



Artist rendering of proposed changes on Sloane Avenue

Sloane Avenue Road Safety Improvements: Eglinton Avenue East to Victoria Park Avenue

Project Overview



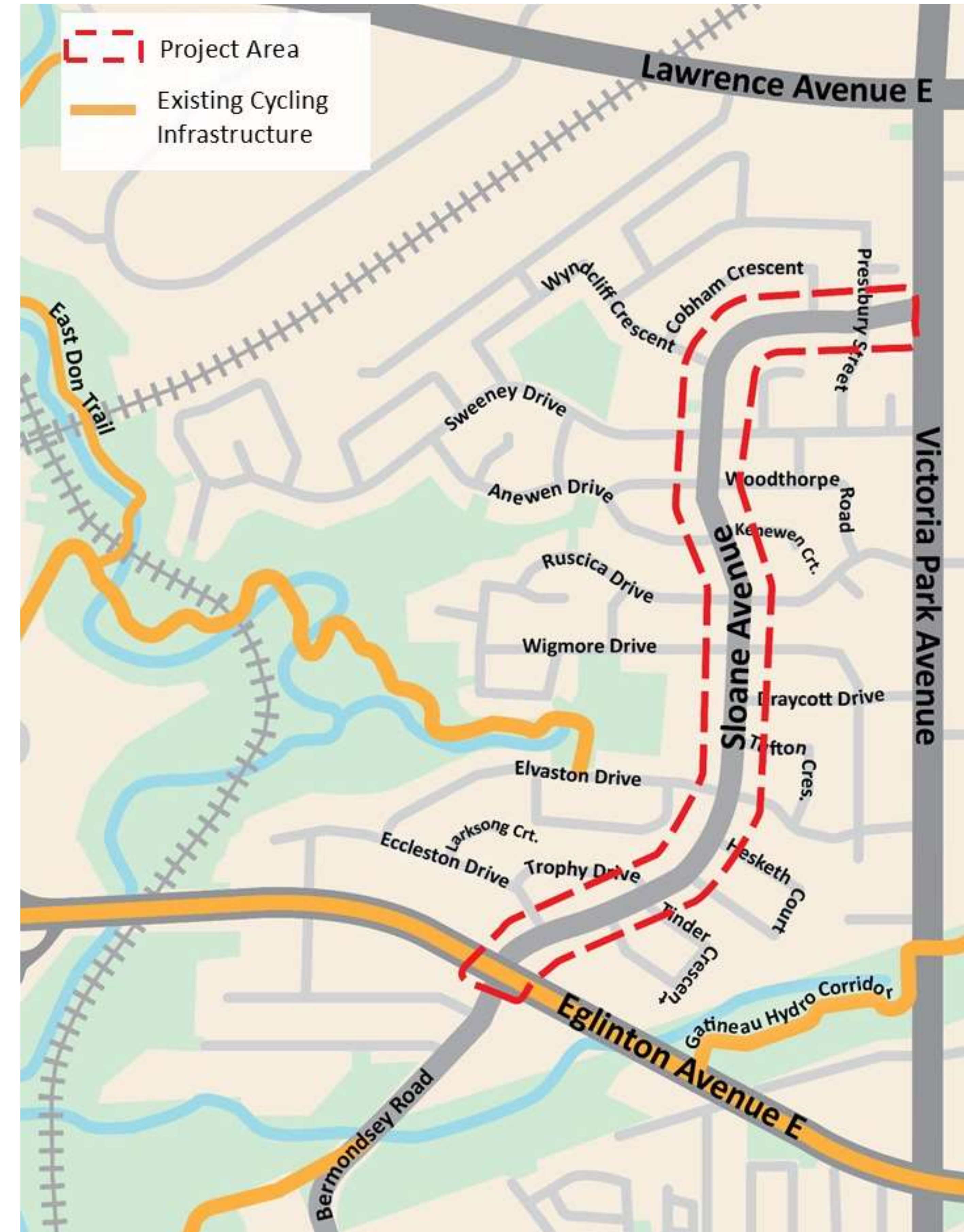
The City of Toronto is proposing road safety improvements and a new bikeway on Sloane Avenue, from Eglinton Avenue East to Victoria Park Avenue.

There are no proposed changes to the number of motor vehicle travel lanes.

Why now?

In 2026, road work is planned on Sloane Avenue between Eglinton Avenue East to Sweeney Drive. This provides the most cost-effective opportunity to implement these changes while also minimizing impacts on road users.

Project Area and Existing Cycle Infrastructure



Project Goals and Opportunities



Constructing an all ages and abilities bikeway on Sloane Avenue has been identified in the **Cycling Network Plan**. The changes will:

- **Enhance safety for all road users** on Sloane Avenue
- **Enhance intersection safety** at Sloane Avenue and Eglinton Avenue East
- **Encourage lower speeds by narrowing lane-widths to match the City guidelines.** Currently, the actual motor vehicle speeds on Sloane Avenue are higher than the posted speed limit of 40 km/h
- **Provide accessible and safer cycling route alternatives and connections** to nearby bikeways and trails



Artistic rendering of proposed changes on Sloane Avenue

The proposed safety improvements and bikeway would support the City's commitment to Vision Zero Road Safety Plan.

