

# Welcome



## Regal Road and Springmount Avenue Intersection Modifications

**Public Drop-In Event**  
**May 7, 2019**  
**6:00 pm – 8:00 pm**

**Toronto Public Library**  
**Davenport Branch**  
**1246 Shaw Street**



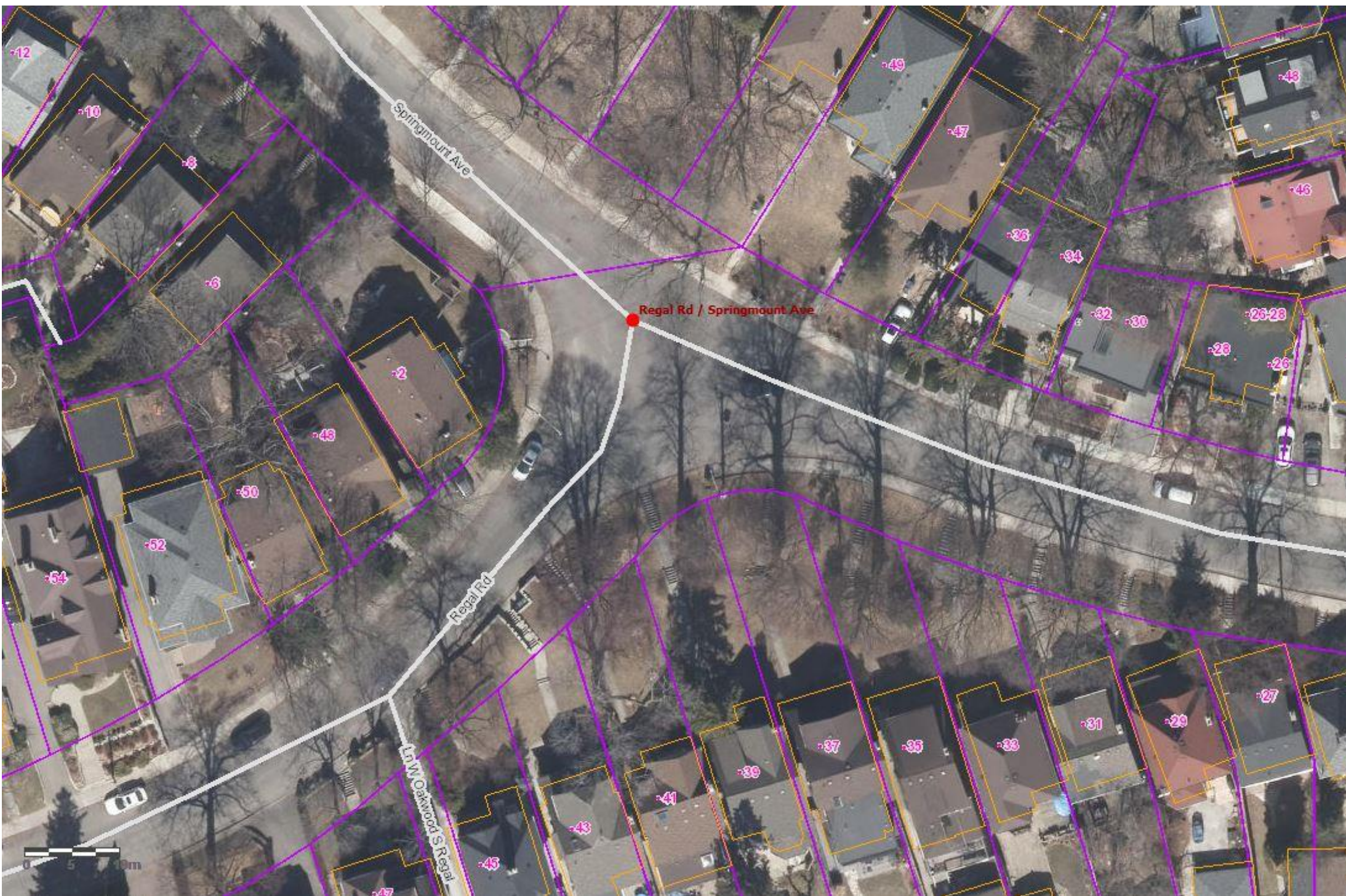
## Purpose of tonight's event

- Recent history of changes to the intersection of Regal Road and Springmount Avenue (the current pilot project)
- Proposed options for modifications to the intersection until permanent reconstruction is scheduled
- Speak one-on-one with city staff
- Provide feedback on the proposed options

All project information, including the feedback form, is available on the project website at [www.toronto.ca/regalroadspringmount](http://www.toronto.ca/regalroadspringmount)

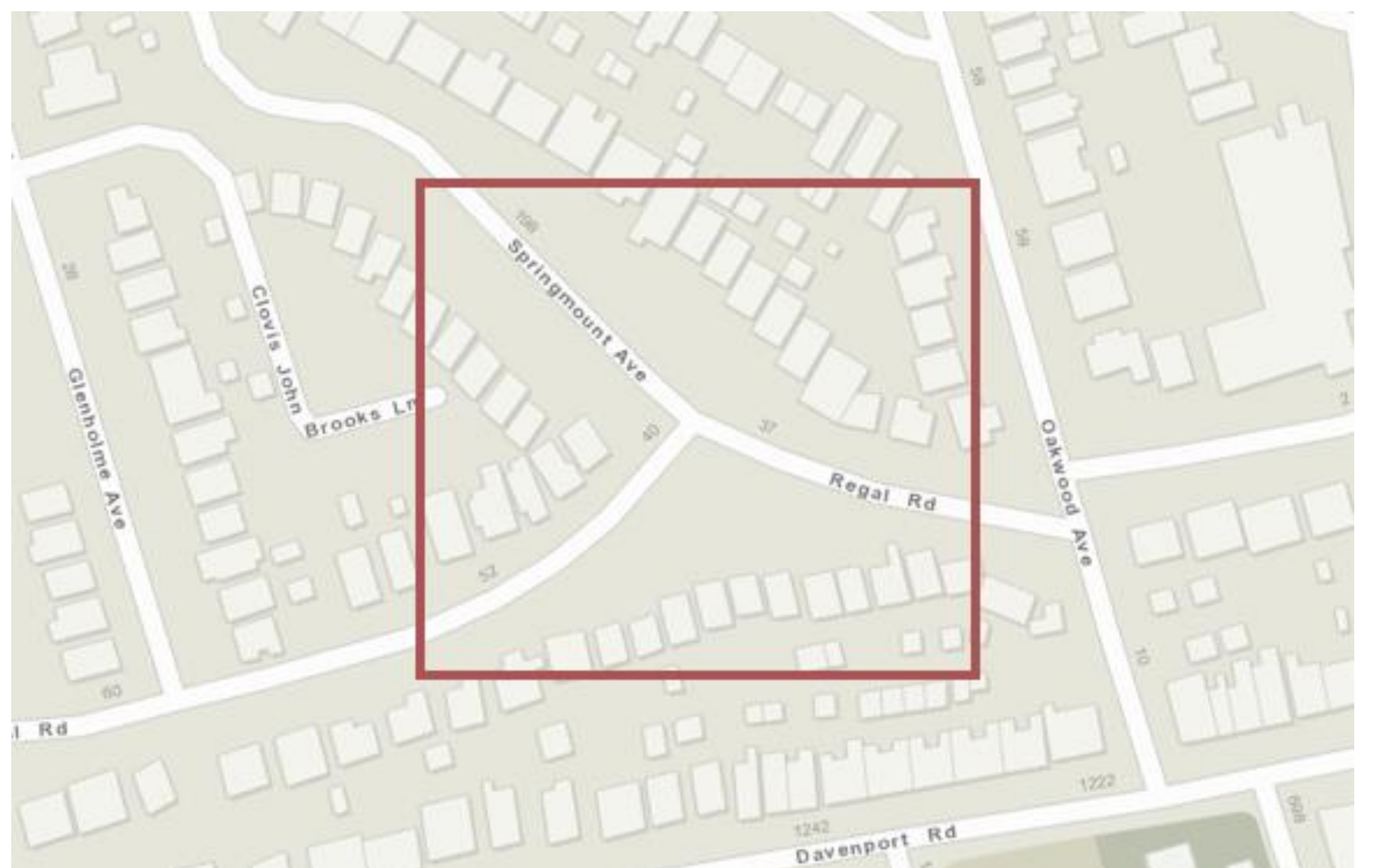


# Project Area



The study area is the intersection of Regal Road and Springmount Avenue

The intersection is located in Ward 9 (Davenport), north of Davenport Road and west of Oakwood Avenue.



