



St. Clair Avenue Transit Improvements Environmental Assessment

Third Public Meeting





Purpose of Tonight's Meeting

- Show comments from last public meetings and Workshop #2
- Show results of recent surveys, traffic assessment and economic assessment of Spadina
- Show results of evaluation of alternatives
- Present draft short-list of alternatives



What Started This Study?





What Started this Study?

- Clear need to rebuild track
- TTC, City asked:
 - Rebuild tracks
 - Make transit on St. Clair better, faster, safer?
- St. Clair Avenue West Transit Improvements Environmental Assessment Study



Review of Problem

- Quality of streetcar service suffers
 - Unreliable service
 - Big gaps, then bunches of streetcars
 - “short-turn” streetcars
 - Reduced service west end of line
- Riders dissatisfied



Review of Problem

- Service quality affected by
 - Traffic congestion
 - Car collisions on tracks
 - Car collisions with streetcars
 - Double-parking, delivery trucks
 - Left turning vehicles
- Problems projected to get worse
 - City grows, traffic volumes increase



Review of Problem

- Can't solve problems with more streetcars
 - Affected same as current streetcars
- Toronto's Official Plan:
 - Make transit more attractive
 - Priority on major corridors
- St. Clair Transit Improvements EA Study
 - How to do this and respect
 - Community planning objectives
 - Business, commercial access, loading, parking
 - Pedestrian, cyclist
 - Safety
 - Environment



Environmental Assessment Process

- Needed when City is considering changing a road
- **Five Phases**
 - Phase 1 – Problem and Needs
 - **Phase 2 – Alternative Solutions**
 - Phase 3 – Alternative Design Concepts
 - Phase 4 – Reporting to Council & Committees
(continue design development)
 - Phase 5 – Implementation (design and construction)
- Decision-making – by City Council



Economic Review of Spadina Ave.

- Before and after streetcar construction
 - 1993 to 2003
 - Streetcar line opened in 1997 but changes made between 1997 and 2000
- Measures:
 - Employment by type (office, retail, manufacturing, etc.)
 - Population
 - Floor space by type (office, retail, institutional, etc)
 - Building permit activity
- Objective: to determine the effects of the streetcar line on business and character of the area



Results of Spadina Assessment

- Many influences on economic activity – not related to streetcar
 - Reductions in fashion sector and related manufacturing, result of shifts to Asia
- Spadina remains economically healthy and vibrant
 - Retail north of Dundas has become more regional and tourist based
 - Queen and Spadina is tourist attraction and shopping district
 - 1.8 million square feet (net) of space added
 - 1.7 million sq. ft. south of Queen St., residential
 - Population increased by 1000 from 1996 - 2001
 - Employment increased by 15% from 1993 - 2003
- Increases in floor space in all major retail categories
 - 280,000 square feet added



Businesses on Spadina

How do they view change?

- Most businesses felt the streetcar improved or did not affect their business
 - 36% believed business is now better
 - 50% believed there is no change
 - 14% believed their business has decreased
- Businesses on Spadina serve more than immediate area
 - 17% of their customers are “tourists”
 - 54% of their customers made a “special trip”
 - 29% of their customers are “casual”



