

Sloane Avenue Road Safety Improvements

Public Consultation Report
January 2026



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Consultation Summary

Public and interest group consultation for Sloane Avenue Road Safety Improvements project took place from October 6 to November 2, 2025.

Consultation activities included a public drop-in event, feedback survey, comment tracking, and virtual meetings with Sloane Public School and Victoria Village Public School. City staff also participated in Councillor Burnside's Victoria Village Townhall which included a presentation about the project and time for discussion, with over 70 participants. Over a 100 people attended the in-person public drop-in event and 148 survey responses were received, along with 15+ people providing comments through email and phone.

Communications to inform the public about the project and opportunities to participate included a project web page, 2,450 flyers distributed in and around the project area, direct emails to the two schools in the project area and notices posted at schools and the local library.

Overall, residents expressed significant concern regarding the proposed changes. Feedback most frequently expressed concerns about lane width narrowing, physically separated cycle tracks, changes to parking, and overall project costs.

Participants suggested preference for exploring alternatives to constructing physical separated cycle tracks, such as shared lane markings, painted bike lanes, or bikeways only on one side of the street. Several suggested exploring alternative speed reduction measures which do not require narrowing lane widths to the standard 3.3 metres.

Participants speculated that narrowed lane widths may worsen existing congestion at peak-hours, particularly around Sloane Public School during drop-off and pick-up times. Some had concerns about road safety in front the school due to the proposed bikeway, citing increased risk of accidents for students being dropped off.

Some participants expressed concern that the proposed design could reduce driveway access on Sloane Avenue, including impacts for large vehicles, guests, service and delivery vehicles, and reduce accessibility for seniors and people with disabilities. There were other concerns related to possible impacts on City Services, including accessibility and performance of snow removal, waste collection, and emergency vehicle access, as well as TTC bus stop removals and resulting accessibility issues for seniors and those using mobility devices.

Several participants felt that current cycling volumes on Sloane Avenue did not justify installing bikeways and had mixed opinions on whether the existing safety conditions justified speed reduction measures and intersection safety measures. Some participants appreciated the increased cycling connectivity to the Eglinton LRT.

The feedback gathered through this consultation will inform staff recommendations to City Council.

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

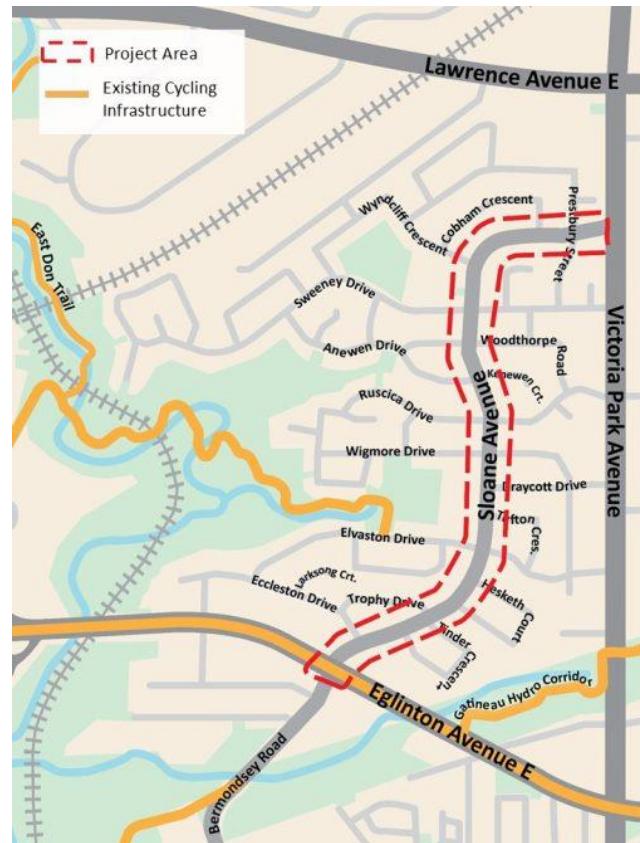
Project Overview

Sloane Avenue Road Safety Improvements proposes road safety improvements and a new bikeway on Sloane Avenue, from Eglinton Avenue East to Victoria Park Avenue.

These improvements are intended to enhance safety for all road users including pedestrians, people who cycle, take transit or drive.

The bikeway would create a new north–south cycling route that serves as an alternative to Victoria Park Avenue, while improving access and safety along Sloane Avenue to the Eglinton Avenue bikeway and nearby trail network.

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



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/SloaneAvenue
- Mailed Notice (2,450 addresses in the project area)
- Direct communication with Sloane Public School and Victoria Village Secondary School
- Notices made available at local schools and library, and Councillor Burnside's Victoria Village Townhall
- Lawn signs posted on Sloane Avenue

Consultation Activities

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

Activity	Date	Participation
One-on-one conversations with schools	October 2, 2025	2 attendees
	October 3, 2025	<ul style="list-style-type: none">○ Principal, Sloane Public School○ Principal, Victoria Village Public School
Public Drop-in Event	October 20, 2025	106 attendees
Online Survey	October 6 – November 2	148 responses
Councillor Burnside's Victoria Village Townhall	October 6, 2025	70+ attendees
Email/Phone	October 6 – November 2	Comments received from 15+ individuals 1 petition signed by 220+ people

