

Renewing Overlea Boulevard



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.





1. Improve safety for everyone



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

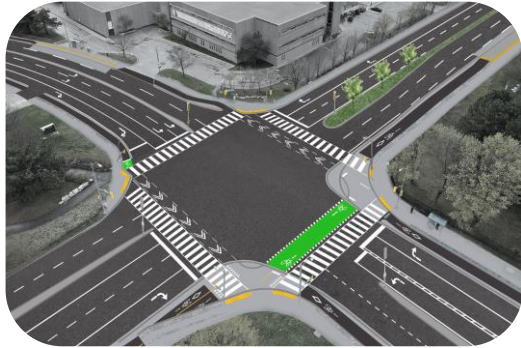


3. Enhance the public realm for local residents and visitors





- Project Background
- Guiding Plans and Strategies
- What **We've Heard**
- Context & Considerations
- Existing Conditions
- Proposed Changes & Options
- Public Art
- Next Steps



Road &
Intersection Design



Bridge Design

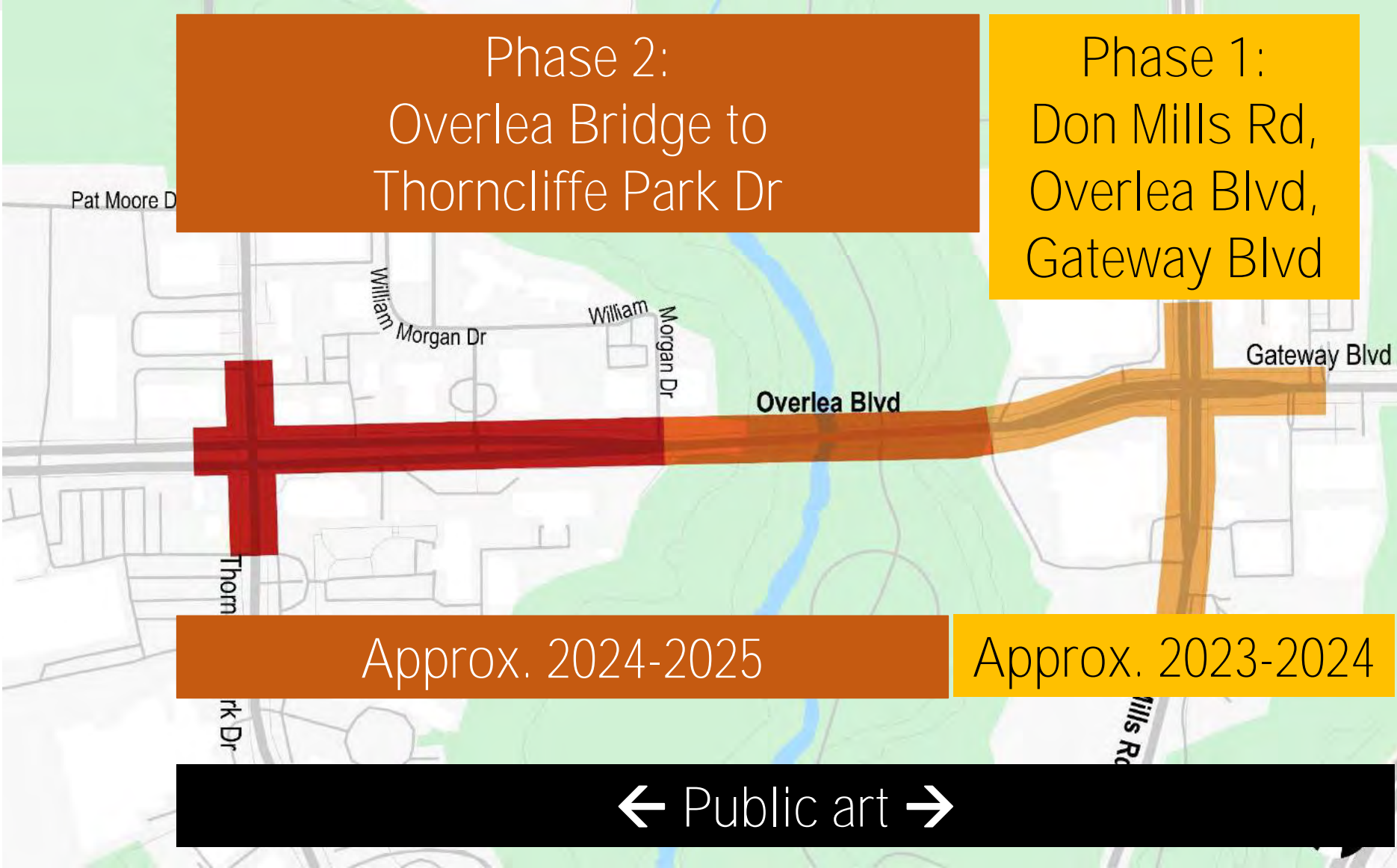


Public Art

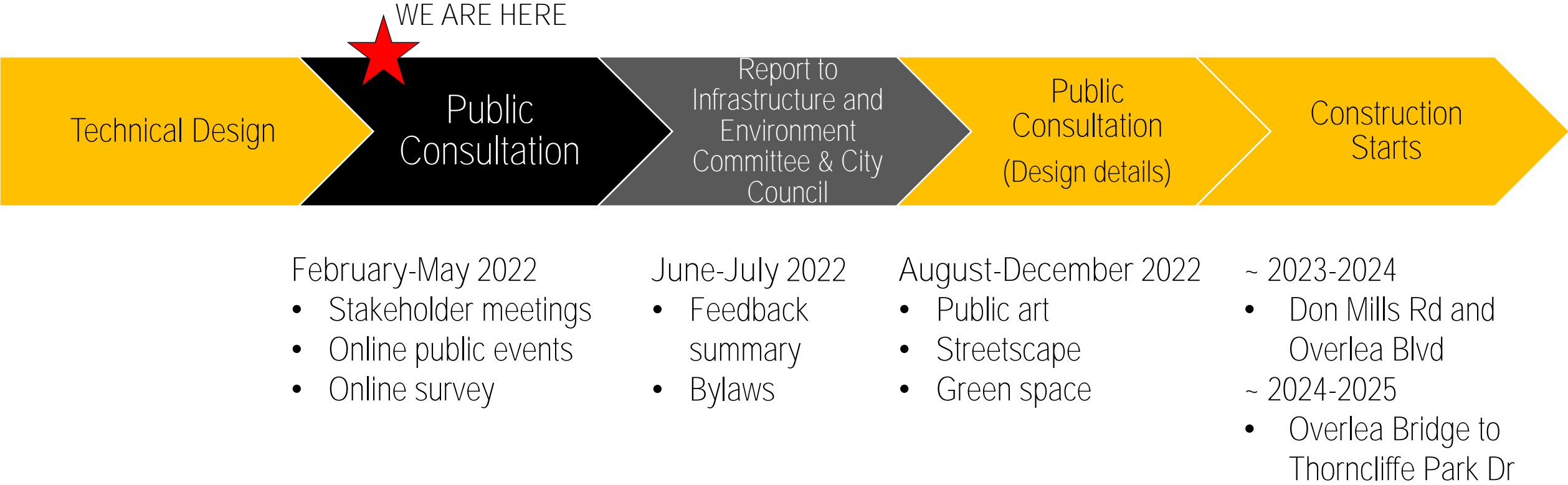


Streetscape Design

Implementation: 2023-2025



Project Timeline Overview



What we've heard



Over the past few years, the City has received feedback through public consultations related to the installation of cycling facilities in Flemington Park and Thorncliffe Park, and the Don Mills Trail Connection

- Many people walk across the bridge to access schools, neighbourhood services, shopping and to visit friends and family
- The bridge feels unsafe for some who feel that lighting is inadequate, the railings are too low, and the sidewalk can be slippery
- Splashing from vehicles is common and there is poor drainage
- The sidewalks are too narrow, making it difficult with a stroller or mobility device; social distancing during the pandemic has been nearly impossible on the bridge
- It feels unsafe to bike on the road next to cars, trucks and buses
- People who live in the neighbourhood rely on transit to get around
- Traffic can be slow at times, especially at the Don Mills Rd intersection
- Speeding is common **when there's less traffic, such as night time**



Photo: Dylan Reid

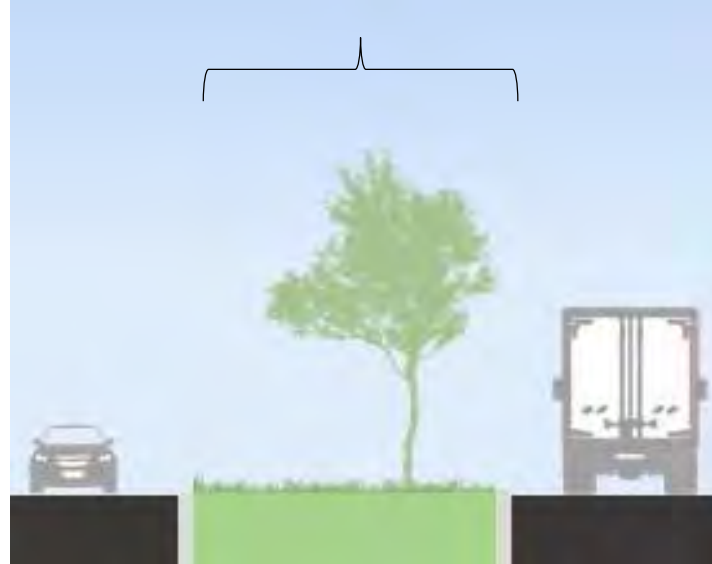


Boulevard



The part of a street that is not used for vehicle travel, and is between the roadway and the property line.

Median



The strip of land between the lanes of opposing traffic on a divided roadway.

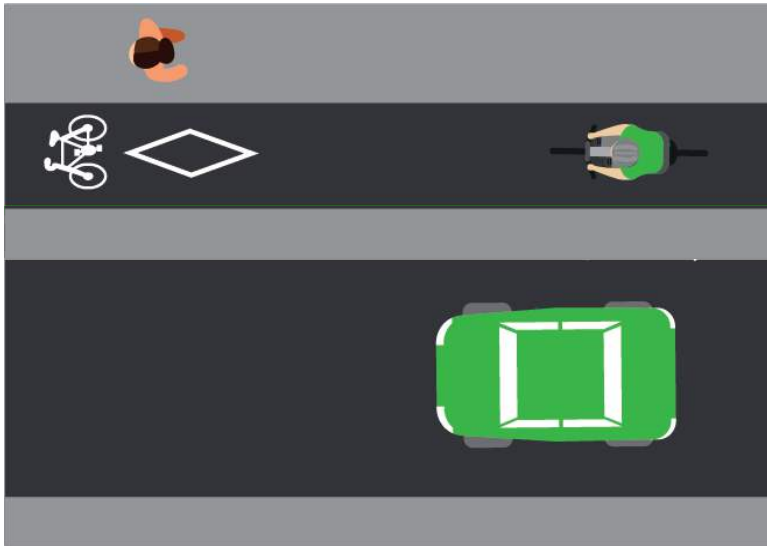
Streetscape



What you can see on a street, including the road, sidewalks, street furniture, trees and open spaces, that combine to form the street's character.



Cycle Tracks



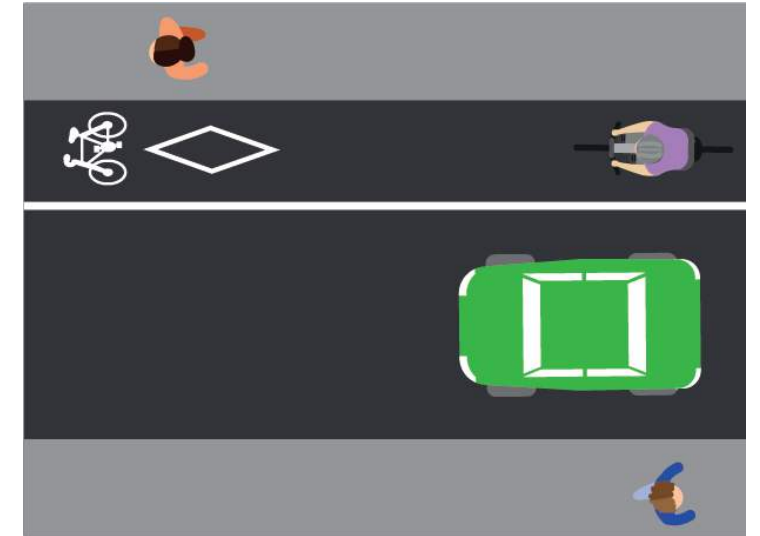
Separate lanes for people on bicycles. A buffer between people cycling and vehicles have objects like concrete curbs or trees.

Multi-Use Trails



Paved paths where people cycling and walking share space. They are in parks, ravines, and sometimes on the side of roadways.

Bike Lanes



Dedicated parts of the roadway for people cycling, but are not physically separated, like cycle tracks.



Policies & Plans

City of Toronto policies that support street improvements



OFFICIAL PLAN



HEALTHY TORONTO
BY DESIGN

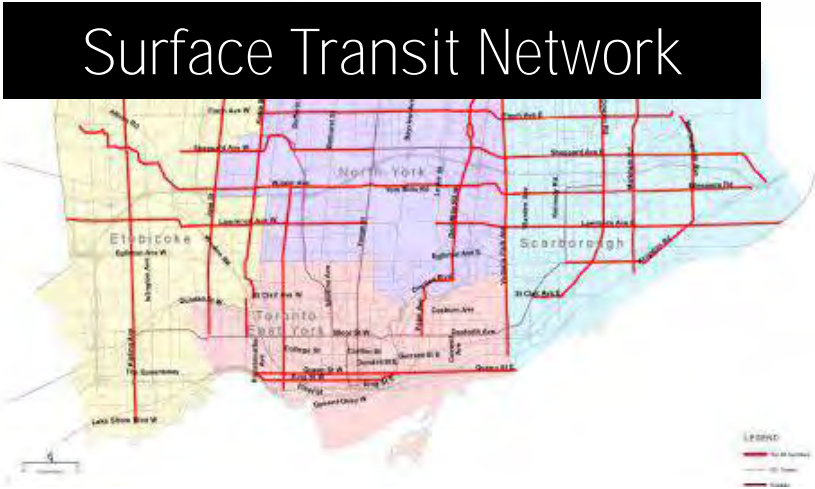
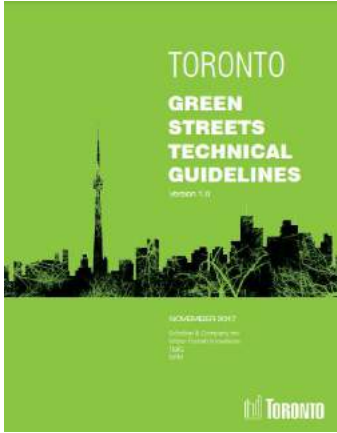
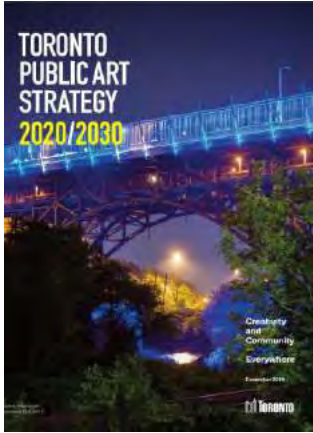
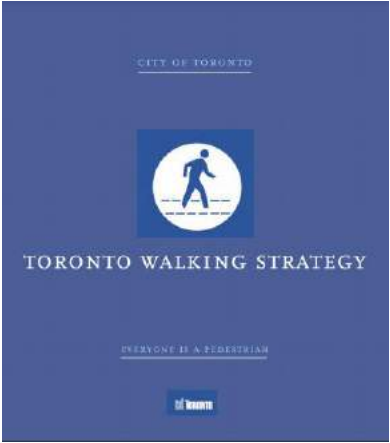
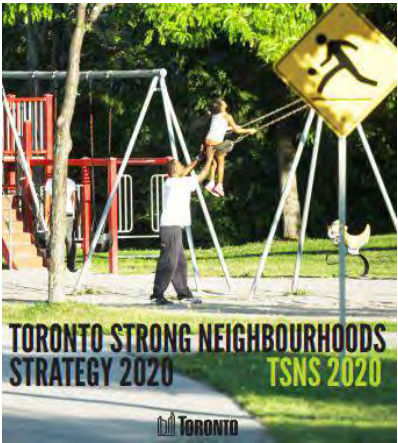


VISION ZERO ROAD
SAFETY PLAN



TransformTO: CLIMATE
ACTION STRATEGY

City of Toronto plans





Cycle tracks are recommended when *one or more* of the following is satisfied:

1. Motor vehicle speed greater than 40 km/h
2. More than 6,000 motor vehicles per day
3. More than one travel lane per direction
4. High demand for parking, loading, etc.

Applies to
Overlea Blvd

Yes

Yes

Yes

No



Why Overlea Boulevard? Why now?

Why Overlea Boulevard and why now?



The bridge deck replacement is planned for the next five years



The Don Mills Rd intersection is planned for reconstruction

Why Overlea Boulevard and why now?



