



PLANNING A GREAT CITY
TOGETHER

Waterfront Transit “Reset”

Phase 1 Study

Coordinated Transit Consultation Program
Public Information & Consultation Meeting
May 25 & 26 2016

Agenda

- 6:00 Open House
- 6:30 Agenda Review, Opening Remarks and Introductions
- 6:40 Study Overview and Presentation
- 7:20 Questions of Clarification
- 7:30 Interactive Workshop
- 8:10 Report Back
- 8:30 Adjourn

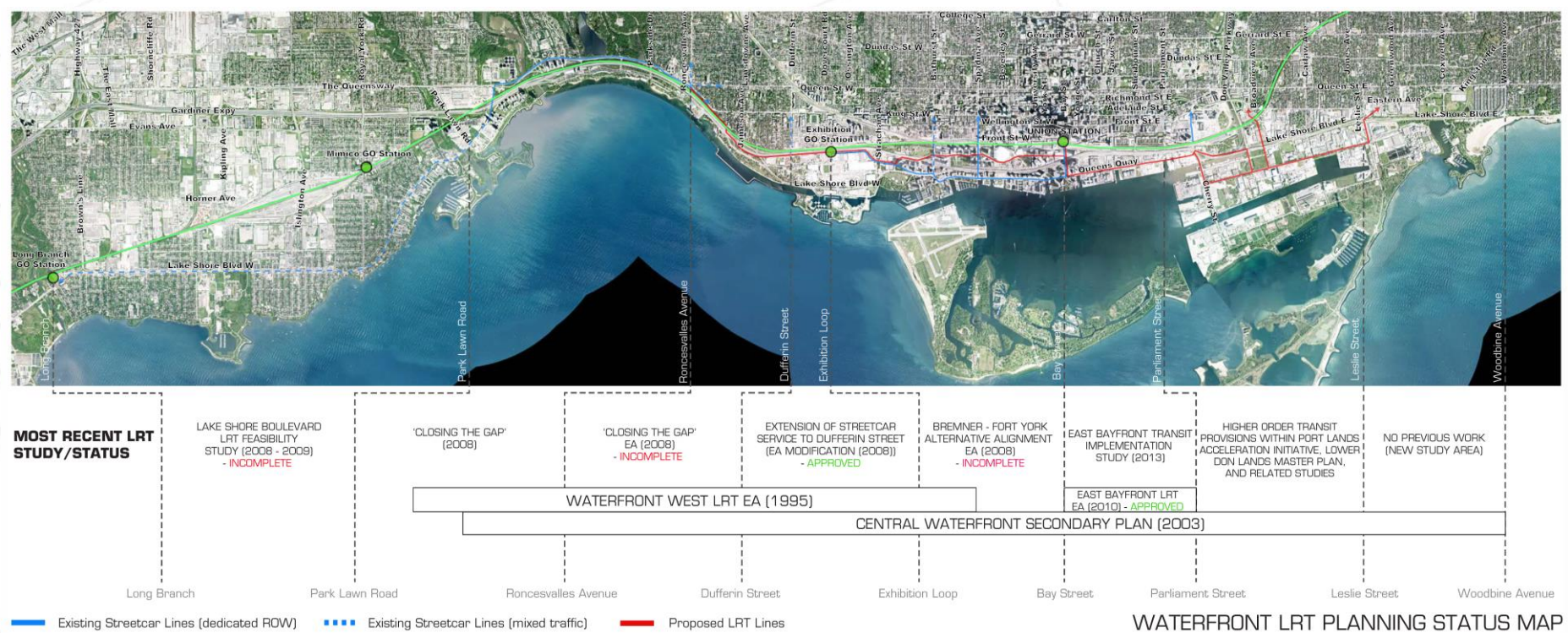
The Project Study Team

- A Partnership of:

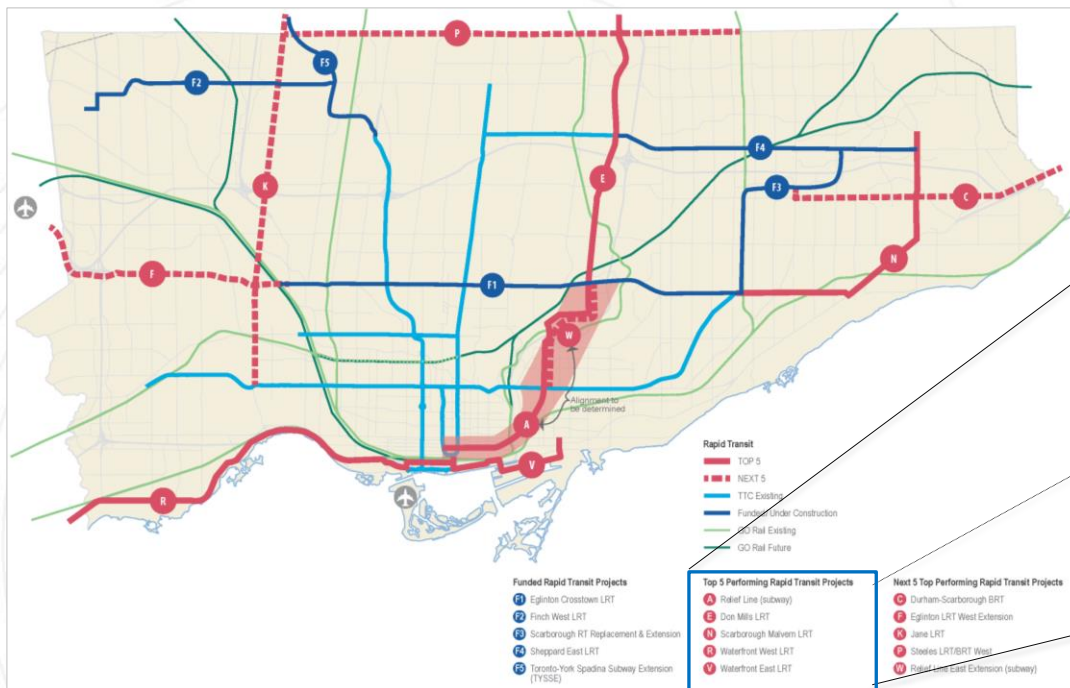


- The project study team is led by a joint City-TTC-Waterfront Toronto Executive Steering Committee.
- Metrolinx has also provided input on relevant aspects of the study.

Why Are We Here Today?



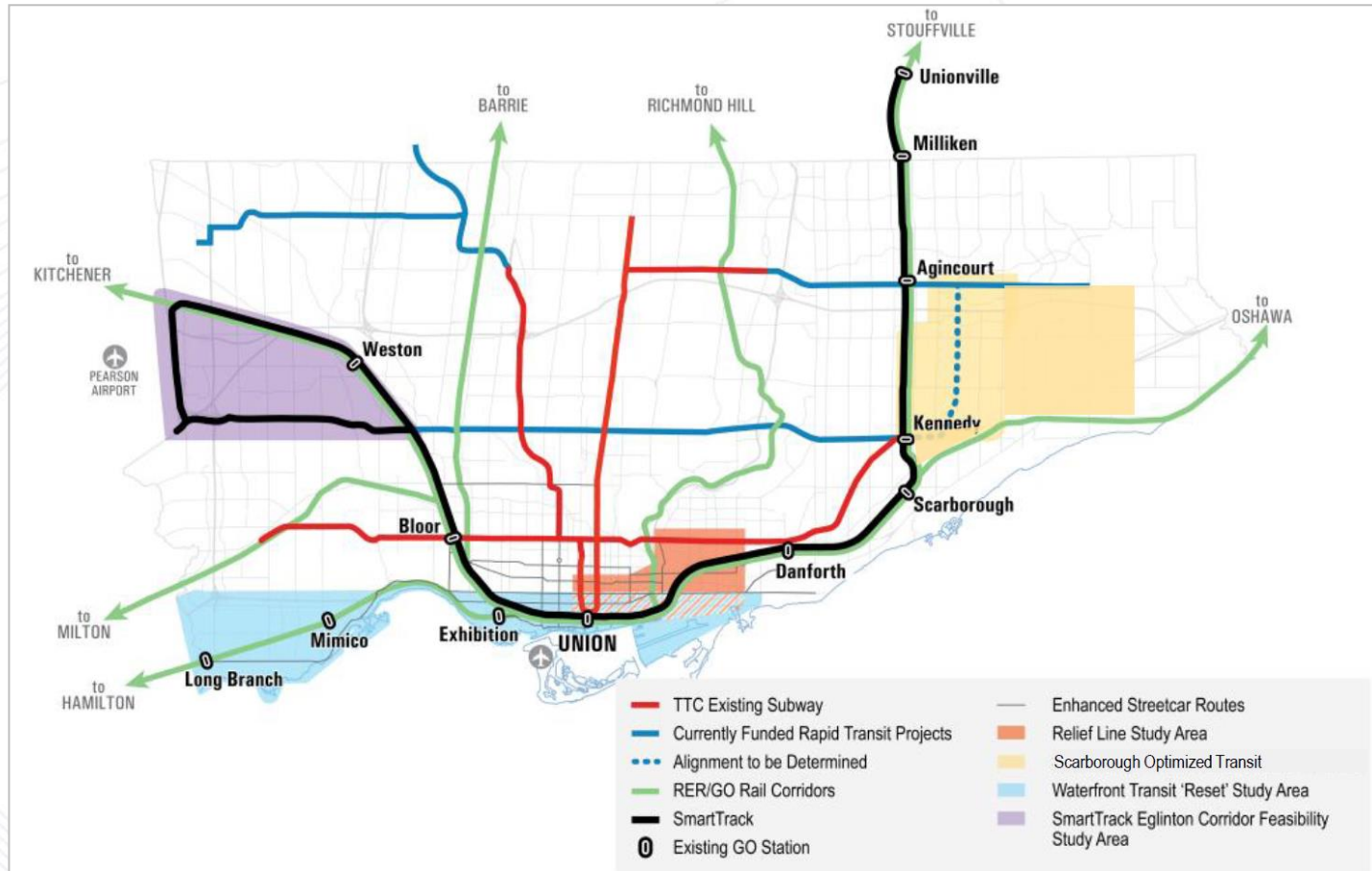
Why Are We Here Today?



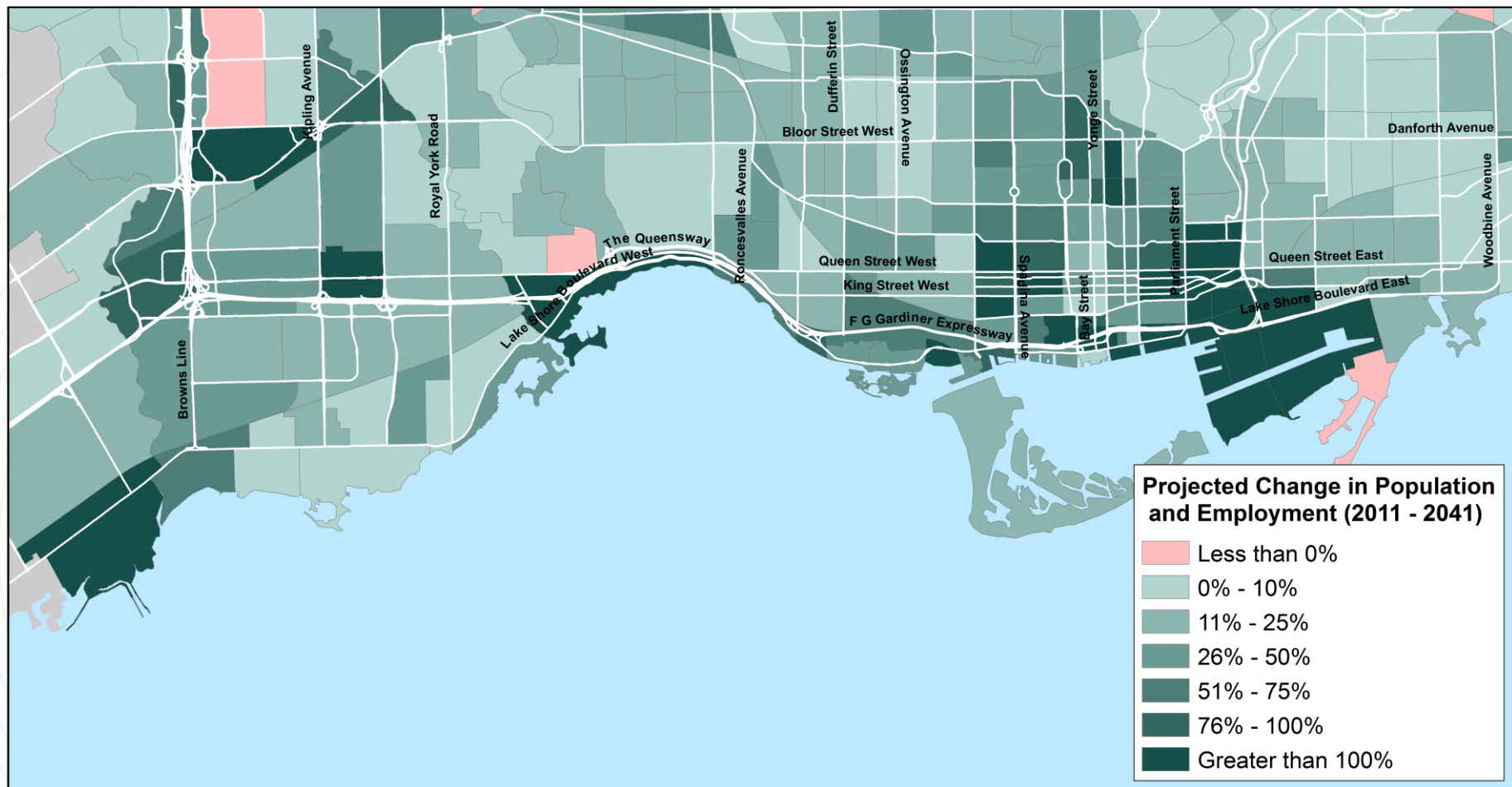
Top 5 Performing Rapid Transit Projects

- A** Relief Line (subway)
- E** Don Mills LRT
- N** Scarborough Malvern LRT
- R** Waterfront West LRT
- V** Waterfront East LRT