What We Heard

- While several participants expressed they would not use a bikeway at all, others supported installing bikeways but had concerns about the proposed physical separation (concrete barriers). Some who cycle on Sloane Avenue preferred the physically separated bikeway citing safer connectivity to Eglinton LRT and increased safety for children.
- Several participants supported the alternative design in front of Sloane Public School, specifically space for pick-up and drop-off and consideration of peak-hour parking utilization. Some were concerned that the drop-off lane being next to the bike lane may lead to safety issues for children being dropped off.
Mixed feedback was received on whether the proposed speed reduction and safety measures were needed. Many supported reduced speeds but felt narrowed lane widths may lead to increased congestion, and intersection safety measures may make navigating the intersection more complicated and unsafe for vehicles.
- Participants who live on Sloane Avenue expressed concerns about reduced driveway access and loss of parking spaces, specifically impacts on large vehicles guests, service and delivery vehicles, and reduced accessibility for seniors and people with disabilities. Some expressed concerns related to possible impacts on City services, including accessibility and performance of snow removal, waste collection, emergency services vehicle access, and parking for Wheel-Trans vehicles.
- Concerns were raised that removing the two TTC stops would reduce accessibility for seniors and people who use mobility aids.

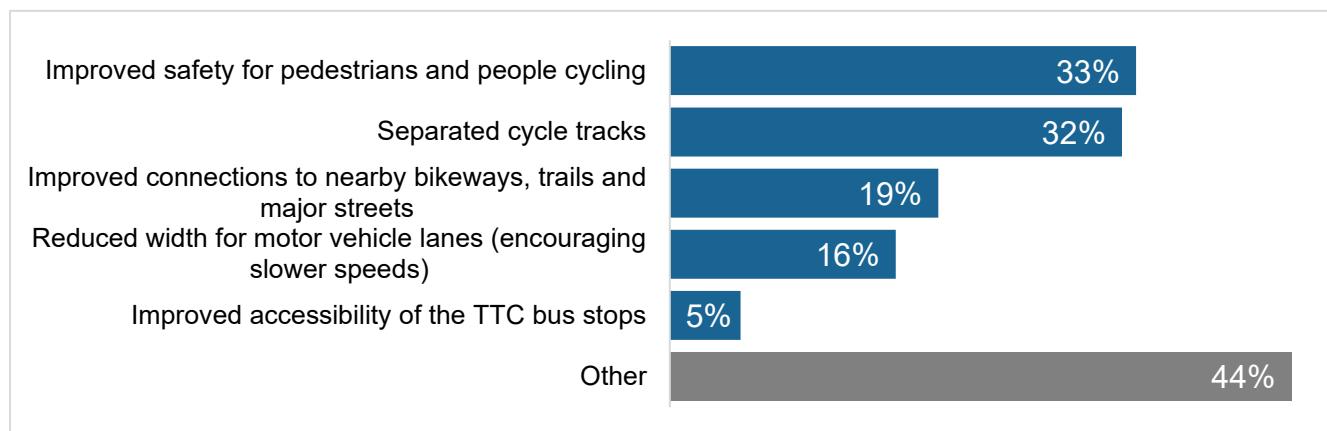
Survey

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.

Proposed Changes: Sloane Avenue from Eccleston Drive to Victoria Park Avenue

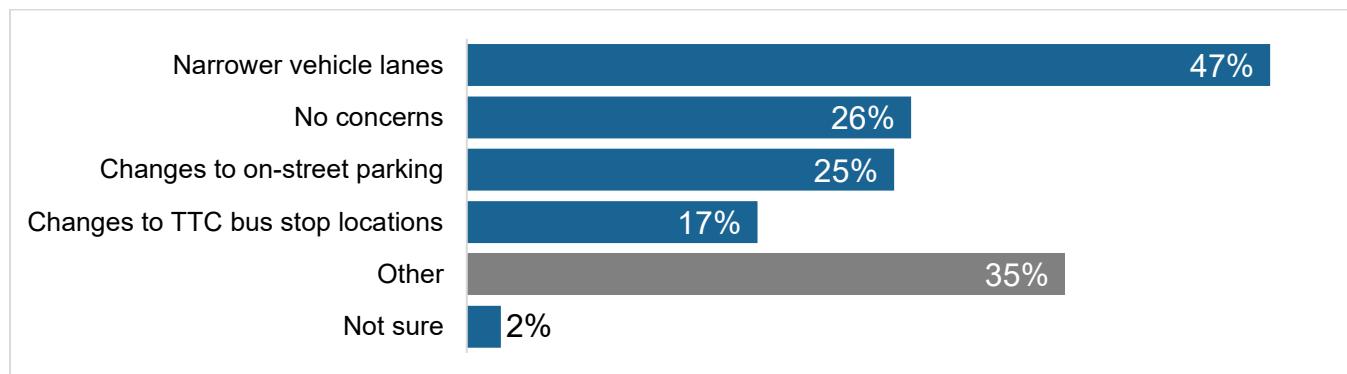
Question: What do you like about the proposed changes for this segment of Sloane Avenue? Select your top two.



There were 135 responses to this question. In response to what they like about the proposed changes, 33% said they liked 'improved safety for pedestrians and people cycling', 32% said they liked 'separated cycle tracks', 19% liked 'improved connections to nearby bikeways, trails and major streets', 16% 'reduced width for motor vehicle lanes (encouraging slower speeds)' and 5% liked 'improved accessibility of the TTC bus stops'.

