

ST.CLAIR AVENUE WEST TRANSIT IMPROVEMENTS CLASS ENVIRONMENTAL ASSESSMENT STUDY

PHASE 1 PUBLIC MEETINGS SUMMARY OF FACILITATED DISCUSSION SESSIONS

**October 16, 2003
October 21, 2003**



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PHASE 1 PUBLIC MEETINGS: SUMMARY OF FACILITATED DISCUSSION SESSIONS

Introduction

This report provides a summary of the public comments and questions received during the facilitated discussion session at the Phase 1 public meetings for the St. Clair Avenue West Transit Improvements Class Environmental Assessment Study (Class EA Study). **This report does not provide a verbatim transcript of the discussion at the public meetings.** Nor does this report include comments submitted by comment sheets, emails or by telephone during Phase 1 of the study.

A comprehensive Phase 1 public consultation report will be prepared that will include all input received from the public during Phase 1 of the Class EA Study.

Background: Purpose of the Class EA Study

The City of Toronto and the Toronto Transit Commission (TTC) are undertaking a Class Environmental Assessment Study to identify and evaluate options for improving transit operations on St. Clair Avenue West between Gunns Road to just east of Yonge Street. The study is being undertaken according to Schedule C of the Municipal Class Environmental Assessment (Class EA).

The study has been undertaken as the streetcar tracks on St. Clair Ave. West are in poor condition and are scheduled for replacement in 2005. The new tracks will be in place for 30 years. This provides the opportunity to review possible enhancements to transit operations as part of the broader overall improvements planned for St. Clair Ave. West.

Phase 1 Public Meetings

Public Consultation is an important component of the Class EA process. Two public meetings were held in Phase 1 of the Class EA study, which involves the identification and description of the problem or opportunity. At this phase in the study, no alternative solutions have been evaluated or selected and thus alternative solutions were not presented at the Phase 1 public meetings.

The Phase 1 public meetings were advertised twice in community newspapers during the weeks of September 29 and October 6, 2003.¹ Notices were also

¹ One advertisement was placed each week in the following papers: Metro Toronto, the Bloor West Villager, York Guardian, and one advertisement was placed in the Town Crier on October 9, 2003.

placed in libraries and community recreation centers in the St. Clair Ave. West area, and on the City of Toronto's website for the study. Approximately 600 notices were delivered to residents and businesses on St. Clair Ave. East just east of Yonge Street on October 7, 2003.² The TTC also posted notices of the meetings at its St. Clair Ave. subway stations and at busy streetcar stops along St. Clair Ave. West.

The Phase 1 public meetings were held in two locations within the study area:

- Thursday, October 16, 2003 at the Joseph J. Piccininni Community Recreation Centre (Gymnasium); and
- Tuesday, October 21, 2003 at the Brown Community Centre (Gymnasium).

The purpose of the Phase 1 public meetings was:

- To outline the study process and the schedule for the study;
- To define existing and projected problems and issues;
- To gather ideas and input from the community on the following issues:
 - Transit
 - Traffic
 - Parking
 - Urban Design
 - Criteria to evaluate alternatives
- To review the summary of problems to be addressed in the study, reflecting needs and opportunities; and
- To discuss possible options for improved transportation on St. Clair Ave. West.

The Phase 1 public meetings began with an Open House from 5 p.m. to 7 p.m., followed by a presentation by City of Toronto and TTC staff at 7 p.m. and a facilitated discussion session from 7:30 p.m. to 9 p.m. Members of the public were asked to sign-in to be added to the study mailing. Attendance at the Phase 1 public meetings totaled 281 individuals based on the sign-in sheets.

All display and presentation materials were provided to participants along with comment sheets and postage paid envelopes to be returned by October 31, 2003.

During the Open House portion, project displays were available for viewing and City and TTC staff, and members of the consultant team were present to receive comments and answer questions. The facilitator for the public meetings, David Hardy, Hardy Stevenson & Associates Ltd. welcomed the audience and provided

² Notices were delivered to residents and businesses on St. Clair Ave. East as there were no community newspapers that provided coverage to this area for the weeks preceding the Phase 1 public meetings.

an overview of the purpose of the public meetings. Presentations were then made by the following City and TTC staff.

