

# Mount Olive Streets Plan

Phase 1 Public Drop-In Event

June 11, 2026

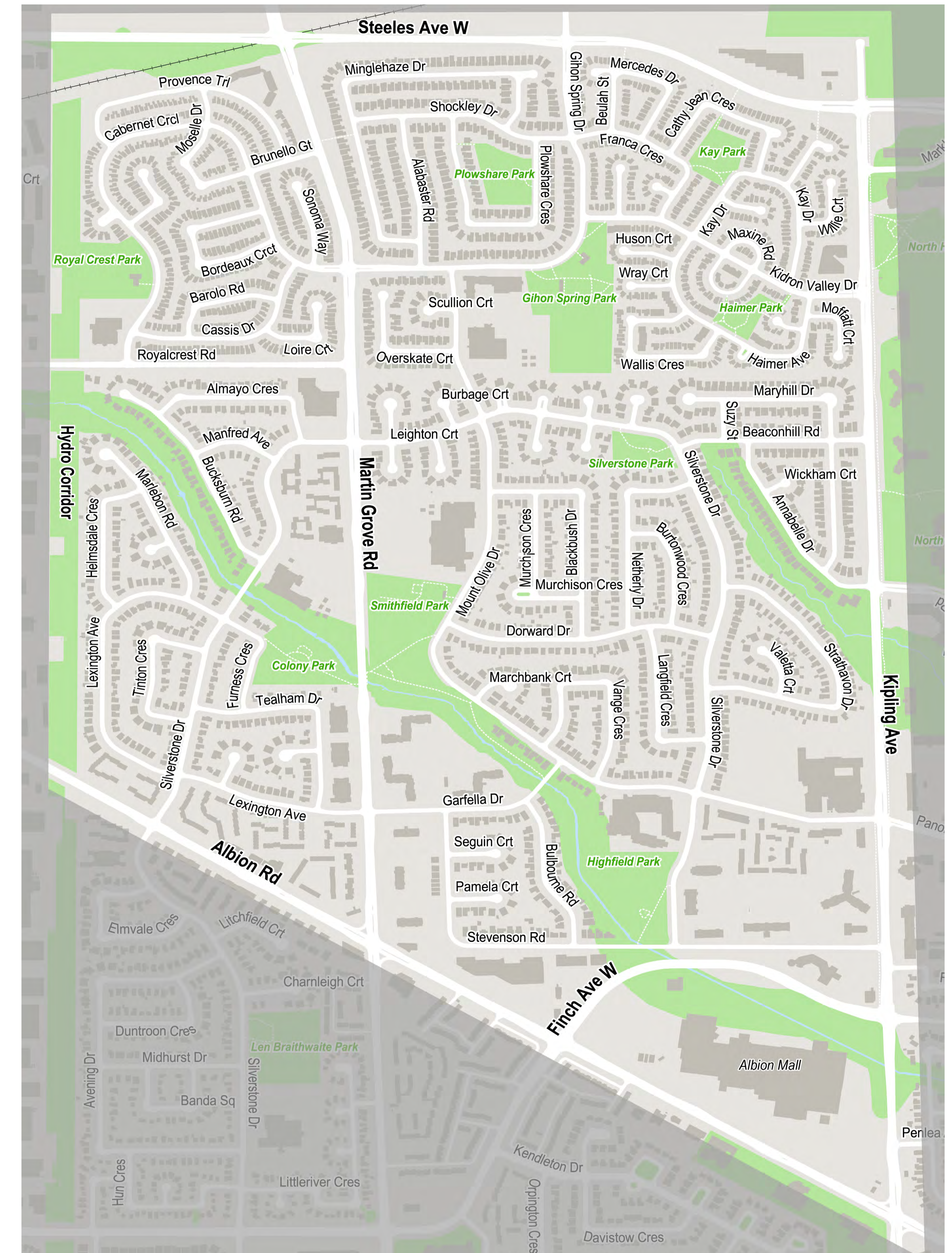


# Project Overview

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

The Mount Olive Streets Plan will investigate issues related to:

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 West, Kipling Avenue, Albion Road and Etobicoke Hydro Corridor

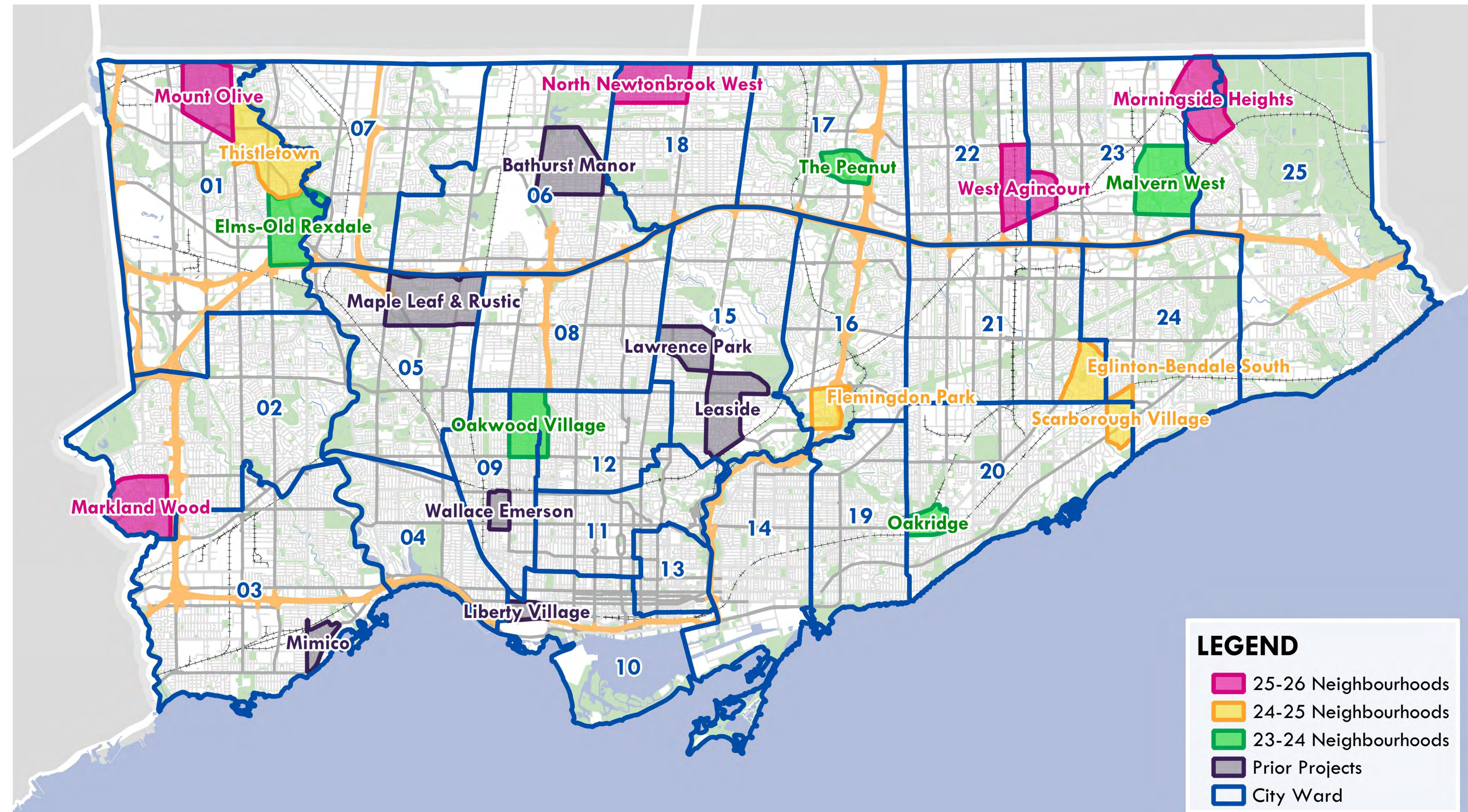
# About Neighbourhood Streets Plans

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](https://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