Street view of the Regal Road and Springmount Avenue intersection prior to modifications (facing northwest)



## Community Action: November 2017

- A group of local residents had concerns with the intersection – particularly the long crossing distances, lack of pavement markings, and their observations that many motor vehicles did not come to a complete stop at the intersection.
- In November 2017, this group used chalk and leaves to create a significant “bump out” that narrowed the intersection and added stop bars. They observed that vehicles drove more safely through the intersection, and came to complete stops at the stop signs. These community efforts were highlighted in many media reports in late November 2017.
- A meeting was subsequently organized by the former Councillor’s office in March 2018. Two meetings were also organized by the Regal Heights Residents Association.
- Permanent intersection modifications were discussed at these meetings and requested from the City.
- Although there seemed to be a consensus at these meetings, a number of residents in the area have noted that they were not in attendance as they had not been informed of the meetings in advance.



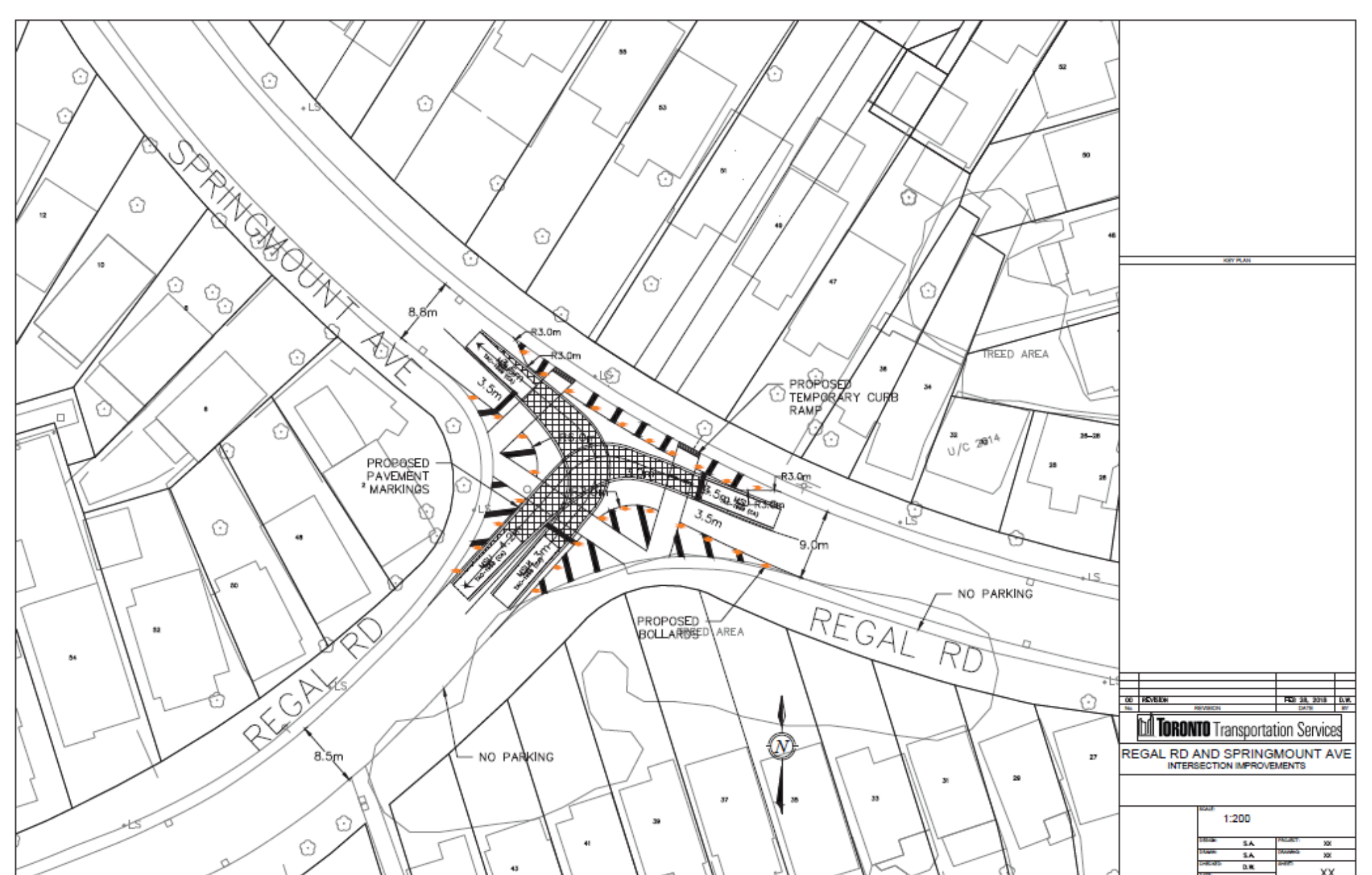
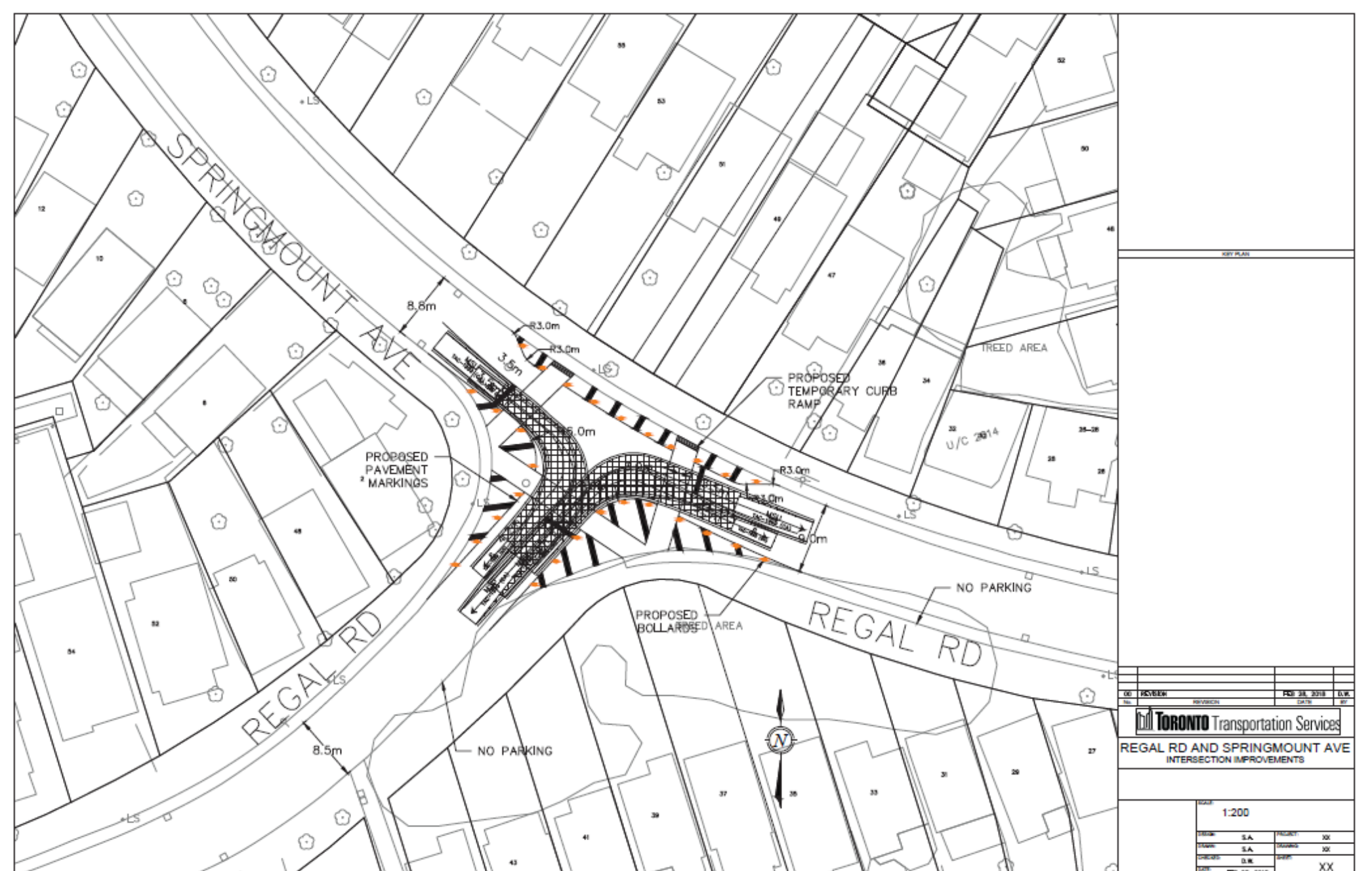
Regal Road and Springmount Avenue before and after the community intervention in November 2017.



