Dovercourt Road Reconstruction

From Dundas Street West to Sudbury Street

Welcome

Public Drop-In Event
October 7th, 2019
6:30 to 8:30 p.m.

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Learn more & share your thoughts

Find out more about the City's plan to reconstruct Dovercourt Road

- Learn about road safety and greening improvements
- Proposed traffic calming options
- Planned construction activities

We value your input!

- Please provide and return your comments either tonight or online before **October 22nd, 2019**
- Visit **toronto.ca/dovercourt** to view presentation materials and fill in the feedback from

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Why are we reconstructing Dovercourt?

- Dovercourt Road from Dundas Street West to Queen Street West was last reconstructed in 1990
- The City inspected the pavement surface in 2017 and found it to be in poor condition, with a lot of cracking within the road surface
- Because of the poor road condition, this section of Dovercourt Road requires full reconstruction of the road down to the base surface
- Road reconstruction is a major undertaking and provides an opportunity to also install road safety measures, better manage stormwater and add traffic calming
- As part of the reconstruction, the underground cast iron watermain, built in the late 1800s, will also be replaced

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Road Safety

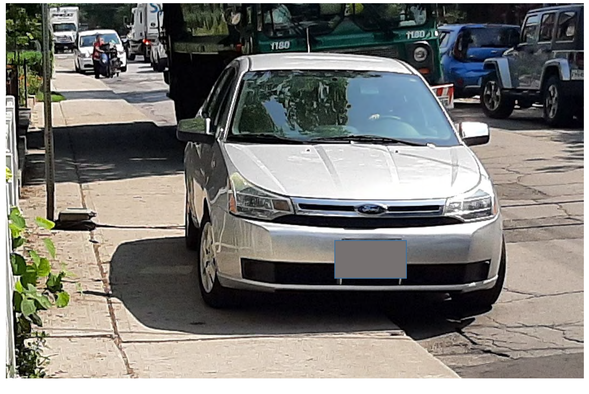
- In 2018, the speed limit was lowered from 40 km/h to 30 km/h
- A mid-block speed study was conducted in July 2019 and found an 85th percentile speed of 40km/h (the speed at which 85% of vehicles travel at or below)

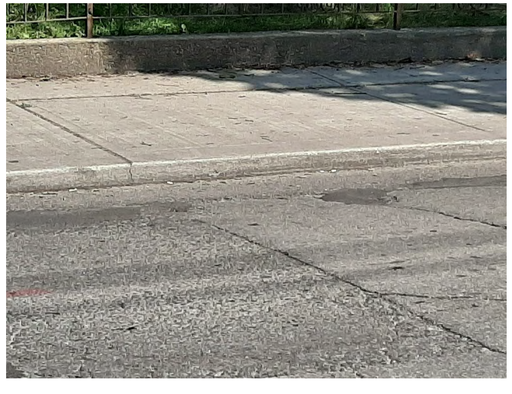
Residents have reported concerns about speeding and vehicles mounting the curb to allow other vehicles to pass.

In 2016, a community consultation event was held to discuss the possibility of turning Dovercourt Road into a one-way street between Dundas Street West and Queen Street West. Resident feedback was mixed, with many residents opposed to the impact this would have by diverting traffic onto nearby streets.

Many residents expressed interest in exploring other possible traffic calming measures.

To address community concerns, the City is proposing three options to help calm traffic along Dovercourt Road.





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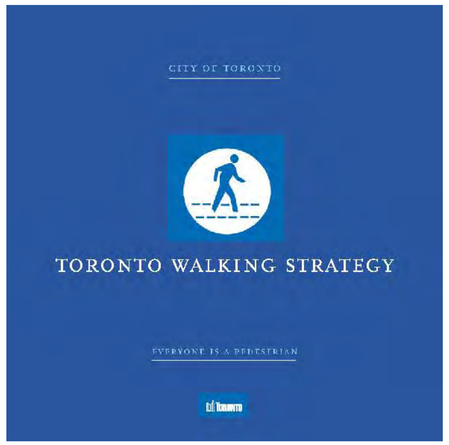
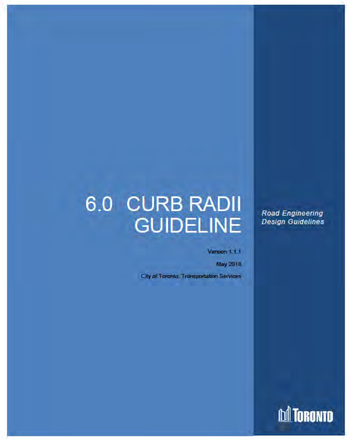
New Road Design Policies

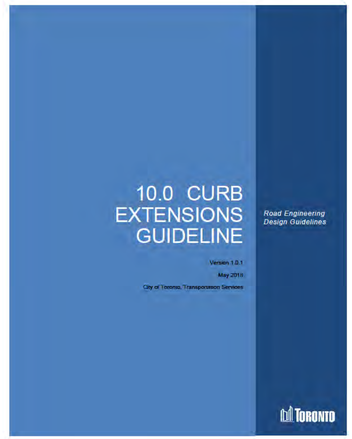
The City has a number of policies and standards in place to improve the design of streets for all road users.

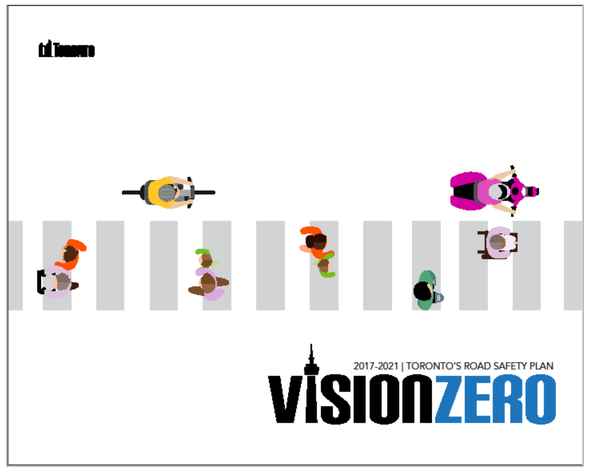
They focus on:

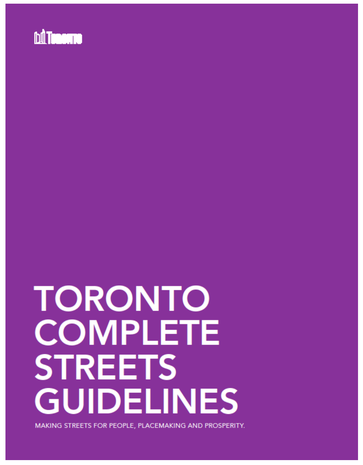
- **Safety for vulnerable road users**
- **Mobility for all ages**
- **Accessibility for everyone**
- **Sustainability**
- **Beautifying and creating inviting streetscapes**

