

# Renewing Overlea Boulevard





To commence this meeting we would like to first take a moment to acknowledge the land on which we are meeting. This land is the traditional territory of many nations including the Mississaugas of the Credit, the Anishnabeg, the Chippewa, the Haudenosaunee and the Wendat peoples and is now home to many diverse Indigenous, Inuit and Métis peoples. We also acknowledge that Toronto is covered by Treaty 13 with the Mississaugas of the Credit.



This meeting is being recorded for note taking purposes.

# Introduction



|           |                         |
|-----------|-------------------------|
| 6:30 p.m. | Welcome & Introductions |
| 6:40 p.m. | Presentation            |
| 7:20 p.m. | Questions               |
| 8:25 p.m. | Next Steps              |
| 8:30 p.m. | Adjourn                 |



## **Project Team:**

- Steven Ziegler, Public Consultation Unit
- Tracy Manolakakis, Public Consultation Unit
- Becky Katz, Transportation Services
- Adam Popper, Transportation Services
- Sami Khaled, Transportation Services
- Maaja Eichfuss-Clarke, Urban Design
- Carolyn Taylor, StART

## **Facilitation & Meeting Support:**

- Mark De Miglio, Public Consultation Unit



## Be Patient:

Virtual meetings don't always run as smoothly as planned.

## Be Brief:

Limit yourself to one question or comment when called on to speak.

## Be Respectful:

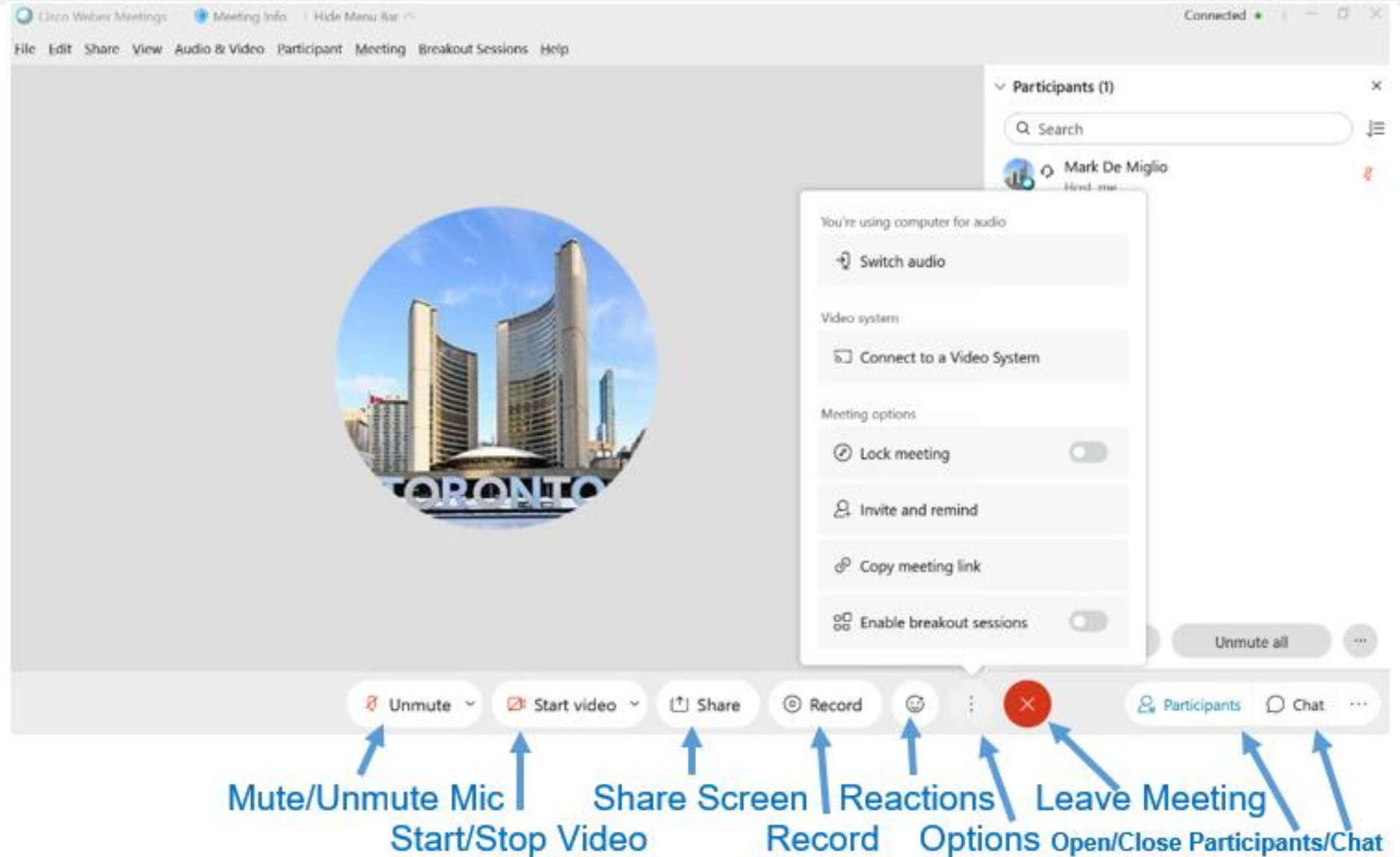
The City of Toronto is an inclusive public organization. Discriminatory, prejudicial or hateful comments and questions will not be tolerated and you will be removed from the meeting.



**We want to hear from you – all questions are good questions!**

# Webex Basics

# Using Webex



Webex looks different in some browsers and on mobile.

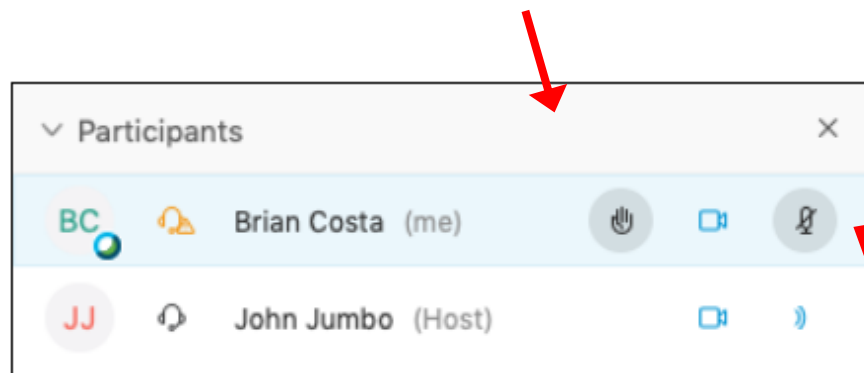
# Using Webex



Open Participants Panel to raise hand

Open Chat Panel to Type into Chat

**Raise your hand** to get the facilitator  
/ presenter's attention



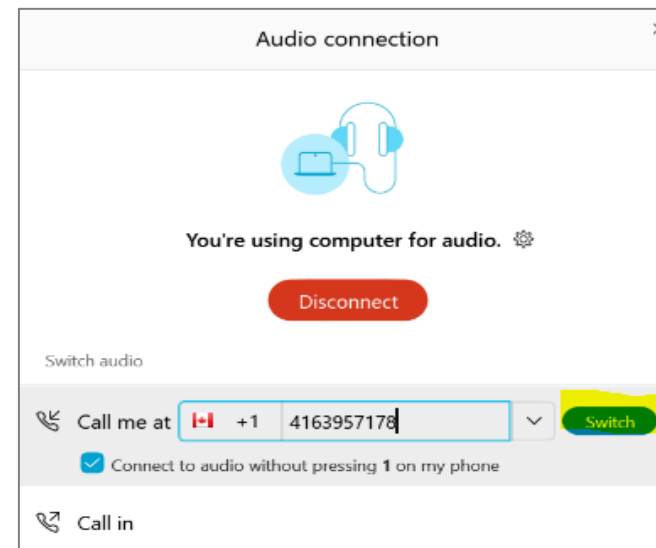
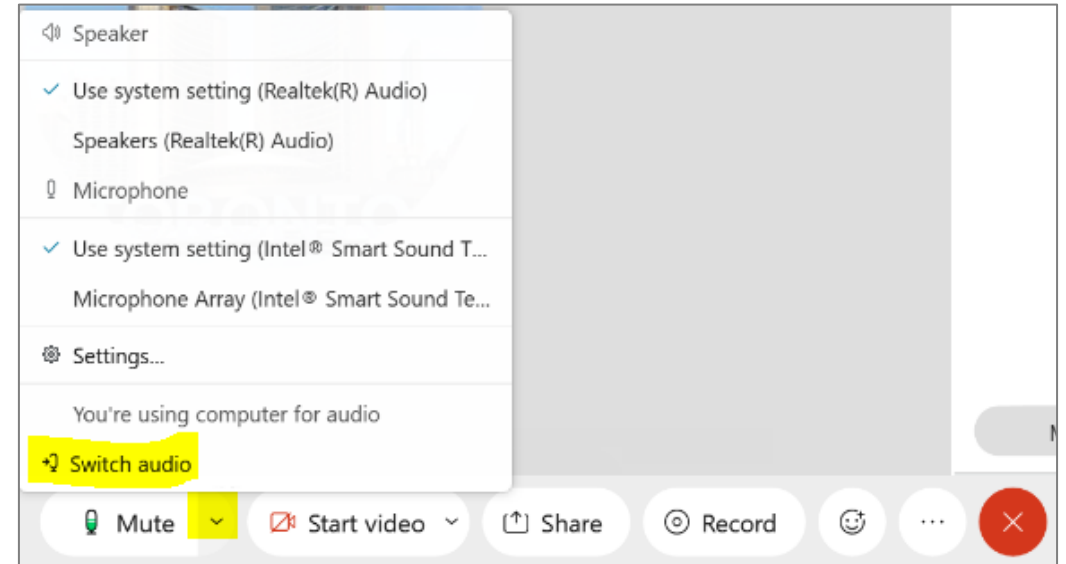
**Mute / unmute  
your mic**

# Webex Audio Trouble?



## Webex can call you!

1. Click **the arrow** beside your mute button
2. Click **“Switch audio”**
3. Use **“Call me”** function
  - Enter your phone #
  - Webex will call your phone
  - No long distance charges





## Call Into the Meeting

Dial: **416-915-6530**

When prompted for a meeting number enter:  
**2469 697 0099**



- To raise your hand virtually, key in \*3.
- The Host will see a hand up beside the last four digits of your phone number
- During the Q&A period, the Host will unmute you and let you know that you can speak

# Project Overview



A reconstruction of the Overlea Bridge deck and the Don Mills Road intersection is planned in the coming years to keep them in a state of good repair. This is the most cost-effective opportunity to make improvements.





**1. Improve safety for everyone**



**2. Maintain roadways for driving, transit, deliveries, and emergency services**



**3. Enhance the public realm for local residents and visitors**



# Coordination with Metrolinx



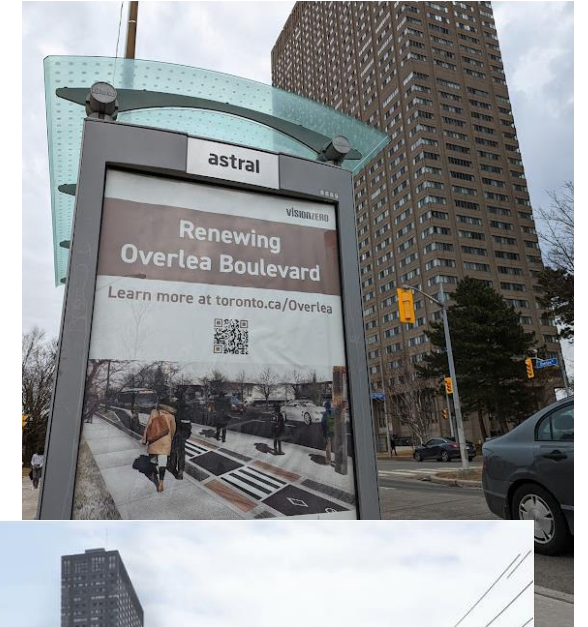
- The project team continues to coordinate with Metrolinx on the Ontario Line
- No direct construction overlap
- Construction access would be worked out in future phases for both projects



# What We Heard | Engagement by the Numbers



- 15,237 public notices delivered by Canada Post
- 18,379 unique impressions on the project website
- 17 TTC Bus Stop Ads
- 3200+ YouTube views (English)
- 110 YouTube views (Urdu)
- 530,940 impressions on Facebook and Twitter
- 539,937 impressions for English apps
- 853,967 impressions for non-English apps



# What We Heard | Engagement by the Numbers



- 3 virtual public meeting (76 attended – 128 registered)
- 750 project postcards handed out over two days in the neighbourhoods
- 1,073 responses to the online survey
- 14 email/phone comments received
- Consultation materials translated into Urdu, Farsi and Tagalog; public website available in 51 languages

**Project Overview**

A reconstruction of the Overlea Bridge deck and the Don Mills Rd intersection is planned in the coming years to keep them in a state of good repair. This is the most cost-effective opportunity to make improvements.