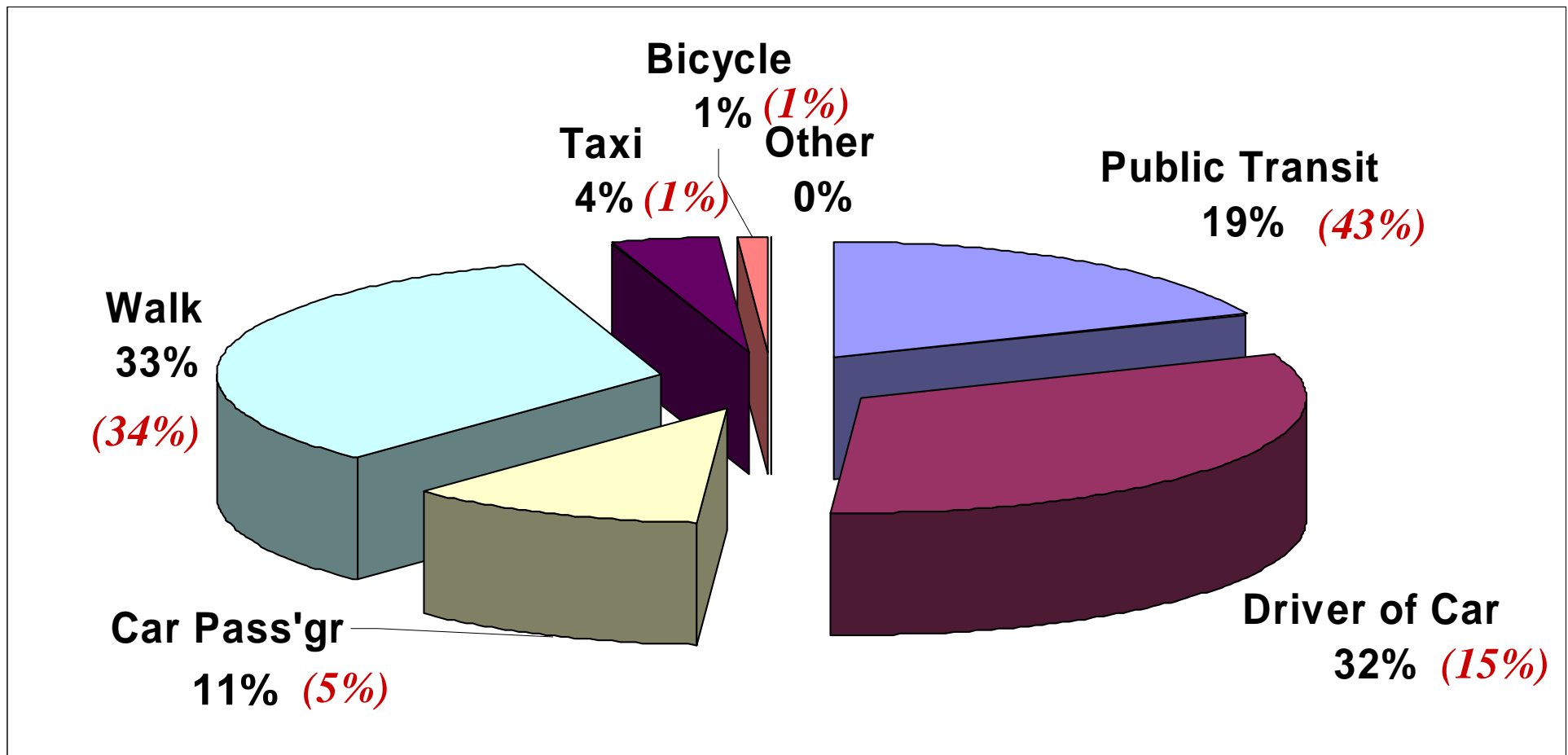
St. Clair Customer Survey

- Targeted survey
 - 32 businesses identified by BIAs
 - Concern with initial customer survey
 - 108 surveys completed
- Previous survey – Fall 2003
 - Random on-street surveys
 - 508 surveys completed over four days



