



St. Clair Avenue West Transit Improvements Class Environmental Assessment

Phase 3 Public Meetings

June 23, 2004 – Piccininni Community Centre



What Started This Study?





Evaluate Alternatives

- Developed criteria for comparing options with community input during Phase 1
- Four categories:
 - Transportation Service
 - Effect on Community and Business
 - Natural Environment
 - Costs



Public Feedback



Alternative Solution	For	Against
Alternative 1: Do Nothing	12	3
Alternative 2: Minor Transportation Improvements	26	9
Alternative 3: Transit Priority Improvements	27	9
Alternative 4: Other Transportation System Strategies	6	2
Alternative 5: Major Transit Improvements on Other East-West Streets	9	3
Alternative 6: Exclusive Transit Lanes on St. Clair	205	63
Alternative 7: Change Transit Technology	11	3
Alternative 8: Road Widening – St Clair or Parallel Roads	0	0
Alternative 9: Combination of Some Alternatives	27	13
Total responses received	363	



Alternatives Evaluated

- Selected top four alternatives according to technical merit
 - Alt 2, 3, 6, 9
- Developed two alternatives in detail:
 - Alternative 6: Exclusive transit lanes on St. Clair
 - Alternative 9: Combination Alternative, based on sectional needs and opportunities, comprising potentially:
 - Alternative 2: Minor Transportation Improvements
 - Alternative 3: Transit Priority Improvements
 - Alternative 6: Exclusive Transit Lanes on St. Clair Avenue



Design Concepts Objectives

- ✓ Maintain sidewalk width
- ✓ Maintain existing vehicle capacity
- ✓ Provide wider streetcar platforms (1.5 → 2.4 m)

- How to accommodate needs
 - Pavement width typically 21 m
 - Not sufficient to maintain parking, traffic and transit lanes, and add a bike lane
 - Small amount of space needed for physical markers of transit lanes
 - Adding a bike lane would be a trade-off with the two principles

- Priority: maintain sidewalk width and vehicle capacity as much as possible



Alternative 9: Combination



- Centre two way left turn lanes between tracks
- Most left turn prohibitions removed
- Left turns permitted at all times
- Tracks shared with through travel lane for vehicles
- Two through traffic lanes along St. Clair per direction



