



# Scarborough RT Strategic Planning Study

Public Consultation Meeting  
10 November 2005





## **Need for the Study**

- **Existing cars are aging and must be replaced by 2015**
- **Present capacity is insufficient**
- **A plan for new vehicles and higher capacity is needed soon**
- **Establishing timing of transit initiatives is important**



## **Main Purposes of the Study**

- 1. Actions that will provide sufficient capacity and a quality of service that is at least as good as provided by the current RT technology**
- 2. A strategy for implementation within an overall concept for development of the transit system**



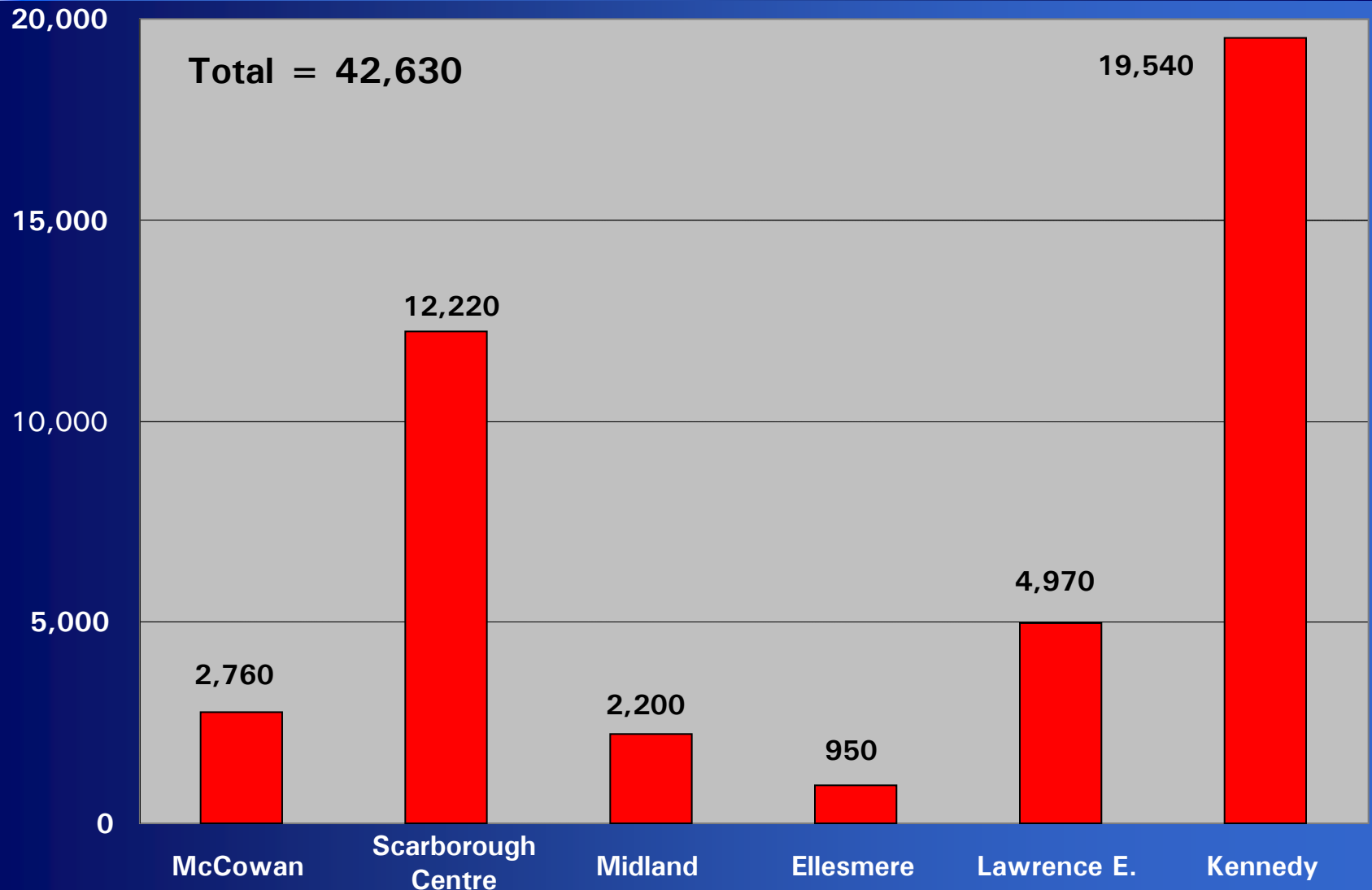
## Specific Objectives

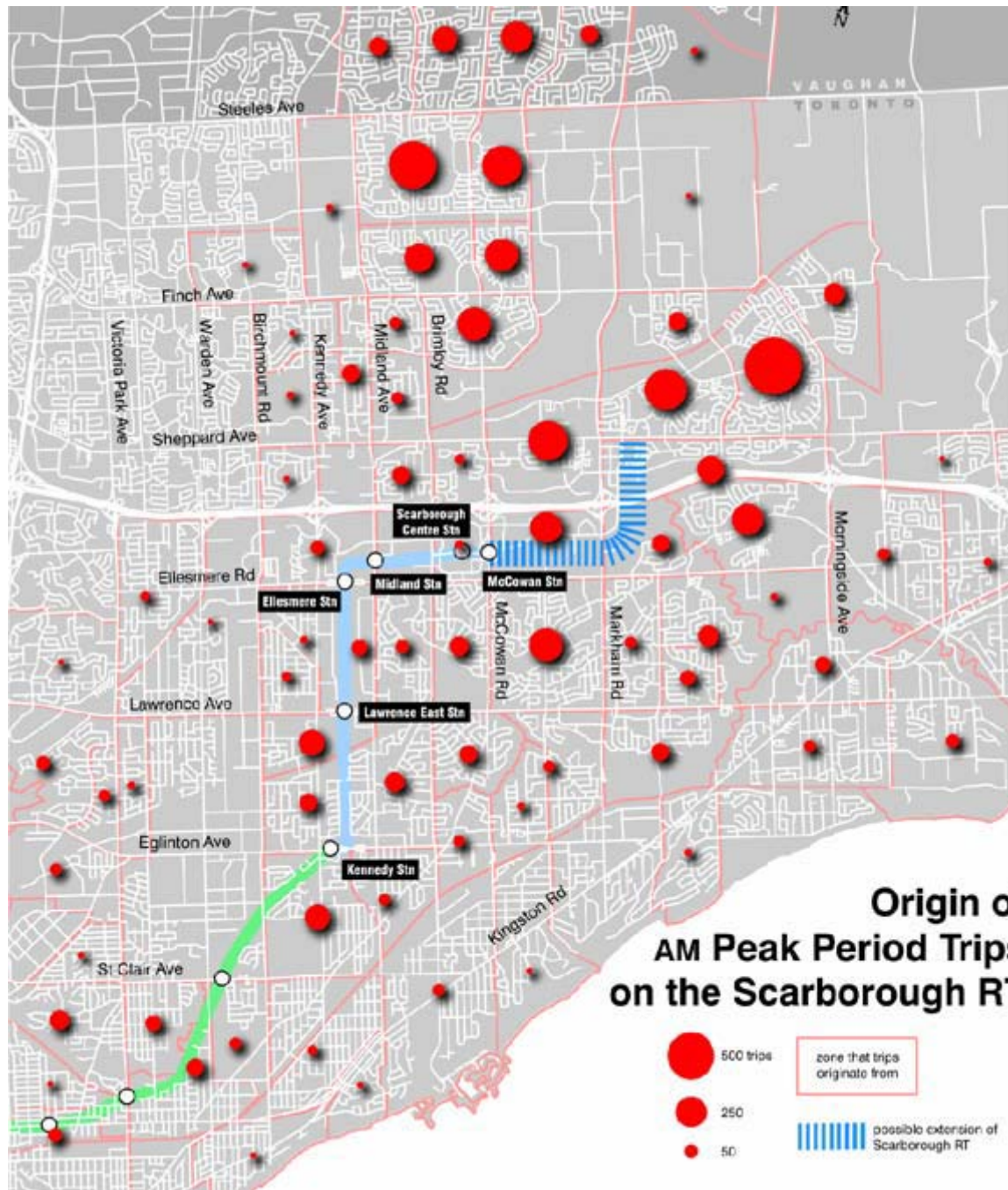
1. **Maintain** reliable service
2. Expand **capacity**
3. **Extend** service to better serve community
4. Minimize **service disruption**
5. Establish **role** of Scarborough RT in relation to other transit initiatives
6. Involve the community in **effective consultation** in developing a strategy



