

Round Two Survey Summary

TTC 2026 Annual Network Plan

Survey timeframe: August 13 – August 24, 2025

Total responses: 1,693



Overview

From August 13 to August 24, 2025, the TTC hosted a survey as part of the second of two rounds of engagement about its 2026 Annual Network Plan. The purpose of the survey was to:

- Better understand **customers' priorities and experience on express bus routes** in terms of travel time savings and destinations served.
- Get feedback on **construction-related detour plans for streetcars** on College & Bay, King & York, and St. Clair & Old Weston.
- Get feedback on our **final proposed routing changes to routes we consulted in Round 1**, including routes in Downsview, Scarborough, and Lawrence Corridor.

The survey was available online, in print, and by phone. A total of 1,693 responses were received, all through the online survey. The survey was open to TTC customers and the public, and was promoted through the TTC's website, email list, subway platform video screens, announcements at transit stations, TTC engagement at a community pop-up, social media channels, Councillor's office communications, and through the organizations invited to the Planning Advisory Group meetings.

The feedback received in the survey will help inform the TTC's final 2026 Annual Network Plan, which will be presented to the TTC Board for approval before implementation.

This report summarizes feedback received in the survey, organized under the following sections:

1. Express Bus Network
2. Construction-related detour plans
3. Final routing proposals for routes consulted in Round 1
4. Other feedback
5. Respondent profile

Note that respondents could choose which topics they wanted to provide feedback on; they were not required to respond to every topic area.

The survey was not designed or intended to be statistically significant; it was designed to help the TTC understand the diversity of opinions (including the rationale behind those opinions) and inform the 2026 Annual Network Plan. This summary does not assess the merit or accuracy of the feedback shared, nor does the documentation of these responses indicate an endorsement of any of these perspectives on the part of the TTC.

This summary report was prepared by Third Party Public, the engagement team retained by TTC to support the engagement process on the 2026 Annual Network Plan.

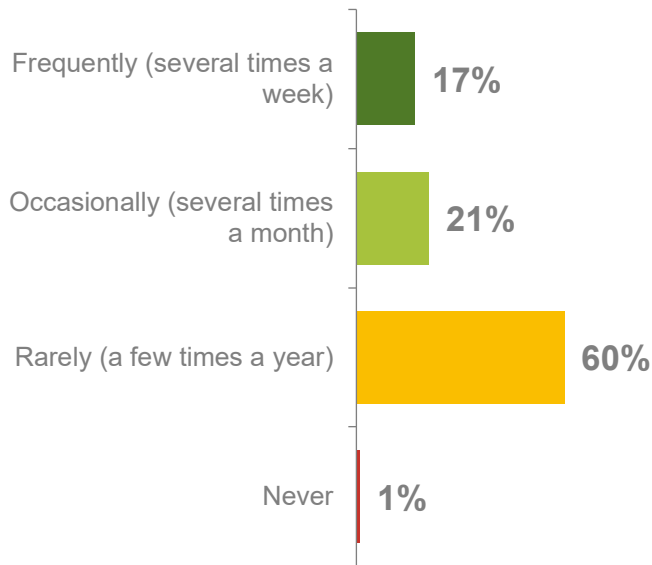
Express Bus Network

TTC sought input about customer priorities and experience on all 27 express bus routes across the city. The following pages summarize respondents' feedback to questions for each express bus route.

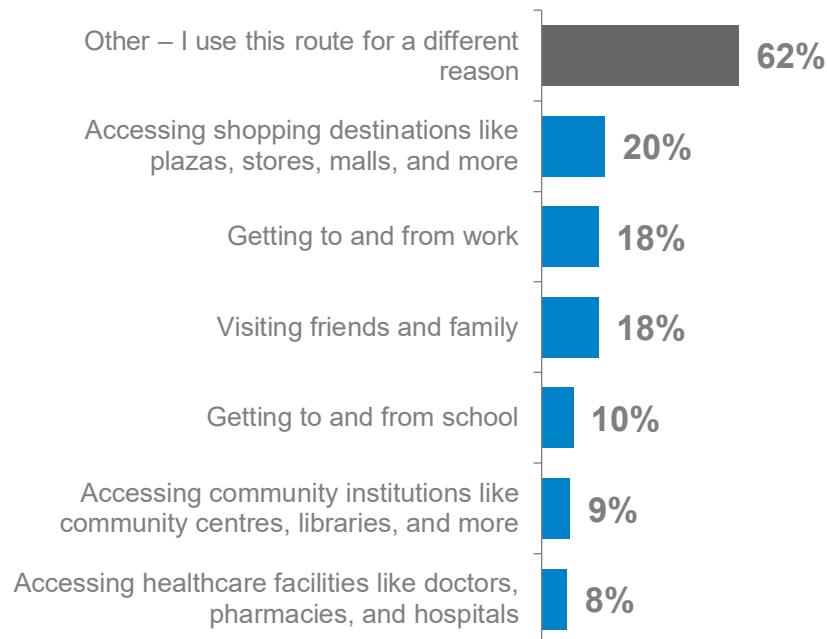
900 Airport Express

A total of 143 respondents answered questions for this express bus.

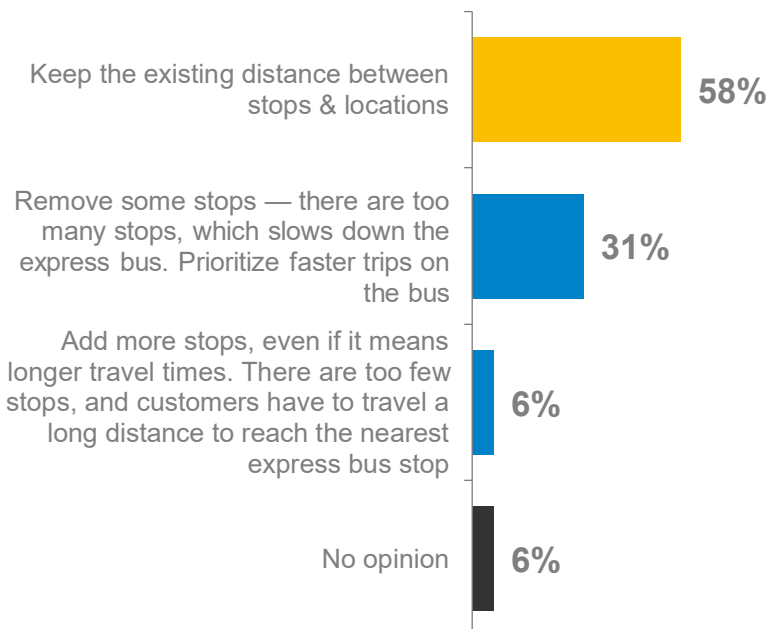
Q1: How often do you use this express bus route?



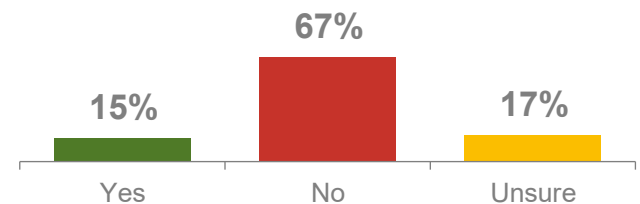
Q2: What do you use this express route for?



Q3: To help us understand your preferences around distance between express stops and express stop locations, which of the following statements best reflect your preference?

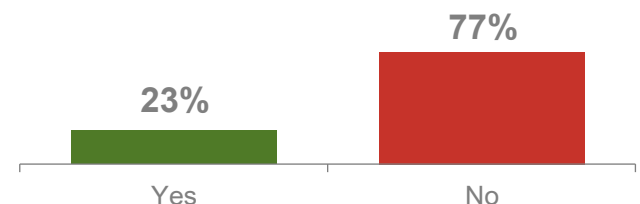


Q4: Are there important destinations near or along this express bus route that you think should have a stop but currently do not?



