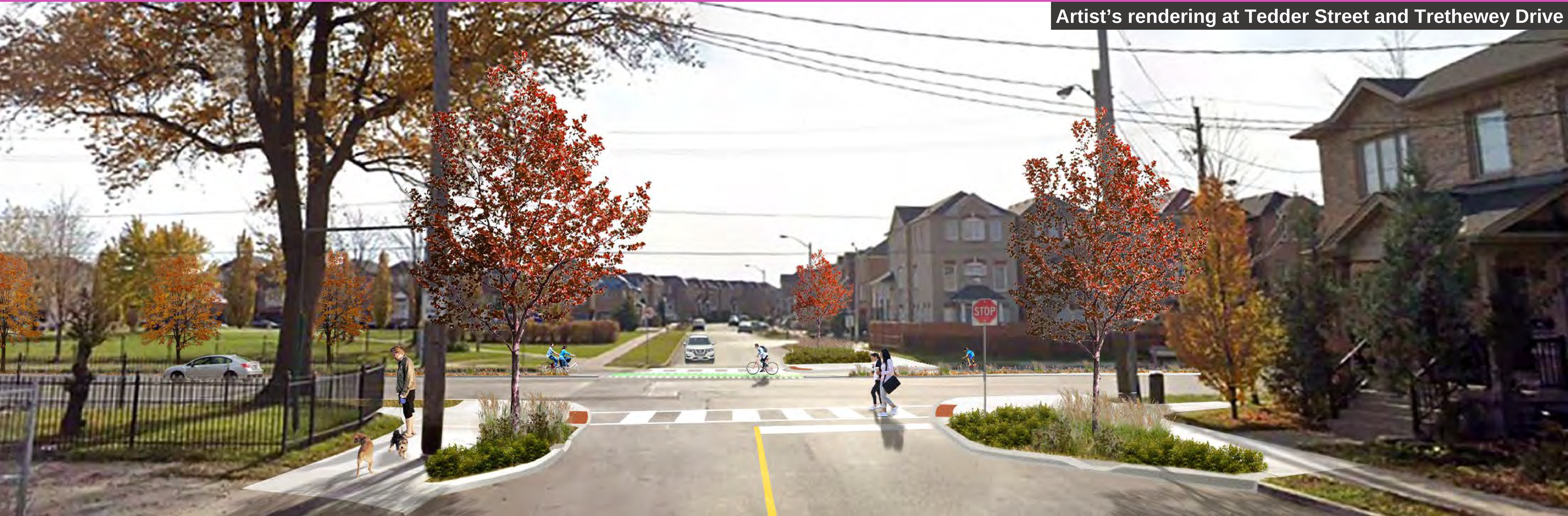


Welcome!

Artist's rendering at Tedder Street and Trethewey Drive



Trethewey Drive Cycling Connections and Intersection Safety Improvements

Public Meeting

1

October 29, 2025

Overview



The City of Toronto is proposing ways to make Trethewey Drive safer and more accessible for all road users between Jane Street and Eglinton Avenue West.

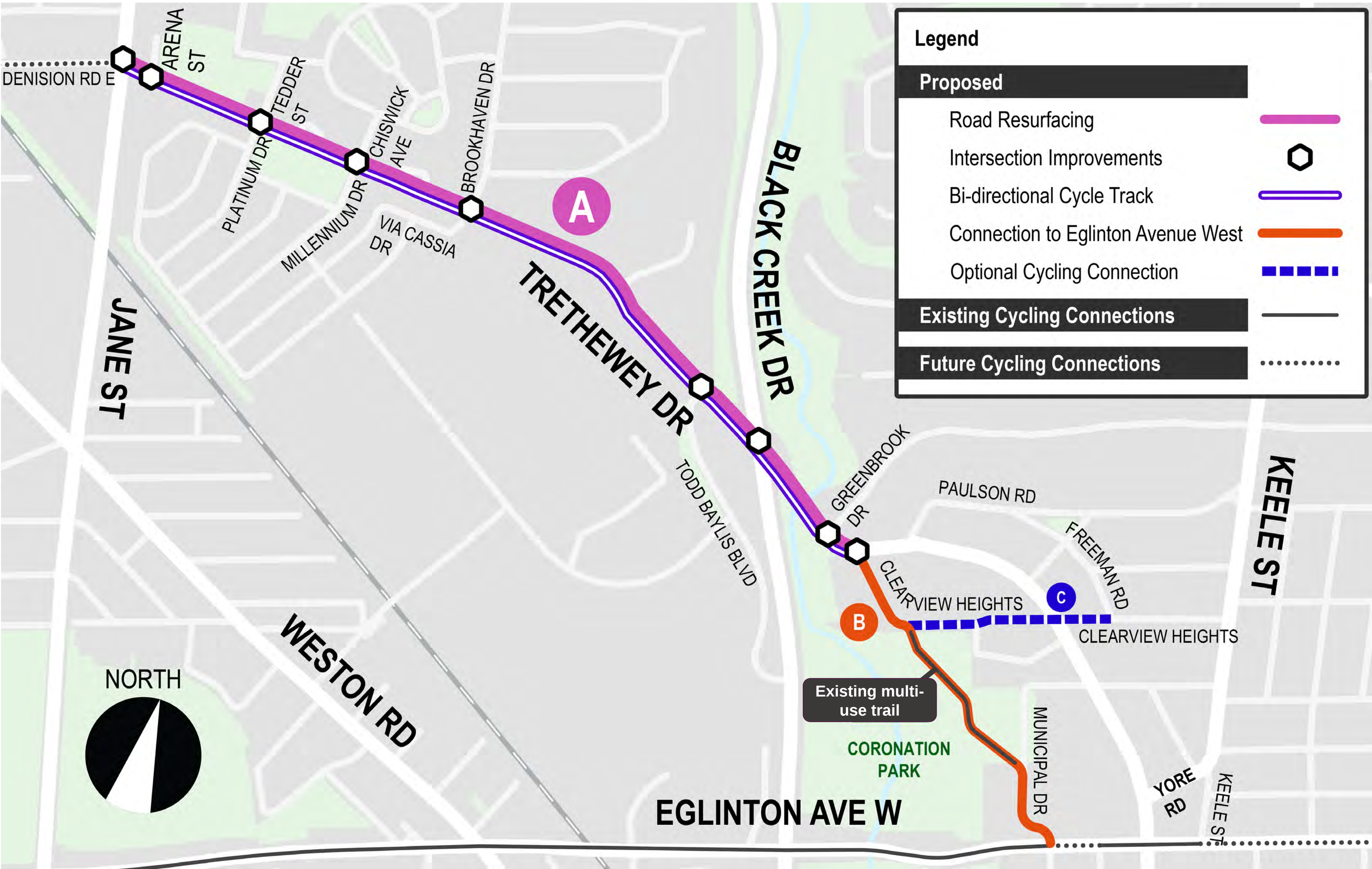
Why now?

In 2027-28, major road resurfacing is planned on Trethewey Drive between Jane Street and Clearview Heights (west of Paulson Road). The road work presents an opportunity to make safety improvements to the street.

The Trethewey Drive Cycling Connections and Intersection Safety Improvements project would:

- Improve pedestrian and cycling connections
- Enhance safety at intersections
- Plant trees and other green infrastructure

These measures would right-size the roadway to better meet the City's Lane Widths Guidelines with **no impact to the number of vehicular lanes.**



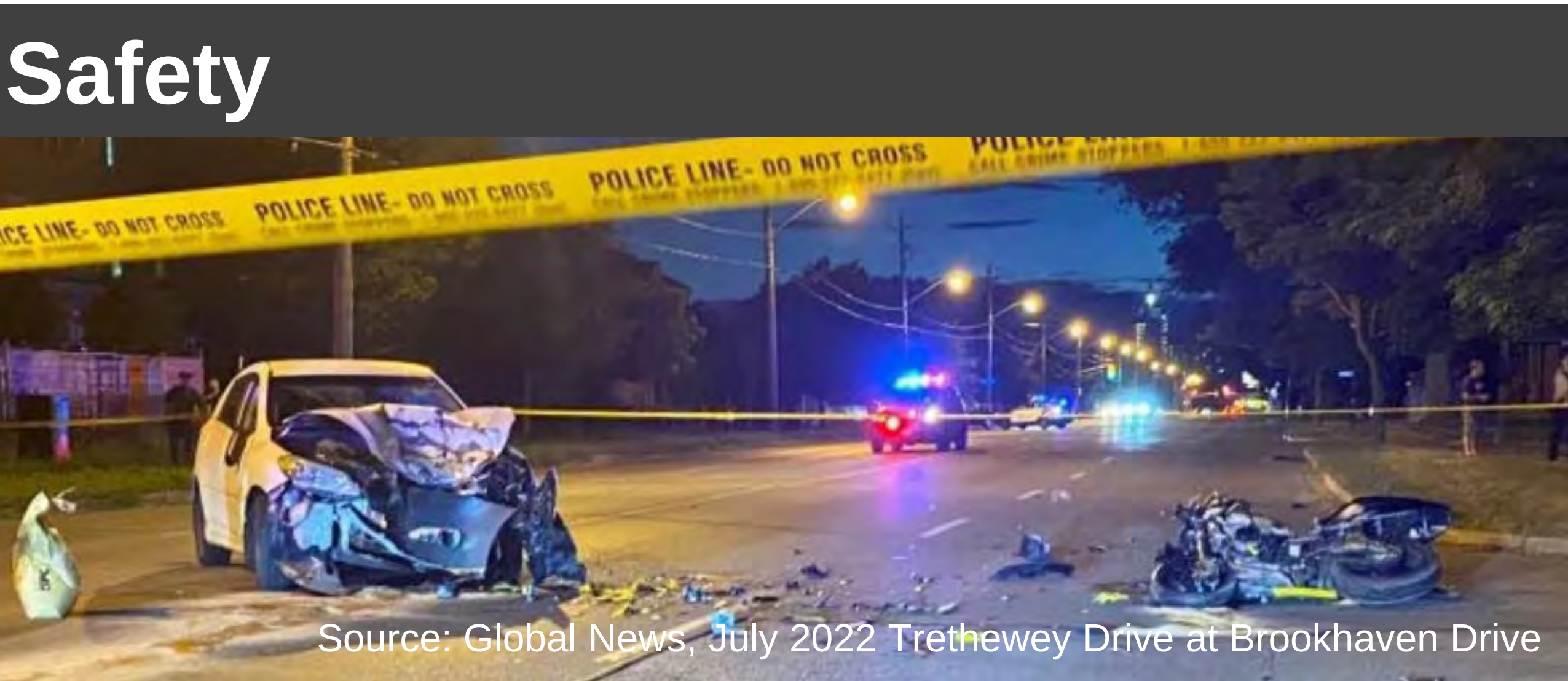
The project includes three segments:

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

Project Rationale



A road resurfacing occurs approximately every 25 years.
The major road work planned on Trethewey Drive in 2027-2028 provides an opportunity to transform and enhance this street.



