West Agincourt Streets Plan

Public Drop-In Event

June 24, 2026

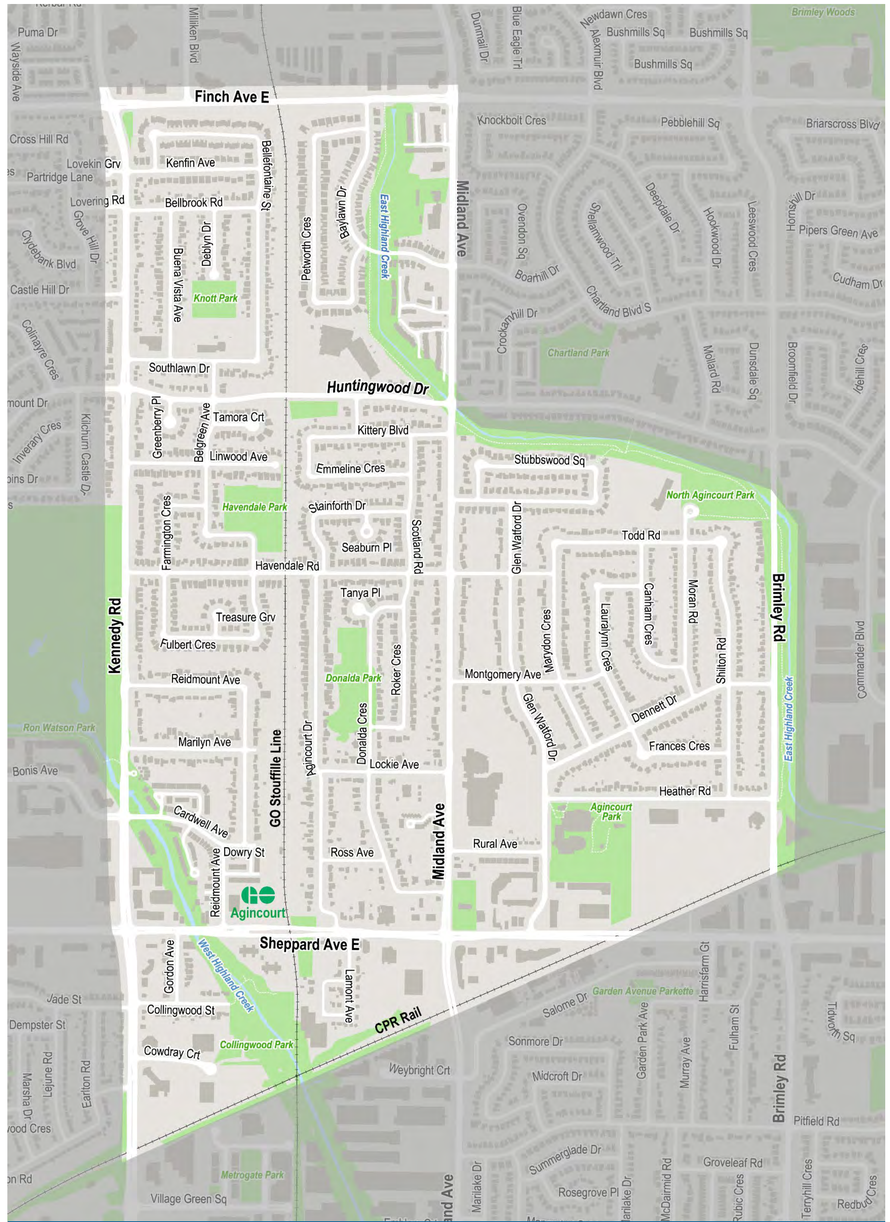
TORONTO

Project Overview

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

The West Agincourt 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 Finch Avenue (north), Midland Avenue, the East Highland Creek, and Brimley Road (east), the CPR rail corridor (south), and Kennedy Road (west).

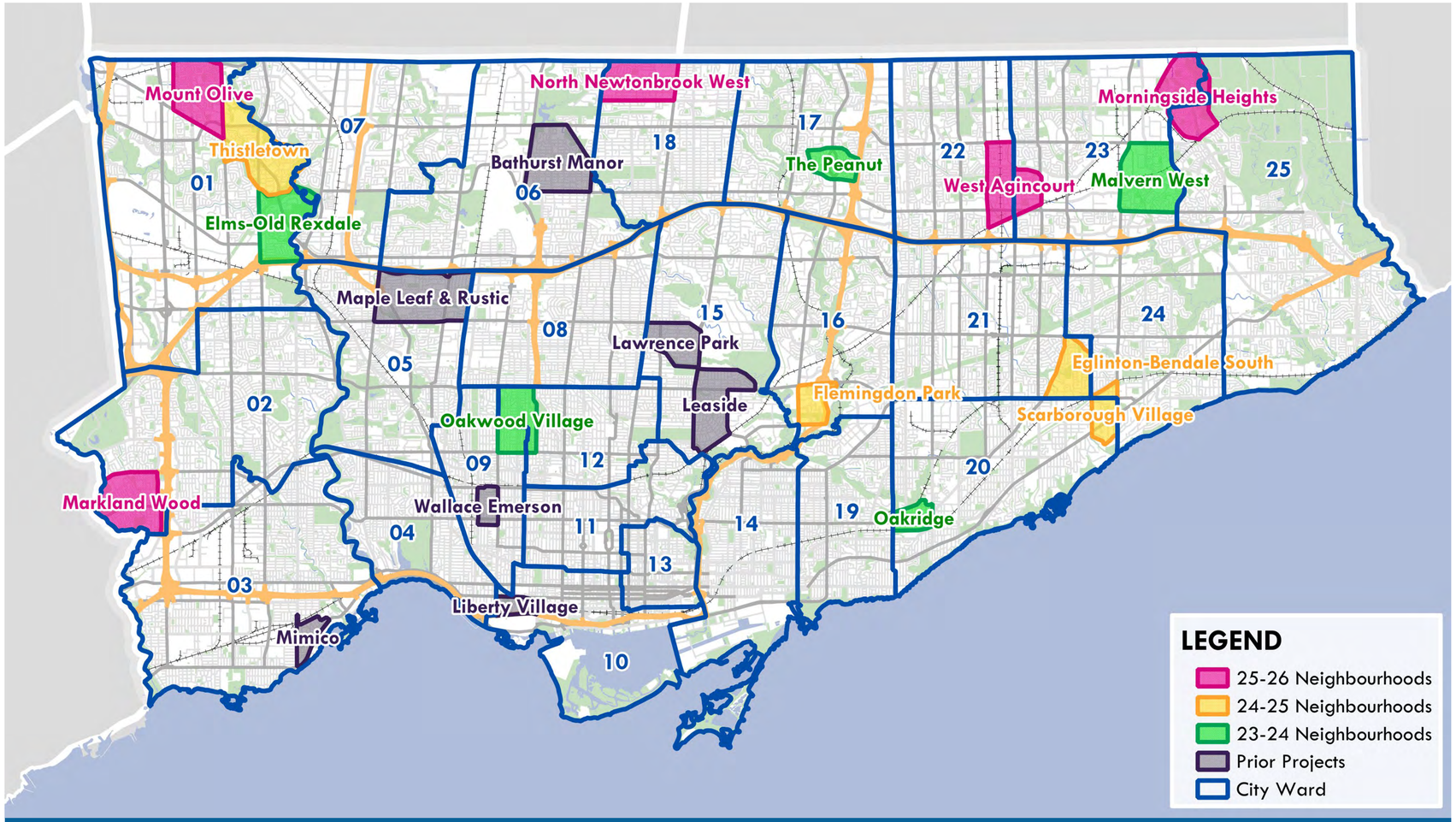
About Neighbourhood Streets Plans

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.

