

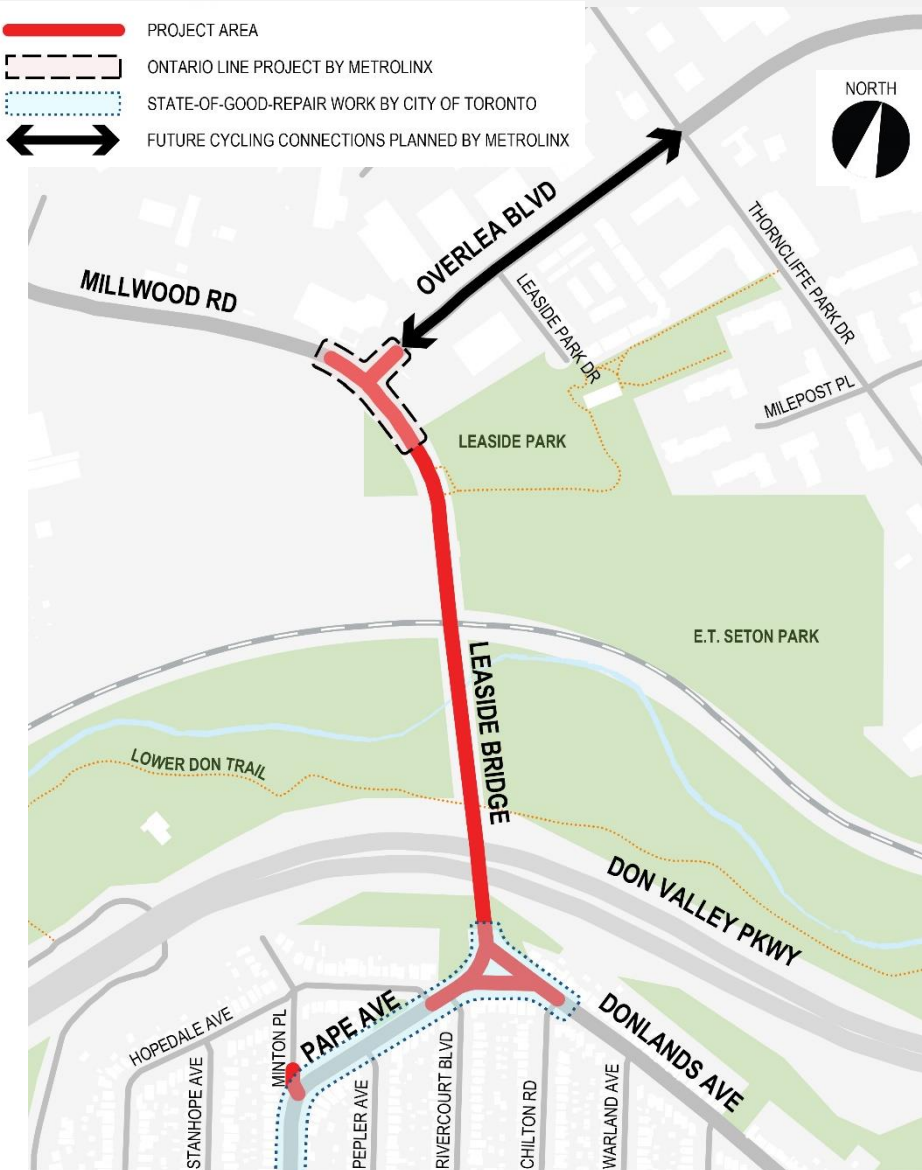
Artistic rendering

Millwood Road Safety Improvements Overlea Boulevard to Pape Avenue & Donlands Avenue

February 6, 2023

Project Overview & Rationale

Project Overview & Rationale | Why Now?



- Millwood Road provides a vital connection between Thorncliffe Park, Flemingdon Park and Leaside neighbourhoods and Downtown.
- The City of Toronto is planning state-of-good-repair work on Pape Avenue, Millwood Road and Donlands Avenue due to the poor road conditions.
- Separately, Metrolinx is planning changes to the Millwood Road and Overlea Boulevard intersection for its Ontario Line project.
- These projects provide an opportunity to redesign the intersections and reconfigure the bridge between them to make improvements.

Why Consider Change? | Policies, Plans & Goals



Official Plan Goals

Make Toronto a “walking city.”



Road to Health: Healthy Toronto by Design

Increase physical activity to reduce illness and disease.



Vision Zero Road Safety Plan

Prevent fatalities and serious injuries



TransformTO: Climate Action Strategy

Target 75% of trips under 5 km to be walked or cycled by 2040.



Complete Streets Guidelines

Create streets for people, place making and prosperity.



Reduce Reliance on Motor Vehicles

Provide alternatives to driving and use roadways more efficiently.



Ages and Abilities to Ride

Encourage people who are “interested but concerned” to ride by creating safe bikeways.



Office of Recovery and Rebuild COVID-19

Adopt healthy, less car-dependent and connected streets created during COVID-19.

Why Consider Change? | Vision Zero



Vision Zero is an action plan focused on reducing traffic-related fatalities and serious injuries on Toronto's streets.

Traditional Road Safety Approach	Vision Zero Approach
Traffic fatalities are inevitable.	Traffic fatalities are preventable.
Crashes are caused by non-compliant road users.	Humans make mistakes. The roadway system should be designed and operated so those mistakes are not deadly.
Try to reduce all collisions.	Prevent collisions that result in serious injuries and fatalities. No serious injuries or loss of life is acceptable.
Individual road users are responsible for their own safety.	Safety is a shared responsibility between those who design, operate, maintain, and use the road.
Reactive to historical crashes.	Proactive and systemic prioritization.

Why Consider Change? | Toronto's Walking Strategy



Toronto's Walking Strategy was adopted by Toronto City Council in 2009 and includes three priorities:



Universal Accessibility

All public and private places and spaces should be barrier-free.



Safety

The safety of pedestrians takes precedence over all other modes of transportation.



Design Excellence

High-quality design creates a positive experience for everyone.



Why Consider Change? | Future Cycling Connections



The Cycling Network Plan was approved by Toronto City Council in 2021. The plan is focused on connecting, growing and renewing Toronto's cycling network. The Millwood Road project was included in the plan, along with:

Future cycling connections

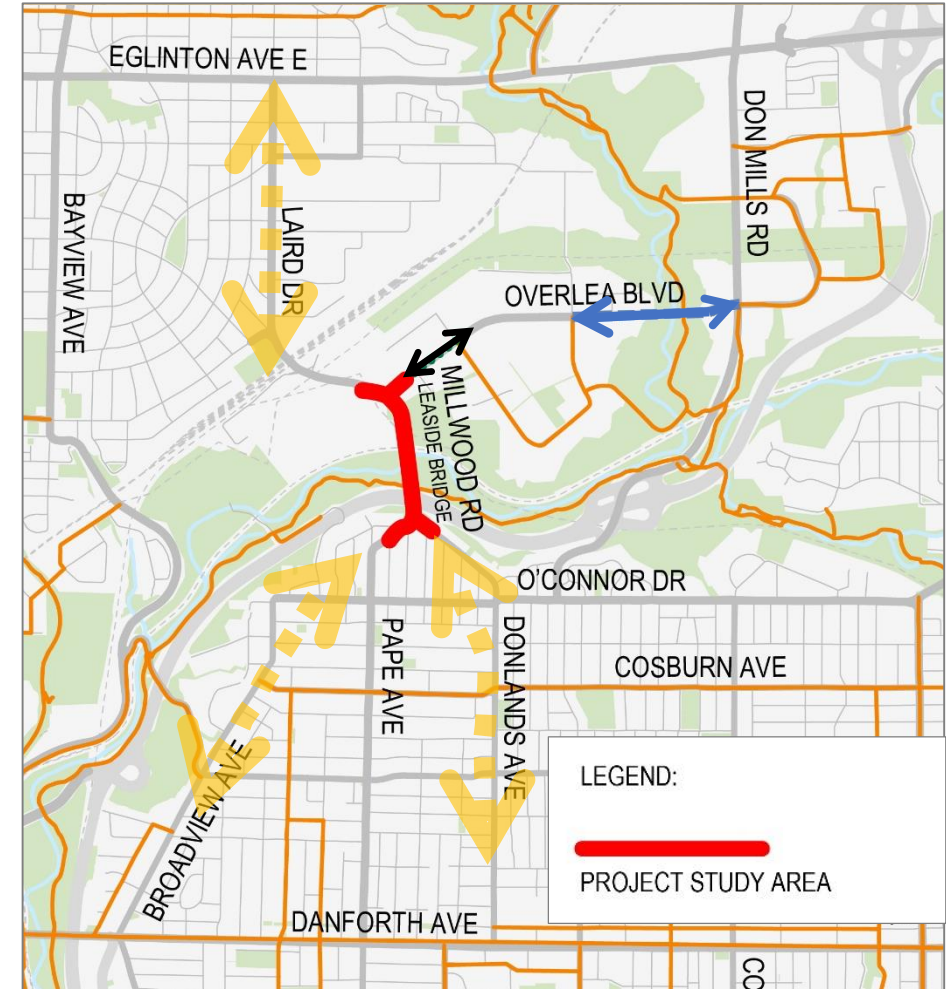
Toronto City Council Approved



Planned by City of Toronto



Planned by Metrolinx



Why Consider Change? | Project Goals & Opportunities



Improve safety,
connectivity & accessibility
for everyone



Maintain roadway uses for
public transit, emergency services,
goods movement, driving & parking



