

Danforth Avenue Upgrades: Main Street to Victoria Park Avenue

Date: Tuesday, April 22, 2025

Meeting Type: Virtual

Start time: 7:00 p.m. **End Time:** 8:30 p.m.

Project Overview:

The City is planning improvements to municipal infrastructure on Danforth Avenue between Main Street and Victoria Park Avenue to make the road safer for all road users, including pedestrians, people driving, people using transit, and people on bicycles. Improvements are required to sections of the watermain, storm sewer and sanitary sewer along this stretch of Danforth Avenue. As the road will be excavated and road resurfacing will be required, this provides the City with a once in a 25-50 year opportunity to make upgrades to the road. Construction is expected to take place from fall 2025 to fall 2026.

Meeting Objectives:

Share Information about the planned improvements and hear from residents about their concerns.

Meeting Overview:

The meeting was facilitated by Jason Diceman, Senior Public Consultation Coordinator. A presentation was provided by Nicholas Mah, Engineering and Construction Services and Kyle Gatchalian, Transportation Services, followed by an opportunity for participants to ask questions and hear responses from City staff.

Questions and Comments

Following the questions and answers were provided during the meeting. All questions have been categorized by topic. **Q = Question, C = Comment.**

Topic	Questions & Comments	Project Team Answer
Budget	Q: What would be the cost of this project without the upgrade to raised cycle tracks and 25 additional storm drains, compared to the cost of the project with these items?	<p>Currently, we are in the detailed design phase of the project and do not have a final cost estimate. The City will first need to tender the project and award the contract, which is a transparent process publicly available.</p> <p>Roughly ten per cent of project cost will be used for Complete Street infrastructure upgrades. The City has an opportunity for cost savings due to bundling the Complete Street work together in 2025/2026 with planned road upgrades.</p>

Topic	Questions & Comments	Project Team Answer
	<p>Q: What dollar figure has the City set aside to complete this project? Concerned raised cycle tracks are costly and not justified, and businesses' customers will suffer. Concerned about mess, no access to businesses, no parking, noise, water shutdowns, etc.</p>	<p>The City has set aside ten million dollars to cover the cost of the infrastructure repair work, however the Transportation Services portion is still under design and costs are not available yet. The contract has not been tendered so there are no specific budget details at this time.</p> <p>We will remain transparent in sharing information with the community. A detailed budget will be shared and voted on by City Council. An important reason this work is being done at this time is the once-in-a-generation opportunity to do these upgrades concurrently and benefit from the cost savings of bundling the Complete Street work with high priority Toronto Water infrastructure repairs.</p>
	<p>Q: Would the City consider changing the plans and leaving the cycle tracks unraised to save money?</p>	<p>At this time, we are keeping the infrastructure as proposed in the presentation. Safety is a very important aspect of the project - for example, with raised cycle tracks we are looking to reduce conflicts between pedestrians and people who cycle by providing a separated appropriate path to ride on.</p> <p>In addition, raised cycle tracks will provide better accessibility to get onto the sidewalk from where drivers park on-street.</p>
Shut Off Impacts	<p>Q: How much notice will be given to residents and businesses before full shutdown of various portions of the Danforth?</p>	<p>We will inform the community via public notice mailed out approximately two weeks before any full closure for above-ground work. The schedule for shut-downs will be provided by the contractor.</p>
	<p>Q: Who/which streets will be impacted by water shut-offs? How long can a single shut-off be expected to last? How much notice will be given?</p>	<p>For the areas from Main Street to Dawes Road and Sibley Avenue to Victoria Park Avenue, properties along Danforth Avenue in those sections should anticipate water service disruptions lasting several hours, however we will be coordinating with business owners closer to the time of construction, to determine the optimal time with the least impact to businesses. Notices will be sent 72 hours in advance of any water service disruptions.</p>
Neighbourhood Events	<p>Q: During festivals at Dentonia Park – what additional measures will you implement to help with increased pedestrians and traffic overall?</p>	<p>Regarding events, we will be coordinating all shutdowns with the Transportation Services Street Events group about events taking place in the area and account for those in the construction contract to ensure that the site is made safe and clear.</p>

