
FINCH WEST LIGHT RAIL TRANSIT PROJECT

PUBLIC OPEN HOUSE

January 11, 2016 | St. Wilfrid Catholic School
1685 Finch Avenue West
7:00 pm to 9:00 pm



METROLINX

An agency of the Government of Ontario

FINCH WEST LIGHT RAIL TRANSIT PROJECT

PUBLIC OPEN HOUSE

January 12, 2016

|

Julius Banquet Centre

2201 Finch Avenue West

6:00 pm to 8:00 pm



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FINCH WEST LIGHT RAIL TRANSIT PROJECT

PUBLIC OPEN HOUSE

January 13, 2016

|

Father Henry Carr

1760 Martin Grove Road

6:00 pm to 8:00 pm



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Welcome to the Open House

Finch West

Light Rail Transit (LRT) Project

Please sign in so that we may provide you with project updates and information on future events.

- Comment sheets are available
- E-mail: finchwest@metrolinx.com
- Online: www.metrolinx.com/finchwest

Purpose of the Open House

To provide an update on the progress of the Finch West LRT project, including:

- Reference concept design for the surface stops and underground station.
- Information on the maintenance and storage facility.
- Public realm elements.

Who is Metrolinx?

Metrolinx was created in 2006 by the Province of Ontario as the **first Regional Transportation Agency** for the Greater Toronto and Hamilton Area.

Plan



Build



Operate



Metrolinx Catchment: GTHA

Expansive

- 8,242 km², 1.5 times the size of Prince Edward Island.
- Diverse spectrum of urban, suburban and rural land use.

Fast-growing

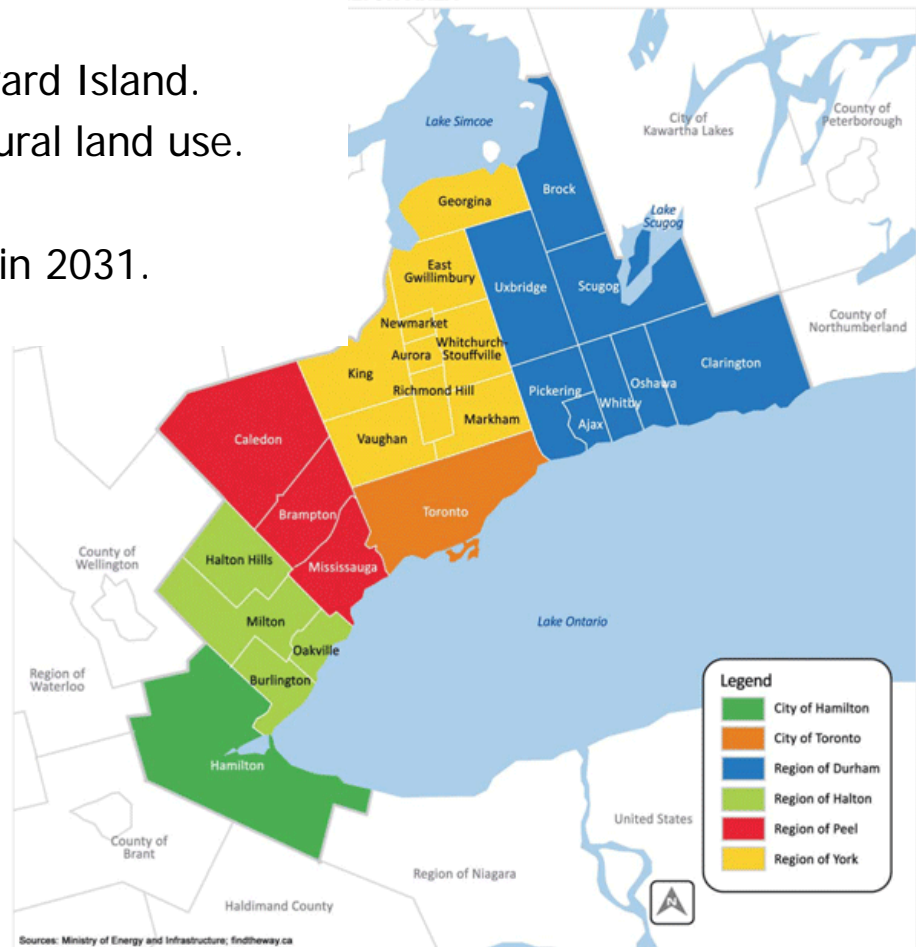
- 6.6 million people in 2011, will be 9 million in 2031.

Complex

- 4 levels of government.
- 30 municipalities.
- 9 municipal transit agencies + Metrolinx.

Certain Metrolinx initiatives reach beyond the GTHA

- Select GO Transit services extend to an outer arc of communities including Peterborough, Barrie, Waterloo and Niagara.
- PRESTO and Transit Procurement Initiative serve communities across Ontario.



