

Welcome to Open House #5 Scarborough Rapid Transit

April 12 and 15, 2010

Please sign in

Agenda

Welcome to the Scarborough Rapid Transit (SRT) Conversion and Extension Study, including Kennedy Station improvements. Tonight's event provides details on:

- Recommended plan for the Scarborough RT, including changes to:
 - Kennedy Station
 - Conversion of the existing line
 - Extension into northeast Scarborough

These boards also outline the recommended methods of construction and the identification of potential impacts and mitigating measures. This work is being done in accordance with the Transit Project Assessment Process and will support an Official Plan Amendment.

What is the Transit Project Assessment Process



In 2008, The Province of Ontario enacted Regulation 231/08 (Transit Projects Regulation) which allows proponents like the Toronto Transit Commission to undertake an assessment of potential environmental impacts within a six month period.



Matters of local importance will be discussed at upcoming Toronto Transit Commission and City of Toronto Council Meetings.

Proposed Official Plan Amendment



The amendment to Map 4 will involve the following:

1. Deletion of the transit corridor identified from McCowan Station, the existing terminus of the Scarborough Rapid Transit system, easterly to Markham Road and north along Markham Road to Steeles Avenue and potentially beyond;
2. Addition of a transit corridor from McCowan Station at the existing terminus of the Scarborough Rapid Transit system, easterly and northerly to the McLevin Avenue/Neilson Road area; and
3. Addition of a future maintenance and service facility to service the transit vehicles around the Bellamy Road area.



The amendment to Map 5 will involve the following:

1. Addition of surface transit priority on Progress Avenue for the non-revenue service connection.

Transit City Projects



SRT - Consultation Undertaken to Date



To date, considerable analysis and evaluation of the SRT project has been undertaken. This work has also included the following public consultation events:

- PIC #1 – April 15th, 2008
- PIC #2 – June 4th and June 5th, 2008
- Community Meeting – July 31st, 2008
- PIC #3 – June 2nd, 2009
- PIC #4 – March 8th and March 11th, 2010

TOPICS DISCUSSED

Kennedy Station	Conversion	Extension
		✓
		✓
		✓
		✓
✓	✓	✓

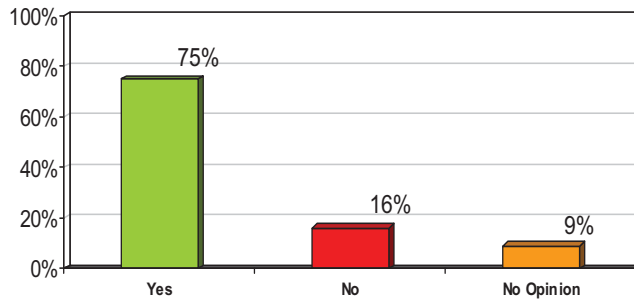
The following boards provide details on the SRT from Kennedy Station to the Malvern community.

Comments Received in March

At the last public information sessions on March 8th and 11th, we asked a number of questions.

Here are the results:

1. Do you support the preferred plan for Kennedy Station:



Things you liked:

- “minimum walking distance for transfers between lines”
- “presents opportunity to integrate station into community”

Things you didn't like:

- “worried about impacts to local properties.”

The Kennedy Station plan is illustrated on boards #12-17.

2. Do you have any comments on the conversion of the other existing stations:

Lawrence East:

- Concerns regarding noise and vibration
- How will commuters be accommodated during construction

Ellesmere:

- Consider better connections between York Mills bus and the station

Scarborough Centre Station:

- Concerned about increased noise (during construction from added buses.)

