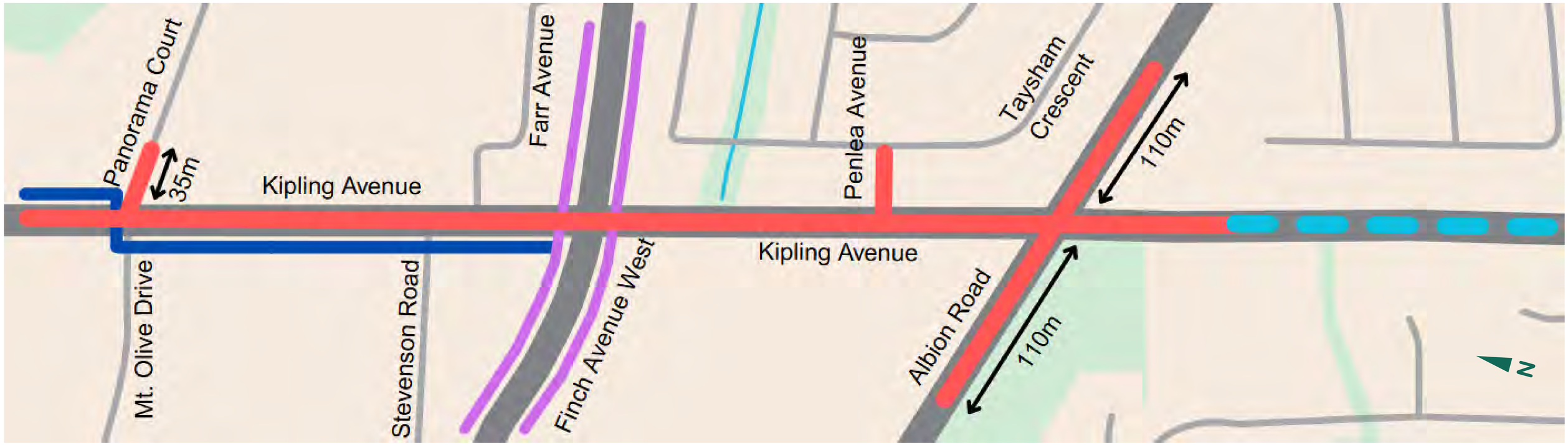
ROADWAY IMPROVEMENTS ON KIPLING AVENUE, ALBION ROAD AND PENLEA AVENUE

PUBLIC DROP-IN EVENT

July 10, 2025, 5:30-7:30 p.m.

Rexdale Community Hub

Project Background



= Project Area

= Existing Finch Ave Cycle Tracks

= Existing Multi-Use Trail

= Future Kipling Avenue Multi-Use Trail

In 2026, major roadway resurfacing is planned along Kipling Avenue, from Mount Olive Drive to Albion Road.

This presents an opportunity to implement roadway improvements that prioritizes safety and accessibility for all road users, including pedestrians, people who cycle, take public transit, or drive, as well as individuals of all ages and abilities.it also provides an essential connection to existing and future transit and bikeways.

The existing condition includes two motor vehicle lanes in each direction.

- No motor vehicle lanes will be removed as part of this project.
- Construction is planned to begin in Spring 2026.

Policy and Rationale for Road Safety Projects

The City has several guiding policy documents and objectives that inform projects.

Official Plan

Bring all Toronto residents within 1km of a designated cycling route

Road to Health: Healthy Toronto by Design

Increased physical activity is associated with better health outcomes

Vision Zero Road Safety Plan

Prioritize the safety of our most vulnerable road users

TransformTO: Climate Action Strategy

Targets 75% of trips under 5 km are walked, cycled or by transit by 2030

Encouraging all Ages and Abilities to Cycle

The majority of people rate themselves as “interested but concerned”

Reduce Reliance on Motor Vehicles

Providing alternatives to driving allows for roadways to be used more efficiently

Complete Streets Guidelines

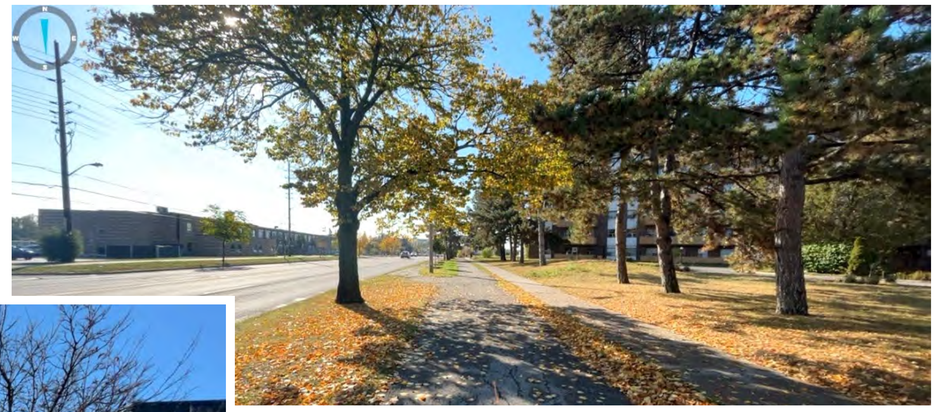
Streets are for people, placemaking and prosperity

Existing Conditions

Kipling Avenue has the following existing conditions:

- A major arterial road with a posted speed limit of 50 km/hour
- Mix of adjacent land uses including commercial, institutional, and residential
- Existing configuration of two motor vehicle lanes in each direction, dedicated left-turn lanes at major intersections, and right-turn lanes in some locations
- Two-way traffic volumes between 23,000 – 27,000 vehicles per day
- Public transit service is provided within the corridor via routes 45A (Kipling) and 945 (Kipling Express)
- Continuous sidewalks on both sides of the corridor of varying width and condition
- In-boulevard two-way multi-use trail north of Finch Avenue West

South facing of existing multi-use trail at Kipling Avenue and Beaconhill Road



South facing of existing multi-use trail at 2548 Kipling Avenue

South facing of existing multi-use trail at Kipling Avenue and Finch Avenue West

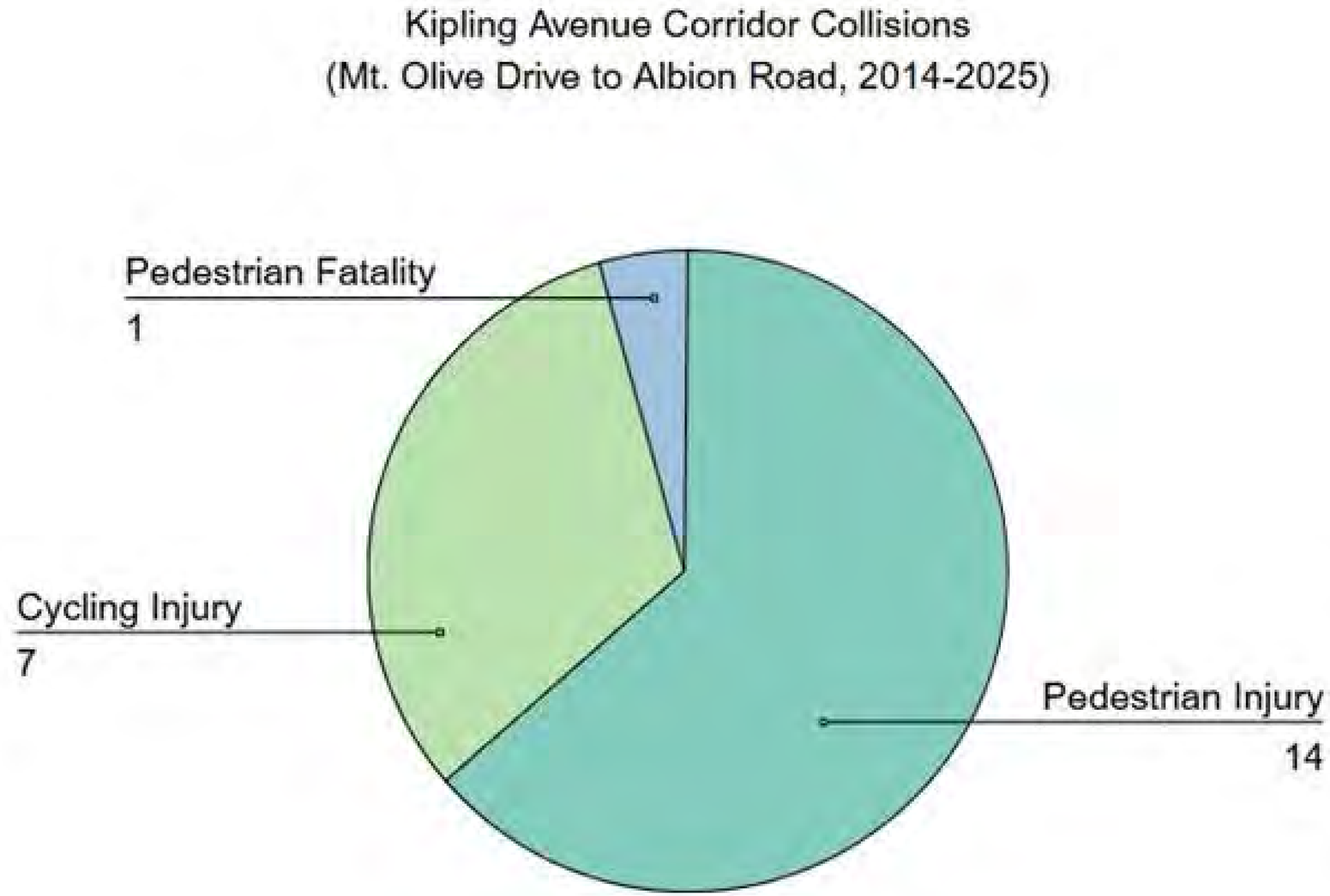
South facing of existing multi-use trail at 2534 Kipling Avenue

Existing Conditions: Safety

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

7 collisions involved people cycling between January 2014 and April 2025.

The current posted speed limit is 50 km/hour; however, people driving typically travel between 61 and 64 km/hour.



Key Design Features: Intersection Improvements

Protected Intersections

Protected intersections aim to enhance safety for all road users at major intersections. Crosswalks are set back from the intersection, which decrease the distance for pedestrians to cross the street. Corner islands are placed to lower vehicle speeds and give people driving a better view of pedestrians and people cycling when turning right.

Raised Crosswalks

Raised crosswalks offer higher elevations than adjacent roadways to improve visibility between road users at intersections. The difference in elevations decreases driving speeds, increase signage compliance from drivers, and increase yielding to people crossing.