St. Clair Customer Surveys

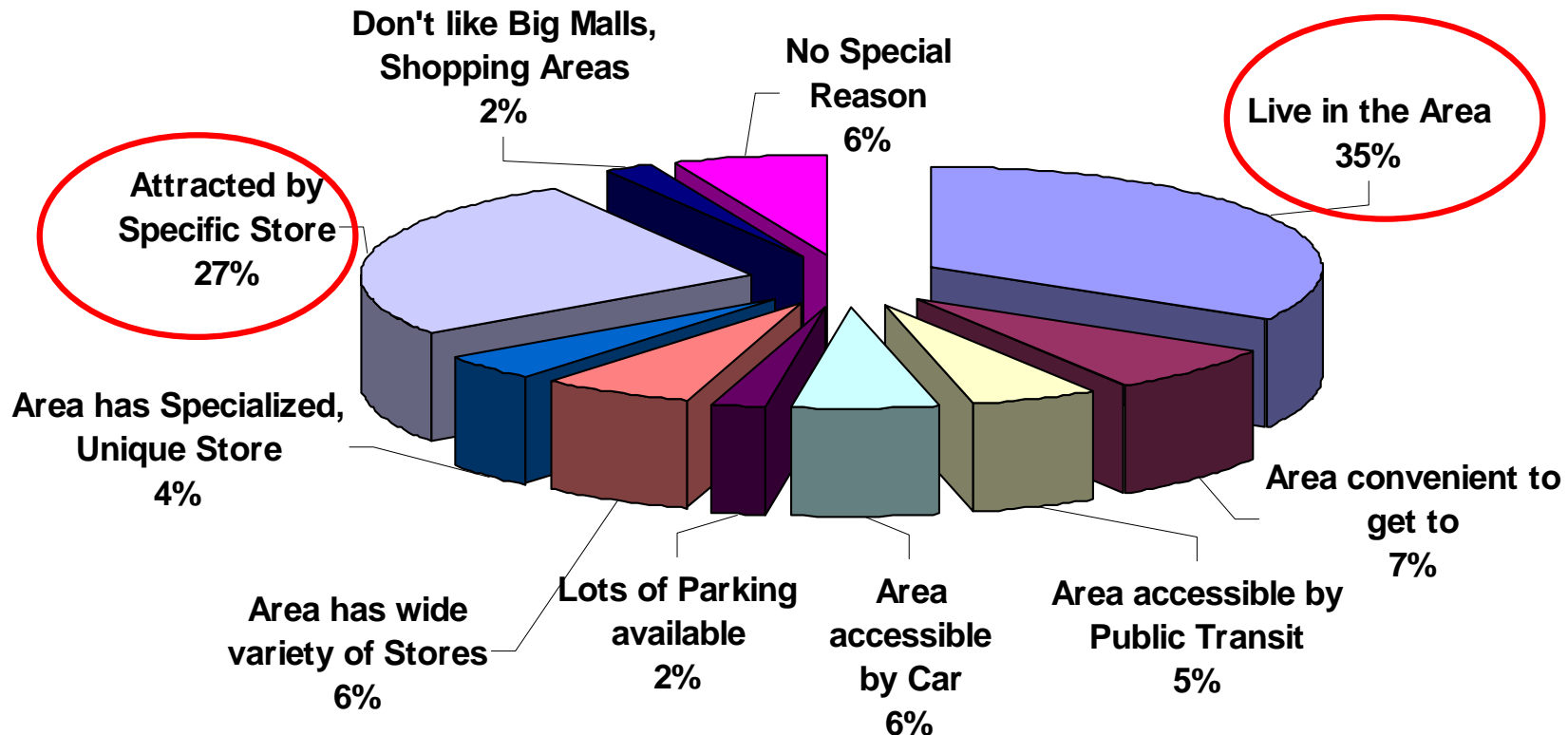
How did you travel to St. Clair today?