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Timelines	Q: In your proposed project timeline, work will start in Fall 2025 to Spring 2026. Can I tell my tenants this timeline?	<p>Fall 2025 to Spring 2026 is the timeline for the underground portion of construction work (watermain and sewer replacement). The above ground portion of construction work (bikeway, resurfacing, complete streets) will occur from Spring 2026 to Fall 2026.</p> <p>The underground work will take place from Main Street to Dawes Road and Sibley Avenue to Victoria Park Avenue. Restoration of the watermain and sewer trench will be done with temporary asphalt restoration work in between.</p> <p>We will ensure the site is made safe and clean before the winter leading up to when the permanent restoration and road resurfacing work is done in the spring.</p>
	Q: Our businesses will be impacted for a year. Adding elements to the project will make it take longer and impacts people who live, work and have businesses on the Danforth. The segment from Main Street to Dawes Road streetcar tracks could present a setback. How can we reduce the impact of this project, especially if it goes past a year?	<p>For this project, we will be using a Working Day Contract, which carries a penalty to the contractor if the work extends beyond the contract timeline, and the amount of working days will be set for this contract to fit our one year timeline.</p> <p>The City will coordinate with businesses to minimize impacts during construction. We also intend to install businesses are open signage within the project area.</p>
Danforth Road and Dawes Road Intersection	Q: Recognizing the goal of the complete street upgrades is to make the temporary treatments permanent, are there any improvements to the Danforth Avenue and Dawes Road intersection in scope?	<p>Modifications at Danforth and Dawes are not planned at this time, the intersection will be kept the same to preserve the turning lanes at major intersections that keep traffic flowing. A balance is needed between adding the Complete Street components permanently to increase safety and ensure the turning lanes remain to keep traffic moving.</p> <p>A review of another Complete Street portion completed 5 years ago, between Broadview Avenue and Dawes Road has shown a significant increase in safety, decrease in collisions, for all road users.</p>

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	C: Intersection at Danforth Avenue and Dawes Road has many problematic issues, as motor vehicles enter the cycle tracks on Dawes Road and turn too quickly onto Dawes Road. This is a dangerous intersection that needs improvements.	While there are no current curb extension on Dawes Road, we are looking at turning movements for all of the intersections including Dawes Road. This provides an opportunity to tighten curb radii to make it safer. In addition, pre-cast curbs and bollards will also improve safety for raised cycle tracks. We are looking at pouring cast in place concrete to protect cyclists and creating raised cycle tracks whenever there is on-street parking adjacent to the cycle track.
Safety	Q: Is the entire street segment being resurfaced and can all pedestrian crossings be raised? It would improve safety and slow down motor vehicles.	In order to upgrade to a raised crossing, both curbs on either side of the crossing needs to be raised otherwise it is technically challenging. Danforth Avenue will be resurfaced curb to curb between Main Street and Victoria Park Avenue.
	C: Everyone's safety should be considered not just people who cycle. Noting the only increase on cycle tracks seen is e-bikes. On the raised cycle tracks there is nothing to stop e-bikes from going onto sidewalks and harming pedestrians.	A raised cycle track that is relatively flush with the sidewalk is not unprecedented in our City, and there are many in the downtown core, and e-bikes are welcome to use the cycle tracks. Regarding physical separation, we are putting in a beveled curb to separate the cycle track from the sidewalk, so there is a grade difference between them. In terms of enforcement for cycling on the sidewalk, this may be part of a larger question of enforcement for traffic and should not necessarily prohibit where we are proposing the cycle tracks. We are considering safety for all people with this type of separation of cycle track from sidewalk.
	C: Support to maintain and enhance cycling infrastructure and pedestrian safety. Cycles on Dawes Road with children. Affordable mobility is only possible with separated cycle tracks. Driving on Danforth Avenue is easier and calmer since cycle tracks went in. Infrastructure under the road is 100 years old and work is needed now.	The infrastructure work is a priority project for Toronto Water to replace those assets, so the work must be done now.