So, a reconstruction of the overly bridge deck and Don mills road intersection is planned in the coming years and that's to keep them in a state of good repair.

8:09 1:50:07



Majority support for the City recommended designs to improve safety for all users

Key points in support included:

- Clearer separation of uses (pedestrians, people cycling and motor vehicles)
- Safer for pedestrians and school aged children
- Reduced vehicle congestion and better overall traffic operations
- Improved TTC service
- Added waiting space for pedestrians at bus stops
- Added green space and trees



## Concerns

1. The removal of the southbound-left turn could increase traffic on Gateway Boulevard and will inconvenience residents
2. New traffic signal could increase traffic and congestion on the bridge
3. Coordination with Metrolinx is needed to handle the construction impacts

## Suggestions and requests

1. Desire for a beautiful bridge with places to stop, view and sit
2. Request to serve the highest vehicle movements and add lanes on Overlea Blvd
3. Request for increased speeding enforcement

# What We Heard | Survey Participation



- 1,073 surveys were completed; 15 non-English surveys
- About half of respondents were aged 30-54; with 18% over the age of 55 and 31% under 30 years old
- Survey respondents travel on Overlea Boulevard mainly by motor vehicle (68%), walking (47%), TTC bus (42%) and bicycle (27%)
  - More than half of respondents selected multiple modes of travel
- Many people use Overlea Boulevard to travel (56%), others shop along Overlea (44%) or worked in Thorncliffe Park or Flemingdon Park (10%)
- A quarter of respondents live in Thorncliffe Park and a quarter live in Flemingdon Park

## Renewing Overlea Boulevard

Safety improvements are proposed for Overlea Boulevard and bridge from Don Mills Road to Thorncliffe Park Drive East.

We want your feedback



[toronto.ca/Overlea](https://toronto.ca/Overlea)

Call **3-1-1**

# What We Heard | Perception of Safety



- 50% felt safe driving
- 15% felt unsafe



- 37% felt safe walking
- 32% felt neither safe or unsafe
- 19% felt unsafe walking

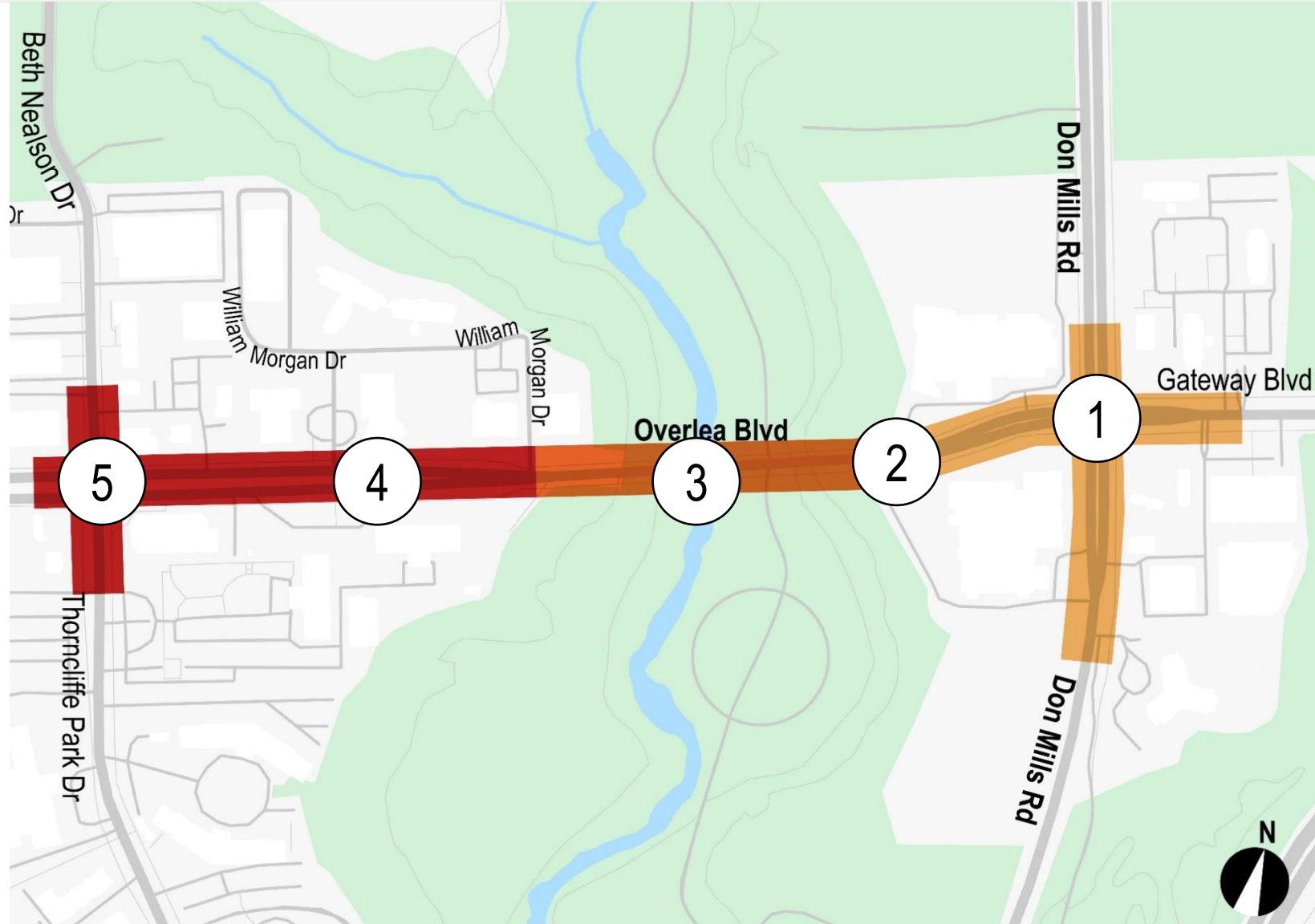


- 15% felt safe cycling
- 47% felt unsafe cycling

# Feedback by Location



- 1 Don Mills Rd, Overlea Blvd, and Gateway Blvd intersection
- 2 New Signal
- 3 Overlea Bridge
- 4 West of Overlea Bridge to Thorncliffe Park Dr
- 5 Thorncliffe Park Dr east & Overlea Blvd intersection





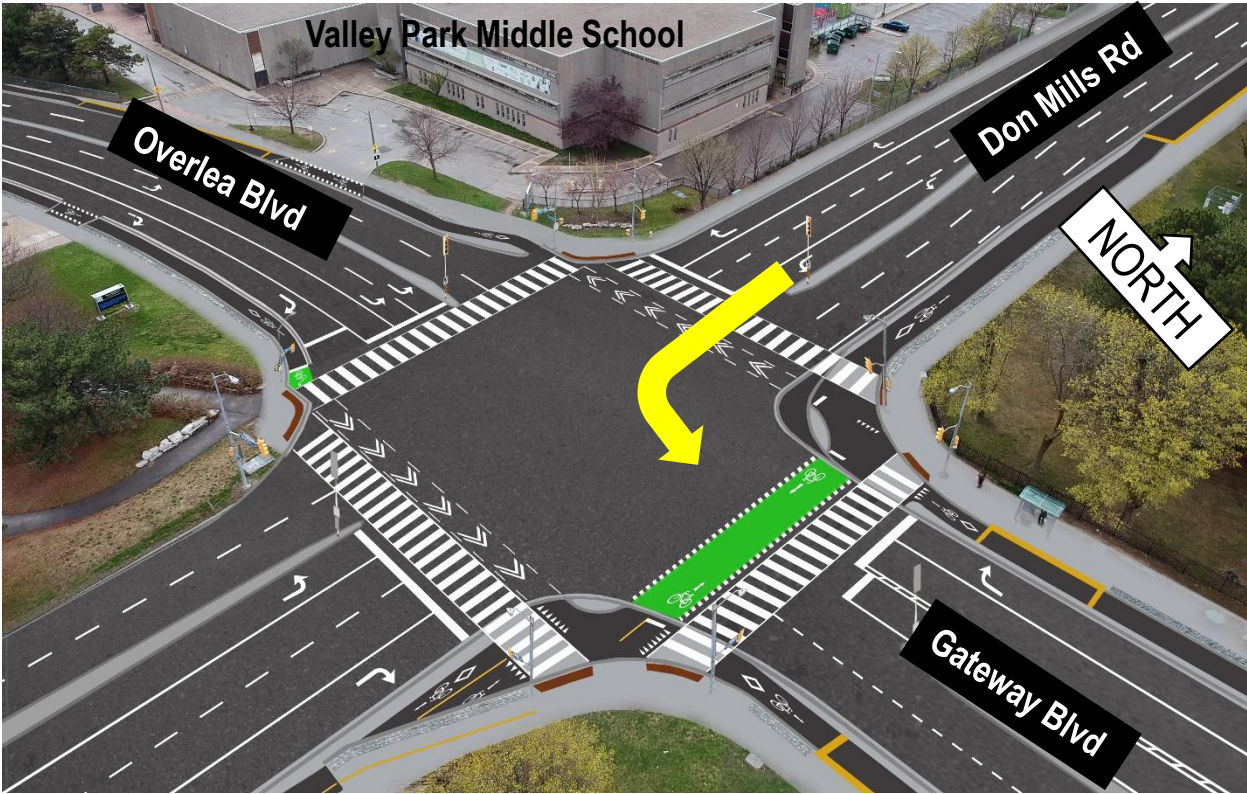
# Don Mills Rd, Overlea Blvd and Gateway Blvd



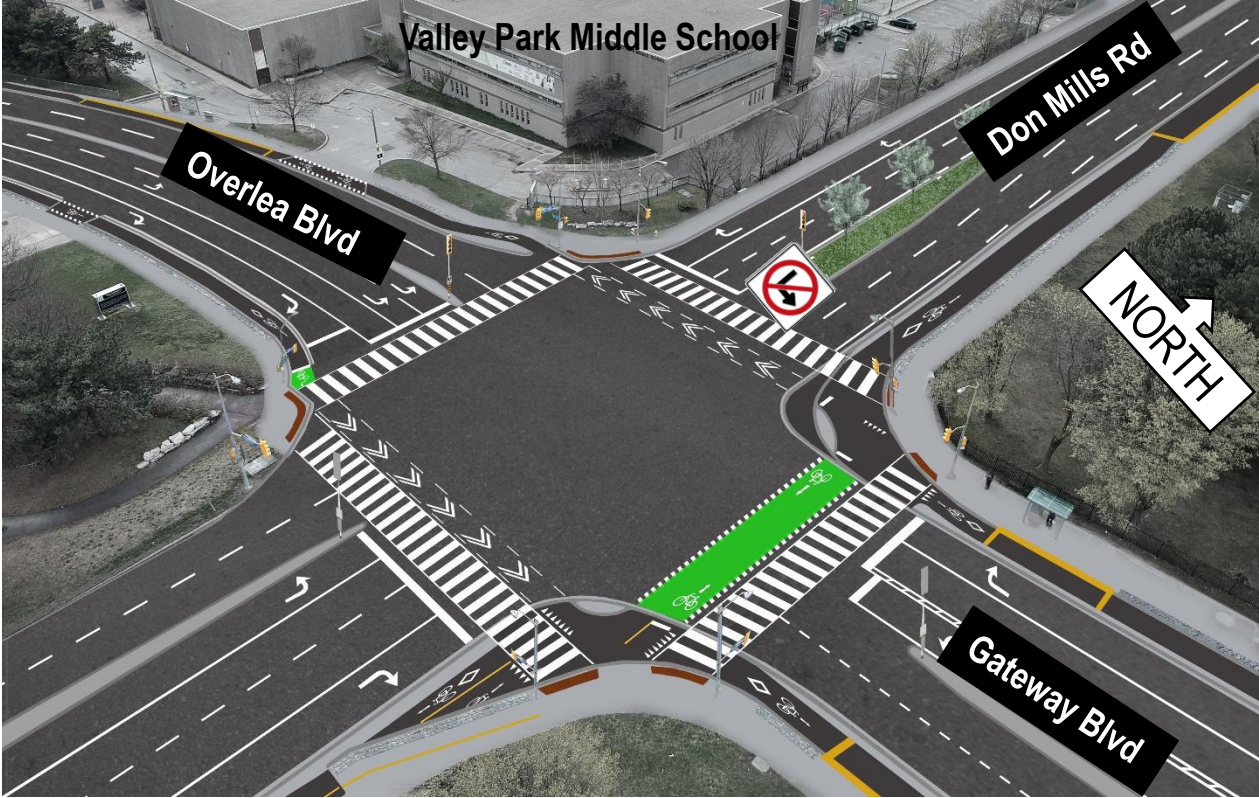
# Don Mills Rd, Overlea Blvd and Gateway Blvd



