

Appendix D: Comments from Public Information Centre #1

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Comments Received through Question and Answer Period

1. What property will option 3 go through? How have properties that will be affected been contacted?
2. Will there be cycling connections to the Railpath?
3. Resident expressed concern that there will be property impacts
4. Is there budget commitment from Council for this project?
5. What is the project timeline?
6. Regarding option 1 – St. Clair was congested before the ROW, how will this improve traffic?
7. Regarding option 1 – how will widening be evaluated?
8. What are the options to improve north/south movement in the area? Can an elevated bridge be a 6th alternative?
9. How is this study being conducted? Is it available for everyone to see?

Comments on neighbourhood map

"Please help us identify some constraints in the study and share your knowledge"

- I like 2,4,5 combination
- Need to work on at least 2 options at once in order to reduce traffic congestion during construction
- I like #1 but redesign of intersections wheelchairs have trouble mounting the sidewalks at the intersection
- Reconnect Old Routes; Keele St, Old Weston Rod to Dundas, Keele to Davenport
- Good map of Toronto, 1924 Keele and St.Clair Old Weston Road Bridge
- We should look at extending the West Toronto Railpath north while we plan this

- Rebuild the bridge circa 1924 that connected Old Weston Road to Dundas/Dupont intersection
- I suggest that the City of Toronto contract out for resolutions to these problems to European or Japanese consulting firms because our city planners have a proven record of total incompetence.
- Tunnel Keele Street to connect under the housing area. Provides more flow less of using Roders Road for heavy traffic
- Extend Keele to Davenport
- Lots of current through traffic on Lavender Road
- No heavy trucks on Turnberry, kids crossing Old Weston at Public School
- Potential St. Clair SmartTrack stop at Flea Market
- Put a sign at Weston Rd and Gunns Road for access to St. Clair West
- Connect Davenport bike lane to Old Weston Road
- Extend bike path north from Railpath
- Need street lights at Junction Rd and Old Weston Road
- Need wider eastbound lane on St. Clair west of Keele
- Put a sign at Keele Street and Junction Road for access to St. Clair East and Davenport
- Put a sign at Old Weston Road and St. Clair to say access to Dundas and Keele St South
-

Comments received through Staff Conversation

- Houses are too close to St. Clair and there is no room for widening, adding the streetcar made traffic worse, widening to the south of St. Clair would be cheaper than widening to the north
- The lights along St. Clair are not coordinated
- Parking is a greater issue on St. Clair, it takes away a lane, but if no parking than the business is dead
- If there is an accident under the bridge it is hard for EMS to get there
- Take inspiration from other cities around the world
- Option 6; extend Keele St. south over/under railway then tunnel under townhomes to Weston/St. Clair
- Old Weston Flea Market is a problem on weekends, creates parking on street which blocks traffic
- Cyclists on St. Clair use sidewalks so something should be done for them on St. Clair even if the St. Clair widening option is not chosen
- Alternative 3 won't help many people but will cause delays on Keele
- Gunns Road at Weston is not pedestrian and cycling friendly
- Study area is not large enough
- Dangerous for pedestrians and cyclists
- Issues will persist, need to divert traffic from here, improvements make it more convenient for cars
- Cycling is a major concern with poor cycling facilities
- Option 1 is not much help
- Glad to hear it is not all about cars
- Traffic is the same, with or without the streetcar
- Should improve bridge before the study

- Use hydro corridor to connect Gunns Road extension to Old Weston Road
- Congestion concerns at St.Clair/Gunns Rd, widening will make this intersection worse
- Extend Keele to Gunns West to Weston
- Lots of traffic coming from Davenport to get to Black Creek, should provide alternate route before they get here
- Potential issues with pipelines and old water tank at Gunns Road
- Concern regarding extension of Gunns Road on property at 137 Weston Rd, worried about noise, property value
- What is the intent for the hydro property off Old Weston?
- Consideration should be for Dundas/Dupont/Annette intersection
- Alternative 3; Concern for property impacts
- Congestion started when streetcar came in
- Lots of traffic comes from Keele North/South
- Support for bike lanes
- Need to add a walkway/light over Weston Rd
- Get rid of dedicated streetcar lanes
- Mapping should include houses
- Gunns Rd needs resurfacing
- Many individuals avoid St. Clair, cyclists avoid the area unless confident
- Stop the UP Express and Go Train
- Is there funding for this project? What is the timing?
- Can the public be involved in meetings? What are the opportunities?
- School on Turnberry has lots of school buses, unsafe to open the road for heavy traffic is a major concern; bought in this location for a reason, do not want to be a major road; trucks already use the road when they are not supposed to
- Is consultation summary report going to be published?
- Do we have stats for travel time pre and post ROW?
- Connect Keele Street to Davenport extension
- A lot of the options solve N/W issues, not E/W
- Is CP coming to the table with funding for widening St.Clair?

Comment Forms and Comments Written on Panels Displays

Alternative 1	
Comment on Panels	<ul style="list-style-type: none"> - Impact on local businesses? - This is one only plan that works! - This will take too long and cost too much money - Additional cost, delay, and complexity = not worth it!
Comment Form – Like	<ul style="list-style-type: none"> - Relieves congestion - It would be an ideal solution, doubt it will ever happen, great if you can do it - It is a very intimidating place to cycle at night now, so any widening and space dedicated to bicycles would be welcome - The bottle neck needs to be widened regardless of what other option is selected. The proposed 2-lane per direction is in line with St. Clair West - This is a critical thoroughfare to improve the possibility of bike lanes

	<p>will make it a safer area for cyclists and pedestrians</p> <ul style="list-style-type: none"> - Best solution for most E/W traffic flow - Solves main problem of bottleneck on St. Clair without disrupting neighbourhoods, this is the best plan submitted - I like that the streetcar ROW will remain separate from car traffic. I also like the idea of adding bike lanes on St. Clair - Would relieve congestion under bridge - This is the best option! The most direct route. Safe for all users. Westbound traffic improve access and speed - Best solution possible - Best solution. Expand to three lanes. Get rid of TTC lanes. - It wil allow better traffic flow between Keele and St.Clair and allow safe passage to pedestrians and cyclists. - Most direct connection - Maintains streetcar ROW
Comment Form – Not Like	<ul style="list-style-type: none"> - Will do little to fix congestion - Will not improve traffic flow because St. Clair has only 1 lane in each direction elsewhere - Very long term solution. What would we do in the meantime? Would need agreement and cooperation from Metrolinx and CP. Won't happen in my lifetime. Therefore NO. - Not viable - Not realistic. Should have done it when they did the TTC ROW - It doesn't really address the root problem of the right mix of traffic if walking and cycling aren't prioritized - None - Nothing! Well, just the short-term construction aspects - Should include removal of the TTC ROW curbs from Old Weston Rd to Keele St to improve traffic flow and emergency vehicle access - I think we will continue to see car congestion on St. Clair, Weston, Davenport, and Old Weston. We should connect more streets/hoods; this would cause St. Clair to close during construction - Train traffic won't stop during construction, will cause havoc for construction process and traffic during construction, won't happen in my lifetime, bridge is nearing its lifecycle, city will wait until it collapses - Don't like it, won't happen, expensive, disruptive, you're going to stop all the train traffic while you widen bridge? - The costs are too high! New TTC streetcars too long. How long to complete the project - No negatives - Also requires intersection improvements to really improve movement - Cost. Doesn't improve the poor connectivity in the area. Doesn't really address the safety or traffic bottleneck.

Alternative 2	
Comment on Panels	<ul style="list-style-type: none"> - Can Gunns Rd be improved? - If you could only do 1 option, this is the one I would choose - Much needed, safe E/W route across tracks
Comment Form – Like	<ul style="list-style-type: none"> - Good start - This is a good start but #4 is better - Connects E/W neighbourhoods. Would be better if bike lanes were dedicated bike boulevards and more sustainable modes of

	<p>transportation were implemented</p> <ul style="list-style-type: none"> - Good east-west access, relieves bottle necks at 2 major intersections on St. Clair at Keele and Old Weston - Provides slightly more capacity to east-west mobility allows another traffic route across the rail corridor - Connecting 2 neighbourhoods - Nothing - Another shortcut for cars and trucks. Greater access to shopping. - Nothing. Terrible consideration. - Nothing, this does not provide relief at all. Terrible consideration. - Provides a safe cycling connection over/under the tracks. Better pedestrian connection
<p>Comment Form – Not Like</p>	<ul style="list-style-type: none"> - More connections needed - High potential to increase traffic in an otherwise quiet neighbourhood. General Mercer Public School on Turnberry would see its students having to navigate increased vehicular traffic so safety is an issue. Toad is designated as NO HEAVY truck zone so increased traffic is definitely undesirable - Gunns Rd to Turnberry/Union will not work without Alt 4; congestion would be relieved on St. Clair but impossible on Turnberry and especially if we want to turn N on Old Weston where Old Weston meets Rogers Rd - Residents in Turnberry neighbourhood don't want increased traffic on Turnberry - Turnberry Avenue is one lane per direction. Given the cost to purchase land required for this route, and build under or over the rail corridor in order to connect to one lane Turnberry Ave seems not cost effective - Turnberry is partly residential. Many children cross the street to access Turnberry North and South parkettes - Increasing traffic flow in residential area - Still have to bridge tunnel under tracks and no solution to St. Clair congestion, just backs traffic up more - It doesn't seem like it has any other benefit. No bike connection to Davenport; probably won't do much to reduce car traffic - Will create safety problems in our quiet residential community, there is a public school on the east side of Old Weston Road requiring crossing guards, lots of little kids walking back and forth along Turnberry - Don't like it at all. We live on Turnberry Gardens this will have devastating effects on safety and noise in our neighbourhood. Little kids use Turnberry to get to school and have to cross Old Weston at Turnberry. - Too far to change traffic on St. Clair. Traffic is dumped into residential area. Cost for land and tunnel. Too far for pedestrians. Rogers/Old Weston works just as good now. Traffic dumped Eastbound to residential areas. - It makes Turnberry and Union St a major roadway through a residential area. Young kids would be in danger. It will dump traffic onto Old Weston Road and that will become a new bottleneck. Also would turn Turnberry and St.Clair into a worse nightmare than it already is. - If you want to connect, that's different. Isn't the purpose to relieve congestion? - Only a partial solution. Needs to be combined with the others.

Alternative 3	
Comment on Panels	Needed east/east connection south of St.Clair
Comment Form – Like	<ul style="list-style-type: none"> - Like the second connection on Davenport to Keele - I like this one, the bike lanes on Davenport need to be included and a safe way to cross Keele - No - Good solution to create an east-west path - It is an underused road system that could be connected, good option! Also opens up space to extend the railpath north - Provide one more option for east-west mobility - Not much - Nothing - Good solution for improving east west access to and from Black Creek/401 - Seems okay - Greater access to Delta Bingo parking lot - Would support this solution - It keeps some traffic away from St.Clair. It becomes another east-west option by passing St.Clair - Nothing. Don't see how this will help intersection pinch points. Just adds traffic to Keele which is already congested. - Slightly improves connectivity
Comment Form – Not Like	<ul style="list-style-type: none"> - Will Lloyd be signalized? (unlikely due to proximity to Keele) therefore it will be hard to get onto/off Keele creating backup and negating the work around. Similar to what happened at the circled intersection above - Will not alleviate the congestion → St. Clair W + Keele would suffer even more as most of the traffic would be forced onto Northbound Keele. THIS IS NOT A VIABLE SOLUTION - Too much interference with private property and doesn't relieve congestion at St. Clair and Keele - Old Weston and Davenport are already pushed to capacity during peak times - Properties need to be expropriated. - Option 1 is a must. Once Option 1 is completed, Option 3 becomes a 'nice to have' it does not seem as a 'must do' option. - Worst plan of all and incredibly disruptive to one already suffering from Metrolinx construction for 5 years – will further congest Weston Road and Davenport as well - Connecting Davenport to a residential area; no bike connections from Rockcliffe, Smythe and Davenport - No problems with it - Drops traffic on to residential area. Limits access to St.Clair. Increase traffic on Weston Road to continue on St.Clair. Hidden Access. Not safe, industrial already short cut to Old Weston and Junction Road. Increase traffic on Old Weston. Bridge already in place at Junction Road. No traffic list at Lloyd and Weston Rd. Too close to other lights. - Nothing negative - This seems difficult to implement based on property and alignment. Would this require a new traffic signal at Lloyd and Keele? That would negatively impact north/south traffic - Only a partial solution

Alternative 4	
Comment on Panels	<i>no comments received on panels at PIC</i>
Comment Form – Like	<ul style="list-style-type: none"> - I like this one, let's do it - Excellent solution except for the routing of traffic onto Turnberry Avenue. Scrap metal industry would have easy access to major roads without disrupting nearby residential area - Will work if both extensions done at same time - None - This is a better solution than 2. Traffic load is shared between Keele, Turnberry and Lavender. It gives another route across the railway. - Extend Keele St to St.Clair. TTC Bus (41 Keele) better access to Weston Rd. - Nothing. Same as option 2. Keele street extension is fine but not to connect to Guns Road at Turnberry. - This is an interesting idea to direct north/south traffic from Weston and Rogers down Keele extension. This might actually work! Does this include improvements to Gunns Road and Turnberry/Old Weston intersections?
Comment Form – Not Like	<ul style="list-style-type: none"> - Huge potential to increase traffic in an otherwise quiet residential neighbourhood. Turnberry Avenue would become a throughway and increase safety concerns - Creates traffic on Turnberry residential area, General Mercer nearby - It does not solve the congestion at Keele and St. Clair West and St. Clair and Old Weston (considering traffic on St. Clair West). Also, see comments on Option #2 - Cyclists will continue biking on the sidewalk under the St. Clair bridge - Increasing traffic flow in residential area - Still clogs St. Clair/old Weston intersections and the block immediately west on St. Clair, sill have to bridge/tunnel under tracks - If we are considering this let's go with #5 - Same problem as solution 2, will create a safety risk for kids in our community who use Turnberry to get to and from public school during rush hours - Don't like it, safety and noise in our residential community - Cost to buy land – who owns the properties. Better to extend Keele St to Weston Td. Too far for pedestrians. Will not reduce traffic on St.Clair. Turnberry is a residential area. - Would not support it - It makes Turnberry and Union St a major roadway througha residential area. Young kids would be in danger. It will dump traffic onto Old Weston Road and that will become a new bottleneck. Also would turn Turnberry and St.Clair into a worse nightmare than it already is. - Could the new intersection fo Keele/Turnberry be a roundabout? Would the Keele Street extension be 4 lanes? At the next public meeting please show how today's traffic numbers might be distributed on these new roads. - Partial solution, option 5 is superior.