Last major construction was in the 1960s
when the bridge was first built

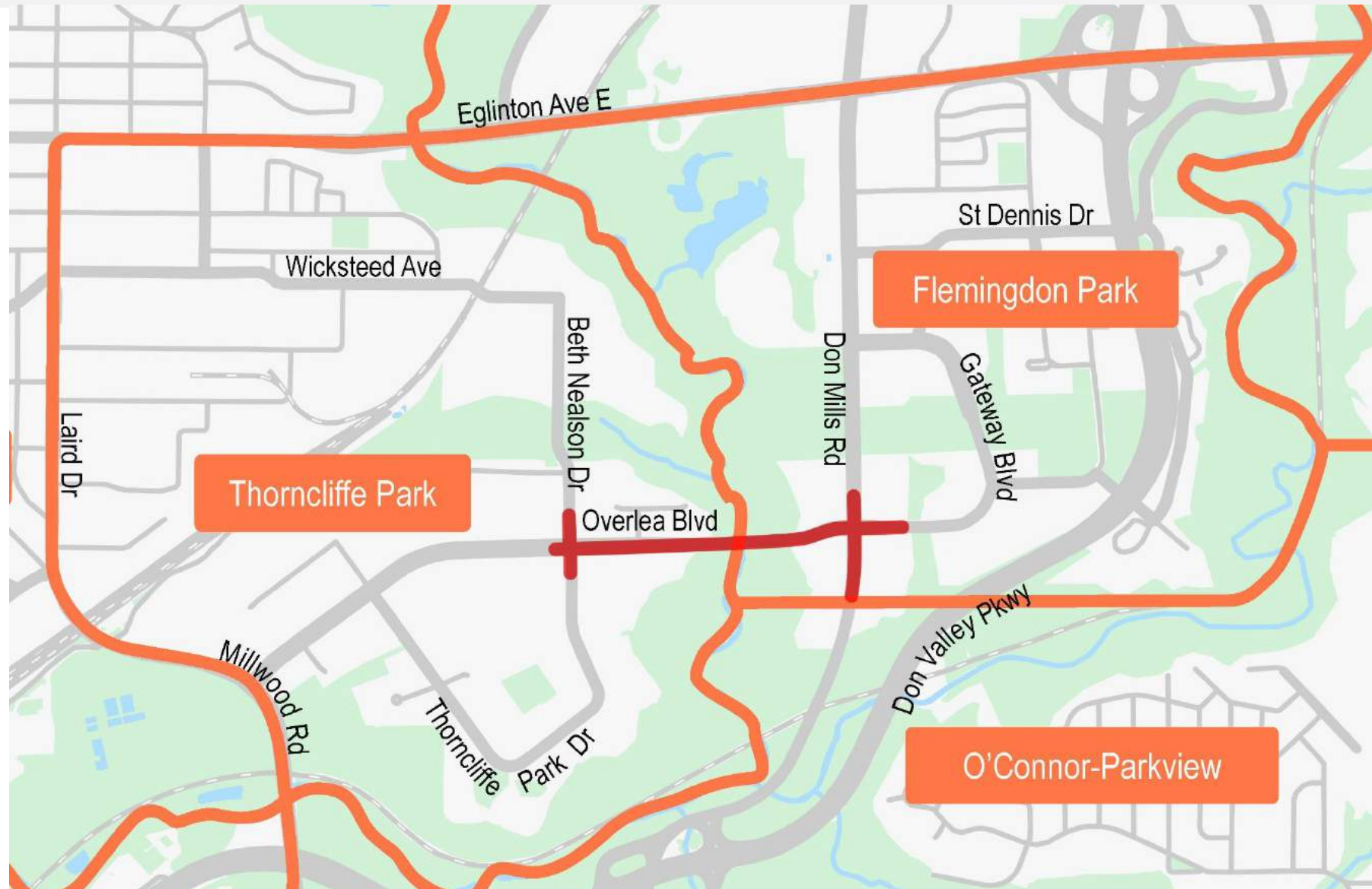


Reconstructions are the most cost-effective
time to improve streets and bridges

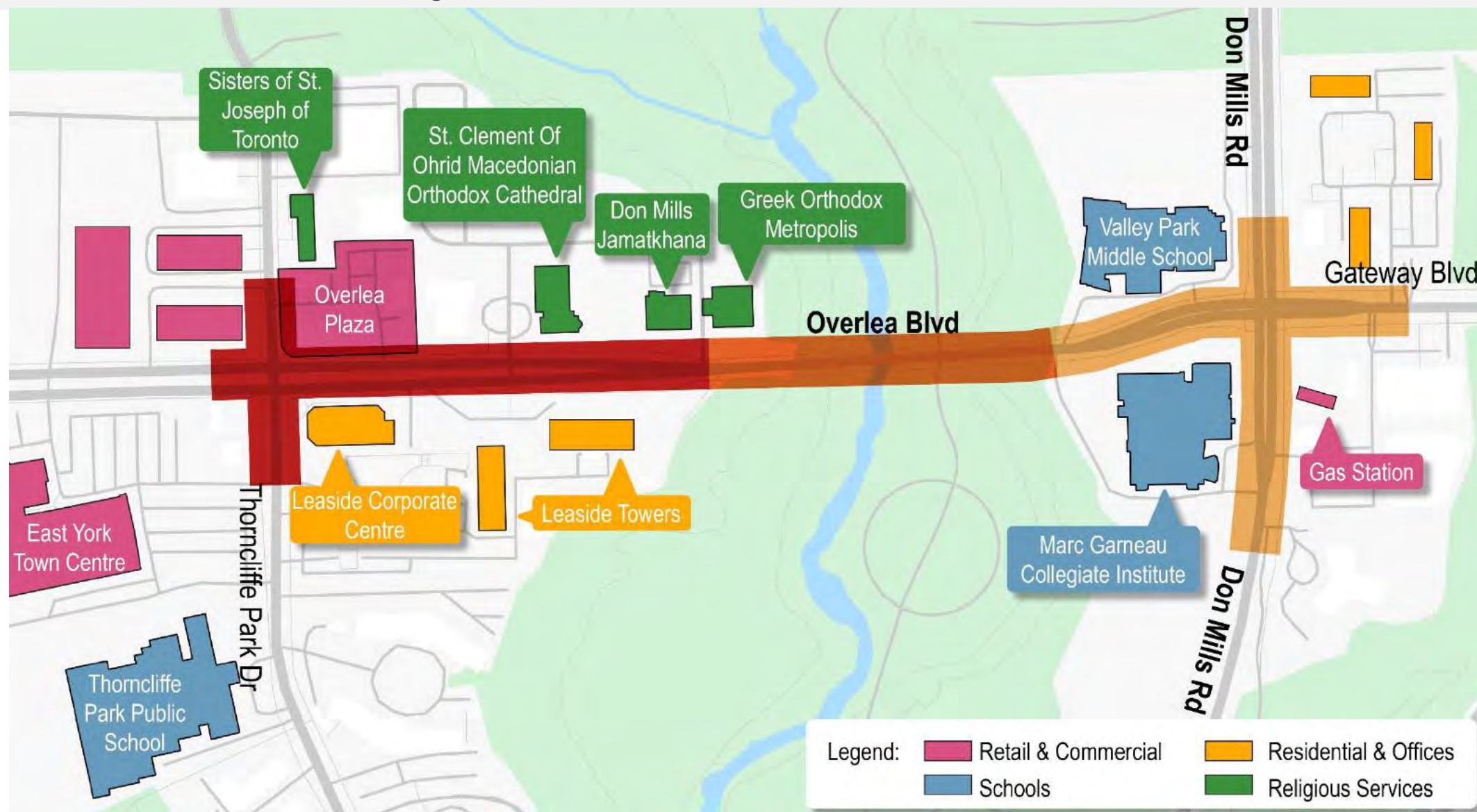


Context and Considerations

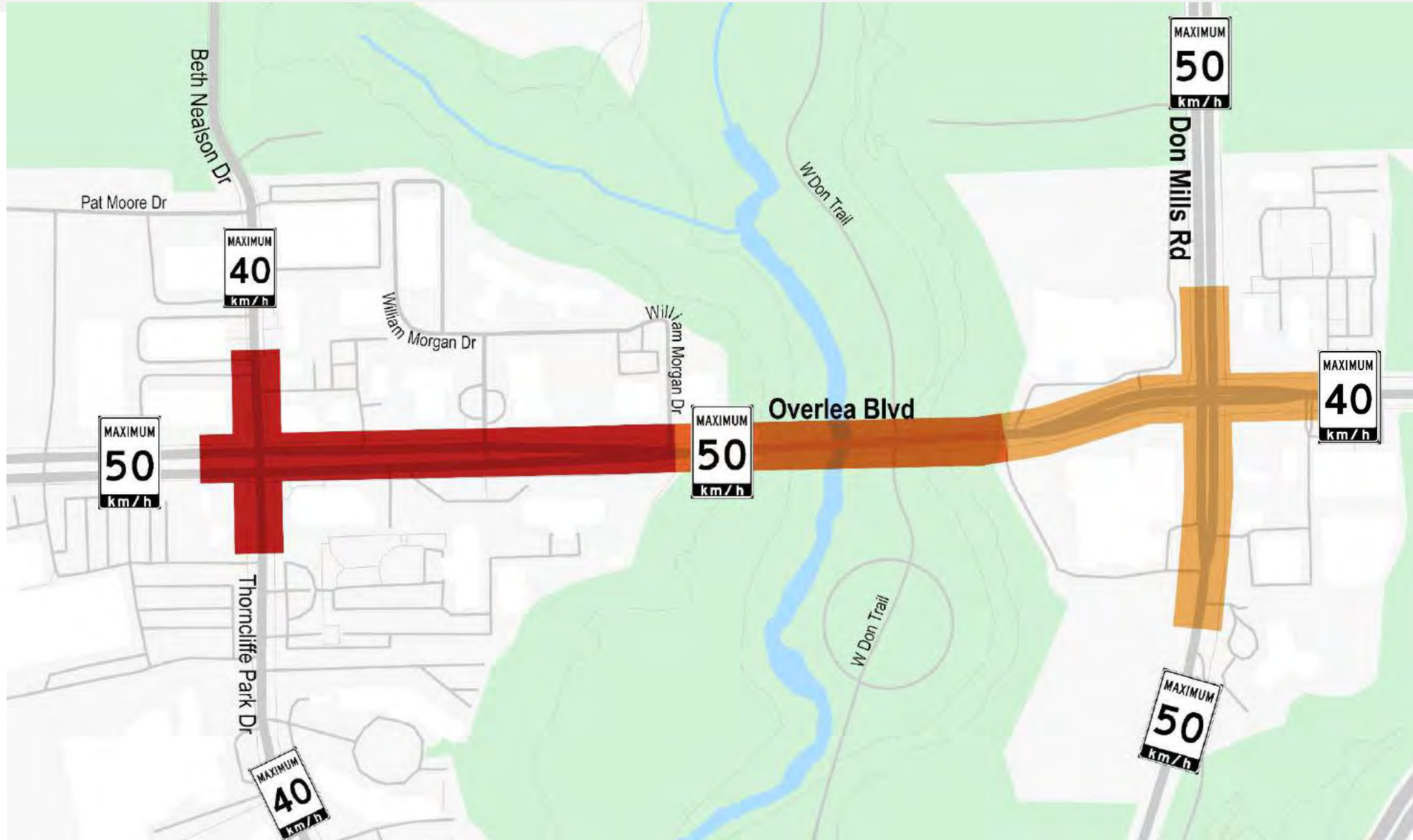
Neighbourhoods



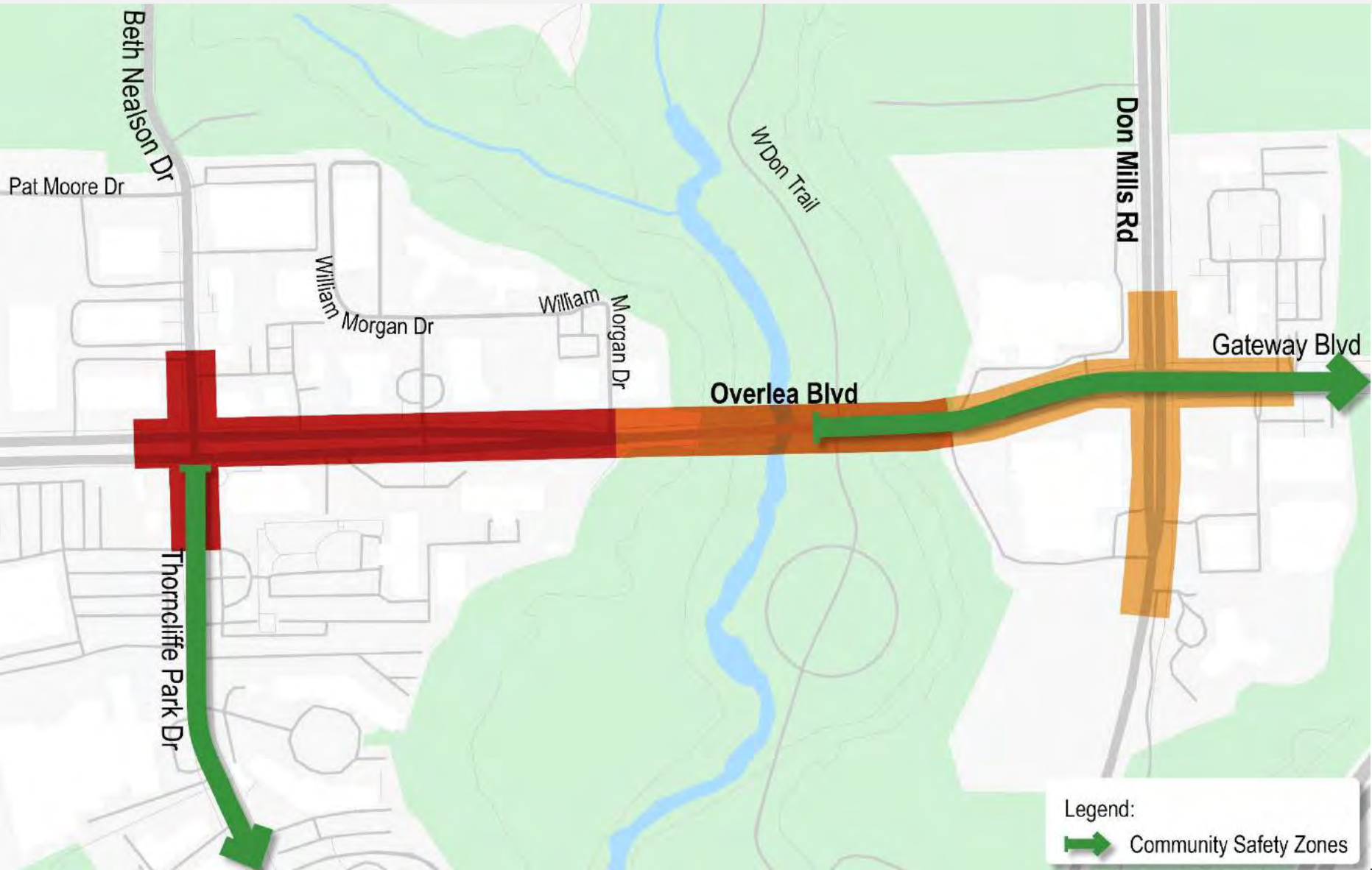
Land uses and key destinations



Existing speed limits



Community Safety Zones



Community safety zone signage

School Safety Zones



Valley Park Middle School





How people move on Overlea Blvd



Cars



Buses



Trucks

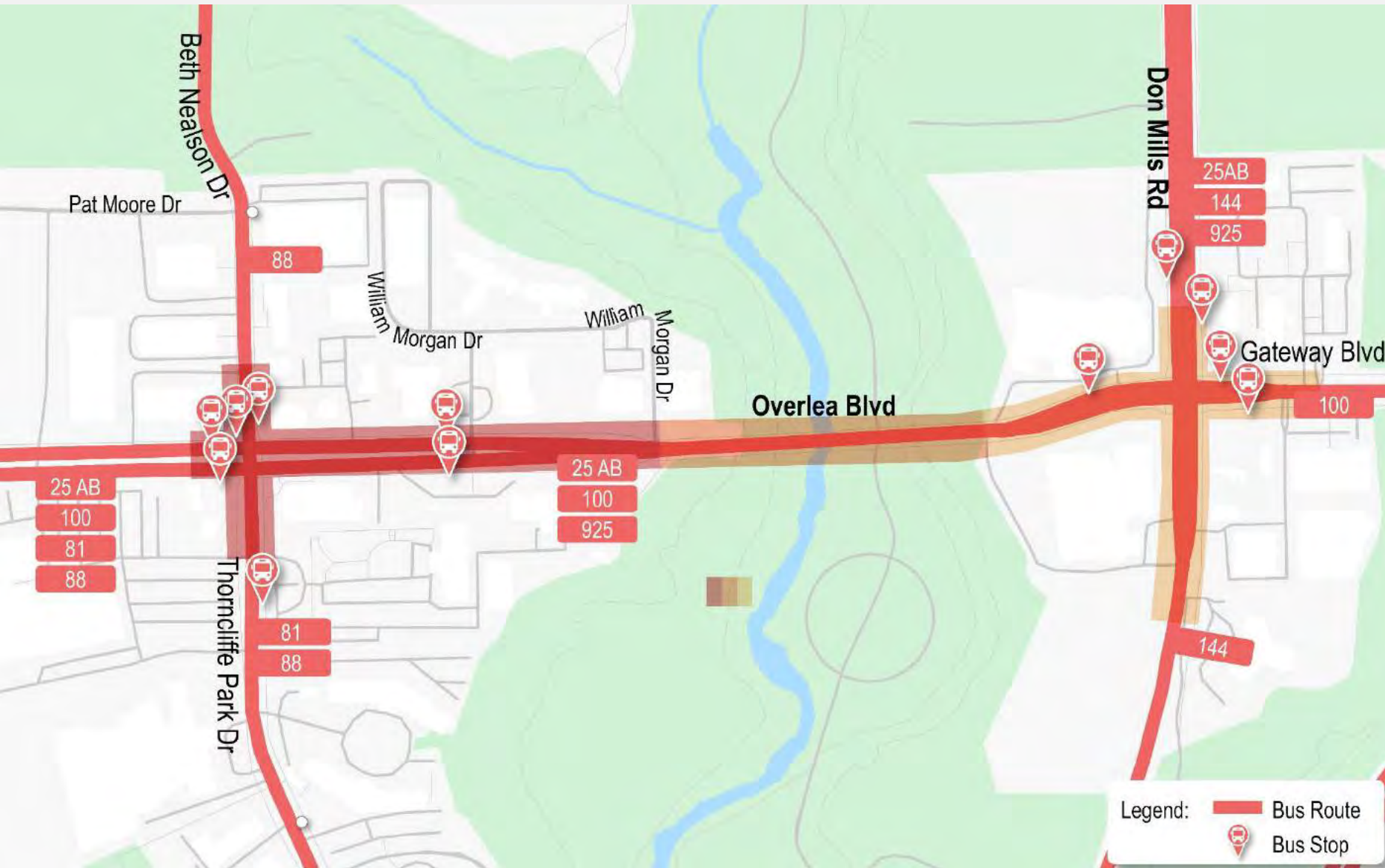


Walking



Cycling

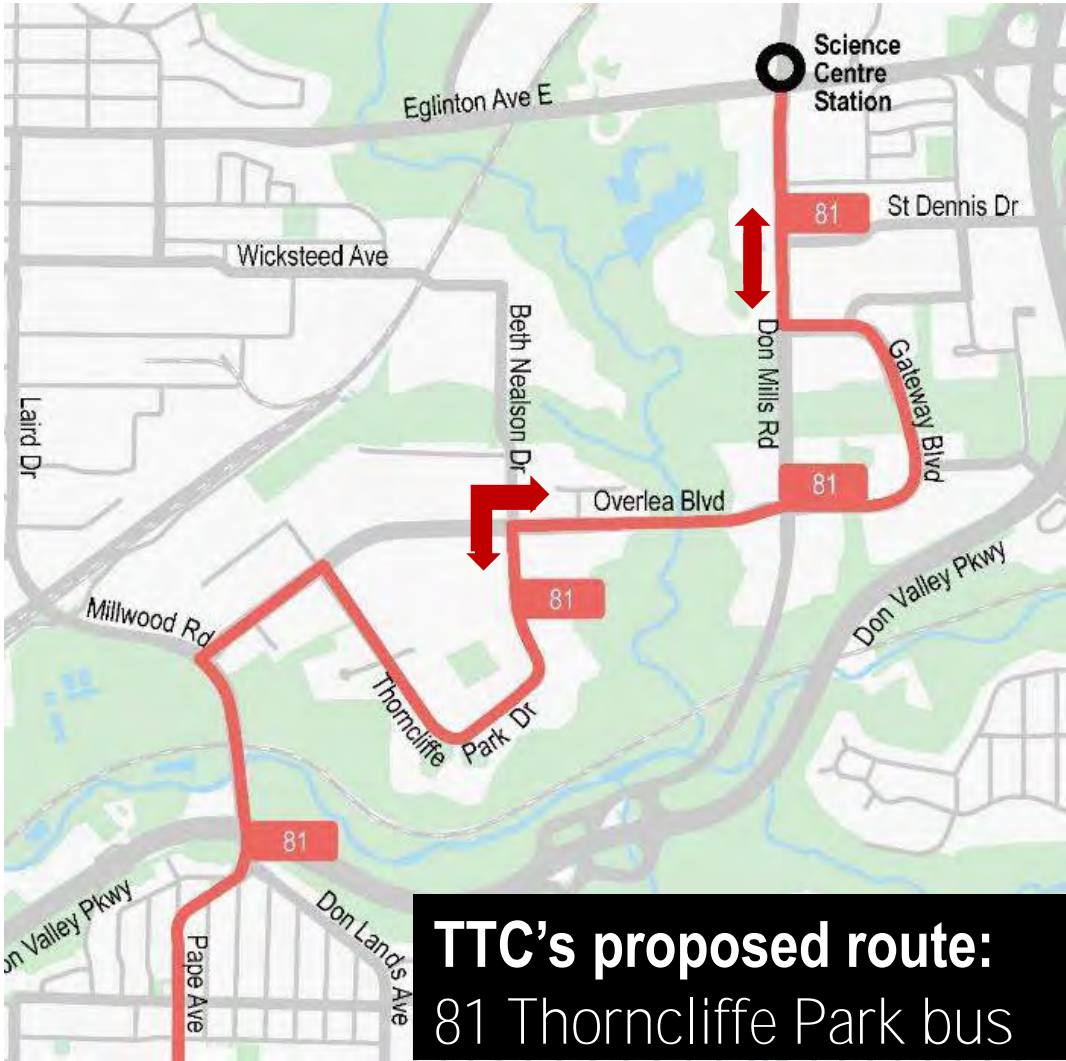
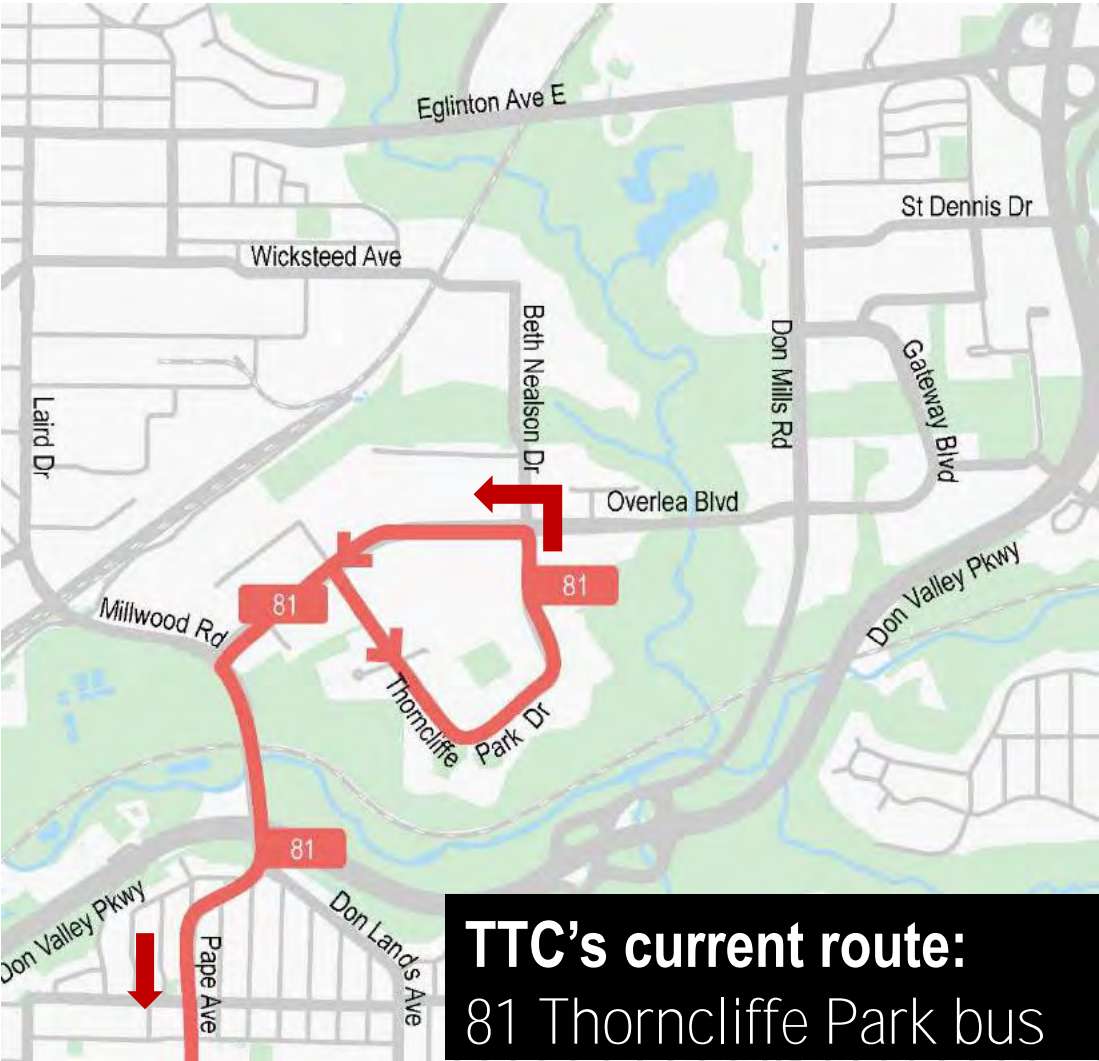