St. Clair Customer Survey

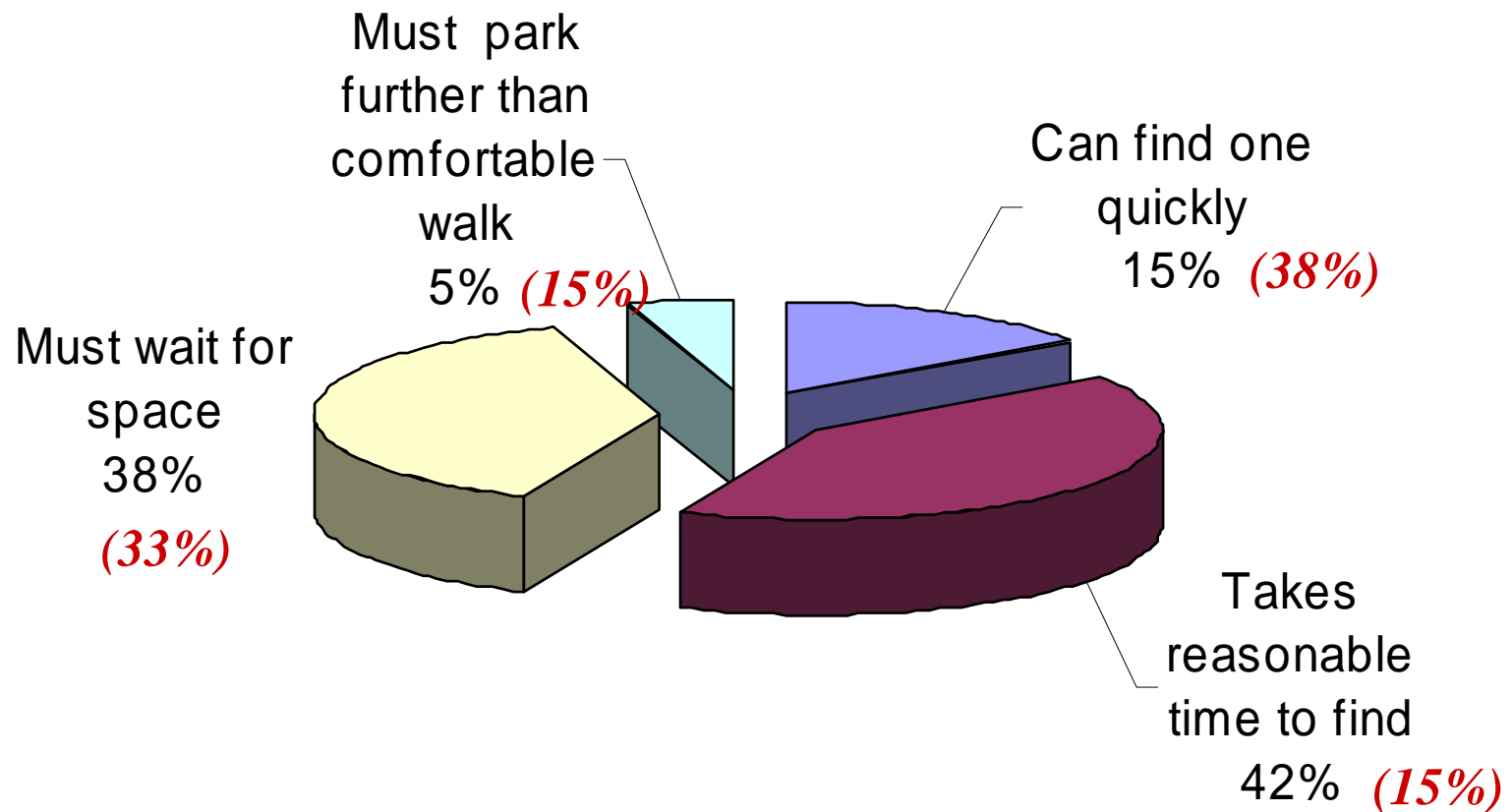
What most influences your decision to visit stores along St. Clair Avenue and not elsewhere?





St. Clair Customer Survey

How would you describe the availability of parking in the area?





