

Cycling Network Plan: 2025 Cycling Infrastructure Fourth Quarter Update

Date: November 20, 2025

To: Infrastructure and Environment Committee

From: Acting General Manager, Transportation Services

Wards: Ward 1 - Etobicoke North, Ward 2 - Etobicoke Centre, Ward 5 - York South-Weston, Ward 6 - York Centre, Ward 7 - Humber River-Black Creek, Ward 9 - Davenport, Ward 11 - University-Rosedale, Ward 13 - Toronto Centre, Ward 18 - Willowdale, Ward 20 - Scarborough Southwest, Ward 23 - Scarborough North, Ward 24 - Scarborough-Guildwood, Ward 25 - Scarborough-Rouge Park

SUMMARY

This report seeks City Council authority to install new, and upgrade existing, bikeway projects identified in the Cycling Network Plan Near-Term Implementation Program (2025-2027). The Cycling Network Plan, and the associated Near-Term Implementation Plan adopted by City Council in June 2024, seek to build on the existing network of cycling routes to **Connect** gaps in the current network, **Grow** the network into new parts of the city, and **Renew** existing parts of the network to improve safety.

Through this report, Transportation Services is seeking authority for bikeway projects that are proposed to be installed or be tendered for construction in the near-term (2025-2027), for which design and consultation have been completed. No motor vehicle travel lane removals are required for the projects within this report.

This report seeks Council authority to install 20.5 centreline kilometres (kms) of new bikeways -- cycle tracks, bike lanes, multi-use trails, and shared two-way cycling conditions -- through the following projects:

- Alton Towers Neighbourhood Connections on Ingleton Boulevard (cycle track and multi-use trail, Ward 23).
- Keele Street Safety and Bikeway Improvements (multi-use trail, Wards 6 and 7).
- A Safer Kingston Road (cycle track, Wards 20 and 24).
- Kipling Avenue Roadway Improvements on Kipling Avenue, Albion Road, Panorama Court, and Penlea Avenue (cycle track and multi-use trail, Ward 1).
- Malvern Neighbourhood Connections on Breckon Gate, Brenyon Way, Casebridge Court, Crow Trail, Grand Marshall Drive, Venture Drive, and Water Tower Gate (cycle track, bike lane, multi-use trail, shared lanes, and sidewalk, Wards 23 and 25).

- Martin Grove Cycling Connections on Martin Grove Road, Acorn Avenue, Bloor Street West, Charleston Road, Montesson Street, Rockfield Drive, Swan Avenue, and Wilmar Road (cycle track and shared lanes, Ward 2).
- Morningside Avenue Connections (multi-use trail, Ward 24).
- Rathburn Road Bikeway and Safety Improvements (cycle track, Ward 2).
- Shoreham Drive and Murray Ross Parkway (cycle track, Ward 7).
- Trethewey Drive Cycling Connections and Intersection Safety Improvements on Trethewey Drive, Clearview Heights, and Municipal Drive (cycle track, shared lanes, and contra-flow bike lane, Ward 5).
- Weston Road Streetscape and Road Safety Improvements (cycle track, Ward 7).

This report also seeks Council authority to make by-law amendments associated with improvements to 0.9 centreline kilometres of existing bikeways on the following streets:

- Davenport Road (bike lane to cycle track, Ward 9);
- St. George Street (bike lane to cycle track, Ward 11);
- Wellesley Street East (traffic and parking, Ward 13); and
- Willowdale Avenue (cycle track, Ward 18).

Transportation Services is seeking Council authority to install new all way stop control, new compulsory stop control, new pedestrian crossovers, and new traffic control signals; reduce existing speed limits; and prohibit right-turn-on-red and left-turns associated with the above projects, as listed in Recommendations 5 through 16.

Transportation Services is continuing to use the streamlined reporting process for by-law amendment submissions associated with cycling infrastructure projects approved by Council for implementation. Once projects are approved by Council, the streamlined process involves delegation of authority to submit bills directly to Council for a defined period of time after project implementation, which enables Transportation Services to make minor adjustments to constructed conditions without delay and based on local Councillor and public feedback, such as parking adjustments to improve sightlines, adjustments or addition of accessible loading areas, and similar modifications.

This report also seeks to make minor housekeeping amendments to existing or approved bikeways and their by-laws on the following streets:

- Dr. Emily Stowe Way (bike lane, Ward 11);
- Harbord Street (parking and loading, Ward 11); and
- Ontario Street (bike lane, Ward 13).

A map of the Cycling Network projects recommended in this report is included as Attachment 1a and Attachment 1b.

The report also responds to a directive from City Council at its meeting on June 26 and 27, 2025 to report to the Infrastructure and Environment Committee on the City's existing education and engagement programs that encourage cycling lifestyle choices and how these can be expanded upon to involve experiential public engagement.

RECOMMENDATIONS

The General Manager, Transportation Services recommends that:

1. City Council authorize the installation of the following bikeway projects on:
 - a. Ingleton Boulevard from Alton Towers Circle to Middlefield Road, uni-directional cycle track and multi-use trail;
 - b. Keele Street from Steeles Avenue West to Finch Avenue West, multi-use trail;
 - c. Kingston Road from a point 30 metres west of Cliffside Drive to Scarborough Golf Club Road, uni-directional cycle;
 - d. Kipling Avenue from Panorama Court to Albion Road, multi-use trail;
 - e. Albion Road from a point 110 metres west of Kipling Avenue to a point 110 metres east of Kipling Avenue, uni-directional cycle track;
 - f. Panorama Court from Kipling Avenue to a point 35 metres east, uni-directional cycle track;
 - g. Penlea Avenue from Kipling Avenue to Taysham Crescent, uni-directional cycle track;
 - h. Breckon Gate from Sheppard Avenue East to a point 50 metres south, bike lanes;
 - i. Brenyon Way from Sewells Road to Sheppard Avenue East, uni-directional cycle track;
 - j. Casebridge Court from Morningside Avenue to Venture Drive, uni-directional cycle track;
 - k. Crow Trail from Tapscott Road to Neilson Road, bike lanes and shared two-way cycling condition;
 - l. Grand Marshall Drive from Sheppard Ave East to a point 30 metres south, bike lanes;
 - m. Venture Drive from Casebridge Court to Water Tower Gate, multi-use trail;
 - n. Water Tower Gate from Venture Drive to Sheppard Avenue East, multi-use trail;
 - o. Martin Grove Road from Burnhamthorpe Road to Swan Avenue, shared two-way cycling condition;
 - p. Martin Grove Road from Rockfield Drive to Boor Street West, shared two-way cycling condition;
 - q. Acorn Avenue from Montesson Street to Dundas Street West, shared two-way cycling condition;
 - r. Bloor Street West from Martin Grove Road to Wilmar Road, bi-directional cycle track;
 - s. Charleston Road from Swan Avenue to Rockfield Drive, shared two-way cycling condition;
 - t. Montesson Street from Wilmar Road to Acorn Avenue, shared two-way cycling condition;
 - u. Rockfield Drive from Charleston Road to Martin Grove Road, shared two-way cycling condition;
 - v. Swan Avenue from Martin Grove Road to Charleston Road, shared two-way cycling condition;
 - w. Wilmar Road from Bloor Street West to Montesson Street, shared two-way cycling condition;

- x. Morningside Avenue from Tams Road to Highway 401 Eastbound Off-Ramp, multi-use trail;
- y. Rathburn Road from Melbert Road to The West Mall, bi-directional cycle track;
- z. Shoreham Drive from Murray Ross Parkway to a point 96 metres east, uni-directional cycle track;
- aa. Murray Ross Parkway from Shoreham Drive to a point 50 metres north, bi-directional cycle track;
- bb. Trethewey Drive from Jane Street to Clearview Heights, bi-directional cycle track;
- cc. Clearview Heights from Trethewey Drive to Freeman Road, contra-flow bicycle lane and shared two-way cycling condition;
- dd. Municipal Drive from Eglinton Avenue West to a point 180 metres north, shared two-way cycling condition;
- ee. Weston Road from Finch Avenue West to a point 40 metres south of Lanyard Road, bi-directional cycle track; and
- ff. Willowdale Avenue from Bishop Avenue to a point 85 metres north, cycle track.

2. City Council authorize the change in bikeway designation on:

- a. Davenport Road from Foundry Avenue to Caledonia Park Road, bike lane to uni-directional and bi-directional cycle track; and
- b. St. George Street (southbound) from Dupont Street to a point 25 metres south, bike lane to uni-directional cycle track.

3. City Council delegate, despite any City of Toronto By-law to the contrary, to the General Manager, Transportation Services, until December 31, 2028, for the purposes of implementing and then addressing operational and safety issues that may arise in relation to the projects identified in Recommendations 1 and 2, the authority to implement changes and process and submit directly to Council any necessary bills for by-law amendments to the schedules to City of Toronto Code Chapters on the streets and within the parameters as identified in Attachment 2 to the report (November 20, 2025) from the General Manager, Transportation Services, and that such by-laws submitted be made permanent on December 31, 2028.

4. City Council amend cycling, traffic and parking regulations required in Chapter 886 and Chapter 950, as generally described in Attachment 3 - Technical Amendments, for previously approved projects by City Council over 2025 to 2026 and for by-law accuracy.

5. Subject to the approval of Recommendations 1k and 1m above, City Council authorize new all-way compulsory stop control at the intersections of:

- a. Crow Trail and Bradstone Square;
- b. Venture Drive and Casebridge Court; and
- c. Venture Drive and Water Tower Gate.

6. Subject to the approval of Recommendation 1bb, City Council authorize a compulsory stop control at the right-turn channel at the southwest corner at Black Creek Drive and Trethewey Drive.

7. Subject to the approval of Recommendations 1a and 1k, City Council authorize the installation of a new pedestrian crossover at the following locations:
 - a. Ingleton Boulevard and a point 80 metres west of Shady Hollow Drive; and
 - b. Crow Trail and a point 50 metres south of Tunmead Square.
8. Subject to the approval of Recommendation 7b above, City Council authorize the removal of the existing pedestrian crossover on Crow Trail at a point 40 metres south of Tunmead Square.
9. Subject to the approval of Recommendations 1i, 1y, 1bb, and 2a above, City Council authorize the installation of a new traffic control signal at the following locations:
 - a. Brenyon Way and a point 345 metres south of John Tabor Trail / Wickson Trail;
 - b. Melbert Road and Rathburn Road;
 - c. Trethewey Drive and Platinum Drive / Tedder Street; and
 - d. Davenport Road and Foundry Avenue.
10. Subject to the approval of Recommendation 9c above, City Council authorize the removal of the existing traffic control signal at Trethewey Drive and a point 85 metres east of Platinum Drive / Tedder Street.
11. Subject to the approval of Recommendation 1a and 1k above, City Council reduce the speed limit from 40 kilometres per hour to 30 kilometres per hour on the following streets:
 - a. Ingleton Boulevard, between Middlefield Road and Alton Towers Circle; and
 - b. Crow Trail, between Tapscott Road and Neilson Road.
12. Subject to the approval of Recommendation 11 above, City Council authorize the amendment of Schedule XLV (Part 1) to City of Toronto Municipal Code Chapter 950, Traffic and Parking, to remove Ingleton Boulevard, between Middlefield Road and Alton Towers Circle, and Crow Trail, between Tapscott Road and Nielson Road, from being excluded from the Designated Area such that this portion of highway will then be included within the corresponding designated area in Column 1 in Schedule XLV (Part 1).
13. Subject to the approval of Recommendation 1j, 1m, 1n, and 1bb above, City Council reduce the speed limit from 50 kilometres per hour to 40 kilometres per hour on the following streets:
 - a. Casebridge Court, between Morningside Avenue and a point 340 metres east;
 - b. Venture Drive, between Casebridge Court and Water Tower Gate;
 - c. Water Tower Gate, between Venture Drive and Sheppard Avenue East; and
 - d. Trethewey Drive, between Jane Street and Black Creek Drive.
14. Subject to the approval of Recommendations 1b and 1c, above, City Council reduce the speed limit from 60 kilometres per hour to 50 kilometres per hour on the following streets:
 - a. Keele Street, between Steeles Avenue West and Finch Avenue West; and
 - b. Kingston Road, between Brimley Road and Scarborough Golf Club Road

15. Subject to the approval of Recommendations 1b, 1c, 1x, 1z, 1aa, and 1bb above, City Council prohibit right-turns on a red signal at all times, bicycles excepted, for the following directions and locations:

- a. Northbound at Keele Street and The Pond Road;
- b. All directions at Kingston Road and Bellamy Road South / Ravine Drive;
- c. All directions at Kingston Road and Brimley Road / Brimley Road South;
- d. All directions at Kingston Road and Cliffside Drive/Claremore Avenue;
- e. All directions at Kingston Road and Chine Drive;
- f. Westbound at Kingston Road and Eglinton Avenue East;
- g. Northbound and Southbound at Kingston Road and Fenwood Heights;
- h. Northbound and Southbound at Kingston Road and Markham Road;
- i. Northbound and Southbound at Kingston Road and McCowan Road / Cathedral Bluffs Drive;
- j. Northbound at Kingston Road and Midland Avenue;
- k. Northbound at Kingston Road and Parkcrest Drive;
- l. All directions at Kingston Road and Ridgemoor Avenue / Sharpe Street;
- m. All directions at Kingston Road and Sandown Avenue;
- n. All directions at Kingston Road and a point 375 metres southwest of Brimley Road South (private access for St. Augustine's / Resthaven Memorial Gardens);
- o. All directions at Kingston Road and St. Clair Avenue East/Brooklawn Avenue;
- p. Eastbound at Tams Road and Morningside Drive;
- q. Northbound at Murray Ross Parkway and Shoreham Drive;
- r. Westbound at Shoreham Drive / Arboretum Lane and Ian Macdonald Boulevard / The Pond Road;
- s. Northbound, Southbound, and Eastbound at Jane Street and Trethewey Drive / Denison Road East;
- t. Northbound at Platinum Drive and Trethewey Drive; and
- u. Eastbound at Trethewey Drive and Todd Baylis Boulevard.

16. Subject to the approval of Recommendation 1c above, City Council prohibit left-turns at all times at the following locations:

- a. Northbound at Whitecap Boulevard and Kingston Road; and
- b. Southbound at Mason Road and Kingston Road.

FINANCIAL IMPACT

This report seeks approval to install and upgrade a number of existing bikeway projects that were identified in the Council-adopted 2021 Cycling Network Plan Update, proposed to be installed in the near-term (2025-2027), as a fundamental objective of the Council-adopted Vision Zero 2.0 Road Safety Plan.

The estimated cost to install and upgrade the bikeways, green infrastructure, and Vision Zero Road Safety improvements recommended in this report is \$30,400,000. The estimated costs to install missing sidewalks associated with these projects is \$586,000. Funding is available for these capital projects, categorized as a service improvement and enhancement, in the 2025-2034 Capital Budget and Plan for Transportation Services. Delivery schedule and cost of projects are subject to scope refinement, design advancement, and market pricing. In the event that projects are rescheduled for delivery

outside of the near-term (2025-2027) plan, budget requirements for further plans will be reflected in the future years budget submission process.

The annual funding required to maintain the new sidewalks and cycling infrastructure is estimated to be \$1.0 million and will be included as part of future Operating Budget submissions for Transportation Services.

The reduction of approximately 62 Pay and Display (P&D) on-street parking spaces proposed in the report as part of the Safer Kingston Road project would decrease Toronto Parking Authority's (TPA) annual net revenue by an estimated \$23,800. All costs associated with the necessary signage changes will be assumed by Transportation Services. All costs associated with the removal of parking machines will be assumed by the Toronto Parking Authority.

The Chief Financial Officer and Treasurer has reviewed this report and agrees with the financial implications as contained in the Financial Impact Section.

DECISION HISTORY

Cycling Network Plan

At its meeting on June 26 and 27, 2024, City Council adopted item IE14.3 titled "Cycling Network Plan Update (2025-2027)" and, in doing so, supported the plan's mandate to renew existing cycling network routes, grow the cycling network in new parts of the City, and connect the gaps in Toronto's existing cycling network. As part of item IE14.3, City Council also directed the Executive Director of Environment and Climate division, in partnership with the Executive Director of Transportation Services to report to the Infrastructure and Environment Committee in the first quarter of 2025 on the City's existing education and engagement programs that encourage cycling lifestyle choices, and how these can be expanded upon to involve experiential public engagement and a focus on areas outside the downtown core, with proposed program costs and implementation for consideration in a future budget process.

<https://secure.toronto.ca/council/agenda-item.do?item=2024.IE14.3>

Complete Streets Approach to Road Reconstruction

On July 16, 2019, as part of consideration of IE6.8 Vision Zero 2.0 Road Safety Plan Update, City Council directed the General Manager, Transportation Services to plan and design road reconstruction projects using a complete streets approach, including safety improvements such as vehicle lane width reductions, tightening curb radii, widening sidewalks and the potential for bicycle lanes, at the outset of all road reconstruction projects, in consultation with local councillors and stakeholders.

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2019.IE6.8>

A Safer Kingston Road

On December 15, 16, and 17, 2021, City Council adopted item IE26.9 – 2021 Cycling Network Plan Update. As part of consideration of this item, City Council requested the General Manager, Transportation Services to review and assess, during the feasibility analysis and design phases of each Major City-Wide Cycling Route project, such as Danforth Avenue/Kingston Road, elements such as a Vision Zero Road Safety Plan

approach to improve safety for all road users, traffic impact analysis, coordination with development planning applications, opportunities to integrate streetscape improvements, and considerations for the unique characteristics of the corridor.

<https://secure.toronto.ca/council/agenda-item.do?item=2021.IE26.9>

Keele Street Safety and Bikeway Improvements

At its meeting on June 26, 27, 28, and 29, 2018, City Council adopted item PW30.6 titled "Cycling Network Plan: York University, Downsview and Other Neighbourhoods", which included the installation of proposed cycling routes for the York University and Downsview Cycling Connections project. The cycling routes identified for York University and the Downsview Neighbourhood included new boulevard trails on sections of Keele Street.

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2018.PW30.6>

Malvern West Streets Plan

On September 18, 2025, as part of consideration SC25.7 - Malvern West Neighbourhood Streets Plan, Scarborough Community Council requested, where feasible, to use permanent materials in implementing the Geometric Safety Improvements in the Malvern West Neighbourhood Streets Plan, including at Crow Trail and Neilson Road.

<https://secure.toronto.ca/council/agenda-item.do?item=2025.SC25.7>

Martin Grove Cycling Connections

On July 19, 2022, as part of consideration of IE31.12 - Cycling Network Plan - Cycling Infrastructure Installation, City Council approved changes to Martin Grove Road between Eglinton Avenue West and Burnhamthorpe Road. In response to public feedback the segment south of Burnhamthorpe Road to Bloor Street West near Kipling GO Station was deferred for further review.

<https://secure.toronto.ca/council/agenda-item.do?item=2022.IE31.12>

Shoreham Drive

On June 26, 27, 28, and 29, 2018, as part of consideration of PW30.6 - Cycling Network Plan: York University, Downsview and Other Neighbourhoods, City Council approved the installation of cycle tracks on Shoreham Drive from Jane Street to The Pond Road

<https://secure.toronto.ca/council/agenda-item.do?item=2018.PW30.6>

Trethewey Drive Cycling Connections and Intersection Safety Improvements

At its meeting on July 19, 20, 21, and 22, 2022, City Council adopted item EY33.11 - Mount Dennis Secondary Plan - Final Report, which included direction to the General Manager, Transportation Services to conduct a feasibility assessment, and community and stakeholder engagement to develop a conceptual design and implementation plan with respect to mobility and public realm for the Primary Network as identified in the Mount Dennis Secondary Plan on Map 6 - Mobility Network Plan. The mobility policy framework of the Plan includes integrating pedestrian and cycling transportation infrastructure with improvements to the public realm on area roads such as Trethewey Drive.

<https://secure.toronto.ca/council/agenda-item.do?item=2022.EY33.11>

Wellesley Street East Upgrades

On November 27, 28, and 29, 2012, City Council adopted item PW19-3 - Proposed Cycle Tracks on Wellesley Street from Parliament Street to Queen's Park Crescent West, which approved upgrading the existing bicycle lanes on Wellesley Street East to cycle tracks.

<https://secure.toronto.ca/council/agenda-item.do?item=2012.PW19.3>

Willowdale Avenue

On July 16, 2019 as part of consideration IE6.12 - Cycling Network Plan: 2019 Cycling Infrastructure Installation, City Council approved the installation of separated bicycle lanes (cycle tracks) on Willowdale Avenue (from Bishop Avenue to Empress Avenue).

<https://secure.toronto.ca/council/agenda-item.do?item=2019.IE6.12>

Dr. Emily Stowe Way

On May 3, 2016, as part of Bicycle Lane Regulation Amendments Staff Report, City Council approved the installation of bicycle lanes on Dr. Emily Stowe Way, between College Street West and Granville Street.

<https://secure.toronto.ca/council/agenda-item.do?item=2016.PW12.2>

Harbord Street

On February 6, 2024, City Council adopted item IE10.2 entitled "Cycling Network Plan: 2024 Cycling Infrastructure Installation - First Quarter Update" which included authority for upgrades on Harbord Street and Hoskin Avenue.

<https://secure.toronto.ca/council/agenda-item.do?item=2024.IE10.2>

On June 10, 11, 12, and 13, 2014, City Council adopted PW31.6 - Harbord Street and Hoskin Avenue Bicycle Lane Upgrades, which approved the installation of bicycle lanes on both sides of Harbord Street. As part of this item, City Council also directed that the installation of fully separated bicycle lanes be included during the next scheduled reconstruction of Harbord Street.

<https://secure.toronto.ca/council/agenda-item.do?item=2014.PW31.6>

Ontario Street

On November 30, 2022, Toronto and East York Community Council approved a new traffic control signal at the intersection of Adelaide Street East and Ontario Street.

<https://secure.toronto.ca/council/agenda-item.do?item=2023.TE1.15>

COMMENTS

Toronto's Cycling Network Plan

The goals of the Cycling Network Plan are to Connect, Grow, and Renew Toronto's bikeways, with corresponding objectives and indicators for measuring and evaluating success. The objectives and indicators are aligned with a multitude of City policies including the Official Plan, TransformTO Climate Action Strategy, and the Vision Zero Road Safety Plan.

Through this report, Transportation Services is seeking authority for a number of bikeway projects that are proposed to be installed in the near-term (2025-2027), for

which design and consultation have been completed. No motor vehicle travel lane removals are required for the projects within this report.

Alton Towers Neighbourhood Connections: Ingleton Boulevard (Ward 23)

The Alton Towers Neighbourhood Connections project aims to create safer and more accessible neighbourhood streets and better connect residents to local destinations, including schools, parks and trails. A map of the project area is included as Figure 1.



