
CaféTO and CurbTO

TAAC, November 20, 2020

Jodi Callan, Project Manager

Policy and Innovation Unit, Transportation Services Division

City of Toronto

Purpose

- Inform TAAC members of rapid pandemic response programming in the right-of-way to support businesses by Transportation Services
- Advise of upcoming reports
- Share what we've heard so far
- Consult the TAAC for feedback

CurbTO

- CurbTO supported businesses, services and community agencies with physical distancing requirements inside and outside their buildings
- More than 200 businesses were supported through Curb Lane Pedestrian Zones for customer queuing and Temporary Parking Pick-Up Zones for quick medicine and food pick-ups
- Some additional sidewalks were also temporarily widened to allow for physical distancing where required



CurbTO – Curb Lane Pedestrian Zones

- There were a total of 107 Curb Lane Pedestrian Zones
- Zones were designed to provide extra space for travelling public to physically distance from customer queues
- Zones were placed in the curb lane to ensure a straight path of travel on the sidewalk
- There are certain on-street contexts which prevents the zones from being placed
- 155 asphalt ramps were installed
- Some zones had two ramps to ensure accessibility at the start and end of customer lines



CaféTO

- The CaféTO program provides some restaurants and bars with increased outdoor dining areas in the public right-of-way
- The City worked closely with Business Improvement Areas and operators to help them understand safety, public health requirements and accessibility, and other key elements for successful operation of the program



CaféTO – Metrics

- 9,683 metres of curb lane space was closed for 621 restaurants in approximately 6 weeks in July and August 2020
- 395 CaféTO participants had café installations on the sidewalk
- 44 Public Parklets were created



CaféTO – Roll-out

- Given the various constraints on Toronto's streets, the rapid implementation of the CaféTO program was a complex operation
- Staff attempted to instill a balanced approach to manage the demand for sidewalk and curb lane space for restaurants and ensuring the sidewalk remained accessible
- Staff reviewed each application to ensure that safety and accessibility requirements, such as a 2.1 m pedestrian clearway, could be maintained
- After review, many restaurants were not approved for the program as they did not have sufficient space on the sidewalk for a café

CaféTO – Accessibility

- The extensive consultation that was part of the development of Chapter 742, Sidewalk Cafés, Parklets and Marketing Displays was incorporated into the development of CaféTO
- The guidebook included detailed information about the pedestrian clearway, cane-detectable café boundaries for people with low to no vision, accessible entrances
- Streetcar stop relocation requests were not possible to ensure accessibility ramps were not impacted



CaféTO – Ramps

- The City installed 379 ramps in CaféTO areas
- Some closures had existing curb cuts in their area
- Most ramps were installed in August – had to test the deployment of ramps, including appropriate placement and drainage
- Intent going forward is to ensure ramps are installed at the time of the lane closure



CaféTO – Enforcement

- Combination of reactive (complaint-based) and proactive (patrols) enforcement
- Between June 23 and Oct 26, 2020, Transportation Standards Officers completed:
 - 8,095 visits/inspections
 - 291 information cards given to operators
 - 65 Notices of Violation issued (including structures, illegal occupation of curb lane, pedestrian clearway issues etc.)
 - 249 sites revisited and compliance achieved

CaféTO – Survey

- A public survey was conducted on the CaféTO program and several questions were asked about user experience
- A portion of respondents indicated that their CaféTO experience could be enhanced with accessibility ramps
- A significant amount of respondents indicated that expanded patios on the sidewalk should remain after the pandemic, but a portion of respondents indicated that that accessibility on the sidewalk is a reason that the program should not remain long term.
- Overall, survey respondents responded quite positively to the program, its goals and its continuation in the future

Winter CaféTO

- Guidebook with winter specific information available online at www.toronto.ca/CafeTO
- Continuing with proactive and reactive enforcement and education activity, with a particular focus on the pedestrian clearway
- Restaurant/bar operators are required to remove their café equipment from their right-of-way in advance of a snow fall event that triggers a snow plowing event (i.e. 2cm accumulation)
- No tents, structures, enclosures permitted to ensure accessibility, pedestrian and vehicle sightlines, nothing impeding the clearway
- Within 12 hours of snowfall, café operators are required to clear snow and ice from their café area and from the pedestrian clearway adjacent to their café

CaféTO – 2021

- A report about the CaféTO program will be presented to Executive Committee in January 2021
- A new Guidebook will be released in Spring 2021
- We welcome your input –we are looking to make many improvements to the program, in the context of the constraints of our streets
- Staff would like to host a workshop with TAAC members to ensure the guidelines incorporate all relevant accessibility guidelines in the new year