Shape the Future of **Danforth Avenue and Kingston Road**

June 6, 2024 Project Website: toronto.ca/DanforthKingston

Danforth-Kingston Complete Street June 2024









Project Overview





Project Background

In 2020, City Council directed Transportation Services to implement the Destination Danforth Complete Street Project between Broadview Avenue and Dawes Avenue as a pilot.

In 2021, City Council authorized the Destination Danforth as a permanent installation and directed an extension to Victoria Park Avenue.

In 2021, City Council also authorized the Cycling Network Implementation Plan, directing Transportation Services to initiate a Complete Street design project on Danforth Avenue and Kingston Road between Victoria Park Avenue and Scarborough Golf Club Road.





Project Overview: Summary of Design Proposal

At this stage of the Danforth-Kingston Complete Street project, Transportation Services is seeking public feedback on the current opportunities and challenges along the corridors and on proposed features that can make travel safer, more inviting, and attractive for everyone. Those Complete Street features include road safety improvements, cycle tracks, transit priority lanes, and streetscaping upgrades such as tree planting and site furnishing.



Lane Reconfiguration

Reduce the number of motor vehicle lanes to accommodate cycle tracks, transit priority and other complete street elements to improve safety. Street parking maintained wherever possible and desirable.



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New Cycle Tracks

Physically separated cycle tracks with different design elements depending on available space, including pre-cast curbs, bollards and planters.

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Safety improvements Potential for new and improved signalized crossings at intersections and select midblock locations. Complete streets slow traffic to improve safety.

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Project Overview: Scope Limits



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Project Overview: Implementation Methods



Most of the project corridor is proposed to be implemented without roadwork.

This includes Danforth Ave, Birchmount Rd, and Kingston Rd from Danforth Avenue to St. Clair Avenue and Markham Road to Scarborough Golf Club Road. Flexible materials, such as bollards, pavement markings and signage, could be used to implement any future approved changes.





Part of the project corridor is proposed to be implemented with the planned road resurfacing. This includes Kingston Road from St. Clair Avenue to Markham Road. In this segment, there are opportunities to make more significant changes. These changes could include improvements to sidewalks, transit stops, streetscape and pedestrian crossings and realignment of curbs.



Project Timeline

2023	Early Engagement	Business delivery with community int
2023-2024	Technical Design	Exploration of fea
June 2024	Phase 1 Public Consultation	Discuss the existi options
Summer 2024	Detailed Design	Incorporation of p design
Fall 2024	Phase 2 Public Consultation	Present recomme implementation pl

Potential installation timeline and phasing will be determined based on public consultation, design and construction coordination, and City Council endorsement. Potential installation timelines will be presented during the second phase of consultation.

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& loading survey; Meetings terest groups

- sible design options
- ing conditions and design
- bublic feedback into the
- ended designs and potential hasing



Part of a Connected Network



a Major City-Wide Cycling Route.

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The Danforth-Kingston Complete Street project is a critical part of Toronto's Cycling Network. The corridor is ranked high in all nine of Toronto's Cycling Network Plan Long Term analysis. Since 2019, the corridor has been identified as

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MCCOM							
	Cycling Program: Status of Routes						
5		Danforth-Kingston Complete Street					
		Destination Danforth					
		Underway					
		New and Major Upgrade					
		Renew					
		Study or Design					
		Approved for Future Implementation					
		Existing C Including R Complete i	yclir Coute n 202	n g Netw s Expec 24	ork ted to	be	



Opportunities for Improvement -Existing Conditions



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Existing Conditions

An existing conditions analysis was conducted for the Danforth-Kingston corridor and revealed three opportunity areas for improvement as part of the project scope – safety, transit & mobility, and space utilization.





Speeding and collisions are occurring within the corridor at higher frequency when compared to the rest of the City.



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Transit and Mobility

Transit ridership along the corridor is high. Demand for transit is anticipated to increase with expected future development.