See next page for destinations respondents think should have a stop

Q5: Are there specific areas along this express bus route where the TTC should improve travel time or adjust the distance between stops?



See next page for areas where respondents think TTC should improve travel time and stop spacing

Destinations suggested to have a stop

- **Burnhamthorpe** for easy access during the daytime.
- **Dundas St West & Shorncliffe Rd**
- **Jetliner Road stop northbound** should be restored to the airport entrance roadway. The current detour via Airport Road and Silver Dart Drive is very circuitous and time consuming, adding 5+ minutes to travel time at peak periods.
- **Kipling**
- **Midtown**
- **Pearson Airport** was suggested multiple times. One respondent said to only have a stop at **Viscount Station** instead of serving each terminal.
- **Renforth Station** (future LRT, currently MiWay BRT/GO hub).

Areas along the express bus route suggested to improve travel time and stop spacing

- **Highway 427** should be used instead of Dixon Road for faster access to the airport.
- **Airport Road stops** before the terminals add unnecessary time and should be removed for a more direct trip.
- **Dundas/East Mall** stop was described as very seldom used and should be removed.
- Others said **Kipling, Terminal 1, and Terminal 3** are the only stops needed on the route so that the route remains a direct route to the airport, improving travel time.

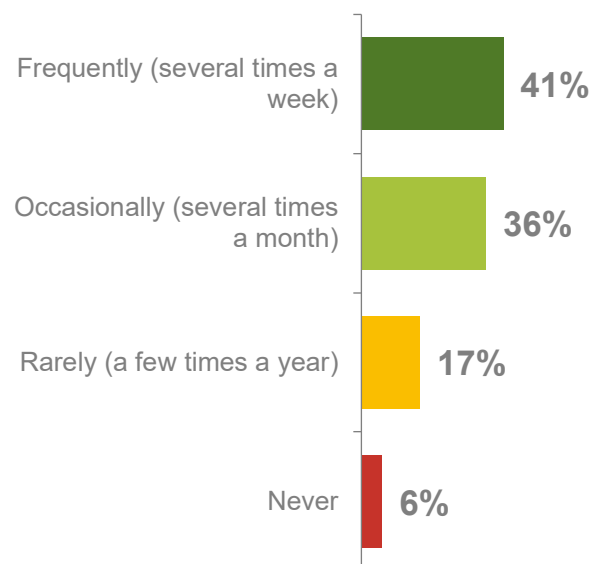
Other feedback

- Daytime service should be provided, not only after 4 pm. Others suggested having a 24-hour service.
- Highway traffic often slows the bus; a bus-only lane was suggested to improve reliability.
- Extend the 900 Airport Express to Long Branch.
- Frequency and reliability should be improved. There are reliability issues in the afternoon, evening, and night, with buses often very late.
- Better wayfinding at Pearson Airport is needed.

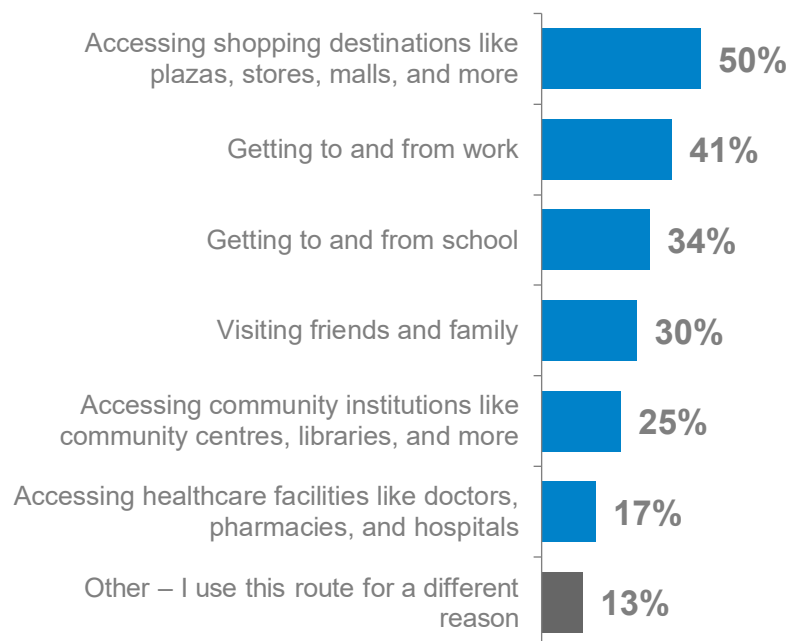
902 Markham Rd Express

A total of 64 respondents answered questions for this express bus.

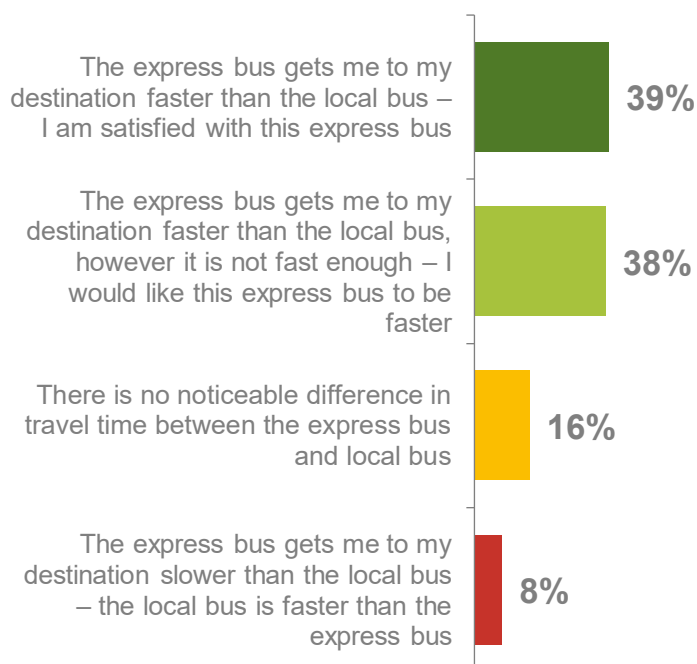
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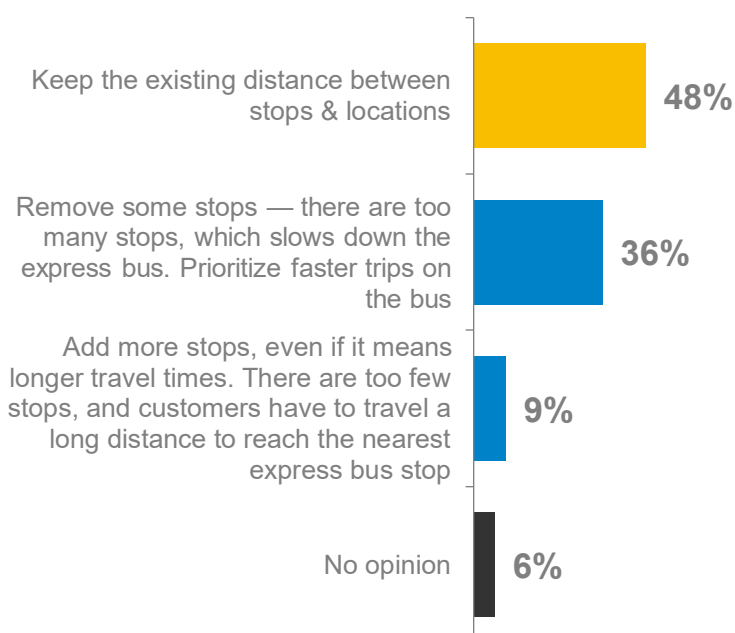
Q2: What do you use this express route for?