Coordinated Priority Rapid Transit Network Planning

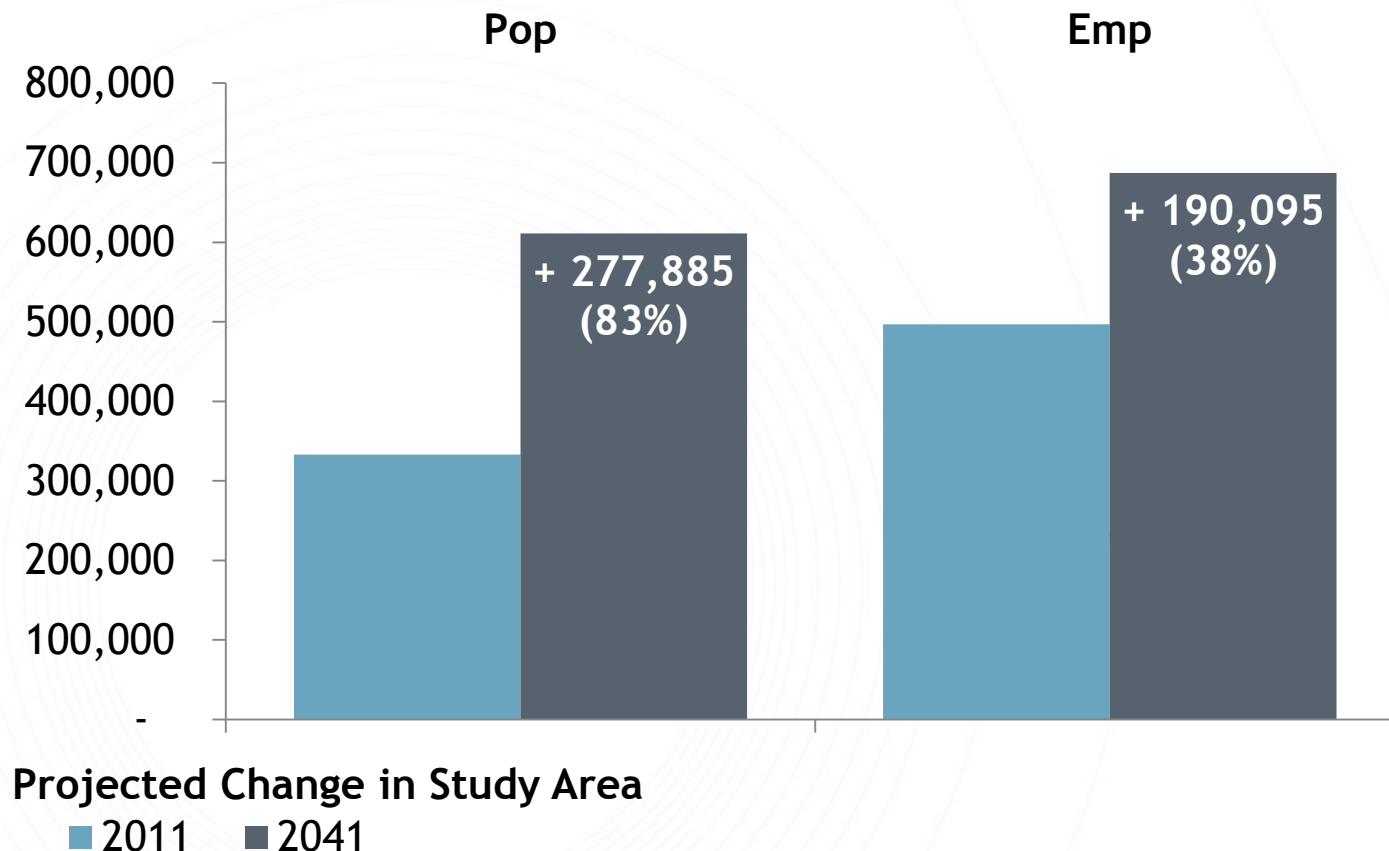


Why is a Waterfront Transit Line Needed?



Sources: City of Toronto

Why is a Waterfront Transit Line Needed?



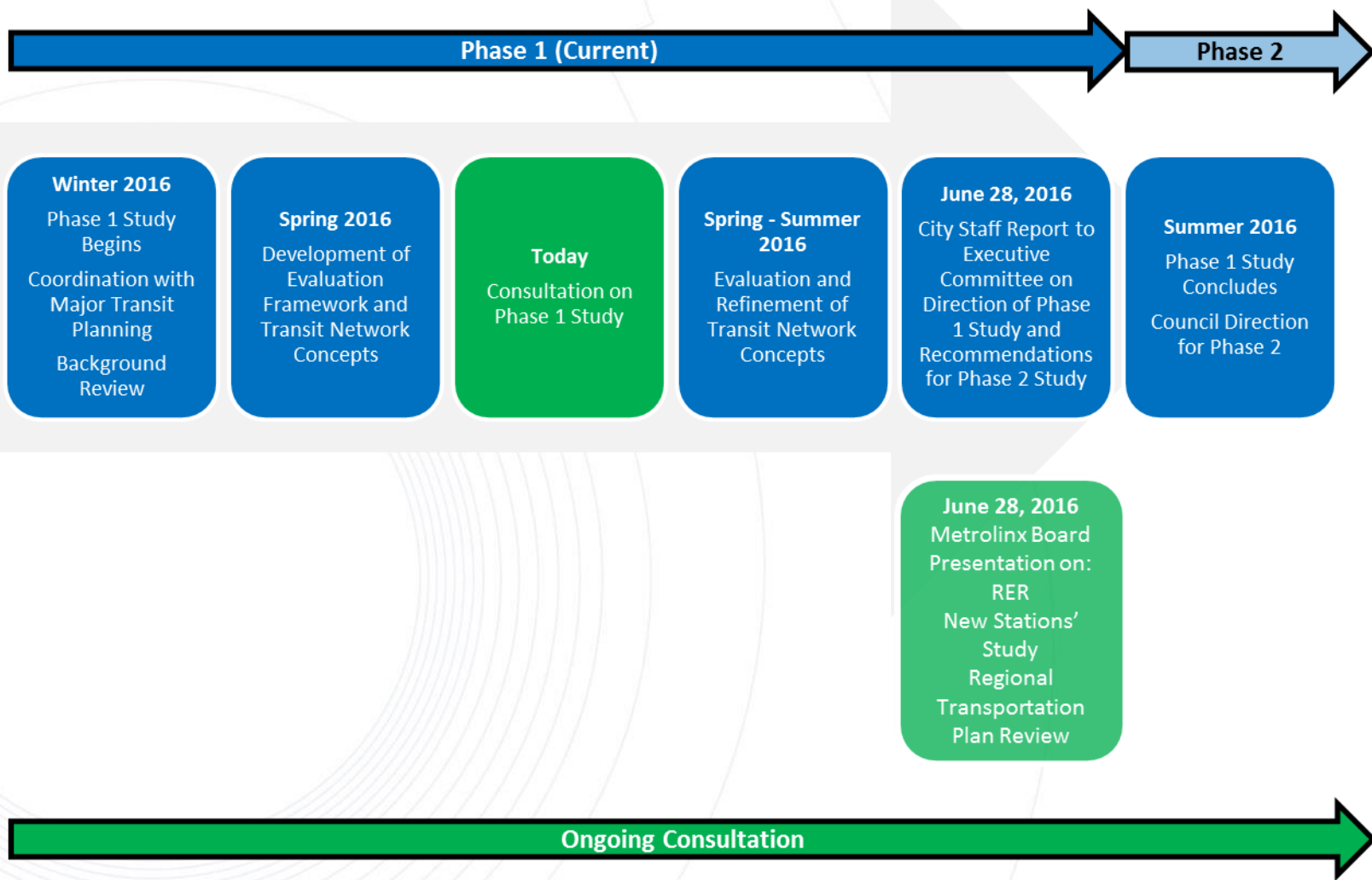
- Continuing **rapid growth** in Study Area
- Existing transit unable to **respond** to latent and future **demand**

Metrolinx Initiatives

Metrolinx is undertaking a number of studies which may influence a Waterfront Transit solution

- **New GO Station Study**
 - Potential stations include Kipling, Park Lawn, Roncesvalles, Bathurst/Spadina, and the former Unilever site
- **Regional Express Rail & Electrification**
 - Implementing frequent two-way all-day service along Lakeshore East, Stouffville, Kitchener and Lakeshore West corridors
- **Fare Integration Strategy**
 - Potential for competitive GO fares within the City of Toronto
- **Union Station**
 - Studying capacity issues and a possible satellite station

Study Timeline



Phasing of Waterfront Transit Study

The current Phase (Phase 1) will establish a clear **vision** and identify reasonable alternative **concepts** for a Waterfront Transit solution.

Phase 2, subject to City Council approval, would include:

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

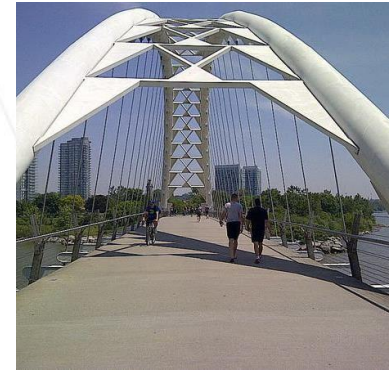


What's the Purpose of this Meeting?

- To **introduce** the public to the study
- To **provide background information** on past transit initiatives along the waterfront and this study
- To **present preliminary concepts**
- To **understand your needs** and gather input on the opportunities and challenges of a Waterfront Transit solution
- To **gather feedback** on the initial screening of these concepts

Vision for Waterfront Transit

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



Objectives



Connect waterfront communities locally and to downtown with reliable and convenient transit service:

- *Promote and support residential and employment growth*
- *Provide more travel choices*

Objectives



Enhance accessibility (improved reliability and convenience) of transit service linking key destinations (employment, housing, institutional, education, cultural, recreational, commercial):

- *Better connect people to everyday places*
- *Improve connectivity in neighbourhood improvement areas*
- *Make transit an attractive option for more trips*
- *Attract new transit riders*
- *Improve quality of life*

Objectives



Promote broader City and regional transportation network connections



Develop implementable and affordable solutions to address current needs and the flexibility to respond to future conditions

Evaluation Process

Phase 1 (Current Phase)

Initial Screening

- ❑ Use *Feeling Congested?* Evaluation Framework
- ❑ Identify opportunities and constraints
- ❑ Screen initial concepts by segment

Phase 2

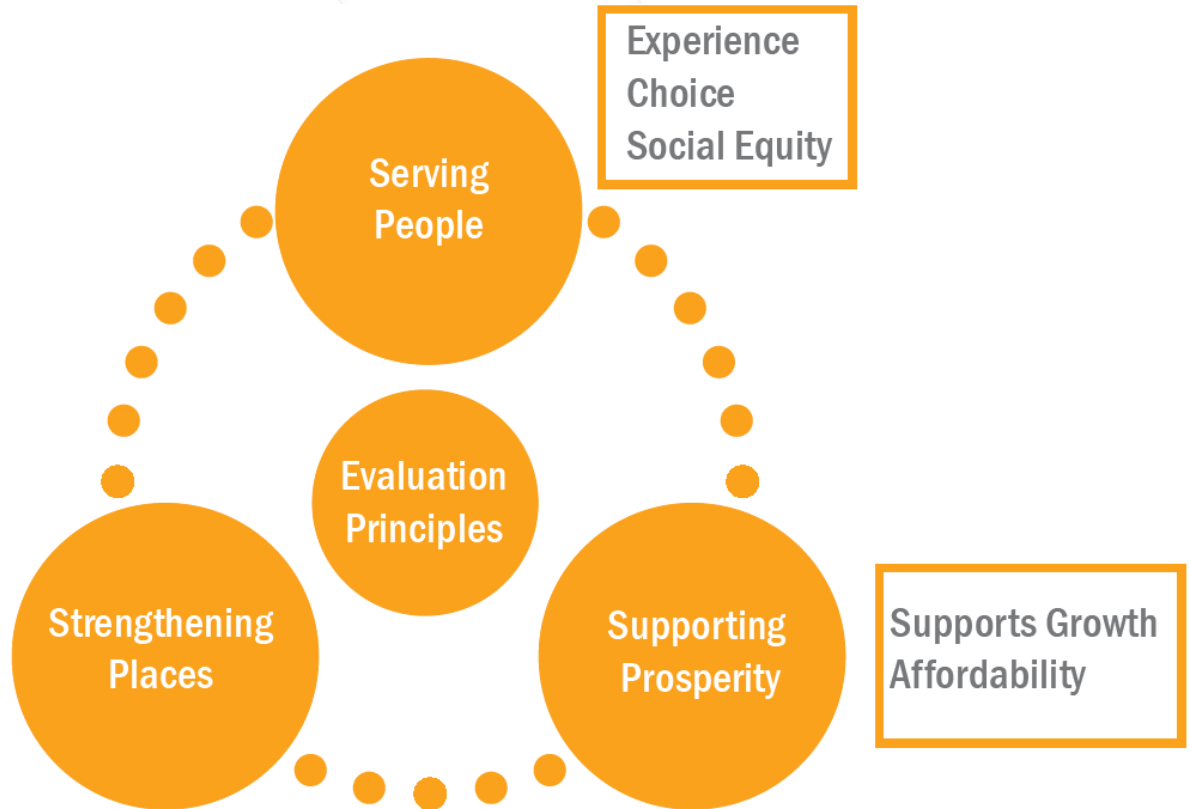
Detailed Assessments

- ❑ Conduct a comprehensive assessment of options consistent with *Feeling Congested?* criteria and/or EA process
- ❑ Inputs and updates from feasibility studies taken into account

Evaluation Framework



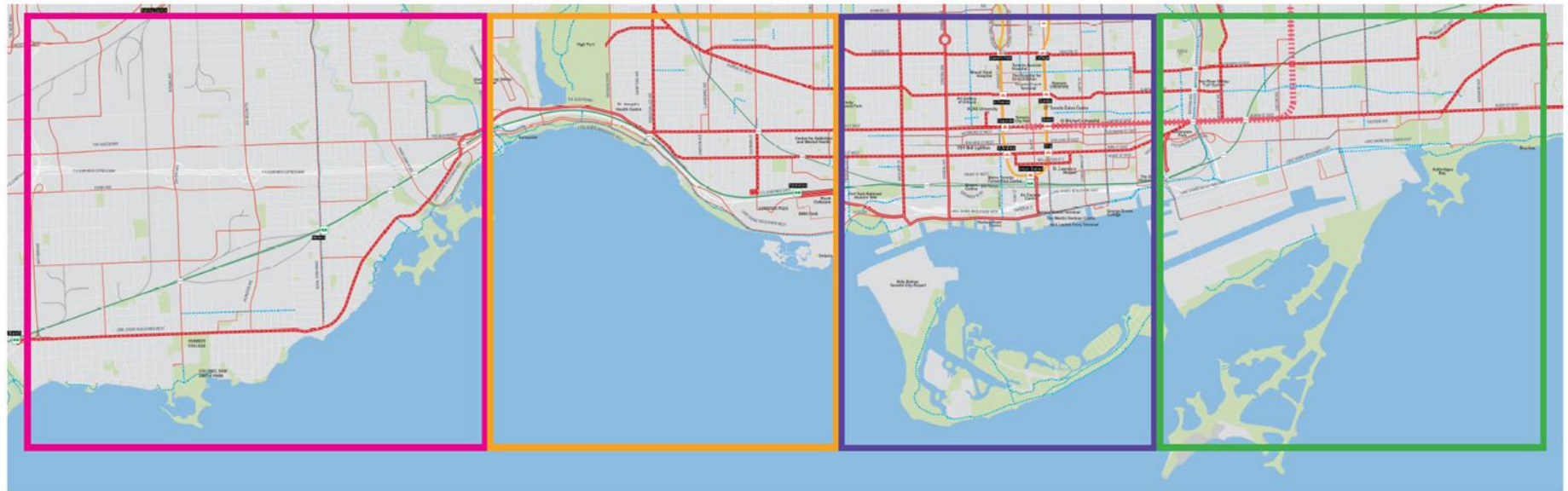
Shaping the City
Healthy Neighbourhoods
Public Health and Environment



Phase 1 Initial Screening Criteria

Criteria	Measures
Serving People	
Experience	<ul style="list-style-type: none"> Is it reliable? Faster? Is it safe? Does it offer a pleasant ride? Can you find a seat for your trip (will it increase transit capacity)?
Choice	<ul style="list-style-type: none"> Does it provide more connections to the City and the region? Does it connect people to jobs, cultural landmarks, and recreation? Does it promote walking or cycling as a way to access transit?
Social Equity	<ul style="list-style-type: none"> Does it provide connections to priority neighbourhoods and community services?
Strengthening Places	
Shaping the City	<ul style="list-style-type: none"> Does it support residential and employment development in desired locations? Will it foster transit-oriented communities?
Healthy Neighbourhoods	<ul style="list-style-type: none"> Will it strengthen and enhance existing neighbourhoods? Will it improve walking and cycling safety between neighbourhoods?
Public Health & Environment	<ul style="list-style-type: none"> Does it support and enhance natural heritage areas and parks Does it minimize environmental effects?
Supporting Prosperity	
Supports Growth	<ul style="list-style-type: none"> Will it promote economic development? Does it improve mobility?
Affordability	<ul style="list-style-type: none"> Does it minimize costs to build, maintain, and operate? Is the plan flexible?

