



A Safer Kingston Road

Public Consultation Report

November 2025

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Consultation Summary

Phase 2 public consultation for the Kingston Road project consultation was conducted in Fall 2025, focusing on the updated design for Kingston Road. Phase 2 consultation activities included a webpage with project information, one (1) virtual public meeting, one (1) public drop-in event, a feedback survey, and comment tracking. Communications to inform the public and interest groups about the project and opportunities to participate in public consultation activities included the project web page, targeted emails to project interest groups, geotargeted online ads, and large notification signs at key street intersections. As a result of the Canada Post labour disruption, traditional mail services were not reliably available for sending pre-event notifications; 2,500 notices were distributed by a private flyer delivery company and City staff.

Highlights of public activities include the following:

- 54 people attended the virtual public meeting
- 138 attended the in-person drop-in event
- 2,054 completed survey responses were received
- 32 people providing comments by mail, phone and email
- 89 form emails advocating support for the safety improvements were also received

Overall, there was mixed reaction to the project. While a modest majority of survey respondents indicated they were unsupportive of the proposed changes, analysis of comments found opposition was mainly related to fears of traffic congestion and slower travel times. One survey question was "Overall, do you agree that the proposed changes on Kingston Road would improve safety and comfort for all road users? This includes people driving, people using transit, people cycling, and people using the sidewalk". Approximately 51% of responders were unsupportive or very unsupportive, while 43% of survey responders were supportive or strongly supportive of the project.

Among respondents supportive of the project, people noted appreciation of the safety improvements including adding cycle tracks, narrowing vehicle lanes, and lowering speed limits. Many expressed Kingston Road feeling "hostile" to people cycling and unsafe for pedestrians, so physical separation and reducing speeding are viewed positively by these respondents. Most consistently, across perspectives, was support for improved safety at intersections, especially near schools, and maintaining on-street parking where needed for businesses. While many residents supported the proposed addition of green space and planters in the existing median, others raised concerns about maintenance and deterioration of such spaces over time.

Many location-specific design suggestions were recorded through the consultation and may result in adjustments at the detailed design stage to optimize the final design, where feasible.

More information about the project can be found at toronto.ca/DanforthKingston

Project Overview

The City of Toronto is proposing changes to approximately six kilometres of Kingston Road, from Cliffside Drive to Scarborough Golf Club Road. A safety review of the project area found that between 2014 and 2024 there were 1,910 collisions resulting in 22 serious injuries and six people killed. The proposed design changes support the City's Vision Zero Road Safety Plan and would make the street a safer, more attractive place to be and to travel for all road users. Road resurfacing is planned between St. Clair Avenue and Markham Road in 2027, which presents an opportunity to combine road safety upgrades with required construction work.

See a description of the proposed changes on the project web page at toronto.ca/DanforthKingston.

Overview of Communications and Consultation Activities

Communication Activities

A variety of methods were used to notify people of the project and opportunities to participate:

- Project web page toronto.ca/DanforthKingston (10,200 unique users)
- Notice distributed by a private flyer delivery company and City staff (2,500 addresses in the project area)
- Geotargeted online ads
- E-notification to project subscribers (400 contacts)
- Email to interest groups including residents associations, community groups, organizations, institutions and elected officials (297 contacts)
- Large notification signs posted at key intersections (19 signs)



Notification sign



October 27 Public Drop-in Event

Consultation Activities

Public and interest group comments on the project were received through the following consultation and engagement activities:

Activity	Date	Participation
Online Survey	October 8 to November 3	2,054 responses
Virtual Public Meeting	October 21	54 attendees
Public Drop-in Event	October 27	138 attendees
Email/Phone	October 8 to November 3	37 comments received from 32 individuals; form emails sent by 89 people

What We Heard

Overall, there was mixed reaction to the project. While a modest majority of survey respondents indicated they were unsupportive of the proposed changes, analysis of comments found opposition was mainly related to fears of traffic congestion and slower travel times, which are not expected impacts from the design.