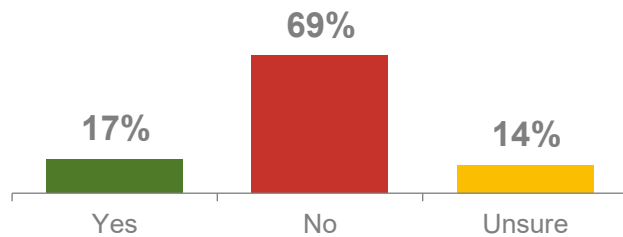
Q3: Thinking about in-vehicle travel time, how does this express bus compare to the local bus on the same route?



Q4: To help us understand your preferences around distance between express stops and express stop locations, which of the following statements best reflect your preference?

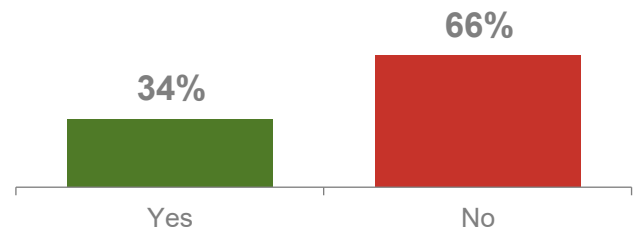


Q5: Are there important destinations near or along this express bus route that you think should have a stop but currently do not?



See below for destinations respondents think should have a stop

Q6: Are there specific areas along this express bus route where the TTC should improve travel time or adjust the distance between stops?



See below for areas where respondents think TTC should improve travel time and stop spacing

Destinations suggested to have a stop

- Cedarbrae Library
- Industrial areas in Markham and Steeles
- North Woodrow Blvd
- Scarborough GO Station

Areas along the express bus route suggested to improve travel time and stop spacing

- **General stop spacing suggestion.** Several said more stops should be removed so average spacing is 1 km, with service only at major intersections (e.g., Lawrence, Ellesmere, Centennial College, Sheppard, Finch, Progress, McCowan, Birchmount, and Warden Station) to make the route faster. Specific stops suggested to be removed along this route include:
 - **Brimley Rd and Brimorton Dr.** Stops should be removed since Ellesmere Rd and Kingston Rd are nearby.
 - **North of McLevin Ave.** Remove stops on Passmore Ave and Nashdene Rd since service is duplicated by the 102.
 - **Parkcrest Crescent**
- **Warden Station.** Improve left-turn signal timing at St. Clair and scheduling; buses are often late or missing.
- **Centennial College.** Several said service through the campus adds significant delay; suggested either bypassing or creating a separate branch to speed up trips.
- **Ellesmere to Eglinton.** Identified as a stretch needing improvement.
- **Lawrence to Ellesmere.** Heavy volumes slow service; consider targeted solutions for this section.
- **South of Markham Rd/Kingston Rd and north of Centennial College.** Identified as needing improvements.
- **Sheppard to Progress Avenue.** Bunching occurs around Centennial College, with 2–4 buses arriving together.

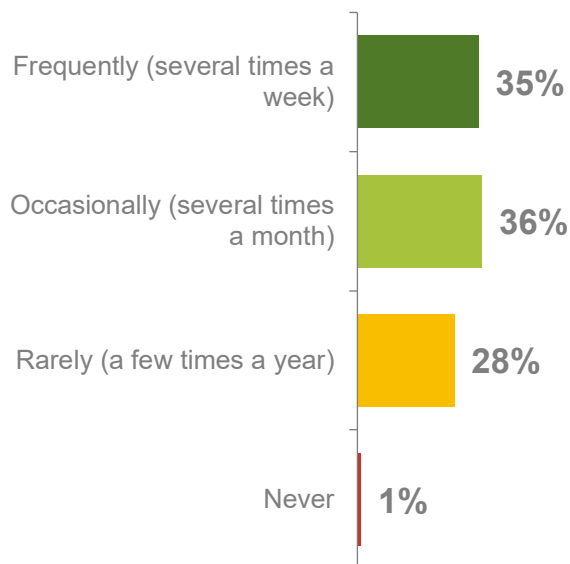
Other feedback

- Frequency and reliability should be improved. Buses should arrive every 10 minutes and avoid bunching.
- More all-day, evening, and weekend service is needed.
- Several said the 902 Markham Rd Express should replace the slow 102D north of Steeles in coordination with YRT.

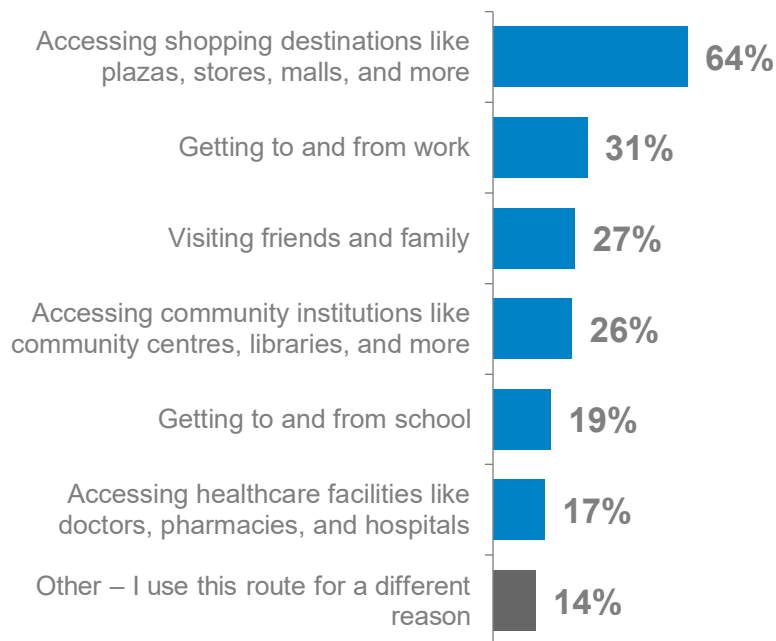
903 Kennedy Stn-Scarborough Express

A total of 106 respondents answered questions for this express bus.

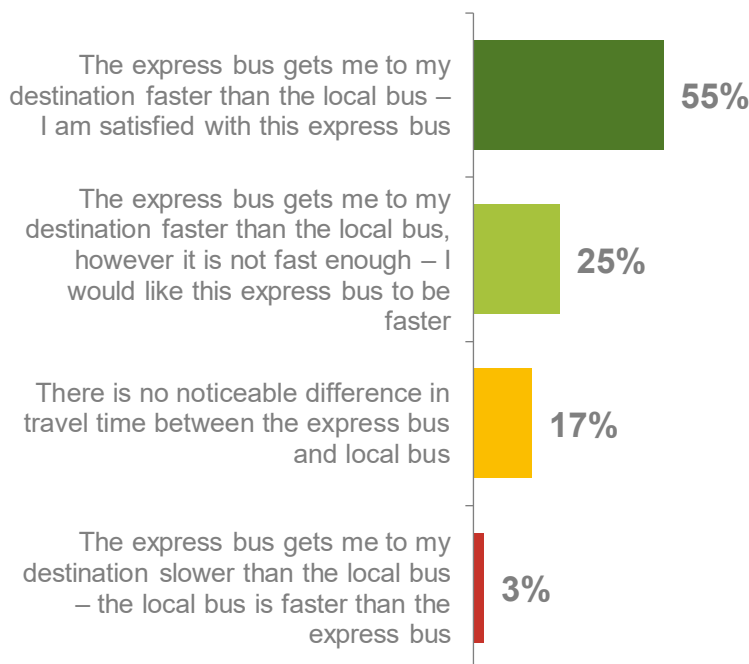
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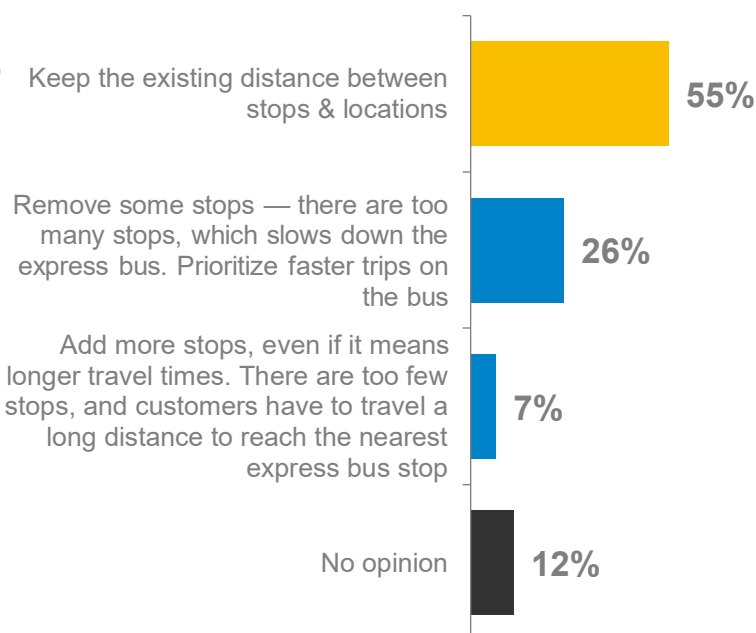
Q2: What do you use this express route for?



