

St. Clair Avenue West Area Transportation Master Plan

(Between Keele Street and Old Weston Road)



Public Information Centre 1 December 2, 2015

Welcome

Welcome to the first Public Information Centre for the St. Clair Avenue West Area Transportation Master Plan.

The panels will present information on the following:

1. Study area
2. Problem and opportunity to be addressed
3. Proposed Alternatives
4. Criteria that will be used to evaluate alternatives

We are interested in your feedback on the:

1. Existing transportation challenges
2. Proposed Alternatives
3. Criteria that will be used to evaluate alternatives

Project Team representatives are available to discuss the project with you.

The information presented today is available online at:

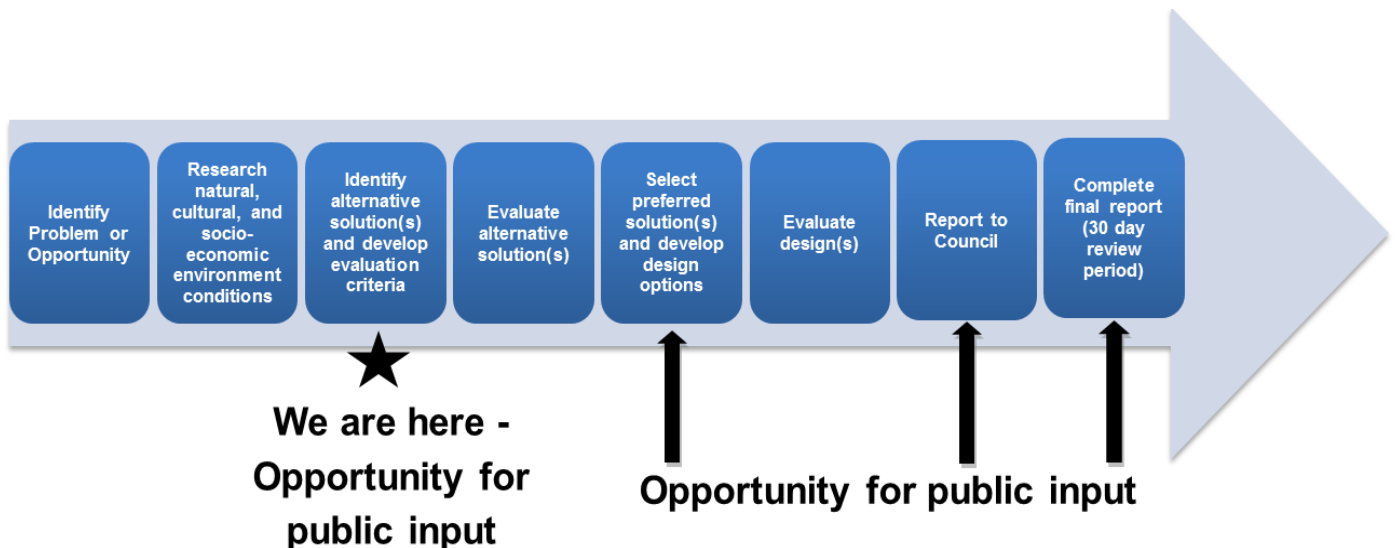
www.toronto.ca/stclairwesttmp

Study Process

This Transportation Master Plan is being carried out according to the Municipal Class Environmental Assessment (EA) process. This is an approved assessment approach for municipal infrastructure projects under the provincial *Environmental Assessment Act*.

The process includes:

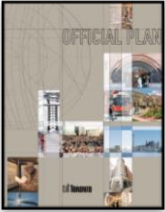
- Identifying the problem and/or opportunity to be addressed;
- Developing and evaluating a range of alternative solutions;
- Providing opportunities for public input; and
- Identifying a preferred solution.



The Transportation Master Plan (TMP) will be completed to evaluate and select infrastructure improvements and outline an implementation strategy. The TMP will document all four phases of the Schedule 'C' Municipal Class EA process.

What previous studies and plans are Considered?

The following studies and plans provide an overview of the planning context for the St. Clair Avenue West Environmental Assessment.



City of Toronto Official Plan (Adopted by Council 2002; Approved, in part, by the OMB in June 2006 & June 2015)

The Official Plan sets out the vision for where and how Toronto will grow to the year 2031.



St. Clair Avenue West Transportation Infrastructure Planning Study (2015)

A Functional Planning Study was completed to identify the existing constraints, problems and issues within the study area, and to identify short-term and long-term solutions to improve vehicular operations.



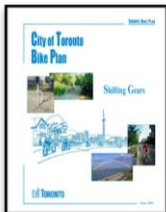
St. Clair Avenue West Avenue Study (Keele to Glenholme) (2009)

The St. Clair Avenue West Avenue Study examined the mixed-use corridor along St Clair Avenue West between Keele Street and Glenholme Avenue to identify a vision and implementation strategy for future development along this avenue segment.



Toronto Pedestrian Charter (2002)

The Charter reflects the principle that a city's walkability is one of the most important measures of the quality of its public realm, and of its health and vitality.



City of Toronto Bike Plan (2001)

The Toronto Bike Plan establishes a vision for cycling, by setting out integrated principles, objectives and recommendations about safety, education and a comprehensive bikeway network.

AODA Design of Public Spaces Standards

Accessibility for Ontarians with Disabilities Act (AODA)

The Province enacted that *Accessibility for Ontarians with Disabilities Act* (AODA), which governs the provision of public infrastructure including sidewalks, walkways, stairs, curb ramps, tactile walking surfaces, pedestrian signals and parking spaces. The City of Toronto has developed standards for all newly constructed or redeveloped infrastructure to ensure compliance with AODA.