Trethewey Drive has a history of fatal and serious collisions.
Over the last forty years, four people have been killed on Trethewey Drive and in the last ten years there have been 1,330 collisions, 11 of which resulted in serious injuries.

Source: MOVE data



People currently walk and bike on Trethewey Drive. Demand is anticipated to increase once the Eglinton LRT is open and future developments bring more residents to the area. Today in the Trethewey Drive area:

- 29% take transit and 9% walk or bike, compared to 18% and 24% city-wide
- 26% of households have no vehicle, compared to 28% city-wide
- 35% of people over 16 years old do not have a driver's licence, compared to 22% city-wide

Source: Transportation Tomorrow Survey data 2022

June 2024 Consultation | Responses to What We Heard



Preliminary engagement took place in June 2024 and included a public meeting, an interactive online mapping activity and comment tracking. The table below summarizes what we heard and the design response.

What We Heard		Design Response
Concerns that reducing the number of motorized vehicle traffic lanes would lead to increased congestion		The project has been designed with no impacts to the number of existing vehicle lanes.
Concerns with speeding and safety for people cycling and pedestrians		The project will improve road safety through road design, as noted in the City’s Complete Streets Guidelines and Vision Zero Road Safety Plan.
Concerns about current road conditions and maintenance		The road resurfacing on Trethewey Drive has been advanced to repair the road.
Concerns with sight lines from side streets		The project is designed to limit conflicts.
Concerns about safety at the intersection of Black Creek Drive and Trethewey Drive		The design of the Black Creek Drive intersection would be improved.
Desire for improved pedestrian and cycling safety and cycling connectivity		The project includes a protected bikeway on Trethewey Drive with connections to existing and future routes.
Support for enhancing and preserving bus stops		Accessible loading platforms and modifications to TTC surface stops would be included.

Safety | Vehicle Speed

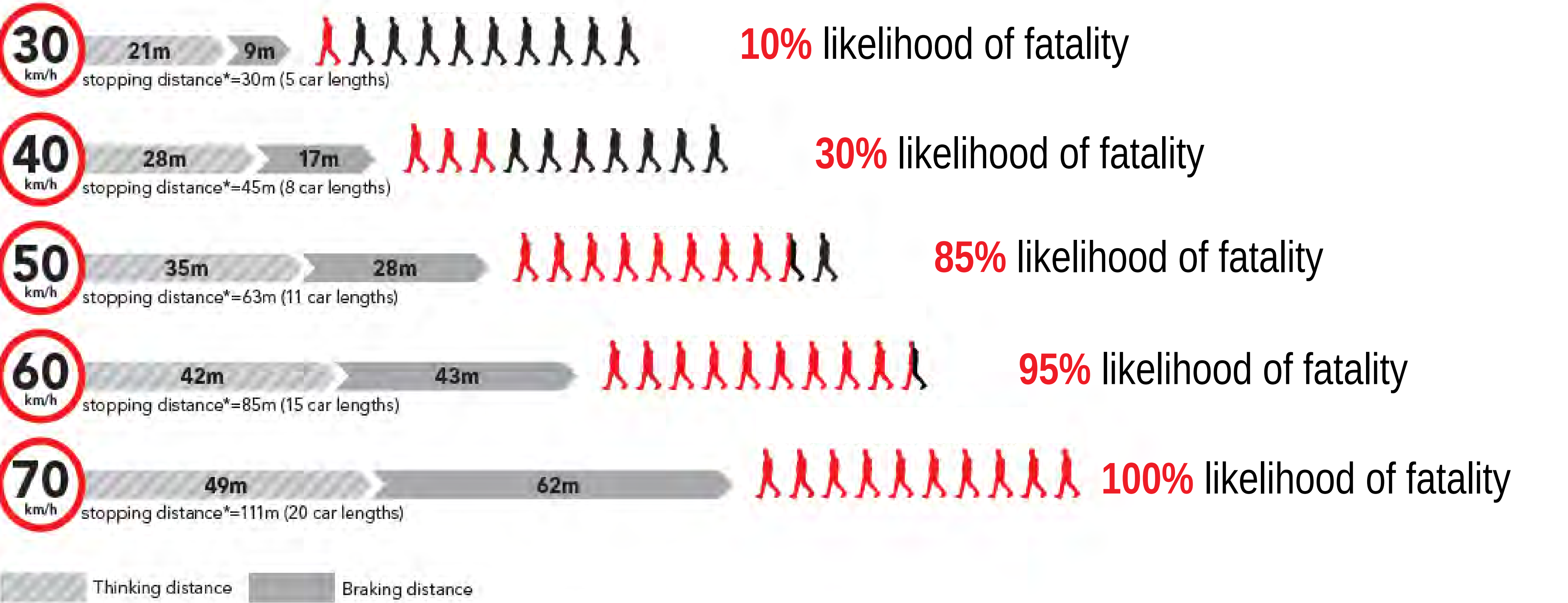
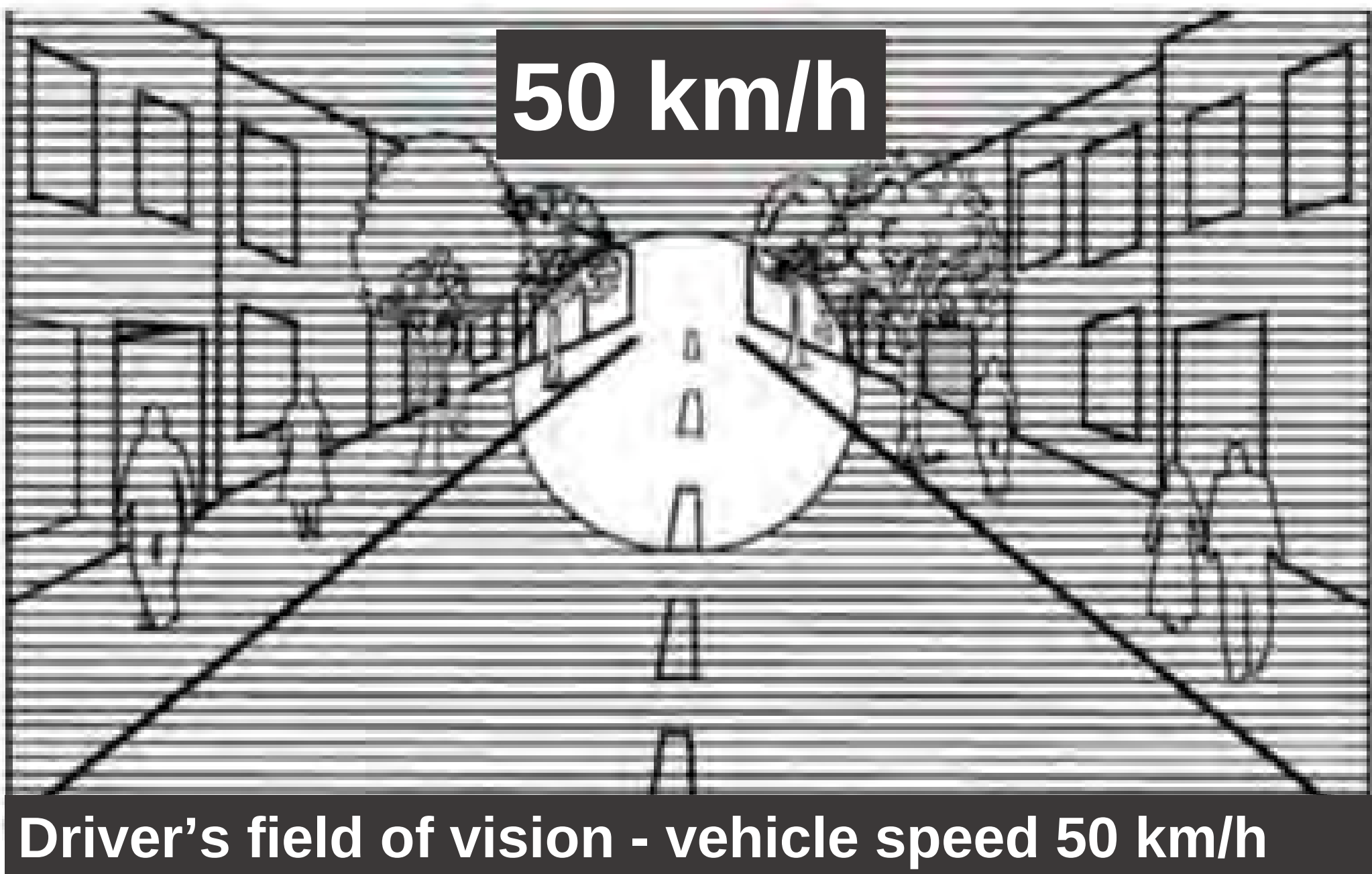
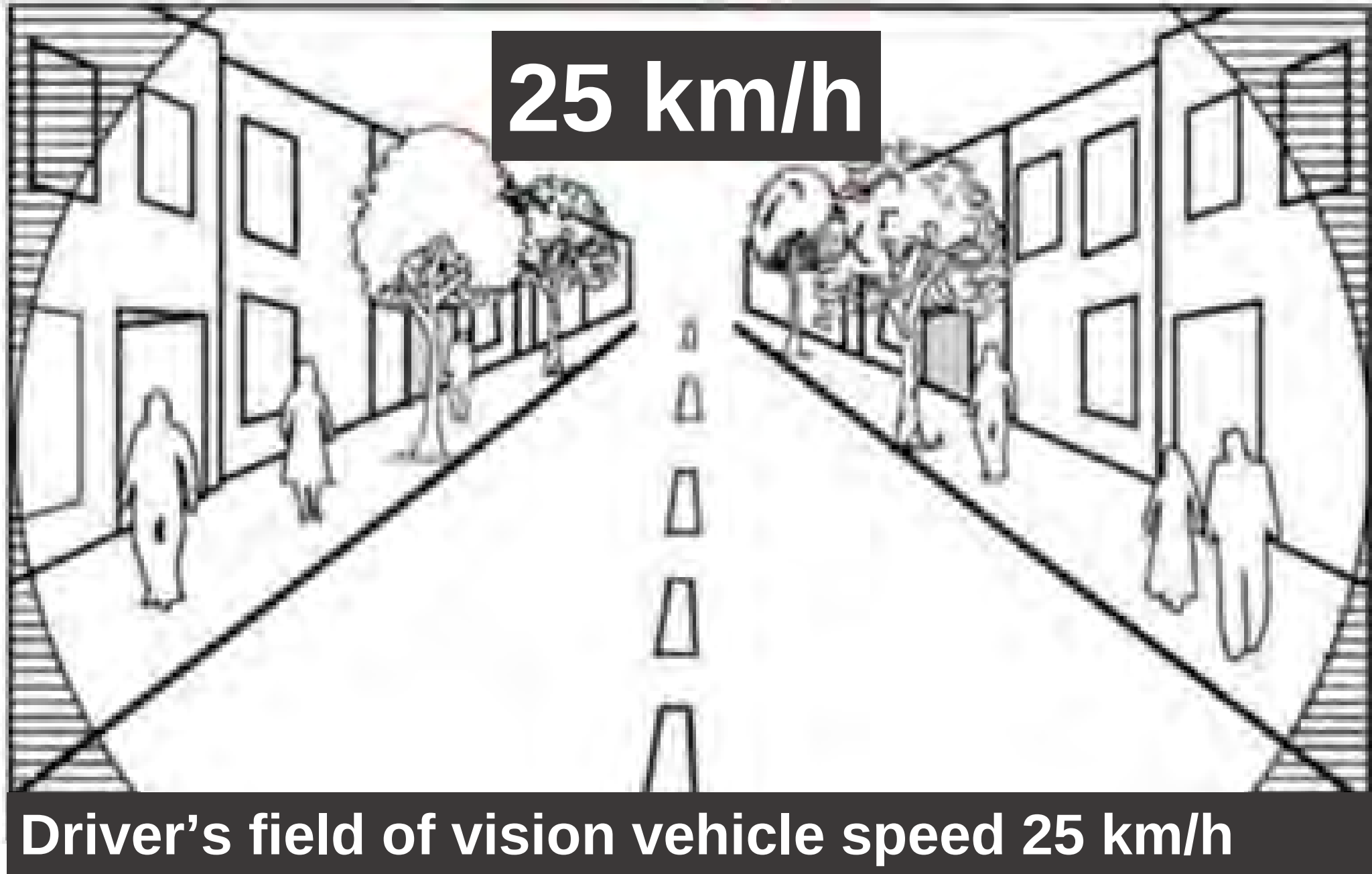


