SILVERTHORN CYCLING CONNECTIONS
Davenport Road to Eglinton Avenue West

Welcome to the Public Drop-in Event
St. Paul VI Catholic School | January 30, 2024

Project Overview

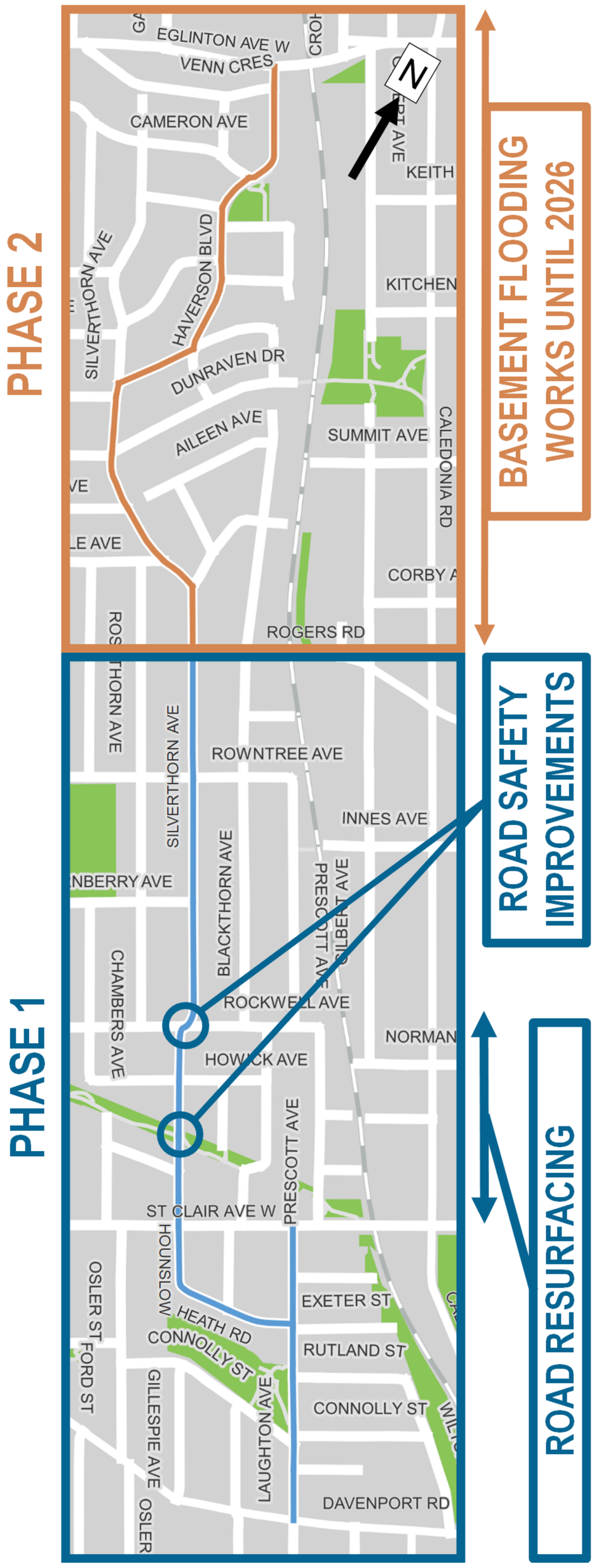
The Silverthorn Cycling Connections project proposes measures to reduce non-local traffic, new bikeways and road safety improvements.

This consultation is for Phase 1 with installation proposed in the summer of 2024 for the following:

- New bikeways and measures to reduce non-local traffic on Silverthorn Avenue from Rogers Road to St. Clair Avenue West, Laughton Avenue and Hounslow Heath Road
- Intersection improvements at Rockwell Avenue and Silverthorn Avenue and at S.A.D.R.A park

This work is coordinated with planned road resurfacing of Silverthorn Avenue from Rockwell Avenue to St. Clair Avenue West. Road resurfacing is a **once in 25-year opportunity** to review the street for road safety improvements.

In **Phase 2**, the City will propose options for extending cycling connections to Eglinton Avenue West. This will occur after basement flooding works in the area are complete. For more information, visit toronto.ca/Fairbank.



Project limits and phasing

Project Guide

At this stage, the City of Toronto is seeking public feedback on Phase 1 of the Silverthorn Cycling Connections project.

2022-2023 — Data Collection, Analysis, and Design

We are here!

Jan 2024 — Public Consultation

March 2024 — Report to City Council's Infrastructure and Environment Committee for Approval

Summer 2024 — Installation, Monitoring, and Adjustment

The following panels outline the project details, including background information on the project, a review of the existing conditions of these streets and the design proposal.

Once you have reviewed the project details,

please take a few moments to complete a short survey to provide feedback on the proposed changes.

The survey is open until February 13th, 2024.

The survey is also available at Toronto.ca/Silverthorn

Toronto is a Cycling City

The Silverthorn Cycling Connections project is part of the Council-approved Cycling Network Plan which seeks to build on the existing network of cycling routes with the following goals:

Connect gaps in the network, and people to places

Grow the cycling network into new parts of the city

Renew the existing cycling network routes where there are opportunities to improve quality

Cycling is one of the fastest growing transportation modes in Toronto, helping ease traffic on the streets and on transit as the city continues to grow.

Demand for safe, connected cycling routes throughout the city is rising, and recent polls demonstrate the majority of residents support protected bike lanes.

Recent year-round cycling counts on major bikeways in Toronto show that between **25-30% of people cycling in September continue to do so throughout the winter.**

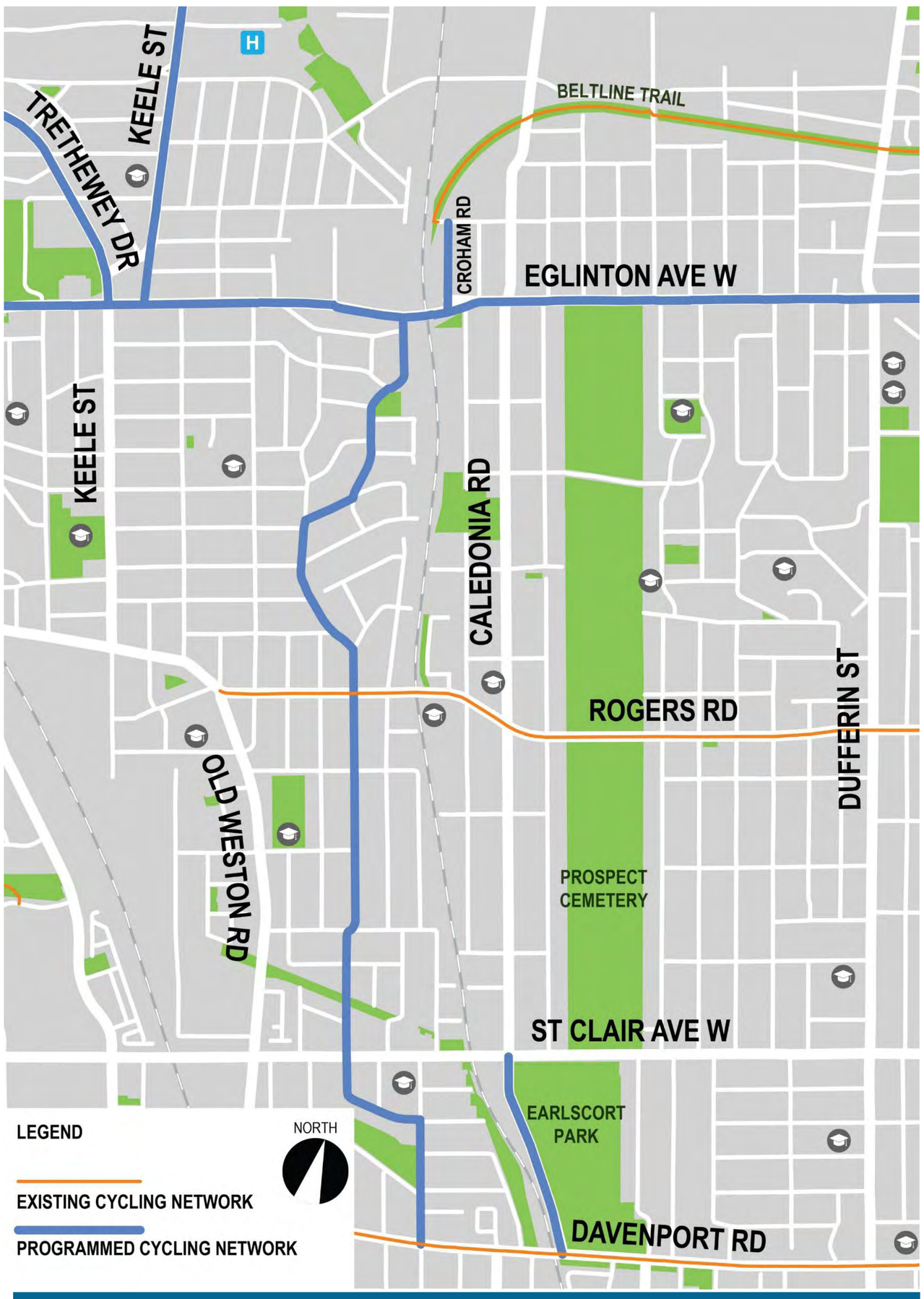
Building the Cycling Network Plan

The route along Silverthorn Avenue, Hounslow Heath Road and Laughton Avenue is identified in the 2022-2024 Cycling Network Plan's Near-Term Implementation Program.

Many people already choose to bike in the Silverthorn neighbourhood. The 2016 Census identified that up to 10% of people in areas of the neighbourhood choose to bike to work as their main mode of transportation, and up to 60% of people walk, bike or take transit.

This route was chosen because it:

- provides an opportunity to improve safety, reduce non-local vehicle traffic and improve the public realm for pedestrians, people who take transit and people who cycle
- connects to key destinations, including local schools, libraries, community centres and transit stations
- provides a safe, continuous, and comfortable north-south cycling route
- links to major existing east-west cycling routes on Davenport Road, Rogers Road and the Beltline Trail



Area Map of Cycling Network Plan

ActiveTO Program and Quiet Streets

From May to October of 2020, the ActiveTO program created Quiet Streets on Silverthorn Avenue, Hounslow Heath Road and Laughton Avenue. A survey was completed to gather feedback and had 269 respondents. The feedback informs the Silverthorn Cycling Connections project.

Quiet Streets used temporary materials to turn roads into shared spaces and helped people during the COVID-19 pandemic maintain physical distancing while walking, using mobility devices and cycling.

WHAT WE HEARD

- The most common feedback was concern about **non-local and cut-through traffic on Silverthorn Avenue and on Laughton Avenue**.

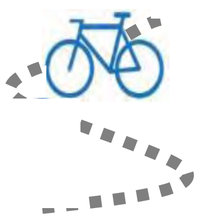
- The area ranked high among all Quiet Streets for residents requesting improvements to the program, including permanent materials.

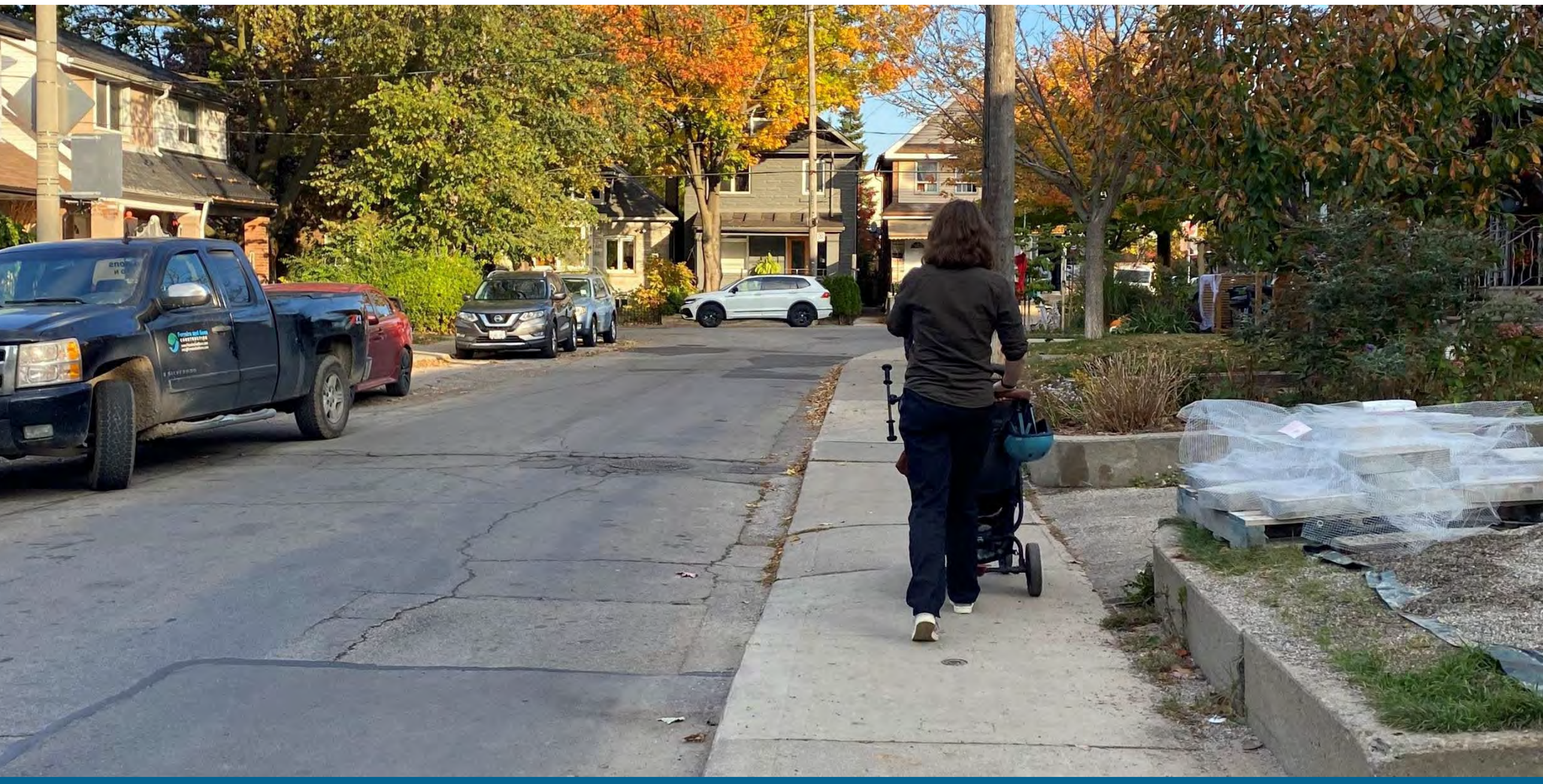
Example of a Quiet Street during ActiveTO

Project Goals

The following are the project's key goals:

- Build on feedback from the 2020 Quiet Streets program to improve safety, and prioritize pedestrians and people cycling
- Provide a comfortable north-south cycling route that also connects to major east-west bikeways on Rogers Road, Davenport Road, and others
- Reduce non-local vehicle traffic while retaining local access for residents, pick-up and drop-off at schools, and City services, including fire and ambulance services
- Minimize impact to parking
- Improve the public realm by identifying greening and placemaking opportunities





Pedestrian with a stroller on Silverthorn Avenue

Policy and Rationale for Road Safety Projects

The City has several guiding policy documents and objectives that inform projects, including the Silverthorn Cycling Connections project.

Complete Streets Guidelines: Streets are for people, placemaking and prosperity

Official Plan: Bring all Toronto residents within 1km of a designated cycling route

Road to Health: Healthy Toronto by Design: Increased physical activity is associated with better health outcomes

Vision Zero Road Safety Plan: Prioritize the safety of our most vulnerable road users

TransformTO: Climate Action Strategy: Targets 75% of trips under 5 km are walked, cycled, or by transit by 2030

Reduce Reliance on Motor Vehicles: Providing alternatives to driving allows for roadways to be used more efficiently

Encouraging all Ages and Abilities to Cycle: The majority of people rate themselves as “interested but concerned”

Existing Conditions | Collision History

Within the last 10 years (2012-2022), there have been **261 reported collisions** along Silverthorn Avenue from Rogers Road to Davenport Road, and on Laughton Avenue and Hounslow Heath Road.

- 16 collisions involved pedestrians
- 8 collisions involved people cycling

6 collisions resulted in fatality or serious injury.

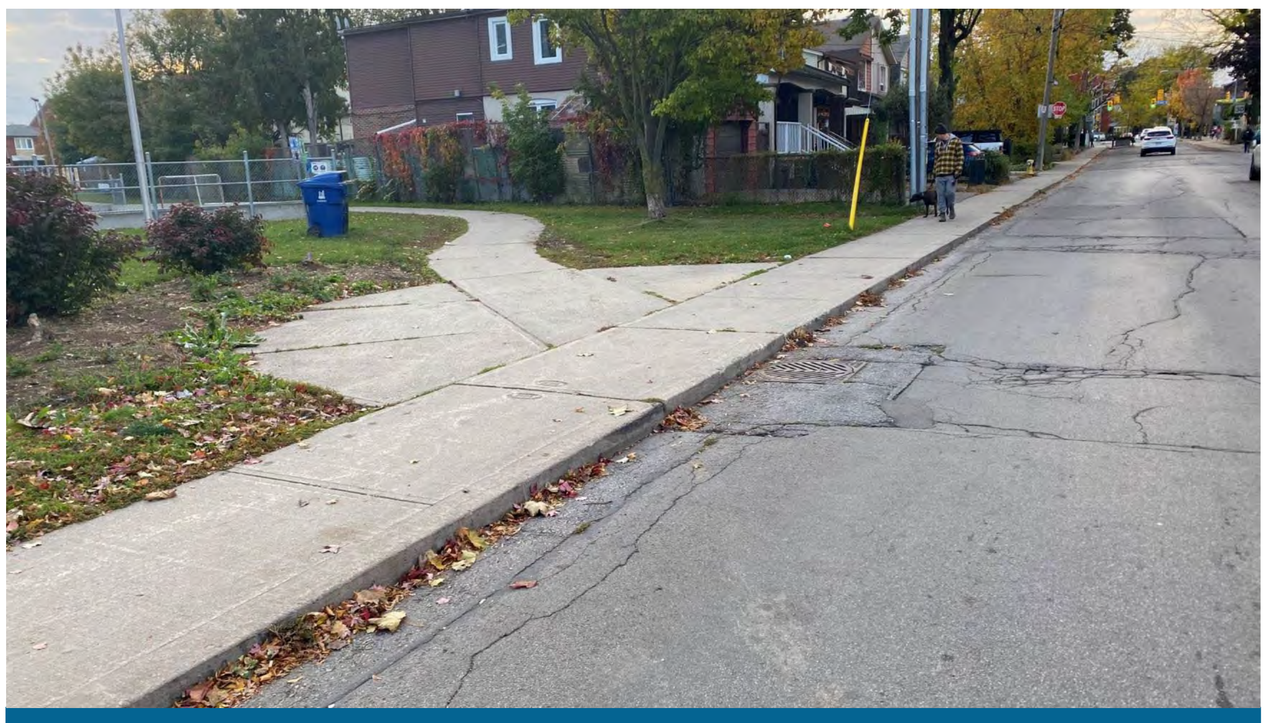
All 6 people that were killed or seriously injured were pedestrians or people cycling.

