

Scarborough Subway Extension Stakeholder Advisory Group Meeting #3 DRAFT Minutes

Date of Meeting	February 8, 2016	Start Time	6:00 PM
Project Name	Scarborough Subway Extension EA		
Location	Bendale Branch, Toronto Public Library, 1515 Danforth Rd		
Regarding	Stakeholder Advisory Group Meeting		
Minutes Prepared By	Transit Implementation Unit, City Planning Division, City of Toronto		

On Monday, February 8, 2016, from 6:00 to 8:00 p.m., the City of Toronto and TTC hosted a Stakeholder Advisory Group (SAG) meeting for the Scarborough Subway Extension Project Assessment. The purpose of the SAG is to provide organizations representing a broad range of interests with the opportunity to learn about and provide input into the study. This third meeting focused on the recommended Scarborough transit solution, which was endorsed by the City's Executive Committee on January 28, 2016. The City and TTC are currently proceeding with more detailed study of this solution.

13 SAG member organizations were represented, as well as nine staff members representing the City of Toronto, TTC and consultants.

The format of the meeting included a presentation focused on the ongoing transit network planning, and the recent change in direction of the Scarborough Subway Extension project. The project team is now proceeding to plan the Scarborough Subway Extension as an express subway from Kennedy Station to Scarborough Centre in order to best support the development of Scarborough Centre as a vibrant urban node. The Scarborough network plan also include SmartTrack and the easterly extension of the Crosstown LRT to the University of Toronto, Scarborough Campus via Eglinton Avenue East, Kingston Road and Morningside Avenue.

The presentation was followed by a Question and Answer session.

Attending

Organization	
CD Farquharson Community Association	Stephen Casselman
Centennial College	Shannon Brooks
Glen Andrew Community Association	Gary Comeau Ian McLeod
Kevric Real Estate Corp Inc	Kristine Griffis

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Organization	
North Bendale Community Association	Jason Rodricks
Oxford Properties	Grant Charles
Scarborough Hospital	Robert Biron
Sheppard East Village BIA	Ernie McCullough
Sheppard Subway Action Coalition	Lai Chu Pat Sherman
Tesco Multicultural Settlement Services	Sithambarapilla A Suresh
Toronto District School Board	Erica Pallotta Tomasz Oltarzewski
Transport Action Ontario	Bruce Budd
CodeRedTO	Cameron McLeod
TTC Riders	Shaun Cleaver
<i>Observers</i>	
Durham Region Transit	Mike Binetti
Guildwood Community	Bob Taylor-Vaisey
Guildwood Village Community Association	Leslie Hetherington
Office of Councillor Chin Lee	James Burchell
<i>Staff</i>	
City of Toronto, Transportation Planning	Hilary Holden, Director of Transit and Sustainable Transportation
City of Toronto, Transportation Planning - Transit Implementation Unit	James Perttula, Program Manager
City of Toronto, Transportation Planning - Transit Implementation Unit	Mike Logan, Senior Transportation Planner
City of Toronto, Transportation Planning - Transit Implementation Unit	Gary Papas, Transportation Planner

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Organization	
City of Toronto, Transportation Planning – Scarborough District	Alan Filipuzzi, Senior Transportation Planner
City of Toronto, Public Consultation Unit	Kate Kusiak, Senior Public Consultation Co-ordinator
TTC	Gary Carr, Project Manager
TTC	Stephanie Rice, Director, Third Party, Planning and Property
AECOM	Scott Thorburn, Vice President

Also Invited:

BILD GTA
 Chinese Cultural Centre of Greater Toronto
 Curran Hall Community Association
 Dorset Park Community Hub
 Dorset Park Neighbourhood Association
 East Scarborough Storefront
 Eglinton East-Kennedy Park Inview NAP
 Evergreen
 Kennedy Road BIA
 Midland Park Community Association
 Pembina Institute

