



Yonge Relief Network Study Update

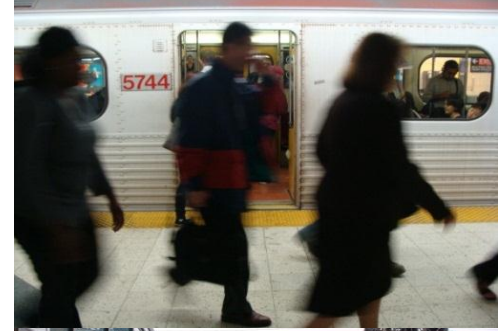
Metrolinx Board of Directors

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Overview

- The Yonge Relief Network Study* is developing regional, network-based solutions to Yonge Subway crowding
- This 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
- This Study is identifying a full range of potential solutions, evaluating them based on:
 - Alignment with The Big Move goals and objectives
 - Sound planning policies
 - Ability to direct travel growth to transit; and
 - Impacts on existing infrastructure including Union Station.
- This Study will incorporate responsive public and stakeholder consultation
- This Study will identify a recommended combination of policies, projects and programs for advancement to implementation



Problem Statement & Vision

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.

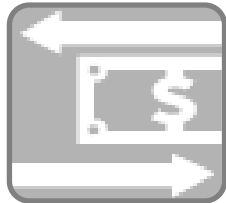
Vision

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.

Study Goals
-
Basis for
Evaluation
Criteria



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

Study Goals
-
Basis for
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Economic Development - Encourage regional economic development, improve access to downtown, major regional destinations, employment, leisure and local businesses by sustainable modes

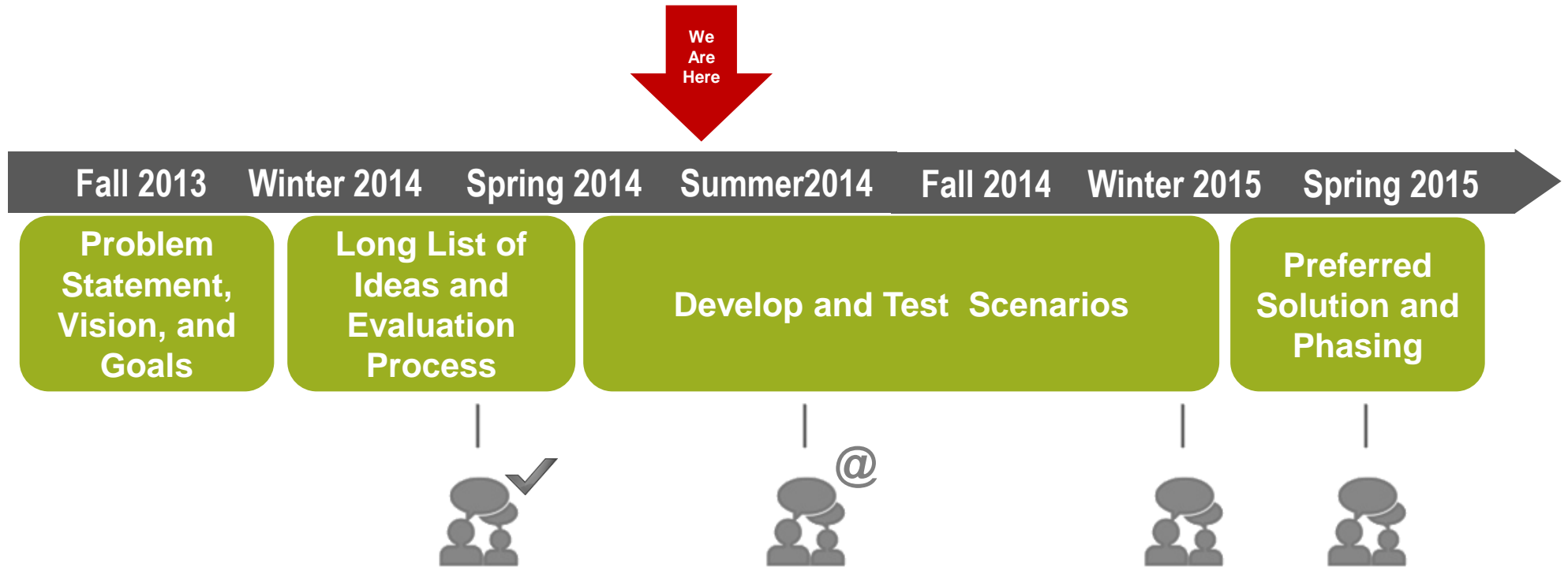


Community - Help foster an equitable society by contributing to the creation of inclusive, accessible, livable and connected communities



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

Study Schedule



Study Milestones

Sept.
2013

- Yonge Relief Network Study initiated
- Problem Statement, Vision and Goals developed
- Long List of Ideas developed.

