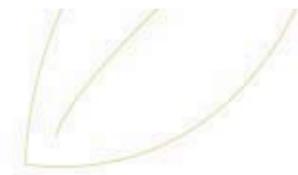


PRELIMINARY PLANNING PHASE

OPEN HOUSE #1 AUGUST AND SEPTEMBER 2008 SUMMARY REPORT

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Toronto Transit Commission Transit City Open Houses

Eglinton Crosstown LRT August and September 2008 Summary Results Report

Prepared by Lura Consulting
November 14, 2008



This summary report was prepared by Lura Consulting. Lura is providing third-party consultation management services as part of the Toronto Transit Commission (TTC) and the City of Toronto Transit City projects. This summary captures the key comments submitted during the noted Public Information Centres. It is not intended as a verbatim transcript. If you have any questions or comments regarding the summary, please contact:

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Introduction

As part of the Transit City process, the City of Toronto and the Toronto Transit Commission (TTC) are proposing ways to significantly improve transit service by building the Eglinton Crosstown Light Rapid Transit (LRT) line on Eglinton Avenue between Kennedy Station and Martin Grove Road, and potentially as far as Lester B. Pearson International Airport.

Six public information centres (PICs) were held in August and September 2008 as part of the first series of meetings the Eglinton LRT public consultation process. One open house was held jointly with the Jane Street LRT project. The purpose of the PICs was to share information about the Eglinton LRT project with the community and to gather feedback on preliminary project plans. A summary of the process of the PICs is provided in the table below.

Eglinton LRT Open Houses Summary						
Date	Thursday, August 14	Tuesday, August 19	Monday, August 25	Wednesday, August 27	Thursday, September 4	Monday, September 22 (joint open house with Jane Street LRT)
Location	6:30pm - 9:00pm Forest Hill Memorial Arena 340 Chaplin Crescent	6:30pm to 9:00pm. Leaside Arena 1073 Millwood Rd.	6:30pm to 9:00pm. Humber Valley United Church 76 Anglesey Blvd.	6:30pm to 9:00pm. Don Montgomery Community Centre 2467 Eglinton Ave E	6:30pm to 9:00pm. Richview Baptist Church 1548 Kipling Avenue	6:30pm to 9:00pm. Centennial Recreation Centre, 2694 Eglinton Ave W
# of participants (signed-in)	119	172	209	48	70	73
# of comment forms received	35	45	52	8	11	18

Each open house presented 32 detailed display boards, a Frequently Asked Questions handout (both available for download on the project web page at www.toronto.ca/involved/projects/eglington_crosstown_lrt/index.htm), an audio-visual (AV) presentation with voice over, and an open invitation to ask questions and discuss the plan with the TTC, City and Consultant project team members present.

Participants were invited to write down their ideas and opinions on comment forms and submit them at the registration table. In addition to the comment forms, project team members and Lura staff also recorded participant comments as they arose during discussion.

The public is also able to provide comments online or via telephone. Up to October 6th, the TTC also received 148 comments via email and telephone, many of which were questions and/or requests to be added to the mailing list.

This report summarizes the comments received through the open houses and other communication channels up to and including October 6, 2008.

Comment Summary

A summary of the key issues and comments raised are presented below, with detailed comments provided in the Appendix. In general, they include:

- Expressions of both support and some opposition to the LRT line
- Suggestions on the network design, such as ensuring the LRT system interfaces with the existing subway and other transit systems (such as GO)
- Routing concerns, such as the diversion of traffic onto side streets, and suggestions
- Underground and above ground routing
- Potential impact of noise and vibrations from the LRT
- Connection of the LRT with the airport
- Suggestions on LRT stops
- Potential impact on local businesses
- Lane reductions
- Parking
- Cycling
- Accessibility
- Construction
- Suggestions for the next open house, and
- Comments on other transit initiatives.

Appendix – Aggregated Comments

A summary of all aggregated comments is presented below. They are grouped by topic and type of comment. A number in brackets is used to count duplicate comments received.

Support/Opposition for plan

In favour

- Expression of support for the plan (44).
- Don't waste money on a subway – the LRT is sufficient.
- Will reduce pollution along Eglinton and be useful for daily commuters.
- Need LRT transportation now, not by 2031.
- Affordable, accessible, dependable public transit is overdue; this will be a rejuvenating catalyst for the area.
- Hope it leads to improvements in the Eglinton corridor.

Opposed

- Generally opposed to the LRT proposal. (5)
- A subway is needed instead of the LRT. (5) Subways have greater capacity.
- Not convinced LRT is best option. (2)
- Another Spadina or St. Clair is not wanted.
- Is a waste of money and will make Eglinton ugly.
- Use electric buses instead in dedicated bus lanes.
- Use a bus trolley instead.
- Use express busses instead.
- Likely to be unpopular with Leaside residents (as was 2 years ago).
- Not convinced LRT is preferable to subway, seeing how tunnelling is still required. Would appreciate more detailed information on why LRT was selected.
- Bus service is excellent. Expand other subway lines instead.

Network Design Suggestions

- The LRT should interface with the existing subway stations. (3)
- Extend the LRT to the Renforth gateway regardless of the route to the airport. (2)
- Signal priority is required.
- Put stops after the traffic lights, in order to not impede the flow of traffic.
- Connect to the Mississauga BRT (3), so that it benefits people of Etobicoke between Martin Grove and Renforth.
- Build the hub connecting to Mississauga in Mississauga.
- Link the LRT with as many other transit options as possible (Mississauga Transit, GO, etc) (3), including the Scarborough/Malvern line and Kennedy Station.
- Provide for integration with the Davisville Subway yard via the beltline or Chaplin Crescent.
- Ensure flexible connections with Jane, Don Mills, and Scarborough-Malvern LRT lines.
- Consider connections to CNIB and other institutions along route.

Linkages with TTC Bus System

- Build a transfer station to accommodate buses at Eglinton and Keele.

- Put two exits at the Chaplin LRT station to allow access to both the Chaplin bus (#32A,B) and the Spadina Road South bus (#33).
- The Lawrence East bus should serve the underground LRT station at Laird and continue to Eglinton Station.
- The Leslie and Leaside buses should continue to serve Eglinton station.
- Connect the underground stations with bus stations.