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Curb Lane Utilization

Curb lanes within the corridor are currently underutilized for parking.





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In 2016, City Council approved the Vision Zero Road Safety Plan. A Vision Zero approach sees all traffic fatalities as preventable. It understands that humans make mistakes but mandates that roadways should be proactively designed so mistakes made on the road are not deadly. The approach also sees any serious injury or loss of life resulting from a collision as unacceptable.



crossings.





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collisions.





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Speeding Data

MARKHAM RD

km/h # km/h

Average Speed over **Posted Speed Limit**

RDOLF

SCARBOROUGH GO CLUB



An analysis of movement patterns, including motor vehicle volumes, on the Danforth-Kingston corridor is an important part of the design process. An analysis of mode share reveals that 1 in 3 trips taken within the corridor rely on transit, walking or cycling.





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[†] Data from 2016 *Transportation Tomorrow Survey*



Existing Conditions: Growth & Transit

corridor.





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Existing Conditions: Curb Lane Utilization

utilization on average.





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Traffic Analysis and Impacts



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Traffic Analysis: Overview

Traffic analysis is a core component of the project. Traffic modelling software is used to analyze intersection operations. To inform the traffic analysis, traffic counts were collected in May 2022. Count data collected reflects the "new normal" traffic conditions within the City of Toronto (post COVID-19 lockdowns).

To date, the project team has developed:

- An "existing conditions" model that represents a preconstruction scenario
- A "complete street" variation of the model that will be used to compare the complete street conditions. This model accounts for:
 - Changes to the lane configuration
 - Signal timing changes and updated yellow clearances

Traffic operations will be impacted to accommodate the proposed complete streets design and the removal of one traffic lane in each direction, where applicable. Impacts will be mitigated by: Maintaining, adding or extending turn lanes at intersections

- Reallocating more green signal time for the busiest movements

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How does this inform the design?



Leading Bike Interval & Lagging Left Turn Don't Give up at the Intersection Guide (May 2019) Prepared by: NACTO

Adjustments to the proposed plan including changes to through/turn lanes and signal timing plans.

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Design Proposal



Opportunities for Improvement - A Complete Street Approach

Many opportunities exist to improve existing conditions along the Danforth-Kingston corridor. Adopting a complete streets approach to design will improve safety, increase the amount of mobility choices and repurpose underutilized space to better serve businesses and the community. Below is a summary of the goals and design objectives included within the City's Complete Streets Guidelines.



- for people walking
- Create safe and comfortable cycling facilities
- operations
- parking



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Opportunity for Improvement: Safety





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Opportunities to improve safety can include: Installing curb extensions to reduce crossing distances for

- pedestrians
- signals

With the implementation of Complete Street features on **Danforth Ave between Broadview and Victoria Park Ave** total collisions decreased by around 50% and collisions involving pedestrians and people cycling decreased by 27% and 37%, respectively.

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Introducing leading pedestrian and bicycle intervals at traffic

Modifying traffic signals to prohibit right-turns on red lights Installing left-turn and right-turn traffic calming treatments

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Opportunity for Improvement: Growth and Transit





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Design features to improve transit and mobility can include:

- Constructing new transit platforms to provide a more comfortable rider experience
- meet demands of future growth and development anticipated within the project corridor
- transit delays
- Installing additional bike share stations
- cycling infrastructure

An opportunity exists to extend the network of surface transit priority measures within the corridor to improve service reliability.

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Extending the RapidTO Surface Transit Priority Network to

Adding bus-only lanes or queue jump lanes used to reduce

Introducing cycle tracks that connect to existing and future



Opportunity for Improvement: Growth and Transit





Danforth-Kingston Complete Street June 2024 Surface transit improvements makes bus and streetcar service more reliable, reduce delays and shorten travel times on congested roadways.