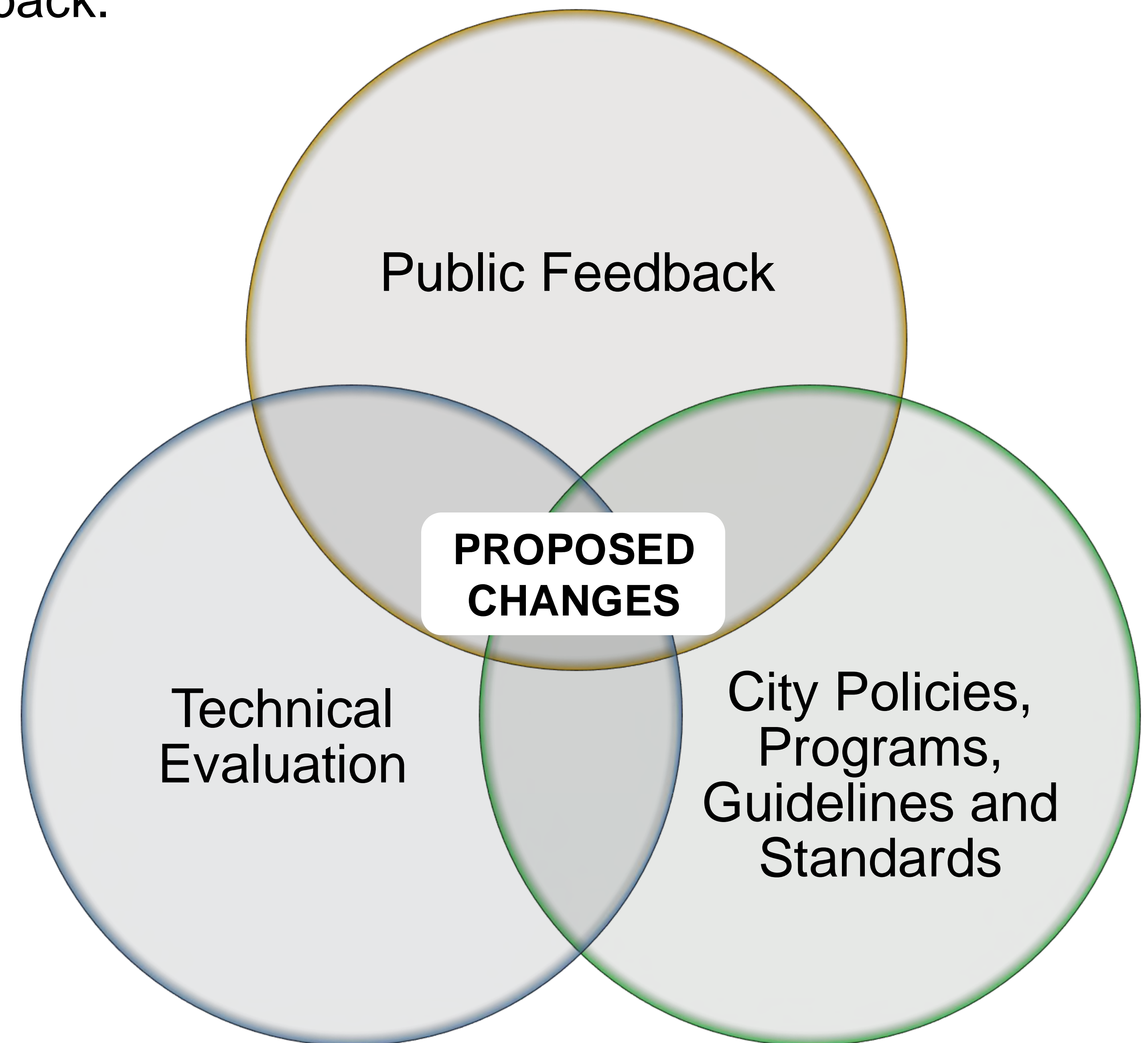
## City Policies and Programs:

- 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:

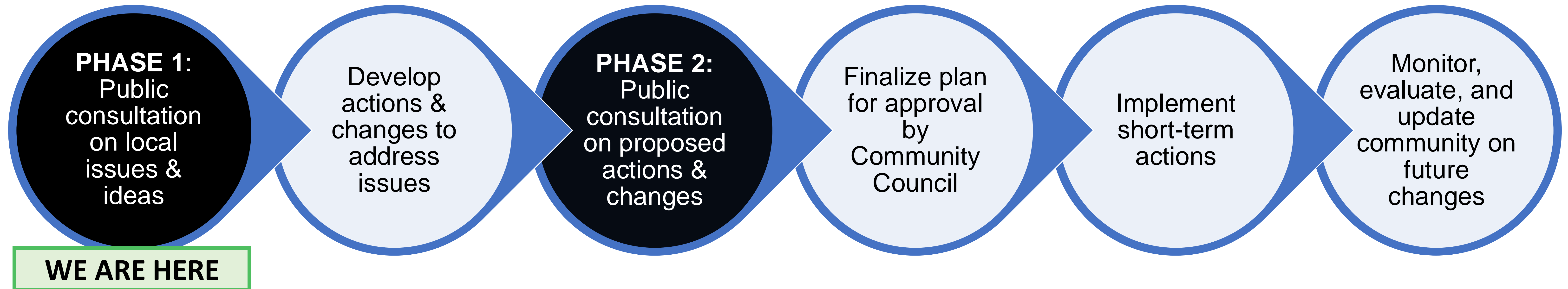
- Traffic data
- Collision history
- Site visits and observations

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 Mount Olive 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 Mount Olive, 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)

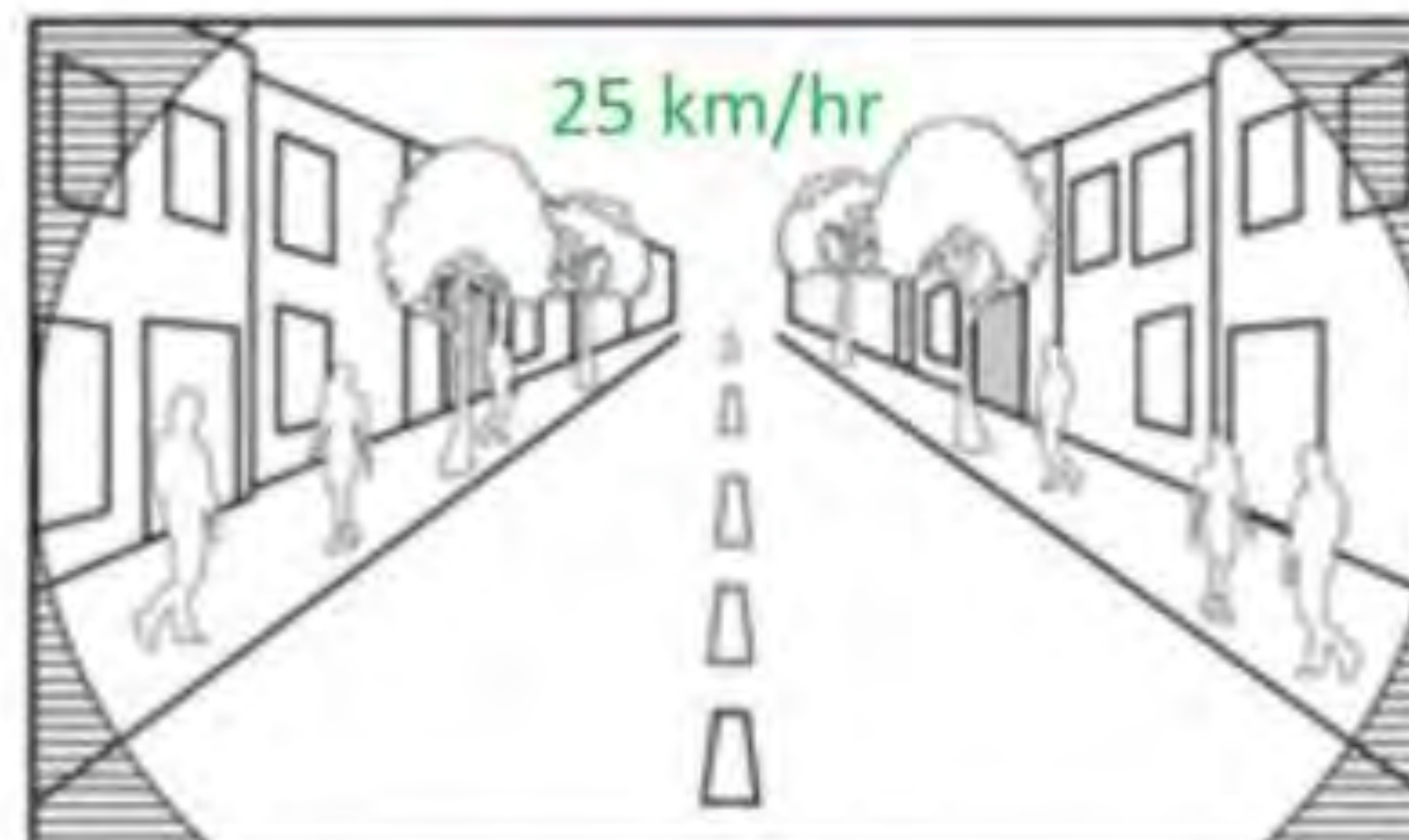
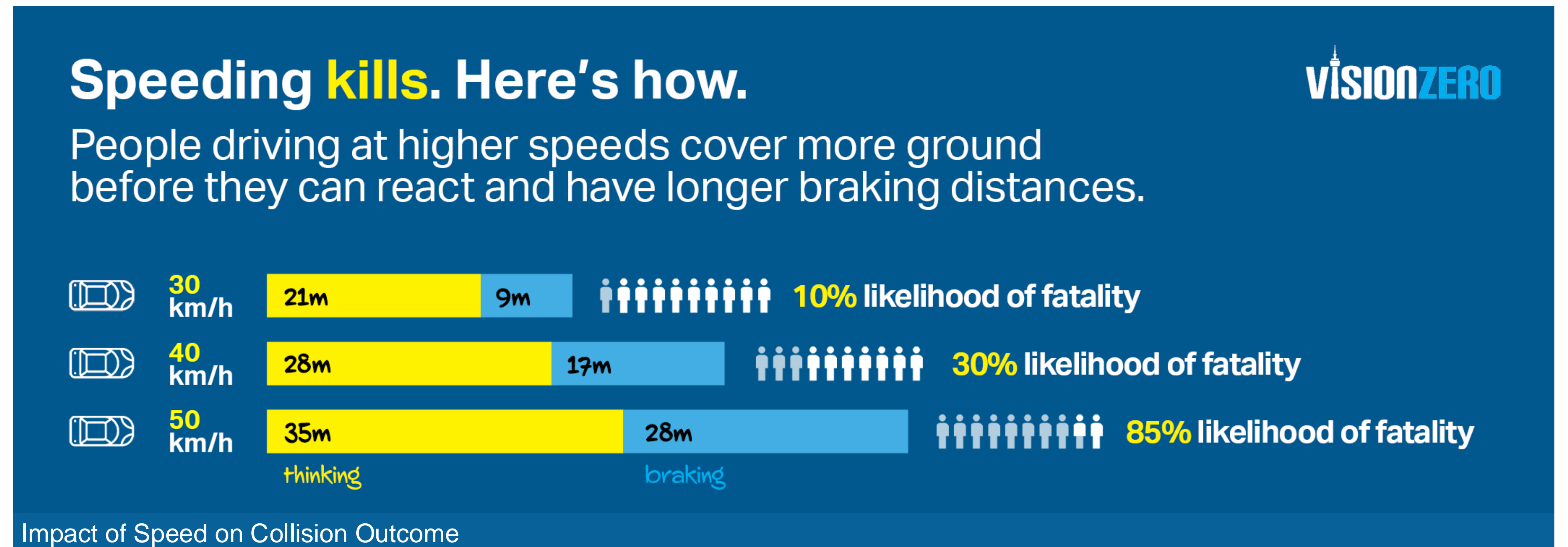
# Speed Management

