

Welcome to the Sheppard Subway Extension Project

Community Consultation: Round Two



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Project Overview

The Study Purpose

Metrolinx is currently studying options and seeking community input to extend rapid transit along Sheppard Avenue both east and west.

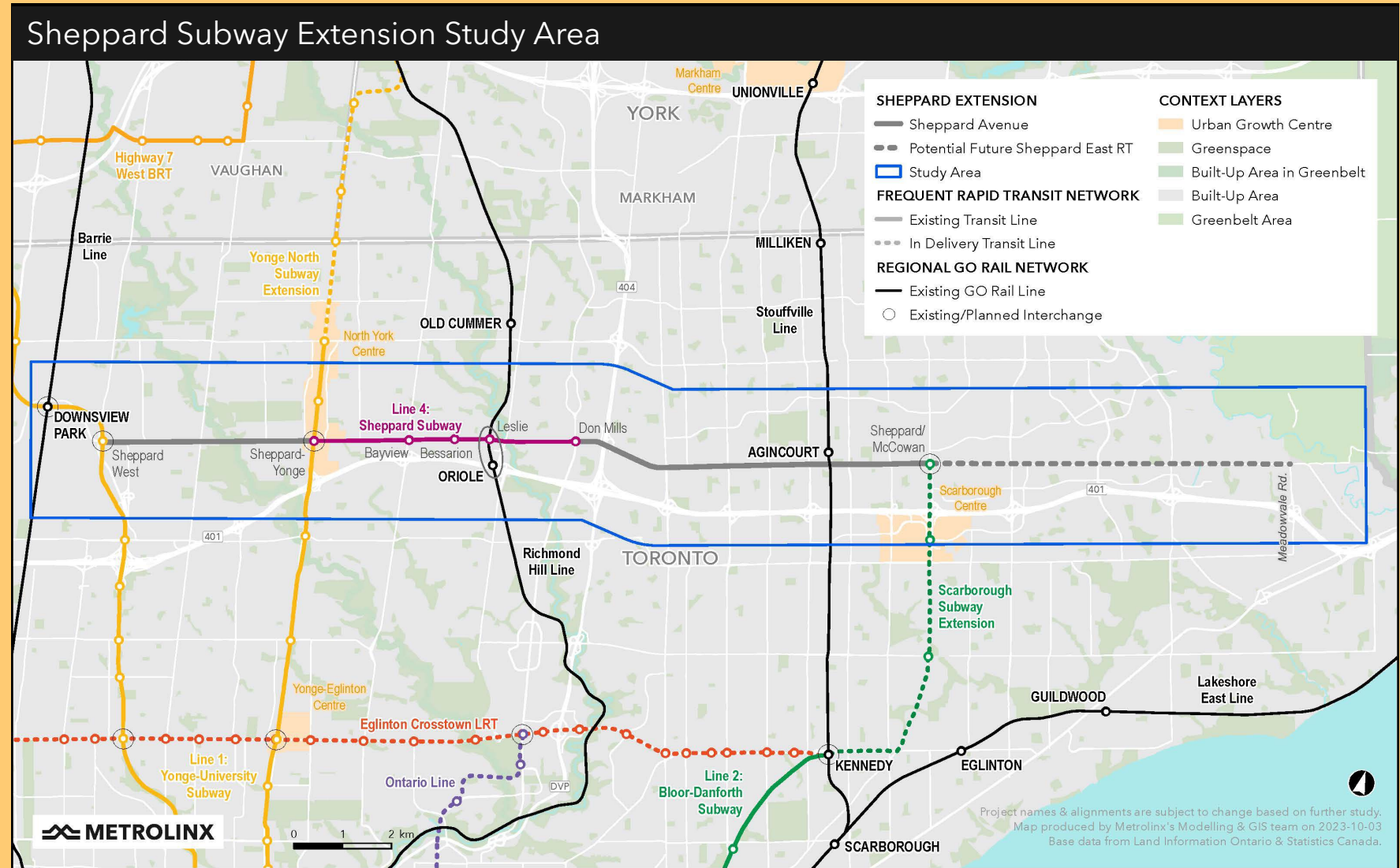
The Sheppard Subway Extension would improve transit connections in Toronto's north end and make it easier and faster for people to get around Toronto and the GTA.

The project is in the first stage of Metrolinx's project planning and development process, the Initial Business Case (IBC). Input and feedback from community members will be an important component of the IBC.



