

PARK LAWN LAKE SHORE



TRANSPORTATION MASTER PLAN



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Public Event 1

Community Workshops

Nov. 24 &
Dec. 3, 2016



Welcome

Workshop Purpose

We're looking to you for ideas and insights to help guide future transportation infrastructure planning in the Park Lawn Lake Shore area. The City is carrying out a Transportation Master Plan (TMP) and is seeking your feedback on how to improve area transportation conditions.

Goals

1. Convene many community members and stakeholder organizations
2. Listen and receive information early in the study process
3. Generate list of issues and suggestions from firsthand experience
4. Hold an interactive meeting
5. Introduce the project and areas of focus, the Environmental Assessment (EA) and TMP process, plus related area projects and connections to the TMP, including the consultation process



Study Area

Study Purpose

The City's study will identify changes needed to improve transportation options for all users. It will **guide** future infrastructure planning through a cohesive multi-modal transportation plan, bringing together:

- previously planned and approved infrastructure projects;
- approved, unbuilt development; and
- the needs of the people who live, work, visit and pass through the area.



Primary Study Area Limits (as shown in above map):

- Park Lawn Road, The Queensway, Windermere Avenue, and Lake Ontario

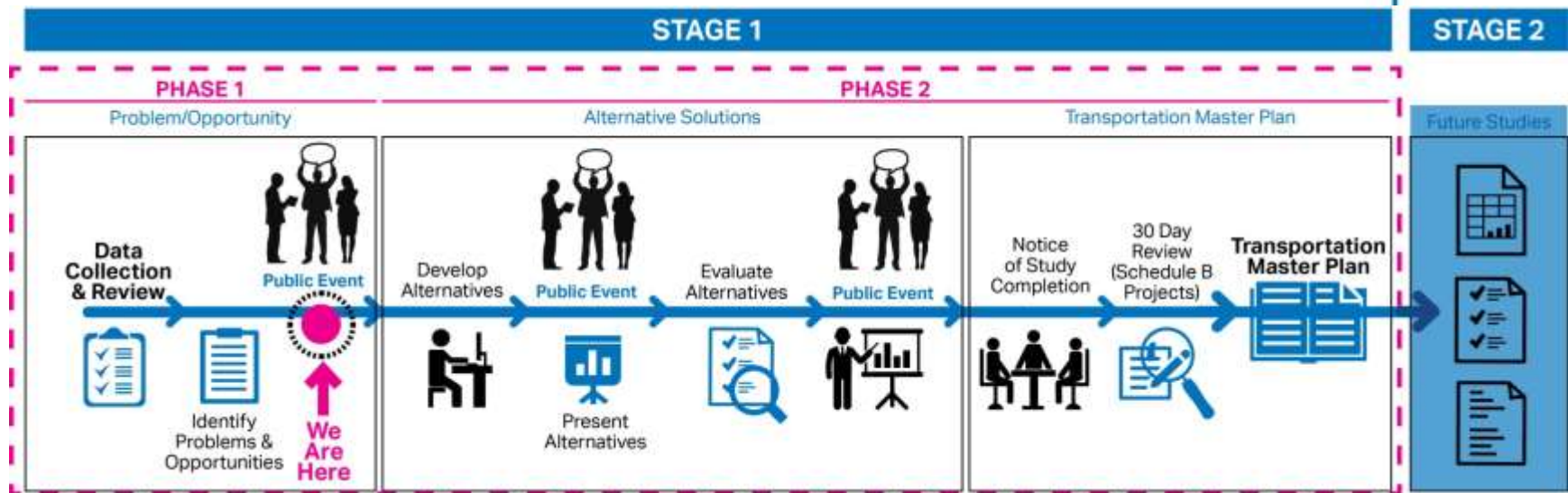
Secondary Study Area Limits (not shown in above map):

- For the traffic modelling assessment, a broader study area is being reviewed including development areas west of Park Lawn Road

TMP Study Process

- Transportation Master Plans are an approved Provincial process to address infrastructure planning projects under the Environmental Assessment Act
- It creates a framework for planning a range of infrastructure projects that may be implemented over a period of time
- Public stakeholder consultation is a key component
- Larger infrastructure recommendations will require further study by completing Phases 3 and 4 of the Environmental Assessment process

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What Did We Hear ?