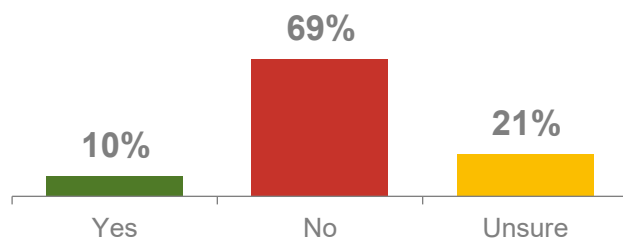
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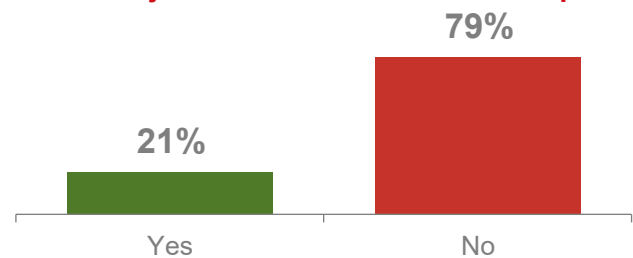


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See below for destinations respondents think should have a stop

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See below for areas where respondents think TTC should improve travel time and stop spacing

Destinations suggested to have a stop

- **Eglinton Avenue West**
- **Progress Avenue and Consilium Place**
- **Sandhurst Circle South**
- **Tara (south of Lawrence East Station).** The respondent acknowledged that this stop is already planned once the busway is open.
- **U of T Scarborough**

Areas along the express bus route suggested to improve travel time and stop spacing

- **General stop spacing suggestion.** Several said there are too many stops, making the 903 slower than driving. Suggestions included making it non-stop or super express between Kennedy Station and Scarborough Centre Station, or only stopping at Lawrence in between. Specific stops suggested for removal along this route include:
 - **Triton Rd**
 - **Ellesmere RT Station loop**
- **Scarborough Centre Station.** Identified as an area where travel time should be improved.
- **Kennedy Station to Lawrence.** Identified as a stretch where stop spacing or travel time should be improved.
- **Eglinton Avenue (approaching Kennedy Station).** Described as a mess right now due to traffic.
- **Transway Crescent.** Suggested for use by Line 3 replacement routes (903, 904, 939, 129, 131, 133, 38/938) to reduce delays and avoid looping through Kennedy Station.
- **Consilium Place.** Suggested that eastbound routing follow the 134 Progress route to use Consilium Place, as it is faster than the current routing.

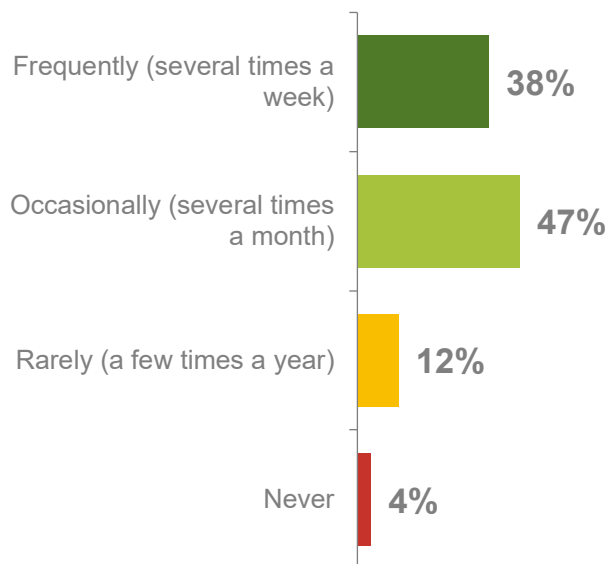
Other feedback

- Frequency of arrival should be improved. One respondent recalled TTC's original promise of one bus every 50 seconds between Kennedy and Scarborough Town Centre and said service now falls far short of that.
- Increase service hours as they are currently too short.
- Respondents said drivers are sometimes slower than local buses, and buses need dedicated lanes and full signal priority.
- One respondent said this route should be discontinued given the number of express buses already running between Kennedy Station and Scarborough Town Centre.

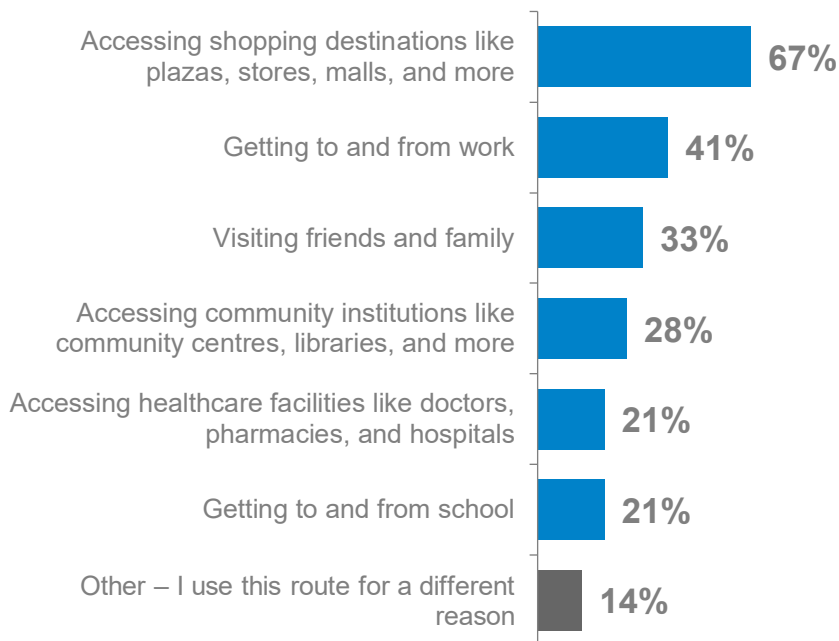
904 Sheppard Kennedy Express

A total of 103 respondents answered questions for this express bus.