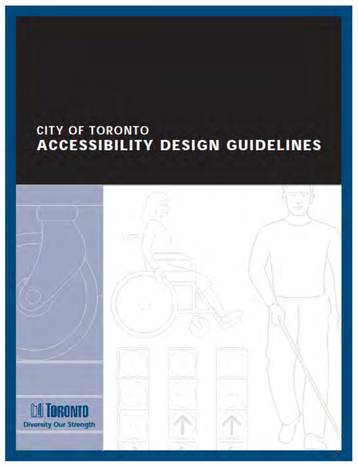












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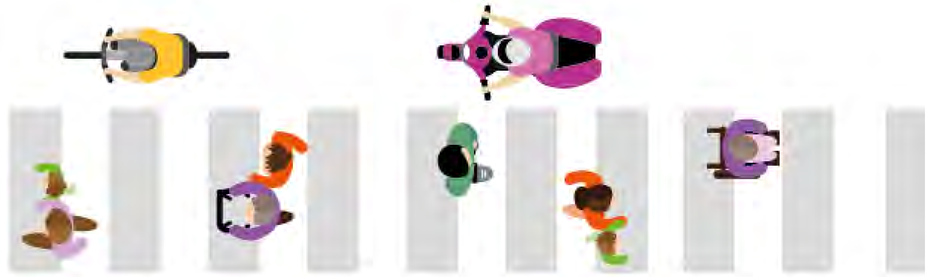
TORONTO'S ROAD SAFETY PLAN

VISION ZERO



The Vision Zero approach to road safety is to eliminate fatalities and serious injuries in our transportation system, because no loss of life is acceptable.

It's based on the principle that people make mistakes and the transportation system needs to be designed in a way that caters to human error in order to eliminate fatalities and serious injuries.

This means redesigning roadways to make them safer for all users – people walking, biking, taking transit and driving cars.

The Dovercourt Road Reconstruction includes a number of Vision Zero measures:

- **Pavement Marking Improvements** – stop bars and crosswalks will be repainted for greater visibility
- **Accessibility Improvements** – tactile plates will be added to crossing locations
- **Corner Radii Reductions** - intersection corners will be extended so that they more closely represent a 90 degree angle for shorter pedestrian crossing distances and to deter drivers from making right turns at high speeds
- **Curb Extensions** – curbs will be extended to reduce crossing distances, slow down traffic and provide greater visibility for pedestrians
- **Traffic Calming Measures** – adding physical features to slow traffic and discourage cut through traffic

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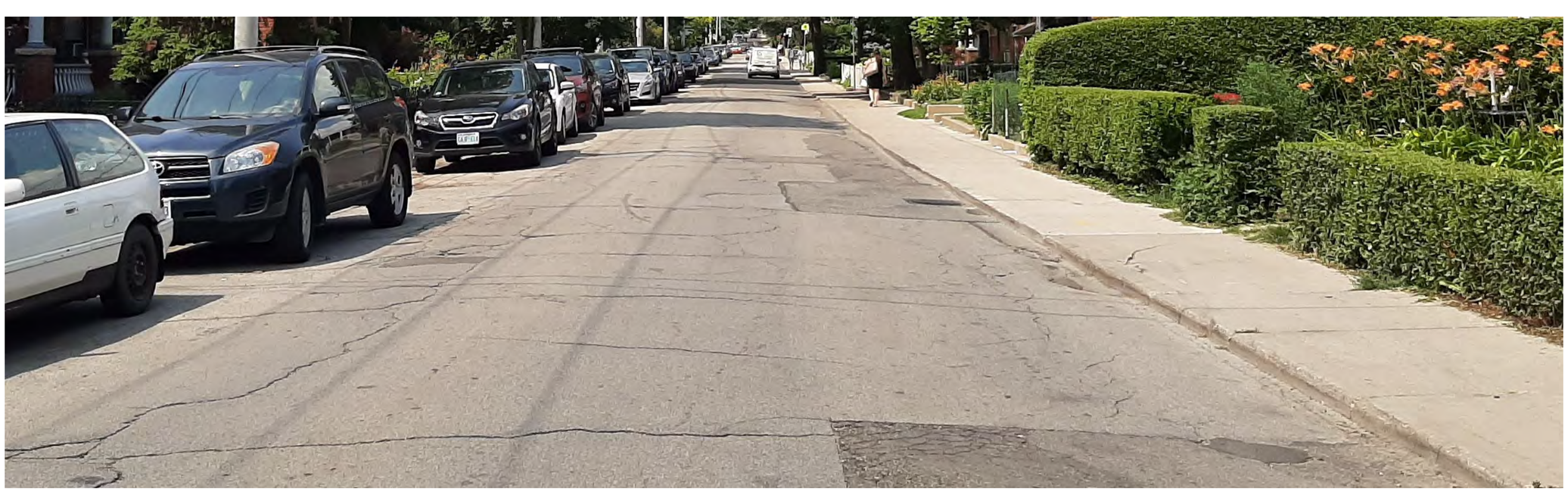
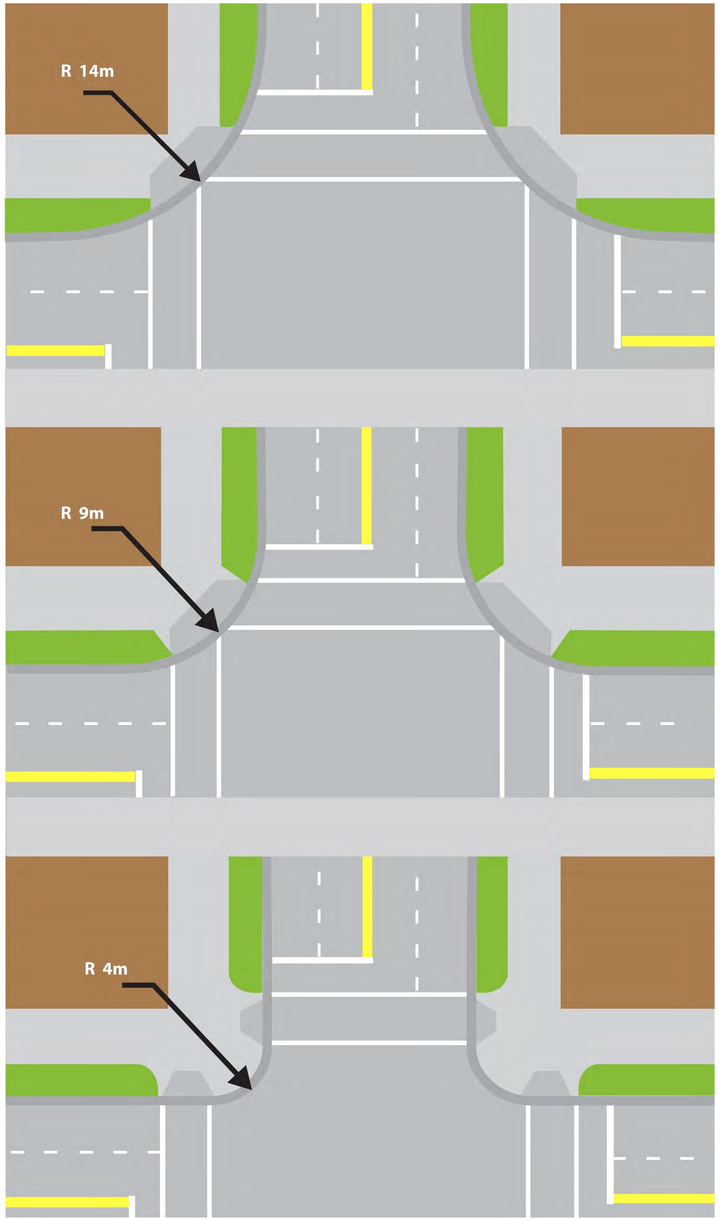
Fixing Curbs

