

## **Stakeholder Advisory Committee Meeting #3**

On June 24, 2020, the City of Toronto hosted the third Stakeholder Advisory Committee (SAC) meeting for the Danforth Planning Study. The meeting was held virtually via Webex Events from 6:00 – 8:00 PM.

The focus of this meeting was the Destination Danforth Complete Streets Pilot Project, and the meeting agenda included the following:

- A project status update
- An overview of the Complete Streets pilot, including the background and goals in the context of COVID-19, and the implementation details
- An opportunity for discussion and questions
- An overview of the next steps

A list of members and project team staff in attendance for meeting #3 is attached as **Appendix 1**.

### **1. Welcome and Introductions**

The meeting began with a First Nation land acknowledgement.

The meeting facilitator, Karla Kolli, provided an overview of meeting mechanics for Webex and the meeting agenda. The group was also reminded of the SAC's principles for working together, which include listening, being heard, and being respectful and open minded.

Councillor Bradford and Councillor Fletcher each provided opening remarks and welcomed committee members.

The City introduced key staff on the Complete Streets Pilot.

### **2. Overall Project Status Update**

The City provided an update on the 3 Study components: Complete Street Study, Economic Analysis, and the Planning and Development Framework.

### **3. Complete Streets Pilot Implementation Update**

The City provided context around the pilot background, including City Council's direction for a COVID-19 pandemic recovery mobility strategy. This included Council's direction to provide more space for pedestrians, cyclists and public transit riders for better physical distancing, to

fast-track projects for Vision Zero and cycling infrastructure, and to authorize the installation of ActiveTO cycling projects on Danforth Avenue from Broadview Avenue to Dawes Road.

### **Updated Project Goals and Consideration**

The City provided an overview of the project goals, and the new goals that have been added in light of Covid-19. New goals include better use of the right-of-way, supporting local businesses by providing expanded patio and outdoor seating opportunities, supporting transit system relief by providing sustainable alternatives, and providing more space for public realm enhancements.

### **Proposed Design Details**

The City provided details around the design of the pilot implementation. This included the selected street layout options and evaluation criteria for selection, the parking impacts, and diagrams illustrating the planned street configurations. Other street elements of the pilot were also discussed, such as the expanded patio option, signal modifications, bike parking and sharing, and art installations.

### **Cost and Timelines**

Participants were provided with the cost estimate for the corridor-wide implementation, including the amount that would go specifically to public realm improvement. Given the tight timelines for a pilot of this scale and the need to support local businesses and provide transit relief, the timeline will be delivered in multiple phases, starting with the initial installation in July 2020. Monitoring will occur in tandem with implementation. Participants were provided with a breakdown of each phase of the timeline. It was noted that there will be a report to Council in December 2021 at which time Council will make a decision on any next steps beyond the pilot.

### **Engagement**

The City provided an overview of the engagement to date, which has included reaching out to BIAs and working with businesses on key issues and installation details, providing “Frequently Asked Questions” packages shared with BIAs and Councillors, and sharing a Project Visual Guide. The City has also had weekly meetings with Councillors and BIAs, walkabouts with City Staff, BIAs and Councillors, and have reached out to stakeholders.

## **4. Next Steps**

The City provided a brief overview of the next steps for the pilot implementation, and for the Danforth Study. This includes finalizing designs, mail-outs to businesses and residents within the corridor area, updating the project website, and scheduling SAC meeting #4.

## 5. Discussion and Q&A

Throughout the meeting, members were encouraged to provide their questions and comments to the group using the meeting Q&A function. These questions and comments were read aloud by the Facilitator, and addressed by City Staff. The following is a record of the questions and answers organized by theme.

Q = Question, A = Answer, C = Comment

### Public Realm Improvements

**Q:** Will public realm improvements include benches and seating spots for those who might not be able to afford patios but just want a coffee from Tims - or just to sit outside for a few minutes?

**A:** *Each of the BIAs will have 1 dedicated parklet for spaces not linked to a café. We are hoping to connect café spaces with public spaces, and we are providing one accessible picnic table and 2 Adirondack chairs dedicated to achieve this. The layout of these spaces will be site specific and better determined when there is more information about where patio locations will be.*

**Q:** Would someone please speak more about the possible parklet options between two patios? Who would be responsible for things like street furniture and maintenance?

**A:** *[The first part of the question was address in the question above]. To address second part of the question - the BIAs will coordinate the maintenance for these parklets.*

**Q:** I think of the Mosque in our neighbourhood. If they continue to physically distance inside, and need outside space, would they be eligible for the "patio" space, or is that limited to those with economic-based activities?

**A:** *At this point, the patios are dedicated to businesses who are licensed food and beverage providers.*

**Q:** How much of the \$1.5 million is for murals? How much per BIA?

**A:** *The BIAs will get more information about this as we move forward on the project.*

**C:** I think the extended patio idea (which doesn't interfere with pedestrians) is a great way to boost business and street life without pushing people together.

### Street Design

**Q:** Can you talk more about right hand turn lanes? I don't see which slide has an artistic rendering? Are they dedicated right turn lanes? Are they no turn on red lights?

**A:** *The City has curb extension guidelines to determine where curb extensions are best located, taking into consideration where TTC and large vehicles need to maneuver. We are adding curb*

*extensions, which are located on the side streets of Danforth. Generally, right turns at these locations will be allowed on red lights.*

**Q:** The curb and post installation in the road will be problematic during the Taste of the Danforth street closure. I'm assuming they will be easy to remove during that weekend next year?

**A:** *The city will work with the event organizers to determine the best configuration during events. This is what we have done with other major street events like the Santa Claus Parade. The event team would work with the BIA on that.*

**Q:** Will there be loading spaces for deliveries?

**A:** Yes

**Q:** Can you talk more above about the bike counters? Where will they be and when will they go in?

**A:** *5 counters will be installed that will monitor all modes of traffic (cyclists, motor vehicles, and pedestrians) placed at locations such as Broadview, Woodbine, Dawes and Logan. They should be installed within a week or so. Once this project rolls out, the City is hoping to place a static dashboard on the project website that will post count data updates.*

**C:** Option C (the selected street layout) should effectively reduce traffic speeds as well.

**A:** *People are speeding well beyond the posted speed, which is served by the existing curb lengths. As part of this implementation, we are using the City's lane width guidelines which are narrower to encourage safer driving speeds. Speed reduction and safety are front and centre in the design.*

### **Bike Lane Design**

**Q:** Was a two-way separated bike lane considered as an option for the bike infrastructure design? (i.e. east/west bike lanes designed to the north of the street, rather than going with the flow of traffic on north and south sides of Danforth).

**A:** *Bi-directional bike lanes do not work well as a best practice on two way streets with a density of intersections like Danforth - it presents a lot of safety issues with turning at intersections. Bi-directional bike lanes also require more infrastructure to implement (eg. significant signal work), so given the current conditions, it is not a configuration that was suitable to a street like Danforth.*

**Q:** What does a cycling track look like?

**A:** *Configuration diagrams were shown in the PowerPoint presentation to address this question.*

### **Parking**

**Q:** Should we consider reduced or no parking charges?



**A:** *It is something we considered, but parking fees are important for managing traffic demand, parking turnover for businesses, and an important municipal revenue stream which is needed to help offset the impact from COVID-19.*

### **Planning and Development**

**Q:** Will the pilot design be informed in part by the Coxwell Barns Master Plan and the Coxwell to Victoria Park Study from 2019?

**A:** *The Coxwell to Victoria Park Study is a planning framework, so there were visioning ideals within that Study that apply here and that are aligned with the goals of this pilot. But there are no specific design details. All the planning work and studies you mentioned contemplate a complete street, and this project aligns with that thinking.*

### **Monitoring**

**Q:** Many neighbours who cycle avoid Danforth to head downtown. They go through Withrow, missing opportunity to shop serendipitously. This pilot provides that opportunity. Hard to measure \$ impact - what would a comparator be in these unusual times?

**A:** *We will be able to publish data on the level of customer spend from point of sale machines. However, we are obviously in a time now with the pandemic where there is an impact on spending, so there is not really a great before condition to compare, making it a challenging one to understand.*

**C:** I think it sounds fascinating and a great opportunity to see how much the integration of bikes helps improve the local economy.

### **Questions of Clarification on Presentation**

**Q:** I asked Mike Major what facet of economic analysis was not completed due to Covid-19. I missed his remark on that.

**A:** *Intercept surveys with people visiting the Danforth.*

**Q:** Slide 47 (mode share and collision data)...what are the dates of the data collected? 10 year period?

**A:** *5 year period (2013 to 2018)*

### **SAC Review**

**Q:** Will we have time to review the detailed designs in the next week or so before they are implemented?

**A:** *The design has been circulated with BIAs. We did not have it programmed for the SAC to review. But if there is interest in that we are open to comments. We have given ourselves a week to finalize plans once we know where the patios are going in. During this time we will also be circulating the plans to key stakeholders such as TTC, emergency services and BIAs. We only*

*have a few days to implement comments before finalizing designs, so we are working on tight timelines.*

**C:** DECA expressed interest in reviewing the designs.

**Q:** Can we share the slide deck or key slides with our communities?

**A:** *Yes. The City will also forward the Visual Guide that has been prepared to the SAC and this can also be shared.*

**C:** The fast timelines are very impressive. There will be time for feedback on the design after implementation, given that this is a pilot.

### **Public Engagement**

**Q:** Will you be incorporating signs along the Danforth to encourage feedback / share your experience with the new Destination Danforth in a low barrier way? For example: text DANNY to 56056 to tell us your experience. Or a simple URL to lookup on your cell phone.

**A:** *This is a great idea that we will take back to our team to discuss. We are doing this with other ActiveTO projects. We have also discussed intercept surveys on the street to get users' thoughts on the corridor.*

**A:** *We have developed #DestinationDanforth for this complete streets project, which should be the hashtag that we use.*

## **6. Community Engagement**

The City noted that given the short turn around for implementation, engagement to date has focused on BIAs and that the website was being updated and information would be distributed to the broader community. It was also noted that engagement will continue following the initial July 2020 implementation. SAC members were encouraged to provide ideas on how to engage with the broader community. The following ideas were received:

- Ask businesses to help distribute surveys, and incentivize survey responses by offering a raffle for a gift card or gift basket for the Danforth to keep visitors coming back.
- Create posters with pilot images, website URLs, QR codes, phone number to a survey. Ask local businesses to post them. Send to community groups and BIAs to circulate and post on our websites and Facebook groups. Need to avoid survey spam + slam.
- Suggested key messages: #DanforthVitality or #DanforthBeautiful - Let's make this a summer to remember! (Something to replace some less pleasant memories).

- A flyer delivered to business and household doors would be useful if it included information about a website for providing feedback after the project has been in place for 3-4 months. But I don't know if the City has experience that would suggest otherwise.
- Most people will be interested in what's planned. (They won't pay much attention right now to what was planned before Covid-19 and has changed.) So focus on the pilot in front of us now. (And offer links to the rest of the info).
- I agree with engaging the wider community after implementation. I mentioned a flyer. Something delivered to households and buildings will not need extensive visuals because by then we will have the benefit of actual visuals on the street.
- Emphasize supporting our local businesses by making Danforth even more welcoming and beautiful and SAFE. Emphasize PILOT. Emphasize "we're all in this together" meaning we want to happily coexist as drivers, pedestrians, cyclists, businesses and organizations.
- I think a handout (1-pager double sided) mail-drop to houses within the capture zone of this study would be a good method. The handout should include visual rendering of the new street design. Include positive implications/expected outcomes.
- I don't think wider community consultation is necessary before implementation. There is no time. It is summer and people are more flexible this time of year. I like the idea of posters but it is not possible to have extensive advance consultation.
- Artists and Arts groups in the area will be interested in the public art component (murals/wraps) and how they might be involved. East End Arts is happy to spread information on that to our community and/or would be happy to host info session(s) once calls for art.
- Given that timeline is (understandably) short, acknowledge to community that a deep dive into project details would be difficult - but emphasize that feedback will be sought - and considered - throughout the project, and incorporated into final iteration.

- I agree with no attempt to do deep consultation given time constraints, but letting people know with an opportunity to provide feedback if they want at any time is great. Lots of people are zoomed out.
- Meet with interest groups such as faith groups and others in the corridor to provide them an understanding about the project prior to its implementation.

## **7. Closing Remarks**

Councillor Bradford and Councillor Fletcher provided closing remarks.

## **APPENDIX 1 - Attendance**

### **Councillors**

Councillor Bradford  
Councillor Fletcher

Gelila MeKonnen, Unaffiliated Members  
Jackie DaSilva, Unaffiliated Member  
Kathy Laird, Unaffiliated Member

### **Business Improvement Areas:**

Susan Puff, The Danforth BIA  
Albert Stortchak, The Danforth BIA  
Colin Johnson, Danforth Mosaic BIA  
Mary Fragadakis, Greek Town BIA

### **3 Unidentified Participants (Dialled in via phone)**

### **Staff and Project Team: City of Toronto**

Jacquelyn Hayward, Director, Project Design and Management, Transportation Services  
Niki Siabanis, Project Manager, Major Projects, Transportation Services  
Elyse Parker, Director, Policy and Innovation, Transportation Services  
Kristina Hausmanis, Project Manager, Transportation Services (CafeTO Program)  
Saikat Basak, Project Manager, Cycling & Pedestrian Projects  
Maili Sedore, Project Manager, Neighbourhood Projects  
Danielle Davis, Capital Project Coordinator, Broadview Danforth BIA  
Mike Major, Manager, BIA Office  
Paul Mule, Senior Planner, Community Planning  
Tamara Anson-Cartwright, Program Manager, Heritage Preservation Services

### **Residents' Associations**

Audrey Kvedaras, Danforth East Community Association  
Brian Spratley, Danforth East Community Association  
Barbara Bees, Playter Estates Residents Association  
Susan Weiss, Logan Green Field  
Susan McMurray, The Pocket Community Association  
David Langille, The Pocket Community Association

### **Cycling Groups**

Mary Ann Neary, 32 Spokes  
Gerry Brown, Ward 14 Bikes

### **Community Services**

Nasima Akter, Bangladeshi Community Association  
Kegan Harris, Neighbourhood Link  
Sherwin Modeste, Tobias House  
Malcolm Barrington, Woodgreen Community Services

### **Office of Councillors**

Paul Bieksa, Administrative & Constituency Relations, Office of Councillor Bradford  
Rishab Mehan, Chief of Staff, Office of Councillor Bradford

### **Arts and Culture Groups**

Shana Hillman, East End Arts

### **Dillon Consulting Limited**

Karla Kolli, Facilitator  
Daniel Hoang  
Kristin Lillyman

### **Unaffiliated Members**



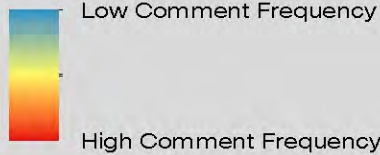


**CITY OF TORONTO**  
THE DANFORTH STUDY

**HEAT MAP**  
APPENDIX 1



- Study Area
- Collector
- Expressway
- Local Road
- Arterial Road
- Trail/Walkway
- Railway
- River

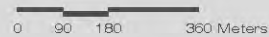


MAP DRAWING INFORMATION:  
DATA PROVIDED BY SOCIAL PINPOINT, CITY OF TORONTO, ESRI 2020

MAP CREATED BY: JFC  
MAP CHECKED BY: DY  
MAP PROJECTION: NAD 1983 UTM Zone 17N

NOTES:

SCALE 1:15,000



PROJECT: 19-1248

STATUS: DRAFT

DATE: 2020-05-14








**CITY OF TORONTO**  
THE DANFORTH STUDY

**WHAT'S GREAT? MAP**  
APPENDIX 2A-1



-  Online Survey Comment - What's Great?
-  Study Area



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MAP PROJECTION: NAD 1983 UTM Zone 17N

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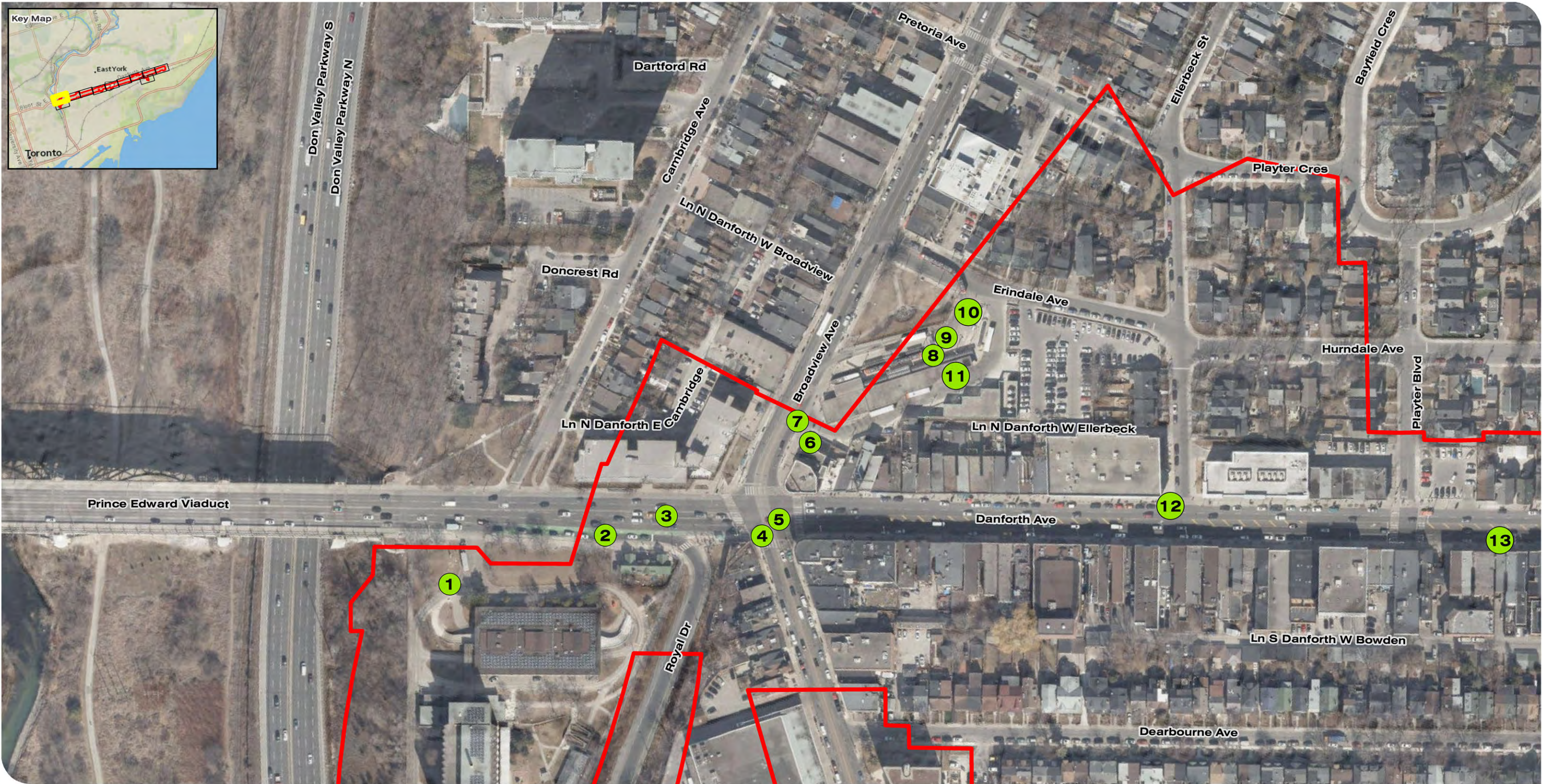
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PROJECT: 19-1248 STATUS: DRAFT DATE: 2020-05-14






**CITY OF TORONTO**  
THE DANFORTH STUDY

**WHAT'S GREAT? MAP**  
APPENDIX 2A-2



-  Online Survey Comment - What's Great?
-  Study Area



MAP DRAWING INFORMATION:  
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MAP CREATED BY: JFC  
MAP CHECKED BY: DY  
MAP PROJECTION: NAD 1983 UTM Zone 17N

NOTES:

SCALE 1:1,800

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PROJECT: 19-1248 STATUS: DRAFT DATE: 2020-05-14





**CITY OF TORONTO**  
THE DANFORTH STUDY

**WHAT'S GREAT? MAP**  
APPENDIX 2A-3



- Online Survey Comment - What's Great?
- Study Area



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MAP CREATED BY: JFC  
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MAP PROJECTION: NAD 1983 UTM Zone 17N

SCALE 1:1,800

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PROJECT: 19-1248 STATUS: DRAFT DATE: 2020-05-14





**CITY OF TORONTO**  
THE DANFORTH STUDY

**WHAT'S GREAT? MAP**  
APPENDIX 2A-4



- Online Survey Comment - What's Great?
- Study Area



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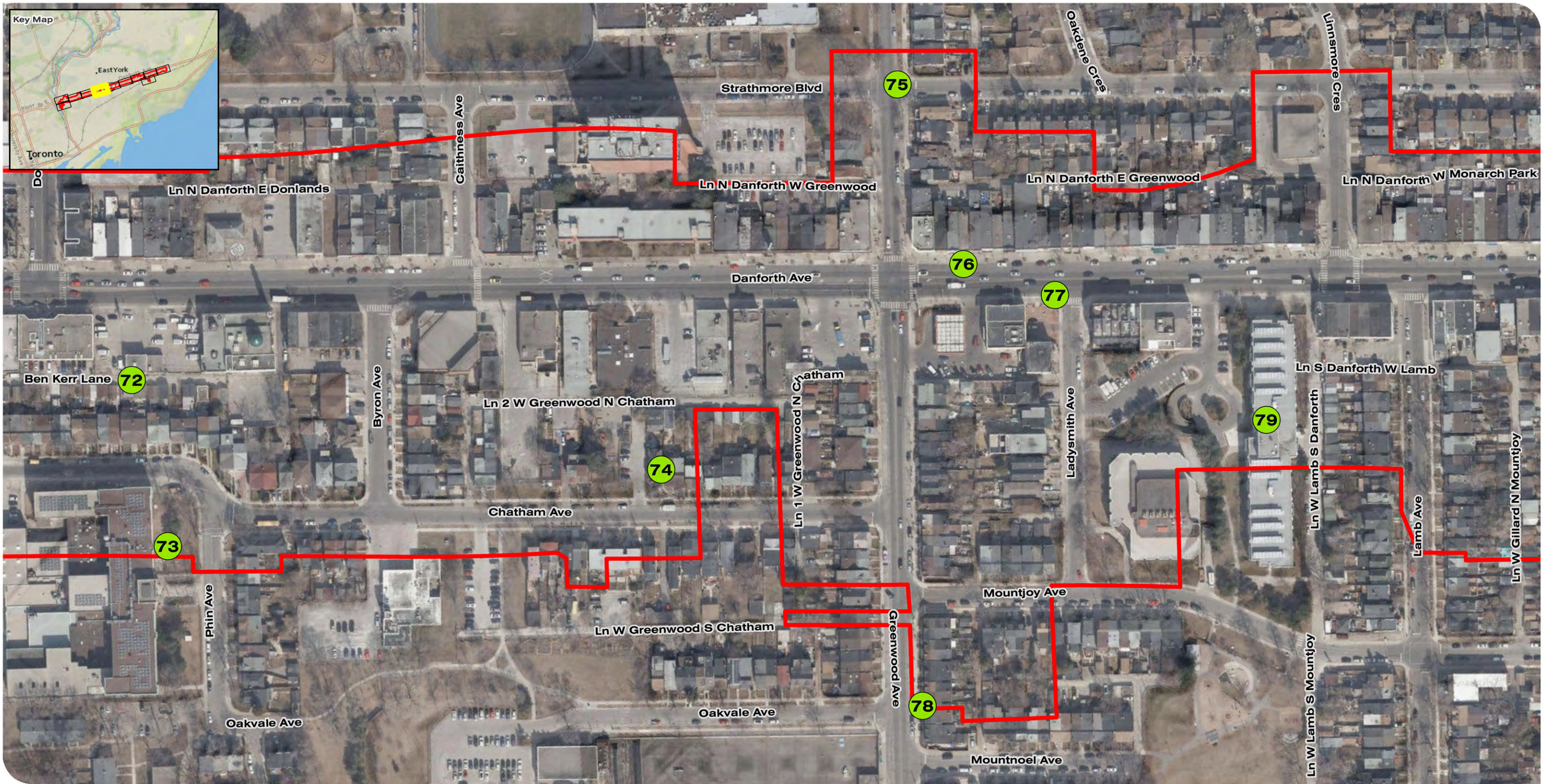
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**CITY OF TORONTO**  
THE DANFORTH STUDY

**WHAT'S GREAT? MAP**  
APPENDIX 2A-5



- Online Survey Comment - What's Great?
- Study Area



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SCALE 1:1,800

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**CITY OF TORONTO**  
THE DANFORTH STUDY

**WHAT'S GREAT? MAP**  
APPENDIX 2A-6



- Online Survey Comment - What's Great?
- Study Area



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SCALE 1:1,800

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**CITY OF TORONTO**  
THE DANFORTH STUDY

**WHAT'S GREAT? MAP**  
APPENDIX 2A-7



- Online Survey Comment - What's Great?
- Study Area



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SCALE 1:1,800

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**CITY OF TORONTO**  
THE DANFORTH STUDY

**WHAT'S GREAT? MAP**  
APPENDIX 2A-8



- Online Survey Comment - What's Great?
- Study Area



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NOTES:

SCALE 1:1,800

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PROJECT: 19-1248

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**CITY OF TORONTO**  
THE DANFORTH STUDY

**WHAT'S GREAT? MAP**  
APPENDIX 2A-9



-  Online Survey Comment - What's Great?
-  Study Area



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PROJECT: 19-1248

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**CITY OF TORONTO**  
THE DANFORTH STUDY

**WHAT'S GREAT? MAP**  
APPENDIX 2A-10



-  Online Survey Comment - What's Great?
-  Study Area



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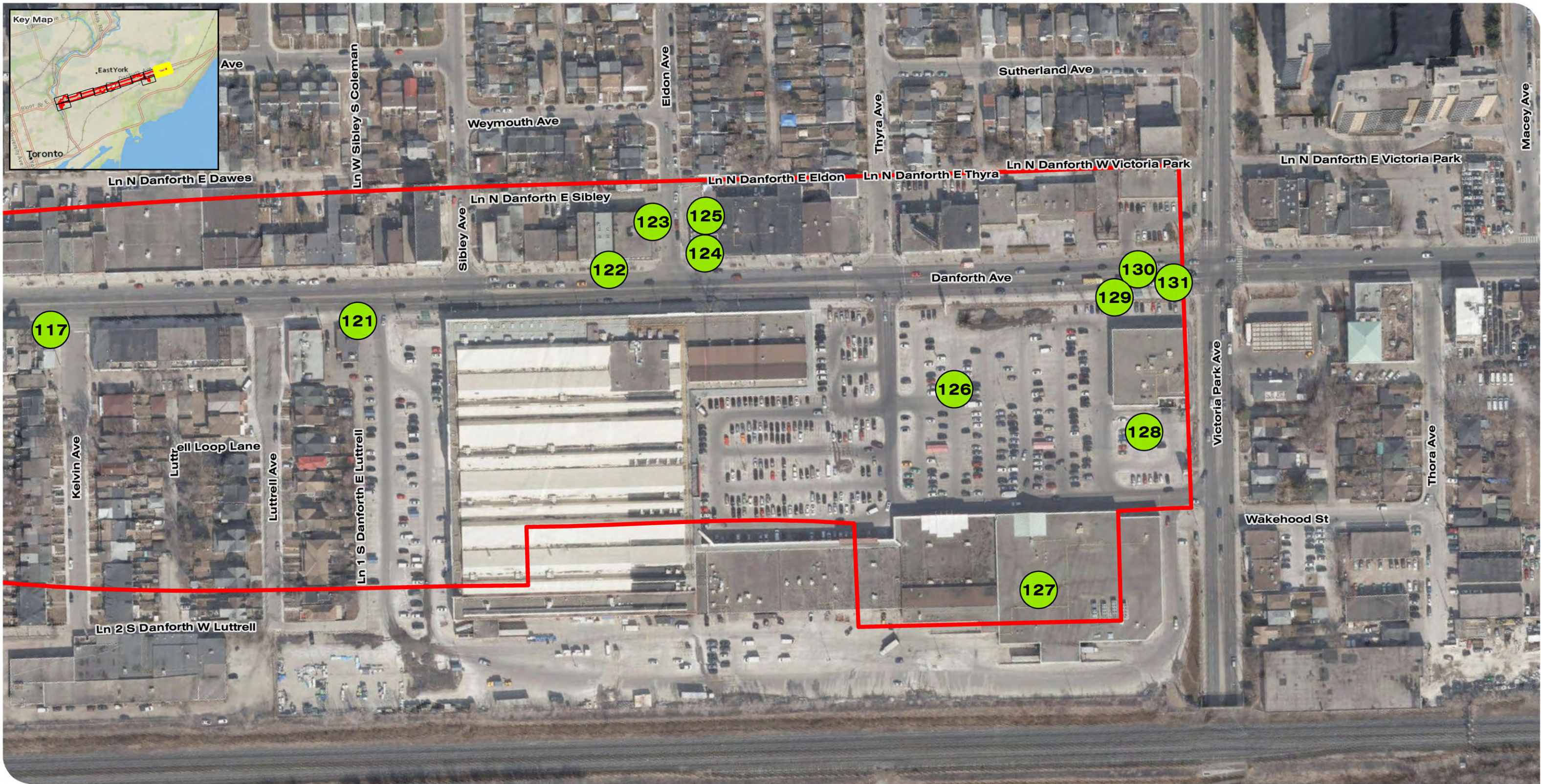
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PROJECT: 19-1248 STATUS: DRAFT DATE: 2020-05-14







**CITY OF TORONTO**  
THE DANFORTH STUDY

**WHAT'S GREAT? MAP**  
APPENDIX 2A-11



- Online Survey Comment - What's Great?
- Study Area



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SCALE 1:1,800

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PROJECT: 19-1248

STATUS: DRAFT

DATE: 2020-05-14



## What is great about the Danforth? – Location-Specific Comments

These comments correspond to the “What is great about the Danforth?” map (appendix 2A). The comments are listed in the table below geographically in the Study Area, from west to east along Danforth Avenue.

