



# Yonge Relief Network Study Update

Metrolinx Board of Directors

February 14, 2014

Leslie Woo,  
V.P. Policy, Planning and Innovation

# Outline

- Study Overview
- Needs and Opportunities
- Problem Statement, Vision, and Goals
- Evaluation and Long List of Options
- Public and Stakeholder Consultation
- Next Steps

# Overview

- The Yonge Relief Network Study (formerly the Relief Line Network Study) involves developing regional, network-based solutions to address Yonge Subway crowding and lay the groundwork to address regional transportation challenges.
- The study is part of a broader and comprehensive Regional Relief Strategy. Coordinated planning is being undertaken by Metrolinx, TTC, City of Toronto, and York Region.
- The study is identifying a full range of potential solutions, and will evaluate them based on planning policies directing travel growth to transit and goals linked to The Big Move, including consideration of the impact to Union Station.
- Based on the evaluation process and public and stakeholder consultation, Metrolinx will recommend short, medium and long term solutions to advance toward implementation.
- The first round of public consultation is scheduled for early March



# Regional Relief Strategy



## YONGE RELIEF NETWORK STUDY

Transforming the way people move throughout the region and providing needed congestion relief to the Yonge Subway by creating new local and regional travel opportunities and improving mobility across the GTHA.



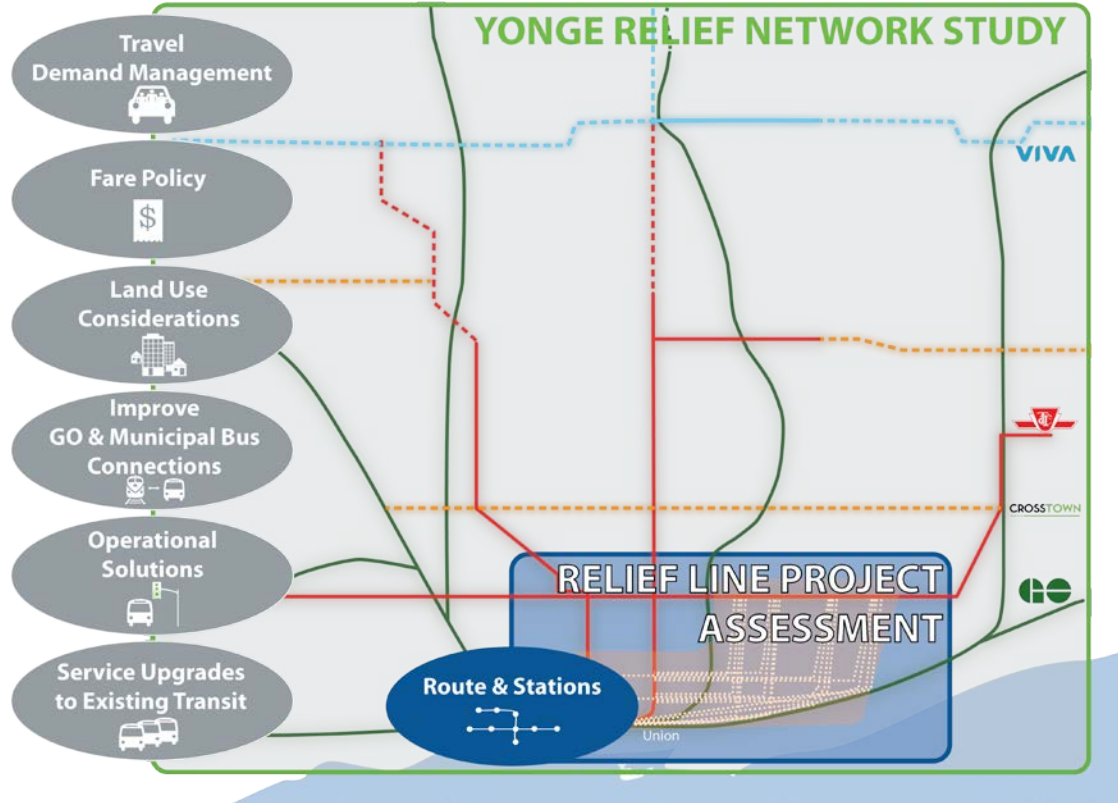
## RELIEF LINE PROJECT ASSESSMENT

Following on the Downtown Rapid Transit Expansion Study (DRTES), to undertake route evaluation and review of station opportunities.