TTC bus service today



900 buses & 21,000 riders per day on Overlea Blvd



Other area public transit changes



Other area public transit changes

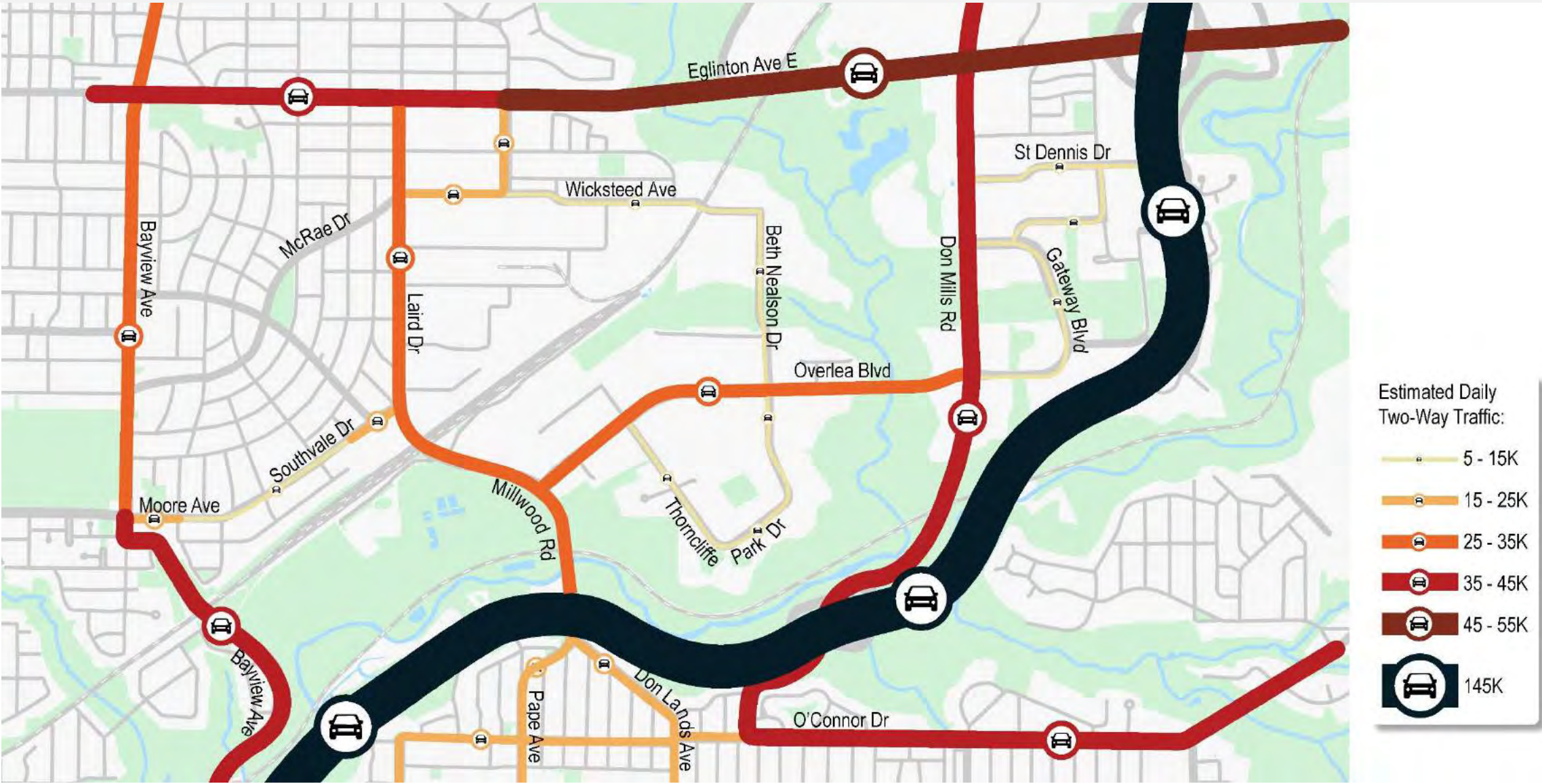


Construction of the Eglinton LRT underway



Ontario Line engagement underway

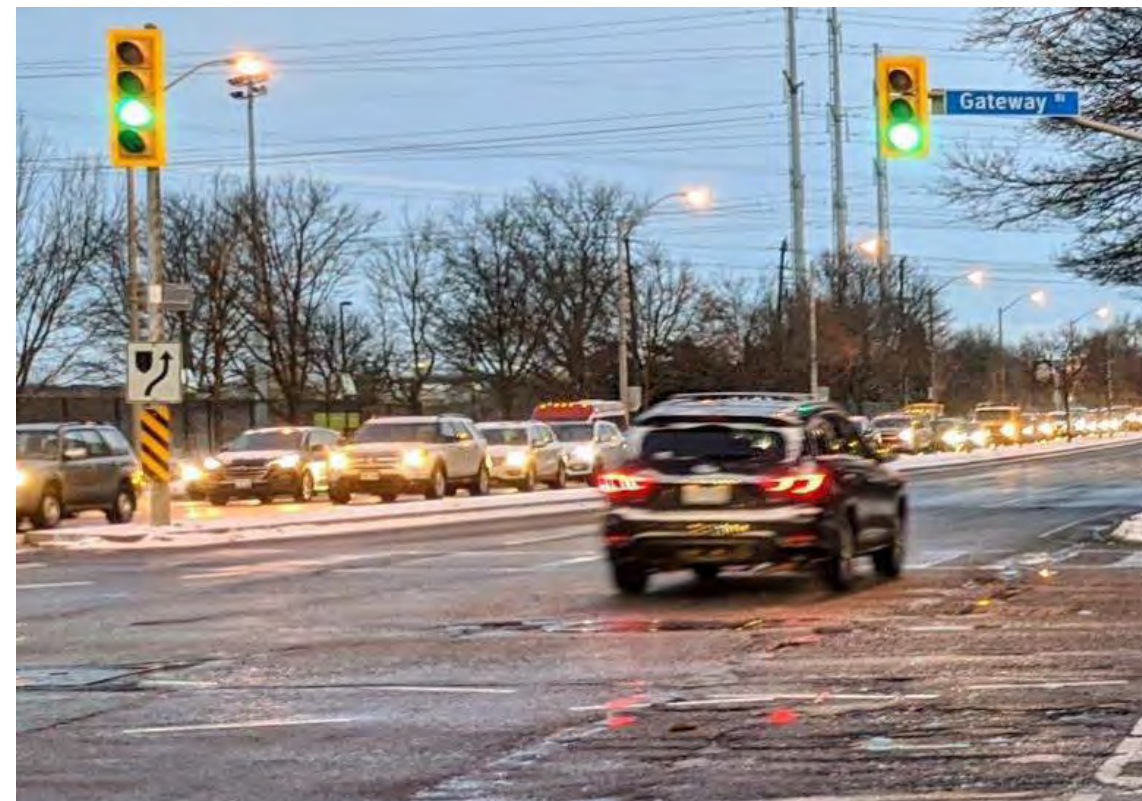
Motor vehicle volumes on Overlea Blvd and the area



Motor vehicle volumes on Overlea Blvd and the area



Cars, buses and trucks use Overlea Blvd



Traffic in the morning rush on Don Mills Rd

Overlea Blvd is an important route for trucks



Approximately 1100 trucks use Overlea Blvd each day



Many trucks use Overlea Blvd to connect to the commercial and industrial area just to its north

