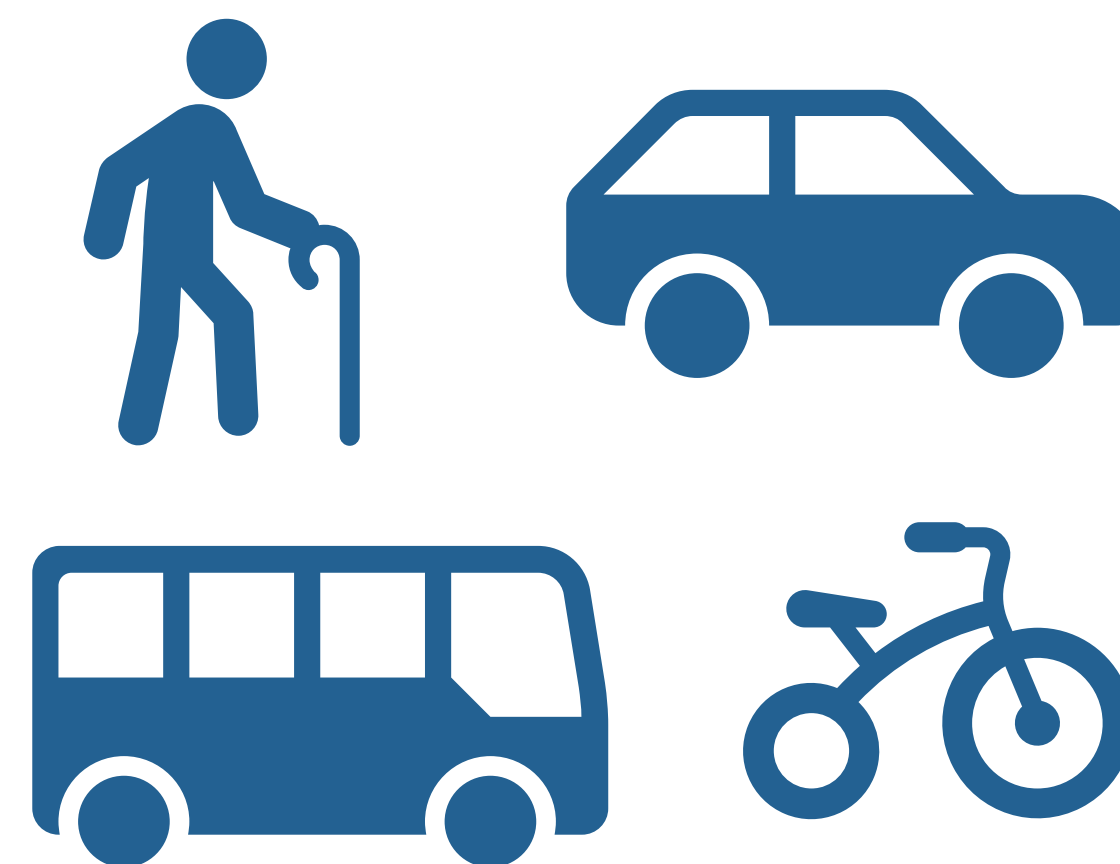
Vehicle Speed

Vehicle speeds can be reduced by lowering speed limits and/or making physical changes that make it preferable to drive at or below the speed limit.



Vehicle Volume

Non-local traffic on local roads can be discouraged by restricting certain movements at all times or at certain times of day.



Transportation Options

Making it safer, easier and faster to walk, cycle or ride transit can reduce the number of private motor vehicles competing for space on the road and make trips more comfortable and convenient for all road users.



Curbside Activity

Changes to parking, bus stops, loading/delivery zones or pick-up-and-drop-off areas can improve traffic flow, accessibility and goods movement.

Possible Changes: Road Safety

Conflicts between road users can be managed by changing how space is used or changing how movements are timed.

Road safety changes could include:

- **Intersection controls and pedestrian crossing protections** such as stop signs and traffic signals that regulate movements at intersections and crossing points.
- **Advisory signs and beacons** that help alert drivers to potential danger and conflict zones.
- **School Crossing Guards** that help students cross the street safely and confidently during school hours.
- **Curb extensions** that change the angle of turning movements to help reduce vehicle speed and increase visibility of people walking.



