



TTC 2026 Annual Network Plan

Round One Planning Advisory Group Meetings Summary

Thursday, July 3, 2025

Overview

On Thursday, July 3, 2025, the TTC hosted two Planning Advisory Group meetings as part of the first of two rounds of consultation about its 2026 Annual Network Plan. Both meetings covered the same information and discussion topics (see Appendices A and B for agendas). The purpose of the meetings was to share and seek feedback on the draft service proposals for the 2026 Annual Network Plan.

A broad range of transit-interested organizations with both city-wide and area-specific mandates were invited to the meetings. 32 people participated across both sessions. Also participating were staff from the TTC and Third Party Public, the engagement team retained by TTC to support the engagement process on the 2026 Annual Network Plan. See Appendix C for a full list of participating staff and organizations.

Third Party Public prepared this meeting summary, which integrates feedback from both sessions as well as feedback shared in writing within a week of the meeting. See Appendix D for the post-meeting written feedback. The intent of this summary is to capture the range of feedback shared at the meetings; it is not intended to serve as a verbatim transcript. Third Party Public shared a draft of this summary with participants for review before finalizing it.

This summary includes two sections:

- Key themes in feedback
- Detailed summary of feedback

Key themes in feedback

The following themes emerged in feedback across both meetings.

Support for changes that provide more direct service, reduce transfers, and contribute to more reliable and efficient service. The routing proposals for Scarborough, Lawrence West corridor, and Downsview received support from participants. The proposals for Yorkville and Rosedale received mixed feedback. There were concerns raised about the Yorkville proposal, including the removal of 26 Dupont from St George Station and the long-term impacts of rerouting 26 Dupont to Line 1 instead of Line 2. Concerns about the Rosedale proposals include the removal of 75 Sherbourne service north of Bloor, the extension of 82 Rosedale potentially negatively impacting the residents of apartment buildings in the area, and resulting in a longer travel time to Rosedale Station.

Routing and service should be addressed together as part of a single, integrated discussion.

Fragmenting the plan by separating route changes from service levels overlooks key customer concerns about service frequency and reliability. Without addressing both, the proposed changes risk failing to improve the day-to-day experience for customers.

Need for clearer, timely, and accessible communication about routing changes and service diversions. Participants stressed the importance of improving how TTC communicates both permanent and temporary changes, especially during construction. Information must be shared through multiple channels—such as pole cards, shelter maps, and direct outreach to community groups—to ensure all customers, including those without internet access, are informed. Maps and presentation materials must also clearly distinguish between service removal and service reassignment to avoid confusion.

Ongoing concerns about service reliability, including bus bunching and gapping, and the need for improved scheduling and headway management. Participants said that bunching is a longstanding issue. They emphasized that addressing reliability is not just about adding buses, but also about ensuring consistent service through better scheduling and service management.

Interest in expanding transit priority measures and infrastructure improvements. Participants suggested exploring opportunities for dedicated bus lanes or transit priority measures on streets like Yonge Street, especially if bike lanes are removed. They also requested updates on RapidTO corridors, including Jane Street, and suggested that TTC consider smaller-scale priority interventions across the city.

Safety on transit and the presence of homelessness on the system are ongoing concerns that affect customer comfort and willingness to use the TTC. Participants said riding the TTC feels less safe compared to pre-COVID times due to incidents of harassment and other unsafe behaviour. They also raised concerns about the visible presence of homelessness on subway trains and at stations, noting that it is a real deterrent for many customers. While acknowledging these are complex, city-wide issues, participants emphasized the importance of ensuring TTC remains a safe, clean, reliable, and welcoming service.

Detailed summary of feedback

Participants shared questions and feedback about the Annual Network Plan overall, the draft service proposals for the 2026 Annual Network Plan, and other feedback.

Feedback about the Annual Network Plan overall

- **Routing and service are connected issues and must be addressed together as part of a single, integrated discussion.** Fragmenting the plan by separating route changes from service levels overlooks key customer concerns about service frequency and reliability. Without addressing both, proposed changes risk failing to improve the day-to-day experience for customers, particularly on routes that already have long wait times and infrequent service. For example, routes like 19 Bay, 26 Dupont, and 154 Curran Hall, which currently have infrequent service with 20 to 30-minute headways, and simply changing the routing without improving service would not meaningfully benefit customers.

TTC said that the focus of this consultation is specifically on routing and network connections, not service levels, to keep the discussion focused. Service levels are influenced by multiple factors such as ridership, service standards, City budget decisions, and affordability considerations, which are addressed through separate budget processes and the forthcoming Ridership Growth Strategy, where service levels will be a key focus.

- **Support for the proposed changes that make the transit service more direct and reduce unnecessary transfers.** This is especially important given that later into the night, transfers make service less convenient.
- **Ensure the proposed changes do not result in longer travel times or reduced access to key destinations,** especially hospitals and schools.
- **Support for TTC's efforts to improve and expand service, noting the importance of multi-modal integration with GO Transit and other services.** Participants said that as Toronto grows, transit must keep pace to remain a viable alternative to driving.
- **Ensure that routing changes are communicated proactively through multiple channels, including stop pole stickers, shelter maps, and direct outreach to community groups.** Participants said there needs to be a better system of communicating routing changes and diversions for temporary route changes due to construction, stressing the need for clearer, timely information to the public. It is important to remember that “temporary” can be up to two years. For example, participants said that when Beth Nealson got temporarily closed, nobody knew about the changes to the bus route. It was winter, it was cold, and the bus never came to the stop because there was a diversion. That diversion was never communicated, and people did not know about it, including the customer service representative. Participants suggested improving signage and real-time information systems during construction or service diversions. Others said that updating stop pole information is important, especially in areas like South Etobicoke, and requested more proactive sharing of information with residents, seniors, and transit groups so they can share it with their network.

