EGLINTON WEST

Eglinton West LRT

Community Working Group Meeting

March 7, 2018

TORONTO METROLINX

Community Working Group

- Staff are open to discuss any topics or ideas related to the Eglinton West LRT

- All dialogue is to be respectful of other CWG members and staff

The Community Working Group **will**……

- Provide insight and clarity into the planning process and an opportunity for community members to develop a better understanding of technical information

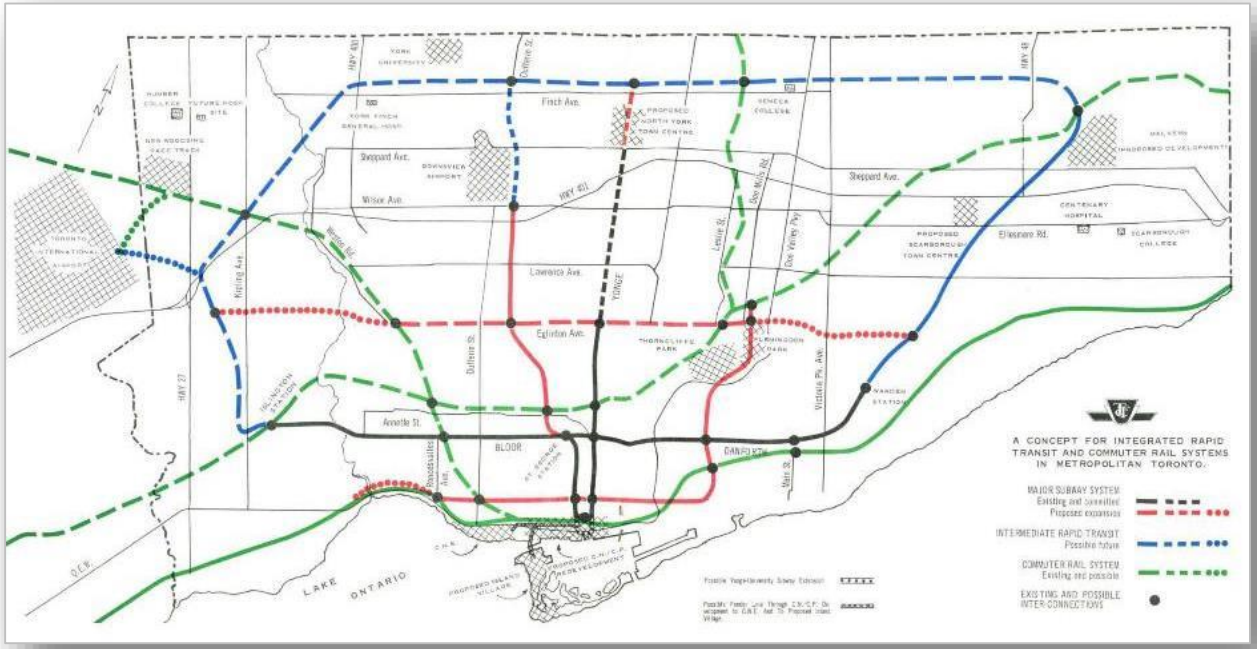
- Gather local community input on technical planning and design work and allow an opportunity to provide feedback and ask questions about the LRT project

The Community Working Group **will not**…….

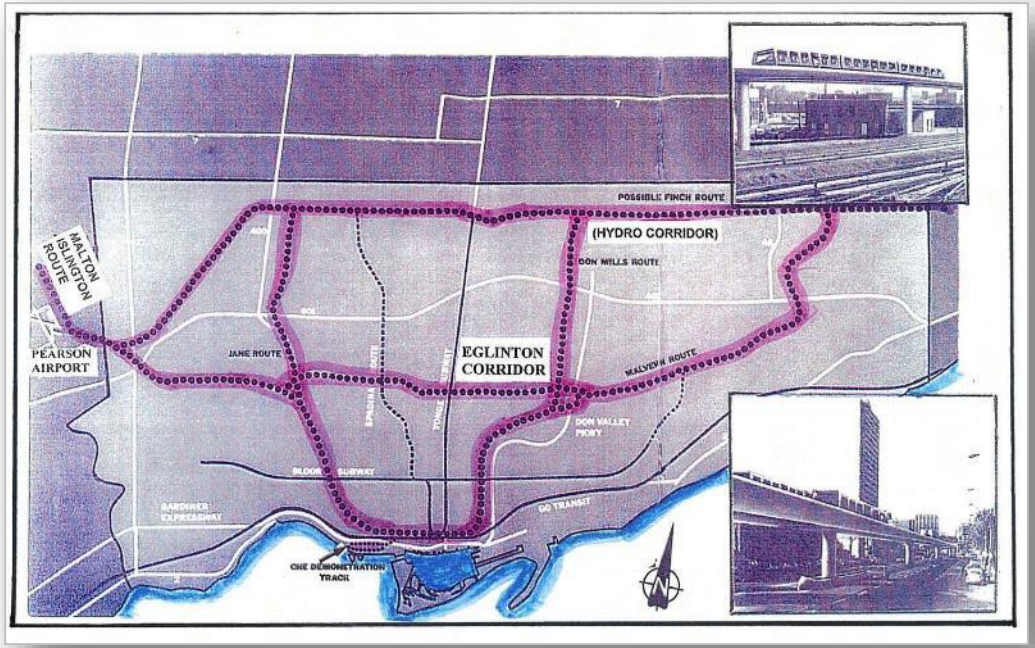
- Be a political forum
- Change past council direction
- Change the outcomes from previous reports and analysis

History of the Eglinton West LRT

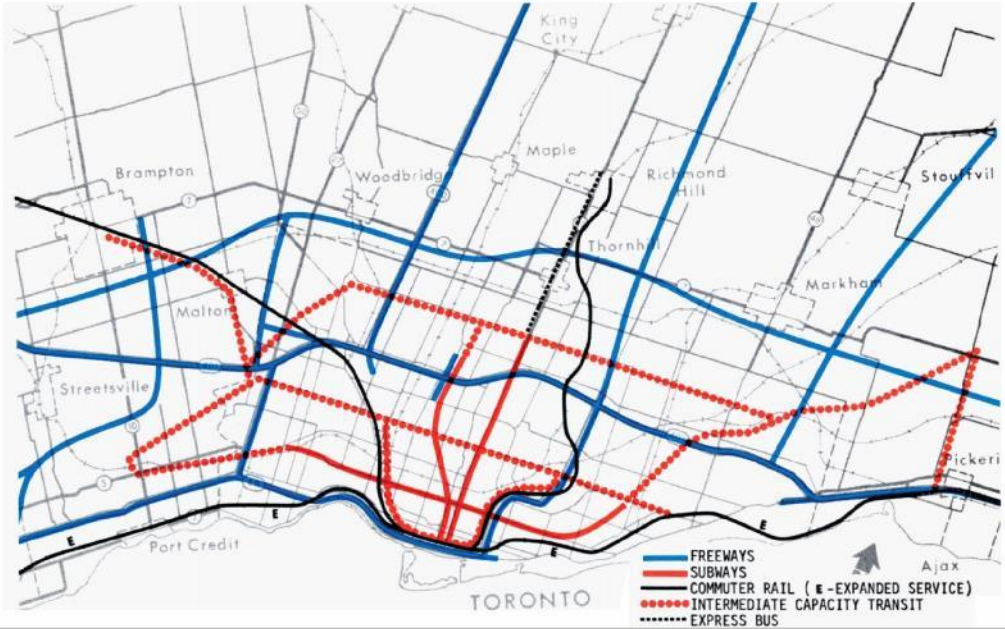
1969 Integrated Rapid Transit and Commuter Rail



