



Waterfront W | Eglinton Crosstown | Jane | Finch W | Don Mills | Sheppard E | Malvern | Scarborough RT

Welcome to Open House #4 Scarborough Rapid Transit

March 8 & 11, 2010

Please sign in



Agenda

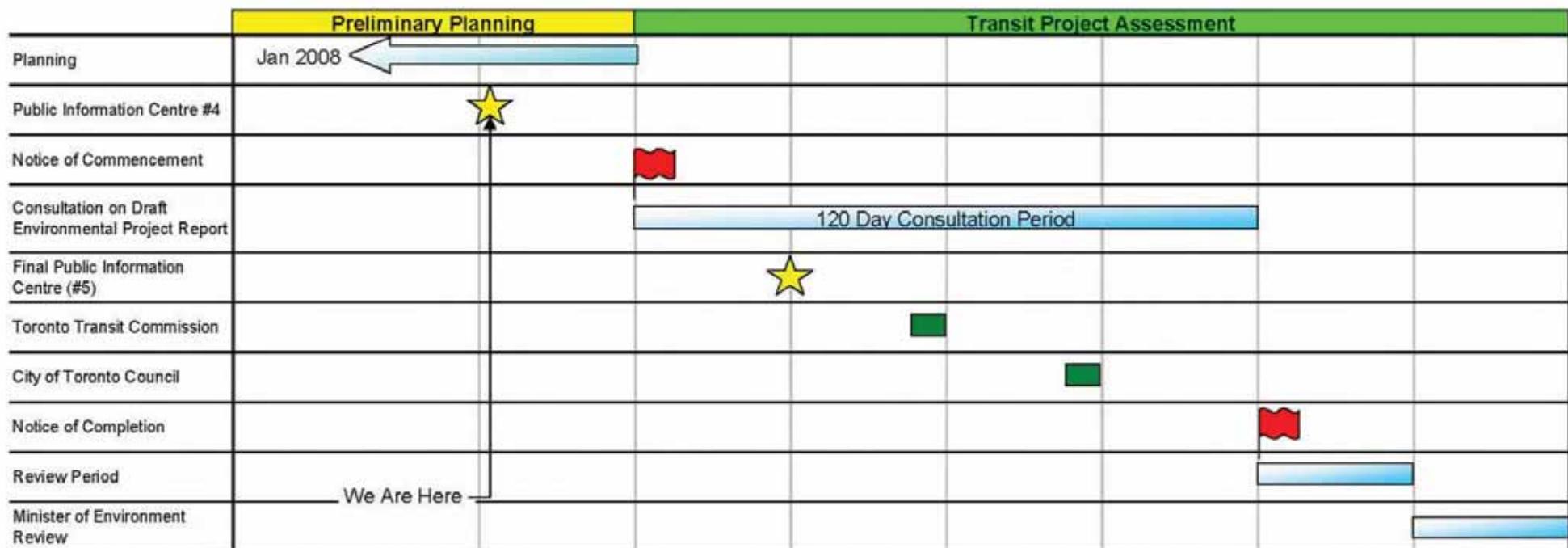
Welcome to the Scarborough Rapid Transit (SRT) Conversion and Extension Study, including Kennedy Station improvements. Tonight's event provides details on:

- Conversion of the existing line
- Extension into northeast Scarborough
- Kennedy Station

Subject to the comments received, TTC intends to proceed with the completion of an Environmental Project Report in accordance with Ontario's Transit Project Assessment Process and an Official Plan amendment in accordance with the Planning Act.

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



Map 4 High Order Transit Corridors



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 new location for a future yard to service the transit vehicles around the Bellamy Road area.

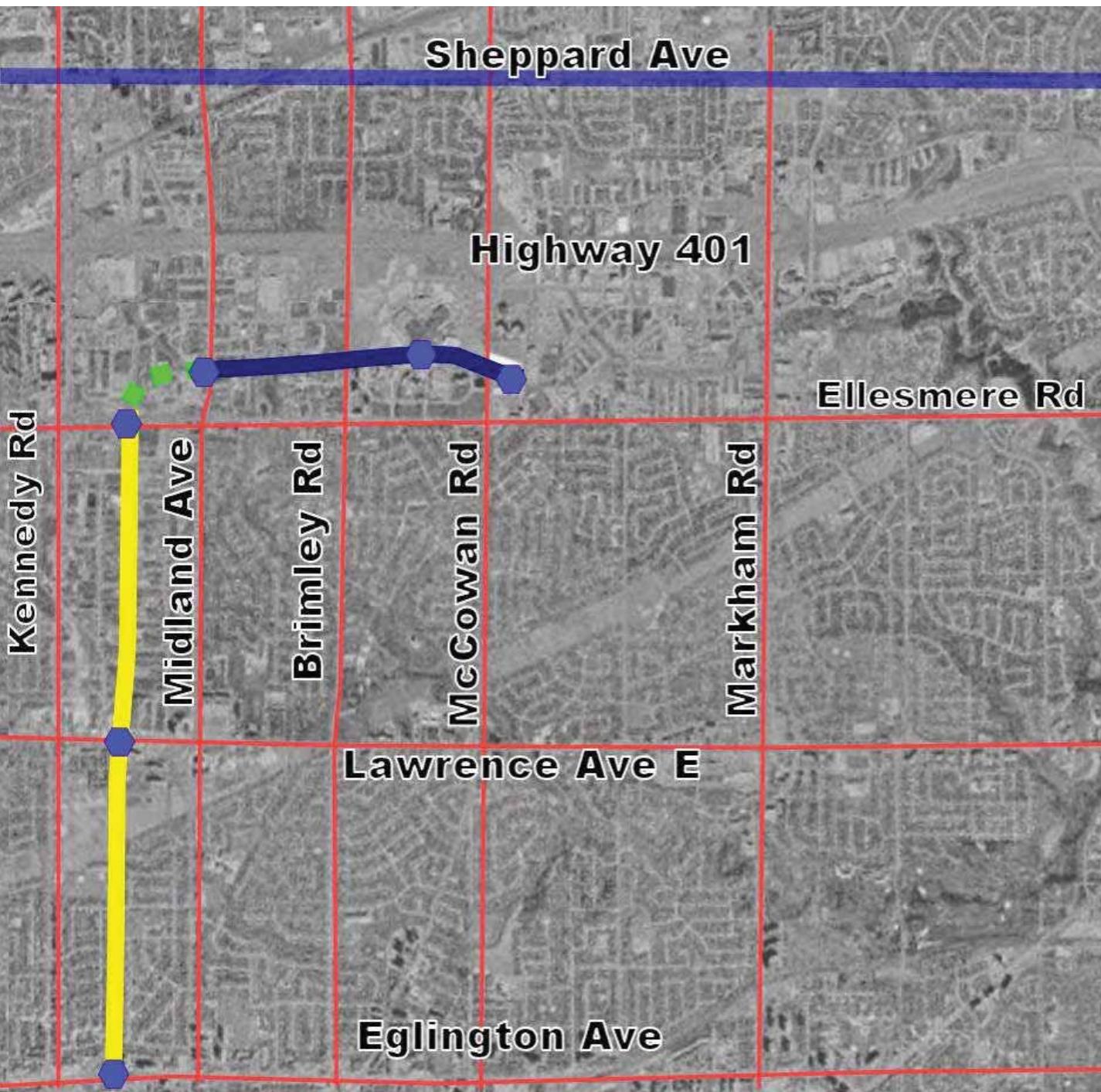
Background



- Scarborough Rapid Transit (SRT) began operation in 1985
- Existing Mark I vehicles are no longer available and will reach end of their life cycle 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 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