### From the Don Valley Parkway to Broadview Avenue

Map Comment Number	Comment
1	Playter Gardens parkette! Keep as green space, no infrastructure atop. Preserves views of City and sense of openness.
2	Love this idea for better connection from Danforth to Don Valley
3	I like the Luminous Veil. Let's create more public art that also serves a purpose as beautiful infrastructure.

### From Broadview Avenue to Logan Avenue

Map Comment Number	Comment
4	19th century bank building north east of corner Broadview/Danforth is a heritage treasure
5	These old mansions on Broadview should be preserved as historically important and would help protect the Danforth and it's neighborhood
6	Appreciate the bike tools at the TTC station.
7	I use this Bike Share station everyday, except when the bikes are all gone! We need more Bike Share stations along the Danforth, and a greater number of bikes in busy hubs like this.
8	Love having the bike share available here.
9	I love having a few Bike Share stations in the neighbourhood, including right outside Broadview Station. I ride Bike Share for shopping and to go to work, all year round.

Map Comment Number	Comment
10	Love the shuttle to Evergreen BrickWorks.
11	Having bike shares on the east side has been a wonderful addition!
12	There's a lot of space on sidewalks and around the sides of buildings that could accommodate more seating areas. Not only does accessible seating help people who are elderly or have mobility issues, it makes for a more vibrant public realm for everyone!
13	I like the trees, greenery (hanging baskets in summer?), and benches along this section of the Danforth. We could add more features to make the public realm even more attractive, fun, and a draw for people to visit and linger. See attached image from Quebec City as an example.
14	Love patios on Danforth for dining at Fresco
15	Love the variety if shops, restaurants, parks, community centers, very walkable!
16	The Big Carrot's planted roof is an incredible neighbourhood spot, we should incentivize more places to have planted roofs and if possible make them accessible to the public in this way.
17	include more local/independent grocery stores/community spaces/and less commercial spaces and fast food placed
18	This little lane in the Carrot Commons area is great. People regularly use the benches here and stop to read the postings on the community bulletin board.
19	Love, love, love the entire area around the Carrot common. It really makes you feel like your part of a little community. Creating that type of small "pedestrian side street" for other retail areas would be great!
20	The Carrot Common, especially the rooftop garden and patio.
21	Love this area. Wish more of the Danforth was like this with seating, trees.
22	The public area in the carrot commons is fantastic, and a lovely place to sit down and enjoy some local coffee or snacks! I would love it if we had more nooks such as this one, where you could stop and rest, and enjoy watching the neighborhood bustle.
23	Great selection and variety of retail establishments. I can walk to most shops I need within 10-15 minutes.

Map Comment Number	Comment
24	There are so many great small businesses between Broadview and Coxwell on the Danforth. Protected bike lanes would allow me to venture further from my home and patron more than the business that are within walking distance from my house.
25	Amazing part of the city, would love to come here more often. If we had protected bike lanes, our kids could ride their bikes to get here and we could come more often.
26	I love the little patio, plantings and fountain in front of Avoca on this side street. Wish we could have more of these types of spaces at the start of the side streets, or even along the Danforth as a break between the buildings where there is space for a couple of small patios and some greenery. Something like the Carrot common, but fewer shopping carts, more mini-plaza style.
27	I love the wide sidewalks. Strolling from my home at Danforth/Jones to Broadview, all the way along Danforth, is one of my favourite things, winter or summer.
28	I like the idea of being able to park. The road is wide to allow for cars to drive, park and bikes to ride.
29	I enjoy the variety of longstanding independent businesses and hope after older generations retire, new independent stores can open. Commercial rents need to be reasonable for all of them thrive. More mixed rental housing is needed, not necessarily building too high up though; the lower buildings make this neighborhood feel inviting.
30	I love the green grocers that are here. I ALWAYS come for fruits and veggies (every Saturday) and it's so great to be able to stop in at a local store for everything that you need. More of these independent and affordable grocers please!
31	We live 500m from the danforth. we love walking to school, to the subway, to the gym, to parks, to pick up groceries. And we LOVE seeing our community members along the way...
32	I live on the Danforth. What I love? Picking up my groceries daily by foot; attending my yoga class, again by foot; access to green spaces, Withrow Park, Riverdale Park, the Don River Path, the sense of neighbourhood.
33	As others have also commented, having this greenspace here (even if I don't often rest here, since I live close by) is absolutely wonderful!

Map Comment Number	Comment
34	This is a great space for individuals/groups to meet on the Danforth. I greatly appreciate that it reflects the Greek Canadian roots of this neighbourhood.
35	People love this parkette - especially when there are performers, music, etc
36	We love all of the community activities, festivals, events, and celebrations that take place at the Parkette.
37	This parkette is a great place to pause, relax and people watch. (Not sure we need 2 statues of AI but that's quirky). Love the fountain.
38	Parks are always great. And the improvements are useful.
39	I love this parkette!
40	Awesome park with wonderful xmas decorations, events and music.
41	Love the Logan park with townhomes facing it!
42	Really nice community centre. Great swim programs for young kids. I used to come to swim class by family bike when our kids did programs here.
43	Is it ridiculous that we have baseball fields taking up such valuable real estate space across the city? who plays baseball in the winter? What about outdoor pools? they are only used 3 months out of the year. What a waste of space right? Outdoor skating rinks? Skate trail at Greenwood park? they are barely used, 4 months out of they year?
44	Dog Park is very nice

### From Logan Avenue to Carlaw Avenue

Map Comment Number	Comment
45	Withrow Farmer's Market is great. Would love to come here more often, but the current "network" of bike lanes to get here are terrible. My daughter can't use them because they're not safe enough for children. If Danforth had protected bike lanes, we would probably come here more often by bike. Both of our kids love Withrow Park.
46	Biking south on Carlaw provides a lovely view of the park and surrounding neighbourhood. It's one of my favourite routes.

Map Comment Number	Comment
47	(Regarding Bike Lanes going North.South on Carlaw) Yes please! The Logan route is incomplete and annoying!
48	Great patios!! Allow more across the Danforth
49	Great patios in Greek Town.
50	I love how wide the sidewalks are here, they make for great browsing sidewalk sales and lovely patio drinks.
51	I love walking here, shopping at the second hand book store, popping into Moss, going to the green grocer on Logan, there's so much to look at, so many people, it feels really vibrant and is one of my favourite places in the entire city.
52	Yes to N/S bike lanes on Carlaw!
53	(Regarding Bike Lanes going North.South on Carlaw) Yes! Please provide these Carlaw bike lanes
54	Smaller, more intimate connector green spaces are a wonderful place to stop, rest, and socialize. We need more of these kinds of spaces, not just large, recreation-based and sometimes undefined parks. It's in these little places that grandmas chat together on the bench, teenagers gather to gossip, people take respite from the busier areas along the avenue.
55	Its great to have some green space to walk through instead of walking on Danforth when it's crowded.
56	Love dining at Fresco

### From Carlaw Avenue to Pape Avenue

Map Comment Number	Comment
57	Lots of low nice buildings which is great!
58	Traffic lights are safe when followed.
59	Great shopping on this section - with a bike lane (protected) I would come here
60	Cutest library in the city!

Map Comment Number	Comment
61	The Pape/Danforth library is fantastic, but I bet many people walking along the Danforth don't even know it's there. How can we raise the profile of the library, to maximize its usage?
62	Appreciate the recent renovations to the library! Children's area is well used and like the natural lighting upstairs :)
63	The advance pedestrian lights are great. Maybe when the bike lane is added, it should apply to bikes going forward as well.
64	There is plenty of bike parking here at Pape station.
65	New lights at Woodcrest and Danforth are very helpful. Thanks!
66	Wonderful atmosphere and diversity of shops and restaurants with food around the world!
67	Mninastics and the little park behind it are a great way to spend a morning with littles. Wide sidewalk means i can park the bike trailer on the side walk. more bike parking please.
68	I love that we have a place where we can get shoes REPAIRED rather than thrown out and replaced. Please incentivize places where we can fix what we have, or use the resources that exist. Think: Repair Café Toronto, Toronto Tool Library, etc. More places like these please! Better for the neighbourhood and the planet!
69	Crosswalks make pedestrian crossing easy
70	Keep Jones Bike Lanes
71	Decent E-W alternative ends @ Dewhurst
72	I'm glad the city decided to honour Ben Kerr. We are enriched as 'characters' make the city their home. He would sing at Yonge and Bloor, promoted garlic consumption and ran for mayor.
73	I have lived in the neighborhood for about 40 years. The Danforth offers me everything I need so I seldom need to drive to purchase food and just about anything else because I can walk to what I need. It is important that the smaller independent merchants can continue to thrive and are not pushed out by condos or other developments. Please protect commerce on the Danforth.

Map Comment Number	Comment
74	This initiative terrific! So many cyclists in the east end! This is overdue, but will help with safety, separating cars from bikes. When you measure the numbers I bet they will be ridiculously high. It will also reduce congestion- the more people out of cars the better- and if you make it safe, people will do it. Bravo Danforth !
75	The afternoon crossing guard does a boss job. He respects both the pedestrians needing his help and the motorists trying to get where they need to go. He has an excellent sense of priorities and will often tell the high school kids to wait until they bunch up before tossing up the sign and tooting the whistle.
76	I love that they kept the old movie theatre building here (though I would love it even more if it continued to be a theatre, or other creative space). Let's preserve our heritage buildings, instead of knocking them down.
77	This miniscule parkette needs help to be more beautiful. Ask the guys who take care of Agnes McPhail parkette at 900 Pape to have a look at it for improvements. Mini garden at Pape and Mortimer looks great!
78	Great Bike Flow Street!
79	I drive a car and ride a bike. Bike lanes on Danforth is a GREAT idea! The street should be for people- walking, biking and driving.
80	Nice to see the flower pots maintained along Danforth.
81	Great restaurants and retail here!
82	Bare Market! I LOVE that this bulk store has opened, enabling us to reduce our packaging waste SO MUCH! Can we incentivize this type of store that empowers customers to live greener! We need more businesses like this along the danforth (and in other neighbourhoods too!!!!)
83	Rhodes has great community building initiatives (e.g soup exchange) Support things like this!!
84	The path under the train tracks at Monarch Park are great. Make it possible for my kids to ride their bikes down to the Leslieville Farmer's Market in the summer, and other destinations. Please consider additional pedestrian and bicycle only crossings of the train tracks.
85	This intersection is nice and wide open. I love that there is parking nearby (especially with all the gyms, cafes and childcare).
86	I fully support a dedicated bike lane from Broadview to Victoria Park and ideally further east.



Map Comment Number	Comment
87	I hope the City's project to redevelop this area goes ahead speedily. Imagine another Big Carrot Commons or a Distillery type district. This could be a destination for people to come from across the city.
88	Love the wide sidewalks here - we need more benches and green additions.
89	Amazing community park at East Lynn!
90	It is great to have this green space near where my wife and I live. We have taken grandchildren there since 2004. They have loved the playlets and swings and even the sandbox with toys left there.
91	This park is a beautiful, vibrant spot, and one of my favourite places in the neighborhood! I would highly encourage the continuation of upkeeping of the park, and community farmers markets and events in particular. One of the best parts of living here.
92	This park is a highlight of the summer. Weekday bands, the farmer's market, people bringing their kids and picnicking. This is a great example for other areas along the Danforth.
93	Lots of great new shops, workout spaces, etc. coming into this area. It's a great neighbourhood.
94	My kids love to toboggan (when it snows) at East Lynn Park
95	Green/park space is great and is well used e.g. wading pool, playground, winter sledding hill, farmers market, art/craft fairs.
96	DECA and the local BIA have done such a great job in this little pocket. Farmer's Market and the local shops are great.
97	This is a great part of the city. I love the variety of little shops and the proximity to the park.
98	Fabric Spark is a nice addition to retailer variety.... attractive, quality and doesn't duplicate what is already in area.
99	Great variety of local businesses in a small area over this stretch of the Danforth (Woodbine to Woodmount). Keeps the area interesting and lively and caters to all sorts of neighbourhood users. Its important that future development supports the next generation of local, neighbourhood businesses.
100	LOVE that there is parking here!

From Pape Avenue to Woodbine Avenue

Map Comment Number	Comment
101	880 pop-up was so nice. You know what was the best? It was so much quieter, and calmer.
102	Bikes lanes on Woodbine - yeah!! they make a big difference to my N-S cycling
103	I love the Woodbines Bike Lanes!
104	Love the Woodbine bike lane... but getting to it from my home on Main is tough :/
105	Bikes lanes on Woodbine south of Danforth make it much easier to cross Woodbine and Merrill
106	Keep woobine bike lanes!
107	Love the Woodbine lanes, easy to get up unlike some other routes.
108	Woodbine bike lane is great! But it needs to be part of a connected network of bike lanes.
109	I love the Woodbine bike lanes!
110	Woodbine makes family trips safe to the beach
111	Still a good amount of sunshine due to low and medium height buildings
112	Love grocery store by subway. Please keep up with new development
113	more family operated restaurants and services moving onto this stretch of Danforth between woodbine and main street
114	Great Neighborhood. Super community with identity and sense. More varied restaurants in the city

From Woodbine Avenue to Main Street

Map Comment Number	Comment
115	This is the backyard green space for the hundreds of people at Main Street
116	This street has lots of small. Independently owned and managed businesses that couldn't afford the rent in other areas, and which benefit from the strong pedestrian traffic. We must ensure that there is always cheap retails space on East danforth,
117	St Clair Ice Cream (albeit confusingly named maybe) is an institution. This place could be like Dutch Dreams drawing in hundreds each evening in the summers. There's one bench out front and nothing else. Get some furniture setup and make it a space the community can come together.
118	I love this little pathway to the GO!
119	I love Main Street Community Recreation Centre. Beautiful facility and friendly staff!
120	Love having access to GO to get downtown or to get my kid to University in Peterboro
121	Interesting variety of shops and services
122	The concentration of Bangladeshi and other culturally specific businesses east of Danforth is very important, and the City must ensure that there is always somewhere small businesses can afford to operate on or next to the danforth.
123	All the cool Bangladeshi shops are really great!
124	Great family-owned business!
125	Love for Bangla Town! It is a really unique part of this city. Don't change <3

### From Main Street to Victoria Park Avenue

Map Comment Number	Comment
126	It's really nice to have grocery stores, Shoppers Drug Mart, etc. around.
127	Like that there's a grocery store here. (However traffic in front of metro is crazy. And left hand turns out of the plaza and onto Victoria park take a long time.)
128	We are so lucky to have three grocery stores in this area. It's so convenient. That said, more pedestrian friendly. I'm always so weary walking along VP to get my groceries.
129	Diversity is great. Transportation is great. Access to all commodities is great!
130	Appreciate that there are lots of small businesses here, want to make sure it can stay that way
131	The Scarborough Cycles Community Bike Hub is just on the other side of Victoria Park. It is located at 3079 Danforth Ave at AccessPoint on Danforth (it is a community health centre). Providing a bike lane all the way to Victoria Park makes total sense. We need to support the work of agencies like these who are working to make Toronto more sustainable and achieve our TransformTO GHG Reduction Goals!





**CITY OF TORONTO**  
THE DANFORTH STUDY

**WHAT NEEDS IMPROVEMENT? MAP**  
APPENDIX 3A-1



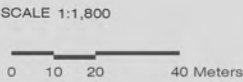
- Online Survey Comment - What Needs Improvement?
- Study Area



MAP DRAWING INFORMATION:  
DATA PROVIDED BY SOCIAL PINPOINT, CITY OF TORONTO, ESRI 2020

MAP CREATED BY: JFC  
MAP CHECKED BY: DY  
MAP PROJECTION: NAD 1983 UTM Zone 17N

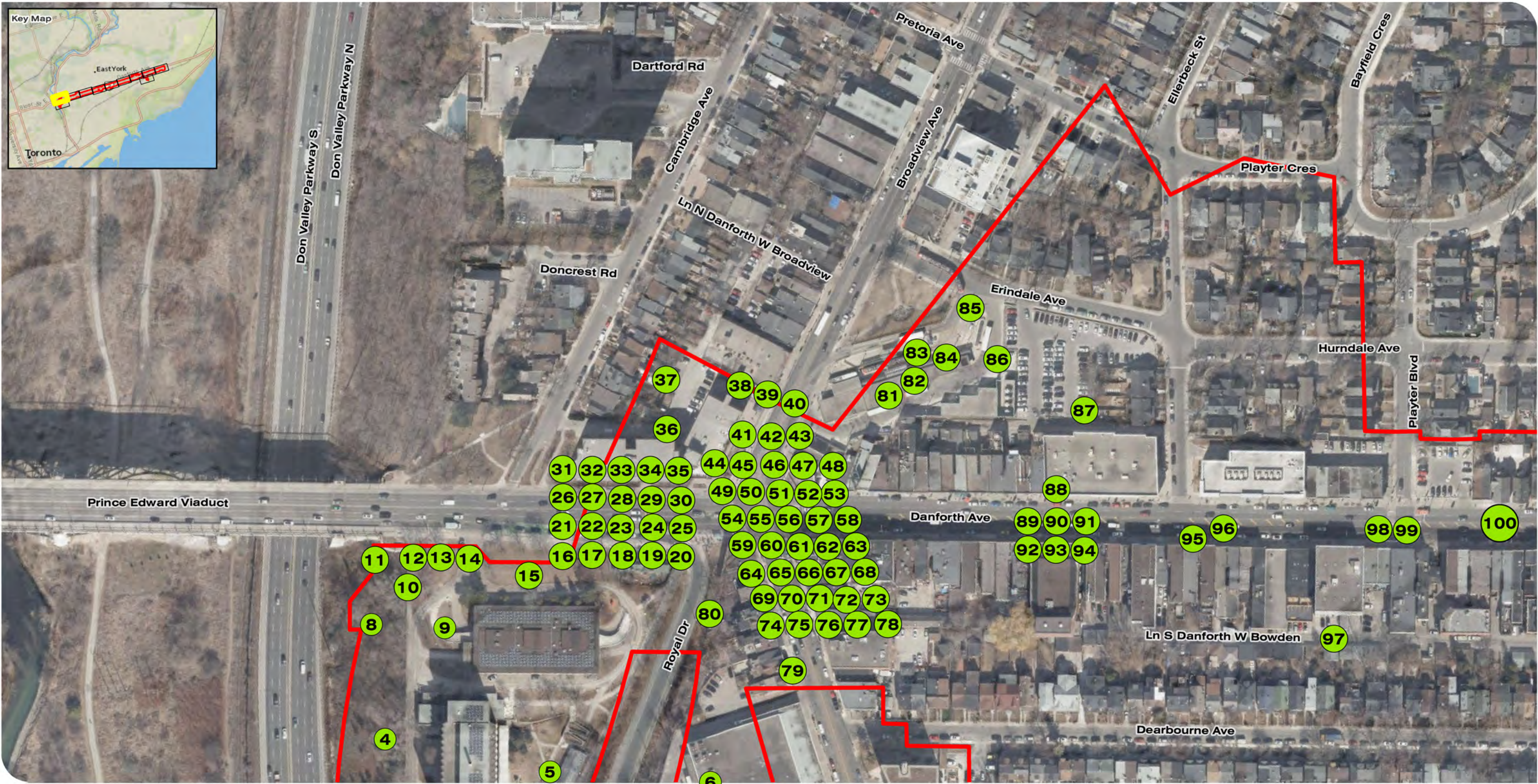
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PROJECT: 19-1248      STATUS: DRAFT      DATE: 2020-05-14







**CITY OF TORONTO**  
THE DANFORTH STUDY

**WHAT NEEDS IMPROVEMENT? MAP**  
APPENDIX 3A-2



- Online Survey Comment - What Needs Improvement?
- Study Area



MAP DRAWING INFORMATION:  
DATA PROVIDED BY SOCIAL PINPOINT, CITY OF TORONTO, ESRI 2020

MAP CREATED BY: JFC  
MAP CHECKED BY: DY  
MAP PROJECTION: NAD 1983 UTM Zone 17N

NOTES:

SCALE 1:1,800

0 10 20 40 Meters

PROJECT: 19-1248

STATUS: DRAFT

DATE: 2020-05-14







**CITY OF TORONTO**  
THE DANFORTH STUDY

**WHAT NEEDS IMPROVEMENT? MAP**  
APPENDIX 3A-3



- Online Survey Comment - What Needs Improvement?
- Study Area



MAP DRAWING INFORMATION:  
DATA PROVIDED BY SOCIAL PINPOINT, CITY OF TORONTO, ESRI 2020

MAP CREATED BY: JFC  
MAP CHECKED BY: DY  
MAP PROJECTION: NAD 1983 UTM Zone 17N

NOTES:

SCALE 1:1,800

0 10 20 40 Meters

PROJECT: 19-1248

STATUS: DRAFT

DATE: 2020-05-14







**CITY OF TORONTO**  
THE DANFORTH STUDY

**WHAT NEEDS IMPROVEMENT? MAP**  
APPENDIX 3A-4



- Online Survey Comment - What Needs Improvement?
- Study Area



MAP DRAWING INFORMATION:  
DATA PROVIDED BY SOCIAL PINPOINT, CITY OF TORONTO, ESRI 2020

MAP CREATED BY: JFC  
MAP CHECKED BY: DY  
MAP PROJECTION: NAD 1983 UTM Zone 17N

NOTES:

SCALE 1:1,800

0 10 20 40 Meters

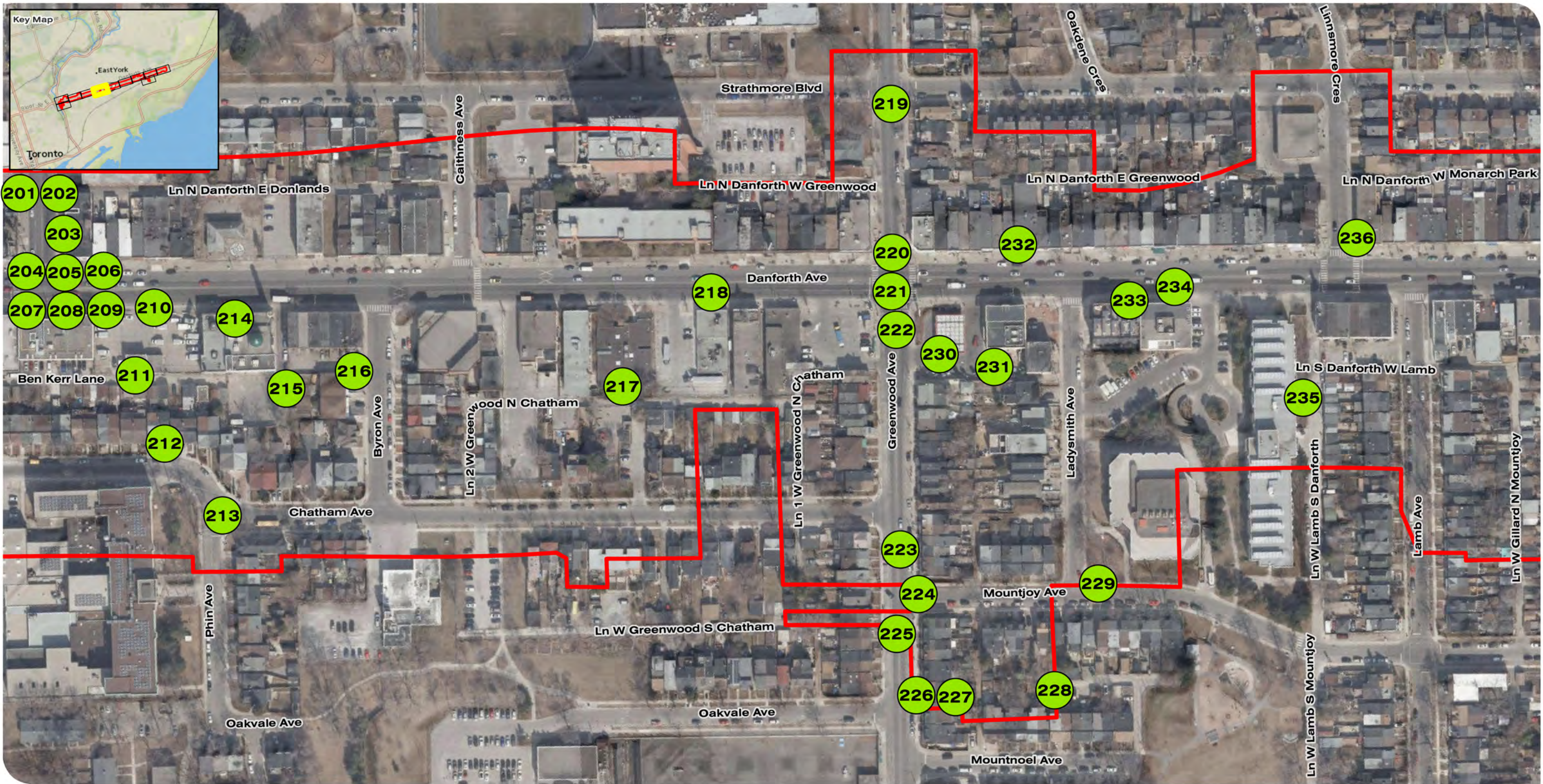
PROJECT: 19-1248

STATUS: DRAFT

DATE: 2020-05-14







**CITY OF TORONTO**  
THE DANFORTH STUDY

**WHAT NEEDS IMPROVEMENT? MAP**  
APPENDIX 3A-5



- Online Survey Comment - What Needs Improvement?
- Study Area



MAP DRAWING INFORMATION:  
DATA PROVIDED BY SOCIAL PINPOINT, CITY OF TORONTO, ESRI 2020

MAP CREATED BY: JFC  
MAP CHECKED BY: DY  
MAP PROJECTION: NAD 1983 UTM Zone 17N

NOTES:

SCALE 1:1,800

0 10 20 40 Meters



PROJECT: 19-1248 STATUS: DRAFT DATE: 2020-05-14





**CITY OF TORONTO**  
THE DANFORTH STUDY

**WHAT NEEDS IMPROVEMENT? MAP**  
APPENDIX 3A-6



- Online Survey Comment - What Needs Improvement?
- Study Area



MAP DRAWING INFORMATION:  
DATA PROVIDED BY SOCIAL PINPOINT, CITY OF TORONTO, ESRI 2020

MAP CREATED BY: JFC  
MAP CHECKED BY: DY  
MAP PROJECTION: NAD 1983 UTM Zone 17N

NOTES:

SCALE 1:1,800

0 10 20 40 Meters

PROJECT: 19-1248

STATUS: DRAFT

DATE: 2020-05-14







**CITY OF TORONTO**  
THE DANFORTH STUDY

**WHAT NEEDS IMPROVEMENT? MAP**  
APPENDIX 3A-7



- Online Survey Comment - What Needs Improvement?
- Study Area



MAP DRAWING INFORMATION:  
DATA PROVIDED BY SOCIAL PINPOINT, CITY OF TORONTO, ESRI 2020

MAP CREATED BY: JFC  
MAP CHECKED BY: DY  
MAP PROJECTION: NAD 1983 UTM Zone 17N

NOTES:

SCALE 1:1,800

0 10 20 40 Meters

PROJECT: 19-1248 STATUS: DRAFT DATE: 2020-05-14







**CITY OF TORONTO**  
THE DANFORTH STUDY

**WHAT NEEDS IMPROVEMENT? MAP**  
APPENDIX 3A-8



- Online Survey Comment - What Needs Improvement?
- Study Area



MAP DRAWING INFORMATION:  
DATA PROVIDED BY SOCIAL PINPOINT, CITY OF TORONTO, ESRI 2020

MAP CREATED BY: JFC  
MAP CHECKED BY: DY  
MAP PROJECTION: NAD 1983 UTM Zone 17N

NOTES:

SCALE 1:1,800

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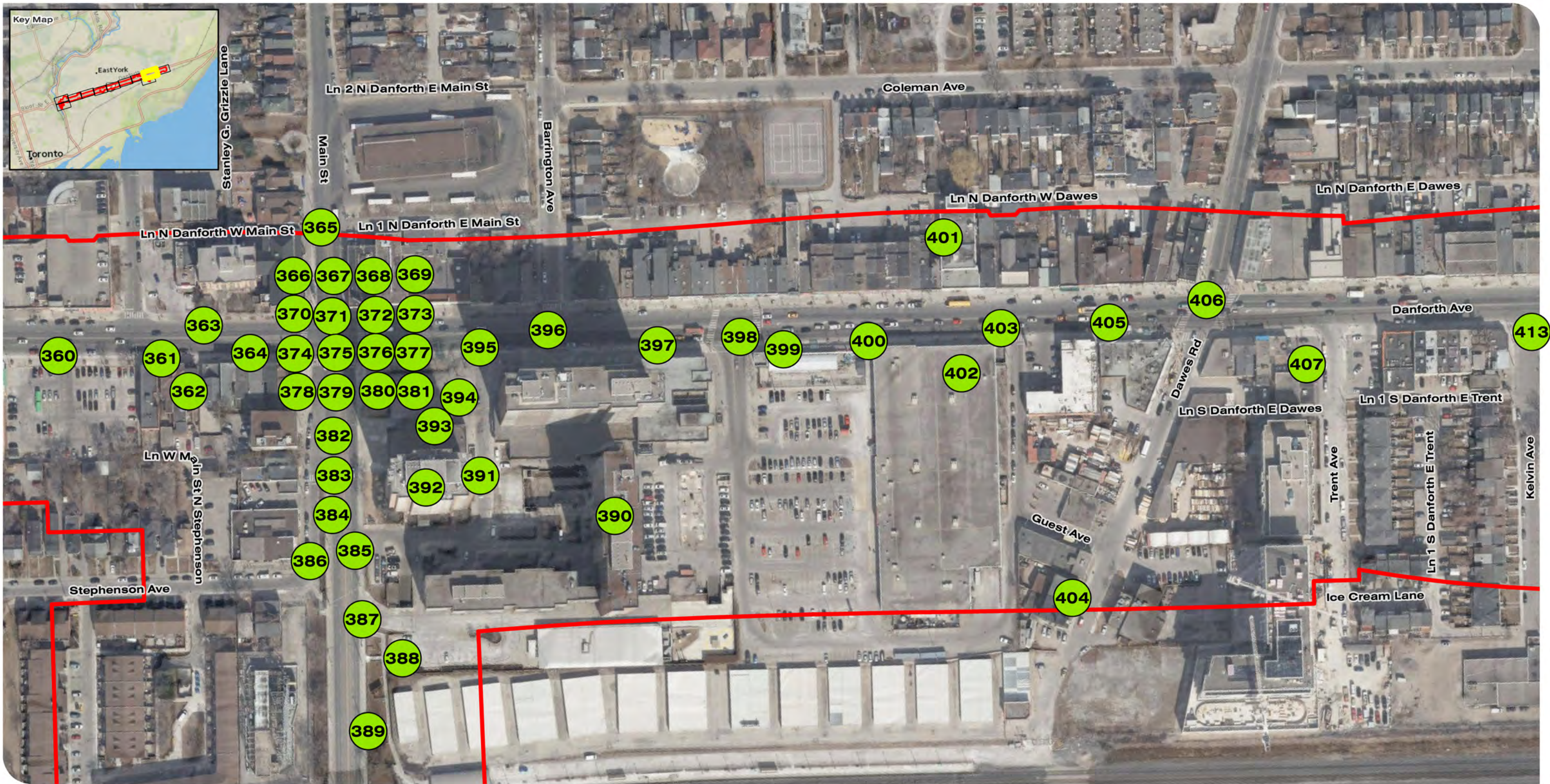


