APPENDIX F

Presentation

TTC – TWRC Waterfront Transit Environmental Assessments

East Bayfront

Public Presentation & Workshop #2

Novotel Hotel, 45 The Esplanade
June 21, 2007

Getting and Giving the Most

- It's OUR meeting…participate enthusiastically
- Terminology expertise is secondary
- There is such a thing as a bad idea!
- Build, don't duplicate
- Respect (for each other and the process)
- Voices without titles
- Consensus on no consensus
- Informal style, structured approach

Food for Thought

"The knowledge of the world is only to be acquired in the world, and not in a closet"

Earl of Chesterfield

"He speaks to me as if I was a public meeting"

G.W.E. Russell

Agenda

- Introduction
- Technical Presentation
  - Alternative Technologies
    - Shuttle Option (Union Station to Queens Quay/Ferry Docks)
    - Streetcar/LRV or Bus
  - Potential Tunnel Portal Locations
  - Next Steps
- Workshop

Introduction

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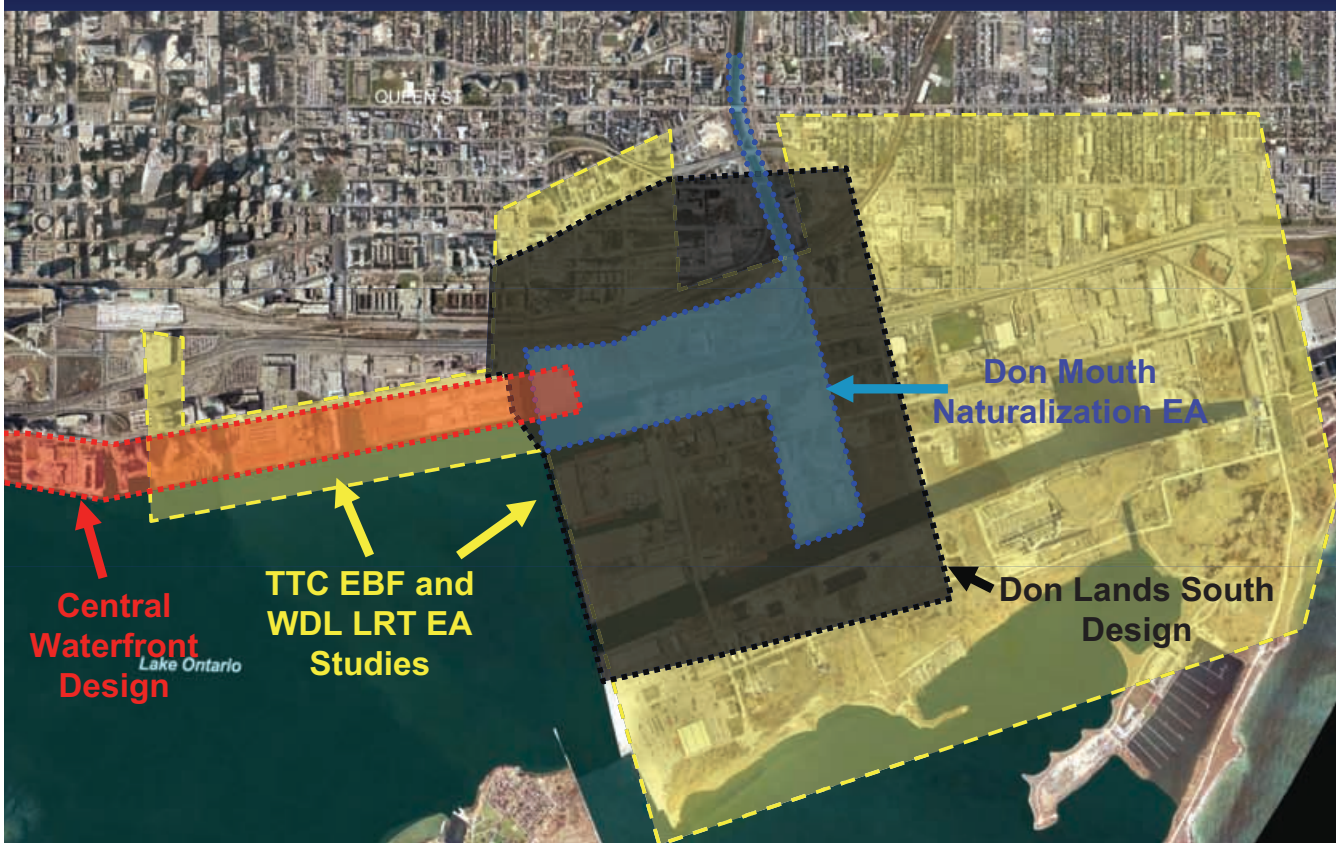
3 Terms of Reference Approved by MOE

Purpose of this Environmental Assessment

"To determine the transit facilities appropriate to serve the long term residential, employment, tourism and waterfront access needs in the study area while achieving the City's and TWRC's objectives for land use, design and environmental excellence"

Concurrent Studies



Technical Presentation

East Bayfront EA Study Area

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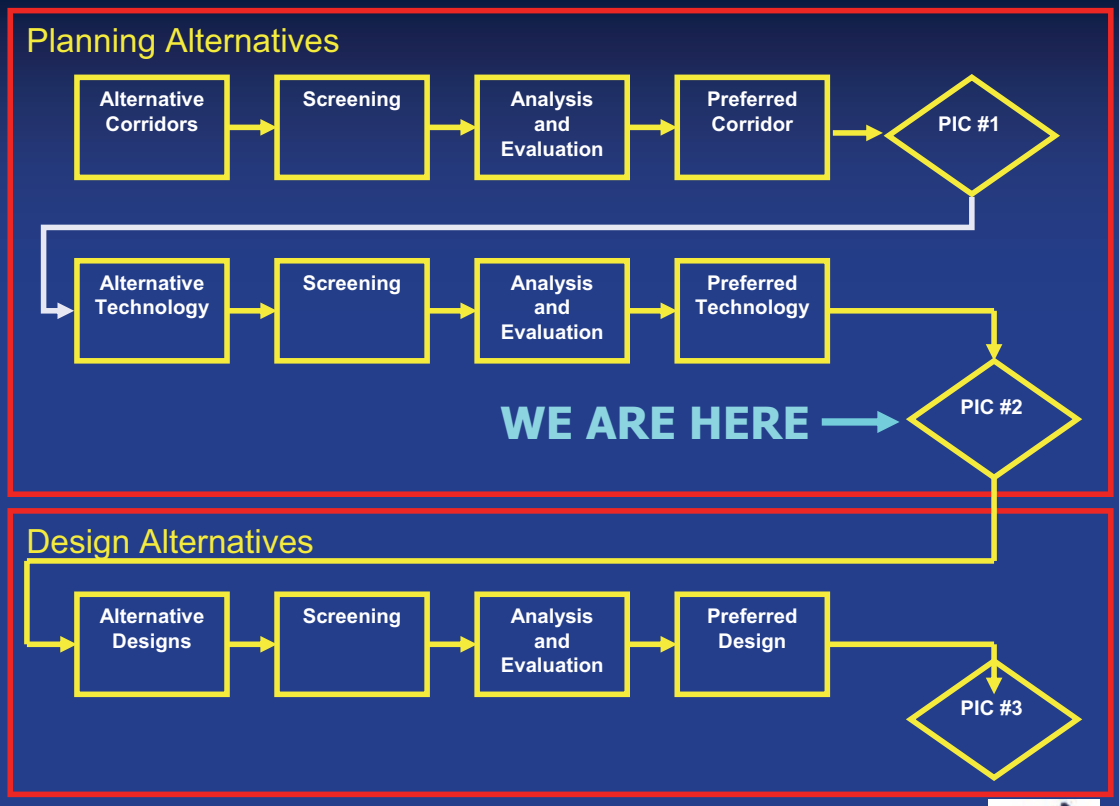
East Bayfront Area – Future

EA Decision Making Process



Consultation to Date

- Terms of Reference, March 2006 to July 2006
  - Four Community Liaison Committee (CLC) meetings
  - Two Workshops/Public Information Centres
  - First Nations and Technical Advisory Committee (TAC) input
- Initiated Individual EA studies, Sept 2006 to date
  - Five East Bayfront Community Liaison Committee (CLC) meetings
  - Two Technical Advisory Committee (TAC) meetings
  - One Public Information Centre (March 28)

Summary of PIC/Public Workshop #1

PIC #1 Recommendations

CORRIDOR

- Carry Queens Quay as the "preferred corridor" to the design alternatives stage

TECHNOLOGY/ROW (s)