Existing SRT





Existing SRT

LEGEND

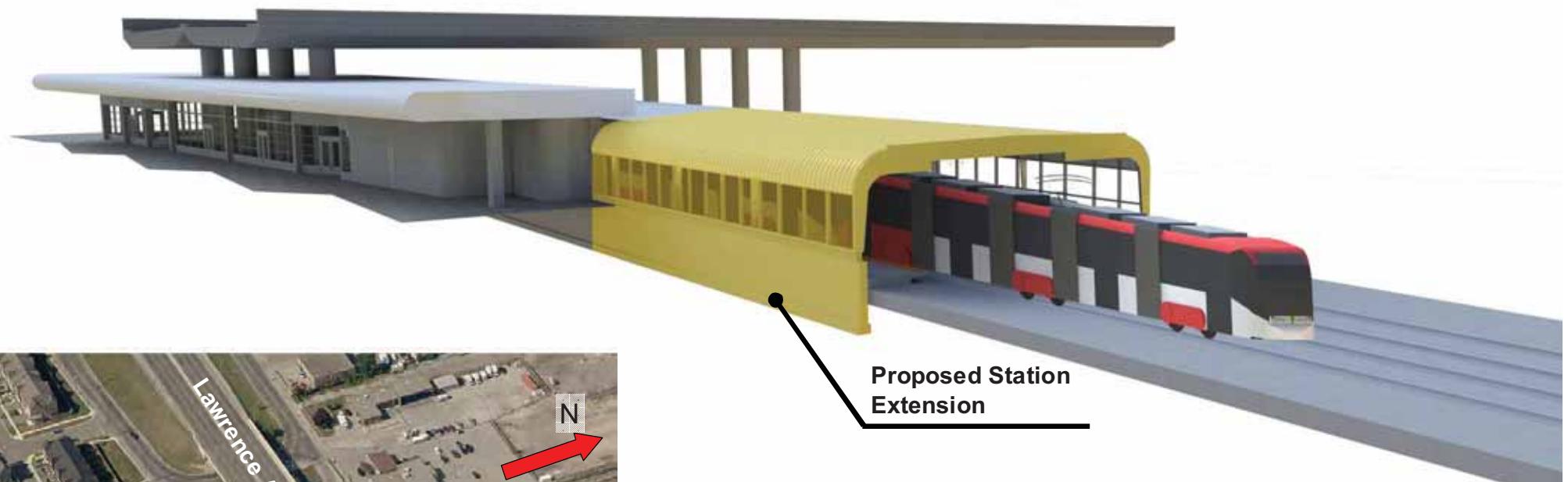
- Existing Station
- At grade section
- Tunnel section
- Elevated section