# Project Background

## Pilot Project

- Although there has not been a history of collisions at the Regal Road and Springmount Avenue intersection, the City pursues opportunities to reduce pedestrian crossing distances, improve accessibility, and to enhance the overall safety of intersections.
- The intersection was not scheduled for work within the next five years, so the City proposed a temporary intersection modification that could be completed with potential greening opportunities. The former Councillor's office and participating residents agreed with this approach.
- City staff reviewed the intersection and tested numerous turning movement models.
- The preferred design was developed and presented to the former Councillor's office and Regal Heights Resident's Association in March 2018.
- A proposal for a pilot greening project was also developed and was well-received at the meeting.



Right and left turn modelling for the proposed pilot project

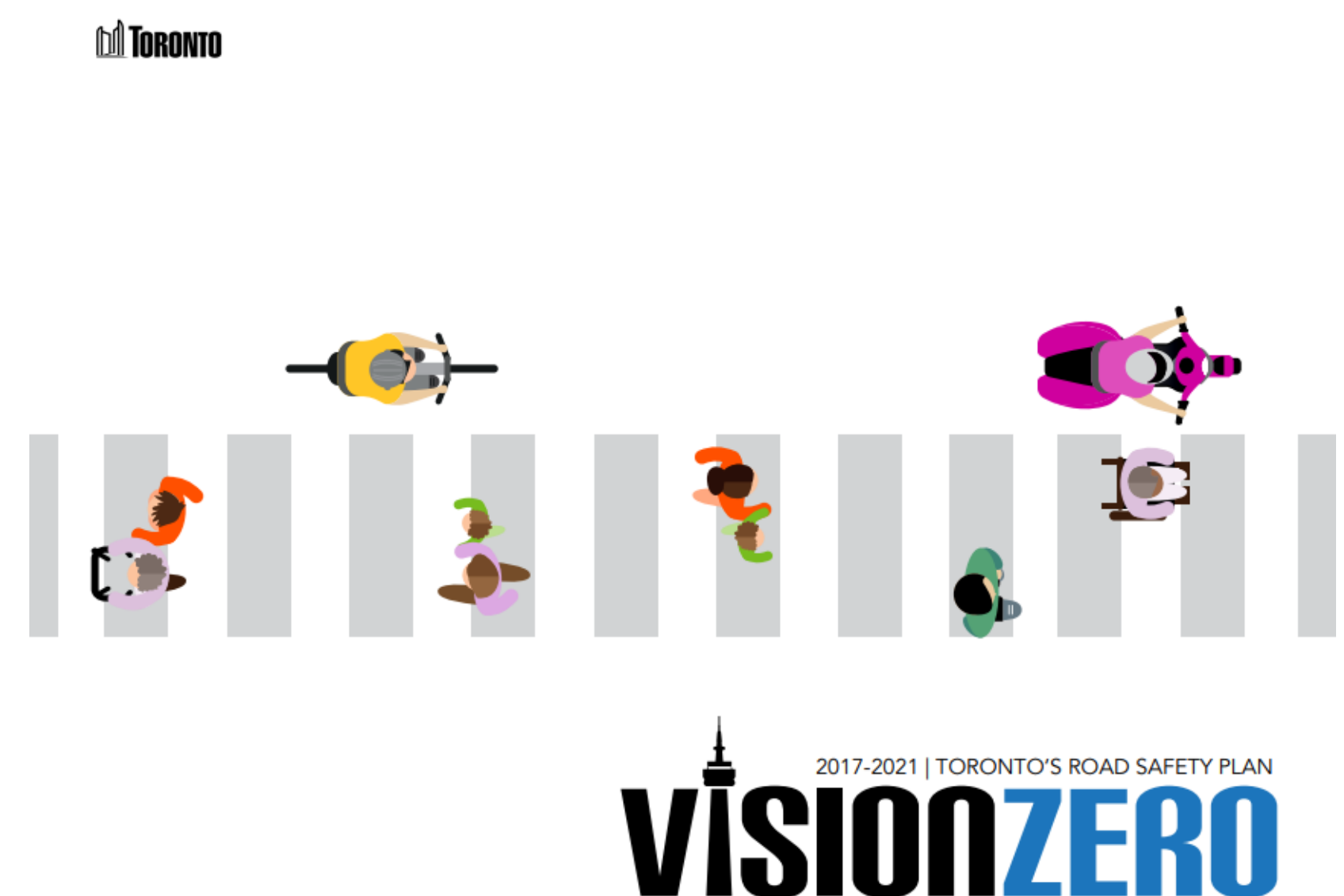


# Pilot Project: Design Principles and Guiding Policy

The City of Toronto has guiding principles and policy on pedestrian, cyclist and motorist safety for the design of roads and intersections.

## Pedestrian Safety: Guiding Principles

- Improve pedestrian and accessibility accommodation
- Reduced pedestrian crossing distances
- Improve sightlines
- Slow vehicular traffic



## Pedestrian Safety: Guiding Policy

The City of Toronto's **Vision Zero Road Safety Plan** focuses on improving safety on city streets, in part through the improved design of intersections.

### Pavement Marking Improvements:

Additional and improved markings provide better guidance of safety hazards to drivers and improved visibility of vulnerable road users.



