Millwood Road Safety Improvements

Date: Monday, February 6, 2023
Meeting Type: Virtual
Start time: 6:30 p.m. **End Time:** 8:00 p.m.

Project Overview

The City of Toronto is proposing safety improvements on Millwood Road as part of the planned state-of-good-repair work and part of the City's commitment to the Vision Zero Road Safety Plan. The Plan's goal is to eliminate traffic-related fatalities and serious injuries by making our roads safer for everyone.

Meeting Objectives

- Introduce details about the proposed changes to add separated cycle tracks, integrated bus and bike stops, protected intersections, coordinated traffic and enhance green spaces in the project area.
- Provide residents an opportunity to ask questions and share feedback.

Meeting Overview

The meeting was facilitated by Carol Tsang, Senior Public Coordinator. A presentation was provided by Adam Popper, Senior Project Manager, Transportation Services, followed by the opportunity for participants to ask questions, share comments and hear responses from City staff.

Questions & Comments

The following questions and answers were provided during the meeting. All questions and comments have been categorized by topic.

Scope of Work

Questions & Comments	Project Team Answers
Is there any consideration to expanding the scope of this project further north to the intersection at Redway Road and the railway bridge? This is a very dangerous intersection for all users, drivers, pedestrians and cyclists.	Any extension to the north of the project area is something that can be contemplated in the future through a separate project, but the scope for this project does not include this.
The City needs to consider further north of the intersection as it would create a bottleneck in this area. I know it is not in the scope, but it should be considered in the future.	Noted.

Emergency Services

Questions & Comments	Project Team Answers
Is there a representative from Emergency Services? I am concerned Fire/Ambulance/ Police are challenged getting into the heavily populated Thorncliffe Park and reducing lanes from Donlands Avenue/Pape Avenue to Overlea Boulevard would hinder emergency response.	The design options have been reviewed with Emergency Services and they have provided feedback to ensure it provides access that meets their needs.

Metrolinx

Questions & Comments	Project Team Answers
I am concerned about Metrolinx's involvement. They have lacked transparency, failed to meaningfully engage the public on other major projects, and not been able to complete work on time. Is there no option for a different company?	Metrolinx is a provincial agency, and their job is to build new transit and operate GO Transit. They are responsible for building the Ontario Line and are working with the City to make changes to some streets. As part of our project, we have emphasized the need for public consultation and communication in our collaboration with Metrolinx. The work Metrolinx is doing regardless of the City's project is providing an opportunity for the City to make road safety improvements in this area.

Leaside Bridge & Safety Barriers

Questions & Comments	Project Team Answers
Has there been consideration for installing a safety barrier on the Leaside Bridge to prevent suicides? Sadly, it occurs several times per year which poses a risk to the vehicles below and other harms. The Leaside Bridge would have added metal cables running across and above the existing barrier.	A safety barrier would not be included in this project. The scope of work for the Leaside Bridge is a redistribution of space between the existing sidewalks. We have noted this is as a concern to address and are separately looking at options.

Turning Movements

Questions & Comments	Project Team Answers
Is there going to be a no right-turn on red for the northbound right-turn lane at the Overlea Boulevard and Millwood Road intersection?	Yes, we are proposing a no right-turn on the red light for the northbound movement at the intersection. This can be accommodated without significant delay. Additionally, a northbound green arrow would be provided, that would reduce conflicts between right-turning vehicles and pedestrians crossing at the intersection.