Routing

Concerns

- Diversion of traffic onto side streets. (3)
- Where under Eglinton will the tunnel go? Directly under? (2)
- Not user friendly in Bathurst area – have to walk up the hill to get to apartments between Bathurst and Chaplin.
- Concerned that LRT will take two lanes of a four lane street at Kipling and Eglinton, which would cause traffic congestion.
- If central concept (i.e., LRT in the middle of the road) is used, then passenger crossings will delay vehicular traffic and contribute to more CO2 and NOx pollution.
- Concern over safety of crossing intersections – will view of cars be obstructed?
- Concern that the proposed route would create a bottleneck at Yonge and Spadina during rush hour.
- Concern over having to make “u-turns” to reach other side.
- The area where O'Connor Drive, Victoria Park and Eglinton meet requires extra care – it's a mess already.
- Do not introduce LRT if it will slow down cars.

Suggestions

- Continue with bus routes (9)
 - Between Eglinton and Eglinton West subway stations (3), which would help mobility challenged people ascend hill between Chaplin and Bathurst.
 - Bayview to Mt. Pleasant, and Laird to Bayview (are far apart)
 - Keep the parallel bus service between Jane and Laird. At least keep reduced service between Gilbert Loop and Laird.
- Consider an express route across Eglinton. (4)
- <3 minute frequency.
- Use the Richview grass strip that is west of Scarlet Rd as a right-of-way.
- Use the green space from Islington to Martin Grove for transit and commercial buildings.
- Run the LRT from Eglinton and Highway #27 between Galaxy Blvd and Skyway Ave, or between North and Carlingview, to Dixon Rd and into Pearson Airport.
- A better spot for the Jane/Eglinton transfer point would be at Eglinton and Emmett, if the Jane LRT's alignment were to curve west from the southern edge of the Eglinton flats. Then Northbound Jane and Westbound Eglinton could share one platform, and Southbound Jane and Eastbound Eglinton could share the other. This would serve a high-density neighbourhood, and would speed up the Eglinton LRT as it would no longer need to stop at Jane St, only Emmett.
- Put the LRT on the Blue 22 right-of-way.

Underground and Aboveground Routing

- Build rail transit under Eglinton. (6)
- Include passing lanes for express vehicles at each stop. (2)
- Aboveground is more people friendly, humane. Shoving people underground will not help shops, activities at street level. Fewer people walking on streets make them less safe.
- Underground transit along central Eglinton is needed, due to traffic and bus congestion.
- Make tunnel large enough to accommodate future subway.
- Above ground routing will be slowed down by traffic light stops.
- Due to cost, put centre portion of LRT on the surface (2 lanes for LRT and 2 for cars). Extra cost not needed given low density of the corridor.
- Should be underground all the way to the airport.
- The LRT should not come above ground by Jane Street.
- Section between Jane and Keele should be underground.
- The LRT between Black Creek and Jane should be underground, since Mt. Dennis is very narrow.
- Consider collateral development within the underground section, such as continuous pedestrian/bicycle/retail activity like the PATH.
- Build elevated LRTs so that they pass over the intersections and are not delayed by traffic. This was used in Manila, Philippines.
- Eglinton and Bayview a problem area – line would have to be above ground because of the stream there.

Nuisance Concerns

- Concerned about noise level (8) and vibrations. (5)
- Consider rubber tires in a different roadbed design to cut down on screech when subway and streetcars make turns.
- The LRT should not contribute any excess noise pollution.
- The Renforth area will be flooded with bus traffic from Mississauga Transit filling the gap between Renforth and Martin Grove.

Airport Connection

- The line should extend to the airport. (12)
- The train should be large enough for both people and their luggage, if it goes to the airport.
- LRT is better option to provide transit to the airport rather than the rail line through Weston.
- Go underground to the airport; have subway station at one of the airport terminals.

Stops and Stop Suggestions

Concerns with Stops

- Stops are far for the elderly or disabled, bus service is still needed (8). The Yonge Subway is complemented by the #97 Yonge bus.
- Concern for residents in apartments between Bathurst and Chaplin. Many are elderly or physically challenged, and depend on the bus. The hill is difficult for them to ascend.(2)
- Stops are too frequent.
- Provide innovative names for the stops, rather than street names.
- An underground station at Brentcliffe is excessive.

- The underground stops are approximately 1,000 m apart. This is too far for passengers with disabilities and the elderly.
- Concern over loss of stops.
- Lack of stops between Mt. Pleasant and Bayview.
- Some stops are too far apart, while others are too close.
- Stop spacing should be at least like Eglinton West, Oakwood and Dufferin.
- If stops are too far apart, it will be too far to walk during messy winter days (more slips and falls) or hot summer ones.
- Stops at Jane and Emmett very short distance apart, even though Emmett has large apartment blocks.

Stop Suggestions

- Between Caledonia and Dufferin (5)
 - Westside Mall (2) (many seniors in this area).
- Between Keele and Caledonia. (2)
- Laird Street. (2)
- At the major intersections (Martin Grove, Kipling, Islington, Royal York, etc).
- Another stop between Warden and Birchmount.
- Rumsey Road.
- Stop at Emmett Ave. very important for West Park Health Care Centre (27 acre campus, hopes to expand facilities within Transit City timeframe, increasing demand for LRT with good connection to subway at Eglinton West).
- Have fewer stops and run a parallel bus service. Suggested stop removals include Lloyd Manor, Wincott, Russell, Mulham Place, Emmett, Swift, Lebovic, Ionview, Oakwood, Brentcliffe.

Impact on Businesses

- Businesses will suffer between Eglinton West Subway and Bathurst, as people will drive rather than walk up the hill. Provide a bus service between Eglinton West Subway and Eglinton/Yonge Subway.
- Businesses will suffer if transit is underground, as underground stops are not conducive to shopping.
- Businesses along Eglinton in very fragile state – interruption of foot and vehicular traffic, as well as construction impacts could permanently close some businesses.
- Talk with businesses early in this process.

Lane Reductions

- In above ground sections, loss of lanes will result in increased traffic congestion.
- Four lanes of traffic should be maintained on Eglinton Ave.
- LRT will encroach on motor vehicles where the roads are narrow. How can this be overcome?

Parking

- Concern about parking (5) Evaluate parking on side streets and in local plazas. Make sure there is sufficient parking to access the LRT without making people park along side streets and at malls. (4)
- Include a parking lot at Renforth.
- Concern over impact on street permit parking spaces on Soudan Ave.

- Include a “Park and Go” station to use the half-empty multi-level parking lots on Ferrand and Wynford drives.