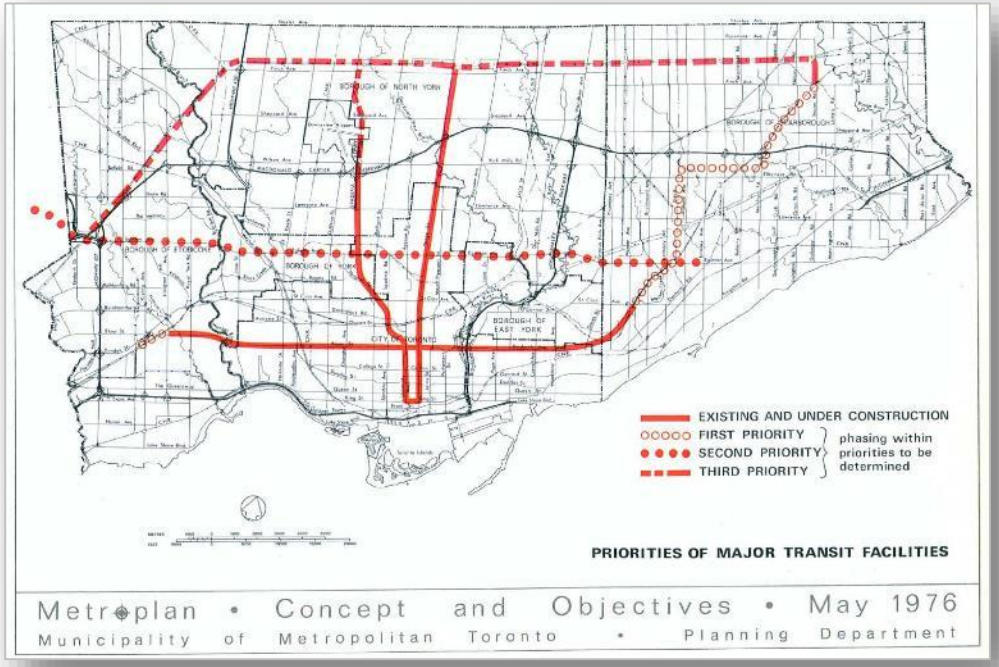
1972 GO-URBAN Automated Light Rapid Transit for Ontario



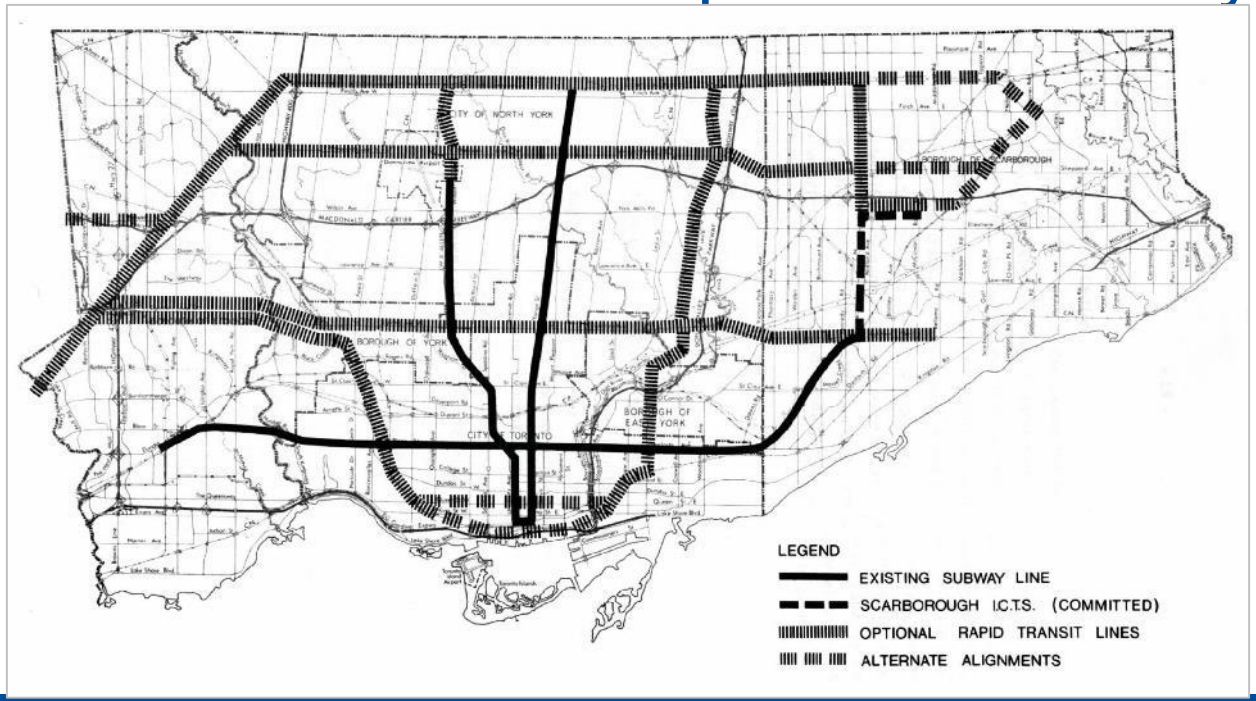
1975 Metro Toronto Transportation Plan Review



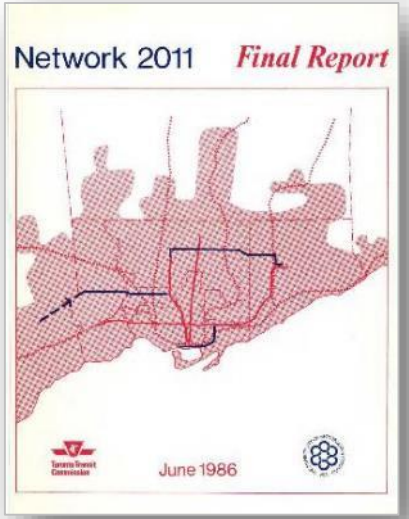
1976 Metroplan – Concept and Objectives

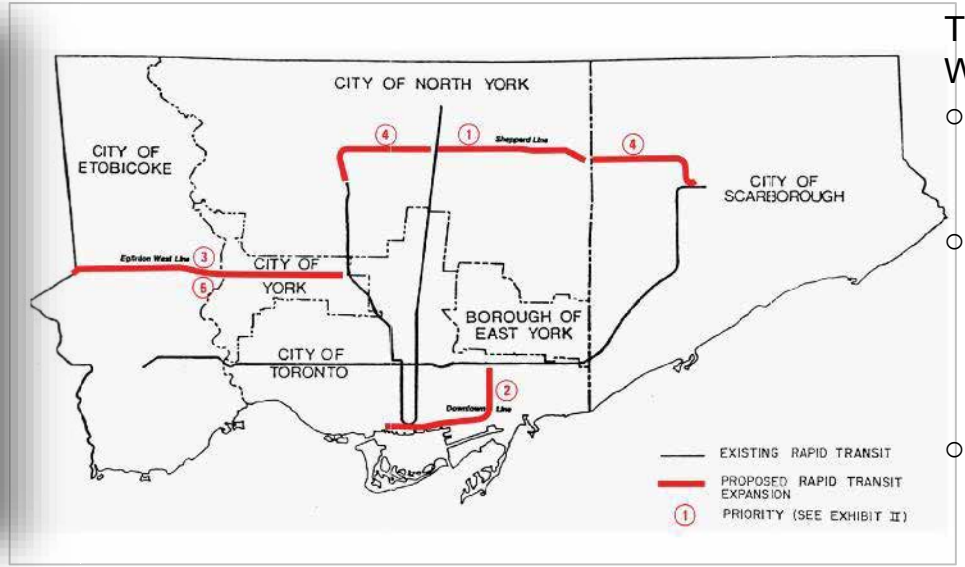


1983 Accelerated Rapid Transit Study



1986 Network 2011

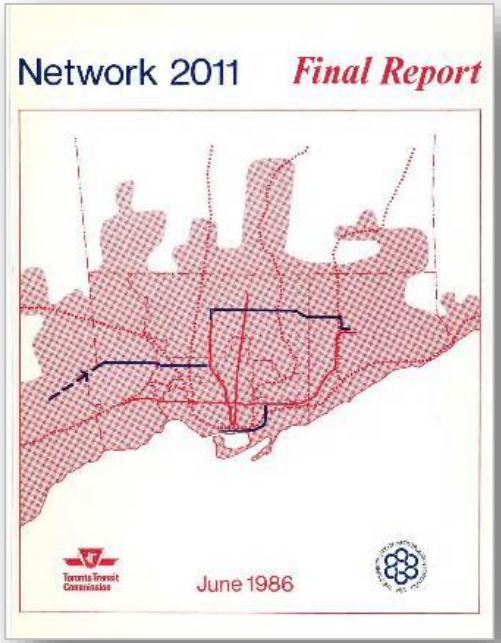




The key argument *for* Eglinton West Rapid Transit:

- provide relief to the Bloor Subway when capacity is reached;
- provide a transit bridge across the City boundary to accommodate the 65% - 70% of trips that are not centrally oriented
- respond to a need to improve transit capacity at the City boundary in lieu of increased road capacity.