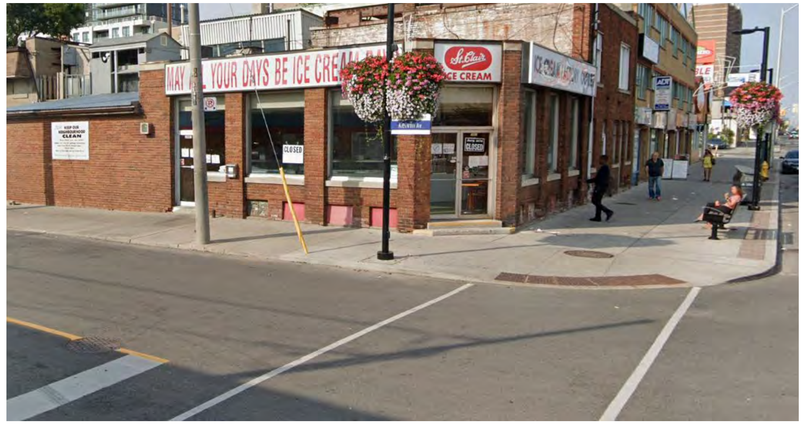
Key Design Features: Intersection improvements

Proposed design features that enhance the safety and experience of all road users include:

Reduced Curb Radii

Reduced curb radii are proposed at all minor intersections and will shorten pedestrian crossing distances and encourage lower motor vehicle speeds.

Curb Extensions



Curb extensions narrow the roadway, helping to reduce vehicle speeds, shorten pedestrian crossing distances, improve visibility, and provide space for pedestrian waiting.

Truck Aprons

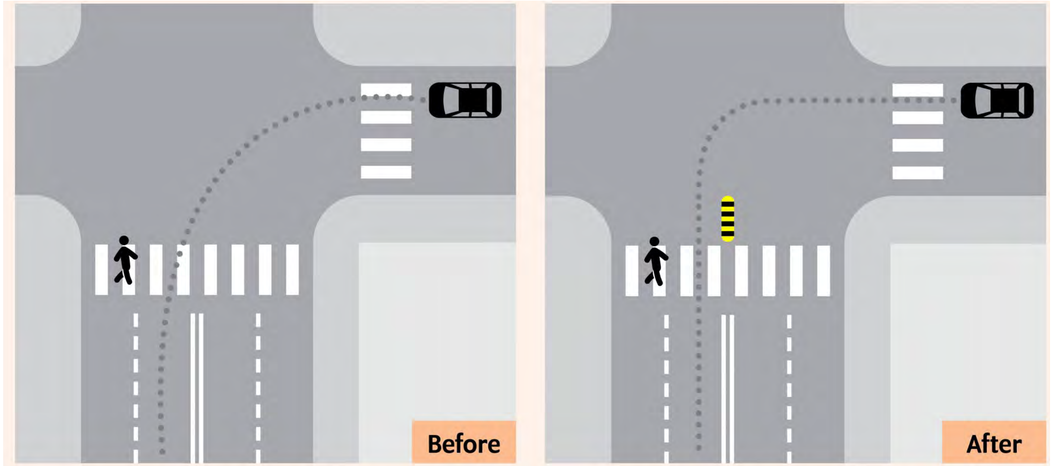
The truck apron consists of a semi-mountable curb that directs smaller design vehicles to turn at the design speed, while larger trucks can mount the curb when completing a right turn.

Key Design Features: Intersection Improvements

Right Turn Channel Removal

Right-turn channels are removed at intersections to enhance safety for all users. This eliminates free-flow traffic for turning vehicles, reduces turning speeds, improves sightlines, and allows for the installation of Accessible Pedestrian Signals.

Left Turn Calming

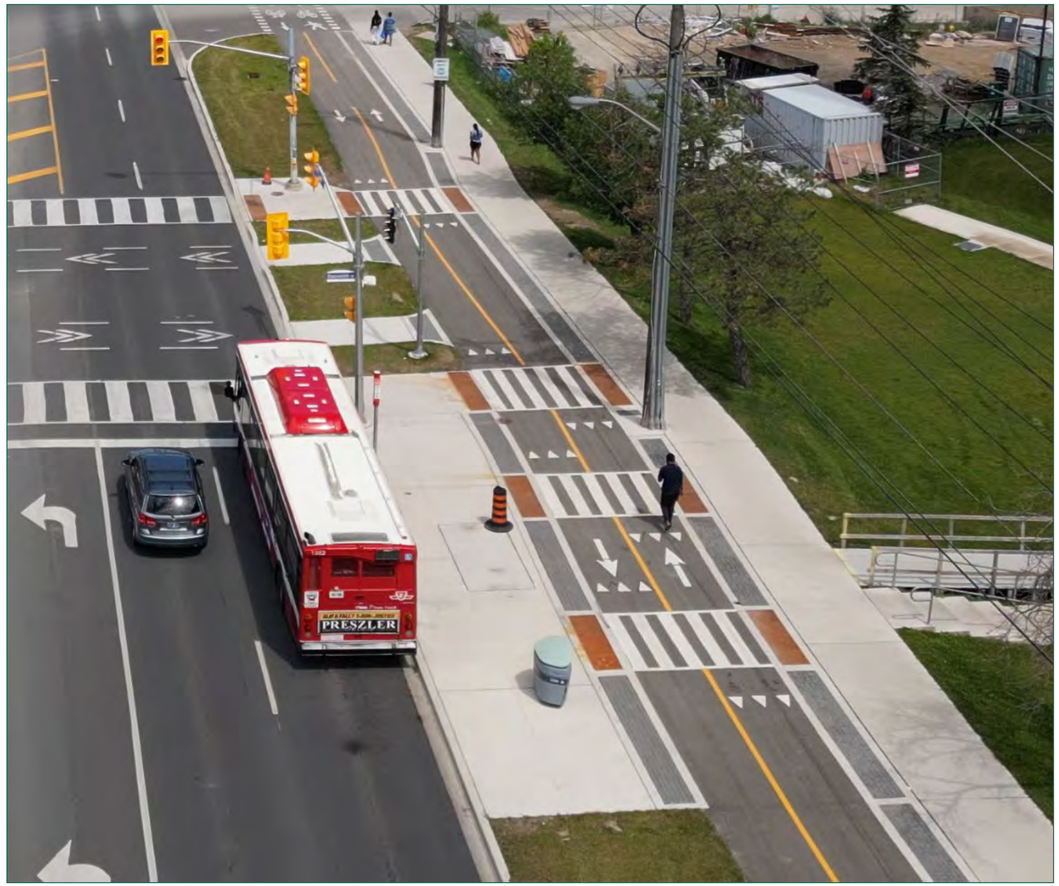


Left-turn calming is installed at intersections to reduce the risk of left-turn collisions. Speed bumps extend medians and harden the centreline, encouraging drivers to turn at a sharper angle and lower speed.

Key Design Features: Transit Improvements

Proposed design features that enhance the safety and experience for people riding transit include:

Island Style Platforms



Island Style Platforms allow for public transit queuing in a generous boulevard space.

Integrated Platforms

Integrated Platforms allow for public transit queuing in a constrained boulevard space.

Types of Proposed Bikeways

Proposed design features that enhance the safety and experience of all road users include:

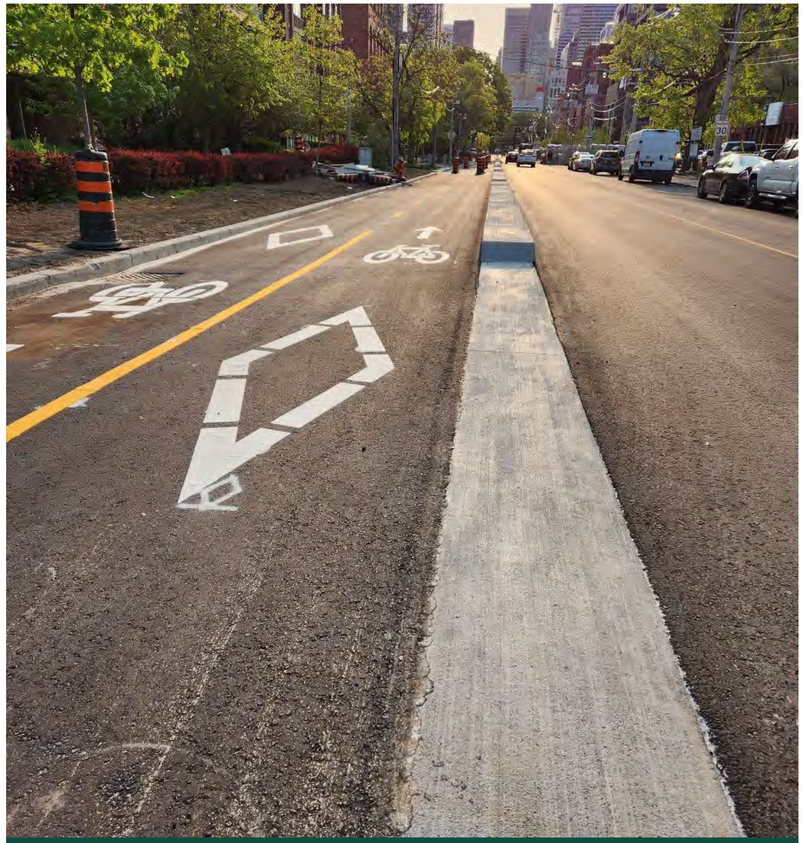
Multi-use Trails

Multi-use trails are paved routes used and shared by pedestrians, people who cycle, people using in-line skates, and more.

Cycle Tracks (Raised)

Raised cycle tracks are dedicated bike lanes built at a higher elevation than the road, typically level with or slightly below the sidewalk, providing separation from motor vehicle traffic for improved safety.

Cycle Tracks (On-Road)



On-road cycle tracks are dedicated bike lanes at the same level as the roadway, separated from motor vehicle traffic by a poured-in-place curb.

