



Elmhurst Drive and Islington Avenue Safety Improvements Public Consultation Report

May 2026

Contents

- Consultation Summary** 3
- Project Overview** 4
- Overview of Communications and Consultation Activities**..... 4
 - Communication Activities 5
 - Consultation Activities..... 5
- What We Heard**..... 5
 - Feedback Survey..... 6
 - Public Consultation Drop-in Event 13
 - Interest Group Feedback..... 14
 - Additional Feedback 14
- Appendices**..... 15

For questions about this report, please contact:

Kelly Rahardja
Senior Coordinator, Public Consultation Unit
Elmhurst@toronto.ca
416-397-5559

Consultation Summary

Public and interest group consultation for Elmhurst Drive and Islington Avenue Safety Improvements took place from April 1 to April 26, 2026.

Consultation activities included two interest groups meetings, a public drop-in event, online survey and communication with participants via phone and email. A total of 27 people attended the in-person drop-in event, and 81 survey responses were received, along with 11 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, interest group emails, 7,563 mailed notices, street signs, and social media posts.

Participants were generally divided over their support for the proposed changes, which included designated bike lanes on Elmhurst Drive and Bergamot Avenue. In general, participants were supportive of the proposed changes on Islington Avenue, including the intersection safety improvements and bi-directional multi-use trails. There were also several requests to reduce speeding along local roads in the area.

Some participants were supportive of upgrading the current shared lane markings (sharrows) to bike lanes, noting this change would improve safety for people cycling. Several participants also expressed a desire for more physical separation for the proposed bike lanes, and noted that the bike lanes would provide increased connectivity to other trails and bikeways in the area.

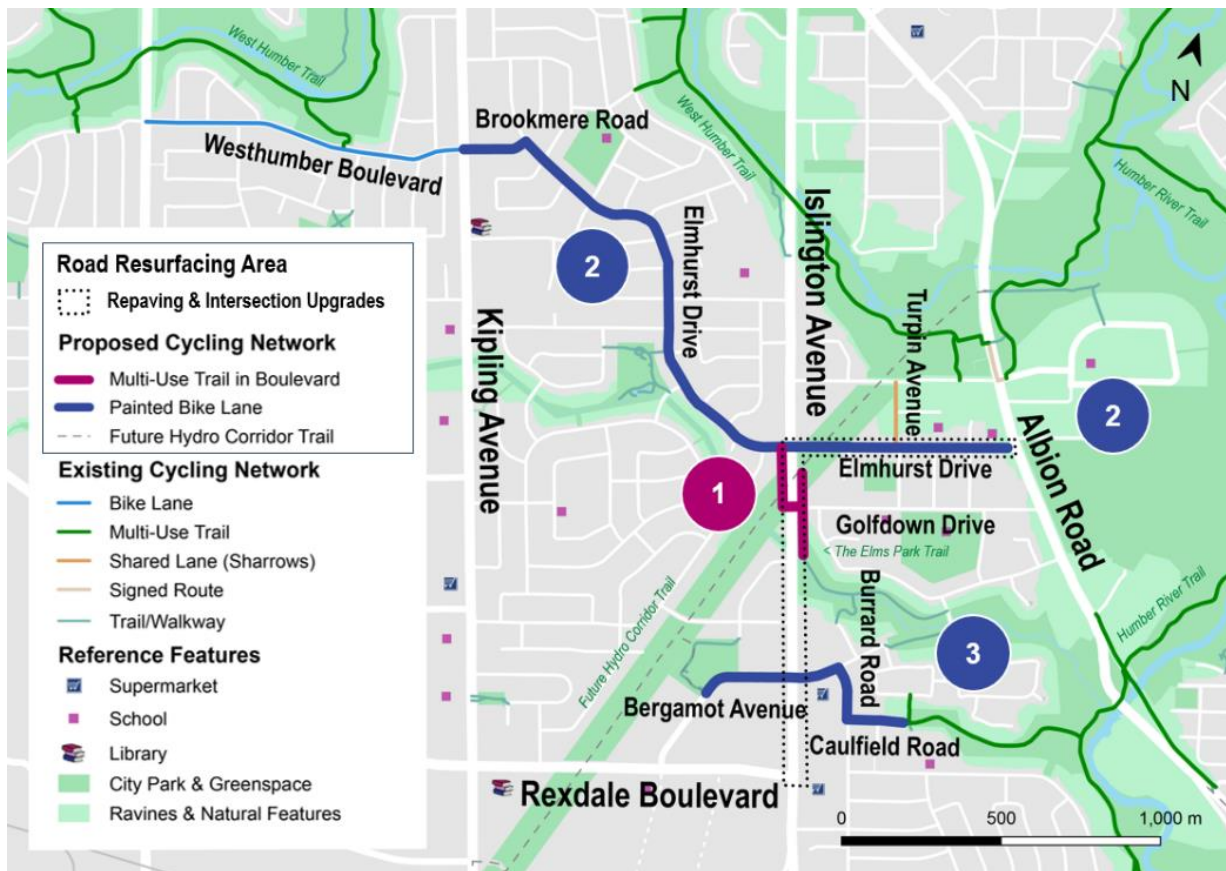
However, many local residents expressed concerns about the proposed bike lanes due to their perceived lack of usage and existing low number of people observed cycling. Several residents were concerned about the removal of on-street parking in front of their homes with the installation of the bike lanes.

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

Project Overview

The City of Toronto is proposing road safety upgrades that would be installed along with road resurfacing planned in 2027-2028 on parts of Islington Avenue and Elmhurst Drive. Proposed improvements aim to enhance safety for all road users, including pedestrians and people who cycle, take transit or drive.

As part of the road safety improvements, a new multi-use trail is proposed on Islington Avenue from Elmhurst Drive to Golfdown Drive in the boulevard next to the road. The trail would connect to The Elms Park trail and a future hydro corridor trail. Intersection safety improvements, such as protected intersections and raised sidewalks, are proposed along Islington Avenue, from Elmhurst Drive to Rexdale Boulevard.



