

Morningside Heights Streets Plan

Public Drop-In Event

June 10, 2026

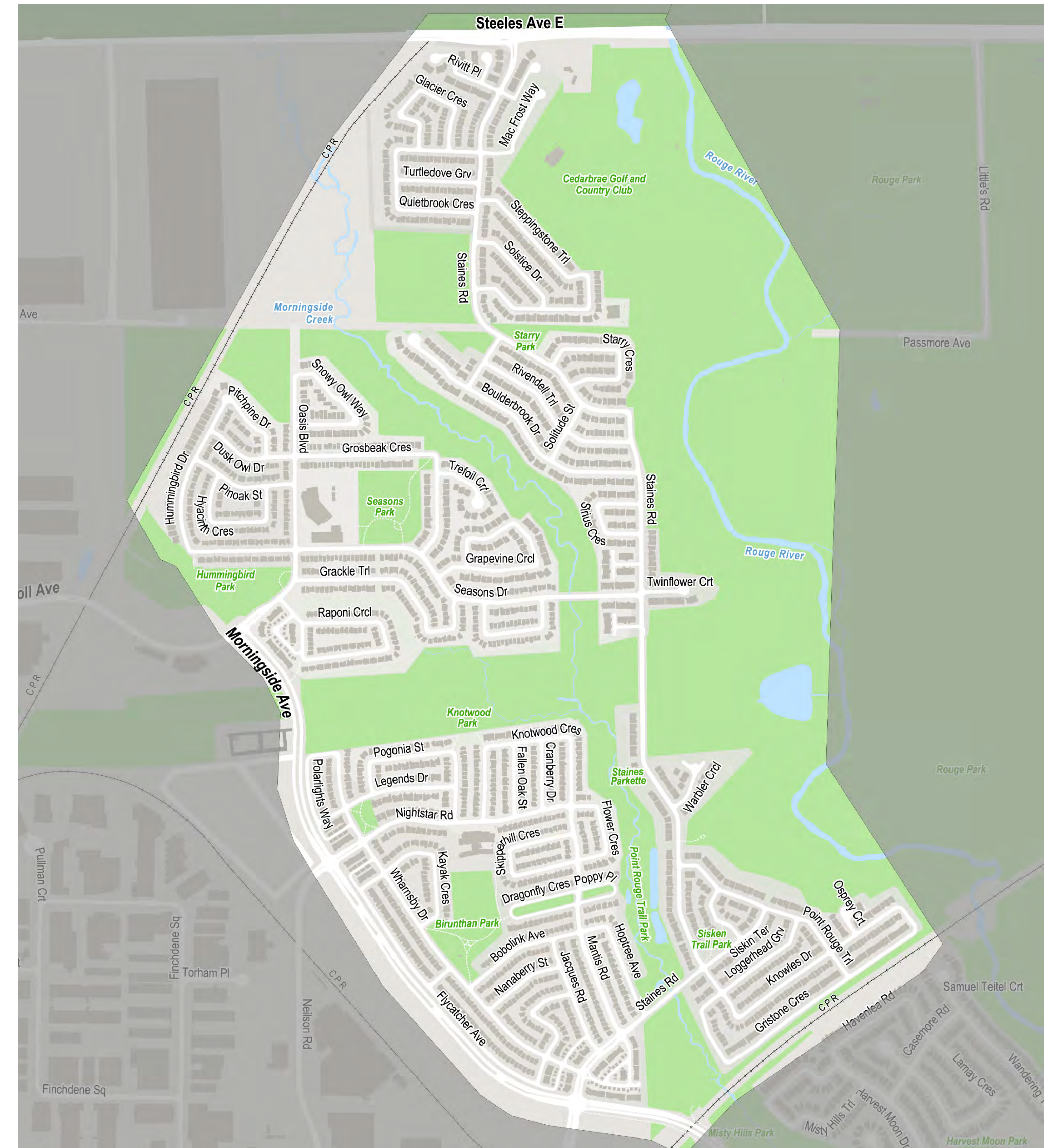


Project Overview

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

The Morningside Heights 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. Through traffic on local streets
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 Steeles Avenue, Rouge River, Morningside Avenue and the Canada Pacific Rail (CPR) corridors.

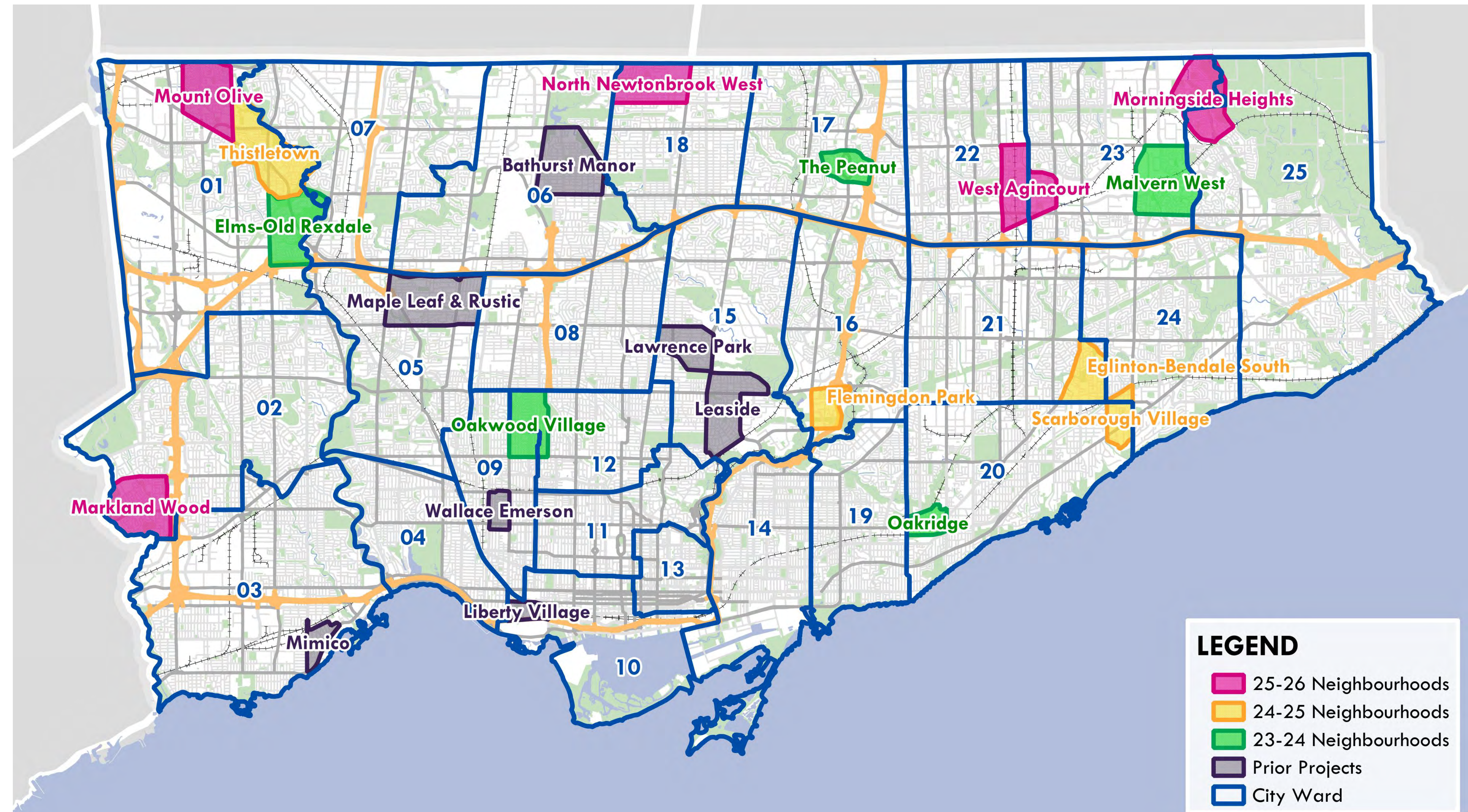
About Neighbourhood Streets Plans

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

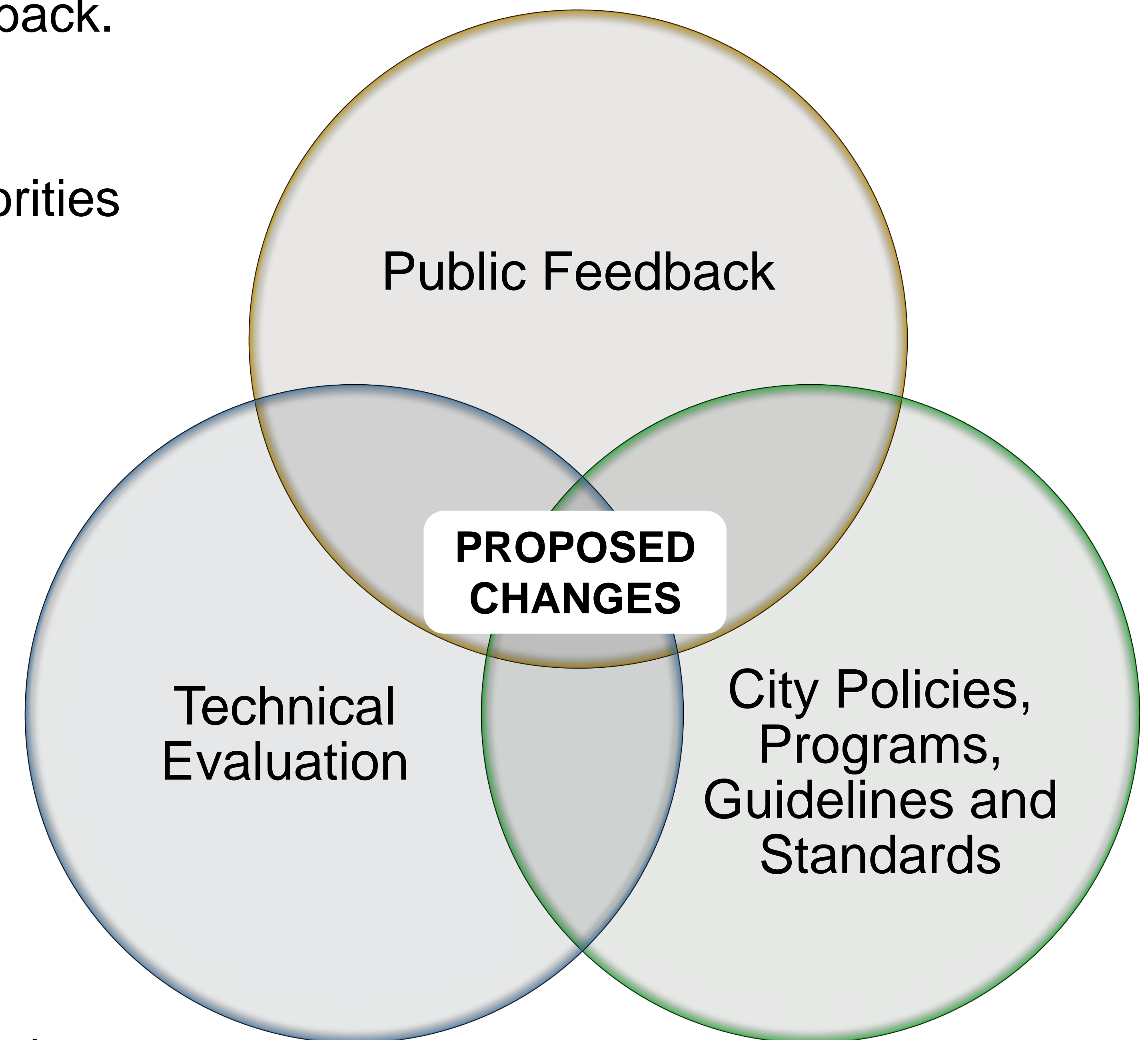
City Policies and Programs:

- 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:

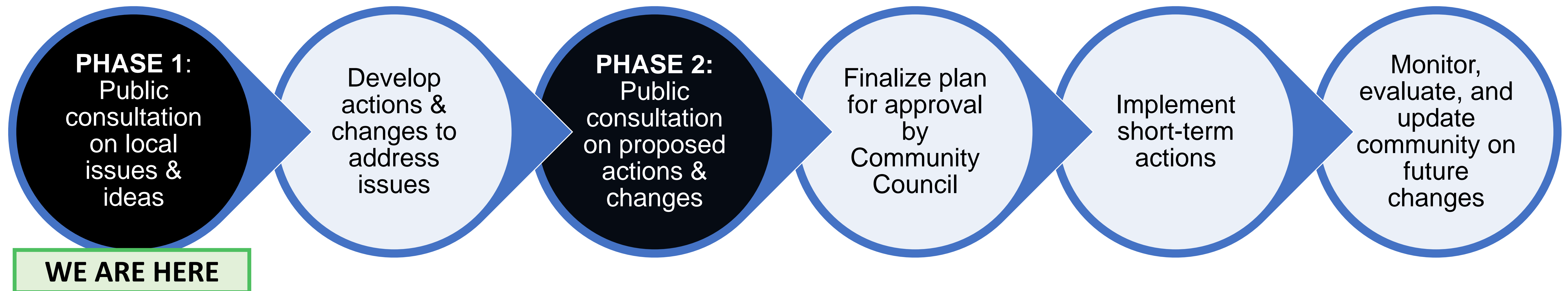
- Traffic data
- Collision history
- Site visits and observations

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 Morningside Heights 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 Morningside Heights, and to provide ideas for actions and changes that would improve traffic, road safety, and transportation options.

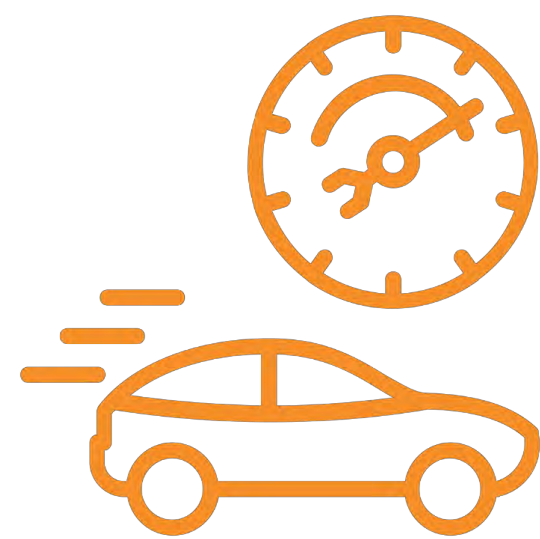
Interest Groups

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.



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.

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](https://toronto.ca/VisionZero)

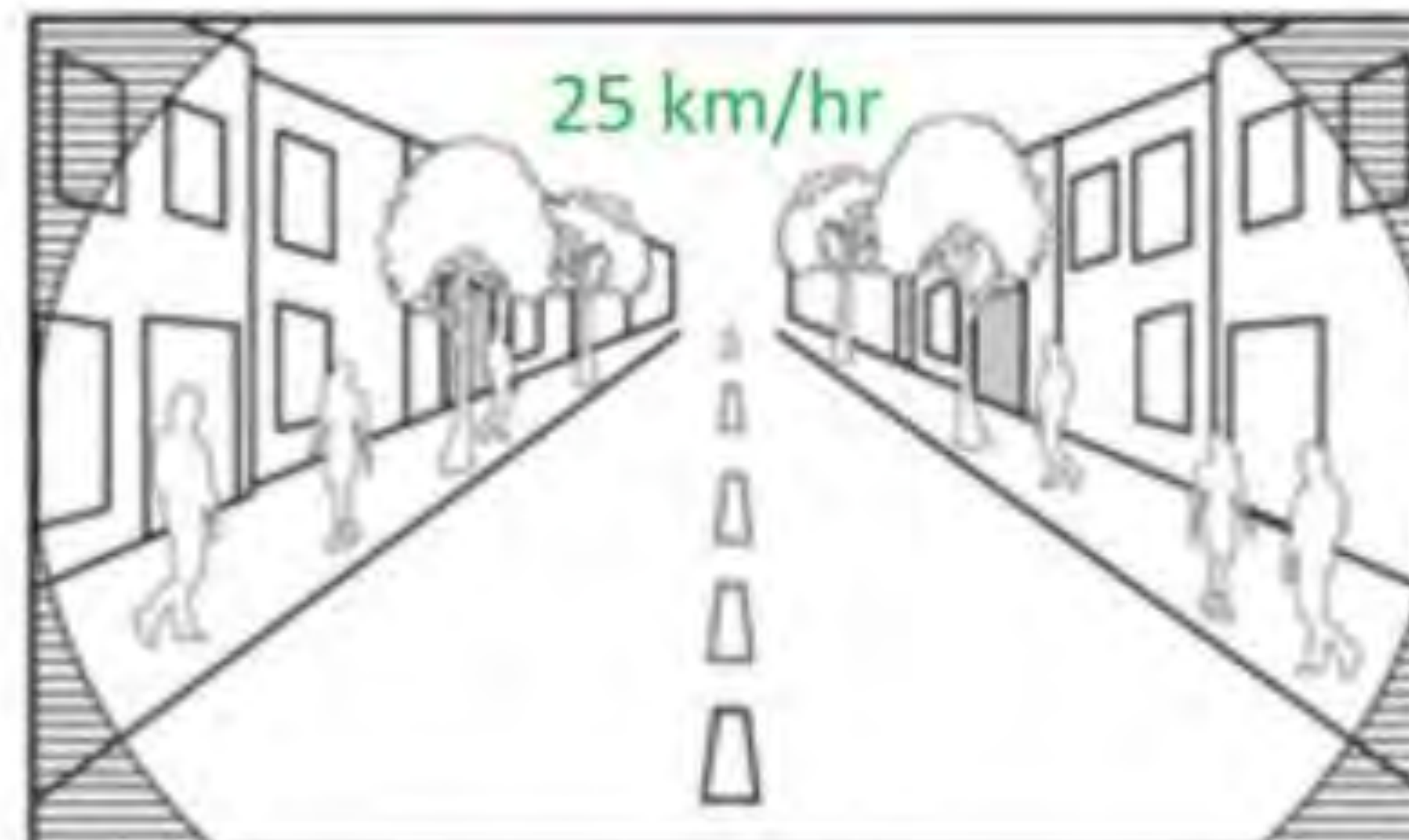
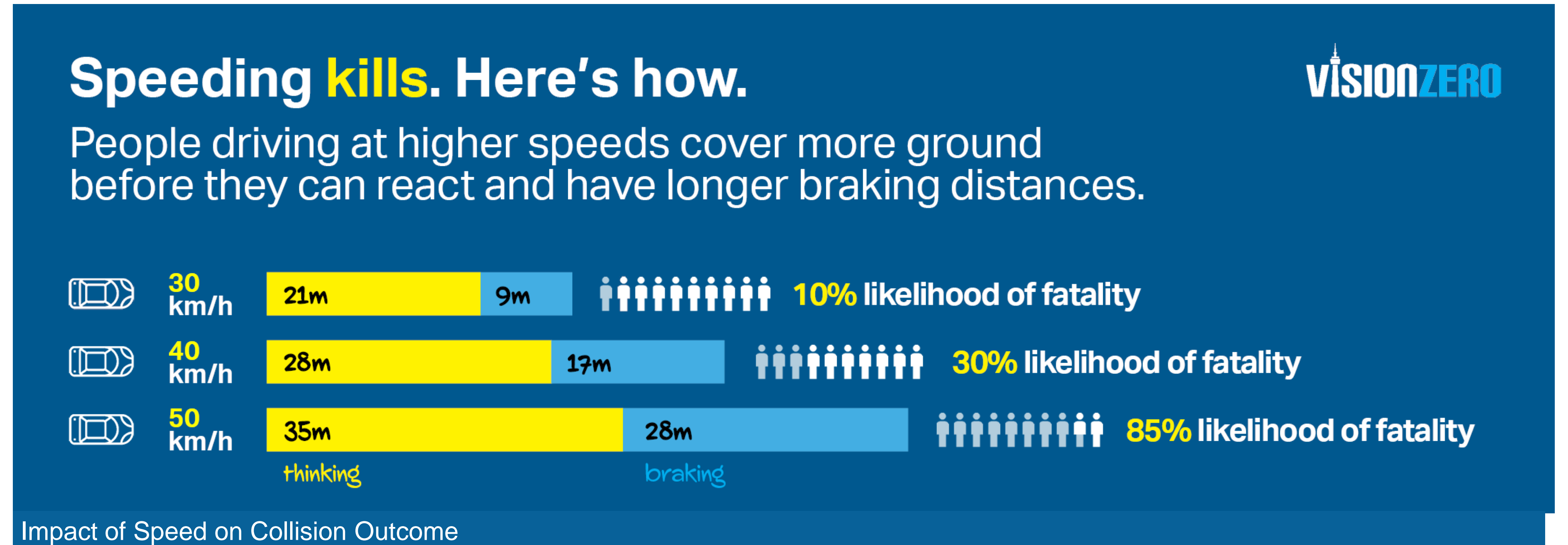
Speed Management

