

Artist's rendering of Trethewey Drive at Tedder Street

# **Trethewey Drive Cycling Connections and Intersection Safety Improvements Public Consultation Report**

November 2025

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# Consultation Summary

Phase 2 public and interest group consultation took place from October 15 to November 9, 2025. Consultation activities included an in-person public meeting, an online survey, and comment tracking. A total of 20 people attended the in-person public meeting and 264 responses were received to the survey, along with seven (7) people providing comments by phone and email.

Communications to inform the public and interest groups about the project and opportunities to participate included a project web page, targeted emails to local interest groups, 5,000 notices distributed throughout the project area via private delivery company, and social media posts. Large on-street engagement signs (20) were also posted on utility poles along the corridor. Letters were sent to three (3) property owners about potential impacts to the City's right-of-way adjacent to their properties including landscape features and five (5) City trees. Overall, there was mixed feedback for the project.

For Segment A, supportive feedback included comments that the bi-directional cycle track matched the roadway characteristics of Trethewey Drive and the improved cycling connection to Weston Cycling Connections, as well as improved safety at intersections. Concerns were raised about road narrowing and its impact to motor vehicle traffic flow on Trethewey Drive and whether the proposed changes would increase motor vehicle traffic congestion. Residents expressed concerns about the speed limit reduction, and feedback was given that the cycle tracks should extend on Trethewey Drive to Eglinton Avenue West, instead of going through Clearview Heights and Coronation Park.

For Segment B, supportive feedback included comments about the need for a safe connection to Eglinton Avenue West, public transit, and other cycling routes. Some concern was expressed that shared on-street pavement markings on Clearview Heights to the multi-use trail in Coronation Park were not adequate for cycling safety and that if high amounts of cyclists use this connection, there could be conflicts on the multi-use trail.

For Segment C, feedback supported the optional connection on Clearview Heights, including the shared on-street pavement markings west of Trethewey Drive and the contra-flow bicycle lane to Freeman Road east of Trethewey Drive. There were requests made to extend the contra-flow lane on Clearview Heights all the way to Keele Street. Concerns expressed that physical separation was preferred to support cycling safety and future volumes of people using the bikeway.

Further details on the project can be found at [toronto.ca/Trethewey](https://toronto.ca/Trethewey).

# Project Overview

The City of Toronto is proposing a new cycle track on the south side of Trethewey Drive between Jane Street and Clearview Heights, intersection safety improvements along Trethewey Drive, and shared lane markings and connections along Clearview Heights, through Coronation Park and along Municipal Drive to connect to Eglinton Avenue West. There will be no reduction in vehicle lanes or parking.

## 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/Trethewey](https://toronto.ca/Trethewey) (786 unique visits)
- Notice delivered through private delivery service (5,000 addresses in the project area)
- E-notification to project subscribers (45 contacts)
- Email to interest groups including residents associations, community groups, organizations, institutions and elected officials (19 contacts)
- Social media posts @TO\_Cycling
- On street signage (20 signs)
- Letters to three (3) potentially impacted property owners

### Trethewey Cycling Connections and Intersection Safety Improvements

The City of Toronto is proposing a new cycle track on the south side of Trethewey Drive between Jane Street and Clearview Heights, intersection safety improvements along Trethewey Drive, and shared lane markings and connections along Clearview Heights, through Coronation Park and along Municipal Drive to connect to Eglinton Avenue West.

There will be no reduction in vehicle lanes or parking.



#### Provide Feedback

Complete the online survey by:  
November 9, 2025  
[toronto.ca/Trethewey](https://toronto.ca/Trethewey)

#### Attend the Event

October 29, 2025  
7 – 9 p.m.