A total of 44% of the responded selected 'other' and in additional comments, expressed that they do not believe road safety improvements and bikeways are required on Sloane Avenue.

Question: What concerns do you have about proposed changes for this segment of Sloane Avenue? Select your top two.



There were 156 responses to this question. 47% of the respondents selected 'narrower vehicle lanes' as one of their top two concerns, 25% selected 'changes to on-street parking', and 17%

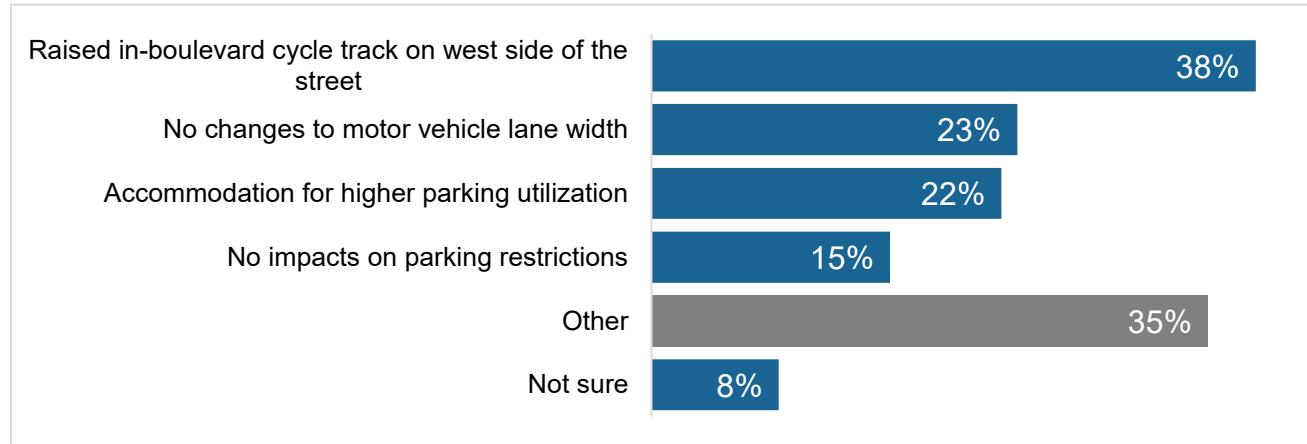
selected 'changes to TTC bus stop locations'. A total of 26% of the respondents said they had no concerns, and 2% said they were not sure.

A total of 35% of respondents selected 'other' and provided the following feedback, which was mirrored in feedback received via 129 additional comments:

- Current road safety conditions and cycling volumes on Sloane Avenue do not justify investments in proposed changes. Respondents suggested allocating the budget to other City priorities and exploring alternative designs or cycling routes.
- Narrowed motor vehicle lanes and addition of physically separated cycle tracks may worsen congestion and increase conflicts between motor vehicles, pedestrians, and people cycling.
- Proposed changes may lead to difficulties with driveway access for residents on Sloane Avenue, and operational challenges for snow removal, waste collection, delivery trucks, school drop-offs, and access for emergency vehicles.
- Concerns about loss of accessible parking spots, guest parking, and parking for delivery vehicles
- Prioritize addressing non-local traffic, which is a major issue in the neighbourhood and leads to congestion, particularly during peak hours.
- Other suggestions included: connecting the bikeways to multiuse trail east of Sloane Avenue, shorter implementation timelines, and considering physically separated tracks only near Sloane Avenue Public School.

Proposed Changes in front of Sloane Public School

Question: What do you like about the changes proposed for this segment of Sloane Avenue? Select your top two.

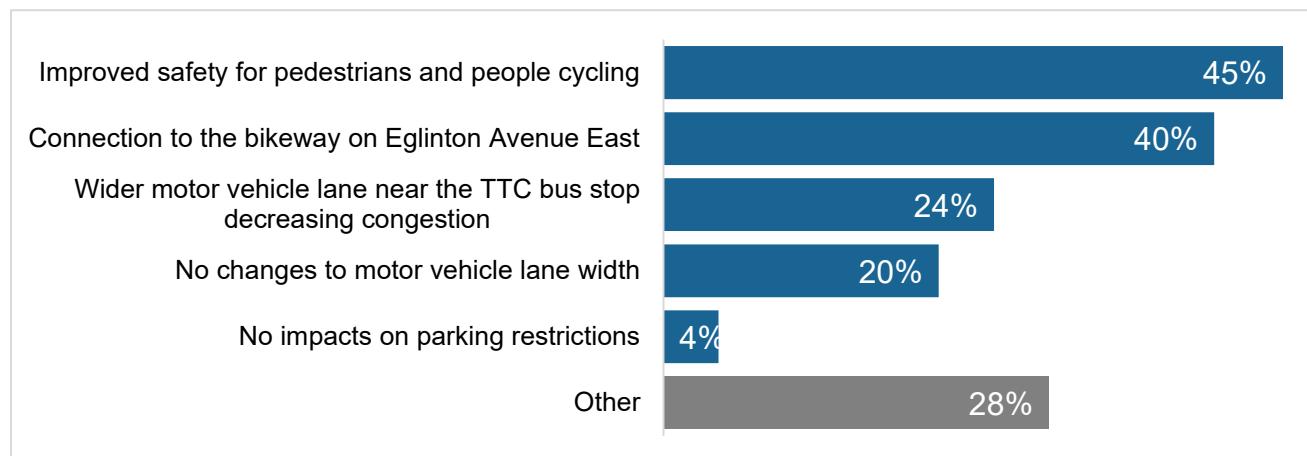


There were 136 responses to this question. In response to what they like about the proposed changes, 38% selected 'raised in-boulevard cycle track on west side of the street', 23% selected 'no changes to motor vehicle lane width', 22% selected 'accommodation for higher parking utilization' and 15% selected 'no impacts on parking restrictions'. 8% said they were not sure.

