

Waterfront East Light Rail Transit Extension

Spring 2023 Community
Consultation

Engagement Summary



Executive Summary

The City of Toronto, in partnership with Waterfront Toronto and the Toronto Transit Commission (TTC), has initiated, at City Council's direction, the Preliminary Design and Engineering (PDE) for the extension of the Waterfront Transit Network from Union Station to Parliament Street and ultimately connecting to Cherry Street.

In parallel to this design work, the project team is also undertaking a Transit Project Assessment Process (TPAP) for the project, which is a streamlined environmental assessment process designed specifically for transit projects. The public and stakeholders will be engaged throughout the TPAP. The Environmental Project Report (EPR) will be produced at the end of this process to summarize the TPAP, including feedback on all public and stakeholder engagement activities. This summary report from the Spring 2023 community consultation will contribute to the final EPR.

The following summary documents what the project team heard from feedback received through the Waterfront East Light Rail Transit Extension Spring 2023 Virtual Community Consultation meeting, virtual Question & Answer session, online questionnaire, and emails received by the project team. The Virtual Community Consultation meeting took place on April 5, 2023, and was attended by 384 participants. A virtual Question & Answer session took place on April 11, 2023, and was attended by 27 participants. The online questionnaire was available from April 5, 2023, until April 19, 2023, and received 150 responses. All consultation materials, including the presentation slides and a recording of the Virtual Community Consultation were published by April 6, 2023 on the City of Toronto's project website at toronto.ca/waterfronttransit

Key Feedback We Heard

Segment 1

Participants were generally supportive of the current design of the Union Station streetcar loop and Queens Quay-Ferry Docks Station. Many participants emphasized that access and connectivity between the stations and surrounding destinations is an important priority for the design to achieve. Most of these comments referred generally to improvements that would make the stations more accessible such as creating multiple elevator access points and widening platforms and passageways. Some participants expressed concerns about the deferral of more extensive upgrades to Queens Quay-Ferry Docks Station that would provide a larger station with extended platforms – these concerns were primarily associated with overcrowding and ensuring multiple accessible points of access are available.

Segment 2

Participants were supportive of the current design of the extension of Queens Quay East along Segment 2. Participants identified the importance of LRT stop amenities such as shelter and benches, and to consider measures to minimize overcrowding, such as stop locations. Incorporating greenery, creating a separate path for cyclists, implementing transit priority signaling, enforcing speed limits, and improving signage were also suggested.

Segment 3

Participants were supportive of the current design of Cherry Street and Commissioners Street in Segment 3. Participants highlighted concerns regarding noise from streetcar tracks and flood risks. Participant feedback also emphasized the urgency of building reliable and high-quality transit prior to the redevelopment of the Port Lands.

Implementing the Waterfront East LRT

Participants had many questions and concerns about the implementation of the Waterfront East LRT – these questions and concerns were primarily associated with how to get this project funded and under construction as soon as possible. Participants were concerned that there is not enough urgency placed on this project as an important part of getting people moving in Toronto's growing eastern waterfront. Participants were also concerned that the multiple years of construction on this project in addition to other major infrastructure projects in the area and redevelopment of the eastern waterfront and Port Lands will create challenging conditions to getting in/out/through this neighbourhood. Participants were eager to understand what construction and vehicle traffic mitigation measures will be proposed to manage this concentration of construction.

More detail is provided on the following pages.

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Appendices (included separately)

Appendix A – Detailed Summary of Questions of Clarification

Appendix B – Qualitative Responses

Appendix C – Survey Demographic Data

The following summary was prepared by LURA Consulting, Waterfront Toronto’s independent public consultation and engagement consultant for the Waterfront East LRT Extension.

1 Introduction

The City of Toronto is planning the Waterfront Transit Network to service Toronto's waterfront from Long Branch in the west, at the Etobicoke/Mississauga border, to the Leslie Barns Maintenance and Storage Facility in the east. Individual projects in the network are in various stages of planning, design, and the environmental approval process. This engagement is focused on the Waterfront East LRT Extension, the portion of the network from Union Station to Villiers Island via Queens Quay East and Cherry Street (Figure 1).

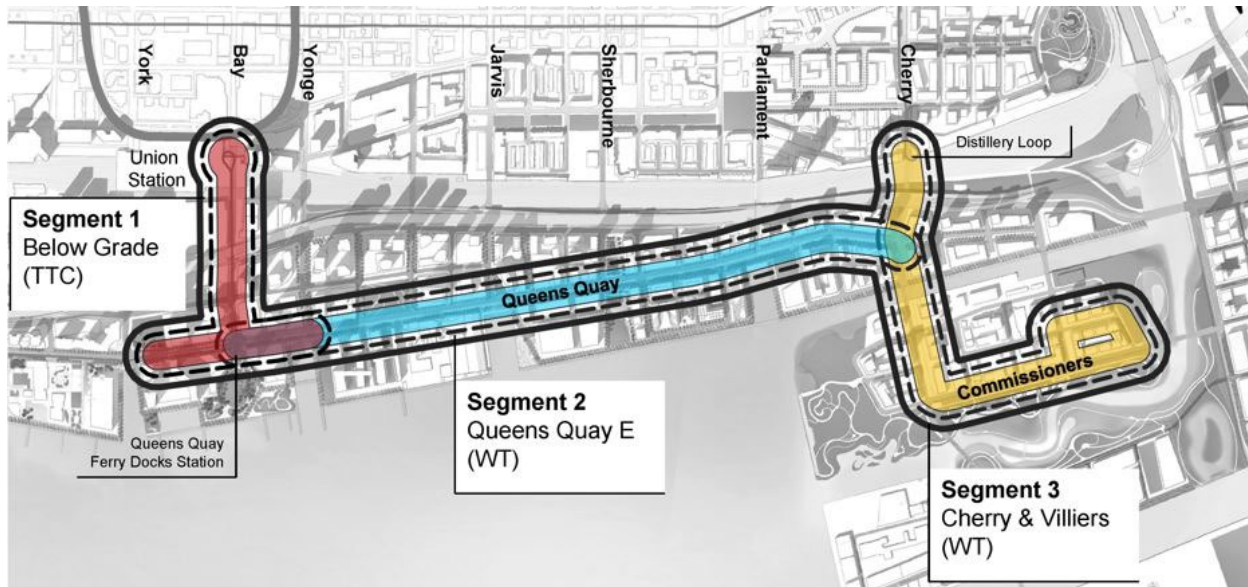


Figure 1. Waterfront East LRT Extension Preliminary Design and Engineering Segments 1, 2, and 3.

In parallel to this design work, the project team is also undertaking a Transit Project Assessment Process (TPAP) for the project, which is a streamlined environmental assessment process designed specifically for transit projects. The public and stakeholders will be engaged throughout the TPAP. An Environmental Project Report (EPR) will be produced at the end of this process to summarize the TPAP, including feedback on all public and stakeholder engagement activities. This summary report from the Spring 2023 community consultation will contribute to the final EPR.

The project entails three components that contribute to the overall project, which are:

- **Segment 1** – underground sections including the Union Station Loop, the Queens Quay-Ferry Docks LRT Station, and a new tunnel extension and portal on Queens Quay between Bay Street and Yonge Street, accompanied by enabling works through the Yonge Slip Infill.
- **Segment 2** – surface sections of the existing Queens Quay East and extension of Queens Quay East to Cherry Street.

- **Segment 3** – surface sections between the existing Distillery District 504A King Street streetcar loop, Cherry Street, Commissioners Street, and the Villiers Island Loop.

The following summary report documents the feedback received through public consultation and engagement activities in April 2023.

2 What We Heard

The City of Toronto, Toronto Transit Commission (TTC) and Waterfront Toronto sought feedback from April 5 to April 19, 2023, through a virtual Community Consultation, a virtual Question & Answer session, an online questionnaire, and a project email (the project email is WaterfrontTransit@toronto.ca and will be active throughout the entire project to receive questions and feedback from the public). The following subsections provide an overview of the key messages heard through community engagement.

Where responses were received to a quantitative question, results have been quantified. All comments received through feedback have undergone a thematic analysis. This involves summarizing and categorizing qualitative data to capture important concepts within the dataset. Once completed, a collection of themes was used to formulate the descriptive text in this report. It is important to note that comments received were wide-ranging, and the appendices to this report provide a fulsome record of all comments received.

Appendices include:

- Appendix A – Detailed Summary of Questions of Clarification
 - All questions received through the virtual Community Consultation, virtual Q&A session and online questionnaire have been appended, however, not all questions are provided with an answer. All questions that were asked and answered during the virtual community consultation and frequently asked questions are answered in Part 1 of this appendix.
 - Questions received through the project email will be documented as part of the TPAP EPR and responded to directly by the project team.
- Appendix B – Qualitative Responses.
- Appendix C – Survey Demographic Data

2.1 Segment 1

2.1.1 Design of Union Station Streetcar Loop

The project team presented an updated design for the Union Station streetcar loop. The team sought feedback on the design relating to passenger circulation, connections, and access to points of interests and station accessibility (Figure 2). Over 60% of questionnaire respondents

expressed that the updated Union Station streetcar Loop design reflects refinements and substantively addresses the comments from the past iteration.

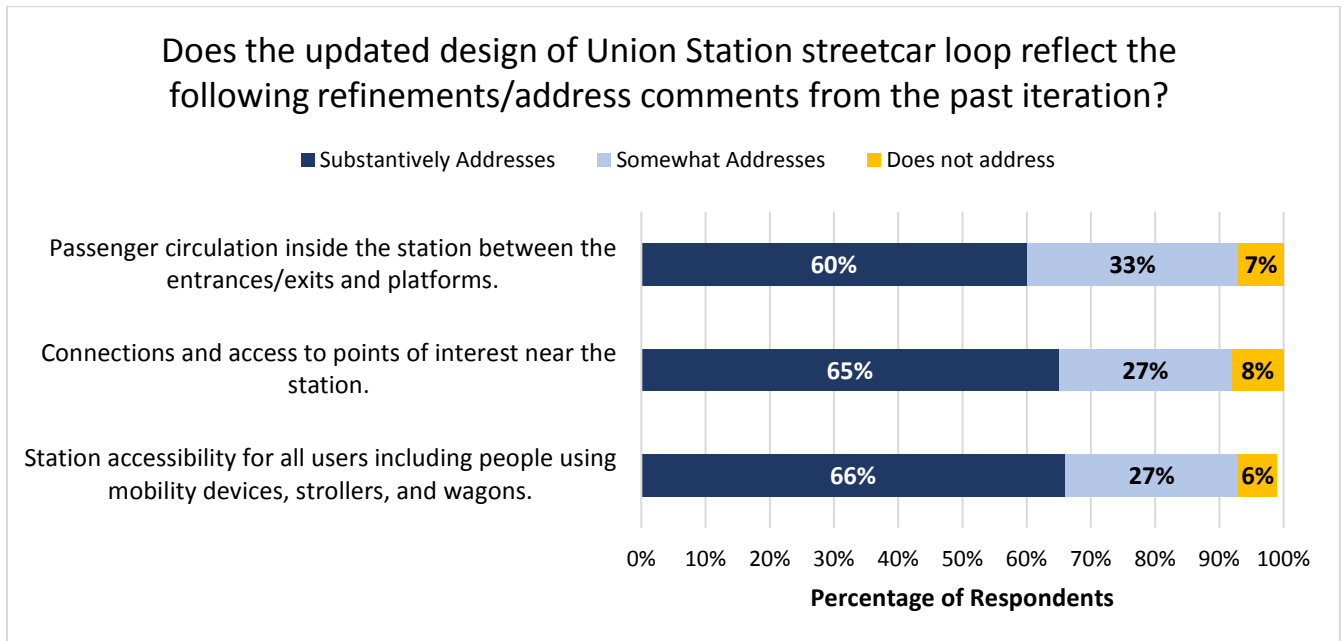


Figure 2. Participant sentiments towards the updated design of the Union Station streetcar loop [143 respondents]

Overall, participants were supportive of the current representation of the station design, offering additional feedback to refine the design of Union Station:

- Many participants indicated they are supportive of the additional platform areas and accessible entrances and exits included in the design.
- Some participants suggested widening the narrow passage that connects the Line 1 subway platform and the streetcar platform to avoid congestion during rush hour.
- Concerns about overcrowding and the design potentially being unable to accommodate the expected increase in passenger volumes during peak periods.
- Participants who were concerned about the walking distance to connect to and from the subway suggested adding rest areas, seats, and ramp access to accommodate individuals with mobility needs.
- Include more direct connections to the new Bay Street Concourse, closer to Front Street.
- Participants who were concerned about the elimination of the proposed northwest entrance to Union Station suggested creating a new entrance from the streetcar platform to the northwest subway platform to avoid congestion and reduce the distance passengers need to walk.
- Participants expressed confusion about the differences between the two station plans and suggested making them clearer to compare.

2.1.2 Design of Queens Quay-Ferry Docks LRT Station

The project team presented an updated design for the LRT station at Queens Quay-Ferry Docks. The team sought feedback on the design relating to passenger circulation, connections, and access to points of interests and station accessibility (Figure 3). Approximately 50% of question respondents expressed that the updated design of Queens Quay-Ferry Dock LRT Station reflects refinements and substantively addresses the comments from the past iteration.

