



Keele Street Safety and Bikeway Improvements

October 2025

Project Overview

Keele Street from Finch Avenue to Steeles Avenue is programmed for road resurfacing in 2028, providing an opportunity to incorporate additional safety enhancements.

The project supports improved road safety and cycling connections to destinations including the Finch West subway station, the Finch West LRT and to York University (Keele campus) and will strengthen connections to existing cycling facilities and multi-use trails.

What We Did

A variety of methods were used to notify people of the project and opportunities to provide feedback on the project:

- Project web page toronto.ca/keeleimprovements
- Notice delivered through a third-party vendor door (2,995 addresses)
- Postcards distributed at Finch West Station
- Email to interest groups including community groups, organizations, institutions and elected officials (28 contacts)
- Large outdoor signage posted along the project area
- Social media posts @TO_Cycling_Ped

Comments on the project were received through the following activities:

Activity	Date	Participation
Site Walk with Duke Heights BIA	April 15, 2025	2 attendees
Interest Group Meeting with York University representatives	September 16, 2025	7 attendees
Pop-up at Finch West Subway Station	October 9, 2025	Over 200 people
Social Pinpoint Online Mapping Tool	October 6 – October 20, 2025	46 responses

What We Heard

Desire for Cycle Tracks Within and Outside the Project Area

Feedback emphasized a desire for protected bikeways within and outside of the project area. Those in support suggested that cycle tracks be installed in place of multi-use trails, as they would provide greater separation and more safety for people cycling and pedestrians. Feedback further suggested addition of cycle tracks extend further south of Finch Avenue on Keele Street to connect people cycling to destinations including Downsview Park and shopping, and on the south side of Steeles Avenue within the City limit, to connect to the proposed Keele Street bikeways.

Improving Streetscape along the Corridor

Feedback expressed desire to see streetscape improvements completed. While some comments called for the removal of the existing median, feedback suggested that more trees needed to be planted in the median and on both sides of Keele Street.

Prioritising Motor Vehicles

Some feedback wanted to prioritise motor vehicles on Keele Street to maintain traffic flow. Suggestions included increasing the speed limit, as well as removing leading pedestrian intervals at several intersecting streets including Four Winds Drive, Murray Ross Parkway, and the Pond Road, citing increased travel times for motorists through these intersections.

Social Pinpoint

Feedback was received through Social Pinpoint, an online interactive map. Respondents were able to suggest an idea of improvement and/or an issue or concern and indicate the location(s) being referenced, by pinning their comments in that area of the map.

Below is a summary of feedback received through the online interactive map:

Theme	Feedback	Location
Bikeway Extension	<ul style="list-style-type: none">- Support for implementing a bikeway beyond current limits, as it would be highly beneficial to further connect people cycling south of Keele Street, instead of just dropping them off at the end of the proposed bikeway- Dedicated cycling space needed with road marking adjacent to the sidewalk which aligns with the bikeways in the City of Vaughan	South side of Steeles Avenue at Keele Street
Bikeway Extension	<ul style="list-style-type: none">- Extend bikeway further south of Finch Avenue to connect to destinations including Downsview Park and Wilson Avenue	Keele Street and Finch Avenue

Theme	Feedback	Location
Bikeway Extension	- Add more cycling access to campus from Keele Street	Keele Street and Chimneystack Road
Bikeway Extension	- Extend bikeway further south of Finch Avenue to connect to destinations including Downsview Park and Wilson Avenue	Keele Street and Finch Avenue
Bikeway Extension	- Multi-use trail is needed between Finch Avenue and Sheppard Avenue to reduce pedestrian-bike conflicts to connect to existing infrastructure	South of Keele Street at Finch Avenue
Bikeway Extension	- Closed off busway could be repurposed for active transportation use, as is separated from vehicle traffic	York University Busway
Bikeway Design	<ul style="list-style-type: none"> - Create a dedicated bike lane on only one side of Keele Street and do not add separate bike signals - Install a split cycling path from Steeles heading south to eventually connect to Downsview Park 	Entire segment
Bikeway Design	- Move multi-use trail behind bus platform to reduce pedestrian and cyclist conflicts when buses are loading and unloading	Finch West Subway Station
Bikeway Design	- Not supportive of multi-use trail and suggest separated sidewalks and cycle tracks in this area to reduce conflict	Keele Street between the Pond Road and Steeles Avenue
Bikeway Design	- A bicycle lane is needed in this segment. The sidewalk is very narrow for pedestrians and cyclists to share, and e-bikes are now illegally using sidewalks	Keele Street and The Chimneystack Road
Bikeway Design	<ul style="list-style-type: none"> - Local residents use the ramp here to ride bikes to destinations including the Finch Hydro Trail or transit. - Ensure a smooth and safe cycling connection between any split cycling path built on the east side of Keele Street and the ramp accessing the pedestrian walkway for Four Winds Drive residents 	Keele Street and Finch Avenue

