



Dovercourt Road Reconstruction PUBLIC CONSULTATION REPORT

October, 2019

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City of Toronto, Public Consultation Unit

Project Overview

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. 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.

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.

In 2018, the speed limit was lowered from 40km/hr to 30 km/hr.

To further address community concerns, the City has proposed five options to help calm traffic along Dovercourt Road at a recent public event held on October 7th, 2019. Other road safety measures and general construction information were also presented at this event.

Public Communications & Consultation

The Notice of Public Drop-In Event was mailed to residents using Canada Post. A total of 5200 notices were mailed to the area bounded by Dundas St W to the north, Grace St to the east, Sudbury St to the south and Dufferin St to the west.

The webpage www.toronto.ca/dovercourt was posted live on September 23, 2019 and included links to the presentation boards, the notice and the online survey.

Public Drop-In Event

A public drop-in event was held on Monday October 7, 2019 from 6:30 p.m. – 8:30 p.m. at The Great Hall. The public drop-in event included a roll-plan of the proposed changes and presentation boards. A paper feedback form was also offered to all event attendees. The event was attended by around 45 people. Based on the feedback recorded at the sign-in table, the majority of people in attendance live on Dovercourt Road. Attendees reported their main mode of travel on Dovercourt was walking, driving and biking.

Staff from Engineering and Construction Services and Transportation Services attended the event and answered questions from the public.

On-Line and Paper Feedback Form

An on-line feedback form was created for this project (see Appendix). The feedback form was available from September 23 to October 22, 2019. In total, 62 surveys were submitted to the City for review.

Other

In addition to the above consultation tools, seven calls and emails were received regarding this project inquiring about issues such as the status of the former school lot on Humbert St., concern over the narrow width of the street and construction impact on local businesses.

Traffic Calming

The purpose of the public consultation was to brief residents on the upcoming road reconstruction as well as to engage with the community as to what type of traffic calming measures are preferred for this section of Dovercourt Road. Five (5) options were presented:

- Option 1 - Speed humps
- Option 2A – Alternating on-street parking by block
- Option 2B – Alternating on-street parking by block + speed humps
- Option 3A – Alternating on-street parking by mid-block
- Option 3B – Alternating on-street parking by mid-block + speed humps

The majority of residents preferred Option 1 - speed humps.

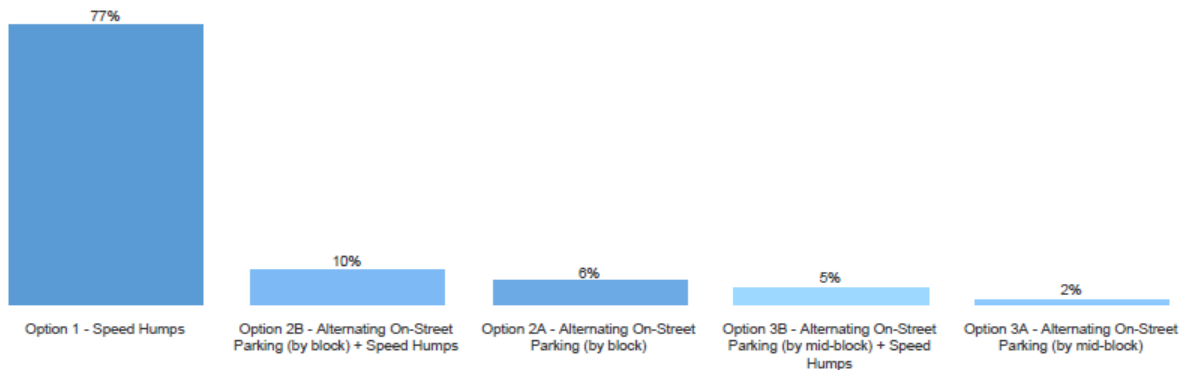


Figure 1: Feedback Form respondent's preferred traffic calming option

About the feedback form respondent's

The majority of feedback form respondents reported that they travel on Dovercourt Rd. with the second most number of respondents reporting that they live on Dovercourt Rd.