Cycling

- Separate bike lanes from cars. (2)
- Add bike racks to LRTs. (2)
- Provide bike shelters and bike rental stations. (2)
- Put a protected bike lane on Eglinton from Keele to Leslie.
- Include bike lanes along Eglinton
- Include north/south commuter bike lane (such as along Bayview).
- Bike lanes are not needed.
- Bike lanes are needed, and designated transit lines may prevent this from happening.
- Coordinate plans with City for a system of bike paths and corridors with connections on the LRT.
- Have bike racks near the open houses.

Accessibility

- More information on accessibility is needed. (2)
- Elevators are needed in the shallow station designs in both directions (this was not shown in the design drawings).
- Provide ramps at surface stops.
- Flights of stairs would be difficult for seniors, elevator is needed.

Construction

- Construction schedule was not in the displays/info on construction timelines. (3)
- Concern about how construction will affect the neighbourhood and local businesses (2). Consider widening Eglinton first.
- Concern over the amount of trees to be cut down for construction (2), especially at Kipling and Wincott, and along Eglinton from Martin Grove to Scarlett Rd.
- Concern over street disruption due to tunnelling – support burrowing approach. (3)
- Concerned about noise during construction.
- When building the line, avoid the mess that occurred when building the Sheppard line.
- Minimize the impact to businesses along Eglinton between Bicknell and West Line Mall during LRT construction.
- During construction, Broadway cannot bear anymore traffic or it will put risk to its residents (is already a busy street).
- Build the Eglinton line with sustained funding, at 1 or 2 stations a year, in order to give communities and developers time to prepare.
- Canadian content should be a factor when selecting LRT manufacturers.
- Bury utilities during construction, not later (as was done with St. Clair).
- City of Toronto has just completed the design of a replacement of a 600 mm watermain on Eglinton Avenue, from Bathurst Street to Gilgorm Road and from avenue to Duplex Avenue, with a plan to start construction in spring of 2009. The watermain will have 2 m of cover, except under main intersections where it will be constructed in a tunnel 6 m deep.
- Build stops before intersections where possible, to speed travel, reduce bottle necks, and allow for green-light transit sensors.

- The construction will create a lot of air pollution.
- Interest in construction timeline and the impact on accessibility to driveways
- Look at traffic calming methods for Donlea during and after construction
- Concern about traffic by-passes along Soudan during construction – consider appropriate routing signage.
- Start at Yonge and Spadina and build out.
- Concern over possible rezoning of land in Bayview to Avenue Road area (from residential to high density, as it happened with Sheppard).
- Concern over impact on nearby properties of building LRT underground.
- Growth should be gradual, not all at once.
- Consider the watershed in the Bayview/Eglinton area, is very swampy. Water has already been diverted away from buildings in this area.
- Concern over impact of construction, wondering if it will be underground.

General Comments

- LRT is too slow for the distance being travelled (3).
 - It is a 30 km long line that connects with Peel, the airport, Jane, Spadina, Yonge, Don Mills and the SRT.
 - Would rather drive than take a crosstown that goes 24 km/h.
- This should have been done years ago. (2)
- LRT is good for those wanting to traverse the city, but not for local users.
- The LRT lines are unattractive, as they are on Queens Quay, St. Clair and Spadina.
- Cars are part of the economy and cannot be treated like they are not there.
- LRT should reduce bus running on Eglinton as much as possible, which would have a positive impact on traffic.
- Remind people that average speed in tunnels will be greater than 22 kph.
- Eglinton line should be #1 Transit City priority.
- Adopt a modern European fare collection system.
- Finance project through municipal bonds.
- Glad to see bus access to Sunnybrook from Bayview stop.
- If this project increases the value of my property, then my taxes will go up.
- If the Eglinton Crosstown is built, Blue 22 should be cancelled.
- Ensure the aesthetic quality of the stations are equitable (current subway stations in affluent areas look nicer than those in less affluent neighbourhoods).
- Concern about safety in underground stations – what is planned to ensure public safety.
- Safety concern – location of stops are underground, no visibility for passengers waiting for trains, especially at night.
- Mississauga and Toronto should have the same system.
- Maintain as much of the green belt as possible from Jane to Martin Grove. Do not destroy it to widen Eglinton.
- Apply money from the land transfer tax to the LRT to ensure it is affordable.
- Prefer to have no aboveground wires.
- Set a realistic budget. Do not raise fares.
- Use crossing guards, like Calgary’s C-Train.
- The TTC does not get enough funding from other levels of government.
- Pedestrian safety is an issue.

- Keep the needs of the drivers in mind as well.
- Full grade separation is a must to make transit more reliable and attractive.
- Ridership projection is over-optimistic. Is it accurate or biased?
- Concern for a quick, safe passage over such a long line.
- Allow input into naming stations, such as through a naming committee. Commemorate local history, famous people, or events.
- Provide leasable spaces for commercial activities at selected/appropriate LRT stops. Generate revenue and economic opportunities for the TTC and the public.
- Provide washroom facilities at selected stations.
- Hope the above ground sections are operating as soon as possible.
- Install GPS-feel “next streetcar” timers.
- Allow for long trains.
- Obtain funding from Metrolinx.
- Snow removal and coverage will be needed at stops.
- Stations should be at least 4 train cars long.
- Consider using a side of road right-of-way option for track construction, with ballasted ties, where traffic access is minimal (e.g., CPR overpass near Leslie East to Don Mills, or the Richview Lands).
- Concern about congestion on the roads and on the LRT.
- Transit City website does not have all of the info.
- Concerns over waiting for LRT in winter.
- Above ground rails seems to require more frequent maintenance, while subway does not.
- With western destinations of the airport and Mississauga, demand could be huge, leading to crowding on the LRT.
- To get people on Transit, it needs to be comfortable, which means less crowding.
- At signalized intersections where there are passenger loading pads, any light or hydro poles at the start of the platform need to be studied so that short-ramped concrete jersey walls are not required in front of the poles, which could become a launching pad for a vehicle (during winter or in collision). At St. Clair, some jersey walls block part of traffic island and hazard marking signs.
- Consider covering surface track line to reduce winter maintenance required.
- Use solar lighting at platforms.
- Listen to us and make changes if we e-mailed them.
- Blue 22 is not needed with diesel trains polluting the environment. Make them electric.
- This should replace the Blue 22 (2).
- Good presentation. Would be nice if it was on video as well.
- Have vehicle trade-off analysis publicly vetted by reputable independent transportation expert such as Prof. Soberman at U of T or David Gunn.
- Concerned will get bogged down in red tape.
- Be aware that school buses pick up children on Eglinton east of Bathurst.