PROJECT: 19-1248

STATUS: DRAFT

DATE: 2020-05-14





**CITY OF TORONTO**  
THE DANFORTH STUDY

**WHAT NEEDS IMPROVEMENT? MAP**  
APPENDIX 3A-9



- Online Survey Comment - What Needs Improvement?
- Study Area



MAP DRAWING INFORMATION:  
DATA PROVIDED BY SOCIAL PINPOINT, CITY OF TORONTO, ESRI 2020

MAP CREATED BY: JFC  
MAP CHECKED BY: DY  
MAP PROJECTION: NAD 1983 UTM Zone 17N

NOTES:

SCALE 1:1,800

0 10 20 40 Meters

PROJECT: 19-1248

STATUS: DRAFT

DATE: 2020-05-14







**CITY OF TORONTO**  
THE DANFORTH STUDY

**WHAT NEEDS IMPROVEMENT? MAP**  
APPENDIX 3A-10



- Online Survey Comment - What Needs Improvement?
- Study Area



MAP DRAWING INFORMATION:  
DATA PROVIDED BY SOCIAL PINPOINT, CITY OF TORONTO, ESRI 2020

MAP CREATED BY: JFC  
MAP CHECKED BY: DY  
MAP PROJECTION: NAD 1983 UTM Zone 17N

NOTES:

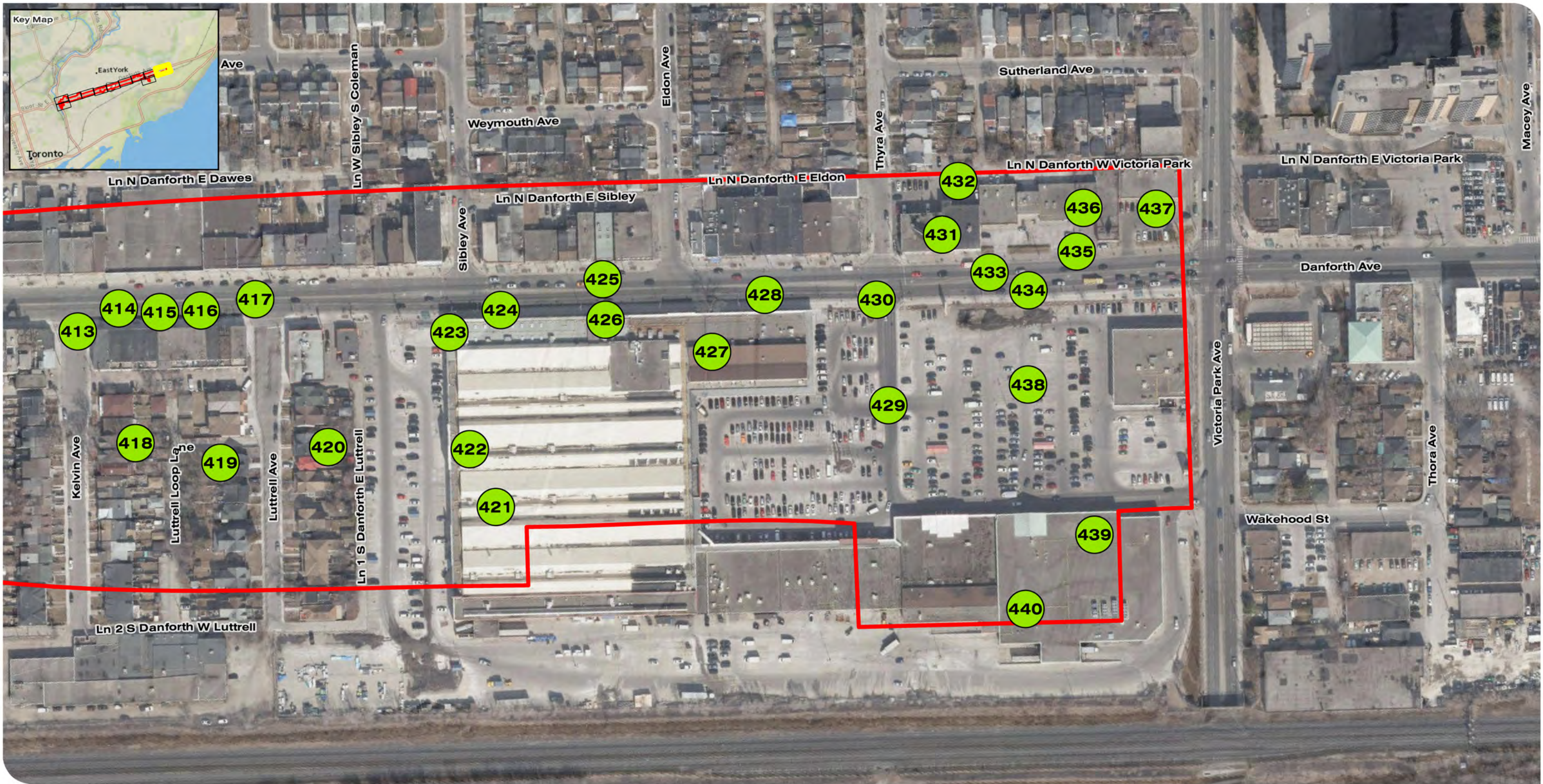
SCALE 1:1,800

0 10 20 40 Meters



PROJECT: 19-1248 STATUS: DRAFT DATE: 2020-05-14





**CITY OF TORONTO**  
THE DANFORTH STUDY

**WHAT NEEDS IMPROVEMENT? MAP**  
APPENDIX 3A-11



- Online Survey Comment - What Needs Improvement?
- Study Area



MAP DRAWING INFORMATION:  
DATA PROVIDED BY SOCIAL PINPOINT, CITY OF TORONTO, ESRI 2020

MAP CREATED BY: JFC  
MAP CHECKED BY: DY  
MAP PROJECTION: NAD 1983 UTM Zone 17N

NOTES:

SCALE 1:1,800

0 10 20 40 Meters



PROJECT: 19-1248 STATUS: DRAFT DATE: 2020-05-14



## What needs improving on the Danforth? – Location-Specific Comments

These comments correspond to the “what needs improving on the Danforth?” map (Appendix 3A). The comments are listed in the table below geographically in the Study Area, from west to east along Danforth Avenue.

### From the Don Valley Parkway to Broadview Avenue

Map Comment Number	Comment
1	The crossing at the Don Valley is difficult and dangerous ... needs improvement
2	Agree that the ramp down to Don Valley Trail from Pottery road is dangerous. I think there should also be more signage at the intersection of Broadview/Danforth and within Riverdale Park East to let people on foot/ bikes know where the closest the crossing to the Don Valley Trail can be found.
3	The bike lane that crosses the entrance to the DVP is too dangerous. Something seriously different needs to be done to fix this problem.
4	A connection to the bike trails from here would be really great, and allow for easier access to the Danforth from N/S.
5	The connection to Bloor viaduct and Danforth needs to be better. The bikelane on the bridge from Parliament to Castlefrank Station is narrow and extremely dangerous for bikes. PLEASE address this.
6	This concerns safety. The right lane across the Bloor Viaduct is being used to beat the traffic moving straight along the Danforth. Drivers are using the DVP lane to merge back just before the traffic light across the painted bike lane. Many times drivers are sitting on the bike lane as they have to wait for an opening. There needs to be some sort of way to make drivers merge much sooner. This is very dangerous for cyclists trying to move across an on-ramp to the DVP.
7	Hogarth Avenue is a great safe way to travel east/west that I use as a cyclist every day, as Danforth is not safe. However making a left turn to cross Broadview when traveling south (coming from Danforth Avenue) is not a safe left turn!
8	Better connection to Don Valley Trails
9	I agree with the other commenter, the connection between Danforth and the ravine trails by bicycle is extremely dangerous down Pottery road.
10	This intersection has a lot of dangerous driving, and is not well lit at night. I'm always very scared to cross, because I'm worried drivers don't see me. Please add a lower speed limit on the DVP on both sides of the intersection, and improve lighting at the corners of the intersection and in the area between the crossing and the bridge.
11	The pillars on the Bloor viaduct keep cars from veering into the bike path, but a concrete barrier would be better. The pillars are easily run down, which defeats the purpose.



Map Comment Number	Comment
12	Need signage in Playter Gardens - Do not feed pigeons - Pick up after your pet
13	This driveway is a serious safety concern for cyclists heading east on Bloor. During busy times eastbound cars back up to here while waiting for the lights at Broadview. Westbound motorists trying to turn left into the Adult Learning Centre have to wait for an opening and then turn quickly. They don't think to check for eastbound cyclists who move at different rates from the eastbound cars and are partially hidden by the cars. I have almost been hit by turning cars while cycling here.
14	It would be great to cross over here to be able to bike north on Cambridge Ave. Right now, I need to go to Broadview and then circle back to go north on Cambridge to go home.
15	There is a connection the don valley bike trails on pottery road but this is not very safe and needs improvement.
16	This is single-handedly the scariest intersection of my commute downtown. This intersection NEEDS IMMEDIATE improvement
17	The worst spot to bike through. Huge unprotected bike lane while cars are going through at close to 60 km/h even though there are speed limits.  Somehow integrate a protected intersection, based on something like this: <a href="https://vimeo.com/86721046">https://vimeo.com/86721046</a>
18	This is a death trap. A few years ago I saw a mangled bike and a pool of blood on the sidewalk at this spot. There must be signals/traffic lights here, which stop the cars to allow bikes to proceed.
19	This is a very scary and dangerous spot for cyclists traveling eastbound. As you come off the Viaduct to continue on Danforth, you have to cross a lane of traffic (where drivers are often speeding 70 km/h in a 40 km/h zone) and also face drivers who are illegally turning left into the City Adult Learning Centre. The green paint is a modest improvement but won't make people safe. This area needs a better design solution.
20	Cyclists need a protected bike lane along Danforth. They come across the Viaduct from Bloor and then have no protection at all as they proceed east on Danforth. It's very dangerous!
21	Nearly every day I see cars drive through this traffic light when it is red. As noted elsewhere this needs to be addressed. Red light camera - yes. Evaluate placement of light.
22	Agree strongly with other comments here: better safety here is desperately needed. There's a great opportunity to use this pilot to prototype safety improvements at this connection point with the viaduct (in both directions, though the eastbound approach is uniquely dangerous).
23	Enforce the 40 km/h speed limit on the Viaduct. But ALSO do something to narrow the lanes or add trees, whatever it takes to make the road feel tighter and psychologically it will prompt drivers to go more slowly. It feels like a major highway, which isn't safe for people biking or walking.



Map Comment Number	Comment
24	The traffic light for the right turn to join the DVP is often not respected. This is especially dangerous as the pedestrian's crossway is used heavily used by students and children going to the daycare (Pat Schultz). I use this pedestrian crossing twice a day with a stroller and have been the witness of numerous infractions. I would recommend the implementation of a red light camera.
25	Biking Eastbound over the viaduct is sketchy as hell when you need to cross over the right-exiting lane of traffic that's going 70-80 km/h. Make this a safer design and have zero tolerance for drivers breaking the speed limit.
26	This is a terrible spot for cyclists and pedestrians - too many cars going too fast. Need fully separated cycling lanes, advanced lights for cyclists and pedestrians and ENFORCEMENT!
27	Extremely dangerous for cycling. While the cyclist might be proactive about turning, it is rare that cars are. The green line does not physically protect cyclist from injury, and rarely is there enforcement here or on the Bloor Viaduct for speeding drivers (which are so many). Lower the speed limit, create an advance light for cyclist to get out of the right lane, and put traffic cameras or more cops here.
28	The speed limit on the viaduct needs to be enforced. Currently the limit is 40 kph but vehicles regularly drive at 60 kph and often 80+. This endangers cyclists and pedestrians at the DVP on-ramp area.
29	This section of the Danforth is a serious hazard for cyclists as one tries to transition from the right lane to the middle lane. Terrible design that needs re-work to make it safer.
30	Please fix the broken leaning divider pole on the Westbound bike lane between Broadview and Cambridge
31	There is a westbound cycling right of way that allows cyclists to loop back from the eastbound viaduct side in order to take Cambridge north instead of the much busier Broadview route. But in winter, snow keeps getting dumped here and calls to 311 don't resolve the problem. The alternative for cyclists is to haul their bikes up over snow and ride the sidewalk, or face southbound traffic and defy the one-way no entrance onto Cambridge, which is super Dangerous.
32	Road work needs to be done on Cambridge Ave, immediately north of the Danforth. The City seems to be suggesting it as a bike route, but the road is very uneven and unpleasant for cycling.
33	I agree that Cambridge needs to be resurfaced. It's a nice route otherwise.
34	I would love to see a bike lane continue onto the Danforth. Right now cycling on the Danforth is a real challenge.
35	Connect the Bloor bike lane East. Pilot project would be a great idea
36	Need safer for cyclists. Drivers trying to get onto hwy while bikes merging over to continue on Danforth is really scary (not quite as bad for westbound by castle frank but that is also scary).  Also, would be great to have safer access to get to/from Lower Don from Danforth.



Map Comment Number	Comment
37	Please ensure any bikes lanes added are fully connected to other bike lanes. What a waste to put in nice lanes that go for several blocks from nowhere to nowhere. The key is connecting the bike lanes across the city to make cycling a truly viable way of traveling in Toronto. Please.

### From Broadview Avenue to Bowden Street

Map Comment Number	Comment
38	We really need a safe pedestrian crossing on Broadview next to the station. With the TTC station, taxi stand, and Bike Share on the east side of the street, and a laneway on the west side of the street (which all residents of the apartment towers on Cambridge use), there are lots of people who cross the street here. Including seniors, parents with strollers, etc. It's already happening, just not safe, so the design of the street should accommodate that human desire and behaviour.
39	Speed enforcement on Broadview please.
40	Reduce speed limit on Broadview Avenue north of Danforth to 40 kph - as on Viaduct and south of Danforth. Lower speed reduces deaths, injuries, encourages cycling. Safety reasons.
41	Bike lanes on Broadview. Connect Cosburn bike lane to Bloor viaduct bike lane
42	This intersection is a nightmare as you have the TTC backlogging the the traffic on Broadview, combined with lots of pedestrian, bike and car traffic. Real potential for accidents
43	504 Streetcars are often stuck here on Broadview waiting for another streetcar to leave the station. The station should be able to accommodate at least 2 of the 504s so they are not stuck blocking traffic.
44	This is Broadview Stn - why oh why are there ONE STORY building here? Densification is imperative. All of the Danforth needs 6 stories - it seems to create critical mass in Paris.
45	Agreed with Danforth Music hall. Taxi's, ubers and artist trucks camp out here forcing bikes and cars into one lane. Provisions need to be made to reflect venues like this
46	Protected intersection to give a safe space for all road users.
47	Conflict zone due to poor sight lines. Needs more separation Broadview/Danforth
48	Streetcars back up on Broadview waiting to enter Broadview Stn - Creates a danger for all types of traffic - cars, pedestrian and cyclist. This needs to be improved.
49	Pedestrian crossing at this intersection is always a high risk. Recommend no right turn on red and advance the pedestrian walk signal ahead of the vehicle green light - same as done at some other locations (e.g. Broadview and Gerrard).
50	The Broadview Danforth intersection should be fully protected.



Map Comment Number	Comment
51	Danforth & Broadview is a major pinch point, especially for cyclists travelling westbound, who are forced to negotiate with cars turning right. Plus, when you reach the other side of Broadview, the bike lane is replaced with a lane of parked cars (even during rush hour, when stopping is not allowed). We need to have clear signage for cyclists, and extend the bike lane.
52	Broadview Danforth intersection needs calming. It is wide, fast & askew; it is dangerous for active transportation road users.
53	At the intersection a bike box for bikes turning to go north coming from west. You can't get into left turn lane coming from west. And if you cross intersection and position to go north the lane pinches and cars will push through with no regard for bikes. The other big issue is bike lanes need to be contiguous. They appear and disappear so a straight route is impossible. And sharrows are not biking infrastructure.
54	This whole transition and green strip merging bikes across the cars exiting onto the DVP is sketchy as hell. I bike this all the time and you really have to have your head on a swivel. Many cars fake like their taking the DVP exit only to try jog back left given the normal backup at Broadview. It can be nuts.
55	This intersection needs to become safer for people on bikes. Approaching from the west is so nerve-wracking. I think the safety of people walking and biking should take priority over the slipstream to the Don, and another route should be found for that traffic.
56	The intersection feels dangerous for cyclists and pedestrians. As a driver, there is also worse visibility with streetcars blocking the view.
57	We need a bike path from here to Vic Park to make it safe for cyclists
58	This is a very stressful point for drivers, cyclists and pedestrians. As a driver heading east, I suddenly lose a lane to parked cars. As a cyclist, I have to contend with cars turning right not seeing me, streetcar tracks, and cars trying to merge right. As a pedestrian crossing the intersection I have to avoid left turning cars trying to turn in time with a streetcar reducing their visibility
59	When the bike lane / cycle track is installed, there should be a bike box and no right turn on red here. A protected intersection would be even better, but a bike box will do for now.
60	The north-west corner of Broadview/Danforth features a wide turning radius which encourages drivers to enter the intersection at high speeds, at risk to pedestrians.
61	And so going north across Danforth, the lane width in front of the CIBC bank is extremely tight, especially as vehicles go north and realign themselves onto the new angle of Broadview. Maybe paint alignment dashes through the intersection so the pinch going north is minimized?
62	There are very long line-ups here at the Danforth music hall that block the sidewalk. The sidewalk needs widening.
63	I find this intersection quite nerve-wracking, with a lot of dangerous driving and both cyclists and pedestrians struggling to get through. Better signage, lower speed limits, and clear painted crosswalks and lanes would improve this very much.
64	Fix this intersection. Pedestrians transit and cyclists need priority signalling as this is a dangerous place



Map Comment Number	Comment
65	Protected intersection @ Danforth and Broadview.
66	Intersection Broadview and Danforth needs "good thinking" = low cyclists can turn left safely onto Broadview - no backup of street cars
67	Consider getting rid of on street parking on the south side of the street permanently. The bottleneck created is an issue all day as cars come eastbound from both the viaduct and from Broadview north and south. It is very dangerous for pedestrians who often get caught in the intersection along with cars.
68	The streetcars so often back up the traffic going north. No one knows what to do. It's a nightmare for everyone- drivers, pedestrians, cyclists. The station was designed for the new streetcars, but it can only accommodate one. Kind of bad planning. Can it be changed? Streetcars come in from the other direction?
69	Resolve how cyclists crossing the viaduct can turn left/north on Broadview safely. Or access Cambridge Ave. northbound over-pass (tunnels?)
70	Need bike boxes including 2-stage left turns for cyclists at Broadview/Danforth. It would be valuable on all sides of the intersection but especially for cyclists coming eastbound off the Viaduct who want to turn Northbound. Tons of us already do this, without the infrastructure, because it's the only way to do that turn on a bike, but it's not safe without the proper space and markings to somewhat protect us.
71	Cyclist hit by vehicle here due to the crazy conditions - crowds at Music Hall distracting driver, while lane suddenly narrows. A lethal combination. Get rid of the parking and install continuous protected and separated cycle lanes from Avenue Road through to Coxwell.
72	Street parking starts right on Broadview at this intersection, cutting off one of the lanes leaving the bridge. This creates a deadlock as people merge into one lane right in the Broadview intersection. It creates backlogs of traffic all the way across the bridge and is very unsafe as people try to merge lanes while other are trying to make it across the bridge before the lights change. The parking here needs to be moved back a block and it should not start until 7pm.
73	This intersection is a mess at rush hour. People use the right lane before the DVP on-ramp as a passing lane then force their way into the middle lane cutting off cyclists (legitimately doing the same thing in their reserved lanes) and blocking motorists from accessing the DVP on-ramp as they approach the intersection.
74	Repaint the crosswalk lines Broadview+Danforth intersection.
75	Need separate lights for drivers making turns to separate them from crossing cyclists and pedestrians (Broadview and Danforth)
76	This major intersection is dangerous, especially due to drivers speeding across the viaduct and due to streetcars backing up outside Broadview Station which regularly causes congestion. One of the fixes needed here (on the south-east corner) is a two-stage left-hand turning area for cyclists coming off the Viaduct and turning north onto Broadview.
77	Very dangerous intersection due to lack of enforcement. During rush hour, cars run reds and yellows indiscriminately. Need advance pedestrian and bike crossing here.



Map Comment Number	Comment
78	I agree with all the comments about dangerous motor vehicle traffic at Broadview intersection and/or for events at Danforth Music Hall, esp. ride-hailing, taxis, etc. I'm glad Danforth Music Hall is so popular. But it is so hazardous, esp. when cycling, as drivers stop or pull over or make U-turns without signalling or looking for other road users. And passengers open doors or walk out without checking. Protected bike lanes are needed, & also better drop-off/pick-up management for events.
79	Second/third storey above Lowlaws on Broadview ave has parking - maybe a night use facility
80	The intersection of Broadview and Danforth is not safe for pedestrians and cyclists. The right-turning vehicles do not give these users the right-of-way and the sightlines are poor,
81	The bike repair stations are always in some state of disrepair. I've yet to find a functional pump. Improve maintenance
82	Why are Danforth subway stations one story buildings? Build up! The stations should have mixed use buildings on top, like downtown or in other cities.
83	The Broadview Subway Station Parkette needs some love / a re-design. Right now there is only way place to sit, and it's usually occupied by a group of men who sometimes make other people feel uncomfortable. It needs to be a public space for everyone so I'm not suggesting displacing them, but adding more options like benches or flowerbeds would give some variety. The grass is always in bad shape from all the foot traffic and dog pooping and pigeons and cigarettes from TTC workers.
84	It would be great to have some more trees around the parking lot. There's room, and there's alot of pavement
85	The Broadview/Erindale intersection is dangerous for all road users, especially pedestrians. Buses and streetcars turn from all directions as they approach/exit Broadview Station. Also, the north-east corner of Broadview/Erindale features a building that comes very close to the street, so there is poor visibility for drivers turning right from Erindale onto Broadview. There are near misses with pedestrians every day. This intersection would likely benefit from a traffic light and wider sidewalk.
86	Room needs to be set aside to enlarge Broadview Station on the surface. Streetcars are routinely backed up onto Broadview, But/Streetcar platform can be overcrowded. Will likely require a portion of the Green P lot and maybe some of the park space too. Parking is in high demand here, and pay and display (with permit holders exempt should be introduced from Danforth to Browning on all streets.
87	Why is there a giant parking lot between two subway stations? Get out of the parking business and put up 30 stories of affordable housing.
88	I don't feel safe walking in this area at night - the stretch from here to the DVP/Bloor intersection is not well lit, especially on the north side. Further, people tend to loiter around the LCBO and can sometimes be very aggressive and yelling things. I think this particular block needs some improvements in terms of making it more walking-friendly, particularly at night, and along the way to Broadview station.



Map Comment Number	Comment
89	No tour bus parking in front of Danforth music hall during PM peak (4-6) right in the bikes lanes.
90	Massive trailers are constantly parked outside the Danforth Music Hall, even during rush hour. This creates a dangerous situation for cyclists, who need to squeeze past. Trailers / buses / vans should be required to unload from a side street. The City should enforce the existing no-stopping policy here.
91	The bike lane ends at Broadview - continue them along Danforth and make sure they are cleared in the winter. As soon as it gets icy this roadway is unuseable by cyclists - and is scary even at the best of times due to the tight lanes and parked cars. Could one lane of parking or traffic be used. Would love to see bike lanes at the same level as sidewalks (bike + pedestrian collision = minor injuries vs. bike + car collision = major injuries/death for cyclist)
92	Very dangerous cycling outside Danforth Music Hall
93	Better curb management for pickup and dropoff at Danforth Music Hall
94	Having protected bike lanes would make it safer for me (and many others!) to bike to shows at the Danforth Music Hall from the other end of the city.
95	Separated bike lanes! My kids are getting close to the age where they will need to cycle on the road and I'm terrified despite being a regular on the road cyclist myself
96	Extend biking line along Danforth (Broadview to Woodbine)
97	Protected Bike lanes. We mostly travel on our bikes in the Downtown ... more so now that there are protected bike lanes on Richmond/Adelaide, Sherbourne and Bloor. But we now avoid Danforth because of the lack of Bike Lanes. Maybe we have become spoiled? But protected bike lanes just make you feel so much safer.
98	continue bike lanes along Danforth and make sure they are cleared in the winter. But although you prob want to keep street parking like on Bloor, i have heard many many times from drivers that turning left onto Bloor from a sidestreet is very difficult as they cant see and they feel they hv to get in cyclists way to see, causing angry responses from cyclists. Anyway you could improve that and reduce antagonism between drivers and cyclists would be good
99	Possibly one of the dumbest streetlights in the City. Please time it for cyclists going eastbound from Broadview. I almost always get a red light, whether I'm cycling 15 km/h on a Bikeshare bike or over 30 km/h on a road bike.
100	Please narrow Danforth, install bike lanes and lower speed limit!

### From Bowden Street to Logan Avenue

Map Comment Number	Comment
101	Bike lanes are crucial. Often it's easier to drive a car north to a bigbox store in Leaside than to risk riding a bike on the Danforth. I am convinced stores and restaurants will be busier with more bikes and fewer cars.
102	Cars are always parked on the sidewalk on this stretch of Bowden, needs enforcement or poles



Map Comment Number	Comment
103	On Bowden Street, the sidewalk on the west side of the street isn't wide enough to pass safely or to walk side-by-side due to the utility poles in the sidewalk.
104	Better drop off zone/gathering zone
105	Any surface-level parking lot near/along this entire stretch of Danforth (Broadview-Vic Park) should be turned into housing.
106	Many pedestrians cross here - please install a pedestrian crossing and bump-outs to make turns safer and the crossing narrower and easier.
107	This section of Danforth has many patios, where patrons can enjoy the open air and breath in the fumes from the traffic. With bike lanes their experience will be much more enjoyable, thus giving a boost to local businesses during the summer months
108	A cross walk would be needed here (when coming or going to Jackman)
109	Bike lane is needed, too many accidents here with car's owner drive carelessly.
110	Difficulty for parents dropping off and picking up kids from Day Care. - No spaces to park
111	Generally speaking, the street is too wide and sidewalks are too narrow. That middle lane seems like a terrible waste of space.
112	Danforth has plenty of parking when you consider the Green Ps. If you want me to spend my money here, make it safe for me to bike here and provide enough bike parking.
113	The pedestrian button at the intersection of Chester & Danforth Avenues needs to be improved--it needs to become a vibro-tactile APS (accessible pedestrian signal). And the signal timing/delay needs to be reconsidered--that is, it usually takes too long to change. I've seen people give up on waiting & just start crossing despite not having the right of way. I've even witnessed someone who was blind start to step into the crosswalk b/c he was tired of the long wait--his friend pulled him back.
114	Longer lights @ Chester and Danforth.  Too short for kids to cross.
115	Add density around subway station such as over Green P @ Chester. Need more residents to support local business
116	Linear park: One block north of Danforth, between Jackman and Pape, is a great opportunity to improve the linear park. Stitch together what's already there, improve the connections, make the path more welcoming where it borders parking lots, add curb-cuts and painted cross-walks where the path crosses streets, and add some wayfinding. It's a nice alternative that's good for mental health when you need a quiet way to walk east/west.
117	I've often wondered why taller buildings haven't been built around (near) the subway stations. Greater density could be a desirable city building effort. Up to six floors, north side of street.
118	Please add more frequent crosswalks - if I'm biking home eastbound and want to stop for groceries (at Big Carrot or green grocers for example) on northside, I want to avoid making a left on my bike, but would park on the south side (more bike parking needed!) and then cross. Currently this is very inconvenient as crossings are far apart. This would also better serve pedestrians in accessing more destinations on both side of the street with ease



Map Comment Number	Comment
119	more affordable housing and store fronts for smaller businesses
120	This is the most dangerous section of the street to cycle (car doors!) and there are no side street alternatives. Please make Danforth more cyclist friendly - I spend money shopping on the street.
121	Separated (protected) bike lanes and more bike parking along the danforth. also, better enforcement of traffic laws (beyond just parking). too many drivers are on their phone and dangerous to vulnerable road users (pedestrians and cyclists).
122	There needs to be more FUNCTIONAL street furniture especially working garbage / recycling bins on the street.