Alternative 5	
Comment on Panels	<ul style="list-style-type: none"> - Great idea. Extend the street AND the bike lanes from Davenport to Rogers Road - Between Metrolinx St. Clair widening and building the Police Station – 10 years of non-stop construction at Old Weston Rd. ENOUGH! - This is the best option because it will reduce congestion on Weston, St. Clair and Davenport. You Also extend bike connections from Gunns to meet Davenport - Agree! This is the best option - Turnberry is already a busy road. Also, there is a school just east of Old Weston. NOT A GOOD IDEA - Will help divert heavy trucks from Old Weston Rd. Will go directly to Union from Weston. - This is craziness!!! You just drop more on Keele and Weston which are already backed up at rush hour - Best option! More access points and also creates better use of the underused space where Keele kind of ends - Extend Keele beside the railway tracks to join up with Davenport. Eliminate the Turnberry/Gunns road option -
Comment Form – Like	<ul style="list-style-type: none"> - Under/over options mitigate impacts on existing traffic and ROW - It would be nice to have a crossing south of St. Clair - BEST. This would alleviate the congestion at St. Clair and Old Weston Road and consequently reduce the congestion at St. Clair and Keele. Better yet if Railpath could continue and connect from Caribou - Everything except increased traffic on Turnberry - Truck traffic is heavy on Union St. This option relieves that type of traffic from Old Weston - It relieves pressure on Old Weston Road by making better use of Union Street - This is the best option, connects 3 residential neighbourhoods, connects bike trail from Rockcliffe/Smythe to Davenport bike lanes, will encourage cars to rely on other streets than St. Clair - This option will work to improve the community development possibility. - Connect Keele along Railpath and connect to Gunns Road along with extension of St.Clair. Alleviates traffic travelling from the east to the west - Nothing - This might also work! But I'm not sure the extra money and construction disruption is worth the diversion potential. - Great! Improves connectivity and connects the pedestrian and cycling networks in the area.
Comment Form – Not Like	<ul style="list-style-type: none"> - Make sure bike lanes (although not specifically maintained) are integral to this plan as close to extending rail path using streets - Huge potential for increased traffic on Turnberry but solution may be in speed limits e.g. if 30km/h zone for "complete streets" so that cyclists and pedestrians are given as much consideration as cars and trucks - Increased traffic on Turnberry - Add too much traffic on to one-lane Turnberry Ave and proposed Gunns Turnberry section. Also see option 4. - It does not solve the lack of bicycle lanes on St. Clair. Davenport is

	<p>already at capacity</p> <ul style="list-style-type: none"> - Increasing traffic flow in residential area - This makes no sense, just sends traffic around and about in ways that don't solve anything - Nothing, it's perfect - Same problems as #2 and #4 - Cost to buy land. This option will not change traffic on St.Clair. Union St not safe for pedestrians and cyclists. High industrial use. - Instead: extend Keele along the rail corridor, or connect Keele to Gunns Rd - Too much traffic on small street - It makes Turnberry and Union St a major roadway through a residential area. Young kids would be in danger. It will dump traffic onto Old Weston Road and that will become a new bottleneck. Also would turn Turnberry and St.Clair into a worse nightmare than it already is. - Cost and construction - Would like to see Keele extended to Davenport avoiding the left-right turns at Union & Turnberry
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Alternative 6	
Comment on Panels	<ul style="list-style-type: none"> - Improve Junction Rd, Old Weston Rd to current end of Keele Street. Provide broader diversion to the east - Alternative 4 + Alt 3 → 2 E/W routes and north - Put St. Clair at grade with rail below - Please consider studying the Junction Rd/Old Weston Rd alternative; infrastructure already exists - Eliminate dedicated TTC between Old Weston and Keele - Remove TTC curbs from Old Weston Rd to Keele to improve emergency vehicle response times – public safety improvement, even if St. Clair is widened
Comment Form	<ul style="list-style-type: none"> - 2 east/west options for people headed north and south - Do 3 + 4 - New alternative; Gunns Rod to Hydro Corridor, good for continuation of Railpath at Union - This should be a priority alternative; extend Keele to meet Davenport - Restrict parking enforcement in the area; move 127 and 168 bus stop at NW corner at Old Weston and St. Clair to south of St Clair. This can stop the blockage of the right turn lane; ban street parking on Rogers Rd between keel and Old Weston, both ways, all the time; reduce street parking on Old Weston Close to St. Clair West Intersection - Widen St. Clair while also creating a link between Gunns Rd and Keele - Remove TTC ROW curbs from Old Weston Rd to Keele St (even with widening of St. Clair) to improve public safety and emergency response times; making St. Clair at grade with the rail lines below grade to improve public safety - Reconnect Keele Street and reroute Weston Road to start at Gunns Road at the same time widening St Clair to 2 lanes each way between Old Weston and Keele - A combination of Option 2 and to add the extra lane to St. Clair back under the tracks, couldn't you tunnel under and have the streetcar underground just from Old Weston to Keele or Gunns. I also think more people would take Junction Rd if an underpass existed. Right

	<p>now the wait for trains is too long.</p> <ul style="list-style-type: none"> - Extend West Toronto Railpath through to Weston and Mt Dennis. This will eliminate 2 large hills between Eglinton and St. Clair which would encourage cycling to/from the neighbourhoods - No parking on north side of St.Clair West from Silverthorne to Old Weston Rd. Special traffic lights for streetcars. Stop streetcars between special lights. Allow cars on streetcar tracks temporary. Better traffic light timing. Bike lane on south sidewalk under bridge. Better signage at Junction Road and Weston. Bike lanes on Caledonia Park Road. Bring back streetcar shortturn on Old Weston. No parking all time. Extend streetcar west. No new bridge need. Car access on tracks temporary. Special traffic lights. - Connect Gunns Road to Lloyd Avenue - Extend Keele along the rail corridor, connect to Gunns Road as well, and connect to Lloyd Avenue - Extension of Keele Street south of Lavender parallel to rail tracks. It would connect to Davenport not suing Union Street. Entire extension to be west of Union St. Crossing St. Clair near the current bridge. No Guns Road to Turnberry. - 1) A direct connection from Keele to Davenport; avoids the residential areas, requires more property, provides a true bymass and the most additional capacity, bridge over St.Clair. 2) Improve/widen West Toronto Street through big box stores to provide alternate to NBLT @Weston/St Clair, include dedicated NBLT at West Toronto sidewalks and bike lanes plus alternate for EBRT at Weston/St.Clair. Potential for roundabout in the commercial area impacts parking and some utilities. 3) new N-S connection thru west side of commercial. Assuming this area will be redeveloped in future.
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Evaluation Criteria	
Category	Comments from form and Panels
Socio-Economic	<ul style="list-style-type: none"> - Changes/impacts on emergency response - Public safety - Development - Community cohesion - Pedestrian and cyclist safety
Natural	<ul style="list-style-type: none"> - Groundwater issues, everything flows to Humber? - Lavender Creek ravine will be lost but that's not huge relative to potential improvements that can be made. - Increase tree canopy! - Concerned about air pollution concentration in the area – UP Express is still diesel (not electric) and now we'll have more traffic alongside the Metrolinx & CP railway. Already toxins from KN Rubber on Junction Rd and
Cultural	
Transportation	<ul style="list-style-type: none"> - Changes to existing TTC routes (if any, Bus: 41, 89, 127, 168, 161, 71 Streetcar: 312/512 - Safety, more cars on residential streets =SCARY! - Safety for vulnerable road uses – please keep the speed of automotive traffic down - Huge opportunity for Complete Streets dedicated exclusive bicycle lanes, pedestrian walkways and chance to address mobility for seniors and others with physical challenges (use of scooters, motorized

	<ul style="list-style-type: none"> wheelchairs etc) opportunity to address poverty in the area. - Dedicated bike lanes - Extend Railpath north! - If John Tory's SmartTrack takes over Union-Pearson line and there is a stop St. Clair where will it go? Please prepare for that eventuality - Parking on street, bring back Old Weston Road streetcar loop, short turn streetcar at Old Weston Road, why do all streetcars have to go to Keele? - Are you double counting average delay and travel time? Double counting intersection operations? Ongoing maintenance/life cycle cost? E.g. bridges are more expensive to maintain. - Yes! Improvements to safety for pedestrians, cyclists and drivers
Constructability	
Cost	<ul style="list-style-type: none"> - Impact on private property value, inparticulare the ones currently not on major roads that will be on major roads. Those properties value may experience slower growth
Additional Comments	<ul style="list-style-type: none"> - Please extend the West Toronto Railpath - Let's fight for a Go/SmartTrack station at St. Clair - Signal priority for St. Clair streetcar is too slow

Additional Comments from Comment Forms

- Current traffic count does not reflect the weekend congestion near the flea market on Old Weston extends all the way to Davenport
- Why is there no consultation using a community liason committee?
- Insufficient time permitted for Q&A. If we get so few opportunities for input, why restrict?
- Let public submit questions in advance, not enough time scheduled for questions, makes it feel not sincere
- Option to submit questions in advance would benefit consultation
- It was good
- Really pleased with the thoroughness and background materials posted. I feel like you've really consulted with the residents rather than just throwing a solution at us and we have no voice. Remember we must live with what is decided.
- What is the next step? When will this problem be fixed?
- Bringing traffic into small streets is not the answer. Take away the TTC lane between Keele and Old Weston Road and expand St.Clair to 3 lanes. Don't come into our neighbourhood. Important.
- I believe that serious consideration of impacting residential neighbourhoods should be given as well as considering the local employment lands. Every effort should be given to pick an option that is the least intrusive to the local residents.
- I was disappointed that the public display materials did not describe where people are coming from and going to through this area. Why isn't the terminal of the Black Creek Expressway included in the study area? At least for an origin-destination traffic model.

Comments from Online Comment Form

NOTE: blank answers have been removed from the comment record leaving some gaps in numbering

What do you like about alternative solution 1? |

#	Response
1.	This is where the main congestion is and will always be so solving this is the number 1 priority. There is an opportunity to tie this in with expansion of west Toronto Railpath.
2.	I bike along this portion of St. Clair to get to and from High Park. I would love to see a bike lane under the bridge! The lanes are too narrow and unsafe for bikes under the bridge and it is a hassle to have to use the sidewalk and dismount.
3.	regardless of bike lanes, this has to happen. This area is to busy, everyone gets so impatient. It is so dangerous now.
4.	Relieves bottleneck, maintains streetcar right of way.
5.	Most direct route.
6.	I don't like it
7.	I like that it considers pedestrian and cyclist pathways. I would support widening the lane if it was for pedestrians and cyclists.
8.	This is the most obvious location for cyclists...it's the main crossing and will get the most use.
9.	It keeps automotive traffic on St. Clair, which has no bike lanes anyway.
10.	Cycling space.
11.	It would increase both pedestrian and vehicular traffic on to St Clair
12.	Would facilitate through traffic on St Clair and allow access to retail
13.	This needs to be done. St Clair is a great walking street, this option would increase foot traffic west. Foot traffic follows transit, people must walk to the streetcar. Cyclists IMHO take either the safe route or the route to shops.
14.	Improved cycling and pedestrian infrastructure. Fixes congestion issue.
15.	this option should of been built when st clair was redone 6 years ago..
16.	that it is on the road in question
17.	additional would improve automobile traffic flow
18.	In addition to the extension of the railpath, any better traffic handling in that intersection would be good.
19.	We need to improve the traffic flow in this particular area. Especially with the Stockyards, I feel like it takes me 30 minutes to drive 3 km to this mall.
20.	Obviously, the end result. It would improve the daily gridlock there immensely, and hopefully cut down on the frustrated drivers making illegal traffic violations that only add to the congestion when they block lanes after the light change.

21.	Traffic is often a bottleneck I think at the St. Clair Keele / Weston intersection.. especially going east.. this would help a lot.
22.	Create extra lanes where a bottleneck always exists. And we bike with our son (a year old) in a bike seat under the underpass and in this area I wouldn't say drivers are privy to sharing the road with cyclists.
23.	Eases the bottle neck under the bridge. Cycling option expansion would be great
24.	I like the fact that it could improve pedestrian and cycling facilities on St. Clair Avenue West!
25.	If there is a way to incorporate a safe way for cyclists to use this road then I like it. If adding a lane causes drivers to speed through the underpass and clip cyclists, I'm not on board. This is a very vulnerable area for active transportation.
26.	Good for cyclists and pedestrians
27.	Would remove the bottleneck under the bridge
28.	Offers potential for safer cycling and pedestrian routes
29.	It would ameliorate the wasted space (e.g., the right turn lane on St. Clair eastbound onto Keele southbound), and reduce the knock-on effects of this problematic intersection (e.g. congestion at St. Clair and Old Weston worsens relative to congestion at St. Clair & Keele/Weston).
30.	I support this option because there is more development happening which will add cars/people on the road.
31.	St Clair feels congested when driving. Extra lanes might help.
32.	This solution seems to help with the current congestion but only if you do not add designated lanes for cyclists. If you add these lanes than the congestion remains.
33.	This action desperately needs an improvement. Area is just getting more dense around it so the relief is needed. Currently too congested so a two lane per direction will help.
34.	I like the idea of widening St Clair and would really like dedicated bicycle lanes.
35.	I would feel much safer riding my bike under the bridge with this proposed plan.
36.	It does remove a bit of a bottleneck
37.	This is an obvious bottle neck, made worse by design with the streetcar dedicated lanes. It was probably the single biggest physical obstacle with the streetcar lanes - a detail drowned out in the noise once the line became a political football.
38.	2 lanes is what I like. Right now it is very congested. 2 lanes would help.
39.	Improves cycling facilities
40.	I am 100% in favour of this option! The underpass is a nightmare for vehicles and cyclists. However, the intersection at St-Clair and Old Weston, Northbound is an absolute disaster and dangerous and must also be addressed in tandem.
41.	I like everything about alternative solution 1.
42.	It's a pre-existing route which everyone would automatically benefit from without changing their route.
43.	It's what should have been done in the first place. Traffic will continue to press through

	this area and therefore any other option will not have as great an impact.
44.	If pedestrian and cycling facilities are really going to be improved that would be great.
45.	waste of money as the private vehicles which currently cause all the congestion are not long for this world. They die off, or we die off.
46.	good immediate solution
47.	Eliminates bottleneck for car traffic. More space for cyclists.
48.	Sounds good. I would like to be able to drive through there without so many traffic jams.
49.	Absolutely we need improve the flow of traffic through this area. As it is currently the traffic begins to back up at Old Weston and continues to Keele. If we expect to bring in more housing or retail to the area it cannot stay as it is.
50.	This would defiantly improve traffic flow though this area. There is a real bottle neck here. It could also make things a lot safer for cyclists along this stretch.
51.	I like bike and pedestrian flow.
52.	You don't have to take a shortcut to avoid traffic and the permanent jammed between old weston and Keele.
53.	The St Clair option would keep motor vehicles passing through the neighbourhood on arterial roads.
54.	Nothing
55.	Having cycling facilities. St clair is seriously lacking a bike lane
56.	I think this one is a terrible idea. I like that you would add bike lanes, but there would be bike connectivity in the other options as well.
57.	As presented, nothing. See my comments on "What do you NOT like about alternative solution 1"
58.	This seems like the most obvious solution. Traffic typically bottlenecks in this area because the lane reduction and the retail outlets that immediately follow on St. Clair. If no parking is permitted in this stretch, then I could see this as being a good option in terms of improving traffic flow.
59.	Works with the major arterial road -- the natural path of travel for vehicles, cyclists and transit.
60.	Eliminates a nasty pinch point, makes cycling under the bridge possible.
61.	The flow of traffic needs to be increased bot for cars and bicycles under the bridge, and it's currently very unsafe for cyclists. I like that cyclists will not need to be rerouted north or south of the main road.
62.	Better traffic flow hopefully fixes the current congestion problem and chronic law breaking of people using the right turn lane to force themselves into the straight lane.
63.	Deals with the issue directly
64.	Needs to help with traffic congestion in the east-west direction. Best option.
65.	Hopeful that this solution will allow for better east-west traffic flow. I am concerned about the traffic signalling at that intersection. There is no advance green from Old Weston