Questions

Costs

- Will this increase taxes or fares (4)?
- How much will this cost, including budget overruns? Who will pay for it, and how much? Will it be the City/province/federal government?
- Will tokens be sold at LRT stations?
- Is council intending to finance the capital cost of the LRT through the use of development charges? If so, will the density of development increase significantly to maximize the funding (like Sheppard Subway)?
- If cost is the reason for not building a tunnel, why is the TTC wasting money replacing perfectly good TTC shelters?

LRT Trains and Tracks

- How many cars can be linked together? Will the stations be designed for two cars, or can they be expanded? (2)
- Can the cars accommodate snow/winters? (2)
- Do the cars have a design turning radius so that they can be used on existing tracks or can they only be used on the new tracks?
- Can temporary buses go on the tracks, or will they have to go on the road?
- Would like more information about train speeds. How long would a trip take between Eglinton West and Eglinton stations? How long from Eglinton West to the airport? Would it take longer than buses?

Accessibility

- Will any accommodation be made for people who would have difficulty for the longer walk between stops, such as the elderly?
- How many people using the Eglinton bus have impaired mobility?
- Will this be a 24 hour service?

Nuisance Concerns

- What is being done to minimize noise and vibrations, and how far away can they be heard and felt?
- Will there be noise barriers for those whose backyards face the new system?

Construction

- How will construction affect traffic flow where Eglinton meets Allen Rd?
- What considerations will be made for re-routing traffic during construction?
- In preparing for the Eglinton West Subway, services were relocated and soldier piles installed east of the subway station on the Spadina line halfway to Bathurst St (for the rail track). Will these be excavated and used for the Eglinton LRT?
- Will hydro lines be buried when the LRT tunnels are dug?

Network and Design

- What changes will be made for cyclists, and will bicycles be allowed on the LRT in off-peak times?
- How wide will Eglinton Ave West be between Scarlett Rd and Islington West?

- Which is the higher priority – the rail link between Union Station and the airport, or the link between the Eglinton LRT and the airport?
- How will the downtown subway system cope with the extra volume as more systems connect to it?
- Will there be a station at the empty parking lot where staff from Forretere Building park?

Community/Environmental Impacts

- How will the LRT affect my property values (especially where the LRT is above ground)? (5)
- What is the carbon footprint of LRTs compared to buses?
- How will encroaching land uses (such a Plant World) be dealt with?
- How will expropriations take place?
- Will condo building at 797 Don Mills be expropriated?
- Will the previous decisions of council act as a precedent for decisions on land use along the LRT route?
- Will it encourage more traffic in residential areas?

Emergency

- Will an emergency phone be at each stop?
- Will there still be access for emergency vehicles?

General

- Why are condos being built on the transportation corridor right-of-way on the north side of Eglinton from Scarlett Rd to Martin Grove?
- Was Sheppard-Finch condo explosion anticipated by transit planners? If not, it should be.

Suggestions for Next Open House

- Incorporate sound videos of current systems to help get a better perception of the new system.
- Remind people that LRTs do not require changing tires or oil changes like buses would, and that the costs are not tied to changing oil prices.
- Publicize the project more.
- Use more media to let us know about the next open houses (CP24 on TV, channel 10, etc)
- Provide more snacks, food.
- Don't have so many boards.
- Louder speakers.
- Be clearer on what is meant by LRT, how they work, and why they are the best choice.
- Discuss the maintenance facilities.
- Better describe how the fare system will work.
- Provide translation at future open houses.

Comments on other Transit Initiatives

- Make the Sheppard extension a subway, not LRT.
- Eliminate airport transfer train from Union (not enough stops, low ridership).
- For the Jane LRT, use the railway corridor from the Dundas GO station to the railway overpass on Jane north of Weston. It would be less expensive and provide faster service.
- Concern that tax dollars being pent on subway to Vaughan.

- What happened to the Metropolitan Transportation Authority studies and the Richview Expressway?
- Eglinton subway station needs refurbishing, platform does not accommodate crowds in peak times.
- Need more north/south routes south of Bloor as Yonge/University cannot handle capacity.
- Consider monorail down highway 404 to the DVP in place of Don Mills LRT, with level crossings at major intersections.
- LRT is good project. Would leave my car parked, but currently do not use the Eglinton bus because it is too crowded.
- Extend the Sheppard line.
- Cover the subway line between Davisville and Eglinton.

PRELIMINARY PLANNING PHASE

OPEN HOUSE #1 AUGUST AND SEPTEMBER 2008 DISPLAY PANELS



WELCOME TO OUR OPEN HOUSE

Eglinton Crosstown Light Rail Transit (LRT) Preliminary Planning for a Transit Project Assessment Study

August 14, 19, 25, 27 and September 4 and 22, 2008

Members of the Project Team are available to discuss the project with you.
Please feel free to ask questions and fill out a comment sheet.
Visit us at: www.toronto.ca/involved

PLEASE SIGN IN



1



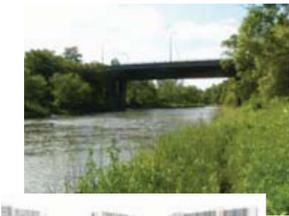
PURPOSE OF THIS OPEN HOUSE

Thank you for attending our open house on the Eglinton Crosstown LRT study. The purpose of the open house is to present information about the study and to listen to your comments. During the open house we will present:

- The planning context (rationale) for LRT on Eglinton Avenue
- Background information about the Eglinton Avenue corridor
- Proposed stop and station locations and proposed construction methods
- Next steps and how to stay informed and involved

Feel free to walk about and read the panels on display. Members of our study team are available to answer any questions you may have. Simply ask any team member (one who is identified by a name badge). Or, complete a comment card at the registration table before you leave.

We look forward to hearing from you.



2



ABOUT THE EGLINTON CROSSTOWN LRT

The Eglinton Crosstown LRT is approximately 31 kilometres in length, from Kennedy Station in the east to the Lester B. Pearson International Airport in the west. It will provide high-quality east-west transit service across the City of Toronto.

The LRT will operate at surface in the centre of Eglinton Avenue from Martin Grove Road to Jane Street and from Leslie Street to Kennedy Road. However, between Keele Street and Leslie Street, the width of Eglinton Avenue is too narrow to accommodate two lanes of traffic in each direction and the LRT; therefore, the LRT will operate underground in this section. For the section between Jane Street and Keele Street, further study is needed to determine whether the LRT will be underground or at surface.