Option 1 – Southbound left turn maintained



Option 2 – **Preferred**: Southbound left turn replaced



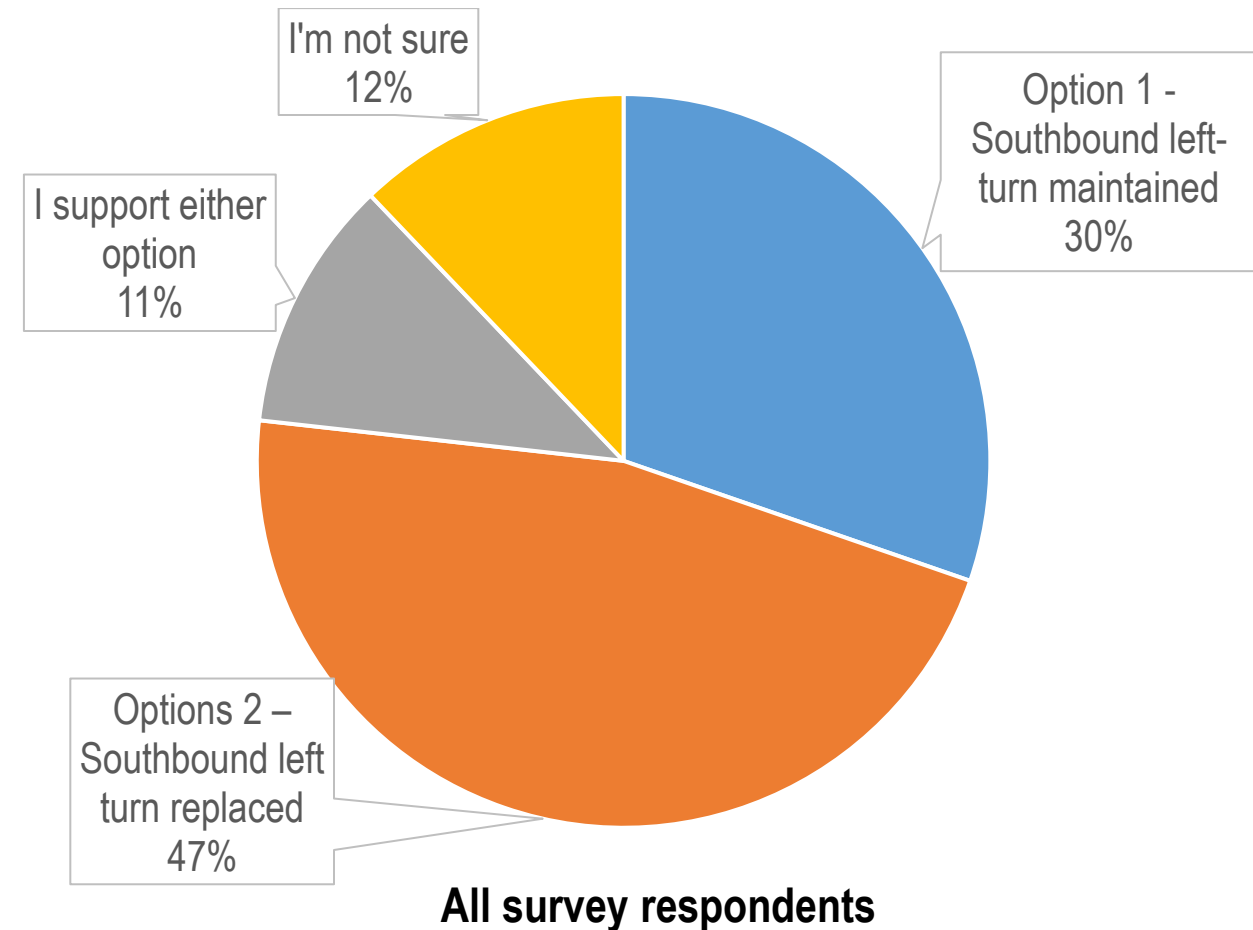


## All survey respondents

- 47% of respondents favoured Option 2 to replace the southbound left turn with other benefits
- 30% favoured Option 1

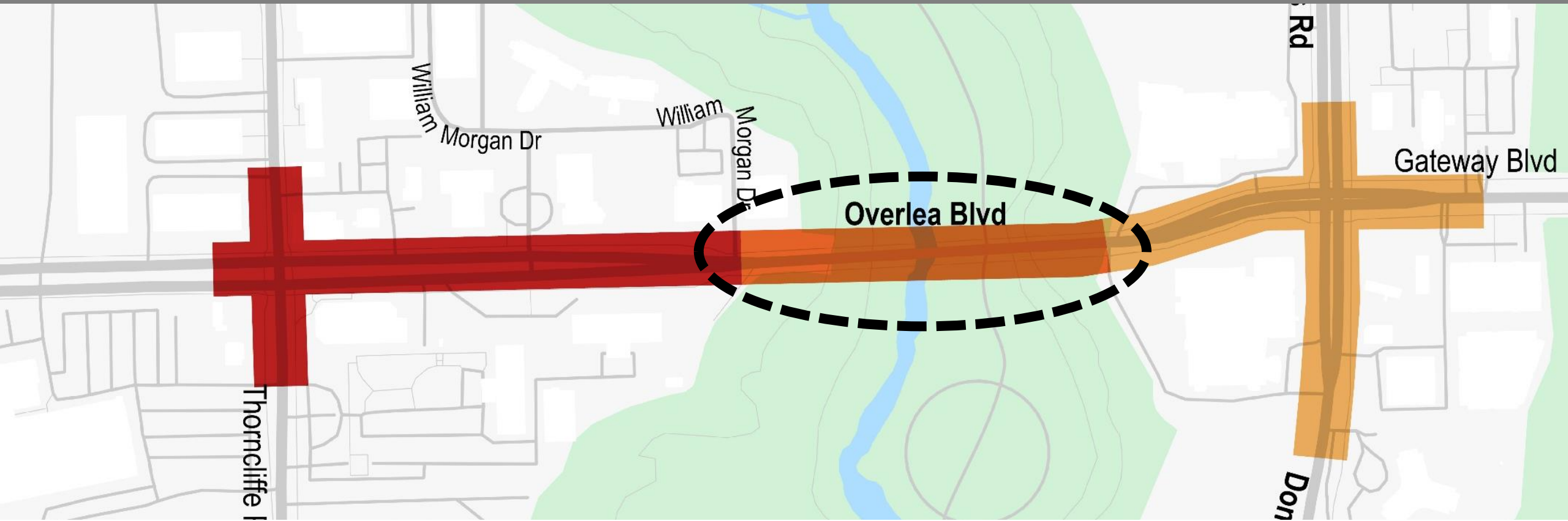
## Response by location

- People living in Flemington Park selected Option 1 (44%) vs. Option 2 (33%)
- People living in Thorncliffe Park selected Option 1 (24%) vs. Option 2 (44%)





# Overlea Bridge



# Survey Responses | New Traffic Signal East of The Bridge



## All survey respondents

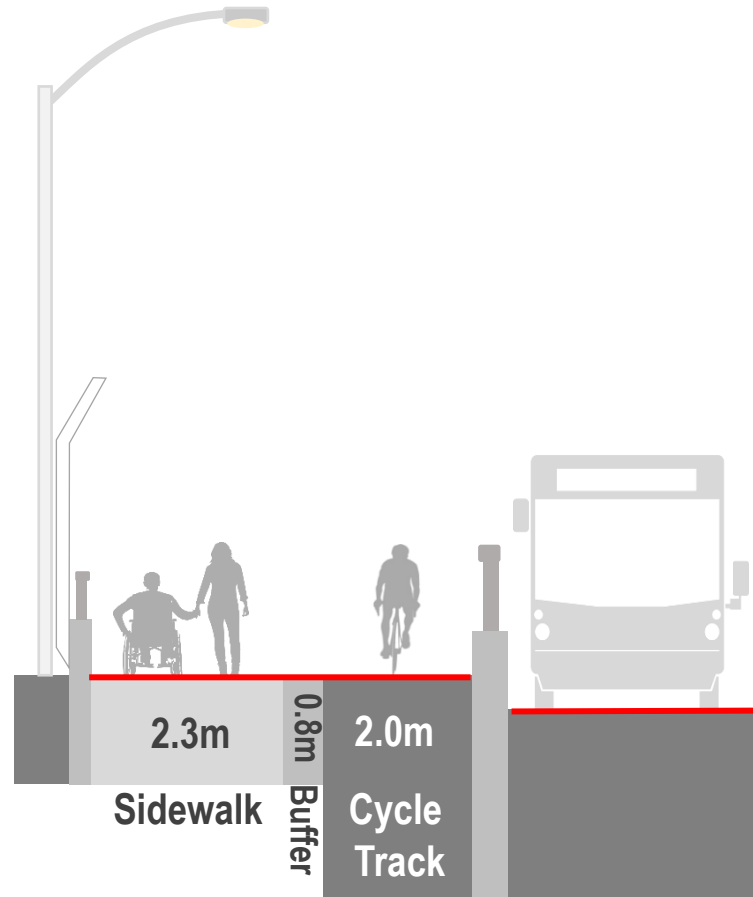
- 55% of respondents agreed with adding a new traffic signal, while 31% did not and 15% were unsure

## Response by travel mode

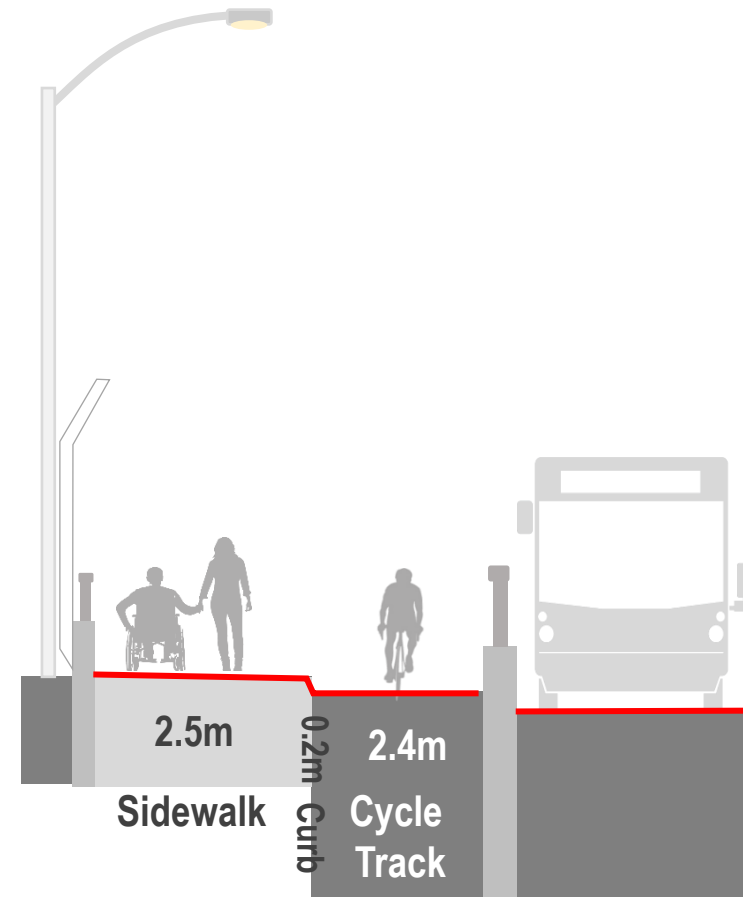
- Support for the new traffic signal was highest among cyclists (63%) and lowest among drivers (48%); 57% of people who said they walked supported the new signal