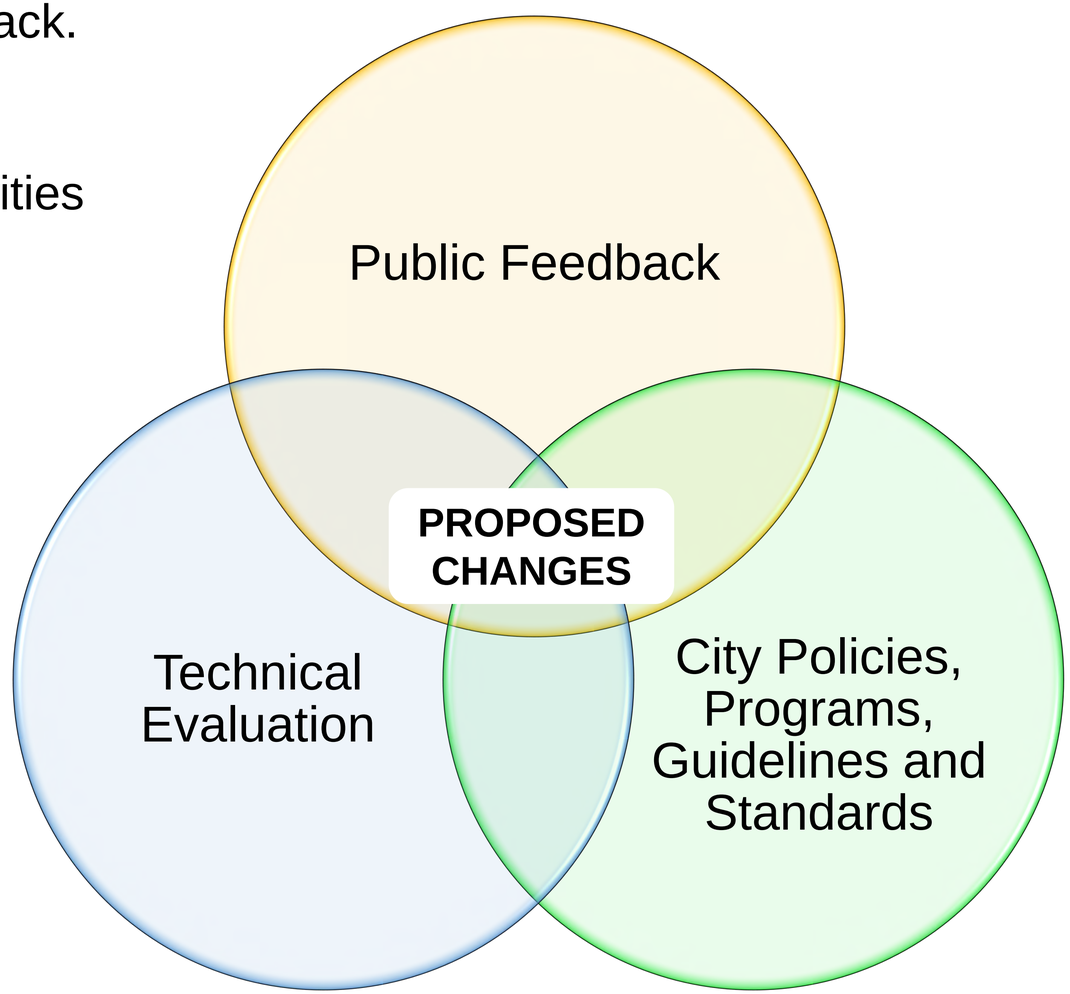
Developing The Plan

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

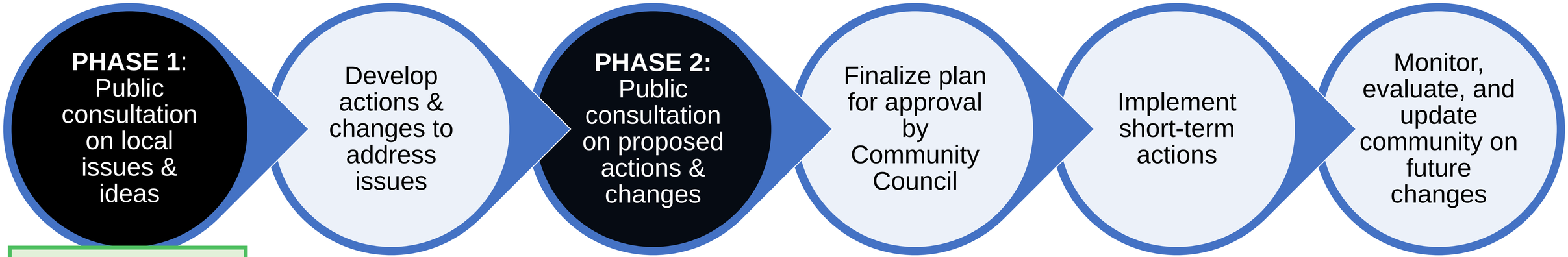
Technical Evaluation:
- Traffic data
- Collision history
- Site visits and observations



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 West Agincourt 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 West Agincourt, 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

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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

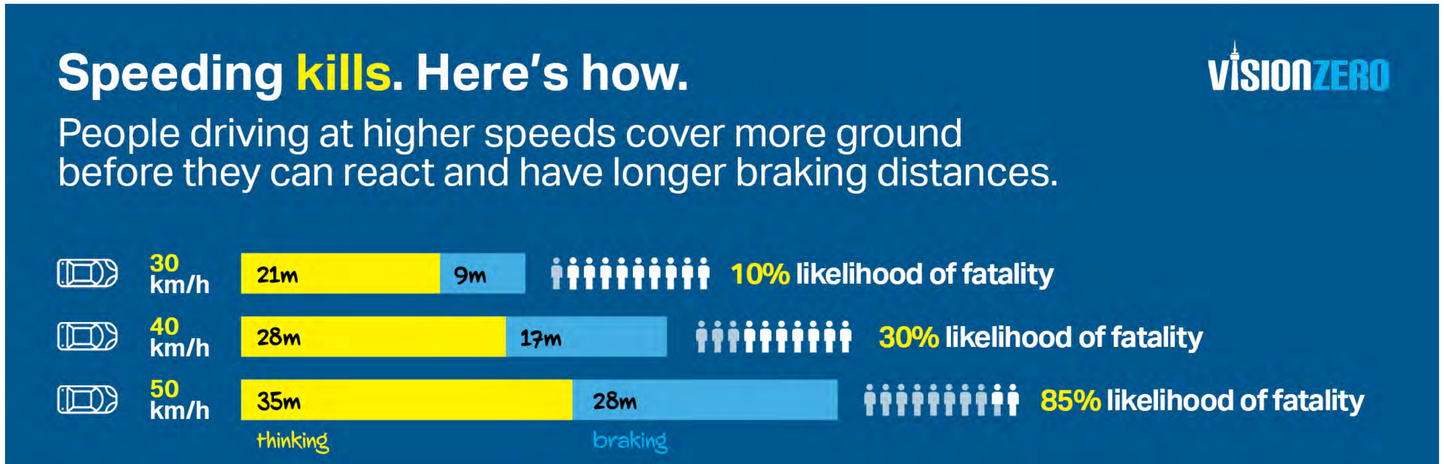
Speed Management

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.

