



Line 3 Bus Replacement Community Update

May 8, 2023

Land Acknowledgement

The land we are standing on today is the traditional territory of many nations including the Mississaugas of the Credit, the Anishnabeg, the Chippewa, the Haudenosaunee and the Wendat peoples and is now home to many diverse First Nations, Inuit and Métis peoples.

We also acknowledge that Toronto is covered by Treaty 13 signed with the Mississaugas of the Credit, and the Williams Treaties signed with multiple Mississaugas and Chippewa bands.

Welcome and Introductions

- **Participating this Evening:**
 - One voice at a time. Be direct and frame questions to specific speakers.
 - Stay focused, avoid multi-tasking, and be respectful.
 - Be a good listener and keep an open mind.
 - Mute your microphone when not speaking to prevent transmission of background noise. Remember to unmute before speaking.
- **Chat Feature and Raise Hand:**
 - **On Computer:** Raise your hand clicking the small hand icon after clicking the “reactions” tab below the video screen
 - The chat feature is a box on the screen where you can also type in your questions and/or comments.
 - **On Phone:** Raise your hand by dialing *9

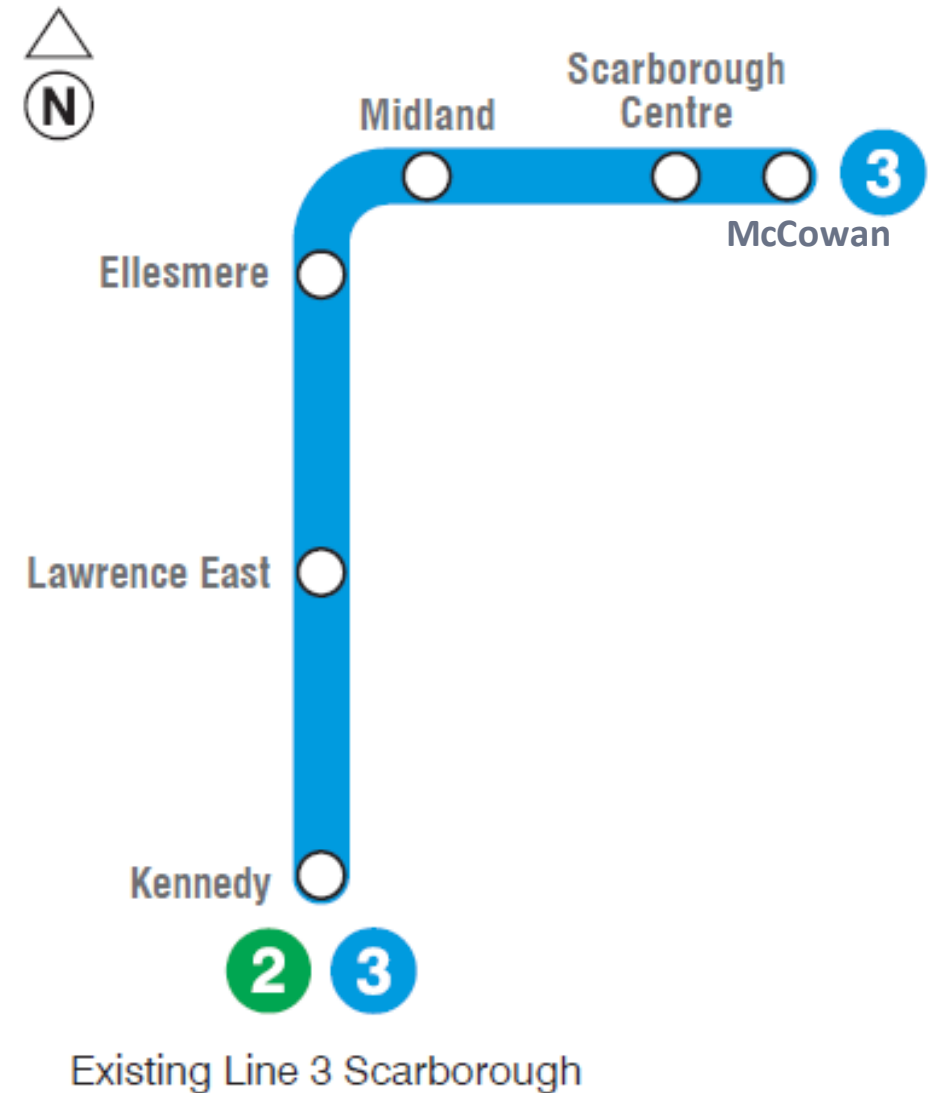


| Agenda

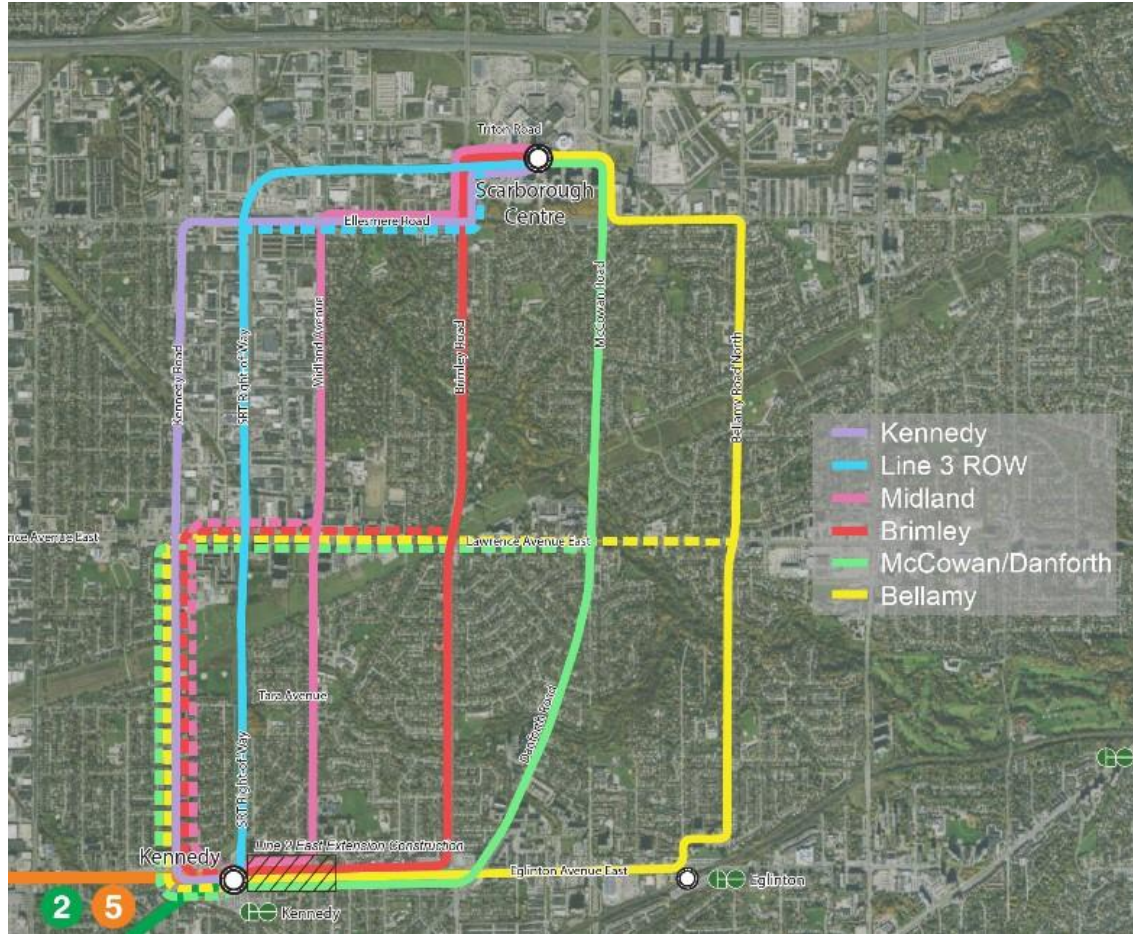
- **6:30 – 6:40:** Welcome and Introductions
- **6:40 – 7:15:** Presentation – Line 3 decommissioning, proposed on-street transit priority measures, Line 3 busway conversion, future adaptive reuse
- **7:15 – 7:45:** Question and Answer
- **7:45 – 7:50:** Keeping in-touch and e-subscriber list subscriptions
- **7:50 – 8:00:** Closing Remarks

