



Appendix B-3

**Consultation Round 3 –
Public Engagement Summary
– December 11, 2024**



TTC Line 3 Busway Study Round One – Public Engagement Summary Summary prepared – December 11, 2023

On November 28, 30, 2023 and December 5, 2023 the TTC hosted hybrid public consultations related to the Line 3 Busway proposal. As requested by City Council, these consultations were held in a hybrid format, with the first two sessions taking place in-person, and the latter virtually via WebEx. Information of each session as follows:

- November 28, 2023 – Scarborough Civic Centre, 6:30 p.m. – 8:00 p.m.
- November 30, 2023 – Don Montgomery Community Recreation Centre, 6:30 p.m. – 8:00 p.m.
- December 5, 2023 – Virtually hosted via WebEx, 6:30 p.m. – 8:00 p.m.

Approximately 70 participants cumulatively attended the public meetings, along with staff from the TTC, City Planning, City Parks Forestry and Recreation, the City's Transportation Expansion Office and Metrolinx. The purpose of these meetings was to provide an overview of the proposed Line 3 Busway between Kennedy and Ellesmere Stations, and share an update on the Corridor Adaptive Re-Use Study, which is to be led by City Planning, with support from TTC.

The meetings included an overview presentation by Dominic Ho (Manager – Project Development & Coordination, Strategy & Customer Experience Group) and facilitation by Arjun Sahota (Senior Community Liaison Officer, Corporate Affairs) of TTC. Throughout the sessions, feedback was accepted from participants who attended, summarized below.

The intent of this summary is to capture the range of feedback shared at the public meetings, and received via e-mail by the Senior Community Liaison Officer in advance of, and following the public meetings. It is not intended to serve as verbatim transcript.

Questions considered by participants:

- What type of amenities would you like to see at each station?
- What are your thoughts on keeping the underpasses open for pedestrian use?
- General feedback about the on-street bus replacement service implemented on November 19.
- Comments regarding adaptive re-use of elevated guideway.

Next Steps:

Input from these consultation events will help TTC staff refine the final design of the Line 3 Busway. The TTC is committed to sharing a summary of all meeting summarizes, including presentations on the Future of Line 3 project website, www.ttc.ca/line3. Questions and feedback regarding project status may be addressed to Arjun Sahota, Senior Community Liaison, (arjun.sahota@ttc.ca, 647-706-6487).



What type of amenities would you like to see at each Station?

- Signalized crossings (pedestrian crossover or traffic lights) at each Busway stop, allowing pedestrians to safely crossover between northbound and southbound buses. Include textile and audible prompts to better accommodate persons of disability above and beyond AODA requirements.
- Work with City to install pedestrian crossover or traffic lights at the entrance/exit roads into the stop area. (EX: protected crossing at Service Road and entrance towards Station bus stops).
- Washroom facilities be made available at each Station stop.
- Heated and enclosed bus shelters with display screens of “Next Bus” and bus number arriving next.
 - Consider using solar power solutions to operate this signage.
- Large bus shelters to accommodate crowds given express nature of the Line 3 Busway.
- Bicycle repair facilities as observed at terminus Stations like Kipling Station.
- On-site or readily available security staff maintaining view of Stations along the route via HD cameras.
- Integration with Bike Share Toronto to have bicycles available for rent at stops along the corridor.
- Free access to public WiFi for customers.

What are your thoughts on keeping the underpasses open for pedestrian use?

- Overwhelming majority felt the pathways should remain open for public use, during service-hours.
- Request to ensure pathways continue to be snow cleared and salted during inclement weather periods.
- Request to have garbage and recycling facilities available to deter litter in the adjacent residential neighbourhood.
- Interest in whether or not security cameras are installed at existing Stations, if not installed to-date, consider installing during this interim period.
- Strong suggestion to dig out the inaccessible pedestrian tunnels and turn them into ramps, at Lawrence West and Ellesmere Station in order to make them fully accessible to everybody (that includes wheelchairs, walkers, mobility aids, mobility scooters, power chairs, etc.) including those who may walk their bikes though it, to access the busway and to cross the GO tracks.

General feedback about the on-street bus replacement service implemented on November 19:

- Strong feedback requesting that parking facilities be provisioned/restored at Kennedy Station immediately. Waiting for the opening of Line 5 to restore parking at Kennedy is not acceptable.



