

St. Clair West Area Transportation Master Plan

Comment Form | Public Information Centre #1 | December 2, 2015

Please submit your comments today or by **December 18, 2015**.

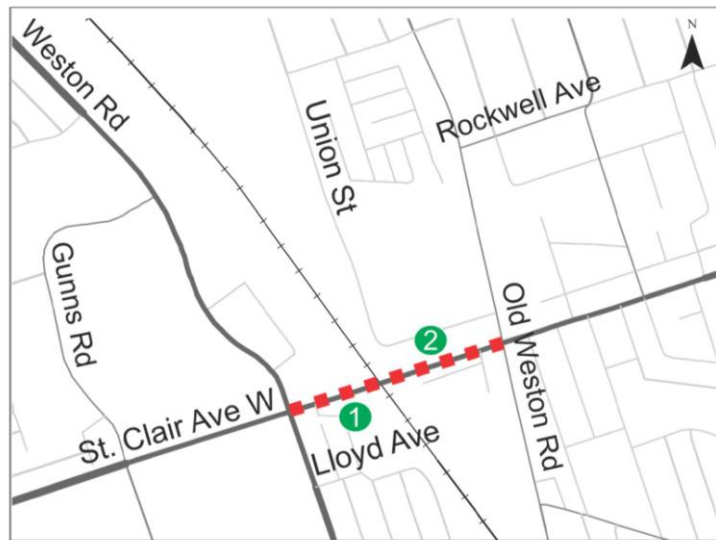
Copies of the display materials will be posted at www.toronto.ca/stclairwestmp

Your input will be reviewed by the project team and will inform plans moving forward. Thank you!

Alternative solutions being studied

The Transportation Master Plan will evaluate the following alternative solutions to improve movement using existing and potential new road connections for the benefit of all modes of travel:

- 1. Widen St. Clair Avenue West** to provide 2 lanes per direction between Old Weston Road and Keele Street. The streetcar would continue to operate in a dedicated right-of-way. Both options will be evaluated.



Why consider this solution?

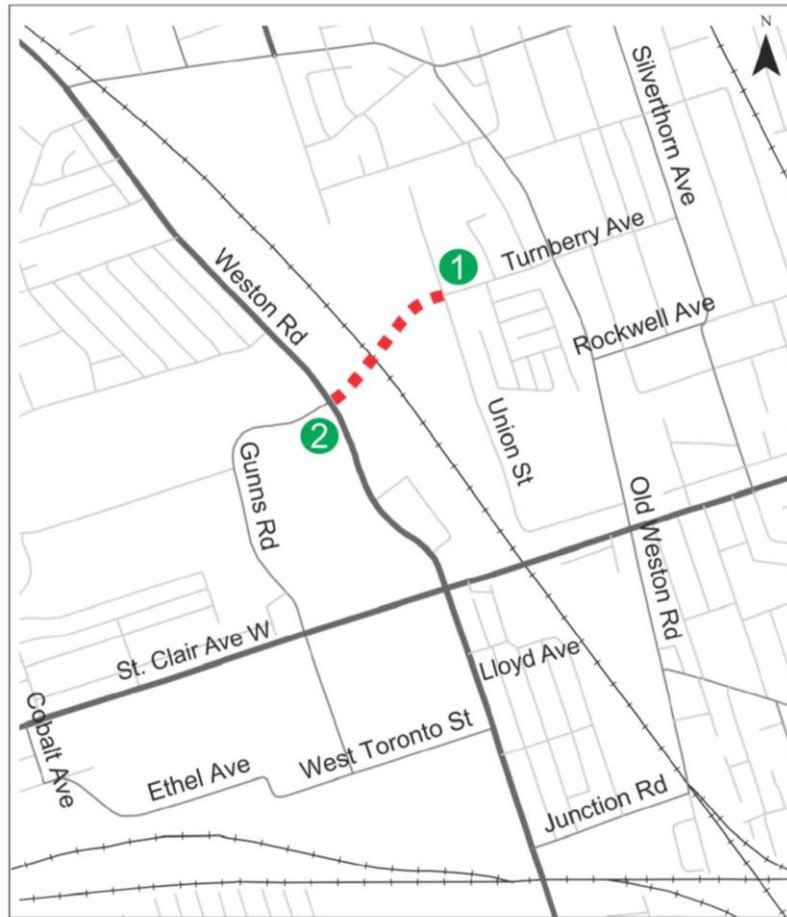
- Improves traffic flow under the bridge and minimizes the risk of road blockages
- Creates opportunity to improve pedestrian and cycling facilities on St. Clair Avenue West

What do you like about this alternative solution?

What do you not like about this alternative solution?

2. Extend Gunns Road from Weston Road to Union Street.

Gunns Road would extend from Weston Road to Union Street, either under or over the rail corridor. Both options will be evaluated.



Why consider this solution?

