

Common Questions & Concerns



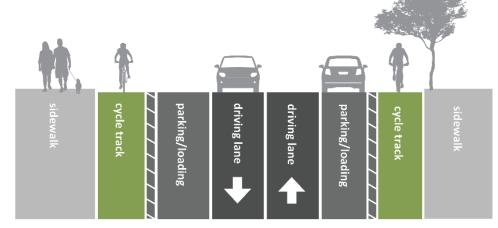
- 1. What changes are being proposed for the Danforth Avenue from Broadview Avenue to Dawes Road?
- 2. What is the purpose of the project?
- 3. How will this pilot support local businesses?
- 4. What are the project timelines?
- 5. How are you engaging businesses on the project?
- 6. How are you engaging residents and other stakeholders on the project?
- 7. What is the process and details of the expanded patio options?
- 8. Will there be parking impacts as a result of this project?
- 9. How is pedestrian safety being addressed?
- 10. What is the impact of this project on traffic?
- 11. How much does this project cost? I'm concerned the costs are significant during a time when budgets are constrained.

1. What changes are being proposed for the Danforth Avenue from Broadview Avenue to Dawes Road?

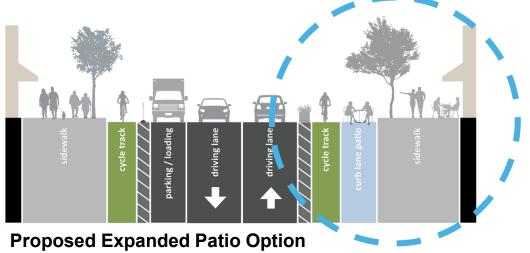


The pilot design includes:

- 1. Full-time (24/7) parking/loading lane on both sides of Danforth Avenue, providing an additional 10 hours of parking availability per stall per week.
- Streetscape improvements such as planters, brightly painted curb extensions to reduce pedestrian crossing distances, and opportunities for new and expanded patios to create an attractive streetscape with more outdoor seating and retail space.
- 3. Opportunities for more and expanded patios (eg. in the curb lane, and on sidewalks) through a streamlined permit process, with waived fees for businesses.
- 4. A separated bicycle lane in both directions to provide safe mobility options for local shopping, etc. trips, and serve as a transit relief valve.
- 5. One traffic lane in either direction would be maintained, and turn lanes would be added at intersections.
 - a. Adequate pedestrian space for circulation, safety and physical distancing will be maintained on sidewalks.



Typical Proposed Cross Section



1. What changes are being proposed for the Danforth Avenue from Broadview Avenue to Dawes Road? (Cont'd)



Perspective and aerial renderings of the design (below) provide additional details on the design concept. A combination of pre-cast concrete curbs and posts, as well as planters will be used along the street, depending on the context.



Perspective Rendering of Typical Mid-Block Configuration



Aerial Rendering Concept of Intersection Design

2. What is the purpose of the project?

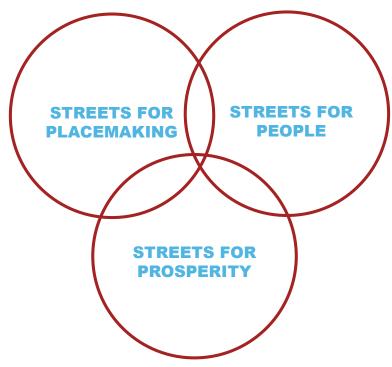
In 2019, the City launched the Danforth Study to create a vision and plan for the Danforth into the future. The study is a joint project between Transportation Services, City Planning and Economic Development & Culture. A "Complete Street Pilot" was being considered as part of this project, intended to test out ways to enhance the Danforth in a number of ways:

- Improved road safety
- Vibrant and beautiful streetscape
- More mobility options
- Social benefits
- Local economic benefits
- Environmental benefits

After a project pause because of the Covid-19 pandemic, City Council voted to accelerate key projects around the City to support a Pandemic Recovery Mobility Strategy and address emerging transportation issues. The goals for the project were updated to include the need for:

- + Better use of right-of-way in the context of Covid-19
- + Supporting **local businesses** by improving access options
- Supporting local businesses by providing expanded patio & outdoor seating opportunities
- + Supporting **physical distancing** for active modes of transportation
- + Supporting **transit system relief**; Provide **sustainable alternatives** for people who will not be comfortable taking transit (walking, cycling)
- + Providing more space for public realm enhancements, Bike Share, bike parking

TORONTO COMPLETE STREETS



3. How will this pilot support local businesses?



Supporting local businesses is even more important amid the Covid-19 Pandemic. This proposal reallocates underused space on the roadway resulting from lower traffic volumes, creating new:

- Full-time parking on both sides of Danforth Avenue
- Opportunities for "al fresco" patio dining on the street and sidewalk, should businesses be permitted to do so. Staff are currently working towards waiving patio application permit fees and streamlining the permit application process.
- New access opportunities for people to get to the Danforth (eg. by bike, Bike Share)
- More high-capacity bicycle parking
- Streetscape beautification and animations (using curb extensions and public seating) to bring excitement to the street and create more space for social distancing
- Identifiers for Business Improvement Areas (BIAs) across the corridor, using unique curb extension colour combinations and plantings in each BIA area

