

## Scarborough Subway Extension June 2016 Stakeholder Advisory Group Meeting Minutes

Date of Meeting	June 6, 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	Tiffany Lobb, AECOM		

On Monday, June 6, 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 study. The purpose of the SAG is to provide organizations representing a broad range of interests within the study area, the opportunity to learn about and provide input into the study. This fourth meeting focused on:

1. An update on transit initiatives underway
2. The Scarborough Subway Extension (SSE)
3. Next Steps

Thirteen (13) SAG member organizations were represented, as well as five (5) staff members representing the City of Toronto, TTC and consultants.

The format of the meeting included a presentation focused on an update of the transit initiatives underway across the City, the SSE and next steps, followed by a Q&A session. The minutes below outline the questions, comments and feedback received during the SAG meeting.

### Attending

Organization	Name
<b>ACSA</b>	Laura Harper
<b>CD Farquharson Community Association</b>	Stephen Casselman
<b>CodeRedTO</b>	Patricia Wood
<b>City of Toronto</b>	James Burchell (Councillor Chin Lee)
<b>Glen Andrew Community Association</b>	Gary Comeau
<b>Kevric Real Estate Corp Inc</b>	Kristene Griffis
<b>Scarborough Hospital</b>	Robert Biron
<b>Scarborough Town Centre</b>	R. Horst
<b>Sheppard East Village BIA</b>	Ernie McCullough
<b>Sheppard Subway Action Coalition</b>	Pat Sherman
<b>Toronto Catholic District School Board (TCDSB)</b>	Tomasz O'Harzewski
<b>Transport Action Ontario</b>	Bruce Budd
<b>TTC Riders</b>	Shaun Cleaver
<b>Staff</b>	

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Organization	Name
TTC	Gary Carr, Project Manager, SSE
City of Toronto	James Perttula, Acting Director, Transit and Sustainable Transportation
City of Toronto	Mike Logan, Acting Program Manager, Transit Implementation Unit
City of Toronto	Gary Papas, Transportation Planner, Transit Implementation Unit
AECOM	Tiffany Lobb, Communications Specialist (meeting minutes)

**Introductions and Presentation**

James Perttula opened the meeting providing brief introductions and referred attendees to the Agenda and handouts distributed prior to the meeting and at the sign-in desk. James then provided an update presentation for SmartTrack, Eglinton East LRT, Relief Line and the Waterfront Transit “Reset”. Following this update, Mike Logan delivered a presentation focused on the SSE and next steps, leading to the Q&A period.

**Question and Answer Period**

The discussion captured during the question and answer period following the presentation is summarized below. Questions are noted with a “Q”, comments with a “C” and answers with “A”. Answers were provided by James and Mike unless otherwise specified.

SmartTrack / GO RER

**Q: I am concerned with level crossings in various locations.**

**A:** Crossings are a concern that is top of mind for the City. The Environmental Assessment regarding the level crossing at Steeles and the Stouffville rail corridor is well underway and we have identified which other crossings need action as there are about seven (7) other road crossings, and two (2) additional pedestrian crossings running through the Stouffville corridor. The City will work with Metrolinx to address this matter.

**Q: In the USA, they are implementing quad signalling with four (4) warning arms instead of two (2) when a train is approaching. This prevents risk of pedestrians and drivers weaving through the barriers. Has this been considered?**

**A:** Yes, this may be an option. The problem with two-way rail traffic every 15 minutes and every 7.5 minutes during peak hours is that the arms will need to come down frequently. There are a number of challenges to consider.

**Q: There will not be separate RER and SmartTrack services, correct?**

**A:** That is correct. We will only have one (1) service.

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Relief Line

**Q: Can you explain why the Pape to Queen Street corridor was chosen over a route such as King or Adelaide where there is more employment and more people?**

**A:** There were a number of factors considered in choosing the Queen Street alignment. First, none of the corridor options were bad. All options would provide relief to the Yonge subway line and other connection benefits. There were constructability requirements in the King area that were more challenging and therefore more costly. There are also development opportunities along the Queen Street corridor, particularly with Moss Park, which would allow the subway to contribute to revitalizing the area. The Queen Street corridor would also give additional access to riders destined to the north in downtown.