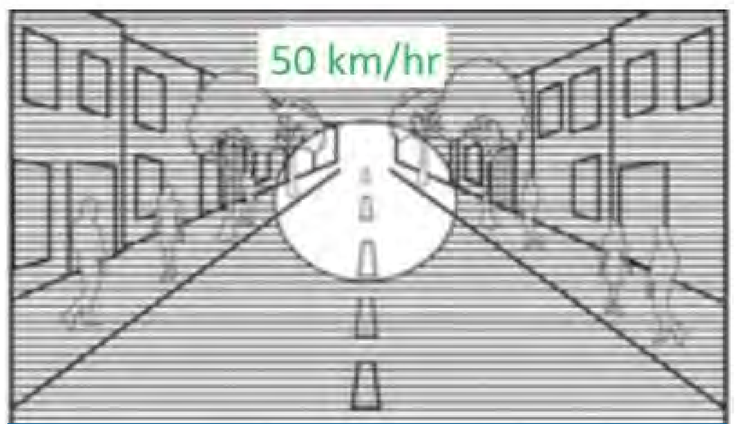
The likelihood of a vulnerable road user fatality in the event of a collision with a vehicle increases from 10% when the vehicle is travelling at 30 km/h to 85% when the vehicle is travelling at 50 km/h.

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



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

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Learn more: toronto.ca/congestion

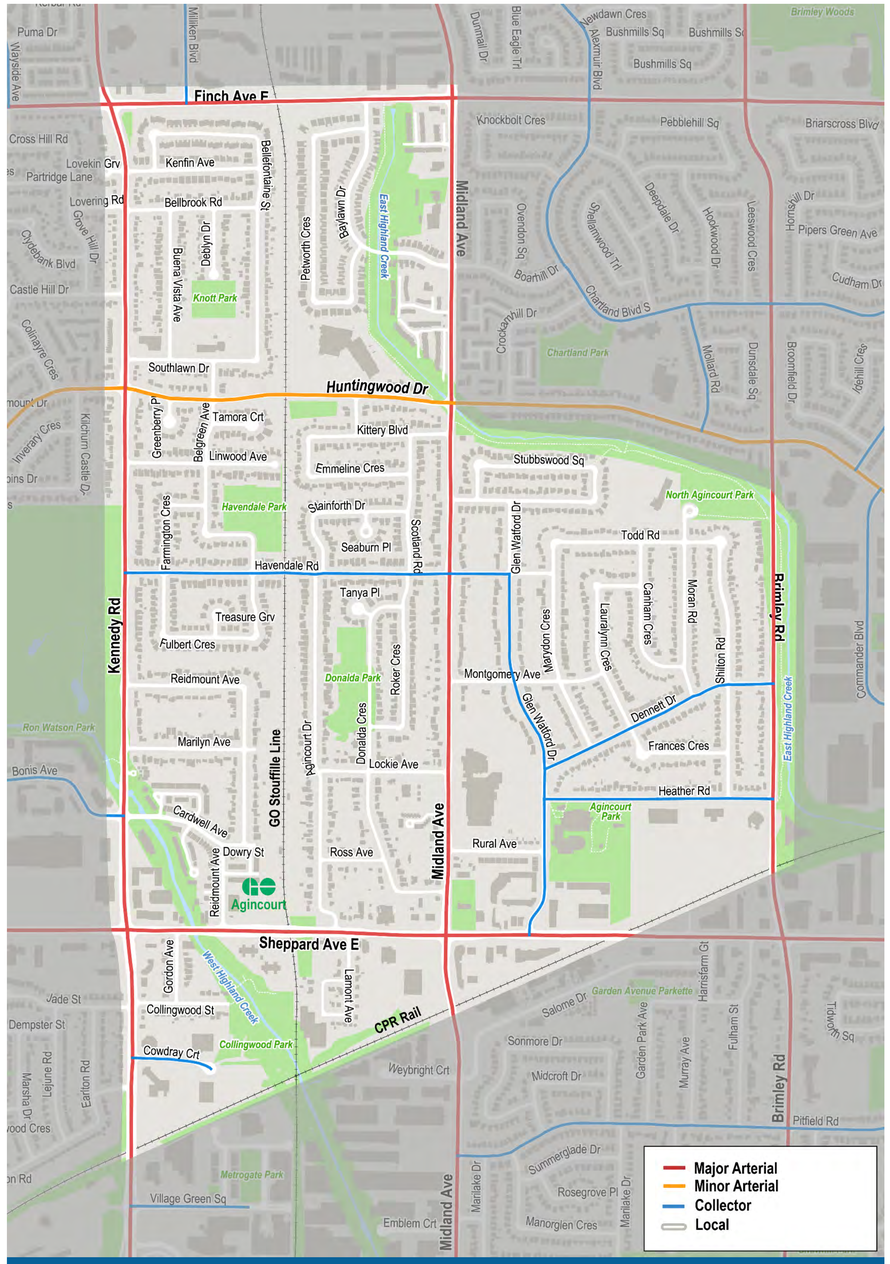
Road Classification System

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



Map of Road Classification System in West Agincourt

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 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.

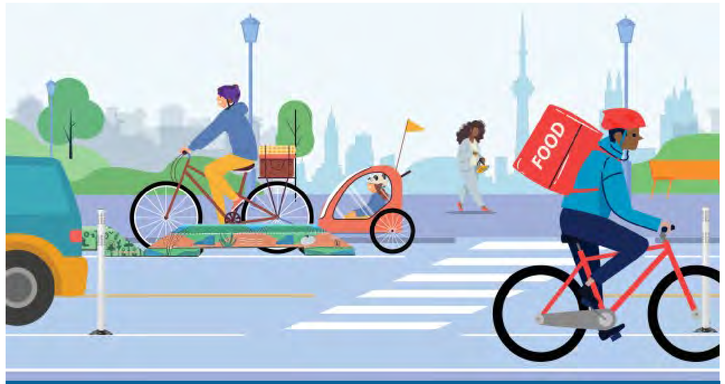


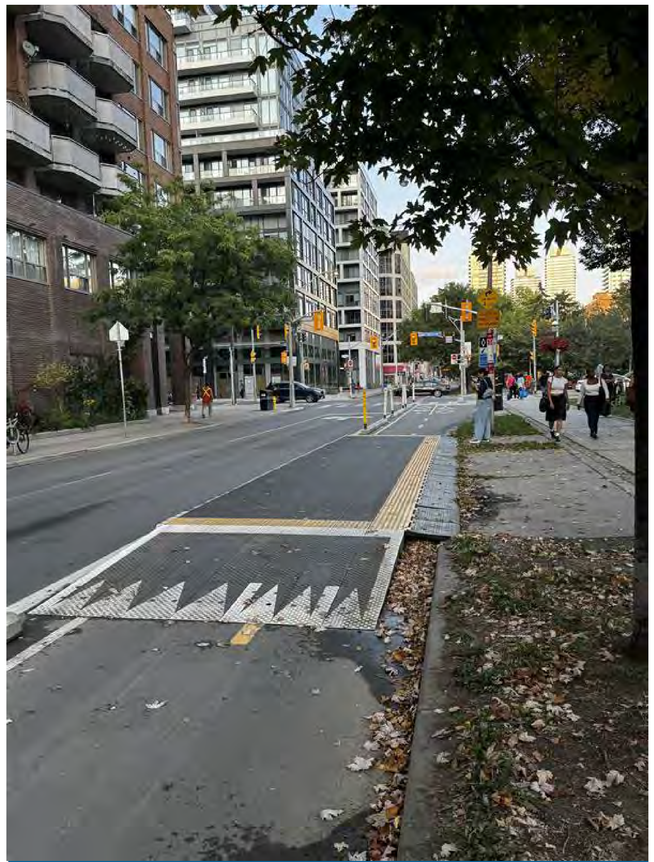
Illustration of people cycling in dedicated road space.