The Vision Zero Road Safety Plan is focused on reducing and preventing traffic-related fatalities and serious injuries on Toronto's streets, by making roads safer for everyone, especially for those most vulnerable, including seniors, school children, pedestrians and people cycling.

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Constructing an all ages and abilities bikeway on Sloane Avenue has been identified in the **Cycling Network Plan**. The proposed changes would also support the City's commitment to the **Vision Zero Road Safety Plan**, and will:

- Enhance safety for all road users
- Provide a north-south cycling route alternative to Victoria Park Avenue
- Provide accessible and safer cycling connections to the Eglinton Avenue bikeway and to nearby trails such as the Don Trail and Gattineau Hydro Corridor.

There are no proposed changes to the number of motor vehicle travel lanes.



Existing Conditions on Sloane Avenue



Sloane Avenue is a minor arterial road with continuous sidewalks on both sides of the street, and the following existing conditions:

Wider than standard motor vehicle lanes

- Motor vehicle lanes on Sloane Avenue are 5.4 m wide, which is wider than the City guidelines of 3.3 m.
- Wide roadways encourage speeding, expose pedestrians to long crossings and create safety issues.

High speed and average volume of motor vehicles

- Posted speed limits on Sloane Avenue are 40 km/h, but actual speeds were found to be approximately 47 km/hour
- Approximate traffic volumes on the roadway are average for minor arterial roads

Public transit connectivity

- Public transit routes on Sloane Avenue include 91 Woodbine and 34 Eglinton. Sloane Avenue LRT station is located at the Sloane Avenue and Eglinton Avenue East intersection

School Safety Zones and Community Safety Zones

- Both schools in the project area – Sloane Public School and Victoria Village Public School – are designated School Safety Zones and Community Safety Zones.



Sloane Avenue and Eglinton Avenue East intersection, near the Sloane Avenue LRT station



Bus stop on Sloane Avenue at Sweeney Drive

Existing Conditions | Collision History

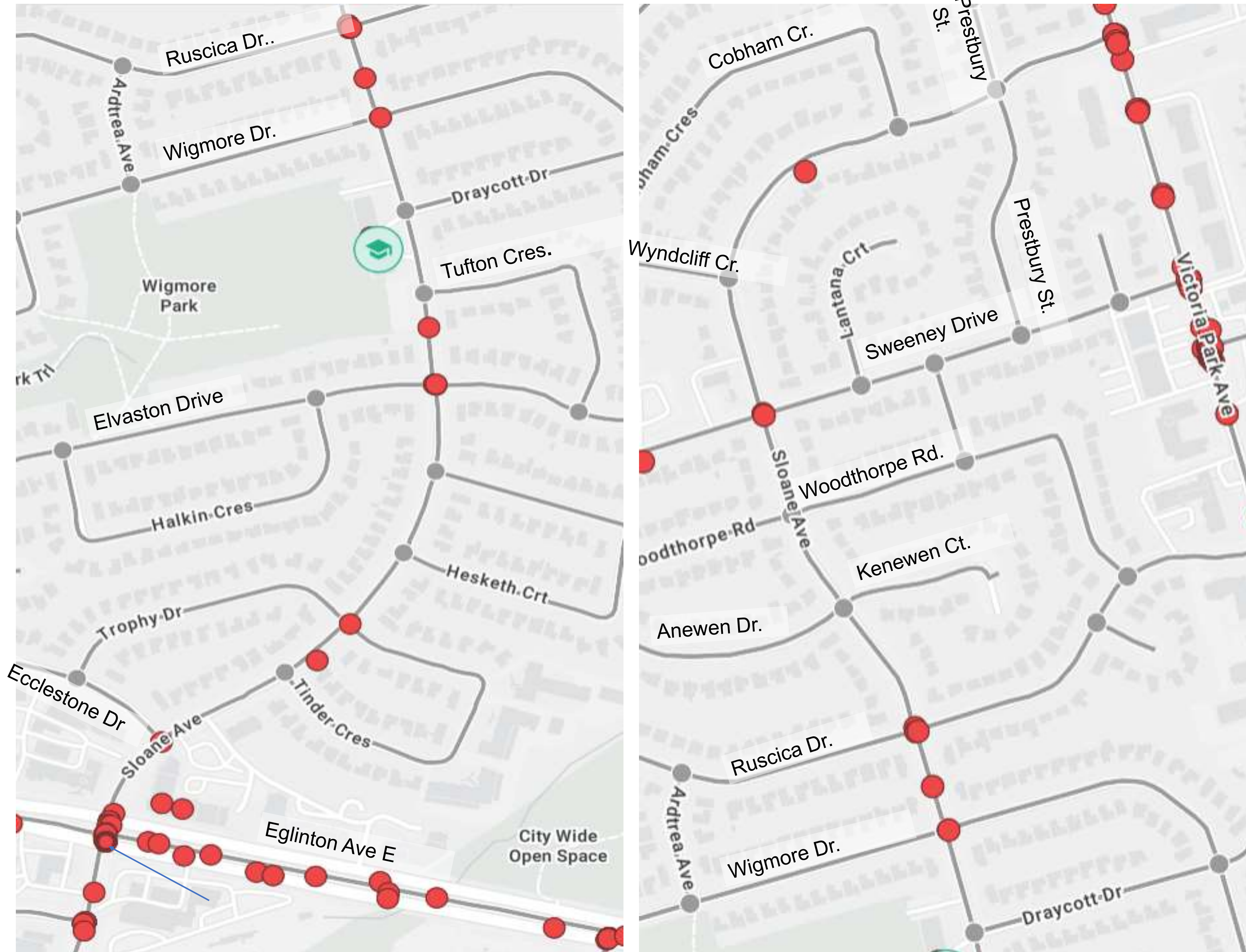


In the past 10 years, there have been 122 reported collisions on Sloane Avenue.