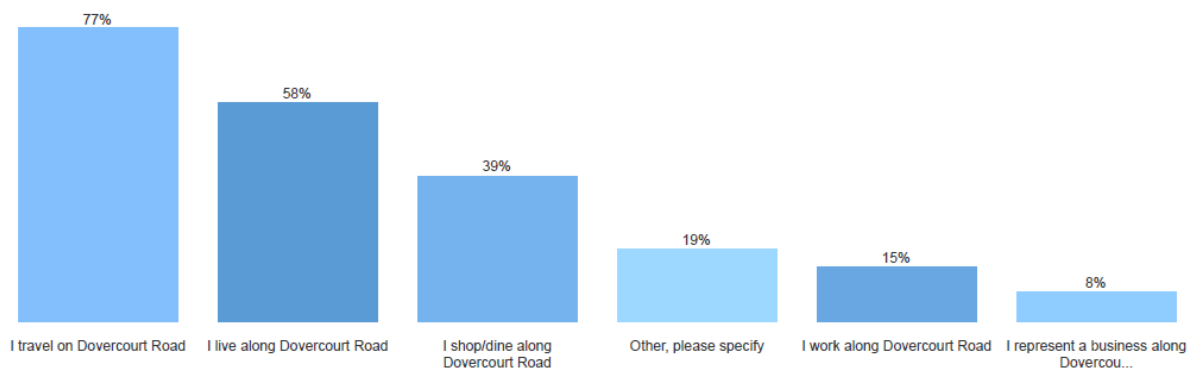


Figure 2: Perspective of Feedback Form Respondents*

* Feedback form respondents were permitted to select multiple answers

The majority of respondents walk, drive or bike on Dovercourt Rd.

