

# Welcome to The Sheppard Extension Project

Public Meeting #1





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# Land Acknowledgment

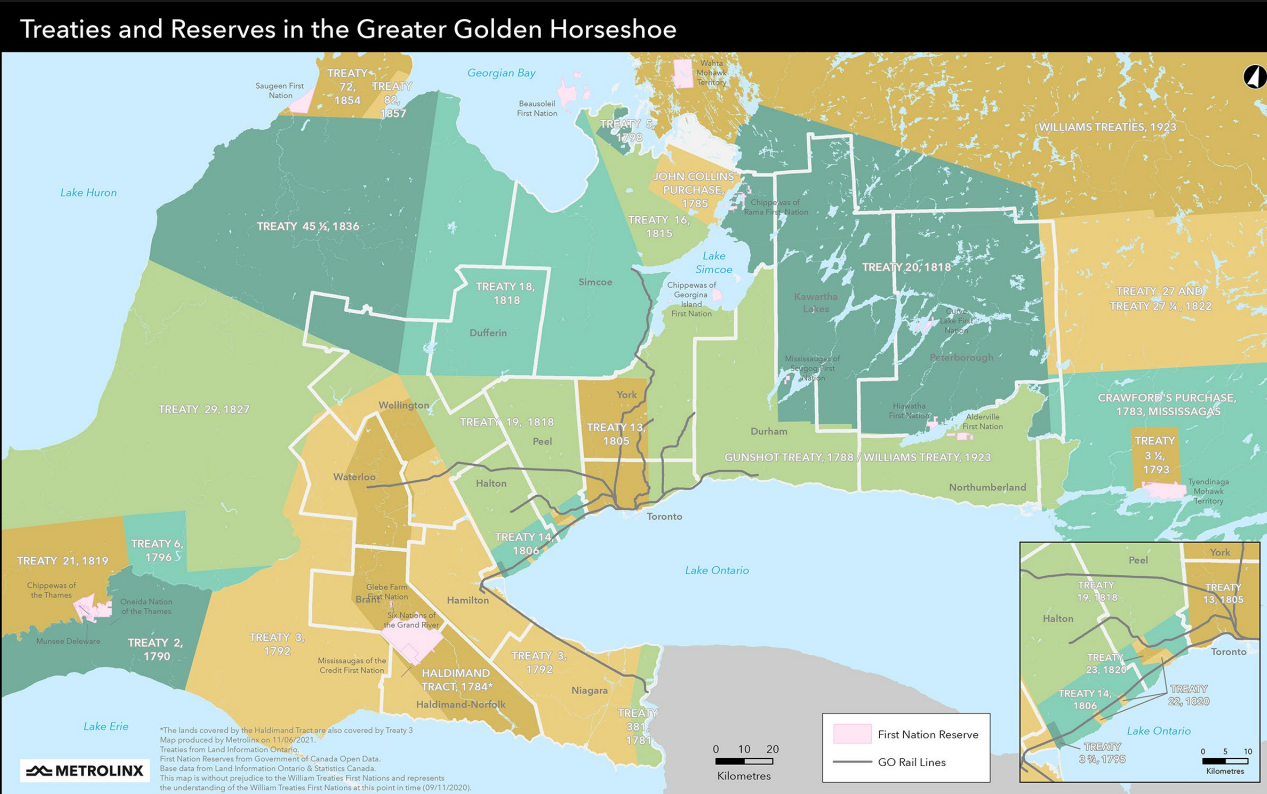
Let us take a moment to acknowledge we are on lands that have been, and continue to be, home to many Indigenous Peoples including the Anishnabeg, the Haudenosaunee, and the Huron-Wendat peoples.

We are all Treaty people. Many of us have come here as settlers, as immigrants or involuntarily as part of the trans-Atlantic slave trade, in this generation or generations past.

We acknowledge the historic and continued impacts of colonization and the need to work toward meaningful reconciliation with the original caretakers of this land.

We acknowledge that Metrolinx operates on territories and lands covered by many treaties that affirm and value the rights of Indigenous communities, Nations, and Peoples.

We understand the importance of working towards reconciliation with the original caretakers of this land. At Metrolinx, we will conduct business in a manner that is built on a foundation of trust, respect, and collaboration.



# Purpose of Public Engagement



## Your Feedback

- Through this phase of work to complete the Initial Business Case (IBC), Metrolinx will host two rounds of public engagement.
- Public Meeting #1 will focus on seeking input on how a rapid transit project for Sheppard could support and improve the community in and around the Study Area.
- The feedback collected during this first public meeting will help to shape the Problem and Opportunity Statement, which will guide the development of concepts.
- Public Meeting #2 will focus on providing an opportunity for the community to give feedback on proposed concepts that are developed after the first public meeting.





## Purpose of Public Engagement

- The Sheppard Extension project is in preliminary planning stages and Metrolinx is engaging with communities early in the planning process.
- As Metrolinx develops the Initial Business Case (IBC), a key input is understanding how a rapid transit extension on Sheppard Avenue could improve the existing transit system and community around the Study Area.
- Input will be collected through two rounds of engagement, Public Meetings #1 and #2, to support the development of a concept that meets the needs of the people we serve.
- Once a concept is developed, it will need refinement, approval and funding. Metrolinx will be exploring the possibilities for rapid transit on Sheppard and wants you to be a part of that journey.

