

**CITY OF VAUGHAN**  
**EXTRACT FROM COUNCIL MEETING MINUTES OF DECEMBER 18, 2001**

Item 18, Report No. 77, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on December 18, 2001.

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**COMMENT TO THE TORONTO TRANSIT COMMISSION**  
**TTC RAPID TRANSIT EXPANSION STUDY (RTES)**

**The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Planning and the Commissioner of Development Services and Public Works, dated December 18, 2001:**

**Recommendation**

The Commissioner of Planning and the Commissioner of Development Services and Public Works recommend that:

The Toronto Transit Commission BE ADVISED that the City of Vaughan supports the comments of the Region of York, as approved by Regional Council on November 8, 2001, in respect of the TTC's Rapid Transit Expansion Study.

This report BE FORWARDED to the Spadina-York Subway Extension Committee, the Federal and Provincial Ministers of Transportation, the City of Toronto, the Toronto Transit Commission, the Chair of the Federal Urban Task Force – Judy Sgro M.P., the Regional Municipality of York, the Town of Markham and the Town of Richmond Hill.

**Purpose**

To provide comment from the City of Vaughan to the Toronto Transit Commission on the TTC's Rapid Transit System Expansion Study.

**Background - Analysis and Options**

a) The TTC's Rapid Transit Expansion Study

On August 29, 2001 the Toronto Transit Commission considered a study entitled the "Rapid Transit System Expansion Study" (RTES) along with an accompanying staff report. The purpose of the RTES is to examine priorities for system expansion now that the current round of growth (i.e. the Sheppard Subway Line) is now near completion. The RTES reviews the options in the context of the new City of Toronto Official Plan and development trends in the Greater Toronto Area. The study provides a vision for system expansion over the next ten to fifteen years plus short term strategies that can be put in place during the current term of Council. Such expansions are contingent on the availability of funding for both system expansion and the maintenance and replacement of the existing TTC infrastructure and equipment. It is noted that this report deals only with those rapid transit technologies that require a separate right of way, like a subway.

Six rapid transit projects were identified (with a total of 15 staging options) that had the potential for implementation over the next 10-15 years. These include:

- Sheppard Subway (6 options);
- Scarborough RT;
- Eglinton Subway (1 option);
- Bloor-Danforth West (3 options);
- Spadina Subway Radial (2 options, to Steeles and to the VCC);
- Yonge Subway Radial (2 options, to Clark Ave. and to Highway 7).

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There were two evaluation techniques used in assessing these projects. The first approach examined the performance of the existing suburban sections of the system. If the new lines were able to approach or exceed the performance of the existing lines then there would be a good chance of success. The second approach was to compare the new rapid transit lines with each other.

A number of criteria were used in the final screening of the options including: daily boarding's; boarding's/km; development and density within 500m and within 2 kms; cost effectiveness (capital and operating); network connectivity; and future development potential.

Based on the key evaluation criteria two projects consistently rated higher, being:

**Spadina Subway Extension, One Alternative:**

- Downsview Station to Steeles Avenue (6.1 km, 4 stations, \$975 million).

**Easterly Extension of the Sheppard Subway, Three Alternatives:**

- Don Mills to Victoria Park (2.1 km, 2 stations, \$420 million);
- Don Mills to CN/CP (5.5 km, 5 stations, \$1.05 billion);
- Don Mills to Scarborough City Centre (8.0 km, 7 stations, \$1.535 billion).

The RTES recognized that the Yonge Street options ranked well, in comparison with the recommended projects. However, there was the concern that extending the Yonge Line may result in its passenger capacity being exceeded. The Yonge Line's practical capacity south of Bloor Street is 32,000 passengers per hour. Current maximum ridership is now at 27,000 passengers per hour. To balance the ridership between the two lines, it would be necessary to extend the Spadina Line north of Finch Avenue before extending the Yonge Line. This has the potential to divert up to 2500 riders to the Spadina Line, thereby allowing for a future extension of the Yonge Subway.

The extension of the Spadina Line north of Steeles was acknowledged as a "possible staging option" in recognition of the Vaughan Corridor Protection Study (OPA No. 529). Network connectivity and its inter-regional benefits were considered to be two of the Spadina extension's most important attributes.

b) TTC Actions in Respect of the Rapid Transit Expansion Study

At the August 29, 2001 Commission meeting, the TTC approved the recommendations contained in the staff report that accompanied the RTES, subject to a number of additions. The Commission confirmed that if all its base funding needs were met, the TTC's highest priorities for rapid transit expansion would be an extension of the Spadina Line to Steeles Avenue or an easterly extension of the Sheppard Line (three options). TTC Staff was directed to proceed with the recommended next steps, which included doing detailed ridership projections based on a revised population base of 3.1 million and preparing a detailed business case analysis for each of the two preferred alternatives. It is expected that TTC Staff will be reporting back to the Commission, in the first half of 2002, with the results of the analysis and a determination of the priority project.

The Commission also directed that the RTES be sent to a number of municipalities and organizations with a request for comment. This included the Region of York, the City of Vaughan, the Towns of Markham and Richmond Hill and the City of Toronto Planning and Transportation Committee. The Region of York and the Towns of Richmond Hill and Markham have provided comments. It is expected that the Toronto Planning and Transportation Committee will be considering a staff report on the RTES in January of 2002.

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c) Comments from the Region of York

The Region of York is responsible for public transit throughout the Region. Therefore, input from the Region will be an influential consideration in any future decisions on the planning and implementation of new rapid transit services, especially those that have inter-regional implications.