Study Area Segments



01 Long Branch to Humber River

02 Humber River to Strachan Ave






03 Strachan Ave to Parliament St











04 Parliament St to Woodbine Ave

Concepts Under Consideration

- The following slides present **conceptual LRT corridors** for each segment
- **Approved** or **identified corridors** from **previous studies** have been included or updated
- **Additional concepts** have been developed to respond to concerns or emerging opportunities
- An **initial screening** is presented for all sections

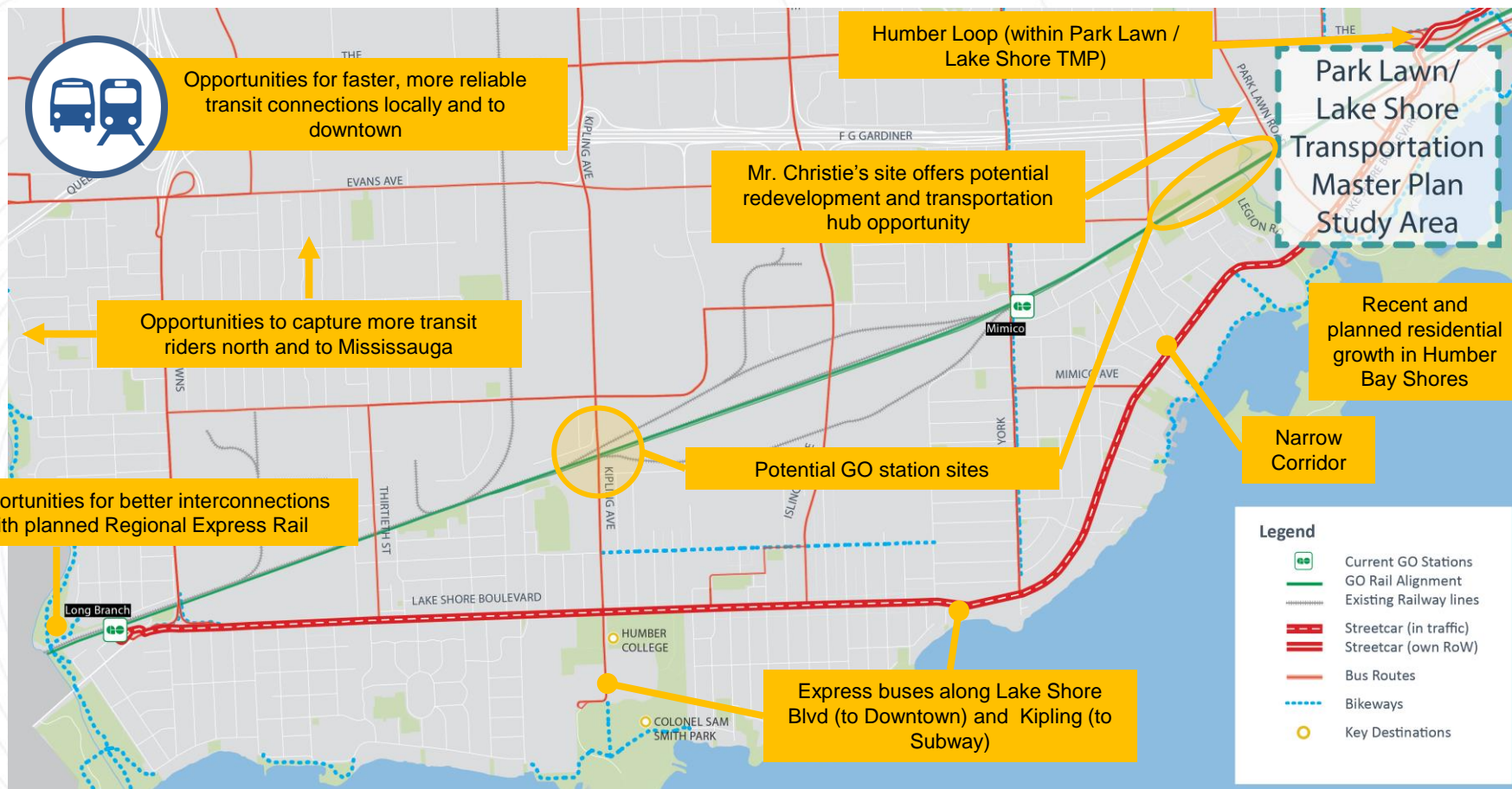
Legend

	LRT Alignment
	Enhanced Service
	Enhanced Connections
	East Bayfront (EBF) Line
	Relief Line Corridor

	Current GO Stations
	GO Rail Alignment
	Existing Railway lines
	TTC Subway
	Subway Stations
	Streetcar (in traffic)
	Streetcar (own RoW)
	Bus Routes
	Bikeways
	Key Destinations

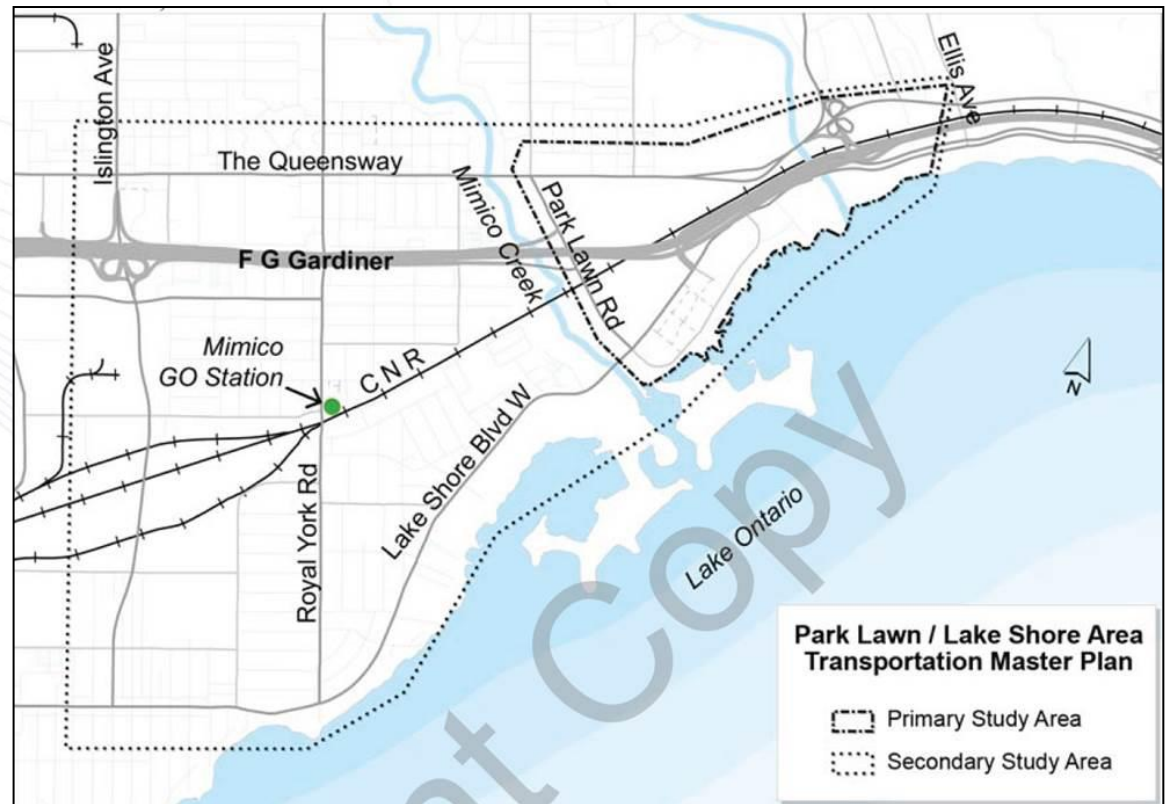
Segment 1, Long Branch to Humber River

Opportunities and Constraints



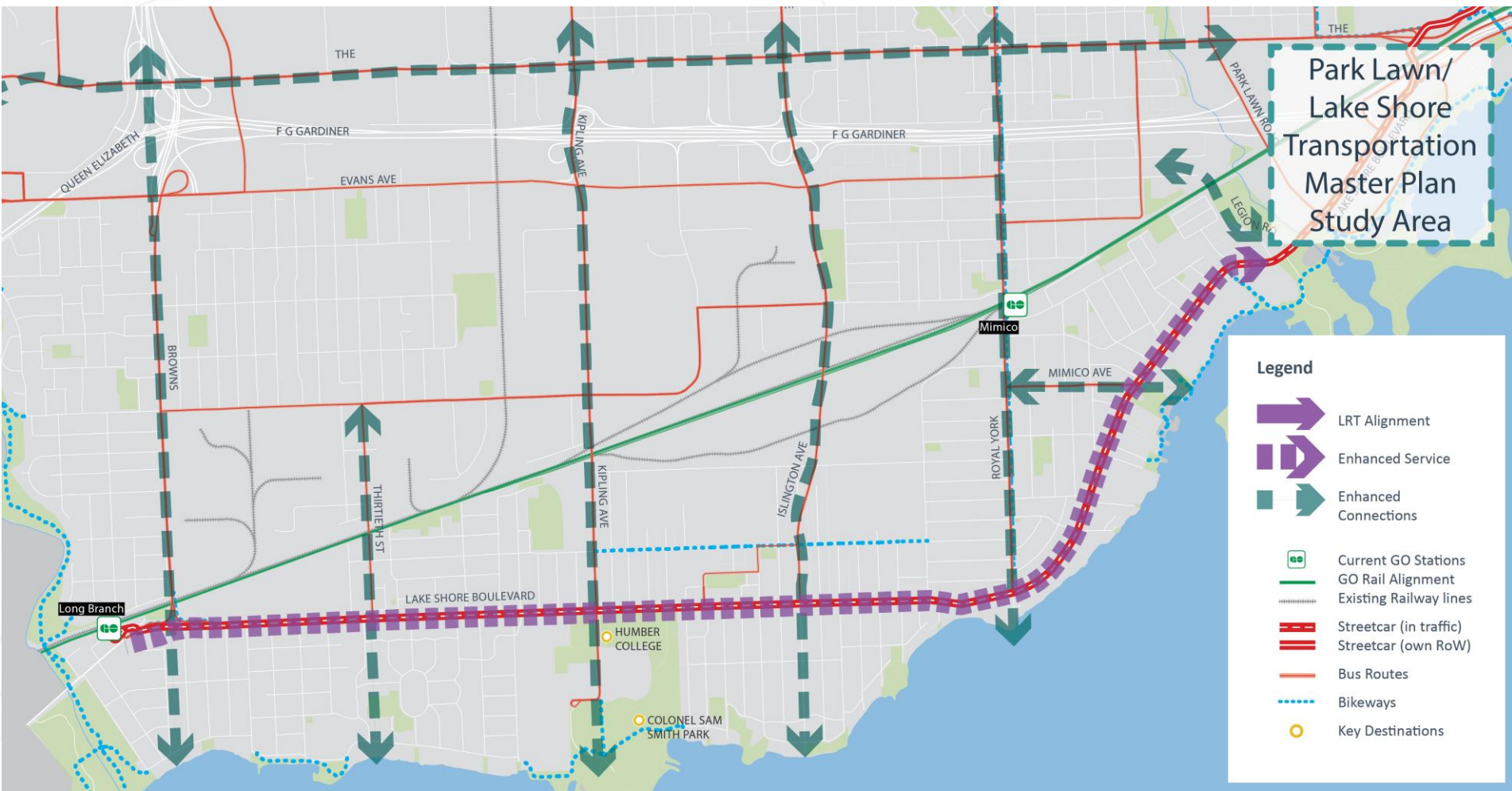
Park Lawn / Lake Shore Area Transportation Master Plan

- The City has recently initiated a separate study – the **Park Lawn/Lake Shore Area Transportation Master Plan Study (TMP)**.
- The Study Area includes the Humber Bay Shores Area, the Mr. Christie's site, and the Humber Loop

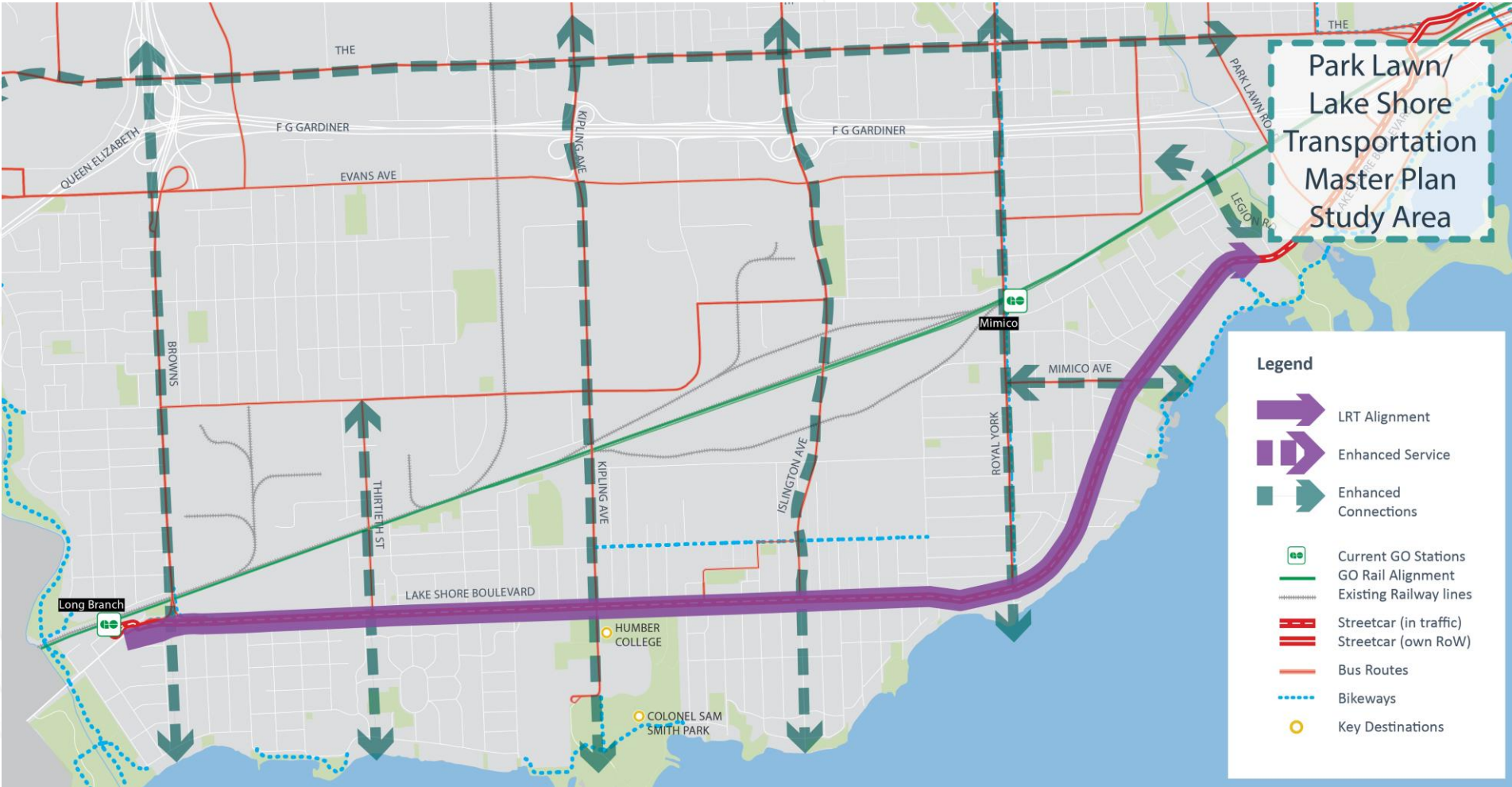


We will be working closely with this study, sharing key findings and opportunities to ensure a compatible transportation network solution.