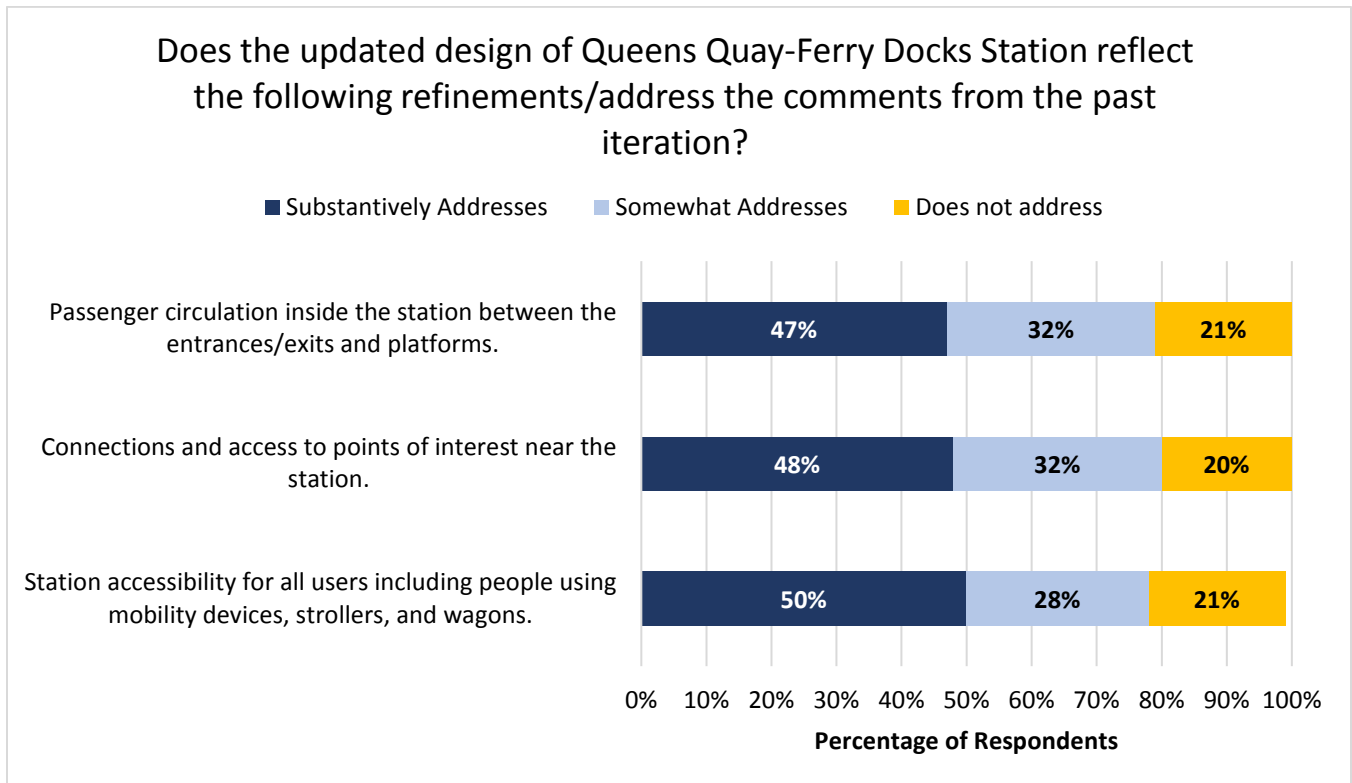


Figure 3. Participant sentiments towards the updated design of the Queens Quay-Ferry Docks Station [137 respondents]

Overall, participants were supportive of the current representation of the station design, offering additional feedback to refine these designs as design work continues to move forward:

- Participants expressed that the previous design presented in 2021 which included multiple tracks, grade-separated track crossing underpass, pedestrian tunnel replacing the level crossing, and direct link to the south side of Queens Quay should be reconsidered for inclusion in the design.
- Make the elevator at the east entrance larger to accommodate strollers, wagons, and those with accessible needs. This access point should also have a Presto payment machine to address the issue of people riding free.
- Include an interior connection to 10 Bay Street in the design.

- Add a second accessible access point on the east side of Bay Street and Queens Quay for better access to the Jack Layton Ferry Terminal and the waterfront.
- Improve access and connections to Jack Layton Ferry Terminal.
- Address the potential issue of overcrowding and delays, especially during the summer, by reviewing the station's capacity and making necessary adjustments.
- Consider adding another elevator in case of breakdowns.
- Exterior stairwells should be designed to shelter these access points from the elements – currently the stairs to Queens Quay-Ferry Docks station flood consistently when it rains.
- Coordinate with the 11 Bay project to control costs.
- Ensure that the station can meet existing and future demands without compromising safety and accessibility.

2.1.3 Additional considerations applying to both stations

- Include an underground pedestrian walkway from Queens Quay-Ferry Docks LRT Station to Union Station to improve accessibility.
- Reconsider the deferral of an additional station entrance on the south side of Queens Quay near Jack Layton Ferry Terminal.
- Ensure elevator access is on both the west and east sides of Bay Street.
- Address noise levels on track and consider involving companies specializing in green track in the pilot program.
- Establish a plan for when vehicles drive into the underground tunnels.
- Reduce costs by running a streetcar on the surface of Bay Street instead.
- Include phone and/or Wi-Fi reception at Queens Quay-Ferry Docks LRT Station to make it safer and easier to look up schedules.
- Address the noise from streetcars turning and find solutions that address additional wear of vehicles and high decibel levels for passengers and operators.

2.2 Segment 2

The project team presented a conceptual cross-section of the extension of Queens Quay East between Parliament Street to Cherry Street. The team sought feedback on the design relating to creating welcoming spaces, safe environments, and planting strategies (Figure 4). Over 75% of question respondents expressed that the updated design of Queens Quay East reflects refinements and substantively addresses the comments from the past iteration.

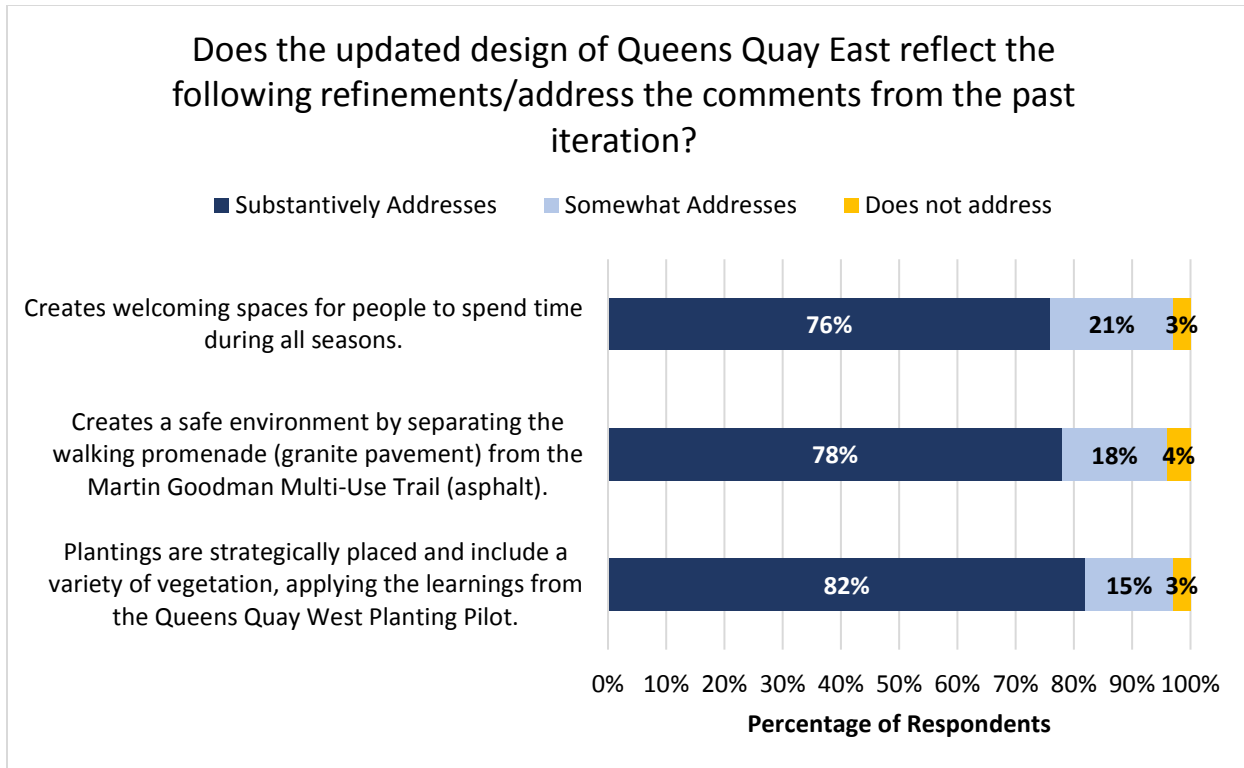


Figure 4. Participant sentiments towards the updated design of the Queens Quay East [136 respondents]

Overall, most participants were supportive of the current design of the extension of Queens Quay East, offering additional feedback for the project team to consider as the design is revised:

- Consider the stop locations to avoid creating stops that are much busier than others, especially around Cooper Street.
- Clarify the traffic speed and ensure enough pedestrian crossings to ensure safety.
- Participants were supportive of the use of plants to separate the Martin Goodman Trail from the pedestrian promenade.
- Ensure there is enough pedestrian space next to Redpath.
- Prioritize the construction of this segment to benefit the area as soon as possible.
- Incorporate winter maintenance considerations in the trail design to ensure year-round usability.
- Install appropriate sewer systems to prevent flooding in sections of the trail during rainy seasons.
- Implement transit priority signalling to hold the lights green longer for transit vehicles and minimize the number of transit stops.
- Consider creating a separate path for cyclists to avoid conflicts with pedestrians, especially joggers.

- Provide streetcar stops with shelters, benches, ticket machines, and next streetcar displays.
- Consider heated stop pavement to avoid snow accumulation.
- Consider implementing a green track on Queens Quay and reducing cars on Queens Quay.
- Incorporate mature, hardy, and all-season trees and plantings into the design and promote sustainable plant growth through proper maintenance and care.
- Enforce speed limits on bikes, scooters and other e-vehicles to ensure the safety of all users, including pedestrians.
- Signage could be improved to separate the multi-use trail from sidewalks better and indicate the types of vehicles allowed on the trail.
- Consider replicating this design in other parts of the city, like King Street.
- Extend the Queens Quay East separation between the Martin Goodman Trail and the promenade to Queens Quay West.
- Create small European-style squares and incorporate smaller-scale retail where people can gather.
- Consider having raised crossings for pedestrians and cyclists on crosswalks that do not intersect with streetcar tracks.
- Ensure the design of the LRT right-of-way does not encroach on the sidewalk and provides ample pedestrian space.
- Resurface Queens Quay between Bay Street and Quayside.

2.3 Segment 3

Overall, most participants were supportive of the current design of the segment, offering additional feedback to refine these designs as design work continues to move forward:

- Concerns about noise levels around the Villiers Island Loop and the impact of climate change on the area's flood risk.
- Prioritize building the extension and connection to Broadview Avenue and the East Harbour Transit Hub.
- Improve pedestrian accessibility along Cherry Street from the closest streetcar stop to Distillery District.
- Extend the LRT to the International Ferry Terminal to increase tourism.
- Build the Villiers Island track as soon as practical and operate via Cherry Street and King Street.
- Consider connections to the Ontario Line.
- Provide high-quality transit before the occupation of new housing to ensure convenient access for workers and residents without heavy reliance on driving.
- Reduce road space allocated for cars in the area.
- Provide a map or plan on the webpage for this segment of the project.

2.4 Other Key Priorities

Previous consultation has identified the following priorities for staff to consider when making recommendations to City Council:

- Getting the transit line built as soon as possible.
- Mitigating disruptions during construction to the greatest extent possible.
- Protecting for future investments in transit.
- Protecting for future investments in the public realm.
- Reducing the overall cost of the project.

The project team asked survey respondents to identify other key priorities were not listed. Additional priorities participants offered are summarized thematically:

- Construction should proceed as quickly as possible.
 - This should include considering getting transit operational as soon as possible, even if the entire project is not complete (waterfront service should not have to wait for the tunnel to Union Station to be completed).
- The design should place greater emphasis on exceeding accessibility requirements.
- Consider making this a rapid transit project and prioritizing travel times.
- Plan for future capacity expansion and minimize the need for underground construction and closures.
- Ensure that there is service for the 509, 510 and 511 streetcars during construction and plan for alternative routes in case of disruptions.
- Ensure transit and active transportation will be a priority on these routes.

- Maximize transit transfer points and consider future opportunities for additional connections, such as the Ontario Line and Lakeshore East of the Don River.
- Build with transit signal priority and ensure streetcars run on schedule with minimized delays.
- Prioritize safety at all times and for all users.
- Address noise levels on rail curves and maintain the infrastructure regularly.
- Maximize housing development along the corridor.
- Implement stricter payment measures on the TTC to ensure that all passengers pay their fares.
- Build through an equitable lens and using sustainable and innovative technology.
- Start the construction of the new transit lines before people begin moving in.
- Build for long-term capacity at Union Station and higher waterfront transit usage.
- Build for durability and prioritize simple operations wherever possible, while keeping costs reasonable.

3 How We Engaged

3.1 Communication Methods

The project team utilized a variety of print and digital communication methods to inform individuals about the Virtual Community Consultation and an online survey. An overview of the communication methods and their reach is included in **Table 1**.

3.1.1 Project Webpage

The City of Toronto's website acted as the primary communications portal to inform the public about the Waterfront East LRT Extension Virtual Community Consultation. A landing page, <http://toronto.ca/waterfronttransit>, hosted all information regarding the project, including general information, project updates, links to project videos, presentation files, an online questionnaire, and an option to subscribe for project-related updates.

3.1.2 Mailout

A print mailout promoting the project and Virtual Community Consultation was sent to 63,481 households two weeks before the meeting, in an area bounded by Spadina Avenue to the west, King Street to the north, the Don River to the east, and Lake Ontario to the south.

3.1.3 E-Newsletters and Mailing Lists

3.1.3.1 City of Toronto Project Mailing List

Individuals who signed up to receive email updates through the project website were emailed on March 22nd with reminders about the Virtual Community Consultation and online questionnaire. The project mailing list emails were sent to 1,291 people.

3.1.3.2 Waterfront Toronto Newsletter

A notice advertising the Virtual Community Consultation was included in Waterfront Toronto's March 2023 monthly newsletter. Approximately 7,500 people receive Waterfront Toronto's monthly newsletters.

3.1.3.3 Councillor Ausma Malik's Newsletter

A notice advertising the Virtual Community Consultation was included in the two preceding newsletters sent by the Councillor's office to their newsletter mailing list. Approximately 2,000 people receive Councillor Malik's newsletters.




3.1.3.4 Event Mailing List


Three (3) emails were sent to all registrants of the Virtual Community Consultation to remind them about the upcoming meeting and the online questionnaire.