35% of the respondents selected 'other', and provided the following feedback, which was mirrored in 78 additional comments:

- Respondents who supported the proposed changes in this section liked that the design includes space for pick-up and drop-off, and said bikeways could encourage more kids to bike to school.
- Addition of physically separated cycle tracks may worsen congestion and increase safety concerns, particularly in front of the school where the bikeway is next to the parking area. Need additional measures to avoid conflicts between pedestrians, people cycling, and motor vehicles.
- Current road safety conditions and cycling volumes on Sloane Avenue do not justify investments in proposed changes. Respondents suggested allocating the budget to other City priorities.
- Respondents suggested alternatives to proposed changes, including: reducing speed limit to 30 km/h in school zones, enforcing stop signs and parking regulations, installing a pedestrian crossing, and including speed cameras in the proposed changes.
- Concerns about loss of green space in front of the school and tree removals.
- Concerns about people cycling potentially not complying with traffic regulations, leading to unsafe conditions.

Question: What do you like about the changes proposed for this intersection? Select your top two.



There were 132 responses to this question. In response to what they like about the proposed changes, 45% selected 'improved safety for pedestrians and people cycling', 40% selected 'connection to the bikeway on Eglinton Avenue East', 24% selected 'wider motor vehicle lane near the TTC bus stop decreasing congestion', 20% selected 'no changes to motor vehicle lane width', and 4% selected 'no impacts on parking restrictions'.

Several respondents who selected 'other' said they did not see the need for intersection safety improvements given current safety conditions, and suggested allocating budget to other City priorities.

Question: Do you have any concerns about the changes proposed for this segment of Sloane Avenue?

There were 77 responses to this question, with few respondents saying they had no concerns. Those who had concerns provided the following feedback:

- Current safety conditions at the intersection are satisfactory, and do not justify investment in installing and maintaining proposed changes.

- Proposed changes may worsen congestion and increase safety concerns at the intersection, particularly for motor vehicles. The concrete island may be difficult to navigate because of the unusually wide turn and raised cycle tracks may be challenging to navigate in winters.
- Proposed changes may create operational challenges for snow removal, waste collection, and residential driveway access.
- Respondents also suggested extending cycle route further south on Bermondsey Drive to Forks trail entrance, to ensure that the proposed changes make transition to and from Bermondsey Drive easy, and ensuring cycle route connectivity to Gatineau trail.
- Other suggestions included installing:
 - bike parking at Eglinton LRT station to help commuters biking to the station
 - a protected at-grade Dutch-style junction on left side at the intersection
 - street markings to indicate bicycle crossings for those making a left turn from Eglinton Avenue to Sloane Avenue, and
 - adjusting traffic lights to accommodate more time eastbound for left turns off of Eglinton Avenue onto Sloane Avenue

Question: Please share any additional comments, concerns, observations, or suggestions related to Sloane Avenue Road Safety Improvement Project.

There were 77 responses to this question. The feedback received is summarized below:

Topic	Comment Summary
Cycling Infrastructure	<ul style="list-style-type: none"> - Addition of physically separated cycle tracks may worsen congestion and increase safety concerns. Some participants suggested exploring alternatives design such a shared lane markings - In front of Sloane Public School, the bikeway is next to the parking area, which may lead to conflicts between motor vehicles and people cycling and create unsafe conditions for pedestrians crossing the street - Those who supported proposed bikeway said they liked increased connectivity to the Eglinton LRT, and believed that the bikeway would increase safety for people cycling as well as pedestrians since currently people cycling often use sidewalks - Install cycling infrastructure near Eglinton LRT station, including bike parking and Bike Share stations
Green Spaces	<ul style="list-style-type: none"> - Concerns about removal of tree and green spaces in front of Sloane Public School
Parking	<ul style="list-style-type: none"> - Concern about loss of accessible parking, guest parking, and parking spaces for larger vehicles, including service and delivery vehicles.
Project Rationale and Budget	<ul style="list-style-type: none"> - Concerns about investment required to install and maintain the proposed changes. Respondents suggested allocating the budget to other neighbourhood priorities, such as sidewalk improvements.