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

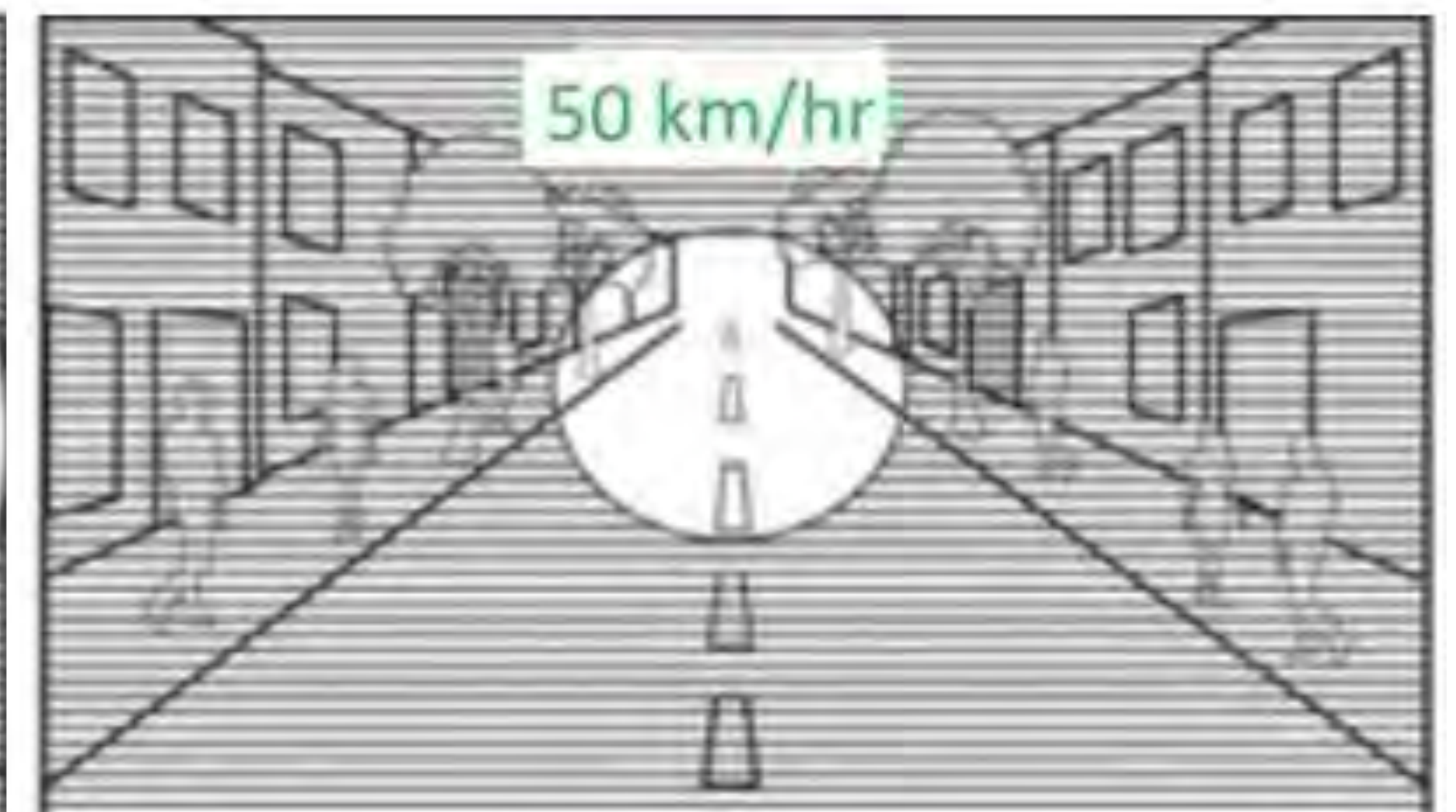
At slower speeds, people driving can see more going on around them. Higher speeds increase risk of serious injuries and fatalities by reducing driver reaction time, increasing vehicle stopping distance, and inflicting more severe blunt force trauma on victims.

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.



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

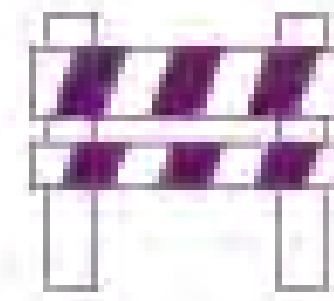
Congestion Management Plan

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.

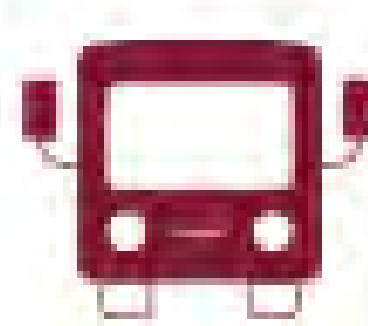
The Congestion Management Plan includes five key pillars:



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



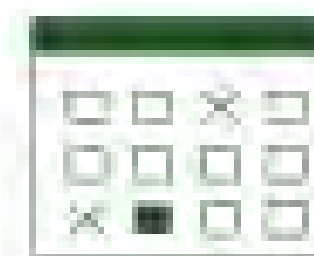
2. Expand traffic management by growing the Traffic Agent program and modernizing the operations centre



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

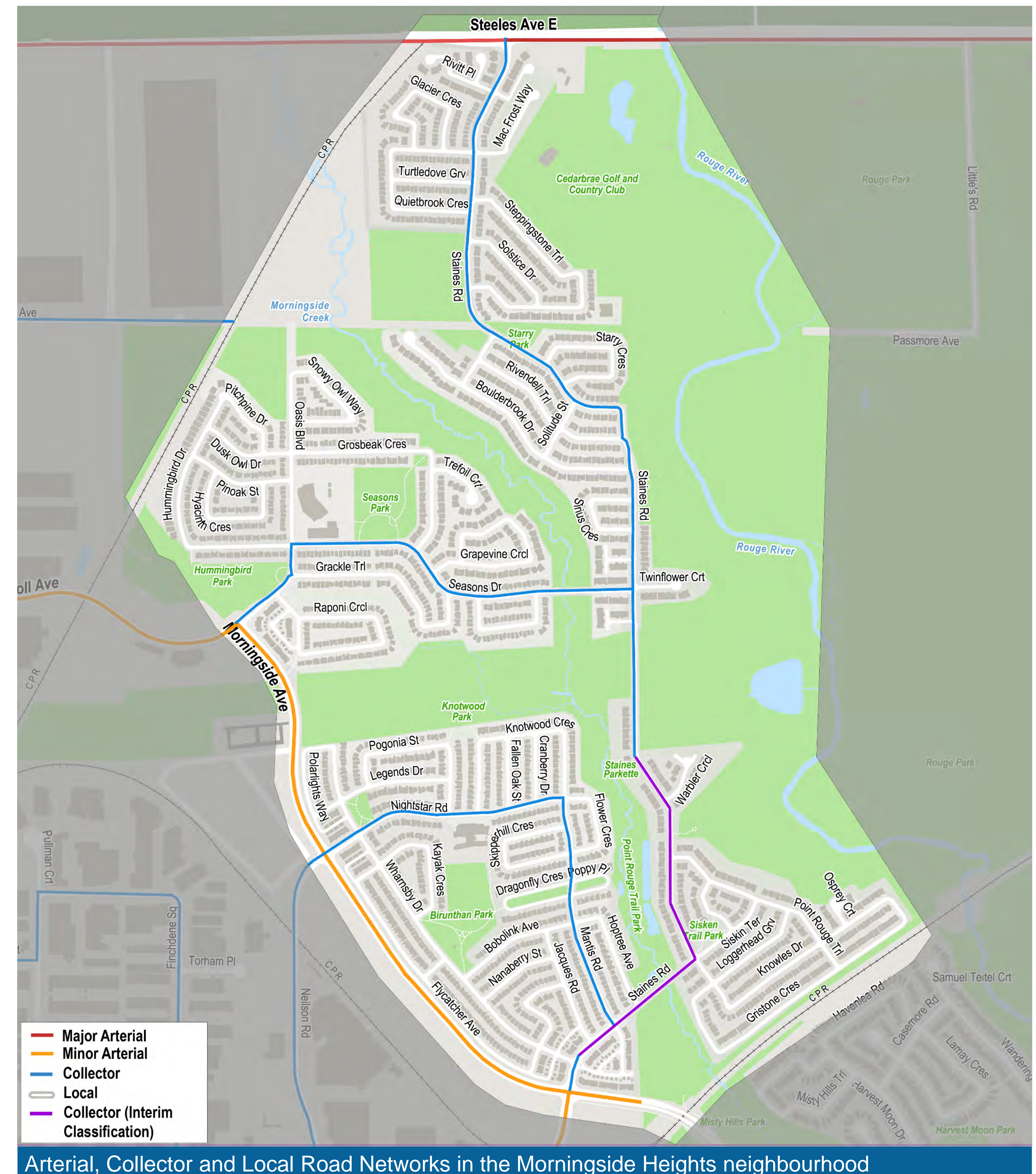
Road Classification System

The City's Road Classification System organizes streets into different groups according to the primary function the street is intended to provide.