Improve intersection operations
and safety at for everyone



Enhance
greening

Project Area Today



Average Activity at Each Intersection



**200 to 400
pedestrians**



**300 to 500
people cycling**

Average Activity on Millwood Road



**34,000 motor vehicles
(including buses)**



300 TTC buses
25 Don Mills, 56 Leaside, 81 Thorncliffe Park,
88 South Leaside, 100 Flemington Park
(including express and night buses)

Today | Safety on Millwood Road



418 collisions with one (1) person **killed** and three (3) **seriously injured** in the last 10 years

Sightline issues due to roadway curves

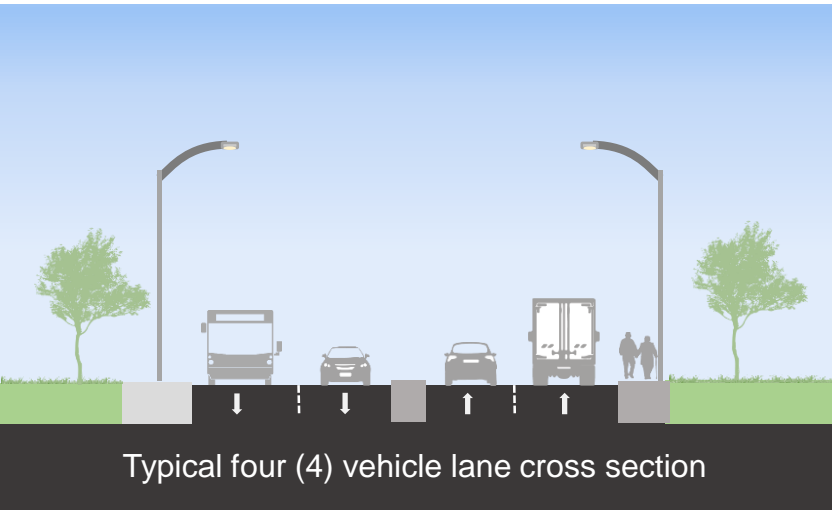
Pedestrian crosswalk missing of Pape Avenue and Millwood Road

Traffic signals are not accessible for people with low or no vision



Missing crosswalk of Pape Avenue and Millwood Road

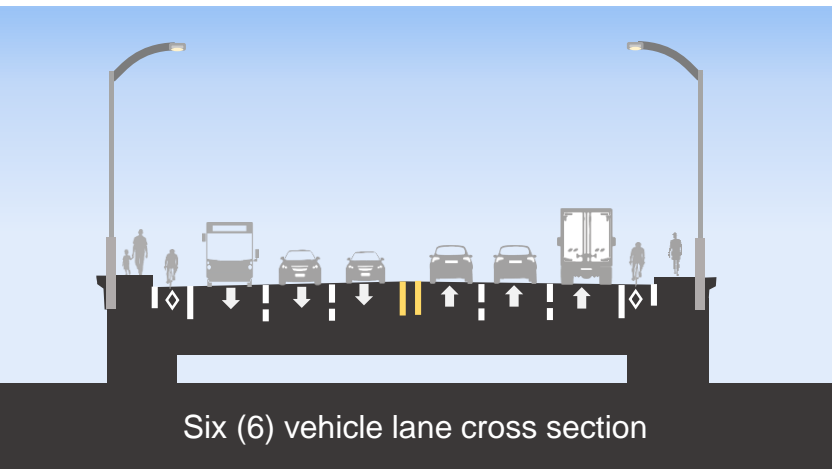
Today | Vehicle Lanes



Typical four (4) vehicle lane cross section

4 Vehicle Lanes + Turn Lanes at Intersections

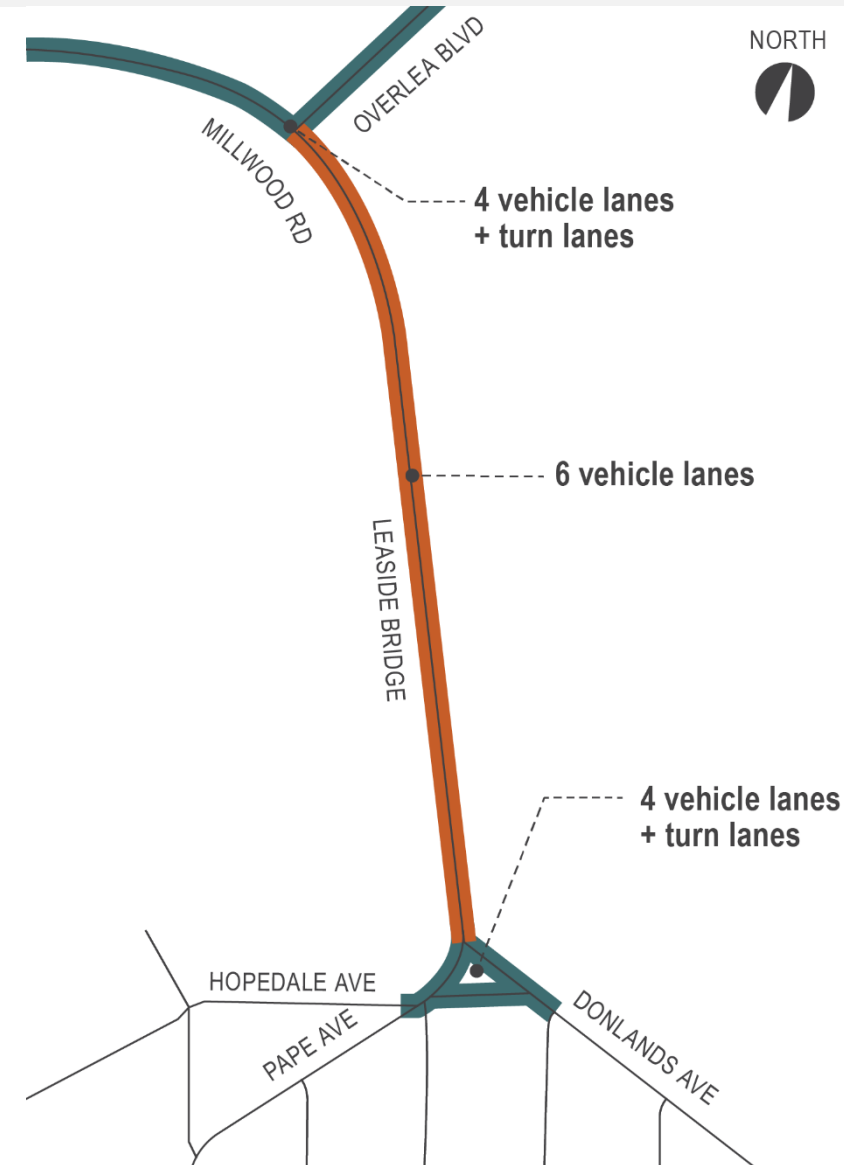
All roadways leading to the Leaside Bridge portion of Millwood Road



Six (6) vehicle lane cross section

6 Vehicle Lanes + Bike Lanes

Leaside Bridge



Today | Speed Limits



NORTH



Posted Speed Limits

Pape Avenue &
Donlands Avenue



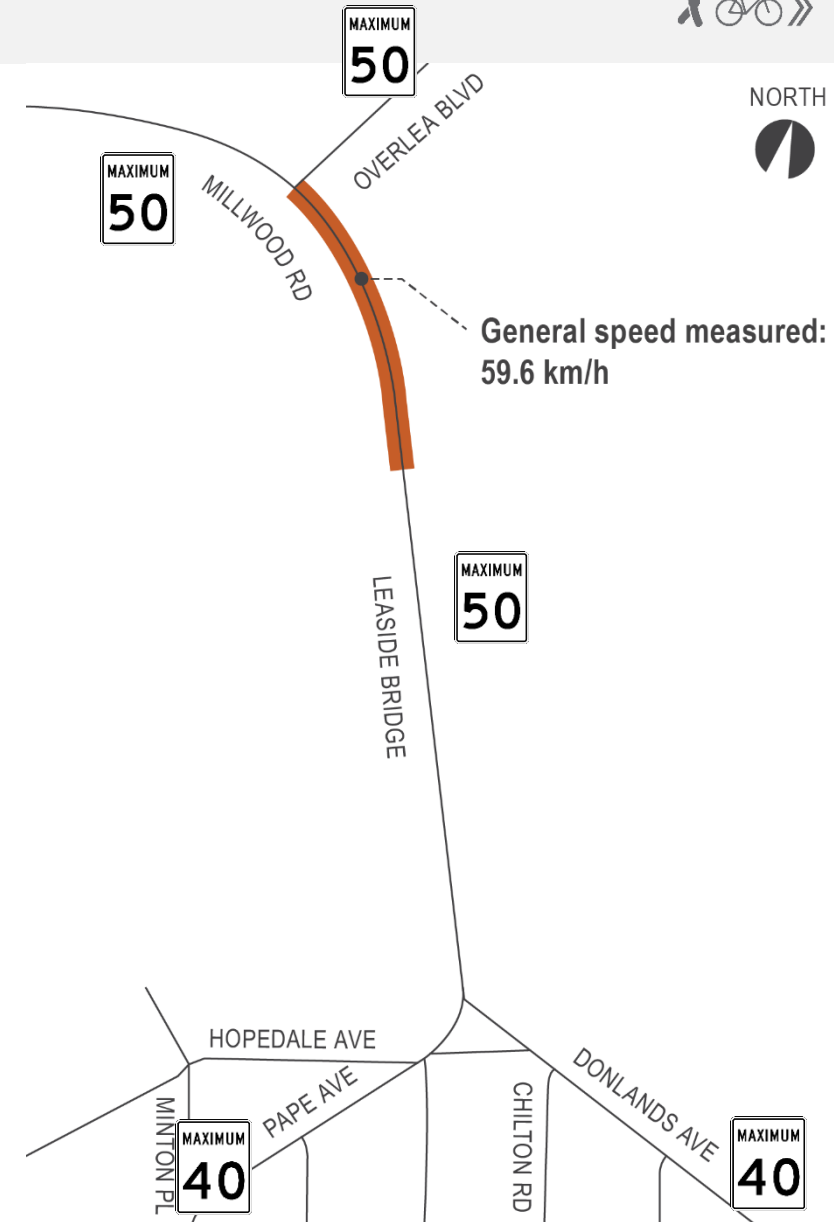
Overlea Boulevard
& Millwood Road



Speeding

59.6 km/h

Motor vehicles regularly travel over the speed limit south of Overlea Boulevard on the road curve