Figure 1: Alton Towers Neighbourhood Connections Overview Map

Phase 1 of the Alton Towers Neighbourhood Connections project is focused on Ingleton Boulevard, with proposed pedestrian and cycling upgrades to be implemented in 2027 as part of planned road resurfacing works. The works would improve safety for all road users, especially for seniors, school children, pedestrians, and people cycling. No vehicle lanes would be removed through this project.

Ingleton Boulevard is a critical active transportation connection from Alton Towers Circle to Middlefield Road, and to streets connecting south to the Finch Hydro Corridor, and was selected because it connects to key destinations, such as Macklin Public School and Milliken Park.

Existing Conditions

Ingleton Boulevard is a 9.6-metre-wide residential collector road with wide lanes. It has one (1) motor vehicle lane in each direction and carries an average of 600 vehicles/day. For most of the corridor, except adjacent to schools, parking is unsigned and permitted with a maximum three-hour (3-hour) limit. The posted speed limit is 40 km/h and there is no existing traffic calming. In the past ten (10) years, there have been 105 collisions. Of these, one (1) collision resulted in a pedestrian being seriously injured.

Ingleton Boulevard connects to two (2) parks -- Milliken Park and Muirlands Park -- with an existing signed recreational route. However, there are no existing curb ramps where trails meet the road.

There are two (2) schools along Ingleton Boulevard: Macklin Public School and the Divine Infant Catholic School. There is an existing Supervised School Crossing at Macklin Public School where pedestrians have the right-of-way only when a School Crossing Guard is present. Both locations have a history of requests by the community for crossing improvements.

At Ingleton Boulevard and Alton Towers Circle, there is an existing Quick-Build Safety Improvement (QBSI) installed in 2023 by Transportation Services to reduce motor vehicle speeds and shorten the crossing distance. The road works provide an opportunity to make the 'quick-build' design permanent.

Project Options

The proposed design for Ingleton Boulevard was presented in segments:

- **Segment 1:** Middlefield Road to Milliken Park Path
- **Segment 2:** Milliken Park Path to Shady Hollow Drive
- **Segment 3:** Shady Hollow Drive to Boxdene Avenue
- **Segment 4:** Boxdene Avenue to Alton Towers Circle

For Segment 1, dedicated bikeways and speed humps were proposed due to higher motor vehicle volumes on the approach to a major intersection at Middlefield Road. On the approach to the intersection, the bikeways were proposed to be raised, with the left-turn lane retained, as shown in Figure 2. New trees and widened sidewalk were proposed in the north-west corner of Middlefield Road and Ingleton Boulevard.



Figure 2: Ingleton Boulevard Segment 1

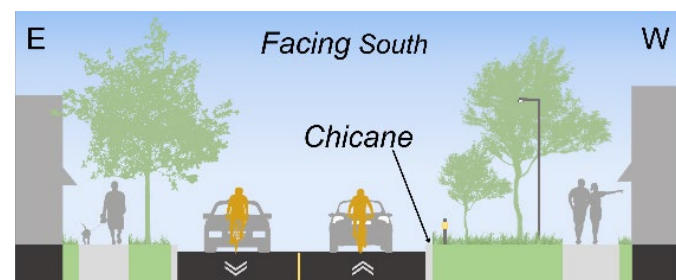


Figure 3: Ingleton Boulevard Segment 2-4, Option 1 Example

For Segment 2-4, two (2) options were developed, as shown on Figure 3 and Figure 4, respectively:

- Option 1 was a Neighbourhood Greenway, which is an environment, created through use of traffic speed and volume management measures, where people cycling can more safely share the road with people driving. Option 1 included a combination of speed humps and chicanes, as well as shared lane markings and signage.

- Option 2 was dedicated bikeways, which create a separate space for people cycling. Option 2 included speed humps and on-road cycle tracks separated by poured-in place concrete barriers with gaps at driveways. Option 2 also included a multi-use trail for both pedestrians and people cycling in front of Muirlands Park and Macklin Public School, as shown on Figure 5. The multi-use trail requires two (2) small tree removals.

Option 1 proposes a condition where people cycling and driving share the road along Ingleton Boulevard. Option 2 also has short segments where people cycling and driving share the road.

Motor vehicle speeds and volumes need to be low for people cycling to safely share the road with people driving. In both options, a posted speed limit reduction from 40 to 30 km/h was proposed with associated speed management measures.

In both options, the project proposed includes:

- Side street and intersection road safety improvements (raised crossings, raised intersections, and curb extensions) to increase visibility, shorten crossing distances, and slow motor vehicle turning speeds; and
- Midblock crossing improvements to create safer access to parks, schools, and trails at the Milliken District Park trail entrance on Ingleton Boulevard, Macklin Public School, and the Divine Infant Catholic School.

Most of Ingleton Boulevard is fronted by residential homes with off-street parking in private driveways. To install speed management and other safety measures, the proposed changes impact the number of available parking spaces on Ingleton Boulevard. The number of parking spaces provided in both options (105 for Option 1 and 30 for Option 2) would serve the maximum parking utilization observed (up to 25 parked vehicles), including retaining parking for pick-up and drop-off at Macklin Public School and The Divine Infant Catholic School. A parking utilization study was completed in March and April 2025 across six (6) days, covering weekday mornings, afternoons, and evenings, as well as weekends. The project team also observed school pick-up and drop-off hours.

For the intersection of Ingleton Boulevard and Alton Towers Circle, two (2) options were considered. Option 1 would improve the existing Pedestrian Crossover (PXO) through curb extensions and a potential raised crossing. Option 2 would replace the PXO with an all-way stop control (AWSC) and add crossings on all sides. In addition to public feedback, part of the analysis between options included collection of traffic data and completing a warrant analysis for an AWSC.

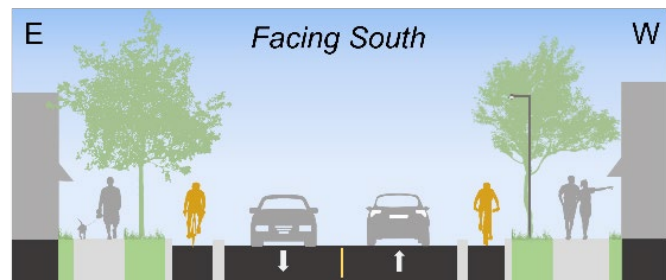


Figure 4: Ingleton Boulevard Segment 2-4, Option 2 Example

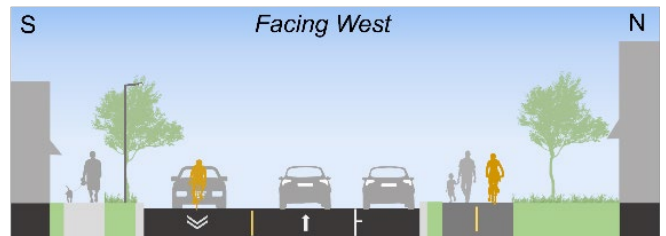


Figure 5: Ingleton Boulevard Segment 3, Option 2 Example

Consultation

Public and interest group consultation for the first phase of the Alton Towers Neighbourhood Connections project took place from May 28 to June 25, 2025.

Consultation activities included three (3) meetings with interest groups, one (1) pop-up community engagement activity, a public drop-in event, an online feedback survey, and comment tracking. A total of 28 people attended the in-person public drop-in event held on June 11, 2025, 43 survey responses were received, and seven (7) people provided comments by mail, phone, and email. Project notices were sent by Canada Post to 6,500 addresses in the community.

Interest groups were consulted in the development of this proposal, with three (3) one-on-one interest group meetings conducted with ten (10) total attendees. These meetings included local schools, such as Macklin Public School to identify loading, access, and road safety needs.

Overall, participants expressed support for road safety improvements on Ingleton Boulevard to help reduce motor vehicle speeds, including reducing the speed limit to 30 km/h, improving pedestrian crossings, and making the road safer for pedestrians and people cycling.

For the options provided for Ingleton Boulevard, participants indicated greater support for Option 2 (a dedicated bikeway) than for Option 1 (a Neighbourhood Greenway in Sections 2 to 4). Supportive comments for Option 2 cited safety for people cycling as the main reason for separated infrastructure. Comments by those who do not support the addition of cycling facilities cited observing a low number of cyclists on the road, concerns that new infrastructure will not be used, and concerns about the cost of construction and maintenance.

The public consultation report is posted on the project webpage: toronto.ca/AltonTowersConnections.

Recommended Design

The recommended design is Option 2, which received more support in the public consultation, primarily due to the introduction of a separated cycling facility. Option 2 is a more significant improvement for access to destinations because of the introduction of a multi-use trail at Macklin Public School connecting Muirlands Park to the school and the pedestrian pathway to Ponymill Drive.

Based on feedback from the public consultation, some changes have been included in the design, including introduction of a left-turn stop bar set-back at Middlefield Road and Ingleton Boulevard to better facilitate southbound right-turns.

In the recommended Option 2, on-street parking -- currently unsigned as three-hour (3-hour) maximum parking -- would be removed from the corridor, and Ingleton Boulevard would be designated as no stopping with exceptions at the two (2) schools. Thirty (30) on-street parking spaces currently exist in front of Macklin Public School. All spaces are limited to 30 minutes from 8 AM to 4 PM Monday to Friday. The project proposes to

retain 13 of 30 parking spaces; based on staff observations, the 13 parking spaces should be sufficient to meet parking demand for the school. Most spaces proposed to be removed are intended to improve sightlines and meet safety standards by restricting parking within 30 metres of the proposed pedestrian crossover at a point 80 metres west of Shady Hollow Drive, and others are removed due to the proposed cycle track. Four (4) spaces are also retained across the street from Macklin Public School during off-peak hours (outside of 8 AM to 4 PM Monday to Friday).

Approximately 13 on-street parking spaces currently exist in front of The Divine Infant Catholic School. All spaces on this block are limited to 30 minutes from 8 AM to 4 PM Monday to Friday. The project retains all existing 13 spaces.

For the intersection of Ingleton Boulevard and Alton Towers Circle, it is recommended to proceed with Option 1, to improve the existing PXO through curb extensions and a potential raised crossing. A warrant analysis has determined that installation of AWSC does not meet the technical justifications, and on-site observations have shown that the existing PXO operates with good compliance by motor vehicle operators and pedestrians.

Traffic calming, in the form of speed humps, is proposed as part of the recommended design. A separate report to Scarborough Community Council seeking authority to install speed humps is forthcoming in early 2026.

Subject to Council approval, Transportation Services is committed to monitoring, evaluating, and completing a community follow-up approximately 12-18 months after installation.

Keele Street Safety and Bikeway Improvements (Wards 6 and 7)

In 2027-2028, major road rehabilitation work is planned on Keele Street between Steeles Avenue West and Finch Avenue West. This planned roadwork provides an opportunity to make the corridor safer for everyone, especially seniors, school children, pedestrians, and people cycling.

Keele Street, between Steeles Avenue West and Finch Avenue West, is included in the 2025-2027 Near-Term Implementation Program having scored highest in the 2025-2027 Cycling Impact Analysis. Between 2018-2022, the City has [installed several bikeways](#) around the York University and Downsview area. A map of the project area is provided as Figure 6.

This project supports improved road safety and cycling connections to destinations including the Finch West subway station, the Finch West LRT and to York University (Keele campus) and would strengthen connections to existing cycling facilities and multi-use trails. No vehicle lanes would be removed through this project.

Existing Conditions

Keele Street between Steeles Avenue West and Finch Avenue West -- a total length of approximately two (2) kilometres -- is classified as a major arterial with a pavement width between 20 and 25 metres. The two-way traffic volumes range between 32,000 and 35,000 vehicles per day. The corridor has a mix of adjacent land uses, including commercial and institutional.

The existing configuration of Keele Street is two (2) motor vehicle lanes in each direction, with dedicated left-turn lanes at major intersections and right-turn lanes in some locations. The posted speed limit is 60 km/h, and there are seven (7) signalized intersections along the corridor.

Continuous sidewalks are provided on both sides of the corridor. There is an existing multi-use path on the west side of Keele Street between Four Winds Drive and Murray Ross Parkway, which connects to the Finch Hydro Corridor multi-use trail.

Toronto Transit Commission (TTC) service is provided by routes 107 York University Heights, 41 Keele, and 341 Keele (Blue Night), which connect the corridor to key regional destinations, including York University and Finch West Subway Station.

Within the project limits on Keele Street, a total of six (6) pedestrians and people cycling have been killed or seriously injured over the last ten (10) years, including people cycling at Murray Ross Parkway and at Steeles Avenue. Additionally, 30 collisions resulted in pedestrians or people cycling sustaining minor injuries.

Recommended Design

The recommended design for Keele Street proposes to maintain existing motor vehicle lanes, with lane widths narrowed to current City of Toronto standards. In conjunction with the proposed lane narrowing, it is recommended to reduce the posted speed limit from 60 km/h to 50 km/h, to improve the safety of pedestrians and people cycling. The

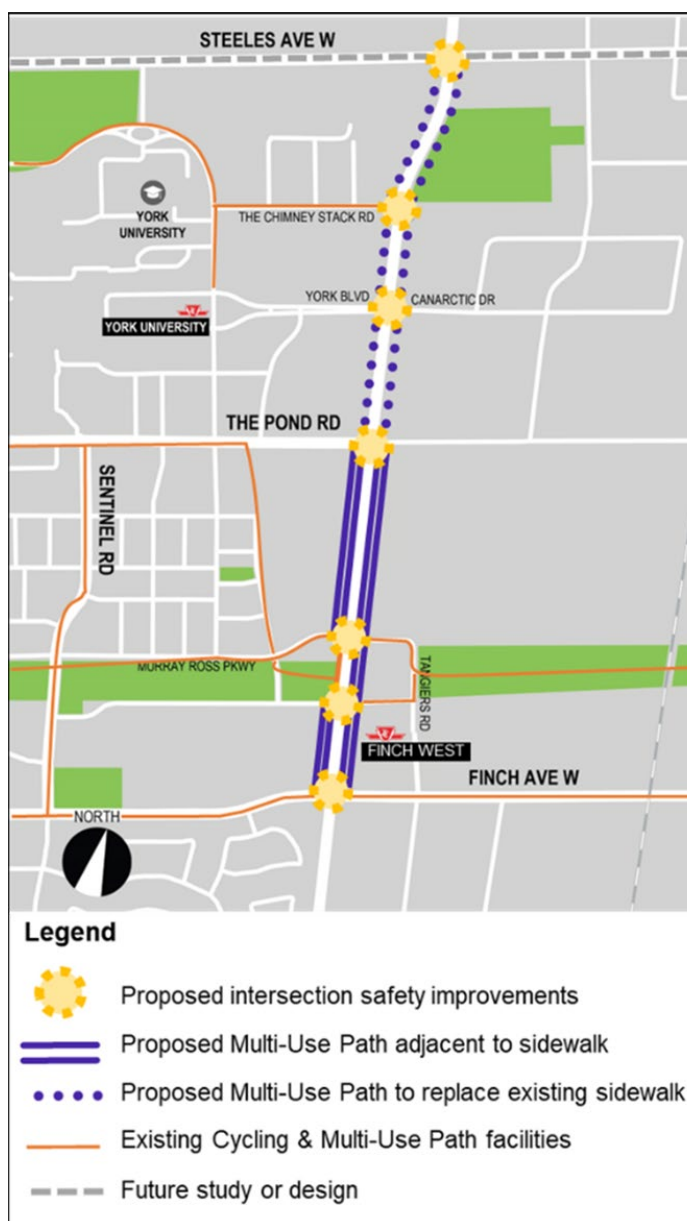


Figure 6: Keele Street Map of Proposed Design Changes

recommended design also includes green infrastructure and streetscape improvements, such as plantings and seating, where feasible. Intersection safety improvements are proposed throughout such as truck aprons, curb radius reductions, curb extensions, raised crosswalks and cross-rides, and head-starts for pedestrians and people cycling.

Finch Avenue West to The Pond Road

Between Finch Avenue West and The Pond Road, new multi-use trails are proposed on both sides of Keele Street in the area between the sidewalk and the green boulevard, adjacent to the existing sidewalks, as shown in Figure 7. Transit stop improvements are also included at Finch Avenue West, Four Winds Drive, Murray Ross Parkway, and The Pond Road.

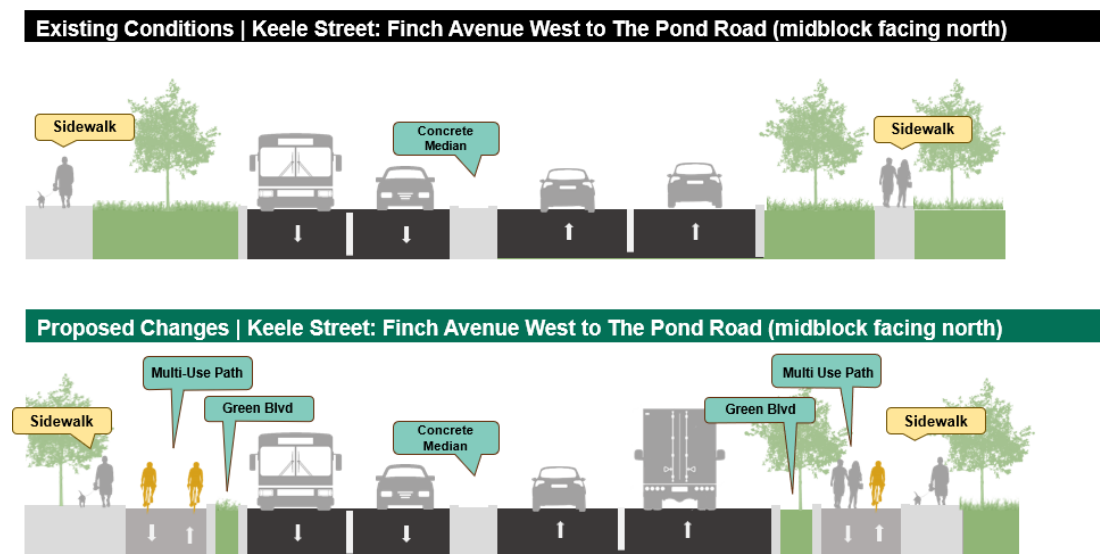


Figure 7: Existing and Recommended Design for Finch Avenue West to The Pond Road

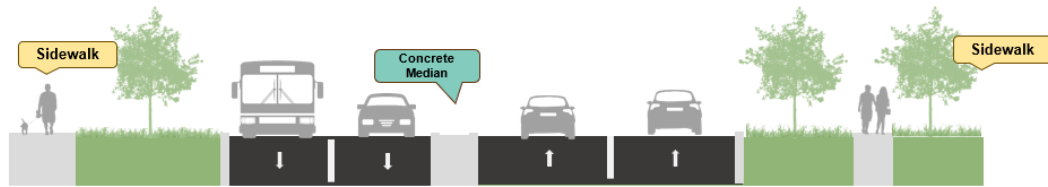
The Pond Road to Steeles Avenue West

Between The Pond Road and Steeles Avenue, the proposed design removes and replaces the existing sidewalk with multi-use trails on both sides of the street, as shown in Figure 8. Replacing the existing sidewalks with multi-use trails is due to existing utility conflicts and the narrow boulevard width, which does not provide sufficient space to accommodate both sidewalks and multi-use trails. Transit stop improvements, including integrated bus/bike platforms, are also included at Canarctic Drive and Steeles Avenue West.

Consultation

Public consultation for the Keele Street Safety and Bikeway Improvements project took place from April 15 to October 20, 2025. Consultation activities included a site walk with staff of the Duke Heights Business Improvement Area, a meeting with York University, a pop-up engagement at the Finch West Subway Station, and an online interactive map where feedback could be shared. A total of 46 responses were received through the online map and two (2) comments were received over email.

Existing Conditions | Keele Street: The Pond Road to Steeles Avenue West (midblock facing north)



Proposed Changes | Keele Street: The Pond Road to Steeles Avenue West (midblock facing north)

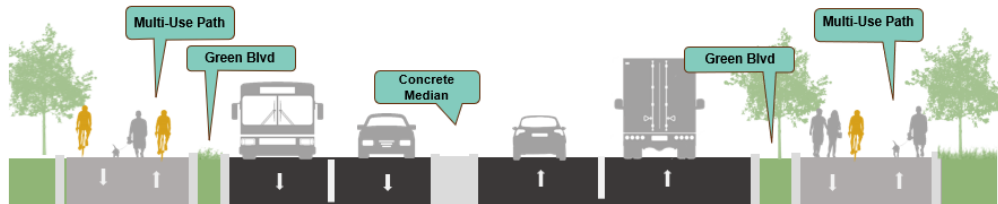


Figure 8: Existing and Recommended Design for The Pond Road to Steeles Avenue West

Notification to inform the public and interest groups about the project and opportunities to participate included a project webpage, targeted emails to local interest groups, 2,995 flyers distributed by Canada Post throughout the project area, postcards distributed at the pop-up, promotional signage installed throughout the project area, and social media.

Overall, feedback received emphasized a desire for protected bikeways within and outside of the project area. Those in support suggested that cycle tracks be installed in place of multi-use trails, as they would provide greater separation and more safety for people cycling and pedestrians and connect people cycling to destinations including Downsview Park. However, due to the presence of utility conflicts and insufficient boulevard space, a multi-use trail was selected as the preferred option.

Feedback showed a desire to see streetscape changes, including removal of the existing median, and addition of more trees to be planted in the median and on both sides of Keele Street. Some asked the City to consider removing leading pedestrian intervals at several streets intersecting Keele Street, including at Four Winds Drive, Murray Ross Parkway, and the Pond Road, citing increased travel times for motorists through these intersections. However, leading pedestrian intervals play a critical role in improving pedestrian safety by giving pedestrians an early start to establish visibility in the crosswalk, reducing conflicts with turning vehicles, and advancing the City's Vision Zero goals.

Details on the project can be found at: toronto.ca/keeleimprovements.

A Safer Kingston Road (Wards 20 and 24)

Transportation Services is proposing changes to approximately six (6) kilometres of Kingston Road, from Cliffside Drive to Scarborough Golf Club Road, to make the corridor safer and more attractive for all road users. This part of Kingston Road is identified as a Major City-Wide Cycling Route in the Council-approved Cycling Network Plan.

The project aims to improve safety for pedestrians and people cycling and driving while maintaining the existing three (3) vehicle travel lanes in each direction. Road resurfacing is planned between St. Clair Avenue East and Markham Road in 2027, creating an opportunity to integrate safety upgrades with construction work. No vehicle lanes would be removed through this project.

Project Area

In 2021, City Council directed Transportation Services to initiate a complete street design project on Danforth Avenue and Kingston Road between Victoria Park Avenue and Scarborough Golf Club Road ([2021.IE26.9](#)). The designs developed for the larger project area included motor vehicle lane reductions in order to accommodate safety improvements such as additional turning lanes, wider cycle tracks with wider buffers and greater level of physical separation between motor vehicles and people cycling. There were also two (2) short sections where two-way cycle tracks were planned on the south side of Kingston Road to provide enhanced connectivity for people on bicycles traveling along the Waterfront Trail. A map of the project area is included as Figure 9.