# Overlea Bridge | Options for Cycle Track Elevation



**Option 1: Cycle track at sidewalk level with a buffer**



**Option 2: Preferred – Cycle track below the sidewalk with a curb**

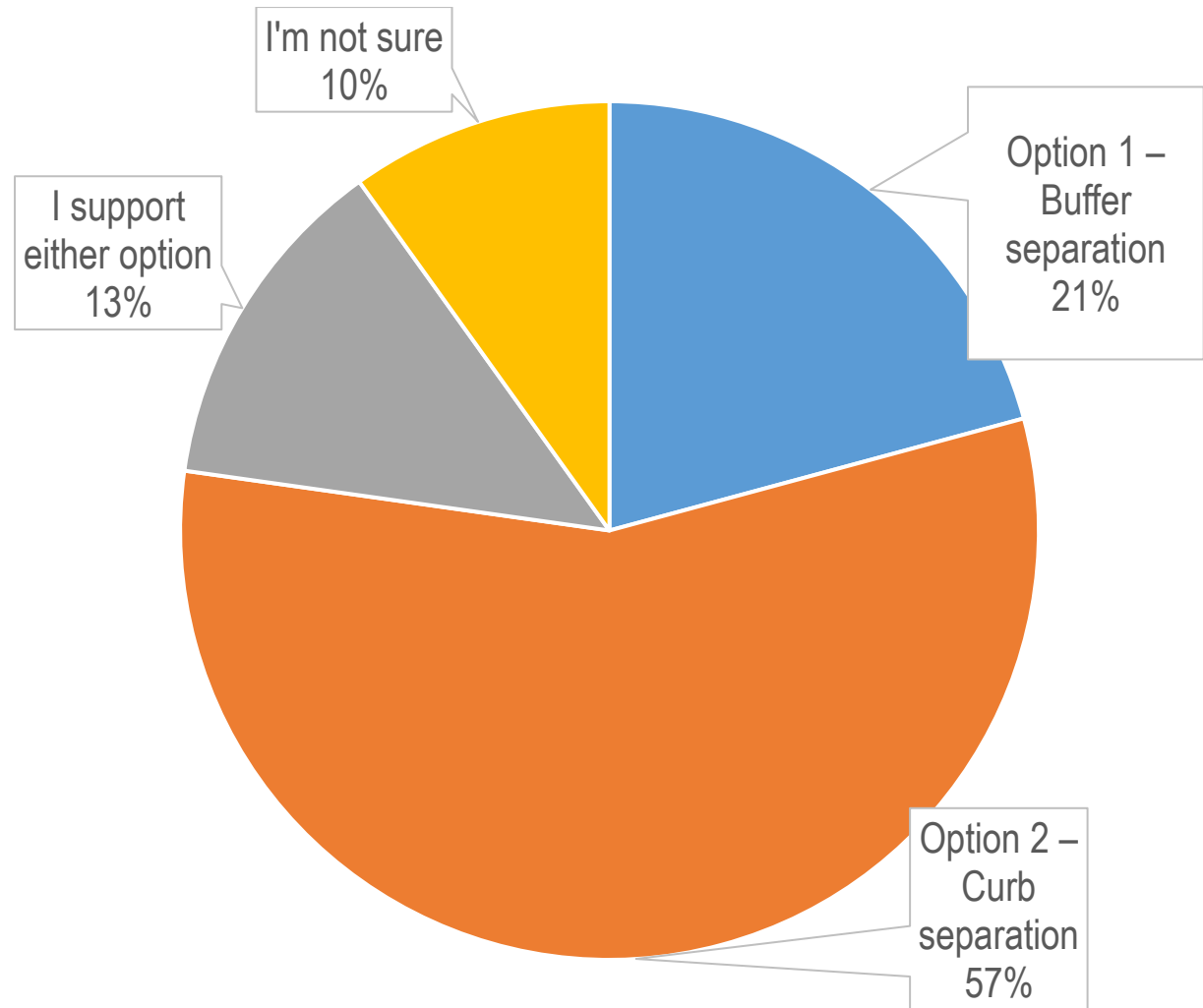


## All survey respondents

- 57% favoured Option 2 with curb separation

## Support by travel mode

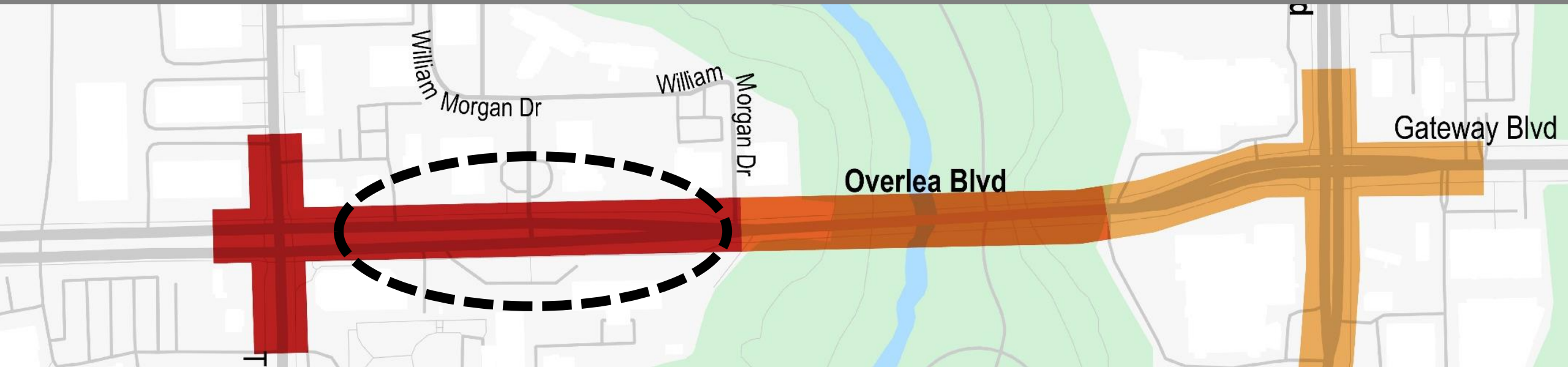
- Support for the Option 2 was highest among people who cycle (66%); pedestrians were in support of Option 2 (59%)



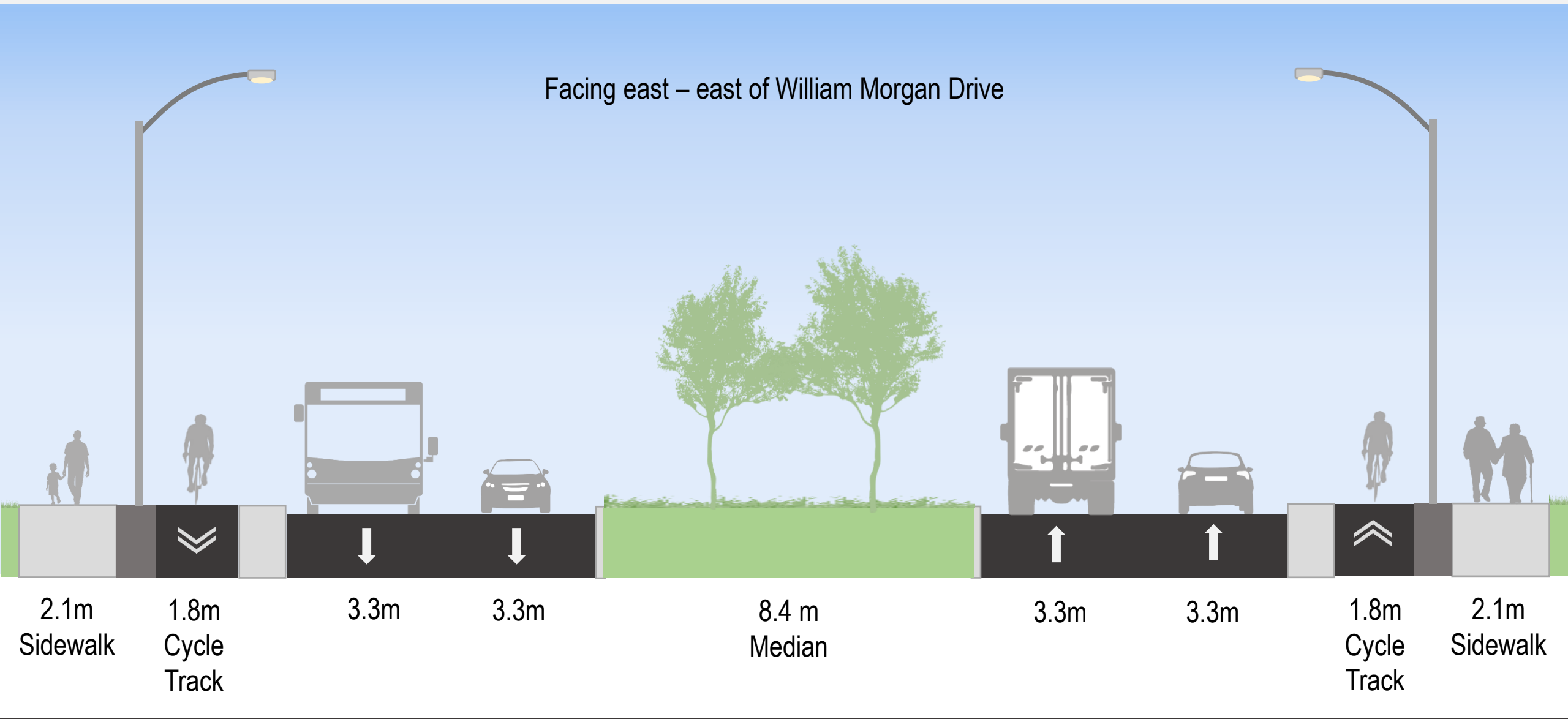
All survey respondents



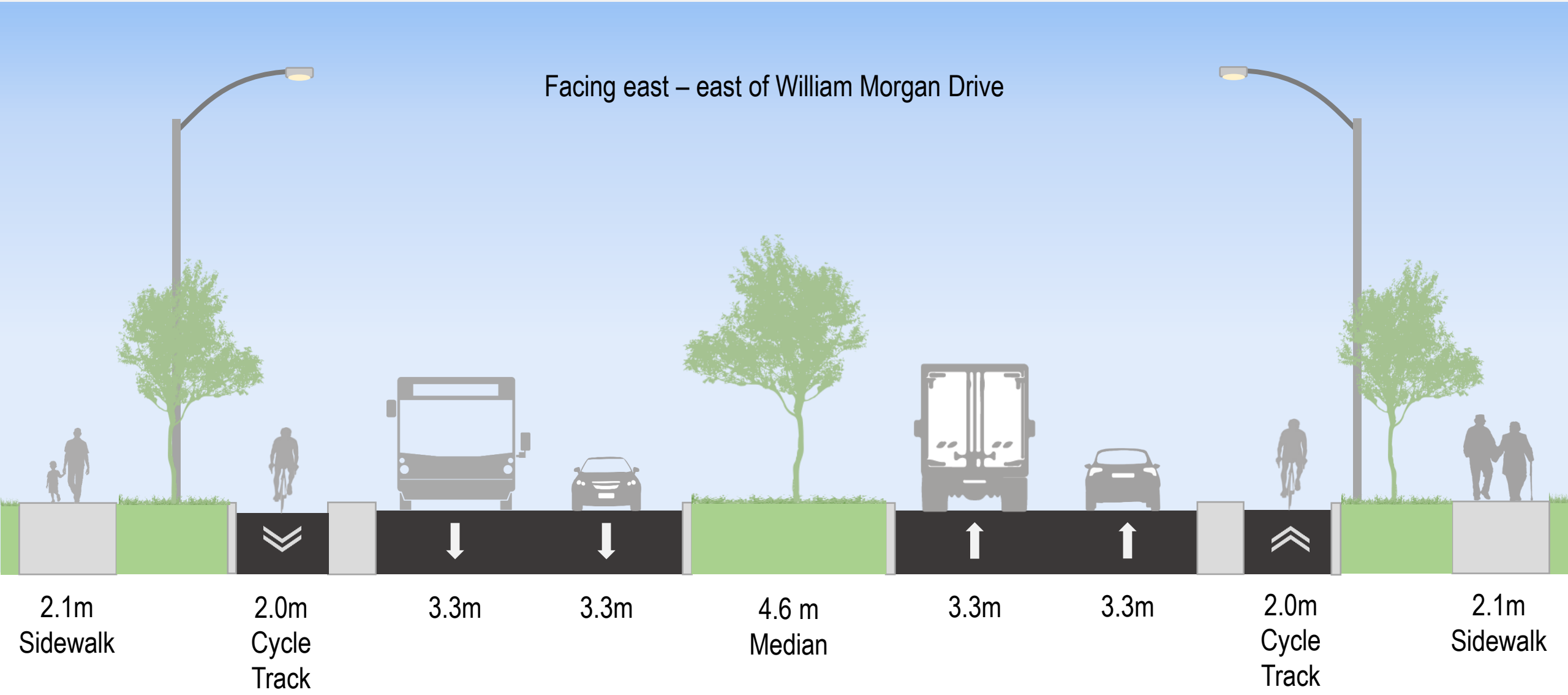
# West of Overlea Bridge to Thorncliffe Park Dr



