



Date: May 26, 2026
To: Members of Etobicoke York Community Council
From: Councillor Stephen Holyday
Subject: Mill Road – Infrastructure Review

I would like to request that the following item be added to the Etobicoke York Community Council Agenda.

SUMMARY:

In 2024 City Council adopted, as amended by the committee, item [2024IE14.4 - Cycling Network Plan - 2024 Cycling Infrastructure and Missing Sidewalk Installation - Third Quarter Update](#). In this report, the Centennial Park Cycling Connections project was approved.

A main feature of the project was the installation of a bi-directional separated cycle track along the eastern edge of Mill Road, from Burnhamthorpe Road to Rathburn Road, in Ward 2- Etobicoke Centre.

The new cycle track was constructed in 2025 using quick-build concrete barriers placed along the eastern edge of Mill Road, and it allocated pavement space between the existing road curbs to the new cycle track without eliminating any motor vehicle travel lanes. The original two lanes of the road were reduced each from 5.0 metres wide to 3.3 metres wide to accommodate the 2.4 metre wide bi-directional cycle track. With parking or stopping already prohibited on Mill Road, there were no parking or regulatory impacts to this portion of the road.

In addition to the quick build components, there were some minor reconfigurations at the main intersections to facilitate safe connections between the new cycle tracks and new off-street bikeways on Burnhamthorpe Road and Rathburn Road.

However, at the same time of the cycling project, City Staff made some geometric changes to the intersections with perpendicular streets to Mill Road. Through line painting, the placement of flexible posts, and the placement of precast concrete barriers, there were curb extensions, reductions to the turn radii, and reductions to the pedestrian crossing distances parallel to Mill Road. These changes, in conjunction with the installation of the new cycle tracks, have created some issues that have generated concerns from the public who use the road.

Complaints from the public are various, however many are related to the tighter turn movements associated with the intersection geometry changes, and reduced lane widths of the main road. Many motorists have complained that to execute a turn onto the narrower lanes, portions of their vehicle must cross over the new centre line. Others have expressed concerns over tighter movements and visual distractions at intersections, and at times, the inability to have simultaneous turn movements.

Based on my observations, most of these issues may be overcome with minor adjustments without affecting the integrity of the overall bikeway project or the previous Council approval. Some of the complications are a result of layering additional geometric change initiatives which were not integral to the new bikeway project. A close examination and investigation of the placement of curbs, driveways in the public boulevard, line markings or regulatory signage is required, and many of these are within the jurisdiction of Community Council.

The purpose of this motion is to recognize the public concerns, and to formally request that priority be given to making some adjustments to the road and infrastructure installations. In the event that staff require any approvals to implement changes, a future report may be made to the Etobicoke York Community Council or other committee.

RECOMMENDATIONS:

Councillor Stephen Holyday recommends that the Etobicoke York Community Council:

- 1. Request the General Manager, Transportation Services, in consultation with the local Councillor, to review public complaints and service requests regarding the installation of quick build road infrastructure placed in conjunction with the new Mill Road cycle tracks and make adjustments as necessary to address concerns.**
- 2. Request the General Manager, Transportation Services, review the placement of quick-build infrastructure, road markings and flexible posts placed on Mill Road and at perpendicular intersections to Mill Road to ensure adequate and safe geometry, sight lines, and space for simultaneous turn movements to accommodate vehicles of all sizes.**
- 3. Request the General Manager, Transportation Services to review driveway and intersection geometry, lane widths, driveway widths and flares, and vehicle movements in and out of Mill Road lanes to ensure there is space to avoid incursions into opposing traffic lanes, and make adjustments as necessary.**

Yours Sincerely,



Stephen Holyday
Councillor, Ward 2
Etobicoke Centre