Midland:

- Addition should match existing structure architecturally

McCowan:

- Connect station to surround area

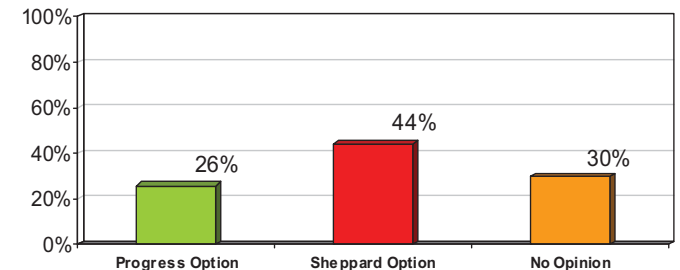
The conversion stations are on boards #18-23

3. Do you have any comments on the proposed extension:

- “The extension plan is great and well overdue”
- “Provide timeline for Phase 2”
- “Support for alignment that minimizes impacts to local businesses”
- “Encourage high density development around stations”
- “Concern of impacts in Markham/Progress area”

Details on the preferred alignment is on board #24

4. Service connection options:



Comments on Sheppard option:










- “least visible and little noise”
- “High cost... Progress option is cheaper”

Comments on Progress option:

- “Shorter and less cost to maintain.”
- “too much street level noise and traffic”

Conversion & Extension Alignment

LEGEND

-  SRT station locations
-  Elevated
-  At grade
-  Below grade
-  Phase 2 extension to Malvern
-  Sheppard LRT
-  Future Station
-  Potential Future Maintenance and Storage Facility
-  Service Track

- Phase 1
 - SRT will be extended from McCowan to Sheppard Ave.
 - The station at Sheppard will include a bus terminal and passenger pick up & drop off
- Phase 2
 - SRT will be extended from Sheppard to Malvern Town Centre, when funding becomes available



Highlights



Line Length

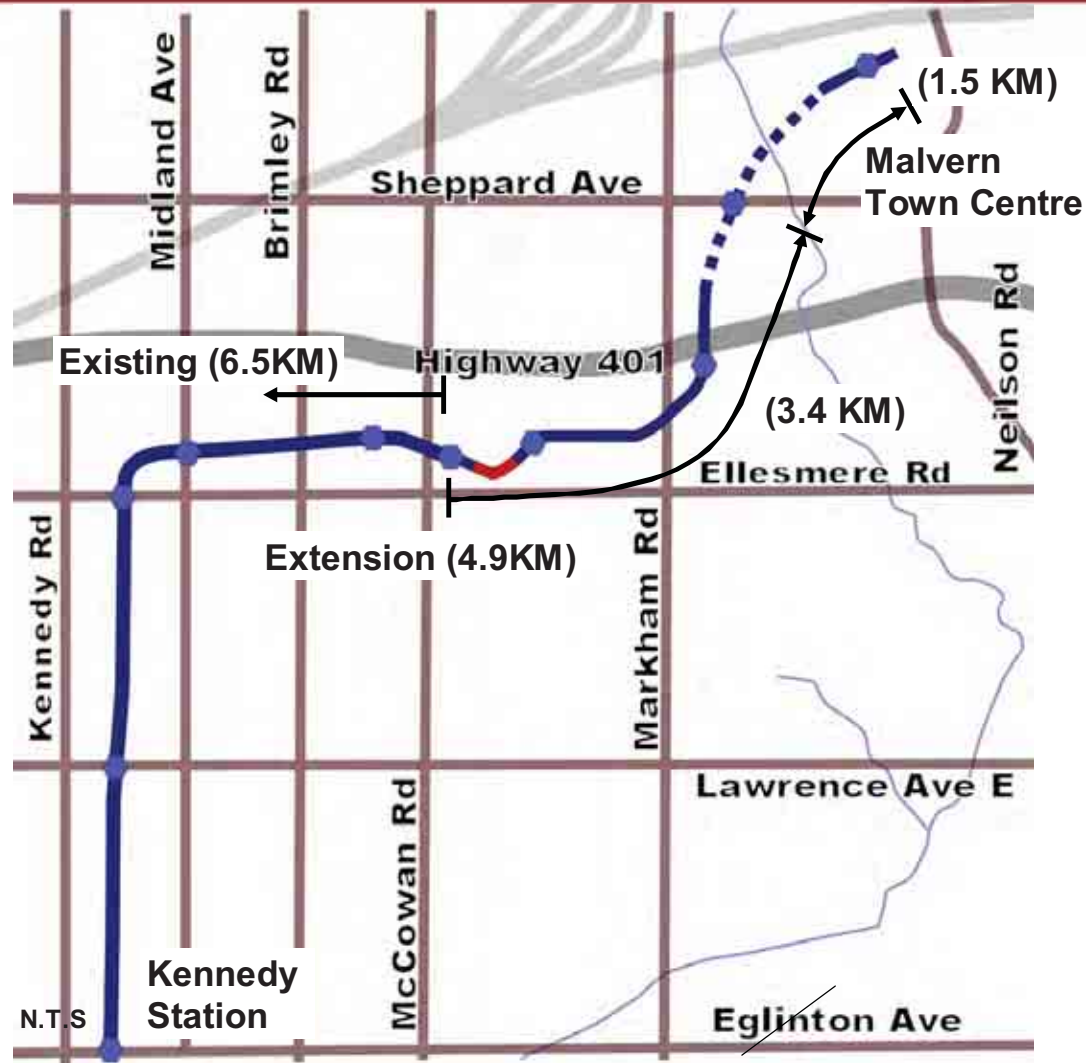
Existing	Kennedy to McCowan	6.5 km
Phase 1 Extension	McCowan to Sheppard	3.4 km
Phase 2 Extension	Sheppard to Malvern Town Centre	1.5 km
TOTAL		11.4 km

