



**METROLINX**

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# Eglinton-Scarborough Crosstown Update

June 23, 2011

Leslie Woo, Vice President, Policy, Planning & Innovation

Jack Collins, Vice President, Rapid Transit Implementation

Vasie Papadopoulos, Vice President, Strategic Communications

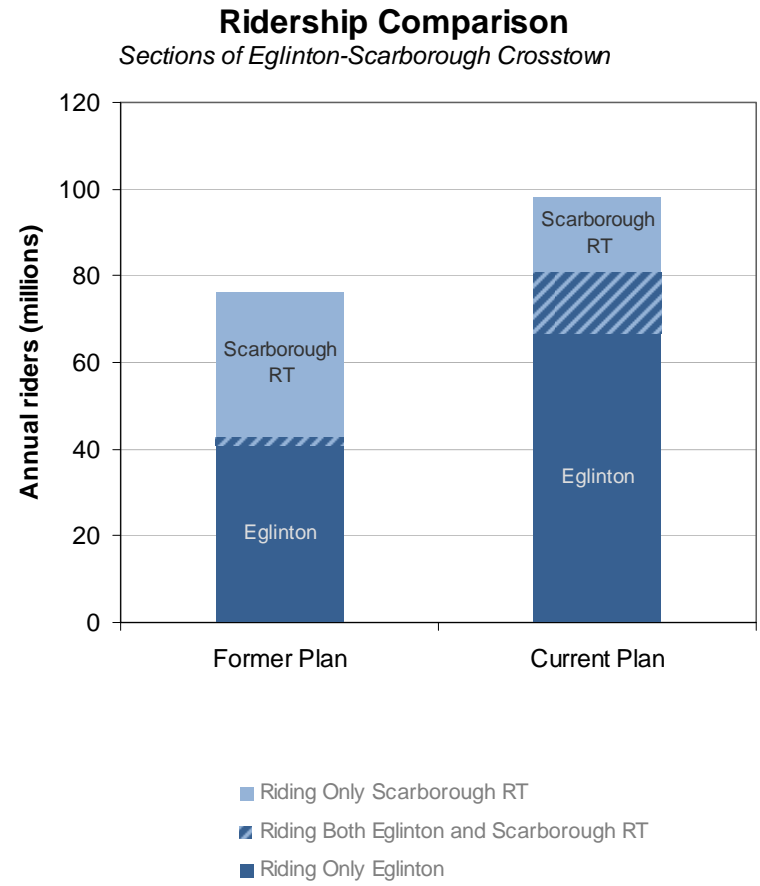


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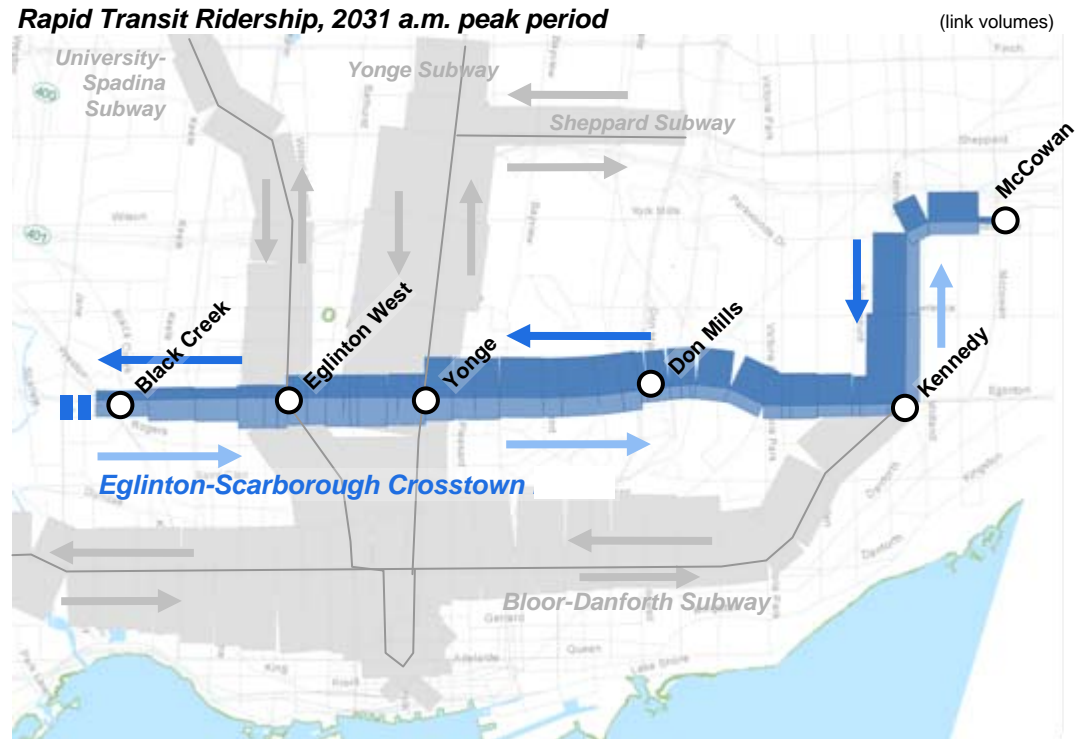
# 1.0 Updated Ridership

- Eglinton-Scarborough Crosstown updated ridership forecasts jointly prepared by TTC and Metrolinx (April – June 2011)
- Shifting the Eglinton-Scarborough Crosstown to full grade-separation attracts more riders to this corridor
- Revised annual trips = 100 million riders
  - **30% increase in total riders**
- Why more riders on Eglinton section?
  - Speed is now comparable to Bloor-Danforth subway
  - Elimination of transfer at Kennedy allows one-seat ride from Scarborough Centre to Yonge line and beyond
  - Most are transit riders shifting from the Bloor-Danforth subway and parallel bus lines
  - Remainder are drivers switching to transit
- What about Scarborough RT section?
  - Small loss of riders due to termination at McCowan