The proposal for changes on Danforth Ave between Victoria Park Avenue and Kennedy Road and on Birchmount Road has been deferred for further analysis. The updated Kingston Road proposal, between Cliffside Drive and Scarborough Golf Club Road, requires no vehicle lane removal to add bikeways.

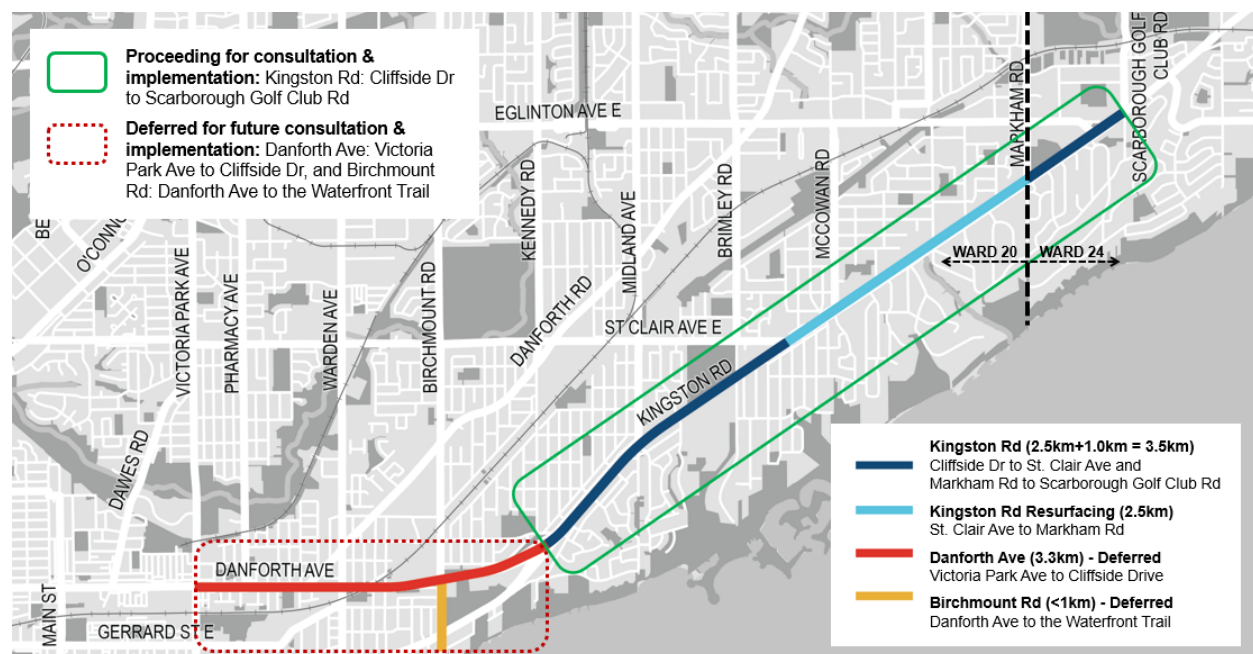


Figure 9: Project Area for A Safety Kingston Road Project

Existing Conditions

Within the project area, Kingston Road is a six-lane (6-lane), east-west major arterial roadway that carries two-way traffic on a pavement width of approximately 27 to 35 metres. A concrete median approximately five (5) metres wide separates the eastbound and westbound lanes. The corridor accommodates a daily two-way traffic volume of approximately 34,000 vehicles. The posted speed limit is currently 60 km/h in most

segments, although it was recently reduced to 50 km/h between Midland Avenue and Brimley Road.

Sidewalks are present on both sides of the street, supporting pedestrian movement throughout the corridor. The area includes a designated Community Safety Zone extending from Chine Drive to Brimley Road / Brimley Road South.

On-street parking in curb lanes during off-peak periods is generally permitted in most areas of the project area. However, the use of these spots is very low relative to supply. Some of these spots have on-street paid parking managed by Toronto Parking Authority (TPA). There are also currently four (4) dedicated 24-hour parking lay-by areas located near key business areas: two (2) on the north side between Sharpe Street and Midland Avenue and one (1) each on the north and south sides between St. Clair Avenue East and Harewood Avenue, all of which have paid parking managed by TPA.

Throughout the project area there is extensive off-street parking available on private property and nearby side streets. Several business areas also have a laneway at the rear of their properties where additional parking and loading opportunities are available. In some areas of the corridor, off-street parking provides more direct access closer to destinations for people traveling by car.

Public transit service is provided by the TTC via the 9 Bellamy, 12D Kingston Road, 86 Scarborough, 102 Markham Road, 116 Morningside, and the 902 Markham Road Express. In both directions combined, these routes combined carry approximately 43,400 passenger trips on a typical weekday and have a combined headway that ranges from three (3) to five (5) minutes in peak times. The corridor also includes numerous TTC bus stops. There are RapidTO: Transit Priority Bus Lanes east of Markham Road.

The land use along this section of Kingston Road is diverse, comprising residential detached homes, apartment buildings, institutional facilities, and community spaces. Notable institutions include St. Theresa Shrine Catholic Elementary School, St. Augustine's Seminary, and St. John Henry Newman Catholic High School. The corridor also features commercial areas with restaurants, offices, and retail establishments, contributing to varied transportation needs and parking demands.

The project supports the City's Vision Zero Road Safety Plan, which aims to eliminate traffic-related fatalities and serious injuries. A safety review of the project area found that between 2014 and 2024, there were 1,910 collisions resulting in 22 serious injuries and six (6) fatalities. Scarborough has some of the highest rates of traffic fatalities in Toronto, and Kingston Road has long crossing distances and limited protection for vulnerable road users. A summary of the collision data for the project area is shown in Figure 10.

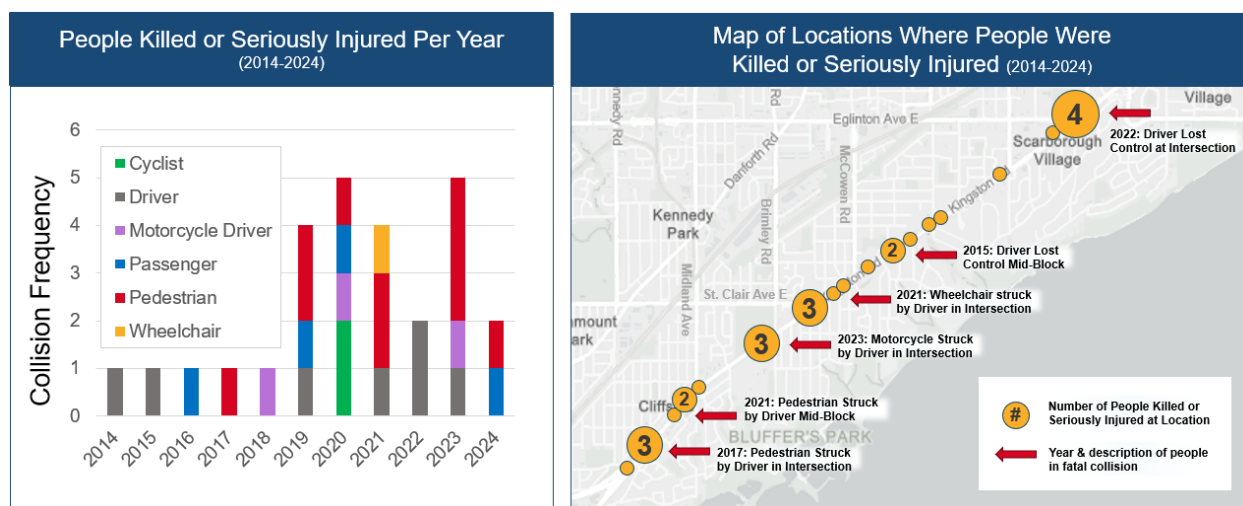


Figure 10: Collisions that Resulted in Death or Serious Injury in the Project Area

Recommended Design

The recommended design for Kingston Road includes physically separated cycle tracks on both sides (where space allows) using a combination of pre-cast curbs, bollards, and modular planters, as shown on Figure 11. In limited segments where road width is constrained, painted bike lanes are proposed.

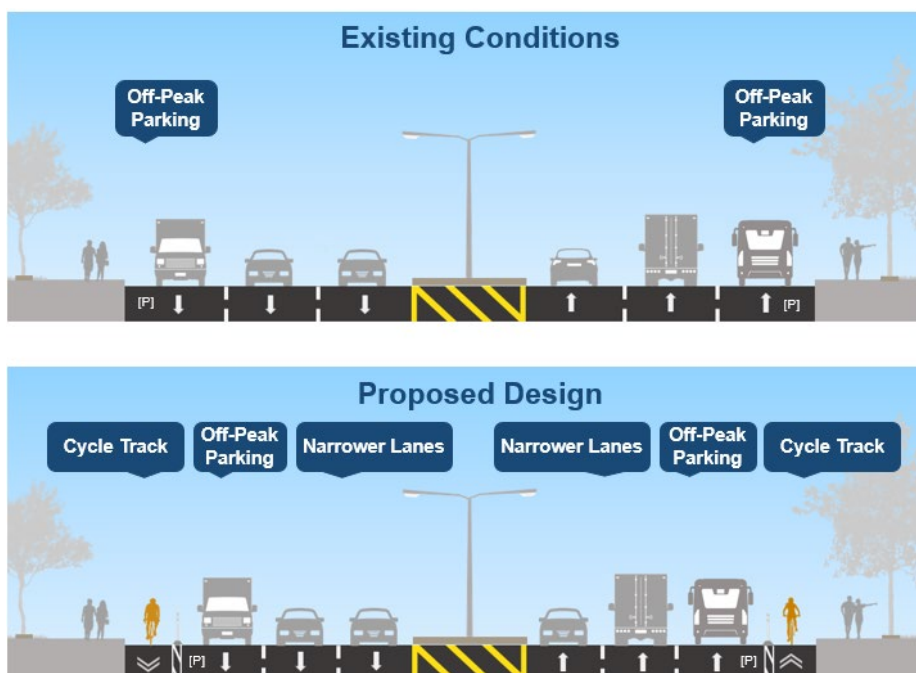


Figure 11: Existing and Proposed Cross-Section for Kingston Road

Vehicle lane widths would be narrowed to align with current City guidelines and promote safer travel speeds. In conjunction with the project implementation, Transportation Services also recommends the posted speed limit be reduced from 60 km/h to 50 km/h between Brimley Road South and Scarborough Golf Club Road.

Intersection upgrades, such as curb extensions, are recommended at many side-streets to shorten crossing distances. Raised crosswalks would also be installed in right-turn channels at Markham Road.

Changes to the configuration of turning lanes in the centre median area are recommended to improve the safety for people driving through the off-set intersection at Kingston Road and Whitecap Boulevard / Mason Road, which would include prohibiting left-turns onto Kingston Road from Whitecap Boulevard and from Mason Road.

Signal timing would be optimized to improve vehicle flow, and new right-turn on red restrictions (bicycles excepted) would be introduced in key locations such as near schools, to improve pedestrian safety.

Traffic modeling was conducted based on the proposed design. Findings confirmed travel times from Cliffside Drive to Scarborough Golf Club Road generally would be unchanged. The proposed right-turn on red restrictions were included in the modelling, and new restrictions are minor and are anticipated to have no impact on overall corridor travel times. Intersection analysis confirmed right-turns continue to have acceptable operations with minimal impacts to turning vehicles.

Proposed right-turn on red restrictions on Kingston Road include:

- In all directions at Cliffside Drive/Claremore Avenue;
- In all directions at Ridgemoor Avenue/Sharpe Street;
- In all directions at Sandown Avenue;
- Northbound at Midland Avenue;
- In all directions at Chine Drive;
- In all directions at St. Augustine's/Resthaven Memorial Gardens;
- In all directions at Brimley Road / Brimley Road South;
- In all directions at St. Clair Avenue East/Brooklawn Avenue;
- Northbound and southbound at McCowan Road/Cathedral Bluffs Drive;
- Northbound and southbound at Fenwood Heights;
- In all directions at Bellamy Road South/Ravine Drive;
- Northbound at Parkcrest Drive;
- Northbound and southbound at Markham Road; and
- Westbound at Eglinton Avenue East.

Proposed streetscape enhancements include 25 new planters in medians, which would nearly double the length of green space in the median from approximately 600 metres to over 1,100 metres. Additional streetscape improvements and green planters would be installed where feasible.

Renderings of the proposed conditions at two (2) locations on the corridor are included as Figures 12 and 13.

Existing Conditions



Proposed Design



Figure 12: Existing Conditions and Artist Rendering of Kingston Road Eastbound at Eastville Avenue

Existing Conditions



Proposed Design



Figure 13: Existing Conditions and Artist Rendering of Kingston Road Eastbound Between McNab Boulevard & Faircroft Boulevard

On-Street Parking

On-street parking would be retained in high-demand areas with 171 on-street parking spaces proposed: 141 in curb-lanes for off-peak use and 30 in 24-hour lay-by spots. The proposed parking supply is greater than the overall observed demand in the project area and in most individual blocks. Figure 14 shows the proposed number of on-street parking spots in each block.

Six (6) parking utilization counts were collected on weekday afternoons and overnight, as well as on weekends, in 2023 and 2025. The total observed maximum use was 57 spots, 33 in curbside spots and 24 in lay-by spots. Dedicated and accessible loading areas in front of local businesses are also proposed, and access to laneways behind businesses would be maintained. There are also extensive side-street and off-street parking opportunities.

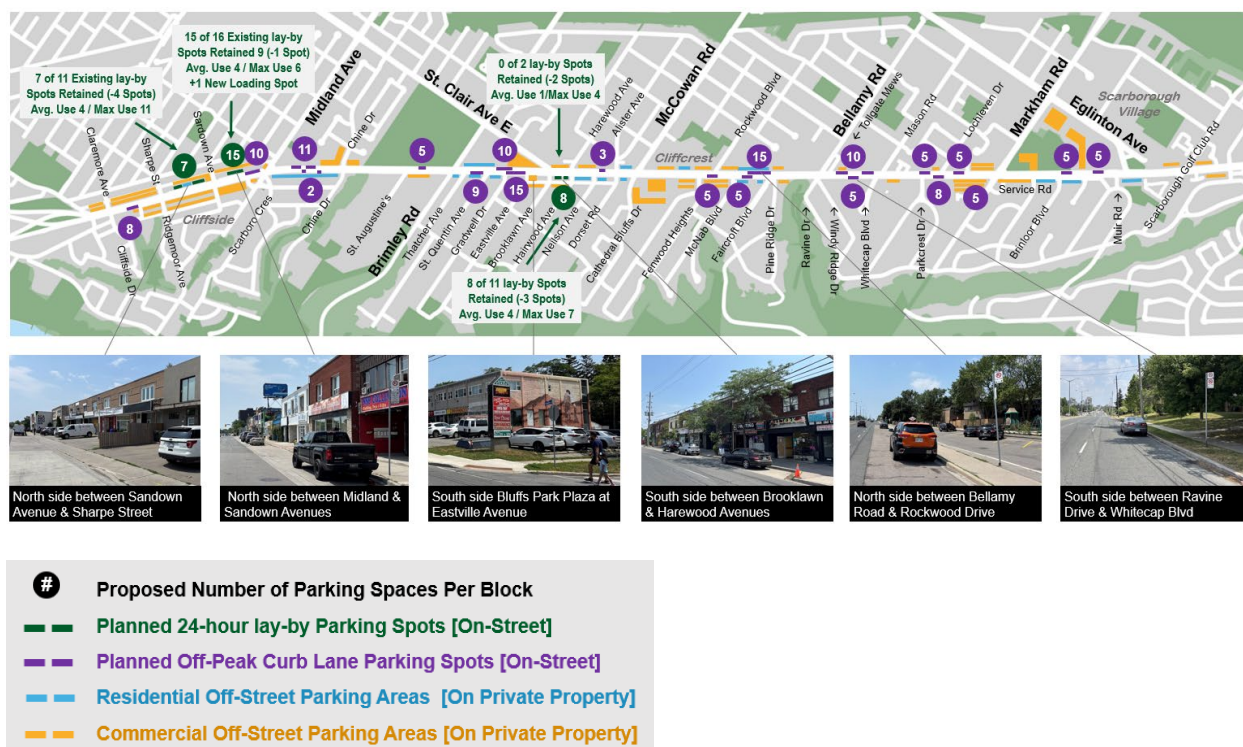


Figure 14: Proposed On-Street Parking Spaces on Kingston Road

A total of about 56 paid parking spots out of 127 managed by TPA are expected to be removed in both on-street and lay-by locations. TPA staff provided an estimate that the annual net revenue impact is \$23,877.00 and there is a one-time operational expense of \$9,158.40 for removal of six (6) parking machines (figures include non-recoverable portion of HST).

Transit Improvements and TTC Stop Changes

Bus stop improvements such as raised bus-bike platforms and green-road marking would be added to improve safety and accessibility. Following feedback from the TTC, stop relocations would be implemented to enhance safety and accessibility for transit riders at the following locations on Kingston Road:

- Eastbound at St. Augustine's - relocated from far-side to near-side;
- Eastbound at Cathedral Bluffs Drive - relocated from near-side to far-side;
- Westbound at McCowan Road - relocated from near-side to far-side;
- Eastbound at Fenwood Heights - relocated from near-side to far-side;
- Westbound at Fenwood Heights - relocated from far-side to a point 25 metres west;
- Eastbound at Faircroft Boulevard - relocated from far-side to near-side;
- Westbound near Faircroft Boulevard - relocated 40 metres to the west;
- Eastbound at Ravine Drive - relocated from near-side to far-side; and
- Westbound near Bellamy Road South - relocated from near-side to far-side.

To improve bus service reliability and reduce transit rider journey times, the TTC recommends the following stops be removed on Kingston Road: westbound near Mason Road and eastbound near Whitecap Boulevard. The next closest nearby stops are located 200 metres to the east at Parkcrest Drive where there is a signalized crossing.

Consultation

Public engagement for the Kingston Road project has taken place in two (2) phases. Phase 1 consultation occurred in 2024 and focused on the previous proposal for a Danforth-Kingston Complete Street project. Opportunities for Phase 1 public consultation included a webpage with project information, two (2) public drop-in events, one (1) virtual public meeting, a feedback survey, and comment tracking. Outreach efforts included flyer notices to 44,500 addresses by Canada Post, social media posts reaching over 5,000 followers, several virtual and in-person stakeholder meetings, and direct engagement with 400 community contacts. Highlights from the activities include the following:

- 83 people attended the virtual public meeting;
- 228 attended the in-person drop-in event;
- 1,810 completed survey responses were received;
- 76 people providing comments by mail, phone, and email; and
- 137 messages sent via the actionnetwork.org petition system advocating support.

Overall, public feedback agreed on the need for improved safety at intersections and a reduction in speeding (especially along Kingston Road). Respondents who travel by bike were very supportive of the proposed changes to install physically separated cycle tracks on Danforth Avenue and Kingston Road. Those respondents who do not travel by bike were most concerned about traffic congestion, especially from the proposed options that include a reduction in travel lanes. Desire for improved TTC transit service was also a frequently raised comment. The complete Phase 1 consultation report, describing all activities and feedback received, is available on the project webpage: toronto.ca/DanforthKingston

Phase 2 consultation was conducted in Fall 2025, focusing on the updated design for Kingston Road. Phase 2 consultation activities included a webpage with project information, one (1) virtual public meeting, one (1) public drop-in event, a feedback survey, and comment tracking. Communications to inform the public and interest groups about the project and opportunities to participate in public consultation activities included the project web page, targeted emails to project interest groups, geotargeted online ads, and large notification signs at key street intersections. As a result of the Canada Post labour disruption, traditional mail services were not reliably available for sending pre-event notifications; 2,500 notices were distributed by a private flyer delivery company and City staff. Highlights of public activities include the following:

- 54 people attended the virtual public meeting;
- 138 attended the in-person drop-in event;
- 2,054 completed survey responses were received;
- 32 people providing comments by mail, phone and email; and
- 89 form emails advocating support for the safety improvements.

Overall, there was mixed reaction to the project. While a modest majority of survey respondents indicated they were unsupportive of the proposed changes, analysis of comments found opposition was mainly related to fears of traffic congestion and slower travel times. One (1) survey question was: "Overall, do you agree that the proposed changes on Kingston Road would improve safety and comfort for all road users? This includes people driving, people using transit, people cycling, and people using the

sidewalk". Approximately 51% of responders were unsupportive or very unsupportive, while 43% of survey responders were supportive or strongly supportive of the project

Among respondents supportive of the project, people noted appreciation of the safety improvements including adding cycle tracks, narrowing vehicle lanes, and lowering speed limits. Many expressed Kingston Road feeling "hostile" to people cycling and unsafe for pedestrians, so physical separation and reducing speeding are viewed positively by these respondents. Most consistently, across perspectives, was support for improved safety at intersections, especially near schools, and maintaining on-street parking where needed for businesses. While many residents supported the proposed addition of green space and planters in the existing median, others raised concerns about maintenance and deterioration of such spaces over time.

Many location-specific design suggestions were recorded through the consultation and may result in adjustments at the detailed design stage to optimize the final design, where feasible.

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

Implementation

The project would be implemented in phases between 2026 and 2027, as outlined on Figure 15. Approximately two-and-a-half (2.5) km of the corridor would be integrated with planned road resurfacing and include more substantial upgrades, including sidewalk and transit stop improvements. The remaining three-and-a-half (3.5) km of the corridor would be delivered as a 'quick-build' using flexible materials such as bollards and pavement markings.

A monitoring plan would track traffic impacts, safety outcomes, and community feedback, approximately 12-18 months after installation. Data collection would include site observations, vehicle travel times, intersection counts of all road users, and monitoring of neighbourhood streets to assess potential traffic diversion.



Figure 15: Implementation Plan for Kingston Road

Kipling Avenue Roadway Improvements (Ward 1)

In 2026, a road resurfacing is planned along Kipling Avenue, from Mt. Olive Drive to Albion Road. This presents an opportunity to implement safety and accessibility improvements for all road users, including pedestrians and people cycling of all ages and abilities. It also provides an essential connection to existing and future transit and bikeways. A map of the project area is included as Figure 16. No vehicle lanes would be removed as a part of this project.

