

JOHN STREET CORRIDOR IMPROVEMENTS

Environmental Assessment Study

Existing Conditions

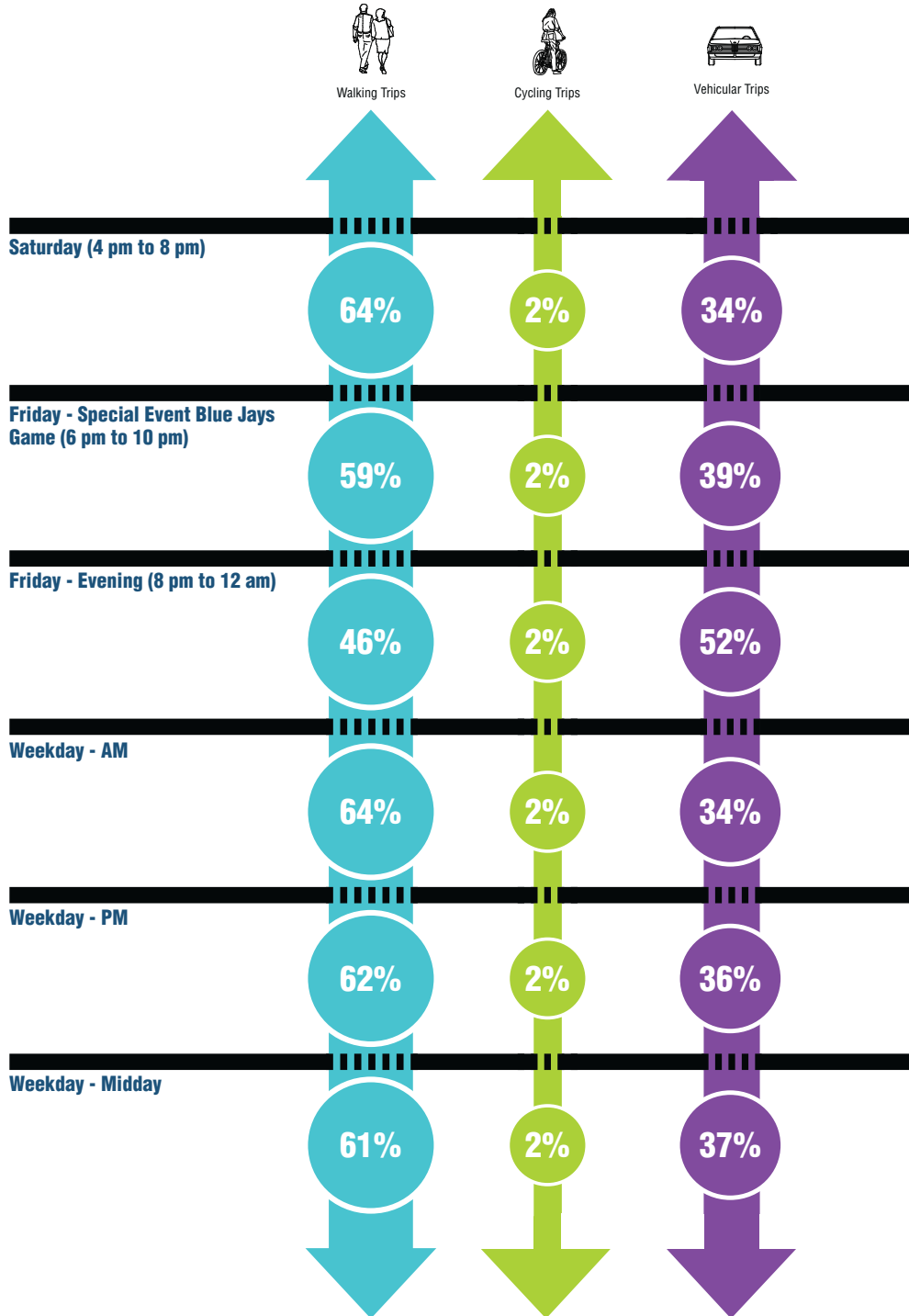
How is John Street Used?

Summary of Significant Patterns based on Available Data:

- Highest auto volumes along John Street observed during weekday PM peak hour.
- Highest percentage of walking trips along John Street are observed north of Richmond Street St. W. during the Friday and Saturday evenings.
- Significant pedestrian volumes along John Street, from Wellington St. W. to Front St. W. are exhibited during the traditional commuting peak hours.