A Region Under Pressure

The GTHA “suffers from traffic congestion problems, poorly integrated transit services and relatively underdeveloped transport infrastructure.” OECD Territorial Review, 2010



- Average commute time per person, per day is 82 minutes.
- Projected to increase to 109 minutes in the next 25 years.



- Costs \$6 billion in travel costs and lost productivity every year.
- By 2031, this number could increase to \$15 billion.



- Over 500,000 tonnes of annual greenhouse gas emissions is due to traffic congestion.

Regional Transportation Plan: The Big Move

- A blueprint that reaches out 25 years into the future to guide and direct decision-making.
 - Aligned with Growth Plan and Greenbelt.
- About values as much as it is about vehicles – includes over 100 priority actions and supporting policies covering a wide range of transportation areas.
- A living document:
 - Adopted in November 2008 following extensive public and stakeholder engagement.
 - In February 2013, the Board approved some technical amendments to reflect analysis completed 2009-2012.
 - The Plan must be fully reviewed at least every 10 years after the passing of the *Metrolinx Act* in 2006. The first formal review process is now underway.



**A high quality
of life.**



**A sustainable
environment.**

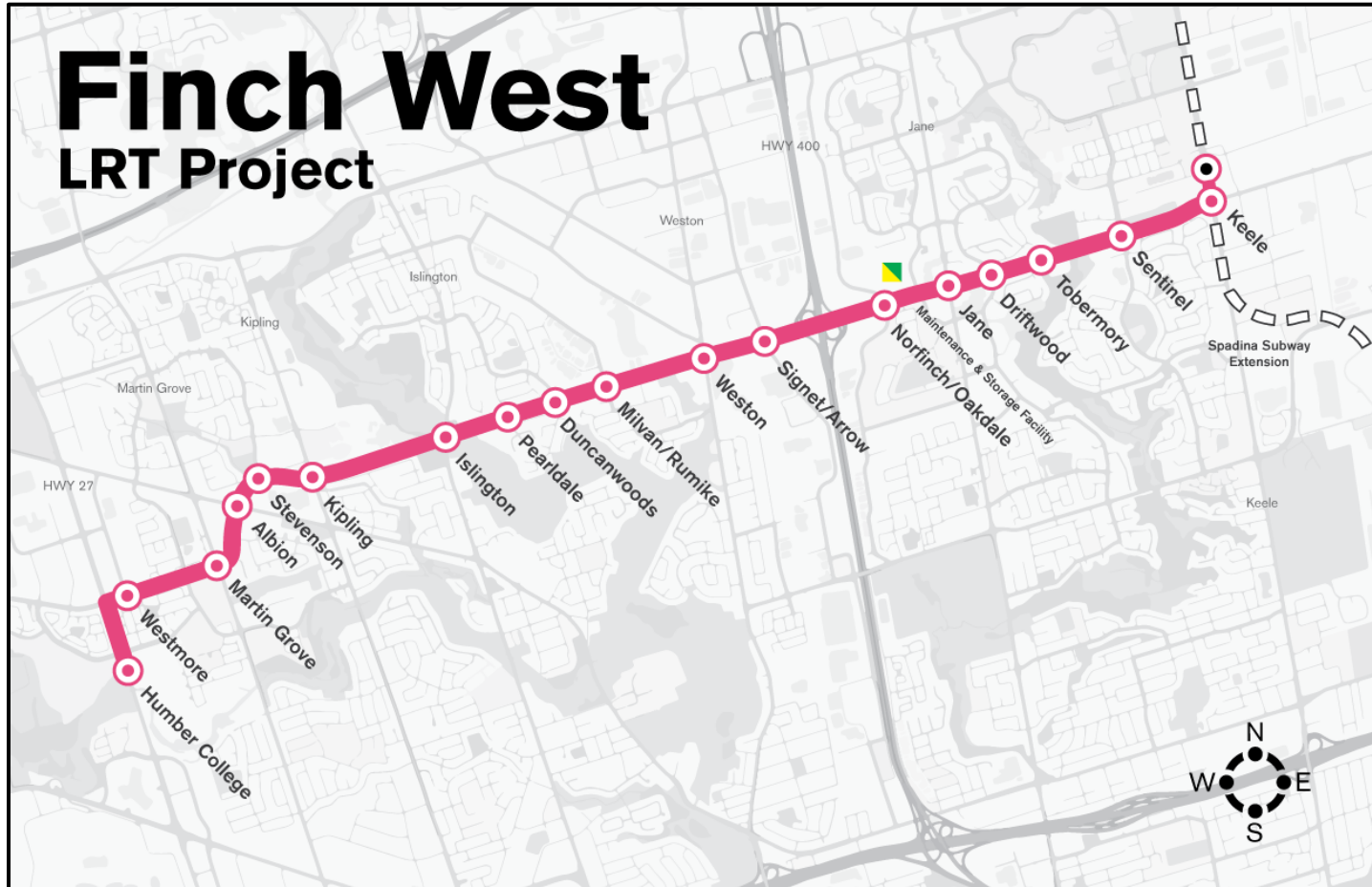


**A competitive
economy.**

Finch West LRT: Project Details

- A \$1 billion (2010\$) investment by the Province of Ontario.
- Approximately 11 kilometres of light rail transit along Finch Avenue West between Humber College and Keele Street.
- 18 stops including an underground interchange station at Keele Street.
- Rapid transit connection at Finch West Station (of the new Toronto-York Spadina subway extension).
- Provides rapid transit to 46,000 passengers per weekday.