- One of these collisions has resulted in serious injury.
- Nine of these collisions have involved pedestrians or people cycling

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The maps shows collision locations, and identifies where the collisions have resulted in fatalities or serious injuries, minor injuries or minimal injuries

- Minor or Minimal Injuries
- Serious Injury or fatality

Existing Conditions | Parking Utilization



Currently, unsigned parking is available along Sloane Avenue, except for peak time restrictions near Eglinton Avenue and in front of Sloane Public School.

The City conducted traffic studies to observe parking utilization on Sloane Avenue, and found:

- **Low parking utilization on Sloane Avenue**, with exception near Sloane Public School
- **Higher parking utilization and high pedestrian traffic in front of Sloane Public School** during pick-up and drop-off times, including on Draycott Drive and Tufton Crescent.

Alternative unsigned parking is available on most streets intersecting Sloane Avenue.

- Exceptions exist on Tinder Crescent and Ecclestone Drive, which have No Parking Anytime regulations and Sweeney Drive west of Sloane Ave, which has No Stopping regulations.



Parking Utilization on Sloane Avenue near Victoria Park Avenue



Peak hour parking near Sloane Public School and Draycott Drive

Proposed Changes

Proposed Changes



Changes proposed for Sloane Avenue reflect three key approaches to improving safety along the roadway— lane narrowing, cycle tracks and safety improvements, and improving bus stops accessibility. There are no proposed changes to the number of vehicle travel lanes.



Lane-width Narrowing

Proposed changes include narrowing the existing vehicle lane widths to meet City Guidelines. Narrowed lane widths encourage lower speeds and will provide space for cycle tracks and other complete street elements, including safety features. Currently, the average motor vehicle speeds on Sloane Avenue are higher than the posted speed limit.



Cycle tracks + safety improvements

Proposed changes include physically separated cycle tracks on the streets, or in-boulevard, as feasible. Safety improvements such as curb radii reductions, curb extensions, bikeway crossings, and raised crosswalks are also recommended where feasible.



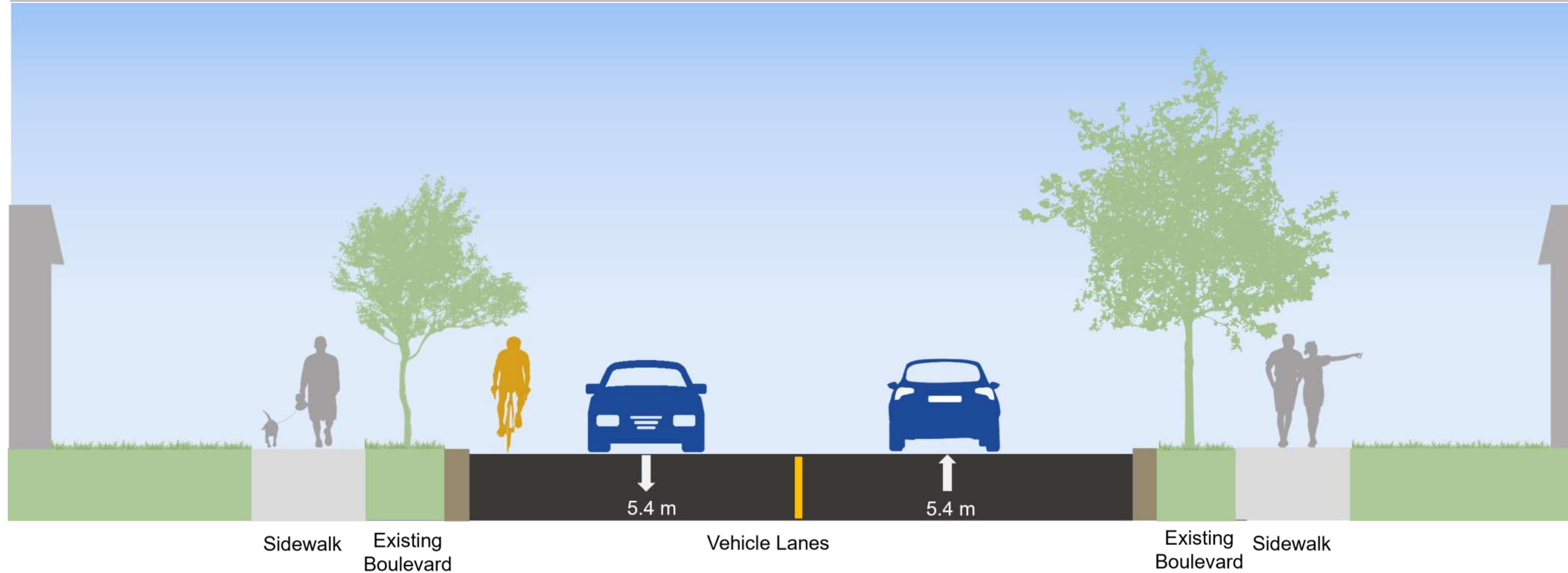
Improving bus stop accessibility

Proposed changes include upgrades such as accessible bike/bus platforms, which will provide a designated space for people cycling and transit users at the bus stops. People cycling would yield to anyone crossing the platform.