TTC confirmed that there were unplanned short-term closures at Beth Nealson during which service was not scheduled. As a result, it was both unreliable and not reflected in trip planners—unlike a planned and scheduled diversion.

TTC said improving communication about service diversions is a priority, acknowledging that current gaps have been frustrating for customers. They are upgrading their real-time information systems to ensure tools like the trip planner accurately reflect diversions. As part of this, TTC plans to pilot dynamic signage at stops within the next year that will automatically update with the latest service information, moving away from reliance on paper notices. This is part of a broader wayfinding strategy to provide clearer, real-time information to both customers and TTC staff during service disruptions.

Yorkville routing proposals (19 Bay and 26 Dupont)

- **Support for extending 19 Bay and 26 Dupont to Rosedale Station as a way to connect Davenport Road to Line 1 and close a gap in the downtown network. However, there were concerns about removing 26 Dupont from St George Station.** Participants said the proposed extension would create new trip opportunities and make Rosedale Station a preferred transfer point for some customers. One participant said that this connection could particularly benefit 19 Bay customers and provide a valuable new link for Davenport Road. However, some participants questioned the rationale for removing 26 Dupont from St George Station, suggesting its current connection is valuable. A participant suggested exploring whether 127 Davenport could be extended to Rosedale Station if 26 Dupont is removed from St George Station.
- **Consider the long-term impacts of rerouting 26 Dupont to Line 1 instead of Line 2, especially in terms of population growth, density, and service reliability on Yonge Street.** Participants questioned whether adding more service to Rosedale Station is worthwhile if it worsens congestion on Yonge Street, noting that getting on and off Yonge Street is already difficult. It is important to think about long-term travel patterns and demand, rather than focusing only on current ridership data.

TTC said the decision to remove 26 Dupont service to St George Station was based on ridership data and terminal capacity. They explained that Rosedale Station is underutilized and offers better layover space for the 19 Bay, while the portion of the route operating on Yonge Street would be relatively short. TTC acknowledged congestion concerns and said they would adjust run times and review traffic signals to support the routing. They also added that TTC is considering east-west travel demand in neighbourhoods like Summerhill but said that current ridership patterns don't show strong demand in that area.

- **26 Dupont needs more frequent service.** Participants highlighted the need for more frequent service than the current service of every 20-30 minutes. They also said that between Bloor Street and St. Clair Avenue there is no frequent service at all.
- **Other suggestions based on the removal of 26 Dupont from St George Station, as well as the changes to 19 Bay:**
 - Consider whether there is a rationale to remove 127 Davenport from Spadina Station and extend it to Rosedale Station.
 - Consider whether there is an opportunity for a new Community Bus route to serve The Annex and/or University of Toronto area.

Rosedale routing proposals (75 Sherbourne and 82 Rosedale)

- **Mixed opinions on the proposed changes to 75 Sherbourne, including:**
 - **Some participants expressed support for the route extension of 75 Sherbourne to Castle Frank Station, as it seems reasonable from a customer comfort perspective.** Some customers may prefer a slightly longer total commute with better shelter and amenities at Castle Frank Station, rather than prioritizing the timeliness of boarding directly at Sherbourne Station in all weather conditions. It was also suggested that if capital funds were available, Sherbourne Station could be retrofitted to provide a more bus terminal-like experience at street level. Some participants raised concerns about extending 82 Rosedale due to longer travel times for local residents.
 - **Some participants raised concerns about removing 75 Sherbourne service north of Bloor, noting this would impact residents in Rosedale who take the bus to work.** Participants also shared concerns about the operational feasibility of this proposed change and potential delays at Castle Frank Station.

TTC said that the proposed change to 82 Rosedale would cover the service north of Bloor. Rosedale residents would be able to take the 82 Rosedale directly to Line 1 and take the subway

down to transfer to Line 2 if needed. Additionally, 19 Bay and 26 Dupont would also be going to Rosedale Station.

