



Rathburn Road Bikeway and Safety Improvements

Public Consultation Report
November 2025

Contents

Consultation Summary	2
Project Overview	3
Overview of Communications and Consultation Activities	3
Communication Activities	3
Consultation Activities	4
What We Heard	5
Survey	5
Public Drop-in Event	9
Interest Group Feedback	10
Additional Feedback	10
Appendices	12

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Consultation Summary

Public consultation for the Rathburn Road Bikeway and Safety Improvements project took place from October 16 to November 9, 2025. During public consultation, members of the public and interest groups were provided with opportunities to provide feedback on proposed changes via interest group meetings, public drop-in event attended by 34 people, pop-up engagements, survey which received 164 responses, and 14 comments received via email/phone.

Communications to inform the public and interest groups about the project and opportunities to participate included the project web page, targeted emails to project interest groups, 8,270 printed notices distributed by a private flyer delivery company, and signage throughout the project area.

Overall, public feedback was supportive of the proposed changes, with the majority agreeing that the proposed changes on Rathburn Road would improve safety and comfort for all road users.

In Segments 1 and 2, from Melbert Road to The West Mall, participants noted support for reducing traffic speeds along Rathburn Road and improving the connection to other cycling infrastructure in the area. Some participants noted that one-way cycle tracks on either side of Rathburn Road would be preferable for people cycling westbound and through intersections, while some preferred placing the bi-directional bikeway on the north side to be closer to schools and to connect to Centennial Park.

Other participants were unsupportive of the proposed changes and raised concerns about if the proposed bikeways and narrower lanes would increase traffic congestion on Rathburn Road.

Survey participants who live on Rathburn Road were generally divided on the project and were either supportive or unsupportive of the proposed bikeway.

In Segment 3, from the The West Mall to The East Mall, most survey respondents expressed the need for cycling infrastructure to ensure safety for people cycling. Participants noted that this section is more dangerous than Segments 1 and 2 due to high speeds and motor vehicles merging from the highway.

For more information about the project visit: [Toronto.ca/RathburnRoad](https://toronto.ca/RathburnRoad)

Project Overview

The Rathburn Road Bikeway and Safety Improvements project proposes cycling and road safety improvements on Rathburn Road from Melbert Road to The East Mall. The City is planning to resurface the road and replace substandard water services in 2027 providing an opportunity to make improvements to safety and connectivity for all road users. The proposed changes are part of the Council approved 2025-2027 Cycling Network Plan and support the City's commitment to the Vision Zero Road Safety Plan. No vehicle lanes are proposed to be removed.

This report summarizes consultation activities and feedback received during the public



Map of project area and proposed changes

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 webpage at toronto.ca/RathburnRoad
- Hand-delivered notices to residential properties along Rathburn Road on October 10
- Notices delivered by private flyer delivery company (8,270 addresses in study area)
- Email to interest group list including resident associations, community groups, organizations, businesses, institutions and elected officials (58 contacts)
- Individual meetings/discussions with five institutions along Rathburn Road
- Two pop-ups at Etobicoke Olympium on October 23
- Social media posts on the City's Get Involved, and Cycling and Pedestrian Projects accounts (X, Instagram)
- 18 signs posted along Rathburn Road



Pop-up at Etobicoke Olympium on October 23, 2025 and sign posted on Rathburn Road



Public Drop-In Event at Etobicoke Olympium on October 30, 2025

Consultation Activities

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

Activity	Date	Participation
Public Drop-In Event	October 30	34 attendees
Interest Group Meetings/Discussions	October 17 – November 4	Five institutions: - Seneca School - Nativity of Our Lord Catholic School - Nativity of Our Lord Parish - The Church of Jesus Christ of Latter-day Saints - Church of Christ the King
Online Survey	October 9 – November 9	164 responses
Email/Phone	September 29 – November 9	14 comments received

What We Heard

Bikeway Design

- Change the bikeway to a uni-directional (one-way) cycle track on both sides of Rathburn Road to improve safety for people cycling and better connect to existing cycling routes.
- Place the bi-directional (two-way) cycle track on the north side instead to be closer to schools and connect to Centennial Park. A north side bikeway would also be safer for people cycling, as there is a busy shopping plaza on the south side.
- Proposed bikeway should not have a barrier like those on Mill Road.