1986 Network 2011



Recommended

- **Bus Rapid Transit** extending west from Black Creek terminal to connect with a Mississauga Busway along Highway 403.
- Light Rail Transit (LRT) Line would run between Eglinton West Station to Black Creek Drive.

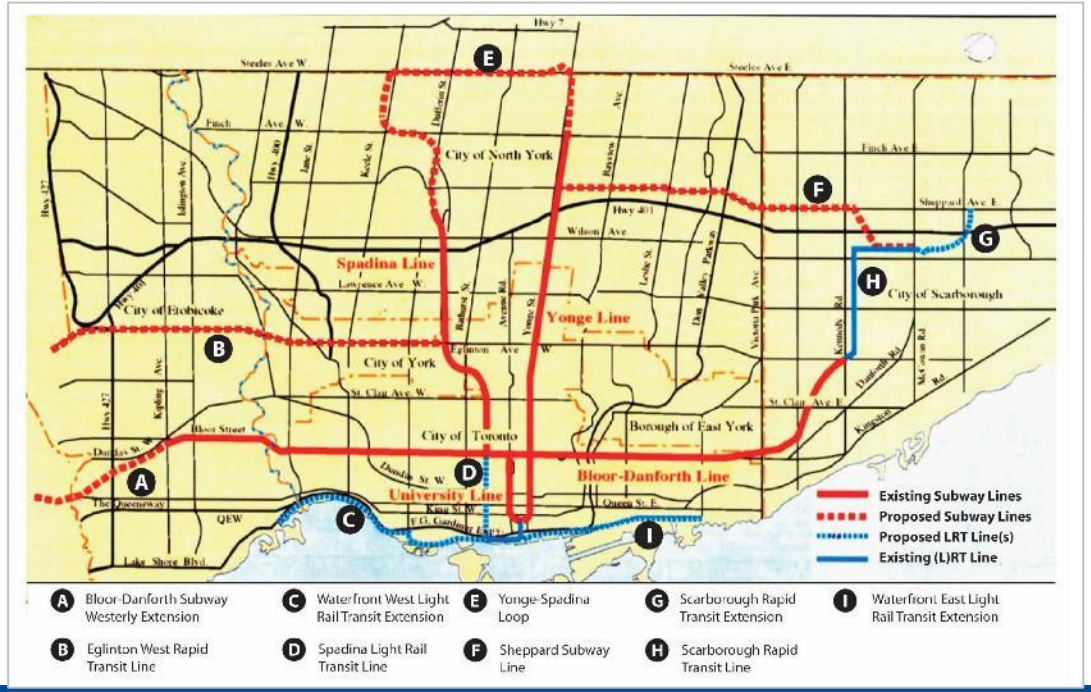
In addition to:

- implementation of road improvements;
- implementation of incremental improvements to the GO rail services;
- introduction of fare and service integration among GO/TTC/Miway and Brampton Transit;
- initiation of an ongoing review process to be co-ordinated with the Network 2011 five year reviews.

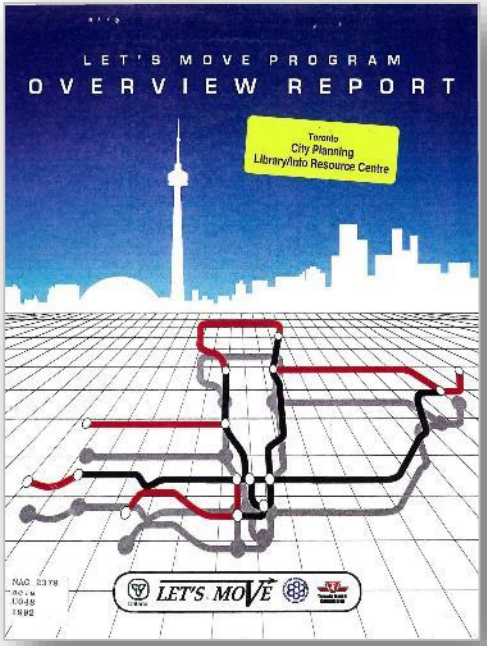
1990 Let's Move

Identified:

Eglinton West portion as Subway line from the Spadina subway west to the Mississauga Busway



1992 Let's Move Overview Report



Evaluated:

Rapid Transit lines across the Region, including along Eglinton Corridor

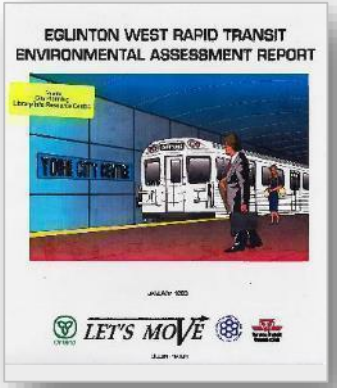
Recommended:

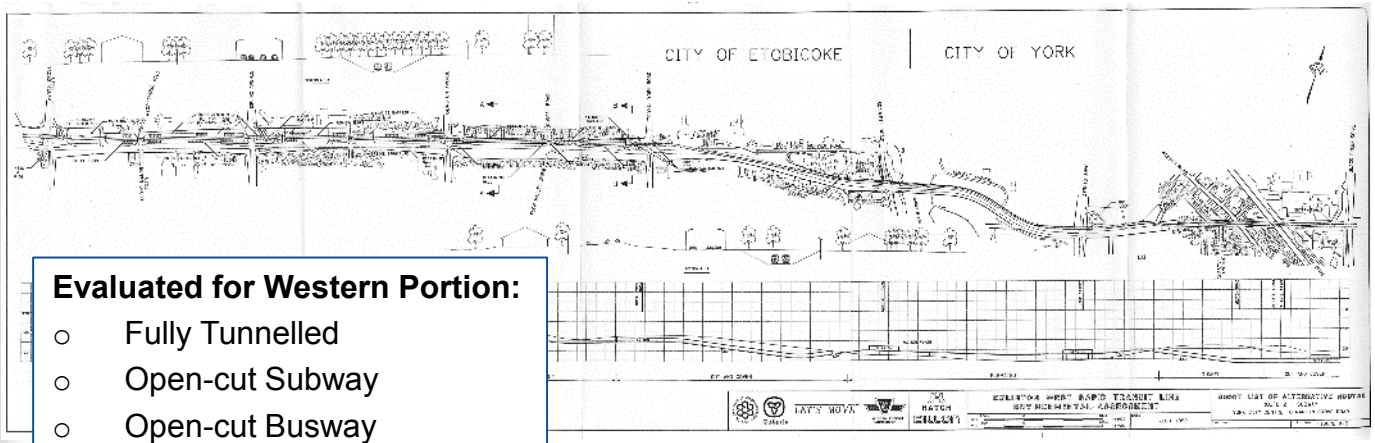
- Build an Eglinton West rapid transit line from the Spadina subway west to the Busway (Miway)

NOTE:

- No technologies or details were identified

1993 Let's Move EA

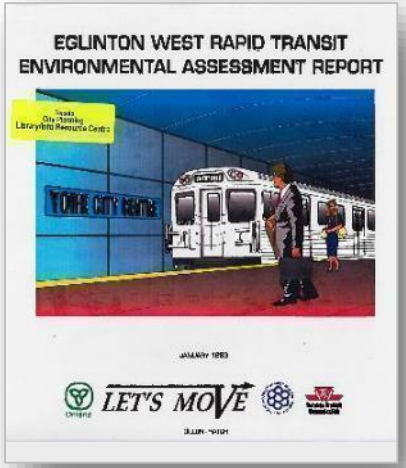


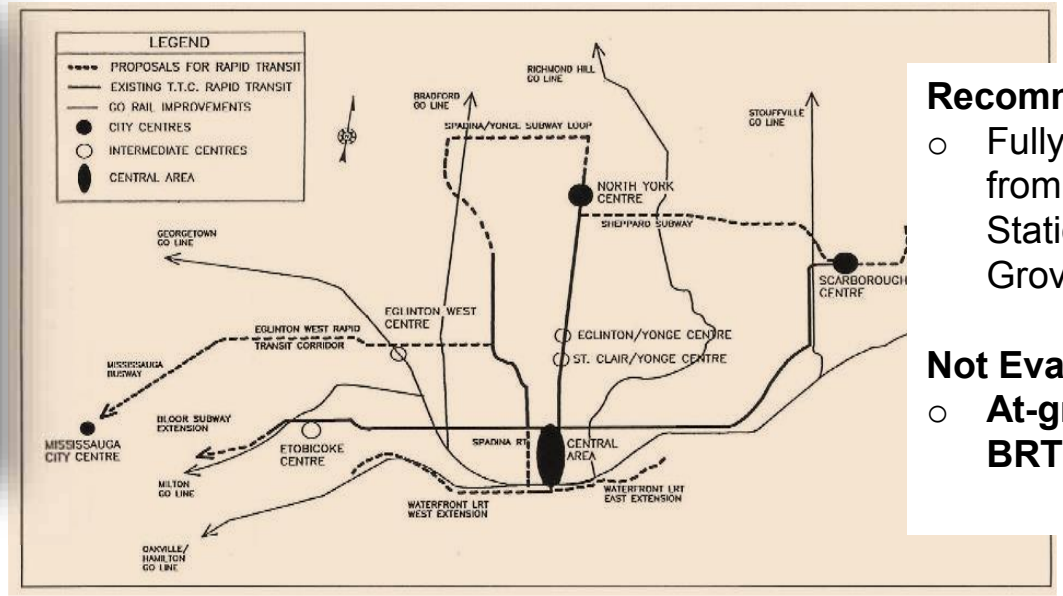


Evaluated for Western Portion:

- Fully Tunnelled
- Open-cut Subway
- Open-cut Busway
- Elevated LRT
- Hybrid Option
  - combination of elevated or open cut, and/or underground

1993 Let's Move EA





Recommended:

- Fully Tunnelled from Eglinton West Station to Martin Grove

Not Evaluated:

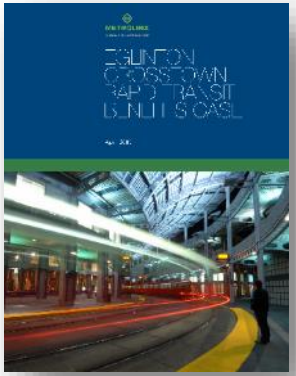
- **At-grade LRT or BRT options**

2007 Transit City Plan

Proposed the **Eglinton Crosstown Project**:

- from Kennedy Station to Martin Grove Road, and into the Airport

2009 Eglinton Crosstown Rapid Transit Business Case



Option 1 – Segregated LRT

- **Western Section**: In the 8-km section from Keele Street to Martin Grove Road, the LRT will run on the surface in its own right-of-way with signal priority at intersections.

Option 2 – LRT Plus

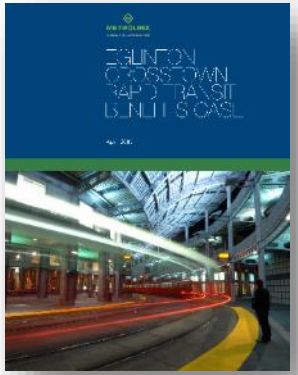
- Similar to Option 1 – but with a tunneled portioned that would travel from the east and come to grade just west of Jane Street

Option 3 – Fully Segregated LRT/ALRT

- **Western Section**: These sections will be fully grade-separated to allow the operation of transit at higher speeds, capacity and reliability. This will be achieved with above-grade or trenched sections in areas such as the never-realized Richview Expressway between Keele Street and Martin Grove Road.
- For the purpose of this assessment, it is assumed that an ALRT system similar to Canada Line in Vancouver is implemented.

Airport Section: The alignment was undetermined from Martin Grove Road into the airport. For the purposes of evaluation, the section was assumed tunnelled.

2009 Eglinton Crosstown Rapid Transit Business Case



Key Inputs:

- Traffic and Transit Modelling (Travel Time Savings)
- Ridership Modelling (Transit Ridership Forecasts)
- Vehicles Km Travelled Savings
- Qualitative User Benefits

Recommended:

- Western Segment: At-Grade LRT – in dedicated ROW

2010 Crosstown Approved EA

Evaluated

Option 1. Fully Exclusive Right-of-Way:

- Subway/Rapid Transit or LRT Technology – Rail vehicles that operate on a fully exclusive right-of-way – such as a subway, the elevated Scarborough Rapid Transit (SRT) line or LRT vehicles coupled into trains.

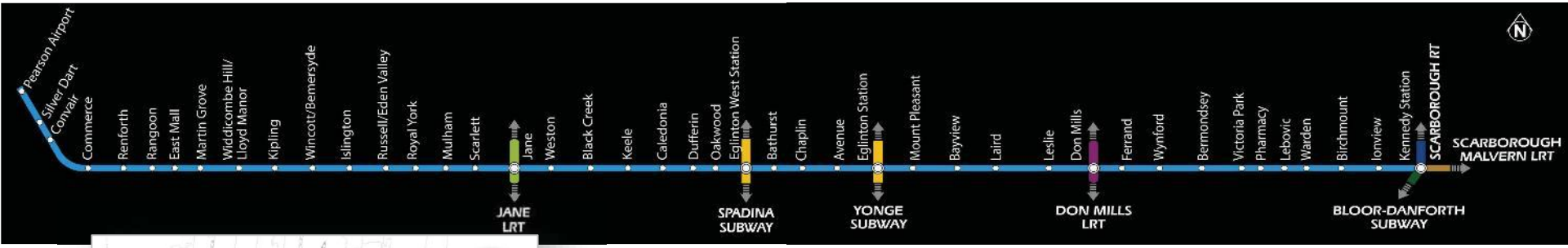
Option 2. Light Rail Transit (LRT)

- Surface LRT that operate on an exclusive right-of-way (reserved lanes) with traffic crossings at signalized intersections.

Option 3. Bus Rapid Transit (BRT)

- Buses that operate on an exclusive right-of-way (reserved lanes) with traffic crossings at signalized intersections.

