

# Coordinated Transit Planning in Toronto

**SmartTrack/GO RER** | Eglinton West LRT | Eglinton East LRT  
Scarborough Subway Extension | **Relief Line** | Waterfront Transit

Public Information Session  
June 1, 2016

Transportation Planning Section | City Planning Division  
Toronto Transit Commission



# Today's Agenda

1. Overview of our coordinated approach
2. Overview: Update of transit initiatives underway
3. Update: SmartTrack/GO RER
4. Update: Relief Line
5. Next Steps
6. Questions

# Today's Agenda

## 1. Overview of our coordinated approach

2. Overview: Update of transit initiatives underway

3. Update: SmartTrack/GORER

4. Update: Relief Line

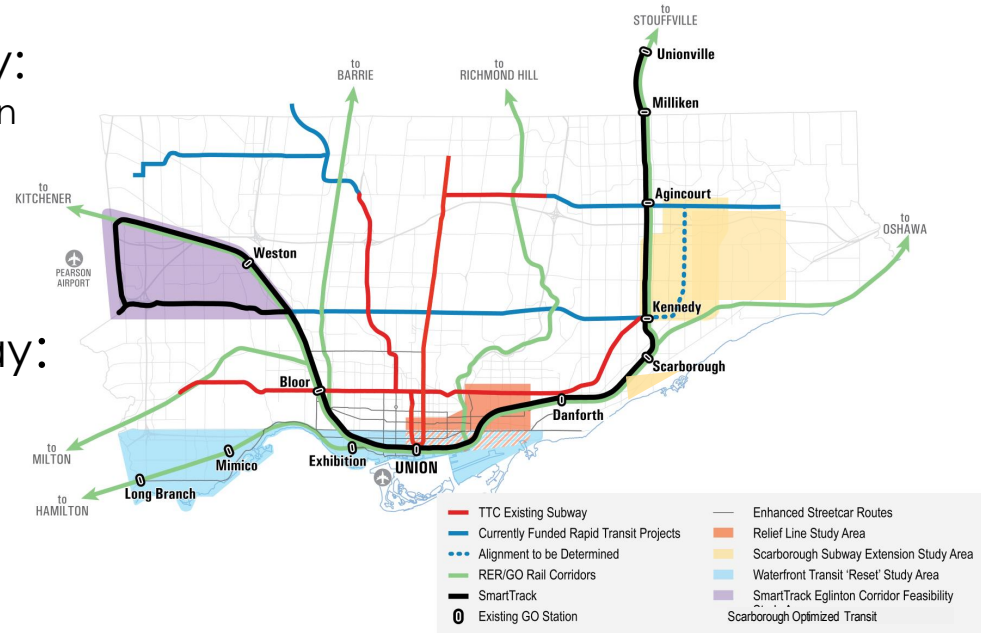
5. Next Steps

6. Questions

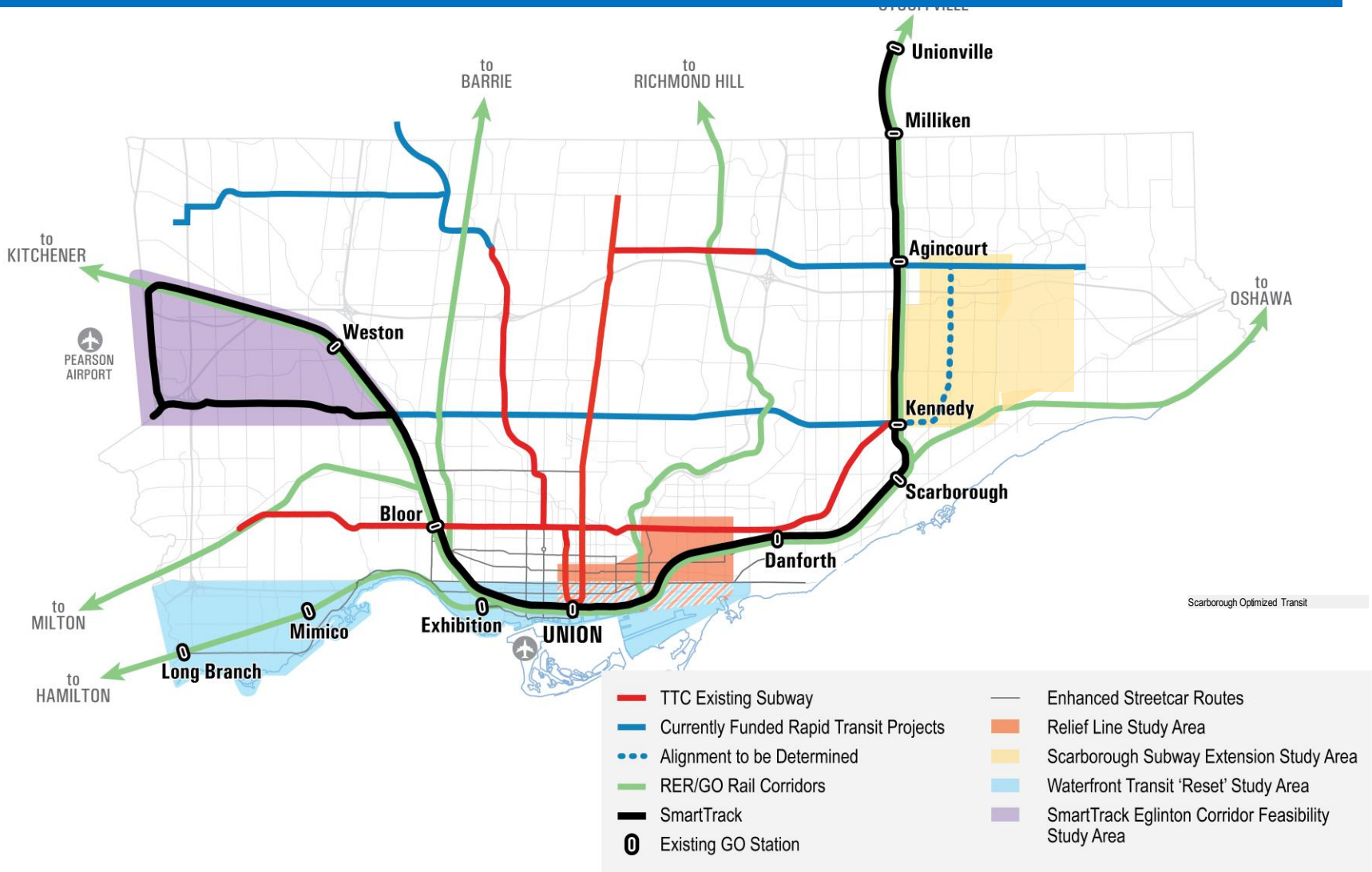
# Our Coordinated Approach

The City, TTC and Metrolinx, are working together on integrated transit planning within Toronto

- Rapid transit projects underway:
  - Toronto-York Spadina Subway Extension (TYSSE)
  - Eglinton Crosstown LRT
  - Finch West LRT
  - Sheppard East LRT
- Rapid transit planning underway:
  - SmartTrack / GO RER integration
  - Eglinton West LRT
  - Scarborough Subway Extension
  - Eglinton East LRT
  - Relief Line
  - Waterfront Transit “Reset”
- The next round of rapid transit priorities will be identified through completion of the *Feeling Congested?* initiative and will result in transit policies and long term network plan in the Official Plan.



# Our Coordinated Approach



# What guides the analysis of transit projects?

The evaluation criteria being used for each transit project are based on principles and criteria developed during the Official Plan Review process *"Feeling Congested?"*

## SERVING PEOPLE



### CHOICE

Develop an integrated network that connects different modes to provide for more travel options



### EXPERIENCE

Capacity to ease crowding / congestion; reduce travel times; make travel more reliable, safe and enjoyable



### SOCIAL EQUITY

Do not favour any group over others; allow everyone good access to work, school, and other activities

## STRENGTHENING PLACES



### SHAPING THE CITY

Use the transportation network as a tool to shape the residential development of the City



**HEALTHY NEIGHBOURHOODS**  
Changes in the transportation network should strengthen & enhance existing neighbourhoods; promote safe walking & cycling



### PUBLIC HEALTH AND ENVIRONMENT

Support and enhance natural areas, encourage people to reduce how far they drive

## SUPPORTING PROSPERITY



### SUPPORTS GROWTH

Investment in public transportation should support economic development; allow workers to get to jobs more easily; allow goods to get to markets more efficiently



### AFFORDABILITY

Improvements to the transportation system should be affordable to build, maintain and operate

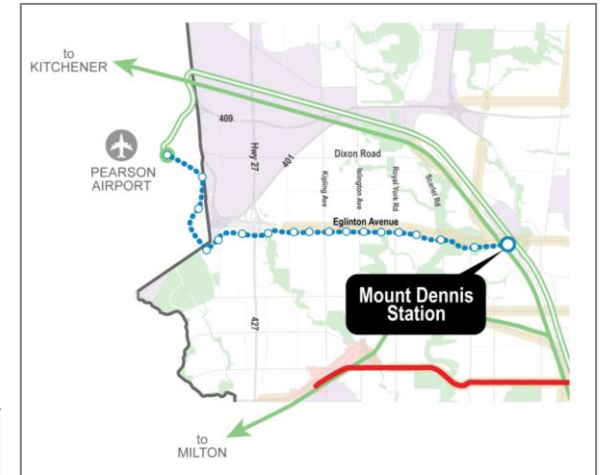
# Today's Agenda

1. Overview of our coordinated approach
2. Overview: Update of transit initiatives underway
3. Update: SmartTrack/GO RER
4. Update: Relief Line
5. Next Steps
6. Questions

# SmartTrack – Eglinton West Corridor

Part of the SmartTrack concept is connecting the Mississauga Airport Corporate Centre (MACC) to other important employment districts, including downtown Toronto.