- Along Dovercourt Road, the curb height ranges from 80 milimetres (mm) to 200 mm
- As part of the reconstruction the curbs will be raised to a standard 150 mm where possible
- Raising the curb height will reduce the problem of vehicles jumping the curb



Corner Radii Reductions

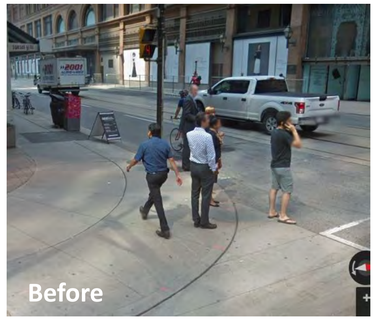
- Corner radii refers to the angle of an intersection corner
- A tighter (smaller) corner radii increases road safety by creating a shorter crossing distance for pedestrians and slows vehicle turns
- Traditionally, curb radii have been designed for the largest possible vehicle to be able to turn from curb lane to curb lane
- This means the radii are overdesigned for the majority of vehicles (passenger vehicles) therefore vehicles can make turns very quickly which can be unsafe for vulnerable road users such as pedestrians and cyclists
- Wider than required radii result in higher speed turns, lower visibility and longer crossing distances

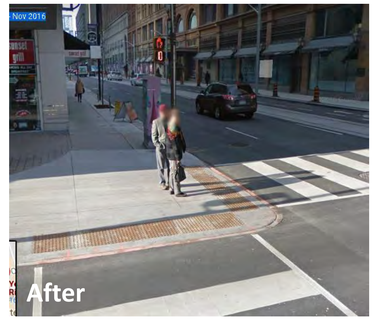


Corner Radii Reductions Example

Corner Radii Reductions in Toronto

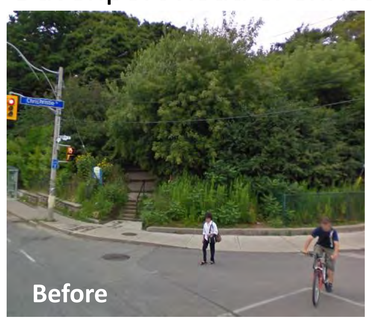
Richmond Street West & Yonge Street



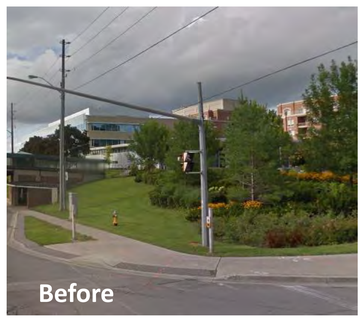


Driftwood Avenue & Yorkwoods Gate

Davenport Road & Christie Street



Bayview Avenue & Kilgour Road

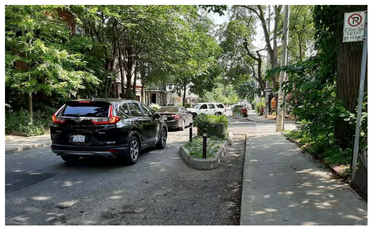


MacKenzie Crescent Intersection Improvements

MacKenzie Crescent and Dovercourt Road will feature these improvements:

1. Curb extensions on Dovercourt Road (replacing current traffic calming measures)
2. Corner Radii Reductions on northwest and southwest corners
3. Repainting stop bar and crosswalk
4. Tactile plate installation

Both curb extensions and corner radii reductions will help to discourage vehicles from turning and travelling the wrong way down MacKenzie Crescent