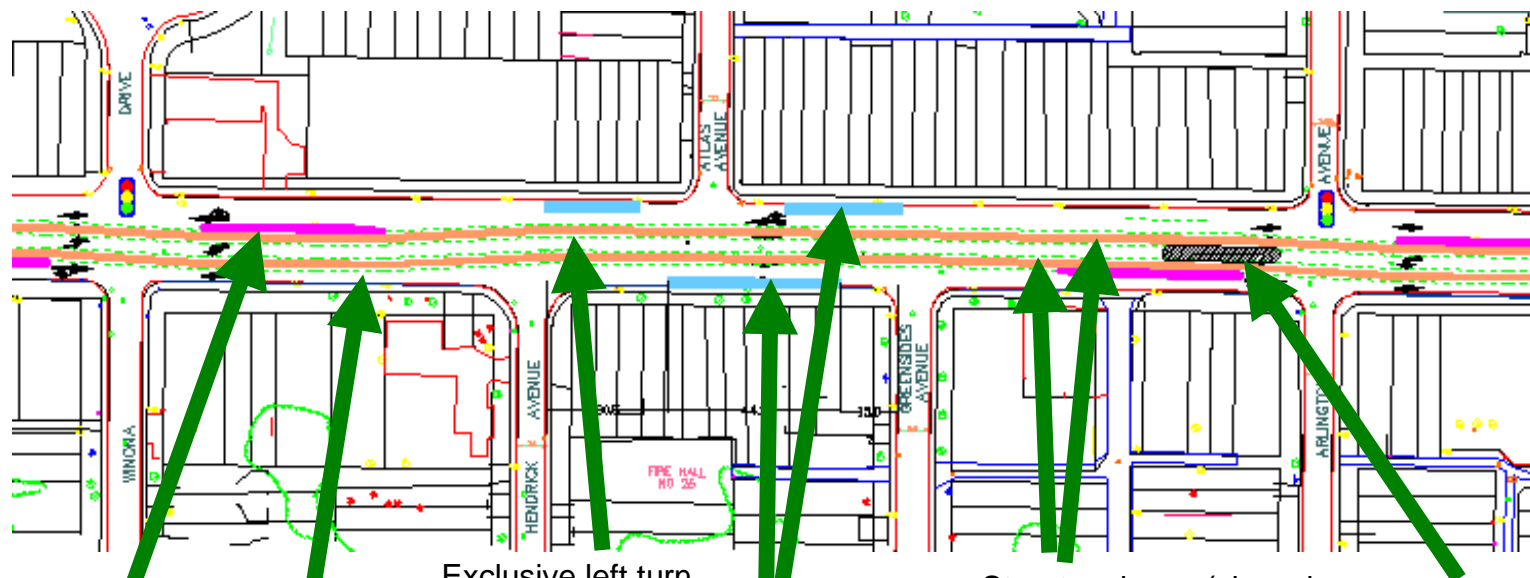
Alternative 9: Combination

- Streetcars operate in a mixed traffic lane
- Streetcar stops at the near side of intersections
- Transit signal priority added where applicable (2 more intersections)

- Parking on both sides
- Parking available at all times
- Sidewalks widened adjacent to parking bays where possible



Alternative 9: Combination



Streetcar platform

Two lanes in each direction

Exclusive left turn lane between tracks

Parking lane/bay both sides

Streetcar lanes (shared with through traffic lanes)

Median (Opportunity for planted area)



Alternative 9: Combination

- Traffic capacity:
 - Accommodate all current traffic volumes
 - Improve design, turns at some signals
 - 24 / 7 turns - most signalized intersections
 - new turning choices
 - Typical auto trip: ~ + 1 minute
 - worst case: Gunns - Yonge +2.5 minutes



Alternative 9: Combination

- Parking:
 - On-street spaces:
 - current: 510
 - proposed: 516 (100% retained)
 - Gains, losses by area
 - Need to add parking in:
 - Wychwood Heights
 - Mitigation through new off-street lots
 - Toronto Parking Authority



Alternative 9: Combination

- Emergency Vehicle Access:
 - Use of left turn lane possible
 - Left turn lane accessible in most areas
 - Minor improvement in emergency access



Alternative 9: Urban Design



- Urban design and streetscaping are integral components of the project
- Urban design and streetscape concepts have been developed for both alternatives: please see the following boards
- There are a number of ways to design the exclusive transit lanes for Alternative 6, and these are presented for your review
- There are also some **unique sites** with opportunities for streetscape and urban design enhancement under both Alternatives: please review the concepts for these areas



Alternative 9: Combination

- Transit Service:
 - Streetcar travels in through lanes – reduce delays from
 - Left turns
 - Double parking



Alternative 9: Combination

- Transit Service:
 - Limited improvement to quality of service:
 - Waiting times slightly improved
 - Travel times slightly improved
 - “bunching, gapping” continue
 - Continued short-turns
 - Small reduction in crowding



Alternative 9: Combination

- Transit Service:
 - No reduction in number of streetcars
 - Platforms remain at 1.5 m (sub-standard)
 - Attract riders: + 7.5% customers (by 2021)
 - Limited effectiveness in adding more service to meet demand



Alternative 9: Combination

- Cultural Events, Festivals:
 - No effect on street festivals
 - e.g. - Euro, World Cup
 - No change to street closures, festivities, community events



Alternative 9: Combination

- Local Street Access and Traffic:
 - No change to local streets, driveways
 - No changes in travel patterns expected
 - Change in side-street traffic - long-term



Alternative 9: Combination

- Current Commercial / Retail:
 - Job losses 1995 – 2003 – higher than City
 - Business turn-overs 44% - 53% vs. 50% typical
 - Many small, independent retailers - 675
 - local market area
 - Destination stores - Corso Italia, St. Clair West
 - larger, regional market area
- Sensitive to parking, major disruptions (construction)



Alternative 9: Combination

- Effects on Business:
 - Disruption during construction
 - High level consultation, co-ordination
 - Vehicle access retained at all times
 - Sidewalk access retained at all times
 - Municipal services, deliveries uninterrupted
 - Staged by area → avoid peak season, events
 - Effects during construction common to alternatives



Alternative 9: Combination

- Effects on Business:
 - No net change in parking
 - No effect on loading, deliveries
 - No effect on sidewalk activity:
 - Width mostly unchanged
 - Some streetscape improvements
 - Post-construction → neutral