### From Logan Avenue to Pape Avenue

Map Comment Number	Comment
123	I was hit by a car while cycling to Mocha Mocha. The car pulled out of a parking spot without checking it's blind spot. I suffered a very painful whiplash and missed work. We need safe, segregated bike lanes.
124	We need safe ways to get around! More bike lanes!
125	More bike parking is needed in the parkette
126	This parkette is an embarrassment, it's ugly and uninviting. What's with the miniature Alexander The Great statue is a joke! I'm sure Alexander is rolling in his grave!
127	There's a lot of concrete around here, could be great for street furniture, more cycling parking (to go to the green grocers around the corner), trees, art, etc.
128	There's a triangle of pavement here that could use some trees or vines
129	Re: the over 437% increase in commercial property taxes - a continuation. The failed businesses result in empty storefronts which then leads to graffiti, and less foot traffic. Why come to an area with so many empty storefronts?
130	Fruit stands create great vibrancy here, but bike rings are poorly placed. It creates a traffic jam for pedestrians. The rings (which are needed nearby - lots of bikers shop at these stores) should be placed where there are no patios and fruits stands.
131	There are too many empty storefronts. The exorbitant commercial property taxes make it nearly impossible for a business to thrive. As a property owner, my commercial property taxes have increased from \$12,000 a year in 2004 to over \$45,000 in 2019; that is an increase of over 437%. The cost gets passed on to my tenant on the main floor. Tenants are not able to afford such increases. I would venture to say that during the same period, sales have not increased by 437%.
132	bike rings here create sidewalk congestion due to the grocer stands. bike rings/racks would be better on the side streets nearby.
133	Bike lane/track/infrastructure connecting the Danforth north to Cosburn via Logan, or Carlaw/Jackman at least to Mortimer.
134	The sidewalk could be improved to increase access to the parkette.



Map Comment Number	Comment
<b>135</b>	Make the parkette sidewalk more welcoming
<b>136</b>	This is a very busy intersection, with many northbound vehicles and pedestrians, along with Frankland P.S. The intersection should be protected for all road users, with a narrower crossing and full protection for those on bikes. An advanced light for pedestrians would be safer.
<b>137</b>	No right turns on red at Logan, turning onto Danforth
<b>138</b>	Constantly drivers oping wrong way out of bank on Logan - some kind of traffic calming measure?
<b>139</b>	The many empty storefronts attract unattractive graffiti. Aside from economic development, how can we enhance the appearance of vacant properties -- some places use building covers for example.
<b>140</b>	for bikes, there is no safe south-bound route from this area down to Dundas (or even better Queen), because Carlaw becomes unsafe for bikes south of Riverdale. I would suggest either a contra-flow lane on Logan, or a protected lane on Carlaw south of Queen.
<b>141</b>	I'd like to see the bike lane on Logan extended north to meet Danforth. I find this stretch unsafe. Logan traffic is oddly fast despite it being a quiet route and the presence of a school.
<b>142</b>	Wider sidewalks and/ or bike lanes on Logan would be lovely. Traffic speeds are very fast.
<b>143</b>	Please, please add protected bike lanes on Danforth. It's good for local businesses, good for families, good for the environment. Toronto lags way behind in cycling infrastructure and we desperately need to catch up! Thank you.
<b>144</b>	More bike parking and public benches / seating along this stretch would make it much more inviting to cyclists, pedestrians, and those with limited mobility.  There's also a great opportunity here for the design of public fixtures like these to reflect the neighbourhood!
<b>145</b>	To businesses in the area: I would visit the Danforth so much more often (and consider moving here) if there were safe bike lanes and a nicer pedestrian experience. Currently it is *way* too car-oriented and this is hugely offputting for people who use other modes of travel. Bike lanes are great for business, and people on foot/bike spend more money than car drivers. It's a fact!
<b>146</b>	The intermittent bike lanes on Logan are frustrating! There needs to be an improved, continuous north-south route in the area - Jones is often out of the way. Either fix Logan, or consider Carlaw so people have easier, direct, safe access to the Danforth
<b>147</b>	Please, please fix the giant potholes and repave the road!
<b>148</b>	Density planning 5, 10, 20 years. Bike lanes Pedestrian focus
<b>149</b>	Bike lanes on Carlaw would allow people to connect to the lakeshore, Dundas, and Cosbourne bike lanes safely--and discourage car traffic on the sideroad. I live near a stop sign on Carlaw near Frizzel and see drivers speed+then plow through stop signs by park every day.
<b>150</b>	Another busy intersection that could use improvements for pedestrians and cyclists. Narrower crossings, bump-outs, advanced lights.



Map Comment Number	Comment
151	parkettes like this one seem like an easy spot to add some public washrooms. this is a huge equity issue for multiple groups: low-income/homeless people, people with certain medical conditions (including pregnancy), and parents with young children. There's no reason why anyone should have to buy a coffee just to use a washroom.
152	The kids playground needs updating and more shade for the children on sunny days. I suggest that either wood chips or another material be used other than sand.
153	Accessible curb cuts and road markings to indicate pedestrian crossings would make using our lovely back parkettes much safer for everyone!
154	I agree with eliminating street parking. We need more space for people! We need to encourage people to come here, enjoy staying here, and communicate with others. We need to encourage people to get out of their metal boxes.
155	Safe bike lanes please!

### From Pape Avenue to Donlands Avenue

Map Comment Number	Comment
156	I live near Pape/Mortimer and I would do a lot more shopping on the Danforth if there were protected bike lanes. Riding on the Danforth currently feels way too dangerous, so I go along side-streets and down to the Danforth as close as I can to my destination, walk to the store, and then bike back along side streets. if there were protected lanes along the Danforth though I would be way more able to make multiple stops, "chain" my errands, and browse/shop rather than going straight back.
157	A great corner for intensification and for a landmark development. This is the main Greektown intersection and is next to the subway and also adjacent to public parking. The Danforth needs a signature tower/building and this is the perfect spot. Something to celebrate everything the neighborhood has to offer.
158	The parking lot across from pape station should be put to better use. Can we turn it into homes for people and families?
159	Solar powered speed signs need to be installed on Pape - drivers treat Pape like a race track as soon as they get north of the subway.
160	A protected bike parking would be great around Pape Station (and all the other subway station).
161	Agree this intersection and area could be intensified, especially the northeast. Just respect and keep the beautiful heritage facade at 650 Danforth.
162	Need to move bike parking further back from Pape in front of library and add more racks there
163	More density by stations.
164	Better organization at this intersection Pape and Danforth. Left hand turn, remove lights at subway backing up traffic all down Pape



Map Comment Number	Comment
165	This is an extremely busy intersection especially for pedestrians. I love that so many people are walking. The current traffic signalling is not robust enough to handle all the people using the space. It could benefit from a pedestrian scramble like at Yonge and Dundas. Give people more time to cross. Give turning cars their own signal so they don't creep into the pedestrian crossing while waiting to turn. This is so danger and I see it every day. The sidewalks could be bigger here.
166	I'm copying this comment - I agree 100% This is an extremely busy intersection especially for pedestrians. I love that so many people are walking. The current traffic signalling is not robust enough to handle all the people using the space. It could benefit from a pedestrian scramble like at Yonge and Dundas. Give people more time to cross. Give turning cars their own signal so they don't creep into the pedestrian crossing while waiting to turn. This is so danger and I see it every day. The side
167	Need an advanced green left turn light for traffic going north on Pape & Danforth
168	This is the kind of busy corner where cyclists get injured. It illustrates the need for physically protected bike lanes the full length of Danforth. Protected lanes would benefit all road users, including motorists. They would also be popular. Recent polling shows nearly 80% of Toronto residents support protected bike lanes.
169	Development could be improved between Greenwood and Dolands. Good pedestrian area Pape & Broadview.
170	Traffic gets backed up both ways along Pape, especially during rush hour. Better signalling and/or intersection design is needed.
171	Need right turn and left turn signals at Pape and Danforth for pedestrians!
172	Design of Pape and the Pape/Danforth intersection prioritizes car drivers driving through on the their way to somewhere else. Instead it should prioritize those who are walking to the Danforth or to the subway.
173	More density along the entire Danforth please!
174	Road is wider starting here going east. Cycling starts feeling less dangerous. There is also enough space for separated bike lanes as the lanes are very wide here.
175	wider sidewalks and dedicated/protected bike lanes
176	I hate to drive on the Danforth at rush hour because there are so many cyclists in the inside lane. They need their own protected and separated bike lane. This would be safer for cyclists and would make driving less stressful. I don't want to hit a person riding a bike!
177	We need BIKE LANE all along Danforth!!! it's so dangerous biking at the moment.
178	Character of street east of Pape really changes? Could we make it easier for to open patios here? Improve the streetscape to make it more pleasant to walk?
179	This is a residential building that needs the street to be clear to provide the essential services such as wheel trans and paramedic/firedepartment. Bike lanes would not be beneficial here.
180	Woodcrest street lights west of Jones is redundant. Jay walkers persist, slows traffic in morning.



Map Comment Number	Comment
<b>181</b>	The pedestrian / cycle route along the Lipton / Strathmore route via parkettes, lanes and streets is broken in a couple of places. Purchase properties or secure easements to connect it. E.g. from Langford park to Strathmore.
<b>182</b>	more trees and benches
<b>183</b>	We really do need physically separated cycle tracks (bike lanes) all along the Danforth, all the way to Vic Park at least from Broadview. Perhaps the parked cars separate the bike lane from the rest of traffic. Even though I ride along the Danforth frequently on my bike, I do find it quite scary. It's too dangerous for cyclists, being squashed between moving traffic, and parked cars where you might easily get doored. I think separating off the bike lane would be welcomed by drivers as well.
<b>184</b>	Less parking all along Danforth. Open to seeing it removed entirely. Prioritize widening sidewalks (and narrowing vehicle lanes), adding pedestrian crossings, building protected bike infrastructure and enforcing traffic laws.
<b>185</b>	There is no bike sensor to make a left-hand turn from Jones (where there is a bike lane) to Danforth - if there is no car traffic to trigger the lights, people on bikes must dismount and press the beg button. This is an unfortunate oversight - fixing ASAP becomes even more important if Danforth has a bike lane
<b>186</b>	The bike path transition to turn left onto Ben Kerr from Jones doesn't work. You can't cut across Jones, its too busy. I often find myself using bike lanes in the wrong direction on Jones and Ben Kerr.
<b>187</b>	dedicated cycling lanes will bring local shoppers
<b>188</b>	We need a safe bike lane along the Danforth. I want to bike to work and but when I do, at least once a week, I have a near miss with a car or pedestrians who are not looking for bikes along the Danforth. A designated lane would improve safety immeasurably - especially during rush hour and late at night when people are going out on weekends. I also believe that being able to bike locally would increase the money I spend locally - shopping , frequenting restaurants and using local services. Thanks
<b>189</b>	Protected intersection, bike signal needed turning west on Danforth
<b>190</b>	Danforth/Jones, the site of many car-pedestrian and car-bike incidents
<b>191</b>	This is a major pedestrian crossing so the intersection should be narrowed to slow down turning traffic and to reduce crossing times.
<b>192</b>	This is a major safety issue at this intersection. Drivers who are turning right ignore pedestrian traffic safety signals. They are often speeding and do not slow down to make a careful right turn.
<b>193</b>	walkway here between Dew Lang Lane and Dewhurst
<b>194</b>	Too many cars are going in and out of the parking lot in front of Pet Valu, which is dangerous for pedestrians. The main issue is that cars typically back out of the parking spots, and drivers can't see pedestrians while driving out of the parking space and across the sidewalk. Let's remove the parking lot and replace with street furniture.



Map Comment Number	Comment
195	We desperately need bicycle lanes on the Danforth, particularly between Jones and Woodbine. I cycle to and from work every day and this stretch is especially dangerous because the cars move at higher speeds in the right hand lane and try and squeeze past cyclists. Please don't wait for the end of a long study to try bike lanes out. This is a safety issue now. Somebody is going to get hurt. I don't feel safe.
196	Cars are much too aggressive here! Seperate bike lanes!
197	Bike lanes clearly/safely separated from traffic
198	We really really really need a separated bike lane along the Danforth. Please give it an actual physical separation, even if it's a small curb or some planters.
199	Obviously add protected bike lanes for the length of Danforth. Large stretches of it are 5 lanes where the middle lane is just dead space currently. You could cycle tracks without reducing the amount of road space used for cars one iota.
200	TTC Accessibility is a mess!
201	Please enforce traffic rules! Drivers speed, drive erratically and pull over wherever they please along here while putting children trying to get to school at risk!
202	Improve north/south bike access to Cosburn and Donlands
203	Traffic needs to be calmed in this area given the presence of both a school and a transit stop.
204	It feels like from Pape to Coxwell there are a lot of rundown businesses and buildings that are in desperate need of a face lift/rebuild. The current buildings that look run down/out of business makes this area feel like it's not the safest to travel alone at night. It would be nice to get some trendy new restaurants/shops to improve the overall look, feel, and safety of the area. This would also help bring in more business during busy periods on long weekends/in the summer/ Taste The Danforth
205	This intersection is in desperate need of a facelift. Lots of old, rundown or closed buildings/storefronts which make the area feel unsafe, especially when walking from the subway home. As a female, I refuse to take the subway once the sun has set because I just don't feel safe walking the 10 minutes home. More restaurants, shops or condos would make the intersection feel more lived in.
206	Traffic enforcement! Drivers treat this school area like an inconvenience as they blow through crosswalks and run red lights.
207	At intersections such as Danforth and Donlands, the road narrows at the intersection, and I find that many people use right lanes to pass traffic on the left. With a more narrow lane, traffic becomes aggressive and the road becomes dangerous for other road users who feel the squeeze. Better and more predictable road design would help make Danforth feel safer.
208	Love the canoe art sculpture but move the bike rings and maintain the sculpture (paint).
209	More road markings... they are fading and hard to see. Stop lines at lights. Pedestrian areas clearly marked.
210	Chain link fence does not make a pleasant neighbourhood. Can the city not encourage this rental car place to beautify their portion of the street? Discounted sidewalk pots or such?



## From Donlands Avenue to Coxwell Avenue

Map Comment Number	Comment
211	Going east from Donlands along the Danforth doesn't feel safe, especially after dark. There are few pedestrians, the only people really that are outside are those standing around outside bars for a smoke or some air (or who knows what).
212	The safety of cyclists is paramount for this corridor. We need divided bike lanes throughout the entire length (Broadview to Victoria Park). The city has created a fragmented landscape of bike lanes - let's not do the same thing here.
213	The contra flow bike lane is such a tease. It's NEVER plowed properly in the winter and it's useless.
214	Between Enterprise rent a car and the Church which I rarely see people gathering at, this stretch of the Danforth feels dead. I know a new condo is going in on the North side, what can we do to encourage more shops nearby and a better streetscape for congregating here?
215	I would love to see slightly taller buildings along Danforth -- all across from Broadview to Vic Park. Too many 2-story buildings when they could easily be 3-5 without "compromising" any character. It seems like such a missed opportunity for much needed housing and office space in a great downtown-adjacent neighbourhood. For what it's worth, Queen St. and all major arterials should be taller than 2 stories. It would be great to see us make more with the prime space we have!
216	revitalization of this area. Lots of closed shops... looks sketchy... landlords need to focus on getting shops open and the neighbourhood friendly. There are often random walking 'homeless' people standing in doorways. Not inviting for mom and kids. Revitalize this area!!! NOT just with cheap food places.
217	The Danforth is core and critical artery for bicycle commuters into the downtown core. It needs protected cycle-tracks, physically separated from traffic.
218	Cars drive particularly fast on this stretch of the Danforth. This is unsafe for pedestrians, cyclists, and all other road users. Adding bike lanes and narrowing the car lanes would help calm the traffic.
219	Lots of high school kids cross this intersection. With the new stops signs installed, it's a bit better, but could use some provision to prioritize bikes or light the area brighter for designated crossing areas
220	This should be a protected intersection
221	Protected intersection please!
222	Since Greenwood is a bike route, it should have Bike Share stations everywhere. There's not even one at Danforth or the subway station currently! Add Bike Share Toronto stations at all major intersections and points of interest along Greenwood.
223	Greenwood bikes lanes need protection
224	Needs pedestrian crossing. Long stretch between Danforth and Felsted. Bus stops on both sides of Greenwood means lots of mid block crossing in this area



Map Comment Number	Comment
225	Southbound on Greenwood is very rough for bikes. Many potholes near the Danforth
226	Pedestrians X-ings and traffic calming on Greenwood south of Danforth
227	Greenwood bike lane is great! But needs better surface and snow removal.
228	By law enforcement, clean up the gang tags, dumped litter and cig. butts. Boarded up abandoned properties, people living in storefronts. bars open after hours lead to violence. There is one section of the Danforth past Vic Park that is covered in gang tags, dumped garbage and abandoned properties. Don't just spend money and time on the rich parts of the Danforth. Do the whole thing. Look at the City as a whole thing not just little kingdoms..
229	This stretch of the Danforth could use some oomph
230	The traffic flow in / out of the gas station is challenging for drivers and pedestrians - it's only going to get worse with the condo building across the street
231	The area surrounding Greenwood has become quite derelict looking and seems to be attracting the worst in people. Many businesses that do not seem to care about their outer appearance in the neighbourhood. It has become an area frequented by those seeking illegal drugs, and in turn more trouble for those who live nearby
232	Consider traffic calming here as cars drive very fast and vehicles coming in/out of gas station
233	There needs to be a huge crackdown on graffiti. Graffiti is the quickest way to make any neighbourhood look like garbage. Business (unfortunately) need to be forced to paint over graffiti and the City needs to stay on top of eliminating the graffiti on city property.
234	Bike lanes!
235	We need to attract some nicer shops/restaurants/cafes into the area east of Donlands. And I don't mean gentrification by making it all high end, but the area is creepy at night right now - so anything a step up from some of the places there right now might attract more people.
236	Currently, cars are allowed to park on the sidewalk here (Linnsmore immediately north of the Danforth). This is very unsafe for pedestrians. Let's remove these parking spaces and replace them with street furniture.
237	Need improved lighting for pedestrians from Greenwood to Coxwell.
238	This area of the Danforth needs a wider sidewalk, with more trees (less anemic ones like they have now) and more street furniture. It needs a bit of love from the city. It's loud and unpleasant to shop on right now.
239	The car parking right now increases the likelihood of dooring... a dedicated bike lane (maybe on the inside or middle lane) would help but more parking spaces are required.
240	Please please add bike lanes to the Danforth.
241	please add bike lanes along Danforth
242	Drivers illegally stopping/parking to pickup coffee from Starbucks blocks the flow of traffic. Needs better enforcement.
243	How can we make Monarch Park a great place to visit during the summer? Lot's of green space. Markets/musical events.
244	Need bike lanes. This is a scary stretch.



Map Comment Number	Comment
245	More trees need to added to the Danforth.
246	More bikelanes on side streets like around Withrow Park. No bikes lanes on Danforth
247	More crosswalk and traffic calming measures should be added. Cars start traveling faster east of Greenwood, and lights become spaced further and further apart. Separated bike lanes, wider sidewalks and lower speed limits are also needed badly here. Extremely dangerous for pedestrians and bikers along this stretch. Can even be scary as a driver here due to speeding.
248	General observation from regular Danforth Commuter: In the early mornings, many of the people that go to the gyms here park on Danforth and then cross mid-block. Please consider pedestrian movement and that mid-block crossing is normal along Danforth. Please design Danforth so that traffic is at a reasonable speed even at 5 or 6 am when there is no traffic
249	Through the entire length of the Danforth the apartments that are available seem to be getting quite neglected and many are not accessible for anyone other than the young and fit. In areas where there is a lack of maintenance in shops perhaps renovating those and making more apartments that folks can be proud of will bring some of the areas back to life. Not high rises or big buildings, but even duplexes which regular folks can afford will encourage more pride from some residents.
250	Cars and cyclists need to be separated for safety- there are too many cyclists now to leave it to chance.
251	More crosswalks to prevent having to run across a busy street, esp. near a day care.
252	This park has potential but needs some love and creativity.
253	How can we make this parkette more inviting? I walk past here all the time, and never think, "hmmm, maybe I'll walk through this parkette." How do we draw people in from the Danforth?
254	Underused Parkette. Could use more thoughtful landscape design and features. Great site for public art.
255	Nice to have park space but it seems under utilized - look at some creative ways to get people using space.
256	Adding comments to improve the space has been used as pop up sales and creative events
257	Agree with others on blandness of park. Needs taller trees, and at least one park amenity/feature to draw people. A stage? Or a playground? Or a water feature? etc. IF it resulted in usable park space (not merely for its own sake), consideration should be given to extending the entire park east to Coxwell.
258	This Green P lot is shockingly expensive. E.g. for a sunday afternoon is was around \$25! Meanwhile street parking is free. Consider matching parking prices to demand.
259	This park is rather bland and feels disconnected from the Danforth. Some creative redesign could make it much more inviting.
260	I keep wanting to check out this park, but it's not on my way to anything (i.e. I walk past it, not through it). It doesn't connect well to anything so there's no reason for people to stop there.



Map Comment Number	Comment
261	Density could be improved for the north side of the street to allow sunlight to continue to infiltrate the street. We need our vitamin D.



## From Coxwell Avenue to Woodbine Avenue

Map Comment Number	Comment
<b>262</b>	Vehicle speeds are too high on Coxwell. Road geometry to manage
<b>263</b>	Red light cameras or crosswalks at sidewalk grade. V. dangerous ped. crossing.
<b>264</b>	All the intersections along the danforth are so dangerous for cyclists. Please put in biking lanes so I can safely get to work!
<b>265</b>	Traffic needs to be stopped further back from the intersection here. there are many speeding cars and I have personally witnessed quite a few near misses over the years.
<b>266</b>	Separated bike lanes needed for safety!
<b>267</b>	Bike boxes and advanced green for pedestrians, then consider an earlier don't walk for the turning traffic
<b>268</b>	Advance turn lights are definitely needed. For example, drivers heading north at 3:30 to 4:30 often have to wait 4 or 5 light sequences to either turn left or right or go straight. Pedestrians at risk due to aggressive driving. Cameras needed too.
<b>269</b>	1) If bike lanes are not implemented, please, please fix the various dangerous pot holes in curb lane (south side of Danforth) - ie. directly in front of TTC barn, over by Square Boy pizza etc.. 2) Do not allow scaffolding from the coming condo construction along the south side of Danforth to go so close to curb. There needs to some space for cyclists (esp at intersections) to step/lean on curb.
<b>270</b>	Definitely need to increase the density of housing around this intersection, there is a subway stop right there, and very few tall buildings.
<b>271</b>	I bike from Danforth and Coxwell to Sherbourne and Bloor to get to work, and have had many near misses from speeding cars. I'd love to see protected bike lanes running all the way along the Danforth to at least the Viaduct.
<b>272</b>	This must be made into a traffic calming zone because of the school. I have seen kids hit by cars here - this should not be happening. Add rumble strips for cars as they approach the school zone. The speed limit should be reduced to max 30. The intersection at Coxwell and Earl Haig should be painted bright yellow. something has to change before a child dies.
<b>273</b>	better lighting for this path (used by many) to the subway please
<b>274</b>	Green P lot would make great public square with direct entrance to Coxwell Station at Mezzanine level. Coxwell Station also requires 'second exit' from platform which could be either of west side of Coxwell or to the east, ideally meeting Danforth through future redevelopment.
<b>275</b>	Pedestrian access to Coxwell subway needs much improvement. 1) wider walkways for volume of foot traffic 2) faster snow removal on side streets directly connected to Coxwell station 3) changes directly south of station clearly advantage green P cars/parking over pedestrian access 4) make deal with Shoppers to allow another pedestrian access pathway using part of the Shoppers parking lot on the west side (between shoppers and coxwell station) 5) desig. smoking area "away" from front of station



Map Comment Number	Comment
	Access to Coxwell station needs major improvement. Currently access from Danforth is via an indirect, dark, narrow, filthy alley.
276	The whole area in the vicinity of the station is shamefully uninviting and covered in 3 huge parking lots. This is a major waste.
277	This space would make a great square / community space. The retro diner that can't stay in business would be a smash as a brewery or resto if even a half dozen of the parking spaces could be given over to an outdoor patio. Look at the success of Bandit Brewery over near Roncesvalles.
278	I would like to see a path from Danforth to the east side of the subway station. There is a lot of foot traffic on the south side of Strathmore right now, and a lot of that would probably move to Danforth if there was an easy way to cut through. Surely Shoppers would support such a path if it meant more footfalls past the front of their store...
279	I know development of this block isn't part of this study... but we really need some additional commercial store fronts along here. With the TTC Garage, the library, and McDonalds on the south, then parking lots and a giant Shoppers on the north, this is a bit of a pedestrian waste land that breaks up otherwise nice walking areas to the east and west.
280	Many pedestrians cross mid-block here as well. Danforth widens at Coxwell, making it a long crossing. Please consider design elements to create "friction" in the traffic flow. Too many people race each other when the light turns green to get around the cyclists or parked cars, or both.
281	This could be a great mixed use block, with a focus on culture and commerce at street level. there's enough space here for a taller building or two if well incorporated.
282	Redevelop area around shoppers. This should be a midrise with shoppers on main floor. Way too much parking with shoppers parking in either side and green p.
283	This stretch of sidewalk on the south side from the library to the entrance to the ttc building needs improvement. There is a pedestrian pinch point and people end up walking on a muddy patch of grass.
284	Entire Block from Shoppers to Woodington is poor (north side). one-storey development mixed with surface parking. Should be replaced by midrise with market rental and affordable housing. Should feature new direct entry to Coxwell Stn from Danforth (east end of platforms). Parking should be underground and include Green P. Major patio space fronting Woodington would be nice.
285	This area is unnerving to walk through, with a lot of aggressive driving as well as groups of loiterers who cat-call and generally make me feel unsafe in my own neighborhood. I think that adding more lighting, benches, and small green spaces would help.
286	McDonald's drive through - cars are often blocking the sidewalk. Terrible during the am walk to school! Very unsafe.
287	This is such a grim stretch; how about some trees, maybe a couple of benches perpendicular to the street facing each other?



Map Comment Number	Comment
288	I wouldn't want to lose the McDonald's given how much it seems to be used by the community... but surely it doesn't need to take up an entire block?
289	Agree with others, McDonalds, in current form, must go. 1-storey, poor relationship to street, surface parking, all undesirable. Midrise, preferably rental. Contemplate patios for future restaurants at the corners of Drayton and Hillingdon with wider, streetscaped boulevards.
290	This McDonald's is on a huge lot that feels out of place on an increasingly pedestrian-friendly neighbourhood. Cars speed in and out of here focussed on the drive-through and don't pay attention to pedestrians crossing the street. I agree with the commenter who said it should be replaced with a mid-rise building.
291	Bike lanes are essential to this stretch. Between parked and speeding cars this is one of the most dangerous through-fares that I bike regularly. Unless I am in the area for a specific activity I will actively avoid it due to the high level of danger.
292	TPS need to enforce speed limits on our roads. Reduce max speeds! Please.
293	The whole stretch (and the whole city for that matter) could use a lot more benches. Sidewalk benches are common elsewhere and it makes a big difference if you're out walking around all day.
294	Street activity here is low - inhospitable street can be approved with wider sidewalks and bike lanes
295	Definitely more trees needed along this stretch as its a bit ugly here.
296	Such low density along this road. Too much of the danforth is 2 stories. Needs to AT LEAST 3. Ideally 5-7 all across. Mixed-use buildings to create more housing and office space. Should make street more vibrant and lively.
297	Protected bike lanes on the Danforth for cyclists of all ages. Bike lanes also make pedestrians on the sidewalks feel safer and further removed from fast cars.
298	Bike lanes! We don't want to die while shopping on the Danforth!
299	Bike lanes would be amazing. However, I am also a driver. When designing the bike lanes please find ways to keep traffic moving, e.g. ensuring there are still left hand and right hand turn lanes wherever possible at intersections. Bikes can learn to share the road with cars in the lead up to intersections.
300	I would shop at local retailers more often if there was an easier way to park, curb parking is very limited.
301	Please reduce the street to one lane each way, and add bike lanes on both sides of the road, as it was during the 880 street display. The area between East Lynn Park and Woodbine is a terrific commercial area with a lot of interesting and unique shops, and it would be really wonderful if it were more pedestrian-friendly and felt less like a highway.
302	The street parking on Danforth really clogs up traffic and makes getting into downtown so. very. slow. There is no need for parking right on the major intersection in this area, there is ample space on side streets. I don't understand why we are prioritizing large empty vehicles on the main throughway in our neighbourhood while cyclists have to fight for our lives and drivers idle in traffic totally unnecessarily. Bad priorities! Get rid of parking, make two driving lanes and a bike lane!!!



Map Comment Number	Comment
303	I would like to see protected bicycle lanes on Danforth. Danforth Avenue is the most direct east west corridor for cyclists but it feels unsafe to ride on as many times drivers come to close to me. My Councillor Brad Bradford (Ward 19) assisted others with a pop-up Complete Streets over a weekend between Woodbine & Woodmount in August, 2019. There was more space for pedestrians and well marked and separated (with flower planters) bike lanes. There was reduced width for cars with 2 lanes. Great!
304	No slightly fancier restaurants are here. All/mostly pubs, and take out from Coxwell/Main. Less healthy restaurants choices
305	Please include bike lanes and limit construction closures to off-peak hours.
306	Smoking bylaws need to be enforced - so folks are not sitting/smoking on sidewalks close to building.
307	I would like to see protected bike lanes along the full stretch of the Danforth from Broadview to Victoria Park to ensure safety and increase bike accessibility to the entire area.
308	Agree with washrooms being a good addition to this well used park. For future greenspace, consideration should be given to linking this park to Merrill Bridge and daylighting Small's Creek further north.
309	The park is generally great but could use a refresh and maybe more lighting
310	Please add more greenery and trees to this park. Its quite bare.
311	Need bathrooms in East Lynn Park. Not only for events but also for families with kids playing in the park. There are many, mant children and it is inappropriate for kids to be urinating in the bushes. Some people also leave dirty diapers in the bushes.
312	This park seriously and truly needs a public washroom. There are many big events hosted at this park throughout the year (weekly music festival, weekly farmers market, art festival, etc) and alcohol is even served at some so to not have a public washroom is insane for this park!
313	I bike on the Danforth every day in the tiny space between the fast moving traffic lane and the parked car lane and it's a kill zone - cars turning right and left in front of me, parked cars opening doors into me. We need safe SEPARATED bike lanes.
314	Street furniture, as in benches, along Danforth would be nice. Benches on every block, both sides of the street, would encourage community use and enjoyment.
315	Danforth and Woodmount should be an automatic crossing light. There is enough traffic because of the park, and this intersection is dangerous as cars sometimes in autopilot will drive through when it is red. Also cars often block the intersection (so enforcement would be beneficial).
316	Trees, trees and more trees!!! You can not go wrong with more trees for so many obvious reasons. Please consider adding along the street up and down the street along with some seating.
317	Definitely would be nice to have more options for seating along the Danforth such as benches.
318	Enforce smoking bylaws. Walking down this stretch of sidewalk is like walking through a cloud of smoke some days due to the bars on the strip.



