



Kipling Avenue Roadway Improvements

Public Consultation Report
September 2025

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Executive Summary

This report details the activities and feedback received during public consultation for the Kipling Avenue Roadway Improvements project that took place from June 26 to July 31, 2025. During the consultation period, members of the public and community interest groups were provided with opportunities to provide feedback on proposed changes to Kipling Avenue from Mount Olive Drive to Albion Road, Penlea Avenue from Kipling Avenue to Taysham Crescent, and Albion Road at Kipling Avenue.

The proposed roadway improvements include a new multi-use trail, cycle tracks, enhanced streetscaping and greenery, upgrades to intersections, transit stops, safety features, and accessibility.

Public consultation activities engaged a total of 157 individuals through the Public Drop-in Event, pop-up and surveys; with 6,867 notices distributed throughout the project area.

Overall, public feedback was supportive of the proposed changes, in particular the recommendation for enhanced streetscaping and greenery, and improved cycling connection. 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.

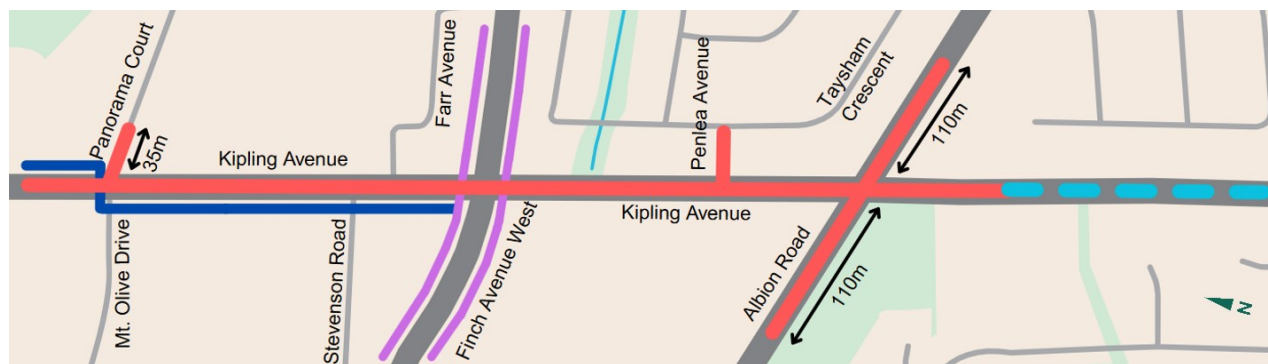
Project Summary

The Kipling Avenue Roadway Improvement Project proposes roadway improvements along Kipling Avenue, from Mount Olive Drive to Albion Road. These improvements aim to enhance safety and accessibility for all road users, including pedestrians and people who cycle, take transit or drive.

The roadway improvements include a new multi-use trail, cycle tracks, enhanced streetscaping and greenery, upgrades to intersections, transit stops, safety features, and accessibility. These improvements support the City's Vision Zero Road Safety Plan, Complete Streets Guidelines, and the TransformTO Net Zero Climate Action Strategy. No vehicular travel lanes will be removed as part of this project.

The roadway improvements would be completed as part of planned road resurfacing along Kipling Avenue in 2026.

This report summarizes consultation activities and feedback received during the public consultation, which took place from June 26 to July 31, 2025.



Notification & Consultation Activities

Notification

A variety of methods were used to notify interest groups and members of the public the week of June 23, 2025, about the public consultation:

- Project web page www.toronto.ca/KiplingAvenue
- Canada Post direct mail to 6,867 addresses in the project area
- Pop-up event at Albion Mall (120 people engaged)
- Email notification to interest groups including residents associations, community groups, organizations, institutions and elected officials (14 contacts)
- Hand delivered letters to property owners along Penlea Avenue (two properties)

Activities

Interest Group Meetings

A virtual Interest Group meeting was held on June 10, 2025, with local community organizations (17 attendees) that are members of the North Etobicoke Cluster meeting was held on June 17, 2025, consisting of resident members (25 attendees) of the North Etobicoke Resident Council.