Charles E. Webster Public School  
1900 Keele Street Toronto. M6M 3X7

Learn More and Receive Updates  
[toronto.ca/Trethewey](https://toronto.ca/Trethewey)



Call **311**

Example of signage posted in project area



Photo from public meeting, October 29, 2025

## Consultation Activities

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

Activity	Date	Participation
Public Meeting	October 29, 2025	20 attendees
Online Survey	October 15 - November 9 2025	264 responses
Email/Phone	October 15 - November 9 2025	7 comments received

## What We Heard

- Supportive feedback that this area was not well served with bike lanes, and that the proposed design of the bi-directional cycle track was appropriate for Trethewey Drive, and improved cycling connections to nearby bikeways and Eglinton Avenue West
- Concern over high motor vehicle speeds on Trethewey Drive and support for measures to reduce motor vehicle speed
- Concern was raised that physical separation was preferred over shared lane pavement markings, to support cycling safety and future volumes of people using the bikeway

## 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.

A total of 264 responses were received. In the analysis of the survey results, it was observed that multiple responses from the same IP addresses were received consecutively and in rapid succession. Responses received to each question are presented in this section.

See Appendix for survey participant profile.

### **Question: Overall, do you agree that proposed changes on Trethewey Drive, Clearview Heights (west of Paulson Road), Coronation Park and Municipal Drive will improve safety for road users?**

The response to this question shows 51% very supportive or supportive of the proposed changes; 2% neutral and 47% unsupportive or very unsupportive. Six respondents were not sure or preferred not to answer. Where repeat entries are removed in the analysis, the response rate changes to 70% very supportive or supportive of the proposed changes; 5 % neutral and 26% unsupportive or very unsupportive.

The most common reasons for support included:

- Protected cycle tracks provide increased safety on Trethewey Drive, where motor vehicles frequently travel at high speeds
- This area has very little cycling infrastructure, and a safe option will encourage more people with families or young children who otherwise wouldn't consider biking, to cycle to neighbourhood areas such as transit stops, parks and libraries
- Trethewey Drive is an important connecting route between Jane Street and Eglinton Avenue West and key TTC points
- Reducing speeds on Trethewey Drive and intersection improvements will increase safety for pedestrians

The most common reasons for not supporting included:

- Concerns about any reduction in the width of a motor vehicle lane will result in increased traffic congestion
- Concerns about snow removal on the cycle track in the winter
- Preference for funds to be spent on community programming or enforcement of speeding instead

**Question: What do you like about the proposed changes for Trethewey Drive? Select your top three.**

The top three responses for what respondents like most about the proposed changes shows 49% for on-street bi-directional cycle track (protected two way bicycle lane with physical separation), 42% prefer no changes and 37% for improved cycling connections (e.g. to Weston Cycling Connections and Eglinton Avenue West). Where repeat entries are removed the top three responses included on-street bi-directional cycle track (protected two-way bicycle lane with physical separation), improved cycling connections (e.g. to Weston Cycling Connections and Eglinton Avenue West) and improved safety at intersections.

**Question: What concerns do you have about proposed changes for Trethewey Drive? Select your top three.**

The top three responses for what concerns respondents had about the proposed changes shows 45% prefer no changes, 20% listed other concerns, and 14% for maintaining the number of vehicle lanes. Where repeat entries are removed in the analysis, the top three concerns remain the same.

The most common reasons for support included:

- A safe connection for cyclists to Eglinton Avenue West cycle tracks and Light Rail Transit

The most common reasons for not supporting included:

- Concerns about the safety of shared lane pavement markings not being sufficient to protect cyclists
- Concerns about conflicts of users on the multi-use trail
- Concerns about lack of lighting in Coronation Park and general safety on Clearview Heights

**Question: Do you support the optional connections on Clearview Heights?**

For the segment west of Trethewey Drive with shared lane pavement marking, the initial response rate shows 43% were very supportive or supportive of the proposed changes; 9% were neutral and 53% were unsupportive or very unsupportive. For the segment east of Trethewey Drive with a contra-flow bicycle lane, 49% were very supportive or supportive of the proposed changes; 5% were neutral and 45% were unsupportive or very unsupportive.

Where repeat entries are removed in the analysis, the response rate changes for the segment west of Trethewey Drive to 60% very supportive or supportive; 13 % neutral and 27% unsupportive or very unsupportive. For the segment east of Trethewey Drive with a contra-flow bicycle lane, the level of support changes to 69%, with 8% neutral and 23% unsupportive or very unsupportive.