Background

- In February 2021, the TTC Board approved decommissioning Line 3 train service and directed staff to develop a bus replacement plan
- The bus replacement service will operate until the opening of Line 2 East Extension in 2030. Construction is underway by Metrolinx
- Closure of Line 3 is targeting Q4 2023



Bus Replacement Service Options



Line 3 Bus Replacement Options Evaluation Matrix

		Customer Experience	Neighbourhood & Community Impact	Ease of Implementation	Impacts on Urban Structure & Built Form	Equity Considerations	Costs	Network Compatibility	
Route Extension	Scarborough Centre	Line 3 (Full utilization)	Best performing	Best performing	Poor performing	Best performing	Poor performing	Best performing	
		Line 3 (Partial utilization)	Best performing	Best performing	Poor performing	Best performing	Poor performing	Best performing	
		Line 3 (On-street)	Best performing	Best performing	Poor performing	Poor performing	Best performing	Poor performing	
		Line 3 (Guided-bus)	Best performing	Best performing	Poor performing	Poor performing	Best performing	Poor performing	
	Kennedy	Kennedy (Full utilization)	Best performing	Best performing	Best performing	Best performing	Best performing	Best performing	Best performing
		Midland (Full utilization)	Best performing	Best performing	Best performing	Best performing	Best performing	Best performing	Best performing
		Brimley (Full utilization)	Best performing	Best performing	Best performing	Best performing	Best performing	Best performing	Best performing
		McCowan (Full utilization)	Best performing	Best performing	Best performing	Best performing	Best performing	Best performing	Best performing
		Bellamy (Full utilization)	Best performing	Best performing	Best performing	Best performing	Best performing	Best performing	Best performing
		Kennedy (On-street)	Best performing	Best performing	Best performing	Best performing	Best performing	Best performing	Best performing
Shuttle Bus	Scarborough Centre	Line 3 (Full utilization)	Best performing	Best performing	Poor performing	Best performing	Poor performing	Best performing	
		Line 3 (Partial utilization)	Best performing	Best performing	Poor performing	Best performing	Poor performing	Best performing	
		Line 3 (On-street)	Best performing	Best performing	Poor performing	Poor performing	Best performing	Poor performing	
	Kennedy	Kennedy (Full utilization)	Best performing	Best performing	Best performing	Best performing	Best performing	Best performing	Best performing
		Midland (Full utilization)	Best performing	Best performing	Best performing	Best performing	Best performing	Best performing	Best performing
		Brimley (Full utilization)	Best performing	Best performing	Best performing	Best performing	Best performing	Best performing	Best performing
		McCowan (Full utilization)	Best performing	Best performing	Best performing	Best performing	Best performing	Best performing	Best performing
		Bellamy (Full utilization)	Best performing	Best performing	Best performing	Best performing	Best performing	Best performing	Best performing
		Kennedy (On-street)	Best performing	Best performing	Best performing	Best performing	Best performing	Best performing	Best performing
		Kennedy (Guided-bus)	Best performing	Best performing	Best performing	Best performing	Best performing	Best performing	Best performing

Legend

- Blue circle: Full Line 3 utilization
- Blue semi-circle: Partial Line 3 utilization
- White circle: On-street utilization
- Bus icon: Mixed-fleet
- Bus icon: Electric bus
- Bus icon: Guided-bus

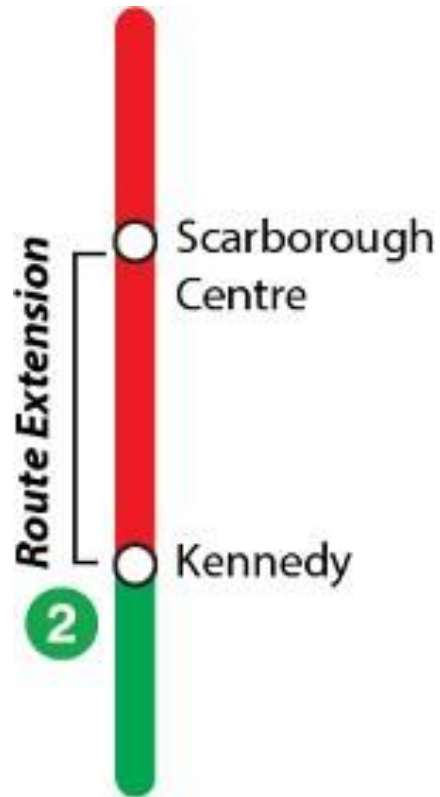
Performance Scale: Best performing (Green) to Poor performing (Red)



Service Plan

Bus replacement service made up by extending existing major bus routes

- 38
- 134
- 129
- 939
- 131
- 985
- 133



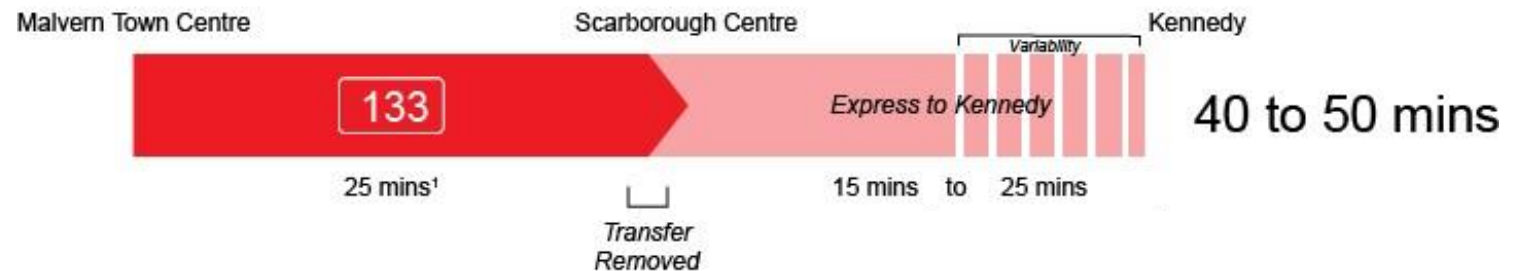
How will travel change?