Fall
2013

- Update to the Metrolinx Board, February 2014
- Public Consultation, April 2014

Winter
2014

- **Long List of Ideas assessed against Problem Statement, Vision and Goals**

Spring
2014

- **Higher performing ideas identified**
- **Public input sought on higher performing ideas**

Summer
-Fall
2014

- **Scenarios of complementary ideas will be developed**
- **Scenarios will be finalized and undergo detailed evaluation**

Winter
2014-5

- **Public consultation on scenarios**

**What
We
Heard
at
April 2014
Public
Consultation**

**Support
for:**

- Speed up planning and construction of a solution.
- Metrolinx, the City of Toronto, the TTC, and York Region working together
- Metrolinx's network approach
- Integrating the TTC, GO, and other municipal transit operators as part of one network
- Short and medium term solutions
 - Concern that these might come at the expense of larger, long-term solutions

**Concern
about:**

- Reliable funding
- Political influence in planning process

Questions:

- Clarification on:
 - Study scope
 - Relationship to the City of Toronto's Relief Line Project Assessment
 - Relationship to The Big Move legislated review

Adjustments Made Based on Public Consultation

Original Methodology

1. Long List of Ideas

2. Medium List of Ideas
3. Short List of Ideas
4. Scenarios made up of Short Listed Ideas and complementary policies

Preferred
Scenario

Why the Adjustment?

A response to public feedback asking for:

- A streamlined approach
- A more transparent method for including complementary policy ideas in the scenarios