Key Design Features: Cycling improvements

Proposed design features that enhance the safety and experience of all road users include:

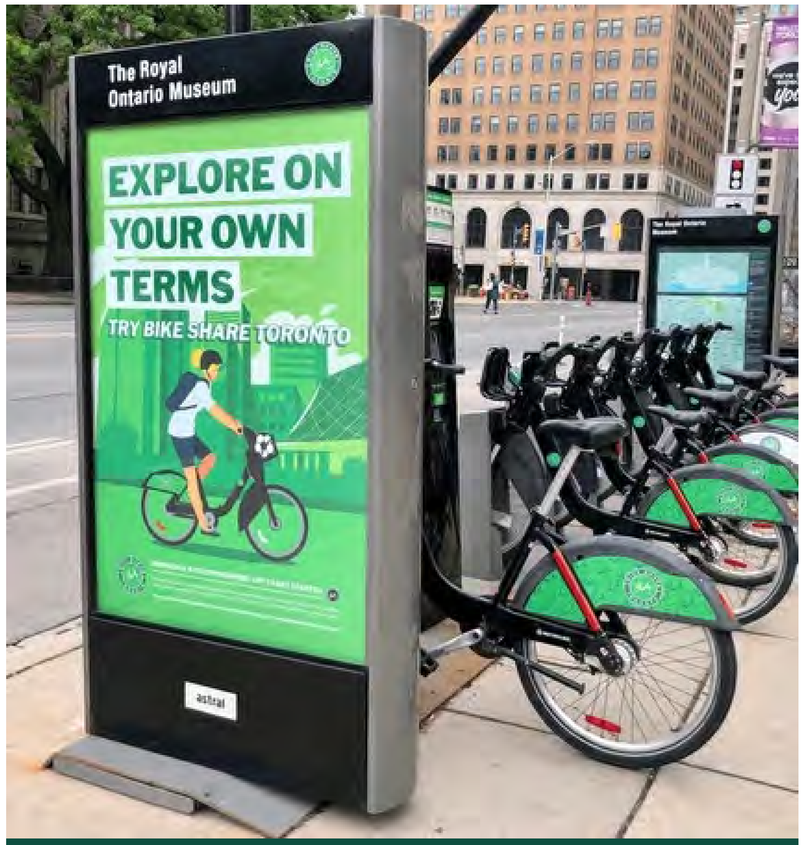
Cycling Refuge Area

Protected queuing / refuge areas for people cycling to improve visibility and provide a shorter crossing.

Bicycle Signals

Bicycle signals allow people cycling to safely cross roadways by clarifying when to enter an intersection and by restricting conflicting vehicle movements.

Bikeshare Stations



Bike Share Toronto stations provide convenient access to bicycles for short trips and first/last-mile connections.

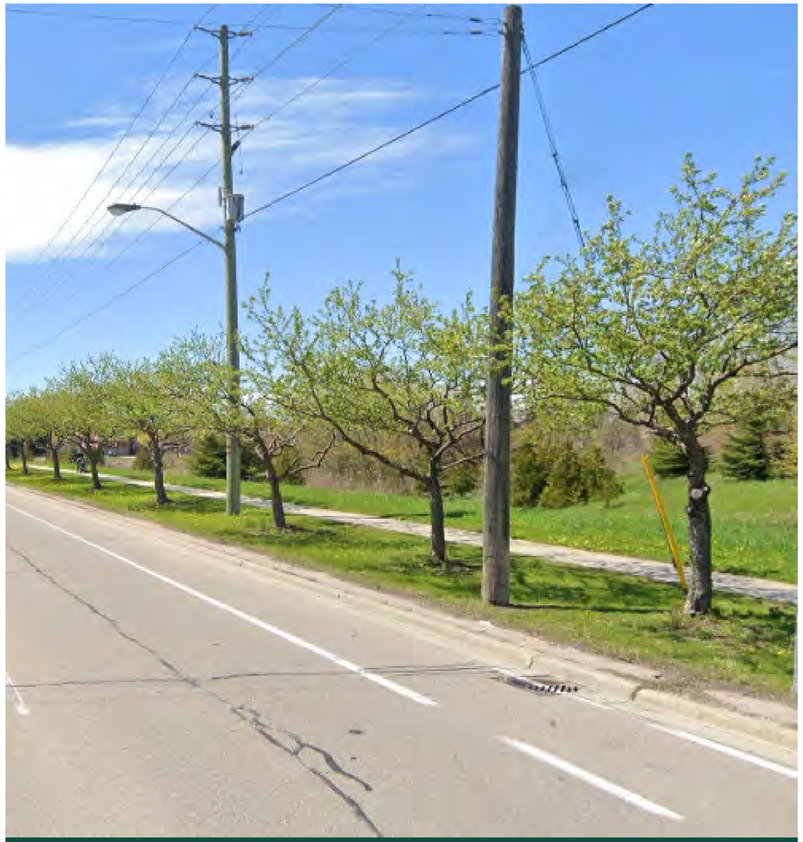
Key Design Features: Streetscape Improvements

Proposed design features that enhance the safety and experience of all road users include:

Seating Areas

Frequent and accessible seating to support resting opportunities, especially for older adults and people with mobility challenges.

Tree Planting

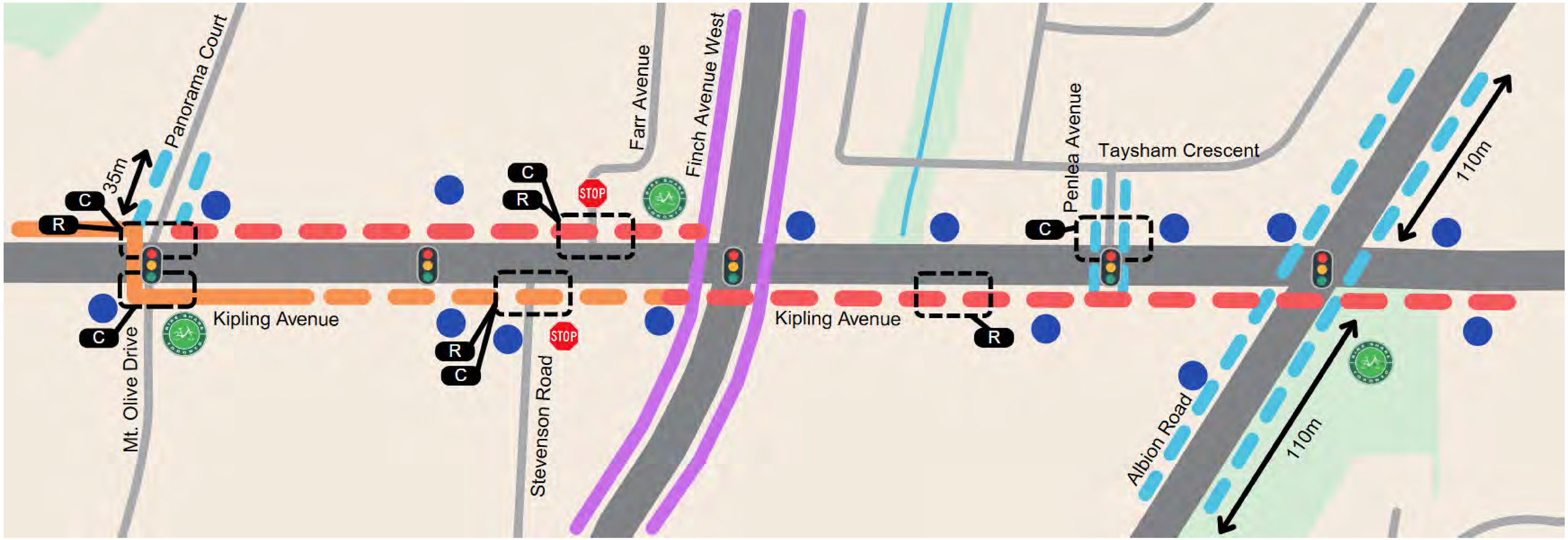


Native trees that provide shade are proposed where soil volumes allow.

Green Infrastructure

Green Infrastructure allows for runoff water from the street to naturally filter and slow down before entering the sewer system.

Design Proposal Overview



= Existing Finch Ave Cycle Tracks

= Existing Multi-Use Trail

= Existing Multi-Use Trail (To Be Reconstructed)

= Proposed Multi-Use Trail

= Proposed Cycle Track

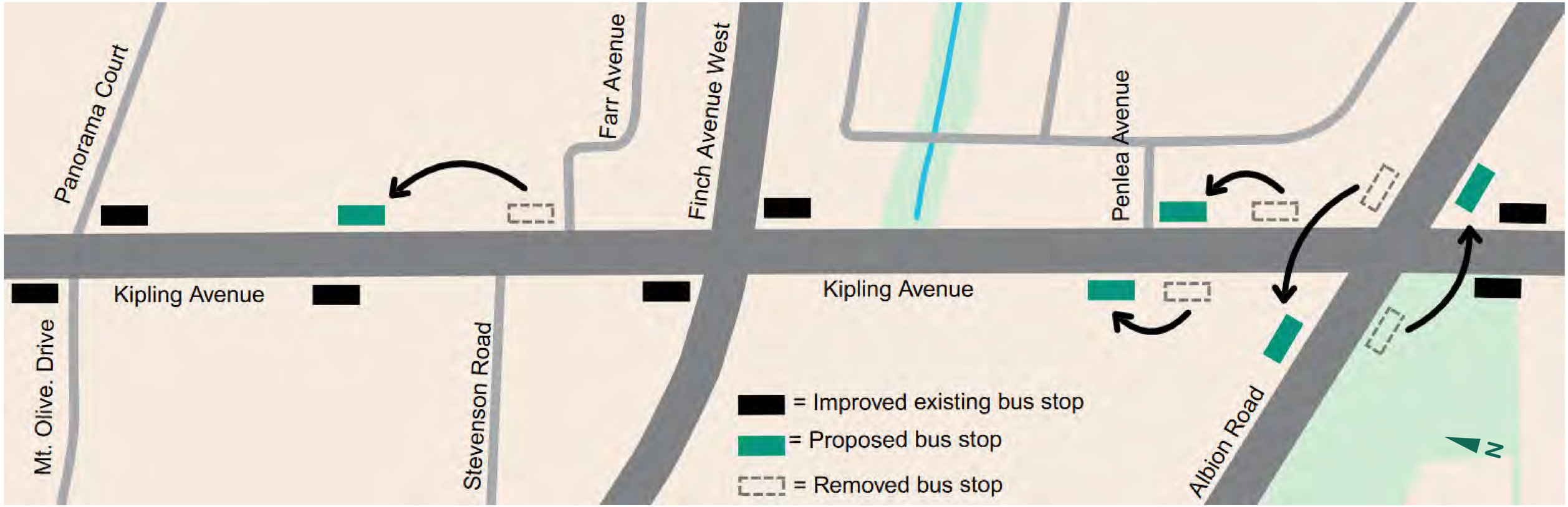
= Bike Share Station

R = Raised Crosswalk

C = Curb Extension

= Streetscape Improvements (Planting and Seating Area)

