

Danforth-Kingston Complete Street Phase 1 # Consultation Report



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Prepared by:

Jason Diceman, Senior Coordinator, Public Consultation Unit

jason.diceman@toronto.ca

416-338-2830

City of Toronto, Metro Hall

55 John Street, 19th Floor

Toronto, ON. M5V 3C6



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Consultation Summary

This report details the activities and feedback received during Phase 1 Public Consultation on the Danforth-Kingston Complete Street project. This consultation that took place primarily between June 5 to July 15, 2024, and followed pre-engagement in 2023 with local businesses and community interest groups.

During Phase 1 members of the public and interest groups provided feedback on opportunities for road safety improvements, bikeways, transit priority lanes, and streetscaping upgrades on Danforth Avenue and Kingston Road from Victoria Park Avenue to Scarborough Golf Club Road, as well as potential changes on Birchmount Road south of Danforth Avenue.

Public information materials presented existing conditions and design ideas for different segments of the streets. The ideas include maintaining or removing some motor vehicle lanes, introducing new turning lanes, implementing new cycle tracks and transit priority lanes, and making changes to on-street parking and loading. The design proposal included two cross section options on Kingston Road, and a single proposed cross section for each of the other segments.

Public consultation activities notified over 40,000 residents and engaged more than 1,800 individuals through online surveys, public meetings, phone calls and emails.

Overall, public feedback agreed on the need for improved safety at intersections and a reduction in speeding (especially along Kingston Road). Respondents who travel by bike were very supportive of the proposed changes to install physically separated cycle tracks on Danforth Avenue and Kingston Road. Those respondents who do not travel by bike were most concerned about traffic congestion, especially from the proposed options that include a reduction in travel lanes. Desire for improved TTC transit service was also a frequently raised comment.

Project Overview

The City of Toronto invited members of the public to provide feedback on opportunities for road safety improvements, bikeways, transit priority lanes, and streetscaping upgrades on Danforth Avenue and Kingston Road from Victoria Park Avenue to Scarborough Golf Club Road, as well as potential changes on Birchmount Road south of Danforth Avenue.

This report summarizes consultation activities and feedback received during Phase 1 Public Consultation on the Danforth-Kingston Complete Street project. This consultation took place primarily between June 5 to July 15, 2024, and followed pre-engagement in 2023 with local businesses and community interest groups.




Overview of Communications and Consultation Activities

Communication Activities

A variety of methods were used to notify interest groups and members of the public the week of June 5 about Phase 1 public consultation:

- Project web page toronto.ca/DanforthKingston (3590 unique visitors June 5 to July 15)
- January 2023 business delivery and loading survey (289 notices were sent to business from Victoria Park Avenue to St Clair Avenue East)
- Flyer notices delivered through Canada Post (44,500 addresses within about a 500 metre radius of the project area)
- Email notification to project email list subscribers (286 contacts)
- Email notification to know local interest groups including community groups, schools, businesses, institutions and elected officials (175 contacts)
- Social media posts via Toronto Cycling and Pedestrian Projects @TO_Cycling_Ped on X (June 7, 17, 24 and July 10)



Public Consultation

June 3, 2024

Shape the Future of Danforth Avenue and Kingston Road


City of Toronto is inviting you to provide feedback on opportunities for road safety improvements, bikeways, transit priority lanes, and streetscaping upgrades to Danforth Avenue and Kingston Road from Victoria Park Avenue to Scarborough Golf Club Road.

This 10-kilometre route is a critical part of Toronto's transportation network. In the near term, road resurfacing is planned on Kingston Road between St. Clair Avenue East and Markham Road. This presents an opportunity that comes only once every 25 years to incorporate changes and take a complete street approach to the street design that accommodates pedestrians, people cycling, using transit, and driving, which can improve safety for all.

The City of Toronto is considering changes on Danforth Avenue and Kingston Road to fulfill the City's commitment to the Vision Zero Road Safety Plan and Cycling Network Plan. The goal of Vision Zero Plan is to eliminate traffic-related fatalities and serious injuries by making our roads safer for everyone, especially for seniors, school children, and pedestrians and people cycling. A safety review of the project area found a total of 1,756 collisions between 2017 and 2021 including 355 injuries, ten serious injuries, and five fatalities of people travelling on the corridor.

Project Area

The project area includes many different segments of street with a range of potential configurations.



Learn More

View project information on the project web page and provide your feedback. Subscribe for updates.

toronto.ca/DanforthKingston

Attend an Event

The same information will be presented at all events.

Virtual: Join a public meeting online or by phone.
Tuesday, June 18, 2024, 7 to 8:30 p.m.
See web page for details.

In-Person: View information panels, ask questions and discuss with the project team. A short presentation will be made 30 minutes after doors open.

Wednesday, June 19, 2024, 6 to 8 p.m.
Scarborough Village Recreation Centre*
3600 Kingston Road

Tuesday, June 25, 2024, 6:30 to 8:30 p.m.
Immaculate Heart of Mary School*
101 Birchmount Road

Provide Feedback


Complete an online survey or request a printed copy. Submit comments by email, mail or phone.

Comment deadline:
July 15, 2024

*These locations are wheelchair/mobility device accessible. If you have a specific accessibility need or require other accommodation, please contact us.

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Public Consultation

Changes Under Consideration

Transportation Services is inviting residents to provide feedback on potential changes under consideration along Danforth Avenue and Kingston Road and to share new ideas for the street's future and its current operations.

City staff have created design ideas for different segments of the street for discussion. The ideas include maintaining or removing some motor vehicle lanes, introducing new turning lanes, implementing new cycle tracks and transit priority lanes, and making changes to on-street parking and loading.

Danforth Avenue from Victoria Park Avenue to Kingston Merge

Today, this segment includes two motor vehicle lanes in each direction. Off-peak parking within the curb-side lanes is permitted in some sections. Due to the narrow width of the existing street, one motor vehicle lane in each direction would need to be reallocated if new cycle tracks and on-street 24-hour parking/loading bays are advanced.

Kingston Road from the Merge to Scarborough Golf Club Road

Today, this segment includes three motor vehicle lanes in each direction. Due to the programmed road resurfacing and greater width, various design options are possible. Options include maintaining or removing some traffic lanes, creating cycle tracks and transit priority lanes, and changes to on-street parking.

Birchmount Road from Danforth Avenue to the Waterfront Trail

Birchmount Road is included in this project to provide an improved cycling connection to the Waterfront Trail. Today, this segment includes one motor vehicle lane in each direction with on-street parking. On-street parking would be required to be removed if new cycle tracks on both sides of the street between Danforth Avenue and Kingston Road are advanced. South of Kingston Road, a new bikeway type is being explored called "advisory bike lanes" in both directions, which would allow the dedicated on-street parking lane to remain.


Next Steps

Following Phase 1 of consultation and consideration of public feedback, City staff will identify recommendations for designs and potential implementation phasing which will be presented during Phase 2 of public consultation. You will receive notices about each phase of consultation.

More Information

Jason Diceman
Senior Public Consultation Coordinator
Metro Hall, 19th Floor, 55 John Street
Toronto, ON. M5V 3C6

Email: jason.diceman@toronto.ca
Tel: 416-338-2830



আপনার নিজের ভাষায় সহায়তার জন্য, অনুগ্রহ করে 311 নম্বরে কল করুন।
உங்கள் சொந்த மொழியில் உதவியைப் பெறுவதற்கு, 311 ஐத் தொடர்பு கொள்ளவும்

Information will be collected in accordance with the Municipal Freedom of Information and Protection of Privacy Act. With the exception of personal information, all comments will become part of the public record.

Ward Boundaries: Scarborough Southwest (Ward 20) is west of Markham Road and Scarborough-Guildwood (Ward 24) is east of Markham Road.

toronto.ca/DanforthKingston

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Flyer notice front and back.