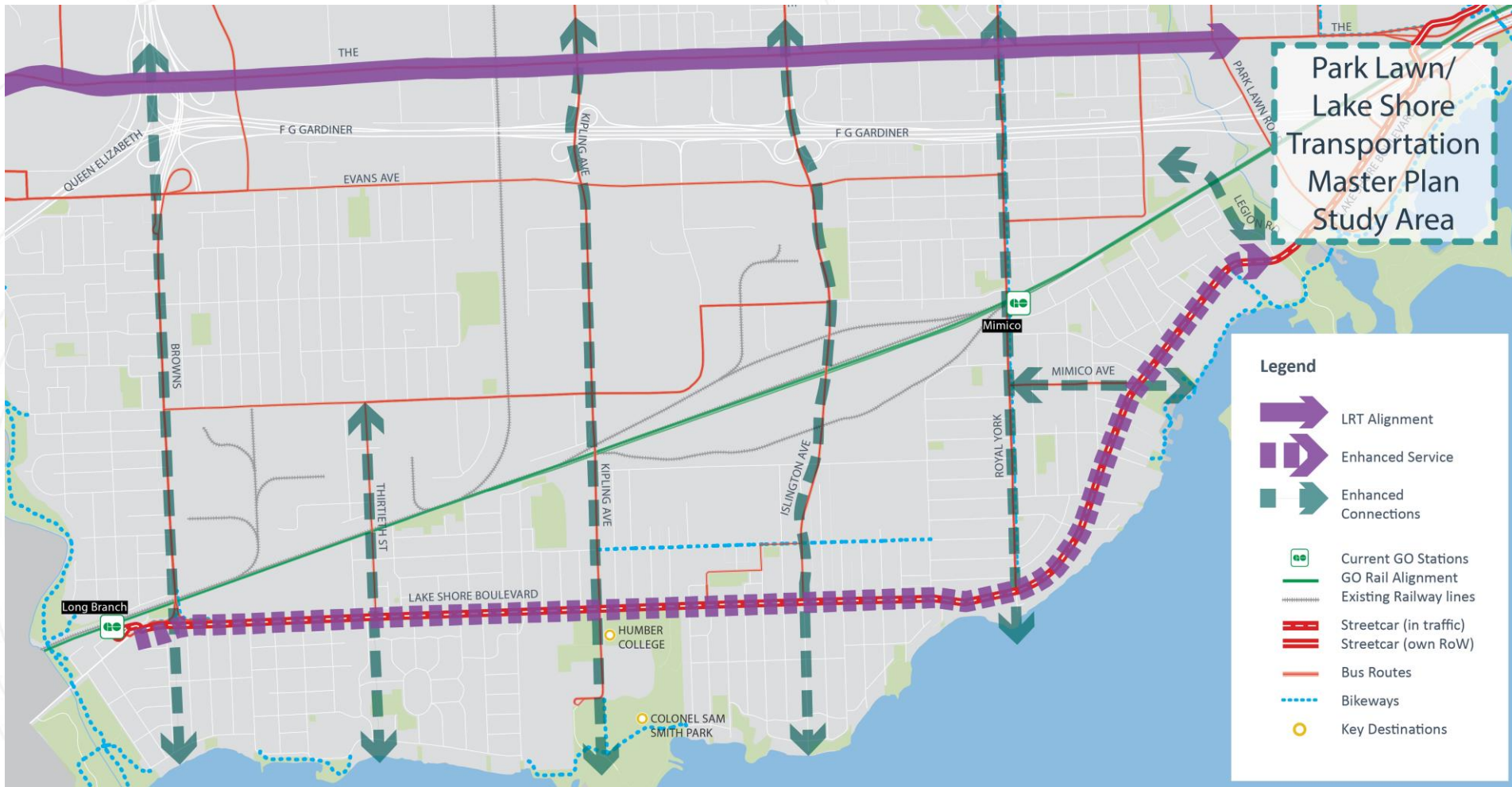
Concept 1A, Enhanced Lake Shore Blvd Service



Concept 1B, Lake Shore Blvd LRT



Concept 1C, The Queensway LRT

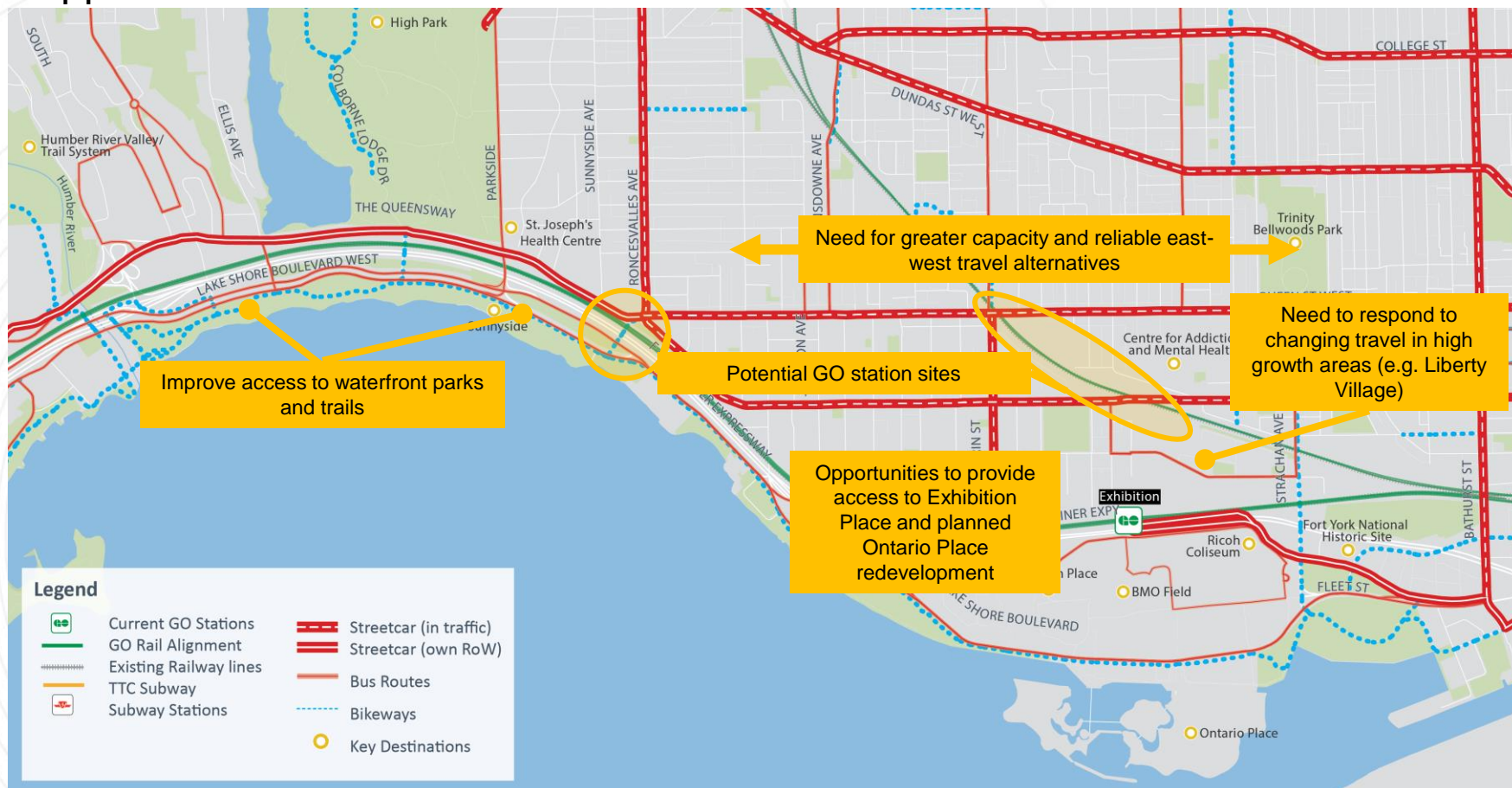


Segment 1 Initial Screening

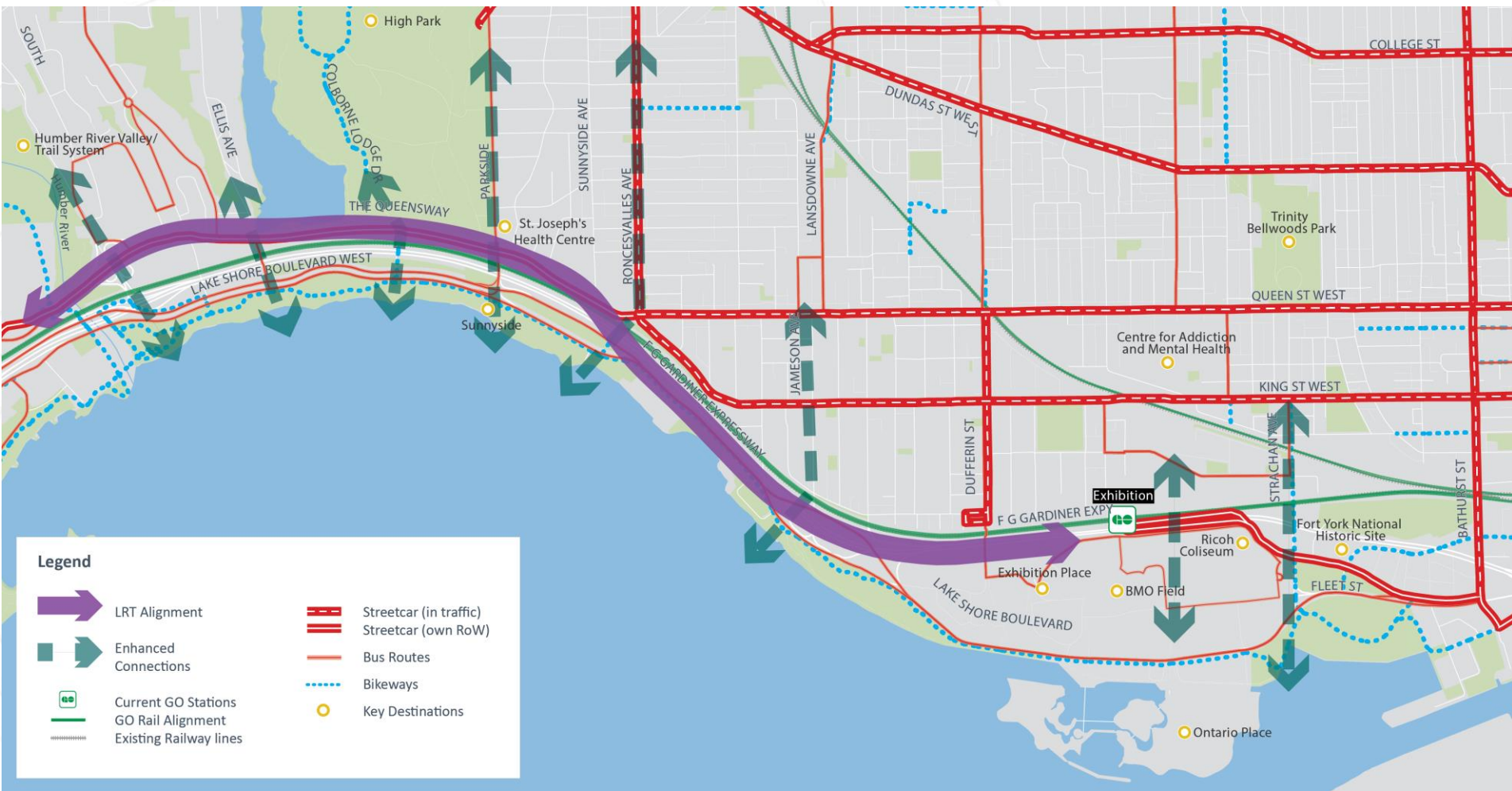
- ✓ **1A** Enhanced Lake Shore Blvd Service
 - ✓ **1B** Lake Shore Blvd LRT
 - ✗ **1C** The Queensway LRT
- Lake Shore Blvd concepts 1A & 1B are recommended for further assessment in Phase 2.
 - Lake Shore Blvd corridor offers better connections to where people want to go, including better linkages to GO and MiWay.
 - The Queensway corridor presents potential benefits.
 - Land use and transit studies for the corridor are warranted.

