



Neighbourhood Update

St. Clair Avenue West Transit Improvements Class Environmental Assessment

Melhoramentos aos transportes colectivos na St. Clair Ave. West
Miglioramento del sistema dei trasporti pubblici a St. Clair Ave. West




No. 2
March 2004

This newsletter is the second in a series of neighbourhood updates. The newsletter includes important information about the study and its progress. There is also information about upcoming public meetings and how you can stay involved in the project.


Please Join Us for Our Next Public Meetings

The next public meetings on the St. Clair Avenue West Transit Improvements Class Environmental Assessment (EA) will provide an update on the progress of the study, details on the assessment and evaluation of alternative solutions, and those being carried forward to the next stage of the study process (alternative design concepts).

Tuesday, April 13, 2004

Holy Rosary Parish Centre 
356 St. Clair Ave. W. (east of Bathurst St.)
Open House Displays: 5:00 p.m. - 7:00 p.m.
Presentation and Discussion: 7:00 p.m.

Wednesday, April 14, 2004

Joseph Piccininni Community Recreation Centre 
1369 St. Clair Ave. W. (west of Lansdowne Ave.)
Open House Displays: 5:00 p.m. - 7:00 p.m.
Presentation and Discussion: 7:00 p.m.

If you are unable to attend either of these meetings, but would like to provide us with your comments, or if you would like to be put on our study mailing list, please contact us at the address listed on the back of this page.



Evaluation Criteria

Every transportation alternative being considered for St. Clair Avenue will be evaluated against specific criteria. The criteria have been grouped into four categories: Transportation, Business and Community, Natural Environment, and Costs. The St. Clair West community, including resident and business groups, have played an important role in developing the evaluation criteria and measures, and the relative importance of different criteria.

Based on community input, the major categories of criteria will be "weighted", or have the relative importance, as shown in the table below. The suggested weightings are the result of the community workshop and feedback from the February public meetings.

| Category | Description | Relative Value Weight (% of 100%) |
|------------------------|--|--------------------------------------|
| Transportation | The ability of the alternatives to satisfy transportation needs, operations and safety for all road users, including pedestrians, automobiles, cyclists and delivery vehicles. The ability of the alternatives to improve reliability, efficiency and safety of transit service, in order to serve existing and future needs. | 38% |
| Community and Business | The ability of the alternatives to meet community planning and Official Plan objectives, support business operations and economy, and support neighbourhoods and community facilities. | 38% |
| Natural Environment | The potential effects of the alternatives on the natural environment including air quality and any sensitive natural habitats. | 14% |
| Costs | The financial implication of the alternatives including construction, capital, operating and maintenance costs. | 10% |
| TOTAL | | 100% |

Alternative Solutions

The study team is examining nine alternatives for improving transit service on St Clair Avenue West (between Gunns Road and Yonge Street). The nine alternatives are:

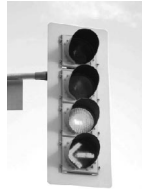
Alternative 1 – Do Nothing (Just Replace the Tracks)

The streetcar tracks would be replaced, and the roadway would be reconstructed the way it is now. Passenger platforms would also be reconstructed as they are now, with some being widened where possible.



Alternative 2 – Minor Transportation Improvements

Minor changes to the roadway or to traffic operations strategies at specific locations, to improve traffic flow for all vehicles. This would include traffic signal timing improvements to better facilitate traffic flow, selected exclusive left turn/right turn lanes, and the addition of more turn restrictions. This may involve restricting on-street parking in selected locations during peak periods and/or removing selected on-street parking spaces.



Alternative 3 – Transit Priority Improvements

This would involve the implementation of special signals for transit vehicles only and road design changes to give transit vehicles a time advantage over other vehicles. This could include either reserved lanes for streetcars at selected intersections only, to allow streetcars to bypass left turn vehicle line-ups.



Alternative 4 – Transportation System Strategies

Examples of this include travel demand management such as parking pricing, employer paid transit passes, transportation system management such as improved travel information message signs, and lanes reserved for use by high occupancy vehicles (hov).



Alternative 5 – Major Transit Improvements on other East-West Streets

This could involve increasing the level of transit service on other parallel routes such as Eglinton Ave., Rogers Rd., Davenport Rd., or Dupont St. by using signal priority, queue jump lanes, and lanes reserved for use by high occupancy vehicles.

Alternative 6 – Exclusive Transit Lanes on St. Clair Avenue

Creating exclusive lanes for transit use on all or a portion of St. Clair Avenue. This could be done with signs and pavement markings, or with some form of physical separation such as curbs, bollards, landscaped strips, textured pavement, etc. A number of design options would be considered for this alternative.

Alternative 7 – Change Transit Technology

This alternative includes replacing the existing streetcars with other types of transit vehicles. Options would include buses operating in mixed traffic or in hov lanes; or supplementing the current streetcar vehicles with higher capacity articulated streetcars.



Alternative 8 – Road Widening: St. Clair or Parallel Roads

The road could be widened to increase capacity for private vehicles only, or to add lanes for use by high occupancy vehicles only. Widening might occur on one or both sides of the street, depending

on the location. Another way to achieve this would be to remove on-street parking.

Alternative 9 – Combination of Some of the Above Options

Many of the alternatives can be combined by road section, to reflect the needs, opportunities, and constraints of the distinct communities along St. Clair Avenue.

New Information Available

Some new material available for review on the website or by request. New information on the website includes:

- Summary of discussions from the February 17 & 19, 2004 public meetings
- Revised project schedule - March 11, 2004
- Business Travel Survey bulletin - February 2004
- Urban Design Working Paper - February 2004
- Final list of evaluation criteria

Presentation material from all public meetings and workshops are also included on the website.

Opportunities for Community Input

Public meetings will be held in April 2004 (SEE NOTICE ON FRONT PAGE). The meetings will focus on the evaluation of alternative solutions. The study team will ask for comments and suggestions from the community about the information presented at these meetings.

How to Contact Us

You can provide comments at any time by:

1. Email - stclairwestea@toronto.ca
2. Study website - A project website has been established that provides information on the study and public meeting notices. The website will also include materials presented at the public meetings, and summaries of public meeting and workshop discussions.
Visit www.toronto.ca/planningstudies
3. Regular mail or Fax to:
Christine Iamono-Dagg
Public Consultation and Community Outreach
City of Toronto,
Works and Emergency Services
55 John Street, 19th Floor,
Toronto, ON, M5V 3C6
Fax: 416-392-2974
TTY: 416-397-0831

Para fazer uma pergunta ou deixar um comentário em português, queira ligar para o 416-338-2850.

Qualora desiderate porre delle domande o lasciare dei commenti in italiano, contattate il 416-392-3760.