

**“Over the long run, it is the best way to promote transit use and build viable communities.”**

– Toronto Star Editorial, April 19, 2004

**“the right decision is obvious.”**

– John Barber, Globe and Mail, April 15, 2004

Don't know who your city councillor is? Find out @ [www.scrip2004.ca](http://www.scrip2004.ca)

[info@scrip2004.ca](mailto:info@scrip2004.ca)

416-535-1617

[www.scrip2004.ca](http://www.scrip2004.ca)

SCRIP2004 is a local volunteer community group that is campaigning for the right-of-way. SCRIP2004 brings together people who live, work, and shop in the St. Clair area. Please join our many supporters who are campaigning for their local community. To volunteer or donate:

**3. VOLUNTEER OR DONATE**

WARD 21  
Joe Mihevc 416-392-0208  
councillor\_mihevc@toronto.ca  
councillor\_walker@toronto.ca

WARD 22  
Michael Walker 416-392-7906  
WARD 17  
Cesar Palacio 416-392-7011  
councillor\_palacio@toronto.ca

WARD 11  
Mayor David Miller 416-397-2489  
100 Queen St. West, Toronto ON M5H 2N2  
Toronto City Hall, 2nd Floor,  
mayor\_miller@toronto.ca

Let Mayor Miller and your local Councillors know that you support this important project.

**2. CONTACT CITY HALL**

Send your friends and neighbours to the site or call us @ 416-535-1617 for a printed copy.

[www.scrip2004.ca](http://www.scrip2004.ca)

Sign our petition online @

**1. SIGN OUR PETITION**

**the St. Clair Right-of-Way III**

**3 Ways to Help Greenlight**



# The St. Clair Right-of-Way Project.

## A Plan That Makes Sense.



**Vibrant communities. Strong business. A road that works.**

# With the St. Clair Right-of-Way Everybody Wins.

Next year, the TTC has to replace the aging streetcar tracks on St. Clair. Over the past year, City and TTC staff have consulted with our community in over 45 meetings to determine how to improve transit service and traffic flow on St. Clair.

In September, the staff will present their report to City Council and recommend a "right-of-way" for the St. Clair streetcar. In the proposed design, the two middle lanes are reserved for streetcars and emergency vehicles, the platforms widened, and the streetcar lanes raised six inches. Here's why this plan makes sense for St. Clair.



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The proposed design for St. Clair. Toronto will join cities around the world who have already revitalized their downtown neighbourhoods and businesses by building or improving transit rail lines.

## A vibrant community.

This project represents a significant investment in our community, bringing \$10 million or more for revitalizing the St. Clair streetscape. We will all gain:

- ✓ a calmer, safer and less polluted St. Clair
- ✓ a more attractive and vibrant streetscape
- ✓ livable neighbourhoods for decades to come

## A boost to business.

Reliable transit will bring more shoppers to the area. And with more people walking, more people are shopping. Look what's happened on Spadina...

- ✓ Spadina has become a destination for both locals and visitors. Queen & Spadina is one of the city's premiere tourist stops.
- ✓ 86% of Spadina businesses feel the right-of-way has had either a positive or neutral effect on their business. (City of Toronto survey)

## A road that works.

With separate lanes for cars and transit, traffic will flow more smoothly on St. Clair.

### for transit riders...

- ✓ wider, safer platforms
- ✓ shorter wait times and fewer short turns
- ✓ at rush hour, a streetcar every 2 1/2 minutes as scheduled

### for pedestrians...

- ✓ a place to stop halfway when crossing the street

### for drivers...

- ✓ less stressful driving conditions and fewer accidents
- ✓ 93% of on-street parking maintained
- ✓ left turns and u-turns at every traffic light

### for emergency vehicles...

- ✓ a fully accessible lane they can use to bypass traffic

## Cleaner air.

What people want most from public transit is reliable service. More reliable service equals more people taking transit more often. And that equals cleaner air. It's that simple.

## Get on track, get the facts...



### I heard the TTC plans to take streetcars off the line...

This was an idea originally floated to cover the costs of the project. The TTC has now committed the needed funds and have pledged to keep the current number of streetcars.

### Can't we improve service on St. Clair by just adding more streetcars?

Adding more streetcars can improve service if they have their own lane. But with streetcars competing with traffic, adding more streetcars will have little benefit – they'll all be stuck in traffic.

### I heard that a right-of-way would only save riders a few minutes...

That's a few minutes on average. Actually, in rush hour, riders often wait 10-15 minutes. Streetcars get stuck behind stalled and left-turning cars and arrive 2 or 3 at a time, leaving big gaps in service. The streetcars are then short-turned, leaving riders on the curb again.

### Why don't we give the streetcar the right-of-way just at rush hour?

The only way to do that is with lines painted on the pavement and signs. That's what we have on King Street. It doesn't work. The signs are ignored. And with traffic only getting worse downtown, it won't be long before this is more than just a rush hour problem.

### I heard this is going to cost over \$35 million and will take a long time to construct...

Most of the cost and construction is just to replace the tracks, which is necessary with or without a right-of-way. Upgrading an existing streetcar line is an affordable way to dramatically improve transit service.

# HELP GREENLIGHT THIS PROJECT!

( See back for details )