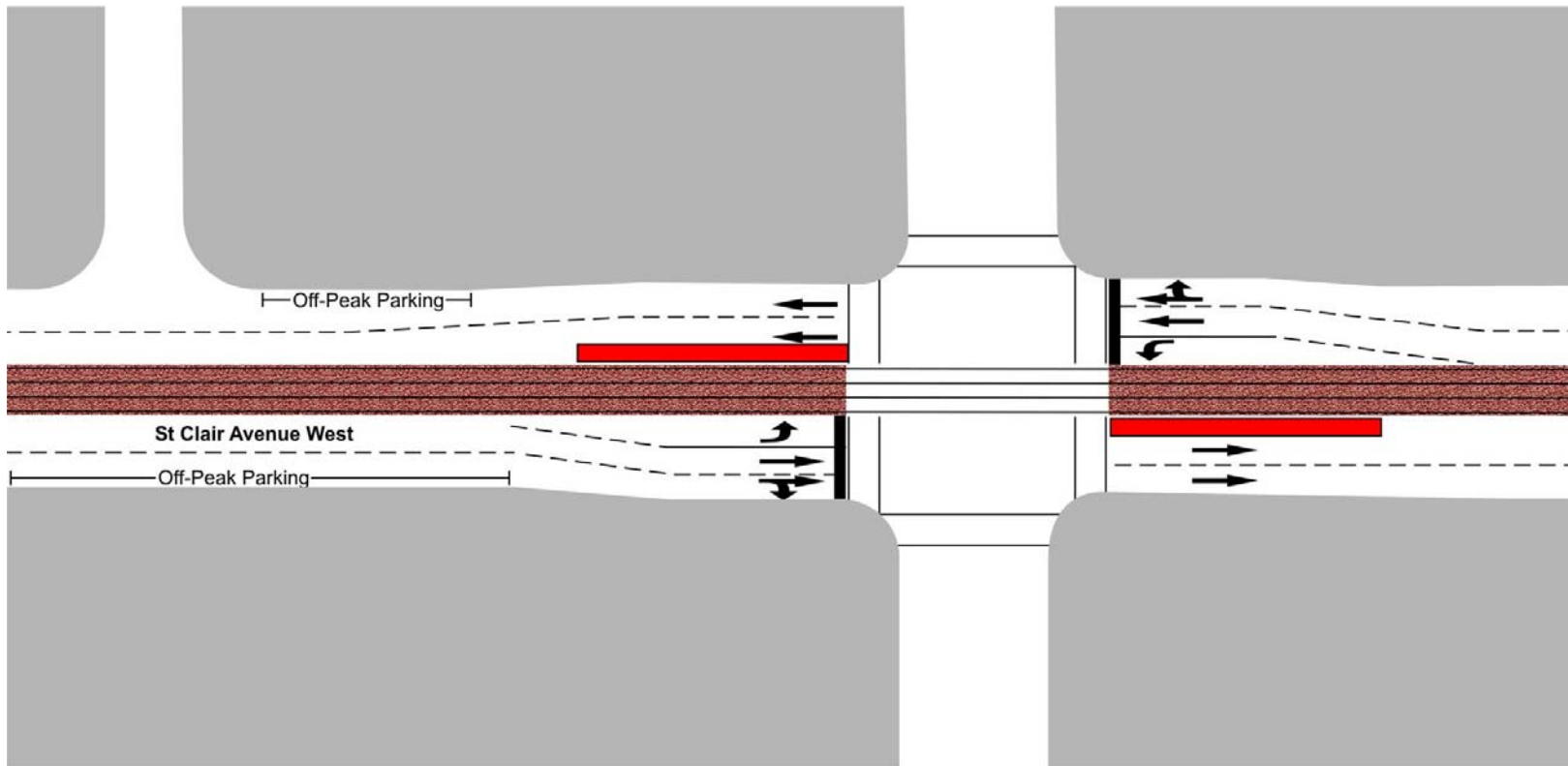


Alternative 6: Exclusive Transit Lanes

- Streetcars travel in exclusive lanes in middle
- 1 - 2 travel lanes for traffic in each direction
- Left, U-turns at signalized intersections
 - special lanes, signals for turns
 - Average 200 metres apart
- On-street parking on both sides
 - Prohibited during rush hours in some locations, peak direction
- Streetcar platforms on far side of intersection
 - improve streetcar operations
 - improve capacity of intersection



Alternative 6: Exclusive Transit Lanes



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Alternative 6: Exclusive Transit Lanes

- Traffic capacity:
 - Accommodate all current traffic volumes
 - Improve design, turns at signalized intersections
 - 24 / 7 turns - most signalized intersections
 - new turning choices
 - Typical auto trip: ~ + 1 minute
 - worst case: Gunns - Yonge +5 minutes



