



# Alternative #4



## Other Transportation System Strategies

Examples include travel demand management, transportation systems management, and high occupancy vehicle lanes

Transportation Systems Management



HOV Lanes



Example of a Travel Demand Management Program Initiative



Details:

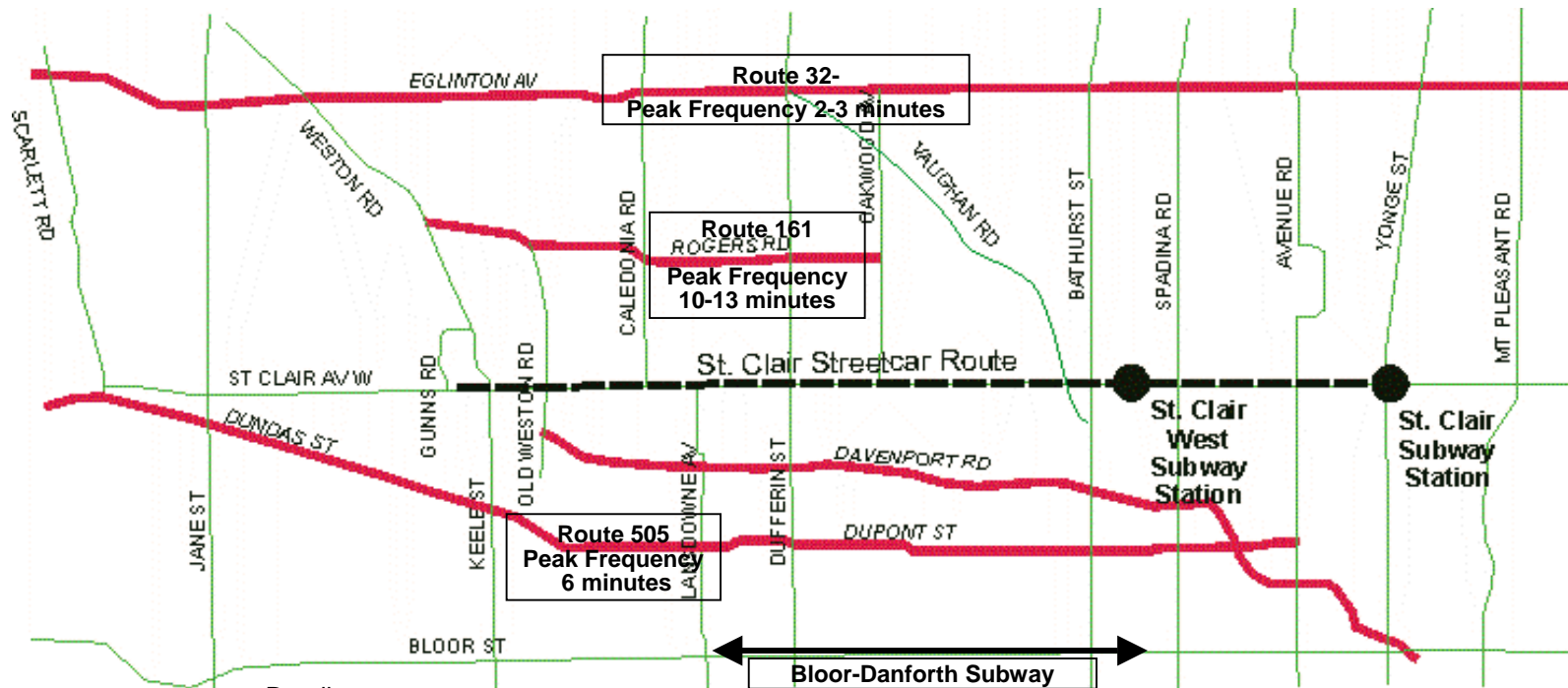
	Travel Demand Management	Transportation System Management	High Occupancy Vehicle Lanes
Description	Parking pricing, vehicle restrictions, cycling, walking, promotion of transit	Incident management programs; traffic control for better traveller information	Reserved lane for vehicles carrying three or more persons
Capacity	Does not increase capacity-moderate demand	Marginal increase	Person carrying capacity increases substantially
Cost	Low	Low	Low (assuming no widening of road)
Examples	Priority parking for carpoolers, employer sponsored transit passes	Don Valley Parkway digital message signs, on-board navigation systems, 401 traffic cameras	Eglinton Avenue