**Q: Is the rationale for choosing the Queen Street alignment available online?**

**A:** Yes, the rationale is located on the Relief Line website (<http://reliefline.ca/>).

**Q: I'm concerned that redevelopment around Moss Park will negatively impact affordable housing in the area. There will be a need for more public housing units in the future.**

**A:** Any redevelopment would ensure that affordable housing is still available.

Waterfront Transit "Reset"

**Q: Will the tracks that have been laid between the Pan Am game site and the Distillery District finally get used?**

**A:** The Cherry Street tracks will go into service later in June.

SSE SRT Closure

**Q: If the SRT were closed during construction, would you consider running buses from the Scarborough Centre to SmartTrack at Ellesmere Station?**

**A:** SmartTrack would not yet be in operation when construction on the SSE would start. We would need to replace SRT service with buses for the duration of subway construction, estimated at five (5) to six (6) years. The information presented shows the scenario if the SRT were decommissioned to demonstrate that this option would have a significant impact on SRT riders.

**Q: Why would you need to shut down the SRT for five (5) to six (6) years?**

**A:** [Gary Carr, TTC] The Scarborough Centre station is the critical path that takes longer than the tunnelling and other work. The area is so constrained that it would be like trying to dig a hole while standing in the hole.

SSE Supporting Prosperity – Affordable

**Q: What are the drawbacks of connecting the McCowan alignment with the current station at Scarborough Town Centre?**

**A:** This option was not considered because the existing station would need to be demolished and replaced which would mean the SRT would be decommissioned. The constructability challenges would be significant because of the very narrow area.

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### SSE Preferred Corridor – McCowan

**Q: In previous meetings I understood that the Midland and SRT corridors were ruled out. Why are they still being considered? I thought Bellamy was chosen for the eastern line.**

**A:** To clarify, the Midland corridor was carried forward as part of the 3-stop short list of corridors. However, with the change from the three-stop subway extension to the express subway to Scarborough Centre, we had to re-evaluate a smaller group of corridors. Remember, with the removal of Lawrence East subway station, there is no longer a concern over appropriate separation distance between potential Lawrence stations on SmartTrack and the subway.

**Q: Was the realignment of the existing Kennedy Station considered?**

**A:** No it was not, given the degree to which the Eglinton Crosstown LRT has progressed.

### SSE Stations

**Q: A key point in the rationale for the one-stop extension was to serve Scarborough Centre. The Secondary Plan for Scarborough Centre calls for a high density area stretching from west of Brimley to Bellamy. This entire area is not within a comfortable walking distance of a single station, which means that the one station cannot serve all of Scarborough Centre. How does City Planning intend to address the mismatch between the Secondary Plan and the one-stop extension proposition?**

**A:** As noted on the assessment provided this evening, from a planning and development perspective, the SRT or Midland alignment would be preferred because there would be the opportunity to provide future stations in the eastern part of the Centre (the McCowan Precinct). However, it has been judged that the closure of the SRT would have too great of a negative impact to recommend one of these options.

A transportation master plan, to redesign the road network in the Centre, is also underway. This will help to increase access to the single subway station by improving pedestrian and cycling links to it.

### SSE Tunneling Work Sites

**Q: Was the option for Scarborough Centre station under McCowan Road rejected?**

**A:** Yes. There were constructability constraints that eliminated this option – specifically utility conflicts, the impact on traffic along McCowan and challenges constructing under bridges.

### SSE Travel Demand in 2031

**C: It is difficult to justify comparing Scarborough Centre station's projected ridership to Kipling Station and Don Mills Station. Most people agree that the Sheppard Subway should have never been built because it did not reach its projected ridership. This was when two (2) extensions cost millions compared to billions.**

**Q: I don't understand how you calculated that more new riders would ride the express subway than the 3-stop subway.**

**A:** To calculate the travel demand estimate we built three (3) transit networks into the model (one express, three-stop and the existing SRT). We then ran all three (3) models and compared how many

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riders would use the entire transit network. Our projections found that an extra 3,100 would ride the three-stop subway and an extra 4,500 would ride the express subway compared to the SRT.

**Q: An express subway extension for \$2.6 billion does not make sense. Can you give us a better rationale for moving away from the three-stop subway extension?**

**A:** We don't have final costs to talk about tonight, but the cost savings of the express subway are significant compared to the 3-stop option. The justification of cost will be explained in the upcoming Business Case.