	(north-south) to St. Clair. This causes bunching at the intersection and adversely effects north-south traffic. I am not sure if traffic signalling is part of the scope of this project, but it is something I am hopeful will be addressed as part of the TMP.
66.	It makes sense
67.	The increase traffic due specifically to the new mall at Keele and St. Clair means traffic is not just passing through but there for a specific purpose and therefore that intersection does need to be addressed.
68.	Removes the bottle neck of 1 lane at this location. Should be accompanied by an advance green when going North on Old Weston Rd from South of St Clair.
69.	Possibility to improve the underpass for pedestrians (space, lighting) and create protected bike lanes. Overpasses aren't reconstructed very often so it's important to get this right and accommodate as many uses as possible.
70.	This is a great solution as two driving lanes as well as a cycling and better pedestrian walkway are desperately needed. The underpass is currently not pleasant to walk or cycle through.
71.	Improve traffic flow
72.	This option will bring this section of St. Clair back to the days before the TTC dedicated right-of-way. It will eliminate the bottlenck that we now have.
73.	As a cyclist, more room for cycling is better. Also, for motorists, it allows for there to be four lanes of traffic as it is east of Old Weston Road and west of Keele Street/Weston Road.
74.	<p>I like this solution because it directly resolves the congestion on St. Clair Avenue West and Old Weston Road, without bringing additional traffic towards any residential area. The concern of safety increases with the rise of traffic in the residential area especially since there are two elementary schools in the area; St. Matthews just south of Rogers Road, and the public school east of Old West Road on Turnberry Avenue.</p> <p>Also, with the expansion of St. Clair Avenue West, I am hoping that the 41 South bus will be re-implemented as the additional space of an extra lane will allow the bus to turn onto St. Clair.</p> <p>A final point with this option is that the bridge is old, and its age is visible on its surface, since the bridge needs to be fixed in sometime in the future, it would make sense to add two other lanes on St. Clair while the is being fixed. The health of the bridge is concerning for both drivers and pedestrians - I would hate to see another Gardiner Expressway scenario on St. Clair Avenue West, with cars being stuck in traffic and with pedestrians crossing the under path.</p>
75.	Improved traffic flow is good. Eastbound traffic is messy because when 2 regular lanes go down to 1 when the right lane becomes right turn only. Too much traffic has to use the Keele-Dundas-Dupont route to get to east of the tracks. Another safe cycling option to get east of the tracks and link up with Davenport would be efficient.
76.	<p>- Equality of access: St. Clair West is a two-lane avenue alongside the whole route, apart from the short stretch between Old Weston Road and Keele. Decreased the bottleneck of traffic specific to this area that does not seem to manifest itself in other areas of St. Clair West Avenue.</p> <p>- Minimal disturbance to private property/local residents: while it may impact local business (Delta Bingo) it really has a minimal physical impact on the residents of the area with respect to pollution, noise, local traffic. Apart from temporary inconvenience of</p>

the construction, widening the road will have significant positive impact on the local residents and TTC to get around.

- Opportunity to add new streetscape amenities alongside the north side of St. Clair West which has not yet been revitalized
- Improved safety for pedestrians - wider street, more light for the underpass (currently quite dark!)
- Improved emergency and incidence response with two lanes travelling between Keele and Old Weston Road
- Allow for return of the Keele bus #41 travelling down Old Weston Road and improving public access to the residents of this area.

77. Does not negatively impact residential neighbourhood from Union St. north to Turnberry Avenue. Will best ease the traffic using this option.

78. This would be the best solution to the problem. Some of the other alternatives deal more directly with traffic flowing north south and do not solve the east west problem which has only gotten worse since the opening of the Stockyards Shopping plaza.

- 79.
- Reduction of traffic bottleneck underneath the bridge between Old Weston Rd. and Keele
 - Creating a safer environment for bicycle riders
 - Enough space available for expansion

What do you NOT like about alternative solution 1? |

#	Response
1.	Is there room to widen the road? It seems like it would force more people through the busy St. Clair/Keele intersection, when a lot of people who are forced through there now would rather avoid it/don't need to be there.
2.	Need a designated lane under the bridge. It is scary to share the road under there
3.	Widening the road
4.	I do not support adding additional lanes for cars. That underpass is already unpleasant and feels dangerous to walk under. More space for car traffic will only make that worse.
5.	The congestion under this bridge is already a problem. The bike lanes will need to be added to the sidewalk and to the road itself. Think Burrard Street bridge in Vancouver.
6.	Although it may improve safety for cyclists under the bridge, it does nothing to extend the bike infrastructure from Davenport further west. People riding west to the stockyards still have to ride on Keele or St. Clair West to get there, and both routes are pretty bad.
7.	May encourage more driving in this already busy area.
8.	The way things are now, with one lane of traffic, we often are stuck. Nothing moves and we see the dedicated route for streetcars and wish we could share that route. The TTC is inconsistent and not dependable so I avoid the area. I feel sorry for the stores on St Clair. They have put up with so much and things have continued to go down. I don't shop on St Clair any more -ever because transit is so bad and parking is impossible.
9.	Potential disruption to St Clair streetcar. Concern about structure of Hayden House Hotel as historic site.
10.	This is obviously a problem area and must become a priority.

It is impossible to cycle to this area - it's very unsafe and frustrated drivers make it worse. However to solve this problem the city must provide do more than one solution. St Clair should continue to be an avenue for walking not a thoroughfare, because it has a transit. Car drivers hate transit, especially if they are in their way. Provide an alternative driving route. There's one south of St Clair, across the tracks and their should be one North of St Clair as an outlet in case something happens on St Clair.

11. Street widening is a 1950s solution to today's problems.
12. Sounds expensive and inconvenient for transit to move the rail line.
13. biking under an underpass does not feel safe unless there is a divided path
14. That intersection/bridge is already paralyzed by traffic. I can't imagine what it would be like in a state of interim construction.
15. I imagine widening this would be a tough engineering job.. more money.. longer construction. (still probably worth it!)
16. Skeptical that it will improve traffic. And we live at Weston and st. Clair. Would hate for it to cause more traffic.
17. Worried that car and cycling traffic would be too close together even if St Clair is widened (dangerous)
18. What sort of impact might it have on already existing residential structures?
19. Nothing
20. St Clair is congested for multiple reasons - including the dedicated streetcar lane, parking, and heavy traffic flow - so I am not sure this option will address the route cause - may just force more cars into an already clogged artery

More heavy construction in the neighbourhood

Additional space will likely come from the top of Mulock - on the south side, not the north side - which brings heavy traffic even closer to my house

Increased noise
21. No clear indication of cycling infrastructure to be developed: rail underpasses are notoriously dangerous for cyclists (e.g. Bloor between Dundas and Lansdowne). Without barrier-separated lanes (not 'sharrows'), intense illumination, and bike-safe storm drainage infrastructure, there is little to support this from a cycling standpoint.
22. I haven't thought of any negative impacts yet.
23. St Clair just finished being under construction- I don't want it under major construction again!
24. Honestly, I don't understand why streetcars need their own tight-of-way lanes. As far as I understand, when this was implemented it was saving the drivers 2 minutes per trip. If this is correct, then this is ridiculous. I understand if it was saving them 20 minutes per trip but 2 minutes is not substantial enough for them to have their own lanes. The congestion only started when these right-of-way lanes were implemented.

Also, I know the city is big on having designated lanes for cyclists but they only cause more congestion! These cyclists do not pay a penny to the city; the drivers must pay car insurance, road tolls etc... the cyclists do what they please and get a free ride!!!
25. Cycling is scary here unless a dedicated bike lane can be provided.
26. Doesn't really help the rail path,

27.	Construction would cause a major disruption to vehicle and rail traffic, likely time consuming and costly. It also will do some degree just move the problem around.. with that bottle neck opened up there are other points at which traffic flow will be restricted anyway. (probably going N,S,E or W from the widened point on St Clair, the streets would be challenged to manage an increased flow)
28.	No mention of a bike lane.
29.	Makes St. Clair more of a thoroughfare for cars
30.	<p>1. The intersection at St-Clair and Old Weston, North-South but particularly Northbound is an absolute disaster and dangerous and must also be addressed in tandem with Solution 1. Specifically, When in the northbound left-turn lane, there are two lanes going southbound, but it LOOKS like the right side lane (southbound) is a turning lane. It is not. I have seen and experienced close calls with vehicles assuming both opposing lanes are turning lanes.</p> <p>2. In widening the street, I would claim land on the south side, but am concerned about the old historic looking building on the north-west corner. It is a beautiful building (even if it is not in the best of shape today). It should not be touched.</p>
31.	This is the least desirable alternative due to it increasing the amount of vehicular traffic in the area. Currently the issue is that many vehicles have to turn onto St. Clair because other north-south roads feed into it.
32.	If widening the street just speeds up traffic, I would not before it.
33.	Inevitably extends the criminally unacceptable lack of safe cycling infrastructure at this location!
34.	worried how long it will take/how expensive it will be to tear out rail bridge to widen under it - there are those new townhomes on the north side - how much wider can it get?
35.	Could potentially raise speeds at which drivers travel creating an unsafe situation for pedestrians at stclair & keele
36.	nothing
37.	St. Clair is not a cycling route and this solution does not address local connectivity issues.
38.	I suspect this is an expensive solution. Bridges would need to be widened and current businesses are right up to the road.
39.	Construction will be a bother, but it will be for the better to fix this problem.
40.	It is not clear how this option would improve cycling safety if a lane of mixed traffic were simply added.
41.	Widening roads decreases pedestrian and cyclist safety, weakens neighborhoods and leads to higher speeds which we do not want.
42.	I think the expansion of vehicle lanes will lead to more vehicles and more congestion. If I'm not mistaken, this intersection was congested well before the streetcar lanes ever went in. "If you build a city for cars, you get cars. If you build a city for people, you get people." This option also seems to be the one that would cause the most impacts and delays to commutes and goods movement.
43.	Widening St. Clair Ave in this area would increase traffic speeds in an area that is already bike unfriendly. If this section could incorporate bike lanes or make it ok for cyclists to ride on the sidewalk, it could be viable.

44.	Cycling: St. Clair is dangerous for bicycles west and east of Keele, so why add a cycle lane under the bridge? Just complicates sorting out the turning lanes for cars and trucks at Keele and Old Weston. Better to route cycles through Options 3-5. No evidence of how the intersections of Keele-St. Clair and Old Weston-St. Clair. will be improved. Eastbound on St. Clair approaching Keele is worse than the stretch from Keele to Old Weston. Intersection of St. Clair & Old Weston: my experience is that NB traffic on Old Weston road approaching St. Clair is 10 km/h weekdays. Traffic is worse on the weekends. Unlike the weekdays where there are a.m./p.m. peaks, in a single direction, on the weekends the two intersections clog in both directions by 10-ish and stay clogged all day and into the evening.
45.	It's mostly about improving traffic flow for cars, pedestrian and cycling benefits are tertiary.
46.	Cycling facilities seem to be an afterthought.
47.	No allowance made for safe cycling.
48.	Nothing.
49.	Doesn't offer the additional neighbourhood connections which the other alternatives offer.
50.	If Alternative 1 is considered, I would like to see better cycling infrastructure added. At the community consultation on December 2, cycling and pedestrian issues were talked about in a seemingly flippant way - almost like lip service was being paid to the notion but no real ideas or proposals were presented. I am hoping that was more a function of the TMP being in its early stages and not that cycling and pedestrianism is going to be an afterthought as it so often is in large-scale transportation planning.
51.	I don't think this is a good solution. It would greatly impact the community during construction. It is presumably the most expensive solution. Also, this would restore the traffic flow capacity prior to the right of way, not necessarily increasing the traffic flow. I do suggest however that improvements to the bridge be made, mainly the lighting. The visibility for pedestrians in the evening/night is horrible!
52.	The time, cost and disruption to implement this option may make it prohibitive.
53.	Long construction period. no room to reroute traffic during construction.
54.	This is my preferred choice.
55.	I'm sure it is very expensive. Metrolinx and the Province also will not allow for the full range of options, as they want to maintain railway service.
56.	St. Clair is not bike friendly, so improving the underpass might be a waste for that if bikes can't get to it safely.
57.	I believe this is a great idea. I have nothing negative to say. I understand the project must be costly, but it really is the best option of all proposed.
58.	The reality that there will likely not be an early start to this alternative due to involvement of Metrolinx.
59.	<ul style="list-style-type: none"> - Construction will temporarily cause even greater traffic congestion - Construction may affect businesses along St. Clair Avenue - Delays in public transit may be caused by the construction

What do you like about alternative solution 2? |

#	Response
1.	# 1 helps St. Clair but there is also a general lack of roads in the area and this route should be done in addition. It allows people to avoid the congestion of St. Clair Keele.
2.	no opinion - don't really know enough about these streets
3.	Avoids the dangerous underpass.not direct Might work for leisure cyclists
4.	Mitigates community divide by rail corridor (a bit at least).
5.	Neighborhood interconnectivity
6.	Increase of connectivity between neighbourhoods.
7.	It would provide a good route for the people coming from North of St. Clair.
8.	Nothing.
9.	It will take some of the pressure of neighbouring streets. It makes a lot of sense.
10.	This must be done too. When this is done and St Clair is widened, there will be escape valves in case of an issue on St Clair. I would open up Gunns road first, then widen St Clair with the one to the north open and the one to the south open it won't be a complete traffic nightmare when St Clair is being widened.
11.	Improved connectivity is almost always a good thing.
12.	this option needs north and south extensions to keele st on the north rogers on the south.
13.	I think that it would take a bit of stress off of St. Clair
14.	to far north of St. Clair
15.	Could improve traffic flow east west, and lighten turning traffic at Old Weston and St Clair.
16.	This seems the least invasive solution to the current problem.
17.	There's already lights at that intersection for Gunn's.. makes sense to continue the road east taking pressure off left turns at Keele / St. Clair. Just a sketch looking thing at the end of Gunn's so .. putting the road through would be actually a nice improvement.
18.	Nothing. You still would have to bike on Weston.
19.	Probably easier to provide good cycling solution.
20.	Anything that provides more cycling options is good in my book!
21.	no opinion
22.	Increasing connectivity between disjointed neighbourhoods. Much easier East west movement
23.	Less disruptive to established neighbourhoods/housing Creates additional throughfare instead of just expanding an existing one Connects neighbourhoods