Consultation Activities

Public and interest group comments on the project were received through the following consultation and engagement activities:

Activity	Date	Participation
Business delivery and loading survey	January 24 to February 9, 2023	35 completed responses were received (80% from owners or managers)
Online Survey	June 5 to July 15, 2024	1810 complete responses (answered question #7)
Email/Phone	January 2023 – July 30, 2024	76 comments received from 68 individuals, 137 messages send via the actionnetwork.org petition system
Virtual meeting with the Crossroads of the Danforth BIA	February 3, 2023	Joe Murillo, Chair John Beers, Coordinator
On-site walkabout with the Crossroads of the Danforth BIA	February 16, 2023	3 representatives from Crossroads of the Danforth BIA Staff from Cllr Crawford
Virtual stakeholder meeting with local cycling advocacy groups	February 13, 2023	7 participants
Virtual stakeholder meeting	March 9, 2023	15 participants <ul style="list-style-type: none"> ○ Scarborough Bluffs Community Association ○ Crossroads of Danforth BIA ○ Access Health ○ Variety Village ○ TDSB Trustee for Beaches East York ○ St Theresa Catholic School Parent Council ○ RH King Academy ○ Fallingbrook Church ○ Cycle Toronto ○ Danforth-Kingston For All ○ Toronto East cyclists
Virtual stakeholder meeting Branch 13, Royal Canadian Legion	April 20, 2023	Dan Burri, president Dave Maher
Virtual stakeholder meeting with Danforth-Kingston For All	June 6, 2023	3 participants

Virtual Public Meeting	June 18, 2024. 7 to 8:30 p.m. Hosted as a Webex Webinar	83 attendees
In-Person Public Event – Oakridge Streets Plan	June 10, 2024. 6 to 8 p.m. Samuel Hearne Middle School, 21 Newport Avenue	Spoke with 13 of 44 attendees
In-Person Public Events (east)	June 19, 2024. 6 to 8 p.m. Scarborough Village Recreation Centre, 3600 Kingston Road	86 attendees
In-Person Public Event (west)	June 25, 2024. 6:30 to 8:30 p.m. Immaculate Heart of Mary School, 101 Birchmount Road	142 attendees
On-site walkabout with Crossroads of the Danforth BIA on	July 31 2024	Joe Murillo, Chair John Beers, Coordinator
Wheels on the Danforth (Crossroads of the Danforth BIA street festival)	August 17, 2024. 11a.m. to 5 p.m.	Pop-up table. Spoke with approximately 45 attendees



June 19, 2024 Public Event - Presentation



June 25, 2024 Public Event - Presentation



August 17, 2024 pop-up table at BIA street festival

Feedback Summary

Recognized speeding and safety issues with existing conditions

Throughout the consultation, residents frequently shared stories and worries about the safety of pedestrians and people riding bikes on Danforth Avenue and Kingston Road. Excessive speeding (especially on Kingston Road) and pedestrian safety at intersections were top concerns among all types of respondents.

Concerns with potential traffic congestion from proposed changes to travel lanes

The most common feedback received was a concern that the proposed changes to travel lanes, specifically reducing the motor vehicle travel lanes, would cause increased traffic congestion, and possibly increase traffic on side streets. This concern was most common among locals to the area who do not travel by bike. To avoid traffic impacts, some participants suggested the City consider design solutions such as bikeways in the boulevard or on side streets. The need for traffic studies was a frequent request.

Support for physically separated cycle tracks

Many respondents, especially those who travel by bike, were enthusiastically supportive of continuing the existing cycle tracks along Danforth Avenue, from Victoria Park eastward, including filling the gaps in the Waterfront Trail and connecting to future bikeways in Scarborough. The potential for students to cycle to school was a theme of note.

Importance of safety improvements at intersections

Across all types of respondents, the proposed change with the most consistent support was for safety improvements at intersections. The proposed new pedestrian crossing at the Danforth Avenue and Kingston Road Merge (at the Cenotaph) was appreciated. The Danforth-Danforth intersection was raised by interest groups as one most in need of redesign.

Additional mid-block pedestrian crossings requested

When asked for block-by-block feedback, many residents noted the long distances between signalized intersections and requested more controlled pedestrian crossings.

Requests to see improvements made to transit service

Although not a focus of the study, participants frequently raised requests for improved TTC bus service along the corridor. Some noted that reducing lanes could also negatively affect bus travel times.

Desire for green plantings (in the median)

Both planters and ideas for planting in the median were another point of common ground among many participants, although questions about maintenance were also noted.

Birchmount Road design concerns

Resident around Birchmount Road were unsupportive of the proposed changes because it removes on-street parking. People who cycle were also hesitant about the advisory bike lanes which did not meet their expectations for separated bike lanes.

Questions about the effects of new developments along the corridor

In discussions, residents often asked about the expectations for vehicles related to the many new property development in progress and predicted along the corridor. They asked questions such as: Will these large buildings require more on-street parking or loading? What affect could they have on traffic volumes? Will there be increases to TTC service? Could many of the occupants take advantage of connected bikeways?

Interest Group Meetings & Comment Submissions

On several occasions, the project team met with the **Crossroads of the Danforth BIA** chair and coordinator. Key points raised in these meetings are summarised below.

Topic	Question and Comment Summary
General	<ul style="list-style-type: none">- About 50% of the local businesses are motor vehicle related, e.g. car sales, rental or repair- Quite a few large properties are under development or vacant pending future development- There are currently no CafeTO permits or much interest in the area- Existing pre-cast concrete planters within the boulevard take space, are barriers for parking access (doors) and deliveries and pedestrians- Would like more bike parking to be included in the corridor with the delivery of bikeway
Cycle track separation	<ul style="list-style-type: none">- Planters take space, are barriers for parking access (doors) and deliveries and pedestrian crossing; not in favour- Concern physical separations posts/curbs could get in the way of their annual street festival
Parking	<ul style="list-style-type: none">- Many businesses and institutions use on street loading and parking- The area does not have any Green P parking lots, only paid parking is on-street- Places of worship often require overflow parking on the street, i.e. Mosques on Fridays, churches on Sundays; also need to accommodate hearses near front entrances- New developments often don't have commercial parking, so they will depend on street- More bike parking would be appreciated

Safety concerns	<ul style="list-style-type: none"> - The pedestrian island is frequently hit by cars, e.g. by LCBO and Beer Stores - Danforth-Danforth intersection has regular safety issues, such as eastbound there is a left turn signal but not a dedicated left turn lane which results in frequent wrong way movements to go left
Maintenance	<ul style="list-style-type: none"> - Requests to the City for boulevard maintenance are generally not resolved e.g. graffiti, uncut weeds in tree pits, litter - Snow clearing issues between the roadways, narrow sidewalks and adjacent parking lots results in unpassable sidewalks after snow storms

The City team also met with members of the **Danforth-Kingston For All** advocacy group and receive many messages from their members. Key comments expressed are summarized below:

Topic	Question and Comment Summary
Existing conditions	<ul style="list-style-type: none"> - These streets are hostile, uninviting, and dangerous to everyone, including people walking, people using a mobility device, people riding bikes, people taking transit, and people driving
Proposed configuration	<ul style="list-style-type: none"> - Ensure these streets are reconfigured in a way that makes them safer, more vibrant, and exciting destinations for everyone, regardless of their method of travel - Design should still facilitate efficient travel through the area both for current residents and people who will move into this area and beyond as the city continues to grow - Overall support for cycle track and pedestrian improvements - Appreciate pedestrian crossing by war memorial - Appreciate trail gap connections
General	<ul style="list-style-type: none"> - Disappointment in lack of progress in 2023 - Strong support and desire for installation as soon as possible - Urge the City to bold and ambitious in the Complete Streets implementation - Use the opportunity to do more then the minimum - Communicate value of project to the public

Additional meetings and input from various community interest groups in 2023 are summarized below:

Topic	Question and Comment Summary
General	<ul style="list-style-type: none"> - Support for road safety improvements - Like to see designs to reduce speeding - Suggest physically separated bike lanes for safety - Recommend protected intersections for bikeways - Like the inclusion of planters on roadways

	<ul style="list-style-type: none"> - Suggest a biking hub as part of the project
Traffic	<ul style="list-style-type: none"> - Concern traffic could worsen on Kingston Road due to this project and divert traffic to side streets - Try to address the summer traffic and pedestrian flow to Bluffers park.
Pedestrian crossings	<ul style="list-style-type: none"> - Requests for upgrading to crosswalks where there are currently just pedestrian islands - Support for pedestrian crossing to access cenotaph - Suggest focus on student travel and pedestrian crossings near school

Public Events

During the public events, including the virtual meeting, participants expressed questions and comments summarized below.