A western extension of the Crosstown LRT to MACC and Pearson International Airport would improve access to these important destinations.



<b>Jan 2016</b>	<ul style="list-style-type: none"><li>Feasibility study of SmartTrack Western Corridor options recommended optimizing Phase 2 of the Crosstown LRT, approved in 2009</li></ul>
<b>Mar 2016</b>	<ul style="list-style-type: none"><li>City Council directed staff to remove the heavy rail option and work with Metrolinx to optimize the approved Environmental Assessment for Eglinton West LRT</li><li>Six options assessed for further consideration</li></ul>
<b>May/June 2016</b>	<ul style="list-style-type: none"><li>Public consultation on emerging preferred LRT alignment and station locations</li></ul>

## Next Steps

- Continue to work with Metrolinx to optimize the approved Environmental Assessment for Eglinton West LRT
- Develop Business Case

# Eglinton East LRT

The Eglinton East LRT would extend the Crosstown east along Eglinton Avenue East, Kingston Road and Morningside Avenue to the University of Toronto, Scarborough Campus, to improve transportation access along the Avenues and in Neighbourhood Improvement Areas.

- Up to 18 stops over 11km line
- Improved reliability
- 2 connections to GO RER (Eglinton & Guildwood)



**Sept 2009**

City Council approved the recommendations of the Scarborough-Malvern LRT Transit Project Assessment

**Jan 2016**

Executive Committee endorsed refined transit priorities reintroducing the Eglinton East LRT, a modification of the Scarborough-Malvern LRT.

**March 2016**

City Council endorsed further study of the Eglinton East LRT

## Next Steps

**July 2016:** Report to Council, Seek authority to proceed with amendment to Environmental Assessment

**Summer 2016:** Technical analysis to amend Environmental Assessment

# Scarborough Subway Extension

The Scarborough Subway Extension would extend Line 2 from Kennedy Station to Scarborough Centre, replacing the SRT. The subway extension would encourage the growth and development of Scarborough Centre as a vibrant urban node.

**Jan. 2016**

Executive Committee directed staff to continue technical work on refined Scarborough transit priorities, focusing the subway extension on serving Scarborough Centre

**March 2016**

City Council endorsed the narrowing of alignment options for the subway extension, and report back to Executive Committee and Council in June/July 2016 with the recommended corridor and alignment

McCowan alignment has emerged due to:

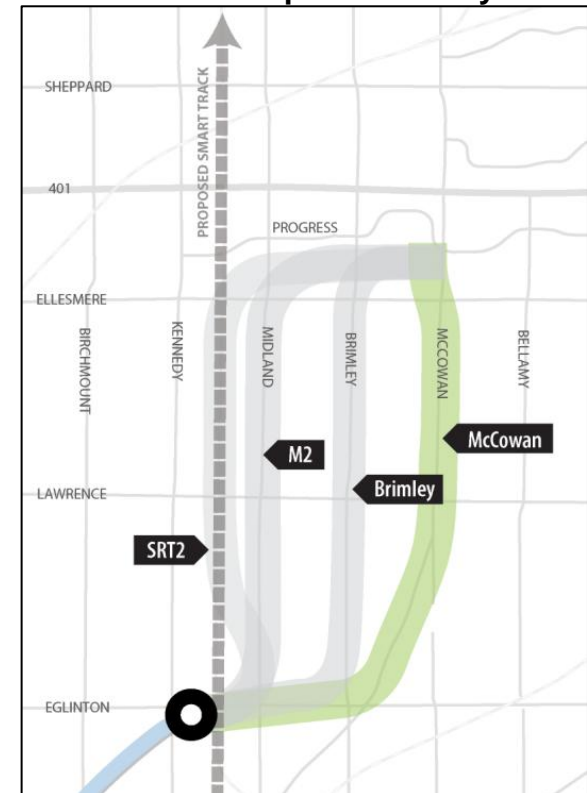
- Ability to maintain SRT service throughout construction
- Connection across both sides of Scarborough Centre with one station

## Next Steps

**July 2016:** Report to Council, Seek authority to launch TPAP (EA)

**Summer 2016:** Initiate TPAP

## Recommended Express Subway Corridor



# Waterfront Transit “Reset”

The Waterfront Reset will:

*Provide high quality transit that will integrate waterfront communities, jobs, and destinations and link the waterfront to the broader City and regional transportation network*



**Phase 1** will identify reasonable alternative concepts for a waterfront transit solution.

Findings will be reported to Council in July, including:

- Development and analysis of 'Concept Families'
- Preliminary evaluation of solutions to create a complete transit network solution for the Waterfront

**Phase 2**, subject to City Council approval, would consider:

- ✓ Advancing feasibility studies (including but not limited to demand forecasting, operational assessment(s), further developed cost estimates);
- ✓ Potential Environmental Assessment(s) or amendments to existing Environmental Assessment(s);
- ✓ Pursuing the implementation of short term strategic improvements that minimize long term throwaway costs; and
- ✓ Advancing a Business Case and pursuing funding opportunities.

# Today's Agenda

1. Overview of our coordinated approach
2. Overview: Update of transit initiatives underway
3. Update: SmartTrack/GO RER
4. Update: Relief Line
5. Next Steps
6. Questions

# SmartTrack / GO RER

## Background

- SmartTrack builds upon Metrolinx's GO Regional Express Rail program. GO RER will provide significant increases in off-peak service on five of the existing GO corridors.
- SmartTrack proposes more stations and integrated fares on the Stouffville, Lakeshore East and Kitchener corridors.
- SmartTrack consists of two components:
  - 41 km of track along 3 existing GO corridors between the planned Mount Dennis Station and Unionville Station in York Region by way of Union Station in Toronto, and
  - The Eglinton West LRT, an 11 km westerly extension of the Eglinton Crosstown LRT from Mount Dennis to the Mississauga Airport Corporate Centre and beyond to Toronto Pearson.
- GO RER and SmartTrack will help relieve many of the transit network's capacity limitations, which currently affect many parts of the City, including the subways serving Downtown, the SRT in Scarborough, streetcar routes east and west of the downtown and individual bus routes throughout the City.