24.	Intended to remove some traffic from main arterials?
25.	I support solution 2 as well.
26.	It diverts some east-west traffic away from St Clair. It provides an additional route for traffic if there are issues at St Clair. It saves st Clair from more construction.
27.	This alternative seems to also help with the current congestion. We can certainly use extra side streets to stay away from traffic. Especially when the Flea Market is opened on the weekends the traffic in this area is substantial.
28.	Great relief on Weston Rd and St Clair roads
29.	I like the idea of connecting neighbourhoods - I would prefer an under pass... Also - would like to see dedicated bike lanes.
30.	Minimal interruption for traffic during construction phase, probably easier to do.
31.	If a separated bike lane is included, it provides a safer route off the main arteries.
32.	Siphons car traffic bound for the Stockyards and big box stores off St. Clair Ave. Gives options to bypass St. Clair W. to the north (via alternative 2) or south (existing Junction Rd. connection).
33.	Looks good to me.
34.	Not bad, but is only a partial solution. Needs to be combined with alternative 5.
35.	Connected neighbourhoods would be great.
36.	Relieves concentration on StClair so it could be reworked to include safe cycling infrastructure.
37.	seems like it will take less time
38.	Could provide safer passage for cyclists.
39.	I do not like it.
40.	I like the idea of connectivity btw neighbourhoods.
41.	Construction would disturb already backed up traffic on St. Clair.
42.	It seems like a lot of work to connect to residential areas.
43.	It will create a new connection thru the tracks.
44.	Aw q
45.	It better connects areas between St. Clair and Eglinton
46.	I like this as a starting point for the best alternative, which is #5. This would connect a residential neighborhood east of the rail corridor with minimal residential impacts because the road will go through industrial lands.
47.	It would connect neighbourhoods and also provide entry into smaller, quieter streets for cyclists.
48.	Relieves vehicular traffic pressure on Keele-St. Clair. Provides direct pedestrian access between Tunberry Ave neighborhood and the Stockyards.
49.	This could improve mobility and connectivity for local area residents who know the

	neighbourhood well and may relieve a bit of congestion on St. Clair West.
50.	Improves cyclist and pedestrian access to retail
51.	This would not require extensive construction on a major throughway that is already congested
52.	Helps relieve traffic a bit.
53.	May ease some north-south traffic, but not ideal.
54.	It does seem like there would be less disruptive impact in implementing this option.
55.	Minimal disruption to traffic
56.	A lot! This would connect the neighbourhoods east of the rail corridor to the large retail area to the west. It's crucial to create high quality pedestrian and bicycle facilities here, as the distances involved are quite short: ideal for walking and cycling.
57.	Sometimes, especially on weekends, the traffic going south or south west on Old Weston is Backed up to Roackwell Ave. This would help alleviate that pressure significantly.
58.	It is a good alternative to connect to the Old Weston road.
59.	It adds another east-west connection.
60.	Better for bikes to avoid busier roads. Good maybe for pedestrian access to Stockyards shopping.
61.	I dislike this option as I do not see benefits of connecting Turnberry to Gunns road. See negatives.
62.	NOTHING.

What do you NOT like about alternative solution 2? |

#	Response
1.	no opinion - don't really know enough about these streets
2.	Hard to find east and west Biker who commute want/need direct access
3.	May not divert enough traffic from St.Clair to justify costs
4.	Too far north to push traffic to receive congestion on St. Clair
5.	Cyclists heading East or West won't want to head North to cross the St.Clair/Weston Road intersection.
6.	I like this option, especially if the route has separated bike lanes.
7.	Too out of the way
8.	It is a residential neighbourhood that will see more attention. That might be a good and a bad thing.
9.	Potential for leading to increased traffic along Turnberry and adjacent residential streets.
10.	Relegates cyclists to a hard-to-discover side street.
11.	as is its a dead end

12.	As a cyclist, I wouldn't go that far out of my route to use it.
13.	not dedicated
14.	It also seems the least effective.
15.	Sometimes there are big trucks on Gunn's around the bend by the meat packing plants.. there's loading docks close to the road... I feel like the intersection Gunn's / hmmm road that goes towards Syme's would need to be improved a little for safety.
16.	Having to bike on Weston to get to it is still dangerous.
17.	Too far out of the way.
18.	no opinion
19.	May not provide enough flow for volume of traffic
20.	I think it exacerbates the problem of too many vehicles on alternative infrastructure rather than improved main arterials. Maintaining a network of back roads seems wasteful. Also wasteful because I can't see how any but a small portion of vehicles and cyclists would take advantage of this extension
21.	I don't know these streets well enough to know if this is an issue, but I suspect some residents of guns road might not like that their street will become a lot busier.
22.	N/A
23.	Nothing
24.	it would be nice to see a north south pedestrian and bicycle path included in the proposals connecting Keele street down to Union. This addition could act as a feeder into the proposed connection.
25.	Doesn't really solve the problem. It's out of the way for most.
26.	It will provide minimal relief, especially as the set up is likely to force traffic onto the main roads, rather than the surrounding residential streets. As such is may not really provide much relief at the needed points - much like the current Gunn's Road, though very wide a free flowing, it has done little to alleviate the traffic congestion in the critical points of blockage.
27.	<p>1. This extra traffic will probably increase the time needed for the greenlight on the east-west direction, causing increased congestion on the north-south (maybe -- i guess time would tell).</p> <p>2. This may increase traffic attempting to travel east-bound on Gunns rd and through to Symes Rd. Symes rd. is HORRIBLE. First it would need to be repaved, but secondly there are always too many large 18-wheelers navigating and parking in that area that it would be too dangerous. It also stinks of death in the summer (meat packing companies).</p> <p>3. I have no idea what it looks like on the east side so my comments don't take into consideration the neighborhood on the east side. I gues I need to go take a drive over there.</p>
28.	I don't believe either side is considered a destination of choice and would not assist the congestion on St. Clair.
29.	It's just looking to push traffic from St. Clair into residential areas which will diminish property values and livability.

30.	If this just becomes a shortcut for automobilists to speed through, I would not be for it.
31.	Wastes more money on vehicular transport of individuals. [And no, cycles are NOT vehicles; they are essentially two dimensional!]
32.	not a direct route
33.	Drives traffic to residential area.
34.	This will not really help congestion on St Clair W under that bridge between Old Weston and Keele. Thumbs down.
35.	Not as accessible as the solution #1
36.	Does not connect to Keele and option is not close enough to St. Clair to be used as an alternate for cyclists.
37.	This might help very local traffic but not vehicles traveling more than a couple of blocks along St. Clair. I can't see many cars diverting north to avoid the bottle neck.
38.	it seems less convenient for East/west traffic.
39.	It will increase traffic on residential areas
40.	This appears that it would add motor vehicle traffic to side streets, which would decrease the quality of life in the neighbourhood.
41.	It's too far north. It also brings increased traffic to neighborhoods that don't want it.
42.	Does not have cycle lanes on st clair
43.	It is lacking the bicycle connection from the trail running through the hydro field to the Davenport bike lanes. Bikes could potentially use Old Weston, but drivers are crazy on that street and it would not be a safe cycling experience, even in that very short distance.
44.	Cyclists would still have to travel along Old Weston Road where the bike lanes end to access this new street, just to avoid St. Clair AVE.
45.	Cycling: there is a huge amount of truck traffic to the slaughterhouses, whose loading docks open direct to Gunns Rd. The road is frequently blocked by tractor trailers backing in to loading docks. It's often congested with trucks of many sizes standing on the roadway, waiting to get to the loading docks. In theory a bike lane would help but it blocks truck traffic to and from slaughterhouses loading docks. Without rebuilding the slaughterhouses there is no way to sort out truck traffic. The surface of Gunn's Rd. is terrible for bikes -- potholed and laced with paved over railway tracks -- and would need to be fixed. As I cyclist I avoid the area -- I don't like breaching the smell of slaughtered animals. If I had to climb up from Old Weston on Gunns I would have to deep breath slaughterhouse smell. Not happening.
46.	Impact on congestion on St. Clair West could be minimal. Could mean more traffic on residential side-streets.
47.	This simply reinforces the prevailing experience that you have to use back roads to get through this area as a driver or cyclist. City should correct the congestion at the St. Clair underpass, not build further approaches to avoiding it. If Solution 2 is pursued, it needs to be laid out to allow for future connections of the Green Line park system and the West Toronto Railpath across this junction of road and rail infrastructure, so that they can connect both north (up the Black Creek) and west (along Lavender Creek / Black Creek / and the trail system on the heights south of Rockcliffe. That means laying out the roadway so that it doesn't make those connections

awkward or impossible, and leaving sufficient space to allow these trail/park systems to make the crossing of the rail corridor here alongside the roadway. There are opportunities for both the proposed Green Line and the existing Railpath to be extended to this point at Union Street in the future, where they would meet and create an important node in a regional trail/park network.

48. I have no reason to drive or cycle there.

49. It forces cyclists to jog north which is not ideal.

50. Doesn't actually improve St Clair.

51. Does not help with east-west congestion. Too many turns. In the north-south direction, there would be too many turns. Adds too much traffic to local roads.

52. Is this option going to do enough to help?

53. Does not solve the problem. Main source of traffic Northbound on Old Weston Rd to head west on st clair

54. The traffic on St Clair turn left at Old Weston Rd is not too much. So, It's not the right solution

55. This will cause major noise and pollution traffic for the new housing complex. It will not solve the congestion on St. Clair.

56. By itself, it's pretty awkward. Increased traffic onto Turnberry Avenue will leave the residents there furious.

57. This would increase the flow of traffic in the residential area. This is already an issue in the Turnberry area as large tractor trailers zoom by Turnberry onto Union St. when there are road signs prohibit trucks from turning onto Turnberry. Large heavy trucks are supposed to access Union Street through the loop just north of St. Clair Avenue West and Old Weston road where the TTC bus 127 turns around.

58. It feels off course for many needs. Cars heading northeast can already use Rogers Rd, and avoid traffic slowing residential streets. Bikes are more likely heading southeast or northwest, and might not use a route that takes them north of St. Clair.

59. - Permanent noise increase: Turnberry Avenue is already hosting auto shops and struggles with extremely large trucks (sometimes carrying 8 vehicles!) accessing the street (despite the sign showing trucks are not allowed) and climbing onto the sidewalk (a concern frequently discussed with Mr. Palacio). Connecting Gunns Road to Turnberry would invite more large vehicles and create significant noise for the local residents.

- Elimination of parking spaces for the local residents to accommodate for traffic

- Impact of safety for the local residents including children safety (nearby elementary school) with increased traffic

- Creation of congestion in a local, quiet neighbourhood where many frequent and take walks with their children/dogs to the playground areas and the elementary schools that are nearby

- Increased pollution and littering from passing vehicles for a neighbourhood with an active community that works hard to maintain the cleanliness

- This solution promotes traffic through a neighbourhood that largely relies on public transit for commuting, consequently it is a solution for those who travel through the neighbourhood and less so for those who live here.

- Poorer air quality for the local residents with increased volume of vehicles and

	associated emissions
60.	This will have a detrimental impact on the residents living in this neighbourhood. This will negatively impact the community through increased traffic, pollution, and noise, all while putting the MANY young children whom live in this neighbourhood into danger. Road safety will be deeply concerning if this proposal is passed. Furthermore, the paramedics will have a very difficult time leaving the station while attending to emergencies because they will not be able to bypass traffic to get to Old Weston Rd, since Turnberry is only one lane in either direction.
61.	This is not an alternative that the residents of Turnberry would support at all. The traffic congestion that would occur as a result of cars coming from Weston Road to Old Weston road via the Gunns extension to Turnberry would be a nightmare. There is already a problem with industrial traffic running along Turnberry to reach Union St. currently and the Gunns Road extension would only make it worse. The extension of Gunns Road to Turnberry offers no solution to to solve the traffic flow either north/south or east/west. It would only create greater traffic problems in the intersection of Old Weston Road/Rogers as well as Turnberry/Old Weston Road. This alternative could also raise a safety concern as there is a public school located just east of Old Weston Road on Turnberry Avenue.

What do you like about alternative solution 3? |

#	Response
1.	nothing
2.	I like this option as it would mean avoiding St. Clair, and the busy corner at St. Clair and Old Weston Road. I often take Junction Road for that very reason, now that it is open again.
3.	This makes more sense for cyclists, as an extension of the bike lane on Davenport.
4.	It extends the Davenport path and avoids the danger of riding on st Clair under the track
5.	Reduces neighbourhood divide caused by rail corridor
6.	I like that it gives access to cross the tracks.
7.	This would be good in addition to the proposed crossing at Keele/St.Clair under the bridge. Davenport is already a busy cycling corridor...
8.	I like that it would extend a very useful bike lane on Davenport further west. This is my personal favourite, as long as the Davenport bike lanes are continued all the way to Keele.
9.	nothing
10.	I think this one makes a lot of sense. It is a natural extension and that little triangle won't be as congested.
11.	Reduces traffic coming from/to Davenport on St Clair.
12.	This would be great for businesses in this area.
13.	Improved connectivity is almost always a good things.
14.	not much.
15.	Definitely would take some of the stress off of St. Clair West.
16.	would be low traffic and safe

17.	Again, this seems like the a very logical fix to the problem. There is a vast expanse of space not being used, and this could probably be accomplished quickly and cheaply.
18.	Perhaps good for when you're going South East and not actually along St. Clair.
19.	Yes!!!!
20.	Easier to provide good cycling solution than with alternative 1. Davenport already has decent cycling infrastructure, is a good east-west connection
21.	This seems like a good connection.
22.	This would alleviate traffic on st Claire as well as dundas and keele
23.	Open up community flow with bikes across the tracks.
24.	Less disruptive to existing housing.
25.	This may improve some of the congestion at Old Weston and St. Clair, and may be a particularly useful link for commuter cyclists.
26.	Interesting
27.	I very much support this solution as I live near Davenport and Symington and there is alot of restriction travelling westbound from Davenport.
28.	I like the improved connectivity of streets here as I often use davenport road and this personally is the connection I would use most as a pedestrian. Diverts some traffic away from St Clair. Saves st Clair from going under construction again.
29.	I cannot comment on this solution because I cannot picture Lloyd at all.
30.	Same benefit as option 2
31.	I would agree with a bicycle and pedestrian bridge.
32.	This is great. I think over the rail corridor would be better.
33.	It provides a needed link for traffic flow
34.	Limited traffic disruption in construction phase.
35.	- natural continuation of bike lanes on Davenport. - would be good in conjunction with a 2 lane St. Clair east of Weston.
36.	It seems sensible. I already always turn SOUTH and head to Junction Rd, then back up north on Keele because of the backed up turning lane at St-Clair.
37.	It's no an alternative. It should be an "also" to solution 1.
38.	Same as Option 2 - I'm all for connecting neighbourhoods
39.	.Nothing.
40.	seems like it would be less intensive/easier
41.	Keeps traffic in commercial/industrial area. Could make a good cycling connection for neighborhood residents
42.	This could be an effective alternative. I would take this route if possible. It may also be cheaper to build.