Topics	Question and Comment Summary
Existing Conditions	<ul style="list-style-type: none"> - Frequently see motor vehicles speeding on Kingston Road, and to a lesser extent, Danforth Avenue - At rush hour, often see traffic queues at intersections like Eglinton Avenue East and St. Clair Avenue East - Concerns about vehicle maneuvers like poor merges, u-turning, right side passing, weaving, passing across solid yellow line, running red lights - Seems like RapidTO lanes cause traffic delays at rush hour - Concerns for pedestrian safety <ul style="list-style-type: none"> o Pedestrian crossing on Kingston Road, even at intersections, often feels unsafe because of many lanes of fast vehicles o Timing on signal for pedestrians is too short to cross north-south; spacing between signals is too long so people jaywalk o People get killed because they were jaywalking in between intersections; lack of crosswalks o Sidewalks are narrow, especially next to speeding vehicles - See some, but not many people currently cycling in these neighbourhoods; often on sidewalks - Snowplows do not sufficiently plow pedestrian areas. - Multiple churches on Sunday have overflow on street parking - Multiple mosques on Fridays have overflow on street parking - The RapidTO lanes don't work well between buses and cyclists; not comfortable for either of them when passing

Support for Proposals	<ul style="list-style-type: none"> - Strong demand for improving pedestrian and cycling safety along the corridor - Desire for slower speeds and less weaving, especially on Kingston Road - Appreciate potential of transit priority lane for improved TTC bus service - Bikeways are needed on major streets to connect to destinations - Narrowing lanes results in careful driving - Support for VisionZero approach; pedestrian safety improvements are needed especially considering the local schools and community destinations - Encourage implementation as soon as possible; frustrated with delays - Not concerned about reduced parking - Appreciate crossing signal at the cenotaph; especially that it is pedestrian activated - Appreciate the Waterfront Trail gap connections on south side - Support for the bus priority lanes - Agree with tighter curb radii to slow down the turns of the vehicles. - Desire for vibrant, thriving main streets
Concerns with Proposals	<ul style="list-style-type: none"> - Increased traffic congestion from lane reductions <ul style="list-style-type: none"> o Longer travel times o Delays emergency response vehicles o Delay to TTC bus where competing in reduced travel lanes o More pollution from idling o As seen where lane was removed west of Victoria Park Avenue - Concern it will be make it difficult to turn left from side streets during rush hour (as seen west of Victoria Park Avenue) - Could cause increase traffic on side streets - Opposition to bike lanes due to low cyclist traffic - Any loss of parking spaces; removal of any parking could result in vehicles parking on local side streets used by residents; need to maintain overflow parking for Churches on Sundays and Mosques on Fridays - Don't like narrow lanes, concern about safety - Loading and accessing vehicles next to a bike lane could be challenging - Concern about traffic impacts from bus priority lane as seen on Kingston Road east of Eglinton Avenue East - Don't like look of bollards at corners, especially when damaged
General Questions	<ul style="list-style-type: none"> - What would be the impacts to traffic? How about on local streets? - What is the data for collisions with narrower traffic lanes? - What are the statistics for cycling currently? - How will public consultation impact the final decision? - How is equity considered in these designs?

	<ul style="list-style-type: none"> - Is there economic analysis for the businesses on the corridor? - What has been the experience after other complete street projects? - How will snow clearing be managed with narrow lanes and bike lanes? - Are condo developments (travel demands) being considered, especially more cars? - Highway 2 - is it still a highway? What's the bylaw for its classification?
General Suggestions	<ul style="list-style-type: none"> - Reduce the centre median on Kingston Road to create more room for travel lanes - Consider current and projected numbers of students travelling to schools - Needs more safety measure e.g. speed cameras, traffic calming - Would like to see CafeTO patios on Danforth Avenue in Scarborough - Desire more street planting for shade and storm water - Include street art installations to build community and promote walking (e.g. re-do muralwalk) - Install more bike parking; coordinating with developers to ensure that cycling amenities like sidewalk bike parking be added - More public education to encourage cycling - Improve signage of connections to transit, especially subways and LRT - Use leading through green intervals, instead of pedestrian intervals in signal design
Pedestrian Considerations	<ul style="list-style-type: none"> - There are very long stretches between traffic lights and crosswalks; need more crosswalks - Kingston Road is a very wide street - a longer pedestrian crossing signal time is needed to safely cross, especially for seniors
Cycle Track Design	<ul style="list-style-type: none"> - Bike lanes on fast streets without physical barriers are inadequate and unsafe; suggest physical separation such as precast curbs - Desire for protected intersections - The cycle track should be at least 1.8m for people to safely pass each other
Transit	<ul style="list-style-type: none"> - Demand for better TTC bus service <ul style="list-style-type: none"> o more frequent o faster or converted to higher order rapid transit o refreshed 12 bus that runs the full length of Kingston Road all days and hours - Support for bus priority lanes (with or without bike lanes) - Optimize signals for bus priority - Better coordinate transit routes to reduce waiting at transfers - Concern the lane reduction will create a bottleneck for transit vehicles (TTC buses) having to compete vehicular traffic

Birchmount	<ul style="list-style-type: none"> - Appreciate the bikeway connection - Rational for the recommendation is not clear - Do not want on-street parking removed (Danforth Avenue to Kingston Road section) - Worried about advisory bike lanes <ul style="list-style-type: none"> o Lack of separation o Road users may be confused o Unproven and unfamiliar - Suggest speed humps - Suggest traffic diversion instead - The Kingston Road intersection slip lanes should be removed if it is to be a bikeway
Specific Locations along Danforth Avenue	<ul style="list-style-type: none"> - Victoria Park Avenue and Danforth Avenue intersection is very pedestrian heavy and feels dangerous to cross and wait for a bus; suggest no rights on reds; advance green light for north-south traffic; dangerous left turns - Pharmacy Avenue and Danforth Avenue intersection is dangerous especially for pedestrians; prohibiting turns on red lights would make it safer to cross - Pedestrian islands on Danforth Avenue (e.g. near Byng Avenue) are scary to cross due to speeding - Danforth Avenue and Danforth Road intersections: Need a dedicated eastbound left turn lane, currently there are frequent wrong-way movements related to this left; change the leading pedestrian interval to a leading through arrow interval (accompanied by diagram of a 4 light signal with the fourth being an arrow) - 3330 Danforth Avenue Byng Tower seniors residents need attention, needs crosswalk, frequent Wheel-trans visits - 3331 Danforth Ave Physio service has frequent Wheel-Trans - Kalmar Avenue and also Eastwood Avenue at Danforth Avenue are very busy during 3:30 to 5:30 rush hour; Way too many cars, trucks for residential streets - Eastwood Avenue at Danforth Avenue: add a crosswalk (for the bus stop etc.) - Railway bridge is scary with frequent lane reductions for Metrolinx construction on going - Birchmount Road and Danforth Avenue needs more/better crosswalks for students; blind spot for cyclists going north - Variety Village and Danforth Avenue needs more/better crosswalks for students