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.

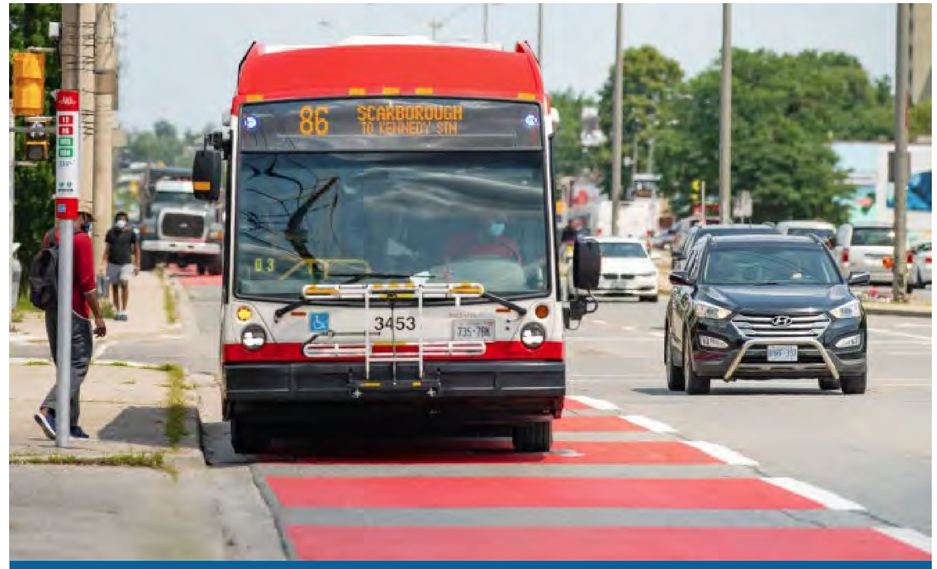
As Toronto continues to grow, the number of people who rely on transit is increasing. New strategies are needed to move more people quickly and comfortably. Transforming our roadways through investments in transit priority solutions is a key component of the City's Surface Transit Network Plan.

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

West Agincourt is home to more than 6,800 people in over 2,100 households. Historically known as a “crossroads community”, the village of Agincourt was first incorporated around 1912.

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

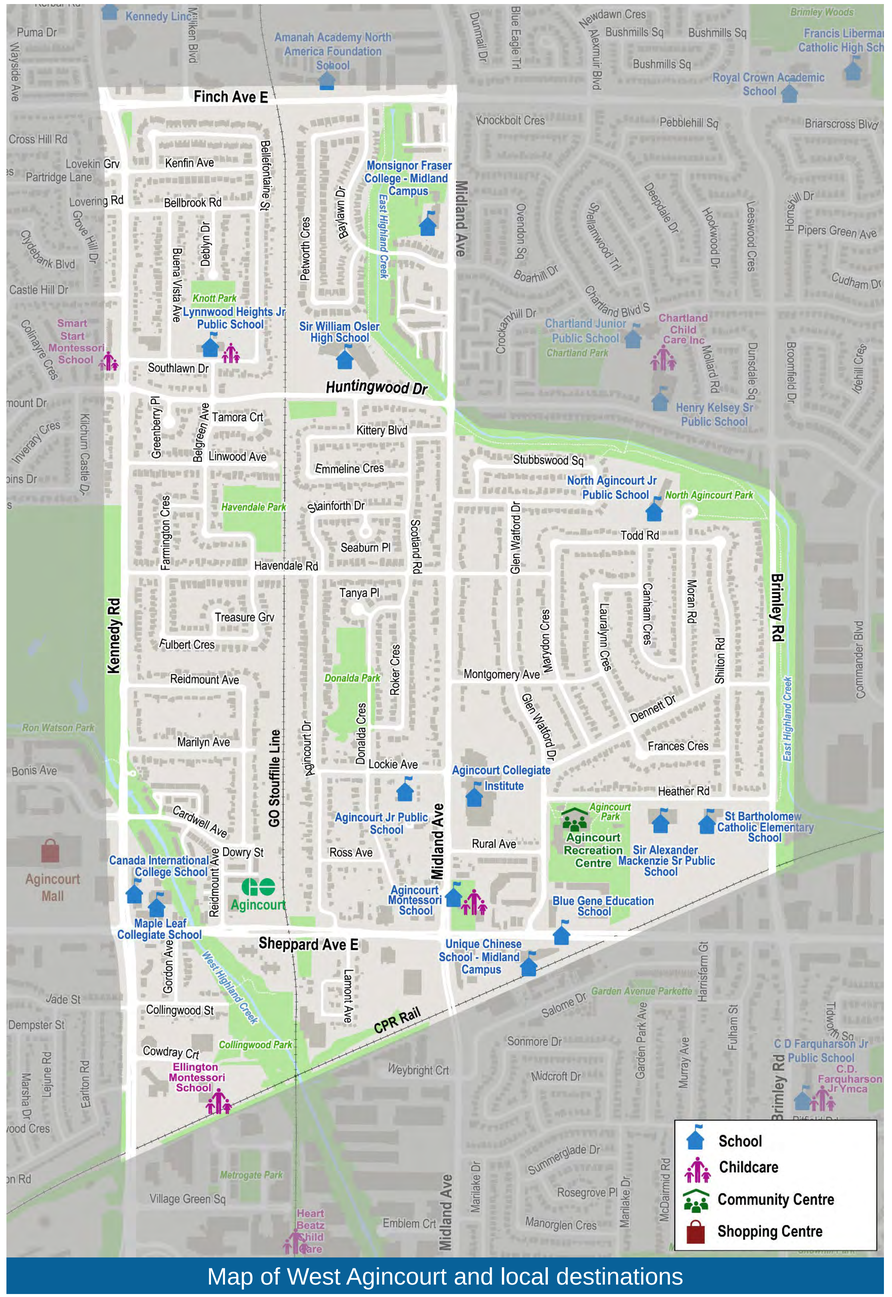
1. Agincourt GO transit station
2. Agincourt Recreation Centre
3. East Highland Creek Trail
4. Local schools
5. Local parks
6. Sheppard Avenue shops and plazas

Key travel destinations outside the project area include Agincourt Library, retail and offices along Kennedy Road, Finch Avenue and Brimley Road, the West Highland Creek Trail, the Metrogate Park neighbourhood and Highway 401 south of the rail corridor.

Agincourt GO transit station

Agincourt Recreation Centre

Rail crossing at Huntingwood Drive



Map of West Agincourt and local destinations

Community Mobility

People travel to, from, and within West Agincourt in a variety of ways.

