



St. Clair Avenue Transit Improvements Environmental Assessment

Second Round of Public Meetings

Welcome. Please sign in.



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.





Purposes of Tonight's Meeting



- We will present analysis completed to date. We have documented existing conditions, as well as the needs and opportunities on St. Clair.
- We will present results of discussions with the community, and how we have responded to comments and concerns.
- We will review proposed criteria to be used in comparing alternatives.
- We will present alternative solutions being considered for your review.



Why Consider Changes to St. Clair Avenue ?

- The streetcar tracks on St. Clair Avenue West are in extremely poor condition and must be replaced by 2005. They are overdue for replacement, and have become a safety hazard. 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 will reflect the broad range of community needs and issues.
- **Current Status:** No decision has been made as to the nature or design of improvements to the transit service yet. We are here to work with you to develop a plan for St. Clair Avenue.



Current Status of the Analysis



The project is now at the phase where we ask: What are the possible ways to solve the problems?

Environmental Assessment Phases*	Opportunities for Public Input
1. In this phase, we ask: What are the problems now and what will happen in the future? What ideas are there for solving the problem(s)? What are the most important reasons for making changes (or not)?	Public meetings
2. In this phase, we ask: What are all the possible ways to solve the problems, identified in Phase 1? (For example, widen the road for more cars, remove streetcars and use buses, or do nothing) What is the best way to solve the problem, considering the effects on the community, the environment, and the cost?	Community Workshop - evaluation criteria, methodology and attributes
	Public Meetings – evaluation process and alternatives
	Community Workshop - evaluation of alternative solutions
3. In this phase, we ask: After selecting the best way to solve the problem in Phase 2, what designs would allow us to implement the preferred solution? Which design will be best considering its effects on the community, the environment, and costs?	Public Meetings - preferred solution
	Public Meetings - preferred design concept; community workshops – format and number to be determined
4. In this phase we prepare reports summarizing the study process and findings and assist City Council to make decisions. A report is prepared with details about the three phases and recommended plan. The report is presented to City Council Committees and City Council for approval.	Presentation of report to Committee and TTC (public meetings), and Council 30 day public review of report (MOE)
5. If City Council approves the recommended plan, then in this phase, we prepare detailed designs and construction schedules.	The City and the TTC will work with the community to implement the plan

In each study Phase, there are opportunities for you to have your input reflected

WE ARE HERE !!

Comments can be made at any time during the study 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.

*From the Municipal Class EA document





Consultation with the Community Completed To Date



We have talked with community groups at numerous meetings since the study began. We have responded to their concerns by extending the study schedule, expanding the scope and making other changes.

Date	November 12, 2003	November 17, 2003	November 25, 2003	November 26, 2003	December 2, 2003	December 10, 2003	December 16, 2004	December 17, 2003	January 26, 2004	February 5, 2004
Group	SWRC	Toronto City Cycling Committee	Regal Heights Residents Association	SWRC	Corso Italia BIA	SWRC	St. Clair Community Streetcar Meeting*	Wychwood Heights & Hillcrest Village BIAs	St. Clair Workshop	St. Clair West BIA
Key Concerns	<ul style="list-style-type: none"> ∅ Effects on residential property values ∅ Safety ∅ Concerns about short timelines. ∅ More comprehensive look at evaluation criteria and measures needed ∅ Wanted to know if there would be opportunity for the public to present their own set of alternatives ∅ EA process and how it fits in with existing revitalisation plans. 	<ul style="list-style-type: none"> ∅ Asked about possibility of dedicated bike lane or wide curb lane. ∅ Elimination of parking where there is a high frequency of cycling collisions. ∅ How will the growth of employment and residents be accommodated? ∅ Are strengths and weaknesses of the Spadina/Queens Quay LRT being taken into account? 	<ul style="list-style-type: none"> ∅ The lack of meaningful community input. ∅ Timetable is too rapid to allow for meaningful community consideration of this important issue. ∅ Will ROW hurt businesses? ∅ Phasing and timing of decisions? ∅ Transit factors and objectives for study? 	<ul style="list-style-type: none"> ∅ Concerns regarding the study of safety, impact on residential areas and on businesses. ∅ Timelines of the proposed study period might not allow for adequate study. ∅ Notification of public meetings did not reach businesses ∅ Wanted solution unique to St. Clair W and not replicate Spadina solution 	<ul style="list-style-type: none"> ∅ The possible impacts of the ROW alternative. ∅ Effects of disruption on business during construction period? ∅ Potential business loss due to construction ∅ Potential business loss due to erecting a barrier that would effectively divide the street in half ∅ Negative aesthetic impacts the proposed ROW design would have on the community, particularly during various street festivals 	<ul style="list-style-type: none"> ∅ Request for Spadina EA material. ∅ SWRC doesn't agree with revised problem statement. ∅ Study design does not address all of the issues and concerns in the proposed studies, data collection or analysis to the satisfaction of by local citizens, business leaders, and other interested parties. 	<ul style="list-style-type: none"> ∅ Construction ∅ Vehicular access ∅ Parking 	<ul style="list-style-type: none"> ∅ Loss of parking and delivery areas could drive businesses out of the area ∅ Effects on business during construction period ∅ Will pedestrian concerns be addressed? ∅ Feasibility of implementing low-cost solutions now compared to after EA 	<ul style="list-style-type: none"> ∅ Problem statement ∅ Safety ∅ Business climate 	<ul style="list-style-type: none"> ∅ Parking Impacts and integration of St. Clair EA into existing ongoing capital works design study. ∅ Reasons for rapid timelines (extension of EA process). ∅ Negative effects of a ROW. ∅ Ability of trackwork to last 30 years. ∅ "Where is the traffic data?" - need to show that individual streets are taken into account
How we have responded	<ul style="list-style-type: none"> ∅ Expanded economic assessment ∅ Worked with community to define evaluation criteria ∅ Expanded schedule 	<ul style="list-style-type: none"> ∅ Design issues will be considered 	<ul style="list-style-type: none"> ∅ Community meetings have been expanded ∅ Schedule has been lengthened ∅ Business assessment expanded 	<ul style="list-style-type: none"> ∅ Safety criteria expanded ∅ Schedule extended ∅ Presented design options from other cities 	<ul style="list-style-type: none"> ∅ TTC construction staff explained community involvement process ∅ Criteria expanded to include festivals 	<ul style="list-style-type: none"> ∅ Spadina material to be made available by City ∅ Problem statement revised ∅ Study design noted as a living document, changing in response to data and analyses 	<ul style="list-style-type: none"> ∅ Criteria expanded to reflect concerns 	<ul style="list-style-type: none"> ∅ Business assessment expanded 	<ul style="list-style-type: none"> ∅ Safety given enhanced role in assessment ∅ Business assessment has been expanded 	<ul style="list-style-type: none"> ∅ Schedule has been extended as much as possible ∅ Parking Authority noted as participating ∅ See boards with traffic data - counts done at each intersection