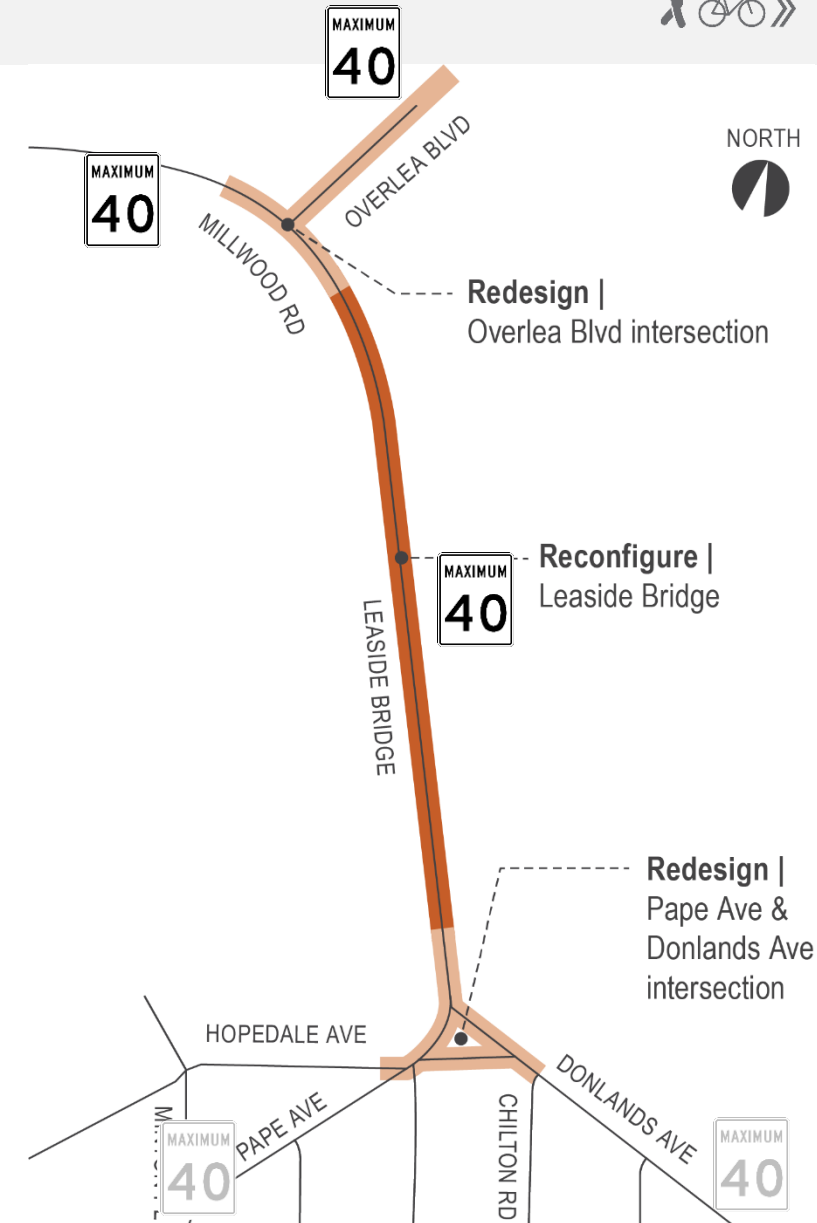
Proposed Changes

Proposed Changes | Overview



1. Redesign the Overlea Boulevard intersection
2. Reconfigure the Leaside Bridge
3. Redesign the Pape Avenue & Donlands Avenue intersection

Speed limits for all sections would be maintained or reduced to 40 km/h.



