

# **Rapid Transit for Toronto**

February 8, 2012

# **Metrolinx “5 in 10 Plan” - October 2010**

## **Light Rail Transit Projects**

### **New Rapid Transit for Etobicoke North York, Scarborough**

Eglinton Crosstown LRT – Jane to Kennedy Station - 19 km - \$4.98 billion :

- construction start 2011 - open 2020

Scarborough RT – Kennedy to Sheppard – 10 km - \$1.8 billion :

- construction start 2015 - open 2020

Sheppard East LRT - Don Mills Station to Conlins Road – 12 km - \$1.0 billion:

- construction start 2009 - open mid- 2014

Finch West – Spadina Subway (Keele) to Humber College – 11 km – \$0.94 billion:

- construction start 2015 - open 2019

52 km of LRT : \$8.7 billion:

- Metrolinx / Provincial funding = \$8.4 billion
- Federal funding = \$0.3 billion

# Metrolinx “5 in 10 Plan” - October 2010

## Light Rail Transit for Toronto

52 Km - \$8.7 billion



# MOU Toronto Transit Plan as of March 31 2011

Eglinton Scarborough Crosstown - Jane to Kennedy to Scarborough City Centre:

- 25 km: \$8.4 billion funding commitment by Metrolinx

Sheppard Subway East – Don Mills Station to Scarborough City Centre:

- 8 km: \$2.75 billion funding required from City

Sheppard Subway West – Yonge to Downsview:

- 5 km: \$1.4 billion funding required from City

Finch bus improvements – cost TBD

38 Km of subway - \$12.9 billion, plus \$0.5 billion for subway yard:

- \$8.4 billion funding commitment by Metrolinx (25 Km)
- \$4.2 billion funding required from City (12 Km)
- \$0.3 billion funding from Federal

# MOU Toronto Transit Plan – March 2011

## 38 km - \$12.9 billion [\$8.4 committed by Metrolinx]



# Planning, Investment Fundamentals

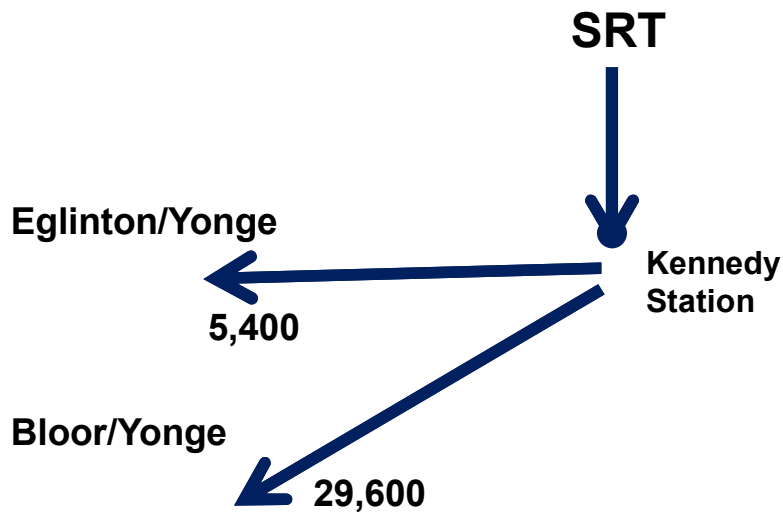
Rapid transit alignment, scope, vehicle:

- meet projected future demand
- provide capacity for additional future growth
- attractive, high-quality service
- don't over-build capacity / "gold-plate"

# Conclusions

- “5 in 10 Plan” best value for money:
  - rapid transit for Etobicoke, North York, Scarborough
- Eglinton LRT fully underground:
  - reduces travel time, eliminates transfer at Kennedy
  - cost premium \$1.9 billion
- \$1.9 billion: rapid transit on Finch, Sheppard:
  - benefit 135,000 additional residents
  - serve 5 priority neighbourhoods
  - carry 11 million more passengers per year

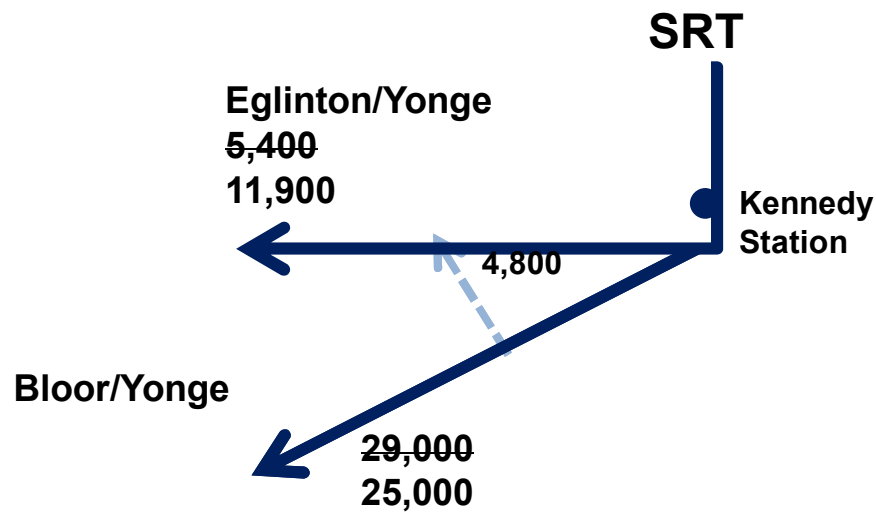
# Eglinton (East) LRT At Grade Transfer Retained At Kennedy 2031 Passenger Volumes (Per Hour)