Segment 2, Humber River to Strachan Ave

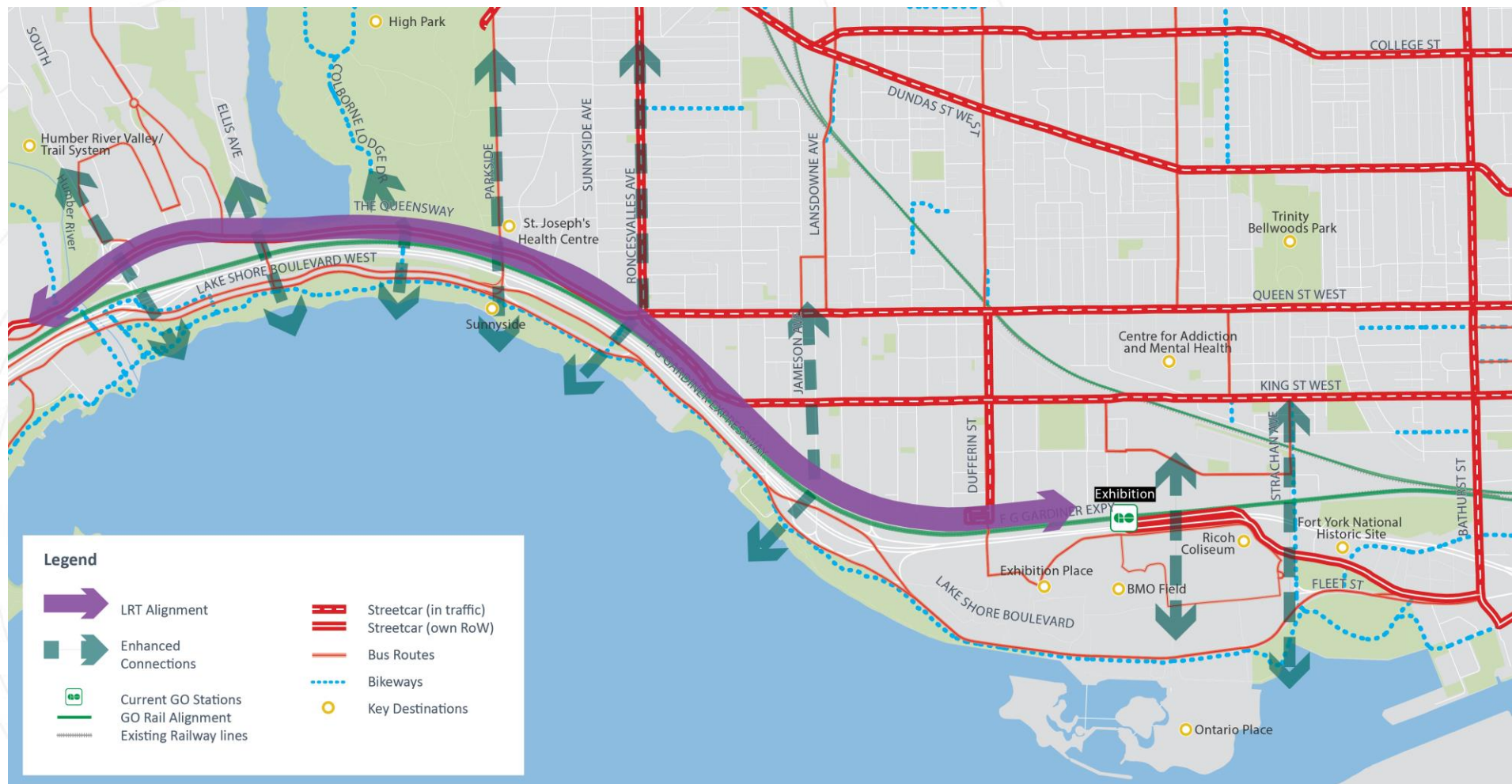
Opportunities and Constraints



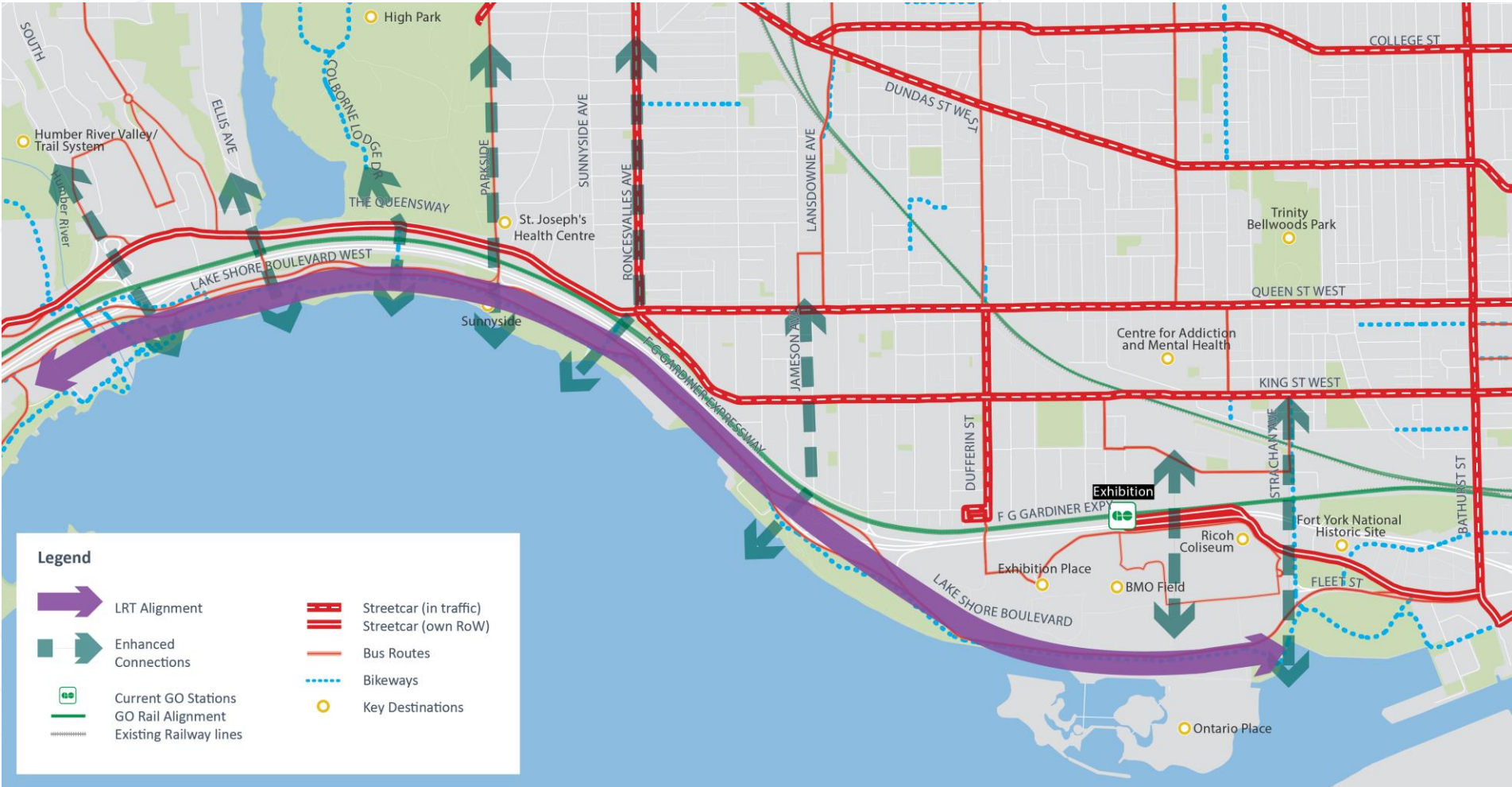
Concept 2A, Complete the Missing Link



Concept 2B, North of Rail Corridor



Concept 2C, Lake Shore Blvd LRT



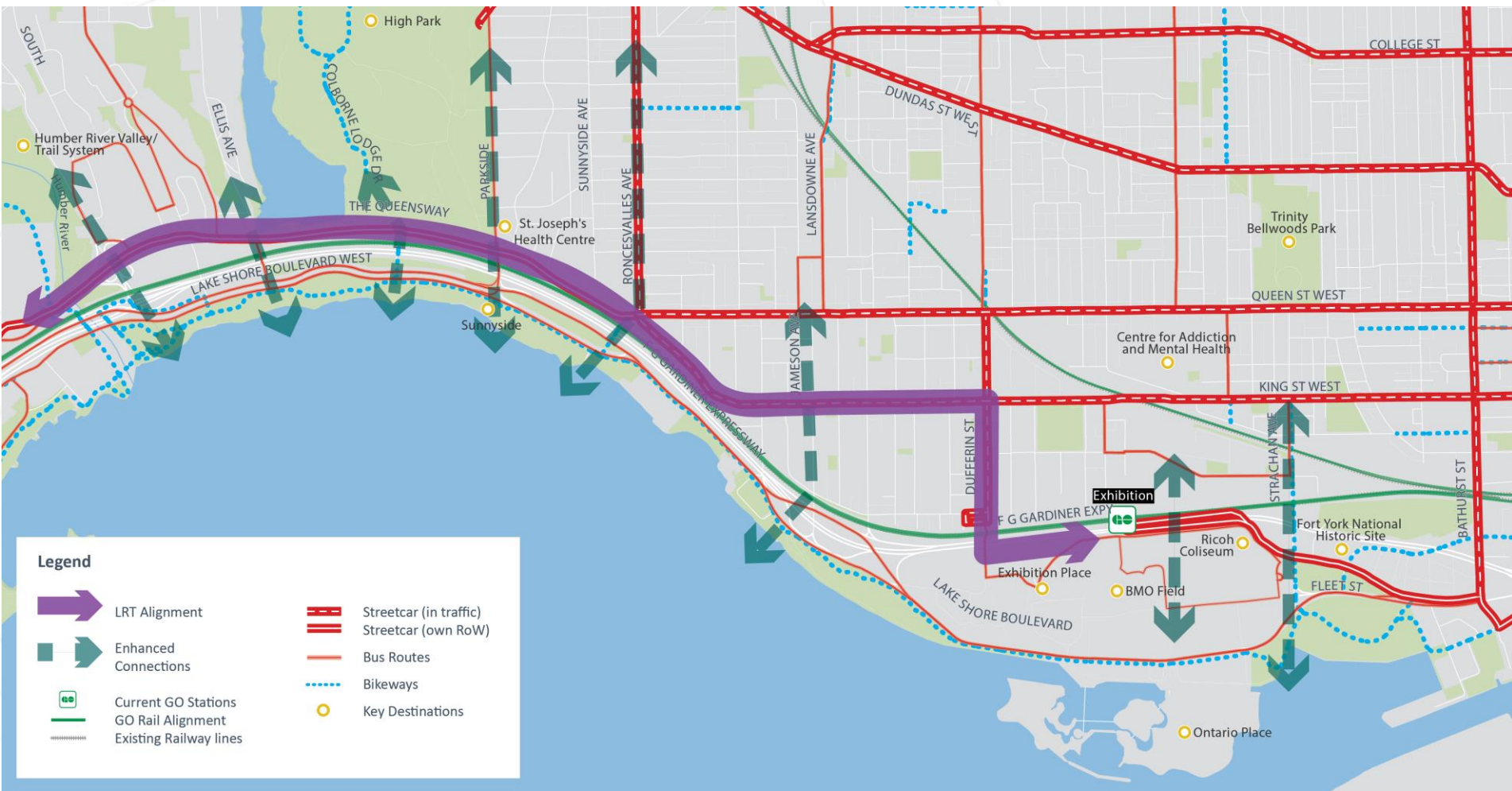
Concept 2D, Lake Shore Blvd LRT to Exhibition



Concept 2E, Lake Shore Blvd / Colborne Lodge Dr



Concept 2F, Dufferin St / King St



Segment 2 Initial Screening

- ✓ **2A** Complete the Missing Link
- ✗ **2B** North of Rail Alignment
- ✓ **2C** Lake Shore Blvd LRT
- ✓ **2D** Lake Shore Blvd LRT to Exhibition
- ✓ **2E** Lake Shore Blvd / Colborne Lodge Dr.
- ✓ **2F** Dufferin St / King St

- Concept 2B is not recommended for further assessment. This concept presents significant community impacts and construction costs.
- Remaining concepts present opportunities without major issues.

Segment 3, Strachan Ave to Parliament St

Opportunities and Constraints



Concept 3A, Existing Fleet St Alignment



Concept 3B, Fort York Blvd – Bremner Blvd



Concept 3C, North of Rail Alignment



Concept 3D, Lake Shore Blvd LRT



Segment 3 Initial Screening

- ✓ **3A** Existing Fleet St Alignment
- ✓ **3B** Fort York Blvd – Bremner Blvd
- ✓ **3C** North of Rail Alignment
- ✓ **3D** Lake Shore Blvd LRT

- All concepts are considered worthwhile for further assessment in Phase 2.
- Concept 3C presents issues. These issues could be addressed and significant transportation benefits realized if Metrolinx constructs a major transit hub along Front Street. Continued consultation to be conducted.

Families of Concepts for Serving Downtown

A

Union Loop Modification

- Considerable redesign of existing Union loop either by:
 - Expanding current loop
 - 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

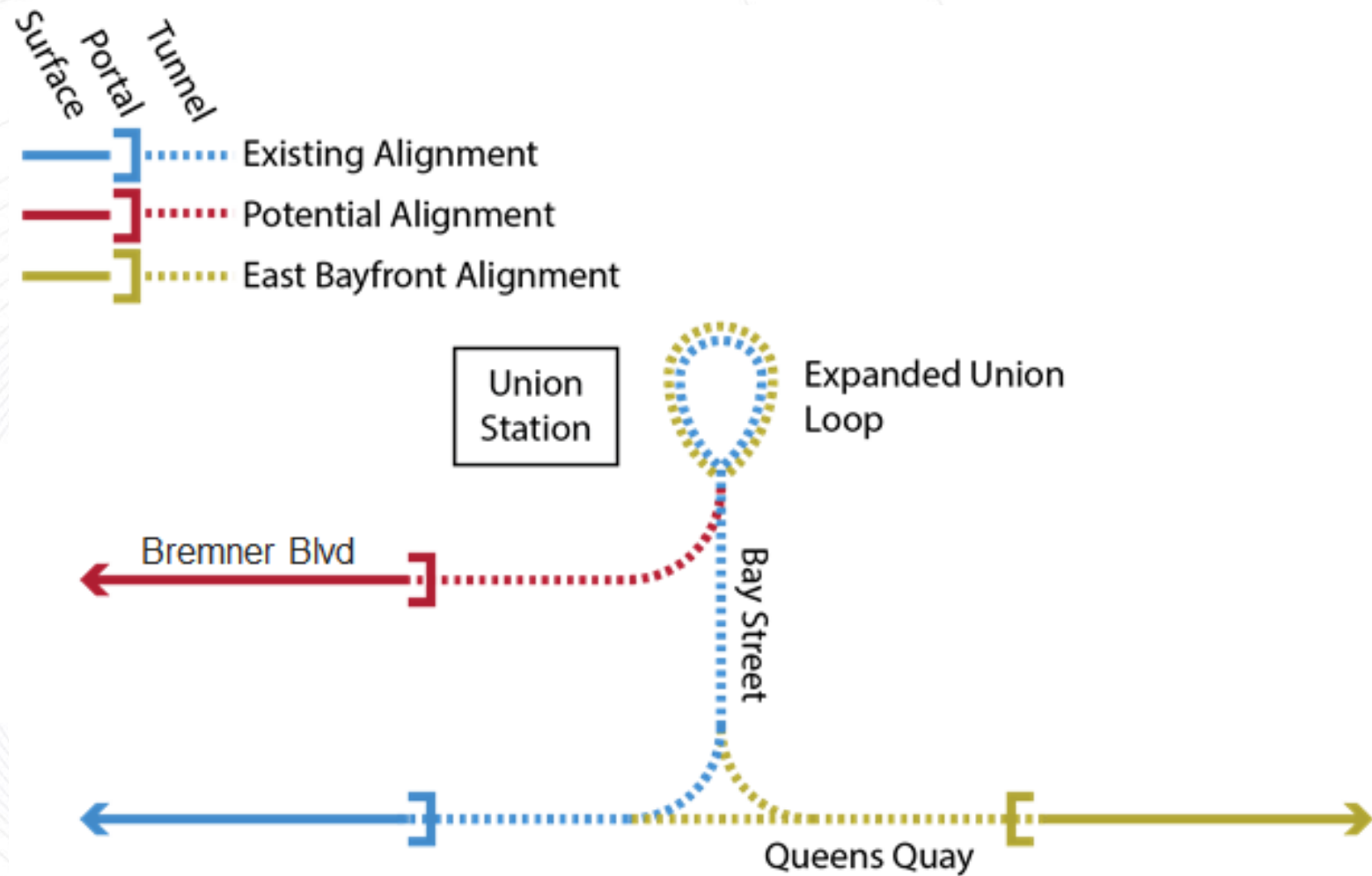
- Route service along Queens Quay with different configurations
- Requires enhanced north-south transit connections between Union and Queens Quay