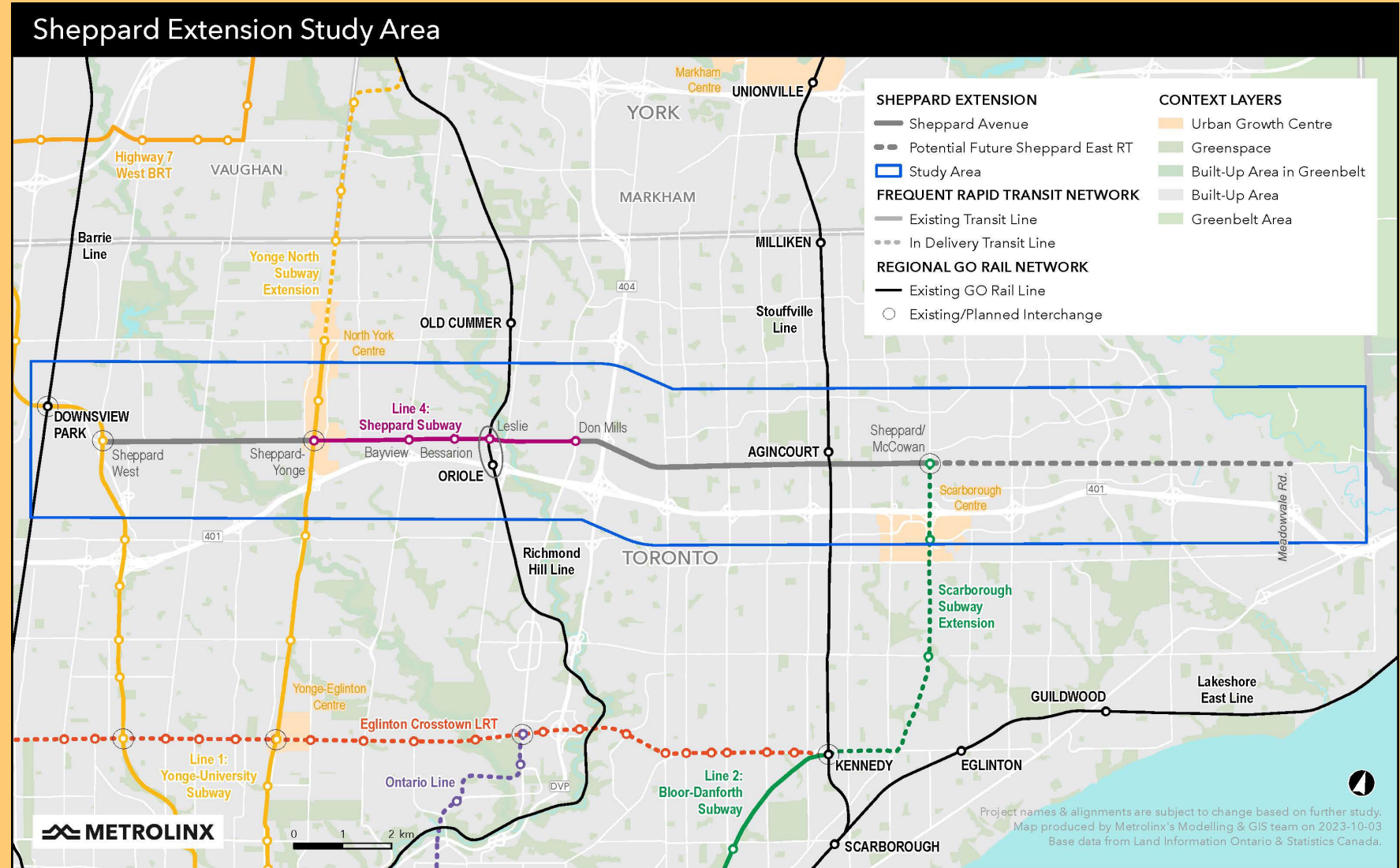




# Project Overview and History

# Project Overview

- An IBC will explore a rapid transit connection along the Sheppard Corridor, with potential connections to multiple existing and planned rapid transit lines.
- The IBC 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).





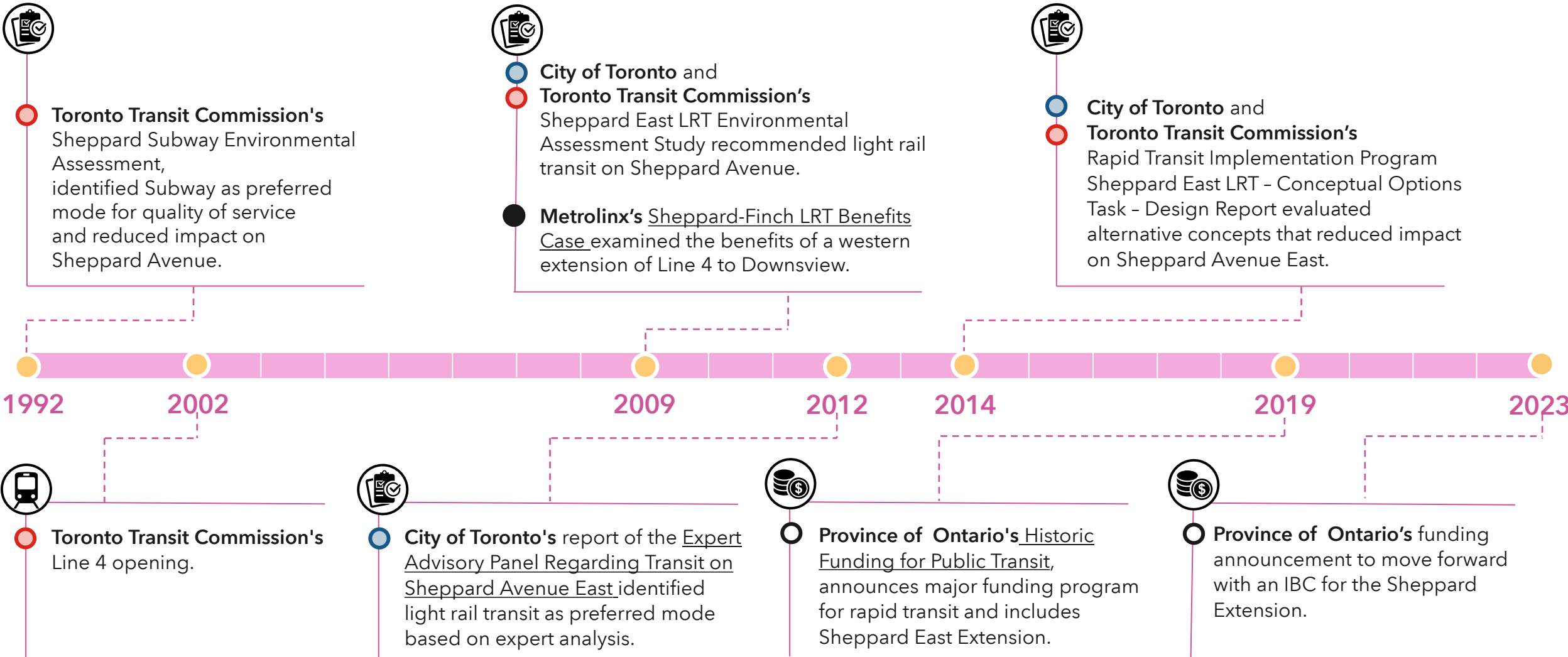
## Relevant Planning Context

The project is aligned with provincial, regional, and municipal policy.

- The 2022 Greater Golden Horseshoe (GGH) Transportation Plan identifies the Line 4 East Extension to McCowan as a Committed Project, and the Sheppard East segment to Morningside as a higher-order transit connection.
- **Metrolinx's** The Big Move (2008) included Sheppard East in the plan's rapid transit program as a top transit priority.
- **Metrolinx's** 2041 Regional Transportation Plan (2018) included Sheppard extensions as part of its vision for a frequent rapid transit network.
- **City of Toronto** Official Plan (March 2022 Office Consolidation), Map 4 identifies Sheppard Avenue as a Higher Order Transit Corridor



# Project History





# City of Toronto Proposed Eglinton East LRT Project

- The Eglinton East LRT (EELRT) is a proposed 18-km light rail transit line through Scarborough.
- In June 2022, Toronto City Council approved the advancement of the Transit Project Assessment Process (TPAP) and 10% design.
- The City of Toronto is Expected to complete a 10% functional design and updated Initial Business Case for EELRT in late 2023.
- Metrolinx intends to study the proposed rapid transit network in east Scarborough as part of this IBC.



