



## Frequently Asked Questions

### Waterfront West LRT (Park Lawn to Long Branch) April 2009

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**Q) What is the overall plan for the Park Lawn to Long Branch Light Rail Transit (LRT)?**

The Park Lawn to Long Branch Light Rail Transit (LRT) is an important component of the “Waterfront West LRT” project and the Transit City network. The long term plan for the WWLRT line is to provide continuous light rail transit service from Union Station to Long Branch in a dedicated transit lane separated from vehicular traffic.

The LRT would provide reliable, frequent, fast, and transfer-free transportation for Lake Shore residents as well as communities and other attractions between Union Station and Long Branch. These include: Swansea, Western Beaches, south Parkdale, Exhibition Place, Liberty Village, Fort York, Railway Lands West, the Rogers Centre, Air Canada Centre and the Union Station hub. These improved east-west connections would enhance the travel options for local Lake Shore residents, and would give all Torontonians and tourists a greater opportunity to enjoy the Lake Shore community and patronize local businesses.

Light Rail Transit supports the City’s reurbanization objectives for this section of Lake Shore Blvd West which is designated in the Official Plan as an “Avenue”. As stated in the Official Plan, “The Avenues are important corridors along major streets where reurbanization can create new housing and jobs while improving the pedestrian environment, the look of the street, shopping opportunities and transit service for community residents.” (ref. Sec. 2.2.3, pg. 22) In addition, “The growth and redevelopment of the Avenues should be supported by high quality transit services, including priority measures for buses and streetcars, combined with urban design and traffic engineering practices that promote a street that is safe, comfortable and attractive for pedestrians and cyclists.” (ref. Sec. 2.2.3, pg. 23)

**Q) What is the reason for proposing this project?**

The TTC’s mandate is to serve the transit requirements of the City of Toronto. The Waterfront West Light Rail Transit (WWLRT) will provide enhanced transit service to the future population of south Etobicoke, as well as to other communities along the route including Swansea, South Parkdale, Liberty Village, Fort York, and the Railway Lands West.

The Transit City LRT network, as a whole, is intended to support Toronto’s Official Plan which suggests an additional 1 million people will be living within the boundaries of the City, and no additional road capacity will be added to accommodate increased travel demands. LRT, as a transit alternative to the private automobile, is significantly cheaper to build and operate than subway and can accommodate the high travel demand expected over the next 20+ years.

In addition to enhanced transit service, the intent of the LRT is to support the continued development of Lake Shore West as an “Avenue”, as designated in the Official Plan. The “main street” type development that exists along portions of Lake Shore today can be reinforced and further supported both by making the area more accessible to other parts of the city, and by attracting more permanent residents and employers to the community. An LRT line can play a role in achieving both of these things.

**Q) How is Light Rail Transit (LRT) superior to existing streetcar service?**

LRT service will be faster, more reliable and dependable, and more frequent compared to existing streetcar service. Service won’t be affected by traffic delays, because the light rail vehicles would be in their own reserved transit lanes, and this increased reliability is key to making transit service a more effective alternative to driving. LRT will also offer faster service than regular streetcars because traffic signals will give priority to the LRT vehicles, and stops will be slightly farther apart (approximately 400-500 metres apart, compared to 200 metres apart for regular streetcar routes). This change in stop spacing will result in a maximum walk distance of 250 metres, or a 3 minute walk, for locations along the route.

**Q) What are the projected travel time savings for Light Rail Transit from Long Branch to Union Station?**

One-way travel time savings between Long Branch and Union Station are estimated to be in the range of 18-20 minutes, compared to the existing 501 Queen streetcar. For trips just within the Lake Shore West segment, travel time savings are estimated at approximately 5 minutes between Long Branch and Park Lawn.

**Design of the LRT and Street**

**Q) Has the TTC decided on a design for the Park Lawn to Long Branch LRT?**

No. Consultation is needed with the community before any design is proposed. Drawings presented at the December, 2008 open houses were all preliminary in nature. The TTC looks forward to meeting with local residents and business owners to develop workable designs.

**Transit Service**

**Q) Why not run existing streetcars to Park Lawn and then transfer to the LRT?**

This proposal would impose a transfer on everyone who wishes to ride through Park Lawn to points east, including the downtown, which is the majority of riders on the Lake Shore streetcars. Since transfers are regarded by riders as being significantly more onerous than either wait time or in-vehicle travel time, imposing a transfer at Park Lawn would not constitute a significant improvement in service for the majority of users. The objective is to serve both local riders and those traveling outside the local area.

