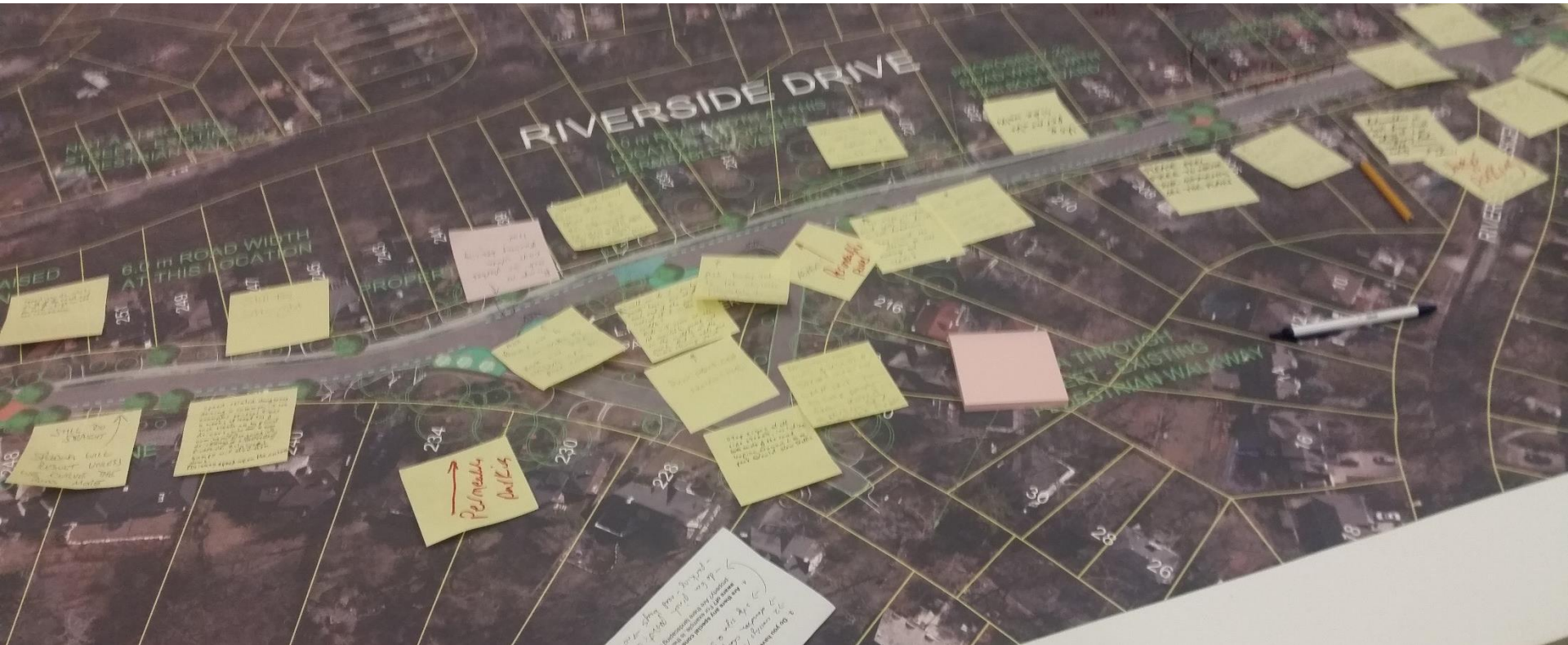


# Riverside Drive Road Reconstruction



**May 3, 2018**  
**7:00 p.m. to 9:00 p.m.**

# Update on Current Construction

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- The sewer, watermain and water services from Riverside Crescent to South Kingsway have been replaced
- Work on the retaining wall construction began in spring 2017 and is expected to be completed this fall
- The work includes installation of:
  - caissons and tie-backs to provide extra support
  - concrete retaining wall
  - railings along the southern portion of Riverside Drive



# Key Facts – Existing Conditions

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<b>Designation</b>	Local Road (< 2500 cars per day)
<b>Roadway (or Pavement) Width</b>	9 to 10 metres
<b>Traffic Volume</b>	1,699 – 1,824 vehicles per day
<b>Posted Speed</b>	30 km/h
<b>Avg. Speeds</b>	South of Mossom Road - 39 km/h Lucy Maud Montgomery Park - 43 km/h