Both interest group meetings were facilitated and organized by the City of Toronto Community Development Officer for this area, and featured a presentation by the project team. Opportunities for questions and feedback followed the presentations.

Public Drop-In Event

The public event took place on July 10, 2025, from 5:30 to 7:30 p.m. at the Rexdale Community Hub. The event was attended by six people.

The materials prepared for the public event, including the information panels, roll plans and survey were posted to the project webpage, and hard copy printed materials were made available upon request.

Survey

An online survey was available from June 26 to July 31, 2025, and received 31 responses. The survey included background information on the project followed by questions about the proposed changes and optional demographic questions. Participation was anonymous.

Phone & Email Comments

Members of the public and interest groups were invited to share comments and ask questions via phone, email, or written letter. No comment submissions were received between June 26, 2025 and July 31, 2025.

Feedback Summary

Support for Streetscaping and Greenery

Participants expressed support for additional streetscaping and greenery in the area, such as new trees and a green median. There was also support for using trees as a buffer between the roadway and people using the multi-use trail.

Multi-Use Path

Most participants expressed support for the new multi-use trail on the east side of Kipling Avenue between Mount Olive and Finch Avenue West, and on the west side of Kipling Avenue between Finch Avenue West and Albion Road. Some participants also noted they would like to see the multi-use trail on the east side continued south so that cyclists do not have to switch from one side of the road to the other.

Cycling Connection

Most participants supported improved cycling connections with intersecting streets, on Panorama Court and Albion Finch Avenue West. Some participants noted the cycle tracks could be extended to the future cycle tracks on Finch Avenue West, while others noted that the cycling infrastructure is not needed on Penlea Avenue as the road is rarely used by cyclists.

Interest Group Meeting & Comment Submissions

During the Interest Group meetings on June 10 and June 17, 2025, participants expressed concerns about micromobility in the area. This included safety concerns about e-scooters using and speeding along the multi-use trail, and questions on how this would be prevented and if there is a speed limit for e-scooters. There was also a suggestion to have signage on the multi-use trail to note if e-vehicles are allowed or not, similar to signage for HOV lanes.

Public Event

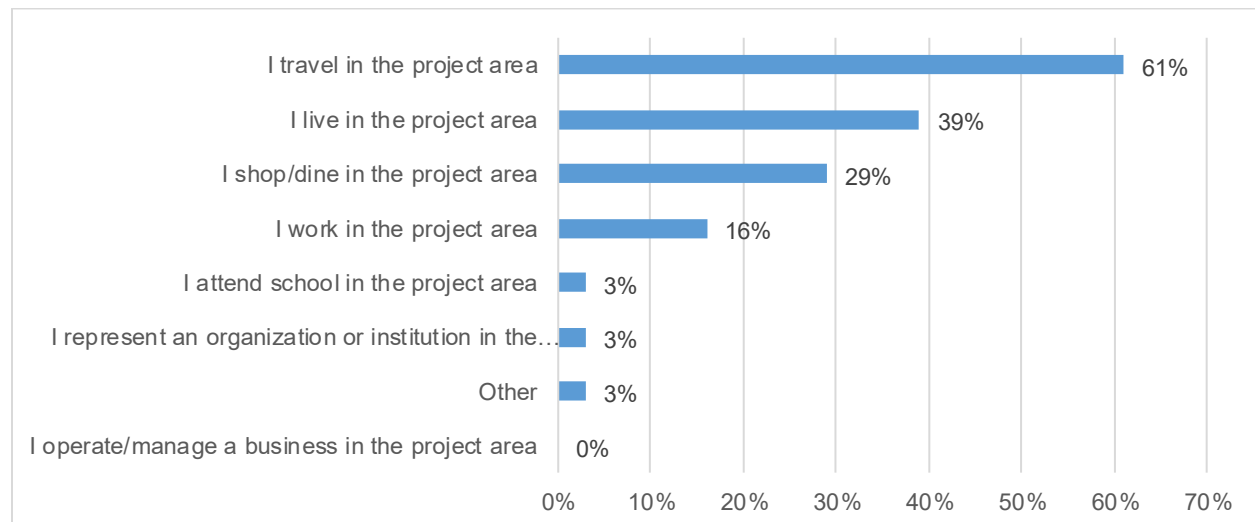
During the July 10, 2025 public event, participants expressed questions and comments summarized below:

Topic	Question and Comment Summary
Traffic	- Suggestion to have no right turn on red at all stops - Request for more speed signage as 50km/h limit is not clear - Comment that Finch Avenue West southbound right turn lane removal is not good as it would disrupt both through lanes - Comment that the new lane design does not allow for protected left turn - Suggestion to remove entrance to outlet mall as there are people driving aggressively there
Cycling	- Concern about poor visibility westbound for cyclists at Mount Olive Drive and Kipling Avenue - Support for additional cycling infrastructure without the removal of vehicle travel lanes
Safety	- Comment that sidewalk on Mount Olive Drive between Kipling Avenue and Martin Grove Road needs repair - Support for raised crosswalk at non-signalized pedestrian crossings
Median	- Support for new median as it prevents U-turns and narrows the travel lane
Transit	- Preference for far side bus stops

Online Survey

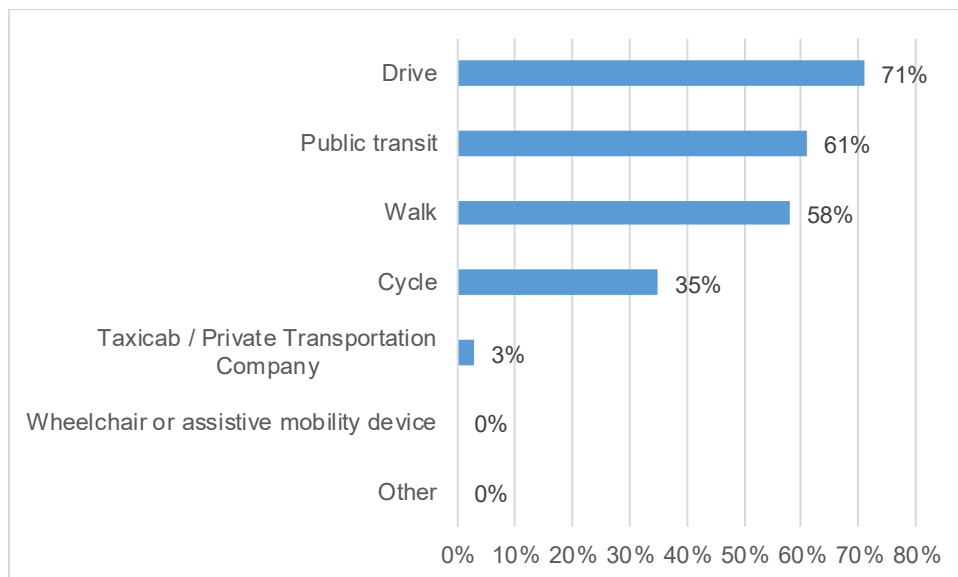
Responses received to each question in the online comment form are described in this section.

Question 1) Which statements describe your relationship to the project area (Kipling Avenue from Mount Olive Drive to Albion Road)? Select all that apply.



There were 31 respondents to this question, with 61 per cent indicating they travel in the project area, 39 per cent identifying as living in the project area, and 29 per cent shop or dine in the project area. A respondent noted they were interested in cycling and pedestrian infrastructure around the city.