Malvern Town Centre to Kennedy Station

Existing Trip utilizing Line 3



Future Trip with 133 Neilson Extension to Kennedy Station

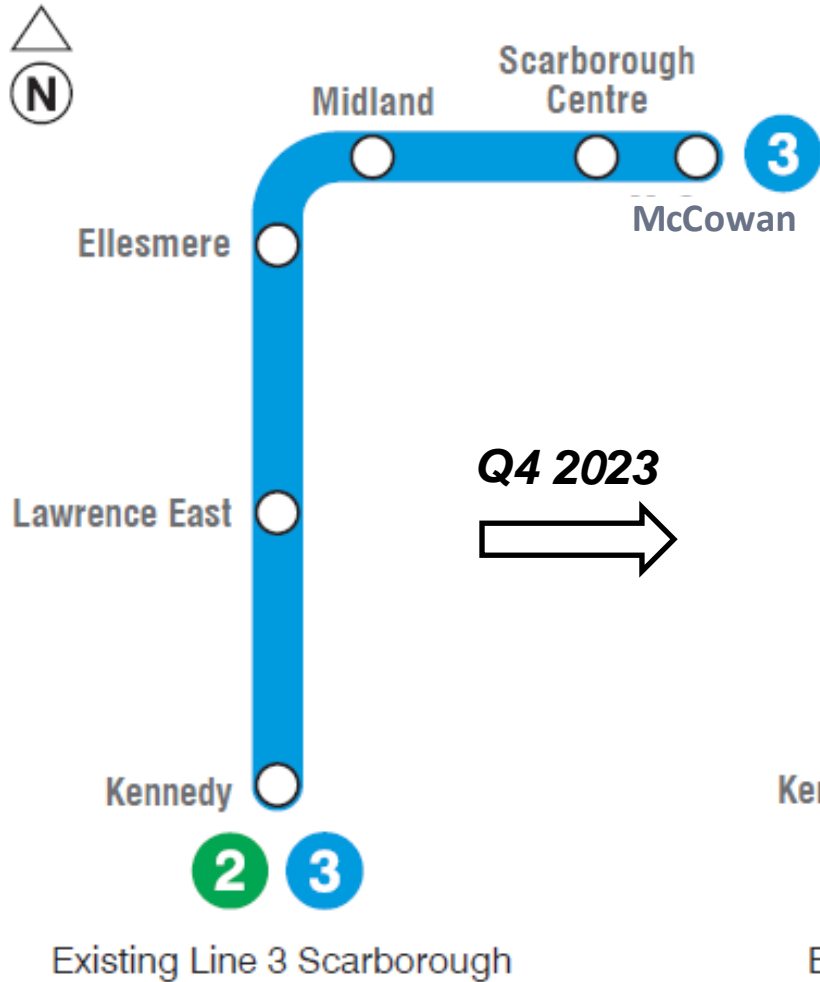


1. 133 Neilson - scheduled trip time from Malvern Town Centre to Scarborough Centre