Changes to Segment 3

- Improved safety is needed for pedestrians and people cycling in Segment 3.
- This segment is more dangerous than Segments 1 and 2 due to high speeds and motor vehicles merging from the highway.
- This segment needs a safe crossing for pedestrians and people cycling and should be completed sooner.

Improved Cycling Connectivity

- Support for improving the cycling connection along Rathburn Road and to key destinations such as Centennial Park and the Etobicoke Olympium.
- Support for building out the broader City cycling network.

Traffic Congestion

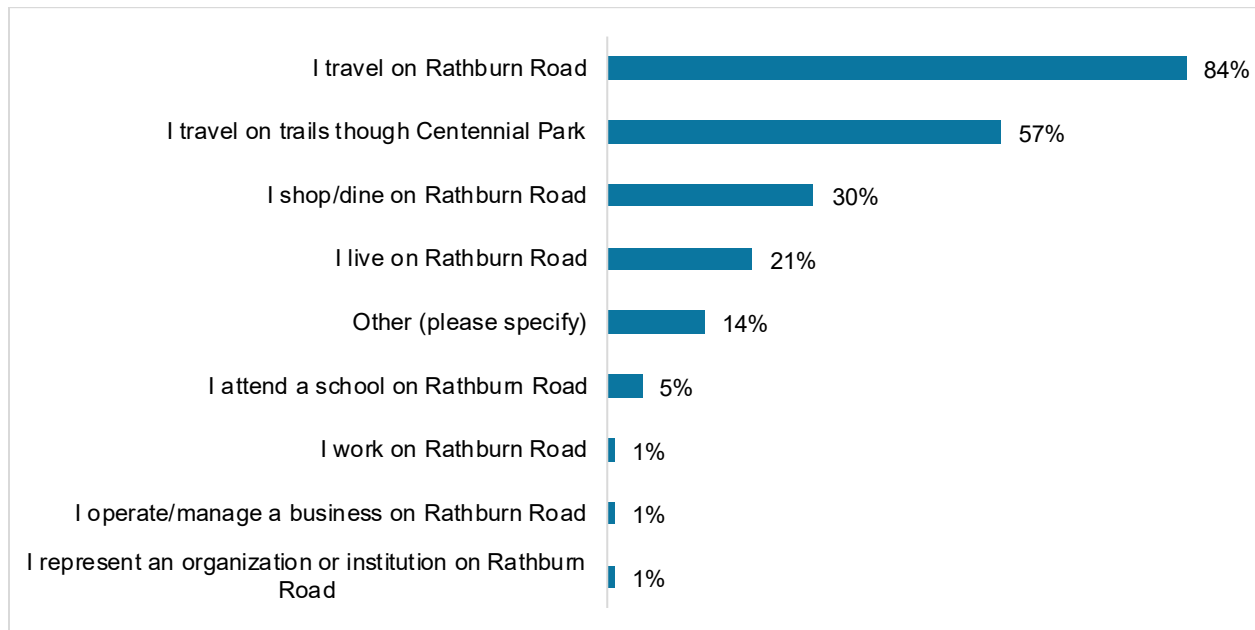
- There were concerns the proposed bikeway and lane narrowing would increase traffic congestion and the risk of accidents along Rathburn Road.

Survey

The survey was available online and in print format and included background information on the project. The questions included 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.

