

EP8.2
Presentation

Exhibition GO Station Improvements

JANUARY 30, 2018



WORKING TOGETHER

- Metrolinx is working collaboratively with the City of Toronto, Exhibition Place, and the TTC to co-ordinate efforts to improve Exhibition Station access and connectivity
- All partners have common goals and vision to ensure station enhancements are aligned with plans for the area and complementary
- The approach:
 - Raise awareness of the needs of all parties
 - Enable coordination to protect for the various initiatives developing in the area,
 - Find quick wins that can be completed in the short term
 - Identify longer term opportunities to help guide how the area grows and develops

- **GO service expansion (Regional Express Rail)**
 - new Western Lead track on north side
- **New GO and SmartTrack Stations**
 - new Liberty Village Station
- **TTC Streetcar Extension**
 - Waterfront West LRT Route to Dufferin
- **Liberty New Street**
- **Waterfront Transit Reset**
- **Cycling Network 10-Year Plan**
- **King-Liberty Pedestrian / Cycling Bridge**
- **West Toronto Railpath Extension, King High Line**
- **Liberty Village Master Plan**
- **Exhibition Place Master Plan**
- **Ontario Place Revitalization**
- **The Bentway**

BACKGROUND

Exhibition Station Area Plan

- Goals
 - distribute flows of people across the corridor and station platforms to ease crowding, enhance safety, and increase connectivity north and south of the station
 - improve user experience and amenities at the station
 - maximize flexibility and preserve opportunities to integrate planned TTC and Exhibition Place improvements and initiatives over time (e.g. Waterfront West LRT Route to Dufferin, Liberty New Street)
- 2017
 - Background and Needs Assessment Report
 - Technical Advisory Committee Meetings with City of Toronto, Exhibition Place, and TTC
- 2018
 - Functional Site Plan
 - Ongoing stakeholder engagement and project coordination

INITIATIVES

New track

- New track (Western Lead) on north side of the rail corridor will change how station is accessed from the north
- Current tunnel extended northward to new entrance pavilion off Atlantic Ave.

New tunnel(s)

- Planned new western pedestrian tunnel at Jefferson Ave.
- Potential for an eastern pedestrian tunnel access in co-ordination with TTC Streetcar Loop and New Street plans.

New service access

- Identify new track access points to support corridor operations and maintenance
- Potential new access road(s) on the south side (beneath Gardiner Expressway)