# 1.0 Updated Ridership

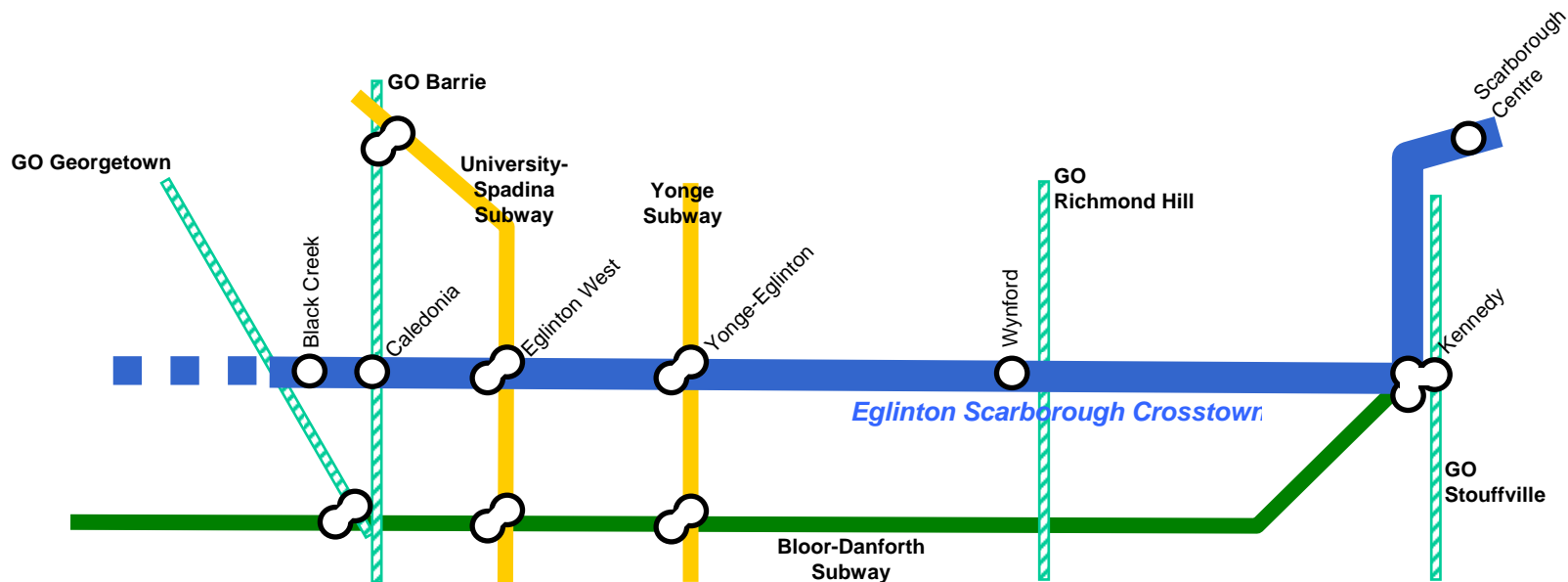
- Peak ridership on Eglinton section is **twice as high** as before:
  - 12,000 persons per hour in the peak direction (a.m. peak)
    - Approaching Yonge from east
    - Almost as high, approaching Kennedy from north
- Technology is capable of meeting this demand, on a fully grade separated line
  - Requires 3-car trains and a 2 minute headway



# 1.1 Integration with Mobility Hubs planning

## Integration of Modes

- Project has good quality connections to feeder bus services
- 4 GO rail connections:
  - GO Stouffville connection at Kennedy to be enhanced as part of station design
  - Caledonia station design to incorporate possible future GO Barrie connection
  - Opportunity to improve integration at GO Georgetown line.
  - Challenging site at Richmond Hill line

