



*Artistic rendering of proposed changes on Sloane Avenue*

# Sloane Avenue Road Safety Improvements

# Project Overview



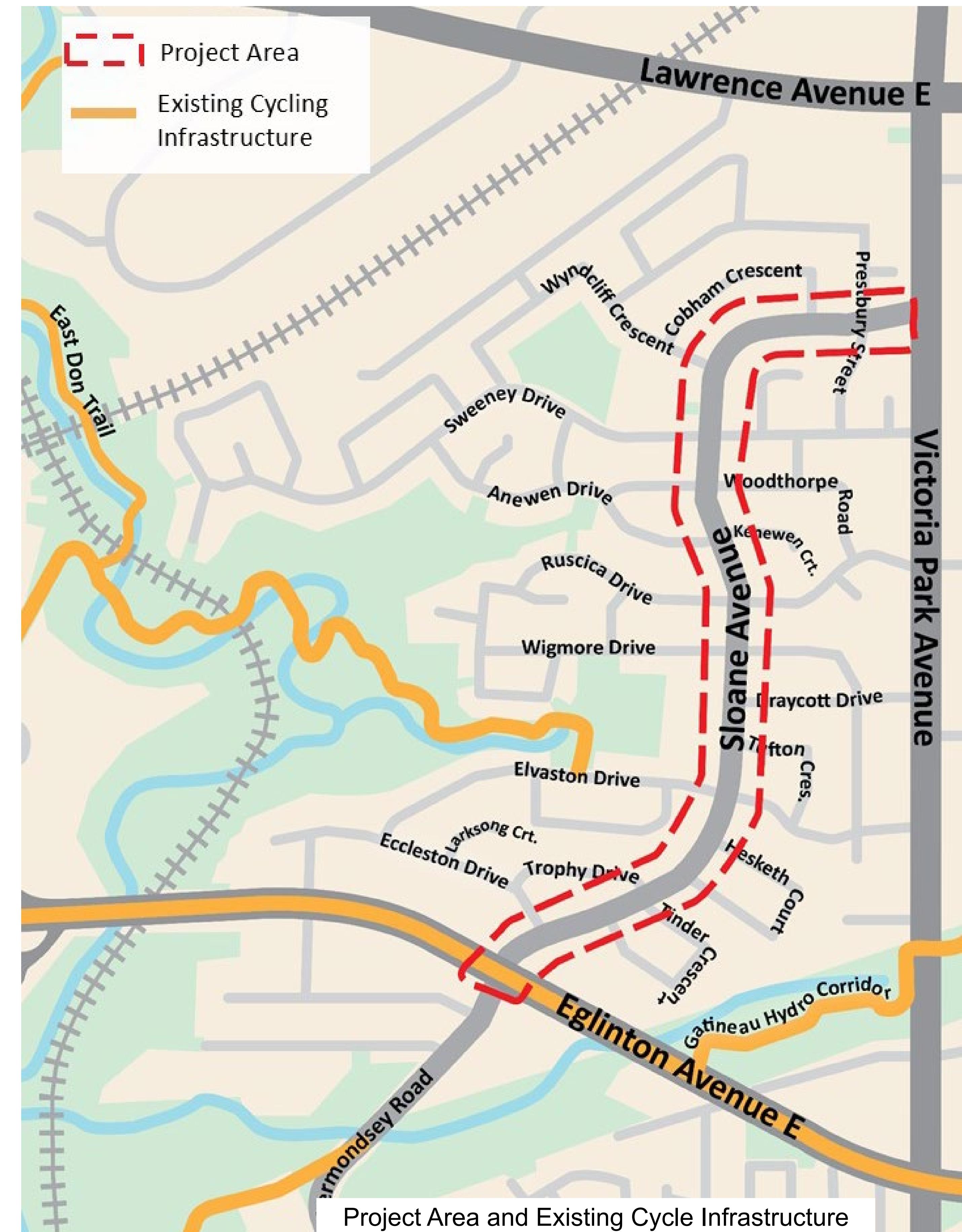
The City of Toronto is proposing road safety improvements and a new bikeway on Sloane Avenue, from Eglinton Avenue East to Victoria Park Avenue.

The City will begin road resurfacing, including road safety improvements such as lane width reduction, curb radii reductions and curb extensions are proposed where feasible starting in Summer 2026.

Subject to Council approval in March 2026, proposed bikeway will be installed as a part of the resurfacing, providing the most cost-effective opportunity for these improvements to be made. The proposed improvements do not change the number of motor vehicle lanes.

Public consultation took place in Fall 2025. **Following review of feedback, changes are proposed to the design that include:**

- Modifications to the bikeway design, including on-street buffered bike lanes on Sloane Avenue, with no physical separation except near bus stops
- Raised cycle tracks at Eglinton Avenue East, in front of Sloane Public School, and through raised bus stops
- Reduced cost by approximately half of the original estimate.



# Public Consultation Overview



Public consultation took place between October 6 and November 2, 2025

Activity	Details
<b>Notification</b>	<ul style="list-style-type: none"><li>Notices distribution to 2,450 houses and businesses in Victoria Village along with drop-off at apartment buildings and posted at local schools and library</li><li>Direct communication with local schools, and outreach through school newsletters</li><li>On-street signage with QR codes to project webpage</li></ul>
<b>Councillor Burnside's Victoria Village Town Hall</b>	70+ attendees
<b>Interest group meetings</b>	School Principals at Sloane Public School and Victoria Village Public School
<b>Public Drop-in Event</b>	106 attendees
<b>Online Survey</b>	<p>148 respondents</p> <ul style="list-style-type: none"><li>90% live in or near the project area</li><li>84% drive, 75% walk and 43% cycle</li><li>All who cycle also said they drive as a typical mode of transportation</li></ul>
<b>Email</b>	Comments received from 10+ individuals