Questions & Comments	Project Team Answers
Can buses and transport trucks turn without encroaching into adjacent lanes?	Yes, we are proposing a no right-turn on the red light for the northbound movement at the intersection. This can be accommodated without significant delay. Additionally, a northbound green arrow would be provided, that would reduce conflicts between right-turning vehicles and pedestrians crossing at the intersection.
There is currently no traffic light, just an exit lane for drivers travelling southbound from Millwood Road to Pape Avenue. Concerned that the light would cause a back-up of traffic on the bridge.	Yes. The design has accounted for the turning movements of large vehicles, and they would be able to make necessary turns.
There is currently no traffic light, just an exit lane for drivers travelling southbound from Millwood Road to Pape Avenue. Concerned that the light would cause a back-up of traffic on the bridge.	The right-turn light at Pape Avenue would be a protected movement. This would be timed to allow enough time to clear the volume of vehicles turning. The right-turn lane on the bridge would be long to not impede traffic bound for Donlands Avenue.
Would there be two right-turn lanes at the Overlea Boulevard and Pape Avenue intersections?	There would be one right-turn lane on Millwood Road at each intersection.
There is always a long line for left-turns at Millwood Road onto Overlea Boulevard. Could this be turned into a double lane left-turn?	This was considered but would cause an increase of traffic delay in the other lanes and directions, and it would not significantly improve traffic flow. Instead, the left-turn lane would be extended to serve more people making that left-turn while simultaneously providing more time to the green light. We are giving more time rather than more space, which would decrease queue time significantly.
My concern is people jumping the queue at the left-turn from Millwood Road into Overlea Boulevard. With one turning lane, people are going to cut in and affect traffic flow.	Jumping the queue can be mitigated by painting solid lines, and extending them further back than typical, to prevent people from entering the lane too late. The additional green light time would reduce queues so people won't feel the need to cut in.
Going westbound on Overlea Boulevard. onto Millwood Road there would be two lanes, could one of them be right turn lane and the other left turn lane?	There would be two lanes making the left from Overlea Boulevard to Millwood Road, two lanes going east from Millwood Road to Overlea Boulevard and one lane going west and turning northbound onto Millwood Road. There are five lanes total.

Cycling

Questions & Comments	Project Team Answers
What is the rationale for a two-way cycle track on the west side?	The two-way cycle track on the west side supports the safety and directness for people travelling northeast. It also allows people to cross at a single traffic light rather than cross through two sets of lights. The one-way cycle track on the east side supports people travelling north from Donlands Avenue and east towards Overlea Boulevard or north onto Millwood Road north and Laird Drive. This would allow safer connections to other bike routes in the area.
I'm a resident of the area and cross the bridge walking and using a bicycle. What is being considered to separate bikes and buses? Buses are known to transit along at a highspeed which increases the unsafe sensation for pedestrians and cyclists due to the sound and wind.	Concrete jersey barriers would provide separation from high-speed traffic for more vulnerable road users, such as people cycling and walking.
As a cyclist, I do not feel safe using the current bike lanes. The proposed designs would create a safer space and promote cycling to use this route. I'm glad cycling infrastructure is being proposed and if you build it, people will come.	Noted.
What is the rationale for the two-way cycle track on one side versus the other?	A two-way cycle track is proposed on the west side to accommodate the northeast desire line for people cycling. There are future connections planned on Hopedale Avenue and further sound that are part of a longer bike route in development. A two-way cycle track was also considered on the east side but there is not have enough room at the Donlands Avenue intersection to accommodate the necessary turns and waiting areas. This could be designed through a future project if conditions change.
Would there be a two-way cycle track continuing down Pape Avenue or would it be one-way south of the intersection?	The two-way segment transitions to one-way at Hopedale Avenue.
Bridge going south-bound, how far would the cycle track go on Pape Avenue? I am concerned about the sharp turn onto O'Connor Drive.	For the scope of this project the cycle track would go to Hopedale Avenue.

Questions & Comments	Project Team Answers
I feel it would be a missed opportunity to not design the Overlea intersection with a bike lane going north. I realize this would be out of scope but with the future cycling connections, it does not make any sense to plan for it. From a cyclist's perspective the Millwood bridge provides the least steep connection from downtown to uptown and more cyclists would be using this bridge if there was safe infrastructure.	Noted.
Going westbound on Overlea Boulevard. onto Millwood Road there would be two lanes, could one of them be right turn lane and the other left turn lane?	There would be two lanes making the left from Overlea Boulevard to Millwood Road, two lanes going east from Millwood Road to Overlea Boulevard and one lane going west and turning northbound onto Millwood Road. There are five lanes total.

