

WELCOME TO OUR PUBLIC OPEN HOUSE

EGLINTON CROSSTOWN LIGHT RAIL TRANSIT (LRT)

Preliminary Planning for a Transit Project Assessment

Open House

Martin Grove Road to Pearson International Airport

September 2, 2009

PLEASE SIGN IN

Members of the Project Team are available to discuss the project with you. There is a roll plan of the entire corridor for your review. Please feel free to ask questions and fill out a comment sheet.

Visit us at: www.toronto.ca/transitcity





Open House Objectives

Purpose of today's Open House (Martin Grove to Pearson International Airport Route) is to provide:

- An updated Study Schedule
- Key objectives of the Eglinton Crosstown LRT
- Alternative routes from Martin Grove to the Pearson International Airport
- Evaluation of the alternative routes and recommended route
- Details of specific surface stops for the recommended route
- Potential construction methods
- Next steps

Staff will be available to listen to any comments or answer questions about the project.

A "Frequently Asked Questions" handout is available that addresses issues / questions received to-date, and provides other project information. If your issue / question is not presented here, or you have not received a response, staff are available to speak with you tonight.

Open House 1 – Aug/Sept 2008

WHAT IS PLANNED? Introduce the idea of LRT, provide preliminary stop and station locations and outline potential construction methods.

Open House 2 – June 2009

HOW MIGHT IT WORK? These boards outline the current concept, including the provision of typical stops and stations and preliminary concept for each stop and station between Martin Grove and Kennedy Station.

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HOW DO WE CONNECT TO THE PEARSON INTERNATIONAL AIRPORT? These boards show alternatives and the preferred route from Martin Grove to Pearson International Airport, together with proposed stops.

Open House 3 – Nov/Dec 2009

WHAT IS THE PREFERRED CONCEPT? Present the preferred design concept, including the recommended methods of constructing the LRT, identification of potential impacts that may arise (both during construction and during operation of the LRT), and proposed means of minimizing and mitigating impacts.





About the Eglinton Crosstown LRT

The **Eglinton Crosstown LRT**, part of the Transit City LRT Plan, is approximately 33 kilometres in length, from Kennedy Station in the east to the Lester B. Pearson International Airport in the west. It will provide high-quality eastwest transit service across the City of Toronto.



The **Transit City LRT Plan** is premised on developing a widely-spaced network of electric light-rail lines, each on its own right-of-way. The lines reach all across Toronto, all connecting with the City's existing and planned rapid transit routes.

In total, 120 km of service will be added over the entire city. By 2021, the new lines would carry 175 million riders per year.



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Study Schedule

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Key Objectives: Accommodate Long-Term Travel Demand Cost-Effectively

- The City's Official Plan supports continued growth in Toronto, in order to ensure the City's vitality and economic growth. It also places greater emphasis on using available road space more efficiently to move people rather than vehicles. The introduction of Light Rail Transit (LRT) service in the Eglinton Avenue corridor is consistent with this objective.
- An LRT is a metropolitan electric railway system characterized by its ability to operate single cars or short trains along shared or exclusive rights-of-way at ground level, underground or elevated, and to board and discharge passengers at track or car-floor level.
- The LRT is being designed to initially operate in two-car trains but with expansion capability to three-cars to meet future demand.
- With the planned LRT interfacing with the subway, bus routes and the Pearson International Airport, inter-regional connectivity will be greatly improved to the benefit of the travelling public.



VALENCIA AND ALICANTE, SPAIN



PORTO, PORTUGAL



MINNEAPOLIS, USA



Key Objectives: Fast, Reliable and Frequent Transit Service

The LRT will be designed so that the light rail vehicles are able to average 22 km/h on surface sections and 30 km/h in underground sections. (By comparison, the existing subways average 30 km/h also.)

		Travel Time	Transfers Required					
	Existing - bus (minutes)	Proposed - LRT (minutes)	% Decrease	Existing - bus	Proposed - LRT			
Pearson International Airport to Yonge (Eglinton) Station	70	48	31%	3	0			
Yonge (Eglinton) Station – Kennedy Station	43	30	30%	0	0			
TOTAL Pearson International Airport – Kennedy Station	113	78	31%	3	0			



Key Objectives: Provide Important Transit Connections

- The LRT will be designed to provide smooth connections to existing and proposed higherorder transit facilities including:
 - Pearson International Airport
 - Mississauga Transit Bus Rapid Transit
 - GO Transit
 - Scarborough RT
 - Spadina Subway
 - Yonge Subway
 - Bloor-Danforth Subway
 - Jane LRT (future)
 - Don Mills LRT (future)
 - Scarborough-Malvern LRT (future)
- These connections will provide Torontonians with the ability to ride seamless, high-speed, highfrequency transit service throughout most of the City and also provide inter-regional transit connections, including Pearson International

to York Region Etobicoke -DURHAM **Finch West** to Mississauga Durham to airpor Sheppard East Region nge Sub Scarborough 0 Scarborough RT O Ó Malvern to airport Don Eglinton Crosstown to Mississauga Mississauga BRT) **Bloor-Danforth Subway** Waterfront West DI TORONTO -----to Mississauga **Toronto Transit City** Light Rail Plan ONTANIO LA KE existing light rail extension

Airport and the GO/Mississauga Transit Mobility Hub at the Renforth BRT Station on Commerce Blvd and Eglinton Ave.



Key Objectives: Provide an Accessible Facility

- Low-floor light rail vehicles to facilitate easy boarding by all passengers.
- The payment system will be a Proof-of-Payment (POP) system, which eliminates the need for barriers at station and stop entrances.