The most common reason for support included:

- A safe connection for cyclists to Freeman Road and eventually Keele Street

The most common reasons for not supporting included:

- Concern that physical separation was preferred to support cycling safety and future volumes of people using the bikeway
- Area does not have that many cyclists and investment should instead be on transit

## Public Consultation Event

The public consultation event held on October 29, 2025 included a presentation and a drop-in. Attendees were able to view information panels and draft design plans and speak with members of the project team. Participant comments are summarized below:

Topic	Comment Summary
Support for project	<ul style="list-style-type: none"> <li>- Supportive of improved cycling connections in this area</li> <li>- In favour of proposed design</li> <li>- Provides an accessible, safe connection to Trethewey and neighbouring streets</li> <li>- Support for optional connection along Clearview Heights to extend to Freeman Road</li> <li>- Support for bi-directional bike lane</li> </ul>
Coronation Park	<ul style="list-style-type: none"> <li>- Requests for better lighting on the multi-use trail in the park</li> </ul>
Roadway Improvements	<ul style="list-style-type: none"> <li>- Request for guard rail on north west corner of Greenbrook Drive and Trethewey</li> </ul>
Bikeway design	<ul style="list-style-type: none"> <li>- Requests for bike lane to extend on Trethewey Drive, east of Clearview Heights to Eglinton Avenue West</li> </ul>
Tree and greenery impacts	<ul style="list-style-type: none"> <li>- Concern about trees and shrubbery affecting sightlines at Greenbrook Drive</li> <li>- Request to not remove trees in front of 83 Trethewey Drive. If tree removal happens in front of properties, ensure that replacement planting happens</li> <li>- Request that any trees planted be native species</li> </ul>
Traffic signals and turn lanes	<ul style="list-style-type: none"> <li>- Support for dedicated right-turn lanes and bus bays</li> <li>- Request to remove midblock signal between Tedder Avenue and Chiswick Avenue, move to one of those streets</li> <li>- Request to put right-turn lane from Trethewey southbound onto Clearview Heights</li> <li>- At Black Creek Drive, northbound hatched area should be two lanes as left lane always backs up</li> <li>- Concern about length of traffic signals at Brookhaven Drive</li> </ul>
Speeding	<ul style="list-style-type: none"> <li>- Not in favour of speed limit reductions on Trethewey Drive</li> </ul>
Cost	<ul style="list-style-type: none"> <li>- Request for a pilot project before spending money on this project</li> </ul>
Unsupportive of project	<ul style="list-style-type: none"> <li>- Not in favour of bike lanes on Trethewey Drive</li> <li>- Concern that cyclists don't follow road safety laws</li> <li>- Climate isn't suitable for all year cycling</li> <li>- Concerns about snow removal</li> </ul>
Other	<ul style="list-style-type: none"> <li>- Concern about crime in the park</li> <li>- Request to add median with a jersey barrier to prevent panhandling on median</li> </ul>

