APPENDIX 6

TRANSIT NETWORK ANALYSIS

1. COORDINATED TRANSIT PLANNING

Transit in Toronto

Toronto's transit system is critical to the functioning of the Toronto city region. With the Toronto region population surpassing six million, transit is most important to achieving the City's equity, health and prosperity goals.

Figure 1. Existing High Frequency and High Capacity Transit Network and Approved Projects in the City of Toronto
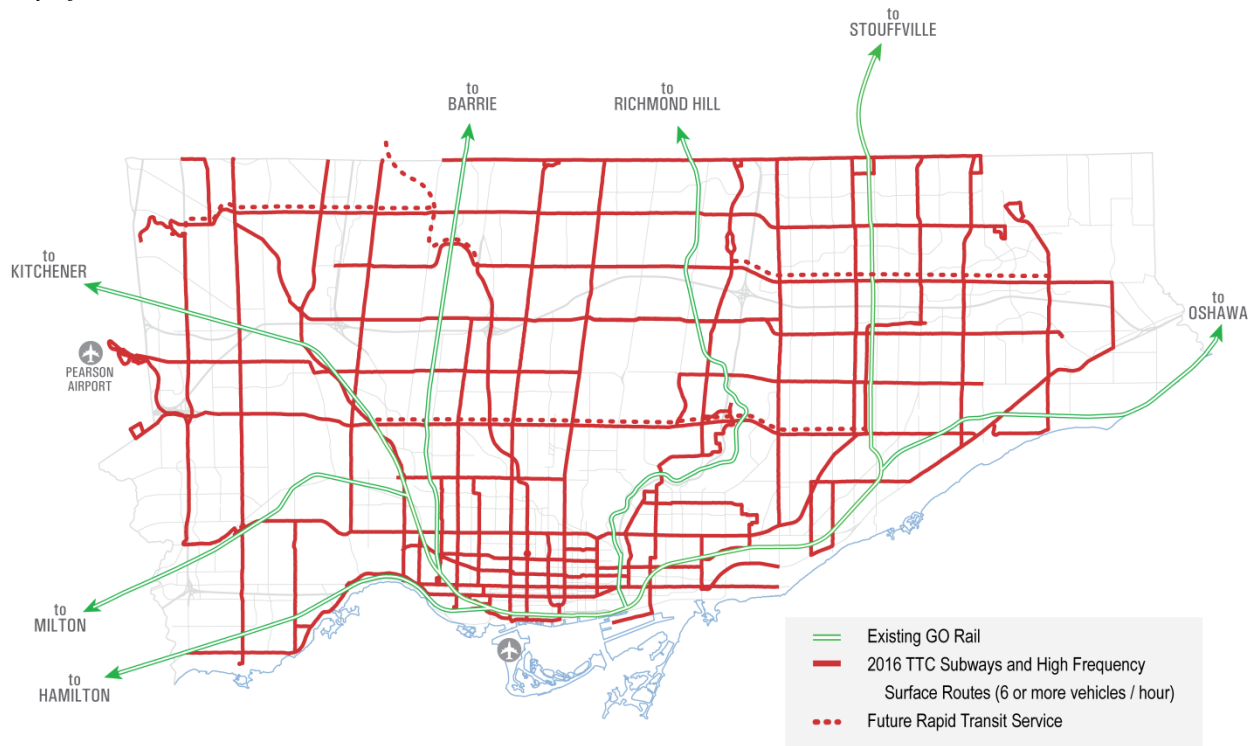

Figure 1 shows Toronto's existing high frequency and high capacity transit network, which includes:
- Toronto Transit Commission (TTC) streetcar and bus 10 minute surface transit network (for full implementation by September 1, 2016)
- TTC subway
- GO rail lines

The figure also shows future transit lines that are currently in the design and construction stages of development. They have been approved and funded, but are not yet operational. Regional GO Transit bus lines and less frequent local bus services are not shown.

Figure 1 demonstrates most residents have reasonable access to a comprehensive network of frequent transit that offers a viable way to get around. In 2014, the TTC network carried 535 million trips. Regionally, 68 million trips were made on GO Transit in the same year, the majority of which start or finish in Toronto.

As population and employment grows, transit will become even more important because the car-carrying capacity of our roads remains largely fixed. Transit use is already growing faster than population. Over the past five years to 2015, the population of the Toronto Census Metropolitan Area is estimated to have increased 1.2% per year[1], while TTC and GO Transit use has grown at 2.5% and 5% per year respectively. Yet the regional rapid transit network, as measured in route kilometres, has not significantly expanded for thirty years (see Figure 2). This will change as new lines open over the next few years.

Figure 2. Regional Rapid Transit Network (Route Length) for the Toronto City Region (GTHA)[2]

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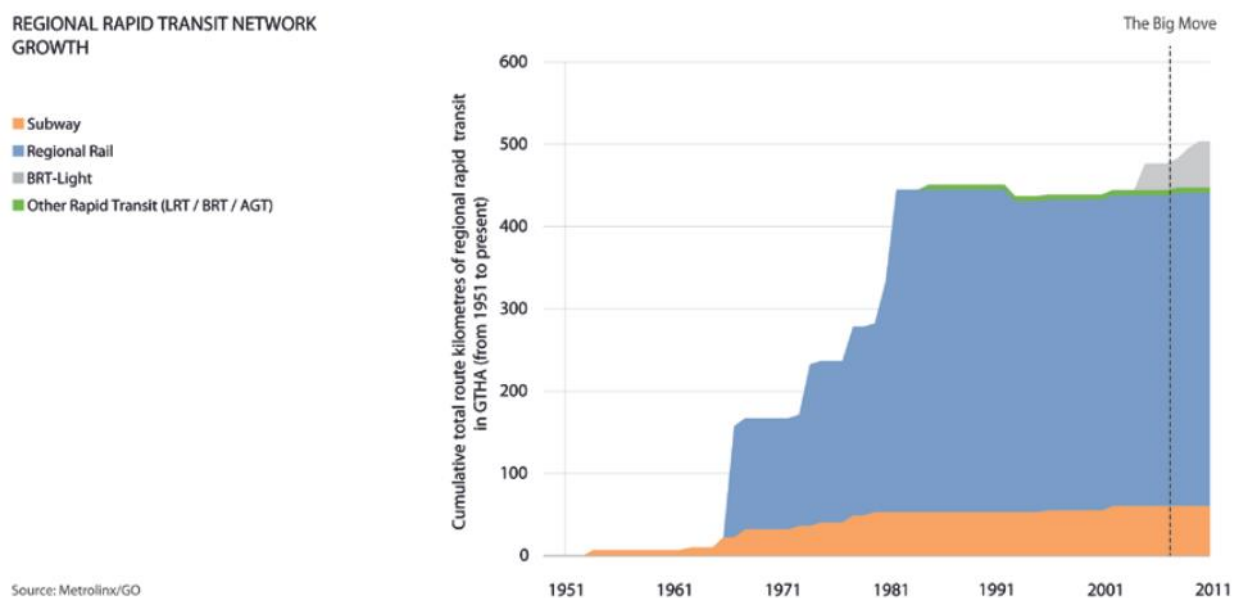
[1] Statistics Canada, Population estimates and projections, http://www.statcan.gc.ca/tables-tableaux/sum-som/l01/cst01/demo05a-eng.htm
[2] Metrolinx Baseline Monitoring Report