Topic	Comment Summary
Road Safety	<ul style="list-style-type: none"> - Mixed opinions on whether excessive speeding is an issue on Sloane Avenue. Some said non-compliance with stop signs is the primary issue, not speeding. Those who supported speed reduction suggested exploring measures like speed bumps, reducing posted speed limit to 30 km/h, and adding additional stop signs - Some respondents supported the proposed lane width narrowing and said this would reduce speeding on the street and provide a safer crossing distance for seniors, people with disabilities and wildlife. - Concerns about e-scooters, and speculation that people may use e-scooters on the cycle tracks - Need for a new signal or a crosswalk at the intersection of Victoria Park Avenue and Sloane Avenue to ensure safety for pedestrians crossing the street - Concern that intersection safety improvements may lead to added complexity, confusion and delays for all road users
TTC Bus Stop Modification	<ul style="list-style-type: none"> - Removal of northbound and southbound bus stops at Kenewen Court may lead to accessibility concerns for seniors and those using mobility devices, since some may have to travel a much longer distance to reach the bus stop
Volume	<ul style="list-style-type: none"> - Proposed changes may worsen congestion, encourage more non-local traffic, and increase safety risks for all road users particularly during winters
Winter Maintenance and Waste Collection	<ul style="list-style-type: none"> - Concerns about possible operational challenges for bigger vehicles, including large trucks, service vehicles, and emergency services and waste collection vehicles

Public Consultation Drop-in Event

The Public Drop-in event was held on October 20, 2025. Attendees were able to view information panels about the project and speak with members of the project team. Participant comments are summarized below:

Topic	Comment Summary
Cycling Infrastructure	<ul style="list-style-type: none"> - While some participants said they cycle on Sloane Avenue, several said cycling volumes on the street are low - Participants who cycle in the neighbourhood suggested including bicycle parking and Bike Share stations near the Eglinton LRT station - While some participants suggested removing bikeways from the design altogether, others said they would like to see bikeways that are not physically separated, like painted lanes, shared cycling facilities, and bikeways only on one side of the streets
Green Spaces	<ul style="list-style-type: none"> - Concerns about removal of trees and boulevard in front of Sloane Public School
Parking	<ul style="list-style-type: none"> - Proposed changes would impact parking and loading for residents on Sloane Avenue, particularly for delivery trucks, guests, and other larger vehicles. Additional on-street parking is required for Personal Support Worker and Wheel-Trans vehicles - Add a layby lane for drop-off in front of Sloane Public School - Currently, cars parked on Elvaston Drive block both lanes. Suggestion to remove parking and install traffic light at Elvaston Drive

Topic	Comment Summary
Public Consultation	<ul style="list-style-type: none"> - Preference for a public meeting or townhall format, with time assigned for group discussion - Provide further information on data related to collisions, specifying which collisions involved pedestrians or people cycling
Project Rationale and Budget	<ul style="list-style-type: none"> - Several participants said the proposed changes may not be required on Sloane Avenue due to low cycling volumes. There were mixed opinions on whether road safety improvements are needed. - Concerns about project budget, and suggestions to reallocate the funds to other neighbourhood road safety priorities, including speed reduction, ensuring stop-sign compliance, and adding sidewalks
Road Safety	<ul style="list-style-type: none"> - Add a traffic signal or a pedestrian crossing in front of the library - In front of Sloane Public School, the bikeway is next to the parking area, which may lead to conflicts between motor vehicles and people cycling and create unsafe conditions for pedestrians crossing the street - If speed reduction measures are needed, consider speed cameras, decreasing the posted speed limit, speed humps, or signage. - Concern about impact on driveway access for residents. Ensure enough clearance/wide turn radius out of driveway for large vans and accessible vehicles - Frequent non-compliance with stop signs throughout the neighbourhood. Implement measures to address this issue - Need for additional signage and signal time coordination at the Eglinton Avenue East and Sloane Avenue intersection
TTC Bus Stop Modification	<ul style="list-style-type: none"> - Removing bus stops may impact accessibility for seniors and those who use mobility devices
Volume	<ul style="list-style-type: none"> - Congestion is a major issue in the neighbourhood, specially during school pick up and drop off hours, and due to non-local traffic. Several participants said narrowed lane widths may worse congestion. - Prioritize managing non-local traffic in the neighbourhood.
Winter Maintenance and Waste Collection	<ul style="list-style-type: none"> - Narrowed lane widths and physically separated cycle tracks may lead to challenges with snow removal and waste collection - Some concerns about additional costs related to winter maintenance
Other / Out of scope	<ul style="list-style-type: none"> - Consider reallocating budget to installing sidewalks on Wigmore Drive, Anewen Drive, Wigmore Drive, Eccleston Drive, Trophy Drive, Elvaston Drive, and other streets where sidewalks are missing.

Interest Group Feedback

The comments received through meetings with community interest groups are summarized below:

Topic	Comment Summary
Road Safety	<ul style="list-style-type: none"> - Excessive speeding is a concern and speed reduction measures need to be implemented. Suggestion to explore measures that are cost and time efficient. - Non-compliance of stop sign is a major concern on Sloane Avenue and adjacent streets

Topic	Comment Summary
Parking	<ul style="list-style-type: none"> - Vehicle parked illegally in front of Sloane Public School during pick-up and drop-off times is an existing concern. The proposed design may discourage this behaviour. - Support for the accommodation for higher parking utilization in front of Sloane Avenue Public School
Cycling Infrastructure	<ul style="list-style-type: none"> - Support for the in-boulevard cycle tracks on west side of the street in front of Sloane Public School
Project Rationale	<ul style="list-style-type: none"> - Queries about the project rationale and budget, and suggestion to prioritize adding and repairing sidewalks in the neighbourhood

