



Centennial Park Cycling Connections

Public Drop-In Event

April 9, 2024

Project Overview



The City of Toronto is proposing a new bikeway connection to Centennial Park from Mississauga's Burnhamthorpe Trail at the border of Toronto along Burnhamthorpe Road and continuing on Mill Road. The proposed project includes an extension of the existing multi-use trail, new on-street cycle tracks and intersection improvements. This project would provide a safer connection to the new multi-use trails as part of the Centennial Park Master Plan on Centennial Park Boulevard and Rathburn Road (anticipated for completion in 2024).

The project goals are to:

- Fill a gap in the cycling network
- Improve safety for all road users
- Improve the public realm and pedestrian experience

Toronto's Cycling Network Plan

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



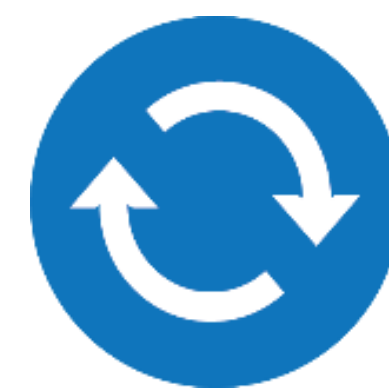
Connect

Connect gaps in the network, and people to places



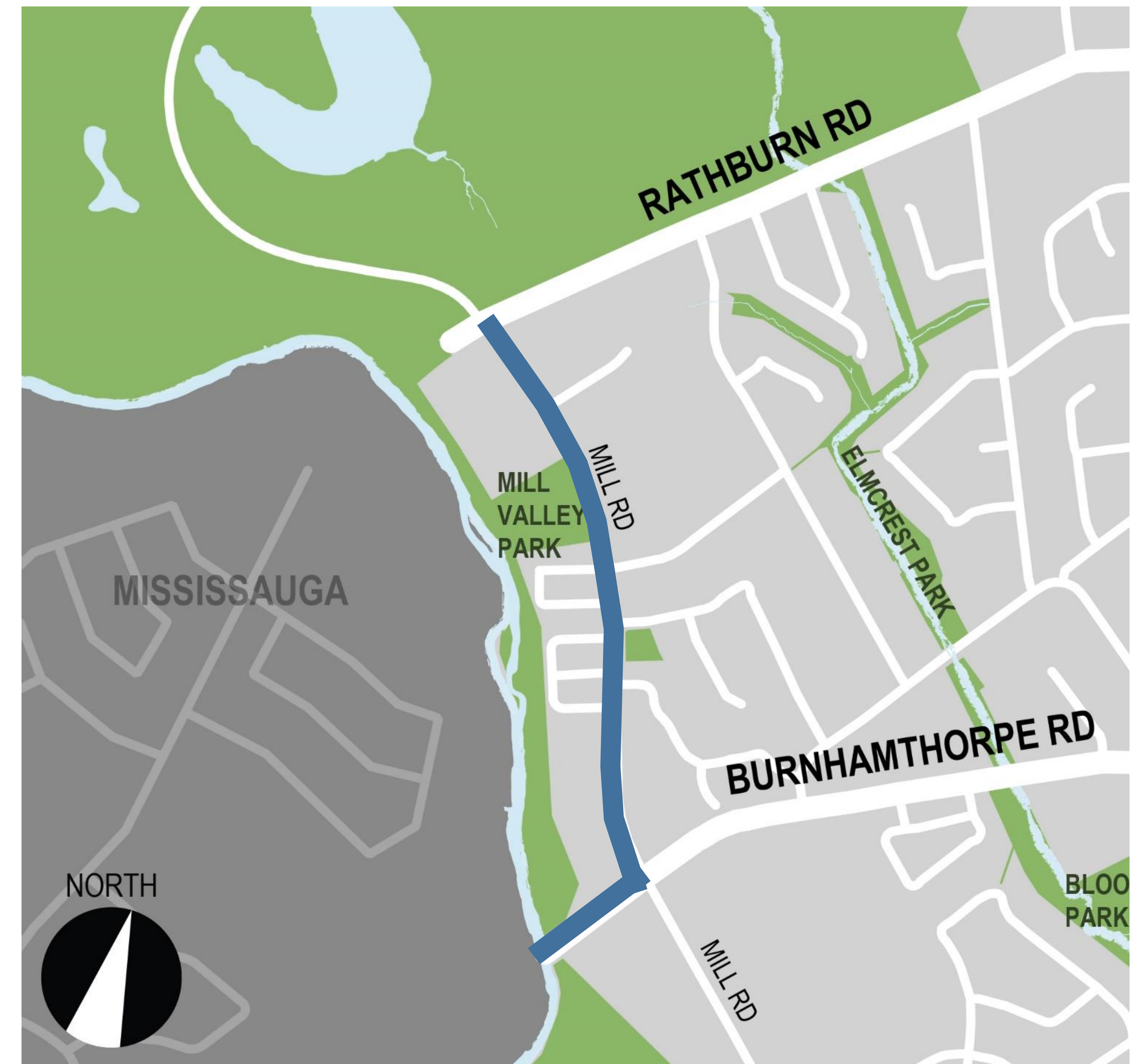
Grow

Grow the cycling network into new parts of the city



Renew

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



Policy Background



There are a number of policy objectives and guiding policy documents that inform cycling connections projects like this, including:

Guiding Policy Documents



Toronto Official Plan

Make Toronto a “walking city” and bring all residents within 1 km of a designated cycling route



Road to Health:

Healthy Toronto by Design

Increased physical activity is associated with reduced risk of obesity, type 2 diabetes, cardiovascular disease, and some cancers



TransformTO:

Climate Action Strategy

Target: 75% of all school/work trips under 5 km are by foot, bicycle or transit by 2030



Complete Streets Guidelines

Complete streets consider all modes, prioritize safety, and balance the needs to move people and goods, while recognizing streets as places



Vision Zero Road Safety Plan

Fatalities and serious injuries on our roads are preventable, and we must strive to reduce traffic-related deaths and injuries to zero by prioritizing the safety of our most vulnerable road users



Recover and Rebuild from COVID-19

Reallocate space and support business to recover from the impacts of the pandemic



Encouraging all

Ages and Abilities to Cycle

The majority of people rate themselves as “interested but concerned about cycling, and will only do so if bikeways feel safe