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

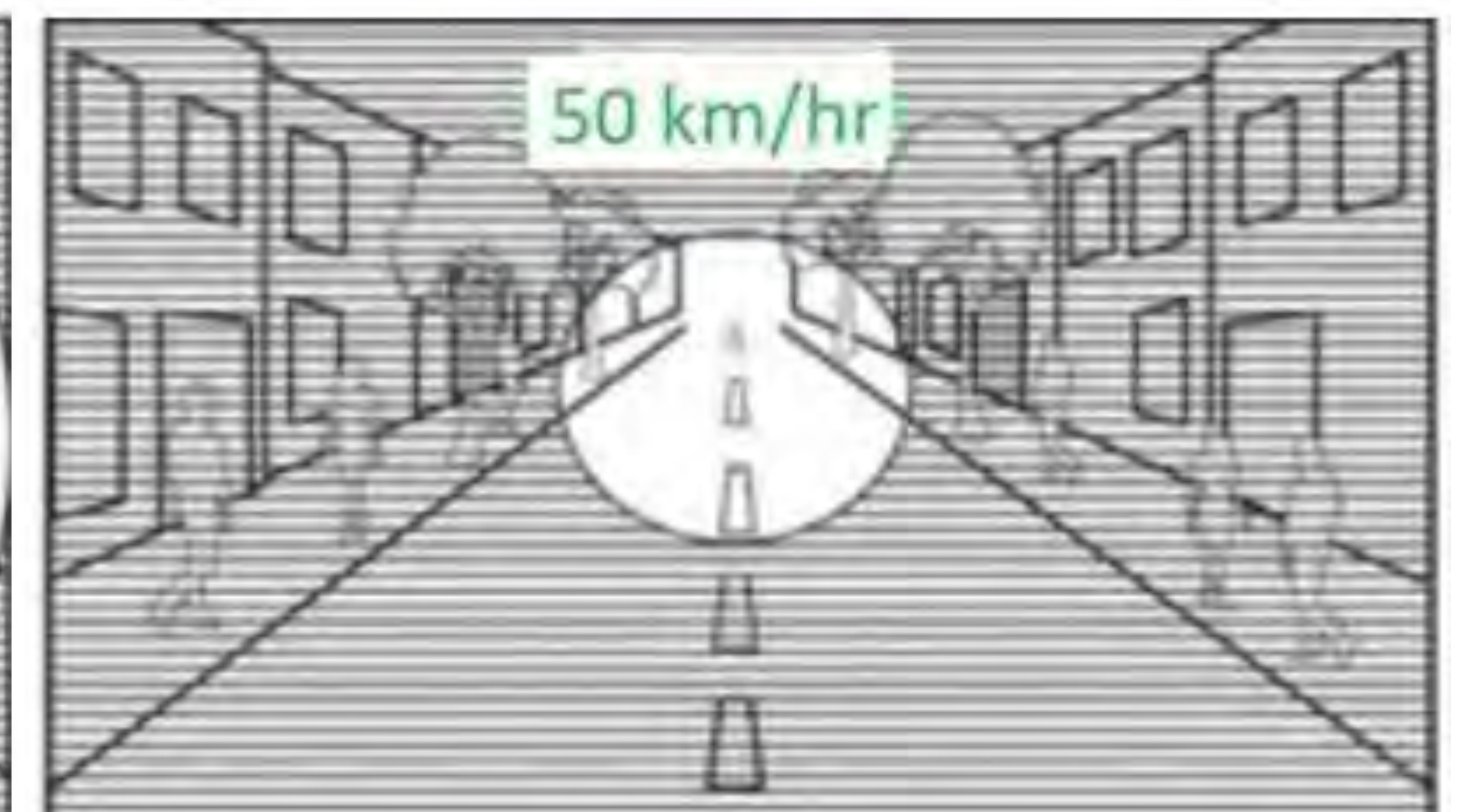
At slower speeds, people driving can see more going on around them. Higher speeds increase risk of serious injuries and fatalities by reducing driver reaction time, increasing vehicle stopping distance, and inflicting more severe blunt force trauma on victims.

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

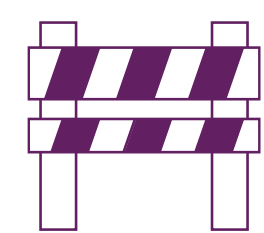
Image source: Transport Canada. Canadian Motor Vehicle Traffic Collision Statistics; 2022

# 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, such as construction projects for needed transit, housing, and utility infrastructure. Additionally, vehicle use remains high, exacerbated by the increasing number of ride hailing trips, 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.

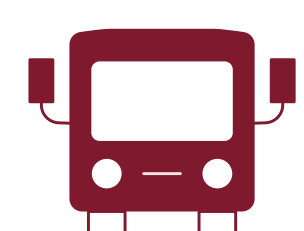
The Congestion Management Plan includes five key pillars:



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



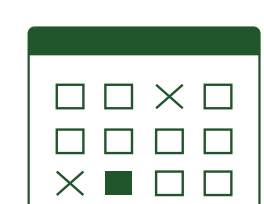
**2: Expand traffic management** by growing the Traffic Agent program and modernizing the operations centre



**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 corridors



**5: Shift how people travel** both for special events and daily commutes, with a goal of a more balanced modal split

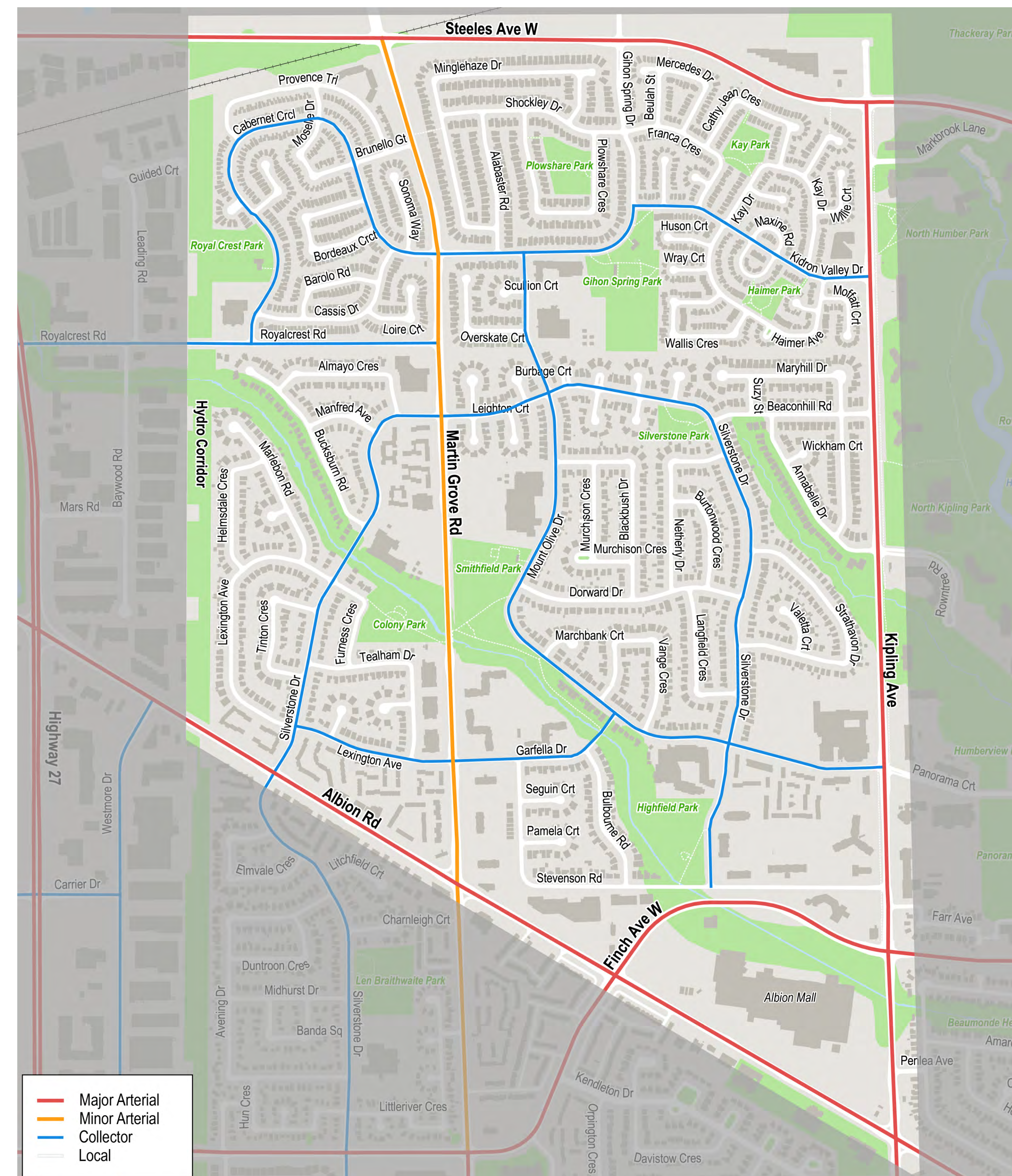
# Road Classification System

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



Arterial, Collector and Local Road Networks in the Mount Olive neighbourhood

# Transportation Options: Walking & Cycling

**The City is working to make walking and cycling safer and more inviting, which helps ease congestion, protects the environment, and promotes 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 offer 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.