D

Network Distribution

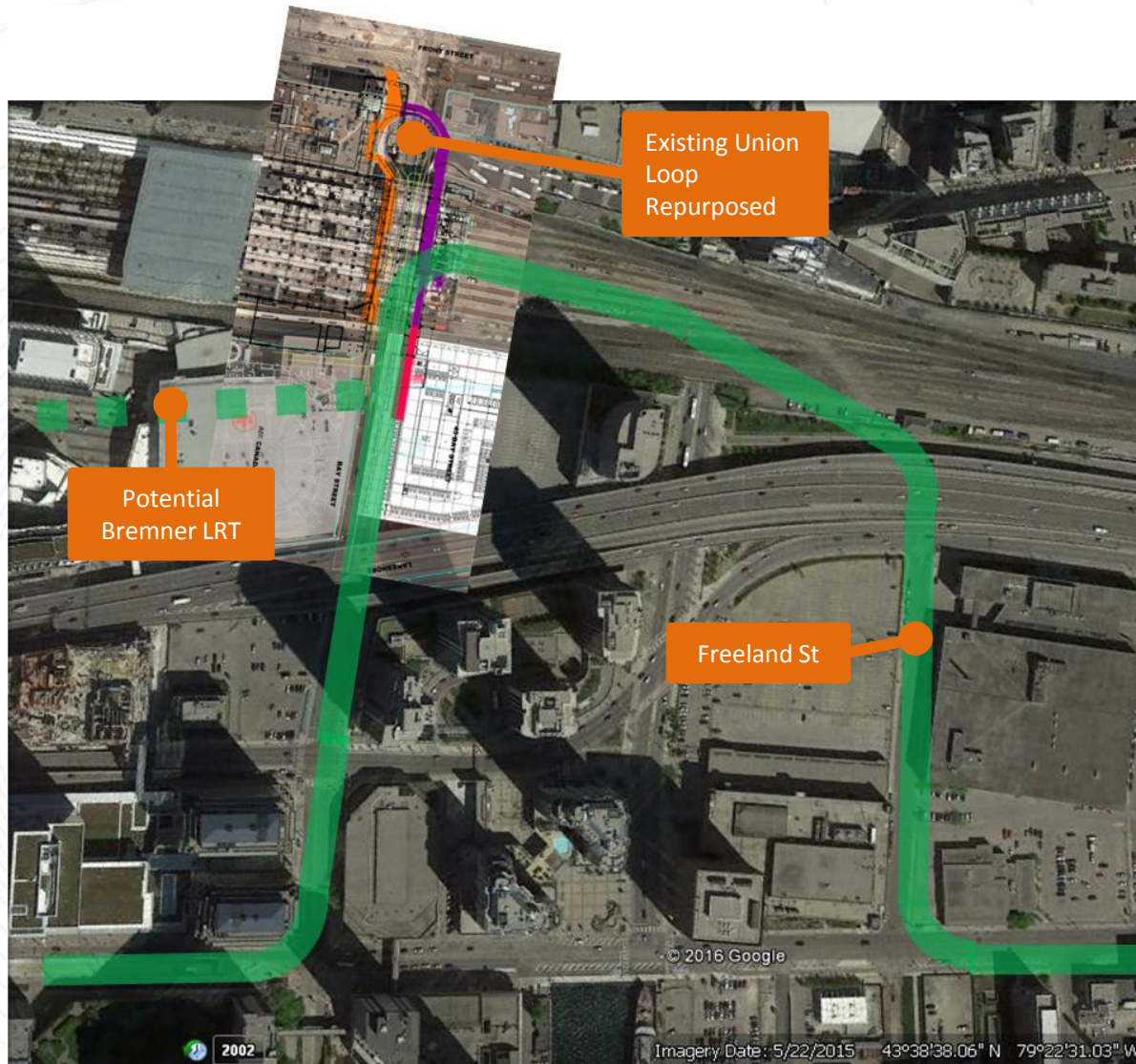
- Distribute service along the network using:
 - Existing alignments
 - New alignments