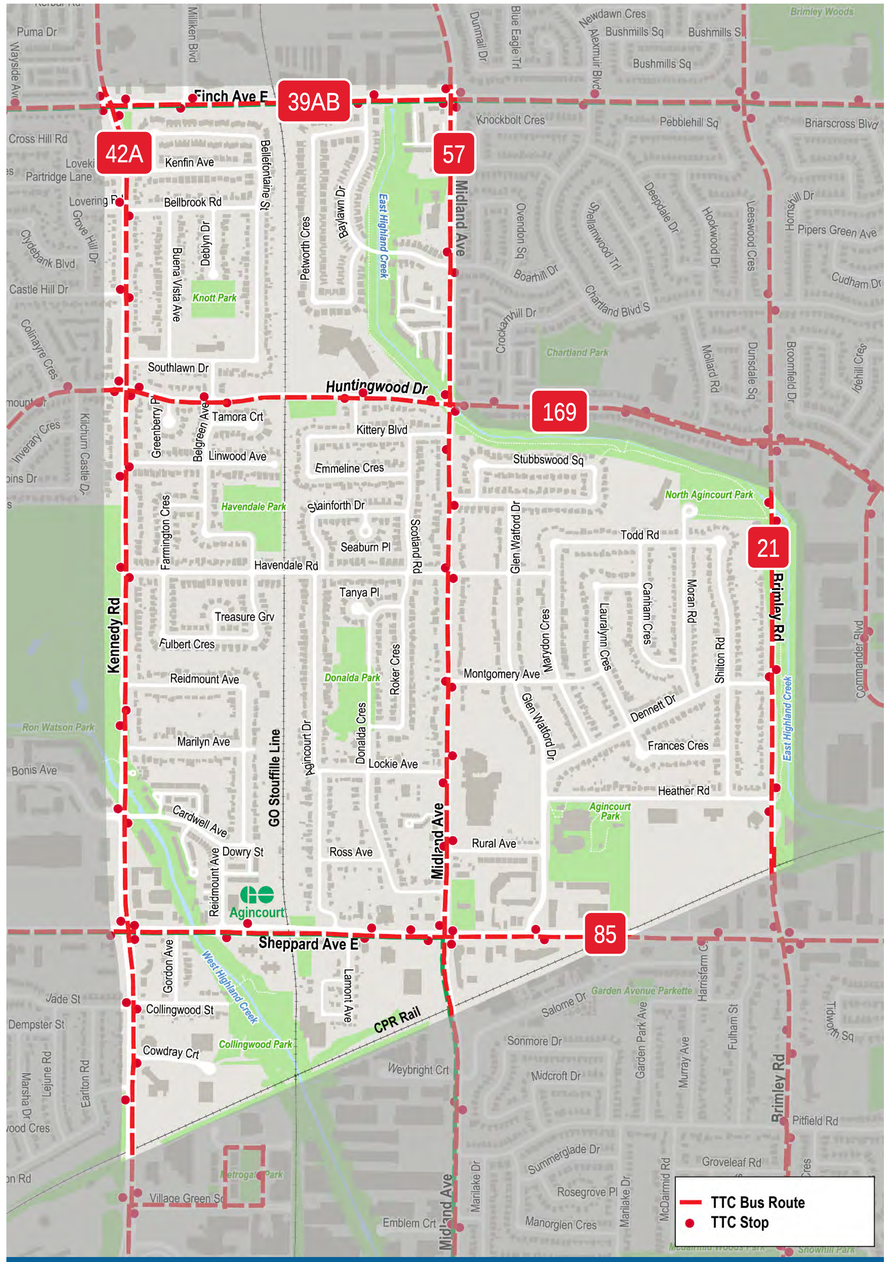
Travel choices:

- 81% of trips are taken by car: 54% as a driver and 27% as a passenger.
- 10% of trips are made by walking, while 9% are made by transit.
- About 43% of trips under 1 km are walked; 79% of trips between 1 and 2 km are made by car.

Public transit service in the area is provided by multiple bus routes, including #39AB Finch East, #939 Finch East Express, #43A Kennedy, #57 Midland, #21 Brimley #169 Huntingwood, #85 Sheppard East, #985 Sheppard East Express, and #904 Sheppard-Kennedy Express.

Vehicle ownership:

- 1% of households do not own a car
- 50% of households own one car
- 49% of households own more than one car



Map of transit routes and stations

Active Transportation Options

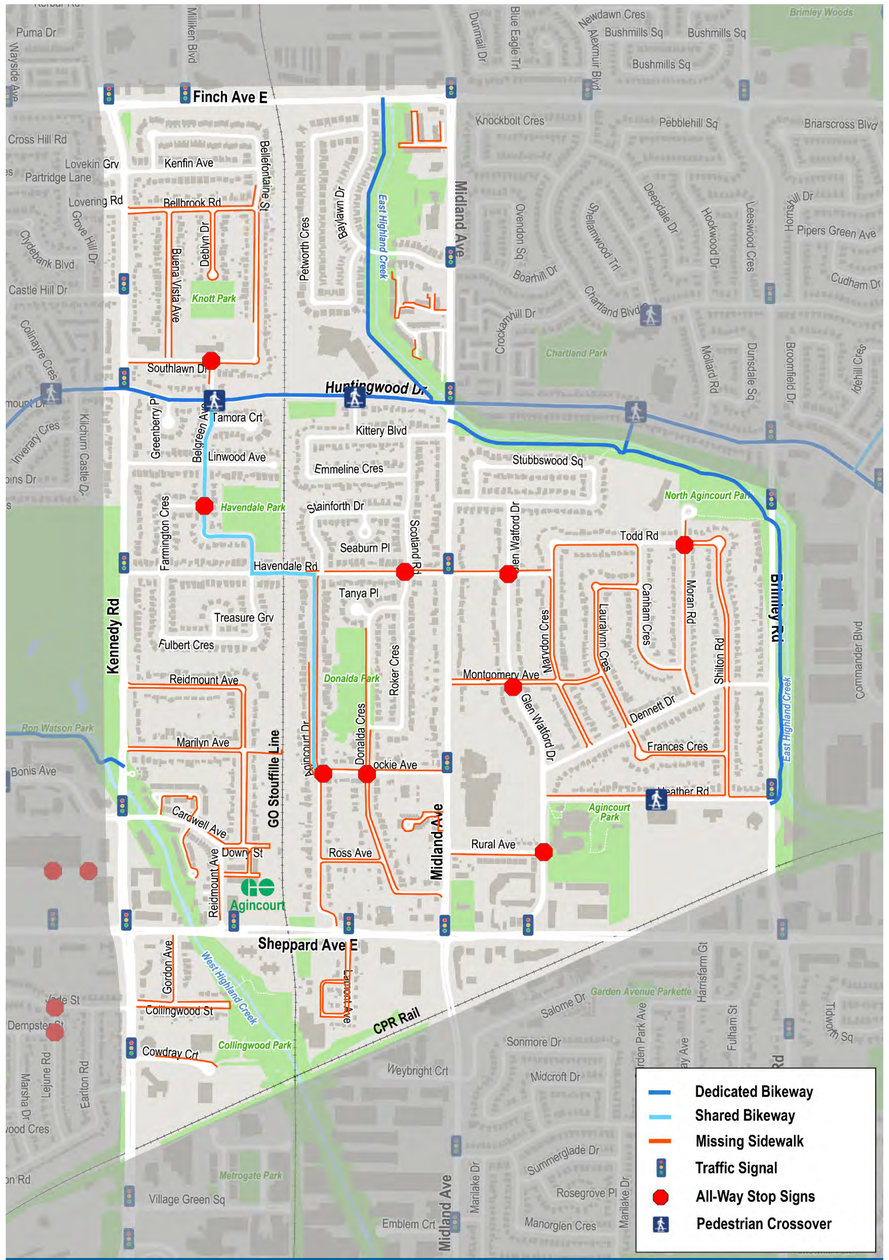
In West Agincourt, 14% of trips under 5 kilometres are made by walking, biking, and transit.

Sidewalks
Many local and collector streets are missing sidewalks on one side (12 streets) or both sides (15 streets) including all or sections of: Collingwood Street, Donalda Crescent, Dowry Street, Havendale Road, Heather Road, and Ross Avenue

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

Bikeways & Trails
There are existing bikeways on Huntingwood Drive, Belgreen Avenue and sections of Havendale Road and Agincourt Drive. The East Highland Creek trail is also a bikeway for shared use with pedestrians along the East Highland Creek and Brimley Road.