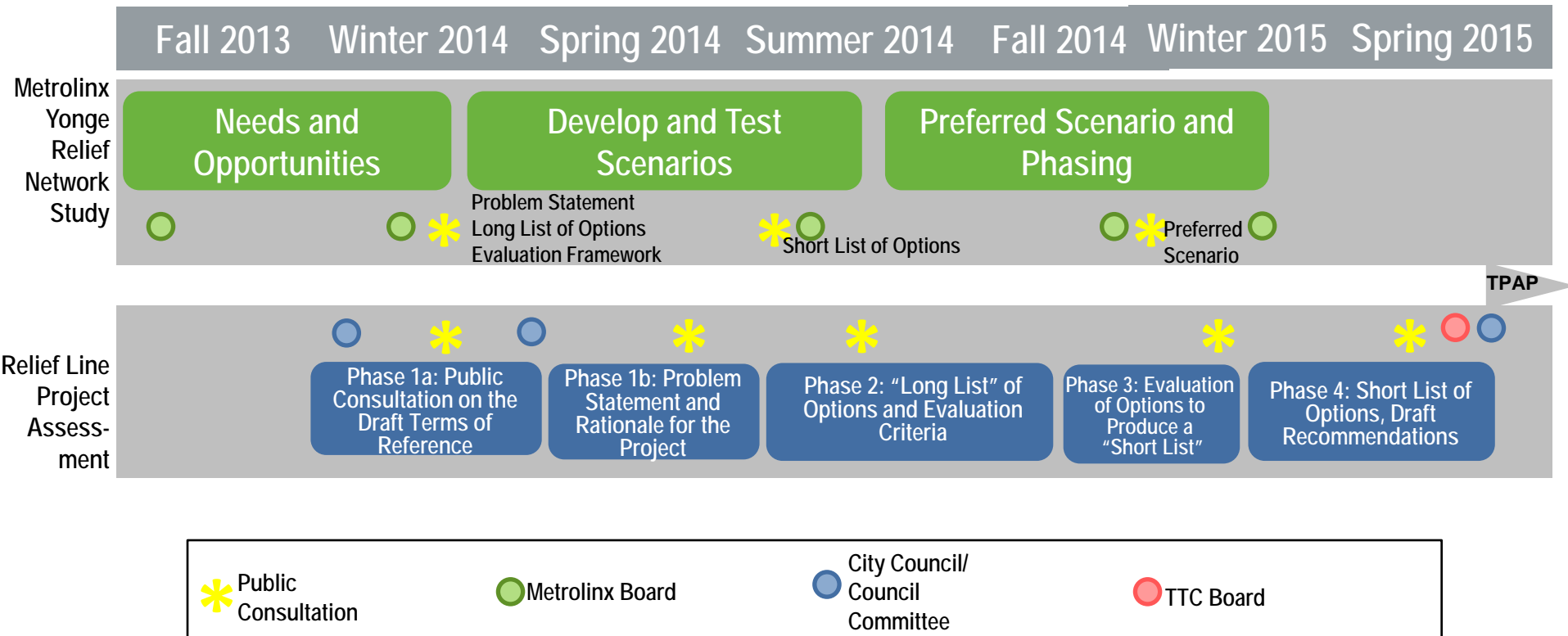
## Other Related Studies

- City "Feeling Congested" Official Plan Review
- Metrolinx Union Pearson Express Electrification EA
- Metrolinx Transportation Study of the Pearson Airport Area
- Metrolinx Lakeshore Express Rail Study
- Metrolinx Fare and Service Integration
- Metrolinx/City of Toronto Union Station Studies
- Yonge North Subway Extension Benefits Case
- TTC/York Region Yonge Subway Extension EA
- York Region Transportation Master Plan
- The Big Move Legislated Review

# Regional Relief Strategy



# Regional Relief Strategy Timeline and Consultation (Draft)



# Purpose of Metrolinx Study

- Capacity relief is a pressing local and regional issue. The Yonge subway is the busiest rapid transit line in the GTHA and GO Train service is currently operating at capacity during peak periods within the City of Toronto.
- Subway improvements are underway, and the Yonge subway will still be at capacity in 2031.
- Metrolinx study will address Yonge capacity issues and system-wide benefits:
  - What is the full range of alternatives that needs to be considered?
  - What is the optimal phasing with other Next Wave projects including Yonge North Subway Extension and GO Rail Expansion ?

# Problem Statement

The GTHA is experiencing unprecedented growth but is increasingly constrained by a limited transportation network. Many people use transit to access downtown Toronto and other employment areas; however, supply has not kept up with demand. In particular, the Yonge Subway, which serves both local and regional trips, is over-crowded today and, even with committed improvements, is projected to be over-crowded in the future.

## Vision

Transforming the way people move throughout the region and providing needed congestion relief to the Yonge Subway by creating new local and regional travel opportunities and improving mobility across the GTHA.



# Goals

This study will provide solutions that...

**[Transportation]** Improve service quality, increase transit choice and ridership, increase network flexibility and meet local and regional transit travel needs for existing and new passengers through measures such as new infrastructure, operations or policy direction;

**[Financial]** Are fundable and provide value for money in the short and long term;

**[Environment]** Enhance and protect our natural environment and contribute to minimizing the impact on air quality and greenhouse gas emissions

**[Economic Development]** Encourage regional economic development, improve access to downtown, major employment generators, employment, leisure and local businesses by sustainable modes;

**[Community]** Help foster an equitable society by contributing to the creation of inclusive, accessible, livable and connected communities; and


**[Deliverability]** Are feasible to build and operate, do not place undue pressure on other parts of the transportation network, and are financially sustainable.