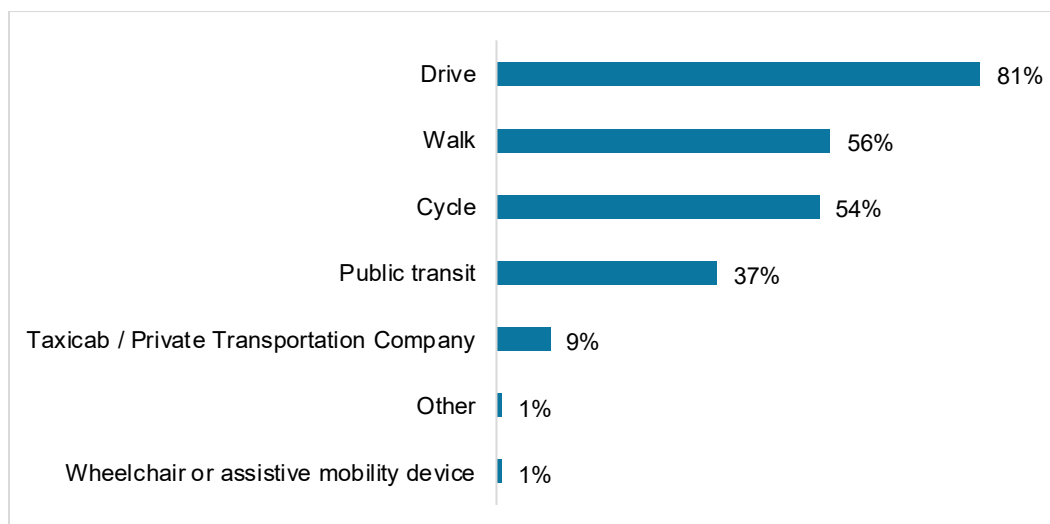
Responses received to each question are presented in this section.

Question: Which statements describe your relationship to Rathburn Road between Melbert Road and The East Mall? Select all that apply.



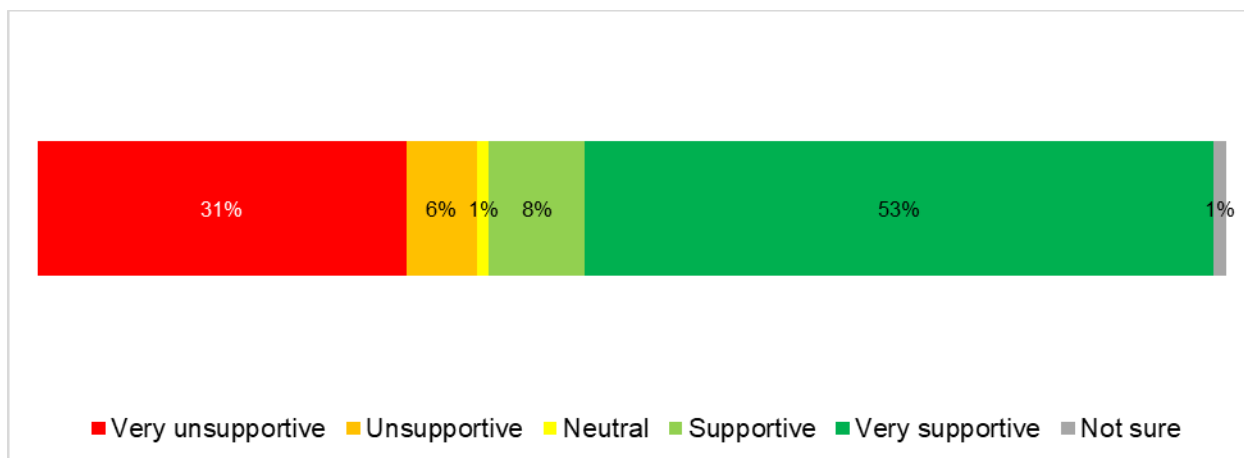
There were 164 respondents to this question, with 84% of respondents indicating they travel on Rathburn Road, 57% travel on trails through Centennial Park, and 30% shop/dine on Rathburn Road. A total of 21% of respondents indicate they live on Rathburn Road.

Question: How do you typically travel on or around Rathburn Road? Select all that apply.



There were 164 respondents to this question, with 81% of respondents indicating they drive on Rathburn Road, 56% walk, and 54% cycle. A total of 37% of respondents indicate they travel on or around Rathburn Road using public transit.