Crosswalks

Questions & Comments	Project Team Answers
Are raised crosswalks being considered for the intersections?	There is one raised crosswalk proposed on Pape Avenue. Unfortunately, raised crosswalks cannot be included on TTC routes.
What is the current length and the anticipated length of the pedestrian crossing across Donlands Avenue?	The distance of that crossing would be approximately 24 m for pedestrians, as compared to 19 m today. But only approximately 16 m of that would be across the southbound and northbound bike lane on Donlands Avenue. So, the amount of space exposed to motor vehicles is reduced. The traffic signals would provide the necessary amount of time for pedestrians to cross.

Red Light Camera

Questions & Comments	Project Team Answers
I'm concerned about the unsafe turn on Millwood Road and Pape Avenue. Would there be no right-turn on red with the radii being changed? And would a red light camera be installed?	Yes, there would be no right turns on red. The southbound right at Millwood Road and Pape Avenue would have its own signal, and people would have a dedicated light to make a southbound manoeuvre onto Pape Avenue. There are different factors to consider installing a red light camera and this location can be flagged for red light camera consideration.

Lane Reduction

Questions & Comments	Project Team Answers
Is adding the extra bike lane one of the key factors for reducing one of the traffic lanes?	This is a combined design that considers different modes of transportation (walking, cycling, transit and driving). Adding a physically separated cycling facilities does take up space, as does providing enhanced bus stop facilities. Moving the bus stop has advantages in addition to more comfortable waiting areas for passengers – safety, mobility, and general traffic flow. Our traffic modelling has shown that with the extension of the left-turn lane would counterbalance the lane reduction for people driving.

Green Space

Questions & Comments	Project Team Answers
The tree lined median on Overlea Boulevard will be removed and with the addition of the Ontario Line, we will not have any green spaces at the entrance to Thorncliffe Park. Reducing the vehicle lanes in each direction is not warranted and I'm concerned might increase the amount the traffic. This design is primarily for cyclists, it does not benefit pedestrians as much.	The removal of the central median is part of the Metrolinx proposal and outside of the City's work. In certain segments of this project, we are enhancing green space. The designs emphasize the separation between pedestrian and vehicle movements and optimizes safety for people cycling and walking. Many of the proposed elements to be constructed are subtle but impactful, such as reduction of curb radii and leading pedestrian intervals. These can reduce the crossing distance for pedestrians and reduce conflicts with motor vehicles. If there are more safety improvements you would like to see, please let us know.

Construction

Questions & Comments	Project Team Answers
How would bike lanes be maintained during construction?	These details would be determined at a later stage of the project.
How would the construction affect my commute?	Projects like this typically have lane reductions during construction but maintain at least one vehicle lane in each direction. Lane reductions are intended to last as short as possible.

Monitoring

Questions & Comments	Project Team Answers
After installation, would queue times be monitored, and can adjustments be made?	We do a very detailed analysis to avoid adjustments soon after installation. Monitoring and feedback collection is done after a project is installed, and adjustment is possible.

The following questions and comments were submitted during the meeting and recorded. The project team has provided responses to the questions post-meeting.

Bike Lanes

Questions & Comments	Project Team Answers
What is the direction for the bike lane on the east side of Millwood Road? I see much potential confusion with this bike lane design.	The proposal includes a bike lane on the east side of Millwood Road/Leaside Bridge that would allow people cycling to travel northbound from Donlands Avenue to Overlea Boulevard. A two-way cycle track is proposed for the west side of Millwood Road/Leaside Bridge that would allow two-way travel between Overlea Boulevard and Pape Avenue.
In 2023, would only the east side cycling facilities have separation and the west side remain unprotected with paint only?	Both sides would have protection. Northbound cycling would only be possible on the east side until the works at Overlea Boulevard are complete, which is planned by Metrolinx for end of 2024.
Why is a 2.4 m wide bike lane being proposed? This seems like a waste of space.	This is consistent with bike lanes on bridges, including the Overlea Bridge. It allows for safe passing.

Budget

Questions & Comments	Project Team Answers
What is the budget for this project and where does it rank as priority given all the other issues the City has?	The most cost-effective time to make safety improvements is when work is otherwise taking place. This is true at both the Overlea Boulevard and Pape Avenue/Donlands Avenue intersection. The project is estimated to cost the City of Toronto $2.5 million to $3.5 million. Funding is available with the City's Capital Budget.