Transit Planning Objectives

Transit planning includes both network planning, the technical process that uses the analysis of quantitative data to decide how to best plan new and adapt existing infrastructure in combination, and service planning, which is the continuous monitoring and optimization of the existing network. In Toronto, the City Planning Division (through the Transportation Planning Section) and Metrolinx are responsible for network planning. The TTC and GO Transit are responsible for service planning. The remainder of this section discusses network planning.

Key objectives of network planning include:
- Providing connections to transit for everyone;
- Enabling transit to be competitive to reduce car dependence;
- Ensuring transit is a good neighbour in terms of environmental impact;
- Contributing to the creation of livable places and neighbourhoods;
- Weighing the competing goals of ridership maximization and service coverage;
- Weighing the competing goals of local connectivity and fast regional connectivity;
- Providing demonstrable value for money; and
- Working within the City's fiscal framework.

Matching investment in transit with economic development and growth is consistent with the City's Official Plan. The Official Plan articulates a city-building vision which emphasizes the need to integrate land use and transportation planning. Implementation of the Official Plan is resulting in growth being managed in a sustainable manner and the creation of more vibrant, walkable, mixed-use neighbourhoods that are part of complete communities.

The Official Plan's growth management strategy rests on the key concept of directing development to targeted growth areas making up 25 percent of the city's geographic area. Targeted growth areas include the Downtown and Central Waterfront, the designated Centres and Avenues, and employment lands. While these areas are typically served well by roads and transit, further investments in transit are necessary to ensure that Toronto's future growth can be accommodated in targeted growth areas while preserving the character of existing stable residential neighbourhoods elsewhere. Without these investments, it will become increasingly difficult for residents to access jobs and educational opportunities, and for goods movement within the city.

The type of transit service provided should match the City's economic development and growth objectives for the area. Local buses are usually the most appropriate type of service for stable residential neighbourhoods because smaller vehicles are able to meet the demand. Larger and more frequent buses, streetcars or light rail vehicles are appropriate along major arterial roads and Avenues in order to accommodate higher volumes of people. High capacity subways and

regional rail are most appropriate to bring people into and out of areas where the Toronto city region is seeing its greatest economic growth and development because they can carry large numbers of people across long distances, linking job and residential areas.

2. CURRENT TRANSIT EXPANSION

SmartTrack, the Relief Line and the Scarborough Subway Extension (SSE), are three projects currently being studied and planned by the City in partnership with TTC. See Figure 3. The Province and Metrolinx are currently planning GO Regional Express Rail (RER).

Figure 3. Transit Expansion Projects Currently Being Studied
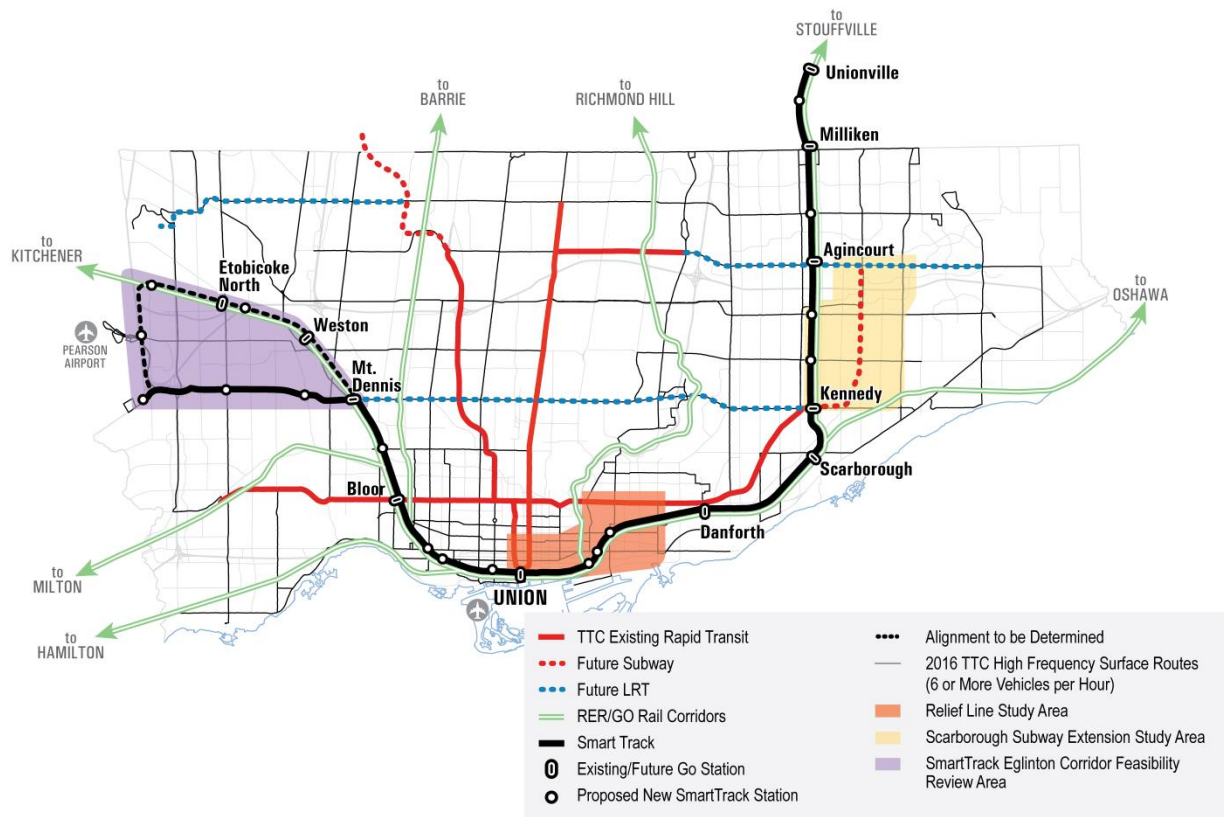
The Relief Line and SSE projects are currently in the assessment stage of planning. Further information on these projects is found in Section 5 below.