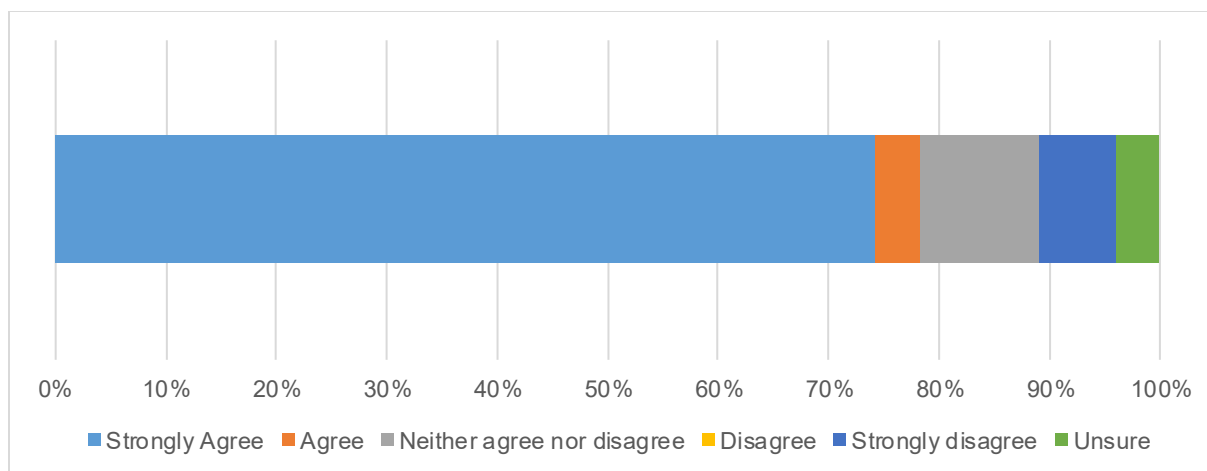
2) How do you typically travel on or around the project area (Kipling Avenue from Mount Olive Drive to Albion Road)? Select all that apply.



There were 31 respondents to this question, with 71 per cent indicating they drive in the project area, 61 per cent take transit, and 58 per cent walk.

3) Do you agree that the proposed changes on Kipling Avenue, Albion Road and Penlea Avenue support the following improvements?

- Improving safety for people walking and cycling
- Increasing compliance with posted speed limits
- Enhancing greenery and comfort
- Maintaining efficient vehicle flow
- Improving accessibility for people of all abilities