Specific Locations along Kingston Road	<ul style="list-style-type: none"> - Merge of Danforth Avenue and Kingston Road: <ul style="list-style-type: none"> o Connect the missing sidewalks gaps; the dead end sidewalk leads many pedestrians to have to run across high speed traffic o Pedestrian crosswalk is highly appreciated o They don't plow sidewalks in winter o Plant more trees - Cliffside Drive and Kingston Road should be no U-turn - Kingston Road parking bays make for narrow sidewalks and are not necessary - Midland Avenue and Kingston Road intersection feels un-safe; <ul style="list-style-type: none"> o No left turn lane is confusing and no turn signal either o Pedestrian crossing is challenging o Remove slip lanes - Midland Avenue to McCowan Road: add a school safety zone between because of the presence of many elementary schools - Cathedral Bluffs Drive and Kingston Road request for red light camera and crossing guard - Brimley Road at Kingston Road: has overwhelming traffic in the summer weekends and evening trying to access Bluffer Parks; police officers are required to barricade Brimley Road; suggest traffic camera - St. Clair Avenue East and Kingston Road: corner is dangerous if not in a car; drivers regularly do not stop turning right onto St Clair Avenue East - McCowan Road and Kingston Road: Cars turning left from Kingston onto McCowan make the left so fast and pedestrians are secondary - Kingston Road between Bellamy Road and Markham Road need more mid-block pedestrian crossings - Markham Road and Kingston Road intersection is dangerous for pedestrians and cyclists - Brimley Boulevard at Kingston Road is confusing with Service Road; turning onto Kingston is problematic; suggest to install signals - Eglinton Avenue East north side at Kingston Road needs more/better crosswalks - Around Scarborough Golf Club/Eglinton Avenue East/Kingston Road there is not enough parking - Scarborough Golf Club Road and Kingston Road should have protected intersections for cycling connection
Suggested Alternative Solutions	<ul style="list-style-type: none"> - Bike lanes on parallel streets, avoiding impacts on the main streets - Just focus on improvements to transit along the corridor - HOV lane instead of bus-only lane for certain times of the day - Bus priority lanes without cycle tracks - Replace sidewalk with multi-use path to keep three lanes per direction - Install a pedestrian bridge at busy crossing areas

	<ul style="list-style-type: none"> - Consider just increasing no-parking times during rush hour from 7-10 a.m. westbound in the morning and 3-7 p.m. eastbound in the evenings
Public Consultation	<ul style="list-style-type: none"> - Connect with the BIA and various residence associations - Public event presentation was hard to see and hear - Event side entrance was not accessible and should have been signed differently - Interested to see survey results - Speak with youth and children caregivers
Other (out of scope)	<ul style="list-style-type: none"> - Need more bikeway connections to subway stations e.g. Victoria Park station and Scarborough Go station - Concerns about e-bikes, scooters and other e-transportation like motorized skateboards and peddle bikes sharing bike lanes - Looking forward to sidewalks planned on Fishleigh Drive - There are missing sidewalks south of Kingston Road, e.g. on Markham Road and Dorset Rd leading to Fairmount Public School - Request for north-south bikeways - The Waterfront Trail that goes through the Harrison properties is hard packed dirt and is difficult to bike or walk through in poor weather; consider paved or on-road alternatives

Email and Phone Comments

Comments received via phone/email from members of the public are summarized below:

Topic	Comment Summary
Support for Proposals	<ul style="list-style-type: none"> - Strong demand for improving pedestrian and cycling safety along the corridor - Requests to for project to move faster towards implementation - Appreciate pedestrian crossing at the cenotaph
Concerns with Proposals	<ul style="list-style-type: none"> - Increased traffic congestion from lane reductions - Delay to TTC bus where competing in reduced travel lanes - Existing complete street (cycle tracks) west of Victoria Park Avenue has caused traffic congestions and frustration
General Suggestions	<ul style="list-style-type: none"> - Plant grass and trees in the medians
Transit	<ul style="list-style-type: none"> - Demand for better TTC bus service
Specific Locations	<ul style="list-style-type: none"> - Brimley Road at Kingston Road: has overwhelming traffic in the summer weekends and evening trying to access Bluffer Parks - Danforth Avenue and Danforth Road intersections: Need a dedicated eastbound left turn lane, currently there are frequent wrong-way movements related to this left

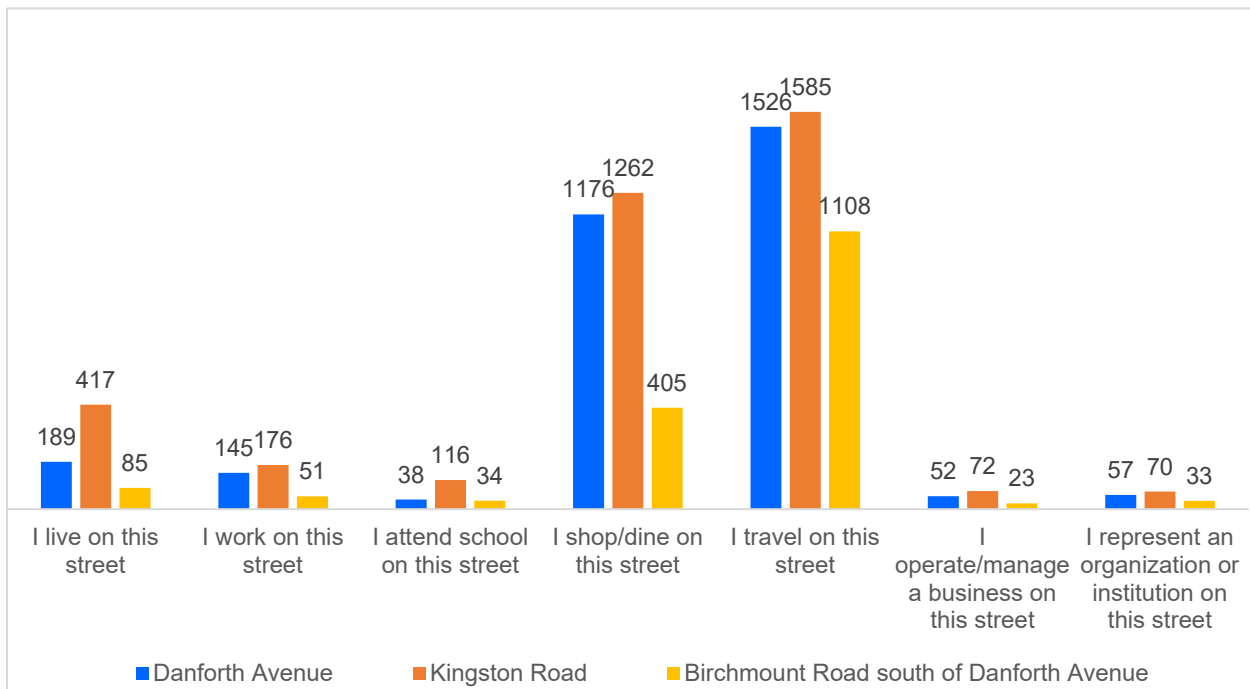
Related Projects	- Coordinate with Highland Creek EA
Other (out of scope)	- Request bikeway on Victoria Park Avenue

Online Survey

The online survey received 1,810 completed responses (i.e. answered at least question #7).

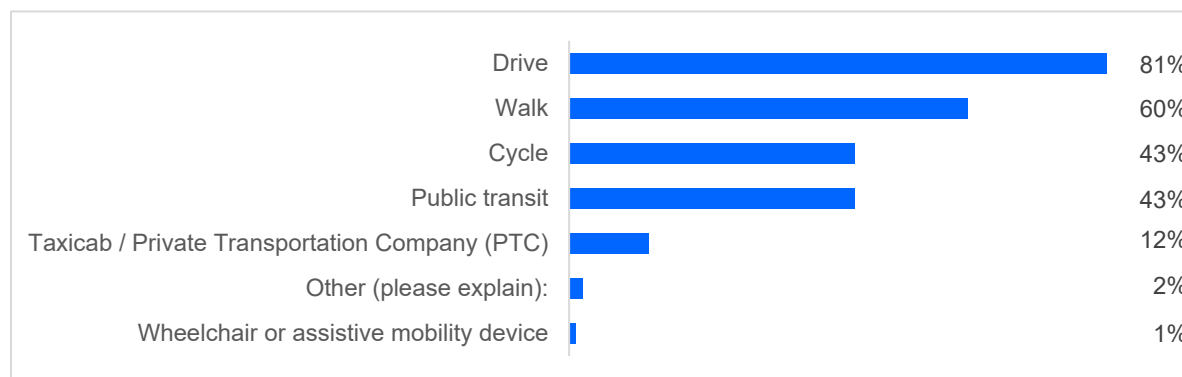
Responses received to multiple-choice questions in the survey are described in this section, followed by summaries of the open-ended comments. Details about the audience demographics are included in the appendix.

Question 1) Which statements describe your relationship to Danforth Avenue, Kingston Road and Birchmount Road south of Danforth Avenue?