IMPROVING ACCESS AND EXPERIENCE

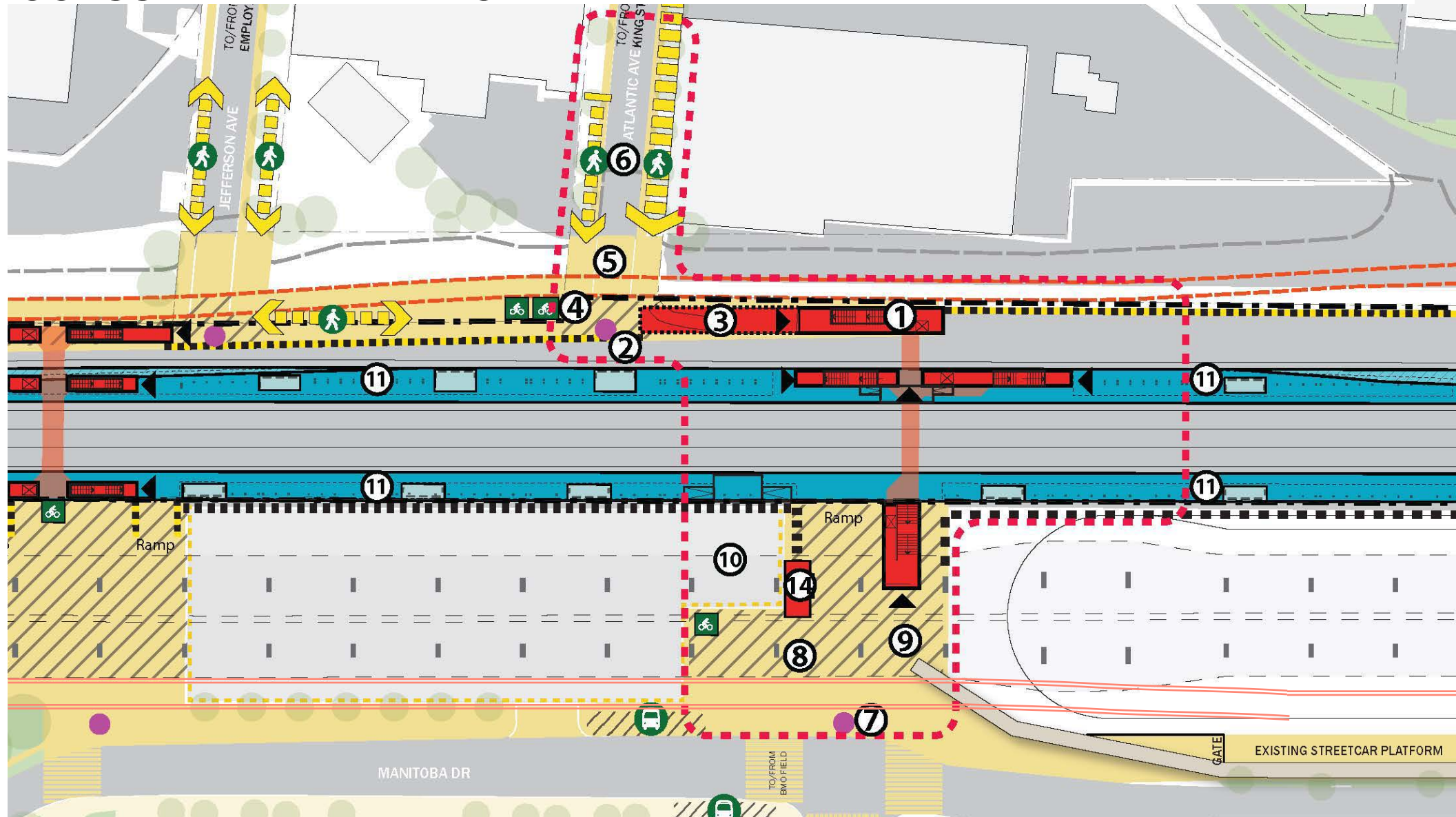
North of tracks

- Improve station entrance at Atlantic Ave.
 - Install new extended canopy
 - Create a defined station plaza space
- Explore opportunities to enhance pedestrian access along Atlantic Ave. (with City)
- Improve station wayfinding and install highly visible signage

South of tracks

- Improve station wayfinding and install highly visible signage (Nova Scotia Ave.)
- Restrict plaza uses that block pedestrian sight lines and flow (e.g. parking, food trucks)
- Enhance user experience beneath the Gardiner Expressway
 - Coordinate with partners to consolidate and screen storage, parking, non-public uses
 - Improve lighting, wayfinding, station facilities
 - Coordinate with TTC streetcar extension project for safe crossing solution in future