A.1 Expand Existing Union Loop



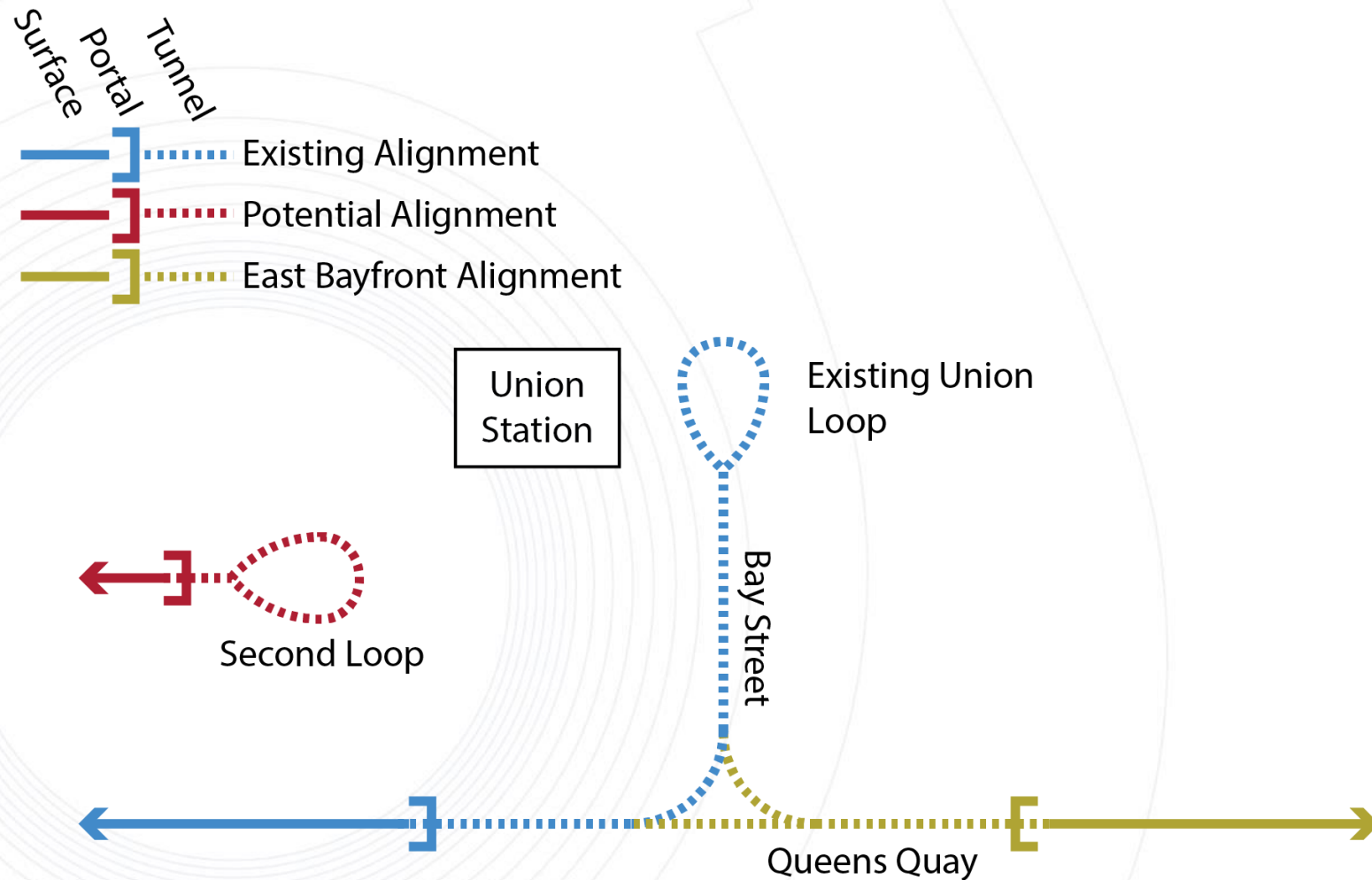
A.2

Extend Underground Alignment Easterly

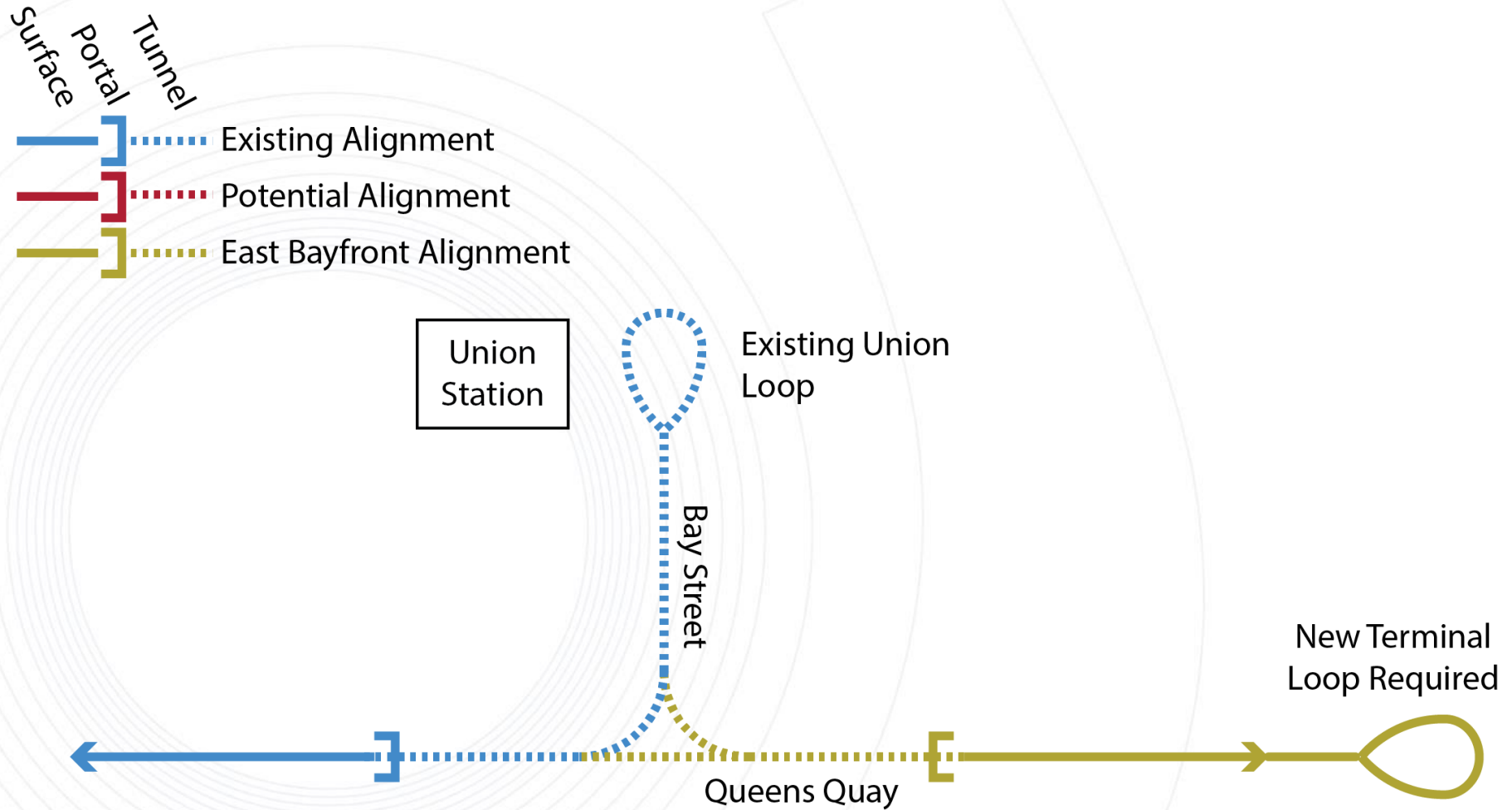


New Loop
Required

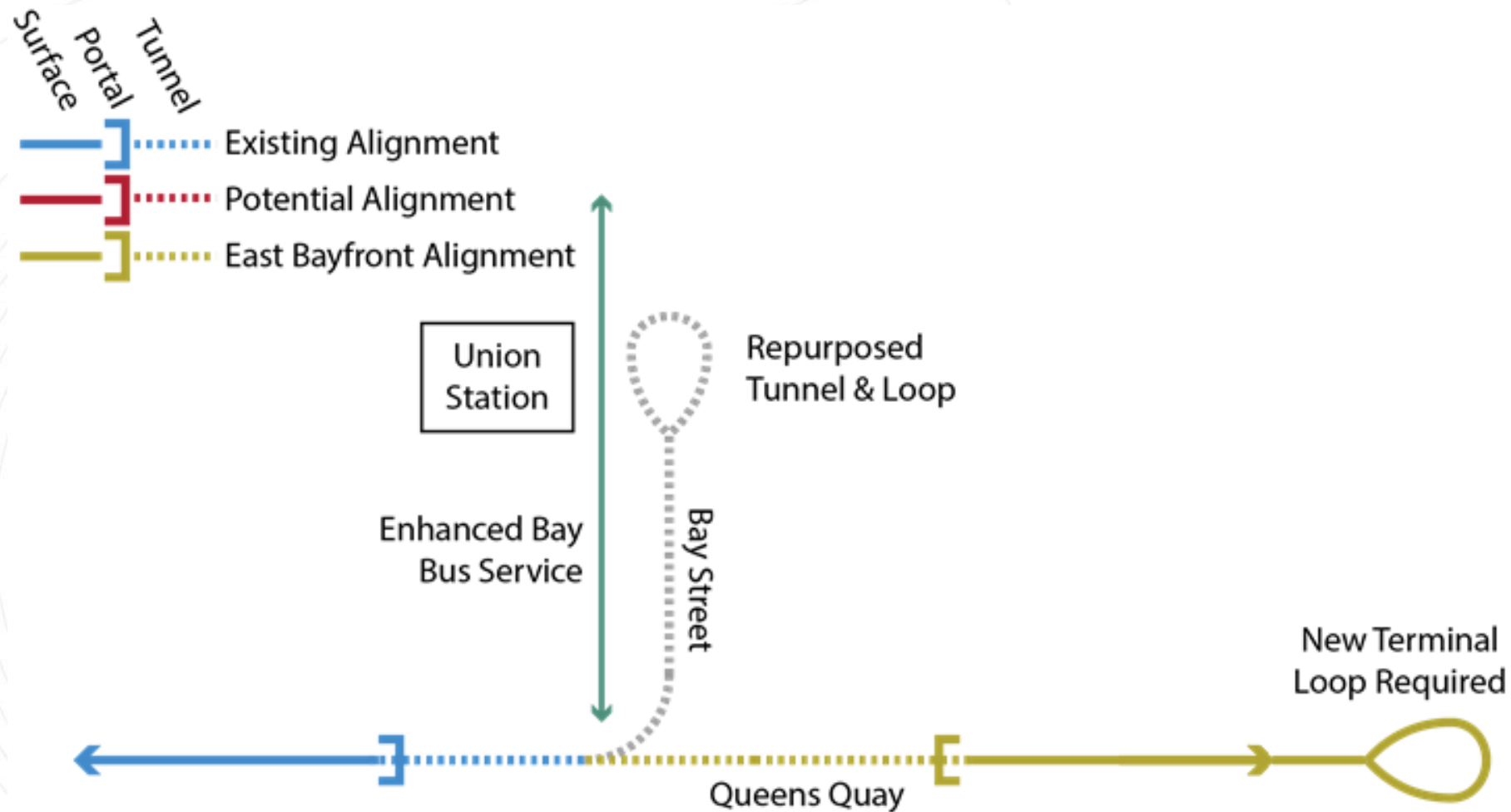
B.1 Construct Second Loop



C.1 Tunnel By-pass



C.2 Tunnel By-pass, Repurpose Bay St Tunnel



C.2 Tunnel By-pass, Repurpose Bay St Tunnel



Option: Add Bike Lanes and Public Art



Option: Add Moving Sidewalks






Option: Connect to PATH System



C.3 Street Level by-pass

Surface
Portal
Tunnel

-  Existing Alignment
-  Potential Alignment
-  East Bayfront Alignment

Not Carried Forward for
Further Assessment

Union
Station

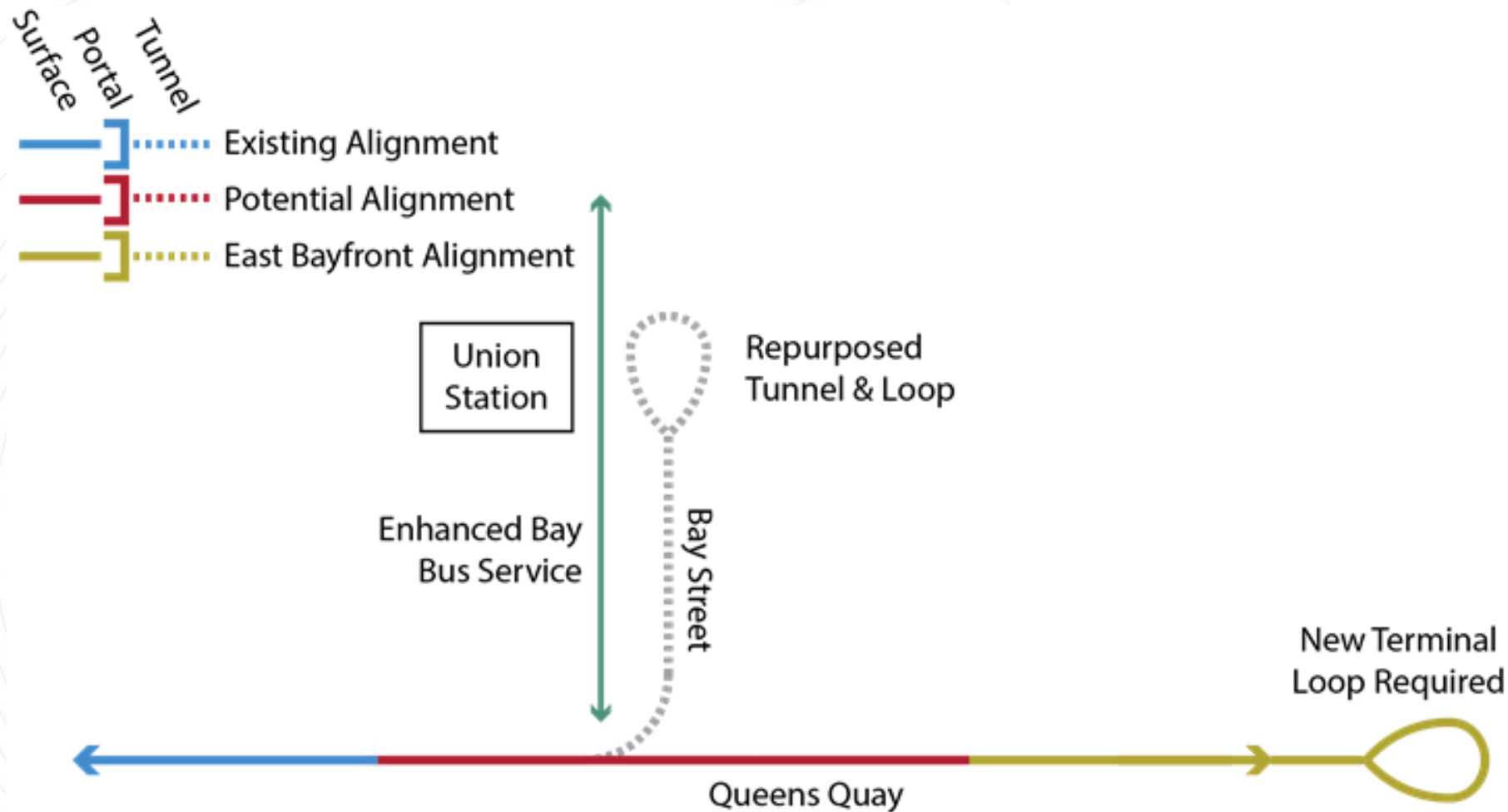
Existing Union
Loop

Bay Street

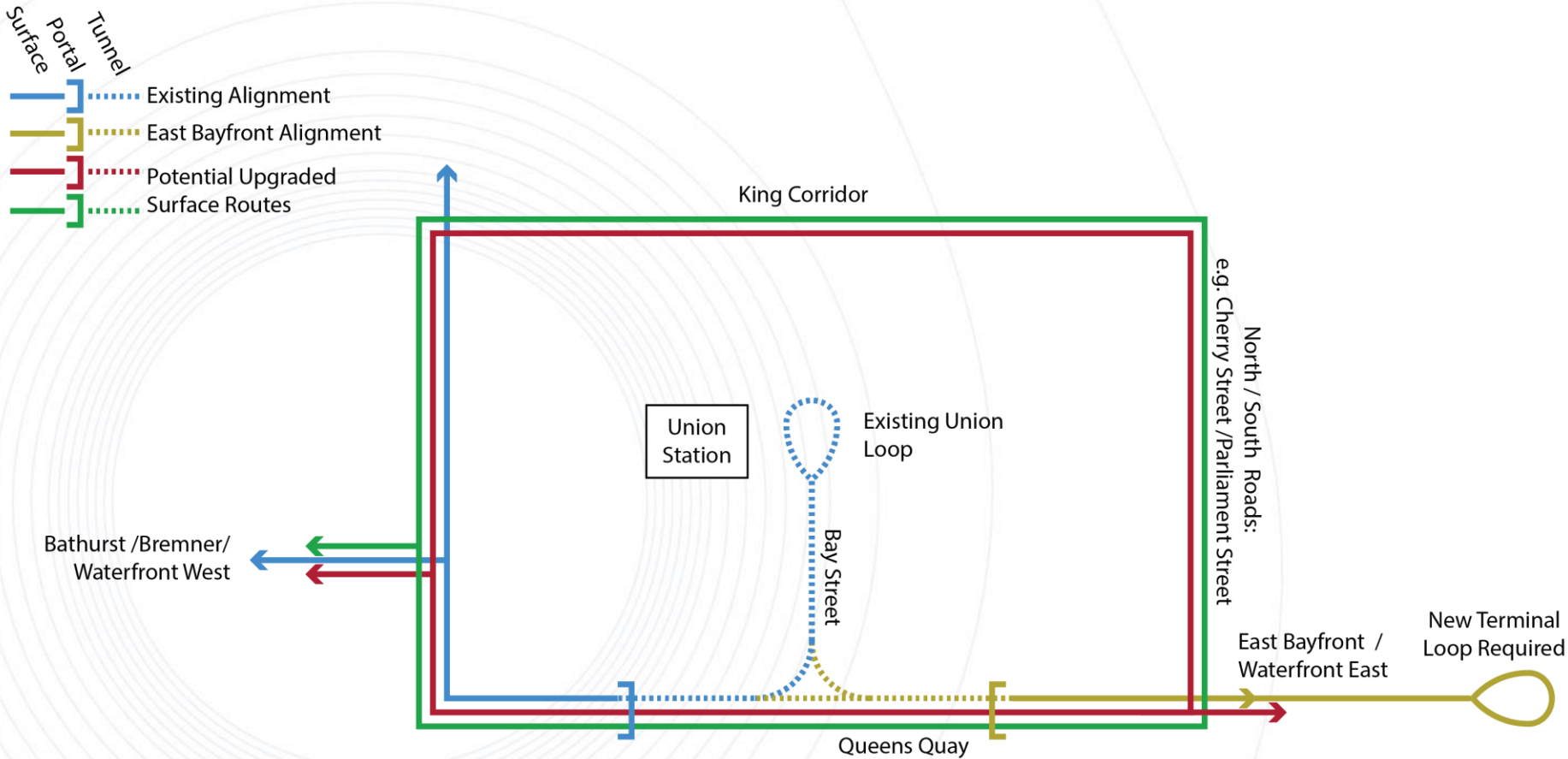
New Terminal
Loop Required

Queens Quay

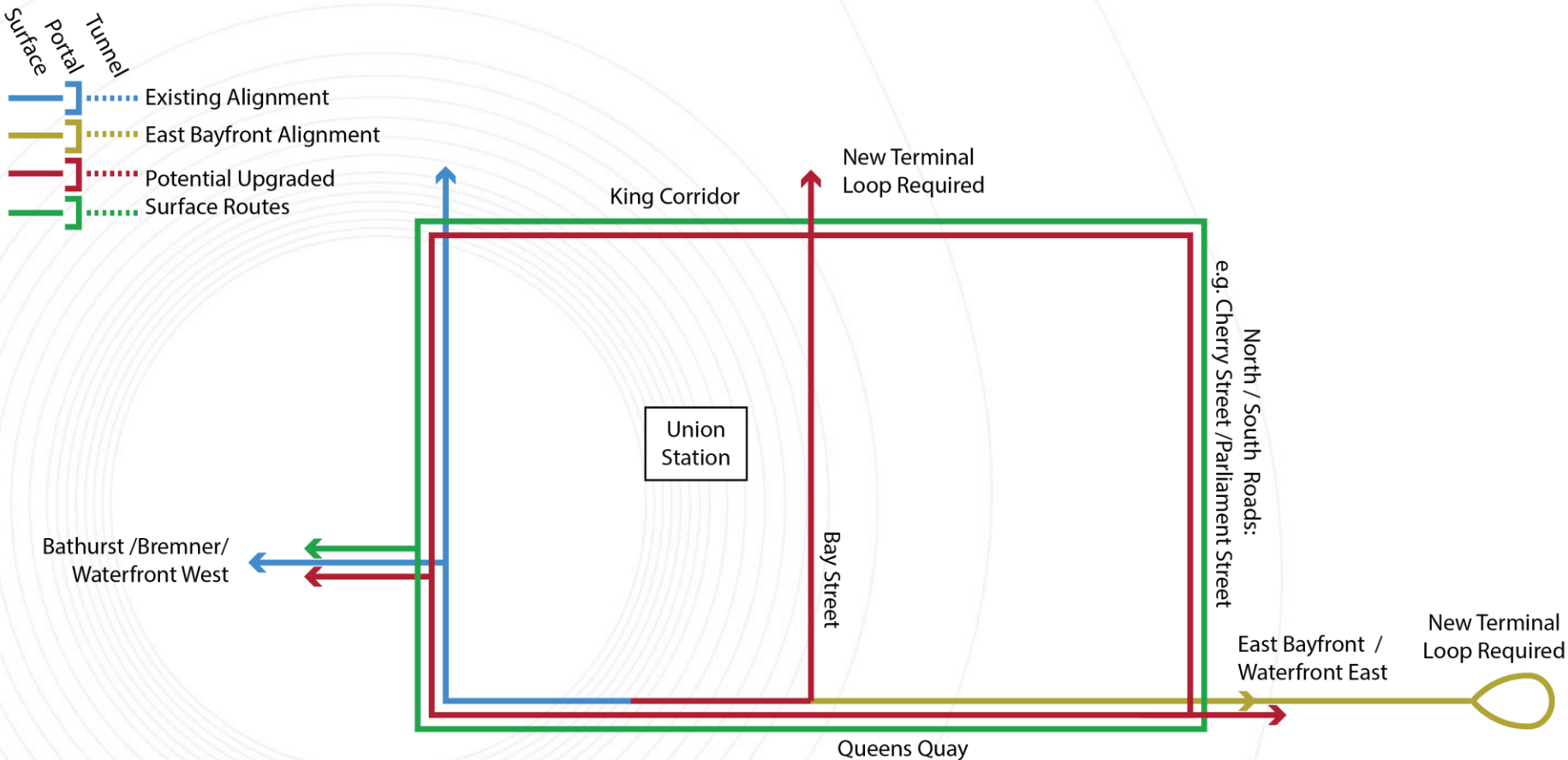
C.4 Street Level By-pass, Repurpose Bay St Tunnel



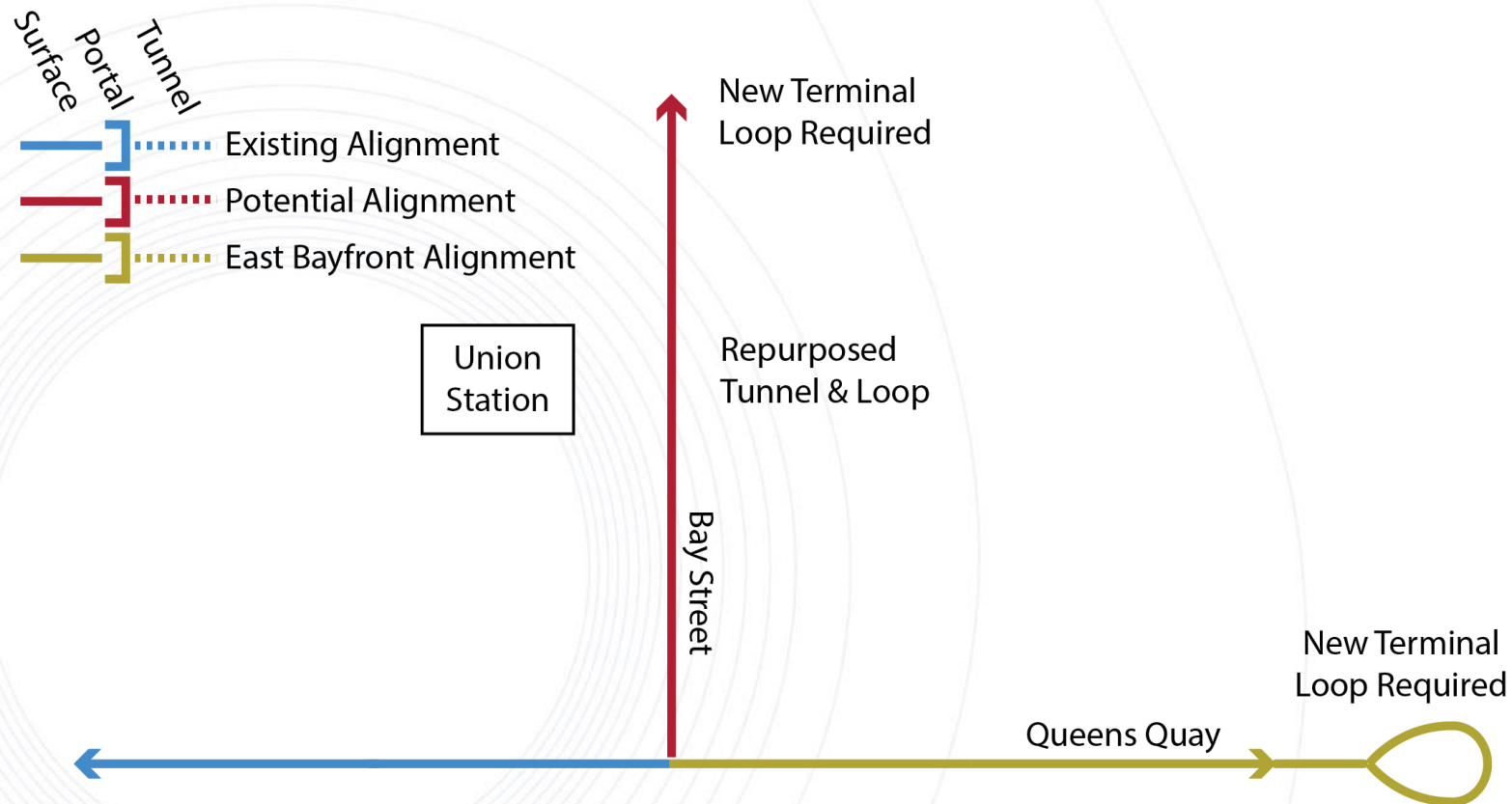
D.1 Distribute On Network & Use Existing Loop