Speed influences approximately one quarter of fatal collisions in Canada.

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

The likelihood of a vulnerable road user fatality occurring in the event of a collision with a vehicle increases from 10% when the vehicle is travelling at 30 km/h to 100% when the vehicle is travelling at 70 km/h.

Adhering to the speed limit helps ensure the safety of everyone.



Impact of Speed on Collision Outcome

Source: Canadian Motor Vehicle Traffic Collision Statistics 2022

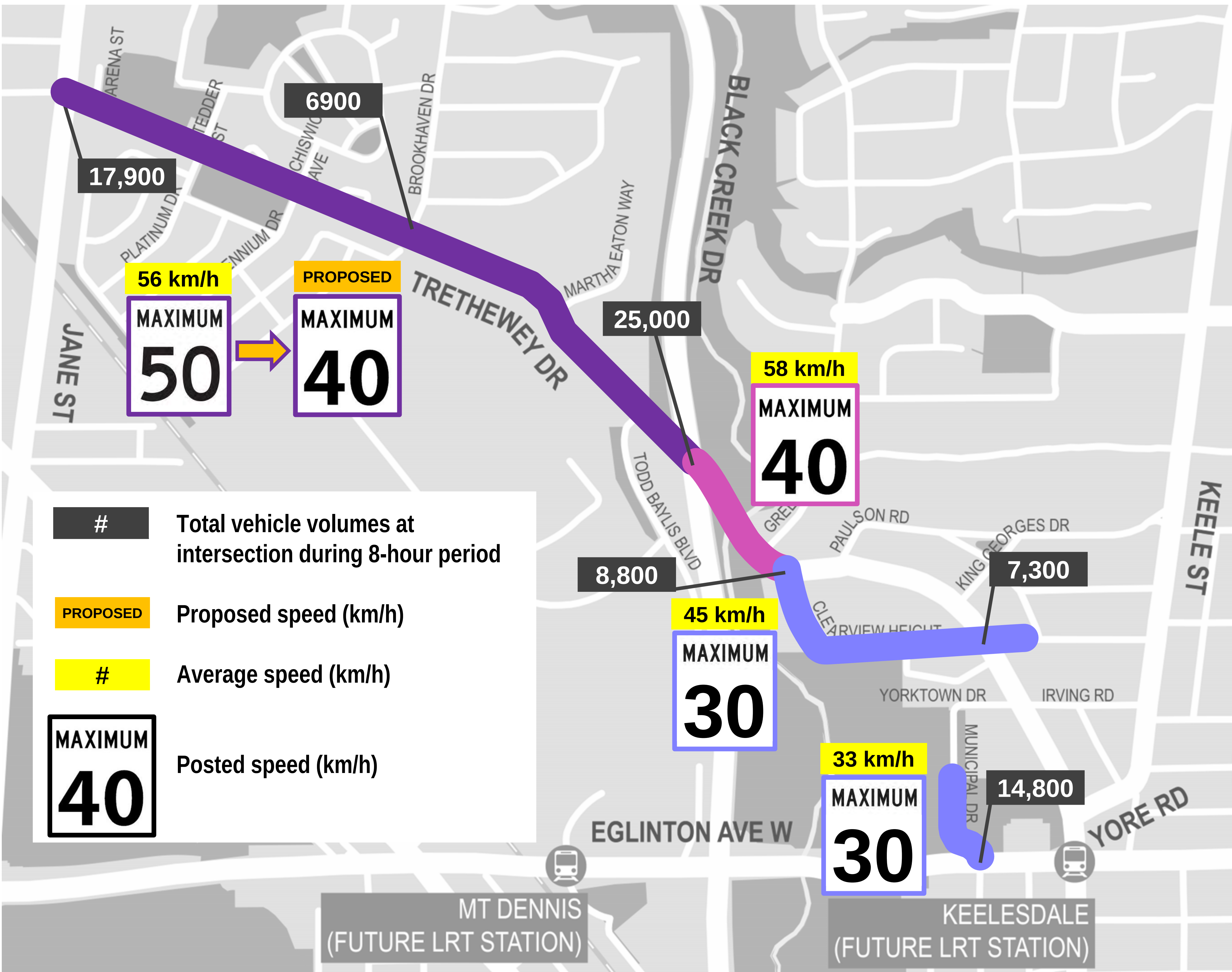
Speed Management



Data shows that vehicles consistently travel above the speed limit on Trethewey Drive.

Trethewey Drive's existing lane widths are wider than they should be, encourage vehicles to travel at excessively high speeds.

Reducing speed limits and using the City's guidelines on improving road design would help to make Trethewey Drive safer.



Proposed Street Design Features



Based on consultation feedback from June 2024 and new provincial legislation, the proposed design includes:

Signal Upgrades

Signal timing and upgrades to signal infrastructure to accommodate all road-users.



Accessible Loading Platforms

Raised platforms provide safe, dedicated, accessible space for transport services to pick up or drop off individuals.



Safety Improvements at Intersections

Road designs improve safety and make streets more comfortable for all users.

Before



After



Green Infrastructure

Mitigate urban heat island effect; manage stormwater runoff; enhance air quality; enhance biodiversity.



Bi-directional Cycle Track with Physical Separation

A bi-directional cycle track is a bike lane that is physically separated from motor vehicles using various vertical separation techniques on one side of a roadway that carries cycling traffic in two directions.



Optional Contra-flow Bicycle Lane

Contra-flow bicycle lanes allow cyclists to travel in two directions on a street that is one-way for all other vehicles.



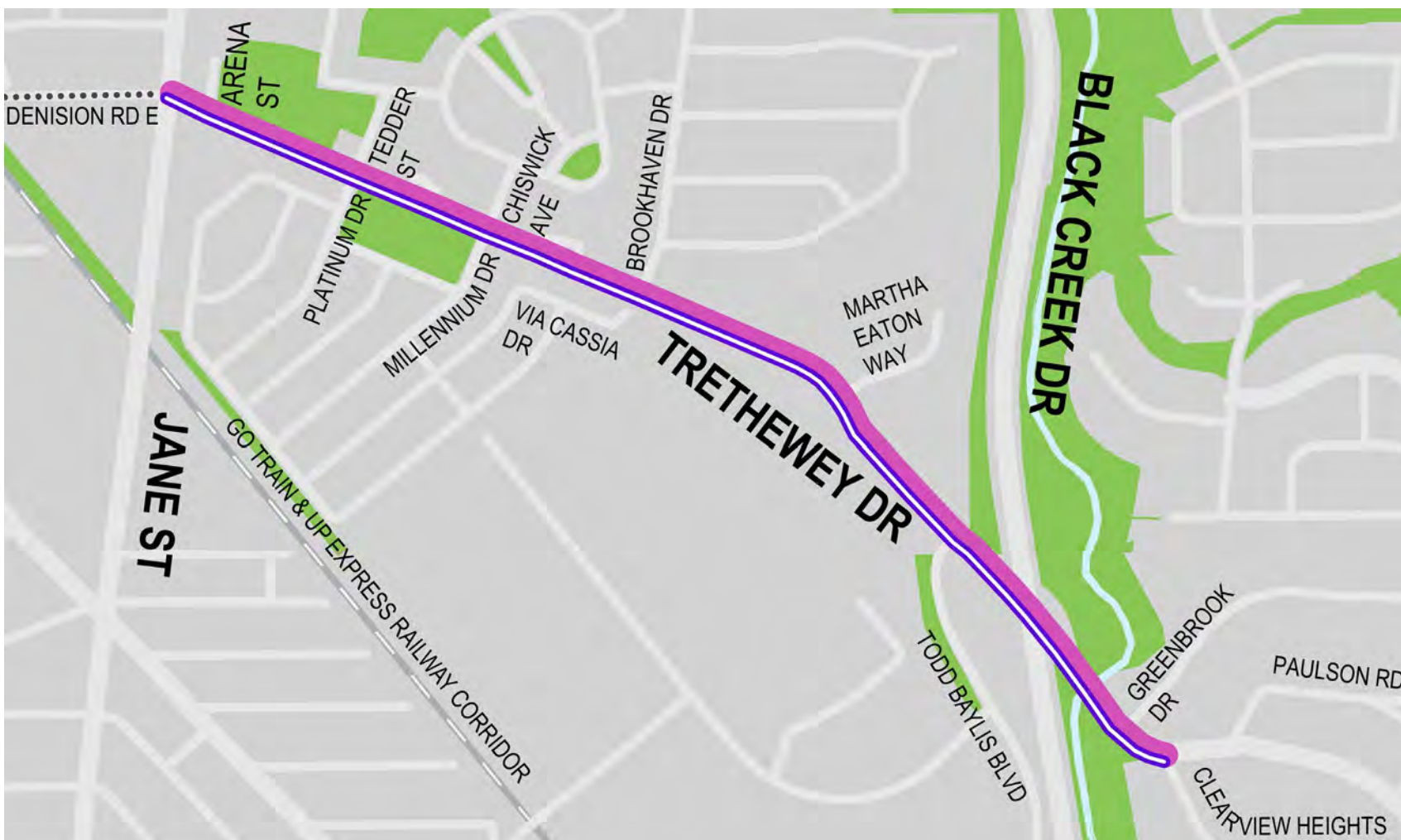
Proposed Changes A | Trethewey Drive

Jane Street to Clearview Heights (west of Paulson Road)