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/Elmhurst
- Notice delivered through Canada Post (7,563 addresses in the project area)
- Street signage posted in the project area (12 signs)
- Engagement with local schools in the project area, including a meeting with Timothy Christian School. Engagement with other schools included notice drop-off and one-on-one discussions with staff and parents.
- Email to interest groups including community groups, organizations, institutions and elected officials (56 contacts)
- Project promoted on the City's Cycling & Pedestrian Projects and GetInvolvedTO social media accounts

Consultation Activities

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

Activity	Date	Participation
Meeting with Timothy Christian School	March 24, 2026	1 attendee
Interest Group Meeting with North Etobicoke Cluster	April 14, 2026	12 attendees
Interest Group Meeting with North Etobicoke Resident Council	April 21, 2026	25 attendees
Online Survey	April 1-April 26, 2026	81 responses
Public Drop-In Event	April 15, 2026	27 attendees
Email/Phone	April 1-April 26, 2026	11 comments received

What We Heard

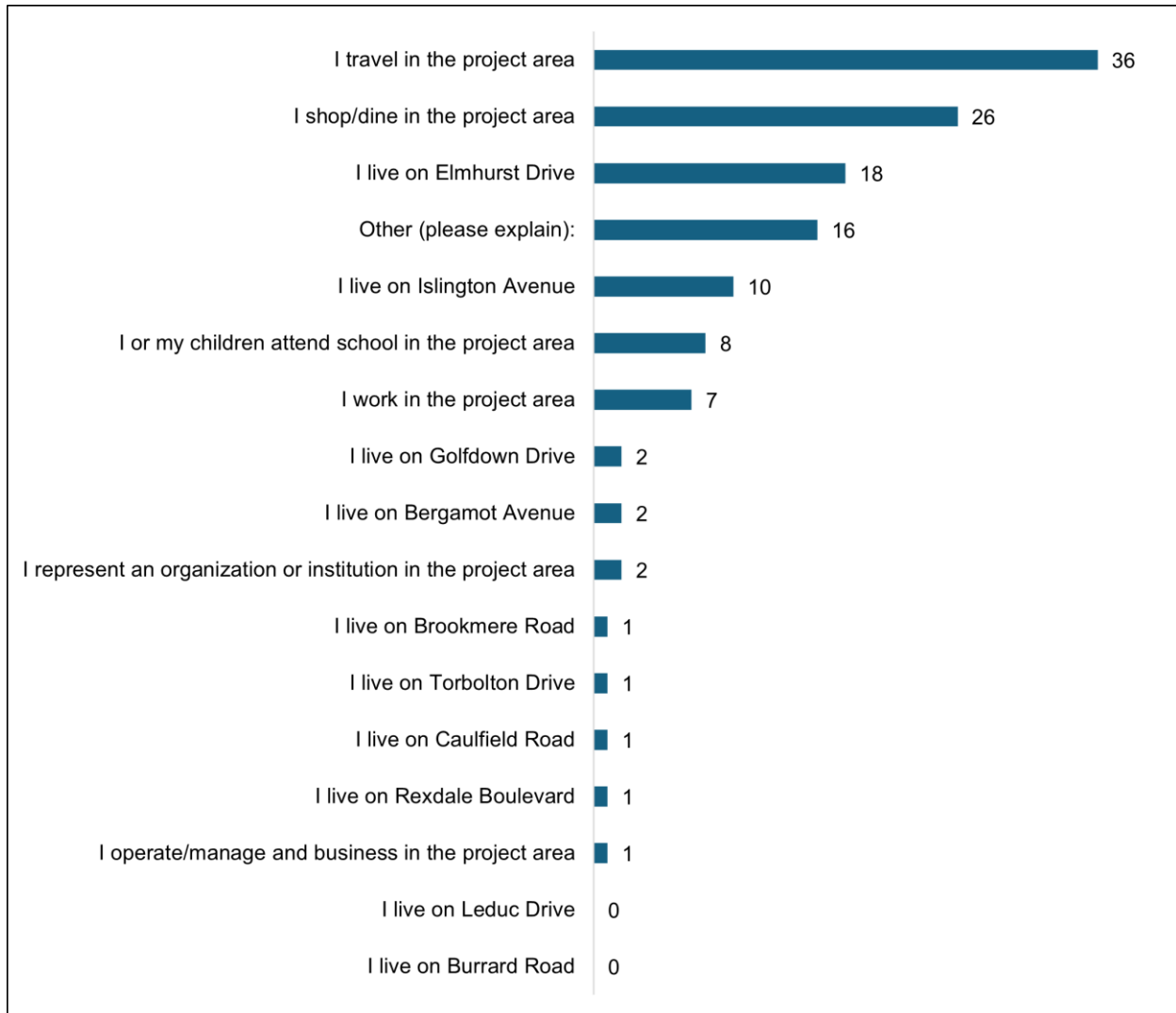
- Participants were divided over the proposed bike lanes on many road segments, but were generally supportive of the proposed changes on Islington Avenue, including the intersection safety improvements and bi-directional multi-use trails.
- Some participants were supportive of upgrading the current shared lane markings (sharrows) to bike lanes, noting this would improve safety for people cycling. Some also expressed a desire for more physical separation for the proposed bike lanes, and noted that the bike lanes would increase connectivity to other trails and bikeways in the area.
- 22 out of the 47 of survey respondents who live near the project area (postal code M9W) disagreed or strongly disagreed that the proposed changes would improve safety and comfort for all users. Of the 17 survey respondents who live on Elmhurst Drive, 11 also indicated the same disagreement, and expressed concerns about the proposed bike lanes due to their perceived lack of usage and necessity.
- Local residents, particularly those on Elmhurst Drive, expressed concern that the installation of bike lanes would require removal of on-street parking in front of their homes, and would hinder residents, visitors and delivery vehicles from parking there.

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.