- Suggestion to add an additional stop along the Bus Replacement corridor at Kennedy Road and Eglinton Avenue East.
- Consider adding heated shelters at Kennedy Station's Platform B. Customers inside Kennedy Station receive traditional Station experience, while customers outside are exposed to the elements with small exposed bus shelters.
- Consider additional station amenities at Kennedy Station Platform B, including display screens displaying "Next Bus" and bus number arriving next.
- Requests for TTC and City of Toronto to expedite installation of bus shelters at existing Line 3 Bus Replacement on-street stops. In advance of winter, 2023/2024 season.
- Suggestion to reinstate service on *Route 913 Progress Express*, and/or consider additional service options for customers travelling between Centennial College and Scarborough Centre Station via Borough Drive.
- Suggestion to rename *Route 903 Kennedy Stn-Scarborough* due to clarify wayfinding for customer travelling to Scarborough Centre Station and/or Centennial College.
- Suggestions to extend additional busses from Scarborough Centre to Kennedy Station (Route 132 Milner).
- Suggestion to interline 129 McCowan North with 16 McCowan south to allow for seamless ride for customers who intend to proceed north from Scarborough Centre Station.
- Suggestion to add a 954 Lawrence East Express bus stop at Kennedy and Lawrence to allow for faster connection to northbound routes serviced by the Line 3 Bus Replacement.
- Suggestion to construct a canopy over Platform B instead of individual bus shelters.
- Suggestion to adjust headways along the Line 3 Bus Replacement corridor to limit drivers stalling/driving slow along extended routes to make-up time.
- Suggestion for TTC to consider routing some buses into former SRT Stations during this interim period to allow for greater access by communities adjacent to former SRT Stations (Lawrence Village at Kennedy and Lawrence Avenue East, Jolly Way townhomes at Kennedy Road and Ellesmere Road).

General feedback about the proposed Line 3 Busway:

- Strong suggestions advising that TTC and the City of Toronto should remove red bus lanes on Kennedy Road and Midland Avenue following service start of the Line 3 Busway.
- Participants believed Province of Ontario should absorb the cost to construct the Line 3 Busway.
- Participants shared that the current \$72M construction estimate is high for the City to fund itself.
- Consider increasing proposed speed limit for buses to operate along the Line 3 Busway from 60KM/H to 80KM/H.
- Ensure prioritized snow clearing along the Line 3 Busway once completed. Consider higher levels of snow clearing service than current municipal service levels.
- Participants believed that proper winter maintenance is needed to ensure that service on the busway is fast and reliable during winter months.



- Consider additional entry/egress points that buses can use to transition into and out of the busway if an emergency event is experienced.
- Mixed feedback about future use of Line 3 Busway – request that the City of Toronto and TTC work to remove bus traffic and convert the Busway into park-land once the Scarborough Subway Extension is in-service.
- Suggestion to maintain ownership and operation of McCowan Carhouse for future transit purposes. Suggestions to construct a new bus division at this location, dedicated to servicing the Busway until the Scarborough Subway Extension is in-service.
- Consider working with municipalities to our north and east for future-use of the Busway, once the Scarborough Subway Extension is in-service. Seek interest from GO transit, Markham and Durham as an express option to shuttle customer's far distances.

Comments regarding adaptive re-use of elevated guideway:

- Consider constructing a Scarborough Museum via platform retrofitting at Kennedy Station/Scarborough Centre Stations third floor platforms. Line 3 vehicles may be parked permanently on these platforms, allowing safe platform crossing.
- Suggestion to reuse Stations for local commerce via weekly Farmers Markets as the Stations are in state-of-good-repair.
- Provision future railway connections to neighbourhoods that would otherwise be isolated due to lack of accessibility along the Line 3 corridor.
- A connection to the mall should also be in the works given its importance in the community, and a connection to Albert Campbell Square, the public events square on Borough Drive.
- Include McCowan Yard in the guideway study, as transforming its space into a park it will benefit the surrounding neighbourhoods via future railway connections.
- The design work for the guideway portion (east of Ellesmere Station) should begin now in parallel to the Busway. Discussions can continue regarding how to best use this asset after the subway opens.