Safety improvements are proposed in this project as 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, especially for seniors, school children, and pedestrians and people cycling.

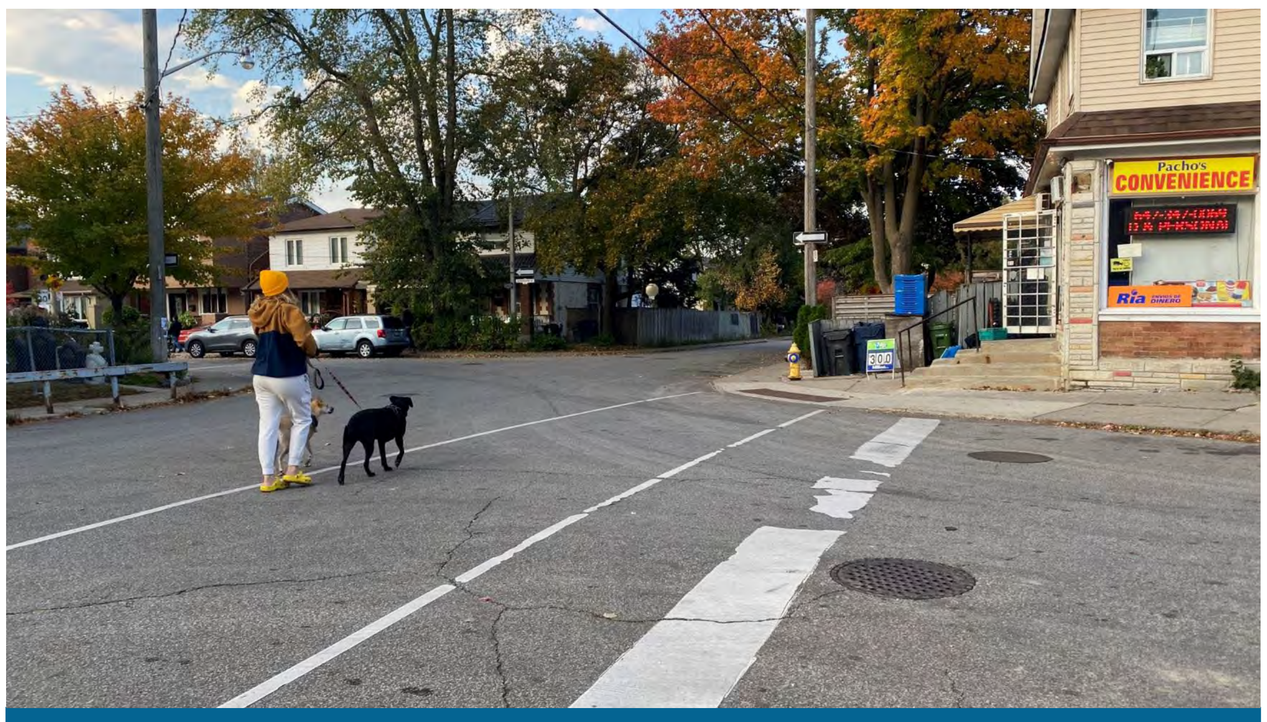
Pedestrian crossing diagonally at Rockwell Avenue

Existing Conditions | Street Characteristics

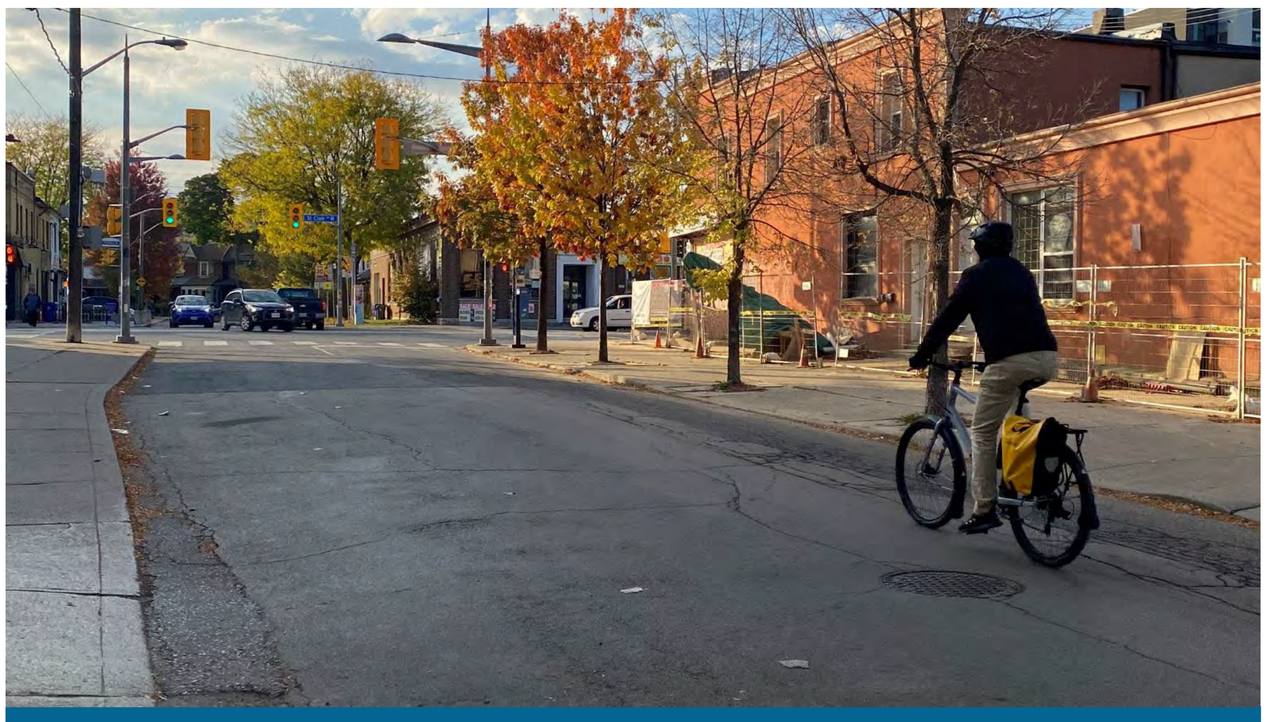
Silverthorn Avenue, Hounslow Heath Road and Laughton Avenue are local and collector streets along residential neighbourhoods.



Silverthorn Avenue at S.A.D.R.A park.



Rockwell Avenue Intersection



Person cycling on Silverthorn Avenue

All streets are two-way except for Silverthorn Avenue from Rowntree Avenue to just north of St Clair Avenue West which is one-way southbound. All streets have permit parking on one side.

S.A.D.R.A Park crosses Silverthorn Avenue and does not have pedestrian ramps.

The Rockwell Avenue and Silverthorn Avenue intersection is offset with large corner radii. This intersection has noted issues with speeding, illegal stopping within the intersection and diagonal crossings. It has been identified for geometric safety improvements.

A new signal was recently installed at Rockwell Avenue and Old Weston Road with a weekday left-turn restriction onto Rockwell Avenue (7 am to 6 pm).

At St. Paul VI Catholic school there is a bus loading zone on Hounslow Heath Road and pick-up and drop-off on Laughton Avenue.

All streets have traffic calming, with speeds humps also recently installed on Silverthorn Avenue from Rogers Road to Rowntree Avenue.

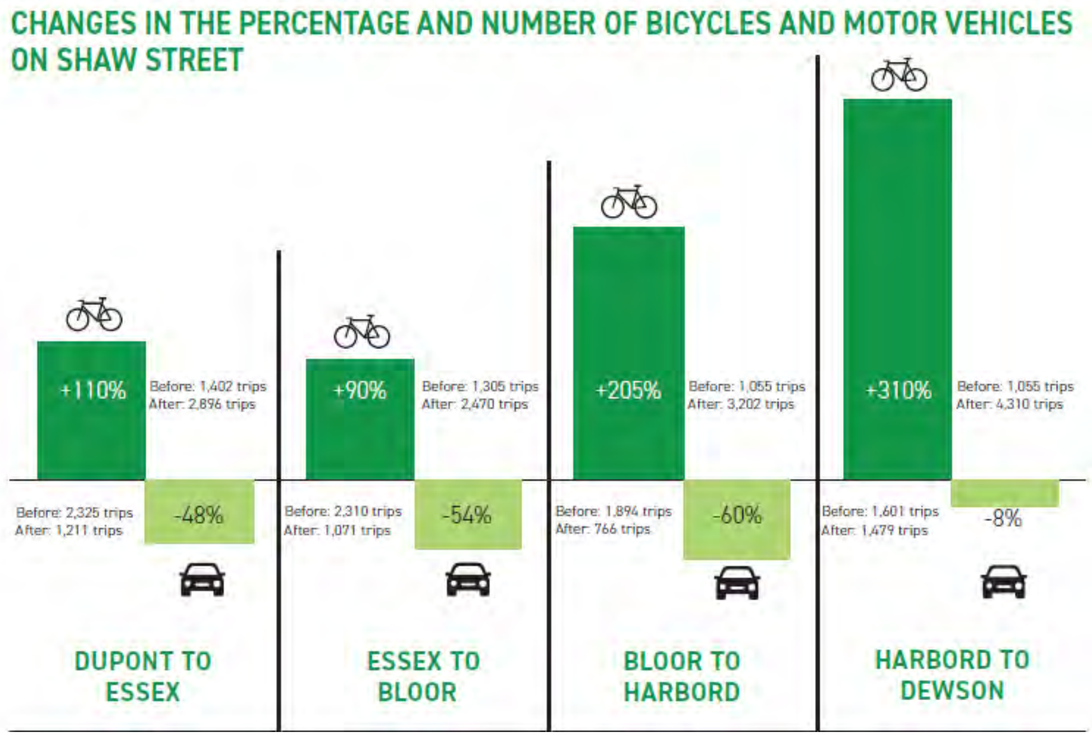
Design Approach | Neighbourhood Greenways

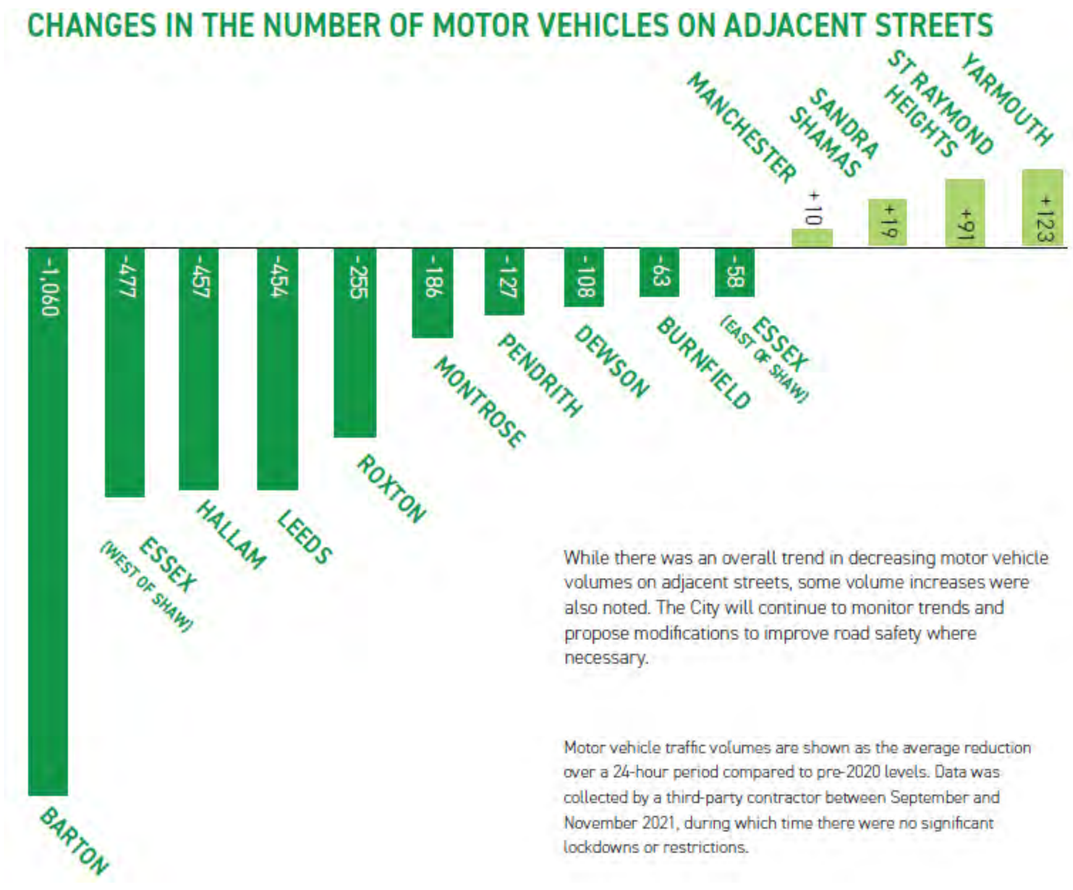
A Neighbourhood Greenway is proposed for Silverthorn Avenue, Laughton Avenue and Hounslow Heath Road.

Neighbourhood Greenways are routes where people cycling and pedestrians are given priority through low motor vehicle volumes and speeds.

In 2020, the City of Toronto installed the **Shaw Street Neighbourhood Greenway** between Dupont Street and Dewson Street. It has resulted in **an overall increase in cycling volumes and a decrease in motor vehicle traffic volumes on Shaw Street and connecting local streets.**

The Shaw Street project included changing the direction of motor vehicle traffic flow on Shaw Street and adjacent streets, installing a cycling and walking-only block and contra-flow bike lanes, many of the same features proposed in the Silverthorn Cycling Connections project.





Why Build Neighbourhood Greenways?

Provide parallel routes to major corridors

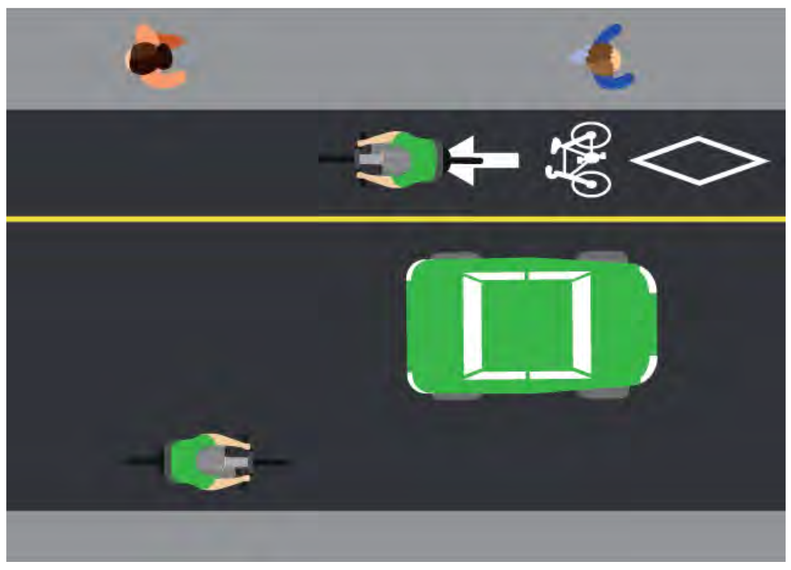
Connect people cycling to major trails or bikeways

Reduce non-local traffic infiltration and speeds

Create safe environments for all road users

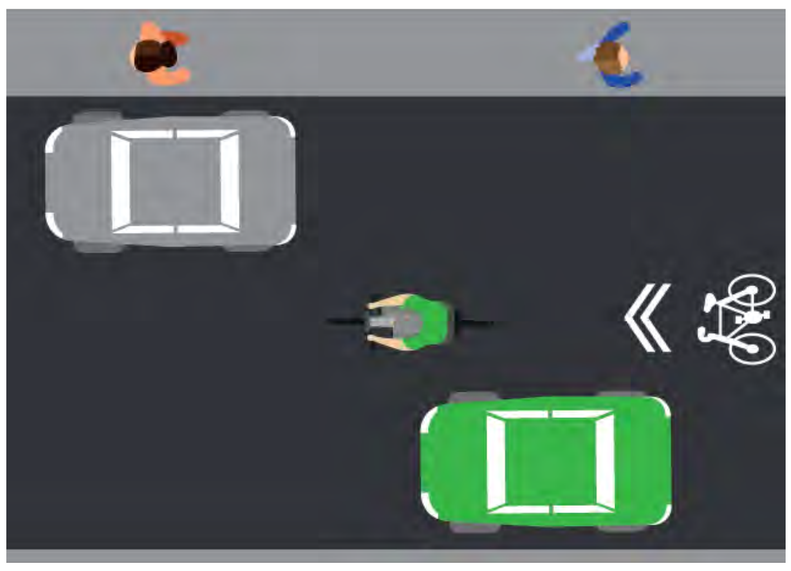
Encourage cycling among those less experienced

Design Approach | Neighbourhood Greenways



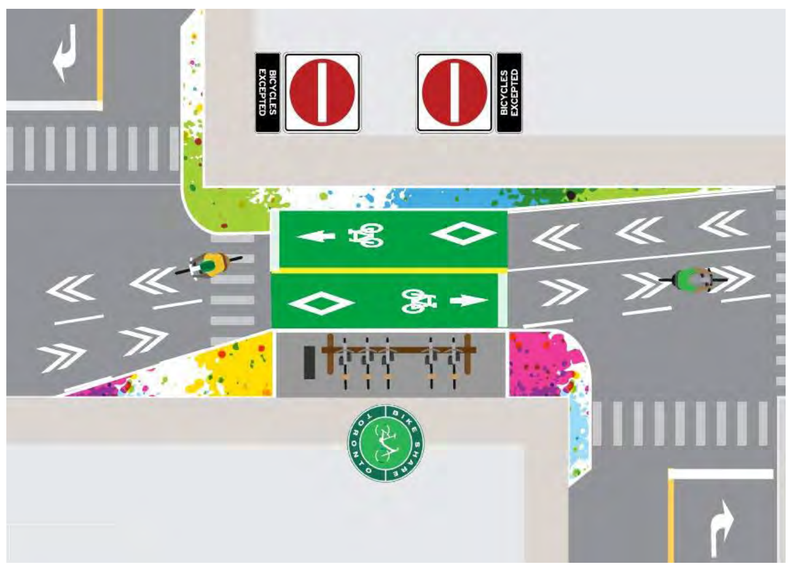
Contra-flow Lanes

- Allow people to cycle in two directions on a street that is one-way for all other vehicles.
- People will cycle in the shared lane when travelling in the opposite direction.



On-street Shared Cycling Connections or Wayfinding Routes

- Includes signage, pavement markings and other measures to create comfortable cycling routes on residential streets.