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 continually to maintain sidewalks and bike lanes, and add safety and accessibility features such as 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.

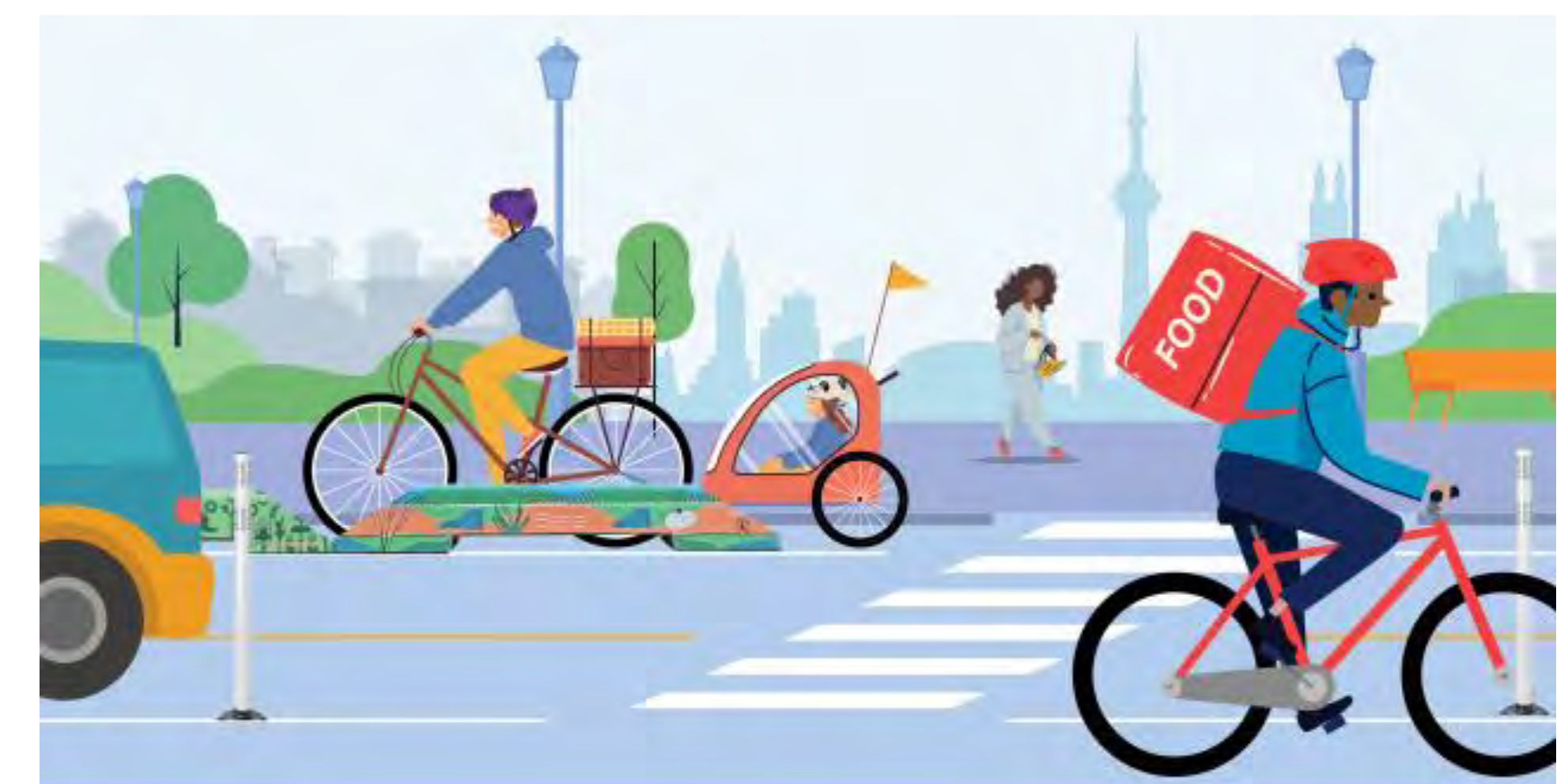


Illustration of people cycling in dedicated road space.

Transportation Options: Transit

The City's Surface Transit Network Plan and the TTC's Customer Experience Action Plan 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

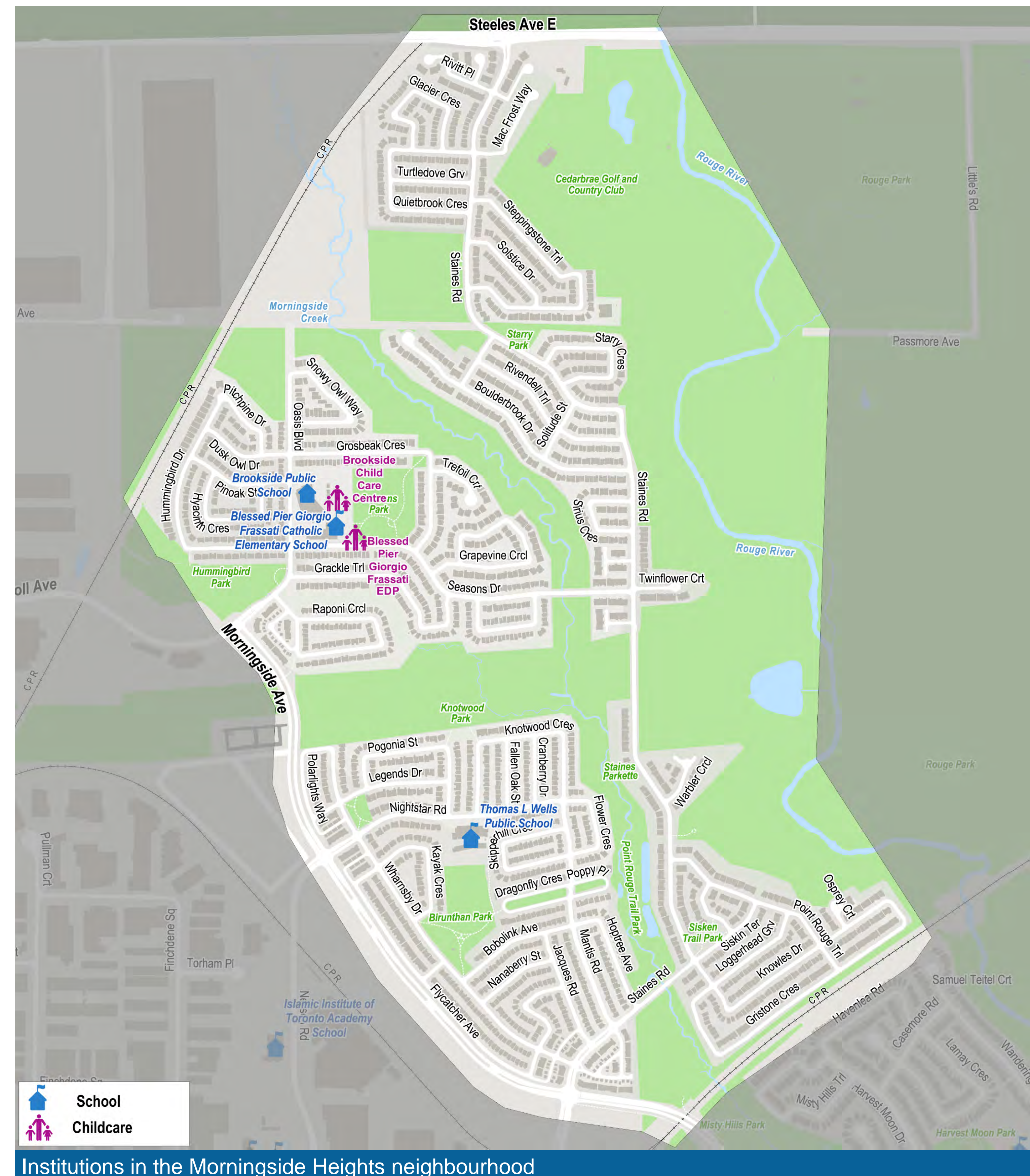
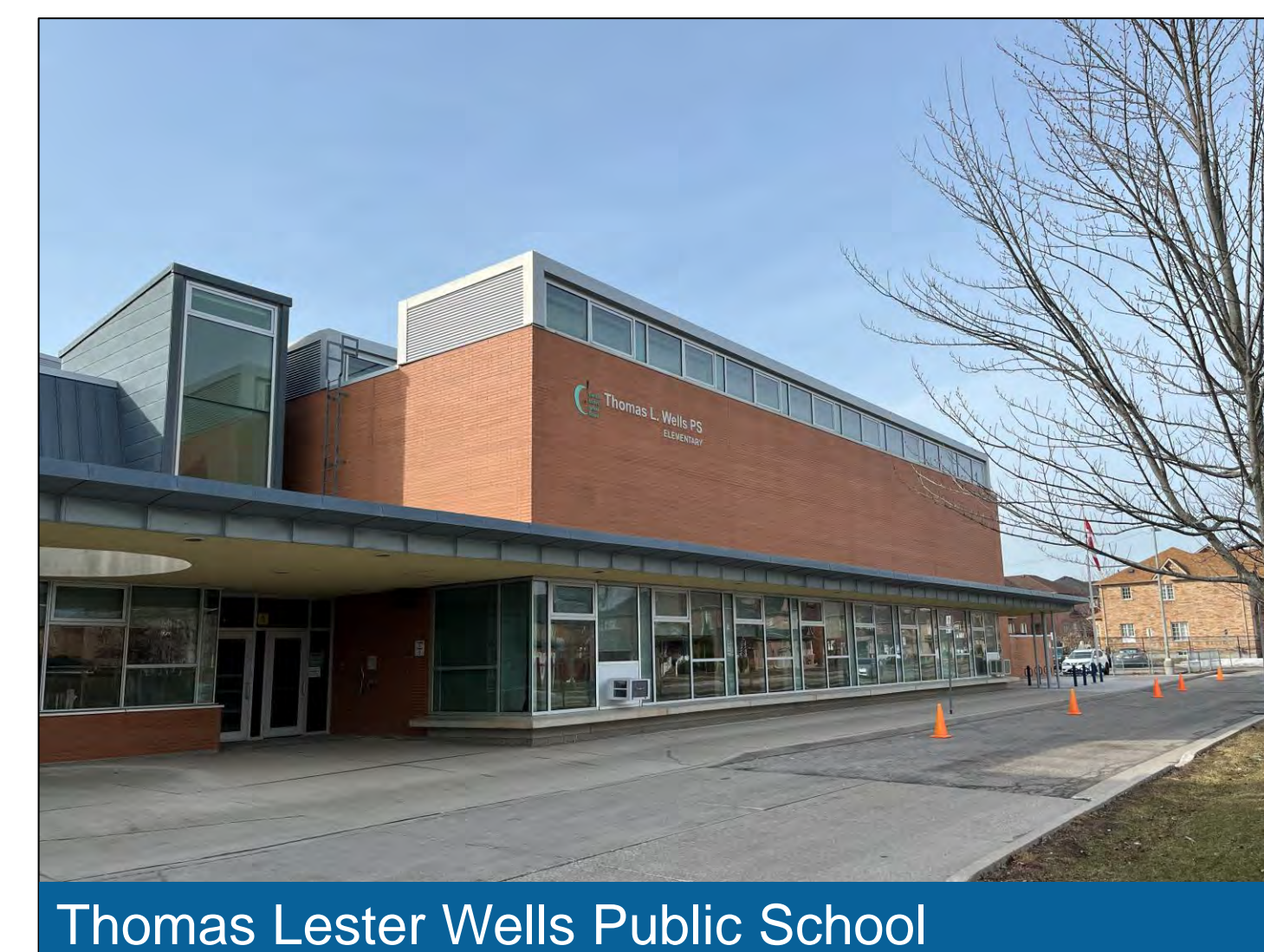