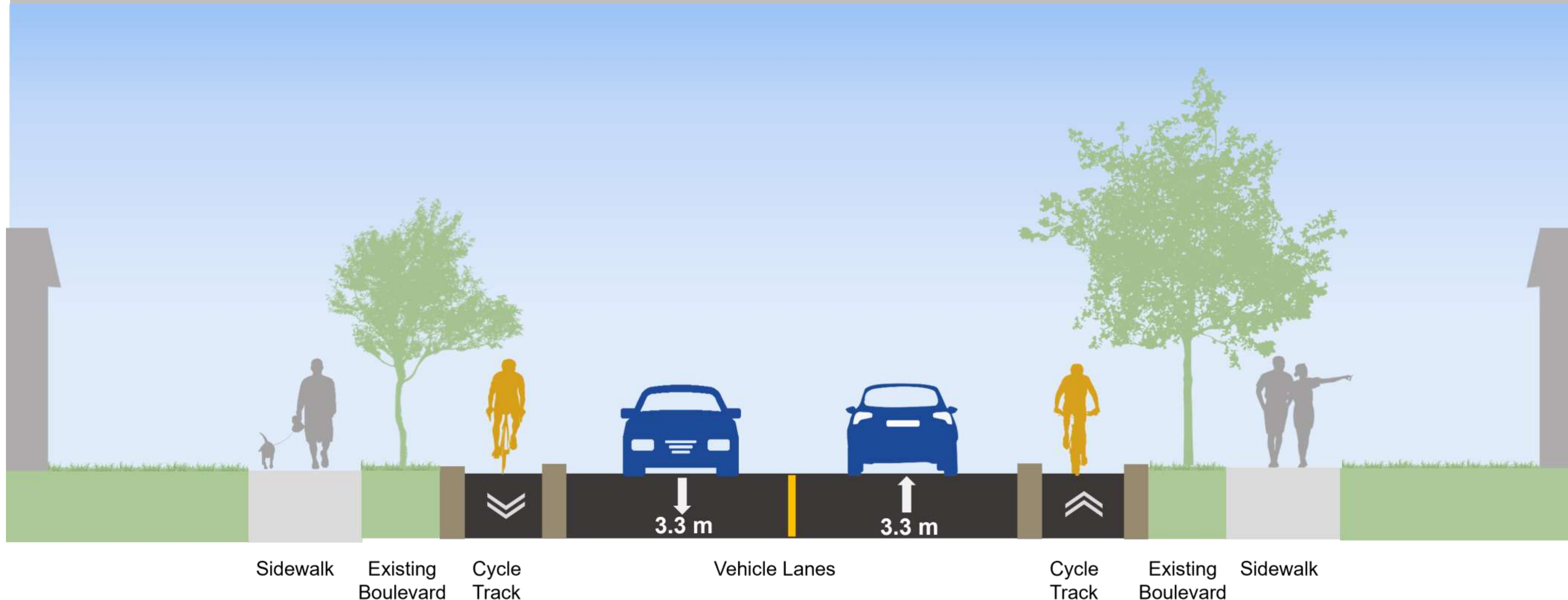
Proposed Changes | Ecclestone Drive to Victoria Park Avenue