TTC Bus Stops Changes

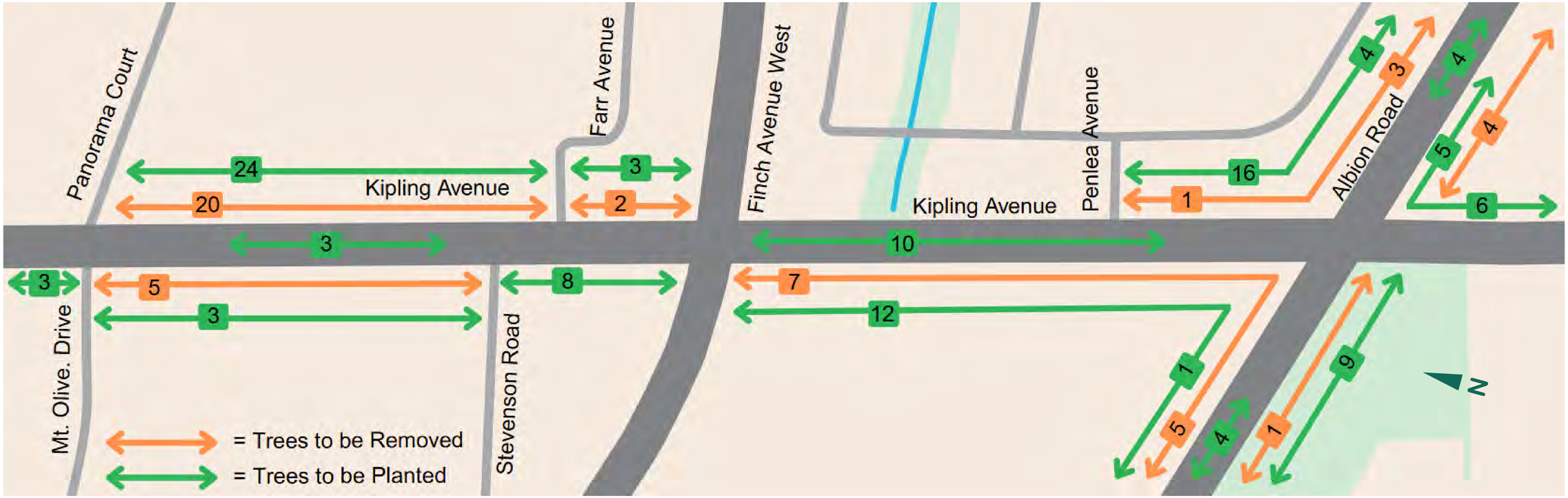


In coordination with the TTC, some bus stops will be improved or relocated to support Vision Zero objectives.

These changes aim to enhance pedestrian safety, optimize stop spacing, and improve connections to the surrounding area.

Bus stop upgrades will include accessibility features, streetscaping, and new sidewalks.

Tree Impacts and Replacement



There are currently over 140 trees within the study area. The City makes every effort to protect and retain healthy trees. As part of this project 115 trees will be planted in the project area.

The project team will identify suitable locations for tree planting along the roadway where feasible. Where on-road planting is not possible, new trees will be accommodated elsewhere in the area, such as boulevards, parks, and ravines.

Tree Removals

- Approximately 48 trees are identified for removal. The work to retain and protect healthy trees will continue into construction with the goal to minimize impacts.

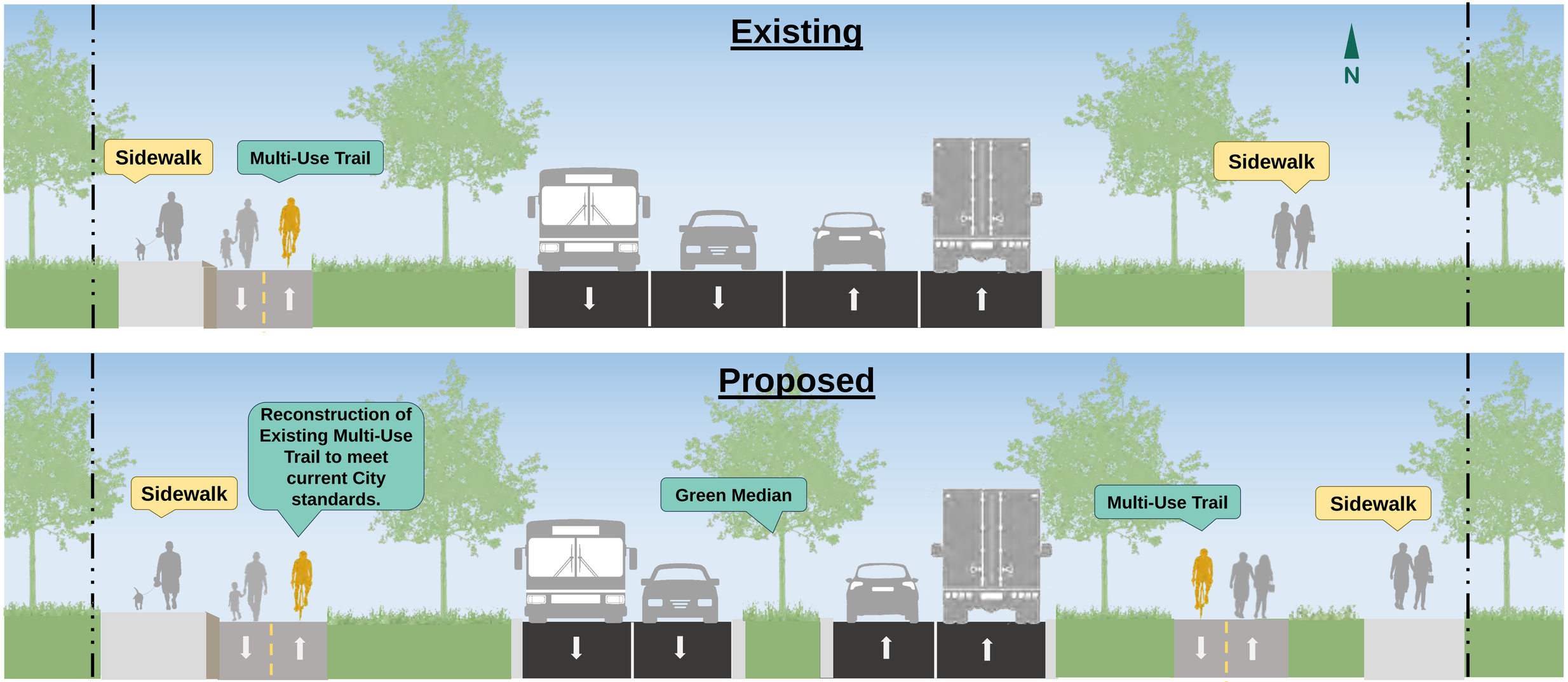
Tree Replacement

- The City plants three trees for every one tree that is removed, resulting in approximately over 115 newly planted trees.

Proposed Changes to Kipling Avenue
Mount Olive Drive to Finch Avenue West

VISIONZERO

Multi-use trails and new sidewalks are proposed along both sides of Kipling Avenue. The existing multi-use trail on the west side will be reconstructed and widened as part of the planned resurfacing. A green median will be added and existing motor vehicle lane widths reduced to meet current City standards.

