



St. Clair Avenue Transit Improvements Environmental Assessment

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Qualora desideriate porre delle domande o lasciare dei commenti in italiano, contattate il (416) 392-3760.



Para fazer uma pergunta ou deixar um comentário em português, queira ligar para o (416) 338-2850.

Please join us for a presentation and discussion at 7:00 p.m.



St. Clair Avenue Transit Improvements EA



Summary of Problems

The analysis to this point suggests the following problems which need to be addressed:

- *The surveys shows that a large proportion of residents and customers along St. Clair Avenue rely on the streetcar service. St. Clair Avenue currently experiences high levels of traffic congestion during weekdays and weekends. The streetcar service experiences significant interference from other vehicles, limiting its ability to provide the reliable “on-time” service needed to attract and keep riders.*
- *St. Clair area is projected to add 6,100 new jobs and 3,200 additional residents by 2021. The City needs to meet the increase in travel demand this growth will create. The morning peak travel demand is projected to grow specifically along St. Clair Avenue and parallel streets by up to 14 % (6800 peak period trips) in the next seven years alone (by 2011).*
- *Additional growth beyond 2011 is also expected. This growth in demand cannot be accommodated by adding more cars. The traffic analysis shows that many sections of St. Clair are effectively full today and congested for extended periods of time, particularly in the afternoon peak period.*
- *Other problems contributing to transportation concerns along St. Clair are the lack of parking in some areas, narrow passenger platforms at streetcar stops, poor urban design environment and safety for cyclists.*
- *There is both a need and opportunity to improve transit services and enhance urban design along St. Clair Avenue. Transit service improvements may also require improvements to the pedestrian environment. Enhanced transportation access is needed for the many users of the corridor including business owners, residents, business customers and transit riders.*



St. Clair Avenue Transit Improvements EA



Draft Problem Statement

The information reviewed to this point suggests the following draft problem statement:

A large proportion of residents and customers along St. Clair Avenue rely on the streetcar service. St. Clair Avenue currently experiences high levels of traffic congestion during weekdays and weekends. As a result, the streetcar service experiences significant interference from other vehicles, preventing the streetcars from providing the fast, reliable service needed to attract and keep riders.

To address transportation needs, now and in the future, an improvement in transit service is needed along St. Clair Avenue. Projected growth in travel demand cannot be accommodated through additional auto trips. Improvements to transportation services along St. Clair Avenue should be made to provide the needed capacity in an environmentally sustainable manner.



Why Consider Changes to St. Clair Avenue ?

- The streetcar tracks on St. Clair Avenue West are in poor condition and must be replaced by 2005. Some intersections will be done in 2004.
- New tracks last over 30 years, so we should make sure we build what is right for now and the future.
- The community is also working on revitalizing this area. The plan should reflect the broad range of community needs and issues.
- The TTC has held a number of exploratory meetings with the community representatives.
- **Current Status:** No decision has been made as to the nature or design of improvements to the streetcar service yet. We are here to work with you in developing a plan for St. Clair Avenue.

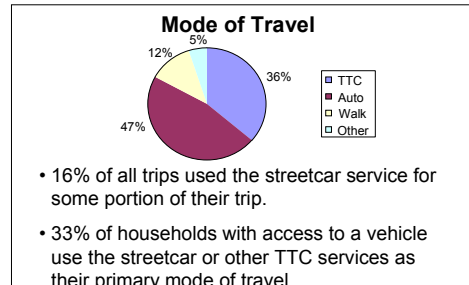
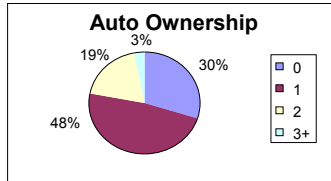




What You Have Told Us So Far... Resident Surveys: 2003



The City has conducted a residential travel survey of residents along St. Clair Avenue West. The survey was sent to 11, 500 households located within 250m of St. Clair Avenue. A total of 3,054 households responded (27%). The survey collected information on travel patterns and characteristics.



- 30% of households do not have access to a car – they rely on other modes.
- 19% of all trips made by residents are to places along St. Clair Avenue. Thus, many of these could benefit from improved transit service.
- 23% of the respondents are retired. Over the next few years, it is likely that younger families will move into these households. Younger families tend to have greater travel needs, for work and school.



Note: These results are preliminary.