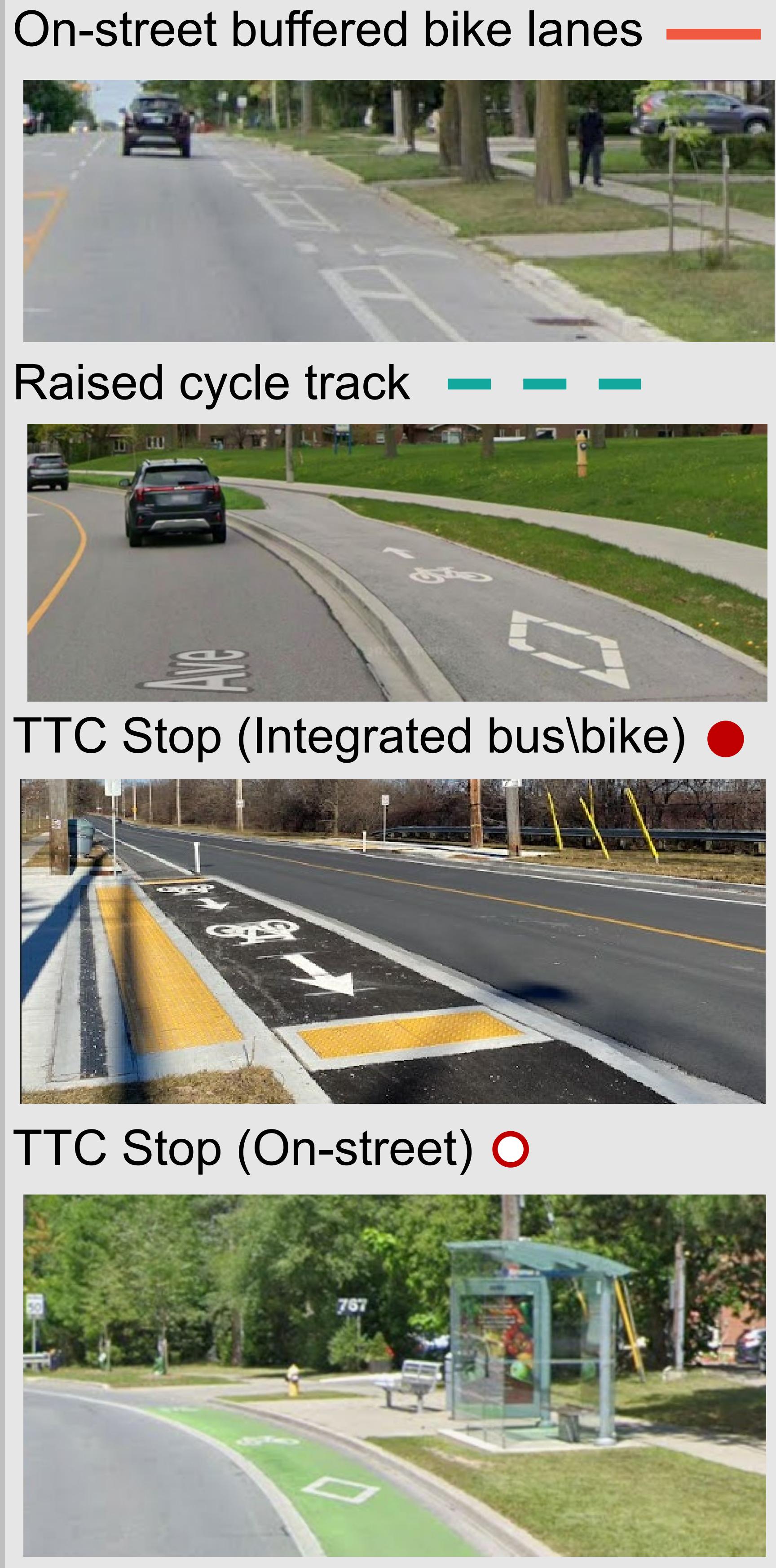
# Public Consultation: What We Heard



Topic	Feedback
<b>Cycle-track design</b>	Explore alternatives to the physically separated cycle tracks, such as shared lane markings, painted bike lanes, or bikeways only on one side of the street.
<b>Speed Reduction</b>	Explore alternative speed reduction measures which do not require narrowing lane widths to the standard 3.3 metres.
<b>Traffic Congestion</b>	Concern that narrowed lanes may worsen existing congestion at peak-hours, via non-local traffic and school pick-up and drop-off activity.
<b>Road Safety</b>	Concerns in front of Sloane Public School. Some participants felt the proposed bikeway beside the parking lane could increase the risk of accidents for students being dropped off or create conflicts between motor vehicles and people cycling.
<b>Parking &amp; Loading</b>	Driveway and on-street parking concerns for residents on Sloane Avenue related to access for large vehicles, guests, service and delivery vehicles, and reduced accessibility for seniors and people with disabilities.
<b>City Services</b>	Operational concerns for accessibility and performance of snow removal, waste collection, and emergency vehicle access.
<b>Project Rationale</b>	Participants had mixed opinions on whether the existing cycling volumes and road safety conditions on Sloane Avenue justify the proposed changes and costs.