## Additional Feedback

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

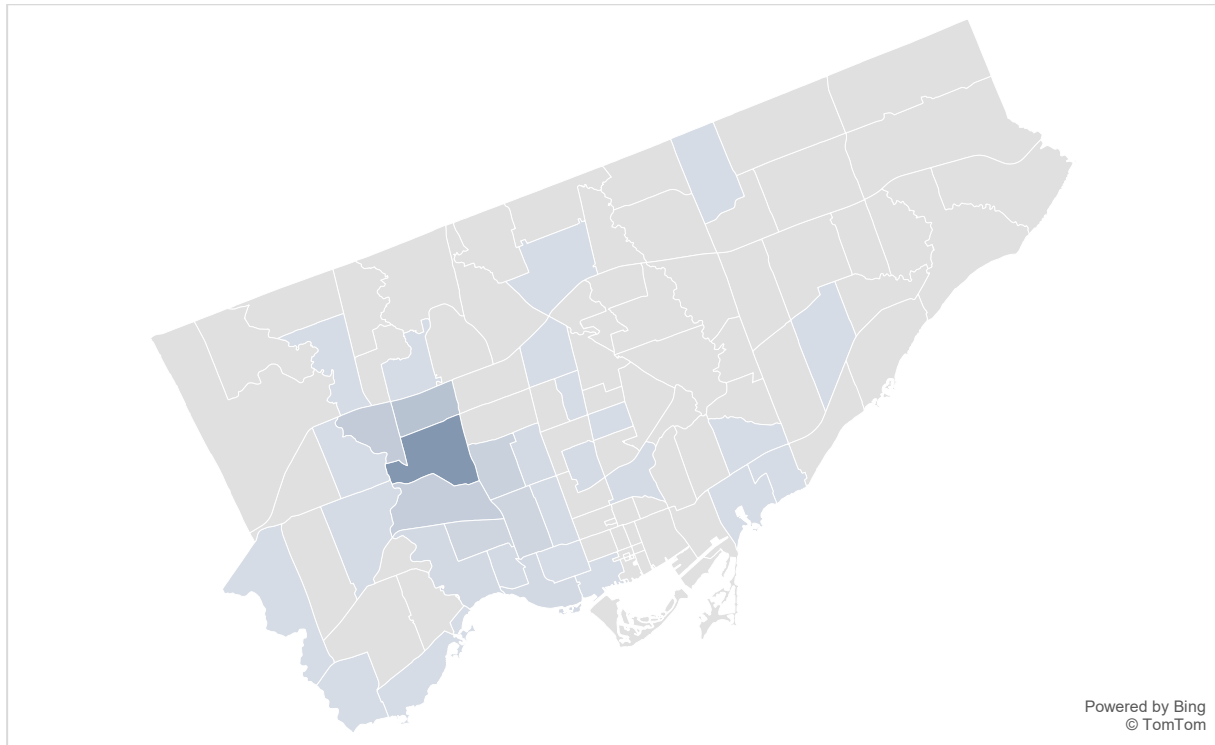
Theme	Comments
Cycling	<ul style="list-style-type: none"><li>- Supportive of bi-directional bike lane</li><li>- Request that bike lane extend on Trethewey Drive to Eglinton Avenue West</li><li>- Concern that addition of bike lanes will impede motor vehicle traffic from moving</li><li>- Request for Denison Road connection to continue on the south side of the street</li></ul>
Speeding	<ul style="list-style-type: none"><li>- Concern about high speeds and high speed turns on Trethewey Drive</li></ul>
Safety	<ul style="list-style-type: none"><li>- Concern about crime rates on Clearview Heights and Coronation Park</li></ul>
Tree impacts	<ul style="list-style-type: none"><li>- Request that any trees removed be replaced</li></ul>

# Appendices

## Appendix A: Survey Participant Profile

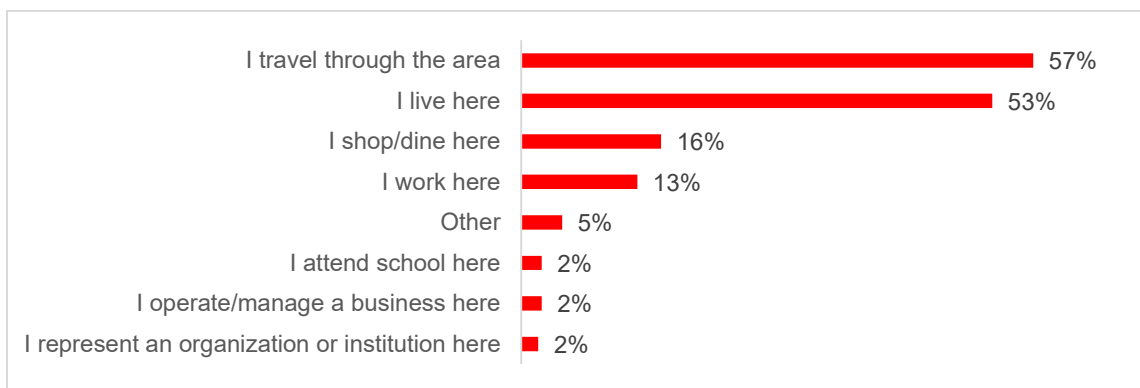
Survey respondents provided optional demographic information described below.