* MMM attended this meeting without the other team members





What You Have Told Us So Far



This table summarizes the comments and number of responses received on the comment sheets from the October 16 and 21 public meetings.

St. Clair Avenue W. Transit Improvements Environmental Assessment - Public Comment Summary (by Category), Oct. - Dec. 2003

Cycling		Parking		Pedestrian Amenities		Public Transit		Traffic		Urban Design/ Streetscaping		Draft Problem Statement		Other Comments	
Comments and Number of Responses	#	Comments and Number of Responses	#	Comments and Number of Responses	#	Comments and Number of Responses	#	Comments and Number of Responses	#	Comments and Number of Responses	#	Comments and Number of Responses	#	Comments and Number of Responses	#
provide bike lanes	22	convert unimproved lanes into bike/park alleys	11	wide sidewalks	5	in favor of a dedicated exclusive transit lanes like Spadina	27	existing traffic too heavy, gutters, vehicles blocking	15	most new trees	10	agree	7	get exclusive transit lanes	5
safety, provide curbside on sidewalks, landscaped non-paved on roads	5	insufficient parking, more parking attracts more business	11	sidewalk, no access along, substandard traffic, usability (e.g. Warren)	7	oppose exclusive transit lanes, would be too narrow, use subway instead of exclusive transit lanes	11	exclusive transit lanes will cause traffic, additional and other problems	8	consider more urban design features, should improve existing conditions	10	get exclusive transit lanes, dedicated transit way, no transit	5	transit users pay higher priority	2
concerns re road conditions	7	should increase on-street parking, will improve traffic and access	10	lighting - sidewalks, elevated platforms	8	improve frequency/waiting time	7	should reduce speed	7	no exclusive transit lanes, should not sacrifice urban design features	7	proposition taking transit is not that high	3	need better consultation more on city website	1
concerns re street behavior	3	not an issue/re problem behavior	7	existing conditions are great	2	streets blocked by UTV and traffic	5	L/T causing street	8	more real world/realistic/realistic traffic	6	traffic congestion is caused by vehicles	3	if public participate in the exclusive rights	1
		on-street parking is a must, do not restrict on-street to exclusive exclusive transit lanes get rid of double/triple parking, increase fees	5	goods displayed on sidewalks, blocking ped access	2	take due to accidents	5	exclusive transit lanes will worsen traffic	5	existing conditions ok	3	reduce sidewalk to natural gas lanes, sidewalks are not of high	2	public accountability needed	1
		increase parking fee	2	public benches near TTC stops	2	public benches	4	double parking	4	involves local stakeholders	3	focus on business on the community, healthy business, community & healthy economic community	2		
		overturn & employees demand on-street parking supply free parking on schools, sign-Taxi	2	other	17	unimproved transit transfer, poor scheduling	4	support exclusive transit lanes	1	have buses and pathways underground	1	do the tracks and leave everything else as is	1		
		parking should be reorganized, provide space for permit holder	1			traffic operations problems at intersections	3	remove streetlights/obstructions of lane, allow high speed traffic	2	more pedestrian-friendly measures needed (wider sidewalk, etc.)	1	is this line to serve UCC and BCC students	1		
		current pay for bus endorsed	1			existing conditions ok, keep the structure	3	signal coordination	2	get rid of non-sidewalk power lines	1	more advanced, T signals	1		
		other	5			extended L/T prohibitions	2	preferential parking, blocking out lane traffic, remove	2	use natural stone instead of concrete	1	project should enhance character and character of neighborhood	1		
						sidewalk (at Warren, etc)	3	prohibiting L/T with buses allowed	2	remove hydro poles in Canal Falls	1	study of streetlights very interesting	1		
						don't shut out non-bus transit lanes (in a lane) (in signal)	2	for side transit platform	1	consider the adjacent houses	1	need better scheduling	1		
						St. Queens Quay model	2	improved DE access	1	sidewalk is a local landmark, should be maintained	1	signal should include featuring cooperation	1		
						extended access to the street	3	no lane transit lanes allow more cars on the road	1	no many auto-related businesses	1	should reference the Transit OP	1		
						concrete sidewalk makes street unattractive, the BA has, subway, streetcar, miscellaneous transit improvements	10	traffic enforcement	1	remove streets or transfer	1	do not include transit lanes	1		
										stop overbuilding infrastructure	1				
										finishing the concrete	1				
Total	53		42		64		30		64		50		30		35