Existing: two lane roadway with 5.4 m wide lanes in both directions



Proposed: resurfaced roadway, with cycle tracks added in both directions



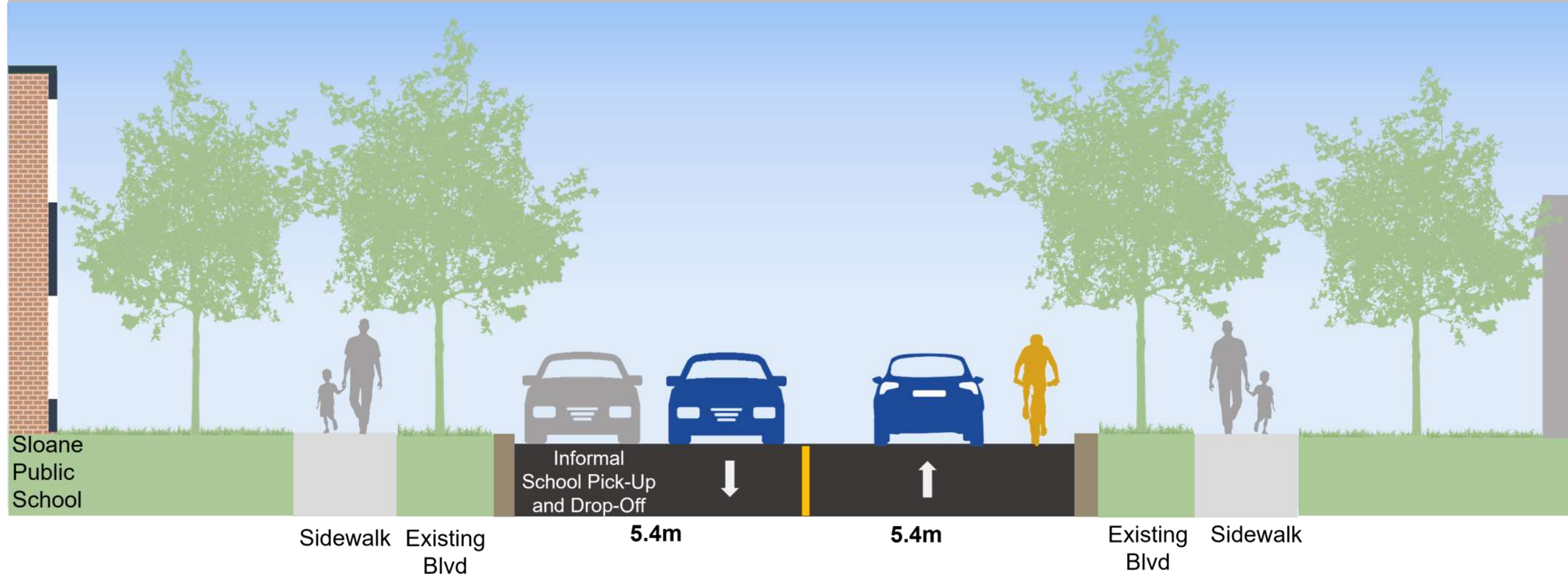
Summary of Proposed Changes:

- On-road cycle tracks with poured-in-place concrete curbs on both sides of the street
- Existing vehicle lane widths narrowed to meet City guidelines, encouraging lower speeds
- Removal of unsigned parking on both sides of the street
- All bus stops to be upgraded to accessible bike/bus platforms
- Relocation and/or removal of select TTC bus stops
- Other safety improvements such as curb radii reductions, curb extensions, bikeway crossings, and raised crosswalks where feasible
- Road resurfacing from Eglinton Avenue East to Sweeney Drive

Proposed Changes | In front of Sloane Public School



Existing: two lane roadway with 5.4 m wide lanes in both directions

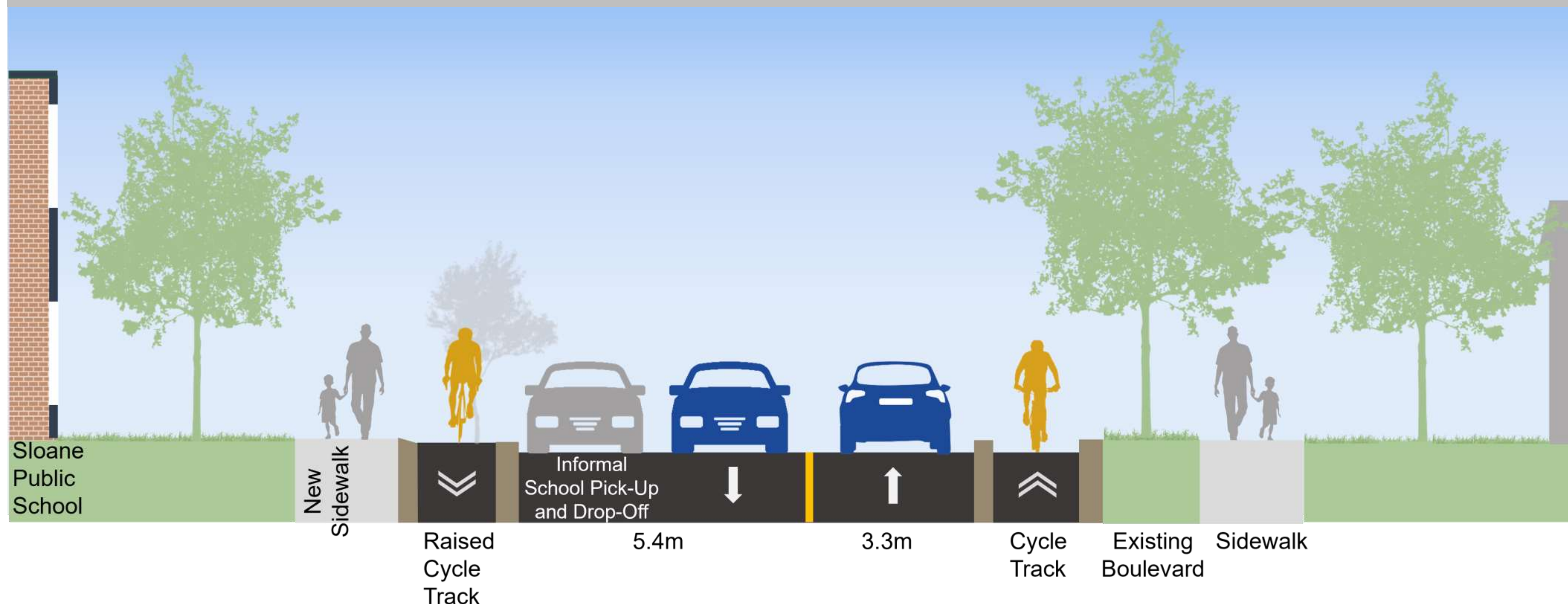


The proposed changes in front of Sloane Avenue Public School account for higher parking pedestrian, and vehicle traffic during school drop-off and pick-up times, and encourage compliance with existing parking restrictions.