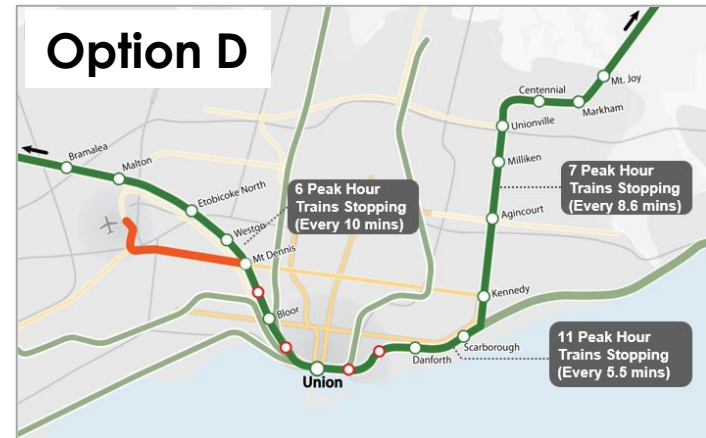
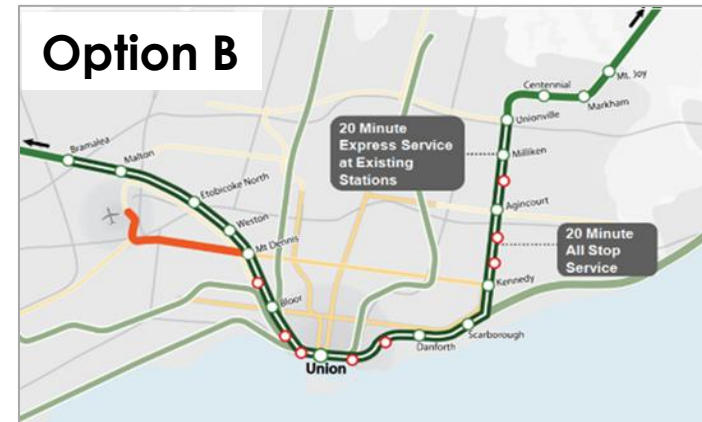
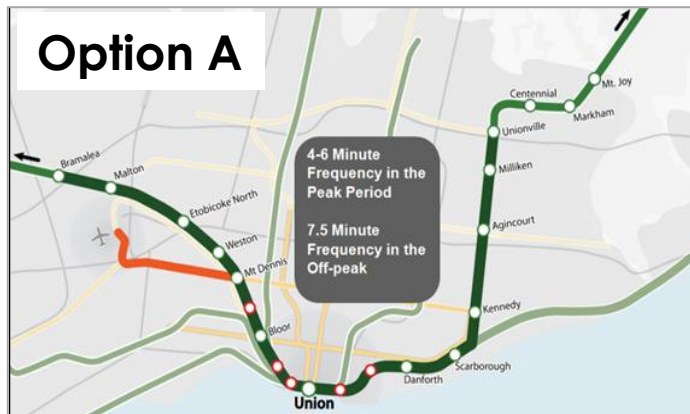
**The benefits of SmartTrack have been evaluated using the City's "Feeling Congested?" framework**



# SmartTrack Options

## Background

- The City has been working with Metrolinx on the integration of SmartTrack and GO RER
- Four options for SmartTrack/GO RER integration were developed and analysed.



# SmartTrack / GO RER

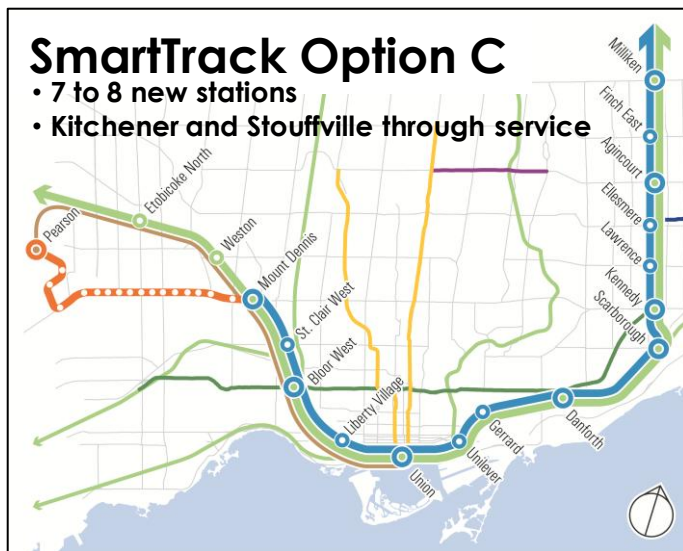
## Background

- These four options were presented to the public in February 2016.
- Based on technical and planning analysis, City staff recommended that Options A and B not be carried forward for further analysis. These options would have required **significant** incremental infrastructure that would lead to increased costs and community impacts.
- In March 2016, Council directed staff to continue working with Metrolinx on Options C and D to determine the best SmartTrack arrangement

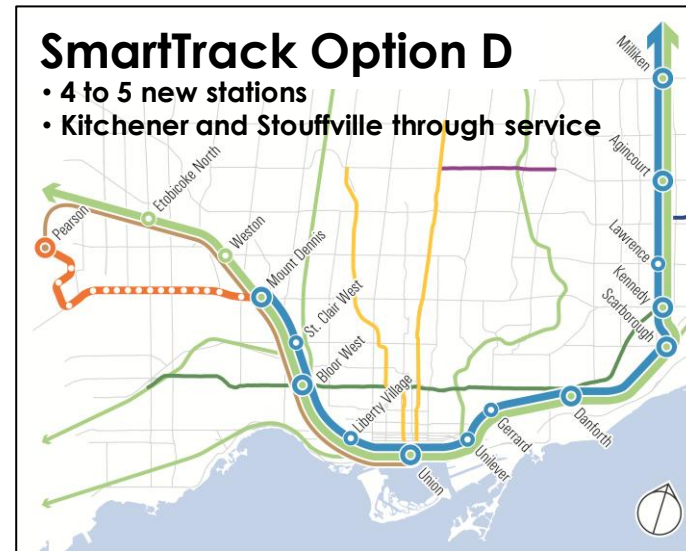
# SmartTrack / GO RER

## Background

- Integration of SmartTrack/GO RER may require additional infrastructure such as additional stations and platforms



- 27,600 more daily riders than GO RER
- Serves 24,100 people and 19,000 jobs
- 9,900 disadvantaged residents served
- Reduced ridership on Yonge South of Bloor by 3,900 and WB to SB transfers by 2,800 in AM peak hour relative to GO RER



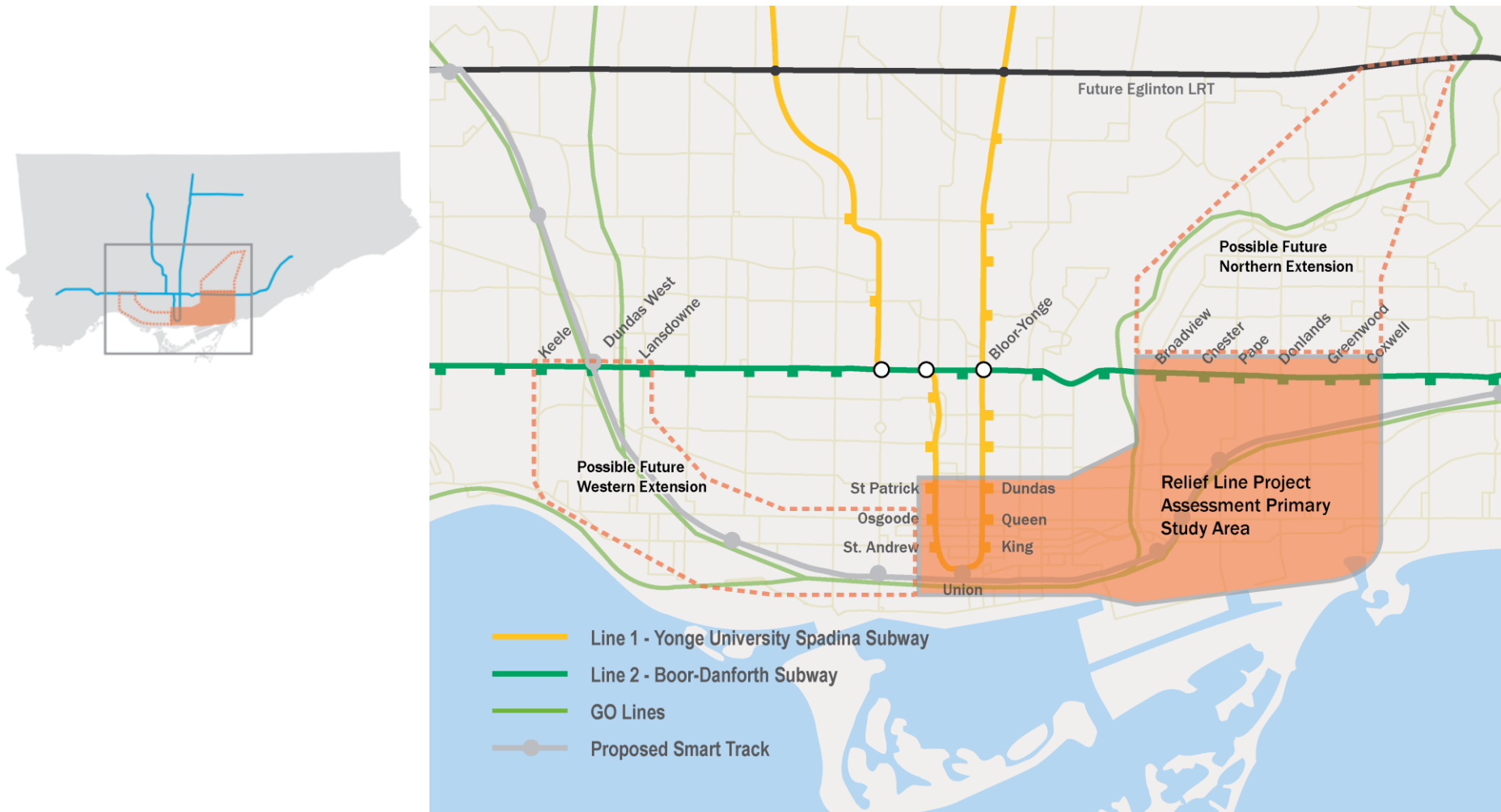
- 29,200 more daily riders than GO RER
- Serves 20,100 people and 12,400 jobs
- 8,000 disadvantaged residents served
- Reduced ridership on Yonge South of Bloor by 3,800 and WB to SB transfers by 2,600 in AM peak hour relative to GO RER

NOTE: Numbers assume TTC fares and the "Low Population/Medium Employment with SmartTrack Influence" land use. Changing either assumption would change ridership figures.