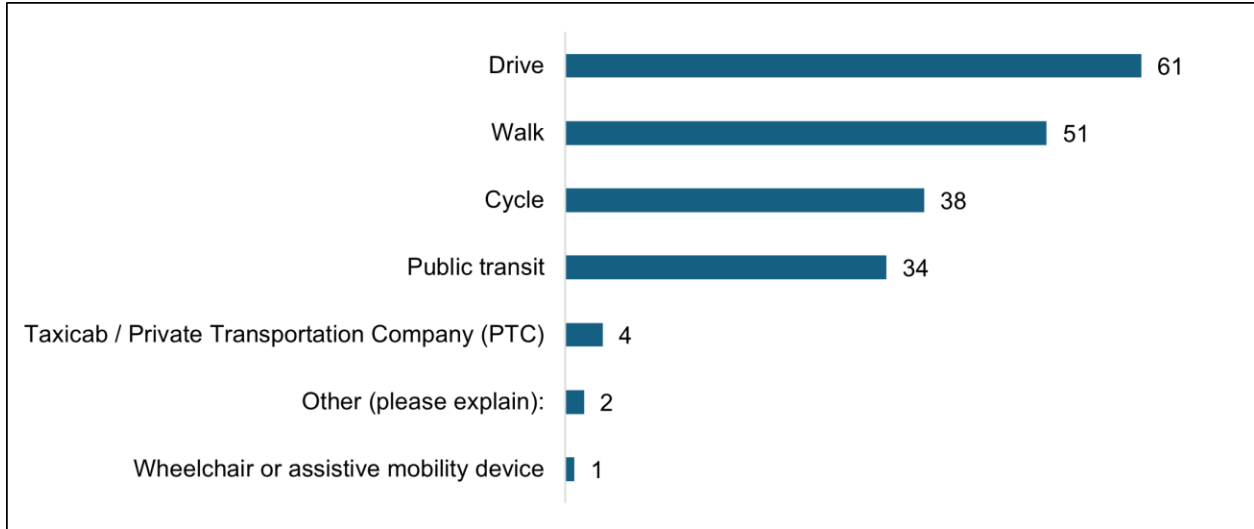
Responses received to each question are presented in this section.

Question – Which statements describe your relationship to the project area? Select all that apply.



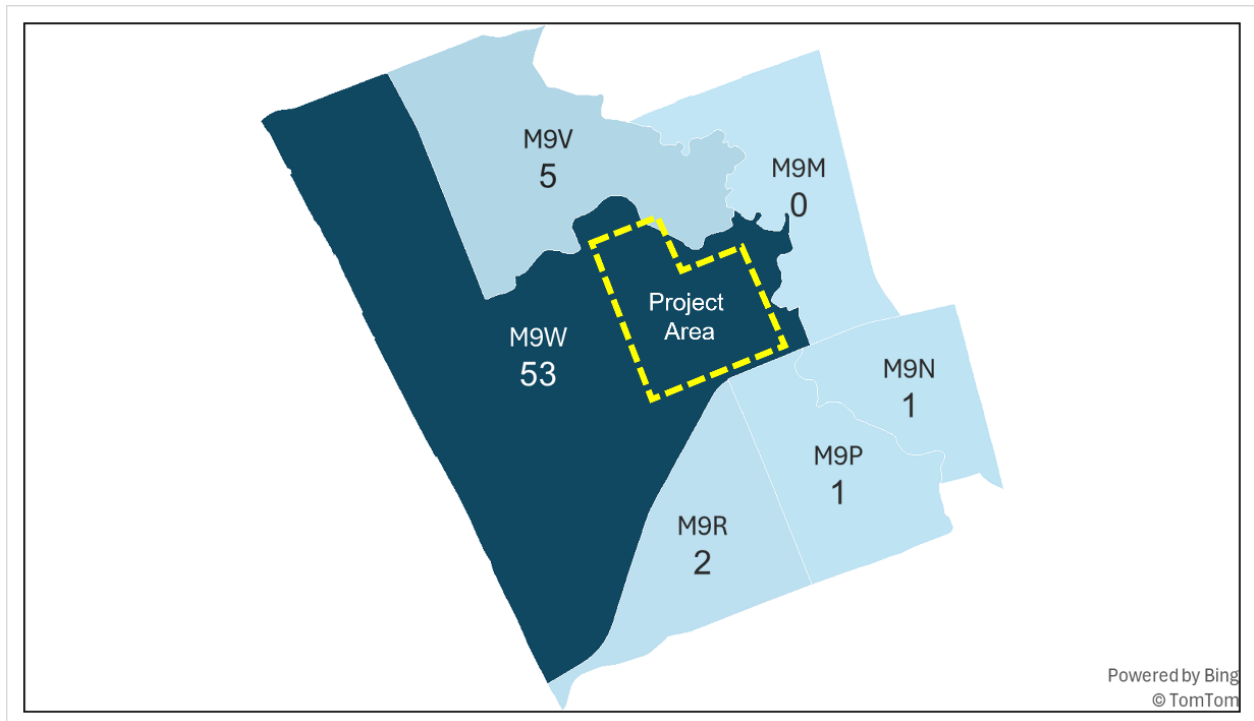
There were 81 respondents to this question, with 36 respondents indicating they travel in the project area, 26 indicating they shop/dine in the project area, and 18 indicating they live on Elmhurst Drive.

Question – How do you typically travel in or around the project area? Select all that apply.