SRT Conversion

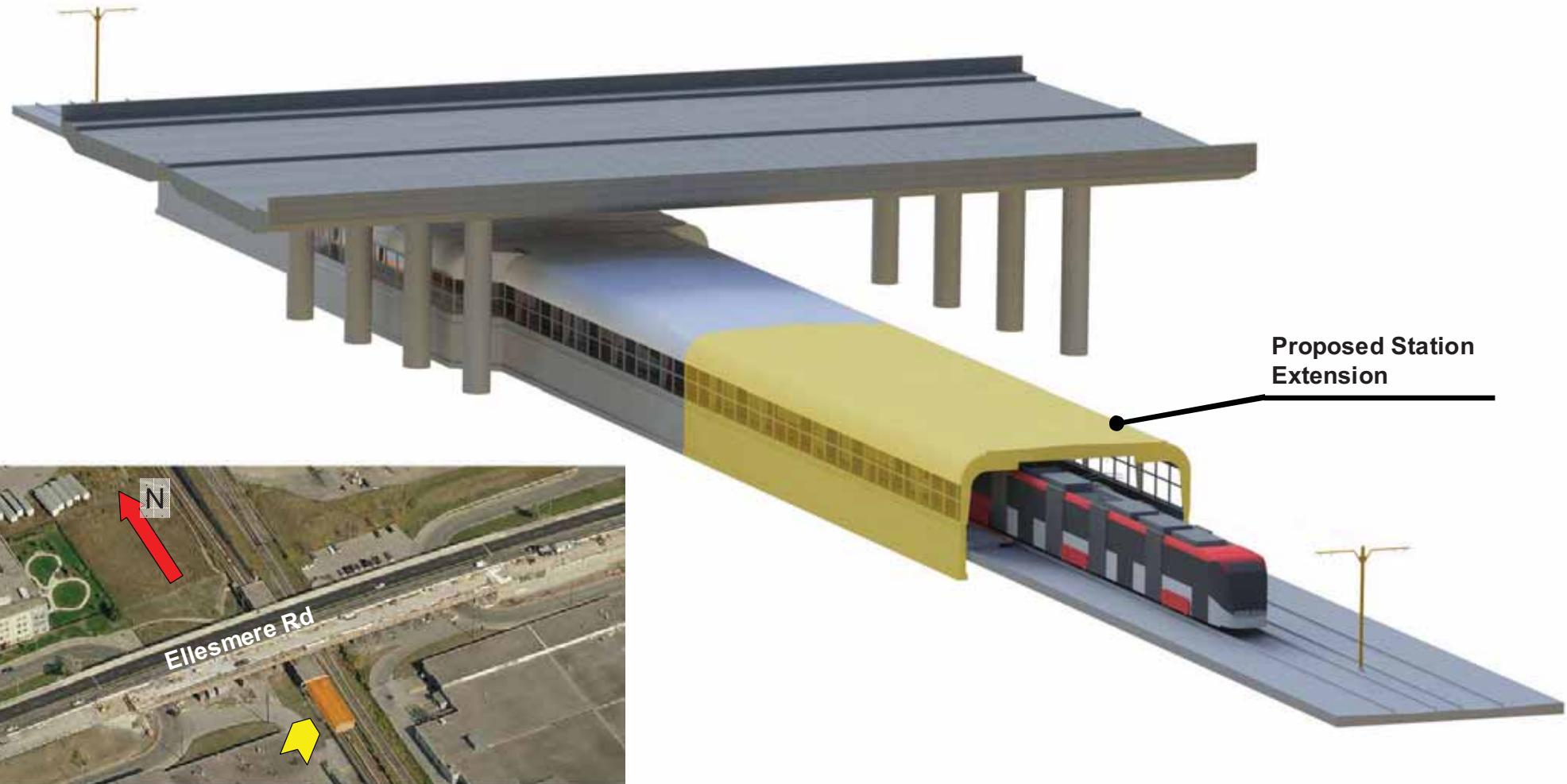


- Existing line must be modified to accommodate new LRT vehicles
- New trains will operate with 3 car consist (approximately 95m)
 - Existing trains are 60m
- Stations and Running Structure
 - Modify as required to accommodate the new larger vehicles and train lengths (eg.: lengthen platforms, raise station roofs)
- Traction power
 - Replace 3rd rail with overhead catenary