4. What are the project timelines?



Given extremely tight timelines for a pilot of this scale and the need to support local businesses and provide transit relief, an iterative design approach is required that will be adjusted following ongoing monitoring. The project will be delivered in multiple phases, starting with the initial installation in July 2020. The current timeline includes:

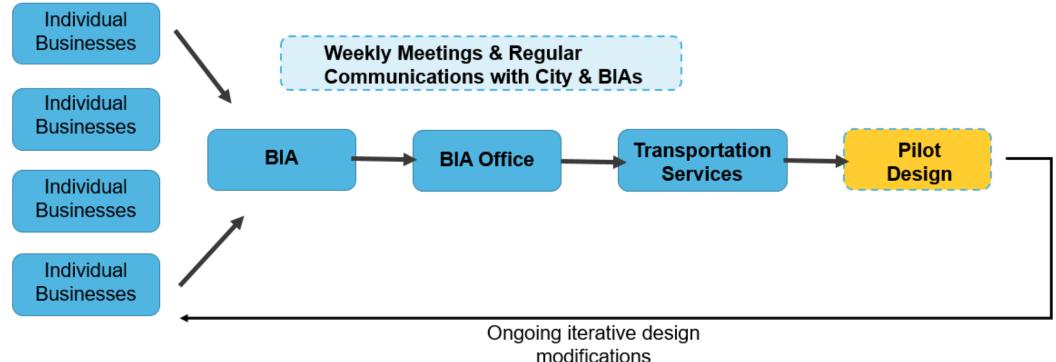
- Advance Preliminary Design: Immediately
- Engagement with BIA Office, BIAs, businesses, resident associations and public: Starting June 1
- Phase 1 Implementation: Start mid-July 2020
 - Expanded patio space if permitted, planters, curb extensions, cycle track, bike parking,
 Bike Share installation, some street art components...*
- > Phase 2 Implementation : 2021
 - Ongoing monitoring, iterative design modifications, murals/street art...*
 - More extensive community consultation, with specific feedback on what works well and what doesn't from Phase 1
 - Report to Council (including Pilot Evaluation) in late 2021
- > Long Term Implementation: 2021 BEYOND
 - Ongoing monitoring, iterative design modifications, new pedestrian crossings upon review from Traffic Operations/Council Approval...*

^{*}Elements included in each phase to be refined as detailed design and procurement proceeds.

5. How are you engaging businesses on the project?



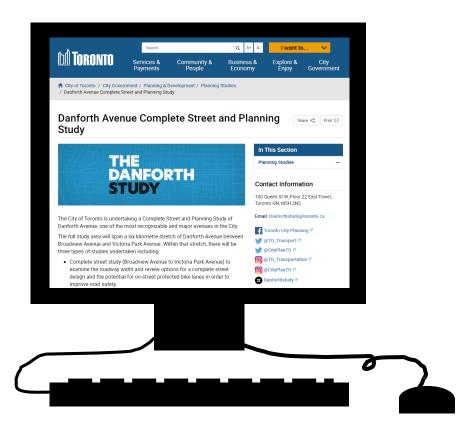
In order to receive consolidated feedback in an expedited manner, City staff will be working with businesses through the BIAs on key issues, including loading, patio expansion opportunities, design features, and installation timelines.



6. How are you engaging residents and other stakeholders?



The City will be hosting online engagement opportunities for the project Stakeholder Advisory Committee (SAC), local resident associations and other stakeholders. City staff will also be updating details on the project website (www.toronto.ca/danforthstudy) and sending mail-outs to all addresses within 300m of the pilot implementation area, with a link to more information on the project website.



7. Where can I find more information on patio expansions along Danforth?



City staff have created an information package for expanded and/or new patios along the Danforth, in which businesses can find information on the opportunities, considerations, and application process. Please check with your local BIA for these information packages.

BIA Contacts:



Broadview Danforth: Susan Puff, spuff@thedanforth.ca



GreekTown on the Danforth: Mary Fragedakis, bia@greektowntoronto.com



Danforth Mosaic (The Danny): Colin Johnson, info@thedanny.ca



Danforth Village: Louie Dapergolas, info@dvbia.ca

8. Will there be parking impacts as a result of the pilot?



The following table provides anticipated parking modifications as a result of the pilot. In general, vehicle parking is being maintained on both sides of the Danforth, though some modifications will be required to accommodate bus stops and vehicle turn lane lengths. City staff are working with stakeholders and on traffic analysis optimization to minimize these impacts, as well as review potential for more side street parking. High-capacity bicycle parking racks will be added to the corridor in key locations to ensure people cycling have opportunities to park.