Theme	Feedback	Location
Motor Vehicle Travel	<ul style="list-style-type: none"> - Right turn on red should not be permitted - Left turns should only be permitted during the left turn phase, it is already difficult for cars to see oncoming traffic during a left turn and there is currently a risk of collisions 	Keele Street and Finch Avenue
Motor Vehicle Travel	<ul style="list-style-type: none"> - This is a blind corner (east side of the street); consider installing mirrors or signalized crossing 	Keele Street and Tangiers Road
Motor Vehicle Travel	<ul style="list-style-type: none"> - The left turn lane is easy to miss; improved signage and lane markings suggested to prevent conflicting left turns 	Keele Street and The Pond Road
Pedestrian Safety	<ul style="list-style-type: none"> - Please add pedestrian refuge islands midway though the crossing in the concrete median at intersections 	Entire segment
Pedestrian Safety	<ul style="list-style-type: none"> - Make pedestrian crossings two-stage to provide more flexibility in signal phasing - Reduction of existing median could create shorter crossing distance for pedestrians 	Keele Street and The Pond Road
Speed Management	<ul style="list-style-type: none"> - Please increase the speed limit to 60 km/h. The road seems to be designed for 70 km/h, with plenty of distance between the road and sidewalk. 	Entire segment
Speed Management	<ul style="list-style-type: none"> - Cars are travelling really fast here and safety improvements should be prioritized in this location 	Keele Street and Tangiers Road
Streetscape Opportunities	<ul style="list-style-type: none"> - Consider planting more trees in the existing median, similar to what is being done south of Finch Avenue 	Keele Street between Four Winds Drive and Steeles Avenue Keele Street and Murray Ross Parkway
Streetscape Opportunities	<ul style="list-style-type: none"> - Remove median in favour of cycle tracks to not impact motor vehicle lanes 	Keele Street and The Chimneystack Road
Streetscape Opportunities	<ul style="list-style-type: none"> - Median in this location adds no value from an aesthetic perspective and should be reduced/removed to restore a wider tree-lined boulevard on one side of the street 	Keele Street and the Pond Road

Issue or Concern

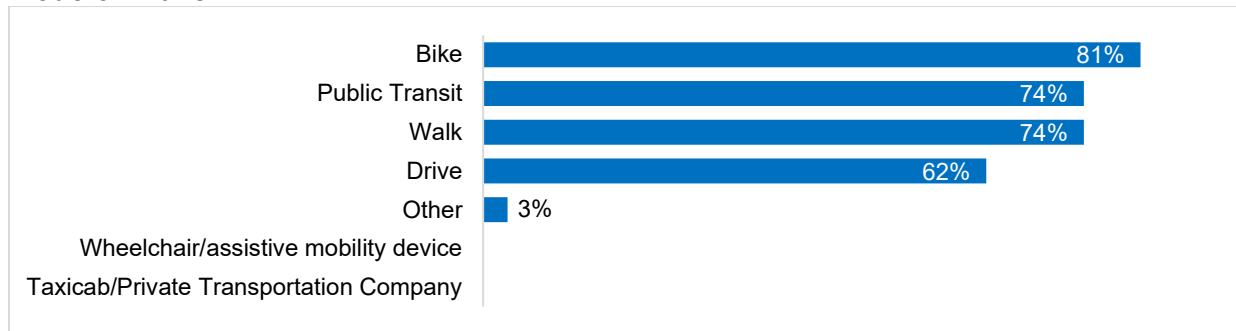
Theme	Feedback	Location
Bikeway Extension	<ul style="list-style-type: none"> - Bikeway needs to be extended further south to destinations including Downsview Park and Walmart to make commute safer for vulnerable road users, as aggressive drivers are something threatening with cyclists use the roadway - Consideration should be given to better linking the existing trail at Finch Hydro Corridor and Tangiers Road to Keele Street 	Entire segment Keele Street, south of Finch Avenue Keele Street and Tangiers Road
Bikeway Extension	<ul style="list-style-type: none"> - Consideration should be given to better linking the existing trail at Finch Hydro Corridor and Tangiers Road to Keele Street 	Keele Street and Tangiers Road
Bikeway Design	<ul style="list-style-type: none"> - This needs to be a separated bikeway and not multi-use trail; concerned about mixing pedestrians with cyclists 	Keele Street and the Chimneystack Road
Bikeway Design	<ul style="list-style-type: none"> - Additional of bike signals not required, as too many signals and bike lanes here is an overkill 	Keele Street and Murray Ross Parkway
Cycling and Pedestrian Safety Concerns	<ul style="list-style-type: none"> - Dangerous intersection, especially for cyclists travelling from the Finch Hydro Corridor to turn left to get to York University 	Keele Street and York Boulevard
Motor Vehicle Travel	<ul style="list-style-type: none"> - Do not implement leading pedestrian intervals and instead implement leading through arrow intervals 	Keele Street and Four Winds Drive Keele Street and Murray Ross Parkway Keele Street and the Pond Road Keele Street and York Boulevard