43.	Helps extend Davenport bike lanes to other side of railroad tracks and is a reasonable alternate to St. Clair.
44.	There is more existing traffic along Davenport already so it might actually provide some relief to St Clair.
45.	Good connectivity, better connection to major arteries than option 2.
46.	Contuation from davenport will be very nice to have
47.	Davenport is a major cycling route and this option provides the possibility of extending (and improving the quality of) the Davenport bike lanes.
48.	It brings a good connection to a cycling-friendly road (Davenport)
49.	It connects Davenport directly to Keele and helps decongest the intersection at Old Weston & St Clair. Bike connections may be possible, but won't be ideal due to the high speed nature of vehicles where Keele becomes Weston Rd
50.	If the bike lanes are extended, this could potentially be a nice way to cross the railtracks for cyclists!
51.	Relieves pressure on Old Weston-St Clair intersection. A better option than #1 or #2 for a bike to cross the railway line. Good for pedestrians.
52.	I prefer this alternative solution to #2, however this is because I live south of St. Clair Avenue West and typically avoid driving on it due to the street parking (which effectively reduces it to 1 lane), preferring to access this part of the city via Davenport. It also seems to me that Davenport might be more capable of handling increased traffic volume than the extension of Gunns Road.
53.	Same as 2: makes retail west of rail corridor much more accessible on foot and by bicycle.
54.	I like it if it includes a separated bike lane.
55.	It's a bit more direct and closer to the railpath
56.	Helps relieve some traffic.
57.	I think this alternative would be best pursued along with alternative 1. It seems to make sense to connect Davenport to Keele especially because the current connection is awkward, both with signalling and traffic flow. Also would make more sense for pedestrian access to Keele.
58.	This is an excellent option. There are already bike lanes on Davenport, which could be extended. This will also divert traffic from the St. Clair & Old Weston Road intersection.
59.	Nothing.
60.	Addresses a main area of traffic flow and provides easy access to Weston Rd
61.	It will divert auto traffic to the big box off St Clair. With protected bike lanes and wide sidewalks, it can also connect the eastern neighbourhood to the western retail, just like solution 2.
62.	The neighbourhood connectivity would be a huge benefit in helping businesses grow and make the community more walkable.
63.	It create a short cut for traffic coming north on Davenport Rd to Keele St and of course Weston Rd North.

64.	Relieves the pressure on the Old Weston Road and St. Clair Avenue West intersection, as the westbound traffic from Davenport Road can continue westward toward Keele Street and bypass that intersection.
65.	I like this alternative because it gives drivers the option to west because heading up to St. Clair before hitting the congestion at the intersection of St. Clair Avenue West and Old West Road. It might be a good idea to also implement this option with option 1.
66.	It would be nice to have an alternative to northbound Weston when you get to the end of Davenport, but not sure where'd you go from there if you're biking. How do you connect to Runnymede? Or get to the Junction?
67.	- Improved access for bicycles (provided bicycle lane is included and extended from Davenport Avenue). - Alleviated congestion from Davenport to Old Weston Road as well as volume at St. Clair West and Keele Street intersection - Minimal negative impact on private homes/residents, as most include private business who would benefit from this connection and increased flow of vehicles (e.g., gas station, car wash)
68.	This will have no negative impact on the community because this is an industrial area. This will help relieve drivers who wish to access Weston Rd while going west or Davenport while going east all while avoiding St. Clair West.
69.	This would ease the traffic north on Old Weston Road turning left onto St. Clair West and cars wishing to access either the shops at the Stockyards or wishing to travel north on Weston Road could avoid the bottleneck on St. Clair at the bridge.

What do you NOT like about alternative solution 3? |

#	Response
1.	This just sends traffic from one congested road to another.
2.	Works for people on Davenport. Easy to miss or not find if biking on st Clair Not obvious for bikers going east to find, could be confusing
3.	May not divert enough traffic from St Clair to justify costs
4.	Still skeptical traffic will be pushed to this alternative.
5.	I'm concerned it may increase traffic in residential areas. Do kids to play there? What will the speed limit be?
6.	The problem here is inter-connectivity. What happens to cyclists once they're on the West side of Keele?
7.	I like it.
8.	too out of the way
9.	Where is this going to take you? into a traffic nightmare south of St Clair. This is not going to solve anything except for the businesses in this immediate area.
10.	Relegates cyclists to a hard to discover side-street.
11.	road to no where..

12.	no cars please
13.	As a resident of Mulock Avenue, I can attest that my street, and its cross-street, Lloyd, are already used as a thoroughfare by frustrated drivers. This solution most directly impacts, in a negative way, a residential neighbourhood already suffering because of its semi-industrial zoning laws. There are a lot more children on the street these days, and it is a dangerous avenue for them to play around. If this was the solution, speed bumps would have to be installed immediately. Ignorant drivers already speed through the street, and ignore stop signs at the north corner. I'm also not looking forward to the long line of drivers overwhelming a quiet neighbourhood as they try to bypass Keele gridlock.
14.	I imagine that would require a new traffic light causing more congestion on Keele.. also those little roads I am guessing have little businesses on them and would be slow to cut across to Davenport.
15.	Still need dedicated bike lanes in industrial streets.
16.	Davenport in that area can be busy might lead to car vs bike entanglement
17.	nothing
18.	Neighbourhood doesn't have a lot to offer - so not a huge benefit to connect the two Concern that will limit the development potential of the current vacant lot
19.	Wasted, I feel, if it's for both *vehicles* and *cyclists*. I don't feel the infrastructure on Davenport could support both - a non-vehicular "path" for pedestrians and cyclists would be ideal, in my opinion (and potentially deter local vehicle use)
20.	Nothing in particular, except that this area has been under construction a lot lately.
21.	Cannot comment.
22.	Nothing
23.	do not see much benefit for cars... St.Clair West is there and if Alternative 1 in implemented, then this would be excess....
24.	Still doesn't really remove troublesome bottlenecks in DuPont and St Clair around this stretch
25.	It will be of limited help given that it's so close to the rail crossing point at Junction. If the overall problem is a lack of points to cross the tracks, does it make sense to put two crossing points so close together? Worth noting that Ryding Ave has been made impossible to use, by design of resident objections, so most traffic would still have to pass though the Keele/St Clair intersection.
26.	north traffic will still need to turn west at St. Clair, already a very congested affair.
27.	Neighbourhood centred on Lloyd Ave / Mulock / Cawthra Rd. will be impacted by more car traffic. Car traffic on Keele will worsen. Will this impact a future GO RER station at St. Clair?
28.	I feel bad for the owners of the houses that would have to be torn down. They have JUST BEEN RENOVATED! Couldn't the city have planned this sooner? Aye aye ayeeeee...
29.	Davenport would have to connect to St. Claire to help, this just makes more left turns on Keele.
30.	Not as good an alternative as option 5. Extending Davenport to Union would be better.

31.	Same as Option 2 - often these things just become shortcuts and cars drivers speed on them.
32.	Too minor and obscure to be useful, and would devastate a residential area
33.	not sure how much of a relief it would be - most people would still take St. Clair as most direct route to Stockyards mall/would then cause backups turning left from Keele to St. Clair for mall access.
34.	Puts traffic next to neighborhood park.
35.	also not as accessible as solution 1
36.	Does not address connectivity at Keele.
37.	Wouldn't help me personally as I rarely take Davenport east.
38.	Increased traffic on residential area
39.	Is very close to St. Clair Ave, and I've never heard of Lloyd Ave - doesn't seem like a good route to establish as a thoroughfare
40.	does not have cycling lanes on st clair
41.	Bike connections may be possible, but won't be ideal due to the high speed nature of vehicles where Keele becomes Weston Rd. Some residents sounded concerned about their homes being expropriated.
42.	It will still spit cyclists out onto a very fast and busy portion of Keele St.!
43.	Without a a fix for the Keele-Dundas intersection, this will mean Lloyd Ave becomes gridlocked in the a.m./p.m. rush. The problem is gridlocked traffic on Keel because the intersection at Keele-Dundas is already over capacity. this intersection is the reason traffic on SB Weston Rd approaching St. Clair and approaching Dundas in the a.m./p.m. rush moves at 10 km/h . The same thing happens throughout the day on weekends.
44.	Like alternative #2, this one mostly benefits local residents who are familiar with the secondary roads in the area.
45.	Similar to 2, this solution simply reinforces the existing status quo of using side streets to avoid the constricted underpass on St. Clair. If this option is pursued, it needs to account for the potential future extension of the West Toronto Railpath northward to St. Clair and allow that extension to be made as efficiently and inexpensively as possible. This means identifying surplus space in the corridor and protecting that space for the future railpath, rather than filling it with a bridge pylon or failing to provide a wide-enough overpass if the road is routed underneath the railway.
46.	Potential traffic impact on neighbourhood south of Lloyd Ave. Could be mitigated.
47.	Still forces cyclist south slights, so it doesn't help as much with an east/west route
48.	Doesn't help St Clair much.
49.	Do not like at all. Adds too much traffic on local roads.
50.	This will directly impact my home. Although this has been a neglected area and it is not officially designated, the west side of Davenport is lined wih historic100 year old row houses many of which have had extensive renovations over the past 5-10 years.
51.	Will cause congestion at Lloyd and Ave road, especially for car turning south, street light may need to be considered, but may be to close to major St clair/Weston road

	intersection.
52.	This traffic turn right on Keele st,, then turn left to the western of St Clair. It makes another delay
53.	It will not help traffic through St. Clair East or West between Keele St and Old Weston Road
54.	At the moment, the Lloyd Avenue and Keele Street intersection is unsignalized, so I foresee a backlog of vehicles waiting on Lloyd Avenue, especially if the first vehicle wants to make a left turn.
55.	Not much connectivity on the west side, boxed in by Keele to the west and more tracks on the South.
56.	N/A
57.	On its own, it does not make a significant impact to the area.

What do you like about alternative solution 4? |

#	Response
1.	no opinion - don't really know enough about these streets
2.	Allows connectivity, and alternative route option
3.	Absorbs traffic from Keele
4.	It would take some of the automotive traffic away from Weston Road and put more people on Gunns Rd. Not a bad idea.
5.	keele is extended
6.	Bypasses major intersections completely.
7.	There is an obvious need for this it will reduce traffic north at Eglinton and Keele. I can't imagine this wouldn't be done the same time as extending Gunns Road
8.	Improved connectivity is almost always a good thing. Would reduce confusion for people new to the area (I've found myself trapped on that Keele dead-end before while driving).
9.	2/3 of an idea ,continue keele st down past st clair connect to rogers and we might have a hole idea.
10.	Seems like an intelligent option.
11.	good option for cars
12.	Lightens traffic heading south west on Old Weston.
13.	Seems like a logical solution, as well.
14.	This I think is better than just extending Gunns... The ending of Keele near Rogers road is confusing.. and makes it a not great alternative north south to Weston / Black Creek. I like the part from Gunns over as mentioned I think in Solution #2.
15.	Meh
16.	Better cycling alternative north of St Clair (only minimal infrastructure at present)
17.	no opinion
18.	Creates new throughfare

Provides additional routes between neighbourhoods Less disruptive to current housing
19. Possibly the easiest to plan for and cheapest to implement.
20. I also support this solution.
21. This is my favourite solution as it improved north-south as well as east-west traffic flow. Provides alternative routes to divert some traffic away from St Clair.
22. I think the more options/roads we have available to steer us away from traffic the better. This alternative also seems to help with congestion.
23. Best abs excellent option to relieve congestion on three major streets: keele, Weston and St Clair. Yes please!!
24. I like the idea of linking in Keele.... Currently the street just "ends" at lavender
25. This is a great help for north south flow
26. Seems a variant of option 2, expanding the option to include extending Keele south. This make this a more useful option than just a bridge/tunnel as per option 2.
27. All of these should be implemented. More options, option, options.
28. Well, if you extend Gunns, then why not.
29. Might be useful IF the rail path connected
30. Similar to a3 means less disruption in a more industrial area.
31. nothing
32. Logical for route. Makes it easier for delivery and out of town people to navigate.
33. Addresses connectivity issue at Keele and provides an east-west alternate for cyclists, though it is far from St. Clair. Wayfinding should be provided to connect both parts of Keele.
34. I've always thought it was strange that Keele ended so abruptly and I know several people who have ended up rather lost as a result. Extending Keele would also drive more traffic on to the Gunns Road extension. If the Gunns Road extension is seriously considered I think it only makes sense to also extend Keele.
35. this seems like a lot more effort than other options
36. Excellent solution but only to south and north bound traffic only.
37. Adds connectivity north of St. Clair Ave
38. This is more progress in leading to the best alternative which, is number 5. Helps decongest Rogers, Weston and St Clair. Connects stockyards and both sides of the Silverthorne neighborhoods.
39. Yes, improves pedestrian and vehicle access.
40. I don't see any positives with this option.
41. This is a nice option because it might alleviate some local traffic
42. Improves traffic flow.
43. Ideal solution for the north-south congestion. Limits local traffic.

44.	This is also an excellent option as well. I believe in order for the objective to be met, both options 3 and 4 must be implemented. These options will provide excellent connectivity between neighborhoods for vehicles, pedestrians and cyclists. This will also help with traffic flow from the north and help other areas of congestion i.e. Rogers and Weston road, Keel and Rogers
45.	This option makes more sense than #2 alone.
46.	Minimal impact on existing traffic flow
47.	This is also a good connection. If protected bike lanes are included, it extends the Rogers Road bike lane across the rail corridor (via Keele St and Hillary Ave/Lavender Rd), allowing safe access to retail and connecting with the Lavender Creek trail from Gunns Rd.
48.	It will create a shorter route for traffic North of St. Clair Avenue.
49.	It replaces the large jog with a smaller one. Southbound traffic on Keele Street at Rogers Road can continue southward to a Gunns Road/Turnberry Avenue extension and avoid Old Weston Road and the intersection of Rogers Road and Weston Road.
50.	It would take traffic pressure off both Keele-St.Clair and Weston-Rogers, and could provide a safe and direct cycling route connecting Runnymede and Keele.
51.	Dislike everything about this option, residents should have been consulted more. See negatives.
52.	The only way residents would support this alternative is if the Gunns Road Extension stops where it meets the Keele Street Extension, not if it continues to Turnberry!