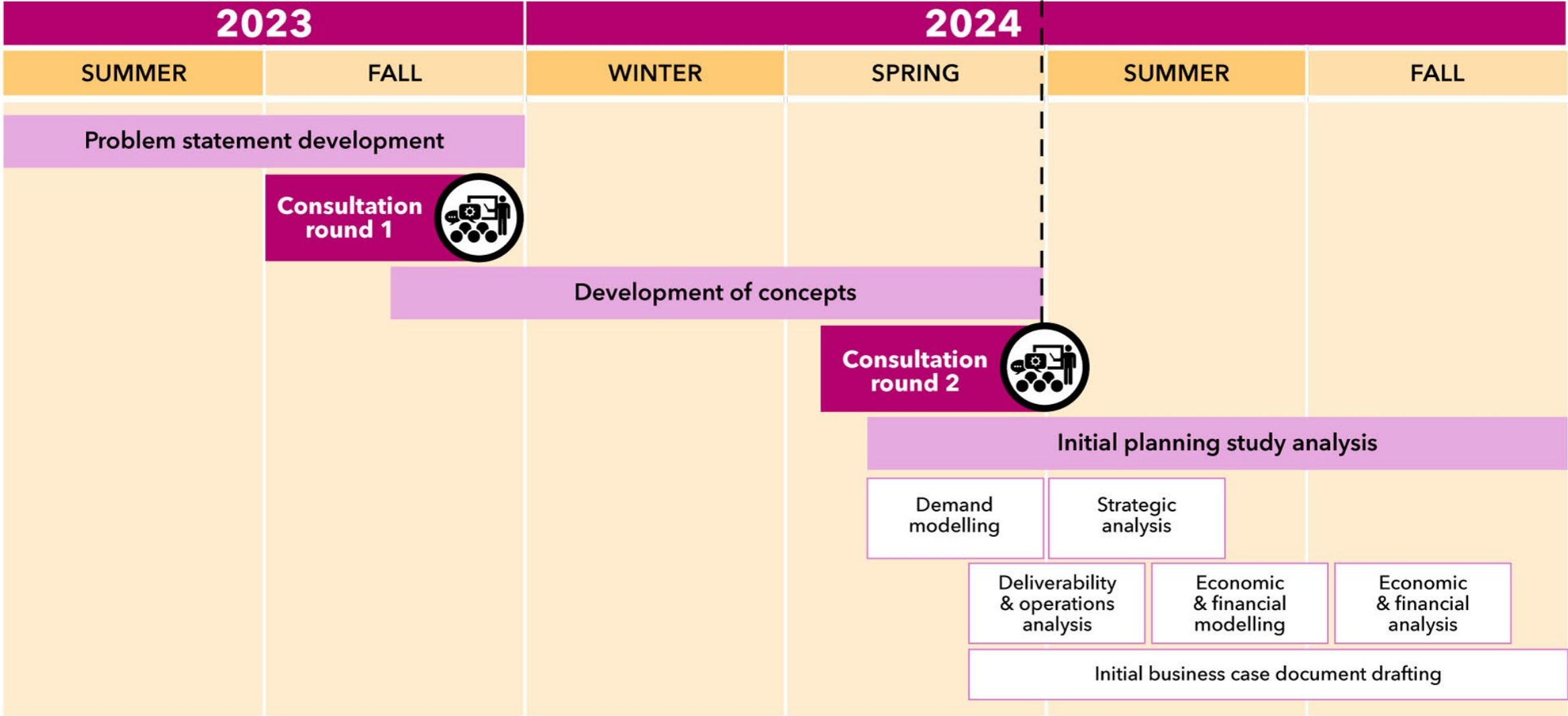
Project Overview

- Metrolinx is exploring a rapid transit connection along the Sheppard corridor, with potential connections to multiple existing and planned rapid transit lines.
- The study will examine extending Line 4 east and west as well as other routes, alignments (e.g., underground, elevated, surface), station locations, and technologies (e.g., heavy rail, light metro, LRT).



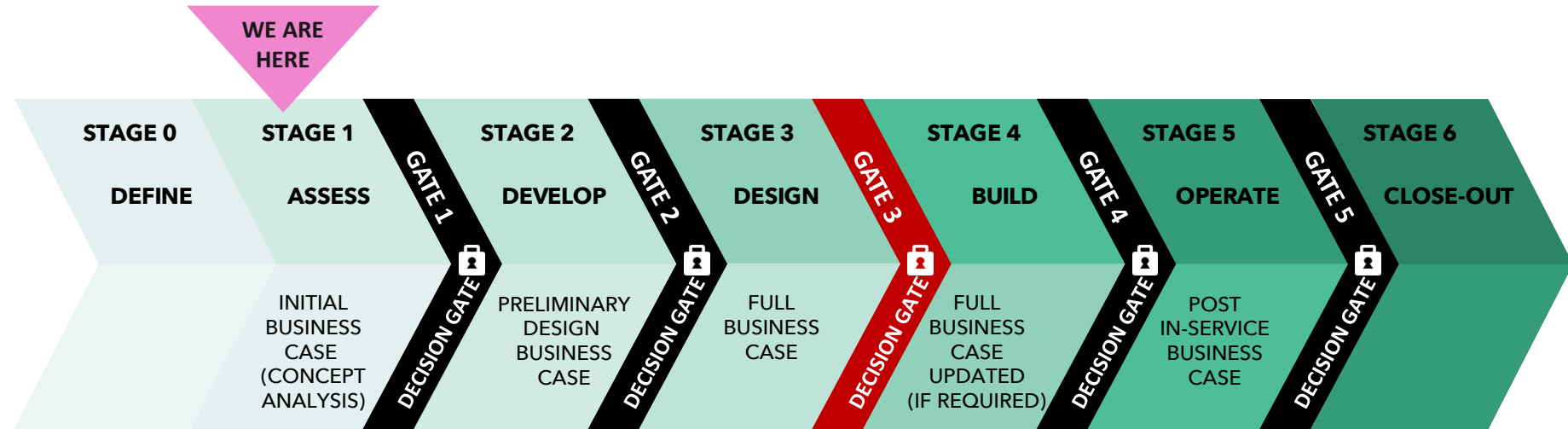
Study Schedule

WE ARE HERE



The Stage-Gate Process

- Metrolinx uses a stage-gate process to guide decision-making for evaluating major transit investments.
- The Sheppard Subway Extension is at Stage 1 of the process. The IBC compares different concepts and outlines the benefits and trade-offs to decision makers.
- If approved and funding is secured, further consultation, detailed community impacts, and environmental studies will take place in Stage 2.



Identifies problem statement and defines benefits that the project needs to deliver.



Evaluates concepts and determines a preferred concept. Typical point at which funding for planning and preliminary design is secured.



Refines preferred concept, further clarifying scope and cost. Typical point at which funding for procurement and build is secured.



Develops project framework, designs and requirements used as a basis for procurement.



Procures and delivers the project.



After the asset is in service, monitors the benefits and costs to identify opportunities for enhancements and lessons learned.



Closes out the project number and documentation after assurance that all remaining project work and contractual and financial obligations are settled.