Among respondents supportive of the project, people noted appreciation of the safety improvements including adding cycle tracks, narrowing vehicle lanes, and lowering speed limits.

- Approximately 51% of responders were unsupportive or very unsupportive, while 43% of survey responders were supportive or strongly supportive of the project
- 88% of respondents typically drive on Kingston Road; 31% take transit and 27% cycle.
- 59% of the respondents were from the two postal codes that include the project area: M1M and M1N.
- Most consistently, across perspectives, was support for improved safety at intersections, especially near schools, and maintaining on-street parking where needed for businesses.
- Many residents supported the proposed addition of green space and planters in the existing median, others raised concerns about maintenance and deterioration of such spaces over time.
- The need for physically separated cycle tracks was appreciated, along with desire for connections to other existing and future bikeways in Scarborough

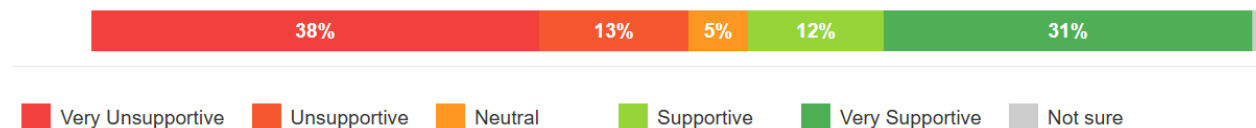
See further detailed feedback described below.

Survey

The survey was available online and in print format and included background information on the project. The questions included multi-choice or multi-select responses, in addition to open ended comment boxes and optional demographic questions. Participation in the survey was anonymous. See Appendix for survey participant profile.

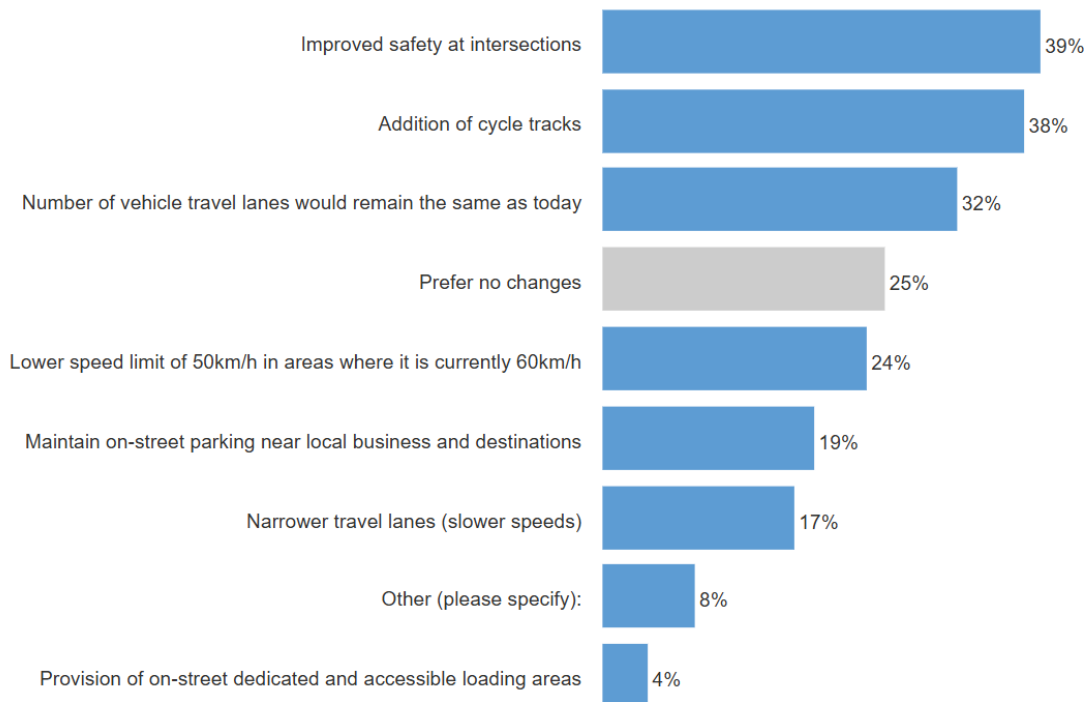
Responses received to each question are presented in this section.