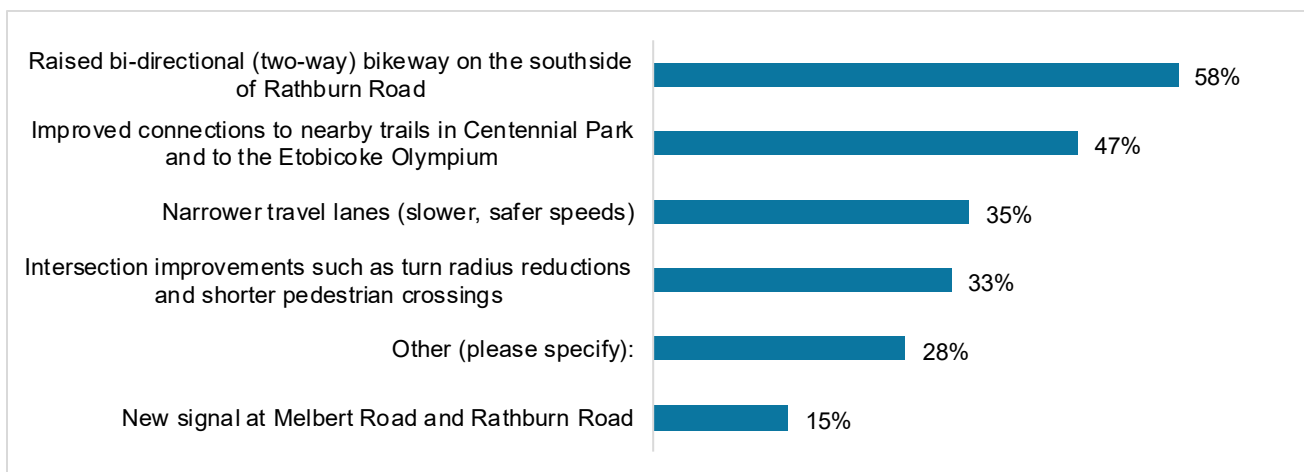
Question: Overall, do you agree that the proposed changes on Rathburn Road between Melbert Road and The West Mall will improve safety and comfort for all road users? This includes people driving, people using transit, people cycling, and people using the sidewalk.



There were 159 respondents to this question, with 61% of respondents very supportive or supportive, and 37% very unsupportive or unsupportive. 1% of respondents were neutral and 1% were not sure.

Respondents who indicated they live on Rathburn Road were generally divided on the project, with 35% very supportive or supportive and 59% very unsupportive or unsupportive.

Question: What do you like about the proposed changes for Rathburn Road between Melbert Road to The West Mall? Select your top three.



There were 159 respondents to this question, with the majority selecting these three improvements as most important:

1. Raised bi-directional (two-way) bikeway on the southside of Rathburn Road
2. Improved connections to nearby trails in Centennial Park and to the Etobicoke Olympium
3. Narrower travel lanes (slower, safer speeds)

Several respondents noted in the “Other” section that they disagreed with the project and preferred no changes to the area. Some specified concern that the proposed changes would lead to traffic congestion. A few respondents expressed support for the traffic signal and suggested aligning the driveway at Etobicoke Olympium with the signal at Melbert Road. There

was also a suggestion to add designated left turn lanes and signals at The West Mall and The East Mall.

Question: Please share any brief general comments about the proposed changes in Segments 1 and 2. Describe any specific location suggestions and considerations.

There were 92 respondents to this question. Some common reasons noted for supporting the project included:

- Reducing motor vehicle speeds along Rathburn Road
- Improving safety for pedestrians and people cycling
- Growing the City cycling network (e.g. from Mississauga to downtown Toronto) and improving the connection to other cycling infrastructure
- Maintaining existing number of motor vehicle lanes
- Providing connection from Martin Grove Road to Centennial Park

Some common concerns about the project included:

- Increased traffic congestion and motor vehicle incidents on Rathburn Road due to proposed bikeways and narrower lanes
- Bikeway would lead to more accidents due to crossing the busy/restrictive entrance to shopping plaza on south side
- Bikeway would be used mainly by e-bikes/e-scooters going at high speeds
- Perceived impact to timely emergency access to homes and businesses in the area
- Potential disruptive construction
- New changes and signage would confuse and complicate traffic
- Issues with snow clearing on bikeway and impact to homes on south side of Rathburn Road
- Impacts to retaining walls at Renforth Road and at Church of Christ the King
- Turn radii reductions would impede proper driving and create potentially dangerous congestion at intersections
- Perceived low number of people cycling in the area

Some suggestions for the project include:

- Adding one-way cycle tracks on either side of Rathburn Road instead of the bi-directional bikeway on south side
- Placing the bi-directional bikeway on the north side instead of the south side to make it easier for people cycling to connect to other bikeways, be closer to schools, and connect to Centennial Park
- Having the bikeway by a grass area like from Etobicoke Olympium to Mill Road
- Building island bus stops to improve access to public transit
- Changing Segment 2 crosswalk to a signal for pedestrian safety, including seniors and children going to the church and school. Also adding a signal for people cycling to allow pedestrians to safely cross the new bikeway

Other comments include:

- Concerns about Mill Road bikeway design and barriers
- Some residents noted they did not receive a notice about this project or were only notified the day of the event

Some respondents who indicated they live on Rathburn Road expressed support for the bikeway and safety improvements, while others preferred no changes in the area and expressed concern about the proposed bikeway and lane narrowing causing traffic congestion.

Question: Please share any brief general comments about road safety and cycling in Segment 3.

There were 90 respondents to this question. Most comments were about safety, bikeway suggestions and observations about people cycling in Segment 3.

Some comments about safety include:

- Unsafe for pedestrians and people cycling in this segment as motor vehicles speed while getting on/off the highway
- Unsafe to have bike lanes in this segment as it is very busy with the highway
- Only current safe cycling connection across Highway 427 is at Eglinton Avenue
- Motor vehicles do not look for pedestrians or people cycling when merging or existing from highway
- People cycling must use the sidewalk, which is too narrow, as the road is too dangerous
- This segment is very anti-pedestrian and unsafe especially in the winter
- The crossings on the north side of Rathburn Road are dangerous for pedestrians due to limited visibility and/or high motor vehicle speeds

Some bikeway suggestions include:

- Removing one motor vehicle lane to install a bikeway and prevent conflicts from on/off - ramps
- Preference for bikeway on the north side, or for separated bike lanes on either side of Rathburn Road

Some observations about people cycling include:

- Most people cycling use the sidewalk and would continue to do so
- Amount of people cycling in this segment disproportionally inconveniences people driving or taking transit

Public Drop-in Event

At the October 30, 2025 Public Drop-In Event, attendees were able to view information panels about the project and speak with members of the project team. Participant comments are summarized below:

Topic	Question and Comment Summary
Bikeway Design	- Add separate uni-directional bike lanes on either side of Rathburn Road to make it safer and easier for people cycling to connect to existing bikeways east and west of the project area - Add painted lines without concrete barriers (like those on Mill Road) to ensure proper maintenance of bikeway - Add vertical marker at edge of driveways - Place bikeway on Burhamthorpe Road instead as the road is wider - Have less road space allocated for bikeway
Segment 3	- Segment 3 is dangerous for people cycling and pedestrians because of the highway and needs a safe crossing - A safe crossing over this section would enable access to additional children's programming across the highway - People cycling go through Eglinton Avenue to get to Etobicoke Olympium to avoid this section. - Cycling infrastructure needed to connect to other routes on Rathburn Road and Martin Grove Road - Remove a motor vehicle lane to accommodate people cycling and pedestrians