Alignment



* Station names are subject to change

Timeline

Early 2016: Request for Proposal issued.

End of 2016: Design-Build-Finance-Maintain contract awarded.

End of 2021: Finch West LRT completed.

Currently, there is ongoing work in the corridor:

- Geotechnical investigations.
- Survey work.
- Utility locates.

Procurement Delivery Process

Finch West LRT, including the maintenance and storage facility, will be delivered by Metrolinx and Infrastructure Ontario using the Alternative Financing and Procurement (AFP) model.

Using the AFP model means that Metrolinx will provide the basis of a conceptual design for the project, however the additional design will be completed by the successful proponent.

The successful proponent will design, build and finance the project, as well as maintain the Finch West LRT for 30 years.

When complete, the TTC will operate the system.

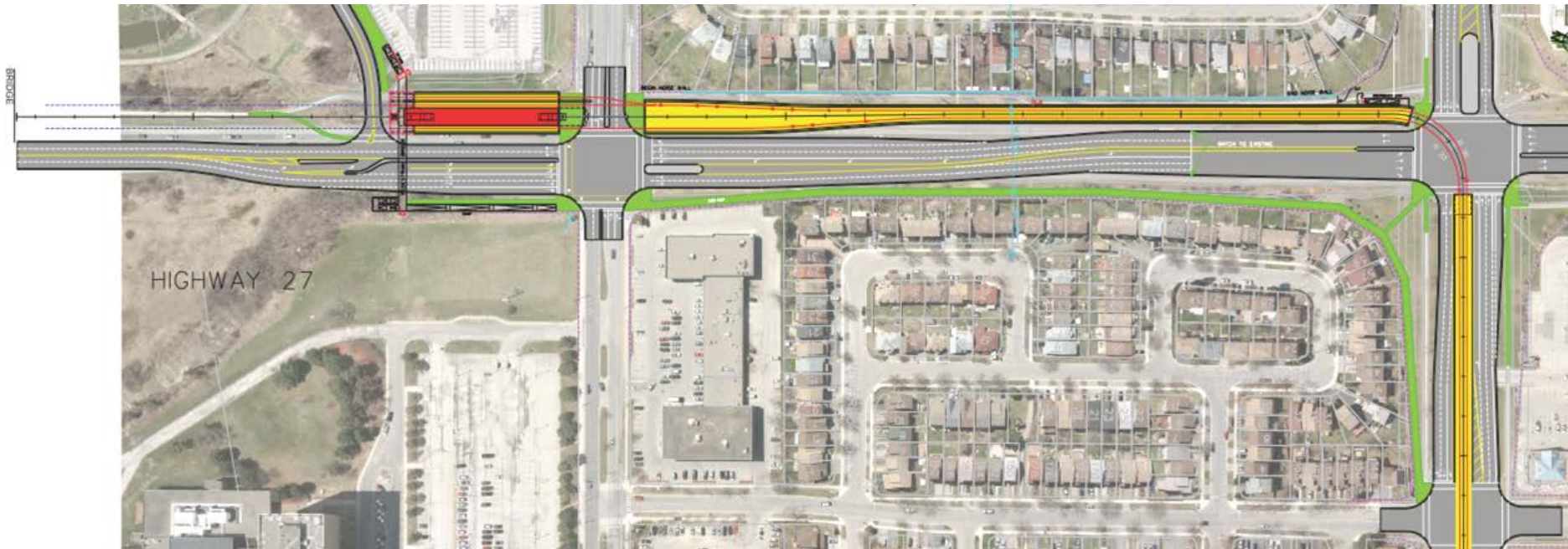
Stakeholder Engagement

- **Working Group Meetings**
 - Toronto City Planning
 - Toronto Transportation Services
 - Toronto Emergency Services
 - TTC
 - Humber College
 - Emery Village BIA/Duke Heights BIA/Canadian Fuels Association
- **Ongoing discussions/technical reviews**
 - Toronto Water
 - Toronto Engineering and Construction Services (Structures)
 - Toronto and Region Conservation Authority
 - Toronto Hydro
 - Ministry of Transportation
 - Enbridge/private utilities
- **Public/Stakeholders engagement re the maintenance & storage facility**
 - Community Action Planning Group
 - General public (participation at the open houses)

