



RATHBURN ROAD BIKEWAY AND SAFETY IMPROVEMENTS

PUBLIC DROP-IN EVENT
October 30, 2025, 6:30-8:30 p.m.

Project Overview



The City of Toronto is proposing road safety improvements and a new bikeway connection on **Rathburn Road, from Melbert Road to The East Mall.**

Planned road resurfacing and replacement of substandard water services on Rathburn Road provide an opportunity to make improvements to safety and connectivity for all road users.

Improvements would provide a continuous separated bikeway – connecting parks, schools and residences, including a safer cycling and pedestrian crossing over Highway 427.

The project area is divided into three segments:

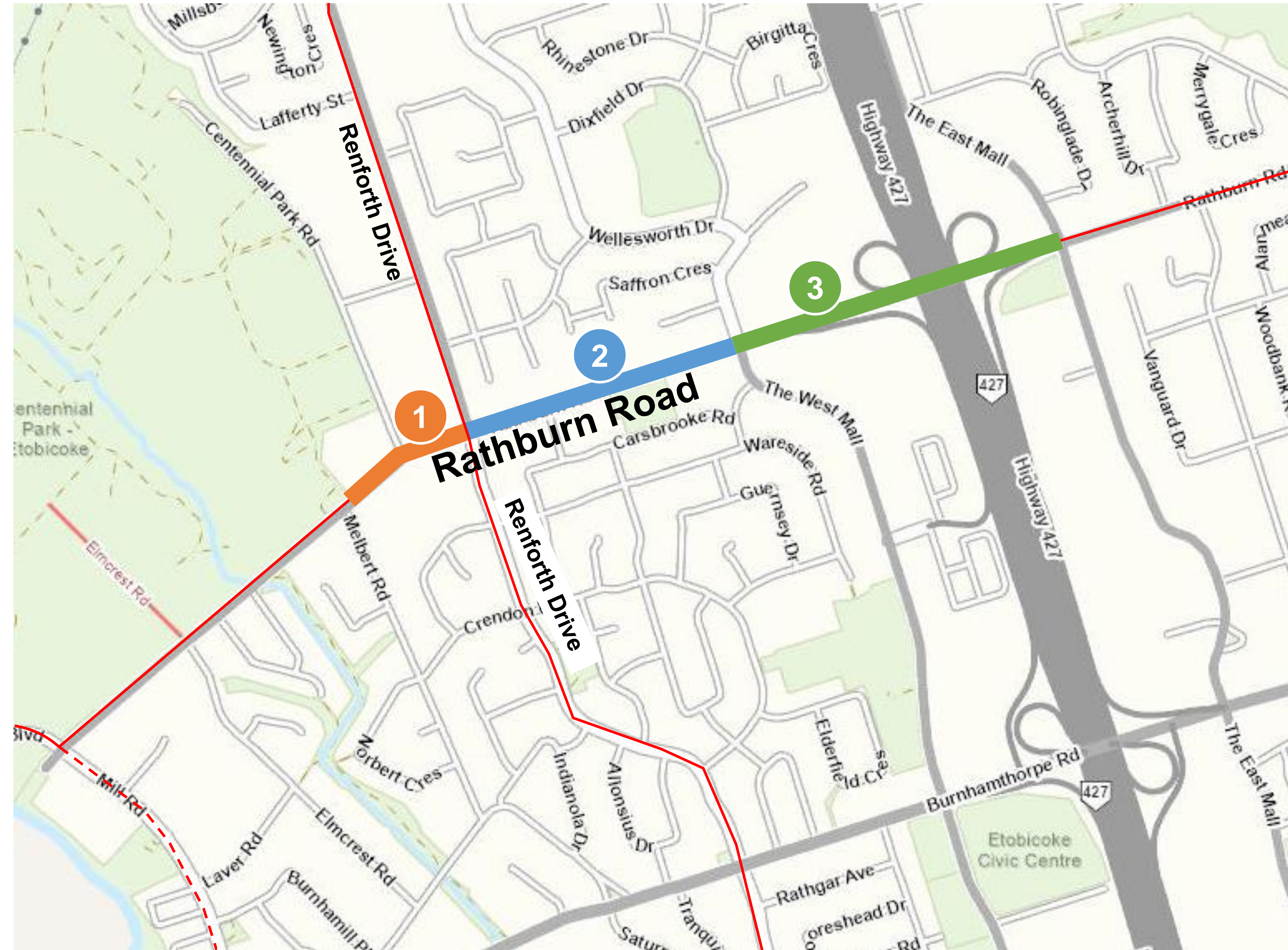
1 Melbert Road to Renforth Drive

2 Renforth Drive to The West Mall

3 The West Mall to The East Mall

Existing Cycling Network

**New Cycling Network Connection
- Under Construction in 2025**





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



Cycling Network Plan

City Council approved the 2025-2027 Cycling Network Plan Implementation Program to grow the cycling network

