

Waterfront Transit “Reset” Phase 1 Study Public Forum

Station 1 – Long Branch to Humber River Preliminary Evaluation Results

GROUPING / CRITERIA / SUB-CRITERIA		CONCEPTS IN SEGMENT 1			Key Concept Comparison Notes
		Concepts			
		1A ENHANCE LAKE SHORE	1B LAKE SHORE LRT	1C QUEENSWAY LRT	
Serving People	EXPERIENCE				
	Speed and Reliability				LRT CONCEPTS SEPARATE FROM CARS WILL BE FASTER AND MORE RELIABLE
	East-West Capacity				LRT CONCEPTS SEPARATE FROM CARS WILL PROVIDE MORE CAPACITY
	Traffic and Parking Impacts				IMPLEMENTING LRT WILL HAVE TRAFFIC IMPACTS
	OVERALL				
	CHOICE				
	Connection to Transit Network				LAKE SHORE CONCEPTS PROVIDE BETTER CONNECTIONS TO GO AND M/WAY
	Linkages to Destinations				LAKE SHORE CONCEPTS PROVIDE BETTER LINKAGES
	Cycling Network Integration				LAKE SHORE CONCEPTS ARE COMPATIBLE WITH THE CITY'S 10 YEAR NETWORK CYCLING PLAN
	OVERALL				
SOCIAL EQUITY					
Strengthen NIAs	Not Applicable for Segment 1				
Institutional Connections				LAKE SHORE CONCEPTS ARE CLOSER TO HUMBER COLLEGE	
OVERALL					
SUMMARY >					
Strengthening Places	SHAPING THE CITY				
	Transit First Development				LAKE SHORE CONCEPTS ARE COMPATIBLE WITH THE CITY'S OFFICAL PLAN
	HEALTHY NEIGHBOURHOODS				
	Not Used for Screening				
	PUBLIC HEALTH AND ENVIRONMENT				
	Park / Waterfront Connections				LAKE SHORE CONCEPTS ARE CLOSER TO WATERFRONT PARKS
Environmental Effects				NO MAJOR ENVIRONMENTAL IMPACTS ARE ANTICIPATED	
OVERALL					
SUMMARY >					
Supporting Prosperity	SUPPORTS GROWTH				
	Support Employment Areas				OPPORTUNITIES ARE PRESENTED ALONG BOTH CORRIDORS
	AFFORDABLE				
	Construction Cost				LRT CONCEPTS WILL COST MORE
	Property Impacts				LRT CONCEPTS WILL HAVE MINOR PROPERTY REQUIREMENTS
OVERALL					
SUMMARY >					
SEGMENT 1					

Very Poor
 Poor
 Fair
 Good
 Very Good

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Station 2 – Humber River to Strachan Avenue Preliminary Evaluation Results

GROUPING / CRITERIA / SUB-CRITERIA		CONCEPTS IN SEGMENT 2						Key Concept Comparison Notes	
		Concepts							
		2A	2B	2C	2D	2E	2F		
		COMPLETE THE MISSING LINK	NORTH OF RAIL CORRIDOR	LAKE SHORE LRT	LAKE SHORE LRT TO EXHIBITION	LAKE SHORE / COLBORNE LODGE	DUFFERIN / KING		
Serving People	EXPERIENCE								
		Speed and Reliability	●	●	●	●	●	●	LRT CONCEPTS SEPARATED FROM CARS WILL BE FASTER, MORE RELIABLE, AND PROVIDE MORE CAPACITY
		East-West Capacity	●	●	●	●	●	●	
		Traffic and Parking Impacts	●	●	●	●	●	●	
		OVERALL	●	●	●	●	●	●	
		CHOICE							
		Connection to Transit Network	●	●	●	●	●	●	CONCEPTS TO EXHIBITION LOOP PROVIDE GOOD CONNECTIONS TO BOTH THE CITY'S AND THE REGION'S TRANSIT NETWORK
		Linkages to Destinations	●	●	●	●	●	●	
		Cycling Network Integration	●	●	●	●	●	●	
		OVERALL	●	●	●	●	●	●	
	SOCIAL EQUITY								
	Strengthen NIAs	●	●	●	●	●	●	CONCEPTS CLOSER TO WHERE PEOPLE LIVE WILL PROVIDE BETTER SERVICE AND ACCESS TO WHERE THEY WANT TO GO	
	Institutional Connections	●	●	●	●	●	●		
	OVERALL	●	●	●	●	●	●		
	SUMMARY >		●	●	●	●	●	●	
Strengthening Places	SHAPING THE CITY								
		Transit First Development	●	●	●	●	●		
		HEALTHY NEIGHBOURHOODS	Not Used for Screening						
		PUBLIC HEALTH AND ENVIRONMENT							
		Park / Waterfront Connections	●	●	●	●	●	●	CONCEPTS THAT AVOID CROSSING THE HUMBER RIVER AND OVER THE RAIL CORRIDOR PRESENT COMPARATIVELY LESS IMPACTS
	Environmental Effects	●	●	●	●	●	●		
	OVERALL	●	●	●	●	●	●		
	SUMMARY >		●	●	●	●	●	●	
Supporting Prosperity	SUPPORTS GROWTH								
		Support Employment Areas	●	●	●	●	●		
		AFFORDABLE							
		Construction Cost	●	●	●	●	●	CONCEPTS THAT MINIMIZE LENGTH OF NEW CONSTRUCTION BY USING THE EXISTING QUEENSWAY ALIGNMENT AND AVOID THE RAIL CORRIDOR ARE LESS EXPENSIVE AND EASIER TO IMPLEMENT	
	Property Impacts	●	●	●	●	●			
	OVERALL	●	●	●	●	●	●		
	SUMMARY >		●	●	●	●	●	●	
SEGMENT 2		SUMMARY >		●	●	●	●	●	

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 Very Good

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Station 3 – Strachan Avenue to Parliament Street Preliminary Evaluation Results

Note: Assessment of Families of Concepts for serving Downtown would influence a segment 3 western approach.