Policy Objectives



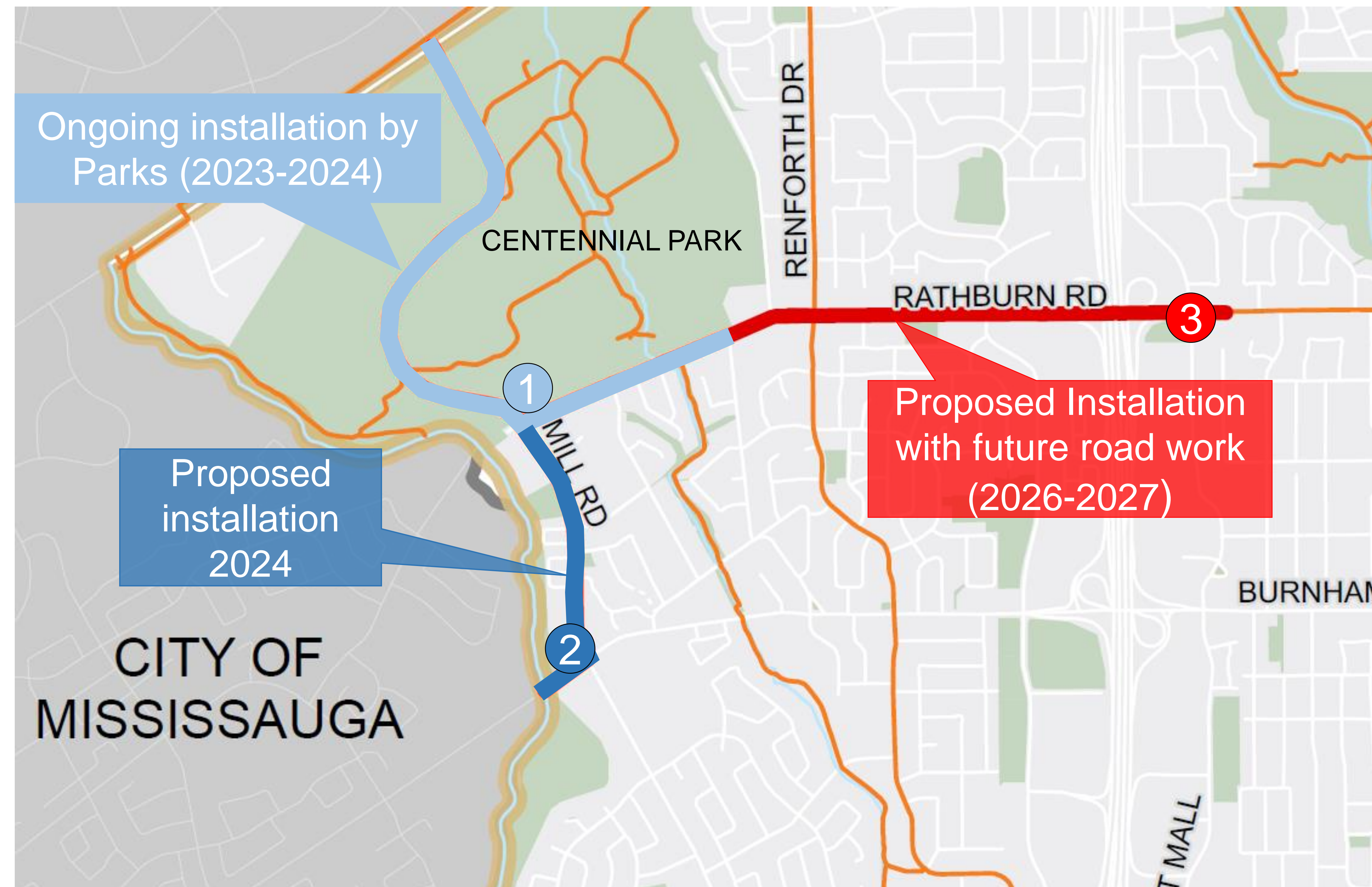
Reduce Reliance on Motor Vehicles

Providing alternatives to driving allows for roadways to be used more efficiently, and for users who have no choice (i.e., emergency, deliveries)

Ward 2 | Network Plan Installation



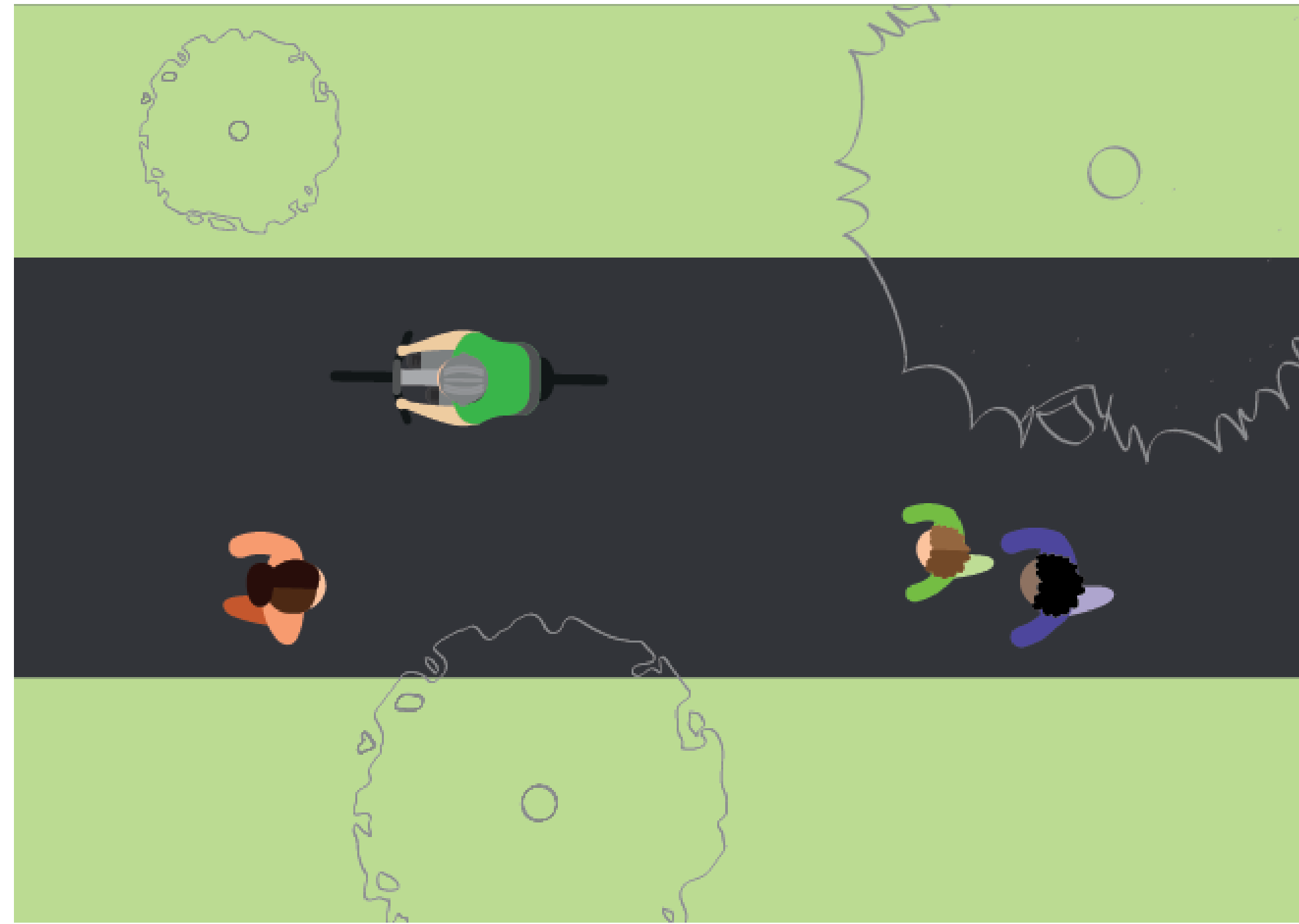
1. As part of the Centennial Park Master Plan, new multi-use trails on the east side of Centennial Park area next to the sidewalk and the north side of Rathburn Road adjacent to the park began construction in 2023 with completion anticipated in Spring 2024
2. These new trails and the proposed bikeways on Mill Road and Burnhamthorpe Road would provide a connection between the Burnhamthorpe Trail in the City of Mississauga and the larger trail network in Centennial Park
3. The extension further east along Rathburn Road would connect with the existing cycling lanes east of the East Mall and will be considered with the future road work currently programmed for 2026-2027