Map Comment Number	Comment
319	Bike lanes please! This will minimize our environmental footprint and increase safety! It will also make the Danforth a more enjoyable place to be if we share the road. Right now it's a highway where it could be a pedestrian friendly, mixed use street. This will boost the local economy and property values. Any good community in this city has reduced the priority of car traffic - the annex, roncesvalles, queen west. The car is second to the culture and vitality of the street.
320	Bike lanes! So many bikes in the morning and afternoon rush hour. Make it safer please. So many families in this neighbourhood, but riding with kids on Danforth is scary! We shouldn't feel that way and should feel secure on our bikes in our neighbourhood.
321	More patios please!! Encourage time spent outdoors and activity for businesses.
322	Please clean debris and repair. This mess has been there with caution tape and people throwing garbage for 1 year.

### From Woodbine Avenue to Main Street

Map Comment Number	Comment
323	West end of study area has a nice variety of fashion retailers, cafes and other retailers. The east end needs to have similar additions to enhance variety and quality of shopping/eating . esp fashion retailers.
324	More bike lanes @ subways. Better bike facilities at subway stations.
325	Bike lanes on Woodbine need physical separation. People always park in them. Especially here in front of the subway station.
326	Enforce smoking bylaws... Its brutal to get into the grocery store sometimes having to go through a cloud of smoke.
327	A bike lane, please!
328	Woodbine bike lane doesn't go all the way to the intersection. There isn't enough room for a through lane and a turn lane, so cars that move over to turn right block both the bike lane and the through lane. Bike lane should go all the way to the intersection.
329	This is a difficult spot to navigate on a bike. Some cars are turning towards Woodbine. Also, the street is uphill when going on a bike which slows down bikes.
330	Connections between bike corridors have long been a weak point in Toronto's cycling infrastructure. As others have noted: the southern (northbound) leg of this intersection could be made much, much safer for cyclists.
331	Street trees throughout this area are in poor condition in 'boxes'. Should all be place in trenches/enlarged planters or pits close to grade. Big trees need healthy growing conditions. Canopy would improve this area enormously.
332	Need traffic calming measures in this intersection and bollards to stop cars from using bike lanes as turning lanes



Map Comment Number	Comment
333	Agree with other comments that this is a problematic corner (heading north on Woodbine), as bikes are often squeezed by cars turning right to head east on Danforth. For pedestrians, the corner also is unsafe due to the cars making turns quickly.
334	The unprotected bike lanes on Woodbine are often blocked by cars and trucks. This makes me feel unsafe and is a main reason why I don't shop more on the Danforth. Please consider building safe cycling infrastructure by making it fully protected.
335	Consider how to make Woodbine feel safer for pedestrians to encourage those living south of tracks to want to come up to Danforth shops (and vice versa)
336	There is a retirement home at this location. The bus stop on the east side of Woodbine is not reachable by old people because there is no traffic light and people are speeding on woodbine.
337	Woodbine south of the danforth near the tracks gets treacherous in winter.
338	Woodbine SIDEWALKS south of the danforth near the tracks get treacherous in winter.
339	This whole stretch of Danforth should have a safe and traffic protected bike lane. This is a very dangerous area and people living in the area need to have safe commuting options.
340	The Danforth must continue to accommodate vehicle traffic! It is a major arterial road that must be maintained. Put bike lanes on the side streets and alleys parallel to Danforth that run almost continuously from Broadview to Vic Park - would be fairly simple to modify where there are gaps in this pathway!!
341	Traffic is so bad here it's very hard to turn left.
342	more trees and benches without the middle divider
343	public space
344	1. green spaces and public plazas, 2. substantial retail, to draw visitors 3. employment, non-retail, high value jobs.
345	This is a highly traveled intersection with children crossing the street to access Gledhill public school. The Honda dealership does a terrible job at maintaining clear paths of travel for safe crossing in the winter. Consider additional safety features in this school zone to improve safety and visibility of pedestrian crossing.
346	Having a bike lane from here to the viaduct would be amazing! Then i could bike to work and maybe bike with my daughter to visit friends, go to dentist, etc.
347	AM and PM car time restriction access onto Gledhill. too many people using it a through way during rush hours
348	More bridges for people (bikes, on foot) to cross the railway, connecting north (Danforth) to southern neighbourhoods, would be amazing. Ooh, ooh, a railway path too!
349	This strip between Woodbine and Main is so ugly. Needs to be changed to look nicer and more family friendly and safe.
350	Already a confusing & Dangerous intersection.... future development adding more traffic should consider and address this



Map Comment Number	Comment
351	If we decide that Toronto is a city that encourages cycling, then we should ensure people have safe bike lanes to get to the east end. This entire stretch of Danforth is very dangerous for cycling.
352	This area need some serious revamp. The area is not vibrant at all and is a cultural dead spot. We need to attract some nice stores, cafes, boutique stores to attract foot traffic.
353	More density. We need it to support local businesses.
354	public space
355	Traffic lights block flow between Main and Victoria Park e.g Westlake Sidey
356	Westlake signal light too long of a wait for pedestrians. Priority to people NOT cars.
357	Drivers turning left from Westlake to Danforth (both north and south bound) often do not follow the road markings and there is almost a head-on collision!
358	Irregular intersection is cause of some conflicting turning movements. Consideration should be given to creating a harmonized intersection by running Westlake slightly to the west at Danforth.
359	This area could use more park space and bike lanes
360	Bike lanes on Danforth please!!

### From Main Street to Victoria Park

Map Comment Number	Comment
361	We need business revitalization on Danforth between Victoria Park and Coxwell. There are some small businesses but not much to attract visitors and residents to shop along this strip.
362	BEAUTIFICATION AND CURB APPEAL! bike lanes should come with efforts to increase curb appeal. let's get some colour, some planters. without public realm, bike lanes are just a flashpoint. Get the design right
363	Intersection should be narrowed/regularized as hard-right off of Main. (to Main), this would create much a much shorter pedestrian crossing, and create a public space opportunity.
364	Parking in the EB curb lane often impairs traffic from 3pm-6:30pm or so. Parking restriction time should be increase. Produce store (s) require designated loading space, such loading should be prohibited at the same time as parking.
365	Need a safer way for people to cross the road to get to the Subway station from the park
366	This intersection could support WAY more density. Major transit.
367	This intersection is dangerous for pedestrians and cyclists. lots of car traffic turning in every direction. Better traffic light patterns should be employed.
368	There's a lot we could do to connect bike and transit infrastructure: extra bike parking at stations, clear signage, cyclist signals...
369	The sidewalk on the east side of Main north of Danforth to the subway is way too narrow for the volume of foot traffic.



Map Comment Number	Comment
<b>370</b>	The North/East corner of Danforth and Main Street has narrow sidewalks running to Main Subway Station. This is a high traffic area and is extremely dangerous for pedestrians.
<b>371</b>	Greenery, street furniture, public gardens, covered bike parking, play structure, anything but the large empty pad would be great.
<b>372</b>	Tight turning radius for buses, WB to NB. Not uncommon for buses to climb the curb at the corner.
<b>373</b>	Please work on improving cycling infrastructure at major intersections. Even the protected bike lanes that are downtown are poorly designed at intersections. Drivers should not be made to drive into the bike lane to turn right at some intersections and not allowed at others. The city needs to be consistent in their intersection designs to avoid confusion for everyone. Safety should be prioritized over one car turning right!
<b>374</b>	This is another busy, dangerous intersection for cyclists. Please build protected bike lanes here. They will benefit all road-users: cyclists, walkers and motorists alike. Thank you.
<b>375</b>	This intersection is so shady and grimy. Needs cleaning up, prettying up with trees, neighbourhood art.
<b>376</b>	Add greenage to this corner of bricks, and heading east to make this strip more attractive looking and cleaner.
<b>377</b>	SLOW THE TRAFFIC DOWN
<b>378</b>	Still allow street parking for residents. Otherwise a great little area to live near
<b>379</b>	This Parklet could be much more vibrant
<b>380</b>	Dangerous left turn for bicycles with many bus and streetcar routes
<b>381</b>	Need new public spaces on East stretch of Danforth near Main St.
<b>382</b>	This stretch of Main is way too wide and it's not safe for a person on foot walking past Stephenson Ave. There's a clear desire line for someone who is walking in this area, so I feel the road should be redesigned for that.
<b>383</b>	More prominent cross-walk is needed here. Crossing Stephenson Ave to continue north/south on Main St can be hazardous as cars come quickly from Main/Danforth intersection and it is hard to see pedestrians starting to cross with all the parked cars in this area.
<b>384</b>	This intersection is dangerous. People try to run across, cars are coming out into Main St and turning onto Stephenson. Too much going on! It should be eliminated or be one way!!
<b>385</b>	Better direction of traffic for go users who use Main Square CC as an unofficial parking lot
<b>386</b>	Stephenson Ave here is a disaster! Street is too narrow for two-way traffic and parking. Sidewalks on one side only are an uneven mess of asphalt and there are no defined curbs. There is no traffic control at Main Street, and the crosswalk" is a joke and most people ignore it anyways.
<b>387</b>	Between Main Subway and Go station, snow removal by private owner is poor, the sidewalk cleaning is patchy because of too many owners (TTC, Park & Rec, Go)
<b>388</b>	Need to connect Go and TTC stations for safer and easier access eg elderly, kids, people with luggage transferring is not easy



Map Comment Number	Comment
389	The distance between from Main St Station TTC to Danforth GO is close but are not connected. It would be ideal if they were.
390	Something to make this square more usable, benches, statues, a playground, a bandstand would benefit the neighbourhood.
391	Main and Danforth is a hub for transit. This needs to be made much safer for pedestrians. There should be access under bridge from Stephenson Ave for pedestrians to the Go train / community centre.
392	Main Square is cold and uninviting. It's all paved and minimal spots for people to sit.
393	Agree with comment that this open concrete space is underutilized and could be a great meeting space for community events. A lot of people walk through here to go to TTC and GO and highrises here. But few stop and linger as it is not very inviting. At the very least some tables and chairs and ability to host events here. There is what looks like a storefront space next to Scotiabank that could be used for inside events like arts and crafts for kids. Something here to being community together.
394	This could be a big beautiful square or park. Farmer's markets, or a community healthy food market, maybe music on weekends, local events. Instead it's a big empty feeling kind of sketchy space. It needs to be better developed for residents and could be an attractive space that brings people to the neighborhood.
395	Lot of WB to SB left turn movements here. This can impair traffic even now. If travel lanes for cars were removed, this site either requires a left-turn lane, or that turns be prohibited and possibly a barrier.
396	Lots of jaywalking at this location. Another traffic light may be too much; but the choice is either to make crossing safer, or to strongly discourage it (barrier on yellow line?)
397	No place to purchase beer/wine, from well west of Woodbine until the Metro at Victoria Park. Encouraging walking means more frequent/close access to such.
398	The asphalt of the road is far too wide. Motor vehicle lanes should be made much narrower, and the extra space allocated to bike lanes and a wider sidewalk.
399	Designated left into this parking lot not used but blocks eastbound traffic
400	Dangerous Intersection - this intersection between Danforth Ave and access to Canadian Tire has no safety devices/infrastructure to help cyclists get in and out of the Canadian Tire access road.
401	Restrictions on home office use should be significantly relaxed around Danforth to keep more people in the neighborhood during the day. People should be allowed to see clients in their home offices.
402	public art/murals by artists in the community
403	General for entire area east of Main, a real lack of restaurant/cafe patios. A real opportunity for these exists, especially at corner locations with generous boulevards. These are often currently designated for boulevard parking. Consideration should be given to reducing/removing this in favour of streetscape/trees, space for patios.



Map Comment Number	Comment
404	There must be a seamless pedestrian ramp connecting the base of Dawes Road to the south side of the tracks (Including Ted Reeve arena, etc.). The railway tracks create a major pedestrian barrier, and the consequence is that there is a much higher automobile modal share to the south.
405	High Mast Street Lights w/sodium lighting give the area an expressway feel at night. Consider standard height street lights/with LED lights instead (white glow)
406	Need protected bike lanes - traffic is too fast for cyclists in this section
407	Need bike lanes and traffic calming measures east of Woodbine. The cars go very fast and it feels very unsafe as a pedestrian. As a regular cyclist in Toronto even I will not venture past Main Street because it is way too dangerous.
408	Main Street bridge should be modified to support bike lanes; if possible, sidewalks should widened as well. Need to make space more inviting, focus on landscape opportunities on embankments, attractive railings, pedestrian lights.
409	The road safety of Main needs improvement. Speeding is a problem. A bike lane would help create a safer space for people who bike.
410	Too few trees, ones that are here are in poor condition. Place trees in large pits, more of 'em, please.
411	Drivers travel at extremely high speeds here. Traffic calming would help. Road is very wide!
412	Enforcement on traffic on Kingston Road
413	Not very pedestrian friendly. More crosswalks would increase safety.
414	This is such an interesting, underrated stretch of the street. Independent businesses from seemingly every culture, yet nobody is out walking around. Slow down the traffic! Better lighting. Protected cycle tracks. Trees!
415	I agree with this comment about the right lane being an awkward width
416	The width of the westbound curbside lane is very awkward here (Vic park to Dawes). Seems to be almost wide enough for a row of parked cars and a lane of traffic, but not quite. This results in cyclists, people getting in and out of parked cars, and cars trying to use the lane to cut the cue of backed up traffic all competing for the same space. I've witnessed several close calls here.
417	More curb appeal. A bike lane has to come with beautification
418	A location somewhere near here needs to be used to create a pedestrian crossing of the rail corridor. A lot of traffic from this subdivision (south side) to Shopper's World. If a short walking connection were available, car traffic would decline.
419	places for people to sit along the entire Danforth, especially those with small children and seniors
420	The area between Dawes and Victoria Park needs to be cleaned up as well. Many businesses that look derelict and unkept which are again attracting less savoury types into the area.



Map Comment Number	Comment
421	By law enforcement. The whole stretch of Danforth from Broadview to Warden is full of litter some areas are worse than others. Sandwich boards impede walkers, bins and racks of junk. Boarded up stores, people living in storefronts. Real division between rich and poor. the further East the worse it gets. Gang Tags are also an issue. No follow up by the City on enforcing by laws. Parking and traffic are also issues.
422	More Green Space!
423	Lowes (and Canadian Tire) do not consistently keep their street entrances open. They often close off entry and exit (or exit-only), and rely on an entrance far from the street. This is a major inconvenience to pedestrians, and psychologically privileges motorists.
424	The area is booming with businesses and there's a lot of foot traffic in the area. It would be great to support that foot traffic with street furniture and bike lanes. Especially the south side of Danforth
425	The asphalt portion of the roadway is far too wide here, and each motor vehicle lane is too wide. As a consequence, cars, SUVs and trucks move far too fast. Each motor vehicle / mixed lane should be narrowed to the legal minimum so that drivers feel more constrained, and slow down.
426	This big box commercial store fronting Danforth Avenue, with no entrances/doors, makes for a very bleak walking experience.
427	Almost ZERO bike parking here. If we are going to encourage alternatives to driving, this place needs bike parking and a bike path IN the parking lot.
428	The area can look quite dull and run down Needs more greenery, flower, trees to inject vibrancy and be a more pleasant place
429	I agree with this other comment here about too many car shops in the area - need a much greater variety of shops - including some higher end offerings
430	Pedestrian crossing at Thyra should be prioritized and enhanced. This crossing has a huge volume of pedestrian traffic that isn't reflected in the design of the intersection or sidewalk.
431	Needs street furniture and trees around this whole area
432	I have always thought that a bike lane in the danforth area would be better suited to the back alley as opposed to the road. They are wide, only briefly accessed by delivery vehicles and connected the entire length by side streets, a couple parks and a the parking lots at Pape. If a protected lane on the danforth is not feasible this could be an interesting way shake up the area - several places have back patios and more could be encouraged!
433	No curb cuts, driveways or parking lot entrances should be permitted to cross or interrupt the sidewalk on Danforth Avenue. Children should be free to walk the sidewalk without holding a parent's hand, and without any danger of encountering a motor vehicle.
434	Definitely need bike lanes. Would prefer segregated because motorists on this route are notoriously aggressive
435	Agree that the area could benefit from a cafe/coffee shop that neighbourhood people can gather and spend time in.
436	The addition of a nice local boutique coffee shop. There is not a premium coffee shop in the community with a nice ambiance where you can spend time.



Map Comment Number	Comment
<b>437</b>	There are abandoned storefronts that are extremely worn down and neglected (more so on the east side on Victoria Park). How can we get more mainstream businesses that people will visit, so the area and shops can thrive? Most of the businesses are not places foot traffic would be interested in entering. There are some areas that are a pleasure to walk around, wander into shops, etc - this area is not, and that is negative.
<b>438</b>	Urban ecosystem restoration. Ecosystem services less concrete surface. More functional green spaces
<b>439</b>	The entrance/exit to the mall badly needs signal lights, especially for pedestrian safety!
<b>440</b>	Bicycles should be permitted inside of metro and Staples so that customers don't risk having their bikes stolen, and so that they can place their purchased items directly in bike baskets, etc. This should not be onerous, because the aisles are wide, and strollers and wheelchairs are readily accommodated already.





**CITY OF TORONTO**  
THE DANFORTH STUDY

**OTHER CONCERNS/IDEAS MAP**  
APPENDIX 4A-1



- Online Survey Comment - What Are Your Concerns/Ideas?
- Study Area



MAP DRAWING INFORMATION:  
DATA PROVIDED BY SOCIAL PINPOINT, CITY OF TORONTO, ESRI 2020

MAP CREATED BY: JFC  
MAP CHECKED BY: DY  
MAP PROJECTION: NAD 1983 UTM Zone 17N

NOTES:

SCALE 1:1,800

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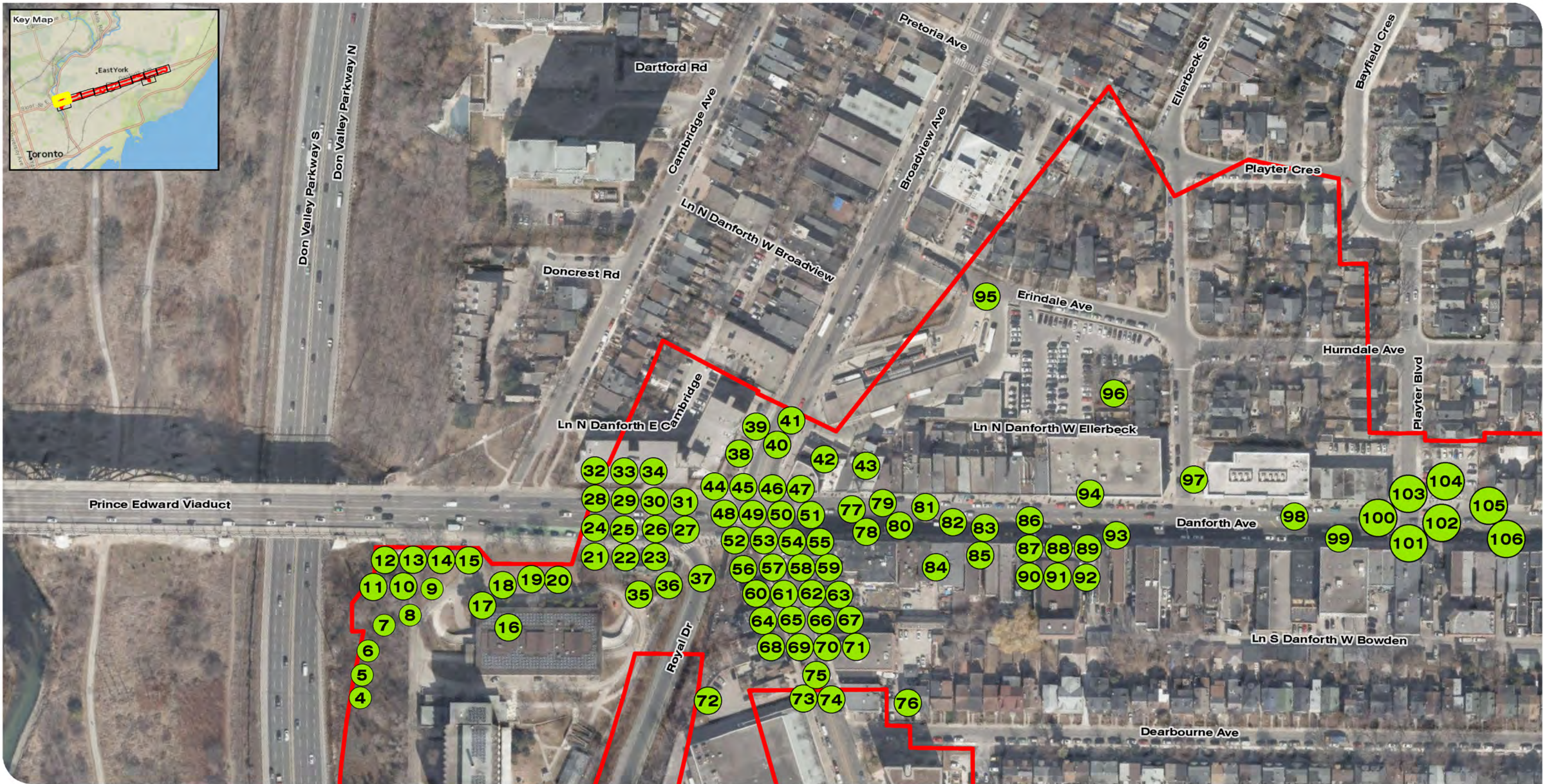
PROJECT: 19-1248

STATUS: DRAFT

DATE: 2020-05-14







**CITY OF TORONTO**  
THE DANFORTH STUDY

**OTHER CONCERNS/IDEAS MAP**  
APPENDIX 4A-2



- Online Survey Comment - What Are Your Concerns/Ideas?
- Study Area



MAP DRAWING INFORMATION:  
DATA PROVIDED BY SOCIAL PINPOINT, CITY OF TORONTO, ESRI 2020

MAP CREATED BY: JFC  
MAP CHECKED BY: DY  
MAP PROJECTION: NAD 1983 UTM Zone 17N

NOTES:

SCALE 1:1,800

0 10 20 40 Meters



PROJECT: 19-1248 STATUS: DRAFT DATE: 2020-05-14





**CITY OF TORONTO**  
THE DANFORTH STUDY

**OTHER CONCERNS/IDEAS MAP**  
APPENDIX 4A-3



- Online Survey Comment - What Are Your Concerns/Ideas?
- Study Area



MAP DRAWING INFORMATION:  
DATA PROVIDED BY SOCIAL PINPOINT, CITY OF TORONTO, ESRI 2020

MAP CREATED BY: JFC  
MAP CHECKED BY: DY  
MAP PROJECTION: NAD 1983 UTM Zone 17N

NOTES:

SCALE 1:1,800

0 10 20 40 Meters



PROJECT: 19-1248 STATUS: DRAFT DATE: 2020-05-14





**CITY OF TORONTO**  
THE DANFORTH STUDY

**OTHER CONCERNS/IDEAS MAP**  
APPENDIX 4A-4



- Online Survey Comment - What Are Your Concerns/Ideas?
- Study Area



MAP DRAWING INFORMATION:  
DATA PROVIDED BY SOCIAL PINPOINT, CITY OF TORONTO, ESRI 2020

NOTES:

MAP CREATED BY: JFC  
MAP CHECKED BY: DY  
MAP PROJECTION: NAD 1983 UTM Zone 17N

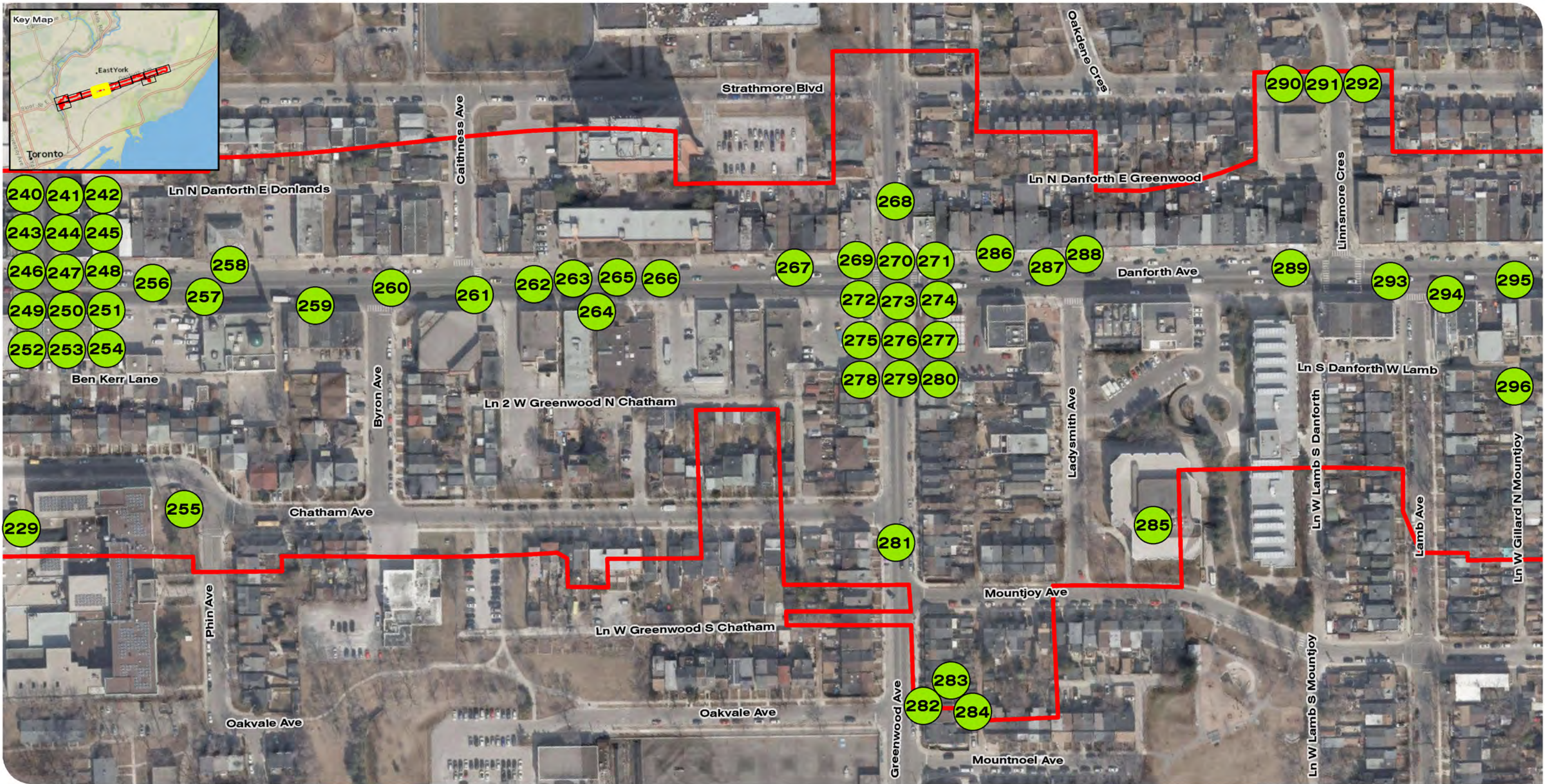
SCALE 1:1,800

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PROJECT: 19-1248 STATUS: DRAFT DATE: 2020-05-14





**CITY OF TORONTO**  
THE DANFORTH STUDY

**OTHER CONCERNS/IDEAS MAP**  
APPENDIX 4A-5



- Online Survey Comment - What Are Your Concerns/Ideas?
- Study Area



MAP DRAWING INFORMATION:  
DATA PROVIDED BY SOCIAL PINPOINT, CITY OF TORONTO, ESRI 2020

MAP CREATED BY: JFC  
MAP CHECKED BY: DY  
MAP PROJECTION: NAD 1983 UTM Zone 17N

NOTES:

SCALE 1:1,800

0 10 20 40 Meters

PROJECT: 19-1248

STATUS: DRAFT

DATE: 2020-05-14







**CITY OF TORONTO**  
THE DANFORTH STUDY

**OTHER CONCERNS/IDEAS MAP**  
APPENDIX 4A-6



Online Survey Comment - What Are Your Concerns/Ideas?