# Proposed Changes

# New Proposed Changes Summary – Sloane Avenue

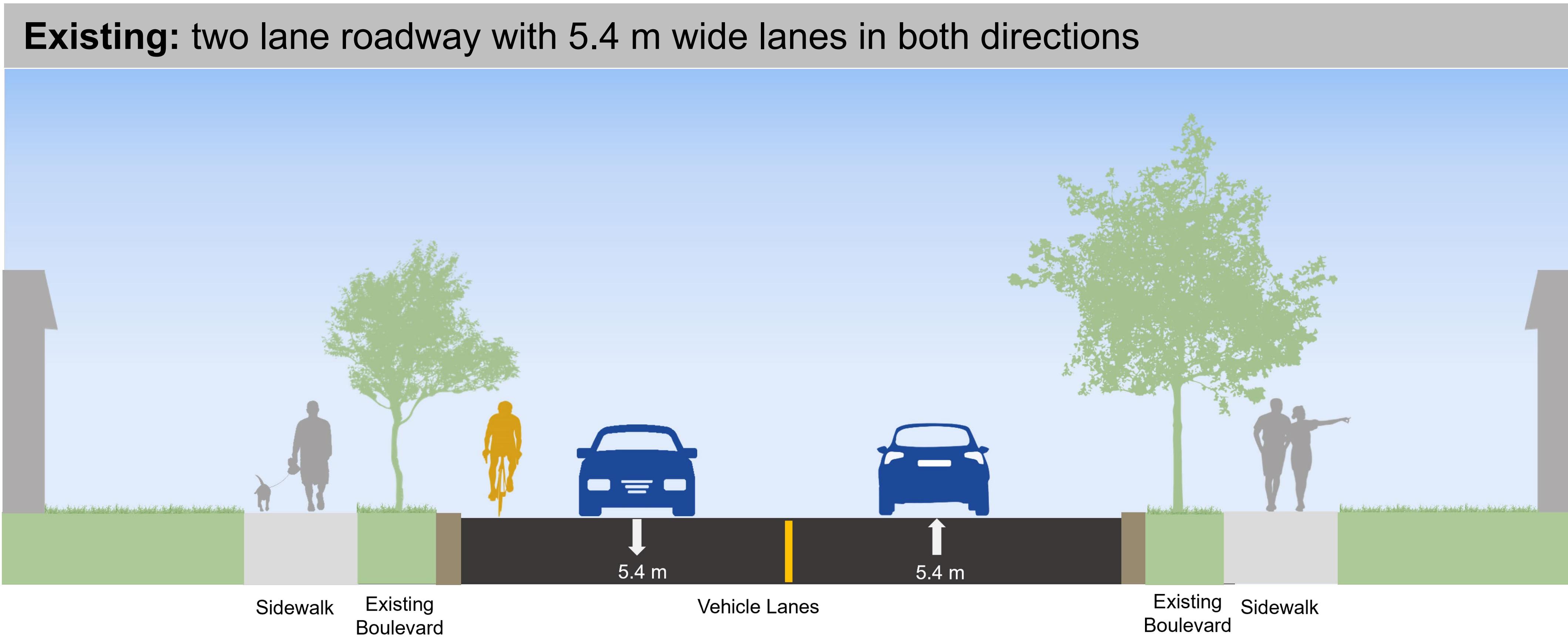


- On-street buffered bike lanes on both sides of the street. No physical separation would be constructed except at the Sloane Public School and the integrated bus/bike transit stops.
- Existing vehicle lane widths narrowed to meet City guidelines, encouraging lower speeds.
- Raised in-boulevard Cycle Track at Eglinton Ave East and in front of Sloane Public School.