- Carry streetcar and bus (in dedicated right-of-way) forward to the design alternatives stage

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Ridership Forecast

Ridership Forecast
(AM Peak Hour)

Technology Selection

(Need to consider Bay Street underground shuttle connection first)

Queens Quay/Ferry Docks to Union Station

- First, discuss connection issues between Queens Quay and Union Station
- Original concept: streetcar or bus along Queens Quay East and north to Union Station loop via Bay Street tunnel
- Requested to consider a shuttle or moving walkway under Bay Street – in conjunction with streetcar or bus along Queens Quay East
- Suggested Benefit: improved streetscape and urban design
  - Removes the existing tunnel portal at Queens Quay/Bay
  - Avoids the need for a second portal

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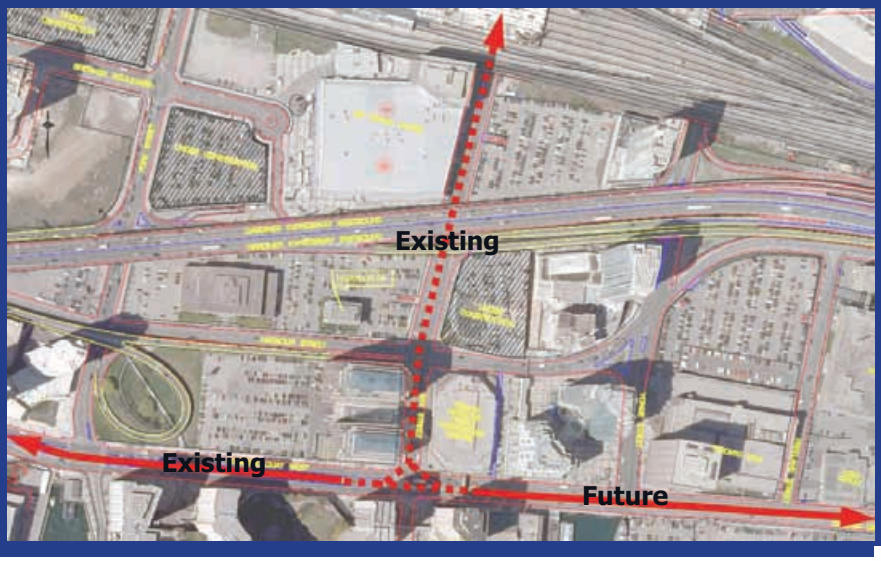
Queens Quay/Ferry Docks to Union Station

Original Concept (Single Technology):

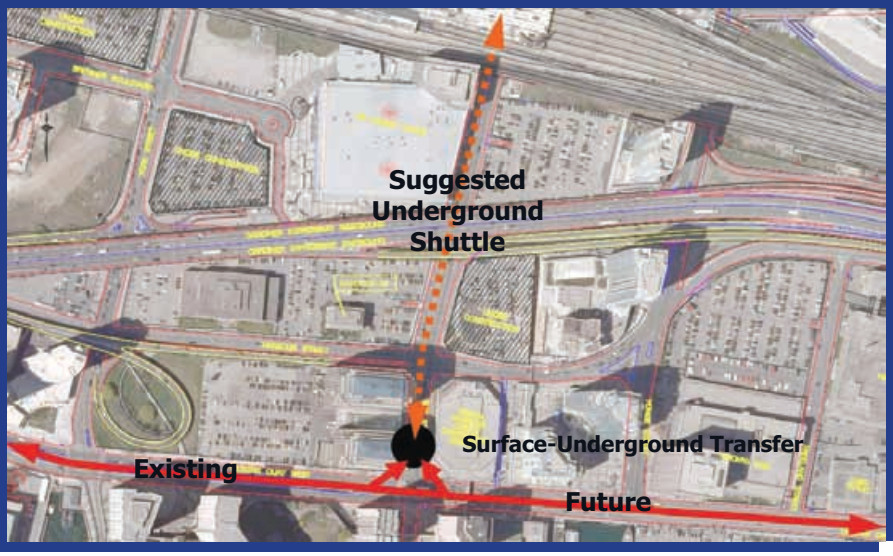
Transit (streetcar or bus) to Union Station loop, underground via Bay Street tunnel – *direct connection*



Queens Quay/Ferry Docks to Union Station

Suggested Alternative (Bay Street Shuttle):

Replace transit with an underground shuttle or moving walkway to Union Station loop – *transfer required*



Development of Shuttle/Moving Walkway Concept

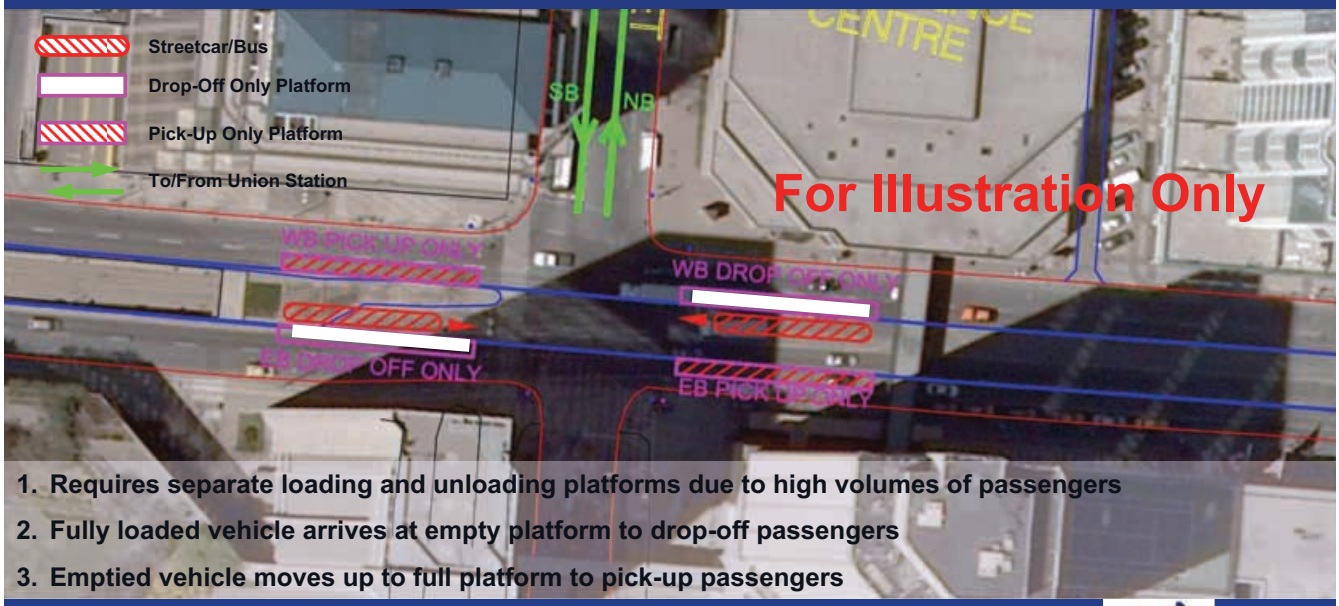
Basic concept:

- Connects Queens Quay with the Union Station Loop
- Underground, utilizes the Bay Street tunnel
- Must provide capacity to accommodate forecast demand
- Service must be accessible for the disabled

- Requires a new surface-to-underground transfer terminal at Queens Quay end

Surface-Underground Transfer

- On-street terminal platforms on Queens Quay



1. Requires separate loading and unloading platforms due to high volumes of passengers
2. Fully loaded vehicle arrives at empty platform to drop-off passengers
3. Emptied vehicle moves up to full platform to pick-up passengers