What do you NOT like about alternative solution 4? |

#	Response
1.	no opinion - don't really know enough about these streets
2.	Hard to find route.
3.	Will it be used enough to justify costs? Relieve congestion on St.Clair?
4.	Not sure how much demand there is for this particular area.
5.	I would hope that the Turnberry/Gunn's Rd route into the stockyards area would have bike lanes.
6.	neighbourhood disruption
7.	Increased potential traffic on Turnberry and adjacent residential steets.
8.	Relegates cyclists to a hard-to-discover side-street.
9.	keele st stops short.
10.	Nothing that I can think of.
11.	would be too busy for a lot of cycling infstructre unless there are dedicated lanes
12.	Only alleviate the problem north of the intersections.
13.	Same as Solution #2. Might need some improvements on the rest of Gunn's road for safety by the industrial area behind stockyards.
14.	Meh

15.	Too far from main east-west bicycle corridors. Supposed Gunn St solution which is not my favourite.
16.	Not sure it will provide enough flow for traffic level Paves over more potential green space
17.	Seems like it would be a waste of money: feeble infrastructural developments for very minimal improvements that may go largely under-utilized.
18.	As with gunns road, I don't know the streets well enough to know if this is an issue; but I suspect residents of what are now quiet dead end streets might object to the increased traffic flow through their neighbourhood.
19.	N/A
20.	Nothing
21.	I think pedestrian traffic and separated bicycle lanes should be incorporated as part of the plan. This is a great opportunity to be explored.
22.	East west traffic on St Clair and DuPont still suffer
23.	It doesn't really address the issue of the congestion point on St Clair between Weston and Old Weston, and may even add to the problem.
24.	I don't know that area enough to comment negatively.
25.	Are cars heading east on St. Claire going north on Old Weston Road? I don't believe this is the direction which helps the busy underpass. I believe we need to understand the destination of the cars using the underpass?
26.	Not bad, but needs to be combined with option 5 to be a very good solution to this traffic problem.
27.	How does it link up with any bike routes?
28.	Like a2 ineffective due to size, obscurity. Because of scale, hard to effectively incorporate safe cycling infra.
29.	think it will be the least effective
30.	Reduces green space at the bottom of Keele Street.
31.	This would not help people trying to get across St Clair
32.	We do not need traffic flow solutions in this area. We need it on St. Clair
33.	Could be improved with Davenport extension in Option 5.
34.	Still doesn't help cyclists on St. Clair but otherwise a sound plan.
35.	it really doesn't improve connectivity that much.
36.	Doesn't fix the issue on St Clair w
37.	Too long / expensive.
38.	It does not offer a safe cycling connection to Davenport Rd
39.	As noted above, unless you can find a miracle cure to separate bikes and trucks on Gunns Rd this is not going to be used by cyclists. Maybe route cyclist through the old Target mall.

40.	Looks costly. Mostly benefits vehicle traffic from north of St. Clair. Traffic volumes on Turnberry would increase dramatically.
41.	<p>This would involve the destruction of a remaining fragment of the Lavender Creek ravine, which the city should be moving to restore and rehabilitate rather than filling with a roadway.</p> <p>Gunns - Turnberry are not an acceptable arterial alternative to St. Clair Avenue, and extending Keele to this location as well would further complicate a future trail/park node where extensions of the West Toronto Railpath and the proposed Green Line would meet.</p> <p>This alternative conflicts heavily with other important public interests in the area, including expansion of park and trail facilities and ecological/watershed restoration.</p>
42.	I would have little need to use it.
43.	Still not as direct as expanding St Clair, and still forces cyclists north of St Clair
44.	Doesn't increase flow on St Clair.
45.	Does nothing for th east-west congestion.
46.	I'm not familiar enough with the specifec streets to know if there is negative impact.
47.	Not the area with the most traffic congestion
48.	Potential for increased auto traffic on residential Turnberry Ave. Strong traffic calming measures will be required.
49.	Not the right solution for West to East on St Clair
50.	Once again it will damp a lot of cars through the new housing on Turnberry Avenue, destroying property values.
51.	Increased traffic on Turnberry Avenue may be a problem. I suggest that southbound traffic wanting to go onto Old Weston Road and Davenport Road be encouraged to go onto Union Street and Townsley Street to make that route.
52.	The same reason why I didn't like option 2, this brings an increased flow of traffic to the residential area cause a lot of noise and safety concern for residents, especially children who spend a lot of evenings and weekends playing in the parkettes in the Turnberry area and the school grounds at the schools St. Matthew Catholic School and General Mercer on Turnberry easy of Old Weston Road.
53.	Can't think of anything
54.	<ul style="list-style-type: none"> - Permanent noise increase: Turnberry Avenue is already hosting auto shops and struggles with extremely large trucks (sometimes carrying 8 vehicles!) accessing the street (despite the sign showing trucks are not allowed) and climbing onto the sidewalk. Connecting Gunns Road to Turnberry would invite more large vehicles and create significant noise for the local residents. - Elimination of parking spaces for the local residents to accommodate for traffic - Impact of safety for the local residents including children safety (nearby elementary school) with increased traffic - Creation of congestion in a local, quiet neighbourhood where many frequent and take walks with their children/dogs to the playground areas and the elementary schools that are nearby - Increased pollution and littering from passing vehicles for a neighbourhood with an

active community that works hard to maintain the cleanliness

- This solution promotes traffic through a neighbourhood that largely relies on public transit for commuting, consequently it is a solution for those who travel through the neighbourhood and less so for those who live here.

55. Again, this will have a detrimental impact on the residents living in this neighbourhood. This will negatively impact the community through increased traffic, pollution, and noise, all while putting the MANY young children whom live in this neighbourhood into danger. Road safety will be deeply concerning if this proposal is passed. Furthermore, the paramedics will have a very difficult time leaving the station while attending to emergencies because they will not be able to bypass traffic to get to Old Weston Rd, since Turnberry is only one lane in either direction.

56. See comments re: Alternative #2.

What do you like about alternative solution 5? |

#	Response
1.	Not sure... I might take this route to get to Black Creek and avoid the horrible intersection at Old Weston Road. Seems windy, but if there's less traffic might be pretty good.
2.	Improvement over current, just Uses existing bike lane system
3.	Bypass of St Clair for non-destination commuters
4.	This would be a huge help so long as all extensions are made.
5.	This would make Davenport a better option for people heading further north.
6.	good on keele
7.	Reduces Davenport traffic on St Clair
8.	This would be fine, and could be a great cycling route. OMG do we need cycling routes in this area. I never bike in this direction because there is too much traffic, it's not safe for cyclists in this area at all.
9.	Improved connectivity is great.
10.	almost there connect keele st to rogers .
11.	Good question
12.	the best option
13.	This would cut down on some of the gridlock coming off Old Weston.
14.	Seems good addition to the #4 which was a much better solution to #2.
15.	Cycling connection northward.
16.	Please protect space for the railpath to extend northward to st clair.
17.	Safer and better options for cyclists.
18.	Will improve flow and reduce bottlenecks.
19.	Creates new thoroughfares Could connect multiple neighbourhoods

Less disruptive to existing homes Repurpose industrial lands
20. Like this
21. I would support this solution
22. This option provides the most connections of what I have seen so far. Seems to be the best. Helps divert traffic away from at Clair.
23. Again, the more accessible roads we have the better.
24. Excellent. Major relief of congestion. Davenport is always blocked up
25. i prefer this over linking to Lloyd.
26. This is helpful for traffic flow in most directions
27. Combines many of the others, excluding option 1, and it therefore the most comprehensive to the whole area. It has possibilities for improved mobility for cyclists and pedestrians as well
28. again, all together, these solutions add up. individually they each leave major problems.
29. Well seeing how for ME PERSONALLY I am often trying to get over from Davenport to Jane/Eglinton, this combination of solutions would work, though it would take me along Gunns rd to Symes (see my previous comments about the problem with Symes).
30. This makes the most connections, and I believe this can be done in 2 steps. With the second step going over the rail, as I believe that is least important.
31. Has the most options for all travel modes. Connects both communities north and south of St. Clair Ave. Is the most cycling friendly option. Allows the West Toronto Railpath to be expenaded to St. Clair.
32. Hoping it would help with connectivity to the rail path for cyclists
33. Slight improvement over a4. Highly important that whatever option is chosen, the extension of the existing Toronto West Railpath "MUST" be allowed for to be extended north!!
34. Preferred option. Extends Davenport bike lane and also provides safe alternate to Keele. East-west alternate to St. Clair is provided. Connectivity with Keele is addressed. (again, ensure wayfinding is done)
35. This solution does not address east west issue on St Clair W, there still be a jam going east
36. Provides a good connection to Davenport, and links to St. Clair Ave while avoiding Old Weston Rd.
37. May be easier to cycle on st clair however i would prefer seperate bike lanes
38. This is the best solution because it provides the most alternatives for everyone including bikes, cars and pedestrians. Connects 3 neighborhoods: stockyards, Carleton & Silverthorne.

39.	This could potentially work really well for cyclists because it allows access to quieter, low speed streets.
40.	Nothing
41.	Better than #4 in that it provides options for traffic both north & south of St. Clair.
42.	I like it for both driving and cycling but again I would want a protected bike lane.
43.	This is much better for all vehicles, pedestrians and general flow of traffic, plus it can help direct cyclists onto the bike lanes at Davenport.
44.	Improves traffic.
45.	I would only support this alternative if it was combined with extending Davenport to Lloyd Ave. It seems that as laid out in the above graphic, it would be a missed opportunity for better east-west connectivity while only moderately effecting north-south flow.
46.	This option makes more sense than option #3
47.	I think this is the best option as it: Addresses situation north and south of St Clair. Minimal impact on existing traffic flow. Creates through ways north and south as well as East and West.
48.	Provides a viable solution for cycling in an area that is really unsafe and not feasible for most. It also provides a connection south to Davenport which links up a bike lanes street with connections south and east towards downtown.
49.	Useful connection for pedestrians and cyclists. Union St could provide a safe north-south bike route north of St Clair, continuing the Davenport cycle route via an extended Keele St to Rogers Rd and surrounding neighbourhoods to the north.
50.	Promotes connectivity of the neighbourhood and walkability.
51.	A good alternative for traffic Northbound on Davenport Avenue that wants to go to Keele St or Weston Road.
52.	This alternative works well but requires alternative 3 to be added as a more robust solution.
53.	I like that it has Alternative 4. Also, traffic can bypass Old Weston Road.
54.	Reducing traffic on St. Clair or crossing at Weston is good. And the more options the better.
55.	Dislike everything about this option. Residents of a very active community should have been consulted more by Mr. Palacio.

What do you NOT like about alternative solution 5? |

#	Response
1.	not sure - don't really know enough about these streets
2.	Not the solution for commuters
3.	This option does not improve my situation as much as linking Davenport with Lloyd.
4.	not far enough
5.	I don't see how it would help

6.	Turnberry
7.	I don't think it will help the congestion on St Clair. The problem is east west flow.
8.	Should connect with St Clair, not pass under/over it. We don't need another six-points.
9.	Not sure how or why this would help much
10.	need to ensure that there is dedicated cycling space
11.	Some residential houses would still be affected.
12.	Same as #2 and #4
13.	This alternative forgoes the more direct east -west connection of option 3
14.	nothing
15.	Paves over potential green space
16.	I feel this is an overly complicated proposed solution that would be too costly for the kind of minimal change it would result in. I don't see it resolving any issues with congestion, but potentially creating new ones.
17.	It doesn't improve traffic flow from Davenport heading towards St. Clair West, west of Weston.
18.	Same concerns as previous (construction and traffic increase impacts on local residents).
19.	N/A
20.	clear indication of the role of pedestrian and bicycle traffic should be documented (e.g. exasperated bike lanes)
21.	It would be best to just directly address bottleneck issues on the streets causing them in the first place - St Clair and DuPont, rather than shunting traffic off to other routes Also doesn't really do anything for the railpath. This should be extended as much as possible
22.	Though it will improve traffic flow through the area, that flow may be quickly build up in other spots if not part of a comprehensive plan. And the limited flow under the bridge will not be fully addressed.
23.	Overkill?
24.	Symes rd is horrible. And then Terry has speed bumps.
25.	Still doesn't actually deal with St. Clair squeeze.
26.	Not too workable for cyclists if the rail path is not extended
27.	More expensive and I don't expect private autos to be a factor in the not so distant future!
28.	seems most complicated
29.	This does not help people who just want to get across St. Clair. Take too long
30.	One thing to improve with this option is to ensure this is future proofed for a future extension of the West Toronto Railpath.
31.	far more complex than option 1 or 3. Does not improve connectivity to arteries much.
32.	Only works for north:south bound traffic

33.	I think this can be implemented with the Gunn road to Union St / Tunberry Rd (Alternative 2), but I do not see the need for the connection to Keele St as well.
34.	Nothing.
35.	The houses along Davenport N of Old Weston are already not great, and an overpass would make these houses unlivable and worthless.
36.	I don't think the north/southbound traffic that seeks to bypass St. Clair via Davenport is significant enough.
37.	This alternative is reliant on the extension of Keele to Turnberry, which as I have outlined in response to Alternative 4 is extremely problematic. Moreover, the extension of Davenport to Union Street would consume space alongside the rail corridor south of St. Clair that is essential for the extension for the future extension of the West Toronto Railpath north to St. Clair and beyond to connect with Mount Dennis and Weston. This is not an acceptable proposal.
38.	It doesn't directly connect the railpath to davenport.
39.	Doesn't speed up St Clair.
40.	Too much local traffic.
41.	I am concerned about the building of additional bridge infrastructure, both from cost and streetscape perspectives. Bridges are expensive to build and maintain. More importantly, bridges have a negative impact on the streetscape for pedestrians and cyclists. Roadways generally narrow under them, they create dark zones and have an impact on surrounding real estate and commercial development.
42.	See comments from #3
43.	Building this as a through street with a signalized intersection at St Clair would divert northbound drivers from Davenport onto Union St, which seems an odd goal as there are already two parallel arterials here. This neighbourhood is lacking in east-west connections, not north-south. However this may make more sense with traffic studies? Building this as a secondary road with no signals at St Clair but with a pedestrian/cyclist overpass (eventually part of the railpath) makes more sense to me. Drivers gain options without the delay of another signalized intersection on St Clair, one which will see a large number of northbound left turns.
44.	Not for West to East on St Clair
45.	Once again increasing traffic and pollution on a new residential area.
46.	The Davenport Road extension might be very expensive.
47.	For the same reasons for option 2 and 4, this option would increase traffic to residential areas which is not welcomed due to safety reasons.
48.	Not sure how much it would be used and how much help it would be - are these directions that get travelled?
49.	- Permanent noise increase: Turnberry Avenue is already hosting auto shops and struggles with extremely large trucks (sometimes carrying 8 vehicles!) accessing the street (despite the sign showing trucks are not allowed) and climbing onto the sidewalk. Connecting Gunns Road to Turnberry would invite more large vehicles and create significant noise for the local residents. - Elimination of parking spaces for the local residents to accommodate for traffic

- Impact of safety for the local residents including children safety (nearby elementary school) with increased traffic
- Creation of congestion in a local, quiet neighbourhood where many frequent and take walks with their children/dogs to the playground areas and the elementary schools that are nearby
- Increased pollution and littering from passing vehicles for a neighbourhood with an active community that works hard to maintain the cleanliness
- This solution promotes traffic through a neighbourhood that largely relies on public transit for commuting, consequently it is a solution for those who travel through the neighbourhood and less so for those who live here.