Construction

Questions & Comments	Project Team Answers
When exactly would this project begin and how long would it take to complete?	Construction is planned to begin in 2023 and be completed in 2024. The Pape Avenue & Donlands Avenue intersection and the Leaside Bridge is being delivered by the City. The Overlea Boulevard intersection is being delivered by Metrolinx. For the City portion of the construction, all properties would receive a construction notice at least 2 to 3 weeks ahead of the start of work to communicate what they can expect during construction. Metrolinx will notify residents of construction north of the bridge separately. Metrolinx also delivers paper notices about upcoming construction to homes and businesses located adjacent to work sites. You can subscribe for project updates through Metrolinx's website at Metrolinx.com/OntarioLine. The Metrolinx community engagement team can be reached at OntarioLine@Metrolinx.com or 416-202-5100, and residents can also stop by the Metrolinx community office, which will open soon in the East York Town Centre.

Coordination

Questions & Comments	Project Team Answers
Is Metrolinx required to get approval from the Toronto City Council before it proceeds with Overlea Boulevard or can it go ahead on its own authority (e.g., Building Transit Faster Act, 2020)?	Metrolinx does not require City Council approval.
Would this project happen at the same time the City rebuilds Overlea Bridge near Don Mills? This would be an unacceptable hindrance getting into our neighbourhood.	No. This project is projected to be completed in 2024. Overlea Bridge and Don Mills Road will likely not commence construction until 2024 at the earliest.

Crosswalks

Questions & Comments	Project Team Answers
Why is there no crosswalk on Donlands Avenue? It is unlikely that people would walk to Pape Avenue to cross the road and would cross at Donlands Avenue anyway.	Donlands Avenue does have a crosswalk, as it does today. A crosswalk of Millwood Road at Pape Avenue and Donlands Avenue was reviewed early in the design process.

Questions & Comments	Project Team Answers
	However, it would cause significant delay to buses and general traffic so it was ruled out.
Why would a new pedestrian crossing at Overlea Boulevard hold up vehicles travelling west-to-south onto Millwood Road, but a cyclist-only crossing would not cause delays to turning traffic?	Providing a crossing for people cycling on the south side takes up significantly less time in the signal for a few reasons. The first reason is because pedestrians take longer to cross the intersection than a cyclist does. At this intersection, the difference is approximately 25 seconds. The second reason is because the green light for cyclists would only come up if they were detected by the signal. If no cyclist is present, the bike crossing would be skipped. This can be compared to the pedestrian walk phase which must be served if there is even a single pedestrian trying to cross Millwood Road on either the north or south sides of the intersection. The third reason is that people cycling would only be crossing in one direction, so their yellow signal could come up while westbound vehicles can begin their movement, further saving time. In sum, to provide a green light long enough to serve both pedestrians on the south leg and vehicles making the Overlea Boulevard-to-Millwood Road left-turn would cause significant delays to north- and south-vehicle movements, including TTC buses. The alternative design proposed through this project is to move the bus stop – and the main reason for crossing Millwood Road, from the south side of Overlea Boulevard (today) to the north side. A crosswalk would be provided and enhanced compared to today's crosswalk.
• Did the designs for the Pape Avenue & Donlands Avenue intersection, consider maintaining the traffic islands? The new design has pedestrian crossings which is great, but the time spent in the roadway is longer without the islands which can be less comfortable to many pedestrians. • With the removal of the traffic islands at Pape Avenue & Donlands Avenue intersection it would become too far for seniors, people with children, to cross	See answer above. There is slightly more time spent crossing for pedestrians but about the same, and slightly less distance where pedestrians are exposed to vehicles. The signal would be timed to give pedestrians, including seniors and children, more time to cross. The design follows international best-practices, as well as City and provincial guidelines.

