



TTC 2026 Annual Network Plan

Round Two Planning Advisory Group Meetings Summary

Thursday, August 7, 2025

Overview

On Thursday, August 7, 2025, the TTC hosted two Planning Advisory Group meetings as part of the second of two rounds of consultation about its 2026 Annual Network Plan. The purpose of the meetings was to share updates on Round One proposals, as well as share and seek feedback on the Express Bus Network and proposed construction-related service adjustments. Both meetings covered the same information and discussion topics (see Appendices A and B for agendas).

A broad range of transit-interested organizations with both city-wide and area-specific mandates were invited to the meetings. 21 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. Additional feedback received after the meeting is also included. 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.

The Round One proposals received no objections. One participant explicitly expressed support for the final route proposals consulted on in Round One, which included routes in Downsview, Scarborough, and on the Lawrence Corridor.

Overall, the objectives of the Express Network review make sense, with several suggestions on how to improve the network. Participants said the network needs clearer distinctions between routes that operate all day and those that run only at peak periods, noting that it is not always obvious on maps which routes do not run off-peak. They emphasized the importance of stronger and more consistent service levels, as frequency and reliability are among the biggest complaints. Participants also requested for greater transparency through regular posting of performance metrics so riders can see if routes are meeting the 15–20% travel time savings benchmark, and said it is important to review this data before making changes that affect the rest of the network. Some participants also expressed interest in expanding the Express Network in suburban areas.

Construction-related service adjustments must prioritize clear, consistent, and accessible communication. Participants said communication during construction is often confusing, fragmented across multiple platforms, and signage at stops can be contradictory or misleading. They called for a single, regularly updated webpage with clear timestamps, along with non-digital options for seniors and others without internet access. They added that communication tools must be consolidated and easier to navigate, and emphasized that signage, the website, and staff messaging all need to be consistent and reliable to build transit rider trust on the system.

Better planning and coordination are needed to minimize construction impacts. Participants raised concerns about weekend subway closures with no alternatives, saying that when two closures happen at once even backup travel plans fail. They urged TTC and the City to coordinate more closely and to bundle projects where possible to reduce the overall length of disruptions, pointing to recent accelerated work on King Street as a positive example. Participants also stressed that diversions must account for accessibility and walkability, particularly in Downtown East where many seniors live. Concerns were also raised about whether replacement buses will be reliable, given traffic congestion and limited transit-priority corridors, with participants emphasizing the need for proactive monitoring and timely, accurate communication.

Participants had mixed views on the proposed replacement bus options for the Carlton/College diversion, balancing accessibility, reliability, and speed. Some expressed preference for Option 1, which would preserve access to key stops for seniors and people with disabilities, stressing that vulnerable populations should be prioritized even if trips are slower. Others said they preferred Option 2, a straight route on Gerrard, but noted that traffic congestion is a challenge and parking removals would be needed to allow safe bus stops. They said the “snake” routing used previously for the 506 was unreliable and poorly communicated, leaving riders confused, and emphasized that replacement buses must appear on apps and diversions must be clearly communicated. Across both perspectives, participants highlighted the importance of ensuring diversions remain accessible, particularly in areas with many aging residents and seniors.

Participants expressed appreciation for TTC’s efforts in managing such complex projects. They acknowledged the challenges and thanked TTC staff for their hard work.

Detailed summary of feedback

Participants shared questions and feedback about the Round One proposals, the Express Bus Network, and proposed construction-related service adjustments, and other feedback.

Feedback about the Round One proposals

- **Overall, no objections were raised about the Round 1 proposals.** One participant expressed support by giving a virtual “thumbs up.”
- One participant asked “**What was the feedback received in the Round One engagement for the Lawrence West corridor?**”
TTC said that generally, the feedback we received on the changes proposed to the Lawrence West corridor routes (52F Lawrence West, 11B Bayview and 124 Sunnybrook) were minor and mostly positive. They are not proposing removing any existing stops; but instead adding a new stop. These proposed changes were based on the feedback from the community. They also received a few suggestions about renaming the routes and making wayfinding easier.

Feedback about the Express Network

Overall, participants said that the objectives for the Express Bus Network review makes sense. Feedback and suggestions on the network are summarized below.