Additional Feedback

More than 15 individuals provided comments through email and phone. Additionally, a petition was signed by over 220 individuals. The comments received through phone and email are summarized by theme below:

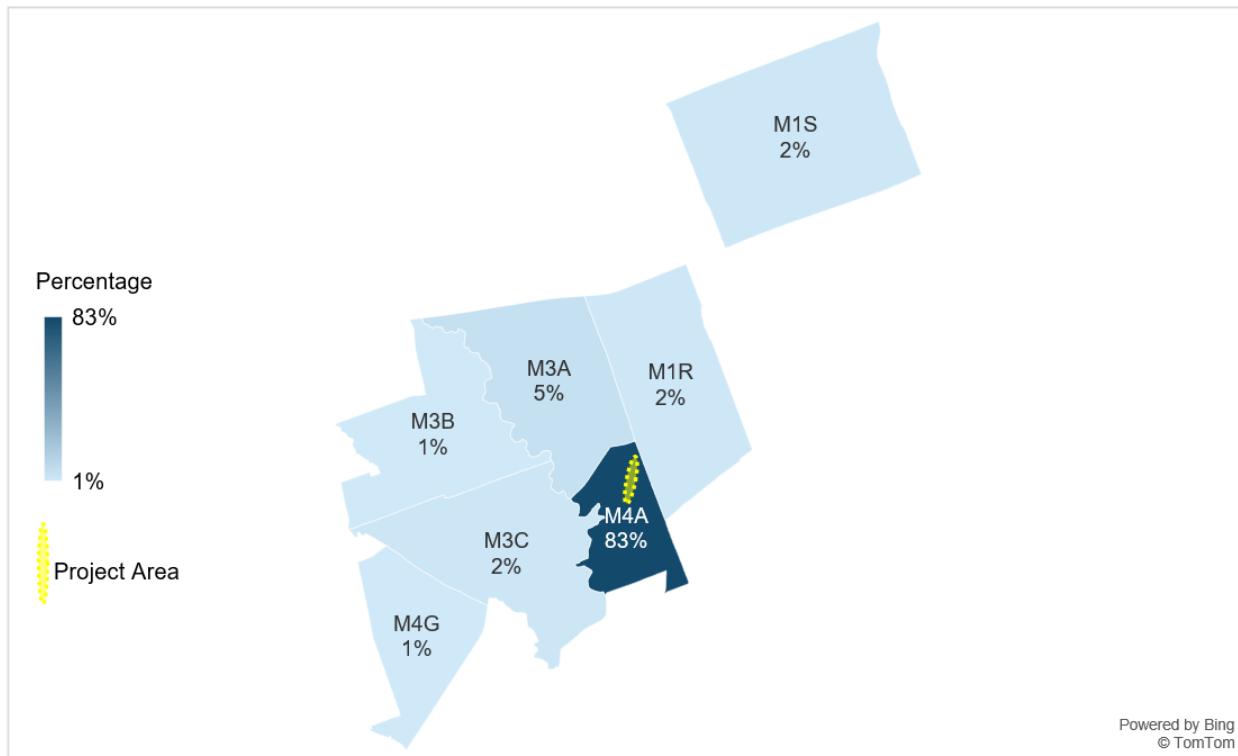
Theme	Comments
Cycling Infrastructure	<ul style="list-style-type: none"> - Low cycling activity, including during peak periods - Mixed opinions on need for bikeways and the proposed design. Some suggested removing the bikeway altogether, other suggested alternate bikeway designs like painted lanes.
Parking	<ul style="list-style-type: none"> - Illegal parking in front of Sloane Public School during drop-off and pick-up times. The illegally parked vehicles decrease sight lines for drivers, pedestrians and for the crossing guard. Parents and children often have to cross between parked vehicles.
Pedestrian Safety	<ul style="list-style-type: none"> - Update the existing crosswalk at Draycott Drive and Sloane Avenue with a pedestrian crossover, to ensure safe crossing even when there is no crossing guard on duty near the school
Project Rationale and Budget	<ul style="list-style-type: none"> - Several participants said the proposed changes may not be required on Sloane Avenue, due to low cycling volumes and low road safety issues. - Concerns about project budget, and suggestions to reallocate the funds to other neighbourhood road safety priorities, including speed reduction, ensuring stop-sign compliance, and adding sidewalks - Request for further information on current and historical road safety statistics for Sloane Avenue - Request for further information on the Cycling Network Plan and other policies guiding this project
Road Safety	<ul style="list-style-type: none"> - Roads are too wide, which leads to excessive speeding and unsafe driving behaviours - Suggestion to install a permanent speed camera in front of Sloane Public School
TTC Bus Stop Modification	<ul style="list-style-type: none"> - Removing bus stops may impact transit accessibility for seniors and people using mobility devices