Question 4. Overall, do you agree that the proposed changes on Kingston Road would improve safety and comfort for all road users? This includes people driving, people using transit, people cycling, and people using the sidewalk.



There were 2062 respondents to this question, with 43% very supportive or supportive of the proposed changes; 5% neutral and 51% unsupportive or very unsupportive. 1% were not sure.

Question 5. Which of these proposed design features for Kingston Road are most important to you? Select your top three.



There were 2,057 respondents to this question. The top three design features selected by about one third of all respondents were: Improved safety at intersections, addition of cycle tracks, and number of vehicle travel lanes would remain the same as today. One quarter of respondents selected “Prefer no changes”.

Questions 6 and 7 invited open ended comments for specific location suggestions and general feedback.

Among respondents who support the project, the most common themes included:

- Support for protected bike lanes, including maximizing continuous physical barriers where possible
- Integration with other bikeways in the cycling network
- Appreciate need for motor vehicle speed reduction including enforcement and speed cameras
- Need for better intersection safety, especially near schools
- Desire for improved pedestrian safety, and appreciate
- Support for restricting right-turns on red lights to protect pedestrians from cars turning at signalized intersection
- Requests for greenery and beautification
- Suggestions for improved parking management
- Need for better public transit and bus priority lanes
- Support for traffic light synchronization
- Concerns about construction impacts

Among respondents who did not support the project (or neutral), the most common themes included:

- Opposition to bike lanes; seen as unnecessary and underused
- Fear that narrower travel lanes with bike lanes will worsen traffic congestion
- Doubts that narrower lanes will reduce speeding; worries about accidents and large vehicles
- Requests to maintain or increase street parking near businesses and developments
- Calls for improved intersection safety with better signals and signage
- Mixed views on restricting right-turns on red lights at specific intersections where changes were proposed
- Strong demand for more pedestrian crosswalks, especially near schools
- Suggestions for speed cameras, police presence, and stricter enforcement
- Mixed views on transit priority lanes
- Concerns about prolonged construction and its impact on traffic and businesses
- Requests for more trees, greenery, and beautification along Kingston Road
- Complaints about cyclists ignoring traffic rules and creating hazards
- Comments that the centre median is too wide and could be repurposed
- Frustration over spending on bike lanes when City finances are tight
- Questions about alignment with future projects like the Eglinton LRT expansion

Location specific comments included the following:

Topic	Comment Summary
Kingston Road and St. Clair Avenue East	<ul style="list-style-type: none"> - Improve pedestrian safety with raised crosswalks and refuge islands - Prohibit right turns on red lights - Redesign signal timing and intersection layout - Install speed cameras near schools - Reduce speed limits - Consider roundabout or protected intersection design
Kingston Road and Midland Avenue	<ul style="list-style-type: none"> - Add advanced left-turn signals - Improve sightlines and lighting - Reduce speed limit near schools - Address confusing intersection layout - Add curb or physical separation for bike lanes
Kingston Road and Brimley Road	<ul style="list-style-type: none"> - Manage summer traffic to Bluffers Park with enforcement and cameras - Improve lane markings and signage - Add advanced left-turn signals - Install pedestrian crossings near schools - Address U-turn issues - Address drivers using southbound right lane to go straight where this movement is prohibited (to bypass centre lane lineup) .
Kingston Road and Markham Road	<ul style="list-style-type: none"> - Add pedestrian refuge islands - Restrict right turns on red lights - Install red-light cameras - Improve slip lane safety - Lengthen left-turn lanes for better traffic flow