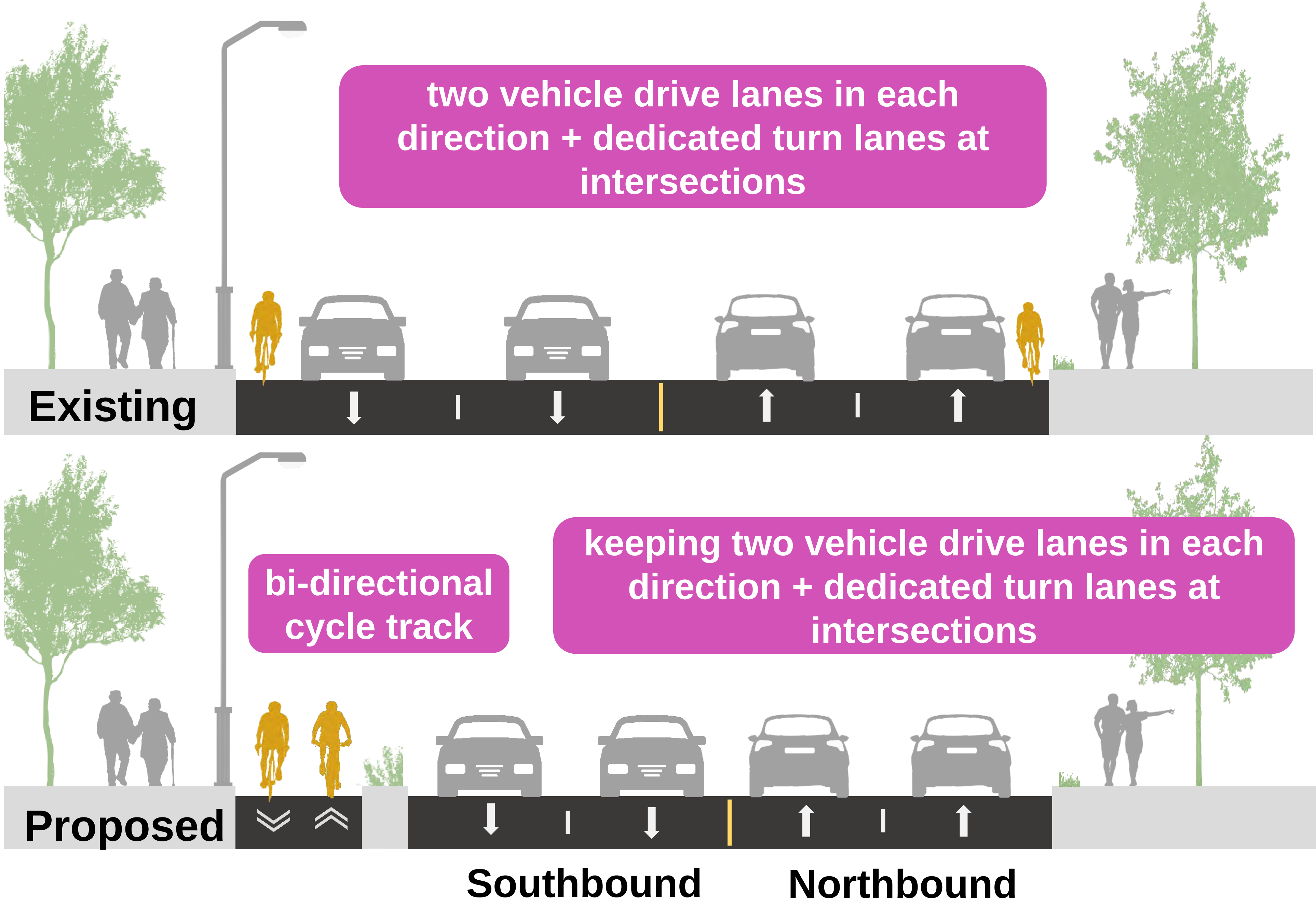


Bi-directional Cycle Track on Trethewey Drive

A bi-directional cycle track would be added on the southwest side with **no reduction in vehicle lanes, parking and standard loading**. Through consultation, accessible TTC bus platforms may be added if needed at key locations.

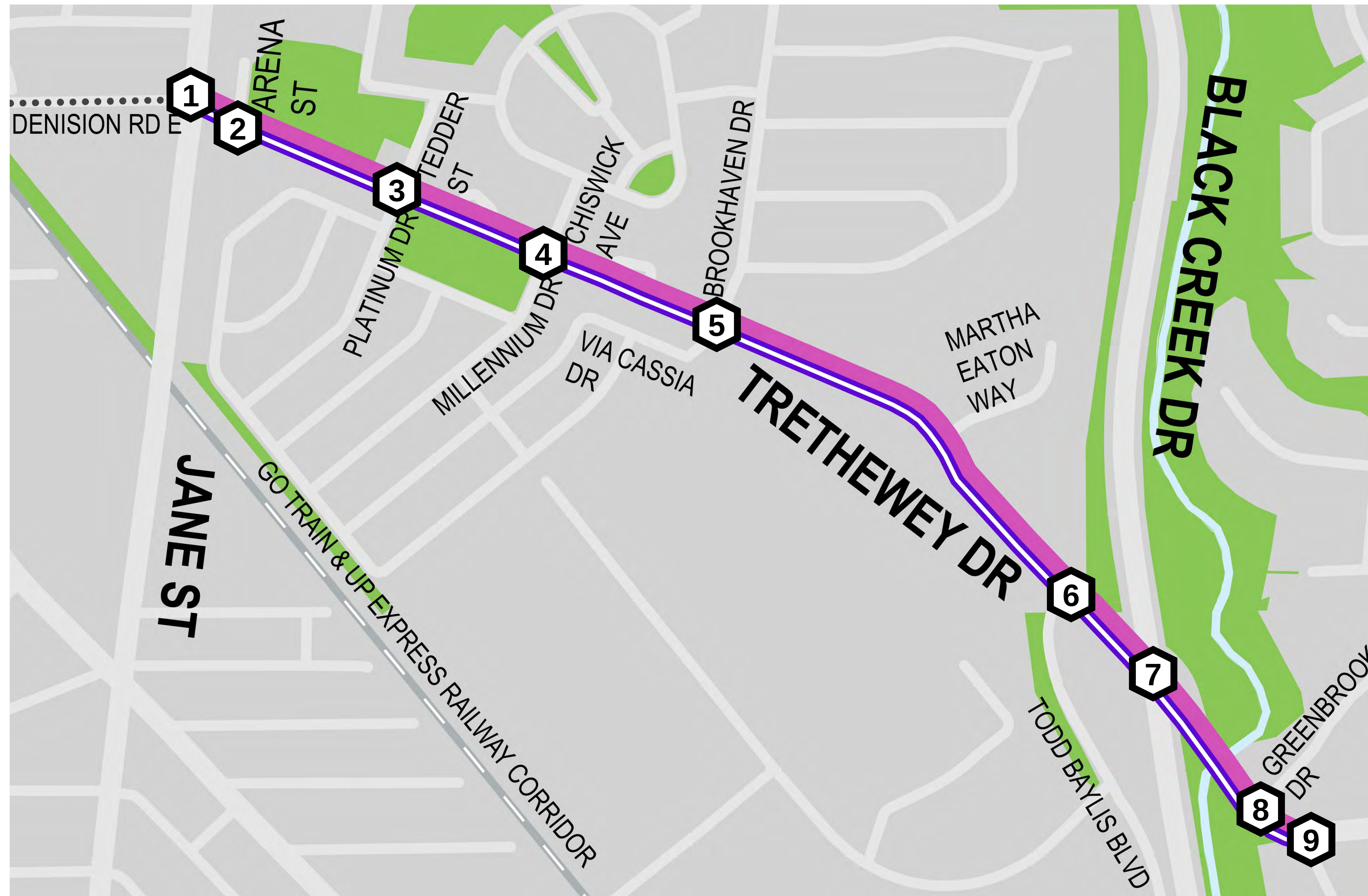


Bi-directional cycle track bundled with road work from Jane Street to Clearview Heights (west of Paulson Road)