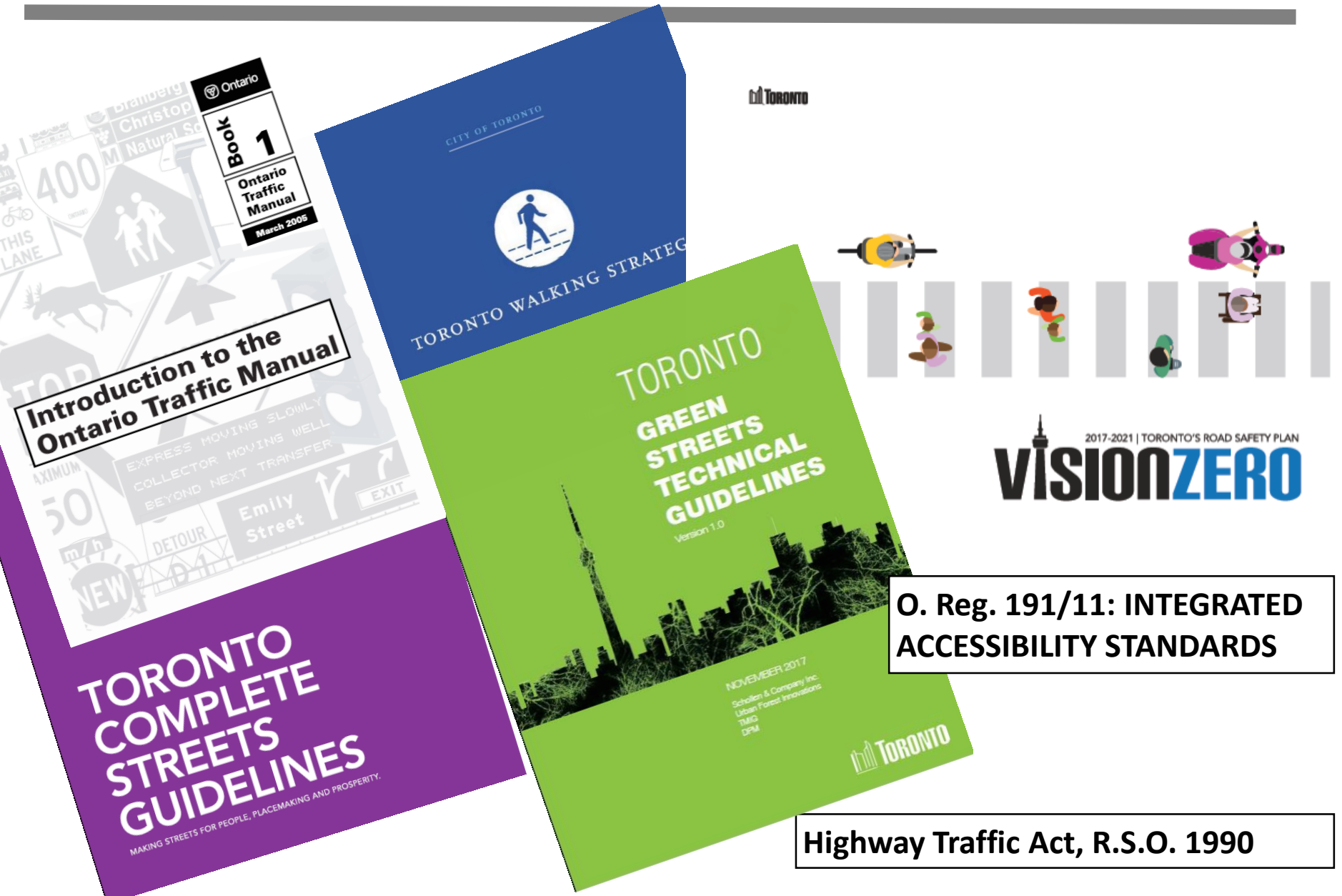
# Our Design Objectives

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## **In reconstructing Riverside Drive, our aim is to:**

- Ensure the road is safe and accessible for all users:
  - Incorporate measures to lower vehicle speeds to posted limits
  - Improve sight-lines at intersections
- Enhance pedestrian safety and improve neighbourhood connections
- Provide access for emergency and garbage / snow vehicles
- Minimize impacts on natural environment and enhance tree canopy
- Improve stormwater management
- Respect the character of the street

