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
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

Density Threshold

Modal Split Threshold

Densities

(1991 Population + Employment)/Area of GTA Zone in ha

New Development transitmode2001.doc
08/14/01
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

Name of Station with Density
(1996 Population + Employment)/area of GTA Zone in ha

Pre-1978 Stations
New 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