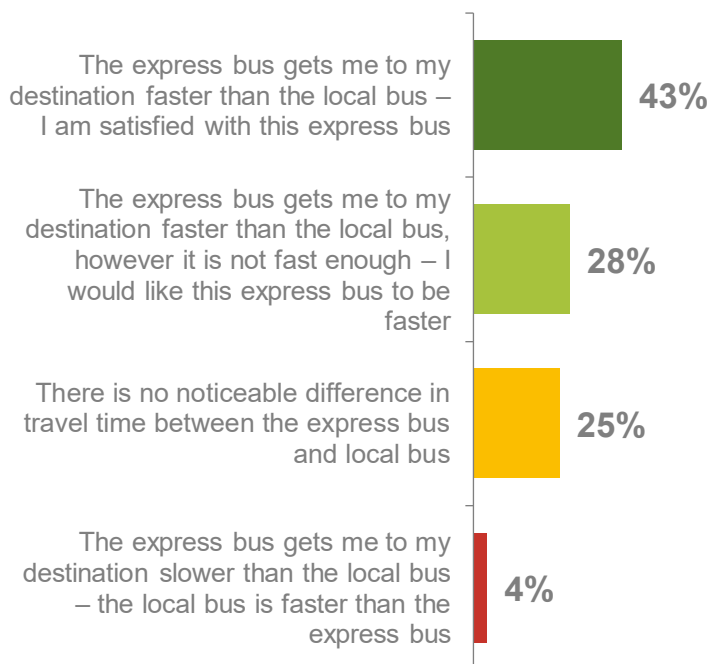
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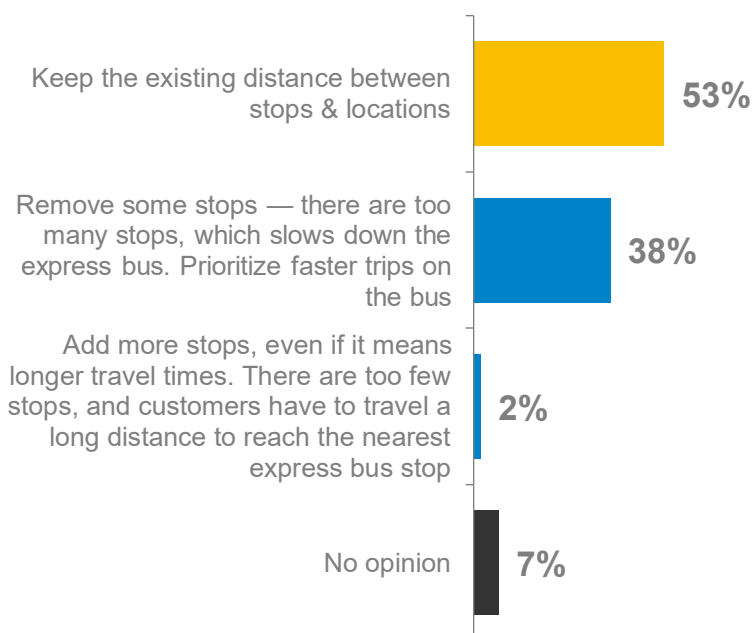
Q2: What do you use this express route for?



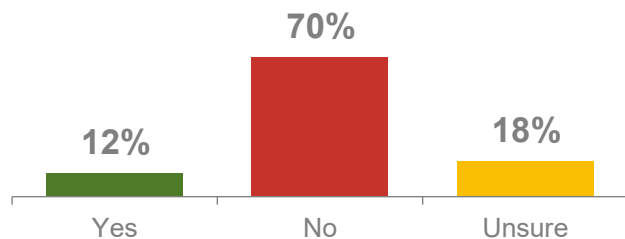
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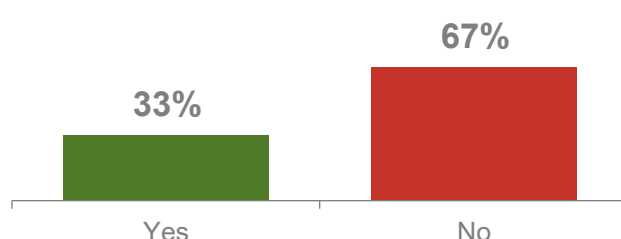


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See below for destinations respondents think should have a stop

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See below for areas where respondents think TTC should improve travel time and stop spacing

Destinations suggested to have a stop

- **Brian Drive at Sheppard Avenue East**
- **Brimley Road between Midland and Scarborough Centre**
- **Kennedy Station**
- **McCowan and Sheppard.** One respondent said the 904 should go here before Scarborough Town Centre, though they also noted increasing service on the 985 Sheppard East Express would be a better solution.
- **Midland Avenue between Sheppard Avenue East and Brimley Road**
- **Sheppard Avenue East at Heron's Hill Way** for its connection to GO Transit buses.
- **York Region border routes.** Suggested connections to routes such as the Warden Express.

Areas along the express bus route suggested to improve travel time and stop spacing

- **General stop spacing suggestion.** Several said there are too many stops along Sheppard Avenue, making the 904 only slightly faster than the local 85. Suggestions included consolidating stops and only serving major intersections such as Victoria Park, Warden, Kennedy, and Agincourt GO Station. Specific stops suggested for removal along this route include:
 - **Allanford Road**
 - **Pharmacy Avenue**
 - **Birchmount Road**
 - **Brian Drive / Consumers Road**
 - **Reidmount Avenue**
 - **Midland and Kennedy stops**
 - **GO Station stop at Agincourt** (with a suggestion to combine with Kennedy & GO Agincourt)
- **Don Mills to Warden.** Identified as a section needing faster travel times.
- **Don Mills Station area.** Heavy congestion between Victoria Park and Don Mills Station increases travel times; suggestions included re-routing, dedicated lanes, or transit priority signals.
- **Near Fairview Mall / Highway 404.** Bus lanes were suggested to improve travel times.
- **Brimley Road and Progress Avenue.** The left turn at this intersection was described as taking several minutes.
- **Kennedy Station.** Some suggested removing the 904's trip to Kennedy Station as other buses already provide this connection.
- **Routing alternatives.** Suggestions included diverting via Brimley/Progress instead of Midland/Progress, or re-routing via McCowan to Sheppard Avenue East (similar to the 939 Finch Express).

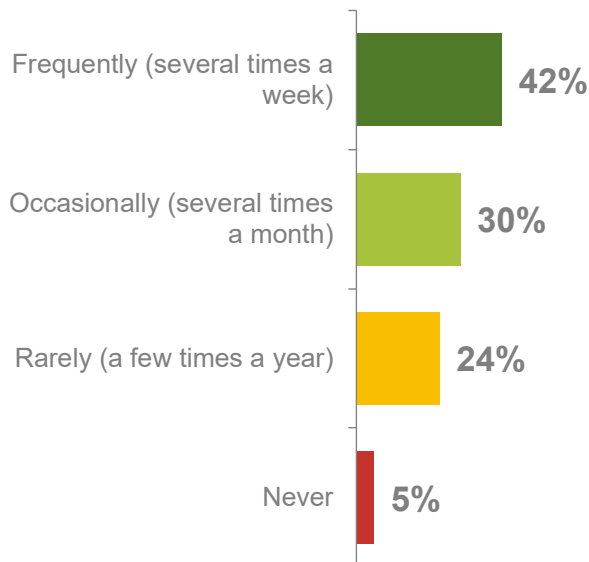
Other feedback

- Express lanes and full signal priority along Sheppard were suggested.
- Respondents said buses and drivers are sometimes slower than local service.
- Several said service is scheduled for articulated buses, but standard buses are often used instead, leading to overcrowding.

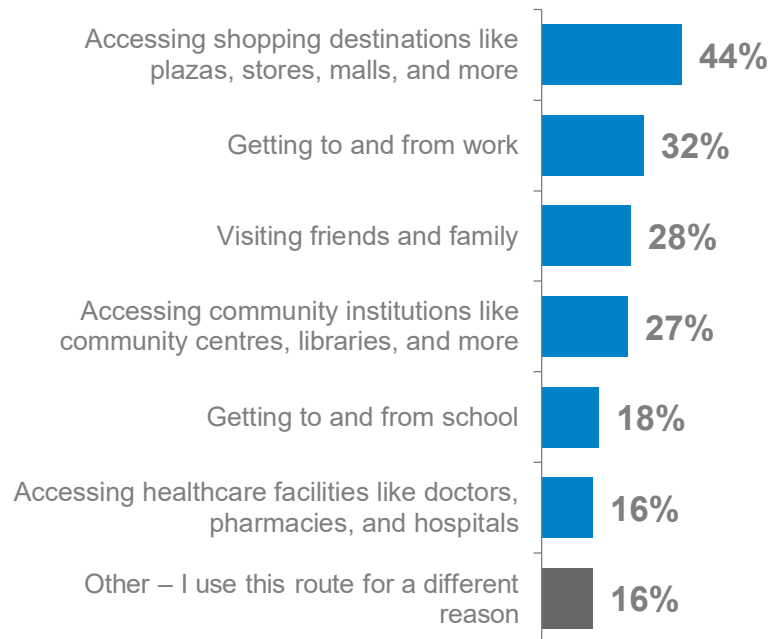
905 Eglinton East Express

A total of 88 respondents answered questions for this express bus.