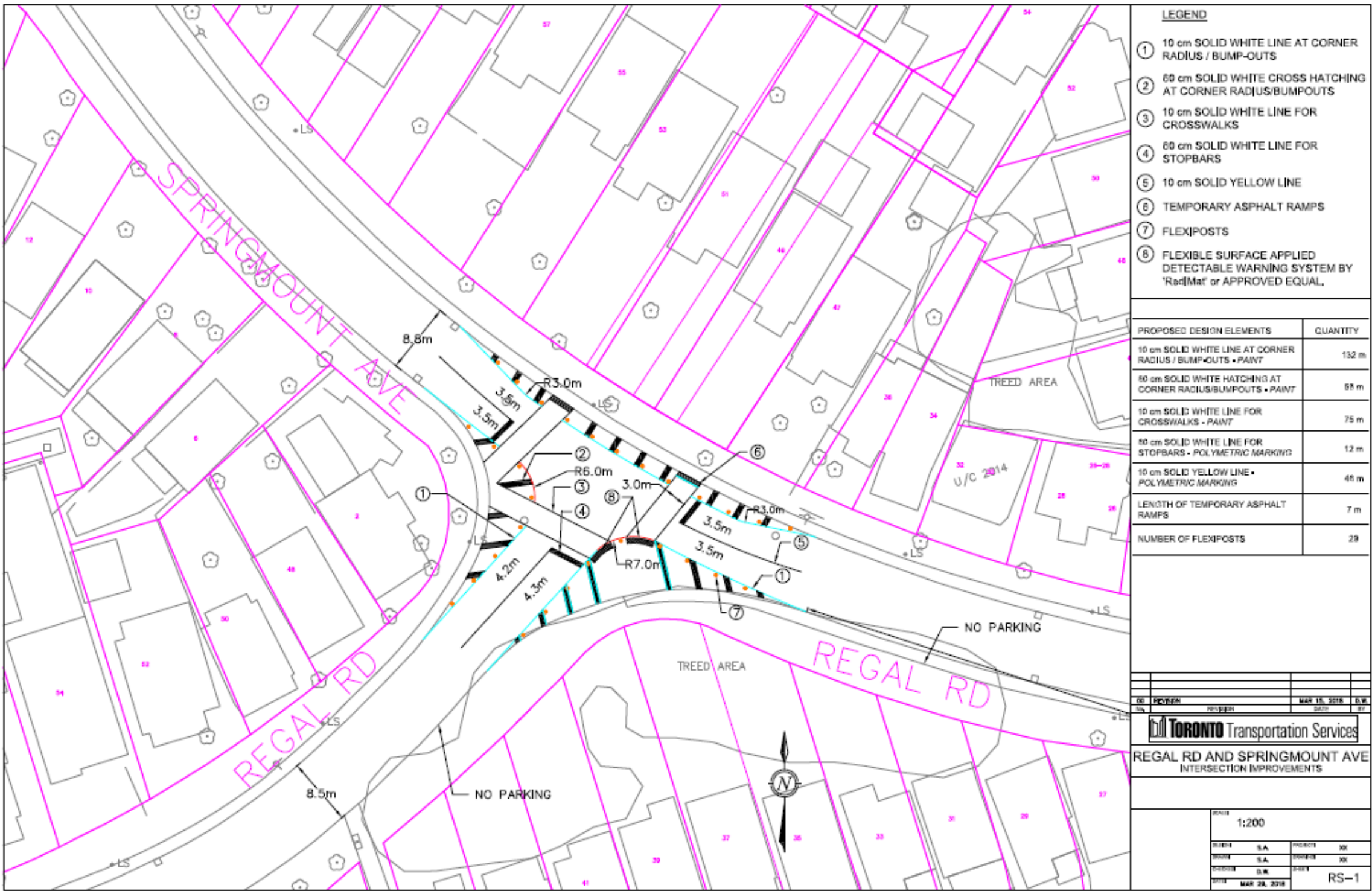
**New Corner Radius Design:** Smaller corner radii result in shorter pedestrian crossing distances and times, and deter drivers from making right turns at higher speeds.





# Pilot Project: Installation

- In June 2018, the current interim design was installed as part of a one-year pilot project. It features paint and bollards to narrow the intersection, which decreases crossing distances. It also features more visible stop bars and lane markings.



Before

After



Regal Road facing northwest



Regal Road facing northeast



Springmount Avenue facing southeast



# Pilot Project: Community Feedback

A considerable number of comments have been received by both the former and current Councillor’s offices and City staff. Positive comments included feelings of enhanced safety for pedestrians due to shorter crossing distances and reduced vehicle speeds, and the potential for additional green space in the intersection. Critical comments have mainly focused on the following themes:

Comment	City Response
<i>I do not recall a motor vehicle or pedestrian accident at this intersection</i>	The City does not have record of any incidents at this intersection. However, the City does pursue opportunities to proactively improve safety at intersections.
<i>I do not like the look of the bollards</i>	The City is putting forth design options that do not include bollards.
<i>The intersection is now too narrow making it difficult to turn</i>	The City is putting forth design options with wider lanes
<i>I'm concerned that the tighter lanes for traffic are more dangerous for cyclists. Please include lanes for bicycle traffic.</i>	This intersection is not a dedicated route in the Cycling Network Plan. However, the City is putting forth options with wider lanes.
<i>Why is the City removing parking spots?</i>	No legal parking spots are being removed with this project. It is against City of Toronto parking bylaws to park within an intersection.
<i>Why was the community not consulted?</i>	The former Councillor’s office hosted a community meeting, as did the local residents association. The City has learned that some local residents were not informed of these meetings, and has since made efforts to ensure that all local residents were made aware of this consultation.
<i>Regal Road should be the through street, not Springdale</i>	Traffic engineers studied this alignment, but found that this configuration would create an irregular approach to the intersection which could reduce visibility.
<i>All that was needed were 3 properly spaced white lines to show drivers where to stop</i>	The City has included an option with improved stop bars and without additional barriers. However, this option does not decrease crossing distances in the intersection.
<i>I am concerned with snow removal at this intersection</i>	City of Toronto Road Operations are committed to removing snow within the revised curbline and crosswalks at the intersection.
<i>I like the idea of adding more green space</i>	The City is putting forward options with increased green space for consideration.
<i>We are concerned that hazards now exist for pedestrians, bikes and vehicular traffic where none existed before.</i>	The intention of the design options is to improve safety in the intersection.
<i>I hope you'll return our street to the way it was</i>	The City is putting forth a design option that includes the previous intersection configuration with enhanced pavement markings.



# Interim Design Options

The City has reviewed the comments received to date and has put together interim design options for consideration by the community. The option selected will be put in place until the intersection is scheduled for reconstruction. **At present, there is no timeline for the full reconstruction of this intersection.**

In addition to City policy and community feedback, the principles, practices and bylaws found below have guided the design of options 1 and 2 found on the following panels:

## **Pedestrian crossing distances:**

Smaller curb radii reduce the pedestrian crossing distances which reduces the time a pedestrian is exposed to vehicular traffic while crossing the road.

**Visibility:** Reducing the crosswalk setback increases visibility for pedestrians and drivers providing additional reaction time.

**Traffic calming:** Narrower lane widths encourage reduced vehicle speeds, which provides additional time for drivers to react to unexpected events.

**Configuration:** Some residents have expressed an interest in reconfiguring the intersection, to make Springmount Avenue form a 'T' with Regal Road. City of Toronto traffic and pedestrian engineers studied this and do not support this option because it would create an irregular approach to the intersection that would decrease visibility.

**Parking:** No legal parking spaces have been or will be removed as part of this project. It is against City of Toronto parking bylaws to park within an intersection.

**Snow removal:** the design options will not impact the ability of the City to remove snow from within the intersection. Any concerns about inadequate snow removal should be forwarded to 311.