Kingston Road and Mason Road / Whitecap Boulevard	<ul style="list-style-type: none"> - Install traffic lights or pedestrian crossing - Improve visibility and signage - Address speeding and dangerous turns - Synchronize nearby signals at Bellamy Road and Parkcrest Drive
Cliffside Area (Cliffside Drive to Midland Avenue)	<ul style="list-style-type: none"> - Widen sidewalks and add trees - Install protected bike lanes - Improve crosswalk safety near schools - Address U-turns and aggressive driving - Beautification and traffic calming - Add more on-street parking to design - Connect bikeway on Kingston farther west to Danforth and south-west to multi-use trail near Rosetta McClain Gardens.
Scarborough Golf Club Road and Kingston Road	<ul style="list-style-type: none"> - Add advanced left-turn signals - Remove or modify slip lanes for pedestrian safety - Improve median design for pedestrian refuge - Connect to proposed bikeway to north
Guildwood GO Station / Kingston Road	<ul style="list-style-type: none"> - Improve cycling safety and connectivity - Add protected bike lanes - Address speeding and aggressive driving
Blantyre Avenue and Kingston Road	<ul style="list-style-type: none"> - Install pedestrian crosswalk or traffic light - Address speeding and visibility issues

Virtual Public Meeting

The virtual public meeting held on Tuesday, October 21, 2025 included a presentation followed by a Question & Answer period. Participant comments are summarized below:

Topic	Comment Summary
Cycling Infrastructure & Safety	<ul style="list-style-type: none"> - Strong support for safer cycling infrastructure, especially in Scarborough - Disappointment that original Danforth Avenue segment (Victoria Park eastward) is delayed - Safety should always take priority over car movement - Concern about painted bike lanes vs. physically separated lanes; preference for full protection
Project Timeline	<ul style="list-style-type: none"> - Question about when work will begin and if some segments could start earlier than 2027
Bus Lanes Widths	<ul style="list-style-type: none"> - Question on how bike lanes will coexist with existing transit priority lanes
Lane Narrowing	<ul style="list-style-type: none"> - Concern about lane width reductions and clearance for large vehicles

Traffic Flow	<ul style="list-style-type: none"> - Concern about reduced speed limits and narrower lanes affecting commute times - Comment that Kingston Road already feels congested since RapidTO lanes were added
Steep Grade & Safety at Bellamy/White Cap	<ul style="list-style-type: none"> - Concern about steep downhill east of Bellamy Road causing speeding and hazards during slippery conditions - Worry about lack of dedicated right-turn lane and potential conflicts with bikes/pedestrians - Suggestion for traffic lights at Whitecap Boulevard intersection due to future development
Parking & Green P Impact	<ul style="list-style-type: none"> - Question about accuracy of parking data considering Green P installation - Concern that paid parking reduces usage and pushes cars into free private lots and side streets, creating enforcement issues
Median Design & Greening	<ul style="list-style-type: none"> - Question why center median wasn't removed to create more sidewalk or roadway space - Concern about long-term maintenance of added greenery and trees along Kingston Road
Pedestrian Crossings & Connectivity	<ul style="list-style-type: none"> - Request for pedestrian/cycling crossover near Waterfront Trail connection - Concern about lack of safe pedestrian connection near Sandown and No Frills area; suggestion for improvements - Concern about long gaps between crossings and how greenery might affect mid-block crossing
Slip Lanes & Intersection Safety	<ul style="list-style-type: none"> - Question about treatments for slip lanes to reduce conflict points for cyclists and pedestrians - Suggestion to consider separate signals for cyclists
Snow Removal	<ul style="list-style-type: none"> - Question about how snow removal will be managed with new design features

Public Drop-in Event

At the October 27, 2025 public drop-in event, attendees were able to view information panels and speak with members of the project team. Over 150 sticky note comments we applied to plan drawing (maps). Participant comments are summarized below:

Topic	Summary
Cycling Infrastructure	<ul style="list-style-type: none"> - Would like to see left turn boxes with green paint at key intersections - Suggest bicycle signals - Make bike lanes protected where possible - Connect to other existing and future bike routes - Request to continue bike lanes west, southwest and east - Narrow the median or remove it to make space for wider protected cycle tracks. - More bicycle parking needed