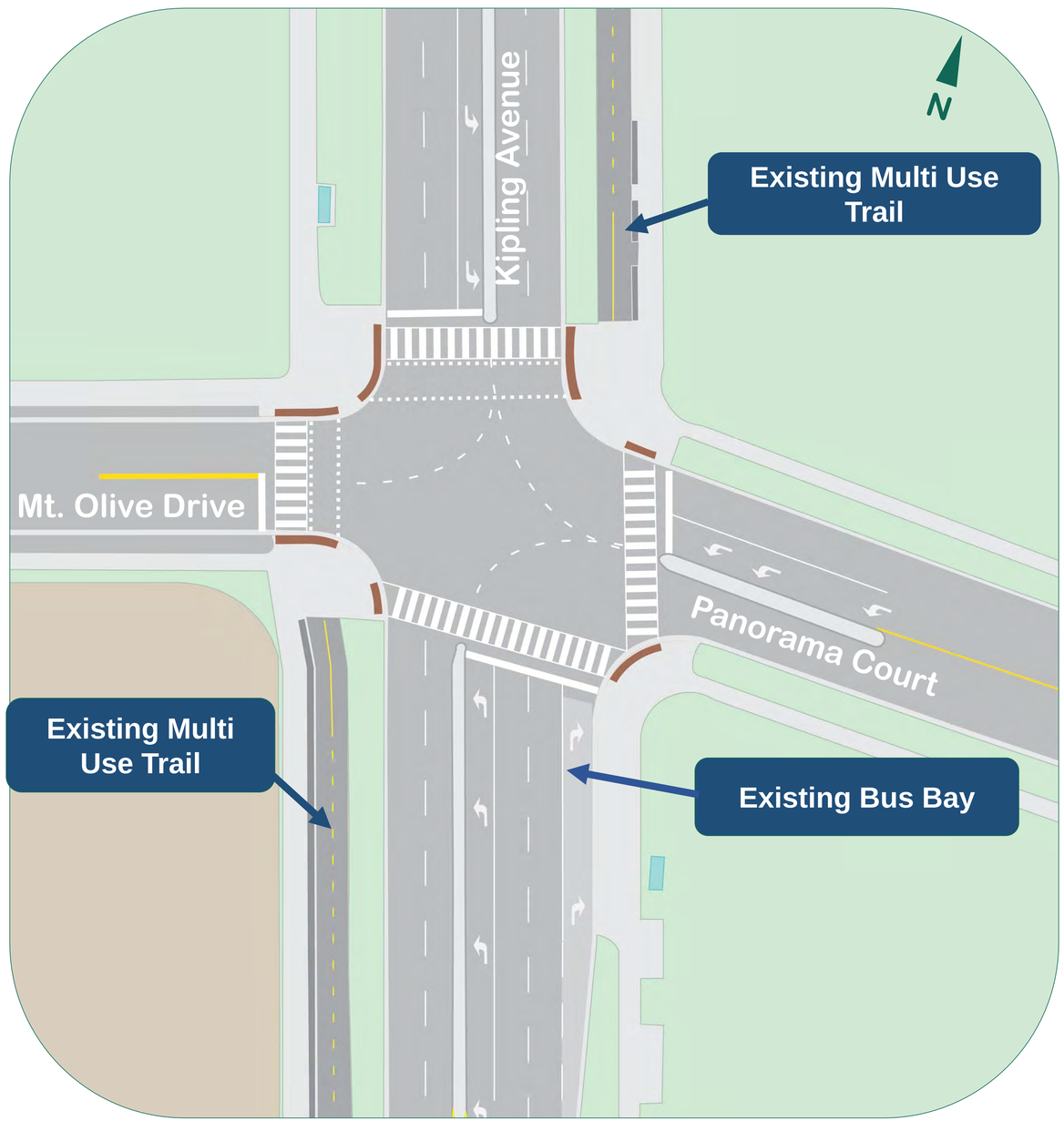


TORONTO

Proposed Changes:
Mount Olive Drive and Kipling Avenue Intersection

VISIONZERO

Existing



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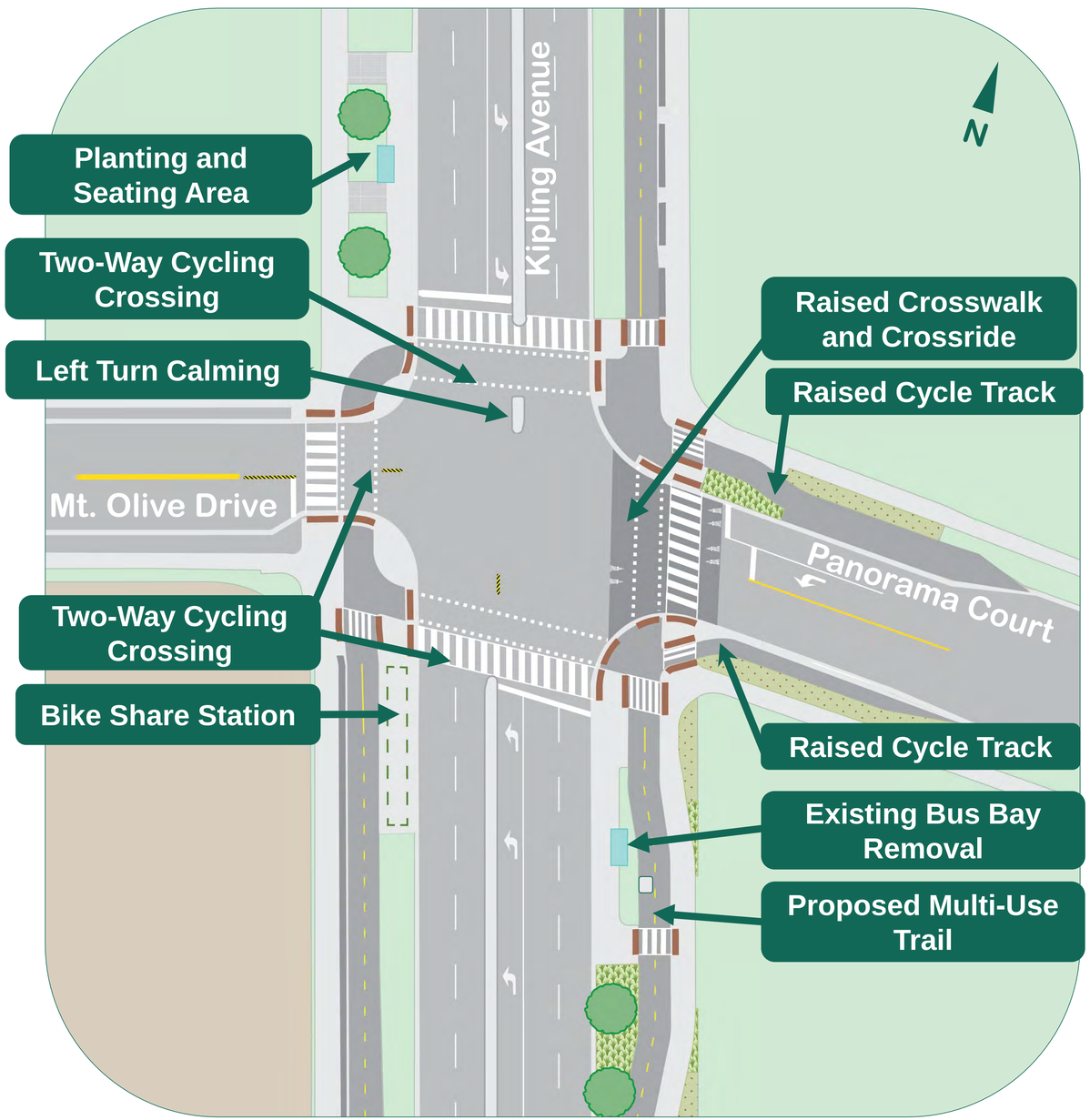
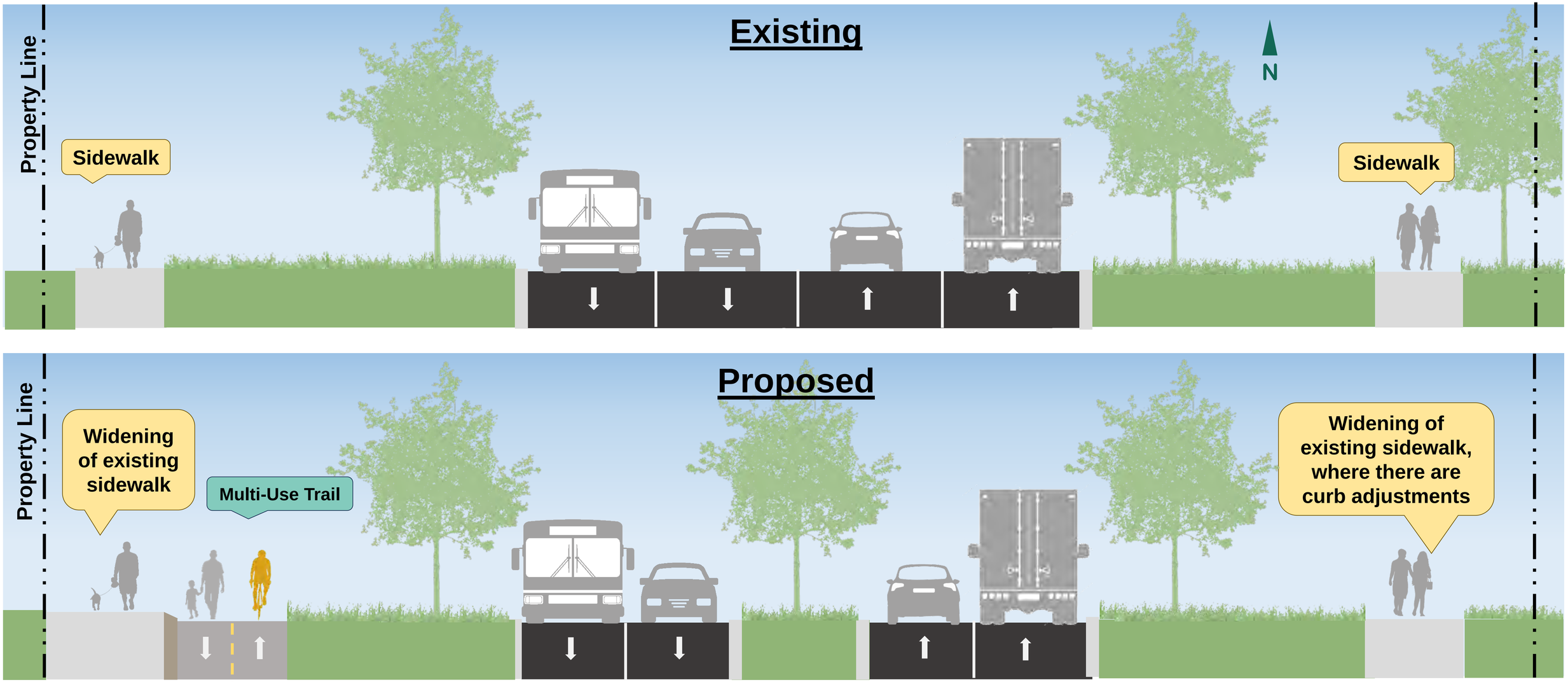


Proposed Changes to Kipling Avenue
Finch Avenue West to Albion Road

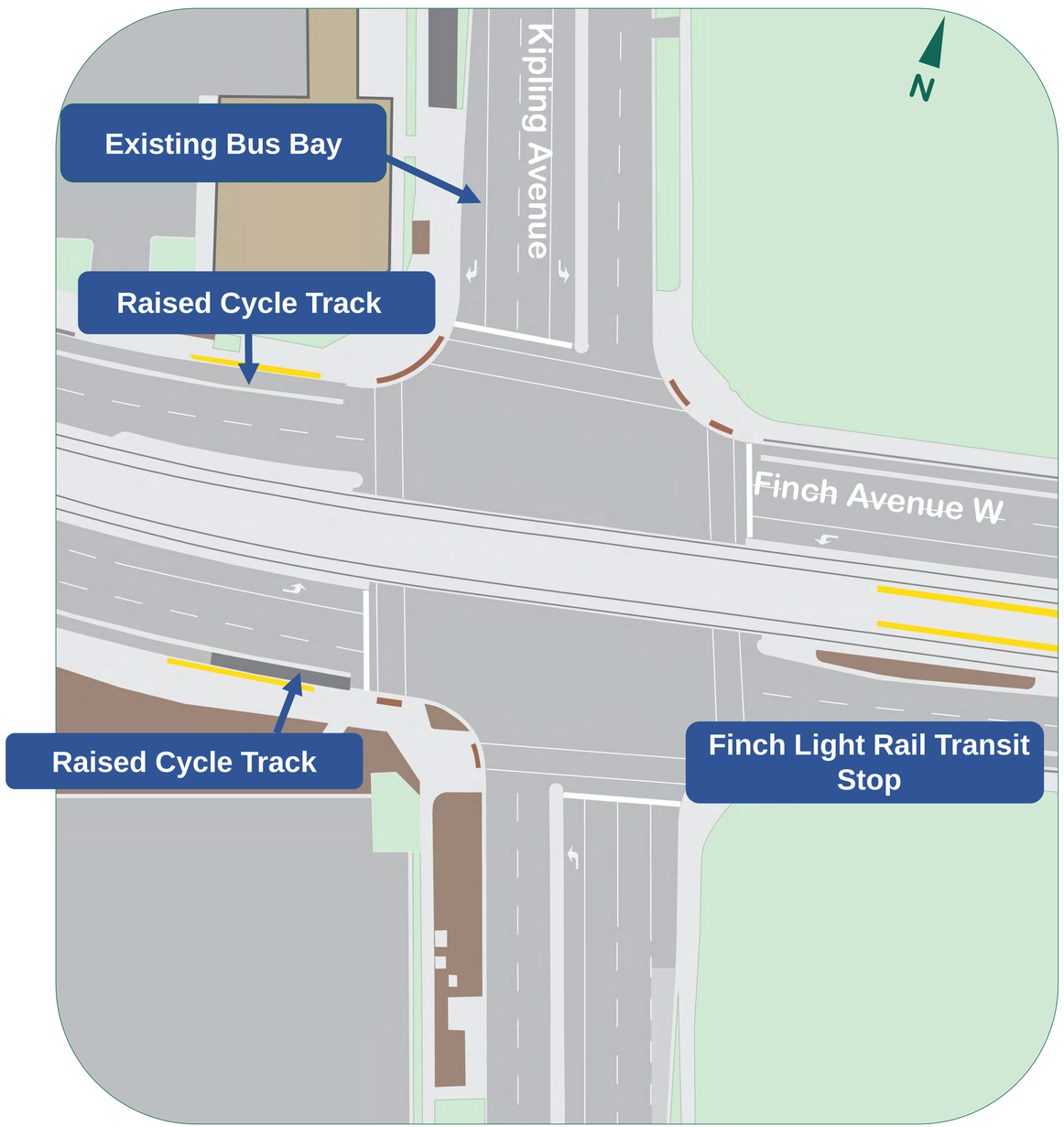
A multi-use trail is proposed along the west side of the street, with new sidewalks on either side of the street. The sidewalk will be widened on the east side only in areas where the curb is adjusted. A green median will be added and existing motor vehicle lane widths reduced to meet City standards.