**Catch basins/drainage:** the proposed design options will not affect drainage in or around the intersection.

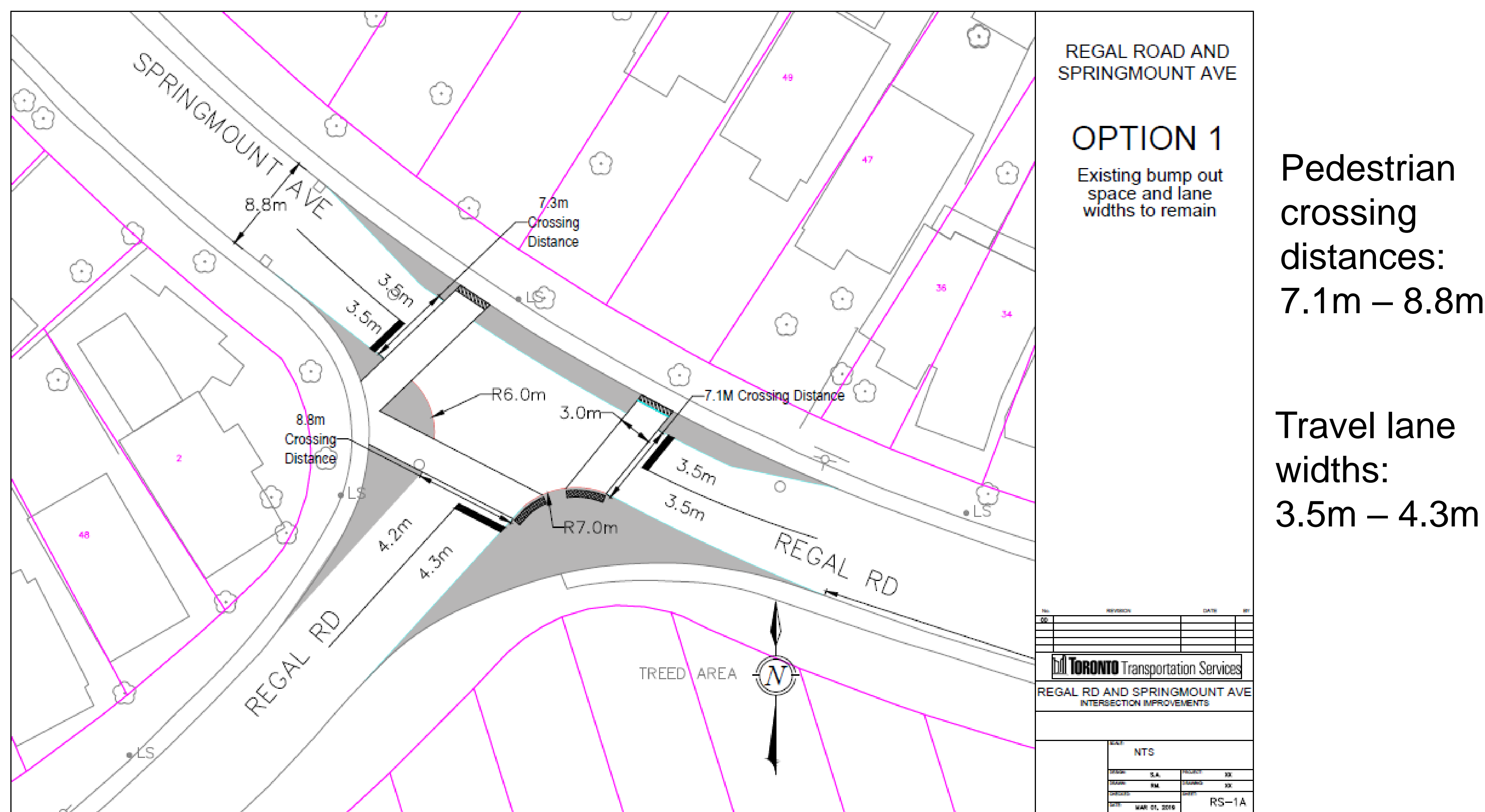




# Proposed Options for Intersection Layout

The following designs show 3 options for the **layout** of the intersection. **Note:** these layout options do not show design features or greening opportunities. They are intended to show the lane widths, crossing distances and bump out areas only.

## Option 1: Existing Pilot Project Bump Outs and Lane Widths to Remain



### Pros:

- Maximum reduction in pedestrian crossing distance for improved safety
- Potential for the creation of more green space
- Reduced lane widths for traffic speed control
- Provides physical control of encroaching illegal parking within intersection for improved visibility of crossing pedestrians

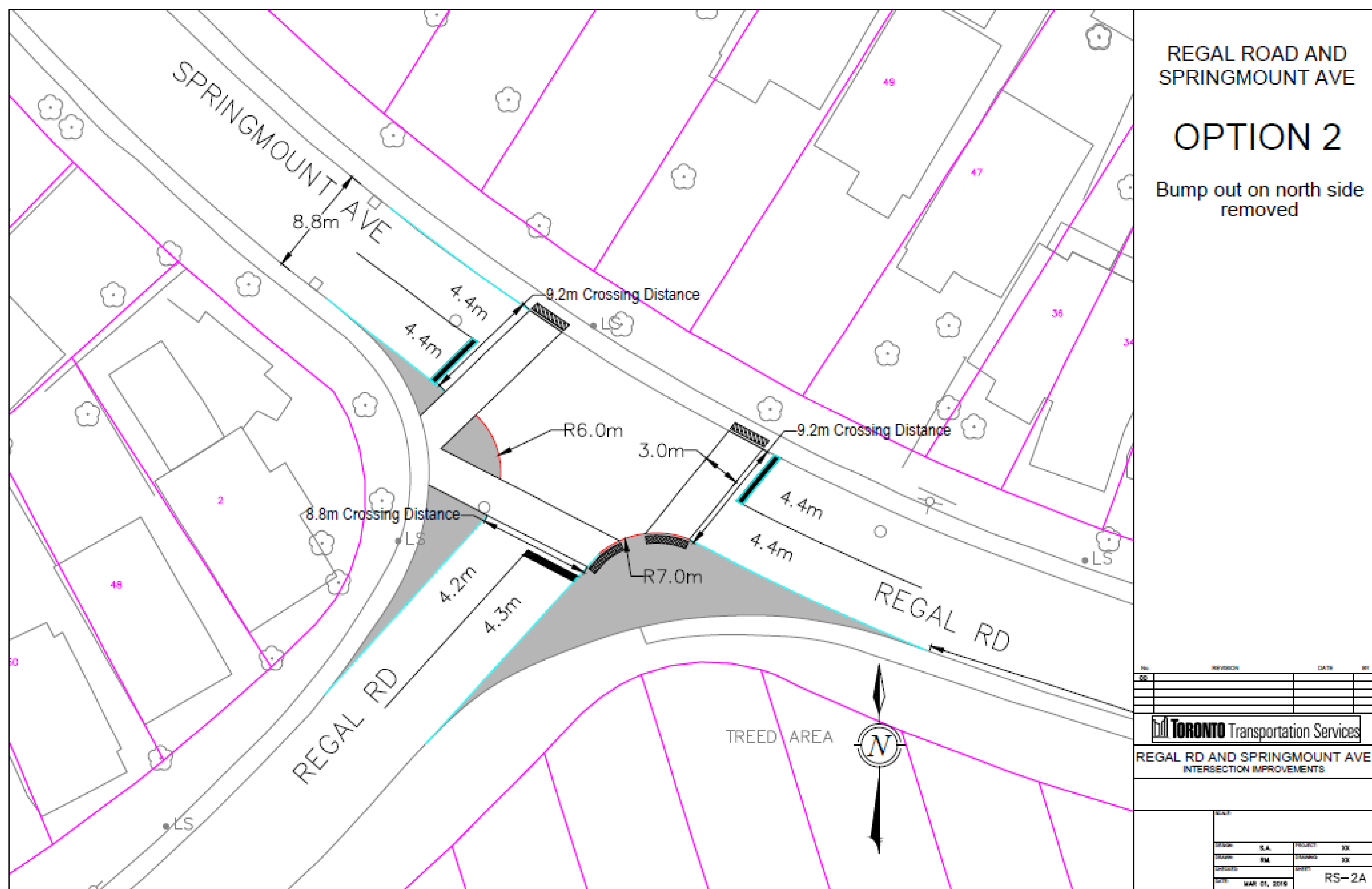
### Cons:

- More road area that is not swept and cleared on a regular basis.
- Maximum potential green space to maintain (by community).
- More infrastructure to maintain.