SmartTrack, like GO RER, would introduce a new type of transit service (electrified heavy rail urban metro) to the Toronto network. The SmartTrack initiative under study proposes more frequent stops and more frequent trains than existing GO Transit service but fewer stops and less frequent trains than the TTC subway (frequencies between four and twelve trains per hour are being studied).

The concept being studied would operate on three existing GO corridors (Stouffville, Lakeshore West, Kitchener) and a new heavy rail corridor connecting the existing Kitchener GO corridor and the Mississauga Airport Corporate Centre (MACC) south of Pearson International Airport. The feasibility of the entire SmartTrack concept is currently being studied, with a focus on the new heavy rail corridor.

The Role of Technology

Transit must facilitate the types of trips that people want to take – ranging from local to regional - and carry the number of passengers that want to take those trips. Figure 4 illustrates how different existing and planned transit technologies can be used to provide various types of transit service. Together, all services provide an efficient network that moves people around the city region.

The letters in Figure 4 refer to existing or planned services, illustrating how the network meets transportation needs. Demand for a service is shown on the X axis. The Y axis represents the locality of the service – a continuum ranging from short local trips that stop more frequently to let people on and off and as a result travel at slower speeds, to long distance regional trips that stop less frequently and have faster speeds.

Figure 4. The role of different technologies within the Toronto city region transit network
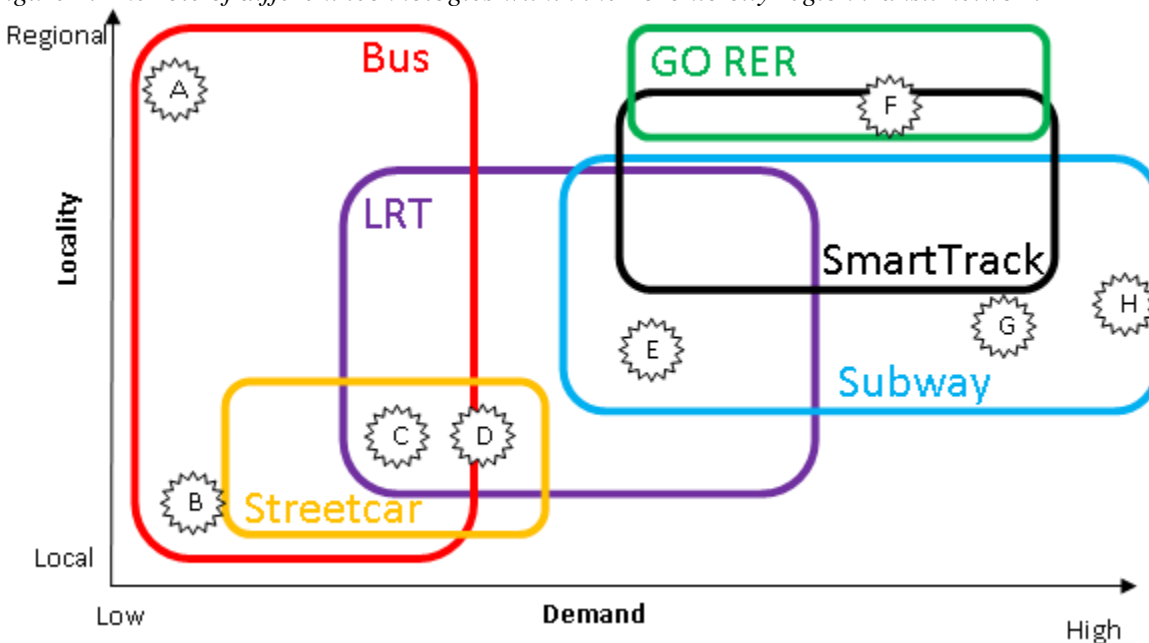
Examples:

A – Hamilton/Toronto Express Bus (GO Transit)   E – Eglinton Crosstown LRT (TTC)
B - 20 Cliffside Bus (TTC)   F – Lake Shore West (GO Transit)
C – 32 Eglinton West Bus (TTC)   G – Line 2 – Bloor-Danforth Subway (TTC)
D – 504 King Streetcar (TTC)   H – Line 1 – Yonge Subway (TTC)

3. THE CITY OF TORONTO'S TRANSIT PLANNING PROCESS

The Rapid Transit Evaluation Framework

The Rapid Transit Evaluation Framework (RTEF) is an outcome of Feeling Congested?, the transportation component of the Official Plan review. It supports the ongoing work of City Planning to develop a long-term, comprehensive rapid transit network plan for inclusion in the Official Plan. The RTEF was developed in 2013 by City Planning staff with extensive input from the public and stakeholders. Further details about Feeling Congested? were reported to Council in *PG35.2 "Feeling Congested?" Recommended Official Plan Amendment for Selected Transportation Policies: Official Plan Comprehensive Review* and *PG34.12 "Feeling Congested?" – Update on Progress to Date*.

Three policy principles and eight evaluation criteria are the foundation of the RTEF. These principles are:

- *Serving People* - how well does the project meet the demand for travel in terms of helping passengers, drivers, goods and services get to where they need to go, and in terms of improving equity or fairness by bringing better transportation services to all parts of the city?

- *Strengthening Place*s- how well does the project strengthen and connect neighbourhoods, balance the functions of serving as a travel corridor and a place-building agent, and protect and enhance the quality of the urban environment?

- *Supporting Prosperity* - how affordable is the project to build, operate and maintain, how well does it support the city's economic development goals, improve its competitiveness and deliver the greatest ridership/travel volumes at the least cost?

Details about the eight evaluation criteria that comprise the three principles were reported to Council in Section 2 of *PG29.6 Update on the "Feeling Congested?" Initiative – A Consultative Approach to Transportation Planning*.

The draft comprehensive transit network in 2013 comprised of 25 proposed new transit expansion projects that had been identified by the City, TTC and/or Metrolinx. These projects are shown on Figure 5. More information about each project is found in Attachment 1 of *PG34.12 "Feeling Congested?" – Update on Progress to Date*.