# Option 1 | West of Overlea Bridge to Thorncliffe Park Dr



# Option 2 – Preferred | West of Overlea Bridge to Thorncliffe Park Dr



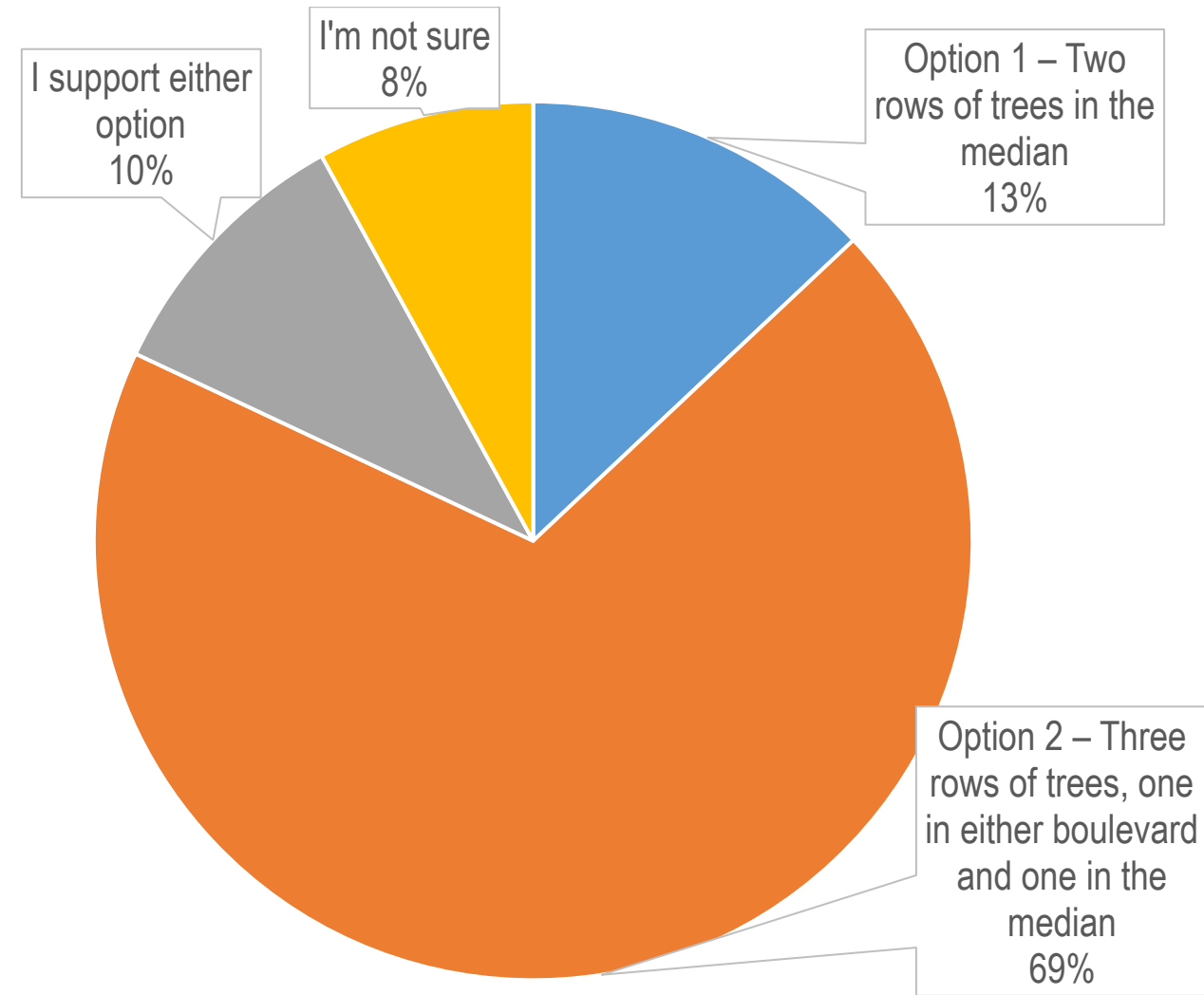


## All survey respondents

- 69% favoured Option 2 with three rows of trees, one in either boulevard and one in the median

## Response by location

- Responses were similar for residents of Thorncliffe Park and Flemington Park as all survey respondents



All survey respondents



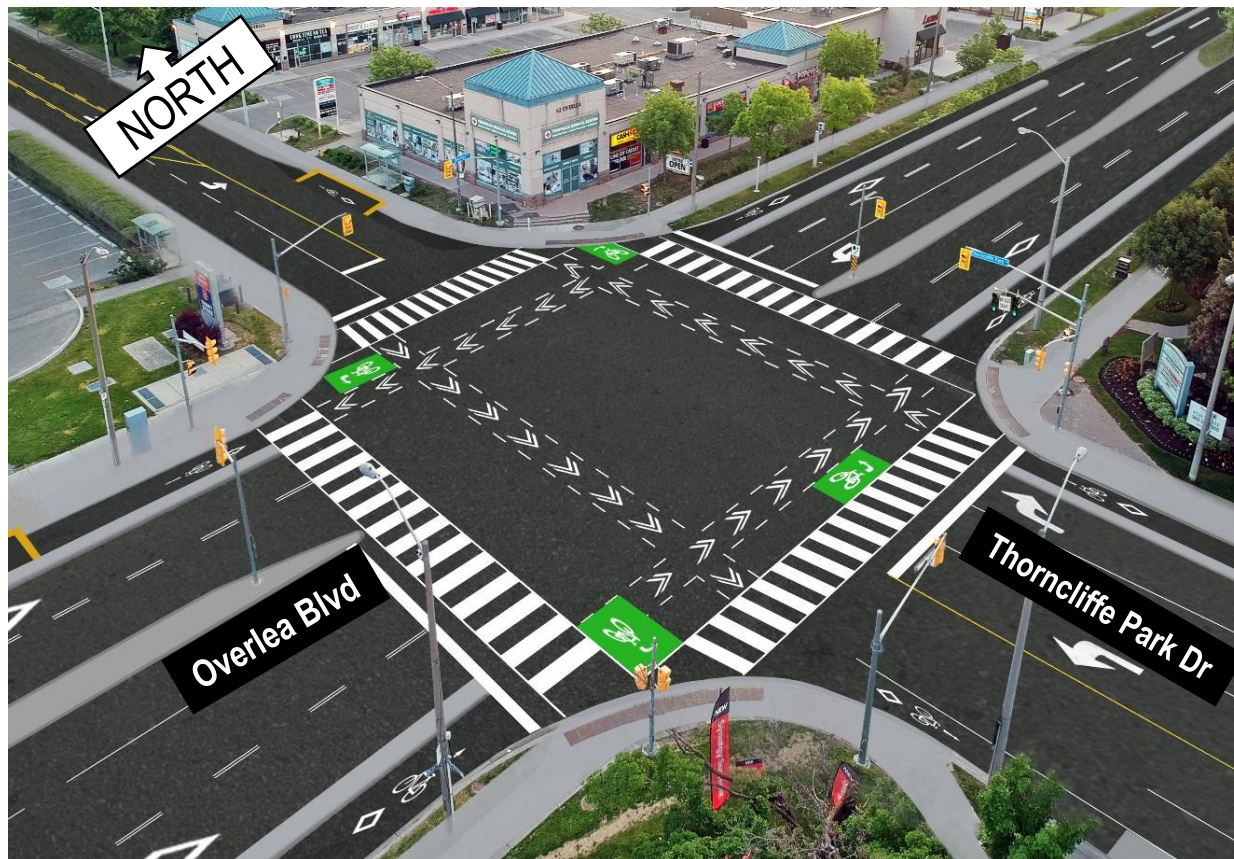
# Overlea Blvd & Thorncliffe Park Dr intersection



# Overlea Bridge to Thorncliffe Park Dr Intersection



Option 1 – similar corners to today



Option 2 – **Preferred** – safer corner design



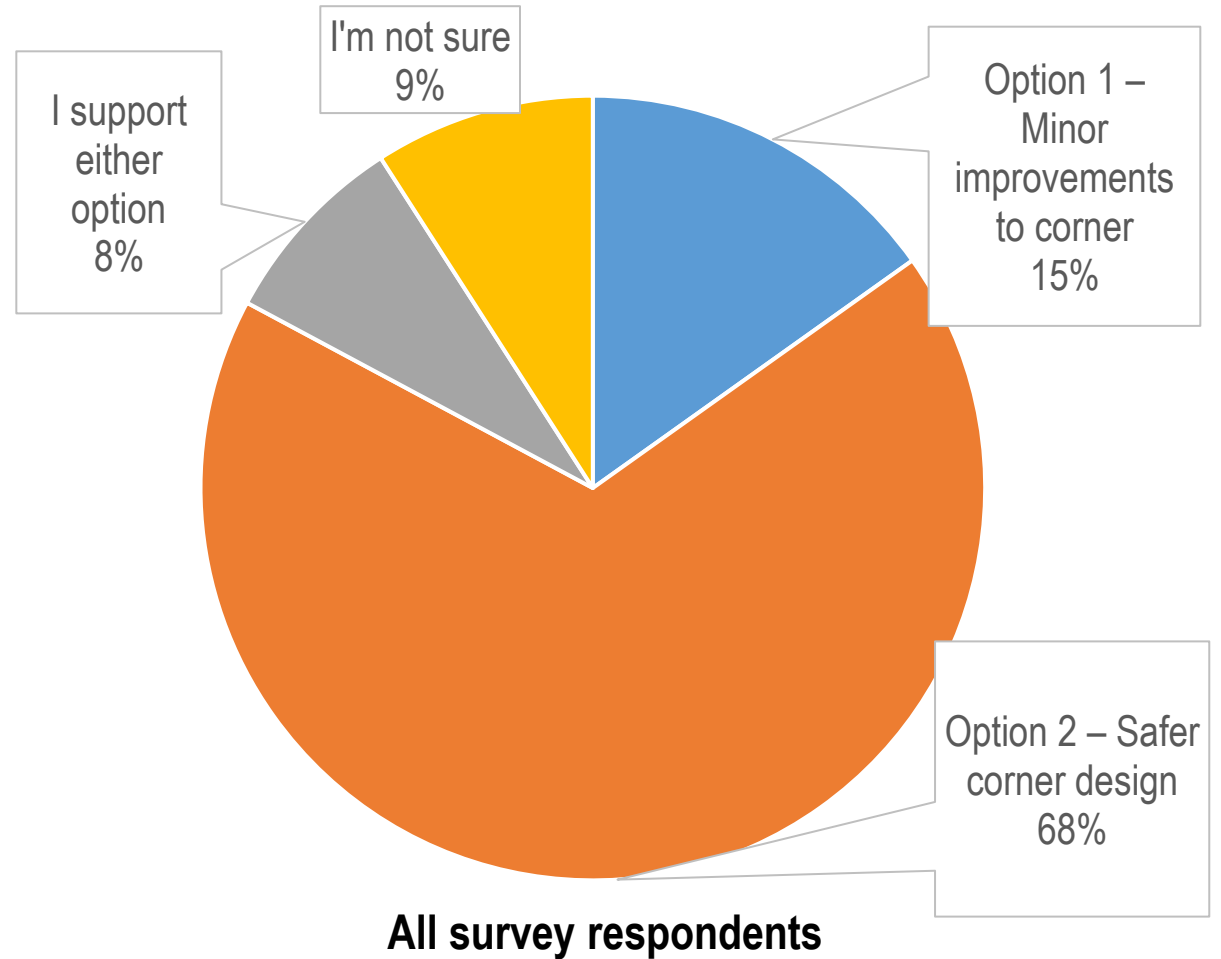


## All survey respondents

- 68% preferred Option 2 with safer corner design features

## Response by location

- People living in Thorncliffe Park selected Option 2 (69%) vs Option 1 (13%)



# What We Heard on Integrating Art and Streetscape Improvements



- The safety fence on the bridge needs to be beautifully designed
- Benches should be added along the street and on the bridge
- Local expression for public art is needed
- Elements of play could be included on sidewalks, given the large number of school children who walk in the area