Alternative 6: Exclusive Transit Lanes

- Parking:
 - On-street spaces:
 - Do Nothing: 510
 - Design Concepts: 513 (100% retained)
 - Gains, losses by area
 - Need to add parking in:
 - St. Clair West ↔ Hillcrest Village
 - Mitigation through new off-street lots
 - Toronto Parking Authority



Alternative 6: Exclusive Transit Lanes

- Emergency Vehicle Access:
 - Unrestricted use of lanes
 - Lanes accessible at all locations
 - New traffic signal - Hendrick Avenue
 - improve access - Fire Station 25
 - Working with Emergency Services -- acceptable design



Alternative 6: Exclusive Transit Lanes

- Transit Service:
 - Exclusive lanes reduce, eliminate delays from
 - Left turns
 - Traffic congestion
 - Collisions on tracks
 - Collisions with streetcars



Alternative 6: Exclusive Transit Lanes

- Transit Service:
 - Significant improvement to quality of service:
 - more reliable, regular service
 - shorter waiting times
 - faster travel times
 - reduced “bunching, gapping”
 - reduced short-turning
 - reduced overcrowding



Alternative 6: Exclusive Transit Lanes

- Transit Service:
 - No reduction in number of streetcars
 - Wider, more-comfortable platforms
 - GO Transit: potential for new station at St. Clair / Caledonia
 - Attract more customers: + 25% customers
 - Flexibility to add more service to meet demand

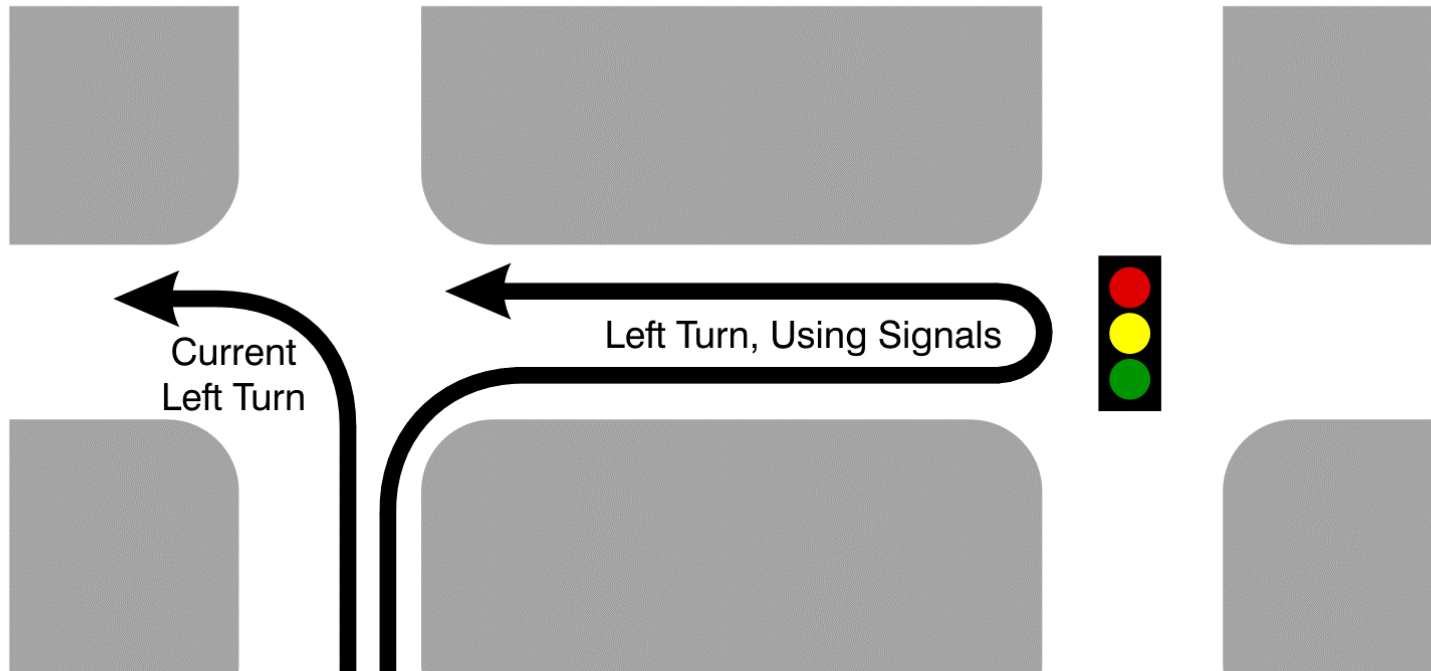


Alternative 6: Exclusive Transit Lanes

- Local Street Access and Traffic:
 - Local streets, driveways: right-turns, in / out only
 - 37 of 62 streets affected
 - Left turns: right turn + U-turn at signal