Pedestrian Safety	<ul style="list-style-type: none"> - Appreciate no right on red should be implemented here to improve cyclist and pedestrian safety - Suggest U-Turns prohibited - Corridor is currently very unsafe for pedestrians - Separate cycle track for bicycles will help keep cyclists off the sidewalk
Speed and Enforcement	<ul style="list-style-type: none"> - Cars turn too fast onto side streets; speed limits and corner radii need to be reduced - Speed limit should be reduced to 40km/h to improve safety and visibility/accessibility of businesses on the corridor (note: vast majority of comments reflected this sentiment, though there were a few instances where commenters asked for the speed limit to remain at 60km/h)
Parking and Access	<ul style="list-style-type: none"> - Ensure sufficient parking for businesses, add more spots in Cliffside area on north side.
Transit and Bus Stops	<ul style="list-style-type: none"> - Some bus stop locations should be reconsidered for safety - Raised bus stop platform good to see - Road should be paved with concrete at bus stops to reduce damage to asphalt from buses stopping
Greenery and Streetscape	<ul style="list-style-type: none"> - The tree plantings along Kingston Road appear to be in poor health - Median planters would be nice here
Development Impacts	<ul style="list-style-type: none"> - Future developments will add too much traffic and may require more on street parking. - Proposed development here needs to be studied for traffic impacts.
Out of Scope	<ul style="list-style-type: none"> - Traffic light / pedestrian crossing needed at War Memorial (on Danforth Avenue) to improve safety, as was shown in the original plans for the corridor - Provide intersection improvements at Danforth Road and Danforth Avenue as shown in the original plans for the corridor. - Provide cycling connections to Go train and TTC stations

Additional Feedback

The comments received through phone and email are summarized by theme below:

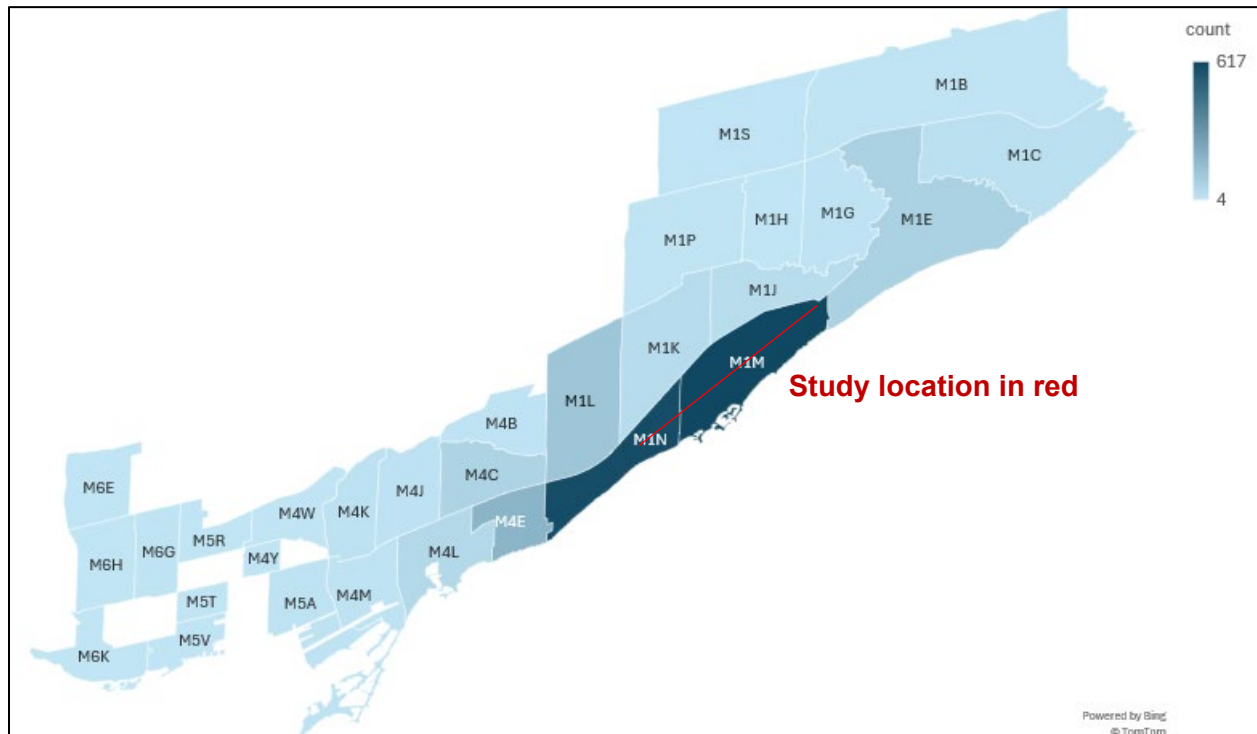
Theme	Comments
Cycling Infrastructure	<ul style="list-style-type: none"> - Desire for cycle track on Danforth Avenue as originally proposed - General support for bike lanes - Add signage and marking for connecting to other bike routes

