



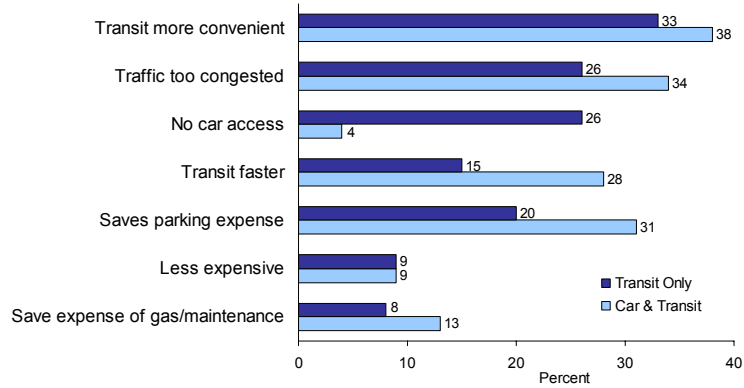
St. Clair Ave. W. Transit Improvements Environmental Assessment



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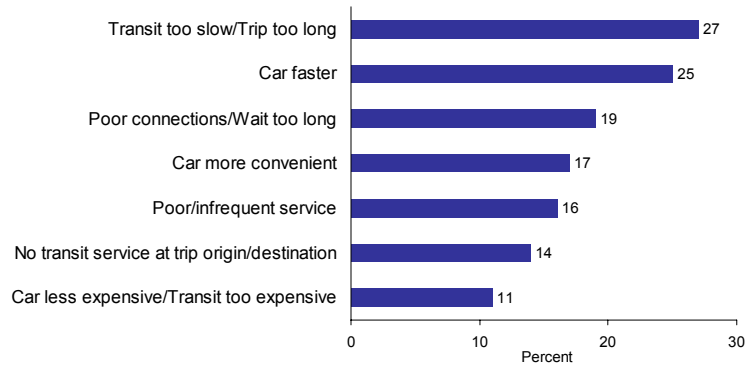
## People Who Take Transit Reasons for Using Transit



St. Clair Ave. W. Transit Improvements Environmental Assessment



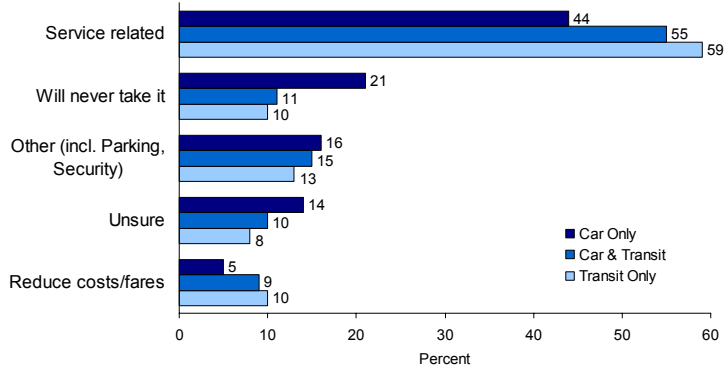
## People Who Drive Cars Reasons For Not Using Transit



