

# **Rapid Transit Expansion Study Follow-up Report**



**TORONTO TRANSIT COMMISSION**

**June, 2002**

# Presentation Outline

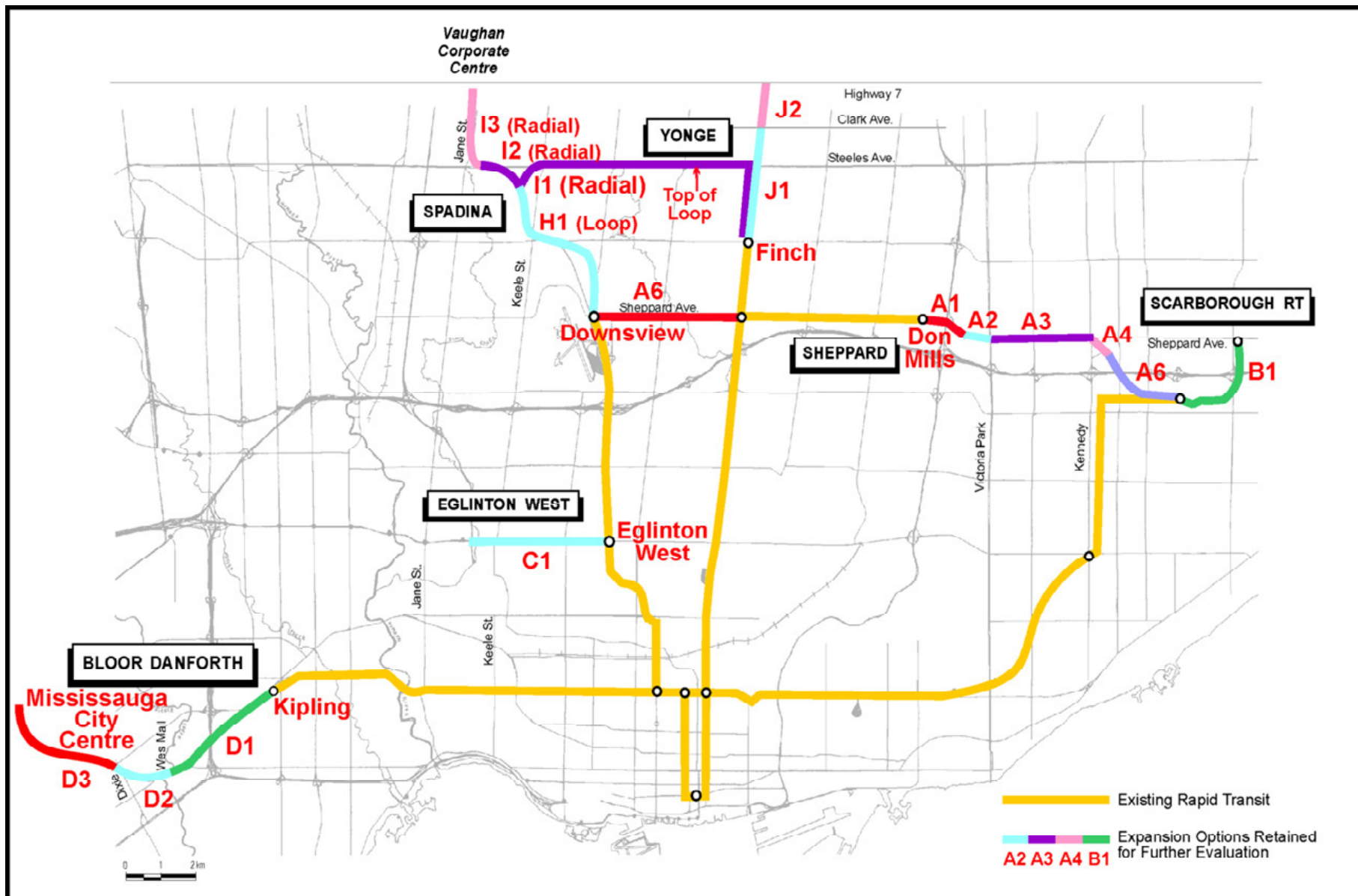
- Summary of original (August 2001) RTES
- Status report
  - ✓ responses received
  - ✓ progress since August 2001
- Realities of building subways
- Recommendations