Types of Bikeways

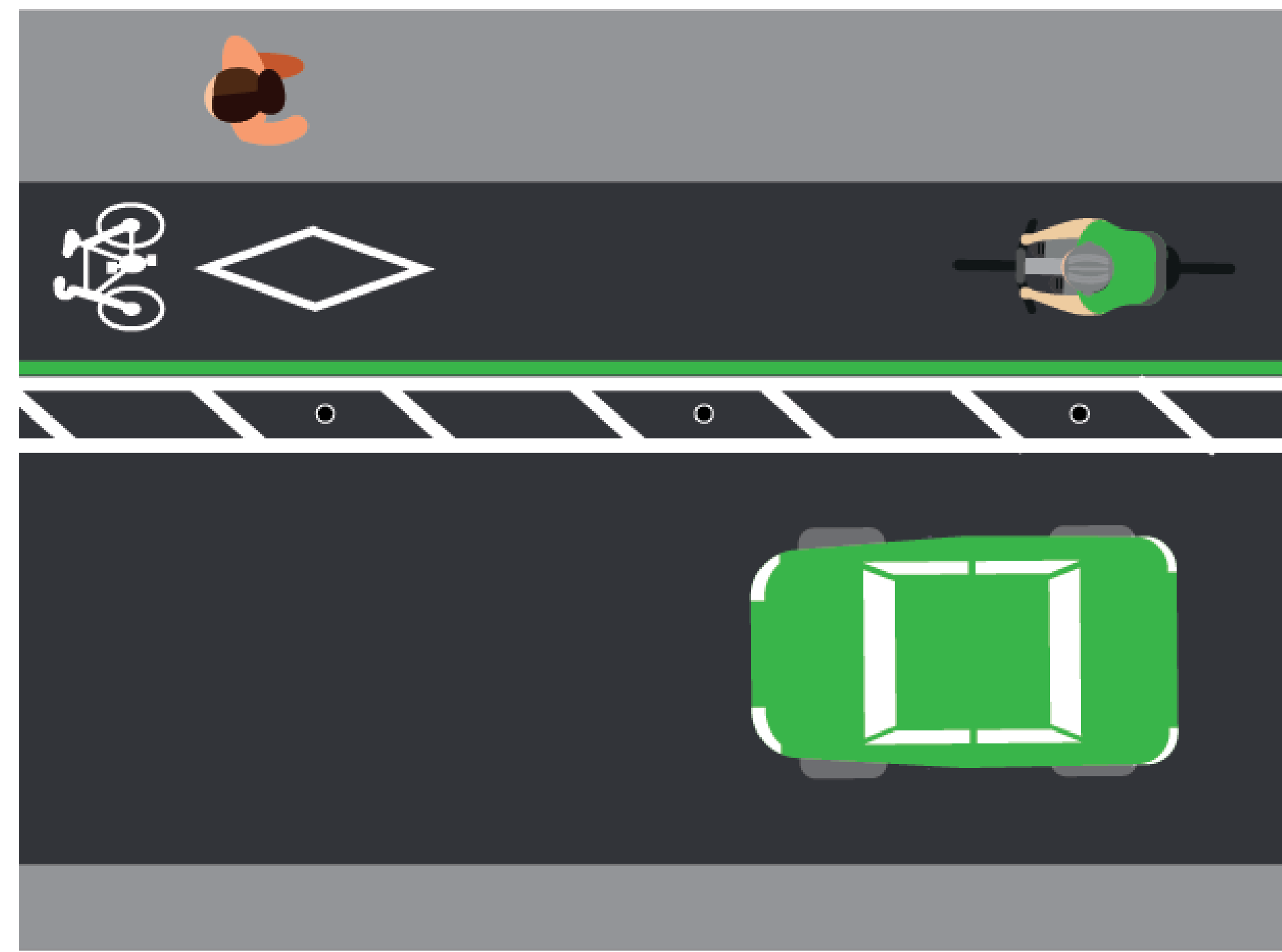


There are various types of bikeways considered for each segment of this project. The types of bikeways include:



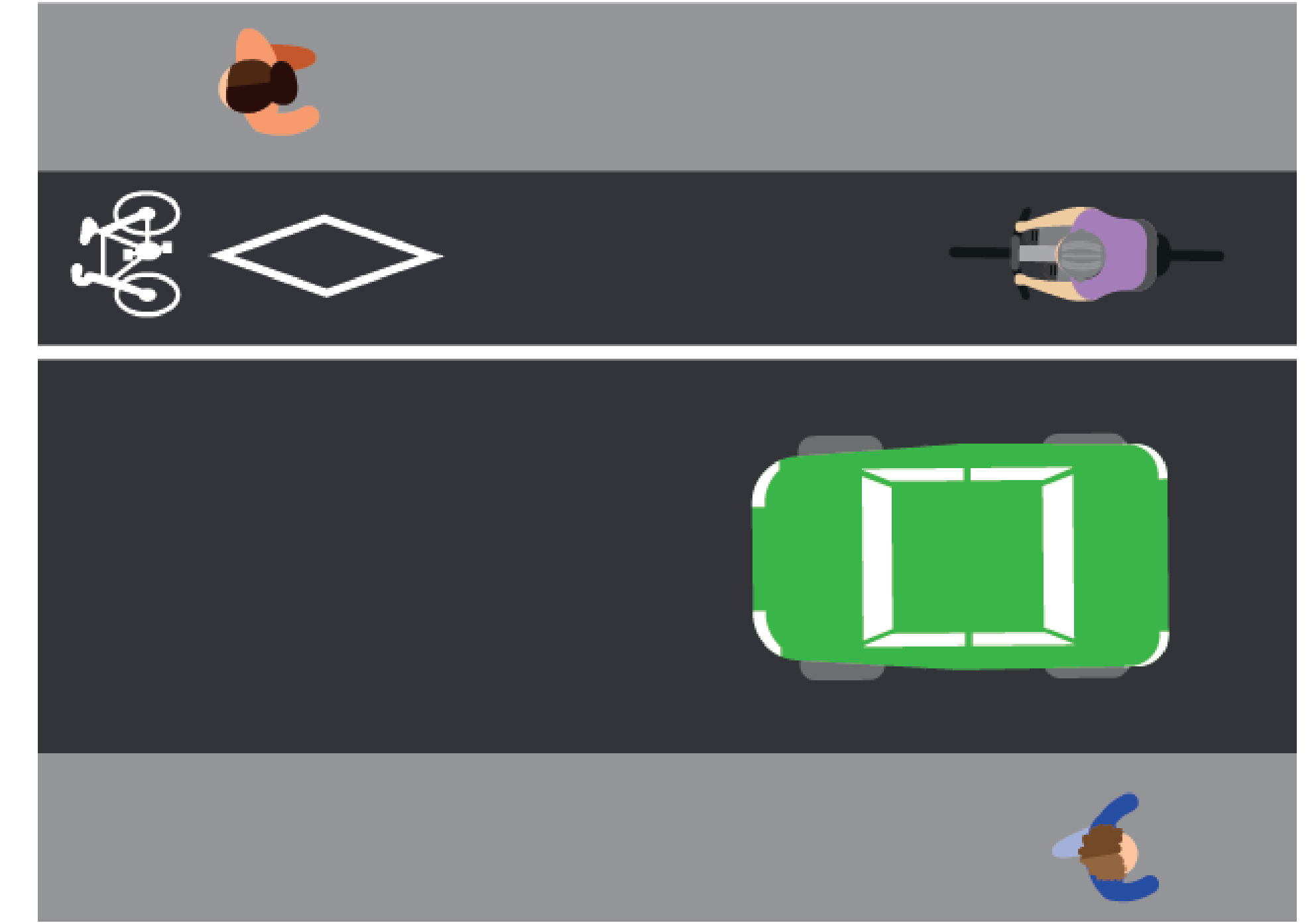
Multi-use Trails

- Shared by people cycling, walking and using mobility aids.
- 20 km/h speed limit for all trails.
- May have a paved or rough unpaved surface.



Cycle Tracks

- Bikeways that are separated from vehicle traffic by concrete curbs, planter boxes, parked cars, or raised from street level.



Bicycle Lanes

- Dedicated part of the roadway for people cycling.
- Other road users may not lawfully drive, stand, stop, or park in a bicycle lane.

Intersection Opportunities



Intersection modifications, including protected intersection elements, are proposed at the Burnhamthorpe Road and Mill Road intersection.

- Protected intersections aim to enhance safety for all road users. Crosswalks are set back from the intersection, which decrease the distance for pedestrians to cross the street. The corner islands are placed to lower vehicle speeds and give a better view of pedestrians and people cycling when turning right.
- Benefits of protected intersections include:
 - Increased visibility of people cycling to drivers from the passenger window while waiting at a red light, since the bicycle stop line is located ahead of the cars.
 - Decreased crossing times for pedestrians.
 - Reduced vehicle speeds at corner islands.
 - Ease of making a two-stage left turn with a dedicated queuing area for people cycling.
- Several Toronto locations are currently in design, with the first constructed in 2022 at Evelyn Wiggins Drive and Murray Ross Parkway.