Recent improvements to the cycling network

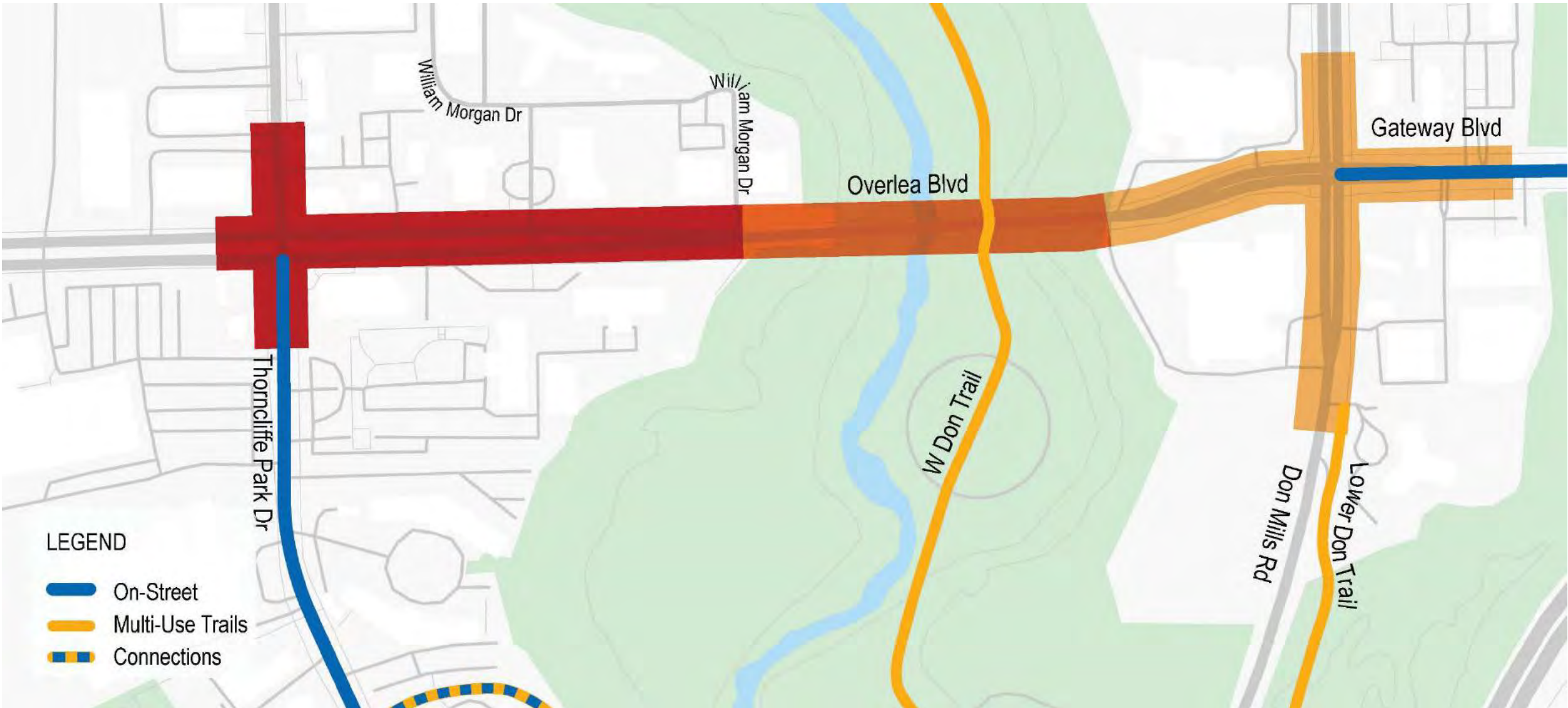


Physical separation added to the Thorncliffe Park Dr bike lanes

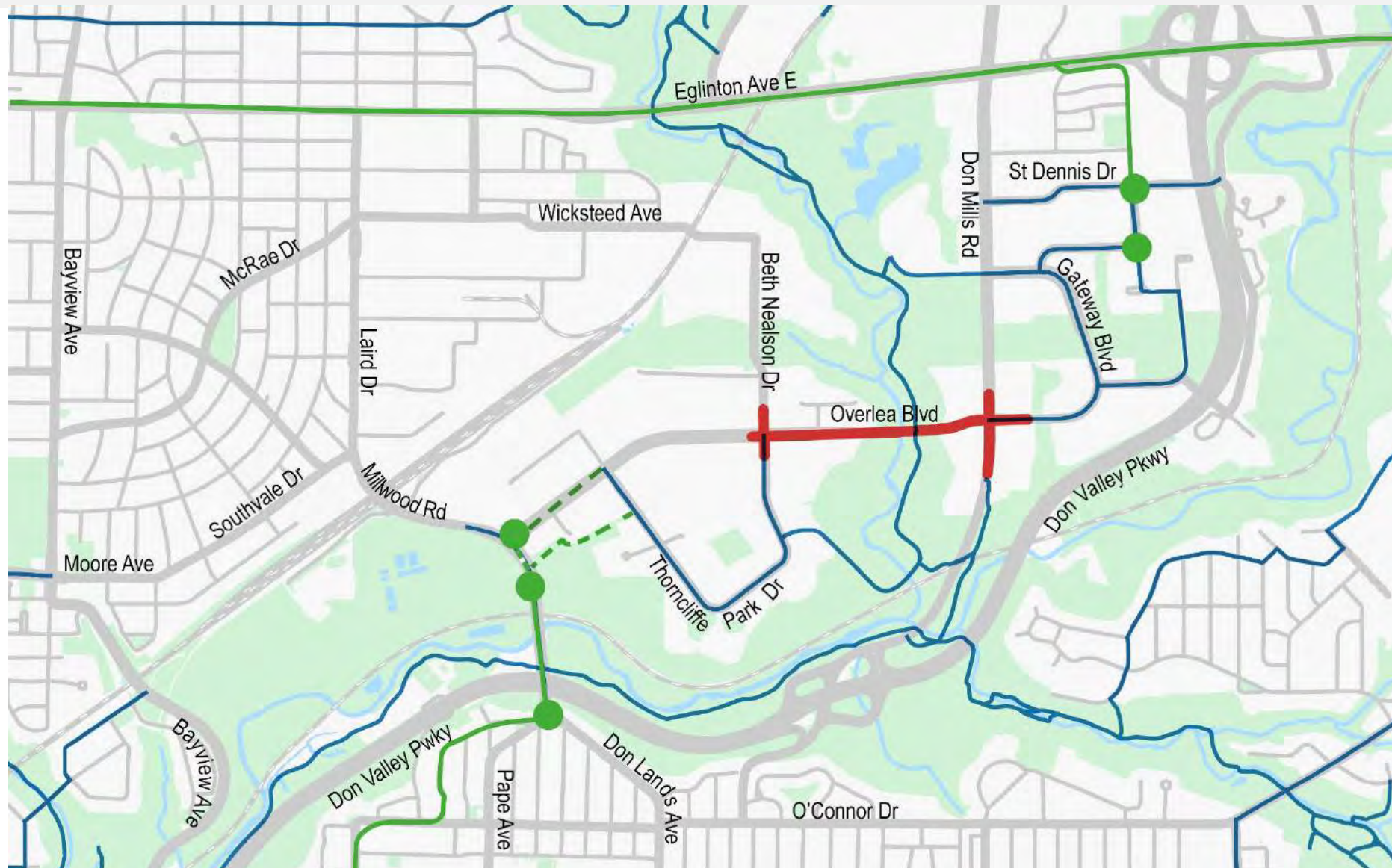


New connection to the Lower Don Trail along Don Mills Rd

The cycling network in the area



The planned cycling network in the area



LEGEND

- Existing cycling routes
- Future and planned cycling route
- Planned intersection improvement
- Study area

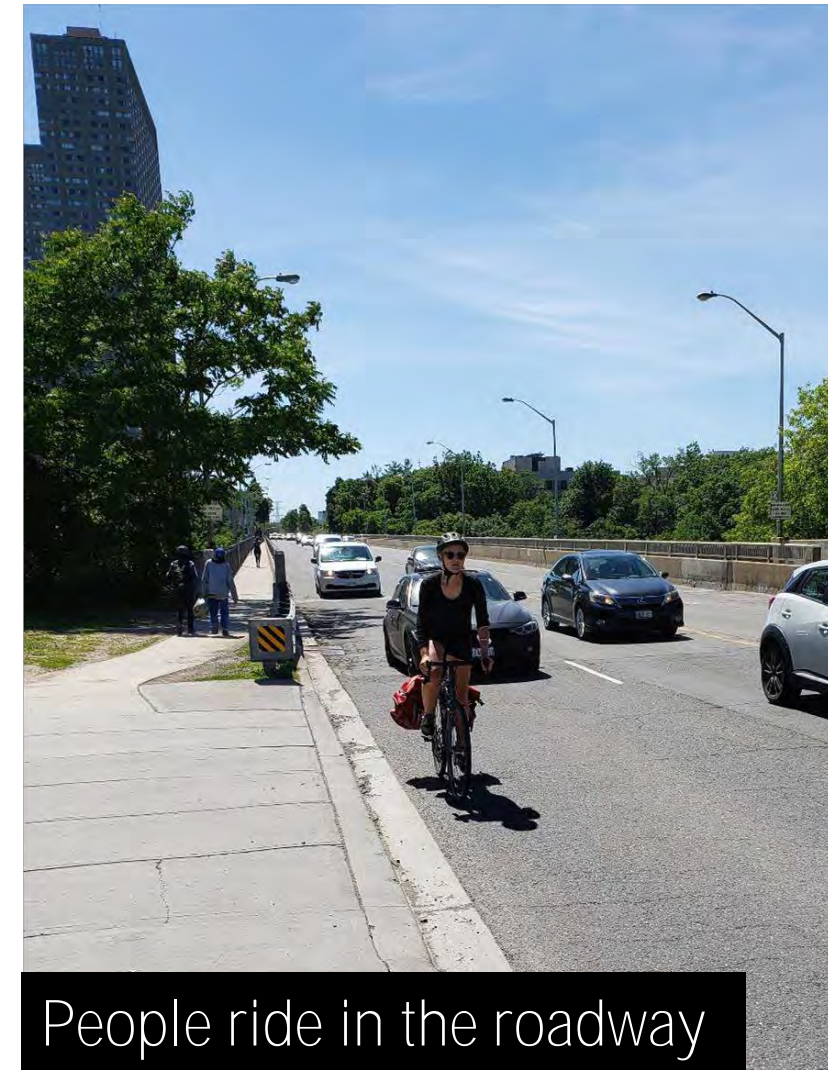
Cycling conditions today



People walk their bicycle



People ride on the sidewalk



People ride in the roadway

Walking conditions today



2600 people per day cross the Overlea Bridge on foot



People crossing Overlea Blvd east of the bridge



Below standard sidewalk widths for major streets

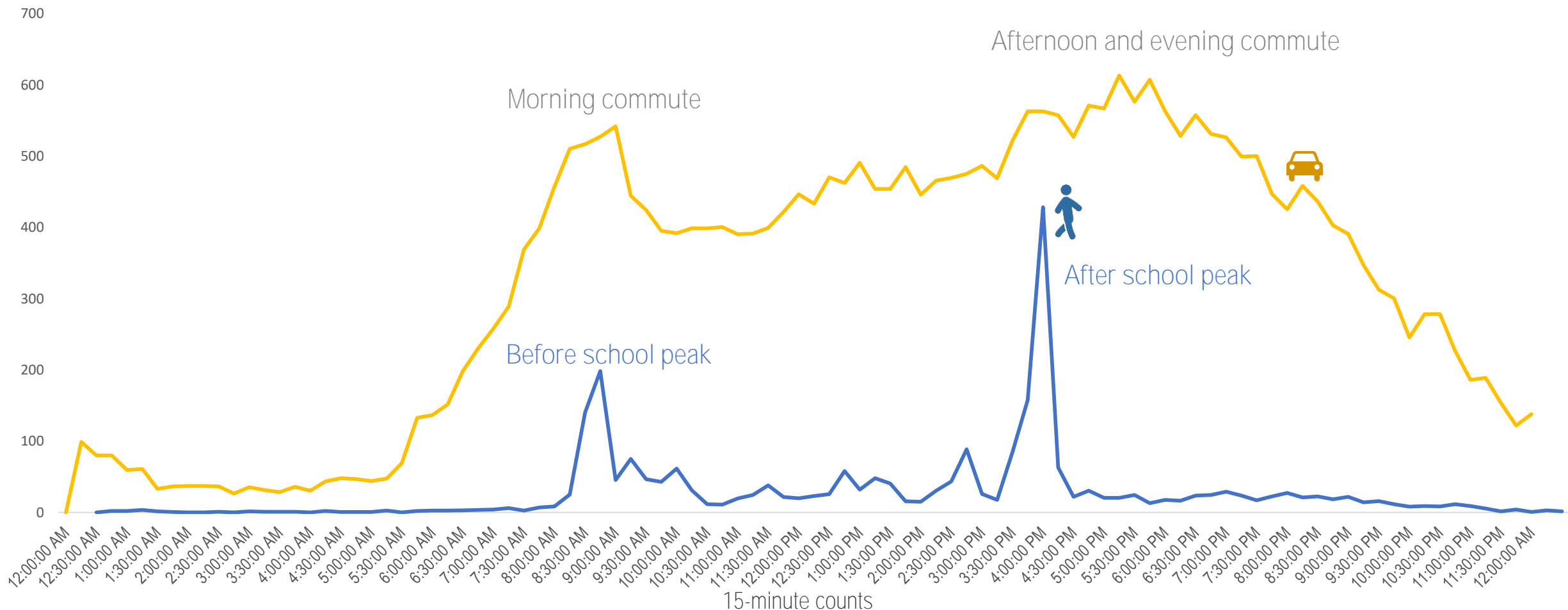
How people use Overlea Blvd on an average weekday



Pedestrians



Cars



Average of two 24hr weekday counts in September 2018 on Overlea Blvd west of bridge, pre-COVID, post-COSTCO opening

How people use Overlea Blvd on an average weekday



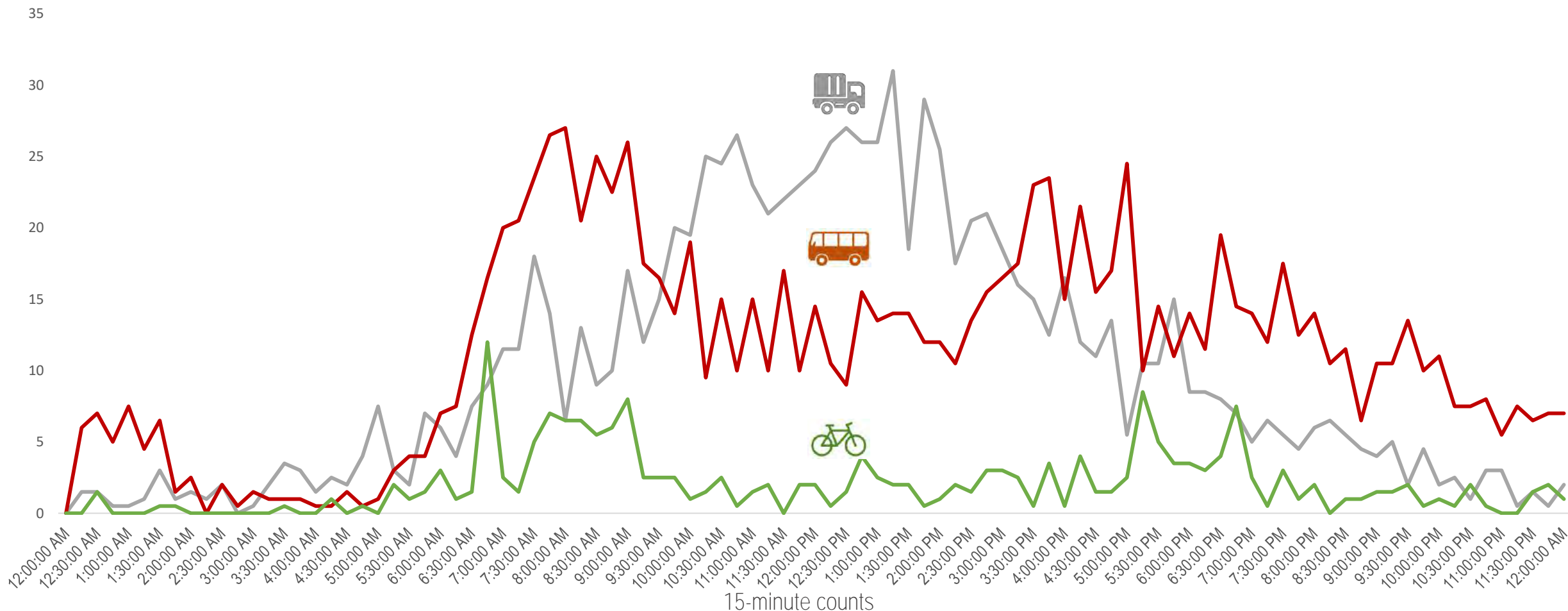
Trucks



Buses

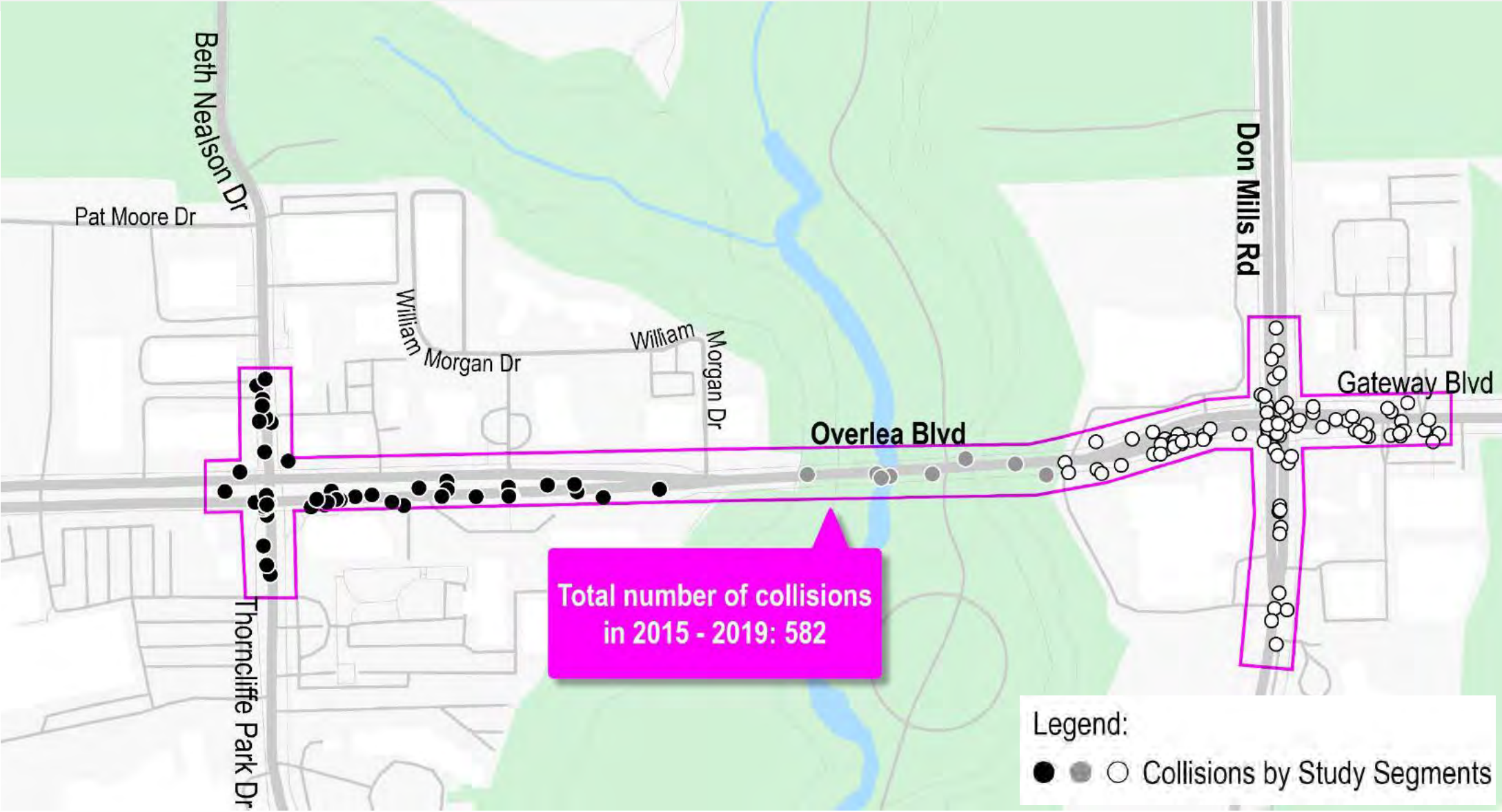


Cyclists

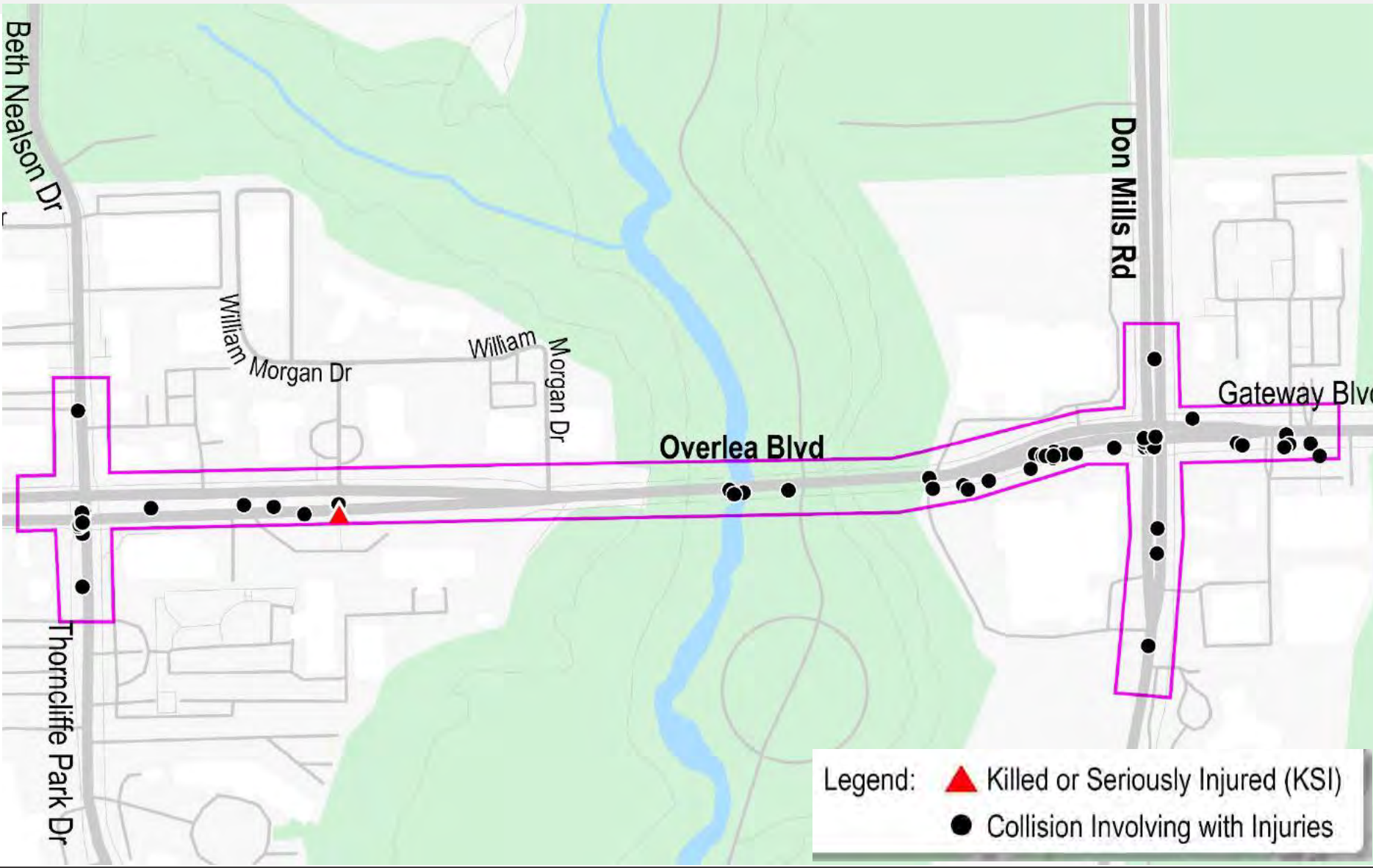


Average of two 24hr weekday counts in September 2018 on Overlea Blvd west of bridge, pre-COVID, post-COSTCO opening

