



STAFF REPORT INFORMATION ONLY

OPEN STREETS TORONTO, Supplemental Report to ED30.7

Date:	April 15, 2014
To:	Economic Development Committee
From:	General Manager, Economic Development & Culture Division
Wards:	13, 14, 18, 19, 20, 27, 28, 29, 30
Reference Number:	

SUMMARY

This report provides additional information regarding Open Streets Toronto, a pilot project event proposed to take place during the summer of 2014.

As noted in the March 31, 2014 Open Streets Toronto Report, City of Toronto Divisions and Agencies that would be impacted or required to provide support for an Open Streets Toronto program provided comment on the proposed event.

Additional information and comments from City of Toronto Divisions and Agencies that would be impacted by the proposed Open Streets Toronto route has been provided

FINANCIAL IMPACT

There are no financial implications resulting from the adoption of this supplementary report.

DECISION HISTORY AND ISSUE BACKGROUND

Please refer to **ED30.7** (Open Streets Toronto Report)

COMMENTS

Additional information and comments from the impacted Business Improvement Areas and the Toronto Transit Commission:

Business Improvement Areas (BIAs)

At the request of Councillor Wong-Tam's office, the Toronto Association of Business Improvement Areas (TABIA) coordinated a meeting on April 8, 2014 with the BIAs that would be affected by the proposed Open Streets Toronto Program.

Ten of the eleven BIAs that the proposed Open Streets Toronto route would pass through were represented. Councillor Wong-Tam's office provided an overview of the program and the road closures that would be required.

Several of the BIAs were supportive of the concept however three BIAs located at the eastern end of the proposed route were not. The Danforth, and Greektown BIAs indicated they would not support any proposed Open Streets Toronto route that would require closing roads in their BIA's jurisdiction. The Bloor Yorkville BIA expressed concerns and will be considering their position on this matter at its Board of Management meeting of April 30, 2014.

Their concerns centred around the impact of the road closure on local businesses and the high number of road closures already experienced in these areas. For example, in 2013, Bloor-Yorkville had 18 temporary road closures related to the Santa Claus Parade, St. Patrick's Day Parade, Pride Parade, Scotiabank Toronto Waterfront Marathon and other protests and marches.

Toronto Transit Commission (TTC)

On one of the four weekends proposed for Open Streets Toronto – Sunday, July 27 -- the TTC will be conducting special project-related maintenance on subway infrastructure. This construction project was finalized months ago and cannot be rescheduled without significantly jeopardizing the critical-path schedule for the TTC's signal upgrade work for Automatic Train Operation. The maintenance to be conducted will require the closing of the following sections of subway on the Yonge/University lines:

- Sunday, July 27, 2014 - St. George Station to Union Station to Bloor Station

Due to this closure, replacement bus services would be required to maintain service to these affected areas. If Yonge Street is closed to vehicular traffic starting at 8:00 am, then the TTC will not be able to provide the replacement bus service which is required to carry people in this corridor. This would be the case from about 7:30 am, given the need to clear the street in order to allow it to open to non-vehicular uses at 8:00 am. This would mean that upwards of 26,000 customers would have no public transportation available to them on Yonge Street, south of Bloor Street, during the hours of the Open Street event.

On the other three weekends – August 3, August 17, and August 31 – in order to provide transportation in the Yonge and Bloor-Danforth corridors while the Open Streets events prevent the operation of the usual early-Sunday-morning bus service - it would be necessary to open the subways earlier, at an approximate cost of \$45,000 per Sunday morning, or about \$135,000 for the three weekends. Additionally, normal subway maintenance activities would be disrupted by the required early subway openings.

Lastly, the closure of Queen St. between Church St. and Yonge St. will also require the 501 Queen Streetcar service to divert between Parliament Street and Spadina Avenue – the two closest diversionary track options. This is a significant expanse of service disruption, given the short section of Queen Street which would be part of the event.

In summary, the proposed temporary closure of Bloor, Yonge and Queen Streets for Open Streets Toronto would prevent the TTC from providing regularly-scheduled and special replacement bus services to travellers in the affected area. This would result in inconvenience to a large number of people, and an additional operating cost of \$135,000 for the TTC.

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SIGNATURE

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