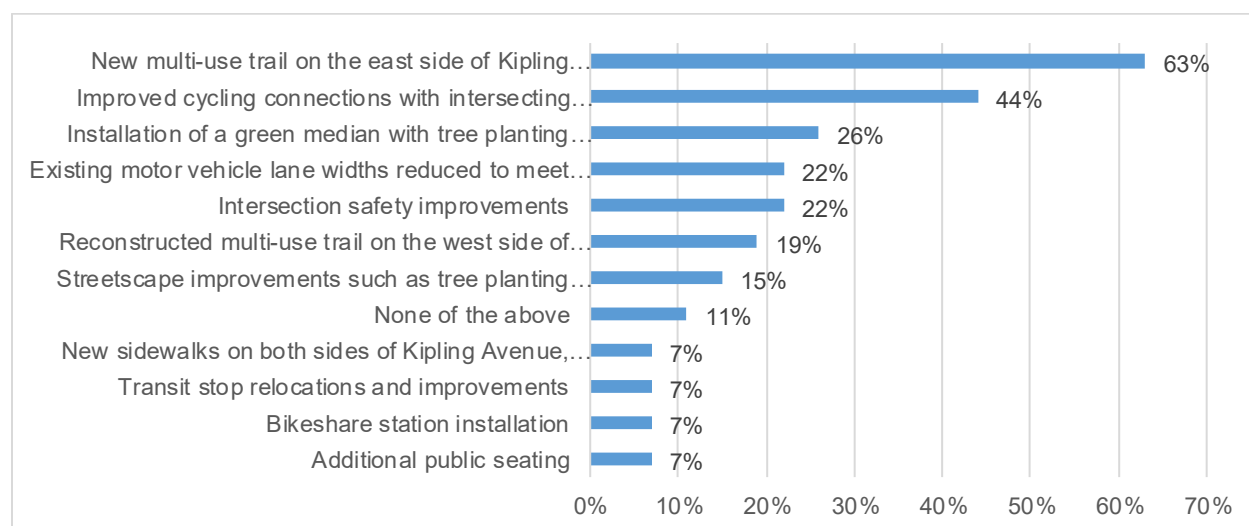


A total of 28 responses were received to this question. A total of 75 per cent of respondents strongly agreed with the changes on Kipling Avenue, Albion Road and Penlea Avenue, with an additional 4 per cent of respondents agreeing and 11 per cent neither agreeing or disagreeing.

Additional comments:

Topic	Comment Summary
Cycling	- Support for new separated cycling tracks
Safety	- Support for protected intersections - Support for separation of multi-use trail and roadway with trees to increase feeling of safety for people who cycle, and also to protect from splash back from motor vehicles - Support for implementing Vision Zero principles along Kipling Avenue - Suggestion to add audible signal at intersection crossings - Comment that there are many vehicle accidents at intersections and there is a need for additional prompts to ensure people who drive are more careful - Comment that Penlea Avenue is a cut through road, and motor vehicles may speed up once in Taysham Crescent
Greenery and Streetscaping	- Support for tree planting and beautification of street - Support for sidewalk widening, green median, and lane narrowing as they can help slow down motor vehicles and increase safety for pedestrians and people who cycle
General	- Suggestion to have garbage/recycling bins at key cross points, especially near the mall - Comment that proposed changes will make the area more walkable and encourage residents to go out more by walking or cycling

4) Which of these proposed design features for Kipling Avenue are most important to you? Select your top three.



Respondents were able to select their top three design features, and a total of 27 respondents completed the question. The majority selected these three improvements as most important:

1. New multi-use trail on the east side of Kipling Avenue between Mount Olive and Finch Avenue West and on the west side of Kipling Avenue between Finch Avenue West and Albion Road
2. Improved cycling connections with intersecting streets, on Panorama Court and Albion Finch Avenue West
3. Installation of a green median with tree planting opportunity

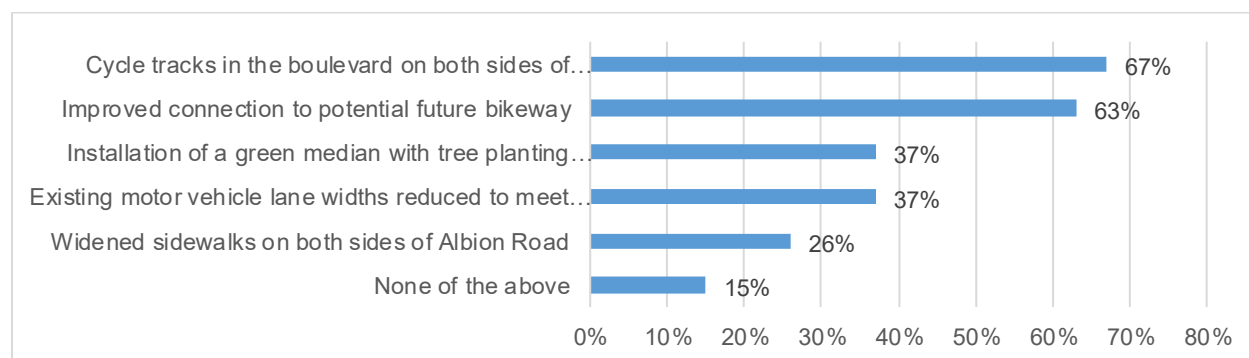
Additional comments:

Topic	Comment Summary
Multi-use Trail	- Suggestion to extend the multi-use trail on the east side further south so that cyclists do not have to switch to other side of the road
Intersection Improvement	- Intersections at major streets all have very long single-stage pedestrian crossings; suggestion to break up the crossing into two stages. Multi-stage crossings also create opportunities for more sophisticated signal operations
Greenery and Streetscaping	- Suggestion to have more trees planted - Suggestion to beautify any electrical boxes that have not been painted with art
Cycling	- Support adding bike stations as they can help people move around - Suggestion for better signs for cyclists - Support poured in place concrete cycle track along Penlea Avenue

5) Do you have any comments or concerns with the proposed changes to Penlea Avenue?