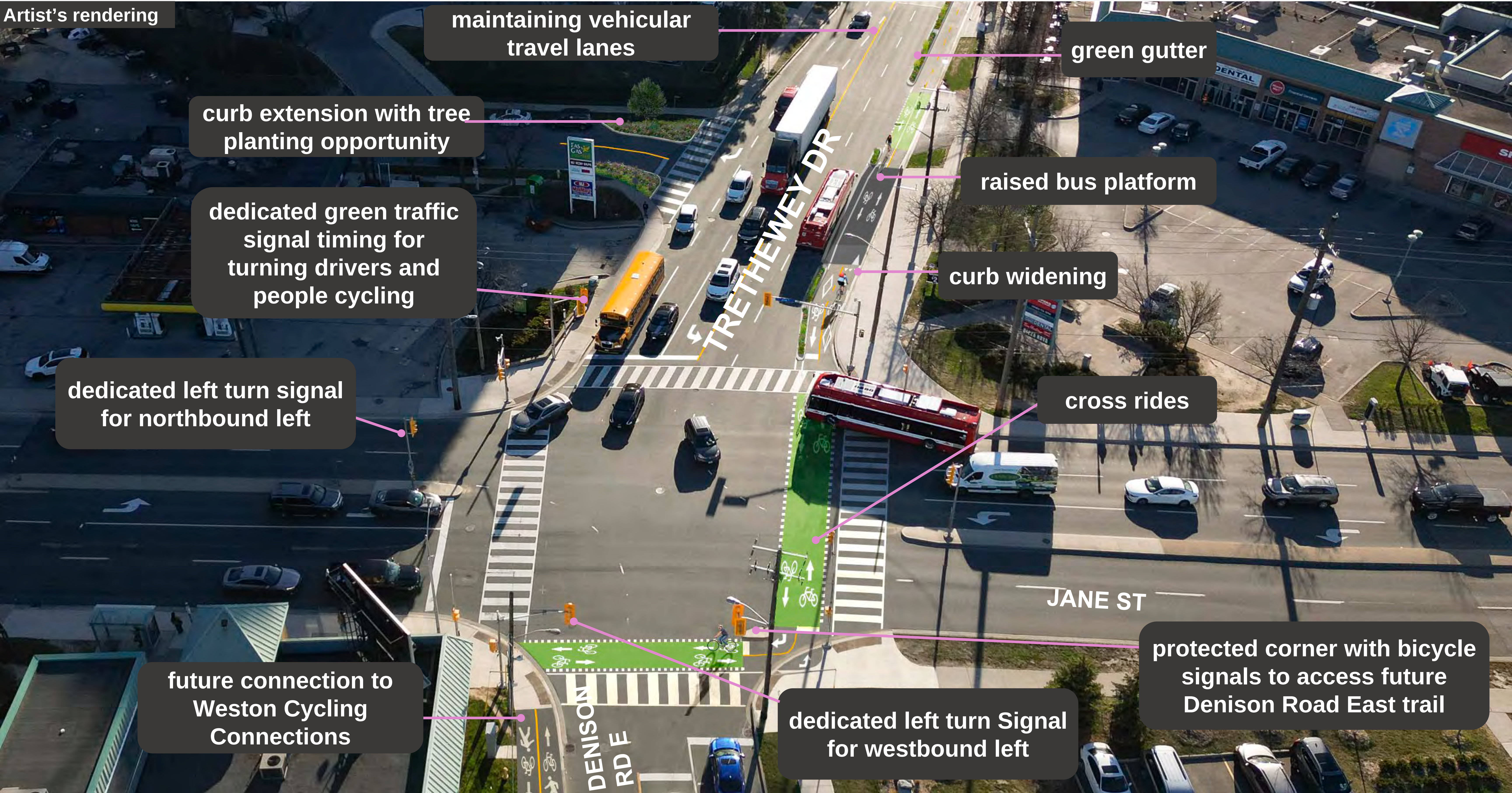
Proposed Changes A: Safety Improvements at Intersections

Jane Street to Clearview Heights (west of Paulson Road)



1. **Jane Street:** bikeway crossing + concrete island + traffic signal adjustments
2. **Arena Street:** curb extensions
3. **Tedder Street:** curb extensions;
Platinum Drive: west side curb extension
4. **Chiswick Avenue:** curb radii reductions;
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, add stop control at right turn channel
8. **Greenbrook Drive:** curb radii reductions
9. **Clearview Heights** (west of Paulson Road): curb extension + curb radii reduction

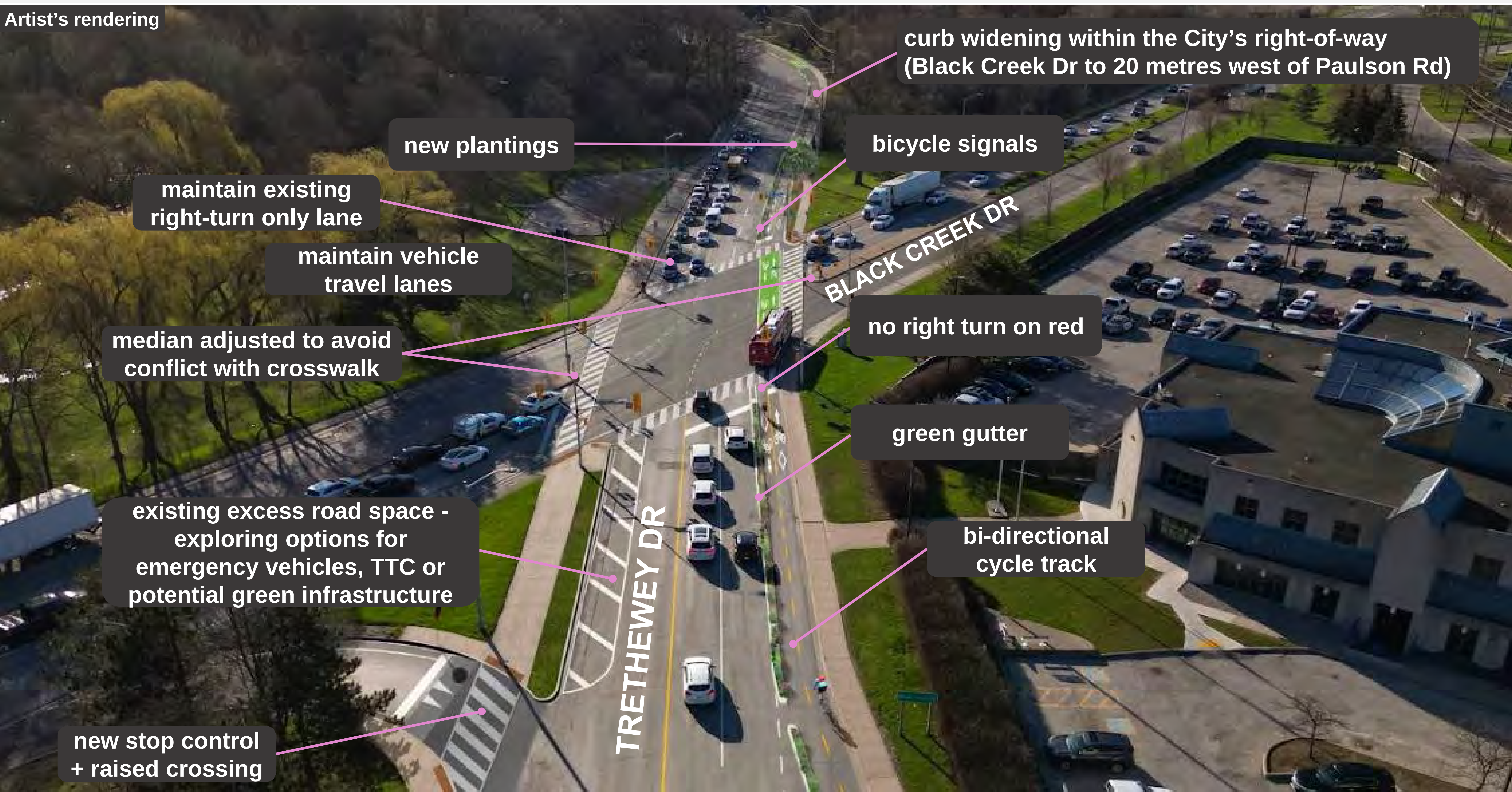
Proposed Changes A | Jane Street Intersection



Proposed Changes A | Black Creek Drive Intersection



Artist's rendering



Proposed Changes B | Clearview Heights, Coronation Park, Municipal Drive Connection



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 volumes of driving on the Clearview Heights and Municipal Drive are low. People cycling and driving can share space on the roadway. **There will be no reduction in vehicle lanes, parking or loading.**



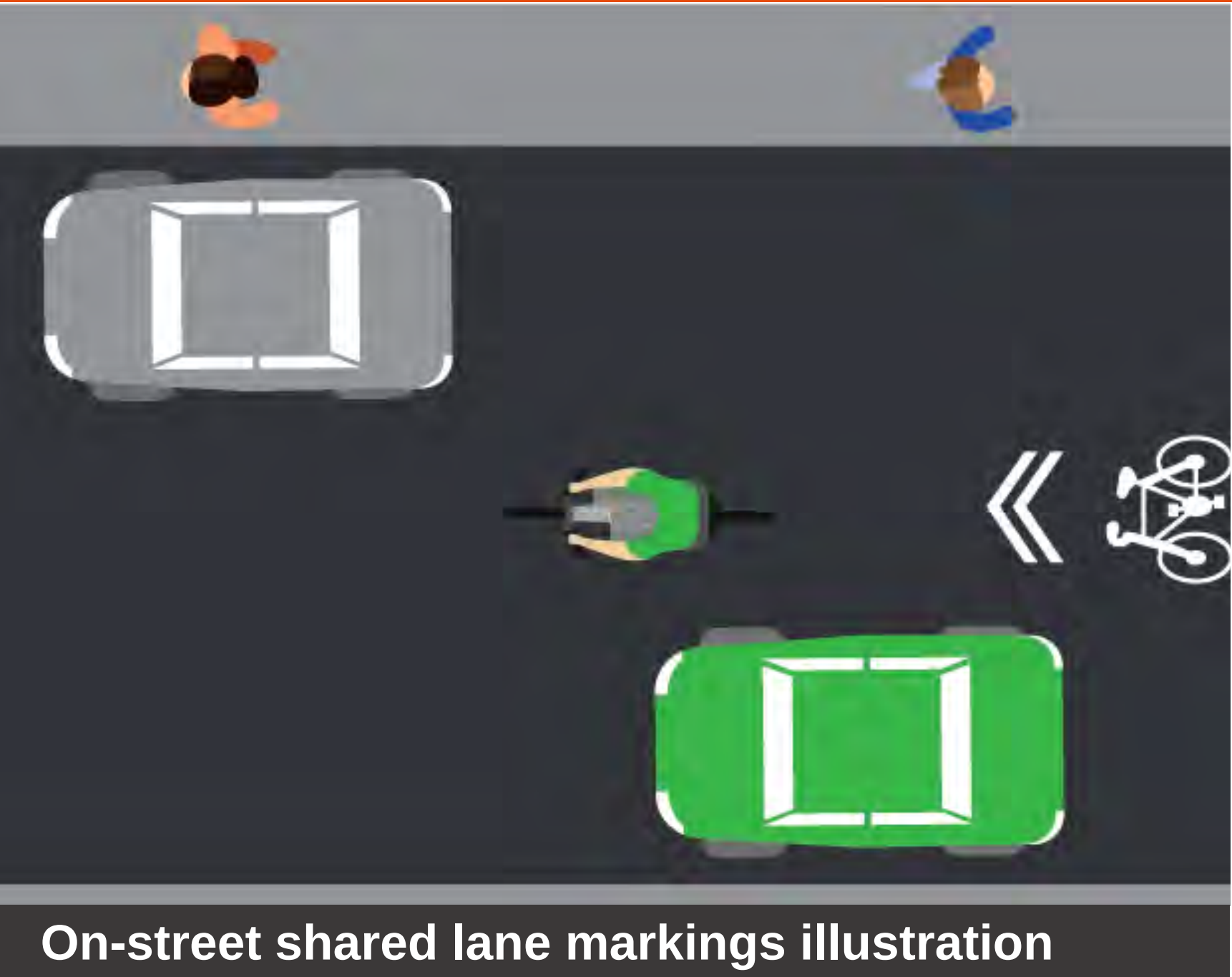
Examples of on-street shared lane pavement markings and signage