# How Are the Options Evaluated?


## Evaluation Objectives

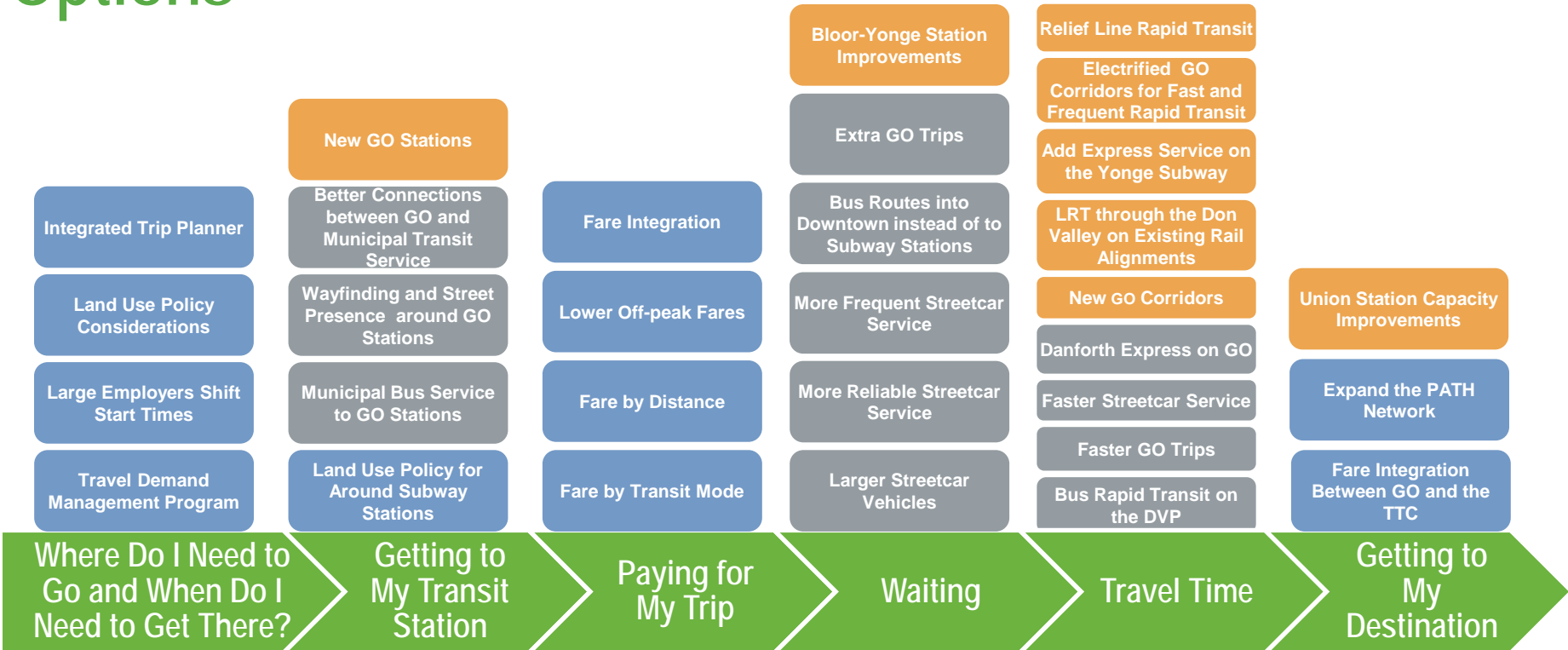
- Evidence-based analysis using evaluation criteria that mirror goals
- Consider the broader impact of options beyond financial/cost to include qualitative impacts/benefits
- Demonstrate the trade-off among often conflicting objectives
- Assess the options against the goals, examining the direct and broader impacts

# Developing the Long List of Options

**New Infrastructure** 

**Optimizing Existing Infrastructure** 

**Policy** 



**Mental Map of a Transit Journey**

# Stakeholder and Public Consultation

## Upcoming Public Consultation

- Public Information Centres will be held in early March in Toronto and York Region
- Metrolinx will be asking the public for feedback on the long list of alternatives

## Stakeholder Consultation

- Stakeholder Advisory Group
- Peer Review Panel
- Executive Steering Committee
- Technical Advisory Committee
  - City of Toronto
  - TTC
  - York Region
  - York Region Rapid Transit Co.
  - MTO
  - GO Transit

# Next Steps

- Public Consultation - early March
- Screen the long list of options into a medium list of 15-20 options
- Review medium list with Steering Committee, Stakeholder Advisory Group and Technical Advisory group
- Package best-performing medium list options into 3-5 short-listed bundles
- Public consultation in May/June 2014 to focus on the short list of options
- Board Update in June 2014