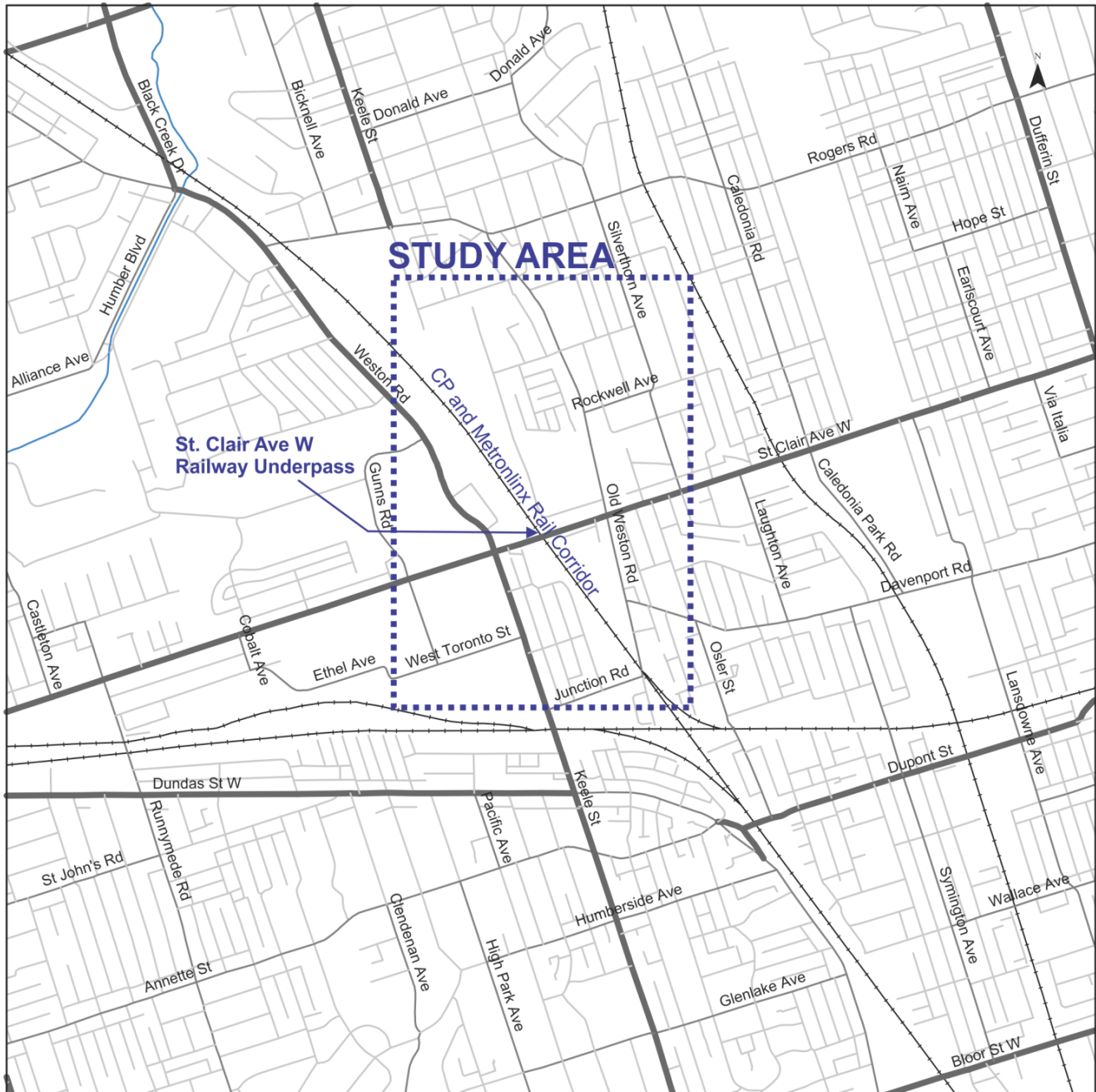
Problem and Opportunity Statement

The north/south rail corridor in the vicinity of St. Clair Avenue West between Keele Street and Old Weston Road limits east/west movement for cyclists, pedestrians and vehicles. This results in issues of congestion and connectivity.

The Transportation Master Plan will evaluate alternatives to improve movement using existing and potential new road connections for the benefit of all modes of travel.

Here is the Area we are Studying

Study Area: The alternatives being studied are located within this area. There may be secondary effects beyond the study area, and these will be considered as well.



Challenges

- Rail bridge – built in 1931;
- Traffic impacts that may result from the bridge replacement construction;
- No continuous east-west cycling connections in the study area;
- Accommodating the travel demands created by potential and ongoing developments in and around the study area;
- Potential rail station;
- Property impacts; and
- Need to minimize impacts to GO rail and UP express services.

Benefits

- Better east/west connectivity;
- Safer more pleasant environment;
- Pedestrian lighting;
- New sidewalks;
- New bike lanes; and
- Less overall vehicle delay.



Existing Transportation Conditions

St. Clair Avenue West is a heavily-used road that features two lanes in each direction alongside the dedicated TTC streetcar right-of-way.

However, at the railway underpass between Keele Street / Weston Road and Old Weston Road, the narrow bridge span limits the roadway to one lane in each direction. The railway has limited the number of east-west road connections in the study area. Development continues to occur in this area, increasing the travel demands.



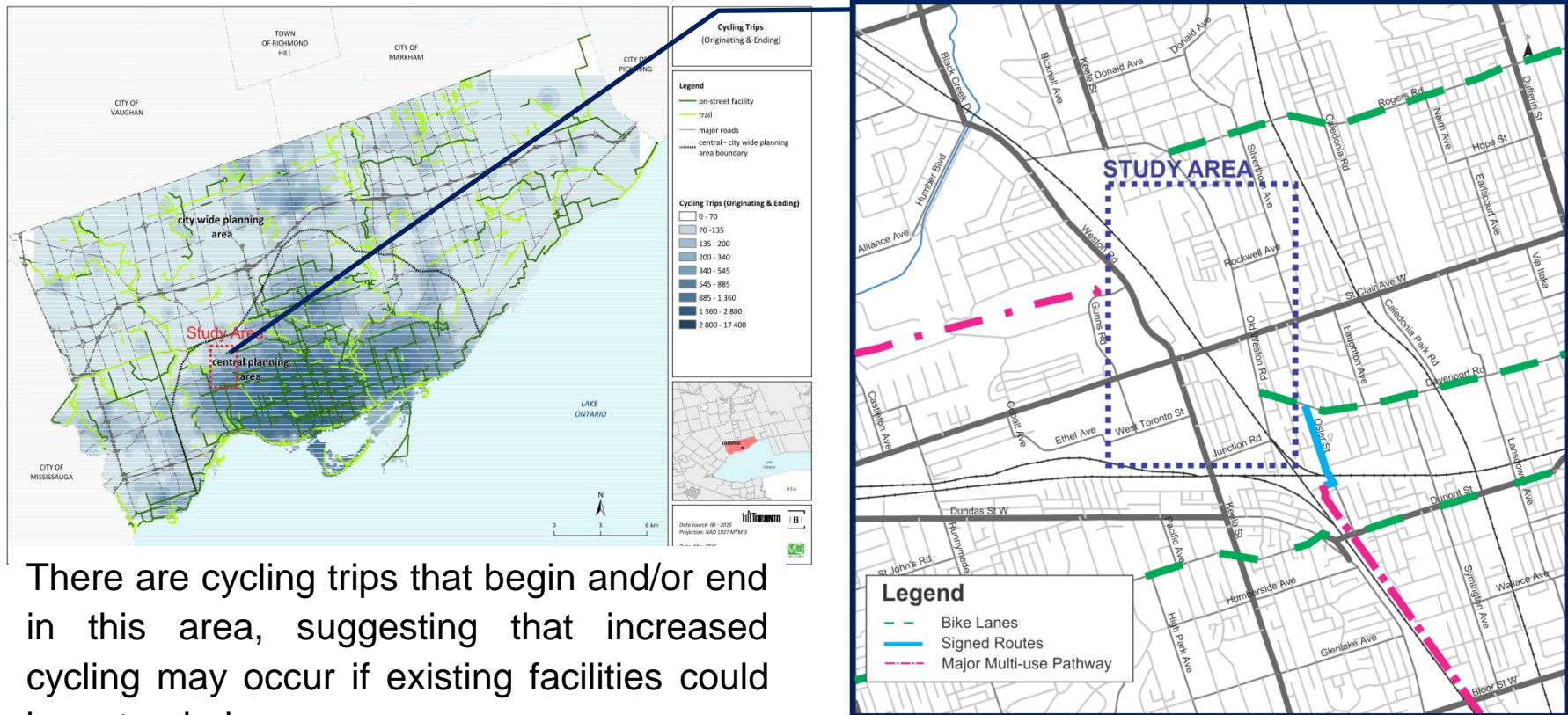
As a result, congestion occurs in both directions, causing drivers to divert through the surrounding community and raising concerns about safety, environmental effects, and business impacts. There are currently no continuous cycling facilities through the study area.