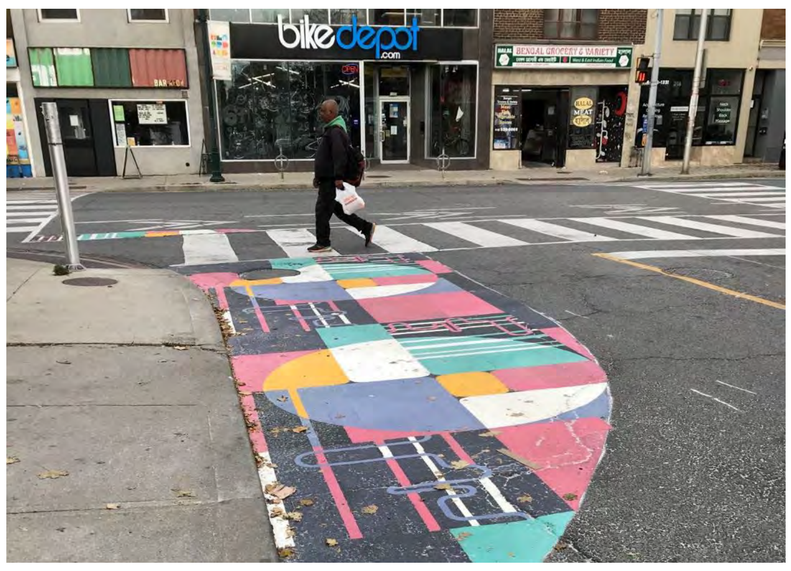


Cycling and Walking Only Block and Diverters

- Designated space for people cycling. Drivers turn before the block.
- Emergency services are allowed through. Solid waste pickup and road maintenance continue as usual.

Trees and Streetscaping

- Permanent curb extensions with trees
- Opportunities for bike share stations
- Identifying locations for benches, bike parking and other street furniture



Speed Management and Crossing Improvements

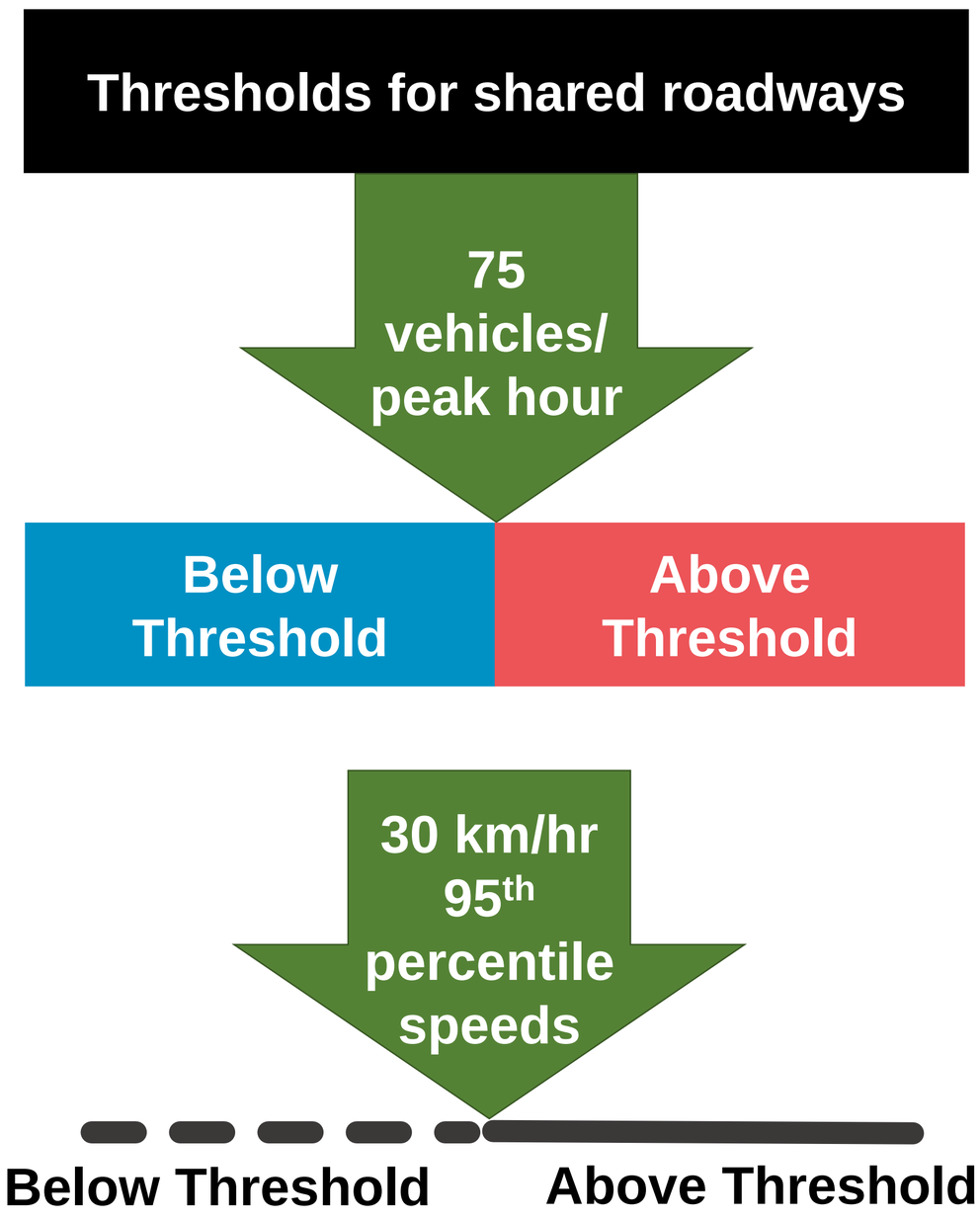
- Adding zebra markings at existing crosswalks
- Identifying new crossing opportunities
- Crossing improvements such as shortening crossing distances with curb extensions, tightening corner radii to slow vehicles

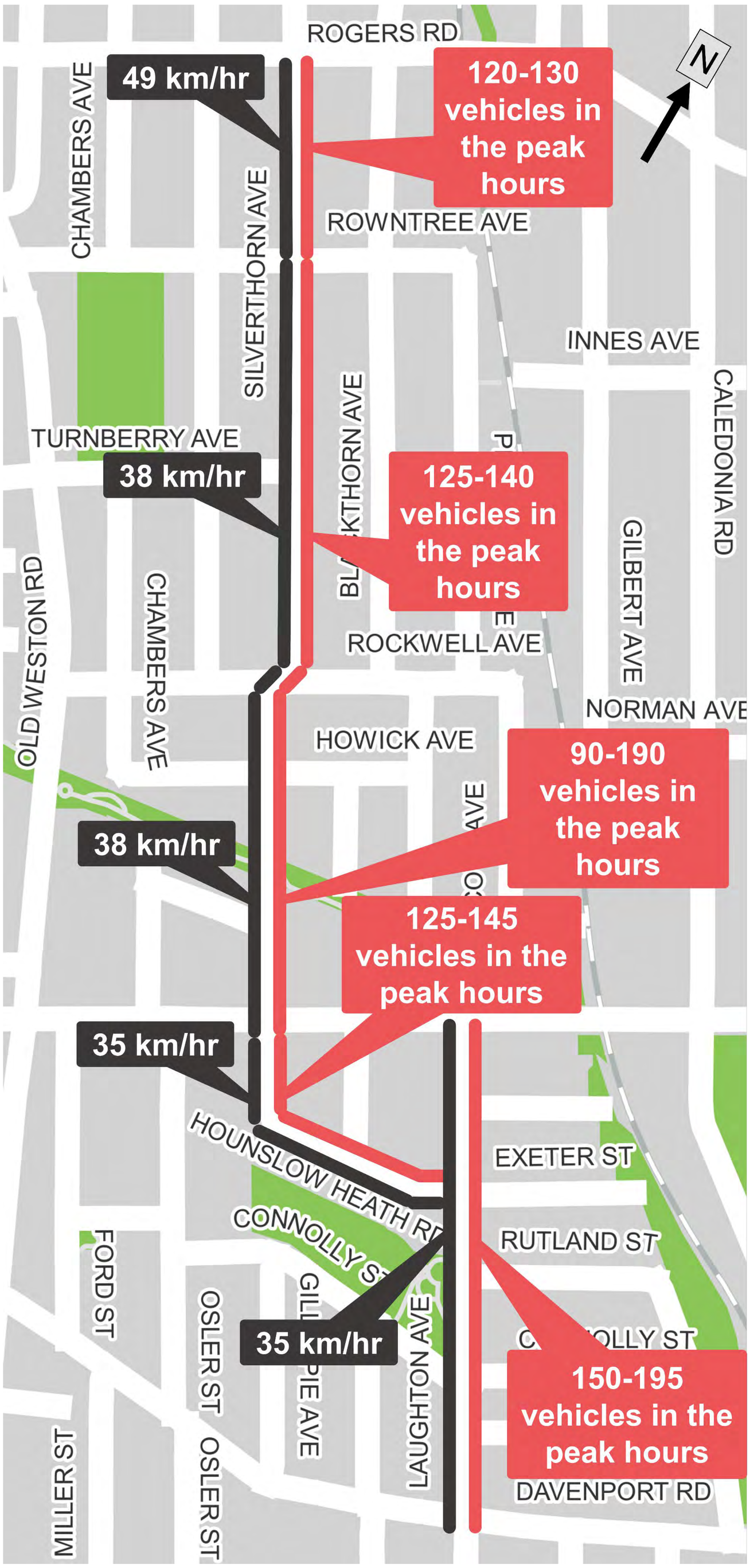
Design Approach | Volumes and Speeds

Southbound infiltration and high motor vehicle volumes have been identified as key issues.

Silverthorn Avenue, Hounslow Heath Road and Laughton Avenue have high peak-hour volumes for local streets which **exceed the limits for shared roadways, where people driving and cycling share the road.**

To achieve a Neighbourhood Greenway and create a safer pedestrian and cycling street, design options are proposed to reduce non-local motor vehicle traffic infiltration and speeds.





Motor vehicle volume and speed data

Design Segments Overview

The proposed changes shown in the following panels are presented in three segments:

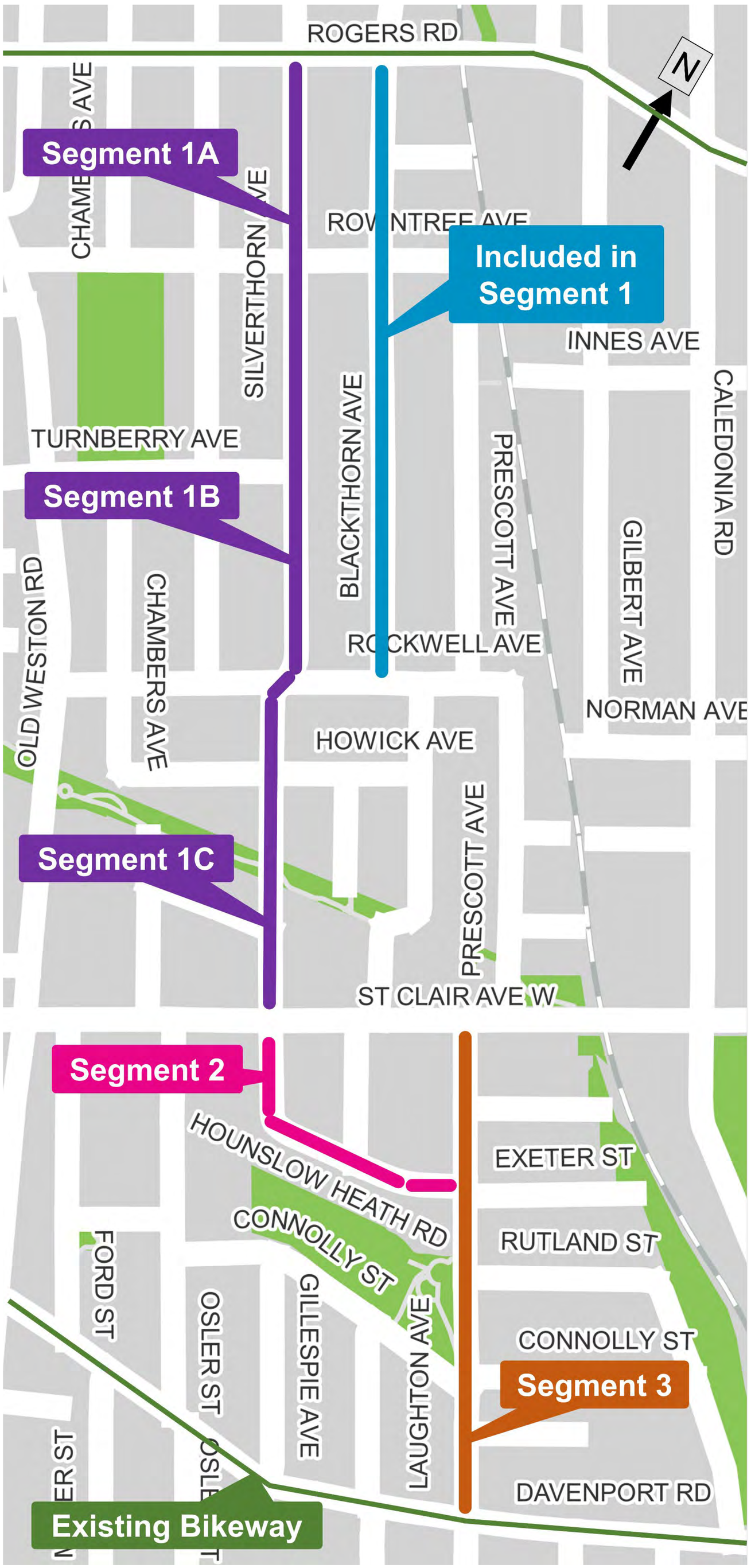
Segment 1: Silverthorn Avenue - Rogers Road to St. Clair Avenue West

- **Segment 1A**: Rogers Road to Rowntree Avenue
- **Segment 1B**: Rowntree Avenue to Rockwell Avenue (two design options)
- **Segment 1C**: Rockwell Avenue to St. Clair Avenue West

In Segment 1, Blackthorn Avenue has proposed changes as part of Option 2.

Segment 2: Hounslow Heath Road - St. Clair Avenue West to Laughton Avenue

Segment 3: Laughton Avenue - St. Clair Avenue West to Davenport Road (three design options)