In our analysis comparing the express subway to the three-stop subway, we saw a vast majority of people using a Lawrence East Station depending upon the bus connection. By implementing the express subway, people would still be able to use the system without a stop at Lawrence East Station by accessing SmartTrack or using Kennedy Station instead.

**C:** [Gary Carr, TTC] To clarify, TTC has never specified a total cost of \$2.6 billion. Final cost estimates will be reported in the business case that will be published shortly.

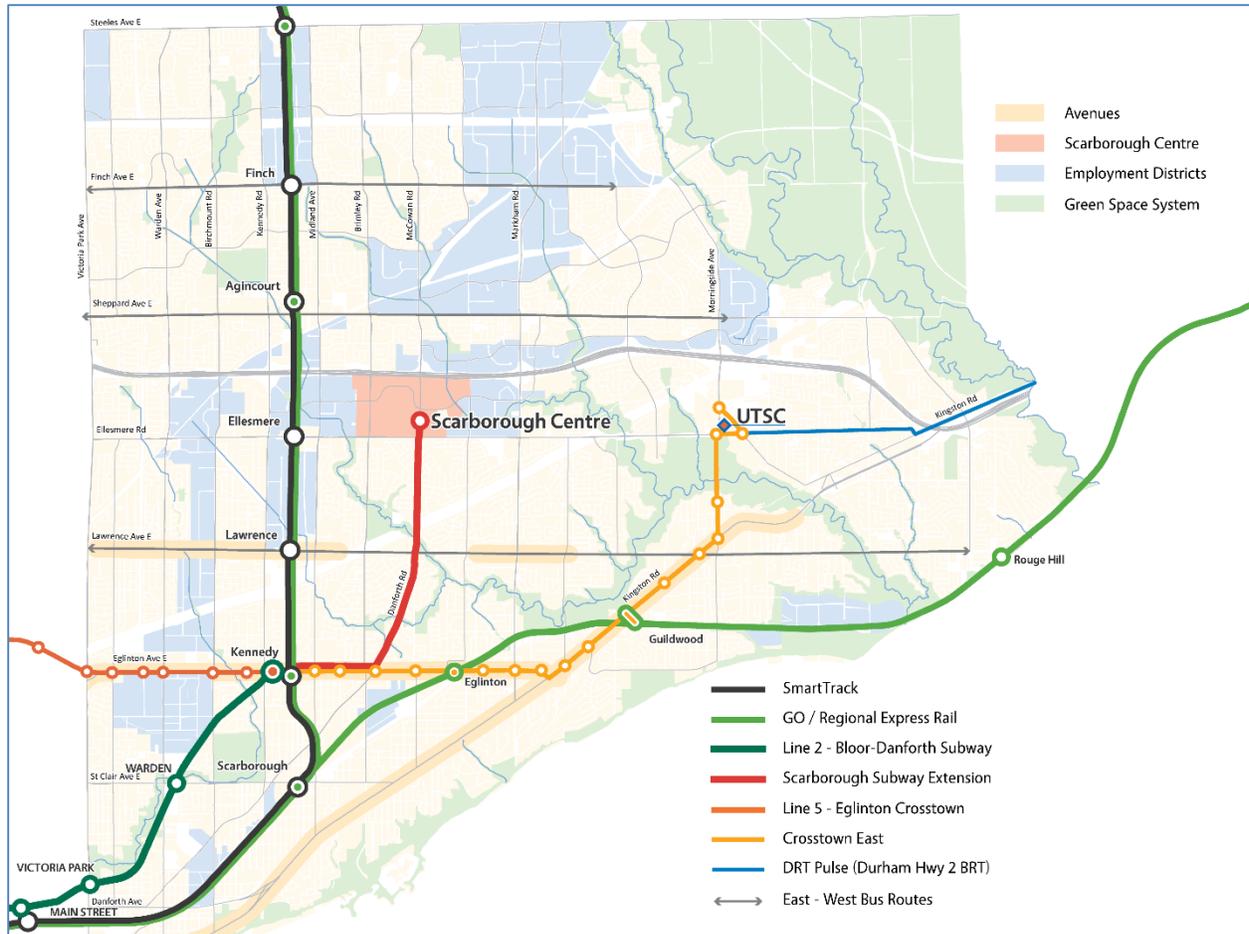
**Q: For some Scarborough residents, the original vision for this project was to create a regional line that moves people faster and more efficiently to the downtown core, while for others the vision was to improve local service. The project has now moved in a regional direction with the Eglinton East LRT providing local service.**

**A:** That is a great comment that brings us back to the January report which defines priorities for this project (local and regional service). These needs are not necessarily served by only one (1) line, which is part of the reason we have suggested implementing all three (3) transit services.

