

WELCOME TO OUR OPEN HOUSE

Transit Improvements on Lake Shore West Preliminary Planning for a Transit Project Assessment Study

May 11/12, 2009

Coming to a Neighbourhood Near You

TRANSITCITY
MOVING TORONTO INTO THE FUTURE

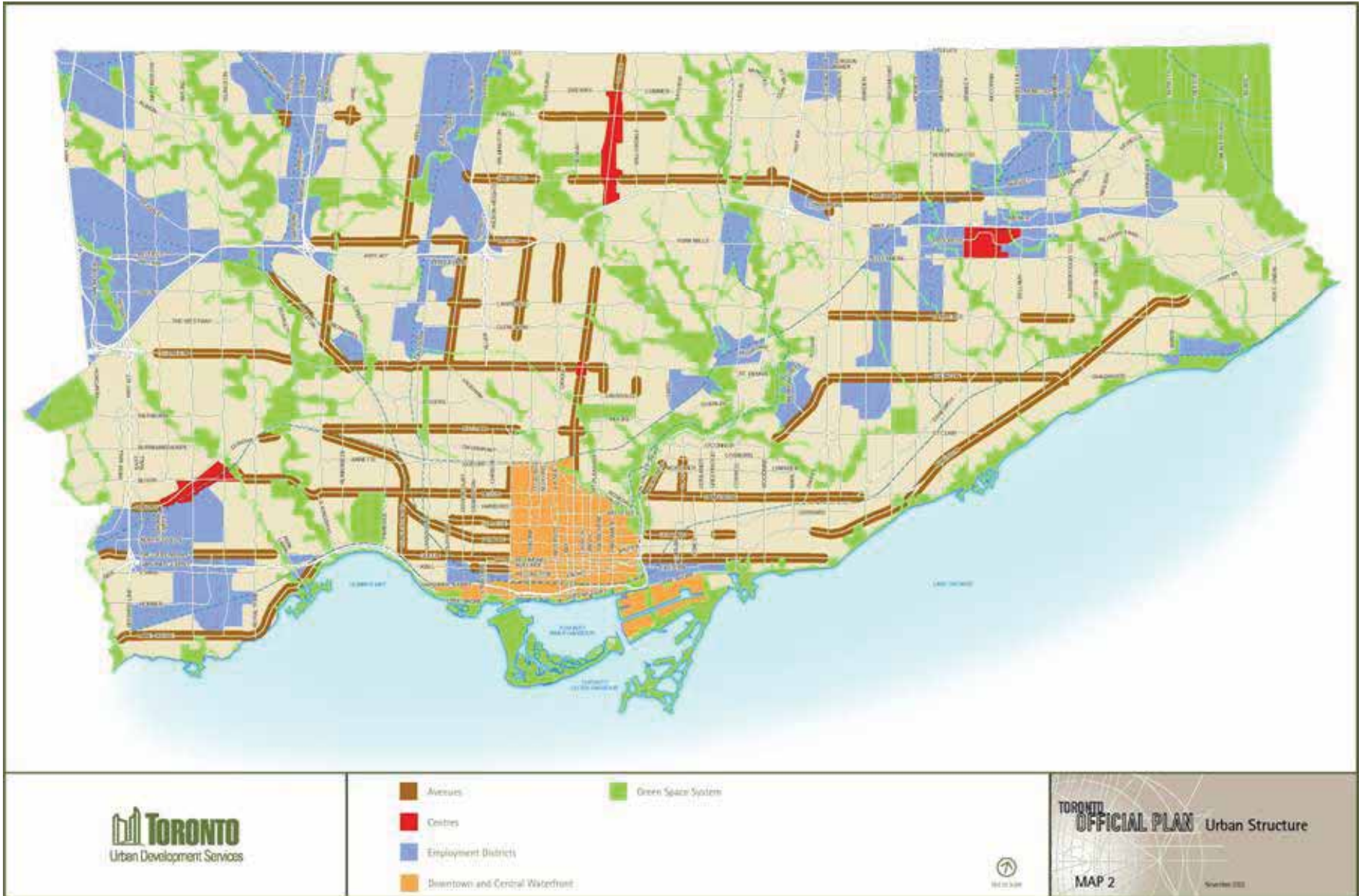
Why Transit City?