The result of the transportation assessment that:

- Walking trips currently make up about 60% of the total trips along John St. corridor on average and cycling and vehicular trips make up 2% and 40% respectively. While cycling trips make up 2% of the average, it is noted that this does not preclude the provision of a shared vehicular/ cycling lane along John Street.



Alternative Solutions

Environmental Assessment options to be considered are described as alternative solutions and alternative designs. Alternative solutions means feasible alternative ways of solving a problem or capturing an opportunity. Do Nothing is always an alternative solution. Once a preferred solution is picked, alternative designs are considered. For this project, the following lists identify what kinds of decisions we will be making at each stage.

The following panels assess reasonable options based on these key considerations.

CURRENT PHASE

Alternative Solutions

Evaluate possible approaches within the corridor:

- Accommodate all uses or focus on one
- Work within R.O.W. or widen
- Reduce curb to curb (asphalt width) and for what purpose
- Conventional or unique

NEXT PHASE

Alternative Design

Consider design options for the preferred alternative:

- Reconfigure road:
 - Alter lane widths
 - Alter number of lanes
- Centreline location
- Uniform treatment or block by block
- Materials / details
- Address negative impacts (if any) on other corridors

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Alternative Solutions

Alternative 1

Do Nothing - Continue to Operate the Corridor in its Current Form

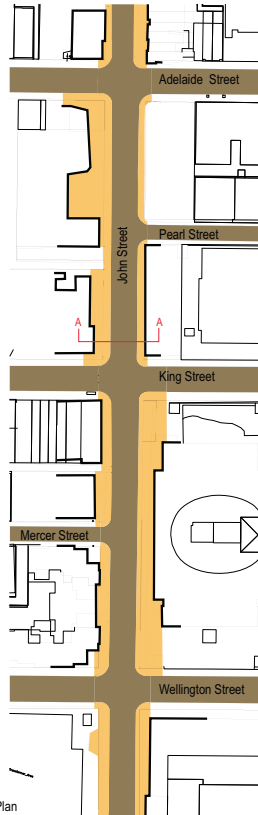
- Continue to operate the transportation facility in its current form
- Pedestrian realm and vehicular realm remain unchanged
- 2-way street

Legend:

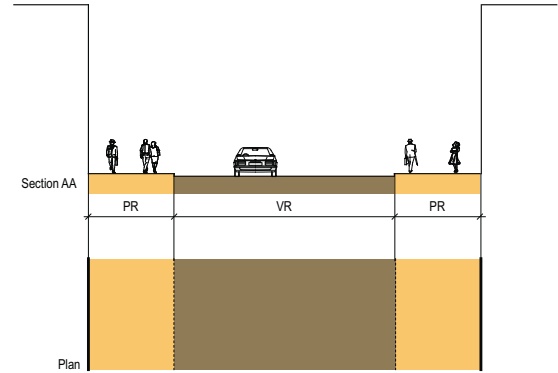
- VR Vehicular Realm Width
- PR Pedestrian Realm Width
- Existing Curbside
- Proposed Curbside



Key Map



Enlargement Plan



EXAMPLE



John Street, Toronto, ON

Alternative 2

Shared Street within the Existing R-O-W

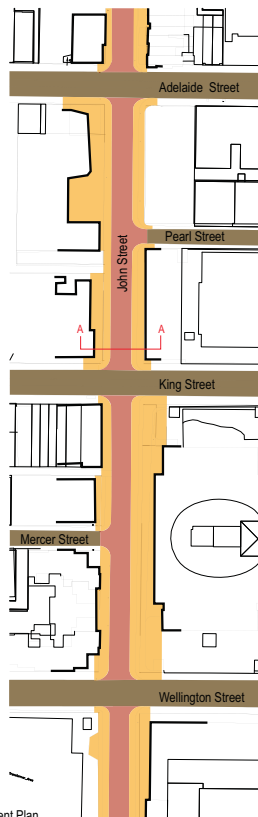
- Expand pedestrian realm width
- Include a narrowed, shared vehicular/ cycling/ pedestrian area
- Self-regulated right-of-way resolution
- 2-way street

Legend:

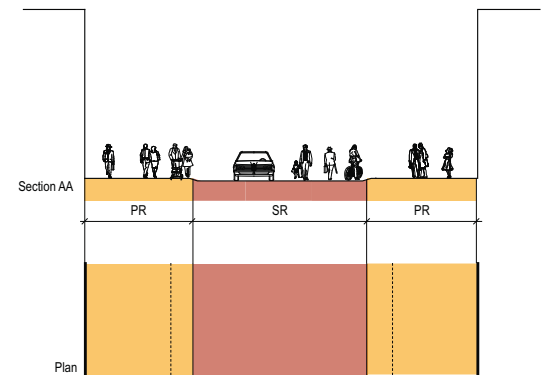
- VR Vehicular Realm Width
- PR Pedestrian Realm Width
- SR Shared Realm Width
- Existing Curbside
- Proposed Curbside



Key Map



Enlargement Plan



EXAMPLE



Stephens Avenue, Calgary, AB

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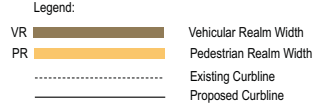
Environmental Assessment Study

Alternative Solutions

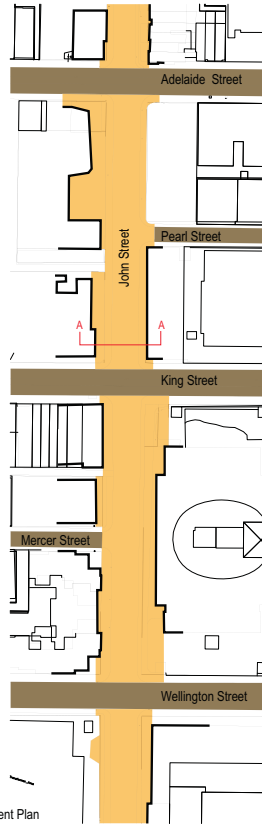
Alternative 3

Conversion to Pedestrian Mall within the Existing R-O-W

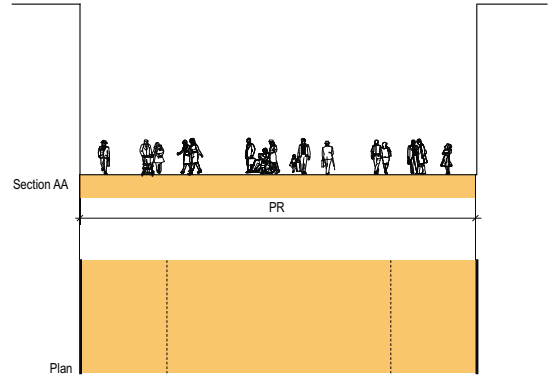
- Expand pedestrian by eliminating vehicular realm width
- Vehicular access is restricted to emergency vehicles
- Cyclists required to dismount



Key Map



Enlargement Plan



EXAMPLE

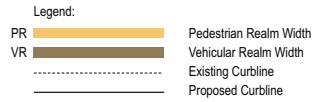


Sparks Street, Ottawa, ON

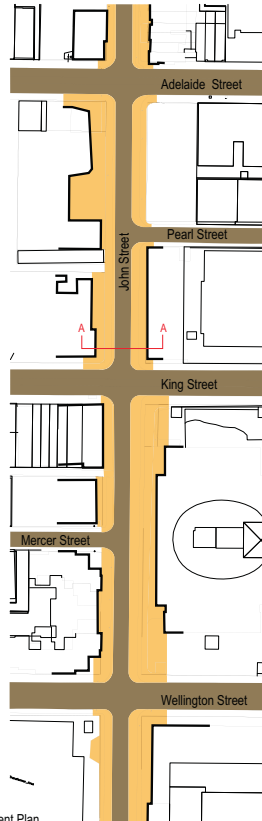
Alternative 4

Reduce Vehicle Realm, Increase Pedestrian Space within the Existing R-O-W

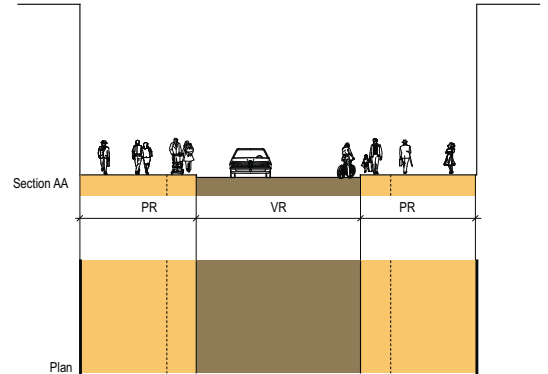
- Expand pedestrian realm and reduce vehicular realm width
- Vehicular realm to be shared with cyclists in a widened lane
- 2-way street