# 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

Mount Olive Neighbourhood is home to a highly diverse population. Historically, the neighbourhood developed as a suburban residential area shaped by post-war growth and successive waves of immigration, contributing to its character and cultural diversity. The area features a mix of single-family detached homes (51%), townhomes (15%), and apartments (34%).

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

- Highfield Junior Public School, Smithfield Middle School & Community Centre, North Albion Collegiate Institute, John D. Parker Junior School, St. Angela Catholic School, Claireville Junior Public School, Monsignor Percy Johnson Catholic Secondary School
- Albion Mall, Martin Grove Mall
- Toronto Public Library, Albion Branch
- Highfield Park, Colony Park, Royal Crest Park, Silverstone Park, Plowshare Park
- Albion Neighbourhood Services (ACCESS)
- Toronto Grand Convention Centre



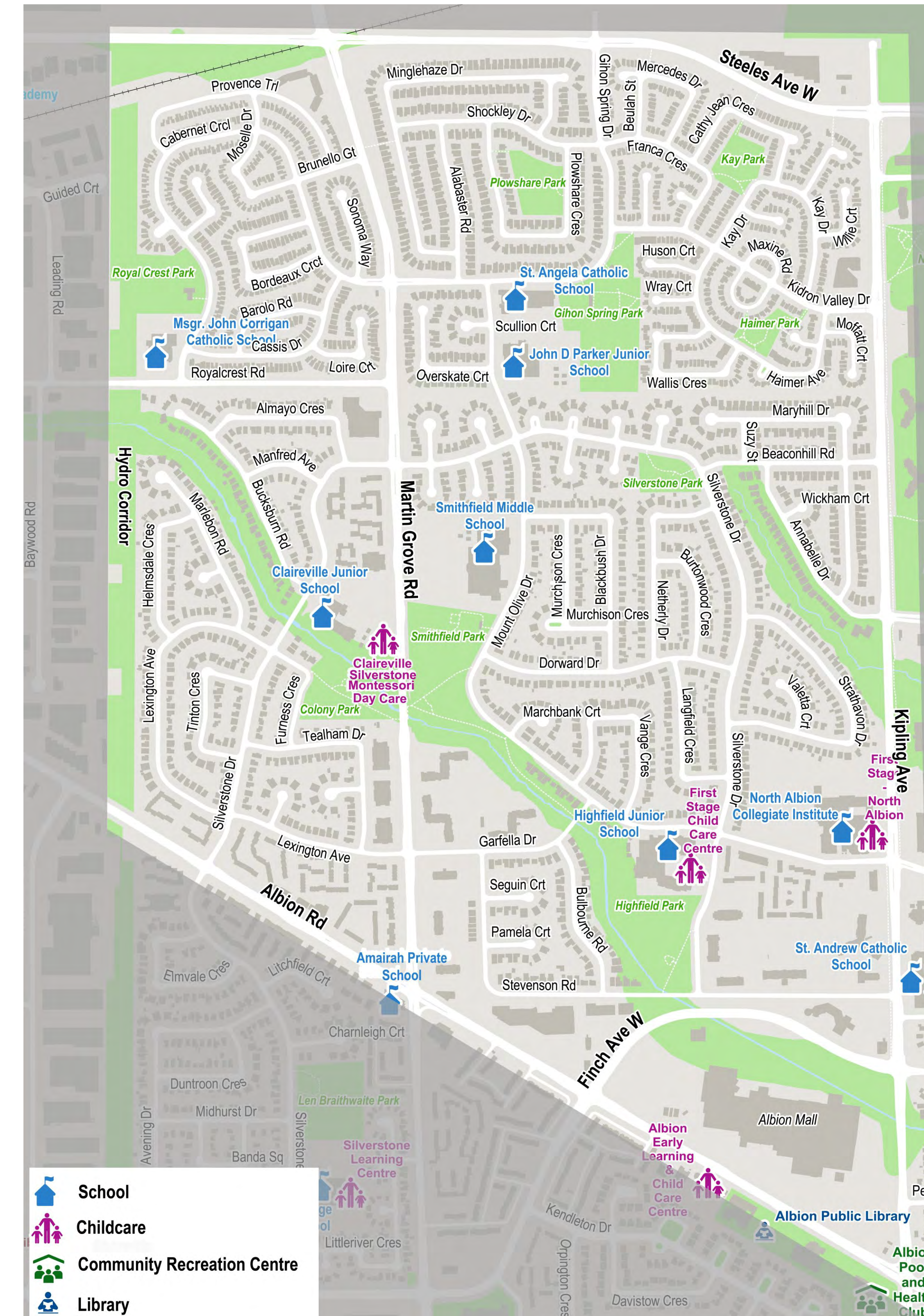
A School Crossing Guard near Highfield Junior Public School



Students Walking to Smithfield Middle School



Martin Grove Mall



Institutions in the Mount Olive neighbourhood

# Community Mobility

People travel to, from, and within Mount Olive in a variety of ways.

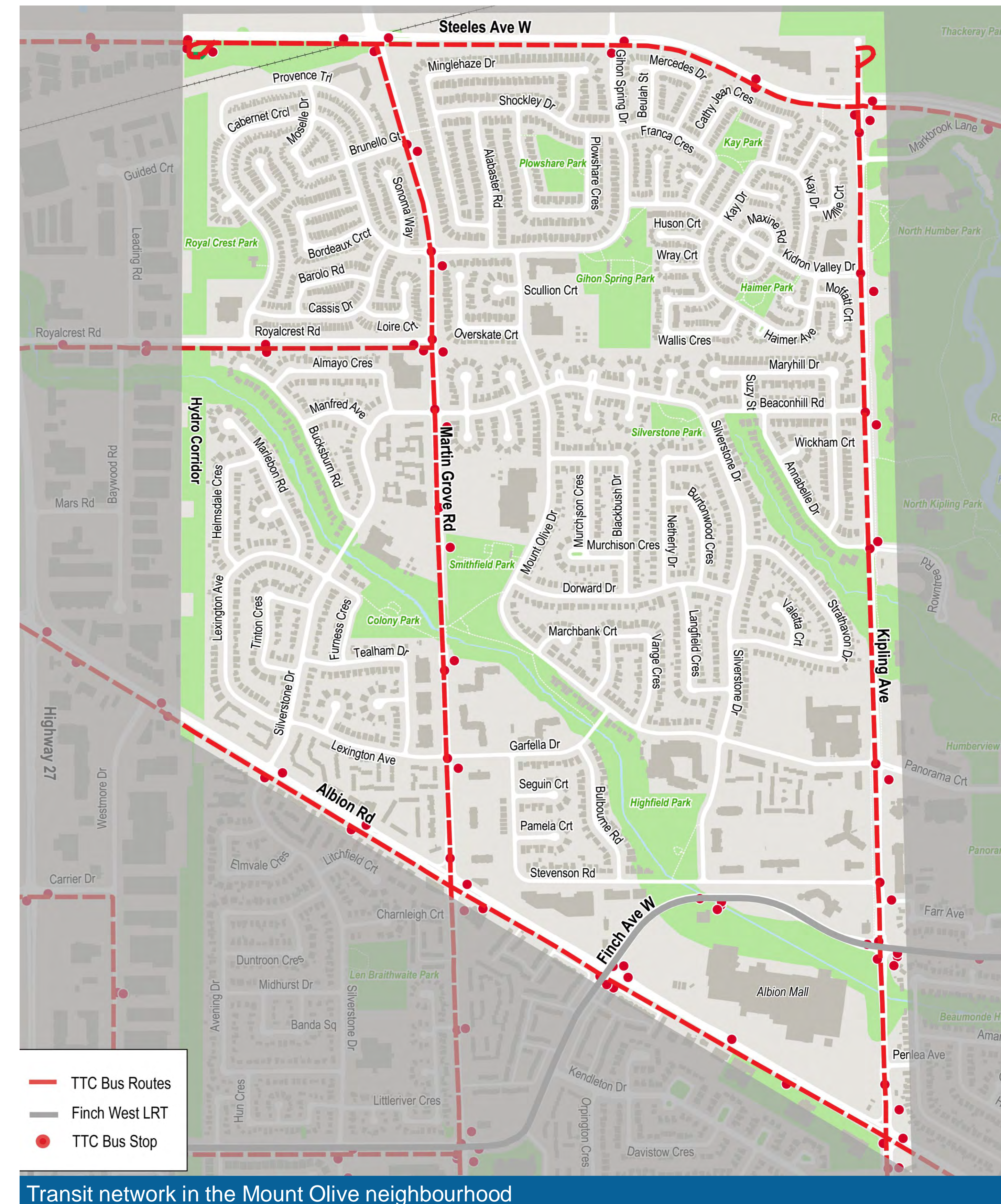
## Travel choices:

- 65% of trips are taken by car: 45% as a driver and 20% as a passenger.
- 19% of trips are made by walking
- 16% of trips are made by transit
- About 77% trips under 1 km are walked; the majority of trips between 1 and 2 km are made by car (59%).