Proposed Changes B | Clearview Heights, Coronation Park and Municipal Drive



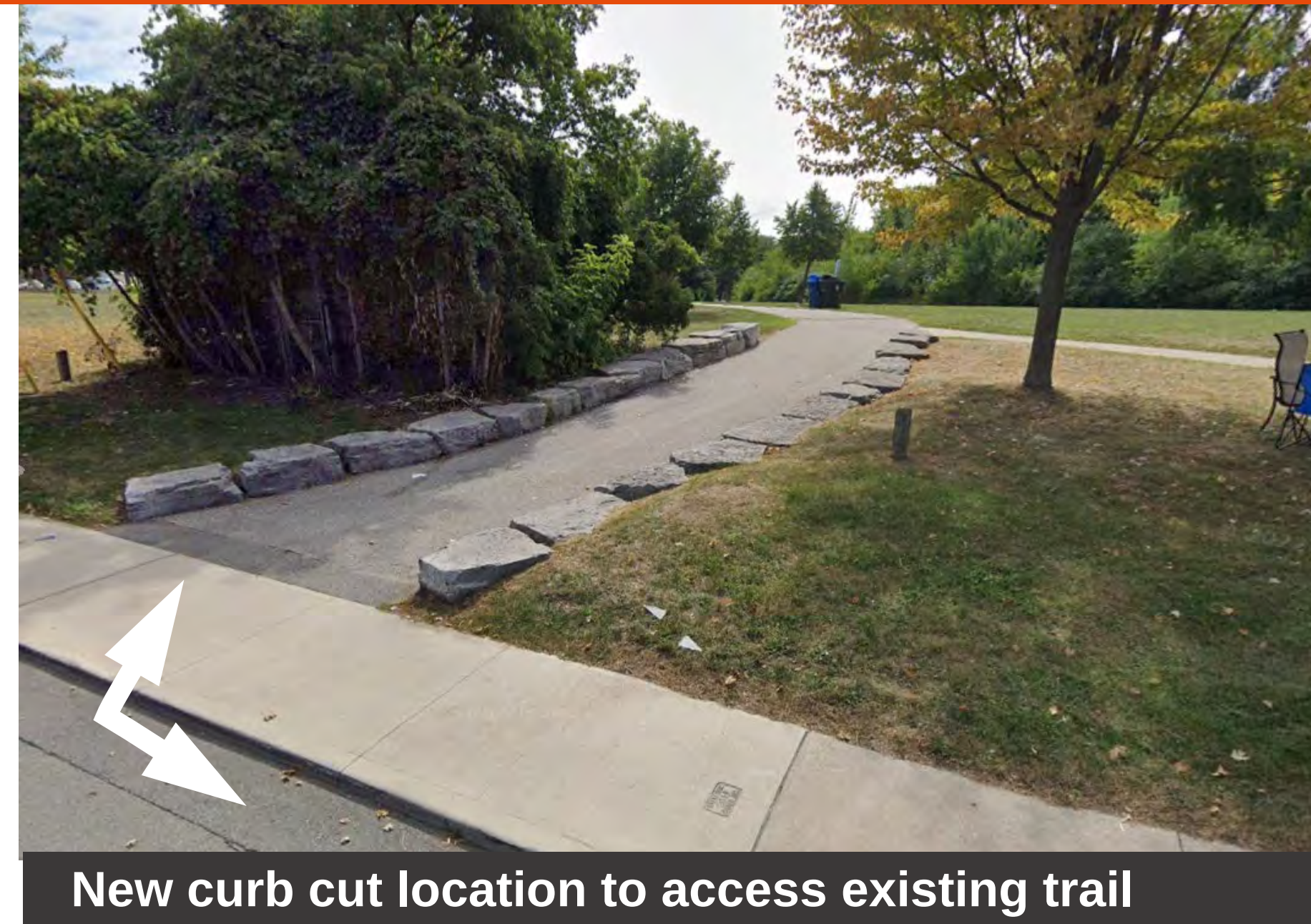
On-street Shared Cycling Connections on Clearview Hts and Municipal Dr from the trail to Eglinton Ave W



Includes signage, pavement markings and other traffic calming measures to create comfortable cycling routes on low volume streets like Clearview Heights and Municipal Drive.

No reduction in vehicular lanes, parking and loading.

Multi-use Trail in Coronation Park



Proposing to use the existing multi-use trail in Coronation Park to connect Clearview Heights to Municipal Drive. This would be maintained year-round.

The trail would continue to be shared by people cycling, walking and using mobility aids.

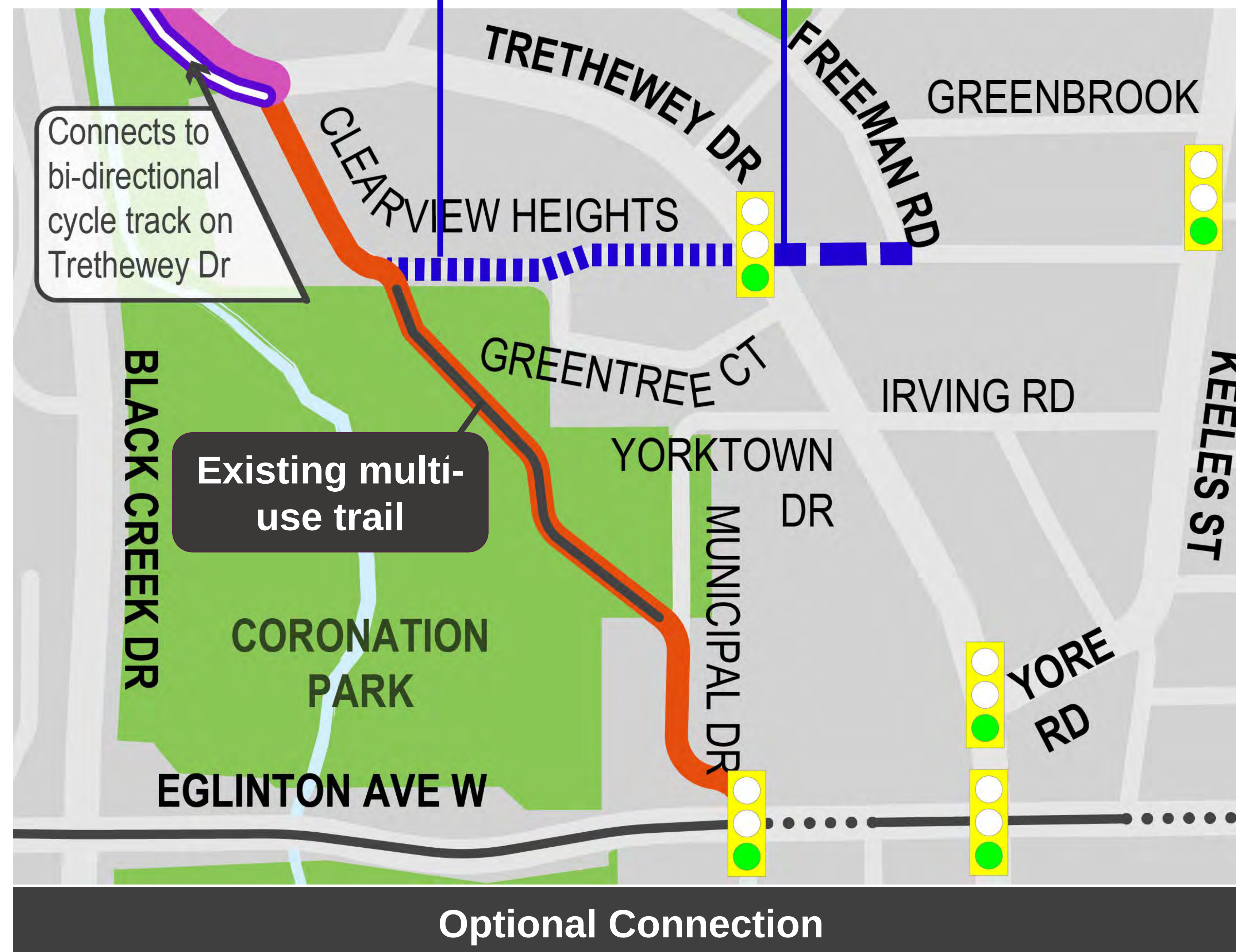
Optional Connection C

Clearview Heights from Coronation Park Trail to Freeman Road



West of Trethewey Drive:
On-street pavement markings

East of Trethewey Drive:
Contra-flow bicycle lane



We heard from some local residents that they want safer cycling facilities on Clearview Heights to connect to the Greenbrook Neighbourhood.

An optional connection is being proposed and could be installed as part of this project or at a later date. Feedback will be considered for each segment:

- **West of Trethewey Drive:** Pavement markings to indicate a shared environment for bicycles and vehicles
- **East of Trethewey Drive:** Contra-flow eastbound bicycle lane on the southside of Clearview Heights for people cycling to safely connect to the proposed bi-directional cycle track on Trethewey Drive.