A Complete Streets Approach to Rathburn Road



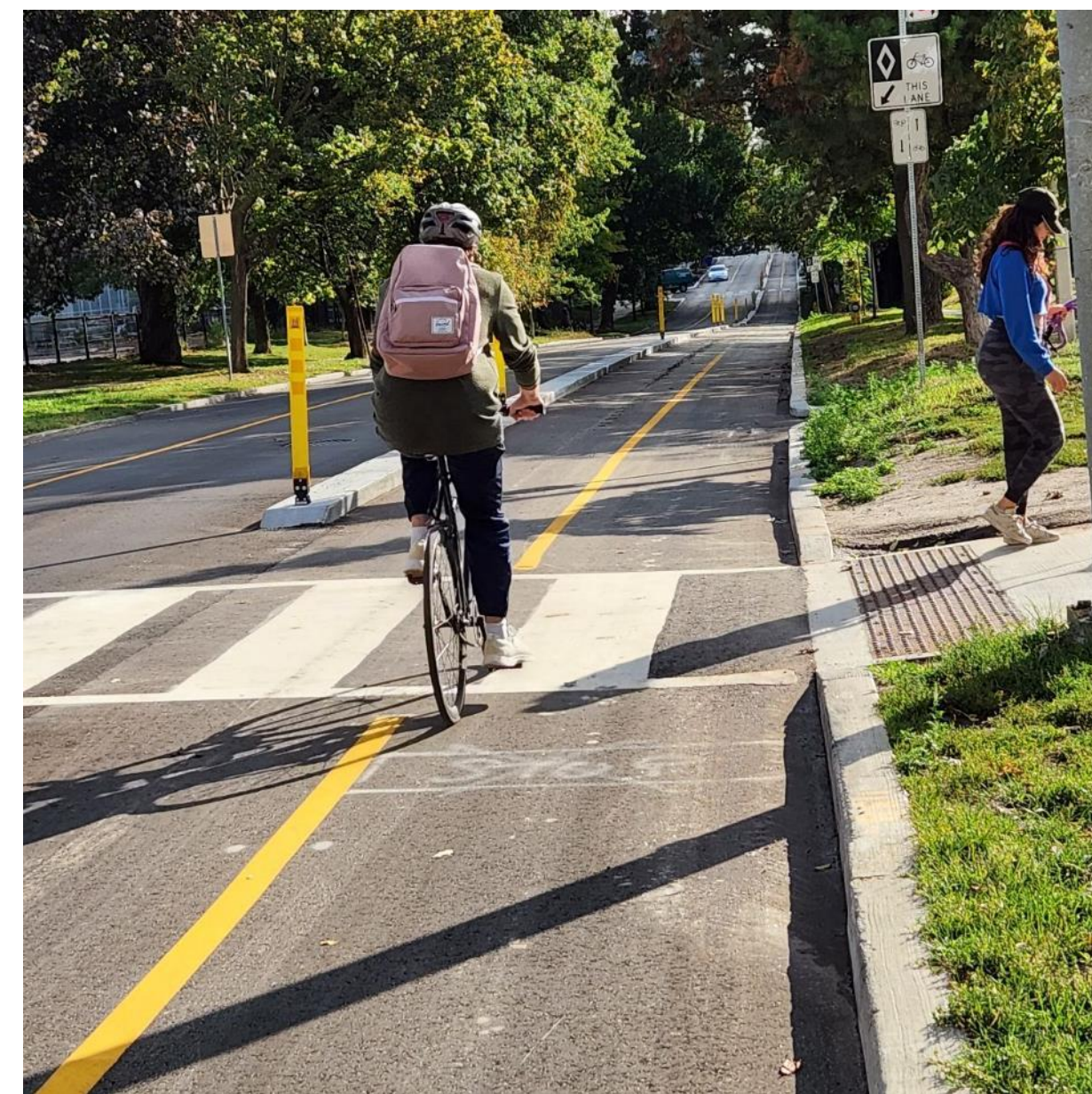
Complete Streets are streets that consider the needs of all road users, including pedestrians, people who bike, people who take transit and people who drive. Complete Streets are designed for people of all ages and abilities, with social, economic and environmental priorities in mind. This approach aims to increase road safety, improve connectivity, enhance accessibility and maintain road operations.

KEY PRINCIPLES:



Pedestrians

- Bring sidewalks up to accessibility standards.
- Reduce crossing time and distances for pedestrians.



People Cycling

- Provide new bikeways to improve safety and connectivity.
- Reduce barriers to cycling and improve comfort for people of all ages and abilities.



People on Transit

- Consider opportunities to maintain and / or improve transit priority and accessibility.