# The Initial Business Case Process

## The Study Purpose

The purpose of this study is to advance the Sheppard Extension project through developing, evaluating and comparing options based on detailed analysis. Future transit needs and opportunities on Sheppard Avenue will be identified and used to develop rapid transit concepts.

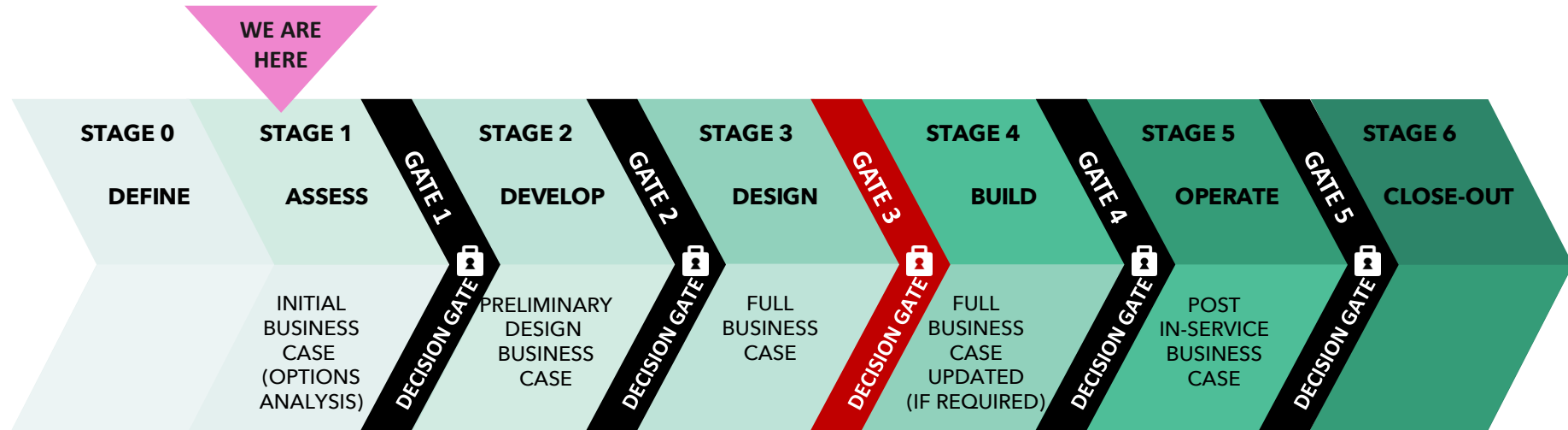
An Initial Business Case (IBC) report will summarize the findings of the study, such as the concepts considered and the results of the evaluation. It will also be used to advance the project through Metrolinx's investment stage-gate process.





# The Stage-Gate Process

- Metrolinx developed a stage-gate process to guide decision-making for evaluating major transit investments. Stage gates—also known as “decision gates”—are applied at major milestones.
- The Sheppard Extension project is at the first stage of the process. The IBC reviews potential investments at a high level that respond to a problem and/or opportunity. This business case selects a preferred option for further refinement and design.
- Detailed community impacts will be explored if a preferred concept advances into further design and environmental studies in Stage 2. Metrolinx will consult with the public & communities in Stages 1 and 2.



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



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



Refines preferred option, 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.

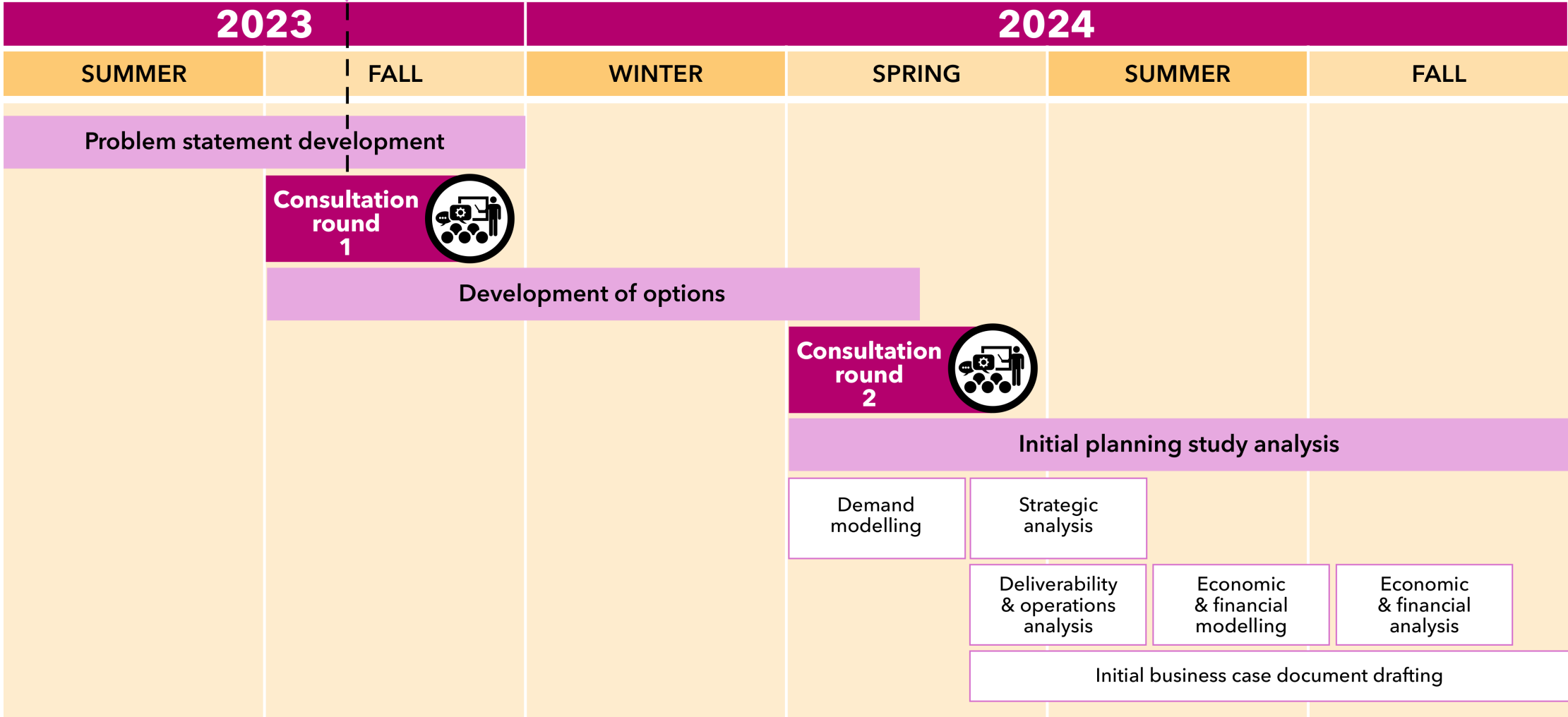
## Goals of this Study

- Advance early planning work for a Sheppard Extension through developing concepts for rapid transit in the identified Study Area.
- Forecast transit ridership, and explore the benefits, costs and network impacts of any potential Sheppard Extension concept.
- Work with municipal partners and the community to understand existing and future transit needs and opportunities.
- Evaluate alignments and stop locations, operating strategies and maintenance requirements.