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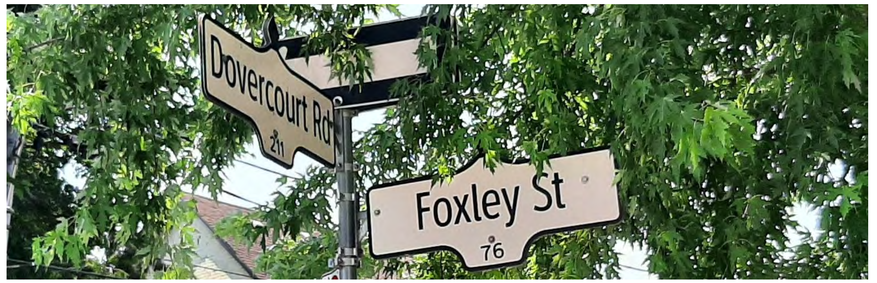
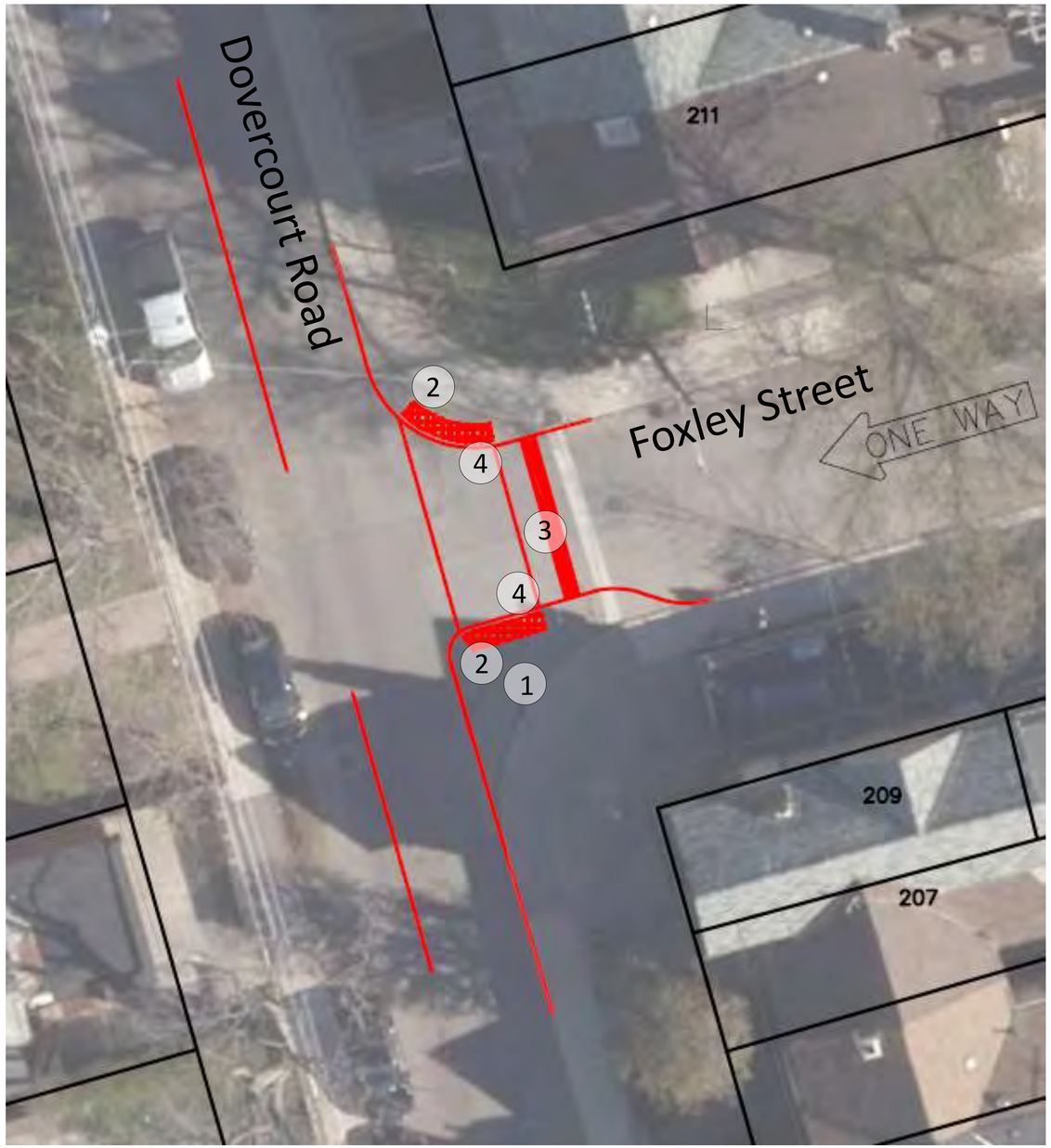
Foxley Street Intersection Improvements





Foxley Street and Dovercourt Road will feature these improvements:

1. Curb extension on Foxley Street (SE corner)
2. Corner Radii Reduction on northeast and southeast corners
3. Repainting stop bar and crosswalk
4. Tactile plate installation

Both curb extensions and corner radii reductions will help to discourage vehicles from turning and travelling the wrong way down Foxley Street

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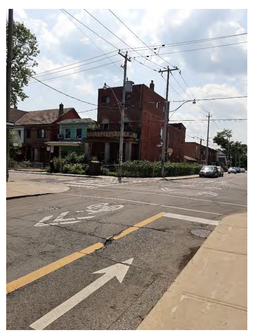
Argyle Street Intersection Improvements

Argyle Street and Dovercourt Road will feature these improvements:

1. Curb extensions on northwest and southwest corners on Dovercourt Road
2. Corner Radii Reduction on northwest, northeast and southwest corners
3. Repainting stop bars and crosswalks
4. Tactile plate installation



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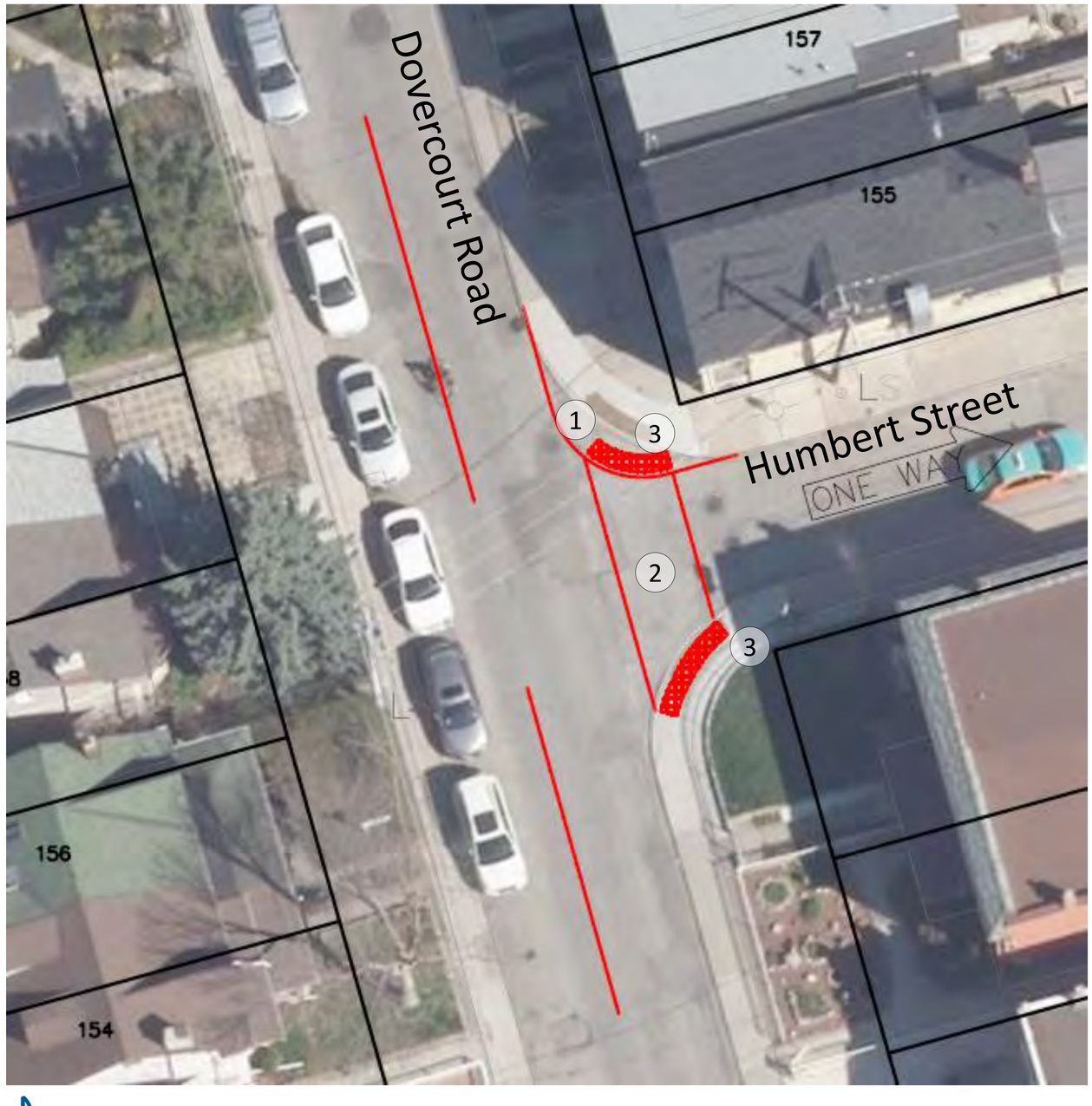
Humbert Street Intersection Improvements