People Driving

- Reduce motor vehicle speeds.
- Maintain roadway operations for people driving and turn lanes at intersections.

Existing Conditions | Rathburn Road



Road Configuration for Segments 1 and 2 (Melbert Road to The West Mall)

- Two vehicle travel lanes per direction
- No parking allowed
- No existing bikeways – most people cycling do so on the sidewalk

Local Traffic and Safety Conditions

- 40 km/h speed limit on Rathburn Road. Data collected shows that people driving travel at speeds closer to 58 km/h.
- From 2015 to 2025 there were 259 total collisions of which four resulted in people being killed or seriously injured.
- Designated **Community Safety Zone** on Rathburn Road between Forestone Road and The West Mall.

Key Destinations

Some local institutions and destinations along this corridor include:

- Etobicoke Olympium
- Centennial Park
- Seneca School
- Nativity of Our Lord Roman Catholic Church
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- Church of Christ the King

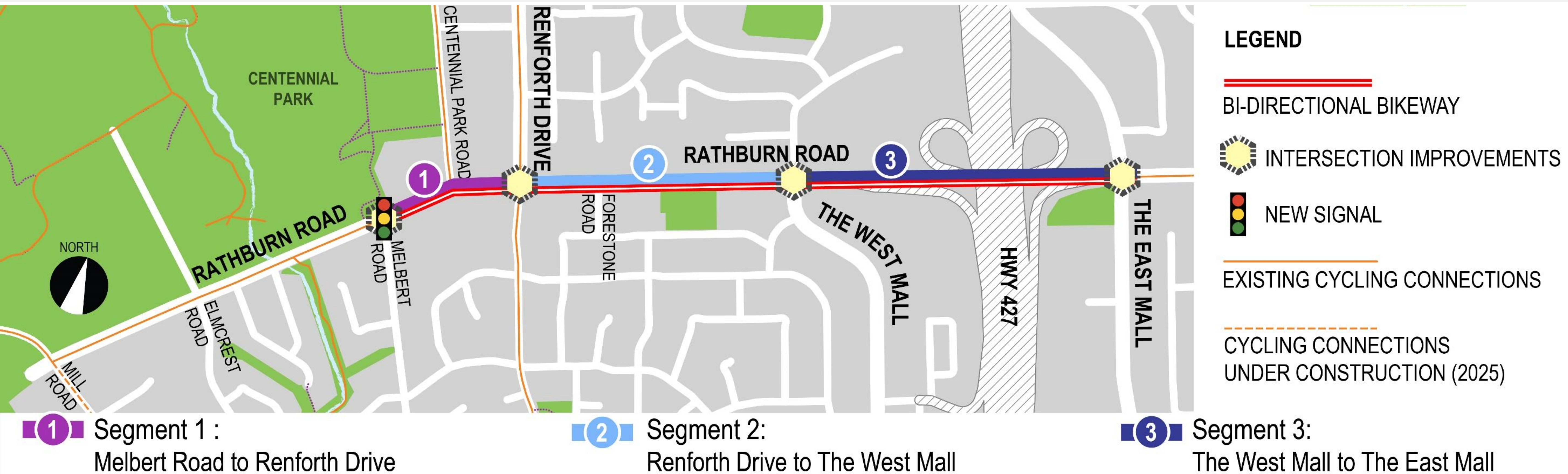


Designated Community Safety Zone between Forestone Road and The West Mall



Person cycling on sidewalk along Rathburn Road

Project Phasing



Segment 1 and Segment 2 (Melbert Road to The West Mall) - Planned installation to begin in 2027

- Proposed bi-directional bikeway and intersection safety improvements
- Segment 1 includes road resurfacing
- Segment 2 includes watermain replacement

Segment 3 (The West Mall to The East Mall) – Across Highway 427

- Proposed connections and safety improvements in Segment 3 between The West Mall and The East Mall require Ministry of Transportation approval
- Consultation is planned for this segment in 2028

Key Design Features



Design features were selected to support project objectives such as improving connectivity, safety and accessibility.



Raised Bi-directional Bikeway

- Allows bicycle movement in both directions on one side of the road.
- Dedicated and protected space for people cycling. A protected or raised bikeway reduces risk and fear of collisions with overtaking vehicles.
- More attractive to a wide range of people who cycle at all levels and abilities.



Bicycle Signals

- Facilitates safe cyclist crossing of roadways by clarifying when to enter an intersection and by restricting conflicting vehicle movements.
- Signal heads with green, yellow and red bicycle stenciled lenses that can be found at signalized intersections.



Protected Intersections

- Aims to enhance safety for all road users.
- Crosswalks are set back from the intersection, reducing the distance for pedestrians to cross the street.
- Corner islands are placed to lower motor vehicle speeds and give a better view of pedestrians and people cycling.