# Study Schedule & Process

WE ARE HERE





# Problems and Opportunities

## Problems and Opportunities

The goal of the Sheppard Extension is to reduce problems people face when travelling in the Study Area today and leverage opportunities to create complete travel experiences in the future.

The project team has identified some key problems and opportunities that the project should address.

A problem and opportunity statement focuses our attention on the most important issues transit will solve and benefits it will support.





# Problems and Opportunities



## Communities & Development

Problems or opportunities related to the impact of growth and development, changing demographics and external factors.

Examples:

- Impact of increased population and employment growth
- Serving communities typically underserved by transit

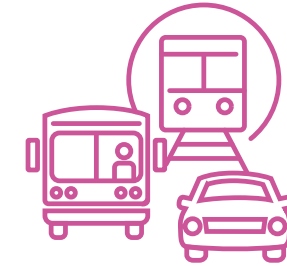


## Travel Options For People

Problems or opportunities related to how people choose to use the transportation network.

Examples:

- Congestion experienced when driving or taking transit
- Percentage of people driving compared to taking transit



## Transit Service, Speed & Reliability

Problems or opportunities related to the state of transit service, operations and infrastructure.

Examples:

- How long it takes to get somewhere on transit
- How often transit operates

# Communities & Development



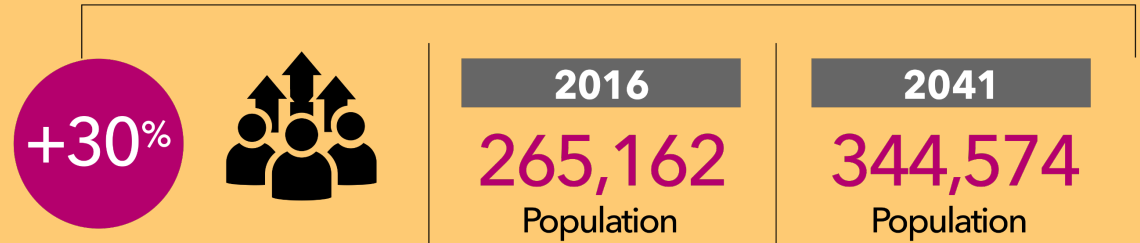


## Communities and Development

### Opportunity

The Sheppard Extension has an opportunity to connect with places where growth is anticipated, focused and encouraged, such as Downsview, North York Centre, along the Sheppard Subway corridor, Consumers Business Park, Agincourt, and Scarborough Town Centre.

### Expected Population Growth from 2016 to 2041



### Expected Employment Growth from 2016 to 2041



Source: Greater Golden Horseshoe Model, 2016  
Geography: Traffic Analysis Zones along Sheppard Corridor between Meadowvale and Jane



# Communities and Development

## Definition

The City of Toronto identified 31 neighbourhoods to be designated as **Neighbourhood Improvement Areas (NIAs)** and Emerging Neighbourhoods under the *Toronto Strong Neighbourhoods Strategy (2020)* for investment to improve economic opportunities, social development, participation in decision-making, healthy lives, and physical surroundings. Ten NIAs and Emerging Neighbourhoods are located within the Study Area.

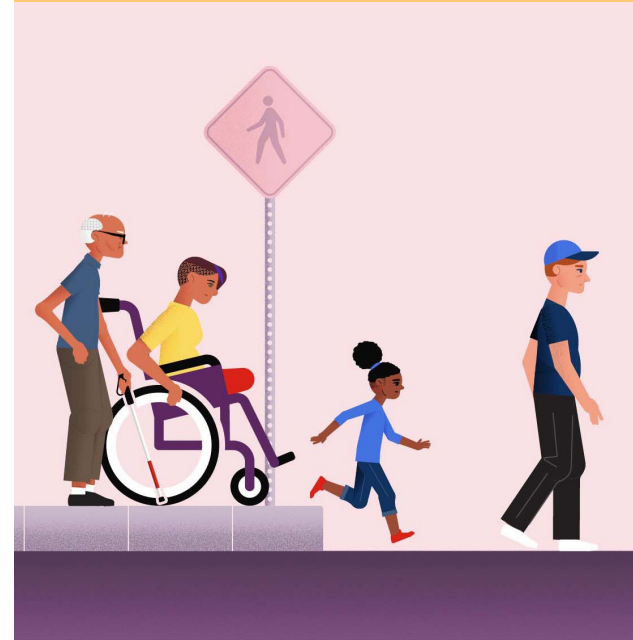




# Communities and Development

## Opportunity

There is an opportunity to improve access to rapid transit for Neighbourhood Improvement Areas, Emerging Neighbourhoods, and other equity-deserving communities in the Study Area. Our goal is to plan equitable transportation. That means we aim to provide marginalized communities with transportation services and infrastructure that meet their specific needs, to allow them access to the same opportunities as everyone else.



### Equality

Everyone gets the same - regardless if it's needed or right for them.



### Equity

Everyone gets what they need - understanding the barriers, circumstances and conditions.





