



INFORMATION ONLY

Subject: Transit Planning in Toronto: roles, priorities and our decision making framework

Date: July 29, 2015

At the TTC Board meeting on July 29, 2015, Jennifer Keesmaat, Chief Planner, City of Toronto will deliver a presentation titled “Transit Planning in Toronto: roles, priorities and our decision making framework.”

Original signed by

**Vincent Rodo
Chief Financial &
Administration Officer**

1-17



PLANNING A GREAT CITY
TOGETHER

Transit Planning in Toronto: Roles, Priorities and our decision making framework

TTC Board Meeting
July 29, 2015

Jennifer Keesmaat, Chief Planner and Executive Director
City Planning Division

Overview of Presentation

1. Role of the City Planning Division in Transit Planning
2. Key Transit Planning Projects
 - SmartTrack/RER
 - Relief Line Project Assessment
 - Scarborough Subway Extension Project Assessment
 - Metrolinx LRT Program
 - King Streetcar Enhancements
 - “Feeling Congested?” Transportation Official Plan Review

City Planning Division



PROGRAMS

- Application Review
- Business Performance & Standards
- Civic Design
- Committee of Adjustment
- Design Review
- Community Policy
- Environmental Planning
- Graphics & Visualization
- Heritage Preservation
- Official Plan & Zoning By-law
- Outreach and Engagement
- Public Art
- Research & Information
- Strategic Initiatives
- Transit Planning
- Waterfront Renewal

Transit Implementation Unit

Objective

Transit planning in the City of Toronto requires a transparent, comprehensive, and collaborative approach that integrates land use planning and engineering to achieve successful city-building.

The Transit Implementation Unit

Located within the City Planning Division, the unit provides a full scope of professional services related to the conceptualization, feasibility, project assessment, transit network design, and legislated environmental requirements.



Role of the City and TTC

City Role

- Planning, project assessment
- City-building: integration of urban structure planning with transit
- Community engagement
- Financing & funding
- Intergovernmental liaison

TTC Role

- Infrastructure design
- Engineering
- Costing
- Construction management
- Equipment planning / procurement
- Transit operations / maintenance

Oversight and Coordination is provided through a joint City Manager/TTC CEO executive table with support from the City Manager's Office, TTC CEO's office, and key City Divisions

Examples of Recent Successes



EGLINTONconnects >
City of Toronto Planning Study

- Held 60 meetings with 5000+ people over 2 years & achieved broad public support
- Seamless collaboration between Transportation Services and Metrolinx on the EA process
- Unanimous approval at Council



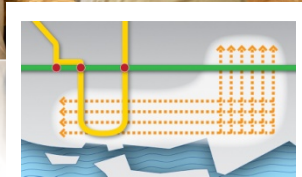
Jennifer Keesmaat
Chief Planner of Toronto
Introduction to Jarret Walker Presentation
"Abundant Access"
St Pauls Church, Toronto
January 23, 2014

**FEELING
CONGESTED?**
TORONTO TALKS TRANSPORTATION

- Improved evidence & network based approach to transit decision making
- Transit priorities embedded in OP for more certainty
- Innovative engagement techniques (18,000+ residents consulted)



RELIEF LINE



- First fully integrated public consultation program between City/TTC & Metrolinx for a Rapid Transit Line planning study
- Council approved the Terms of Reference and Consultation Plan in June 2014
- Study is progressing with the City/TTC conducting detailed analysis to determine the station locations and alignment for the Relief Line