Figure 5. Draft Comprehensive Transit Network (2013)
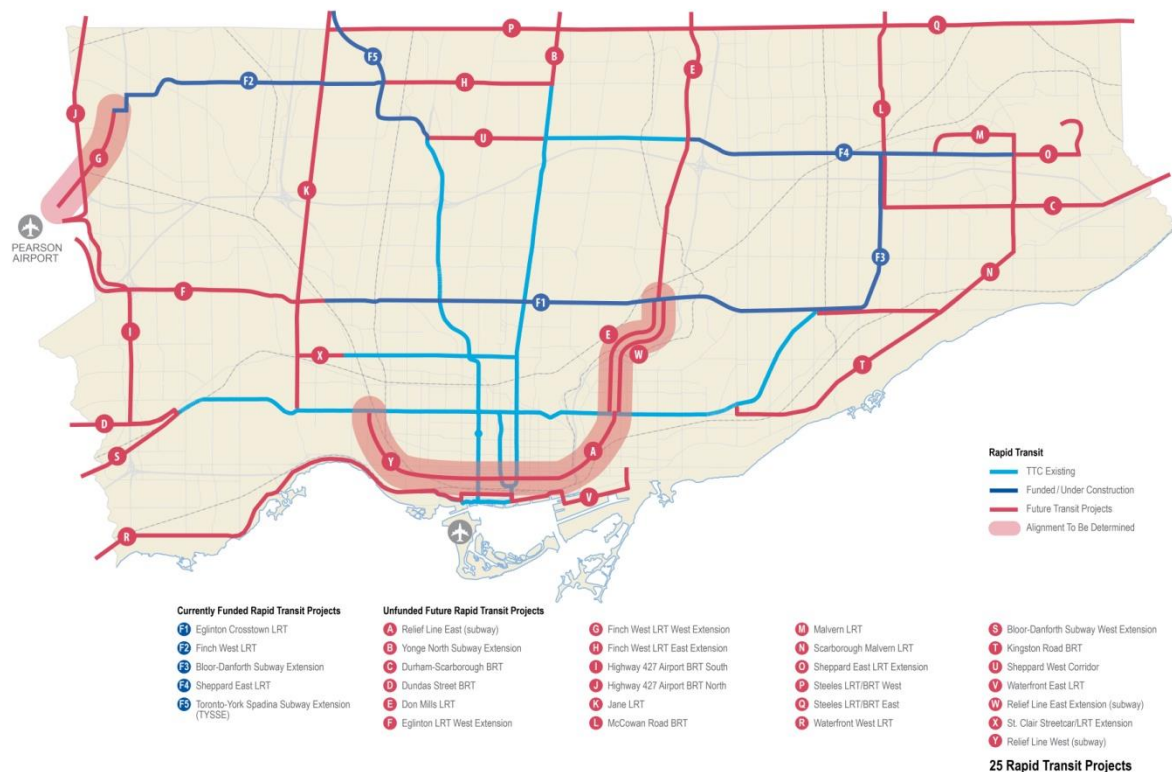
The RTEF uses twenty measures to evaluate transit expansion projects, consistent with the principles and criteria. A number of the RTEF measures are generated as output from the City's regional travel demand model (GTAModel) that is currently being updated (see Appendix 8). Refinements continue to be made to the measures.

Planning staff are updating the base model network to include the current concept for the provincially-funded RER program that will provide new network-wide travel opportunities. The introduction of RER to the network requires the subsequent re-evaluation of all the candidate transit expansion projects to which SmartTrack will be added. After the updates have been made, the RTEF and the resulting map of transit priorities for the City will be brought forward for Council's consideration as a component of the Official Plan.

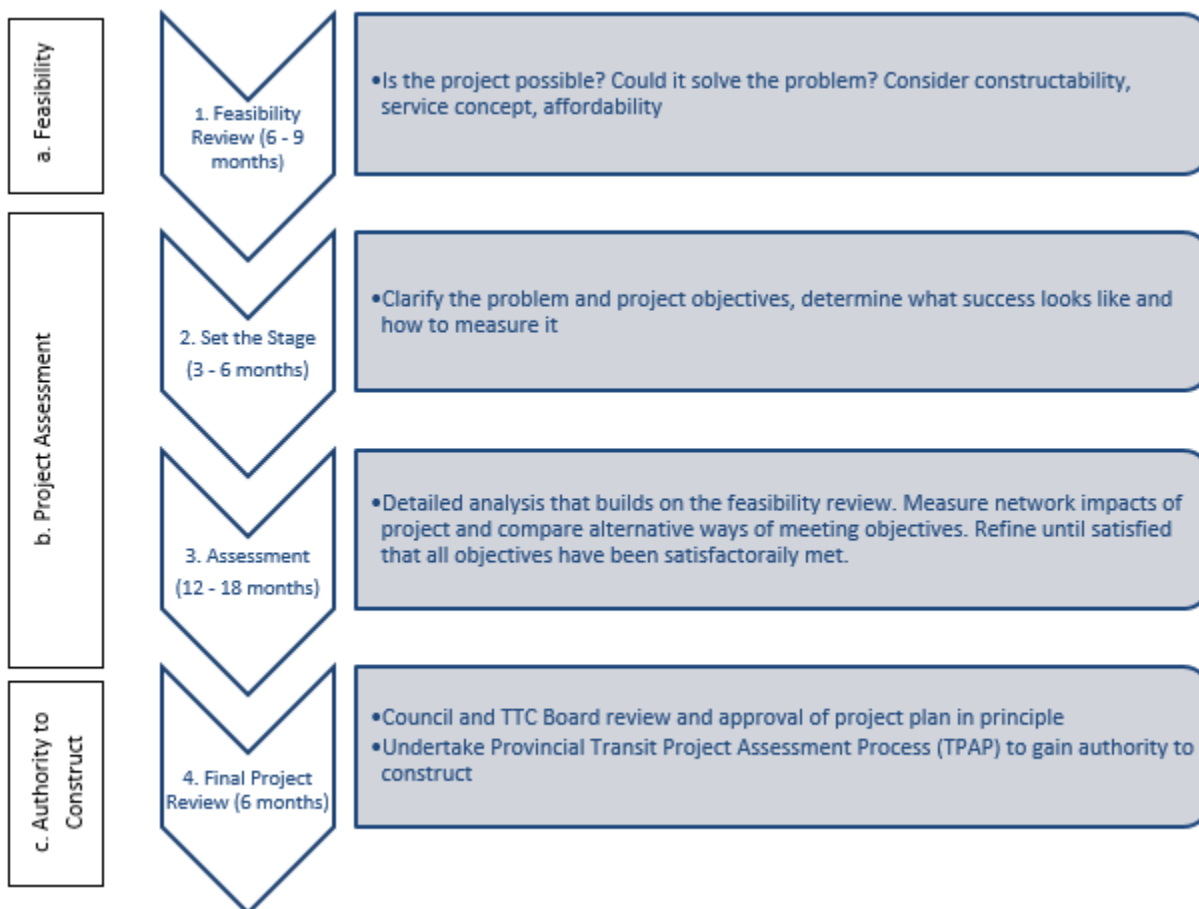**Transit Planning Stages for a Project**