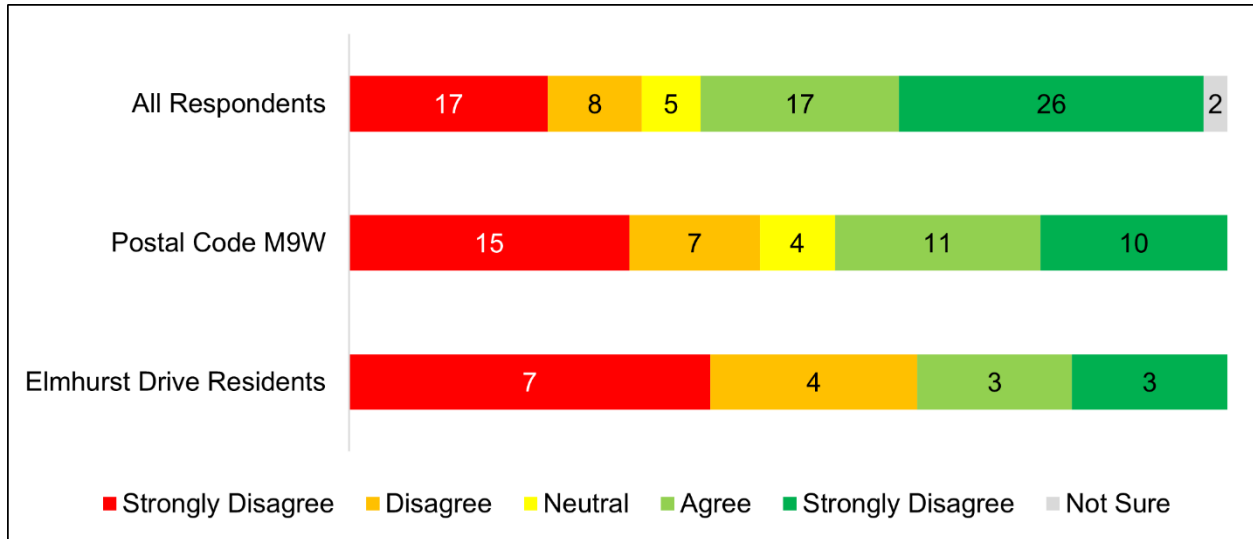
There were 81 respondents to this question, with 61 respondents indicating they typically drive in or around the project area, 51 indicating they walk, and 38 indicating cycle. 34 respondents indicated they used public transit.

Question – What are the first 3 digits of your postal code?



There were 81 respondents to this question, with the majority of respondents living in or near the project area (M9W), and other respondents scattered across the city.

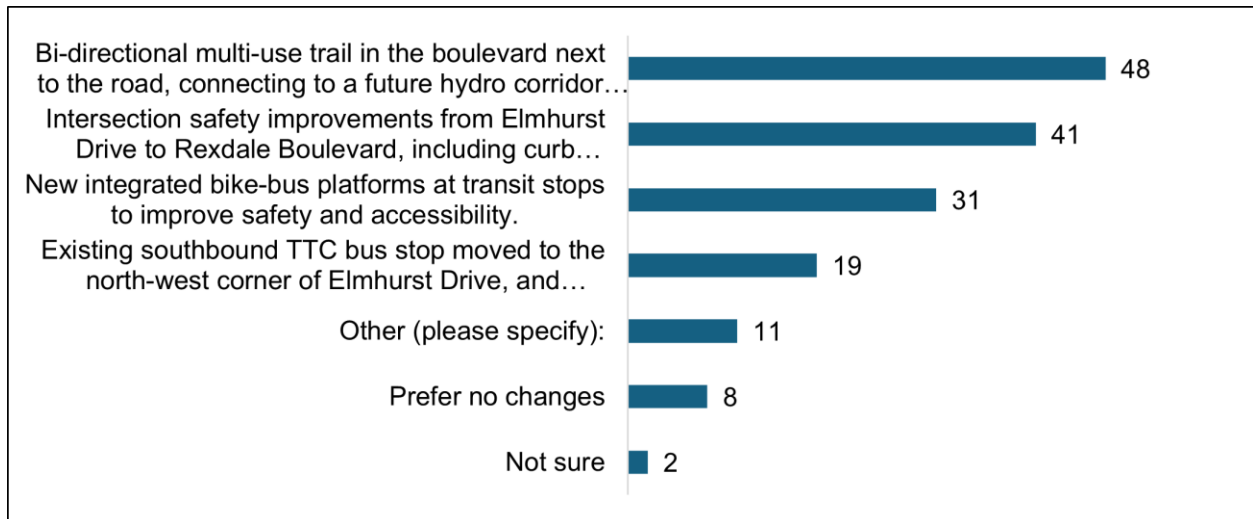
Question – Overall, do you agree that the proposed changes will improve safety and comfort for all road users?



There were 75 responses to this question. Overall, 25 respondents disagreed or strongly disagreed, while 43 agreed or strongly agreed that the proposed changes would improve safety and comfort for all road users. Five respondents were neutral, and two were not sure.

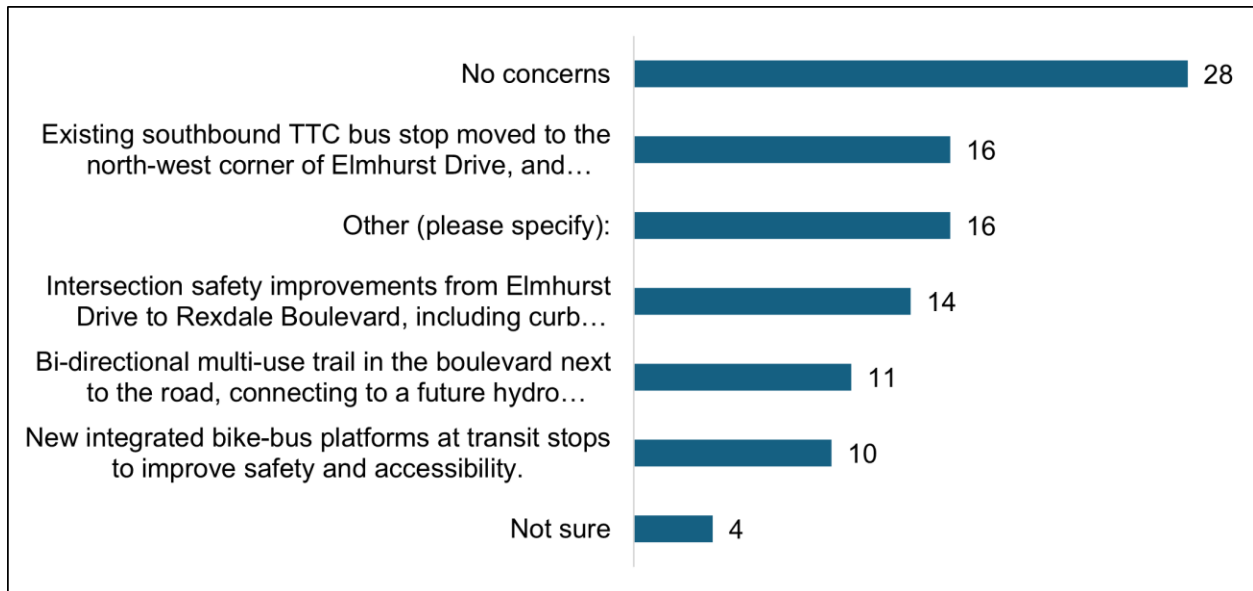
Respondents who live in the project area (postal code M9W) and those directly on Elmhurst Drive were less agreeable with the stated outcomes of the proposed changes. 22 out of 47 respondents with the postal code M9W, and 11 out of 17 respondents who live on Elmhurst Drive, indicated they disagreed or strongly disagreed.