# Staff Recommended Designs

# Project Wide Improvements



**Wider sidewalks**



**New cycling connections**



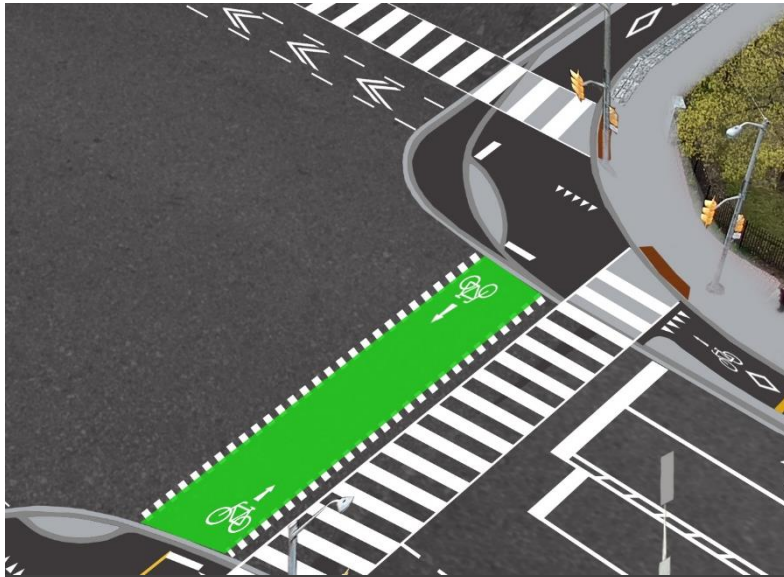
**Traffic signals timed for safety and efficiency**



# Don Mills Rd, Overlea Blvd and Gateway Blvd



# Recommendation | Don Mills Rd, Overlea Blvd and Gateway Blvd



**Dedicated space for people cycling to cross and wait**



**New multi-use trail south of Gateway Blvd to Don Valley**

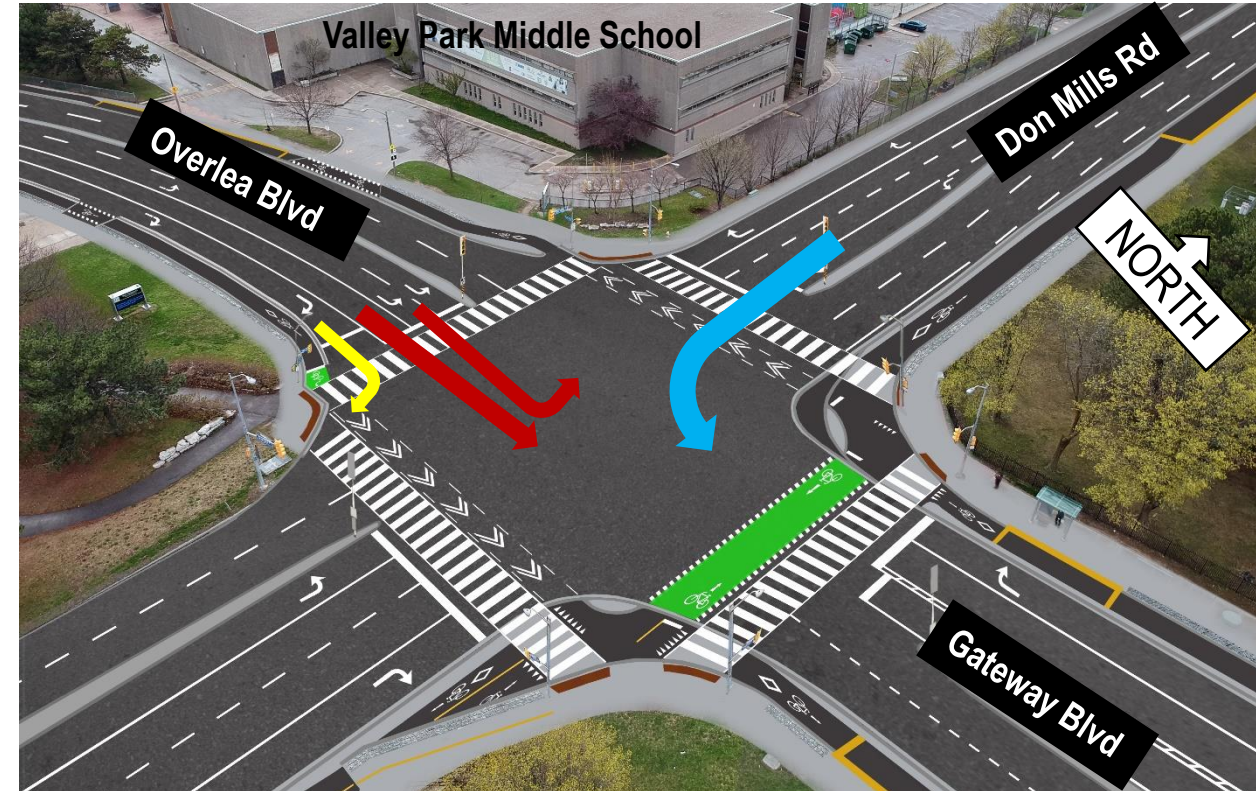


**Dedicated green time for turning vehicles, and improved safety with no right-turns on red**



### Recommending to pursue a new option to:

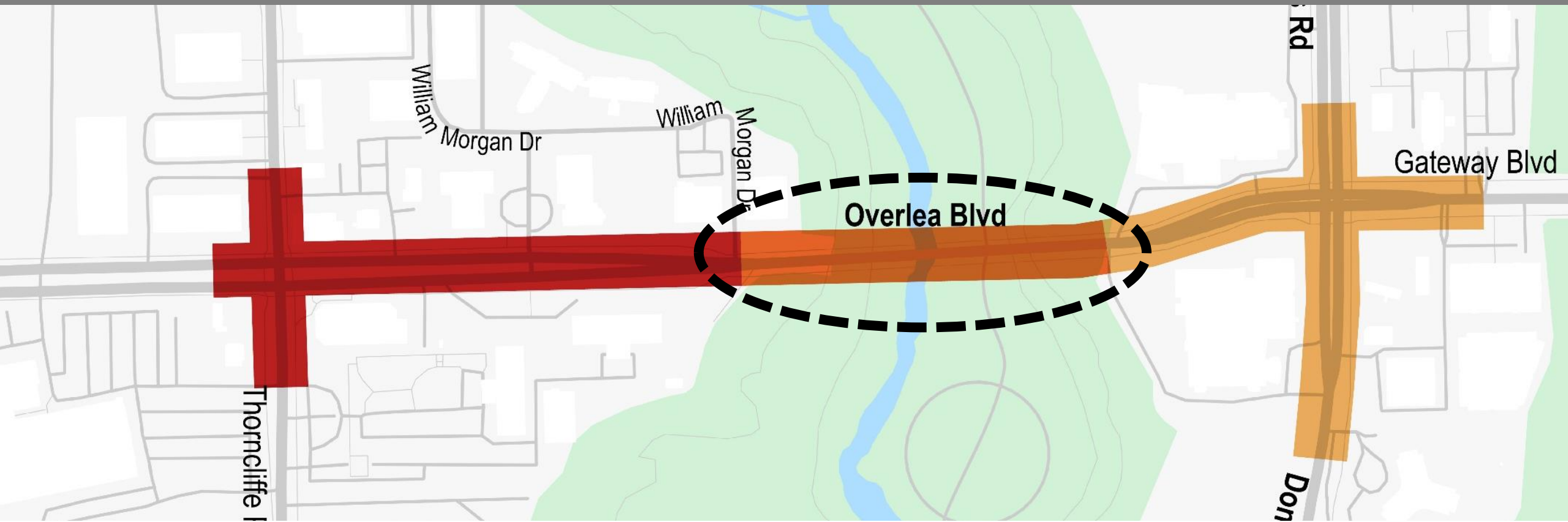
- Maintain the southbound-left vehicle turn onto Gateway Blvd, by adjusting signal timing to serve vehicle movements from Overlea Blvd onto Don Mills Rd
- Preserve benefits to TTC passengers, especially for 100 Flemington Park Bus and 25 Don Mills and 925 Don Mills Express
- Retain benefits of both previous options:
  - Safer corner design
  - Separate green time for the highest volume vehicle turns from pedestrians and people cycling
  - Serving highest volume movements



All options would be subject to further analysis in the detailed design phase.



# Overlea Bridge



# Recommendation | No Traffic Signal on Overlea Blvd East of the Bridge



**Location of a potential signal**

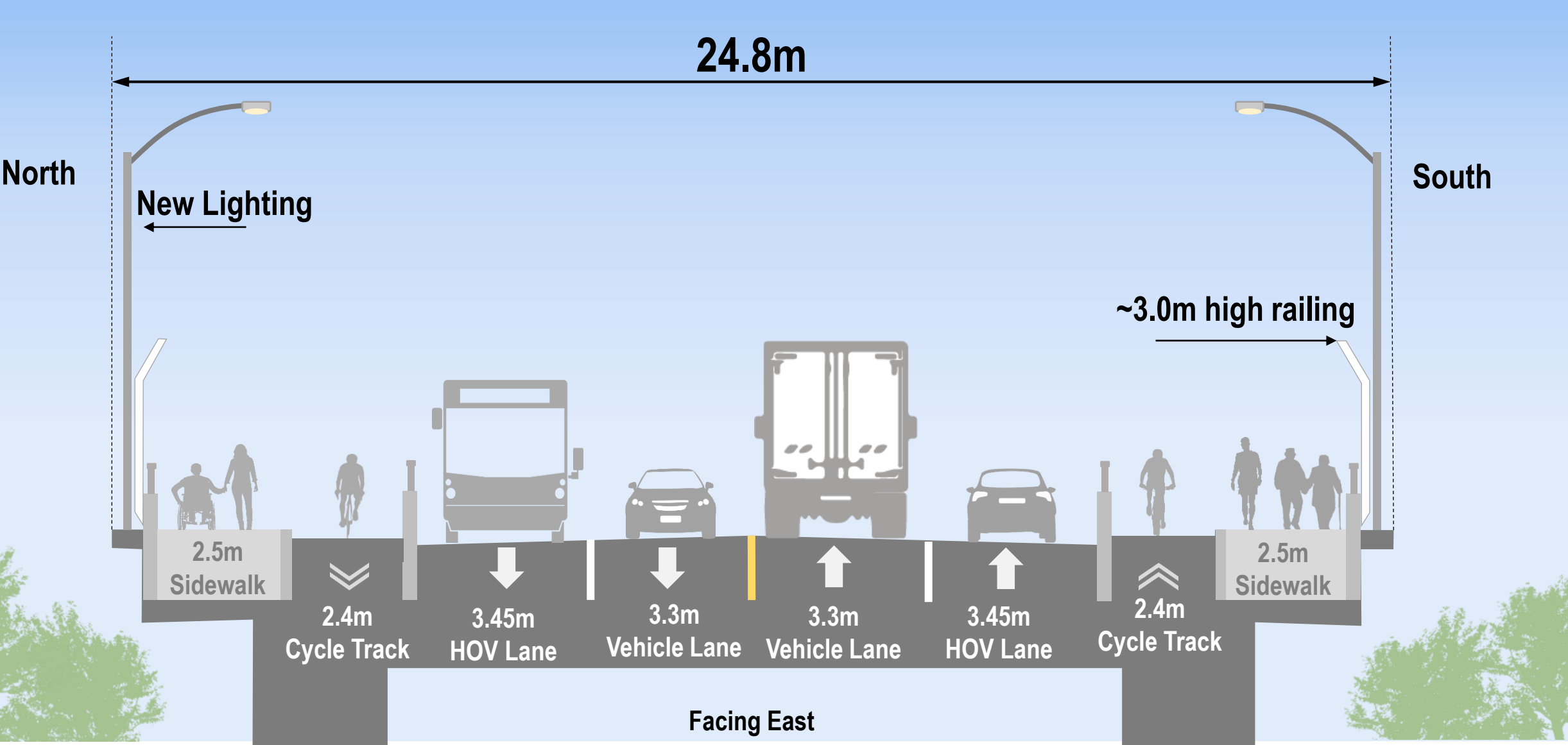
## **Not recommended at this time. Why?**

- Low volume of people crossing, with other opportunities to cross east and west of bridge
- Longer wait times for bus passengers and motor vehicles
- Mixed support and opposition from public

## **Next steps:**

- Work with schools: ensure MGCI bike parking is at Don Mills Rd doors; explore education and access to encourage safe crossing
- Re-evaluate after Phase 1 construction