The LRT will provide convenient connection with the Spadina Subway, the Yonge Subway, the Bloor-Danforth Subway, Scarborough RT, and proposed Jane LRT, Don Mills LRT, and Scarborough/Malvern LRT lines. A potential connection to the proposed Mississauga Transit Bus Rapid Transit (BRT) facility will also be investigated.

"What is LRT?"

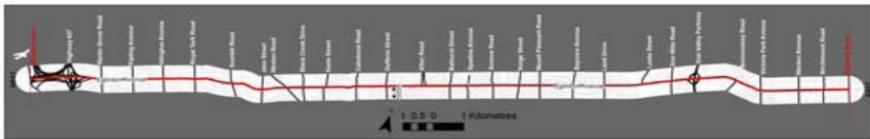
A metropolitan electric railway system characterized by its ability to operate single cars or short trains along shared or exclusive rights-of-way at ground level, underground or elevated, and to board and discharge passengers at track or car-floor level.



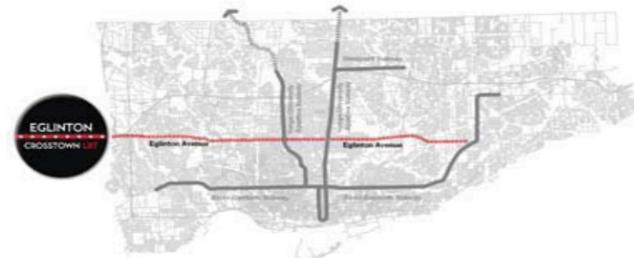
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EGLINTON CROSSTOWN LRT STUDY AREA



The Study Area for the Eglinton Crosstown LRT is a 1 km wide corridor centered on Eglinton Avenue from the Lester B. Pearson International Airport in the west to Kennedy Road in the east.



4



TTC PLANNING POLICIES

The project is consistent with the policies and the objectives of the Toronto Transit Commission:



Ridership Growth Strategy

In support of the City's Official Plan, the TTC prepared a strategy, that focuses on increasing service and improving the speed and reliability of the TTC, and identifies corridors for transit infrastructure investment. A key element of this strategy is transit in dedicated rights-of-way, separated from traffic.

Toronto Transit City LRT Plan ("Building a Transit City")

In 2007, the TTC developed a plan which built upon the transit concepts from previous studies, including the Ridership Growth Strategy and the City's Official Plan. The plan recommends a widely-spaced network of electric light rail lines, each on its own right-of-way throughout the City.

The LRT lines reach all across Toronto, all connecting with the City's existing and planned rapid transit routes. The intent is that no one should be disadvantaged getting around Toronto if they don't own a car.

The plan focuses on linking land use and transportation planning policies to create an effective strategy for accommodating the City's future trip growth.



5



TORONTO TRANSIT CITY LRT PLAN

"The Toronto Transit City LRT Plan is a bold vision for public transit. It will allow us to tackle climate change and reduce congestion while improving service in all parts of the City"

- Mayor David Miller

In June of 2007, the Province announced, "Move Ontario 2020", a plan to fund 52 transit projects in Ontario, including funding for the TTC's Transit City Light Rail Plan.

- Premier Dalton McGuinty



The 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.



6



CITY PLANNING POLICIES

The project is consistent with the policies and the objectives of the City of Toronto:



City of Toronto's Official Plan

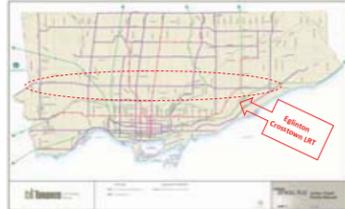
The City's Official Plan supports continued growth in Toronto, but places greater emphasis on using available road space more efficiently to move people, rather than vehicles. Transit, walking and bicycle lanes in conjunction with providing a better variety and density of transit-oriented development are major cornerstones of the Official Plan.

The Official Plan's Map 4 - Higher Order Transit Corridors, and Map 5 - Surface Transit Priority Network, identifies Eglinton Avenue as part of the future transit network.

The City's transportation network will be developed to support increased transit priority over vehicles on selected corridors, including those identified on Map 5. Transit priority measures may include: reserved or dedicated lanes for transit; and, limiting or removing on-street parking during part or all of the day (Policy - 2.2.3h).

City of Toronto's Bike Plan

The City of Toronto's Bike Plan is a 10 year strategy that includes the implementation of infrastructure to create a bicycle friendly environment that encourages the future use of bicycles for everyday transportation and enjoyment. Bike lanes will be considered for inclusion along or adjacent to the entire route. In many instances, bicycle routes currently exist parallel to Eglinton Avenue, and could potentially serve as the bicycle path along the corridor.



7



CITY OF TORONTO - RELATED TRANSIT STUDIES



City/TTC Transit Studies Projects			
Spadina Subway Extension EA	Scarborough Malvern LRT	Kingston Road Transit Improvements EA	Dundas West Transit Improvements
Spadina Bus Only Lanes Transit Improvements EA	Eglinton Crosstown LRT	Waterfront East Transit EA	Ossington Street Transit Priority
St. Clair Avenue West Transit Improvements EA	St. Clair Avenue West LRT	Transit Opportunities in Regent Corridor	King Street Transit Priority
Strategic Plan for the Future of the Scarborough RT	Jane LRT	Brimley Boulevard Transit EA	
Don Mills Road LRT EA	Waterfront West Transit LRT EA	Scarborough RT Extension Future Study	
Sheppard East LRT EA	Yonge Street Surface Transit Improvements EA	Sheppard Avenue West Transit Improvements	



8



PROVINCIAL PLANNING POLICIES

The project is consistent with the policies and the objectives of the Province of Ontario:



Provincial Policy Statement

- Transportation, transit and infrastructure facilities are to be planned to meet current and projected needs, providing for an efficient, cost-efficient, reliable multi-modal transportation system that supports long-term economic prosperity.
- Public transit and other alternative modes of transportation are to be supported to improve energy efficiency and air quality.

Policies - 1.6.6.1, 1.7.1 d), and 1.8.1 b)



Growth Plan for the Greater Golden Horseshoe

- Public transit will be the first priority for transportation and major transportation investments.
- Major transit station areas and intensification corridors will be designated in official plans.
- Major transit station area and intensification corridors will be planned to ensure the viability of existing and planned transit service levels.
- Major transit stations will be planned and design to provide access from various transportation modes including pedestrians, bicycles and passenger drop-off.