Intersection Controls



Advisory Signs



School Crossing Guards



Pedestrian Crossing Protection



Advisory Beacons



Curb Extensions

Possible Changes: Vehicle Speed

Motor vehicle speeds can be reduced by lowering speed limits and/or physical changes that make it preferable to drive at or below the speed limit.

Speed management could include:

- **‘Watch Your Speed’** signs that remind drivers to check their speed and obey the speed limit.
- **Speed humps and in-road flexible speed signs** that make it difficult or uncomfortable to drive above the speed limit.
- **Lane narrowing** with edgelines or curb bump-outs that require drivers to remain alert and leave buffer space beside the sidewalk.



Watch Your Speed Signs



Speed Humps



In-road Flexible Speed Signs



Edge lines



Curb Bump-out

Possible Changes: Vehicle Volume

Non-local traffic on local roads can be discouraged by restricting certain motor vehicle movements at all times or at certain times of day.

Changes could include:

- **Conversion of two-way streets to one-way streets** to remove direct routes through a neighbourhood used by non-local traffic.
- **Turn restrictions** that prevent movements that slow down traffic on a busy route, such as left turns, or that prevent movements commonly used by non-local traffic.
- **Motor vehicle barriers such as raised medians and diagonal diverters** that restrict motor vehicle movements while maintaining access for pedestrians and people cycling.



One-way Streets



Raised Medians



Diagonal Diverters



Turn Restrictions

Possible Changes: Transportation Options

Making it safer, easier and faster to walk, cycle or ride transit can reduce the number of private motor vehicles competing for space on the road and make trips more comfortable and convenient for all road users.

Improving transportation options could include:

- **Identifying gaps in the sidewalk network** to be prioritized for installation in accordance with the Missing Sidewalk Policy. The City typically installs sidewalks as part of planned road work.
- **Identifying preferred cycling connections** that could be installed to fill in gaps in the cycling network through the neighbourhood. The City typically installs bikeways as part of the Cycling Network Plan Implementation Program.
- **Working with the Toronto Transit Commission** to improve the accessibility, safety and/or efficiency of surface transit stops within the neighbourhood.
- **Working with the Toronto Parking Authority's Bike Share program** to identify suitable locations for new docking stations, expand capacity of existing docking stations, or relocate docking stations to improve neighbourhood access to the network.



Cycling Connections



Transit Stops



Missing Sidewalks



Bike Share Docks

Possible Changes: Curbside Activity

Changes to parking, bus stops, loading/delivery zones or pick-up-and-drop-off areas can improve traffic flow, accessibility, and goods movement.

Curbside management could include:

- **Street parking permit areas** that manage permission for residents and guests to park overnight on neighbourhood streets, and dedicate space for accessible parking where required
- **Loading zones** that manage where school buses, delivery trucks and other short stay vehicles stop while loading and unloading
- **Intersection set-back requirements** that prevent parking that blocks sightlines at intersection corners
- **Parking signage** that makes it easier to know and understand what parking regulations apply



On-street Parking Permit Areas



School Loading Zones



Parking Signage



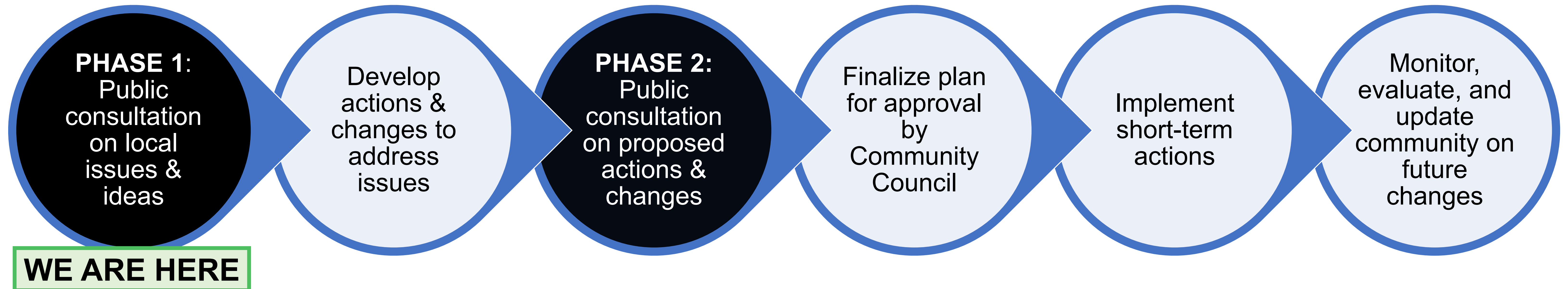
Bus stop location or design



Intersection Set-backs

What Comes Next

North Newtonbrook West Streets Plan will return to the community with proposed actions and changes in 2027.