These were some of the factors that led to consideration of a broad study area, and other possible road crossings of the railway.

The current Transportation Master Plan study builds on the Functional Planning Study completed in June 2015 for the St. Clair Avenue West Underpass. A copy of the Functional Planning Study is available online at:

www.toronto.ca/stclairwestmp

Existing Cycling Facilities



There are cycling trips that begin and/or end in this area, suggesting that increased cycling may occur if existing facilities could be extended.

There are currently no continuous cycling facilities through the study area.

For each alternative proposed, bike lanes are being evaluated as part of the new or enhanced street. Connection opportunities which are realized may be used to inform the development of new Cycling Network routes in this area. Outcomes of this Transportation Master Plan will be integrated with Toronto's 10 Year Cycling Network Plan.

Existing Natural and Social Environment

It is important to understand existing natural and social conditions in order to define the effects that the transportation alternatives may have on them.

Natural Environment

There are some parks and little of the natural environment remaining in this area. There is one watercourse located east of the railway.

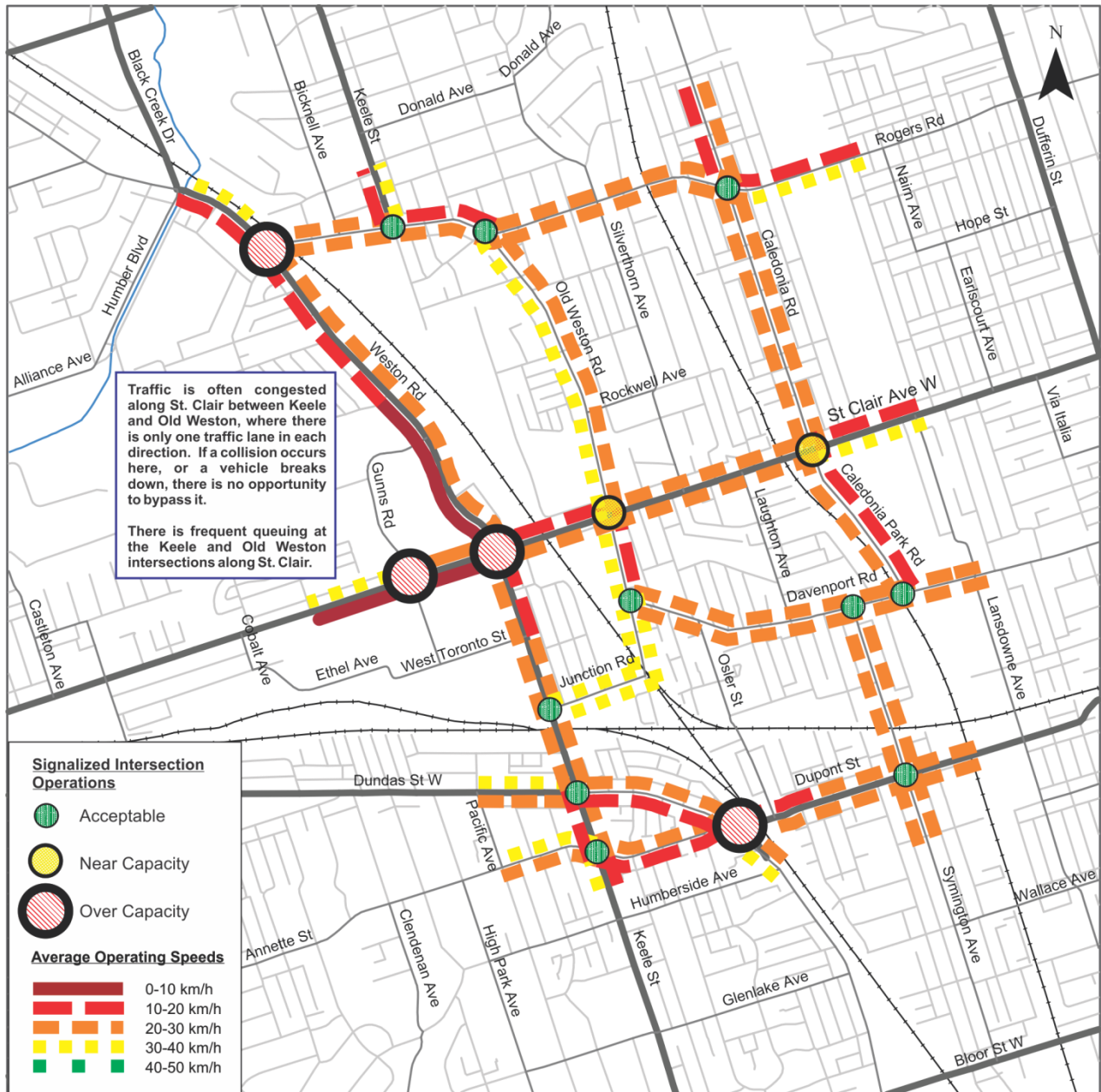
Social Environment

The area has seen new residential and retail development in the past ten years. These developments are highlighted on the map in yellow. Other facilities such as schools and parks are also shown.