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Radii & Curb Extension	<p>Q: Why are some of the painted areas with bollards being reinstated if the entire surface is being repaved? It seems like curb extensions/sidewalk expansions would improve the conditions for all road users.</p>	<p>Through a review of the Danforth Avenue turning movements, we identified a few movements that would benefit most from remaining painted due to space constraints. Typically, this happens when there is loading or WheelTrans adjacent to an intersection, where keeping it painted remained the best option.</p> <p>As part of the same review, we heard from the community that some of the turn movements were restrictive, so we relaxed some of these to make them easier to manoeuvre while still keeping with the City's curb radii guidelines and ensuring safety for pedestrians.</p> <p>Where we have put permanent infrastructure in place to provide a physical separation between pedestrians and motorists, the trade-off is the curb radii is a little more generous. In these sections we also have raised cycle tracks and raised crossings to physically elevate pedestrians and people who cycle to make them more visible to motor vehicles.</p>
Traffic Counts	<p>Q: Are there going to be counts taken of different types of traffic, such as pedestrians, people walking and taking transit before and after installation? Have noted anecdotally a high volume of people using the cycle tracks and waiting for transit.</p>	<p>We have pre- and post- installation of quick build complete streets counts, primarily in the winter. We are also meeting with our Data Analytics team for their input on the best time to capture more information.</p> <p>Additional turning movement counts will be done which captures motor vehicles, people cycling as well as pedestrians. A review of the winter counts showed an increase in cycling activity, comparing before and after installation.</p> <p>Whenever we build and connect cycling infrastructure in the city, we see an increase in use from people cycling, which will likely increase as the community grows over the next 20 to 50 years.</p>

Topic	Questions & Comments	Project Team Answer
	<p>Q: The Danforth BIA has done some cycling counts posted on their Google drive. What justification does the City have to upgrade cycle tracks from the current design? After 4 years of cameras being installed on Danforth Avenue, including Danforth Avenue and Dawes Road, why is the data just been validated?</p>	<p>The goal of the project is not only to put raised cycle tracks in the area, but also to place Complete Street infrastructure in a permanent state in the community, which has been shown to improve safety for all road users – including people who cycle, pedestrians and motorists.</p> <p>We have a 25-50 year opportunity to do this work now and save some time and money while pairing it with the watermain work, as the road is being excavated for critical infrastructure to be replaced.</p> <p>There was an issue found while validating the data from our camera counts against manual counts done by a person, which may be due to where the cameras were set up or the software. The company responsible for the cameras is working to address this issue and that is what has taken extra time, as they must ensure the data is correct before it is released publicly. In the meantime, we will work to obtain additional counts utilizing a different method.</p>
Consultation	<p>Q: Can you please tell me if consultation was done to assess whether the community supported making all the design elements permanent on Danforth Avenue?</p>	<p>Portions of our project area were a part of the Destination Danforth consultation done years prior for creating a Complete Street, including a cycle track (Broadview Avenue to Dawes Road). The goal at that time was to provide other transportation options, which does take some time for people to adopt. Destination Danforth was completed and approved by Council which included an extension of the project to Victoria Park Avenue. During the extension work, notices were issued and we reached out to businesses. The Danforth Village Business Improvement Area (DVBIA) has been involved in providing input for the project and met with us about expressed concerns, such as additional parking spaces and reducing curb radii.</p>
Parking and Traffic Mitigation	<p>Q: What additional mitigation measures will you be implementing for roads adjacent to Danforth Avenue where there is likely to be an increase in traffic?</p>	<p>We will be working on developing and reviewing a traffic control plan with the contractor when one is selected. Currently, we are in discussions with the City's Workzone Coordination team to find the best ways to mitigate traffic impacts to neighbourhood streets.</p>
	<p>Q: Will there be mitigation of non-residential parking on local streets during construction?</p>	<p>The project team will coordinate with the City's Parking Authority group to manage parking on side streets during construction.</p>

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Street Furniture	Q: Are any new benches or seatwalls and additional garbage cans included?	As part of our review process, we circulate project plans to our Site Furnishings team to identify additional opportunities for placement of garbage cans. Please email us with suggestions for specific locations where the community thinks garbage cans are greatly needed, or if you see an opportunity to upgrade planters to benches. However, currently there are no plans to include benches at the green infrastructure islands.
Trees	Q: The street includes a lot of hard surface area so it is great to see that new planted areas are planned. Will trees be added in these areas? It would be ideal to maximize planted areas and include a mix of shrubs and trees, if conditions for trees can be achieved.	The project includes the addition of shrubs and low-growing plantings that do not block or reduce sightlines on the corners, instead of large canopy trees. A maintenance plan is also included to schedule watering and care for the plantings, that will be carried out by the City.

Total Participants: 30

Project Team and Panelists:

Councillor's Office:

Councillor Brad Bradford

Linda Salem, Constituency and Stakeholder Advisor (Councillor Bradford)

City of Toronto

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