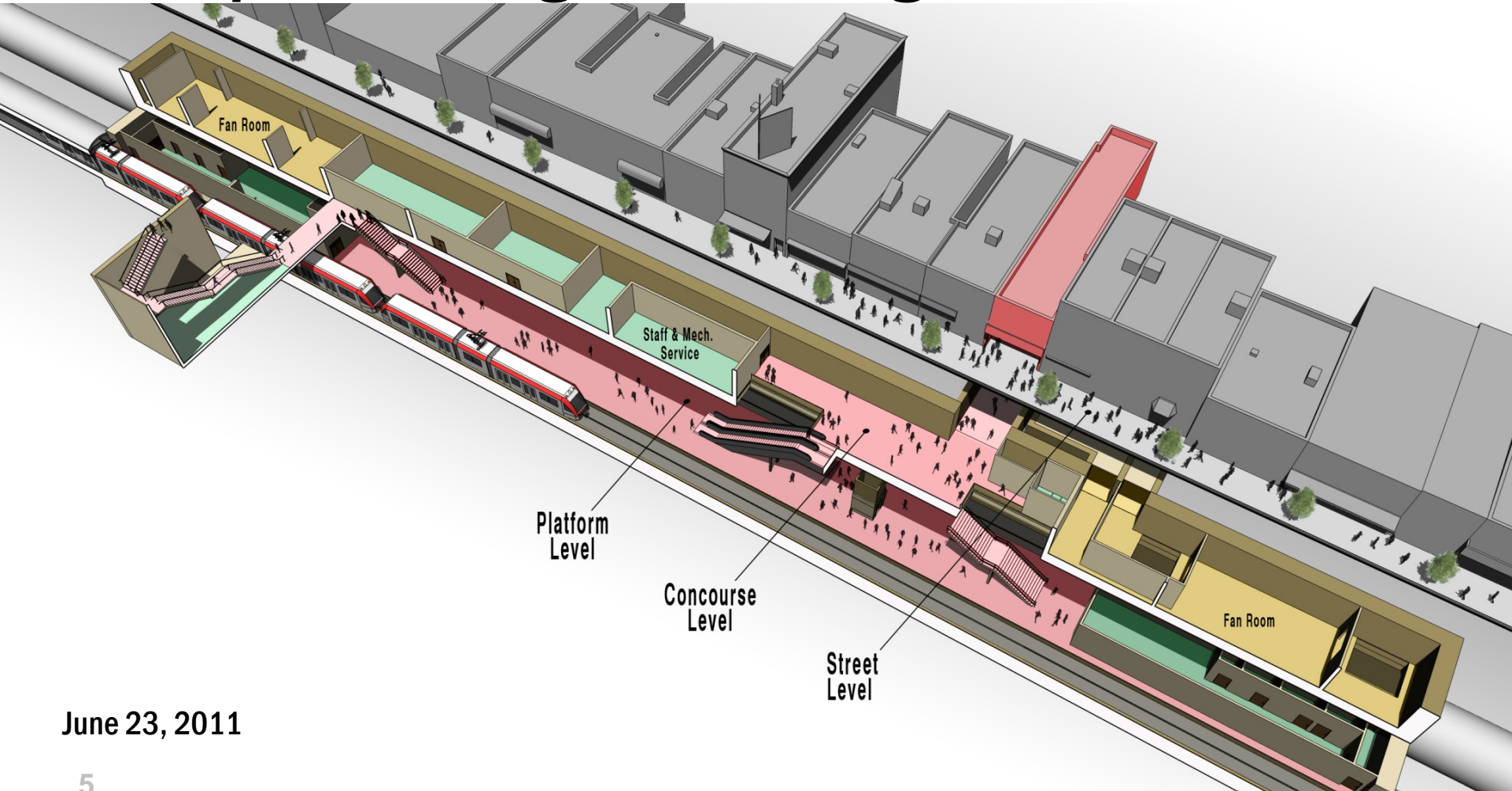


# The Eglinton - Scarborough Crosstown



A Metrolinx TTC Project

## Conceptual Design of Underground Stations



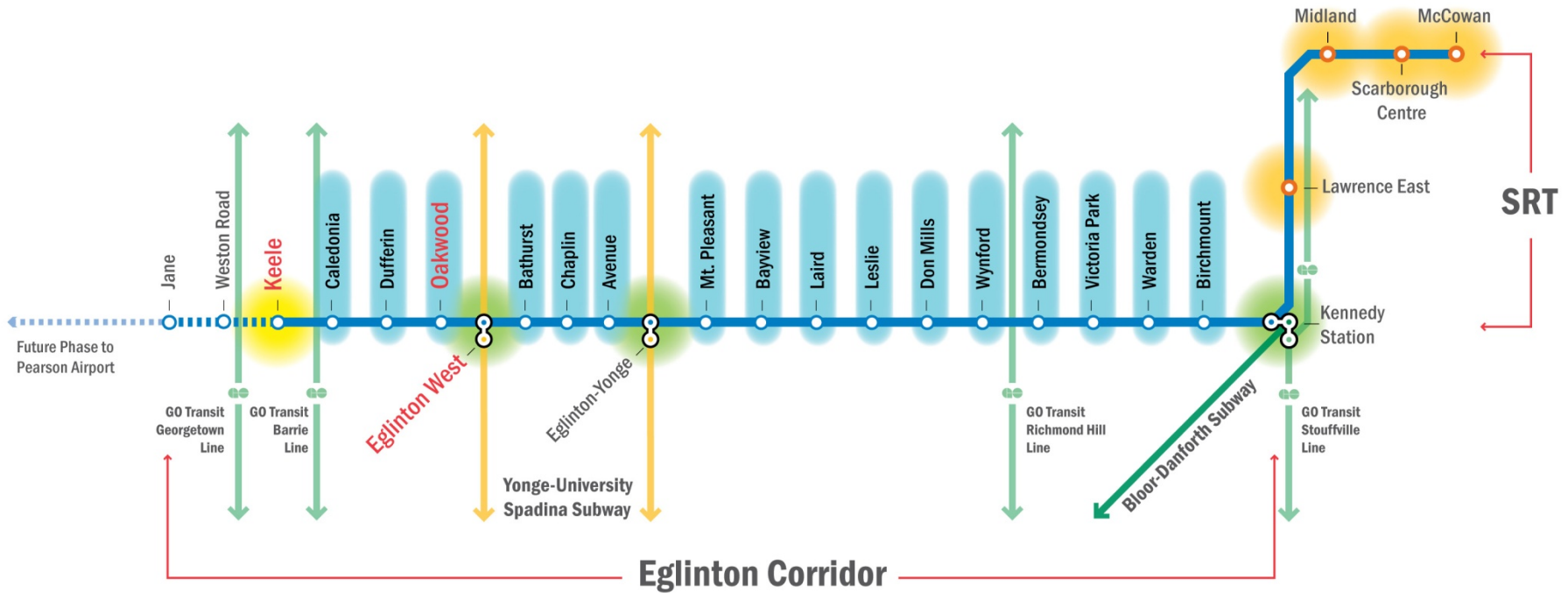
June 23, 2011

# Contents

- Initial station layouts
- Standard elements



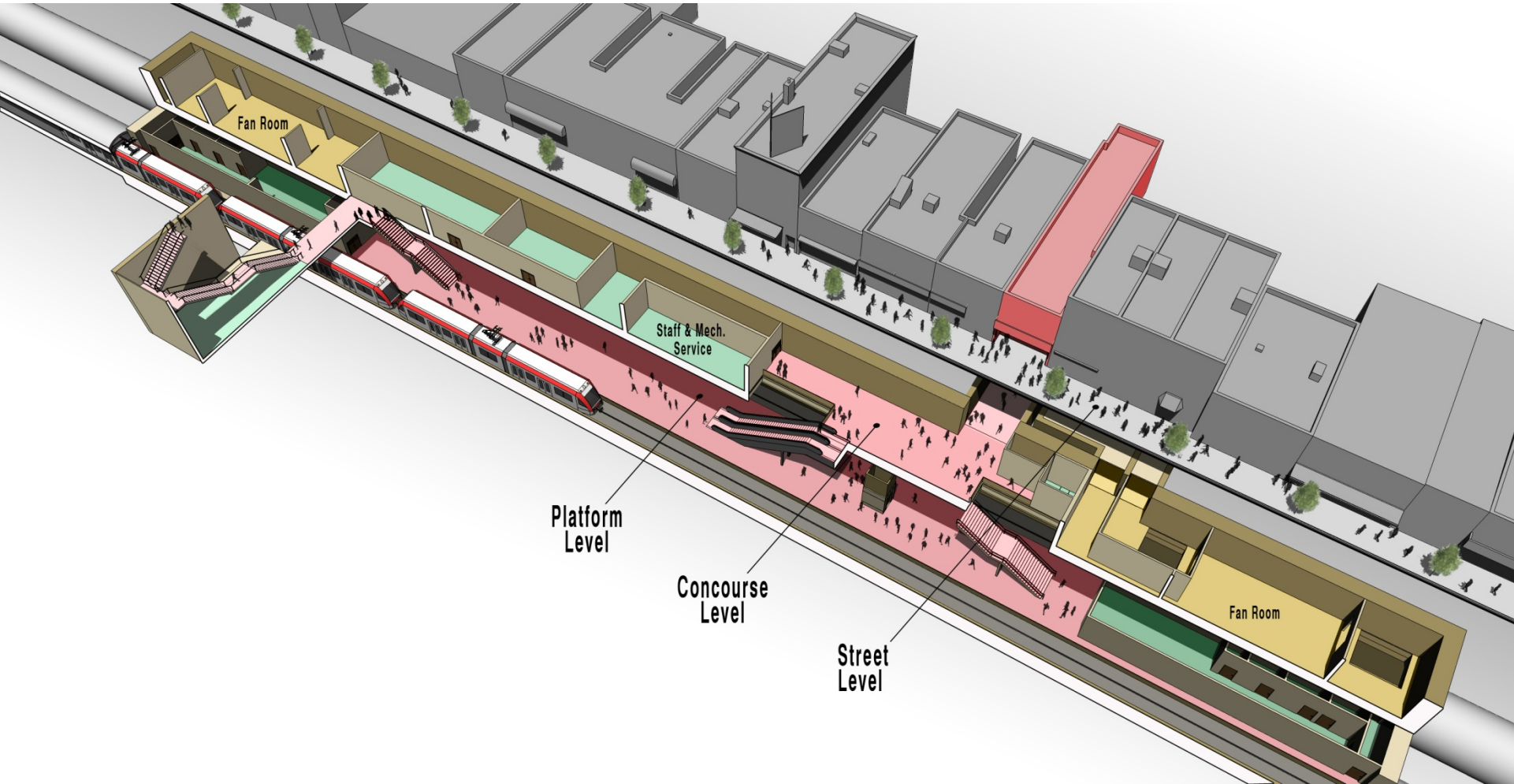