Question – What do you like about the proposed changes along Islington Avenue?



There were 68 respondents to this question, with 48 respondents indicating they like the bi-directional multi-use trail in the boulevard, 41 like the intersection safety improvements from Elmhurst Drive to Rexdale Boulevard, and 31 like the new integrated bike-bus platforms at transit stops.

Question – What concerns you about the proposed changes along Islington Avenue?



There were 68 respondents to this question, with 28 respondents indicating they had no concerns. 16 were concerned about the moving the existing TTC bus stops, and 14 were concerned about the intersection safety improvements from Elmhurst Drive to Rexdale Boulevard.

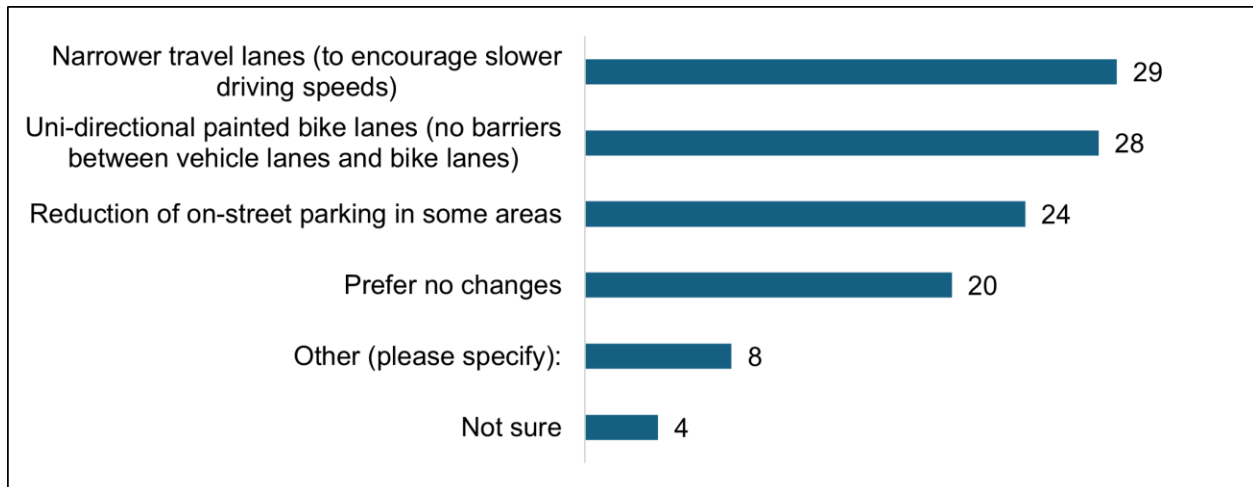
16 indicated other concerns, including concern about the congestion in the area, especially at the Tim Horton's plaza, request for bus stops to be maintained at the intersection, requests to reduce speeding in the area, and comments that proposed bike lanes and lane narrowing are unnecessary.

Question – In a few words, please explain your response. You can provide additional comments later in the survey.

The most common comments included:

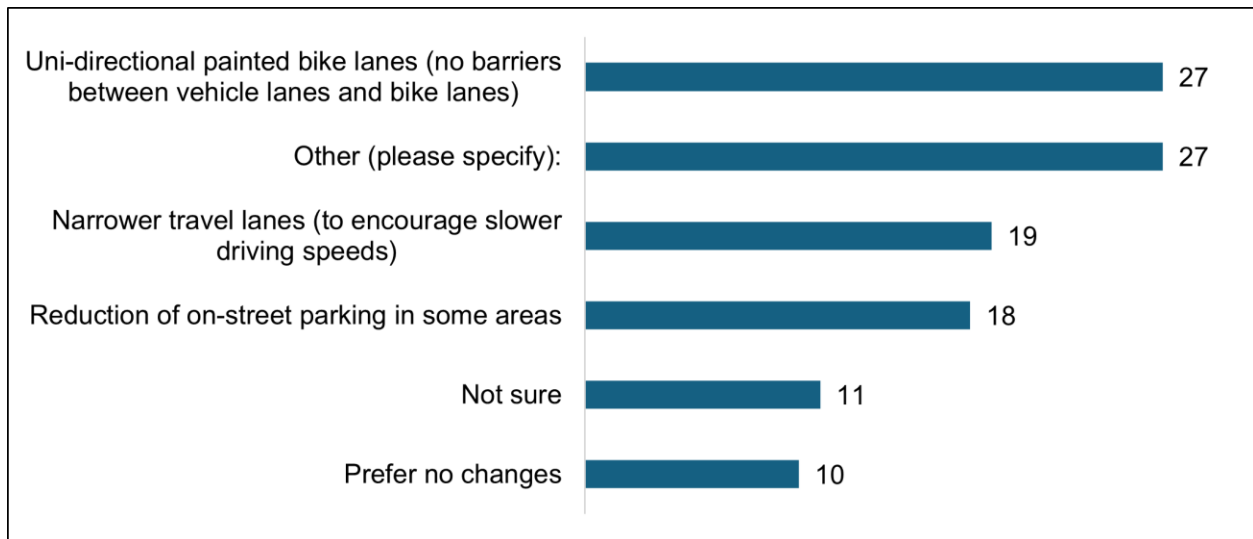
- Support for prioritizing safety for pedestrians and people cycling, and desire to expand the connection to cycling infrastructure north and south
- Perception that lane narrowing and bike lanes are unnecessary, and concerns that it would increase traffic congestion
- Concern that moving TTC bus stops would result in longer walking distances, and may not be in the best location to improve efficiency
- Concern over existing quality of the road surface and number of pot holes

Question – What do you like about the proposed changes for Elmhurst Drive and Brookmere Road?