Study Area



MAP DRAWING INFORMATION:  
DATA PROVIDED BY SOCIAL PINPOINT, CITY OF TORONTO, ESRI 2020

MAP CREATED BY: JFC  
MAP CHECKED BY: DY  
MAP PROJECTION: NAD 1983 UTM Zone 17N

NOTES:

SCALE 1:1,800

0 10 20 40 Meters



PROJECT: 19-1248 STATUS: DRAFT DATE: 2020-05-14

FILE LOCATION: G:\cad\GIS\191248 - Danforth Planning\MXDs\SocialEngagement\SocialEng\_OtherConcernsIdeas.mxd





**CITY OF TORONTO**  
THE DANFORTH STUDY

**OTHER CONCERNS/IDEAS MAP**  
APPENDIX 4A-7



- Online Survey Comment - What Are Your Concerns/Ideas?
- Study Area



MAP DRAWING INFORMATION:  
DATA PROVIDED BY SOCIAL PINPOINT, CITY OF TORONTO, ESRI 2020

MAP CREATED BY: JFC  
MAP CHECKED BY: DY  
MAP PROJECTION: NAD 1983 UTM Zone 17N

NOTES:

SCALE 1:1,800

0 10 20 40 Meters

PROJECT: 19-1248

STATUS: DRAFT

DATE: 2020-05-14







**CITY OF TORONTO**  
THE DANFORTH STUDY

**OTHER CONCERNS/IDEAS MAP**  
APPENDIX 4A-8



- Online Survey Comment - What Are Your Concerns/Ideas?
- Study Area



MAP DRAWING INFORMATION:  
DATA PROVIDED BY SOCIAL PINPOINT, CITY OF TORONTO, ESRI 2020

MAP CREATED BY: JFC  
MAP CHECKED BY: DY  
MAP PROJECTION: NAD 1983 UTM Zone 17N

NOTES:

SCALE 1:1,800

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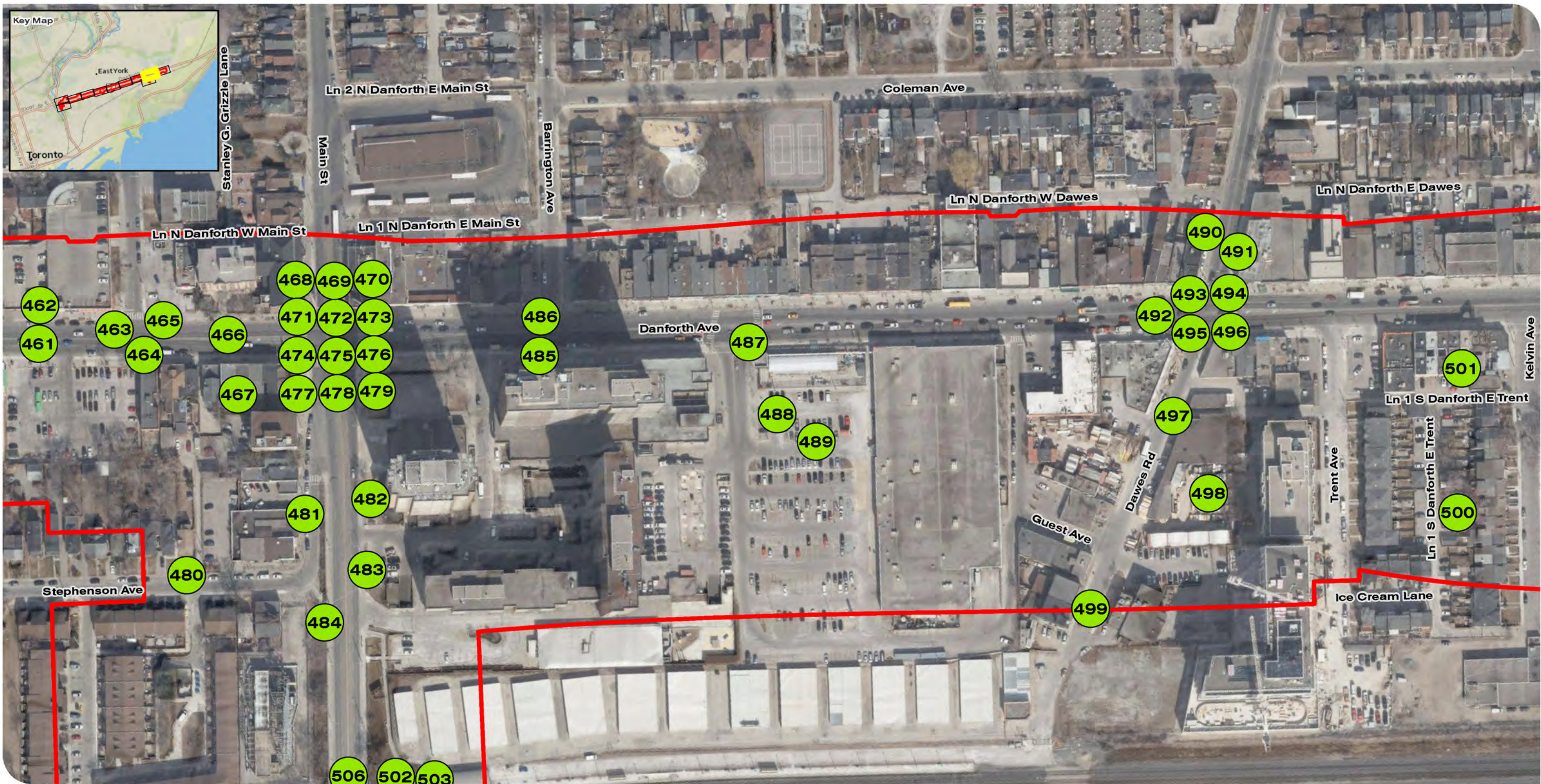


PROJECT: 19-1248

STATUS: DRAFT

DATE: 2020-05-14





**CITY OF TORONTO**  
THE DANFORTH STUDY

**OTHER CONCERNS/IDEAS MAP**  
APPENDIX 4A-9



- Online Survey Comment - What Are Your Concerns/Ideas?
- Study Area



MAP DRAWING INFORMATION:  
DATA PROVIDED BY SOCIAL PINPOINT, CITY OF TORONTO, ESRI 2020

MAP CREATED BY: JFC  
MAP CHECKED BY: DY  
MAP PROJECTION: NAD 1983 UTM Zone 17N

NOTES:

SCALE 1:1,800

0 10 20 40 Meters

PROJECT: 19-1248

STATUS: DRAFT

DATE: 2020-05-14







**CITY OF TORONTO**  
THE DANFORTH STUDY

**OTHER CONCERNS/IDEAS MAP**  
APPENDIX 4A-10



- Online Survey Comment - What Are Your Concerns/Ideas?
- Study Area



MAP DRAWING INFORMATION:  
DATA PROVIDED BY SOCIAL PINPOINT, CITY OF TORONTO, ESRI 2020

MAP CREATED BY: JFC  
MAP CHECKED BY: DY  
MAP PROJECTION: NAD 1983 UTM Zone 17N

NOTES:

SCALE 1:1,800

0 10 20 40 Meters

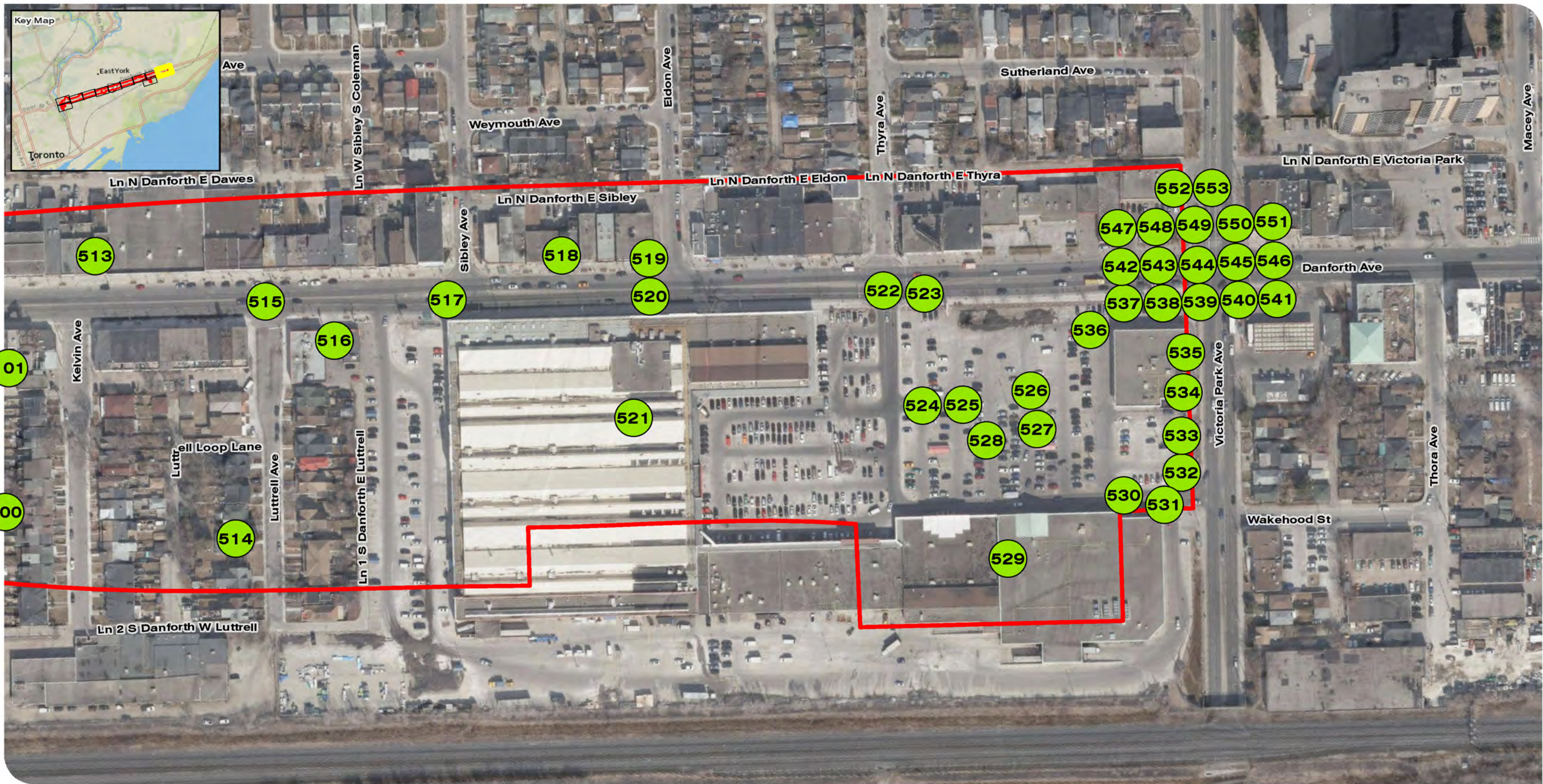


PROJECT: 19-1248

STATUS: DRAFT

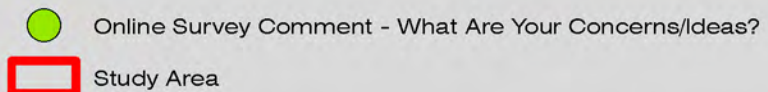
DATE: 2020-05-14





**CITY OF TORONTO**  
THE DANFORTH STUDY

**OTHER CONCERNS/IDEAS MAP**  
APPENDIX 4A-11

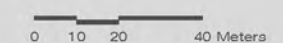


MAP DRAWING INFORMATION:  
DATA PROVIDED BY SOCIAL PINPOINT, CITY OF TORONTO, ESRI 2020

NOTES:

MAP CREATED BY: JFC  
MAP CHECKED BY: DY  
MAP PROJECTION: NAD 1983 UTM Zone 17N

SCALE 1:1,800



PROJECT: 19-1248      STATUS: DRAFT      DATE: 2020-05-14



## Other ideas or concerns on the Danforth – Location-Specific Comments

These comments correspond to the “other ideas or concerns” map (Appendix 4A). The comments are listed in the table below geographically in the Study Area, from west to east along Danforth Avenue.

### From Don Valley Parkway to Broadview Avenue

Map Comment Number	Comments
1	Consider building a bridge for pedestrians and cyclists that connects Riverdale park with Wellesley Park a bit further north of the existing one and at roughly the same elevation as the surrounding streets. This would allow residents commuting to the downtown core to cut through cabbage town. Right now you can get caught and either have to back track or deal with the huge hills on either side.
2	need bike lanes
3	I wish there were more ways to easily access the valley (and the Lower Don Trail) from the Danforth, without having to go all the way up to Pottery Road or all the way down to the south end of Riverdale Park. It's a shame that the DVP chokes off our neighbourhood from the valley. Could we have steps and bike paths going down near the West end of the Viaduct, around Rosedale Heights School?
4	It is scary to bike along the bridge when cars/trucks traffic is high. night lanes cars do not leave enough room for cyclists despite bike lane. When going eastbound, DVP entrance is very dangerous when traffic is high when cars are speeding
5	Drivers using the DVP lane to cut back in across the bike lane. .. extremely dangerous
6	Wish there was easy pedestrian bike access to Don Valley Trail on Broadview
7	There should be a concrete barrier here and increase in speed limit for cars. Right now people are driving much too fast and you can notice that every so often the plastic stick barriers get knocked down. Alternatively, enforce the speed limit. Merging onto Danforth when traveling East is terrifying. There should be signage for cars beyond just the painted road.
8	Please create wide-barrier separated-bike lanes. I stopped biking when I was hit by a car going eastbound on the Bloor viaduct. They didn't stop. I'm biking again but I'm scared.
9	Create bike access from Bloor bike lane to Riverdale East Park



Map Comment Number	Comments
10	<p>Crossing here feels absolutely unsafe. Cars are merging on and off of the highway at high speeds and there are many lanes. The bike lane should be fully protected with concrete barriers.</p> <p>The crossing over the highway at Dundas feels slightly safer because its narrow and the cars go more slowly, so another option is to create a dedicated bike lane on Jones with a proper physical barrier to encourage cyclists to go down Jones, connect on Dundas to go over the highway.</p>
11	The bike lane crossover needs to be redesigned to focus on safety. Cars often use the turn lane to the DVP to force their way back onto Danforth, which creates a hazard for cyclists caught in the middle. A concrete barrier would help a lot here.
12	Though the green paint has helped define the cycling merge area and the bollards are also helpful, cycling at this juncture always feels scary and that you are putting your safety in someone else's hands. A redesign of this merge point would be preferred.
13	The area where cycle path crossed the road feels very unsafe. Even though most of the time the drivers allow the cyclist to enter, one never knows for sure and they are already speeding before entering the highway. I don't know what what the solution to this would be, but it feels scary every time.
14	I have almost died here multiple times while on my bike. From bike lane on viaduct, to awkward merge, to no bike lane in a very busy area.
15	Please include separated bike lanes. I live in my neighbourhood and bike often, but avoid the Danforth because it's terrible for people on bikes with drivers passing too close during rush hour.
16	yes Pottery rd is terrifying. can we get a connection to don valley trails in this area?
17	Cars turning into adult center moving traffic on Danforth a danger to cyclists heading east
18	When the adult learning center gets developed ensure policy states portion at Southwest corner gets developed as a park
19	<p>Very dangerous bike crossing at DVP on-ramp.</p> <p>The new light is an improvement but still scary</p>
20	Need safer crossing for cyclists by highway on-ramps street.
21	Make a protected intersection based off of this idea: <a href="https://vimeo.com/86721046">https://vimeo.com/86721046</a>
22	Don Valley multi-use trails need to be accessible from here.
23	Make the eastbound left lane a turning lane all the way back at castle frank. The turning lane always backs up in the pm rush hour so there's always movement from the right hand on-ramp to dvp into the center lane to get around the mess.
24	We at Ward 14 Bikes have been working w/ Councillor Fletcher's office to get improvements to this terrible "merge across" for cyclists riding east. I had suggested a crossride along w/ the pedestrian crossing, bicycle detection, & a bicycle signal. In Nov 2019, we were advised of the provisional plans (see attached jpeg). Improvements are NECESSARY here asap - otherwise it will be too dangerous for most people to access future Danforth bike lanes.



Map Comment Number	Comments
25	Instead of having an on-ramp on the bridge where drivers can go 80 kmph, they should have some sort of 90 degree turn with a light that defaults red and is triggered by a waiting car. Why is it that the pedestrians have to push the "beg to cross" button. There should be a fully protected bike lane, with curbs, that is default green for pedestrians and cyclists. It should change when a car triggers it and pedestrians / cyclists should be able to push a button to clear their queue. people > cars
26	This is very challenging to cross for parents/kids heading to the Pat Schulz daycare centre
27	The green bike lane merge here is very dangerous for cyclists! Perhaps the bike lane should have to follow the DVP pedestrian crossing light? Or another arrangement should be made as cars are always swerving back and forth between the Danforth and DVP lanes!
28	Transition between viaduct and Danforth from bike lane is dangerous
29	I agree this is a death trap
30	Please install bike counters near the bridge. I am tired of hearing that "nobody cycles." We are trying to ride along Danforth in February. Let's show how many people are cycling here.
31	This is a great pathway that leads to the footbridge just north of Gerrard. Recommend signage or maps to this effect be posted to encourage walking.
32	This lane change is pretty nerve-wracking on a bike.
33	Make this a 90 degree intersection ( see for example Dundas E at DVP). Existing design prioritizes car commuters. I thought we had policies to prioritize transit, walking and cycling.
34	Very unnerving to approach this section on a bicycle travelling Eastbound. The green paint is a token gesture at best. The drivers turning right here have got up too much speed on the bridge. Their speed of decision making is limited when a cyclist tries to cross the green
35	The way cyclists here have to navigate and avoid speeding and unthinking car drivers who are going onto the ramp to the DVP is not safe.
36	Provide direct pedestrian and cycling access from Danforth to Riverdale Park East. Safe, etc. More than a narrow "path". Connectivity needed other than on major thoroughfare Broadview Ave.
37	Please add additional ways to ensure pedestrians and cyclists are protected and have the right of way at this corner. Cars are making turns without looking and it is a very dangerous corner. Please help all of us commute safer.




## From Broadview Avenue to Bowden Street

Map Comment Number	Comments
38	This little Parkette is an ideal place to optimize for a nice green space. A great way to provide an embellished gateway to the Danforth/ Broadview area. Have a small playground for children, nice benches, rest stop with fountains for cyclists and pedestrians. Perhaps a sign to welcome to the neighbourhood, those coming from the west end. Makes for an ideal place to hold smaller events, maybe a Tree for lighting around the holidays?It needs a clean up.
39	Snow ploughs frequency push snow into the bike lanes making them dangerous and unusable
40	Biking on Broadview north is dangerous with cars and buses.
41	Need bike lanes all the way up and down Broadview
42	I've seen large trucks using the middle unused lane to stop and the driver unload goods and cross the street with them. The business owners claiming that oppose bike lanes have stated that this would happen with bike lanes but it happens already because it's difficult for large trucks to park in street parking along the Danforth already. Bike lanes have little to do with it.
43	It's scary biking here as you wait to merge into the bike lane west of broadview
44	Crimes have spiked in Broadview/Danforth. Need police foot patrols in area. Reduce Halfway houses in area. Less aggressive pan-handling will bring people back to shop.
45	The streetcars get backed up going north and creates tremendous traffic putting drivers, pedestrians and cyclists at risk.
46	Broadview and Danforth needs a bike box (Westbound) cars crowd the cyclists
47	Make this intersection a truly safe one by making it a protected intersection. More than enough space. This will make it a complete street that fully meets Vision Zero.
48	Great area for a protected intersection!!  <a href="https://vimeo.com/86721046">https://vimeo.com/86721046</a>
49	Riding a bicycle south through the Danforth Broadview intersection can be pretty dangerous. One stays between the right turners and the cars that turn left or go straight through- but no driver wants you to be there.
50	TPS open data clearly shows this to be a dangerous intersection. Please follow NACTO's "Don't Give Up at the Intersection" and show that you are leading progress in this city: <a href="https://nacto.org/publication/urban-bikeway-design-guide/dont-give-up-at-the-intersection/">https://nacto.org/publication/urban-bikeway-design-guide/dont-give-up-at-the-intersection/</a>
51	Install a bike box, give cyclists and pedestrians an advanced green and install a fully-protected cycle track here.
52	This section is awful to bicycle through. On the approach there is a lot for bicyclists and motorists to worry about with the onramp to the DVP nearby, and then the bikelane abruptly ends straight into parked cars East of Broadview and where motorists on Broadview are turning Right onto Danforth. This is an area where medium-large transport vehicles are often driving, where parked car doors can open at any time. Strongly consider separating bikelanes and motor traffic as is done in Montreal.



Map Comment Number	Comments
53	In the absence of bike lanes in Danforth, if you're riding on side streets north of Danforth, connecting to the viaduct bike lane feels very unsafe with all the cars, street cars, etc.
54	The centre painted median lane needs to be removed and instead a completely separated bike lane needs to be installed protected by parked cars.
55	My concern is that while the new street cars are awesome to ride, the station at Broadview needs to be reconfigured as it is backing up traffic and transit because the station area is too small to handle the longer trains.
56	Danforth eastbound can become a parking lot for cars at evening rush hour because the volume of traffic making left turns exceeds the capacity of the left-turn lane. When there are pedestrians crossing, the right lane is blocked, meaning both lanes are blocked.
57	I don't just shop here, I come here for vital services: dentist, medical clinic
58	A bike box on the south side of Broadview & Danforth is desperately required. Have been a year-round cyclist for 5 years and work near this intersection. Have experienced multiple altercations and close-calls at this intersection as a direct result of the lack of a bike box here. This is an incredibly dangerous intersection for vulnerable road users.
59	Please return the TTC stop to this corner. Being able to get off and shop would make my commute much better, and make me more likely to support Danforth businesses.
60	The intersection feels unsafe when cyclists want to go straight through the light (eastbound) and cars want to turn right (south on Broadview). A redesign to ensure that no "right hooks" can occur by inattentive drivers (which happened to me in 2018) would make this intersection a lot less stressful.
61	Notwithstanding congestion concerns, this is a good spot for a mid-rise building due to proximity to subway, highway, and minimal residences so fewer shadow issues.
62	Please incorporate bike boxes at intersection.
63	Merging on a bike with cars is so dangerous where the bike lane ends
64	Very dangerous intersection - needs advanced cross walks for all pedestrians, along with bike lanes and priority signals for transit.
65	Put King & Dundas street cars under Danforth to alleviate back up and effective lanes for cars and cyclists northbound when streetcars waiting on Broadview Ave.
66	Huge congestion turning North on Broadview from viaduct when driving during evening.
67	This intersection (Broadview and Danforth) is extremely dangerous for everybody!!
68	Illegally parked cars just east of the viaduct in front of Tim Hortons. Merging across traffic lane entering the Don Valley entrance can be difficult. Traffic going east onto Danforth from viaduct often comes too close as they overtake cyclists making their way onto the Danforth.
69	Bike Lane down Broadview (Major north-south route needed)
70	Advance lights for pedestrians and cyclists would improve traffic flow and safety
71	Not having a dedicated and protected bike lane leaves cyclists physically vulnerable to drivers merging into a single lane as they cross Broadview.



Map Comment Number	Comments
72	What's with the funny study area shape here? Not sure how to give feedback on just the back half of Loblaws...
73	Extremely dangerous area for bike users and pedestrians
74	We need a lane on Broadview that connects to Riverdale Park
75	I always choose Broadview to get downtown by bike because the slope is easier than Logan/Carlaw, Pape or Jones. Can you facilitate this with lanes or sharrows on Broadview. Reminder that bikes are on the road?
76	Weird boundaries to the study area. along Broadview. Bike lanes north and south of Danforth could be helpful to keep traffic flowing. Maybe move taxi stand north of TTC station. Cab drivers chatting with each other block bike travel on left side of the right lane.
77	Danforth from Broadview to at least Chester should be closed to car traffic on Sundays from June 1 to the end of September. How amazing would that be?
78	There's a big risk of getting doored around here
79	I feel grateful to live in an area with a subway. It would support economic development here by improving capacity of Line 2 with signal improvements, etc. Also, at the times when I've needed to take shuttle buses due to interruptions in subway service, I noticed businesses that I didn't know were there. Might there be a way to portray the streetscape to subway riders in the area?
80	Need protected bike lanes all along the Danforth, supported by a public awareness campaign to share the evidence that bikes are good for businesses, countering the misinformation that's out there.
81	Danforth needs bike lanes from Broadview to Coxwell. It is unsafe
82	Riding a  on the Danforth is perilous. One must be aware of threats from every angle. One must cycle way too slowly. I'm 64 and cycle everywhere- I don't want to die on a cold city street. Unfortunately I worry about it more and more. I cycle to stay healthy and happy.
83	I only cycle on Danforth when there are no parked cars (during rush hour) to avoid being doored. There is so much stop and go and economic activity (which is great because everyone is going to the shops) but it means that dooring risks are greatly increased. unfortunately, riding in rush hour often means having your lane split by a car who whizzes by you. It's also terrifying.
84	Open view to the City and Valley. Keep it low from here to at least Castle Frank. Sense of openness and visual access to nature for all.
85	Let parked cars protect bike riders here, not the other way around.
86	Another vote for separated bike lanes. east and west on Danforth. Also advanced lights for cyclists and pedestrians all the way. More off road parking would be great, with clear signage indicating where it is. More bicycle parking spots are needed.
87	Creative solutions needed to handle crowds outside Music Hall and the proposed cycle lane. A wider sidewalk? Can band trucks load-in at the rear of the space? When it gets busy here, the risk of collisions increases.
88	Dedicated zone for lyft uber pick up's from the music hall. Creates chaos at the start and end of concerts



Map Comment Number	Comments
89	<p>I understand Danforth Music Hall is concerned about the curb lane here being re-designate a curb-side bike lane.</p> <p>I suggest their visiting band trucks use the bike lane in the off-peak PM, but that a 'traffic cone' a bike lane around the trucks in return for using the space. Music Hall staff should be responsible for the detouring so that a safe protocol can be arrived at (with CofT staff assistance) &amp; becomes a part of the job &amp; is passed on to apprentice Music Hall roadies going forward.</p>
90	I agree with everything said about Danforth Music Hall and the tour buses. They also idle for hours which is not allowed, yet it happens.
91	tour buses in front of the danforth music hall are a danger and nuisance when loading and unloading, in particular during rush hour. Can we find a way to get them to unload elsewhere?
92	Loading in bike lanes should be detoured with cones. Allow loading for the music hall only in off-peak
93	Recommend installing a marked pedestrian cross walk mid way between Broadview and Playter. This is a distance of about 300 meters resulting in many people jay walking rather than go to the traffic light.
94	This western stretch of the Danforth has more big-box stores and less of a village vibe, but along with that, it seems to be much less walkable and cyclable as well. I think it would be crucial to add benches, trees, and bike lanes, particularly along this stretch in order to encourage more small businesses to move in.
95	Broadview/Erindale is a dangerous intersection for cyclists and pedestrians, especially due to poor visibility on the north east corner, lots of turning buses, and cars speeding/up down Broadview, swerving around the taxis parked next to the parkette.
96	Turn this parking lot into dense affordable housing
97	<p>LCBO and Shopper buildings are a planning disgrace and should not be allowed to happen again. They should have been mixed use developments complete with residential in the upper floors:</p> <p>Retail at street level; office/commercial on the second; Residential above ( Like any of the best cities eg. Paris)</p>
98	All along the Danforth we need benches to sit on. As I get older I find I need to sit down and rest from time to time more so than when I was young. But when I was young it was my child that needed to rest. We used to have benches but they have been taken away.
99	Maintain the centre strip on Danforth between Broadview and Pape for trucks and delivery vehicles to load-unload.
100	Allow no more lost opportunities for mid-risk residential affordable housing such as the one story shoppers drug mart at LCBO
101	Turn the parking lot into green space with mixed used. (Danforth and Playter)
102	Turn this parking lot into dense affordable housing.
103	Remove parking on east side of Playter Blvd from Danforth to Hurndale. Cars turning from Danforth onto Playter Blvd often cannot get through if there are even 2 Or 3 vehicles going southbound on Playter Blvd.



Map Comment Number	Comments
104	It's a shame to have so much surface parking on the Danforth! The City should be embarrassed. (I know I am, as a Greektown resident). Turn these grey lots into parks or housing, and encourage people to ride the subway that is literally right below them, or to use active transportation.
105	We need more density! It's ridiculous that most of the Danforth is only 2 stories high. Everything should be at least 3–4 stories. Encourage a mid-density, mixed-use, low-carbon, affordable neighbourhood by building tons of affordable housing and small commercial/communal spaces on top of everything. Use policies like Inclusionary Zoning to protect this gentle development from being a force of gentrification.
106	To avoid delivery trucks and vans from blocking side streets keep the mid-strip on the Danforth for larger delivery vehicles.

### From Bowden Street to Carlaw Avenue

Map Comment Number	Comments
107	I see a problem with bike lanes. The Danforth already has too much traffic and not enough parking. It's Canada. 6 months of the year only young healthy people can bike. I fear for the car traffic being worse, and therefore more dangerous. I get it -- bikes are nice. But cars (I ride share) are necessary. Can a bike lane be on Gerrard? Isn't there one on Dundas? I don't understand how bunging up every main artery makes sense. In the future we will have EV so this shouldn't be done for climate.
108	I would shop more on the Danforth if the business community supported creating a more enjoyable experience by slowing down traffic, adding more patios and wider sidewalks, and focusing on customers of all kinds not just those who drive.
109	Crosswalk is an excellent idea!
110	Southbound and northbound traffic on Jackman at Danforth is insane. Pedestrians drivers & cyclists are at-risk as the intersection is as busy as a Minor Arterial - but with the infrastructure of a local street. I assume southbound drivers are using Jackman to come south off Mortimer to avoid the congestion hell at Broadview (Mortimer & Danforth) - but they're creating a dangerous condition on a roadway serving a church, a market and a coffee shop with popular patio.
111	Would love if there were more trees/shade. Taste of Danforth is a wonderful event, but I associate it with roasting in the sun with little chance for reprieve. A narrower street would allow for better and more pleasant pedestrian traffic.
112	Some years ago, there was a proposal by a resident to have a 'linear park' from the Carrot Common to Dewhurst over the subway. This primarily meant having an accessible (for wheelchairs, say) walkway throughout, connecting green spaces. This provides an additional walkway to Danforth sidewalks, which can be crowded in the summer, with patios.
113	Frustrated that so many comment forms, including this one, asks if I live in the area and then potentially discounts my opinion if I don't. I would honestly choose to live here if there were bike lanes/complete streets to make my commute safer. I am a potential future resident.
114	Hardware store needed West of Pape



Map Comment Number	Comments
115	Let's have protected bike lanes, and let's have attractive bike lanes - ie planters or curbs with brickwork - rather than the unattractive, spindly white posts used for the Bloor St. bike lanes.
116	It seems the bike lobby has been active here, there is not enough street parking as is. I agree that safety should be considered but there are bike lanes along Cosburn and additional lanes could be added easily on Mortimer to allow for safe transit.
117	This is another inconvenient signal light for cyclists going eastbound. Changing the status to be something like "cyclists can treat the red light as a stop sign, when conditions permit." If there are no pedestrians crossing, it is pointless to keep cyclists stopped here.
118	Please eliminate the boulevard parking along the west side of Chester Avenue. One of the 3 spots has already been replaced by planters. The existence of the spots means that this entire sidewalk section is a curb ramp, and the slope makes walking on the sidewalk hazardous during the winter when there is snow and/or ice. This is a well-used sidewalk as it connects Danforth Avenue to the TTC station, a Bike Share Toronto station, and Green P parking (on the east side of Chester Ave).
119	We need more car parking spaces on the side streets. People who come from far to sit at a Greek restaurant or bar cannot find parking. Stop the war against cars. Create or expand the Green P parking lots to attract outside people to this community
120	Bike lanes on Danforth would be highly beneficial. This reimagining of the street would increase the patronage of businesses in this part of the city, just like the Bloor bike lanes have done. Another commenter suggested bike lanes on Mortimer as an alternative. This is not practical or sensible - Mortimer too close to Cosburn and far too narrow for dedicated lanes.
121	A bump-out to slow right-turning vehicles.
122	This stop light takes veery long to change. You can only cross for 10 seconds, very annoying.
123	Another commenter has asked for more parking in the area. Many people can visit the area via transit, cycling, taxi/ride sharing so the need for parking is minimal. If the experts say we need parking then possibly we can build multi-level parking on some existing green p sites (subway is below so we can't build underground). With autonomous/driverless cars on the horizon ... doubt we need the spaces.
124	Opportunity to require more underground Green -P lots as part of development. 2nd convert the current surface lots above subway tunnel into park space.
125	Parked cars pose a phsyical threat to cylists vulnerable to opening doors.
126	More space fir pedestrians from Broadview to Pape. Sidewalks very narrow and cluttered, hard for people with wheelchairs to navigate when busy.
127	Strategically placed away from corner properties and restaurants, as there are patios at the front that would cause congestion with garbage/recycling bins...as well as corner properties are usually at intersections which require clear view of oncoming traffic & pedestrians.