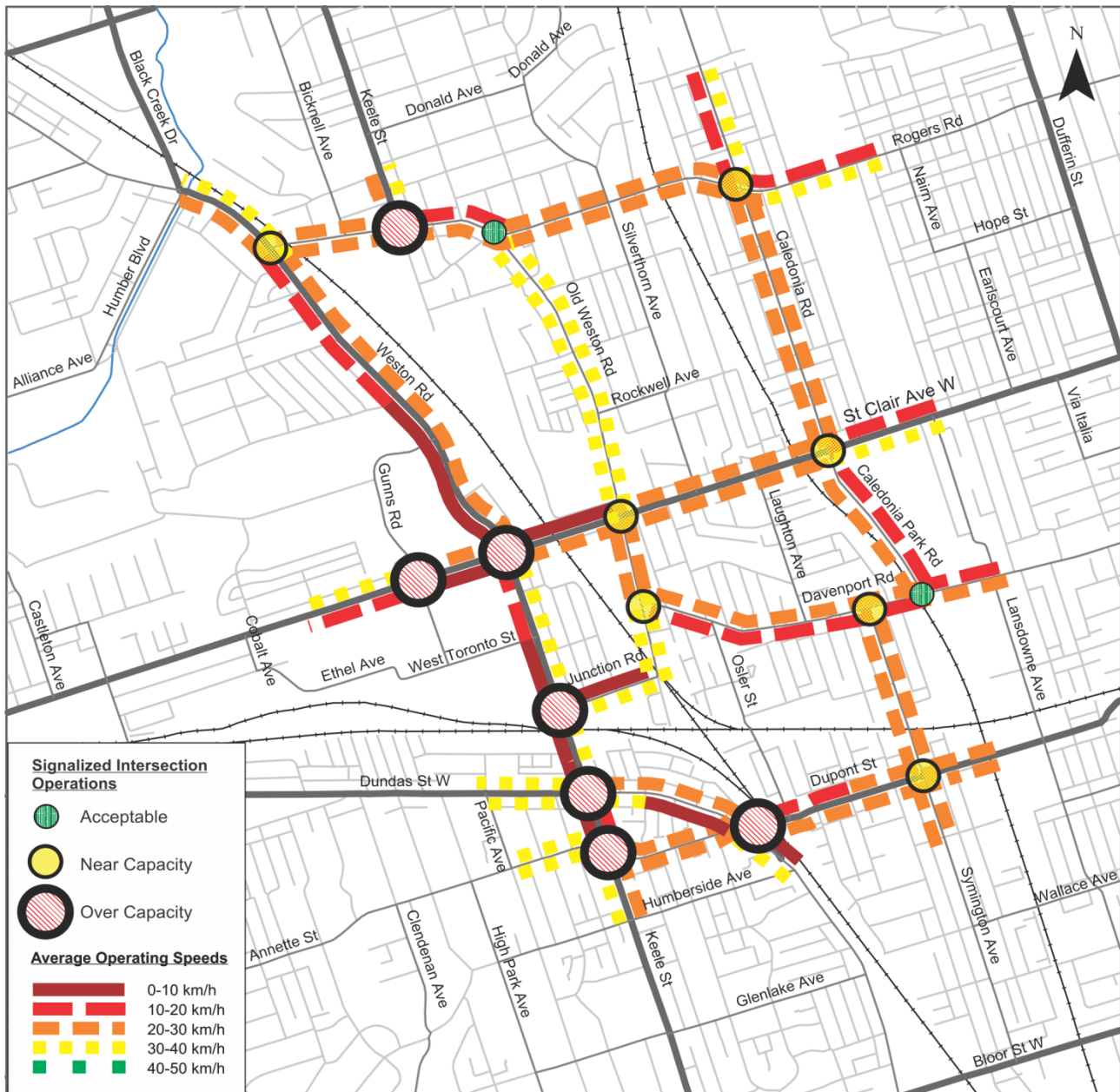


Existing Traffic Conditions – Weekday AM

Traffic conditions have been analyzed based on current traffic counts, to understand the existing issues in the study area.



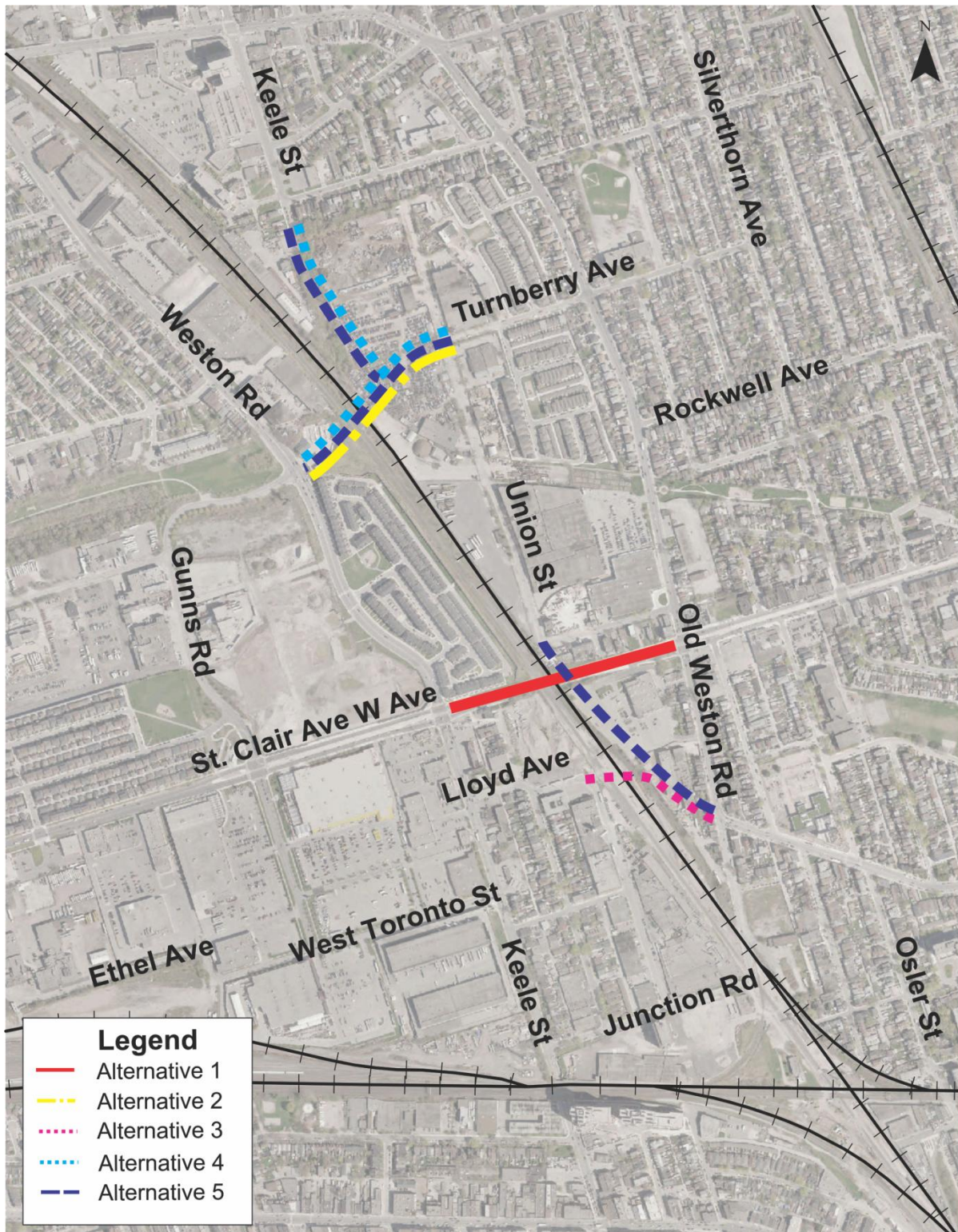
Existing Traffic Conditions – Weekday PM