Topic	Question and Comment Summary
	- Preference to have this segment completed sooner - Slip lanes are dangerous for pedestrians and people cycling - Traffic calming needed around the crosswalk at Highway 427, as people are not paying attention to the signal or crosswalk - Need infrastructure to slow down speeding drivers coming off the highway. - Extend bikeway through this segment on south side
Safety	- Ensure there are no blind spots for pedestrians and people cycling - Lane narrowing will lead to more motor vehicle accidents
Maintenance	- Concern about issues with snow clearing on bikeway
Intersection Improvements	- Realign Etobicoke Olympium driveway with the intersection - Convert west portion of median to an eastbound dedicated right turn lane at Rathburn Road and Melbert Road - Preference for no turn radii reductions - Support for smaller intersections
Speeding	- Increase speed limit to 50 km/h along Rathburn Road - Speeding is an issue even with a crossing guard in the area
Cycling Connection	- Add direct connection to Centennial Park - Improve connection from Rathburn Road to Etobicoke Creek Trail - Extend multi-use trail from Centennial Park to Renforth Road - Finish all segments to connect The East Mall to Mill Road
Signal	- Implement an advanced left turn (green arrow) for all directions and a fully protected right turn signal phase for eastbound at Rathburn Road and Renforth Drive - Convert pedestrian crossing to midblock pedestrian/traffic signal in front of Church of Christ the King
Greenery	- Bikeway may affect trees and utilities on south side - Retaining wall east of Highway 427 might present an issue, and moving it may lead to tree removals
Other	- Concerns about Mill Road bikeway design - Some attendees did not receive a notice about this project or were only notified the day of the event

Interest Group Feedback

During the meetings with interest groups along Rathburn Road from October 17 – November 4, participants were generally supportive of the proposed changes. Some had questions about construction timing and impacts, as well as maintaining access to buildings during construction. There was support for the new signal and crossing at Melbert Road and Rathburn Road.

Additional Feedback

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

Topic	Comment Summary
Bikeway Design	- People cycling across the busy shopping plaza on the south side will lead to accidents - would support a bikeway on north side instead - Add uni-directional bikeways on either side of the road, as it is safer for people cycling to go with the flow of traffic - Place bikeway on the north side of Rathburn Road instead to improve connectivity between Centennial Park and West Deane Park without needing to cross south at Melbert Road, and back north again at The East Mall

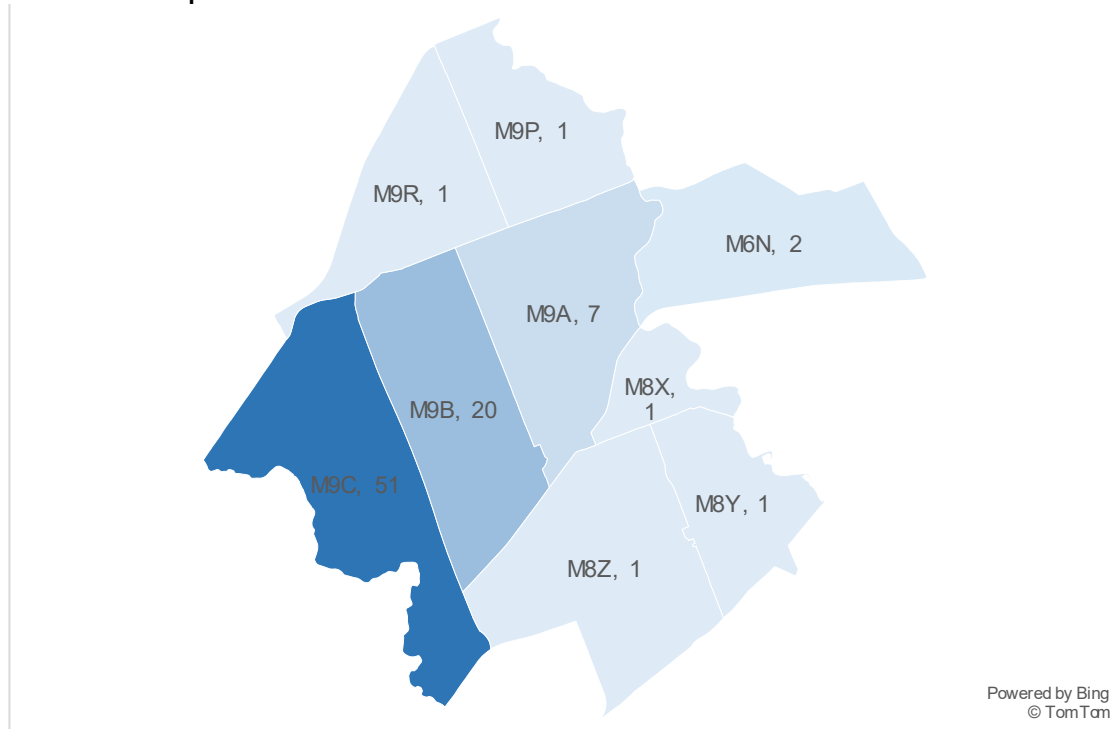
Topic	Comment Summary
Bikeway	- Bikeway will lead to more conflicts and accidents with cyclists - Opposition to bike lanes in general as it provides cyclists too much agency and would be rarely used - People cycling should be licensed and have insurance
Cycling Connection	- Support for multiple cycling connections to Centennial Park - Add a seamless connection between the proposed bikeway and the expanded Centennial bikeway, which stops short of Melbert Road at the Etobicoke Olympium driveway
Signal	- Motor vehicles turning southbound onto Melbert Road from Rathburn Road at the proposed signalized intersection may not be able to complete their turn safely due to parked cars on both sides of Melbert Road during busy days at the Etobicoke Olympium - Support for stop light at Melbert Road
Lane Narrowing	- Lane narrowing will not be safe for motor vehicles as they must travel closer together, and as speeds change from 50-60 km/h to 40 km/h along Rathburn Road - Lane narrowing would impact emergency vehicles - Reducing space would lead to more accidents
Other	- Concerns about Mill Road bikeway design - Some residents did not receive a notice about this project or were only notified the day of the event

