

Why is a streetcar right-of-way an issue?

In 2005 the TTC plans to rebuild the streetcar tracks on St. Clair Avenue West between Gunns Road and east of Yonge. Now is the time to propose improvements. Otherwise we will have to wait about 30 years for the next chance to make significant changes.

The City of Toronto and the TTC are doing an "Environmental Assessment" to find out what improvements the community wants for the streetcar line. Residents, business owners and commuters along St. Clair Avenue West are being asked for input.

Most of the avenue is 6 lanes wide. A right-of-way would reserve 2 lanes for the streetcar, other TTC vehicles, and emergency vehicles.

Many designs of a right-of-way are possible.

Let's keep people moving by public transit. Let's improve our local communities. Let's have a right-of-way all the way from Yonge Street to Gunn's Loop.

Let your city councillor know that you want better streetcar transit:

Michael Walker - 416-392-7906
Joe Mihevc - 416-392-0208
Cesar Palacio - 416-392-7011
Frances Nunziata - 416-392-4091

You should also contact Mayor David Miller at 416-397-2489

For information from the City of Toronto on this issue visit:
www.toronto.ca/planningstudies

St. Clair Right-of way Initiative for Public Transit

We are local residents who support improving transit and the quality of life along St. Clair Avenue West by creating a right-of-way for TTC streetcars.

www.script2004.ca

E-mail: info@script2004.ca

Get on Track, Know the facts...

SOS?

A group calling itself "SOS" has been putting up posters against a streetcar right-of-way on St. Clair Avenue West.

Look inside to dispel the myths on these posters...

Save our St. Clair from these Streetcar Myths

SOS Claims: "...a dedicated, exclusive streetcar right-of-way would create a barrier dividing the street 24 hours a day, 7 days of the week, similar to Spadina Avenue."

Fact: The Spadina right-of-way design makes it easier to cross that avenue as a pedestrian. People can safely cross in stages by resting on islands between the tracks and traffic. This reduces the barrier to pedestrians of too many lanes of fast-moving automobile traffic.

SOS Claims: "Increased traffic would result on many local streets..."

Fact: Local streets already suffer from traffic infiltration. This could—and should—be reduced by calming devices, speed bumps, radar, etc.

SOS Claims: "Ambulances and fire trucks will have greater difficulty accessing the neighbourhood."

Fact: Police, ambulances, and fire trucks would be able to get to destinations *faster* by driving along a streetcar right-of-way, just as they do on Spadina and Queen's Quay that have streetcar rights-of-way.

SOS Claims: "The spaciousness of the avenue... will disappear."

Fact: The space of 3 bumper-to-bumper cars can accommodate 46 seated people on a single streetcar.

SOS Claims: "More traffic can result in increased nuisance, noise, and reduced air quality..."

Fact: The best way to reduce car traffic is to offer drivers a reliable transit alternative. A right-of-way would increase the reliability of transit so more drivers would choose to take transit more often. Streetcars are quieter than cars and do not contribute to local air pollution. More people travelling by streetcar means more room on the road for the remaining drivers. It would also make the avenue a quieter, more pleasant street for pedestrians.

SOS Claims: "The commercial district on or near St. Clair is dependent in large part on shoppers from outside the community..."

Fact: Streetcar riders are shoppers too! A recent City study showed that 79% of shoppers travel to St. Clair businesses by transit, foot, or bicycle; 94% of shoppers travel between them by transit, foot, or bicycle. Better streetcar service would increase the number of people living and coming to shop in the area without increasing traffic. Slower moving traffic, more transit riders, and more pedestrians means more people looking at window displays than if they were speeding by.



SOS Claims: "Pedestrians would experience increased wait times..."

Fact: More people can be moved through an intersection the fastest by transit. If more automobile drivers travelled by transit then traffic signals could cycle faster.

SOS Claims: "Crosswalks would be eliminated..."

Fact: Crosswalks are unsafe and should be replaced with traffic lights that actually stop cars.

SOS Claims: "Increased traffic congestion will make bicycle travel more difficult and hazardous..."

Fact: Urban cycling is easier and safer in slower-moving traffic. The street is wide enough to accommodate bicycle lanes and a dedicated right-of-way with car parking bays.