There were 67 respondents to this question, with 29 respondents indicating they like the narrower travel lanes, 28 like the uni-directional painted bike lanes, and 24 like the reduction of on-street parking in some areas.

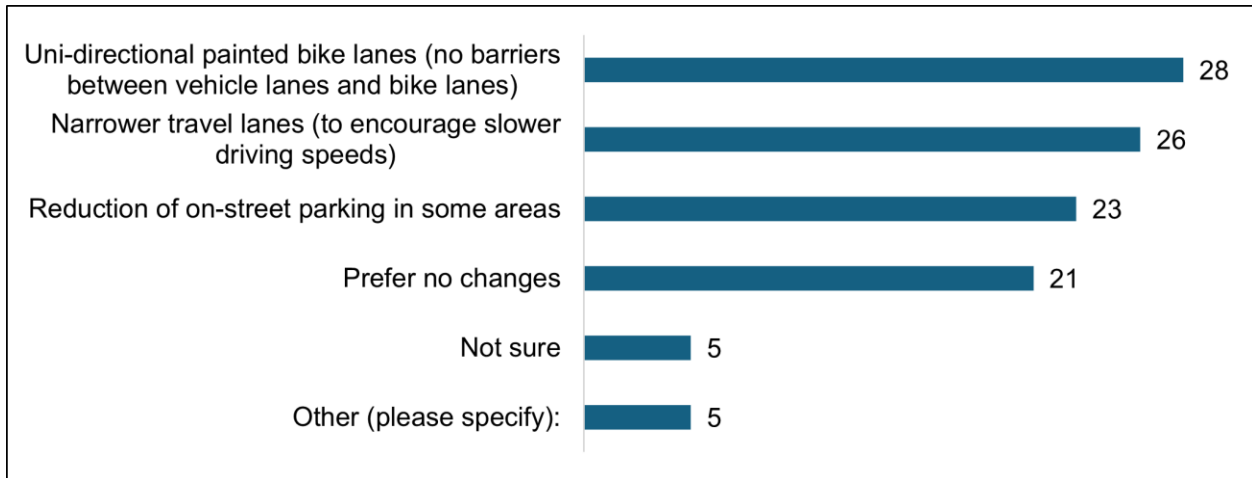
Question – What concerns you about the proposed changes for Elmhurst Drive and Brookmere Road?



There were 67 respondents to this question, with 27 respondents indicating they were concerned about the uni-directional painted bike lanes, 19 about narrower travel lanes, and 18 about the reduction of on-street parking in some areas.

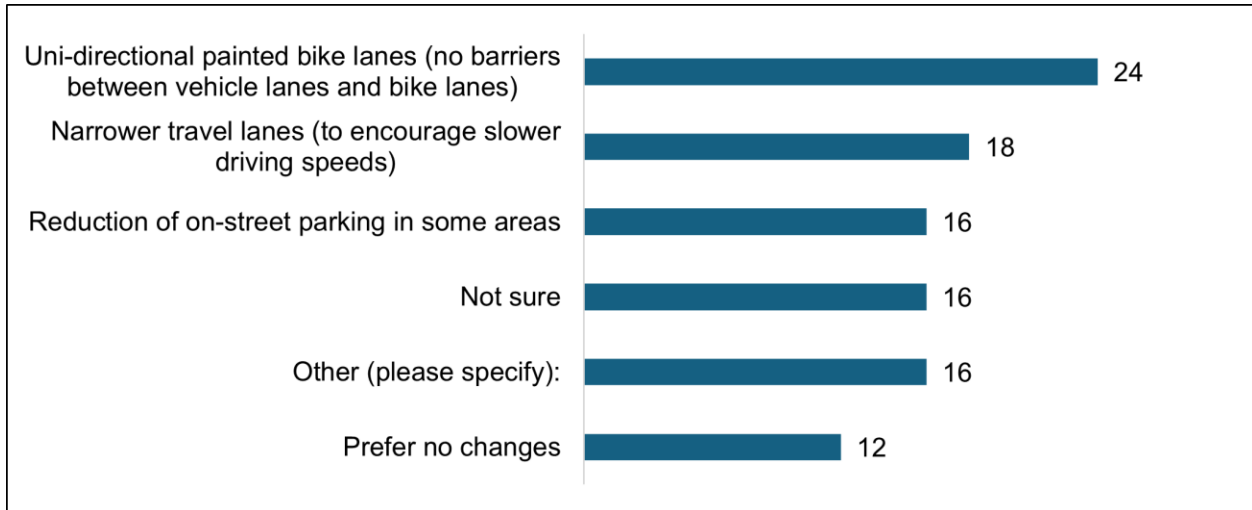
27 indicated other concerns, including the perception that bike lanes would not be used on Elmhurst Drive, and that there are alternative nearby streets that would be preferable. Several people requested a physical separation for the bike lanes to improve safety for people cycling. Others raised concerns about lane narrowing and increased congestion, as well as parking enforcement issues on the bike lane.

Question – What do you like about the proposed changes for Bergamot Avenue, Burrard Road and Caulfield Road?



There were 66 respondents to this question, with 28 respondents indicating they like the uni-directional painted bike lanes, 26 like the narrower travel lanes, and 23 like the reduction of on-street parking in some areas.

Question – What concerns you about the proposed changes for Bergamot Avenue, Burrard Road and Caulfield Road?



There were 66 respondents to this question, with 24 respondents indicating they were concerned about the uni-directional painted bike lanes, 18 about narrower travel lanes, and 18 about the reduction of on-street parking in some areas.

Question – In a few words, please explain your response. You can provide additional comments later in the survey.

The most common comments included:

- Need for physically separated bike lanes, as painted lanes are unsafe and ineffective
- Concern that narrower travel lanes would reduce safety, such as increase the risk of vehicle collisions and traffic congestion
- Concern about removal of on-street parking, and impact on access for residents
- Perception that project is unnecessary, especially on lower-traffic streets

Question – Please share any additional comments, concerns, observations, or suggestions related to the Elmhurst Drive and Islington Avenue Safety Improvements.

