



**Frequently Asked Questions
Sheppard Avenue East LRT**
www.toronto.ca/involved
June 2008 Open Houses

Selecting LRT Stop Locations

What is the right balance between good local accessibility to stops and high speed service for the LRT?

Examples of average stop spacing versus route speed:

Sheppard East bus route ----- 290 metres/17 kph
Bloor Danforth subway ----- 875 metres/32 kph

In assessing the overall customer service, the project team recommends LRT stop spacing between 400 and 500 metres. The average stop spacing recommended between Don Mills Station to Meadowvale is **460 metres.**

The Micro-simulation model developed for Sheppard East LRT showed the following results:
800 metre spacing*** 26-to-27 kph vs. 400 metre spacing: 22-to-23 kph

Note: The 800 metre spacing did not achieve as great a speed advantage as expected. While the LRT stopped less often vs. the 400 metre spacing, the time for customers to board took twice as long per stop (same number of passengers collecting at half the stops). The LRT still had delay due to red lights at signalized intersections in between stops, even though the model included signal priority to reduce delays.

*** (though 800 metres and 400 metres are used for example, actual simulation modeled LRT spacing at 1000 metres versus 440 metres since it included sections west of Victoria Park and east of McCowan where major intersections more widely spaced)

Speed of LRT vs Buses

How much faster is the LRT projected to be versus existing bus service on Sheppard Avenue East?

In terms of reduced travel times, in the p.m. rush hour, the bus service on Sheppard Avenue is scheduled to operate at an average speed of about 17kph. For purposes of comparison, the average speed of TTC subways is in the order of 30kph. It is expected that the LRT will travel at speeds of about 22km-25km depending on the number of stops in the *final* design.

Therefore the travel time savings on Sheppard using an LRT are projected to be considerably faster than bus service in the p.m. peak period, when there is the greatest interference from traffic. Keep in mind that those are today's figures - the average speed of a bus in mixed traffic would be expected to decrease as the city grows; given that the LRT is to operate in separate lanes, it will be protected from increasing traffic congestion.

Traffic

**Given that there will be no left-turns at non-signalized intersections, how will U-Turns be made?
How will motorists turn at signalized intersections?**

In the design for Sheppard Avenue, left turns and 'U'turns are typically permitted from a separate left/U-turn lane to the right of the LRT right-of-way. In the future at all **unsignalized** locations, motorists will be prohibited from making left turn movements to, or from, Sheppard Avenue. However, while no left turns will be permitted from Sheppard to a side-street or driveway, a motorist will be able to simply travel past their intended destination to the next signalized intersection and make a U-turn from the left turn lane on a special 'advanced green' signal phase, and return to their intended side-street, where they can make a right turn in. Similarly, if one wishes to turn left from an unsignalized side-street onto Sheppard, a motorist could make a right turn, travel to the first signalized intersection, and make a simple U-turn at that signal.

Accessibility

Will the LRT vehicles be fully accessible to people with mobility impairment?

YES. The new vehicles will all have fully accessible low-floors.

Trees

Will new trees be planted or any trees removed on Sheppard Avenue East?

There will be a net increase in the number of trees at the end of the project. There are many factors reviewed before classifying any specific tree as staying or going due to construction. This includes tree species, current health, current age, current/future level of protection from wind/harsh weather from other trees and/or tall buildings. Also to be evaluated is the proximity of below ground construction work around existing roots, and proposed ground coverage above the roots post-construction. A detailed tree evaluation will be undertaken.

Don Mills to Consumers Rd Connection

How will a connection be made from Don Mills Station to Consumers Road?

At this point we have eliminated the surface option from further consideration and are doing a final evaluation of the two 'finalist' options:

- i) take the LRT underground from Consumers Road to a below ground connection at Don Mills subway and
- ii) extend the subway to Consumers Road and have the LRT connection

Please visit the project website: www.toronto.ca/involved for a more comprehensive list of Frequently Asked Questions and Answers.

Direct Website link: http://www.toronto.ca/involved/projects/sheppard_east_lrt/index.htm