# Scarborough RT Daily Boardings (2004)

Daily Boardings







# Strategic Options

## 1. **Little or no disruption of service:**

- ❑ Replacement vehicles
- ❑ Alternate BRT or LRT surface routes
- ❑ Subway extension on a different route

## 2. **Significant disruption of service:**

- ❑ Procurement of larger SRT vehicles
- ❑ Reconstruction of stations and structure to accommodate:
  - BRT, or
  - LRT, or
  - Subway on **some portions** of existing SRT



## Main Tradeoffs

### Replacement Vehicles

- High cost vehicles
- Low construction costs
- No service disruption
- Less flexibility

### Alternate Vehicles

- Lower cost vehicles
- High construction costs
- Some service disruption
- More flexibility



# Evaluation Criteria

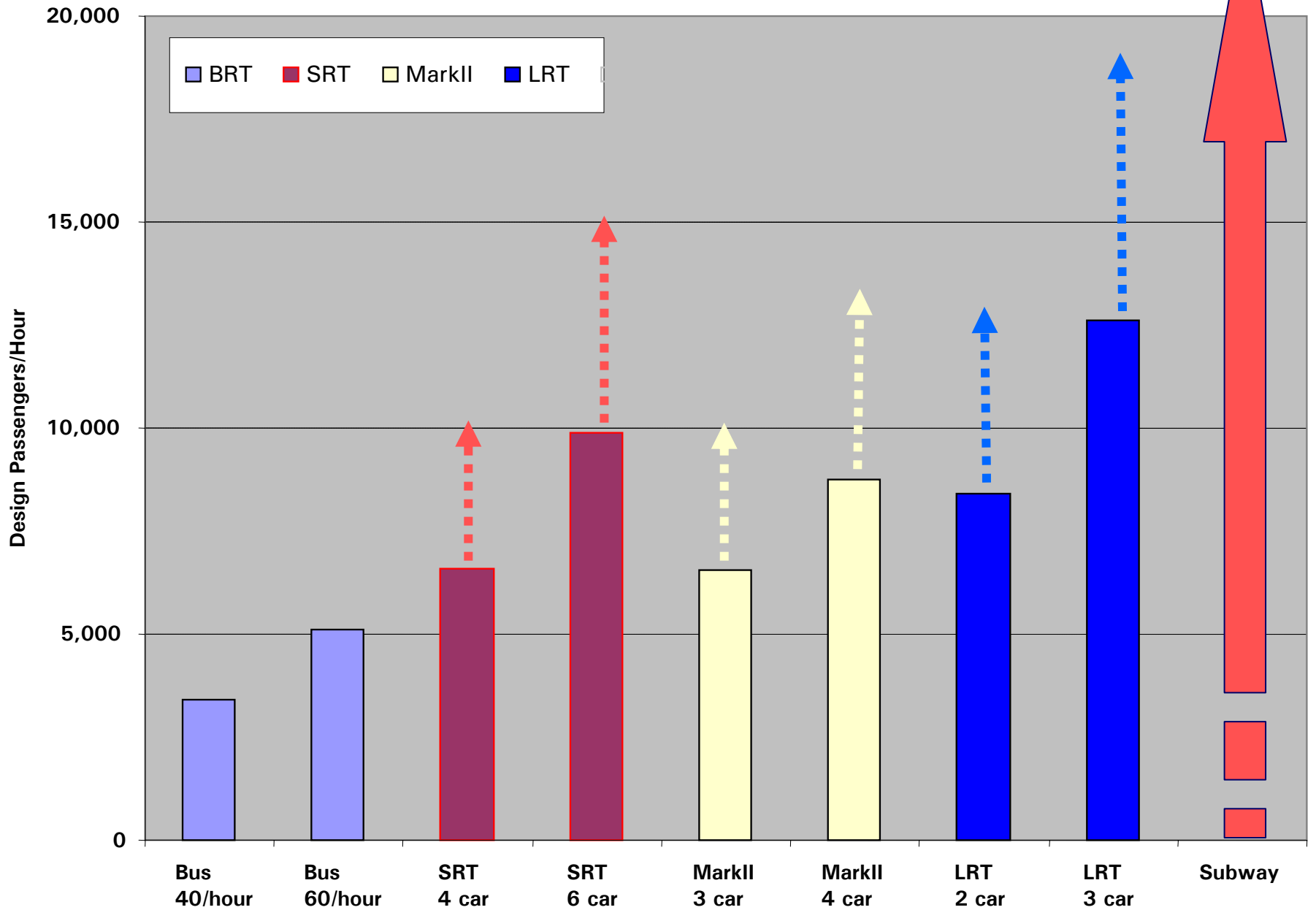
1. Capital Cost
2. Cost Effectiveness (life cycle costs)
3. **Disruption of service\***
4. Impacts on passenger service and ridership
5. **Flexibility for capacity expansion\***
6. Flexibility for route extensions
7. Consistency with Official Plan land use objectives
8. **Integration with other higher order transit\***
9. **Timing\***