Proposed Safety Features



Raised crossings

Raised areas at intersections improve the visibility of people crossing



Before



After

Curb radii reduction

Decrease pedestrian crossing distances & encourage lower vehicle speeds

Proposed Safety Features



Separated
cycle tracks

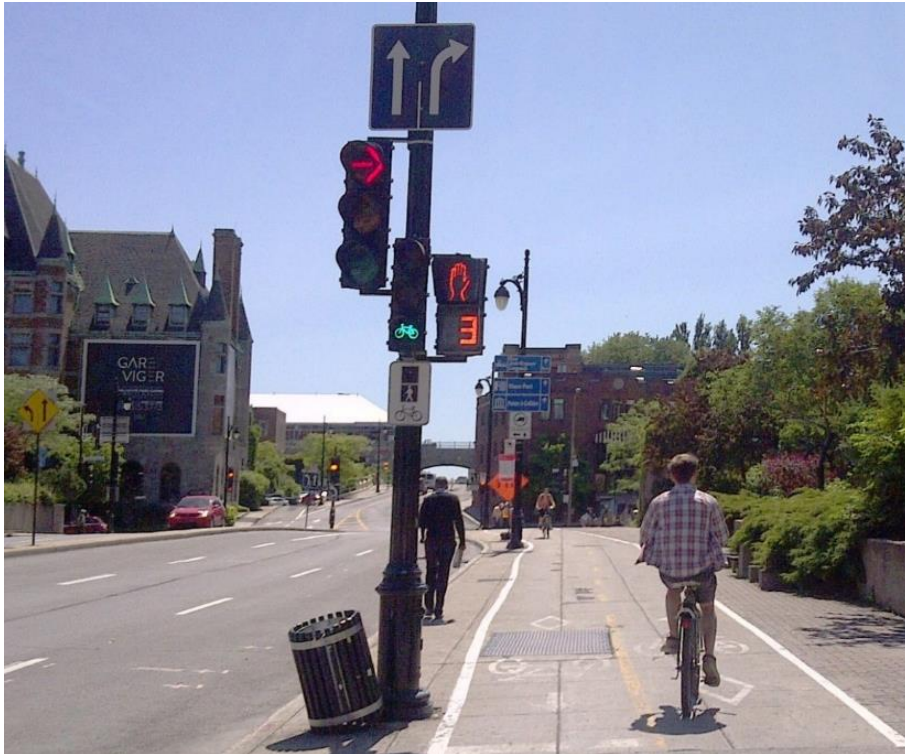


Integrated
bus/bike stops



Protected
intersections

Proposed Features



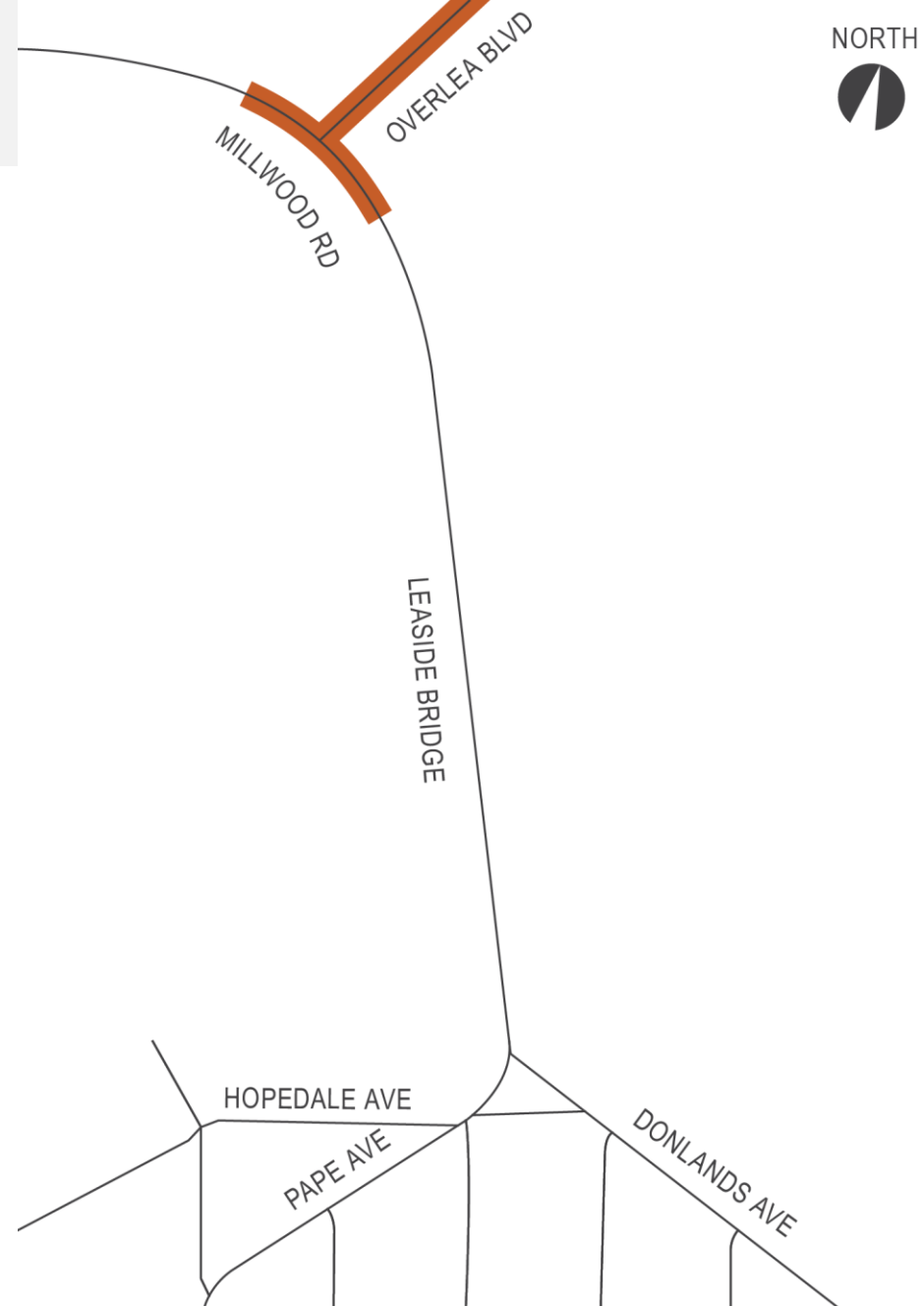
Smart & coordinated traffic signals



Enhanced green spaces

Overlea Boulevard Intersection | Proposed Changes Overview

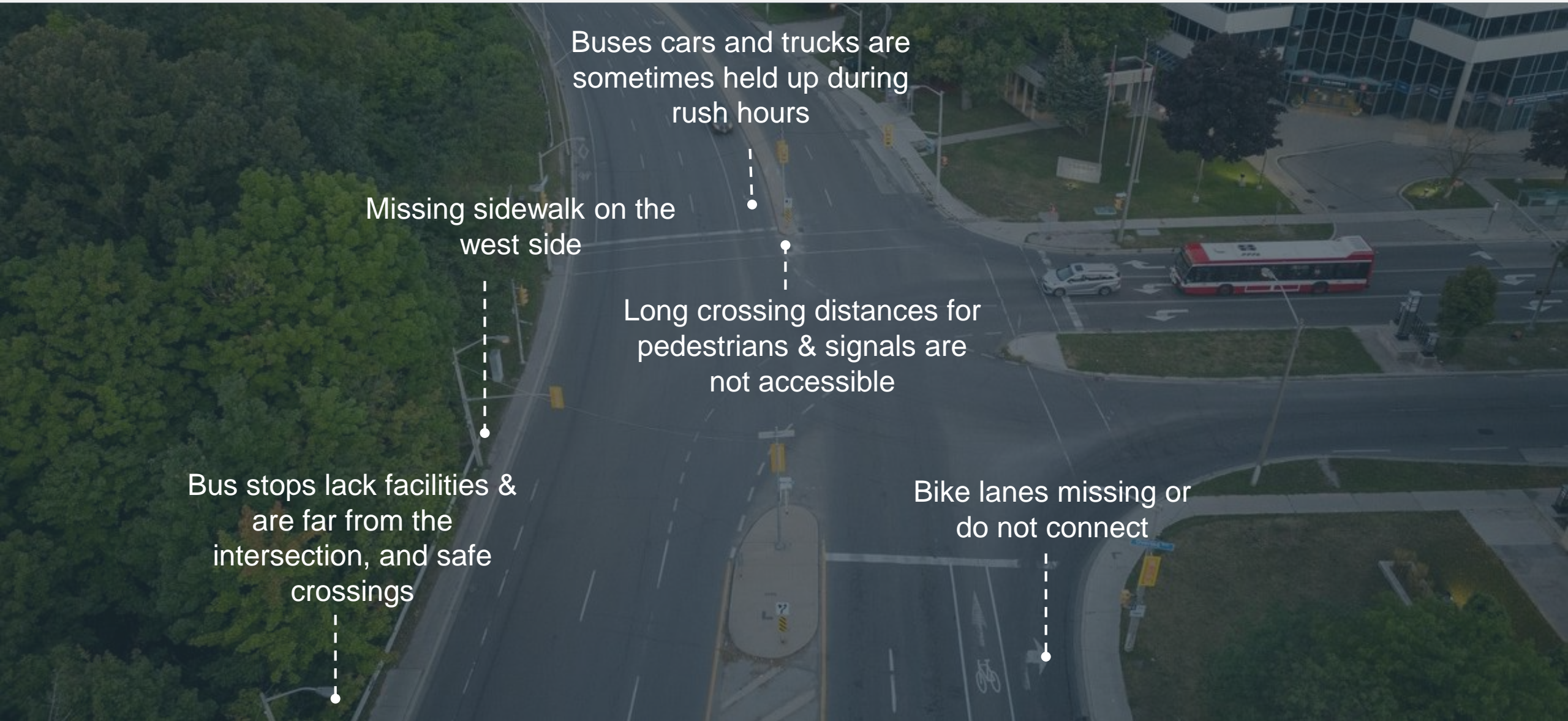
- Increase length of southbound left turn lane and westbound left turn lanes to improve motor vehicle and transit operations
- Widen or add sidewalks and reduced curb radii
- Relocate and enhance bus stops
- Add cycle tracks and protected intersection elements to connect to a future bikeway by Metrolinx on Overlea Boulevard to Thorncliffe Park Drive W
- Accommodate all turns for large vehicles such as trucks, fire trucks, and buses