2002: City of Toronto Official Plan

- pro-transit orientation
- intensification on transit corridors
- no new roads
- growth in travel demand → transit
- enhance transit through priority, rights-of-way

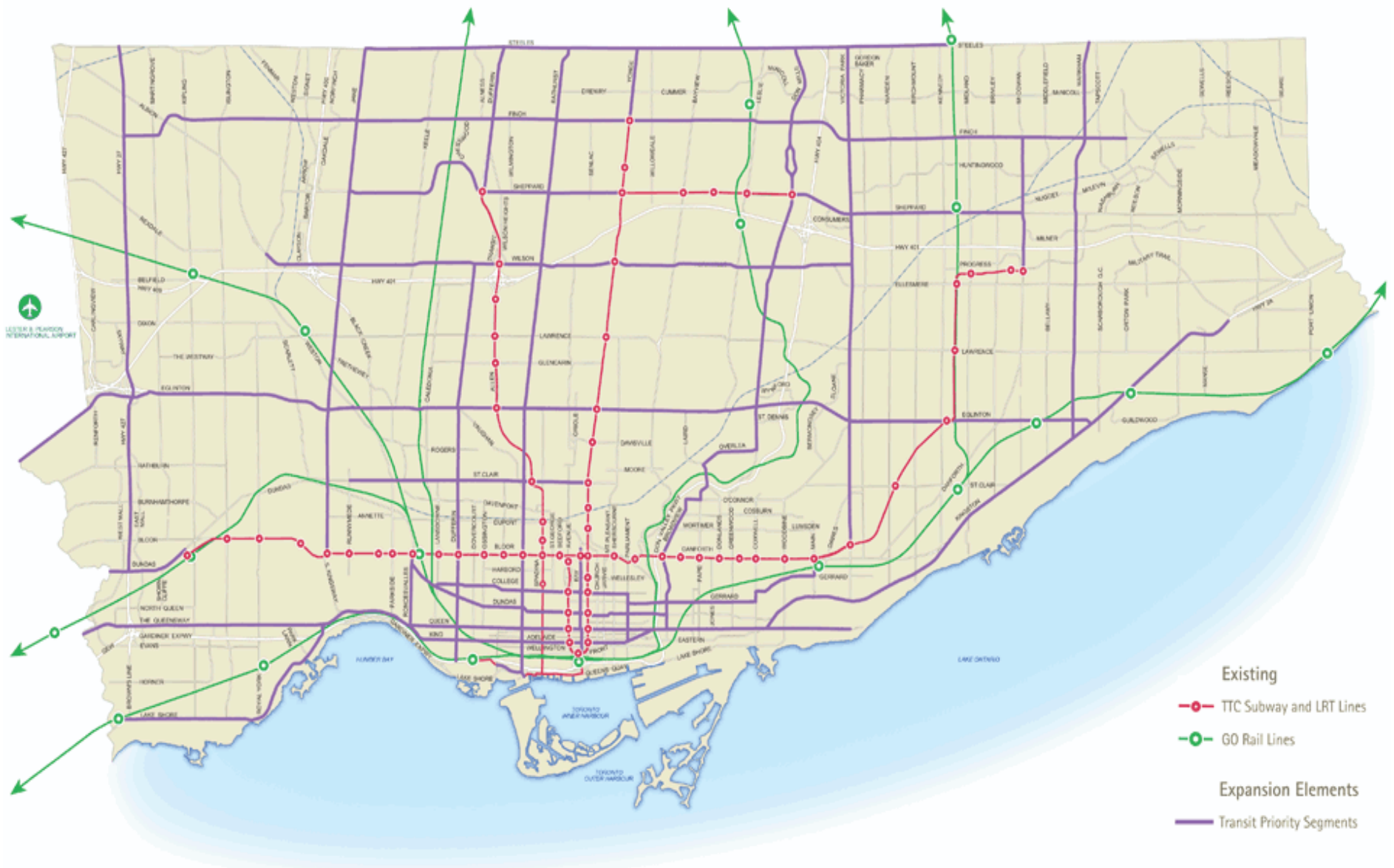
Urban Structure

City of Toronto Official Plan



Surface Transit Priority Network

City of Toronto Official Plan



Increasing Momentum for Transit

2007 Landmark Events

- Government of Canada
 - FLOW - major funding for GTA transit
- Big City Mayors / Federation of Canadian Municipalities
 - National Transit Strategy
- Toronto - consolidation of previous transit initiatives
 - Toronto Official Plan
 - TTC Ridership Growth Strategy
 - Building a Transit City
 - Mayor Miller's "Transit City" Platform