# The Eglinton - Scarborough Crosstown



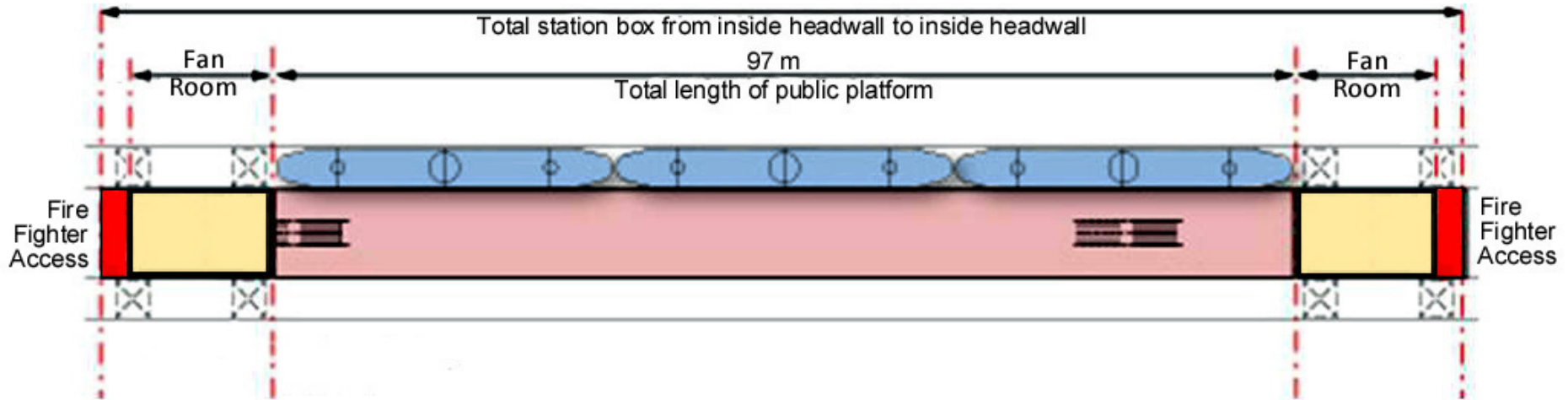
- Interchange Stations (3)
- Terminal Stations (1)
- SRT (3 Elevated, 1 at-grade)
- Inline Stations (16)

Note: Final number of station and locations will be determined as part of Environmental Assessment updates.