D.2 Distribute On Network & Bay St LRT



D.3 Bay St LRT to Relief Line

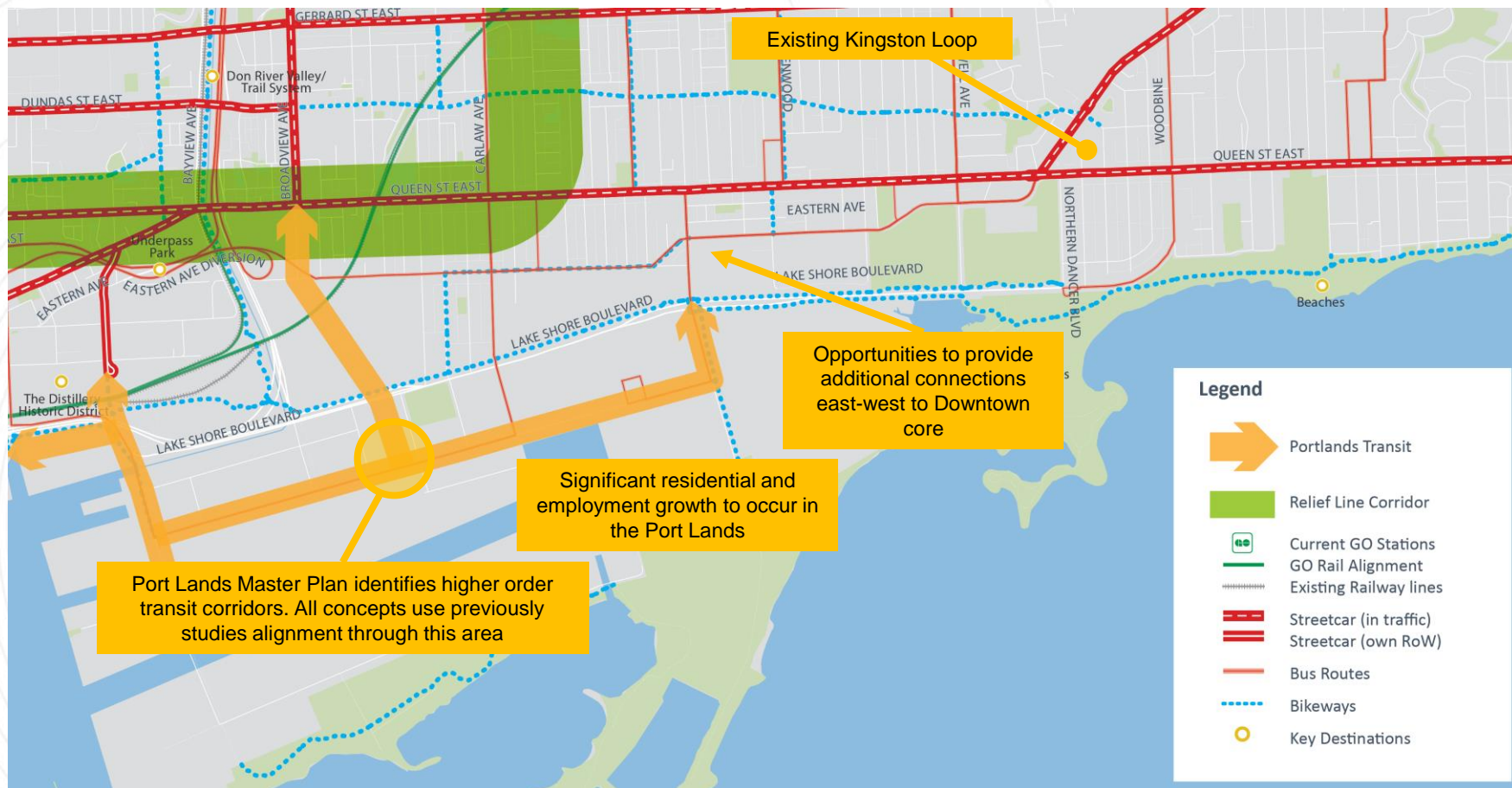


Moving Forward with Downtown Service

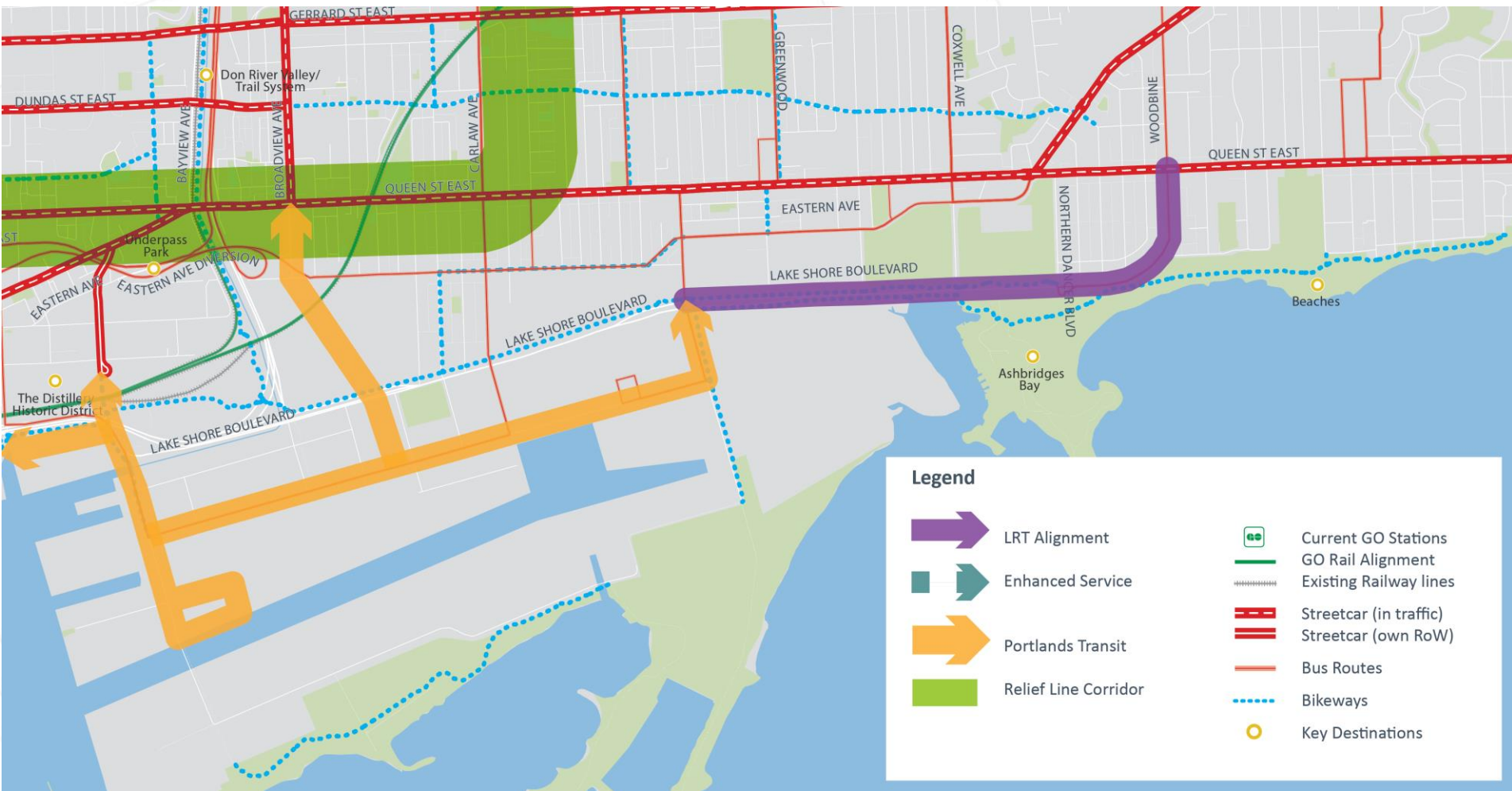
- **All concepts except C3** warrant further assessment
- More study is required
- Phase 2 will assess these concepts further

Segment 4, Parliament St to Woodbine Ave

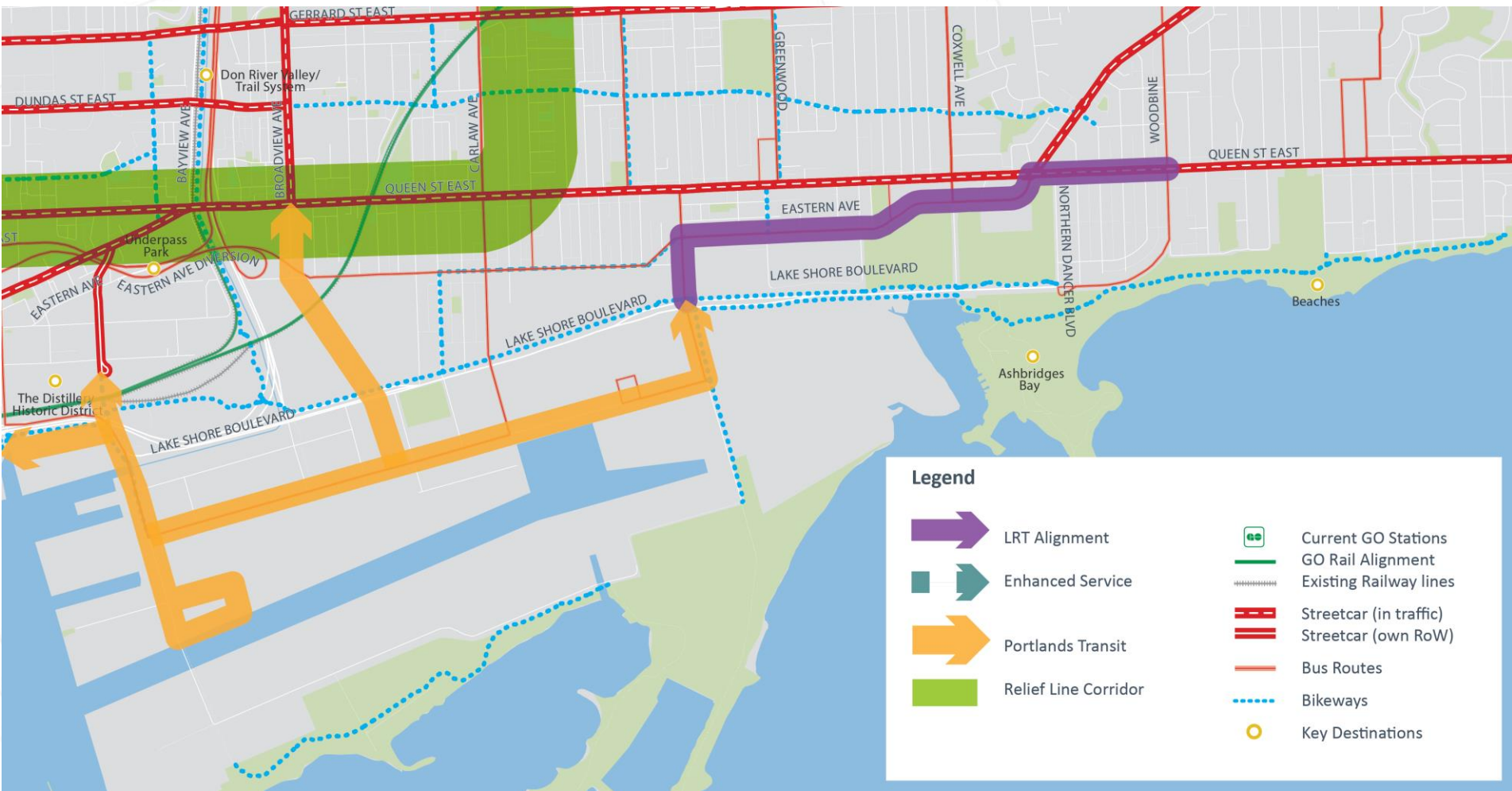
Opportunities and Constraints



Concept 4A, Lake Shore Corridor



Concept 4B, Eastern Ave Corridor

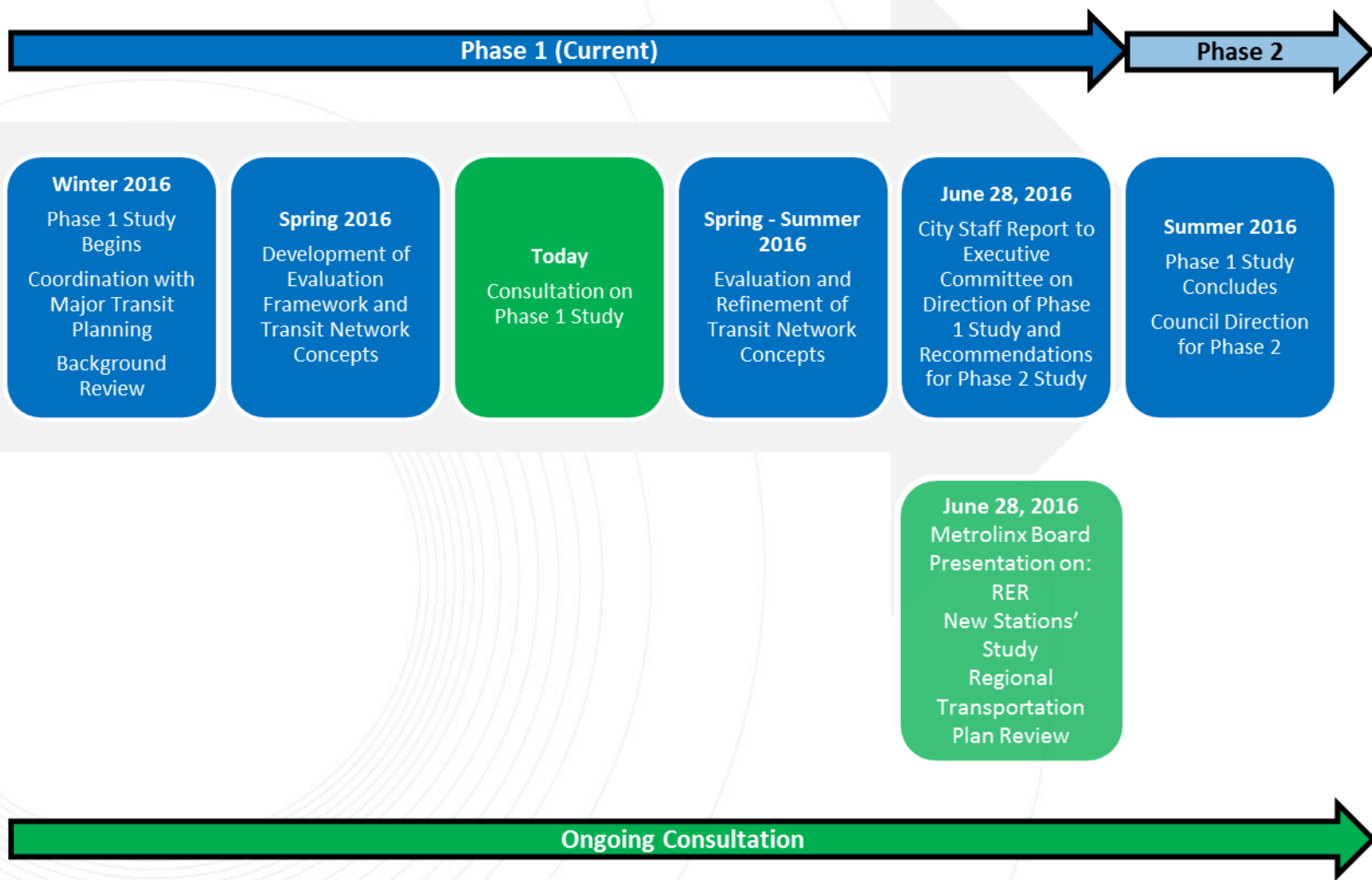


Segment 4 Initial Screening

- ✓ **4A** Lake Shore Corridor
- ✓ **4B** Eastern Ave Corridor

- Both concepts present opportunities without introducing any major issues.
- They are considered worthwhile for further assessment in Phase 2.

Study Timeline



Questions?

- Thank You!
- Are there any questions of **clarification**?
- Up next: An **interactive workshop** to learn more and gather input
 - **Circulate** through the stations, learn more about the segments and their concepts
 - **Provide feedback** in your workbook

Contact Us!

- For more information, please contact us at:

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City of Toronto

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