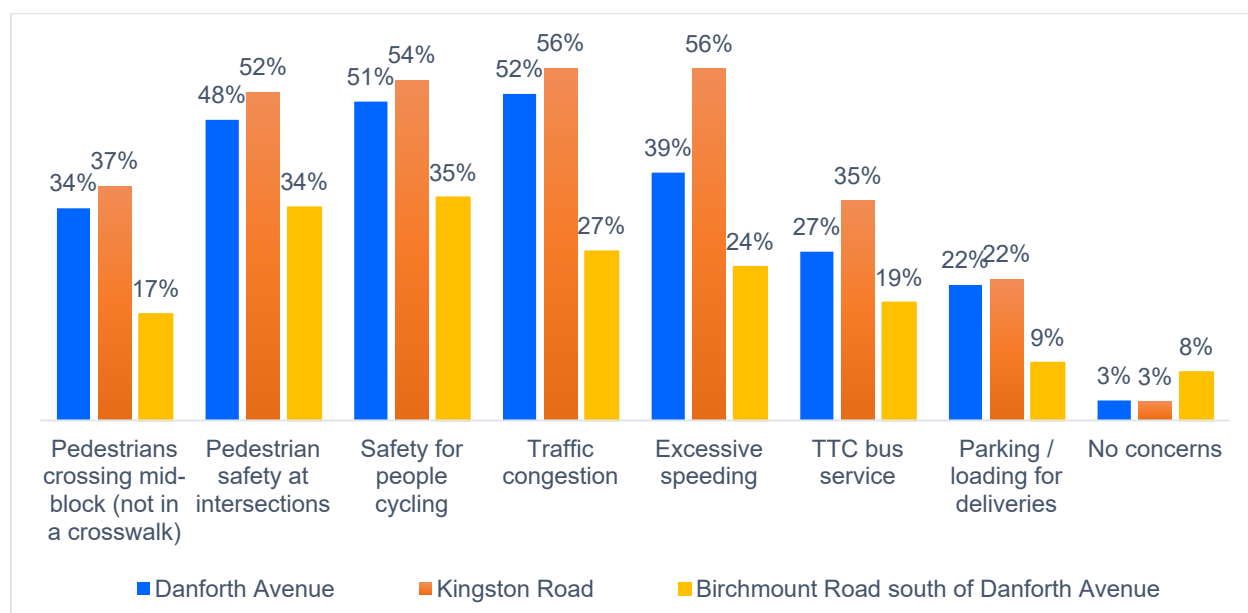
Of the 1784 respondents to this question, the high majority travel and shop/dine on Danforth Avenue and Kingston Road. 417 said they live on Kingston Road, 189 on Danforth Road and 85 on Birchmount Road south of Danforth Avenue. A very small fraction said they work, manage a business, represent an organization or attend school on these streets.

Question 2) How do you typically travel on or around these streets?



The 1,810 responses recorded multiple modes of travel, and that 81% drive, followed by 60% who walk, 43% cycle, 43% use public transit, 12% use taxicab / private transportation company, 2% other and 1% use a wheelchair or assistive mobility device.

Question 5) What are your main concerns about the current transportation conditions on Danforth Avenue, Kingston Road and Birchmount Road south of Danforth Avenue? Select all that apply.



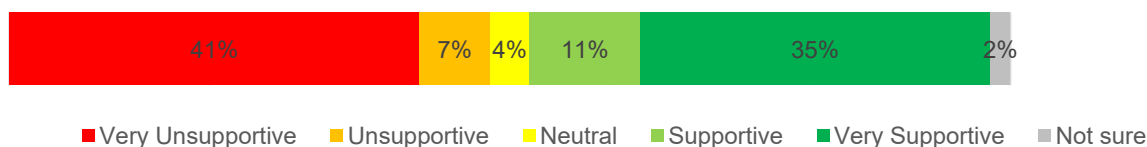
The top concerns for around half of respondents were “traffic congestion”, “safety for people cycling”, and “pedestrian safety at intersections” on both Danforth Avenue and Kingston Road, and “excessive speeding” on just Kingston Road.

“Parking / loading for deliveries” had the least concern on Danforth Avenue and Kingston Road. Birchmount Road south of Danforth Avenue had consistently low levels of concern, with “safety for people cycling” being the most at 35%.

Question 7) Are you supportive of the proposed changes to Danforth Avenue from Victoria Park Avenue to Kingston Merge?

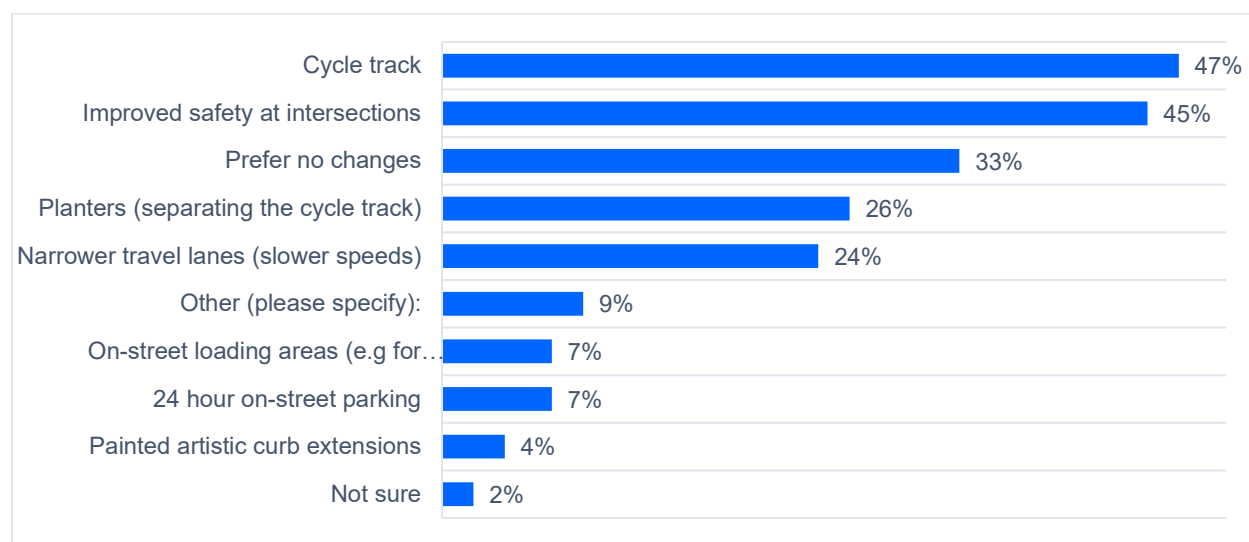
The proposed changes were described as follows:

Due to the narrow width of the existing street, one motor vehicle lane in each direction would need to be reallocated if new cycle tracks and on-street 24-hour parking/loading areas are advanced.



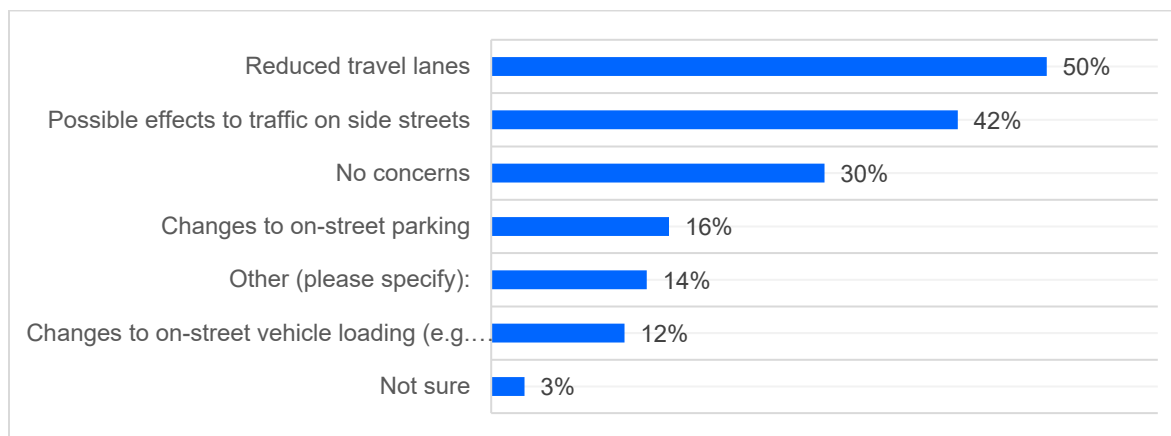
Support for the proposed changes to Danforth Avenue were split down the middle. On closer analysis, respondents who sometimes travel by bike tended to be much more supportive than those that do not.