Topic	Comment Summary
Cycling	- Support for the physical separation between cycle track and roadway - Comment that cycle tracks will benefit children going to and from school - Comment that cycle tracks are unnecessary and better to widen sidewalks - Comment that there are rarely cyclists on Penlea Avenue - Suggestion to separate cycle track and roadway with green median (not just curbs) to increase safety
Construction	- Concern that construction will add more traffic delay in the area – realistic construction timelines should be provided
Greenery	- Comment to add more trees
Signage	- Request for no parking signs to be added

6) Which of these proposed design features for Albion Road are most important to you? Select your top three.



Respondents were able to select their top three design features, and a total of 27 respondents completed the question. The majority selected these three improvements as most important:

1. Cycle tracks in the boulevard on both sides of Albion Road
2. Improved connection to potential future bikeway

3. Installation of a green median with tree planting opportunity, and existing motor vehicle lane widths reduced to meet City standards

Additional comments:

Topic	Comment Summary
Cycling	- Support for landscaped buffer between cycle track and roadway - Suggestion to extend cycle track to the future cycle tracks on Finch Avenue West
Greenery	- Support for additional trees along the street to provide cooling in the summer
Construction	- Concern about construction delays
General	- Suggestion to add garbage bin

7) Are there locations in the project area that should be prioritized for public seating?

Topic	Comment Summary
Public Seating Locations	- Near transit stops and retail locations - Location away from roadway (e.g. a park), as people do not want to sit near heavy traffic

8) Please share any additional comments, concerns, observations, or suggestions related to the proposed changes on Kipling Avenue, Albion Road and Penlea Avenue.

Topic	Comment Summary
Multi-use Trail	- Suggestion to extend the multi-use trail on the east side so that cyclists do not have to switch sides of the road and can interact less with traffic
Cycling	- Support high-quality cycling infrastructure being built in the suburbs - Support for separated bike lanes closer to the sidewalk and farther from the road to increase safety
Intersection Improvements	- Suggestion to keep dedicated right turn lanes at signalized intersections, as they keep through traffic moving and provide an option to install a right turn green arrow and protected right turn signal to separate right turn vehicles from bicycle/pedestrian movements - Suggestion for traffic lights with busy intersections or heavy traffic at peak times (such as rush hour) to have a turning lane signal (arrow) to allow 3-4 cars to pass
Greenery and Streetscaping	- Concern that additional seating will be vandalized - Suggestion for more garbage bins in the area - Suggestion to plant more fruit trees to combat food insecurity and support healthier eating in the community - Suggestion for more flowers, plants and water dispensers along the major roads
Lane Narrowing	- Concern about lane narrowing leading to unsafe environment for road users
Other	- Suggestion to consider noise control near seating areas