2010 Eglinton Crosstown Approved EA



Recommended:

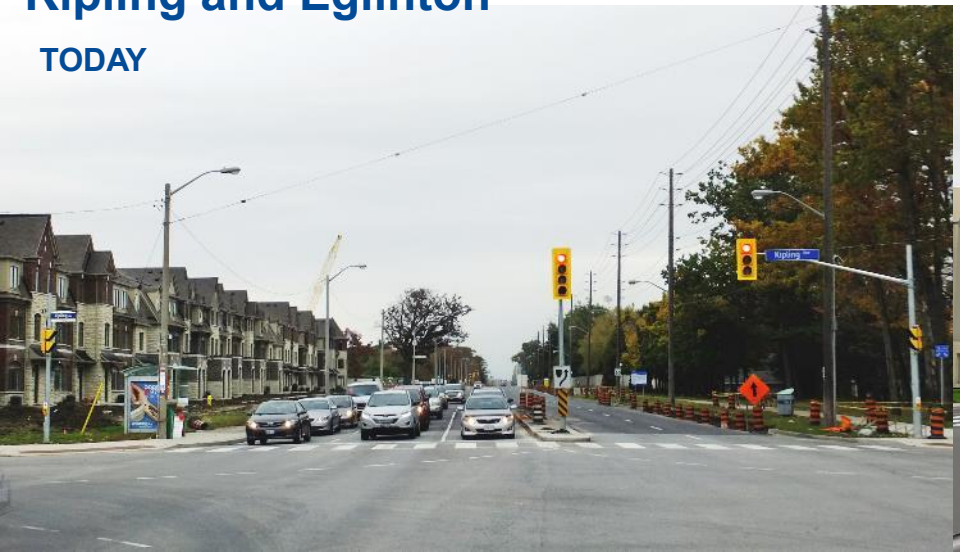
- **Light Rail Transit (LRT)**
- due to cost effectiveness and capacity requirements
- operates on an exclusive right-of-way (reserved lanes) with traffic crossings at signalized intersections

EA Approved = At-Grade LRT

- The LRT would operate in a dedicated lane in the middle of the roadway or right-of-way (ROW)
- This would include 4 lanes of traffic – 2 in each direction. (All current lanes of traffic will continue to operate)

Kipling and Eglinton

TODAY



FUTURE with At-Grade LRT

Artist's Concept

2013 Addendum and Phasing

Eglinton Crosstown LRT EA Addendum

Focused on area between Jane Street and Keelesdale Park for:

- Grade-separated segment of LRT with an underground station at Mt. Dennis
- Connection to Maintenance and Storage Facility, UP Express and GO
- Bus terminal and passenger pick-up/drop-off

Project made into 2 phases

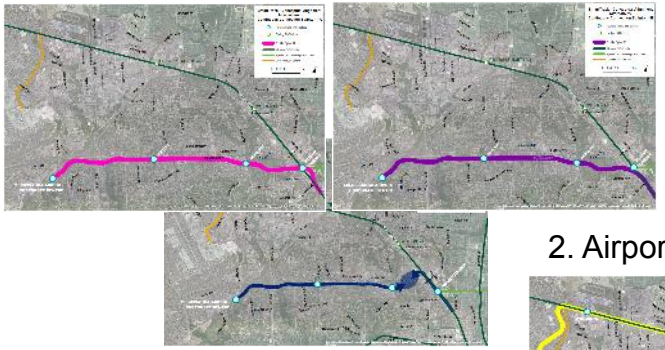
- **Phase 1** – Eglinton Crosstown section from Mt Dennis to Kennedy - Currently under construction
- **Phase 2** – Mt Dennis to the Airport - Deferred for funding

2016 SmartTrack: Western Corridor Feasibility Review

Three “families” of corridor options are being assessed for feasibility:

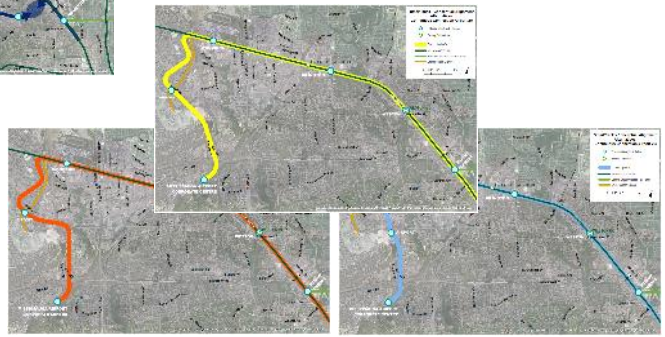
1. A continuous heavy rail spur line from the Kitchener GO corridor via Eglinton Avenue West
2. A continuous heavy rail spur line diverging from the existing GO corridor in the vicinity of Highway 27, into the airport and south to the Mississauga Airport Corporate Centre
3. A separate heavy rail corridor along Eglinton Avenue West with a transfer at Mt Dennis

1. Eglinton Corridor

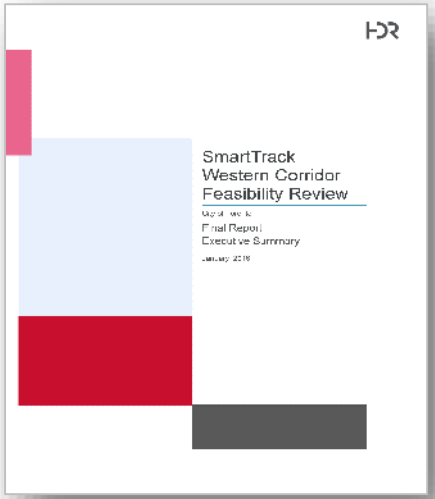


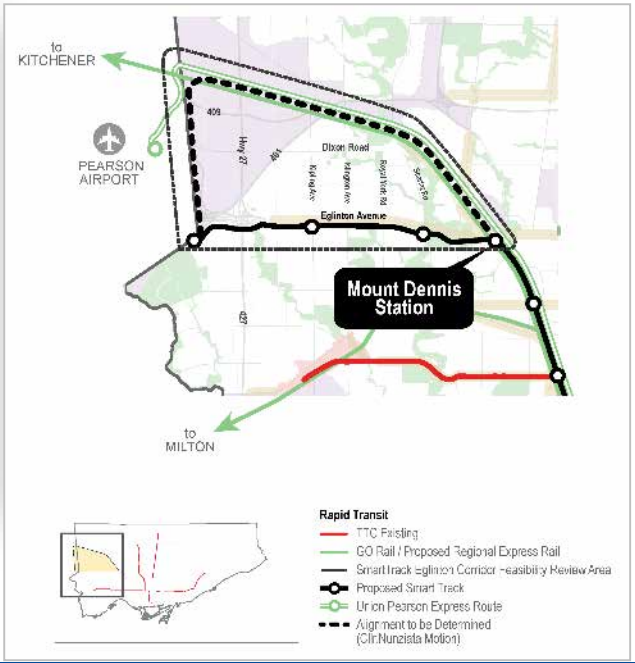
3. Eglinton Corridor Transfer

2. Airport Corridor Options



2016 SmartTrack: Western Corridor Feasibility Review

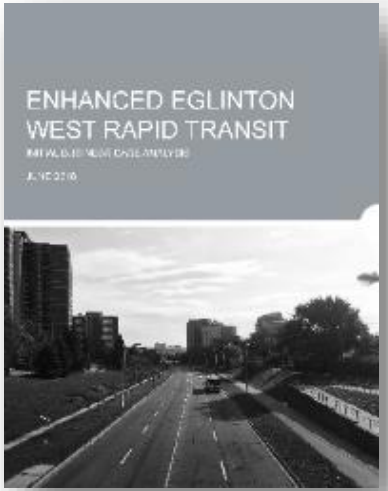




Conclusions:

- Heavy rail presents lower projected ridership, has significant community impacts and would have significantly higher costs (between 2.5 to 5 times) as the semi-exclusive at-grade light rail
- Planned LRT (Crosstown) could be optimized to improve travel times and address some traffic impacts - requires further analysis

2016 Enhanced Eglinton West Rapid Transit (IBC)



At-Grade LRT

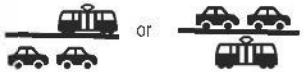
1. **17 stops** (14 on Eglinton) Approved EA option
   Designed for local access
2. **11 stops** (8 on Eglinton)
   Designed to balance speed and access
3. **6 stops** (3 on Eglinton)
   Designed for higher speed and longer trips