Humbert Street and Dovercourt Road will feature these improvements:

1. Corner radii reduction on northeast corner
2. Repainting crosswalks
3. Tactile plate installation

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Greening the Street

- Where space permits, the City will add plantings to the curb extensions
- The planted areas are designed to collect and filter the stormwater from the road so that cleaner water can slowly infiltrate into the ground
- Plantings will include native plants and pollinator species that are drought and moisture tolerant
- Trees are not part of this design to maintain clear sightlines at the intersections on Dovercourt Road

Examples

Curb extension at Concord Avenue & Bloor Street

Pollinators & Native Plants

Ryerson Avenue

Plantings will be maintained by City staff. If you're interested in gardening you can adopt a planted area. Please speak with staff at this event for more information.

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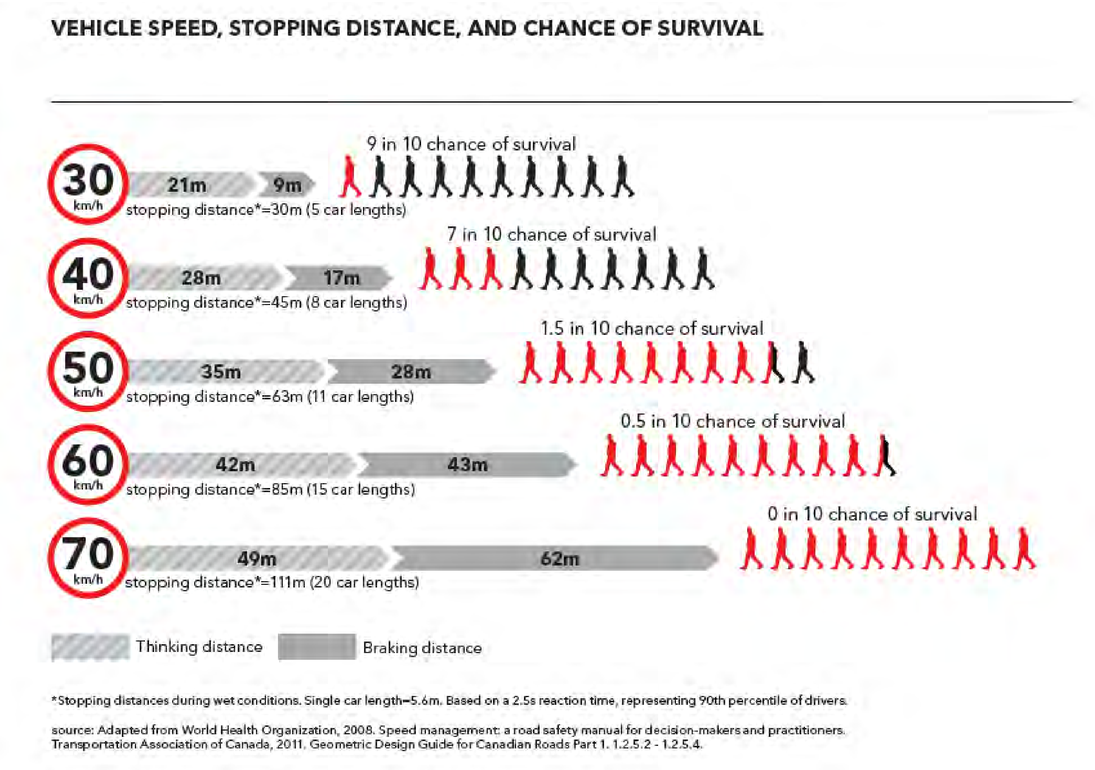
What is traffic calming and why is it important?

Traffic calming is a term commonly associated with physical features, such as speed humps, that are installed on a road to reduce the speeds at which vehicles travel, to discourage through traffic, to improve traffic safety and the comfort levels for all road users.

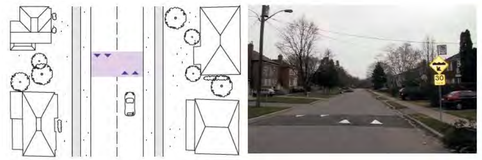
Traffic calming helps to achieve slower speeds for motor vehicles, and increase the safety for pedestrian and cyclists.

Reducing the speed vehicles travel can save lives.