Scarborough Centre for Healthy Communities
 Scarborough Neighbourhood Action Plan (NAP) Committee
 Scarborough Village Neighbourhood Association
 Toronto Association BIAs
 Toronto Catholic District School Board
 Toronto Centre for Active Transportation
 Toronto Region Board of Trade
 Urban Land Institute

Introductions

- Hilary Holden welcomed everyone to the meeting and introduced staff from the City, TTC and consultants

Update on Work to Date

- A presentation on the recommended Scarborough transit solution was given by Hilary Holden, James Perttula and Mike Logan
- Presentation deck is available at <http://scarboroughsubwayextension.ca/stakeholder-advisory-group.html>

Discussion

Responses provided by Hilary Holden, James Perttula, Mike Logan, and Gary Carr.

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Concerned with the station location at Scarborough Centre – why will the stop be at Bushby and McCowan when other forms of transit already serve that area? Scarborough Town Centre is where people want to go.

Response: Our analysis of the 3-stop subway option identified McCowan as the emerging preferred corridor and a Scarborough Centre station location near the corner of Borough Drive and Town Centre Court. This location would best balance the need to serve the existing residents and businesses and future growth, which we expect to be on the east side of McCowan. These details will need to be confirmed given the express subway option.



How serious is this most recent proposal?

Response: The following variables go into each proposal: Good planning, political support, and trying to fit everything within the funding envelope. The plan has good roots, with lots of support. Executive Committee was very positive about the proposal.



There seems to be lots of support for the new transit package. Would implementing it delay the SSE project, TPAP approval?

Response: We need to confirm some elements that will impact timing. The current SSE TPAP has already been slightly delayed due to the full range of transit planning currently underway. We are all working in parallel and are making very good progress.



The Scarborough Express Rail, which runs along the SRT corridor that serves the Centre (2km spur line), should also be considered.

Some of the key assertions TAO makes:

- Capital cost of \$1.1B
- The SRT would remain operational during construction
- The spur would be underground when coming into the Centre
- 20 minute ride from Scarborough Centre to the Downtown -- which would be significantly faster than a subway

Response: We are examining the Scarborough Express Rail proposal, and look forward to talking with the proponents in more detail. Things we need to consider include the service concept along the Stouffville line, feasibility of the east-west alignment through Scarborough Centre, and funding opportunities.

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Do the transit trips originating in Scarborough destined for downtown include GO Transit riders?

Response: Yes, GO transit riders are included.

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Concern over the number of level crossings along SmartTrack corridor. Will those level crossings be looked at? Grade separation seems more practical.

Response: Yes, there are concerns with level crossings. These may be addressed by Metrolinx through the RER initiative. That includes the process of identifying which grade separations will be built, and funding.

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Kingston Rd is a commuter route from Durham Region to the downtown. How will the Crosstown East impact these commuters?

Response: We will be reviewing the EA document that was approved for the LRT in 2009 to see what may need to be updated. This includes a review of current traffic patterns and the cross-section designs – does reducing to 4 travel lanes make sense?

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Could you build the Crosstown East in phases (i.e. Eglinton first)?

Response: We will be considering implementation and phasing as part of the May/June report to Executive Committee and Council.

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Is SmartTrack feasible?

Response: There are four RER and SmartTrack integration scenarios being discussed at the Metrolinx Board meeting next week. These are the result of lengthy discussions between the City and Metrolinx about opportunities to develop SmartTrack.

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What is the rationale for the subway with no stops - \$2B+ for a tunnel to move people from the Scarborough Town Centre to Kennedy?

Response: Many people get on and off at Scarborough Centre and many are destined to a point beyond Kennedy. The subway is not about providing local service, it is about improving the through service at Kennedy (eliminating the transfer) and connecting Scarborough to the rest of the region.

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6% of trips originating in Scarborough are destined for downtown. How many trips does that represent? Statistics need to be better communicated with the public to understand the benefit.

Response: Approximately 60,000

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Are there statistics on how many people drive places because they don't have access to transit?

Response: There are very few people who literally don't have access to transit. The feeder bus network is accessible from most locations and it brings people to rapid transit stations. Improving accessibility really means providing transit that is better able to take people to where they need to go.