50. In my opinion, this is the worst possible "alternative solution." To restate what was previously mentioned, this will have a detrimental impact on the residents living in this neighbourhood. This will negatively impact the community through increased traffic, pollution, and noise, all while putting the MANY young children whom live in this neighbourhood into danger. Road safety will be deeply concerning if this proposal is passed. Furthermore, the paramedics will have a very difficult time leaving the station while attending to emergencies because they will not be able to bypass traffic to get to Old Weston Rd, since Turnberry is only one lane in either direction.

51. With Regards to the Keele/Gunns Road connection, please see my previous comments. I believe the Davenport extension to Union would result in many of the same problems I addressed in Alternative #2.

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

#	Response
1.	These are options I would probably use often.
2.	As a cyclist, I prefer connection routes south of St. Clair to those north of St. Clair.
3.	Increases connectivity
4.	Seem like potentially good options but I have questions about pedestrian and cyclist infrastructure and speed limits for cars. Will any of these proposed streets be one way?
5.	These are both good ideas. In an ideal world, more than one option will be implemented. I believe a safe cycling corridor under the bridge at Keele and St. Clair should be a priority.
6.	All of these are good ways of connecting Davenport with the stockyards, which is helpful to me. I would want to make sure they are all safe to cycle on considering the number of cyclists using the Davenport bike lanes.
7.	nothing
8.	Allows for easier access to commercial stores from both Davenport and Keele.
9.	This provides an east West alternate. It is backup for St Clair.
10.	Again, more connectivity is good. Possibly opens up development opportunities.
11.	do option 6 along with the others options .
12.	don't understand
13.	This option would also help alleviate traffic but not solve all of the congestion on St. Clair

	West. This should be done in conjunction with expanding two lanes on St. Clair
14.	No opinion.
15.	The loop south east to junction rd. seems VERY smart.. Same with the link from west Toronto.. as I believe those already both have lights on them?
16.	not entirely sure about this option as limited explanation. Appears to have direct connection btw Davenport and Stockyards, which would be great!
17.	Not sure it serves a purpose
18.	This plan recognizes the way many commuters already utilize the stockyards-area roads (esp. the southwest of St. Clair and Keele/Weston), and seems intent on improving flow to-from this retail area.
19.	I believe alot of traffic coming westbound on Davenport is headed towards the businesses at the Stockyards and beyond. A way to connect Davenport with the Stockyards area is wonderful.
20.	Provides additional access options to the shopping complex, which is very busy.
21.	this area is pretty congested. Anything that can be done to improve would be great! It's difficult when you're trying to make a left onto St. Clair when leaving one of the big box stores. Before you could travel west to Runnymede and this has since been changed. You no longer can make a left turn when leaving Rona or Best Buy. You have no choice but to drive to St. Clair.
22.	Good alternative.
23.	nothing
24.	<p>When the streetcar right of way was built this bottleneck was always going to be a problem. And it's made worse by the fact that there are a very limited number of places that traffic travelling east/west can cross the railway tracks.</p> <p>So more crossing points AND increased traffic flow under the bridge would be ideal, obviously there is a limit on resources too.</p> <p>Can just the streetcar be diverted around, over or under where it runs under the rail tracks? .. that would go a long way to alleviate the current flow problem.</p>
25.	extend the West Toronto Railpath up to St. Clair
26.	<p>Leave the road network connections as-is. Reduce on-street parking on St. Clair (there is a huge amount of excess off-street parking, never used to capacity, on St. Clair). Add a GO RER station at Keele & St. Clair. Extend the 512 St. Clair streetcar west (in an exclusive right of way) to Jane St. Restore a Dundas streetcar in an exclusive right of way going through the Junction to Jane. Build the Jane LRT described in Transit City.</p> <p>Densify the Stockyards / St. Clair corridor, reduce surface parking, improve walkability and add protected cycle tracks.</p> <p>This will give people options to travel without using a private automobile and greatly simplify the "traffic problem."</p>
27.	<p>Can't think of any solutions that have not already been presented by you.</p> <p>***BUT*** You MUST take into consideration extending the Railpath north! This is VERY important regardless of which "automobile" solution you look into and proceed with. The RailPath must continue north!!</p>
28.	St. Claire to Old Davenport

29.	Assuming this is do nothing, I'm all for it, except something must be done to provide safe cycling infrastructure @ StClair!!
30.	Extend West Toronto rail path north west to keep a separated space to ride away from road traffic. If it connects with Rogers road bike lane it would make a safer route for residents to travel downtown.
31.	If you add two lanes to St. Clair, please ensure that the train lines are also expandable for future transit.
32.	Option 5 is recommended, but there also needs to be a provision to allow for the northern extension of the West Toronto Railpath.
33.	No
34.	Cycling and pedestrian connections would be greatly enhanced by extending the West Toronto Railpath north from Cariboo. Active transportation routes could connect the local neighbourhoods without increasing motor vehicle traffic through residential areas.
35.	Connect Davenport to Union St, in conjunction with Gunns Rd to Tunberry (Alt 2) without an additional connection to Keele. Is reduced cost compared to Alternative 5 while equivalently beneficial.
36.	Extend the West Toronto Rail Path North from Dupont through Davenport, St Clair, Mt Dennis and Weston. This should decrease car dependency by connecting these neighborhoods to 3 major transit lines: Eglinton (5), Bloor (2) and the Kitchener GO line via excellent cycling infrastructure. Who needs cars when you have world class city building?
37.	Make Dundas-Keele no turns in all directions, 6 a.m. - 7 p.m., 7 days a week. Eliminates conflicts between turning vehicles and pedestrians, a major safety problem. May reduce traffic backup on SB Keele which is a big part of the overload at Keele-St. Clair. Add to #3: connect W Toronto Railpath to Union St. Pedestrian-bike bridge over St. Clair. Link Railpath to Junction Rd. and Lloyd Ave. Add to #2: bike connection from Brickworks Ln to Gunns-Turnberry link. Bike-walking bridge from Birdstone Cres to old Target mall surface road. Much safer than routing bikes through the truck loading area along Gunns Rd.
38.	No.
39.	Relieving the constriction of St. Clair Ave at the rail underpass is the clear solution to traffic problems in the area, and this is well-demonstrated by the significant problems associated with the formally proposed alternatives. No doubt other lines can be drawn across the corridor, but none will solve the problem of the single lane of traffic each way on St. Clair at this pinch point.
40.	A great solution would be connect the rail path to Davenport and also to St Clair. As well, improving cycling conditions on St Clair, such as removing parking or expanding road.
41.	Solution 1, 3, and 5 all at once to maximize route options and traffic flow. Obviously this is the most expensive option.
42.	Ideally, options 1 AND 4 should be considered. Keele extended to Gunns Road would help with the north-south traffic, while widening St. Clair Avenue West under the railway will help with the east-west traffic. Both are needed. In a timeline, option 4 should be

	built first, followed by option 1 after option 4 is open for traffic.
43.	The other option, if possible, would be similar to option 5 but instead of connecting Davenport to Union St., it would be connecting Davenport to Keel. i.e. extending Keel Street all the way down and extending Davenport up. This would divert traffic from residential streets. I feel option 4 will only cause traffic to meander through streets.
44.	Extending Old Weston Road South of Davenport to reconnect to the remaining portion of Old Weston Road at Dupont/Dundas, combined with extending Union Street to connect to Lloyd or Cawthra Avenue, in addition to option #4 could help local traffic flow as well as providing connections for traffic that does not require local access.
45.	I think there are a lot of good options presented. In the mean time the light at Old Weston Rd and St Clair should have a advance left turn signal when headed north, from south of st clair.
46.	This development study is a perfect opportunity to build for the future and to create ways to connect the neighborhood separated by the railroad tracks. The areas should be looked at not just as a way to relieve traffic but as an opportunity to promote community growth by making it more walkable and easy to cycle though. The area should be thought of from a pedestrian perspective. Increased foot traffic will help new businesses and developments flourish. This part of Toronto is very unique and should be thought of with the community needs in mind to help create an area people want to live in.
47.	No these five covers all angles.
48.	This alternative 5 works will but requires alternative 3 to be added as a more robus solution. Love the idea of a continuous bike path along the rail way system joining downtown routes to St Clair.
49.	A possible extension of Junction Road west of Keele Street, behind 500 Keele Street and north of the CP Railway. No matter what, please consider cycling and cycling connections.
50.	I don't have one
51.	Extending West Toronto Railpath up to Davenport, St. Clair and beyond. Restoring connection between Junction Road and Davenport/Weston, combined with widening intersection with Keele to allow for a left turn lane for southbound Keele traffic on to Junction, reducing the load on the southwest Keele-Dundas-Dupont route.
52.	Extending the "appendix" end of Old Weston Road (near Dundas/Dupont/Annette) to connect to actual Old Weston Road to promote traffic flow through that area consequently alleviating Keele and St. Clair and Keele and Dundas intersections.
53.	The majority of the streets in this neighbourhood are used by drivers just passing through in order to get to work. Most of these "solutions" have a negative impact on the residents here, and not the drivers treating the area like their own personal highway.
54.	I believe in speaking with residents of the Turnberry neighbourhood that the best alternative for the neighbourhood would be an extension of Keele south and an extension of Davenport Road north where they would meet. We would support a Gunns Road extension in this alternative if it connected with the Keele Street extension but stopped there. I believe that this alternative would provide a solution to north south traffic and would offer an alternative to east/west traffic as well, without causing major traffic conjection in the residential neighbourhoods.

Have we missed anything? Please provide your comments on the Socio-Economic Evaluation Criteria. |

#	Response
1.	Whichever plan is chosen needs to leave room for the potential expansion north of West Toronto Railpath which is on the priority list for City of Toronto Bike trials. Railpath already exists up to Cariboo.
2.	<p>Visibility</p> <p>Ease of use for a range of riders</p> <p>The population in the area. This particular area is a major transportation link - who is needing to cross under the track. When is the peak demand? Capacity to manage numbers. - example school children, commuters</p>
3.	Traffic Impacts on surrounding residential streets
4.	<p>Air quality impacts should include additional emissions from increased car traffic.</p> <p>Cyclist infrastructure is best with separated lanes.</p>
5.	Safety for vulnerable road users: Make sure that the intersections where automotive and pedestrian/cycling traffic are well marked, safe, with small speed differential between the different groups.
6.	Health and well being created by a more walkable and/or cycle friendly transportation route.
7.	Increased traffic on residential streets.
8.	<p>This whole area needs trees. It needs a north & south of St Clair place to cross the tracks.</p> <p>This area needs respite for walkers (trees and shops) and the whole area needs bike lanes (at least one).</p> <p>It's still the armpit of Toronto.</p>
9.	Development opportunities by unlocking new frontages.
10.	this should of been done 15 years ago.
11.	Green corridor connectivity. Pleasantness of the experience of using the route. eg. quiet and green vs. loud, stress-inducing, and polluted.
12.	opportunities for new business
15.	<p>Nothing to comment on except that, I expect every socio-economic safety measure to be followed to a T. The vibrations from metrolinx's pile-driving was a nightmare to live through, and nobody would take responsibility for the stress it caused local residents. I do not want that repeated.</p> <p>This area already has a poor record for environmental impact because of the various industrial businesses in the neighbourhood, (the rubber plant and Topper uniforms being the worst offenders), and that doesn't need to be expanded to include this project.</p>
19.	Good, safe bicycling infrastructure is a great boon for lower income families
20.	Please ensure connectivity for future of the railpath. Ideally a connection to the hydro

	corridor north of eglinton would be ideal.
23.	<p>The nuisance factor from noise and construction - we've been under construction for three years with the extension/upgrades for rail - so we are not starting from a baseline of zero</p> <p>Increased traffic along currently narrow/quiet residential streets</p>
25.	Rail path corridor for biking etc extending north to st clair
29.	<p>I think increased traffic pollution to areas over the long term is a factor that should be taken into account.</p> <p>Specific attention must be made to how to facilitate active modes of transportation along these routes so that these new roads don't just get clogged with more cars.</p>
31.	Yes; important to also relieve car traffic/congestion by extending the toronto west railpath. Many can freely use their bikes either to work or on the weekends safely. Will connect the neighbourhoods more and all around great for foot traffic local businesses.
34.	Tricky - lots of people live close to these routes and will be directly affected by road work
39.	Include or plan for fully connected Railpath extension north
42.	Comments Option 5 can provide an increase in value to this currently desolate streetscape.
46.	My main concern is that we are not opening the neighbourhood up to speeding cars.
47.	<p>Comments all the negative impacts to private property, and nuisance effects are currently caused by the trains and hideously ugly and unnecessary sound barriers already in place.</p> <p>Only construction dirt and annoyance would be added.</p> <p>And considering that the new train service provided so that inconsiderate people could make bad environmental chooses, buying homes a long way outside the city far from where they work, is totally unacceptable, and an affront to existing city dwellers who live sustainably!</p>
57.	Enhancements to connectivity for low-income neighborhoods
61.	I think urban art and cool graffiti done in a professional and tasteful manner, would help deter vandalism on any bridges, underpasses or noise walls and help beautify these neighborhoods.
62.	<p>Where is the consideration for the length of time that these factors are in play? If I know that the project will take 6 months instead of 2 years and as a result will cost the City 50% less, I might be OK with construction that runs 24-7.</p> <p>Also, where is the consideration for staging? It might be much cheaper and faster to do multiple projects at once. If the savings are substantial I'd be OK with that. Traffic is already a complete mess.</p>
64.	<p>Public Amenity evaluation must also include impacts on the future expansion of the city's district- and region-scale park and trail networks. The study area is positioned over a significant future node in those networks, the intersection of extended build-outs of the West Toronto Railpath, the proposed Green Line (and existing green space corridor created by the Hydro One transmission corridor), and existing path and open space corridors associated with the Black Creek, Lavender Creek and the transmission corridor west of Weston Road.</p> <p>This is a key strategic site for making off-street connections across the city and for</p>

	improving access to park space in an area with relatively little accessible green space, but those opportunities will be squandered if we allow new extensions of the secondary road network to eat up the available space and create new barriers to the extension of these park and trail systems.
70.	I think that the construction of any of these alternatives will be hard for residents and business owners but I am especially concerned that business owners seem to have a disproportionate amount of influence on planning such as this. Cycling infrastructure needs to be included in this plan - bikes lanes on St. Clair.
72.	These items will have to be looked at in detail once the options are narrowed down.
74.	There should be a large focus in building out the Public Amenities and Streetscape. We should be thinking of creating a connected community that will encourage foot traffic and cycling rather than just car use. The evaluation should be around making the area walkable.
77.	Under nuisance effects; Let's keep the construction hours during the day from 700 AM to 900 PM maximum.
80.	Nuisance should also include the permanent affect of increase noise, and pollution if options 2, 4, and 5 are implemented. A well as increase volume of traffic.
82.	Safety concerns for local residents Pollution and littering Impact on local community residents/resident preferences (how is this evaluated?)
84.	I believe that alternative #2 would have a negative impact in the residential community.