Questions & Comments	Project Team Answers
safely. The boulevards serve as a landing or safe spot for everyone who can't get across during one light change. The turn-off onto Pape Avenue and onto Donlands Avenue are confusing. • The proposal at the Pape Avenue & Donlands Avenue intersection removes the concrete barriers. If anything, this would reduce safety and separation between vehicles and other road users.	At Pape Avenue and Donlands Avenue, concrete separation for vulnerable road users would continue to be provided but is reconfigured.

Cycling Connections

Questions & Comments	Project Team Answers
• The "Future Cycling Connections" slide identifies Laird Avenue to Eglinton Avenue but avoids the stretch north from Overlea Boulevard and under the rail bridge. Understanding that it is not in the project scope, is there a vision for adding cycling capacity at the railway bridge? • The section of road near Redway Road and the rail bridge is narrow, curvy and has a sharp left-turn. It is a dangerous section for cyclist. With the proposed improvement, the traffic flow would be increased and add further pressure on this section of road.	The connection between Overlea Boulevard and Laird Drive on Millwood Road is a popular cycling route today as a key link to and from Leaside. Adding bikeways in this segment has not yet been scoped, and it would be part of a separate project.

Environmental Impacts

Questions & Comments	Project Team Answers
• What environmental impacts might occur during the construction? For example, removal of mature trees. • Concerned about the further destruction of trees by Metrolinx and the City of Toronto.	The proposed design would also feature additional green space at the intersection along Pape Avenue, including green street elements that are intended to improve water quality downstream. Additional trees are planned in Kiwanis Parkette and on the Donlands Avenue median. The City works to reduce or eliminate tree removals through design. Currently none are planned for removal. However, later in the design process, the City of Toronto's Urban Forestry department may recommend removal and replanting of some Pape Avenue trees. The City's proposed design on Millwood Avenue or Overlea Boulevard would not impact any trees. Overall, the project would have a positive impact on the environment by encouraging walking and cycling as modes of travel in the area.

Intersections

Questions & Comments	Project Team Answers
Isn't it the City's policy to remove channelized lanes whenever roadways are reconstructed? The Pape Avenue & Donlands Avenue intersection appears to retain this. Can you look at making it a T-intersection. What was the rational for leaving the channel in place?	Yes. The City works to remove channelized lanes whenever possible. The Millwood Road-to-Pape Avenue turn that is currently channelized is proposed to be replaced with a dedicated signal and crossing for pedestrians. The "channel" that exists today between northbound Pape Avenue and the local street segment of Pape Avenue must remain in some format to serve the handful of driveways and residences on that block. This channel is rarely used today because people driving north on Pape Avenue infrequently want to drive south on Donlands Avenue, as they are parallel streets further south in the grid. The proposed design includes a raised crossing for pedestrians and people cycling to improve safety and discourage use of the Pape Avenue local street. Moreover, the T-corner of Pape Avenue & Donlands Avenue does not currently allow for right-turns today. The design proposed allows for even trucks to make this turn. Providing a viable alternative to the channel and a raised crossing together discourage its use as a cut through for people driving.
The proposed changes to Overlea Boulevard and Millwood Road over complicate the intersection and would cause confusion for pedestrians and cyclists.	The design follows international best-practices, as well as City and provincial guidelines.

Leaside Bridge

Questions & Comments	Project Team Answers
Would the Leaside Bridge be widened? If so, what would happen to the existing barrier? During the last major repair, the barrier was made to replicate the original design – would this be kept?	The proposed design for Millwood Road along the Leaside bridge does not include widening the bridge and looks at relocating the space between the curbs.
I think that's more to do with the fact that it's terrifying trying to cycle on that bridge during rush hour because there is so much car traffic. If the lanes are under utilized, then great cut them out.	Noted.

Questions & Comments	Project Team Answers
I have no issue walking cross the bridge, so why do we need these changes?	The project rationale includes safety improvements at the intersection and on the bridge.

Local Impact

Questions & Comments	Project Team Answers
Are you still planning to take 80 cm of the driveway from some residents?	The measurement is approximate and subject to refinement in detailed design. But yes, some driveways on the local street of Pape Avenue are proposed to be reduced in length to make space for other elements such as bus stops, bikeways, wider sidewalks and green space.