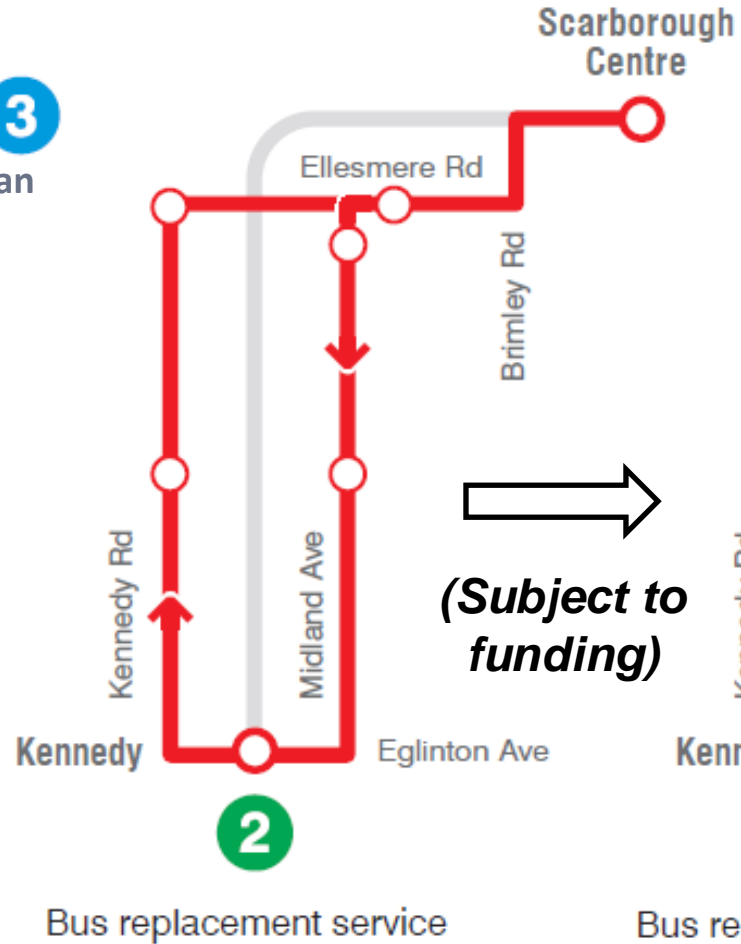


Bus Routing Plan

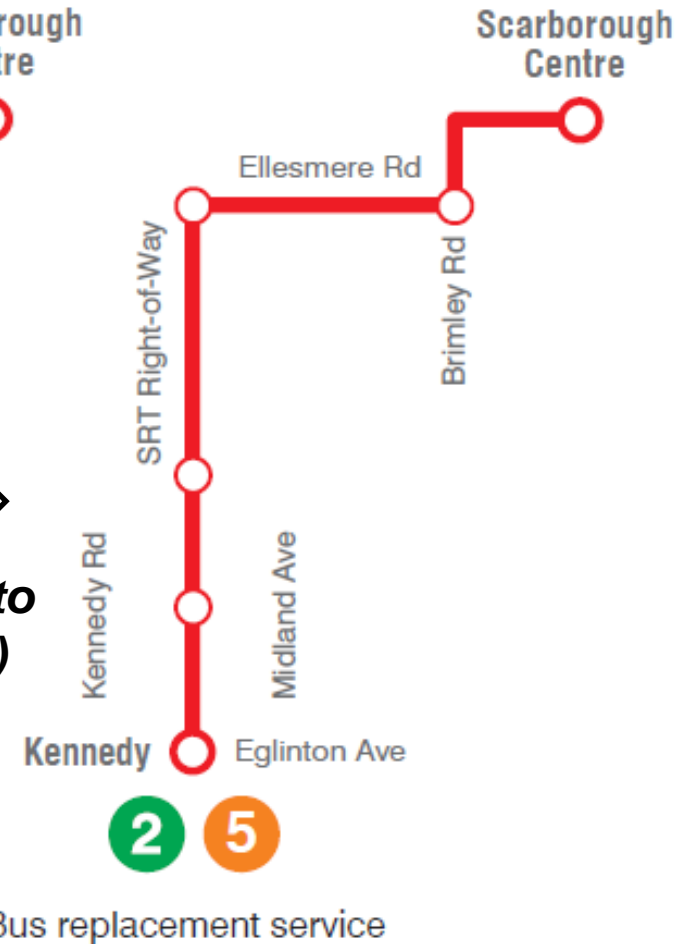
Line 3 Closing Q4 2023



Interim On-Street Routing

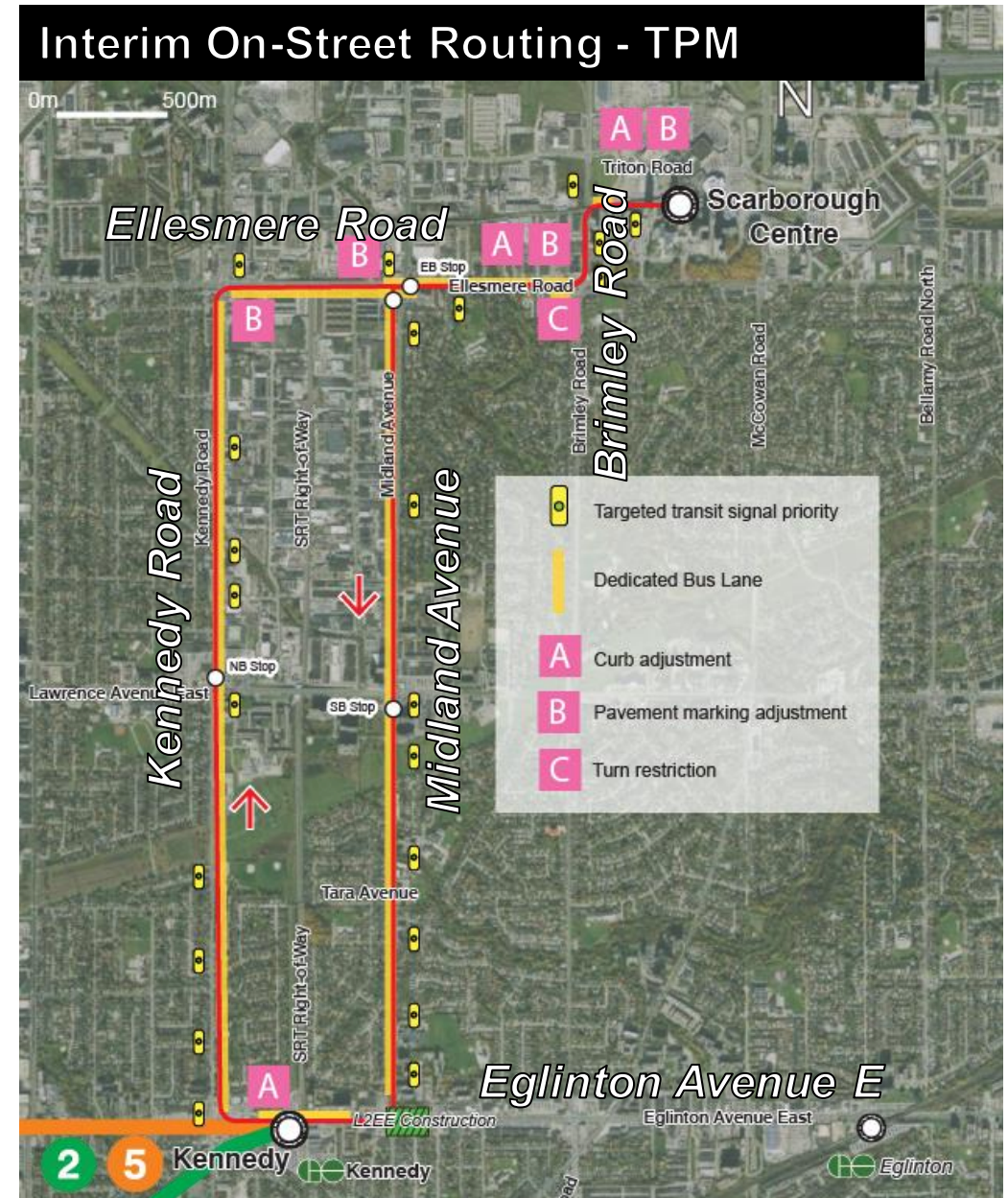


Busway Routing



Transit Priority Measures

- Very frequent bus service will operate (70+ buses/hour), transit priority measures required to move customers as effectively as possible
- Introduction of bus lanes by repurposing curb lane on Midland, Ellesmere and Kennedy
- Targeted improvements to widen intersections for queue jump lanes or turning lanes
- Legacy use potential for bus lanes even after busway is complete



Dedicated Bus Lanes Design

- Design approach is similar to Eglinton East RapidTO
- Access to businesses and residential homes will be maintained