Increasing Momentum for Transit cont'd

- Provincial MoveOntario 2020
 - \$6B specifically for Transit City plan
 - Fast-track completion – 12 years
 - “6 month EA Process”
- Metrolinx
 - Coordinating approvals – Federal liaison
 - Alternate financing requirements
 - Regional Plan proceeding in parallel

Transit City Plan

- Fulfillment of Official Plan vision for sustainable development
- Accommodate increased population with no new roads
- Move away from reliance on the private auto
- Greater emphasis on transit, walking, bicycle

Transit City Plan cont'd

- Provide rapid transit type service to areas currently remote from existing services
- Provide fast reliable service
- Revitalize neighbourhoods
- Spur economic growth
- Clean air initiative
- Fully accessible

Transit City Plan cont'd

- 120 km of new LRT lines
- 6 corridors throughout city:
 - Sheppard East
 - Eglinton Crosstown
 - Etobicoke Finch West
 - Scarborough Malvern
 - Don Mills
 - Jane
 - Waterfront West

History of Long Branch Service

- Interurban service
 - to Kipling, 1893
 - to Long Branch, 1895
- City streetcar service began in late 1928 to Roncesvalles
- Humber Loop opened in 1958 as eastern terminus of route (fare zone), some direct service to downtown retained
- 501 Queen and 507 Long Branch amalgamated, 1995

Existing Transit Service in Lake Shore West

- GO Transit
 - Mimico and Long Branch Stations
 - Provides long distance regional service
 - Infrequent service (30/60min)
 - Demand from Lake Shore communities:
 - 25% of Long Branch station demand
 - 40% of Mimico station demand

Existing TTC Service in Lake Shore West

- 501 Queen Streetcar
 - 12,000 ons and offs per day west of Humber
 - 65-75% travel through Humber Loop to and from the east during peak periods
 - 50% travel through Humber Loop to and from the east all day

Existing TTC Service in Lake Shore West cont'd

- 501 Queen Streetcar cont'd
 - Reliability affected by traffic conditions east of Roncesvalles
 - Results in unscheduled short-turns affecting service through Lake Shore area
 - In spite of continued efforts, the ultimate solution will be to implement LRT service

Future Vision – “The Avenues”

- Build on what’s already there
- Successful, revitalized street retail
- Mixed land uses
- Attract new residents, new employers
- Moderate intensification













How Should Future Growth Happen?

- Continue to encourage private automobile use on Lake Shore Boulevard West?

Or

- Transition to encourage travel by other modes (walk, cycle, transit)?

How Should Future Growth Happen?

- Available land in Toronto is finite
- Ability to add road capacity is limited
- Smart growth through increased densities and use of transit, cycling and walking
- This is basis of the “Avenues” policies in the Official Plan

Advantages of Non-Auto Modes

- Walk:
 - More pedestrians means more business for street retail
 - Environmentally sustainable
 - Safety in numbers
 - “Village” atmosphere