Key Map



Enlargement Plan



EXAMPLE



Marunouchi Street, Tokyo, Japan

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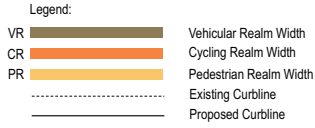
Environmental Assessment Study

Alternative Solutions

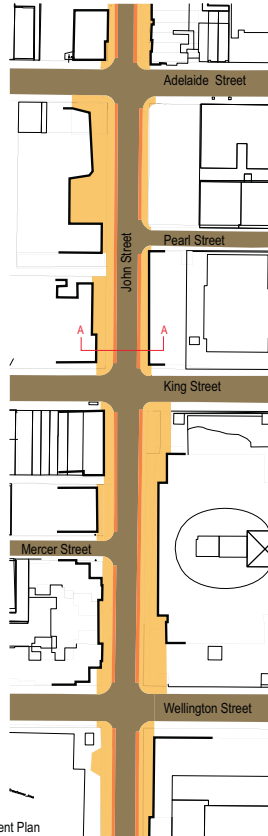
Alternative 5

Reduce Vehicle Realm, Provide Bike-Lanes within the Existing R-O-W

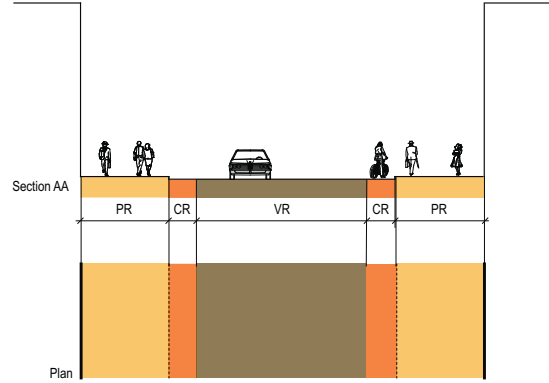
- Pedestrian realm width remains unchanged
- Vehicular realm width is reduced to introduce dedicated bicycle lanes
- 2-way street



Key Map



Enlargement Plan



EXAMPLE

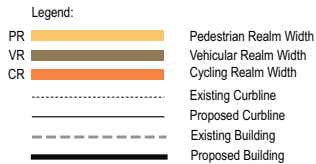


St. George Street, Toronto

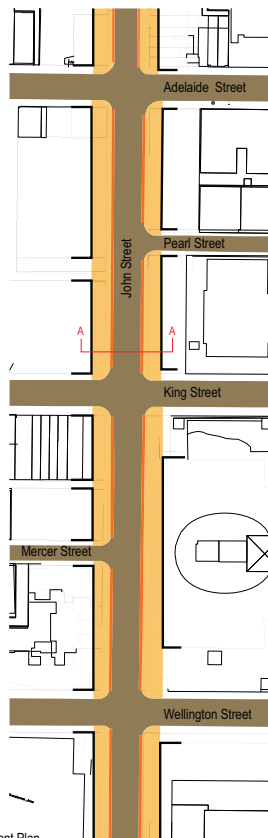
Alternative 6

Widen John Street R.O.W., Provide Bike Lanes & Increase Pedestrian Space

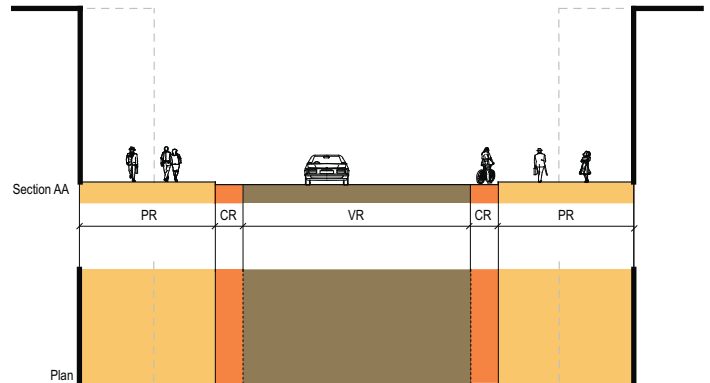
- Widen John Street R-O-W by acquiring lands
- Provide dedicated bicycle lanes
- Expand pedestrian realm width
- 2-way street



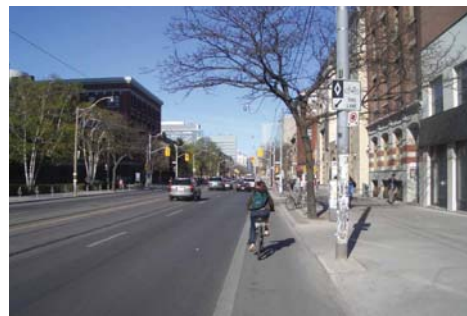
Key Map



Enlargement Plan



EXAMPLE



College Street, Toronto

Selection of Preferred “Alternative” Solution

ASSESSMENT FACTORS

Transportation / Technical Factor

- Ability to address transportation needs, traffic operations and safety, accommodation for pedestrians and cyclists, emergency service, street parking, impacts to passenger and goods loading, accommodation for utilities.