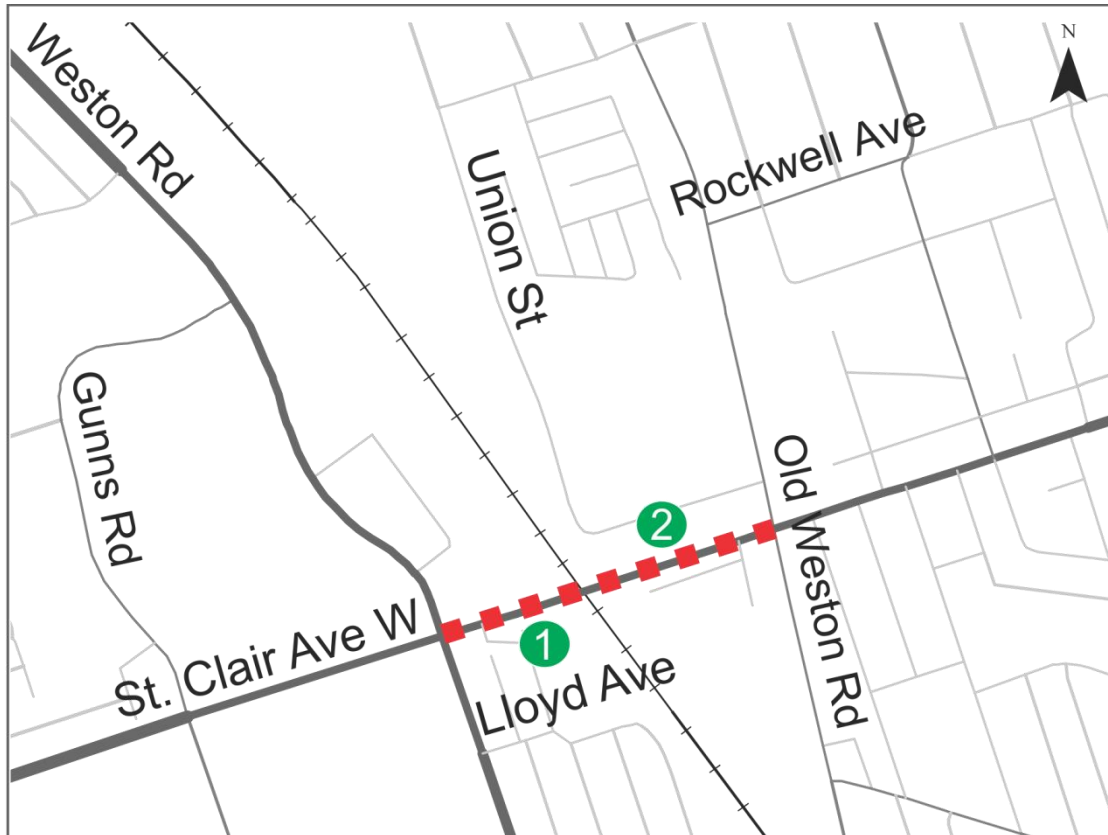
Weekend conditions are not assessed as part of this Transportation Master Plan since weekday AM and PM are expected to be the critical periods. However, it is noted that queuing and delays also occur during weekend periods in and around the study area.

Alternatives

A number of new roads and road expansions are being considered. These are shown below, and described in detail on the following boards.



Alternative 1: Widening St. Clair Avenue West



Under this option, St. Clair Avenue West would be widened to two traffic lanes eastbound and two lanes westbound.

The streetcar tracks would remain in exclusive right-of-way. These could be shifted to the north or to the south in order to allow the two additional traffic lanes to be constructed.

Why Consider this Alternative?

- Improves traffic flow under the bridge;
- Creates opportunities to improve pedestrian and cycling facilities on St. Clair Avenue West; and
- Minimizes the risk of road blockages.

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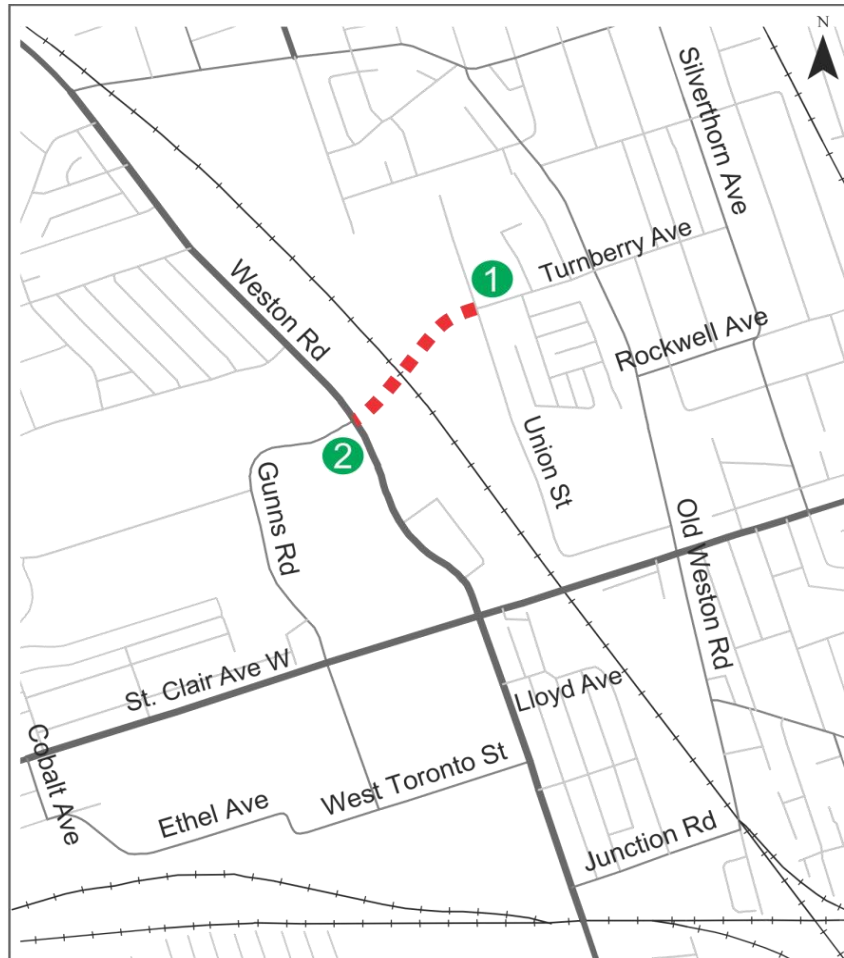
Looking west along St. Clair Ave W

2



Looking west along St. Clair Ave W

Alternative 2: Extending Gunns Road from Weston Road to Union Street



Gunns Road extension from Weston Road to Union Street would either be under or over the rail corridor - both options will be assessed.