Question 8) Which of these proposed design features for Danforth Avenue are most important to you? Select your top three.



Of the seven specific design features provided in this question, “cycle track” and “improved safety at intersections” were the top two at 47% and 45% respectively. “Prefer no changes” was the third most selected option at 33%.

Q9. What concerns do you have with the proposed changes to Danforth Avenue? Select all that apply.



Of the four specific impacts provided in this question, “reduced travel lanes” and “possible effects to traffic on side streets” were the top two at 50% and 42% respectively. “No concerns” was the third most selected option at 30%.

Question 10 Are you supportive of the proposed changes for Kingston Road?

Question 10 presented two options for Kingston Road from the Danforth Merge to Scarborough Golf Club Road, as well as the Kingston Road Waterfront Trail Gaps:

Option 1

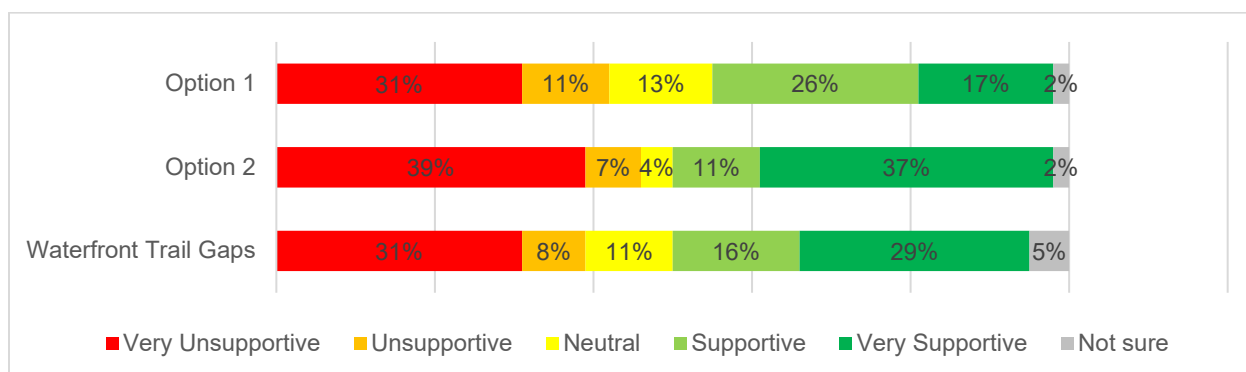
- *New cycle tracks in both directions*
- *Narrower vehicular lanes*
- *No motor vehicle lane impacts*

Option 2

- *One motor vehicle lane removed in each direction*
- *New cycle tracks in both directions*
- *Extension of dedicated transit lanes*

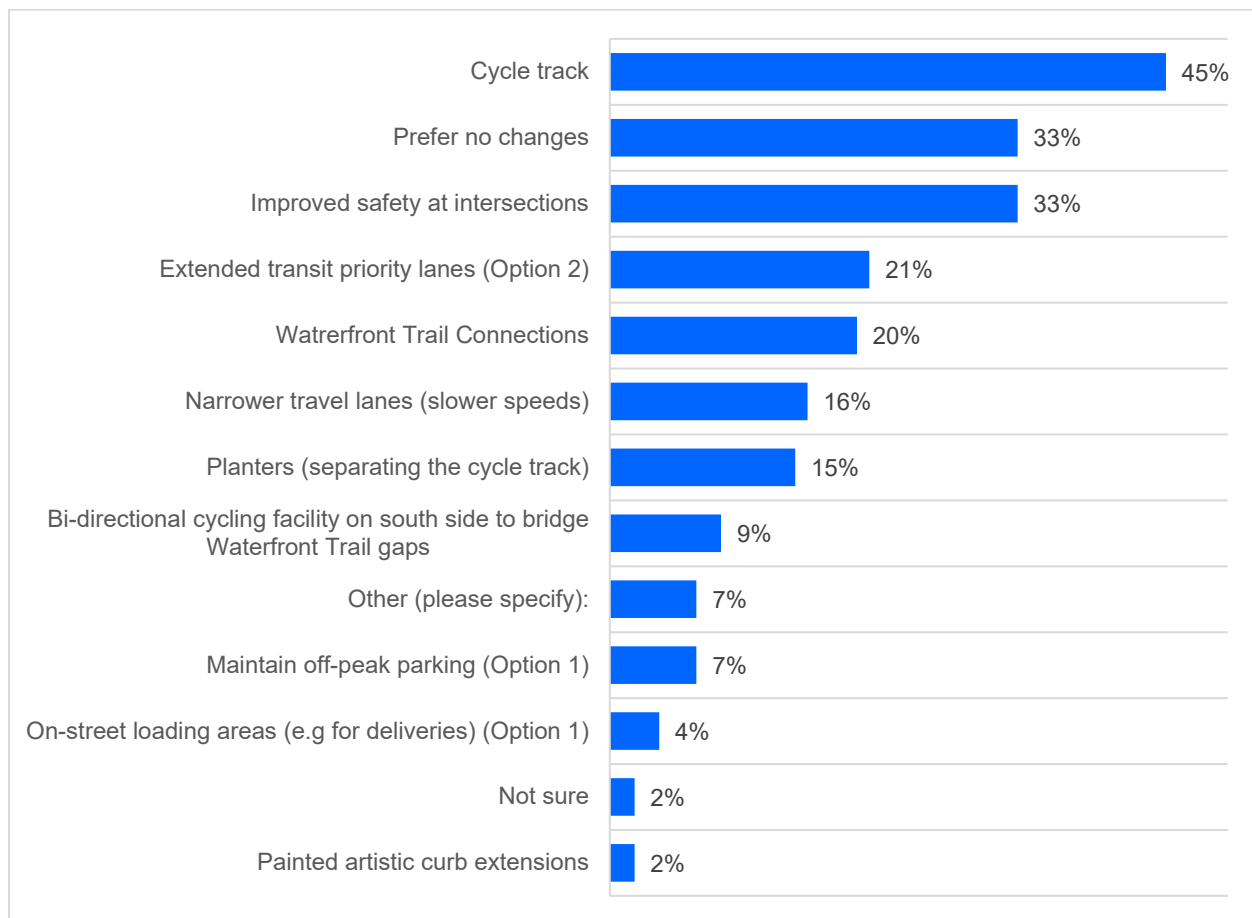
Kingston Road Waterfront Trail Gaps:

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



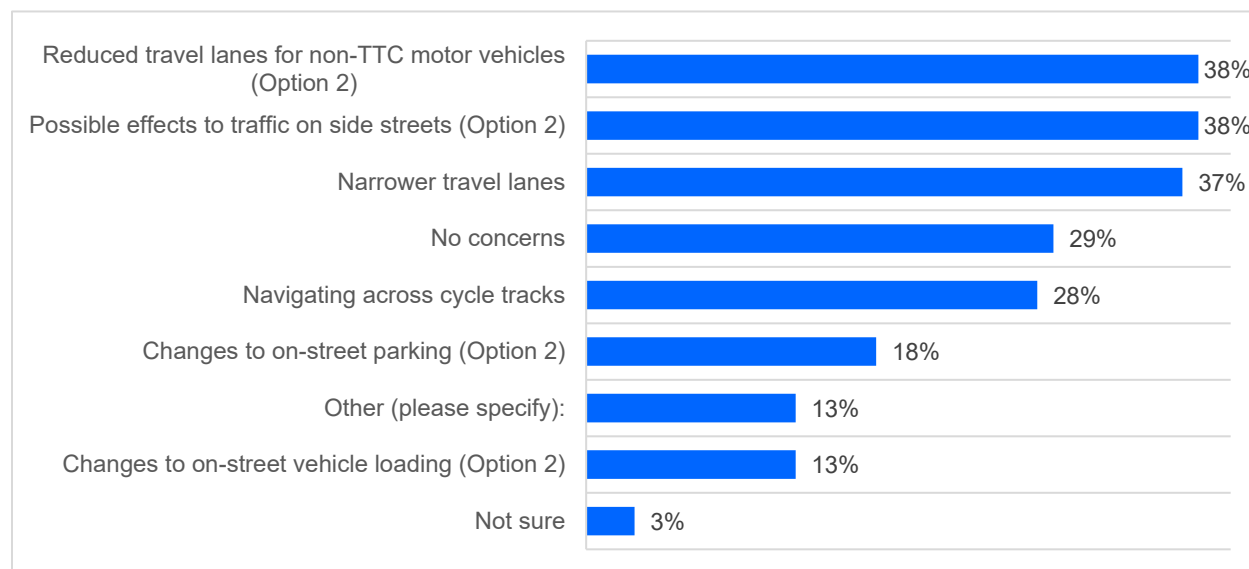
Opinions on all three designs were split in their levels of support. Option 2 was the most polarized with less neutral and more strong opinions in support and non-support. On closer analysis, respondents who sometimes travel by bike tended to be much more supportive than those that do not.

