



## Alternative 1: Do Nothing: Reconstruct Track

- streetcar tracks: rebuilt as new
- roadway: remain as it is now
- passenger platforms: reconstruct as they are now





## Alternative 1: Reconstruct Tracks

### Team Evaluation:

- smoother, quieter ride: attract some new riders
- longer-term -- no effect, improvement on:
  - quality, reliability, speed of transit service (worsen as traffic increases)
  - ability to carry more people in future
  - safety (worsen as traffic increases)
  - Official Plan objectives to reduce car use



## Alternative 1: Reconstruct Tracks

- longer term -- no effect, improvement on:
  - neighbourhood access, traffic volumes
  - business access, loading, parking
  - natural environment (worsen as traffic, congestion increases)
  - efficiency of transit (worsen as traffic, congestion increases)



## Alternative 1: Reconstruct Tracks

### Community Workshop Evaluation:

- more must be done
- good -- doesn't affect car travel on St. Clair
- negative for streetcar in long run
- good -- keeps sidewalks, trees in place
- decline in transit would affect communities
- more cars = more pollution
- leaves pollution problem for the future



## Alternative 1: Reconstruct Tracks

### Recommendation:

- no benefits - transportation, community, business, environment, cost
- drop “Do Nothing”
  - no further work



# Alternative #2: Minor Transportation Improvements



- signal timing changes
  - exclusive turning lanes
    - turn restrictions
    - parking restrictions
      - remove some on-street parking





## Alternative 2: Minor Transportation Improvements *Background Facts*

- can be effective in addressing localized capacity problems
- parking prohibitions -- add lane of capacity
- left-turn lanes -- use green time most efficiently
- signal timing -- favour one road at expense of other
- increases in road capacity usually fill up because traffic equalizes over whole road network
- improvements have limited long-term benefits



# Alternative 2: Minor Transportation Improvements

## Team Evaluation:

- initially, slight improvements in:
  - traffic flow
  - transit travel times
  - person - carrying capacity
- over time: improvements offset by increasing traffic congestion
- no improvements to safety, transit reliability (collisions)
- limited support for Official Plan (encouraging transit)
- little/slight negative effects on streetscaping, sidewalks



# Alternative 2: Minor Transportation Improvements

## Team Evaluation:

- little/slight negative effect: business access, loading, parking
- little/slight negative effect: local access
- air quality: improve initially, worsen over time (traffic)
- transit efficiency: improve initially, worsen over time (traffic)



# Alternative 2: Minor Transportation Improvements

## Community Workshop Evaluation:

- effects on transit unclear
- improves transit - not enough
- should improve safety-widening islands
- losses of parking, sidewalks bad for business
- should remove TTC lanes restrictions
- increased enforcement -- increase revenues



## Alternative 2: Minor Transportation Improvements

### Recommendation:

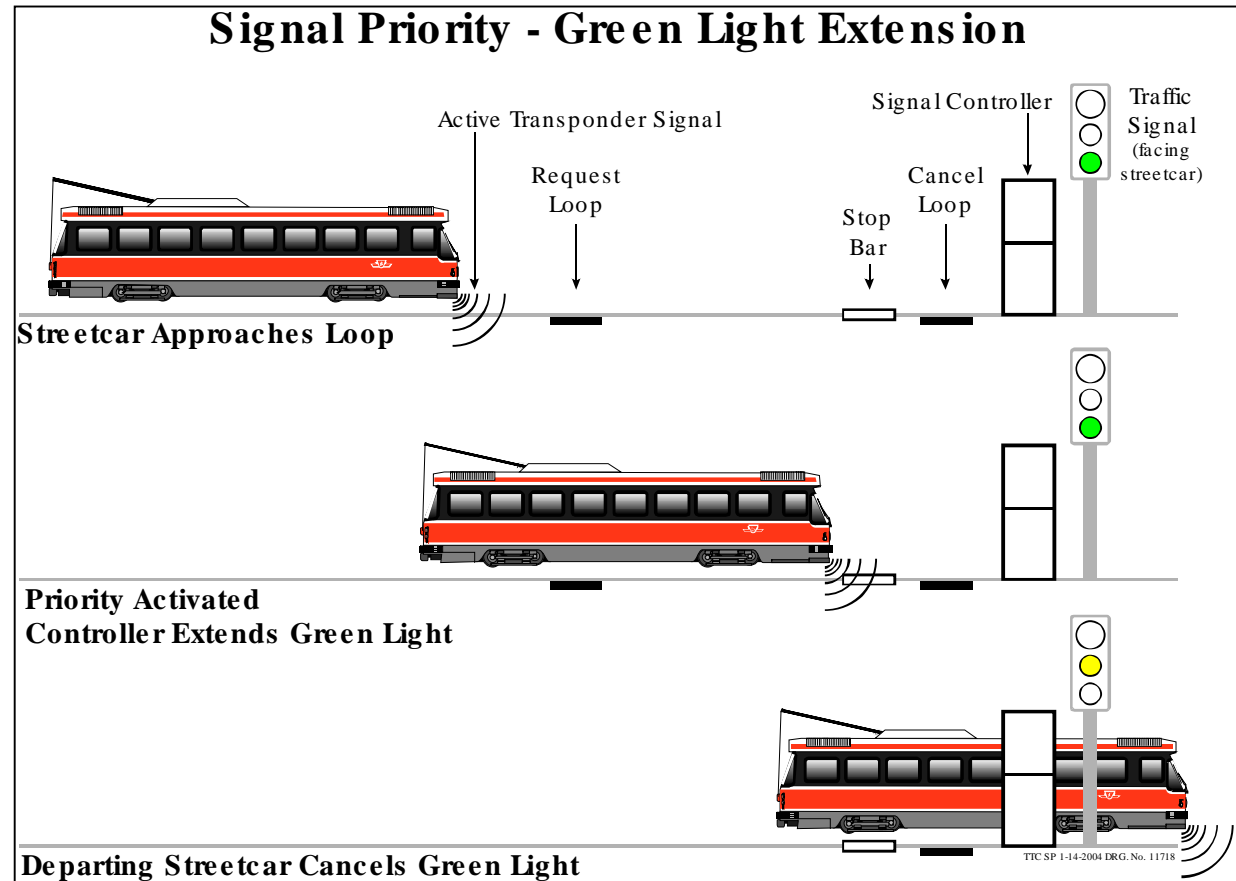
- potential for limited improvements - transit, traffic
- keep “Minor Transportation Improvements” for detailed analysis
  - combine with other alternatives