Proposed Changes | Segment 1



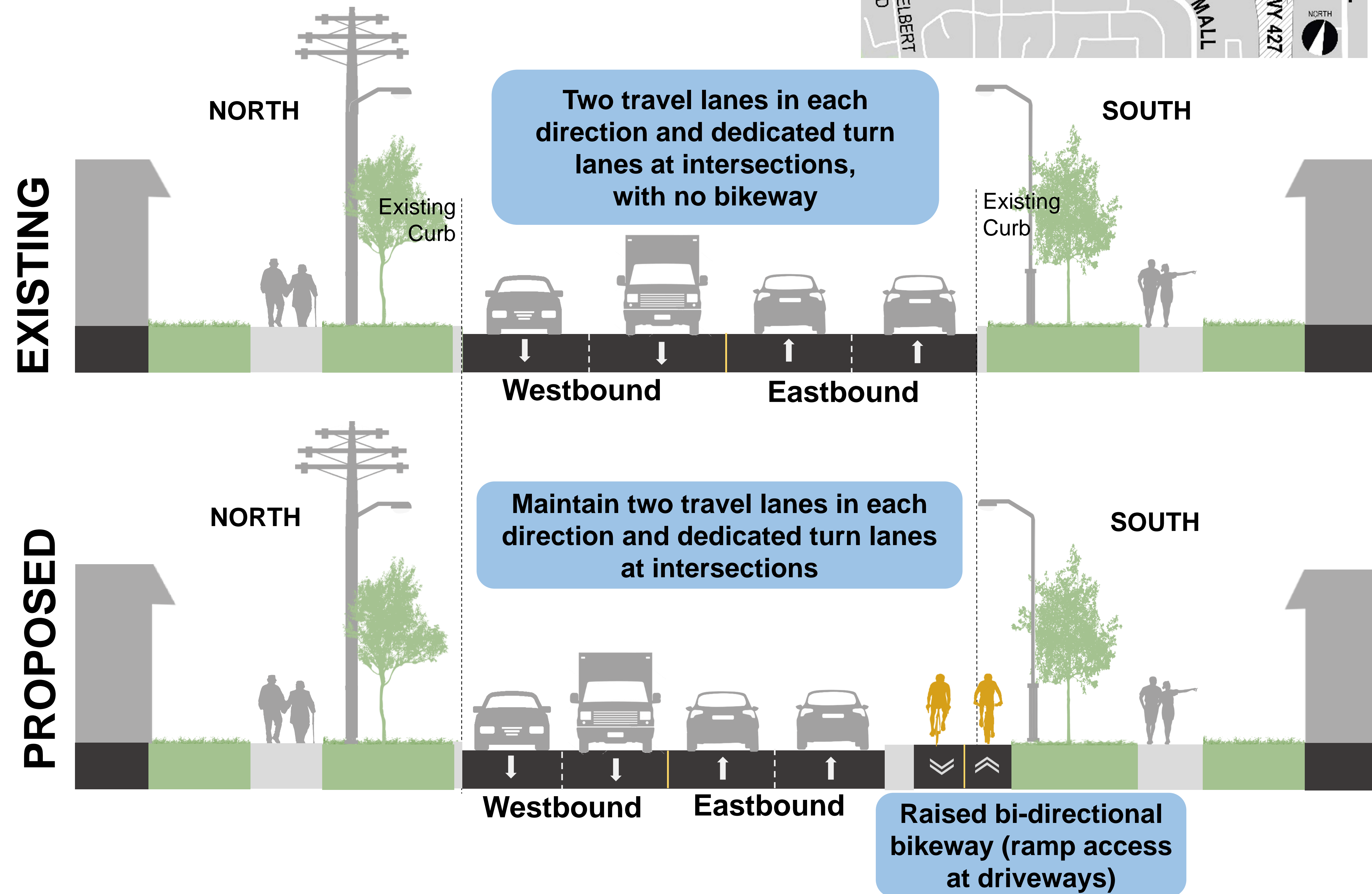