# Policies & Guidelines



O. Reg. 191/11: INTEGRATED ACCESSIBILITY STANDARDS

Highway Traffic Act, R.S.O. 1990

# What Residents Have Told Us

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- Speeding, cut-through traffic and high traffic volumes make the road unsafe
- Poor visibility at various intersections
- Maintaining tree canopy a priority
- Desire for woonerf design with walkways and permeable pavers
- Mixed views on sidewalks and placement
- Interest in bike lanes
- Need to recognize neighbourhood's special character
- Desire to reflect historic alignment
- Maintain on-street parking; acts as a chicane
- Concerns about snow plowing and emergency vehicle access



# Consultation and Design Timeline

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Conversations  
between staff  
and local  
residents

Feb 25, 2016  
Drop In Event:  
Preliminary Plans

Apr 18, 2016  
Drop In Event:  
Revised Plans

April 3, 2017  
Public  
Meeting

May 3, 2018  
Drop In Event:  
Final Plans

Several meetings with local residents, emails, phone calls, notices, webpage updates

2015

2016

2017

2018

Initial Design

Second Design

Third Design

Fourth Design

# Initial Design: February 2016

**City staff presented an initial design that featured:**

- Road pavement narrowed to 8 metres (from 9-10 m)
- Concrete sidewalk with standard curb
- Bump outs and paver strips at various locations
- Permanent parking
- Low impact design plantings at various locations





# Second Design: April 2016

## City staff revised design based on feedback to include:

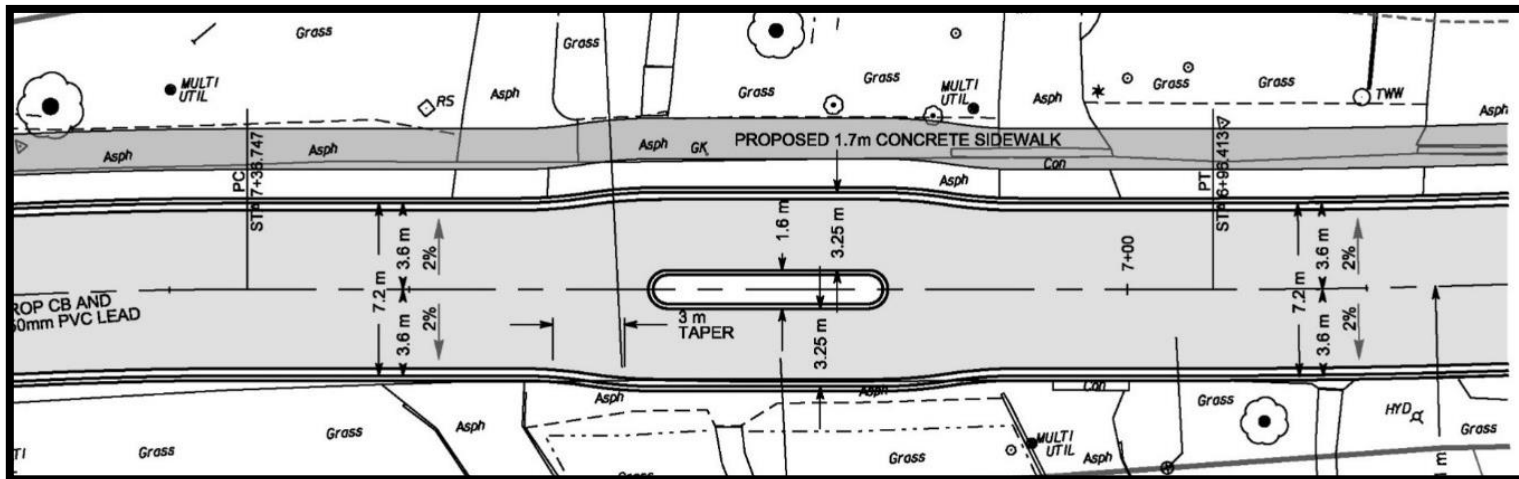
- Pavement narrowed further to 7.2 metres
- Added 6.0 m pinch points with pavers
- Added landscaping at strategic locations to narrow field of view
- Added alternating banks of 3-hour anytime on-street parking
- Lowered sidewalk profile
- Added a 1.2 m treed boulevard
- Added paved strip alongside retaining wall on west side
- Adjusted Low Impact Design locations
- Replaced the South Kingsway intersection merge lane with a full stop
- Raised the intersection at Riverside Trail and added pavers
- Extended morning turning restriction at Bloor St. W.
- Narrowed the Mossom Road intersection