- Mitch Stambler, Toronto Transit Commission;
- Rod McPhail, City of Toronto, Urban Development Services; and
- Joanna Musters, City of Toronto, Urban Development Services.

Mitch Stambler provided an overview of the transit operations on St. Clair Ave. West and explained the purpose and need for the Class EA study. He also discussed the TTC's commitment to 1) provide safe service; and 2) to improve the quality and reliability of transit service on St. Clair Ave. West. A video was shown highlighting delays experienced by St. Clair Ave. West streetcars at intersections along the route.

Rod McPhail provided an overview of the planning context for the Class EA study. Rod presented a summary of the transportation priorities in the City's Official Plan (OP) and the designation of St. Clair Ave. West as a Surface Transit Priority Street in the OP.

Joanna Musters' presentation included the following:

- The study history and status;
- The purpose of the study;
- A summary of the Class EA process and the opportunities for public involvement;
- Current transportation conditions on St. Clair Ave. West;
- Key findings from the Residents Travel Survey and the Customer Survey;
- Future transportation demands;
- The draft problem statement for the study;
- Possible transportation solutions for consideration in later phases of the study; and
- Criteria for the evaluation of options.

Phase 1 Public Meeting: October 16, 2003 - Joseph J. Piccininni Community Recreation Centre

The formal presentation began at 7 p.m. The sign-in sheets indicated that 183 individuals attended the meeting including Councillor Fred Dominelli and Councillor Joe Mihevc.

The following comments and questions were noted from the facilitated discussion session. The comments are attributed to individuals in cases where the speaker identified him or herself (e.g. resident, business owner) or specified that he or she represented a specific group or association. Responses from City and TTC staff are indicated in *italics*.

1) Comment from local resident and business owner

My concern is that St. Clair Ave. West will become like Spadina Ave. with left turn restrictions that are a nightmare. The tracks have been rebuilt many times over the past 57 years. The technology is not good enough to make the tracks last 30 years.

2) Comment from local resident

This study should not pit residents against businesses. I support the right-of-way and businesses on St. Clair Ave. West. I hope the “do nothing” option is not chosen and we should instead focus on design solutions to solve the problem. Left turn flashing green lights do not necessarily help streetcars move through intersections.

3) Comment from local business owner

What is the cost of replacing the streetcar tracks? I understand that only three minutes in travel time will be saved from Gunns Rd. to Yonge St. with the right-of-way (ROW) option. Replacement of the streetcars with buses or green flashing lights should be the only solutions.

- *Response from Mitch Stambler: The cost to rebuild the tracks as they are today is \$25 million. The three minute time saving estimate is a very conservative estimate. Reducing delays and improving reliability are the real issues. If the solution were as simple as putting in flashing green lights, we would have done it long ago.*

4) This process should be fair and consider the needs of both streetcar users and automobile drivers. We should split St. Clair Ave. West in half for use by each group.

5) Comment from local resident

You have focused on through traffic but what about businesses along St. Clair Ave. West? Double parking is an issue of concern for businesses.

6) Has the decision on the preferred alternative already been made? Is this a done deal? \$25 million is too much to spend on replacing the streetcar tracks. The TTC should reduce fares and left-turn lane restrictions should not be considered as they would pose a problem.

- *Response from Rod McPhail: This is not a done deal. A decision on the preferred alternative has not been made. There are many more public meetings to come later in the process.*

7) Comment from TTC patron

I ride the streetcar every day and I do not want to see St. Clair Ave. West become a parking lot.

8) Comment from TTC patron

People are packed on the streetcar elbow to cheek during rush hour. We need more vehicles running. If trips were faster, the TTC could use the same number of vehicles to run more trips each day and increase the frequency of streetcars.