# Proposed Options for Intersection Layout

## Option 2: Bump out on north side removed



Pedestrian crossing distances: 8.8m – 9.2m

Travel lane widths: 4.2m – 4.4m

‘No Parking’ signs would be installed on the north side of the intersection

### Pros:

- Intermediate reduction in pedestrian crossing distance for improved safety
- Intermediate potential for the creation of more green space
- Intermediate level of infrastructure to maintain

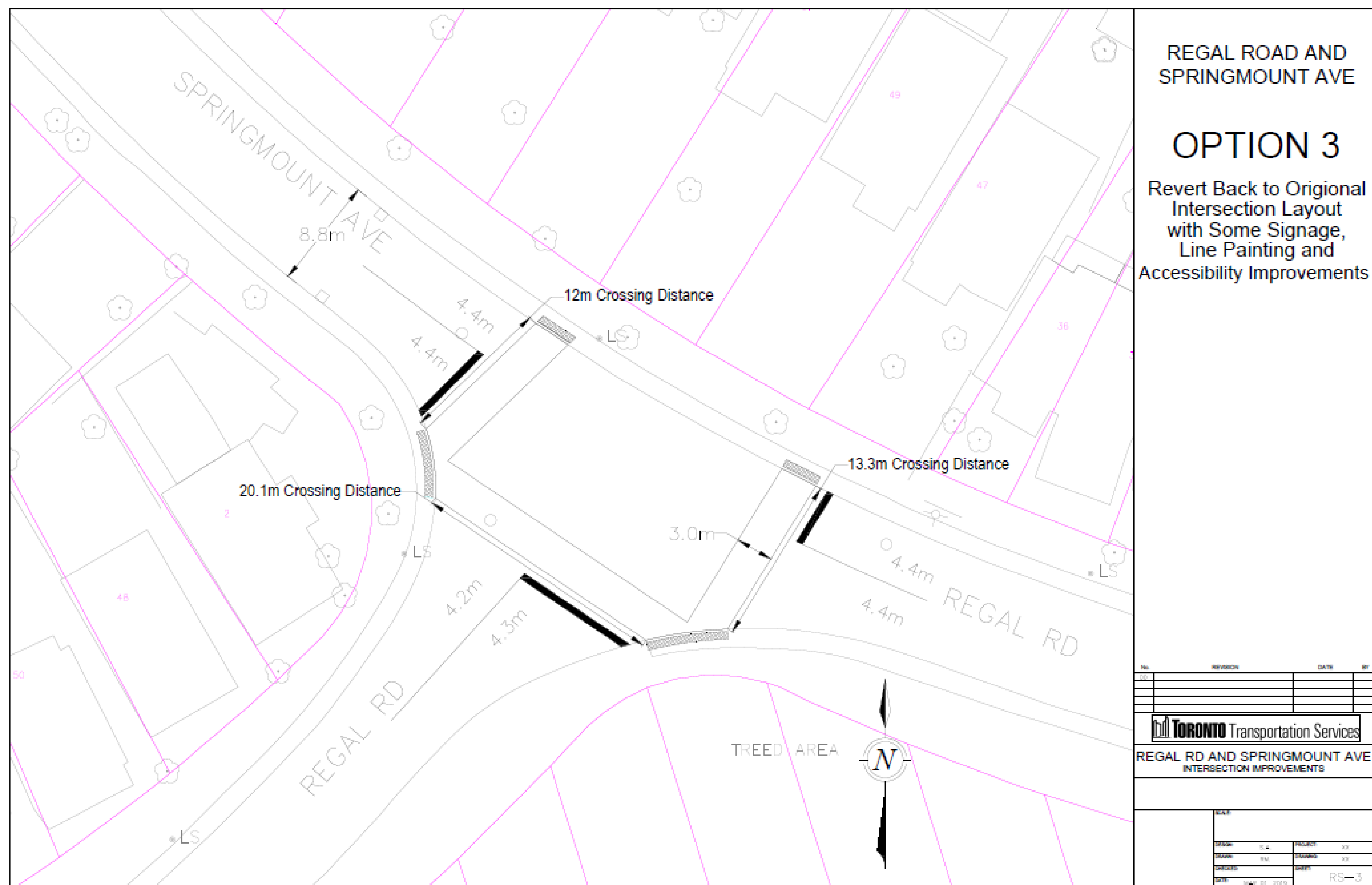
### Cons:

- Intermediate road area that is not swept and cleared on a regular basis
- Intermediate potential green space to maintain (by community).
- Zero lane width reduction for traffic speed control
- No physical control of encroaching illegal parking within intersection for improved visibility of crossing pedestrians



## Proposed Options for Intersection Layout

### Option 3: Revert Back to Original Intersection Layout



Pedestrian  
crossing  
distances:  
12m – 20.1m

Travel lane widths:  
4.2m – 4.4m

‘No Parking’ signs would be installed on the north side of the intersection

## Pros:

- Road area that is not swept and cleared on a regular basis is eliminated
- All city standard infrastructure
- Lower maintenance

## Cons:

- No reduction in pedestrian crossing distances
- No lane reductions to reduce traffic speeds
- No tighter curb radii to slow turning speeds
- No opportunities for greening the intersection
- No physical control of encroaching illegal parking within intersection for improved visibility of crossing pedestrians



# Design and Greening Options

Options 1 and 2 present additional design and greening options for the intersection. Option 3 does not.