Have we missed anything? Please provide your comments on the Natural Environment Evaluation Criteria. |

#	Response
8.	Improving bicycle infrastructure will help get more cars off the road and greatly help reduce pollution
22.	As above, lots of people live close to these areas
27.	Include or plan for fully connected Railpath extension north
34.	Definitely the routes should be kept on a human scale, without paving over wide swaths of land.
35.	Comments: the natural environment is already doomed by the diesel trains! [see comment re the poor example being given by the entire project catering with public funds to a privileged group who make selfish choices above]
45.	Possibilities to increase natural areas as part of the project
49.	If you are concerned about air quality, improvements to EXISTING facilities would be cheaper and more effective than focusing on vehicle movement. The St Clair Street car would benefit from signal priority at all stops. This would increase travel times and encourage usage because it is currently very slow. The extension of the West Toronto Rail Path would also help air quality by encouraging more people to cycle to future transit stations on the Bloor line, the streetcar, The Eglinton crosstown and the Kitchener GO line. Paint is cheap and can be used for bike lanes in Weston, Keele and Old Weston. It can

	also be used to signal rush-hour bus lanes in those same streets (if not full time bus lanes).
51.	This is complete.
53.	This should include impacts to natural heritage systems, which do not seem to be acknowledged in your indicators. The extension of Keele Street should include a serious evaluation of its impacts to the remnant Lavender Creek ravine fragment that exists south of its present terminus.
62.	This is an industrial area that has become more residential and is severely lacking in green space. Due to heavy traffic, train exhaust and pollution from the rubber factory the air quality can be quite poor at times, increasing the amount of trees planted where ever possible could help.
63.	Comments

Have we missed anything? Please provide your comments on the Cultural Environment Evaluation Criteria. |

#	Response
10.	Please consider extending the rail path as well. My family use it daily as both a place for walking and commuting to work. It's a feature that makes Toronto unique. Please consider the path while looking at the larger picture and over all vision of this area.
28.	Do not knock down old building on northwest corner of st-clair and Old Weston
35.	I am not familiar with the heritage buildings in the area, but without doubt the historical character of any neighbourhood should be preserved.
36.	Comments: will indeed be interesting to see what future assessors make of the bad decisions of 2014 Ontarians to build unsustainable modes of transport for the few, and dooming the people of Ontario in the process. [if the is anyone left to assess us?]
46.	Irrelevant
52.	"Heritage" makes me wonder if somebody has a taste for irony or sarcasm. It's a bit much to consider the collection of ratty, decaying industrial buildings around Keele and St. Clair as "built heritage resources" or "cultural heritage landscapes." Especially the eyesore that is the railway bridge over St. Clair.
66.	This is important. We should preserve what can be preserved and make additions that will be timeless.

Have we missed anything? Please provide your comments on the Transportation Evaluation Criteria. |

#	Response
1.	dedicated cycling space for maximum speeds for all vehicles and safety for cyclists also pedestrian access
14.	Rail path corridor for biking etc extending north to st clair
15.	Please leave room for as much pedestrian and cyclist traffic, not necessarily alongside new/existing roads. Paved right of ways are wonderful, through parks and green spaces. I would love to see the Railpath extended north, as a way to offer a more

	environmentally/mentally sound way to access the businesses along St. Clair West.
18.	Whichever option is chosen, consider connections to existing path systems for active transport (e.g. west Toronto rail path).
19.	You guys are the experts but I really hope that whatever solution is chosen, it helps with congestion. Hopefully, the money that will be spent will not be a waste since in my opinion the right-of-way streetcar tracks were a waste of tax-payers money. Also, since everyone is big on cyclists then they should also pay to ride. They could very well have plate like all other vehicles do and it should be renewed like all other plates are. This would generate money to the city to help with road infrastructure.
20.	See above comment
26.	Prioritizing "Average delay for traffic (peak hour)" is a great way to create a sewer for cars. I think you should focus on creating options that don't prioritize private car travel.
28.	Include or plan for fully connected Railpath extension north
35.	Hard to tell from these simple sketches, would need to see more close up details to make comments in this area
36.	design failure re sound walls Transport eff. failure no stations/ no connection Ped/cycl. connections failure not provided Neighbourhood Traffic is all that should exist here! Future clearly not understood!
37.	what are the plans to extend the west Toronto rail path up to St. Clair (and beyond!)
39.	Please consider making allowance for the West Toronto Railpath to be extended northwards. This could provide a safer route for local residents to get downtown by bicycle. Also it could create a vital connection that is needed in the bicycle network.
40.	Please ensure that future rail expansion is possible. Toronto has failed in this area.
45.	The Official Plan requires that the emphasis "be on using the available road space more efficiently to move people instead of vehicles and on looking at how the demand for vehicle travel can be reduced in the first place. . . . We have to plan in "next generation" terms to make transit, cycling and walking increasingly attractive alternatives to using the car and to move towards a more sustainable transportation system." (City of Toronto "Official Plan 2010," Ch. 2, p. 26.) This is the lens through which the options should be evaluated. To this end, the quality of pedestrian and cycling infrastructure should be paramount. Protected bike lanes and a pleasant walking environment should take precedence over enhancing travel time for users of motor vehicles.
46.	Opportunities for improved TTC service!!!!!!!!!!!!!!!!!!!!
50.	I can mirror my previous comments in this section as well. If we focus on extending the west Toronto rail path and getting people to transit in a safe and quick way, all of these road connections may not be necessary.
52.	You have a complete set of criteria -- what's the method used to apply them? That can negate the effect of the criteria. E.g. network capacity, transportation efficiency and traffic infiltration.
54.	Cycling and Pedestrian Connections should not be evaluated solely on the basis of the

single indicator listed. The quality of the connections that would be created by each alternative should also be evaluated. Connections created by linking short, indirect secondary streets are of much lower quality to cyclists and pedestrians than improvements to direct, arterial roadways that can be used for long-distances.

The proposed secondary roadway extensions require substantial, inconvenient and unnatural detours by cyclists into unpredictable local road grids, and will be of little use to all but the most local pedestrian trips. Gunns Road and Turnberry Ave are not viable cycling and pedestrian alternatives to St. Clair Avenue for most trips and users.

55. Please give pedestrian and cycling use equal rating as driving.

61. Connection to the West Toronto Railpath for cyclists and pedestrians as an alternative route towards downtown.

66. I'm glad to see that integration with a future Metrolinx RER station at St Clair is included in the criteria.

I'd add integration with a future extension of the West Toronto Railpath. While the City and the Railpath advocates are currently focused on the southern extension, the north holds tremendous possibilities as well and should not be overlooked.

I'd also stress that it's crucial to measure transportation efficiency by all modes of travel—not just cars. This runs counter to the traditional way of traffic planning on Toronto, and I'm cautiously optimistic to see it in this list of criteria.

67. Pedestrian connections and making the area more pedestrian friendly is key to promoting growth and new business in the area. Public transportation and way to cut down on car traffic are key. Locals are more included to drive a short distance in the area instead of walk because the infrastructure that supports pedestrian traffic is obsolete. More greenspace should be added.

75. Your transportation efficiency and transportation activities should have a separate section for public transit. City of Toronto's priority should be improving public transit.

Have we missed anything? Please provide your comments on the Constructability and Cost evaluation criteria. |

#	Response
7.	Any improvement in bicycling and pedestrian infrastructure will greatly outweigh the cost of building through positive impacts on health and environment.
14.	CommentsPlease leave room for as much pedestrian and cyclist traffic, not necessarily alongside new/existing roads. Paved right of ways are wonderful, through parks and green spaces. I would love to see the Railpath extended north, as a way to offer a more environmentally/mentally sound way to access the businesses along St. Clair West.
18.	As long as the solutions actually help with road congestion, the money will be well spent. I just hope that the money spent is not a waste and a few years down the road someone is going to realize that the construction did not benefit anyone.
20.	The criteria seems to be focused solely on cars.... more focus on foot traffic and bicycle traffic should be part of the criteria
22.	Traffic along these routes already sucks a lot around rush hour. Keep construction to when the routes aren't that busy to help with flow when it's needed
26.	Include or plan for fully connected Railpath extension north

29.	Comments This has the potential to vastly improve North-South cycling connections, and eventually allowing the West Toronto Railpath to be expanded northward to the proposed Weston Road multi-use trail.
33.	All new city plans should put prime consideration on transit, cycling and pedestrian traffic. We should not be catering to cars the way it has been done in the past. All plans should enable people to free themselves from cars.
34.	I assume all this will be delineated in detail before a choice is made.
38.	Extending Davenport may be best idea b/c it looks like it could be the cheapest and most useful.
43.	Please ensure that the option selected leaves room for the northern extension of the West Toronto Railpath. This is a critical piece of active transportation infrastructure that deserves to be prioritized.
48.	Ditto for this section ;-)
50.	All these criteria are interdependent -- that isn't reflected above, and needs to be. Current impact: the other criteria are all quantitative -- good -- but this is vague and qualitative. To be a useful to guide decision making this criteria needs to be more quantitative. Maybe unpack it too -- there's an awful lot of variables jammed into this one bucket.
52.	This does not seem to include a formal discussion of engineering feasibility, apart from in the cost estimate. Many of the alternatives will need to grapple with significant topographic barriers and infrastructure obstacles, including the need to reroute major sewers and culverts. These issues should be acknowledged, so that we know that they have actually been accounted for in cost/duration estimates.
62.	Option 5 appears to be the best as there will be minimal impact on existing transportation activities

Do you have any other comments about this study? |

#	Response
1.	Again please dont forget about West Toronto Railpath and remember that Railpath is not just about its effect near St. Clair but of its impact for intermodal human powered transit for the entire West End down to King Street.
2.	An easy right-now fix would be to adjust the lights at St. Clair and Old Weston Road. Right now, there might be north/westbound cars backed up on Davenport all the way to Uxbridge, because of the number of people turning left. Meanwhile, there are only three cars heading south on Old Weston at St Clair, and they get an advanced green they don't even need. So you have dozens of cars sitting at a red light for no reason at all. It's frustrating.
3.	Some sort of solution to relieve traffic congestion is required. Either widen St. Clair or make connections both North and South of St. Clair.
4.	I hope that some pedestrian/cyclist only routes are also considered. Our neighbourhood is highly lacking in safe routes to walk and bike.
5.	Thanks for the opportunity. Many of the ideas could be good.
6.	The study does not inform residents of larger area plans so it's impossible to look at one group of changes without the entire area plan. Therefor it is invalid.

7.	its very sad to see all this money being wasted on this study. if st clair st w west was rebuilt properly 7 years ago much of the currents problems would not exist . 7 years ago i called every one involved in the lrt project. City hall ,CN rail CP rail, Premiers Office ,Ministry of Transportation ,Metro linx,TTC. begging them to fix st clair between keele/old weston road i got the run around. but because it was a poor part of the city no body cared. the amount of money spent on this study could paid for the improvements back then
8.	Something needs to be done to improve flow in the area.. I didn't realize though it was on the cities radar.. so this is a nice surprise!
9.	Major issues with traffic exist North/south along Keele. These planes will only address the St Clair congestion
10.	Please consider extension of the west toronto rail path in whatever is built.
11.	No
12.	Yes. Extension of the toronto west railpath should be considered during construction as this would be ideal to extend it north to St Clair or to the Stockyards.
13.	The criteria seems to be focused solely on cars..... more focus on foot traffic and bicycle traffic should be part of the criteria
14.	Please look at extending the railpath!!! Also I think it would be best to look at directly address the bottlenecks on these routes rather than shunting traffic along side routes. I'm not a city planner, but it would seem to me that most people would stick to their main route regardless of what's available beside it
15.	Include or plan for fully connected Railpath extension north.
16.	I am glad we are looking at this bottleneck.
17.	Making it more "car-friendly" should be the last priority. It should encourage more cycling and walking, and I think option 5 satisfies that. Option 5 will provide relief for some of the eheavy traffci that currently comes along St. Clair from feeder streets. Other than that the problem or solution is to discourage more cars from travelling in this corridor.
18.	Pedestrian and cyclist safety should be prime concerns.
19.	Repeat provision for the northward expansion of the TO west Railpath MUST be a major factor for any option! The future will need sustainable, eco friendly solutions to mobility, probably not including private automobiles, or long distance commuting!
20.	get it done!
21.	There needs to be improved co-ordination with the City of Toronto's Cycling Unit with these transportation master plan studies, as well as ensure it ties with the Cycling Network Plan currently under development.
22.	No
23.	Please can we have bike lanes whichever the option
24.	We really need a GO/RER/SmartTrack (whatever you want to call it) stop at St. Clair to go with the existing stops at Mt Dennis & Bloor. These are all relevant to getting people out of their cars and onto transit. That is the best way to decongest not only St Clair, but all of our streets.

25. I think the study should also include the potential extension of the Railpath north from where it ends right now. This would have a positive impact on the neighbourhood and also could ease motor vehicle congestion by providing a safe, off-road route for cyclists.
26. The study asks if I "like" the alternatives. But there is no context of cost and benefit. Without that context the feedback is of questionable value. The description of the work involved in #1 is too incomplete. What work will be done on the intersections at Keele, at Old Weston Rd? That has a huge impact on whether widening the underpass makes much difference.
- Have you been able to create a computer simulation that matches the observed results of the traffic counts?
27. It's well over due.
28. This is an exciting project! The stockyards area to the west of the rail corridor has huge potential to become a far more livable, urban environment, and this project could really give that process some momentum by creating the finer-grained network of connections that's always been missing there.
29. This study is long overdue and the reason that we are on this mess is because the way the TTC mismanaged when they build the right-of-way on St. Clair.
- They must have had their blinds on when they reduced from two lanes of traffic to one between Old West Road to Keele ST. If they had widened the road under the Railway Tracks not of this exercise would have been necessary.
- For me out of the five solutions, the number one is a non-brainer, St Clair needs to be widened on the section between Old West Road and Keele St, not just for two more lanes but also wide enough to handle a safe area for cyclists and pedestrians.
30. I understand the ideas behind the proposed suggestions, what is surprising to me is that residents seem to only be able to provide "input" whereas the final decision is with the City. Mr. Palacio talked to the local community about widening St. Clair Ave, but never about the impact any of the proposed options would have on the Turnberry community, a community we have worked hard to sustain. Is public opposition taken into consideration?
- Lastly, issues have been taken with the Keele bus (unable to turn from Old Weston to St Clair W sometimes) - the bus could run alongside Junction road and up Davenport to Old Weston. This would improve public transit for local residents (a much cheaper option than any of the proposed ones), improve access, and alleviate the need for local residents to drive.