Peak Hour Passenger Volumes

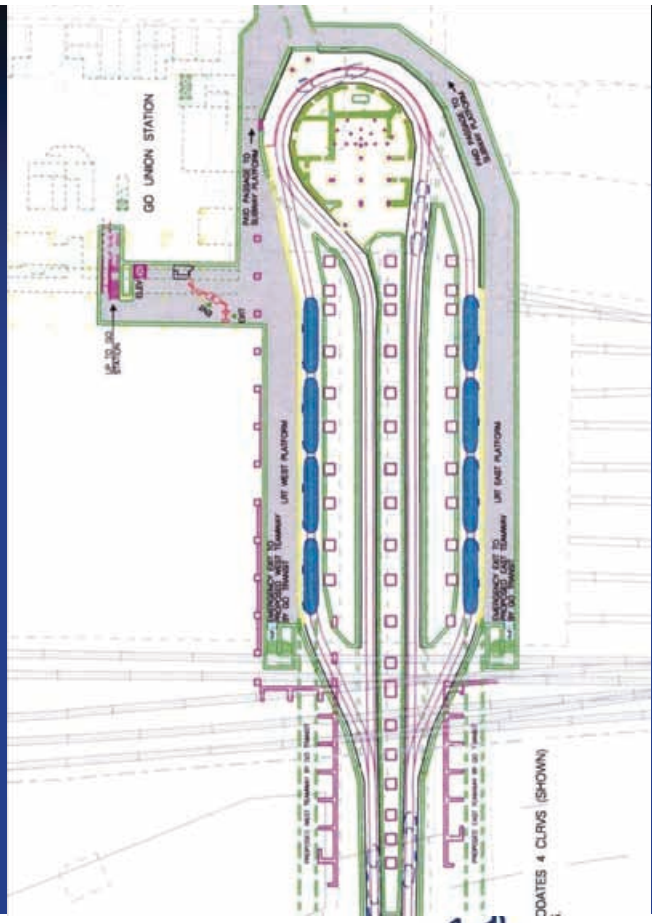
- Passengers to/from surface transit on Queens Quay:
  - QQE (4,200 inbound plus 2,500 outbound)
  - QQW (1,200 inbound plus 1,700 outbound)
  - Total of 5,400+ inbound and 4,200+ outbound peak hour passengers that must transfer between surface transit and shuttle/moving walkway at the Queens Quay/Bay St. intersection
- For comparison, busiest peak hour streetcar-to-subway transfers today are:
  - 1,400 at College and Yonge
  - 1,150 at King and Yonge

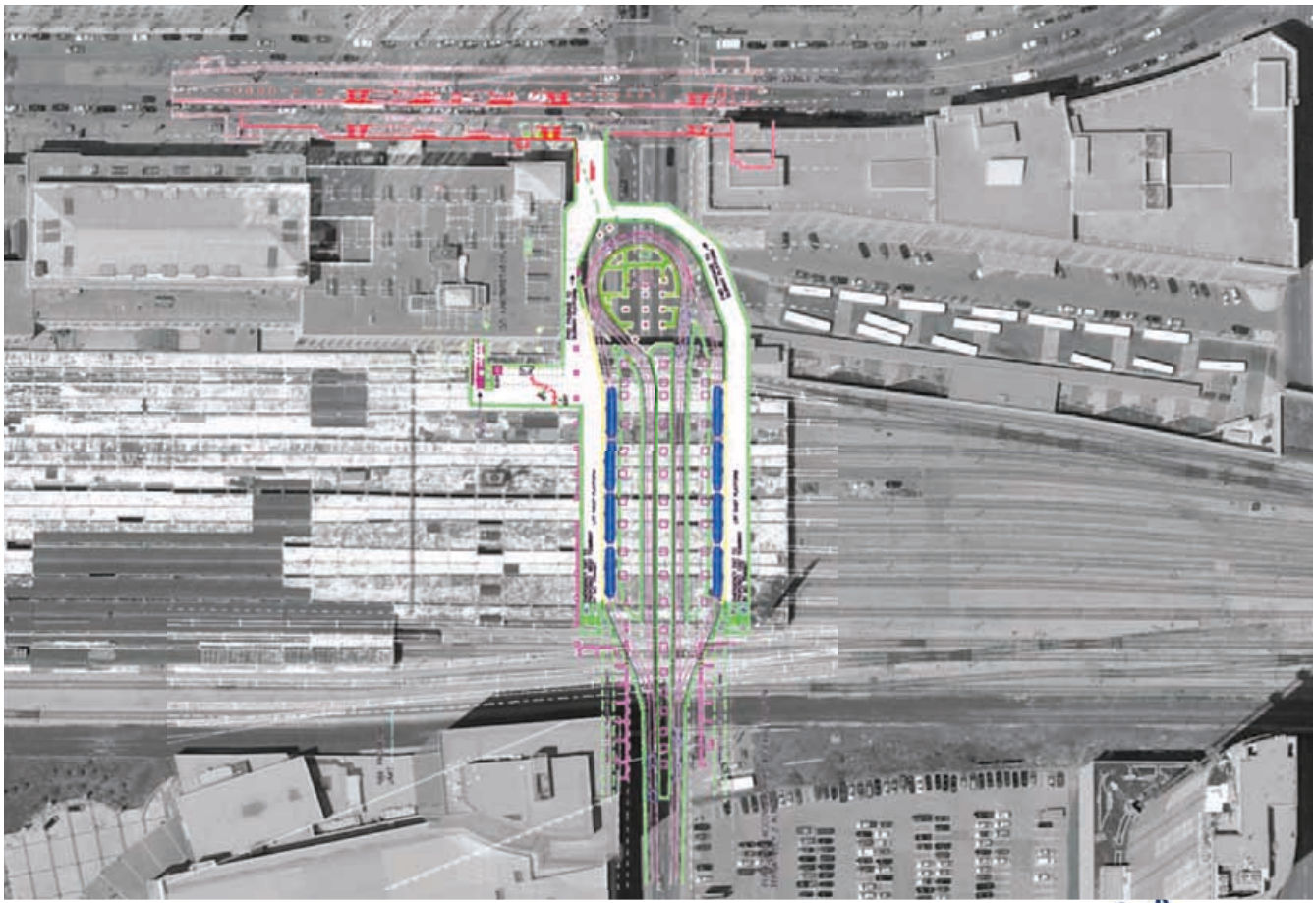
Peak Hour Passenger Volumes (cont'd)

- In addition to passengers from QQE and QQW, the shuttle or moving walkway must also carry passengers heading to/from the Queens Quay/Ferry Docks Station only
- Therefore, total volume of passengers boarding the shuttle during the peak hour:
  - Approx. 5,600 inbound plus 5,100 outbound
  - 10,700+ in both directions
- Requires an underground terminal with sufficient platform space to accommodate peak volumes

Union Station Loop Expansion

- Existing loop requires expansion – part of this study and to be analyzed at a later stage
- Expansion required as a result of inadequate capacity to accommodate existing as well as future passenger volumes





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Shuttle Would Require a Similar Transfer Terminal at South End

- Boarding and alighting volumes for those transferring from surface to shuttle at Queens Quay and Bay Street are similar to those transferring from shuttle to Union Station at north end
- Therefore, a similar high-capacity passenger terminal would be required at the south end

Shuttle/Moving Walkway Assessment

Quality of Service:

- Would reduce transit ridership from QQW and QQE
  - Estimated 10% to 20% reduction in attraction because of forced transfer
  - Counter-intuitive to the project's purpose
- Creates a major inconvenience for passengers heading to/from QQW and QQE – would not be considered a good transit service
- In the event of walkway breakdown or maintenance, all passengers would have to walk to/from Union Station

Shuttle/Moving Walkway Assessment (cont'd)

Shuttle Infrastructure Needs :

- Requires construction of a second underground terminal (at Queens Quay) comparable in size to an expanded Union Station Loop
- Requires modifications to the Bay Street tunnel currently in use for streetcars
- Access for shuttle vehicles is a major challenge
  - Require a portal to get shuttle and maintenance vehicles underground
  - No practical maintenance solution without a portal

Shuttle/Moving Walkway Evaluation

Shuttle/Moving Walkway:

- A shuttle/moving walkway option could improve streetscape and urban design by eliminating the existing portal on Queens Quay West and avoiding the need for an additional tunnel portal
- But, forcing 5400+ (inbound) and 4200+ (outbound) peak hour passengers to transfer from surface transit to shuttle/moving walkway underground is poor service from user's point of view
- Poor quality of service results in ridership reduction

Shuttle/Moving Walkway Evaluation (cont'd)

Shuttle:

- In addition to tunnel modifications, shuttle requires a surface-to-underground vehicle access for maintenance purposes
- High capital costs related to tunnel modifications, vehicle access, and maintenance facilities

Shuttle/Moving Walkway Conclusion

- Poor transit service with forced transfer and reduced ridership
- Significant infrastructure costs required to convert Bay Street tunnel into a safe and accessible environment for transit pedestrians
- Still requires some sort of portal access

CONCLUSION:

Shuttle/moving walkway not carried forward for further analysis

Technology Selection

(Streetcar/LRV or Bus in Dedicated ROW)

Streetcar/LRV in Dedicated Right of Way

Bus in Dedicated Right of Way

Vehicle Assumptions

- To handle demands we are assuming
  - 18 m buses (articulated) or
  - 28 to 29 m new streetcar/LRV
- Propulsion
  - Streetcars – electric
  - Buses – clean diesel, hybrid, fuel-cell, trolley (electric)
- Vehicle service loads
  - Articulated bus - 80 passengers/vehicle
  - Streetcar/LRV - 125 passengers/vehicle (new vehicles)