9) Comment from local resident (car driver and TTC patron)

I've traveled on the Spadina streetcars and in the past, buses on Spadina were terribly unreliable. The streetcar right-of-way has resulted in reliable transit service on Spadina Ave. Keep in mind the smog situation in Toronto.

10) The most important issue is the improvement of businesses. The TTC does not have the best interest of businesses and residents in mind. The time that will be saved by the ROW is six minutes. Is it worth spending \$30 million for six minutes?

- *Response by Mitch Stambler: The six minute estimate is a very conservative estimate. The issue is to improve the quality and reliability of the service.*

11) Comment from local business owner

We need to know the impacts of a right-of-way option on parking, traffic congestion and streetscaping. Will there be a detailed plan and meeting to explain plans for parking, streetscaping and to deal with congestion?

- *Response from Rod McPhail: We haven't made a decision on the ROW. These issues you raise are the reason why we are conducting the study. The Toronto Parking Authority is part of the study team and these issues will be addressed. There are many alternatives to consider such as the Spadina ROW model, the Queen's Quay ROW model, left turn restrictions, etc. We will come back to you with these alternatives in the next phase of the study.*

12) St. Clair Ave. West is too wide which makes it difficult for pedestrians to cross. Make the street narrower and you will have less traffic congestion and this will be better for businesses.

13) Comment from local resident

St. Clair Ave. West between Old Weston Rd. and Prescott Ave. is too narrow and it should be widened. The City should add flashing lights to intersections for advance left turns. If the Class EA study results in more traffic then the study has failed. Parking is required on St. Clair Ave. West during the rush hour to accommodate shopping.

14) The TTC (streetcars) are responsible for slowing automobiles. Automobile drivers have rights too. The TTC (streetcar) has created bottlenecks on St. Clair Ave. West.

15) Comment from local resident

Traffic calming measures have been implemented on Rosemount Ave. If you reduce traffic capacity in half on St. Clair Ave. West, I am concerned that traffic will infiltrate residential streets.

- *Response by Mitch Stambler: Decisions have not been made by the TTC on any alternative so it is premature to say that capacity on St. Clair Ave. West will be reduced by half.*

16) Comment from local resident

We need fast and efficient transit in order to have more people ride the TTC. We also need safer intersections and more parking, and cleaner streets. The study should address how the TTC can contribute to a renaissance of St. Clair Ave. West and we need to work together to achieve this.

17) Comment from TTC patron

I support the ROW option because the current streetcar platforms are not safe with traffic on either side. We need wider platforms that will protect streetcar patrons. The ROW will also improve reliability and might improve problems with double parking on St. Clair Ave. West.

18) Business activity has not decreased on Spadina Ave. since the implementation of the streetcar ROW.

19) Comment from local resident (27 year resident)

Shopping on St. Clair Ave. West is convenient with a car. Public transit and bicycles are not useful for shoppers with shopping bags. I am concerned about the impact of the preferred alternative on parking lots (which are scarce) and the impact on businesses. Businesses are

important to the St. Clair Ave. West neighbourhood and a decline in business will impact residents. St. Clair is a grand street. I do not want to see it narrowed.

20) Comment from local business owner

Restricted right turn and left turn lanes at Vaughan Rd. and Warren Rd. have created more congestion at that intersection resulting in more automobile emissions. I am concerned about the impact of the ROW option on traffic congestion and to local businesses.

21) Comment from local resident (82 year resident)

The TTC is the ideal way to travel. The idea that more cars equal more business is a myth. The streetcar tracks require repair due to wear caused by trucks and cars. We need more TTC service on St. Clair Ave. West.

22) What has happened to businesses on other streetcar routes? Most of our customers on St. Clair Ave. West come from outside of the area by car. Any decrease in parking along St. Clair Ave. West will discourage people coming to St. Clair Ave. West to shop.

23) The City put a barrier between Glenholme Ave. and Laughton Ave. to restrict automobiles. This created a problem for businesses and for the movement of emergency vehicles.

24) Comment from local resident

The study needs to integrate the interests of residents and businesses, and consider the culture of St. Clair Ave. West. These issues are not addressed and St. Clair Ave. West is seen simply as a transportation corridor.