Travel Time

Existing	SRT	Scarborough Centre to Kennedy	8 min
	Bus	Malvern TC to Scarborough Centre	23 min
TOTAL			31 min
Extension	SRT	Scarborough Centre to Kennedy	8 min
	SRT	Malvern TC to Scarborough Centre	11 min
TOTAL			19 min

Ridership

	Per Hour in Peak Direction (pphpd)	Daily Total	Year
Existing Capacity	3,800		
Existing Demand - South to Kennedy	5,000	45,000	2010
Future Demand - South to Kennedy	10,000	90,000	2031
Future Demand - South to McCowan Station	4,500	40,000	2031



SRT Conversion Background

- Scarborough Rapid Transit (SRT) began operation in 1985
- Existing Mark I vehicles are no longer available and will reach the end of their useful life in 2015
- There is also inadequate fleet capacity to meet demand
- A study was performed in early 2006 and the Strategic Plan for Scarborough RT was approved August 2006
 - Approved direction was to replace the existing Mark I vehicles and expand the fleet with their successor, the Mark II vehicle
- In 2007, the Province announced funding for “Move Ontario 2020”, which included TTC’s Transit City LRT plan
- A life cycle cost analysis was subsequently performed and led to the decision to use Transit City LRT technology on the SRT, allowing for a common fleet

Vehicle Technology

It has been determined that the SRT will be converted to LRT technology, using the same vehicles as the other Transit City LRT lines.

Existing Technology



Existing Mark I vehicles will be replaced with LRT vehicles.