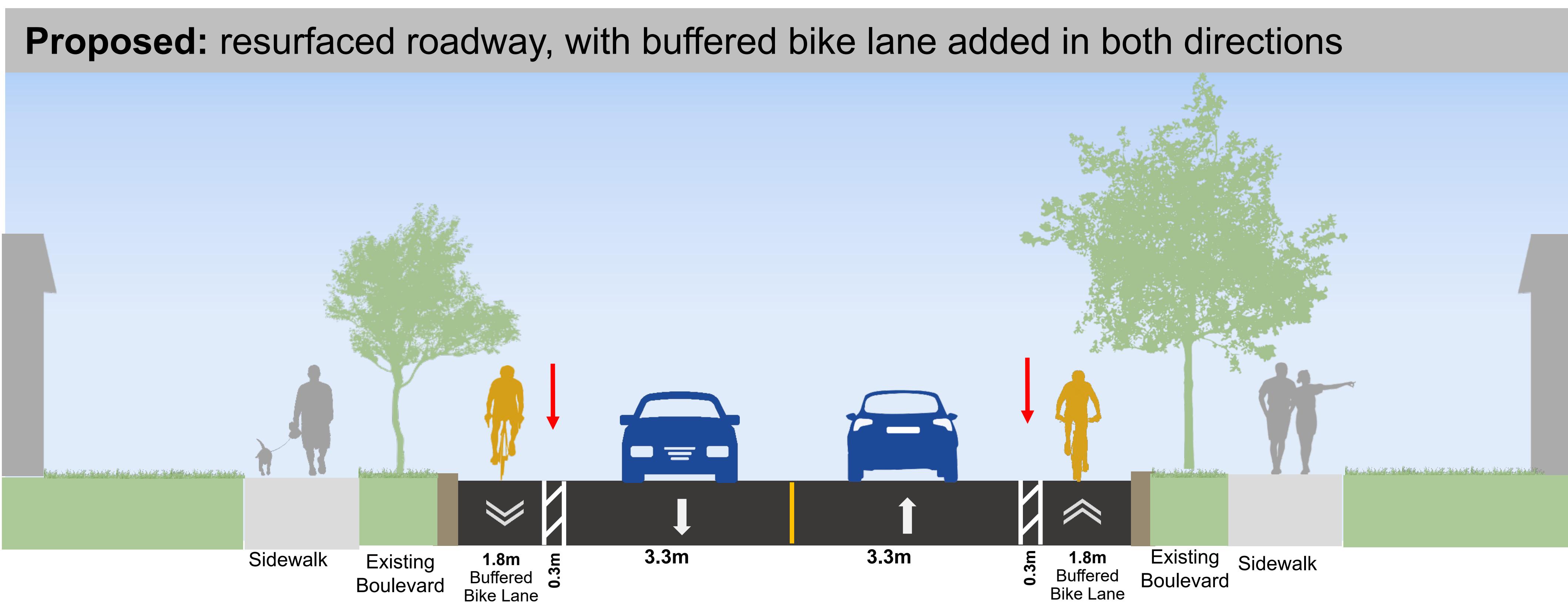
New

# Proposed Design | Eccleston Drive to Victoria Park Avenue

**Existing:** two lane roadway with 5.4 m wide lanes in both directions



**Proposed:** resurfaced roadway, with buffered bike lane added in both directions

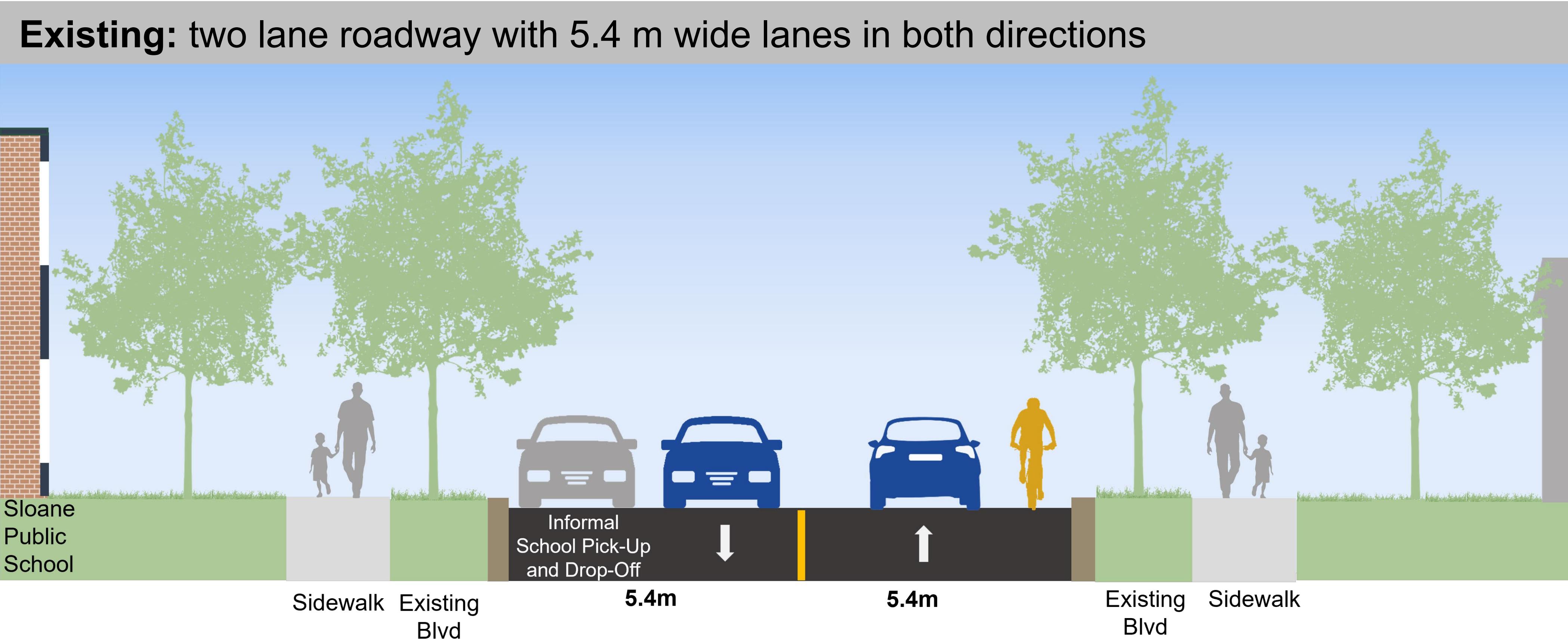


## Summary of Proposed Changes:

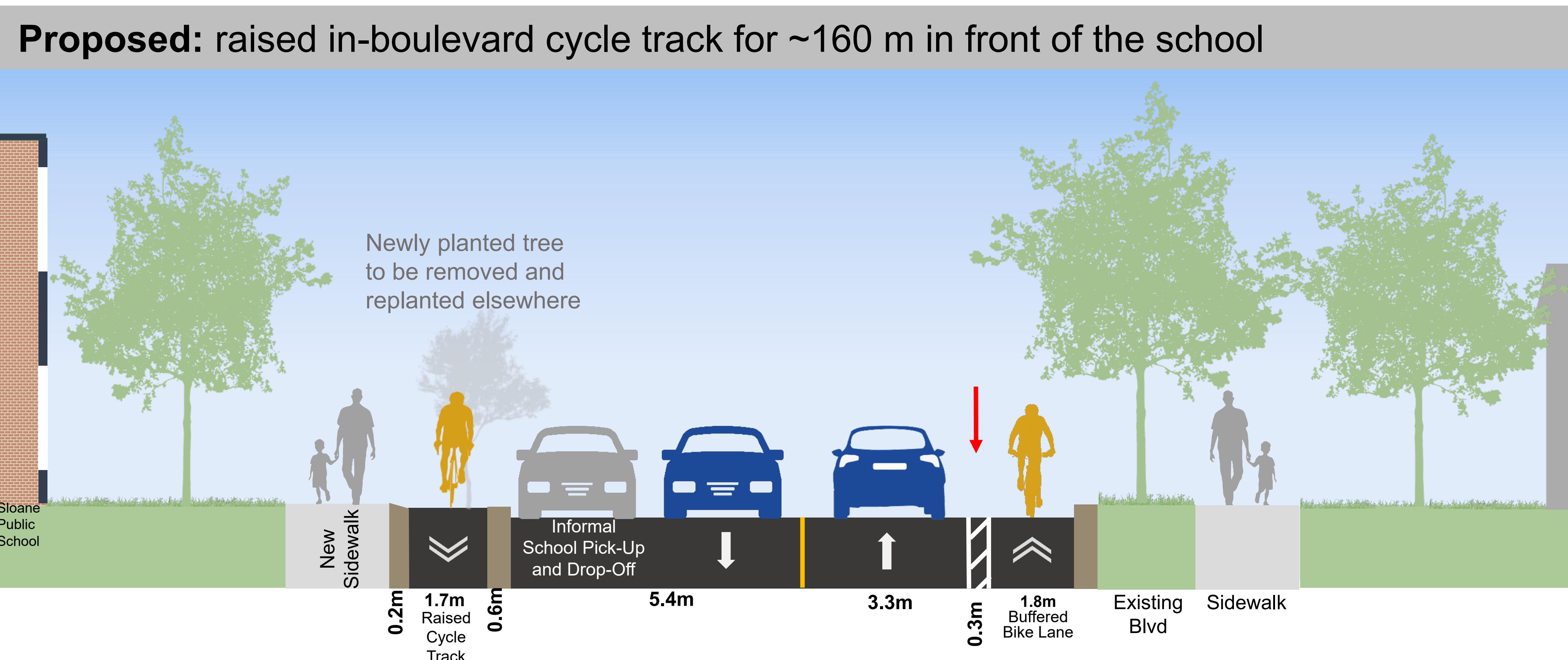
- **On-street buffered bike lanes** on both sides of the street
- Physical separation for the bikeway would be constructed only at bus stops
- Existing vehicle lane widths narrowed to meet City guidelines, encouraging lower speeds
- Removal of unsigned parking on both sides of the street
- Most bus stops to be upgraded to accessible integrated bike/bus platforms
- Relocation of select TTC bus stops
- Other safety improvements such as curb radii reductions, curb extensions, and raised crosswalks where feasible
- Road resurfacing from Eglinton Avenue East to Sweeney Drive