Overlea Boulevard Intersection | Today



Overlea Boulevard Intersection | Issues & Challenges



Buses cars and trucks are sometimes held up during rush hours

Missing sidewalk on the west side

Long crossing distances for pedestrians & signals are not accessible

Bus stops lack facilities & are far from the intersection, and safe crossings

Bike lanes missing or do not connect

Overlea Boulevard Intersection | Proposed 2024 Changes



Planned for 2024 by Metrolinx



Artistic rendering

Overlea Boulevard Intersection | Proposed Final Changes

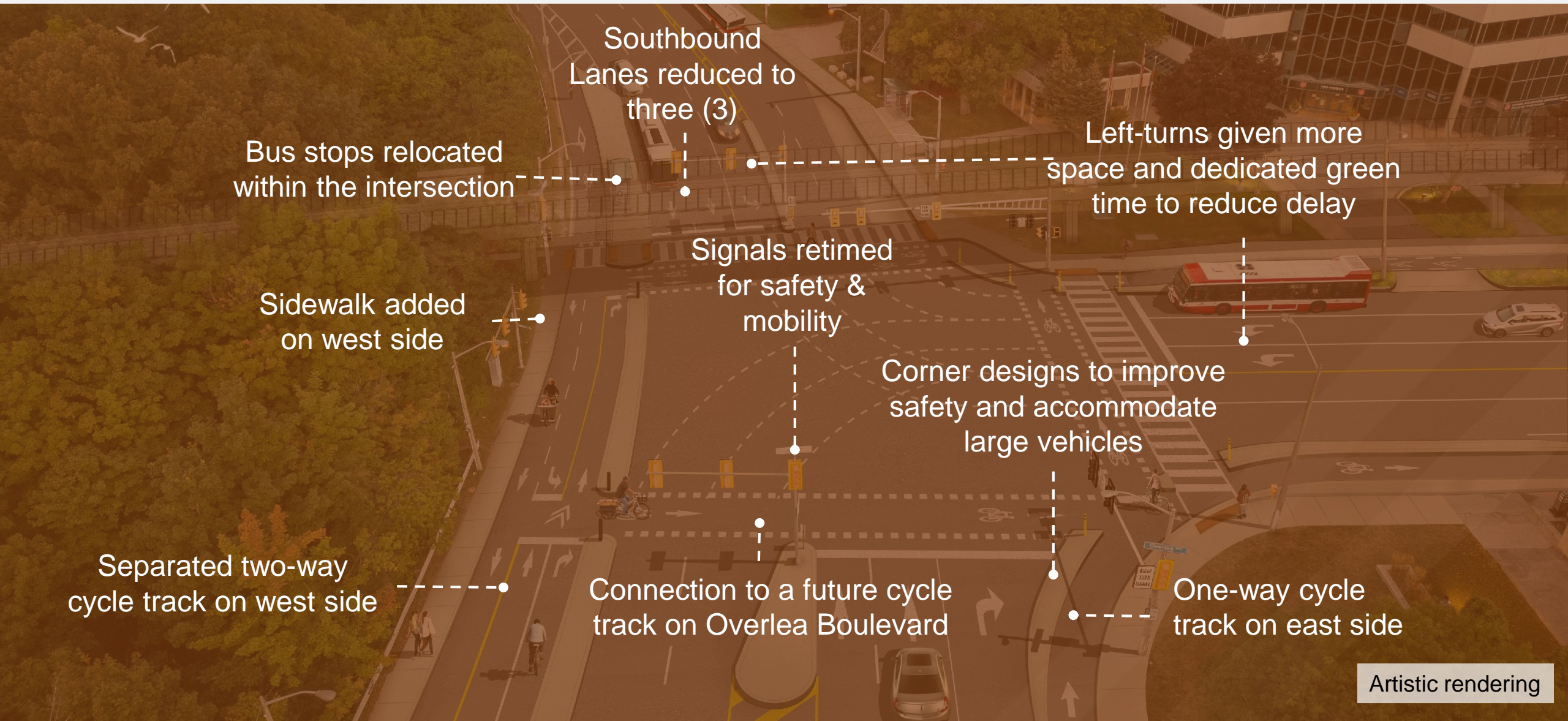


Final Construction by Metrolinx



Artistic rendering

Overlea Boulevard Intersection | Proposed Final Changes | Details



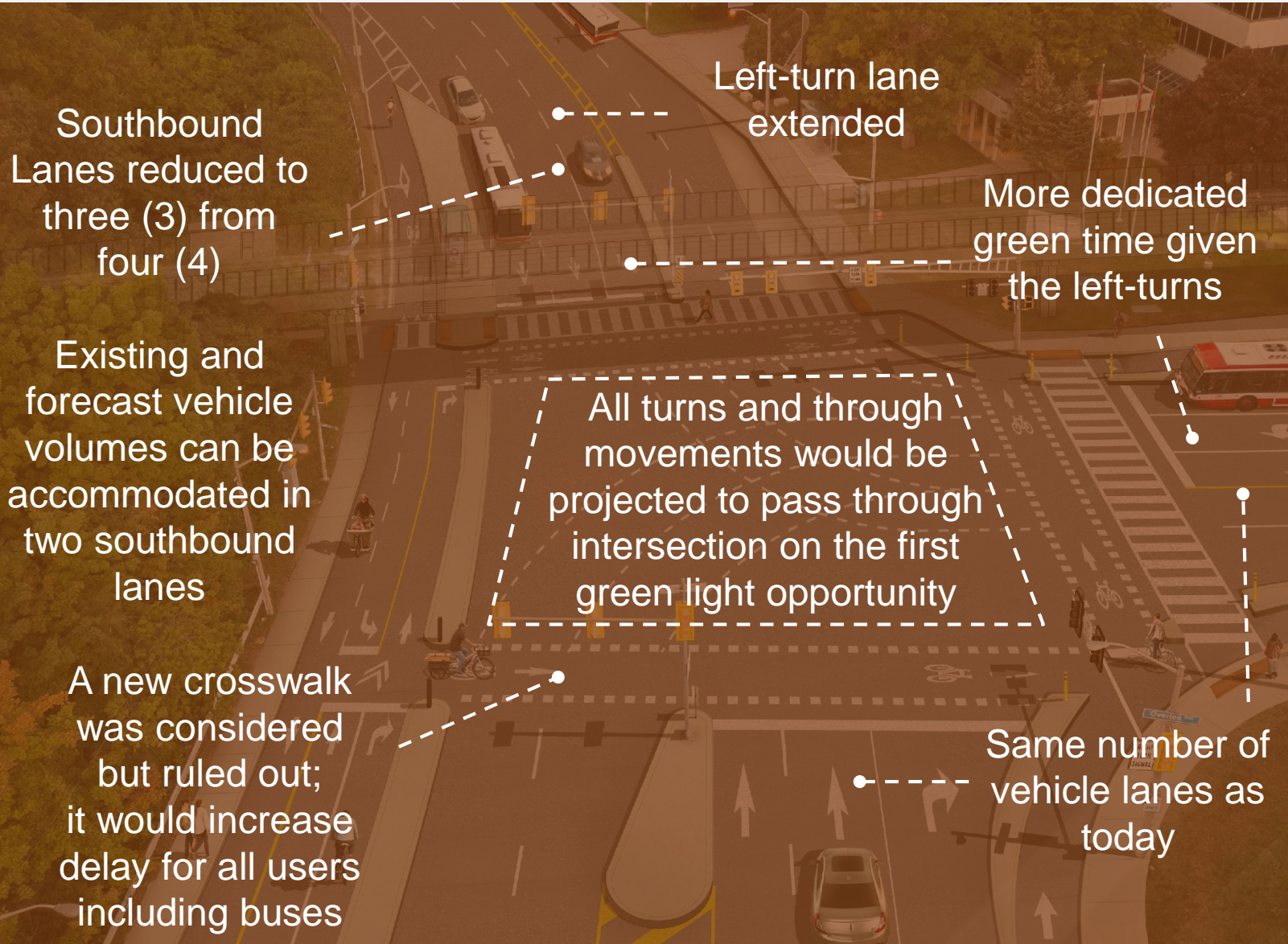
Artistic rendering

Overlea Boulevard Intersection | Proposed Bus Stop Details



Artistic rendering

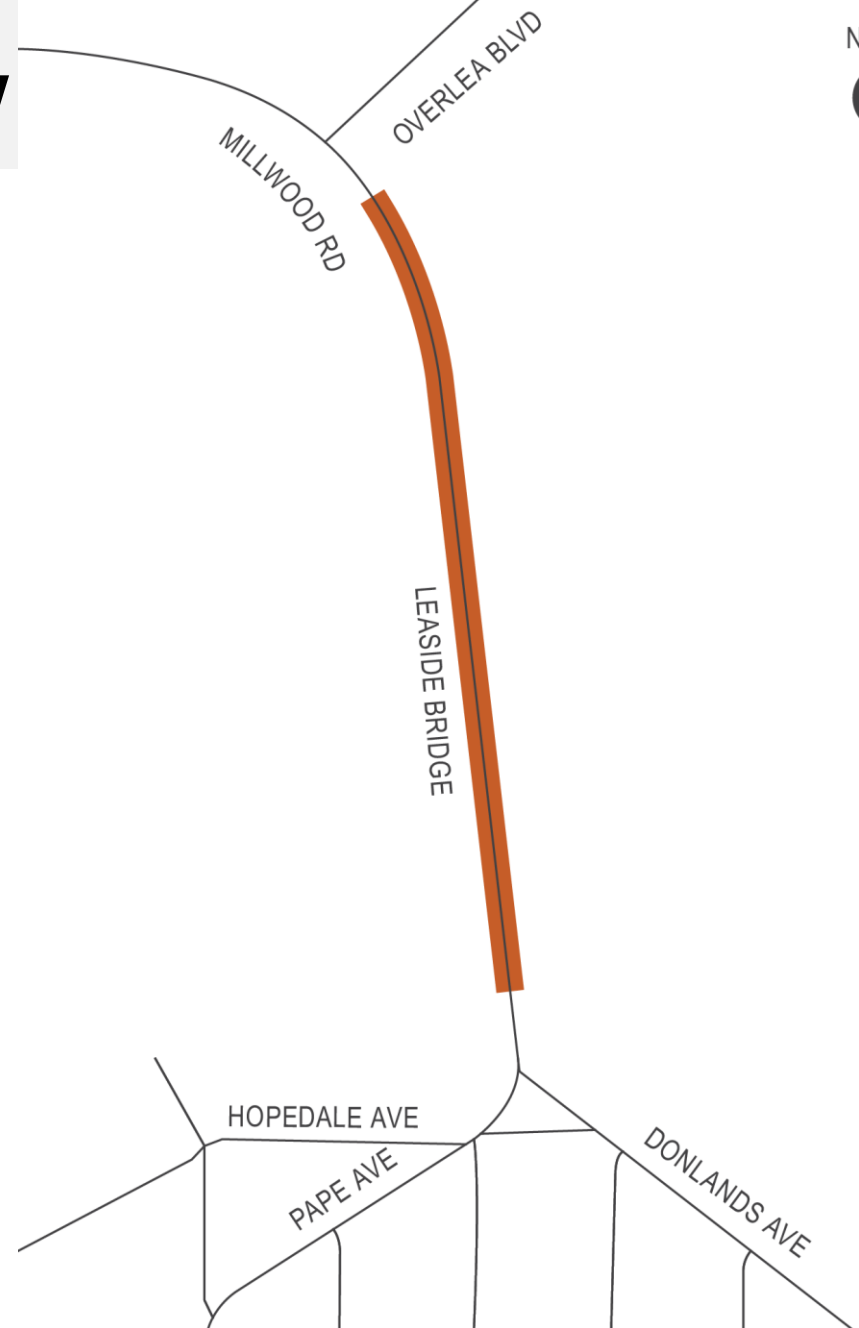
Overlea Boulevard Intersection | Proposed Traffic Details