Why Consider this Alternative?

- Improves the east-west mobility for vehicles, cyclists and pedestrians north of St. Clair Avenue West, increasing connectivity between neighbourhoods.

1



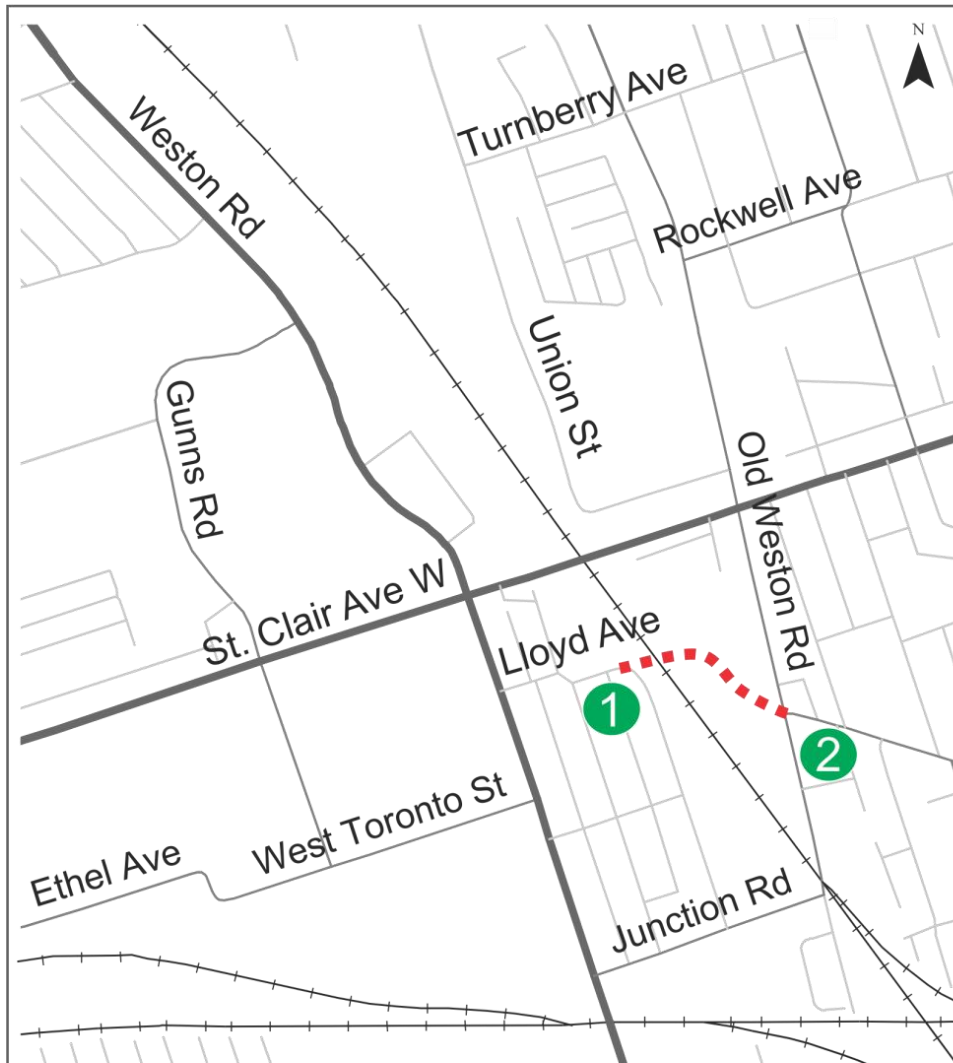
Looking west from Union and Turnberry

2



Looking east from Gunns and Weston

Alternative 3: Connecting Davenport Road to Lloyd Avenue



Davenport Road extension would either be under or over the rail corridor - both options will be assessed.

Why Consider this Alternative?

- Improves the east-west mobility for vehicles, cyclists and pedestrians south of St. Clair Avenue West, increasing connectivity between neighbourhoods.