Alternative 6: Exclusive Transit Lanes Left Turns, Using Signals



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Alternative 6: Exclusive Transit Lanes

- Local Street Traffic:
 - Changes in travel patterns
 - Effects vary by individual streets
 - current volumes ~ 50 - 200 cars / hour
 - changes: +/- 5 - 20 cars / hour
 - Mitigation of increases under review



Alternative 6: Exclusive Transit Lanes

- Cultural Events, Festivals:
 - No effect on street festivals
 - e.g. - Euro, World Cup
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Alternative 6: Exclusive Transit Lanes

- Effects on Business:
 - Disruption during construction
 - High level consultation, co-ordination
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 - Municipal services, deliveries uninterrupted
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 - Effects during construction common to alternatives



Alternative 6: Exclusive Transit Lanes

- Effects on Business:
 - No net change in parking
 - No effect on loading, deliveries
 - No effect on sidewalk activity:
 - width mostly unchanged
 - streetscape improvements
 - Less convenient vehicle access - lefts at signals only
 - Increase in transit volumes → retail customers
 - Post-construction → neutral/positive



Comparison of Alternatives - Major Factors

	Transit Lanes	Centre Lefts
Traffic, Intersections Capacity, Speed	~	~
Parking	~	~
Transit Service	✓✓✓	✓
Emergency Vehicles	✓	~
Effects on Business	~	~
Local Access	X	✓
Local Traffic	X	~
Urban Design, Streetscaping	✓	~