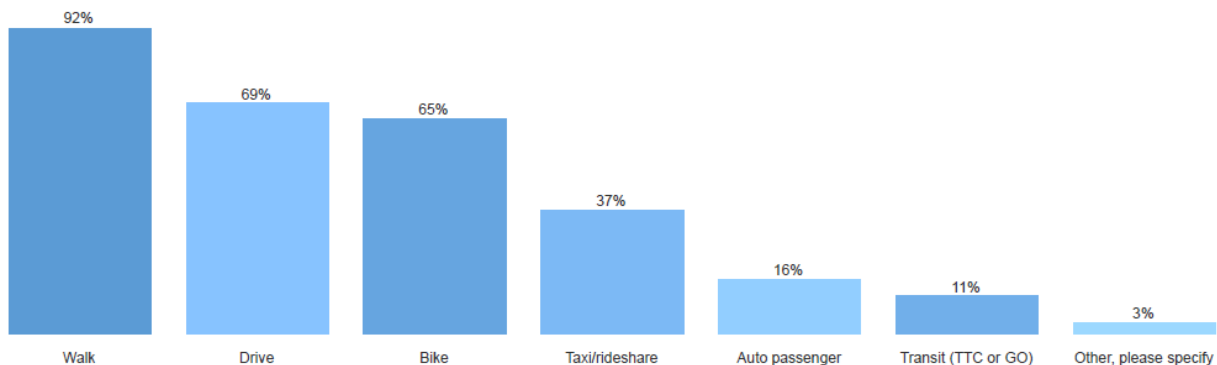


Figure 3: Transportation mode preferred by Feedback Form respondents

* Feedback form respondents were permitted to select multiple answers

Other feedback

- Increase the number of speed limit signs on Dovercourt
 - City response: City staff will conduct a review of the existing speed limit signage compliment. If needed, staff will arrange to add or replace damage signs.
- Increase the curb radii reductions at intersections
 - City response: The curb radii reductions proposed for Dovercourt Road are designed according to the criteria set in the Curb Radii Guidelines <https://www.toronto.ca/wp-content/uploads/2018/05/90c8-Curb-Radii-Guideline-Version-1.1.1-May-2018.pdf>. The Curb radii are determined using various design controls such as vehicle types, turning volumes, and road classifications
- Make the road even more narrow at intersections
 - City response: The road width and intersection width reductions are designed according to the criteria set in the Curb Extension Guidelines <https://www.toronto.ca/wp-content/uploads/2018/05/98b6-Curb-Extensions-Guideline-Version-1.0.1-May-2018.pdf> and Lane Widths <https://www.toronto.ca/wp-content/uploads/2018/05/986b-Lane-Widths-Guideline-Version-2.0.1-May-2018.pdf>. Curb extensions, also known as bump-outs are localized road narrowings for short sections where the pavement width is reduced by extending the curb into the roadway. Curb extensions are designed using various design controls such as road classification, lane width, road width, presence of lanes, presence of sidewalks, and on-street parking. Lane widths are determined using various design controls such as road classification, existing and planned dedicated cycling facilities, speed limit, surface transit routes, and truck volumes. The Lane Width guidelines were designed to provide appropriate motor vehicle accommodation while improving cyclist and pedestrian safety, improving cyclist accommodation, and making effective use of the limited right-of-way and pavement width.

Requests that fall outside of project scope

- Requests to convert this section of Dovercourt to a one-way operation for motor vehicles
- Requests for bike lanes to be installed on Dovercourt

Green Streets Features

A number of residents, both at the event and by email, offered to adopt the green street features on Dovercourt Road. Through the completion of detailed road design, it has been determined that the green streets opportunities will be located at Dovercourt Road and Dundas Street West and will consist of enhancing the street trees at this intersection. These enhancements will not require adoption. Residents who previously offered to adopt the green streets features will be notified.

Next Steps

A motion will need to be submitted by the local Councillors to Toronto and East York Community Council to move for speed humps to be added to Dovercourt Road between Dundas Street West and Queen Street West. If Council approves speed humps, then they will be installed as part of the road reconstruction work commencing in fall 2020.

Appendix 1: Notice of Public Drop In Event



Public Drop-In Event

Reconstructing Dovercourt Road from Dundas Street West to Sudbury Street

September 19th, 2019

Dovercourt Road, from Dundas Street West to Sudbury Street, is scheduled for reconstruction in 2020. Road reconstruction also provides the City an opportunity to implement road safety measures to improve the safety and accessibility for all road users.

The City is planning a number of improvements that include:

- Watermain replacement from College Street to Queen Street West
- Intersection improvements at MacKenzie Crescent, Foxley Street, Arqyle Street and Humbert Street to reduce pedestrian crossing distances and slow right turning traffic
- Sidewalk replacement from Dundas Street West to Queen Street West
- Planted Areas along the street to improve storm water management
- Raising the curb height to make it more difficult for vehicles to mount the curb and encroach on pedestrian space
- Traffic calming options (see below for details)

Join us to learn more about the traffic calming options, the intersection designs, speak with the project team and provide your feedback.

Date: Monday, October 7, 2019

Time: 6:30 p.m. – 8:30 p.m.

Place: The Great Hall, Conversation Room, 1087 Queen St. W.



This venue is wheelchair accessible.



Can't attend? View information materials online at toronto.ca/dovercourt and complete the online survey with your comments on the three traffic calming options.

Proposed Traffic Calming Options

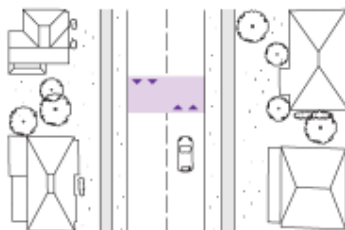
Based on resident interests for traffic calming measures, City staff are proposing three different traffic calming options. You have an opportunity to provide feedback on your preferred option.

Option 1 – Speed Humps

This option places speed humps on Dovercourt Road from Dundas Street West to Queen Street West.

Note: Speed humps can also be combined with other traffic calming options.

Example of speed humps



Advantages

- Helps to reduce vehicle speed
- No loss of parking spaces (78 permit parking spaces retained); 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

Option 2 – Alternating On-Street Parking by block

This option involves switching the side of the street that is used for on-street parking at block intervals. For example, parking switches to the other side of the street after each block.