## Design Option A: Bollards



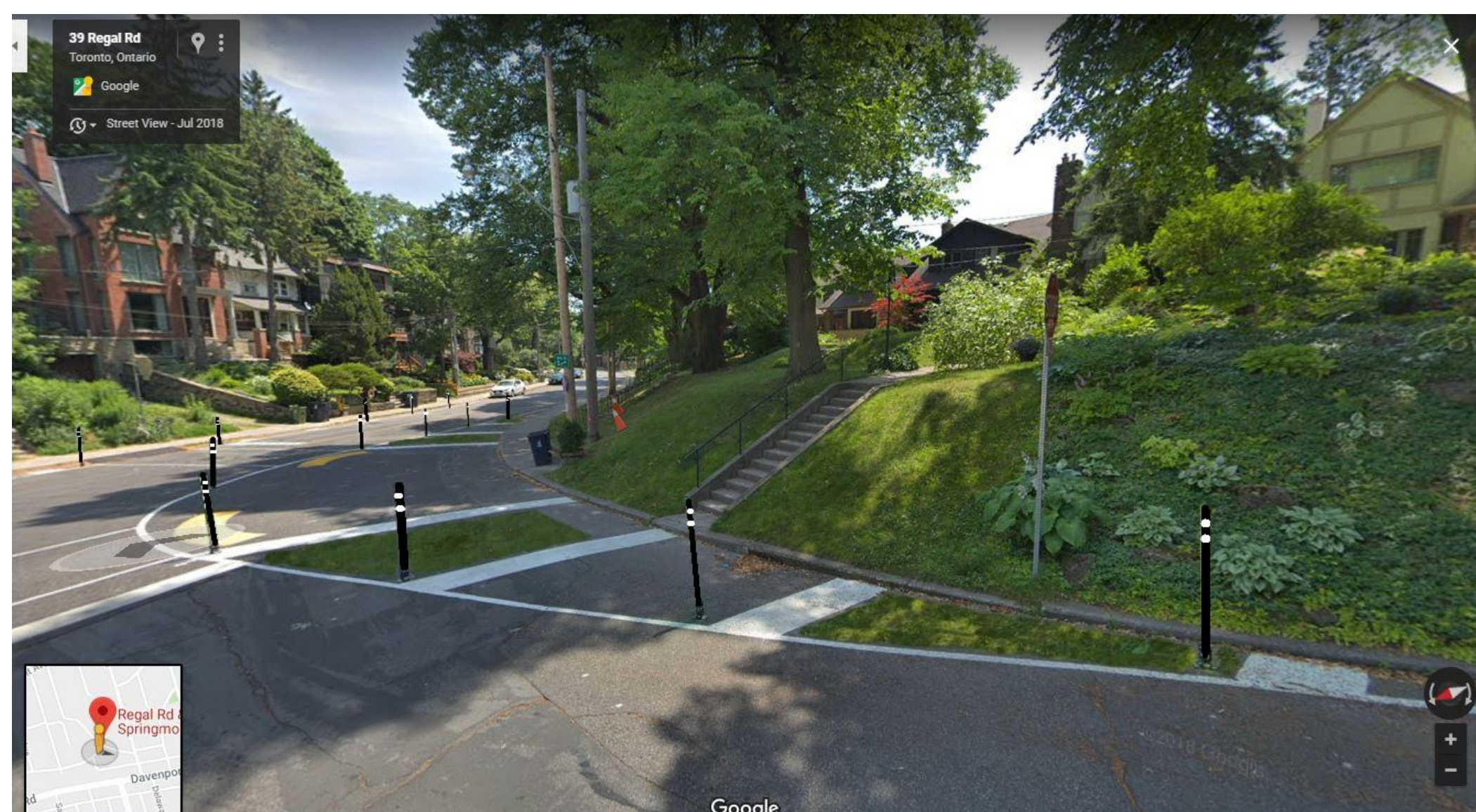
**Maintain existing bollards**

### Pros:

- Work is completed
- Bollards are good height for visibility in winter

### Cons:

- Plastic bollards are more easily damaged
- Many residents do not like the appearance of bollards



**Replace existing bollards with black bollards.**

### Pros:

- Bollards are good height for visibility in winter.
- Black may have better appearance when marked by tires etc.
- Potential to try stronger bollard

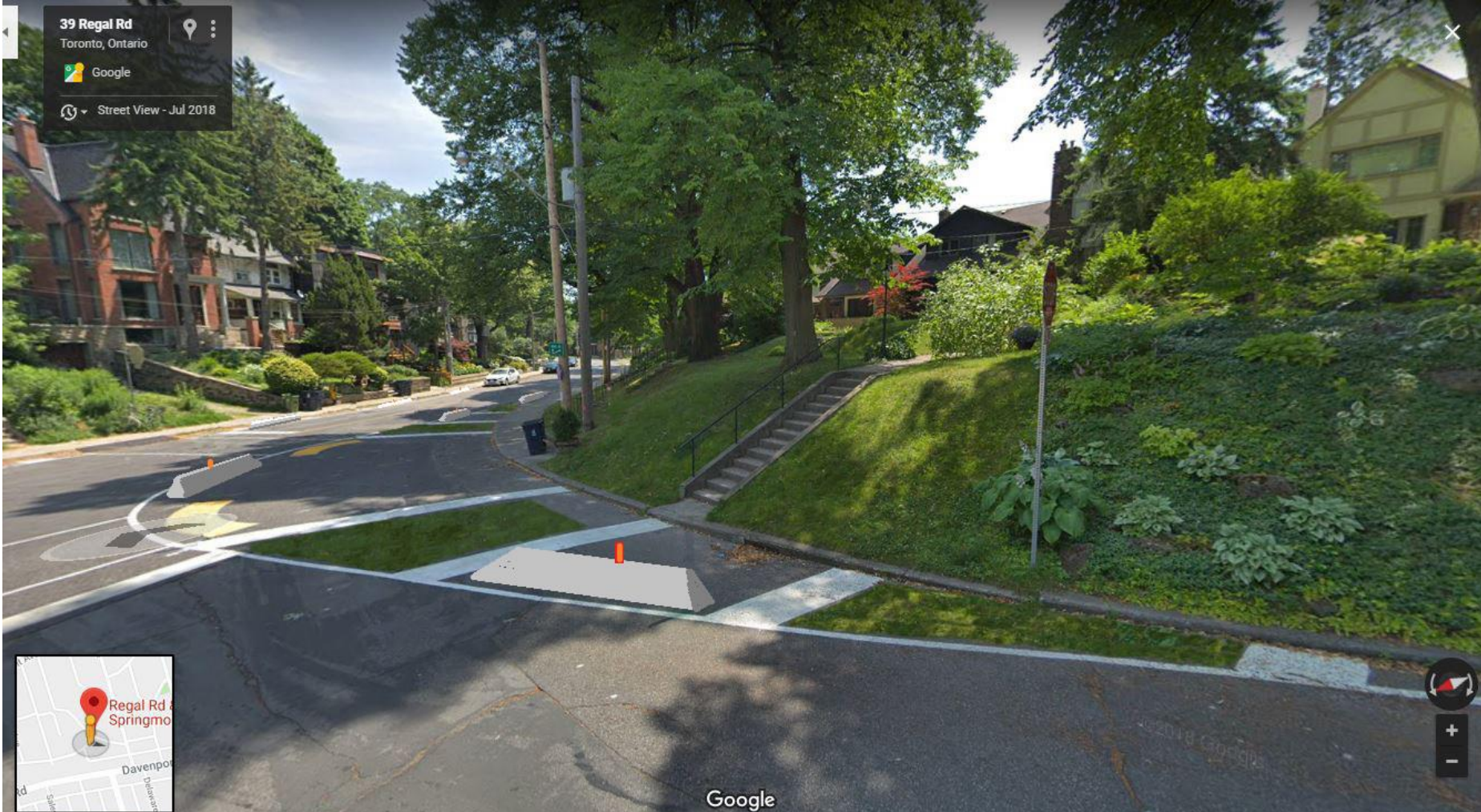
### Cons:

- Costs and time for replacement
- Maintenance concerns with initial installation of new product
- Many residents do not like the appearance of bollards



# Design and Greening Options

## Design Option B: Concrete Jersey Barriers



**Add concrete jersey barriers.**



**Barriers can be painted as part of the StART Concrete Barrier Art Program.**

Jersey barrier on Lakeshore Boulevard West cycle track

### Pros

- Stronger vehicle separation
- Costs and time for replacement
- Can be painted through the City's Street Art program

### Cons

- Can be tagged with graffiti and marked up
- Maintenance concerns with initial installation of new product
- Lower height for visibility in winter



# Design and Greening Options

## Design Option C: Planter Boxes



**Add planter boxes**

### **Pros:**

- Can be planted by the community
- More natural appearance compared to bollards or concrete