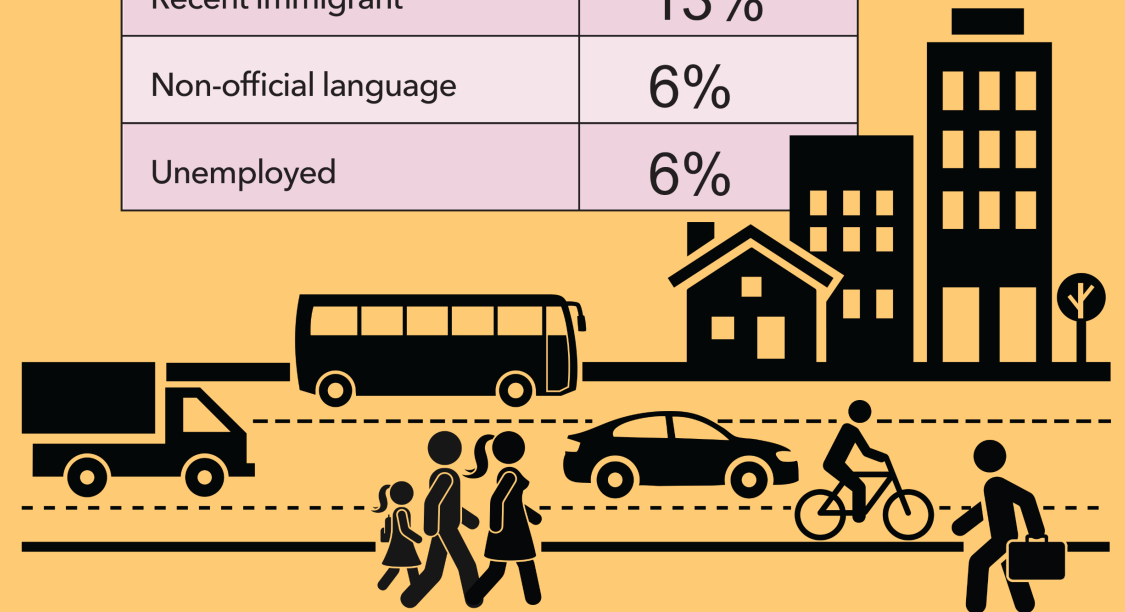
# Communities and Development

## Opportunity

### Who lives in the Study Area?

Within 800m of Sheppard Avenue, segments of the community are currently underserved by rapid transit and can benefit from this investment.

	Share of population within 800m of Sheppard Avenue
Racialized population	72%
Low income (Households)	19%
Seniors	17%
Recent immigrant	13%
Non-official language	6%
Unemployed	6%



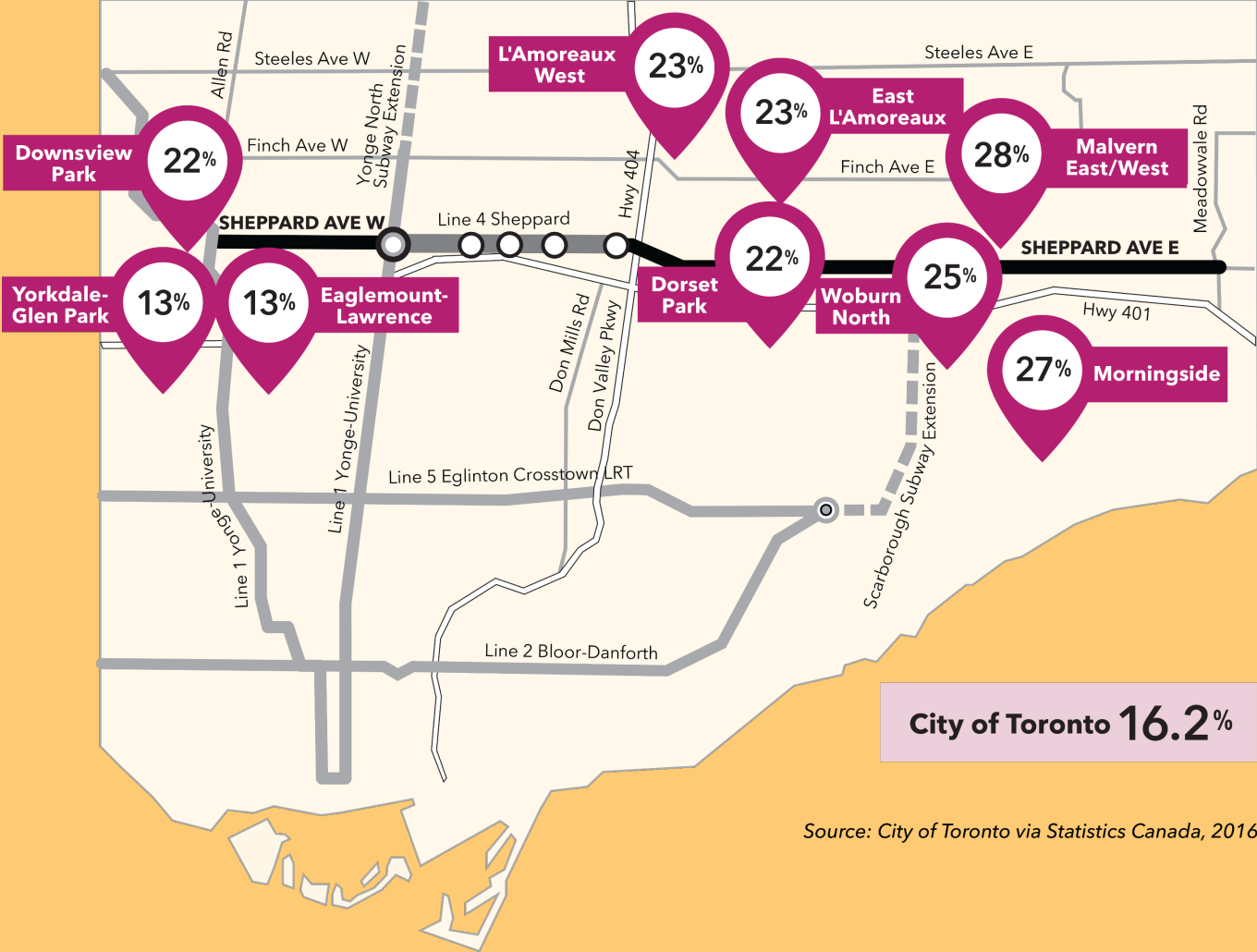


# Communities and Development

## Problem

When compared to the City of Toronto overall, Neighbourhood Improvement Areas and Emerging Neighbourhood within the Study Area generally have a higher proportion of people that spend more than one (1) hour commuting. Transit can improve access in the neighbourhood by making it easier for people to get to where they need to go