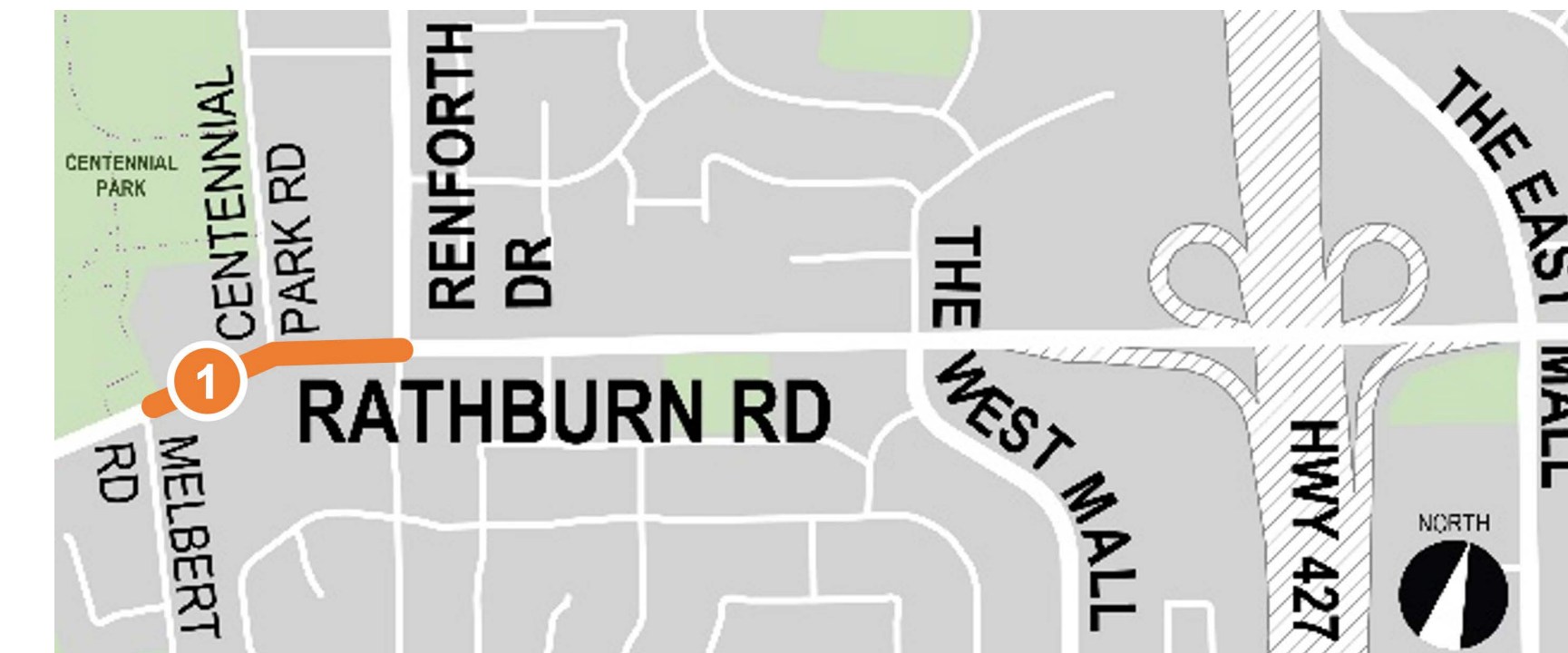
Melbert Road to Renforth Drive