Appendices

Appendix A: Survey Participant Profile

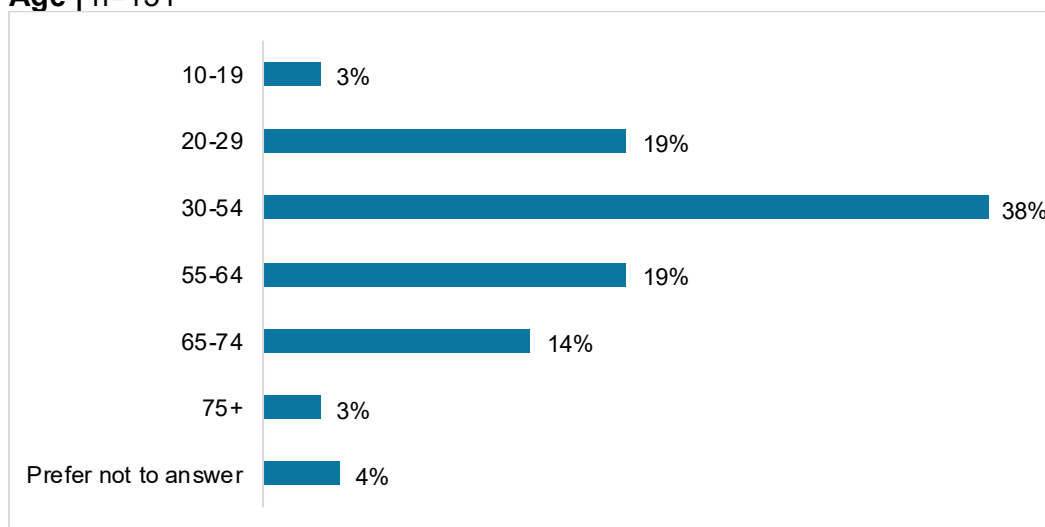
A total of 164 survey respondents provided demographic information described below.