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Ridership Forecast
(AM Peak Hour)

- Passenger demand to/from Union Station dictates the required service headway

Total Vehicle Demand at Union Station
(From Both East and West)

- 6800 passengers during peak hour northbound at Union Station requires:
  - For streetcar only: approx. 55 vehicles per hour
    - 10 (QQW) + 10 (Bremner) + **35 (QQE)** = 55
  - For streetcar plus bus: approx. 74 vehicles per hour
    - 10 (QQW) + 10 (Bremner) + **54 buses (QQE)** = 74

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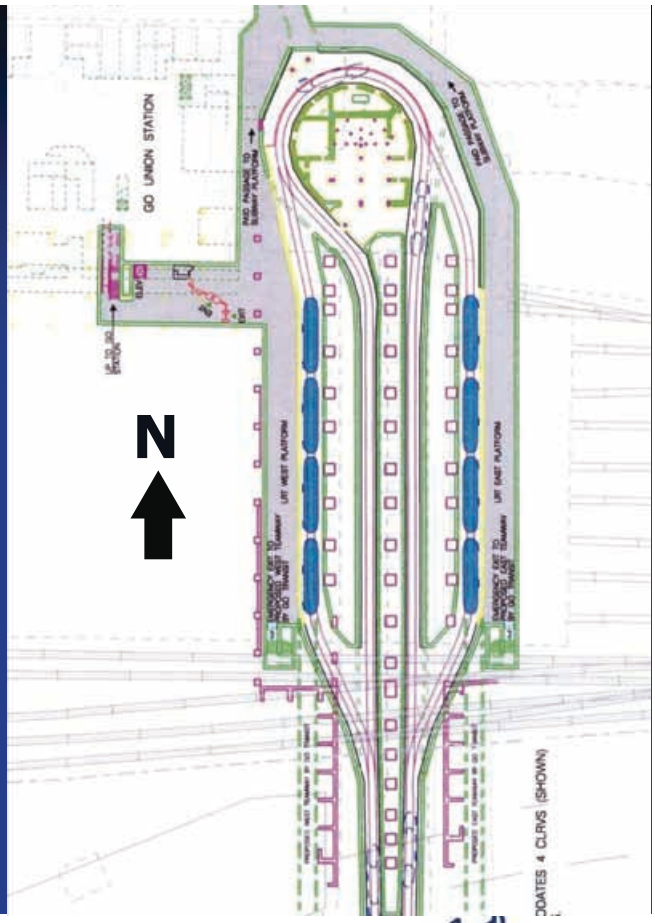
At Union Station Loop

Assumptions on use of the expanded loop :

- New east side platform to accommodate Queens Quay East service
- New west side platform to accommodate Queens Quay West and Bremner services



Queens Quay East Service to Union Station

- Required headways (Queens Quay East):
  - Streetcars: 35 veh/hr = 1 car every 106 seconds
  - Buses: 54 veh/hr = 1 bus every 67 seconds

Note: Shortest existing bus headways on the TTC system:

- 39 Finch East bus: 1 bus every 90 seconds at TTC Finch Bus Terminal (achieved because the buses can pass each other in the terminal and on the street)

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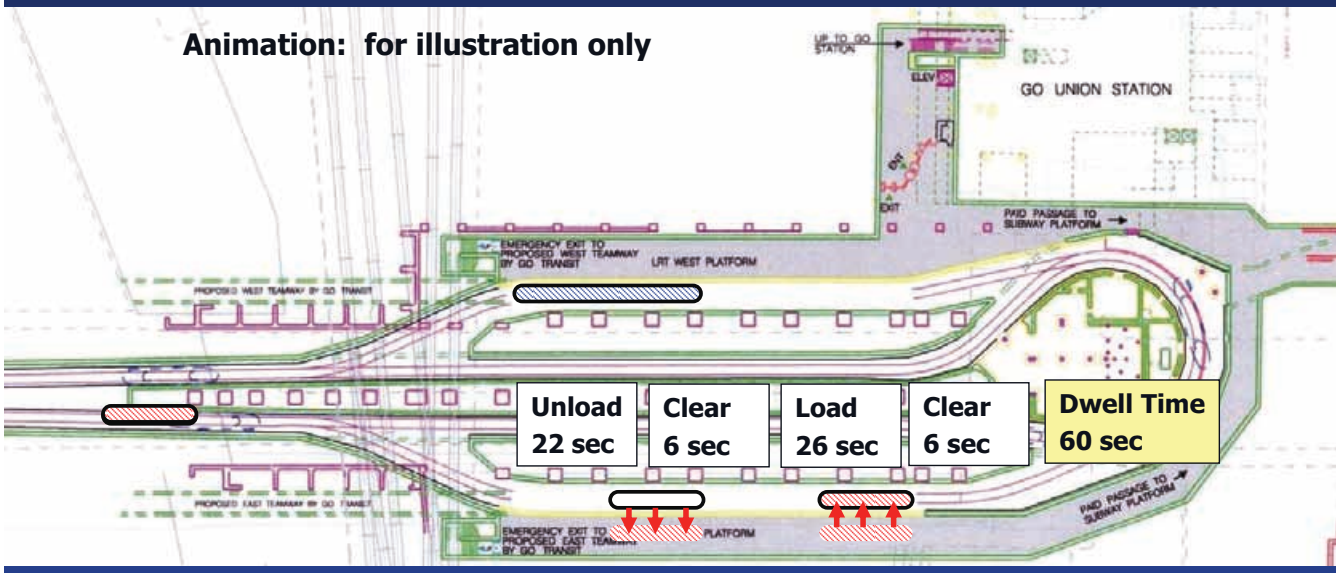
Peak Hour Gap (QQE Buses)

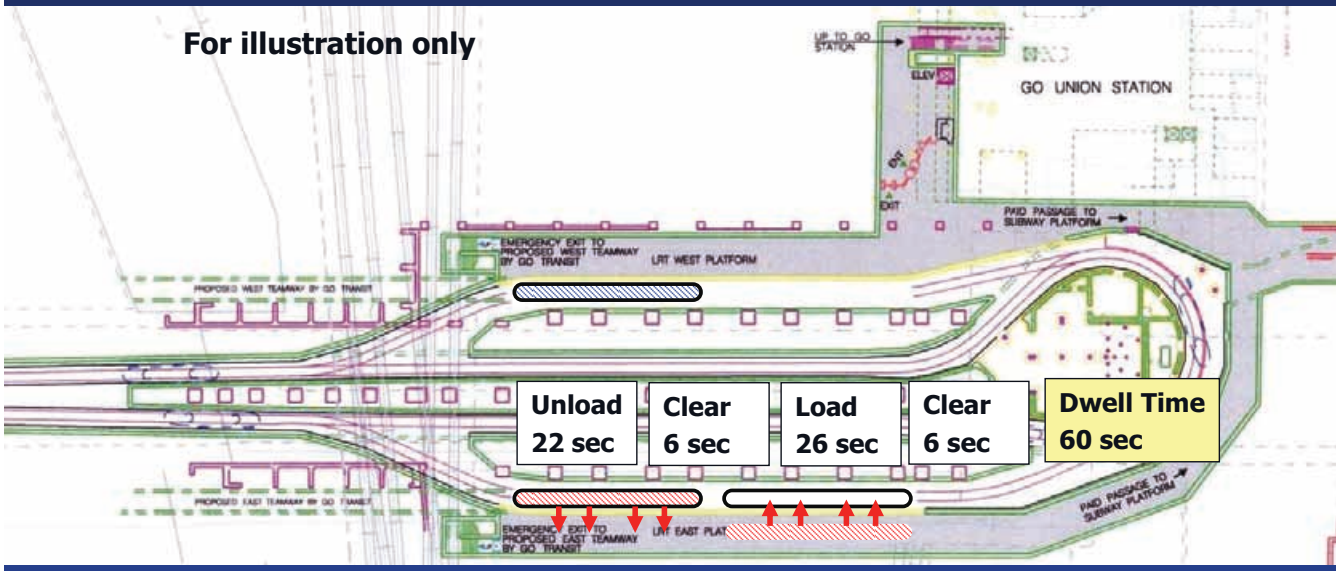
Animation: for illustration only



- Bus Gap = Headway – Dwell Time = 67 – 60 = 7 sec before next QQE bus arrives

Peak Hour Gap (QQE Streetcars)

For illustration only



- Streetcar Gap = Headway – Dwell Time = 106 – 60 = 46 sec before next QQE streetcar arrives