St. Clair Avenue Transit Improvements EA



What You Have Told Us So Far... Quotes from the Resident Travel Survey



Over half of the resident surveys returned included comments on transportation services in the St. Clair area. Here is a sample of the comments we received from these households:

- *Streetcars often arrive 4 at a time, streetcars should be removed, and use buses instead on the curb lanes allowing vehicular traffic to move.*
- *Prefer public transit, the system on the whole is very good and any problems are a result of increased traffic on the streets, which is getting worse.*
- *Strenuously oppose a controlled TTC route on St. Clair, street is already too congested for cars as it is!!*
- *Streetcars arrive in groups of 5-6 with a long time between the next cars, and they are often full, dedicated lanes for the streetcar will control the cars, right now they are all over the road.*
- *A dedicated streetcar lane on St. Clair would encourage more TTC users.*
- *Right-of-way like Spadina would help speed up streetcars, accidents & vehicles turning left often delay streetcars.*
- *Lack of municipal parking lots is a huge issue for the businesses along St. Clair - no where for customers to park and it is driving out businesses.*
- *Not in favor of barrier type TTC tracks similar to Spadina. This system will create inconvenience for businesses, turning onto side streets and snow removal. Keep St. Clair as it is.*
- *Problem is people parking/stopping on St. Clair Ave. West during rush hour. The traffic is really bad between 8 and 9 a.m. There should be more parking regulations in the area.*
- *Exclusive right-of-way would waste money to save only 6 minutes. Will also cause absolute havoc for vehicles and hardship for local businesses. Immense number of trucks often double parked and cause bottlenecks.*
- *Opposed to attempting to restrict automobile traffic by putting bicycle lanes on narrow streets - it is also dangerous.*
- *Lanes need to be widened for bicycles. Roads are in poor shape and are dangerous for cyclists.*
- *Difficult to shop along many of the stores along St. Clair and use the TTC. If parking gets anymore difficult people will no longer come to the area.*
- *Walking is unsafe - there are many bikes, skateboards, and scooters on the sidewalk. Sidewalks not well maintained - have to navigate holes and patches, too much garbage on street.*
- *Too much traffic noise pollution, cars idling, too many cars parked on the street. Pedestrian crossings are difficult at Caledonia, Dufferin, Lansdowne, etc. - very dangerous for children and seniors. Cyclists should ride on streets - should have a trail.*



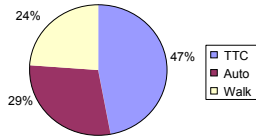
St. Clair Avenue Transit Improvements EA



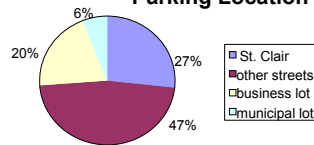
What You Have Told Us So Far... Customer and Business Surveys: 2003

Customers: We interviewed customers on St. Clair Avenue to find out their mode of travel and their concerns. A total of 55 customers have been interviewed to date. 22 were interviewed on Thursday, Oct. 9th, and 33 were interviewed on Saturday, Oct. 11th. Interviews were conducted in the vicinity of Yonge, Bathurst, Christie, Dufferin, and Laughton. Of those surveyed, 96% said they visit St. Clair at least once per week, and 40% stated they visit St. Clair 6 or more times per week. Thus, a high percentage are frequent visitors. Other findings:

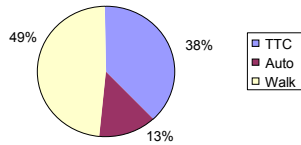
Mode of Travel Coming to St. Clair



Parking Location



Travelling Between Businesses Along St. Clair



When those who drove were asked about the availability of parking, 54% thought parking spaces were very limited, while 35% thought there were lots of spaces available.

The most frequent comments made involved traffic congestion, not enough parking, and crowded streetcars.

Businesses: Surveys have recently been mailed to over 11,500 businesses along St. Clair Avenue to collect information on deliveries and loading, travel, parking, and business concerns. Findings will be presented at the next public meeting.



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Study Purpose

The purpose of this study is to identify and evaluate options for improving transit service on St. Clair Avenue by completing a **Municipal Class Environmental Assessment**. This study is required under the provincial Environmental Assessment Act. The Municipal Class EA process sets out a required list of steps that must be completed.

You can help us to understand the existing transportation conditions, and what your concerns and suggestions are for future improvements to St. Clair Avenue.