# Alternative #3



## Transit Priority Improvements



- exclusive lanes for transit at intersections



## **Alternative #3: Transit Priority Improvements *Background Facts***

- give transit priority at signals - take time from cross-streets, other users
- effective -- limits on how much time can take
- modelling future traffic: cross-streets bigger increases than St. Clair -- constraints
- signal priority in place at 77% of intersections on St. Clair



## Alternative #3: Transit Priority Improvements

### Team Evaluation:

- small improvements in:
  - travel time savings (worsen over time)
  - service reliability (still affected by collisions)
  - Official Plan objective of more transit travel
- exclusive lanes at intersections could cause confusion, collisions
- no effect on streetscape, sidewalks
- minimal effect on parking



## Alternative #3: Transit Priority Improvements

### Team Evaluation:

- no effect: businesses (access, loading, parking)
- no effect: local access, traffic volumes
- no effect: air quality (worsen with traffic)
- slight improvement - transit efficiency (worsen with traffic)



## Alternative #3: Transit Priority Improvements

### Community Workshop Evaluation:

- priority signalling - not enough
- exclusive lanes at intersections: confusing, collisions, disrupts traffic
- better signals, better route management -- improve service
- exclusive lanes at intersection create bottlenecks
- exclusive lanes at problem intersections only
- no benefit to natural environment



## Alternative #3: Transit Priority Improvements

### Recommendation:

- small improvement in transit, no (negative) effects
- keep “Transit Priority Improvement” for detailed analysis
  - combine with other alternatives



# Alternative #4 Other Transportation System Strategies



**Transportation Systems Management**



**High Occupancy Vehicle Lanes for 3 or more passengers**

## Travel Demand Management

- car pools
- van pools
- staggered hours
- congestion pricing



← Traffic monitoring  
traveller information



## Alternative #4: Other Transportation System Strategies Background Facts

- TSM (monitoring, overhead signs) - good - multi-lane highway; cars change back/forth
  - not applicable/compatible in city street context
- TDM:
  - car-, van-pooling -- big employers, areas - employees' travel can be matched
  - staggered hours initiative (Toronto, 1985+) not successful changing when people travel
  - congestion pricing (London, \$12/day): 35% reduction in automobile traffic
  - HOV compliance in Toronto very low:
    - Allen Road - 88% - 93% illegal
    - Yonge Street - 71% illegal



## Alternative #4: Other Transportation System Strategies

### Team Evaluation:

- car-pooling, van-pooling, staggered hours, congestion pricing not practical - St. Clair
- changeable overhead signs, centralized monitoring not practical - St. Clair
- HOV lanes (3 or more people):
  - obey: improve transit travel times, service reliability, person-carrying capacity (peak periods)
  - worsen over time (traffic)
  - centre (streetcar) HOV lanes unusual - confusion, collisions, pedestrian safety



## Alternative #4: Other Transportation System Strategies

### Team Evaluation:

- HOV lanes:
  - minimal effect on business access
  - no effect on air quality
  - not effective without other HOV roads
  - low compliance, enforcement = not effective



## Alternative #4: Other Transportation System Strategies

### Community Workshop Evaluation:

- HOV lanes could improve transit, if enforced
- HOV lanes belong on highways, not St. Clair
- HOV lanes in streetcar lanes - left-turn delays for streetcars
- HOV lanes attract through-traffic to St. Clair
- HOV lanes not enforceable