# Today's Agenda

1. Overview of our coordinated approach
2. Overview: Update of transit initiatives underway
3. Update: SmartTrack/GO RER
- 4. Update: Relief Line**
5. Next Steps
6. Questions

# Relief Line Project Assessment Study Area

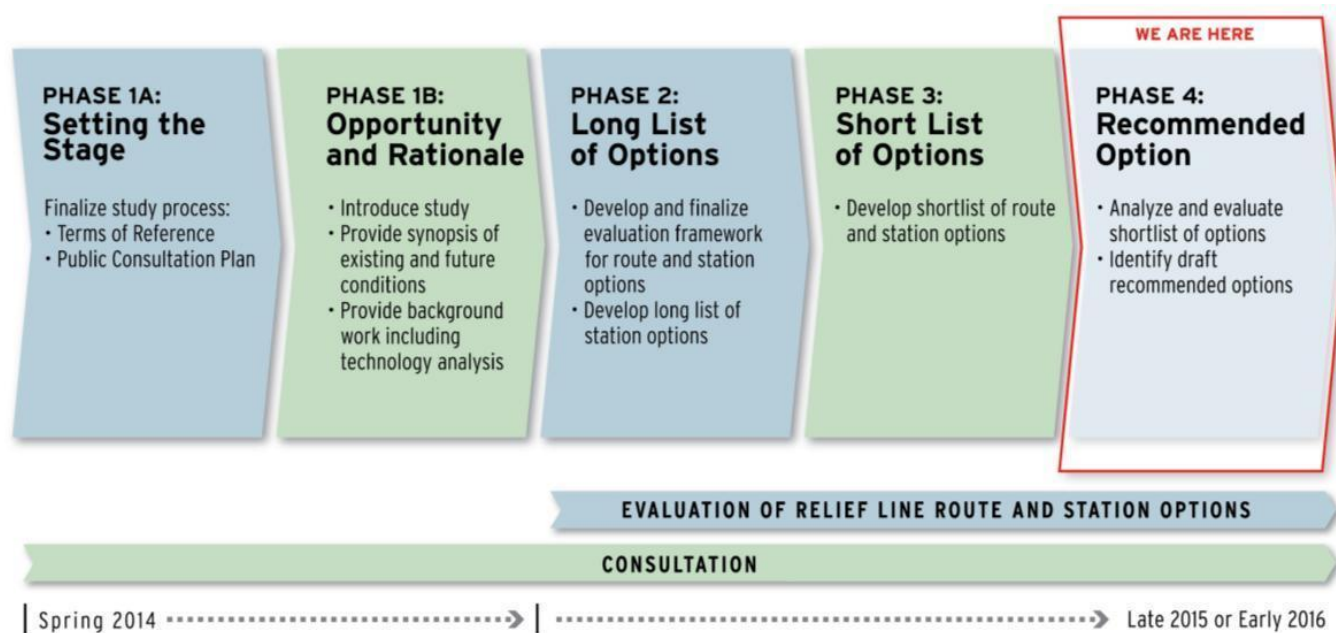


# Background

<b>2009</b>	<b>City Council approves Yonge North Extension EA</b> , contingent on Relief Line and City/TTC commence study to determine need for the Relief Line
<b>2012</b>	<b>Downtown Rapid Transit Expansion Study</b> concludes that initial phase of Relief Line and GO Transit improvements would help ease crowding on the transit network
<b>2012</b>	<b>Relief Line identified as part of the “Next Wave”</b> of transit projects in the Metrolinx Big Move plan and is identified by Metrolinx as a priority for future transit investment
<b>2014</b>	<b>Relief Line Project Assessment launched.</b> City/TTC commence planning for the preferred route alignment and station locations for the Relief Line, to deliver planning approvals in mid-2016. The relationship between SmartTrack and the Relief Line is being reviewed as part of this work.
<b>2015</b>	<b>Yonge Relief Network Study recommendations approved by Metrolinx Board.</b> Allows project development for the Yonge North Subway Extension. Affirms that the Relief Line Project Assessment should continue, to ensure that a project is ready for when needed in 2031.
<b>March 2016</b>	<b>City Council approved preferred corridor for Relief Line:</b> Pape to Downtown via Queen/Richmond.

# Study Status

- The Preferred Corridor was approved by City Council on March 31, 2016.
- We are now seeking your feedback on the evaluation of alignment options within the Preferred Corridor, the emerging Preferred Alignment and Station Locations.

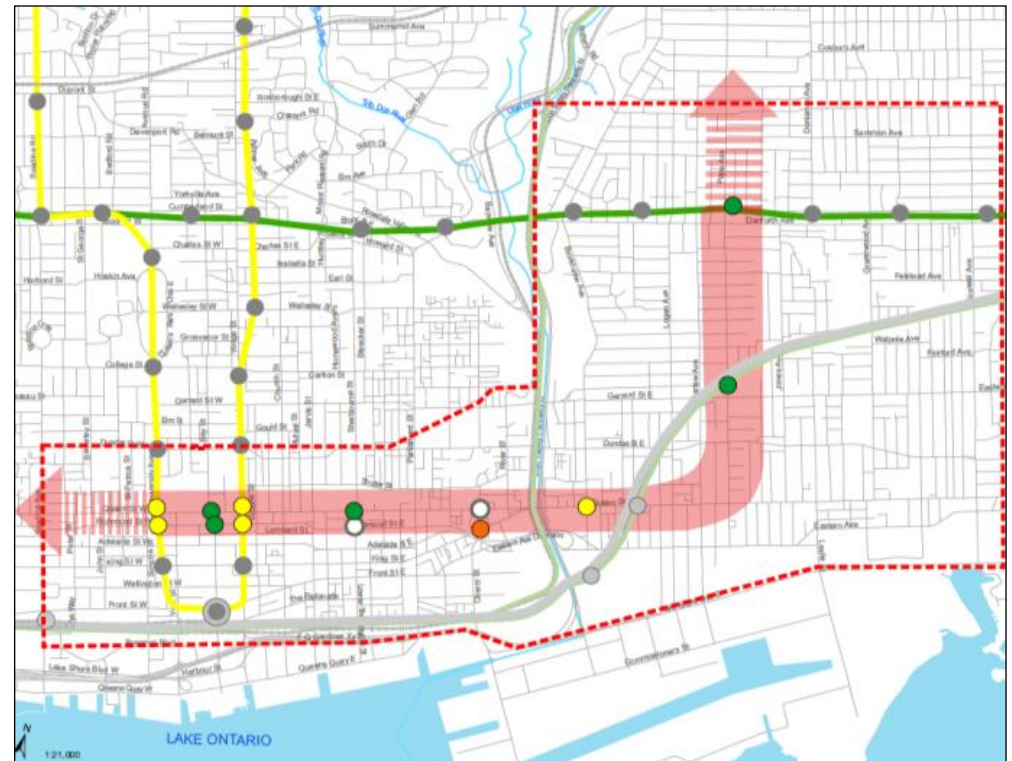


# February/March 2016 Consultations

During the last round of consultation, we presented the results from the evaluation of Potential Corridors and identified the recommended Preferred Corridor (Corridor B1: Pape Station to Downtown via Queen/ Richmond).