### Postal Code | n=264



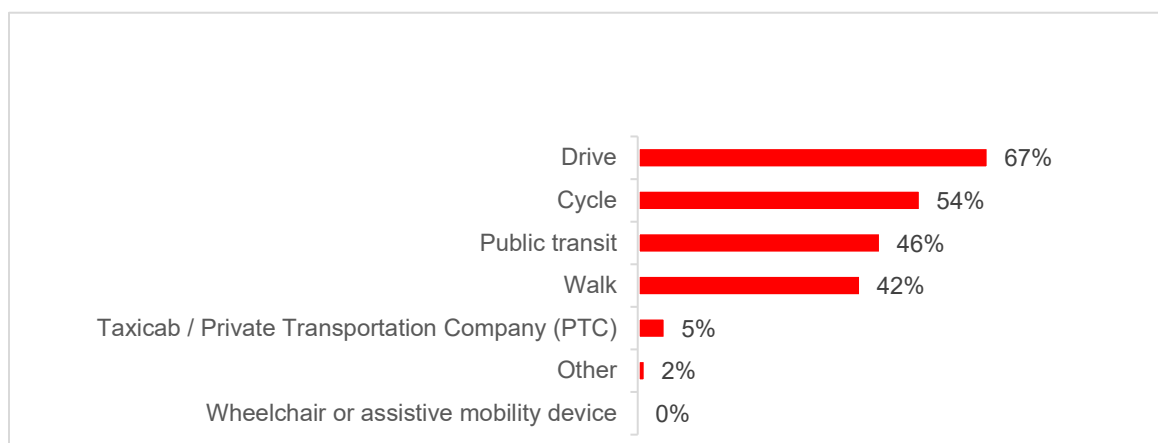
37.5% of survey respondents live in M6M, the project area postal code. 33% live in the York South Weston ward (M6L, M9N or M6N), with other respondents scattered across the city.

### Relationship to the Project Area | n=262



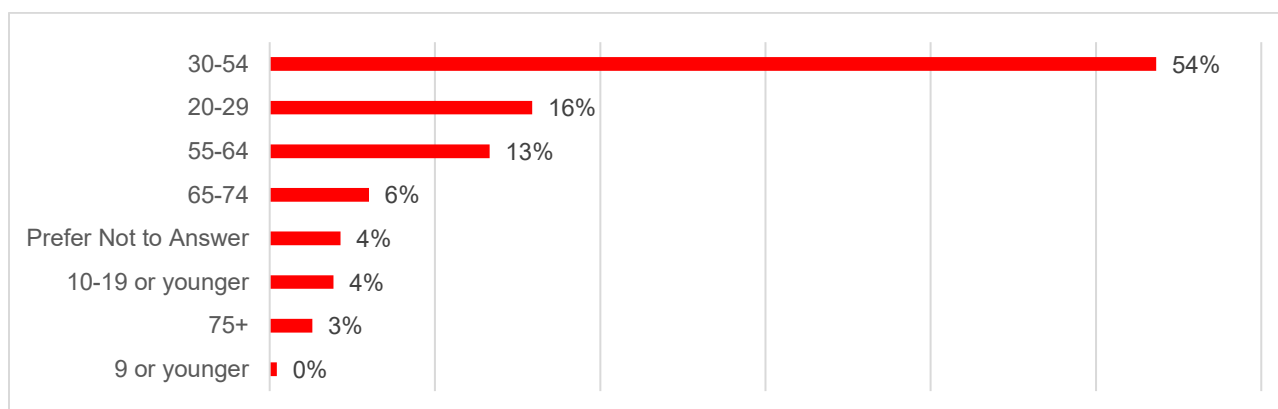
Almost all respondents identified a relationship with the project area. Over half of respondents live and travel through the area, with a smaller number shopping or dining there and working there. Other relationships with the project area that were identified include attending school, operating/managing a business, representing an organization or institution, support elderly family members in the area and have friends in the area.