# Anatomy of an Underground Station



# Station Box - Length

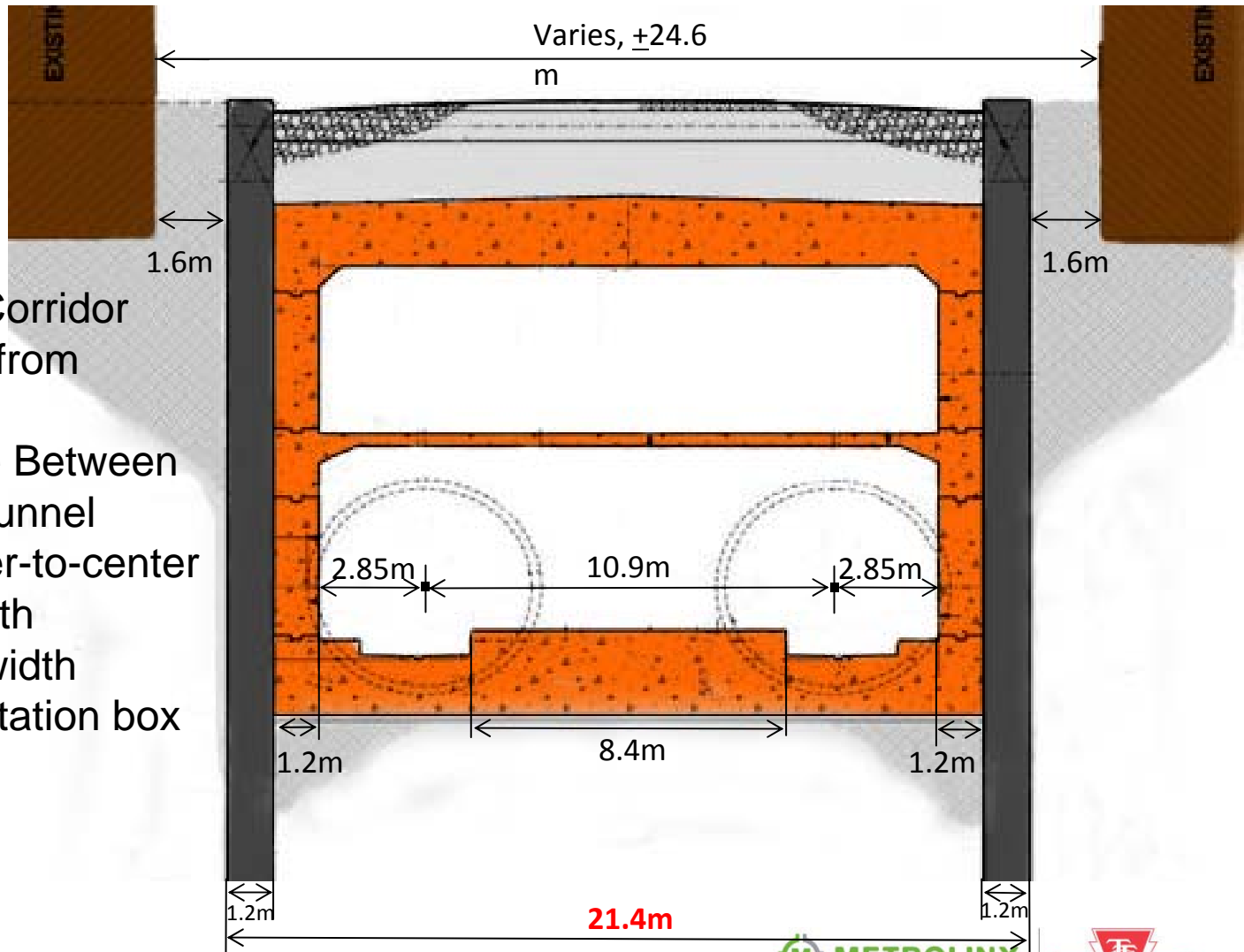


## Legend

-  Public Areas
-  Firefighter Access
-  Fan Rooms

# Station Box - Width

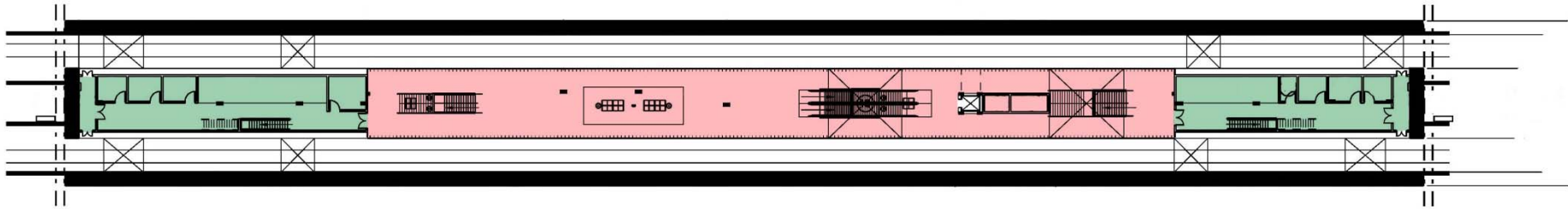
1. Width of Corridor
2. Setbacks from Buildings
3. Clearance Between Shoring/Tunnel
4. Min. center-to-center tunnel width
5. Platform width
6. Width of station box