SUMMARY	A	B1	B2	C	D1	D2
<b>CHOICE</b> Develop an integrated network that connects different modes to provide for more travel options						
<b>EXPERIENCE</b> Capacity to ease crowding/congestion; reduce travel times; make travel more reliable, safe and enjoyable						
<b>SOCIAL EQUITY</b> Do not favour any group over others; allow everyone good access to work, school and other activities						
<b>SHAPING THE CITY</b> Use the transportation network as a tool to shape the residential development of the City						
<b>HEALTHY NEIGHBOURHOODS</b> Changes in the transportation network should strengthen and enhance existing neighbourhoods; promote safe walk and cycling						
<b>PUBLIC HEALTH &amp; ENVIRONMENT</b> Support and enhance natural areas; encourage people to reduce how far they drive						
<b>AFFORDABILITY</b> Improvements to the transportation system should be affordable to build, maintain and operate						
<b>SUPPORTS GROWTH</b> Should support economic development; allow workers to get to jobs more easily; allow goods to get to markets more efficiently						
<b>OVERALL PRELIMINARY TECHNICAL SUMMARY</b>						
<b>PUBLIC &amp; STAKEHOLDER INPUT</b> Project Team assessment of public and stakeholder comments received during June 2015 consultations						

Most Preferred
 Somewhat Preferred
 Least Preferred
 Not Preferred



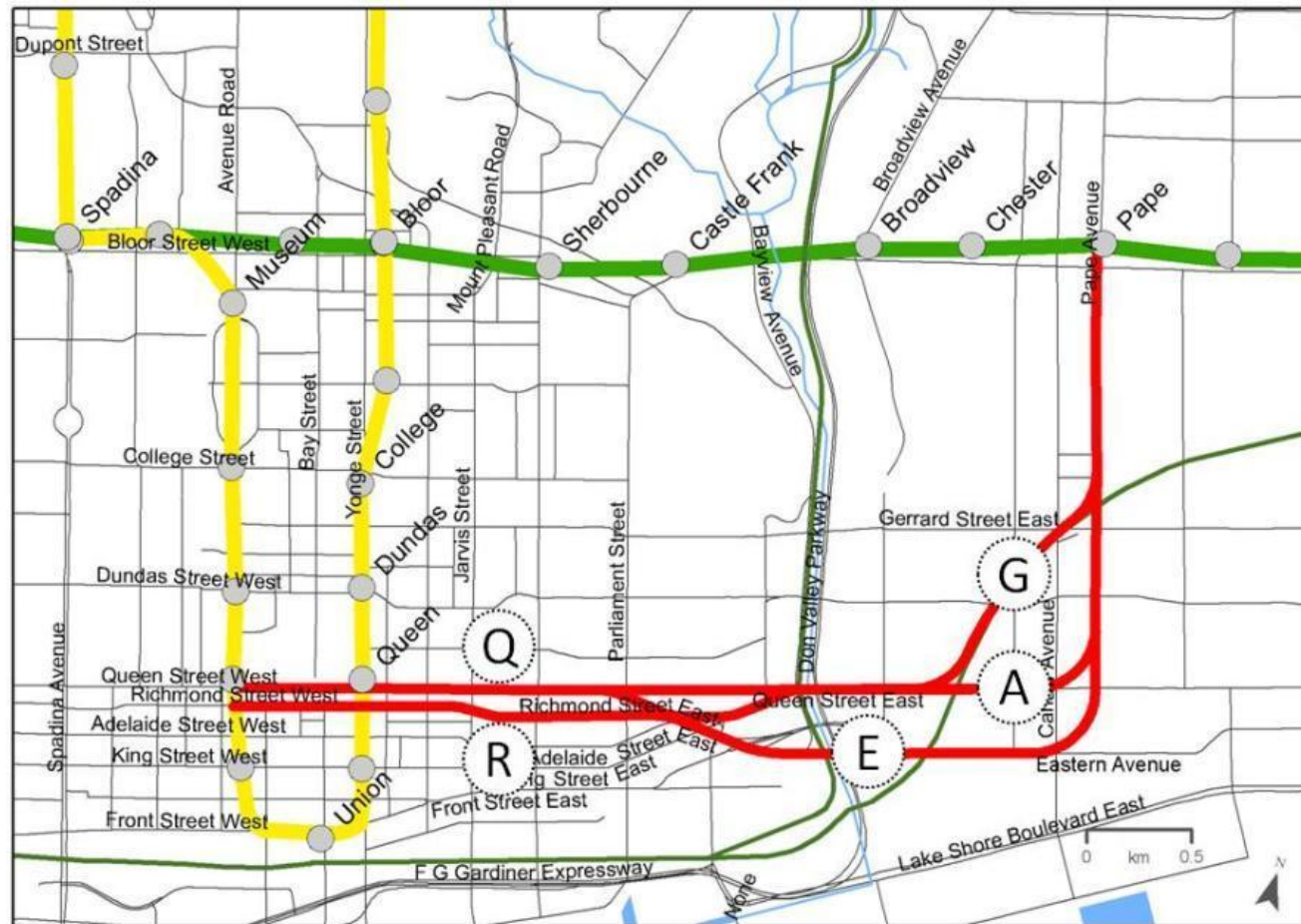
# February/March 2016 Consultations

## KEY MESSAGES FROM PUBLIC AND STAKEHOLDERS

- Overall support for the results of the evaluation and for advancing Corridor B1 (Pape to Downtown via Queen/Richmond) as the preferred corridor
- Preference for downtown stations that provide direct interchange at the Yonge and University subway lines (i.e. two stations rather than one)
- Support major redevelopment opportunities, such as the Unilever site.
- Address potential impacts during construction, such as disruptions to the existing 501 Queen Street and 504 King Street streetcar routes, noise and vibration, and traffic.

# Alignment Options

- Six potential alignments within the preferred corridor were identified for further evaluation.
- Alignment options east of the Don Valley connect from Pape via:
  - GO corridor ('G') or
  - Queen ('A') or
  - Eastern ('E')
- West of the Don Valley, into downtown, they follow:
  - Queen ('Q') or
  - Richmond ('R')



Alignments were evaluated using nearly 80 criteria to identify which would best address project and city-building objectives. Further analysis is underway on costing and deliverability.

# Richmond or Queen?

## Richmond:

- Less ideal transfer configuration downtown (longer transfer distances between Line 1 stations)
- Slower train speed between stations due to twists and turns in the right-of-way
- During construction, there would be less impact to streetcars, but greater impact to vehicles and cyclists
- Greater challenges associated with western extension (right-of-way not continuous, ends at Niagara Street)

## Queen:

- Better transfer configuration possible downtown (shorter distances between Line 1 stations)
- Faster train speed possible between stations possible
- Fewer construction constraints downtown
- During construction, there would be less impact to vehicles and cyclists, but greater impact to streetcars



# GO Corridor, Queen or Eastern?

## Queen:

- Fastest option
- Greater relief to congested at Bloor-Yonge station
- Greater impact on transit during construction
- No direct connection to Unilever site
- Fewer development opportunities around stations

## GO Corridor:

- Shortest option but not the fastest
- Twists and turns required would result in slower service
- Could generally reduce property impacts
- Station at Gerrard-Carlaw could have property impacts at Riverdale Shopping centre and reduce development potential of site
- Greater transit impacts during construction, specifically to the 506 streetcar

## Eastern:

- Longest option with the most stations
- Lower relief to Bloor-Yonge station, but high overall ridership and greatest ability to attract new riders to the transit network
- Serves highest overall future population and employment around stations
- Less of an impact on transit during construction
- Connects to population and employment areas (Unilever, West Don Lands)
- Best serves social equity



# Evaluation of Alignment Options

AQ GQ EQ AR GR ER

## CHOICE

Develop an integrated network that connects different modes to provide for more travel options

## EXPERIENCE

Capacity to ease crowding/congestion; reduce travel times; make travel more reliable, safe and enjoyable

## SOCIAL EQUITY

Do not favour any group over others; allow everyone good access to work, school and other activities

## SHAPING THE CITY

Use the transportation network as a tool to shape the residential development of the City

## HEALTHY NEIGHBOURHOODS

Changes in the transportation network should strengthen and enhance existing neighbourhoods; promote safe walk and cycling

## PUBLIC HEALTH & ENVIRONMENT

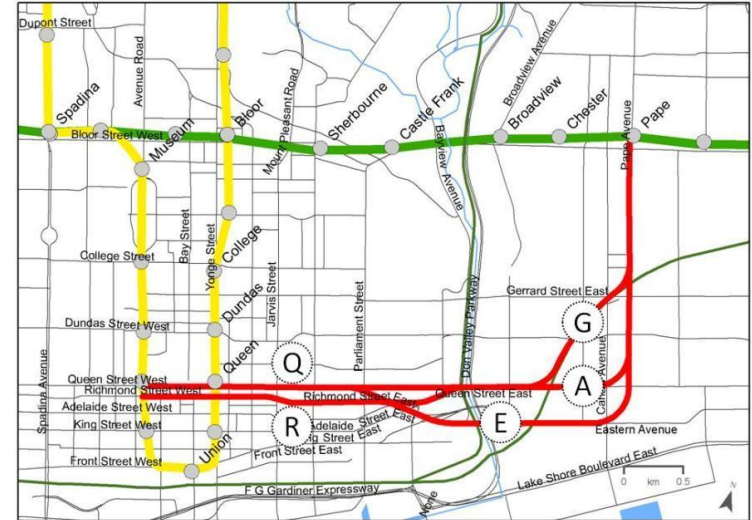
Support and enhance natural areas; encourage people to reduce how far they drive