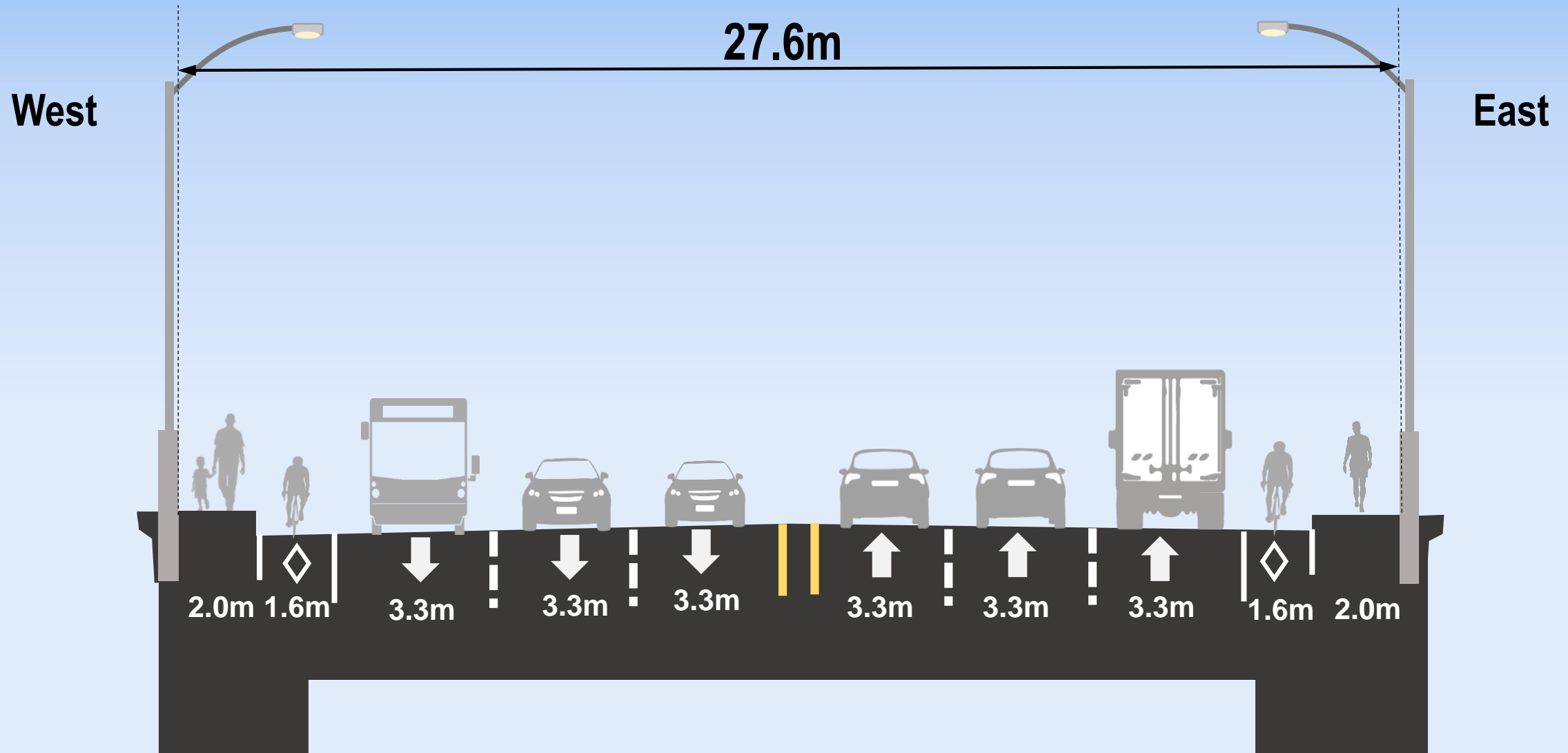
Artistic rendering

Leaside Bridge | Proposed Changes Overview

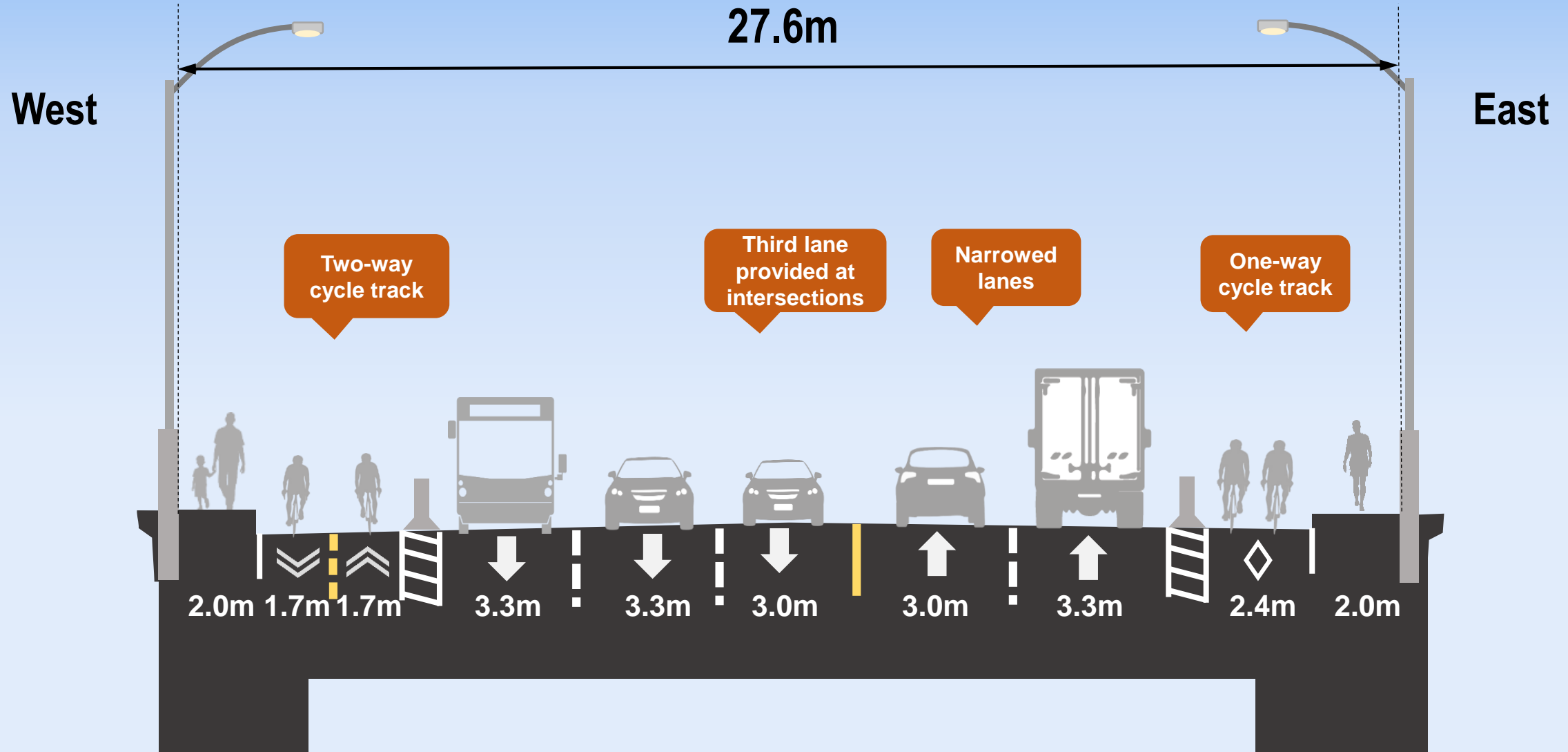
- Reduce vehicle lanes from six (6) to five (5)
- Reduce vehicle lane widths to support lower operating speeds and match the proposed reduction in speed limit to 40km/h
- Convert bike lanes to:
 - two-way cycle track on the west side
 - one-way cycle track on the east side