- **Service levels are the biggest complaint about the Express Bus Network.** If express stops are reduced, local service must be improved to make up for it.
- **There should be clearer distinctions within the Express Bus Network between routes that operate all day and those that run only at peak periods.** Participants said Toronto lacks the same clarity and ease of use seen in other cities, noting that 14 or 15 express routes currently do not operate off-peak but this is not always obvious on maps. They suggested the TTC should more clearly differentiate between express routes that run off-peak and those that do not, recalling that in the past customers knew Rocket buses operated outside of rush hours while E branches ran only during the day or at rush hour. Now, they said, customers cannot easily tell which express buses run during evenings or weekends.
- **Request for more transparency around performance metrics for the Express Network.** TTC should regularly post data on travel time performance and whether routes are meeting the 15–20% savings benchmark, so riders can better understand how the network is performing. Participants also said that it would be useful to see these metrics before changes are made to express routes, as it is important to know by how much routes are falling short before making adjustments that could affect other parts of the network.
- **Concerns from seniors and residents without internet access about communication and stop pole card placement during service changes or diversions.** A participant representing Bayview Village residents said that when service changes or diversions occur, seniors often wait longer than expected or find pole card placement unclear. They stressed the importance of clear, targeted communication, especially for those who do not use the internet.
TTC agreed and said they are actively considering ways to improve communication to seniors and those without online access, beyond social media and e-alerts, and that this issue was also raised in Round One.

Questions

- **How would express buses be able to leapfrog local buses if they are in a priority bus lane, particularly as part of RapidTO?** If the express buses get tied up behind the local buses due to the operating environment, is there a point of having them at all? We see buses that can leapfrog on Eglinton Ave with the RapidTO lanes, but Dufferin St is a much more narrow street. Would it be feasible to build indents into sidewalks, so when the buses stop they pull into a separate lane?
TTC staff said buses in dedicated lanes can pass each other if not blocked by car traffic. With the modified RapidTO plan now approved, they will move forward with implementation and use early operational experience to also inform this work. They said that they do not want to force riders to transfer from express to local buses (e.g., south of Bloor) and will monitor the program to see if the lanes provide benefits,

making changes as needed. Regarding sidewalk indents, staff said this could be considered in future transit priority design processes, but narrow downtown streets may limit feasibility.

- **Can you confirm that the changes to the routes would not be proposed until next year?**
TTC confirmed it, explaining that the purpose of this round is to have a high-level discussion about the Express Bus Network and priority routes, gather feedback, and review data such as travel times and ridership. With these inputs, they plan to return in 2026 to the Planning Advisory Group and the public with specific recommendations for routes and stops.
- **Would TTC consider expanding the Express Network in more suburban areas, including north Etobicoke, Scarborough, and North York?** There are many people in Toronto who are keen to see improved public transit in these areas.
TTC said that a number of corridors outside the core are priorities for the next few years, including Steeles, Finch, and Lawrence. In particular, Steeles West from Yonge to Jane and Finch East from Yonge to McCowan are planned for future improvements. They encouraged participants to sign up on the TTC website for updates on these corridors.

Feedback on specific routes

- **Why was the 929 Dufferin Express not included in the list of 10 high priority corridors?** A participant asked if it was left out because of upcoming bus priority lanes on Dufferin.
TTC said that the 929 will be included in their comprehensive analysis of the Express Network, but it was not included because the Dufferin corridor has gone through a planning process for RapidTO. TTC encouraged participants to share feedback on the route now, which will still inform the work.
- **The 929 Dufferin Express does not travel faster than local service south of Bloor.** The stop spacing on the 929 route is fine, but south of Bloor the service does not operate faster than a local bus, though a participant expect the bus priority lanes would help.
TTC said ridership and travel time analysis is ongoing, and issues identified will be studied further as part of developing improvement proposals.
- **The 952 Lawrence Express is too slow, especially east of Weston Rd.** The route is not meeting expected performance standards.
TTC said the 952, like all express routes, is part of their ridership and travel time analysis, and specific issues will be reviewed in more depth when developing recommendations.
- **Concerns about impact of Ontario Line construction on reliability of the 925 Don Mills Express, particularly south of Eglinton in Thorncliffe Park.** A participant said residents regularly raise these issues at Ontario Line community meetings, stressing that both TTC service and emergency response vehicles like fire trucks and ambulances are being delayed on Overlea Blvd. While not directly tied to the 925 Don Mills Express, they said it is part of the same corridor context. They said that with Beth Nealson Dr scheduled to close for 18–24 months, Thorncliffe Park could face even more serious access issues, and residents are pressing elected officials and Metrolinx to address this. They also said that Flemington Park falls under North York, which has received far fewer Ontario Line updates than East York residents.
TTC acknowledged the feedback and said they would continue to take opportunities to hear resident voices and consider construction-related impacts.