3.1.4 Social Media

The City of Toronto and Waterfront Toronto used their Facebook and Twitter accounts to promote the Virtual Community Consultation and online questionnaire from March 22 to April 19, 2023.

Table 1. Communication Methods, Summarized

Outreach Method	Outreach Activities	Recipients and Views
Project Webpage 	A dedicated webpage was developed within the City of Toronto's website to act as an integrated platform for all project-related information. Through the webpage, interested people could also subscribe to receive updates and access information about the project.	Views 6,162
Mailouts 	A flyer advertising the Virtual Community Consultation and website was delivered to addresses bounded by Spadina Avenue to the west, King Street to the north, the Don River to the east, and Lake Ontario to the south.	Recipients 63,481 households
Mailing Lists and Newsletters 	The Virtual Community Consultation notice and information were included in newsletters and mailing lists (including the Zoom public meeting registration email list) from the City of Toronto,	Recipients 10,791

Outreach Method	Outreach Activities	Recipients and Views
	Waterfront Toronto, and Councillor Ausma Malik's office in March, 2023.	
Social Media 	The virtual community meeting and online survey were promoted through the City of Toronto and Waterfront Toronto's Twitter and Facebook accounts with additional outreach support from the TTC's and consultant team's accounts.	Engagements¹ WT Social engagements <ul style="list-style-type: none"> • 116,397 impressions • 6,104 engagements • 5.2% engagement rate • 2,307 link clicks
Total Outreach		196,831

3.2 Engagement Methods

The project team engaged with members of the public through two primary tactics to provide information about the Waterfront East LRT Extension, answer questions, and gather feedback on the materials presented. An overview of the engagement methods and their reach is included in **Table 2**.

3.2.1 Virtual Community Consultation

A Virtual Community Consultation was held using Zoom Webinar on Wednesday, April 5, 2023, from 6:30 p.m. to 8:30 p.m. The event included a 45-minute overview presentation and project updates on the full extent of the project. Following the presentation, there was a 60-minute Question and Answer period. Participants posed their questions through the Q&A or raised their hands to indicate that they would like to be unmuted to ask a question. Questions were answered by members of the project team. In total, 122 questions and comments were received before, during, and after the meeting by participants.

The meeting recording and presentation slides were made available online following the meeting for review on the City's project webpage. Resources can be accessed through the following links:

¹ Social media engagements include all retweets, comments, likes, shares, and link clicks on both Twitter and Facebook platforms.

- [Access the virtual meeting recording.](#)
- [Access the virtual meeting presentation.](#)

3.2.2 Online Question & Answer Session

A virtual Question & Answer session was held on April 11, 2023 from 5:00 p.m. to 6:00 p.m. as an additional opportunity for individuals to ask questions if they were unable to attend the Virtual Community Consultation. The presentation delivered during the Virtual Community Consultation was not repeated during this meeting, however the Waterfront East LRT Extension overview video was played prior to receiving questions. The overview video is available online:

- [Access the Waterfront East LRT Extension overview video](#)

3.2.3 Online Questionnaire


An online questionnaire was made available on the City's project webpage from April 5, 2023, to April 19, 2023. The online questionnaire asked for feedback on the updates to the design of the Waterfront East LRT that were presented at the Virtual Community Consultation. **Appendix C** includes the demographics of participants who replied to the questionnaire.




3.2.4 Email

Individuals could email questions and comments to the project team through the online registration page for the Virtual Community Consultation or using the project email (WaterfrontLRT@toronto.ca). Questions submitted by email were responded to directly by members of the project team and recorded for inclusion in the TPAP EPR.

The project email will be live throughout the consultation process to receive questions and comments and provide responses to community inquiries.

Table 2. Engagement Methods Summarized

Engagement Method	Engagement Activities	Engagement Reach
Virtual Community Consultation 	<p>A Virtual Community Consultation was held on April 5, 2023, to provide an update on the Waterfront East LRT Extension scope of work and gather and answer questions from members of the public.</p> <p>The Virtual Community Consultation (AODA compliant) meeting recording was posted online following the meeting for individuals to view at their convenience.</p>	<p>Engaged 384</p> <p>Meeting Recording Views 1068 (as of May 25, 2023)</p>

Engagement Method	Engagement Activities	Engagement Reach
Virtual Q&A Session 	A Virtual Question & Answer session was held on April 11, 2023 to provide an additional opportunity for individuals to ask questions about the project.	Engaged 27
Online Questionnaire 	An online questionnaire was developed to gather detailed feedback on the materials presented.	Engaged 150
Email 	<p>Emails, including feedback and questions, were received through the Virtual Community Consultation Zoom registration page and the project email.</p> <p>The project email is WaterfrontLRT@toronto.ca and will be active throughout the project to receive questions and feedback from the public.</p>	Engaged 18
Total Engaged		579

4 Next Steps

The project team will review the feedback provided through this meeting in preparation for an update to City Council in summer 2023. The project team anticipates publishing the Notice of Commencement of the Transit Priority Assessment Process (TPAP) later in 2023 to begin the 120-day consultation and documentation period.

Appendix A – Detailed Summary of Questions of Clarification

The following questions were received through the Virtual Community Consultation, Virtual Question & Answer session, the online questionnaire, and communication with the project team. Below is a summary of all questions received through the meeting, the online questionnaire, and communication with the project team and questions that were responded to during the Virtual Community Consultation meeting and frequently asked questions that emerged through participant feedback. If you have a specific question that you would like to speak to the project team about further, please email WaterfrontLRT@toronto.ca with the subject line "Waterfront East LRT Extension - Additional Question(s)."

Segment 1

Union Station

Question: Will there be a level crossing at Union Station similar to the one at Queens Quay-Ferry Docks?

Answer: A level crossing at Union Station is not proposed as the crossing distance is longer than at Queens Quay-Ferry Docks Station due to multiple parallel tracks. In addition to safety concerns, adding a level crossing would also pose significant delays to streetcar operations. The platforms at Union Station are accessible either from the Union Station subway platform via a corridor or through the east and west Bay Street teamways (all three of these access points have a dedicated elevator access point).

Question: Are there any plans to improve safety at the Union Station streetcar platform, including constructing platform screen doors or implementing measures to prevent passengers from crossing the tracks?

Answer: While platform screen doors will not be installed at Union Station streetcar platforms, TTC's streetcar operators are trained to operate the streetcar safely underground, the same as they would at the street level based on line-of-sight approach. In the next phase of design development, different approaches to minimizing un-authorized access will be explored.

Question: Do you anticipate any issues with the current narrow entrance to the subway from the streetcar entrance? Is there a plan to increase the width of the entrance to address potential congestion and disorder at this chokepoint?

Answer: Current queuing of the subway pathway connection is due to the existing single curved streetcar platform. The new design of Union Station's streetcar platforms eliminates this condition by splitting the passageway around the streetcar curve and creates an arriving and departing platform. This will facilitate the flow of passengers to and from the subway station to the arriving and departing streetcar platforms.

Queens Quay-Ferry Docks Station

Question: The current TTC standard for entrances requires that two elevators are provided at all entrances, but only one is currently planned for at Bay Street and Queens Quay. Will this decision be reconsidered?

Answer: The TTC's two-elevator standard is required for new stations, retrofitted stations must include at least one elevator, two if feasible. For the current proposed elevator upgrade at the station's west entrance, only one elevator can be accommodated due to existing site constraints. The proposed elevator will meet TTC's latest elevator design standard, which is expected to be more reliable than the existing elevator. In future project phases, an additional fully integrated accessible entrance may be possible within potential development site at 11 Bay Street.

Question: Where will the access points at Queens Quay-Ferry Docks LRT Station be located?

Answer: Access points at Queens Quay-Ferry Docks station will be located in the same locations that they exist today (a staircase and elevator at the northwest corner of Queens Quay West and Bay Street and a staircase on the east side of Bay Street north of Queens Quay West). Additional access points will be coordinated as part of the future build out of this station, aligning with the redevelopment of adjacent properties.

Question: When the Harbour Castle Convention Centre is rebuilt, how will it be connected to Queens Quay-Ferry Docks station? Will there be an underground pedestrian walkway connecting Union Station, Queens Quay and the Ferry Terminal?

Answer: Exact details of the connection between the Harbour Castle Convention Centre and Queens Quay-Ferry Docks Station are still to be determined, however the project team is protecting for and will be working to integrate station expansion efforts in coordination with redevelopment of the Convention Centre. An underground pedestrian walkway between Queens Quay-Ferry Dock Station and the south side of Queens Quay was presented in the previous Virtual Community Consultation (in June 2021), and may be considered in future works. An underground walkway between Union Station and Queens Quay is not being considered.

Question: Will the Yonge Street Slip impact the refurbishment and construction of the Jack Layton Ferry Terminal entrance? How will the access to the ferry docks be affected?

Answer: The Yonge Street Slip fill is intended to maintain vehicular access to the Jack Layton Ferry Terminal, as well as to the Westin Harbour Castle, once the new eastern LRT portal is built.

General

Question: Will there be additional staff at these new stations?

Answer: Staffing for the new stations will be comparable to what it is today, but with the stations having more space and wider platforms.

Question: Will the final service plan allow you to travel east-west along Queens Quay without looping up to Union Station, or will all east-west travel require the streetcar to loop into the station?

Answer: During the construction of the Waterfront East LRT, an interim east-west service may be implemented before the construction at Union Station and Queens Quay-Ferry Docks is finished. A decision on the final service plan, whether or not the streetcar will loop up to Union Station before proceeding east-west, has not been made at this time.

Question: Will the new stations have one or two-stage ramps?

Answer: Station platforms will be built to allow one-stage access when boarding and disembarking. Operators can deploy the accessible ramp from inside the vehicle, thereby providing faster service.

Question: Do any of the designs include allowing more daylight into the stations?

Answer: Current designs do not allow more daylight into the stations. At Union Station, there may be opportunity to introduce daylight at the loop area, subject to further coordination with the City and resolution of underground utility constraints.

Question: What will the construction staging plan be for Segment 1?

Answer: The TTC has prepared a video detailing the preliminary construction staging sequence for Segment 1. [Watch the Waterfront East LRT Extension Segment 1 Construction video.](#)

Question: What measures will be taken to ensure the safety of individuals and prevent hazardous crowding during rush hour or large-volume events?

Answer: During extremely busy periods (e.g. sports events, concerts, summer weekends, and other large events), the stations will be staffed with specially trained station or transportation supervisors who will manage the crowds and minimize any associated disruptions. Additionally, these supervisors will provide support to individuals requiring accessibility assistance.

Segment 2

Question: Are there any plans to open the non-underground continuous east-west portion before completing the underground sections?

Answer: In order to open interim east-west streetcar service prior to completion of the underground works at the Union Station, at minimum, the tunnel portals along Queens Quay will need to be completed.

Question: Will the Martin Goodman Trail and sidewalks along Queens Quay have the same layout as the western section?

Answer: Waterfront Toronto is applying lessons learned from the Queens Quay West portion of the Martin Goodman Trail and waterfront promenade to improve these spaces across the waterfront and on Queens Quay East. Notably, Queens Quay East will include a widened Martin Goodman Trail, clearer intersections

delineating the Martin Goodman Trail and pedestrian promenade, and larger planting beds to support the root systems of trees to allow these plants to thrive better in an urban environment.

Segment 3

Question: What streetcar routes and connections are planned in Segment 3? Are direct connections to the Ontario Line being considered?

Answer: The 504A King Street streetcar will be extended into the Port Lands and turned around at the Villiers Island Loop. A direct connection between the Waterfront East LRT and the Ontario Line is not planned.

Question: Was a loop of the entire Villiers Island considered?

Answer: Several different alignment options were considered for the Villiers Island loop, including on-street options that spanned greater distances. However, long loop distances and one-way routing posed concerns for TTC operations. In evaluation of these options, it was identified that:

- One way routing creates confusion as to where customers are to wait for stops, and does not provide a clear end point.
- As Cherry & Commissioners is anticipated to be a significant future attraction, a two-way connection at this intersection was strongly preferred.
- Potential conflict points and traffic impacts are most significant in these long-loop scenarios as the tracks will require the most intersection crossings.
- Pedestrian connections become problematic as one way routing require customers to board and disembark at very different locations.

Question: Is there a possibility of extending the streetcar service further south to Cherry Beach?

Answer: An extension further south to Polson Quay was considered earlier in the project, but was deferred in favour of the Villiers Island Loop. The extension to Polson Quay was designed to the 30% level and is still envisioned as part of the ultimate network, however service further south to Cherry Beach has not yet been considered.

Question: What will happen to the Segment 3 loop if the LRT is extended south or east?

Answer: One of the reasons the loop design on Villiers Island was selected is because it can be incorporated into future TTC service planning when the LRT is extended further to the east as envisioned by the Waterfront Transit Network Expansion. This loop will continue to serve the TTC by providing a layby for streetcars or a short-turning location, as required.

Question: Will the buses continue to service Queens Quay East while the Extension is being built?

Answer: Buses will continue to service Queens Quay East while the extension is being built. Adjustments to existing routes (e.g. 65 - Parliament and 75 -Sherbourne buses) may be required to coordinate with construction staging/work areas, however, service levels will be maintained at all times.

Question: Do the newly built bridges in the Port Lands have space to accommodate the LRT? Will the new transit bridge south of Villiers Island to Polson be part of Segment 3?

Answer: A new dedicated transit bridge is already in place across Keating Channel, which was constructed as part of the Port Lands Flood Protection project. Additional bridges over the new mouth of the Don River (to Polson Street) and the Ship Channel (to Cherry Beach) would need to be constructed through a further expansion of the Waterfront East LRT and are not included in the scope of Segment 1, 2, or 3.

Question: Are elevated guideways being considered?

Answer: Elevated guideways are not planned for in the design of the Waterfront East LRT as they cannot be accommodated on Bay Street due to the rail alignment and Gardiner Expressway and would create a visual obstruction on Queens Quay East.

Safety and Accessibility – General

Question: Will all stops be accessible for individuals using a mobility-assisted device?

Answer: All stops, including both underground and surface stops, will be fully accessible. Stop platforms will be level with the floor of the streetcar to provide accessible, convenient, and fast boarding (via one-stage access) for individuals using a mobility device.