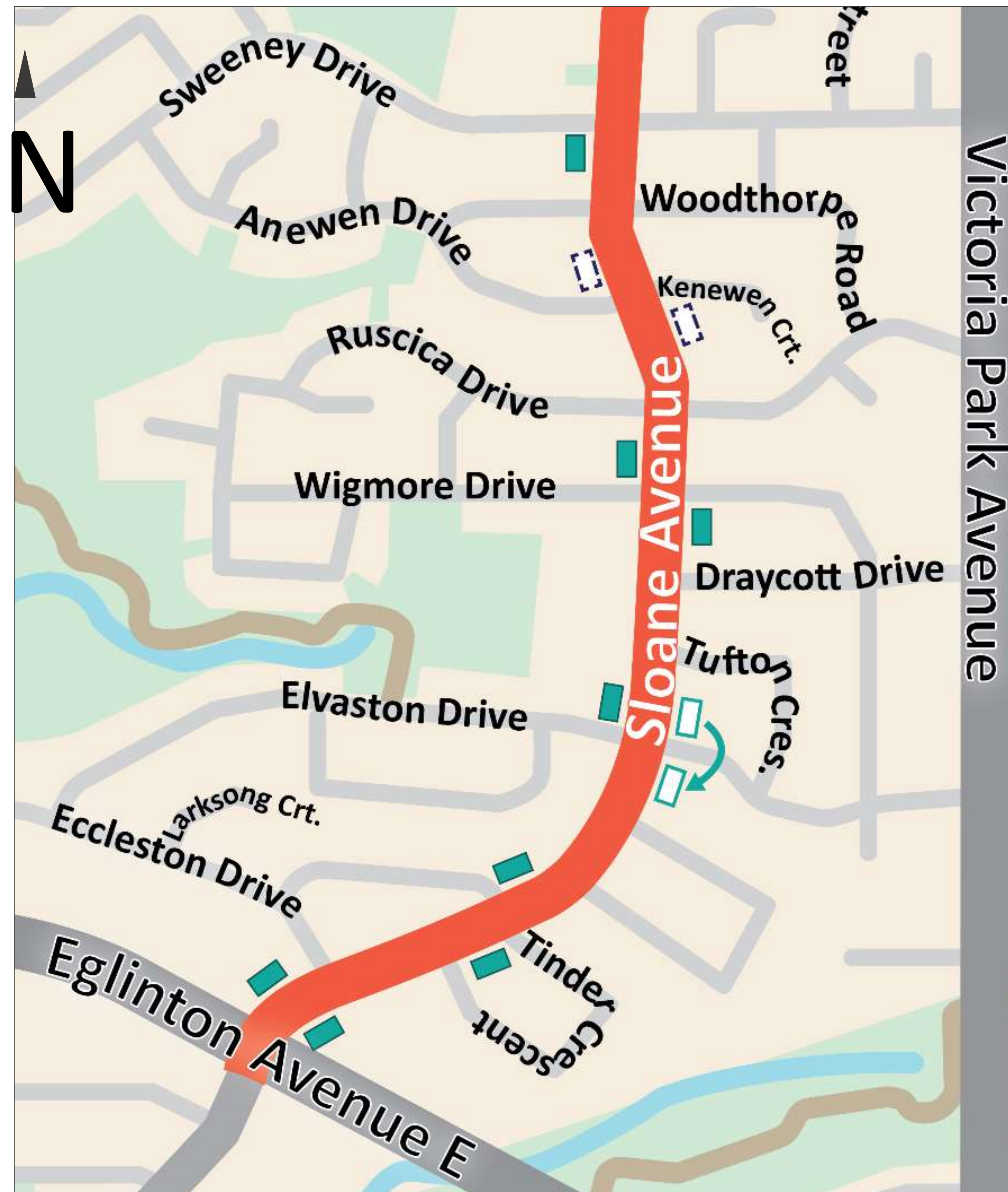
Summary of Proposed Changes:

- Raised in-boulevard cycle track on west side of the street and on-road cycle tracks on east side of the street
- No changes to vehicle lane widths
- No changes to parking restrictions
- Removal of 6 newly planted trees during installation, that will be replaced with new plantings.