Theme	Comments
Design Suggestions	<ul style="list-style-type: none"> - Safety concerns near school, especially at St. Clair Avenue - Suggestion of west bound left hand turn into the north parking lot of Cliffcrest plaza - Request to maintain existing on street parking in Cliffside Village business area
Traffic Concerns	<ul style="list-style-type: none"> - Concern bike lanes will make traffic worse - Traffic problems related to weekend visitor going to Bluffers Park should be addressed - Concern about additional traffic from future developments
Greenery	<ul style="list-style-type: none"> - Support for addition of green planters in the medians, with better maintenance

Appendix - Survey Participant Profile

A total of 2,219 survey respondents provided some or all optional demographic information described below.

Postal Code | n=2054










59% of the respondents were from the two postal codes that include the study location: M1M and M1N.

Relationship to the Kingston Road Area | n=2219

I travel on Kingston Road	<div></div>	78%
I shop/dine on Kingston Road	<div></div>	46%
I live on Kingston Road	<div></div>	34%
Other (please explain):	<div></div>	11%
I work on Kingston Road	<div></div>	8%
I attend school on Kingston Road	<div></div>	5%
I operate/manage a business on Kingston Road	<div></div>	2%
I represent an organization or institution on Kingston Road	<div></div>	1%









The top three responses were “I travel on Kingston Road” at 78%, “I shop/dine on Kingston Road” at 46% and “I live on Kingston Road” at 34%.

How do you typically travel on or around Kingston Road? | n=2219

	% of responses	%
Drive		88%
Walk		49%
Public transit		31%
Cycle		27%
Taxicab / Private Transportation Company (PTC)		8%
Other (please explain):		1%
Wheelchair or assistive mobility device		1%









Top responses were Drive at 88%, Walk at 49%, Public transit at 31% and Cycle at 27%. Of those respondents who cycle on Kingston Road, 74% also drive on Kingston Road.

What best describes your gender? | n=2043

	Count	% of responses	%
Woman	921		45%
Man	887		43%
Trans Woman	7		0%
Trans Man	9		0%
Gender Non-Binary (including gender fluid, gender queer, androgynous)	21		1%
Two-Spirit	4		0%
Not Listed (please describe):	24		1%
Prefer Not to Answer	170		8%













Only 2% more survey respondents identified as men then women. About 2% responded with other options and 8% prefer not to answer.

What is your age? | n=2045

	Count	% of responses	%
9 or younger	1		0%
10-19	24		1%
20-29	211		10%
30-54	1.1k		54%
55-64	339		17%
65-74	185		9%
75+	49		2%
Prefer Not to Answer	130		6%

Most respondents were between 30 and 54. 11% of respondent were under 30.

How did you hear about this project? | n=2036

	% of responses	%
Social media - advertisement		31%
Social media - other		30%
Friend, family, or neighbour		18%
Sign on the street		11%
Other e-mail list (e.g., community association)		11%
Flyer notice		7%
City of Toronto email		6%
City of Toronto website		5%
My City Councillor		5%
Other (please explain):		4%
News story		3%
Other website		1%

N 2k

About 60% of survey respondents heard about this consultation through social media as an ad or otherwise. Word of mouth, signs on the street, email lists and flyers accounted for other ways of learning about the consultation.