Preferred Technology



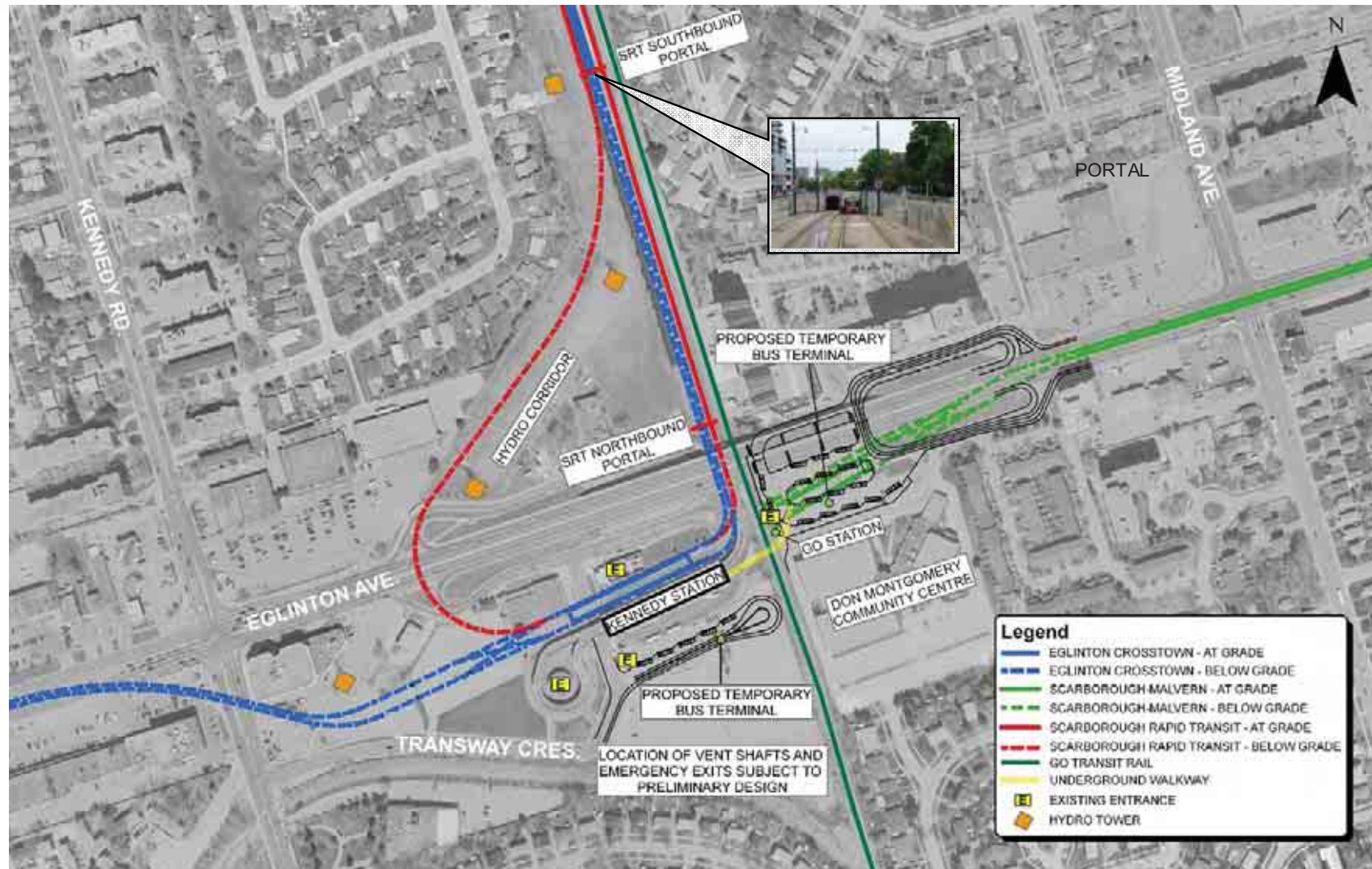
New SRT trains will be 3 cars in length (approximately 96m)

Existing line must be modified to accommodate new LRT vehicles:

- New trains will operate with 3 car consist (approximately 96m) - existing trains are 51m
- The new vehicles have lower floor heights
- Traction power - replace 3rd rail with overhead catenary