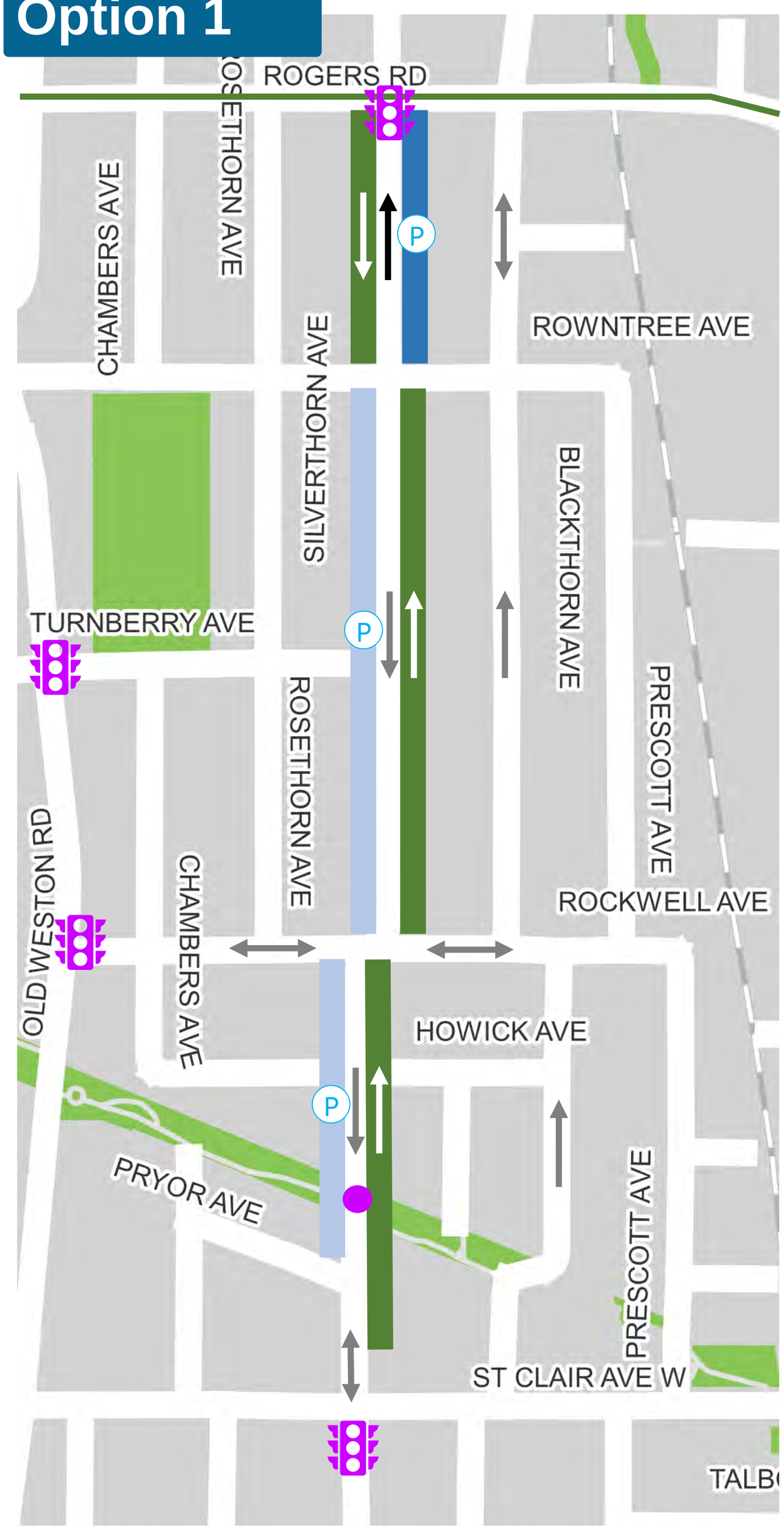
Design segments

Segment 1 Design Options Overview

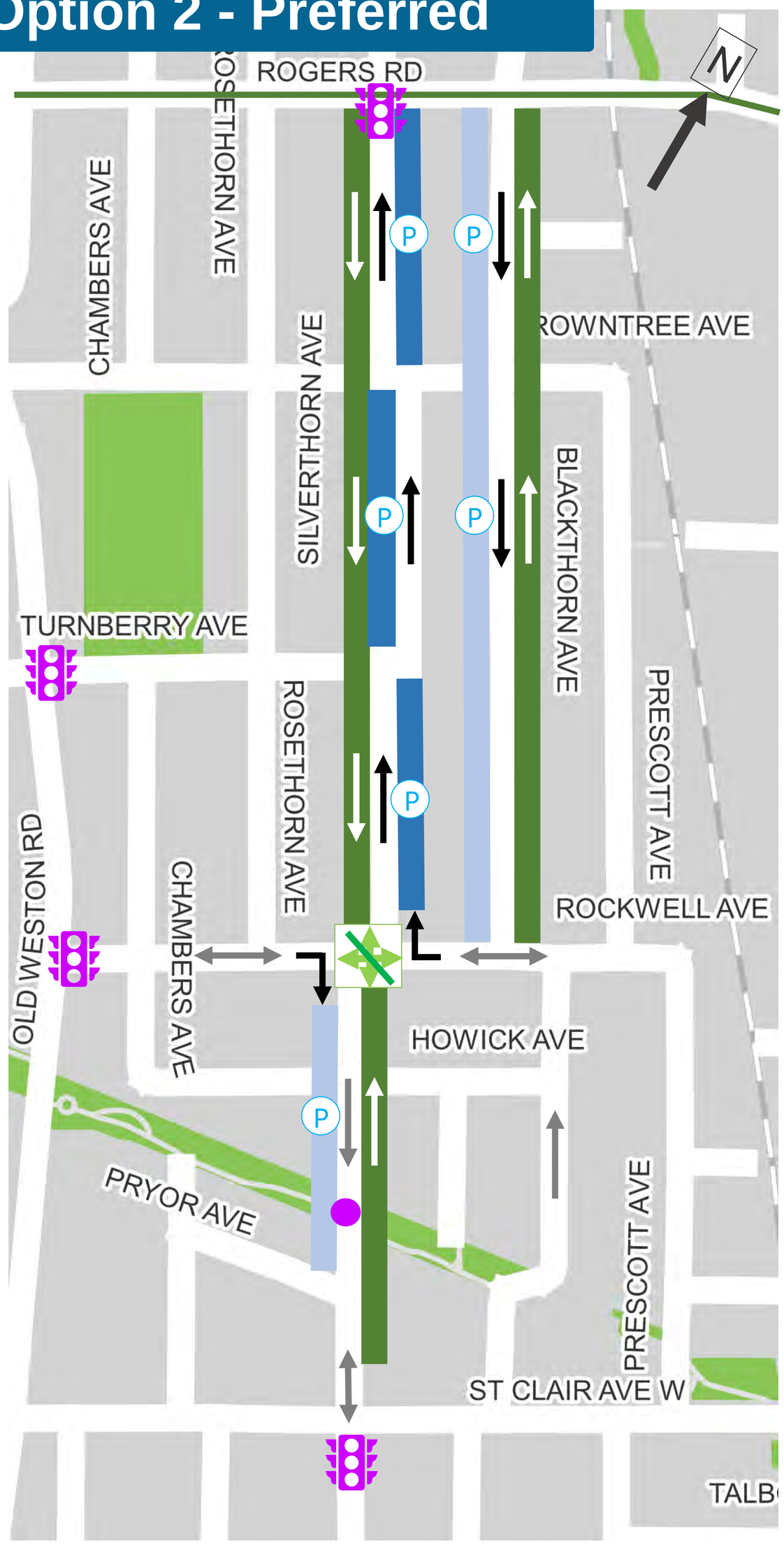
Two options are being considered for Segment 1. **Option 2 is preferred** to achieve a Neighbourhood Greenway. Option 2 is anticipated to better address speeding, non-local motor vehicle traffic and intersection safety issues, while maintaining access for residents and visitors to the community.

- Existing Parking
- Proposed Parking
- Existing Bikeway
- Proposed Contra-flow Bikeway
- Existing Motor Vehicle Travel
- Proposed Motor Vehicle Travel
- Proposed Cycling/Walking Only
- Proposed Trail Crossing
- Existing Traffic Signal

Option 1



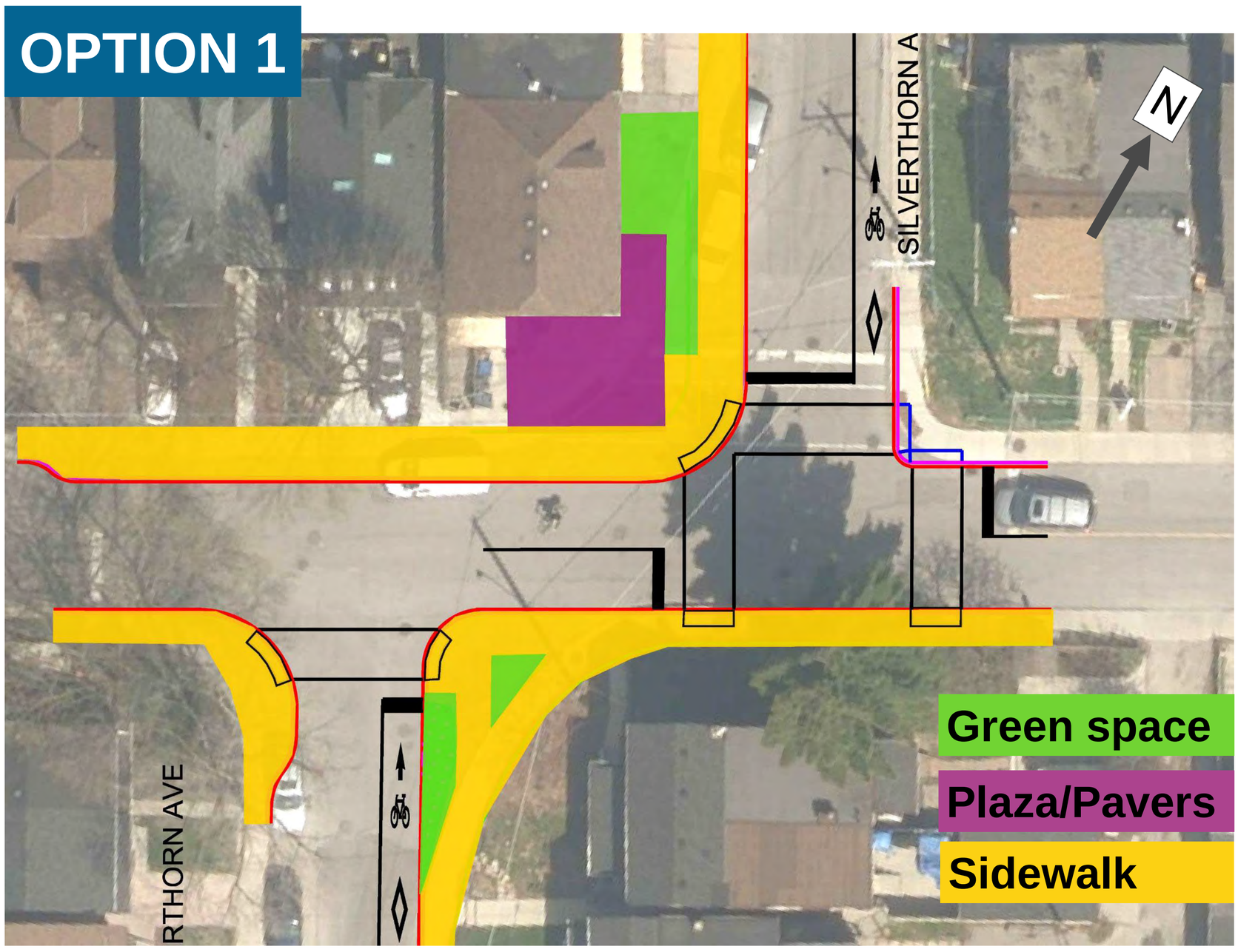
Option 2 - Preferred



Rockwell Avenue and Silverthorn Avenue Options

Rockwell Avenue and Silverthorn Avenue is an offset intersection which has been identified for safety improvements. Both options implement corner radii adjustments to slow vehicles and some sidewalk widening.

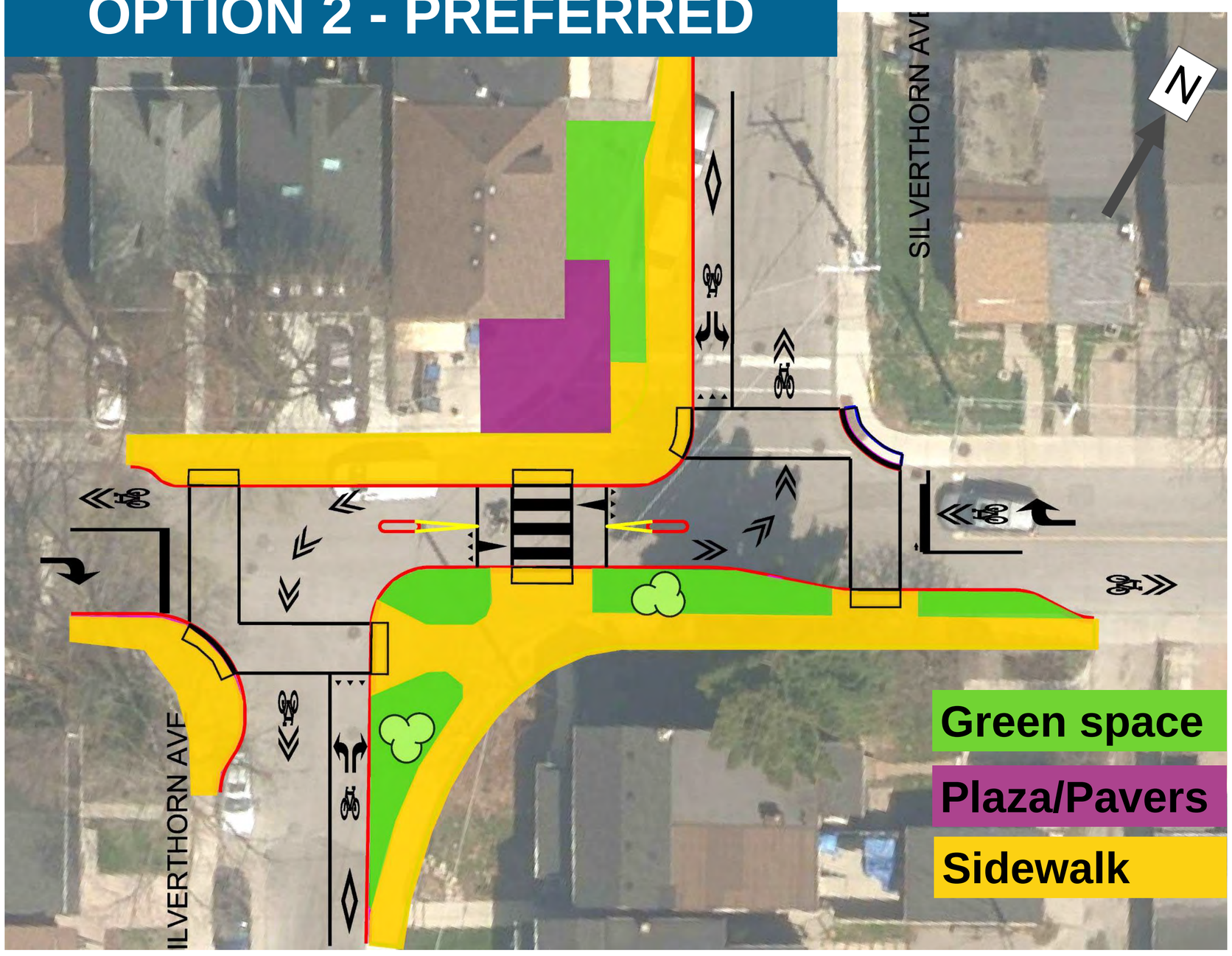
OPTION 1



Option 1:

- retains all motor vehicle movements and shifts the all-way stop to the east leg
- keeps the offset intersection and adds pedestrian crossings of Rockwell Avenue only on the east side
- some issues with non-compliance and diagonal crossings are likely to remain

OPTION 2 - PREFERRED



Option 2:

- proposes a cycling and walking only block with changes to motor vehicle movements
- adds crossing opportunities for pedestrians at all corners and center
- anticipated to reduce non-local motor vehicle traffic
- creates space for greenery and trees
- emergency vehicle access maintained

Segment 1 | Options Comparison

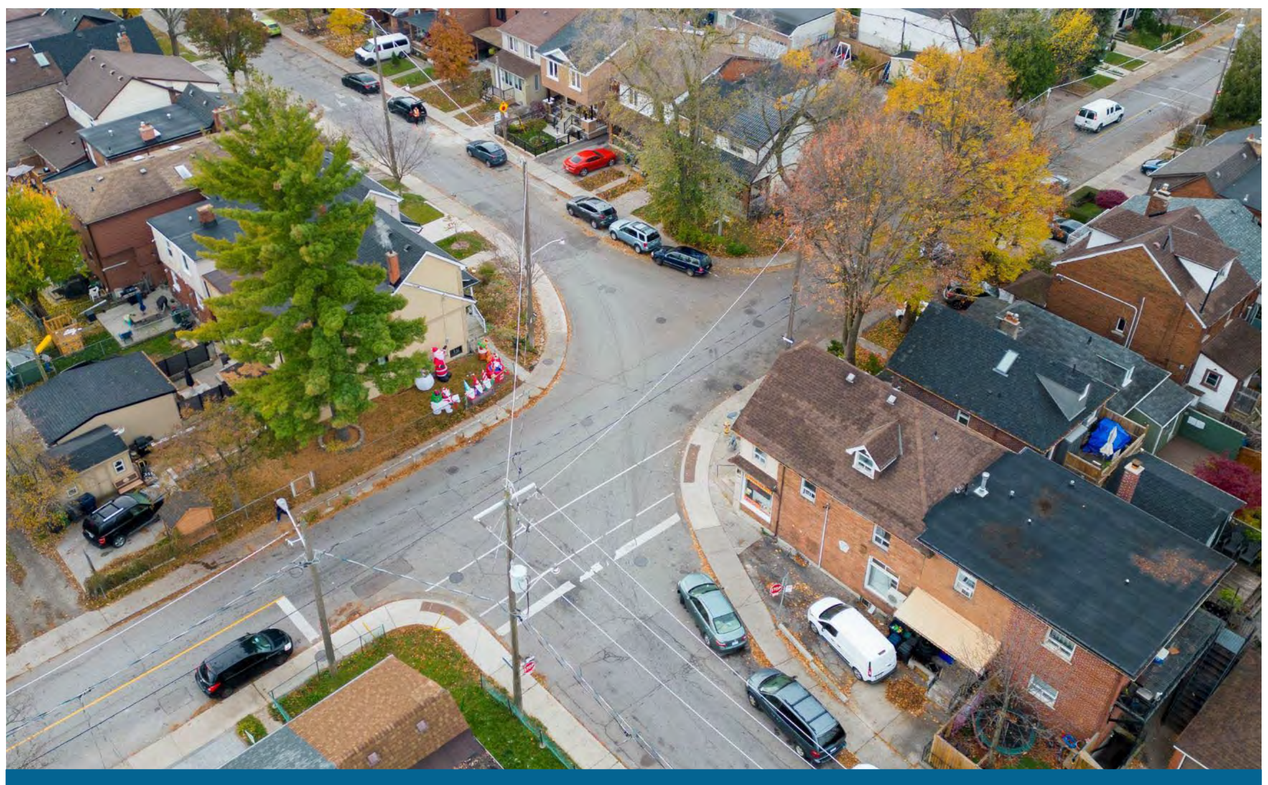
The following table compares the two options for Segment 1 against the project goals. Option 2 is preferred.

PREFERRED

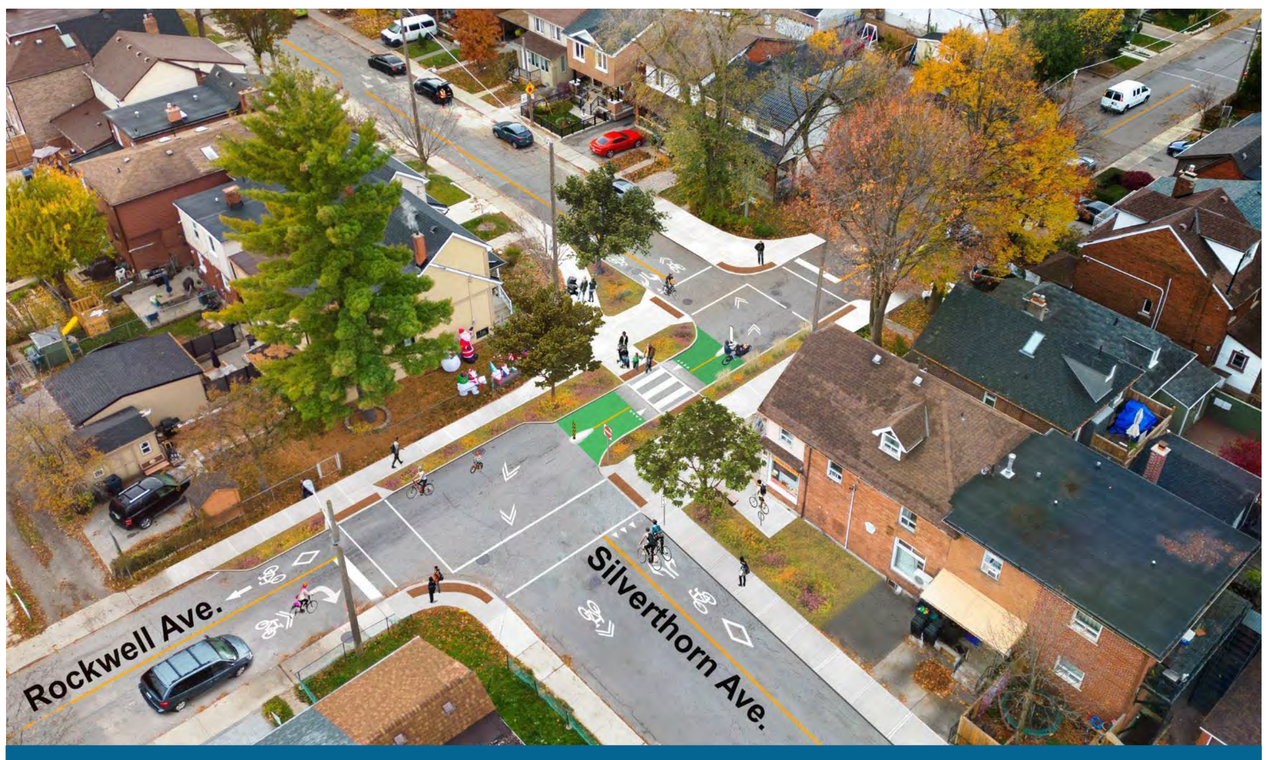
GOAL	OPTION 1	OPTION 2
Build on Quiet Streets program to improve safety, and prioritize pedestrians and people cycling	• **Moderate improvement** due to the proposed bikeway and some road safety improvements at Rockwell Avenue and Silverthorn Avenue and at S.A.D.R.A park	• **Significant improvement** due to the proposed bikeway and larger scale of road safety improvements at Rockwell Avenue and Silverthorn Avenue focused on priority for pedestrians and people cycling
Provide a comfortable north-south cycling route	• Neighbourhood greenway requirements for a comfortable cycling route **not anticipated to be met** due to high volumes of vehicle traffic	• Neighbourhood greenway requirements for a comfortable cycling route are **anticipated to be met** due to non-local vehicle traffic reduction measures
Reduce non-local vehicle traffic while retaining local access	• **Volume of non-local vehicle trips not anticipated to notably reduce** • Minimal changes to local circulation • Resident and school access maintained	• **Volume of non-local vehicle trips anticipated to notable reduce** • Some changes to local circulation • Resident and school access maintained
Minimize impact to parking	• Estimated net 3 spaces added	• Estimated net 2 spaces added
Improve the public realm	• **Limited opportunity for public realm improvements**	• **Increased opportunity for public realm improvements** in the form of trees, green space and street furniture at Rockwell Avenue intersection

Why is Option 2 Preferred?