Question 11) Which of these proposed design features for Kingston Road are most important to you?



Of the 10 specific features presented, “cycle track” was the most commonly selected at 45%. “Improved safety at intersections” and “prefer no changes” were both selected by 33% of respondents. Other options were selected by under 25% of respondents.

Question 12) What concerns do you have with the proposed changes to Kingston Road?

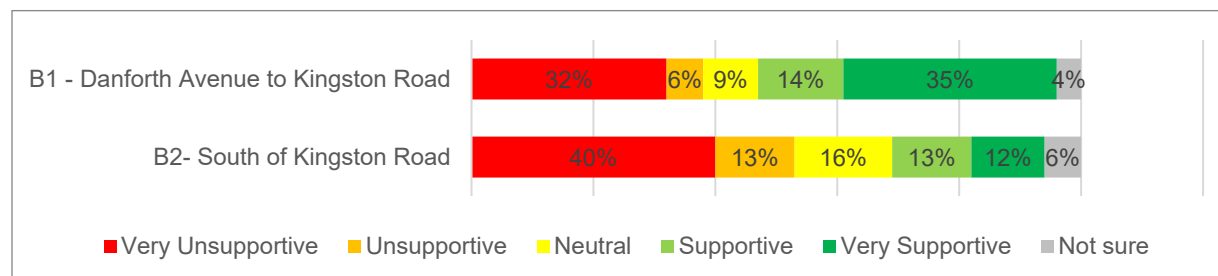


Of the six specific impacts provided in this question, the top three were “possible effects to traffic on side streets (Option 2)”, “reduced travel lanes for non-TTC motor vehicles (Option 2)” and “narrower travel lanes”, at 38%, 38% and 37% respectively. “No concerns” and “Navigating across cycle tracks” were the next most selected options at 29% and 28% respectively.

Q13. Are you supportive of the proposed changes for Birchmount Road south of Danforth Avenue?

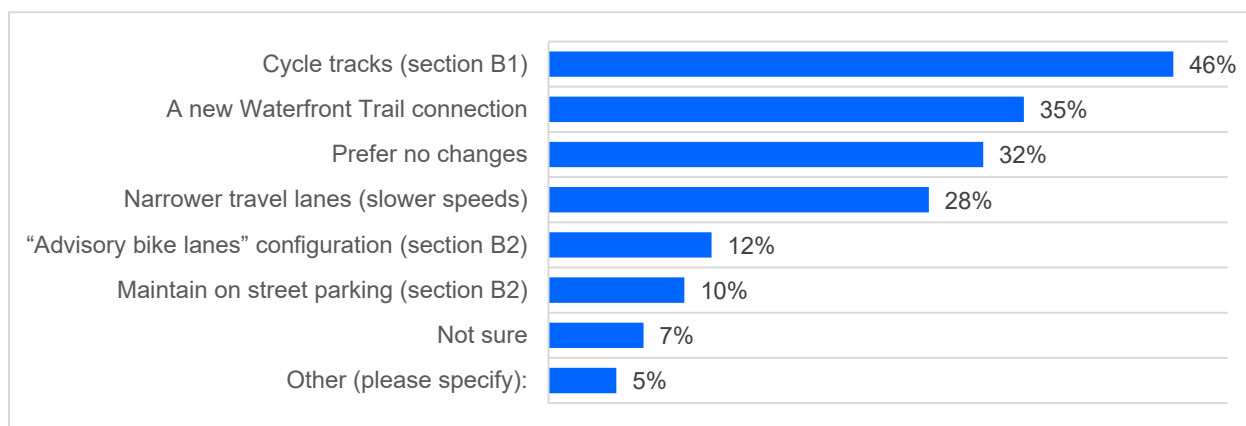
Two sections with differing designs were presented for this question:

- **Proposed (B1):** Between Danforth Avenue and Kingston Road, on-street parking would be required to be removed if new cycle tracks on both sides of the street are advanced.
- **Proposed (B2):** South of Kingston Road, a new bikeway type is being explored called “advisory bike lanes” in both directions, which would allow the dedicated on-street parking lane to remain.



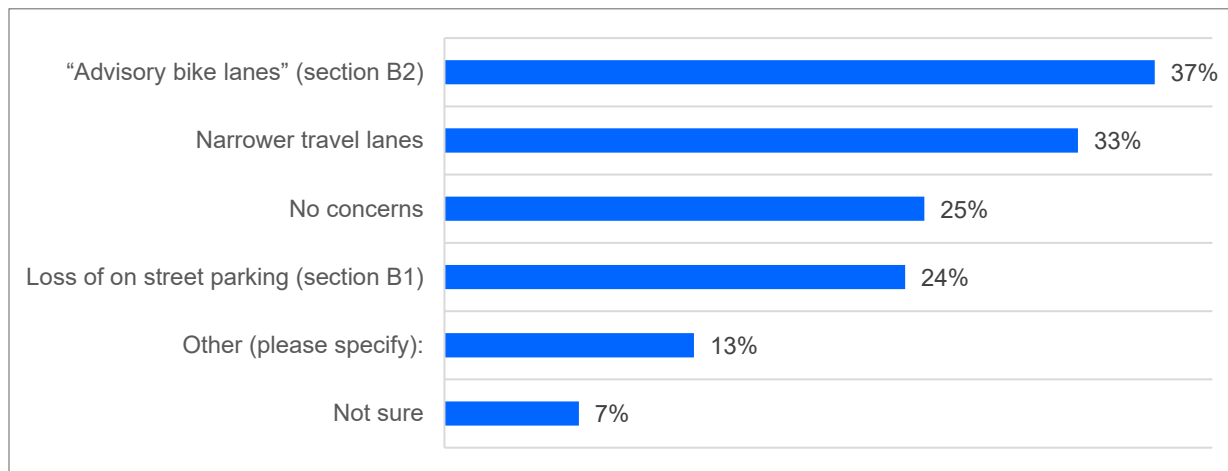
While both designs had split opinions, B2 had a majority of opposition and much less enthusiastic support than B1. On closer analysis, respondents who sometimes travel by bike tended to be much more supportive of B1 and were split on B2.

Q14. Which of these proposed design features for Birchmount Road south of Danforth Avenue are most important to you? Select your top three.



Of the five specific features presented, "cycle tracks (section B1)" was the most commonly selected at 46%. "A new Waterfront Trail connection", "prefer no changes", and "narrower travel lanes (slower speeds)" were the most commonly selected at 35%, 32% and 28% respectively. Other options were selected by under 15% of respondents.

Question 15) What concerns do you have with the proposed changes to Birchmount Road south of Danforth Avenue? Select all that apply.



Of the three specific impacts provided in this question, the top two were "advisory bike lanes (section B2)" and "narrower travel lanes" at 37% and 33% respectively. The next most common choices were "no concerns" at 25% and "loss of on street parking (section B1)" at 24%.

Open Ended Comments

Common trends in the feedback received in the open-ended questions within the survey are summarized in the points below.