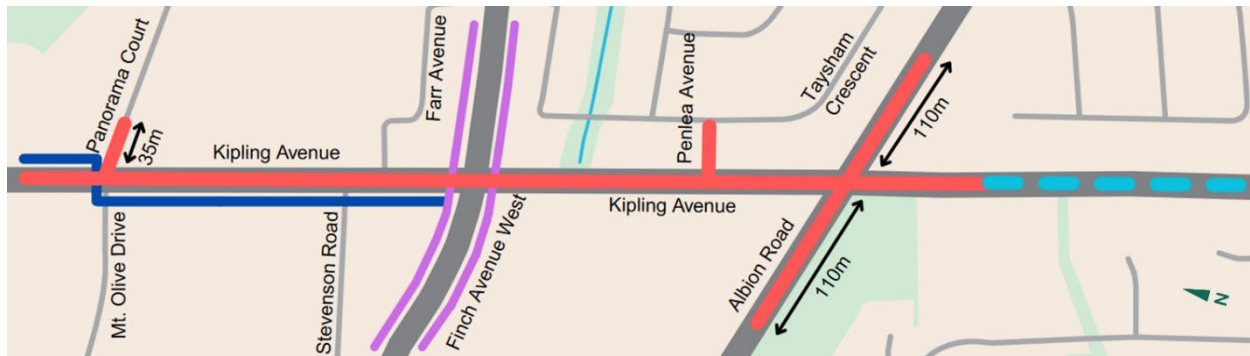


Figure 16: Project Area for Kipling Avenue Roadway Improvements

Existing Conditions

Kipling Avenue is a major arterial corridor with two (2) motor vehicle lanes in each direction, dedicated left-turn lanes at major intersections, and right-turn lanes at Kipling Avenue and Albion Road. The posted speed limit is 50 km/h, but observed operating speeds typically range from 61 to 64 km/h. The corridor carries two-way traffic volumes ranging from 23,000 to 27,000 vehicles per day.

Public transit is served by TTC Routes 45A Kipling and 945 Kipling Express. Pedestrian infrastructure consists of continuous sidewalks on both sides, with varying width and conditions, and an in-boulevard two-way multi-use trail north of Finch Avenue West.

Fifteen (15) pedestrians were struck by people driving along the corridor between January 2014 and April 2025, including one (1) reported incident resulting in a pedestrian fatality.

Recommended Design

The recommended design for Kipling Avenue consists primarily of new and reconstructed multi-use trails on one (1) or both sides of the roadway, as shown on Figure 17. The proposed design changes are intended to improve safety for all road users and increase cycling connectivity to existing and future bikeways in the project area.

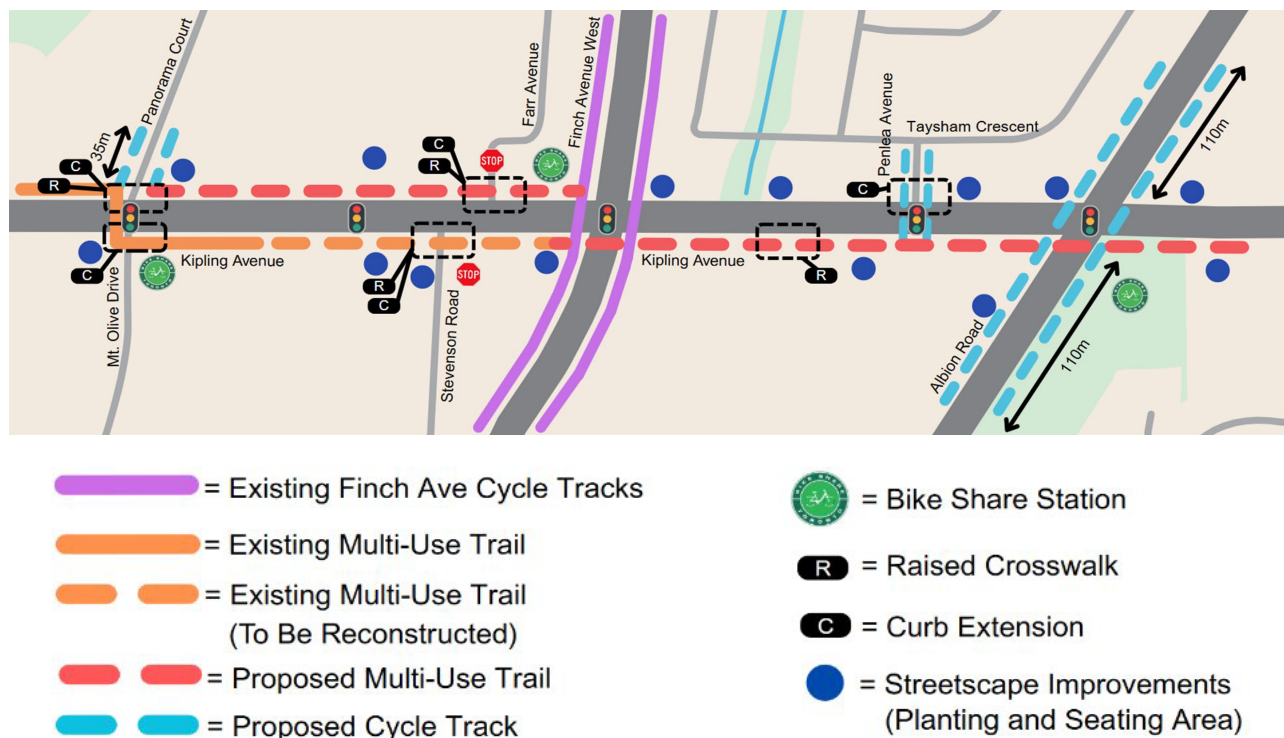


Figure 17: Area Map and Design Overview for Kipling Avenue Roadway Improvements

Kipling Avenue: Mount Olive Drive to Finch Avenue West

Between Mount Olive Drive and Finch Avenue West, a new multi-use trail is proposed on the east side of Kipling Avenue, as shown on Figure 18. The existing multi-use trail on the west side of Kipling Avenue would also be reconstructed and widened. Improved cycling connections with intersecting roadways are also proposed, including 35 metres of raised cycle track on Panorama Court.

The recommended design includes widening the existing sidewalks on both sides of the roadway, where feasible. A new median with planting opportunities is proposed, as are streetscape enhancements, such as additional seating, planters, and green infrastructure. A cross-section of the proposed design is included below.

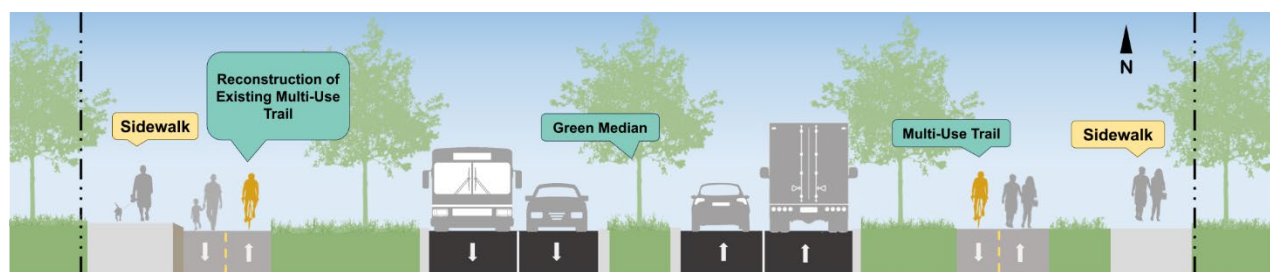


Figure 18: Kipling Avenue Proposed Cross-Section - Mount Olive Drive to Finch Avenue West

Intersection safety improvements are proposed such as curb extensions, raised crosswalks and cross-rides, and left-turn calming.

Space for a new bikeshare station at Finch Avenue West is also included in the design.

Kipling Avenue and Mount Olive Drive/ Panorama Court

Several improvements, as shown on Figure 19, are proposed for the intersection of Kipling Avenue and Mount Olive Drive/Panorama Court, including:

- Two-way cycle crossings on all sides of the intersection;
- Left-turn calming;
- Raised crosswalk and cross-ride on the east side of Kipling Avenue;
- Curb radii reductions, where feasible;
- Curb extensions on the side streets;
- Removal of bus bay on southeast corner, which will improve transit operations by eliminating buses pulling into the curb, provide space for the proposed multi-use trail and wider sidewalks, and reduce pedestrian crossing distances;
- New right-turn on red prohibitions (bicycles excepted) for westbound Panorama Court, for which no operational impacts are anticipated based on existing conditions; and
- Planting and seating areas.

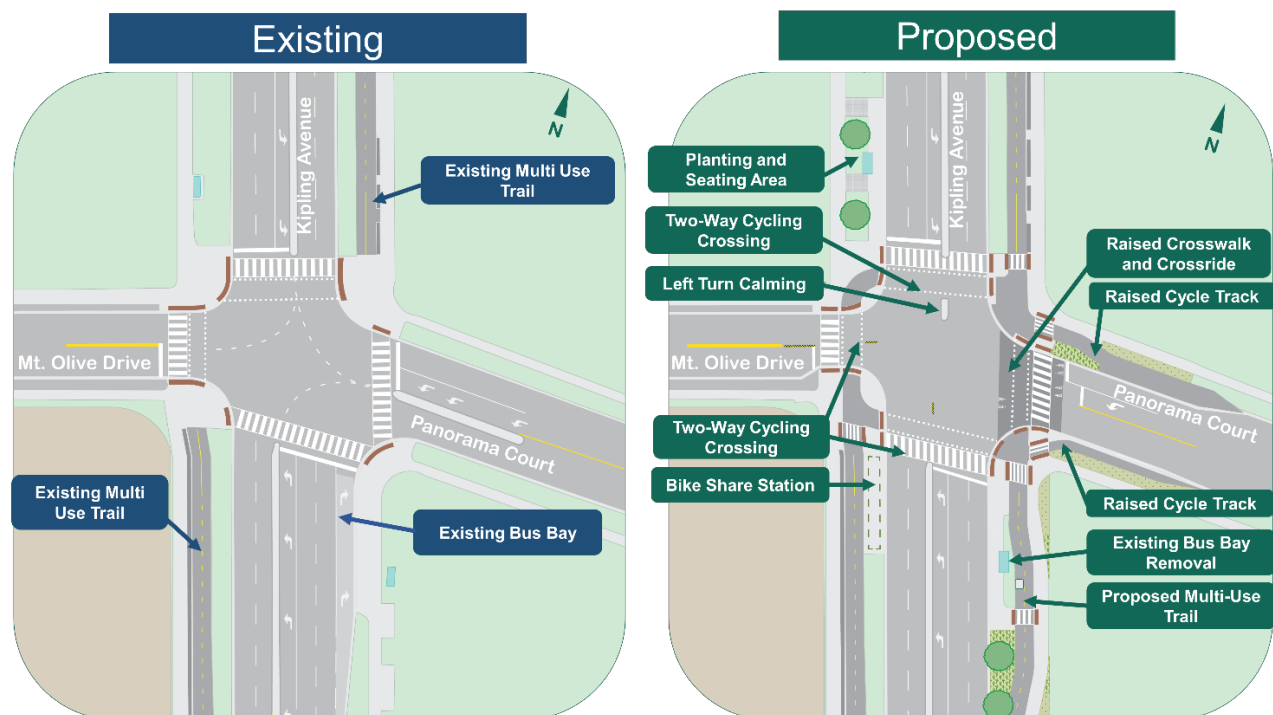


Figure 19: Existing and Proposed Intersection Configuration at Kipling Avenue and Mount Olive Drive/Panorama Court

Kipling Avenue: Finch Avenue West to Albion Road

Between Finch Avenue West and Albion Road, a new multi-use trail is proposed on the west side of Kipling Avenue (as shown on Figure 20), along with connections to the existing cycling facilities installed as a part of the light rail transit project on Finch Avenue West. The existing sidewalks would be reconstructed, with sidewalk widening proposed on the east side of the roadway, where feasible.

A new median with opportunities for tree planting is proposed, along with boulevard streetscape enhancements, such as additional seating, tree planting, and green infrastructure. A cross-section of the proposed design is included below.

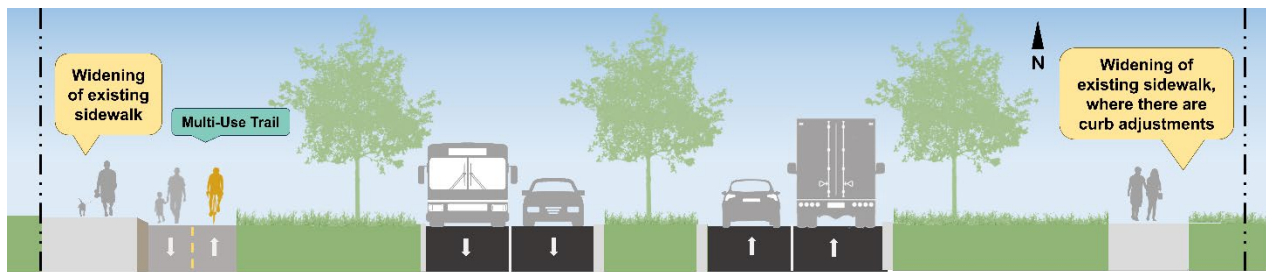


Figure 20: Kipling Avenue Proposed Cross-Section - Finch Avenue West to Albion Road

Intersection safety improvements -- such as intersection normalization, curb extensions, raised crosswalks and cross-rides, and left-turn calming -- are also proposed. More information about the proposed design improvements at Albion Road are outlined below.

Transportation Services also recommends prohibiting right-turn on red (bicycles excepted) for eastbound Finch Avenue East to reduce the risk of safety conflicts. No operational impacts are anticipated based on traffic volumes.

Kipling Avenue and Albion Road

Several improvements, as shown on Figure 21, are proposed for the intersection of Kipling Avenue and Albion Road, including:

- Two-way cycling crossings on the west side;
- One-way cycling crossings on the north and south sides;
- Right-turn channel removals on the southeast and northwest corners;
- Left turn calming;
- Curb radii reductions, where feasible;
- Removal of the existing bus bay on the northwest corner as a part of bus stop relocation;
- Proposed right-turn on red prohibitions (bicycles excepted) for southbound Kipling Avenue and eastbound Albion Road; and
- Planting and seating areas.

Penlea Avenue from Kipling Avenue to Taysham Crescent

In order to improve cycling connections on local streets east of Kipling Avenue, on-road cycle tracks, with poured-in-place concrete buffers, are proposed on both sides of Penlea Avenue, as shown on Figure 22.

A right-turn on red prohibition (bicycles excepted) is proposed for eastbound Penlea Avenue at Kipling Avenue to reduce the risk of safety conflicts. No operational impacts are anticipated based on existing traffic volumes.

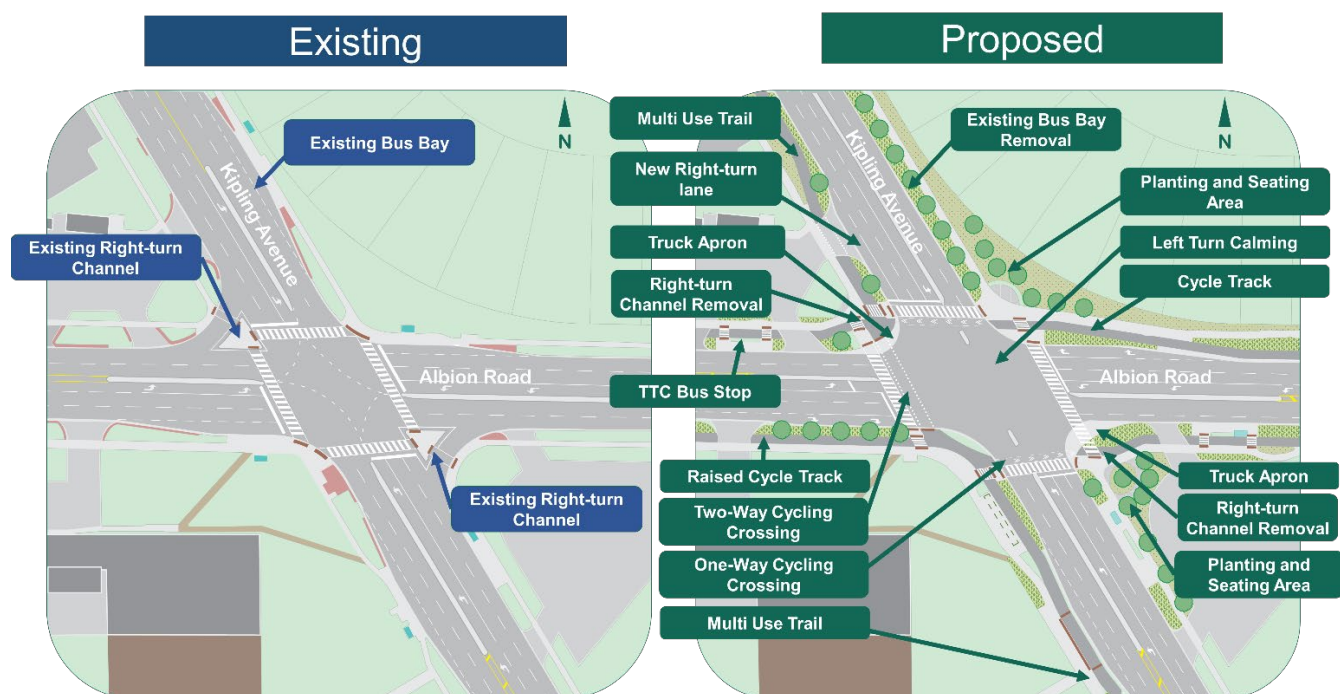


Figure 21: Existing and Proposed Intersection Configuration at Kipling Avenue and Albion Road

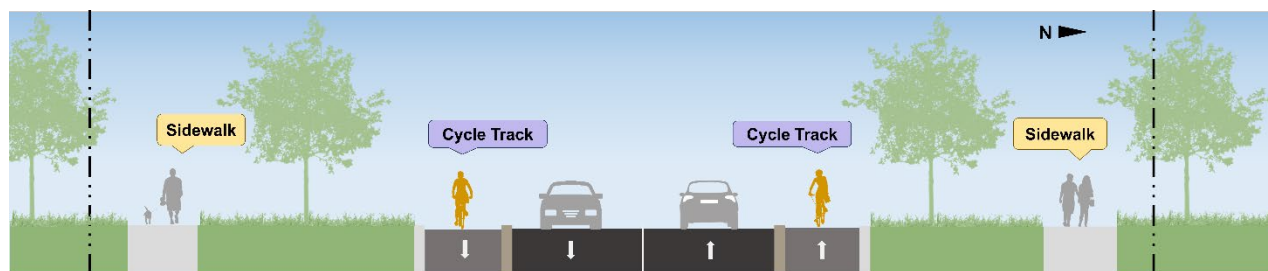


Figure 22: Penlea Avenue Proposed Cross-Section - Kipling Avenue to Taysham Crescent

Albion Road at Kipling Avenue

New cycle tracks are proposed on both sides of Albion Road, extending 110 metres east and west of Kipling Avenue, which would provide improved connection to potential future bikeways on Albion Road. The cycle tracks would be constructed in the existing boulevard, as shown on Figure 23.

In order to provide space for the proposed cycle tracks in the boulevard, the existing sidewalks on Albion Road will be realigned. As part of the realignment, the sidewalks will also be widened in line with City standards.

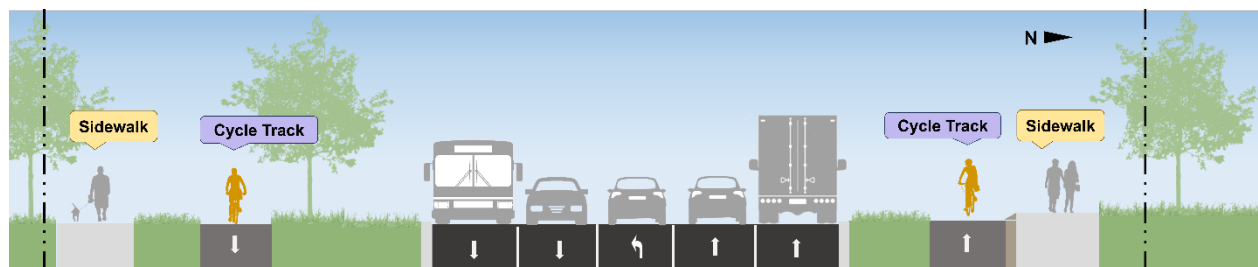


Figure 23: Albion Avenue Proposed Cross-Section - 110 Metres East and West of Kipling Avenue

TTC Stop Changes

Transit stop relocations and upgrades would be included in coordination with the TTC, and enhanced seating and waiting areas would be added, where feasible. In consultation with the TTC, Transportation Services proposes removing the following bus bays to provide space for the proposed multi-use trail and to widen sidewalks with a safer buffer from vehicle traffic and reduce crossing distances for pedestrians: the southeast corner of Kipling Avenue and Panorama Court, the northwest corner of Kipling Avenue and Finch Avenue West, and the southwest corner of Kipling Avenue and Penlea Avenue. In addition, the northeast corner bus bay at Kipling Avenue & Albion Road will be removed as part of the bus stop relocation.

Additionally, as part of the TTC stop consolidation policy, the following stops are being relocated, as shown on Figure 24:

- #1342 Kipling Avenue at Farr Avenue North Side
- #1027 Kipling Avenue at Penlea Avenue
- #3334 Kipling Avenue at Penlea Avenue South Side
- #9026 Albion Road at Kipling Avenue
- #2948 Albion Road at Kipling Avenue

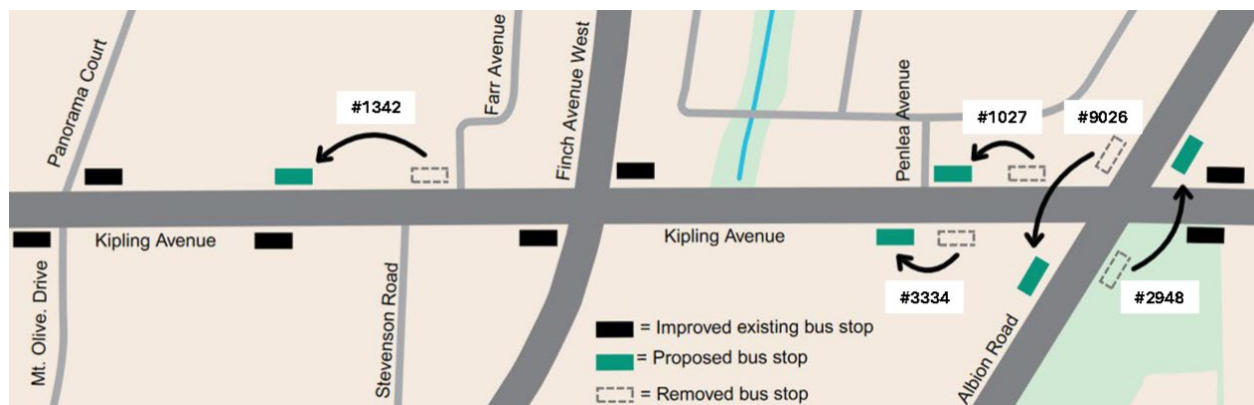


Figure 24: Kipling Avenue Proposed Transit Stop Impacts

Street Trees

Within the study area, there are currently over 140 trees. Within the project limits, approximately 48 trees are identified for removal which will be mitigated by plans to plant approximately 115 new trees along the Kipling Avenue corridor as part of this project. The proposed design makes every effort to protect and retain healthy trees. Suitable locations for new planting along the roadway would be added where feasible. Where planting on Kipling Avenue is not possible, trees would be accommodated elsewhere in the area including boulevards, parks, and ravines. Tree protection measures would continue through construction to minimize impacts.