Option 2 is expected to achieve project goals both for the corridor and at the intersection of Silverthorn Avenue and Rockwell Avenue.



EXISTING - Drone photo of Silverthorn Ave and Rockwell Ave



PROPOSED - Artist rendering of Option 2 at Silverthorn Ave and Rockwell Ave

Example of a cycling and walking only block in Vancouver, BC

The one-way direction changes shown for Silverthorn Avenue and Blackthorn Avenue and the cycling and walking only block at Rockwell Avenue are important to achieve the following:

- simplify motor vehicle movements and improve safety for all road users at the intersection of Silverthorn Avenue and Rockwell Avenue
- prioritize pedestrian safety and provide intuitive crossings
- reduce non-local motor vehicle trips, including existing southbound cut-through traffic
- improve the public realm with trees, green infrastructure, and street furniture

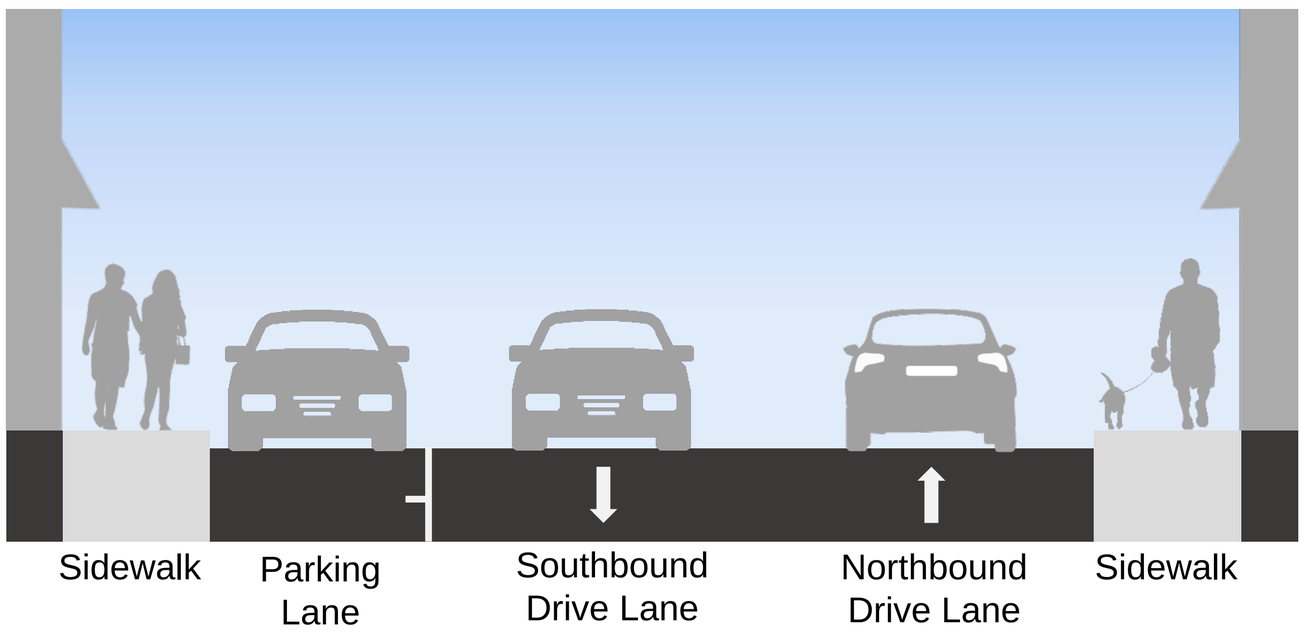
Emergency vehicles will be able to drive through the proposed cycling and walking only block when necessary.

Circulation within the neighbourhood for residents, deliveries, and people going to schools and other destinations would be maintained.

Segment 1A | Silverthorn Avenue - Rogers Road to Rowntree Avenue

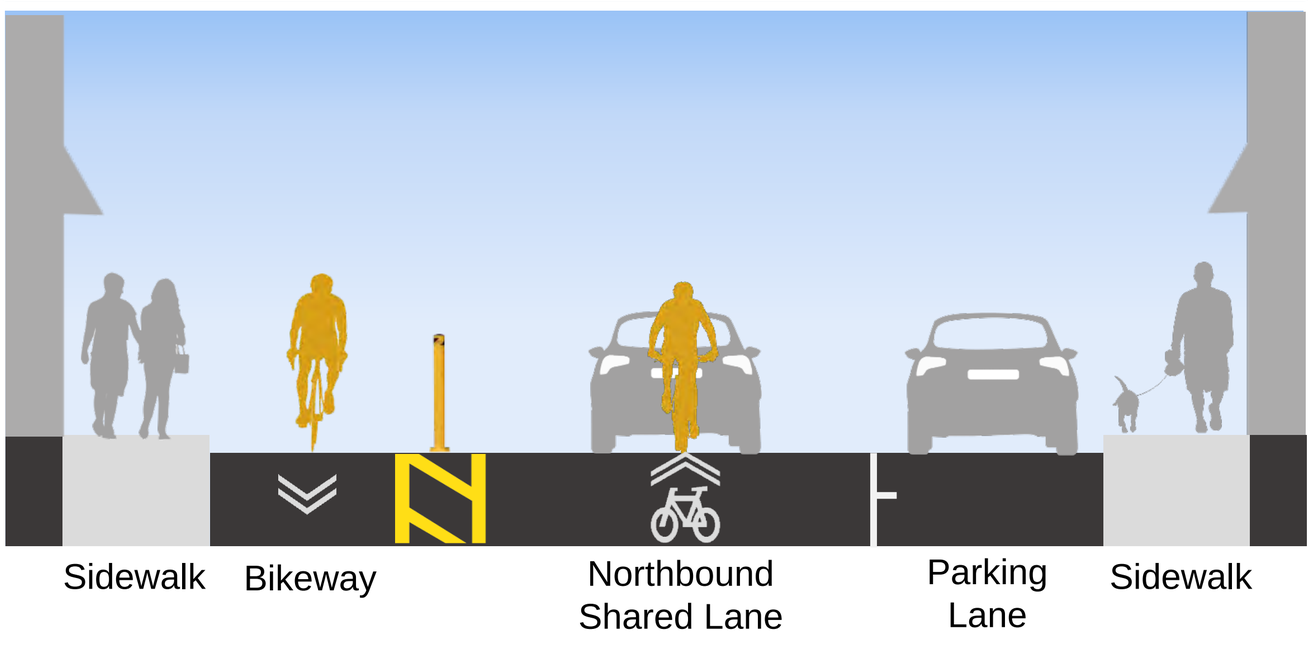
Option 1 and Option 2 are the same along Segment 1A of Silverthorn Avenue.

Existing

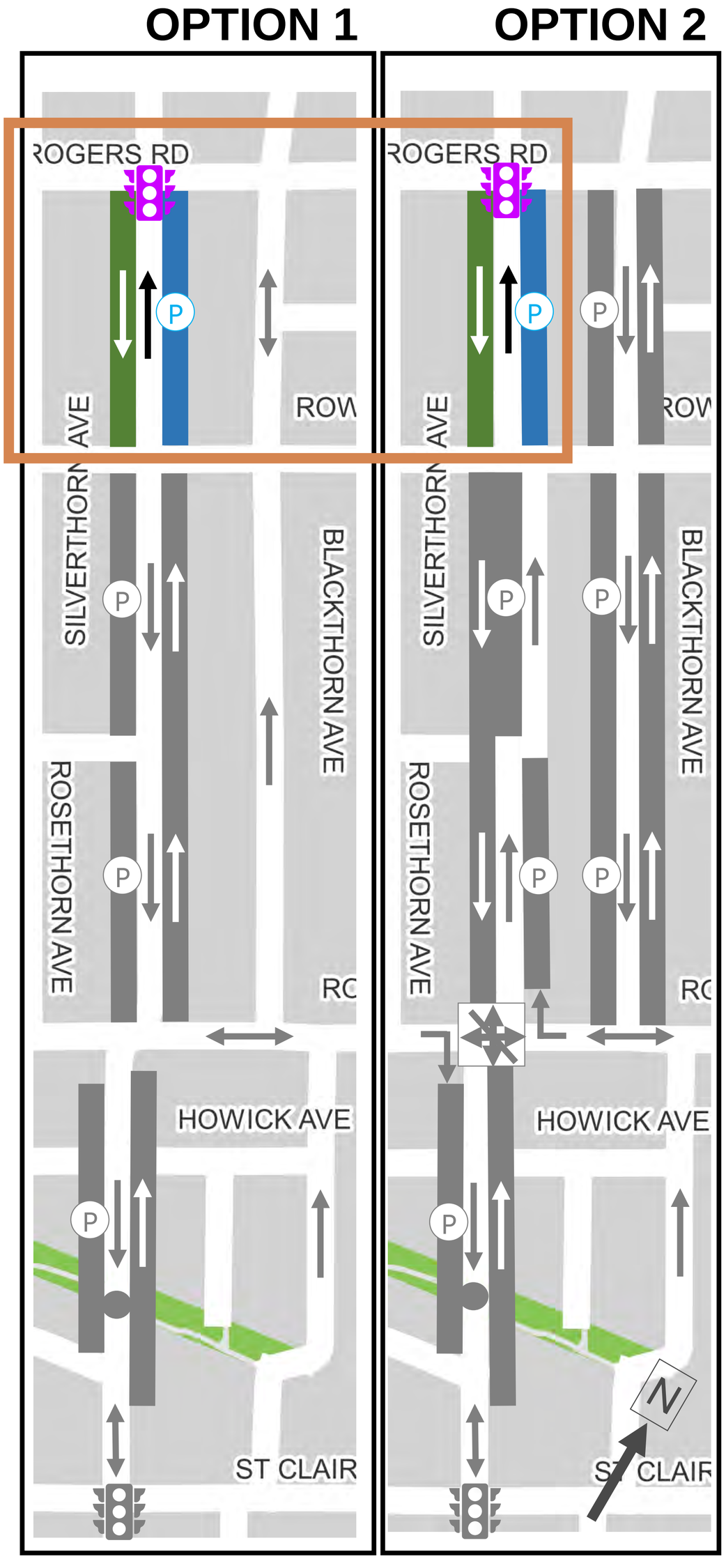


- One motor vehicle lane in each direction
- On-street permit parking (west side)

Proposed



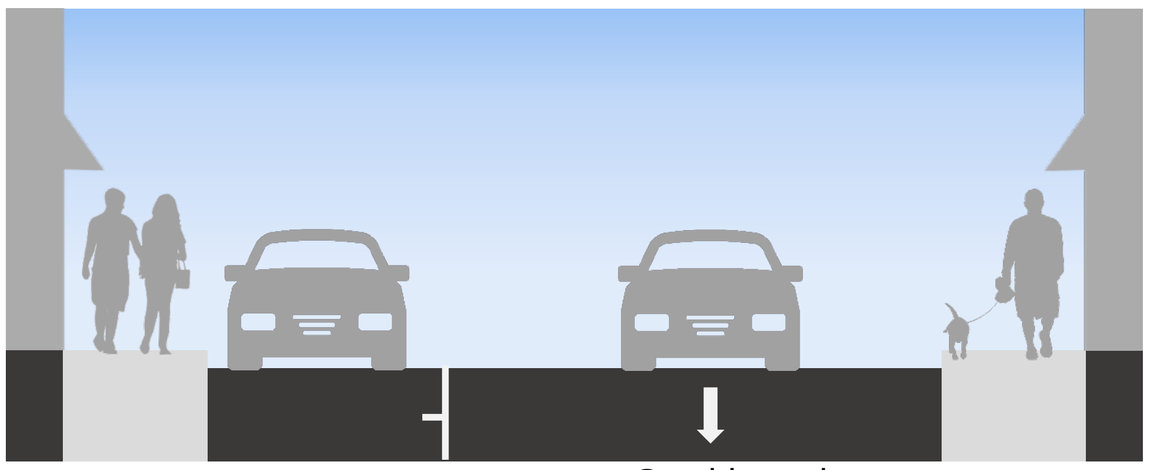
- Convert two-way street to one-way northbound for motor vehicles
- Add southbound contra-flow bike lane on west side of street
- Add northbound wayfinding pavement markings and signage
- Move on-street permit parking to east side of street (estimated increase of four spaces)
- Install bike signals, left-turn boxes, and bike signal detection at Rogers Road intersection



Segment 1B | Silverthorn Avenue - Rowntree Avenue to Turnberry Avenue

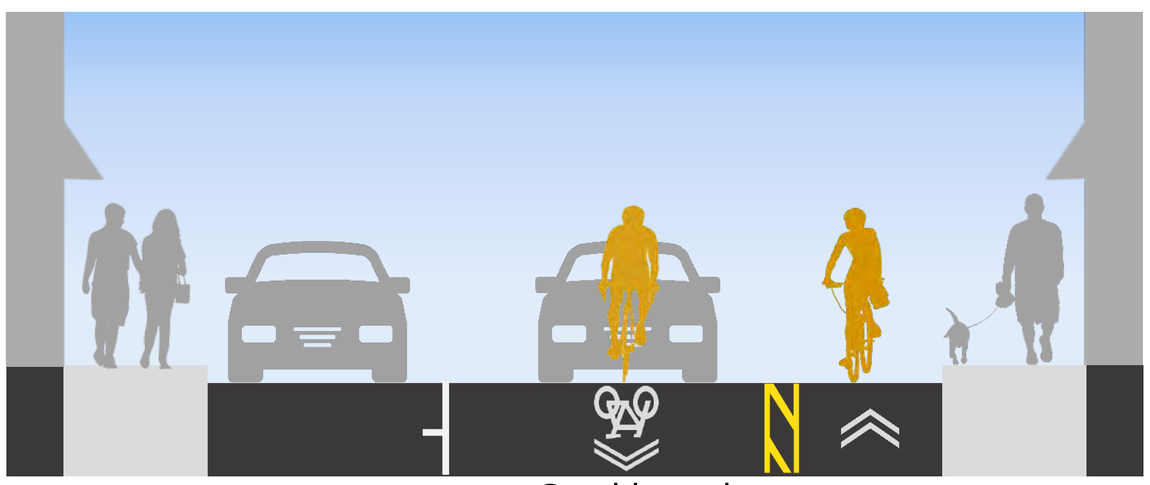
Option 1 and Option 2 are different for Segment 1B.

Existing



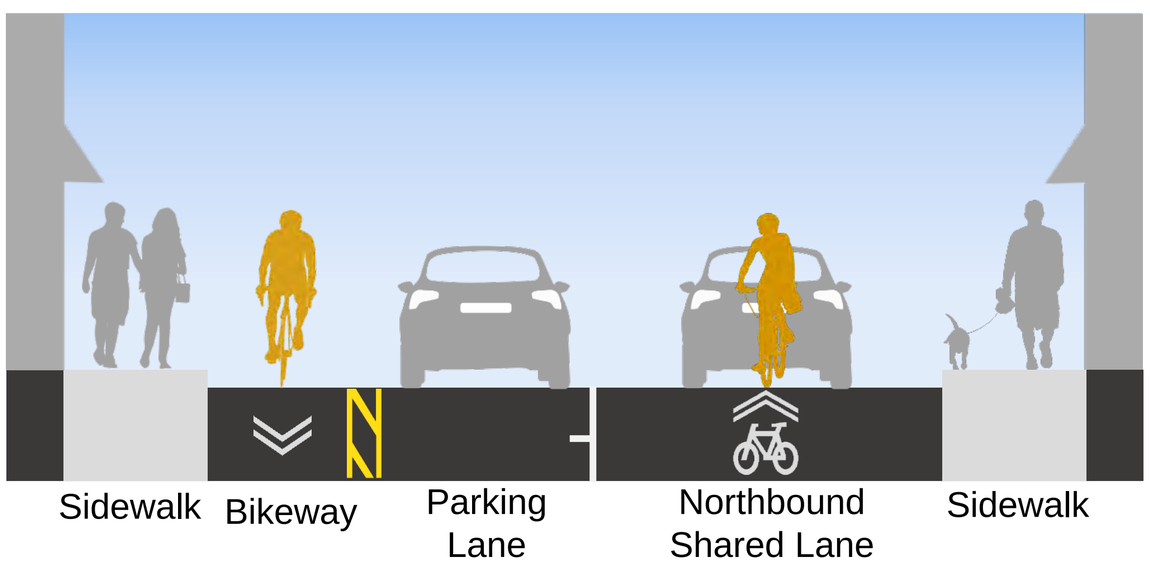
- One-way southbound motor vehicle lane
- On-street permit parking (west side)

Proposed – Option 1

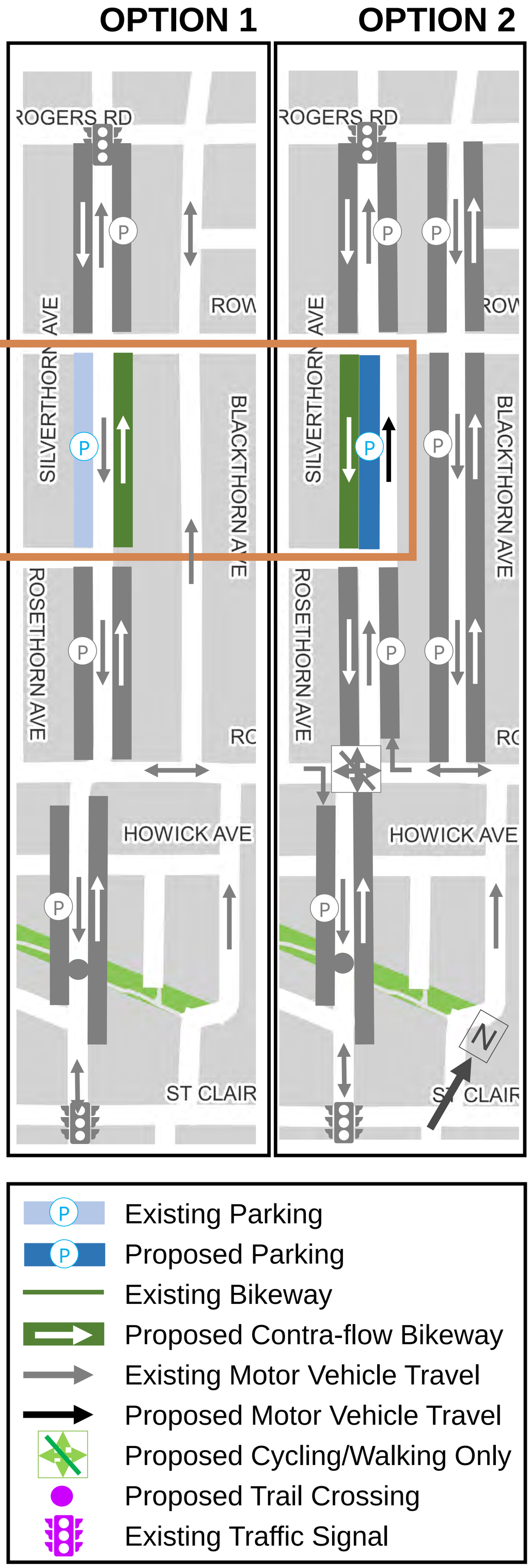


- Add northbound contra-flow bike lane on east side
- Add southbound wayfinding markings and signage
- No change to existing vehicle lanes or parking