Cycling routes along Brimley Road and Finch Avenue have been identified for study or design, and routes in the Southwest Agincourt area have been approved for future implementation as part of the Council-approved Cycling Network Plan's 2025-2027 Near-Term Implementation Program.



Map of pedestrian crossing locations, missing sidewalks and existing bikeways

Road Safety

Speeding

Speed limits in West Agincourt are generally 30 or 40 km/h on local roads, 40 km/h on collector roads and 50 km/h on arterial roads. Traffic data collected over the last five years gives evidence of average speeding on some streets as much as 18 km/h over the limit.

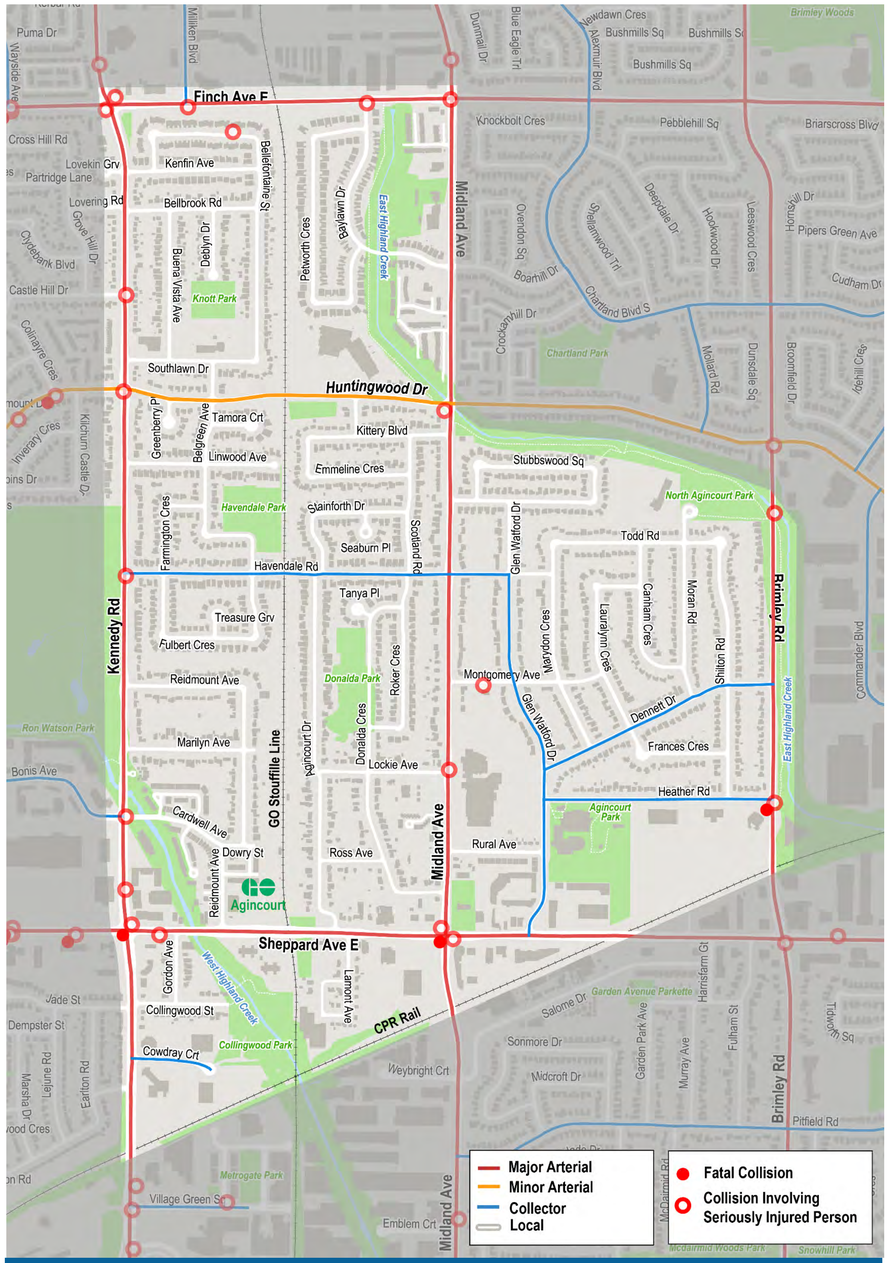
Collision History

Over the last 10 years, a total of 3,361 collisions have been reported within the study area including:

- 128 collisions that involved a vulnerable road user:
  - 82 collisions involved a pedestrian (3 fatalities)
  - 46 collisions involved a person cycling
- 23 collisions that resulted in 24 people killed or seriously injured:
  - 12 collisions involved an older adult aged 65 years or more (2 fatalities)
  - 2 collisions involved school-aged children (3 children seriously injured)
  - 9 collisions involved people in other age groups (1 fatality)

The three fatal collisions that occurred in the last 10 years were the resulted of:

- A driver striking an older adult pedestrian on Brimley Road south of Heather Road at the East Highland Creek Trail in October 2024
- A driver striking a pedestrian at the intersection of Kennedy Road and Sheppard Avenue East in December 2020
- A driver striking an older adult pedestrian at the intersection of Midland Avenue and Sheppard Avenue East in August 2019



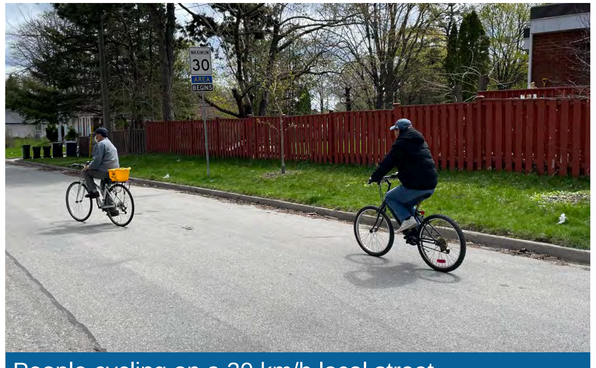
Map of collisions that resulted in death or serious injury

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.