Reference Concept Design – Introduction

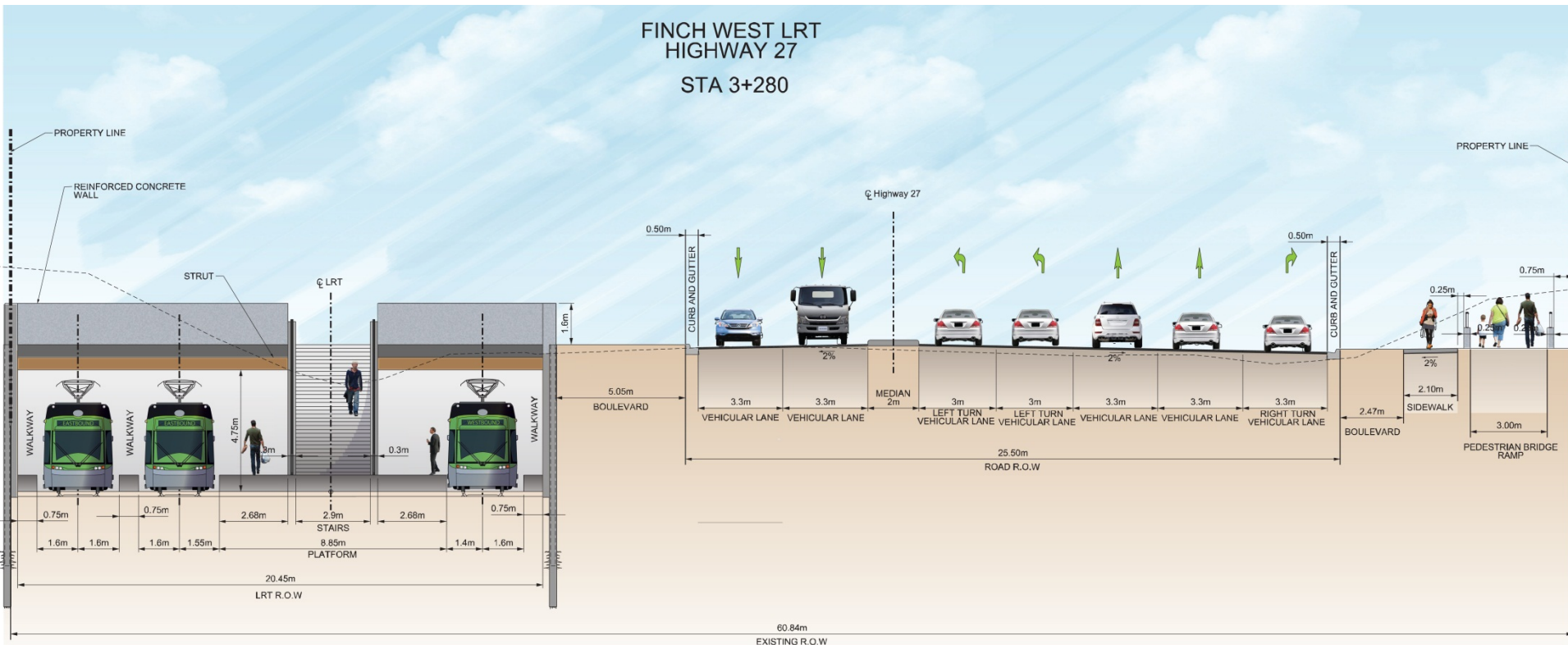
- Approximately 11 kilometres of light rail transit along Finch Avenue West between Humber College and Keele Street.
- 18 stops including an underground interchange station at Keele Street.
- Typical cross-section:
 - 36m to 42m Right-Of-Way.
 - 2 LRT tracks on ~150mm raised median in middle of road.
 - 2 to 3 traffic lanes per direction.
 - Bikes/cycle path in each direction or multi-use path.
 - 1m to 4m boulevard on both sides of Finch.
 - Sidewalks on both sides of Finch.

Humber Stop Concept



- LRT on west side of Hwy 27.
- LRT terminates at Humber College Boulevard.
- LRT grade separated at Hwy 27 intersections.

Humber Stop Concept



Reference Concept Design

Maps not available online currently.

Systems Elements

- Traction Power System.
- Overhead Contact System (OCS).
- Communications Systems.
 - Backbone Communications Network, Voice and Data Radio, Underground Distributed Antenna, CCTV, Integrated Communication System (ICS), Telephone System, Emergency Trip, Passenger Assistance Intercom, Public Address (PA), Passenger Visual Information System, Intrusion Access Control, Master Clock, Supervisory Control And Data Acquisition.
- Signaling & Train Control System.
- Trackwork.
- Guideway Intrusion Detection System.
- Provisions for Fare Collection.

Traction Power Substations (TPSS)

Eight 32m x 32m properties being identified:

- Humber / 27
- Martin Grove
- Kipling
- Duncanwoods
- CPR
- Highway 400
- Tobermory
- Romfield

Systems

- Signalling & Train Control System will consist of on-vehicle equipment, track side equipment and a fibre optics control and communications network, protected manual operations with Driver Line of Sight.
- Current plan calls for Operations Control Centre (OCC) to be at the Gunn Building in the TTC Hillcrest complex.
- Alternate OCC will be located at the Eglinton Crosstown MSF.
- Main OCC equipment will be located at the Finch West MSF – this will “talk” to the Gunn Building.
- Redundant OCC equipment will be located at Keele / Finch West Station.