25) Comment from local resident

I want to take issue with the draft problem statement which states “a large proportion of residents and customers rely on the streetcar service.” I question the validity of that statement as that’s based on 55 customers spoken to. Merchants need to be involved in the development of the customer surveys. I am supportive of the need for TTC improvements, but the TTC needs to consider traffic flow, congestion, and emissions, as well as access for emergency vehicles.

26) Comment from local business owner

Service on the St. Clair Ave. West streetcar is fine. The “do nothing” option should be considered.

27) Comment from local resident

The TTC has created bottlenecks along St. Clair Ave. West. The bottlenecks must be fixed. It is difficult to cross St. Clair Ave. West at 4 p.m. Platforms don't make sense with traffic on either side.

28) Comment from local business owner

Consider new technologies for the preferred alternative. The Keele St. trolley bus operated well. Trolley buses should be considered for St. Clair Ave. West, or hydrogen buses such as those used in Europe. The TTC should research cities in Europe where transit, businesses and residents all benefit. There is a need to remove the streetcar platforms and to widen St. Clair Ave. West where there are bottlenecks.

29) This issue should not be seen “through the lens of the car culture”. The study should be framed by an environmental perspective. We need to promote non-polluting transit.

30) Comment from local resident

This community needs the streetcar on St. Clair Ave. West. The ROW option will allow the TTC to increase ridership and the benefits will be exponential for residents. Currently, it is unsafe to cross St. Clair Ave. West.

31) Comments by Councillor Joe Mihevc

There are a lot of opportunities to improve the whole community regardless of which option we choose. I have twelve suggestions: 1) more parking lots for businesses; 2) increase the number of streetcars; 3) look at far side islands; 4) Proof of payment system where people can enter at the back doors; 5) GO train interchange at Caledonia and Weston Rd.; 6) Toronto Hydro to do underground wiring; 7) consider different models, e.g.) Spadina model and Queen's Quay model, rubber bumps; 8) safer islands with guard rails; 9) attractive design (beautify); 10) streetscape improvements to compensate businesses during construction; 11) bicycle lockers at subway stations; and 12) EMS, Police, and Fire should analyze impacts on their services.

32) Comments by representative of the St. Clair Ave. Revitalization Committee

How will the evaluation criteria work? How will citizens have a meaningful involvement in decision making (determination of significance and value judgments on selecting a preferred alternative) during the study?

- *Response from Joanna Musters: We will continue to have public meetings. We are doing as much as we can to provide information to you. We don't have those answers tonight. We will take back the display chart with your comments to help us determine the values in this community. If the list that we showed tonight is not complete, we need to hear that from you. We will add those criteria to our list when we go to do the evaluation. We are happy to meet with community groups on these issues. We have an economic specialist on our team to look at community benefits and business benefits for any option.*

33) We recognize the need to improve public transit. We are in a big bind in respect to cars. The study process fails to incorporate public input satisfactorily. The list of problems on the display boards is poorly identified.

34) Comments by Councillor Fred Dominelli

I am in favour of the TTC. The TTC tries its best to move people. We need a good schedule for construction with a specific start and finish date. Businesses should compromise with the TTC reconstruction and the TTC and City need to be fair to all during construction. Businesses will suffer if TTC service is decreased. We need to give the TTC a chance to demonstrate the improvements for St. Clair Ave. West.

The meeting ended at 9 p.m.

Phase 1 Public Meeting: October 21, 2003 - Brown Community Centre

The formal presentation began at 7 p.m. The sign-in sheets indicated that 98 individuals attended the meeting including Councillor Joe Mihevc and Councillor Michael Walker.

The following comments and questions were noted from the facilitated discussion session. The comments are attributed to individuals in cases where the speaker identified him or herself (e.g. resident, business owner) or specified that he or she represented a specific group or association. Responses from City and TTC staff are indicated in *italics*.

