

St. Clair Ave. West Transit Improvements Class EA Study:
Proposed Criteria and Measures

The following table provides the list of proposed criteria and measures to be used in the evaluation of the alternatives (options) for the St. Clair Ave. West Class EA study.

What are criteria and how do we measure them?

Criteria are factors that must be assessed when evaluating each alternative. The measure for each criterion describes how each alternative's impact on that item will be measured, meaning the extent of the impact. For example, when considering which car to purchase, one criterion would be fuel efficiency. The measure of fuel efficiency is kilometres per litre.

CATEGORY	CRITERION	MEASURE (S)
Transit service	Travel time savings	<ul style="list-style-type: none"> • Marginal change in travel time from Gunns Road to Yonge Street, relative to existing service *
	Efficiency (vehicle utilization)	<ul style="list-style-type: none"> • Number of vehicles required to address demand *
	Reliability/quality of service	<ul style="list-style-type: none"> • Marginal change in number of short turns projected * • Uniformity of spacing between vehicles * • Consistency in day-to-day trip times *
	Ability to attract riders/ accommodate demand	<ul style="list-style-type: none"> • Competitiveness with other modes (travel time, trip cost)
	Ability to connect with potential GO Rail station	<ul style="list-style-type: none"> • Qualitative assessment of feasibility (access, available space, integration with east-west transit service)
	Accessibility for the disabled	<ul style="list-style-type: none"> • Qualitative assessment; width of platforms; access from sidewalk
	Improves passenger accessibility, comfort	<ul style="list-style-type: none"> • Provision of adequate passenger waiting facilities
	Effects on safety (vehicle, passenger)	<ul style="list-style-type: none"> • Projected change in collisions; vehicle/TTC vehicle, pedestrian/TTC vehicle, and cyclist/TTC vehicle
Transportation service	Changes to vehicle delays, travel time (existing and future demands)	<ul style="list-style-type: none"> • Marginal change in travel time from Gunns Road to Yonge Street * • Marginal change in delay to vehicles in primary study area (average and/or overall delay) *
	Effects on intersection operations (existing and future demands)	<ul style="list-style-type: none"> • Change in overall level of service (at key intersections)* • Number of major intersections with critical movements (e.g. less than 10 percent of capacity unused) *
	Effects on corridor traffic operations	<ul style="list-style-type: none"> • Change in overall level of service on parallel routes *
	Effects on overall safety (for all users)	<ul style="list-style-type: none"> • Projected change in collisions; vehicle/vehicle, vehicle/TTC vehicle, pedestrian/TTC vehicle, and cyclist/TTC vehicle
	Effects on pedestrian accessibility, comfort, safety	<ul style="list-style-type: none"> • Net change in sidewalk-width (# of metres by BIA or road section) • Change in intersection crossing times • Changes in intersection waiting times • Effect on cross-street access (provision of median islands, differential in grades for ROW)
	Effects on cyclist accessibility, comfort, safety	<ul style="list-style-type: none"> • Change relative to existing situation; ability to provide reserved or shared bike lanes • Ability to enhance crossings of St.Clair Ave. • Ability to provide cycling storage
	Construction feasibility	<ul style="list-style-type: none"> • Qualitative assessment of construction feasibility
	Ability to maintain road and related facilities	<ul style="list-style-type: none"> • Ease of maintenance (snow removal, minor repairs)

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* The traffic and transit analyses will address weekday and weekend conditions. The focus in the detailed operational modeling will be on the a.m. peak hour, as a representative indication of conditions 1

CATEGORY	CRITERION	MEASURE (S)
Community and Business	Support of Official Plan objectives	<ul style="list-style-type: none"> Qualitative assessment of how well the alternative meets the Official Plan goals for Avenues (supporting mixed-use, transit-oriented development, quality pedestrian environments, enhanced street amenities, etc.)
	Effects on redevelopment potential	<ul style="list-style-type: none"> Projected change in development potential relative to baseline, up to horizon of 2021
	Support of community planning initiatives	<ul style="list-style-type: none"> Potential to improve public spaces Potential to improve personal safety
	Ability to meet Urban Design objectives	<ul style="list-style-type: none"> Potential for streetscape enhancement Potential for sidewalk expansion/improvement Opportunity to create public spaces Opportunity to create areas for cultural/art features
	Economic effects on adjacent businesses	<ul style="list-style-type: none"> Projected change in employment, land use, building permits Projected change in retail activity based on changes to vehicular access (addressing parking supply, left turn access, loading access) Estimation of broad economic gains/losses for the short term (1-2 years after construction), medium term (5-10 years) and long term (15-20 years)
	Economic effects on residential property	<ul style="list-style-type: none"> Assessment value (limited by data availability) comparing broad Spadina situation to St. Clair. Short, medium and long-term timeframes to be assessed
	Effects on property and business access for employees, customers and deliveries	<ul style="list-style-type: none"> Changes to hours during which on-street parking and loading are permitted Changes to permitted turning movements on access routes (consideration for absolute number of route alternatives) Changes to delivery and loading access (# of businesses affected)
	Effects on parking availability in commercial/retail areas	<ul style="list-style-type: none"> On-street: net change in number of spaces, by section (e.g. BIA boundaries) Off-street: opportunity to create off-street parking by section (e.g. BIA boundaries)
	Effects on neighbourhood traffic volumes and access (existing and future demands)	<ul style="list-style-type: none"> Projected change in volume, by section of the corridor, and on local streets (compared to existing conditions and expected future conditions with 'do nothing') Change in number of full-moves accesses into and out of specific neighbourhoods of concern Changes to Emergency vehicle access to primary routes
	Effects on access to community services	<ul style="list-style-type: none"> Changes to access by travel mode for community service facilities (e.g. Piccininni Community Centre) Changes in access to schools and institutions
	Noise impacts (after construction)	<ul style="list-style-type: none"> Marginal change in noise levels as per MOE criteria
	Effects during construction	<ul style="list-style-type: none"> Duration and extent of construction relative to baseline (replacement of tracks only)
	Effect on heritage features	<ul style="list-style-type: none"> Number of heritage features affected
Natural Environment	Effect on air quality	<ul style="list-style-type: none"> Qualitative effect on air quality due to changes in vehicle delays/speeds
	Effect on sensitive natural habitats (plants & animals)	<ul style="list-style-type: none"> Qualitative effect on local natural environment (terrestrial and aquatic habitat, vegetation such as street trees)
	Effect on Stormwater management	<ul style="list-style-type: none"> Requirement for stormwater management facilities Effect on existing stormwater facilities
Costs	Effects on City/TTC budgets	<ul style="list-style-type: none"> Construction cost Capital cost Utilities (relocation, upgrading, etc.) Operating cost
	Cost effectiveness	<ul style="list-style-type: none"> Change in operating costs from existing Cost per new rider

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