**Public transit service** in the area is provided by multiple bus routes, including 46 Martin Grove, 73 Royal York, 60 Steeles West, 27 Highway 27 Express and Finch Line 6 LRT.

## Vehicle ownership:

- 10% of households do not own a car
- 50% of households own one car
- 40% of households own more than one car



Transit network in the Mount Olive neighbourhood

# Active Transportation Options

In Mount Olive, 10% of households do not own a car and 45% of trips under 5 kilometres are made by walking, biking, and transit.

## Sidewalks & Trails

- Mount Olive has well connected sidewalk network with all the streets meeting city's minimum standard
- Sidewalk width on local road and collector roads vary between 1.5 meters to 2.1 meters

## Bikeways

There are existing bikeways on Kipling Avenue between Steeles Avenue West and Mount Olive Drive

Cycling routes have been identified for implementation along:

- Kipling Avenue between Albion Road to Mount Olive Drive as part of Cycling Network Plan's 2025-2027 Near-Term Implementation Program



# Road Safety

## Speeding

Speed limits in Mount Olive are generally **30 km/h** on Local Roads, **40 km/h** on all Collector Roads, **50 km/h** on Arterial Roads (i.e. Albion Road, Martin Grove Road and Kipling Avenue) and **60 km/h** on Steeles Avenue West.

Traffic data from the past five years shows speeds reaching up to 14.2 km/h over the speed limit.

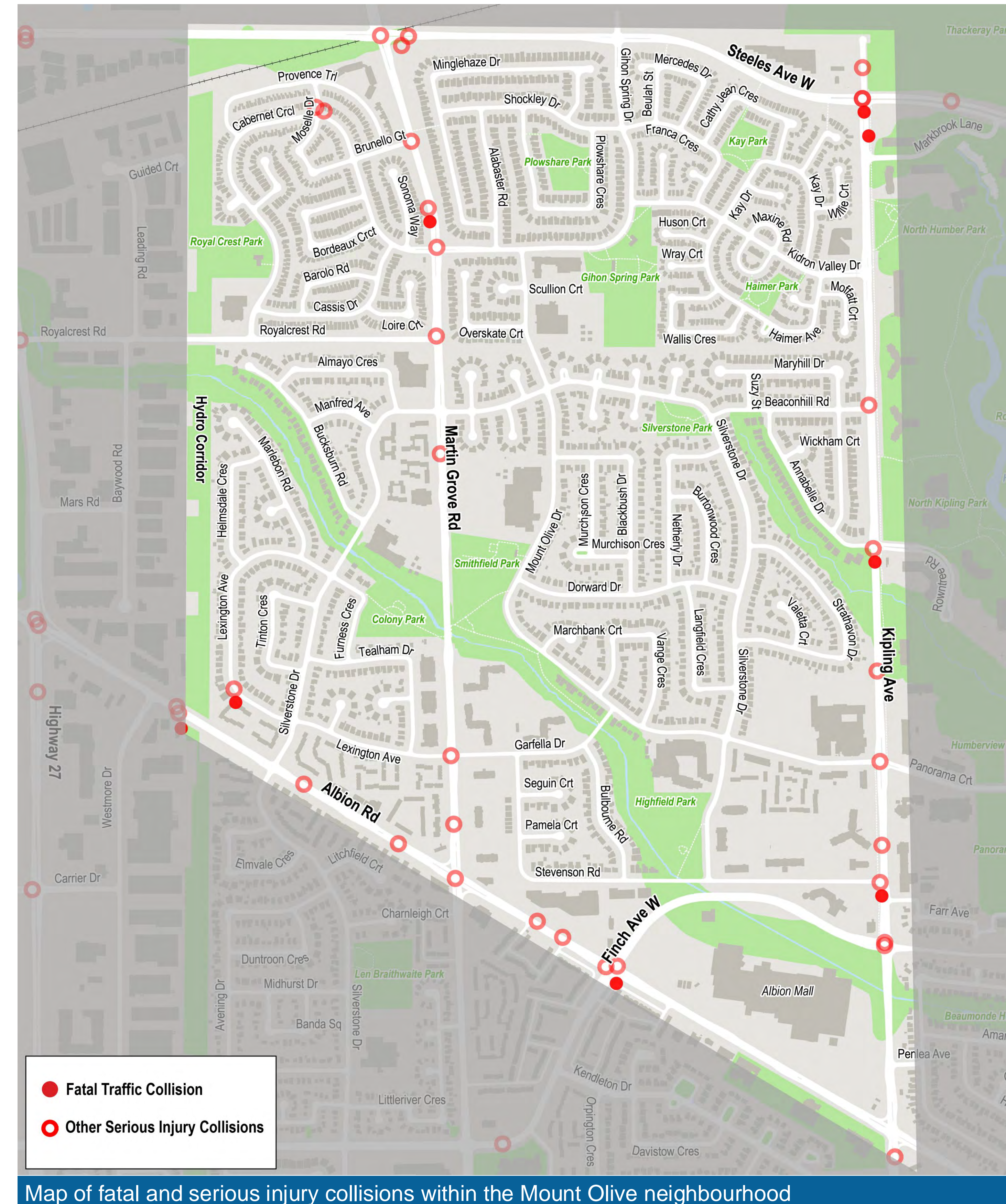
## Collision History

Over the last 10 years, a total of 3326 collisions have been reported within the study area including:

- 92 involving a vulnerable road user:
  - 59 collisions involving a pedestrian (1 fatality)
  - 33 collisions involving a person cycling (no fatality)
- 26 resulting in death or serious injury:
  - 9 involved an older adult aged 65 years or more (one fatality)
  - 1 involved a school-aged child (serious injury)
  - 16 collisions involved people in other age groups (4 fatalities)

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

- A driver and TTC bus striking a motorcyclist at the intersection of Kipling Avenue and Steeles Avenue West in June 2025
- A driver striking a concrete object at the intersection of Albion Road and Finch Avenue in April 2023
- A driver striking a hydro pole at the intersection of Martin Grove and Gihon Spring December 2020
- A driver lost control striking a tree on Lexington Avenue north of Silverston Drive in January 2019
- A driver striking a pedestrian at the intersection of Kipling Avenue Annabelle Drive November 2018



Map of fatal and serious injury collisions within the Mount Olive 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 Mount Olive, improvements have been made as part of City programs and in response to concerns raised by community members, such as:

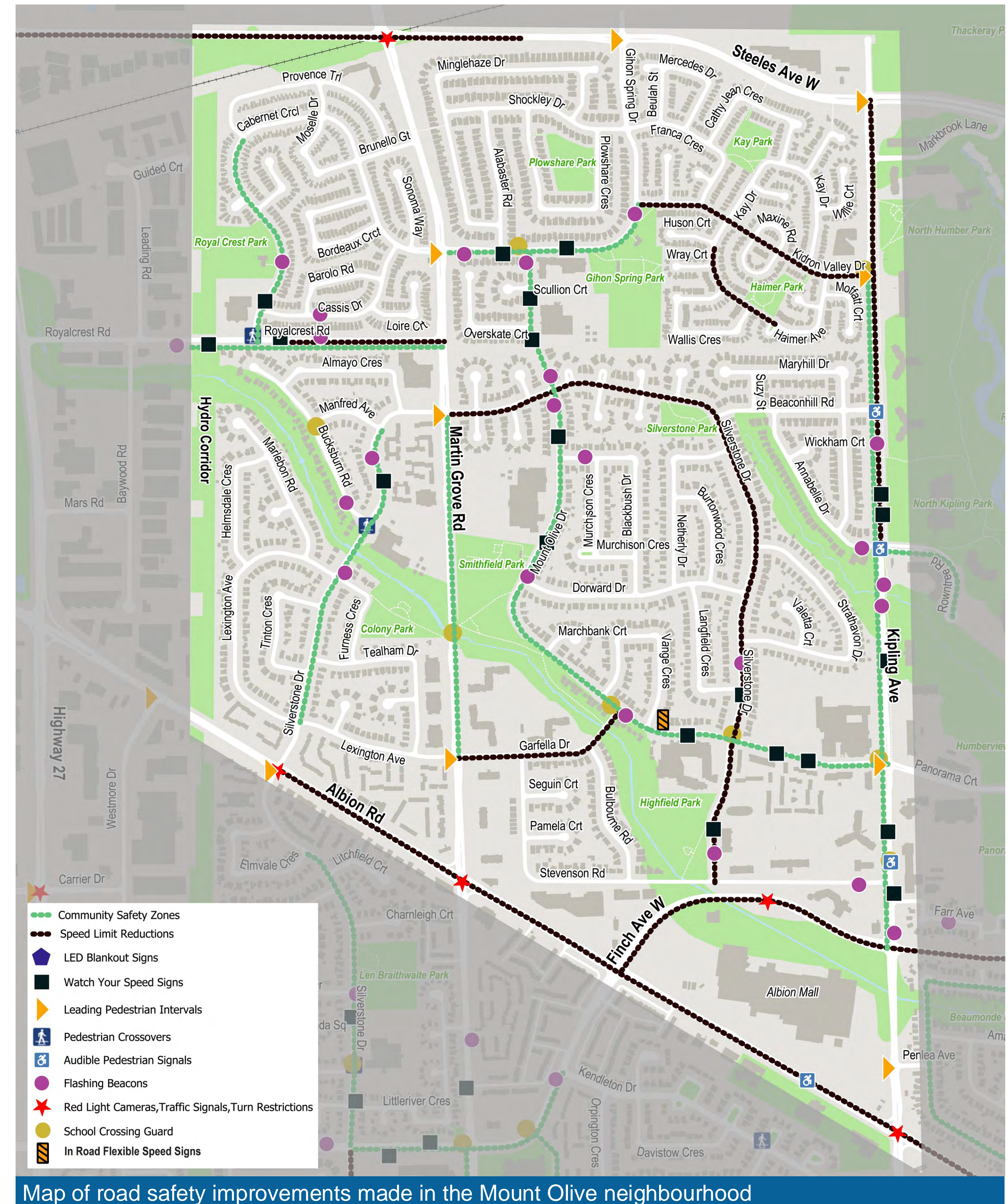
- Speed limits on local roads are now 30 km/h
- School Safety Zones have been designated and signed at the frontages of all schools
- In-road Flexible Speed Signs were installed to encourage compliance with posted speed limit