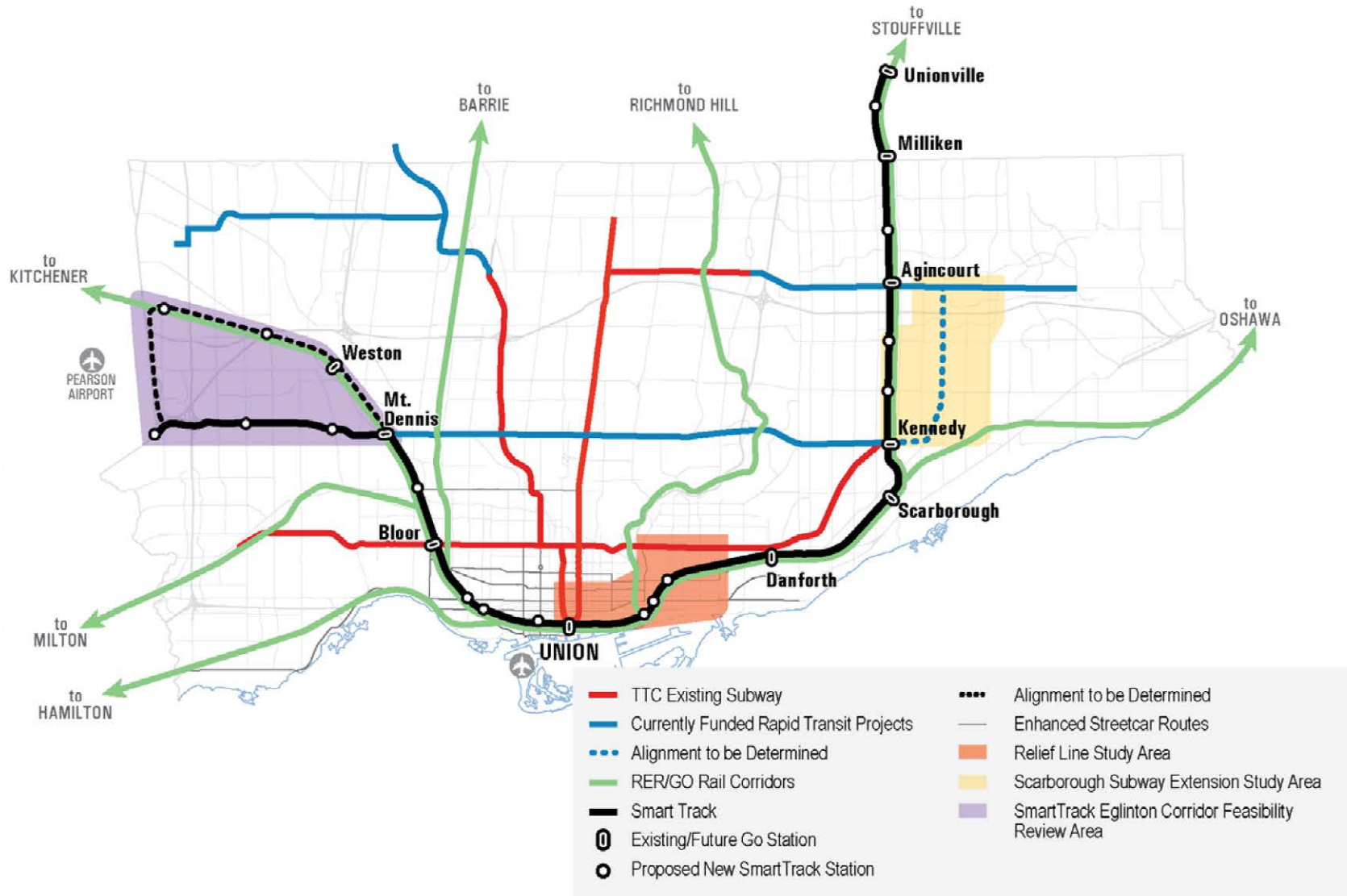
CITY PLANNING

TRANSIT LEADERSHIP IN CITY PLANNING'S CURRENT ROLE

Studies/Projects Underway in Coordination with TTC and Metrolinx

- Feeling Congested?
- SmartTrack/Regional Express Rail
- Relief Line Project Assessment
- Scarborough Subway Extension
- Eglinton Crosstown LRT
- Finch West LRT Initiative
- Sheppard East LRT Initiative
- King Streetcar Enhancements



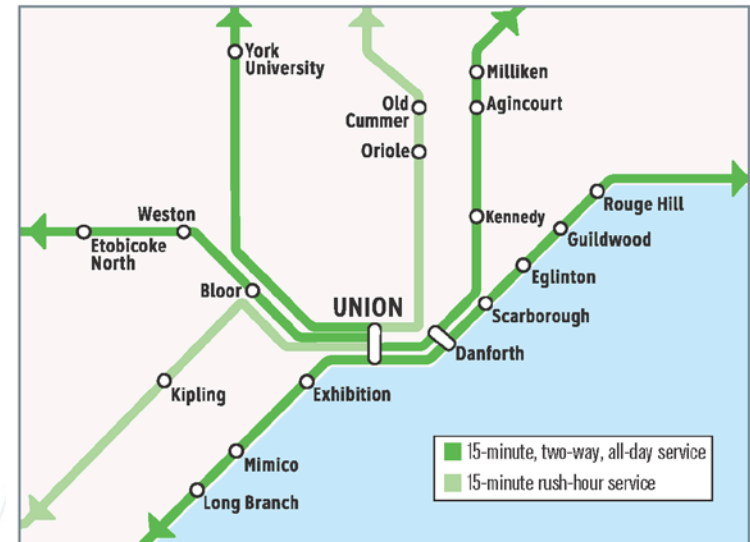


GO Regional Express Rail (RER)

Over the next ten years, Metrolinx will introduce RER including 15-minute, two-way, all-day transit service on most of the seven GO lines (and significant service improvements on the other lines).

Across the system, this will mean:

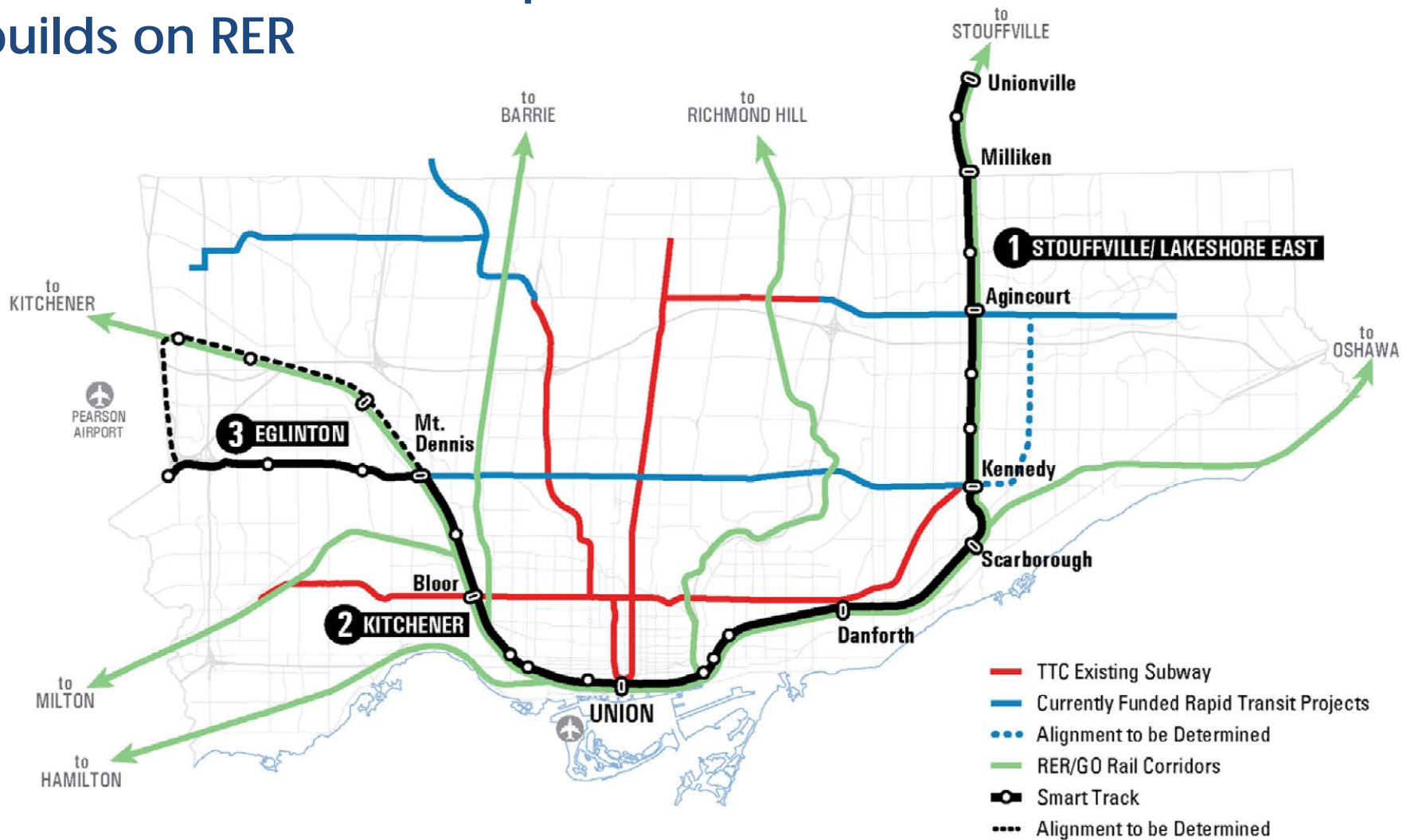
- Electrification of several corridors that will reduce travel times by up to 20% and reduce operating costs
- Four times the number of train trips outside of rush hour and on weekends
- Twice the number of trips during rush hour
- Benefits for all 19 existing GO stations in Toronto and the potential for new stations
- Infrastructure requirements of 150 kilometres of new, dedicated GO track and dozens of new tunnels and bridges