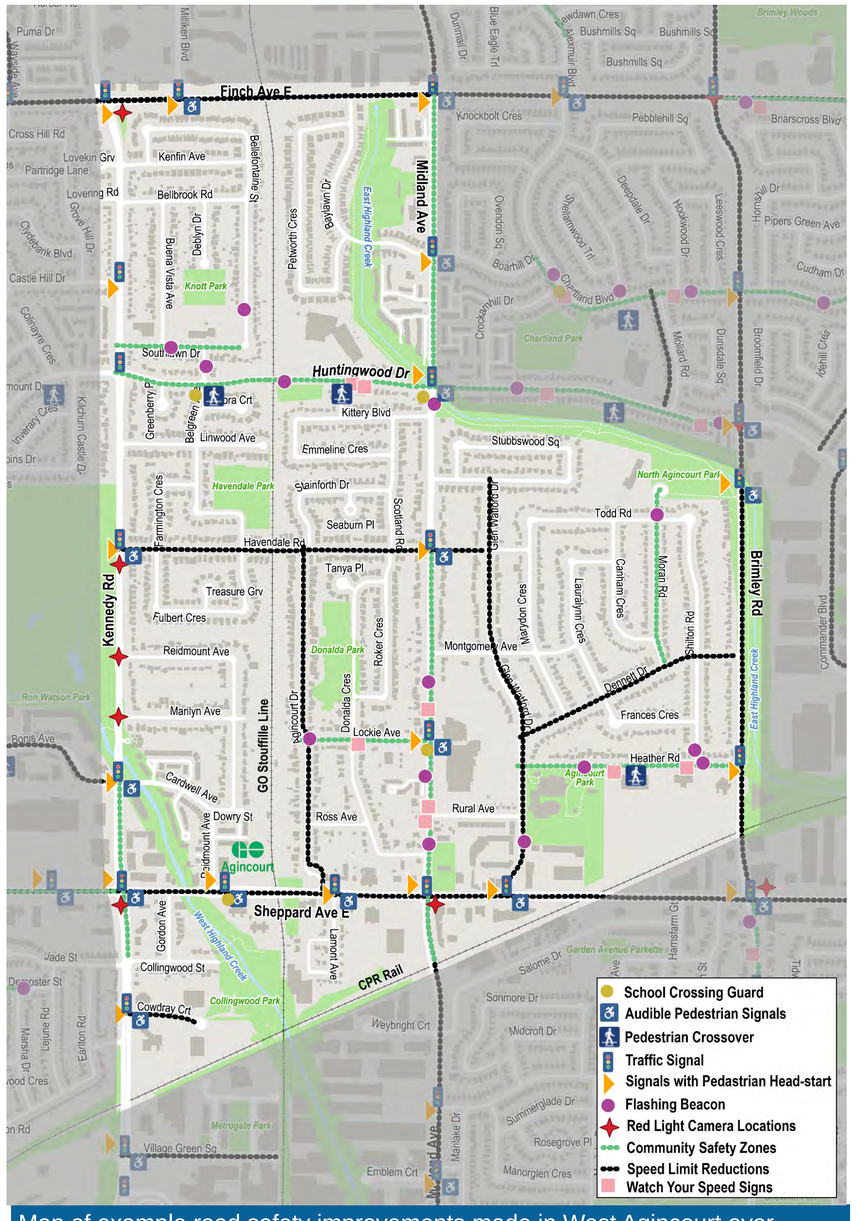
In West Agincourt, various safety improvements have been made as part of City programs. Examples from the last five years include:

- Speed limits on all arterial roads are now 50 km/h.
- Speed limits on local roads are now 30 km/h in Ward 23 east of Midland Avenue (Ward 22 local road speed limits will be reduced to 30km/h by the end of 2027, including areas west of Midland Avenue).
- School Safety Zones have been designated and signed at the front of all public elementary and high schools.
- A pedestrian crossover was installed on Huntingwood Avenue at Kittery Road, in front of Sir William Osler High School, in 2024.



People cycling on a 30 km/h local street

Pedestrian crossover on Huntingwood Ave



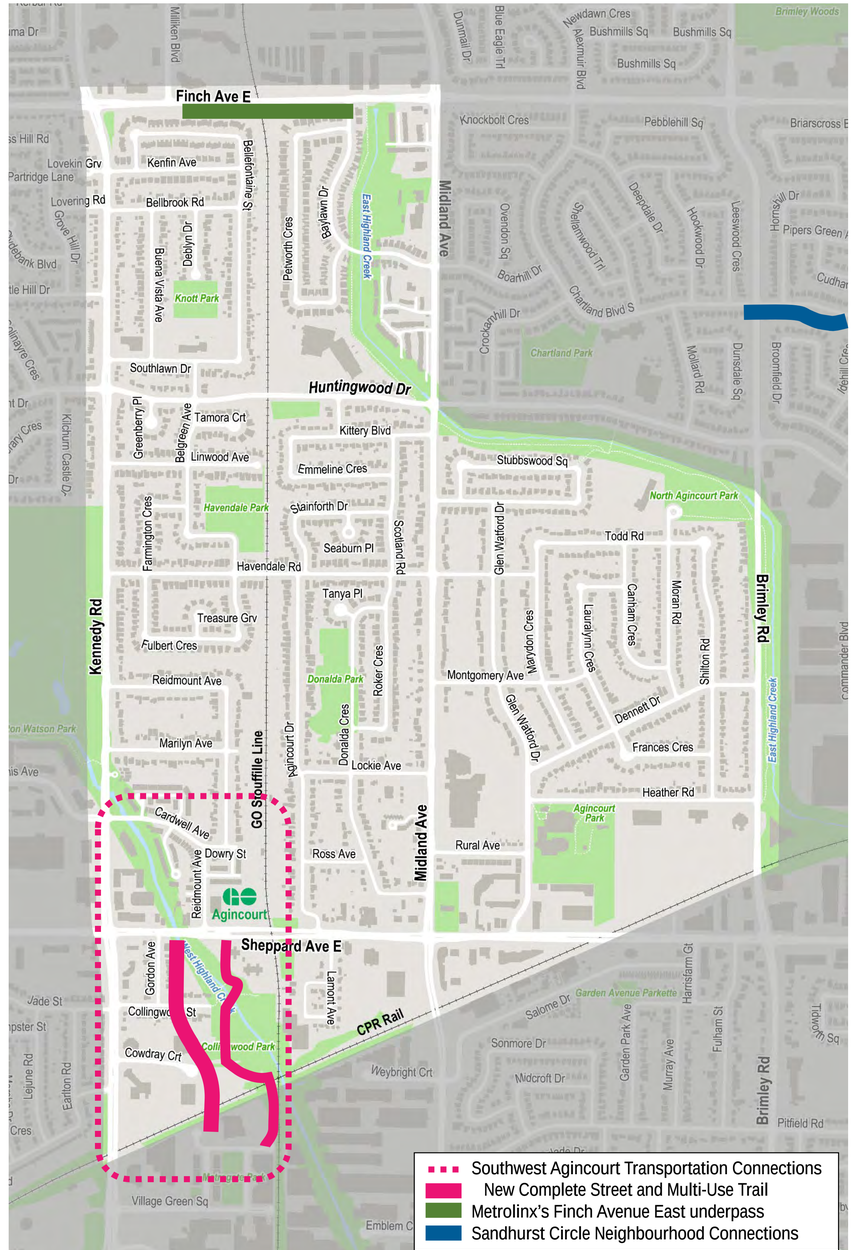
Map of example road safety improvements made in West Agincourt over several years since the Vision Zero Plan came into effect in Toronto

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.

- **Southwest Agincourt Transportation Connections Study:** study of transportation connections from Village Green Square to Sheppard Avenue East and the Agincourt GO station. Some proposed changes include:
    - **New complete street and new multi-use trail:** A new street to connect across the CPR rail corridor to Sheppard Avenue East at Gordon Avenue and to connect a new trail with the Agincourt GO driveway. Other infrastructure improvements were identified by this study for other streets in the project area. More information is available at toronto.ca/ConnectingSWAgincourt.
- **Finch Avenue East underpass**: major construction is underway on a new rail-over-road underpass on Finch Avenue East, between Milliken Boulevard and Midland Avenue. This work is led by Metrolinx.
- **Sandhurst Circle Neighbourhood Connections:** proposed road safety improvements east of Brimley Road on Chartland Boulevard and other neighbourhood streets. More information is available at toronto.ca/SandhurstConnections.