- **Question raised about whether the proposed change to 75 Sherbourne would make it take longer for people to get to Castle Frank, given that the 75 travels north-south through the downtown core.** Large gaps in service have been flagged on this route, and participants said routing through the core and back up north could cause delays and result in longer travel times. *TTC said they do not anticipate that getting to Castle Frank would take longer with the proposed change. For those taking the 75 Sherbourne, they would have the option to get off at Sherbourne Station and transfer to the subway to go east, or remain on the bus to continue to Castle Frank.*
- **While well-intentioned, the proposed route extension of 82 Rosedale to serve former 75 Sherbourne customers north of Bloor Street presents issues.** The closest station for apartment buildings in that area is Sherbourne Station, and the new two-way service on Glen Road, Elm Avenue, and the northern portion of Sherbourne Street North would create a materially longer travel time to Rosedale Station, possibly in the wrong direction for many customers. The removal of TTC service on the southern portion of Sherbourne Street North down to Sherbourne Station was also flagged as problematic.
- **Consider the impact of routing buses through the Sherbourne and Bloor intersection, where they would need to make a turn.** The intersection is already highly congested, with many different road users, making bus movements more challenging.
- **Bunching is a recurring challenge on the 75 Sherbourne route.** Participants said that when customers ask bus operators about it, operators often respond that bus scheduling is the responsibility of supervisors. *TTC acknowledged the bunching on 75 Sherbourne and said that it is a priority for them to address. They explained service management is handled by supervisors and control teams, and they are actively reviewing these practices across all levels of the organization. TTC also said that as part of the proposed route extension to Castle Frank Station, operators would have access to a proper TTC layover facility, which would help improve service reliability and better align buses with the schedule. Additionally, the change would provide improved service to George Brown College's Waterfront Campus by aligning the start and end points with the 65 Parliament route, giving college students more options to connect to the subway system.*
- **Consider creating a new "South Rosedale" route in place of the proposed changes to 75 Sherbourne and 82 Rosedale to maintain service on Sherbourne Street North while connecting both Sherbourne and Rosedale Stations.** A suggested a route that would follow the current 75 Sherbourne routing north of Bloor Street, maintain an on-street connection to Sherbourne Station, and connect to Rosedale Station via Bloor Street East, Church Street, and Yonge Street. They said this could replace the proposed change to 82 Rosedale and provide service to new and older multi-residential buildings along Church Street and mid-block areas between Rosedale, Bloor-Yonge, and Sherbourne, offering residents an alternative to walking or using Bloor-Yonge Station for local trips. See detailed route concept and map proposed in Appendix D.
- **Review long-term impacts on service reliability and congestion when routing buses through Yonge Street and Rosedale Station.** Concerns were raised about existing traffic congestion on Yonge Street and whether adding more buses would worsen conditions. Participants said long-term planning should consider future density and population growth, and questioned how service reliability would be maintained given Yonge Street's traffic conditions.
- **Monitor the impact of long traffic signals in Rosedale** as it could interfere with bus operations and affect service reliability.

Scarborough routing proposals (154 Curran Hall and 905 Eglinton East Express)

- **Support for the Scarborough routing changes.** Participants said that the proposed change is a great change that would benefit the community. They said that the rationale for the proposed change makes sense since the 154 Curran Hall has a longer span of service than the 905 Eglinton East Express. The

proposed change also keeps the 905 Eglinton East Express route more efficient and fast by minimizing awkward turns, which streamlines the route.

- **Increasing service frequency on both 154 Curran Hall and 905 Eglinton East Express is important.** As the neighbourhood is transitioning to higher density with more apartment buildings, it is important to retain or increase service frequency for bus routes operating in the residential area near the University of Toronto Scarborough Campus. Residents in these communities heavily rely on the TTC for shopping and social activities.

Lawrence West corridor routing proposals (11 Bayview, 52 Lawrence West, and 124 Sunnybrook)

- **Support for the Lawrence West corridor routing changes, with suggestions to improve clarity in route naming and ensure an increase in service frequency.** Participants said the proposed routing changes made sense, especially with better integration with routes and connection with Line 1 and Line 5. They also like that there are two routes to Sunnybrook Hospital. Another suggestion was to ensure 52F Lawrence West and 11B Bayview have a more frequent service to make up for removing the current 124 Sunnybrook route.
- **Ensure that the proposed changes do not result in a longer travel time for people who need to get to Sunnybrook Hospital from Davisville Station.**

TTC said that they are not anticipating drastic changes in time for customers who take the 11B Bayview. TTC haven't finalized the service frequencies yet as we are very early in the process. TTC needs to make sure that routing is in place first, then they are going to look at ridership and customer demands to adjust the frequency based on that.

- **Consider renaming the extended 11B Bayview route to "124 Sunnybrook Hospital"** to make it more customer-friendly and intuitive.

Downsview routing proposals (101 Downsview Park and 128 Stanley Greene)

- **Support for the Downsview routing changes as they appear straightforward and beneficial without removing stops.** Participants said these changes would be one of those cases where "everybody wins," noting the changes seemed simple and positive.

Other feedback

Feedback shared by participants about other topics not included in the draft service proposals have been summarized below.

Feedback related to other routes

- **Revisit the 100A and 100B Flemingdon Park routes shortly after Line 5 opens, as customer travel patterns are likely to change, especially north of Eglinton Avenue with the opening of Don Valley Station, and there is an existing need for direct access to Flemingdon Park Shopping Plaza.** TTC service through Flemingdon Park, including Linkwood Lane, Wynford Heights, and Concorde Place, has not changed much over the years aside from temporary construction-related reroutings. While the 100 Flemingdon Park routes do a good job connecting people to Line 2 Bloor-Danforth via Broadview Station and providing access to the library, the community centre, and the city arena, south of Eglinton Avenue there is currently no direct, door-to-door TTC service between most Flemingdon Park apartment buildings and Flemingdon Park Shopping Plaza, leading more residents to rely on cars for grocery shopping, pharmacy visits, or dining.
- **Review the layover location for 34 Eglinton East in Flemingdon Park to address safety concerns.** The bus regularly lays over on Spanbridge Road at an intersection commonly used by community members, including youth and children going to school, and it takes up significant space on the road, reducing visibility for drivers turning to see pedestrians.

TTC note provided after the meeting: After the opening of Line 5, 100B Flemington Park will replace the current 34C Eglinton East route on Spanbridge Rd, but buses will not be laying over in this area.

- **Consider extending the 22 Coxwell bus north of Coxwell Station to Michael Garron Hospital.** This change would eliminate the need for customers to transfer to the 70 O'Connor bus when travelling from south of Danforth Avenue.