Proposed Changes:
Finch Avenue West and Kipling Avenue Intersection

VISIONZERO

Existing



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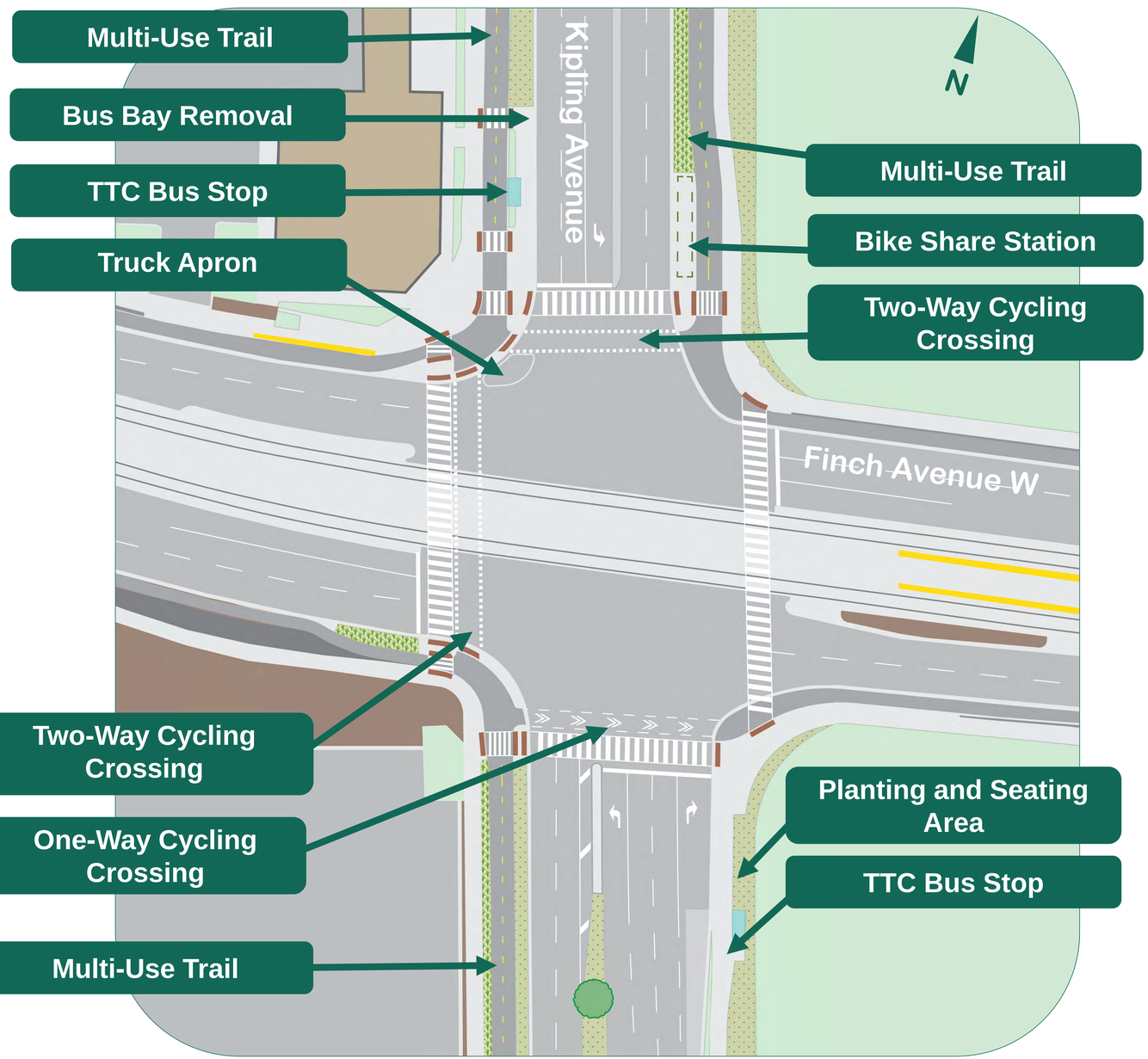
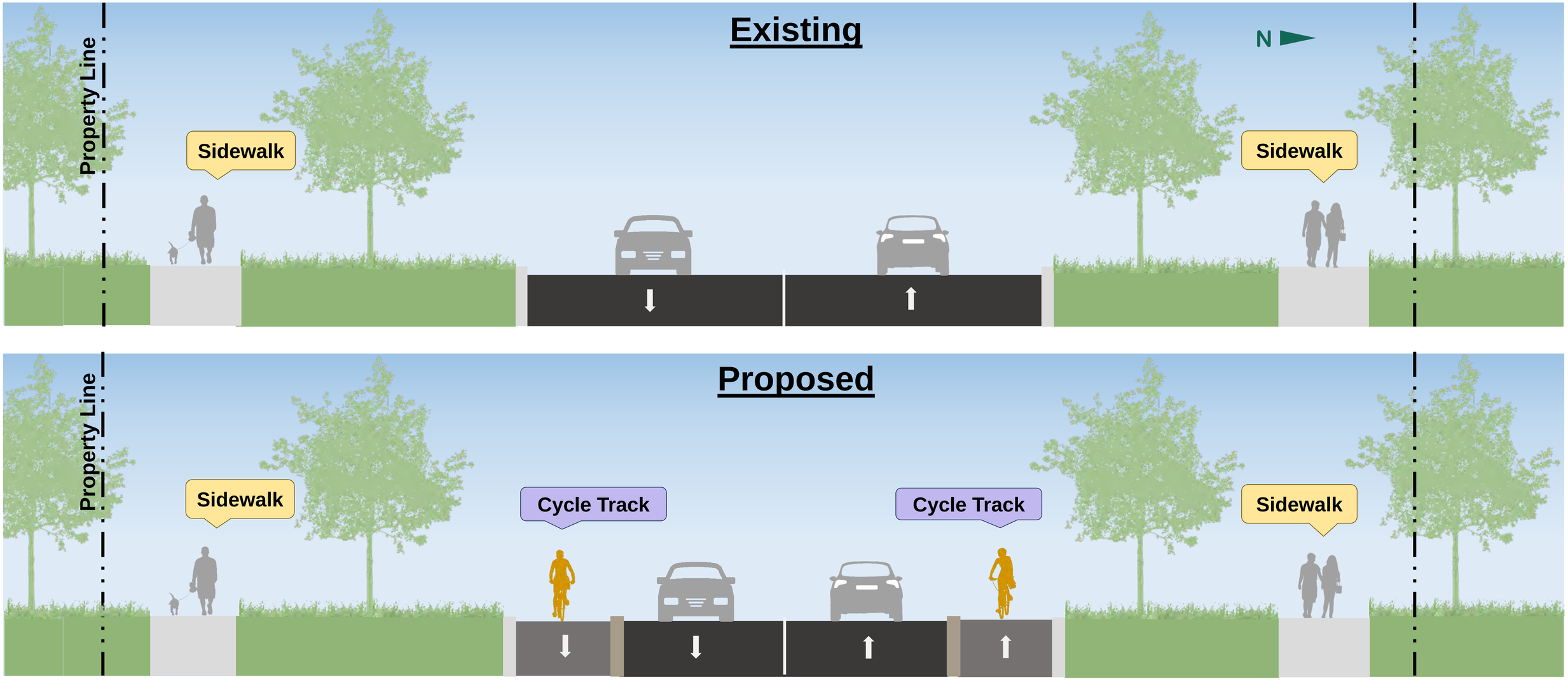


Proposed Changes to Penlea Avenue
Kipling Avenue to Taysham Crescent

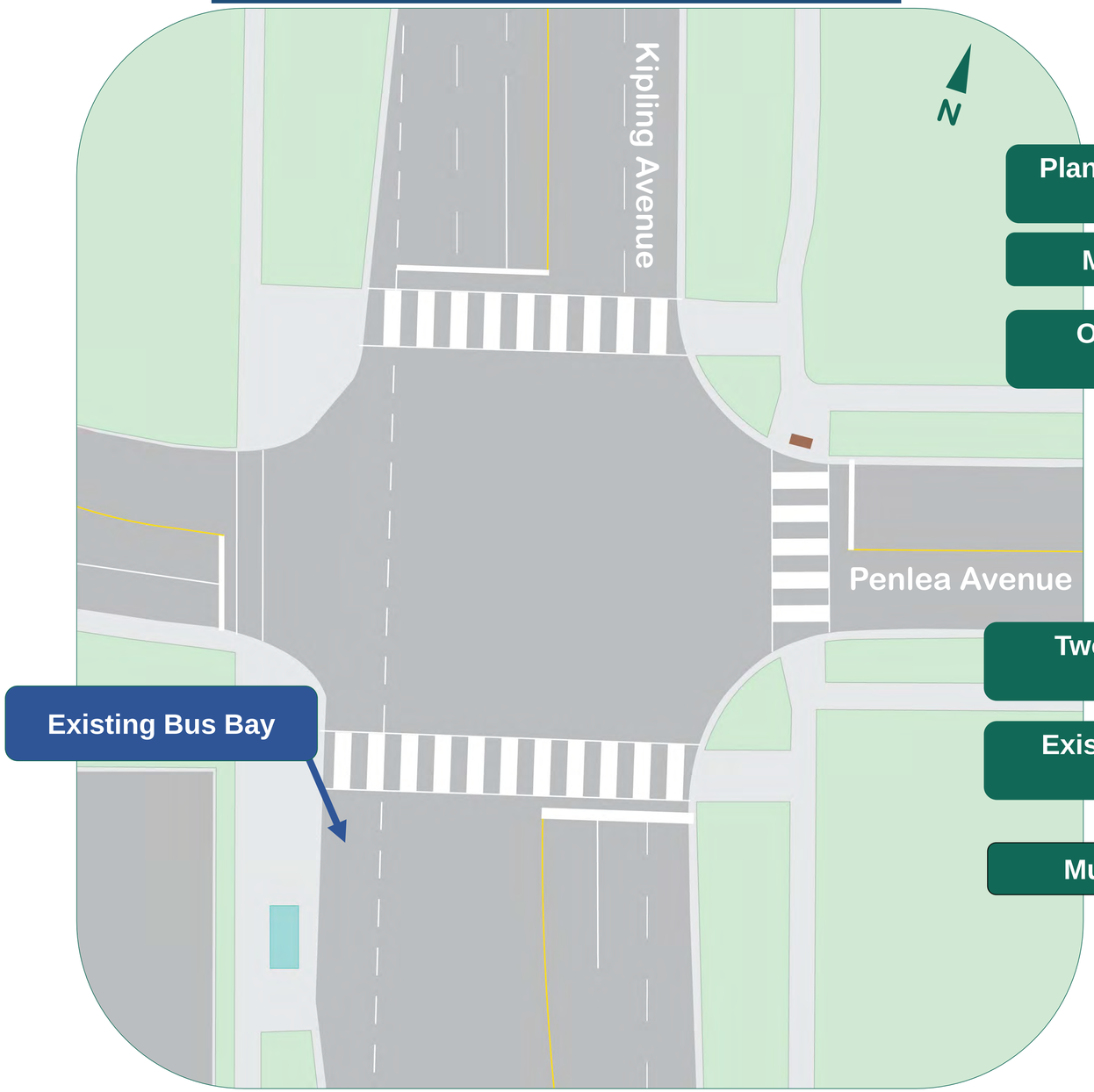
One-way on-road cycle tracks with poured-in-place concrete are proposed along both sides of the street to provide a safe connection to local streets. Sidewalks will be maintained on both sides of the street, and existing motor vehicle lane widths will be reduced to meet City standards.