Map Comment Number	Comments
128	Arundel needs pay and display parking (permit holders exempt), from Danforth to Browning. This would create needed space for shoppers, patients of doctors etc. Lots of people avoiding paying at the Green P lot, which is also crowded. Similar treatment of Chester would be advisable.
129	I walk along this street often, especially when I feel Danforth would be more crowded, how about putting a one directional bike lane here if storefronts are worried about less street parking?
130	Fully separated bike lanes along all of Danforth.
131	Design in drop-off/pick-up parking for retailers. Ideally side street or pull-offs. The pickup dropoff kills traffic
132	Seems the bicycling community is the best already organized group to recruit people to comment on your study. . . Hmm . . . How do you access teenagers? Can you get into schools to make presentations, collect comments?
133	Find a way to preserve some of the old 3-story homes on Danforth that became store fronts and you can still see the third story roof and windows from the street  It's a part of evolution/character of the street
134	Northwest corner of Logan and Danforth (TD property) Encourage addition of bike parking and public seating in lieu of bollards
135	As someone who shops via bicycle between Broadview and Monarch Park, I would love to see some more bike parking on the street. BMO at Ferrier has done a great job, but Logan and Danforth could use more as could outside of Healthy Planet. (And you don't want to cross the street to park, just FYI.)
136	Placing bike lanes and taking away accessible parking spaces will create a huge traffic problem with elderly visitors and anyone with disabilities
137	Wider sidewalks for enjoyment. This intersection is tight
138	Logan is a main cycling route to get to the Cosburn bike lanes. There should be some priority given to eastbound bikes going northbound from here on Login. Again, a protected intersection would solve this.
139	You close off the Danforth to eliminate car parking on the street, I will never go there to pick up food items or go for coffee. We handicap people need easy access cause we cannot walk distances from green P or take the subway. Will cease to shop there like King street
140	Putting cyclists out of the way and out of sight might seem convenient, but it's just not safe. The Chatham / Felstead stretch that covers Greenwood is a great example. No controlled intersection makes it possible only for confident riders. Not to mention that we want to come to this area to shop / dine / play. Most cyclists are, in some capacity, from the neighbouring area. Please don't exclude us like some undesirable and segregate us.
141	Danforth is very congested with traffic. Bike lanes will only make it worse. Good public transportaion/subway runs all along Danforth - better to build bike lanes on streets parallel to Danforth --- safer for cyclists.
142	Garnock Avenue - Change the start time for general public non-permit parking on Garnock Avenue. From 9am to 11am to prevent all-day commuter parking as is the case on all other nearby streets.
143	put parking meters on parking spots for additional commercial parking (beyond school hours)



Map Comment Number	Comments
144	There doesn't need to be bike lanes on Danforth, cyclists don't respect rules, there is way to much traffic on Danforth to make a bike lane. It's ridiculous, to think that in the winter time when it does snow, where are the cyclists? Parked at home in the garage. Do not make Danforth a disaster like every other part of the city.
145	No, it isn't a bad idea to have seasonal spaces in our parks! Toronto is a 4 season city. Baseball in the Spring, Summer, and Fall, skating trails and rinks in the winter? What's wrong with that? Who says you can't skateboard on a skating trail in the summer or toboggan into a baseball park in the winter? All these spaces in Withrow are WELL used in each season they're designed for PLUS in other seasons. Would you rather discard the recreational infrastructure in lieu of....nothing?
146	More bike parking, please! It's difficult to find a secure spot to lock up that is not blocking accessible sidewalk routes.
147	Stop expanding patios into the sidewalk. It's a great sidewalk, a big attraction! Ut patios are too large. Maintain a 2.5 m min. width to promote strolling, shopping dining. Dont kill the goose!
148	Protect 'local restaurants' with commercial rent control and reduced property tax.
149	Wide sidewalks are fantastic BUT need to maintain min. 2.5 m clearway. Large patio fences cause congestion and ruin the strolling experience.
150	You'll find that Greektown, isn't so Greek anymore. Higher rents on Danforth have pushed thme out, and a greater Greek presence is now in place in Pape Village up by Cosburn. What are the long term commercial trends along the Danforth?
151	Frequently Visits to any business on along the Danforth is a huge problem with limited parking spaces along the street.
152	We need separated bike lanes here and less parking. Cycling on the Danforth has increased and as one of the daily cyclists on this route, I fear for my life with the current set up.

### From Carlaw Avenue to Pape Avenue

Map Comment Number	Comments
153	Cars drive too fast here
154	Parking is hard to find. I'm circling the blocks numerous times at peak hours.
155	Seems to be ALOT of tension re loss of parking. Do a parking needs assessment, road is wide. Shownoptions that keep some parking AND build protected sidewalks and bikeways?
156	Need linear park from Chester stn to Woodbine
157	Thee should be some signage and directions to Withrow Park, which is 1 block south.



Map Comment Number	Comments
158	I live on Gough north of Danforth and believe pedestrianizing it beside Church of the Holy Name is a wonderful idea. There is a house with a driveway on the west side of Gough south of the Green P lots that needs to be considered. All in all though this seems like a great way to reduce traffic on Gough and add green space to Danforth.
159	Can this parking lot be made 1-way with angled parking to increase density. Its not uncommon that people leave the parking lot to Ferrier and then go the wrong way down Ferrier (its a one-way northbound) to get back to danforth.
160	Less parking, more parks!
161	When internet providers are installing/replacing lines the leave tons of small electrical wires everywhere.  Please introduce fines or other incentives to discourage litter. Same with building companies. Lots of renovation waste
162	Accessible curb cuts and road markings to indicate pedestrian crossings would make using our lovely back parkettes much safer for everyone!
163	Vehicles drive too quickly on Gough. Traffic calming measures are needed.
164	they nbeed to develop parking east of Gough by Carlaw to discourage out of neighbourhood visitors from parking/driving here.
165	I hope this doesn't turn into a City of Toronto political compromise where the end result is a mediocre condition for all. Whatever the ultimate design of the street, please place human life as a priority. That means if you have bike lanes, place them on the inside (next to the curb, before a lane of street parking or driving lane. Cyclists should never be between a lane of parked cars and a driving lane. I don't identify as a 'cyclist' but like to bike to shops sometimes and don't feel safe.
166	Wish Foodland had a rooftop garden or patio the was Big Carrot does. Would be great to go up there in the summer for a coffee or a bite of something from their deli department.
167	Lower speed limit to 30 km/h along entire Danforth to improve pedestrian safety.
168	I'd love to see sidewalks and patios expanded outward, eliminating street parking altogether. Next to that would be the separated bike.
169	The sideway in this stretch is quite narrow, especially since it carries much of the pedestrian traffic from Pape Station. I wonder if the planter boxes could be narrowed or removed through this area? Maybe greenery could be placed alongside the buildings instead? It's especially annoying when someone is smoking on the sidewalk as there is no way to get distance from them.
170	Why is there not more density here? Why was Pape station re-built as a stand-alone building when there could have been housing on site?
171	@ Browning and Pape - West side of Pape north of Browning, stop people from using handicap stickers to park illegally
172	Should be a high density cluster around Pape station where Ontario line crosses
173	Add benches throughout, make sure there are accessibility ramps with new and old buildings
174	Left turn signals at Pape and Danforth



Map Comment Number	Comments
175	Eglinton is planned to get bike lanes after the Crosstown is done. There must be a safe way to travel from Eglinton to Danforth.  Via Laird/Leaside bridge is the obvious route. This must be via a curb-protected bike lane, where hardscaped protection is continuous from Eglinton to Danforth. This could run via Broadview, Pape, or Donlands (or 2, or all three!).
176	Intersections are dangerous
177	Great spot for a protected intersection!!  <a href="https://vimeo.com/86721046">https://vimeo.com/86721046</a>
178	This intersection causes huge backups esp. northbound on Pape. Would benefit from a pedestrian scramble and/or no right turns. The large # of pedestrians need better protection and TTC buses get stuck trying to head north from cars wanting to turn left and right blocking all lanes on green lights.
179	Difficult to cross as pedestrian without crosswalk
180	Pape x Danforth is one of the scariest intersections to navigate as a pedestrian and cyclist. No enforcement on red lights
181	Agree with other comments. Not nearly enough space for pedestrians at Pape & Danforth. Turning cars are terrifying. Cyclists would benefit from bike box and peda from all way crossing/scramble.
182	I support others' comments about this intersection needing much improved traffic calming for safety, including no right turns on red, likely dedicated turning phases for motor vehicles, ideally a pedestrian-priority scramble (as corners can get crowded), and preferably a protected intersection for bicycles. A red-light camera here might also be merited.
183	Again, another major intersection that should have a protected "Dutch" intersection. That is the only way it will really meet Vision Zero.
184	Please consider widening sidewalks and bike lanes please. Also, perhaps limiting sections of the Danforth to foot / mobility device / bike traffic.
185	We need new large grocery stores between Broadview and Pape
186	The lights at Pape and Danforth and the recently installed light near Pape Station don't seemed to be timed very well. With very high pedestrian traffic turning right (N) or left (S) seems to only allow two cars at most to get through causing backups. A three tiered light system that allows pedestrians/bikes to proceed N/S first followed by a car only light would alleviate some the backups and make pedestrian crossing safer.
187	Since this will be the intersection of major transit of Line 2 and the Ontario Line there should be major developments built here with a view to adding employment spaces.
188	If the city is serious about Vision Zero and safety of pedestrians and cyclists, they should consider banning right-on-red for drivers. Safety should come before a driver's right to save a couple of seconds.
189	Much greater height and density needed around Pape and Danforth to allow for population - Growth around the new Ontario line interchange station. Look to target around Main and Danforth



Map Comment Number	Comments
<b>190</b>	Pape and Danforth traffic flow back log problem: - Left hand turn signal - All walks Bloor Yonge
<b>191</b>	Redesign the Pape intersection - diagonal crossing for pedestrians? Advance green for cars? Think about the library as a key community resource here - better signage, funding support for a super clean public washroom
<b>192</b>	All streets along Danforth would benefit from curb bump out at turns to slow cars down and improve pedestrian safety.
<b>193</b>	Consider advance left turn signal for cars here.
<b>194</b>	Advanced walk signals on all lights on Danforth to improve pedestrian safety.
<b>195</b>	Most concerning and unsafe intersection. Cars and cyclists do not obey the traffic rules at this intersection. It is very dangerous.
<b>196</b>	I LOVE the neighborhood and wouldn't live anywhere else. I rent in the area and it would be nice to see more new rental options . I hope the character of the street doesnt change too much if developers run wild. And I hope we don't see mom and pop businesses leave the area due to inflated rents as a result like other neighborhoods
<b>197</b>	Faster to walk up Pape than take bus. Priority lane
<b>198</b>	i second the idea for covered bike parking at Pape, and really all subways, but Pape makes the most sense if that Ontario line goes in.
<b>199</b>	With the future Ontario Line potentially passing through Pape Station, I think Pape's bike infrastructure could be beefed up. It would be great to have many more covered bicycle parking spaces here, in front of or near the station.
<b>200</b>	We need more bike parking all along the Danforth. Often the ring-and-posts are full, or broken, and cyclists are forced to lock up on less secure things like sign posts. I love the bike corrals used in some parts of the city, where they occupy what used to be a single on-street parking spot and transform it into parking for several bikes.
<b>201</b>	Pape and Danforth is a dangerous intersection. Drivers regularly exceed the speed limit through the intersection, run red lights and endanger pedestrians and cyclists as they make their turns. A protected intersection, in the Dutch Model, would dramatically improve this intersection at a small cost. Check out this 2 min video explanation: <a href="https://www.youtube.com/watch?v=FIApbxLz6pA">https://www.youtube.com/watch?v=FIApbxLz6pA</a>
<b>202</b>	Cars have repeatedly come out of this hidden driveway with no concer of pedestrian traffic. As a pedestrian, I never expect a car to be coming out onto the sidewalk here.
<b>203</b>	More green space near library
<b>204</b>	I would love to stop at the library on my way home by bike!



## From Pape Avenue to Greenwood Avenue

Map Comment Number	Comments
205	This entire street DESPERATELY needs a bike lane! I got hit by a car who was not paying attention in this exact spot. I am pregnant and have not got back on my bike since, so now I am clogging up traffic and space on the TTC when I would happily be biking. It just doesn't feel safe. My scars from my injury have not faded but thankfully nothing worse happened like injury to my baby. Please, please do something about this - the entire Danforth is unsafe from Vic Park all the way to Broadview.
206	There is a relatively new cannabis shop on this corner. The amount of packaging from purchases that has been discarded within a one block radius is very high (no pun intended).
207	I am a firm believer in biking to work and to school, shipping too, but I worry about recommending it to others. It's dangerous! Until the city enters the 21st C and offers bike lanes everywhere, only fanatics like me will cycle. Sad but true! Few bike because city hall cares more about cars than people. Wish I spoke Dutch or Danish!
208	The traffic speeds are too quick on the Danforth. The flat, open and wide road design entices drivers to speed. A bike lane separated from traffic by a curb or even parked cars like on Gerrard between Sherbourne and Jarvis (but in BOTH directions) would contribute to traffic calming.
209	Invest in REAL streetscaping along all Danforth - trees, benches, wayfinding to local attractions - make it somewhere tourists WANT to visit.
210	Cars come out of this hidden driveway area, often startling pedestrians.
211	Bike lanes are good for business! Currently, when I ride my bike to work, I avoid the Danforth because it's not very bike friendly. Therefore, I don't pass and stop in at any shops. If the Danforth became a cycling route, I would be much more likely to stop at shops and make purchases on my way home from work. Of course, this will only work by installing bike lanes with physical separation - putting some paint on the road is not enough to make it a popular route for cyclists.
212	Another signal light that eastbound cyclists should be able to treat as a stop sign when no pedestrians are crossing the intersection.
213	Bike lanes with physical separation all along the Danforth would make the neighbourhood better for everyone. It would encourage more people to cycle instead of driving, which would mean fewer cars on the road (and less congestion for those who continue to drive!). It would improve not only safety but also the experience and community vibe. There will be growing pains in the beginning, but in the long term it will benefit literally everyone.
214	Mr. Greek Meat Market has been in business here since 1972. Bike lanes would not be beneficial here because of the unloading and customers stopping and parking to buy goods from this store. You cant carry a bag of goods from this store and bike away with it.
215	More residential requirements along subway, above detail. (at street level) along the Danforth. e.g apartments above retail/commercial in 5 to 6 story buildings max. Mandate partnerships between developers and retail to get mixed use (avoid repeats of LCBO and Shoppers Drug Mart)



Map Comment Number	Comments
216	Do not place lights/traffic poles in middle of sidewalk (like what was done at corner of Danforth and Woodcrest)
217	Bike lanes can go north of the Danforth on the parkette
218	Eglinton will have bike lanes after cross town is done! (2023) Donlands or Pape, via viaduct must safely connect to Eglinton
219	Needs bikes lanes going north on Pape or Donlands to connect Millwood bridge bike lanes
220	Crossed this intersection daily and I can say one cyclist went through a red light.
221	Remove the ability to turn right on a red (across the city would be ideal). It saves the driver seconds, but they're constantly looking left and not right (or blocking the crosswalk) as pedestrians attempt to cross safely. It's an archaic ideology that benefits no one
222	I don't feel safe crossing the street here walking or on my bike. Let's have traffic lights that turn green for pedestrians and cyclists before they turn green for cars. This makes the community safer for everyone.
223	Red light camera on Danforth and Jones?
224	Very dangerous intersection due to advanced green and strange turning lane!
225	Danforth and Jones is very Dangerous!
226	I commute downtown to work every day via bike, and it seems as though no one responsible for bike lanes has attempted this from the east end.  Please make Jones have a dedicated bike lane as well, OR make sure that the connection from the dedicated Danforth bike lanes to the protected bike lanes on Adelaide / Richmond is seamless by providing an alternate safe route.
227	Encourage building with retail at street level, office space next level up and residential above office  e.g like in Chicago
228	Open up park space more
229	Just realized there is a First Nations school here after 2.5 yrs living in the area. There isn't much in this area or along the Danforth that speaks to Indigenous cultures. It would be great to have spaces in this study area that make these kids feel like this place is theirs (which it is). Are you engaging youth from this school at all to understand what their thoughts on the Danforth are?
230	It is a good thing that there are so few parking lots off of Danforth. The street scape is attractive because buildings come up to the sidewalk. Are you able to enforce future construction so that parkinglot is removed from in front, zoning on this site?
231	No bike sensor for left turn onto Danforth! Please fix!!
232	No right on red would be safer as a pedestrian and cyclist
233	Not enough density on residential streets. This applies to the neighbourhoods that stretch all along the Danforth (Broadview to Vic Park). Please enable more forms of housing to be built on these streets.
234	I would like a skatepark between Broadview and Coxwell
235	Eliminate street parking. Convert north side of Danforth to 2-way dedicated bicycle lanes. Convert south side of Danforth to 2-way dedicated automobile travel and drop off/pick up.



Map Comment Number	Comments
236	Limiting the study to such a narrow band around Danforth prevents neighbourhood improvements. Within 500m walk of subway stops, the neighbourhoods should be upzoned so that the built form matches the transportation.
237	There are vacant storefronts here with dark drapes/curtains covering the window. When the door opens on occasion, it is obvious there is a private underatking occuring that is not transparent to the people living and shopping in this area.
238	Dewhurst and Donalds -  Too much action with: 1) 2nd TTC exit 2) Starbucks 3) Condo Development  Lots of trucks and drivers now and second exit construction hasn't event started!!
239	Another exit at Donlands Subway
240	Provide more bike parking at subway stations.
241	Fielding Avenue a school wall street but too many drivers to avoid Donlands and Danforth intersection - turn onto Field as short cut. - Bumpy too dangerous.
242	Wilkinson Public school. Cars/trucks park on the East side, too close to cross walk this blocking the view of pedestrians from motorists
243	Synced traffic lights/crosswalk should be installed at Donlands Station, similar to Pape Station.
244	Need Bikes lanes up Donalds or Pape via the viaduct, up to Laird and Eglinton Bike lanes (2023?)
245	Wilkinson Public school. Needs speed bumps. Too many drivers , as they avoid Danforth and donlands street
246	2nd entrance to Donlands Subway
247	There is a major safety concern with the cross-walk in this area. Drivers are speeding to catch the light and often ignore or don't see that the cross walk is illuminated.
248	I try to avoid walking on Donlands (Speeding) cars feel too close to sidewalk
249	Donlands Bike Lanes are in the Cycling plan and were listed for 2019, but not put in during road work. They would help calm/smooth traffic and make cycling to/from Danforth more appealing.
250	Drivers go too fast here
251	Difficult for pedestrians to cross without cross walk.
252	Donlands is a main cycling route to get to the Cosburn bike lanes. There should be some priority given to eastbound bikes going northbound from here on Donlands. Again, a protected intersection would solve this.
253	Great spot for a protected intersection!!  <a href="https://vimeo.com/86721046">https://vimeo.com/86721046</a>
254	Is the canoe public art? Was it paid for with tax dollars? Can we get more?



Map Comment Number	Comments
255	Unlike the other poster, condos can be good for the neighbourhood. They bring more, new people to the area to shop at local stores and participate in the community. They just have to be designed to maintain the rhythm of the area - small retail store fronts at grade, etc. The rules should focus on the quality of the building, not superficial aspects.
256	Would be great to have a grocery store closer to Donlands that's walking distance for the neighbourhood - love the markets but there's room for a Loblaws or No Frills in the area.
257	Cars drives too quickly here. The crosswalk is terrifying.
258	This stretch of the Danforth is pretty dismal, with this empty lot and the Enterprise lot across the street. Can we replace parking lots with green spaces with benches where people can gather?
259	Is littering cigarette butts actually a fineable offence? The mess outside of this place would make me believe it isn't. Gross.
260	I don't feel safe biking on the danforth currently. Separated bike lanes could fix that.
261	Fix the zoning. Danforth itself is CR 3.0 (c2.0; r2.5) SS2 (x2219) and properties just up the street are R (d0.6) (x322). A floor space index of 0.6 is so low that it doesn't even allow gentle density of the form that's already in the area (e.g. 135 Sammon Ave, 257 Torrens, and so on). Upzone!
262	Seems like Danforth gets both wide and dark here. Drivers go really fast and it doesn't feel as safe as other stretches of the Danforth.
263	This section of the Danforth is tough for motorists to figure out when there are parked cars as it LOOKS like two lanes and actually IS two lanes, but not by much. It's too narrow to allow parking AND two lanes.
264	I'm concerned that this study is done in isolation. What else could be done nearby to improve the east end / east york? E.g. would improvements to north-south connections improve mixing between Danforth and Gerrard, improving both? Could transit be rejigged to make it easier for people on Danforth to enjoy the beach (beach itself and neighbourhood). Do an East York / east end study!
265	We need a community center on Donlands and Greenwood
266	very dangerous to bike on danforth. need bike lanes! would increase the liveability of the area.
267	The commute to downtown on the subway is unsafe, uncomfortable, and unpredictable due to overcrowding and constant delays. Protected bike lanes along Danforth would provide commuters with an alternate way to get to work - one that encourages physical health and would represent a significant improvement in mental health as well.
268	Stopped cars create a pinch point on Greenwood immediately north of the Danforth. This is dangerous for cyclists, and frustrating for drivers. Let's make this a no-stopping zone - and while we're at it, extend the Greenwood bike lane north of the Danforth.
269	Prefer more cannabis stores on Danforth
270	Can we prioritize stopping this 'ruthless' chap? This terribly designed tag has shown up in far too many places around here.



Map Comment Number	Comments
271	We need to do more to encourage people to open locally owned businesses on the Danforth. Whenever a well-located storefront opens up, it always seems to be filled by a fast food chain. Seriously, if you want to eat A&W, just walk to Pape!
272	Cycling gets crazier moving east. Lots of youth, potential cyclists but car commuters go WAY too fast. Need protection for cycling.
273	With a new high school moving to Mountjoy and Ladysmith, we will have lots of teenagers at this intersection: we should not have cannabis stores near here... Also, pedestrian traffic from the Subway station to the high school will need improvement...
274	Prefer no cannabis stores on the Danforth.
275	Protected intersection
276	No turns on red from Greenwood to Danforth. Very unsafe
277	At all busy intersections, let's have traffic lights that turn green for pedestrians and cyclists before they turn green for cars. This makes the community safer for everyone.
278	Great spot for protected intersection!!  <a href="https://vimeo.com/86721046">https://vimeo.com/86721046</a>
279	While people talk about the need to build up (like the condo development here) and I get that, what I don't get is that studies have absolutely shown that air quality is poor when you have four lanes of traffic. Where do you think these buildings get their air intake? I wouldn't want to live in one. (Nature of Things did a whole episode on this...or was in Marketplace?...)
280	While there is definitely a need for more housing and "building up" does make sense - hoping there is a cap to how high buildings can be on the Danforth. The current condo being built on the corner of Greenwood and Danforth already looms over the intersection; concerned that the whole street starts to look and feel like this.
281	Chatham is on the recommended bike route thanks to the contra flow bike lane. Tell me, how is my daughter supposed to make a left turn from the Greenwood lane to Chatham? What about my wife? Do you really expect a convoy of a family on bikes to merge into live traffic to make the left? It's not safe at all. Please give us proper protected bike lanes.
282	Crosslight @ Greenwood and Torbrick needed
283	Very difficult to get into Greenwood from Mount Joy
284	Biking on Greenwood (N-bound) is great from the Waterfront, but connection to this school is kind of funky



## From Greenwood Avenue to Coxwell Avenue

Map Comment Number	Comments
285	Please note that a new high school is planned to be operating here... This will bring lots of teenagers in this area, so bike lanes, bike parking and safe pedestrian to/from the subway station will be needed...
286	These businesses on the north side of the street attract a lot of late night sidewalk traffic that can be a deterrent - it can be a tough place to walk through
287	Why does it seem like these bars / 'establishments' never close? Are we sure they aren't serving late into the night? On Fridays and Saturdays these places seem very open well into the early morning. People live around here.
288	These bars are unregulated running till 5am bring in very scary people to the neighbour. These bars need to be shut down. Someone was killed last week, multiple stabbings around here because of it.
289	Add more signage to open up our heritage. Where did the street names come from, who are we honouring? Can you include some way back then photos? There's a couple in the Broadview Subway Station. Our history is important.
290	(Response to considering Strathmore blvd as an alternative side street to Danforth for Bike lanes) - In theory okay, but in practice it may be harder to cross N-S street (Or you put in a crossing which is annoying to drivers.) Plus it doesn't go all the way along.
291	I like the Strathmore bike lanes. There are 3 schools along Stathmore that would be better for kids to cycle on than the Danforth. Reduced lanes on Danforth will only push cars onto side streets, which are supposed to stay used and safe!
292	Strathmore is quiet enough without a bike lane. Would be a complete waste.
293	Stores like Cash 4 You are taking money from our neighbourhood's most vulnerable. Let's shut them all down.
294	Danforth is wide here! In stretches there is enough room for cars to drive alongside the parked cars! Why is so much space dedicated to one road user group? More space for cyclists and pedestrians please!
295	Empty store fronts need to be addressed. More pop-up shops or window dressings placed on closed storefront windows would help.
296	If we really want to achieve Vision Zero, cars and bike MUST be physically separated. The street should have a lower speed limit too to protect pedestrians. Danforth should be designed for people, not just cars.
297	Needs more retail between Greenwood and Coxwell on Danforth. Lots of empty shops (Changes owners a lot)
298	Patios! Please! We need all the sunshine we can get in the summer.
299	The sidewalk on the north side of Danforth is wide and fantastic. The sidewalk on the south side of Danforth, less so. You can see this reflected in the feel of the street and the success of the businesses. I would love to see the south sidewalk widened to be equivalent to the north sidewalk.
300	Need to address boarded up store fronts east of Greenwood and Coxwell
301	Is it possible to incentivize increasing the height of the buildings on Danfroth so they are 3-5 stories? Seems like such a lost opportunity for much needed housing and office space in other downtown-adjacent areas of the city -- Same thing applies to Queen st & other main arterials



Map Comment Number	Comments
302	Buses in joining streets (Coxwell, Pape, Jones, etc) should have a priority lane (esp. through intersections)
303	Need separated bike lanes
304	Businesses like "Cash Money" or "PayDay Loan" do nothing positive for people or the neighbourhood. It would be great if they weren't allowed to operate in the here (or anywhere).
305	Drivers running red light on Danforth increasing (at Monarch Park)
306	Need bike lanes on Coxwell too Greenwood are very far
307	Add cameras to most intersections for safety and police service investigations.
308	More green space along Danforth and Monarch
309	Please build the 2nd TTC exit on MP & Danforth, as recommended almost 2 years ago
310	<p>This intersection in particular has lots of cyclist and pedestrian cross traffic - lots of people headed to / from Monarch Park.</p> <p>Even though parks such as Monarch, Withrow, and Riverdale are outside the study area, it's crucial to consider high-volume access points to local landmarks (parks, community centres, etc.) like this.</p>
311	Alternative Greenway subway entrance/exit
312	*Safety* Cars not following signs coming out of Monarch Pk.
313	I'd like to see all Danforth shopkeepers clean up the trash on the sidewalk in front of their own stores. If they all did that (only takes a minute), the Danforth would be much cleaner.
314	Add speakers along the street to play jazz - perhaps Chet Baker or Stan Getz - for people to listen to as they take a walk.
315	Rent control is an absolute must. We are losing our independent flavour due to price gouging. Good businesses are closing down. It's really sad for everyone.
316	Incredibly noisy from Pape Avenue going east to Victoria Park. Can't have a conversation on the sidewalk! How "to calm" the noise?
317	The whole length of this roadway could use additional levels of housing - could use build up to 4 - 6 stories at least. No highrises though. This would increase the volume of foot and bike traffic along a fabulous subway system
318	Underpasses under train tracks feel unsafe to walk at night.
319	Corner of Parkmount Rd. and Felstead Ave. Traffic Congestion
320	Very busy & dangerous intersection low compliance re: traffic signs no left turns straight through (Parkmount and Hanson)
321	I cycle a lot, I think using Strathmore as alternative cycling route is compromise for businesses needing truck drivers
322	If we had bike lanes on Danforth, I would do more of my shopping there.
323	Parks have been proven to add health to a city. There is a paucity of green space in this study area. Can the city expropriate some land to create more public parks along the Danforth. With greater density, more Section(?) 37 money would be available for improvements.
324	Lights for cars and buses at Coxwell and Strathmore blvd. to turn on Strathmore Blvd.
325	Add (underground) access to Danforth from subway - Coxwell Stn



Map Comment Number	Comments
326	Are there enough retail opportunities to support street level retail in proposed condos?
327	Bike Lanes here
328	Left hand turn lane @ Coxwell and Danforth
329	Is it just me, or does the Danforth get wider immediately east of Coxwell? It certainly feels very wide, so there's no reason we couldn't have protected bike lanes here.
330	Are there enough retail opportunities to support street level retail in proposed condos?
331	Bike Lanes here
332	Why is Danforth widening to 4 Lanes here?
333	Coxwell-Danforth is another busy, dangerous intersection where cyclists can be injured or killed. Again: we need physically protected bike lanes right along Danforth from Broadview to Victorial Park. The lanes will save lives, be popular with residents and help us tackle the climate emergency.
334	With the redevelopment of the TTC barns, this intersection needs to be far safer for vulnerable road users. Narrower crossings, advanced lights for pedestrians, red-light turn restrictions and full protection for cyclists.
335	Needs to restrict car parkage on this street - very dangerous for pedestrians and cyclists at this intersection
336	Great spot for a protected intersection!!  <a href="https://vimeo.com/86721046">https://vimeo.com/86721046</a>
337	This intersection is very dangerous. Needs advance turns for all directions. Red light cameras as well. So many close calls with drivers hitting pedestrians.
338	Limit buildings to 4 to 5 stories. Gentle density. No tall buildings. Preserve a unique Toronto neighbourhood.
339	Right turning drivers are especially hazardous at this intersection. Red light cameras might help to stop the drivers who roll through without checking adequately for pedestrians
340	Look forward to higher density in the area. The feel of woodbine has changed that section for the better
341	Too many huge parking lots here
342	Disagree with the person talking about limiting tower heights. This is a subway line. We need more density along the whole stretch.
343	Consider bringing higher order to Cowell. E.g. the Dundas Streetcar could continue to Coxwell then go up the existing tracks. This would mimic the relief line / ontario line with a fraction of the cost. Broadview is already well served by several streetcar routes.
344	Many drivers cut through the neighbourhood here to avoid the Coxwell / Danforth intersection, speeding through the stop signs along Hillingdon.
345	Fair bit of drop offs and pick ups here, I think it's for the Kumon?