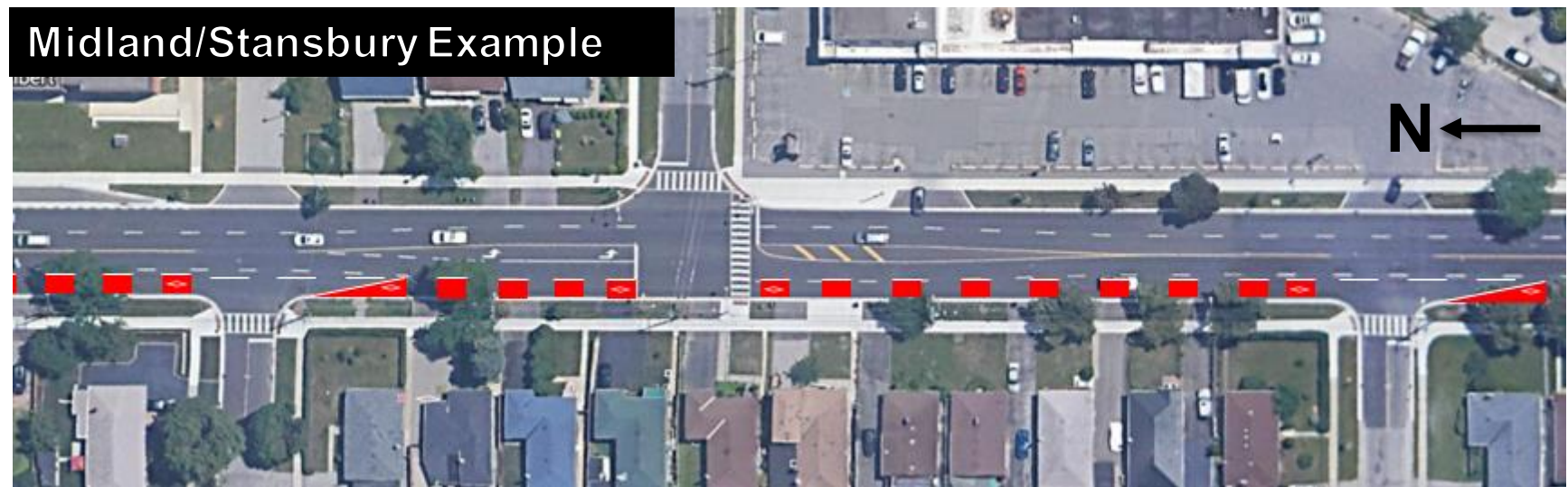


-2 minutes
Average savings in transit travel time



+2 minutes
Average increase in private auto travel time

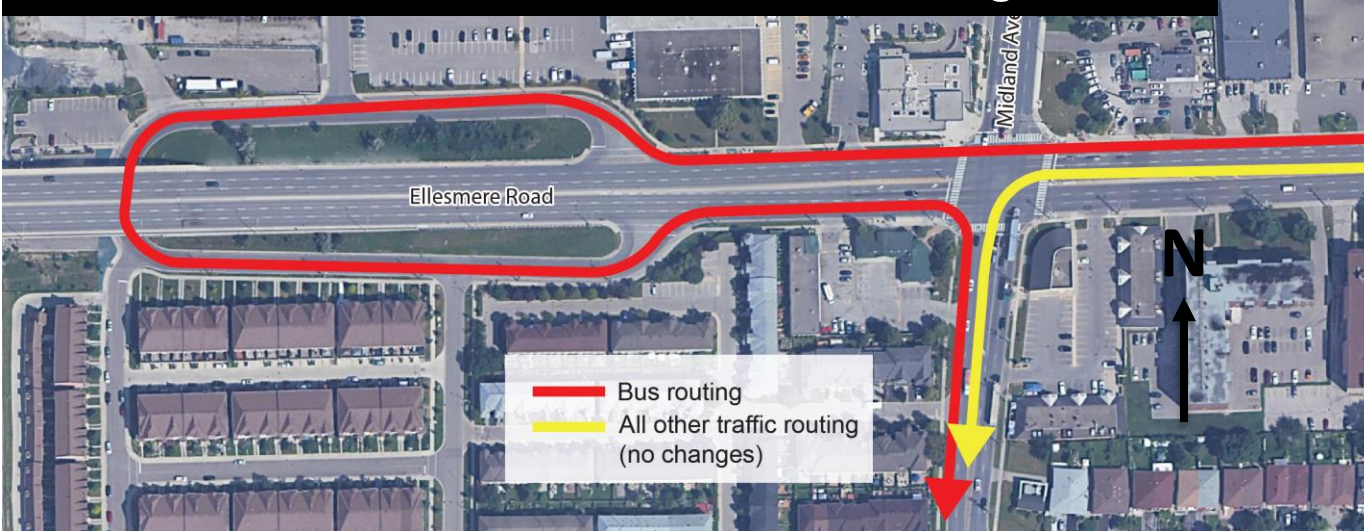
- On Kennedy in the PM, serves over 3,400 TTC customer-trips (vs. 1,160 motorists)



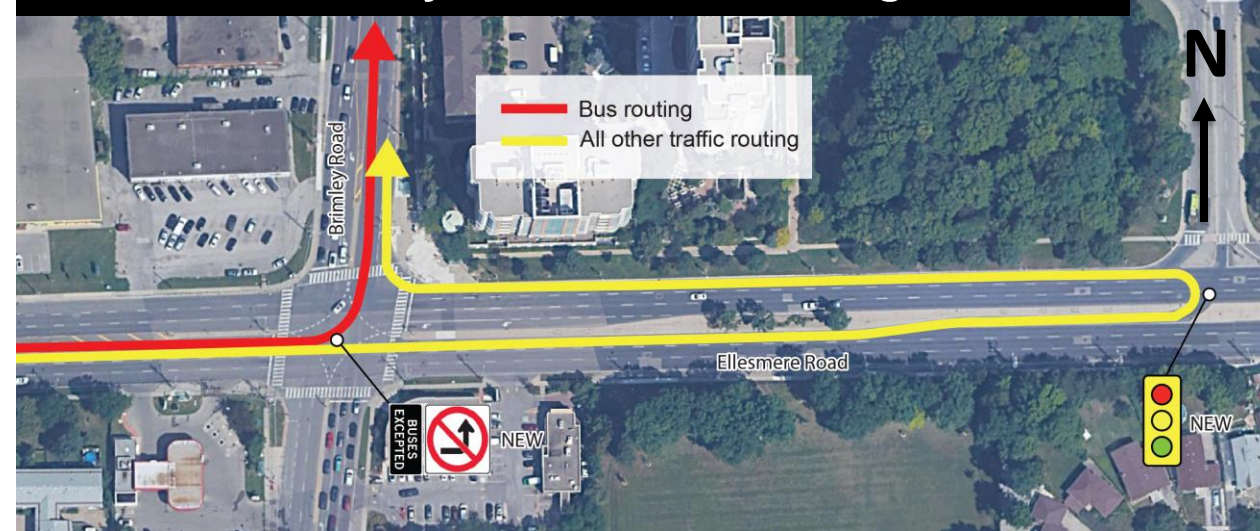
Intersection Improvements

- Improvements on Ellesmere Road at Brimley Road and Midland Avenue required to help the high volume of buses turn effectively and to keep general traffic moving
- Westbound buses will use underpass ramp roads to go south on Midland Avenue
- Eastbound buses will turn left on Brimley; general traffic will make “Michigan Lefts” at next intersection to go north on Brimley Road