The Region of York's planned rapid transit system, as set out in the official plan, identifies three north-south elements, which would connect the City of Toronto (TTC) system with the York Region system and the three southerly "Regional Centres". These include: A link to the Vaughan Corporate Centre from an extended Spadina Subway; an extension of the Yonge Subway to Highway 7 at the Langstaff Gateway; and a connection into the Markham Centre. Ultimately, the three centres and the north-south links will be joined by an east-west rapid transit service running along the Highway 7 corridor.

On November 8, 2001 Regional Council considered Report No. 6 of the Regional Commissioner of Transportation and Works, entitled "TTC Rapid Transit Expansion Study (RTES) – Screening of Options". (The report forms Attachment No. 1 hereto) The report was prepared with the input of Staff from Vaughan, Markham and Richmond Hill. The following comments were approved:

1. The TTC Rapid Transit Expansion Study dated August 29, 2001 be endorsed in principle, subject to the comments contained in this report.
2. The earliest possible extension of the Spadina Subway to Steeles Avenue be the preferred option of the TTC.
3. Extension of the Yonge Street Subway be given equal consideration in the subsequent analyses to be undertaken for the Sheppard and Spadina Subway extensions.
4. A north/south corridor linking Markham Centre to the TTC Rapid Transit network be investigated for implementation of transit priority strategies including future rapid transit services.
5. In recognition of the need to engage in inter-regional planning and implementation of transit services, the City of Toronto, the Toronto Transit Commission and GO Transit be requested to work with the Region of York to address mutual planning, policy, funding, and implementation issues, including a strategy to engage Federal and Provincial levels of Government.
6. This report be forwarded by the Regional Clerk to the Federal and Provincial Ministers of Transportation, City of Toronto and the Toronto Transit Commission (TTC) and York Region MPs and MPPS.

The comments reflect the imperatives of the Regional official plan, particularly as the Rapid Transit Expansion Study affects the provision of the north-south links into York Region. In Comment No. 2, the earliest possible extension of the Spadina Subway to Steeles Avenue is supported. This will provide the opportunity for an extension into the Vaughan Corporate Centre at some future date.

Comment No. 3 requests that the TTC give equal consideration to a Yonge Street Subway extension during its further analysis of the Spadina and Sheppard options. The Yonge Subway extension is an integral part of the Region's long term transit plan. Therefore further consideration is supportable. The TTC in the RTES, recognizes the merit of the Yonge Street extension, but as noted earlier, has reservations about the capacity problems that may arise if the Yonge Line is extended without the Spadina extension proceeding first. .../4

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The fourth comment requests that the TTC give further consideration to a north-south connection into the Markham Centre. Regional Council has already given authorization to proceed with a property protection study for a link into this centre, north of Steeles Avenue. This recommendation requests an investigation of the opportunities, south of Steeles Avenue, required to complete the link.

d) Discussion

The north-south rapid transit links into the City of Toronto are perhaps the most important elements of the planned York Region Rapid Transit System. They will promote the growth of the three southerly Regional Centres and will assist in providing a higher order transit service along Highway 7. It is obvious that the City of Toronto and the Toronto Transit Commission will be key players in providing these links.

Comment No. 5 identifies the need to conduct cross-boundary planning and implementation in co-operation with Toronto, the TTC and GO Transit. Therefore, it will be imperative that York Region (including the area municipalities), the City of Toronto, the TTC and GO Transit develop a co-operative working relationship in order to ensure that the necessary transit services can be provided.

Ultimately, a comprehensive cross-boundary transit solution will have to be developed as the largest portions of the north-south links serving York Region are located in, and will also serve, the City of Toronto. This speaks to the need for a co-operatively planned “Transit North” solution for York Region and the City of Toronto that can be integrated into a future GTA-wide system.

The Region of York should continue to accelerate its current transit projects. These include preparation of the Yonge Street and Highway 7 Transitway Terms of Reference for Individual Environmental Assessments and its investigation of Public Private Partnership opportunities for the delivery of its Rapid Transit System. Further, the Region should be encouraged to develop the Terms of Reference for the Individual Environmental Assessments for the other north-south links, including the one into the Vaughan Corporate Centre.

If progress is to be made under current conditions, the initiative for transit improvements will need to originate with the municipal governments and their respective transit authorities. Even if funding was available for rapid transit extensions, there are no projects of any significance that are now ready to proceed. If a comprehensive and approved plan, including phasing and funding, was in place, senior levels of government would be in better position to make decisions. This would particularly be the case, if a project crossed Regional boundaries and had broad support at the local level.

Therefore, the Region should be encouraged to continue its work on transit improvements in order to create “fundable” projects. In accordance with Comment No. 5, it should seek to build bridges with the City of Toronto, the TTC and GO Transit in order to establish the framework for a “Transit North” solution that will be of benefit to York Region, the City of Toronto and the Greater Toronto Area.

**Conclusion**

The Region of York’s comments on the TTC’s “Rapid Transit Expansion Study” are supportable. The comments effectively represent the position of the Region as established in its Official Plan. The Region should be encouraged to work with the City of Toronto, the TTC and GO Transit to establish a comprehensive “Transit North” plan, which could ultimately be integrated into a future GTA – Wide public transit scheme. The adoption of such a plan could be the basis for obtaining funding from senior levels of government.

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Should Council concur, the recommendations contained in the “Recommendation” section of this report should be adopted.

**Attachments**

1. Report No. 6 of the Regional Commissioner of Transportation and Works, “TTC Rapid Transit Expansion Study (RTES) – Screening of Options”, November 8, 2001

**Report prepared by:**

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/CM

(A copy of the attachments referred to in the foregoing have been forwarded to each Member of Council and a copy thereof is also on file in the office of the City Clerk.)