Once a project has been identified, detailed work is required to determine the specifics of the project. Several stages of study and design are needed to ensure that projects meet their objectives. Each stage builds on the previous one; in order to advance through the process, it must be shown that a project satisfies each stage. This is shown in Figure 6.

Figure 6 illustrates typical timelines in the transit planning phases of a project, however timelines are highly dependent upon the merits and complexity of the project, and the availability of funding for project assessment and implementation.

Figure 6. Typical Stages of Transit Planning

a. Feasibility

1. Feasibility Review (6 - 9 months)
- Is the project possible? Could it solve the problem? Consider constructability, service concept, affordability

b. Project Assessment

2. Set the Stage (3 - 6 months)
- Clarify the problem and project objectives, determine what success looks like and how to measure it

3. Assessment (12 - 18 months)
- Detailed analysis that builds on the feasibility review. Measure network impacts of project and compare alternative ways of meeting objectives. Refine until satisfied that all objectives have been satisfactoraily met.

c. Authority to Construct

4. Final Project Review (6 months)
- Council and TTC Board review and approval of project plan in principle
- Undertake Provincial Transit Project Assessment Process (TPAP) to gain authority to construct

Feasibility Review

A feasibility review provides answers to questions that start to shape the planning and design process. Broad questions that the feasibility review stage is seeking to answer include:
- What are the critical issues relevant to the design and construction of this project?
- Can any options be discarded at this stage as being too complex (costly, risky and impactful)?
- What transit technology (e.g. BRT, LRT, subway, heavy rail) would best provide the most suitable service given the current and expected future demand?
- What problems are we trying to solve and is this the most efficient way to address them?

Consultation with the public and stakeholders is undertaken during the feasibility review stage to ensure that a variety of perspectives on the project are included.

A feasibility review is currently underway for the Eglinton West corridor section of SmartTrack.

Project Assessment

If the feasibility review indicates that the transit project has merit, project assessment follows to provide answers to questions that fundamentally shape the planning and design process. Figure 6 shows two stages of work undertaken by City Planning in the project assessment phase to finalize the route, station locations and transit technology:

- Setting the Stage: clarifying the problem and scoping the technical work
- Assessment: performing further technical work to compare options and make recommendations – an iterative process

The planning and preliminary engineering work undertaken during this stage depends on the scale and nature of the project under review, but it may include:

- comparison of technologies capable of delivering the required service
- comparison of alternative routes, station locations and stopping patterns (express v. local)
- development of station concepts
- comparison of possible construction methods
- determination of environmental impacts and mitigation strategies

This work is based on the three principles and eight criteria used in the RTEF, and will determine the details of the investment that should be made based on how the infrastructure will be used and how it could shape the city in the future.

Good working relationships with stakeholders and consultation with the public are needed to ensure effective detailed assessments of alternatives throughout the project assessment. Feedback is carefully documented to demonstrate how it was incorporated into the planning process.

Authority to Construct

Once planning and preliminary engineering has been completed, a final review of all planning decisions begins. The Final Project Review involves seeking Council endorsement for the recommendations and a review by the Province (i.e. Transit Project Assessment Process 'TPAP'). This culminates in the City being granted the authority to construct under the Environmental Assessment Act.

The TPAP is an accelerated approvals process for proposed transit projects that satisfies the requirements of Ontario's Environmental Assessment Act. An Environmental Project Report (EPR) that documents the details of the project, including environmental impacts and associated mitigation strategies, is reviewed by Ontario's Minister of the Environment and Climate Change.

Consultation with the public is required during the TPAP. A public review of the EPR is also an important part of the process to ensure that concerns that have been raised throughout the project planning have been adequately considered and addressed. If the Minister is satisfied that all environmental impacts are sufficiently mitigated and all concerns have been addressed, authority to construct the project will be granted. A decision on allowing the project to proceed must be made within six months of the TPAP's Notice of Commencement.

Other Studies

Land-use planning studies along routes and around station areas articulate policies and plans to encourage revitalization that makes the best use of the transit line. The "Eglinton Connects" land use study that followed planning and preliminary engineering for the Eglinton Crosstown LRT is an example of a recent success.

Economic development and financial measures such as tax incentives or special development charges may also be explored to guide the creation of employment and residential land uses that optimize the use of the proposed transit infrastructure. These studies should take place during the design and construction stages of transit planning, building on initial work undertaken as part of the Project Assessment stages.

4. SMARTTRACK OBSERVATIONS

Fit with City Building Objectives

SmartTrack and GO RER would both make better use of the currently under-utilized GO Rail corridors in the off-peak periods, a development which is called for in the Official Plan and is supported by Provincial Policy Statement Policy 1.6.3. SmartTrack proposes further enhancing GO RER services to provide more local rapid transit within Toronto.

With the current network configuration, the single biggest constraint to meeting the demands on the City's rapid transit network is the capacity of the Yonge Subway, particularly the transfer at Bloor Station. SmartTrack is being designed to relieve this congestion, and would expand rapid transit to new parts of the City.

Depending upon the final station locations selected, the line has the potential to serve key development nodes like the Unilever site and Liberty Village. It would also serve the fast growing Distillery District and West Don Lands areas as well as several other large underdeveloped sites and many Employment Areas, improving their development potential. Some of the area through which this line would pass has recently experienced very rapid growth. Road-based transit services in the area face congested conditions and crowded vehicles.

SmartTrack would add additional transit capacity to support further growth of these areas and enhance their connection to the Downtown. It would also pass through or near many different

Neighbourhood Improvement Areas, with the potential to improve transit accessibility in these areas. As currently proposed, the western heavy rail alignment options to MACC do not provide local transit service so separate local transit services on Eglinton would still be required.