Service Reliability

- 54 buses during peak hour arriving at east side Union Station platform, resulting in a short headway (67 sec) and a short (7 sec) gap between buses
- A peak hour gap of only 7 seconds between buses will result in a high probability of platooning and delay at Union Station and along the entire line creating an unreliable transit service
- Shortest bus headway on any TTC route today is 90 seconds (Finch East – Yonge to Don Mills) but at the TTC Finch Bus Terminal these buses have multiple bus loading bays and can pass each other.
- **Conclusion** - Not possible to reliably provide this level of service using buses in the underground tunnel/loop

Clearance in Existing Bay Street Tunnel

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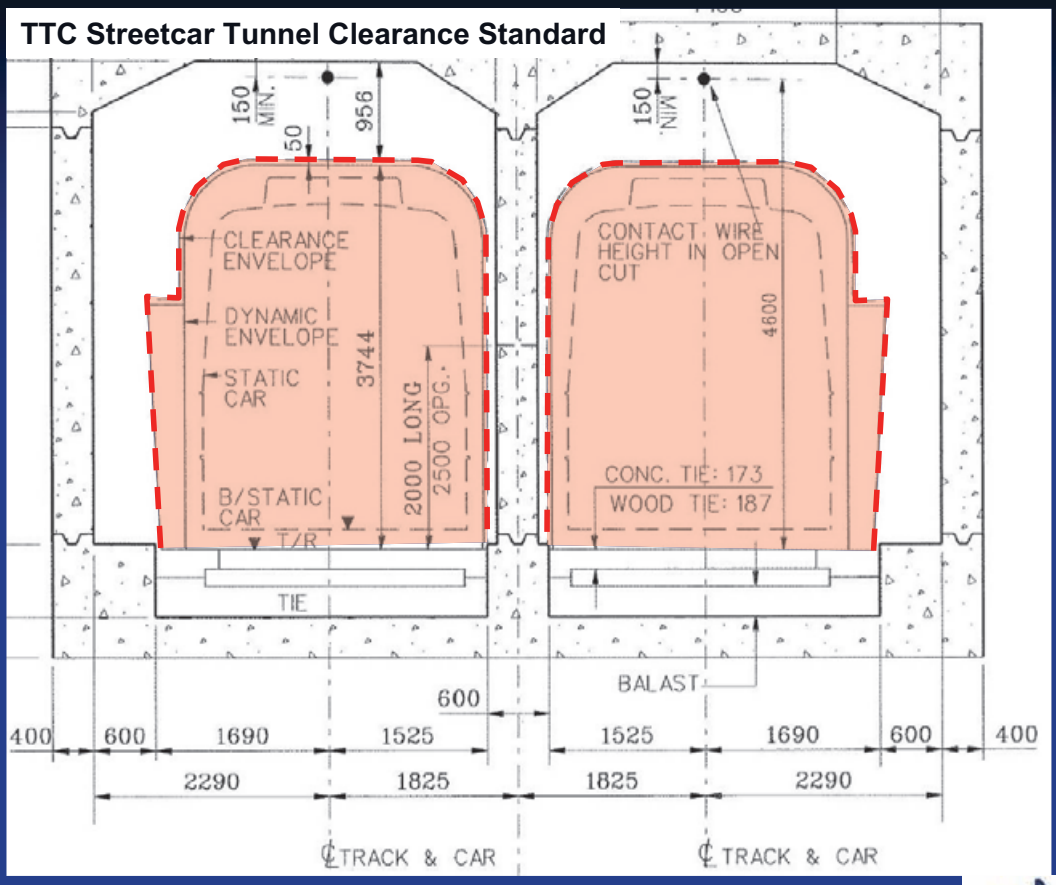
TTC Streetcar Tunnel Clearance Standard



Tunnel Clearance

- Streetcars and Buses are the same width (2.59 m excluding mirrors)
- Existing streetcar tunnel is 3.25 m driving width plus .665 m clearance for evacuation (includes open vehicle door)
- Buses require extra width for manoeuvrability

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Lawrence Bus Terminal

- TTC's narrowest bus tunnel
  - Approx 4.5 m per lane at the narrowest point
  - Poor bus operation (slow speed and difficult to manoeuver)

Bay Street Tunnel

- Bay Street tunnel would require widening and paving in order to accommodate buses
- For a desirable bus operation, tunnel lane has to be wider than 4.5 m plus extra width for an evacuation catwalk

Don Mills Bus Terminal

- Wider tunnel provides better bus manoeuvrability and improves operation

Cost of Tunnel Widening

- Cost of widening/reconstructing the existing tunnel will be comparable to building a whole new tunnel
- Approx. length of tunnel requiring widening/reconstruction
  - 500 m
- Estimated costs of tunnel widening/reconstruction
  - Approx. $40 M to $50 M

Technology Assessment Summary

- Buses cannot adequately accommodate the forecast passenger demands
- Required short bus headways will result in low service reliability – not possible in practice to maintain reliable bus service operation
- Significantly more expensive than streetcar due to the need to both widen/rebuild and pave the entire Bay Street tunnel to support bus operation
- Lack of network continuity/connectivity with the Harbourfront streetcar to the west and the future West Don Lands streetcar to the north-east

Technology Selection

OBJECTIVES	STREETCAR	BUS
Land Use **Key Indicators:** the ability to accommodate the forecast transit demands	●	◕
Transportation **Key Indicators:** the extent to which an alternative maximizes non-auto modal split; the ability to provide an attractive transit service trips to and from the study area, and provide flexibility and adaptability for future expansion	●	○
Socio-Economic **Key Indicators:** the extent to which an alternative minimizes noise and vibration adverse effects after construction	◕	●
Natural	Not a Determining Factor	Not a Determining Factor
Cultural	Not a Determining Factor	Not a Determining Factor
Cost **Key Indicators:** the extent to which an alternative minimizes construction, capital, and operating costs	●	◑
OVERALL	●	○

Technology Conclusion

- **Streetcar/LRV selected as the Preferred Technology**
  - Carried forward in conjunction with assessment/evaluation of portals and ROW design for Queens Quay East

Potential Portal Locations

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Potential Portal Locations Considered

- Portal is a key element of alignment design

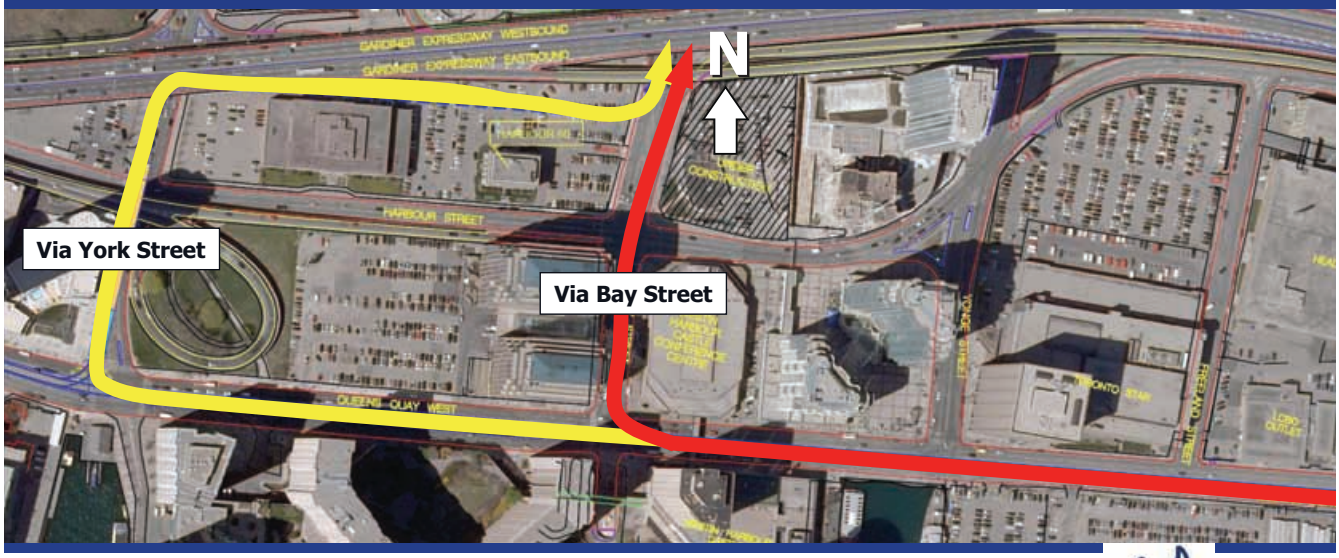
First Step: Screening

- High-level assessment to screen out options that are less feasible
- York Street and Yonge Street screened out as they share 3 major issues:
  - Neither is desirable from a transit and/or traffic operation point of view – cannot accommodate a portal adequately
  - Both would result in a circuitous and indirect route to Union Station
  - Both would require extensive tunnelling within close proximity of heritage and existing residential buildings