Proposed: raised in-boulevard cycle track for ~160 m in front of the school



Proposed Changes | TTC Stops



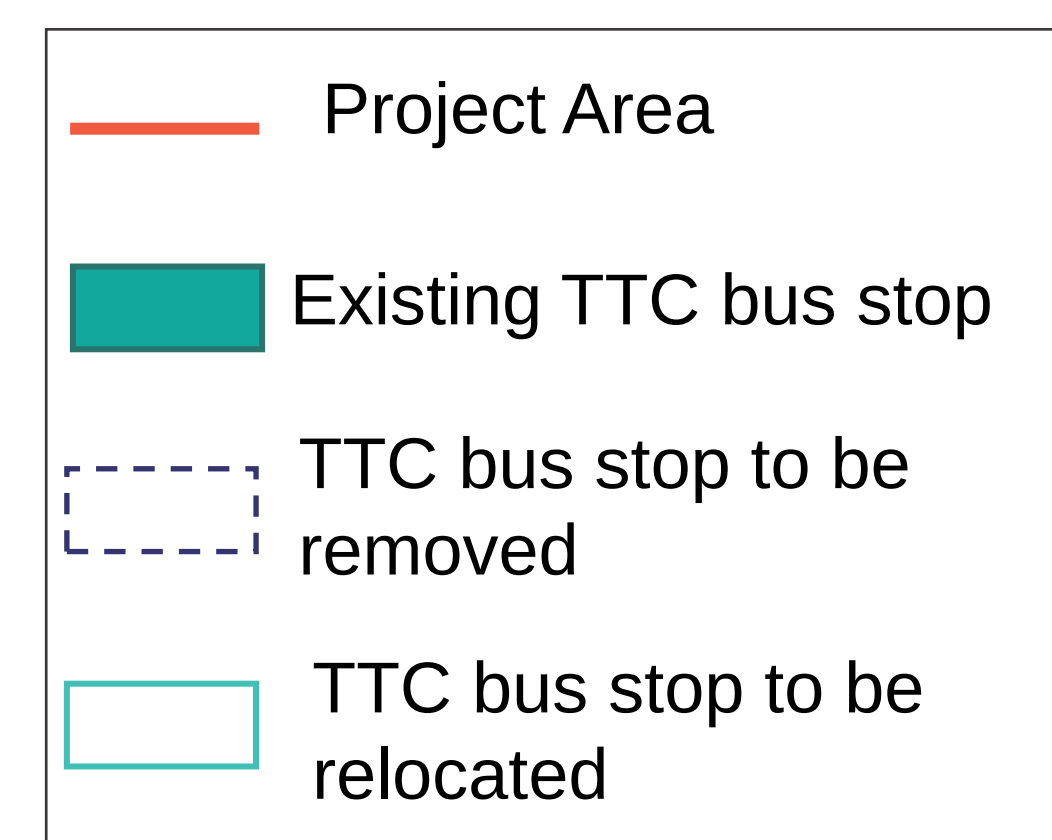
Proposed TTC bus stop modifications

The proposed stop modifications were identified to meet the TTC surface stop spacing guidelines.

Summary of Proposed Changes

- Upgrade the bus stops to an accessible bike/bus platform for accessibility and safety.
- Relocation of the northbound bus stop at Elvaston Drive to the southeast corner of Sloane Avenue
- Removal of northbound and southbound stops at Kenewen Crescent
- All other stop locations will be maintained.

The map identifies changes for proposed transit stop changes.



Key Design Features | Safety Improvements



Safety improvements such as curb radii reductions, curb extensions, bikeway crossings, and raised crosswalks are proposed where feasible in the project area.



Curb Radii Reduction

Reduced curb radii create shorter crossings for pedestrians and encourage lower motor vehicle speeds.



Curb Extension

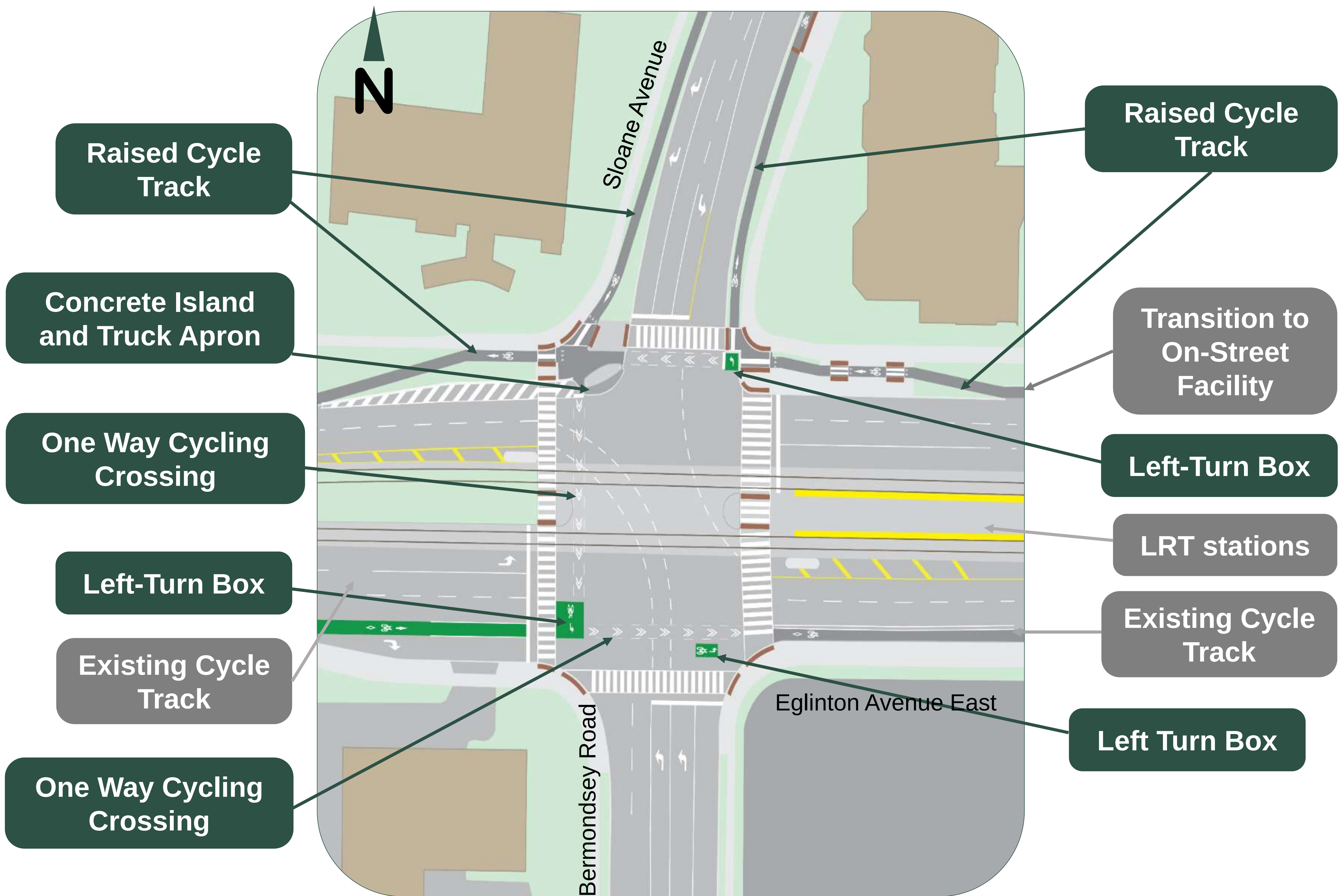
Curb extensions visually and physically narrow the roadway, creating safer and shorter crossings for pedestrians while increasing the sidewalk space.