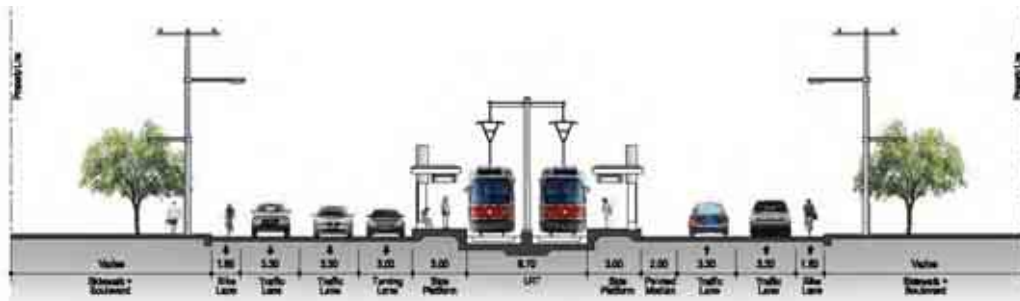
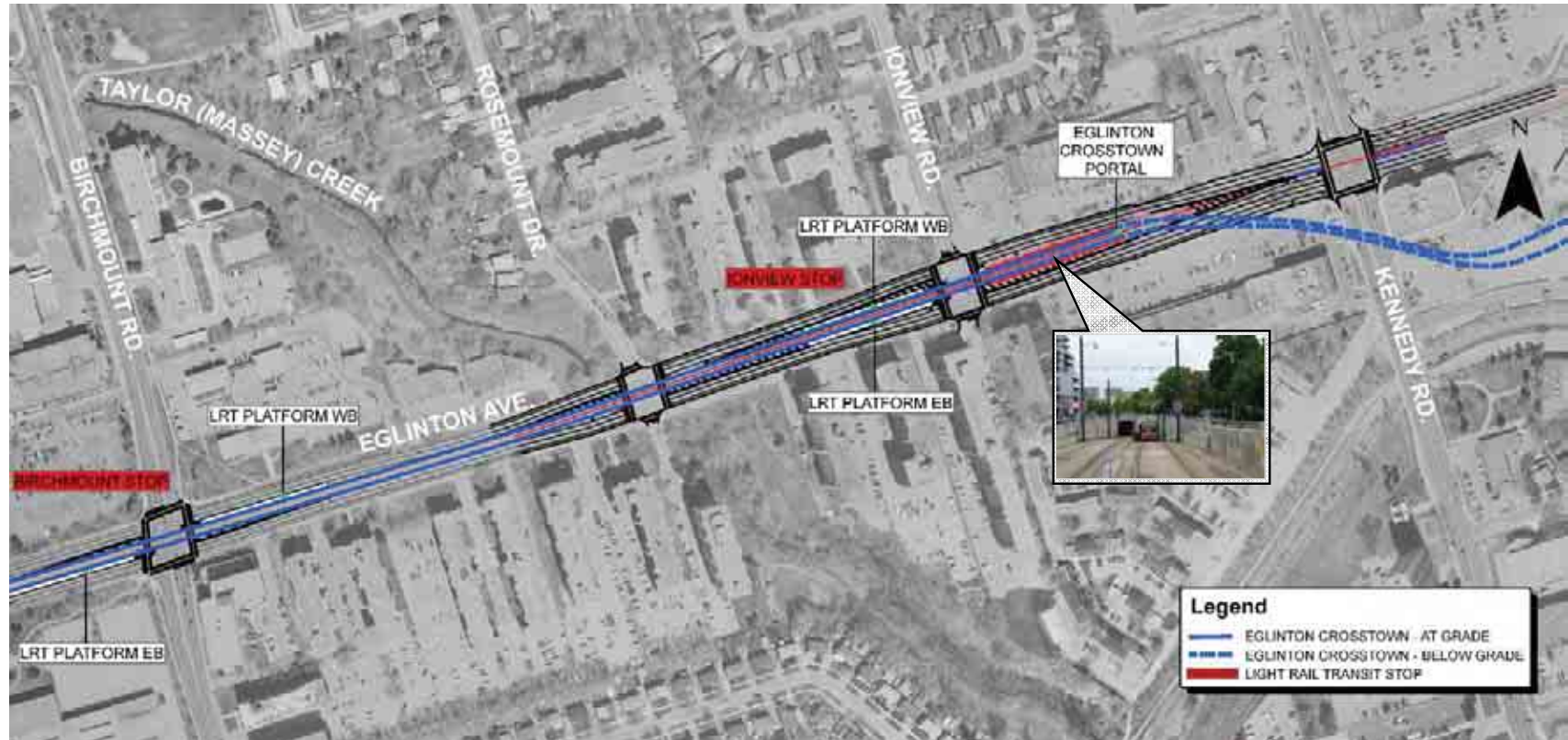
Stations and Running Structure - Modify as required to accommodate the new larger vehicles and train lengths (eg. lengthen platforms, raise station roofs). The following boards illustrate the proposed changes to Kennedy, Lawrence East, Ellesmere, Midland, Scarborough Centre and McCowan stations.