Portal Screening

York Street:

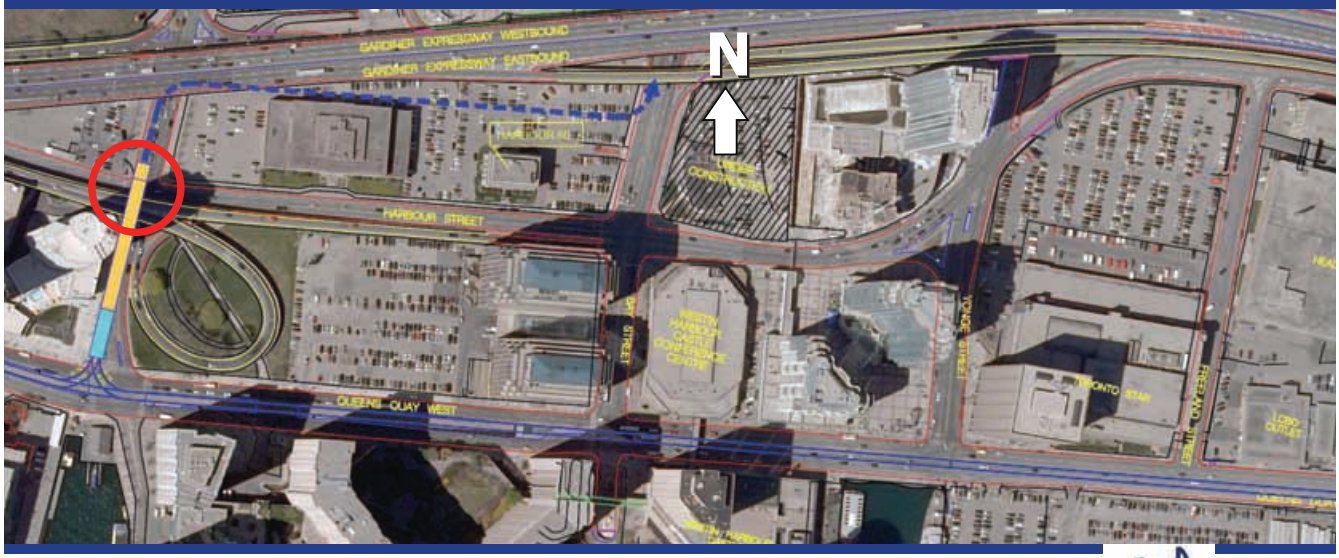
(1) Circuitous route for Queens Quay East streetcars



Portal Screening

York Street:

(2) Portal would block the Harbour/York intersection and effectively shut down eastbound traffic from Lake Shore and Gardiner



Portal Screening

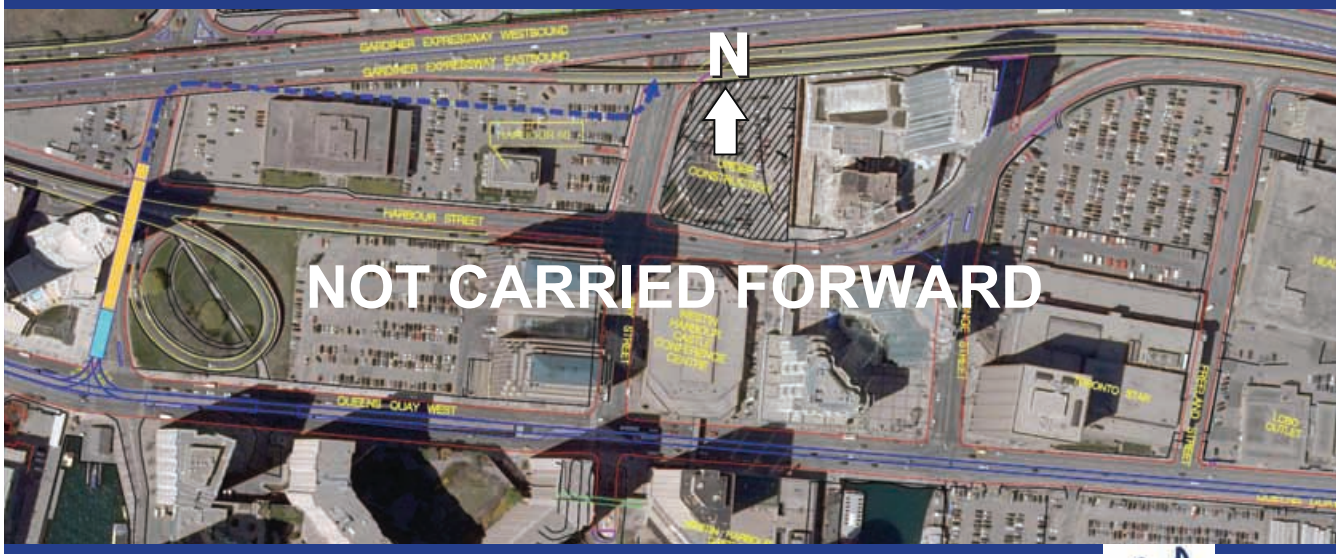
York Street:

(3) Would require extensive tunnelling and re-routing of the Bay Street tunnel within close proximity of two heritage buildings

Portal Screening

York Street:

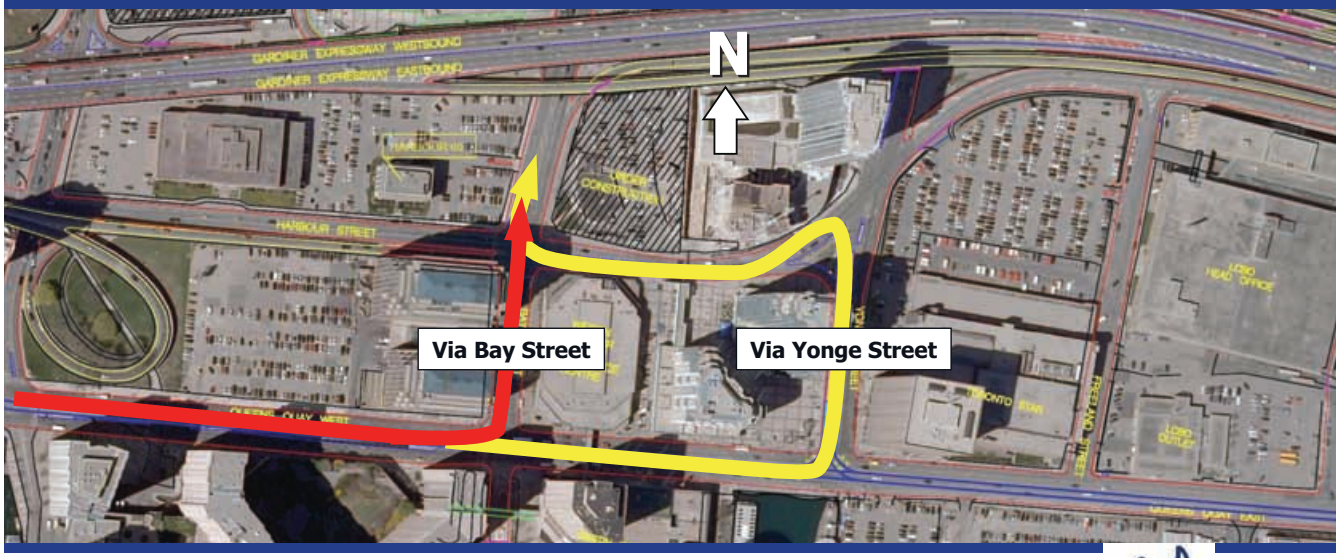
CONCLUSION – York Street screened out



Portal Screening

Yonge Street:

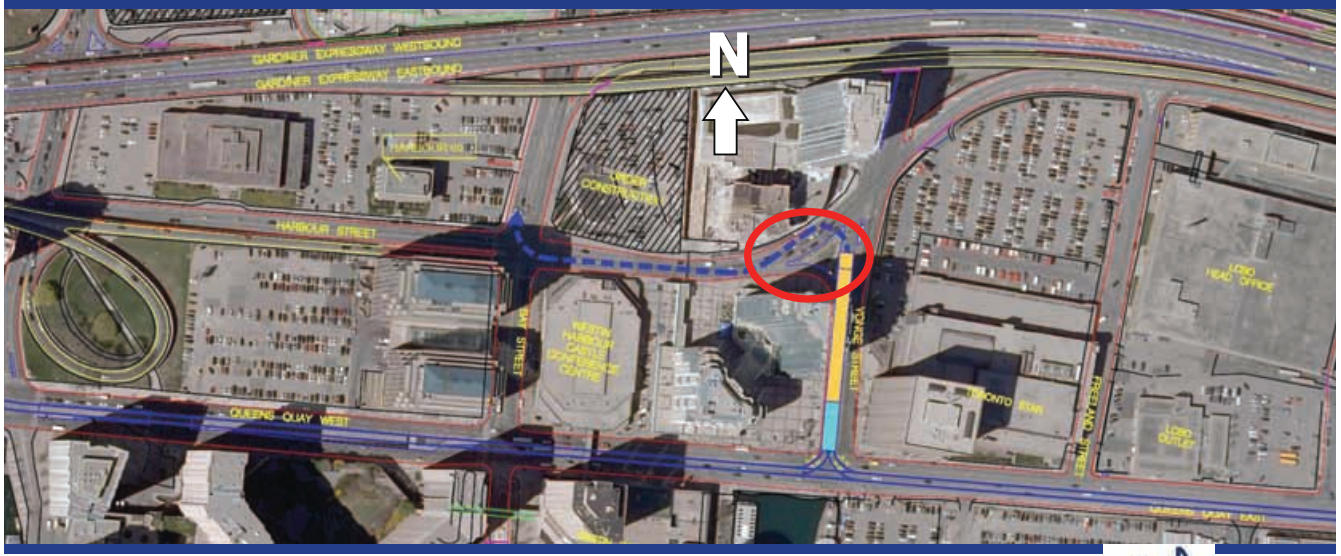
(1) Circuitous route for Queens Quay West streetcars



Portal Screening

Yonge Street:

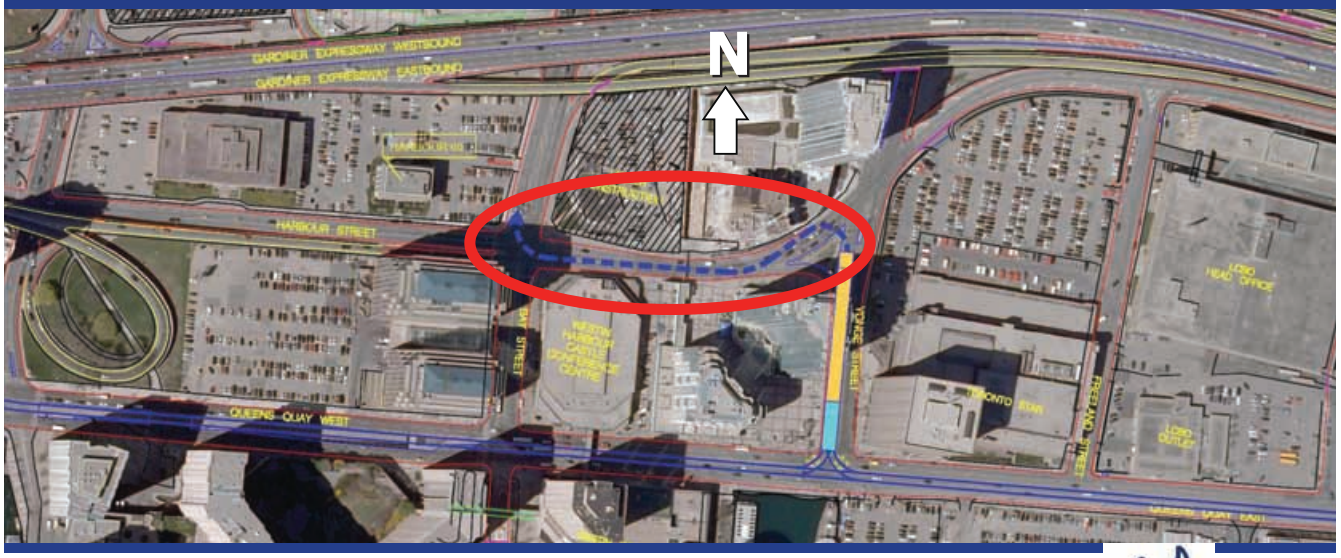
(2) Would require a loop curve to connect Yonge Street with Harbour Street – undesirable from a transit operation perspective



Portal Screening

Yonge Street:

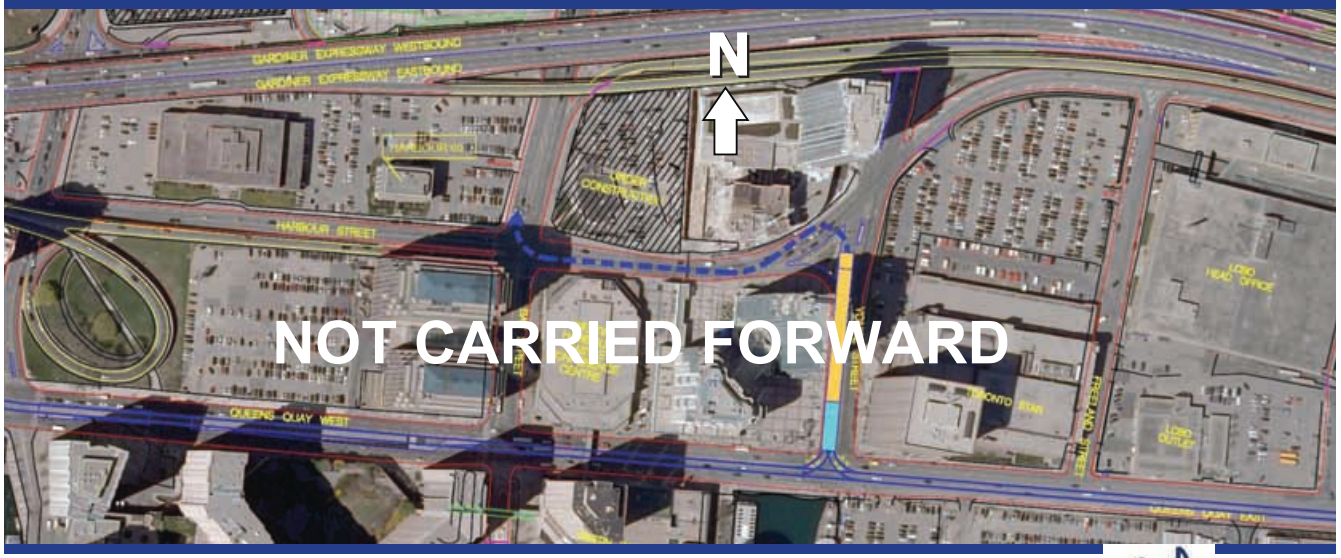
(3) Would require extensive tunnelling and re-routing of the Bay Street tunnel within close proximity of existing condominiums



Portal Screening

Yonge Street:

CONCLUSION – Yonge Street screened out



Portal Screening Conclusion

- Carry forward options on Bay and Queens Quay into the next phase for further analysis

Next Steps

- Receive comments from the public
- Detail analysis of short-listed portal options
- Selection of the preferred portal location and development of Queens Quay East design alternatives
- Assess and evaluate Queens Quay East design alternatives with the Community Liaison Committee and Technical Advisory Committee
- Hold a third public workshop in Fall – assessment of design alternatives and recommendation on the Preferred Alternative

Questions

APPENDIX G

Completed Workbooks - Groups

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Waterfront Transit Environmental Assessments – *East Bayfront*

EA Public Workshop #2

Novotel Hotel
45 The Esplanade

June 21, 2007

Workbook

What's Inside...
Meeting Agenda
Worksheets
Comment Form

Question 1

Strengths:

- RELIABLE AND (AS A SYSTEM IT WORKS)
- SYSTEM CONSISTENCY
- "GREENEST" OF ALTERNATIVES (except electric buses)
- LESS SET UP COSTS
- CAN PLATOON DUE TO STREET CAR DESIGN 2, 3 or 4 CARS

Weaknesses:

- SHORT TERM SOLUTION
- WHAT HAPPENS IF RIDERSHIP INCREASES DUE TO ① PORTLANDS DEV. ② DISMANTLING OF GARDINER
-

Questions:

HOW DOES THIS INTEGRATE WITH PORTLANDS & DUNDAS STUDY ?

WHERE IS THE EASTERN MOST LOOP ?