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Regarding the subway alignment, would it be possible to reconsider using the SRT right of way for an above ground subway?

Response: The GO Transit corridor will require widening to accommodate RER (additional track and electrification). On top of that, the subway would also need a wider corridor than the space currently used by the SRT. Other concerns with the SRT corridor include the turning radii at Ellesmere, orientation of Kennedy Station, and the closure of the SRT during construction.

Tunneling is such a high risk/expensive undertaking. It is worthwhile to look at all the options for the express subway.

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Is SmartTrack the more important north south line? There was less focus on this potential infrastructure improvement.

Response: It was not our intention to downplay SmartTrack, but rather we were focusing on the Scarborough Subway Extension. There is significant funding committed to upgrading the Stouffville corridor through RER. This will enable 15 minute, two-way all day service along this line within the next 10 years. In addition, the Metrolinx Board is considering adding new stations along the Stouffville corridor. We are working with Metrolinx to ensure that further improvements are realized above and beyond the basic RER concept, but SmartTrack as a whole is still being worked out. We envision SmartTrack acting as a critical north-south connection, intercepting east-west buses.

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Will you be protecting for a station in the future?

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Response (Gary Carr): The TTC is trying to put together an accurate estimate of the cost of an express subway. We will consider the cost of protecting for additional stations, which means building in a fashion that would ensure you do not close down the line in the future should we wish to add a station. North York Centre Station was added after the line was operational. An express subway to Scarborough Centre would not preclude a future extension north to Sheppard.

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There are five areas for redevelopment, and the key to that development is access to transit, especially to Scarborough Centre.

Response: Having a subway serve the Centre will help promote growth. Scarborough Centre is the key growth area of Scarborough. The opportunity for change and growth is in this area. We are committed to see development in this area.

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Comment from Oxford on Redevelopment: In response to a question whether this subway will spur development, we feel that the future looks very bright at Scarborough Town Centre. We will be making the mall a regional attraction, and the subway fits with our plans to grow.

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Are there any thoughts on parking at the station?

Response: We have had conversations about parking, but it is not included as part of the SSE project scope. Discussions with the Toronto Parking Authority are ongoing.

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You should better define how the LRTs will operate along the corridor. For example, will it stop at red lights? How fast will it travel? There is a lot of confusion about what exactly LRT means.

Response: We are turning our attention to the LRT. We know that we need to reintroduce the project to the community, how it was envisioned in 2009 and how it could change.

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Is it easy to have through service for the Eglinton Crosstown & Crosstown East at Kennedy Station?

Response: Metrolinx has already planned tail tracks that will continue east under the Stouffville corridor. We need to figure how the SSE and Crosstown tracks will interface.

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What are some of the lessons learned with the challenges at St. Clair Streetcar and restricting vehicular left hand turns?

Response: We just started to open the book on that 2009 EA. We plan to review the traffic studies and design. The full 2009 EA report is available on the SSE website for those interested.

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Does the Crosstown East amendment take as long as a typical TPAP?

Response: Window would still be 6 months. However, it would not have to go through all the detailed planning that the SSE is currently going through (i.e. lots of consultations to arrive at a preferred alignment).

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The existing Crosstown Plan is to be below grade as it goes into Kennedy Station. Is there an option to keep it at grade?

Response: It is something we have suggested to Metrolinx. A lot of questions still need to be addressed with MX. Contract has been issued, we would need to amend that contract. Still needs to be looked at.

Wrap-up and Next Steps

Hilary Holden reminded everyone that there is a series of public meetings coming up over February and March, and encouraged organizations to notify their members and constituents.

She explained that after the February consultations, there would be further consultation on the findings of the work on the recommended Scarborough transit solution in April. After those consultations, a report on the recommendations resulting from this work would be presented to the City's Executive Committee and City Council.

Hilary thanked everyone for attending and encouraged SAG members to ask further questions of staff one-on-one.

The meeting was adjourned at 8:00pm.