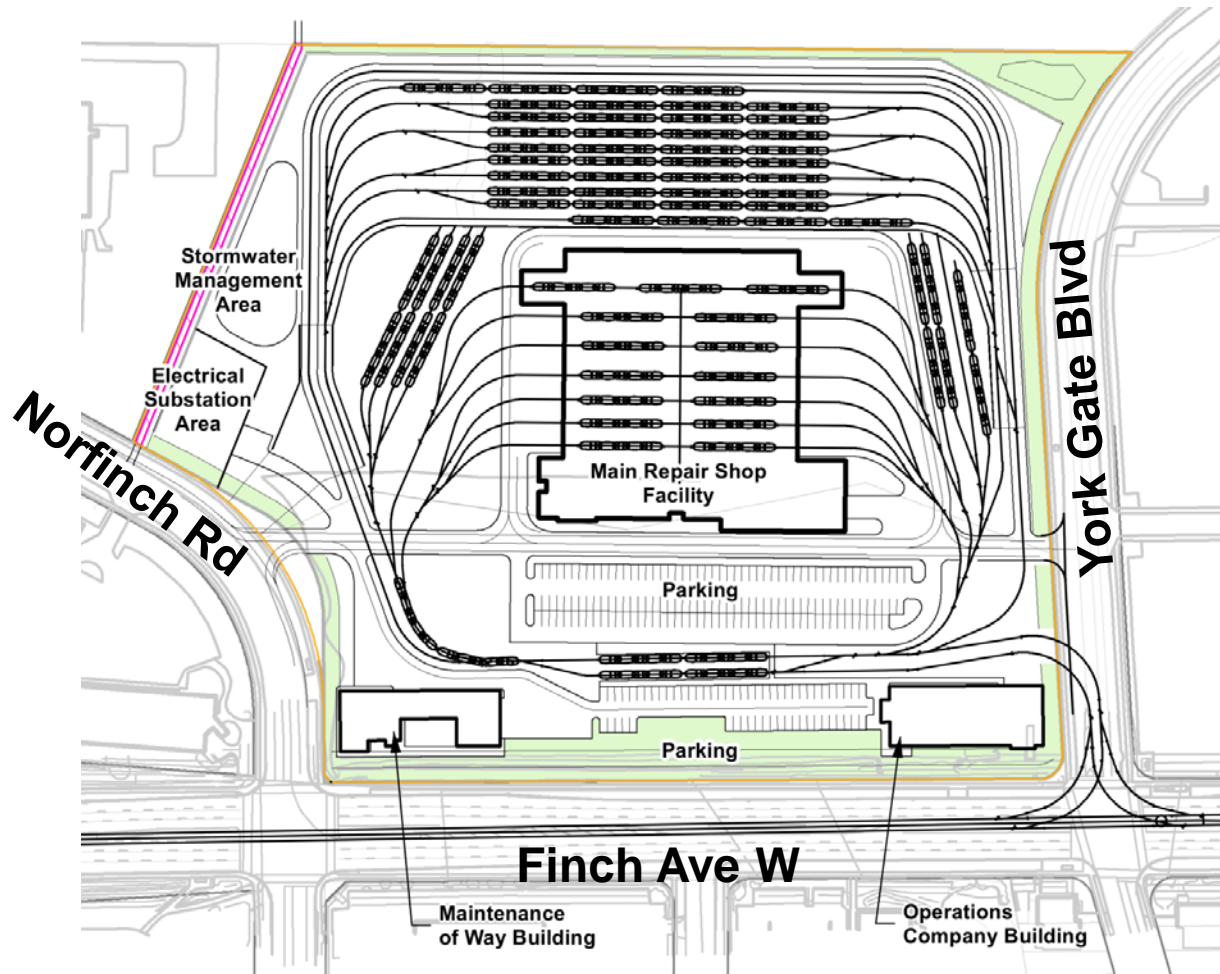
Systems

- Each stop will have a communications network cabinet, and electrical service cabinet:
 - Communications field elements will be provided at platforms.
 - Train control system will communicate with road traffic controllers to request transit signal priority at intersections.
- End of line stations will have systems terminal equipment in place.
- All systems and communications will terminate in the main equipment room at the maintenance & storage facility.

Maintenance & Storage Facility

- Located at York Gate Boulevard and Finch Avenue West.
- Provide maintenance service and storage tracks for overnight storage of the light rail vehicles.
- Main buildings include:
 - Main repair shop facility,
 - Maintenance of Way building,
 - Operations company building, electrical substation.

Maintenance & Storage Facility



Maintenance & Storage Facility

On December 10, 2015, City Council adopted Six Principles to improve the Finch West LRT maintenance & storage facility. Metrolinx will include these principles in the Request for Proposals.