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# Station Layout

## Platform Level

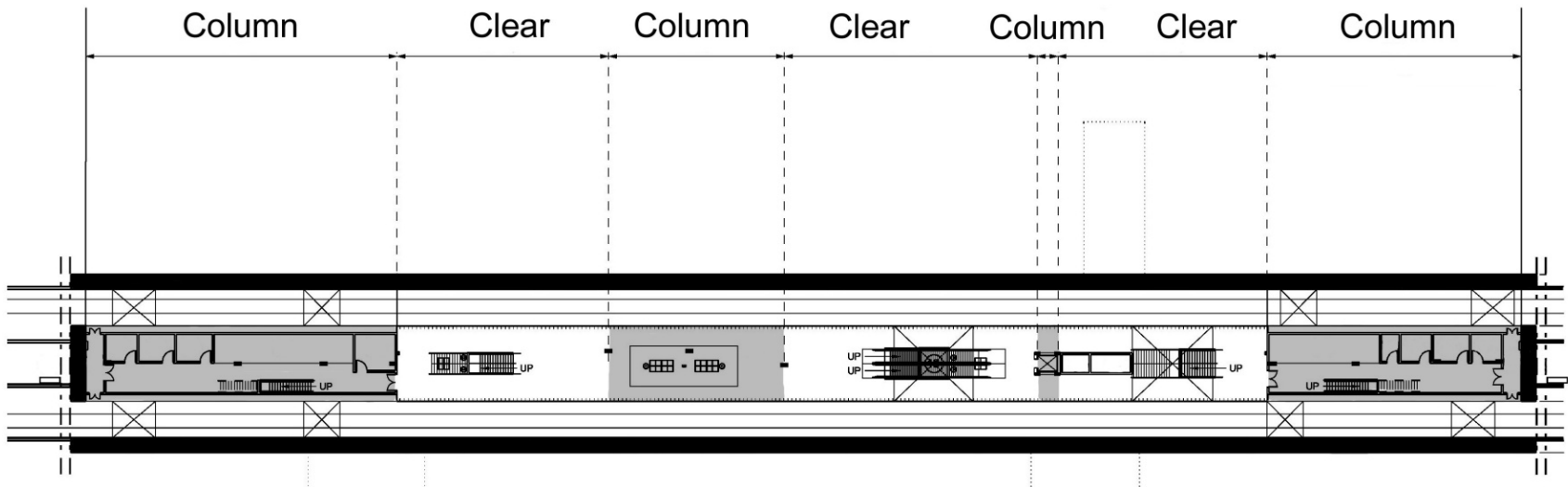


### Legend

-  Public Areas
-  Staff, Mech, Electrical

# Station Layout

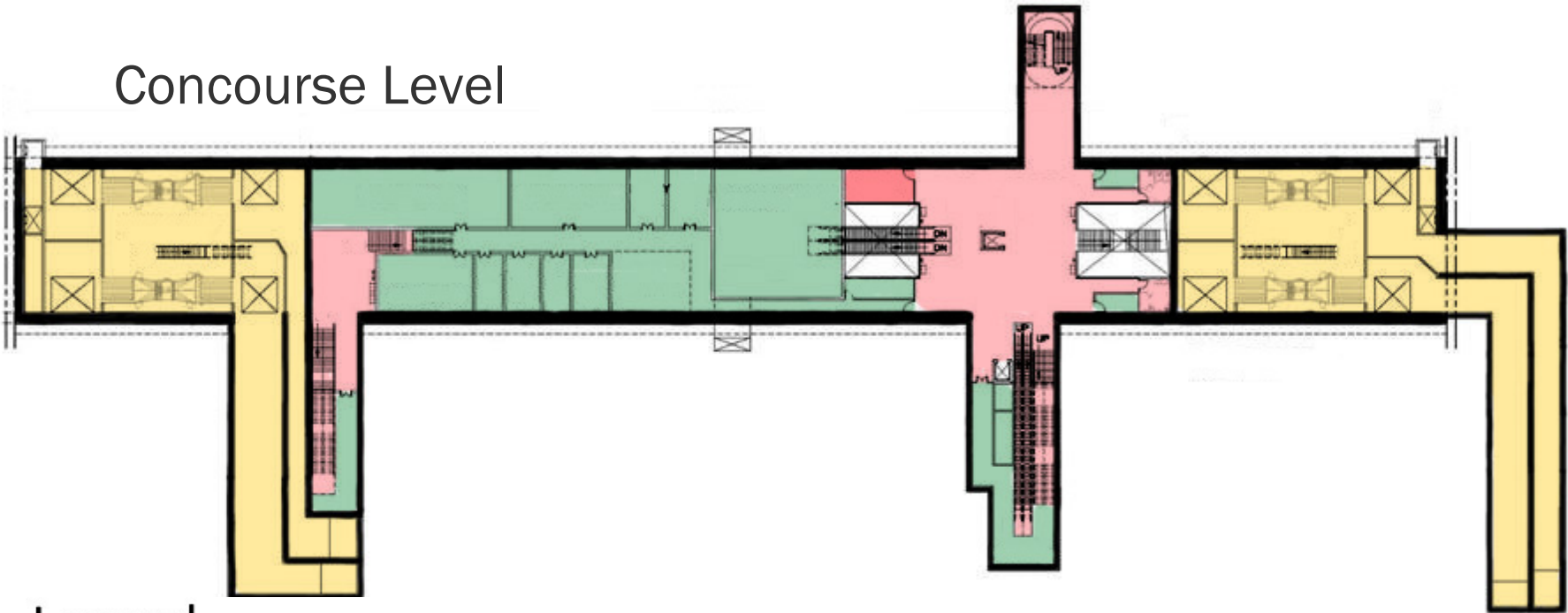
## Platform Level







## Structural Constraints

# Station Layout

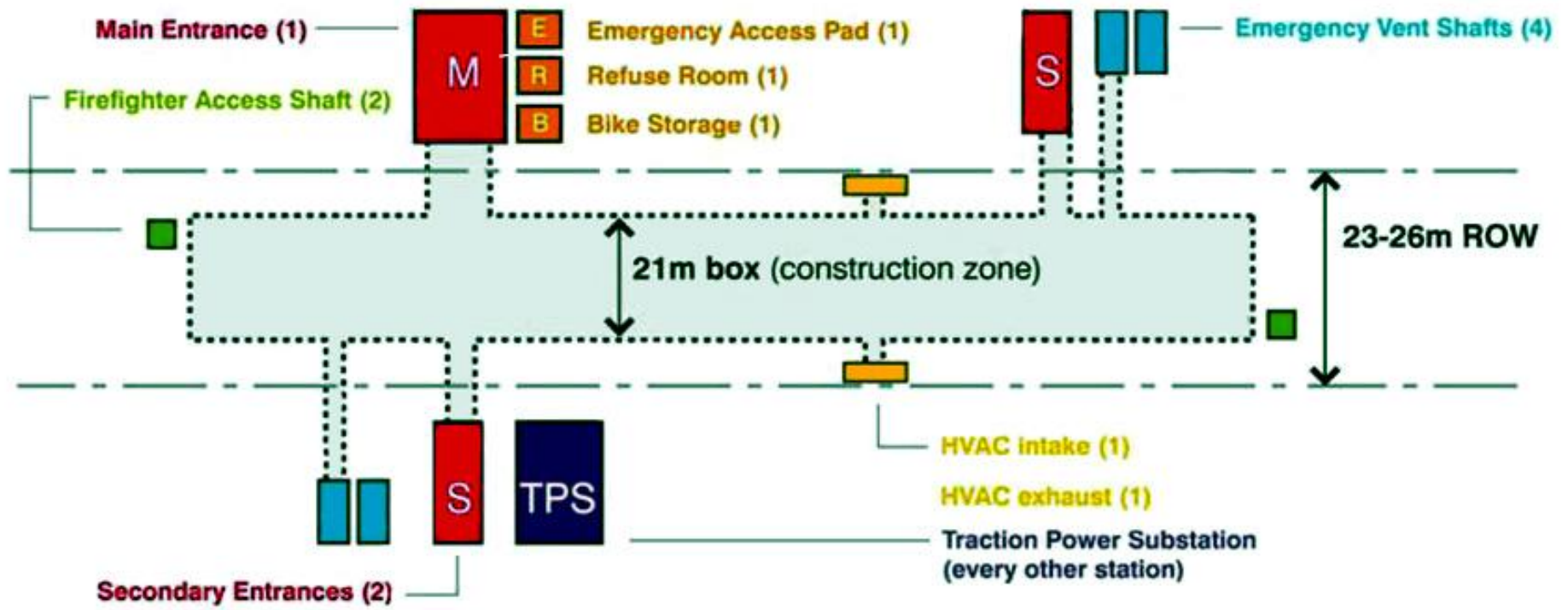
Concourse Level



## Legend

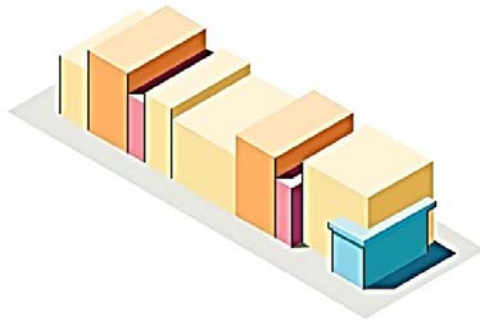
-  Public Areas
-  Staff, Mech, Electrical
-  Fan Rooms
-  Retail

# Surface Elements

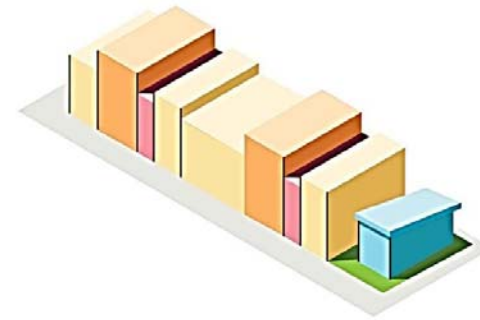


# Surface Elements

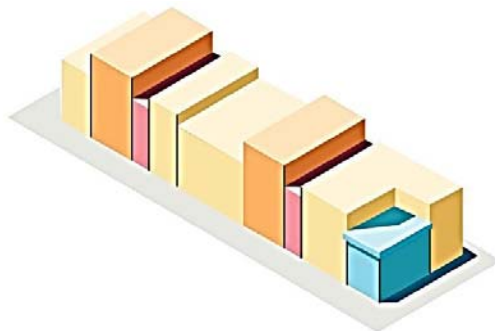
Four general entrance types...