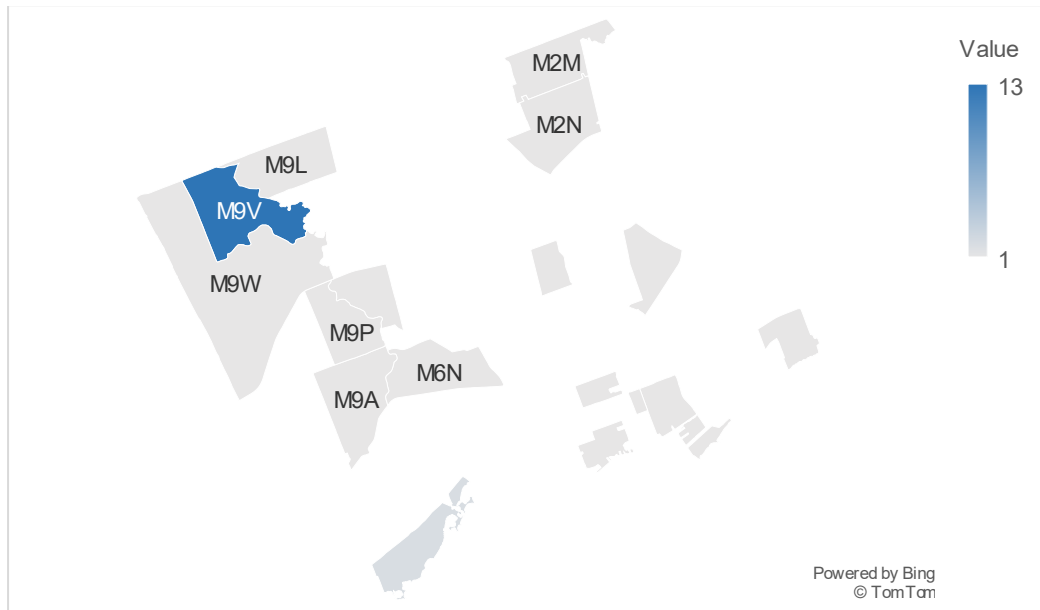
Appendices

Survey Participant Demographics

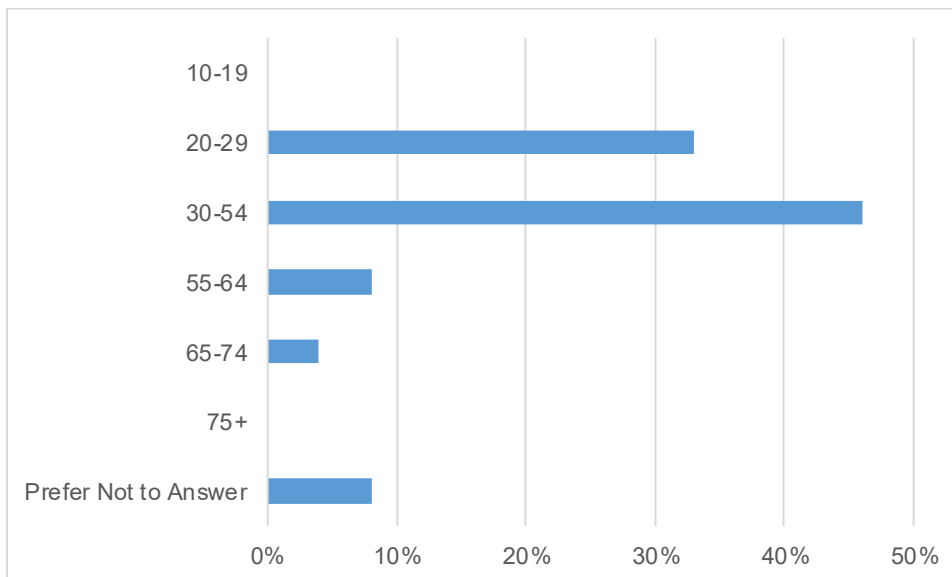
A total of 31 survey respondents provided optional demographic information described below.

Postal Code | n=31

Just under half of all survey respondents live in or near the study area (M9V), with other respondents scattered across the city.

