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# Regal Road and Springmount Avenue Intersection Project

## Public Consultation Report

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July 2019

Prepared by:

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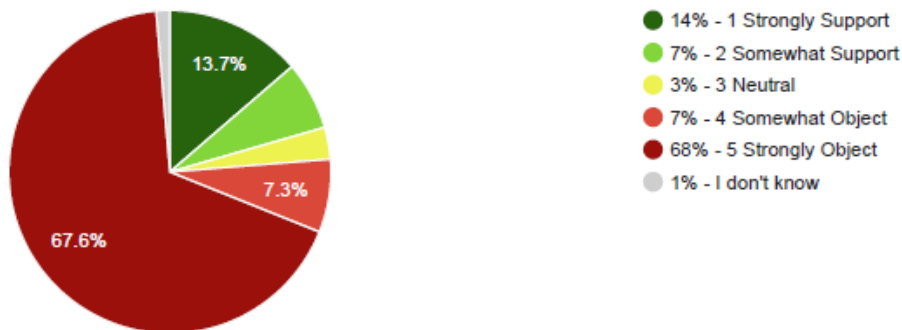
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## Executive Summary

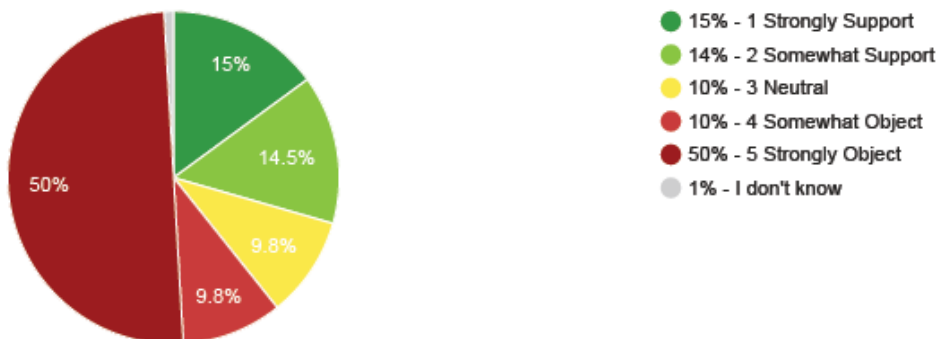
Public and stakeholder consultation for the Regal Road and Springmount Avenue Intersection Project took place in the spring of 2019. This included a public drop-in event, a project feedback form, a project website, and targeted emails to the project stakeholder list. Approximately 1,000 flyers and feedback forms were distributed throughout the neighbourhood.

The consultation process asked participants to consider 3 design layouts for the intersection, along with additional design elements for 2 of the 3 layout options. Approximately 60 individuals attended the public drop-in event, and 234 feedback forms were completed (in person at the event, online, and via the mail). Below is a breakdown of support for the 3 layout options.

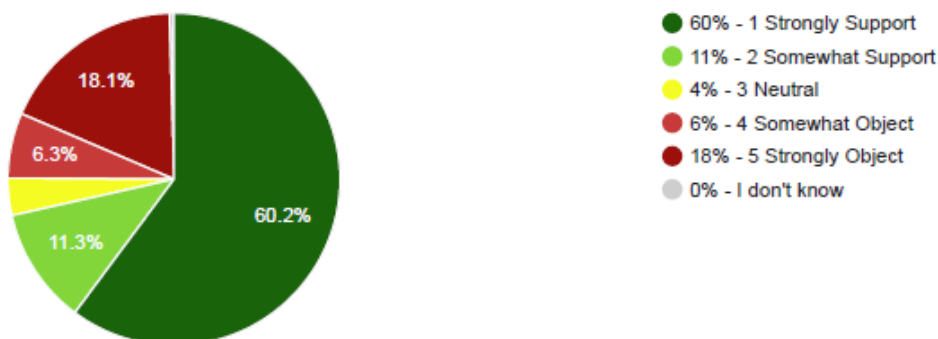
### Option 1: Existing pilot conditions to remain