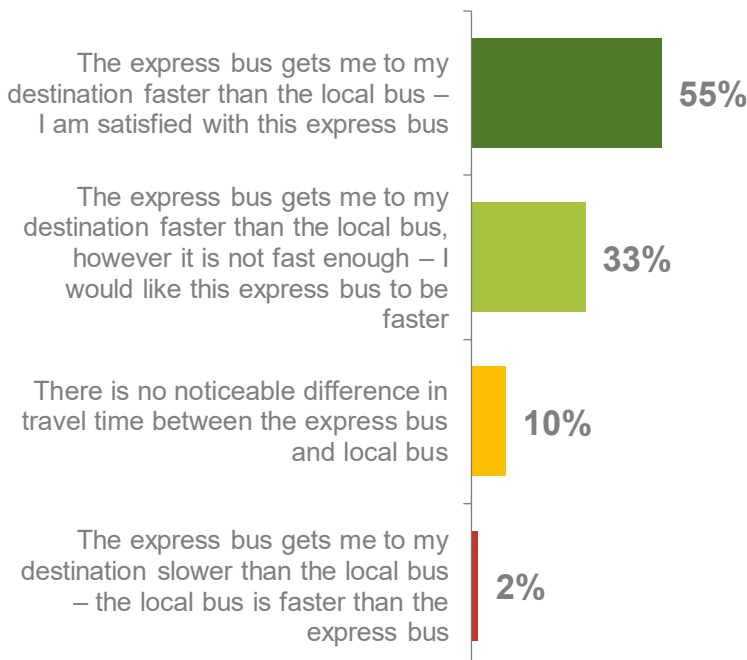
Q1: How often do you use this express bus route?



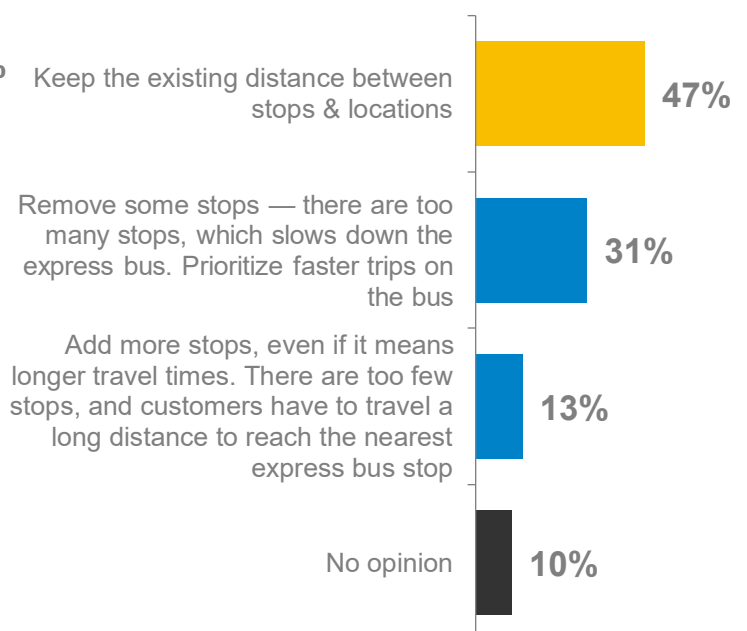
Q2: What do you use this express route for?



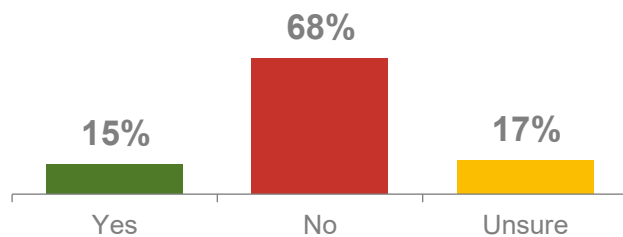
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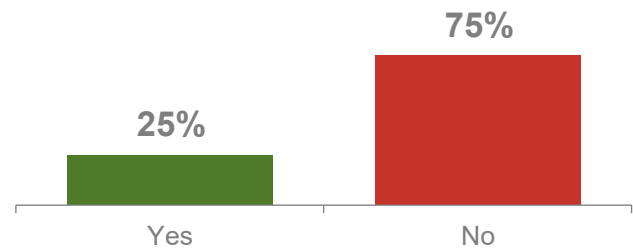


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See below for destinations respondents think should have a stop

Q6: Are there specific areas along this express bus route where the TTC should improve travel time or adjust the distance between stops?



See below for areas where respondents think TTC should improve travel time and stop spacing

Destinations suggested to have a stop

- **Cedar Drive**
- **Conlins Road and Sheppard Avenue East (Rouge Valley Community Centre)**
- **Danforth Road.** One person suggested the bus should go up Danforth to GO, noting the Danforth bus is too slow in winter.
- **Kingston Road and Eglinton Avenue.** One respondent noted it used to stop here and questioned why it was removed, pointing out that it is a major intersection with several nearby apartments and condos.
- **Kingston Road and Scarborough Golf Club Road**
- **McCowan and Eglinton.** Suggested to reinstate an express stop here.
- **Morningside Avenue.** Suggestion to either create a dedicated Morningside Express bus (906 or 916) with articulated buses, or add a 905 branch to Finch & Morningside.
- **Near Military Trail**

Areas along the express bus route suggested to improve travel time and stop spacing

- **General stop spacing suggestion.** Several said there are too many stops, particularly between Kennedy Station and Morningside, making the 905 slower despite overlap with the 86/986. Reducing stops along this route would improve travel time, especially for U of T Scarborough students. Specific stops to remove along this route included:
 - **Cromwell Road.** Remove this stop as it has fewer riders.
 - **West Hill Collegiate stop.** Remove it, or post enforcement there around school times.
 - **Midland and Eglinton**
 - **Less stops along Ellesmere after Morrish**
 - **Along Kingston Road.** Several said there should be fewer stops along this section.
 - **Along Eglinton Avenue East.** There are too many stops in general, and traffic is an issue when buses leave and approach Kennedy Station.

However, some suggested to add stops along this route, including at:

- **Kingston Road and Eglinton Avenue.** Add this stop to improve access.
- **Between Danforth Road and Midland Avenue.** Add a stop here, since the 86 and 116 are often full by the time they reach Danforth.
- **U of T Scarborough.** Identified as a key area requiring better travel time and fewer stops.
- **Bellamy Road and Eglinton GO.** Suggested moving the stop past the traffic light to improve flow, and increasing frequency to and from this station.
- **Kennedy Station to Eglinton GO Station.** Identified as a stretch needing improvement.
- **East of U of T Scarborough.** Identified as needing improvement.
- **Danforth/McCowan area.** Wait time here is too long with no Danforth bus connection.