# Purpose of RTES Study

- Identify priorities for subway expansion from a TTC perspective
- Establish performance targets for measuring success in rapid transit projects
- Recommend future actions to protect options and co-ordinate studies

# Focus on Subway Extensions

- GTA inter-regional issues beyond scope
  - GO expansion
  - subway capacity into downtown Toronto
- Other possible modes not evaluated (eg. LRT, BRT)
  - existing subway/RT lines prove subways can be successful
  - network continuity - rider sensitivity to transfers
  - lower cost for vehicles and yards



**Rapid Transit  
Expansion Study  
(RTES)**



## Long List Of Rapid Transit Options

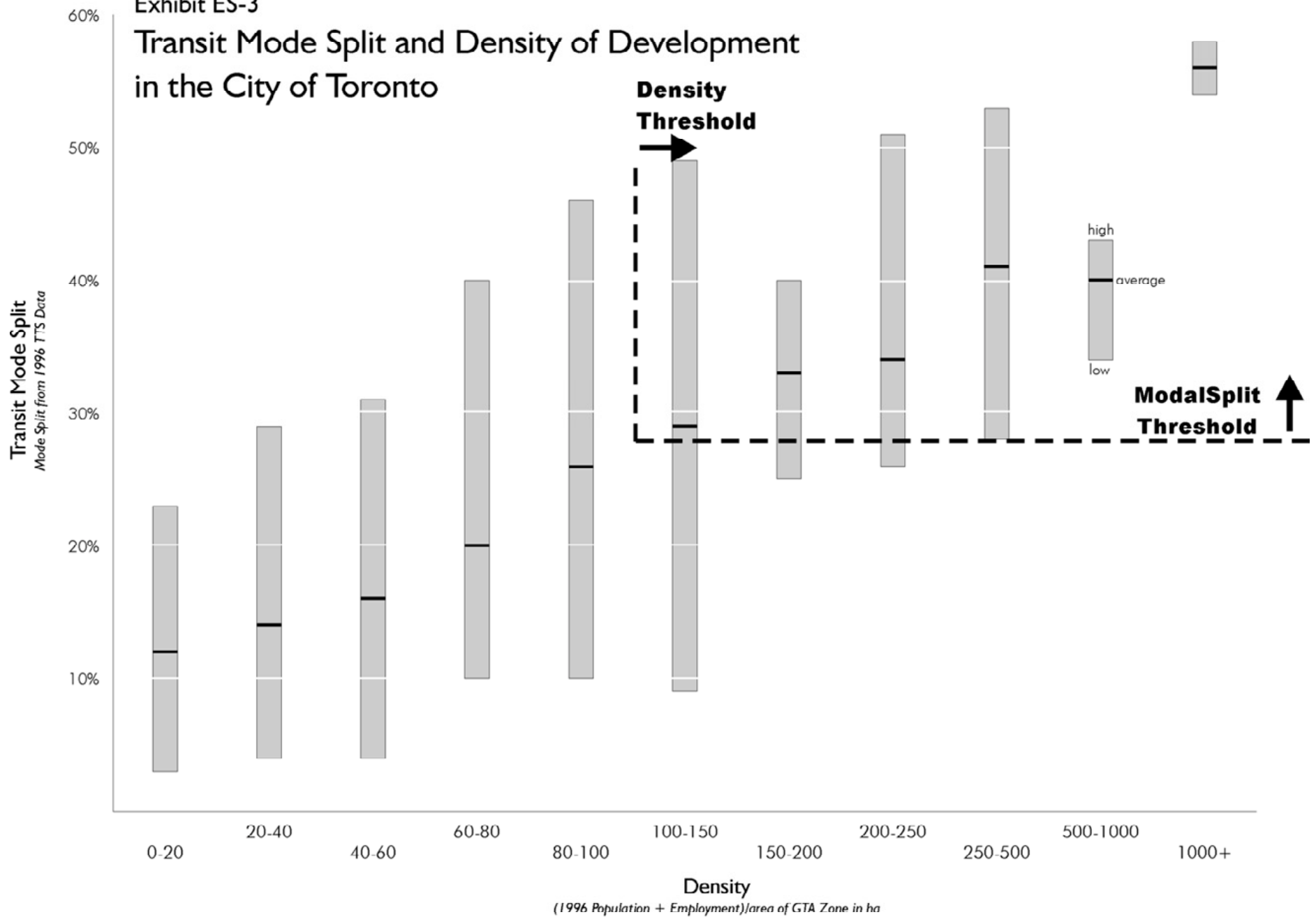
**Exhibit  
ES - 8**

# Evaluation of Projects

- Existing population/employment densities
- Match with Official Plan growth areas
- Re-development potential/constraints
- Existing and forecast ridership
  - ✓ based on 2.7M population scenario
- Capital and operating cost per new rider
- Network connectivity