Fit with Regional Objectives

The project would connect several regionally significant employment centres to rapid transit: downtown Toronto, the Mississauga Airport Corporate Centre and Markham. There may be potential for the line to provide relief to the congested Yonge-Bloor subway interchange station. The relief of this bottleneck is critical to allow for further network expansion. The introduction of stations in the shoulder areas of downtown Toronto may offload some demand from Union Station, providing relief to this important transfer node.

SmartTrack and Feeling Congested?

A full analysis of SmartTrack using the RTEF is dependent on outputs of the regional travel demand model, which is currently being updated (see Appendix 8). Notwithstanding, some preliminary *observations* are presented in Table 1. Once further input data is available, the full evaluation will be conducted. Preliminary assessments of the individual SmartTrack stations are available in Appendix 2.

Attachment 2 of *PG34.12 "Feeling Congested?" - Update on Progress to Date* provides details about the measures appearing in Table 1. As indicated in Section 3 above, refinements continue to be made to the measures.

Table 1: Preliminary observations on the evaluation of the current SmartTrack concept using the Feeling Congested? framework

Criteria	Evaluation Measure	Observations
Principle: People		
Experience	Transit Ridership Change	These measures are dependent on outputs from the University of Toronto's GTAModel V4 regional travel demand model.
	Impact on Yonge Subway	
	Change in Auto Jobs Accessibility Index	
	Change in Transit Jobs Accessibility Index	
Choice	Average Number of Transfers Made	This measure is dependent on outputs from the University of Toronto's GTAModel V4 regional travel demand model.
	Change in Number of Stations with Connections to Existing or Funded Rapid Transit Lines	SmartTrack does not have a large impact on this measure since, with the exception of the Renforth Gateway (where it will connect with the Mississauga Transitway), it will only connect to other rapid transit services at existing GO Rail stations (i.e. GO Danforth).

Criteria	Evaluation Measure	Observations
	Change in Number of Connections Available at Stations along Existing or Funded Rapid Transit Lines	SmartTrack will connect to a significant number of existing rapid transit services including GO Rail, Line 1 Yonge Subway, Line 2 Bloor Danforth Subway (at multiple stations), the Eglinton Crosstown LRT (at multiple stations), VIVA, and the Mississauga Transitway.
Social Equity	Change in Number of Residents Served Weighted by Neighbourhood Equity Score	Approximately 12 Neighbourhood Improvement Areas (NIAs) are within walking distance of SmartTrack stations, depending upon final station locations. SmartTrack does not pass through significant areas of population not already served by high frequency and high capacity rapid transit.
	Change in Equity Jobs Accessibility Index Differential	These measures are dependent on outputs from the University of Toronto's GTAModel V4 regional travel demand model.
	Change in Coverage	The stations proposed in the SmartTrack concept will provide an increase in the area of the City within walking distance of rapid transit stations. This increase occurs mostly in Etobicoke and northern Scarborough.
Principle: Places		
Shaping the City	Change in Service to Residential Growth Areas[3]	SmartTrack does not serve many areas planned for residential growth which are not already served by rapid transit. The percentage of land served by SmartTrack that is planned for residential growth is slightly above the average of the projects evaluated.
	Projected Population Growth	The projected population growth around some SmartTrack stations in the City of Toronto is limited. Many of the areas that have projected population growth are already served by rapid transit.
	Existing Population Density	Many of the areas of higher density which will be served by SmartTrack are already served by rapid transit services (e.g. Weston, Bloor, Liberty Village, Danforth, Kennedy).
Healthy Neighbourhoods	Neighbourhood Impact (high is good)	With the exception of the Eglinton corridor, SmartTrack does not pose a threat to stable residential neighbourhoods.
	Population Employment Balance	The population and employment within the SmartTrack corridor are well balanced.
	Transit Convenience Index	This measure is dependent on outputs from the University of Toronto's GTAModel V4 regional travel demand model.

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[3] When the framework was last presented to Council in June, 2014, this measure was evaluated as: "The percentage of the line passing through areas targeted for residential development." To make the measure more consistent with others in the framework, it will now be evaluated as: "The proportion of the land within walking distance (500m) of the line which is designated for population growth."

Criteria	Evaluation Measure	Observations
Public Health & Environment	Change in Vehicle Kilometres Travelled	These measures are dependent on outputs from the University of Toronto's GTAModel V4 regional travel demand model.
	Change in Auto Mode Share	
Principle: Prosperity		
Supports Growth	Change in Service to Employment Growth Areas	The stations in the City of Toronto proposed in the SmartTrack concept serve significant areas of employment growth. The percentage of land served by SmartTrack which is planned for employment growth is moderately above the average of the other 25 projects evaluated. The Woodbine (Northern Extension) corridor for the western alignment performs better than the Eglinton Ave corridor as the former has a largely residential catchment.
	Projected Employment Growth	Despite SmartTrack serving large areas of land targeted for employment growth, the projected employment density in the vicinity of proposed SmartTrack stations is low. Under some employment projection scenarios, there are stations which serve areas of significant planned employment growth and density (e.g. Unilever). Some of the other areas of high projected employment growth are already served by rapid transit.
	Existing Employment Served	The existing employment density around SmartTrack stations in the City of Toronto is low. Many of the areas of higher density which will be served by SmartTrack are already served by rapid transit services (e.g. Union).
Affordable	Life-Cycle Cost per Rider	This measure is dependent on outputs from the University of Toronto's GTAModel V4 regional travel demand model and capital and operating costs, none of which are currently available.

5. STATUS OF OTHER PROJECTS

Relief Line

The Downtown Rapid Transit Expansion Study (DRTES) was the feasibility review completed in 2012 by the TTC with assistance from the City. This study concluded that the Relief Line would provide the capacity needed to relieve crowding on Line 1 (Yonge Subway) south of Bloor Street and at Bloor-Yonge Station. DRTES also concluded that the most important segment of the Relief Line is the section connecting downtown to Line 2 (Bloor-Danforth Subway) east of the Don River.

For more information:
http://www.ttc.ca/About_the_TTC/Commission_reports_and_information/Commission_meetings/2012/October_24/Reports/Downtown_Rapid_Trans.pdf

Since DRTES, the City and TTC has progressed with the Relief Line Project Assessment, with work still underway, and Metrolinx has progressed with the Yonge Relief Network Study (YRNS) which was recently completed and reported to the MX Board. Each of these further projects is described below.

