

**To:** Metrolinx Board of Directors  
**From:** Karla Avis-Birch, *Chief Planning Officer*  
**Date:** September 9, 2021  
**Re:** **Planning & Development Quarterly Report**

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## Highlights

- **Clark Station added to Yonge North Subway Extension**  
On July 16, 2021, the Province announced the addition of Clark Station as part of the approved scope and budget of the Yonge North Subway Extension project. Clark Station will now join Steeles, Bridge and High Tech as the confirmed stations that will provide subway service for existing residents, serve growing neighborhoods along the Yonge Street corridor and improve connectivity of the overall transit network. Building on the initial business case and preferred alignment, comprehensive modelling and further analysis of three potential locations (Cummer, Royal Orchard, Clark) led to the selection of Clark Station as a fourth station as it yielded the highest ridership and benefits, when compared to the other options.
- **Pedestrian safety improvements at stations**  
A “five station blitz” took place at Oakville, Ajax, Mount Pleasant, Aurora, and Long Branch GO stations and resulted in a series of safety and customer experience improvements, including new and updated pavement markings for walkways, bike routes, installing bollards to create protected pedestrian pathways, placing dome mirrors at low visibility corners, and installing additional wayfinding signage. These improvements are part of a program of capital and state of good repair works at stations that will continue to serve customer needs.
- **Business Case Guidance update**  
A new version of our Business Case Guidance was published in August 2021 on the Metrolinx website to support our partners with their project evaluation needs. With new and improved policies and state-of-the-art transit appraisal research, the guidance continues to evolve in order to support a culture of evidence-informed planning for transit projects in the region, and positions Metrolinx as a leader in this field. Some notable additions to the Business Case Guidance include the standardization of optimism bias and sensitivity analysis, estimation of agglomeration parameters to help capture benefits of improved mobility and business connectivity, and a preliminary framework for post in-service business cases. These updates will strengthen business case outcomes that are more inclusive and integrated.

Respectfully submitted,

**Karla Avis-Birch**  
*Chief Planning Officer*