Community Characteristics

Morningside Heights was first developed as a suburban residential area near Rouge National Urban Park. The neighbourhood has a strong family-oriented character and high cultural diversity with many residents living in single-family detached homes (88%).

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

1. Thomas Lester Wells Public School
2. Brookside Public School
3. Blessed Pier Giorgio Frassati Catholic School
4. Nine local parks
5. Shopping plaza at the intersection of Staines Road, Morningside Avenue and Finch Avenue
6. Business Centre along Morningside Avenue between McNicoll Avenue and Finch Avenue



Institutions in the Morningside Heights neighbourhood

Community Mobility

People travel to, from, and within Morningside Heights in a variety of ways.

Travel choices:

- 82% of trips are taken by car: 56% as a driver and 26% as a passenger.
- 7% of trips are made by walking, while 11% are made by transit.
- About 79% trips under 1 km are walked; the majority of trips between 1 and 2 km are made by car (96%).

Public transit service in the area is provided by multiple bus routes, including, #53A – Steeles East, #116 – Morningside, #133 – Neilson, #953 – Steeles East Express and #939C – Finch Express.

Vehicle ownership:

- 4% of households do not own a car
- 37% of households own one car
- 59% of households own more than one car



Transit network in the Morningside Heights neighbourhood

Active Transportation Options

In Morningside Heights, 4% of households do not own a car and 16% of trips under 5 kilometres are made by walking, biking, and transit.

Sidewalks & Trails

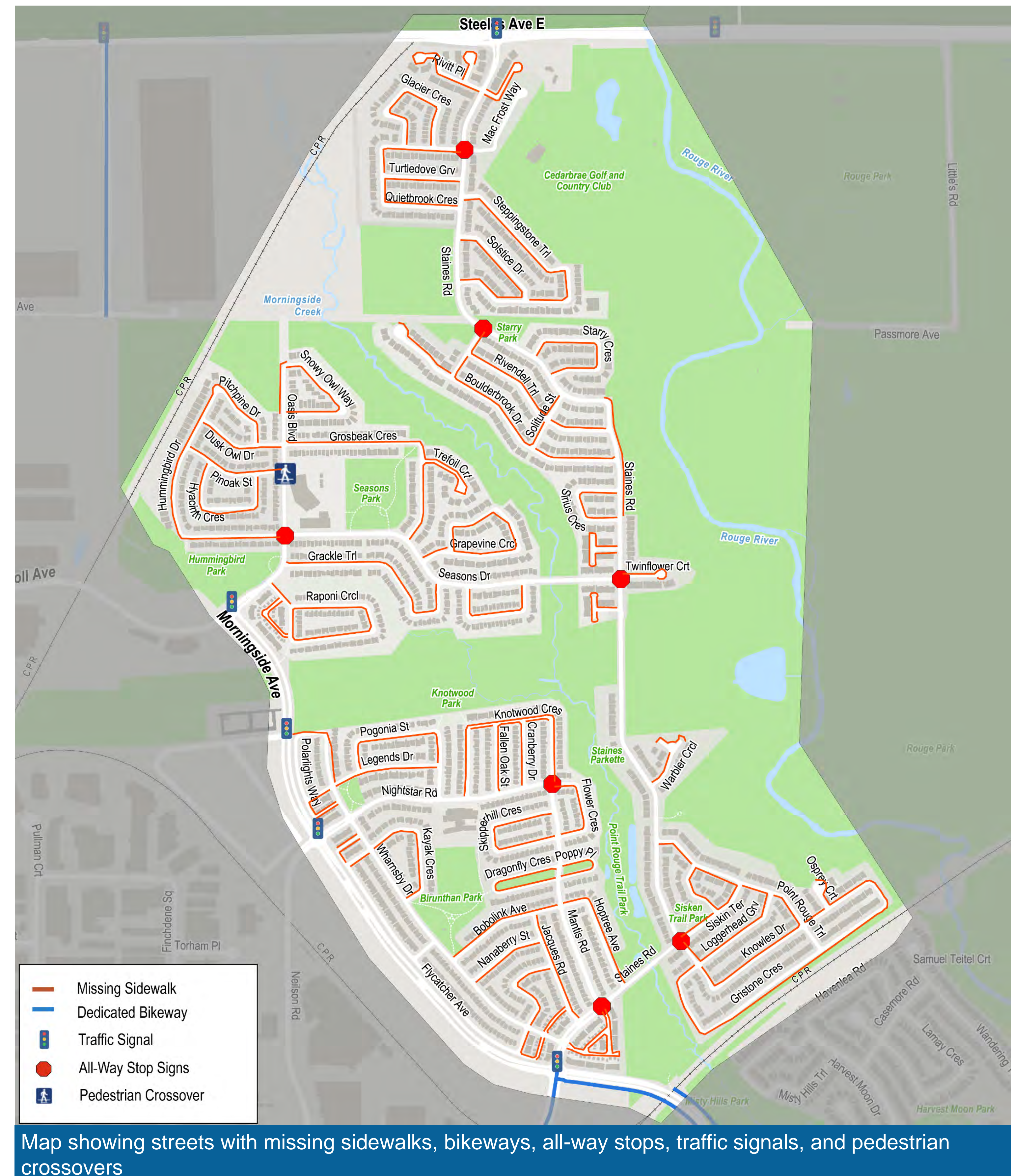
Many local streets are missing sidewalks on one or both side. Some sidewalks may be narrower than current City standards due to older design requirements. There are two local streets with sidewalks on both sides:

- Oasis Boulevard between Snowy Owl Way and Seasons Drive.
- Wharnsby Drive between Legends Drive and Staines Road.

Bikeways

A multi-use path currently exists along the south side of Morningside Avenue, between Finch Avenue and Old Finch Avenue, within the southern portion of the study area. Aside from this facility, there are no other bikeways in the neighbourhood.

Future projects, including the extension of Morningside Avenue and the widening of Steeles Avenue, are expected to include new bikeways.



Map showing streets with missing sidewalks, bikeways, all-way stops, traffic signals, and pedestrian crossovers