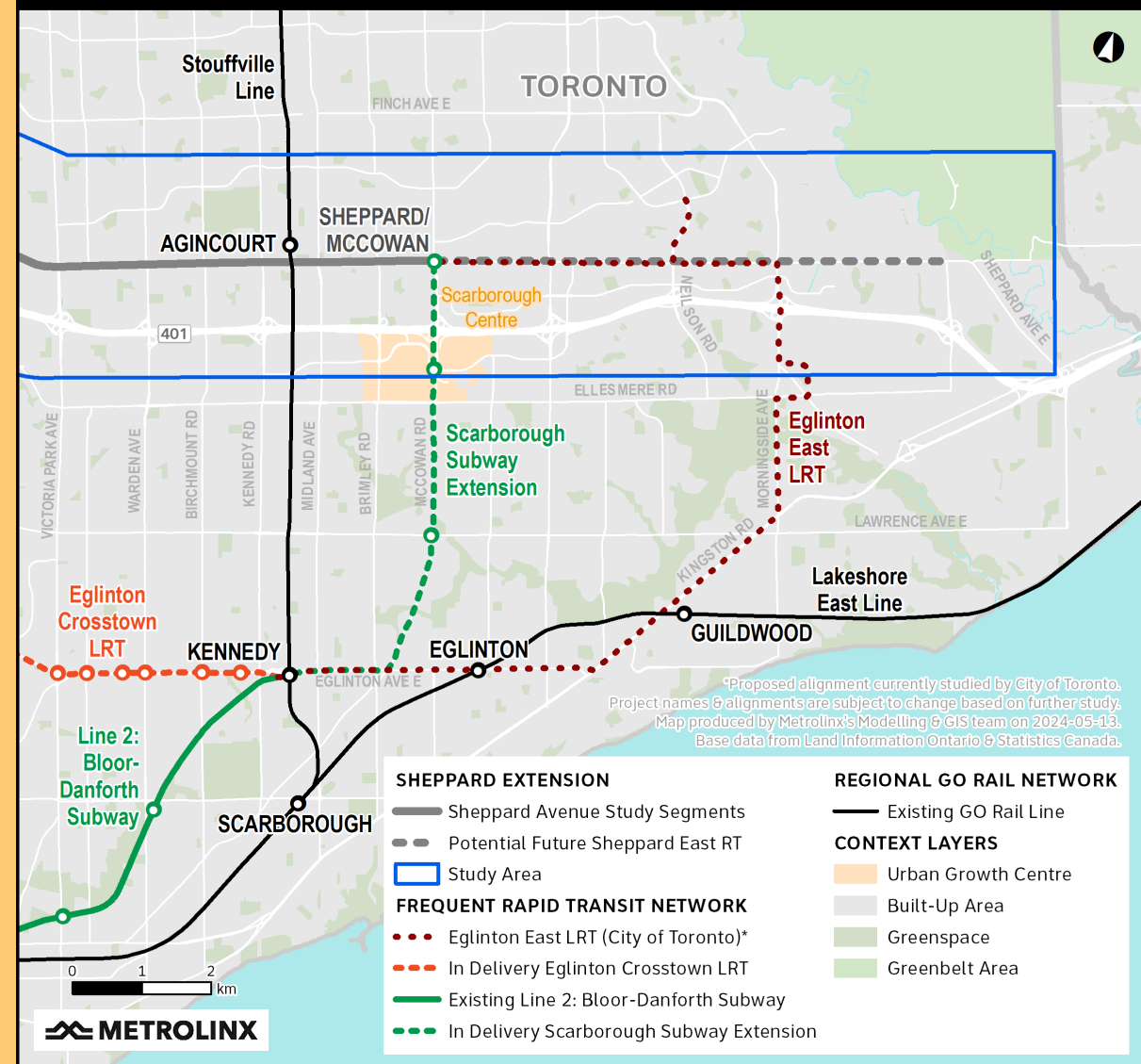
City of Toronto Proposed Eglinton East LRT Project

- The Sheppard Subway Extension IBC study area overlaps with a segment of the Eglinton East LRT's (EELRT) proposed alignment.
- The EELRT is a proposed 18.6-km light rail transit line that would run through Scarborough.
- City staff have been authorized by Toronto City Council to complete a TRPAP for EELRT, and in December 2023, City Council approved the EELRT alignment and stops.
- The EELRT project is currently within the up to 120 day regulated TRPAP assessment and consultation period.
- The Sheppard Subway Extension IBC will outline any potential considerations for the proposed EELRT in its findings.

Transit and Rail Project Assessment Process (TRPAP)

A process required by provincial legislation to assess environmental impacts for transit/rail projects. The TRPAP involves a pre-planning phase followed by up to 120 days for: public consultation, analysis and developing approaches to reduce negative impacts. It ends with releasing a public report.

Proposed City of Toronto Eglinton East LRT



Community Consultation

Purpose of Community Consultation

We want to hear about how people travel along the corridor today – and how they might benefit from new rapid transit in the future – so we can maximize benefits for the community and future riders.

- Metrolinx is consulting with communities early to ensure meaningful feedback is incorporated in the project development process.
- Community input is being collected through two rounds of consultation to support the development of concepts that address the problems and opportunities on Sheppard Avenue:
 - Round 1 was conducted in fall 2023 and informed the development of the concepts.
 - Round 2 (today) will provide an opportunity for you to give feedback on the concepts.

Metrolinx is exploring the possibilities for the Sheppard Subway Extension and wants you to be a part of the journey.



Round One Consultation Activities



5

Pop-Up Booths

150

Conversations



3

Open Houses

+
-

1

Town Hall



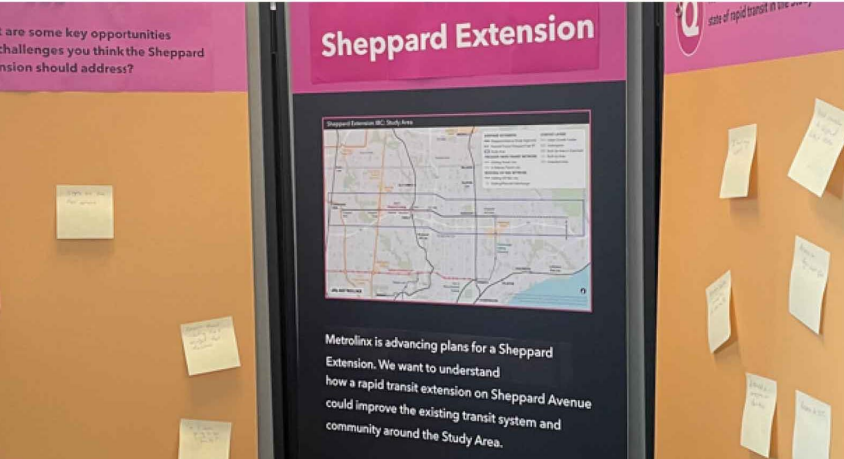
280

Comments



800

Survey Responses



Pop-ups are small booths set up in the community to advertise and introduce the upcoming open house events.