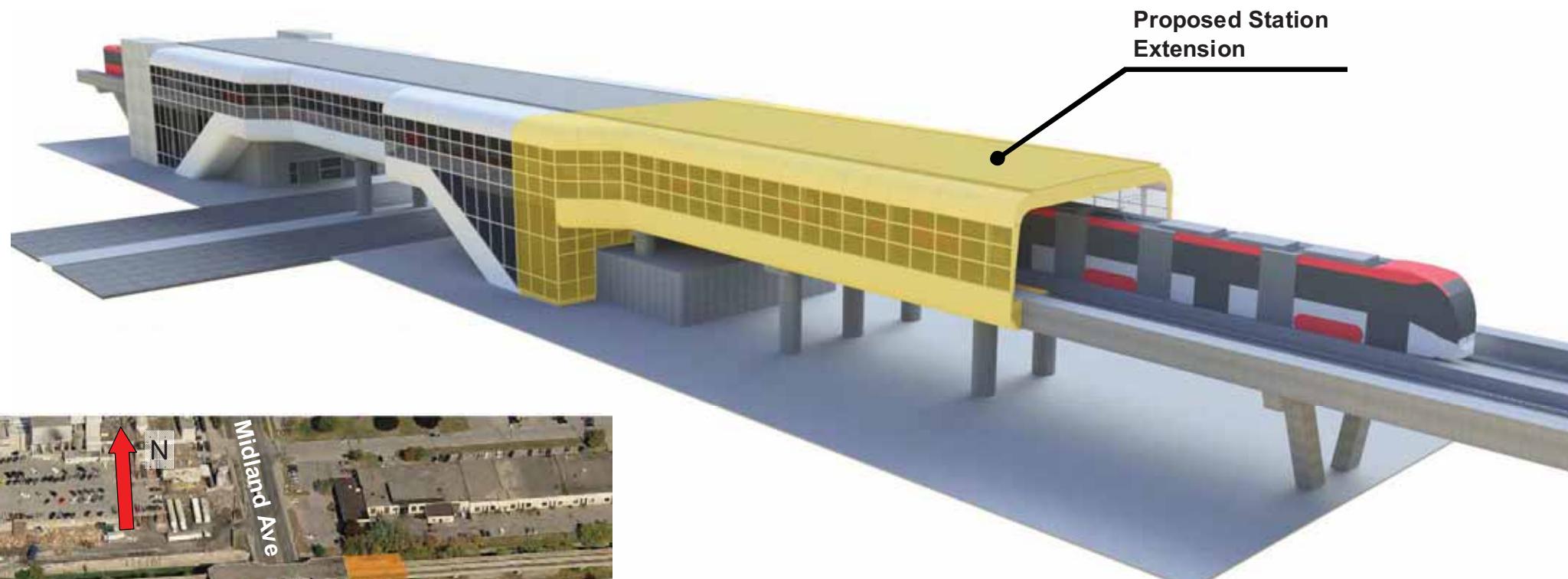
Lawrence East Station



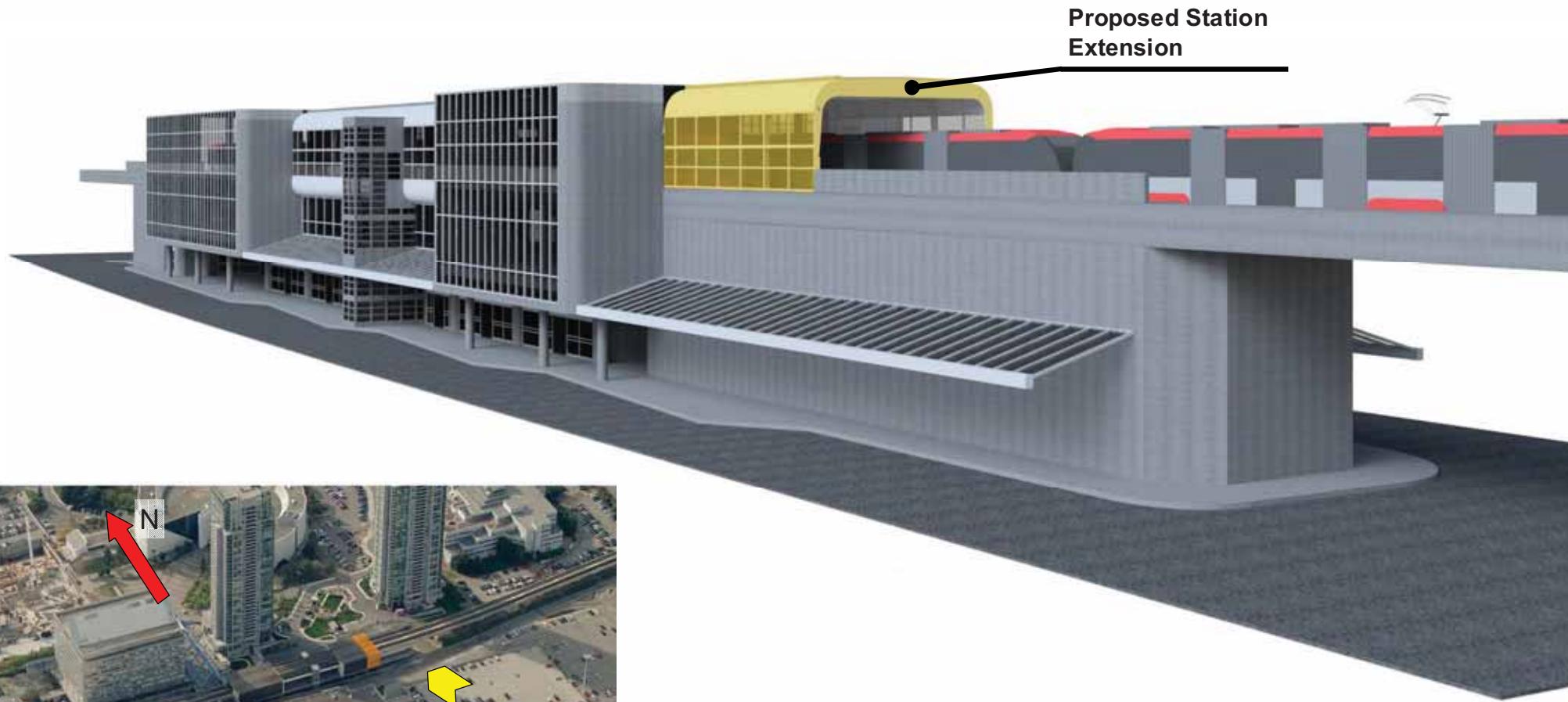
Ellesmere Station



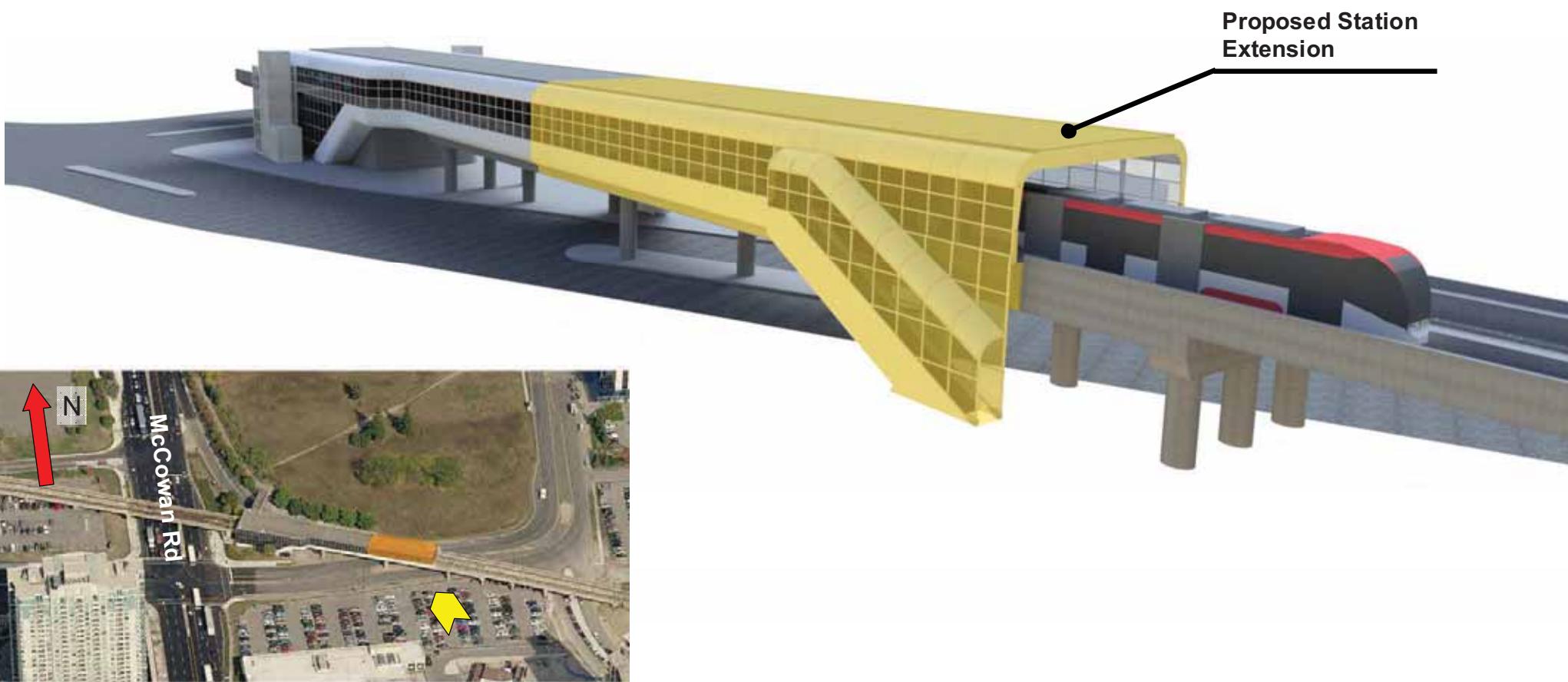
Midland Station



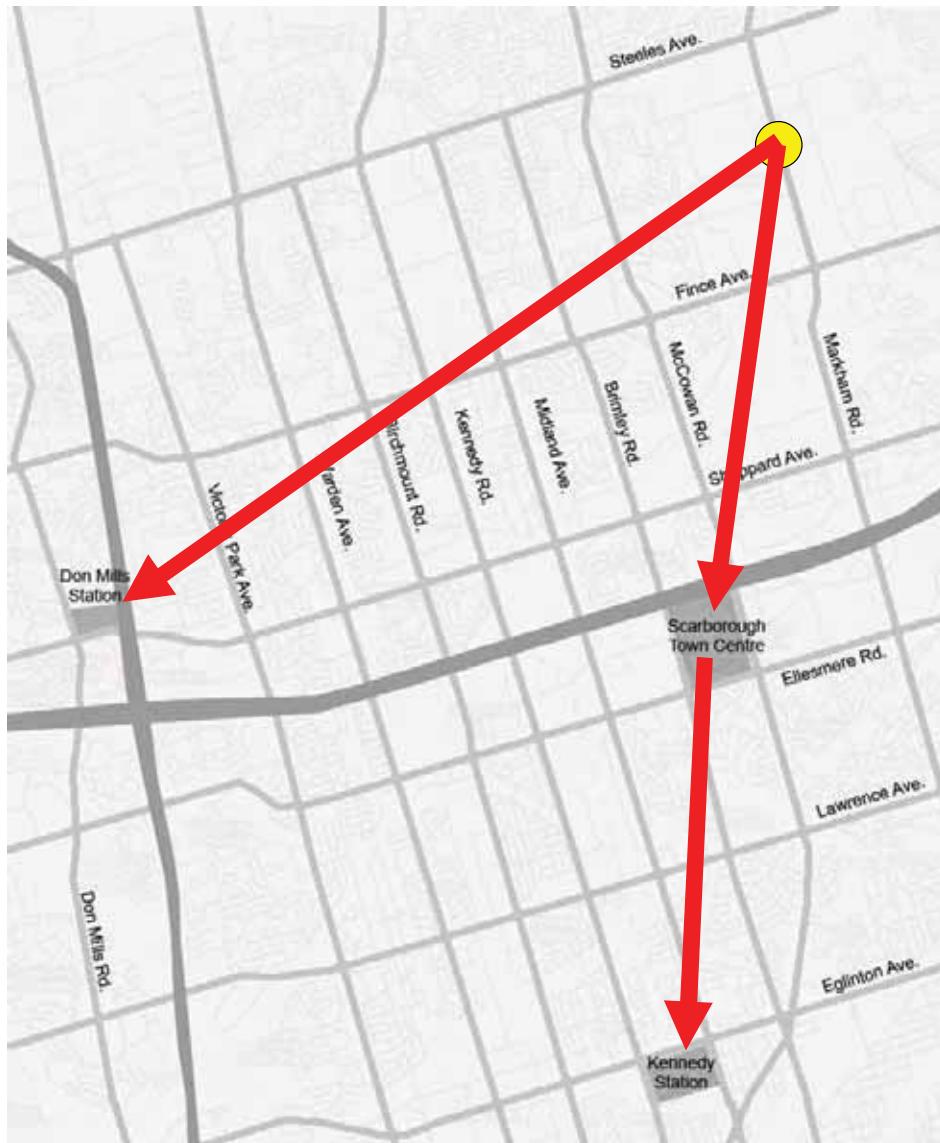
Scarborough Centre Station



McCowan Station



Temporary Bus Service



During reconstruction of the Scarborough RT, train service will not operate. TTC customers will be accommodated by very frequent express bus service between Scarborough Centre Station and Kennedy Station. It is expected that some bus routes that now terminate at Scarborough Centre Station would be extended to operate to Kennedy Station, and that service would be increased on other bus routes in north-east Scarborough that operate to the Yonge and Sheppard subways.

Temporary bus terminals will be required at Scarborough Centre Station and at Kennedy Station to accommodate the additional bus service, and to permit construction to take place at the existing facilities.

The temporary service changes and the temporary terminals are expected to be required for up to three years.

SRT Extension



Tonight's event provides details on:

- Consultation results to date
- Recap of previous findings
- Changes since the June 2009 public meeting
- The technically preferred alignment and stations
- Possible impacts and mitigating measures

Consultation Undertaken to Date



To date, considerable analysis and evaluation of alternatives 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

The following boards provide an overview of completed work to date.

PICTURE #1 – April 15, 2008



At the first round of public consultation on April 15, 2008, the public was given the opportunity to comment on the preferred network option. Of the 32 written comments received, 19 agreed with Option 1 (Exclusive Right of Way) as the preferred. Reasons given:

- “Potential for future expansion North or East later”
- “No Transfers : more transfers = less people who use it.”