Appendices

Appendix A: Survey Participant Profile

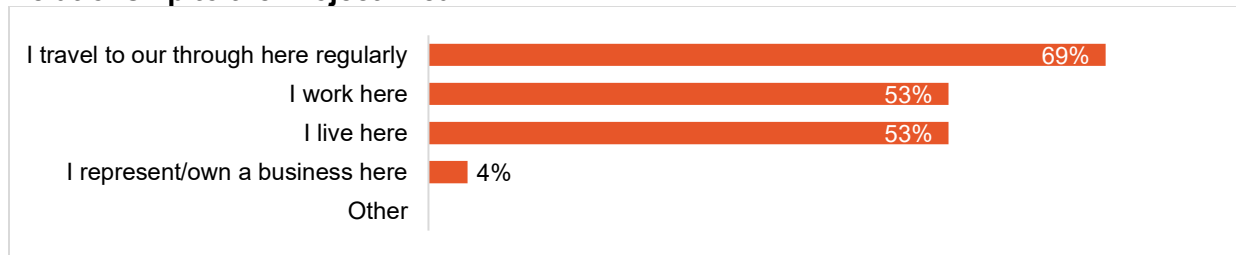
Responses to optional demographic questions are detailed below:

Mode of Travel



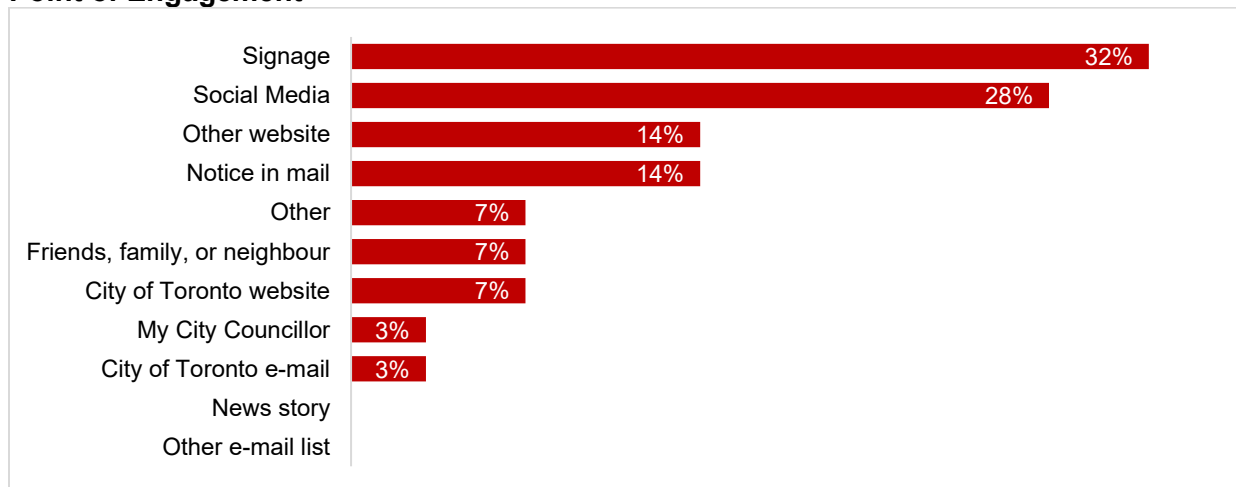
A majority of the respondents bike, take public transit or walk the project area. Respondents were able to provide multiple responses to this question.