582 collisions between 2015-2019



Collisions with injuries 2015-2019



Students returning from school

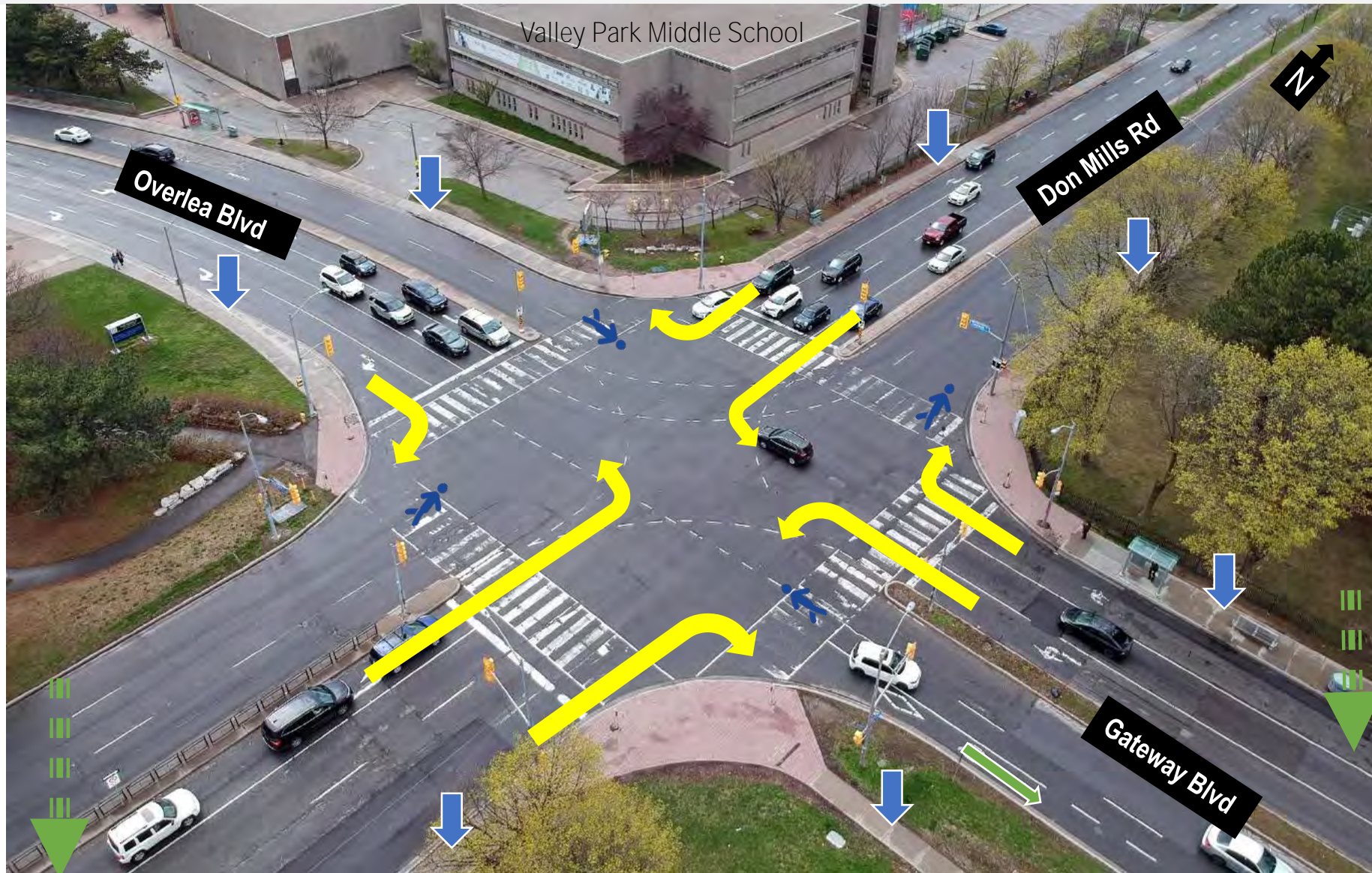


Many older adults live in the area



Existing Conditions

Today: Don Mills Rd, Overlea Blvd and Gateway Blvd



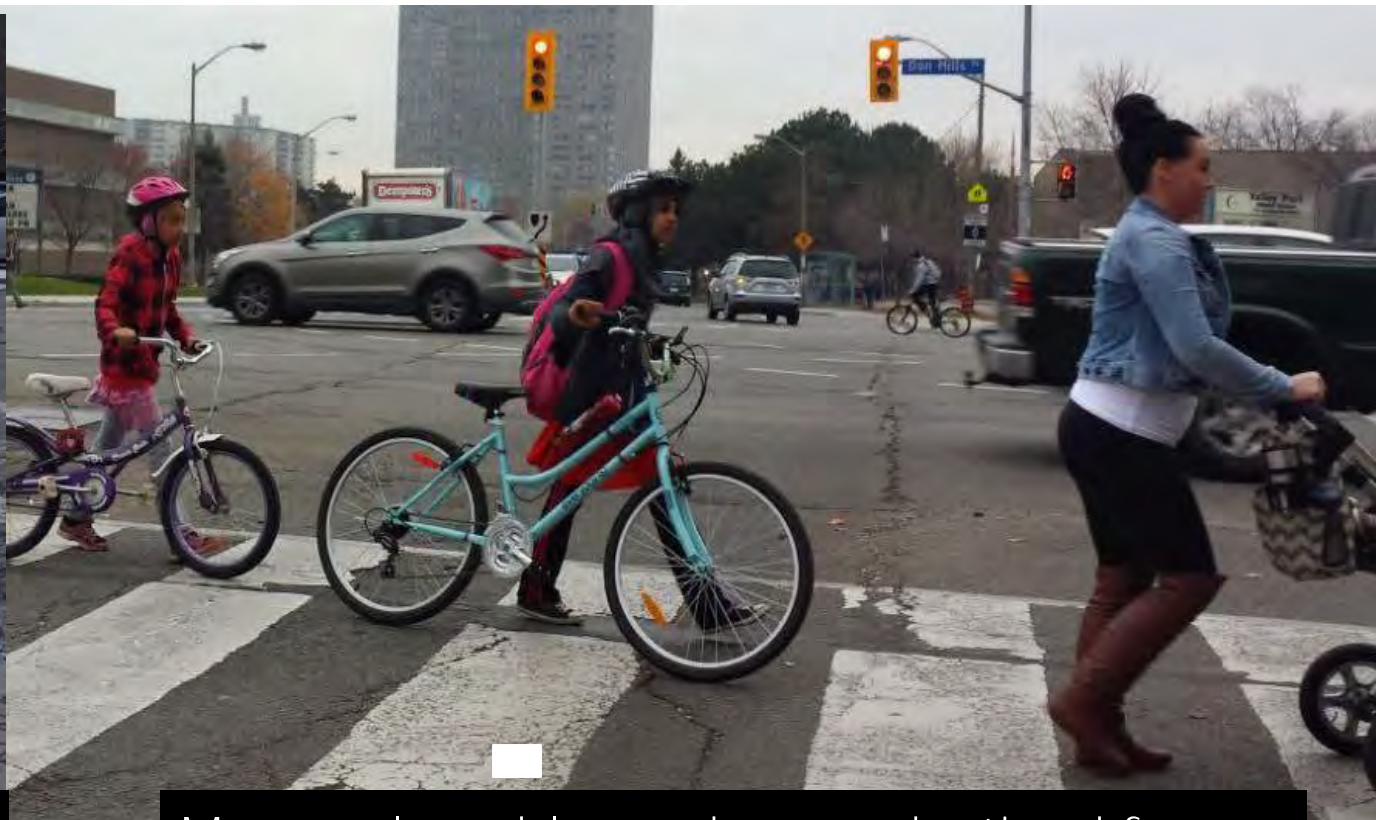
Today: Overlea Blvd & Thorncliffe Park Dr