In June 2015, Metrolinx completed the Yonge Relief Network Study (YRNS), which considered various alternatives for relieving crowding on the Yonge corridor between downtown Toronto and Richmond Hill. YRNS concluded that committed transit investments (TTC Subway Automatic Train Control, the Toronto-York Spadina Subway Extension and Regional Express Rail) would meet the future 15 year demand on the Yonge corridor. However, the Relief Line between downtown Toronto and Line 2 east of the Don River would provide significant relief to both Line 1 and Line 2 beyond 15 years, and an extension of the Relief Line to Sheppard Avenue would provide additional positive benefits.

For more information: http://www.metrolinx.com/en/docs/pdf/board_agenda/20150625/2015-06-25_Yonge_Relief_Network_Study.pdf

Relief Line Project Assessment Study

Early in 2014, the City Planning Division began the Relief Line Project Assessment by creating a Terms of Reference and Public Consultation Plan, which was subsequently approved by City Council in June 2014.

Four potential corridors to connect downtown Toronto with Line 2 east of the Don River are currently being evaluated using the evaluation criteria developed for the project according to the RTEF. The potential corridors are:
- Queen/Richmond corridor downtown to Broadview Station (Figure 7)
- Queen/Richmond corridor downtown to Pape Station (Figure 8)
- King/Wellington corridor downtown to Broadview Station (Figure 9)
- King/Wellington corridor downtown to Pape Station (Figure 10)

Preliminary analysis of the potential corridors suggests that both corridors connecting to Pape Station better meet the project's objectives than the corridors connecting to Broadview Station. This is consistent with the majority of comments received during consultation on the potential corridors in June.

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The evaluation of the potential corridors will be completed once the results of the City's regional travel demand model are available. After the preferred corridor has been finalized, the project team will develop and evaluate potential alignments and consult the public before reporting the results to City Council.

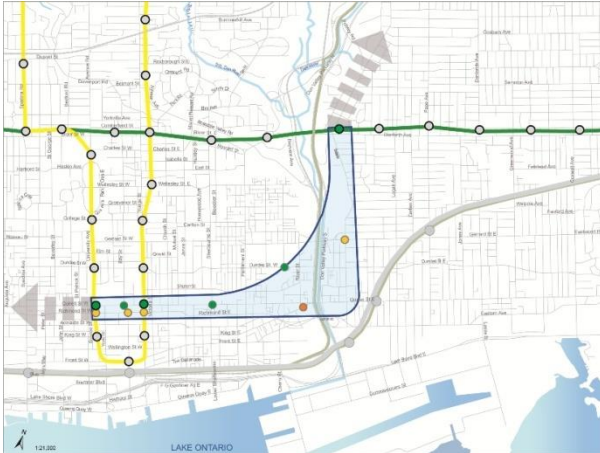*Figure 7. Relief Line: Queen/Richmond to Pape Station*

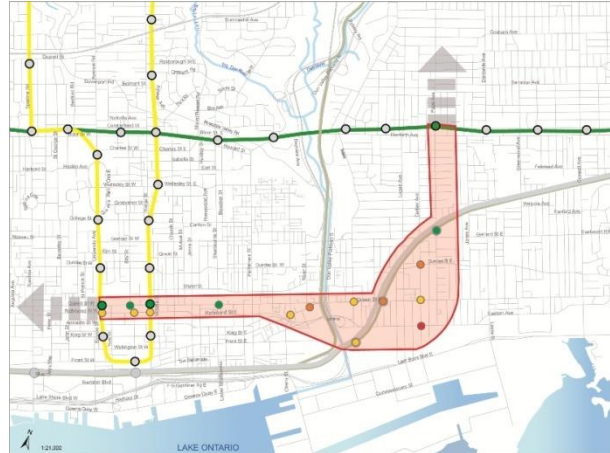*Figure 8. Relief Line: Queen/Richmond to Broadview Station*

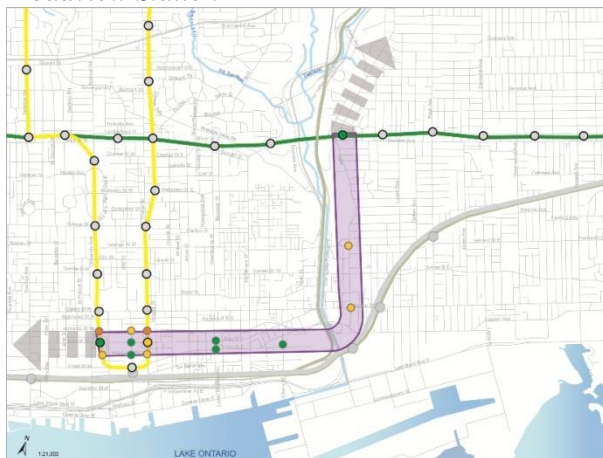

Figure 9. Relief Line: King/Wellington to Broadview Station

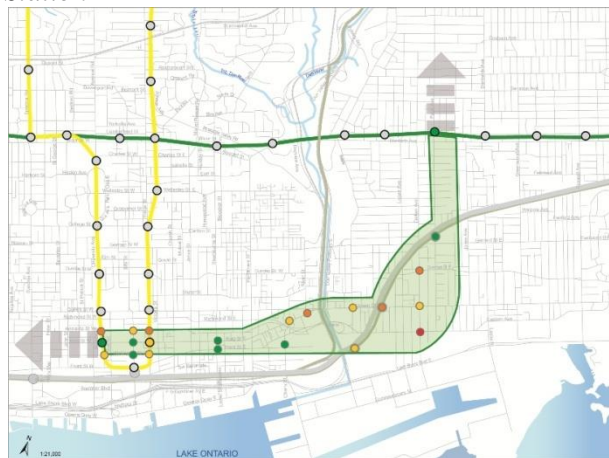*Figure 10. Relief Line: King/Wellington to Pape Station*

For more information on the Relief Line: http://reliefline.ca/

Scarborough Subway Extension

City Council confirmed support for the extension of Line 2 to replace the existing Scarborough RT in October 2013. This line will connect Scarborough Centre to the subway network and encourage economic growth and development in this important growth area. Late in 2014, the City Planning Division began the Scarborough Subway Extension Project Assessment by creating a Terms of Reference and Public Consultation Plan.