## Typical Ways of Travelling In/Near the Project Area | n=264



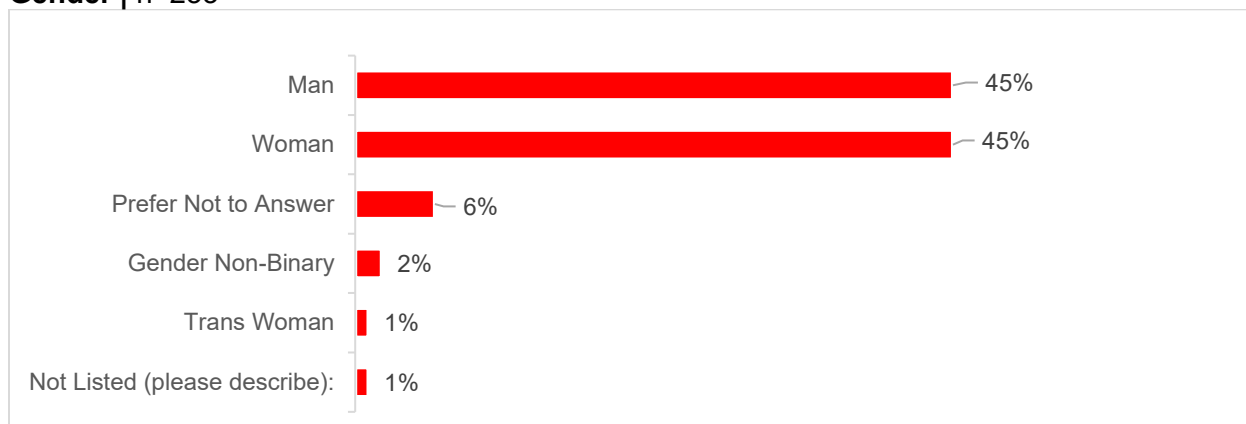
Respondents were able to select all ways of travelling that apply. The most common way of travelling in or near the project area was driving (176 respondents), followed by cycling (142 respondents), public transit, then walking. A small number of respondents travel by taxicabs, e-scooter, or wheelchair or assistive mobility device.

## Age | n=233



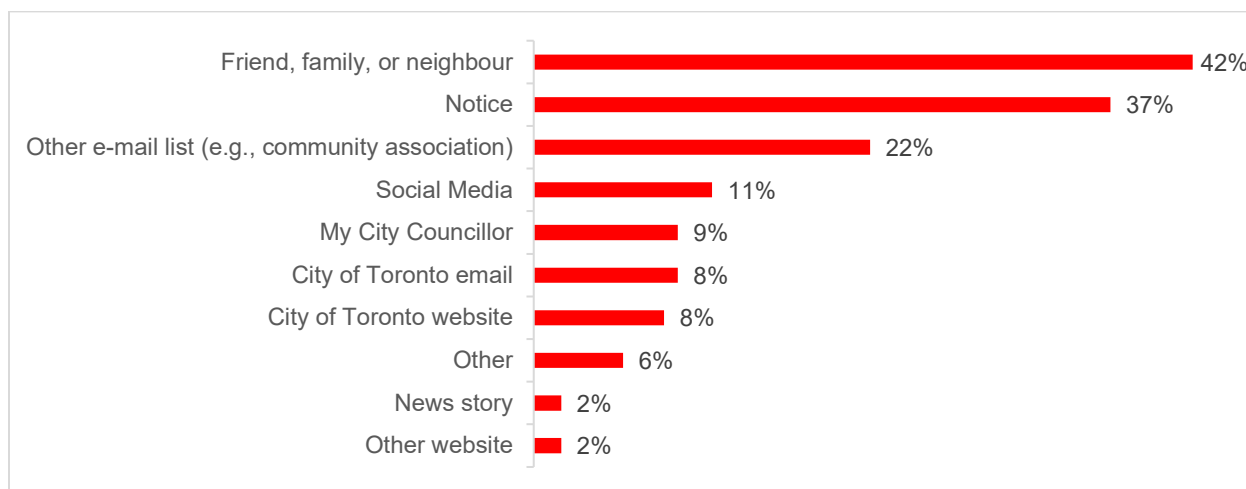
Most survey respondents are in the 30-54 age category.

## Gender | n=233



There were an equal number of survey respondents who identified as women as survey respondents who identified as men. Fifteen respondents chose not to answer, four respondents identified as gender non-binary, and two respondents identified as trans women.

### Point of Engagement | n=227



Most survey respondents heard about this consultation by friend, family or neighbour, notice delivered to the project area, followed by email list, social media and the City Councillor.