Metrolinx

Questions & Comments	Project Team Answers
Where would the Ontario Line stop be that located near the Overlea Boulevard intersection?	Information on Metrolinx's plan for the Thorncliffe Park Station can be found at Metrolinx.com/OntarioLine
• Why is there no median between the east and west bound lane of Overlea Boulevard at the intersection with Millwood Road? • Is Metrolinx removing the center median (boulevard) on the entire length of Overlea Boulevard?	Metrolinx has planned to remove the median to shift the road south to make way for the Ontario Line elevated guideway. To find out more about Metrolinx's plan, visit Metrolinx.com/OntarioLine
Would there be available bike lockers or stations at the sites?	Long-term bicycle parking is proposed as part of Ontario Line stations by Metrolinx.

No Right-Turn on Red Lights

Questions & Comments	Project Team Answers
Please stop the no right on red, another major traffic congestion issue.	No Right on Red is proposed for some vehicle movements to improve safety for vulnerable road users. The traffic model used to inform the proposed design includes No Right on Red designations. Adding the designation does not significantly impact traffic on Millwood Road.
No right on a red, therefore no green lights for vehicles.	Motor vehicles would see green lights when their turn in the signal comes up. Where No Right on Red signs are posted, people driving are prohibited from making the turn when the red signal is shown.

Parking

Questions & Comments	Project Team Answers
The loss of the nine parking spots on Donlands Avenue would result in more than the current two applications on the north side for front yard parking, which would have a negative environmental impact (water run-off, green space replaced with hard surface etc.) especially with City drive for housing densification. Is there a work-around?	The proposed removal of nine off-peak parking spaces on the north side of Donlands Avenue near Millwood Road is needed to make space for the existing two vehicles lanes in each direction as well as improved bus stops and new bikeways. Off-peak parking would still be available on the north side further down the block and on the south side, east of Chilton Avenue. On-street parking is also available on Chilton Avenue.
Eliminating the parking on Donlands Avenue is a wise move; it is a classic pinch point as parked cars appear around the curve and force a free lane to brake and create a cascade of delay.	Noted.

Pavement Markings

Questions & Comments	Project Team Answers
Are you proposing to change the left-turn from Pape Avenue onto the bridge? The left-turn lanes are hidden and cause many cars to merge into their neighbouring lane while making the left-turn.	Guiding lines for drivers through the intersection – not present today -- would be added to help direct them, so they stay in their lanes through the left-turn.

Road Design

Questions & Comments	Project Team Answers
For the Pape Avenue & Donlands Avenue intersection, was a roundabout considered as a design option?	No. Roundabouts typically take up much more space than urban intersections allow. They are also not preferred by people cycling nor pedestrians with low or no vision.

Speed

Questions & Comments	Project Team Answers
Would there be photo radar installed at both ends to keep the speeds to 40 km?	Automated Speed Enforcement is currently only used in the Province of Ontario in areas designated as a Community Safety Zone, generally near schools.
The speed limit of 40 km/h crossing the bridge is not a realistic speed that any car can travel not to mention buses.	The connecting roads of Pape Avenue and Donlands Avenue both have speed limits of 40 km/h.

Questions & Comments	Project Team Answers
How does setting the speed limit at 40 km/h and reducing lanes improve things for the 40,000 trips per day over the bridge?	Reducing speed limits in conjunction with lane narrowing have safety benefits for all road users, including drivers.
I just want to show my support to the narrowing of the vehicle lanes. It would be great to reduce the speed on the road.	Noted.

Traffic

Questions & Comments	Project Team Answers
What data does the City have on collisions/ incidents in the area that warrant these infrastructure changes? Does the data indicate that there would be a real countable reduction in collisions or increase in safety?	From 2016 to 2020, there were 418 collisions and four (4) people killed or seriously injured on Millwood Road, between Overlea Boulevard and Pape Avenue & Donlands Avenue. All proposed changes are focused on reducing future collisions. The proposed changes include safety tools and techniques used through Toronto and around the world that are based on rigorous study and review. It is part of the Vision Zero plan to introduce safety changes such as those proposed in this project, as opportunities arise, with the purpose of reducing and eliminating incidence of people killed or serious injuries.