The first RapidTO roadway, Eglinton Avenue East/Kingston Road/Morningside Avenue, introduced bus lanes in 2020. The results so far show service improvements for TTC customers, with transit travel time savings of up to five minutes in the peak periods, an average reliability improvement of 10% during the peak hour, and ridership recovering faster than system-wide bus ridership.

Motor vehicle volumes and travel times continue to be at the same level or lower than the Fall 2019 baseline.



Opportunity for Improvement: Curb Lane Utilization



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Potential design features to be implemented along the corridor to improve and utilization of space include:

- features like planting, artistic curb extensions
- Designating loading zones to support businesses

Design options include reallocating underutilized parking space to introduce cycle tracks and streetscape features while retaining on-street parking and loading.

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Introducing cycle tracks that are physically separated from vehicular traffic by bollards, curbs, walls and planters

Creating placemaking opportunities by installing streetscape

Retaining existing on-street parking throughout the corridor

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Design Segments

Road.

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The corridor has been divided into segments which correspond to sections illustrating existing and proposed conditions. Multiple proposed options have been provided for segments along Kingston

Danforth Ave | Victoria Park Ave to Scotia Ave

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Summary of Proposal

- One motor vehicle lane removed per direction
- On-street 24 hour parking/loading bays added on both sides
- On-street 24 hour parking bays available on one side only between Danforth Rd and Warden Ave
- New cycle tracks in both directions

Danforth Avenue, in this segment, is not wide enough to retain four motor vehicle lanes and the addition of cycle tracks

Existing

Danforth Ave | Scotia Ave to Variety Village Signal

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 One motor vehicle lane removed per direction
New cycle tracks in both directions

Danforth Avenue, in this segment, is not wide enough without major reconstruction to retain four motor vehicle lanes and the addition of cycle tracks

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Danforth Avenue and Kingston Road Merge

Existing Cenotaph

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Summary of Proposal

Kingston Rd Typical Condition Option 1

*Exploring shared queue jump lanes/right turn lanes at key locations

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Summary of Option 1

- New cycle tracks in both directions
- Narrower vehicular lanes
- No motor vehicle lane impacts

Kingston Rd Typical Condition Option 2

*Exploring shared queue jump lanes/right turn lanes at key locations

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Summary of Option 2

- One motor vehicle lane removed per direction
- New cycle tracks in both directions
- Extension of RapidTO bus-only lanes

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Kingston Road Waterfront Trail Gaps

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Summary of Proposed Changes

- One west-bound motor vehicle lane removed
- New one-way cycle track on north side and bidirectional cycling facility on south side to bridge gaps in the existing Waterfront Trail Network

Existing

Birchmount Rd | Danforth Ave to Kingston Rd

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Summary of Proposed Changes

- Removal of dedicated onroad parking lane
- New cycle tracks in both directions

EXISTING

Birchmount Rd | Kingston Rd to Waterfront Trail

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Summary of Proposed Changes

- New advisory bike lanes in both directions
- Parking is retained

Advisory bike lanes are a new way for drivers and people cycling to share the road, how they work:

- Motorists share a wide lane with oncoming vehicles.
- Each side of the road has an advisory cycling lane.
- Drivers move into the right-hand cycling lane when passing oncoming vehicles.
- Motorists must yield to cyclists already in that space.
- Motorists travel behind cyclists until it is safe to move back into their lane.

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Advisory Bike Lanes in North America (Aug. 2017) Prepared by: Alta Planning + Design

Next Steps

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Next Steps

After this meeting we will:

- Review all comments and suggestions
- Host site walk-throughs with key interest groups
- during the Phase 2 Public Consultation

Project Timeline

June 2024	Phase 1 Public Consultation	Discuss the existing
Summer 2024	Detailed Design	Incorporation of public
Fall 2024	Phase 2 Public Consultation	Present recommende implementation phas

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Take a short survey by July 15 to provide your feedback: toronto.ca/DanforthKingston

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• Develop the design and proposed installation phasing to be shared

CONTACT US If you have any questions or concerns, please contact:

conditions and design options

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