Existing

- Two travel lanes per direction
- No parking allowed
- No bikeways

Proposed

- Narrowing the travel lanes to meet the City's standard lane widths
- Installation of a raised bi-directional (two-way) bikeway on the south side of Rathburn Road
- Intersection safety improvements such as curb radius reductions, bicycle signals and protected intersections
- No changes to the number of motor vehicle lanes
- Driveway access to properties maintained
- New signal at Melbert Road and Rathburn Road



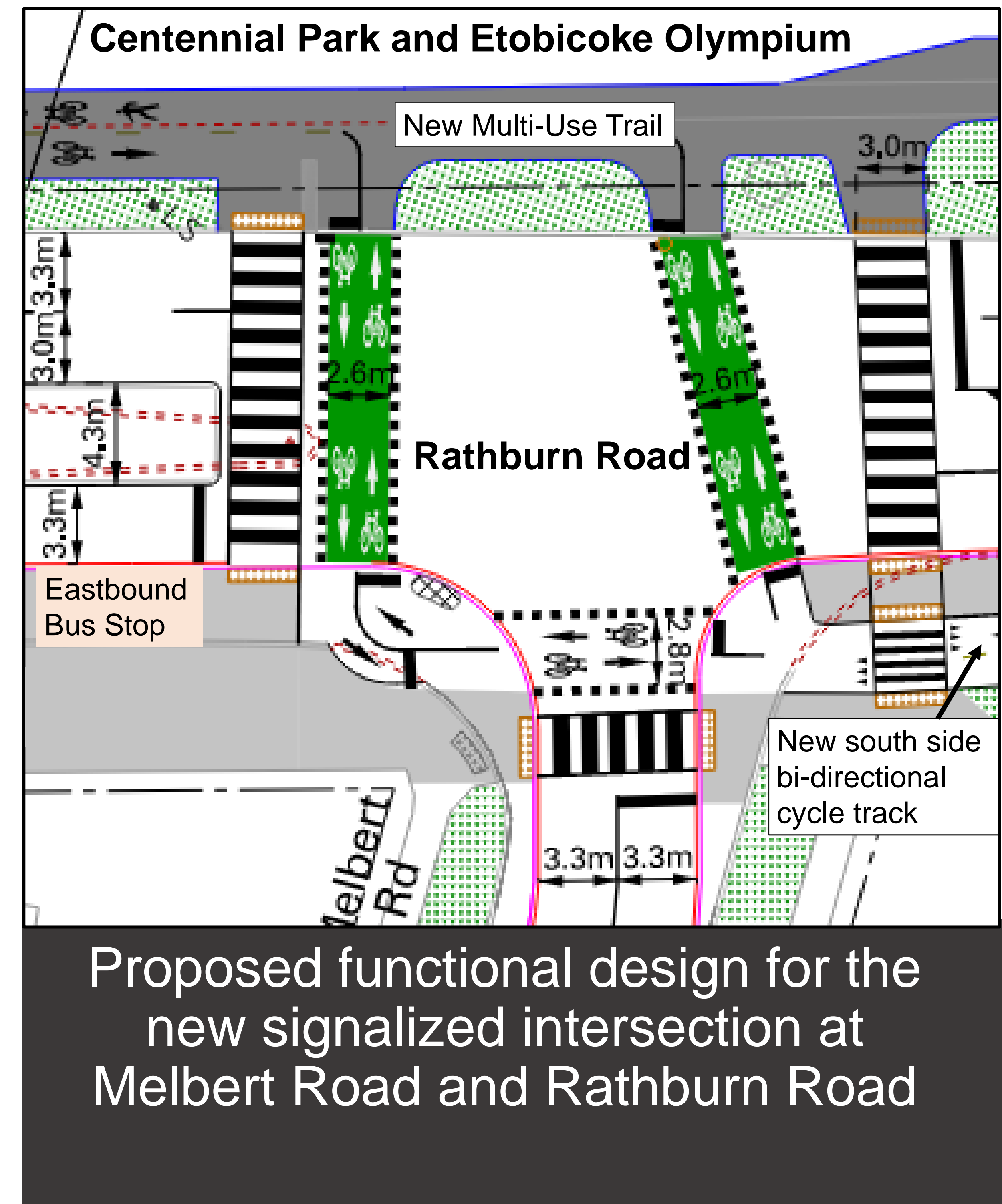
New Signal at Melbert Road and Rathburn Road



A new signal is proposed at this intersection to make a safer pedestrian connection across Rathburn Road from the eastbound bus stop at Melbert Road.

New bicycle crossings are proposed (in dark green) to facilitate a cycling connection to the bi-directional (two-way) bikeway on the south side of Rathburn Road and the multi-use trail on the north side, along the edge of Centennial Park and the Etobicoke Olympium.

Other benefits include tightening the curb radii on Melbert Road corners to improve safety by making motor vehicles turn at appropriate speeds.