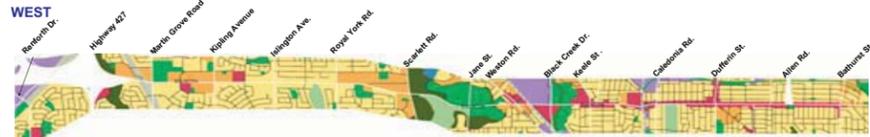
Policies - 2.2.5, 3.2.3



9



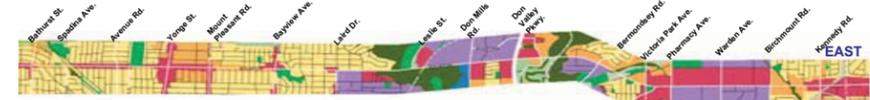
OFFICIAL PLAN LAND USE



The Official Plan for the City of Toronto identifies land uses throughout the city. This map presents the land use plan within the Eglinton Crosstown LRT Study Area. Within the Study Area are:

- 2 golf courses
- 41 parks and parkettes
- 29 elementary schools
- 11 high schools
- 2 colleges
- 3 private schools
- 9 libraries
- 3 medical institutions
- 8 community recreation centres
- 52 places of worship
- 2 heritage designated properties

LAND USE DESIGNATIONS



EXISTING TRANSIT ROUTES

Existing Transit Routes – West Service Area



Existing Transit Routes – East Service Area



EXISTING TRANSIT ROUTES

A number of bus routes provide service to the Eglinton Avenue Corridor today. Three routes directly serve all or portions of Eglinton Avenue west of the Yonge Subway, and five routes directly serve all or portions of the Avenue east of the Yonge Subway. Thirty-four routes feed the Eglinton Avenue Corridor. Below are ridership statistics for each route.

Routes On Eglinton Avenue

Route Name	No. of Customers on Typical Weekday
32 Eglinton West (all branches)	41,500
61 Avenue Rd. North	3,200
5 Avenue Rd. (both branches)	1,800
Total West All Day Ridership	46,500

Route Name	No. of Customers on Typical Weekday
54 Lawrence East (all branches)	33,300
34 Eglinton East (both branches)	29,300
100 Flemington Park (all branches)	15,500
58 Leaside (both branches)	3,500
51 Leslie	3,400
Total East All Day Ridership	82,600

Routes That Intersect Eglinton Avenue

East Corridor	Route	No. of Customers on Typical Weekday	West Corridor	Route	No. of Customers on Typical Weekday
25 Don Mills	41,523	29 Dufferin	43,548		
24 Victoria Park	22,718	35 Jane	40,731		
7 Bathurst	21,427	41 Keble	22,785		
68 Warden	18,442	45 Kipling	18,461		
43 Kennedy	14,624	63 Ossington	16,938		
17 Birchmount	10,137	37 Hurlingham	18,241		
70 O'Connor	7,960	47 Lansdowne	14,078		
11 Bloorville	7,808	89 Weston	12,987		
91 Woodbine	4,949	73 Royal York	8,850		
87 Pharmacy	4,537	48 Martin Grove	8,009		
113 Denison Rd.	4,183	112 West Mall	7,993		
97 Yonge	3,806	191 Hwy. 27 Rocket	7,630		
14 Glencairn	1,764	79 Scarboro Rd.	7,382		
103 Mt. Pleasant North	1,381	Vanhoop	6,190		
74 Mt. Pleasant	866	East Mall	6,057		
144 Don Valley Exp.	573	Ramsay	3,815		
162 Avenue Rd. Exor.	168	Brimley	2,247		
Total All Day Ridership Crossing East Corridor	164,968	Total All Day Ridership Crossing West Corridor	244,490		

WHY LRT?

AN EVALUATION OF ALTERNATIVE TRANSIT TECHNOLOGIES

Three alternative transit technologies are potential candidates for providing improved transit service along Eglinton Avenue: Subway/SRT; LRT; and, Bus Rapid Transit (BRT). This panel provides a brief explanation and general description of each technology. The following panel shows the application of each technology related to the number of passengers carried, with a brief explanation as to why LRT is preferred.

Alternative Technologies	Highlights of Alternative Technologies
Subway / Rapid Transit Technology (SRT)	<ul style="list-style-type: none"> • Electric powered rail vehicles • Fully exclusive right-of-way • No influence from other traffic • Carries very high volumes of people
Light Rail Transit (LRT)	<ul style="list-style-type: none"> • Electric powered rail vehicles • Partially exclusive right-of-way (dedicated lanes) • Traffic crossings at signalized intersections • Carries medium to high volumes of people
Bus Rapid Transit (BRT)	<ul style="list-style-type: none"> • Diesel or hybrid powered buses • Partially exclusive right-of-way (dedicated lanes) • Traffic crossings at signalized intersections • Carries medium volumes of people



SCREENING OF ALTERNATIVE TRANSIT TECHNOLOGIES

Transit Rights-of-Way and Technologies



The ridership forecast for the year 2031 at the location with the highest demand in this corridor is 5,400 passengers per hour in one direction.

The forecast travel demand falls below the minimum 10,000 people per hour required to support the massive capital investment of a subway. It also falls below the minimum 8,000 people per hour required to support the capital investment of a SRT.

The forecast travel demand falls within the upper range for Bus/BRT; however, this technology has limited ability to serve any potential ridership increase in the corridor above the forecast.

As such Bus/BRT, SRT and Subway/GO were not carried forward as transit technologies.

RECOMMENDATION

TYPICAL MODERN LRT VEHICLES



AMSTERDAM, NETHERLANDS



STOCKHOLM, SWEDEN



MONTPELLIER, FRANCE



STRASBOURG, FRANCE

The TTC recently released a Request for Proposals for the design and supply of a new Light Rail Vehicle for Toronto.