+ Potential Targeted Grade Separations

At-Grade LRT, with Grade Separations at Arterials

4. **6 stops** (3 on Eglinton)
   Designed to avoid intersection delay

Fully Grade Separated LRT



5. **6 stops** (3 on Eglinton)
   Designed for maximal speed and longer trips

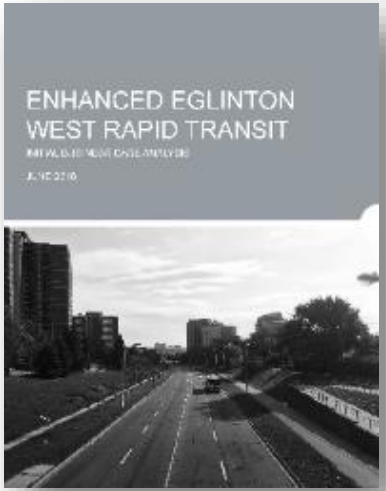
At-Grade BRT

6. **17 stops** (14 on Eglinton)
   Designed for local access

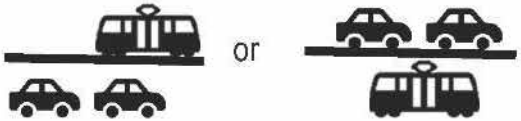
Key Inputs:

- Regional Network Considerations
- Ridership Modelling (Transit Ridership Forecasts)
- Traffic and Transit Modelling (Travel Time Savings)
- Qualitative User Benefits/Community Impacts

2016 Enhanced Eglinton West Rapid Transit (IBC)



Fully Grade Separated LRT



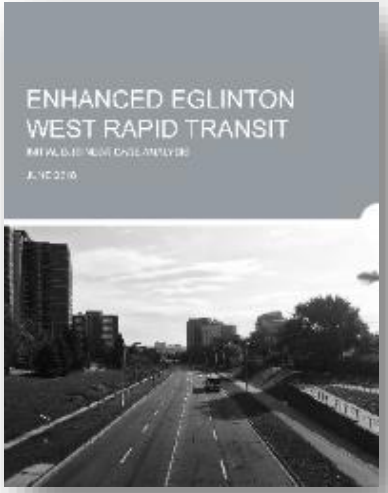
5 **6 stops** (3 on Eglinton)

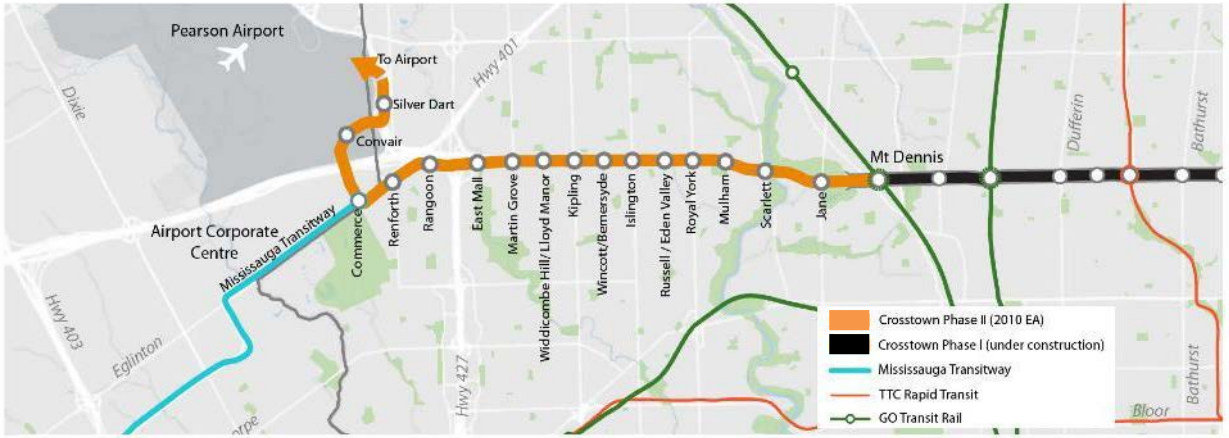
Designed for maximal speed and longer trips

Key Finding:

- Some benefit for riders taking longer trips shown, **due to LRT design with few stops for maximum speed**
- Local community was not well-served by this option due to minimal stops
- High cost was prohibitive

2016 Enhanced Eglinton West Rapid Transit (IBC)

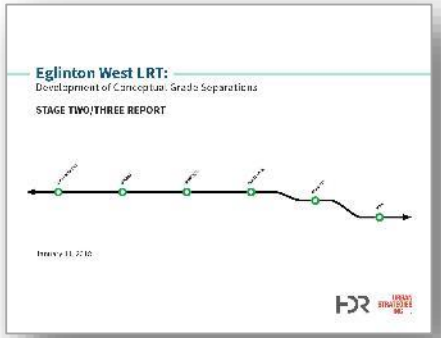


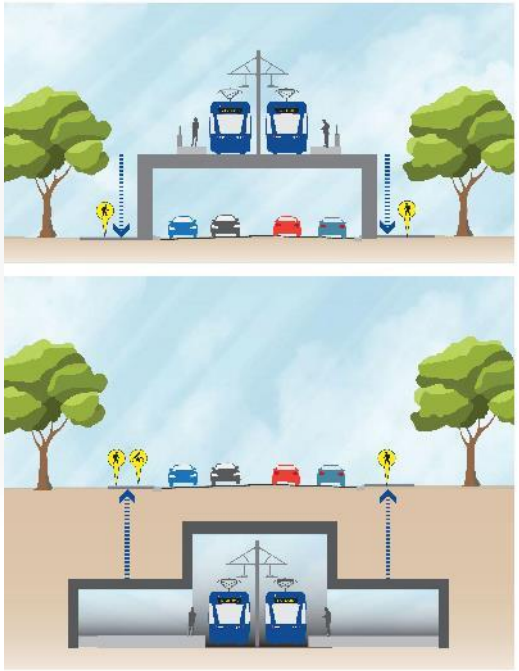


Conclusion:

- Targeted grade separations at select locations **may** provide benefits
- **Light Rail Transit (LRT) Carried Forward** – as it fills gap in regional rapid transit network and improves transit for Etobicoke residents

2017 Development of Conceptual Grade Separations





Reviewed 6 Grade Separations at key locations:

- Jane Street
- Scarlett Avenue
- Royal York Road
- Islington Avenue
- Kipling Avenue
- Martin Grove Road

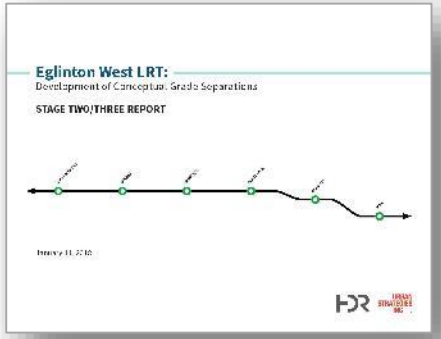
Key Inputs:

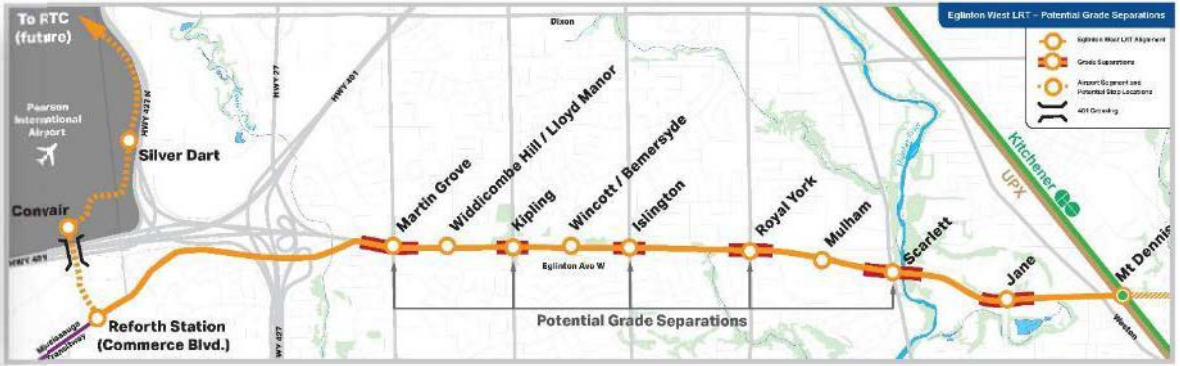
- Corridor Traffic Modelling (travel-time benefits)
- Class D costs estimates of new infrastructure
- Community Benefits (using RTEF)

2017 Development of Conceptual Grade Separations

Conclusions:

- Targeted grade separations at select locations **did not show significant benefit in comparison to costs**





November 2017 Consultations
(online and in person)

What We Heard

The community isn't being listened to. We want underground transit!