Open Houses are in-person events hosted in the community. They provide the opportunity for residents to come out and see the materials and ask staff questions.



The **Town Hall** was a separate forum set up by the local Members of Provincial Parliament to give an additional opportunity for the community to see the materials and ask staff questions.

What We Heard

You would like:

- Subway technology providing high-speed, reliable, and convenient transit.
- Infrastructure to support the growing community.
- Weather protection.
- Safe, accessible and affordable transit available at peak and off-peak times.
- Connection and integration with other transit.
- Connections for walking, cycling, and cars.
- Reduced emissions.

You are concerned about:

- Underserved communities.
- Future construction impacts.
- Project timeline and history.



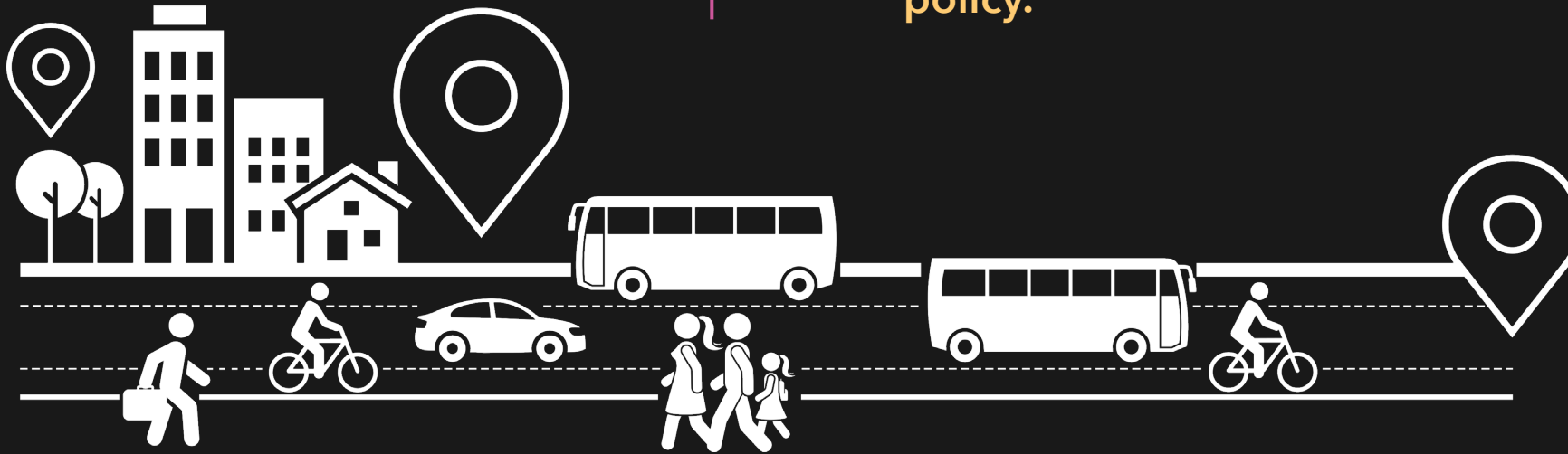
Developing the Problem and Opportunity Statement



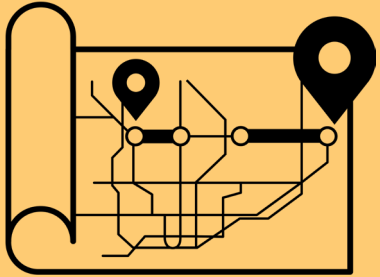
A problem and opportunity statement describes what the project needs to address. It sets the stage for understanding the context and guides decision making.



The problem and opportunity statement for the Sheppard Subway Extension was shaped by extensive community feedback, input from municipal partners, and planning policy.



Problem and Opportunity Statement



Sheppard Avenue is a major east-west transportation corridor that intersects multiple rapid transit lines, is undergoing rapid development, and runs parallel to Highway 401 through Toronto.

The private automobile is the primary mode of transport on Sheppard Avenue, contributing to congestion and impacting the potential density and growth on the corridor.



The transit network on Sheppard Avenue lacks higher-order connections to other transit lines, and destinations. Users experience reliability issues, long travel times, and must make several transfers for continuous travel on the corridor.

Communities near the Sheppard corridor are underserved by rapid transit and have a higher proportion of low-income households and seniors than Toronto overall, with both groups relying disproportionately on public transportation.



There is an opportunity to make transit a more attractive option by extending seamless rapid transit on Sheppard Avenue, increasing connectivity between existing and planned rapid transit lines, and connecting to areas where population and employment growth is anticipated, focussed and encouraged.



Investing in rapid transit on Sheppard Avenue can improve how residents move through the corridor, shape development, and improve equity within the city by bringing better transit to those who rely on it most, and provide a practical and sustainable alternative to driving.

Consultation Round Two: Sheppard Subway Extension Concepts

How Your Input Will Shape Concepts

- Community feedback is a key consideration for concept selection and refinement. Your input will support the evaluation that will determine the future of the Sheppard Subway Extension.
- This project is evaluating concepts for higher-order transit lines to connect to or extend from the TTC's Sheppard Subway Line (Line 4).
- Concepts presented are not final proposals. They are early proposals developed for your input. They highlight different trade-offs such as access, destinations, number of stations and more.
- Metrolinx is looking for your feedback on four (4) concepts to understand your wants, needs and recommendations.

With your input, these early concepts will be refined, evaluated, and presented to decision-makers for review and approval.



What Is a Concept?

Metrolinx is seeking feedback on high-level concepts for a Sheppard Subway Extension.

To gather public input, concepts vary in their key characteristics. The purpose of this consultation is to document public feedback and reaction to these variations.

Each extension concept is a different way to address the problem or opportunity.

With the concepts shown, Metrolinx is seeking feedback on:

- Where the line goes (route).
- Where the line stops (station locations).
- Where the trains operate (underground, elevated).
- Service (speed, frequency and capacity).



What is Mixed-Grade Subway?

Rapid transit technologies that operate fully separated from general traffic lanes and traffic intersections. Mixed-grade subway may run below ground and/or elevated.