Kennedy Station – Preferred Plan



In addition to the conversion to accommodate new vehicles for the SRT line, Kennedy Station will also accommodate the Eglinton Crosstown and Scarborough-Malvern LRT lines.

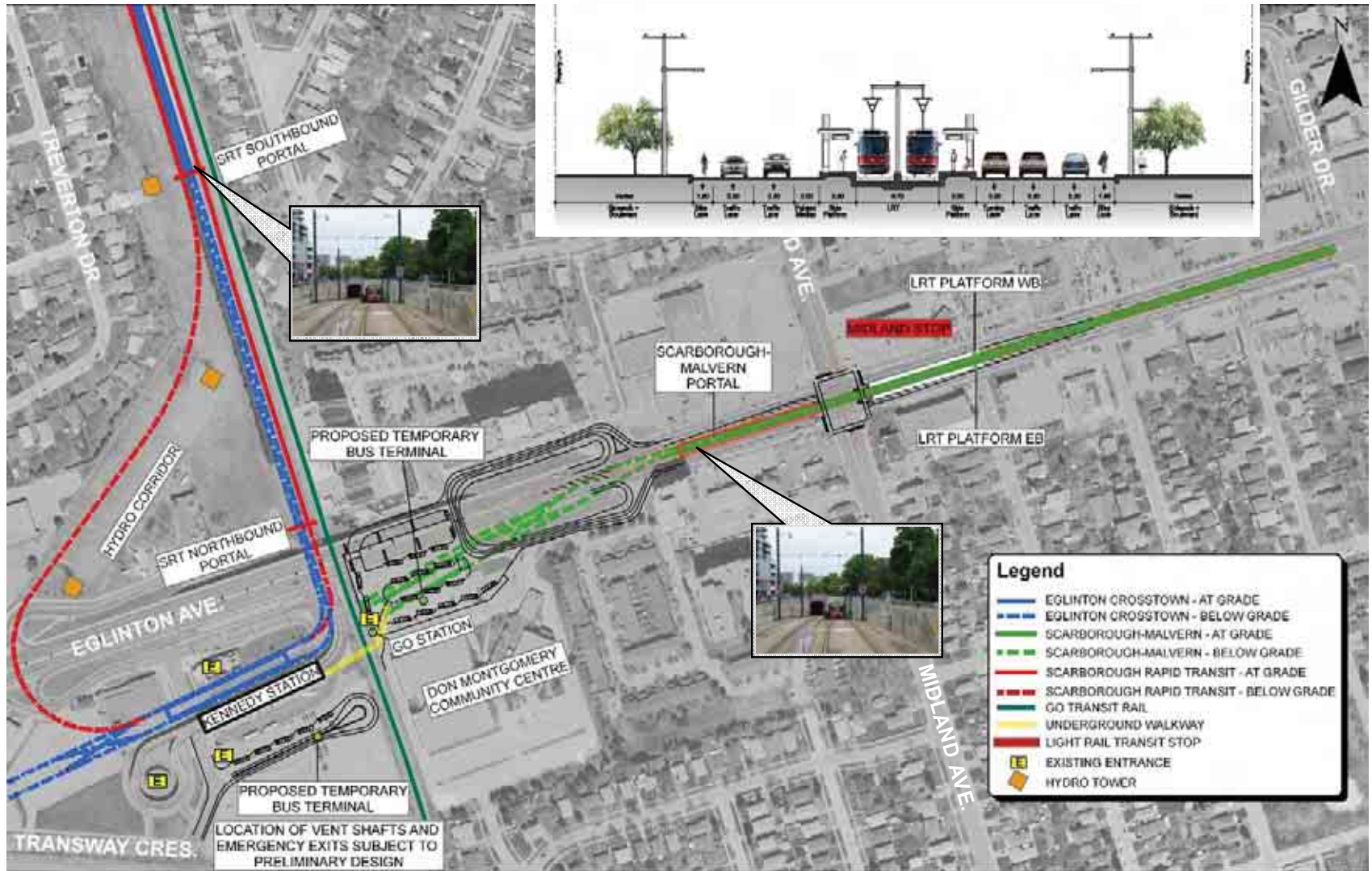
Kennedy Station – Preferred Plan



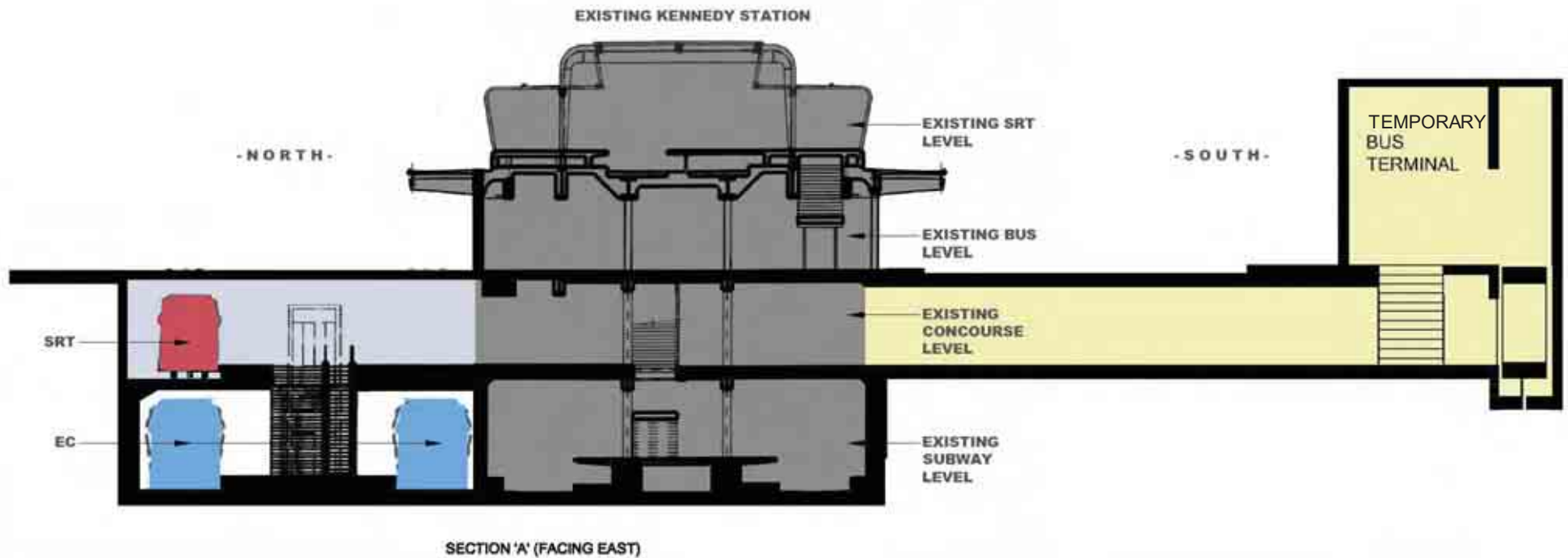
Kennedy Station – Preferred Plan



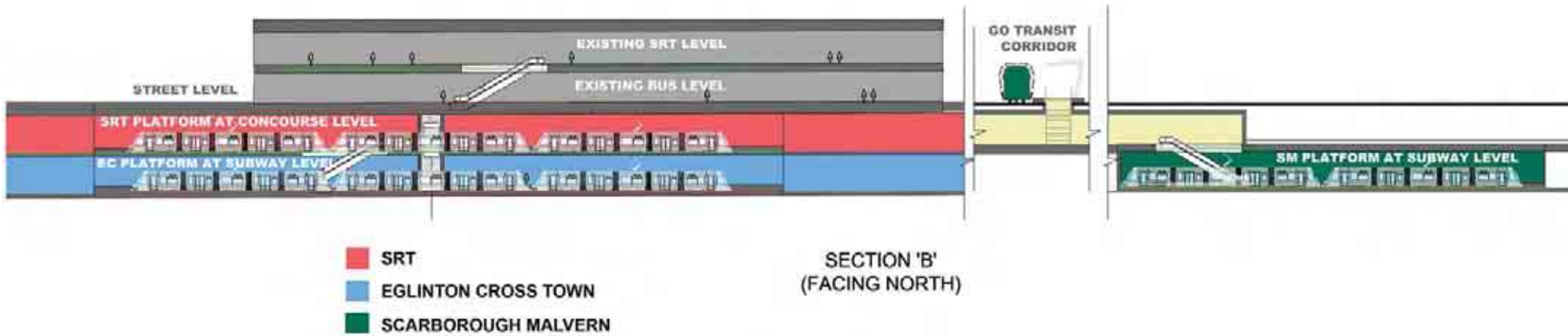
Kennedy Station – Preferred Plan