St. Clair Avenue Transit Improvements EA



Purpose of Tonight's Meeting



- Explain the study process and schedule
- Define existing and projected problems and issues
- Gather ideas and input from the community, on:
 - transit
 - traffic
 - parking
 - urban design
 - criteria to evaluate alternatives
- Review the draft broad transportation network solutions
- Review the summary of problems to be addressed in the project, reflecting needs and opportunities.
- Discuss possible options for improved transportation on St. Clair Avenue



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Opportunities to Share Your Ideas



Public Meetings:

Will be held at three key points during the study to discuss ideas and issues in an open, organized setting. Meetings will be held at two locations in the corridor.



Individual Meetings:

We will be happy to meet with specific community or business groups to explore detailed concerns and issues.

Comments:

Comments can be made via e-mail at stclairwestea@toronto.ca or by phoning James Yacoumidis at 416-392-4331, TTY: 416-397-0831, Fax: 416-392-2974. 24-hour comment lines in Italian: 416-392-3760 and Portuguese: 416-338-2850.



St. Clair Avenue Transit Improvements EA



Study Process



Here are the major study tasks and timelines in the study process. We are showing a preliminary schedule for public meetings.

Study Phase		2003			2004				
		October	November	December	January	February	March	April	May
Ongoing meetings with stakeholders, web communications, etc.		Public Meetings	Public Meetings	Public Meetings	Public Meetings	Public Meetings	Public Meetings	Public Meetings	Public Meetings
Phase 1	Determine extent of existing problems & opportunities, future transportation demands, and establish Problem Statement	Task	Task						
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		Task	Task					
Phase 3	Develop and analyse alternative design concepts			Task	Task	Task			
Phase 4	Prepare Environmental Study Report Present to Committee, Council, and the TTC File for review with Ministry of the Environment					Task	Task	Task	Task

Public Meetings



St. Clair Avenue Transit Improvements EA



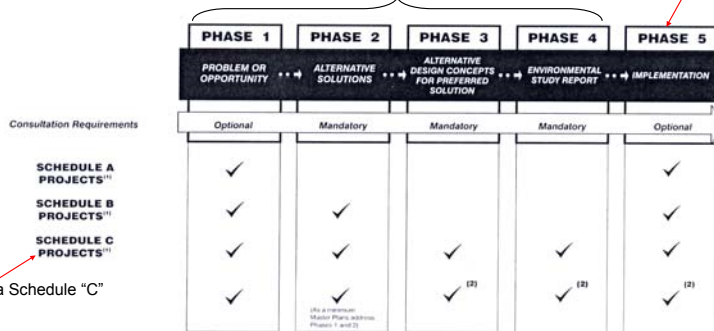
Class Environmental Assessment Process



This study is being completed following the requirements of the Class EA process.

This study will include Phases 1,2,3 and 4.

Phase 5 will follow if the Environmental Study Report is approved.



This is a Schedule "C" Project.

NOTES:

✓ Actions required during relevant phase

(1) Schedule A, B and C projects, and Master Plans can also be integrated with the requirements of the Planning Act (Sec. 4.7.9)

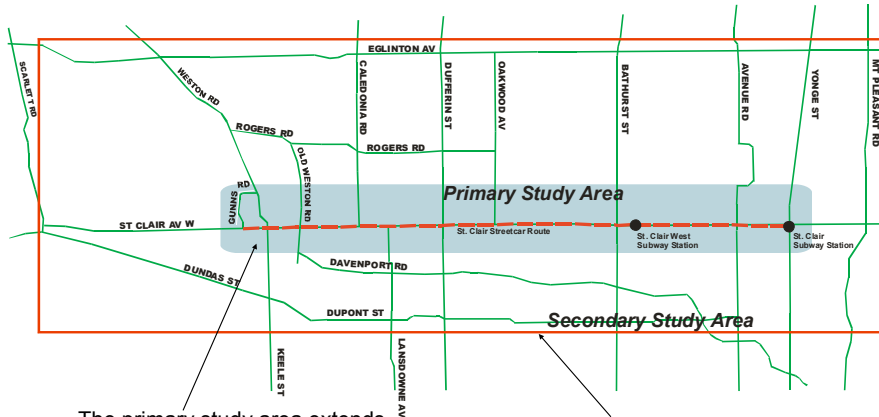
(2) Complete Phases 3 and 4 for any Schedule C projects included in the Master Plan prior to implementation



St. Clair Avenue Transit Improvements EA



Study Area



The primary study area extends along St. Clair Avenue from St. Clair Subway Station to Gunns Road. This is the extent of the streetcar service.