Other feedback

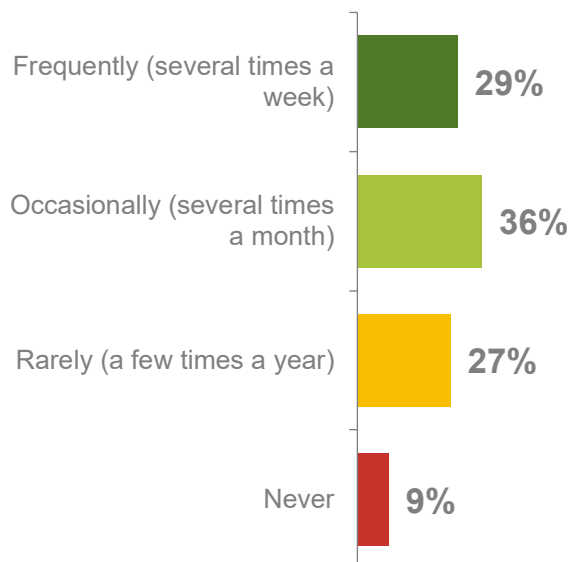
- Buses should come more often, especially given overcrowding on local routes like the 86.

- Increase service on local routes such as the 86 and operate the 905 similar to the 986 with the same stop allocation.
- Respondents said the dedicated bus lanes have improved service.
- Buses and drivers were described as too slow at times; more rapid service is needed.
- One suggested adding more subway lines to avoid reliance on buses and prevent gridlock.

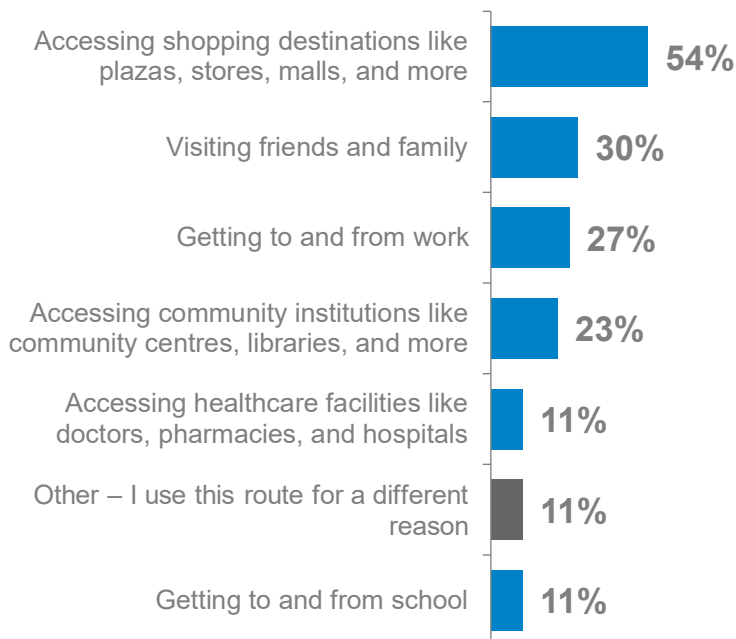
924 Victoria Park Express

A total of 56 respondents answered questions for this express bus.

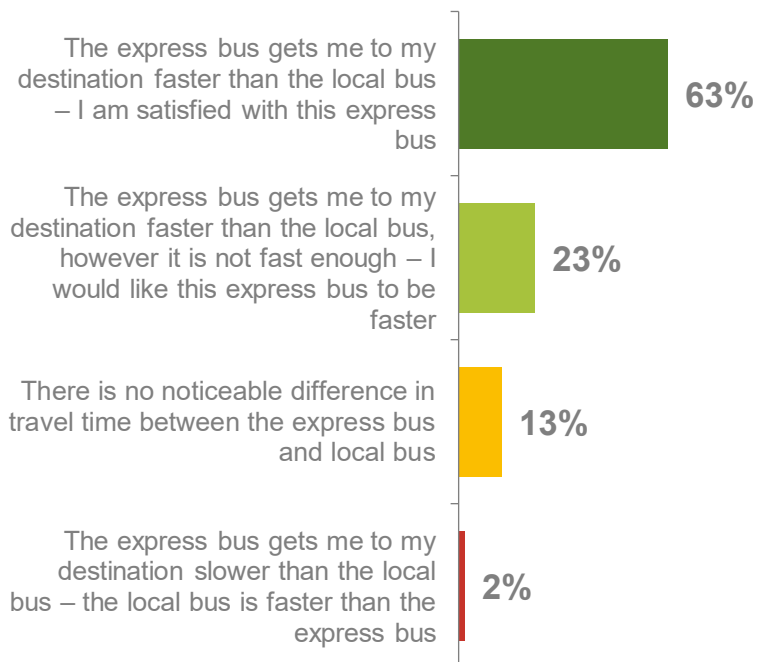
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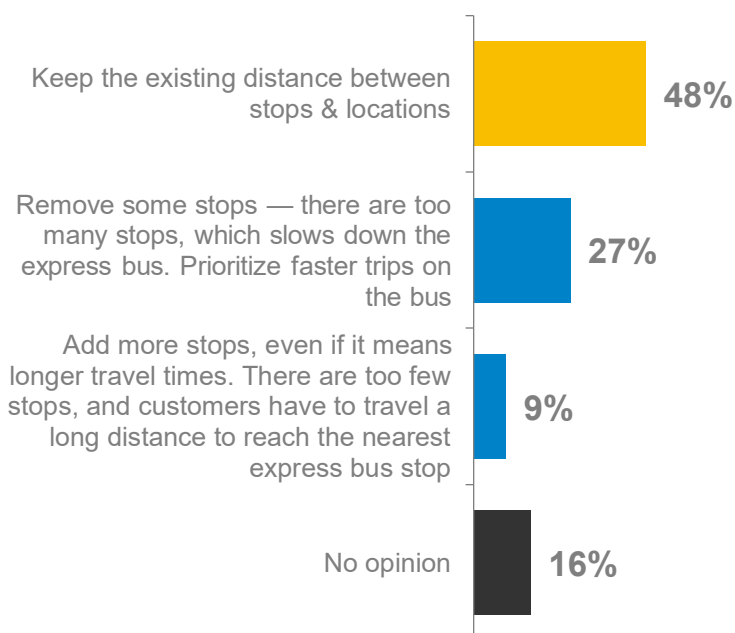
Q2: What do you use this express route for?



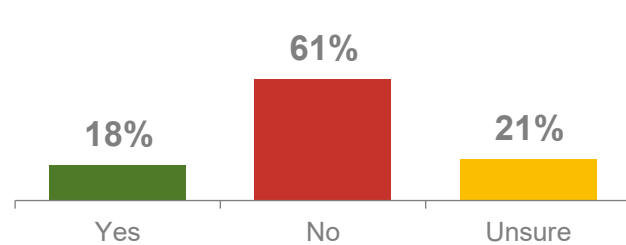
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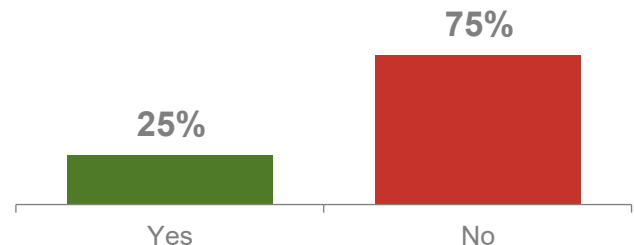


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See below for destinations respondents think should have a stop

Q6: Are there specific areas along this express bus route where the TTC should improve travel time or adjust the distance between stops?