- Allows for continuous service from existing subway
- High service frequency and high operating speed with increased future capacity
- Less frequent stop spacing, providing faster travel time but less pedestrian access

Operating Speed

30–50 km per hour

Max Frequency

every **2** minutes

Stop Spacing

every **1** km to **2** km

Maximum People Moving Capacity

30,000 people per hour per direction

Infrastructure Requirements





Subway requires a high amount of dedicated infrastructure



Sheppard Subway Extension Concepts

Four (4) concepts were created for public feedback:

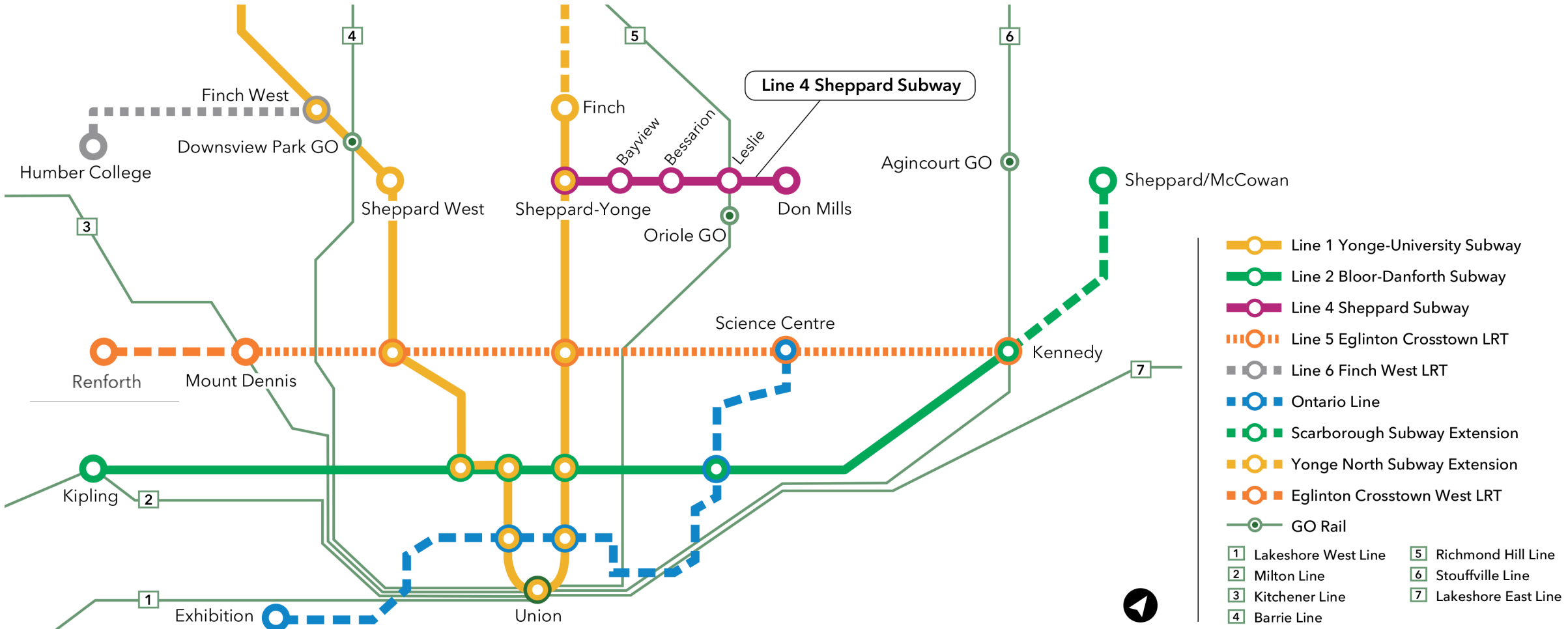
- **Concept 1** proposes a subway extension from Don Mills to McCowan, connecting to the future Line 2 Extension.
- **Concept 2A and 2B** introduce the west subway extension from Sheppard-Yonge Station to Sheppard West Station. 2B is different in the east as it ends at Scarborough Centre.
- **Concept 3** proposes a subway extension east of McCowan Rd, terminating at Sheppard and Morningside Ave.

Central Extension			
1		6 new stops	Mixed-grade subway extension from Don Mills Station to Sheppard/McCowan
Central and West Extension			
2A		8 new stops	Mixed-grade subway extension from Sheppard West Station to Sheppard-Yonge Station and from Don Mills Station to Sheppard/McCowan
2B		8 new stops	Mixed-grade subway extension from Sheppard West Station to Sheppard-Yonge Station and from Don Mills Station to Scarborough Centre
Central and East Extension			
3		9 new stops	Mixed-grade subway extension from Don Mills Station to Sheppard/Morningside



Business as Usual (BAU)

All concepts will be evaluated against the BAU scenario for comparison purposes. The BAU is a future scenario where no Sheppard Subway Extension proposal is delivered.