In Road Flex Post on Silverstone Drive



School Safety Zone at Smithfield Middle School



Map of road safety improvements made in the Mount Olive neighbourhood

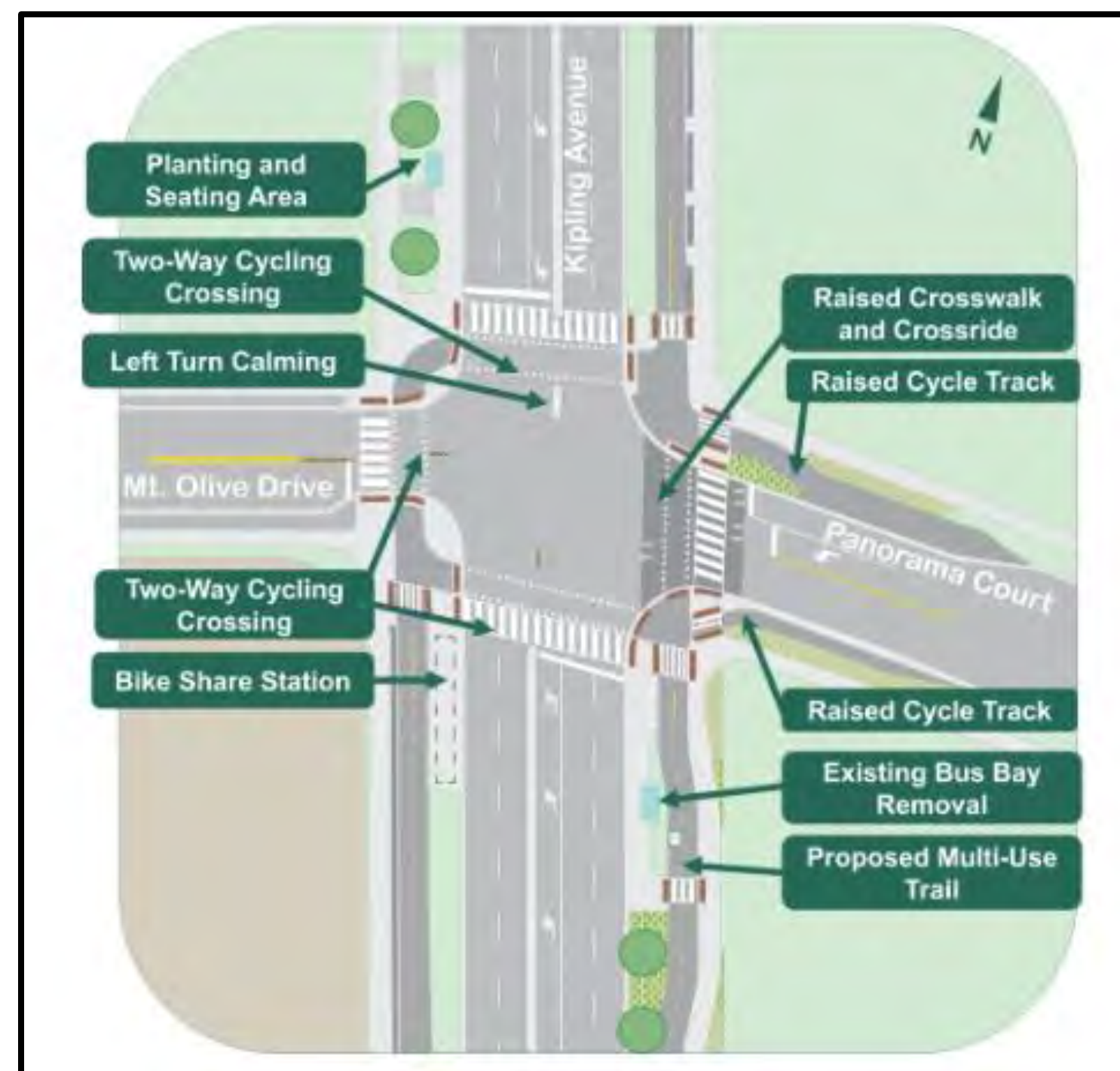
Please note that there may be additional road safety features that are not shown on this map of Vision Zero program accomplishments.

# Related & Nearby Projects

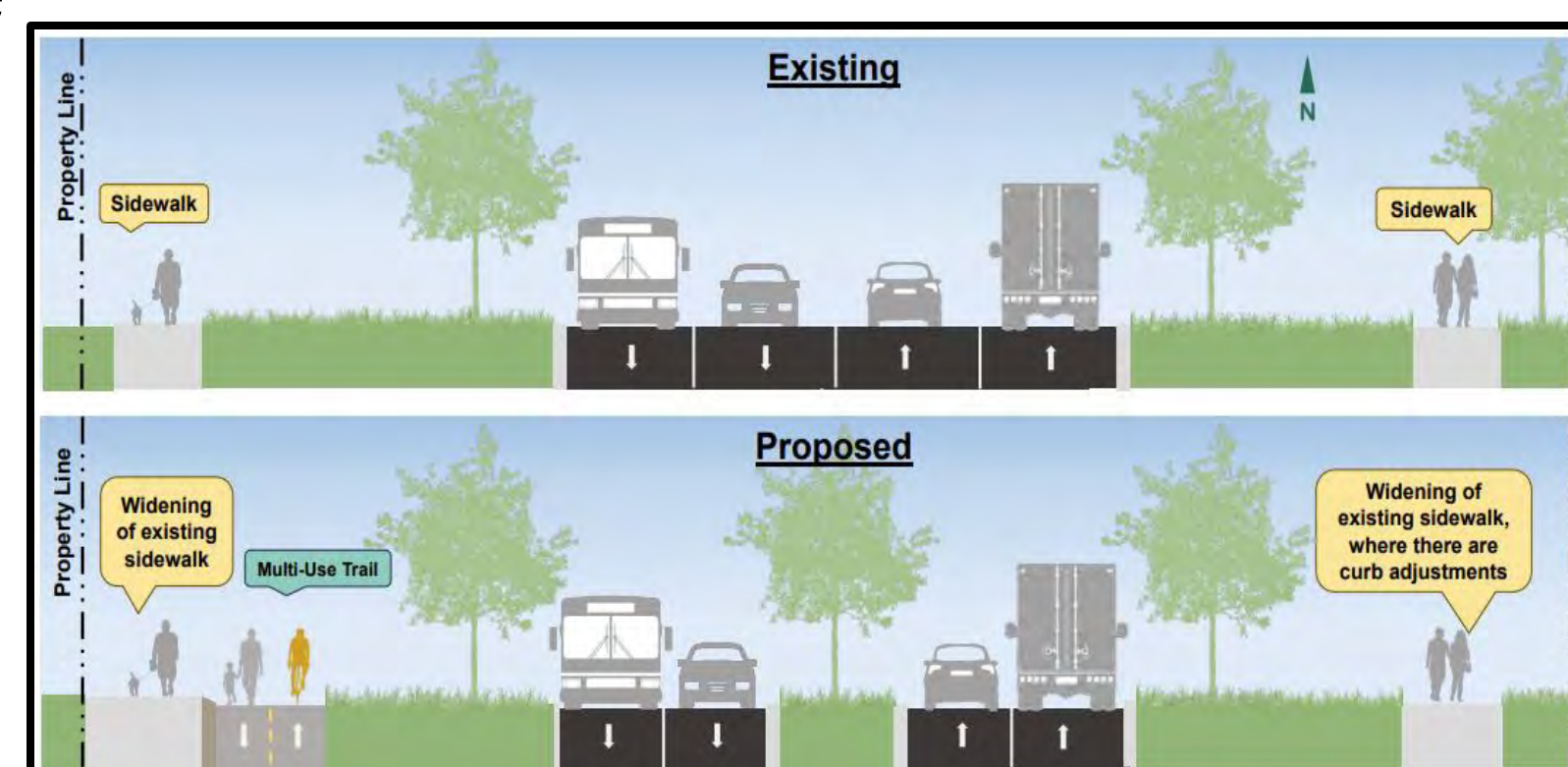
The project team is coordinating with relevant nearby city building projects that can affect travel patterns.