Question: Is WheelTrans availability being considered in the design of the surface segments?

Answer: The design for the project incorporates layby spaces and has been developed with accessibility as a top priority. The TTC has been involved throughout the planning of the surface segments and will continue to provide valuable input as the design progresses. Furthermore, an accessible committee at Waterfront Toronto will also be established to ensure that accessibility considerations are fully integrated into the project. In addition to these efforts, WheelTrans, as a key stakeholder, will be engaged in ongoing consultations to ensure that the design meets the accessibility needs of all users.

Construction Timeline and Impacts

Question: What is the timeline for construction and project delivery?

Answer: Early and enabling works could begin as early as 2024, with full project completion as early as 2032. Please note this timeline is subject to change.

Question: What accountability measures are being taken to ensure this project will be completed on time and without large budget overruns?

Answer: Staff are working with City Council to advance the project and take their guidance on adjusting timelines when necessary. To avoid cost overruns, contingencies have been built into the project's budget.

Question: How will the other projects in the area affect the timeline for early works? (e.g., NPS 20 Pipeline Replacement Cherry to Bathurst Project)

Answer: The WELRT is being coordinated with the various other major projects in the area, with project phasing and implementation being developed to minimize the scheduling risk to the WELRT. The Yonge slip fill is being coordinated with the Inner Harbour West Tunnel project, with no major schedule impacts anticipated. The Parliament Slip fill will be delivered by the Quayside project, with no major schedule impacts anticipated. The Cherry Portal may be delivered later than the rest of the project due to ongoing coordination with Metrolinx, Hydro One, and the Gardiner reconstruction and Lake Shore Boulevard realignment. The Enbridge Pipeline replacement is located on Lake Shore Boulevard and is expected to be complete before WELRT construction begins, minimizing any potential schedule impacts.

Question: What is the timeline for constructing the Cherry Street rail underpass and the 504A service extension?

Answer: The timing for the 504A extension is still to be determined through the outcomes of the Constructability Assessment being conducted for the project. This connection will require intensive coordination with various other projects in the area, such as the Gardiner-Lakeshore East Realignment, Metrolinx HONI relocation, and Metrolinx signalling work.

Question: During streetcar track construction, what route will the replacement buses take?

Answer: In a scenario when tunnel portals are under construction, the streetcars may turn back at the Spadina Loop (Queens Quay West and Spadina Avenue) or head west towards Exhibition while replacement buses will be used to continue service to Union Station between Spadina and Bay. In a scenario when tunnel portals have been built and interim east-west streetcar service along Queens Quay is established while Union Station is still under construction, temporary bus service will be provided between Queens Quay and Union Station via adjacent streets such as York and Yonge.

Question: Are any interim roadworks planned before work begins on the WELRT?

Answer: The Quayside project is expected to deliver the section of Queens Quay East from Bonnycastle to Silo in advance of the WELRT, and the possibility of extending Queens Quay East from Silo to Cherry as an early works project is being explored. While separate from this project, as the development of the [Lower Yonge Precinct](#) proceeds, Harbour Street will be extended from Yonge to Jarvis and made two-way, providing another alternative for a portion of Lake Shore.

Traffic Impacts and Congestion

Question: How will the construction of this project impact the traffic along Lakeshore Boulevard East?

Answer: The WELRT is coordinating with [Transportation Service's Construction Hubs](#) to minimize the construction related traffic impacts of this project, and traffic modelling work is being explored in order to inform project implementation, phasing, and other mitigation measures. The possibility of extending Queens Quay East from Parliament to Cherry as an early works project is being explored; as two lanes of traffic are planned to be maintained on Queens Quay East throughout construction of the WELRT, this extension could

provide an alternative route for a portion of Lake Shore Boulevard. While separate from this project, as the development of the [Lower Yonge Precinct](#) proceeds, Harbour Street will be extended from Yonge to Jarvis and made two-way, providing another alternative for a portion of Lake Shore.

Question: What plans and strategies are in place to mitigate and coordinate traffic during construction? Will there be any traffic assistance offered during the construction stages?

Answer: A construction management hub on Lakeshore East will be established to manage the disruptions caused by multiple construction projects in the area. The hub will oversee the various construction projects and consider factors such as varying construction times and the impact on other ongoing projects. Strategies for managing traffic disruptions include implementing turning restrictions and signal timing adjustments. The aim is to balance all modes of transportation to minimize disruption and ensure efficient traffic flow.

Question: What studies have been done on vehicular traffic circulation? Are there any lessons from other projects that will be implemented?

Answer: As part of the current preliminary design and engineering phase of the project, traffic modelling was undertaken to examine the operation of the revitalized Queens Quay East once built. Traffic modelling with a wider geography is currently being undertaken by Transportation Services, and the inclusion of a scenario or scenarios involving WELRT construction is being explored to inform project implementation, phasing, and other mitigation measures.

Question: Have any considerations been given to the challenge that may arise when large transport trucks need to make wide turns into Redpath Sugar?

Answer: Yes, the paths of heavy vehicles have been considered thoroughly through a swept path analysis conducted for the project area on Queens Quay West of Silo St. This included analysis of tractor and semi-trailer trucks requiring access to serve the existing Redpath Sugar and Loblaws sites. The roadway geometry will reflect the outcomes of this analysis to ensure safe and feasible movements of these vehicles, and we will continue to coordinate with Transportation Services in this regard.

Question: Could a layby be considered on the east side of Lower Jarvis Street, north of Queens Quay East, to address the issue of buses, taxis, and other vehicles stopping on the right lane near the intersection and causing gridlock?

Answer: The project team will consider the implementation of a layby in this location.

Question: Are transit priority measures contemplated for the surface sections (e.g., advance transit signalling, traffic signals that change as streetcars approach)?

Answer: The surface sections will be within a dedicated transit right-of-way and will have transit priority measures (e.g. transit signal priority) similar to existing Queens Quay West streetcar route.

Question: How will the egress and ingress to side roads and parking garages on Queens Quay East be managed? Are there any plans to install additional traffic lights?

Answer: Several new traffic signals will be added at the intersection of Queens Quay East and side roads, including Freeland, the western Redpath Sugar Driveway, Dockside/Richardson, Bonnycastle, Small/Merchant's Warf, Silo, and Trinity.

Question: With Bay Street being reduced to two lanes during construction, is there a plan to reduce congestion during peak hours, especially the westbound flow to the Gardiner?

Answer: Construction management takes into consideration all of the other surrounding construction projects and uses a holistic perspective to create a traffic management plan.

Question: Several residential and office buildings are along Queens Quay East and Villiers Island. Will converting the streets to a two-lanes of vehicle traffic handle the volume of people trying to reach this area?

Answer: The Waterfront East LRT intends to create a more balanced, multi-modal street design that encourages active modes (walking, cycling, and assistive mobility devices) and public transportation through improved pedestrian spaces, trail improvements, and expanded public transit service.

Pedestrian and Cyclist Provisions

Question: Will the design include pedestrian and cyclist provisions such as access to drinking water or bicycle repair and inflation stations?

Answer: These features are not detailed in the 30% schematic design, however they are included in the list of items for further coordination and study as the detailed design is developed.

Question: What measures will be implemented to enforce cycling rules and prioritize safety?

Answer: Based on learnings from the pilot project that looked at interactions between pedestrians and cyclists, Queens Quay intersections are being designed to remove the "mixing areas" for people walking and riding bikes. The new design includes greater differentiation between the pedestrian promenade and Martin Goodman Trail. Initial tests from Waterfront Toronto's pilot project have demonstrated that this change has resulted in fewer pedestrian and cyclist conflicts.

Question: Will a dedicated cycle track be on the Queens Quay East route?

Answer: Cycling is an important mode of travel along Queens Quay East; however, the Martin Goodman Trail is not exclusively a cycle track. Although it is used heavily by people riding bikes, it is a Multi-Use Trail meaning it can be used by runners, skaters, and other recreational activities.

Question: Are there any design elements that delineate the Martin Goodman Trail from the pedestrian promenade in winter?

Answer: Yes, various additional features have been added to the design to better delineate the trail from the public realm, including in the winter. The Martin Goodman Trail will be grade separated to provide a tactile

separation from the promenade. At intersections, delineation in a similar manner to the Queens Quay West optimizations pilot project is being included to better clarify movements for pedestrians and trail users.

Question: Are there any design considerations for outdoor activities on the walking promenade during the winter?

Answer: To ensure pedestrians have adequate space on the Queens Quay promenade, activities or events are not planned to take place on the pedestrian route. However, design considerations have been made for winter activations in the surrounding parks and public spaces, including Sugar Beach, where Sugar Shack TO takes place.

Green Track Pilot Project

Question: Why is the Green Track being tested as a pilot project? If the pilot project is successful, is there a plan to retrofit the other streetcar tracks with green track technology?

Answer: The green track is being tested as a pilot project to evaluate its performance for other operational needs for the transit guideway, including emergency service vehicles and TTC replacement buses. As a part of the pilot project discussions, we will determine the potential areas of implementation for the green track within the Waterfront East LRT project limit. There are no plans to retrofit the other existing streetcar tracks with green track technology.

Question: How will disruptions to streetcar service caused by overgrown green tracks be addressed?

Answer: Green track operations and maintenance requirements have been assessed as part of our feasibility work to date, and will be further considered as a part of the pilot project. One of the mandatory requirements is to ensure the proposed green track system will not disrupt regular streetcar service.

Question: If there is an issue with the streetcars, will replacement buses be able to travel on the green tracks?

Answer: The right-of-way for the LRT on Queens Quay East is designed so that replacement buses can use them during a service disruption. The green track pilot will evaluate the performance of replacement buses and emergency vehicles on the green track.

Project Funding

Question: Which areas of the project are fully funded or approved? Is City Council approval and additional funding required to progress past the 30% Design Milestone? What will happen to the project if it is not approved or funded?

Answer: The project is funded for 30% design development and will need Council approval to proceed with further detailed design development. We will find ways to keep moving the project forward and will look for new opportunities to request funding for the project.

Question: Would it be possible for Segment 2 to be given priority over Segment 1 and 3, as it appears to be relatively easier to build and have immediate benefits?

Answer: Phasing and implementation options are being explored that may allow for Segment 2 (Queens Quay) and portions of Segment 3 (New Cherry Street to Villiers Island) to open in advance of Segment 1 (Union Station to Queens Quay), and East-West service to be provided. In such a scenario, work at Union Station would proceed concurrently with, but independently of, the rest of the project; work on the new and existing portals on Queens Quay would also be necessary for early East-West service. It is not possible to open Segment 2 (Queens Quay) without the loop on Villiers Island (Segment 3).

Question: What steps can be taken to secure funding and prioritize the groundwork on Queens Quay East to move the project forward?

Answer: The project has generated significant interest. This project is a key priority for the City's transit infrastructure, and the project team has demonstrated a strong commitment to multi-modal transportation and sustainability. One of the main challenges facing the project is securing funding for the transit component but also the accompanying necessary municipal servicing infrastructure to facilitate the construction of the transit line. Despite these challenges, the project team is actively exploring a range of funding opportunities to support the delivery of this important project.

Question: How can residents advocate for the project to make it more attractive to potential funders and secure City funding?

Answer: Individuals can continue to express their feedback, support, recommendations, and questions to the project team by email by contacting the project team by email at waterfrontlrt@toronto.ca. Individuals are encouraged to continue to let their Council members know their thoughts on the project.

Housing

Question: Affordable housing was mentioned as part of the redevelopment of Villiers Island. How is affordable housing defined, and what is considered a significant number of affordable housing units?

Answer: Affordable housing is defined based on Official Plan Amendment 558 – for more information about this definition, please visit toronto.ca/definitions-of-affordable-housing/. Discussions about the amount of affordable housing and the provision of affordable and deeply affordable housing are being discussed through ongoing planning work on the Villiers Island Precinct Plan – more information about affordable housing on Villiers Island is available in the [February 10, 2023 Villiers Island – Affordable Housing Update](#).

Question: Is there a commitment to build affordable housing above any transit stops?

Answer: Construction of housing is not anticipated above any stop as the underground stops are located below Union Station and Bay Street, and the surface stops are located within the road right-of-way.

Trees

Question: What impacts will the proposed planting strategy create on waterfront views?

Answer: There will be minimal impacts on views of the waterfront based on the proposed planting strategy – street trees planted on Queens Quay – exact mature tree height and species selected for planting is still being determined by the design team. Street trees provide valuable shade and other natural cooling benefits in urban areas and reduce stormwater runoff.

Question: Will the same underground design for the trees be used for the future public realm?

Answer: Silva cells will be incorporated under paved areas to provide additional space for tree roots to meet required soil volumes for healthy tree growth and root management.

Question: Is it possible to create raised areas for trees to avoid damage from winter salting and snowplows, as was an issue on the west side corridor with trees planted at surface level?

Answer: Waterfront Toronto is applying lessons learned from Queens Quay West to its planting strategy, including design elements and larger planting buffers that slightly elevated planted areas from walking and trail areas.

Transit Project Assessment Process (TPAP)

Question: Why did the City and the TTC decide to pursue a streetcar connection to Union Station? Were other options (e.g., people mover, moving sidewalk, gondola, etc...) studied and considered?

Answer: The project team evaluated design, accessibility, and cost considerations in developing a range of potential solutions for moving people from Union to Queens Quay East in 2019 through the Union Station – Queens Quay Transit Link Study. As part of this process, evaluation criteria, including travel time, service reliability, comfort/convenience/accessibility, network integration, local and network ridership, construction risks and property impacts, construction duration, and cost, were considered. A long list of options was shortened to selecting streetcar services and an Automated People Mover. After careful consideration, the streetcar solution was ultimately chosen as the preferred method to connect users within the network. This solution meets the overarching aim of providing a solution that could support the efficient and sustainable movement of people within the network while meeting the needs and expectations of a diverse range of users.

Question: Is there a document that includes specific details about the land covered, water area filled-in, and energy use involved in building the LRT?

Answer: Through the Environmental Project Report, a thorough evaluation of the impacts of the project is being conducted. This will include assessment of how the project interacts with the natural environment (including lake fill activities), air quality, noise and vibration, cultural heritage and archeology, and various other areas.