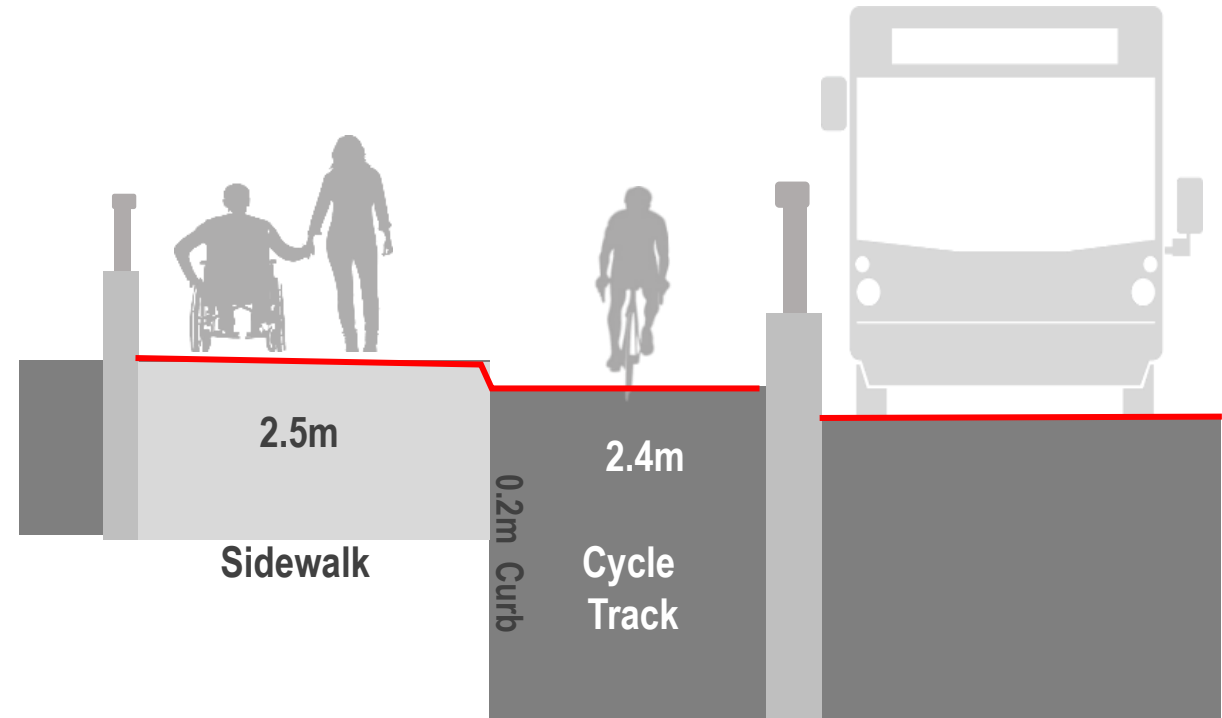
# Overlea Bridge





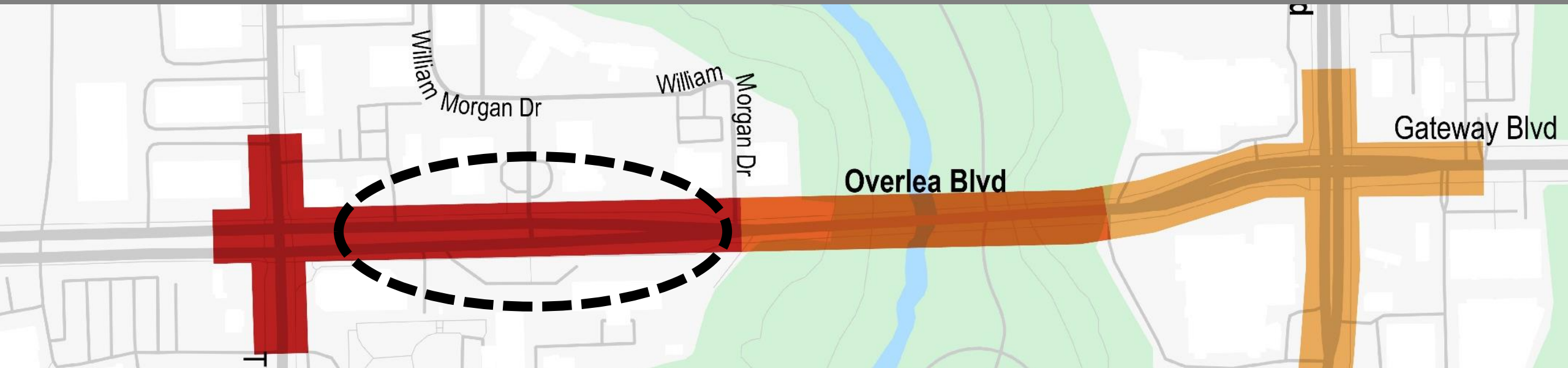
## Why?

- Greater separation between people walking and cycling
- More sidewalk and cycle track space
- Preferred option from round 1 feedback





# West of Overlea Bridge to Thorncliffe Park Dr



# West of Overlea Bridge to Thorncliffe Park Dr



**Wider sidewalks**



**New cycle tracks**



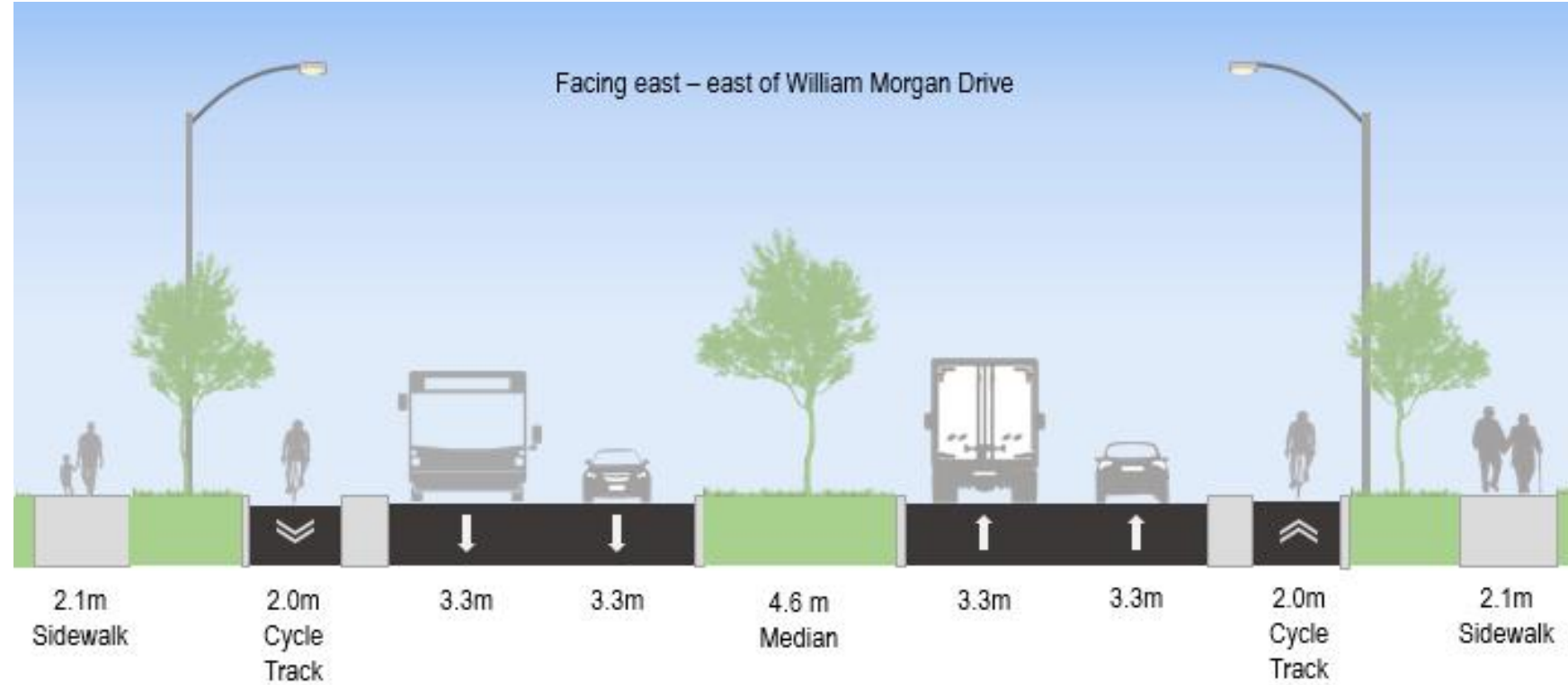
**Integrated bus stops**

# Recommendation | Option 2: Overlea Bridge to Thorncliffe Park Dr



## Why?

- More trees
- Wider buffer between pedestrians and motor vehicles
- Lower cost and complexity
- Preferred option from round 1 feedback





# Overlea Blvd & Thorncliffe Park Dr intersection



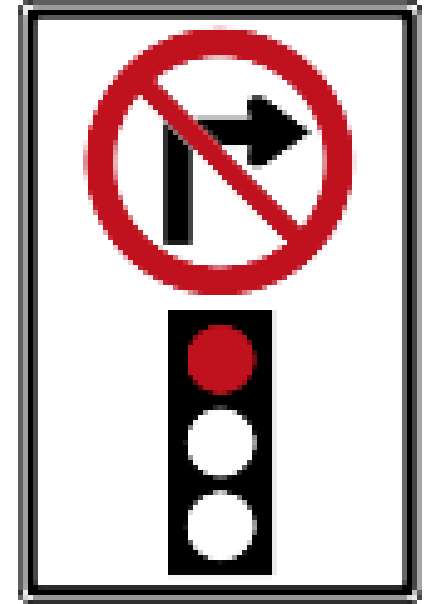
# Recommendation | Overlea Bridge to Thorncliffe Park Dr Intersection



**Maintained existing vehicle lanes**



**Wider sidewalks and new cycle tracks on all four legs**



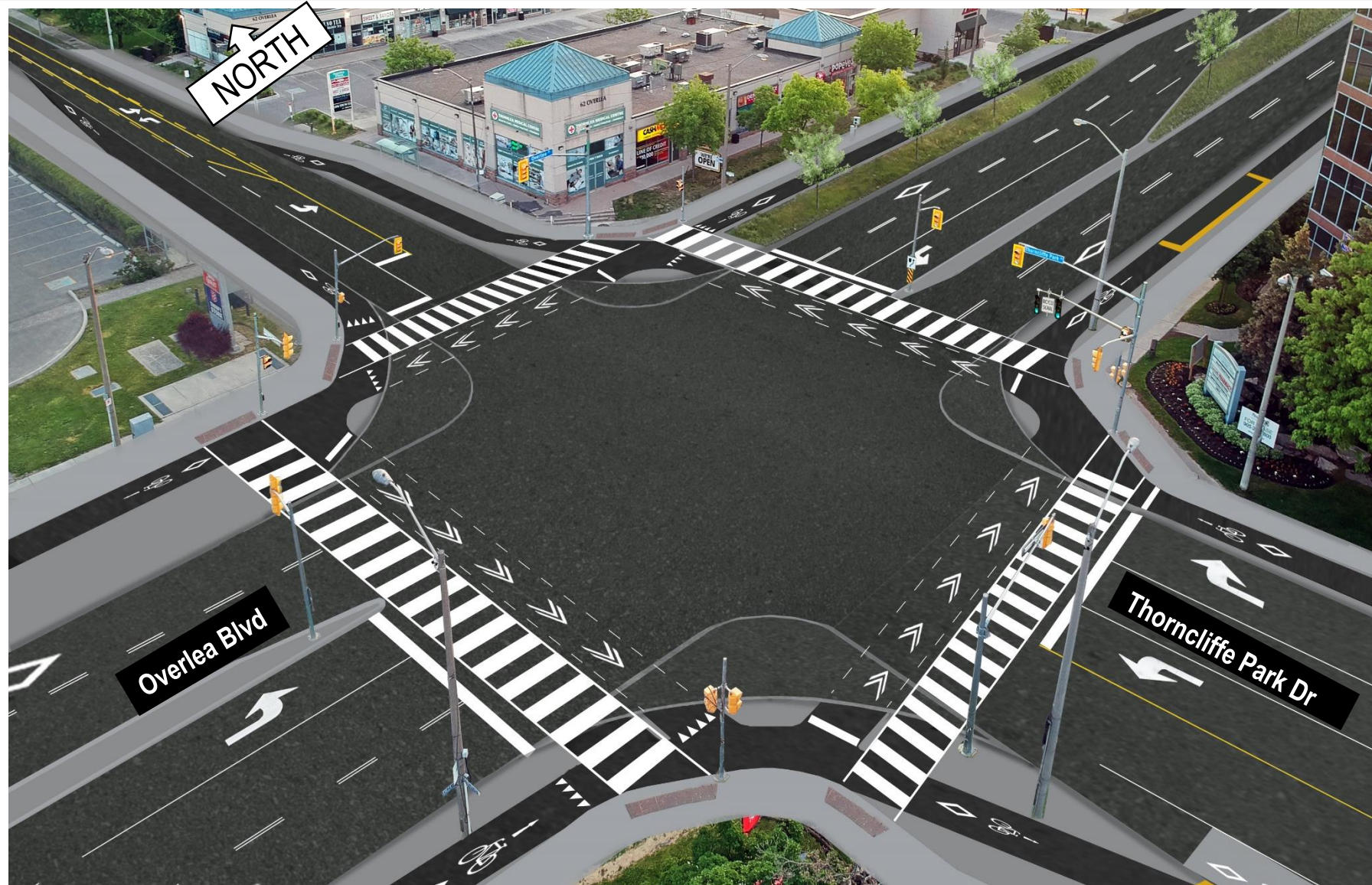
**Improved safety with no right turns on red**