Postal Code | n=164



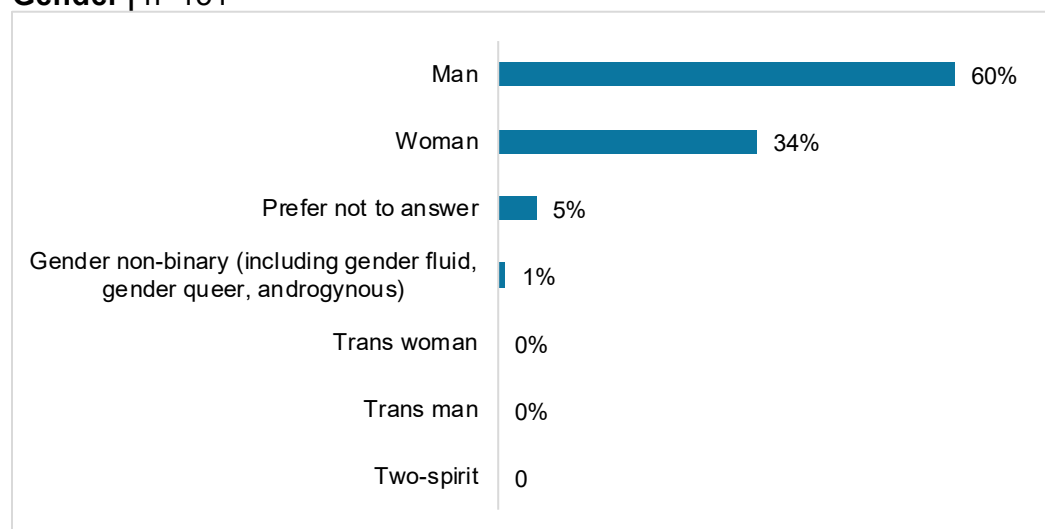
Most of all survey respondents (71%) live in or near the study area (M9C and M9B), with other respondents scattered across the city.

Age | n=151



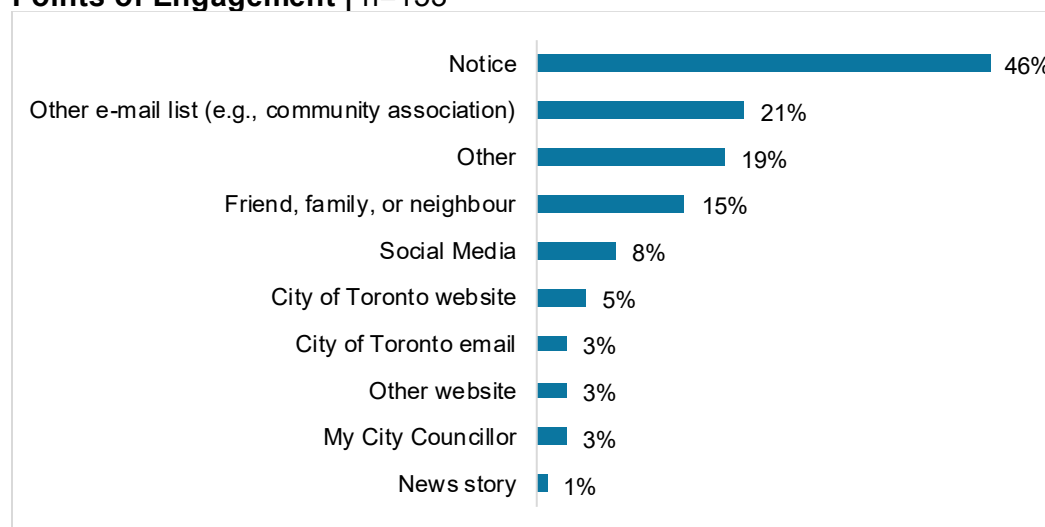
Most survey respondents are in the working age category. Compared to the latest census data, there were fewer respondents from people 65 years and older (around 22% of the Eringate-Centennial-West Deane population).

Gender | n=151



More than half of survey respondents identified as men, followed by women and some participants who chose not to answer. Compared to the latest census data, there was much stronger participation from men (48% of Eringate-Centennial-West Deane population) compared to women (52% of Eringate-Centennial-West Deane population).

Points of Engagement | n=153



Most survey respondents heard about this consultation by the notice delivered to the project area, followed by other mailing lists, other sources (such as pop-ups) and through a friend, family or neighbour.