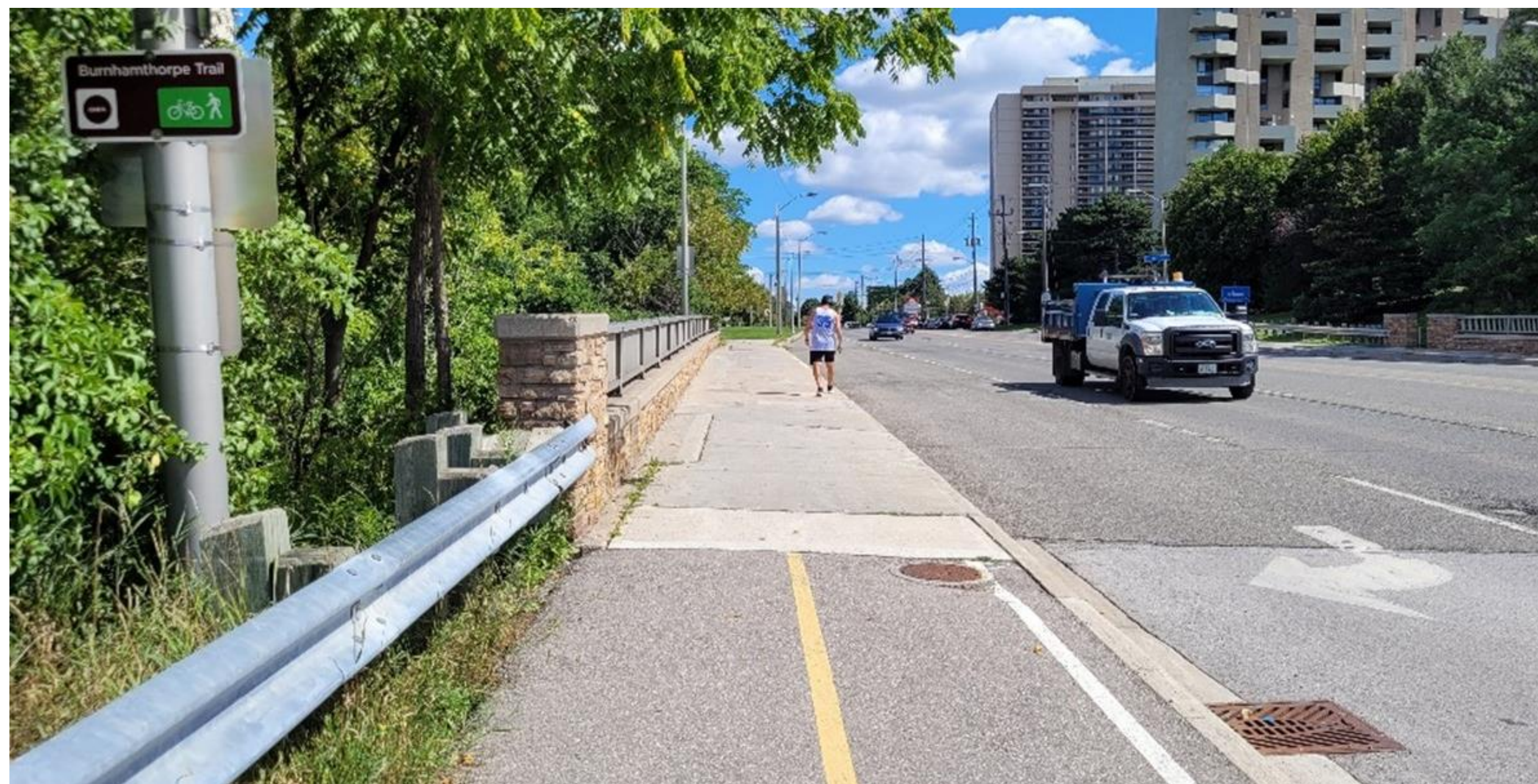
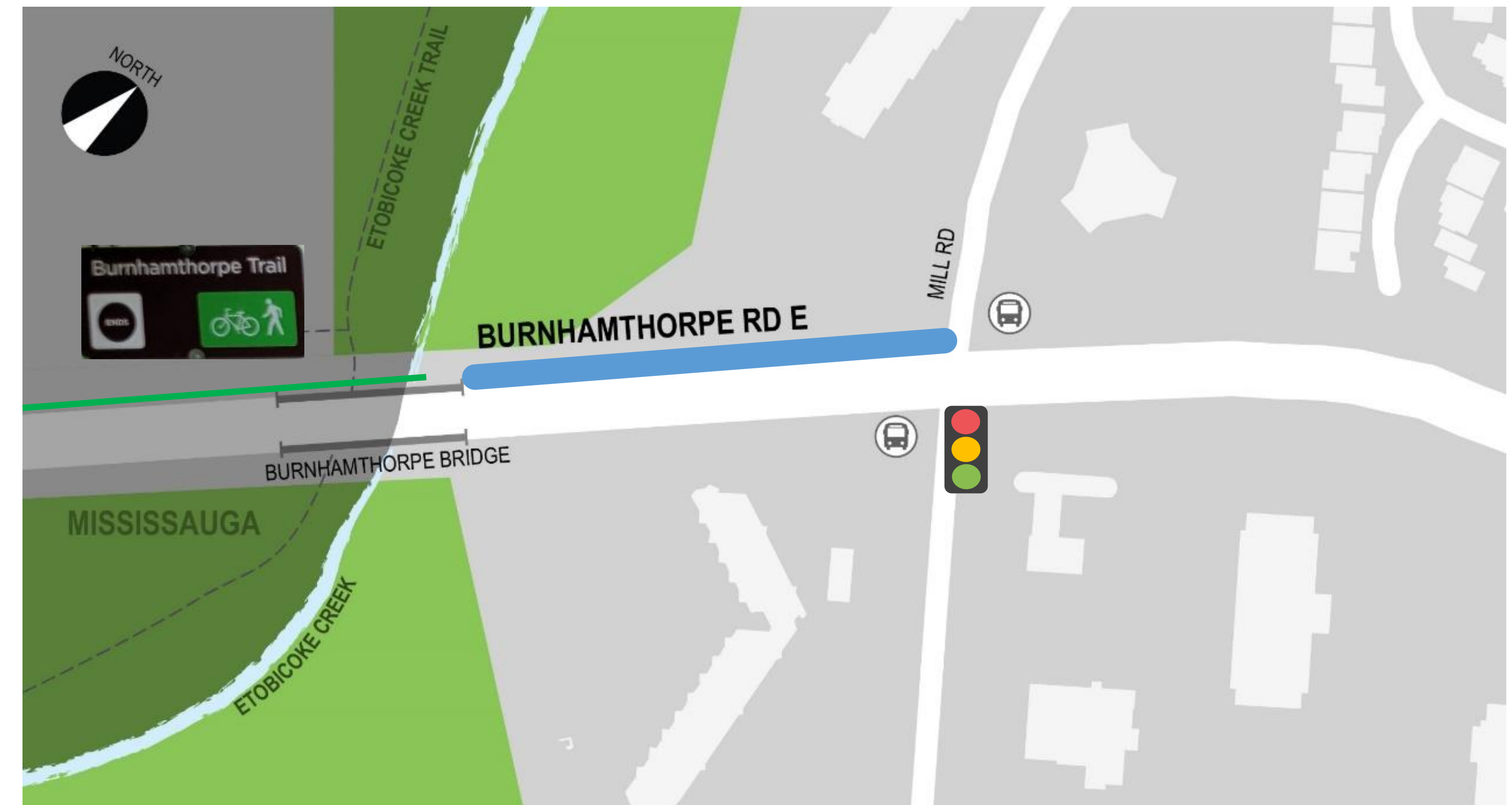


Protected intersection at Evelyn Wiggins Drive and Murray Ross Parkway

Burnhamthorpe Road | Existing Conditions



- The Burnhamthorpe Trail in Mississauga is located on the north side of Burnhamthorpe Road next to the sidewalk
- Within Toronto, the northside of Burnhamthorpe Road between Mill Road and the Etobicoke Creek bridge has a wide area next to the sidewalk with a generous width of at least 9 metres between the roadway and the existing sidewalk.



Burnhamthorpe Trail looking east across bridge
The width of trail is the same as shared space across bridge



Boulevard area looking east from the Burnhamthorpe bridge

Burnhamthorpe Road | Proposed Changes



On Burnhamthorpe Road, the City is proposing a Multi-Use Trail in the boulevard area.

Proposed changes include:

- A connection to the existing Burnhamthorpe Trail at the Mississauga border and to the proposed bi-directional cycle track on Mill Road
- Multi-use trail constructed in the green space between the roadway and the sidewalk
- No changes to motor vehicle travel lanes



Development Proposal | 340 Mill Road



The City has received a development proposal for a 19-storey residential rental building on the North-west corner of Mill Road and Burnhamthorpe Road.