Adjusted Methodology

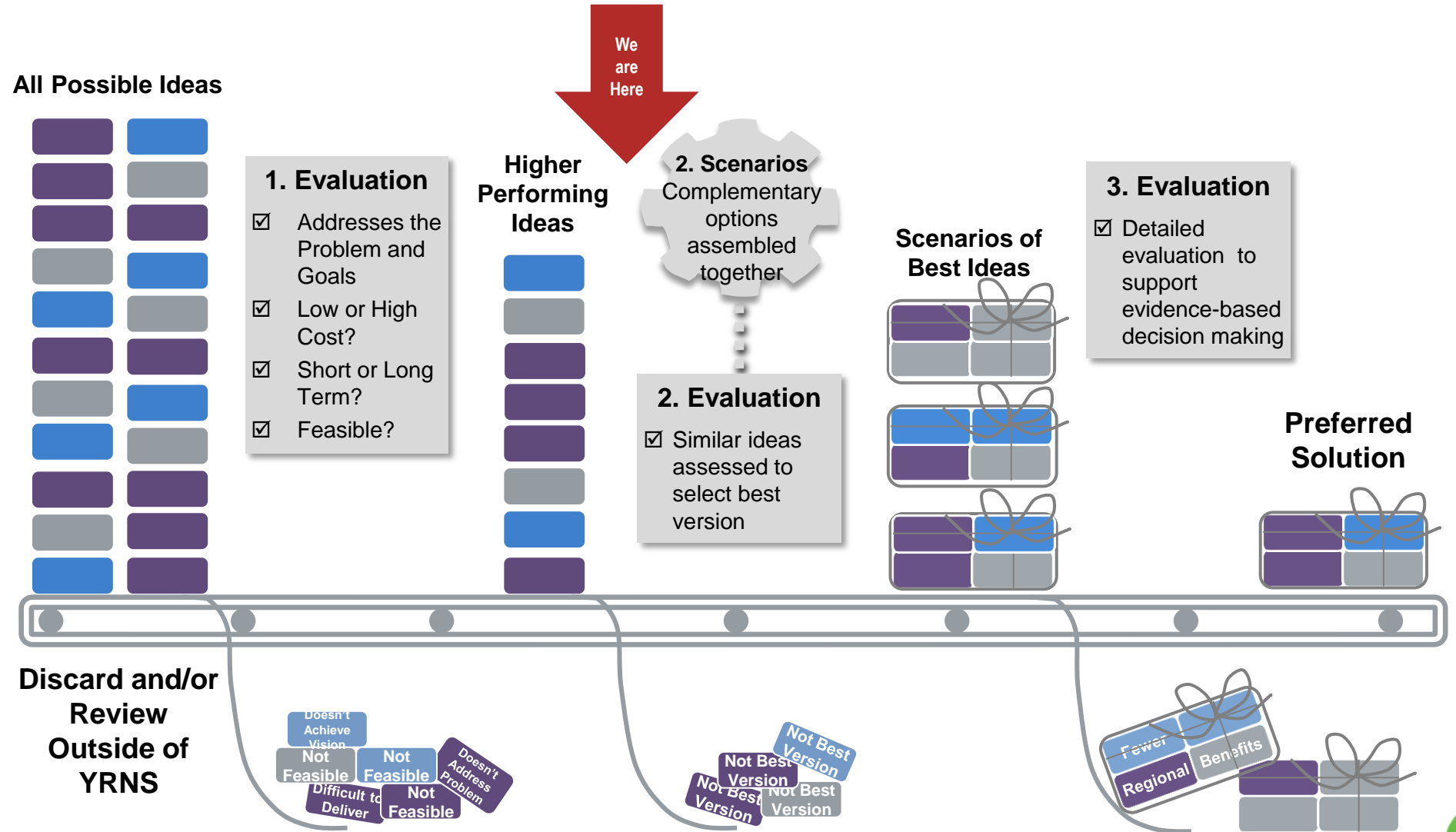
1. Long List of Ideas

2. Higher Performing Ideas
3. Scenarios made up of higher performing infrastructure and policy ideas

Preferred
Scenario

Objective: Select the top performers from a list of good ideas

Revised Study Process



What happens
to projects not
included in a
scenario?

Ideas that do not make it into a scenario are in one of three Categories:

1. **Good idea and should be done regardless**
2. **Good idea but limited ability to address Study problem** and should be addressed in other planning studies and analysis including The Big Move Legislated Review
3. Not feasible in terms of construction or operation and will not progress further

Category 2.

Good idea but limited ability to address Study problem. Should be addressed in other planning studies and analysis including The Big Move Legislated Review

Category 2 Projects:

- New rapid transit projects on a range of other local corridors including Steeles, Finch, Jane, and Scarborough/Malvern

Implementation Screen

Category 3. Ideas not feasible and not progressing further

Category 3 Projects	Reason for Exclusion		
	Constructability	Operational	Deliverability
New subway line from Bay Station South to Union Station	x		x
Yonge subway modifications including:			
<ul style="list-style-type: none"> • New subway line below existing 	x		x
<ul style="list-style-type: none"> • Widening existing subway tunnel for double and quadruple tracking 	x	x	x
<ul style="list-style-type: none"> • Creating a by-pass track at every subway station 	x	x	x
<ul style="list-style-type: none"> • Non-stop or limited-stop service 		x	
Running of 12 or 18 Car Trains on the Subway with Sequential Docking and/or Cars Running Only to Selected Destinations		x	x

Grouping High Performers

1. Increased integration between TTC and GO services

Policy



2. Revised GO operations including new stations

Better Using What We Have



3. Relief Line Options

New Infrastructure



4. GO Rail

- Frequent shuttles to Danforth / Kennedy and new stations
- Subway-like service in existing GO corridors within Toronto

Better Using What We Have



5. Rapid transit parallel to and/or on Richmond Hill corridor including Leaside Spur and Don Branch to Downtown

New Infrastructure



6. Bus options including bus lane infrastructure and bus priority measures



Evaluating the High Performers

Each scenario's performance will be evaluated against Base Case(s) which will include:

- Existing policy regime
- Existing official plan land uses
- Rapid transit projects currently under construction
- Currently committed & funded projects
- *All of the above plus* all Next Wave Priority Projects and Regional Express Rail

Sensitivity analysis will also examine alternate land uses, selected Next Wave projects on their own, Regional Express Rail and other variables. This will be used to gauge relative performance and contribution of each.

The Importance of Policies

Policy initiatives would not solve the problem statement on their own but would provide support for the preferred scenario.