GO RER and SmartTrack

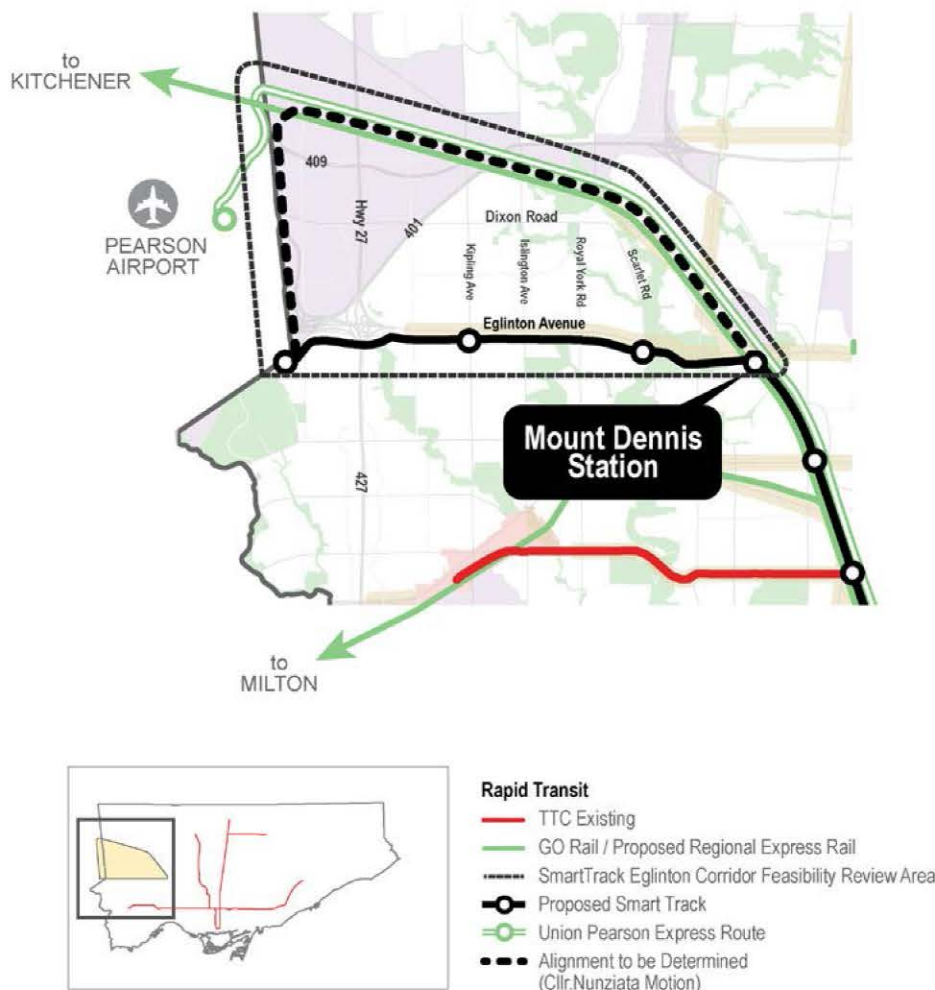
- SmartTrack builds on RER and the existing GO network
 - Proposes enhanced service on three existing corridors –
Stouffville, Lakeshore East, Kitchener
 - Proposes a heavy rail corridor connecting Mount Dennis to the
Mississauga Airport Corporate Centre
- SmartTrack concept features
 - Service frequency of 15 minutes or better
 - All stop service in both directions
 - TTC fare option
 - Additional stations along the three existing GO corridors
 - Electrified trains
- City Council has directed staff to further evaluate the SmartTrack concept and report back
 - This includes the Eglinton West Feasibility Review