Communication

- **Need for consistent and reliable signage and messaging during construction and diversions.** They said signage often lingers, overlaps, or contradicts itself, leaving riders unsure which notices to trust. One participant shared an example in Donlands where signage was misleading. They emphasized that signage, the website, and staff communication must all be consistent to avoid confusion.
TTC acknowledged the issue, noting they provide at least a week's notice and post closures up to a month in advance, but said signage and last-minute changes remain a challenge and improvements are being worked on.
- **Consider multiple communication approaches to improve communication during construction and service diversion.** Participants said that there will never be one perfect solution for improving communication during construction and diversions as there is no one-size-fits-all fix. They said TTC should rely on multiple layered approaches knowing that some riders will still experience confusion. Suggestions included:
 - **Need for clearer, more accessible, and consolidated communication during construction detours.** Participants said the current website is confusing and often misleading, requiring riders to check multiple pages. One participant shared personal and community examples of being stranded or delayed for hours during past construction, saying some riders were more than an hour late even when using shuttles. They suggested TTC create a single, centralized webpage that consolidates all construction impacts and service changes in one place, is updated regularly (with timestamps), and remains available beyond 24 hours to help plan more complex trips. While Instagram stories were seen as useful for quick updates, participants said a more comprehensive webpage is needed, along with non-digital options for seniors and others without internet access.
TTC confirmed they are working with IT to create a single dedicated page and consolidate existing sources, acknowledging that current information is scattered and difficult to navigate.
 - **Tailor construction notices to different types of audiences.** One participant said construction-impacted audiences fall into three groups: (1) those with subway access who can reroute easily, (2) those without subway access who must rely on alternate buses, and (3) residents living directly in construction areas. They suggested notices include scenario-based advice tailored to each group, rather than one “generic” notice.
 - **Work with apartment property managers to distribute notices.** TTC could leverage the City's RentSafeTO database, which includes contact information for all large apartment buildings, to share notices that property managers could post in elevators or lobbies.

Construction planning

Feedback

- **Improve weekend subway closures through better coordination between TTC departments and with other City agencies.** When two subway lines close on the same weekend, riders are left with no alternatives, which causes significant frustration. They said coordination between TTC departments and with other agencies is lacking, and that the city does not “shut down” over weekends the way transit sometimes feels like it does. They asked how planned closures will be managed better, and suggested that shuttles serving new destinations such as the new Biidaasige Park could improve access and also act as a promotional benefit.
TTC said subway closures are disruptive but necessary for aging infrastructure, and discussions are underway about how to improve closure scheduling. They said the 72 Pape bus was extended to serve Ookwemin Minising and agreed to consider whether shuttle buses could provide additional anchors like new parks. Staff also said the 2026 subway closure calendar will address how closures are timed and coordinated.
- **Review shuttle routing to avoid creating new bottlenecks.** Shuttle buses sometimes loop to stations that are closed, worsening congestion, and suggested rerouting to open stations instead.

- **Concern that many streetcars will sit unused and more service will run with buses instead of streetcars due to streetcar operator shortages and the number of routes that keep converting to buses to accommodate diversions.**

TTC responded that they are investing in 6-minute or better streetcar service that is planned for this November. Just like everywhere in the transit industry, it is difficult to get streetcar operators, especially because streetcar operators are so specialized. TTC is getting the operators to support this investment. One important thing to note is currently TTC have quite a few overnight service increases that uses quite a bit of our operator hours, and they anticipate that the overnight increases will ease in the next couple of years, making more operator time available for driving streetcars during daytime.

Questions

- **Why is the bus service often inconsistent during construction?** What are the top barriers and does TTC have data explaining delays?
TTC said schedules are built using long-term data, but construction often requires last-minute adjustments. They noted that transit priority measures, like parking removals and dedicated turn lanes, help but TTC often plays “catch-up” once projects are underway.
- **How quickly can TTC adapt based on lessons learned?** Can TTC quickly change detours when initial plans don’t work?
TTC said it generally takes a few months to formally update schedules, but longer projects make it easier to adapt and optimize service.
- **What regulations govern TTC decision-making when planning construction detours?** Participants asked what laws or bylaws TTC must follow that dictate what can or cannot be done.
TTC said nothing is strictly regulated beyond the requirements of the Accessibility for Ontarians with Disabilities Act (AODA). They added that TTC also follows its internal service standards on stop spacing, service levels, and coverage.
- **Are buses sometimes faster and more reliable than streetcars?** A participant asked if TTC collected data during past streetcar-to-bus substitutions, noting that the Spadina bus was once a top-performing route. They also referenced a recent CTV story about “the Streetcar Runner” who outran streetcars and asked if TTC had engaged with him.
TTC said that while buses may appear faster in some cases, they are less cost-effective overall, and TTC has invested in the streetcar network for its higher capacity on busy routes. They acknowledged there is still work to do to improve speed and reliability, including pilots on St. Clair, but noted that streetcars like the King route were highly profitable before the pandemic. They added that their Operations Performance team had reviewed the “Streetcar Runner” article.