- “Most of the ridership comes from this area already.”
- “It would be the fastest.”
- “Markham & Sheppard will be heavily developed and therefore will require a technology that will carry people from Markham.”
- “Other options involve too many transfers.”

Some concerns expressed regarding network Option 1:

- Noise and vibration impacts
- Visual/privacy impacts



PIC #2 – June 4/5, 2008



At the second round of public consultation on June 4 and June 5, 2008, the public was given the opportunity to comment on a variety of options. Of the 32 written comments received, 14 were in favour with Option S1 as the preferred South Option, and 15 were in favour with N3 as the preferred North Option. Reasons given:

- S1: "Better service to cluster of high-rises just south of the 401 "
- S1: "There is a high density of residents in the area and other service "
- N3: "Appears to have lowest impact . "
- N3: "Able to reach more users . "
- N3: "Uses existing Right-of-way, lesser infrastructure cost i.e. less realignment of streets."

Some concerns expressed:

- Noise and vibration impacts
- Visual/privacy impacts



PIC #3 – June 2, 2009



At the third round of public consultation on June 2, 2009, the public was given the opportunity to comment on the preferred alignment option of S2 Modified & N3. The preferred alignment was presented to the public as a result of inputs received from stakeholders. A decision on technology had not been made, and Mark II or LRT vehicles were both identified as an option. Specific comments on the preferred alignment included:

- “Provides a fast and direct path for service.”
- “Most of the ridership comes from this area already.”
- “It is important to have a fast form of public transit in this area.”

Some concerns expressed:

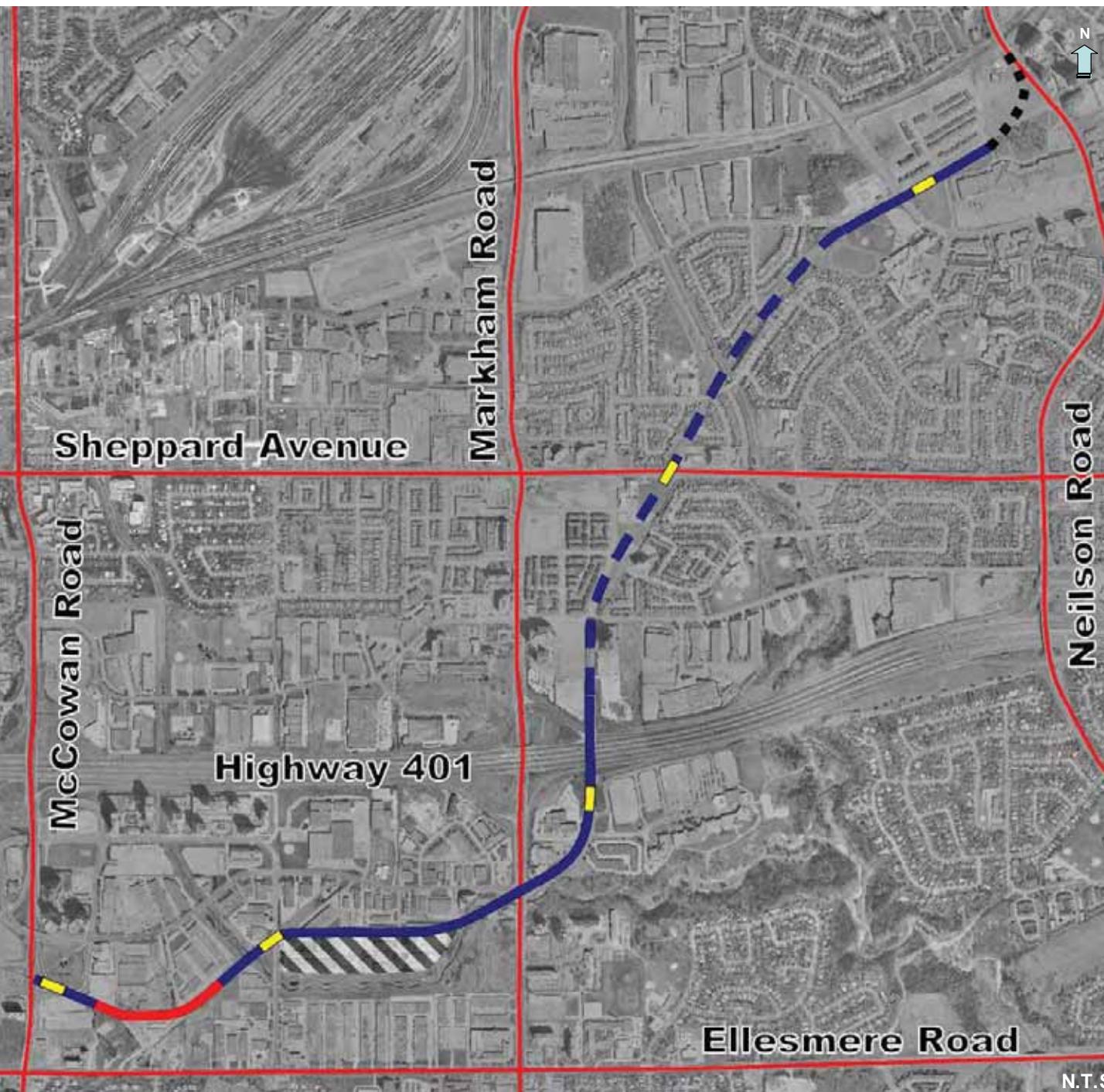
- Noise and vibration impacts
- Property value and construction interruption of residences