IMPROVING ACCESS AND EXPERIENCE



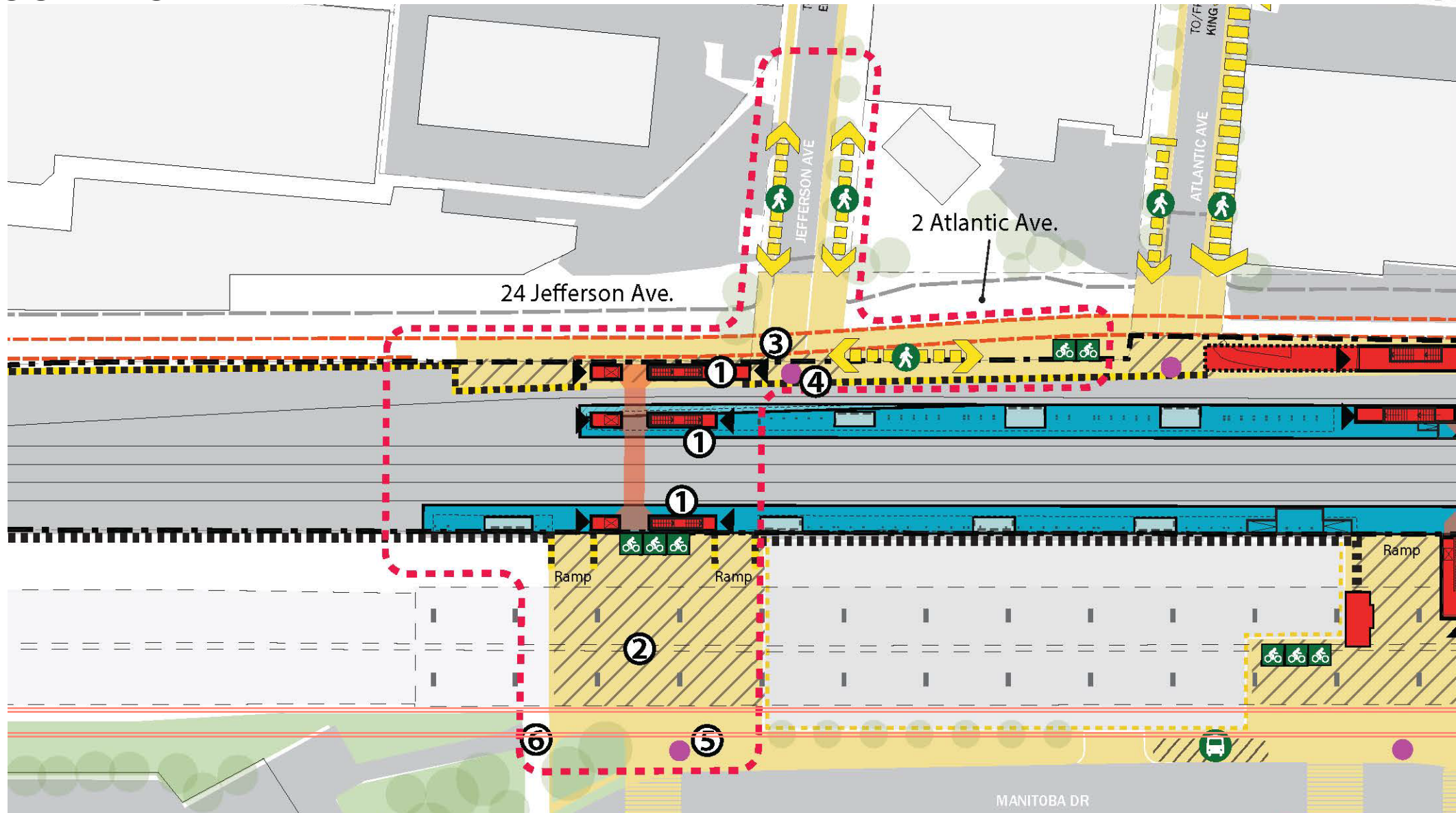
IMPROVING CONNECTIVITY

New western connection

- Disburse pedestrian and passenger flows
- Additional western pedestrian tunnel (near Jefferson Ave.)
 - Connecting GO platforms
 - Linking Jefferson Ave. and Liberty New Street to new south plaza*
 - Coordinate with TTC streetcar extension project for safe crossing solutions
- A new western station plaza space beneath the Gardiner Expressway*
- Improve station wayfinding and install highly visible signage (Jefferson Ave. and Manitoba Dr.)