Status of Application:

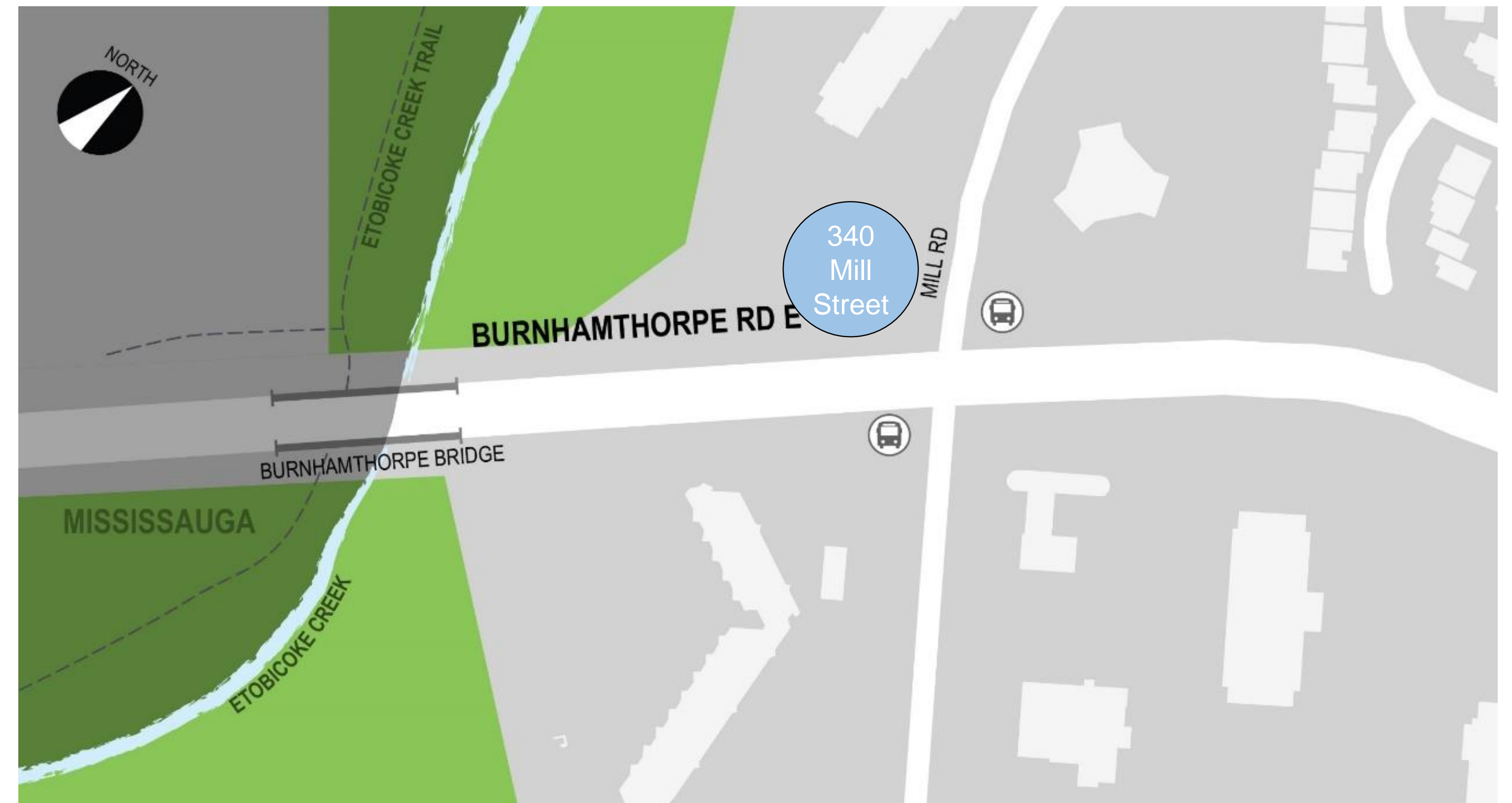
Notice of Approval Conditions / Site application approval expected early spring 2024

Coordination Between Development and the Bikeway Project:

There has been on going communications with the City planning representative on the 340 Mill Road application, and there will be coordination between the development proposal and the City's proposed bikeway project.

Section 37 Agreement:

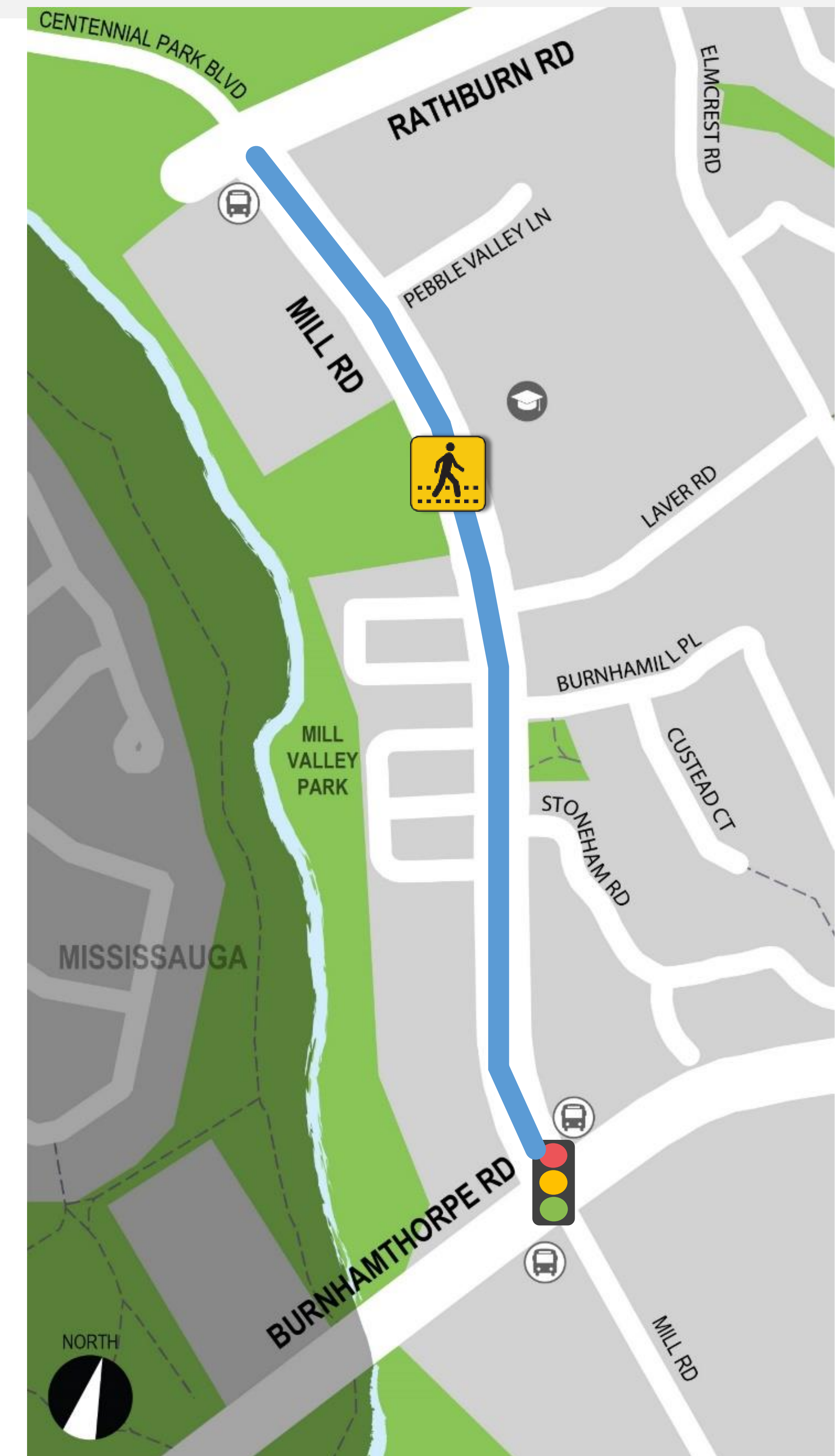
As part of the re-zoning of the site, the section 37 agreement includes \$1.5M payable to the Treasurer, City of Toronto, for the provision of parkland improvements at Centennial Park and/or the provision of connecting cycling infrastructure along Burnhamthorpe Road from Etobicoke Creek to Mill Road.