New

# Proposed Design | In front of Sloane Public School



The proposed changes in front of Sloane Avenue Public School account for higher parking, pedestrian and vehicle traffic during school drop-off and pick-up times and encourage compliance with existing parking restrictions.



## Summary of Proposed Changes:

- Raised in-boulevard cycle track on west side of the street and on-street buffered bike lane on east side of the street
- No physical separation constructed on east side of street
- No change to vehicle lane width on west side
- No change to parking restrictions on west side of the street. East side will become No Stopping Anytime.
- Removal of six newly planted trees during installation, that will be replaced with new plantings.

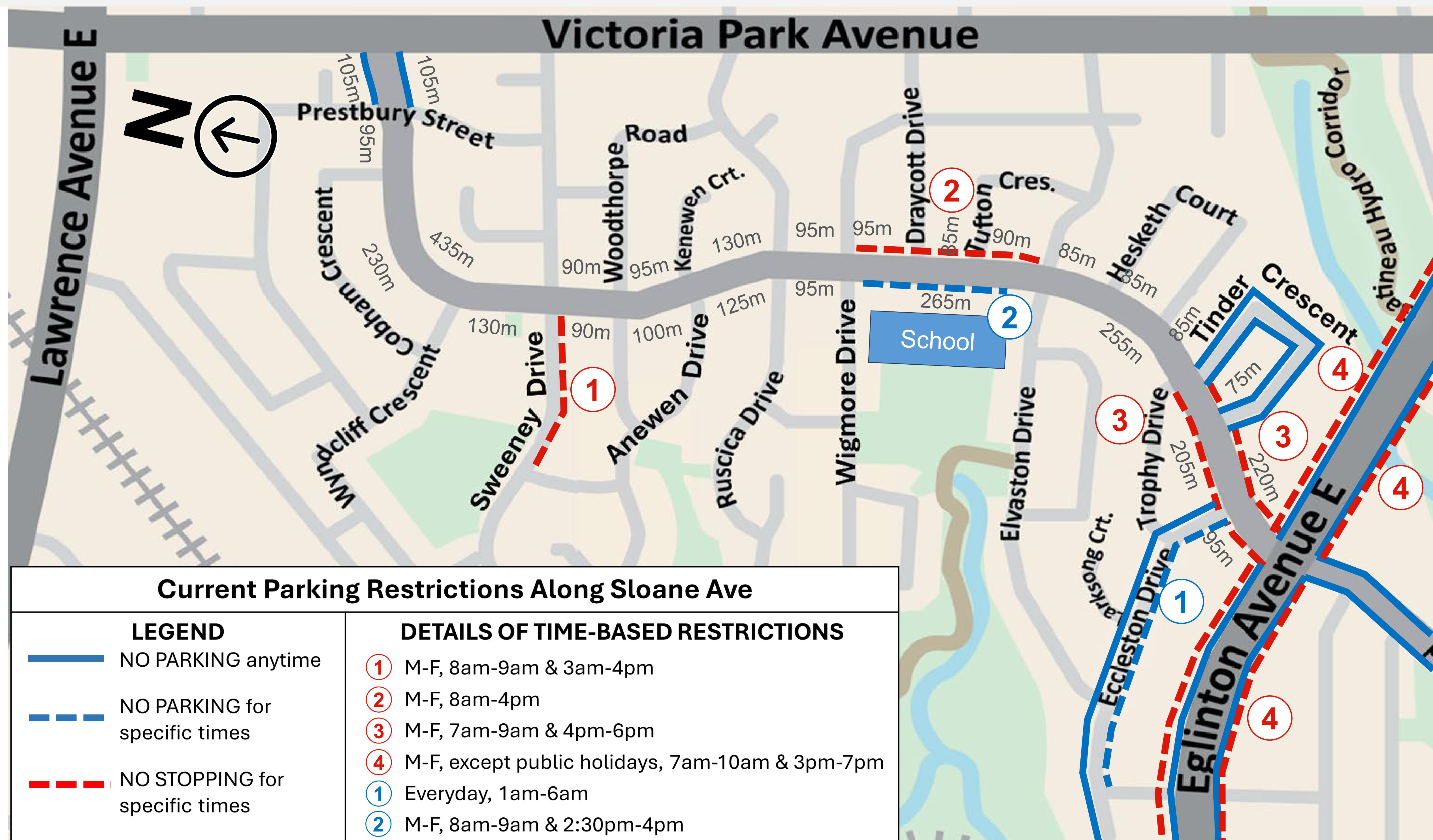
# Existing Parking Regulations – Sloane Avenue



Parking is generally permitted along the roadway except for peak time restrictions near Eglinton Avenue and in front of Sloane Public School.