Raised Crosswalk

Raised crosswalks make intersections safer by improving the visibility of pedestrians crossing at intersections and improving compliance to stop signs and yielding to pedestrians.

Proposed Changes | Sloane Avenue at Eglinton Avenue East Intersection



Summary of Proposed Changes

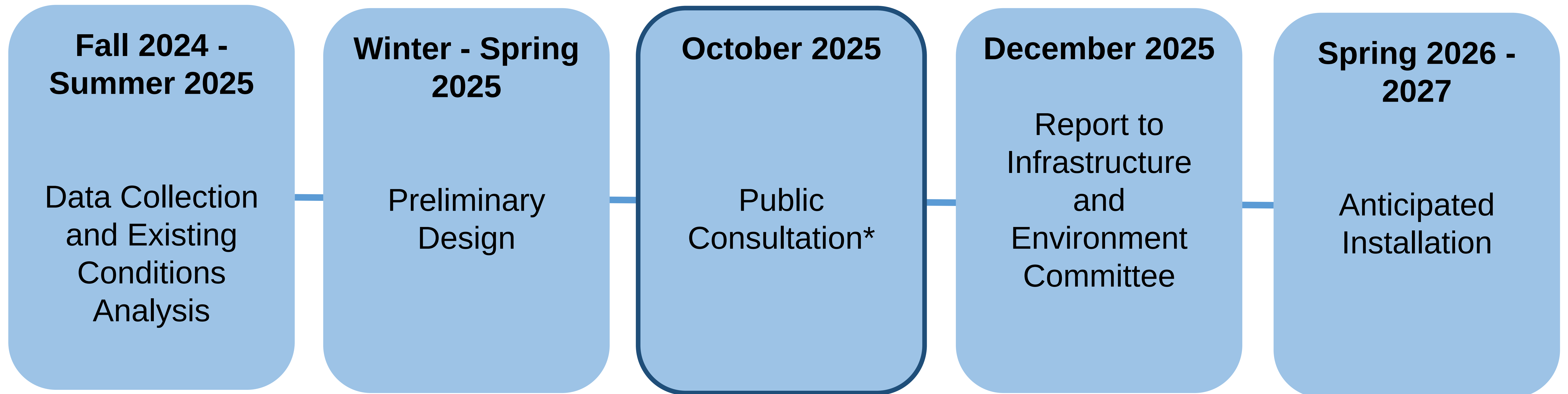
- Raised in-boulevard cycle tracks from Eglinton Avenue East to Eccleston Drive, to provide connections with the bikeway on Eglinton Avenue East
- Protected intersection features including a truck apron, corner islands, and left turn boxes to improve safety for pedestrians and people cycling
- Dedicated one-way crossing for people cycling and bike signals in all four directions
- Relocation of the northbound TTC bus stop by 19 meters further north to provide a wider motor vehicle lane near the bus stop.

- Proposed Changes
- Existing Infrastructure

Project Timeline



WE ARE HERE



*City staff will review public feedback and consider changes to the proposed design where feasible before reporting to the Infrastructure and Environment Committee in December 2025.



Provide Feedback and Stay Connected



Visit the project webpage to learn more about the project, complete the survey and subscribe to project updates.

toronto.ca/SloaneAvenue



Comment Deadline: November 2, 2025

CONTACT US

If you have any questions or concerns, please contact:

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