Road Safety

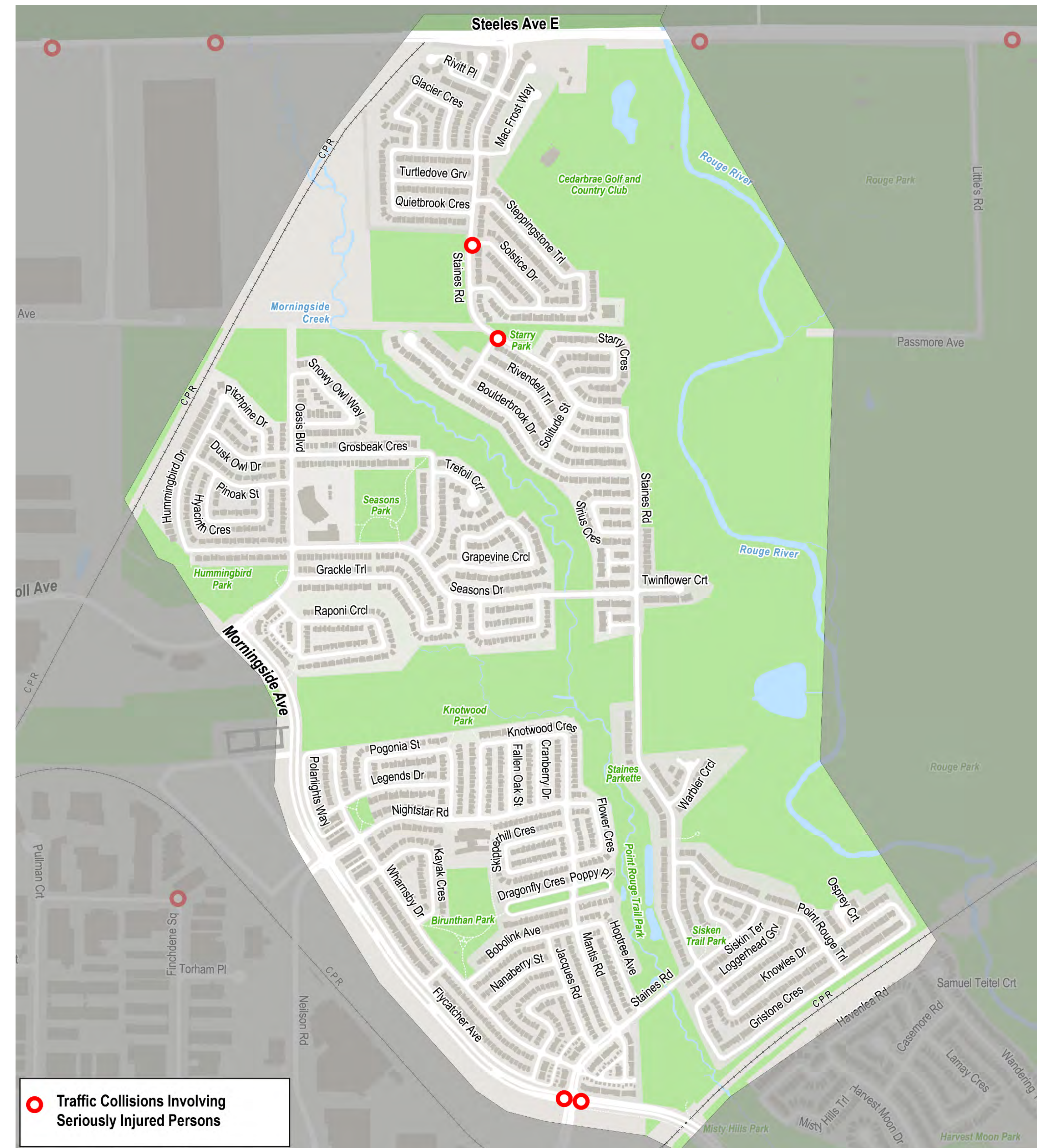
Speeding

Speed limits in Morningside Hights are generally 30-40 km/h on Local Roads, 40 km/h on Collector Roads (i.e. Staines Road and Mantis Road) and 60 km/h on Arterial Roads (i.e. Morningside Avenue). Traffic data collected over the last five years gives evidence of speeding as much as 8-13 km/h over the limit.

Collision History

Over the last 10 years, a total of 851 collisions have been reported within the study area including:

- 26 involving a vulnerable road user:
 - 19 collisions involving a pedestrian
 - 5 collisions involving a person cycling
 - 2 collisions involving a motorcyclist
- 4 resulting in serious injury:
 - 1 involved an older adult aged 65 years or more
 - 1 involved a school-aged child
 - 2 collisions involved people in other age groups



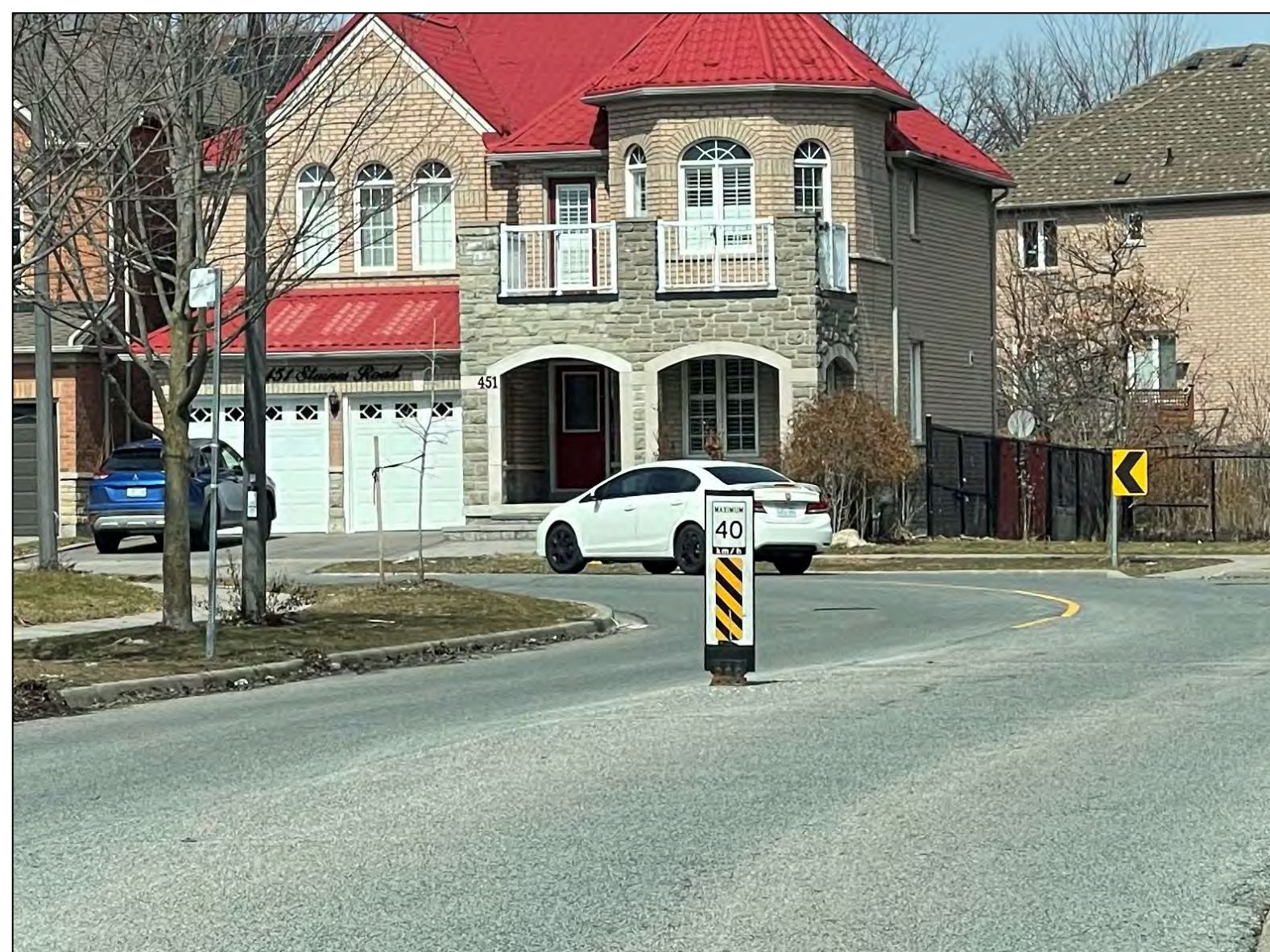
Map of serious injury collisions within the Morningside Heights neighbourhood

Road Safety: Ongoing Improvements

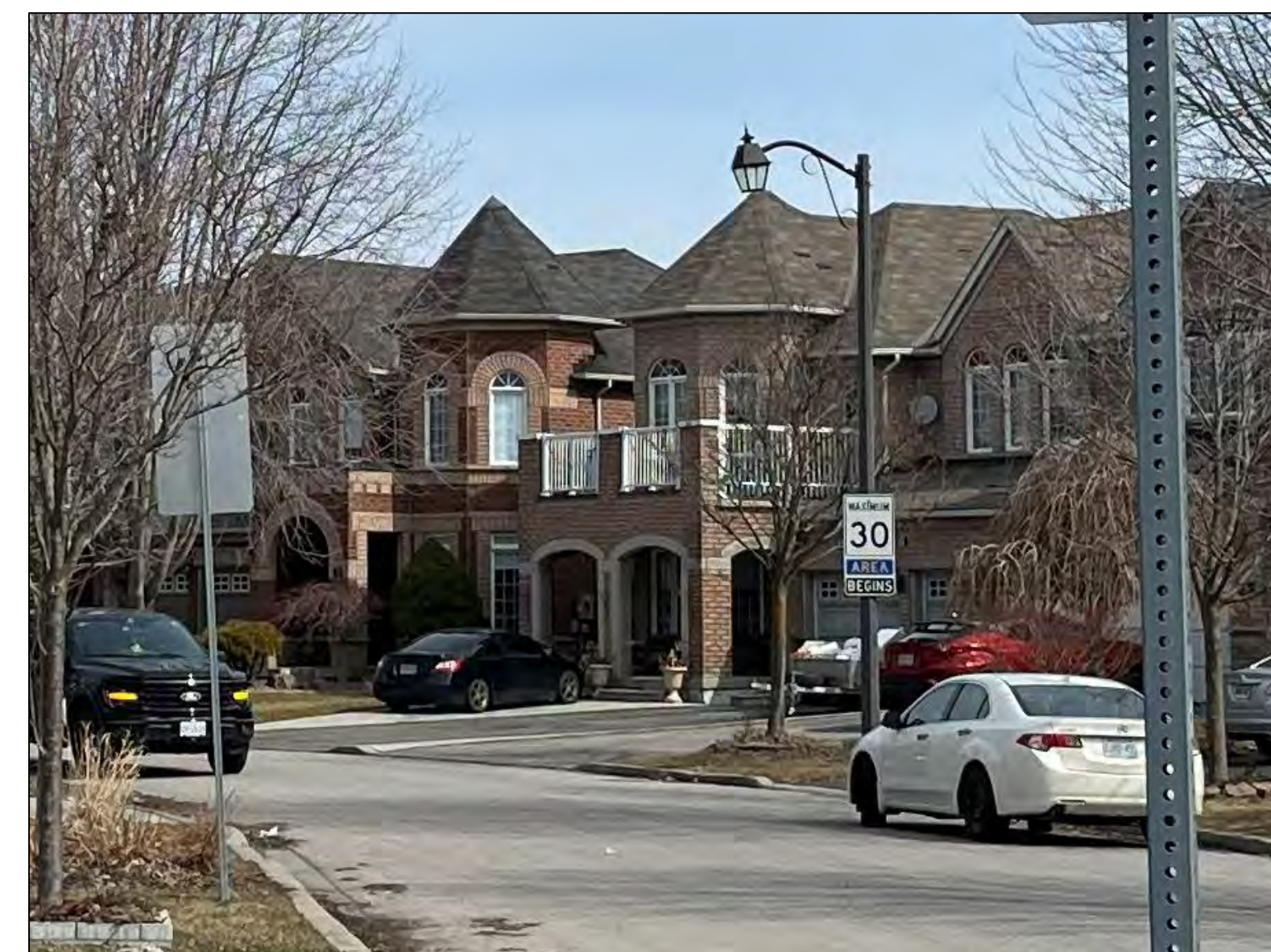
Many safety measures have been implemented across Toronto to support the City's Vision Zero Road Safety Plan and other road safety initiatives.