The SmartTrack concept builds on RER



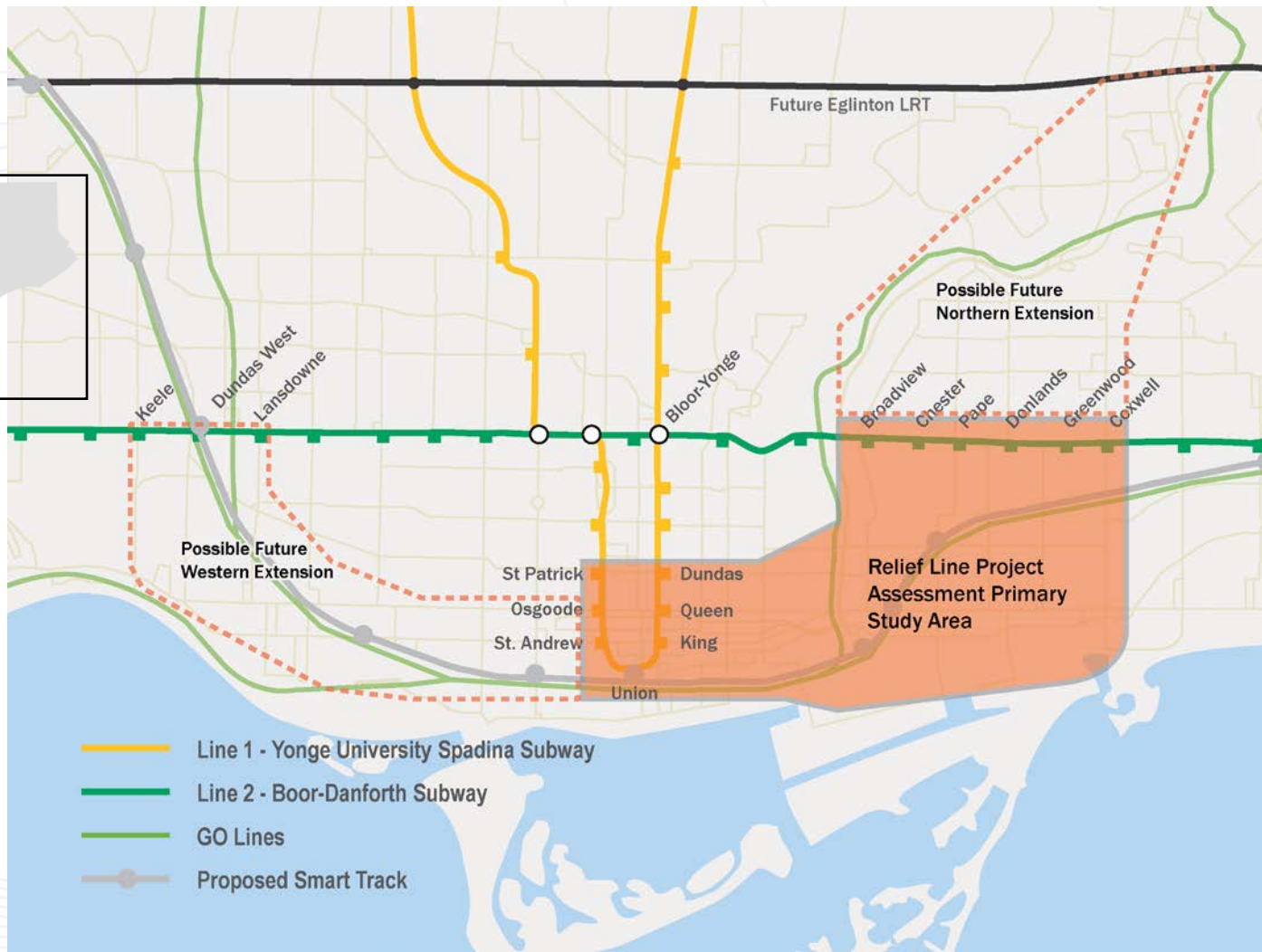
SmartTrack Eglinton West Corridor – Objectives

- In February, 2015, City Council directed staff to review the feasibility of SmartTrack options between Mt. Dennis Station and the Mississauga Airport Corporate Centre
- The first step is a high-level feasibility review of various options to connect Mount Dennis station to the Mississauga Airport Corporate Centre. Staff will report on the findings of this study in Fall 2015.

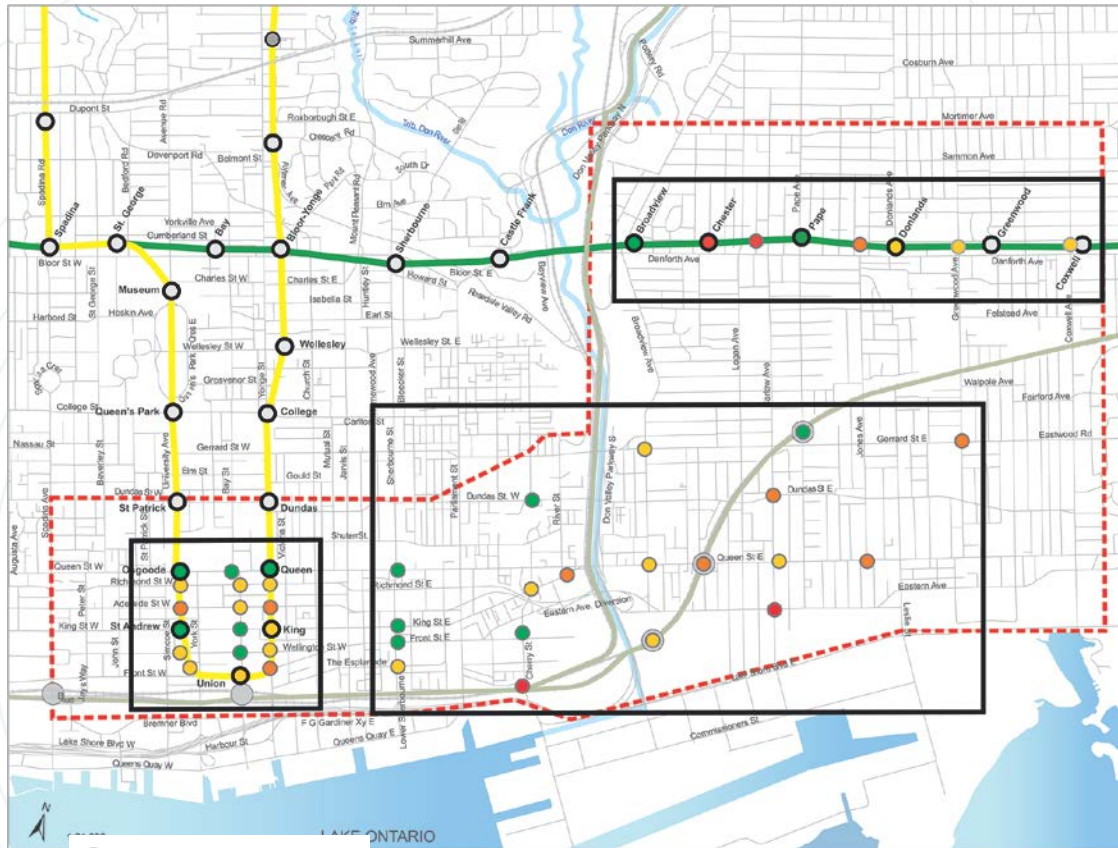


Relief Line Project Assessment

Relief Line Study Area



Evaluation Results of Potential Station Locations



- 45 potential station locations were evaluated
 - In Downtown
 - Connection to the Danforth Subway
 - Key activity areas, east and west of the Don River
- The evaluation has identified those that best achieve objectives for the project and the communities