Changes Since June 2, 2009



- Extension will be built in 2 phases
- SRT will be the same Light Rail Vehicle Technology that will be used on all proposed Transit City Lines
- SRT vehicles will be maintained at the Sheppard East Maintenance Facility
- Centennial College Station has been relocated to the east side of Progress, improving access to the college
- Bellamy Station will be constructed in the future, when warranted by surrounding population and employment



Alignment As Presented June 2009

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- SRT station locations
- Elevated
- At grade
- Below grade
- Yard
- Possible future extension

Phased Implementation



Funding challenges have required a reassessment of the alignment. This has resulted in the following changes:

- 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

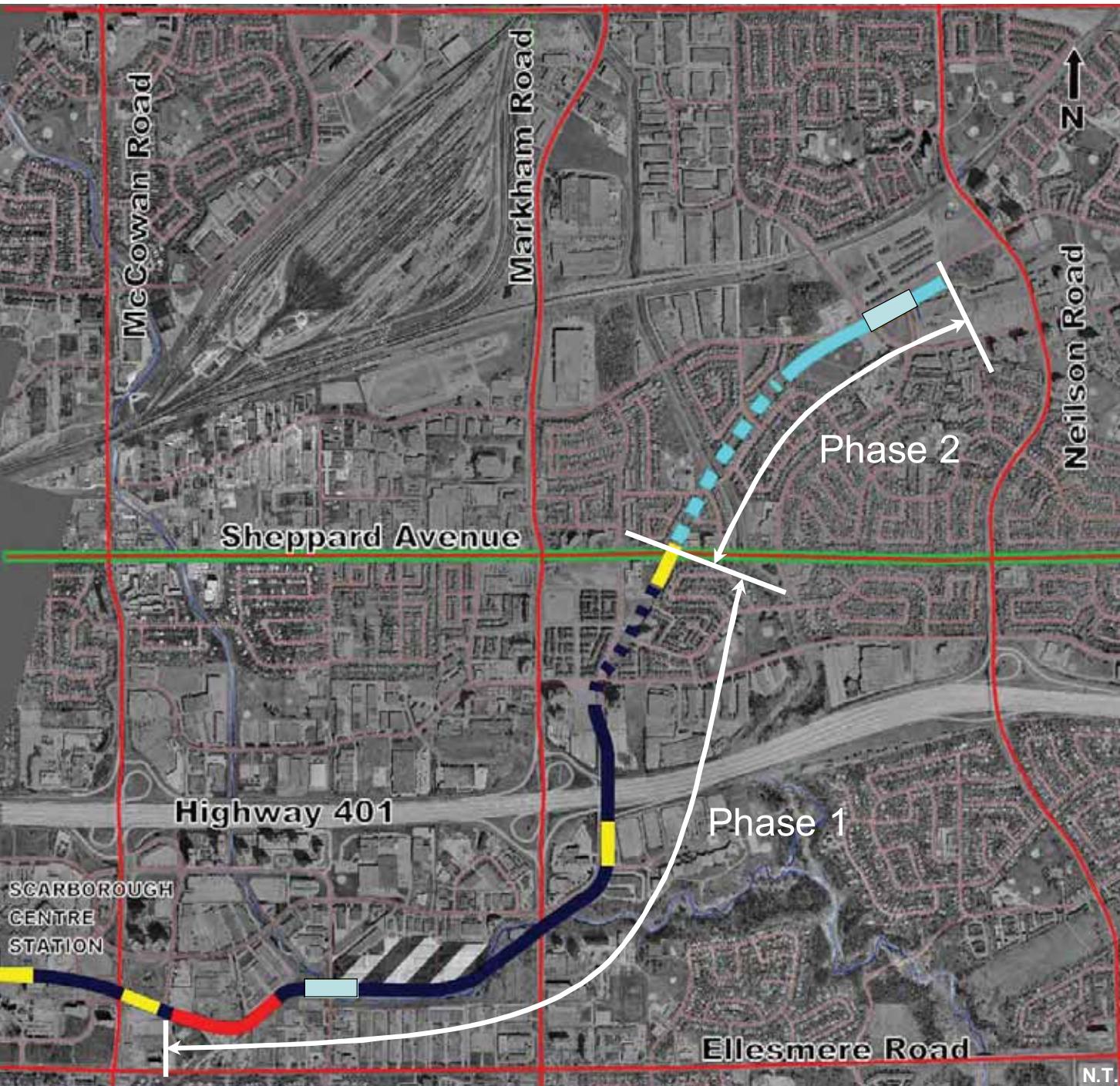


Conversion & Extension Alignment

LEGEND

- SRT station locations
- Elevated
- At grade
- Below grade
- Phase 2 extension to Malvern
- Sheppard LRT
- Future Station
- Potential Future Yard

Preferred Extension Alignment



LEGEND

- SRT station locations
- Elevated
- At grade
- Below grade
- Phase 2 extension to Malvern
- Sheppard LRT
- Future Station
- Potential Future Yard