CONCEPTS IN SEGMENT 3 (WESTERN APPROACH)

	Concepts				Key Concept Comparison Notes	
	3A	3B	3C	3D		
	EXISTING FLEET ST ALIGNMENT	FORT YORK BLVD – BREMNER BLVD	NORTH OF RAIL CORRIDOR	LAKE SHORE LRT		
GROUPING / CRITERIA / SUB-CRITERIA						
Serving People	EXPERIENCE					
	Speed and Reliability	●	●	●	●	
	East-West Capacity	●	●	●	●	CONCEPTS THAT PRESENT NEW CORRIDORS WILL PROVIDE MORE CAPACITY
	Traffic and Parking Impacts	●	●	●	●	CONCEPTS WITH NEW CORRIDORS THROUGH EXISTING DEVELOPMENT WILL MORE TRAFFIC IMPACTS
	OVERALL	●	●	●	●	
	CHOICE					
	Connection to Transit Network	●	●	●	●	ALL CONCEPTS CONNECT TO THE CITY'S TRANSIT NETWORK AND PROVIDE GOOD LINKAGES TO A DIVERSE RANGE OF DESTINATIONS
	Linkages to Destinations	●	●	●	●	
	Cycling Network Integration	●	●	●	●	
	OVERALL	●	●	●	●	
SOCIAL EQUITY						
Strengthen NIA's	Not Applicable for Segment 1					
Institutional Connections	●	●	●	●		
OVERALL	●	●	●	●		
SUMMARY >	●	●	●	●		
Strengthening Places	SHAPING THE CITY					
	Transit First Development	●	●	●	●	CONCEPTS NORTH OF LAKE SHORE SERVE EXISTING AND PLANNED DEVELOPMENT BETTER
	HEALTHY NEIGHBOURHOODS					
	Not Used for Screening					
	PUBLIC HEALTH AND ENVIRONMENT					
	Park / Waterfront Connections	●	●	●	●	
Environmental Effects	●	●	●	●		
OVERALL	●	●	●	●		
SUMMARY >	●	●	●	●		
Supporting Prosperity	SUPPORTS GROWTH					
	Support Employment Areas	●	●	●	●	
	AFFORDABLE					
	Construction Cost	●	●	●	●	CONCEPT 3C WOULD PRESENT SIGNIFICANT CONSTRUCTION COSTS TO CROSS THE KITCHENER GO LINE
	Property Impacts	●	●	●	●	
OVERALL	●	●	●	●		
SUMMARY >	●	●	●	●		
SEGMENT 3	●	●	●	●		

● Very Poor ● Poor ● Fair ● Good ● Very Good

Families of Concepts for Serving Downtown

A

Union Loop Modification

- Considerable redesign of Existing Union Loop either by:
 - Expanding Current Loop or
 - Extend Alignment Easterly

B

Second Loop

- Build a 2nd terminus west of Union, with regional connections (GO, UPX) and to serve western demand

C

Queens Quay Through Service

- Route service along Queens Quay with different configurations
- Requires enhanced north-south transit connections between Union and Queens Quay

D

Network Distribution

- Distribute service along the network using
 - Existing Alignments
 - New Alignments

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 Station 4 – Parliament Street to Woodbine Avenue Preliminary Evaluation Results

GROUPING / CRITERIA / SUB-CRITERIA		CONCEPTS IN SEGMENT 4			
		Concepts		Key Concept Comparison Notes	
		4A	4B		
		LAKE SHORE BLVD CORRIDOR	EASTERN AVE CORRIDOR		
Serving People	EXPERIENCE				
	Speed and Reliability				
	East-West Capacity				
	Traffic and Parking Impacts				ANTICIPATE GREATER TRAFFIC IMPACTS ALONG CORRIDOR
	OVERALL				
	CHOICE				
	Connection to Transit Network				
	Linkages to Destinations				
	Cycling Network Integration				
	OVERALL				
SOCIAL EQUITY					
Strengthen NIAs		Not applicable for Segment 1			
Institutional Connections					
OVERALL					
SUMMARY >					
Strengthening Places	SHAPING THE CITY				
	Transit First Development				
	HEALTHY NEIGHBOURHOODS		Not Used for Screening		
	PUBLIC HEALTH AND ENVIRONMENT				
	Park / Waterfront Connections				
	Environmental Effects				
OVERALL					
SUMMARY >					
Supporting Prosperity	SUPPORTS GROWTH				
	Support Employment Areas				
	AFFORDABLE				
	Construction Cost				
	Property Impacts				
OVERALL					
SUMMARY >					
SEGMENT 4 SUMMARY >					

Very Poor
 Poor
 Fair
 Good
 Very Good