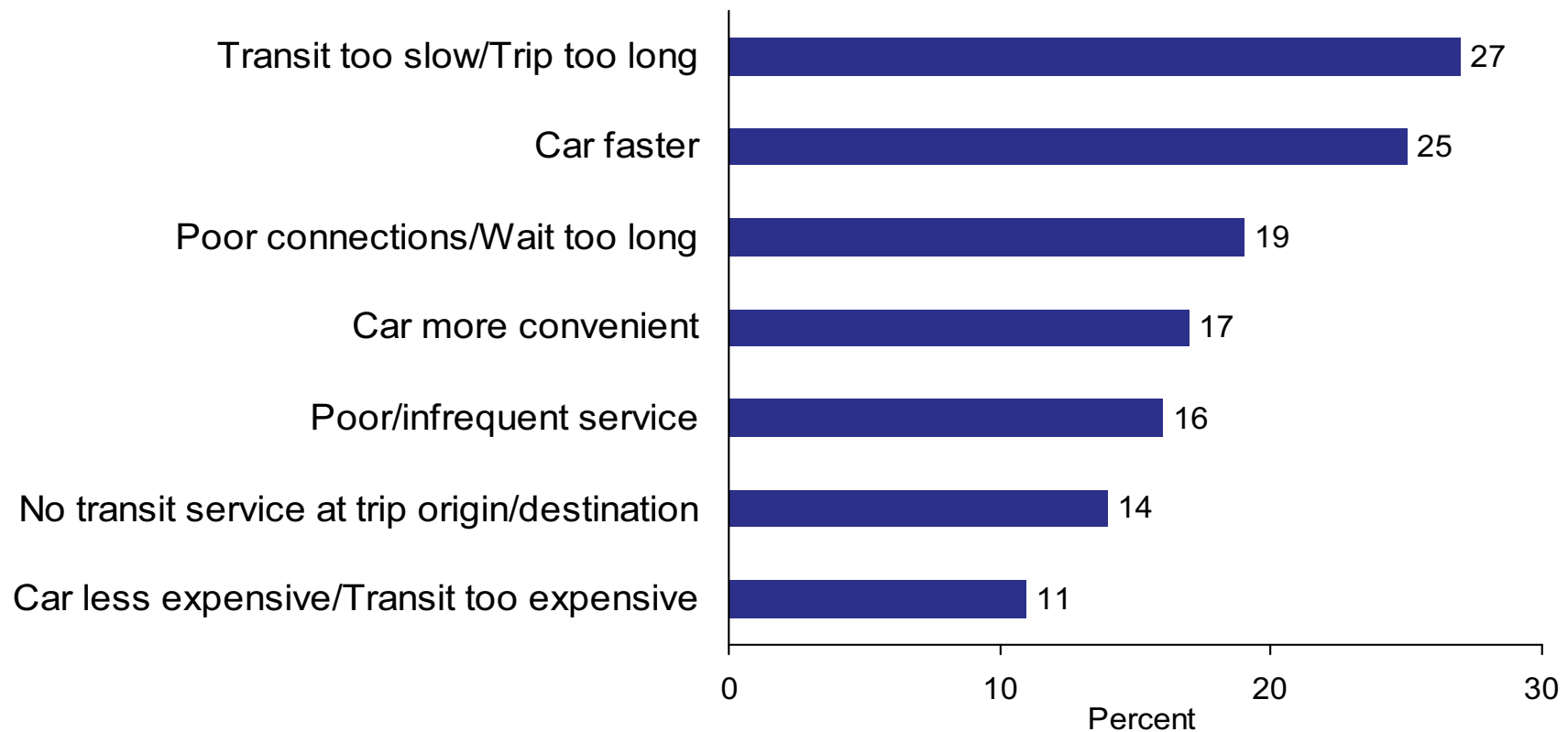
Advantages of Non-Auto Modes cont'd

- Cycle:
 - Environmentally sustainable
 - Increased business
 - Contributes to “Village” atmosphere

Advantages of Non-Auto Modes cont'd

- Transit:
 - Environmentally sustainable
 - Access increases land value
 - Attracts development
 - Encourages “smart” growth
 - Efficient and affordable
 - Better use of infrastructure
 - Reduces capital requirements

Why Don't More People Use Transit?



Encouraging Transit Use

- Key determinant is “SERVICE”
- People must perceive transit as a viable alternative to driving
- Service must be:
 - Frequent
 - Reliable
 - Accessible
 - Fast

Transit City Concept

- Improved frequency (6-10 min.)
- Dedicated right-of-ways
- Faster travel times
- Longer vehicles
- 400-500 metre stop spacing
- Bike lanes where possible
- Improved urban design







New Streetcars

- Existing fleet at end of life
- New streetcars selected
- Characteristics
 - 100% low floor to enhance accessibility
 - 30m long, bendable cars with multiple sections
 - Multiple door access/egress
 - Bright, large windows, A/C, comfortable and quiet
 - Energy efficient



BOMBARDIER

Waterfront West LRT

- Union Station to Long Branch
- Serves Long Branch, New Toronto, Mimico, Swansea, Parkdale, Liberty Village, Exhibition Place, Fort York, Air Canada Centre, railway lands and waterfront
- Included in Western Waterfront Master Plan

Waterfront West LRT

- Existing Segments
 - Union Station to Exhibition Place (via Queens Quay)
 - Roncesvalles to Humber
- New Segments
 - Union Station to Exhibition Place via Bremner/Fort York (separate study underway)
 - Exhibition Place to Dufferin (approved)
 - Dufferin to Roncesvalles (study underway)
 - Humber to Park Lawn (approved)
 - Park Lawn to Long Branch (study underway)

Why Lake Shore West?