# Exhibit ES-3

## Transit Mode Split and Density of Development in the City of Toronto





# TTC Capital Funding and RTES

- Inadequate TTC capital funding to maintain current system:
  - ✓ 10 year needs of \$3.8B
  - ✓ mostly for vehicle replacement
  - ✓ funding uncertainty, Provincial details and Federal commitment not yet confirmed
  - ✓ no allowance for growth or improvements
- Funding for RTES a lower priority than funding for TTC “State of Good Repair”

# Rapid Transit Expansion Must

- Not be at the expense of TTC's "State of Good Repair"
- Be supported through land use and development policies to ensure success
- Give the "biggest bang for the buck"

# RTES Status

- Received by Commission in August 2001
  - ✓ confirmed funding priorities
  - ✓ confirmed selection of next-priority extensions
  - ✓ circulate requesting input
- Input received from municipalities, organisations and individuals
  - ✓ generally supportive of the conclusion of the study
  - ✓ issues raised regarding need for broader scope and assessment of other alternatives

# City's Position on RTES

## (Council Approval April 16-18)

- General support - requests further study
- Do subway extension EA amendments
- Cross-reference to new Official Plan
  - ✓ Advocates surface transit priorities in "Avenues"
- Consider less expensive alternatives
  - ✓ Bus Rapid Transit (BRT)
- Support for TTC's GTIP proposals for BRT

# Realities of Building Subways

- Not all past subway/RT investments have resulted in re-development near stations
  - ✓ Resulting ridership not adequate to justify investment
- Land assembly, zoning, and local community issues important
- Be realistic about what is achievable and what is likely to be cost-effective, successful

# Realities of Building Subways

- Original Yonge and Bloor-Danforth lines have been successful
- Built on base of existing high-volume ridership - service every 0'45"
- Land use policies encouraged high density at stations
- Result: 30% + mode share