Proposed – Option 2



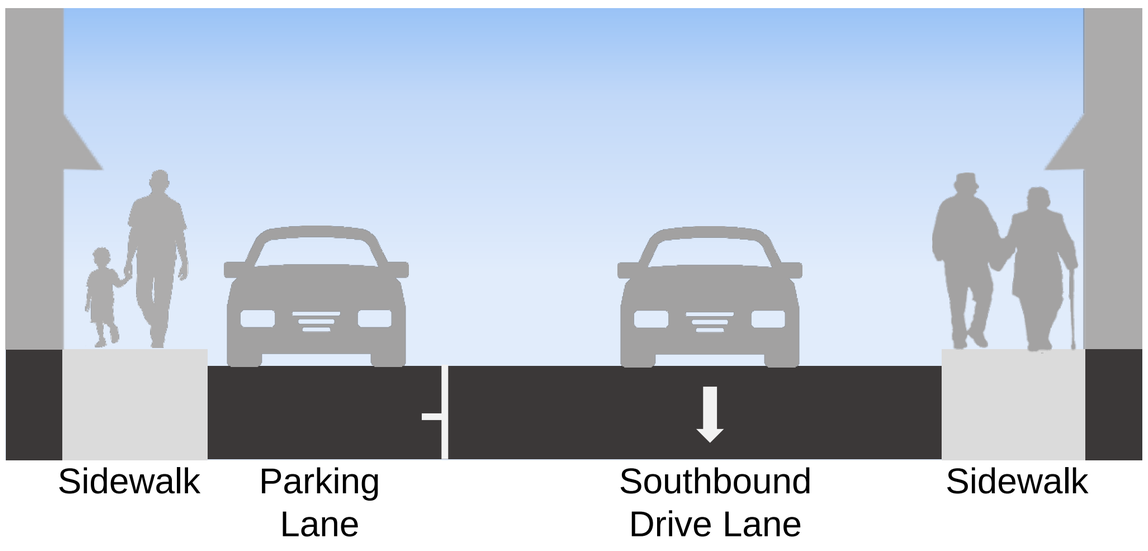
- Convert one-way southbound vehicle lane to one-way northbound
- Add southbound contra-flow bike lane on west side
- Add northbound wayfinding markings and signage
- Parking stays on west side (no change to spaces)



Segment 1B | Silverthorn Avenue - Turnberry Avenue to Rockwell Avenue

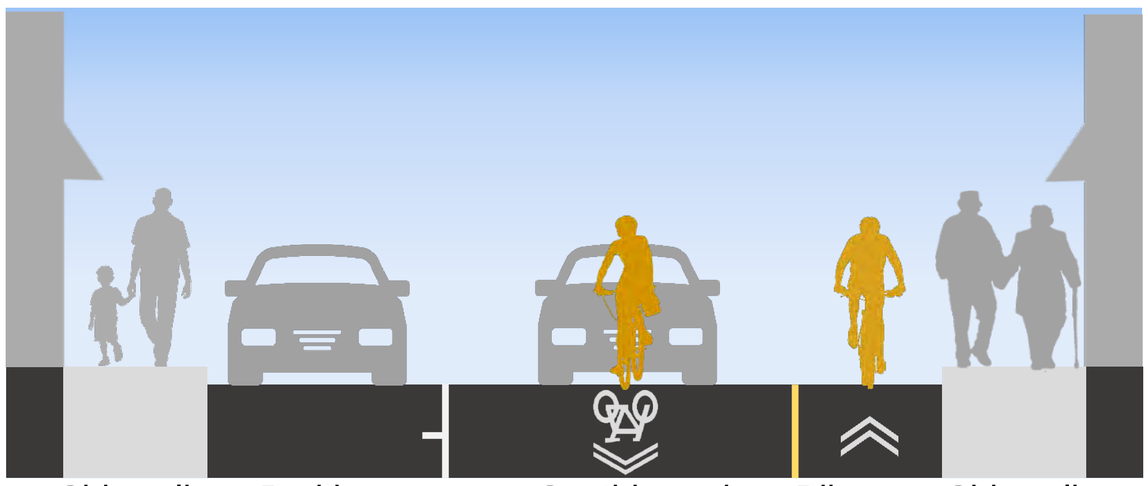
Option 1 and Option 2 are different for Segment 1B.

Existing



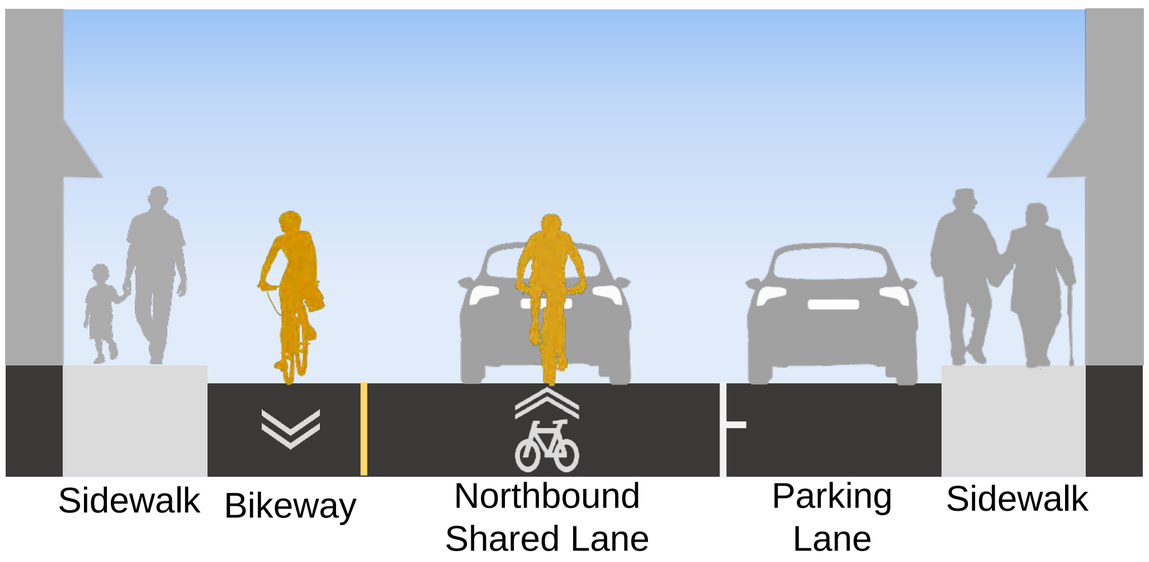
- One-way southbound motor vehicle lane
- On-street permit parking (west side)

Proposed – Option 1

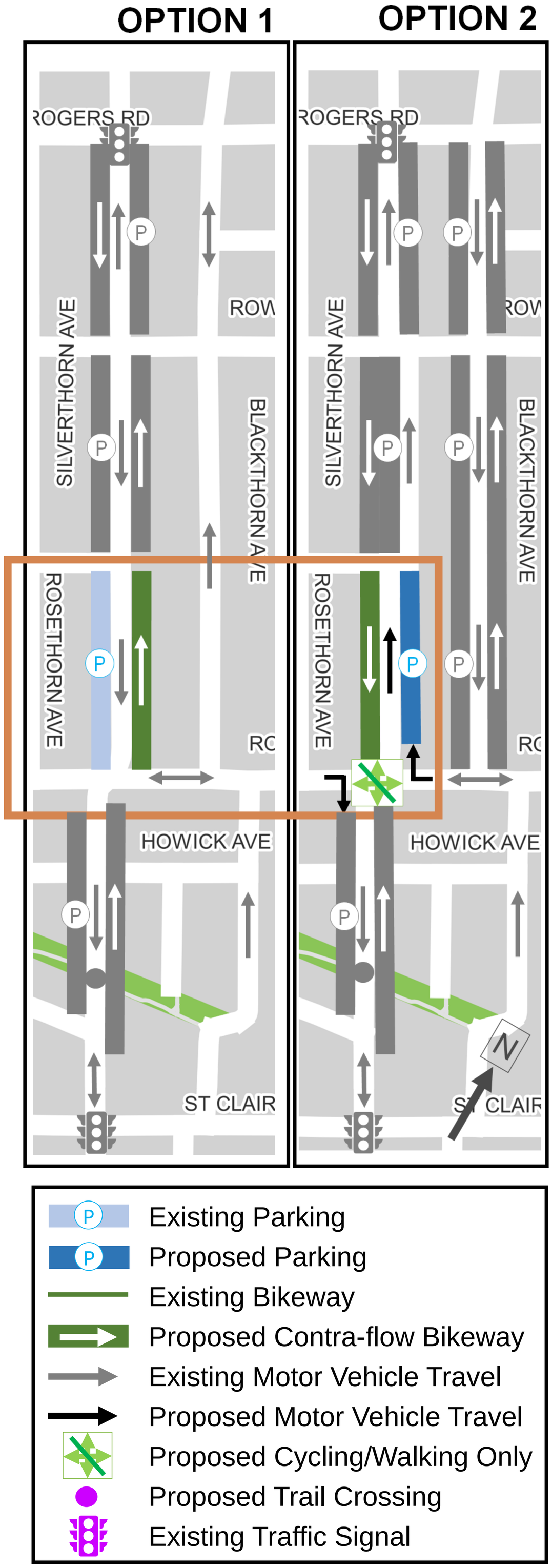


- Add northbound contra-flow bike lane on east side
- Add southbound wayfinding markings and signage
- No change to existing vehicle lanes or parking

Proposed – Option 2



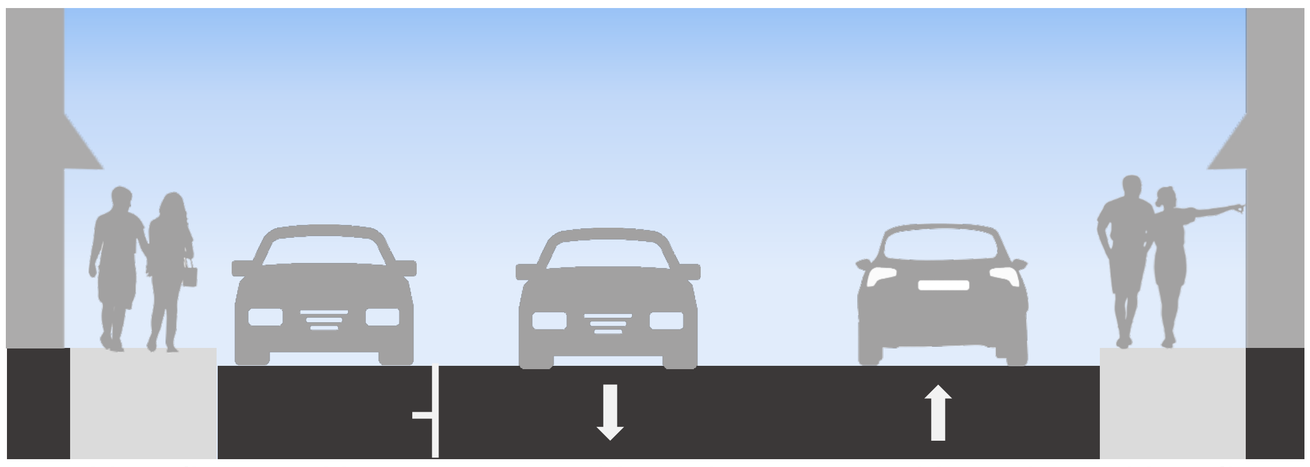
- Convert one-way southbound vehicle lane to one-way northbound
- Add southbound contra-flow bike lane on west side
- Add northbound wayfinding markings and signage
- Move parking to east side (no change to spaces)



Segment 1 | Blackthorn Avenue - Rogers Road to Rowntree Avenue

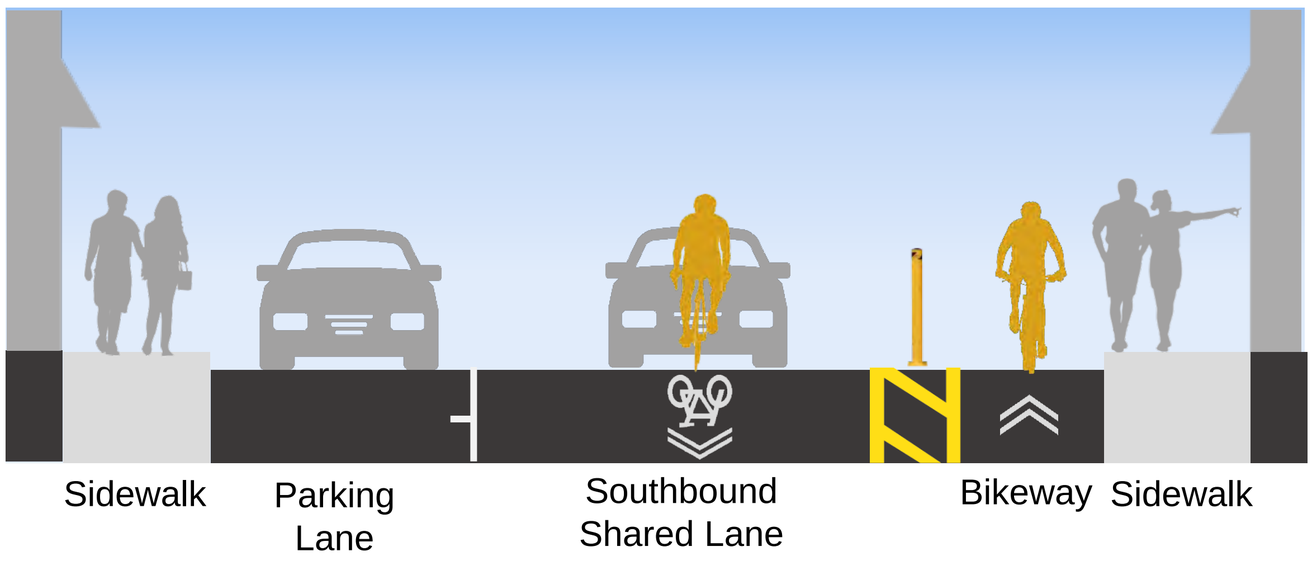
Option 2 has proposed changes on Blackthorn Avenue to align with changes on Silverthorn Avenue and maintain local vehicle circulation.

Existing

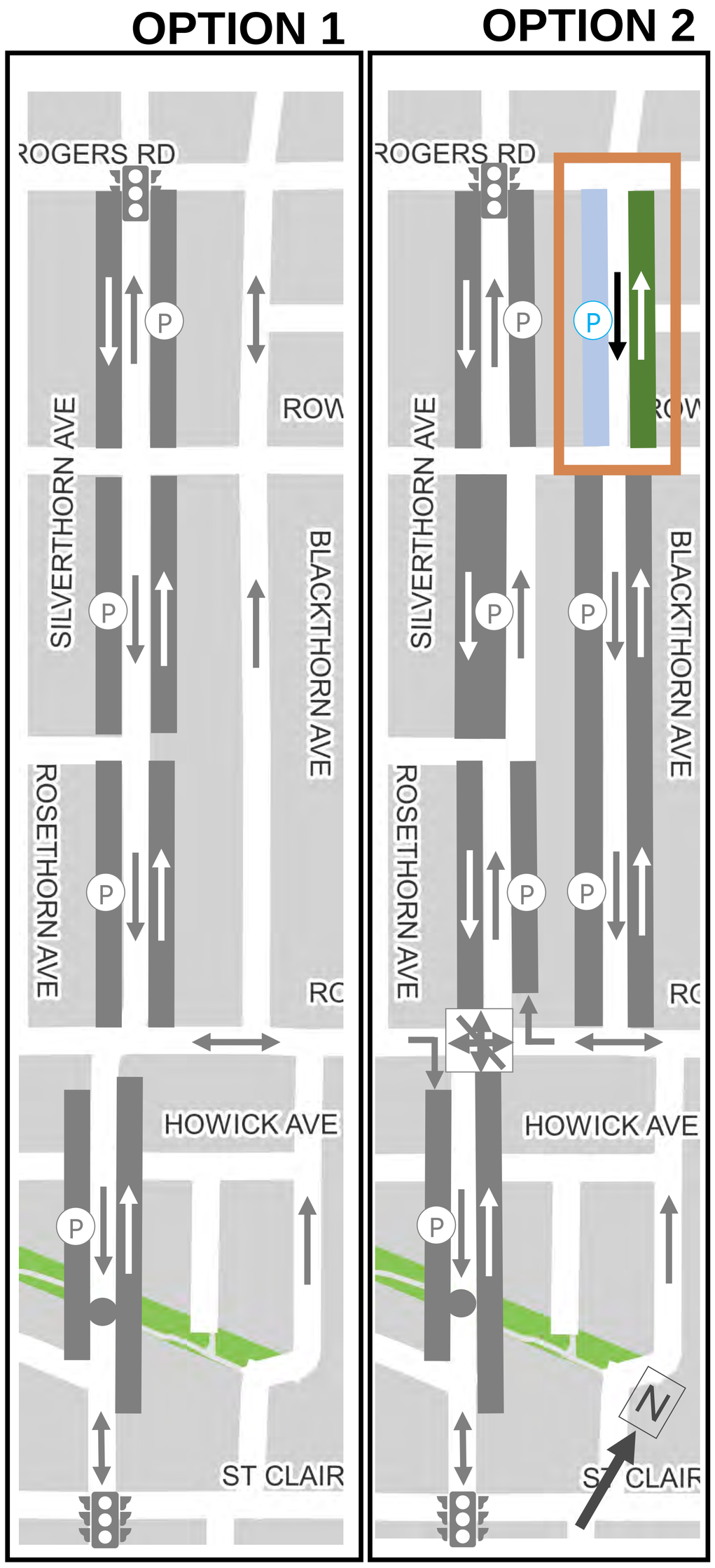


- One motor vehicle lane in each direction
- On-street permit parking (alternates side)