Consultation

Public consultation for the Kipling Avenue Roadway Improvements project took place from June 26 to July 31, 2025. During the consultation period, members of the public and community interest groups were given opportunities to provide feedback on proposed changes to Kipling Avenue from Mt. Olive Drive to Albion Road, Penlea Avenue from Kipling Avenue to Taysham Crescent, and Albion Road at Kipling Avenue.

Public consultation activities engaged a total of 157 individuals through an in-person public drop-in event, pop-up community engagement, and an online feedback survey. A total of 6,867 printed notices were distributed throughout the project area via Canada Post, and emails were sent to local interest groups.

Overall, public feedback was supportive of the proposed changes, namely the enhanced streetscaping and greenery and the improved cycling connections. There was also a request to extend the multi-use trail on the east side to ensure continuity for cyclists. Some concerns were raised about micromobility usage along the multi-use trail and perceived lack of usage by cyclists.

Details on the project, including public consultation materials and summaries, can be found at: toronto.ca/kiplingavenue

Malvern Neighbourhood Connections (Wards 23 and 25)

The purpose of the Malvern Neighbourhood Connections project is to improve cycling connections in an area generally bounded by Finch Avenue East to the north, Sheppard Avenue East to the south, Markham Road to the west, and Water Tower Gate to the east. The project is broken into two (2) phases, as shown on Figure 25:

- **Phase 1** of Malvern Neighbourhood Connections proposes changes on Crow Trail, Brenyon Way, Casebridge Court, Venture Drive, Water Tower Gate, and Grand Marshall Drive paired with planned road resurfacing work in 2027, which provides an opportunity to improve safety for all road users especially for seniors, school children, pedestrians and people cycling. Furthermore, Casebridge Court, Venture Drive, and Water Tower Gate only have a sidewalk on one (1) side of the street and have been identified in the Missing Sidewalk Installation Program.
- **Phase 2** of Malvern Neighbourhood Connections would consider changes on Tapscott Road, Sewells Road, McLevin Avenue, and Malvern Street. Consultation for those streets is planned for the future.



Figure 25: Malvern Neighbourhood Connections Project Area

From 2015 to 2025, there were 348 collisions on Crow Trail, Brenyon Way, Casebridge Court, Venture Drive, and Water Tower Gate. Of these collisions, 24 involved pedestrians or people cycling, and four (4) people were killed or seriously injured, one (1) of them being a pedestrian. The project aims to improve safety for all road users, create more accessible connections to trails and parks, and improve access to local destinations.

The safety of school children and parents is a key consideration for the Malvern Neighbourhood Connections project. The project aims to increase the safety and comfort of walking and cycling, including for children and caregivers traveling to schools and daycares in the project area. No motor vehicle lanes would be removed through this project.

Crow Trail: Tapscott Road to Neilson Road

Existing Conditions

Crow Trail is collector road that is nine-and-a-half (9.5) to ten (10) metres wide. It has one (1) motor vehicle lane in each direction and carries an average 3,500 vehicles per day. The posted speed limit is 40 km/h, and a Community Safety Zone and School Safety Zone are in place to help manage motor vehicle speeds.

There is maximum three-hour (3-hour) on-street parking with some parking restrictions near the two (2) schools. Two (2) TTC routes -- 39A Finch East and 134D Progress -- serve the street.

Between 2015 and 2025 there have been 105 total collisions. Of these, five (5) involved pedestrians or people cycling, and one (1) pedestrian was killed or seriously injured.

In 2025, the City of Toronto conducted two (2) phases of public consultation for the Malvern West Streets Plan¹. Crow Trail was within the Streets Plan boundary, and feedback from the community raised concerns about road safety. The Streets Plan identified the need for speed management measures on Crow Trail and safety improvements at the intersection of Crow Trail and Neilson Road.

Recommended Design

The recommended design for Crow Trail follows a Neighbourhood Greenway approach. A Neighbourhood Greenway is a route that gives priority to pedestrians and people cycling by creating an environment with low motor vehicle volumes and speeds. Cycling priority on Neighbourhood Greenways is typically reinforced by signs, pavement markings, and measures to reduce speed and motor vehicular volume. They also include the installation of safe crossings for pedestrians and people cycling.

The proposed safety improvements on Crow Trail include:

- Speed limit reduction from 40 km/h to 30 km/h;
- Shared lanes for people cycling and driving;

¹ toronto.ca/MalvernWestStreets

- Intersection safety improvements at Tapscott Road and Neilson Road, including head start signal for pedestrians and people cycling, corner radius reduction, bike signals, and two-stage left-turn bike boxes;
- Additional improvements for pedestrians and people cycling, including raised crosswalks and safer crossings; and
- Speed cushions to manage travel speeds. The warrant analysis for traffic calming was completed as part of the Malvern West Streets Plan. Based on speed data collected in 2024, the 85th percentile speed along Crow Trail was 49 km/h, approximately nine (9) km/h above the posted limit, which meets the minimum speed threshold for traffic calming to be warranted. Given that Crow Trail is a TTC route, the installation of speed cushions instead of speed humps is recommended to accommodate transit operations. Installation of speed cushions in this location is supported by TTC staff.

New all-way stop control (AWSC) is proposed at the intersection of Crow Trail and Bradstone Square. While the existing traffic volumes are too low to meet the technical justification, AWSC is recommended to provide a controlled crossing opportunity that aligns with the existing TTC stops on either side of Crow Trail at Bradstone Square.

Additionally, the existing PXO on Crow Trail, located 40 metres south of Tunmead Square, is proposed to be relocated ten (10) metres further south in conjunction with installation of curb extensions, as shown on Figure 26.



Proposed Changes

-  **Curb extensions and green space at select locations, including PXO location in front of Tom Longboat Jr Public School.** A curb extension can reduce vehicular travel speeds and discourage through traffic. It also reduces crossing distances for pedestrians
-  **Raised crosswalk on Tunmead Square,** which help increase driver awareness of crosswalks and reduces driving speeds at pedestrian crossings.
-  **On-street shared cycling connections.** Includes signage, pavement markings and other traffic calming measures to create comfortable cycling routes on residential streets.

Figure 26: Proposed Changes on Crow Trail at Tunmead Square

To improve bus service reliability and reduce transit rider journey times, the TTC recommends the following stops be removed on Crow Trail:

- Westbound at Carrying Place and eastbound at Horseley Hill Drive. The closest nearby stops are located 180 metres east at Bradstone Square.
- Westbound at Crittenden Square. The closest nearby stop is located 100 metres west at Bradstone Square
- Westbound at McGinty Place. The closest nearby stop is located 240 metres west at Baldoon Road.

The TTC strives to place transit stops, where reasonably possible, at a controlled pedestrian crossing -- traffic signals, pedestrian crossovers, and stop signs -- that provide opportunities for pedestrians to safely cross the road. The TTC also tries to place bus stops several hundred meters apart except in locations where high pedestrian volumes exist.

Brenyon Way: Sewells Avenue to Sheppard Avenue East

Existing Conditions

Brenyon Way is a 13-metre-wide collector road. It has one (1) motor vehicle lane in each direction and carries an average of 8,000 vehicles per day. There is maximum three-hour (3-hour) on-street parking on both sides of the street with some parking restrictions between Sewells Road and John Tabor Trail / Wickson Trail. There are currently 55 spaces anytime during weekdays and 72 spaces during evenings and weekends. The posted speed limit is 40 km/h, and there is a Community Safety Zone between Sewells Road and Foregate Avenue. Brenyon Way is served by the 132 Milner TTC bus. Between 2015 and 2025 there have been 122 total collisions. Of these, 12 involved pedestrians or people cycling.

Proposed Improvements

Proposed improvements include road safety enhancements, new controlled crossing locations for pedestrians, introduction of cycle tracks, and changes to on-street parking.

Two (2) alternative locations were proposed for a new pedestrian crossing between John Tabor Trail / Wickson Trail and Sheppard Avenue East, as shown on Figure 27:

- **Option 1:** new crossing opportunity at pedestrian pathway on Brenyon Way connecting Lowry Square and John Tabor Trail.
- **Option 2:** new crossing opportunity near Foregate Avenue and pedestrian pathway that connects to Tillbrook Court and Winstanly Crescent.

In consultation with the TTC, as part of the TTC stop consolidation policy, the northbound and southbound stops at Pioneer Pathway were proposed to be removed. Additionally, depending on the preferred pedestrian crossing location and to adhere with the TTC's preference to place transit stops, where reasonably possible, at a controlled pedestrian crossing, one (1) of the two (2) bus stops at the following locations would be eliminated:

- Either TTC bus stop northbound and southbound at Foregate Avenue, resulting in the closest nearby stops located 145 metres south at the Sheppard Avenue East intersection; or
- Northbound and southbound at Pathways near Lowery Square, resulting in the closest nearby stops located 190 metres south at Foregate Avenue.

Proposed Changes



New crossing opportunity (Signal or Crossover) between John Tabor Trail/Wickson Trail and Sheppard Avenue East. The distance between the two signalized intersections that provide opportunity to cross Brenyon Way is approximately 700m.

Option 1: New crossing opportunity at pedestrian pathways on Brenyon Way connecting Lowry Square and John Tabor Trail.

Option 2: New crossing opportunity near Foregate Avenue and pedestrian pathways that connects to Tillbrook Court and Winstanly Crescent.



Cycle tracks. Installation of cycle tracks on Brenyon Way from Sewells Road to Sheppard Avenue with a concrete curb separating vehicle travel lanes and cycle tracks.



On-street parking will not be allowed from John Tabor Trail/Wickson Trail to Sheppard Avenue East.



Improved access to transit. Accessible bus platforms. People cycling must yield to anyone crossing the platform.

PROPOSED



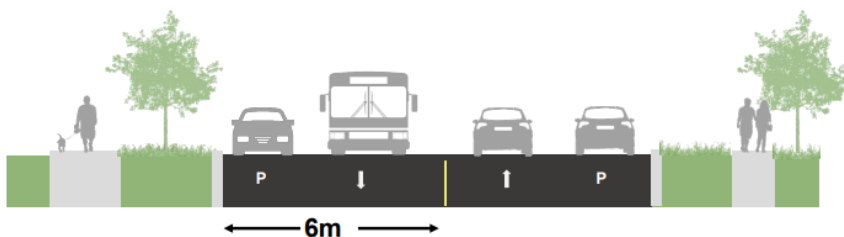
Figure 27: Proposed Changes on Brenyon Way

During consultation there were strong objections from the community about the removal of the mid-block TTC bus stops, particularly the stops located at Pioneer Pathway, as well as concerns about reduction of on-street parking.

Recommended Design

Based on the results of the public consultation on the options presented above, the recommended design includes construction of cycle tracks separated from motor vehicles with permanent curbs and, in some sections, parking protected, as shown on Figure 28.

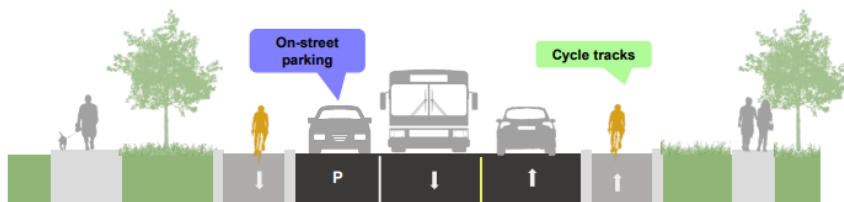
Existing Conditions | Brenyon Way from Sewells Road to John Tabor Trail/Wickson Trail



Existing Conditions

- One lane per direction
- Very wide lanes, (6m-7m per lane)
- On-street parking available on both sides of the street

Proposed Conditions | Brenyon Way from Sewells Road to John Tabor Trail/Wickson Trail



Proposed Conditions

- One lane per direction
- Lane width according to City guidelines (3.5m)
- On-street parking available on one side of the street
- Cycle tracks

Figure 28: Existing and Proposed Cross-Section of Brenyon Way from Sewells Road to John Tabor Trail/Wickson Trail

Parking is proposed to be prohibited on one (1) side of the street between Sewells Road and John Tabor Trail / Wickson Trail, resulting in the removal of 25 spaces. Between Sewells Road and St Columba Catholic School, parking is proposed on the west side of the street, and between the school and John Tabor Trail/Wickson Trail, parking is proposed on the east side of the street to facilitate school pick up and drop off. The proposed changes to on-street parking on Brenyon Way are informed by parking surveys that were conducted multiple times in 2025. The surveys measured on-street parking needs and usage on Brenyon Way. On average, 32 vehicles were observed parked on Brenyon Way between Sewells Road and John Tabor Trail during all surveyed periods. The initial proposal that included the removal of the bus stops at Pioneer Pathway would accommodate 36 parking spaces.

During consultation, community members expressed strong opposition to the bus stop removals. As a result, the recommended design includes maintaining the Pioneer Pathway bus stops, which reduces the total number of parking spaces that are proposed to be retained to 30.

It should be noted that the parking surveys were done after the construction of the new affordable housing development at 25 Sewells Road had begun. The development has displaced some of the residential parking from 250 Brenyon Way which has resulted in increased pressures to on-street parking. Upon completion, the 25 Sewells Road development will share parking with 250 Brenyon Way and it will include a total of 392 parking spaces, which consists of 146 new and 246 existing parking spaces. The development is planned to be completed before 2027, and the proposed safety improvements and resurfacing on Brenyon Way are planned for 2027.

Safety improvements are proposed at the intersections of Brenyon Way with Sewells Road, John Tabor Trail / Wickson Trail, and Sheppard Avenue East, including corner radius reduction, left-turn calming, signal timing changes and Accessible Pedestrian Signals, and introduction of two-stage left-turn bike box and bike signals.

A new Midblock Pedestrian Signal (MPS) is proposed on Brenyon Way at the existing pedestrian walkways connecting Lowry Square and John Tabor Trail, approximately 345 metres south of John Tabor Trail / Wickson Trail. While this location does not meet the technical justification based on the existing volume of crossing pedestrians, a new controlled crossing is recommended based on the additional consideration of distance to controlled crossing opportunities, as outlined in the Council-adopted Pedestrian Crossing Protection Device Justification Policy ([2025.IE22.4](#)). The proposed new MPS aligns with pedestrian desire lines for connections to Lowry Square, Emily Carr Public School and John Tabor Park, and existing controlled crossing opportunities are 345 metres to the north and 340 metres to the south. An MPS is the recommended form of control due to the existing operating speeds on Brenyon Way, which are 14 km/h above the posted speed limit of 40 km/h based on speed data collected in 2024.

TTC Stop Changes

Based on the preferred location for the new signalized crossing, the following TTC stops are proposed to be removed:

- Northbound and southbound at Foregate Avenue. The closest nearby stops are located 145 metres south at the Sheppard Avenue East intersection or 190 metres

north at the new proposed signal at the walkways to John Tabor Trail and Lowry Square.

The existing TTC bus stops at Pioneer Pathway would be retained. The proposed design also includes the construction of new accessible bus and bike platforms at TTC stop locations.

Casebridge Court, Venture Drive, and Water Tower Gate

Existing Conditions

Casebridge Court, Venture Drive, and Water Tower Gate are 12.4 to 15.8-metre-wide collector roads. They each have one (1) motor vehicle lane per direction and carry on average 6,000 to 6,500 vehicles per day. The surrounding area is industrial and has a presence of construction-related businesses, warehouses, and some office spaces. Casebridge Court connects to the Scarborough Railpath Trail, which connects to Finch Avenue East and the Gatineau Hydro Corridor Trail.

There is maximum three-hour (3-hour) on-street parking on both sides of the street. No parking is permitted at the cul-de-sac of Casebridge Court. There is a sidewalk present only on the south side of Casebridge Court, west and south sides of Venture Drive, and east side of Water Tower Gate. The posted speed limit is 50 km/h. Between 2015 and 2025 there have been 121 total collisions. Of these, seven (7) involved pedestrians or people cycling.

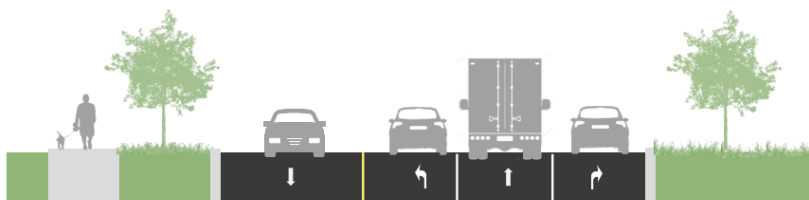
Recommended Design

Given the volume of motor vehicles as well as the presence of heavy trucks, Transportation Services recommends a combination of cycle tracks and new multi-use paths that both pedestrians and people cycling can share on the side of the street where a sidewalk is currently missing. Vehicle lane widths would be narrowed to align with current City guidelines and promote slower travel speeds. A posted speed limit reduction to 40 km/h is recommended. No vehicle lanes would be removed through this project.

On Casebridge Court from Morningside Avenue to Venture Drive, cycle tracks are recommended on both sides of the roadway, separated from motor vehicles with pour-in-place concrete curbs. A new sidewalk on the north side of the street would also be constructed, as shown on Figure 29.

On Venture Drive from Casebridge Court to Water Tower Gate, a new multi-use-path is recommended on the east/north side of the street, as shown on Figure 30. The multi-use path continues south across Venture Drive along the west side of Water Tower Gate to Sheppard Avenue East. On-street parking would be prohibited on both sides of Venture Drive and Water Tower Gate. Prohibiting on-street parking on Venture Drive and Water Tower Gate is anticipated to have minimal impact due to low observed on-street demand and the presence of large off-street parking lots. Approximately four (4) small trees would be removed as part of the construction on the north side of Venture Drive. The City attempts to limit tree removals through detailed design and would plant three (3) trees on the corridor or nearby for each one (1) removed.

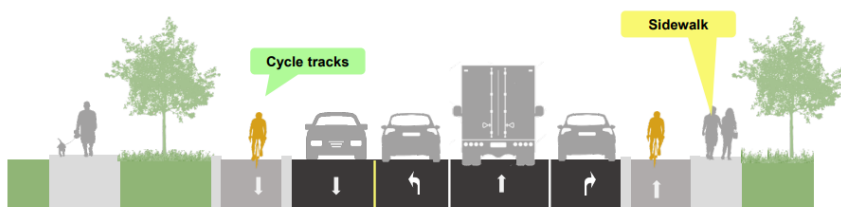
Existing Conditions | Casebridge Court from Morningside Avenue to Venture Drive



Existing Conditions

- Three westbound lanes and one eastbound lane
- Sidewalk on south side of Casebridge Court

Proposed Conditions | Casebridge Court from Morningside Avenue to Venture Drive

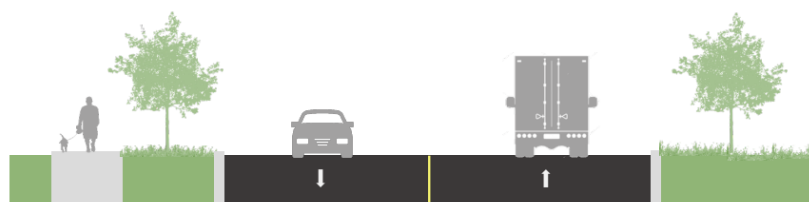


Proposed Conditions

- All motor vehicle lanes will be maintained
- The curb on the north side of the street will be moved to provide space for cycle tracks and a new sidewalk.

Figure 29: Existing and Proposed Cross-Section of Casebridge Court from Morningside Avenue to Venture Drive

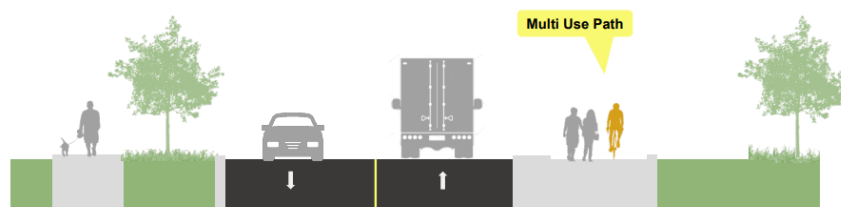
Existing Conditions | Venture Drive from Casebridge Court to Water Tower Gate



Existing Conditions

- One lane in each direction
- Lanes are very wide
- Sidewalk on the west and south side of Venture Drive

Proposed Conditions | Venture Drive from Casebridge Court to Water Tower Gate



Proposed Conditions

- All motor vehicle lanes will be maintained
- Multi Use Path on the east and north side of Venture Drive

Figure 30: Existing and Proposed Cross-Section of Venture Drive from Casebridge Court to Water Tower Gate

Safety improvements are proposed at the intersection of Water Tower Gate and Sheppard Avenue East, including corner radius reduction, left-turn calming, signal timing changes and Accessible Pedestrian Signals, and introduction of protected corners. Transportation Services also recommends a short section of bike lanes on Grand Marshall Drive to better connect with Water Tower Gate. No changes to travel lanes and on-street parking are proposed.

In addition, new AWSC is proposed for the intersections of: 1) Venture Drive and Casebridge Court; and 2) Venture Drive and Water Tower Gate. While the existing traffic volumes are too low to meet the technical justification at these two (2) intersections, AWSC is recommended to provide controlled crossing opportunities for

pedestrians and people cycling given the surrounding environment, which includes industrial land uses and high volumes of large trucks.

Consultation

Public consultation for Malvern Neighbourhood Connections took place from June 10 to July 8, 2025. The public and interest groups were invited to provide feedback on proposed changes for Brenyon Way, Crow Trail, Casebridge Court, Venture Drive, and Water Tower Gate. In the future, a second phase of public consultation would invite feedback on potential changes for Tapscott Road, Sewells Road, McLevin Avenue, and Malvern Street.

Consultation activities included two (2) meetings with interest groups, two (2) pop-up community engagement activities, a public drop-in event, an online feedback survey, and comment tracking. Public consultation participants included 17 people who attended the in-person public drop-in event, 42 survey respondents, and eight (8) people who provided comments by mail, phone, and email.

Overall, participants expressed support for the proposed Neighbourhood Greenway on Crow Trail and the on-street shared lane for people driving and cycling. Feedback acknowledged speeding on the road and expressed support for proposed measures to improve compliance with the posted speed limit and the proposed road safety improvements for pedestrians.