Proposed Changes: Penlea Avenue and Kipling Avenue Intersection

VISIONZERO

Existing



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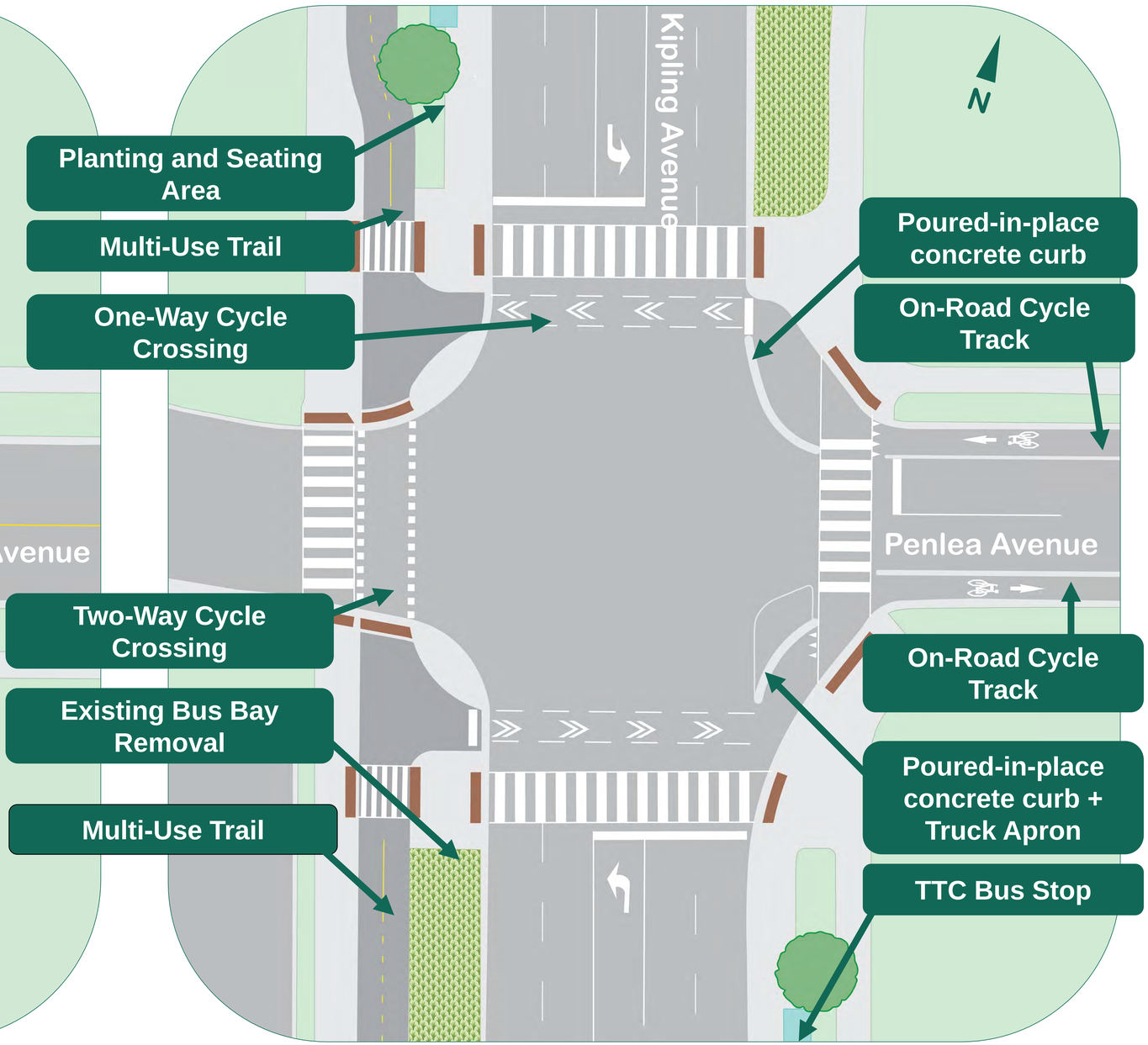
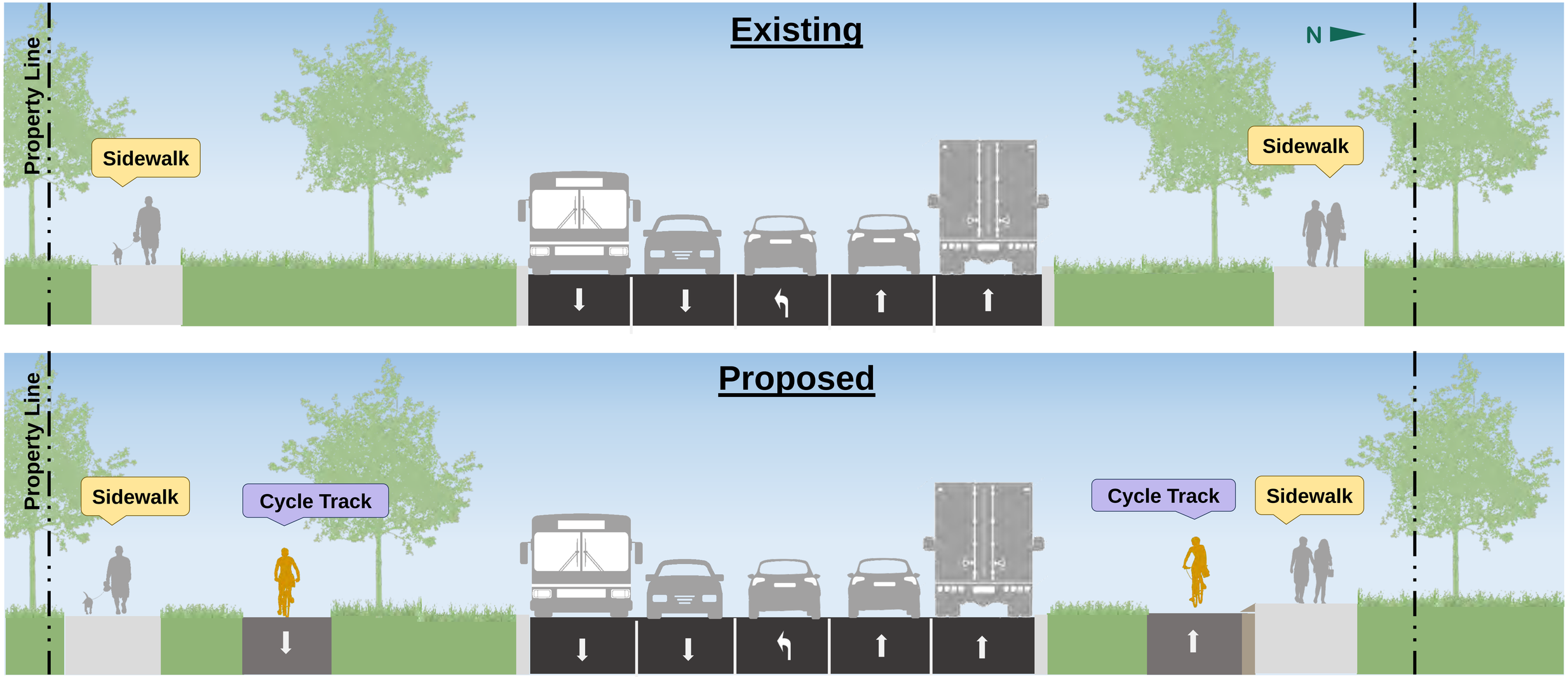


Proposed Changes to Albion Road
(110 metres from Kipling Avenue in both directions)

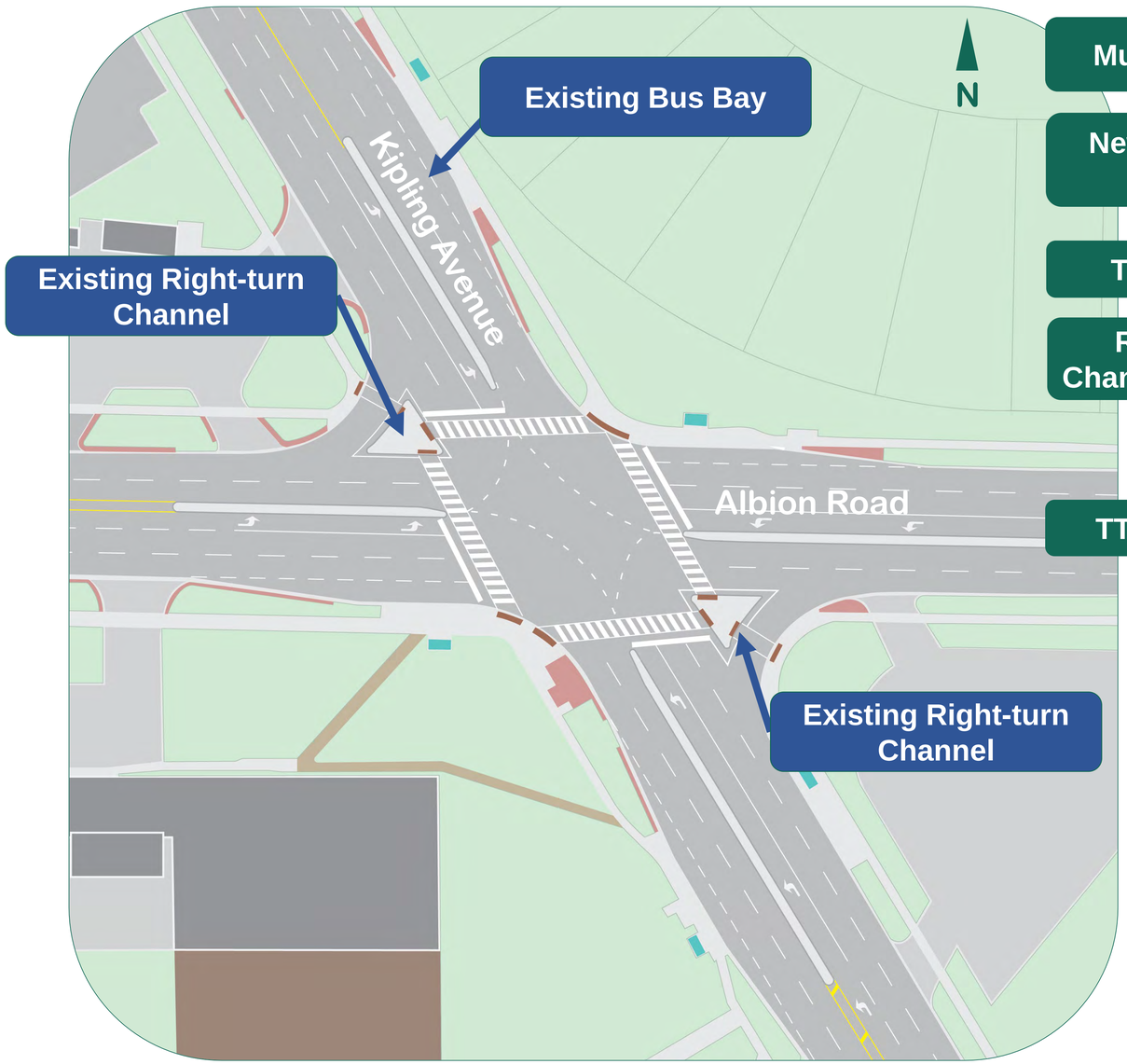
One-way in-boulevard cycle tracks are proposed along both sides of the street in anticipation of future cycling network plans, with sidewalks on either side of the street. Existing motor vehicle lane widths will be reduced to meet City standards.