St. Clair Ave. W. Transit Improvements Environmental Assessment

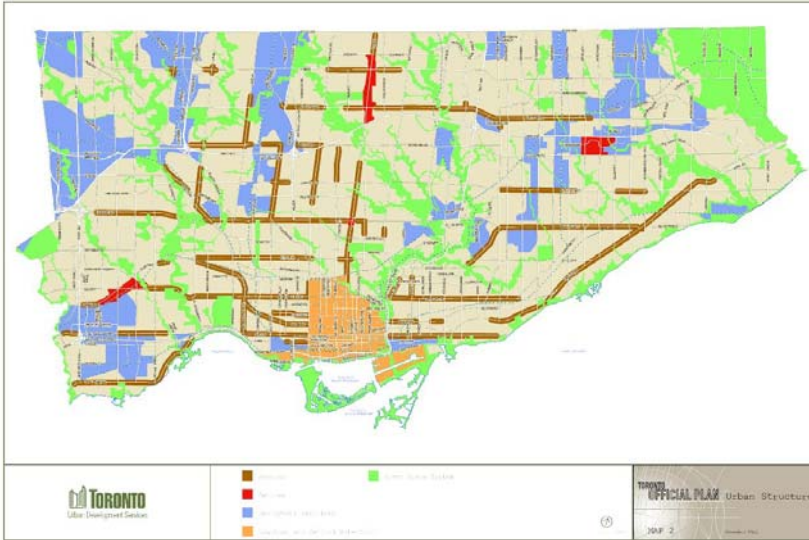


## What can we change to get you to take transit?

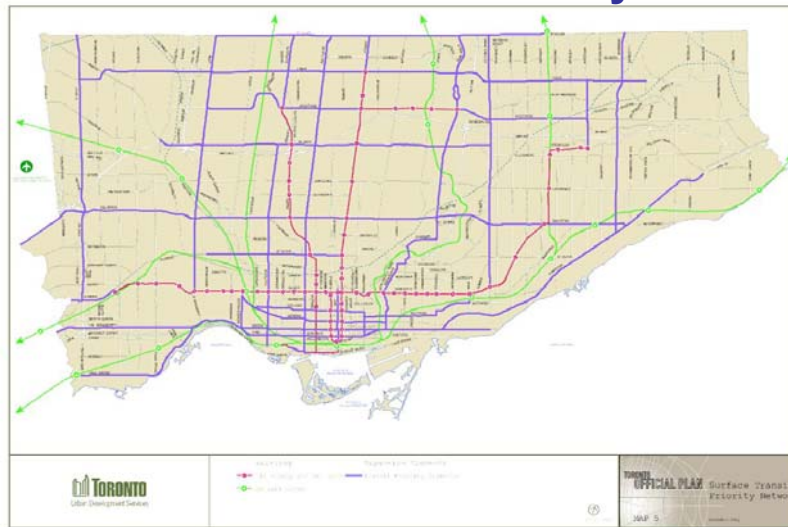




# Official Plan Urban Structure



# Official Plan Surface Transit Priority





## Planning Context



**New Official Plan Transportation priorities:**

- 1) To improve transit service in transit priority corridors.**
- 2) To increase the quantity and improve the quality of transit service in the City, while reducing dependency on the automobile and improving air quality.**
- 3) To direct growth to the City's Centres, *Avenues*, Employment Districts, and the Downtown, utilizing existing infrastructure more effectively.**



## Study History



- TTC identifies need to replace tracks
- City/TTC Report to Works Committee - Dec 2002
- Council approves study - February 2003
- Consultant Hired – July 2003
- Study Initiation Notice – Aug/Sep 2003
- First Public Meetings – October 2003





## Study Status

- No decision on form of improvements to St. Clair Avenue
- TTC committed to replacing tracks & trackbed in 2005
- Some intersection tracks to be reconstructed in 2004



## Study Purpose

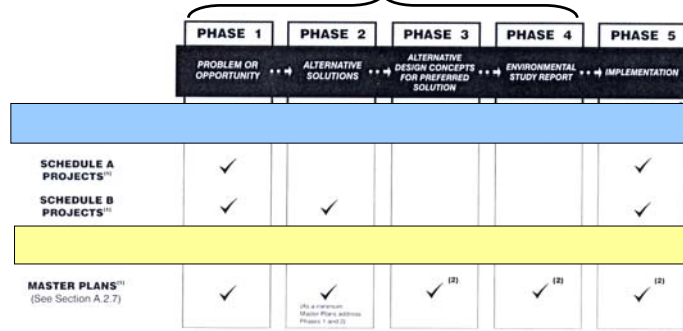
- To identify and evaluate options for improving transit service on St. Clair Avenue between Yonge Street and Gunns Road
- ***Complete a Municipal Class Environmental Assessment - Schedule C***
  - required under the provincial Environmental Assessment Act
  - Used for road projects, > \$1.5 million
  - Sets out steps to be followed including community consultation process



# Class Environmental Assessment Process



This Study



**NOTES:**

- ✓ Action required during relevant phase.
- (1) Schedule A, B and C projects and Master Plans can also be integrated with the... of the Planning Act (See Section A.2.9).
- (2) Complete Phases 3 and 4 for any Schedule C projects included in the Master Plan prior to implementation.



St. Clair Ave. W. Transit Improvements Environmental Assessment



# Study Process



Study Phase	2003			2004				
	October	November	December	January	February	March	April	May
<b>Community/Stakeholder consultation</b>								
Phase 1 Determine extent of existing problems & opportunities, future transportation demands, and establish Problem Statement								
Phase 2 Analyze and evaluate alternative solutions based on their impacts on the transportation network, physical, social and natural environment, and their ability to address the Problem Statement								
Phase 3 Develop and analyse alternative design concepts								
Phase 4 Prepare Environmental Study Report Present to Committee/TTC and Council - Council Decision File for review with Ministry of the Environment								

Public Meetings



St. Clair Ave. W. Transit Improvements Environmental Assessment



# Opportunities to Share Your Ideas



## Public Meetings

- Scheduled at 3 strategic points in study

## Community/Group Meetings

- On request by community groups
- Explore detailed ideas and issues

## Comments

- Email, fax, phone
- Comment form

## Interactive Displays

- Traffic, transit, pedestrian, cycling
- Evaluation Criteria

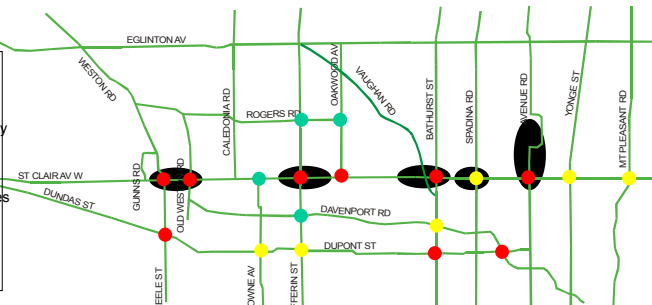


# Traffic Conditions



**LEGEND**

- Demand is equal to capacity
- Demand is approaching capacity
- There is still capacity to accommodate more vehicles
- Area of congestion



## Pavement Condition

Some sections of St. Clair Avenue require pavement resurfacing.