Public feedback for proposed changes on Brenyon Way was generally supportive of intersection and crossing improvements for pedestrians. Public feedback about the proposed cycle tracks was mixed: approximately 60% of survey respondents expressed support for the proposed cycle tracks, due to the safety and connectivity they would provide for people cycling; and just over 30% expressed opposition to the proposed cycle tracks primarily due to concerns about the reduction of on-street parking, concerns about issues with snow removal, and the perception that cycle tracks are not needed.

People expressed concern about the proposed removal of the mid-block TTC stops, primarily at Pioneer Pathway, citing that the bus stops serve numerous individuals from the high-rise and townhouse complexes, including seniors, students, children, and people with disabilities. As a result of public feedback, as mentioned previously, the TTC bus stops at Pioneer Pathway are proposed to be retained.

For the proposed changes on Casebridge Court, Venture Drive, and Water Tower Gate, participants generally expressed support. Feedback about the proposed speed limit of 40 km/h was mixed; while most participants support this proposed change, some who opposed it suggested it remain 50 km/h, while others suggest it be reduced to 30 km/h.

Details on the project, including public consultation materials and summaries, can be found at: toronto.ca/MalvernConnections.

Martin Grove Road Cycling Connections (Ward 2)

The purpose of the Martin Grove Road Cycling Connections project is to fill gaps in the existing bikeway network along Martin Grove Road between Eglinton Avenue and Dundas Street West. Many segments of the continuous bikeway have been installed, with one (1) remaining gap south of Burnhamthorpe Road to Dundas Street West. A map of the project area is included as Figure 31. No motor vehicle lanes would be removed through this project.



Figure 31: Remaining Segment of the Martin Grove Cycling Connections Project.

In 2021, City Council approved a project to improve and extend the Martin Grove Road bicycle lanes between Rathburn Road and 92 m north of Burnhamthorpe Road. Construction of this project took place in 2023-2024 as part of watermain and road rehabilitation work.

In 2022, Transportation Services City Council approved further segments to close additional gaps on Martin Grove Road between Eglinton Avenue and the Kipling GO Station. Segments of bicycle lanes between Rathburn Road and 50 metres south of Burnhamthorpe Road were approved and have been installed in phases.

In 2022, segments of uni-directional cycle tracks and a protected intersection design near Eglinton Avenue were also approved but construction coordination with Metrolinx has delayed the installation. Transportation Services is actively working with Metrolinx to coordinate and incorporate these changes, as approved by Council, into the Eglinton West LRT construction sometime between 2026 and 2030.

Existing Conditions

Within the project area, Martin Grove Road is a minor arterial roadway north of Winterton Drive, a collector roadway south of Rathburn Road, and a local street south of Burnhamthorpe Road. The corridor's land uses and conditions change within the limits of the project area from a higher speed and higher motor vehicle volume roadway to a local residential street in the areas south of Burnhamthorpe Road where no cycling facilities are present today.

Recommended Design

Burnhamthorpe Road to Wedgewood Park

Martin Grove Road south of Burnhamthorpe Road is a local street with on-street parking on both sides and sidewalks on the west side. In the peak hour, there are approximately 160 motor vehicle trips northbound and 110 motor vehicle trips southbound at the intersection. These volumes are above the threshold for cycling routes on streets that are shared by motor vehicle traffic and people cycling based on the Ontario Traffic Manual Book 18 on Cycling Facilities (OTM Book 18) and City guidelines. Based on the volume of traffic, Transportation Services explored options to lower motor vehicle volume and speed to create a Neighbourhood Greenway.

Three (3) options were proposed in the public consultation process: Option 1 explored traffic diversion through turn restrictions at Swan Avenue; Option 2 explored converting Martin Grove Road to a one-way street for motor vehicle traffic with contra-flow bicycle lanes; and Option 3 explored shared lane markings and speed humps for traffic calming.

As part of the public consultation process, the school community and other residents raised concerns about maintaining access to signalized left-turns at Burnhamthorpe Road and Martin Grove Road, impacts to surrounding streets, access to the school and parking lot, and general concerns about trail safety.

Based on a review of the proposed design and consideration of the community feedback, Transportation Services recommends shared lane markings (sharrows) on Martin Grove Road south of Burnhamthorpe Road. No changes to travel lanes, on-street parking, or speed humps are proposed.

Wedgewood Park to Bloor Street West

Martin Grove Road is discontinuous north and south of Wedgewood Park. Today, only a sidewalk connects the north of the park to the south. As part of this project, Transportation Services reviewed opportunities for a new multi-use trail connection through the Park, along with the other proposed street changes. However, based on public feedback received in late summer 2025, staff have developed an alternative on-street route marked with shared lane markings (sharrows) that detours around the Park on Swan Avenue, Charleston Road, and Rockfield Drive. South of the Park, shared lane markings (sharrows) are recommended, with no changes to on-street parking or travel lanes.

Bloor Street West and Connection to Kipling TTC / GO Station

Martin Grove Road's southern terminus is at Bloor Street West at an off-set intersection with Wilmar Road. Wilmar Road at Bloor Street West is signalized, but the off-set leg of Martin Grove Road is not. Over the last five (5) years, there were 12 collisions at this specific intersection. For people cycling, traveling south is a challenge, as they are required to cross multiple lanes of traffic or dismount to cross as a pedestrian at the traffic signal.

Transportation Services recommends removing the north side bus bay and replacing it with a short bi-directional raised cycle track on the north side of Bloor Street West between Martin Grove Road and Wilmar Road, as shown on Figure 32. The proposed change to the intersection would also include curb extensions to reduce the pedestrian crossing distance, as well as an improved transit stop with a transit shelter and new accessibility features.

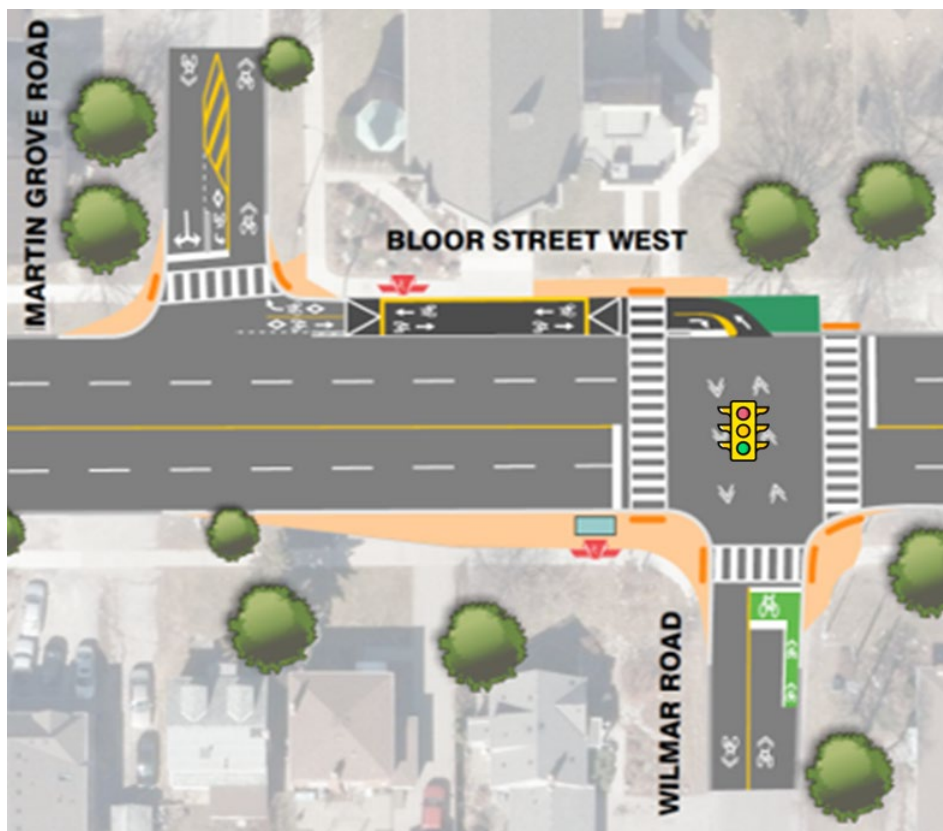


Figure 32: Proposed Intersection Improvements at Martin Grove Road, Wilmar Road, and Bloor Street West.

South of Bloor Street West, a series of low-volume local streets (Wilmar Road, Montesson Street, and Acorn Avenue) provide a connection to the Kipling TTC/GO Station at Dundas Street West. All traffic volumes on these streets are below the City's guidelines for shared streets and as such, Transportation Services plans to install wayfinding signage and shared lane markings (sharrows) to direct people cycling to or from the Kipling TTC/GO Station. A recently installed traffic signal at Acorn Avenue and Dundas Street West facilitates controlled crossing opportunities for pedestrians and people cycling to the Kipling TTC/GO Station.

2022 Consultation

Initial public consultation on the Martin Grove Cycling Connections project took place April 4 and May 18, 2022. Following consultation, the segments of the project from Eglinton Avenue West to Burnhamthorpe Road were authorised by Council in July 2022. Based on public feedback, the segments between Burnhamthorpe Road and Bloor Street West were further reviewed by staff. A full consultation summary is included in the staff report from 2022 ([2022.IE31.12](#)), and a brief review is below.

Concerns were raised that the proposed options for traffic calming and traffic diversions south of Burnhamthorpe Road would restrict or remove access to signalized left-turns at Burnhamthorpe Road and Martin Grove Road, as well as access to Wedgewood Primary School and parking lot. The updated design is shared lane markings for the on-road segments between Burnhamthorpe Road and Bloor Street West.

Area residents raised safety concerns for potential collisions on the proposed multi-use trail through the park, especially for children and other park users to recognise the change in use of space between the playground and the multi-use trail. Design amendments included additional landscaping, furniture placement, location and materials used to designate the multi-use trail.

At the Bloor Street West intersection, residents had raised concerns with the speed and volume of traffic turning onto Martin Grove Road from Bloor Street West, as well as the proposed left-turn calming feature. At the request of the local Councillor, further investigation and technical analysis on the feasibility of making Martin Grove a one-way southbound street between Wedgewood Park and Bloor Street West was carried out, as well as the feasibility of creating an offset intersection to include an additional signal at Martin Grove Road and Bloor Street West. After technical review and discussion with the Councillor, the original design has been retained with the removal of the protected turning feature that was previously proposed.

2025 Consultation

In August 2025, Transportation Services provided a project update with amendments to the design based on feedback received during consultation. The update was shared on the project webpage and by email to approximately 58 recipients who represent community interest groups and local businesses or who requested project updates by email. As part of the project update, the City hosted an information booth at Wedgewood Park on September 9, 2025 to share information about the proposed updated multi-use trail design and to provide an opportunity for park users and residents to ask questions. Approximately 40 residents were engaged, including several parents with young children.

Comments were received in response to the project update by email and at the information booth. A petition identifying concern with the multi-use trail was received from the Wedgewood Neighbourhood Association.

- Comments included safety concerns with the multi-use trail situated between a public park and unfenced school yard. Concerns raised focused on the potential for collision between pedestrians (children) and people on bicycles and other micromobility devices.

- There was concern that shared lane markings for the on-road sections are insufficient to protect people cycling and that separated bike lanes are needed, along with the traffic calming measures previously proposed (in 2022).
- Several participants inquired about the potential for a multi-use trail in the nearby Hydro Corridor. Transportation Services is working with Hydro One to advance a feasibility review of that project, but it does not have a confirmed timeline for delivery.
- Comments were also received indicating support and indifference about the trail.

As a result of community concerns regarding the proposed multi-use trail, an alternative cycling connection was developed by staff that would direct people on bike to cycle around the park. This route would be marked with signage and sharrows on the road, consistent with other segments of the route south of Burnhamthorpe Road.

Details on the project, including public consultation materials and summaries, can be found at <https://www.toronto.ca/services-payments/streets-parking-transportation/cycling-in-toronto/torontos-cycling-infrastructure/martin-grove-road-cycling-connections/>.

Morningside Avenue Connections Project (Ward 24)

Road resurfacing is planned on Morningside Avenue from Tams Road / Pan Am Drive to the Highway 401 Eastbound Ramp in 2026. As part of this work, the Morningside Connections project - shown on Figure 33 - aims to improve road safety and connections for pedestrian and people cycling. Safety improvements at the intersection of Morningside Avenue and Tams Road / Pan Am Drive are also proposed. No motor vehicle lanes would be removed through this project.

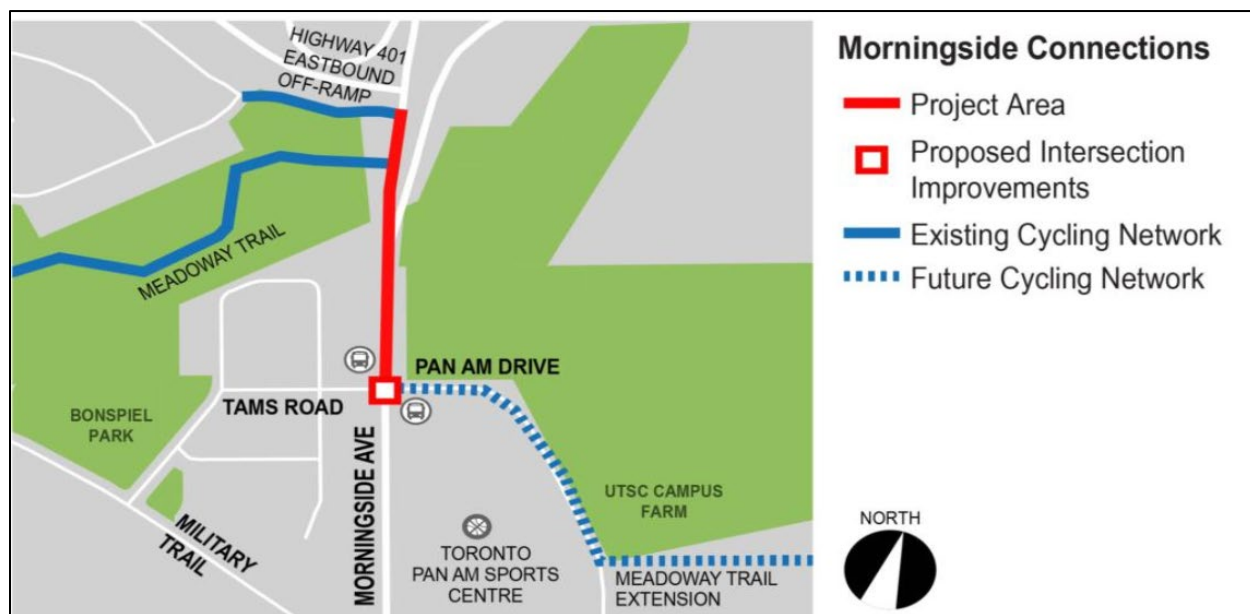


Figure 33: Morningside Connections Project Area

Recommended Design

A multi-use trail is recommended to be constructed on the west side of Morningside Avenue from Tams Road to the trail just south of the Highway 401 Eastbound off-ramp to replace the existing sidewalk. Fifty (50) meters north of the Tams Road intersection, the multi-use trail would split into a boulevard bi-directional cycle track and sidewalk south to Tams Road. A new sidewalk would also be constructed on the east side of Morningside Avenue from Pam Am Drive to the Highway 401 Eastbound on-ramp.

Proposed safety improvements at the intersection of Morningside Avenue and Tams Road / Pan Am Drive include raised concrete medians to provide physical separation between people cycling and motor vehicles, truck aprons to accommodate turns by large vehicles, the addition of bikeway signals and cross-ride (a designated crossing for people cycling), and tactile walking surface indicators at all crossings. An integrated raised bike/bus platform would be installed at the northwest corner of Morningside Avenue and Tams Road. Transportation Services also recommends that right-turn on red be prohibited (bicycles excepted) for eastbound motor vehicles from Tams Road onto Morningside Avenue. No operational impacts are anticipated based on traffic volumes.

The design would impact four (4) trees at the northwest corner of Morningside Avenue and Tams Road. The City attempts to limit tree removals through detailed design and would plant three (3) trees on the corridor or nearby for each one (1) removed.

Consultation

Public and interest group consultation for Morningside Connections took place from October 15 to October 29, 2025. Communications to inform the public and interest groups about the project and opportunities to participate included a project web page; targeted emails to project interest groups such as the Toronto Pan Am Sports Centre, the University of Toronto Scarborough Campus, the Toronto and Region Conservation Authority, and the Tam Heather Curling and Tennis Club; and 500 notices distributed throughout the project area via private delivery company.

Consultation activities included an interest group meeting with 12 attendees from the University of Toronto Scarborough Campus and the Toronto and Region Conservation Authority where an overview of the project was presented, and an opportunity to provide feedback via phone, email, or mail. No concerns or comments were received about this project.

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

Rathburn Road Bikeway and Safety Improvements (Ward 2)

In 2025, the City of Toronto installed a new bikeway connection to Centennial Park from Mississauga's Burnhamthorpe Trail, at the border of Toronto along Burnhamthorpe Road, continuing on Mill Road up to Rathburn Road. As part of the Centennial Park Master Plan improvements, a multi-use trail was installed in the boulevard on the north side of Rathburn Road from Mill Road to Melbert Road, flanking the southern edge of Centennial Park.

Planned road resurfacing and replacement of the City-owned portion of substandard water services on Rathburn Road in 2027-2028 provides an opportunity to make improvements to safety and connectivity for all road users. As such, Transportation Services proposes to install a new bikeway connection on Rathburn Road from Melbert Road to The East Mall, as well as safety improvements. A map of the project area is included as Figure 34. No motor vehicle lanes would be removed through this project.

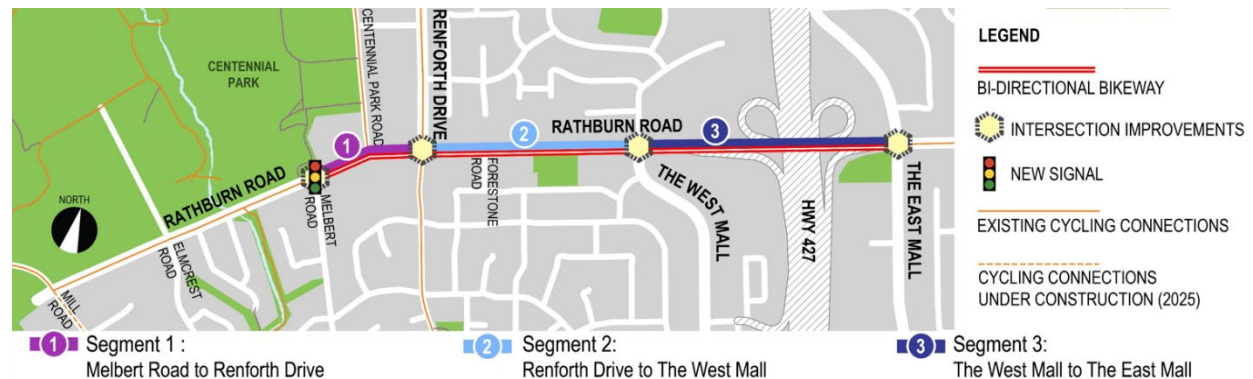


Figure 34: Rathburn Road Bikeway and Safety Improvements Project Area

Installation of Segment 1 and Segment 2 (Melbert Road to The West Mall), which includes watermain replacement and roadway resurfacing, is planned to begin in 2027. Segment 3 (The West Mall to The East Mall) requires additional coordination and approval from the Ontario Ministry of Transportation due to Highway 427. Design and consultation are planned for this segment in the future.

Existing Conditions

Rathburn Road is a 14- to 19-metre-wide minor arterial roadway. It has two (2) motor vehicle lanes in each direction, and the posted speed limit is 40 km/h. From 2015 to 2025, there were a total of 259 collisions on Rathburn Road between Melbert Road and The East Mall.

There is a designated Community Safety Zone on Rathburn Road between Forestone Road and The West Mall. There are several key destinations and local institutions along this corridor including Centennial Park, Etobicoke Olympium, Seneca School, Nativity of Our Lord Roman Catholic Church, Nativity of Our Lord Catholic School, and the Church of Christ the King.

Recommended Design

Transportation Services recommends installation of a raised bi-directional cycle track on the south side of Rathburn Road. The existing four-lane (4-lane) cross-section would be maintained; vehicle lane widths would be narrowed to align with current City guidelines and promote slower travel speeds, as shown on Figures 35 and 36.

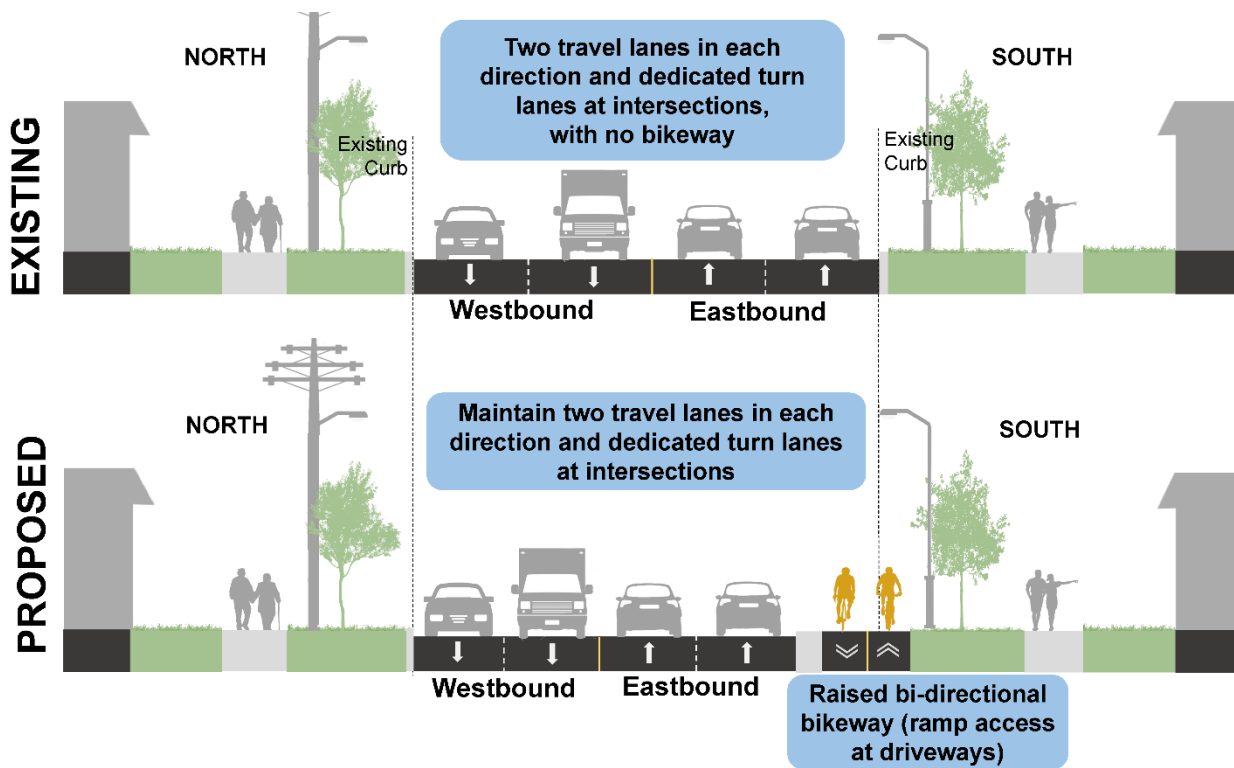


Figure 35: Existing and Proposed Cross-Section for Rathburn Road



Figure 36: Artist's Rendering of the Recommended Bi-Directional Cycle Track on Rathburn Road

Safety improvements such as curb radius reductions, bicycle signals, and protected intersection features are proposed at Rathburn Road and Renforth Drive.