TTC clarification provided after the meeting: This suggestion was already included and approved as part of the 2025 Annual Service Plan and will be aligned with the opening Line 5.

- **Consider revising the 406 Scarborough-Guildwood Community Bus routing on McCowan Road between Ellesmere Road and Brimorton Drive to provide more useful local service and attract new TTC customers.** The participant said that the 406 duplicates existing service on McCowan Road between Ellesmere Road and Brimorton Drive. They suggested rerouting the 406 to serve the North Bendale neighbourhood—specifically along Parkington Crescent, Lynnbrook Drive, and Aveline Crescent—between Ellesmere Road and Brimorton Drive. This rerouting would provide direct public transit access to North Bendale Junior Public School and North Bendale Park for the first time, attracting new TTC customers. They also said it would make it easier for residents—especially parents with young children and seniors—to reach destinations like FreshCo and the Toronto Public Library, which are currently a bit too far to walk comfortably but feel too close for routine driving. The participant proposed specific changes for both the southbound and northbound 406 routes. See Appendix D for more details.
- **Why are there no proposals presented for Etobicoke routes?**

TTC said there are no new proposals for Etobicoke this year, as there was a lot of focus on Etobicoke in last year's Annual Plan. They noted that service in the area has seen numerous changes over the years. The participant followed up to acknowledge that the 507 Long Branch is running regularly and performing well.

Feedback related to bunching

- **Poor scheduling and bus bunching continue to be a longstanding and unresolved issue.** Bunching happens not only on major routes but also on minor streets. For example, there would be five buses arriving together on a Sunday afternoon or late at night. Participants expressed frustration that despite decades of this issue and available technology, TTC does not consistently manage bus spacing through measures like turning buses, staggered buses, or managing headways. They emphasized that improving service reliability is not always about adding more buses but about properly scheduling and maintaining consistent headways to ensure predictable service for customers.

TTC said that bunching and gapping are a priority for them to address and said they are actively reviewing route management practices across all levels, including Transit Control Centre, operations, transportation teams, and operator practices. They noted that part of this work involves leveraging new technology, including implementing their VISION system, which is nearing completion after a long transition period. TTC is currently focusing on select routes and plans to provide an update on these efforts at the July Board meeting.

- **Request to publicly share results from the TTC's bunching pilot project.** There are 11 priority routes identified for the bus bunching pilot; participants asked where and when results would be published.

TTC said that this information would be shared with the TTC Board in July.

Feedback related to construction

- **Ensure that once construction or renovations at TTC stations are completed, everything is restored to proper working order in a timely manner.** For example, the wall at Osgoode Station has been missing for over two years, ceiling panels are often left unreplaced after work is finished, and screens that are taken down are not reinstalled.

Feedback related to RapidTO

- **Clarify status of RapidTO on Jane Street, and if there any other projects to improve transit priority outside of the big corridors.**

TTC said that Jane Street has been identified as one of five priority corridors for RapidTO. As with all projects, progress depends on support from Council and the community. In the meantime, TTC is looking at other interim measures to improve service on Jane Street. More broadly, TTC's planning team is exploring smaller transit priority interventions across the city, such as painting lanes red to reinforce dedicated transit lanes, queue jump lanes, or bus entry areas. TTC is increasing its budget to implement more of these interventions this year, with additional investment that were part of the 2025 TTC Budget.

- **Extend the dedicated bus lanes and right-turn-only lane on Queens Quay East up to Yonge Street to improve traffic flow, driver safety, and fairness.** The existing dedicated bus lanes between Yonge and Bay are working well by helping drivers get into the correct lanes and keeping the bus and turn lane clear. However, the recently painted dedicated bus lanes on Queens Quay East lack clear markings, especially westbound from Cooper to Freeland, where many drivers use the unmarked lane to speed past those properly in the middle lane. This causes confusion and creates a sense of unfairness for drivers following the rules.

The concern has been shared with 311, the local councillor, and TTC, but the participants request for the department responsible for road markings and signage to review the area. They suggested that staff drive the route in the afternoon (around 3–4 p.m.) to directly observe the issues. They suggested for Community Police presence to help instruct drivers and enforce proper use of the lanes.

- **Explore opportunities for dedicated bus lanes or priority measures on Yonge Street, especially between Bloor Street and St. Clair, where there are numerous high-density buildings with limited parking.** One participant raised concerns about congestion and said that if bike lanes are removed, dedicated bus lanes should be considered to improve transit reliability. They said that the real issue is private automobile traffic, not people walking or biking, and suggested widening sidewalks alongside implementing bus lanes to better support local businesses and smooth traffic flow.

Feedback related to safety and homelessness on transit

- **Safety on TTC is an ongoing concern.** Participants said it feels much less safe to ride the TTC now compared to pre-COVID times, with more incidents of people being harassed or spat at while on transit. Many customers said they feel afraid to take the TTC, or feel they must stay vigilant and pay close attention to who is around them. One specific route mentioned was 75 Sherbourne. Participants asked what TTC is doing to ensure safety for all passengers, including those experiencing a mental health crisis.

TTC said that this is a reflection of a greater city-wide issue and what others are experiencing as well across the city. On their own, there is very little that TTC can do to address safety directly. As an organization, TTC has been working with the City and mental health support organizations on making additional investments into community support, more staff presence across the system, and additional training for our operations and supervisors.