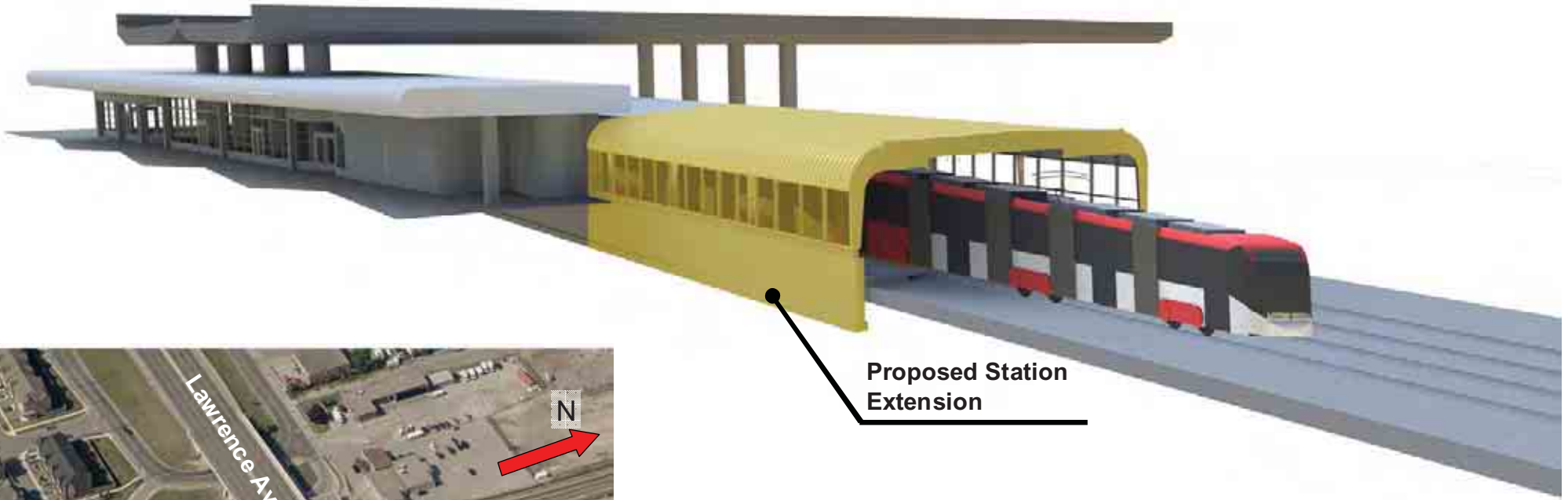
Kennedy Station – North-South Cross-Section



Kennedy Station – East-West Cross-Section



Lawrence East Station



Proposed Station Extension



Ellesmere Station