A new traffic control signal is recommended at Rathburn Road and Melbert Road. While this location does not meet the technical justification based on the existing volume of crossing pedestrians, a new controlled crossing is recommended based on the additional consideration of distance to controlled crossing opportunities, as outlined in the Council-adopted Pedestrian Crossing Protection Device Justification Policy ([2025.IE22.4](#)). The distance between controlled crossing opportunities is over 700 metres within this section of the Rathburn Road corridor (Elmcrest Road to Renforth Drive). At Melbert Road there are two (2) TTC bus stops that serve major neighbourhood destinations: Centennial Park and the Etobicoke Olympium, as well as

Seneca School on the north side. This signal would provide a controlled crossing for pedestrians to the south side bus stop and a safe crossing for people cycling from the Centennial Park multi-use pathway on the north side to the proposed south side bi-directional bikeway. To provide a controlled crossing for both pedestrians and people cycling, without requiring cyclists to dismount to cross, a full traffic signal is recommended instead of an Intersection Pedestrian Signal (IPS or 'half signal').

TTC Stop Changes

To improve bus service reliability and reduce transit rider journey times, the TTC recommends the two (2) midblock bus stops in Segment 1 to be removed: the eastbound and westbound stops between Melbert Road and Centennial Park Road. The next closest stops are located 177 metres to the west at Melbert Road where a new signalized crossing is proposed or 163 metres to the east at Renforth Drive, an existing signalized intersection. Existing bus stops would be upgraded with accessibility improvements, street furniture and new sidewalk connections.

Consultation

Public consultation for the Rathburn Road Bikeway and Safety Improvements project took place from October 16 to November 9, 2025. During public consultation, members of the public and interest groups were provided with opportunities to provide feedback on proposed changes via interest group meetings, a public drop-in event attended by 34 people, pop-up engagements, a survey which received 164 responses, and 14 comments received via email / phone.

Communications to inform the public and interest groups about the project and opportunities to participate included the project web page, targeted emails to project interest groups, 8,270 notices distributed throughout the project area via private delivery company, and signage throughout the project area.

Overall, public feedback was supportive of the proposed changes, with the majority agreeing that the proposed changes on Rathburn Road would improve safety and comfort for all road users. Survey participants who live on Rathburn Road were generally divided on the project and were either supportive or unsupportive of the proposed bikeways.

In Segments 1 and 2, from Melbert Road to The West Mall, participants noted support for reducing traffic speeds along Rathburn Road and improving the connection to other cycling infrastructure in the area. Some participants noted that one-way cycle tracks on either side of Rathburn Road would be preferable for people cycling westbound and through intersections, while some preferred placing the bi-directional bikeway on the north side to be closer to schools and to connect to Centennial Park. Other participants were unsupportive of the proposed changes and raised concerns about whether the proposed bikeways and narrower lanes would increase traffic congestion on Rathburn Road.

In Segment 3, from The West Mall to The East Mall, most survey respondents expressed the need for cycling infrastructure to ensure safety for people cycling.

Participants noted that this section is more dangerous than Segments 1 and 2 due to high speeds and motor vehicles merging from Highway 427.

The public consultation report is posted on the project webpage: toronto.ca/RathburnRoad.

Shoreham Drive (Ward 7)

In 2027, road resurfacing is planned on Shoreham Drive, between the Black Creek bridge and The Pond Road. This planned roadwork provides an opportunity to improve safety for all road users. Cycle tracks using temporary materials were installed on Shoreham Drive between Jane Street and The Pond Road in 2018. At the time, the short section approaching Murray Ross Parkway intersection from the west was left without cycle tracks. The planned road work provides the opportunity to make further safety and cycling connectivity upgrades along Shoreham Drive and Murray Ross Parkway.

Existing Conditions

Shoreham Drive is a 17- to 20-metre-wide minor arterial road with a concrete centre median. It has one (1) motor vehicle lane in each direction and carries on average 6,000 vehicles per day. There is no on-street parking. The posted speed limit is 40 km/h. Two (2) TTC routes 106 Sentinel and 108 Driftwood serve the street.

On Shoreham Drive, two (2) young adults who were cycling were injured in collisions in 2017 and 2020. At the intersection of Shoreham Drive and The Pond Road, there were also two (2) collisions between 2015 and 2025 resulting in pedestrians sustaining serious injuries; three (3) pedestrians were injured in one (1) of those collisions.

There are existing cycle tracks between Jane Street and The Pond Road, with some small sections having gaps or no separation. The cycle tracks were installed using paint and bollards.

Recommended Design

The recommended design includes a bi-directional cycle track on the north side of Shoreham Drive, between Murray Ross Parkway and 93 metres to the east. On Murray Ross Parkway between Shoreham Drive and 50 metres to the north, a bi-directional cycle track is recommended in the east boulevard to connect the existing multi-use trail at Shoreham Drive.

Safety improvements at the intersections of Shoreham Drive with Murray Ross Parkway and The Pond Road include curb radius reductions and protected intersection features for people cycling. To accommodate two-stage left-turn queuing areas, Transportation Services also recommends prohibiting right-turn on red (bicycles excepted) for the northbound approach at the intersection of Murray Ross Parkway and Shoreham Drive and for the westbound approach at the intersection of Arboretum Lane / Shoreham Drive and Ian Mac Donald Boulevard / The Pond Road.

Consultation

Shoreham Drive is within the York University Keele Campus, which hosts some large event venues: Sobeys Stadium and Canlan Sports Complex. As part of the design development, consultation took place in January 2025 and summer 2025 with York University, York University Development Corporation, Toronto and Region Conservation Authority that has their head office at Shoreham Drive and Murray Ross, and Sobeys Stadium to ensure the proposed upgrades are aligned with their needs.

Trethewey Drive Cycling Connections and Intersection Safety Improvements (Ward 5)

As part of planned road resurfacing in 2027-2028, the City of Toronto is proposing changes to Trethewey Drive between Jane Street and Clearview Heights. The Trethewey Drive Cycling Connections and Intersection Safety Improvements project aims to improve safety for people walking, cycling, and driving by integrating safety upgrades with construction work. No vehicle lanes would be removed through this project.

The project includes three (3) segments, as shown on Figure 37:

- **Segment A:** Trethewey Drive between Jane Street and Clearview Heights (west of Paulson Road);
- **Segment B:** Clearview Heights through Coronation Park along the existing multi-use trail and Municipal Drive to connect to Eglinton Avenue West; and
- **Segment C:** Clearview Heights from the existing multi-use trail at Coronation Park to Freeman Road.

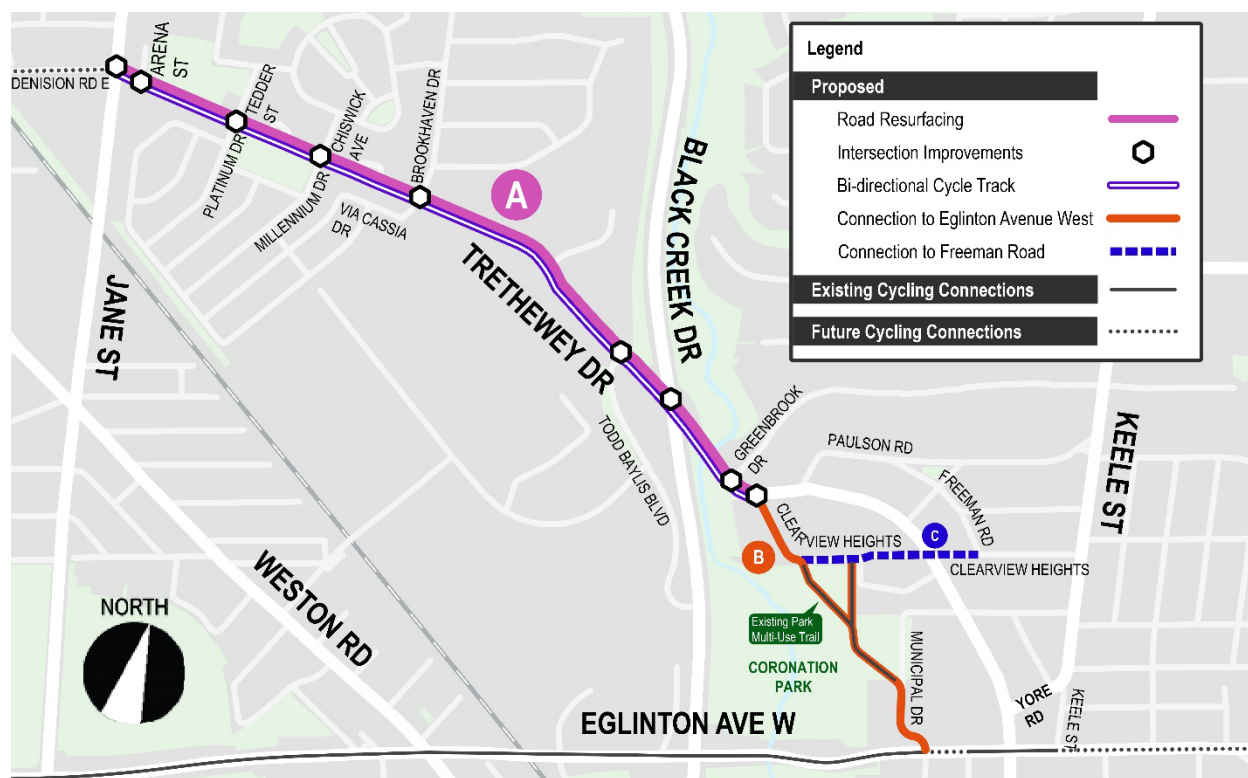


Figure 37: Trethewey Drive Cycling Connections and Intersection Safety Improvements Project Area

Existing Conditions

Trethewey Drive is a major arterial road, with two (2) vehicle lanes in each direction carrying an average of 13,000 vehicles per day. The posted speed limit on Trethewey Drive is 50 km/h west of Black Creek Drive and 40 km/h east of Black Creek Drive. On Clearview Heights and Municipal Drive, the posted speed limit is 30 km/h. In 2008, one (1) person cycling was killed on Trethewey Drive, and in the last ten (10) years, there have been 1,315 collisions, 11 of which resulted in serious injuries: seven (7) people in motor vehicles, three (3) pedestrians, and one (1) person cycling.

Recommended Design

Transportation Services recommends a new bi-directional cycle track on the south side of Trethewey Drive between Jane Street and Clearview Heights, as well as intersection safety improvements and 'quick-build' bikeway connections along Clearview Heights, through Coronation Park, and along Municipal Drive to connect to Eglinton Avenue West. There would be no reduction in vehicle lanes or parking.

Segment A: Trethewey Drive between Jane Street and Clearview Heights

A bi-directional cycle track would be bundled with the planned road work and added on the southwest side of Trethewey Drive with no reduction in vehicle lanes, parking, and standard loading, as shown on Figure 38. Accessible loading platforms would be added at key locations, as would accessible TTC bus platforms.

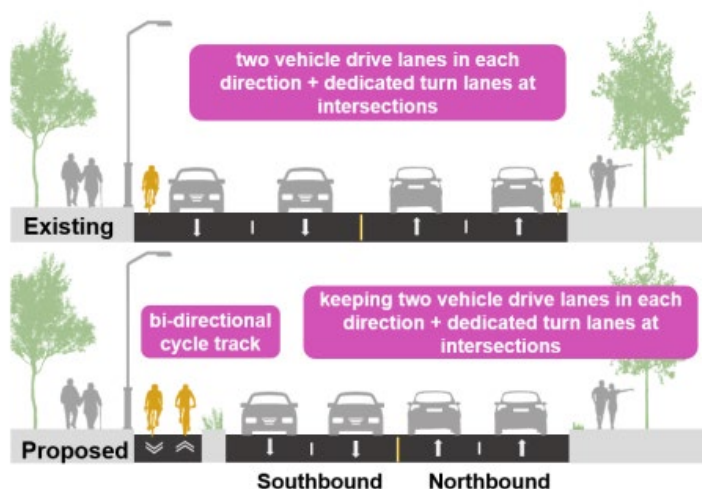


Figure 38: Existing and Proposed Cross-Section on Trethewey Drive

Within Segment A, intersection safety improvements to enhance the safety of vulnerable road users are proposed at several locations, as shown on Figure 39.

- 1) Jane Street: new bikeway crossing, a protected corner (concrete island), and traffic signal adjustments;
- 2) Arena Street: curb extensions;
- 3a) Tedder Street: curb extensions;
- 3b) Platinum Drive: west side curb extension;
- 4a) Chiswick Avenue: curb radii reductions;
- 4b) Millenium Drive: west side curb extension;
- 5) Brookhaven Drive: two-staged cycling turning box;

- 6) Todd Baylis Boulevard: curb radii reductions;
- 7) Black Creek Drive: adjusted medians and consideration for a raised crossing at the right-turn channel for the southbound Black Creek Drive, which is also recommended to be converted to stop control;
- 8) Greenbrook Drive: curb radii reductions; and
- 9) Clearview Heights (west of Paulson Road): curb extension and curb radii reduction.

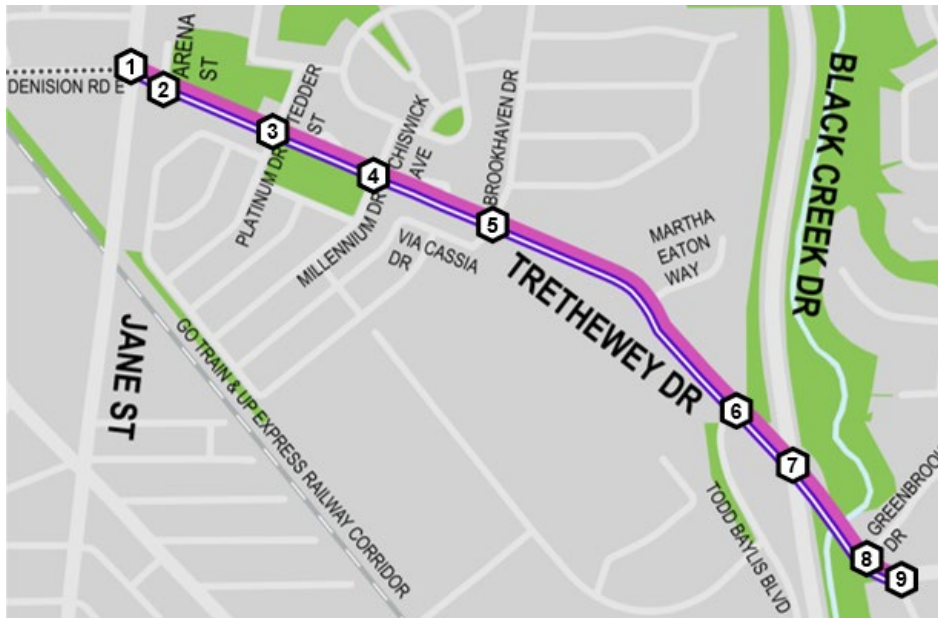


Figure 39: Segment A Intersection Improvements Map

In addition to the above noted improvements, Transportation Services recommends relocating the existing midblock pedestrian signal (MPS) between Tedder Street/Platinum Drive and Chiswick Avenue / Millennium Drive to the intersection at Tedder Street / Platinum Drive, based on concerns about safe crossings for pedestrians and people cycling expressed by residents during consultation. Relocating the existing MPS would also provide a better connection for people cycling north of Trethewey Drive that would utilize Tedder Street to connect to the proposed bi-directional cycle track on the south side of Trethewey Drive. Relocating the MPS would also include shifting the existing TTC bus stops to align with the recommended new traffic control signal and closer to high-density residential buildings at Tedder Street / Platinum Drive.

New bike signals would enhance safety at crossings for the bi-directional cycle track and improve connections to the north side of Trethewey Drive. These would be added at Jane Street / Denison Road East, at the relocated traffic signal at Tedder Street / Platinum Drive, Brookhaven Drive, midblock between Brookhaven Drive and Martha Eaton Way, Todd Baylis Boulevard, Black Creek Drive, and Clearview Heights (south/east of Paulson Road).

No right-turn on red prohibitions, bicycles excepted, are planned at the following directions and locations: 1) northbound, southbound, and eastbound at Trethewey Drive/Denison Road East and Jane Street; 2) northbound at Trethewey Drive and Platinum Drive; and 3) eastbound at Trethewey Drive and Todd Baylis Boulevard to improve sight lines and between drivers and users of the bi-directional cycle track.

Reducing the speed limit between Jane Street and Black Creek Drive from 50 km/h to 40 km/h, aligning with the existing speed limit east of Black Creek Drive, would improve road safety by reducing the number of collisions and severity of injuries.

Traffic modeling was conducted for the proposed design. There would be no traffic impacts caused by the inclusion of the bi-directional cycle track, as two (2) vehicle lanes in each direction would be maintained. Minor travel time impacts (of up to 25 seconds eastbound and 45 seconds westbound) are anticipated on Trethewey Drive between Jane Street and Clearview Heights due to the traffic signal relocation from midblock to Tedder Street and Platinum Drive, the no right-turn on red prohibitions, and updated traffic signal timing to improve safety for all road users.

Segment B: Quick-build Connection to Eglinton Avenue West

People cycling would be guided to Eglinton Avenue West through signage and pavement markings through Clearview Heights, Coronation Park, and Municipal Drive. The speed and volume of motor vehicles meet the shared lane thresholds on Clearview Heights (933 vehicles per day) and Municipal Drive (1,150 vehicles per day). There would be no reduction in vehicle lanes, parking, or loading.

Segment C: Clearview Heights from the existing multi-use trail at Coronation Park to Freeman Road

During previous engagement in 2024, some local residents expressed the need for safer cycling infrastructure connecting to the Greenbrook neighbourhood. An optional connection was explored during consultation and is being proposed.

The limit of the road work is at Clearview Heights (west of Paulson Road). This intersection is not signalized, making it challenging to connect to the proposed bi-directional cycle track on the south side of Trethewey Drive. By introducing a contra-flow bicycle lane, people would be able to cycle safely and legally on Clearview Heights in both directions, connecting to and from the bi-directional cycle track.

Consultation

Phase 1 public and interest group consultation for Trethewey Drive took place from May 21 to July 1, 2024, to gather location-based feedback to inform the street design. Among the biggest concerns expressed were the dangerous conditions of Trethewey Drive due to potholes, illegal speeding, poor visibility, and congestion. There were requests for protected bike lanes and better road maintenance to enhance safety. The intersection of Black Creek Drive and Trethewey Drive were of particular concern due to vehicles maintaining highway speed. Complete details on Phase 1 consultation are available in the consultation report on the project webpage: toronto.ca/Trethewey.

Phase 2 public and interest group consultation took place from October 15 to November 9, 2025. Consultation activities included an in-person public meeting, an online survey, and comment tracking. A total of 20 people attended the in-person public meeting and 264 responses were received to the survey, along with seven (7) people providing comments by phone and email.

Communications to inform the public and interest groups about the project and opportunities to participate included a project web page, targeted emails to local interest groups, 5,000 notices distributed throughout the project area via private delivery company, and social media posts. Large on-street engagement signs (20) were also posted on utility poles along the corridor. Letters were sent to three (3) property owners about potential impacts to the City's right-of-way adjacent to their properties including landscape features and five (5) City trees. Overall, there was mixed feedback for the project.

For Segment A, supportive feedback included comments that the bi-directional cycle track matched the roadway characteristics of Trethewey Drive and the improved cycling connection to Weston Cycling Connections, as well as improved safety at intersections. Concerns were raised about road narrowing and its impact to motor vehicle traffic flow on Trethewey Drive and whether the proposed changes would increase motor vehicle traffic congestion. Residents expressed concerns about the speed limit reduction, and feedback was given that the cycle tracks should extend on Trethewey Drive to Eglinton Avenue West, instead of going through Clearview Heights and Coronation Park.

For Segment B, supportive feedback included comments about the need for a safe connection to Eglinton Avenue West, public transit, and other cycling routes. Some concern was expressed that shared on-street pavement markings on Clearview Heights to the multi-use trail in Coronation Park were not adequate for cycling safety and that if high amounts of cyclists use this connection, there could be conflicts on the multi-use trail.

For Segment C, feedback supported the optional connection on Clearview Heights, including the shared on-street pavement markings west of Trethewey Drive and the contra-flow bicycle lane to Freeman Road east of Trethewey Drive. There were requests made to extend the contra-flow lane on Clearview Heights all the way to Keele Street. Concerns expressed that physical separation was preferred to support cycling safety and future volumes of people using the bikeway.

Further details including public consultation materials and summaries, can be found at toronto.ca/trethewey.

Weston Road Streetscape and Road Safety Improvements - Steeles Avenue West to Lanyard Road (Ward 7)

In 2026, road resurfacing is planned on Weston Road, from Steeles Avenue West to Finch Avenue West. This planned roadwork provides an opportunity to improve road safety, especially for vulnerable road users. Weston Road, from Finch Avenue West to Lanyard Road, is part of the 2025-2027 Near-Term Cycling Network Plan Implementation Program. No motor vehicle lanes would be removed through this project.

Existing Conditions

Weston Road is an 18.5-metre-wide major arterial road. It has two (2) motor vehicle lanes in each direction and carries an average of 24,500 vehicles per day. Parking is

prohibited on both sides of Weston Road throughout the project limits. The posted speed limit is 50 km/h. In the past ten (10) years there have been five (5) people killed or seriously injured, including both pedestrians and people driving. In addition, there have been 20 collisions involving pedestrians or people cycling.

Recommended Design

A new bi-directional cycle track is recommended in the west boulevard on Weston Road, from Finch Avenue West to Lanyard Road. Vehicle lane widths would be narrowed to align with current City guidelines, as shown on Figure 40. Sidewalks would be rebuilt and widened on the west side of Weston Road, between Finch and Lanyard, adjacent to the new cycle track, as shown on Figure 41.

Safety improvements at intersections of Steeles Avenue West, Garyray Drive, Ormont Drive, Kenhar Drive, Fenmar Drive, Toryork Drive, Finch Avenue West, and Lanyard Rd include corner radii reductions, truck aprons, left-turn calming islands, fully protected left-turn phases, and signal timing changes. The existing right-turn channel at Fenmar Drive would be removed.