MELBOURNE, AUSTRALIA



ENHANCED ACCESSIBILITY





Design Concept – Surface Stop and Midblock



Cross section with centre platform





Typical midblock cross section

Surface centre platforms are 90m long and 3m wide. Stops from and including The East Mall to and including Silver Dart will have centre platforms.

The location of the centre platform will vary depending on the intersection.

Bicycle paths will be located only along Eglinton Avenue, between Martin Grove and Commerce Blvd.

Plan with centre platform



Description of the Routes between Martin Grove and Pearson International Airport

Five different routes were studied and evaluated. Routes 1 through 4 are within a westerly corridor, following Eglinton Avenue to the Renforth/Commerce area and north to Pearson International Airport. Route 5 follows an easterly corridor, along Hwy 27 and Dixon Road.

Route options shown on next five panels:

- **Route 1** Eglinton Avenue/Commerce Blvd./Convair Drive/Silver Dart Drive.
- **Route 2** Eglinton Avenue/Commerce Blvd./Convair Drive/Carlingview Drive/Dixon Road.
- Route 3 Eglinton Avenue/Renforth Drive/Silver Dart Drive
- Route 4 Eglinton Avenue/Renforth Drive/Carlingview Drive/Dixon Road
- Route 5 Eglinton Avenue/Hwy 27/Dixon Road







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LRT



	ROUTE OPTIONS											
CRITERIA		HIGHWAY 27										
	Route 1	Route 2	Route 3	Route 4	Route 5							
EASE OF IMPLEMENTATION	4	2	3	2	1							
TRAVEL TIME	3	1	4	3	5							
ESTIMATED CAPITAL COST	4	1	5	3	2							
DEVELOPMENT OPPORTUNITY (2031)	4	5	3	5	4							
RIDERSHIP FORECAST (2031)	3	3	3	3	3							
INTER-REGIONAL CONNECTIVITY (Mississauga BRT and GO Transit)	5	5	3	3	1							
	Note: Scores above are 1 (least preferred) through 5 (most preferred).											
TOTAL SCORE	23	17	21	19	16							
OVERALL RANKING	First	Fourth	Second	Third	Fifth							





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Martin Grove to Pearson International Airport – Recommended – Route 1



Key Reasons:

 Offers best benefit in terms of connection and transfer convenience to Mississauga/GO BRT and Pearson International Airport.

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• Easiest to implement, including shortest guideway span across Highway 401 and with no impacts to existing on/off ramps.

The proposed stop locations on the preferred Route 1 are presented in the next panels. Stop locations have been chosen to optimize service and convenience for residential and business users, while taking into consideration the time of travel and distance between stops.

The following stop locations are proposed:

Martin Grove

- •East Mall
- Rangoon
- Renforth
- •Commerce (Interface with Mississauga BRT Station)
- Convair
- Silver Dart

•Pearson International Airport





The East Mall Stop



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Rangoon Stop



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Renforth Stop



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Commerce Stop





Mississauga Bus Rapid Transit (BRT) Project – Schematic Busway Service (Go Transit / Mississauga Transit)



2008-2010

Full BRT Service Operational – 2012

Construction 2009–2012

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Bus Rapid Transit (BRT) is defined as the operation of buses in an exclusive or semi-exclusive right-of-way with on-line stations.



Eglinton Crosstown LRT / Mississauga/GO BRT Interface at Commerce Blvd. - Option A





Eglinton Crosstown LRT / Mississauga/GO BRT Interface at Commerce Blvd. - Option B





Eglinton Crosstown LRT / Mississauga/GO BRT Interface at Commerce Blvd. - Option C





Commerce-Matheson Intersection



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Convair Stop



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Silver Dart Stop







Route to Terminal 1 and Terminal 1 Station



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EGLINTOWN LRT

Martin Grove to Pearson International Airport – Surface Construction





The surface section of the LRT will be constructed in stages to minimize traffic impacts during construction. The examples shown illustrate a typical construction sequence for the staged construction of the LRT in the centre of the existing road.

Further staging may be required to relocate existing services and utilities out of the LRT Right of Way wherever impacted by construction.

Portions of the proposed alignment will be supported on bridges or elevated guideways. Construction for these portions will take place where the alignment crosses Hwy 401 west of the Renforth Drive overpass, and at the approach to Pearson International Airport.



Noise and Vibration

- Between this Open House and Open House 3, TTC will undertake noise and vibration assessments in accordance with established Ministry of Environment (MOE) and TTC protocols at areas sensitive to noise and vibration, such as L residential areas.
- Measures to mitigate potential noise and vibration will also be presented at Open House 3.



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Next Steps

- In the next few months we plan to:
 - Review and respond to input received during the second round of consultation
 - Present information about potential environmental impacts and present recommended mitigation measures
- Please watch for notices of Open House 3 throughout the coming months.



Freedom Of Information & Protection Of Privacy Act

Requirements

- Comments and information regarding this study are being collected to meet the requirements of the Environmental Assessment (EA) Act. This material will be maintained on file for use during the study and may be included in project documentation.
- Information collected will be used in accordance with the Freedom of Information and Protection of Privacy Act. With the exception of personal information, all comments will become part of the public record.
- You are encouraged to contact the TTC if you have any questions or concerns regarding the above information.





Contact Information

- There are five (5) ways to submit your comments:
 - Please hand in your comment form before you leave
 - E-mail: eglintontransit@toronto.ca
 - Web: <u>www.toronto.ca/transitcity</u>
 - Phone: 416-392-6900 (24/7 Comment Line) TTY: 416-397-0831
 - *Fax:* 416-392-2974
 - By Mail: Eglinton Crosstown LRT Public Consultation
 Metro Hall, 19th Floor
 55 John Street,
 Toronto, Ontario, M5V 3C6
- Comments would be appreciated by September 9, 2009.

Thank you for your participation.