Summary of Comments from Oct. 5 Stakeholder Workshop

- What does the City need to know about transportation in the Park Lawn Lake Shore area?
- What transportation improvements could be considered?

ROAD NETWORK

- New turning lanes at Park Lawn and Lake Shore are working well
- Change property access points to improve safety
- Create a new link across the Gardiner Expressway
- Improve access to the Gardiner Expressway, through revisions to the existing on- and off-ramps, and/or by providing new connections
- Improve access to the Ontario Food Terminal
- Widen Lake Shore Boulevard over the Humber River; reduce 'choke points' across the Humber River
- Create layby areas for trucks (for loading / unloading)
- Restrict Park Lawn Road to local traffic only
- Improve synchronization of traffic lights

TRANSIT

- Concern expressed regarding provision of parking and public transit to meet projected usage for the Christie's Site
- Support for a new GO Station to service the study area while maintaining Mimico GO Station
- Create a new streetcar line on the Queensway
- Suggestions for revisions to existing bus routes and access to the Humber Loop
- Improve service frequency; create an integrated fare structure
- Look at micro-transit options and express routes to improve local service
- Suggestions for new LRT route alignments
- Consider other locations for a new transit hub or transit loop

ACTIVE TRANSPORTATION

- Improve connections to the Humber Loop for pedestrians and cyclists
- Create a continuous east-west bike lane along Lake Shore Boulevard
- Create separated paths for cycling to reduce congestion on trails and pathways



Other comments received were related to:

- Timeline for improvements
- Past and future development decisions / continued population growth
- Land use scenarios for the former Mr. Christie's Site
- Potential loss of green space
- loss of business due to construction or dedicated Light Rail Transit (LRT), or dedicated right-of-way restrictions
- Legion Road extension and its efficacy
- Data that will inform this Study
- Cost comparisons of various solutions

Note: A detailed summary of the input received is provided on the resource table and on the study website.

Problem and Opportunity Statement

The Park Lawn Road and Lake Shore Boulevard West area has limited options to connect to surrounding areas. In combination with significant growth, increased demands are placed on the transportation network.

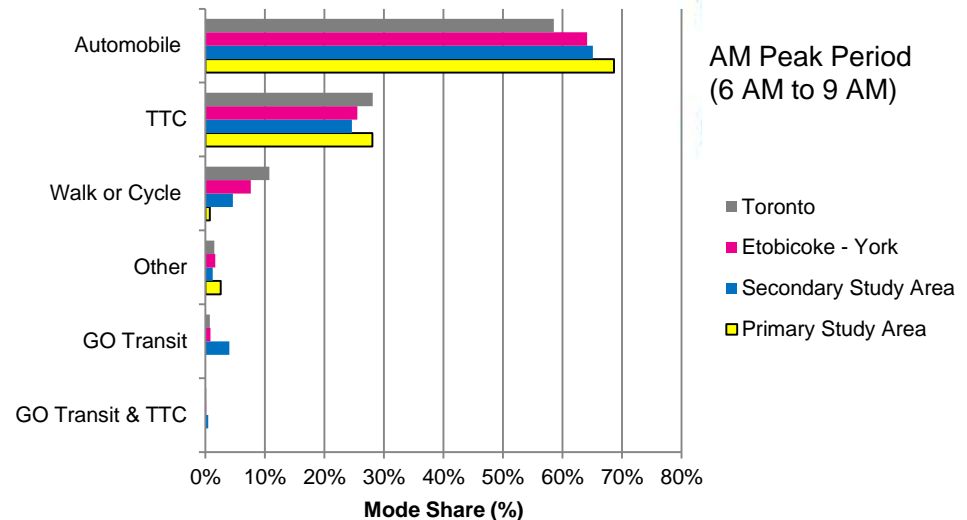
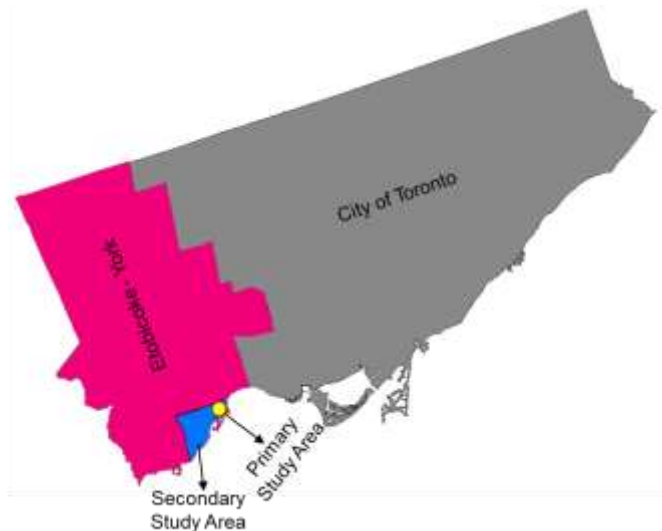
An integrated approach is required to meet the existing and future needs of a diverse range of users by providing:

