

Meeting Summary
Regal Heights Traffic Management Meeting
January 20th, 2020
Regal Road Public School, Room 5 (Music Room)
By Nicholas Gallant

Resource hand-outs:

1. Agenda
2. Map geo-locating meeting RSVPs
3. Area Transportation Map
 - a. Pedestrian crossovers
 - b. Traffic Control Signals
 - i. existing
 - ii. Council approved, not yet installed/active
 - c. Streets and directionality

Introductions

Councillor Ana Bailão welcomed those gathered, introduced Nicholas Gallant – the Senior Advisor, Community Planning and Policy, who will be serving as point-person on this project.

Transportation Services Staff from the newly created Area Transportation Planning unit, Michelle Berquist and Roberto Ionescu.

Area residents – 17 in attendance (see map) – provided name, what street they live on street and a top issue. Issues listed below:



Figure 1 Residential location of community members in attendance at this meeting

- Lights are placed at too frequent an interval along arterials (St. Clair, Dufferin) and this brings traffic through the neighbourhood
- There are residual problems that started during construction of St. Clair Transit Right-of-Way, ongoing traffic infiltration
- Intensification along St. Clair in particular is likely to bring more traffic
- Volume along Rosemount
- Drivers who don't acknowledge rules of the road or signage +1
- Lack of enforcement at Regal Road PS during pick-up and drop-off times +2
- Kids safety concerns around Winona/McMurrich School +2
- Need to be radical, to think outside of the box
- Traffic is not going to stop, how do we manage it?
- Communicating to the community is of vital importance
- Bad cycling infrastructure
- Proactive planning of changes in the flow of traffic based on incoming development is needed
- Move fast, be effective, create positive outcomes

Discussion

Much discussion ensued about Council approved traffic control signals - Oakwood and Rosemount, Davenport and Dovercourt, Dufferin and Rosemount.

Consensus areas were outlined by resident:

- 1) Safety matters
- 2) We want to implement best practice solutions
- 3) Law of unintended consequences must be considered in all interventions

We can go in the direction of either *waterfall* (everything figured out and implemented as a package) or *agile* (pilots and experimental interventions, iterative process).

Area Transportation Planning staff spoke about Vision Zero and how this new road safety paradigm now means operating policies are being updated to ensure safety is the key criteria when considering changes to the transportation network.

Nobody willing to take on role as Chair of the Committee, therefore committee not formed.

Community members decided that they wanted to move in the direction of a one-day intensive workshop early in the spring and I will keep the community informed as this initiative takes shape.