I want transit that is reliable, safe and enjoyable

Traffic in the area is already very congested and slow moving. Will the LRT increase or decrease road congestion?

The LRT is cost-effective plan for adding more travel options to the area.

The negative impact on automobile traffic will outweigh the smaller benefits the LRT brings to transit rider looking to travel outside the community.

There are lots of seniors in the area that would benefit from the LRT

When will the LRT be operational? How long will construction take?

The LRT would give me the option of taking transit all the way to work (I work at a Mississauga transit-way stop on Eglinton--the Eglinton West LRT is the missing link to me being able to efficiently take transit to work).

How will my property be impacted?

I do not support underground LRT if that means fewer stops

Faster commute = more family time.

Easier and better access to Downtown and the Airport without using my vehicle!

Is there enough space for the LRT?

COUNCIL DIRECTION

December 2010

- Approve of the Eglinton Crosstown Light Rail Transit (LRT) Project Assessment Study and authorization of the submission of the Environmental Project Report (EPR) to the Ministry of the Environment (MOE)

March 2016

- Remove heavy–rail options from consideration and review EA approved Eglinton LRT
- Undertake comprehensive review of planning framework

July 2016

- Refine the project concept (8-12 stops and up to five grade separations)
- Explore options for extending to Pearson Airport
- Examine opportunities for providing commuter parking

COUNCIL DIRECTION

November 2016

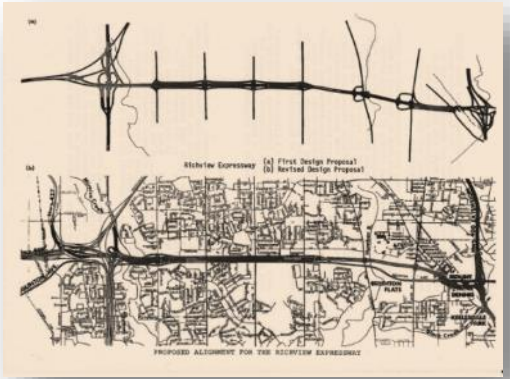
- Approved funding for planning and design through to procurement for the Toronto Segment
- Agreed in principle to fund 100% of the costs for capital construction for the Toronto Segment
- Request Mississauga and GTAA confirm interest in LRT extension

December 2017

- Approval of ten (10) stop locations located at Commerce Blvd., Martin Grove, Widdicombe Hill/Lloyd Manor, Kipling, Wincott/Bemersyde, Islington, Royal York, Scarlett and Jane.
  - Where possible, protect for future stop platforms at stop locations not included.
- Form a working group of community stakeholders in consultation with local councillors, to investigate further grade separation and/or tunnelling options, as well as to further develop traffic modelling and an enhanced framework that places additional consideration on local community interest.

Martin Grove + Eglinton Study

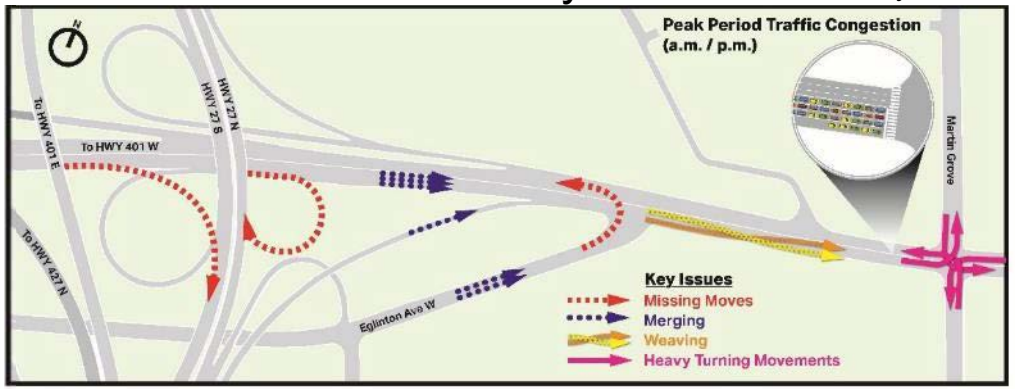
1971



Source: *http://www.gettorontomoving.ca/richview-expressway.html*

Today

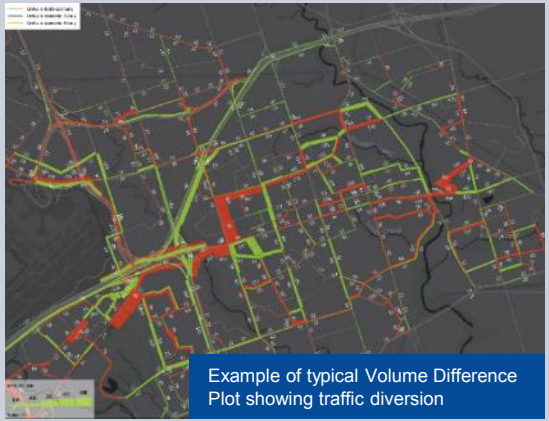
Key issues



Area Constraints	Opportunities
• Hwy 427 / Hwy 27 / Martin Grove area designed as highway interchange • Missing links in the road network • Operational problems • Physical features: Hydro corridors, gas mains, Mimico Creek	• Simplified, more connected road network • Intersection capacity improvements • New/improved highway connections or ramps • Transit links • Short-term and Long Traffic management techniques

Enhanced Traffic Model and Analysis

Traffic Infiltration

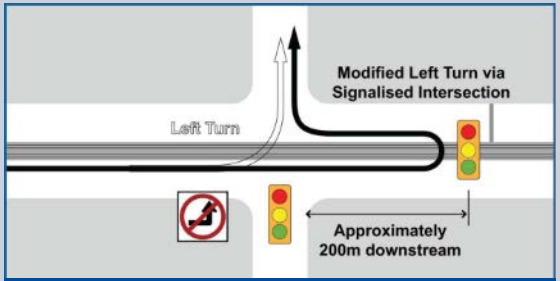


Example of typical Volume Difference Plot showing traffic diversion

This work will help identify any impact the LRT has on traffic diversion or infiltration into the surrounding neighborhoods.

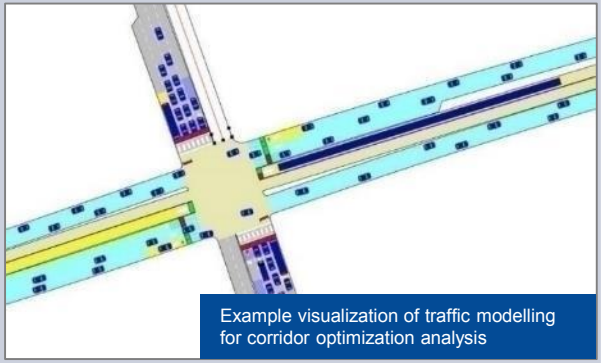
Left-Turn Analysis

We are exploring other options for left-turns that may address any traffic concerns or issues. This includes the review of the Left-Turn options introduced during the EA. When complete, we will seek community input.