1) Comment from local resident

I am concerned about the study process and that input for the study is being solicited from TTC riders but not from local residents. I did not receive the

travel survey because I do not live within 250 metres of St. Clair Ave. West. I am concerned about the impact of the study on traffic being redirected to Davenport Rd. There is no capacity on Davenport Rd. to receive more traffic. There is no comparison between St. Clair Ave. West and Spadina Ave. as there are more businesses on Spadina Ave. and less capacity for residential.

- *Response from Joanna Musters: The public meetings were advertised in community newspapers with coverage of the St. Clair Ave. West area. They were published twice in each newspaper. Notices were delivered to the area east of Yonge St., as there is no community newspaper coverage there.*

2) The video of the streetcar stuck at the intersection of St. Clair Ave. West and Dufferin St. was very interesting. Why is there not an advanced left at Dufferin? Why has this not been tested already?

- *Response from Mitch Stambler: We are considering various solutions for different areas. The study will look at traffic engineering techniques that will affect traffic operations.*

3) Comment from Ratepayers Association representative

I don't believe the study team is interested in my opinion. I have been corresponding to the City and TTC since February 2003 and have received no response. I was not informed of this public meeting and found out by chance.

- *Response from Rod McPhail: We want to talk to everyone we can. Getting the word out for the first time is most difficult. That is why we encourage you to sign-up on the study mailing list, so we will notify you of future meetings. We are always working hard to improve our notification of meetings.*

4) Comment from local resident

I ride the TTC everyday. I live within 250 metres of St. Clair Ave. West and did not receive a residential travel survey. How did you determine 1100 surveys and how were they distributed?

- *Response from Joanna Musters: 250 metres was used as the boundary because it is considered a reasonable walking distance for transit use. A database with mailing addresses was used for the mailing of the residential travel surveys within 250 metres. We may have missed some informal apartments that the City does not have on record. We sent the mailout twice, once in June and once in July.*

5) Comment from local resident

In regards to the travel survey, we need to consider how the statistics are interpreted. For example, if the survey shows that 30% of respondents do not have access to a car, it means that 70% do have access. If you reverse all the statistics, it gives you a very different picture. It's a TTC problem in the City, not just on St. Clair Ave. West. Attention should be paid to the entire population.

6) Comment from local resident

I am concerned about the safety of children if more traffic is diverted to side streets due to more congestion on St. Clair Ave. West as a result of the ROW option. How can the TTC justify this? Streetcars should be abandoned on St. Clair Ave. West, as they are not wheelchair accessible or stroller accessible.

- *Response from Mitch Stambler: There is no specific proposal or a commitment at this time to any particular alternative. We are concerned about safety. We haven't committed to anything that will increase congestion.*

7) Comment from local resident (15 years in the area)

Has any research been done on the vibrations from streetcars on St. Clair Ave. West? There are cracks in my house that I believe are caused by streetcars. The streetcars on St. Clair Ave. West travel very fast between 11:30 p.m. and 12 midnight. Spadina Ave. is a very congested road and the ROW has had a negative impact.

- *Response from Mitch Stambler: There is no vibration study. However, track construction technology and materials, and the way we build tracks is far advanced in recent years. The new tracks are more stable and are imbedded in rubber, which makes them quieter and absorbs vibration.*

8) Comment from Upper Village BIA representative

The TTC video showing the streetcar delays at intersections showed intersections with no left turn restrictions and no advance flashing green light. If traffic capacity on St. Clair Ave. West is reduced by the ROW alternative, where are those cars going to go? If businesses suffer, crime will increase. I understand that the TTC will reduce the number of streetcars on St. Clair Ave. West after the improvements are made. I do not like the ROW option and its impacts on businesses and traffic.

- *Response from Mitch Stambler: No such decision has been made. The purpose of the study is to look at options to improve transit on St. Clair Ave. West that are community supportive and environmentally friendly.*

9) Comment by TTC patron

So far the discussion at this meeting has been about streetcars vs. automobiles. How about both on St. Clair Ave. West? The separation of the automobile and transit is a good idea and the ride time and waiting time for the Spadina streetcar has decreased as a result of the ROW. The public wants a fast and efficient way to get around on the TTC. The ROW option should be considered for St. Clair Ave. West.