Construction on King (proposed service adjustments on 503 / 303 Kingston Rd, 504 / 304 King, 508 Lake Shore)

- **There should be priority signals to assist streetcars with turns, not only during construction but as a standard practice for all diversions.** Work with the City on permanent installation of Transit Signal Priority (TSP) at locations where streetcars routinely turn. For example, there are masked-off TSP at Broadview and Queen and at Broadview and Dundas, which would be very useful for the service diversions due to the Ontario Line construction, but are currently not activated.
- **Look for opportunities to bundle construction work on already diverted routes to minimize the total construction and diversion time.** King St being under construction until the early 2030s is troubling. What worked well about this year’s King St projects, is that the work between Church St and River St, was originally planned to be done in the fall, but was completed over the summer. Continue to bundle as much as possible as opposed to having many small projects.
TTC said they call this approach “piggybacking” – bundling of smaller projects, be it overhead work, smaller spot repair work on tracks, etc. The section of track just east of Parliament to River St, is a trial by the

streetcar infrastructure team. TTC is doing a quicker “top only” repair, a shallower replacement that takes advantage of the existing closure limits. This work, along with the overhead work, will be wrapped up before service returns at King and Church.

- **Diversion planning should consider spacing between the streets for easy walkability, as well as reliability of replacement service.** Sometimes “nearby” is not that near; walkability depends on the spacing between the streets. Since there is a bus service in a transit priority corridor on King St riders have little reason to walk up to Queen St. In addition, many do not trust service on Queen St, because there already diversion onto Richmond St and Adelaide St for the Ontario Line construction, and because there is no transit priority corridor.
- **Is the east-to-north curve going to be installed as part of the King and York project?** It would pair well with already installed north to east curve at York and Adelaide St.
TTC said yes, the east-to-north curve is being built as part of this project.
- **Work with the City of Toronto to provide shelter and furniture at streetcar stops as soon as possible.** This is an ongoing construction issue, particularly on King St. When stops got realigned for longer street cars, they were supposed to be temporary, and the City was supposed to make King St beautiful again, but in many places along King St that has not happened. There are stops with no shelters and no place to sit, which makes waiting for the streetcar or the bus tedious.
- **On paper, the diversion route for 2026 looks good. However, there is a concern that the King St replacement bus might not provide a reliable service.** There are whole segments of the diversion route that do not have the transit priority corridor; and traffic and congestion are big issues. It is important that people know that there is a diversion route, and that the replacement bus actually shows up on time. Have transit control monitor replacement buses and issue proactive communication about them.
TTC said they have been on a pilot project with Transit App over the past year in terms of detecting when detours are happening, and it’s been working quite well. They are working with Transit App and others to formally integrate real time notification system, and do this work themselves in the future.
- **Why is the King/Queen intersection at the Don bridge is not listed as part of the planned works?** If Queen Street is going to be closed west of Broadview, the track on the Don bridge at Queen / King intersection should be replaced at the same time.
TTC said there is follow up work on expansion joints and on some track over the bridge that is not in great condition. Unfortunately, right now the full intersection rebuild is planned later in the capital plan. Timelines are moving around and being settled into different years as things change, and they will keep this in mind.

Construction on College/Carlton (proposed service adjustments on 506/306 Carlton)

- **Mixed thoughts on the two proposed options for the replacement bus routing for Phase 2.**
 - **Participants from the afternoon session expressed preference for Option 1** (serving stops on Carlton between Church and Sherbourne) as it would preserve access to important stops like a drug store and church, which benefit seniors and people with disabilities. They said serving vulnerable populations should be prioritized over speed. But the same participants also said that if Option 2 is chosen (rerouting entirely via Gerrard, making trips more direct and faster) on-street parking on Gerrard should be removed to allow buses to stop safely. Gerrard is heavily congested, limiting its advantage.
TTC said parking removals and standing regulation changes are standard parts of transit priority measures and will be considered.
 - **Participants from the evening session expressed preference for Option 2** (straight route along Gerrard). The traffic on Gerrard St is problematic, but doing the “snake” route would only compound this problem. It is understandable why the “snake” route is considered – it gives people the replacement service on the streets that they are used to; however, the last time the “snake”

replacement of the 506 Carlton was unreliable, and people did not know about it. It is important to ensure the replacement buses are on the app and the diversions are well communicated.