## Kipling Avenue Roadway Improvements

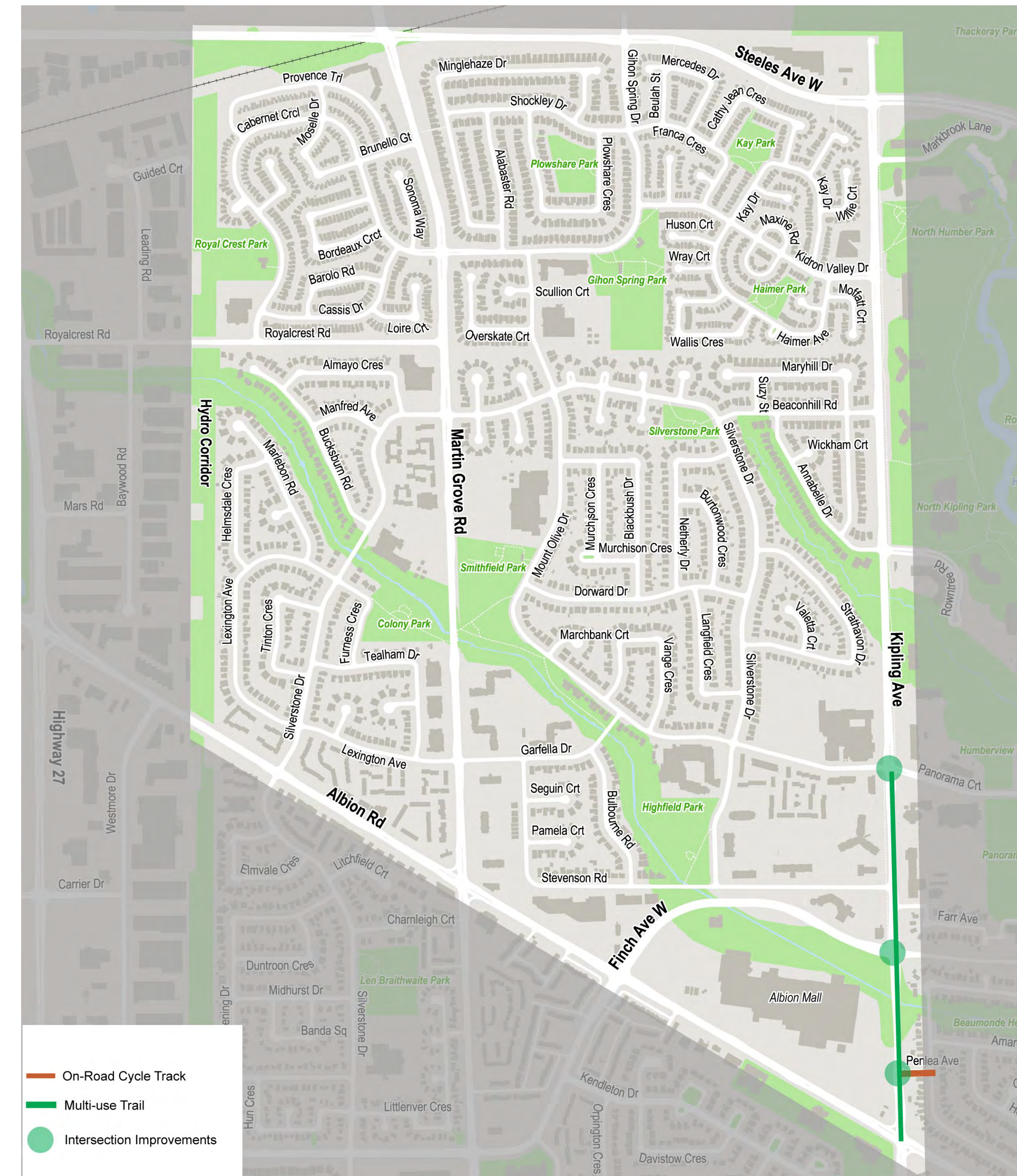
- Installation of a multi-use trail on Kipling Avenue from Mount Olive Drive to Albion Road
- Installation of on-road cycle tracks on Penlea Avenue from Taysham Crescent to Kipling Avenue
- Intersection improvement at:
  - Kipling Avenue and Mount Olive Drive at Panorama Court
  - Kipling Avenue and Finch Avenue West
  - Kipling Avenue and Penlea Avenue



Proposed changes at Kipling Avenue, Mount Olive Drive and Panorama Court intersection



Proposed changes along Kipling Avenue between Finch Avenue West and Albion Road



Related Projects in the Mount Olive 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