Topic	Question and Comment Summary
Concerns with Proposals	<ul style="list-style-type: none"> - Increased traffic congestion from lane reductions <ul style="list-style-type: none"> o Longer travel times o Delays to emergency response vehicles o Delay to TTC bus where competing in reduced travel lanes o More pollution from idling o As seen where lane was removed on Danforth Avenue, west of Victoria Park Avenue - Opposition to bike lanes due to low cyclist traffic - Any loss of parking spaces; removal of any parking could result in vehicles parking on local side streets used by residents - Don't like narrow lanes, concern about safety - Loading and accessing vehicles next to a bike lane could be challenging - Advisory bike lanes seen by some as inadequate and dangerous, preferring fully separated bike lanes for safety.
Support for Proposals	<ul style="list-style-type: none"> - Strong demand for improving pedestrian and cycling safety along the corridor - Desire for slower speeds and less weaving, especially on Kingston Road - Narrowing lanes results in careful driving - Support for VisionZero approach - Encourage implementation as soon as possible; frustrated with delays - Appreciate the Waterfront Trail gap connections on south side
Pedestrian Considerations	<ul style="list-style-type: none"> - Requests for more focus on pedestrian safety - There are very long stretches between traffic lights and crosswalks; need more crosswalks - Kingston Road is a very wide street - a longer pedestrian crossing signal time is needed to safely cross, especially for seniors
Cycle Track Design	<ul style="list-style-type: none"> - Bike lanes on fast streets without physical barriers are inadequate and unsafe; suggest physical separation such as precast curbs - Desire for protected intersections
Transit	<ul style="list-style-type: none"> - Demand for TTC bus service to be more frequent, faster or converted to higher order (LRT) - Current transit priority lanes are not well used by the TTC (i.e. buses don't come often enough)
Suggested Alternative Solutions	<ul style="list-style-type: none"> - Bike lanes on parallel streets, avoiding impacts on the main streets - Install signage to encourage motorists to slow down - Install more speed cameras for enforcement
Public Consultation	<ul style="list-style-type: none"> - Proposals do not reflect community needs and priorities - Question value and impact of public feedback - Involve schools and community centers - Need more consultation with adjacent businesses

Appendix - Survey Participant Demographics

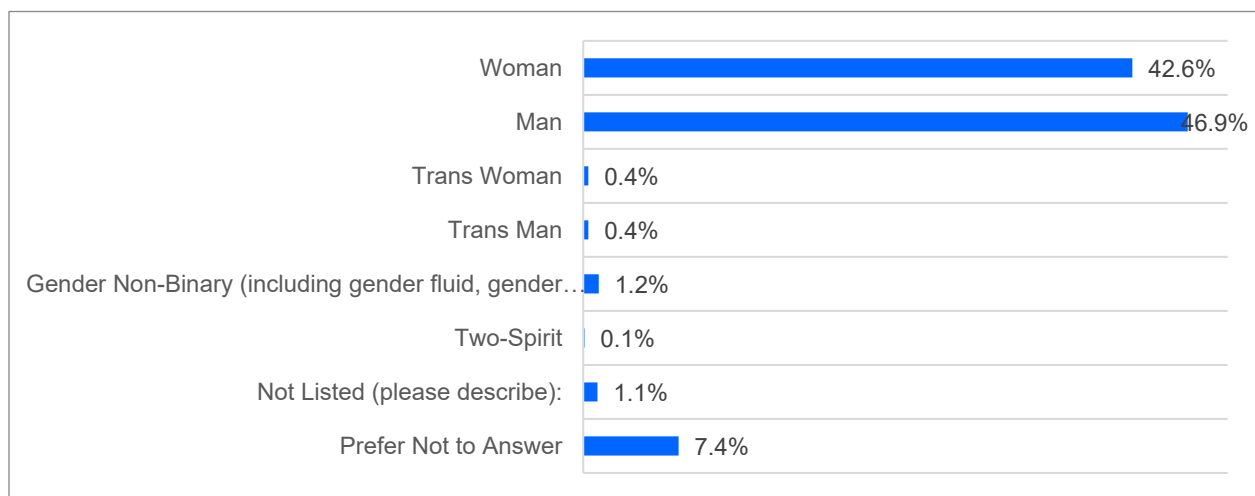
Postal Code | n=1810

59% of respondents were from local postal codes that included the study corridor: 33% from M1N, 18% from M1M, and 18% from M1L.

Another 15% were from the two postal codes directly west of the study area (M4E and M4C). The remainder of respondents were dispersed from a wide range of areas across the city.

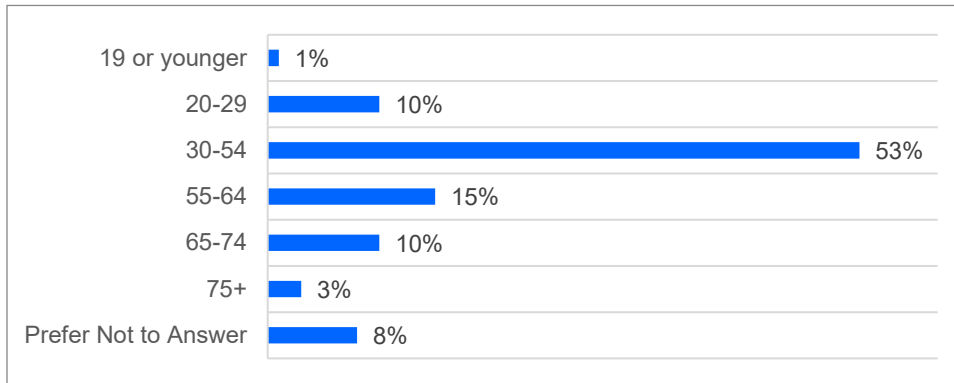


Gender | n=1700



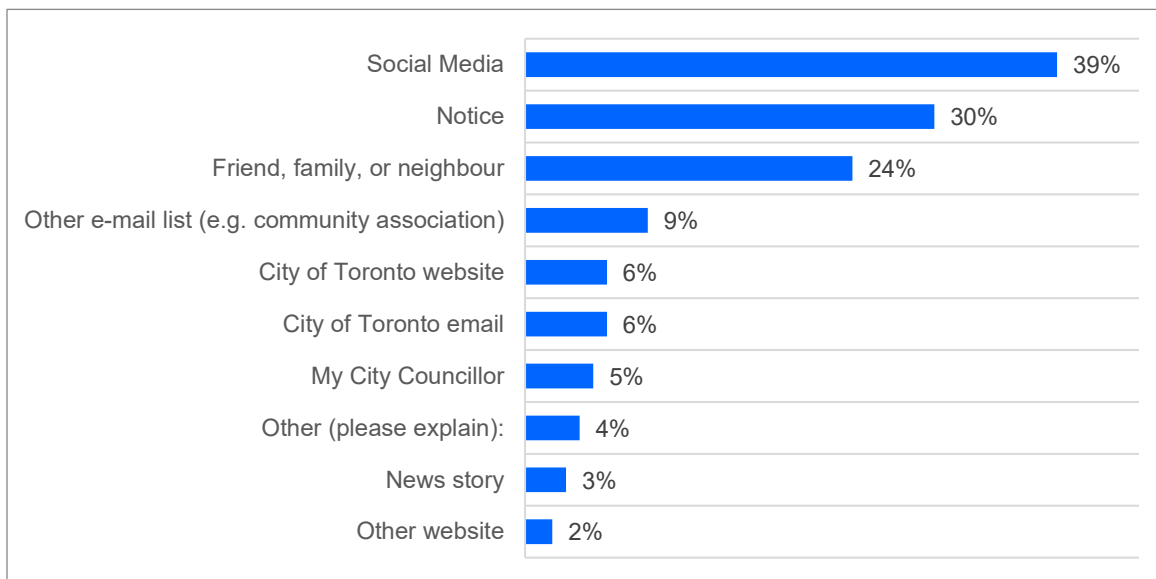
Respondents identified as 42.6% women, 46.9% men, 2.1% Trans / Gender Non-Binary / Two-Spirit and 8.5% "Prefer not to answer" or "non listed".

Age | n= 1697



Respondents were majority between 30 to 54, with 11% under 29 and 28% over 55. 8% recorded “prefer not to answer”.

Pont of Engagement | n= 1685



39% of survey respondents heard about this consultation through social media, followed by 30% from the local notice mailed to the project area and 24% from a friend, family or neighbour.