**Q) Why is LRT preferred over adding more buses?**

Streetcars have a long and iconic history in this area of the City and are part of the unique identity of this area. The WWLRT is a plan to improve access to and from Lake Shore Boulevard West by transit into the long-term future. Removing streetcars, which have the ability to move greater numbers of people more efficiently and with less environmental impact than either buses or private autos, is not considered to be a viable plan for the future. In addition, fixed rail systems like LRT and subway, have more potential to support land use planning objectives because they are regarded as both distinctive and permanent, features which do not apply to bus routes.

**Q) Would the frequency of Transit Service be improved with the LRT plan?**

Yes. LRT service is proposed to be every 6 to 10 minutes during peak times.

**Q) Why not put the LRT on the existing rail corridor?**

There is already a downtown-oriented express transit service in this railway corridor with stops at Long Branch and Mimico, and GO Transit has plans to further increase capacity in this corridor over time. The LRT is not intended to duplicate this existing GO service. Rather, it is intended to provide upgraded local transit service within communities and between communities in the corridor, in addition to providing a higher quality ride to the downtown compared to "mixed traffic" transit service along Queen or King Streets. Placing it within the rail corridor would make pedestrian access to the stops more difficult and remote, would significantly reduce the future ridership potential, and would provide no benefit to the continued development of Lake Shore Blvd West as an "Avenue".

**Q) Why not put the LRT on The Queensway instead of Lake Shore Boulevard?**

Transit passengers in the Queensway area are more oriented to the Bloor Subway because they are located closer to this transit line compared to the Lake Shore corridor. Current transit ridership west of Humber Loop is approximately 3 times higher on Lake Shore compared to The Queensway. While The Queensway itself is wide west of Royal York Road, the existing land uses are highly auto-oriented, and the ridership returns for an LRT would likely take much longer to develop. Upgrading the existing streetcar service on Lake Shore, including a direct connection to the downtown, would provide better service to more existing riders, would attract new riders who find the current service too inconvenient, and would support the urbanization of Lake Shore Blvd, as per its Official Plan designation as an Avenue.

While there is nothing to preclude the consideration of an additional streetcar line on The Queensway in the future, the current ridership and short to medium-term growth potential is much greater in the Lake Shore corridor than it is in The Queensway corridor. In addition, since we can use the existing tracks on Lake Shore, upgrading the existing streetcar to LRT on Lake Shore would be more cost effective than building brand new track in a new corridor such as The Queensway.

**Q) Would construction occur after the eastern portions of the Waterfront West Light Rail Transit route are finished from Union Station to Roncesvalles Avenue?**

Yes. Construction would occur on a sequential basis such that the Long Branch segment would indeed be constructed *after* segments east of Roncesvalles Avenue (downtown).

**Q) What is TTC doing now to address current transit problems downtown that affect Lake Shore service?**

Although the WWLRT is a plan for the future, the TTC is implementing measures now to address the current problems on the 501 Queen streetcar service. Updates on the status of this work are presented to the Commission on a regular basis and the staff reports are available through the TTC's website.

**Q) What will the service level on the LRT be in Lake Shore West?**

Service levels have not been set at this stage as the line has not yet been designed. The plan for all Transit City lines is that the minimum service frequency would be between 6 and 10 minutes, which could increase to as frequent as every 3 minutes depending on the ridership demand on the individual line.

**Q) Will TTC fares go up as a result of the cost of constructing the LRT?**

Construction costs come out of the TTC's capital budget which is not funded by fare revenues. Fares are affected by many factors that can impact the TTC's operating budget and, especially considering the high degree of integration of all routes in the TTC system, it is impossible to make a direct correlation between the operation of the WWLRT (or any other single route in the system for that matter) and system-wide fare levels 10-20 years from now.

**Q) Will the TTC change the transit tickets along Lake Shore West to timed tickets so that riders can use them for an hour or two to permit more shopping?**

There is no doubt that the suggested "timed" fare would help support "main street" type businesses such as those along Lake Shore West. While there is no plan at this time to implement these types of fares city-wide, the TTC has implemented a pilot project on St. Clair Avenue West to mitigate some of the impacts of streetcar and other construction on the businesses in that corridor. Although a final decision would rest with the Commission, it may be possible to consider something similar on Lake Shore West if it could help to mitigate some of the impacts of the LRT on businesses in the area, especially during construction. This could be discussed further in the upcoming community consultations.