### Option 2: Bump-out on north side removed

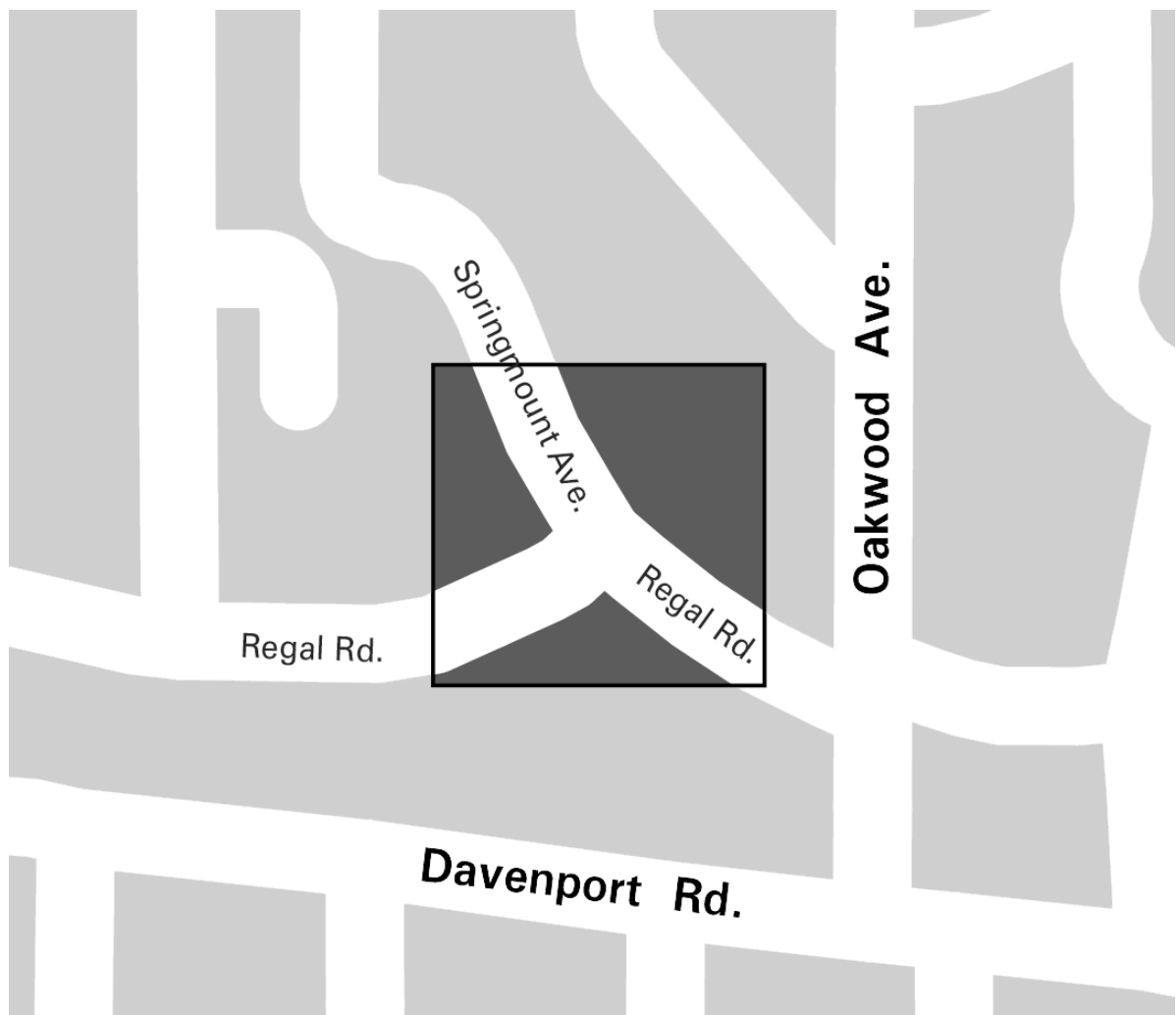


### Option 3: Revert to original intersection design (with enhanced markings)



## 1. Introduction

The City of Toronto implemented a pilot project in June 2018 at the intersection of Regal Road and Springmount Avenue. This involved the installation of pavement markings and raised plastic bollards to narrow and realign the intersection, to reduce pedestrian crossing distances and enhance safety. This project was intended as a one-year pilot, and the City received many comments on the design since it was installed. City staff incorporated feedback received into 3 interim design options for the intersection, which were put forward for review and comment at a public drop-in event on May 7, 2019. Comments were also accepted online and via the mail until May 29, 2019. The interim design to be selected will be in place until such time that the intersection is scheduled for a full reconstruction.