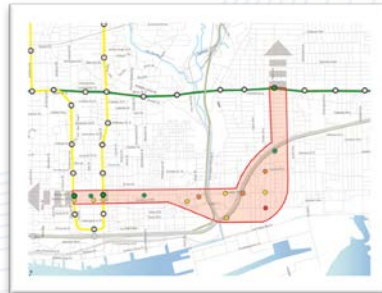
Relief Line Current Work

- The four identified corridors have the highest potential to address the results of the station evaluation, the full range of project objectives and city-building criteria
- The potential corridors and their stations will be further evaluated to identify a preferred corridor with potential alignments and station locations
- Consultation in the fall will focus on the recommended corridors and potential alignments
- Reporting to the TTC Board, PGM and Council in early 2016 with the recommended alignment and station locations

Corridor A
Broadview to
Queen/Richmond



Corridor B
Pape to
Queen/Richmond



Corridor C
Broadview to
King/Wellington



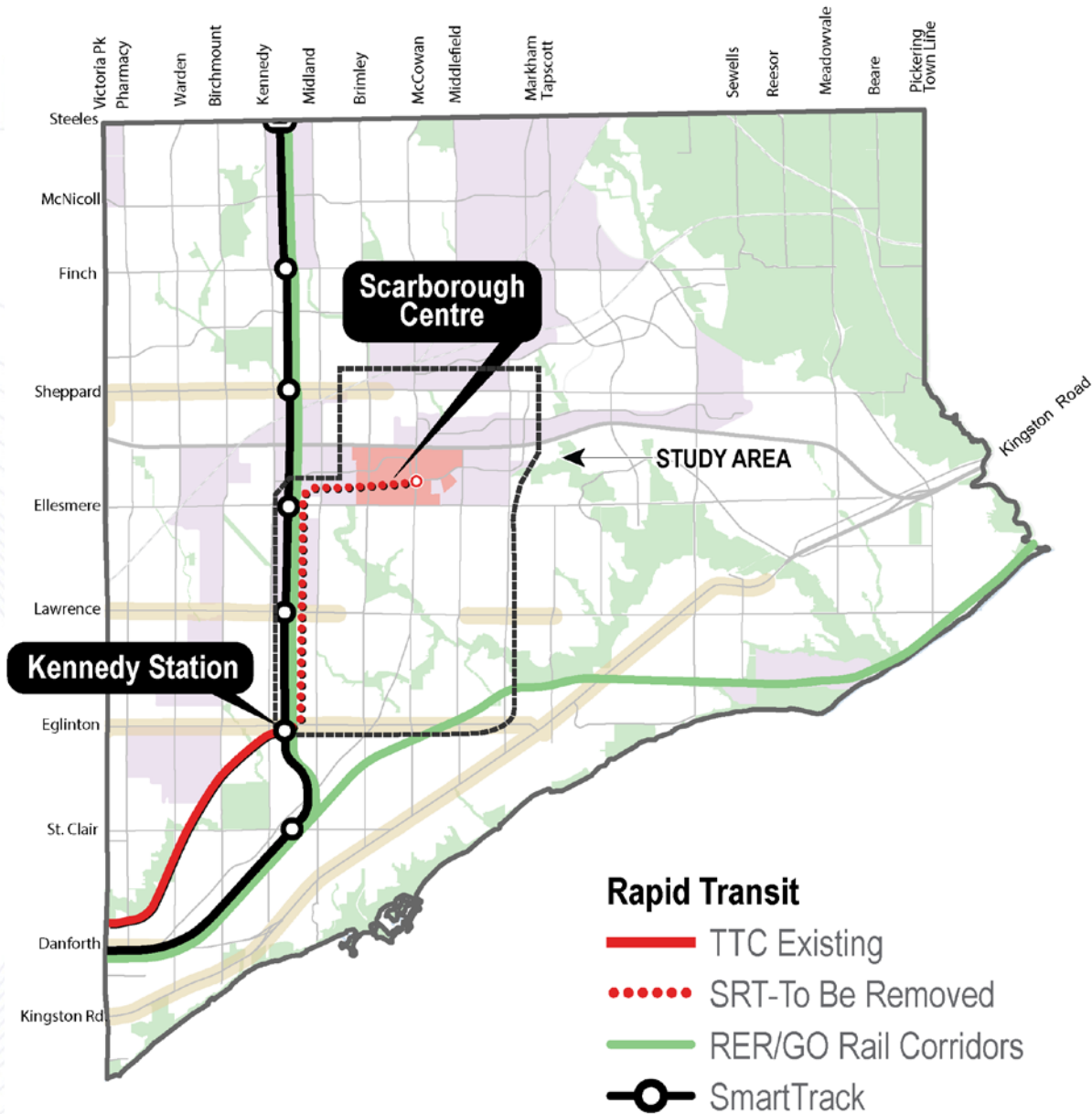
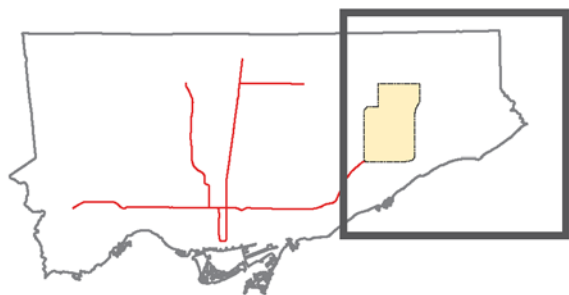
Corridor D
Pape to
King/Wellington