# Alternative #5

## Major Transit Improvements on other East-West Streets



Details:

Description	Could add more transit service on parallel roads. Would likely require introduction of signal priority, queue jump lanes or HOV/RBL lanes
Capacity	Would not increase capacity on St. Clair. Capacity increases depend on number of buses added
Cost	Low to moderate, depending on design (see other boards for unit costs)





# Alternative #6



## Exclusive Transit Lanes on St. Clair Avenue

Design for the transit vehicle lanes would be defined if this alternative is selected.

**Dedicated via signs and pavement markings**

**Physically separated**



Strasbourg's Tramway



Market Street, San Francisco



Houston's Metro



Strasbourg's Tramway



Portland, Oregon



Milan's Eurotram

Details:

	<b>Dedicated Via Signs and Pavement Markings</b>	<b>Physically Separated</b>
Description	Transit lanes would be separated from traffic by painted pavement lines, signs and heavy enforcement	Transit lanes would be separated by concrete curb or bollards, landscape strip, textured pavement (or combination)
Capacity	2500-3500 passengers per hour	3500-6000 passengers per hour
Cost	Same as base case (replacement of tracks)	Same as base case (replacement of tracks) + marginal cost for design features
Examples	King Street, and see photos	See photos





# Alternative #7

## Change Transit Technology



For example, bus service or articulated streetcars



Details:

	Buses in Mixed Traffic	Reserved Bus Lanes (RBL)	Articulated Light Rail Vehicle (ALRV)
Description	Buses would replace streetcars	Buses would replace streetcars, operating in reserved lanes, either at the curb (displacing parking) or in the median. The median would need to be a reserved lane to maintain existing capacity	Articulated streetcars could supplement the existing fleet of conventional streetcars.
Capacity	1200 passenger/hour (reduction from current capacity)	1800 passengers/hour	Capacity =120/vehicle compared to 80/vehicle on conventional streetcars
Cost	Moderate to high: would require purchase of new buses	Moderate to high: would require purchase of new buses	Moderate: would require purchase of some ALRV's
Examples	Bathurst Street	Eglinton Avenue East from Yonge Street to Brentcliffe Road	Queen Street

Note: Subway is not under further consideration, because demand does not warrant it





## Alternative #8



### Road Widening - St. Clair or Parallel Roads



#### Details:

Description	A road could be widened to increase capacity for private vehicles only, or for HOV or reserved bus lanes. Widenings might occur on one or both sides of the street, depending on right-of-way. A sub-option could be to first remove on-street parking
Capacity	A new lane would add capacity for about 700 vehicles/hour, equal to about 800 persons/hour. If HOV or RBL was implemented, capacity would increase
Cost	High cost, due to property requirements





## Alternative #9



### Combination of Some of the Above Options

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

For example, one option could be selected for the section east of Bathurst Street, and another option selected for the section west of Bathurst Street. The options must work together.





## Next Steps



- We will take your comments into account in analyzing the alternatives
- The next public meeting will be held in March. Please return then to review the draft evaluation of the alternatives.
- Please check the website for further updates:  
<http://www.toronto.ca/planningstudies>
- Comments can be made via e-mail at [stclairwestea@toronto.ca](mailto:stclairwestea@toronto.ca) or by phoning James Yacoumidis at 416-392-4331, TTY: 416-397-0831, Fax: 416-392-2974.
- 24-hour comment lines in Italian: 416-392-3760 and Portuguese: 416-338-2850.



Grazia!

Thanks for attending!

Obrigado!

Please leave your comment sheet in the box and sign up for the mailing list to receive study updates.