**% of People who spend more than one hour commuting**



Source: City of Toronto via Statistics Canada, 2016

# Travel Options for People



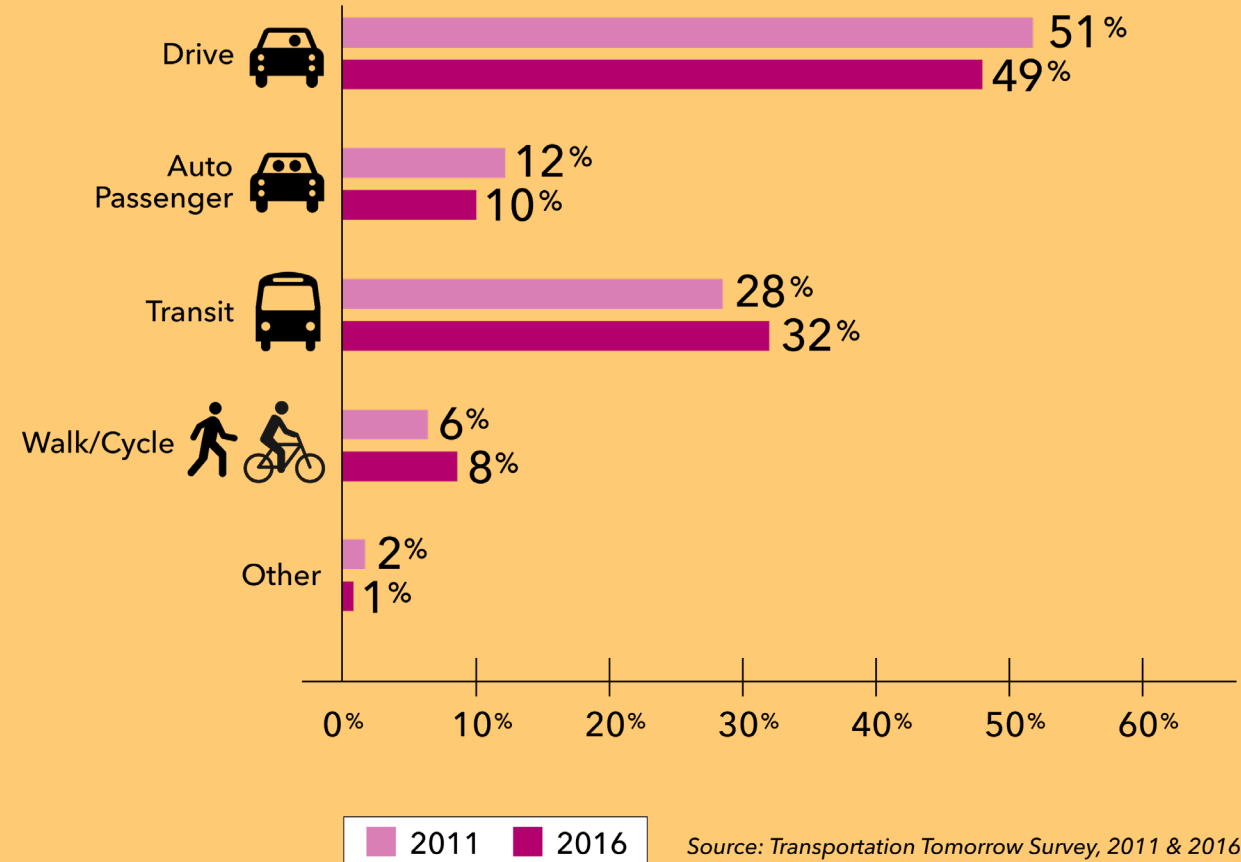


## Travel Options for People

### Problem

More people could take transit as their main way of traveling in the Study Area. There is an opportunity to increase ridership by making transit a more attractive option.

How people get around within the study area

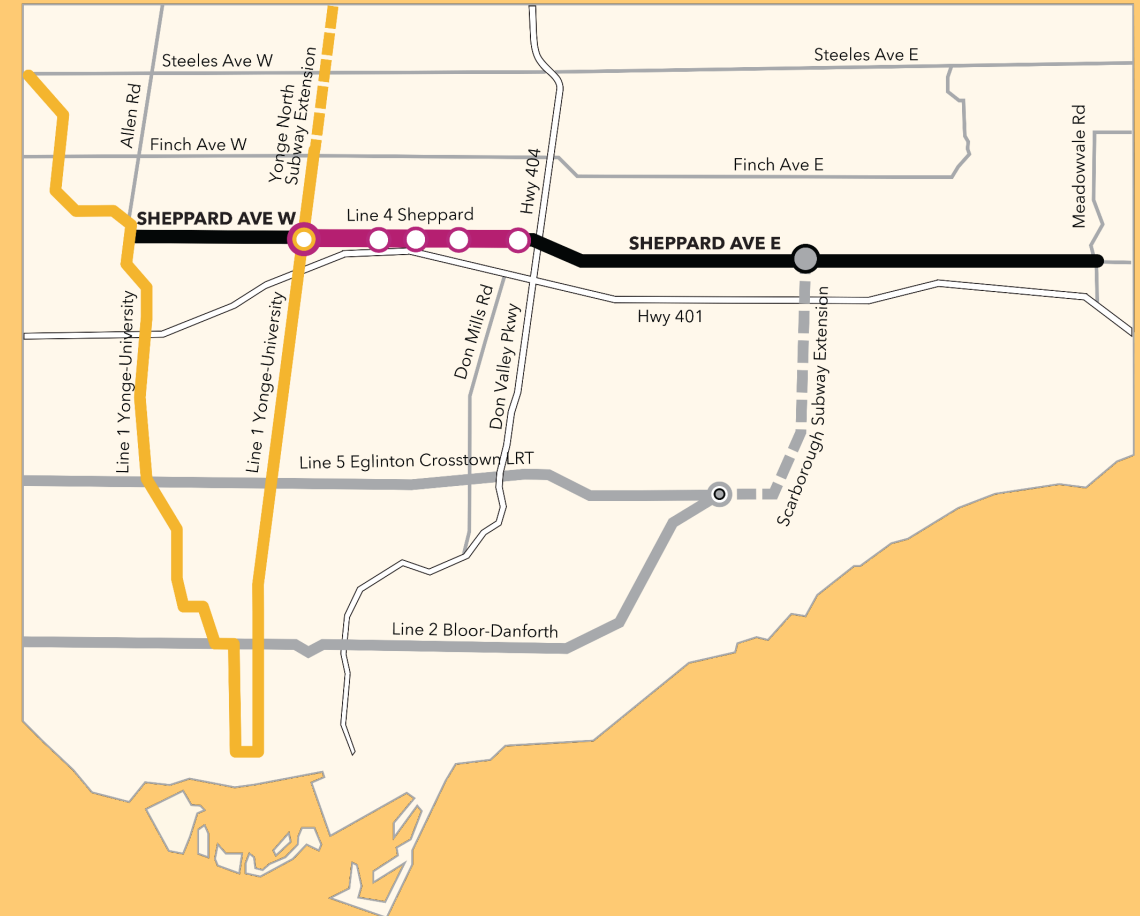




## Travel Options for People

### Problem

Line 4 is underutilized and has the capacity to carry more people than it does today. Investing in rapid transit along Sheppard Avenue is an opportunity to improve ridership by making transit along the Sheppard corridor more attractive.