## From Coxwell Avenue to Woodbine Avenue

Map Comment Number	Comments
<b>346</b>	Do not consider putting bike lanes on Strathmore (even for part) (1) Only can do this if it is safe / easy for cyclists to get back onto Danforth to shop/work/live (2) Unsafe for cyclists to cross major roadways without AUTOMATIC traffic lights (it is not reasonable to make cyclists cut over to a pedestrian crossing button to cross the major streets (3) cyclists living south of danforth would have to cross major road, go on side road, then have to get back on Danforth to be able to cross viaduct
<b>347</b>	Secure bike parking or bike shelter @ ttc stations.
<b>348</b>	Wider pedestrian access points to TTC from Danforth
<b>349</b>	This stretch of the Danforth, and continuing east, feels like a thoroughfare for cars, rather than a vibrant neighbourhood. Slow down the traffic, put in bike lanes, and make it a place people want to stop and stay.
<b>350</b>	It would be great to find a way to have this interact with the street better – maybe educational displays on the TTC, historical memorabilia on display? Right now this really kills the block.
<b>351</b>	How about another bike counter here somewhere to compliment another at Broadview? Would be great to collect real data and see how cycling traffic increases as more people get on to Danforth.
<b>352</b>	The City should get creative with how to incentivize office development as part of the redevelopment of the TTC property. The area is a bit of a ghost town during work hours with so little employment. All day uses would greatly improve the area and provide more customers for the businesses
<b>353</b>	The old TTC shed should be turned into a community space similar to the Wytchwood Barn area! Would be a great multi-purpose hub for the community.
<b>354</b>	Agree that this parking lot is a completely wasted space.
<b>355</b>	Add separated bike lanes all the way along the street. No more Street parking. Increase Green P parking by reorganize existing parking and encourage development that requires a level of underground Green P parking, especially on north side with about 6 story mix use buildings.
<b>356</b>	Sobeys (on Westlake) and Shoppers have tons of parking!! And the lots are never full. The city should buy these parking lots and turn them into Green P parking spaces and get rid of all the parking on Danforth. Similarly the car wash and car dealerships closer to main have a lot of extra space that is totally wasted – just concrete wasteland. Take advantage of that space to declog Danforth.
<b>357</b>	Please don't add bike lanes to this stretch. We need to also keep the cars moving. Woodbine Ave is a mess thanks to the bike lanes. A back up of cars and cars weaving left and right as you approach O'Connor Drive.
<b>358</b>	Add a pedestrian crossing in front of library and makes cars stop West of Hillingdon on red light
<b>359</b>	Green Space close to library would be great for families
<b>360</b>	Move signal West to include Hillingdon in controlled intersection
<b>361</b>	Move signals West to include Hillingdon in controlled intersection



Map Comment Number	Comments
362	Brutal intersection: many drivers turn from Hillingdon to go east on Danforth and treat the red light as if it's part of Hillingdon and just drive right through the intersection on a red. Then there are also the drivers that straight up run the red.
363	Bikes roll through red lights here
364	Don't add to traffic congestion by taking part of street for bike lanes. Cyclists would be safer cycling on residential streets parallel to Danforth OR taking subway. Either for travelling to work or Danforth shopping. Presto gives you 2 hours for 1 fare. Other less busy streets with less public transport options would be better choice to invest in bike lanes.
365	Please continue to invest in complete streets and especially safe separated bike lanes. Danforth is a good street that can improve even more with bike lanes because more people can travel on it using bikes and stop along the way to buy groceries and gifts on their way to work/school/home. The biggest concern I have is how you implement them that prevents cars from making right turns in dangerous ways into oncoming bicyclists. Please make sure our lives are protected!
366	Drivers lining up for the drivethru consistently block the sidewalk here. Really frustrating when you have children walking past exhaust pipes pointed at their faces.
367	Agree with the other comments – there's nothing redeeming about this McDonald's except that youth and elderly folks do gather there. The drive-thru is awful and conflicts with sidewalk users. This should be a healthy 10-12 storey midrise.
368	Intersection is not safe. Too much traffic from Mcdonalds. Drivers don't pay attention both sides.
369	McDonald's should be replaced with a midrise condo. Ok to have it here as I see many elderly members of the community gathering here, but the drive through is taking up space that should be used for greater density in this community.
370	Limited parking limits what I can buy, and when I bike. I don't Carry my wallet.
371	Building out the sidewalks to create better pedestrian space, plazas, space for outdoor restaurant seating, benches etc.
372	Enforce smoking bylaws for sidewalk smoking.
373	A very broad comment. Bike lanes along Danforth are much needed.
374	The two small mid-rise infill buildings here are a perfect example of the gentle density the Danforth desperately needs. They should be speedily approved. However, the trees in the vicinity MUST be preserved. There's a shocking lack of mature trees considering the area was developed nearly 100 years ago, sometimes more.
375	I don't understand why we are still reviewing “the potential” of separated bike lanes. Should be a no-brainer in the 21 <sup>st</sup> century... If we want to build a city for the future, we need to consider multiple bike lanes (a fast and a slow bike lane).
376	This should be a welcoming space for entry to the park.
377	Dangerous intersection for pedestrians with cars not observing parking regulations. Agree with traffic control measures
378	There should be a crosswalk here too for people to safely cross into the park. Stop making pedestrians take so many detours to safely cross the street, they'll cross here anyway, might as well make it safe for them.



Map Comment Number	Comments
379	Strongly recommend bikelanes across this entire stretch! Potential for Danforth to be a major biking hub, connecting to Woodbine, Main St. bike lanes, all the way down to the beach then Lakeshore. When building bike lane, consideration should be made for connecting residents living North of the Danforth to the bike lanes.
380	Install a nice looking fence or something of that nature so no kids don't run into the street and get hit by the idiots using West Lynn like the 401. A fence and or speed bumps are seriously required, especially when events on the Danforth close all lanes from East Lynn to Woodbine. West Lynn is literally a highway all day.
381	We need more street lighting on W. Lynn Ave and East Lynn park
382	Speed bumps or some other traffic calming measures should be installed along the West Lynn Ave portion of East Lynn Park.
383	Pedestrian underground pass to connect the community safer for pedestrians and cyclists like in Monarch park
384	Would love a pedestrian under pass (under tracks) at bottom of East Lynn Park. (Expensive I know)
385	Let's make big gateways to our parks! They are neighbourhood jewels and deserve big crosswalks with lots of time for people of all mobility levels to get across.
386	Cars get backed up on East Lynn before Woodbine intersection
387	Automatic lights for crossing here. This is a heavy traffic area. Have seen many cars drive through light, unsafe. Danforth/Woodmount
388	Cars backed up on East Lynn and block intersection inside and outside of rush hour
389	The road traffic is very noisy at Danforth and Woodmount for people living on 1 <sup>st</sup> floor along Danforth Ave. Any way to use special asphalt that reduce vehicle (tires) noise?
390	Cars very often run reds here, dangerous red turns on red light. Traffic enforcement?
391	The curb lane is wide enough for driving cars to squeeze by parked cars, but its tight and creates a lot of conflicts between cars and other cars, as well as between bikes with cars. Would rather see some of the curb lane space re-purposed for protected bike lanes. There is a huge cycling demand on this stretch of the Danforth!
392	Along the majority of the Danforth there are two active lanes of traffic in both directions, however when cars are parked along the street (which is most of the time) the second lane becomes very narrow. Most cars don't bother using this lane but many do, usually speeding to pass the other cars and get ahead. This can be very dangerous for cyclists who use this (bike shoulder) as a lane since a bike and car cannot both fit in it. Street parking should be used to separate bike lanes from traffic.
393	My son was hit by a motorcycle on our street. Nobody cared not the city or the police. People drive too fast on Moberly
394	Drivers use this street to cut the corner of Woodbine and Danforth. They often speed well above 40 kph!



Map Comment Number	Comments
395	The weekend pilot from 880 cities last summer was amazing! Made the area so family friendly and safe and people were utilizing the streets in droves. Great idea to consider.
396	The weekend pilot from 880 cities last summer was a great test on this part of the Danforth, it was nice to actually be able to cross the street safely and reduce the amount of parking here.
397	The lane closest to sidewalk is too wide to be used just for parking, and too narrow to be used for driving on like a full lane. Utilizing it for bike lanes makes most sense.
398	Add entrance on the east side of woodbine subway station
399	Crosswalk Woodbine and Strathmore
400	Add retail options still affordable vis-a-vis downtown (Between Woodbine and East)
401	Need to apply pay and display parking to all of Strathmore (permit holders exempt) in order to create spaces for shoppers/those who need them. Currently man subway commuters parking here all day. And road between Wolverleigh and Danforth should similarly be pay and display, where parking is permitted.
402	Work with TTC to include better and more bike parking facilities at the subway. Building safe bike infrastructure also means providing people with parking at transit so they won't have to worry about getting their bikes stolen.
403	It would good to have one, two or three bike lanes connecting Danforth an the ravines north of Danforth. These bike lanes would have to be particularly safe (walls, traffic lights, etc.) as the cyclists going from Danforth to the ravine might not be frequent/experienced cyclists.
404	Bike lanes re: on Woodbine. 1) License cyclists for revenue and info 2) Lanes could be on side streets, opening traffic flow on Woodbine 3) More public info on rules of road sharing 4) One-way streets 5) Seasonal only for cyclists
405	Danforth is not a street that needs bike lanes. Easy public transportation exists with subway system. Consider bike lanes on a street that runs parallel to Danforth. This will alleviate more potential traffic congestion & make cyclists safer with less high traffic.
406	Encourage a creative, neighbourhood positive business or restaurant (like the Workaround) to open on the north west corner where the RBC used to be so we aren't slammed with only banks on practically every corner of every major intersection between Broadview and Vic Park. We need more personality!
407	Cars ALWAYS stopped in bike lane SW side of Woodbine/Danforth – dangerous for cyclists trying to clear the intersection – need to enforce no stopping.
408	(1) Serious traffic congestion – especially at rush hours! Parking limits traffic flow; adding a bike lane will only make it worse. (2) Parking is limited, and therefore I am deterred from using a number of retailers on Danforth. I end up driving to a place that has a free parking lot. Some inconsiderate drivers will park in a no parking/stopping area because of limited space and then block the curb lane of 26fford26, adding to congestionAssist retailers make economical parking more available.



Map Comment Number	Comments
409	Large scale residential development needs to include smaller retail at grade. When blocks of smaller character buildings are torn down for development, they are often replaced with larger box retail which is not conducive to a mix of scales, uses and cultural identity for the neighbourhood.
410	Make this a protected intersection
411	Protected intersection please.
412	Very busy intersection with natural bottleneck during rush hour. I see lots of drivers pushing their way through in the curb lane to get a few car lengths ahead and not enough pay attention when turning. Please consider a proper protected intersection with setbacks to make it safer.
413	This is a vulnerable zone for a cyclist in the bike lane where the buses are turning and the automobiles are accelerating. Can some measures be made to push the automobiles out from the curb lane- bike lane? The busses need to turn with more assurance the bikes aren't under their wheels
414	There is a two of three chance the right lane no parking zone is occupied by an illegally stopped car. There is a three out of four chance a commuter will accelerate through the intersection on the right to cut off other traffic. The pedestrian and cyclists are both put in harms way.
415	What if Woodbine bike lanes cont. on W/E side streets T/O
416	Protected intersection here!
417	How are cyclists supposed to safely turn left at this intersection? Use crosswalk? Vehicular lefts” from left hand lane?
418	Need to slow traffic at Danforth and Woodbine. Stop cars from going into bike lane to turn/cut off pedestrians. This intersection is fast and scary.
419	Great spot for a protected intersection!! <a href="https://vimeo.com/86721046">https://vimeo.com/86721046</a>
420	Traffic at this corner and just east and west of it is insane. The two lanes are pointless as the curb hugging lane can not be used properly as its too narrow. Just make it a bike lane to get more cars off the street here!
421	Drivers do not know to move into the bike line when turning right, thus backing up traffic all the way to Gerrard.
422	Eastbound cars accelerate, east of Woodbine. The curb lane is dangerous to cyclists. Narrowing the avenue would slow cars and allow pleasant terrace for the restaurants located there.
423	Woodbine and Danforth is an area of growing condo development. This gentle densification can be a good thing. But local residents need new infrastructure so they can safely walk and cycle in their neighbourhood. This means we need to build wider sidewalks and physically protected bike lanes.
424	Bike Lanes on Woodbine causes idling = worse for environment
425	Please do not put bike lanes on Danforth. After seeing the congestion brought on by the recent closing of one lane on Danforth, I have totally changed my mind. No bike lanes on Danforth. Put bike lanes one block north of Danforth. Change the stop signs, if need be, to allow straight through riding east west and stop signs north south.



Map Comment Number	Comments
426	How are cyclists supposed to safely cross the arterials if the bike “infrastructure” is just a residential street one block north. We aren’t always passing through on long commutes. We live in these neighbourhoods and want to shop / dine / live on Danforth as well. Danforth is wider than Bloor. Protected cycling infrastructure all the way please. Show us the city is taking active transportation and road safety seriously.
427	Woodbine bike lanes bad idea, dangerous
428	Remove Woodbine bike lane
429	Remove the Woodbine bike lane, no one uses it.
430	Do a recount on bike lane usage on Woodbine. No one uses it, worst street for bikes and ruins car traffic. Impossible to move especially on garbage day!!
431	Subway exit/entrance on south side of Danforth
432	Need more housing. Rent is too high and cannot afford to buy. Increasing supply would make life more affordable. There is no development along Danforth and it is surrounded by a sea of family homes with a subway under it. It’s crazy planning to say the least
433	Woodbine lane has terrible connection to Lake Infra
434	My 9 year old son relies on Woodbine bike lane in warmer weather to get to school and practice. As we have no car. Please remove bendy white posts that get dislodged. Thanks!
435	Do a re-count of bikes on the Woodbine bike lanes – they are rarely used yet create traffic nightmare. Not everyone can TTC every day, need car lanes!
436	I hope we continue to keep in mind that streets are designed for moving traffic. Adding too many other things, like bike lanes, will reduce this ability.

### From Woodbine Avenue to Main Street

Map Comment Number	Comments
437	Ban left turns here to improve safety.
438	Difficult to safely turn left here as cars park beside Value Village and it's difficult to see.
439	Would love to see more shops/restaurants/cafes/community spaces on this end of the Danforth. It has been improving but there are a number of empty storefronts. I live just north of Danforth between Coxwell and Woodbine. I find I have to venture a lot further west to find the variety of shops/restaurants.
440	Please gentrify this area.
441	Build off street parking with charging station on Cedarvale north of Danforth
442	Too many junkies from Woodbine to VP.



Map Comment Number	Comments
443	When you live in the side streets north of the Danforth and East of Woodbine, there is not a side street through way to get to the school/the subway, shops etc. You have to take Danforth Ave. With the vast number of children in this neighbourhood, it means that there is no way to access the beach, parks, churches, schools, shops, etc. on bike. The Danforth is not safe enough for children to bike on the road and the sidewalks are very busy to bike on the sidewalks.
444	I think this stretch of Danforth is missing green spaces (Woodbine to Main). I'd love to see more green spaces along here.
445	Why so many car dealerships in such a family oriented area??
446	Car dealerships should be banned from the city - such wasted space.
447	Please incentivise car dealerships to move further out of city centre. We want a more neighbourhood feel!!
448	Car dealerships are huge space wasters and cultural dead zone creators. This is a family centered neighborhood and they should be incentivized to move and be filled in with more practical and community building areas of commerce (cafes, restaurants, day care, LCBO, anything but car dealerships)
449	Can speed barriers be placed at the top end of Oak Park to discourage cars from the dealerships and future condo building residents from racing down the street? Its becoming increasingly unsafe for families and the elderly. Further, noise pollution is a problem.
450	With the wider roadway, drivers go noticeably faster here. Please redesign Danforth in such a way that it is narrower for drivers so they are physically discouraged from exceeding 30 or 40 kmph.
451	I don't like how fast traffic travels along this stretch. It feels unsafe.
452	Need N-S bike lanes to North York.
453	Motorists do not respect traffic light and block intersection during evening rush hour, making it more complicated for pedestrians to cross.
454	No bicycles should be on the Danforth, use the side streets
455	This is waste of potential densification space. The cosmoprof and Sobeys don't need this much parking lot space and these are large areas to be developed in a mindful, community driven way. They are currently creating cultural dead zones.
456	More pedestrian crossings (Bridges or tunnels) across the railway tracks.
457	Bridge over the railway to connect Stephenson Park to Kildonan Park. Would make a nice quiet bike route.
458	Bike lanes are really needed on the Danforth. Cars travel at high speeds and pass too close to cyclists to feel safe.
459	Traffic moves really fast along the Danforth. Prioritize the people who live here. Narrow lanes, slow traffic, make it safer for pedestrians. Prioritize local business over car commuters.
460	Guidance around minimum distances between signals and crosswalks notwithstanding: this area _really_ needs more pedestrian crosswalks. This point in particular is a common crossing for people shopping at either Sobeys or Shoppers Drug Mart - and this foot traffic will likely increase with upcoming developments in the area.
461	Pedestrian X walk required Sobey's to Shoppers



Map Comment Number	Comments
462	Narrowing the avenue here to slow down cars, many pedestrians need to shop on both side of Danforth. The cars need turning into the Sobey's parking or Chisholm also need a break in the fast flow of cars
463	Extreme high speeds here.
464	I find a lot of people cross the street here. I'd love to see a crosswalk between Westlake and Main, to prioritize pedestrian traffic.
465	Corner w/KFC signage could be spot to eat lunch outside, one tree, 2 benches. etc.
466	Treated like an expressway by drivers
467	Talk to CN rail reconstructing bike lane from Main to Broadview, same as westbound to Annette - Dundas.
468	Protected bike lanes are needed along Danforth - the whole stretch.
469	Connected bike lanes on Main Street to connect to the Danforth
470	There is a traffic pinch point here. Extra scary on a bike w/o infrastructure
471	Too much development at Main and Danforth already
472	Protected bike lanes asap Main and Danforth
473	Biking over this bridge can be quite scary. Cars/trucks flying at high speeds, and the road branching out towards stephenson ave, right before the bridge, increases the safety risk. We need a dedicated bike lane down Main Street, especially over the bridge. And also need more enforcement to reduce speeding on this stretch.
474	I don't agree there is too much density at Main and Danforth. True there are highrises on the south east corner and townhouses closeby on the west side but the area is mainly single family homes on streets that run north off Danforth both w and e of Main St. This area has surface transit, GO and TTC and can take more intensification if services come with it.
475	There is currently no SB to EB left hand turn. This causes significant delays to the 3 TTC routes that turn left here, as well as to streetcars stuck behind them.
476	More community centers/outdoor pools needed for Main/Danforth - Too much density
477	Save our neighborhood from high rise condos
478	1) Add bike lanes from Lunsden to Gerrard on Main Street 2) Add wider sidewalks from Danforth to Main Street
479	Buses stopping as well as turning here can really hold up traffic, especially during rush hour. Sometimes takes up the entire green light and no or few cars can go through. On others streets there are little “hooks” the bus can pull into - that could be beneficial here.
480	Drivers use Stephenson as a cut through from the Danforth ignoring speed limits and stop signs. There is a children's playground at Westlake and Stephenson. There was at one time a school bus pick up at the corner of Westlake and Stephenson but I don't know if that has been changed. I can foresee with the density increase in our neighborhood forthcoming this issue of speeding traffic through our neighborhood will become worse. Make Stephenson a dead end west of the exit of the Linx condos.



Map Comment Number	Comments
481	Stephenson avenue is heavily used a short cut with drivers exceeding the speed limit. Very dangerous with a park on the street. Consider making Stephenson Avenue a dead end with the new condo access on the far side of the barrier. This will ensure the new condo traffic doesn't further add to this busy residential street.
482	Assuming a complete street Danforth includes a cycle track, people will want to connect to the GO. Continued bike paths to GO will be needed, as well as increased bike parking
483	Build a tunnel from Main Subway to the GO station.
484	There should be a pedestrian underpass here or crosswalk on Main to connect Stephenson safely to the Go Station

### From Main Street to Victoria Park Avenue

Map Comment Number	Comments
485	many illegal car parked, double lane parked due to Tim Horton pick up.
486	RE: Concern: Main to VP noted for speeding traffice - Nope. Speeding is impossible on Danforth. It's jammed from Woodbine to VP these days, horrible traffic
487	This part of Danforth is very scary on a bike. The traffic decreases so motorists drive very fast and aggressively - it feels more like biking on a freeway than a city street. Cars are not paying attn to cyclists at all here. It is a big deterrent for me in using my bike. Why waste more time? we need bike lanes!!
488	There's a whole swathe here with no green space without crossing a major road/- opportunity for a park somewhere around here over an underground car park?
489	Less parking lot, more green space.
490	Retail activity north of Danforth on Dawes should be legalized and encouraged. No commercial to residential conversions should be permitted.
491	Dawes and Danforth should be treated as a landmark intersection. Special attention should be given to the built form on all four corners of this intersection, with a view to framing the public space, and the sidewalk and streetscape themselves should be designed both to prioritize pedestrians and cyclists- and to emphasize the importance of the intersection.
492	Dawes/Danforth intersection is wide for pedestrians DANGEROUS Add protected bike lanes to narrow crossing disatances.
493	You think traffic is bad now, wait until bike lanes come to the Danforth. Traffic will be a disaster!
494	What happened on Danforth from Coxwell to VP? Traffic is a joke at rush hour need a solution! Maybe timed lights? Reversible middle lane for 3 lanes each direction at peak times?
495	With the increase in traffic and illegal parking this intersection is becoming dangerous and needs red light cameras or a redesign



Map Comment Number	Comments
496	This intersection, as well as Dawes Road and the surrounding area, has a lot of great history behind it. I think the community would benefit from more acknowledgement of the local history through streetscape design elements, historical plaques, etc.
497	As Dawes Road, south of Danforth is developed for high-rise residential, the ground floor should be developed as retail, and the second, third and fourth stories should be designated commercial for office space.
498	Don't sacrifice parking spots and mess up traffic on Danforth like the bike lanes did on Woodbine! Look at this photo: there is NO PARKING and/or NO STOPPING for an entire city block on this stretch of Woodbine (1053 to 1093), which has commercial buildings and residential housing. Where are customers supposed to park to support the businesses!? And traffic is a nightmare. Impossible to go north from Kingston to Gerrard on Garbage Day, since the trucks block the single lane. And no bikes use it!
499	Access to Danforth go is necessary to make this a accessible area
500	I really hope we can have bike lanes on The Danforth that will connect (finally) other bike lanes that currently go nowhere. Specifically, Woodbine, Greenwood, Jones, Dawe's Road. This would be a meaningful and positive improvement that would further encourage cyclists.
501	community centered space/drop-in that offers services such as; food bank, safe injection site, art making space, etc.
502	Underground walkway from GO to TTC or above ground sheltered waterway
503	Add pick up and drop off for taxis, uber etc. at GO Danforth and Main TTC Station
504	Need to connect Main TTC Station with Danforth GO station
505	Over or underpass to access GO Train. Safety issue. Everyone jay walks. Better lighting too.
506	Pedestrian tunnel N-S needed under driveway into GO drop-off from Main Street.
507	There could be a major cycling hub here with connections to bike lanes on the Danforth across the city with connections down Main Street to the bike trails along the beach (which also connect across the city along lakeshore) and connections up Main Street to the Don Valley Bike trail system. There should also be more provisions for taking bikes onto the Go Train.
508	Lighting on pedestrian bridge and paths to GO.
509	This bridge is scary!
510	This is a great quiet route from the GO train. It would be great to be able to bike TO this location legally. Like a contraflow?
511	People will want to bike to the Danforth from the south. The Main Street bridge can be terrifying to cycle on. Adding traffic calming to this connector will help bring people to Danforth. The bridge can be made much more attractive to pedestrians and cyclists (area may be out of scope for study but its a concern)
512	Need a cycle track on Main Street from Main Subway Station to Kingston Road.
513	There should be a mid-block crossing and pedestrian walkway - from Kelvin to Maryland. As buildings are redeveloped, the City should mandate that developers create a public pedestrian access.
514	The surrounding neighbourhoods need greater density. Too many single-detached homes.



Map Comment Number	Comments
515	Bikes Lanes are needed here. Will help local residents get to subway, schools etc.
516	Let's make this area Banglatown! Canada's largest Bengali community lives here. We need to acknowledge that and play to our strengths to support business and community
517	We need a bike lane on Danforth
518	Driver speed is often an issue with drivers exceeding the speed limit and brushing within inches of cyclists
519	Slower traffic, more enforcement
520	Slower traffic, more enforcement
521	Complete Street!
522	Traffic light at Thyra frequently stops the flow of traffic to/from Victoria Park
523	Danforth needs bike lanes all the way from broadview to Vic park.... and beyond!
524	We need pedestrian friendly walkways in this area - EVERYONE who visits here is a pedestrian even if just from the car- so why not accommodate them?
525	Why does a shopping mall even exist in this city? Please redevelop this into something that can provide affordable housing, shopping and restaurants without making the area a car heaven and pedestrian deathtrap.
526	It's nice to have all these big stores but there alot of parking lots! Not ideal for pedestrian. Maybe over time this can go underground and we can use the spaces better.
527	As others have said, redevelop this site to include more affordable housing, green space, recreational space, diverse shopping (esp. for healthy, affordable food). Less parking. I'm not opposed to the major retailers here, as they are useful for many, but the form of the space is too car-centric.
528	Redesign this space to be more green space, less parking lot space.
529	There must be secure bicycle parking (with a metal bar or loop high enough to be locked to the bike frame using a U lock, in front of each store in shopper's world.
530	Why do we end at Vic Park? The area further east could use substantial support and should be a focus for upgrades
531	Bikeshare station should be positioned to serve traffic to/from Metro supermarket.
532	The study should reach the Bike Hub at Access Alliance just past Victoria Park Ave. This organization has been successful in reaching the suburban community and newcomers.
533	Extend Bikes Lanes to Warden in Scarborough
534	Vic Park bike lane!
535	On-street bike lanes should not be restricted to Toronto. Extend to Scarbs
536	Commercial activity on the Danforth ends at Warden Ave. Seems very short sighted to leave out a small section of the Danforth from this study. Vic Park - Warden is in need of improvements.
537	Too many highrises already in this area VP/Danforth) stick with mid-rise
538	Great spot for a protected intersection!!  <a href="https://vimeo.com/86721046">https://vimeo.com/86721046</a>
539	Is there enough retail opportunitites to go?



Map Comment Number	Comments
540	I understand the comments about making the area nicer, but the desire for higher end shops sound like gentrification to me and I feel we should be wary, I want this continue to be an area that is accessible for a variety of incomes. However, agree that plants or similar features could brighten the street.
541	Safety concerns crime Victoria Park and Danforth
542	The Danforth would greatly benefit from a fully-protected cycle track from ?Broadview - Victoria park. With 3,000 daily users now, the installation of safer infrastructure will allow thousands more to enjoyably use this potential connection to the west end.
543	Extend East on Danforth Ave to Danforth rd. @ the opening of Hydro Corridor bike path along the Mccowan road/Danforth road
544	Agree that businesses should cater to all levels of income. Higher end shopping can stick to the West End ;)
545	Re: Idea extend any future bike lanes to VP and beyond, to connect to the east - Yes please! Danforth is super unsafe for biking out to VP and there aren't good side street alternatives
546	Re: Idea extend any future bike lanes to VP and beyond, to connect to the east - No. Use Gerrard for bike lanes or side streets. (Safer Anyways!)
547	Need to maintain fee commuter parking or it will limit people using transit. (Also a lot of people sneak to V.P station for free FYI)
548	In response to the comment above, I don't think we need "mainstream" stores here. A vacant storefront tax and rent control for small businesses could help more independent and interesting businesses thrive in this corridor and make it a more walkable and useful street for everyone who lives here.
549	Please connect bike lanes to Hydro Corridor Trail. Thanks!!!
550	Bike Lane Broadview to VP and to Gatineau Corridor. To Meadoway?
551	More parks around VP and Danforth. There are some green spaces we could use?
552	Please connect bike lanes to Gatineau Hyro Corridor Trail!!
553	Needs a cycle track on Victoria Park Ave, from Dentonia Park to Danforth Ave