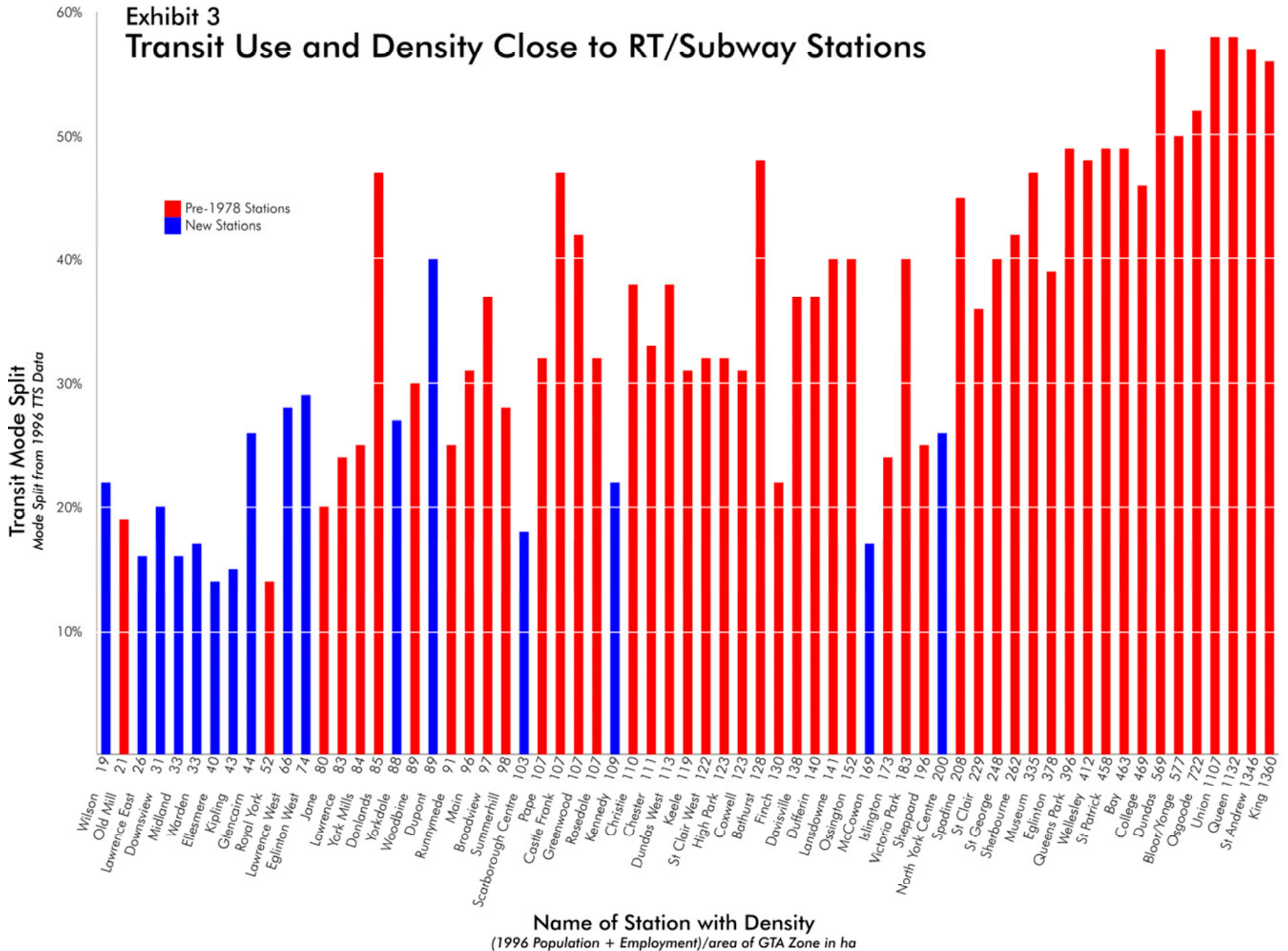
# Realities of Building Subways

- Post - 1978 subway extensions less successful
- Favourable land use policies not in place
- Densities not achieved
- Mode share: 10% - 20%





**Exhibit 3**  
**Transit Use and Density Close to RT/Subway Stations**









# Realities of Building Subways

- Surplus of developable land at subways:
  - ✓ North York Centre, Scarborough Centre, Kipling/Islington, Sheppard/Yonge, Eglinton/Yonge, York Mills/Yonge, Downsview
  - ✓ Market soft for past 10-15 years
- Non-subway development is occurring:
  - ✓ Airport Corporate Centre, Meadowvale, East Beaver Creek
  - ✓ Not transit-oriented - outside of TTC service area

# Realities of Building Subways

- Continuing concerns about uncertain funding
- Recent lack of success in attracting subway-oriented development
- “Go slow” approach needed until progress is made on attracting high density development:
  - ✓ land use and zoning
  - ✓ economic and tax incentives

# Other Opportunities to Improve Transit

- “Expanding Transit Priorities” initiatives
  - ✓ Signal priority
  - ✓ Exclusive transit lanes
  - ✓ Strict prohibitions on parking and turning
  - ✓ Bus Rapid Transit
- Inter-regional BRT planning initiative by GO\Province

# Moving Forward With Subways

- EA amendments when funding available
- Encourage necessary ridership base with BRT:
  - ✓ Yonge - Steeles
  - ✓ Spadina - Steeles
  - ✓ Sheppard - Scarborough Centre
  - ✓ Bloor - Airport Corporate Centre
- Modest cost, feasible, low-risk

# Moving Forward With Subways

- Work with City on:
  - ✓ corridor protection
  - ✓ updating ridership forecasts based on Official Plan
  - ✓ analysing transit demands to the downtown
- Corridors studies (GTIP funding requested)
  - ✓ EA amendments - alignment alternatives
  - ✓ Interim Bus Rapid Transit facilities

# Recommendations

- Confirm funding priorities
- Re-affirm importance of surface network: request Council endorsement of transit priorities
- Approve, in principle, BRT to kick-start subway ridership
- Seek commitments for supportive subway development - incentives
- Proceed with subway extension EA amendments when funding available