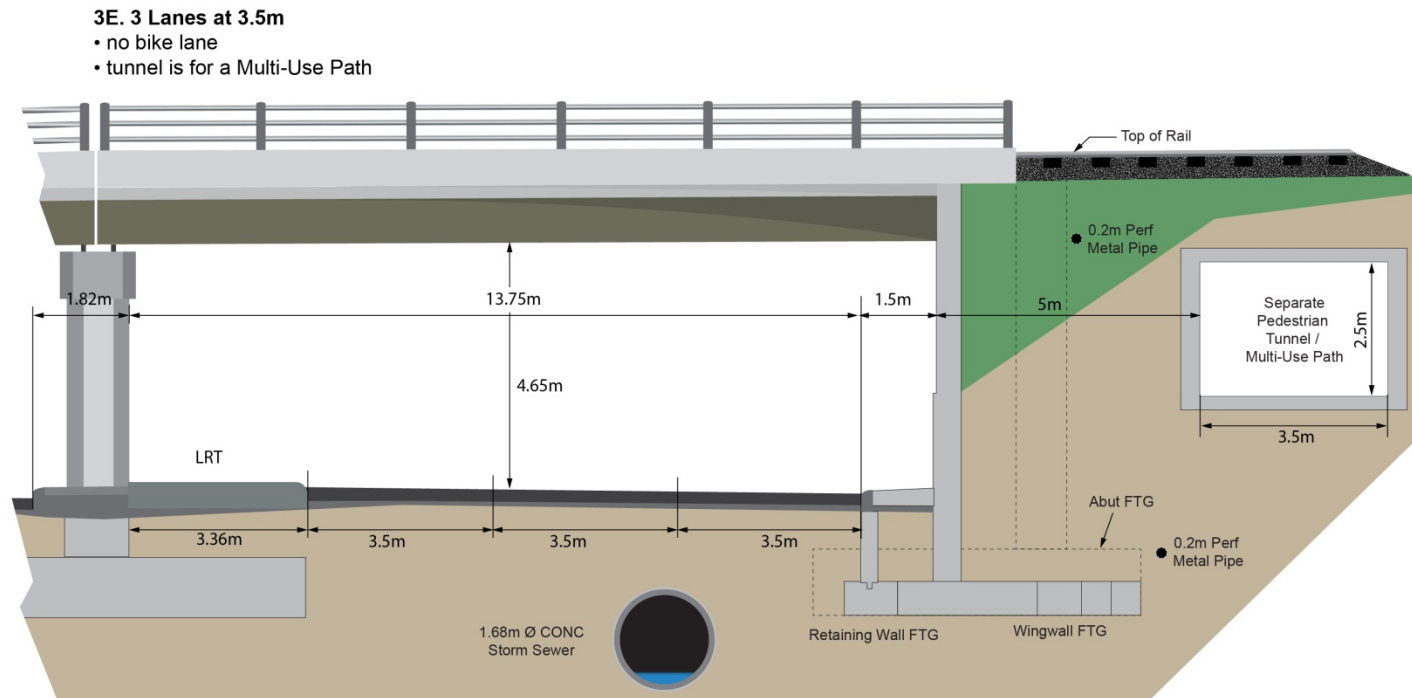
- a. Consider a broad range of uses on the lands;
- b. Minimize the footprint and identify areas of potential development, especially along the Finch frontage;
- c. Establish an engagement protocol with the Proponents and the community;
- d. Optimize social, economic and environmental returns from this development;
- e. Propose both a phased and co-development approach to intensifying the lands; and
- f. Adopt Design Excellence as part of the designs.

Public Realm: What is it?

- Metrolinx is required to replace and restore the City of Toronto's infrastructure and streetscape to City standards after construction of the Finch West LRT project.
- Public Realm Amount (PRA) is money that will be used to construct infrastructure or streetscape above City standards, along the transit corridor.
- The PRA amount for the Finch West LRT is approximately \$18million.
- Stakeholders have been working with City Planning to discuss how to allocate the PRA along the Finch West corridor.
- City Planning has developed a draft PRA recommendation for Metrolinx. This recommendation will be presented to City Council in early 2016, and then incorporated into Metrolinx's Request for Proposals.