- **In planning for diversions, transit planning should prioritize seniors and people with disabilities, recognizing that not everyone is able-bodied.** In areas like Downtown East with many aging residents, not providing service close to where they live could mean they lose access to transit altogether.

Questions

- **If Phase 1 happens in Spring and rebuilds Bay and College, why is Phase 2 not diverting streetcars down Bay to Dundas, rather than McCaul Street, which is narrow and often blocked by parked cars?**

TTC said that overhead wiring rebuilds are included in the project scope. Since this work may not be completed during the short Phase 1 window before the FIFA moratorium, the plan assumes overhead work will occur in Phase 2, preventing the use of Bay Street at that time. TTC staff agreed Bay St is the better diversion, since McCaul has rail fouling issues and does not connect well to Line 1. If the overhead work is finished earlier, they will switch to Bay Street.

Construction on St. Clair & Old Weston and Gunns Loop (proposed service adjustments on 512/312 St Clair)

- **Concerns about confusion from having different detours by time of day.** A participant said changing routes in the evening but not during the day risks confusing riders and eroding trust, and that consistency is critical.

TTC clarified the overnight change only affects a very small portion of service but acknowledged it is not ideal to have different plans at different times.

Questions

- **For the St Clair underpass, is this a full replacement that widens St Clair to create reserved streetcar lanes, or just enough room for Metrolinx to build the station?**

TTC said all they know at this point is that the overhead contact system will be removed during the work, which will impact service. The exact design, widening or a new overpass without widening, is not confirmed on our side. Metrolinx and the City would have the details on the final scope.

- **What would happen to the bus service when the underpass is closed?**

TTC said that at this point, they anticipate that the underpass will only be closed for a few weekends. They are exploring either the Rogers Rd diversion, which is less optimal, or the Junction Rd, which has turning restrictions. For the vast majority of the project, there will be one lane in each direction going through the underpass.

Other feedback

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

General feedback about the 2026 ANP

- **Support for the previously made comment that it is important to consider both service and routes at the same time.** These discussions need to be integrated. Shuffling the lines around the map without discussing how often the buses will show up is not effective (e.g. Dupont and Bay buses are extremely infrequent).
- **Include a status tracker of all the approved proposals,** so it's easy for the general public to keep track of what is still being implemented, what has been implemented, what has been delayed, and what has been dropped.

Other

- **Is there any additional express or other service being considered to support the new Rogers Stadium at Downsview? Are you planning anything for the next year's concert season? There have**

been many reports of people having trouble getting in and out of the concerts – drivers and transit riders alike.

TTC said they have been observing a surge in ridership during the events at Rogers Stadium and they know there are things that can be improved. While TTC is not looking to introduce new permanent service, we are working with our GO Transit counterparts to improve riders' experience.

Additional note provided by the TTC team after the meeting: *TTC does provide a free subway ride back home for concert attendees and have operated extra service during event days. More information is available here: <https://www.ttc.ca/riding-the-ttc/Updates/Take-the-TTC-to-Rogers-Stadium>.*

- **Has TTC considered elevated tracks, especially in the downtown area?** It would free up space on the roads. It would give transit its own designated corridor as well as you know it would. It's something that's very popular in other modern cities, especially in North America.
TTC said the King St transit priority corridor clearly showed almost a subway-like reliability and speed, without heavy infrastructure investment. Ontario Line is well under construction as well, and it will provide more options for people travelling longer distances to and from downtown. They are also enhancing transit priority where we can, like Bathurst Street later this year with RapidTO.

Appendix A. Afternoon Session Agenda

TTC 2026 Annual Network Plan

Round Two Planning Advisory Group Meetings

Thursday, August 7, 2025, 2:00 -4:00 pm

Meeting held virtually via [Zoom](#)



Meeting purpose

- to share updates on Round One proposals, and
- to share and seek feedback on the Express Network and proposed construction-related service adjustments.