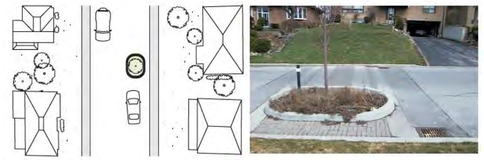
Impact of Speed on Collision Outcome from Vision Zero 2.0 – Road Safety Plan Update, Jun2 13, 2019

Examples of types of traffic calming used in Toronto

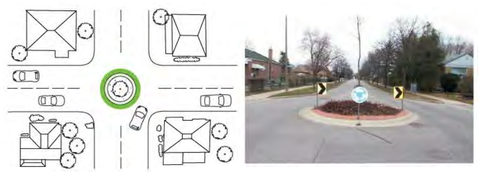


Speed Humps

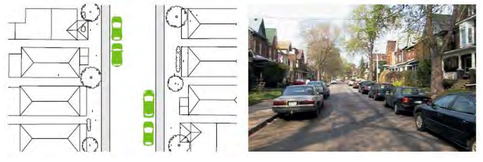
Chicanes



Traffic Islands

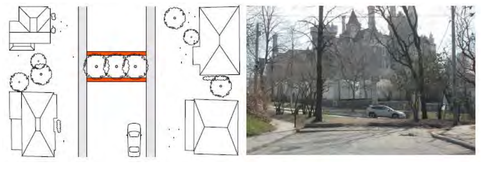


Traffic Circles



On-Street Parking

Diverters



Full Closures

Overnight Permit Parking

- Dovercourt Road is located within Parking Permit Area 3K
- Area 3K has 1011 spaces and only 818 permits have been issued
- **On Dovercourt Road between Dundas Street West & Queen Street West there are 78 spaces with 40 permits issued**
- **For both Permit Area 3K and Dovercourt Road there is more on-street parking spaces than needed**
- Many properties on Dovercourt Road also have laneway access

Parking Permit Area 3K

Traffic Calming Option 1: Speed Humps

Speed humps are raised sections of the roadway designed to discourage motor vehicle drivers from travelling at excessive speeds.

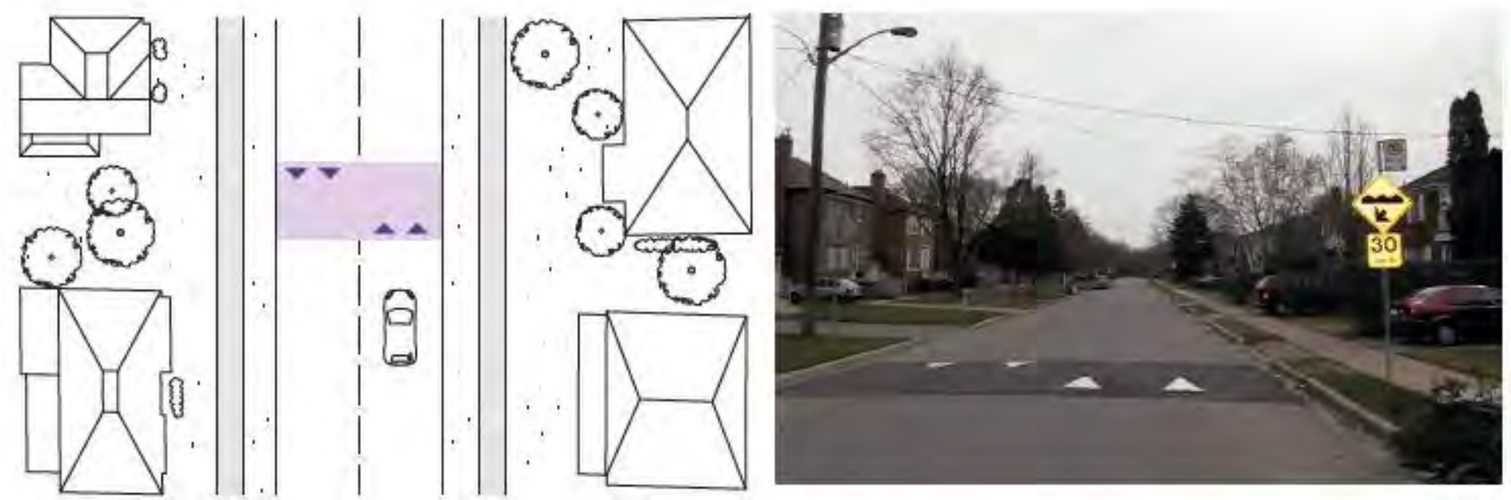
NOTE: speed humps can also be combined with other traffic calming options

Advantages

- Helps to reduce vehicle speed
- No loss of parking spaces; parking would remain on west side
- Minimal impact on cyclists as curb edge allows for cyclists to bypass speed humps
- Little impact on snow clearing

Disadvantages

- Impact on Emergency Services (Ambulance, Fire, Police) by slowing down response time and impacting the comfort of patients being transported



Example of speed humps

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Traffic Calming Option 2: Alternating On-Street Parking by block

Alternating on-street parking by block segments calms traffic by forcing drivers to maneuver around parked cars which causes drivers to slow down and pay more attention to the roadway.

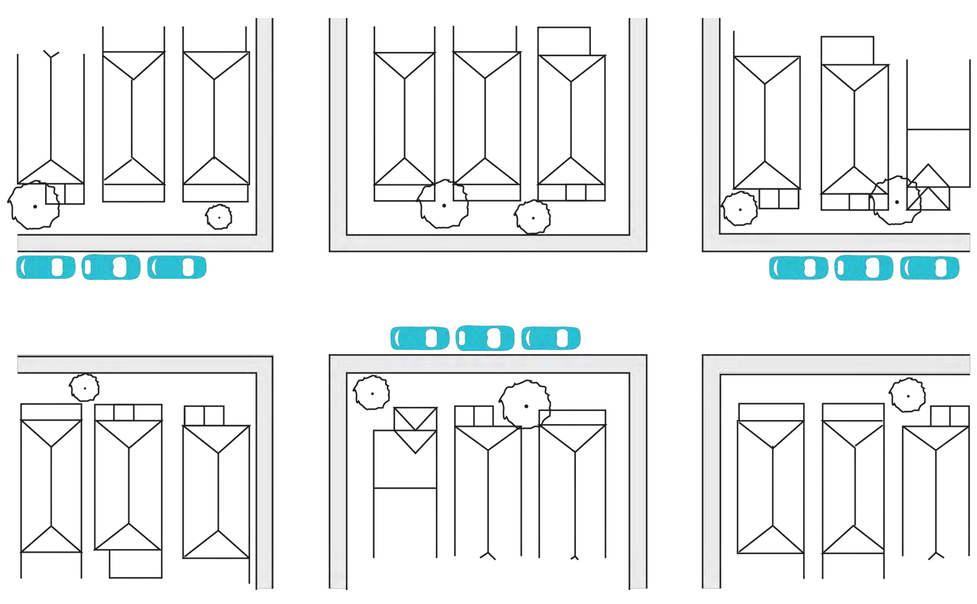
NOTE: speed humps can be combined with this option

Advantages

- Helps to reduce vehicle speed
- Possible reduction in short-cutting traffic or through traffic

Disadvantages

- Potential impact on people on bikes include restricted visibility of cyclists and dooring hazards



Example of on-street parking alternating at block intervals

- 72 parking spaces would remain
- Loss of 6 permit parking spaces
- No impact on permit holders because Parking Permit Area 3K is undersubscribed

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Traffic Calming Option 3: Alternating On-Street Parking by mid-block

Alternating on-street parking by mid-block calms traffic by forcing drivers to maneuver around parked cars which causes drivers to slow down and pay more attention to the roadway.