1



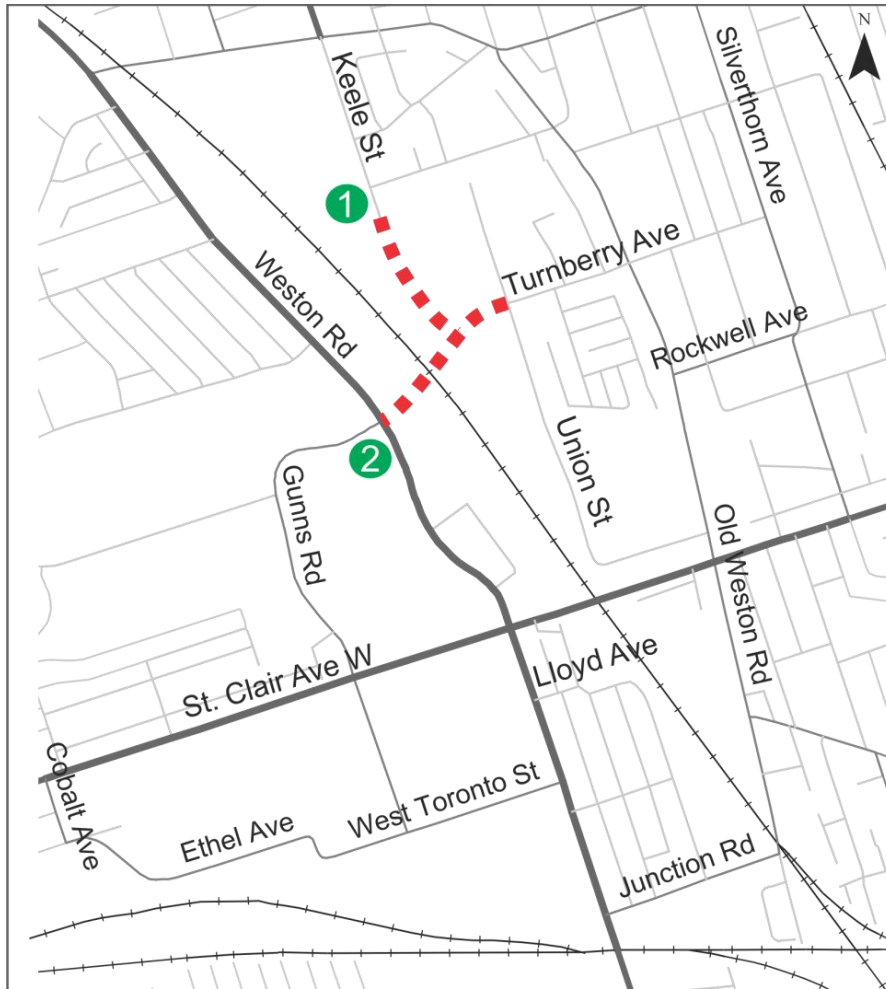
Looking east along Lloyd Avenue

2



Looking west at Davenport Road and Old Weston Road

Alternative 4: Extending Keele Street south to meet the Gunns Road extension between Weston Road and Union Street



The new east-west Gunns Road connection between Gunns Road and Turnberry Avenue would either be under or over the rail corridor - both options will be assessed.

Why Consider this Alternative?

- Improves the route options for vehicles, cyclists and pedestrians to and from north of St. Clair Avenue West; and
- Improves the east-west mobility for traffic, pedestrians and cyclists north of St. Clair Avenue West, increasing connectivity between neighbourhoods.

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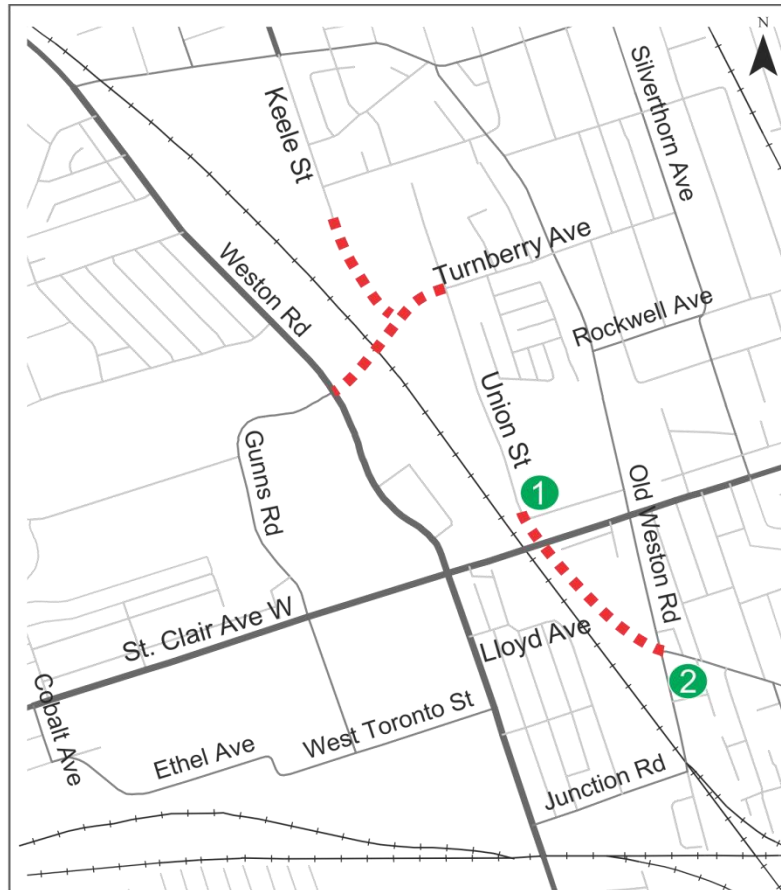
Looking south along Keele Street

2



Looking east from Gunns and Weston

Alternative 5: Extending Davenport Road to Union Street and Implementation of Alternative 4



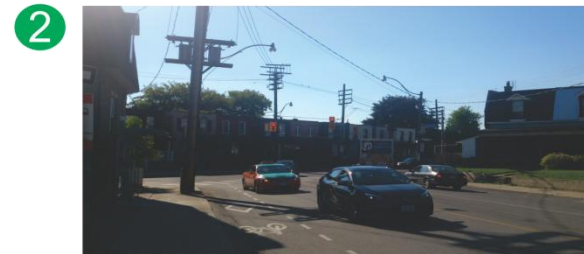
The Gunns Road extension would either be under or over the rail corridor and the Davenport extension to Union Street would either be under or over St. Clair Avenue West - both options will be assessed. Extending Davenport Road without inclusion of Alternative 4 would be expected to be of little benefit. Both connections are needed to enhance connectivity.

Why Consider this Alternative?

- Improves the connectivity and mobility alternatives for vehicles, cyclists and pedestrians; and
- Relieves transportation pressure on St. Clair Avenue West itself.