Leaside Bridge | Today



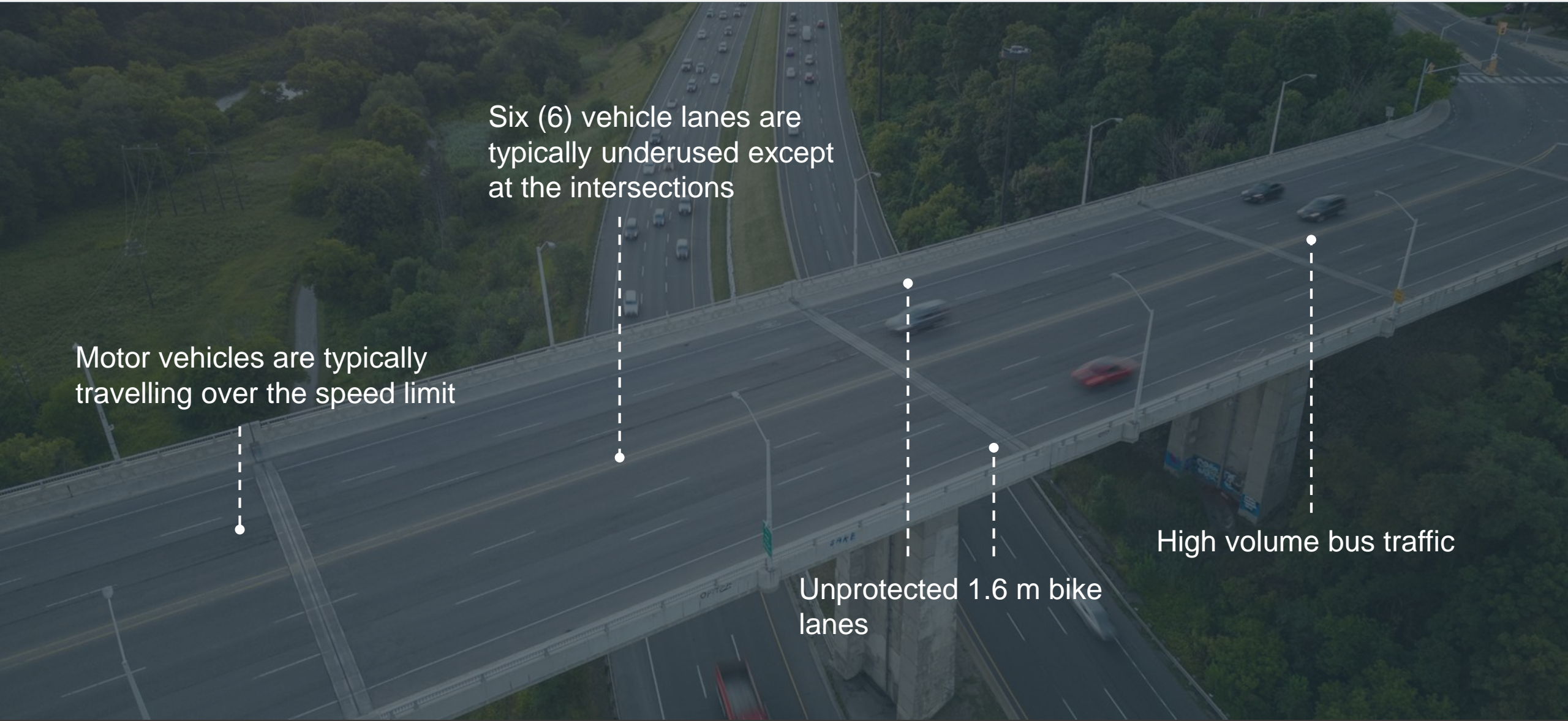
Leaside Bridge | Proposed Changes



Leaside Bridge | Today



Leaside Bridge | Today | Issues & Challenges



Six (6) vehicle lanes are typically underused except at the intersections

Motor vehicles are typically travelling over the speed limit

High volume bus traffic

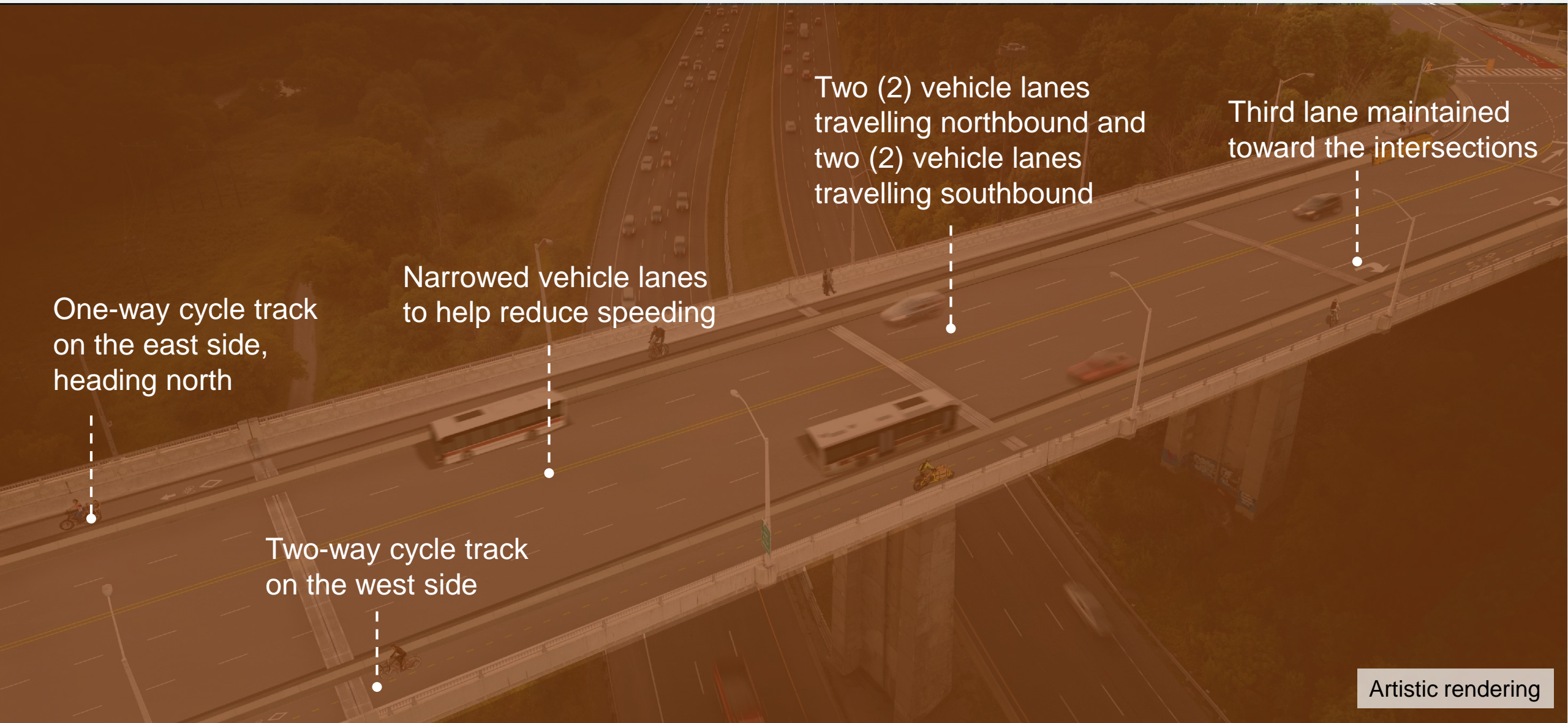
Unprotected 1.6 m bike lanes

Leaside Bridge | Proposed Changes



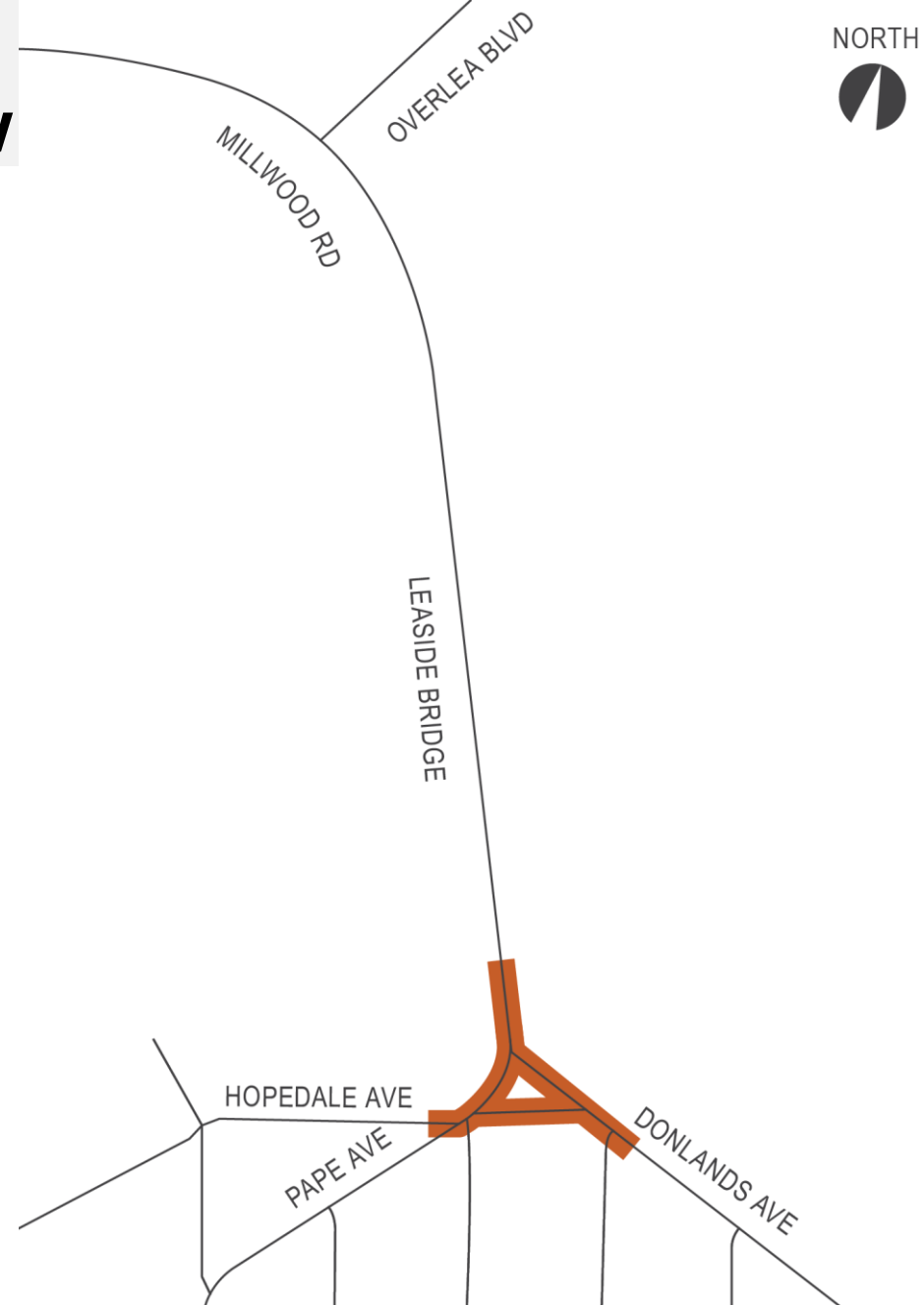
Artistic rendering

Leaside Bridge | Proposed Changes | Details



Pape Avenue & Donlands Avenue Intersection | Proposed Changes Overview

- Improve connectivity and safety for all road users with widened sidewalks, new pedestrian crossings and bikeways and protected intersection elements
- Relocate and add integrated bus/bike stops for more visible and comfortable transit waiting
- Add new trees and native plantings
- Removal of nine (9) off-peak parking spaces on Donlands Avenue and one (1) parking space on Chilton Road
- Accommodate all turns of large vehicles such as trucks, fire trucks, and buses