## 2. Overview of Consultation Activities

Consultation on this project included:

- Meetings with the local Councillor's office (Ward 9: Councillor Ana Bailao)
- A public drop-in event in the neighbourhood
- An in-person, mailout and online feedback form
- Communications: website, targeted emails and mailout notices

### 2.1 Notification and Communications

A project website ([toronto.ca/regalroadspringmount](http://toronto.ca/regalroadspringmount)) was developed in April 2019 including sections on the Study Overview, Study Area, and consultation activities. As part of the website, a project email list was created to allow interested groups and individuals to sign-up to receive updates and information about community outreach and public consultation activities.

Communication on the project took place through a variety of written, print, and digital notification activities including:

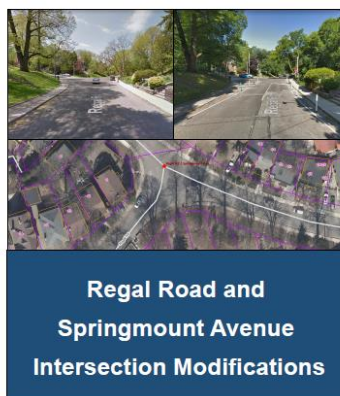
- Project website
- Targeted emails to key stakeholders and project email list
- Over 1,000 notices mailed out to the study area

*Please see Appendix A for a copy of the notice that was sent as part of this project.*

### 2.2 Public Drop-In Event

A public drop-in event took place on May 7, 2019 from 6:00 – 8:00 pm at the Davenport Public Library. Participants were able to view the design panels, complete feedback forms, and speak with project staff. Approximately 60 individuals attended the event, along with Councillor Ana Bailao, staff from the Ward 9 office, and city staff.

## Welcome



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

Toronto Public Library  
Davenport Branch  
1246 Shaw Street



**Public Drop-In Event at the Davenport Public Library**

## 2.3 Feedback Form

A project feedback form was available at the drop-in event and on the project website. Approximately 1,000 feedback forms were also mailed out to residences in the study area. A summary of feedback received is presented in the next section.