Question: What are the projected LRT ridership volumes at different times of the day? Is this information available somewhere?

Answer: The potential line ridership is being projected through the Preliminary Design Business Case exercise, which is expected to be included in the upcoming report to Toronto City Council.

Question: Will any work on a future connection to Bremner Boulevard be completed through this work?

Answer: The Waterfront East LRT does not include any development of a potential new streetcar line along Bremner Boulevard as envisioned in the City's Official Plan, however, the reconstruction of Union Station protects the possibility of this future connection.

Yonge Street Slip Fill

Question: Is the Yonge Street Slip Fill necessary? Are there other options that won't require filling any slips?

Answer: Multiple portal alignment options were considered earlier in the project, and the results of the Portal Location Study were presented in 2021. This included selection of the identified portal location as the preferred alternative due to public realm benefits, improvements to transportation safety and curbside operations, and significant cost savings.

Question: What is the timeline for completing the proposed park beside Pier 27 condominiums? Will that be after the Yonge Street Slip Fill?

Answer: There is no design or funding for the park on the east side of the Yonge Street Slip yet. It is part of the precinct plan for the area that this will eventually be a park, however, it is not within the scope of this project. The intent is to see the park realized in a similar timeline to the implementation of other improvements to the public realm along Queens Quay East.

Question: How will this project and the Yonge Street Slip Fill impact existing and adjacent users of the slip (such as the Westin Hotel, Alexandros, and the water taxis)?

Answer: The project team is actively involved in coordinating with landowners at the Yonge Street Slip to coordinate impacts of the slip fill. Operations of the Westin Hotel and water taxis are considered in the design of the slip fill and create a safer condition than today for people on the Marting Goodman Trail by eliminating driveway trail crossings.

General Questions

Question: How will the upcoming municipal election impact this project?

Answer: The project will continue under the previous direction provided by Council. When a new mayor is elected, they will be briefed on this project.

Question: How will access to water taxis be impacted?

Answer: The project team will continue to look at access points and general traffic flow. There may be an opportunity to relocate or enhance access to the water taxis and Toronto Islands.

Question: How are the needs of dogs taken into consideration in the design of walkways where concrete and gardens are typically off-limits?

Answer: The future Queens Quay is being designed in a manner which connects directly to many dedicated facilities for dogs, including through fenced off-leash areas provided in many of the new parks along the waterfront, as well as through residential developments. The intention with this approach is to provide dog-friendly facilities in the places most convenient for where they are required, and in close proximity to residential areas.

Question: Is there a plan to implement a noise standard for the streetcars?

Answer: The TTC is actively engaged in managing noise issues associated with its operations. Various methods, such as lubricators and regular maintenance activities, are employed to minimize noise levels. Additionally, the design of the track alignments in various segments has been optimized to minimize noise emissions.

Question: What designs are planned for the east and west portals? How are public art and cultural spaces being integrated?

Answer: The canopy designs for the east and west portals presented in Summer 2021 has been deferred for construction at a later date and have been removed from the scope of the Waterfront East LRT funding package for the time being.

Question: Are there plans to maintain or enhance historical Toronto landmarks along the waterfront, such as the monument to Yonge Street?

Answer: The project team is exploring opportunities to maintain, enhance, or move within context important landmarks along the length of the corridor, such as the monument to Yonge Street.

Question: How are climate and sustainability considered in this project, particularly for circular economy provisions for the LRT corridor?

Answer: Through the Environmental Project Report, a thorough evaluation of the impacts of the project is being conducted. This will include assessment of how the project interacts with the natural environment (including lake fill activities), air quality, noise and vibration, cultural heritage and archeology, and various other areas.

Appendix B – Qualitative Responses

The following appendix provides the verbatim comments received through the public meetings and online survey. Responses are organized by category.

Public Meeting Comments

- There is a pressing need for transit services on Polson Street and connections to the Leslie Barns area.
- After the completion of the Yonge Street Slip, Queens Quay East can no longer be considered a waterfront location except for the area around Sugar Beach.
- A lot of streetcars turning at the portal produce a loud screeching noise.
- For transit to be reliable, challenges such as traffic interference with grade tracks, unfavourable ground conditions, and complications arising from utility repairs and installations need to be addressed.
- Traffic management is critical along Queen's Quay East, particularly near Parliament Street, as the area experiences frequent traffic gridlock during rush hours. With the LRT construction, the situation could worsen, resulting in a traffic nightmare for residents in the East Waterfront area.
- Development has resulted in a significant increase in traffic along Queens Quay, and driving access along this area will become intolerable for residents living on Queens Quay. Reducing the road to one lane will exacerbate this problem.
- The LRT is not sustainable when considering annual parts, maintenance and the amount of electrical energy waste compared to alternatives like Trellis Transit. The proposed design also fills in and occupies a significant amount of land.
- An elevated Trellis micro rail network would free up land for trees, walkways, and bike paths and eliminate noise and vibration problems. There would also be no need for tunnels, tunnel expansion, or filling in areas of the harbour.
- The new tunnel should be abandoned.
- There is an urgent need for the Waterfront East LRT to be built as soon as possible to meet the transit requirements of the fast-growing population.
- Bring back the canopies. Infrastructure should be beautiful as well as functional.
- Having two elevators is preferred over having one high-capacity elevator. If one of the elevators is unavailable, having an alternative accessible option becomes highly valuable. This is more practical and efficient than having only one high-capacity elevator that can potentially break down and leave users stranded without any accessible options. Including two elevators ensures that there is always a reliable and accessible option available to users.

Union Station Streetcar Loop Comments

- Preferred figure 1.
- Given the scale of the drawings, the inconsistent colouration between them and the different scale, this question is largely pointless.
- Great amount of additional platform areas and accessible entrances/exits.
- The choke point between LRT and subway platform is unchanged. This will get very crowded in any delay. There needs to be a new entrance from LRT to NW subway platform to Vaughan.
- No, it's great! I love the multi-use tracks and it creates an amazing connection between Union Bus Terminal and Union Station.

- The new design doesn't look much difference than the old except the deferred NW entrance, which is still important in my opinion. I wonder is there any easy access between two ends of the streetcar paid area to make it not time consuming from travelling between streetcar stops and their opposite entrances?
- I don't have a strong opinion on this issue.
- The narrow corridor between streetcar loop and the subway station is unchanged. It is always crowded during rush hour, it's better if it is widened.
- Still a bit unsure how boarding and deboarding will work here. Will the two east platforms be for deboarding, and the west ones be for boarding just like it currently is?
- Please build this streetcar extension. Thank you.
- I think you underestimate the numbers of people who use the waterfront during peak periods and how much that will increase as people economically recover from the pandemic shutdowns. It doesn't look big enough to accommodate lots of people.
- Would like another direct connection to the new Bay Concourse, closer to Front Street.
- The different graphic design of the 2 figures makes them confusing to compare.
- It's unclear from the design whether the bidirectional platforms will address the flow of foot traffic from the subway to the streetcar and vice versa.
- Love the transparent section and interior artwork in the renderings of the Union loop.
- Long walk for people with mobility issues who don't use wheelchairs (great distance to/from subway). Rest areas (seats) may be needed.
- It seems very impractical for passengers who need to access a platform on the opposite side to have to walk all the way around the loop. There should be a way for people to cross the tracks similar to Queens Quay station.
- The northwest entrance to Union Station should be created.
- So excited to have this in play. It will make a huge difference to the future of the waterfront neighbourhood.
- During rush hour, there is a long line up to access the streetcar loop. Will this new design address the crowd problem? Will this design allow folks to access the streetcar they need to access? (Last week the crowd prevented me from accessing the Spadina car.)
- It is almost impossible to tell the difference between the two renderings. They look very similar to the average person.
- I love the silver tile on the pillars.
- Eliminating the northwest entrance may cause congestion at the top of the loop.
- Extends the distance that must be walked to connect to and from the subway.
- Ramp access. Cannot rely on elevator for accessible needs.
- Removing the Northwest Entrance means circulation, accessibility and connections are demonstrably worse than the original iteration of the plan.
- The connection to the Subway needs to be expanded at least 2x. The storage/mechanical rooms to the east. Even 6-8 feet would future proof this incredible cost.
- Glad to see multiple platforms and connections. Also, glad to see provisions for the future Bremmer Line.
- This is top-notch transit integration and the City should build it as soon as possible.
- Need a second accessible access point on the east side of Bay St and Queens Quay.
- Let's just start building it - too many delays!!

- I'm of the view that the northwest entrance is probably needed at the time of the new station opening, building it later could add unnecessary costs. Something I feel should be given cursory examination (not scope creep) is the need for additional room on the Union subway platform to which the loop is connected. The examination should be done with an eye to futureproofing and coordination, should there be any space that can be added.
- There needs to be enough room and movement to avoid bottlenecks and passenger overflow. It seems to work well as it avoids the boarding in roundabouts which can cause other issues. What is being done about noise from the rail wheel interaction on curves?
- I am concerned that the pathway to/from the subway platforms will be insufficient to handle future increased passenger volumes.
- Northwest entrance removed.
- The connection between Line 1 (NB towards Finch) platform and the LRT platform shall be widened. It is particularly common today that this passageway is crowded with people. Widening it will enable passengers to transfer more easily with Line 1.
- Only concern is a greater need to widen the passage to Line 1 TTC to and from the streetcar loop.
- Needs more access to the loop and could be a longer travel time to/from the loop, but a huge improvement over what there now.
- Why have you chosen not to put level crossings at the union loop? Will the breakout wall for potential Bremmer line still be included?
- If the numbers using the interchange highlighted in the video are to be believed, then the lack of the northwest entrance in the first stage is detrimental to passenger circulation. It will be like Union subway station before the rebuild, not a good position to be in.
-

Queens Quay-Ferry Docks Station Comments

The project team acknowledges that an incorrect figure was initially included in the survey on this question when it was published on Wednesday April 5, 2023. The figure was corrected by staff on Tuesday April 11, 2023.

- It is short sighted to remove the second elevator from Queens Quay station and to remove the pedestrian tunnel to the ferry terminal, as the ferry terminal connection is critical for intermodal connectivity, especially if the City or a private firm were to expand ferry services on Lake Ontario in the future. It is less than ideal to have a platform only designed for a single 30m LFLRV while depending on an at grade transfer sets a cap on the frequencies that can be operated without inhibiting passenger movements into/out of the station. Construction and expansion on the streetcar tunnel to Bay Street including Union Station loop and Queens Quay - Ferry Dock will be the slowest and most expensive part of the project because of the complex underground infrastructure, density of development and foundations, and pedestrian and transit traffic in the area, thus we should future proof designs for the next 50+ years so we don't have to go back in for more construction. Part of the reason for the big expansion at Union Station Streetcar loop is correcting the wrongs of the past because the original early 1990s loop was built way to small and claustrophobic with a curved narrow platform.
- It might actually be useful if the differences/changes were called out or highlighted.
- Previous design with space for two streetcars and pedestrian tunnel would have minimized the number of passengers crossing the tracks in front of a streetcar, which is both dangerous and will result in delays on busy days.

- Would be great to have a direct link the south side of Queens Quay to reach the ferry terminal, this would reduce heavy overcrowding of the area in the summer.
- Nothing has changed. It looks like existing station.
- The east entrance should be larger to create less of a bottleneck.
- It is sad to see most of the expansion work in QQ station got deferred. I'm worried delaying the pedestrian tunnel will keep or make it worse for the traffic issue at that intersection. It'll be even better with enhanced access to east entrance so I hope good news will come from development at 11 Bay very soon.
- Glad tunnel to ferry is gone - too scary with surge of people.
- The previous design concept was much better as the level crossing at the south end has very poor sightlines. Also, removal of the space for a second streetcar to occupy the platform will lead to backups on Queens Quay before the turn.
- Sounds good build it quick.
- It's unfortunate that the design has been scaled back. I hope future plans proceed quickly and include the previously proposed upgrades.
- The elevator at that entrance now is way too small -will you be putting in a substantially larger one? And will you be addressing all the people who keep riding free through this portal by putting a presto tap on the elevator? Why do they ride free, and I pay \$156/month? You really need to address the fact people ride free all the time.
- The old design was more simpler and more accessible in my opinion. Traffic flow from the first design would work out better.
- Surprised there wasn't more emphasis/improvement to the northbound platform access.
- With keeping the same amount of space as there is currently in the station, the station will be very crowded in the peak summer months, which can feel scary, and may lead to a backup of disembarked passengers, especially families with scooters wanting to go to the Toronto Islands.
- I do not see the link between the identified comments / improvement priorities and the re-design to allow two more street cars. Concerned about associated additional costs and time delays vs. benefits from have station platforms twice the size.
- Reinstate the grade separated track crossing underpass, at grade platform crossing is a safety concern.
- Figure 4 is the wrong graphic, but this station seems fine.
- The whole point of refurbishing this station was to also connect to the south end of Queen's Quay and the ferry dock. Return the pedestrian tunnel and create an entrance on the south side of Queen's Quay and Bay for direct access to the ferry terminals and the waterfront.
- You put the wrong image for the current design for Queens Quay.
- The proposed integrated access to street level is needed especially during the summer months. The current elevator is not enough to handle the volume of strollers, wagons, and those with accessible needs during the busy season.
- It's a shame the tunnel to the ferry docks is being cut. (The survey contains the wrong image for the 'revised' design.)
- Current Concept Design image is of Union Station not Queens Quay Station.
- Figure 4 shows the Union Station loop again, not Queens Quay - Ferry Docks.
- No way of telling the difference. Figure 4 is the same as Figure 2. Aside from that, if the changes are similar to how the changes were managed for Union Station, then you are on the right track.
- Better access to the ferry docks would be good without having to cross Queens Quay at street level.