**Q) What impact will the LRT have on the Lake Shore GO Train schedule? Will GO have fewer trains, more, or will it stay the same as the current schedule?**

GO Transit and Metrolinx envision increased service within the Lake Shore corridor, and this will not change because of the LRT.

**Q) Why couldn't the same size cars used in the downtown core be used on the WWLRT, rather than having a larger LRT vehicle?**

The current streetcar fleet is nearing the end of its lifespan and will be replaced over the next few years with new streetcars that will operate on all of the existing streetcar routes, including in the downtown core. These new cars will be longer than the existing ALRV cars. The proposed Transit City LRT cars will be modified versions of the replacement cars to incorporate double-ended, double-sided facilities. Therefore, longer cars will be used on the 501 Queen route as the current streetcar fleet is replaced, regardless of any decision about implementation of the WWLRT.

**Q) How will the Long Branch Loop be redesigned to accommodate the LRT?**

This will be determined during the EA process and preliminary design. Improvements will be made to the loop to upgrade facilities and enhance the connection between TTC services, GO Transit and Mississauga Transit. We would be interested to hear of any suggestions from the local community to improve this loop design.

**Q) How will Lake Shore West LRT connect to Mississauga Transit at Long Branch? Does Mississauga have plans to continue the LRT west of Long Branch?**

The TTC service will terminate at Long Branch and connect with Mississauga Transit's current bus service or any future improved service they may implement west of that point. The City of Mississauga will be undertaking its own studies for the implementation of improved transit service in their Lake Shore corridor. No work has been initiated to date.

## **Timeline**

**Q) When could construction start?**

The start of construction is currently scheduled for 2014-2015 contingent upon the staging of the entire Transit City program, completion of the transit assessment study and funding.

**Q) What is the proposed timeline and phasing of the construction?**

The current timeline for completion and initiation of service of the Long Branch segment is 2016. This is subject to funding and coordination with the other Transit City lines.

## **Planning Context**

**Q) Was a transportation planning exercise done to identify the best answer for Lake Shore West and our communities? Was access within the Lake Shore West area, access to downtown and access elsewhere considered?**

During the development of the Toronto Official Plan, a review of future travel demands and potential methods of serving those needs, resulted in a transportation policy being implemented that focuses on improved transit service rather than the construction of new road capacity.

In response to this policy, the Transit City Plan was developed through a review of major corridors and travel needs across the City. The corridors chosen for the Transit City lines proved to have the greatest priority in meeting these needs. The design of the service and evaluation of impacts and mitigating

measures will be undertaken through the EA Transit Project Assessment process with full public consultation.

**Q) Has the TTC done a cost recovery study?**

Metrolinx, in association with the TTC will be developing the benefit/cost analysis for the line as they are doing for all the Transit City projects.

**Q) What is the timeline to make this a break even or profitable venture?**

There is no time line to break even from a cost perspective. Public transit in Toronto is subsidized as are transit systems around the world. The TTC continues to be one of the least-subsidized transit systems of its size in the world.

**Q) What is the total projected cost of the Park Lawn to Long Branch LRT?**

The cost of the Long Branch segment of the line is estimated to be \$145M.

**Q) Is it possible to have other starting points for the LRT such as Park Lawn or Humber?**

The original WWLRT plan, developed in the early 1990's only took the LRT as far west as Legion Road, just west of Park Lawn. The Transit City plan extended this line all the way to Long Branch to bring the benefits of LRT to the entire corridor. While the TTC is working on improving the existing streetcar service on Lake Shore in the short-term, one of the longer-term benefits of the WWLRT will be a transfer-free ride from Long Branch to Union Station, unaffected by traffic congestion. Ending the LRT at Park Lawn and forcing a transfer would offset the benefits of this faster trip downtown, thus reducing ridership potential on the line. While a local streetcar "shuttle" on Lake Shore West would serve mostly the local trips, the LRT will serve both local trips and those beginning and/or ending outside of the local area, thus increasing the ridership potential of the line.

## **Consultation**

**Q) What are the most common concerns expressed to date?**

Concerns regarding changes to traffic, on-street parking, the overall streetscape and the effect on businesses during and after construction were the most common comments submitted to the TTC. These issues and others will be discussed in detail at future consultations. The comments and concerns submitted by residents and businesses are appreciated.

TTC wishes to work with the community to develop a plan that leaves the neighbourhood in a better condition after the implementation of the line through the addition of urban design elements. The City's Urban Design department is working on a number of strategies to support retail development and enhance the overall environment of the community.