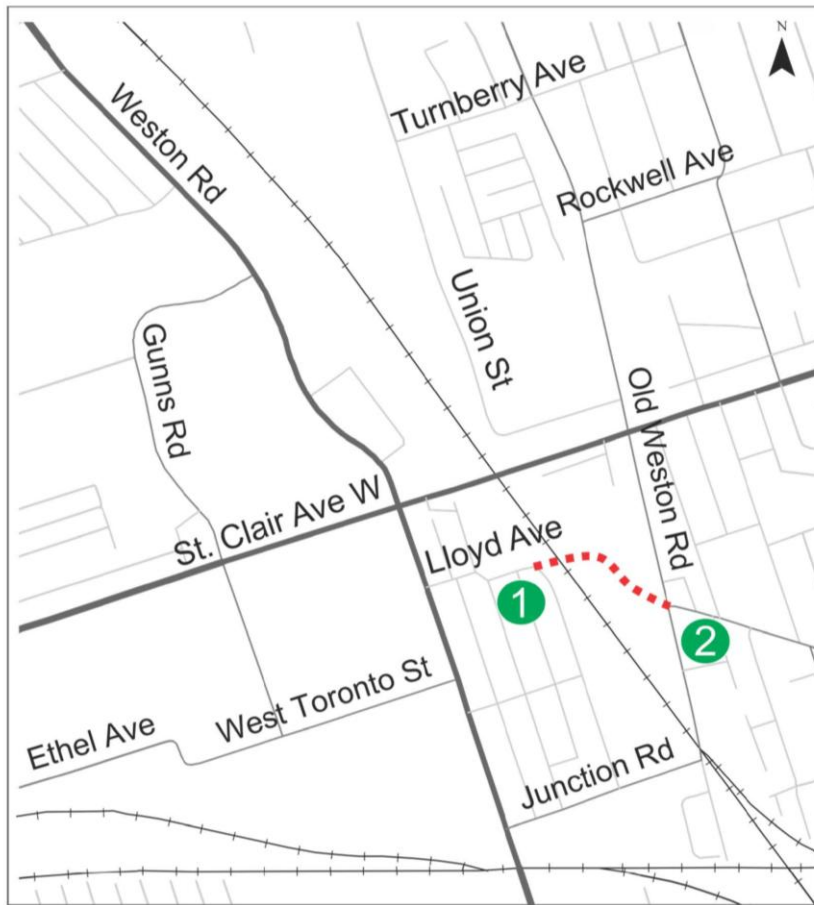
- Improves east-west mobility for vehicles, pedestrians, and cyclists north of St. Clair Avenue West
 - Increases connectivity between neighbourhoods

What do you like about this alternative solution?

What do you not like about this alternative solution?

3. Connect Davenport Road to Lloyd Avenue.

Davenport Road would extend either under or over the rail corridor. Both options will be evaluated.



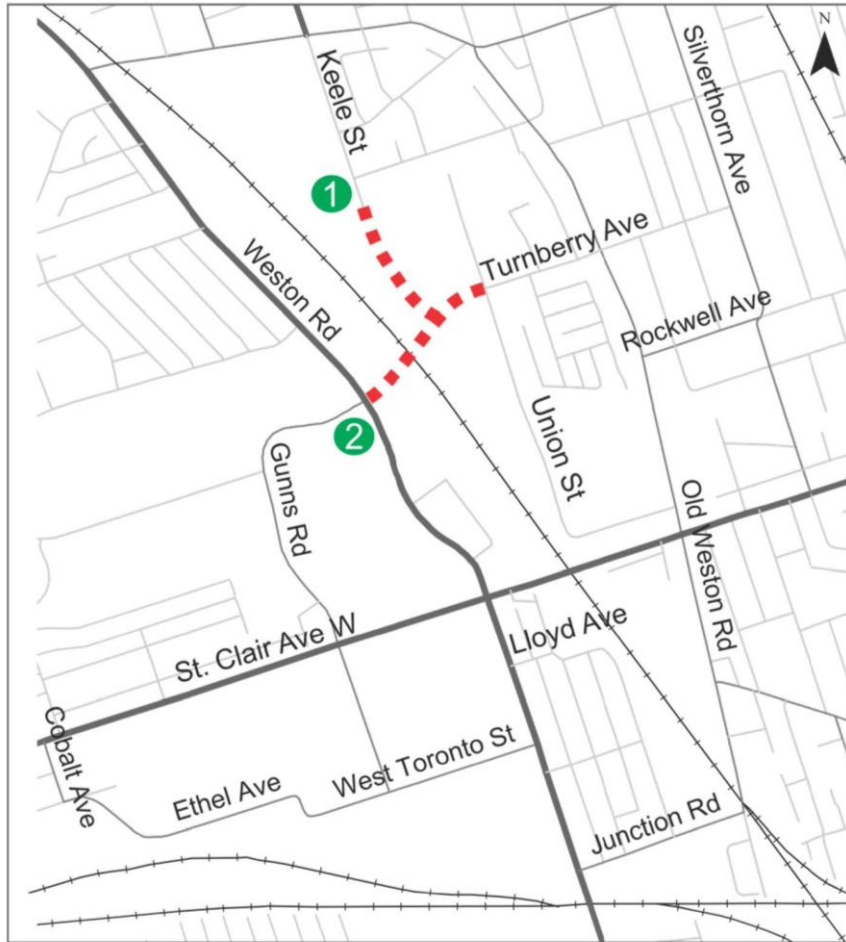
Why consider this solution?