## **Alternative #4: Other Transportation System Strategies**

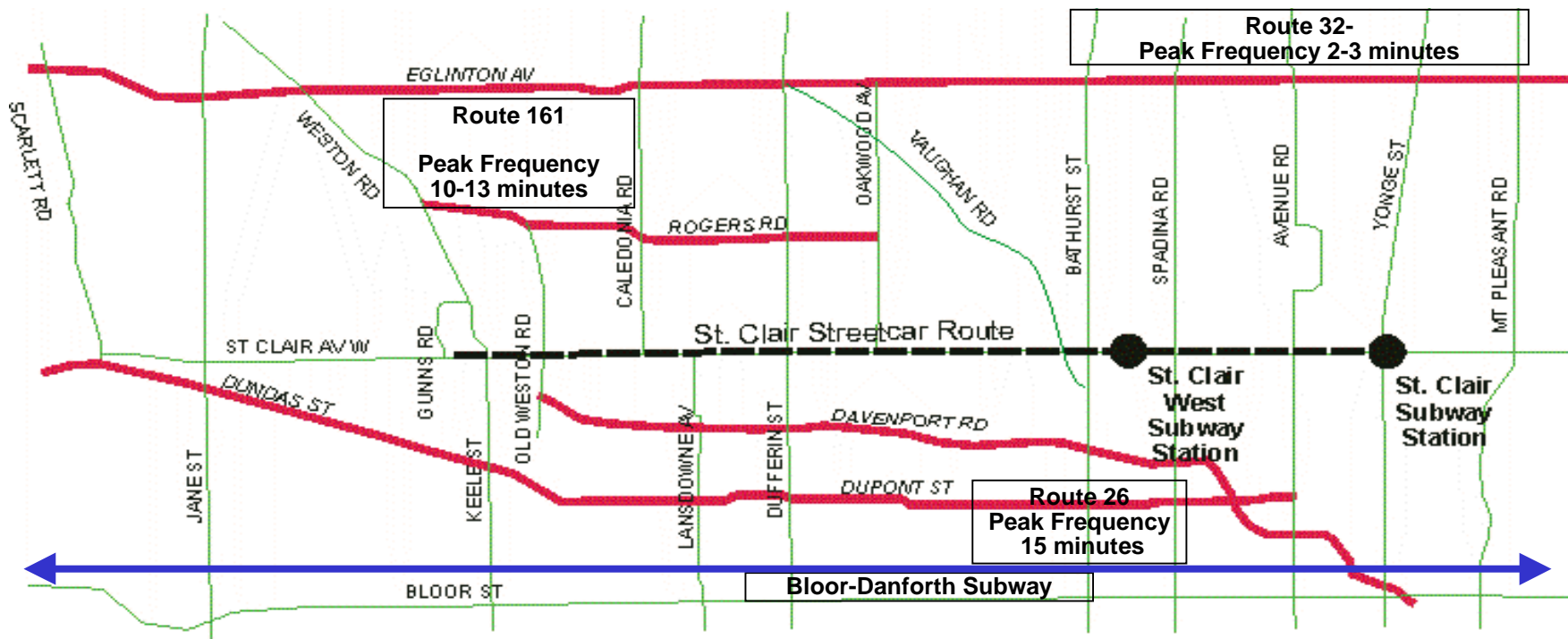
Recommendation:

- TSM, TDM, HOV
  - not suitable for St. Clair
  - not enforceable, effective
- drop “Other Transportation Strategies”
  - no further work



# Alternative #5

## Major Transit Improvements on Other East-West Streets



- more buses
- intersection improvements
- signal priority
- reserved bus lanes



## Alternative #5: Transit Improvements on Other Streets *Background Facts*

- less likely to use transit as walking distance approaches 1/2 kilometre
  - alternate routes: attract only nearby residents
- walking time 70% > onerous than waiting time
  - benefits of improved transit offset by longer walks
- TTC attempts to encourage people to switch from usual preferred route to others, unsuccessful:
  - overcrowded Scarborough RT ↔ alternate express buses
  - 39 Finch East bus to Yonge Subway vs. 139 Finch East bus to Sheppard Subway



## Alternative #5: Transit Improvements on Other Streets

### Team Evaluation:

- Eglinton Avenue too far away to attract people:
  - already has frequent service, HOV lanes
- Rogers, Dupont, Davenport: do not parallel length of St. Clair -- no complete alternative routings
  - land uses, densities not support high-frequency transit, signal priority, special lanes
  - Dupont, Davenport separated by big hill
- not improve quality of service on St. Clair
- no more riders on St. Clair
- no support community, Official Plan objectives
- no effect on overall traffic operations



## Alternative #5: Transit Improvements on Other Streets

### Team Evaluation:

- no effect on businesses - access, loading, parking
- no effect on on-street parking
- no effect on environment (worsen with traffic)
- high capital, operating costs to improve service on  
3 - 4 streets



## Alternative #5: Transit Improvements on Other Streets

### Community Workshop Evaluation:

- good -- doesn't force traffic onto local streets
- people won't walk to other streets - want to travel on St. Clair
- shifts problem elsewhere
- take potential customers away from St. Clair
- no benefit to St. Clair
- affordable?



## Alternative #5: Transit Improvements on Other Streets

### Recommendation:

- other roads not viable alternatives
- no benefits to transit, community, business
- drop “Transit Improvements - Other Streets”
  - no further work