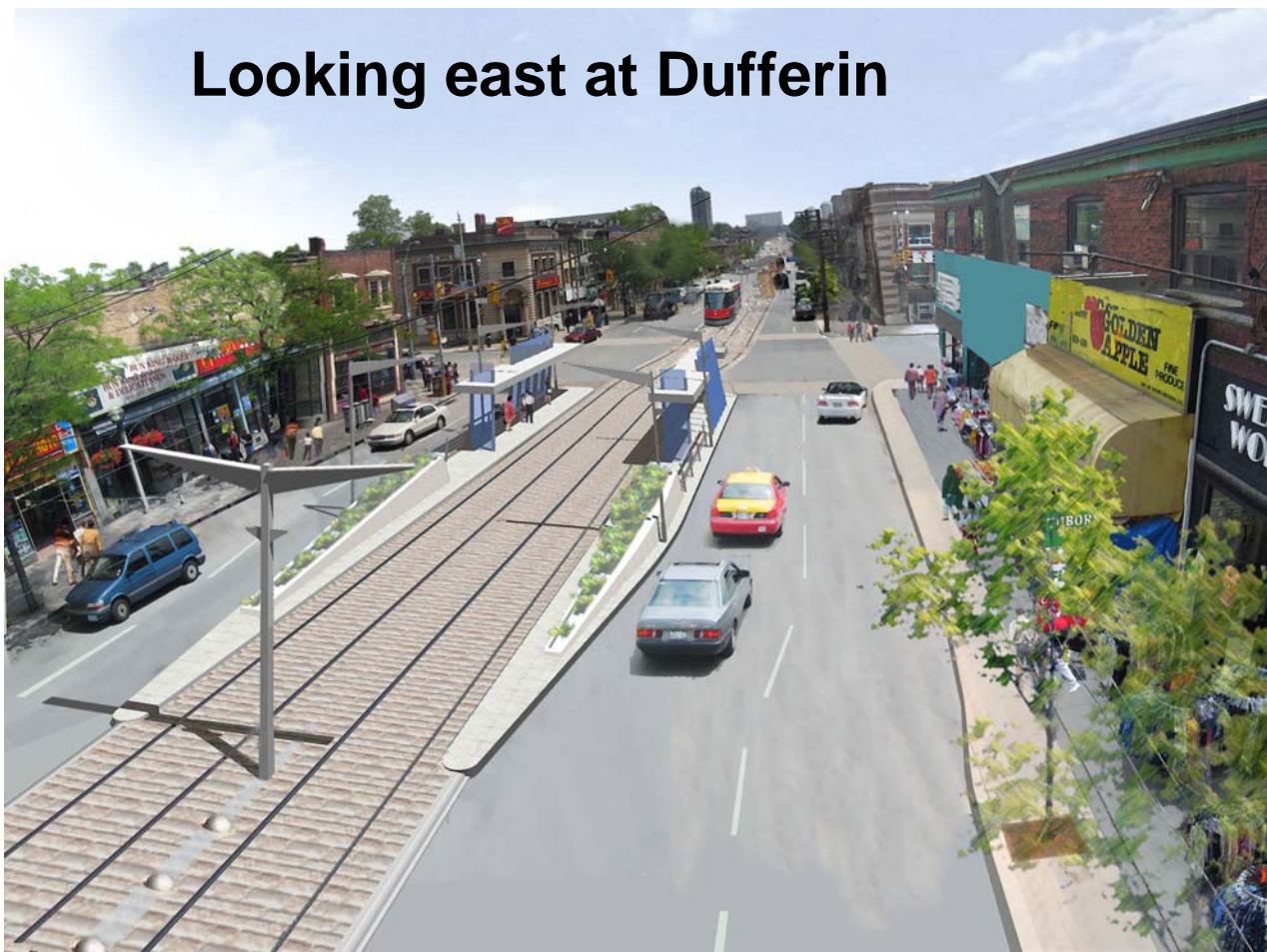
Preferred Alternative – Alternative 6

- Exclusive Transit Lanes:
 - Accommodate all current traffic volumes
 - Keeps almost all current on-street parking
 - Small effects on business access, loading
 - Limited effects on local access, neighbourhood traffic
 - Improve pedestrian environment, streetscape
 - Attract more people, shoppers - improved transit
 - Improve quality of transit service -- sustainable over long-term