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This work commenced with nine potential corridors that have been shortlisted to three through technical review and public consultation. Alignments within three potential corridors to connect Sheppard Avenue East to Kennedy Station through Scarborough Centre are currently being evaluated. The potential alignments are:

- Kennedy Station, north along Midland Avenue, east along the SRT corridor, north along McCowan Road to Sheppard Avenue East (Figure 11)
- Kennedy Station, east along Eglinton Avenue East, north along Danforth Road and McCowan Road to Sheppard Avenue East (Figure 12)
- Kennedy Station, east along Eglinton Avenue East, north along Bellamy Road, west north of Ellesmere Road, north along McCowan Road to Sheppard Avenue East (Figure 13)

Figure 11. SSE: Midland Alignment   *Figure 12. SSE: McCowan Alignment*
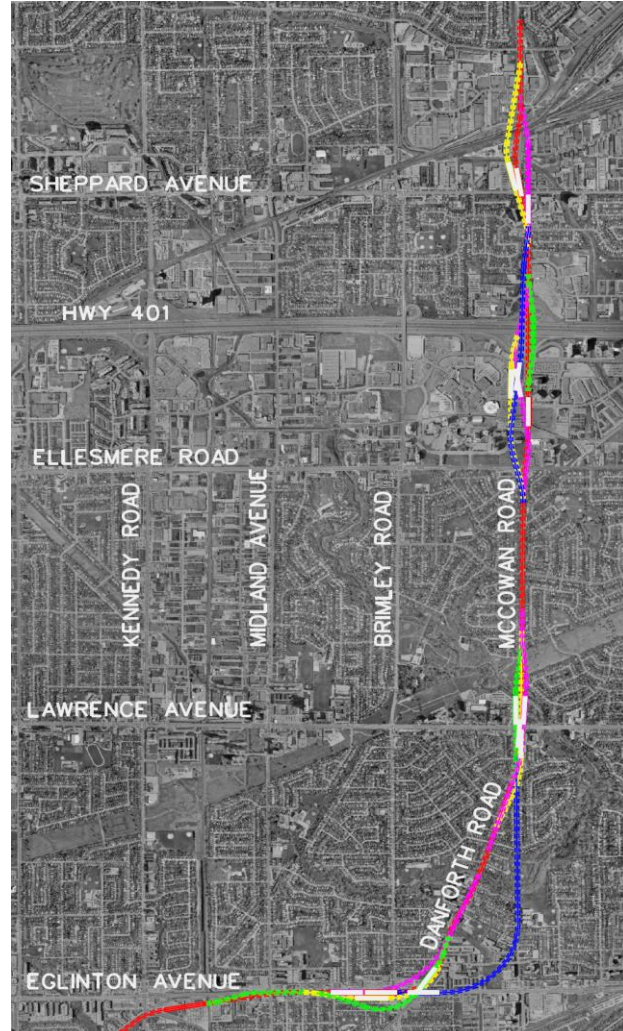
Figure 13. SSE: Bellamy Alignment

Preliminary analysis of the potential alignments suggests that the McCowan corridor and alignment best meets the project's objectives. This is consistent with the majority of comments received during consultation on the potential corridors and alignments in February and June, respectively.

The evaluation of the potential alignments will be completed once the results of the City's regional travel demand model are available. After the preferred alignment has been identified, the project team will be reporting the results to City Council.

For more information visit: http://scarboroughsubwayextension.ca/

Toronto-York Spadina Subway Extension (TYSSE)

The TYSSE, extending Line 1 from Downsview Station to Vaughan Metropolitan Centre through York University, is currently under construction. Operation of this line is expected in 2017.

For more information visit: http://www.ttc.ca/Spadina/index.jsp

Waterfront East LRT

At its June 10, 2015 meeting, Toronto City Council considered report PW 4.1 entitled "Gardiner Expressway and Lake Shore Boulevard East Reconfiguration Environmental Assessment (EA) and Integrated Urban Design Study - Updated Evaluation of Alternatives." Council adopted Clause 11:

> *"11. City Council direct the City Manager to report to the October 20,*
> *2015 Executive Committee meeting on acceleration and costing of the*
> *East Bayfront LRT and analysis of how its implementation would*
> *reduce travel times under the "Hybrid" option."*

In considering Council's request, staff has reviewed the broader waterfront transit context and has concluded that there is a need for a "reset" on waterfront transit planning. This reset, which staff are proposing be conducted over the next year, is envisioned to take the form of a comprehensive review of waterfront transit projects extending from Lake Shore Boulevard at Long Branch in the west to Woodbine Avenue and Queen Street in the east. Numerous waterfront projects exist, in different stages of approval: some EAs are in progress (Port Lands, Lower Yonge); some EAs have been approved (East Bayfront); some EAs were started but never completed (Western Waterfront). The reset will look at these projects from a network perspective to ensure an optimal transit network to meet existing demand as well as one which has the most potential to further waterfront revitalization overall. Further details on this matter can be found in the report to the October 20, 2015 Executive Committee meeting.

This reset will both inform and benefit from the review of all transit projects evaluated using the Feeling Congested? rapid transit evaluation framework.

Metrolinx Light Rail Transit Projects

Eglinton Crosstown LRT (Crosstown)
The Crosstown is a new LRT line that will run across Eglinton Avenue between Mount Dennis (Weston Road) and Kennedy Station. This 19-kilometre corridor will include a 10-kilometre

underground portion, between Keele Street and Laird Drive. Design and construction is being undertaken through a DBFM process.

Tunnelling is currently underway, with the section between Black Creek Drive and Allen Road already complete. The contract for the stations and at-grade sections was awarded in June, 2015 to Crosslinx Transit Solutions. It is anticipated that the Crosstown will open for service in 2020.

For more information visit: http://www.thecrosstown.ca/

Finch West LRT

The Finch West LRT is a new 11-kilometre LRT line that will run along the surface of Finch Avenue from the new Finch West Subway Station on the TYSSE at Keele Street to Humber College, west of Highway 27. Design and construction will be undertaken through a DBFM process. The tender document is currently being developed by Metrolinx. It is anticipated that the contract will be awarded in 2017, and the line will open for service in 2021.

For more information visit:
http://www.metrolinx.com/en/projectsandprograms/transitexpansionprojects/finch_west.aspx

Sheppard East LRT

The Sheppard East LRT is a new 13-kilometre LRT line that will run along the surface of Sheppard Avenue from Don Mills Station on Line 4 (Sheppard Subway) to east of Morningside Avenue. Design and construction will be undertaken through a DBFM process. The tender document is currently being developed by Metrolinx. It is anticipated that the contract will be awarded in 2019, and construction of the line will begin once the Finch West LRT is open for service in 2021.