Proposed Changes | Segment 2



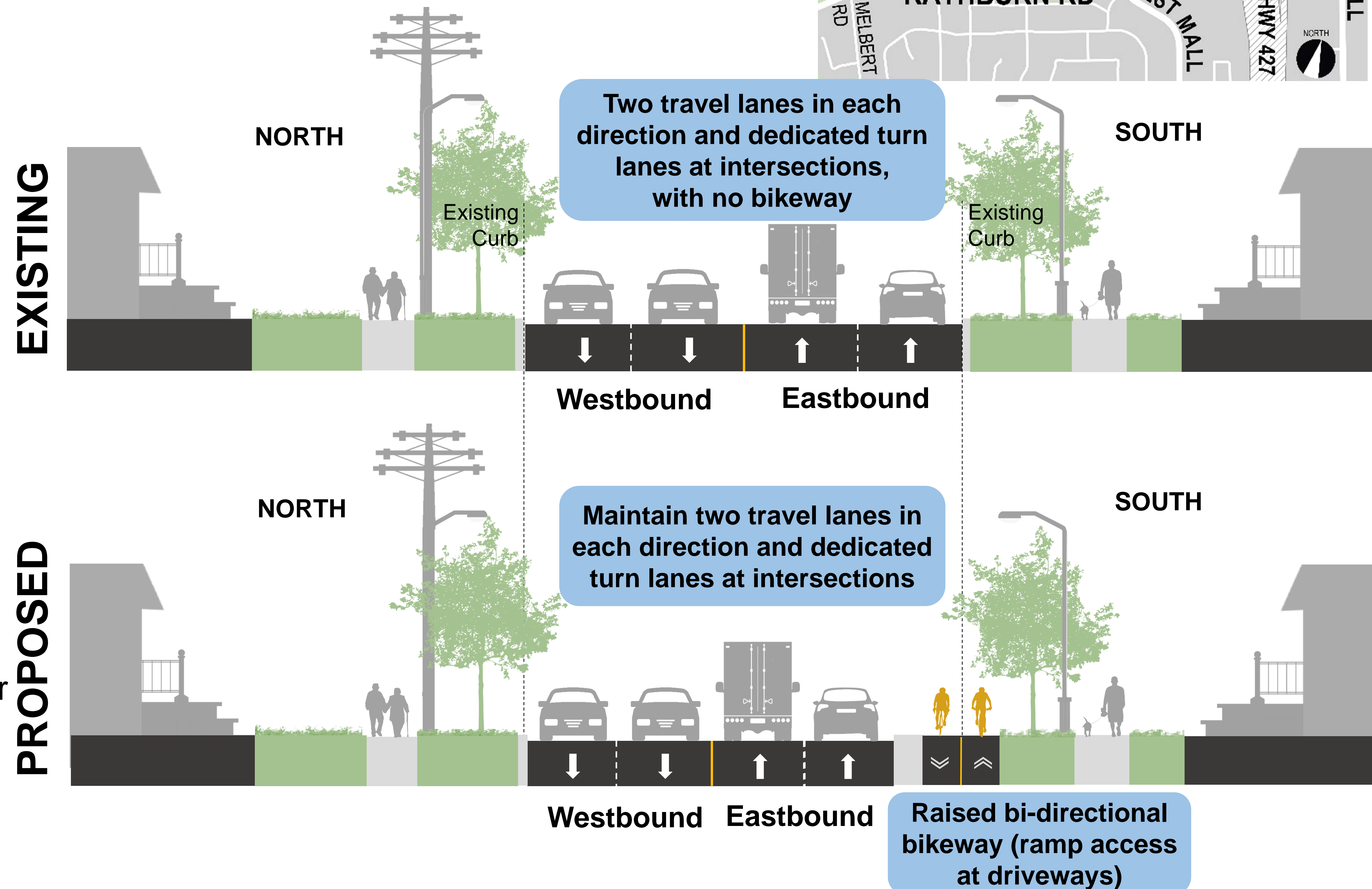
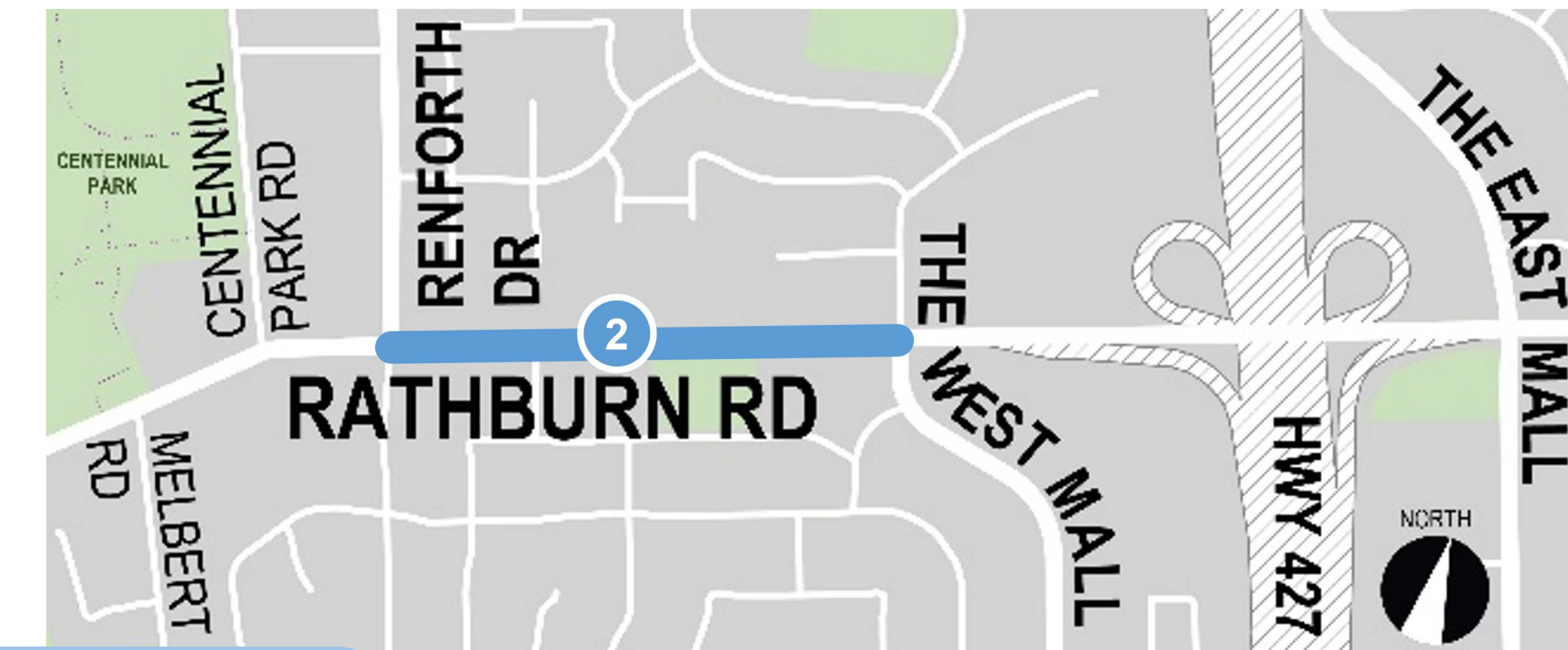
Renforth Drive to The West Mall