## AFFORDABILITY

Improvements to the transportation system should be affordable to build, maintain and operate

## SUPPORTS GROWTH

Investment in public transportation should support economic development; allow workers to get to jobs more easily; allow goods to get to markets more efficiently



# Alignment AQ: Pape to Downtown via Queen

AQ GQ EQ AR GR ER

## CHOICE

Develop an integrated network that connects different modes to provide for more travel options



## EXPERIENCE

Capacity to ease crowding/congestion; reduce travel times; make travel more reliable, safe and enjoyable



## SOCIAL EQUITY

Do not favour any group over others; allow everyone good access to work, school and other activities



## SHAPING THE CITY

Use the transportation network as a tool to shape the residential development of the City



## HEALTHY NEIGHBOURHOODS

Changes in the transportation network should strengthen and enhance existing neighbourhoods; promote safe walk and cycling



## PUBLIC HEALTH & ENVIRONMENT

Support and enhance natural areas; encourage people to reduce how far they drive



## AFFORDABILITY

Improvements to the transportation system should be affordable to build, maintain and operate

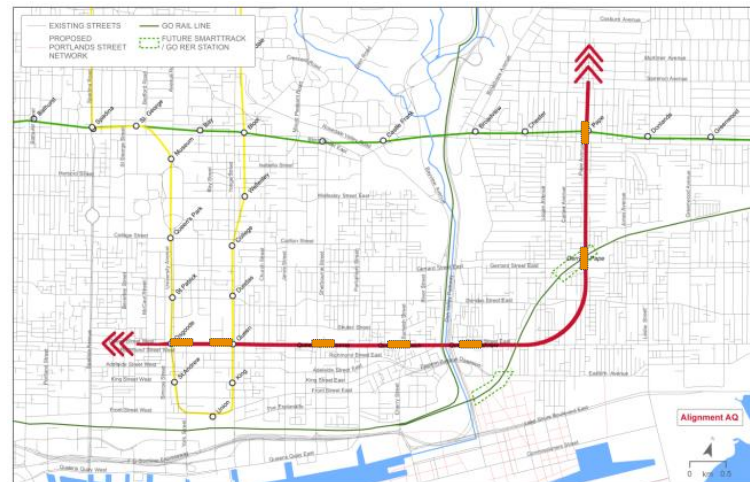


## SUPPORTS GROWTH

Investment in public transportation should support economic development; allow workers to get to jobs more easily; allow goods to get to markets more efficiently



## OVERALL PRELIMINARY TECHNICAL SUMMARY



- Fastest option
- Greater impacts to transit operations during construction
- Indirect connection to Unilever
- Greater impact to established main streets and heritage along Queen
- Fewer TOD opportunities
- No station possible in Leslieville

# Alignment GQ: Pape to Downtown via GO Corridor and Queen

AQ GQ EQ AR GR ER

## CHOICE

Develop an integrated network that connects different modes to provide for more travel options



## EXPERIENCE

Capacity to ease crowding/congestion; reduce travel times; make travel more reliable, safe and enjoyable



## SOCIAL EQUITY

Do not favour any group over others; allow everyone good access to work, school and other activities



## SHAPING THE CITY

Use the transportation network as a tool to shape the residential development of the City



## HEALTHY NEIGHBOURHOODS

Changes in the transportation network should strengthen and enhance existing neighbourhoods; promote safe walk and cycling



## PUBLIC HEALTH & ENVIRONMENT

Support and enhance natural areas; encourage people to reduce how far they drive



## AFFORDABILITY

Improvements to the transportation system should be affordable to build, maintain and operate

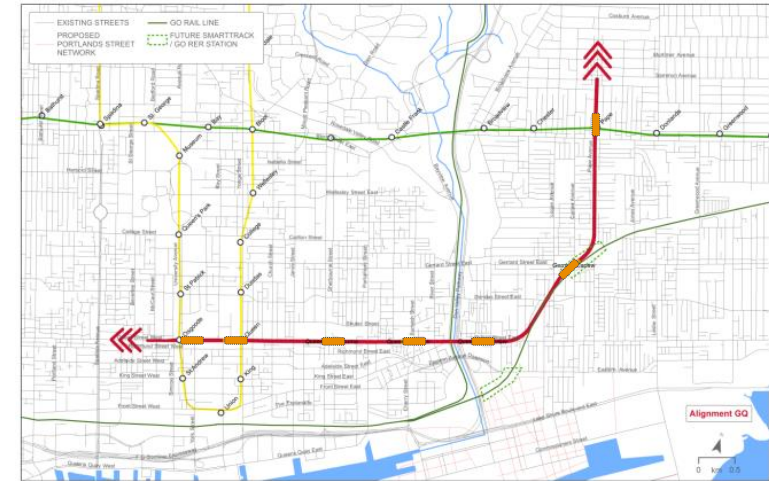


## SUPPORTS GROWTH

Investment in public transportation should support economic development; allow workers to get to jobs more easily; allow goods to get to markets more efficiently



## OVERALL PRELIMINARY TECHNICAL SUMMARY



- Shortest option, but not the fastest
- Greatest impacts to transit operations
- Indirect connection to Unilever and Portlands
- Greater impact to established main streets and heritage along Queen
- Fewer development opportunities around stations
- No station possible in Leslieville0

# Alignment EQ: Pape to Downtown via Eastern and Queen

AQ GQ EQ AR GR ER

## CHOICE

Develop an integrated network that connects different modes to provide for more travel options



## EXPERIENCE

Capacity to ease crowding/congestion; reduce travel times; make travel more reliable, safe and enjoyable



## SOCIAL EQUITY

Do not favour any group over others; allow everyone good access to work, school and other activities



## SHAPING THE CITY

Use the transportation network as a tool to shape the residential development of the City



## HEALTHY NEIGHBOURHOODS

Changes in the transportation network should strengthen and enhance existing neighbourhoods; promote safe walk and cycling



## PUBLIC HEALTH & ENVIRONMENT

Support and enhance natural areas; encourage people to reduce how far they drive



## AFFORDABILITY

Improvements to the transportation system should be affordable to build, maintain and operate

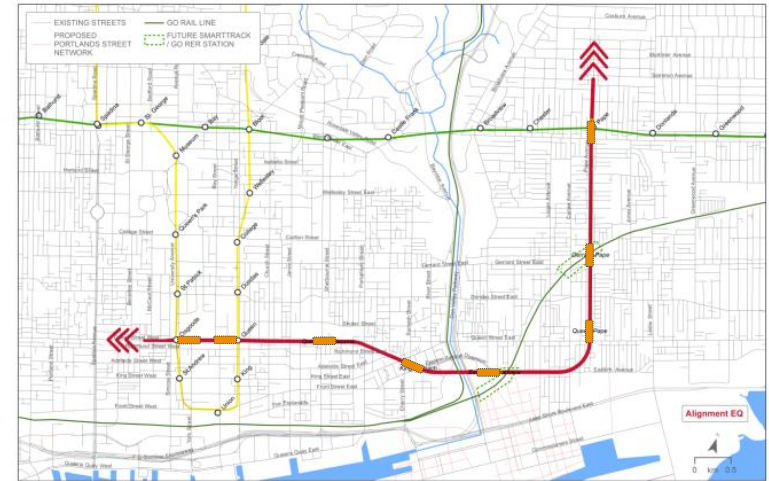


## SUPPORTS GROWTH

Investment in public transportation should support economic development; allow workers to get to jobs more easily; allow goods to get to markets more efficiently



## OVERALL PRELIMINARY TECHNICAL SUMMARY



- Better serves future major employment node at Unilever
- Station at King-Sumach would connect to Cherry and King streetcars, reduce barrier effect of overpass in Corktown, and serve the north of the West Don Lands
- Station at Queen-Pape serves Leslieville
- Fewer impacts to transit and traffic during construction
- Less impact to heritage and established main streets

# Alignment AR: Pape to Downtown via Richmond

AQ GQ EQ AR GR ER

## CHOICE

Develop an integrated network that connects different modes to provide for more travel options



## EXPERIENCE

Capacity to ease crowding/congestion; reduce travel times; make travel more reliable, safe and enjoyable



## SOCIAL EQUITY

Do not favour any group over others; allow everyone good access to work, school and other activities



## SHAPING THE CITY

Use the transportation network as a tool to shape the residential development of the City