Scarborough Subway Extension Project Assessment

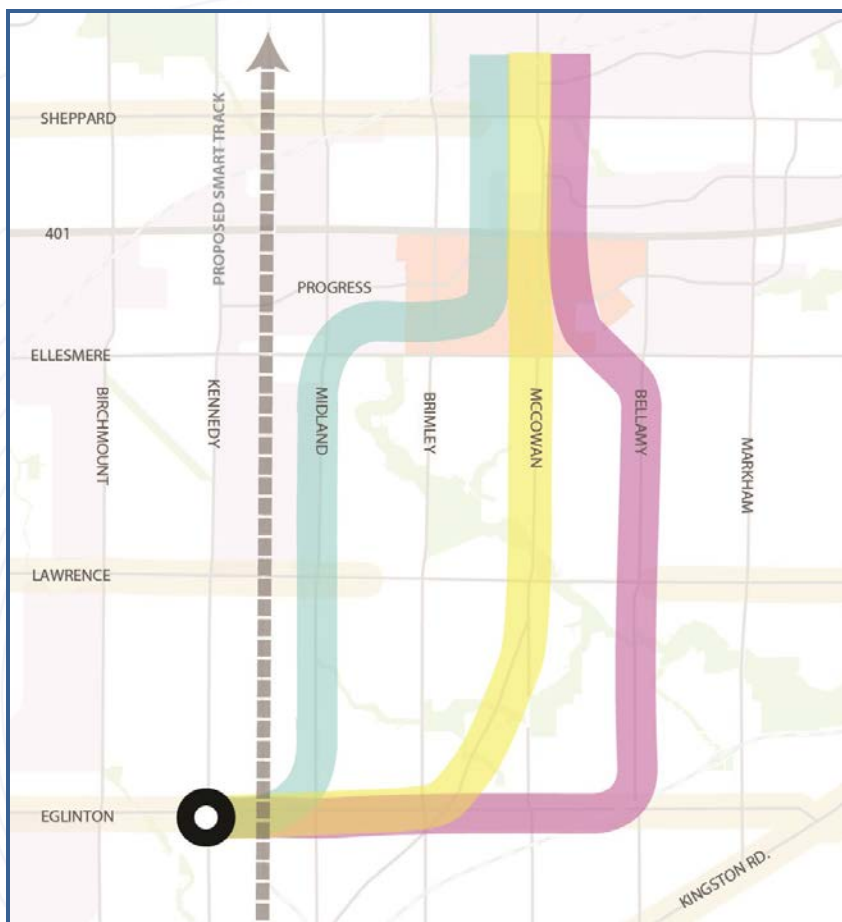
Study Area

Scarborough Subway Extension



Note - All station location and alignment options being considered are located within the study area. Residents across Scarborough and the entire City of Toronto will benefit from transit and transportation network improvements created by the Scarborough Subway Extension

Scarborough Subway Extension Current Work



- Nine potential corridors have been assessed and the evaluation has identified the three best performing
- Further evaluation is being completed to select a draft preferred corridor, station locations and potential alignments
- Consultation this fall will focus on the draft preferred corridor and alignment, and station locations
- Reporting to TTC Board, PGM and Council in late 2015 with the recommended alignment and station locations

Metrolinx LRT Program

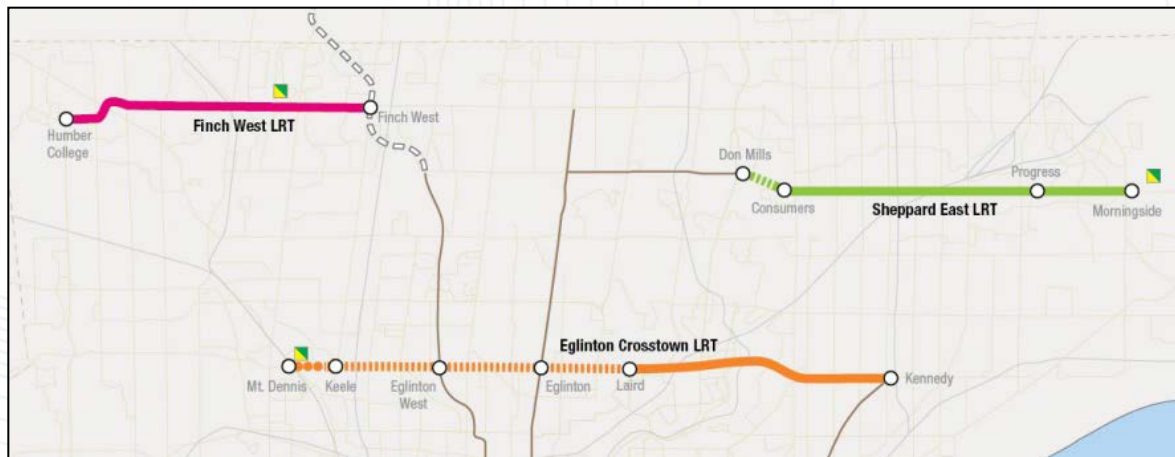


Status Update

Eglinton Crosstown – ProjectCo on board in 2 weeks, construction on stations to start in 2016, open 2020

Finch West – tender documents to be issued January 2016, construction 2018, open 2021

Sheppard East – planning and design suspended, to resume in 2018, construction to start 2021, open 2025



King Streetcar Enhancements



- City Planning is working in partnership with Transportation Services and TTC to design a network study to review King Street transit operations.
- The framework is being developed now. Discussions are underway to investigate existing and potential microsimulation models for King Street transit operations (and network effects), general scope of work.
- Review of surface transit policies is part of TOCore work, with King Street being a priority concern.

“Feeling Congested?”

Objectives of “Feeling Congested?”