Proposed – Option 2



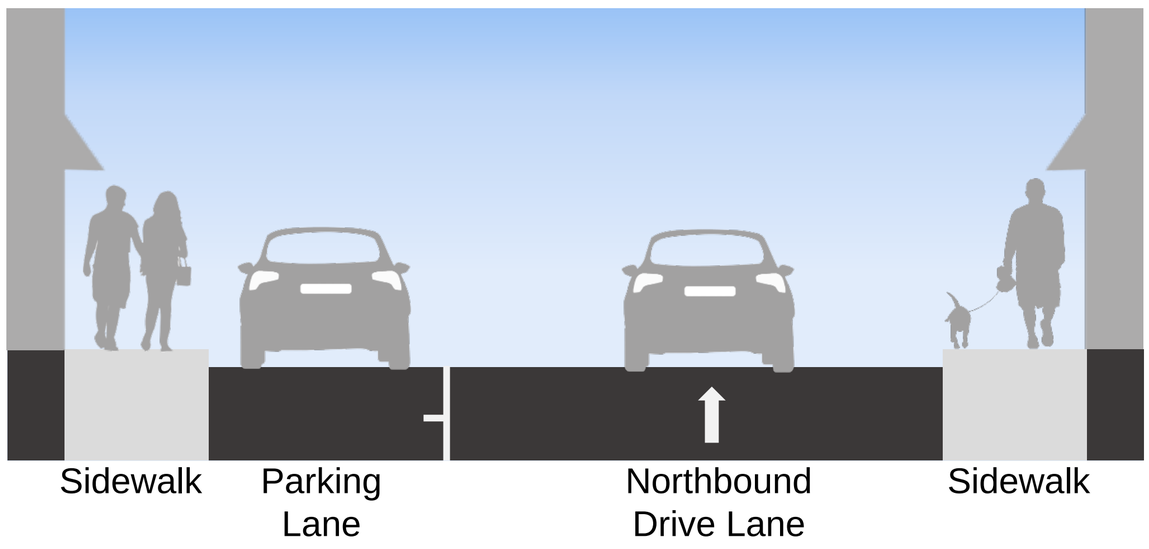
- Convert two-way vehicle lanes to one-way southbound
- Add northbound contra-flow bike lane on east side of street
- Add southbound wayfinding markings and signage
- Make parking permanent on the west side (estimated parking reduction of one space)



Segment 1 | Blackthorn Avenue - Rowntree Avenue to Rockwell Avenue

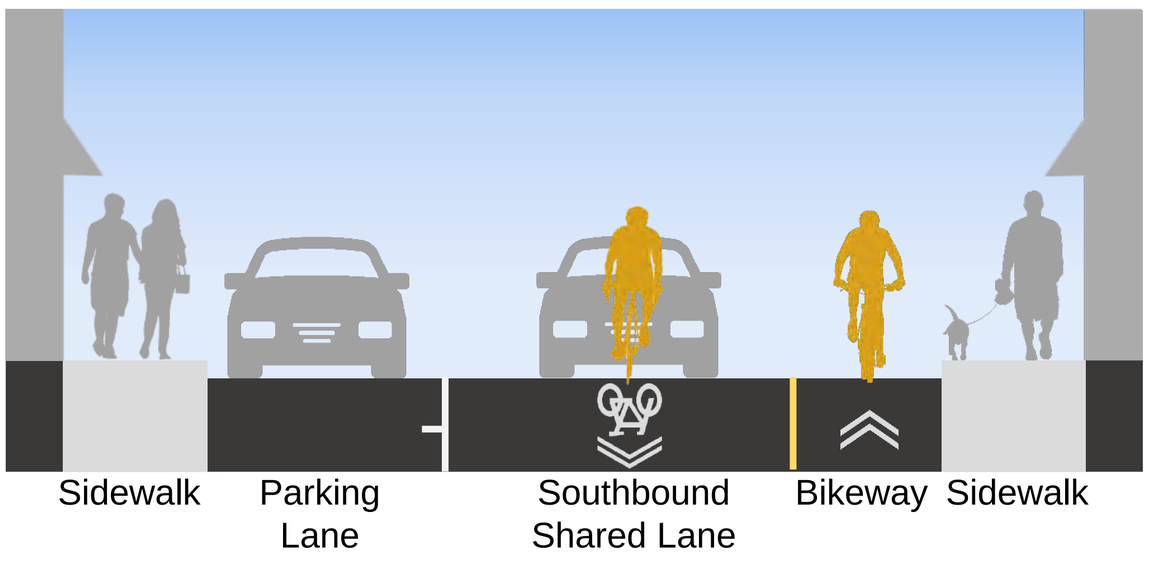
Option 2 has proposed changes on Blackthorn Avenue to align with changes on Silverthorn Avenue and maintain local vehicle circulation.

Existing

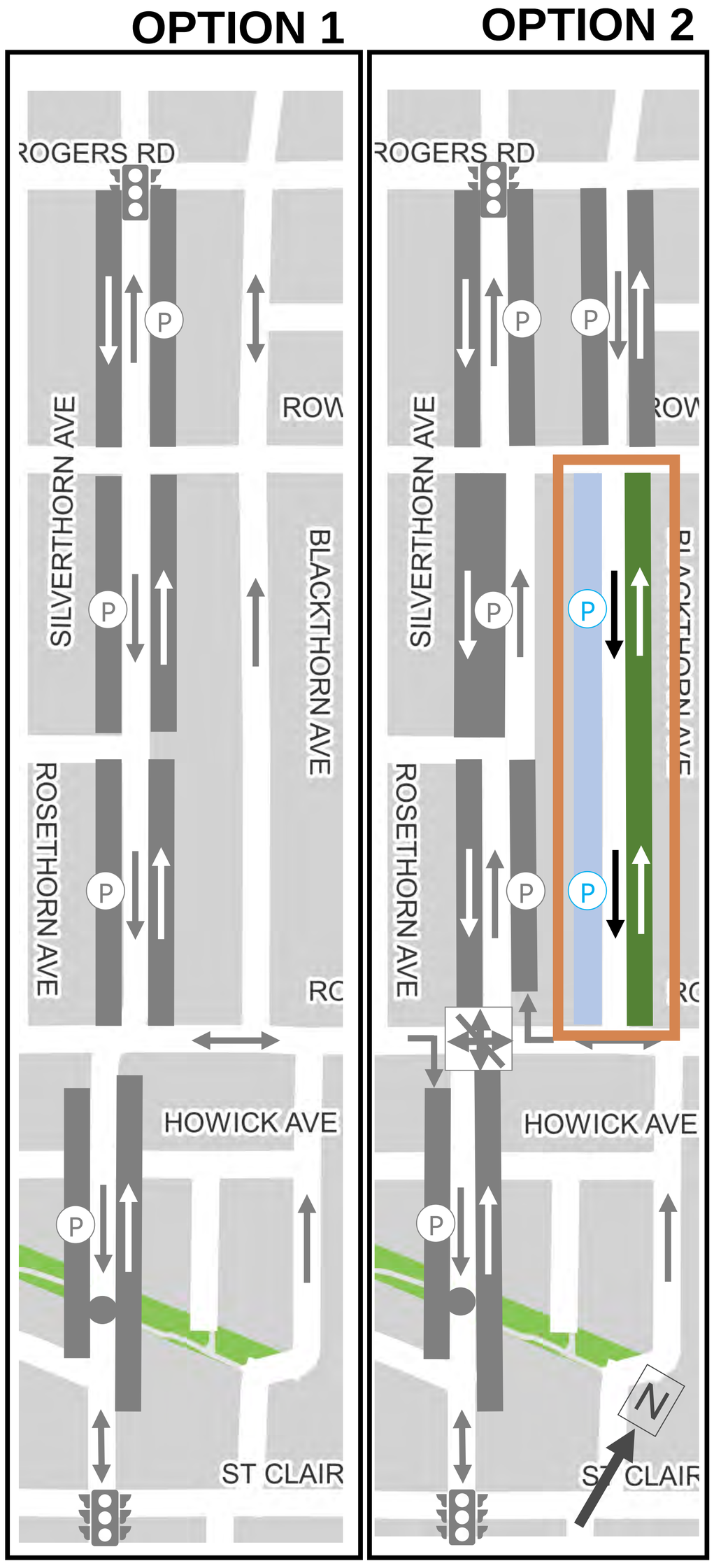


- One-way northbound motor vehicle lane
- On-street permit parking (west side)

Proposed – Option 2



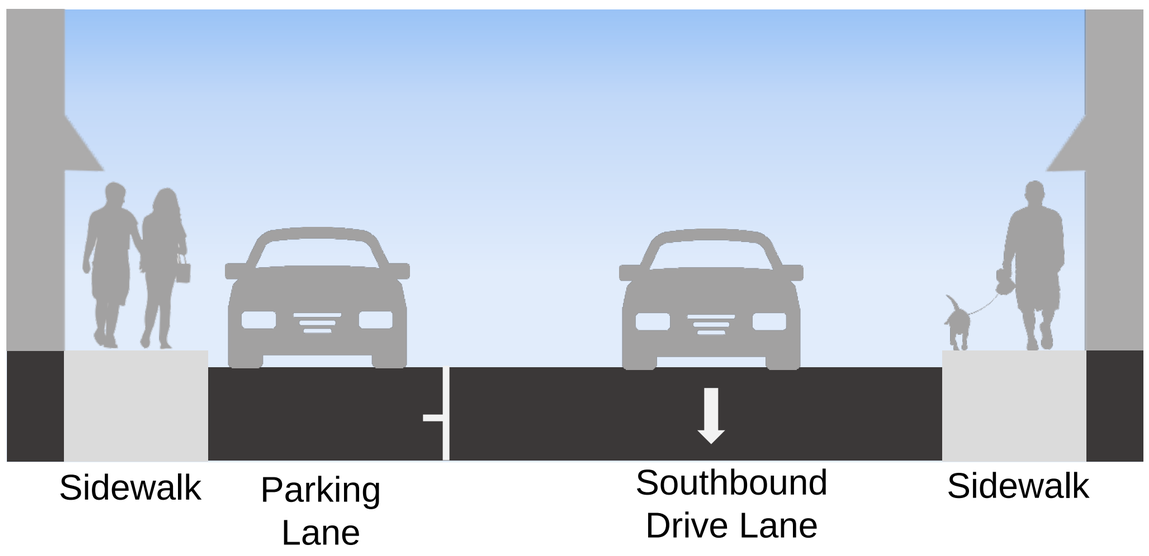
- Convert one-way northbound vehicle lane to one-way southbound
- Add northbound contra-flow bike lane on east side of street
- Add southbound wayfinding markings and signage
- No change to existing parking



Segment 1C | Silverthorn Avenue - Rockwell Avenue to St. Clair Avenue West

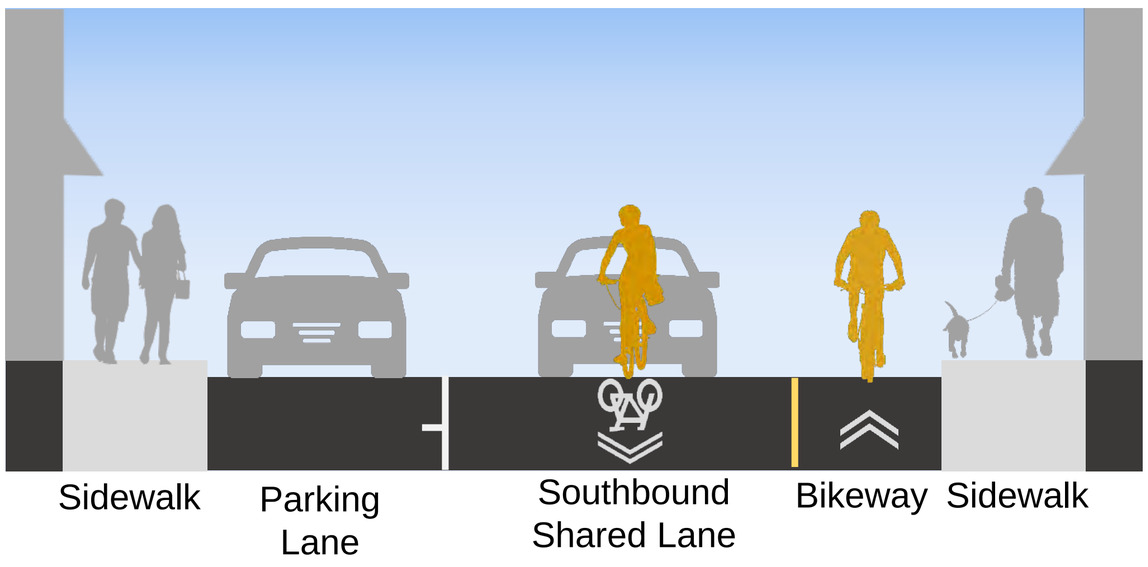
Option 1 and Option 2 are the same along Segment 1C.

Existing

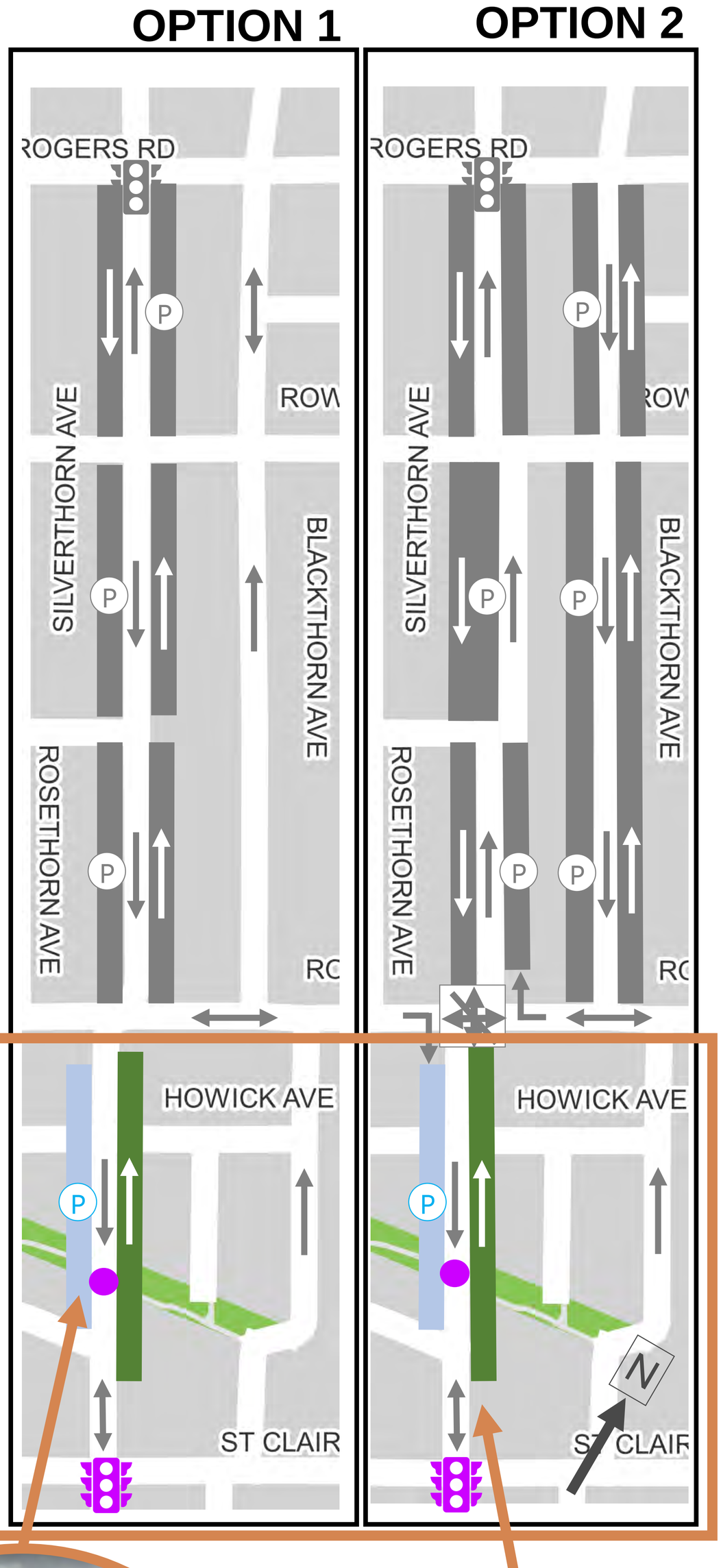


- One-way southbound motor vehicle lane
- On-street permit parking (west side)

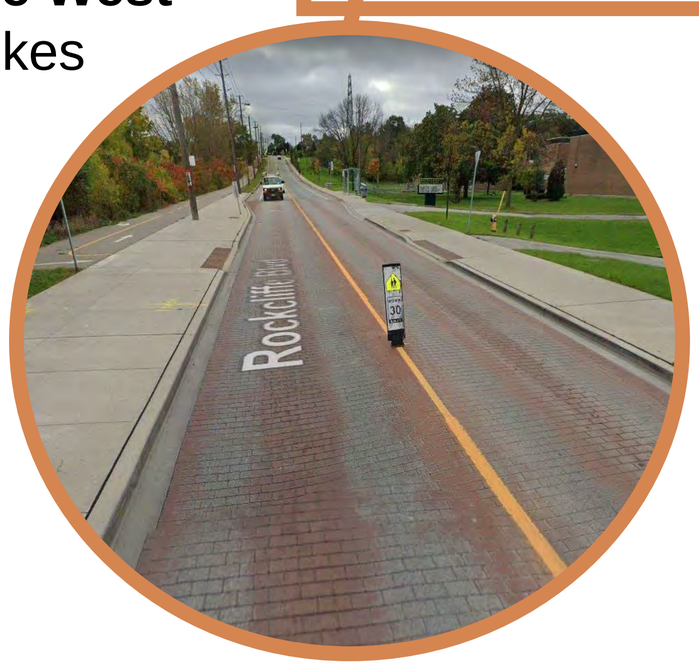
Proposed



- Add northbound contra-flow bike lane on east side
- Add southbound wayfinding pavement markings and signage
- Estimated parking reduction of one space at S.A.D.R.A park trail for crossing improvement
- **Signal improvements at St Clair Avenue West** including signal detection for people on bikes



- Existing Parking
- Proposed Parking
- Existing Bikeway
- Proposed Contra-flow Bikeway
- Existing Motor Vehicle Travel
- Proposed Motor Vehicle Travel
- Proposed Cycling/Walking Only
- Proposed Trail Crossing
- Existing Traffic Signal



In both options, a crossing improvement is proposed at S.A.D.R.A park.

A new bike share station is planned south of Pryor Avenue

Segment 1 | Permit Parking Impacts

On-Street Permit Parking Impact Summary within Project Area

OPTION 2 IS PREFERRED

Street	Segment	Existing Parking Spaces*	Permits Issued*	Option	Proposed Parking Spaces	Net Parking Impact
Silverthorn Avenue	Rogers Road to Rowntree Avenue	7	6	1	11	+4
				2	11	+4
	Rowntree Avenue to Turnberry Avenue	28	17	1	28	0
				2	28	0
	Turnberry Avenue to Rockwell Avenue	14	18	1	14	0
				2	14	0
	Rockwell Avenue to St Clair Avenue W	23	19	1	18	-1
				2	18	-1
Blackthorn Avenue	Rogers Road to Rowntree Avenue	12 (west) 13 (east)	4	1	12 (west) 13 (east)	0
				2	12 (west)	-1
	Rowntree Avenue to Rockwell Avenue	19	30	1	19	0
				2	19	0
				Option 1 Total Change:		+3
				Option 2 Total Change:		+2

Permit Parking Area

Area	Existing Permit Parking Spaces	Issued Permits (October 2023)	Percent Used	Percent Available
3C	705	431	61%	39%
3D	669	484	72%	28%

*Note: Permit parking spaces and permits issued are estimated and may vary from the time of collection and analysis due to changes on the street and ongoing permitting processes.