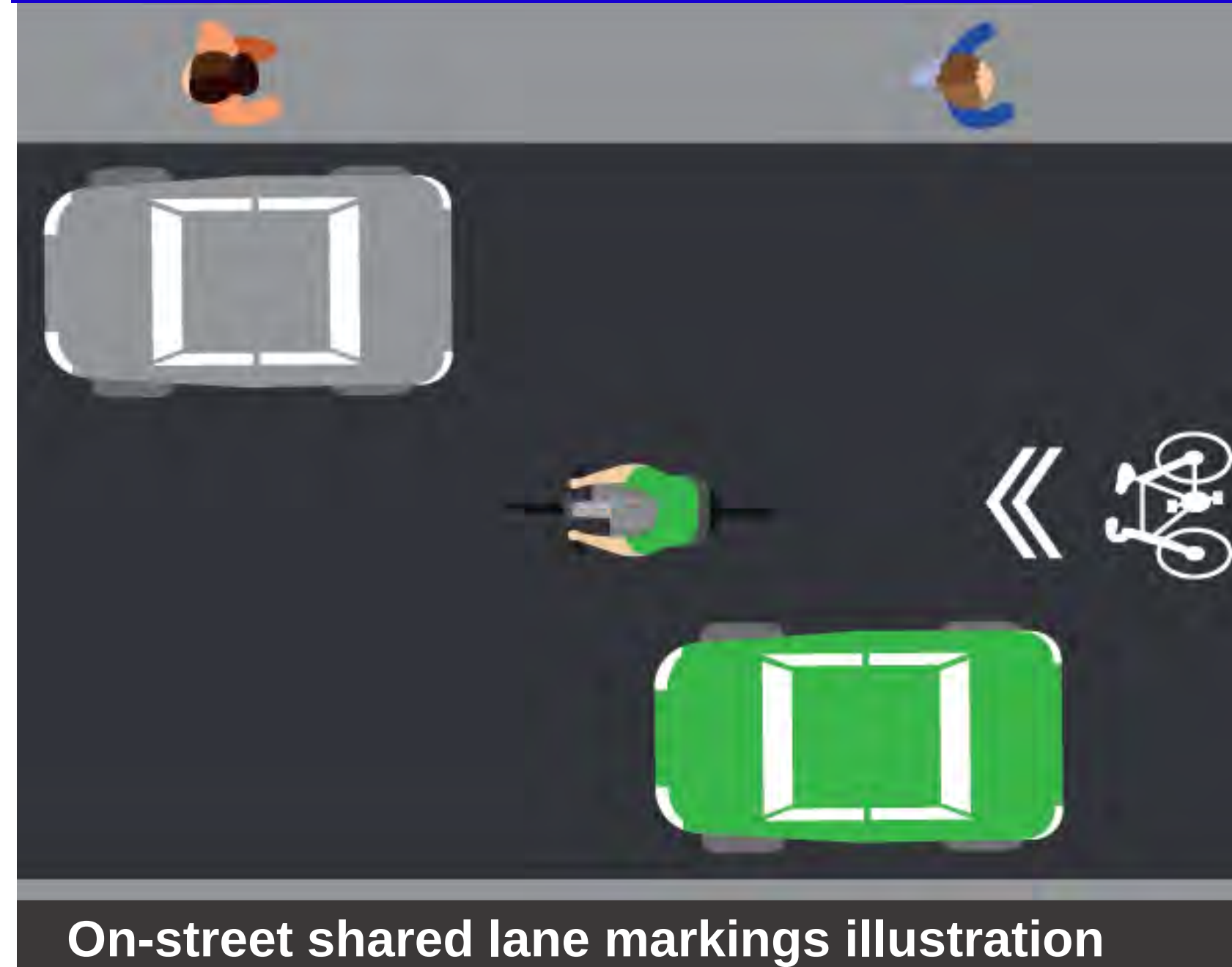


Optional Connection C

Clearview Heights from Coronation Park Trail to Freeman Road



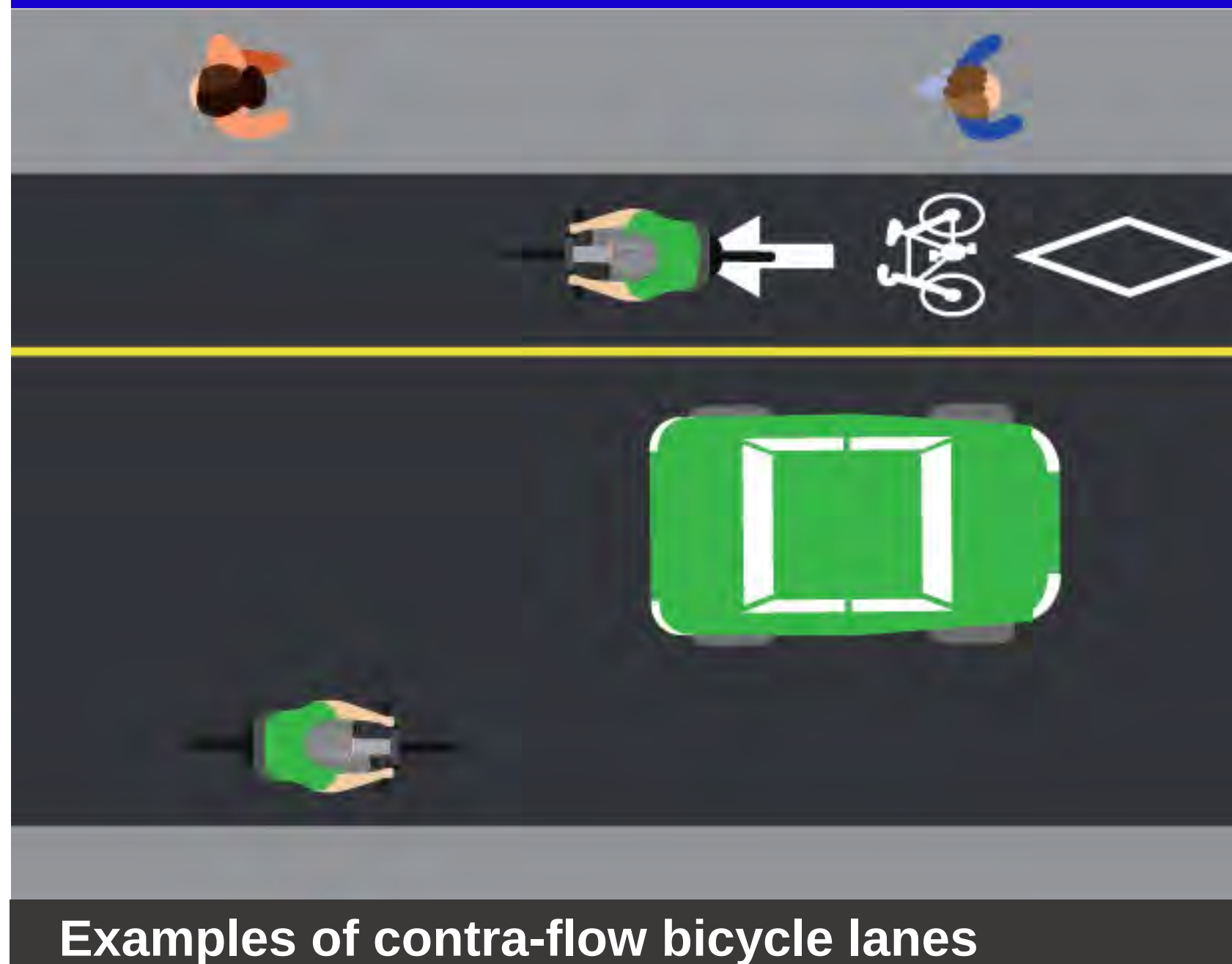
West of Trethewey Drive: On-street Shared Lane Pavement Markings



On-street shared lane pavement markings and signage are proposed on Clearview Heights, west of Trethewey Drive. The shared lane markings highlight cycling routes and alert all road users to the presence of bicycle traffic on low volume streets.

There would be no reduction in vehicle lanes or parking.

East of Trethewey Drive: Contra-flow Bicycle Lane



A contra-flow eastbound bicycle lane is proposed on the southside of Clearview Heights and would allow people to cycle in two directions. The bicycle lane would allow people cycling to safely connect to the proposed bi-directional cycle track on Trethewey Drive.

Removal of one loading space at Clearview Heights and Freeman Road (south side) would be required. **There would be no reduction in vehicle lanes or parking.**

Traffic Impacts



	No reduction in the number of vehicular lanes.
	No impacts to parking.
	Speed limit reduction north of Black Creek Drive from 50km/h to 40km/h for improved safety.
	Traffic signal upgrades will be made to enhance traffic operations.
	Loss of one loading space at Clearview Heights and Freeman Road if moving forward Optional Segment C*.
	Curb widening within the City's right-of-way between Black Creek Drive and 20 metres west of Paulson Road.

Greening Impacts



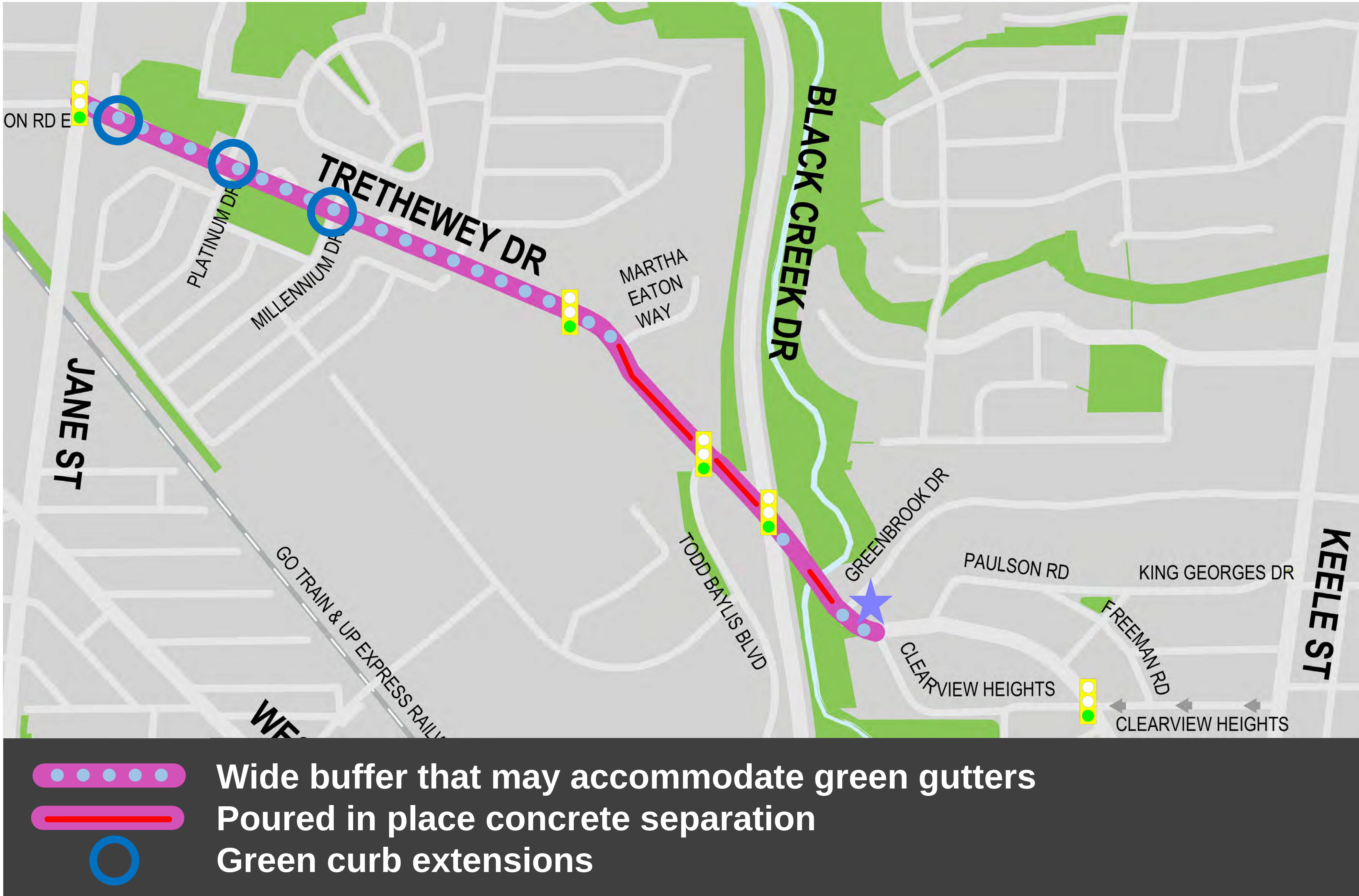
Greening Gutter Example



Concrete Separation Example

Separation treatment to be confirmed based on space available

- Approximately 5 trees may need to be replaced ★
- New planting areas are created where the road will be resurfaced (Segment A): approximately 700m of green buffer areas
- New boulevard plantings are also being explored