Ellesmere/Midland Westbound Bus Routing

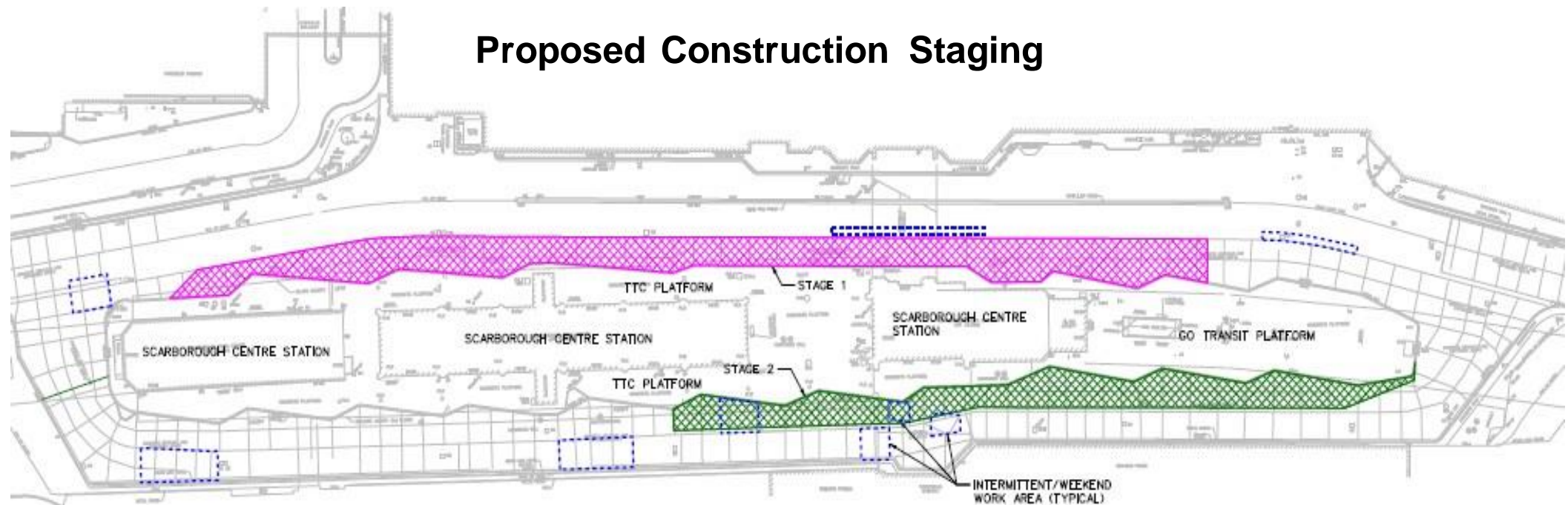


Ellesmere/Brimley Eastbound “Michigan Left”



Station Improvements – Scarborough Centre

- GO buses relocated to the Borough Drive in October 2022
- Construction for bus platforms and driveway rehabilitation currently taking place
- New platforms needed for Kennedy-bound buses



Station Improvements – Kennedy

- Additional bus platforms will be added in the south car park – 8 new bus bays to accommodate Line 3 replacement buses
- Metrolinx construction will also impact Kennedy Station – north-side bus platforms will be closed to allow room for Early Works
- Metrolinx will re-construct the 4 temporary bus bays next to the south car park (previously used by CTS)
- North car park will close for CreateTO development



Community Engagement in 2023

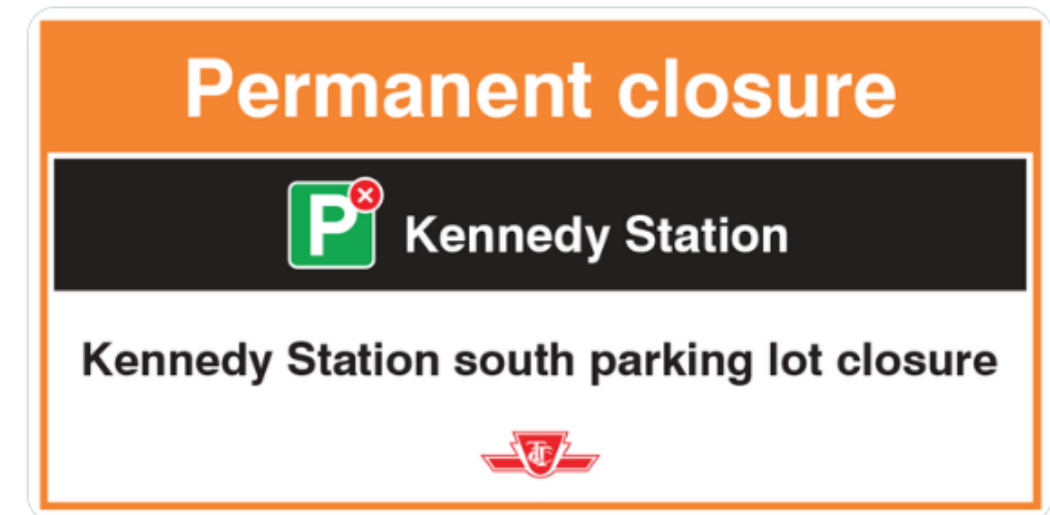
- The TTC will continue to inform customers of the planned Line 3 decommissioning throughout 2023.
 - Dedicated project website: www.ttc.ca/line3
 - In-Station communication: Signage within Line 3 stations, platform video screens and PA announcements
 - Digital Communication: Up-to-date information regarding the closure and construction that may impact your commute
 - Print Communication: Informing residents within the Line 3 corridor about service changes
 - **Community outreach and events:** Share an invitation with us! We would be delighted to attend your community events