Modified Left-Turns?
Instead of turning left at the intersection – a vehicle would travel through the intersection, then take u-turn, and then take a right to complete the turning movement

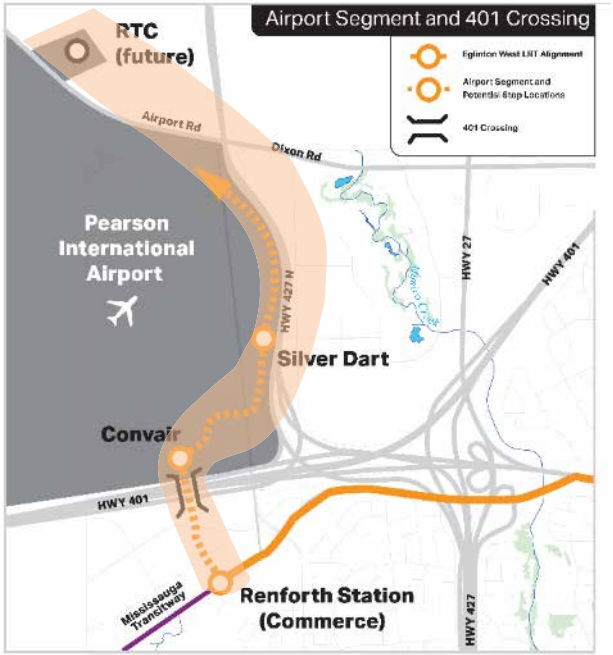
Traffic Optimization



Example visualization of traffic modelling for corridor optimization analysis

The Eglinton corridor will be reviewed to ensure that signals and traffic configurations allow for the best conditions possible for both auto and LRT users.

Airport Segment Study



We are currently working to recommend the alignment for the Airport Segment of the LRT to connect from the Mississauga Transitway at Renforth Station into Pearson Airport's new Regional Transit Centre (RTC)

Key Outcomes

- Confirm EA alignment from Renforth Station (Commerce Blvd.) to Silver Dart;
- Develop & identify preferred alignment from Silver Dart to the RTC; and
- Examine feasibility of a multi-use path and bus-only lanes on Hwy. 401 crossing.

Preliminary Design Concept:
Toronto Pearson's Regional Transit Centre

Toronto Pearson
For You. The World
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Study Partners

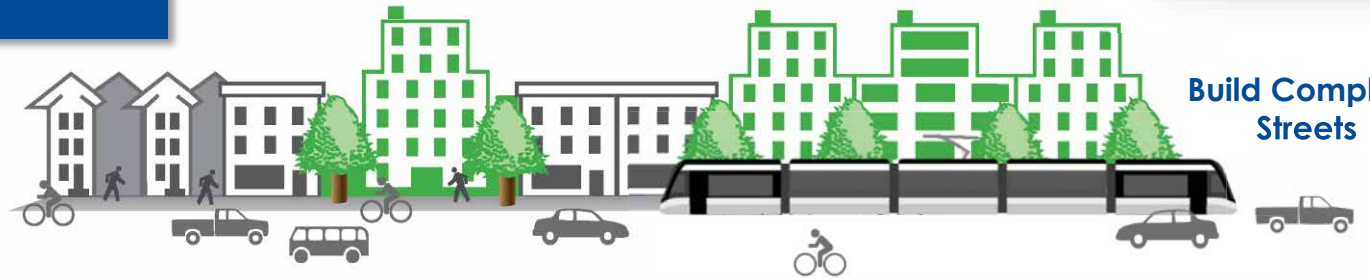
Eglinton West Corridor Planning Study

The **Corridor Planning Study** for the area seeks to identify the priorities for the neighbourhood, and will contribute to building a healthy and vibrant community

Grow Great Trees

Encourage Appropriate Retail

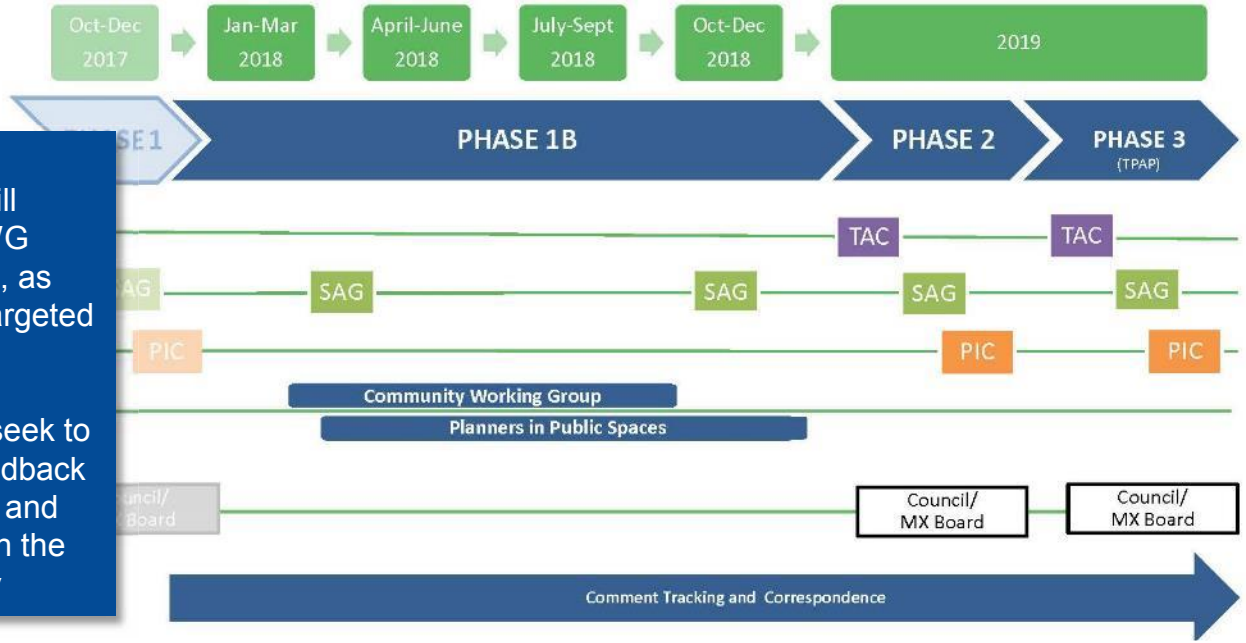
Greening the LRT



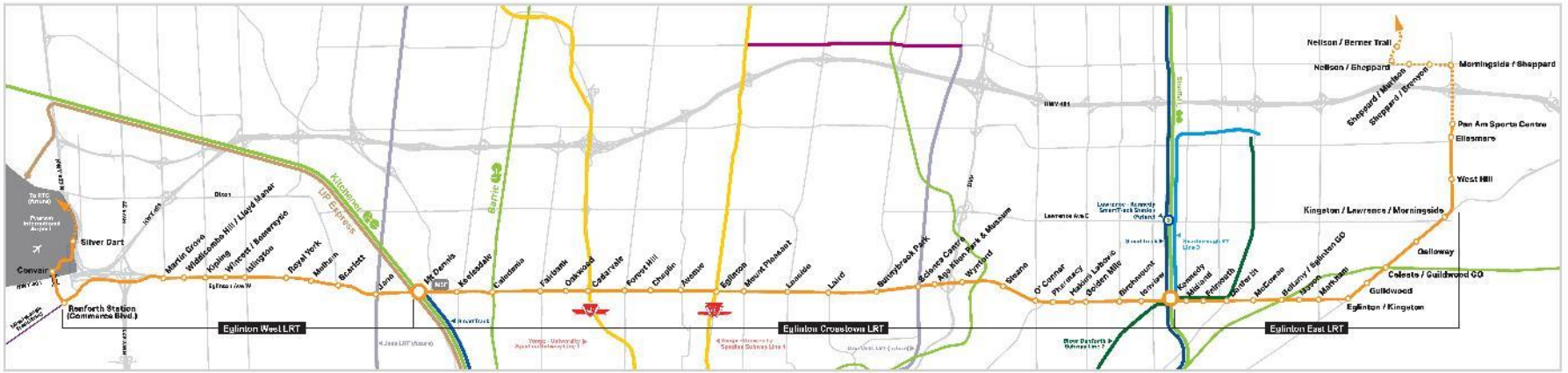
Build Complete Streets

Public and Stakeholder Consultation

Phase 1B Consultation will include the CWG Meetings, PiPs, as well as small targeted or focused workshops or meetings that seek to get specific feedback from the public and stakeholders on the Planning Study



Full Eglinton LRT Project



Next Steps

Next Potential Meeting Dates

- Tuesday, April 3
- Tuesday, May 8
- Tuesday, June 5

Thank You

For more information:

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- Call us at 416-338-2848
- Visit our website: www.eglintonwestlrt.ca

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