# Recommendation | Option 2: Overlea and Thorncliffe Park Intersection



## Why?

- People walking and cycling would be less exposed to turning vehicles
- More sidewalk space at corners and bus stops
- Preferred option from round 1 feedback





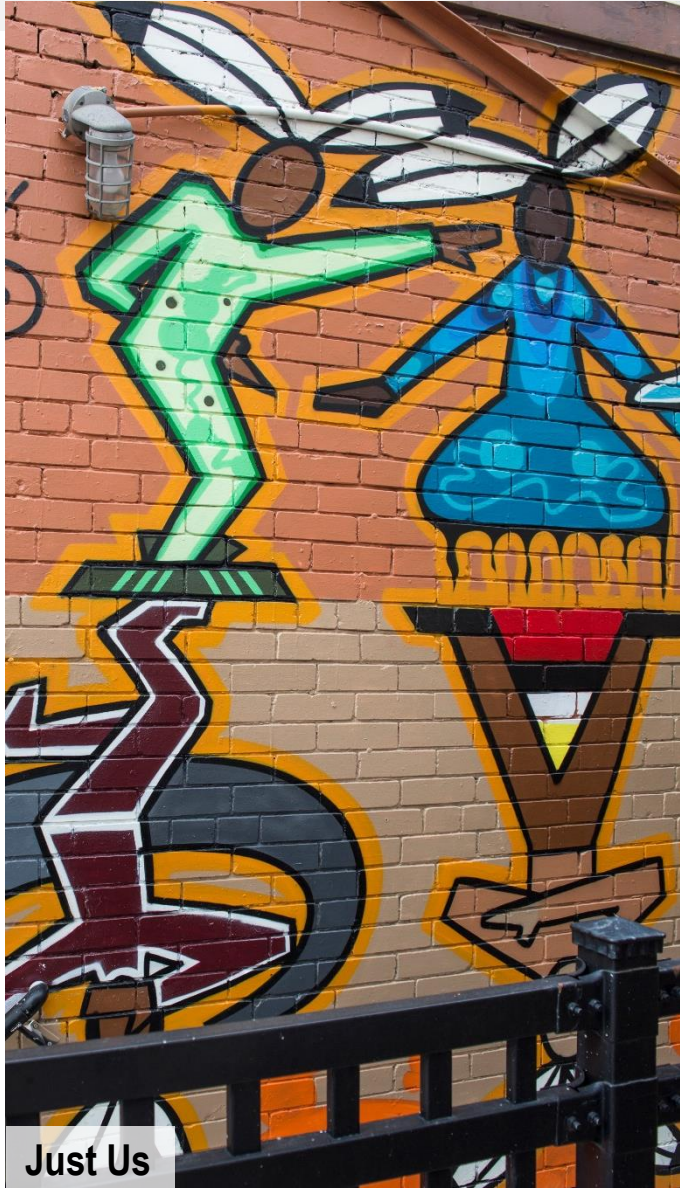
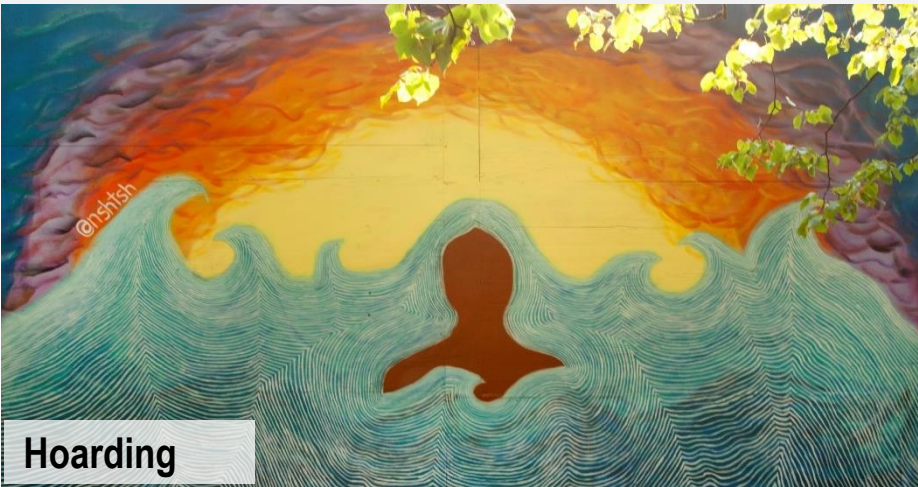
# Public Art and Streetscape

# Integrating art and streetscape improvements



The Thorncliffe Park gateway feature would be preserved.

Art and streetscape improvements could be located in the medians, integrated with the bridge design, in open space along Overlea Blvd, or in partnership with schools.



# Examples of street art



## Murals

Artist above: Emilia Jajus and Sean Martindale



## Outside the Box

# Examples of public art



**Dereck Revington, *Luminous Veil*, Prince Edward Viaduct**



**Demakersvan, *Maple Leaf Trellis*, North York**

- Included throughout the bridge and streetscape
- Commissioned through open competitions, with community participation in the process

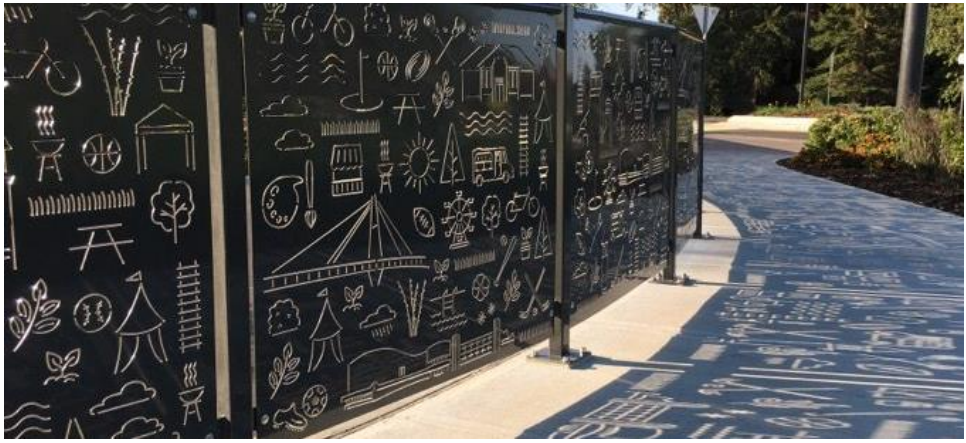
# Examples of public art



**Lighting without light pollution**



**Artist-designed railings and safety barriers**



**Patterns can create light and shadow**



**Artworks may provide streetscape amenities**

# Update on Public Art and StART



- Feedback from Rounds 1 and 2 will be included in the public art call associated with Overlea Blvd construction. Further feedback opportunities are planned.
- StART & Artist Educator/Facilitator Jessey Pacho met with TDSB & MGCI to discussed preferred 'canvases' to receive street art in 2022-23, pending workshops and discussion with students
  - Students to create artwork on container based on workshops in 2022
  - Students to lead a community-engaged art call and mural commissioning
- Discussed Jessey's Art Workshop content
- Currently preparing partnership proposal for TDSB

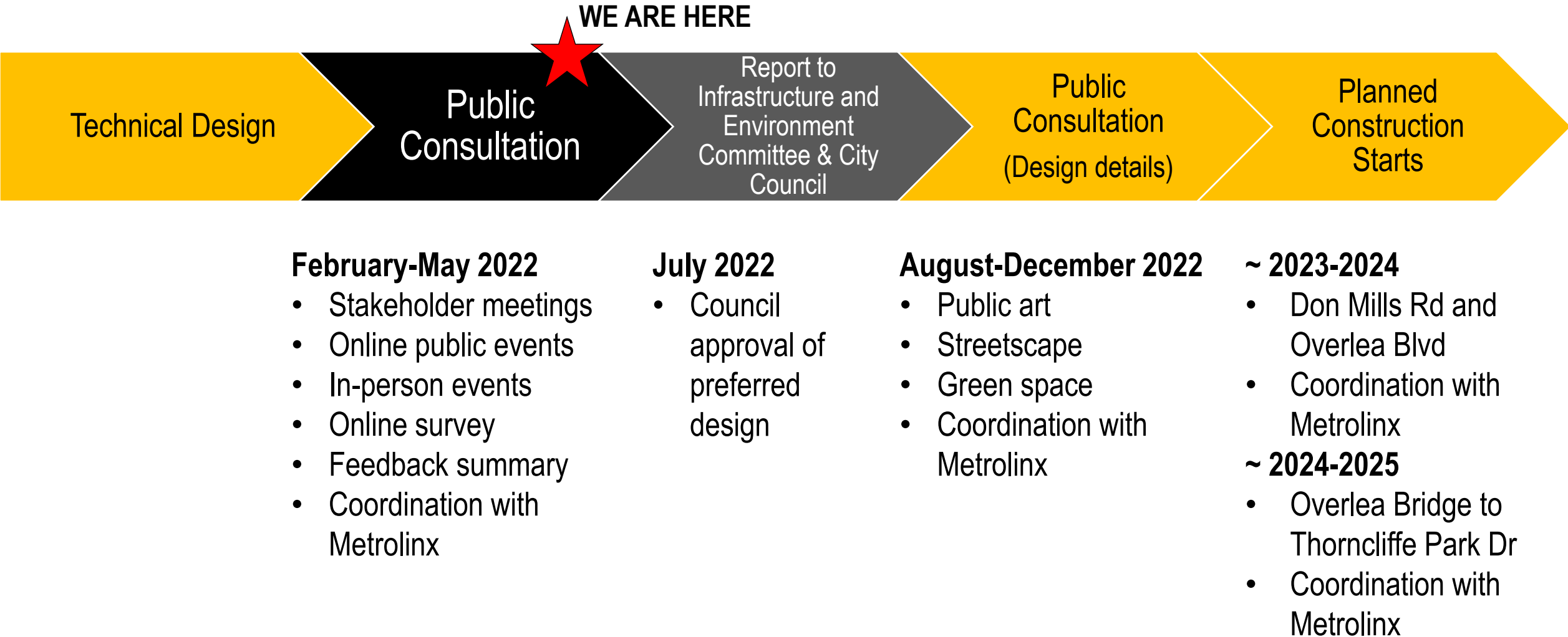


**Either left or right wall, site of future artist mural**



**Container as site of future student mural**

# Project Timeline Overview





## How to Participate

- **By Phone** - To raise or lower your hand virtually, **key in \*3**.
- **By Computer** - Click the Participants button at the bottom of the video (the Participants panel will open to the right). Then click the “Raise Hand” or “Q&A” button at the bottom right.
- **For smartphones** - Click the Participants panel button at the top right corner of the screen. Then click “Raise Hand” or “Q&A” at the bottom right of the screen.

## City Representatives

### Transportation

Adam Popper  
Sami Khaled  
Becky Katz

### Art and Public Realm

Carolyn Taylor  
Maaja Eichfuss-Clarke

### Public Consultation

Steven Ziegler  
Tracy Manolakakis

# Next Steps



- Submit feedback and comments through the **online survey** on the project web page.
- Comments can also be submitted by email and by phone.

All comments will be reviewed and considered by staff.

Public feedback, along with technical and policy considerations, will be evaluated as part of the decision-making process.

**The last day to submit feedback on this project is June 6, 2022.**

# Next Steps

- **May 26, 2022** – In-Person Drop-in Event from 3:00 - 8:00 p.m. at R.V. Burgess Park (\*\*Rain venue Jenner Jean-Marie Community Centre)
- **June 6, 2022** – Survey closes
- **July 7, 2022** – Report to Infrastructure and Environment Committee and City Council; including opportunity for public deputations



## CONTACT US

If you have any questions or please contact:

**Steven Ziegler**

**Senior Public Consultation Coordinator**  
**Overlea@toronto.ca**

**Toronto.ca/Overlea**