10) Comment from local resident

There are streetcar delays at Humewood Dr. due to congestion and accidents. There is a need to improve transit service on St. Clair Ave. West. If I spent less time traveling on the streetcar, I would spend more time browsing the shops on St. Clair Ave. West.

11) Comment from Wychwood Park Ratepayers Association, President

Our experience in this Ward on other issues is that decisions have been made first and the public is consulted later. I support examining the bus alternative for St. Clair Ave. West. I am concerned about the loss of parking and the impact on businesses (loss of parking) and the redirection of traffic into residential neighbourhoods. I support the status quo or any solution that doesn't redirect traffic onto side streets. People believe the decision has already been made and the study team needs to take that perception seriously.

12) Comment from local resident

Our past experience with public consultation has been poor. The Official Plan numbers say that more traffic is coming to St. Clair Ave. West and the side streets. We need to accommodate new residents and customers and we can't do that with cars. We need more transit capacity. There are examples of cities in Europe that use low floor light rail vehicles that provide more capacity than buses.

13) Comment from local resident

Would parking be removed if the ROW went ahead?

- *Response from Mitch Stambler: We will study the impact on parking for any alternative. These details will be looked at as the study proceeds.*

- *Response from Joanna Musters: The Toronto Parking Authority is on the study team and will identify opportunities to provide additional parking. We have an economist to look at business impacts and a University of Toronto expert team that will look at community traffic impacts. We are looking at all these issues as we consider alternative solutions.*

14) The study team should compare the St. Clair Ave. West alternatives to the Bloor subway route. In regards to traffic on Davenport Rd., if this project is done well, the impact on Davenport Rd. will only be temporary during construction and then things will be improved along St. Clair Ave. West. My preference is the ROW alternative. Left-hand turn restrictions don't work as drivers do it anyway.

15) Comment from Corso Italia BIA representative (local resident and business owner)

St. Clair Ave. West is busy and there is traffic congestion during rush hours and on weekends. Otherwise the traffic is free flowing. We are not opposed to the TTC and we are in favour of public transit. We like customers whether they come by car or by transit. We are opposed to the exclusive ROW option due to potential for traffic congestion. We are in favour of change and improvement. Left turn restrictions don't work.

16) Comment from local business owner

I have visited Spadina Ave. which was once a vibrant street, but no longer. What was done on Spadina was not vibrant for businesses. We need to compromise and we need a vibrant neighbourhood. The ROW will stop people coming to the St. Clair Ave. West area.

17) Comment from local resident (automobile driver and TTC patron)

I share the cynicism as to whether this decision has already been made. I am interested in reliable TTC service. There are long line-ups at St. Clair subway stations waiting for streetcars while the operators take their breaks.

- *Response by Mitch Stambler: The TTC is trying to improve operations in all aspects.*

18) Comment from local resident

The St. Clair Ave. West streetcar should be replaced with a subway route. The streetcars obstruct automobile traffic and create bottlenecks. People travel outside of Toronto for work, because many businesses and factories have moved out of the City. There should be advance-flashing green lights at intersections on St. Clair Ave. West and no bicycle lanes. Parking is also a

problem in the area and schools should allow night parking in their lots for residents.

19) There are many different needs in this community and some conflict. There are scarce resources and the costs of the alternatives need to be considered. Is it the best use of money to implement a ROW option that will save three minutes in travel time between Keele St. and Yonge St. on St. Clair Ave. West? How do we satisfy everyone? We must allow for individuals to use private cars in the area. The challenge is how to attract more people to use public transit. What can the TTC do? The TTC needs to address the issue of comfort (seating) and aesthetics on its vehicles.

20) Comment from local resident and business owner

The Official Plan describes intensification for this area. What does that mean? What are the implications of increased density for St. Clair Ave. West? Is it true that the EA study was initiated because City Council wanted the ROW option examined? Is that the driving option behind this process?