**C/Q: The SSE, SmartTrack and Eglinton East LRT are part of one transit plan, therefore it would be helpful to discuss and visualize all three (3) transit lines at once. Is such a map available?**

**A:** Yes, we have the map that was created in January and would be happy to share it with you.

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**Q: Are you saying that the express subway option will actually add more riders to the system than the three-stop extension?**

**A:** Yes. The express subway extension improves the entire network as a whole, inciting more people to ride the system than the SRT or 3-stop option. For example, many riders getting on and off at the Lawrence Station on the three-stop option will use Kennedy Station on the express option. These riders are still on the system, they're just not counted as riders on the extension because they get on at Kennedy.

**C: The entire plan could be communicated in a better way so that the people of Scarborough are able to understand the big picture.**

**Q: There is a concern that the express line is stealing money to pay for the other transit projects. Are you taking the money saved by reducing the number of stations to invest the money in another project?**

**A:** Yes, money saved may be applied to the Eglinton East LRT.

**Q: In the 1980's, it was projected that Scarborough would be one (1) of the three (3) big development hubs. In January, the transit plan became an economic development plan with a heavy transit component. Can you explain what the economic development will be with the transit plan in place?**

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**A:** We need the highest quality transit service to encourage development in Scarborough.. Saying that, we are planning for transit to serve the areas where we want to encourage development. Scarborough Centre offers the most development potential in Scarborough.

We have provided a qualitative assessment of development potential in the handout this evening. From a planning and development perspective, the SRT / Midland alignments would be rated higher because of the future potential to extend the subway east of McCowan. However the closure of the SRT would have too great an impact.

**Q: How can you project SmartTrack ridership if we do not have a fare integration program in place?**

**A:** We have begun work on how we see fare integration for SmartTrack and will be developing a separate report on fare integration. We have also been studying the impacts of the existing GO fare structure. Toronto residents actually pay more to use GO Transit than those living outside of Toronto on a fare-by-distance basis. Part of our approach may be to seek a change in the fare model so there is no penalty for Toronto riders. There are 19 GO stops in the City of Toronto but the actual percentage of Toronto-based GO riders is very low (approximately 10%). We are definitely working toward fare integration because the better the fare, the more people will choose to use SmartTrack.

**Q: Why is there a projected ridership of 7,300 tonight and 40,000 at the last public meeting?**

**A:** The ridership projection of 7,300 is ridership during the peak hour, peak direction. The observed all-day ridership on the SRT today is close to 40,000.

### Next Steps

**C: The City transit network plan needs to be presented in a different way.**

**Q: Will SmartTrack be built first?**

**A:** Implementation schedules have not been developed for SmartTrack, but it could be faster to implement than the SSE.

**C: [Stakeholder]We currently have a high-speed horseshoe subway system but I thought the original goal was to have a high-speed loop. We should be thinking of building out the loop and improving service.**

**Q: What is the expected construction start date for the SSE?**

**A:** [Gary Carr, TTC] We estimate construction will begin in 2018-2019 and will finish in 2025-2026.

**Q: Is the City of Toronto negotiating fare integration?**

**A:** Yes, the City, TTC and Metrolinx are working on fare integration for SmartTrack.

**Q: Are all of the proposed Scarborough Centre bus station options able to handle the required bus routes?**

**A:** We have some working concepts for the bus station that will accommodate the number of buses we will require in the future.

**Q: Being a terminus station, will Scarborough Centre include a provision for additional commuter parking in the plans for the SSE?**

**A:** Parking would need to fall under a separate budget.

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**Meeting Adjournment**

Following the Q&A period, James Perttula thanked all SAG members for attending the meeting and asked if there were any final questions or comments. No additional questions were received and the meeting was adjourned at 8:00 pm.