Urban Design Factor

- Compatibility with BIA Master Plan / City Building / Official Plan, opportunity to integrate with existing and planned adjacent uses/developments, ability to bring to realization 'Cultural Corridor' improvements and events, sense of security - level of natural surveillance in all hours, year-round street life/productivity for sense of use and animation in all seasons

Social Cultural Factor

- Impact to the area businesses, traffic infiltration / noise and vibration impacts, impacts to archaeological / built heritage / cultural landscape features

Natural Environment Factor

- Impact on the trees /vegetation, stormwater management, air quality

Cost Factor

- property impact (residential / commercial), capital costs and operation / maintenance costs.

Alternative Solution	Alt-1	Alt-2	Alt-3	Alt-4	Alt-5	Alt-6	Comments
Description	Do-Nothing - Continue to Operate the Corridor in its Current form	Shared Street Within the Existing R-O-W	Conversion to Pedestrian Mall Within the Existing R-O-W	Reduce Vehicle Realm Increase Pedestrian Space Within the Existing R-O-W	Reduce Vehicle Realm Provide Bike-Lanes Within the Existing R-O-W	Widen John Street R.O.W Provide Bike-Lanes & Increase Pedestrian Space	
Criteria							
Transportation	○	○	○	●	○	●	<ul style="list-style-type: none"> Alternative # 6 (widening the right-of-way to provide additional space for all users) is the most preferred alternative from a transportation standpoint; Alternative # 4 (reducing the vehicle realm to provide more space for pedestrians within the existing right-of-way) is the most balanced approach; Alternative # 5 (reducing the vehicle realm to provide bike-lanes) does not improve the pedestrian environment; Alternative # 3 (conversion to a pedestrian mall) adversely affects the operation of emergency services, loading and servicing, and general vehicular access and therefore is the least preferred option; and, Alternative # 2 (shared street) presents certain safety challenges.
Urban Design	○	●	○	●	○	○	<ul style="list-style-type: none"> Alternatives #4 & 2 are the most preferred solutions from an urban design standpoint given the highest levels of compatibility with the BIA Master Plan and opportunity to integrate with existing and planned adjacent uses, developments, improvements and events.
Social-Cultural	○	○	○	●	○	○	<ul style="list-style-type: none"> Alternative # 6 will have a significant adverse effect on the businesses and potential development and therefore is the least preferred (is not recommended to be carried forward); Alternative # 4 best balances the needs of existing and future businesses, tourists and Torontonians.
Natural Environment	○	○	○	○	○	○	<ul style="list-style-type: none"> Alternative # 3 is the most preferred and Alternative #5 is the least preferred against Natural Criterion given the opportunities it offers for improvement to the landscaping / stormwater quality / quantity; Although the alternatives may respond differently against this criterion, however, given the urban nature of the area this is not a key decision making criterion.
Economical	○	○	○	○	○	○	<ul style="list-style-type: none"> Alternative # 4 & 5 can be implemented at a modest cost; Alternatives # 2 & 3 will potentially require a greater investment; Alternative # 6 involves significant property and capital cost, and is least preferred.
Summary	○	○	○	●	○	○	<p>Alternative # 4 is the most balanced approach as:</p> <ul style="list-style-type: none"> It provides great opportunities to enhance urban design / streetscaping features; It provides the highest levels of compatibility with the BIA Master Plan & opportunities to integrate with existing / planned adjacent uses; Involves minimal impacts to the transportation network; Offers modest opportunities to enhance drainage features; and Involves moderate capital costs.