The LRT vehicles used on Eglinton Crosstown Corridor will be:

- Larger capacity - about twice as long as standard streetcars in Toronto
- Fully accessible - low-floor vehicles with level loading from on-street platforms
- Have loading on all doors - significantly reduces the time spent serving stops
- Have operator cabs at both ends - the vehicle can operate in either direction and not require a loop to turn around
- Have a modern "European-style" design - some examples are shown

CHARACTERISTICS OF LRT TECHNOLOGY

Light Rail Transit (LRT)

Comfort:	Quiet ride
Air Quality:	No emissions on the street
Capacity:	The new Light Rail Vehicles that will be designed for the TTC will comfortably carry an average of 130 people. A peak point demand of 5,400 people per hour would require a vehicle every 1 minute, 30 seconds. This frequency would likely be difficult to operate and avoid vehicle 'bunching'. Therefore, when approaching this demand, the Light Rail Vehicles would be 'coupled' together and operated in trains so that the time between vehicles is every 3-4 minutes, which makes for a more manageable operation.
Land Use:	Preferred with respect to helping to create transit-oriented development in the corridor.

A recent study by the Region of Waterloo concluded:

"Rail transit ... is recognized to be a planning tool that can support and encourage the development of more sustainable land use patterns. LRT, like subways, has been shown to influence land development in part because, being tied to tracks it is both distinct and perceived to be permanent".

STATION AND STOP LOCATIONS

Access to the Eglinton Crosstown LRT will be by means of stops located at key intersections on the surface sections of the corridor (similar to the stops on the Spadina Streetcar line, for example) and at stations located in the underground section of the corridor (similar to an existing subway station).

LRT stations and stop locations are selected based on the right balance between good local access and speed of the service. Closely spaced stops provide excellent local access, but speed of the service will suffer if stops are spaced too closely. Higher speeds are desirable for longer distance travel, but access to specific locations between stations and stops becomes less convenient. Examples of average stop spacing versus route speed on selected existing TTC services include:

Example	Stop Spacing	Route Speed
510 Spadina Streetcar	280 metres	14 kph
34 Eglinton East Bus Route	299 metres	16 kph
32 Eglinton West Bus Route	317 metres	18 kph
Bloor-Danforth Subway	875 metres	32 kph

STATION AND STOP LOCATIONS

For the Eglinton Crosstown LRT, station and stop locations will be located where current TTC services (buses and subways) intersect Eglinton Avenue in order to provide convenient passenger connections between those services and the LRT. Additional considerations include access to existing neighbourhoods and commercial areas, as well as access to future developments. The results of the station and stop location process are depicted on the following panels.

On average, the surface stops are located about 500-600 metres apart. This average distance is a good compromise between the desire to provide higher travel speeds and maintain access to business and residences on Eglinton Avenue.

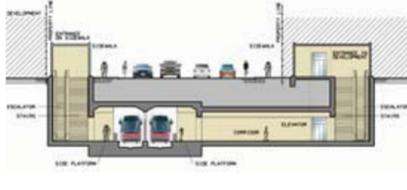
While the distance between underground stations is longer than the distance between surface stops, the resulting longer walk is an acceptable compromise between access, increased reliability, and cost.



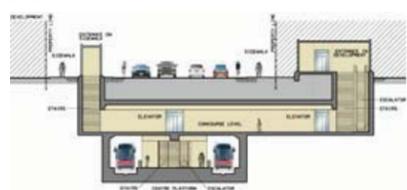
TYPICAL STATIONS AND STOPS



Typical Surface Stop
Cross Section



Typical Underground Shallow Station
Cross Section

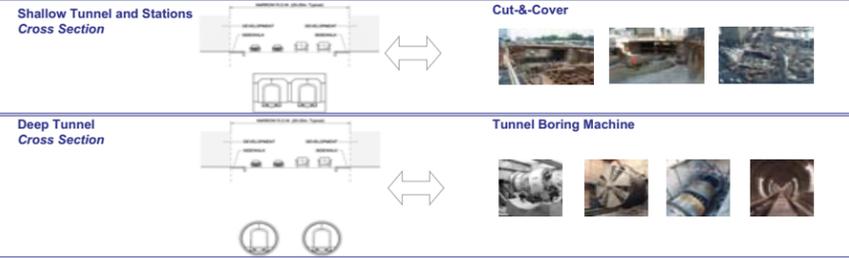


Typical Underground Deep Station
Cross Section

POTENTIAL CONSTRUCTION METHODS FOR UNDERGROUND SECTION

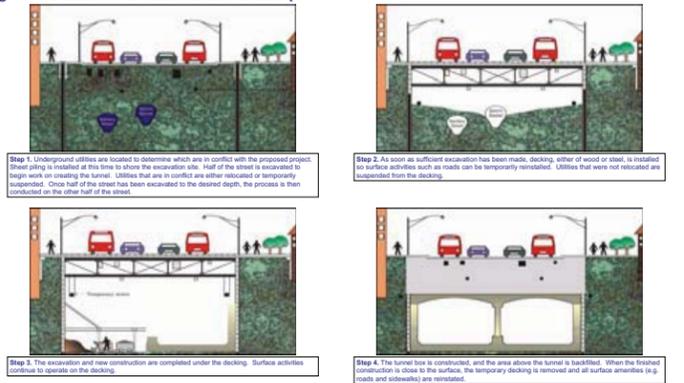
An underground alignment has been proposed from Keele Street to Leslie Street, primarily due to right-of-way width constraints. This segment has a 20-25 m right-of-way which would not permit development of an LRT at surface while maintaining two lanes of traffic in each direction.

A deep tunnel alignment is being considered for most of the underground segment. A shallow tunnel alignment is also being considered in select locations and at stations. A deep tunnel would be constructed using a tunnel boring machine (TBM). Most of the TBM construction activities will occur underground with minimal disruption on the surface. A shallow tunnel and stations would be constructed by the cut-and-cover method involving open excavation at ground level.



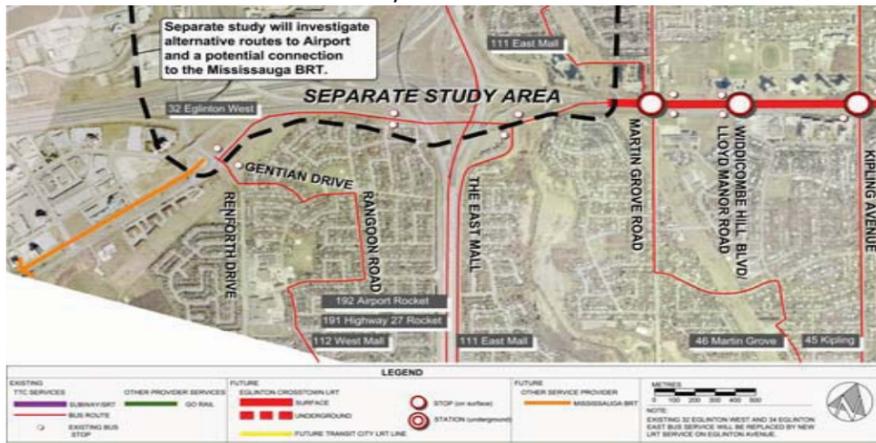
CUT AND COVER CONSTRUCTION

The following graphics depict the general sequence of events during the process of building an underground transit facility using the cut and cover construction technique.