- Figure 4 is incorrect - shows Union instead of Queens Quay.
- I don't know because you put a picture of the newest iteration of Union Station in Figure 4.
- A connection to the ferry terminal would be beneficial. Also, the orientation of the stairwell is exposed to the elements as someone who used that current stairwell daily it floods now, requires a shelter, or incorporated into the building.
- Not sure what it was revised from, but the proposed design looks fine.
- Needs another elevator in case of breakdowns.
- I think you're showing the wrong image for figure 4.
- Figure 4 does not show the correct image of the QQ-Ferry Docks Station design. Having said that, the concept design really should include an interior connection to 10 Bay St.
- Revised figure 4 seems to be the Union Station stop, not Queens Quay.
- The design should address connections to the ferry docks now.
- Clearly, in effort to reign in costs, as well as deal w/delays to any 11 Bay project many important elements have been deferred here. I concur w/coordinating with 11 Bay but am concerned about serious risks of crowding and a station that simply doesn't meet existing let alone future demand.
- What is being done to address noise of trains on curves. Current solutions do not address additional wear of vehicles and db levels for passengers and operators.
- Incorrect image shown for proposed. It's union station.
- Wrong photo for current design!
- Figure 4 is wrong. It shows the Union Station loop, not the Ferry Docks Station.
- It bad for those who needs to use the single elevator if it is working as well moving riders in/out of the single car platform.
- Is a double elevator not possible? Also figure 4 is not the right image.
- Figure 4 is incorrect.
- The picture above shows the Union Station loop again. I understand from the presentation there will still only be one elevator at Queens Quay station. Two would be better.

Segment 1 Comments

- I would have liked to see an underground pedestrian walkway from Queens Quay to Union Station.
- What are you doing to address noise levels on curves on track? How can companies that specialize in green track from Europe get involved in the pilot program?
- Leave it to TTC and the City ability to fund it as well their own timeframe to build it.
- Why was the additional station entrance at south side QQ near Jack Layton Ferry omitted?
- How will this segment deal with cars that drive into the underground tunnels?
- I disagree with the comment about de-scoping this. Cost could be substantially reduced by running a streetcar on the surface of Bay Street, eventually north to Bloor, requiring the east portal to be added, then have cars selectively enter the current union station loop, run through westbound, or turn up Bay, depending on the selected branch. Union would then only need to be modified to improve circulation, but not massively expanded.
- It would be nice to also include network signals at QQ station to make it safer and easier to look up the schedules.
- The substantial pairing back of the Ferry Docks station is disappointing. While development may not be proceeding at 11 Bay, the elements directly under the road should still be undertaken during the shutdown for construction.

- Ensure there is elevator access on both the west and east side of Bay Street.

Segment 2 Comments

- Are the stop locations finalised? I see there is a large gap around Cooper St, and the number of stops is less compared to King St. Wonder if that will cause overcapacity to other stops.
- I really like the strategic use of plants to separate the bike lane from the pedestrian sidewalk.
- The FAQ response to the Villiers Island on street loop is not strong enough. The streetcar should be installed and operational from first occupancy. There is clear evidence from other jurisdictions that providing public transit from the day of first occupancy ensures that transit is the mode of choice, there is little or no need for Smart Commute projects (and their cost) to initiate modal shift and diminish churn.
- It is unclear how this design deals with the winter, these trails should either be maintained with snow removal or have technology that melts snow/ice and moves it, there are also sections of the existing trail that get flooded when it rains where are the sewer systems to catch and prevent this flooding.
- This should be built as early as possible so that area residents can get some benefit as the neighbourhood densifies, not wait another decade for Union to be done.
- What will be the car traffic speed on the roads? Will there be enough pedestrian crossings to ensure safety and reduced speed throughout?
- Need larger trees from day one.
- Will transit vehicles be able to hold the lights green for longer when approaching a light? (actual transit priority signalling). And will the stops be on the far side of intersections as I believe this is accepted as the better option when paired with the afore mentioned signal priority.
- Will there be enough pedestrian space next to Redpath?

Queens Quay East Comments

- Pedestrians walking into or crossing the Martin Goodman Trail create a lot of conflict for cyclists, so much that we try to avoid the route when cycling west.
- Minimize the number of stops and use strict transit signal priority to ensure vehicles are not stuck at red lights or waiting for turning traffic. Streetcar stops should have shelters, benches, ticket machine, and next streetcar displays like modern stops on Lines 5 and 6. Consider heated stop pavement so that stops don't have to be shoveled of snow or piled with salt.
- This section of the Martin Goodman Trail is overcrowded already now on many days, and joggers additionally make it unattractive to use as for cycling other than leisure. There should be a separate cycle path not for use by pedestrians, including joggers, wherever possible.
- Love the modern design!
- Please don't have the Martin Goodman Trail and the pavement cross each other repeatedly.
- I strongly wish for plantings between the streetcar rails of hardy plants. Much more green is needed here. I want to see West8 vision implemented.
- The vegetation will need to be such that it will sustain heavy traffic. In QQ west, a lot of the areas have pebbles which are receding and not well maintained.
- Put speed limits on the bikes please!! They come racing along the pathways and very slow people like me get nearly mowed down or sworn at - and I always use a crosswalk! There needs to be speed limits for bikes and e vehicles that use the trails and that includes the scooters.

- Looks great. One important tweak is that those benches should really have back support. We have a growing population of elderly and disabled Torontonians who can't sit without back support.
- Remove/severely limit cars on Queens Quay East and West.
- Please push for track greenway.
- Any alternative lower cost options were assessed to improve the ROI?
- The more greenery, the better. Something that's lacking on the Queens Quay West line.
- More clear signage could be helpful in separating the multi-use trail from the sideways - e.g., permitted types of vehicles on the trail.
- A lot of the trees are dying on the portion that already exists, the little plants that are planted tend to get walked over by tourists who aren't paying attention the current design doesn't prevent people from trampling the plants.
- Very concerned about the quantity and size of trees being planted around Yonge slip will block view of water for people walking on QQ and people living in surrounding condos.
- Please replicate this design in other parts of the city. There is not enough green space on the streets and raised crossings/intersections are a must. Maybe King Street could get similar treatment.
- Redpath has fence that is so close to the street it restricts the space of the sidewalk. This fence needs to get pushed closer to the lake.
- On crosswalks not intersecting the streetcar tracks, I would like to see raised crossings for pedestrians and cyclists to prevent erratic driving and speeding.
- I still think the design could be greener, and could incorporate smaller scale retail, as well as seating.
- This segment must be the priority given the already built density in the area and further extensive additions to that density.
- I don't know because you didn't provide any pictures of the original iteration of the design for Queens Quay East for me to compare. How am I supposed to know the past iteration if you don't show me?
- Glad to see the learnings from QQ west being acted upon here.
- It seems to encroach on the sidewalk - smaller station - more space for people not the building.
- Would love to see grass on top of the tracks.
- Have the City resurface QQ between Bay and Quayside as we cannot wait until Segment 2 is funded.
- QQE separation between the Martin Goodman trail and the promenade should be extended to QQW once installed on QQE.
- Really, really good work, don't value engineer a thing!
- How do you ensure the planters being installed will ensure sustainable plant growth without the effects of heavy salt and poor maintenance? Has the City learned better ways to proper vegetation maintenance and growth? We see what happens on Bloor and other streetscaped areas in the city and they have been failing within 5-10 years. How will the city be accountable for the survival of these plants and trees?
- Create little European style square when people can seat and gather during spring and summer months.
- Mature, hardy, all season trees and plantings are very important. Please consider these in the final design and look to Trillium Park for inspiration on how to landscape thoughtfully.
- Needs to deal with speeders cycles and those who refused to stop for the red light as well pedestrian who fail to obey how to cross the ROW and the cycles path.
- The picture above looks great but there wasn't enough information during the presentation to answer these questions.

- They look lovely! A truly substantial improvement over the hostile pedestrian environment of today.

Segment 3 Comments

- Build the extension and connection through to Broadview Avenue Extension and East Harbour Transit Hub now.
- With regard to phasing, if high-quality transit arrives only years after residents have moved in, they will have established mobility patterns that do not involve transit but may rely more on private cars.
- This is a perfect route and I'm so happy it's getting done!
- Given 504A extension will be deferred, a plan to improve the pedestrian accessibility along Cherry St from the closest streetcar stop to Distillery will help a bit.
- Why are you not running the LRT to the International Ferry Terminal? It really needs to run to the terminal not only for the staff but to increase tourism. If people coming to Canada by ferry know they can just step off and take the TTC straight to the hotels along the waterfront it would encourage eco-travellers to come to Toronto.
- Build this NOW, open at same time as Segment 2, or earlier to continue 504 south to Villiers Island a.s.a.p.
- Where is the map/plan on this webpage? Why isn't there one, like for Union Station and Queen's Quay?
- Villiers Loop is planned to go around houses, as we know when streetcar turns it creates noise, I would suggest to make the loop around a commercial building or around trees like on Bastion street station of 509/511 street cars.
- I am very alarmed by the current approach to addressing the 509, 510, and 511 streetcar disruptions. Having literally no alternative (partial routes are not an alternative) for routes people rely on in what would otherwise be a transit desert is unacceptable.
- It's worth the investment!
- The priority during construction should absolutely be maintaining some degree of service for the 509 and 510. They facilitate a lot of traffic on the west side of Lakeshore.
- The Villiers Island track should be built as soon as practical and operate via Cherry Street and King Street (either to an on-street loop downtown or extend to the Dufferin Loop). Catch the new residents from the moment they move in, a Smart Commute project to initiate modal shift is not value for money. Streetcars on Villiers Island from day one - streetcars for the residents, streetcars for the visitors to Cherry Beach. Look to the former north-south streetcar routes, east of the Don, is there an opportunity to raise the permeability and connectivity by connecting this new community to the north e.g., Villiers Loop to King via Cherry, east to Queen, East to Coxwell, then north on Coxwell to a new loop at Main subway station.
- Immediate building of the cherry st rail underpass should still be part of the preferred initial build.
- It doesn't connect to any of the new subway stops for Ontario Line and therefore doesn't seem to be well thought out.
- Unclear if the 504A extension/Cherry Street underpass can be operational before the completions of Segments 1 and 2.
- This is too far in the future. The streetcar must precede the redevelopment of the port lands or else we will bake in car dependency for a generation of residents.
- Service should precede the occupation of the newly created housing to provide transit to workers and residents on day 1.

- This is a fantastic plan connecting everyone to this new area.
- Build with signal priority.
- Why are we still massively building so close to the water since climate research already predicts a substantial rise of water levels and flood events worldwide?
- Just hurry up and get the project under way. Enough consultations!
- Seeing it sooner than the plan late date.
- From the images presenting at the public meeting, it looked like too much road space is being given to private cars. This area is prime for being a car free or almost car free neighbourhood.

Key Priorities Comments

- Prioritize travel times when compared to cars, this should be a rapid transit project.
- Build this as quickly as possible, start work now.
- 1. Traffic issues: Both during construction and after project is finished. Waterfront East will be a high-density area, and I hope very much reducing QQE into 2-lane road will not make the bad traffic even worse. Will be great to have traffic studies as proofs; 2. Direct transit to subway stations: I hope WELRT can connect both ends directly to subway stations e.g. East Harbour to divert passengers into both directions; 3. Replacement buses: I don't see a detailed plan of interim bus route during Scenario 1, but I hope the area around Harbourfront Centre can be covered, and the service can be extended a bit to both ends so that passengers don't need to transfer many times.
- I like these priorities.
- Would like to see QQE rails in place before tunnel complete so QQW service can continue east.
- Protect for future capacity expansion, such as double length 60m LRVs, and minimize or eliminate the need for future underground construction and closures. For example, have elevators for BOTH platforms at Queens Quay - Ferry Docks with a separated pedestrian cross passage between the platforms so that people don't have to cross the tracks. Design for double berthing of streetcars as this station will have to cater for streetcars every couple minutes with the combined frequency of Harbourfront, East Bayfront, and Spadina streetcars. Use green track and double point switches with points indicators as is modern best practice. There should be NO SLOW ORDERS for streetcars on this route.
- Ensuring that transit is built to run efficiently, and that the LRT will actually be faster than the busses it will replace.
- Transit signal priority.
- Ensuring the greatest amount of transit node integrations as possible.
- Quality of public realm must be top notch as this is our waterfront. Don't cheap out.
- Minimizing disruptions in future by doing the Ferry Docks station expansion now.
- Getting built quick.
- How are you going to enforce payment on the TTC? So many people are taking advantage of the system already and not paying - they just walk into the stations and on to the streetcars and not pay. Why should the taxpayer be burdened with freeloaders not paying their share? How will you address this?
- The timeline of 2032 is too long for what effectively is just streetcar tracks. That timeline should include the Commissioners to Broadview connection to serve East Harbour, and even better to complete the connect to Leslie Barns to lessen the pressure on Queen East.
- Keeping and installing as much green space as possible. The large amount of concrete buildings on Villiers Island is unfortunate.

- I strongly support connection to the distillery loop and extending 504a line.
- The cost is acceptable to me for the value of the connection it will provide, this project should receive sufficient funding to avoid major, problematic compromises.
- Not letting it be cancelled.
- Building infrastructure with a mind to how easily it can be maintained. It is a known struggle for the TTC to receive operational funding support. Yet another multi-billion-dollar construction which will fall into disrepair in a decade is hardly what the city needs.
- Full signal priority for the streetcar above cars and everything else. Needs to run as fast as possible so that it can be a useful commuting option, not just a scenic voyage. Seriously consider the amount of stops so that they're not too bunched together.
- The access and connectivity isn't as much of a priority as it should be. The northeast passenger access needs to be a first stage build. Villiers Island on street loop must be available from as early as possible, in time for first occupancy of residential units, and connect to the system via Cherry Street until the route via Queen's Quay comes on line.
- Lower the cost.
- Delivering the design - too often in Toronto we are presented with lovely designs and then cost cutting delivers substantially less than promised. Maintenance - even good execution is usually followed by inadequate maintenance.
- Pedestrian safety/priority.
- signals optimized for transit rather than vehicles.
- Highly favour getting this done asap but keeping in mind future opportunities for additional connections.
- The new line should also tie into other new infrastructure such as the subway stops on Ontario Line.
- Maximizing housing development along the corridor (and East Harbour/Port Lands)
- Ensuring the space and realm is safe at all times for everyone, it is built through an equitable lens, built using environmentally friendly and innovative technology.
- Seeing how long projects like this, and the Cherry St development, are taking, one really wonders how entire cities every got built. It's taken years to reach a 30% design completion. This thing won't get done until 2040 at this pace.
- Ensure transit and active transportation have priority on these routes.
- Queens Quay should connect with Lakeshore east of Don River for future expansion of LRT. Current design of Gardiner East redevelopment shows Queens Quay turning into dead end just before Don River.
- Already mentioned but ensuring that the new streetcar lines are operational before people begin moving in is important, so they learn to rely on it.
- From that list you'll have to pick some, can't have them all.
- Build for long term capacity at Union Stations and model for significantly higher waterfront transit usage to see if the three-way streetcar intersection will work with a high vehicle throughput.
- Build it faster!
- Get it done asap.
- Build for durability and simple operation where possible.
- Ensure the streetcars run on schedule. Often no 509/510 for long periods than multiple all at once.