- 5,400 passengers (per hour) on Eglinton at Yonge
- Comparisons:
  - King Streetcar: 2,000 per hour
  - GO Lakeshore: 11,000 per hour



# Eglinton (East) LRT Underground Eliminate Transfer At Kennedy 2031 Passenger Volumes (Per Hour)

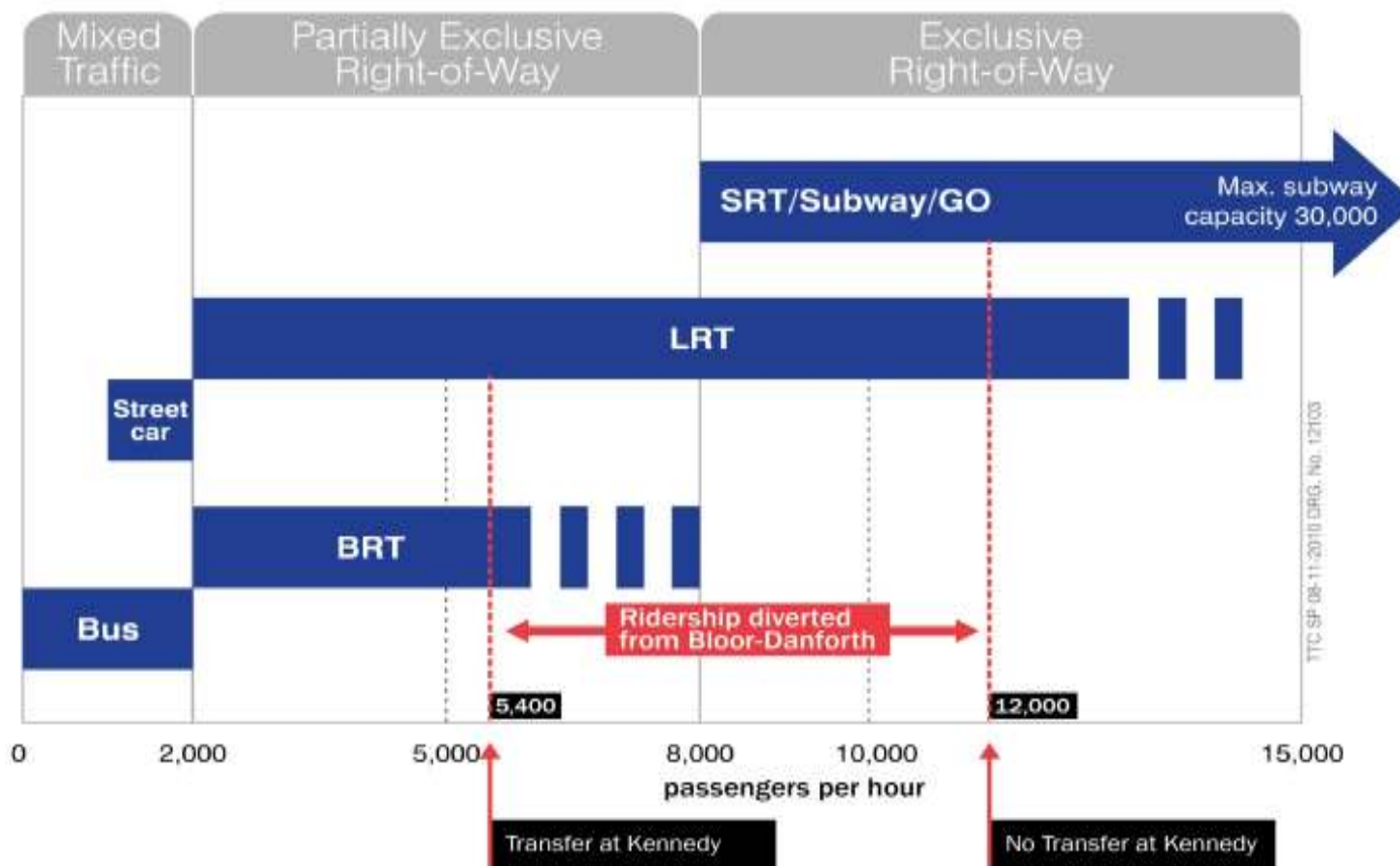


- Eglinton, Scarborough RT joined
- transfer at Kennedy eliminated
- 11,900 passengers (per hour) on Eglinton at Yonge

- higher ridership on Eglinton LRT
  - mostly diverted from Bloor-Danforth Subway
- existing investment (Bloor-Danforth) under-used
- underground Eglinton investment (\$1.9 billion) competes with existing Bloor-Danforth

# Eglinton Rapid Transit – At-Grade vs. Underground

Transit ROWs and Technologies - 2031 Forecast Eglinton Crosstown



# Council - Approved City-Wide Light Rail Plan 2007 - 132 Km Included in "MoveOntario 2020" and Metrolinx "Big Move" Plan



# Light Rail Plan - Priority Projects - 76 Km

## Provincial Funding Agreement 2009 – Metrolinx “Big Move” Priority Projects



# Light Rail Priority Projects – Phase 1 - 52 Km

## Metrolinx “5 in 10” June 2010



# What Can We Achieve for \$2 Billion?

	Eglinton (East) Underground No Finch No Sheppard	Eglinton (East) At Grade Finch LRT Sheppard LRT
Annual Ridership	14 million	46 million
Annual New Rides	12 million	23 million
Trip Time Savings	6 minutes	25 minutes
Total Travel Time Savings (average weekday)	5,000 hours per day	58,000 hours per day
Population Served	31,000	135,000
Priority Neighbourhoods	1	6
Total Network Capacity	60,000 pphpd	66,000 pphpd

“Eglinton (East) refers to section from Leslie to Kennedy