** Requires design coordination and negotiation with private property owners, City of Toronto*

IMPROVING CONNECTIVITY



COORDINATING OPPORTUNITIES

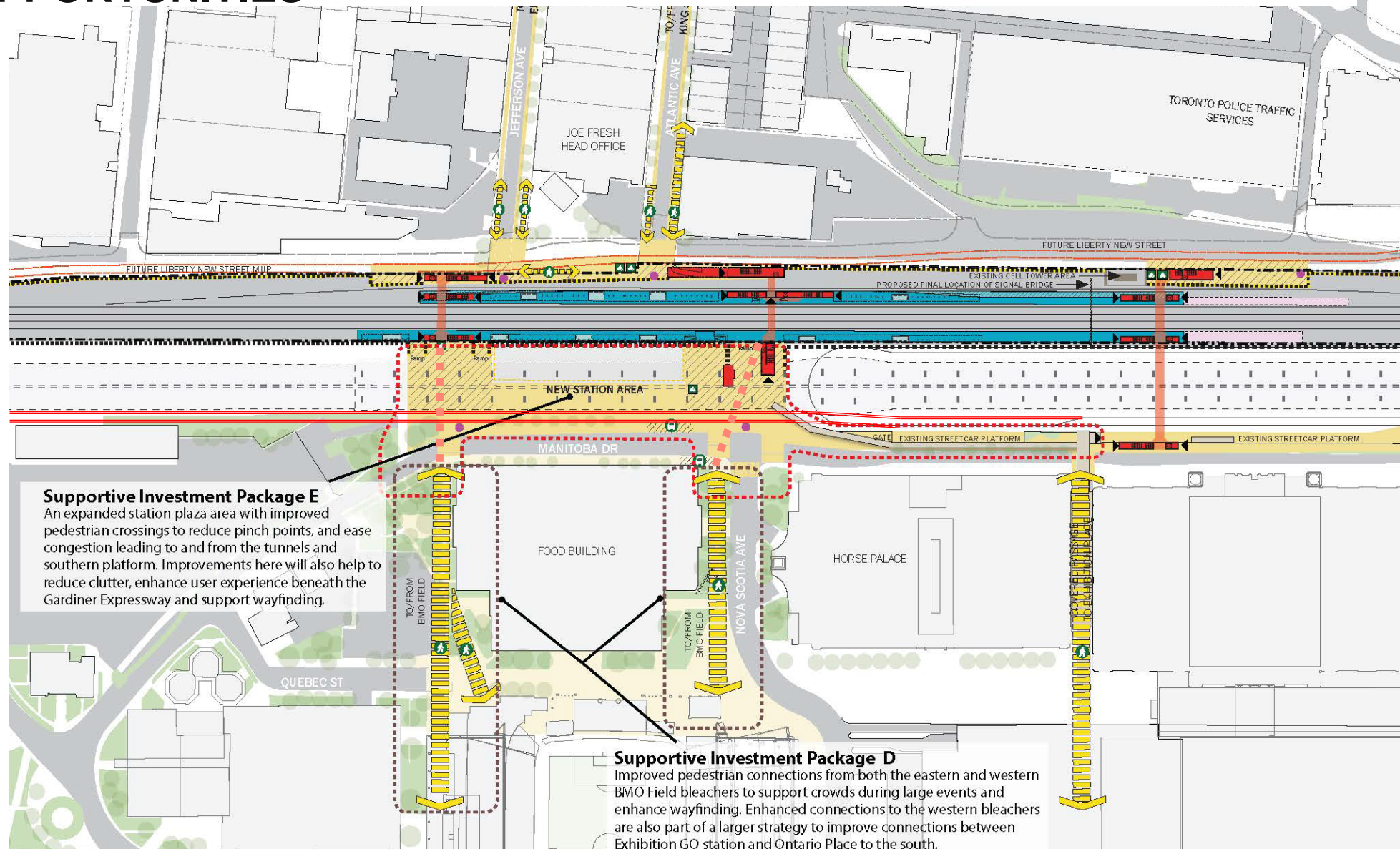
TTC streetcar extension interface (operational options, infrastructure/design solutions, tunnel extensions)

Potential future east tunnel

Exhibition Place public realm

Exhibition Place tenant requirements

Atlantic/Jefferson public realm improvements



NEXT STEPS – PUBLIC ENGAGEMENT

- Planning, design, and construction timing/phasing requires coordination between all parties; this is ongoing and in early stages
- Briefing local stakeholders (RAs, BIA, etc.) and elected officials (Jan./Feb.)
- Public Engagement:
 - Inaugural public meeting (March)
 - Public meeting #2: share preliminary designs for feedback (early May or late summer)
- Launch metrolinx.com/ExhibitionStation and ExhibitionStation@metrolinx.com to continue the conversation
 - Post the Functional Site Plan and Needs Assessment Report to the station site