A secondary study area has also been defined, recognizing the potential area of transportation impacts.



Planning Context



The City of Toronto Official Plan sets the following 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.

This study of St. Clair Avenue represents an opportunity to enhance and revitalize local transportation and development, consistent with these principles.





Existing Conditions: Transit



Structure

The streetcar trackedbed structure is deteriorating, and will be replaced in 2005 to maintain safe operations on St. Clair Avenue.



Ridership

- During peak travel times, the streetcar carries between 45 to 57 percent of all people travelling on St. Clair Avenue West.
- Only the 510 Spadina Avenue streetcar carries more passengers per route kilometre.
- The typical weekday ridership level along St. Clair Avenue is approximately 32,000; typical weekend ridership (both Saturday and Sunday) is approximately 26,000.



St. Clair Avenue Transit Improvements EA



Existing Conditions: Transit (continued)

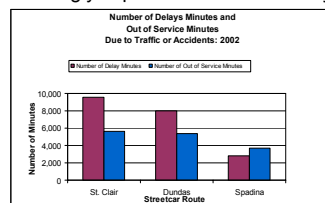


Concerns

Some factors show that the streetcar in mixed traffic is not providing adequate or reliable "on-time" service. These include:

- In 2002, approximately 72% of all short-turns made by the St. Clair streetcar were due to traffic delays.
- In 2002, approximately 36% of all delays experienced by the St. Clair streetcar were caused by traffic delays.
- The St. Clair streetcar experiences delays due to accidents more frequently in the vicinity of Dufferin, Lansdowne, Keele, and Oakwood.
- Turn restrictions are in effect at major intersections during peak times to limit traffic interference with the streetcars. However, these restrictions are generally not in effect during off-peak times. Off-peak travel is increasingly important in a diverse City.

This chart shows the impact of the St. Clair streetcar operating in mixed traffic compared to the Dundas streetcar and the Spadina streetcar. The Spadina line experiences far less delay than the St. Clair or Dundas streetcar lines.



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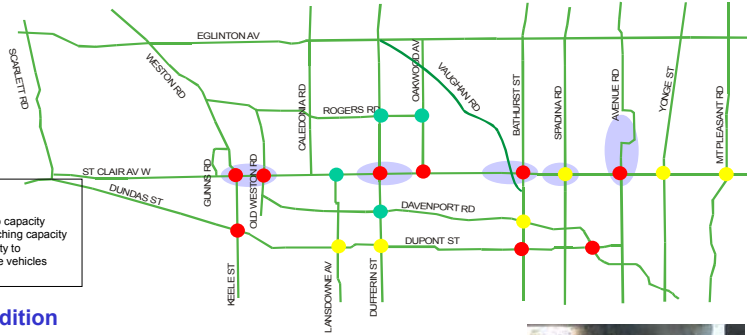
Existing Conditions: Traffic



This map shows existing traffic conditions, including key congestion areas.

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. These include:

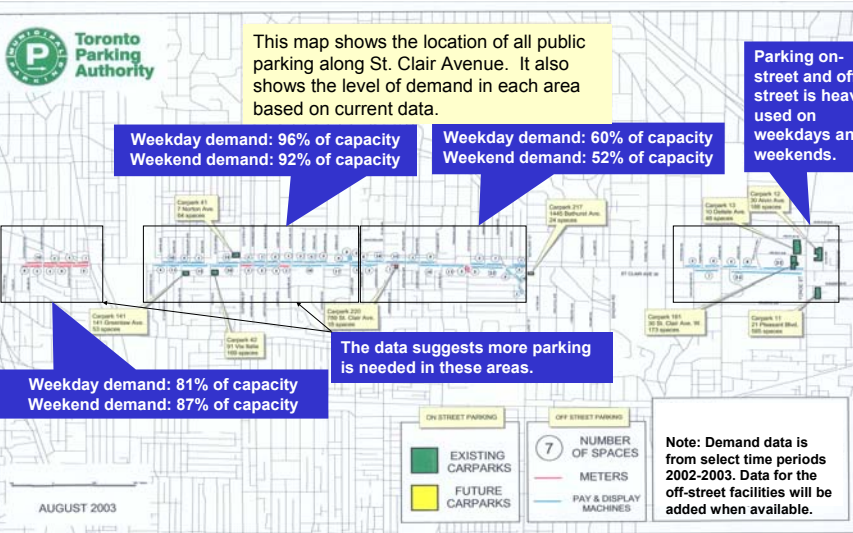
- Alvin Avenue to Avenue Road
- Esten Road to Bathurst Street
- Bathurst Street to Christie Street
- Christie Street to Oakwood Avenue
- Oakwood Avenue to Westmount Avenue
- Lansdowne Avenue to CN Rail



