

## Frequently Asked Questions

### **What work has been completed since the last round of open houses in the spring of 2008?**

Our project team reviewed all the comments we received from the public and stakeholder groups, and used this input to inform the next steps in the project. Further study of all our options was conducted, including potential impacts on traffic, property, neighbourhoods, the environment, cost, and how to mitigate any of these impacts. After that, the preferred route, vehicle, stop locations, transit facility and road design was developed. We are now seeking comments on the preferred plan being shown before we can proceed with the next steps in the study process.

### **What are the objectives of this project?**

This study is looking at how to best improve transit service along Kingston Road and Danforth Avenue between Victoria Park Avenue and Eglinton Avenue East. Its aim is to address growing automobile dependency by providing more reliable and convenient public transit service. This project supports municipal and provincial policy objectives for more liveable, compact, economically viable, pedestrian and cycling oriented communities by providing an improved public realm and high quality public transit service.

The project will also respond to current and anticipated pressures in travel demand in the Kingston Road/Danforth Avenue corridors and looking at how to improve transit connections along the corridor while minimizing any adverse impacts that the above objectives will have on the natural and social environments.

### **What are the key benefits of this project?**

Transit separated from general traffic will be more reliable and have a higher quality of service than transit in mixed traffic. Transit lanes will be separated from congestion in adjacent traffic lanes. Higher order transit, such as a Bus Rapid Transit service, also supports community planning initiatives and is integrated with other on-going planning studies in the area, including the Victoria Park Station Study, Danforth Avenue Study, Cliffside Study and Kingston Road Revitalization. Connections to the Victoria Park Station and the proposed Scarborough-Malvern Light Rail Transit (LRT) will service the most transit passengers.

### **Why was BRT chosen?**

This goal of this study is to find the best way to improve transit and reduce automobile dependency while balancing the needs of transit riders, private vehicles, pedestrians, cyclists, residents, and businesses – in short, everyone that uses Kingston Road. This study, in collaboration with other long-term planning studies for the area, considered the current and future transit ridership up to the year 2031. After extensive study, it was determined that a bus rapid transit service, or BRT, was the most efficient and cost-effective solution for this area, and was a better choice than a new streetcar or light rail transit (LRT) service.

### **What is BRT?**

BRT stands for Bus Rapid Transit. It can simply be described as buses in dedicated lanes that are physically separated from general traffic. It is more efficient and reliable than buses in mixed traffic and can move people more efficiently. By 2031, the ridership on this route is expected to require articulated buses capable of carrying more passengers. The BRT is being designed for this future demand, with 45m platforms that can accommodate 2 articulated buses at one time for loading and unloading of passengers.

### **Why won't the route connect to the existing streetcar service on Kingston Road, west of Victoria Park Avenue? or the Main Subway Station, or run along Victoria Park Avenue?**

The width of Kingston Road just east of Victoria Park Avenue is much narrower than the rest of Kingston Road. Therefore, there would be significant property requirements and social impacts if a BRT or a streetcar in a reserved right-of-way were built along this section of Kingston Road. In addition, transit ridership will be better served with a connection to the Bloor-Danforth Subway at Victoria Park Station.

Both Main Street and Victoria Park Avenue were initially studied as potential routes for a new service but both were determined to be inappropriate because they are too narrow, because of the social impacts, curve of the streets, railway overpasses. Feedback from residents at the last round of Public Open Houses supported the elimination of these two routes from further consideration.

### **How will the BRT connect to other TTC routes?**

Connections will be made to the Bloor-Danforth Subway at Victoria Park Station and to the proposed Scarborough-Malvern LRT at Eglinton Ave. E. Also, the BRT is being designed to allow other bus routes in the area to operate along portions of Kingston Road and Danforth Avenue, within the BRT right-of-way, thereby increasing the reliability of service.

### **What will happen to existing bus routes in the area after this new BRT is built? Will any existing routes be changed or removed?**

It is difficult to determine what changes, if any, will be made to the existing bus routes. Prior to implementing the BRT, a formal analysis of bus routing changes, including public consultation will be undertaken by the TTC. The BRT is being designed to allow other bus routes in the area to operate along portions of Kingston Road, thereby increasing the reliability of those services.

**Will traffic lanes be removed to accommodate the BRT? Where will the BRT go?**

To accommodate the BRT, one lane of traffic in each direction will be removed. The BRT will run in dedicated lanes in the middle of the street, separated from general traffic in adjacent lanes. These dedicated lanes in the middle of the street will have less interference with other on-street operations, such as deliveries and garbage pick-up and is more cost-effective than creating a separate right-of-way. Transit service and efficiency is improved with separation from mixed traffic.

**How will the median transit lanes be separated from the traffic lanes?**

The exact details of what will separate the transit and private vehicle lanes has not yet been determined; however, to be effective it will need to be a physical barrier such as a curb. The design of that curb will be determined during the detailed design phase. At certain unique locations, such as fire halls and under the rail bridge, the median may be designed differently with pavement markings or mountable curbs.

**What impacts will the BRT have on traffic?**

Traffic impacts will be mitigated wherever possible. For example, dual-left-turns are proposed at the intersection of Danforth Avenue and Danforth Road to move traffic more efficiently through this intersection. Some traffic will divert to other parallel roads, and the City will monitor these potential impacts and review if changes to signalling or road access need to be made once the BRT is operational.

**Will there be turning restrictions once the BRT is built?**

Left-turns will only be permitted at traffic signals, and will be prohibited at mid-block locations and at unsignalized intersections. U-turns will be permitted from left-turn lanes.

**Will street parking still be available in Cliffside?**

In the short-term, on-street parking will be provided on the north side of Kingston Road through Cliffside, between Clarendon and Midland Avenue. In the long-term, alternative parking locations will be developed, and on-street parking will be replaced with a wider sidewalk. This work has been coordinated with the Cliffside study.

**Could private property be impacted as a result of this project?**

Yes, some private properties may be affected by this project. The areas are shown in red hatching on the roll plans identify these potential property impacts. The exact extent of these impacts will be refined during detailed design process once the project is funded for implementation.

**Can emergency vehicles use the BRT?**

Yes, emergency service vehicles will be able to drive in the BRT lanes. The City is in consultation with Emergency Services to ensure the facility design and access meets their standards.

**What impact will this project have on the Scarborough War Memorial?**

Implementation of the BRT will impact the Scarborough War Memorial at the Kingston Road and Danforth Avenue intersection. Several alternatives were developed and assessed, but each alternative has impacts to the Memorial. The project team has met with representatives of the Royal Canadian Legion, Toronto Culture and Heritage Preservation Services and discussed the impacts and the potential for relocating the Memorial to a site that can provide better public access for ceremonies and regular visits. Discussions are ongoing with all the appropriate stakeholders.

**Will this project impact Bellamy Creek?**

The proposed road width over Bellamy Creek will be narrower than it is today, so no impacts are anticipated for Bellamy Creek. Measures will be taken during construction activities to manage any potential impact.

**What is the estimated cost of this project?**

The Project Team is currently preparing a cost estimate for the project. The cost estimate for the project will be presented at the final open house session (Summer 2009).

**How will this project be funded? When will construction start?**

Budget for this project is not currently allocated in the City's capital funding. Implementation timeline is likely in the 10+ yrs time horizon (2019). There is no anticipated construction start date at this time.