- **Address homelessness on subway trains and in and around subway stations, as it affects customer comfort, safety, and overall willingness to use transit.** Participants expressed frustration about seating availability on subways due to people sleeping on trains and noted that the visible presence of homelessness at station entrances and platforms is a real deterrent for many customers. While acknowledging the complexity of the issue, participants emphasized that resolving it is essential to making the TTC a safe, inviting, efficient, clean, reliable, and accessible service that encourages people to choose transit over driving.

Feedback on the presentation

- **Maps and presentation materials must clearly distinguish between service removal and service reassignment to avoid confusion.** For example, instead of using a large red X with the label “service removed,” materials should use text and visuals that make it clear when service is being changed rather

than eliminated. It must be clear where service is being added, where it is being removed, and where it is being reassigned to ensure people do not misunderstand the proposals.

- **Avoid using photos of shuttle buses in presentation materials, as they do not send a positive message.** Shuttle buses are typically associated with subway service disruptions, which can create confusion or negative impressions.

Appendix A. Afternoon Session Agenda

TTC 2026 Annual Network Plan

Round One Planning Advisory Group Meetings

Thursday, July 3, 2025

2:00 – 4:00 pm

Meeting held online



Meeting purpose

To share and seek feedback on the draft service proposals for the 2026 Annual Network Plan.

Proposed agenda

2:00 Land acknowledgement, welcome, introductions, agenda review

Laurence Lui, TTC

Yulia Pak, Facilitator, Third Party Public

2:10 Background and overview of the 2026 Annual Network Plan

Jasmine Eftekhari, Jordan Langlois, TTC

Questions of clarification

2:55 Discussion

1. Do the rationale and the objectives for the proposals make sense to you? Are there any other factors TTC should consider in planning these adjustments (e.g. travel patterns, connections, etc.)?
2. What are your thoughts on the draft proposed service routing improvements? Is there anything you particularly like or find concerning? Do you have any suggestions for how we could improve them?
3. Do you have any other feedback or advice as we refine the draft proposals?

3:55 Wrap up and next steps

4:00 Adjourn

Appendix B. Evening Session Agenda

TTC 2026 Annual Network Plan

Round One Planning Advisory Group Meetings

Thursday, July 3, 2025

6:00 – 8:00 pm

Meeting held online



Meeting purpose

To share and seek feedback on the draft service proposals for the 2026 Annual Network Plan.

Proposed agenda

6:00 Land acknowledgement, welcome, introductions, agenda review

Laurence Lui, TTC

Yulia Pak, Facilitator, Third Party Public

6:10 Background and overview of the 2026 Annual Network Plan

Jasmine Eftekhari, Jordan Langlois, TTC

Questions of clarification

6:55 Discussion

1. Do the rationale and the objectives for the proposals make sense to you? Are there any other factors TTC should consider in planning these adjustments (e.g. travel patterns, connections, etc.)?
2. What are your thoughts on the draft proposed service routing improvements? Is there anything you particularly like or find concerning? Do you have any suggestions for how we could improve them?
3. Do you have any other feedback or advice as we refine the draft proposals?

7:55 Wrap up and next steps

8:00 Adjourn

Appendix C. Participants

Advisory group organizations

Access Alliance Multicultural Health & Community Services
Afghan Women's Organization
amrs
Canadian Urban Institute
Catholic Crosscultural Services
Centennial College Student Association Inc.
Centennial Community Recreation Association
Centre For Spanish Speaking Peoples
Church Wellesley neighborhood Association
CodeRedTO
HOUSE Canada
Jane Finch Family Community Centre
Leaside Residents Association
Leaside Towers Tenants Association
OCAD University
pointA
Real Torontonians Dig Subways
Scarborough Centre for Healthy Communities (SCHC)
stevemunro.ca
Street Haven
Summerhill Residents Association
The Etobicoke Voice
Toronto Community Benefits Network
Toronto Region Board of Trade/Infrastrory Insights
Transport Action Ontario
TTCriders
York Federation of Students
York Quay Neighbourhood Association
York University
Youth Now on Track Services (YNOT)

TTC

Laurence Lui
Jasmine Eftekhari
Jordan Langlois

Third Party Public

Yulia Pak
Khly Lamparero

Appendix D. Post-meeting written feedback

The engagement team received the following post-meeting written feedback within a week of the meeting. Other than minor formatting changes and removing names, the feedback has not been edited.

Email from York Quay Neighbourhood Association representative

Thanks for allowing me to elaborate on the comments I made during the TTC ANP meeting yesterday, July 3rd, about the route changes.

My comment was about the **Rapid Bus lanes recently painted on QQE**. There are some missing portions that are causing problems and safety concerns for drivers, although other portions are working well.

I have already forwarded a message to 311 and my councillor /Asma Malik, and only guessed at where I should send comments to TTC directly. See it copied below.

Having used the lane more often now, **several weeks later, I can add** that I think the red bus and right turn only lane should be extended to Yonge Street, as the portion between Yonge and Bay are working well to get the traffic into the correct 'straight forward' lane, the bus and turn lane free, and me to get safely into my parking garage.

Please direct this to the department who makes decisions on the traffic management road markings and signs.

Perhaps they would come down to drive that at 3-4 in the afternoon and see what I mean. It happened yesterday too, on my way home from Loblaws.

Email from HOUSE Canada representative

I wanted to give my genuine thanks for inviting us. HOUSE focuses on the development and advocacy of affordable student housing, and I can say I am grateful to be included, especially since a few of these routes are heavily used by students.