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

What do you like about this alternative solution?

What do you not like about this alternative solution?

4. **Extend Keele Street south to meet the Gunns Road extension between Weston Road and Union Street.** Keele Street would extend south from Lavender Road to the potential Gunns Road extension. The Gunns Road extension is required for Keele Street to be extended.



Why consider this solution?

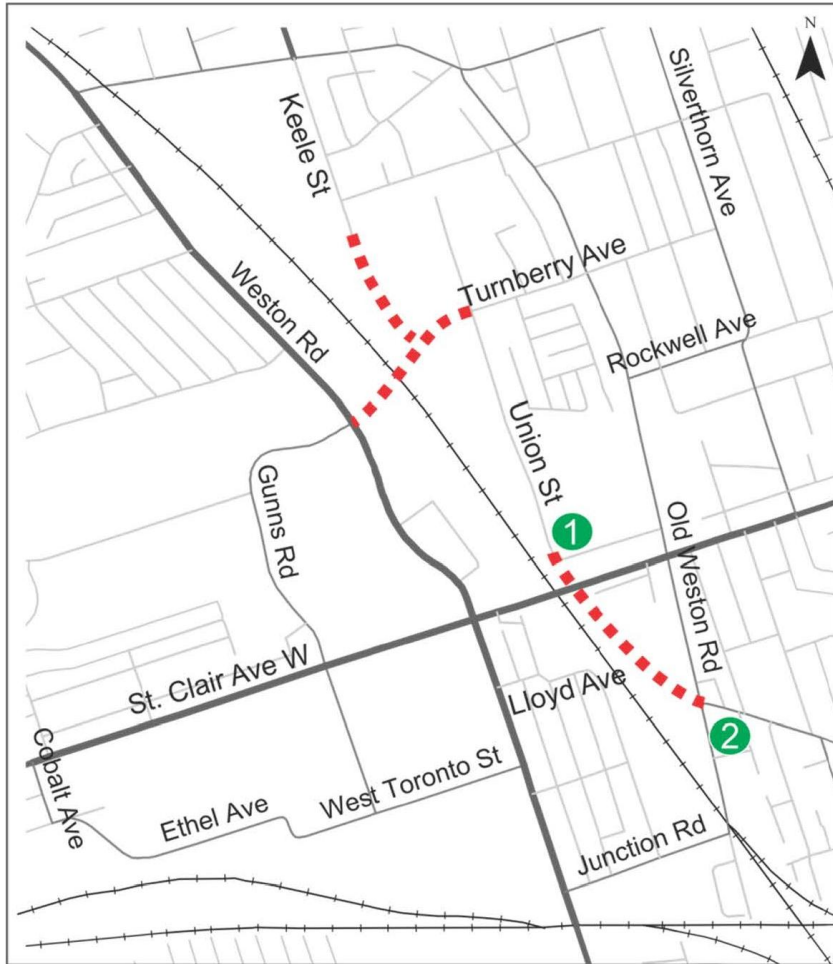
- Improves route options for vehicles, pedestrians and cyclists and from north of St.Clair Avenue West
 - Improves east-west mobility for traffic, pedestrians and cyclists north of St.Clair Avenue West increasing connectivity between neighbourhoods

What do you like about this alternative solution?

What do you not like about this alternative solution?

5. Extend Davenport Road to Union Street, and implement Alternative 4.

Potential extension of Davenport Road would either be under or over the rail corridor and St.Clair Avenue West. Both options will be evaluated. Alternative 4 (extension of Keele Street, and connecting Gunns Road to Union Street) would also need to be implemented to enhance connectivity.



Why consider this solution?

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

What do you like about this alternative solution?

What do you not like about this alternative solution?

6. Potential Alternative 6
One additional solution will be considered.



Are there any other solutions you think should be considered? Please provide your comments.

Evaluation Criteria

The following 2 pages describe 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 • 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 • Opportunity to add new streetscape amenities • Impacts to streetscape layout
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 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 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 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 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
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 evaluation criteria.

Do you have any other comments about this study?

About the Public Consultation

1. How did you learn about today's public information centre?

- Flyer in the Mail Local Paper Other: _____
 Walk-by E-Mail Website: _____

2. What did you think of today's Public Open House? What worked well and what could have been improved?

Optional – Your Contact Details

Name: _____ Phone: _____

Email: _____

Thank you for your input into this important study!
Please submit your comment form at the registration table
or send in your comments by December 18, 2015 using one of the following options:

Postal: "St.Clair West Area TMP" C/O R.Shyllit
City of Toronto, Metro Hall, 19th Floor
55 John Street, Toronto, ON M5V 3C6

Contact: Robyn Shyllit
416-392-3358
rshyllit@toronto.ca

TTY: 416-397-0831
Fax: 416-392-2974

www.toronto.ca/stclairwesttmp

Information will be collected in accordance with the Municipal Freedom of Information and Protection of Privacy Act. With the exception of personal information, comments will become part of the public record. Personal information such as your name, e-mail and address are not included in the public record.