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 web page.

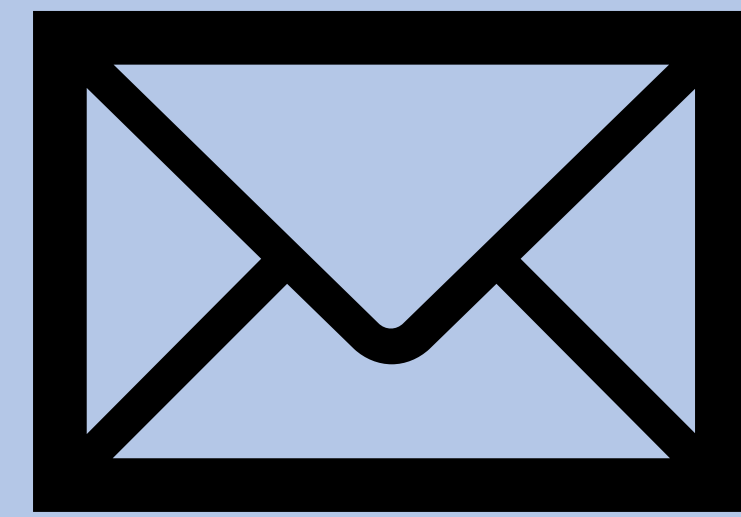
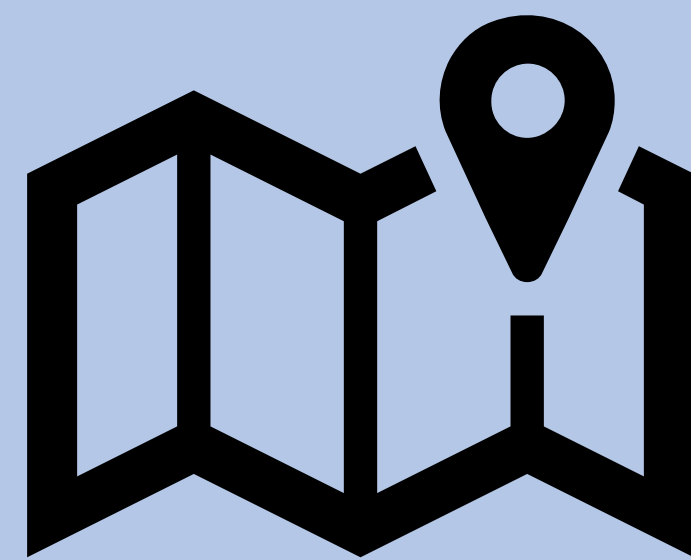
After Phase 1, the project team will review feedback received, collect and analyze traffic data, complete site visits in the area, review policies, and coordinate with other City staff to develop proposed actions & changes.

Quick Fixes

Some actions can be taken without any further consultation, such as maintenance requests or enforcement of parking and sightline by-laws.

The project team will submit 311 service requests for quick fixes.

Provide Feedback



Comment deadline:
June 30, 2026

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

Contact:

Carol Tsang

Senior Public Consultation Coordinator

416-392-8361

NorthNewtonbrookWestStreets@toronto.ca

Metro Hall, 55 John Street, 19th Floor

Toronto, ON M5V 3C6



toronto.ca/NorthNewtonbrookWestStreets

General Requests & Enforcement

- Contact your local Councillor to **pick up a Slow Down sign** that helps remind people driving to slow down and be aware.
- **Contact 311** to create a service request for immediate roads, sidewalks and traffic safety concerns 311@toronto.ca toronto.ca/311
- File a police report or request enforcement regarding parking or driving complaints, or a local neighbourhood traffic issue or concern. **Toronto Police Services 32 Division**
416-808-3200