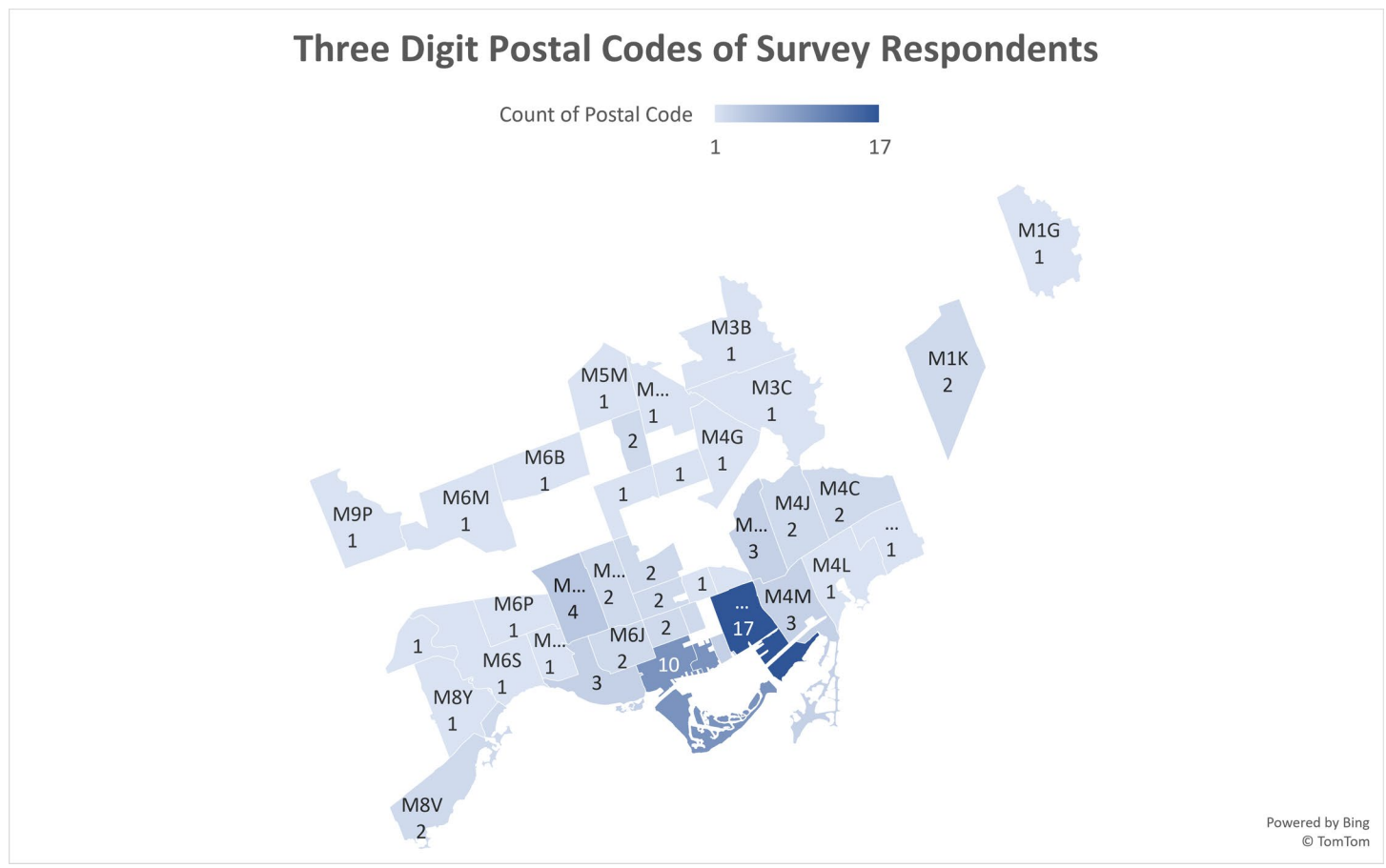
- Public accountability or lack thereof seems to be an overall challenge not easily met. Thinking of other ongoing and prospective projects: Metrolinx as builder, TTC as operator. (I am a downtown resident who loves travelling for work, shopping, and leisure by streetcar.)
- Integration of QQ-Ferry Docks Station with 10 Bay St and provision for an interior connection with the Layton Ferry Docks.
- I suspect the funding of QQ will be way behind addressing the Gardiner and Lakeshore. All of it needs to be done.
- Having it completed as soon as possible is a priority.
- Why not extend access underground to the ferry terminal so users don't have to go up and cross the street?
- Building transit before people move in: transit first, which is why you need to start construction.
- Noise levels on rail curves. Opening procurement for pilots for the green track to specialized firms in green track technology. How does one participate in the green track pilot?
- I also agree this line needs to be built as soon as possible.
- Build as soon as possible.
- Time to fund the east-west line first to have it up and running by 2028, not as planned.
- Getting this transit line built as soon as possible.

Appendix C – Survey Demographic Data

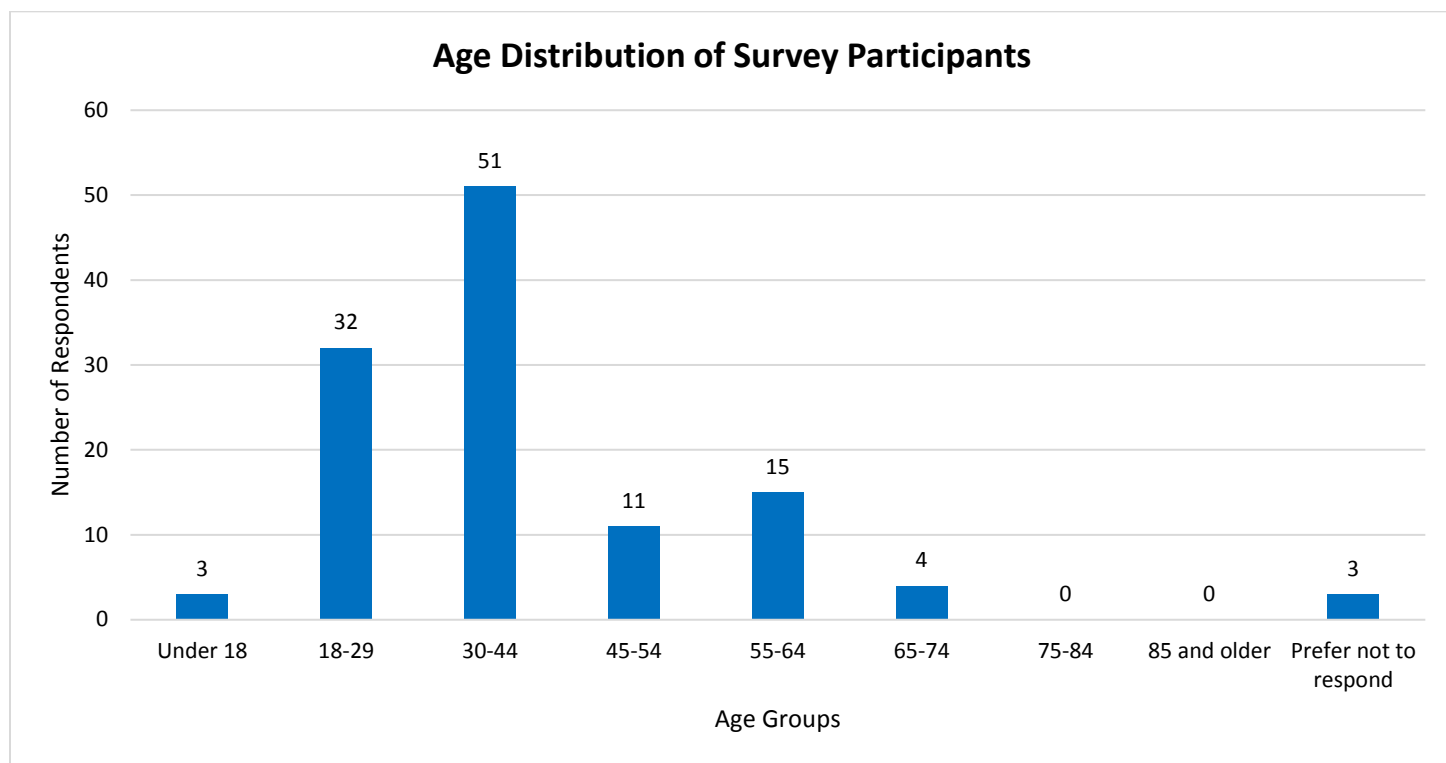
The following optional demographic questions were asked at the end of the online survey to better understand who is participating in the engagement process and adjust consultation tactics where possible in an effort to reach a broader audience representative of Toronto.

Not all 150 participants responded to each question. The sample size for the response received for each question has been included below.

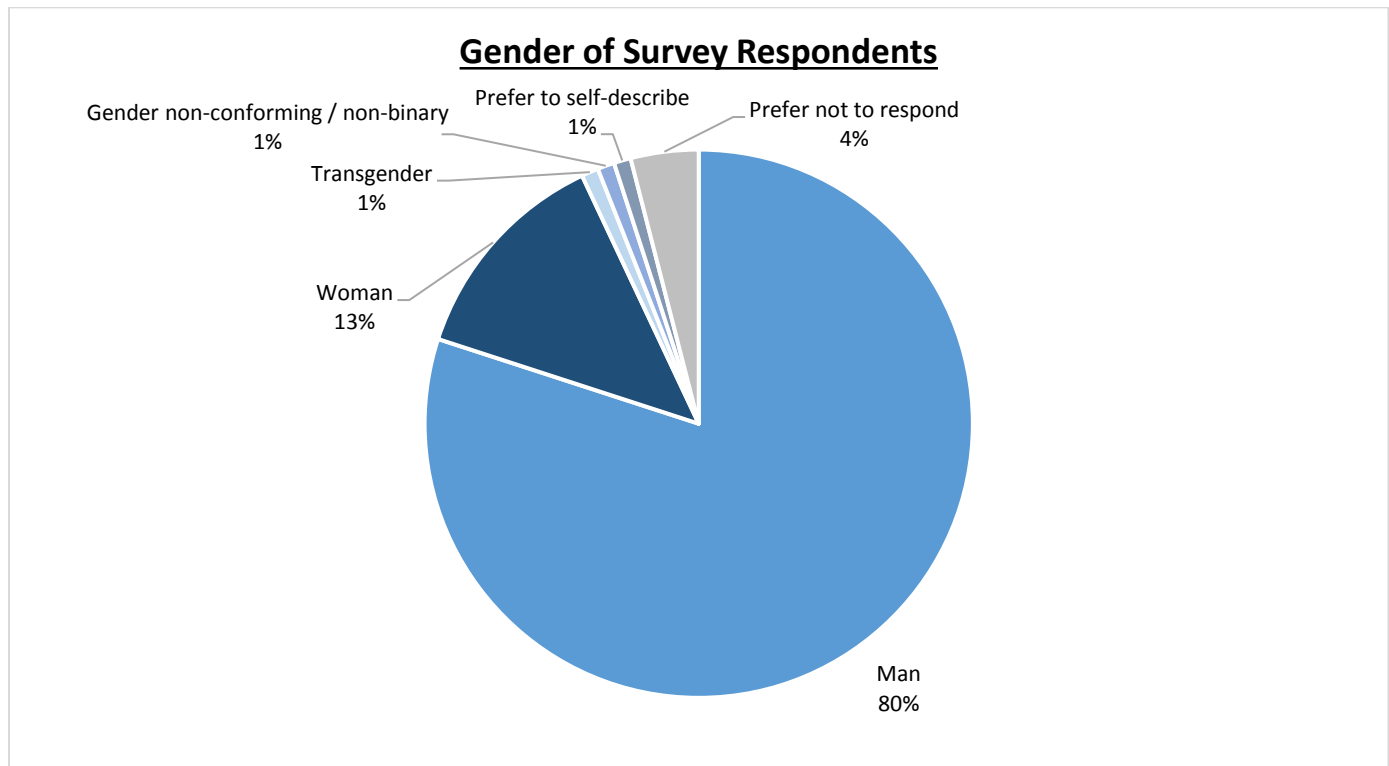
What are the first three digits of your postal code? [95 respondents]