Most pavement in fair to good condition





## Transportation Conditions

- Pedestrian
  - Wide sidewalks in most areas
  - Narrow centre streetcar platforms
  - Most platforms accessible at signals
  - Crowded, uncomfortable for passengers
- Parking
  - On/Off-street – at capacity west of Dufferin
  - On/Off-street – heavily used around Yonge/Avenue
- Cycling
  - St. Clair regularly used by cyclists
  - Although not identified as cycling route, “Every Toronto Street is a Cycling Street” (Toronto Bike Plan)



## Surveying the Community

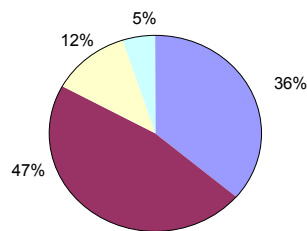
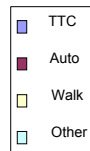
- City/consultant carrying out three surveys to reach stakeholders
  - Residents Travel Survey
    - 11,500 households within 250 metres
  - Business Survey
    - 1170 businesses on St. Clair
  - Customers Survey
    - On the street survey, Thursday and Saturday
    - 5 locations



## Residents Survey Findings

- 3054 surveys returned, representing 6,500 people
- 36% residents use transit
- 30% do not own a vehicle
- 33% of residents with vehicle use transit
- 19% residents travel within St. Clair corridor

### Mode of Travel



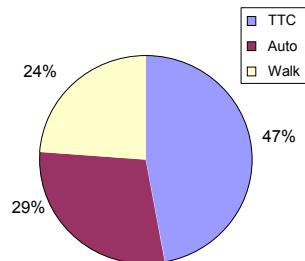
## Business Survey

- Mailed to over 1100 businesses on St. Clair Avenue
- Asking about parking, loading, travel modes of employees and customers
- Response so far 15%
- Business owners/managers encouraged to complete and mail back survey



## Customer Survey Highlights

### Mode of Travel Coming to St. Clair



- 96% visit St. Clair at least once a week
- 40% visit 6 times+ / week
- Most customers (49%) walk between businesses
- Of those who drive, 47% park on side-streets, 27% on St. Clair
- Many (54%) thought there is limited parking



## Future Transportation Demands

- Official Plan area of growth – identified ‘Avenue’
- Growth in travel along St. Clair from many sources
  - 6,100 increase in jobs in corridor by 2021
  - 3,200 increase in residents by 2021
  - Change in households
    - 23% retirees, transition to families with higher travel demands
- In next 7 years, growth in travel up to 14% along St. Clair and parallel roads
  - 6,800 trips in a.m. peak period, peak direction
- Growth in travel cannot be accommodated by cars
  - Reducing car dependency, Official Plan policies



## Draft Problem Statement

- Residents and customers rely on streetcars
- High levels of traffic congestion, weekdays & weekends
- Congestion delays streetcars
  - Streetcars cannot provide reliable service
- To accommodate future transportation needs, cannot rely on cars, must reduce auto dependency
- Improve transportation capacity in environmentally sustainable manner



## Possible Transportation Solutions

- Do Nothing
  - Other than track reconstruction
- Minor Transportation Improvements
  - signal timing changes for all vehicles
- Transit Priority Improvements
  - to give transit a time advantage over other vehicles
- Other Transportation System Strategies
  - transportation demand management, transportation systems management, high occupancy vehicle lanes





## Possible Transportation Solutions (cont'd)



- Major Transit Improvements
  - on other east-west streets
  - Reserved Transit Right-of-Way on St. Clair Avenue
  - Change Technology - for example, bus service
- Road Widening - St. Clair or parallel roads
- Combination of the above
  
- Plan for St. Clair may combine alternatives for some sections



## Which Criteria Should We Use to Evaluate Options?



- Preliminary list of criteria
- Broad categories
  - Transit service, transportation, social and natural environment, community disruption/impacts, streetscape, costs
- Help project team make judgements about which are most important to various groups
  - E.g. cost, service, parking, streetscape
- Mark top three on board
- Criteria used in the next step to evaluate broad solutions





## Where do we go from here?



- Let us know what you think
  - Leave your comment sheet
  - Fill in later and mail back
- Next Public Meeting – Dec/Jan
  - Sign up for mailing list
- Community/Group meetings
  - On request
- Check the website for meeting summaries:
  - [www.toronto.ca/planningstudies](http://www.toronto.ca/planningstudies)

**Thanks for  
attending!**