- New connections and better access to roads, transit, and pathways;
- Additional safe and convenient crossings of physical barriers;
- Planning for investment in public transit, pedestrian, and cycling networks; and
- High quality streetscape design

Existing Conditions – Travel Characteristics

Transportation Tomorrow Survey (TTS) 2011

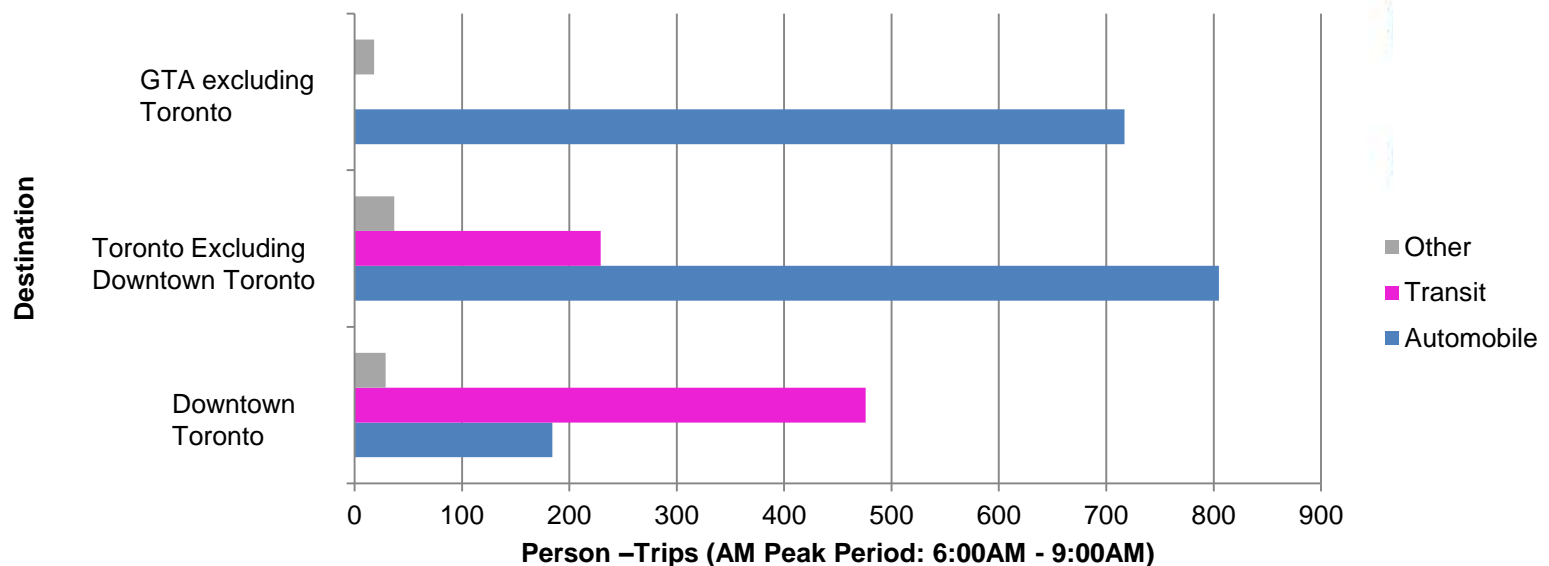
- The TTS is a household travel survey conducted in the Greater Toronto Area and Hamilton (GTAH) every 5 years;



- The automobile is the dominant mode of travel from the Primary and Secondary Study Areas (69% and 65%) to other locations; slightly higher than Etobicoke-York District (64%) and City of Toronto (59%).
- The percentage of people per “Zone” that uses GO Transit is relatively higher for the Secondary Study Area (4%) in comparison to the other zones (0%, 1% and 1%).
- A lower percentage of people (1%) choose to walk or cycle from the Primary Study Area than from the other zones (5%, 8%, and 11%).