TTC Customer Service
@TTChelps

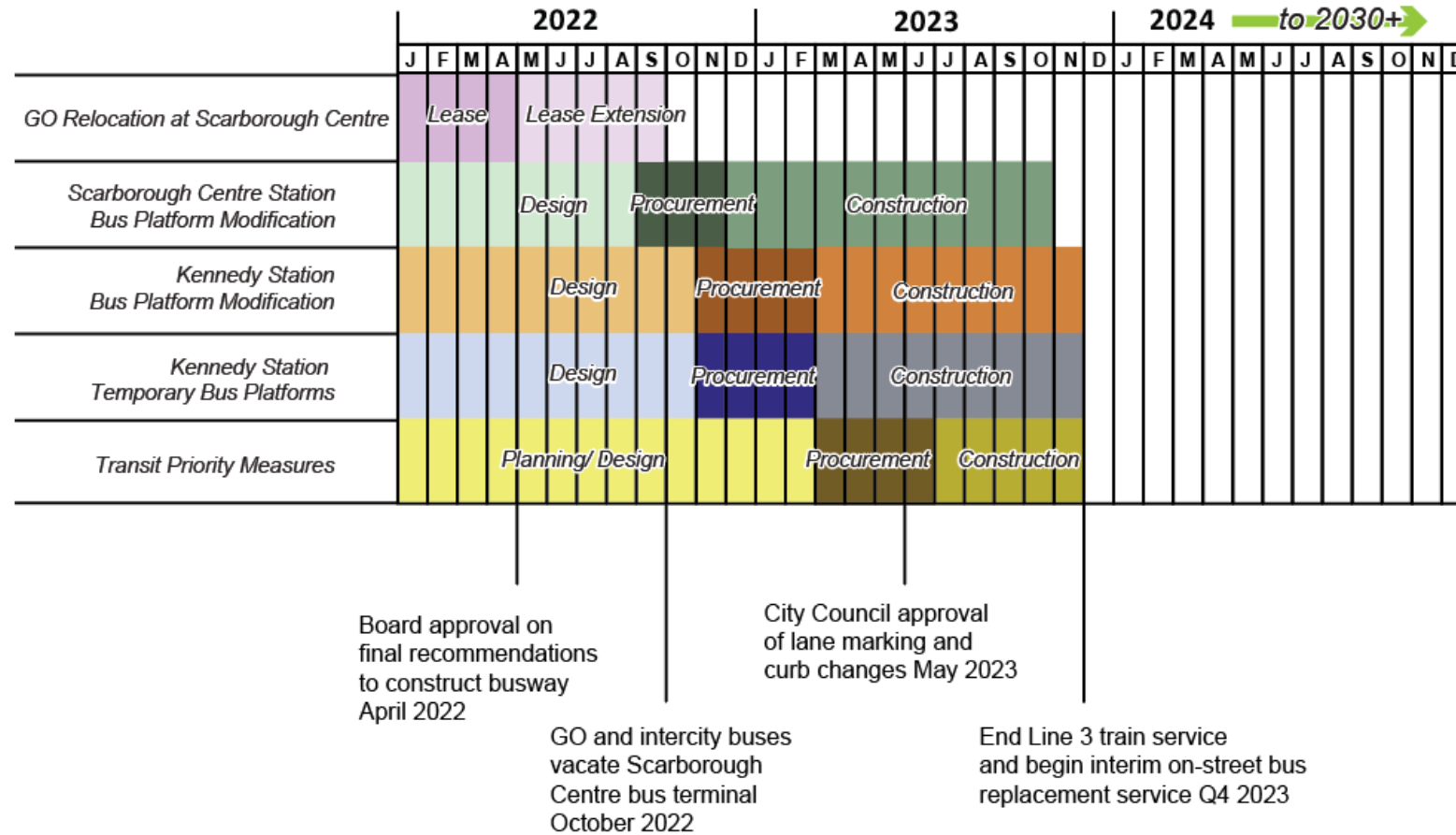


Kennedy Station update! The south commuter parking lot at Kennedy Station will be turned into a new bus terminal this spring. Up to 70 buses will operate per hour, ensuring reliable service from Scarborough Centre to Kennedy station after the SRT closes. bit.ly/3Av1Gco