## HEALTHY NEIGHBOURHOODS

Changes in the transportation network should strengthen and enhance existing neighbourhoods; promote safe walk and cycling



## PUBLIC HEALTH & ENVIRONMENT

Support and enhance natural areas; encourage people to reduce how far they drive



## AFFORDABILITY

Improvements to the transportation system should be affordable to build, maintain and operate

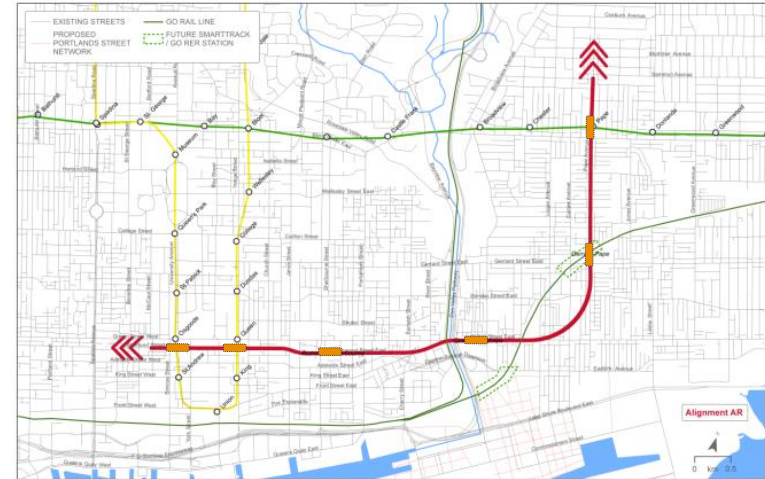


## SUPPORTS GROWTH

Investment in public transportation should support economic development; allow workers to get to jobs more easily; allow goods to get to markets more efficiently



## OVERALL PRELIMINARY TECHNICAL SUMMARY



- No station possible in Corktown or Leslieville
- Connects with Queen and King streetcars at Queen-Broadview
- Indirect connection to Unilever and Portlands
- Fewer opportunities for development around stations

# Alignment GR: Pape to Downtown via GO Corridor and Richmond

AQ GQ EQ AR GR ER

## CHOICE

Develop an integrated network that connects different modes to provide for more travel options



## EXPERIENCE

Capacity to ease crowding/congestion; reduce travel times; make travel more reliable, safe and enjoyable



## SOCIAL EQUITY

Do not favour any group over others; allow everyone good access to work, school and other activities



## SHAPING THE CITY

Use the transportation network as a tool to shape the residential development of the City



## HEALTHY NEIGHBOURHOODS

Changes in the transportation network should strengthen and enhance existing neighbourhoods; promote safe walk and cycling



## PUBLIC HEALTH & ENVIRONMENT

Support and enhance natural areas; encourage people to reduce how far they drive



## AFFORDABILITY

Improvements to the transportation system should be affordable to build, maintain and operate

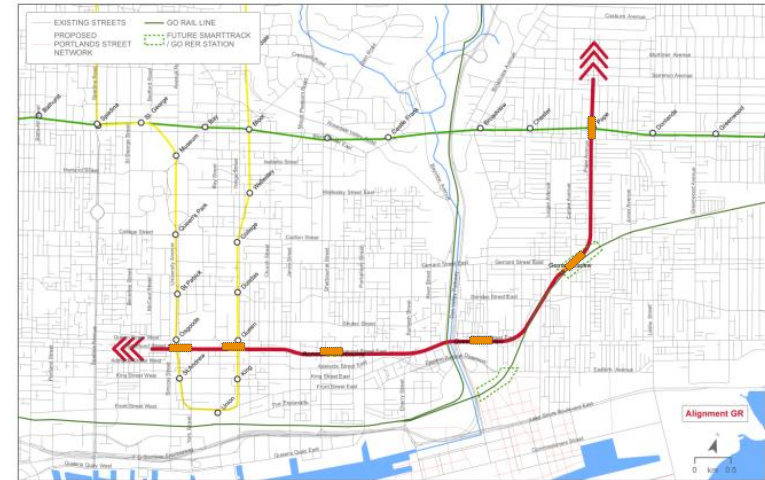


## SUPPORTS GROWTH

Investment in public transportation should support economic development; allow workers to get to jobs more easily; allow goods to get to markets more efficiently



## OVERALL PRELIMINARY TECHNICAL SUMMARY



- No stations possible in Corktown or Leslieville
- Good connections with Queen and King streetcars
- Indirect connection to Unilever and Portlands
- Fewer opportunities for development around stations

# Alignment ER: Pape Downtown via Eastern and Richmond

AQ GQ EQ AR GR ER

## CHOICE

Develop an integrated network that connects different modes to provide for more travel options



## EXPERIENCE

Capacity to ease crowding/congestion; reduce travel times; make travel more reliable, safe and enjoyable



## SOCIAL EQUITY

Do not favour any group over others; allow everyone good access to work, school and other activities



## SHAPING THE CITY

Use the transportation network as a tool to shape the residential development of the City



## HEALTHY NEIGHBOURHOODS

Changes in the transportation network should strengthen and enhance existing neighbourhoods; promote safe walk and cycling



## PUBLIC HEALTH & ENVIRONMENT

Support and enhance natural areas; encourage people to reduce how far they drive



## AFFORDABILITY

Improvements to the transportation system should be affordable to build, maintain and operate

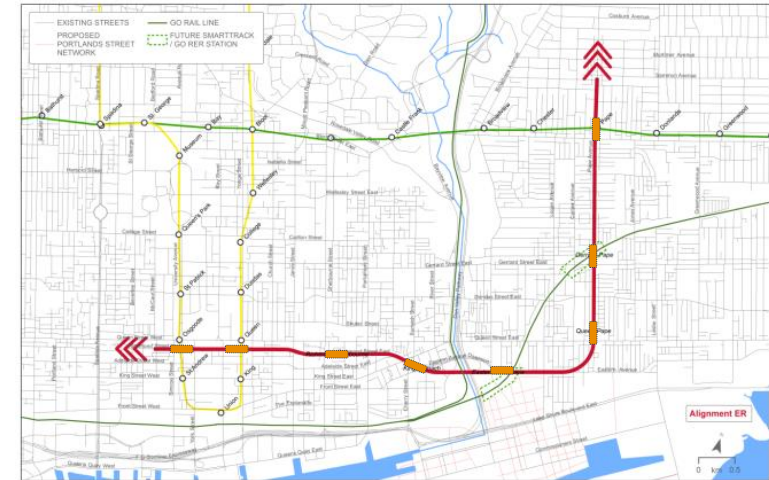


## SUPPORTS GROWTH

Investment in public transportation should support economic development; allow workers to get to jobs more easily; allow goods to get to markets more efficiently



## OVERALL PRELIMINARY TECHNICAL SUMMARY



- Better serves future major employment node at Unilever
- Station at King-Sumach would connect to Cherry and King streetcars, reduce barrier effect of overpass in Corktown, and serve the north of the West Don Lands
- Serves Leslieville (Queen-Pape)
- Fewer impacts to transit and traffic during construction
- Less impact to heritage and established main streets

# Summary of Evaluation of Alignment Options

## SUMMARY OF RESULTS

	AQ	GQ	EQ	AR	GR	ER
<b>CHOICE</b> Develop an integrated network that connects different modes to provide for more travel options						
<b>EXPERIENCE</b> Capacity to ease crowding/congestion; reduce travel times; make travel more reliable, safe and enjoyable						
<b>SOCIAL EQUITY</b> Do not favour any group over others; allow everyone good access to work, school and other activities						
<b>SHAPING THE CITY</b> Use the transportation network as a tool to shape the residential development of the City						
<b>HEALTHY NEIGHBOURHOODS</b> Changes in the transportation network should strengthen and enhance existing neighbourhoods; promote safe walk and cycling						
<b>PUBLIC HEALTH &amp; ENVIRONMENT</b> Support and enhance natural areas; encourage people to reduce how far they drive						
<b>AFFORDABILITY</b> Improvements to the transportation system should be affordable to build, maintain and operate						
<b>SUPPORTS GROWTH</b> Investment in public transportation should support economic development; allow workers to get to jobs more easily; allow goods to get to markets more efficiently						
<b>OVERALL PRELIMINARY TECHNICAL SUMMARY</b>						