- 1 To provide policy direction for transit and transportation
- 2 To align transit with land use
- 3 To review and refine existing Official Plan transportation policies
- 4 To establish transportation priorities
- 5 To provide clarity to public and private sector partners on policy directions and priorities
- 6 To develop feedback to Metrolinx

Feeling Congested? Evaluation Framework

SERVING PEOPLE



CHOICE

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



EXPERIENCE

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



SOCIAL EQUITY

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



SHAPING THE CITY

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



HEALTHY NEIGHBOURHOODS

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



PUBLIC HEALTH AND ENVIRONMENT

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



SUPPORTS GROWTH

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



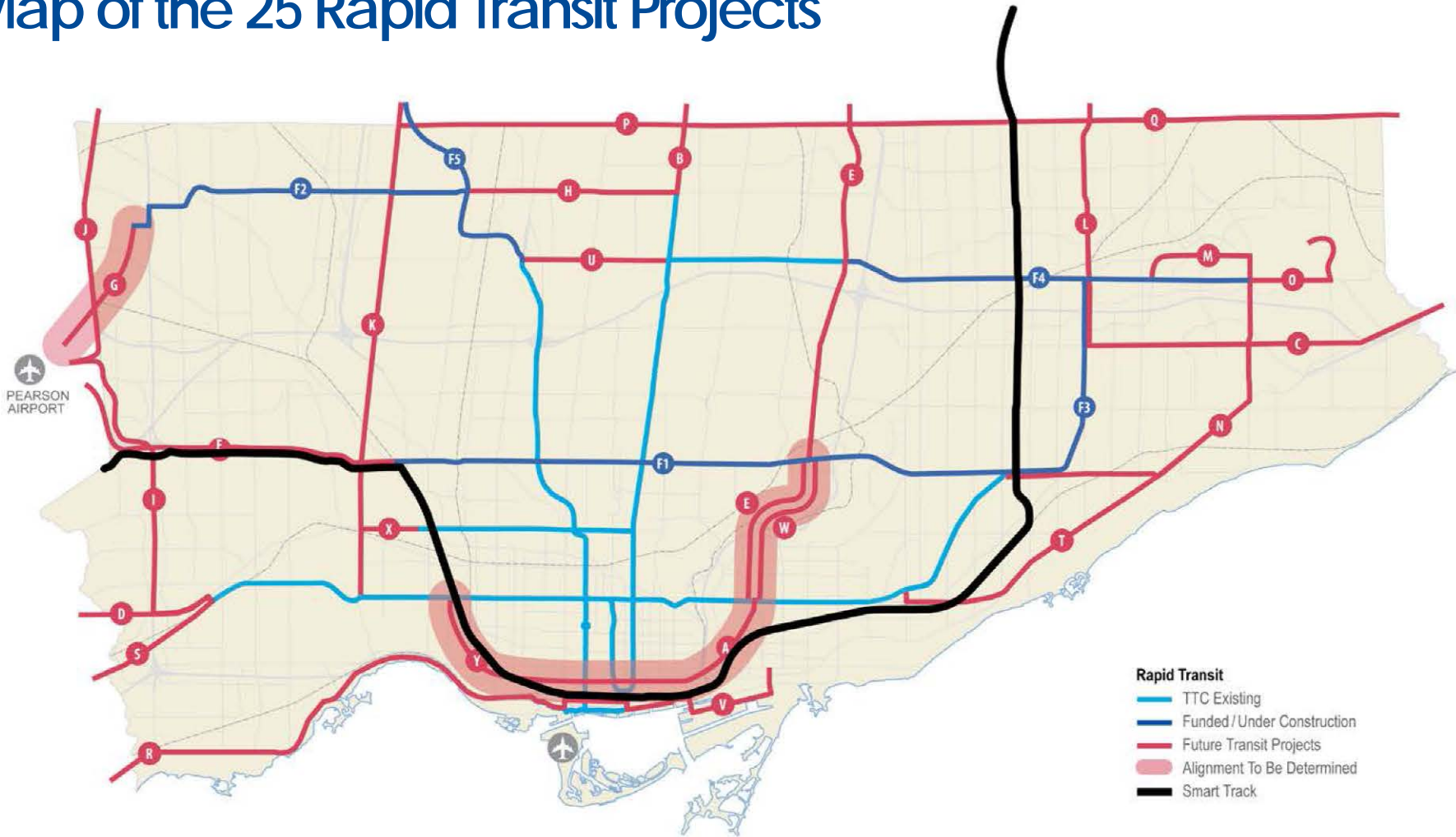
AFFORDABILITY

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

SUPPORTING PROSPERITY

Evaluation criteria based on principles and criteria developed during the Official Plan Review process "Feeling Congested?"

Map of the 25 Rapid Transit Projects



Currently Funded Rapid Transit Projects

- F1 Eglinton Crosstown LRT
- F2 Finch West LRT
- F3 Bloor-Danforth Subway Extension
- F4 Sheppard East LRT
- F5 Toronto-York Spadina Subway Extension (TYSSE)

Unfunded Future Rapid Transit Projects

- A Relief Line East (subway)
- B Yonge North Subway Extension
- C Durham-Scarborough BRT
- D Dundas Street BRT
- E Don Mills LRT
- F Eglinton LRT West Extension

- G Finch West LRT West Extension
- H Finch West LRT East Extension
- I Highway 427 Airport BRT South
- J Highway 427 Airport BRT North
- K Jane LRT
- L McCowan Road BRT

- M Malvern LRT
- N Scarborough Malvern LRT
- O Sheppard East LRT Extension
- P Steeles LRT/BRT West
- Q Steeles LRT/BRT East
- R Waterfront West LRT

- S Bloor-Danforth Subway West Extension
- T Kingston Road BRT
- U Sheppard West Corridor
- V Waterfront East LRT
- W Relief Line East Extension (subway)
- X St. Clair Streetcar/LRT Extension
- Y Relief Line West (subway)

“Feeling Congested?” Assessment

- 1 Timing:
 - 2013 - development of an assessment tool to evaluate network priorities
 - 2014 – application of the assessment tool to develop a preliminary Evaluation Matrix of “top performing” rapid transit projects
 - 2015 – SmartTrack initiative
- 2 SmartTrack will be added into the “Feeling Congested” work
- 3 The “Feeling Congested” Technical Evaluation will be updated to account for the SmartTrack initiative.