Map of West Agincourt project area and nearby projects

Potential Changes

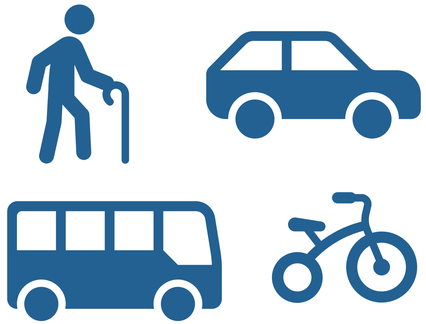
Plan Components

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:

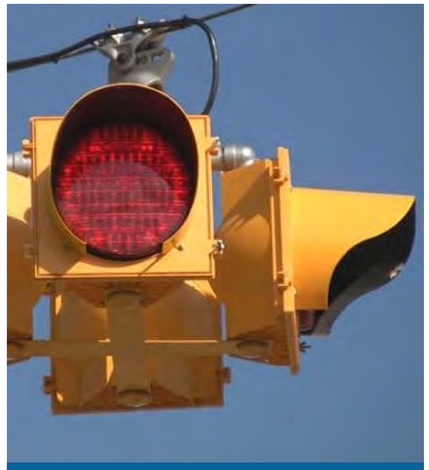
- **Intersection controls and pedestrian crossing protections** such as stop signs and traffic signals that regulate movements at intersections and crossing points.
- **Advisory signs and beacons** that help alert drivers to potential danger and conflict zones.
- **School Crossing Guards** that help 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

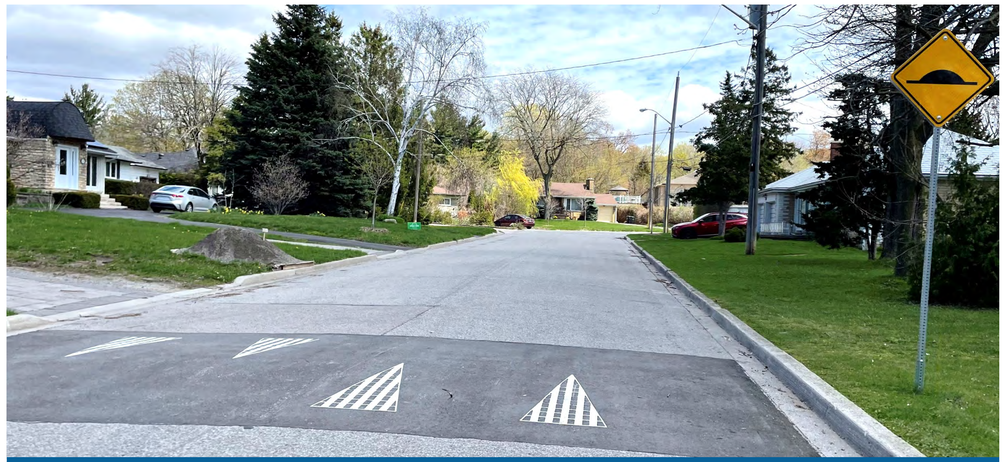
Possible Changes: Vehicle Speed

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.
- **Posted speed limit changes** that encourage lower speeds on some collector roads where appropriate
- **Lane narrowing** with edge lines 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

Speed limit reduction

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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

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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

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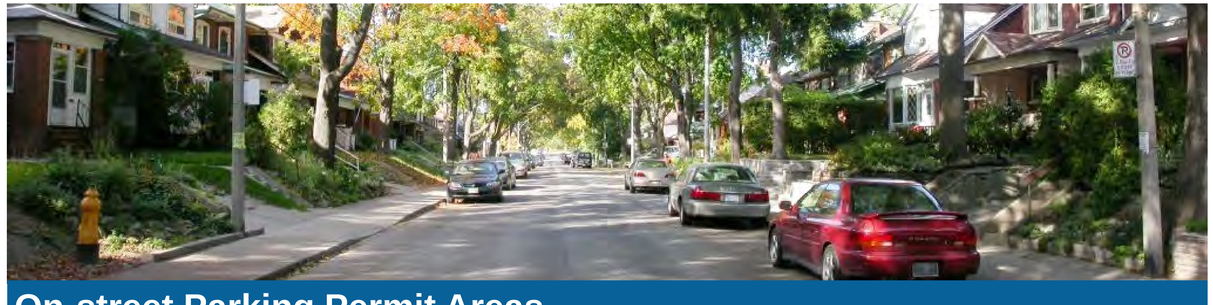
Possible Changes: Curbside Activity

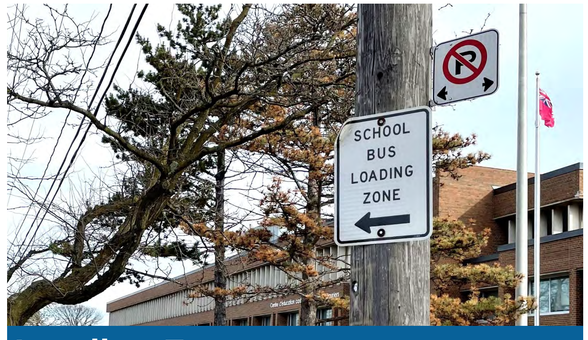
Changes to parking, bus stops, loading/delivery zones or pick-up-and-drop-off areas can improve traffic flow, accessibility, and deliveries.

Curbside management could include:

- **Street parking permit areas** that manage permission for residents and guests to park overnight on neighbourhood streets, and dedicated 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.



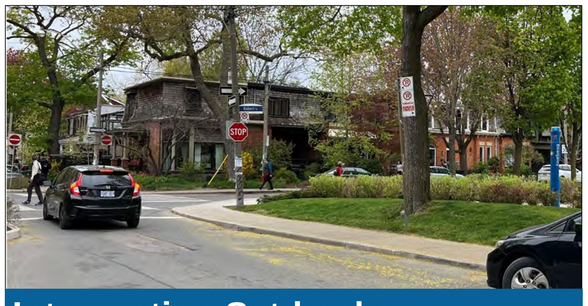
On-street Parking Permit Areas



Loading Zones

Parking Signage

Green P Paid Parking



Intersection Set-backs

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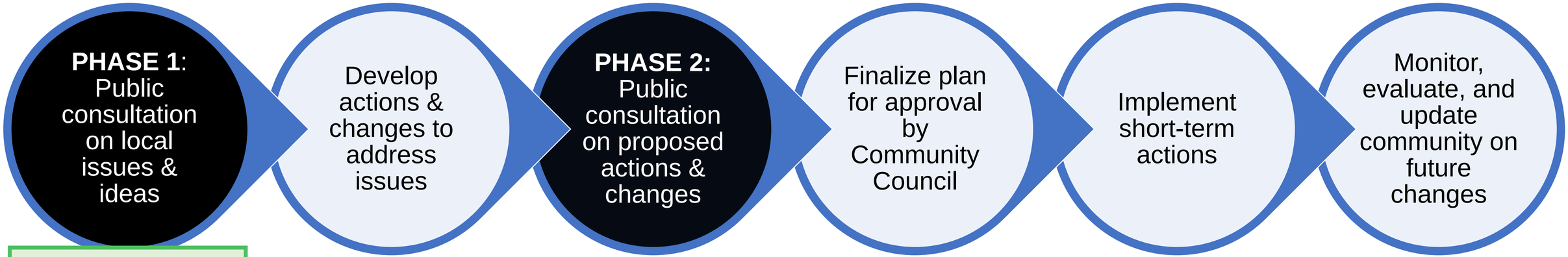
What Comes Next

After this first phase of consultation, the West Agincourt Streets Plan will return to the community with proposed actions and changes in early 2027.



WE ARE HERE

Following consultation, the City's project team will prepare a consultation report summarizing all activities and feedback received during Phase 1 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 and 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:
July 10, 2026

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

Contact:
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WestAgincourtStreets@toronto.ca

Metro Hall, 55 John Street, 19th Floor
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toronto.ca/
WestAgincourtStreets

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 42 Division**
416-808-4200