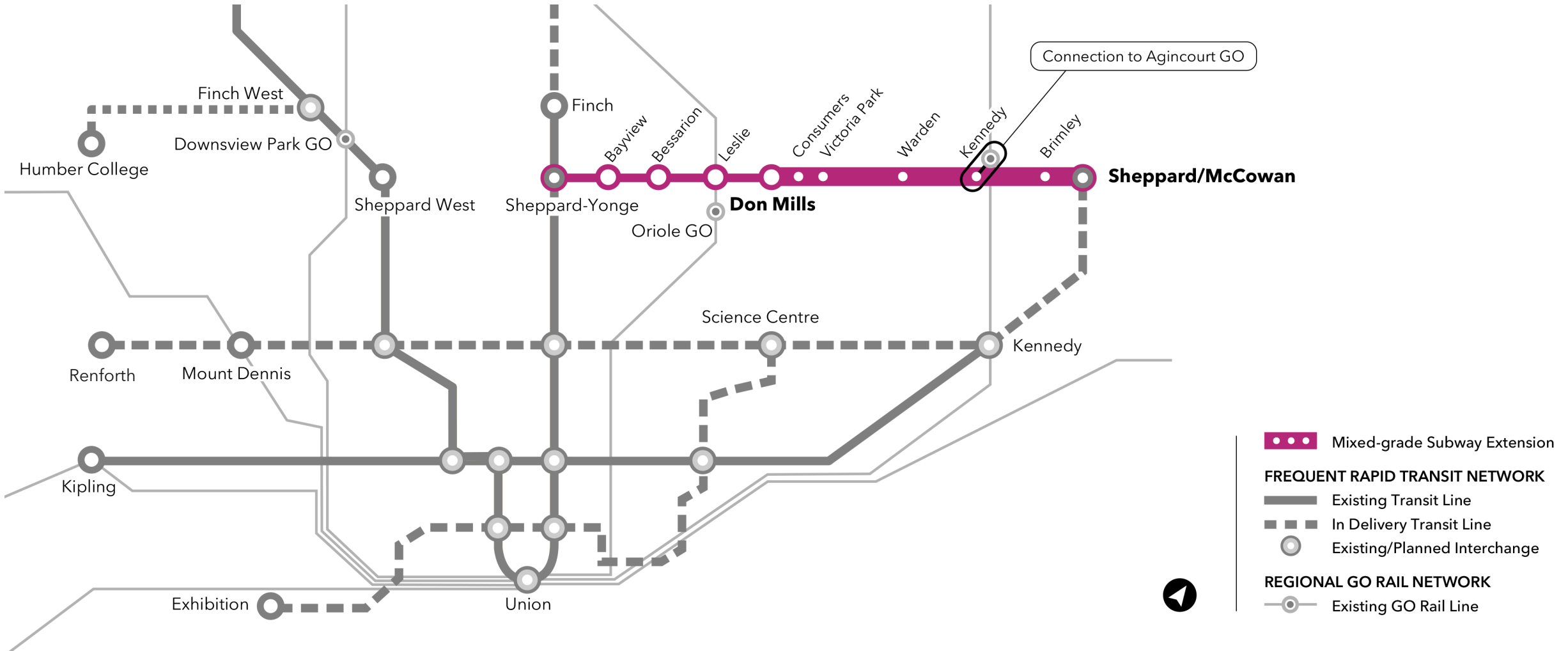


- Line 1 Yonge-University Subway
 - Line 2 Bloor-Danforth Subway
 - Line 4 Sheppard Subway
 - - - ○ - - - Line 5 Eglinton Crosstown LRT
 - - - ○ - - - Line 6 Finch West LRT
 - - - ○ - - - Ontario Line
 - - - ○ - - - Scarborough Subway Extension
 - - - ○ - - - Yonge North Subway Extension
 - - - ○ - - - Eglinton Crosstown West LRT
 - GO Rail
- | | |
|---|---|
| 1 Lakeshore West Line | 5 Richmond Hill Line |
| 2 Milton Line | 6 Stouffville Line |
| 3 Kitchener Line | 7 Lakeshore East Line |
| 4 Barrie Line | |