**Q) What is the plan for future consultations?**

A series of public meetings will be scheduled over the course of the project. The first two Open Houses in December 2008 were intended to introduce the project to the community with no firm plan being proposed.

The project team would like more feedback from the local community in order to develop a workable proposal. Many more meetings are envisioned and will be held. Councillor Grimes has agreed to coordinate the first set of future meetings, the first of which are tentatively planned for mid to late May 2009.

**Q) How will Community groups and individuals participate?**

The public meetings will allow all attendees to review any preliminary plans, ask questions and provide comments. The TTC has found that the open house format, with lots of staff available, provides members of the public with the opportunity to comment and ask questions at their own pace without the pressure of public speaking. However, some residents indicated they would prefer an alternate format.

TTC believes that a series of smaller, more focused meetings to deal with specific areas and issues of concern would be useful to both the community and project team. It is our intent to undertake a consultation program that incorporates both types of meetings.

Individual concerns are encouraged and can also be brought forward to the project team at any time through the contact information provided on the website and in the written material handed out at the open houses.

**Q) Who should I contact to submit comments?**

Comments are welcome and can be submitted to the project team at:

**Email:** [waterfronttransit@toronto.ca](mailto:waterfronttransit@toronto.ca) **Website:** [www.toronto.ca/transitcity](http://www.toronto.ca/transitcity)

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**Q) Has the environmental assessment (EA) been done from Park Lawn to Long Branch?**

**No.** The Environmental Assessment (“Transit Project Assessment”) has not yet begun for the section west of Park Lawn. We are currently in the preplanning stage of the EA including a full public consultation process. This stage involves a review of potential designs, as well as the identification of impacts and mitigating measures to offset those impacts. Once the optimal design has been selected a detailed evaluation of the alternative will be completed and documented in an Environmental Project Report.

The original 1992 WWLRT study included a reserved right of way from Humber Loop to Legion Road. The proposed Legion Road loop has been relocated at the request of the City to Park Lawn Road.

**Q) Can the design be the least intrusive and the best fit for our community?**

Certainly, the desire is to maximize the positive impacts of the project (enhanced transit service and supported revitalization) and minimize any negative impacts on the community. The TTC’s intent is to work with the community to develop an optimal design. This will require more direct and focused consultation than the public open house meetings, to identify issues and work through them with stakeholders. The two optional plans shown at the first two public meetings were the first attempt to illustrate the impacts of the “standard” Transit City designs. They were not in any way intended to be the final design.

## **Businesses and Parking**

### **Q) How would the LRT impact parking spaces?**

The impact on parking will vary depending upon the specific design features of the LRT in different segments of the corridor. Loss of on-street spaces could be minimized, for example, through changes to parking restrictions by time of day, through selective reductions in traffic lane capacity, and through the provision of replacement parking in off-street locations. As the right-of-way width and parking demand characteristics vary along the corridor, the implications for parking will be segment-specific. In this regard, during our study, we will undertake specific studies and surveys in consultation with the BIAs and affected community groups to understand the needs of the retail community and work with local businesses, City staff and the Parking Authority to define opportunities to address these needs.

### **Q) Would not any loss of parking be detrimental to businesses?**

This is not a predetermined outcome. The study of parking needs, impacts of the LRT implementation, and provision of replacement parking will be the subject of review during the study process. Although parking is one element of the success of the area, it is not, on its own, a guarantee of success. There are other factors to be considered such as urban design, area attractiveness, residential density, and retail merchandising initiatives.

Transit has a role to play as well. The provision of convenient, comfortable, frequent and dependable public transit service in the corridor, with enhanced links to other parts of the city, has the potential to bring many more customers to the businesses than a limited number of parking spaces could.

The level of parking enjoyed by the Lake Shore community is not standard across the City. Most other locations have restricted parking particularly during the peak periods if not throughout the day. There are many examples of successful commercial areas that thrive with limited parking availability: Bloor West Village, Bayview/Leaside, Yonge/St Clair, and Queen and King Streets. Nevertheless, the importance of parking to the businesses is recognized and the TTC will work with businesses, City staff and the Toronto Parking Authority on this issue.

### **1) Has the economic impact on the commercial tax base been considered?**

### **2) Would businesses be compensated for any loss of business as a result of the construction?**

The intent of the Transit City program in general is to revolutionize transit and transportation across the City, revitalize neighbourhoods and spur economic development by implementing direct, high quality transit links, to areas of the city that are currently far removed from rapid transit. If the design is effectively coordinated with the existing environment and needs of the community, long-term impacts should be positive. Previous economic analyses done before and after the replacement of buses on Spadina Avenue with streetcars in their own right-of-way showed positive impacts on businesses from this change.