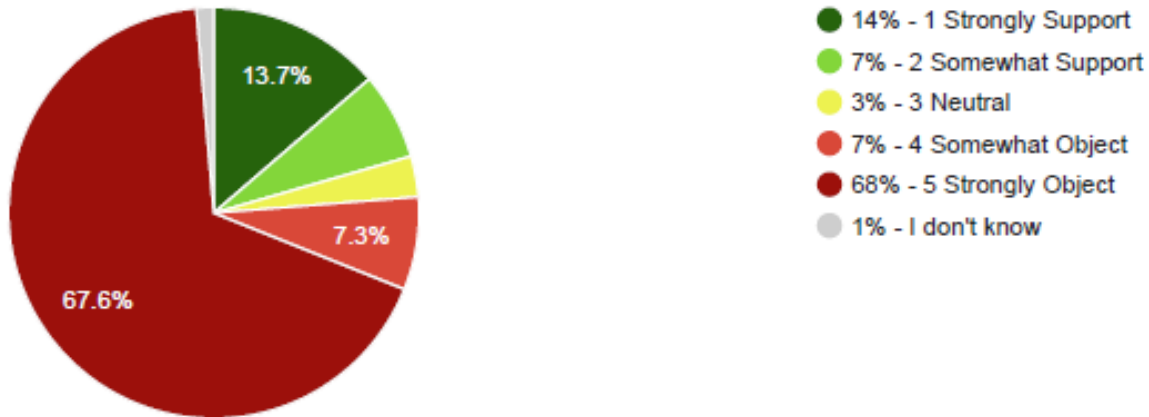
## 3. Feedback Summary

### 3.1 Feedback on Options

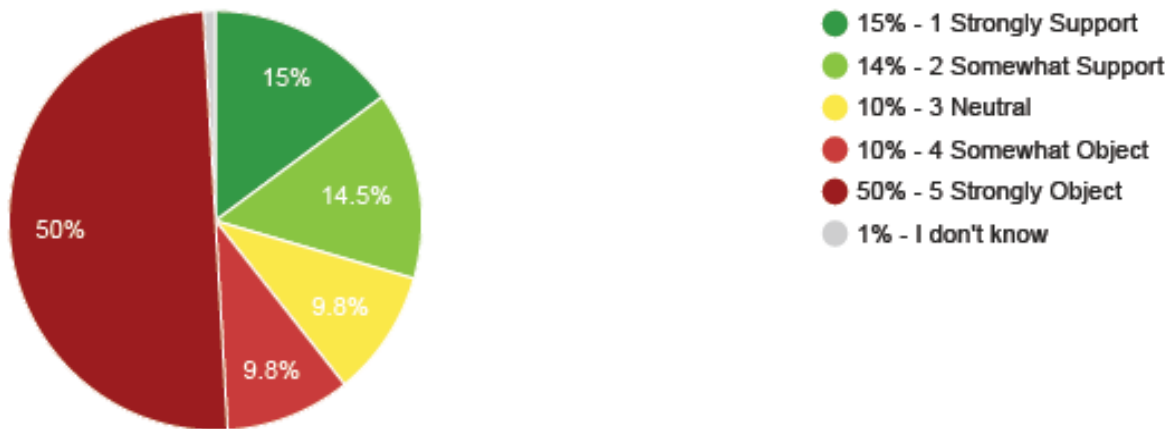
The City received 234 completed feedback forms as part of this project. Feedback forms were collected in person at the drop-in event, through an online form on the website, and through the mail. The feedback form asked for resident's opinions on 3 layout options for the intersection, and 4 design options for 2 of the 3 layout options. A summary of feedback for the proposed options is found below:

#### Layout Options

##### Option 1: Existing pilot conditions to remain



##### Option 2: Bump-out on north side removed



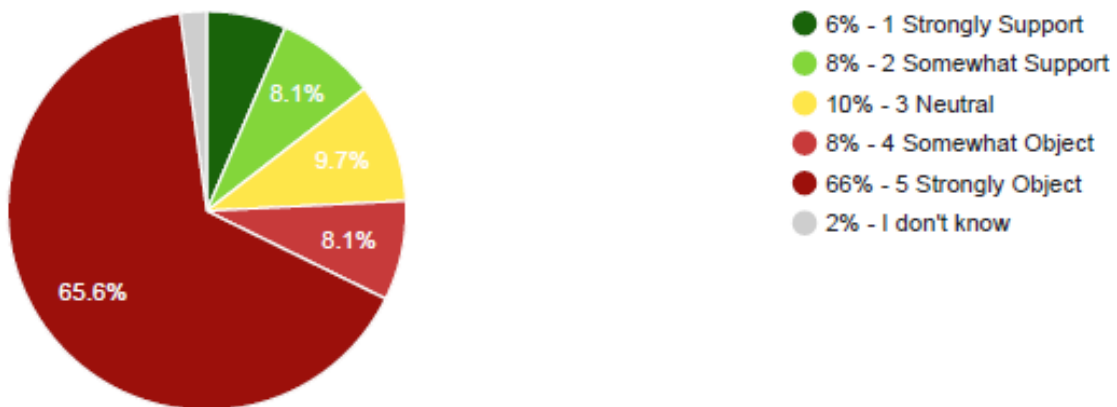
### Option 3: Revert to original intersection design (with enhanced markings)