Sheppard Bus Terminal

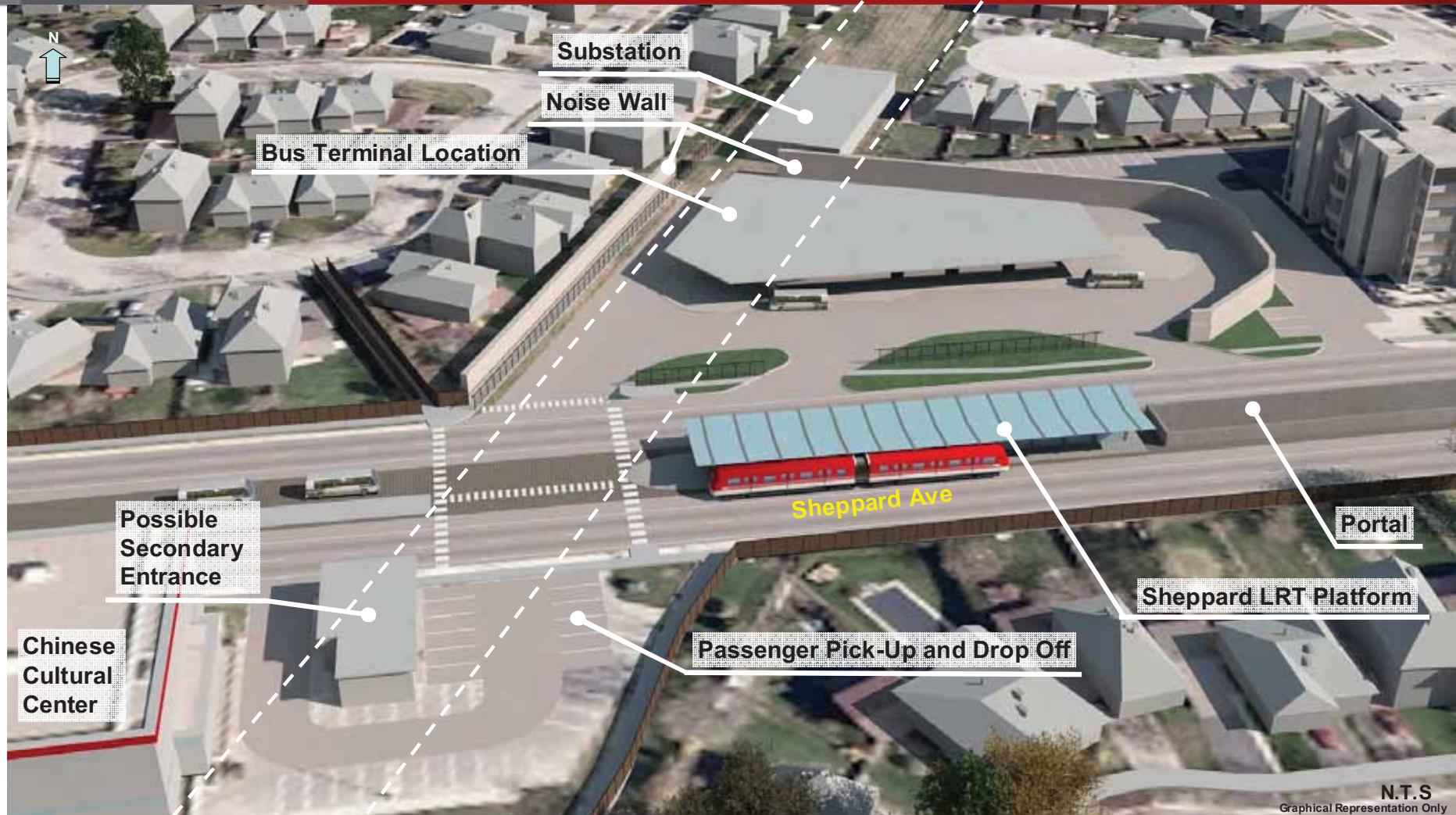


With Phase 1 terminating at Sheppard, a bus terminal is required to provide a fast and convenient connection between the buses serving northeast Scarborough and the SRT. Two possible locations have been considered.

Analysis for Bus Terminal Options

Objectives	North	South	Comments
A) Minimize Adverse Environmental Effects	●	●	North Option affects slightly more residences and is closer to a multi storey residential building. The north option also affects several businesses. South option affects residences the park property and the Chinese Cultural Center. The impacts to the community are slightly higher for the North option. The business impacts are higher for the North Option.
B) Transit connections	●	●	Both Options have similar walking distance from Sheppard LRT to SRT. The South platform option requires a much longer connection from buses to the SRT or Sheppard LRT. North Option offers a convenient transfer between all transit system while reducing bus routing times.
C) Cost	●	●	Capital costs can be considered comparable but operational costs are greater for the South Option.
Overall Summary	●	●	
	Carried Forward	Not carried forward	