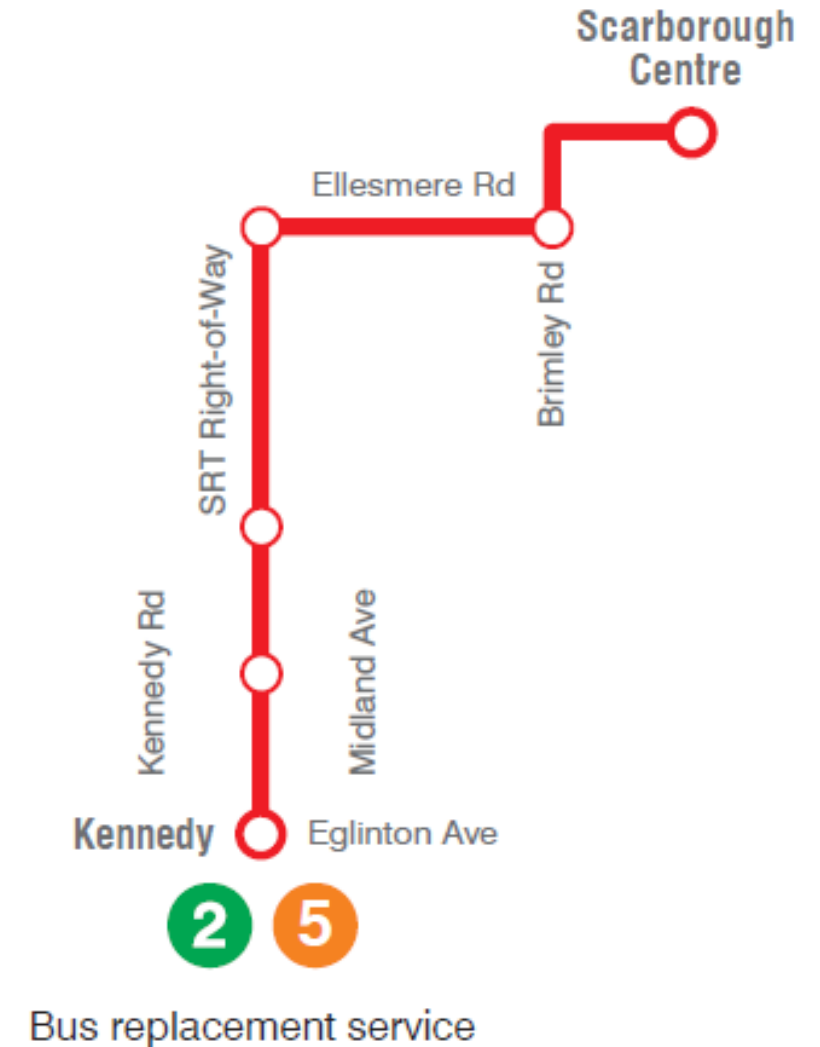
Schedule and Next Steps

Line 3 Bus Replacement Construction Outlook



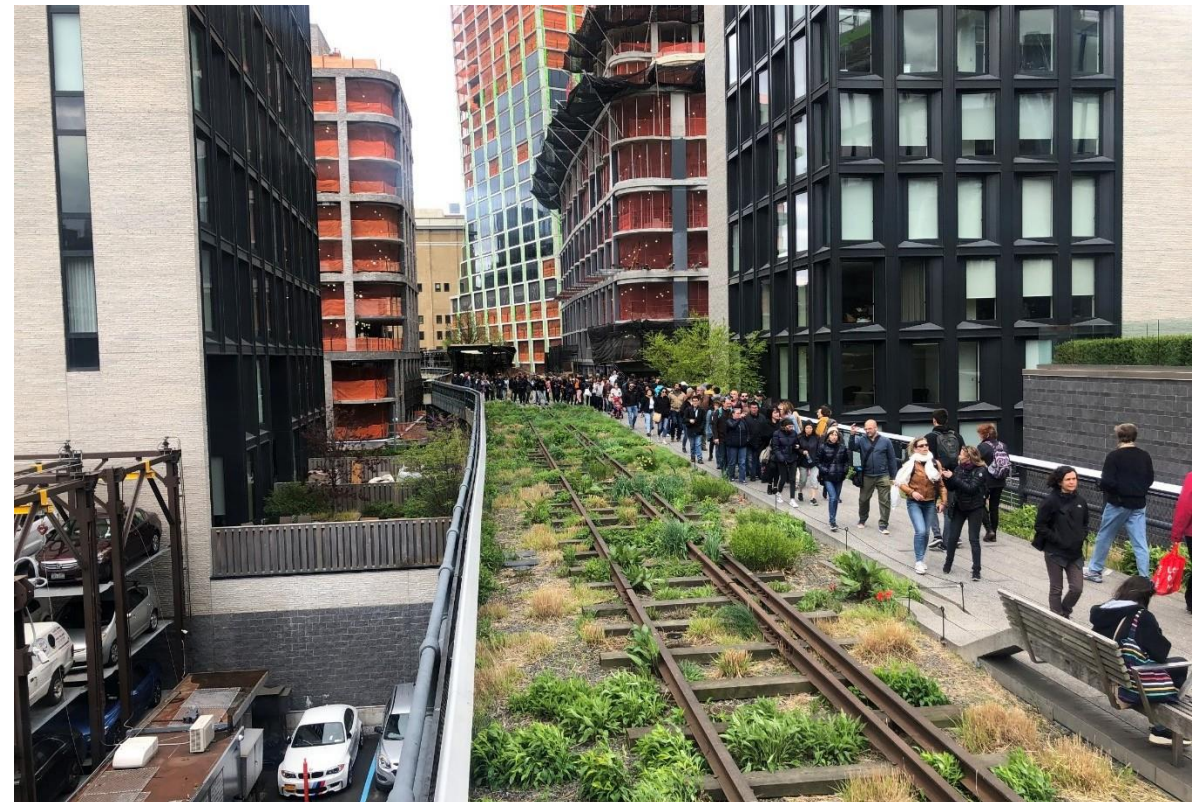
Current Status and Next Steps – Line 3 Busway

- Design work for busway completed to 30% to-date - detailed design for the busway will continue in 2023
- City of Toronto has been negotiating with the Province of Ontario on costs related to Line 3 Scarborough as part of Subway Upload
- Executive Committee on May 2, 2023:
 - Executive Committee also requested the City and TTC hold hybrid town hall discussions, in Scarborough, about the busway
- Executive Committee recommendations will proceed to City Council on May 10



Adaptive Reuse

- City and TTC are currently reviewing easement agreements for existing elevated guideway to see what may be required to convert the space to alternative uses
- Potential adaptive reuse of existing Line 3 infrastructure would only apply to the ROW portion north and east of Ellesmere Station, as the at-grade portion south of Ellesmere will be needed for the busway operation
- All the existing station buildings, except for the Scarborough Centre Station bus terminal and concourse, will be closed and customers will be served from new on-street and grade-level bus stops.



High Line – New York City

Elevated linear park and rail trail

Question & Answer

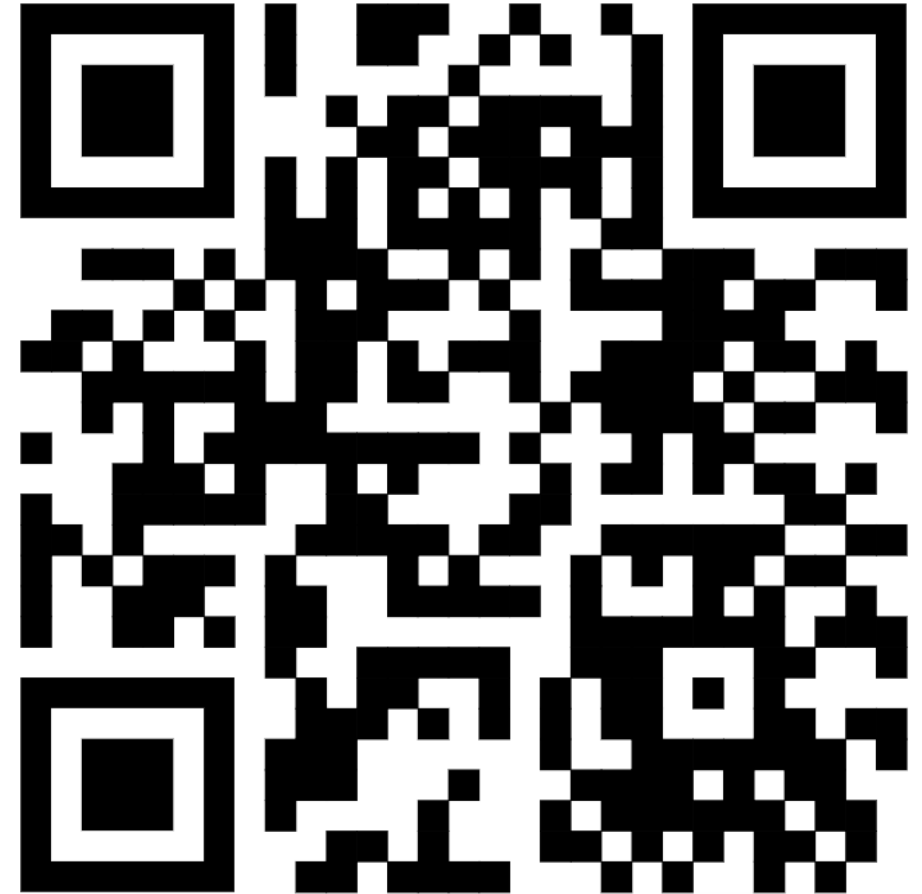
1. *What are the community's thoughts on the proposed on-street transit priority measures?*
2. *How does the community feel about the seven (7) extended bus routes from Scarborough Centre to Kennedy Station?*
3. *Are there any other ideas or issues related to the SRT's bus replacement service that may be considered in a future Annual Service Plan?*
4. *What would you like the TTC to know about your commuting experience along this corridor?*

Keeping In-touch

- Project will continue to have a dedicated community liaison assigned
- Additional detail is available and updated on the dedicated project website
- Includes downloadable map of the corridor and upcoming changes

www.ttc.ca/line3

Link is also in meeting chat box



| Thank You!

- If you have a question or comment we were not able to address, please connect with the dedicated Community Liaison Officer:

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(647) 706-6487