Existing Conditions – Travel Characteristics

TTS 2011 – Person-Trips Starting in the Primary Study Area and Ending in the Downtown, the City of Toronto, and the rest of the GTA



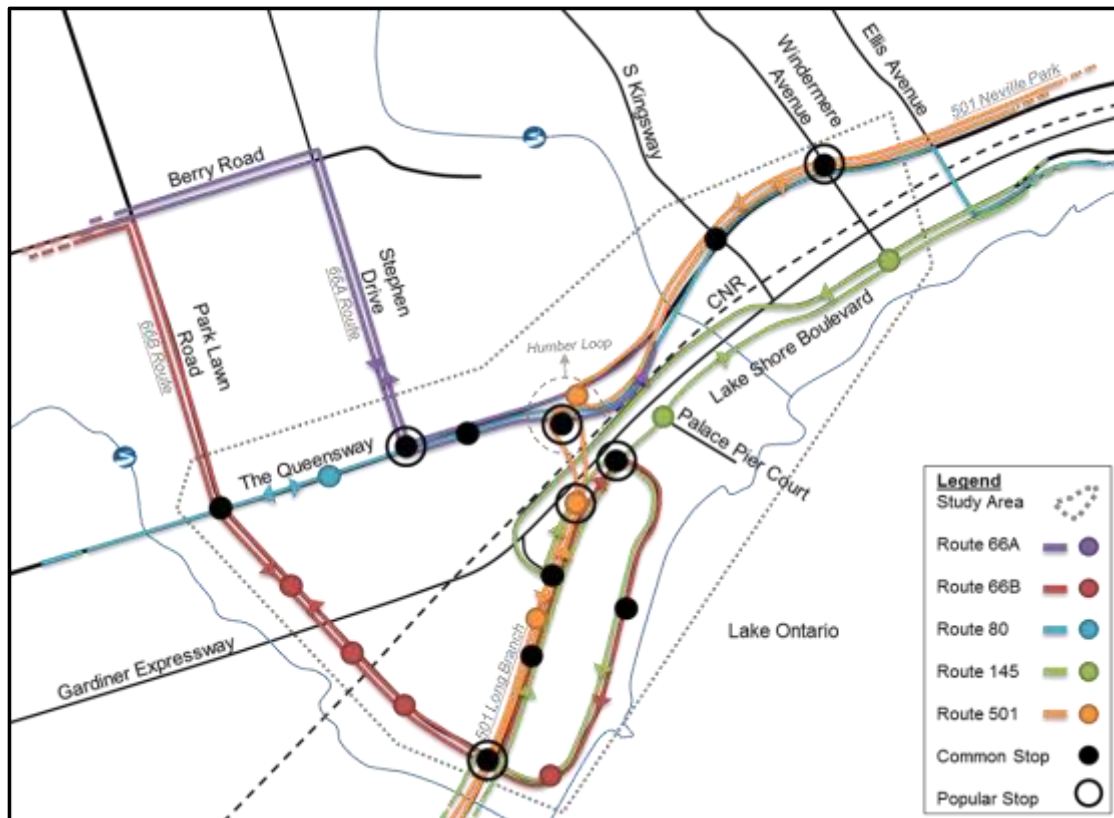
- The majority of all person-trips (71%) that start in the Primary Study Area stay within the City of Toronto and approximately one quarter (27%) end in Downtown Toronto.
- The majority of person-trips (69%) that start in the Primary Study Area and end in Downtown Toronto are made using transit services.
- Unlike person-trips to Downtown Toronto, the majority of person-trips (84%) made to other parts of the City and GTA as a whole are made using automobiles.

Existing Conditions – Active Transportation

This map identified trails and cycling infrastructure that are present within the study area, as well as studies and projects that are planned and approved as per the City's Cycling Network Plan.