I apologize for not speaking during the meeting, but I did want to contribute to the meeting on behalf of HOUSE. I wanted to briefly comment on the affected campus routes, notably the Scarborough changes (U of T Scarborough) and the Lawrence West Corridor (York Glendon).

1. **Scarborough:** This is a great change. No one commented about this route in the meeting, so I just wanted to add that this appears to benefit the community.
 1. The rationale of **service availability makes sense**, in that the 154 Curran Hall route runs past midnight, while the 905 Eglinton East doesn't.
 2. It's also **good that this change keeps express routes** like the 905 more **efficient and quick** (minimizing awkward turns, streamlining the route).
 3. Frequency was already talked about a lot in the meeting, so I would simply echo that increasing service for the 154 and 905 would also benefit customers.
2. **Lawrence West:** The extra two routes to Sunnybrook Hospital (and by extension, York Glendon) are very good to see.
 1. I do hope the 52F and 11B appropriately increases bus frequency to their routes to make up for the removal of the current 124 route (seeing as the 124 increases service during rush hour).

Email from Leaside Towers Tenants Association representative

Thank you for organizing the Planning Advisory Group meeting on July 3rd.

Here are my comments for your consideration:

Yorkville:

Route extensions of 19 Bay and 26 Dupont to Rosedale Station seem to make sense in order to connect Davenport Road to Line 1 at Yonge Street, and close a gap in the downtown network. Possibly, some riders will prefer using the Rosedale bus terminal, particularly for 19 Bay, in addition to creating new trip opportunities on Davenport.

Question:

With the removal of 26 Dupont from St. George Station, is there a rationale to remove 127 Davenport from Spadina Station and extend it to Rosedale Station? If not, why not?

TTC answer: We're currently reviewing the feedback received through our Round 1 consultations and are exploring options to refine our proposal for the Yorkville area. We appreciate your input and the suggestions you shared regarding potential route modifications.

Question:

With the removal of 26 Dupont from St. George Station, as well as changes to 19 Bay, is there an opportunity for a new Community Bus route to serve The Annex and/or University of Toronto area?

TTC answer: As part of the 2025 Annual Service Plan, a review of our Community Bus Network was conducted. Based on this review, routing changes to four of the five existing routes were approved by the Board in January 2025, with some changes scheduled for implementation beginning in early 2026. These changes aim to improve performance on routes that are currently not meeting our minimum boardings-per-hour standard by identifying opportunities to increase ridership. At this time, we are not exploring the addition of any new routes to the Community Bus Network.

Rosedale:

The route extension of 75 Sherbourne to Castle Frank Station seems to make sense from a customer comfort perspective, for most customers. Some customers may trade the timeliness of boarding directly at Sherbourne Station - in all weather conditions - for a slightly longer total commute with additional protection from the elements at Castle Frank Station. Alternatively, if it were the case that capital funds were available, Sherbourne Station could be retrofitted in a similar manner to Dufferin Station, to create somewhat of a bus terminal-like experience at street level.

The route extension of 82 Rosedale to continue to provide service to former 75 Sherbourne customers who live north of Bloor Street is well-intentioned. However, as a fellow panel participant commented, the closest station for the apartment buildings north of Bloor Street is Sherbourne Station. New, two-way service for 82 Rosedale on Glen Road, Elm Avenue, and the northern portion of Sherbourne Street North will result in a materially longer travel time to Rosedale Station, and will possibly be in the wrong direction for many customers' final destination. The removal of TTC service on the southern portion of Sherbourne Street North down to Sherbourne Station seems problematic.

Question:

In place of the proposal presented on July 3rd, would the TTC consider creating a new "South Rosedale" bus route? For example:

A new South Rosedale route could utilize the current north of Bloor Street routing of 75 Sherbourne and retain an on-street connection to Sherbourne Station, and also connect to Rosedale Station via Bloor Street East, Church Street, and Yonge Street. As a result, the proposed change to 82 Rosedale might become unnecessary.

TTC answer: We're currently reviewing the feedback received through our Round 1 consultations and are exploring options to refine our proposal for the Rosedale area. We appreciate your input and the suggestions you shared regarding potential route modifications.

There are a number of new, and upcoming, multi-residential towers on Church Street between Bloor Street East and Yonge Street that do not have direct TTC transit service, whether surface or subway. In addition, there is older multi-residential and commercial density "mid-block" between Rosedale and Bloor-Yonge, and between Sherbourne and Bloor-Yonge, whose residents might prefer bus service to walking in certain circumstances, if it were available, and/or would be interested in bypassing the congestion of Bloor-Yonge altogether for their local neighbourhood and employment trips on transit.