Today: Conditions at intersections

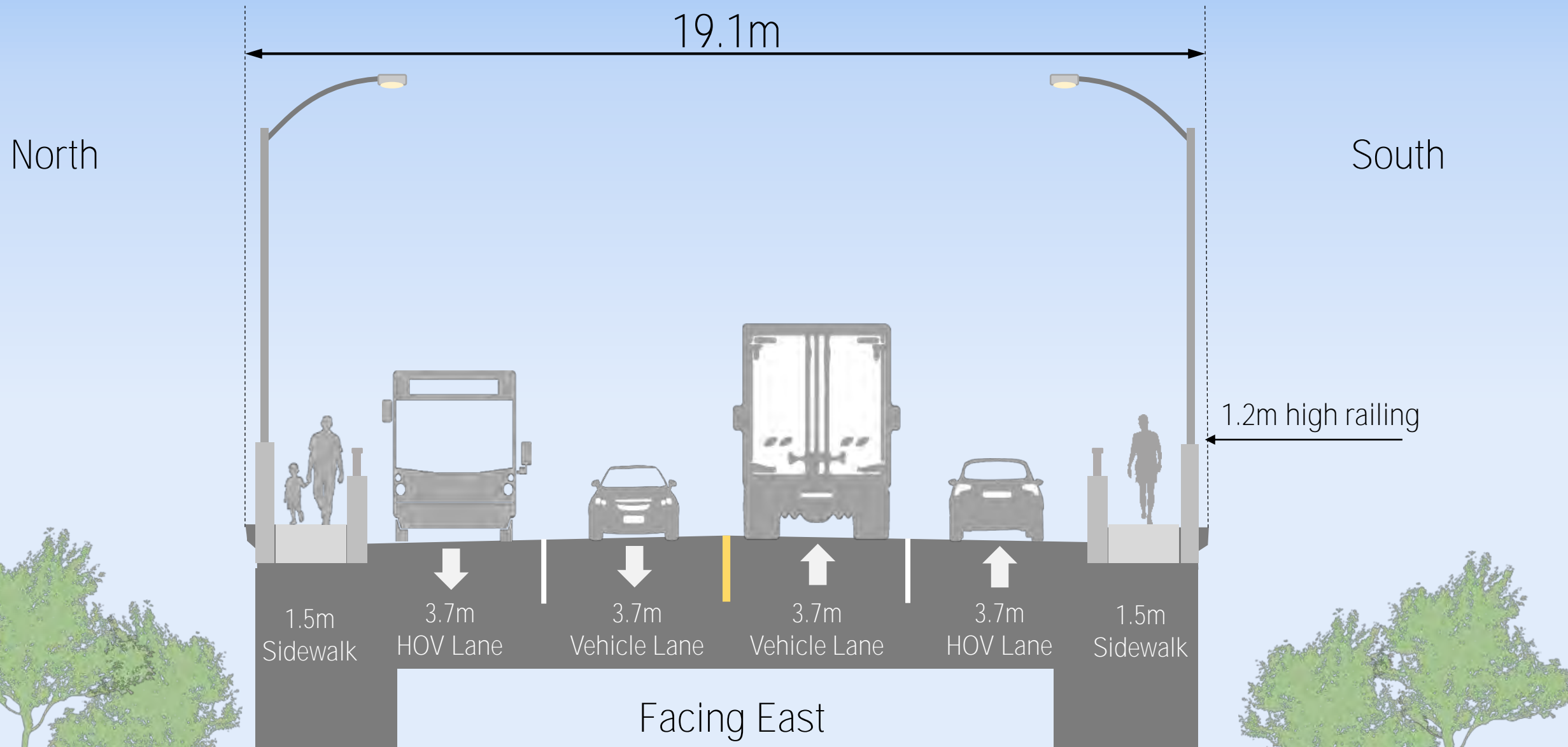


High volume vehicle turns conflict with people walking and cycling

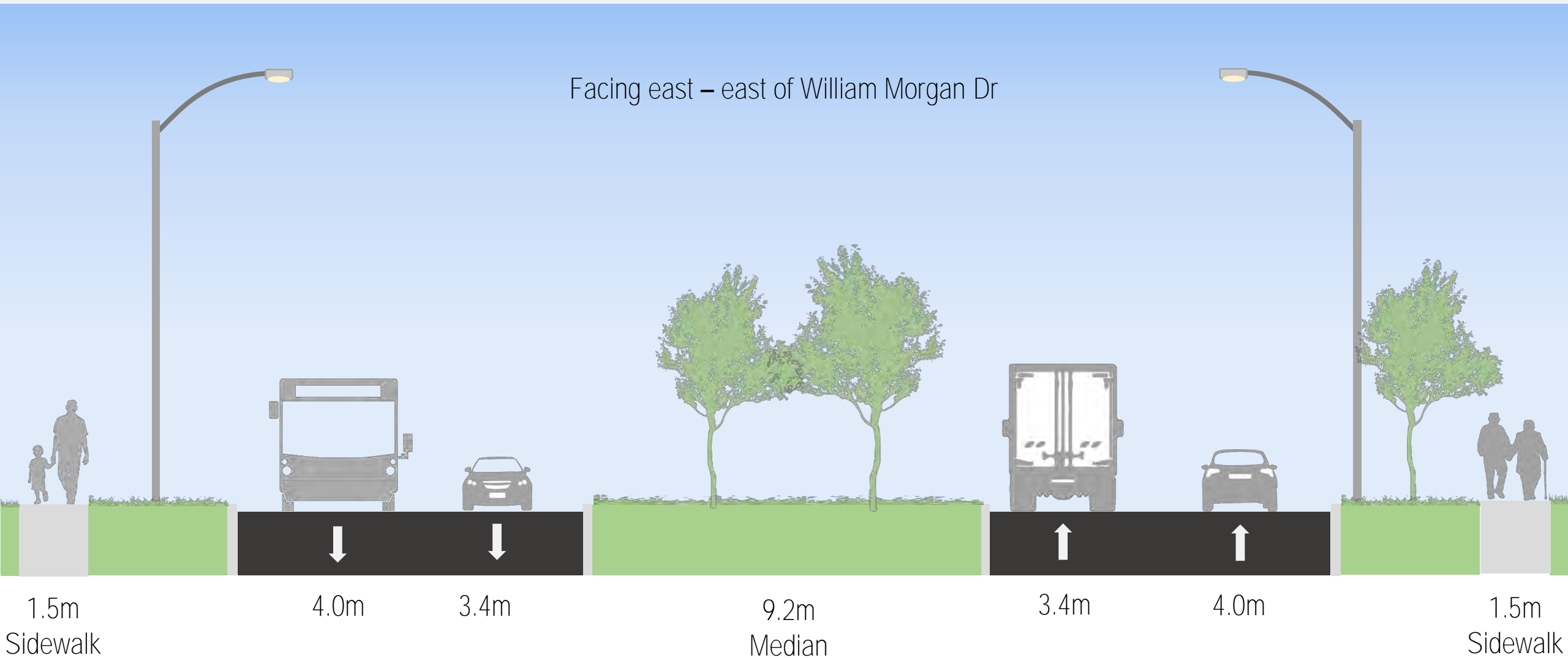


Many vulnerable road users destined for schools, work and buses

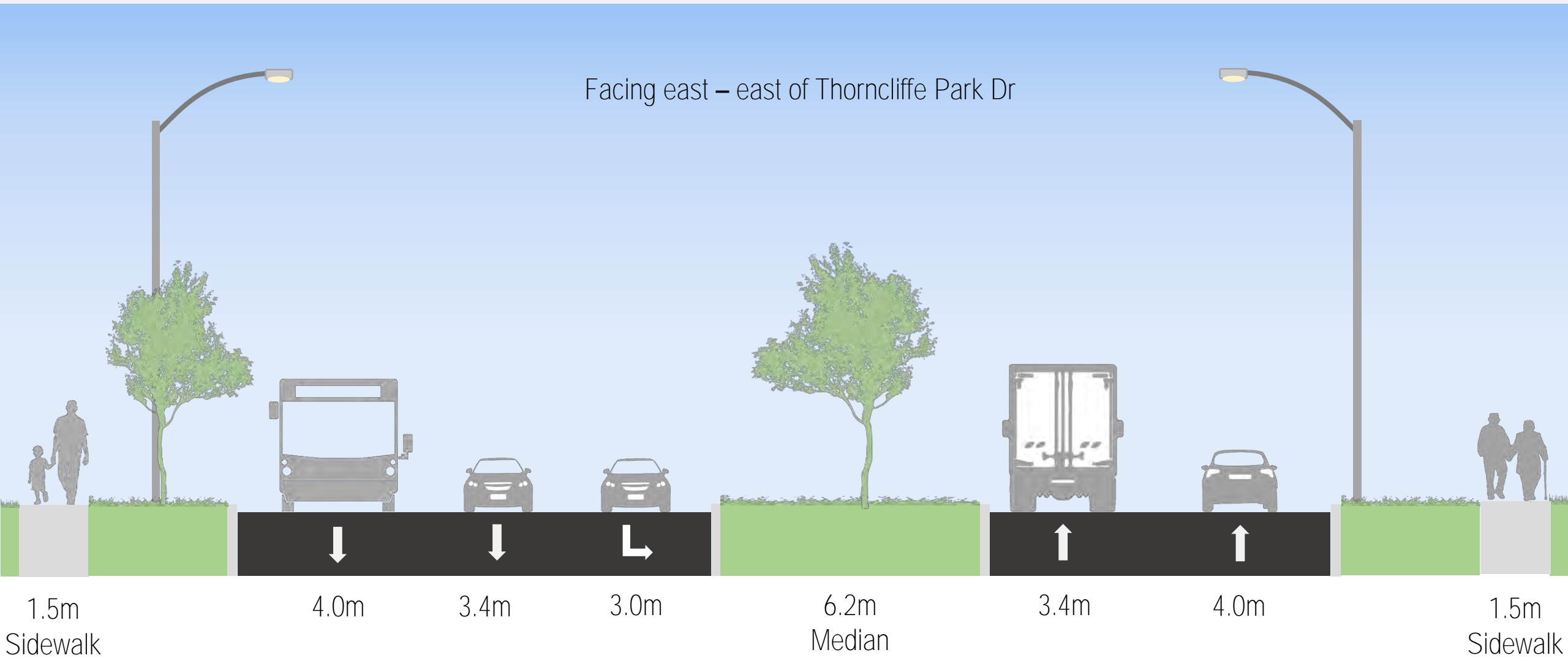
Today: Overlea Bridge



Today: West of Overlea Bridge to Thorncliffe Park Dr



Today: West of Overlea Bridge to Thorncliffe Park Dr



Today: trees in the study area



Some semi-mature and healthy trees



Most median trees in poor condition



Many young boulevard trees



What is proposed

Proposed changes – project wide



Wider sidewalks



New cycling connections

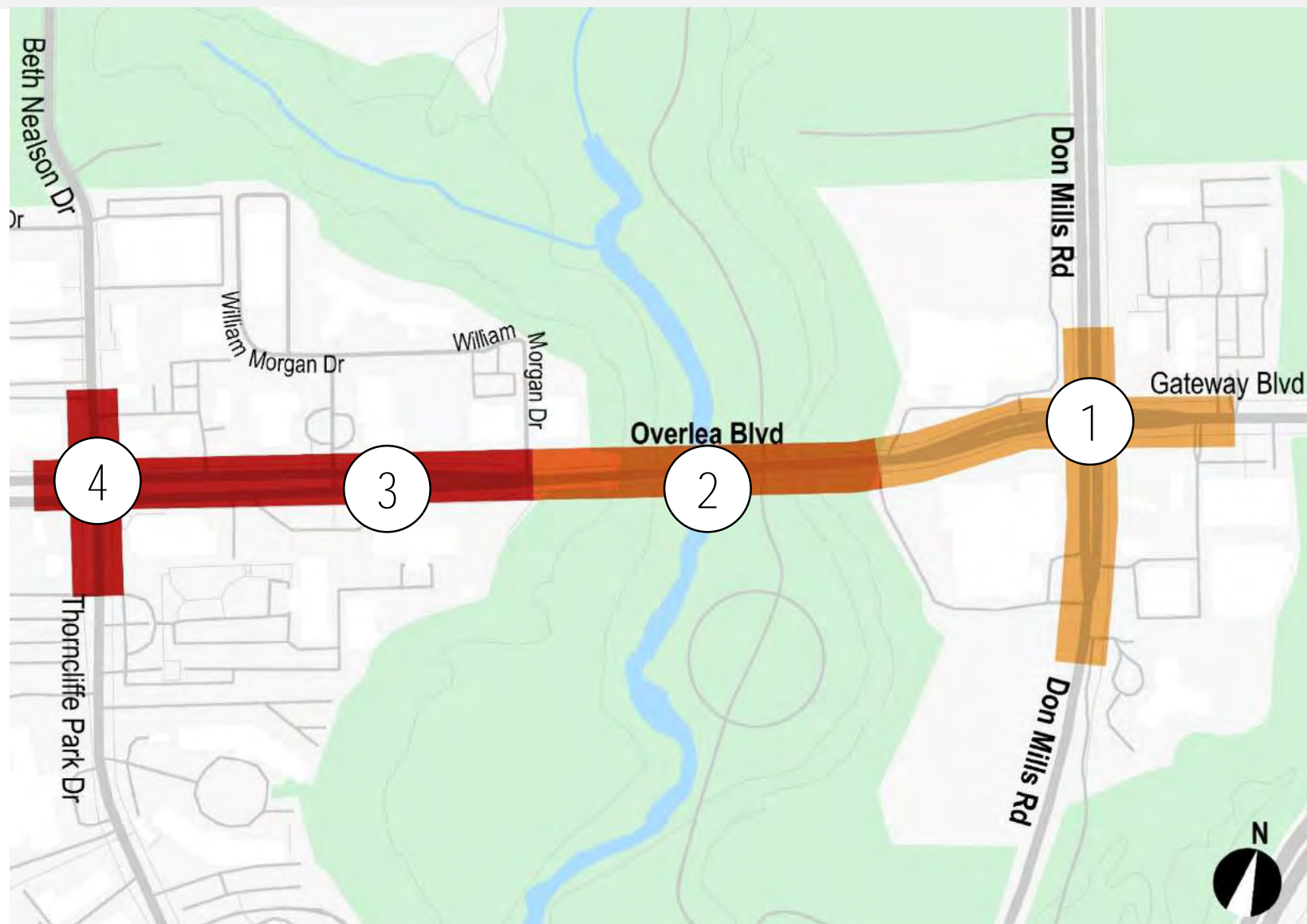


Traffic signals timed for safety and efficiency

Proposed changes – location specific

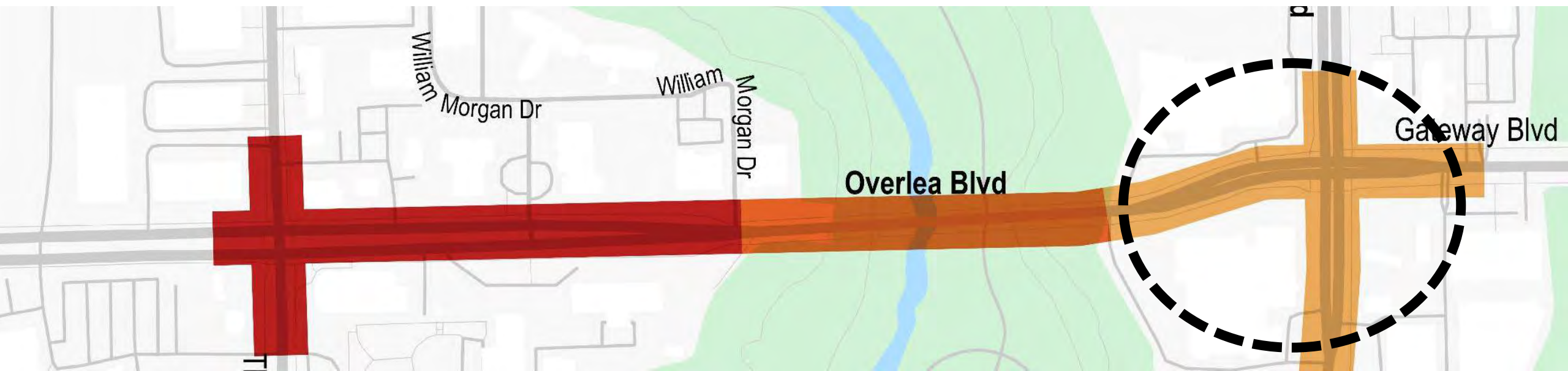


- ① Don Mills Rd, Overlea Blvd, and Gateway Blvd intersection
- ② Overlea Bridge
- ③ West of Overlea Bridge to Thorncliffe Park Dr
- ④ Thorncliffe Park Dr east & Overlea Blvd intersection

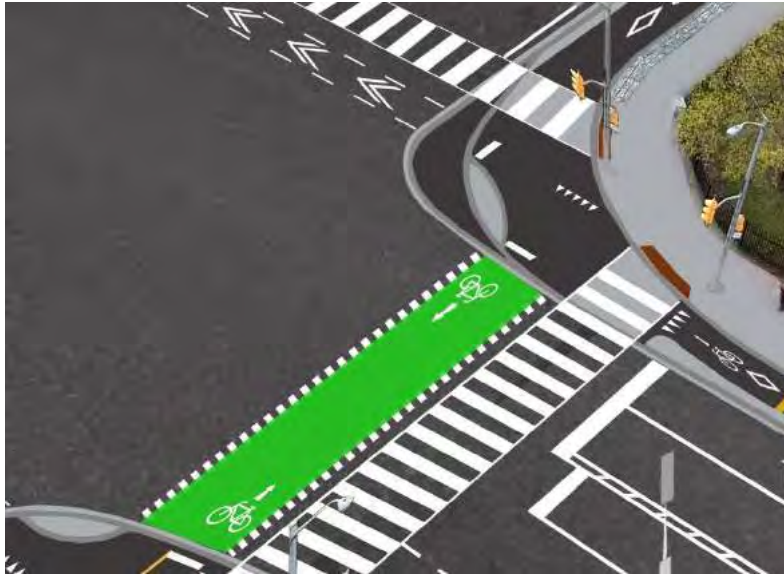




Don Mills Rd, Overlea Blvd and Gateway Blvd



Proposed changes: Don Mills Rd, Overlea Blvd and Gateway Blvd



Dedicated space for people cycling to cross and wait



Conceptual rendering

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

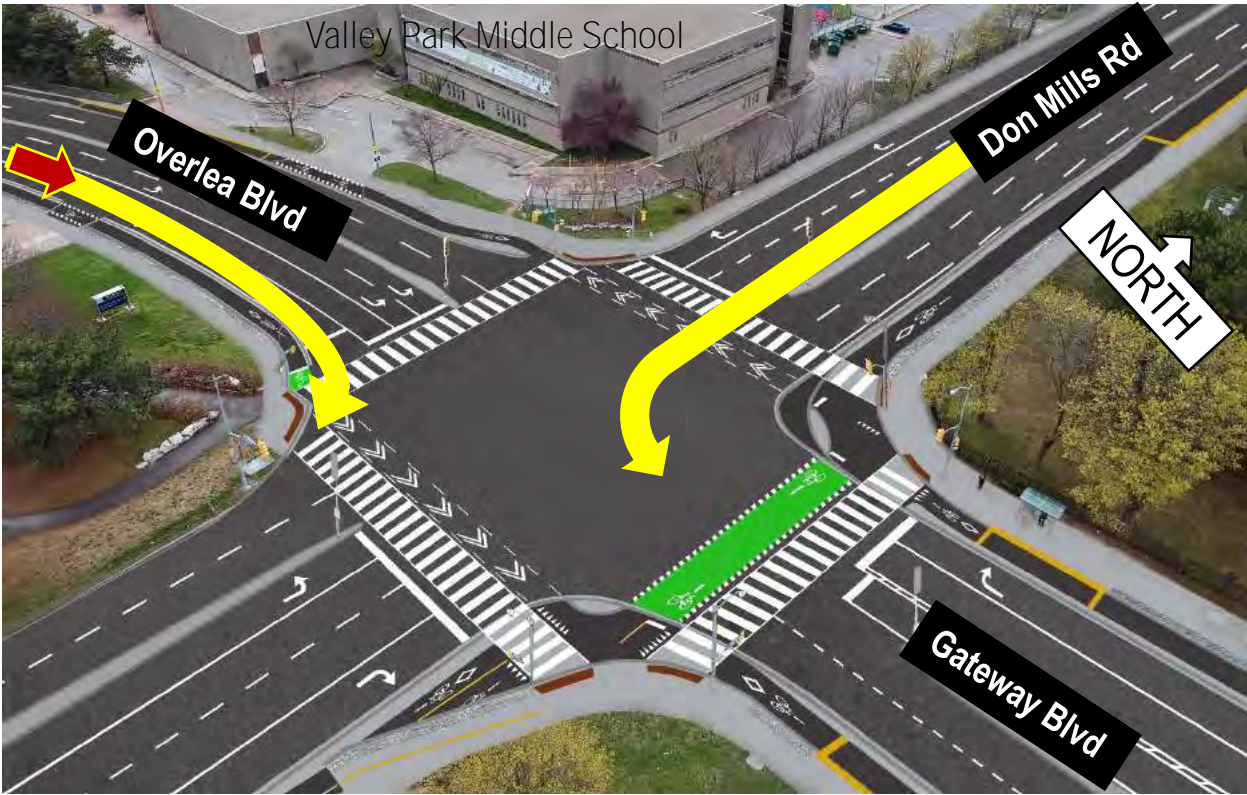


Dedicated green time for turning vehicles, and improved safety with no right-turns on red

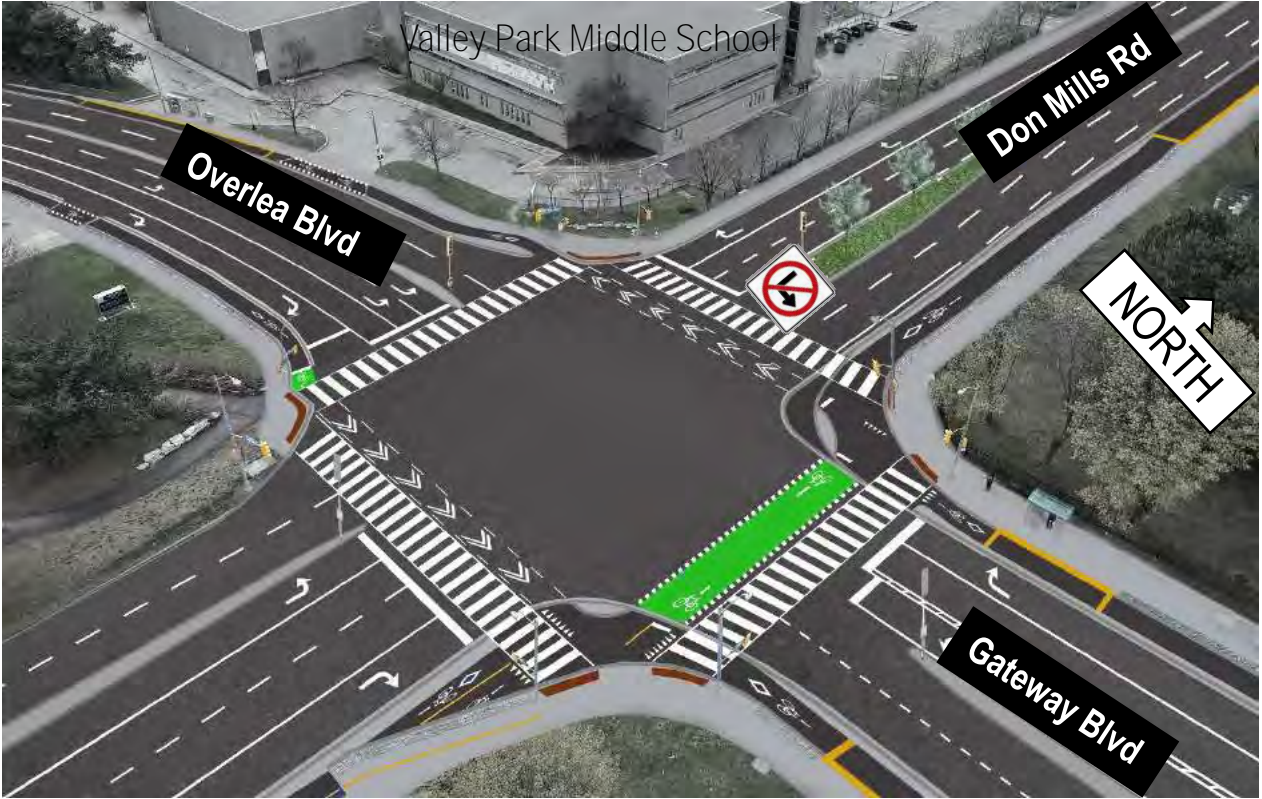
Options: Don Mills Rd, Overlea Blvd and Gateway Blvd