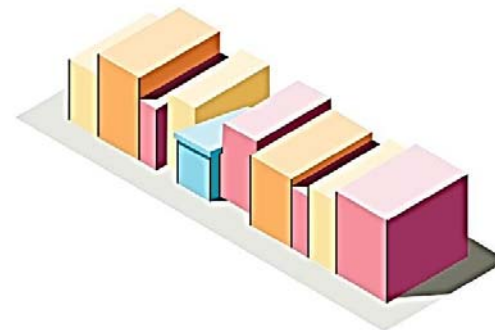
**Integrated Station**



**Pavilion Station**



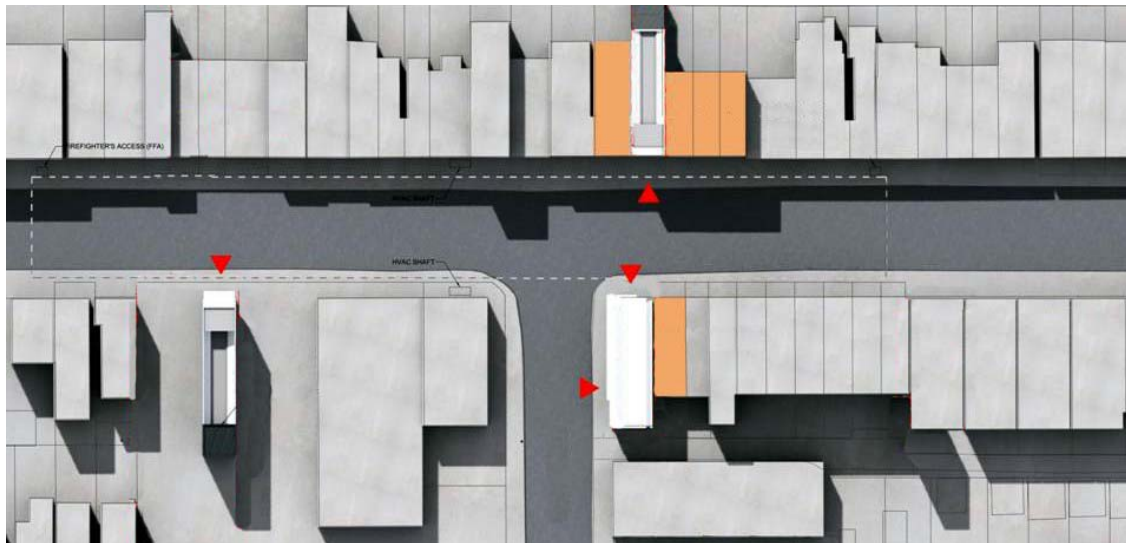
**Wrapped Station**



**Facade Station**

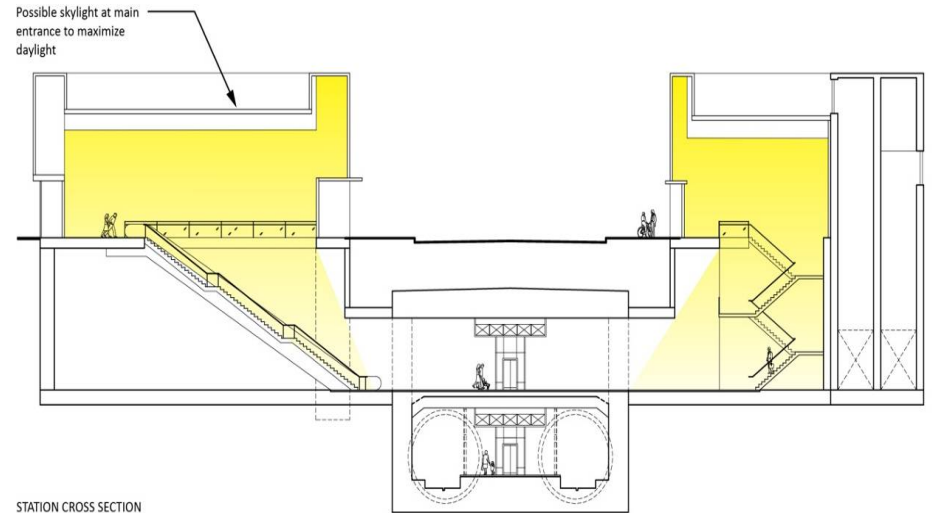
# Guiding Principles – Surface Elements

- Stations are fully accessible
- Entrances must be transparent, use natural light
- High quality public realm
- Design to code/best practices
- Consolidate vent shafts, integrate with entrances
- Integrate surface elements into local context



# Station Entrances

- Public spaces which fit into the community
- Use of height/massing to create unique structure
- Highly visible, transparent,
- Promote Transit-Oriented Development
- Maximize daylight opportunities
- Well lit at night for enhanced passive surveillance



# Ventilation Shafts



Vent Shafts as focal object



Vent Shafts disguised architecturally

# Traction Power Substations

- Every two kilometres, at stations
- Many different configurations
- Above-, at-, and below-grade
- Urban design guidelines to be developed



Toronto Hydro Substation in Scarborough



Leslie Station

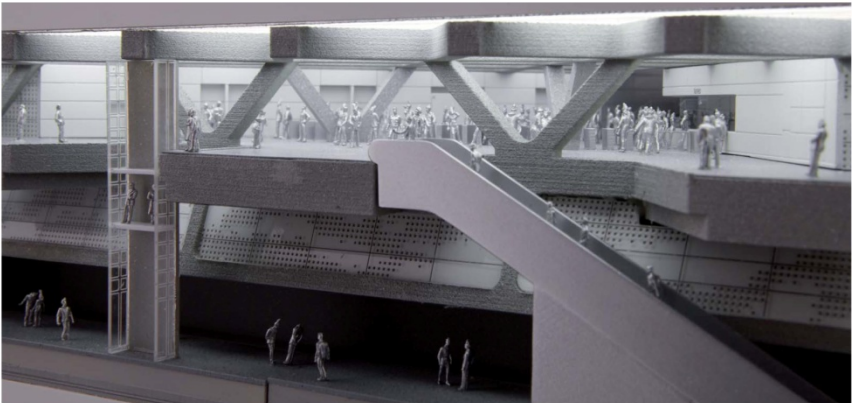


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# Standard Elements

- Main entrance fully accessible to platform
- Designated Waiting Areas (DWA)
- Elevators and Escalators
- Stair materials
- Standard Light Fixtures in certain station areas
- Signage
- Station benches, trash and recycling receptacles
- Fare Collection Equipment (Presto)

# Standard Elements



# 3.0 Keeping the public informed

## Community meetings:

| Date           | Location                 | # Attendees |
|----------------|--------------------------|-------------|
| April 26, 2011 | St. Clement's School     | 120         |
| May 31, 2011   | Leaside Memorial Gardens | 107         |
| June 8, 2011   | Scarborough Civic Centre | 74          |
| June 21, 2011  | Beth Sholom Synagogue    | 50          |

- To date, four very successful public meetings have been held to look at specific areas which will be impacted by the Eglinton-Scarborough Crosstown project.
- These meetings allow Metrolinx, TTC and the Ministry of Transportation to hear concerns from citizens, explain construction impacts and explaining the overall project
- Using information gathered at these three community meetings attended by over 300 people, we are able to look at some of the main concerns and questions.