TTC

Questions & Comments	Project Team Answers
Would there be new heated bus stop shelters installed to replace some of the ones to be removed?	Heated bus stops are not currently proposed in association with this project.
Where is the bus stop if it's heading north at the end of Donlands Avenue?	The northbound Donlands Avenue bus stop at Millwood Road is not changing in location.
Would buses still cross the bridge with the new Ontario Line?	The TTC has indicated that more buses will cross the bridge between the opening of the Line 5 Eglinton and the opening of the Ontario Line. Planning for bus routing with the Ontario Line is underway, but not complete. The TTC has suggested that fewer buses would likely cross the bridge than today once the Ontario Line has opened, but many would still do so.
Even with the extended left turn lane from Millwood Road to Overlea Boulevard, the new bus stop has the bus stopping in the travel lane. I think this is going to cause congestion	The traffic model has included bus stopping to serve the stop. Serving the stop does not significantly impact southbound traffic. The TTC is working to remove bus bays

Questions & Comments	Project Team Answers
in a different way. What has your studies shown? Can there be a bus bay?	throughout the City and does not support adding one here. Moreover, due to the proximity to the steep valley, additional space is not possible.

Winter Maintenance

Questions & Comments	Project Team Answers
The sidewalk close to Rivercourt Boulevard is known to be dark and slippery during the winter. The speed of cars on that area also another issue. Are there any changes that would address this?	The corner radii of Rivercourt Boulevard and Pape Avenue is planned to be reduced, encouraging drivers to slow down as they turn and make more space for pedestrians. Speed humps on Rivercourt Boulevard have been approved by City Council and are pending installation separately from this project.

General

Questions & Comments	Project Team Answers
Why fix what isn't broke now? Unfortunately, they "fixed" Cummer Avenue which did not need any fixing and has made it much more dangerous, and the bike lanes are empty and on top of it were not cleared of any snow. They reduced two lanes of traffic so much by the bridge that it is now a head on collision waiting to happen. They have now had to put temporary construction pylons back between the two lanes to make sure cars heading towards each other do not collide.	The City is proposing safety improvements on Millwood Road as part of the planned major road resurfacing scheduled for 2023 to 2024. At the time of roadwork, the City routinely brings intersections up to current standards. This is the most cost-efficient way to improve the road network while supporting the City's commitment to the Vision Zero Road Safety Plan. The Plan's goal is to eliminate traffic-related fatalities and serious injuries by making our roads safer for everyone. Separately, Metrolinx is planning roadway work at the Millwood Road and Overlea Boulevard intersection. These projects provide an opportunity to redesign the intersections, and reconfigure the bridge between them, to make improvements.
I just wanted to share my enthusiastic support for this update, and I am so excited to have this much needed addition to the area. Truly complete streets are sorely needed in Toronto, and I cannot wait until it's completed! Also please bring this design to Woodbine Avenue in Ward 19, we desperately need it there too.	Noted.

Questions & Comments	Project Team Answers
All of these proposed changes would cause congestion. So please don't use the term helping reduce congestion.	The southbound left-turn from Millwood Road onto Overlea Boulevard experiences long wait times and congestion today. This project proposes improvements to motor vehicle traffic for that movement.
Why have a Question and Answer when the decision has already been made?	City staff are bringing forward the proposed design changes for residents to provide their feedback. No final decisions have been made and would be informed by the public feedback received. We are holding a virtual public meeting, in-person pop-up engagements in the local community and providing a survey for residents to share their opinions with us. Staff would review the input we receive before making a recommendation that would be brought forward for City Council for a final decision on the project.

Total Participants: 161

Project Team & Panelists

Councillors' Office:
Ward 14 Toronto-Danforth – Councillor Fletcher
Ward 15 Don Valley West – Councillor Robinson & Rachael Hillier

City of Toronto:
Jacquelyn Hayward, Transportation Services
Adam Popper, Transportation Services
Carol Tsang, Public Consultation Unit
Tracy Manolakakis, Public Consultation Unit
Steven Ziegler, Public Consultation Unit
Daniela Castellanos Forero, Public Consultation Unit