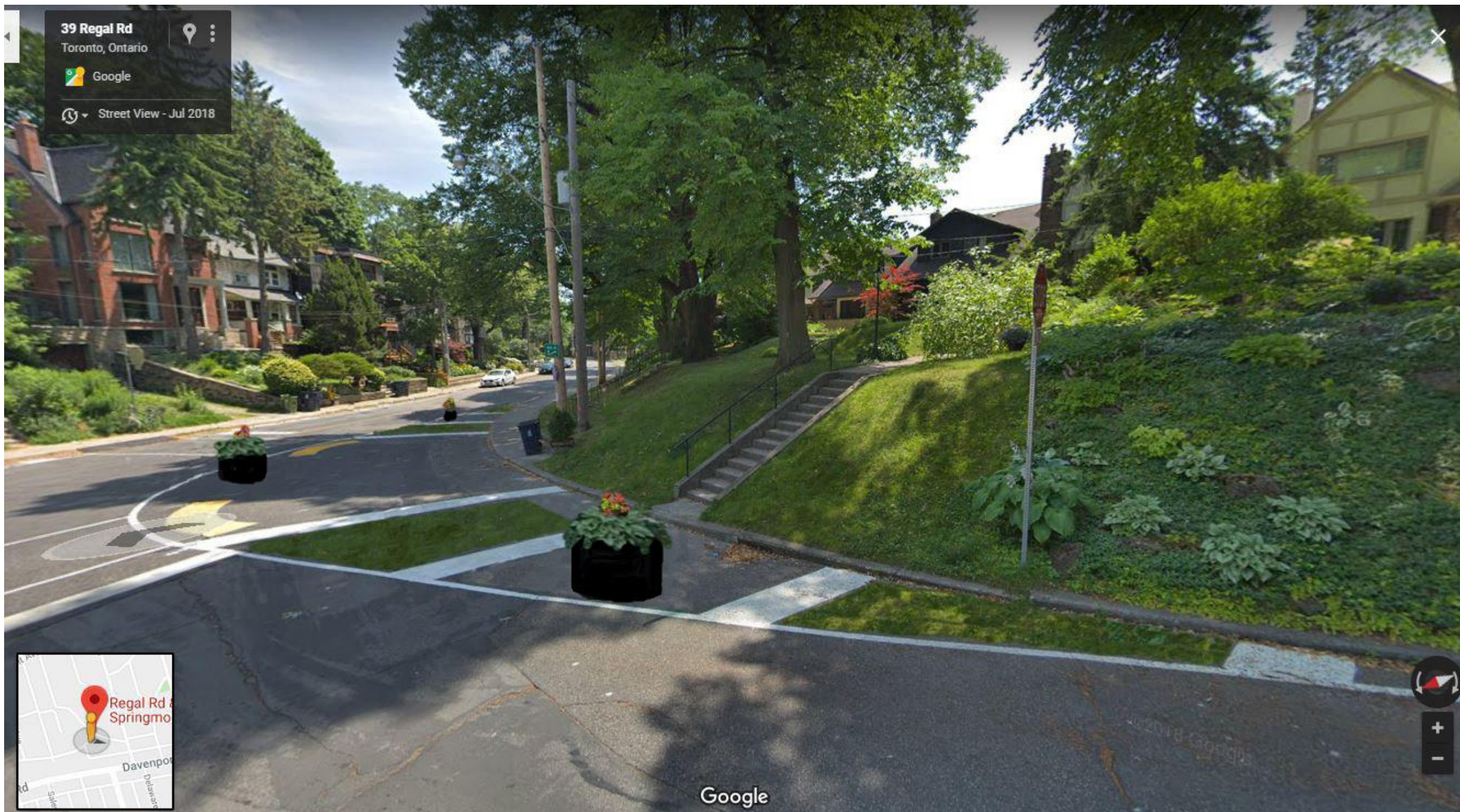
### **Cons:**

- Costs and time for maintenance of plants and soil (by community)
- Appearance concerns – planters can be shifted, tagged with graffiti, broken.
- Significant maintenance concerns regarding replacements / movements and repairs and on-going community maintenance support.



# Design and Greening Options

## Design Option D: Asphalt cuts with plantings



### Asphalt cuts planted with ornamental grass

**Note:** asphalt cuts would require additional physical barriers such as bollards, concrete barriers or planters.

### Pros:

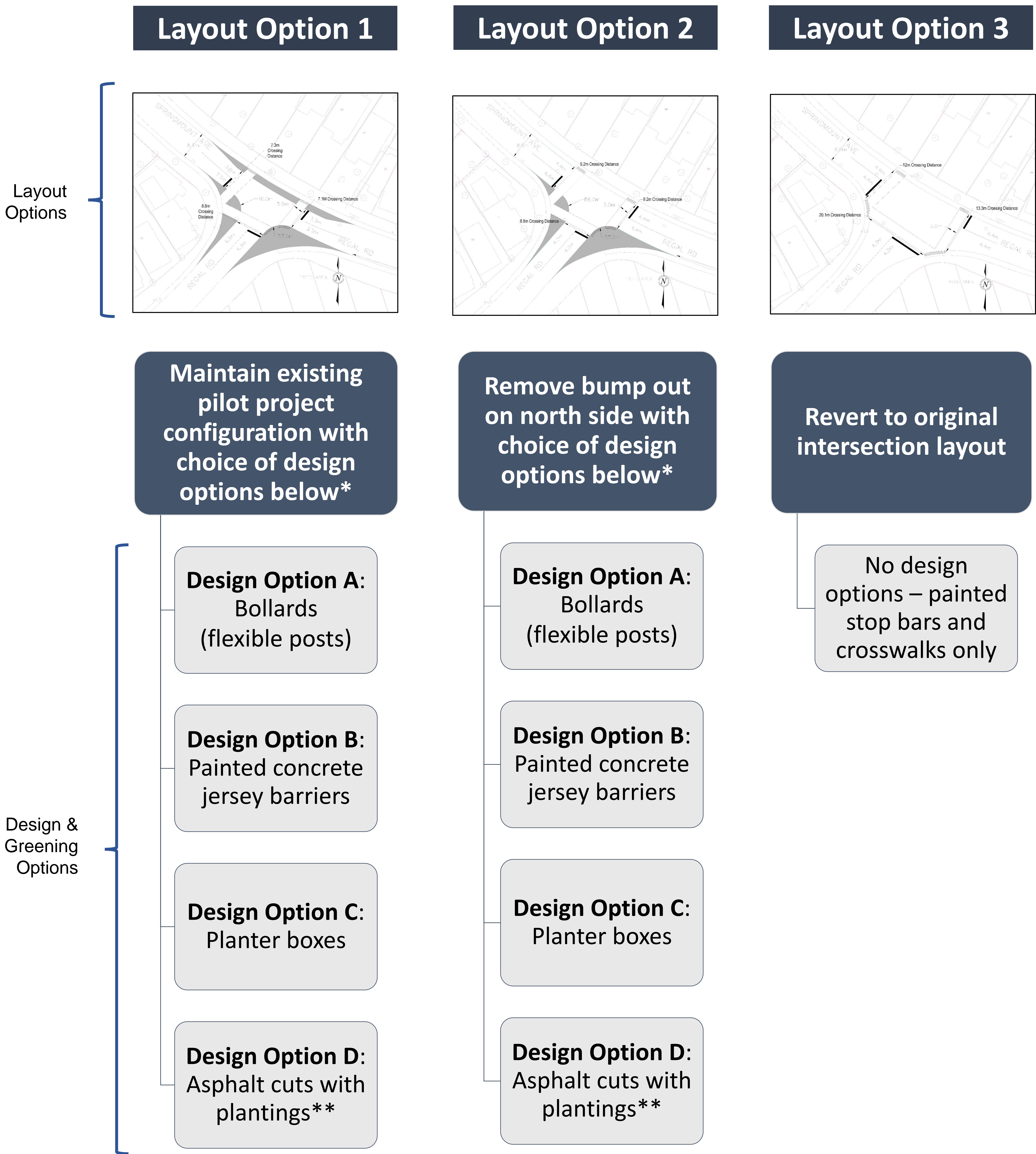
- More green / less asphalt (improved appearance)
- Planting areas renew seasonally (seasonal variation)
- Absorption of sand and debris
- Ground water infiltration
- Visual cue and improved separation between vehicles and pedestrian areas

### Cons:

- More open planting space to maintain by community
- Cuts may compromise long term condition of asphalt roadway in immediate vicinity
- Asphalt cuts are not well-tested in the City; plantings could be affected by heat in summer and road salt in winter



# Layout, Design and Greening Options: Summary





# Feedback: Have Your Say

Please fill out a feedback form to have your opinions recorded. The City is looking for feedback on:

- **Layout:** Your preference of options 1, 2 or 3
- **Design and Greening Options:** If you prefer options 1 or 2 above, what are your design and greening preferences? Bollards, concrete barriers, planter boxes, asphalt cuts or a combination of these options?
  - Asphalt cuts must also include raised barriers (bollards, concrete jersey barriers or planter boxes)
- Option 3 does not include design and greening options.

Feedback forms are available at the registration table and online at [www.toronto.ca/regalroadspringmount](http://www.toronto.ca/regalroadspringmount).

All feedback and comments will be reviewed and considered by staff as part of the decision-making process.

**The last day to submit feedback on this project is May 22, 2019.**

City staff will review the feedback received and report back to the community with the results and next steps.