Mill Road | Existing Conditions



- **Roadway Width:** 10 metres
- **Lanes:** One lane per direction
- **Traffic Volume:** 9,000 vehicles/weekday
- **Transit:** No TTC route/stops between Burnhamthorpe Road and Rathburn Road. TTC loop on west leg of Mill/Rathburn intersection
- **On-Street Parking:** No Parking permitted at anytime on both sides
- **Posted Speed:** 40km/h posted speed limit
- **Collisions:** In the ten year period between 2013 and 2022, there were 128 reported collisions on Mill Road between Burnhamthorpe Road and Rathburn Road. Of these, eleven (11) involved pedestrians, one (1) involved a cyclist and two (2) resulted in a serious injury.
- **Speed Limit:** On Mill Road, the **posted speed is 40 km/h**, but the 85th percentile speed is **over 60 km/h**. Speed is a main cause of serious and fatal collisions.

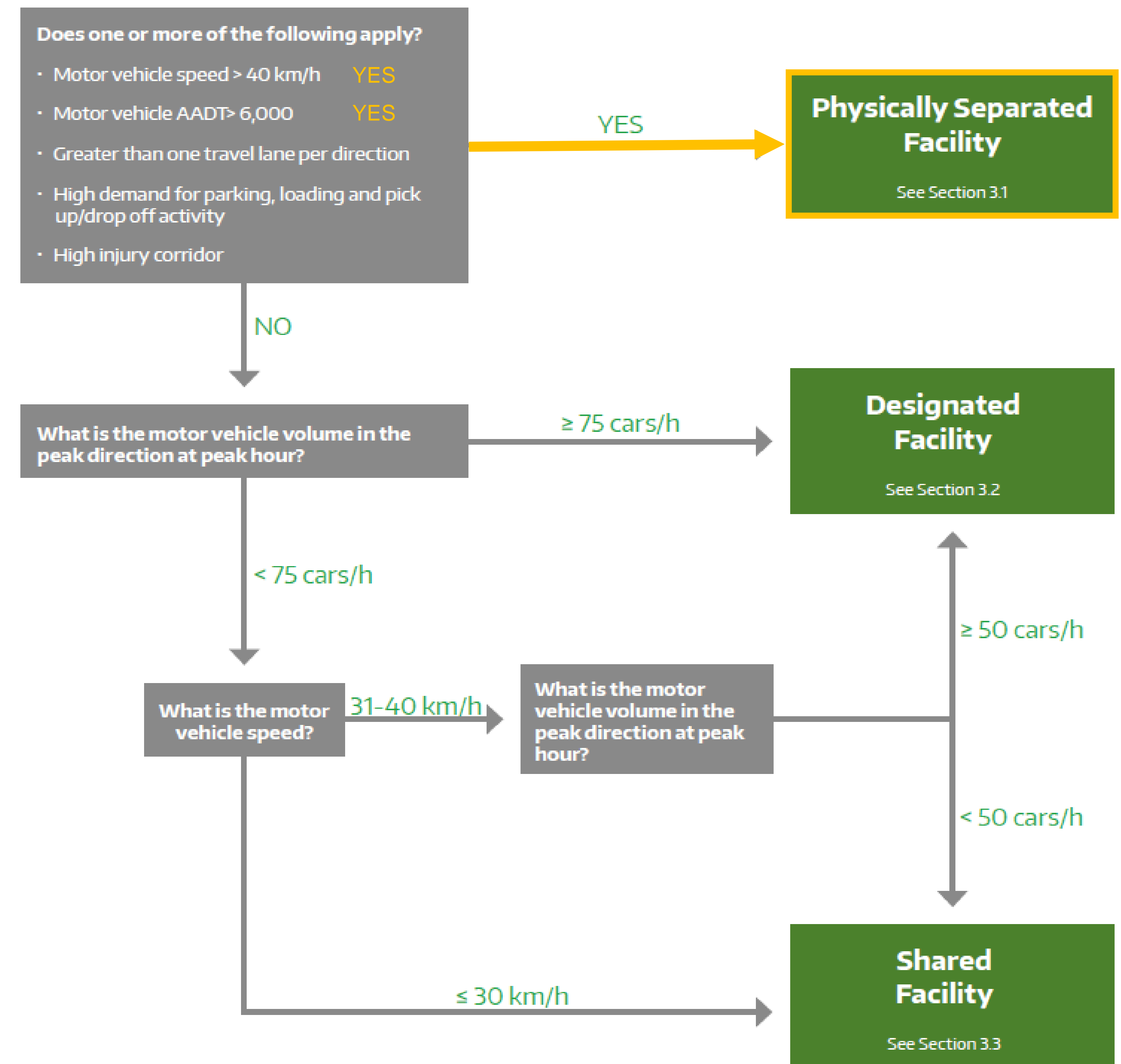


Mill Road | Selecting the Right Type of Bikeway



The City of Toronto's Bikeway Facility Selection Matrix provides practitioners with guidance on selecting a facility type to create all ages and abilities bikeways based on suitability criteria.

- The two main criteria for selecting a facility type for a specific corridor are **speed and volume** of motor vehicle traffic.
- Although posted speed on Mill Road is 40 km/hr the 85th percentile speed between Burnhamthorpe Road and Rathburn Road is **over 60 km/h**.
- Community context (anticipated users, proximity of schools or retirement homes, and areas of high levels of tourism) and collision history of the corridor should also be considered.



Mill Road | Bikeway Design Considerations



The table below lists the types of bikeway options considered, including the preferred option. Options were weighed against criteria that could best meet project goals.

Preferred

Criteria	Uni-directional	Bi-directional (west side)	Bi-directional (east side)
Cycling Connectivity	<ul style="list-style-type: none"> Easier access to east side and west side of Mill Road 	<ul style="list-style-type: none"> More difficult access to the east side of Mill Road 	<ul style="list-style-type: none"> More difficult access to the west side of Mill Road
Connection to MUT at Burnhamthorpe	<ul style="list-style-type: none"> Requires people cycling to cross if going northbound on Mill Road 	<ul style="list-style-type: none"> Direct connection from multi-use trail to the bi-directional possible 	<ul style="list-style-type: none"> Requires people cycling to cross to connect to the multi-use trail on Burnhamthorpe Road
Connection to MUT at Centennial Park	<ul style="list-style-type: none"> Requires crossing two legs of the intersection for southbound cyclists 	<ul style="list-style-type: none"> Requires bidirectional crossings across two legs of the intersection 	<ul style="list-style-type: none"> Direct crossing of east leg for both northbound and southbound cyclists
Future Connection south of Burnhamthorpe	<ul style="list-style-type: none"> Uni-directional preferred alternative south of Markland Drive 	<ul style="list-style-type: none"> Continuation of bi-directional feasible to Markland Drive where it would need to transition to uni-directional 	<ul style="list-style-type: none"> Continuation of bi-directional feasible to Markland Drive where it would need to transition to uni-directional
Physical Separation	<ul style="list-style-type: none"> Narrower motor vehicle and bicycle lanes needed to accommodate minimum buffer and curbstones 	<ul style="list-style-type: none"> Wider buffer and low walls encourages users of all ages and abilities 	<ul style="list-style-type: none"> Wider buffer and low walls encourages users of all ages and abilities
Traffic Impacts	<ul style="list-style-type: none"> Due to high volume of southbound right turns, a fully protected phase is warranted which will have some impacts on intersection capacity 	<ul style="list-style-type: none"> Significant impacts as it requires removal of the southbound right turn lane and a fully protected phase. 	<ul style="list-style-type: none"> Low level of impacts
Traffic Signal hardware modifications at Burnhamthorpe	<ul style="list-style-type: none"> Removal of concrete median and relocation of signal poles Bike signal heads 	<ul style="list-style-type: none"> Removal of concrete median and relocation of signal poles 	<ul style="list-style-type: none"> Bike signal heads only