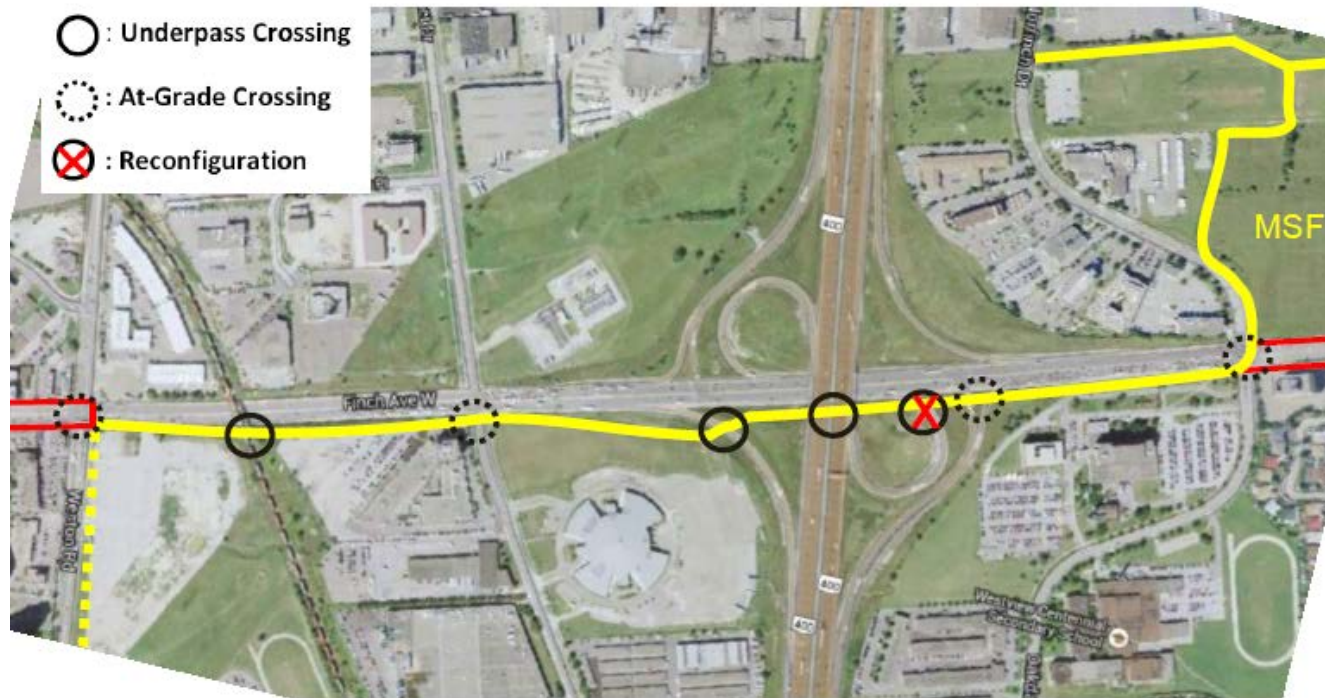
Public Realm: City Recommendation

City recommendation includes: Three traffic lanes in each direction under the CP Rail bridge east of Weston Road, along with a multi-use path. The cost is approximately \$3million.