Preliminary Primary Technical Evaluation without SmartTrack

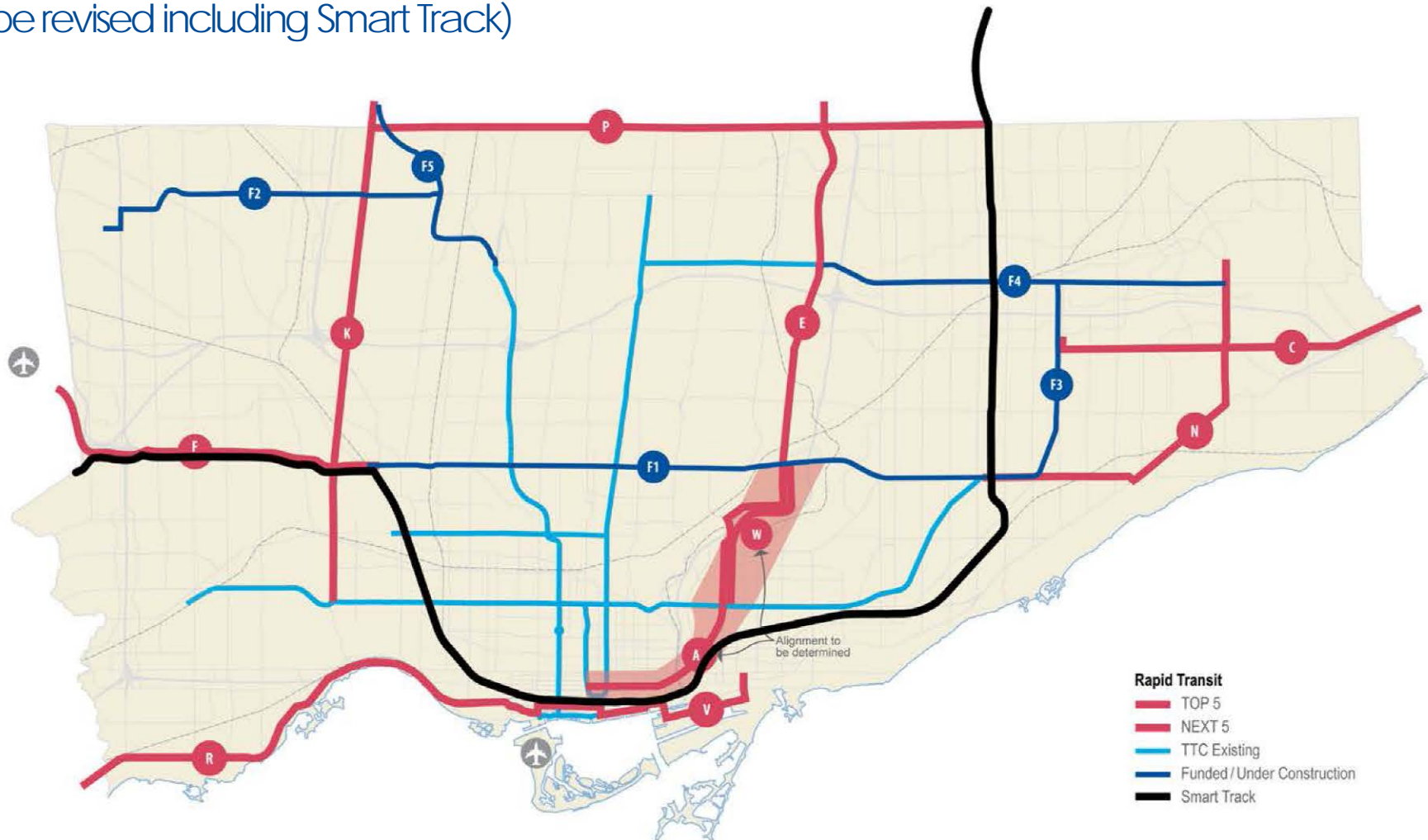
Projects

Criteria	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	
Relief Line East (subway)	●	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○
Yonge North Subway Extension	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○
Durham-Scarborough BRT	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○
Dundas Street BRT	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○
Don Mills LRT	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○
Eglinton LRT West Extension	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○
Finch West LRT Extension (West)	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○
Finch West LRT Extension (East)	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○
Highway 427 BRT (South)	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○
Highway 427 BRT (North)	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○
Jane LRT	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○
McCowan Road BRT	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○
SmartTrack BRT Extension to Malvern	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○
Scarborough Malvern LRT	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○
Sheppard East LRT Extension	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○
Steeles LRT/BRT West	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○
Steeles LRT/BRT East	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○
Waterfront West LRT	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○
Bloor-Danforth Subway West Extension	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○
Kingston Road BRT	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○
Sheppard Corridor (Yonge to Duffern)	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○
Waterfront East LRT	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○
Relief Line Extension (Danforth to Eglinton)	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○
St. Clair Streetcar/LRT Extension	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○

● High Score ○ Low Score

Preliminary Equally Weighted Projects

(to be revised including Smart Track)



Funded Rapid Transit Projects

- F1 Eglinton Crosstown LRT
- F2 Finch West LRT
- F3 Bloor-Danforth Subway Extension
- F4 Sheppard East LRT
- F5 Toronto-York Spadina Subway Extension (TYSSE)

Top Performing Rapid Transit Projects

- A Relief Line (subway)
- E Don Mills LRT
- N Scarborough Malvern LRT
- R Waterfront West LRT
- V Waterfront East LRT
- C Durham-Scarborough BRT
- F Eglinton LRT West Extension
- K Jane LRT
- P Steeles LRT/BRT West
- W Relief Line East Extension (subway)

Long Term Next Steps



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Future Rapid Transit
Projects that must
go through a
planning process

These projects will define the future of Toronto; **transparent, comprehensive, and collaborative planning** is required.

By positioning City Planning in a leadership role, we can ensure the **planning and growth** of Toronto is **aligned** with the delivery of **new transportation infrastructure**.

Thank You