### Peak hour ridership

**2,850**

Passengers per hour  
per direction

### Line 4 ridership grew by

**9%**

between 2007  
and 2018

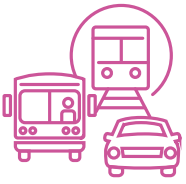
### Capacity

**10,000 to  
30,000+**

Passengers per  
hour per direction

# Transit Service, Speed & Reliability





# Transit Service, Speed and Reliability

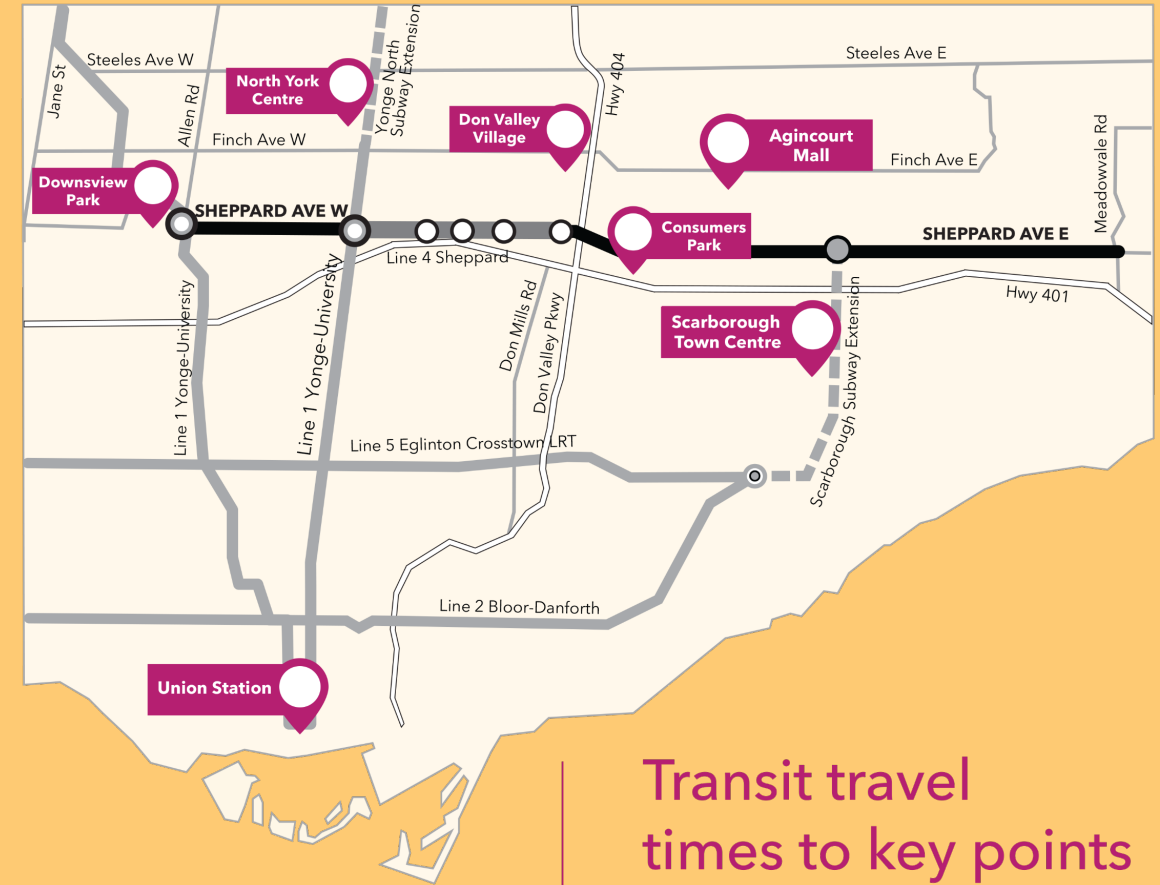
## Problem

Existing bus routes experience bus speed and reliability issues. Transit travel times are long.

Key points of interest	Travel time by car	Travel time by transit*	Difference
Don Valley Village to Consumers Park	9 mins	28 mins	19 mins
North York Centre to Scarborough Town Centre	31 mins	64 mins	33 mins
Downsview Park to Agincourt Mall	36 mins	79 mins	43 mins
Agincourt Mall to Union Station	33 mins	77 mins	44 mins

\* Travel time by transit includes walk and wait times and does not include GO transit routes.  
Source: Google Maps, average PM peak period

## Key points of interest within the study area

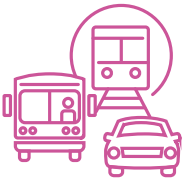


Average bus speed on Sheppard during the peak period is

**20-25** km/h

Transit travel times to key points of interest are high compared to driving

Source: Toronto Transit Commission



## Transit Service, Speed and Reliability

### Problem

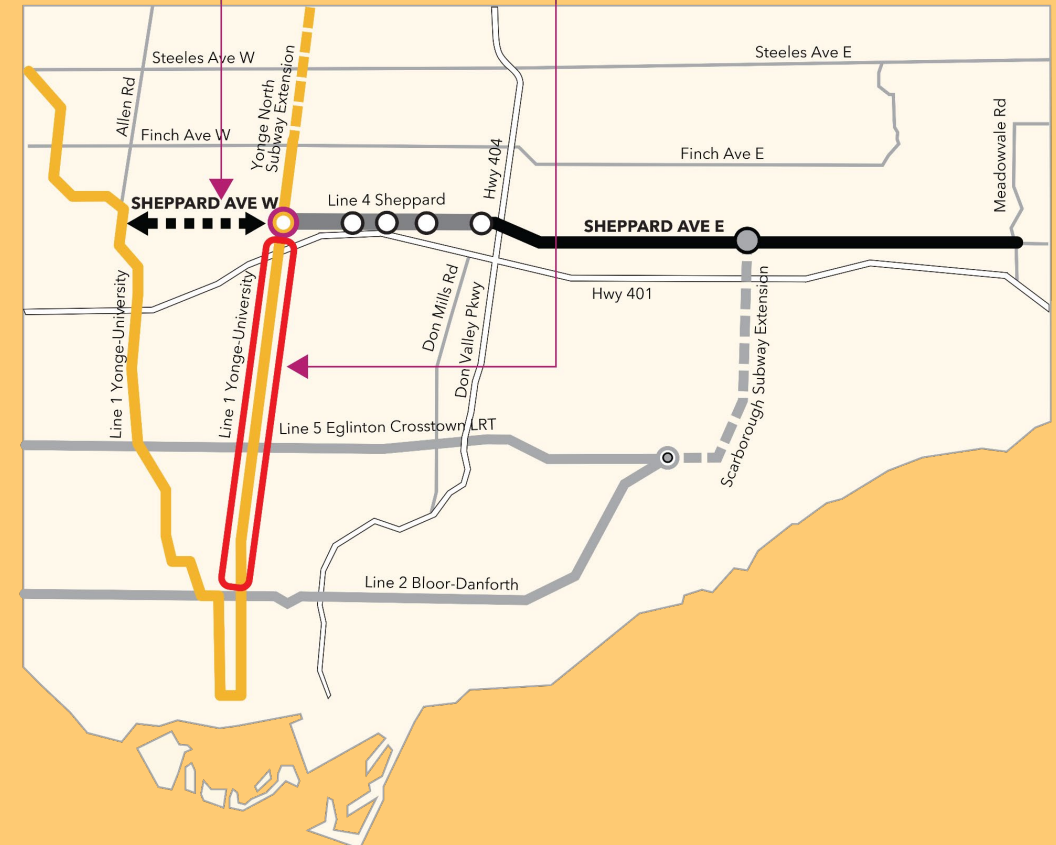
Line 1 (Yonge) has few alternative transportation options during service disruptions and experiences crowding. Currently, the Sheppard Avenue West bus is the only option to connect directly between the Yonge and University branches of Line 1 along the Sheppard Corridor. There is an opportunity for a rapid transit connection to relieve congestion and mitigate service disruptions.