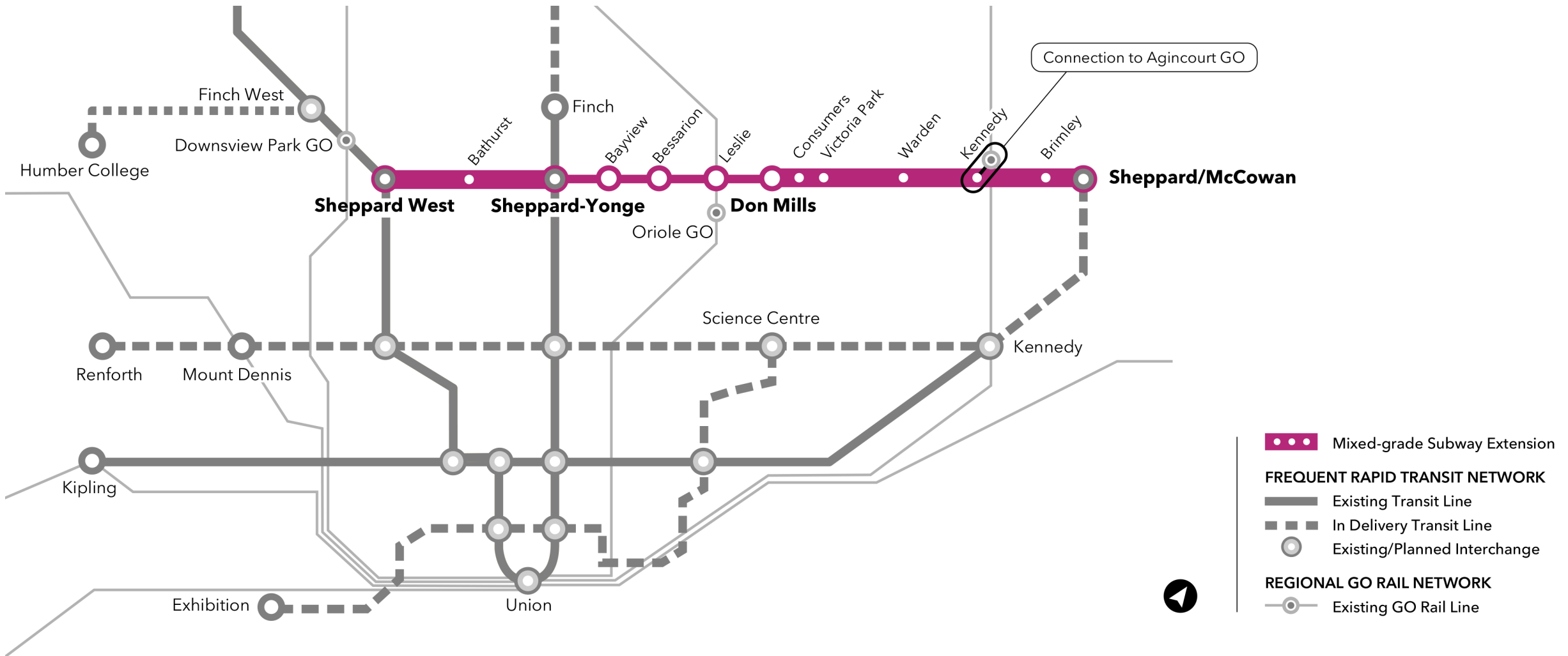
Central Extension

Mixed-grade subway extension from Don Mills to Sheppard/McCowan



Central & West Extension

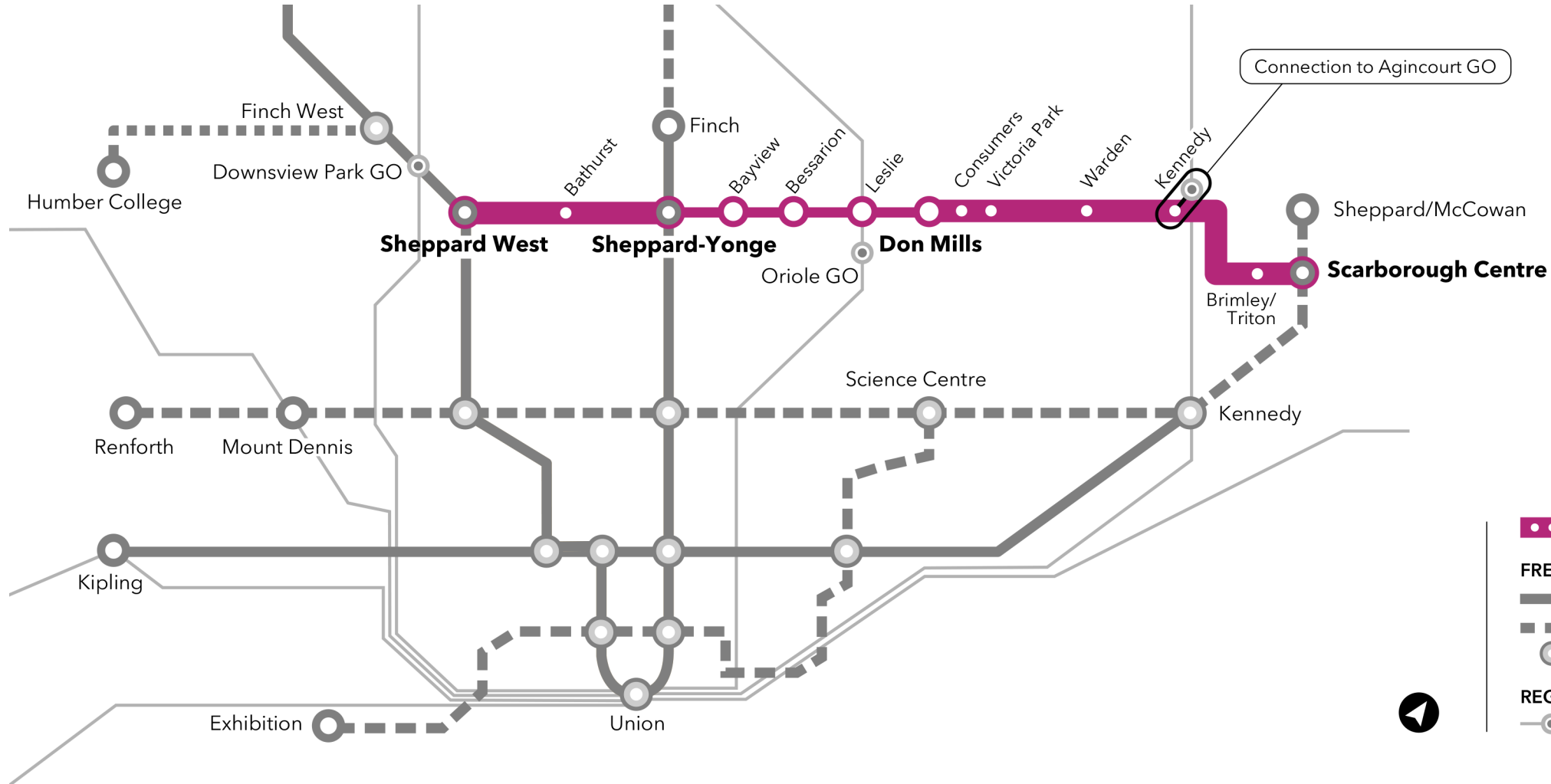
Mixed-grade subway extension from Sheppard West to Sheppard-Yonge and from Don Mills to Sheppard/McCowan



- Mixed-grade Subway Extension
- FREQUENT RAPID TRANSIT NETWORK**
 - Existing Transit Line
 - In Delivery Transit Line
 - Existing/Planned Interchange
- REGIONAL GO RAIL NETWORK**
 - Existing GO Rail Line



Mixed-grade subway extension from Sheppard West to Sheppard-Yonge and from Don Mills to Scarborough Centre