| Parking By Type | Total | Anticipated Modifications, if any |
|--|-------|---|
| | | Minor Reduction is quantities of stalls to accommodate bus stops, turn lanes, loading zones. Additional (seasonal) reductions as a result of potential expanded patios. |
| On-Street (Danforth) | | ↑ Increase in peak hour parking time (10 hours per stall per week) |
| | | Potential increase in side street parking (under review). |
| | 779 | No peak hour towing. |
| Green P Lots | 604 | None |
| Private Parking Lots | 627 | None |
| On-Street | | |
| (Side Streets North & South of Danforth) | 1119 | None |
| | | <10% Reduction |
| TOTALS | 3129 | (Depends on expanded patio interest level) |

Notes:

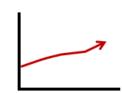
- Counts assume parking availability for each type 100m north and south of the corridor.
- Stalls currently not available due to construction (eg. Green P construction staging areas) have been removed from counts.

9. How is pedestrian safety being addressed?



Pedestrian safety is an overarching consideration for the proposed improvements along Danforth Avenue. An external road safety review was performed to inform this study, which determined that on average, 25 pedestrians are involved in collisions along the corridor annually. While people walking make up approximately 22% of the total traffic on Danforth Avenue, pedestrian collisions make up 33% of Killed or Seriously Injured Collisions. Some of the key pedestrian safety improvements being proposed in the design include:

- Shorter crossing distances (especially at mid-block, but also at intersections) through
 the reduction of vehicle lanes and the addition of brightly painted curb extensions. Curb
 extensions will also provide more space for safe physical distancing and improve
 pedestrian visibility when crossing the street.
- Narrower vehicle lanes and other streetscape improvements to reduce vehicle speeds and dangerous vehicle movements (e.g. U-turns, accelerating merging maneuvers at intersections)
- Signal timing improvements (e.g. "Leading Pedestrian Intervals") at critical intersections to provide pedestrians a head-start to cross the street, protecting them from turning vehicles.
- A generous buffer between pedestrians and motor vehicles through the implementation of the bike lane, 24/7 on-street parking and/or expanded patio areas will significantly improve pedestrian comfort. Expanded seating and patio spaces will also provide more space for physical distancing.



Annual collisions have slightly increased from 2014 to 2018

On average

22 & cyclists

25 å pedestrians

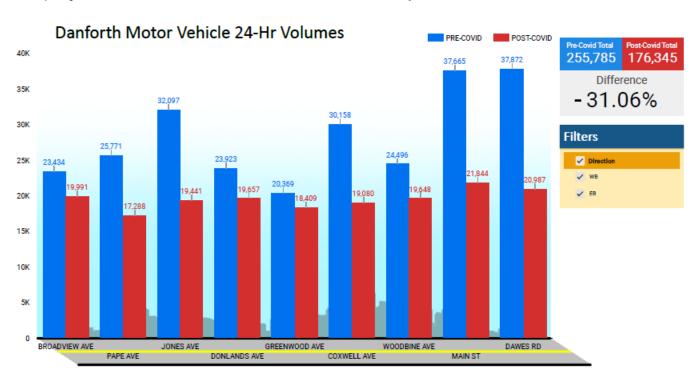
are involved in collisions annually

10. What is the impact of this project on traffic?



Since the start of the Covid-19 restrictions in the City of Toronto, a significant drop in traffic volumes have been observed along the Danforth corridor. In order to better understand these changing behaviours, City staff have undertaken post-Covid counts at intersections along Danforth for motor vehicles, pedestrians and bikes. This information is being analysed and incorporated into the design (through adjusted turn lane lengths, signal timing modifications, etc.). Information on updated travel patterns will be compiled and shared on the project website: www.toronto.ca/DanforthStudy

Monitoring Strategy: City staff will continue to monitor traffic counts (for all modes of transportation, including pedestrians, cyclists, vehicles, and transit users) following the pilot implementation using data collected by cameras along the corridor. Information will be used to evaluate whether the pilot is meeting goals and objectives of the project, and to inform any design adjustments.



11. How much does this project cost? I'm concerned the costs are significant during a time when budgets are constrained.



The cost of the proposed corridor-wide implementation is approximately **\$4M**, roughly **\$1.5M** of which would go specifically to public realm improvements (eg. planters, curb extensions, murals, etc.).

The overall cost estimate includes: the implementation of the new Danforth cross section (full-time parking lanes, cycle track, curb extensions, planters, bicycle parking, and street art.

Staff are also working with Bike Share to provide additional space for station expansion/implementation. Each station would bring an additional investment of \$50,000 from the Toronto Parking Authority.

A pilot cost of this scale that uses temporary materials provides a cost-effective, low commitment investment to test new ideas for Danforth Avenue. A comparable permanent reconstruction would cost upwards of \$50-100M.

During these unprecedented times, the City is reconsidering capital and operating budgets in light of new considerations. In the case of Danforth Avenue, this investment seeks to prioritize critical needs resulting from the pandemic, such as small business support, main street revitalization, and new mobility options along key transit corridors.