Future Transit Conditions

- Time between streetcars will increase by up to 25% and travel time will increase by 30% over the next 20 years if nothing is done to improve operations
- This means:
 - Longer waits for streetcars
 - More bunching and short-turning
 - Fewer streetcars completing trip in peak periods
 - Increased operating costs – more streetcars needed to serve the demand



Future Auto Travel Conditions

- Auto travel times will increase by 40 - 63% along St. Clair Ave W if nothing is done to improve/change traffic flow
- Average auto speeds will decrease by 25-38% to 16-17 kmh during peak periods across St. Clair
- Side street travel will increase at different rates depending on the neighbourhood



Evaluation of Alternatives

- team, community representatives: evaluation
- broader community input before detailed evaluation, modelling of alternatives
- summary of:
 - evaluation criteria
 - evaluation of alternatives
 - study team
 - community representatives



Evaluation Criteria

- how to measure, decide good, bad?
- input from community, team → long list of evaluation criteria, measures reduced to 36 criteria:
 - customer access to business
 - person carrying capacity of street
 - effects on community services, events
 - safety-pedestrians, cyclists, vehicles, passengers
 - air quality
 - property values
 - reliability, quality of transit service
 - support of community planning objectives
 - economic effects on businesses
 - attract riders to transit
 - connection with GO Transit
 - effects on heritage features
 - parking in retail, commercial areas
 - effects on TTC, City budgets
 - neighbourhood traffic volumes



Evaluation Criteria

- support of Official Plan objectives
 - accessibility for disabled
 - effects on natural habitats, plants
 - emergency vehicles operations, access
 - transit travel times
 - ability to do road maintenance
 - efficiency of transit operations
 - pedestrian comfort, accessibility
 - ability to support, improve urban design
 - overall traffic operations
 - major intersection operations
-
- need to organize, make more manageable
 - team, community -- grouped criteria into four categories



Categories of Evaluation Criteria

- ***Transportation***

- service reliability
- overall traffic

- emergency vehicles
- safety-pedestrians, vehicles

- ***Community and Business***

- community planning
- effects on business

- parking availability
- neighbourhood traffic

- ***Natural Environment***

- air quality
- natural habitats

- ***Cost***

- effect on City, TTC budgets



Categories of Evaluation Criteria

- Transportation
 - Natural Environment
 - Community and Business
 - Cost
-

- how important should each be?
- asked community representatives at workshops
 - score out of 100



Importance of Categories

• Transportation	38
• Community and Business	38
• Natural Environment	14
• Cost	<u>10</u>
	100



Importance of Individual Criteria

- how important should each individual criterion be?
 - natural habitat = effects on business?
- ranked by community representatives
- within each category:
 - most important = 5 points
 - least important = 1 point



Rankings of Transportation Criteria

Criterion	Score
Reliability/quality of transit service	188
Ability to attract riders/accommodate demand	124
Safety (vehicle, passenger, pedestrians, cyclists)	101
Overall person-carrying capacity	65
Travel time savings	51



Rankings of Community and Business Criteria

Criterion	Score
Economic effects on adjacent businesses	117
Effects on neighbourhood traffic volumes and access (existing and future demands)	109
Good urban design	84
Support Official Plan, other policy objectives	83
Access to property, business: employee, customers, deliveries	65



Rankings of Natural Environment and Cost Criteria

Criterion	Score
Air quality	111
Natural habitats (plants & animals)	16
Stormwater management	9
<i>Effects on City/TTC budgets</i>	26
<i>Cost effectiveness</i>	21



Additional Considerations for Evaluating Alternatives

From the Official Plan:

- Sustainable transportation -- safe, convenient, economically competitive
- Reduce auto dependency
- Invest in transit for managing, structuring growth
- Protect, promote healthy neighbourhoods
- Improve natural environment - air, land, water



Additional Consideration for Evaluating Alternatives

From the Community:

- Safe access for pedestrians, cyclists, drivers
- Maintain improve vehicular access for residents, businesses
- Minimize residential traffic infiltration
- Parking
- Community revitalization



Evaluation of Alternatives

- Study team evaluation: research, industry facts -- transit, traffic operations
- March 30, 2004 community workshop:
 - representatives from 18 community, ratepayer, advocacy business, associations
 - discussed, debated alternatives
 - provided feedback on evaluations
- summarize evaluations from team, community workshop
 - some people didn't provide feedback