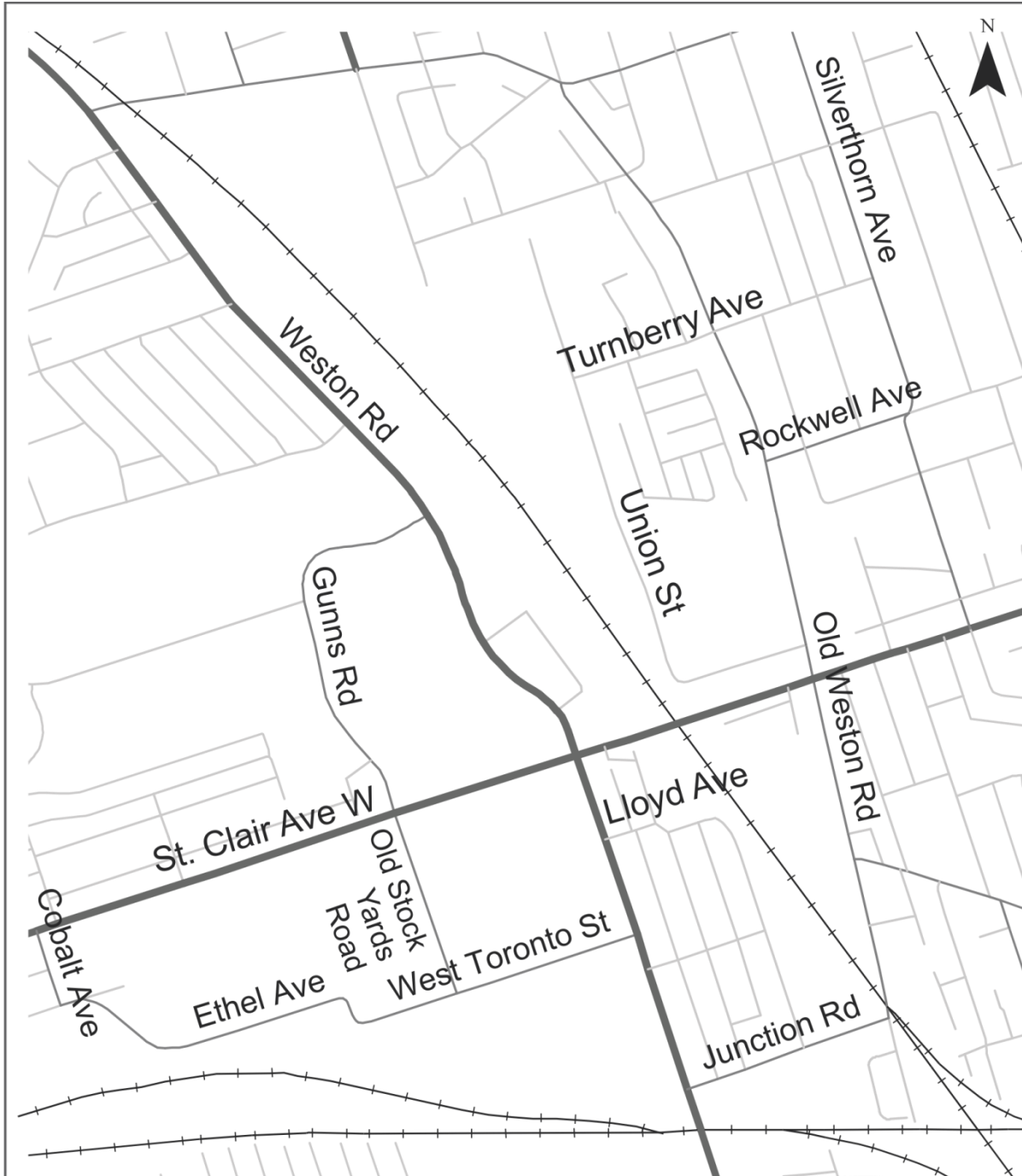


Looking south along Union Street



Looking west at Davenport Road and Old Weston Road

Potential Alternative 6



One additional alternative will be considered. Your input is welcome. Please draw on the above map or stick a post-it note on the side of this panel.

Evaluation Criteria

Below are the criteria and indicators proposed to evaluate the alternatives.

Factor	Measures	Indicator
Socio-Economic Environment	Impacts to Private Property	<ul style="list-style-type: none"> • Permanent takings • Temporary occupation • Temporary access obstruction during construction (incl. businesses) • Permanent access closures
	Nuisance Effects	<ul style="list-style-type: none"> • Construction noise & vibration • Operational noise & vibration • Construction dust and emissions
	Public Amenities (e.g. art, furniture, trees) and Streetscape	<ul style="list-style-type: none"> • Impact on existing streetscape amenities (type and number affected) • Opportunity to add new streetscape amenities (type and potential for new) • Impacts to streetscape layout (incl. change to elevation – roads above/below and allocation of space)

Have we missed anything? Please provide your comments on the criteria.

Evaluation Criteria

Factor	Measures	Indicator
Natural Environment	Groundwater	<ul style="list-style-type: none"> Groundwater quality Groundwater quantity
	Surface Water	<ul style="list-style-type: none"> Water flow effects Effects on drainage and stormwater management
	Aquatic Species and Habitat	<ul style="list-style-type: none"> Changes to fish and fish habitat including species of conservation concern
	Terrestrial Species and Habitat	<ul style="list-style-type: none"> Vegetation communities including species of conservation concern Wildlife and wildlife habitat including species of conservation concern
	Excess Materials Management	<ul style="list-style-type: none"> Types and quantities of excess materials to be managed Storage and/or use of excess materials
	Air quality	<ul style="list-style-type: none"> Air quality effects
Cultural Environment	Archaeology	<ul style="list-style-type: none"> Archaeological resources
	Heritage	<ul style="list-style-type: none"> Built Heritage Resources Cultural Heritage Landscapes

Have we missed anything? Please provide your comments on the criteria.

Evaluation Criteria

Factor	Measures	Indicator
Transportation	Design	<ul style="list-style-type: none"> Adherence to City of Toronto design standards and guidelines for transportation facilities Accessibility (Compliance with City Accessibility Design Guidelines and provincial AODA)
	Network capacity	<ul style="list-style-type: none"> Average delay for traffic (peak hour) Transit travel time and service reliability
	Transportation efficiency	<ul style="list-style-type: none"> Intersection operations (existing and proposed – weekday peak hours) Number of people that can be moved, by all modes Travel time/average speed
	Cycling connections	<ul style="list-style-type: none"> Ability to introduce new cycling facilities and connections
	Pedestrian connections	<ul style="list-style-type: none"> Ability to introduce new or widened pedestrian facilities and connections
	Emergency response and incident response	<ul style="list-style-type: none"> Number of lanes available to bypass road incidents and respond to emergencies
	Neighbourhood traffic infiltration	<ul style="list-style-type: none"> Intersection operations (existing and proposed – weekday peak hour) Travel time on major streets
	Future rail network expansion	<ul style="list-style-type: none"> Accommodation of additional rail track Accommodation of potential rail station Opportunity to provide access to potential rail station

Have we missed anything? Please provide your comments on the criteria.

Evaluation Criteria

Factor	Measures	Indicator
Constructability	Impact on current transportation activities	<ul style="list-style-type: none"> Transit, pedestrian, road, rail, and bike mobility through the study area based on capacity, continuity and directness of connections for each mode, and duration of disruption
	Staging	<ul style="list-style-type: none"> Number of stages/duration
	Utilities	<ul style="list-style-type: none"> Number and scale of utilities affected
Cost	Construction Cost	<ul style="list-style-type: none"> Total construction cost estimate
	Property Cost	<ul style="list-style-type: none"> Property cost estimate

Have we missed anything? Please provide your comments on the criteria.

Following this PIC, the Project Team will complete the evaluation of the long-term alternatives.

Next Steps

After this PIC, the Project Team will:

- Review and respond to comments;
- Evaluate the solutions and select the recommended plan;
- Meet with stakeholders, external agencies, and a technical advisory committee; and
- Prepare for a second public meeting in 2016.

Stay in Touch

1

Go to the project webpage
www.toronto.ca/stclairwesttmp

2

Speak with members of the project team at public events.

3

You are encouraged to contact the Project Team if you have any questions or feedback regarding the information presented at this PIC.

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Please feel free to ask questions and fill out a comment sheet before you leave.

*Comments can be left in the box provided or forwarded to the Project Team by **December 18, 2015.***