*Number of comments received on this topic, out of over 500 comment sheets received.





What You Have Told Us So Far



One message we've heard is that the solution must improve the "person carrying capacity" of St. Clair. We thought it would be helpful to explain what this means.

Single occupant vehicles = low person carrying capacity



Road space can be used more effectively by moving more people while using less road space. Increasing the use of higher-occupancy vehicles improves the person carrying capacity of a road.

Transit = high person carrying capacity



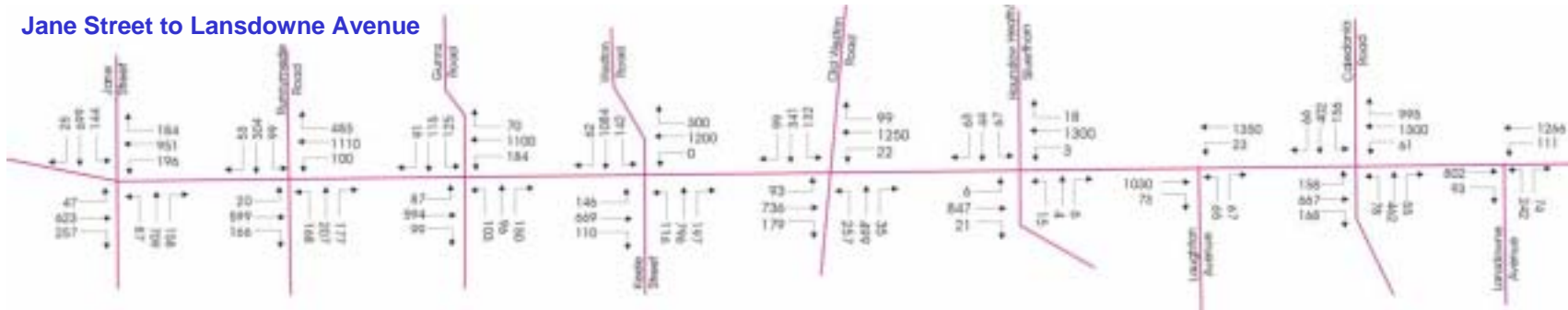


Existing Conditions: Traffic

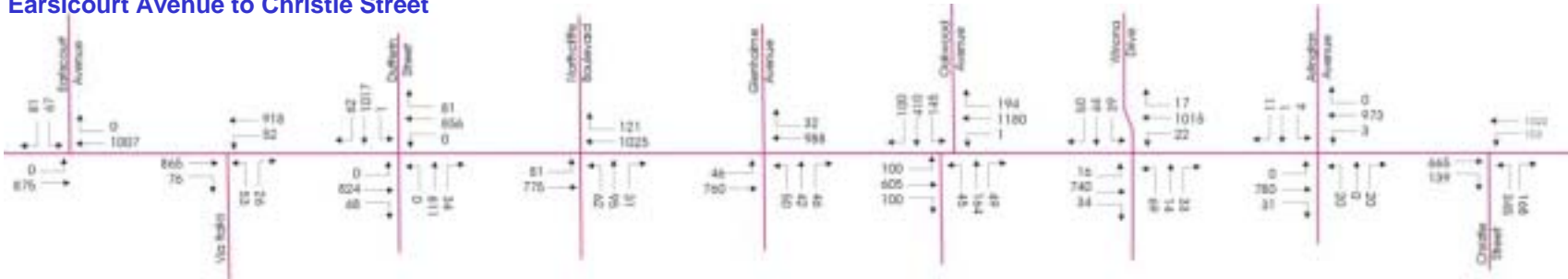


We have a comprehensive set of traffic counts at every intersection on St. Clair Avenue. This map shows the p.m. peak hour volumes of signalized intersections. These will be used to assess the traffic effects on local streets.

Jane Street to Lansdowne Avenue



Earscourt Avenue to Christie Street



Wychwood Avenue to Yonge Street