Potential connections



Line 1 disruption







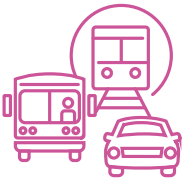


## Transit Service, Speed and Reliability

### Problem

Sheppard Avenue has no dedicated travel lanes for transit. Sheppard Avenue has limited space, which presents challenges for accommodating dedicated surface transit. Buses on Sheppard Avenue currently operate in congested, mixed-traffic and experience speed, reliability and delay issues.

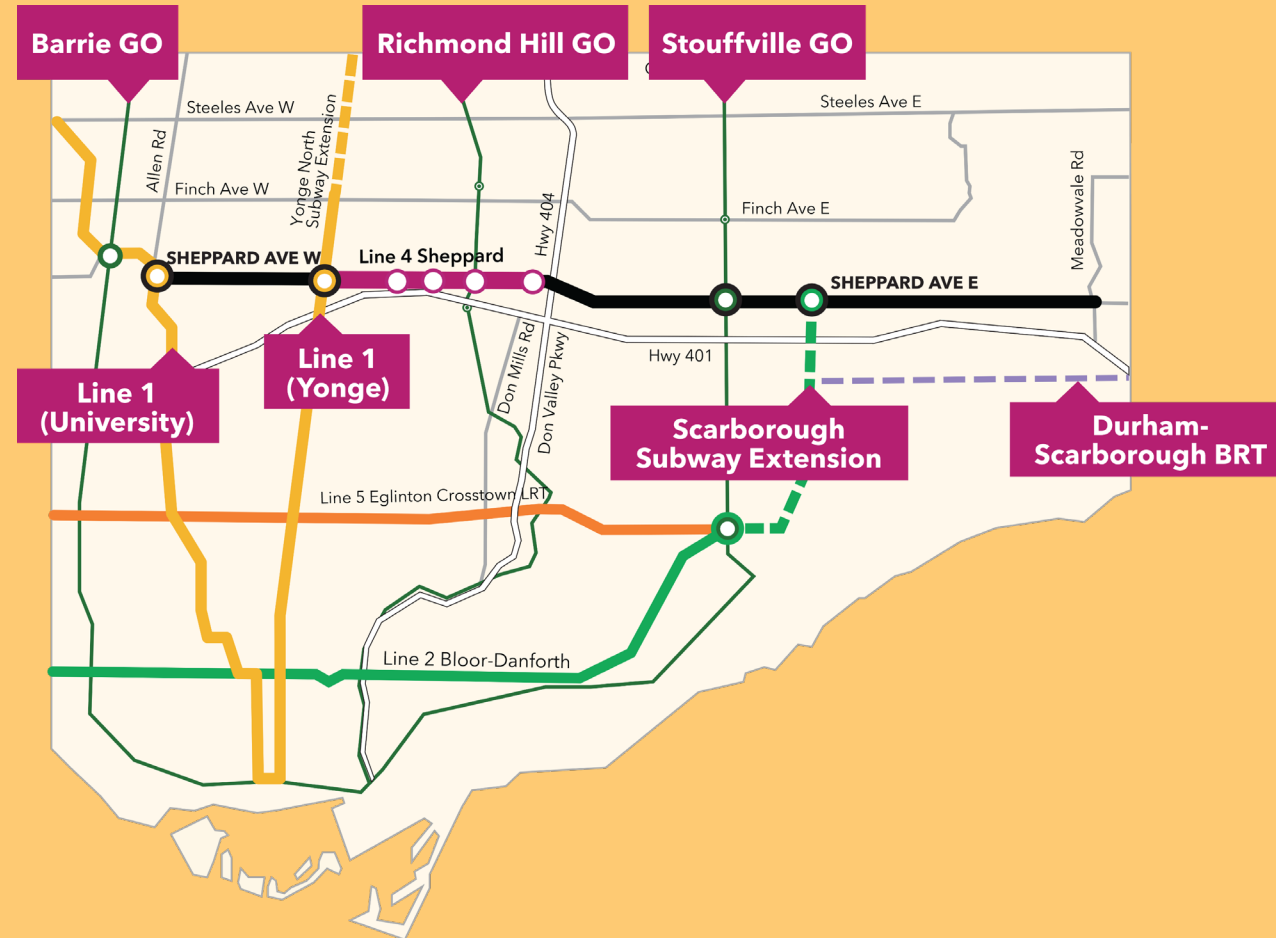




## Transit Service, Speed and Reliability

### Opportunity

A rapid transit extension on Sheppard Avenue creates the opportunity to connect to multiple other rapid transit lines.



# We want your input

We are seeking your input to inform the Problem and Opportunity statement for the project. There are two ways to provide your feedback:



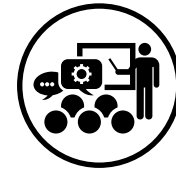
Please take a moment to answer our survey questions



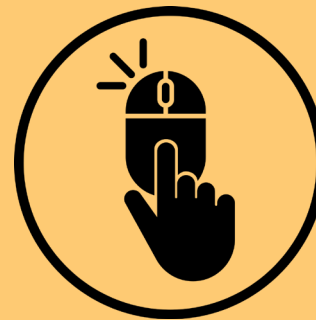
E-mail your comment to the project team at the address below  
[sheppardextension@metrolinx.com](mailto:sheppardextension@metrolinx.com)



All information from today's meeting is available on [metrolinx.com/sheppardextension](https://metrolinx.com/sheppardextension)



The next round of public meetings is planned for Spring 2024.



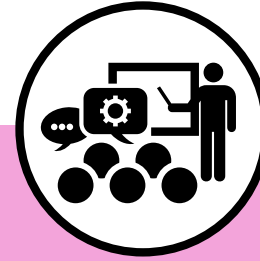
Stay up to date by visiting the project website  
[metrolinx.com/sheppardextension](https://metrolinx.com/sheppardextension)

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.

## Next Steps



The feedback received from the first public meeting will shape the problem and opportunity statement and directly feed into the preliminary planning concepts and options that are developed and proposed within the IBC for Sheppard Extension.



The second public meeting will provide an opportunity to review the proposed concepts, offer additional insights and comments to be incorporated into the plan before advancing to the next stage.





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