How Decisions are Made



Public Input

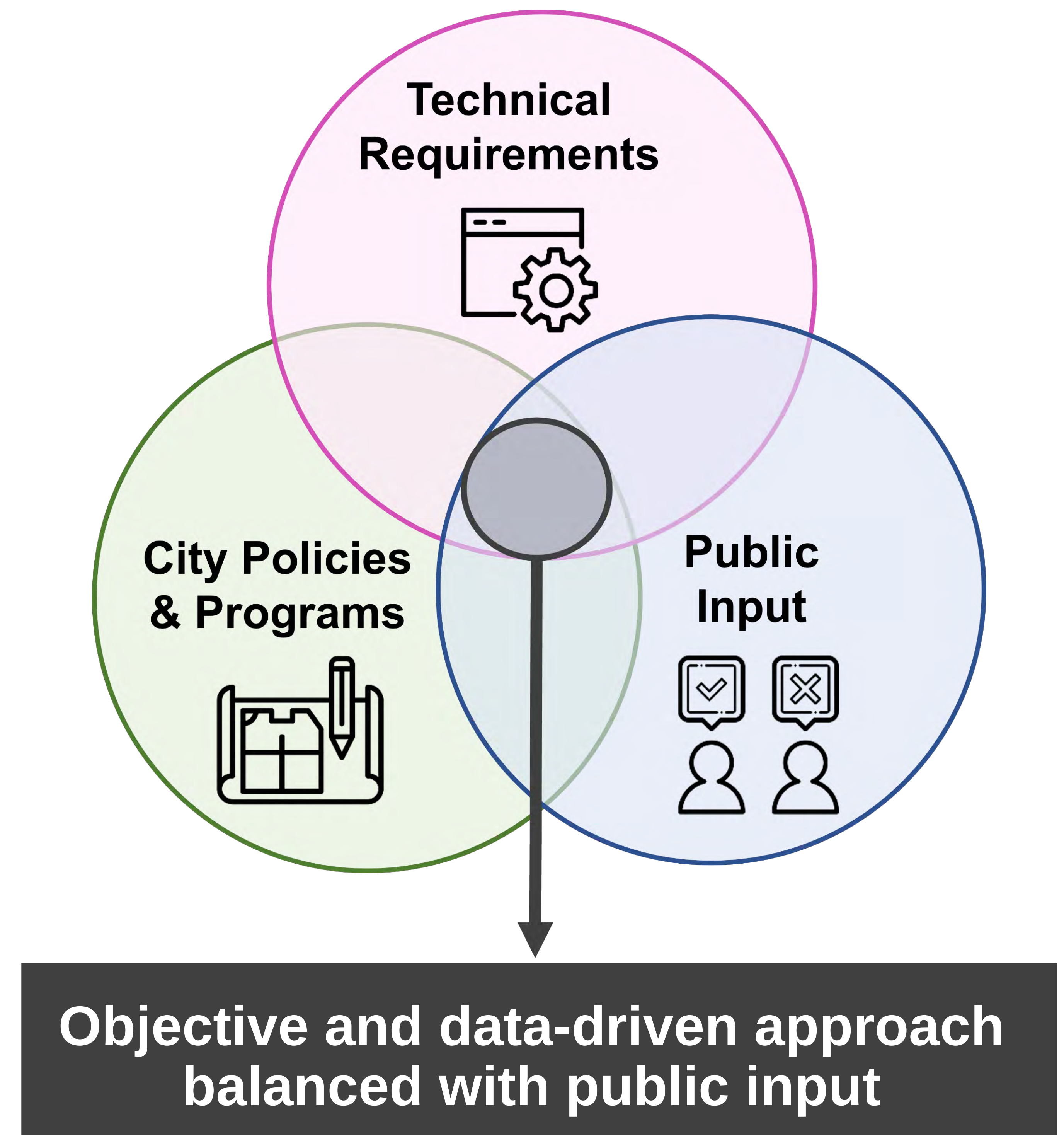
- Community input, sharing concerns, opportunities and priorities based on their expertise and lived experience

City Policies and Programs

- City Council directives, such as TransformTO Climate Action Strategy, Vision Zero Road Safety Plan
- Cycling Network Plan prioritization framework

Technical Requirements

- Construction and engineering design standards for roadway projects
- Coordination with other major works, such as delivery through road reconstruction, and avoiding construction conflicts



How We Collect and Use Data



Data has been collected and analyzed to support the development of proposed changes for Trethewey Drive. These include:



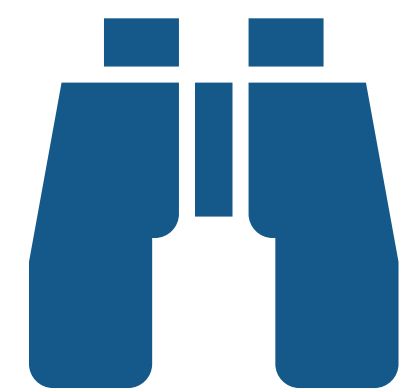
Travel data such as motor vehicle volumes and speeds, pedestrian volume counts, cycling volume counts, and intersection counts of all road users



Collision data collected by Toronto Police Services. Focused on collisions involving vulnerable road users (seniors, school children, pedestrians and people cycling) and on collision results in death or serious injury

Call **3-1-1**

Reports and requests from the public and local Councillor including calls to 311 as well as comments collected from public consultation and local interest groups

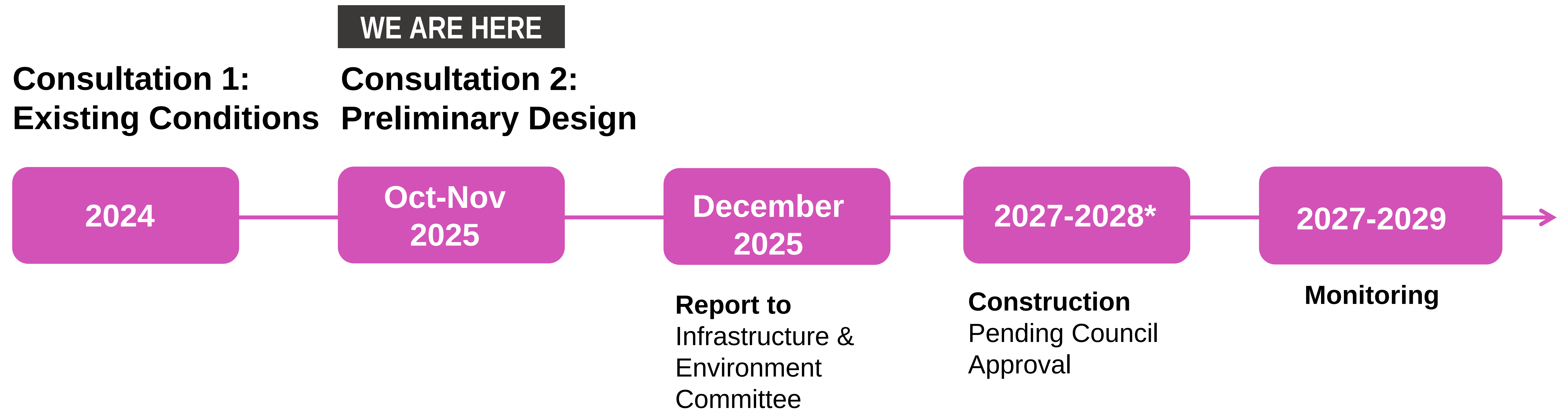


Site visits by the project team to gather observations in the neighbourhood



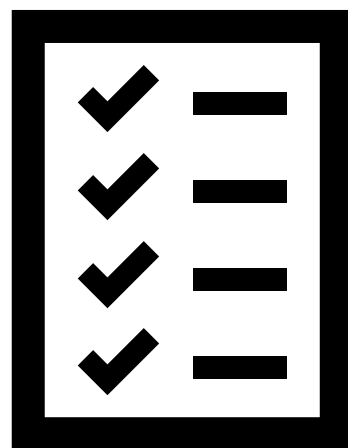
Traffic data is typically collected post-installation 6 to 12 months following the end of construction. This period allows for users to adjust their travel patterns based on changes implemented as part of a project.

Trethewey | Project Milestones*

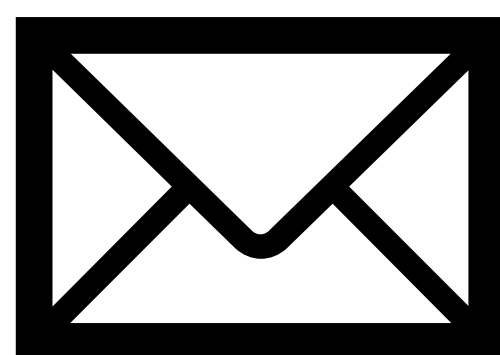


*The timeline subject to change.

Provide Feedback



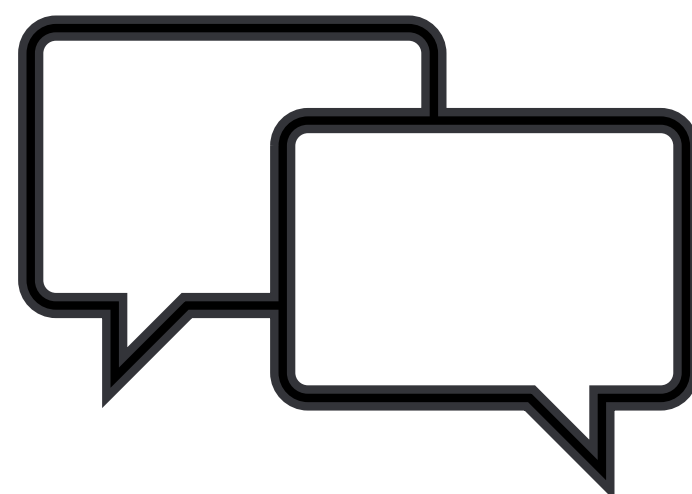
Take the survey, and review the draft design plan.



Provide feedback via email, phone or mail. Stay up to date by visiting the project webpage and subscribe to receive email updates.

Contact

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Toronto, Ontario M5V 3C6



Comment deadline:
November 9, 2025
toronto.ca/trethewey



Artist's rendering of Trethewey Drive north of Todd Baylis Boulevard