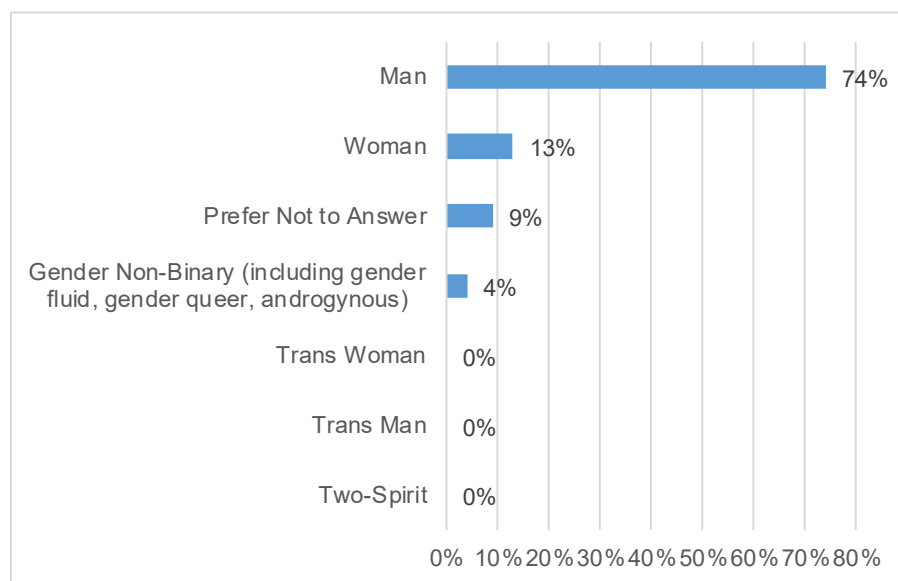


Age | n=24



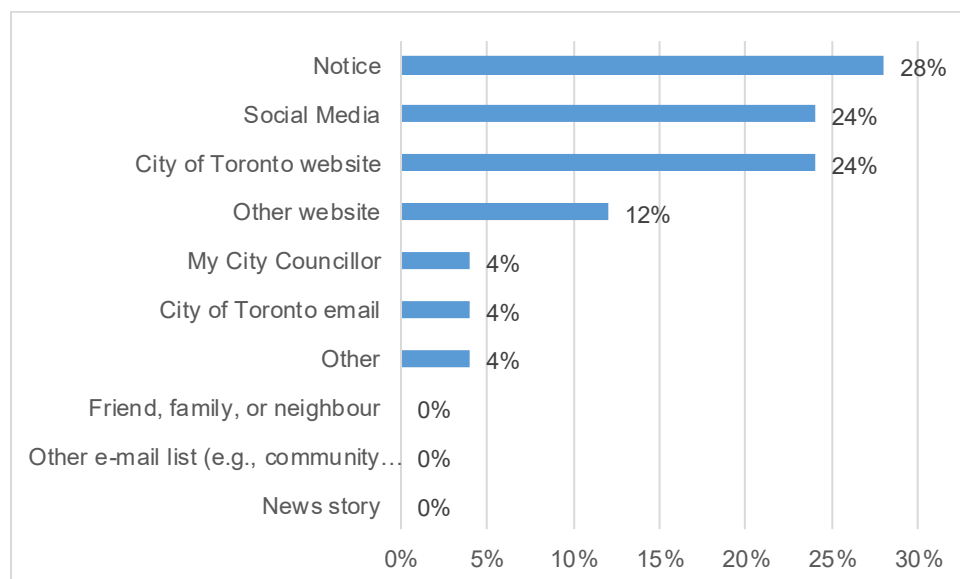
Most survey respondents are in the working age category. This is aligned with the median age listed in the latest census data and general City consultation trends for this area.

Gender | n=23



Almost three quarters of survey respondents identified as men, followed by women and participants who chose not to answer. Compared to the latest census data, there was much stronger participation from men (50 per cent of Thistletown-Beaumont Heights' and 49 per cent of Mount Olive-Silverstone Jamestown's populations) compared to women (50 per cent of Thistletown-Beaumont Heights' and 51 per cent of Mount Olive-Silverstone Jamestown's populations).

Points of Engagement | n=25



Most survey respondents heard about this consultation by the notice delivered to the project area, followed by social media, the City of Toronto website and other websites.