# Implications of Service Disruption

- Interim service necessary
- About 40 new articulated buses and exclusive bus lanes on:
  - North-South arterials (e.g. Kennedy, Brimley, Midland, McCowan) and/or
  - East-West arterials (e.g. Eglinton, Sheppard)
- Major Bus Terminal Expansion
  - Scarborough Centre
  - Kennedy Subway Station

# Technology Capacity Comparisons





# Integration – High Order Transit





## Timing Issues

- Existing cars must be replaced by 2015
- Larger cars or conversion to LRT requires service disruption for re-construction
- Scarborough RT could be replaced by a subway by about 2015
- There are other financial needs
- Unrealistic to build more than one subway at a time

# Timing Examples

2012 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30

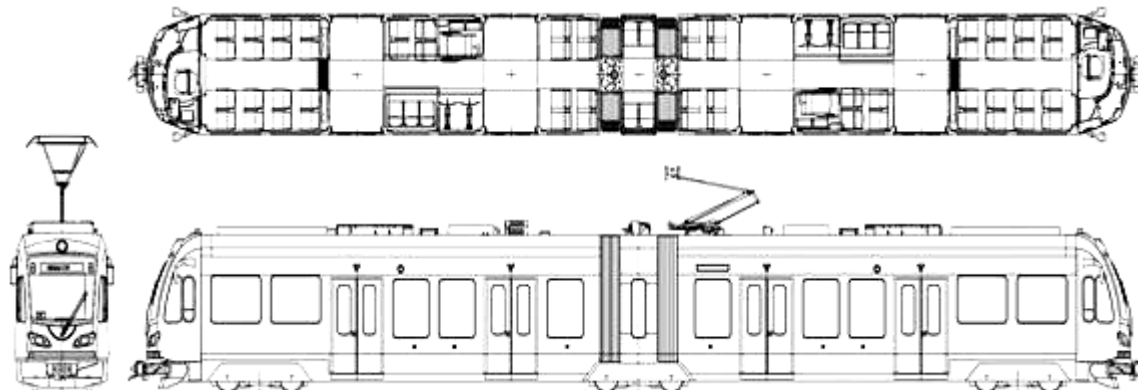
Current SRT

Alternate BRT/LRT Network on Surrounding Streets



## Issues

- Access to businesses
- Some routes are predominately residential
- Capacity may be too low
- Service quality & Traffic impacts