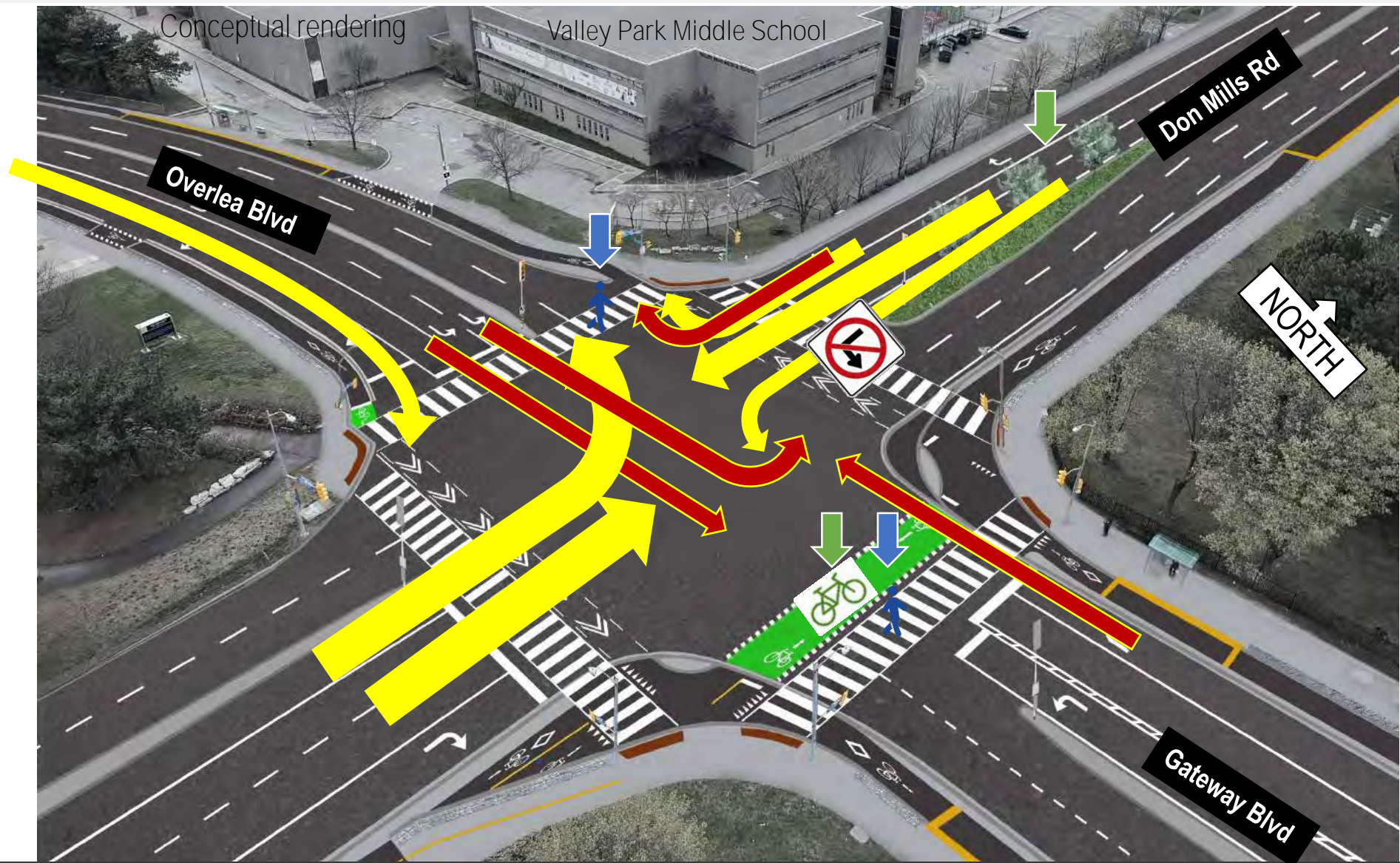
Option 1 – Southbound left turn maintained



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



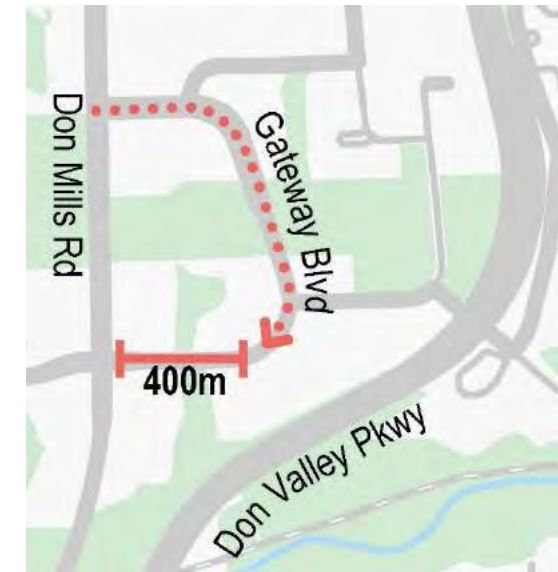
Option 2 – Preferred: Don Mills Rd, Overlea Blvd and Gateway Blvd



Options Summary: Don Mills Rd, Overlea Blvd and Gateway Blvd



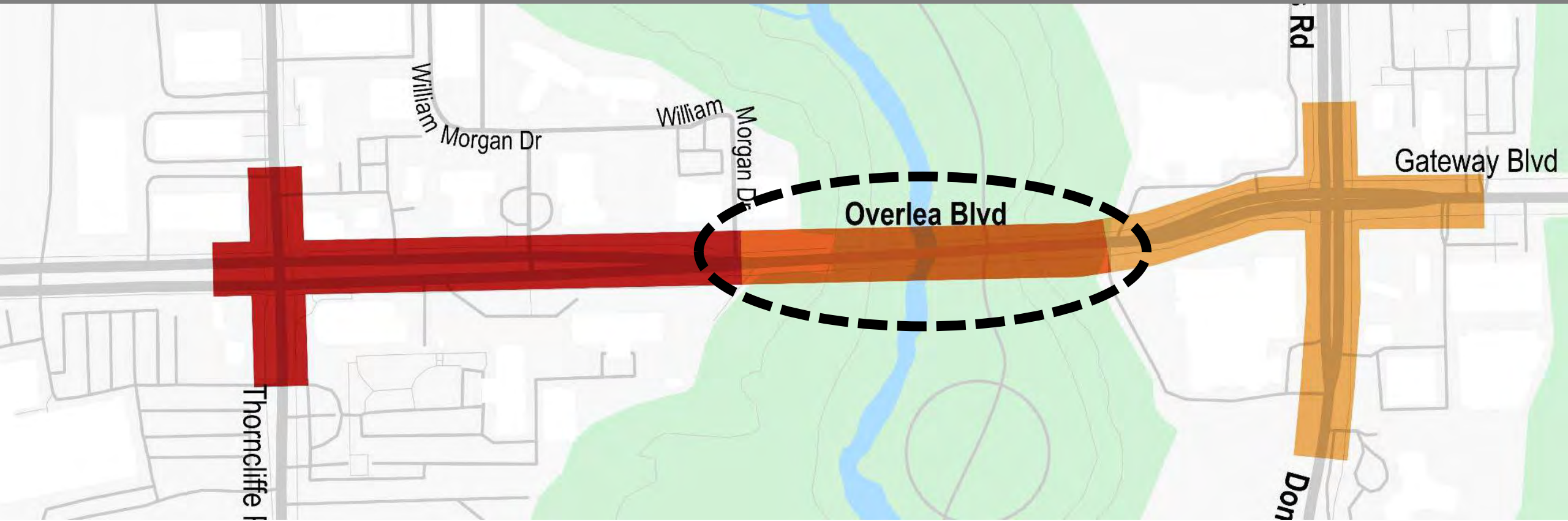
	Option 1	Option 2 – Preferred
Safety	More conflicts between turning vehicles and vulnerable road users than Option 2	Fewer conflicts between turning vehicles and vulnerable road users than Option 1
Transit	More delay to eastbound TTC buses	Less delay to eastbound TTC buses than Option 1
Traffic	Worse vehicle operations overall than Option 2	Better vehicle operations overall than Option 1
Vehicle access to Gateway Blvd	Similar to today	Drivers from the north would be delayed by about 1min by accessing the north intersection of Gateway Blvd and Don Mills Rd
Trees	Fewer trees planted; same number of trees preserved and removed than Option 2	More trees planted; same number of trees preserved and removed, than Option 1



Go to online survey to provide feedback



Overlea Bridge



Potential signal on Overlea Blvd east of the bridge

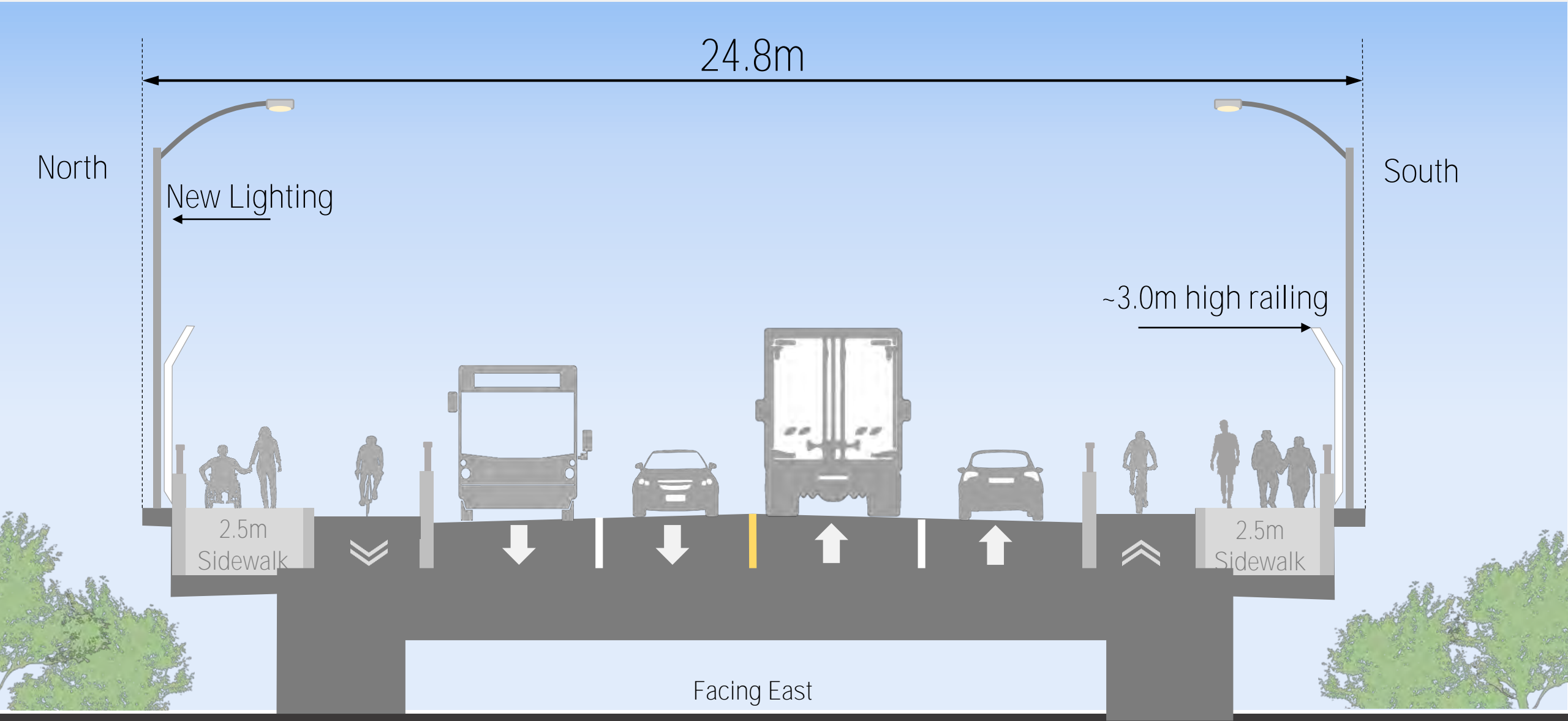


Potential traffic signal east of the bridge

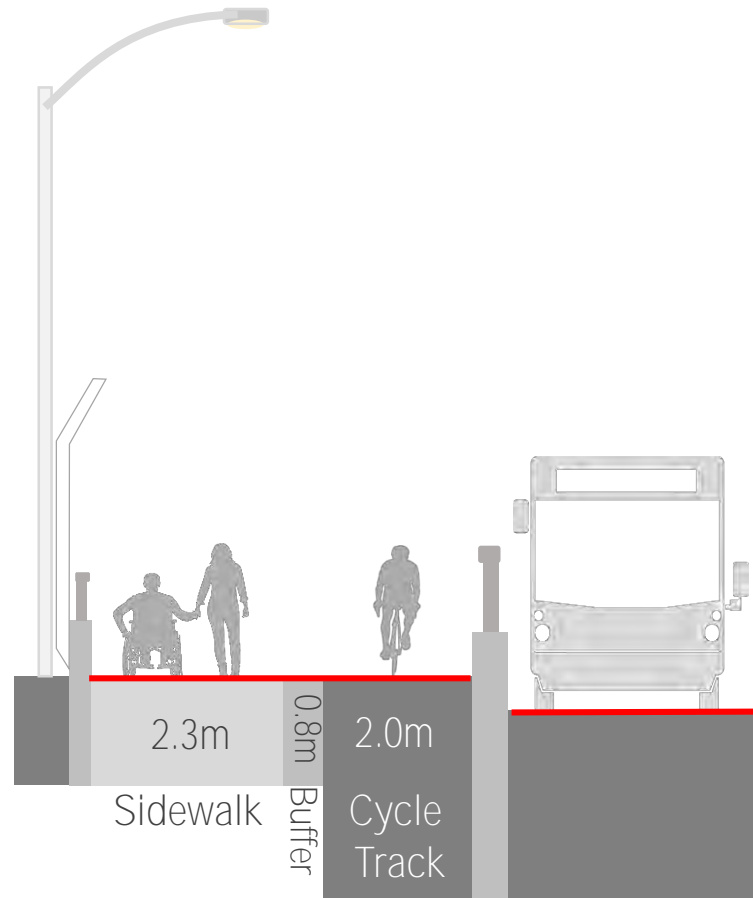


Desire to cross

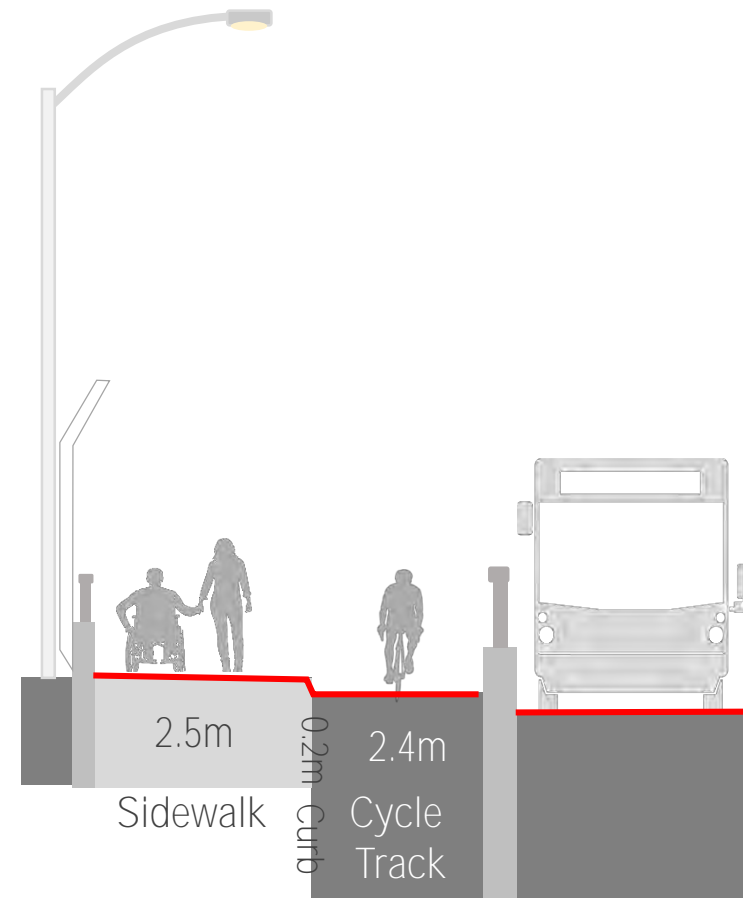
Overlea Bridge



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

Preferred: Rendering of Overlea Bridge



Conceptual rendering

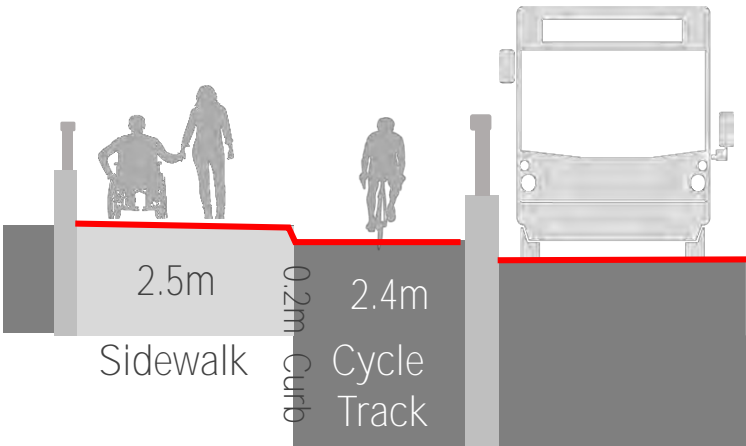
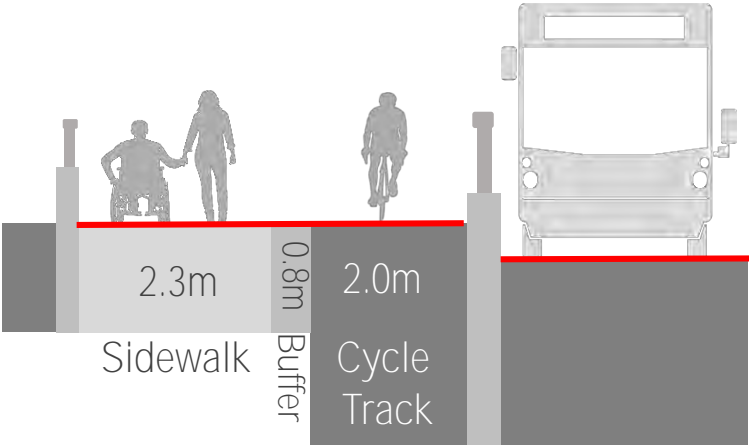


Options Summary: Overlea Bridge, Cycle Track Elevation



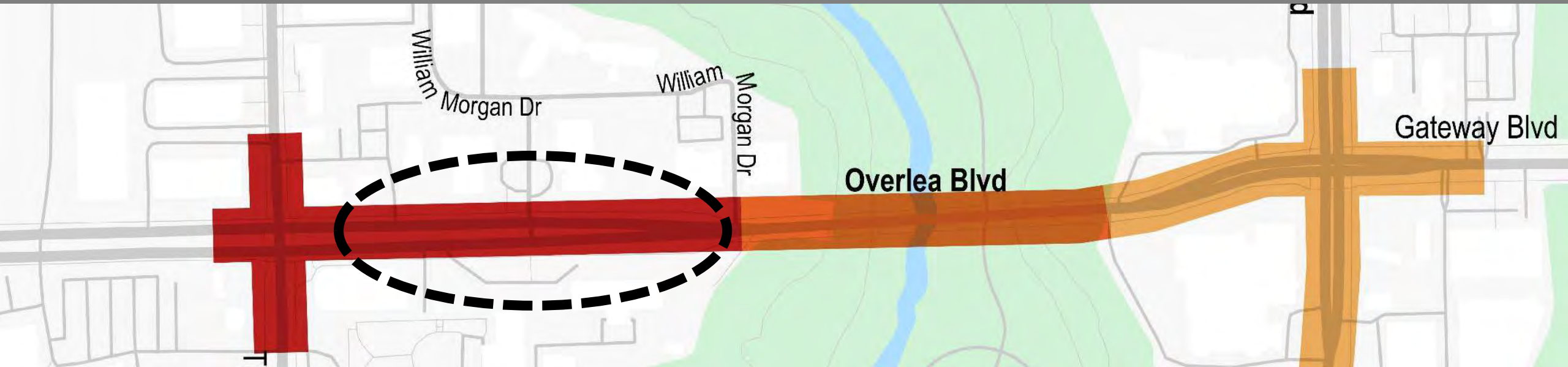
	Option 1	Option 2 – Preferred
Cycle track and sidewalk	At the same level	On different levels
Physical separation	Buffer	Curb
Feeling of the space for walking & cycling	Less constrained	More constrained
Space definition between people walking and cycling	Less	More
Sidewalk and cycle track width	Narrower	Wider