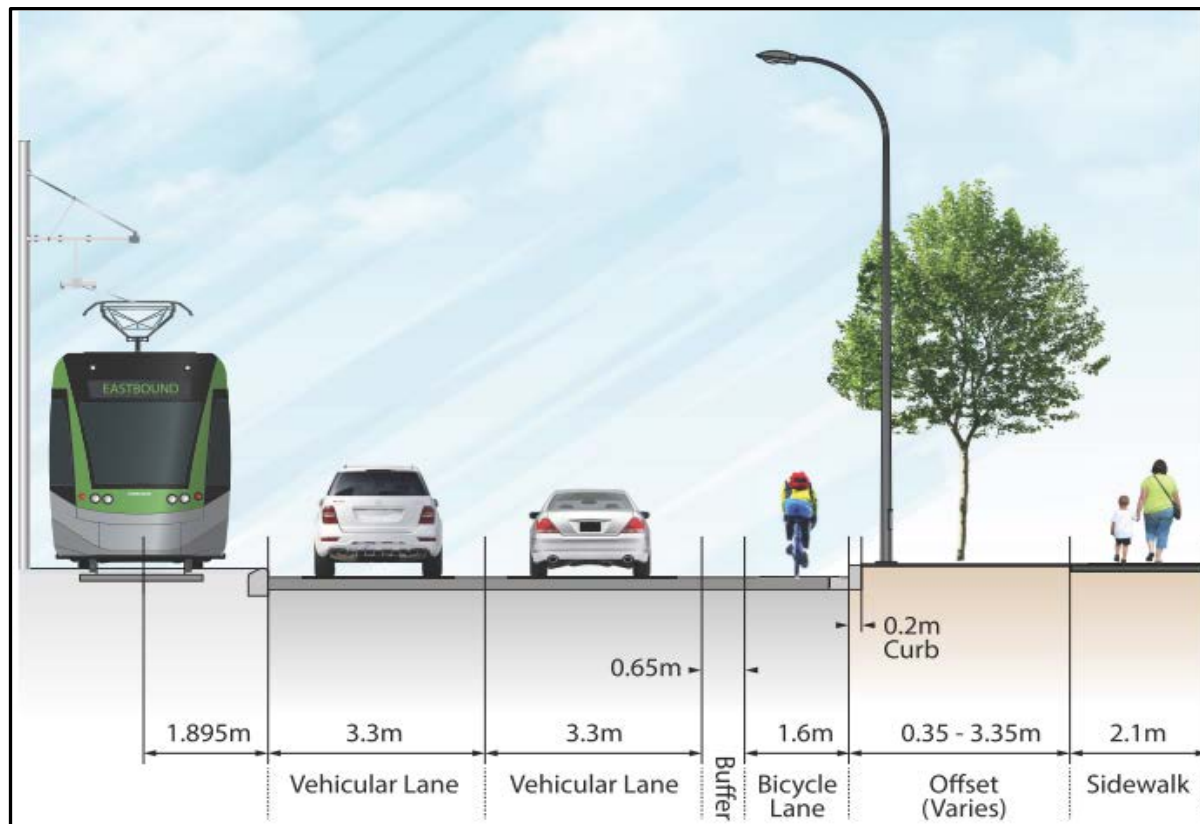
Public Realm: City Recommendation

City recommendation includes: A continuous multi-use path having a width of at least 3.5 metres, on the south side of Finch Avenue between Weston Road and Norfinch Drive/Oakdale Road.



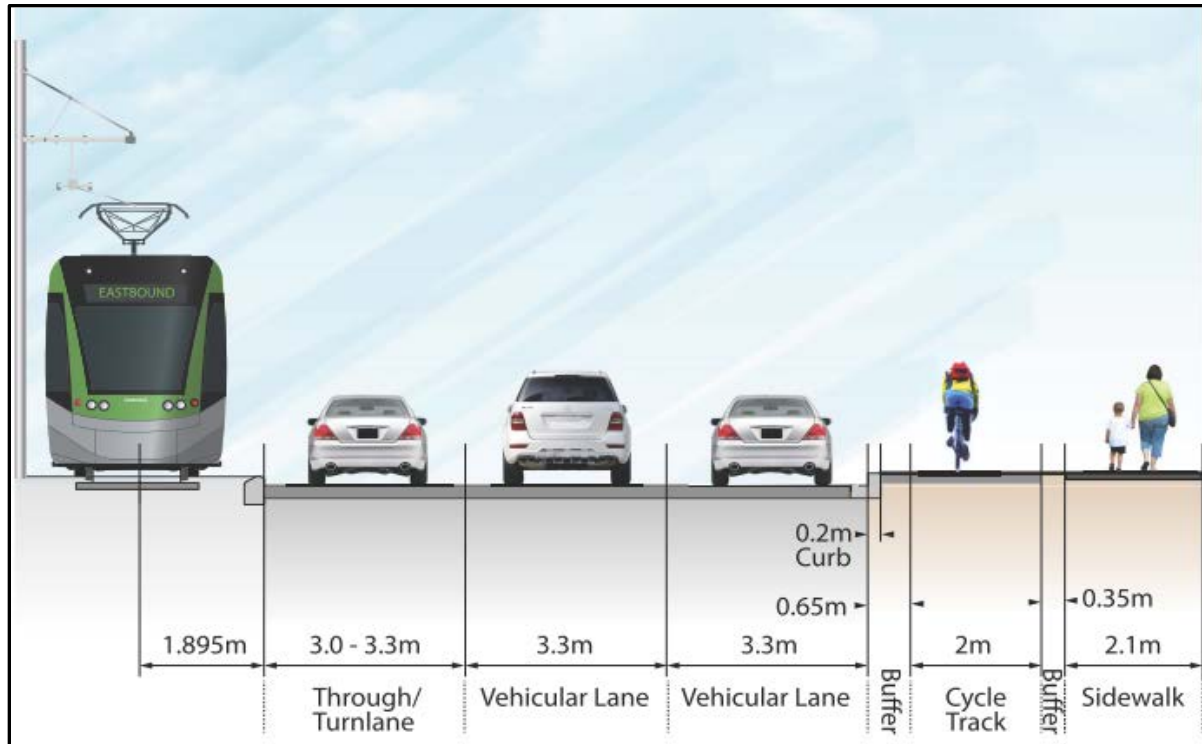
Public Realm: City Recommendation

City recommendation includes: Separated bike lanes on both sides of Finch Avenue between Norfinch Drive/Oakdale Road and Tangiers Road.



Public Realm: City Recommendation

City recommendation includes: A continuous multi-use path having a width of at least 3.5metres, on the south side of Finch Avenue between the two existing paths in the Black Creek ravine.



Traffic and Transportation

- Existing traffic operates within acceptable levels of service at key intersections within project limits.
- Sidewalks present on both sides of all roadways.
- No on-street bicycle facilities in the section between Jane Street and Keele Street; however off-road bike trail will be provided.
- Request for Proposal document will incent the successful proponent to reduce the extent and duration of lane closures along the corridor.

What happens next?

- Please submit comments to the project team by January 30, 2016.
- All comments received from today's session and throughout the project will be reviewed and considered by the project team.
- Using feedback, the project team will review the conceptual design of the corridor.
- Metrolinx will issue the Request for Proposals to selected proponents in early 2016.

Thank you for participating!

WEBSITE www.metrolinx.com/finchwest

EMAIL finchwest@metrolinx.com

Please sign up on our mailing list
and leave us a comment sheet.