- *Response from Rod McPhail: Separate Avenue studies are being conducted over the next 10 or more years for the avenues identified in the Official Plan, at a rate of approximately four Avenue studies per year. The Class EA is not an Avenue study. The study is looking at how to move people better along St. Clair Ave. West. Avenue studies will be conducted on St. Clair looking at land uses. The City wants to discourage traffic infiltration in residential neighbourhoods and has implemented actions to do so. The next phases of the study will look at traffic infiltration and we will report back at future meetings.*

21) Comment from local resident and TTC patron

Businesses feel that car users are customers. I do not use my neighbourhood for shopping because of the unreliable transit service, i.e.) the length of time spent waiting for the streetcar as a result of “bunching” of the streetcars on St. Clair Ave. West. I prefer to take the subway to shop elsewhere because the service is more reliable. What causes the bunching of the streetcars?

- *Response from Mitch Stambler: Our modeling shows that we would save more than three minutes; however saving travel time is not really the issue with this study. The issue is whether service will be reliable and the streetcar will come when we say it will be there. There are many factors that cause bunching of the streetcars. Our operating statistics for 2002 show that there were 60 collisions between the streetcar and automobiles and over 1100 incidents on St. Clair that caused delays. That amounts to 338 hours of service delays. How to resolve these problems is the*

purpose of this study. The greater the separation of streetcars from congestion and accidents, the better the quality of service we can provide. The subway is the best example of reliable service because it is not affected by other traffic.

22) Comment from local resident

Dependability is a major concern for residents. I do not want to be late for work because there is one car blocking the streetcar. Traffic restrictions (e.g. restricted left turn lanes) do not work because people do not follow the rules and they are not enforced.

23) Comment from South Hills Homeowners Association representative

All the areas along St. Clair Ave. West are being lumped as one area for the study. The study needs to take differences in neighbourhoods into account. Why do left turn restrictions only go until 6 p.m. in the evening? They should be extended in the evening and in the morning. We need more police to enforce these restrictions. Why shouldn't the TTC have precedence over cars?

- *Response from Mitch Stambler: The City is currently conducting a study on time extensions for prohibitions. Left turn restrictions are routinely ignored so extensions of left turn lane restrictions won't necessarily solve the problem. At one point, the TTC observed, at one intersection, 42 illegal left turns in one hour.*

24) Comment from local resident and TTC patron

In a report concerning the feasibility of a ROW on St. Clair Ave. West dated November 28 from the Commissioner of Works and Emergency Services and Chief General Manager of the TTC, it states that higher travel speeds will allow for the same level of service with fewer streetcars. The City has no money but we want to spend \$49 million for the same level of service. What are the accident statistics on Spadina Ave. since the ROW has been in place?

- *Response from Mitch Stambler: In the first year of operation of the Spadina streetcar before separation, there were 297 mid-block collisions between the streetcar and automobiles. There have been zero collisions since the separation of the streetcar and automobile traffic.*

25) Streetcars are unique and are making a comeback. Detroit is considering installing them on one of its main streets. We need to consider the aesthetic improvements as a result of this project. Consider using a lighter streetcar with a low floor.

26) Comment by local resident

Will this study consider the decision by the Ontario Municipal Board (OMB) on the issue of the McDonald's drive-thru on St. Clair Ave. West?

- *Response by Rod McPhail: The City is at the OMB defending City Council's position on spatial separation. That is still before the OMB. We are waiting to see what the OMB does with what we propose.*

27) Comment from local resident

I do not own a car by choice. I want to encourage attendees here tonight to fill out their comment sheet. We should remember that air quality is associated with car dependence. Keep in mind the health issues.

28) Comment from local resident

I am skeptical about this process. We fought condominium development and lost at the OMB. Since the OMB is not involved in this study, there is a chance for the people to be heard. Low floor vehicles would be better on St. Clair Ave. West. All of St. Clair Ave. West is not the same. We need to consider the Queen's Quay ROW design, where cars can drive over the tracks if necessary.

The meeting ended at 9 p.m.