Proposed agenda

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

Laurence Lui, TTC

Yulia Pak, Facilitator, Third Party Public

2:10 Presentation & Facilitated Discussion

Jasmine Eftekhari, Jordan Langlois, Kristjan Naelapea, TTC

All

1. Overview of Round One proposals

- a. Are there any final, minor tweaks you would like TTC to consider?*

2. Express Network Review

- a. Do the objectives for the Express Network make sense to you?*
- b. Are there any other factors or major issues with the Express Network that TTC should consider?*
- c. Are there any other key interests on the high-priority corridors (slide 21) you would like TTC to be aware of?*

3. Planning for Construction

- a. Does the TTC approach to planning for construction make sense to you?*
 - i. How do we encourage customers to use parallel corridors?*
- b. Are there any other considerations, benefits, or trade-offs for the presented construction projects that you would like TTC to consider?*
- c. For Phase 2 of the College/Carlton project, which option do you prefer?*

Why?

Any other feedback or advice for the team?

3:55 Wrap up and next steps

4:00 Adjourn

Appendix B. Evening Session Agenda

TTC 2026 Annual Network Plan

Round Two Planning Advisory Group Meetings

Thursday, August 7, 2025, 6:00-8:00 pm

Meeting held virtually via [Zoom](#)



Meeting purpose

- to share updates on Round One proposals, and
- to share and seek feedback on the Express Network and proposed construction-related service adjustments.

Proposed agenda

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

Laurence Lui, TTC

Yulia Pak, Facilitator, Third Party Public

6:10 Presentation & Facilitated Discussion

Jasmine Eftekhari, Jordan Langlois, Kristjan Naelapea, TTC

All

1. Overview of Round One proposals

- a. Are there any final, minor tweaks you would like TTC to consider?*

2. Express Network Review

- a. Do the objectives for the Express Network make sense to you?*
- b. Are there any other factors or major issues with the Express Network that TTC should consider?*
- c. Are there any other key interests on the high-priority corridors (slide 21) you would like TTC to be aware of?*

3. Planning for Construction

- a. Does the TTC approach to planning for construction make sense to you?*
 - i. How do we encourage customers to use parallel corridors?*
- b. Are there any other considerations, benefits, or trade-offs for the presented construction projects that you would like TTC to consider?*
- c. For Phase 2 of the College/Carlton project, which option do you prefer?*

Why?

Any other feedback or advice for the team?

7:55 Wrap up and next steps

8:00 Adjourn

Appendix C. Participants

Advisory group organizations

Agincourt Village Community Association (AVCA)
Bayview Village Association
Bloor East Neighbourhood Association
Church Wellesley Neighbourhood Association
CodeRedTO
Community Living Toronto
HOUSE Canada
Leaside Residents Assoc'n
Leaside Towers Tenants Association of Thorncliffe Park
Real Torontonians Dig Subways
Scarborough Civic Action Network
Sheppard East Village BIA
Sistering
stevemunro.ca
The Downsview Advocate
TTCriders
Walk Toronto
York West Active Living Centre
Youth Now On Track Services (YNOT)

TTC

Laurence Lui
Jasmine Eftekhari
Jordan Langlois
Kristjan Naelapea
Heather Brown

Third Party Public

Yulia Pak
Khly Lamparero

Appendix D. Post-meeting written feedback

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

Email from Leaside Towers Tenants Association representative

Is there a case to be made for a route connecting Rosedale Station to Bathurst Station; using Yonge Street, Davenport Road, Dupont Street, and Bathurst Street?

While I liked the TTC's proposed change to the 26 Dupont bus, I can understand why there were differing points of view. But, the core rationales behind the proposal such as utilizing Rosedale's bus terminal better and closing a gap in the network on Davenport Road in 2026, are still valid and worthwhile to implement.

I don't know what net contribution it would make to overall ridership and operating costs, but I thought about Bathurst Station as the other end of the route because of the concerns of the local businesses just north of the station. Perhaps a local bus would benefit those small businesses, as well as ones on Dupont. I am honestly not sure, but I wanted to share the idea anyway.

TTC's response: The proposed route provides additional coverage along the Dupont St/Davenport Rd corridor. However, the routing and new connections would overlap with some existing routes the 19 Bay, 127 Davenport, 26 Dupont, and 7 Bathurst. Additionally, customers wishing to travel between Rosedale Station and Bathurst Station can also use Line 1 Yonge–University and Line 2 Bloor–Danforth. We will analyze and evaluate the feasibility of this route as we continue to work on various options for improving the transit network in this area.