Initiatives would be coordinated with existing and emerging policies including:

- Fare policy
- Travel demand management programs e.g. large employers or universities shifting work hours
- Promotion of active modes of transportation
- Transit oriented development
- Discussion papers will be developed to detail the potential contribution and recommended actions for each policy

Progress is Underway

		Metrolinx / Province	TTC / Toronto	York Region
2013	30 minute GO service on the Lakeshore Lines	●		
	Viva Bus Rapid Transit along Hwy 7, Yonge St., Davis Dr. (2013-2018)	●		●
2014	New and Longer streetcars (2014-2019)	⌘	●	
	Downtown Transportation Operations Study (2014)		●	
	Yonge Subway Extension EA Addendum (2014)		●	●
2015	Union Station upgrades (2014-2016)	●	●	
	More spacious Toronto Rocket subway trains (2015)	⌘	●	
	More GO service on the Kitchener line (2015)	●		
2019	Toronto-York Spadina Subway Extension (2016)	⌘	●	⌘
	Toronto-University-Spadina automatic train operation & control (2019)	⌘	●	
	LRT Program: Eglinton Crosstown, Sheppard East & Finch West (2020)	●		



In combination expected to increase line capacity by up to 35%.



Short Term Opportunities for Further Investigation

GO

- Seek opportunities to provide additional stops at GO stations in the urban area

TTC Bus Service

- Modify subway feeder bus service patterns to bring some routes directly into downtown
- Modify downtown-bound Express Bus service
- TTC bus integration with GO Rail stations

Joint Initiative

- Fare policy quick wins identified through the Fare and Service Integration work currently underway

Upcoming Stakeholder and Public Engagement

Upcoming Public Engagement

- On-line public engagement will start in late June
- Metrolinx will be sharing with the public:
 - The higher performing ideas
 - The revised evaluation process
 - Process to develop scenarios

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

Spring 2014

Summer 2014

Fall 2014

Winter 2015

Spring 2015

April
Public
Meetings

On-Line Outreach

Late June – October 2014

Purpose: Education and Comment

Content: Updates highlighting results of April consultation, scenario development, evaluation process and introduction of scenario profiles

Interactivity and Feedback: Moderated comments

November 2014 – January 2015

Purpose: Education and Feedback

Content: Scenario evaluation results

Interactivity and Feedback: Structured feedback on evaluation results and process

Public Meeting

November 2014

Content: Scenario profiles and evaluation results

Interactivity and Feedback: Structured feedback on evaluation results and process

Public Meeting

Spring 2015

Content: Preferred Scenario

Interactivity and Feedback: Structured feedback on preferred solutions

Public Engagement

Next Steps

- July 2014 On-line public engagement and outreach
- Fall 2014 Develop preliminary scenarios of best ideas
Begin work undertaking detailed evaluation of the scenarios, including impact on Yonge Subway crowding and broader network impacts and benefits
- Nov 2014 Public consultation - draft Short-Listed Scenarios
- Dec 2014 Report to the Board on draft Short-Listed Scenarios
- Spring 2015 Final Report to the Board

APPENDIX: Summary of Higher Performers

1. Increased integration between TTC and GO services

- GO Kennedy Station Integration with TTC buses
- TTC Bus integration with GO rail stations

2. Revised GO Operations including New Stations

- Stouffville line upgrades and DEMUs
- GO Operations into York region
- Modified Stopping Pattern at GO Stations
- New GO Station at York Mills on Richmond Hill Line

3. Relief Line Options

- Bloor-Danforth to Downtown as being defined by Relief Line Project Assessment and including possible connection to Toronto Portlands
- Eglinton to Downtown
- Danforth to West End through Downtown

APPENDIX: Summary of Higher Performers

cont'd

4. GO Rail

- GO Rail Metro Relief Line
- GO Kennedy Short Haul Higher Frequency
- Continued UP Express Service
- GO Regional Rapid Rail / Metro
- New GO Stations, increased frequency and electrification to provide commuter rail type service
- GO Danforth Station Shuttle

5. Rapid transit parallel to and/or on Richmond Hill corridor including potential for Leaside Spur and Don Branch to Downtown

- Shuttle between Don Mills, Eglinton & Union
- Richmond Hill Option 5: Leaside Spur LRT Corridor - King/Queen Alignment
- Richmond Hill Option 5: Leaside Spur LRT Corridor - Esplanade Alignment
- Richmond Hill Option 5: Leaside Spur LRT Corridor – Queen’s Quay Alignment
- BRT from Broadview/Castle Frank
- Create GO Broadview Shuttle
- BRT – Don Valley Parkway

**APPENDIX:
Summary of
Higher
Performers**

cont'd

6. Bus options including bus lane infrastructure and bus priority measures

- Downtown bus lanes
- Thorncliffe Park-Bayview Extension busway