St. Clair Avenue Transit Improvements EA



Existing Parking Demands



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Existing Conditions: Cyclists



Vision of City of Toronto Bike Plan:

- To create a safe, comfortable and bicycle friendly environment.



Goals of City of Toronto Bike Plan:

- To double the number of bicycle trips made in the City as a percent of total trips, by 2011.
- To reduce the number of bicycle collisions and injuries.
- The City's bike plan states that "*Every Toronto Street is a Cycling Street*". Even though St. Clair Avenue is not identified as a cycling "route", conditions for cyclists should be made as safe as possible.



Existing Conditions: Pedestrians



- Much of St. Clair Avenue has wide sidewalks, which are good for walking, business activity, and street life. In some areas, sidewalks are narrower.
- The streetcar route includes narrow passenger platforms in the middle of the street in most areas. At times, these can become crowded and uncomfortable. At a few stops, riders must wait on the sidewalk.
- Most streetcar platforms are accessible from signalized intersections, making pedestrian access easier and safer.





Existing Conditions: Urban Design



Much of St. Clair Avenue does not exhibit an attractive quality of urban design.



The placement of objects such as newspaper boxes and garbage cans detract from the pedestrian environment. The streetcar platforms and shelters offer limited security and space for transit riders.

Portal at St. Clair West Station



Features such as the streetcar portals at St. Clair West Subway Station and the railway overpasses have been designed to be functional, but do not enhance the streetscape.

Underpass East of Weston Road



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Concerns and Opportunities: Traffic and Transit



Areas of Concern

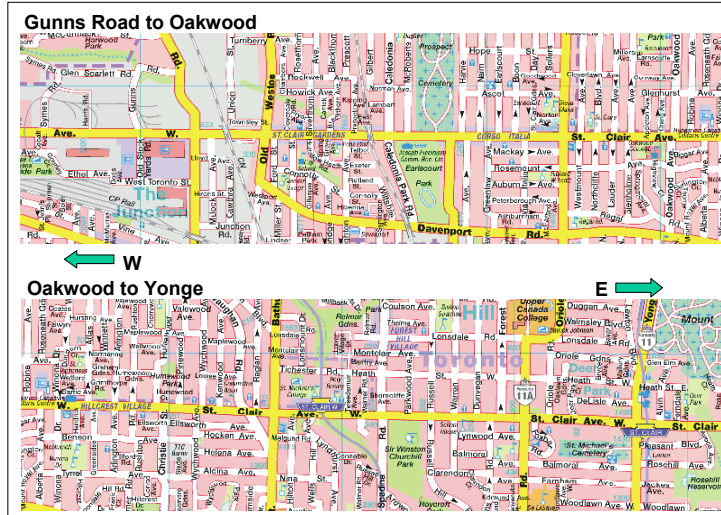
On this map, we have highlighted some of the existing road and transit deficiencies.

Please use the post-it notes to identify other concerns or if you disagree with our assessment.

Opportunities

Please use the post-it notes to tell us your ideas on how to improve the transportation system for:

- Transit riders
- Cars and trucks



St. Clair Avenue Transit Improvements EA

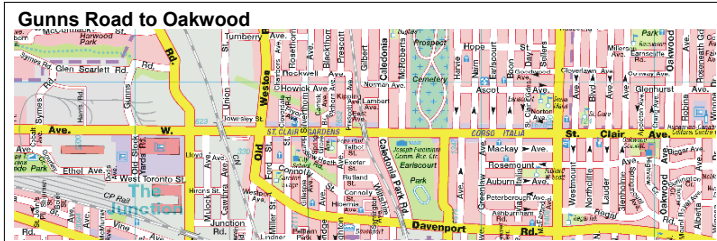


Concerns and Opportunities: Pedestrians, Bicycles, and Urban Design



Areas of Concern

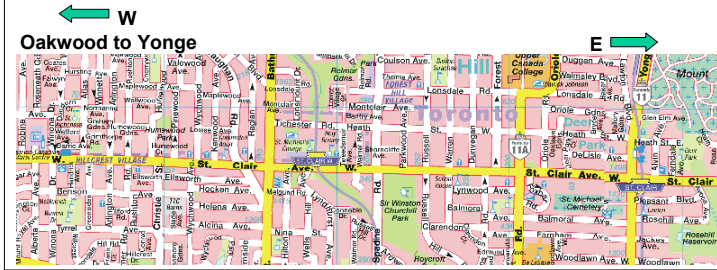
On this map, we have highlighted some of the existing deficiencies. Please use the post-it notes to identify other concerns or if you disagree with our assessment.



Opportunities

Please use the post-it notes to tell us your ideas on how to improve the system for:

- Pedestrians
- Bicycles
- Urban Design / Streetscape



St. Clair Avenue Transit Improvements EA



Which Measures of Effectiveness Should We Use?



Here are some ways we could measure how effective any alternative is. Which do you think are the best three? Mark them with the red stickers. (one sticker per box please)

If there is a measure of effectiveness that is important to you but that is not listed, please feel free to add it in the space provided, by adding a post-it note.



CATEGORY	POTENTIAL MEASURE	Place Dot Here
Transit service	Travel time savings	
	Efficiency	
	Reliability/quality of service	
	Safety	
Transportation service	Delays/Travel time	
	Intersection design and operations	
	Construction feasibility and operations	
	Overall safety (for all road users)	
	Effect on pedestrians and cyclists	
Social and natural environment	Redevelopment potential	
	Economic effect on adjacent businesses	
	Effect on natural environment	
	Future air quality (qualitative)	
Community disruption and impact on adjacent property (including traffic infiltration and site access)	Noise	
	Neighbourhood traffic infiltration	
	Quantity/location of parking	
Sidewalks/Streetscape	Property/business access (for customers, loading and deficiencies)	
	Ability to provide for urban amenities	
Costs	Construction and maintenance	
Other	(Please use a post-it note)	



St. Clair Avenue Transit Improvements EA



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 14% along St. Clair and parallel roads (6,800 trips in peak period)
- Growth in travel cannot be accommodated by automobiles alone



St. Clair Avenue Transit Improvements EA



Summarizing the Problems



The information to date suggests these problems:



- ***St. Clair Avenue currently experiences high levels of vehicular congestion during weekdays and weekends. The streetcar service experiences interference from other vehicles, limiting its ability to provide reliable service needed to attract riders.***



- ***The streetcar tracks must be rebuilt for the safety and efficiency of the streetcar service, other vehicles, and pedestrian movement.***



- ***St. Clair Avenue exhibits a low quality of streetscaping and urban design, not in keeping with the concept of ‘Avenues’ cited in the City’s Official Plan.***



- ***Local community-based initiatives for revitalization of St. Clair Avenue have begun, demonstrating the desire and need for action.***

- ***There is both a need and opportunity to improve transit services and enhance urban design along St. Clair Avenue. Business owners, residents, business customers/clients, and transit riders are looking for improvements for parking, transit, traffic, cycling, and pedestrians.***



St. Clair Avenue Transit Improvements EA



Possible Transportation Solutions



The EA process requires that a reasonable range of options be considered, including:

- Do Nothing: No improvements beyond streetcar track replacement and platform improvements
- Minor Transportation Improvements (such as 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)
- 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 some of the above options

NOTE: The solution for St. Clair Avenue may differ for the various sections of the street.



St. Clair Avenue Transit Improvements EA



Where do we go from here?



- Please let us know what you think by filling in and leaving a comment sheet. Your comments will be taken into account while the study is being conducted.
- The next Public Meeting will be held in December/January. Please return then to review the draft evaluation of possible alternatives.
- Please check the website for further updates:
<http://www.toronto.ca/planningstudies>
- Comments can be made via e-mail at stclairwestea@toronto.ca or by phoning James Yacoumidis at 416-392-4331, TTY: 416-397-0831, Fax: 416-392-2974. 24-hour comment lines in Italian: 416-392-3760 and Portuguese: 416-338-2850.



Thanks for attending!

Please leave your comment sheet in the box and sign up for the mailing list to receive study updates.



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