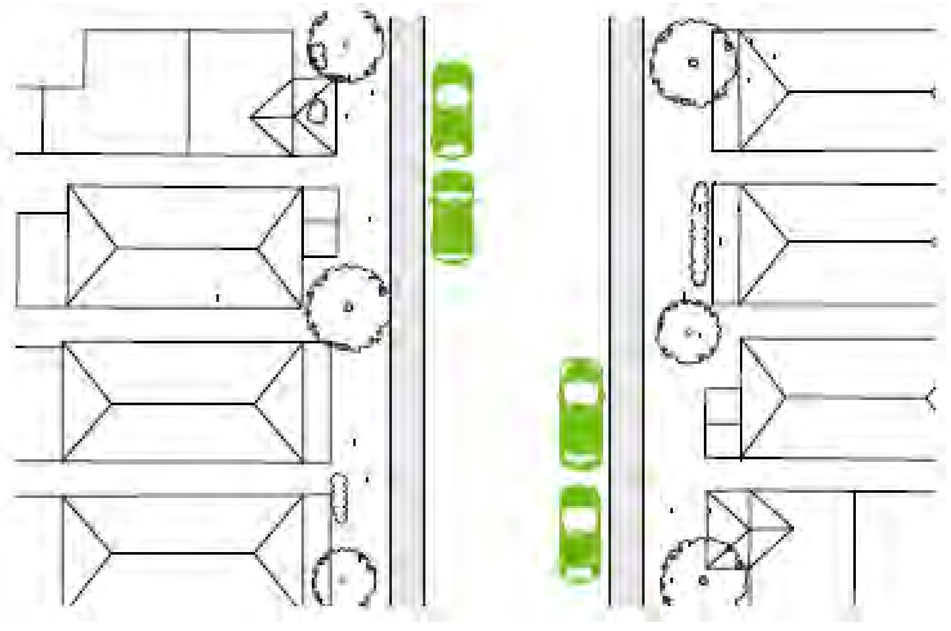
NOTE: speed humps can be combined with this option

Advantages

- Helps to reduce vehicle speed
- Possible reduction in short-cutting traffic or through traffic

Disadvantages

- Potential impact on people on bikes include restricted visibility of cyclists and dooring hazards



Example of on-street parking alternating at mid-block intervals

- 69 parking spaces would remain
- Loss of 9 permit parking spaces
- No impact on permit holders because Parking Permit Area 3K is undersubscribed

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What to Expect During Construction

Construction is expected to begin in Summer 2020 and completed by December 2020 (with final restoration completed in Spring 2021)

Before construction begins, the City's contractor will:

- Arrange for utility locates to be marked on the ground
- Install catch basin filter cloths and tree protection fencing
- Perform visual/photo inspections of private properties
- Saw-cut portions of the pavement and sidewalk

A Pre Construction Notice will be mailed out 2 months in advance of construction.

The Construction Notice will be mailed out 2-3 weeks prior to construction commencing.

The Construction Notice will detail work hours, road and sidewalk access, driveway access, traffic management, parking, garbage and recycling and restoration.

The City's contractor will then:

- Excavate the full road and dig a trench to access and install the new watermain
- A temporary water line will be provided and hooked up to properties
- City-owned water service pipes that do not meet City standards will be replaced from the watermain to the private property line
- Reconstruct the roadway
- All areas affected by construction will be restored