# Third Design: April 2017

## City staff revised the design a third time to include:

- Added five median islands with trees to create shorter block lengths
- Road narrowed on each side of median to 3.25 metres
- Retained merge lane at the South Kingsway intersection, with some minor changes
- Moved the pinch point & look out
- Added pavers at Mossom Place intersection
- Replaced concrete wall with lower railing (1.05 m)



# Final Design: May 2018

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## **The final design responds to feedback and applies a Vision Zero approach:**

- Road is narrowed to 7.2 metres
- Curb extensions added to further narrow the road to 6.0 m
- Dedicated on-street parking bays in alternating banks
- Continuous sidewalk on east side with 1.2 m treed boulevard
- Rolled curbs
- Added viewing strip along retaining wall on west side and lookout
- Added roadway pavers on a concrete base at key locations and permeable pavers in the roadway at Lucy Maud Montgomery Park
- Planted bio-retention areas at Mossom Road and Lucy Maud Montgomery Park
- Planting of 120 new street trees
- Improvements at the intersection at Riverside Trail – realignment to tighten curve, raised intersection and use of roadway pavers
- Realignment of Mossom Road approach to Riverside Drive to more of a 90-degree angle
- Retain merge lane at South Kingsway intersection, with some minor changes

# Addressing Speeding

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**The speed limit on Riverside Drive is now 30 km/hr. This design incorporates important measures that get drivers to travel at the posted speed.**

- ✓ Narrowed pavement width to 7.2 metres from 9-10 metres
- ✓ Created a chicane effect by provided alternating banks of on-street parking along with curb extensions
- ✓ Using trees in the boulevard to visually narrow the road
- ✓ Realigned intersections at Mossom Road and Riverside Trail
- ✓ Added a raised intersection to slow drivers approaching the stop sign at Riverside Trail
- ✓ Added pavers at the intersections as a cue to slow speed

**These design features have been reviewed with our Emergency Services and meets their requirements.**

# An Emphasis on Pedestrian Safety

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**Pedestrians are vulnerable road users. This design includes safety measures that improve walkability, accessibility and sightlines for people walking along Riverside Drive.**

- ✓ A sidewalk along the entire length of the street (1.6 km)
- ✓ A grassed boulevard separating pedestrians from vehicles
- ✓ Curb extensions at intersections to reduce pedestrian crossing distances

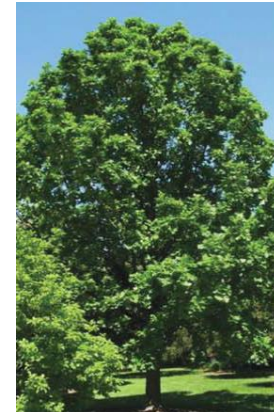


# Managing Stormwater

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**This design increases green space to absorb water where it falls and features new green infrastructure techniques to avoid ponding or flooding on the road surface.**

- ✓ Permeable pavers in front of Lucy Maud Montgomery Park
- ✓ More trees, plantings and grassed boulevard to absorb water
- ✓ Four bio-retention facilities to collect and treat storm water
- ✓ Rolled curbs to channel water into the storm sewer system





# Beautifying the Street

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**This design respects the unique character of Riverside Drive by installing a variety of special road reconstruction features.**

- ✓ Piloting permeable roadway pavers in front of Lucy Maud Montgomery Park
- ✓ Installing rolled vs. standard curbs
- ✓ Featuring a concrete sidewalk with a saw cut pattern and treed boulevard
- ✓ Using low maintenance plantings
- ✓ Adding a lookout and viewing strip along retaining wall
- ✓ Using open railing on retaining wall



# Next Steps

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**You have an opportunity to speak with City staff tonight. Any comments on the final design can be sent to Tracy Manolakakis by May 14.**

The City will review all comments and communicate on next steps.

Construction may start as early as late summer and would take 6-8 months to complete.