STATION / STOP LOCATIONS

1 of 7 Airport Area to Kipling Ave



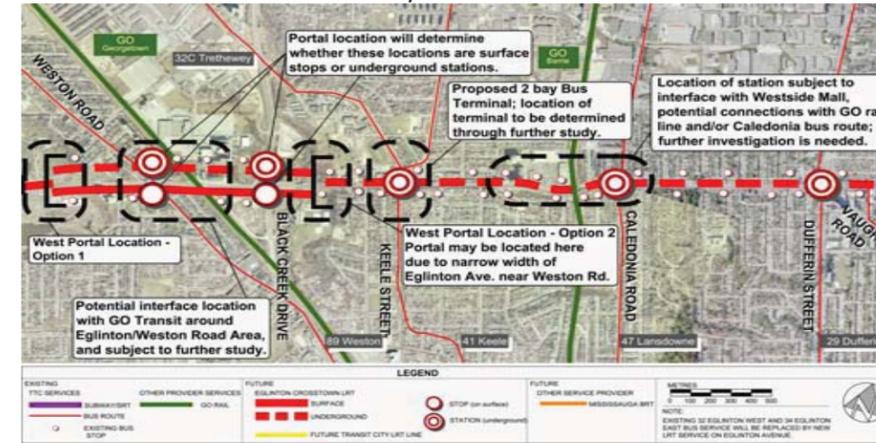
STATION / STOP LOCATIONS

2 of 7 Wincott Dr/Bernersde Dr to Jane St



STATION / STOP LOCATIONS

3 of 7 Weston Rd to Dufferin St



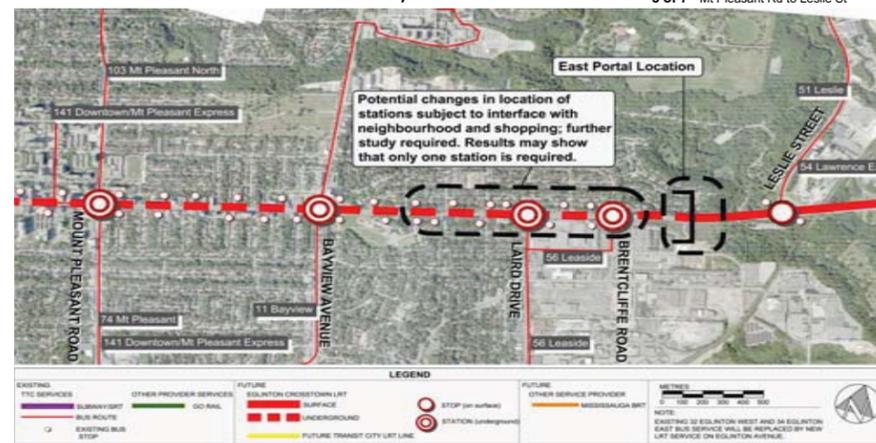
STATION / STOP LOCATIONS

4 of 7 Oakwood Ave to Yonge St



STATION / STOP LOCATIONS

5 of 7 Mt Pleasant Rd to Leslie St



STATION / STOP LOCATIONS

6 of 7 Don Mills Rd to Pharmacy Ave





NEXT STEPS

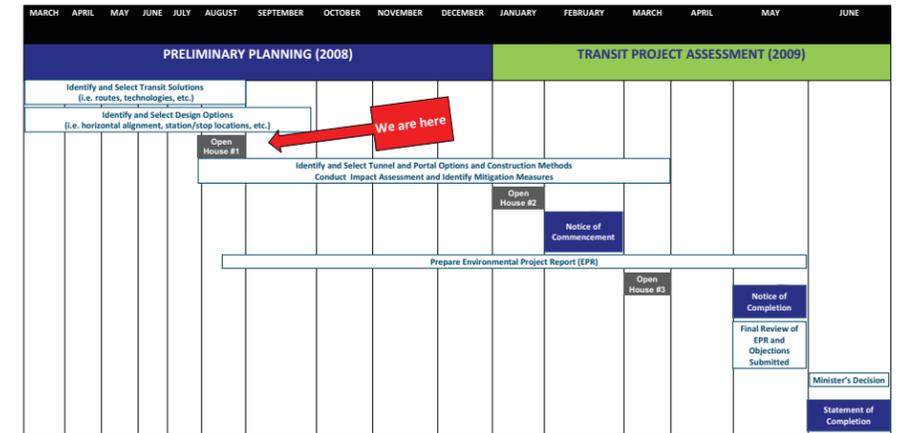
This Open House is one of three open houses planned for the Eglinton Crosstown LRT. In the next few months we plan to:

- Review and respond to input received during the first round of consultation
- Evaluate underground options, preliminary construction methods and portal locations. Factors to be considered include cost, constructability, and potential effects on the community
- Confirm or refine station/stop locations and identify bus terminal locations
- Commence preparation of design concepts of typical LRT station and stop design and identify locations of potential turning restrictions (surface sections only)
- Determine interfaces with existing subway and proposed Transit City LRT lines
- Assess impacts and identify mitigation measures
- Identify preferred route between Martin Grove Road and Lester B. Pearson International Airport

Information resulting from this work will be presented at Open House #2. Please watch for notices of Open House #2 throughout the coming months.

Stay informed and involved.

STUDY SCHEDULE AND TRANSIT PROJECT ASSESSMENT PROCESS



FREEDOM OF INFORMATION AND 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 ways** to submit your comments:

1. Please hand in your comment form before you leave
2. E-mail: eglingtontransit@toronto.ca
3. Phone: 416-338-1066 (24/7 Comment Line)
TTY: 416-397-0831
4. Fax: 416-392-2974
5. By Mail:
Eglinton Crosstown LRT Public Consultation
Metro Hall, 19th Floor
55 John Street,
Toronto, Ontario, M5V 3C6

Comments would be appreciated by September 30, 2008.

Thank you for your participation.