Mill Road | Proposed Changes

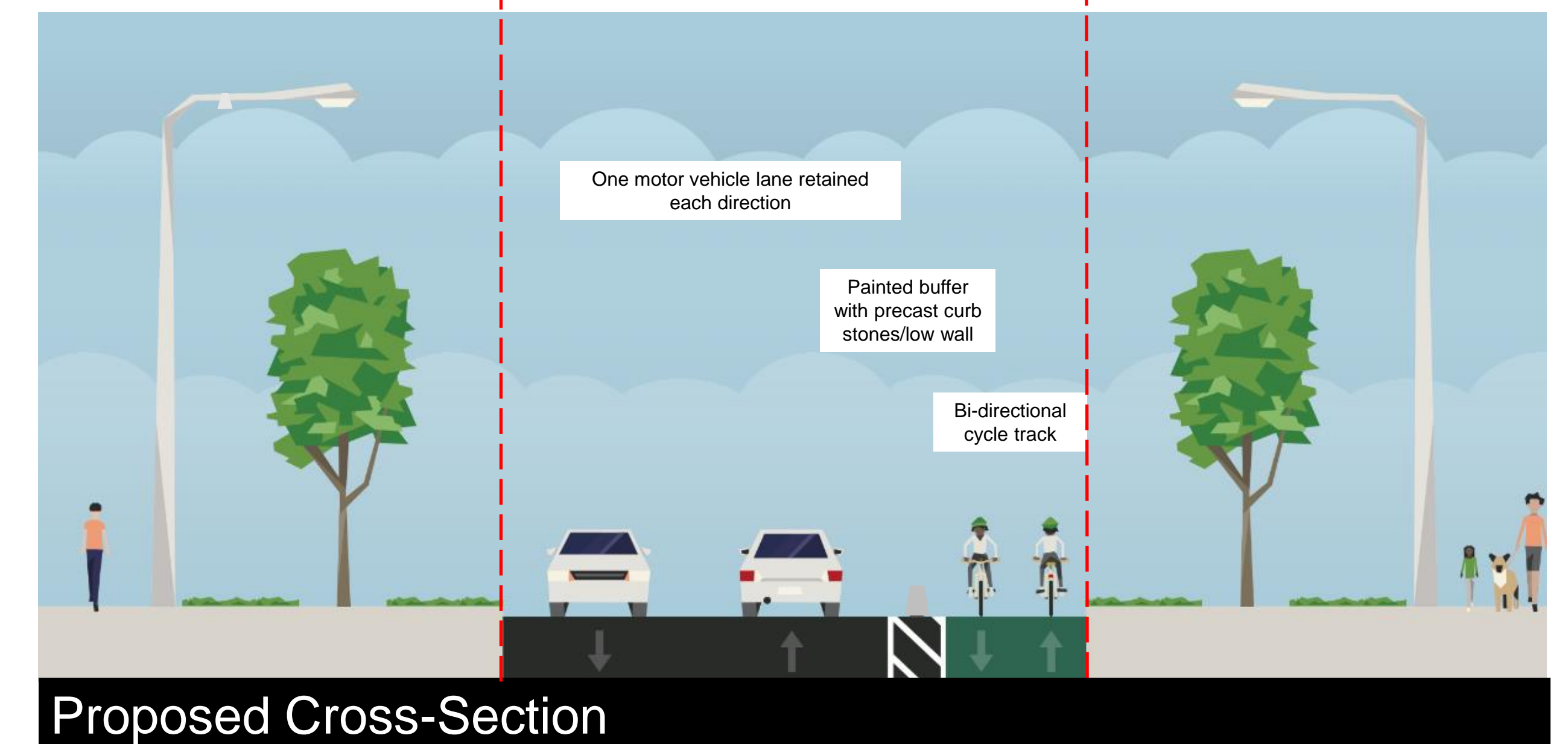


In this segment, the City is proposing to install a bi-directional cycle track on the east side of the street. Proposed changes include:

- Installing a painted buffer with pre-cast curbs/low wall to create greater separation between people driving and people cycling
- No stopping or loading permitted on Mill Road between Burnhamthorpe Road and Rathburn Road



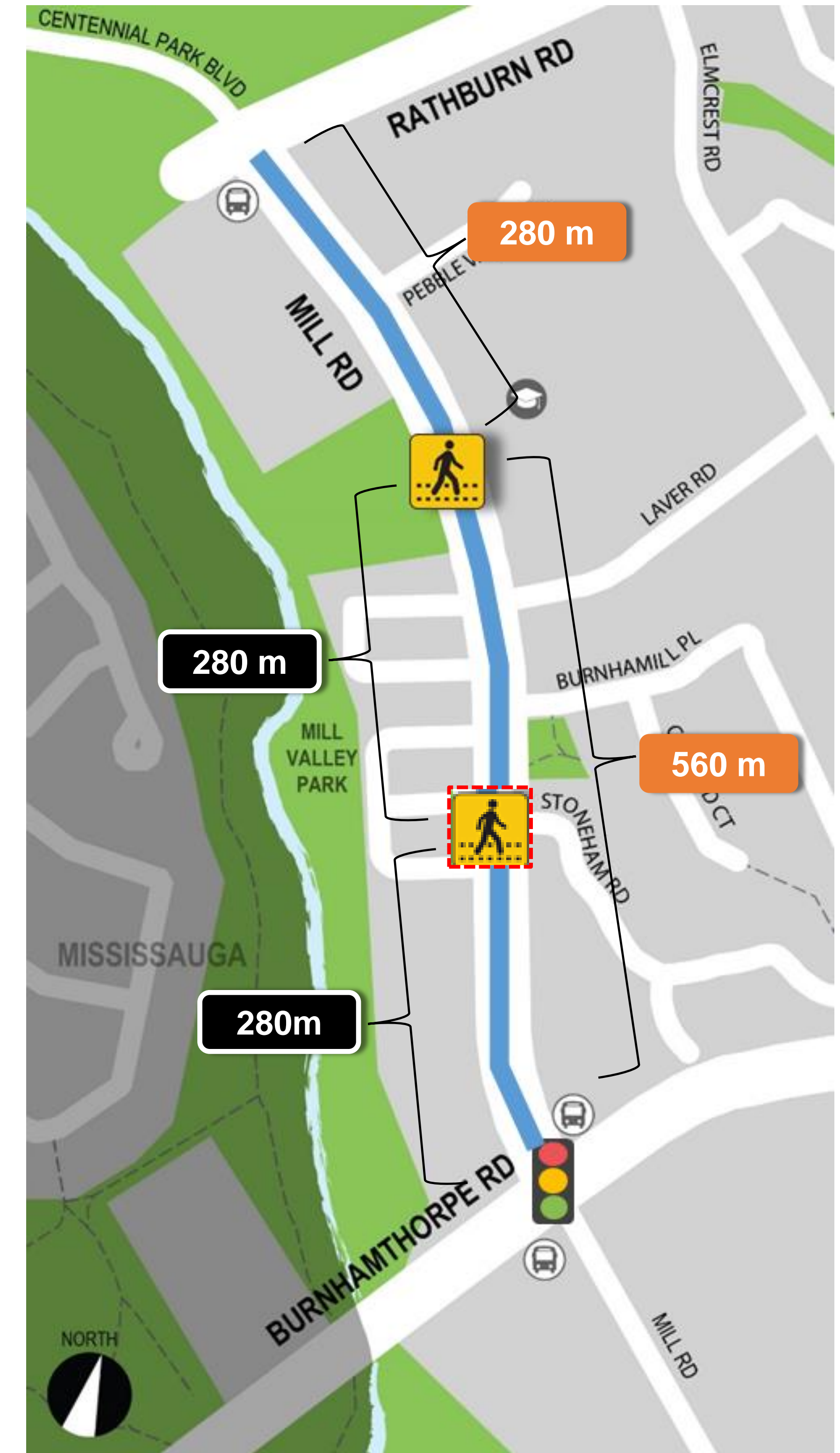
Artist rendering of Mill Road looking south towards Laver Road



Mill Road | Potential Crossing Upgrades



- Infrequent safe crossing opportunities contribute to a higher likelihood of pedestrians crossing mid-block
- The distance between the traffic signal at Burnhamthorpe Road and the Pedestrian Cross-Over (PXO) at Mill Valley Park is over half a kilometre (560 metres)
- **A new protected crossing (PXO) close to Stoneham Road is being considered to create regularly spaced protected crossings opportunities between Rathburn Road and Burnhamthorpe Road**
- A PXO at this location would also provide access to Burnhamill Park from the west side of Mill Road