Appendices

Appendix A: Survey Participant Profile

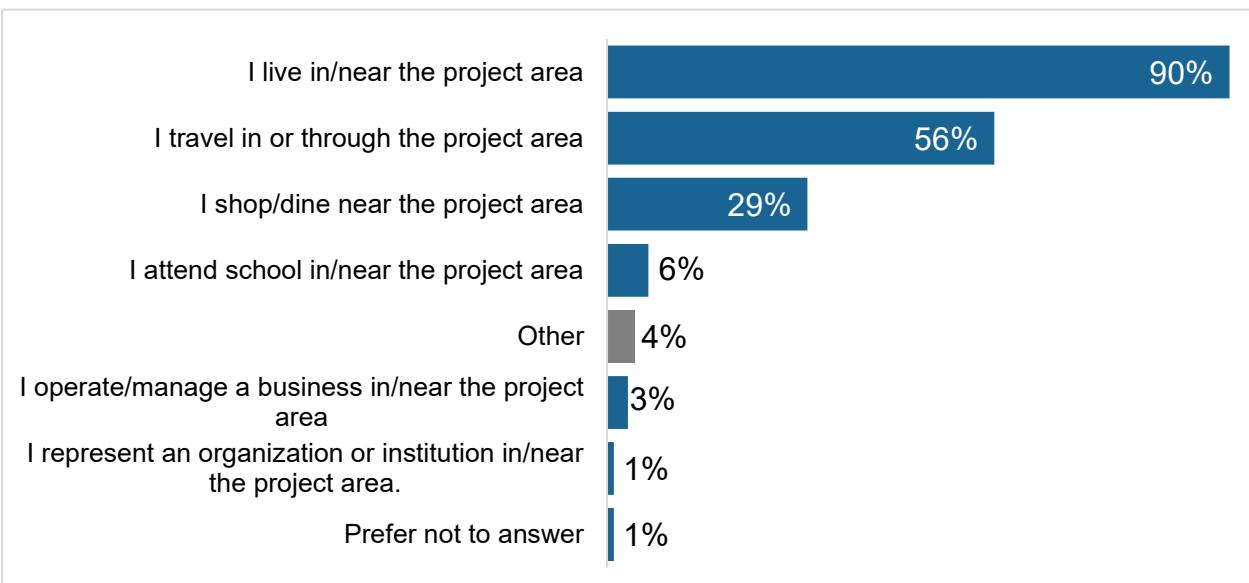
A total of 129 survey respondents provided optional demographic information described below.

Postal Code | n=129



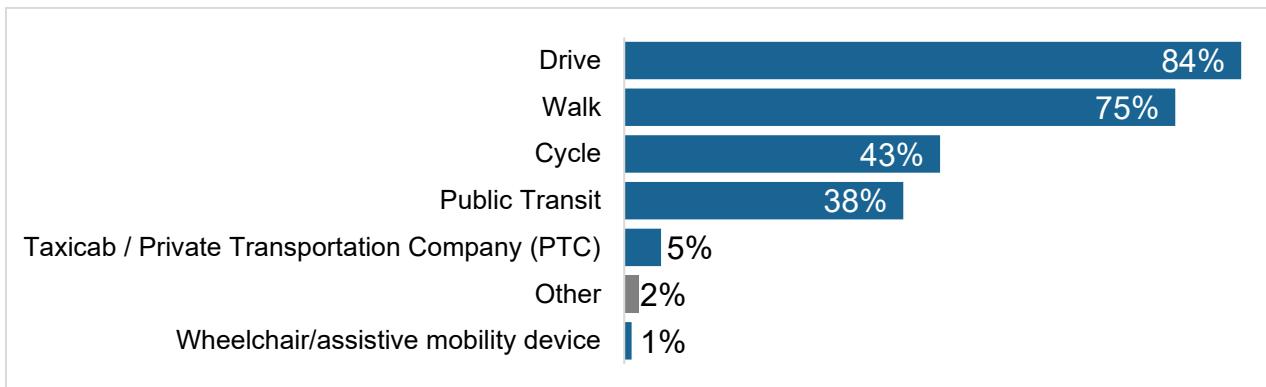
More than 83% of the survey respondents live in Victoria Village area (M4A), and approximately 10% live in neighbourhoods surrounding Victoria Village. An additional 7% other respondents were scattered in other parts of the City.

Relationship to the Project Area | n=129



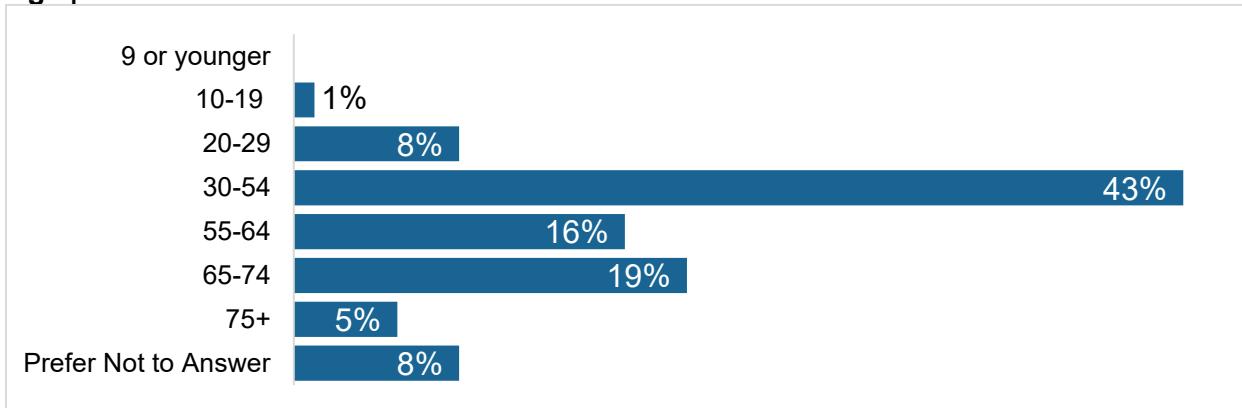
Majority of the survey respondents, 90% live in/near the project area, 56% travel in or through the project area, 6% attend school in/near the project area, and 29% shop or dine near the project area.