Proposed Changes: Albion Road and Kipling Avenue Intersection

VISIONZERO

Existing



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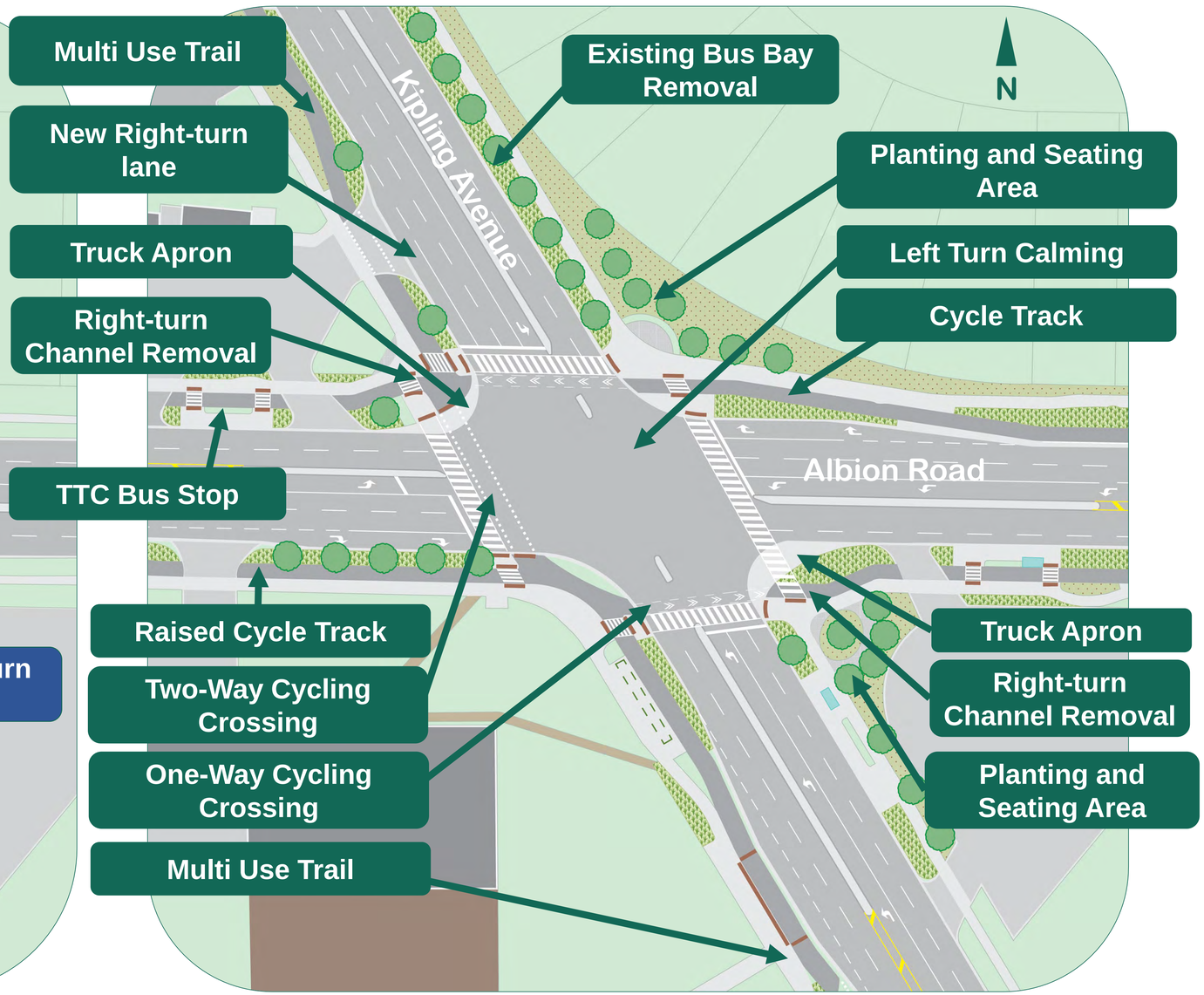


Project Timeline

We are here!

2023 October
Data collection and existing conditions analysis

2024
Preliminary Design

2025 July
Public Consultation Period

2025 October
Report to Infrastructure & Environment Committee and City Council

Spring 2026
Construction

2027
Construction Complete

Immediately following installation and up to one year after, the City will:

1. Observe new travel behaviour along the corridor
2. Conduct new traffic counts
3. Continue to collect, record and analyze feedback
4. Evaluate before and after conditions

How Decisions are Made

Public Input:

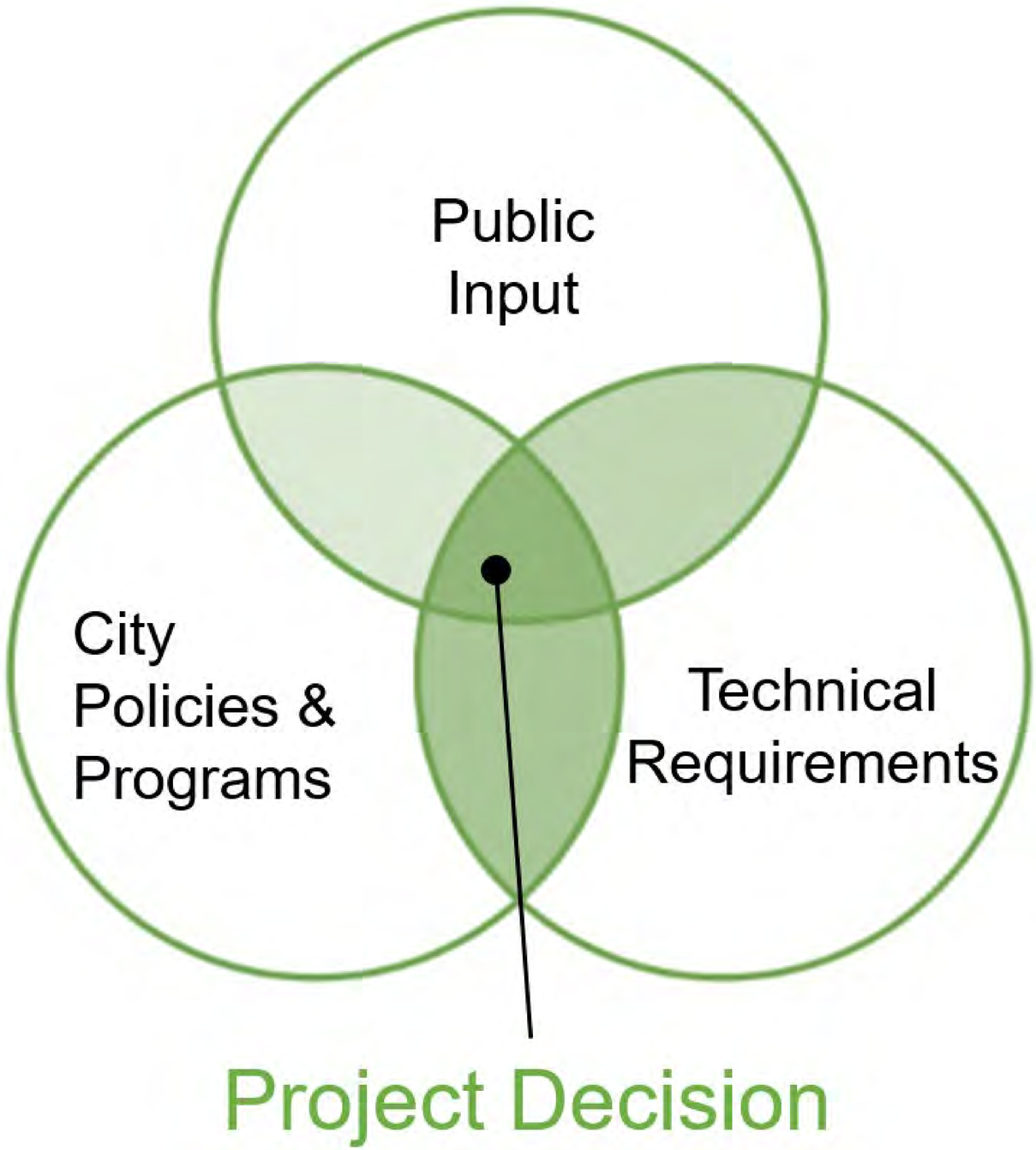
- Share community expertise and advise of concerns, opportunities and priorities through lived experience

City Policies and Programs:

- Ensures that the City's Accessibility Design Guidelines, Climate Action Strategy and other Council directives are included

Technical Requirements:

- Infrastructure Requirements (State of Good Repair)
- Universal Design
- Construction Standards



Share Your Feedback and Stay Connected

Learn more about the project, complete the survey and subscribe to receive project updates:

toronto.ca/KiplingAvenue

Comment Deadline: July 31, 2025

CONTACT US

If you have any questions or concerns, please contact:

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