In Morningside Heights, 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 across Ward 23.
- School Safety Zones have been designated and signed at the frontages of all schools.
- The following streets were designated as Community Safety Zones:
 - Nightstar Road between Mentis Road and Wharnsby Drive.
 - Seasons Drive between Grosbeak Crescent and Oasis Boulevard.
 - Oasis Boulevard between Seasons Drive and Grosbeak Crescent.
- In-road flexible speed sign was installed on Staines Road to encourage people driving to reduce their speed in advance of the curve on the road.
- A red-light camera (RLC) is located at the intersection of Finch Avenue, Morningside Avenue and Staines Road.



In-road Flexible Speed Sign on Staines Road



30 km/h sign on Grosbeak Crescent



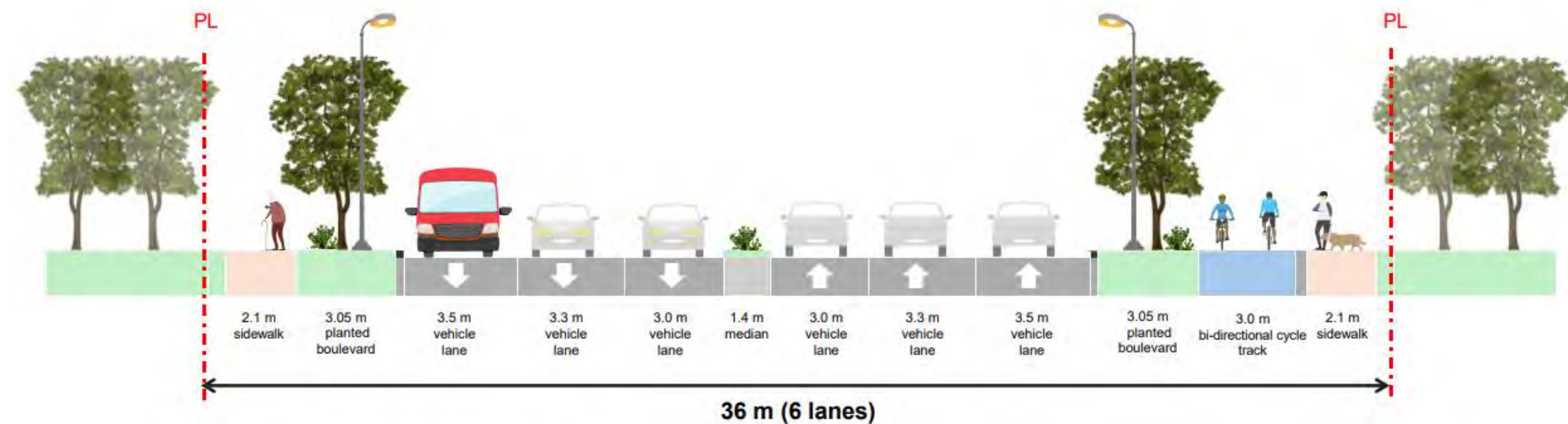
Map of road safety improvements made in the Morningside Heights neighbourhood

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.

- Steeles Avenue Widening & Morningside Avenue Extension:** In 2013, the Ministry of the Environment, Conservation and Parks approved an amended Environmental Assessment, led by York Region, identifying major transportation projects within Toronto, including the widening of Steeles Avenue East, a new Morningside Avenue extension, active transportation facilities and other changes. The north section of the Morningside Avenue Extension between Steeles Avenue and Passmore Avenue was constructed in 2022 through the City's development approval process. Construction of the Steeles Extension is currently anticipated to begin in 2027.



Typical proposed cross section of Steeles Avenue. Source: [Project website](#)

The map shows the Morningside Heights neighbourhood in Toronto, bounded by Steeles Avenue to the north and Passmore Avenue to the south. Key features include the Rouge River, Morningside Creek, and various residential streets. Two project areas are highlighted:

- Steeles Avenue Widening:** Indicated by a blue line along Steeles Avenue.
- Morningside Avenue Extension:** Indicated by a green line along Morningside Avenue.

Other streets shown include Rivitt Pl, Glacier Cres, Mac Frost Way, Quietbrook Cres, Steppingsone Trl, Solstice Dr, Staines Rd, Snowy Owl Way, Grosbeak Cres, Trefoil Cr, Starry Cres, Rivendell Trl, Boulderbrook Dr, Staines Rd, Hummingbird Dr, Phipps Dr, Dusk Owl Dr, Pinoak St, Seasons Park, Grackle Trl, Grapevine Crcl, Seasons Dr, Raponi Crcl, Knotwood Park, Knotwood Cres, Cranberry Dr, Staines Rd, Twinflower Cr, Pogonia St, Legends Dr, Nightstar Rd, Ketchikan Cres, Dragonfly Cres, Poppy, Birchmount Park, Wharfedale Dr, Boblink Ave, Nanaberry St, Jacques Rd, Manis Rd, Horley Ave, Point Rouge Trail Park, Siskin Trail Park, Siskin Trl, Logghead Gty, Knowles Dr, Gistone Cres, Havenlea Rd, Samuel Teitel Cr, Pullman Cr, Finchdene Sq, Torham Pl, Polaris Way, Ketchikan Cres, Wharfedale Dr, Boblink Ave, Nanaberry St, Jacques Rd, Manis Rd, Horley Ave, Point Rouge Trail Park, Siskin Trail Park, Siskin Trl, Logghead Gty, Knowles Dr, Gistone Cres, Havenlea Rd, Samuel Teitel Cr, and Misty Hills Park.

Related Projects in the Morningside Heights neighbourhood

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.



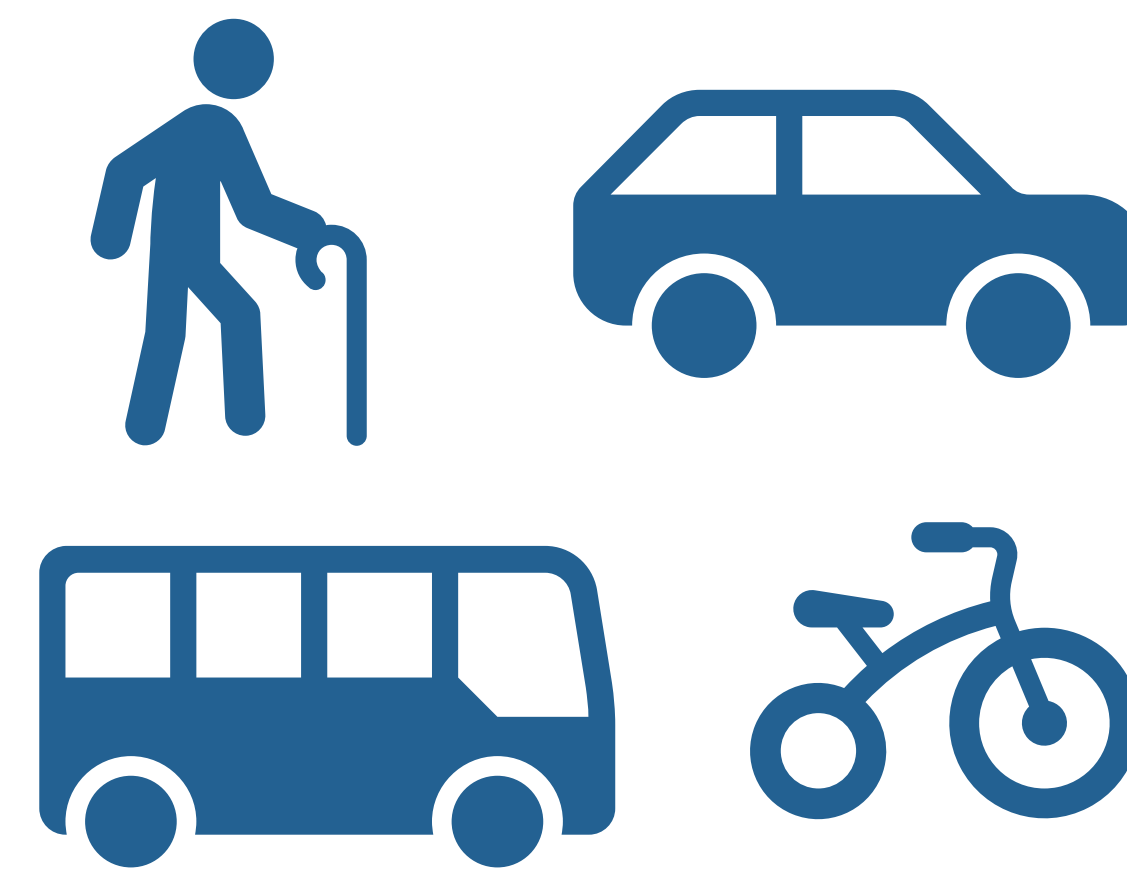
Vehicle Speed

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



Edgelines



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.