## 3.1 Keeping the public informed – Major questions

| Common concerns  | Response  |
|--|---|
| When will construction begin, and finish?                                | <ul style="list-style-type: none"> <li>•Construction will start this year at Black Creek and Eglinton. The target is to complete the project by 2020.</li> </ul>  |
| Why was the original Eglinton plan changed?                              | <ul style="list-style-type: none"> <li>•A partnership with the city is needed if we are to build transit in Toronto.</li> <li>•The revised Eglinton-Scarborough Crosstown provides significant transportation benefits</li> </ul> |
| Where will stations be located?  | <ul style="list-style-type: none"> <li>•Up to 26 stations</li> <li>•Stations are being reviewed, particularly along Laird to Kennedy stretch given the plan to tunnel this section.</li> </ul>                                    |
| Will sections of the line be open before the entire project is complete? | <ul style="list-style-type: none"> <li>•Both Metrolinx and TTC will be evaluating the pros and cons of opening the line in segments, or all at once.</li> </ul>   |
| When the SRT is being rebuilt how will passengers be accommodated?       | <ul style="list-style-type: none"> <li>•During construction SRT line will be replaced with TTC bus service.</li> </ul>  |
| Will construction be disruptive?   | <ul style="list-style-type: none"> <li>•Tunneling will not be overly disruptive.</li> <li>•Station construction will have a significant impact but we will work with communities.</li> </ul>                                      |

# 3.2 Branding – Development of

## Background

Present the public with a clear, memorable brand identity that is consistent with **Metrolinx's vision of an integrated transit system in Toronto and beyond**. Our goals were to:

- Straddle the TTC and Metrolinx brands
- Use the CROSSTOWN name
- Have the brand be the pivotal starting ground for communications and community relations

Qualitative and quantitative research used to test alternatives with the public, including use of the e-panel.

## Name of the project: EGLINTON-SCARBOROUGH CROSSTOWN

-Overall positive reaction to Crosstown name with both riders and corridor residents stating it captured the magnitude of the project that sees it connecting the city from east to west

-Many mentioned the need to place geography and location of the future service, as well as, being in line with transit naming conventions on the TTC.

# 3.3 Branding

## Logo and Look

### Final Logo



# Branding cont...

## Sample Mock-Up - Signage

### EGLINTON CROSSTOWN IMPROVEMENTS



EGLINTON - SCARBOROUGH  
**CROSSTOWN**

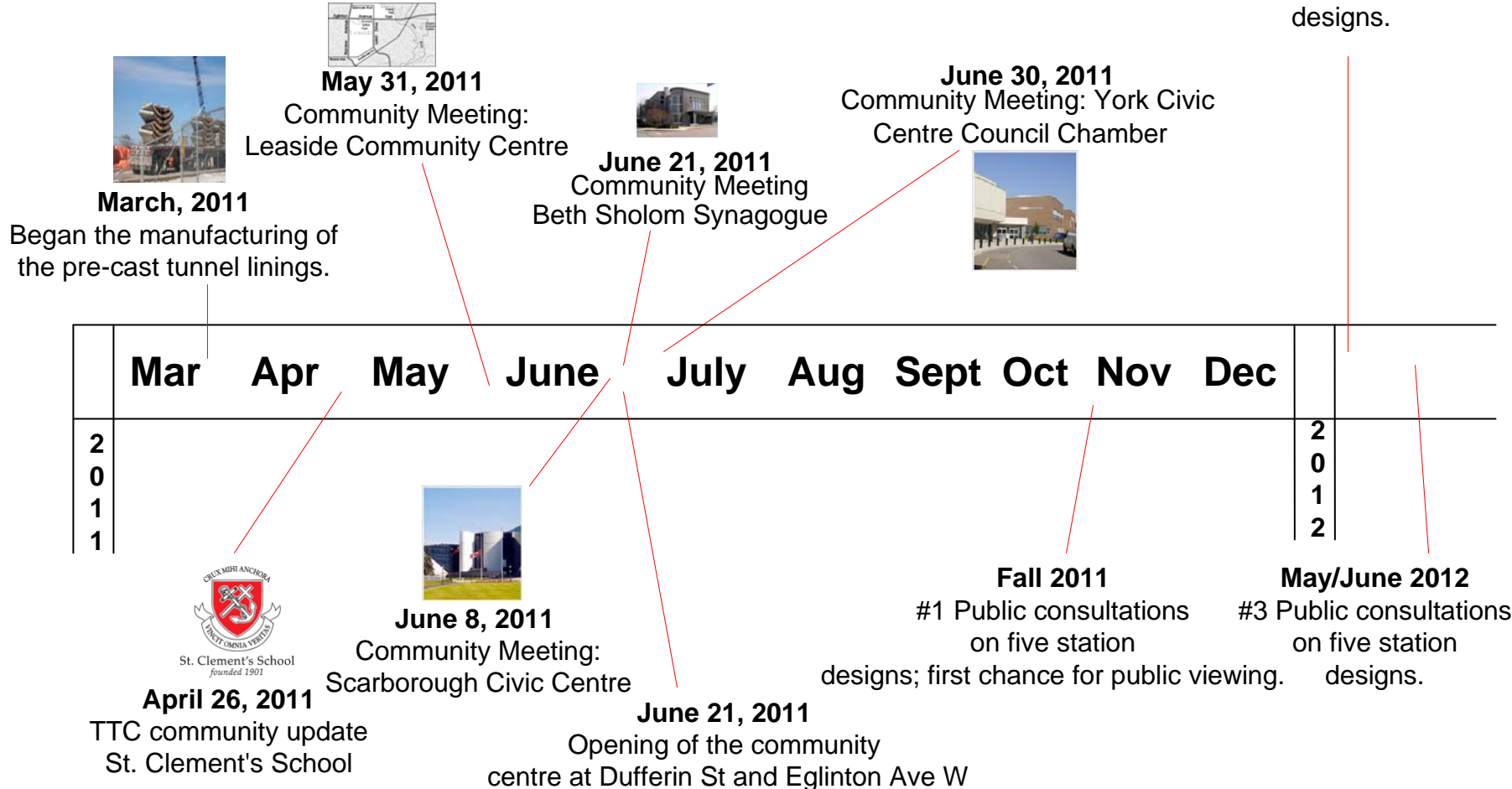
- Pellentesque malesuada faucibus volutpat: Nunc convallis posuere arcu. Vivamus accumsan, felis ac mattis eleifend, quam erat rhoncus nunc, nec dictum metus purus sit amet metus. Integer facilisis sem erat, ut volutpat turpis. Vestibulum ante ipsum primis in faucibus orci luctus et ultrices posuere cubilia Curae; Nulla facilisi. Suspendisse potenti.
- Ut tempus eros vel magna fringilla egestas: Proin ac malesuada mauris. Pellentesque vehicula, justo ut euismod malesuada, metus elit tempor elit, a porta quam ipsum eu orci. Nunc rhoncus placerat turpis, vel convallis metus facilisis eget. Fusce mollis fringilla imperdiet. Mauris ac urna ac diam bibendum iaculis at vitae velit.
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A Metrolinx/TTC Project

# 3.4 Major Milestones

**Feb/Mar 2012**  
#2 Public consultations on five station designs.





[www.metrolinx.com](http://www.metrolinx.com)

Thank you

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