Pape Avenue & Donlands Avenue Intersection | Today



Pape Avenue & Donlands Avenue Intersection | Today | Issues & Challenges



Most bus stops far from the intersection and safe crossings

Bike lanes start and end at intersection

No pedestrian crossing of Pape Avenue or Millwood Road

Large concrete islands without amenities

Wide vehicle lanes

High-volume, high-speed vehicle turns

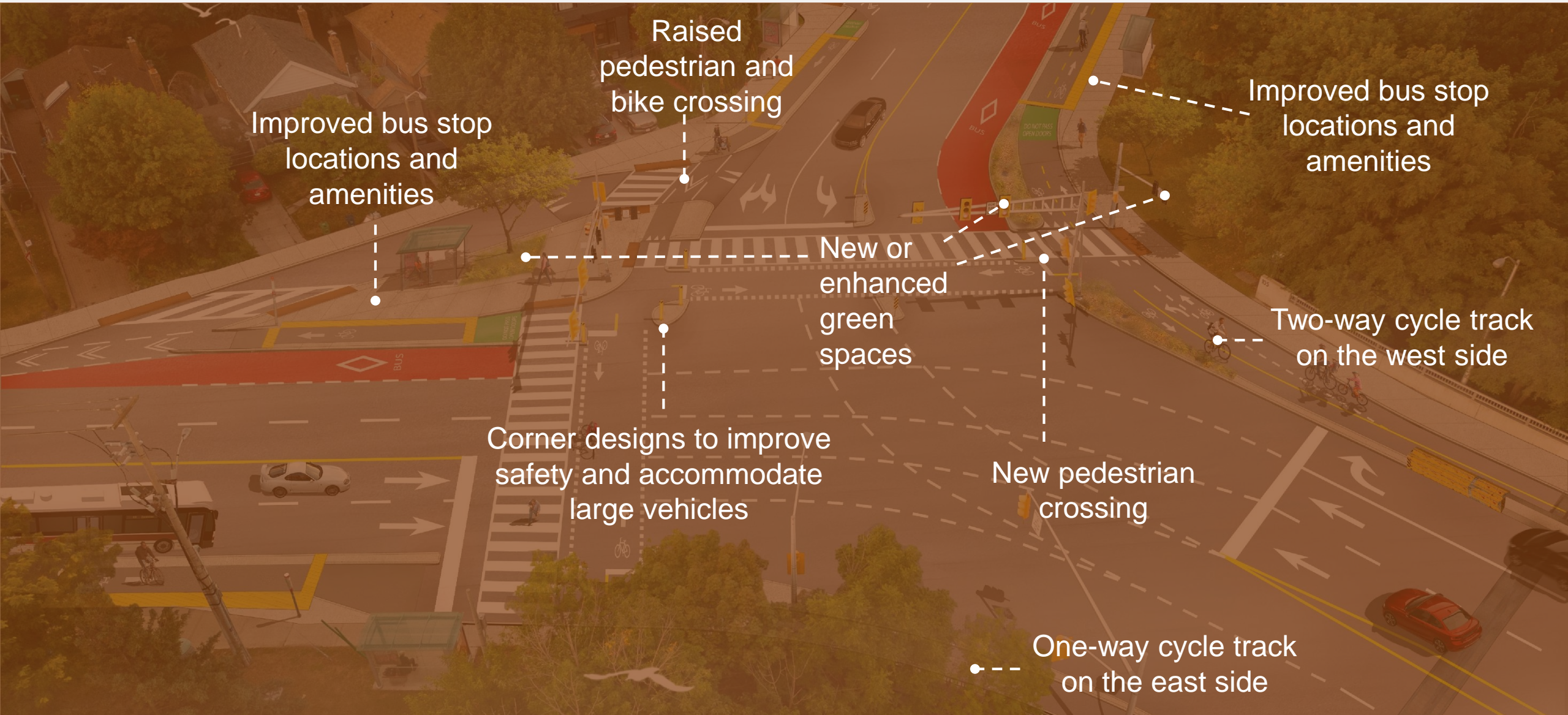
Pape Avenue & Donlands Avenue Intersection | Proposed Changes



Artistic rendering



Pape Avenue & Donlands Avenue Intersection | Proposed Final Changes | Details



Improved bus stop locations and amenities

Raised pedestrian and bike crossing

Improved bus stop locations and amenities

New or enhanced green spaces

Two-way cycle track on the west side

Corner designs to improve safety and accommodate large vehicles

New pedestrian crossing

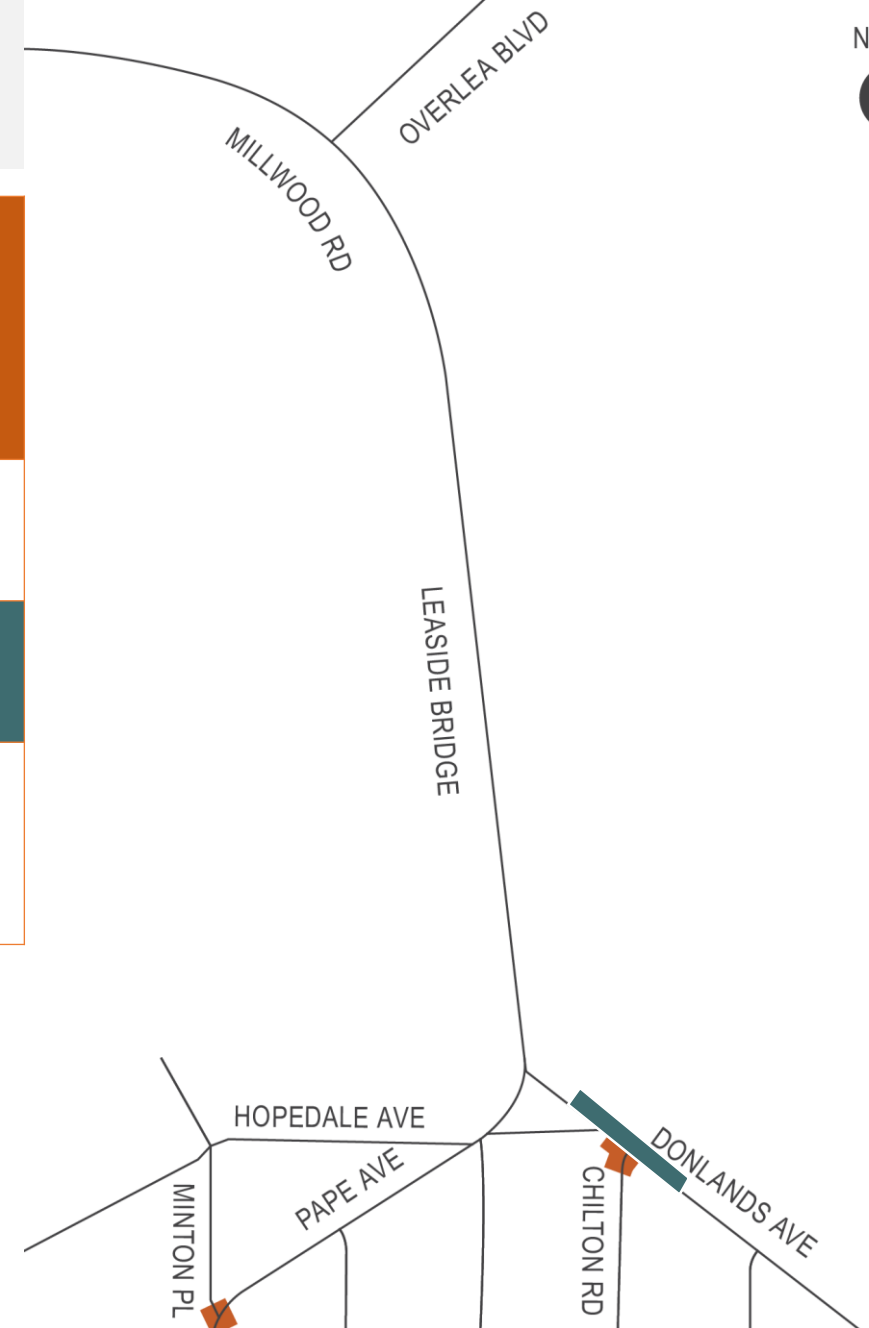
One-way cycle track on the east side

Pape Avenue & Donlands Avenue Intersection & Nearby Area | Parking Impacts



Location	Permit Parking Area	Available Parking Spaces	Permits Issued	Number of Parking Spaces Removed
Minton Place near Pape Avenue	8G	7	2	Up to 2
537 to 553 Donlands Avenue				9 off-peak
Chilton Avenue near Donlands Avenue	8F	13	4	1

To improve safety for vulnerable road users, roadway space would be reallocated to sidewalks and bikeways.



Next Steps

Planned Phases of Work



Year	Overlea Boulevard intersection	Leaside Bridge	Pape Avenue & Donlands Avenue intersection
2023	Under construction	One-way cycle tracks open; vehicle lanes reconfigured	Construction completed
2024	First phase of construction completed	Two-way cycle track on the west side opens	
With Ontario Line	Final construction completion		
Work Done By	Metrolinx	City of Toronto	City of Toronto



Communications

- City will mail a construction notice prior to start with a point of contact for follow-up questions

Movement

- Pedestrian, bicycle and vehicle access maintained at all times
- Lane occupations may restrict travel to a single lane in each direction

TTC bus service

- Maintained at all times; bus stops may be temporarily relocated

Typical Work Hours

- Monday to Friday: 7 a.m. – 7 p.m.
- Saturdays, Sundays and late evening work may be required but minimized as much as possible

Metrolinx

- Will communicate separately for the Ontario Line project

Next Steps | Key Dates

- **In-person: East York Town Centre**
– February 13 and 16, 2023,
3:30-5:30pm
- **Public feedback deadline** –
February 21, 2023
- **Engagement summary posted on
project web page** –
March 2023
- **Report to Infrastructure and
Environment Committee &
City Council** – March 2023
- **City construction planned to
begin** – Summer 2023



CONTACT US

If you have any questions or concerns feel free to contact:

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