Go to online survey to provide feedback





West of Overlea Bridge to Thorncliffe Park Dr



West of Overlea Bridge to Thorncliffe Park Dr



Wider sidewalks

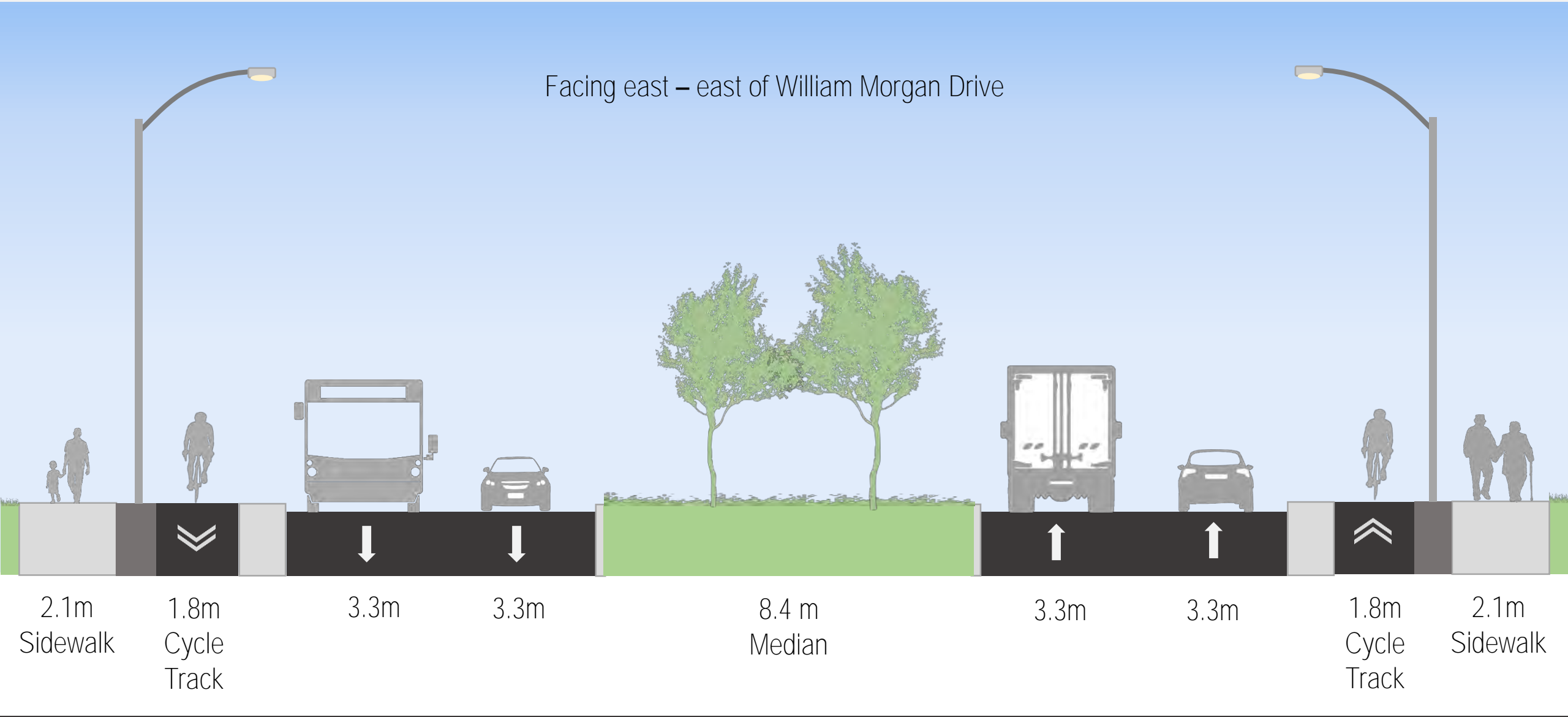


New cycle tracks

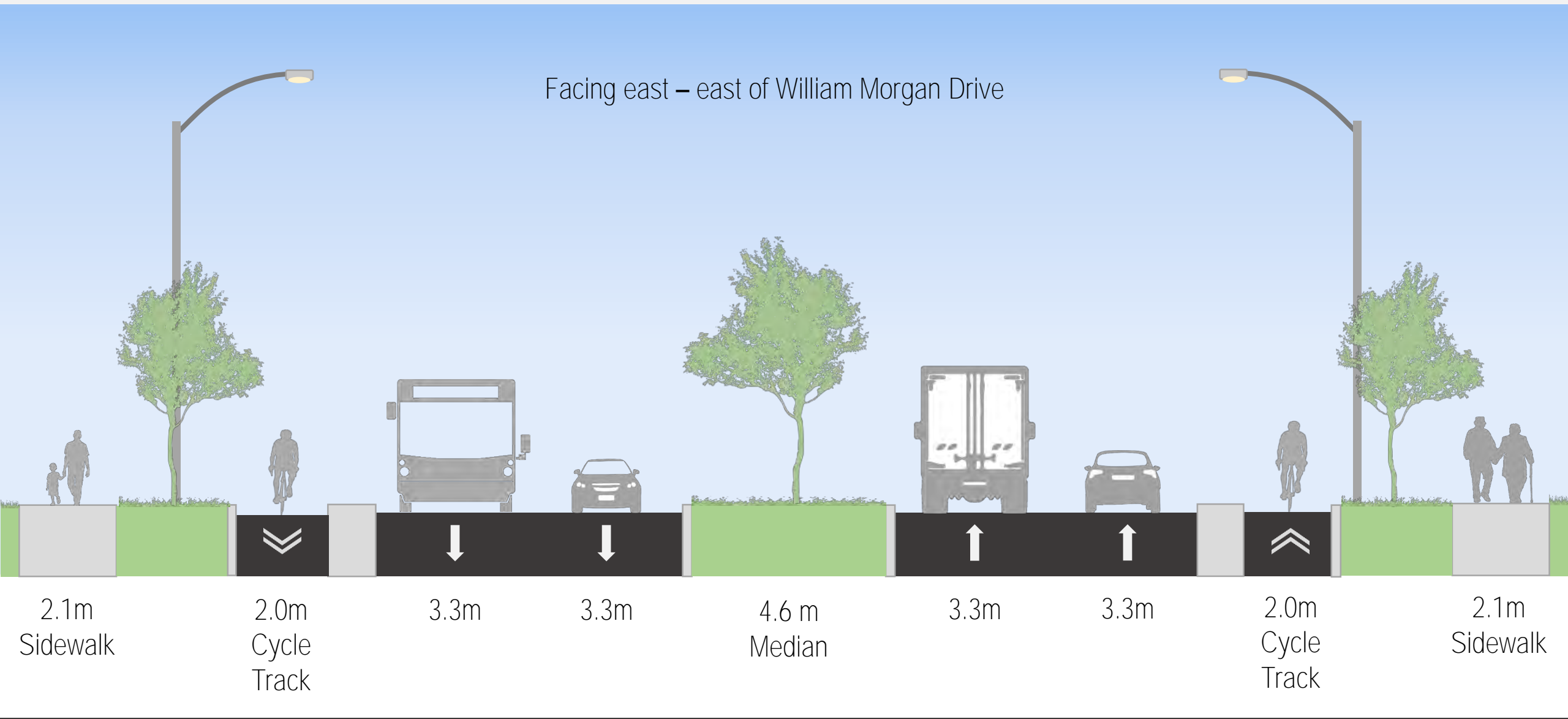


Integrated bus stops

Option 1: West of Overlea Bridge to Thorncliffe Park Dr



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



Options Summary: West of Overlea Bridge to Thorncliffe Park Dr

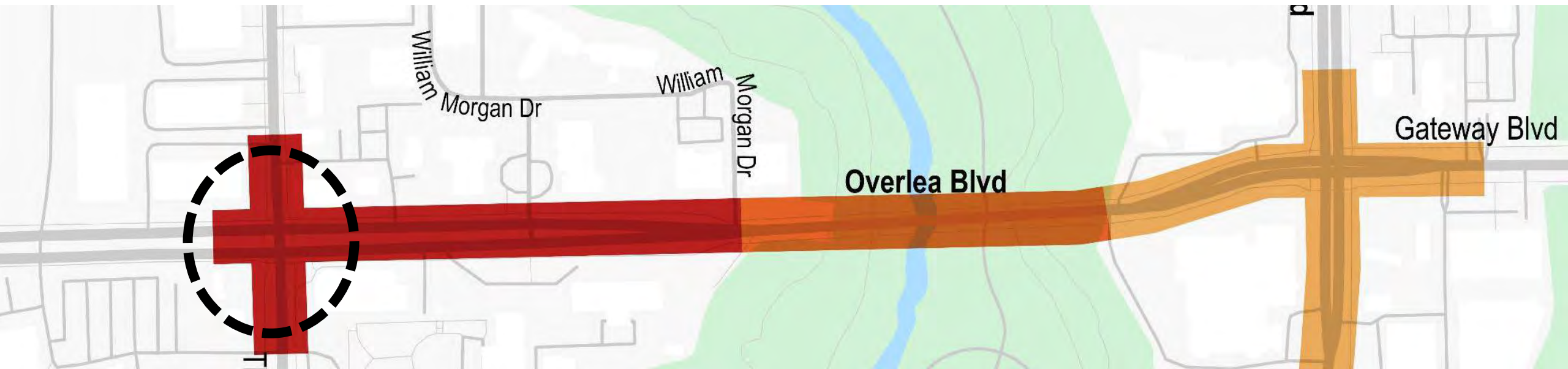


	Option 1 – two rows of trees			Option 2 – Preferred – three rows of trees		
Green space	Two rows of trees and less total green space; less boulevard green space			Three rows of trees and more total green space; more boulevard green space		
Median	Narrowed slightly			Narrowed significantly		
Pedestrian comfort	Narrower buffer between pedestrians and vehicles			Wider buffer between pedestrians and vehicles		
Cycling comfort	Less comfortable; slightly narrower; less space for turns at William Morgan Dr			More comfortable; slightly wider; more space for turns at William Morgan Dr		
Bus stops	Small waiting area; smaller shelters			Larger waiting area; regular shelters		
Cost and complexity	Higher			Lower		
Trees: Opt 1 vs. Opt 2	Median		Boulevard	Median		Boulevard
	Preserved	More	Fewer	Fewer		More
	Removed	Fewer	More	More		Fewer
	Planted	Fewer	Fewer	More		More

Go to online survey to provide feedback



Overlea Blvd & Thorncliffe Park Dr intersection



Overlea Bridge to Thorncliffe Park Dr intersection



Maintained existing vehicle lanes



Wider sidewalks and new cycle tracks on all four legs

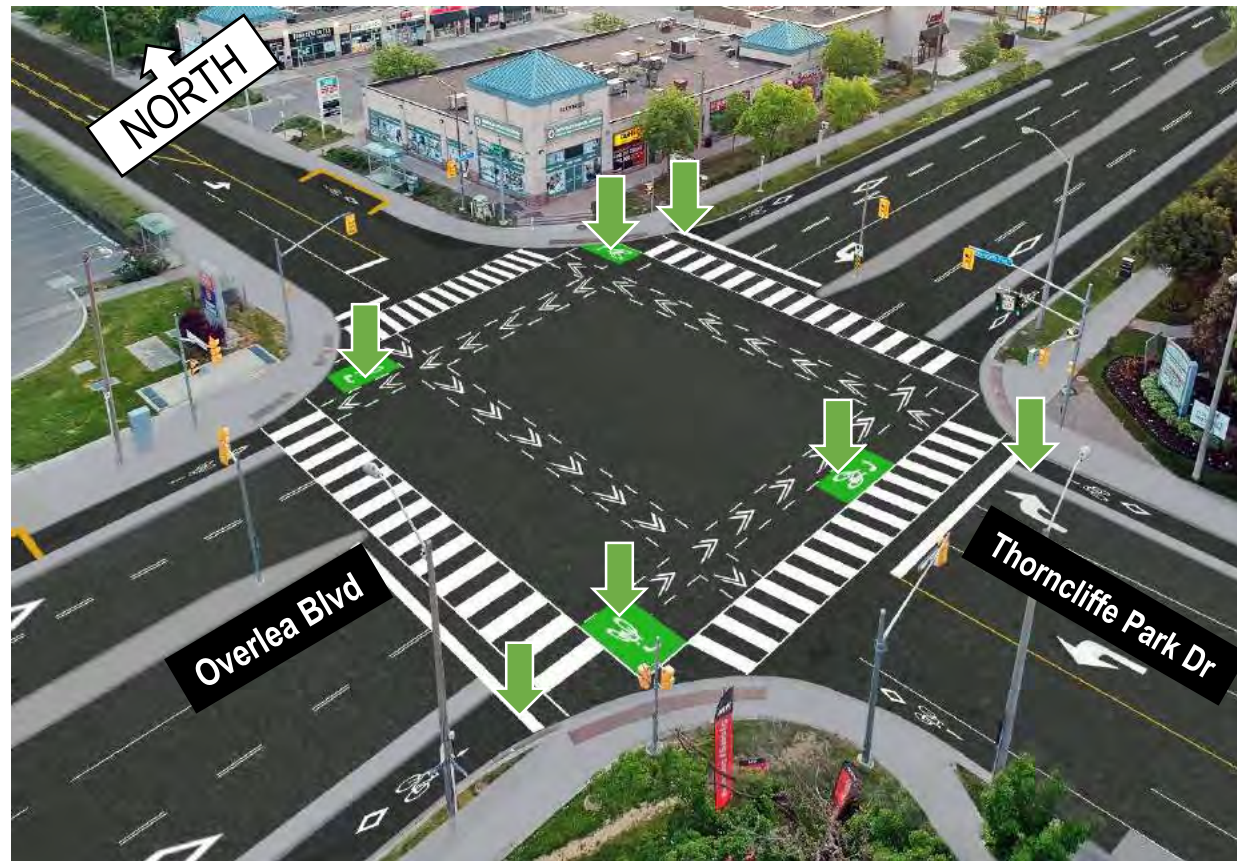


Improved safety with no right turns on red

Overlea Bridge to Thorncliffe Park Dr intersection



Option 1 – similar corners to today



Option 2 – Preferred – safer corner design



Option 2: Preferred – Overlea Blvd & Thorncliffe Park Dr intersection



Options Summary: Overlea Blvd & Thorncliffe Park Dr intersection



	Option 1	Option 2 – Preferred
Safety	People walking and cycling would be more exposed to turning vehicles	People walking and cycling would be less exposed to turning vehicles
Vehicles	Worse operations than Option 2, especially for buses	Better operations for TTC buses and commuters than Option 1
Sidewalks	Less waiting space at the corner than Option 2	More waiting space at the corner than Option 1
Bus stops	Similar to Option 2	Similar to Option 1, but a larger bus stop and waiting area
Trees	Similar to Option 2, for the number of trees preserved, removed and planted	Similar to Option 1, for the number of trees preserved, removed and planted

Go to online survey to provide 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

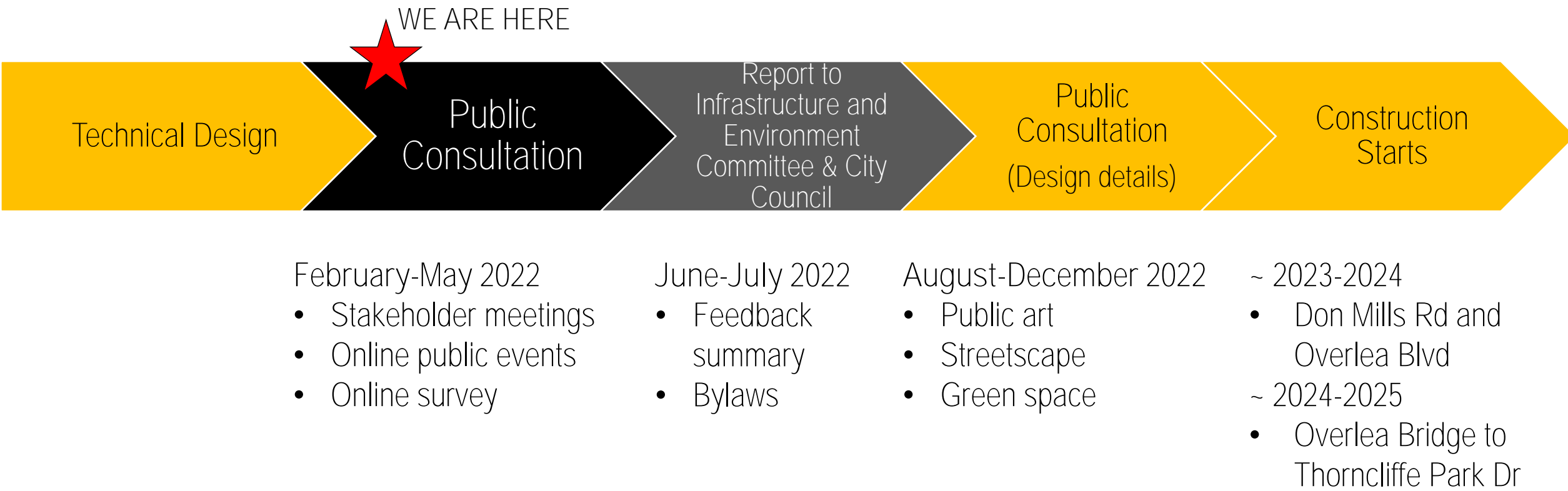


Patterns can create light and shadow



Go to the online survey to opt in to future engagement

Artworks may provide streetscape amenities



Next Steps

- February-March 2022 – Public Consultation Round 1
- April-May 2022 – Public Consultation Round 2
- June-July 2022 – Report to Infrastructure and Environment Committee and City Council; including opportunity for public deputations



CONTACT US

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