The most common comments included:

- Support for physically separated bike lanes, as there is concern that painted bike lanes are unsafe
- Opposition toward the proposed bike lanes, as there is perceived low number of people cycling in the area, and concerns that residential areas are unsuitable for bike lanes
- Concern that bike lanes and lane narrowing would lead to more traffic congestion in the area
- Concern over loss of on-street parking in residential areas, and impact on residents and visitors
- Support for expanding cycling infrastructure and connections

Public Consultation Drop-in Event

At the April 15, 2026 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	Comment Summary
Bike lanes	<ul style="list-style-type: none"> - Concern about perceived lack of usage of bike lanes along Elmhurst Drive - Request for physically separated bike lanes to improve safety for people cycling - Request for fully protected turns for bike lanes - Support for bike lanes connected to existing and future trails in the area - Request to extend bike lanes south of Elmhurst Drive to Bergamot Avenue - Suggestion to use Irwin Road instead of Elmhurst Drive, as there is less traffic, and connects to park and other schools
Multi-Use Trail	<ul style="list-style-type: none"> - Support for the multi-use trail - Request for multi-use trail to connect to the one at Finch Avenue
Parking	<ul style="list-style-type: none"> - Concern that bike lanes would prevent residents, visitors and delivery vehicles from parking in front of homes along Elmhurst Drive - Concern that seniors and other family members will not be able to walk to residences if the parking is removed - Concern that impacted parking will redirect traffic to nearby streets
Intersection	<ul style="list-style-type: none"> - Support for the intersection safety improvements and separation between motor vehicles and people cycling - Request for fully protected separated right turn lane at Rexdale Boulevard and Islington Avenue - Concern about traffic congestion eastbound on Elmhurst Drive, where the right turns gives way to bus stop and bike lane
Data	<ul style="list-style-type: none"> - Concern about what data was used to inform the proposed changes, or how data is collected or interpreted - Perception that data does not support dedicated bike lanes
TTC	<ul style="list-style-type: none"> - Request to keep bus stop location at Islington Avenue and Elmhurst Drive, as it is more timely and safer for pedestrians - Suggestion to relocate bus stop at Islington Avenue and Elmhurst Drive to east side
Other	<ul style="list-style-type: none"> - Request to fix pot holes in the area - Request to expand resurfacing on other streets, such as on Brookmere Road and further north on Islington Avenue - Request for stop sign at Burrard Road and Fresh Value supermarket

Interest Group Feedback

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

Topic	Comment Summary
Bike lanes	<ul style="list-style-type: none"> - Suggestion to have physically separated bike lanes to improve safety for people cycling - Noted congestion at Tim Hortons plaza, at the northwest corner of Islington Avenue and Elmhurst Drive, and whether a bike lane is warranted there - Suggestion to consult with Timothy Christian School if bikes lanes would impact pick-up and drop-off in front of the school - Concern that bike lanes would not be used, similar to those on Finch Avenue
Road safety	<ul style="list-style-type: none"> - Request for stop sign at entrance of Walmart and Rexdale Plaza, to improve safety for people on the sidewalk - Ensure wheelchair accessible sidewalks and curbs
E-bikes	<ul style="list-style-type: none"> - Question about how e-bikes would be regulated on the bike lanes
Other	<ul style="list-style-type: none"> - Concern about road quality and number of pot holes in the area. Also concern about damaged sidewalks - Concern about construction impacts - Suggestion to use more durable materials to reduce future maintenance

Additional Feedback

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

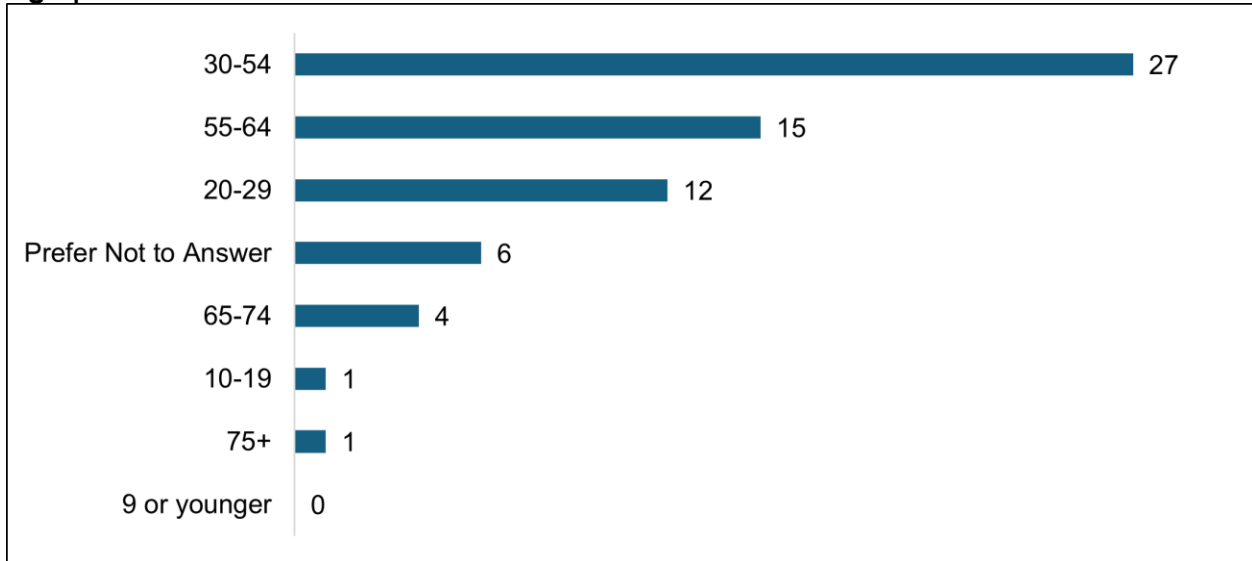
Theme	Comments
Bike lanes	<ul style="list-style-type: none"> - General opposition and concerns about proposed bike lanes, particularly on Elmhurst Drive, Bergamot Avenue and Burrard Road - Perception that bike lanes would not be used, and that there are a low number of people cycling in the area - Concern that Bergamot Avenue and Elmhurst Drive are too busy to have safe bike lanes. - Concern that it would affect access for buses and emergency vehicles - Some support for the bike lanes, and request to have more physical separation - Request to extend the bike lanes to Albion Road to connect to Humber Trail
Parking	<ul style="list-style-type: none"> - Concern about removal of on-street parking and its impact on visitors and delivery vehicles