A new traffic control signal at the intersection of Weston Road at Kenhar Drive is included in the proposed design. This signal meets the technical justifications as outlined in the Council-adopted Traffic Control Signal Justification Policy ([2025.IE22.4](#)). A separate report is being submitted to the Etobicoke York Community Council meeting on November 26, 2025, seeking authority to install this signal. A new traffic control signal at Weston Road at Zappacosta Drive is also included in the proposed design. This signal is a condition of the development agreement between the City and the developer of 2345 Finch Avenue West and 3415-3499 Weston Road.

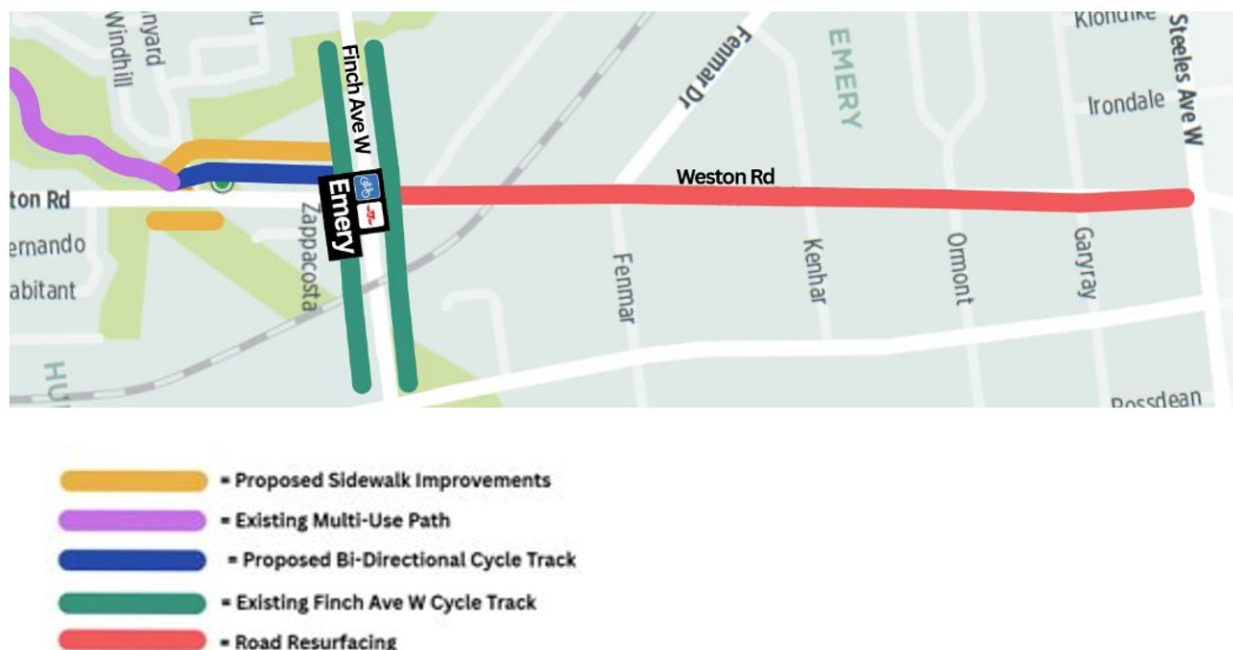


Figure 40: Overview of Project Scope for Weston Road Streetscape and Road Safety Improvements

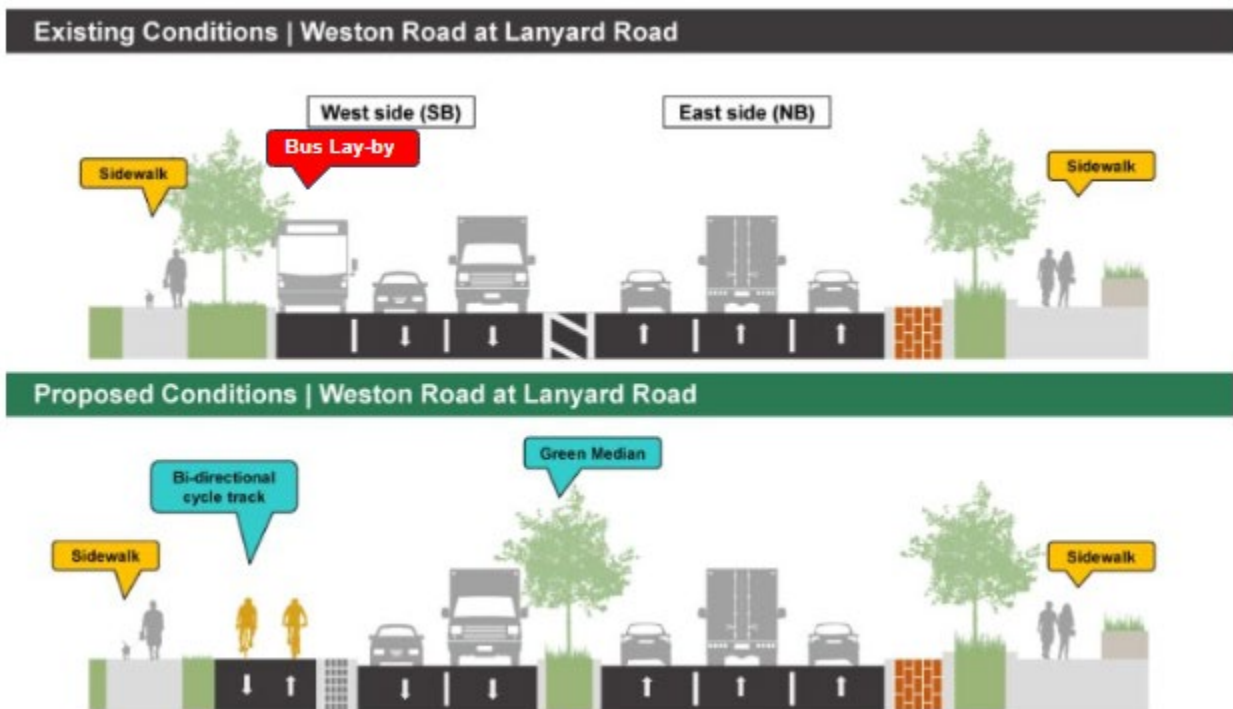


Figure 41: Existing and Proposed Cross-Section for Weston Road

Accessible bus and bike platforms would be added at TTC stop locations. In coordination with the TTC, the northbound and southbound mid-block stops north of Kenhar Drive and the southbound mid-block stop south of Kenhar Drive would be removed and consolidated with existing bus stops at Kenhar Drive to improve bus reliability and crossing safety, in line with the TTC stop consolidation policy. The next closest stop north of Kenhar Drive is approximately 340 metres at Ormont Drive, while the next closest stop south of Kenhar Drive is approximately 400 metres at Fenmar Drive.

New medians are proposed, and new trees would be planted in the project area. New public space enhancements at Fenmar Drive and Toryork Drive are proposed and include concrete seat walls, benches and waste receptacles, metal shade structures, historical markers, tree and shrub plantings and public art sculptures.

Consultation

Public and interest group consultation for Weston Road Streetscape and Road Safety Improvements took place from October 6 to 31, 2025. Consultation activities included an interest group meeting and email and phone comment tracking. Targeted engagement took place with the local business improvement area, the Emery Village BIA.

Communications to inform the public, interest groups and local businesses about the project and opportunities to provide feedback included a project web page, targeted emails to project interest groups and local businesses, 4,183 notices distributed by private delivery service throughout the project area, and 30 large on-street engagement signs posted on utility poles along the corridor and at the Emery Village BIA office. Two

(2) people attended the interest group meeting and 16 people provided comments by phone and email.

Overall, there were mixed levels support for the project. The main feedback from those supportive of the project was support for the bi-directional cycle track to create a cycling connection between the existing cycle tracks on Finch Avenue West and the multi use path entrance at Lanyard Road. There were requests to extend the cycle track further south to Sheppard Avenue West and to add a cycle track on the west side of Weston Road. There was also support for the pedestrian safety improvements proposed at Finch Avenue West, Toryork Drive, Fenmar Drive, Kenhar Drive, Ormont Drive, Garyray Drive, and Steeles Avenue West.

Those unsupportive of the project expressed general concerns with motor vehicle traffic congestion on Weston Road and concerns that narrowing the road would increase motor vehicle traffic congestion. Some cited the low number of people cycling in the winter. There was also concern expressed that the proposed road safety improvements, such as left-turn calming, truck aprons and right-turn channel removal, could impact heavy commercial truck traffic operations in the area. There were requests for education for truck drivers on how to operate with the new safety features.

Further details on the project, including public consultation materials and summaries, can be found at: toronto.ca/westonsteeles.

Caledonia Park Road and Davenport Road Safety Improvements (Ward 9)

This project proposes to install road safety upgrades on Caledonia Park Road from St. Clair Avenue West to Davenport Road and on Davenport Road from Caledonia Park Road to Foundry Avenue. In 2026, road resurfacing is planned on Caledonia Park Road between St. Clair Avenue West and Davenport Road which provides an opportunity to make improvements. No motor vehicle lanes would be removed through this project.

The project -- as summarized on Figure 42 -- will improve connections for people cycling and pedestrians with the construction of a missing sidewalk and enhance safety at three (3) intersections:

- Caledonia Park Road and St. Clair Avenue West;
- Caledonia Park Road and Davenport Road;
- Davenport Road and Foundry Avenue including a new signal.

Existing Conditions

Caledonia Park Road between Davenport Road and St. Clair Avenue East is an 11-metre-wide minor arterial, with one (1) motor vehicle lane in each direction. There are 65 on-street parking spaces on the east side. The posted speed limit is 40 km/h.

In the past ten (10) years, there have been four (4) collisions that include pedestrians and 14 collisions that include people cycling at the intersection of Caledonia Park Road and Davenport Road. In the same timeframe, at the intersection of Caledonia Park Road and St. Clair Avenue West, there have been eight (8) collisions that included pedestrians and five (5) collisions that included people cycling.



Figure 42: Caledonia Park Road and Davenport Road Safety Improvements

Davenport Road between Foundry Avenue and Davenport Road is a 14-metre-wide collector road. It has one (1) motor vehicle lane in each direction. There are 17 existing on-street parking spaces on the north side and eight (8) on-street parking spaces on the south side. The posted speed limit is 40 km/h.

Recommended Design

On Caledonia Park Road from Davenport Road to St Clair Avenue East, existing vehicle lane widths are proposed to be narrowed to align with current City guidelines. Parking would be made permanent on the east side with painted lines and planted bump outs. A missing sidewalk would be added to Caledonia Park Road on the west side from Davenport Road to a point 330 metres north.

On Davenport Road from Foundry Avenue to Caledonia Park Road, Transportation Services recommends converting the existing westbound bike lanes to a parking-protected cycle track on the north side. In addition, it is recommended that the eastbound bike lane be converted to a bi-directional cycle track from Foundry Avenue to Caledonia Park Road to facilitate connection to future multi-use trail on the south side.

A new traffic control signal is recommended at the intersection of Foundry Avenue and Davenport Road, as this section of Davenport Road does not currently provide any controlled crossing opportunities for pedestrians. While this location does not meet the technical justification based on the existing volume of crossing pedestrians, a new controlled crossing is recommended based on the additional consideration of distance to controlled crossing opportunities, as outlined in the Council-adopted Pedestrian Crossing Protection Device Justification Policy ([2025.IE22.4](#)). Existing traffic control signals at Lansdowne Avenue and Caledonia Park Road are approximately 100 metres and 130 metres away, respectively. There is significant pedestrian and cycling demand to the park from the residential community to the south. Residents have also expressed significant concerns about safety at the intersection.

To provide a controlled crossing for both pedestrians and people cycling, without requiring cyclists to dismount to cross, a full traffic signal is recommended instead of an Intersection Pedestrian Signal (IPS or 'half signal'). The recommended traffic control signal would connect pedestrians and people cycling between the future multi-use trail on the south side and Earls court Park on the north side of Davenport Road. In order to optimize traffic operations on Davenport Road, the proposed traffic control signal would be coordinated with the adjacent signals due to their close spacing.

On Davenport Road, nine (9) north-side and eight (8) south-side on-street parking spaces would be removed. The majority of the 17 on-street parking spaces on Davenport Road proposed to be removed are associated with the 30.5 metre set-back requirement for the traffic signal (for improved sightlines).

No design changes are proposed to the park path in Earls court Park. Signage will be posted at park access points to improve compliance with park by-laws for authorized path users and to promote slower speeds for people cycling on the multi-use path, which is shared with pedestrians. The City will conduct monitoring following the installation of street safety improvements and within the park to analyze if further design changes is necessary to address any post-implementation concerns.

Consultation

Public and interest group consultation for Caledonia Park Road and Davenport Road Safety Improvements took place from August 27 to September 24, 2025, with a follow-up interest group meeting on October 14, 2025.

Consultation activities included interest group meetings, a public drop-in event, and comment tracking. Over 30 people attended the in-person drop-in event, more than ten (10) people were present for each meeting with the Joseph J. Piccininni Advisory Council, and 28 people provided comments by phone and email.

Communications to inform the public and interest groups about the project and opportunities to participate included a project web page, targeted emails to project stakeholders, and 6,068 flyers distributed by Canada Post throughout the project area.

Overall, there was support for the proposed safety improvements to provide a meaningful difference for people travelling in the neighbourhood across all modes of transportation. There were mixed comments, depending on the specific measure.

For Caledonia Park Road, there was strong support for safety enhancements to the intersection with Davenport Road due to how unsafe people currently feel crossing. There was also support for the addition of more trees and plantings.

For Davenport Road, there was support for a new signalized intersection at Foundry Avenue and Davenport Road to improve safety and access to Earls court Park from nearby residents. Others were concerned that a new signal would exacerbate traffic congestion on Davenport Road between Lansdowne Avenue and Caledonia Park Road. There was also support for improving cycling connections both to improve existing conditions and design for the future connection to the Davenport Diamond Greenway. Some respondents were concerned that the cycle track and bi-directional facility upgrades would only add to traffic congestion.

For Earls court Park Path, there was a high level of concern raised about the potential for conflict between path users (pedestrians) and more people cycling (including e-bikes and e-scooters) on the path as a main route and traveling at high speeds. While others expressed support for improving the cycling and pedestrian connections at the north and south entrances to the park, there were questions about the design of the park access points and the importance of providing signage and reminders for people to share the path with slower speeds while navigating around pedestrians.

Further details on the project, including public consultation materials and summaries, can be found at: toronto.ca/CaledoniaDavenport.

St. George Street (Ward 11)

In 2026, major road rehabilitation is planned for Dupont Street between Spadina Road and Davenport Road. As part of the planned work, Transportation Services has identified an opportunity to upgrade a small section of the existing bike lane on the west side of St. George Street at Dupont Street. Through narrowing of the existing motor vehicle lanes in line with City standards, a poured-in-place concrete buffer can be added to upgrade the existing southbound bike lane to a cycle track for approximately 25 metres. No motor vehicle lanes would be removed through this project.

Wellesley Street East Upgrades (Ward 13)

In 2026, Wellesley Street East between Jarvis Street and Sherbourne Street and between Ontario Street and Parliament Street is planned to receive watermain replacement and major road reconstruction. This planned work provides an opportunity to upgrade the existing bikeway and improve safety for all road users. No motor vehicle lanes would be removed through this project.

The existing 'quick-build' cycle track would be enhanced with permanent poured-in-place concrete curbs and raised bike/bus platforms at TTC bus stops. Additional improvements include a raised crosswalk at Wellesley Place to enhance pedestrian

visibility at the intersection; installation of bicycle signals at Homewood Avenue, Sherbourne Street, and Ontario Street; and modifications to curb radii, where possible.

In consultation with TTC, a new Wheel-Trans Accessible Loading pick-up and drop-off zone location would be added on the northeast corner of Wellesley Street at Ontario Street to service the grocery store and surrounding community. To accommodate the new Wheel-Trans stop, the existing conventional bus stop would shift a few metres east. There are no additional changes proposed to any existing parking or loading zones.

Willowdale Avenue Upgrades and Extension (Ward 18)

In 2026, road resurfacing is planned on Willowdale Avenue between Finch Avenue East and Bishop Avenue. The planned work provides an opportunity to review Willowdale Avenue for safety improvements and upgrade and slightly extend the bikeway, without removing any motor vehicle lanes.

The existing 'quick-build' cycle track are proposed to be enhanced with permanent, poured-in-place concrete curbs. The cycle tracks are proposed to be extended north of Bishop Avenue to include a northbound cycle track for approximately 85 metres and a southbound cycle track for approximately 35 metres.

Additional improvements would include raised bike/bus platforms at TTC bus stops and the removal of the northbound bus lay-by at Bishop Avenue, which would improve transit operations by eliminating buses pulling to the curb, as well as increase accessibility and comfort for transit users.

Technical Amendments

Dr. Emily Stowe Way (Ward 13)

In 2025, planned road resurfacing on Dr. Emily Stowe Way from College Street to Grenville Street and on Surrey Place west of Dr. Emily Stowe Way provided an opportunity to improve safety for all road users. In conjunction with the road work, the right-turn channel for eastbound Grenville Street and Dr. Emily Stowe Way was removed and replaced with new streetscape elements, including new trees.

Installation of bike lanes on Dr. Emily Stowe Way from College Street to Grenville Street was approved by City Council in May 2026 ([2016.PW12.2](#)). However, during the planned road resurfacing, staff noted that the by-law entries for these bike lanes were not enacted. As such, this report recommends that City Council amend Chapter 886 by-laws to include the existing bike lanes on Dr. Emily Stowe Way.

Harbord-Hoskin Upgrades (Ward 11)

In February 2024 ([2024.IE10.2](#)), City Council authorized the upgrade of existing bike lanes to cycle tracks on Harbord Street from St. George Street to Ossington Avenue and on Hoskin Avenue from Queens Park Crescent West to St. George Street. At that time, City Council delegated authority to the General Manager, Transportation Services, to implement changes and process and submit directly to Council any necessary Bills

for by-law amendments for the purposes of implementing and then addressing operational and safety issues that may arise in relation to the project. Delegated authority for this project ended on November 1, 2025.

As such, this report recommends that City Council amend parking regulations required in Chapter 950, as generally described in Attachment 3 to this report, for Harbord Street. The changes identified for Chapter 950 include rescinding No Stopping and Restricted Parking zones and enacting new No Stopping zones with new limits associated with the recent reconfiguration of the road and standardizing the road geometry to improve safety and visibility. A net three (3) restricted on-street parking spaces will be removed as a result of the by-law changes proposed in this report in order to accommodate the road reconfiguration, with approximately 19 spaces being converted or added back as paid parking. The rescinded Restricted Parking areas do not reflect all the parking changes recently introduced, as several zones were adjusted as part of the Chapter 910 Paid Parking by-law changes approved and enacted at City Council in July 2025.

This report also includes a technical amendment to rescind a Commercial Loading Zone on the south side of the street east of Montrose Avenue, which has not been signed or marked for at least fifteen years.

Ontario Street (Ward 13)

Installation of a new traffic control signal at the intersection of Adelaide Street East and Ontario Street, which was approved by the Toronto and East York Community Council in November 2022 ([2023.TE1.15](#)), provided an opportunity to integrate additional safety improvements for pedestrians and people cycling. Transportation Services installed a curb extension at the northeast corner of the intersection to coordinate with future development works at 49 Ontario Street and prevent construction rework where possible. In installing the curb extension, a segment of new bike lane was installed to allow safe passage for people cycling southbound onto the eastbound Adelaide Street West cycle track, which was recently relocated from the south to the north side of Adelaide Street West.

Cycling Education and Engagement Programs

As part of the June 2024 Cycling Network Plan Update (2025-2027), City Council directed Transportation Services to report on existing cycling education and engagement programs and how these can be expanded upon ([2024.IE14.3](#)). Cycling education and engagement programs are delivered by a number of City divisions, with support from City agencies and external partnerships, when needed. These programs are summarized below with a more detailed list of existing programs provided as Attachment 4.

Existing Programming

Transportation Services delivers Bike to Work Day and community rides; Bike Month; Winter Commute Month and Smart Commute Month; cycling webinars, workshops, and clinics; and the overall promotion of cycling as a sustainable travel choice. These

programs are delivered in partnership with Cycle Toronto, Bike Share Toronto, and Live Green Toronto. As of January 2, 2025, the Smart Commute program was transferred from Environment, Climate & Forestry Division (ECFD) to Transportation Services.

Transportation Services also delivers Safety Guides for Cyclists and Active and Safe Routes to School programs in partnership with Toronto Public Health, Toronto District School Board, Toronto Catholic School Board, and Green Communities Canada. Safe cycling tips and education are provided in various print and electronic formats, in addition to support for Cycle Toronto's StreetSmartsTO initiative. These programs focus on cycling education and safety best practices for people of all ages and abilities.

Outside of Transportation Services, Solid Waste Management Services delivers Bicycle Repair Hubs in collaboration with Access Alliance, CultureLink, and The Neighbourhood Organization to provide bicycle assembly, repair and maintenance education to residents. In addition, the CAN-BIKE program is delivered by Parks and Recreation and Fleet Services to teach courses on cycling safety to both the public and City staff who use bicycles to perform their duties. Toronto Public Library and Toronto Police Services also deliver their own cycling education and engagement initiatives.

Potential Programming

There are potential future opportunities to explore the expansion of existing, or creation of new, cycling education and engagement programming, which would require specific Council direction and consideration for budget, divisional mandates, and staff resources.

New or expanded cycling education and engagement programs could include:

- Expanding partnerships with Live Green Toronto to promote cycling as a sustainable travel choice;
- Expanding general cycling education resources, and creating innovative and targeted digital campaigns and resources that promote the cycling network and safety tips;
- Expanding the breadth of topics and frequency of cycling webinars, workshops, and clinics offered;
- Offering cycling education and engagement programs at Toronto Public Libraries;
- Partnering with Bike Share Toronto to expand education and engagement opportunities;
- Creating public education programs resulting from multi-partner tables, including the food delivery industry;
- Preparing school engagement activities for proposed bikeways;
- Working with Solid Waste Management Services to engage with new partners to deliver pop-up bicycle repair and education spaces; and
- Working with Parks and Recreation staff to identify spaces within City parks where children can learn how to cycle safely, and/or partnering with in-school programs to teach children to ride bikes.

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ATTACHMENTS

Attachment 1a: Proposed Fourth Quarter 2025 Cycling Network Installations and Upgrades Location Map
Attachment 1b: Proposed Fourth Quarter 2025 Cycling Network Changes Location Map
Attachment 2: Streamlined Reporting Process For By-law Amendments
Attachment 3: Technical Amendments
Attachment 4: Existing Cycling Education and Engagement Programs