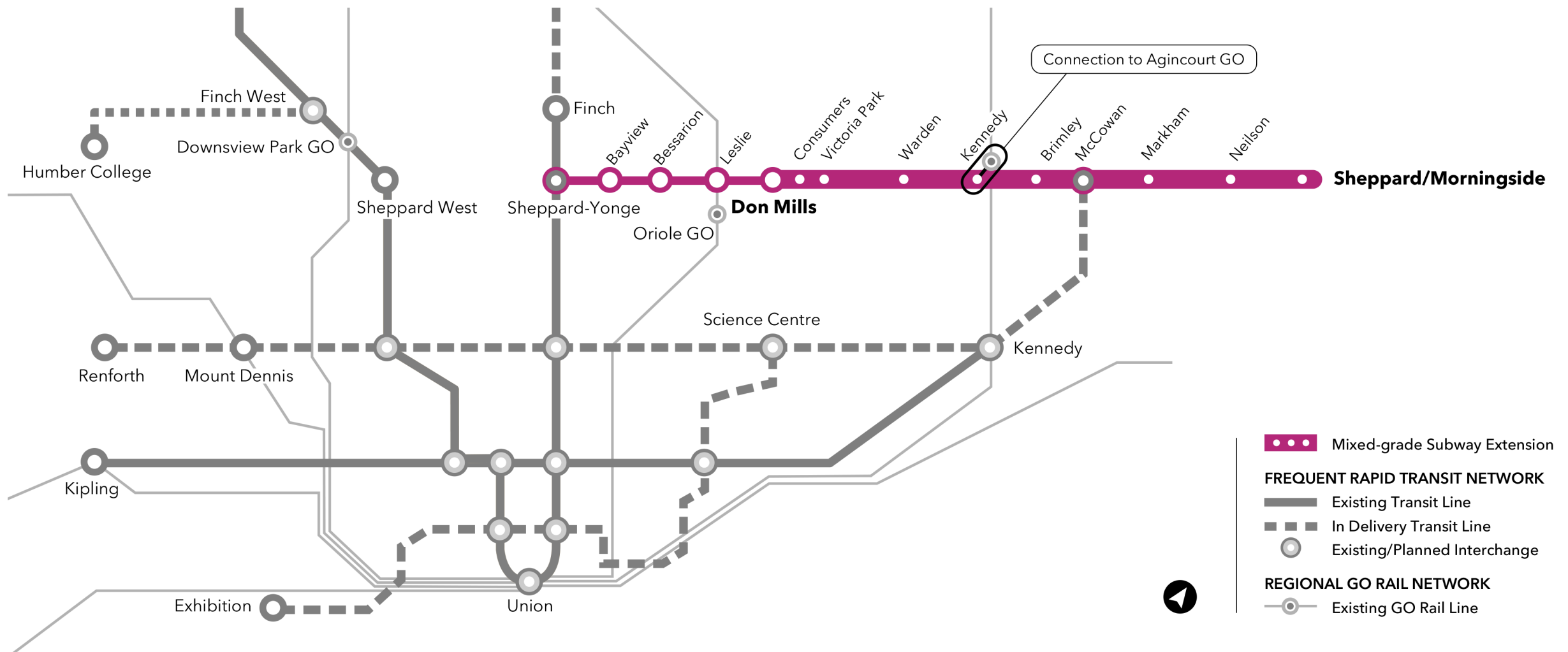


- Mixed-grade Subway Extension
- FREQUENT RAPID TRANSIT NETWORK**
- Existing Transit Line
- In Delivery Transit Line
- Existing/Planned Interchange
- REGIONAL GO RAIL NETWORK**
- Existing GO Rail Line



Central & East Extension

Mixed-grade subway extension from Don Mills to Sheppard/Morningside



- Mixed-grade Subway Extension
- FREQUENT RAPID TRANSIT NETWORK**
- Existing Transit Line
- In Delivery Transit Line
- Existing/Planned Interchange
- REGIONAL GO RAIL NETWORK**
- Existing GO Rail Line

Fine-Tuning of Concepts

All concepts presented in this consultation are early, high-level and need fine-tuning.

Community input will help to fine-tune the concepts as Metrolinx explores trade-offs and calibrates various characteristics and scenarios such as:

- **Underground and/or elevated segments**
- **East and/or west extensions**
- **Frequency of service**
- **Capacity**
- **Faster speed versus more stations**
- **Station locations and transfers**

Your input will support Metrolinx in the optimization and evaluation of concepts as it outlines the costs, benefits, and trade-offs to decision makers.



Share Your Feedback: Number of Stops

Take the full survey to share your input



Context

Extension concepts which have fewer stops would provide a faster service with less direct access to destinations. Concepts with more stops would provide a slower service with more access to destinations.

Based on the context provided, what type of service do you want for the Sheppard Subway Extension?

Select or place a dot in the box of your choice.

Sheppard West Sheppard-Yonge Don Mills Sheppard/McCowan

A

Fewer stops: faster service, less access.

Sheppard West Sheppard-Yonge Don Mills Sheppard/McCowan

B

More stops: slower service, more access.

Sheppard West Sheppard-Yonge Don Mills Sheppard/McCowan

C

Unsure: need more information to decide.

Share Your Feedback: Preferred Concept

Take the full survey to share your input



Which of the concepts shown at this consultation would be your preferred configuration for a Sheppard Subway Extension?
Select or place a dot in the box of your choice.

1

Concept 1: Subway to Sheppard/McCowan

2A

Concept 2A: Subway to Sheppard West and Sheppard/McCowan

2B

Concept 2B: Subway to Sheppard West and Scarborough Centre

3

Concept 3: Subway to Sheppard/Morningside

Share Your Feedback: Connection to Line 2

Take the full survey to share your input



The Sheppard Line could be extended east and/or west. Where should the line connect to the Scarborough Subway Extension (TTC Line 2: Bloor-Danforth)?

Select or place a dot in the box of your choice.

A

Sheppard/McCowan

B

Scarborough Centre

Share Your Feedback: Extension Phasing

Take the full survey to share your input



The Sheppard Line could be extended east and/or west. Where should it be extended to first?

Select or place a dot in the box of your choice.

A



WEST: to Sheppard West Station

B



EAST: to McCowan Rd OR Scarborough Town Centre OR Morningside Ave

Next Steps

Next Steps



Review feedback from Consultation Round Two and confirm shortlist based on community feedback



Conduct technical analysis to assess concepts



Complete the Initial Business Case (IBC) report and submit to government for review

We want your input

We are seeking your input to refine the Sheppard Subway Extension concepts. There are two ways to provide your feedback:



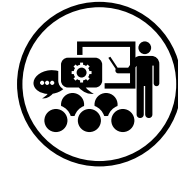
Please take a moment to answer our survey questions



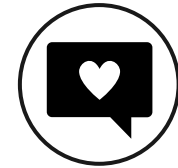
E-mail your comment to the project team at the address below
sheppardextension@metrolinx.com



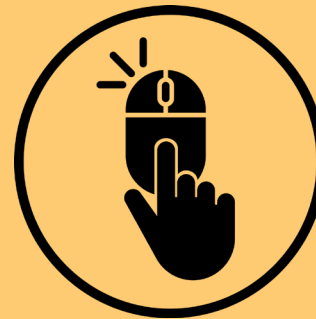
All information from today's meeting is available on metrolinx.com/sheppardextension



This is the final round of community consultations for this study.



Thank you for your time and feedback!



Stay up to date by visiting the project website
metrolinx.com/sheppardextension

Comments and information regarding this study are being collected to assist the study team. Information collected will be used in accordance with the Freedom of Information and Protection of Privacy Act. With the exception of personal information, all comments will become part of the public record.