While some short-term impacts from construction are likely unavoidable, as with any construction in the public right-of-way, the TTC would liaise with businesses to develop a construction plan that recognises the needs of the businesses and mitigates negative impacts as far as it is practical.

**Q) If required, how would expropriation of properties be handled? Will people and businesses be fairly compensated?**

Our goal will be to minimize property impacts and the need to acquire property. However, if needed, the preferred option for the acquisition of properties would be through a negotiated purchase and sale. Expropriation would be used as a last resort and if required would be done using the established City process. More detailed information on this process is available, if desired. In any event, property owners would be notified in advance if there is potential that their property could be required.

## **Pedestrian and Cycling Access**

**Q) Will the LRT divide the north side of the Lake Shore from the south side of the Lake Shore?**

How a street is perceived by its users can be very subjective and depends a great deal on perspective – motorists, cyclists, pedestrians and transit riders will view the street in different ways. There is no need for the LRT to be considered any more “dividing” than the existing streetcar line. For that matter, the existing volume and speed of traffic that uses Lake Shore Boulevard can be considered to be more of a “barrier” to pedestrians and cyclists than the streetcars. Urban design will be a significant component of all of the Transit City lines, for which guidelines are being developed by city staff. If anything, the LRT would provide an opportunity to calm the traffic and bring Lake Shore Boulevard, currently regarded by many motorists as a commuter highway alternative to the Gardiner Expressway, to a more pedestrian scale, similar to the effect of landscaped boulevards that have been added to streets such as Yonge Street north of Sheppard Avenue and Bloor Street near Royal York Road.

**Q) How will the project affect pedestrians who are trying to get from one side of the Lake Shore Blvd. to the other?**

Pedestrians, seniors, and people with mobility impairment will still be able to cross at all signalized intersections as they do today. Crossing at other locations without signals would require the same care and vigilance that pedestrians must observe today. Access to the lake will be unimpeded. The new transit vehicles will be a significant improvement as they are low floor and fully accessible for wheelchairs, strollers and individuals with mobility impairment.

**Q) What will happen to the bicycle lanes on the Lake Shore and how will it impact cyclists?**

The City’s bicycle plan indicates bicycle lanes on various segments of Lake Shore with the majority of the routes on collector roads and local streets. As part of all the Transit City studies, we are investigating the potential to incorporate bicycle lanes in all corridors. In the wider segments of Lake Shore (west of 30<sup>th</sup> Street), it is possible to accommodate them without giving up road space. In the narrower right of way areas, the overall needs and priorities for the corridor will have to be considered and trade-offs will have to be made, in consultation with the community.

## **Traffic**

**Q) Will there be left-turn restrictions on any streets to accommodate the LRT?**

Left turns will be permitted where there is an existing traffic signal. Between traffic signals, where the LRT travels across un-signalized intersections or driveways, left turns will be prohibited. Separate left turn lanes will be provided at all signalized intersections and motorists will be able to make left turns and “U” turns from these lanes. For example, a motorist on Lake Shore Boulevard West who now makes a left turn into a midblock driveway could, with the LRT in place, go past the driveway to the next signalized intersection, and make a “U” turn to return to his/her destination.

**Q) I am concerned that vehicles will only be able to turn at traffic lights and there are long stretches of Lake Shore Blvd. where there isn't a traffic light.**

The overall average spacing between current traffic signals in the stretch between Park Lawn and Long Branch is approximately 330m (about 1100ft), but is much closer (200m) within the commercial areas. Depending on a driver's final destination the extra travel distance required would be function of the 330m distance. For a short trip this would be a greater percentage of the trip. For a long trip this would be a minimal percentage of the trip. In addition, the grid system of streets will allow drivers to select an alternate route which may result in no increase in travel length.

To develop a reserved right of way in the narrower corridor between Legion Road and 30th Street would limit traffic lanes at signalized intersections to one through lane and one left turn lane. Between LRT stops it will be possible to accommodate a second lane of traffic or parking. Based on the preliminary alternative design presented, the traffic analysis undertaken to date indicates that there are only 2-3 locations where existing demands cannot be handled effectively at signalized intersections. Traffic infiltration is expected to be limited, and there are various options available to limit and control infiltration..