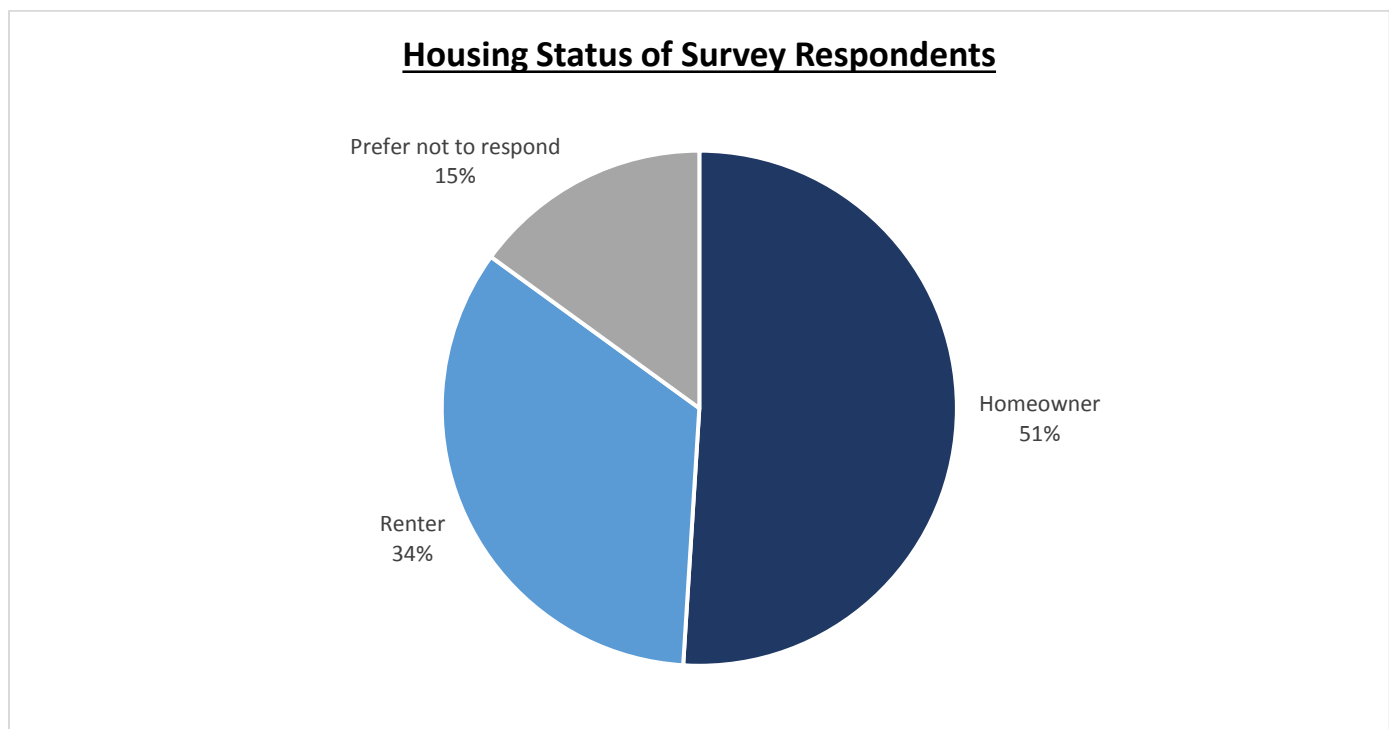
What is your age? (Single Choice) [119 respondents]



How would you describe yourself? (Single Choice) [117 respondents]

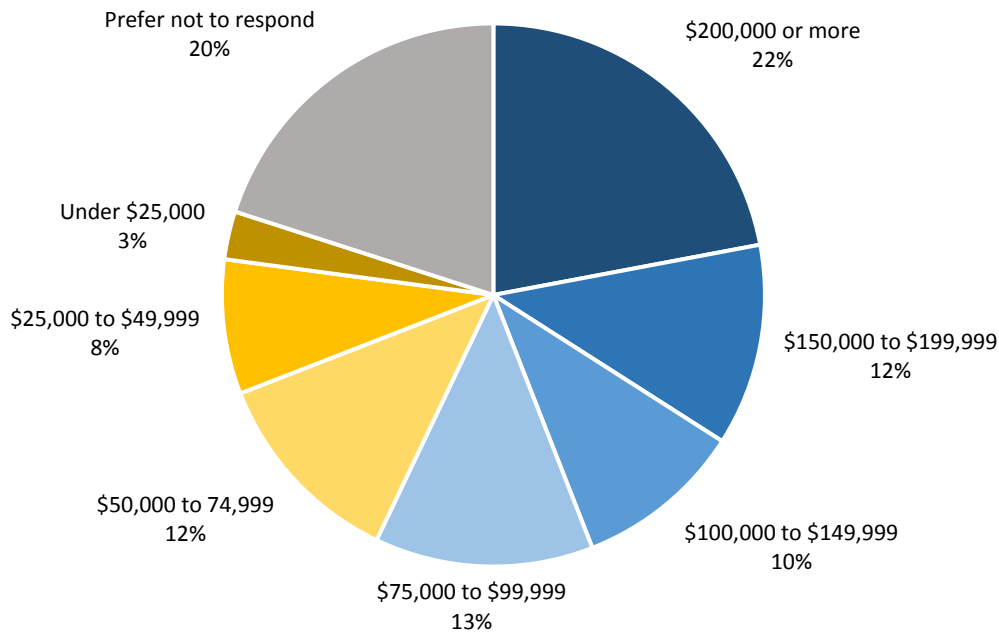


Are you a homeowner or renter? (Single Choice) [117 respondents]



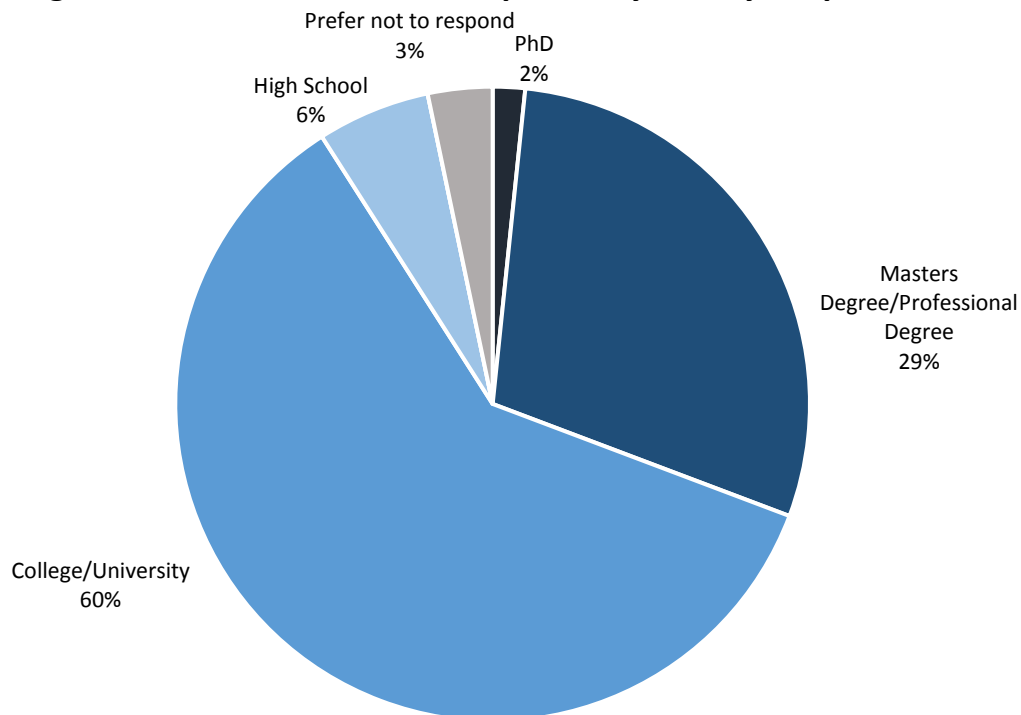
What is your household income? (Single Choice) [140 respondents]

Household Income of Survey Respondents

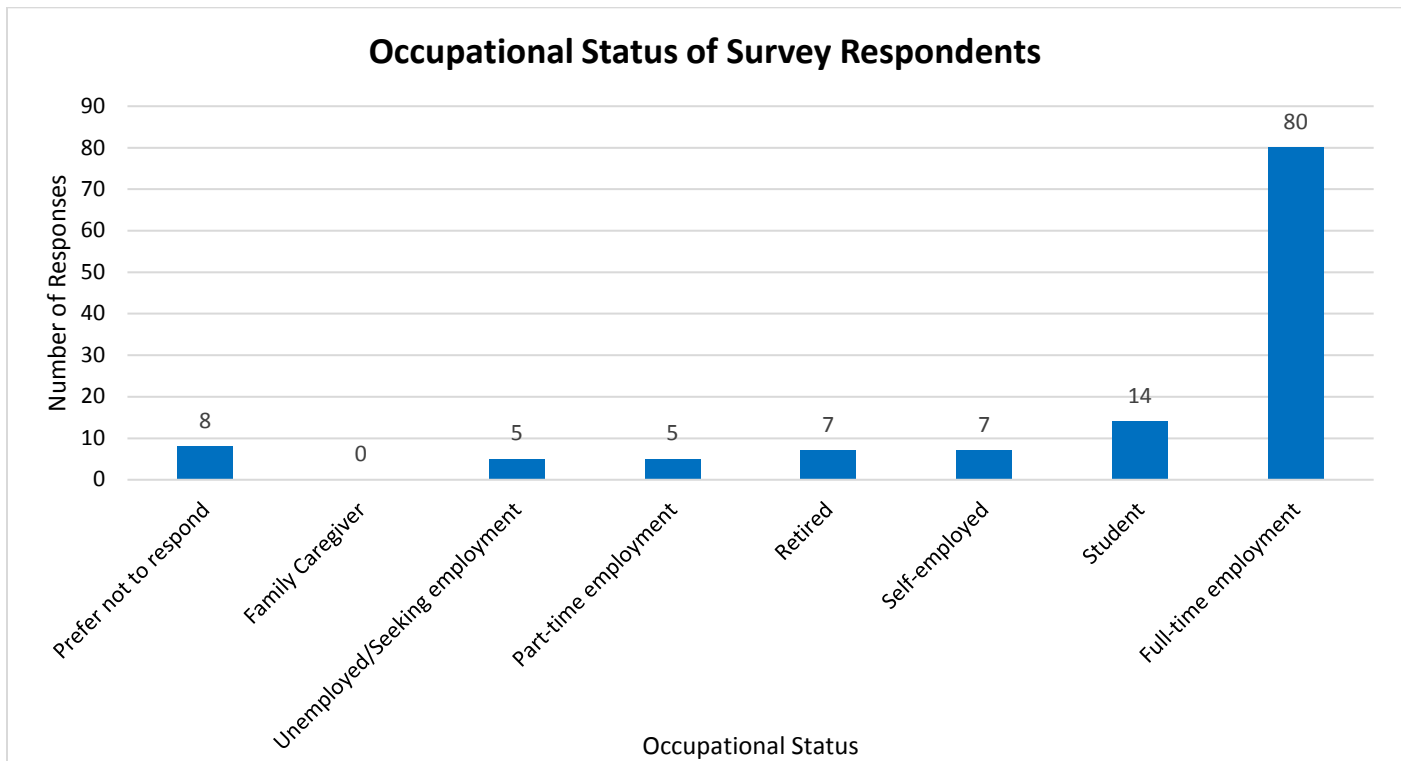


What is your highest level of education completed? (Single Choice) [122 respondents]

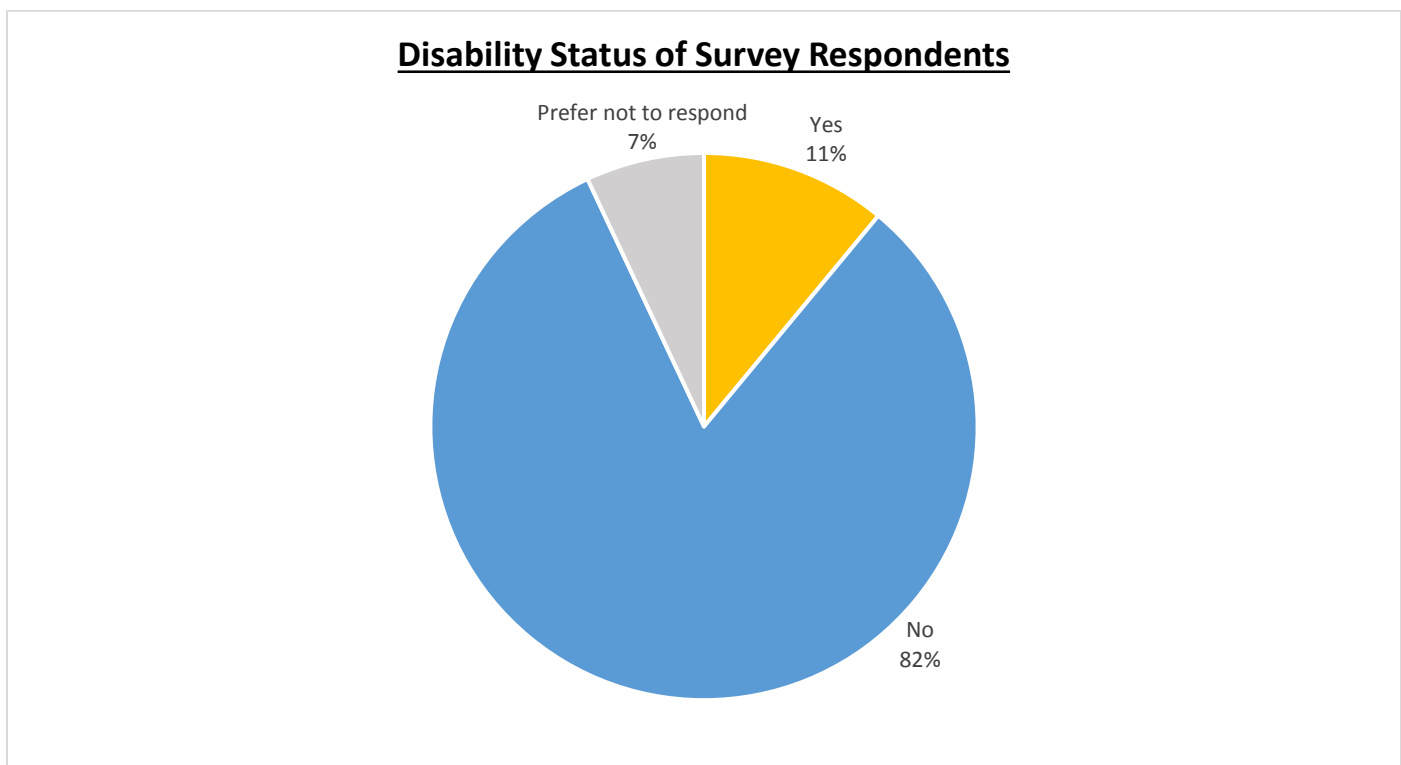
Highest Level of Education Completed by Survey Respondents



What is your occupational status? (Single Choice) [126 respondents]



Are you a person experiencing disability? (Single Choice) [118 respondents]



Do you sometimes experience mobility issues when navigating the City (i.e., travelling with a mobility device, stroller, etc.)? (Single Choice) [119 respondents]

Experience of Mobility Issues