- Existing corridor
 - In existence for 100+years
 - Track and overhead in place
 - Significant transit ridership
 - Supports intensified development
 - Identified as “Avenue”

Why Lake Shore West?

- Alternative corridors
 - Lakeshore GO corridor
 - Walking distance too far for most
 - Difficult access
 - No local benefit
 - Duplicates GO service → limited ridership potential
 - GO has expansion plans in corridor

Why Lake Shore West?

- Alternative corridors
 - The Queensway?
 - Current ridership is one-third of Lake Shore ridership
 - Existing land use is auto-oriented
 - Longer horizon to develop transit-oriented land uses and ridership

WWLRT Benefits

- Improved reliability
- Faster travel times vs 501 Queen schedule
 - Save 5 minutes Long Branch to Humber
 - Save 18-20 minutes Long Branch to downtown
- Free from congestion/auto delays as area grows
- Transfer-free ride to downtown/CNE/Waterfront

WWLRT Benefits cont'd

- Improved connections to rest of city
- Marketing opportunity
 - LRT distinctive transportation feature
 - Special events downtown, waterfront, tourist etc.
- Attract new development
- Implement west section after east section

WWLRT Proposed Schedule

- CNE to Dufferin 2013
- Dufferin to Roncesvalles 2015
- Humber to Long Branch 2016

ROW vs Mixed Traffic

- US Transit Co-operative Research Program Guidelines for streetcars on city streets:
 - Separate streetcars by more substantial means than line painting
 - Centre of the road
 - Control motor vehicle turns that conflict with streetcars



ROW vs Mixed Traffic cont'd

- Non-physical separation of tracks
 - Tried before:
 - Peak hour restrictions on St. Clair, King
 - Spadina streetcar (existing curbs added later)
 - Non-compliance by motorists
 - Difficult to enforce



© 2004 Peter Ehrlich

ROW vs Mixed Traffic cont'd

“Despite the fact that it enjoys the highest streetcar ridership of any North American system, the TTC operates the smallest proportion of its service on private right-of-ways.” (*The Streetcar Renaissance*, Greg Gormick, On Track Consulting, 2004)

- Proportion of reserved right-of-way:
 - Average = 88.8% (23 North American transit systems)
 - Toronto = 11%

ROW vs Mixed Traffic cont'd

- Congestion on Lake Shore West
 - Today: not much, except when Gardiner blocked
 - Future: will increase as overall traffic grows, area grows, and Gardiner reaches capacity
- Streetscaping
 - Beautify
 - Reinforce “main street”

WATERFRONT WEST LRT - TRANSIT PROJECT ASSESSMENT STUDY



© Eddy Konijnendijk

WWLRT Design Challenges

- Parking, deliveries
- Traffic capacity, access, u-turns
- Bike lanes, sidewalk space
- Property impacts
- Construction impacts

WWLRT Design Challenges

- Neighbourhood Concerns
 - Pedestrian crossings
 - Barrier to lake
 - Distance to stops
 - Traffic infiltration
 - Emergency services

Project Design Objectives

- Work within existing right of way
- Retain parking where possible or provide new
- Retain existing storefronts
- Minimize property impacts
- Enhance pedestrian environment
- Incorporate bike lanes where possible
- Consider unique access needs
- Work with City and BIA's to address servicing, delivery and construction issues

Project Design Objectives

- Retain and enhance urban design/streetscaping
- Consider pedestrian crossings at unsignalized intersections
- Minimize traffic diversion
- Hold focused consultations with community groups to develop workable solutions
- Emergency Services consulted in design work for all Transit City lines





What Next?

- No firm design proposed
- Many issues need to be addressed
- Consult with communities to develop workable design
- Tonight - Round table discussions
- Future smaller meetings with individual groups to deal with specific issues
- Consider community visions (e.g. Mimico 2020)
- Return with optional design proposals for discussion