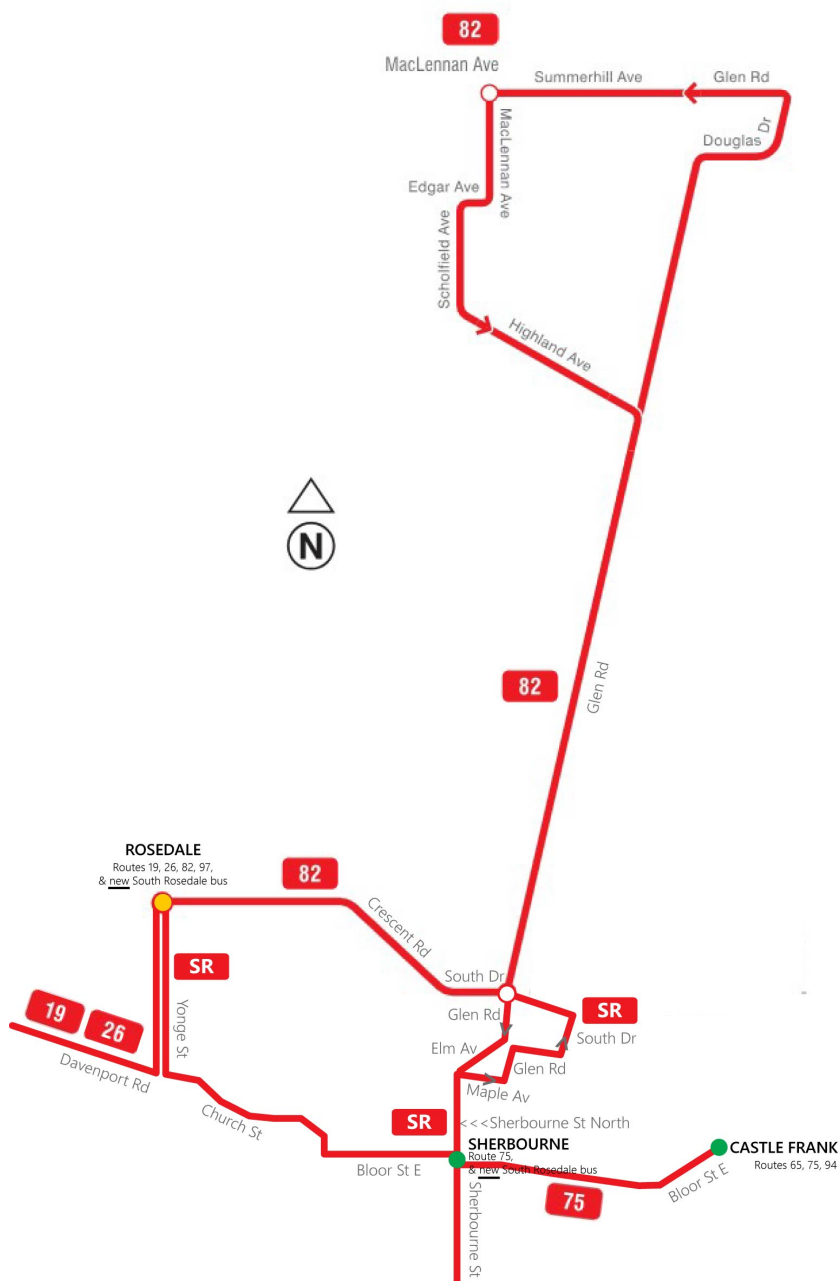
Possible Route Description

Eastbound "South Rosedale" to South Drive:

These buses operate from Rosedale Station via south on Yonge Street, east and south on Church Street, east on Bloor Street East, stopping opposite Sherbourne Station, continuing north on Sherbourne Street North, east on Maple Avenue, north on Glen Road, east on Elm Avenue, and north and west on South Drive to Glen Road.

Westbound "South Rosedale" to Rosedale Station:

These buses operate from South Drive and Glen Road via south on Glen Road, west on Elm Avenue, south on Sherbourne Street North, stopping opposite Sherbourne Station, continuing west on Bloor Street East, north and west on Church Street, and north on Yonge Street to Rosedale Station.



Scarborough:

No comment regarding 154 Curran Hall or 905 Eglinton East Express due to lack of knowledge about this area of the TTC network.

Lawrence West Corridor:

Agree with the overall concept of the proposed changes for 52F Lawrence West, 11B Bayview, and 124 Sunnybrook.

Question:

Would it be more customer-friendly and informative to call the route extension "124 Sunnybrook Hospital," instead of 11B Bayview?

Question:

Somewhat relatedly, can the TTC consider extending 22 Coxwell bus north of Coxwell Station to Michael Garron Hospital to eliminate the transfer to the 70 O'Connor bus for customers arriving at MGH from south of Danforth Avenue?

TTC answer: This suggestion was already included and approved as part of the 2025 Annual Service Plan and will be aligned with the opening Line 5.

Downsview:

No comment regarding 101 Downsview Park or 128 Stanley Greene due to lack of knowledge about this area of the TTC network.

406 Scarborough-Guildwood Community Bus:

I look forward to trying the new 406 Community Bus when I next visit this area of Scarborough.

My understanding of the 406 is that the concept began as a "Brimorton" bus that was originally intended to be part of the regular bus network. I think that 406 service on McCowan Road between Ellesmere Road and Brimorton Drive might have been carried over from the original concept, and would like to suggest replacing it with the following:

Southbound 406:

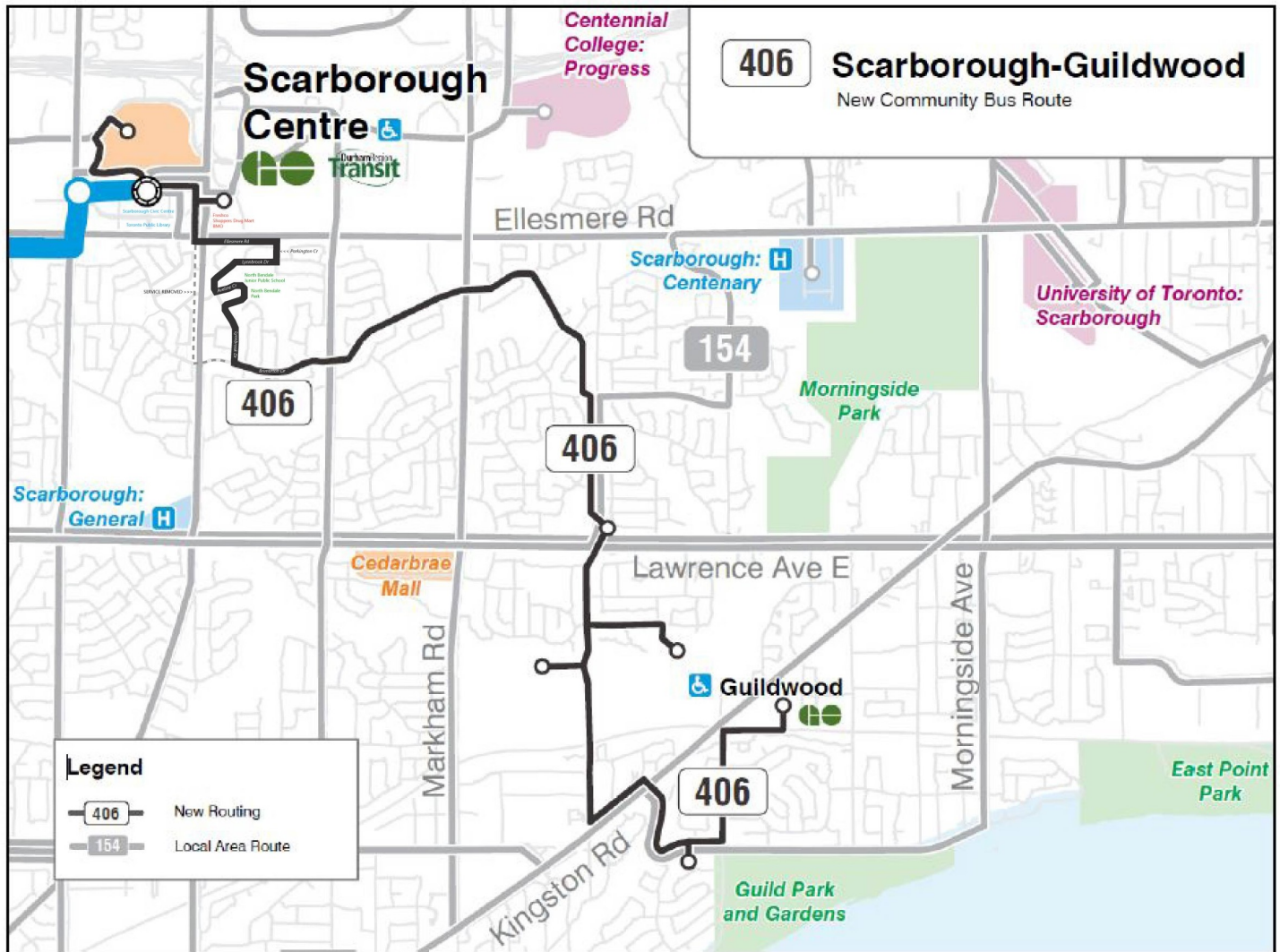
From the current routing... south on McCowan Road to FreshCo, south on McCowan Road, east on Ellesmere Road, south on Parkington Crescent, west and south on Lynnbrook Drive, east and south on Aveline Crescent, south on Lynnbrook Drive, east on Brimorton Road... continue on the current routing.

Northbound 406:

From the current routing... west on Brimorton Road, north on Lynnbrook Drive, east and north on Aveline Crescent, north and east on Lynnbrook Drive, north on Parkington Crescent, west on Ellesmere Road, north on McCowan Road, north on McCowan Road to FreshCo... continue on the current routing.

This proposed route extension would provide direct public transit access for the first time to North Bendale Junior Public School and to North Bendale Park (via Aveline Crescent).

Additionally, knowing the area personally, the 406 Community Bus would be helpful for trips to Freshco, and to Toronto Public Library. Both of which are near enough to Parkington Crescent and Lynnbrook Drive, but are slightly too long of a walk for many (e.g. parents with young children, seniors), yet also "close enough" that driving door-to-door routinely for small errands can sometimes feel like a burden. The 406 would be a good third option.



Flemingdon Park:

As I mentioned during the July 3rd meeting, I would recommend revisiting the Flemingdon Park routes shortly after Line 5 has opened. TTC service through Flemingdon Park; including Linkwood Lane, Wynford Heights, and Concorde Place, has not changed much over the years except for temporary, Line 5 construction-related reroutings. Customer behaviour is likely to change though due to the opening of Don Valley Station, particularly north of Eglinton Avenue. While south of Eglinton Avenue, the TTC does not provide door-to-door, direct service between Flemingdon Park Shopping Plaza and most Flemingdon Park apartment buildings, resulting in more residents relying on a car to do their grocery shopping, to visit the pharmacy, or to enjoy a local restaurant than might otherwise be the case.

Email from Summerhill Residents Association representative

Thanks all for interesting meeting. As mentioned the article I spoke about. The subway is not a homeless shelter.

For many people the homeless on the subway / sleeping and lying at entrances inside the subway and outside is a REAL deterrent to using the Subway.

It isn't an easy issue but if we want to get people out of their cars and using the TTC we need to make it a an inviting, efficient, accessible, clean, reliable, integrated, affordable, sustainable, frequent (at the right times) and most of all a SAFE service for the riders. I hope this issue can be resolved soon.

<https://www.cbc.ca/news/canada/montreal/stm-homelessness-measures-1.7482650>