Relationship to the Project Area



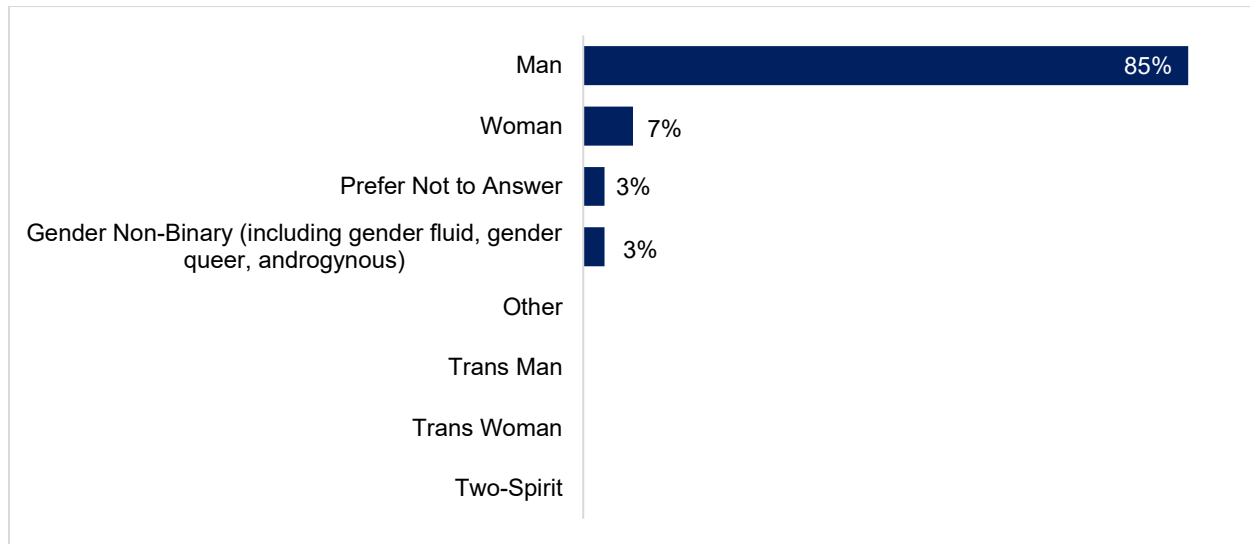
At 69%, most respondents travel regularly through the project area. There was an equal number of responses for people living or working in the project area. Respondents were able to provide multiple responses to this question.

Point of Engagement



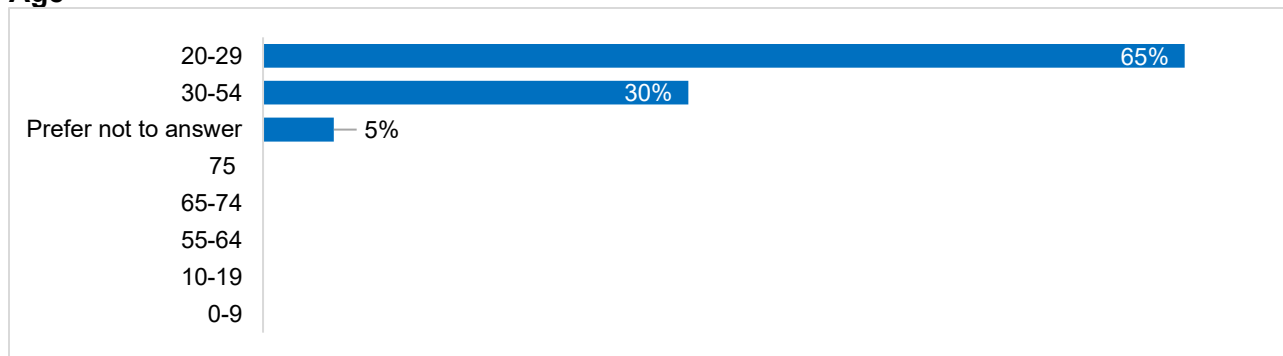
Outdoor signage installed by the project team was the main way respondents learned about the project (32%). This was followed by social media (28%), as well as mailed notice and website (14% each). Respondents were able to provide multiple responses to this question.

Gender



The majority of respondents (85%) identified as a man. Women accounted for only 7% of respondents, while 3% either preferred not to answer or identified as gender non-binary.

Age



A total of 65% of respondents are between ages 20-29, which could be an indication of the demographic being students in the York University area. This was followed by respondents in the 30-54% age category. A total of 5% of respondents preferred not to answer.