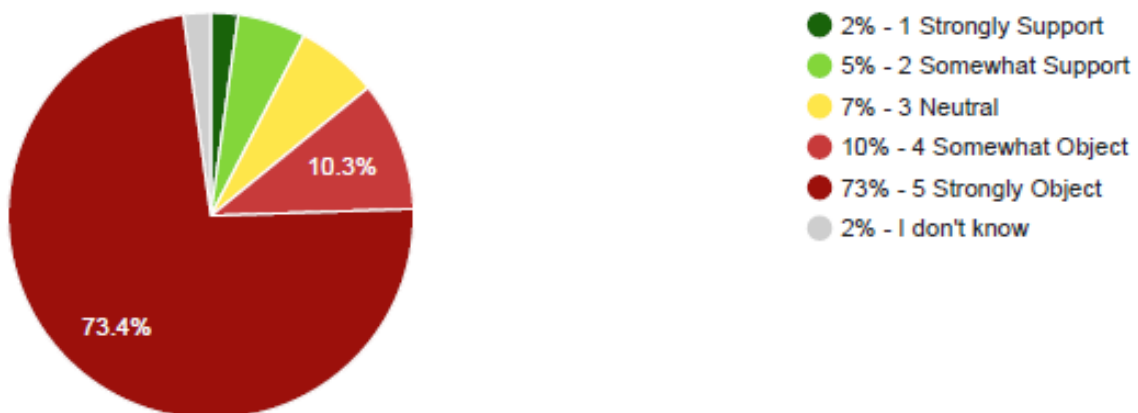
### Design Options

Option 1 and Option 2 included further design and greening elements while Option 3 did not.

### Option A: Bollards (flexible posts)



### Option B: Concrete Jersey Barriers



### Option C: Planter Boxes



### Option D: Asphalt Cuts Planted with Ornamental Grass



## 3.2 Sample of Comments Received

Hundreds of comments were received in person at the event, via feedback forms, and through emails and phone calls. Below is a sample of comments received:

- Lanes are too narrow, bollards and other elements are unsightly and unnecessary.
- The bump outs are too large and make the intersection very tight.
- It does not ensure safety for the children that cross any more than it did without. I still see cars driving by without stopping on a daily basis.
- As a cyclist and a driver, this intersection feels much safer and easier to navigate now.
- The plastic posts create unsafe conditions for cyclists.
- Lanes are too narrow - the bollards look awful and prevent street sweepers from clearing leaves and snow.
- As a cyclist I find it makes the intersection more dangerous to navigate than the original intersection ever was.



- The original intersection was dangerous for cars, cyclists and pedestrians. This option makes it safer.
- The bump outs make the normal corners into blind corners, which creates a danger to both motorists and cyclists. The only group of people who this project benefits are pedestrians, whom are seldom seen even crossing at this intersection.
- Revert back to original which stop bars and crosswalks
- While reverting to the original layout doesn't move things forward, it is the best of the presented options. I feel there could have been a more elegant solution to balance movement with urban space.
- I have never run into any issues as a pedestrian or as a driver. Pedestrians and drivers need to all take responsibility when crossing streets. Clearly marked crosswalks will suffice.
- There never was a good reason to change this intersection. The other options are not good.
- I do support returning to the original intersection with stop signs posted next to painted stop lines with clear pedestrian crossing lines as well.
- I am 100% in favor of returning the intersection to its original form. Adding paint to delineate crosswalks is all it needs.
- Painting proper road markings, along with curb cuts and tactile strips, will go a long way to increasing safety at this intersection.
- I favour the intersection as it was before attempts were made to improve it. I do not think these changes make the intersection safer or improve our neighbourhood.

## 4.0 Next Steps

The project team has reviewed all feedback received, and together with technical considerations, is putting forward the following recommended approach for the intersection:

- As per the preferred option from the community consultation (Option #3), **the City will return the intersection to its previous configuration**, which will include the removal of the bollards and additional lines
- Along with the existing stop bars and centre lines, the City will add painted crosswalks to improve the demarcation of pedestrian crossing areas at the intersection
- The City will review the existing locations of the stops signs, to ensure that they will be aligned properly with the painted stop lines
- The City will target fall 2019 for the removal of the temporary roadway narrowing line paintings, flexi-posts bollards and tactile warning plates currently located within the roadway

Project updates will be sent via email to the project stakeholder list, and posted to the website at [toronto.ca/regalroadspringmount](http://toronto.ca/regalroadspringmount). The City of Toronto thanks residents for their involvement and feedback on this project.