Burnhamthorpe/Mill Intersection | Proposed Designs



1. A two-way cycling crossing of the north leg of the intersection is proposed

2. Protected intersection elements on the northwest and northeast corners are proposed to enhance safety for cyclists



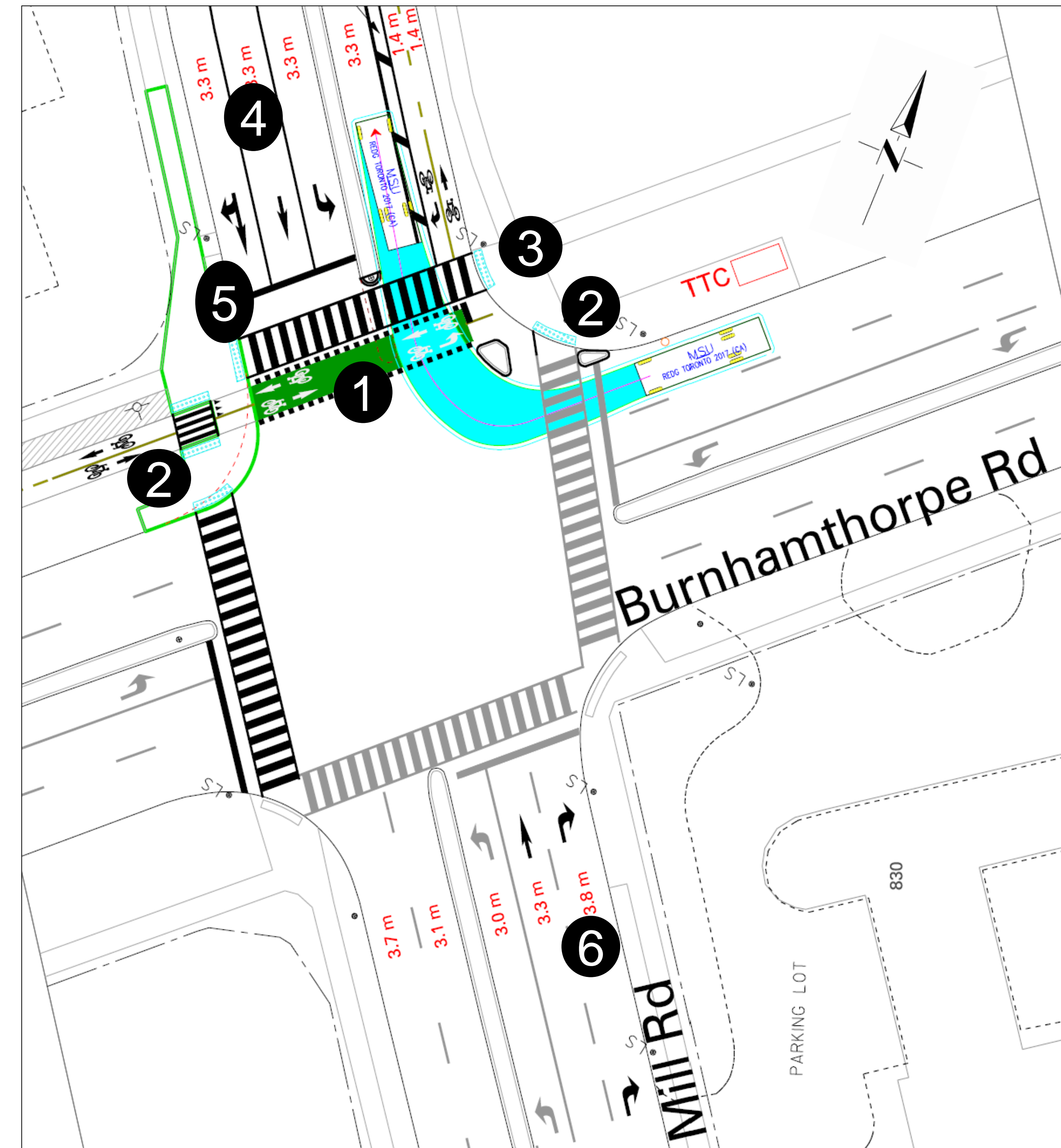
3. A more direct pedestrian path and a shorter pedestrian crossing on the north leg with the crosswalk is proposed to be aligned with existing sidewalks on the north side of Burnhamthorpe Road

4. The southbound motor vehicle travel lanes and centre medians would be maintained

5. A No-Right-On-Red restriction is proposed to be implemented for southbound motor vehicle travel lanes to reduce conflicts with people using the crosswalk and cycling crossing.



6. Existing northbound lane terminus is proposed to be shifted to the south leg of the intersection with the lane closest to the sidewalk becoming a right turn only lane



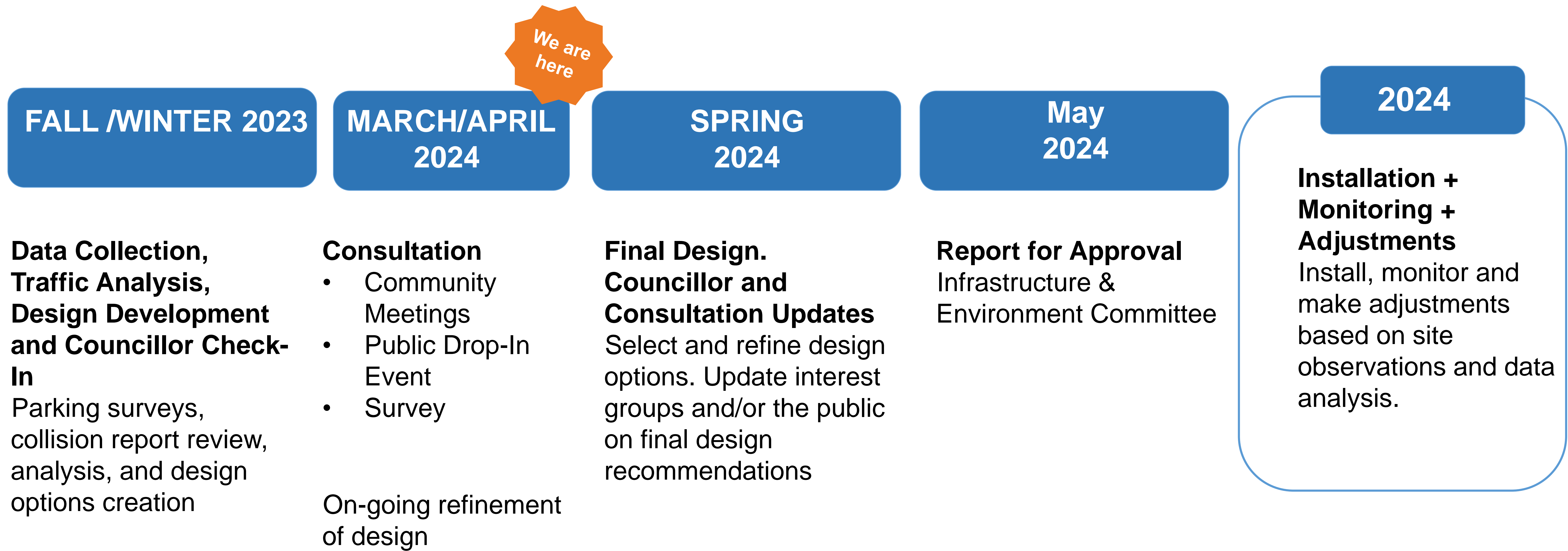
Mill Road | Proposed Changes Summary



The table below provides a summary of impacts to road users based on anticipated roadway use.

Mill Road – Burnhamthorpe Road to Rathburn Road	Impacts and Opportunities
Vehicular Lanes	<ul style="list-style-type: none"> Existing Mill Road northbound lane terminus is proposed to be shifted to the south leg of Mill Road and Burnhamthorpe Road with the lane closest to the sidewalk becoming a right turn only lane
Intersections	<ul style="list-style-type: none"> New pedestrian crossing (PXO) near Stoneham Road Southbound Right-Turn-On-Red to be prohibited at Burnhamthorpe Road
Parking/Loading	<ul style="list-style-type: none"> No change to on-street parking No Stopping on east side. Access to curb will restrict any on-street loading
Cycle Tracks	<ul style="list-style-type: none"> On-street cycle tracks would provide a safer option for people cycling and reduce conflicts with motorists and pedestrians Painted buffer to provide additional separation between vehicular travel lanes and people cycling Physical separation in the buffer area wherever possible

Project Timeline



Share Your Feedback



Project Website and Online Survey:

toronto.ca/centennialcyclingconnections

Comment Deadline:

April 23, 2024

Questions? Contact:

Dominic Cobran
Senior Public Consultation Coordinator

Dominic.Cobran3@toronto.ca
416-392-9510

Public Consultation Unit
Metro Hall
55 John Street, 19th Floor
Toronto, ON M5V 3C6