Appendices

Appendix A: Survey Participant Profile

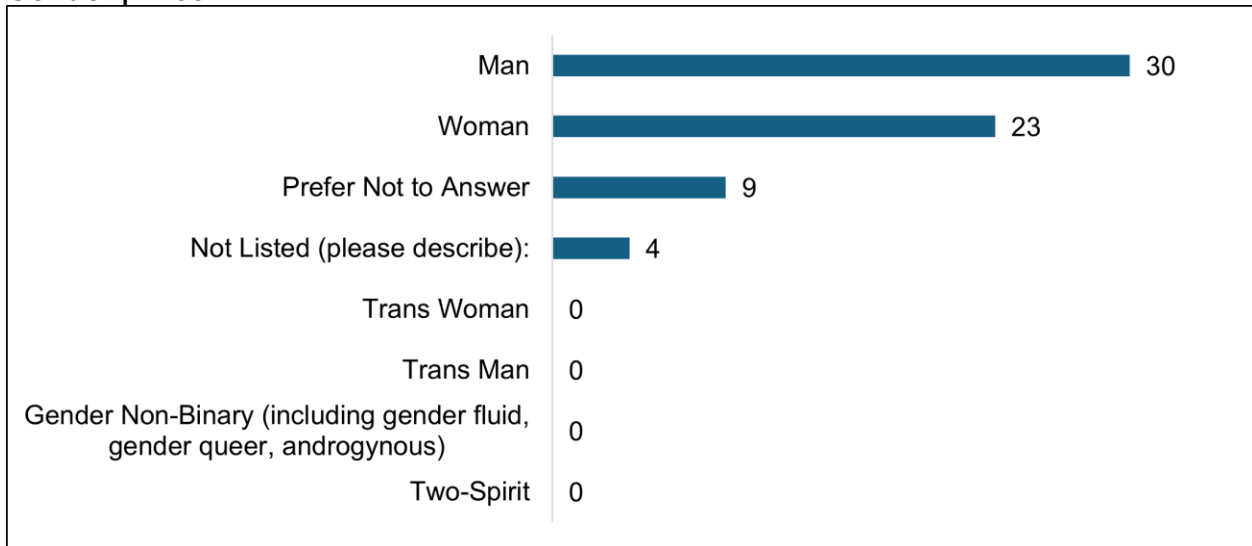
A total of 66 survey respondents provided optional demographic information described below.

Age | n=66



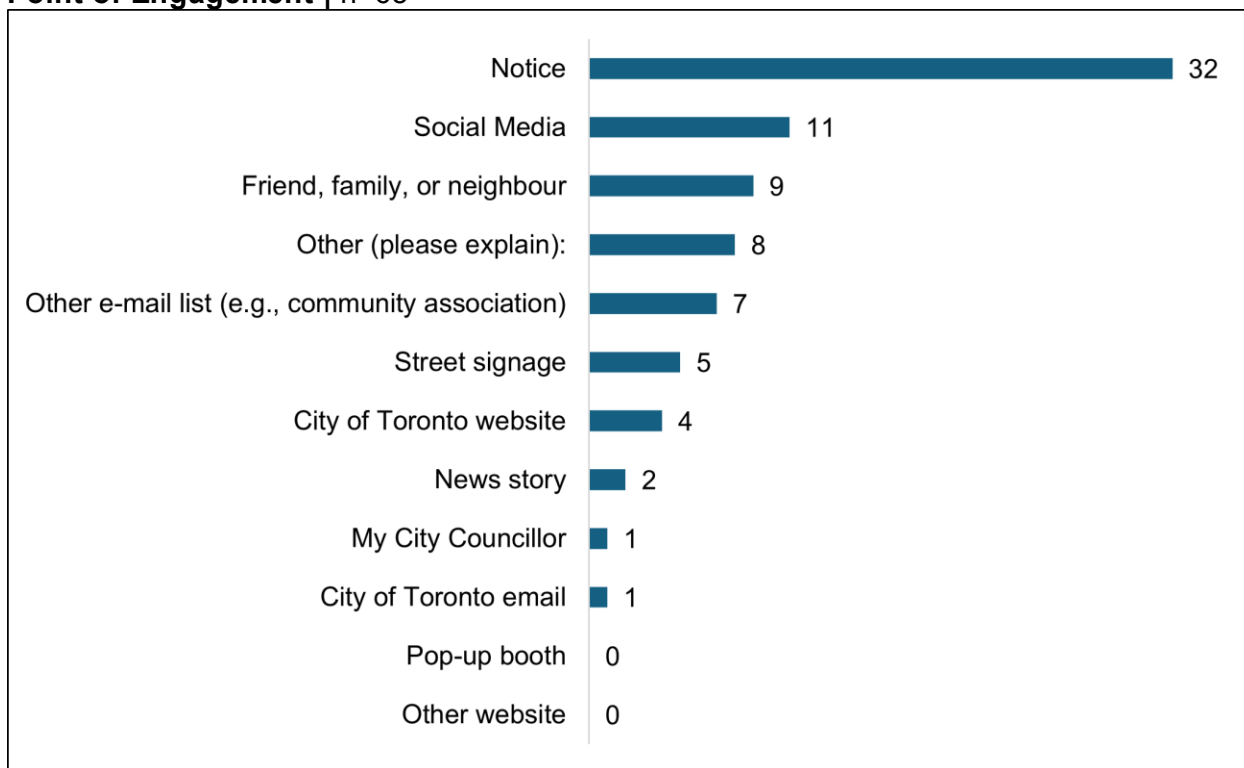
Most survey respondents are in the working age categories. Compared to the latest census data from the Rexdale-Kipling and Elms-Old Rexdale neighbourhoods, there were fewer respondents from people 65 years and older.

Gender | n=66



30 survey respondents identified as men, followed by women and participants who chose not to answer.

Point of Engagement | n=65



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