

Steve Munro  
[steve.munro@ca.inter.net](mailto:steve.munro@ca.inter.net)  
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**Re: Routing Options for Access to Ashbridge Bay Carhouse**

The report before the Commission recommends approval of the Transit Project Assessment for the proposed Ashbridge Maintenance and Storage Facility. Debate on this proposal has two major subdivisions:

- Whether the carhouse should be located at the Ashbridge site, and if so
- Which route streetcars should take to reach the carhouse from Queen Street.

I support the Ashbridge site and appear only to speak on the issue of access from Queen to the carhouse.

The proposed Leslie Street route has raised many concerns, notably:

- The effect of a new junction at Queen and Leslie through which regular service on Queen will travel at all hours. The presence of a Seniors' residence at this intersection is of particular note.
- The effect of streetcar operations, many in overnight hours, on residents of Leslie between Queen and Eastern Avenue.
- The effect of streetcar tracks on cyclists using Leslie Street to reach the waterfront trails and park system.
- The effect of streetcar traffic on road operations at Leslie and Lake Shore.

The comparatively low number of vehicle movements on Leslie and their distribution through hours of the day is small compared with the streetcar traffic on Queen at all hours. Although the TPA addresses noise and vibration issues, it does so only with respect to trackage on Leslie Street itself, and does not consider the effect of the new junction at Queen Street.

In response to the concerns about the Leslie Street option, I wrote to TTC staff on April 9, 2010, proposing two alternative routings that were not included in the options considered by the TTC. Of these, one was impractical, but the other remains, in my opinion a viable option. There is no mention of this option in the TPA.

One of the TTC options involved a route from Queen via Connaught, Eastern and Knox to the northeast corner of the new carhouse site. This option encounters difficulties at the south end of Connaught which is quite narrow and residential on the east side (the west side is the existing carhouse). It is opposed by the community for obvious reasons. (This route is shown in green on the accompanying map.)

However, if the westernmost three tracks of Russell Yard are repurposed for a private, two-way link between Queen and Eastern, the most contentious part of the Connaught alignment is eliminated. (This route is shown in red on the accompanying map.)

TTC staff responded to this scheme with a concern about total yard capacity. However, their calculations do not allow for the fact that a temporary prototype testing area (shown in a green box on the accompanying yard map), will not be a permanent requirement. This area could take over the future storage function of the new right-of-way (outlined in blue).

A major benefit of this scheme is the complete removal of streetcar traffic from Leslie Street. The junction would be relocated to the northwest corner of Russell Yard at Queen & Vancouver where there is an existing junction for yard access.

I acknowledge that going through the yard and then via a dogleg along Eastern and down Knox is not the straight line preferred by TTC staff, but all designs involve tradeoffs. The route I propose is shorter than the Leslie Street connection and therefore likely cheaper to build especially as part of it is on TTC property, not a city street.

Recently, the City's Executive Committee overrode a TTC plan to link the Scarborough RT extension with the Sheppard LRT via a service track on Progress Avenue. This was done in response to concerns by local residents and a cultural centre. The amount of streetcar traffic that would have operated on Progress is a small fraction of the number of vehicles that would run to and from Ashbridge Carhouse.

Why should Council approve an estimated additional cost of \$65-million for the SRT but refuse a potential cost saving for the Ashbridge connection?

I recommend that the Commission and Council direct staff to amend the Transit Project Assessment to route the carhouse access via the west end of Russell Yard, Eastern Avenue and Knox Avenue.



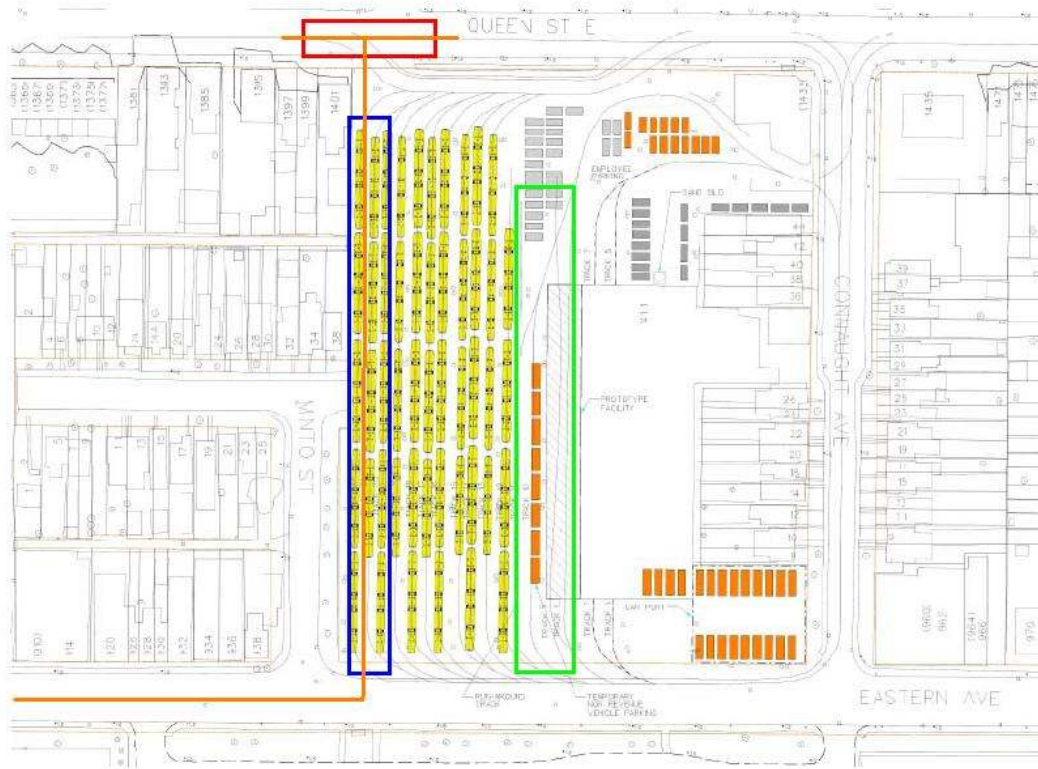
Blue: TTC recommended route

Green: TTC Connaught route

Red: Proposed route via Russell Yard

Purple: Carhouse site

## Russell Carhouse With New LRVs



Orange: Route from Queen to Eastern including junction at Queen & Vancouver

Red: Revised junction required at Queen Street (same layout as proposed for Queen & Leslie)

Blue: Area of carhouse yard required for new bi-directional right-of-way

Green: Area of carhouse yard proposed for “prototype testing facility” that would be available for storage once Ashbridge Carhouse is operational