Preferred Alternative - Alternative 6

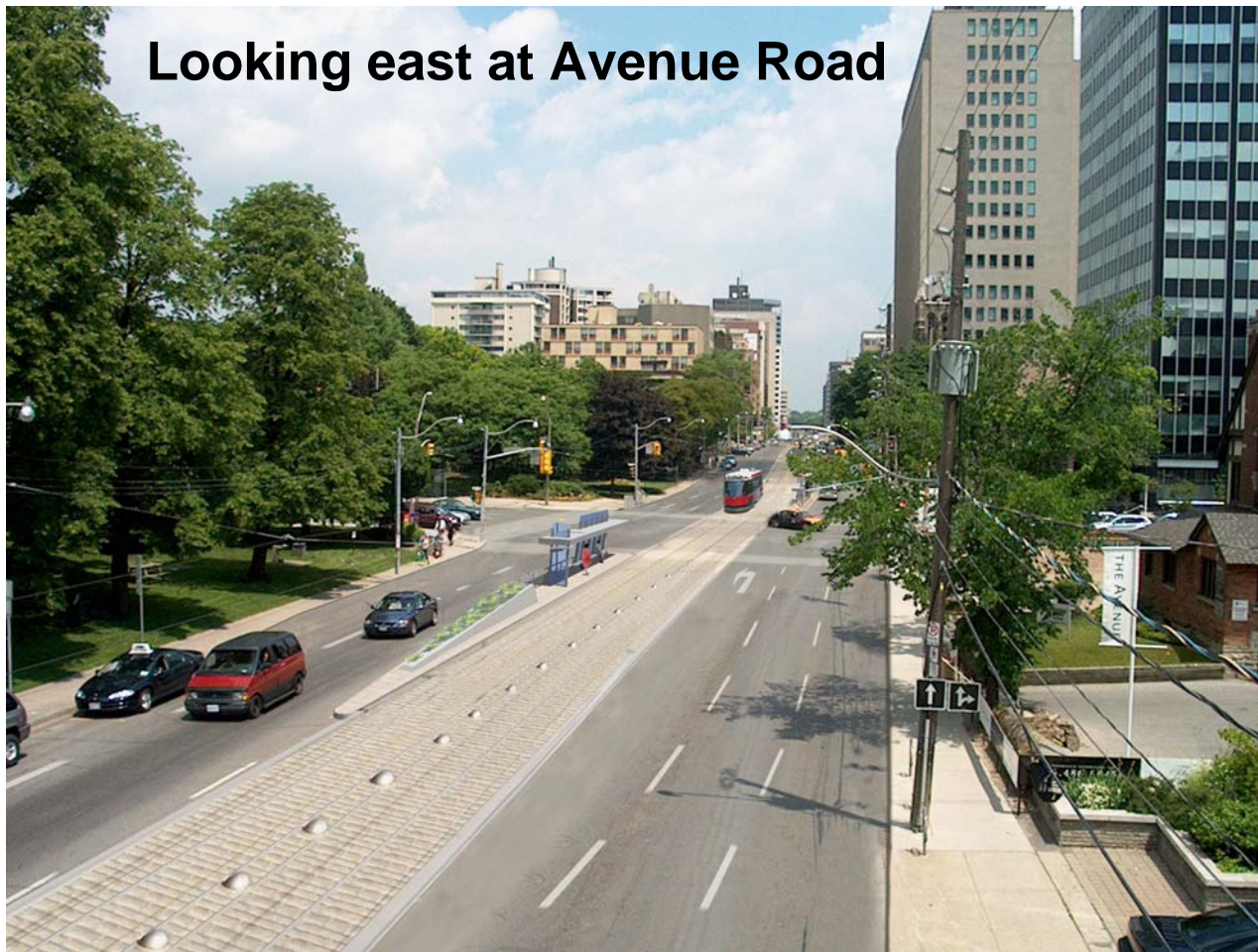
Looking east at Dufferin





Preferred Alternative - Alternative 6

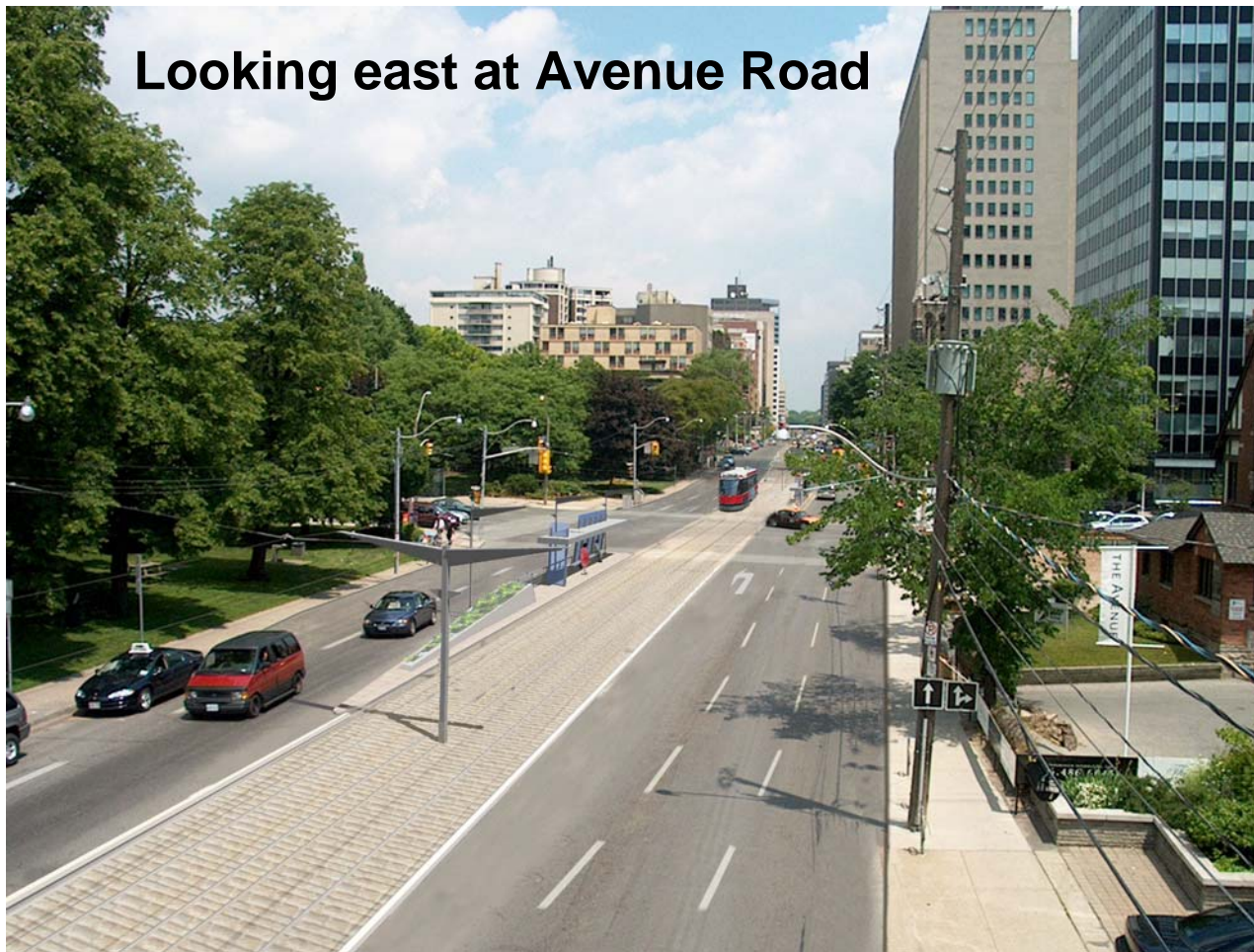
Looking east at Avenue Road





Preferred Alternative - Alternative 6

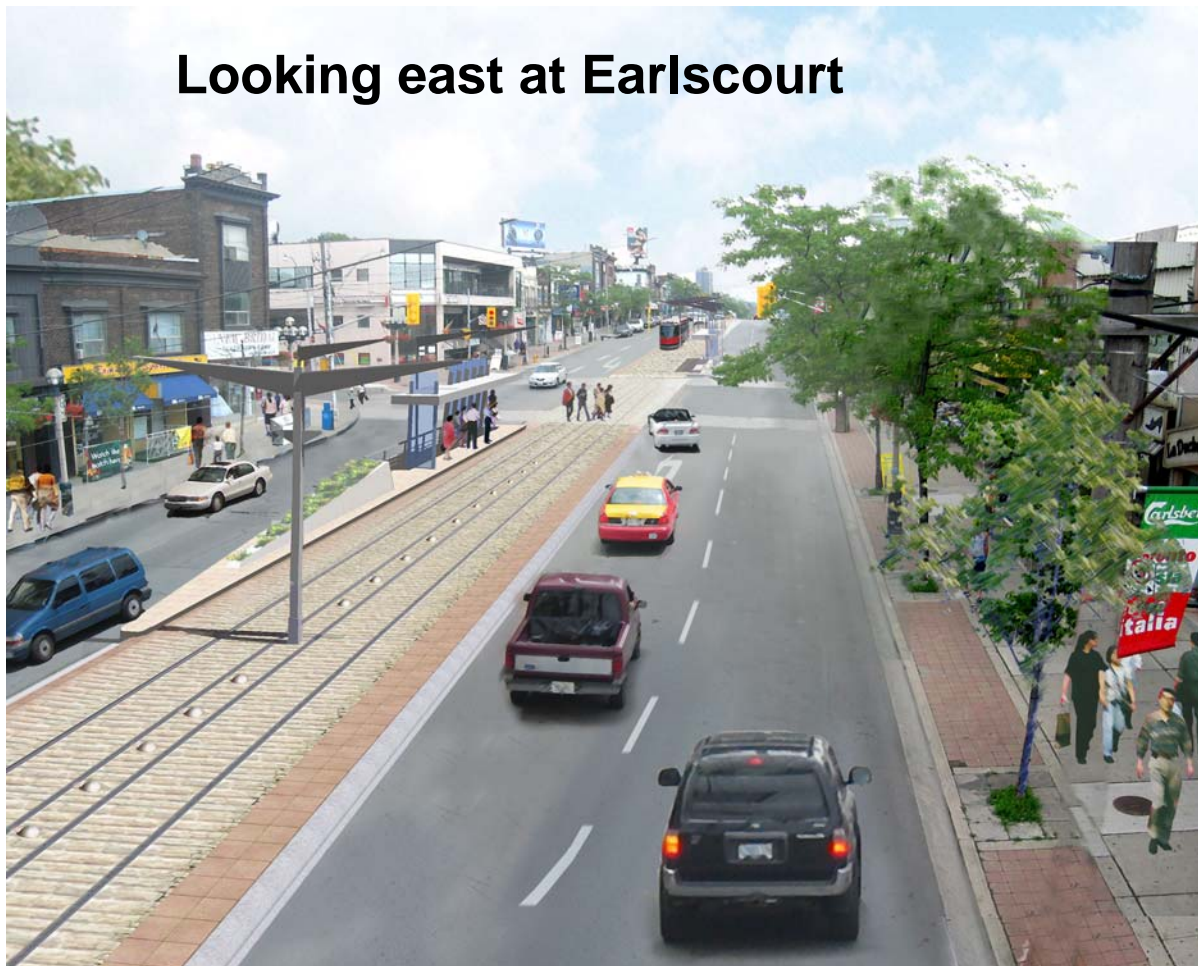
Looking east at Avenue Road





Preferred Alternative - Alternative 6

Looking east at Earls court





Next Steps

- Meetings with stakeholder groups to refine preferred alternatives
- Prepare a report for City and TTC Committees
- Public depositions to joint Committees – Sept 13
- Recommendation to Council for September 28 meeting

- Please fill in comment form and send to us by July 9, 2004