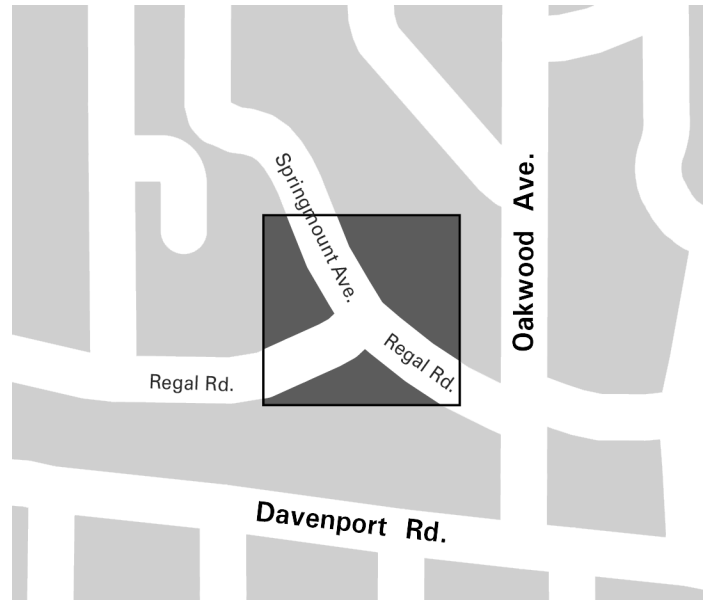
## **Appendix A: Event Notice**

April 23, 2019

## Regal Road and Springmount Avenue Intersection Modifications

### Project Overview

The City of Toronto implemented a pilot project in June 2018 at the intersection of Regal Road and Springmount Avenue. This involved the installation of pavement markings and raised plastic bollards to narrow and realign the intersection, to reduce pedestrian crossing distances and enhance safety. This project was intended as a one-year pilot, and the City has received many comments on the interim design since it was installed. Staff have incorporated feedback received into new design options for the intersection. These options will be put forward for review and comment at this public drop-in event.



Map of project area

### Public Drop-In Event

At this event, attendees will have an opportunity to:

- Learn about the history of this project, and the rationale for the proposed changes
- View the draft design options for the intersection
- Ask questions and speak to City of Toronto staff
- Provide feedback on the proposed options

**Date: Tuesday, May 7, 2019**

**Time: 6:00 pm to 8:00 pm**

**Location: Toronto Public Library**

**Davenport Branch**

**1246 Shaw Street**



Regal Road and Springmount Avenue intersection prior to the pilot project

[toronto.ca/regalroadspringmount](http://toronto.ca/regalroadspringmount)

## Project Background

A group of local residents had concerns with safety at the intersection at Regal Road and Springmount Avenue. Due to the large crossing distances in the intersection, and observations that many motor vehicles did not come to a complete stop at the stop signs, this group created a temporary “bump out” using chalk and leaves to narrow the intersection. With this temporary realignment, they observed that vehicle speeds decreased, and more vehicles came to complete stops at the stop signs. These community efforts were highlighted in many media reports in late November 2017.

The residents then approached the former Councillor's office to see if a more permanent solution could be installed at the intersection. The Councillor's office organized a public meeting in March 2018, and two meetings were also organized by the Regal Heights Residents Association. Permanent intersection modifications were discussed at these meetings and requested from the City. The City advised that this intersection was not scheduled for work within the next five years, but suggested a temporary intersection modification that could be completed with potential greening opportunities. The Councillor's office and participating residents agreed with this approach.



Interim design installed in June 2018

In June 2018, the current interim design was installed. It features paint and bollards (flexible posts) to narrow the intersection, which decreases crossing distances. It also features more visible stop bars and lane markings. Many comments have been received on the interim design, and the City will put forward options for a long-term design at this public event.

**For those unable to attend the public drop-in event, project materials (including the feedback form) will be posted to the project website on the day of the event. The public comment period will be open until May 22, 2019.**

## Contact:

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**Visit [toronto.ca/regalroadspringmount](http://toronto.ca/regalroadspringmount) for updates and information**

For assistance reading this flyer, please call 311.

Para obter assistência em português, é favor ligar 311.

Per ricevere assistenza in italiano si prega di telefonare al 311.

*Personal information is collected under the City of Toronto Act, 2006, s. 136(c) and the Municipal Freedom of Information and Protection of Privacy Act. With the exception of personal information, all comments will become part of the public record. Questions about this collection can be directed to the Manager, Public Consultation Unit, Tracy Manolakakis 416-392-2990.*