STRENGTHS

Alternative 'A':

SINGLE AVETAL V DONT LIKE

Alternative 'B':

DONT LIKE

Alternative 'C':

- BEST FOR TRANFARS WHEN TRAVELLING E → W & WEST → E AND NOT WANTING TO GO TO UNION (TOURISTS)
- FEWER UNDERGROUND STATIONS

Alternative 'D':

DONT LIKE

Alternative 'E':

DONT LIKE

Question 2

WEAKNESSES

Alternative 'A':

- costly
- disruptive

Alternative 'B':

- costly
- disruptive

Alternative 'C':

Alternative 'D':

Alternative 'E':

Question 2

QUESTIONS

OTHER GENERAL COMMENTS

Please Print

Name:

Email:

Address:

Thank you for your participation. Comments and information regarding this study are being collected solely for the purpose of conducting the environmental assessment. **With the exception of personal information**, all comments will become part of the public record.

Please return your workbook at the end of tonight's workshop

You may also email, mail, or fax your comments by Wednesday, July 5, 2007 to:

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Workbook

What's Inside...
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Streetcars Preferd

Question 1

Strengths:

- Capacity
- Patrons prefer streetcars
-
- ~~If~~ Streetcars might be cheaper over life cycle

Weaknesses:

- Streetcars perceived to be slower then buses
- If steetcar breaks down, whole system comes to a stop

Questions:

- Consensus of Table
- Keep on the table ~~the for~~ for future discussion keeping the route on Bay Street on the surface.

Question 2

STRENGTHS

Alternative 'A':

- potential for some of the cars could go north into the city
- & serves GO terminal better.

Alternative 'B':

- more attractive ride
- much cheaper

Alternative 'C':

Alternative 'D':

Alternative 'E':

Question 2

WEAKNESSES

Alternative 'A':

Alternative 'B':

Alternative 'C':

Alternative 'D':

Alternative 'E':

- Refused

Question 2

QUESTIONS

OTHER GENERAL COMMENTS

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Workbook

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Question 1

Strengths:

Streetcars - Less congestion
- Own right of way
- Less fumes
- Low rise for entry/exit

Buses - Engine options - cleaner
- If breakdown there's less interuption in service
- Less vibration
- Bus lanes - right of way

Weaknesses:

~~Buses~~ - ~~Congestion~~
Buses - ~~Pollute~~

Streetcars - Noise + Vibration
- Uses energy from electricity
- Breakdown causes service interuption.

Questions:

Question 2

STRENGTHS

Alternative 'A':

Alternative 'B':

- Transport above ground - better for passenger pick up / drop off on street.
- More appreciation of waterfront.

Alternative 'C':

Alternative 'D':

Alternative 'E': - Loop improves esthetics of waterfront

- ~~Transport above ground because of the~~

Question 2

WEAKNESSES

Alternative 'A':

Alternative 'B':

Alternative 'C':

Alternative 'D':

Alternative 'E':

Question 2

QUESTIONS

OTHER GENERAL COMMENTS

Extend Yonge/University subway to Queens Quay for greater efficiency of passenger traffic

Please Print

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Workbook

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Question 1

Strengths:

Cost effective and possible to pull off. Other options do not seem viable.

Don't have to widen the tunnel.

Easier in bad weather.

Weaknesses:

Breakdowns result in chaos, while bus service is more flexible.

Questions:

Question 2

STRENGTHS

Alternative 'A':

No portal(s) on Queens Quay, etc will be visually more attractive

Alternative 'B':

Same as "A".

Alternative 'C':

Might be cost effective as a station is below.

Alternative 'D':

Similar to "E"

Alternative 'E': /Or weakness.

Located opposite Canada's largest liquor store (LCBO) $40m in sales, 1.5 million transactions (customers) on an annual basis.

Careful consideration needed to ensure that licensees and customers can enter and exit.

Question 2

WEAKNESSES

Alternative 'A':

Not wide enough for two lanes of traffic - will cause traffic disruptions during construction

Alternative 'B':

Same as above.

Alternative 'C':

Alternative 'D':

Alternative 'E':

May disrupt the LCBO at Queen's Quay and Cooper st. ~~1~~ million plus visits per year.

Question 2

QUESTIONS

Will there be station underground?

Please consider locating the streetcar

OTHER GENERAL COMMENTS

Consideration should be given to locate the street car on the south side of Queen's Quay.

LCBO Warehouse and Store.

$30-40 million warehouse

$40 million store.

+

Canada post.

= Result in heavy traffic turning left and right off of Queen's Quay into Spadina and Freeland streets.

Please Pr

Name:

Email:

Address:

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APPENDIX H

Submitted Workbooks - Individuals

WATERFRONToronto TORONTO

TTC-TWRC
Waterfront Transit Environmental Assessments – *East Bayfront*

EA Public Workshop #2

Novotel Hotel
45 The Esplanade

June 21, 2007

Workbook

What's Inside...

Meeting Agenda
Worksheets
Comment Form

I①

Question 1

Strengths:

Weaknesses:

Questions:

Question 2

STRENGTHS

Alternative 'A':

Alternative 'B':

Alternative 'C': - No point in abandoning the existing portal - this can be built well (good looking) and would be more work to cover up the old one (plus disrupt current service)
- No need for new underground station

Alternative 'D': would not interfere with Current turning @ Bay: QQW

Alternative 'E':

Question 2

WEAKNESSES

Alternative 'A': Traffic to heavy to spare 2 lanes

Alternative 'B':

Alternative 'C': interfere with L-turn to western harbour castle (could provide U-turn @ Bay: QQW instead)

Alternative 'D':

Alternative 'E':

Question 2

QUESTIONS

OTHER GENERAL COMMENTS

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I②

Question 1

Strengths: clean, greater capacity, connects to other routes

Weaknesses: none of the above

Questions:

Question 2

STRENGTHS

Alternative 'A':

Better than portal at Queens Quay if Bay becomes a transit mall

Alternative 'B':

Alternative 'C':

Alternative 'D':

Alternative 'E':

Question 2

WEAKNESSES

Alternative 'A':

Should be aboveground - eliminate tunneling and keeps open option of extending further north.

Alternative 'B':

Alternative 'C':

Alternative 'D':

Alternative 'E':

Question 2

QUESTIONS

Why can't the space in the tramways be used for elevation steps to eliminate tunneling and save millions of dollars. As well, this keeps open the possibility of extending the route farther into the city as Union Station exceeds capacity.

Aboveground is more attractive to riders. Steps using the tramway would be sheltered from the weather and also serve GO passengers.

OTHER GENERAL COMMENTS

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I (3)

Question 1

Strengths:

- connectivity to other parts of the LRT system including new line in WDL & and potentially King Street or maybe even at some point up Parliament
- user preference for street cars is high
- better service

Weaknesses:

- none

Questions:

STRENGTHS & Weaknesses

Alternative 'A': gets portal off of QQ where it is a ~~bottleneck~~ feature an unfortunate ~~feature~~ - can accommodate both lines along QQ so reduces the # of portals to 1 - excellent solution - also appreciate the creation of a transit mall area at the base of Bay - also offers the potential for ~~@~~ at-grade stops at Bay and QQ → much better than the current situation where the stop is undergrd

Alternative 'B': - has some of the benefits of 'A' but without the transit mall which is an excellent transition to QQ.

Alternative 'C':

Alternative 'D': all are undesireable additions of intrusive infrastructure to QQ - the existing portal impairs the quality of the pedestrian realm and the retail potential → adding another portal within one or two blocks would be most unfortunate and impair more of QQ

Alternative 'E':

WEAKNESSES

Alternative 'A':

Alternative 'B':

Alternative 'C':

Alternative 'D':

Alternative 'E':

Question 2

QUESTIONS

OTHER GENERAL COMMENTS

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I④

Question 1

Question 1

Strengths:

Streetcars: ① We know it works (#509 and #510) travelling west.
② System consistency.
③ Greenest alt.
④ More reliable
⑤ Add onto existing system.

Weaknesses:

① Too short a run if only to Parliament.
② [loop at small st]

Questions:

How does this integrate with the Portlands and Docklands traffic/transit studies?

Question 2

STRENGTHS

Alternative 'A':

NO

Alternative 'B':

NO

Alternative 'C': (1) Allows for transit from W to E

(2) Allows for connection between E + W.

(3) Allows for use of existing station.

(4) Mirror image of existing west bound

Alternative 'D': ~~NO~~

Alternative 'E':

NO

Question 2

WEAKNESSES

Alternative 'A':

costly / impractical / poor traffic solution

Alternative 'B':

costly / impractical / poor traffic solution

Alternative 'C':

least weakness

Alternative 'D': underground Existing Platform would have to be enlarged as part of T-junction at Bay and Queens Q

Question 2

QUESTIONS

(1) The existing Bay St bus runs to Jarvis along Queen Quay — will this continue?

(2) The existing Shuttle service bus can also offload traffic from the QQ/ East Bay corridor — will this continue?

(3)

OTHER GENERAL COMMENTS

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