**Q) Does the TTC have a report from Emergency Services stating whether or not they support the LRT along Lake Shore West?**

We are working with the Fire and EMS officials on all Transit City lines to clarify their needs and to develop a right of way design that allows all services to co-exist.

**Q) Would traffic increase on residential side streets?**

There are ways to limit residential traffic infiltration, and these can be discussed during the upcoming public consultations. While we recognise that all car trips cannot be eliminated, one of the longer-term objectives of the Transit City plan is to give people a viable alternative to using their cars for trips that could otherwise be accommodated on transit. One of the side benefits of an increased transit habit (or a decreased car habit) is a greater likelihood of more pedestrian-oriented local travel, with less pressure on the local residential streets to accommodate ever-growing traffic volumes.

## **Recycling Pick-up and Snow Storage**

**Q) In Long Branch where there are no rear lanes, how will garbage pick-up and deliveries be made without grinding traffic to a halt?**

The section of Lake Shore west of 30<sup>th</sup> Street is 36m and can accommodate two lanes in each direction. Therefore, garbage collection can be handled as it is today. However, for the other narrower sections, depending on the final design, we will work with City officials to determine impacts and alternative measures if required.

**Q) Where will snow be stored along the Lakeshore in the winter, and how will snow removal be impacted?**

Snow storage is an issue regardless of street space available. This issue has been raised by the public even under existing conditions. As noted, two lanes of traffic will still likely be possible between LRT stops. Special measures may be required at signalized intersections where space is more restricted. Removal of snow at such pedestrian crossings is necessary in any event.

## **Noise and Vibration**

### **Q) What will the impact of noise and sound from the LRT be inside buildings along the Lake Shore and to our neighbourhood when we are outside?**

Noise and vibration impacts will be minimised through the new track technology (which has already been installed on this section of Lake Shore Boulevard), and the development of quieter vehicles. Since this area already has streetcars on the road, changes to the noise levels from streetcars would not be expected to result from designating the two centre traffic lanes for exclusive transit use. In addition, the new LRT vehicles will have noise dampening technology incorporated into the design. As part of the study, TTC will be undertaking a noise and vibration assessment.

## **Other**

### **Q) What would the impact of construction be?**

During construction there would be some impacts, although there is no intention to replace the tracks which were all rehabilitated over the last five years. The impacts would be similar to any road reconstruction program. The construction would involve the placement of curbs between the travelled roadway and the LRT tracks as well as road reconstruction where platforms would be installed or lengthened.

### **Q) What routing will the LRT take from Union Station to Park Lawn Road?**

Environmental Assessments are underway to determine routing from Union Station to Park Lawn. Details are available online: [www.toronto.ca/involved/projects/waterfront\\_transit/index.htm](http://www.toronto.ca/involved/projects/waterfront_transit/index.htm)  
[www.toronto.ca/involved/projects/waterfront\\_transit/consultation.htm](http://www.toronto.ca/involved/projects/waterfront_transit/consultation.htm)

### **Union Station To Exhibition Place**

The LRT would extend from Union Station west along Bremner Boulevard (in front of the Rogers Centre) to Spadina Avenue. It would continue across Spadina to Bathurst Street along a future extension of Fort York Boulevard, cross Bathurst Street and connect to the existing tracks in Exhibition Place. The precise alignment option from the vicinity of the Fort York Armory west to the existing tracks in Exhibition Place has yet to be determined.

### **Exhibition Place to Dufferin Street**

The alignment has been approved to extend from the existing Exhibition Place loop westward to Dufferin Street south of the CN/GO Rail Corridor (behind the Food Building at the CNE).

### **Dufferin St to Roncesvalles Avenue**

A number of optional alignments are still under study for the connection from Dufferin to Roncesvalles. A preferred option is anticipated to be presented in early 2009.

The LRT would then use the existing protected right of way on The Queensway to reach Lake Shore Boulevard West.

### **Q) What is the projected future ridership of the WWLRT from Union Station to Long Branch?**

In 2031, forecast ridership for the Waterfront West LRT is estimated to be 15 million riders a year.

## **Important Connections**

### **Q) Where will the Waterfront West LRT connect to the larger transit network?**

The new line would continue to make all existing connections with intersecting bus routes that go to the subway such as 44 Kipling South, 110 Islington South, 66 Prince Edward etc. in south Etobicoke, as well as the 501 Queen, 504 King, 511 Bathurst and 509 Harbourfront streetcars, 29 Dufferin bus, 63 Ossington bus and GO Lakeshore at Exhibition Place, Union Station, and the future East Bayfront services.