Existing

- Two travel lanes per direction
- No parking allowed
- No bikeways

Proposed

- Narrow travel lanes to meet the City's standard lane widths
- Install a raised bi-directional (two-way) bikeway on the south side of Rathburn Road
- Intersection safety improvements such as curb radius reductions, bicycle signals and protected intersections
- No changes to the number of motor vehicle lanes
- Driveway access to properties maintained



Driveway Ramp Examples



Examples of other driveway ramps on built projects within the City of Toronto.



Driveway ramp entrance to a shopping plaza



Driveway ramp entrance along a residential corridor

Segment 3 – The West Mall to The East Mall



Proposed cycling connections on the south side and safety improvements in Segment 3 require Ministry of Transportation approval. Consultation is planned for this segment in the coming years.

Please share any general comments about road safety and cycling in the survey.



How We Collect and Use Data



Data from different sources has been collected and analyzed to support the development of proposed changes. These include:



Travel data such as motor vehicle volumes and speeds, pedestrian volume counts, cycling volume counts, and intersection counts of all road users are collected through third party operators contracted by the City of Toronto.



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.

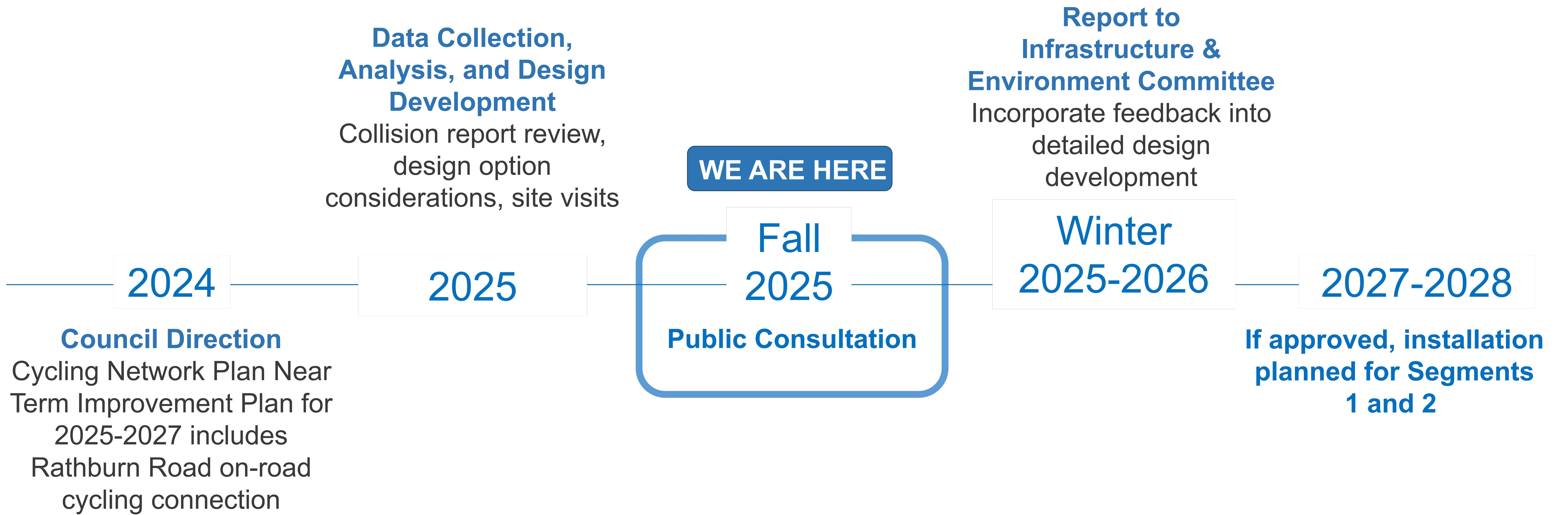


Reports and requests from the public and local Councillor including calls to 311, as well as comments collected from public consultation and local interest groups.



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

Project Timeline



Share Your Feedback and Stay Connected



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

toronto.ca/RathburnRoad

Comment Deadline: November 9, 2025



CONTACT US

If you have any questions or concerns, please contact:

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