Typical Ways of Travelling In/Near the Project Area | n=129



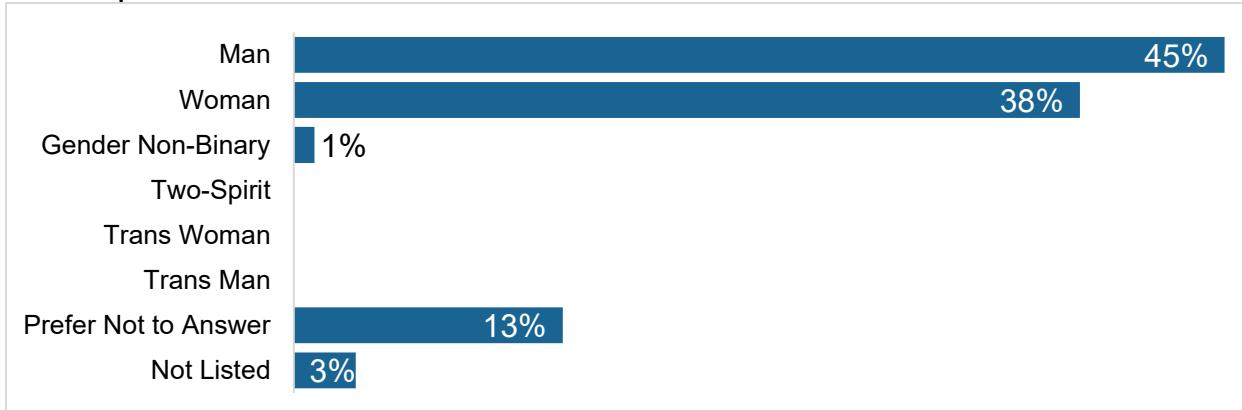
84% of the survey respondents drive in or near the project area, followed by 75% respondents who walk. 43% of the respondents said they cycle in or near the project area and 38% use public transit.

Age | n=129



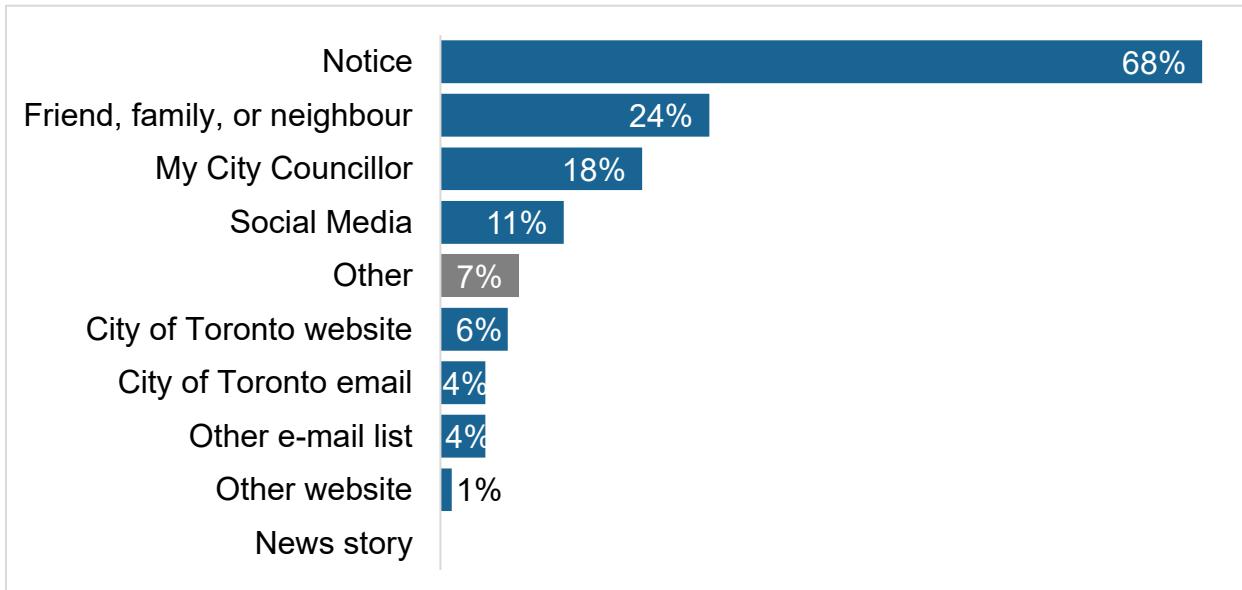
Almost 60% of the respondents were 30-64 years old, 24% were 65 years and older, and 9% were children and youth. 8% preferred not to answer this question.

Gender | n=129



45% of survey respondents identified as men, followed by 38% women and 16% respondents who chose not to answer or did not identify with any of the listed categories.

Point of Engagement | n = 129



68% of survey respondents heard about this consultation by the notice delivered to the project area, followed by friends, family or neighbours and through the local City Councillor.