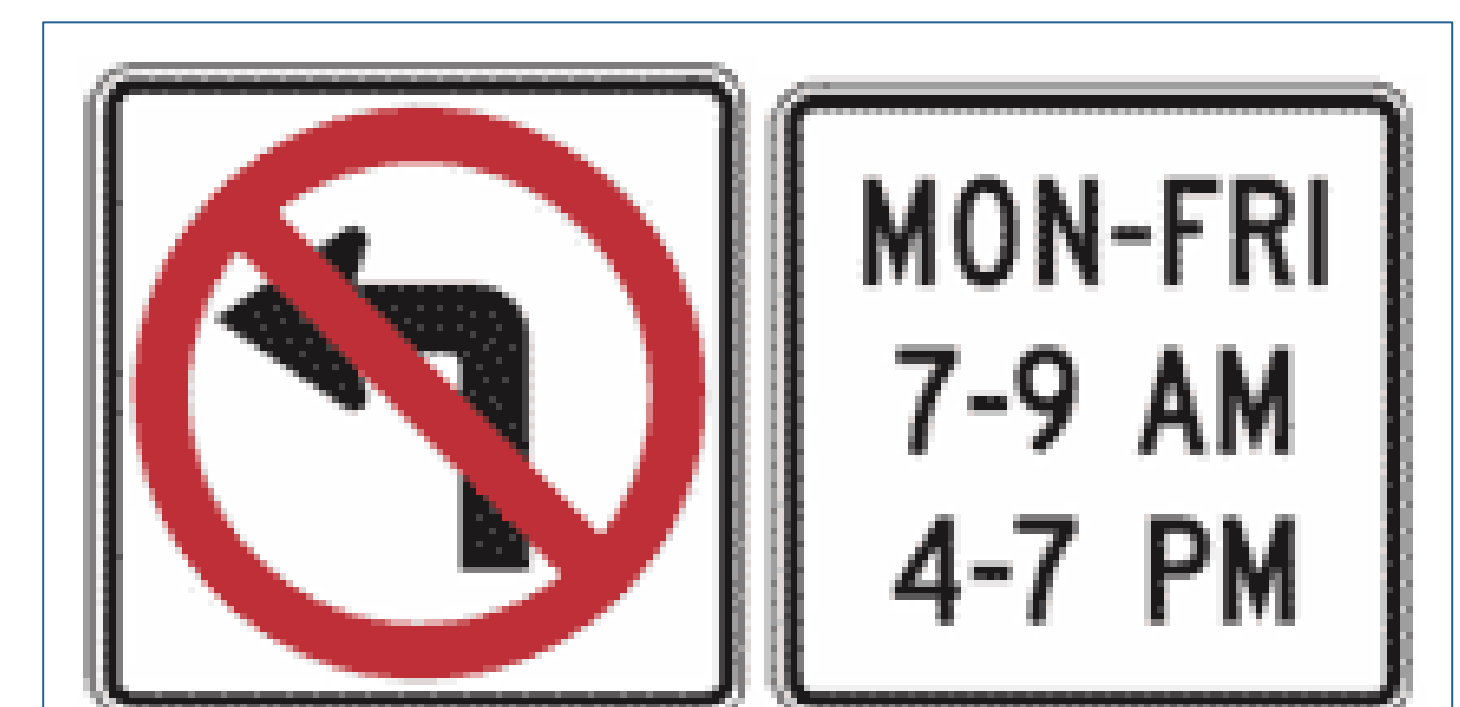
One-way Streets



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



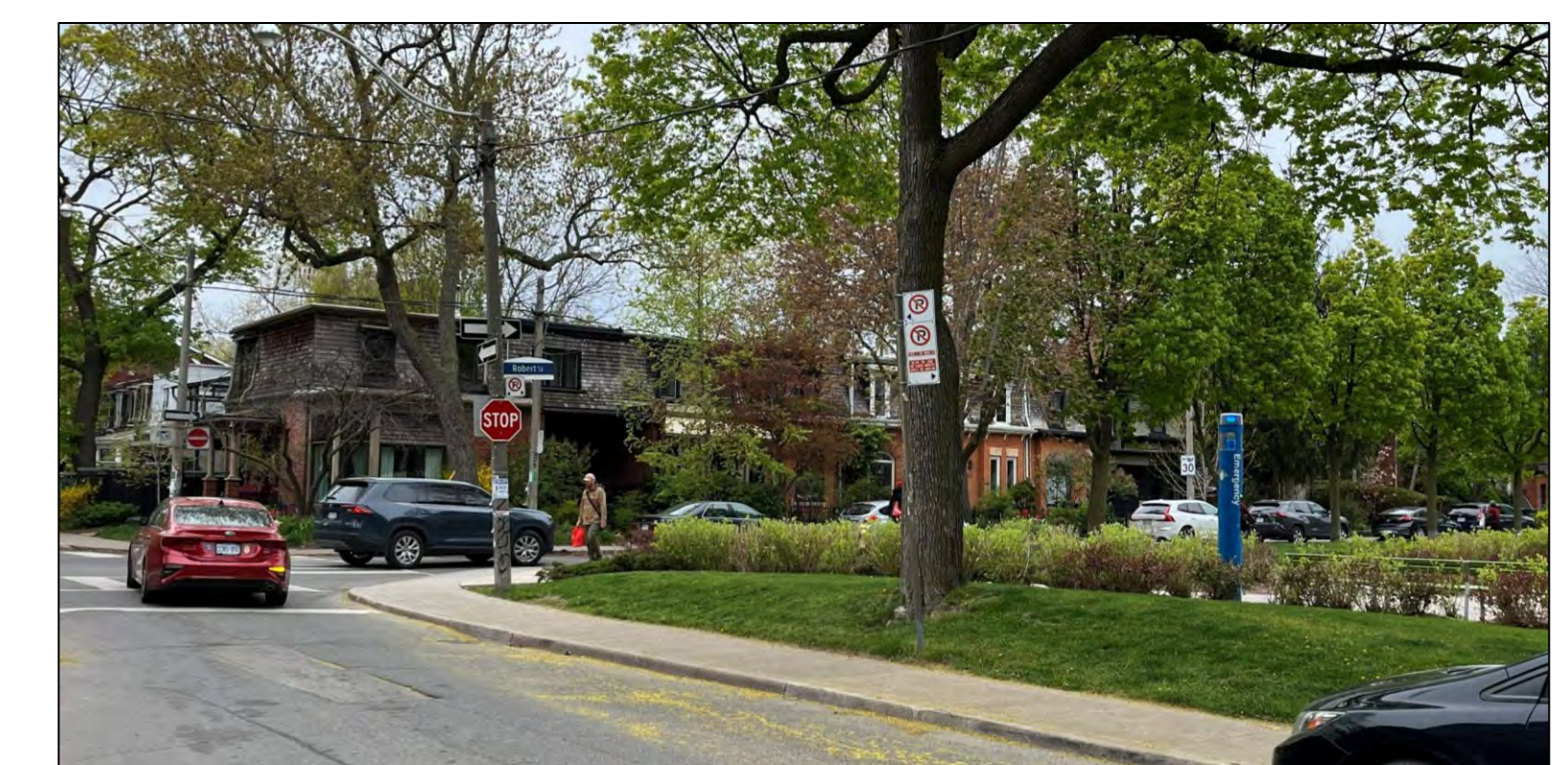
Loading Zones



Parking Signage



Bus stop location or design

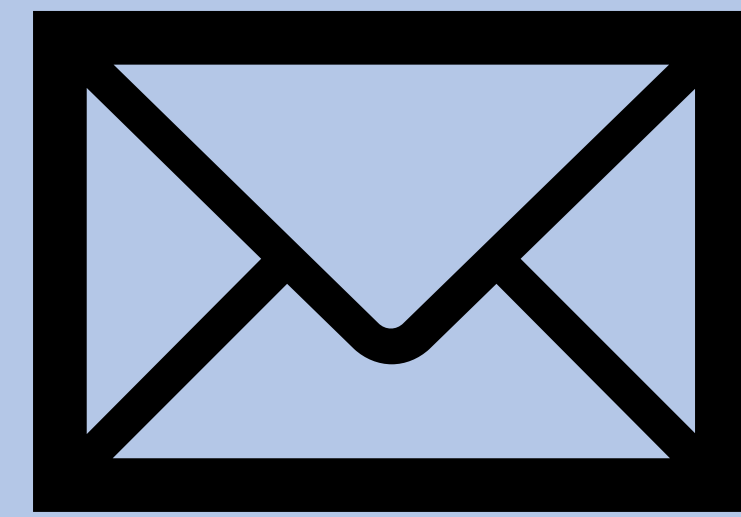
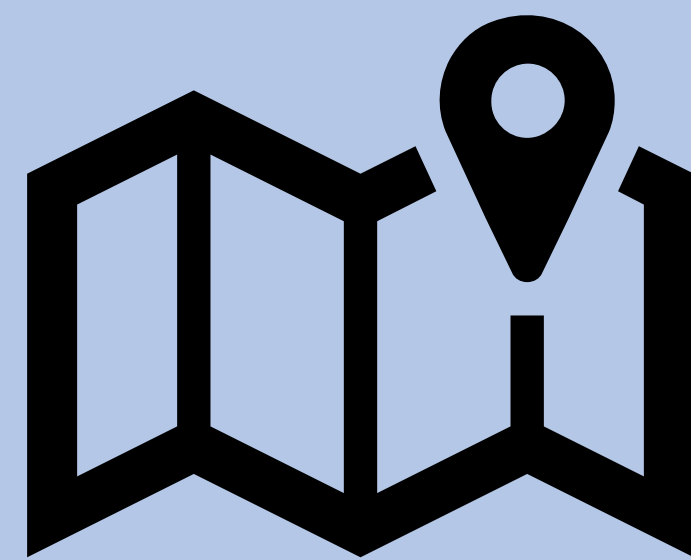


Intersection Set-backs

Public Consultation



Provide Feedback



Comment deadline:
June 24, 2026

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

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Toronto, Ontario. M5V 3C6



toronto.ca/MorningsideHeights

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 42 Division**
416-808-4200