Existing Conditions – TTC Routes/Ridership



“Popular Stops” have more than 40 boarding and alighting passengers every peak period

Within Primary Study Area:

- Bus route #66B has the highest hourly ridership in the PM peak period
- Bus route #145 is an express service providing eastbound service only in the AM peak period and westbound service only in the PM peak period.
- Bus route #80 has higher ridership in the westbound direction in the AM peak period and a higher ridership in the eastbound direction in the PM peak period
- Bus route #66A has higher ridership travelling southbound (i.e., towards Humber Loop) in the AM peak period
- Bus route #66B has higher ridership travelling northbound in the AM peak period
- Streetcar route #501 is formed of two service loops, the Neville Park Loop (east) service, and the Long Branch GO Station (west) service, that meet at the Humber Loop

Park Lawn GO Station

Metrolinx Recommendations:

- Metrolinx prepared an Initial Business Case for Park Lawn GO Station – however the station was not recommended as part of the 10-year RER Station Plan due to a physically constrained site, construction challenges and potentially negative impacts on GO operations.
- Metrolinx Board (June 28, 2016) approved 6 new SmartTrack stations on the Stouffville/Lakeshore East and Kitchener GO Corridors, and 2 new Regional Express Rail (RER) Stations on the Barrie GO Corridor in the City of Toronto.
- Metrolinx Board recommended advising City of Toronto that Metrolinx will continue to collaborate to improve the strategic, economic, financial and operations cases for Park Lawn and bring it forward for future consideration.

**GO
RER**

will reduce travel times and give people more ways to get where they want to go with:



Trains every **15** Minutes



Service in **both** Directions



More **all-day** Service



Faster **electric** trains



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Waterfront Transit “Reset”

The Waterfront Transit “Reset” is a partnership between the City, TTC, and Waterfront Toronto to improve transit across a large portion of the City’s waterfront:

- A Phase 1 study was completed earlier this year;
- Council direction was received in July 2016 to proceed to a Phase 2 study, where:
 - Recommended alignment alternatives from Phase 1 will be further evaluated/refined, and;
 - The objective is to establish a preferred network solution.
- Results of Phase 2 will be reported to Council in Q2 2017.

We are working closely to coordinate the TMP with this study, sharing key findings and opportunities to ensure a compatible transportation solution.

Conceptual Plan: Concepts and Screening Results for Waterfront Transit ‘Reset’ Phase 1



Waterfront Transit “Reset” – Light Rail Transit

This map identifies the potential alignments through the study area determined at the conclusion of the Phase 1 Waterfront Transit “Reset” Study.

- Lake Shore Boulevard is the only potential alignment west of the Humber Loop.
- East of the Humber River Loop, two alternative alignments will be evaluated:
 1. Using the existing Queensway streetcar loop, and
 2. A new alignment on Lake Shore Boulevard West.
- The preferred network solution will be recommended in Phase 2 of that Study.



TTC – Potential Transit Loop Locations

Several locations are currently being assessed for a future potential transit loop, including the existing Humber Loop location, the former Mr. Christie Site, and the bus loop that currently exists at the intersection of Park Lawn Road and Lake Shore Boulevard West. Other locations may also be considered.



Potential GO Station Locations

The alternative locations that this TMP will study include:

- at the south east corner of the Metrolinx GO line and Park Lawn Road,
- opposite the Park Lawn Road eastbound off ramp, on the north side of the Metrolinx GO line,
- at the existing TTC Humber Loop location, and
- other locations may also be considered.