Along the roadway, parking utilization was found to be low based on multiple site visits, with one to four parked vehicles observed on each of five (5) site visits conducted day, evening during the weekdays.

	No Parking	Motorists are only permitted to load or unload passengers or merchandise
	No Stopping	Motorists are generally not permitted to stop for any reason except to avoid conflict with other traffic or in compliance with the directions of a constable or other police officer or of a traffic control sign or signal.

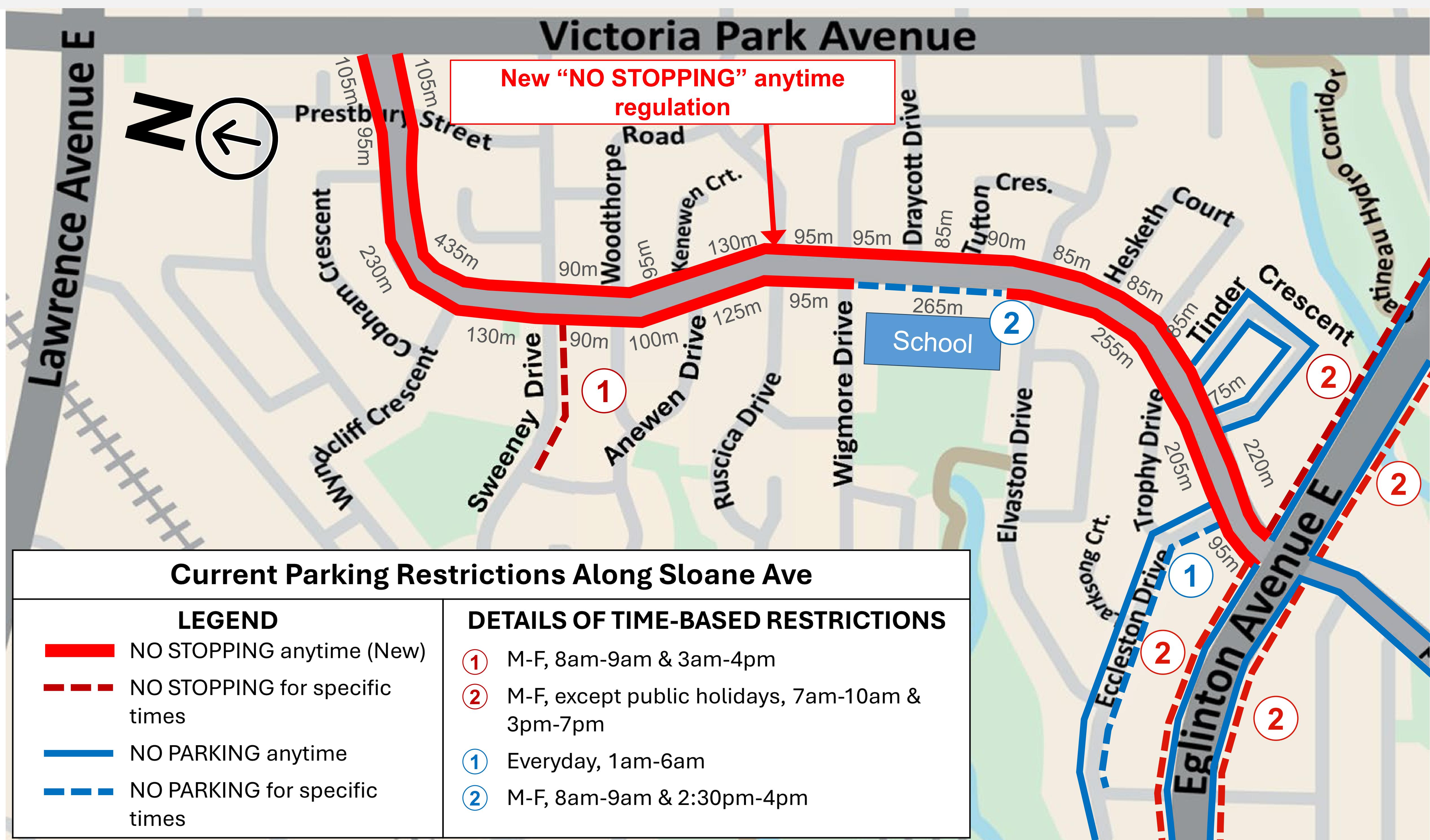


# Proposed Parking Changes – Sloane Avenue

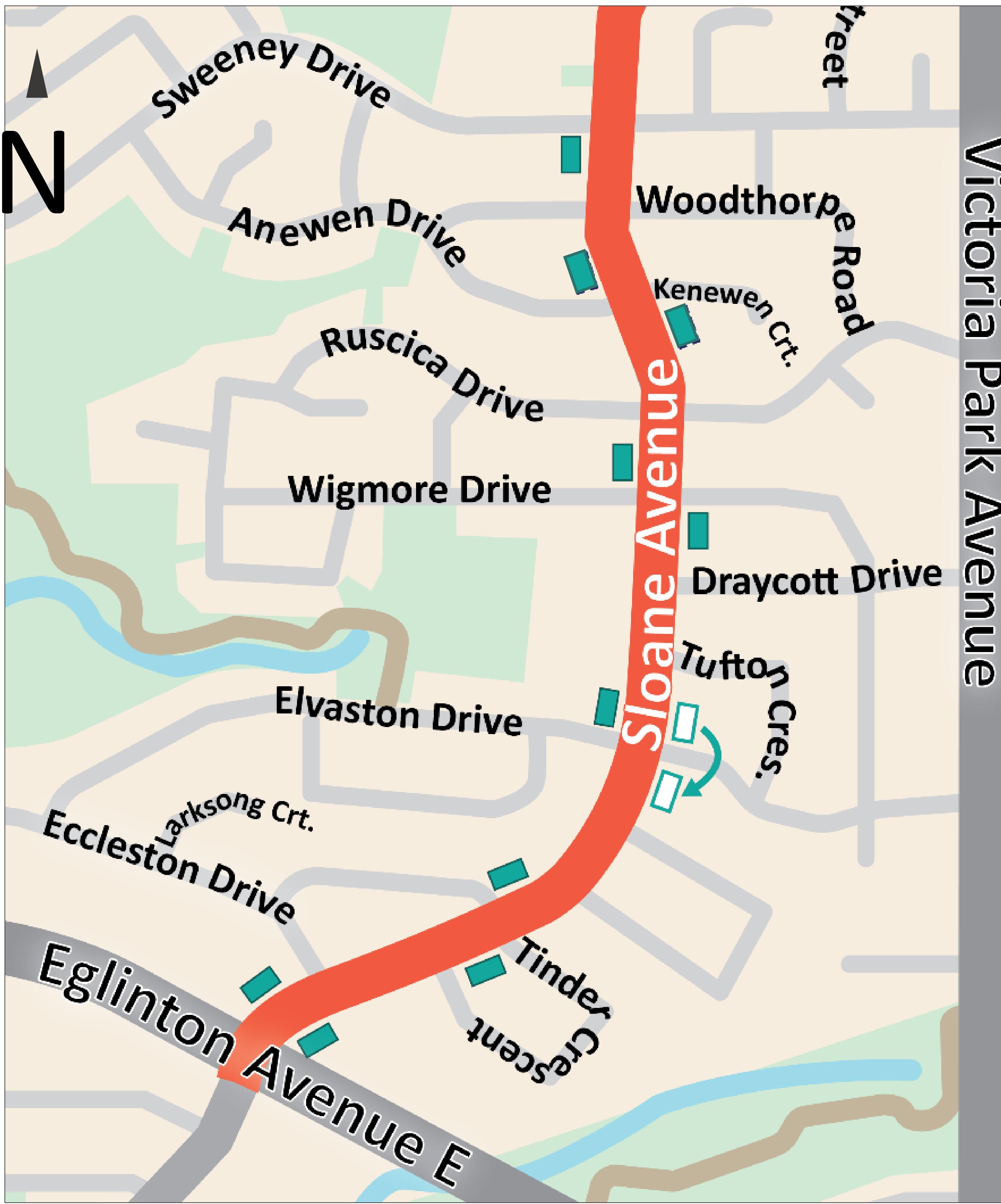


Parking removal along Sloane Avenue will be required to allow for buffered bike lanes.

- Alternative parking options are available on most side streets intersecting Sloane Avenue, except for Tinder Crescent and Ecclestone Drive, which have No Parking Anytime regulations and Sweeney Drive west of Sloane Ave, which has No Stopping.
- The typical walking distance to side street parking is under 100m.
- The longest walking distance to side street without crossing Sloane Ave is 435m, and with crossing Sloane Ave is 230m.



# Proposed Changes | TTC Stops



Proposed TTC bus stop modifications

The proposed stop modifications were identified to meet TTC surface stop spacing guidelines.

## Summary of Proposed Changes

- Upgrade the bus stops to integrated bike/bus platforms for accessibility and safety.
- Southbound bus stop at southeast corner of Sweeney Drive to remain on street.
- Relocation of the northbound bus stop at Elvaston Drive to southeast corner of Sloane Avenue.
- Northbound and southbound stops at Anewen Drive and Kenewen Court maintained.
- All other stop locations maintained.



Raised integrated bike/bus platform



On-street bus stop

# Why raised bus stops?



## Raised integrated bus/bike platforms are being implemented at bus stops:

- Integrated bus/bike platforms are used widely across the city where on-street bikeways intersect bus stops. This prevents buses from having to enter the bikeway.
- The cycle tracks are ramped up to sidewalk level and a platform is built for pedestrians to cross the bikeway and board the bus.
- Transportation Services and TTC regularly upgrade street-level shared bus stops to integrated bus/bike platforms because it improves safety, accessibility and operations.
- The platforms reduce conflicts, prioritize bus operations, and enhance pedestrian visibility and accessibility.