Example of road reconstruction

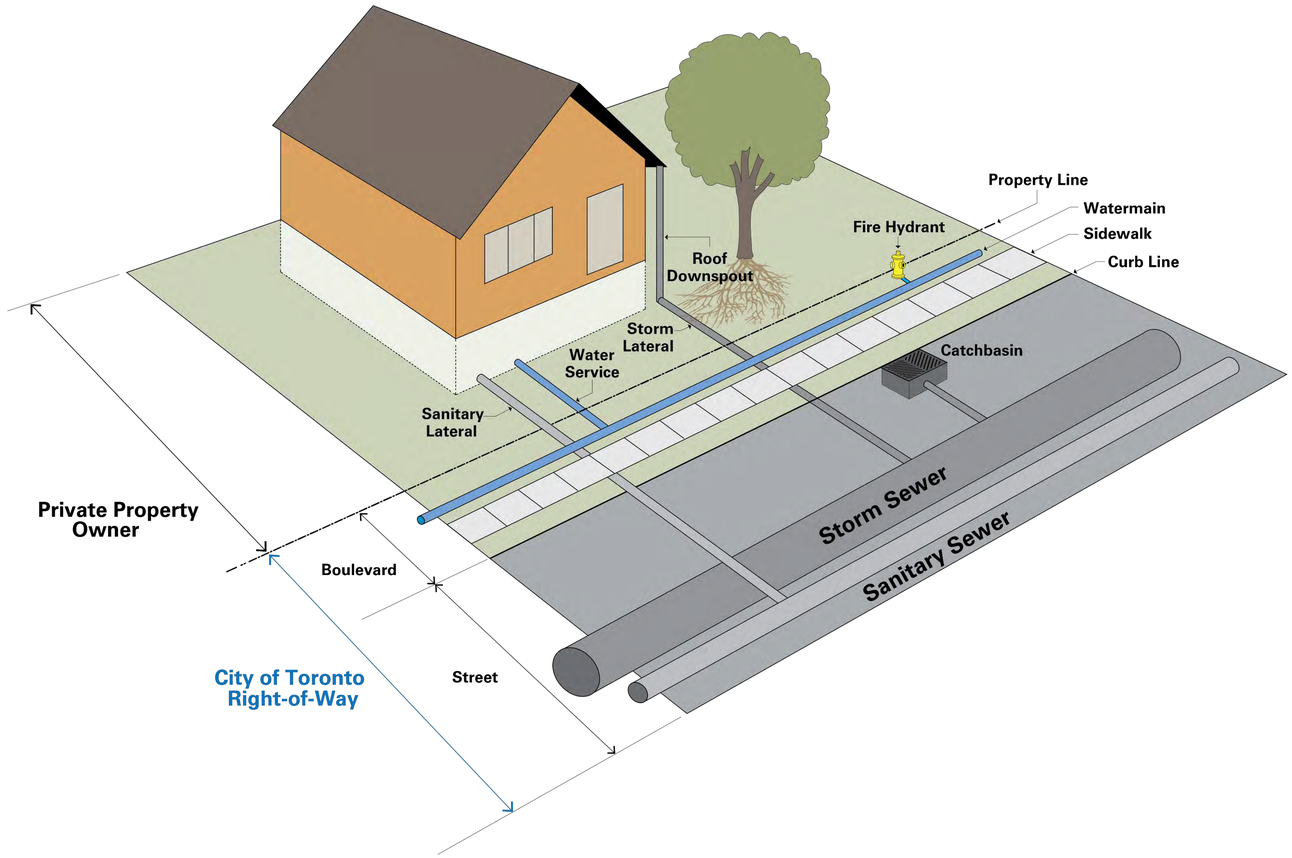
Replacing Substandard Water Services

A water service connection is the pipe that connects your house to the City's water distribution system to deliver water into your home.

There are two portions to the water service connection – the privately-owned portion and the publicly-owned portion.

The water service connection is considered substandard if:

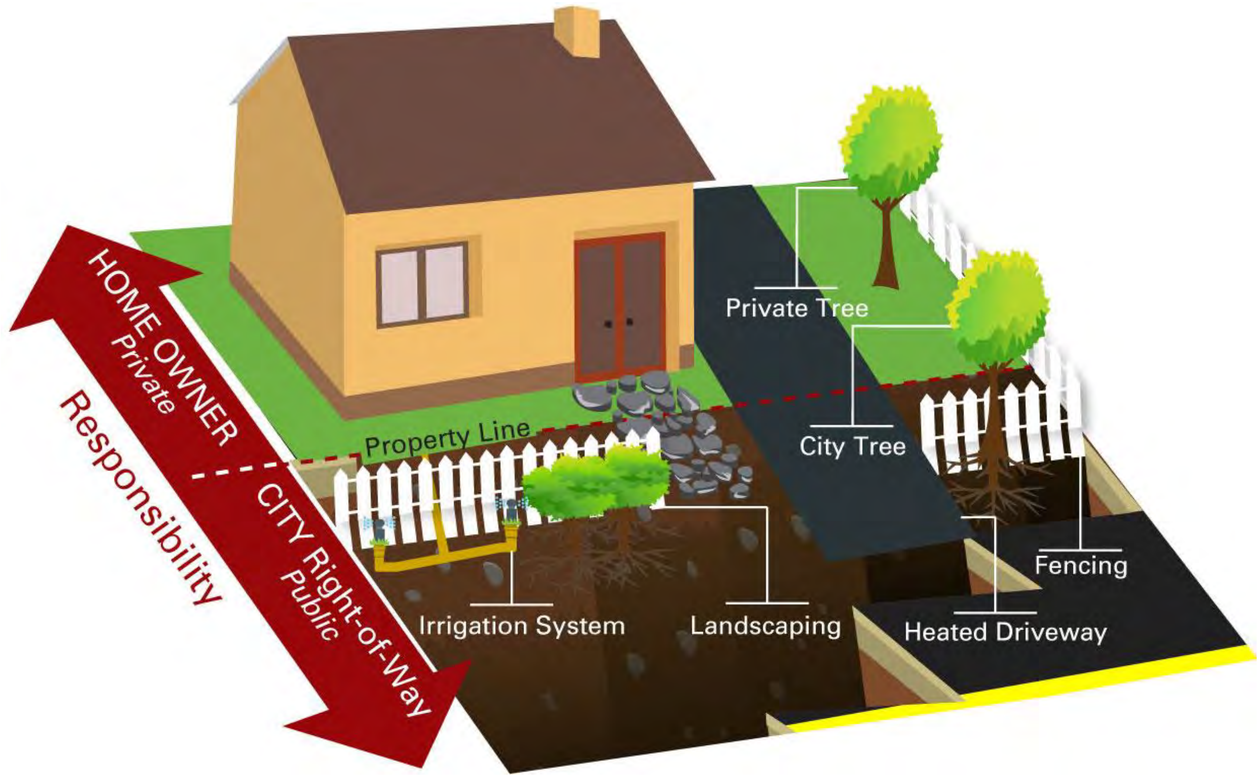
- made of lead or galvanized metal
- leaking or broken
- double connection, delivering water to more than one residential property



Illustrative example of privately owned and publicly owned portion of the water service connection

How to Prepare for Construction

- If you have **landscaping, fences, or other physical features at the front of your property in the City's Right-of-Way**, they may need to be removed before construction to avoid damage
- Let the City know if you have any items in the Right-of-Way or an irrigation system
- The City will not be responsible for damage to any privately owned items installed on the City's property
- The City will mail you a Pre-Construction Notice two months in advance and a Construction Notice will be issued 2-3 weeks before work begins with more details



Illustrative example of private property and the City Right of Way

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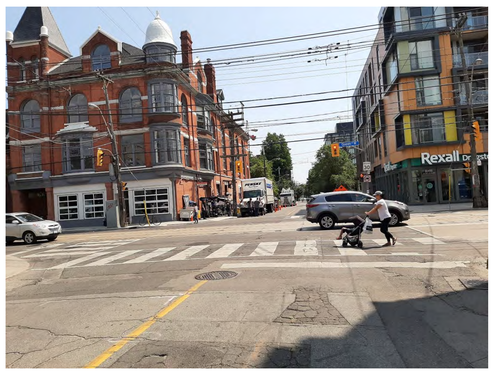
Next Steps

- Submit your feedback on this project by **October 22nd, 2019** using:
  - Paper Feedback Form (provided at this event)
  - Online Feedback Form (visit www.toronto.ca/dovercourt)
- City staff will continue to finalize detailed design and will report on the feedback we have received
- Sign up for the project mailing list
- Report to Toronto East York Community Council

Contact us
If you have any questions or concerns, feel free to contact:

Elysia Leung
Senior Public Consultation Coordinator

elysia.leung@Toronto.ca
416-392-6505



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