○ Least preferred → ● Most preferred

Alternative 4 is preferred by the Technical Advisory Committee, pending public and stakeholder review and input at this Public Information Centre

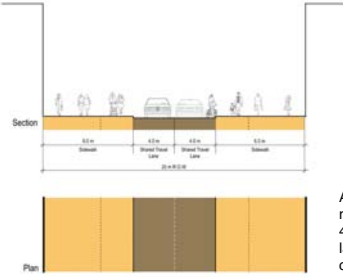
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Next Phase: Opportunities for the “Preferred” Solution

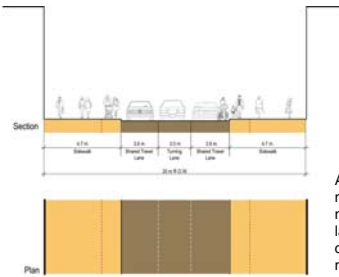
Potential Function

2-Lanes



A two-lane street may include two 4 metre travel lane shared with cyclists

3-Lanes



A three-lane street may include two 3.8 metre wide travel lanes shared with cyclists and a 3.0 metre turning lane

2 & 3 Lanes

A variation of 2 and 3 lanes may be considered along the corridor.

Potential Alignment

Centred

A Centred alignment would result in an equal pedestrian realm on either side of the street.



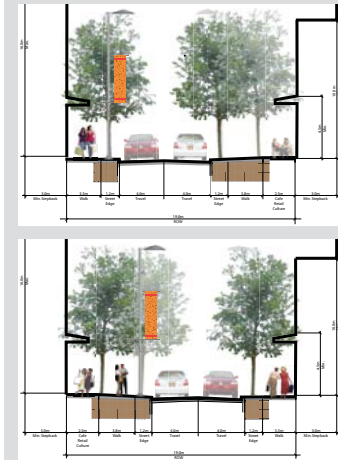
Off-Centred

An off-centred alignment would result in a wider pedestrian realm along one side of the street.



Variation

The alignment may vary with a wider pedestrian realm that alternates from block to block.



An idea conveyed in the Toronto Entertainment District Master Plan for John Street was an alternating street with a wider sidewalk as shown in the prototypical cross sections at left.

Potential Special Conditions

Special conditions may include areas where the street may be closed off for special events, table-top intersections may be introduced or special curb conditions.

Table Top

A table-top condition is where the street is flush with the sidewalk or at an intersection and features distinctive paving



3rd Street Promenade, Santa Monica, California

Flexible

A flexible street is designed to allow the street to adapt to different uses and users for special events.



Grande Allée, Québec City, Québec



Bollards recessed into the street



Bollards raised

Curb Options

Certain locations along John Street may be suitable for different curb options such as rolling curbs or curbsless streets.



Curbsless street



Street with rolling curbs

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Next Phase: Opportunities for the “Preferred” Solution

Potential Themes

Street for the Arts



A place for public art and events

Place that's Alive



A place framed by animated activities and uses

Attractions



A place that defines a unique and exciting experience

All Seasons



A place that functions at all hours of seasons

Potential Elements

Lighting



Embedded lighting

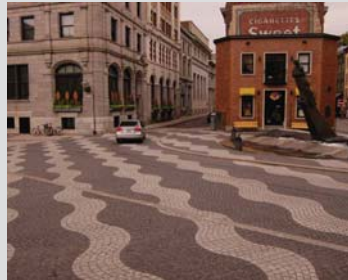


Overhead and Pedestrian

Paving



Simple patterns



Unique patterns

Furnishing



Stand alone



Built-in

Public Art



Permanent Installations



Temporary installation using projections

Trees/ Landscaping



Planters



In-ground

Sustainable



Porous Materials



Solar LED Lighting

Digital Media



Fixed installation



Illuminated

Wayfinding



Embedded



Digital Lighting

Next Steps

All material presented today will be reviewed and finalized subject to comments received during this Public Information Centre.

In the next phase – Summer/Fall 2010 - the following major tasks will be completed:

- Develop alternative designs;
- Identify and evaluate the design alternatives and recommend a technically preferred design alternative;
- Undertake additional consultation with directly affected agencies; and
- Consult with public on design issues at upcoming public events



Thank You

Comments and information regarding this study are welcome to aid in the planning of this undertaking.

Please provide us with any comments you have relating to the alternatives presented today by completing a comment sheet today or by **June 30, 2010**.

If you have any questions or comments after tonight's meeting, please contact:

Mike Logan
Public Consultation Unit, City of Toronto
Tel: 416-392-2962
Fax: 416-392-2974
TTY: 416-397-0831
Email: mlogan@toronto.ca

For more information, please visit the project website at:

<http://www.toronto.ca/involved/projects/john>