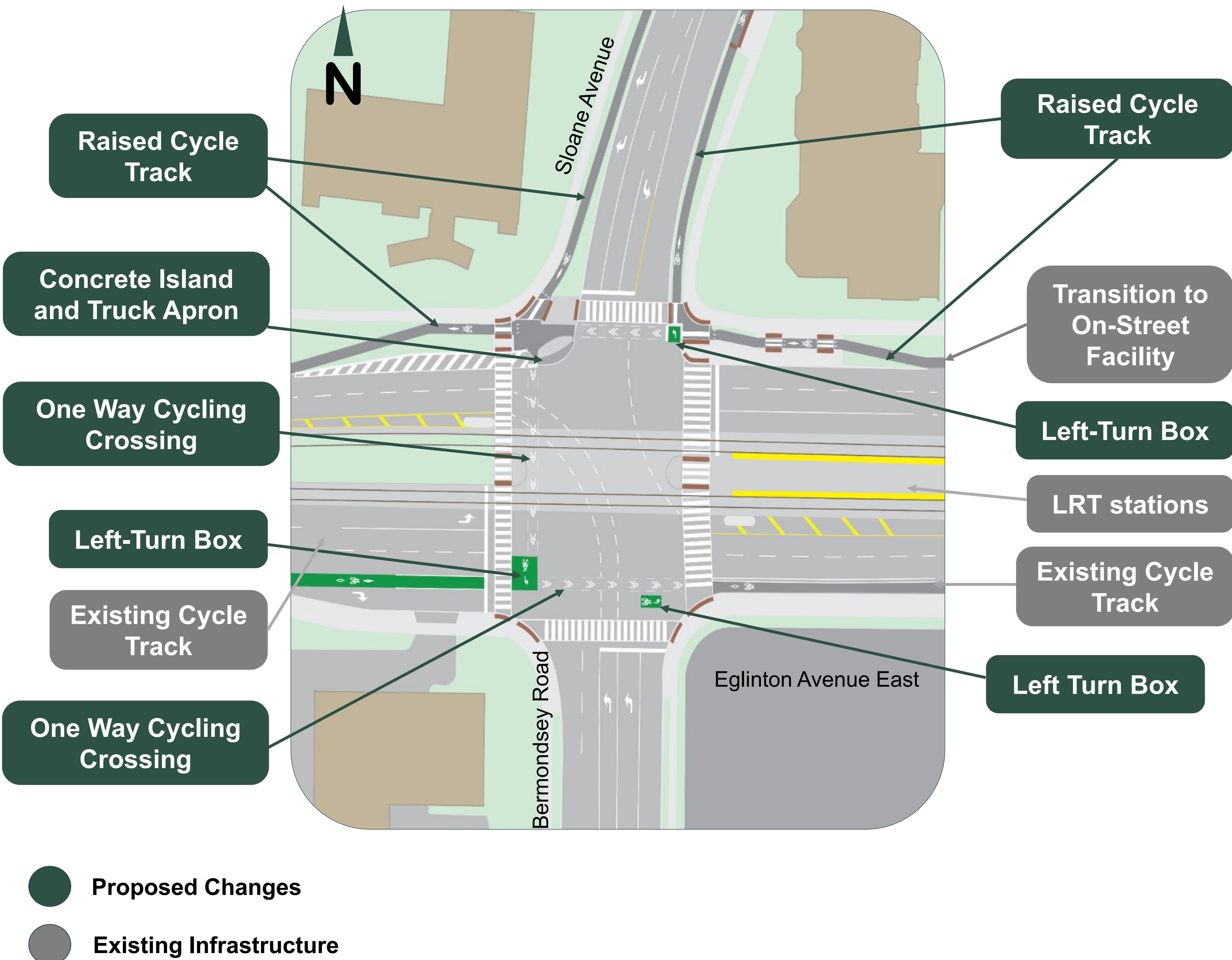
## How they work:

- People cycling can ride through the boarding area when no transit vehicles are present but must stop when transit doors are open for passengers.
- Transit passengers do not wait on the bikeway – they only cross when a bus/streetcar is at the platform with doors open.



Example of raised integrated bike/bus stop

# Proposed Changes | Sloane Avenue at Eglinton Avenue East Intersection



## Summary of Proposed Changes

- Raised in-boulevard cycle tracks from Eglinton Avenue East to Eccleston Drive, to provide connections with the bikeway on Eglinton Avenue East
- Protected intersection features including a truck apron, corner islands, and left turn boxes to improve safety for pedestrians and people cycling
- Dedicated one-way crossing for people cycling and bike signals in all four directions
- Relocation of the northbound TTC bus stop by 19 metres further north to provide a wider motor vehicle lane near the bus stop.
- No Right-turn on red restrictions are required and proposed where left-turn boxes are in the path of right-turning vehicles, such as the northbound right turn.

# Feedback Summary with Updated Response



The project team has reviewed all feedback and modified some design features.

Topic	Response and updated proposed design summary
<b>Cycle-track design</b>	<ul style="list-style-type: none"><li>While removal of physical separation is not preferred, on-road buffered bike lanes provide dedicated space for people cycling. Shared lane markings are not recommended for vehicle speed and volume.</li><li>Raised cycle tracks to remain at Eglinton Avenue East, in front of Sloane Public School and through raised bus stops.</li></ul>
<b>Speed Reduction</b>	Lane width reductions are effective and used widely. Sloane Avenue does not meet the criteria for speed humps/cushions.
<b>Road Safety</b>	Past precedent of raised bikeway next to school loading exists in Toronto without known issues. Sight lines are good on Sloane Avenue and signage would be posted for "bike yield to peds".
<b>Parking &amp; Loading</b>	No constraint on driveways. WheelTrans and other accessible loading allowed in buffered bike lanes. For most segments, parking is available within 100 meters of each home.
<b>Traffic Congestion</b>	Generally similar to current operations.
<b>City Services</b>	Similar level of service as original proposed design, however potentially at lower operating costs due to lower complexity.
<b>Project Rationale</b>	Reduced cost by approximately half of the original estimate.

# Project Timeline



## WE ARE HERE

**Fall 2024 -  
Summer  
2025**

Data  
Collection  
and Existing  
Conditions  
Analysis

**Winter -  
Spring  
2025**

Preliminary  
Design

**October  
2025**

Public  
Consultation

**November  
and  
December  
2025**

Redesign  
Based on  
Public Input

**Mid-  
January  
2026**

Councillor  
Burnside's  
Townhall:  
Project  
Update

**February  
2026**

Report to  
Infrastructure  
and  
Environment  
Committee

**Summer  
2026 - 2027**

Anticipated  
Construction