Sheppard Station



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 to be replaced with

Preferred Technology



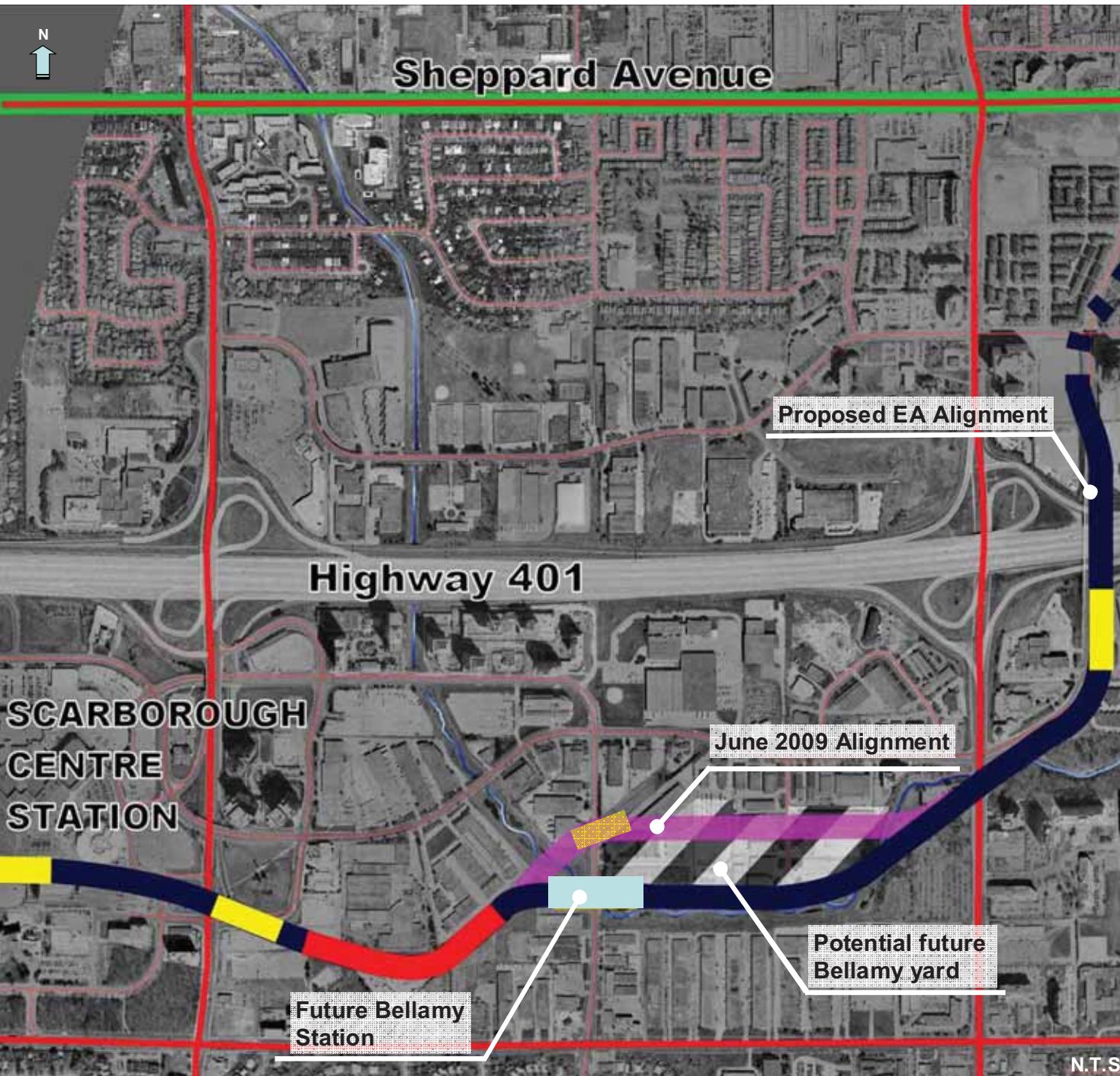
LRT vehicles. SRT trains will be 3 cars in length (approximately 95m)

Maintenance Facility

As a result of the decision to use LRT technology:

- SRT vehicles will be maintained at the Sheppard East Maintenance Facility, to save on operating and capital costs
- This requires a connection between the SRT and Sheppard LRT lines
- Until such time as all Transit City lines are constructed, the maintenance yard off Bellamy is not needed
- TTC will continue to protect the Bellamy site for possible use in the future



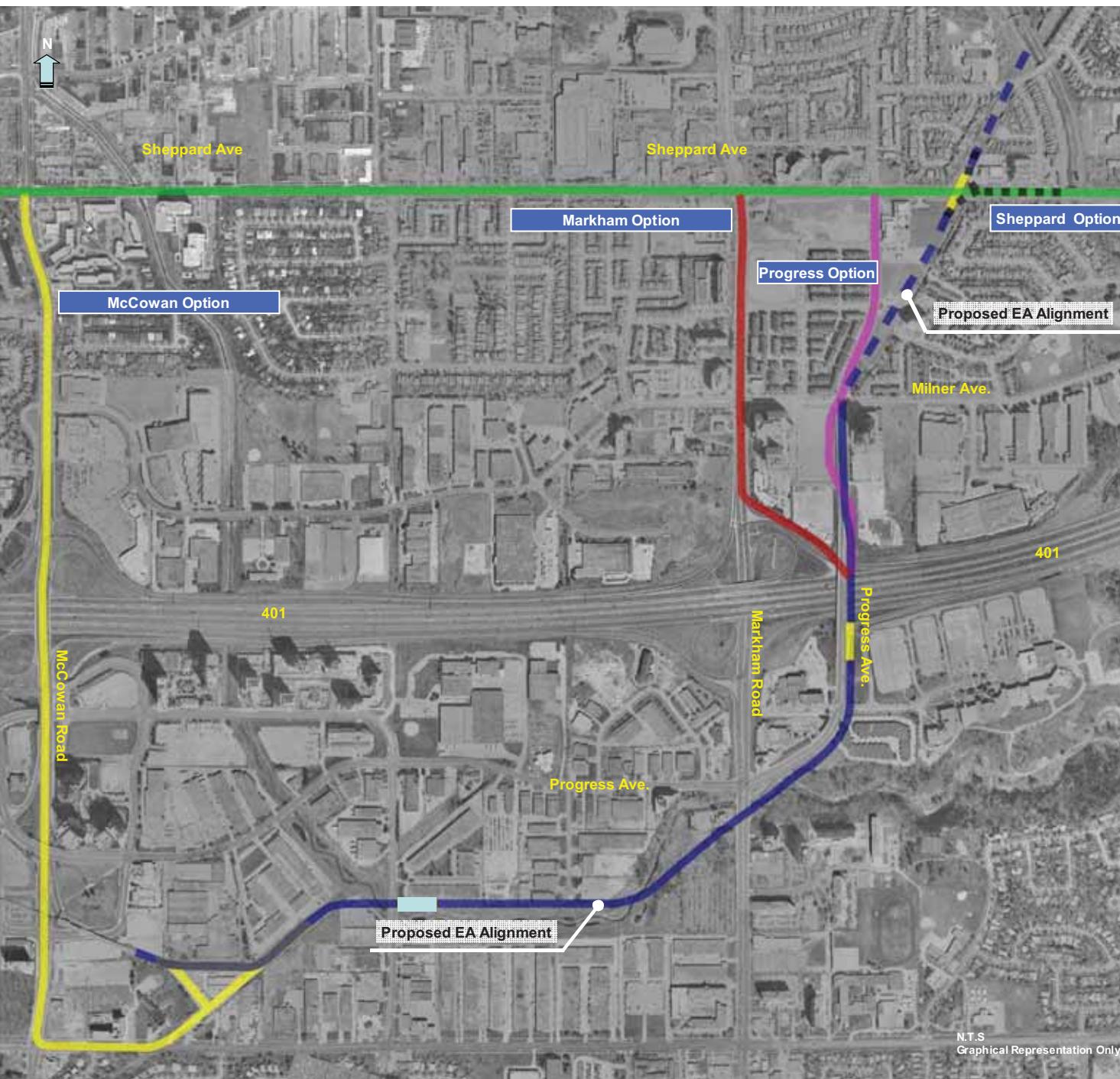


Potential Future Maintenance Facility

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- SRT station locations
- Elevated
- At grade
- Below grade
- Sheppard LRT
- Future Station

Service Track Connection Options



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- Sheppard LRT
- Proposed EA Alignment
- McCowan Option
- Progress Option
- Markham Option
- Sheppard Option