# Timing Examples

2012 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30

**Current SRT**

**Alternate BRT/LRT Network on Surrounding Streets**

**New SRT Vehicles**

**2 year**

**Larger SRT Vehicles**

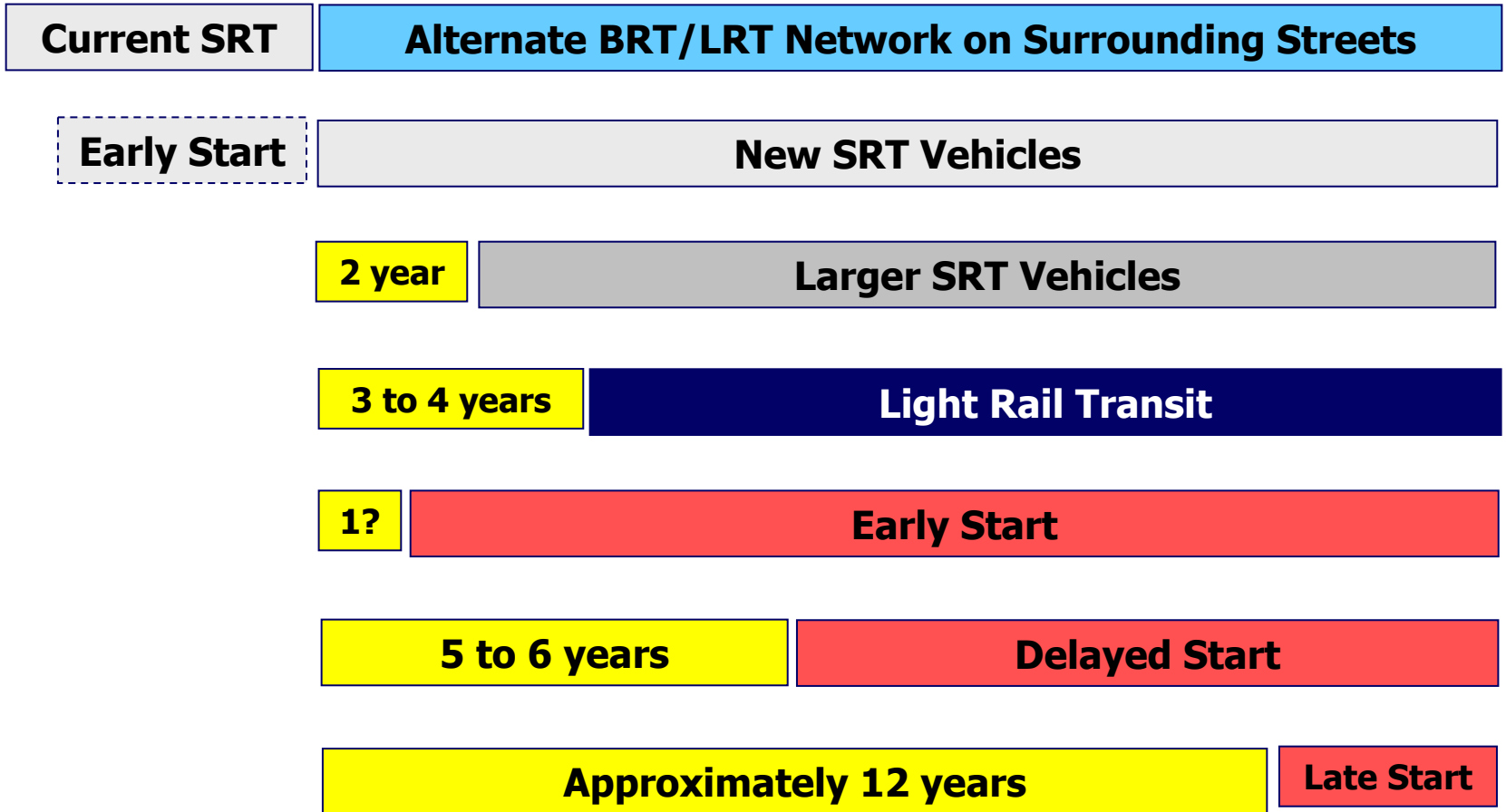
**Length of Service Disruption**



**Vancouver Mark II Cars**

# Timing Examples

2012 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30



**Length of Service Disruption**

**Subway**



## Summary of Options

1. Replace **existing** vehicles

2. Substitute alternate **technologies**

- Larger SRT vehicles (as in Vancouver)
- Light Rail Transit (LRT)
- Bus Rapid Transit (BRT)

3. Substitute alternate **routes**

- BRT or LRT
- Subway



# End Products

- 1. Cost-effective actions to improve service in the Scarborough RT corridor**
- 2. An implementation strategy**
- 3. Role of the Scarborough RT within a transit master plan**



# Study Schedule

<b>Approved Work Program</b>	<b>21 September 2005</b>
<b>Community Council</b>	<b>18 October 2005</b>
<b>Initial Public Consultation</b>	<b>10 November 2005</b>
<b>Follow-up Consultation</b>	<b>March 2006</b>
<b>Final Report</b>	<b>15 May 2006</b>