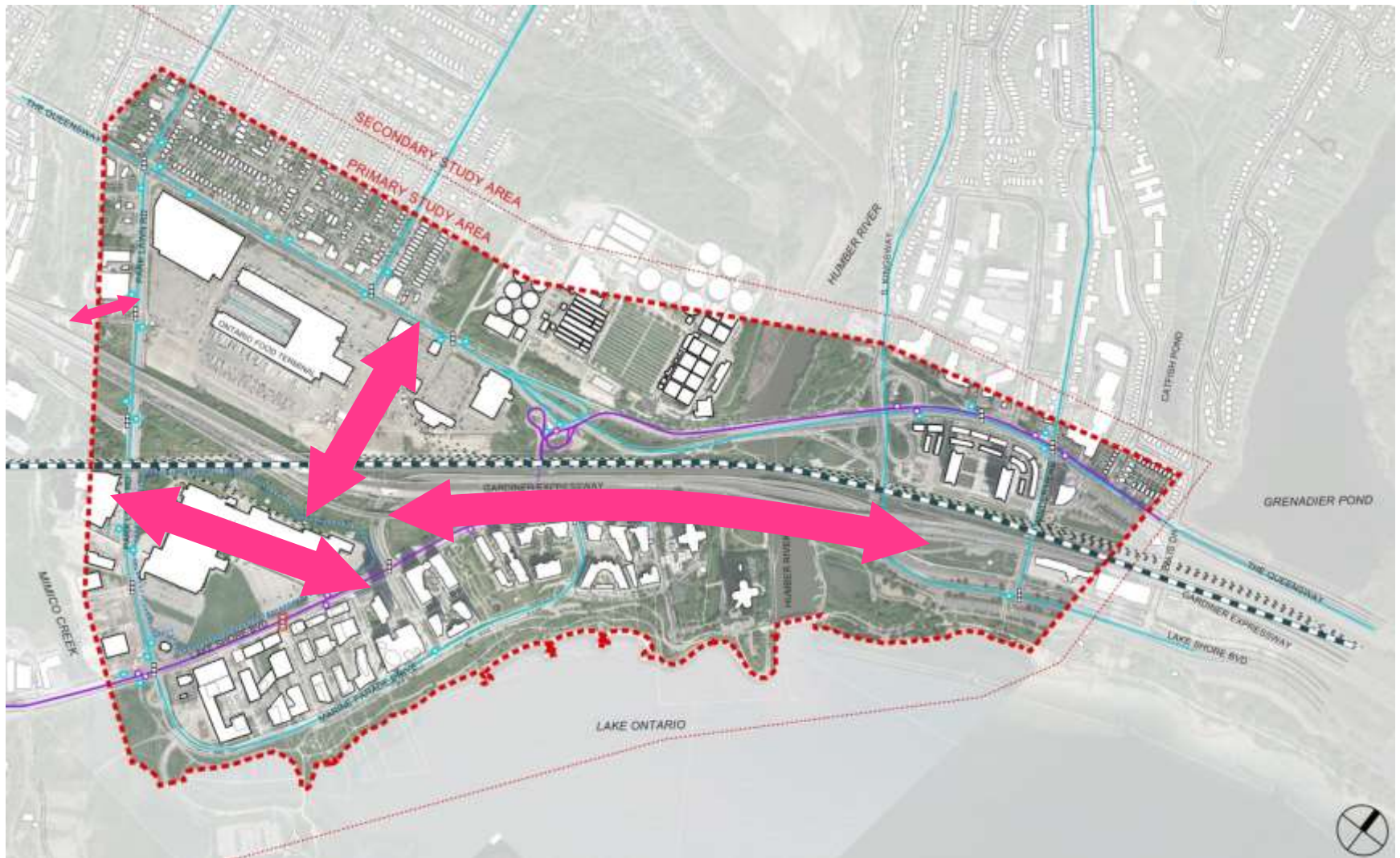
Transit Only Lane on Lake Shore Boulevard

Potential transit improvements in the area could include the introduction of a morning peak-period, transit only lane (e.g. physically protected with barrier curbs) in the eastbound direction on Lake Shore Boulevard, between Park Lawn Road and the Humber Loop. Other transit improvements will be considered as part of the TMP and Waterfront Reset studies.



Potential Road Network Improvements

Potential new road network connections and opportunities to reduce congestion are being reviewed as part of this study.



Study Timelines & Next Steps

STEP 1 – 2016	STEP 2 – 2017	STEP 3 – 2017/2018
Communications and Planning	Stakeholder Meetings	Stakeholder Meetings
Stakeholder Meetings	Public Event 2	Notice of Study Completion
Public Event 1	Public Event 3	30 Day Review Period



- **Review and consider comments received at and following Public Event #1**
- **Develop alternative solutions and evaluation criteria**
- **Hold Public Event #2 to present the alternative solutions**
- **Evaluate alternatives**
- **Present recommendations at Public Event #3**
- **Notice of Study Completion**
- **30 Day Review Period**

How can you continue to Participate?

We'll Keep You Posted!

Please sign up for the project email list to receive updates. You can also check the website www.toronto.ca/parklawnlakeshore to see the most recent information.

Comment Box

Please complete a comment sheet and place it in the box provided *or* submit written comments via email, mail and/or fax to the following study team member:

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