Example of on-street parking alternating at block intervals



Advantages

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

Disadvantages

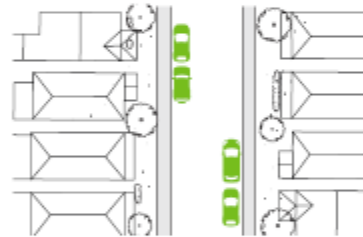
- Potential impact to people on bikes include restricted visibility of cyclists and dooring hazards

This option retains 72 permit parking spaces (loss of 6 permit parking spaces) however, there is no impact on permit holders because the permit parking on Dovercourt Road is undersubscribed.

Option 3 – Alternating On-Street Parking by mid-block

This option involves switching the side of the street that is used for on-street parking at mid-block intervals. For example, parking switches to the other side of the street at each mid-block and each block.

Example of alternating on-street parking by mid-block



Advantages

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

Disadvantages

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

This option retains 69 permit parking spaces (loss of 9 permit parking spaces) however, there is no impact on permit holders because the permit parking on Dovercourt Road is undersubscribed.

Para obter assistência em português, é favor ligar 311.

如果需要普通话协助, 请拨 311

NEED MORE INFORMATION?

If you have questions, please contact us.

Public Consultation Unit	Elysia Leung · 416-392-8505 · elysia.leung@toronto.ca
Councillors	Councillor Ana Bailao · 416-392-7012 · councillor_bailao@toronto.ca Councillor Joe Cressy · 416-392-4044 · councillor_cressy@toronto.ca
TTY Hearing Impaired Service	416-338-0TTY (0889) (7 Days a week, 8:00 am – 5:00 pm, closed holidays)

www.toronto.ca/dovercourt

Appendix 2: Feedback Form



Feedback Form

Dovercourt Road Reconstruction & Traffic Calming Public Drop-In Event: October 7th, 2019

Thank you for attending and participating in this Public Drop-In Event. Public consultation is an important part of this project. Please complete this feedback form and share your thoughts/opinions regarding the traffic calming options proposed for Dovercourt Road between Dundas St. W. and Queen St. W. and to help us prepare for the construction project. All comments will be considered.

Please submit your comments today or by October 22nd, 2019. Today's materials are also available on www.toronto.ca/dovercourt

- 1 There are five proposed options for traffic calming on Dovercourt Road between Dundas St. W. and Queen St. W. Please check the box of your preferred option.

- Option 1 - Speed Humps
- Option 2A - Alternating On-Street Parking (by block)
- Option 2B - Alternating On-Street Parking (by block) + Speed Humps
- Option 3A - Alternating On-Street Parking (by mid-block)
- Option 3B - Alternating On-Street Parking (by mid-block) + Speed Humps

- 2 Please tell us why this is your preferred option.

- 3 This question is for anyone who lives on Dovercourt Road. Do you have any items that you think may be located on the City's Right of Way such as fencing, walkways or garden features (refer to diagram below)? If so, please detail these items here.



- 4 If you have items located in the City's Right of Way, please leave us your address.

toronto.ca/dovercourt

About You

What are the first three digits in your postal code? _____

Please describe your perspective. (Select all that apply)

- I live along Dovercourt Road
- I work along Dovercourt Road
- I shop/dine along Dovercourt Road
- I travel on Dovercourt Road
- I represent a business along Dovercourt Road
- Other: _____

How do you typically travel on/to Dovercourt Road? (Select all that apply)

- Walk
- Bike
- Drive
- Transit (TTC or GO)
- Taxi / rideshare
- Auto passenger
- Other: _____

About this Event

Please help us to improve by letting us know your thoughts about the event.

	Disagree	Neutral	Agree
The information presented was clear and easy to understand	1	2	3
Staff were able to answer my questions or offered follow up	1	2	3
There was an opportunity to share my comments & opinions	1	2	3

Contact

Thank you for your comments!

*Please return your card to the registration desk before you leave, or submit to the City by **October 22, 2019.***

<p>Elysia Leung Sr Public Consultation Coordinator, City of Toronto 416-392-6505 elysia.leung@toronto.ca</p>	<p>Mail: City of Toronto - Public Consultation Unit 55 John Street, Metro Hall, 19th Floor Toronto, ON M5V 3C6</p>
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