# Emerging Preferred Alignment

## SUMMARY OF RESULTS

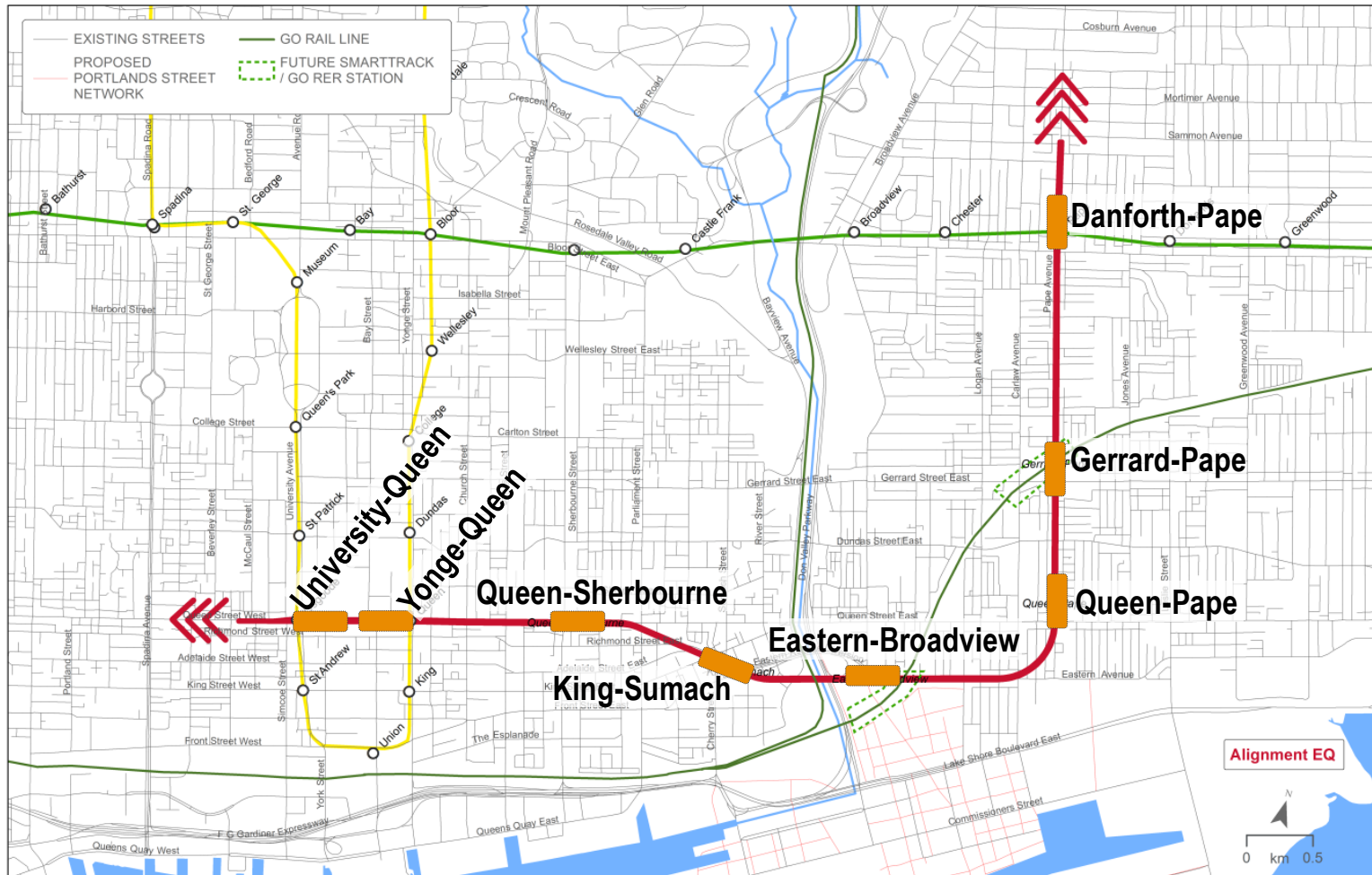
	AQ	GQ	EQ	AR	GR	ER
<b>CHOICE</b> Develop an integrated network that connects different modes to provide for more travel options						
<b>EXPERIENCE</b> Capacity to ease crowding/congestion; reduce travel times; make travel more reliable, safe and enjoyable						
<b>SOCIAL EQUITY</b> Do not favour any group over others; allow everyone good access to work, school and other activities						
<b>SHAPING THE CITY</b> Use the transportation network as a tool to shape the residential development of the City						
<b>HEALTHY NEIGHBOURHOODS</b> Changes in the transportation network should strengthen and enhance existing neighbourhoods; promote safe walk and cycling						
<b>PUBLIC HEALTH &amp; ENVIRONMENT</b> Support and enhance natural areas; encourage people to reduce how far they drive						
<b>AFFORDABILITY</b> Improvements to the transportation system should be affordable to build, maintain and operate						
<b>SUPPORTS GROWTH</b> Investment in public transportation should support economic development; allow workers to get to jobs more easily; allow goods to get to markets more efficiently						
<b>OVERALL PRELIMINARY TECHNICAL SUMMARY</b>						

**Alignment EQ is emerging as the preferred alignment.**

**EQ connects Pape Station to downtown via Pape, Eastern and Queen.**



# Proposed Station Locations



# Main Advantages of Alignment EQ

<b>Best achieves city-building objectives</b>	<ul style="list-style-type: none"><li>• Serves the greatest number of projected future residents and jobs.</li><li>• Stations complement plans for growth and redevelopment</li></ul>
<b>Best addresses social equity needs</b>	<ul style="list-style-type: none"><li>• Station at King-Sumach offers key opportunity for additional social infrastructure and community space while bridging the West Don Lands and Regent Park in Corktown.</li><li>• Station at Eastern-Broadview improves city-wide transit accessibility to the significant new employment area being planned for the Unilever site.</li></ul>
<b>Most compatible with preserving integrity of existing neighbourhoods and heritage resources</b>	<ul style="list-style-type: none"><li>• Station at Pape and Gerrard will reconnect neighbourhoods to the north and south by helping to overcome the existing barrier presented by the GO Rail corridor</li><li>• Station at King-Sumach supports integration of Corktown communities by reducing the existing north-south barrier effect of Richmond/Adelaide overpass and serves the northern areas within the West Don Lands</li><li>• Stations offer excellent redevelopment opportunities for some older commercial areas well suited to redevelopment for transit oriented uses</li><li>• Best ability to avoid potential negative impacts on heritage buildings, Heritage Conservation Districts and established main streets</li><li>• A well designed station at Queen and Pape will integrate entrances within the surrounding residential area in order to improve transit service to the Leslieville neighbourhood.</li></ul>
<b>Best transit network connectivity opportunities</b>	<ul style="list-style-type: none"><li>• Offers the greatest relief to overcrowding on the existing streetcar network with interconnections with the King, Queen, Cherry, and Broadview streetcars</li><li>• Provides most interchanges with SmartTrack/GO RER at Pape and Gerrard and Eastern and Broadview Stations</li><li>• Good potential to optimize the passenger transfer configuration Queen and Osgoode stations to minimize transfer times and end loading at stations</li></ul>
<b>Strongest long-term ridership results</b>	<ul style="list-style-type: none"><li>• Forecast to attract the highest number of new riders to the transit system based on 2031 modelling results.</li><li>• By 2041, the alignment pulls further ahead in attracting the most riders. The additional benefit is maintained when the northern extension is assumed.</li><li>• Does not provide as much relief to the Yonge line as the other alignments, it still provides significant relief when the long term extension of the Relief Line to the north is factored in.</li></ul>
<b>Strongest opportunity for public-private partnership for capital cost sharing</b>	<ul style="list-style-type: none"><li>• Best opportunity for sharing capital costs through redevelopment at Unilever.</li></ul>
<b>Fewer construction impacts</b>	<ul style="list-style-type: none"><li>• Fewest impacts anticipated to private property especially related to stations at Broadview and Eastern and King and Sumach</li><li>• Lowest potential for transit and traffic related impacts during construction by avoiding high traffic/transit areas, especially Queen-Broadview</li></ul>

# Today's Agenda

1. Overview of our coordinated approach
2. Overview: Update of transit initiatives underway
3. Update: SmartTrack/GO RER
4. Update: Relief Line

## 5. Next Steps

6. Questions

# Next Steps

## **May/June 2016**

- Public and stakeholder consultations
- Continue to refine technical work and business cases on current transit initiatives

## **June/July 2016**

- Report to Executive Committee and Council
  - Report on full range of transit projects, seeking authority for next steps (including authority to commence TPAPs for Relief Line and SSE)

## **Summer/Fall 2016**

- Further technical work

## **Winter 2017**

- Undertake *Feeling Congested?* review for priority projects
- Report to Executive Committee and Council on transit project prioritization

# Today's Agenda

1. Overview of our coordinated approach
2. Overview: Update of transit initiatives underway
3. Update: SmartTrack/GO RER
4. Update: Relief Line
5. Next Steps

## 6. Questions