Segment 2 and 3 Design Overview

Segment 2: On Hounslow Heath Road, a wayfinding route is planned where people cycling and driving share the roadway. The plan will maintain the existing motor vehicle lanes (one motor vehicle lane in each direction) as well as the parking on the south side. Options in **Segment 1 and Segment 3** that are anticipated to reduce non-local vehicle traffic are also expected to reduce volumes on Hounslow Heath Road.

Segment 3: Three options are proposed on Laughton Avenue. Further details are provided on the next panel.

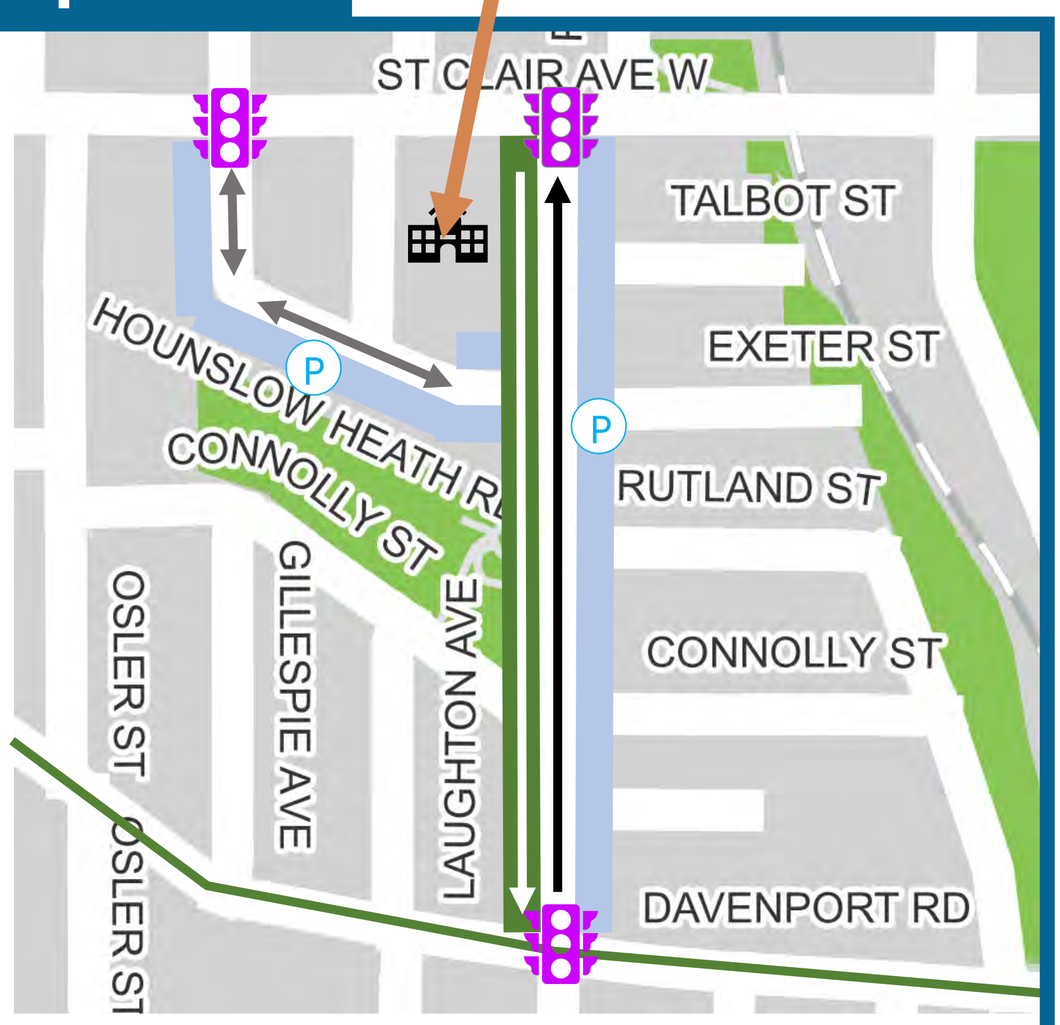
Option 1

Option 1 proposes a wayfinding route where people cycling and driving share the roadway.

All options maintain existing pick-up and drop-off at St. Paul VI Catholic School. Option 2 creates a one-way loop for vehicles around the school using Hounslow Heath Road, improving safety and reducing conflicts in front of the school.

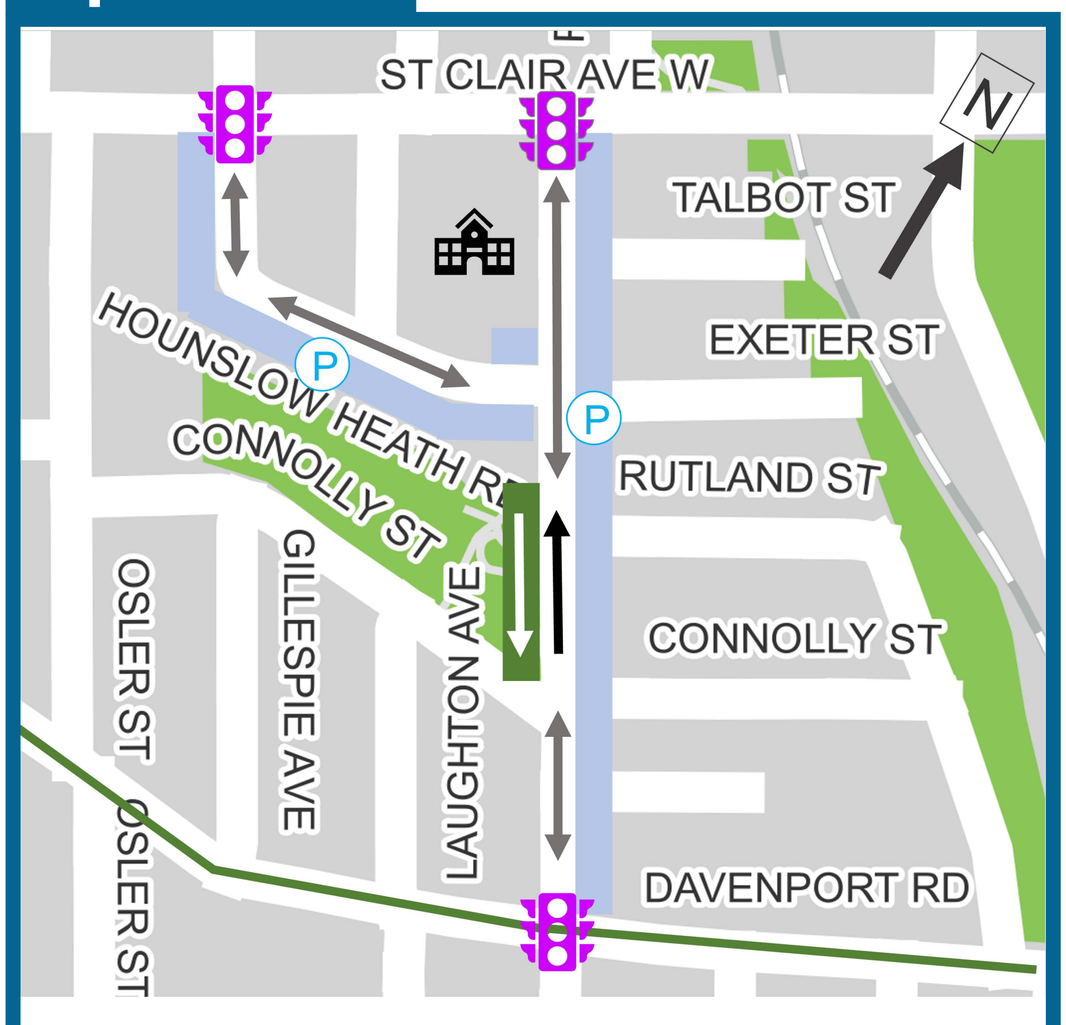
- Existing Parking
- Proposed Parking
- Existing Bikeway
- Proposed Contra-flow Bikeway
- Existing Motor Vehicle Travel
- Proposed Motor Vehicle Travel
- Existing Traffic Signal

Option 2



Option 2 proposes to convert Laughton Avenue to a one-way northbound shared lane with a southbound contra-flow bikeway.

Option 3

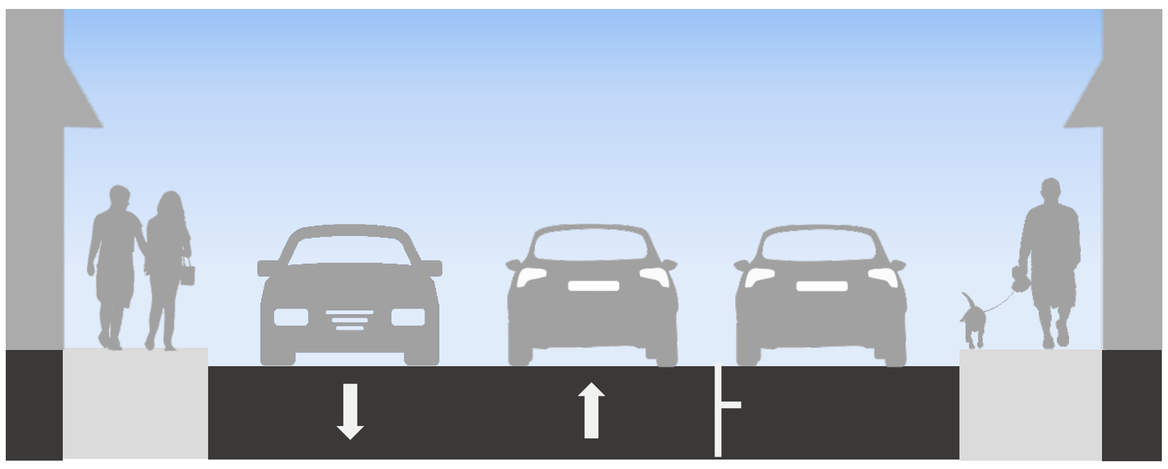


Option 3 proposes to convert one block of Laughton Avenue (Rutland Street to Connolly Street) to a one-way northbound shared lane with a southbound contra-flow bikeway.

Segment 3 | Laughton Avenue - St Clair Avenue West to Davenport Road

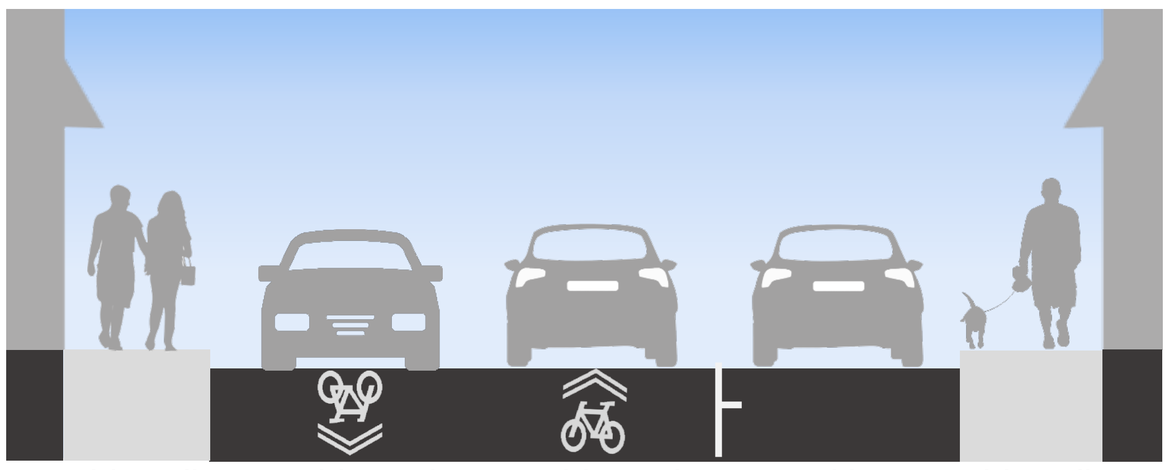
Three options are proposed for Segment 3 on Laughton Avenue.

Existing



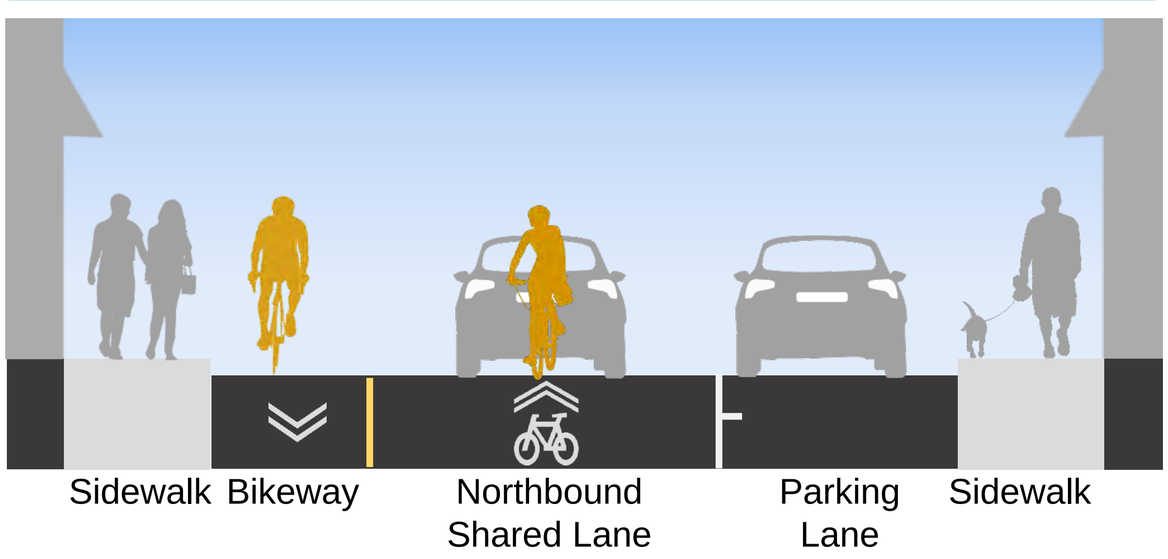
- One motor vehicle lane in each direction
- On-street permit parking (east side)
- Pick-up and drop off parking north of Talbot Street (east side)

Option 1



- Add northbound and southbound wayfinding markings and signage
- No change to existing motor vehicle lanes or parking

Option 2



- Convert two-way vehicle lanes to one-way northbound
- Add southbound contra-flow bike lane on the west side
- Add northbound wayfinding markings and signage
- No change to parking

Signal improvements are proposed to add signal detection for people on bikes at Davenport Road for all options.

Option 3

- **St. Clair Avenue West to Rutland Street:**
  - Add northbound and southbound wayfinding markings and signage (like Option 1 image)
  - No change to parking
- **Rutland Street to Connolly Street:**
  - Convert two-way vehicle lanes to one-way northbound (like Option 2 image)
  - Add southbound contra-flow bike lane on the west side
  - Add northbound wayfinding markings and signage
  - No change to parking
- **Connolly Street to Davenport Road:**
  - Add northbound and southbound wayfinding markings and signage (like Option 1 image)
  - No change to parking

Segment 3 | Options Comparison

The following table compares the three options for Segment 3 against the project goals.

CRITERIA	OPTION 1	OPTION 2	OPTION 3
Build on the Quiet Streets program to improve safety, and prioritize pedestrians and people cycling	• Improvements include signage and pavement markings to enhance road user awareness and new crossings	• In addition to signage and pavement markings, the one-way is anticipated to reduce conflicts in front of St. Paul VI Catholic School	• Improvements include signage and pavement markings to enhance road user awareness and new crossings
Provide a comfortable north-south cycling route	• **Limited improvement** with wayfinding and signage elements only	• **Significant improvement** due to proposed contra-flow bike lane	• **Moderate improvement** due to proposed short segment of contra-flow bike lane
Reduce non-local vehicle traffic while retaining local access	• **No change anticipated** to non-local traffic • Note: if Option 2 proceeds in Segment 1, traffic volumes are anticipated to reduce in Segment 2 and Segment 3	• **Significant reduction anticipated** to the volume of non-local traffic and southbound cut-through traffic • Results in more indirect circulation for residents	• **Moderate reduction anticipated** to the volume of non-local traffic • More direct circulation for residents
Minimize impact to parking	**No anticipated impacts** to parking for all options		

Area	Existing Permit Parking Spaces	Issued Permits (October 2023)	Percent Used	Percent Available
3D	669	484	72%	28%

Monitoring and Evaluation

Once installation is finished, the project is not yet complete. It takes time for people to adjust to change.

In the 12-18 months following installation, the City will take the steps outlined below.

OBSERVE

Observe the new behaviour on site

COLLECT DATA

Conduct new traffic counts on affected streets

EVALUATE BEFORE AND AFTER

Evaluate before and after conditions

ADJUST IF NECESSARY

If there are still operational challenges, the City will consider various measures such as adjusting turn or through-restrictions, adding additional safety improvements, adding additional signage, etc.

Phase 1 Project Timeline

2021

Council Direction
Cycling Network Plan Near-Term Implementation Plan (2022-2024) includes Silverthorn Avenue, Laughton Avenue, and Hounslow Heath Road.

2022-2023

Data Collection, Analysis, and Design
City staff complete field investigations, review existing conditions, and develop design options.

We are here!

Jan 2024

Public Consultation
Public consultation is launched for feedback on proposed changes.

March 2024

Report for Approval
Community feedback will inform the design recommended to City Council's Infrastructure & Environment Committee.

Summer 2024

Installation, Monitoring, and Adjustments
Subject to Council approval, Phase 1 installation is anticipated for summer of 2024. Monitoring will be ongoing with adjustments considered based on-site observations and data analysis.

Phase 2 consultation is anticipated to commence in 2027.

Next Steps

One you have reviewed the project details, please take a few moments to complete a short survey by the deadline on February 13, 2024.

Find the survey and sign up for updates on the project website:
Toronto.ca/Silverthorn

- **FEBRUARY 13, 2024 –** Comment period closes
- **FEBRUARY 2024 –** Feedback considered, and design finalized
- **MARCH 2024 –** Project report and consultation report posted online and shared via email to all that signed up for project updates
- **MARCH 27, 2024 –** Report presented to City Council's Infrastructure and Environment Committee for Approval
- **SUMMER 2024 –** Subject to Council approval, project is planned for installation
- **2024-2025 –** Ongoing monitoring and evaluation

CONTACT US

If you have any questions or concerns about the project, please contact:

ALYSSA CERBU,
Senior Public Consultation Coordinator
Alyssa.Cerbu@Toronto.ca
416-338-0503