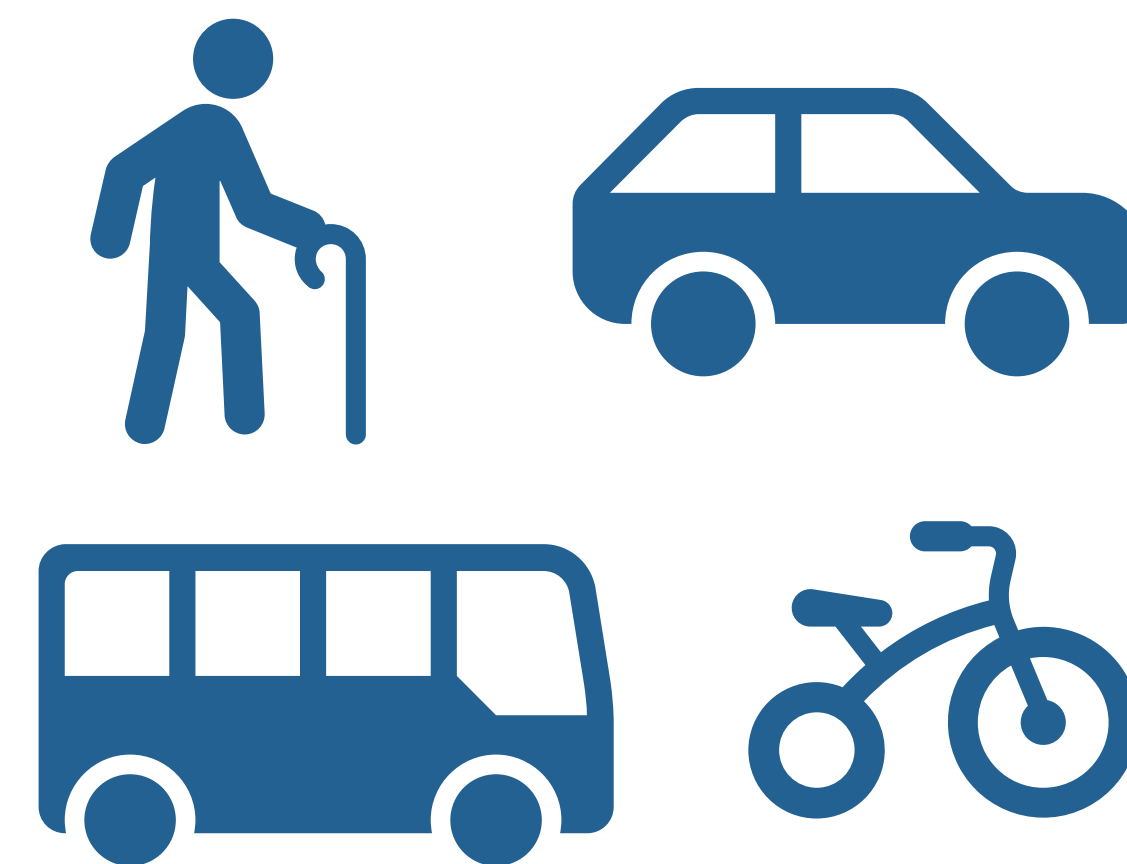
## Vehicle Speed

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

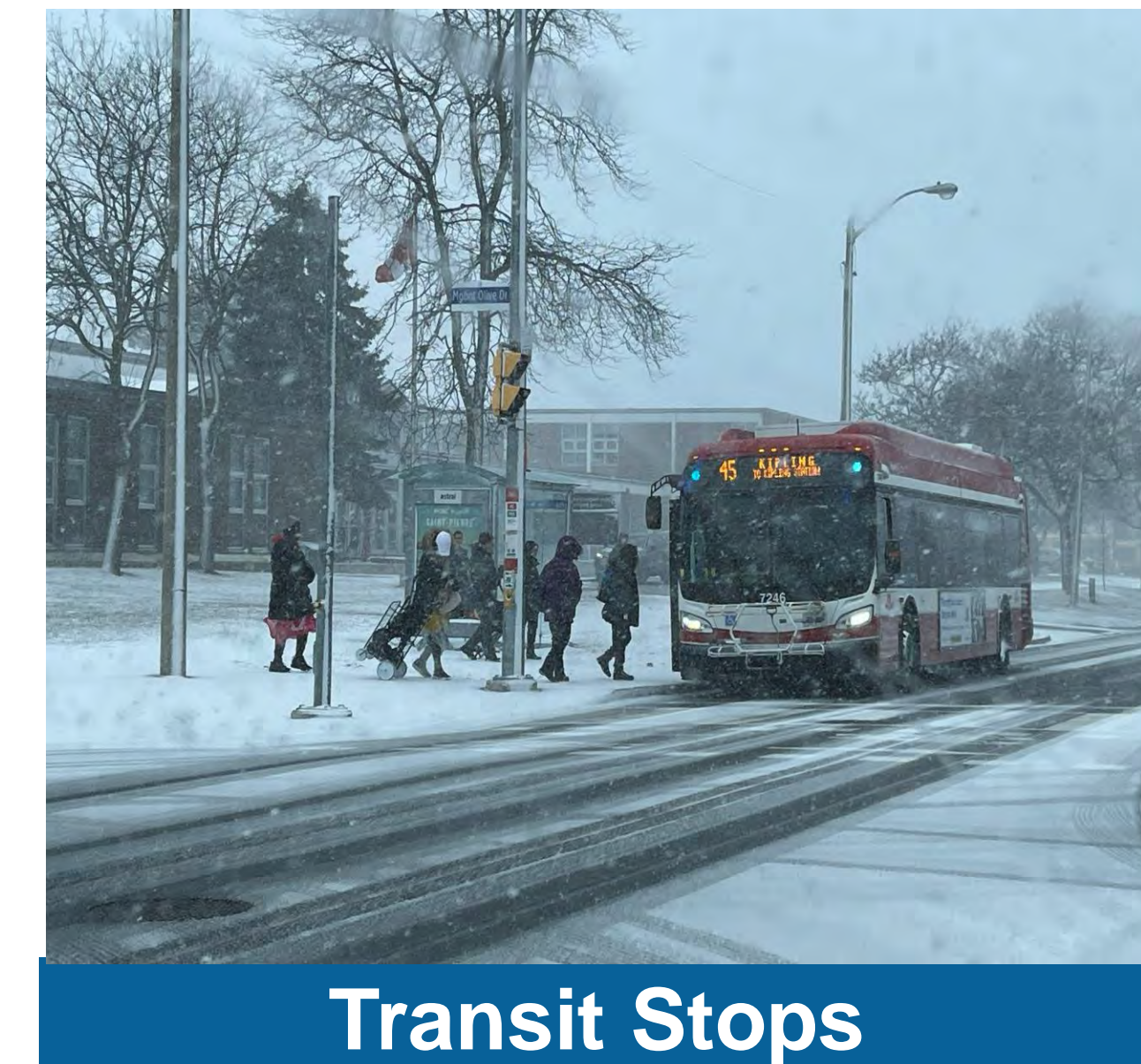


# Possible Changes: Transportation Options

**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



# 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
- **Working with the Toronto Parking Authority's Green P paid parking** program to determine where non-local parking should be regulated and charged a fee



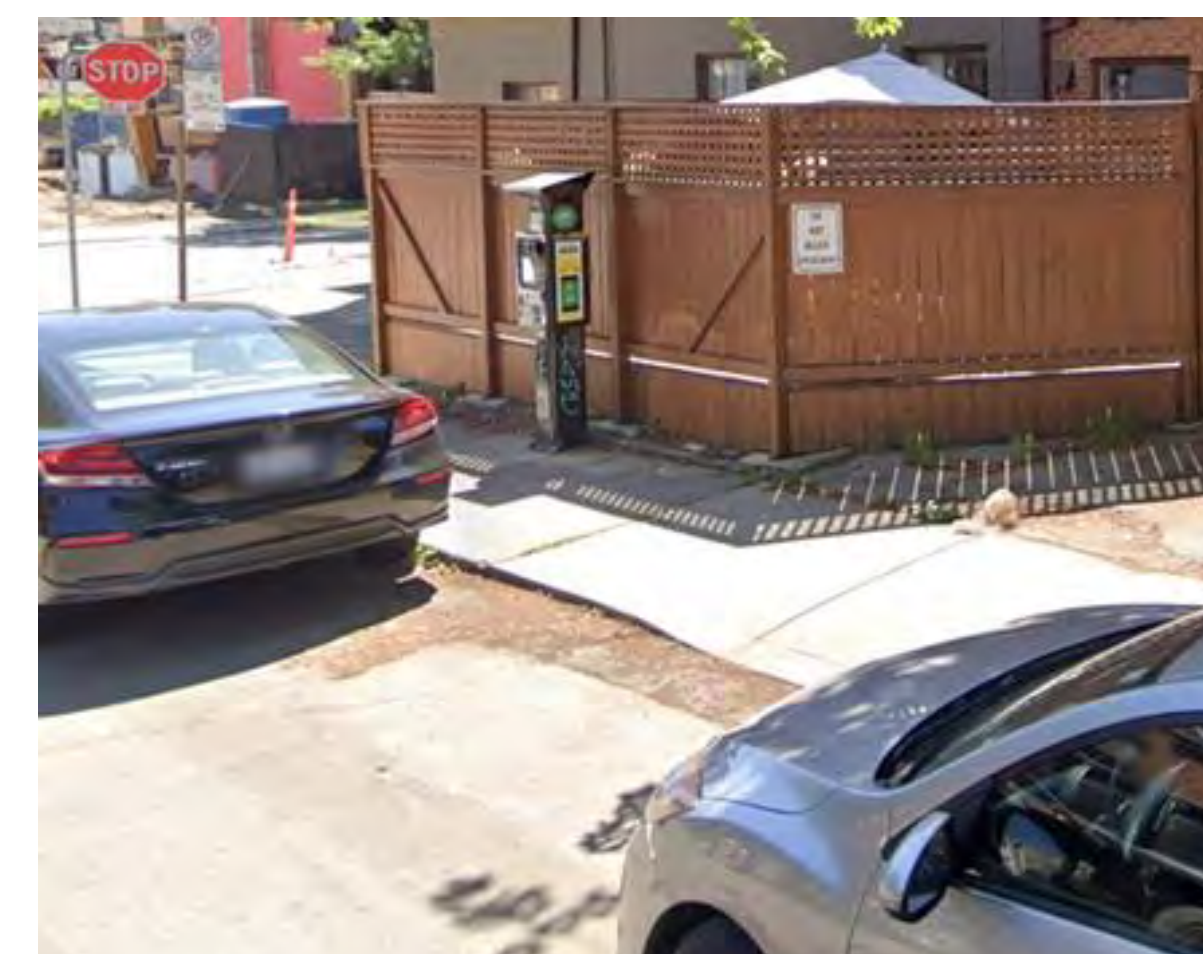
On-street Parking Permit Areas



Loading Zones



Parking Signage



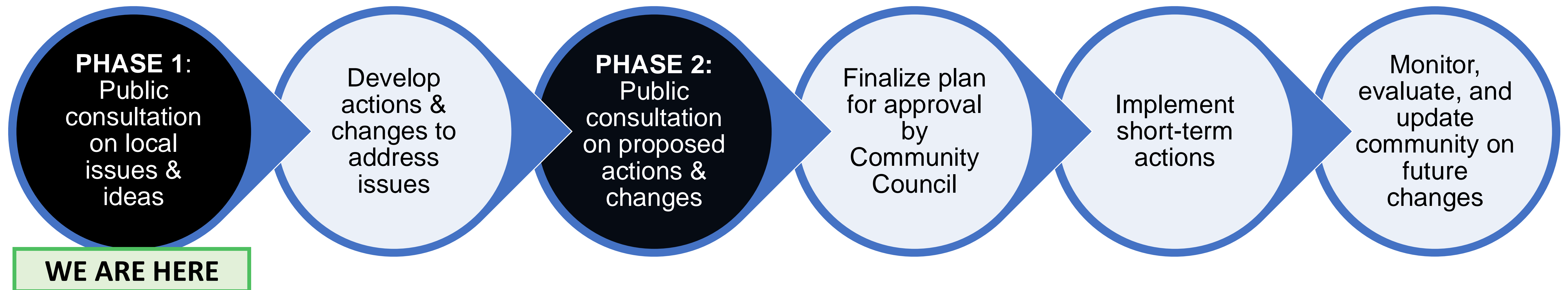
Green P Paid Parking



Intersection Set-backs

# What Comes Next

The Mount Olive Streets Plan will return to the community with proposed actions and changes in early 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 webpage.

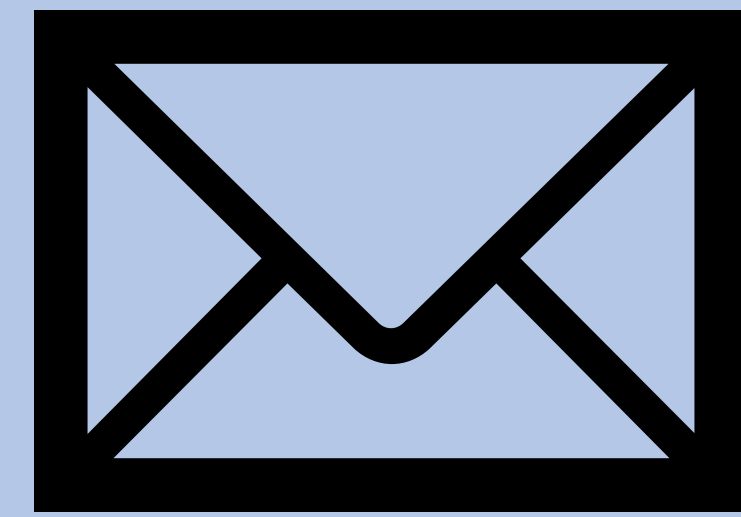
After Phase 1, the project team will review feedback received, collect and analyze traffic data, complete site visits in the area, review policies, and coordinate with other City staff to develop proposed actions & changes.

## 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:**

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[toronto.ca/MountOliveStreets](https://toronto.ca/MountOliveStreets)

## **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**
- File a police report or request enforcement regarding parking or driving complaints, or a local neighbourhood traffic issue or concern. **Toronto Police Services 23 Division**  
416-808-2300