See below for areas where respondents think TTC should improve travel time and stop spacing

Destinations suggested to have a stop

- **Dawes Road**
- **Eglinton Avenue West**
- **Huntingwood**
- **North before Ellesmere**
- **Steeles Avenue extension.** Suggested to extend the route a couple of stops along Steeles to Milliken GO, with a stop at Warden, to improve GO and business area connections.
- **Van Horne**
- **Victoria Park**

Areas along the express bus route suggested to improve travel time and stop spacing

- **General stop spacing suggestion.** Several said some stops are unnecessary or too close together, slowing the route. Specific stops to remove along this route included:
 - **O'Connor Drive.** Too close to Eglinton and not well used.
 - **York Mills Road.** Not well used; Parkwoods/Ellesmere nearby already has a stop.
 - **Rowena Drive**
 - **Pachino Boulevard**
 - **Gordon Baker Road**
- **Between O'Connor and Eglinton.** Respondents said too much time is wasted here due to long signal waits; suggested either reducing stops or adding signal priority.
- **Between St. Clair and Victoria Park Station.** The road is only one lane each way; if the 924 is stuck behind the 24, it runs like a local bus. Suggested allowing the 924 to pass the 24.
- **O'Connor to Jonesville.** Buses take too long to get through the three lights.
- **Finch to Sheppard.** Buses can travel very quickly here but sometimes slow down artificially to meet the schedule; suggested allowing buses to run at their natural speed.
- **Eglinton Avenue East and Victoria Park Avenue.** Suggested adding signal priority measures at this intersection.
- **Steeles.** Identified as an area needing improvement.

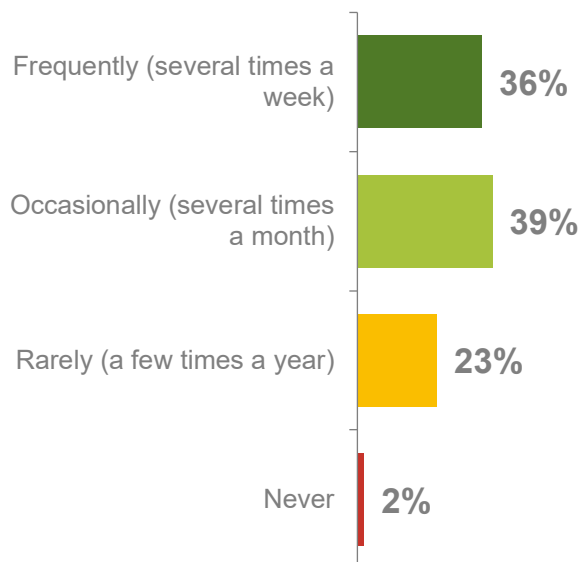
Other feedback

- Extend service hours (past 7 pm) and add mid-day service.
- 924's limited hours reduce the route's usefulness. The 24 Victoria Park is very slow and crowded on weekends.
- Ensure express service operates when the parallel local (24 Victoria Park) has frequent headways (10 min or better). Respondents requested improved timed transfers with the 985 Sheppard East Express at Victoria Park & Sheppard.

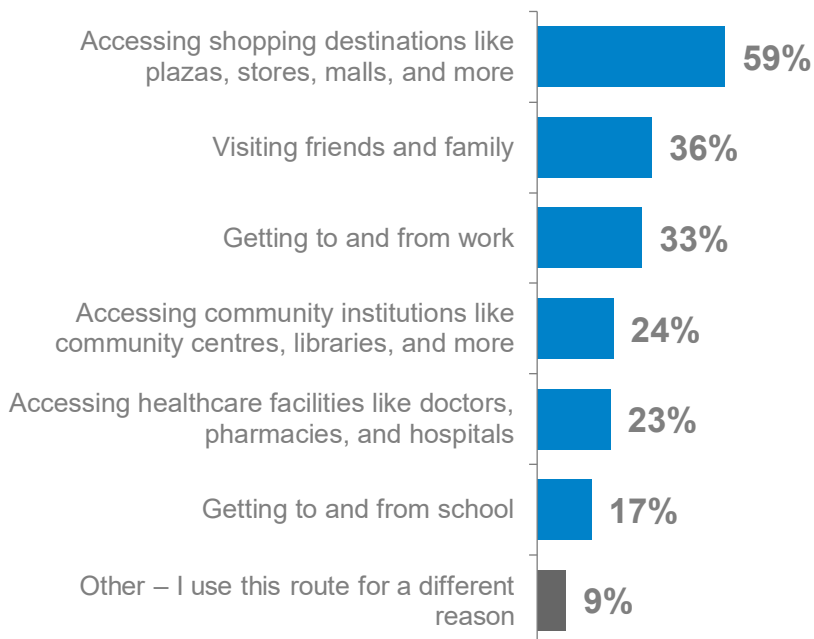
925 Don Mills Express

A total of 191 respondents answered questions for this express bus.

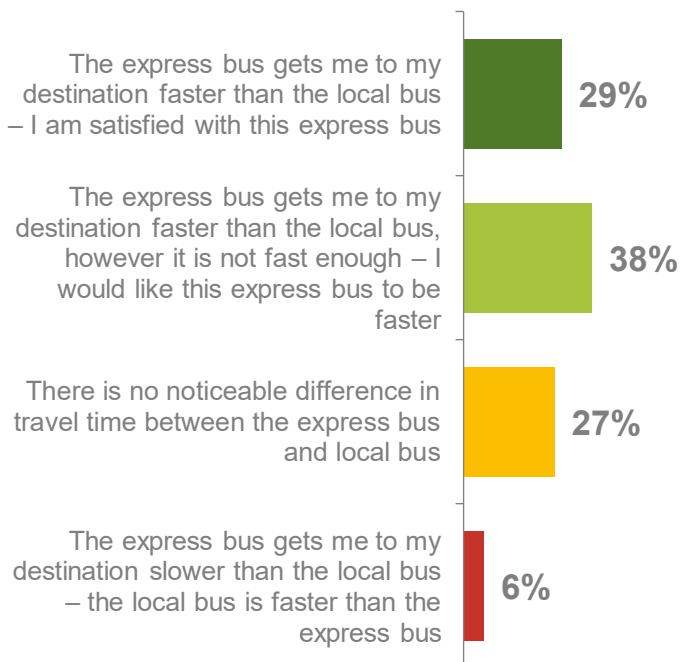
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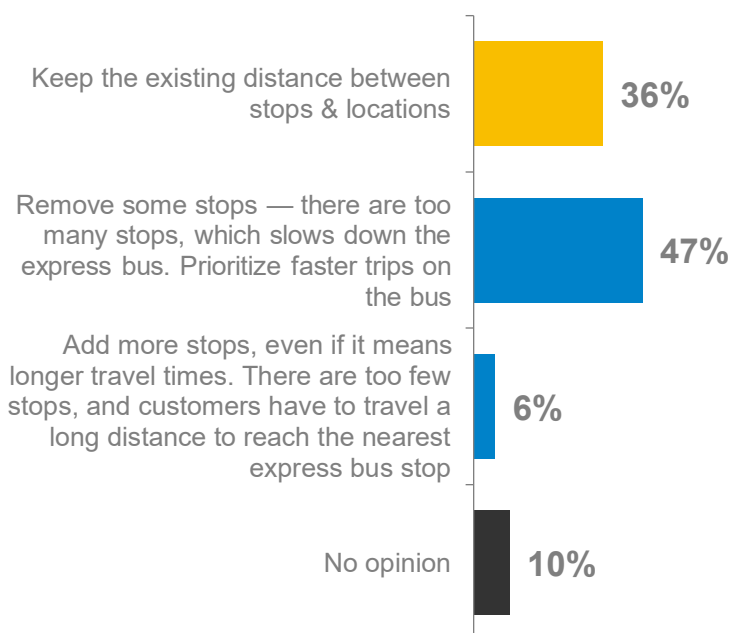
Q2: What do you use this express route for?



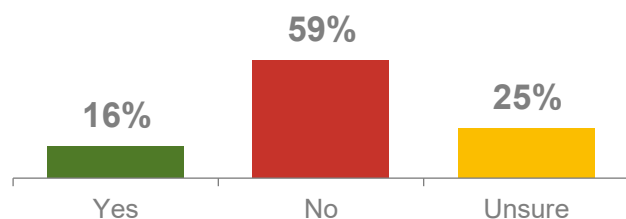
Q3: Thinking about in-vehicle travel time, how does this express bus compare to the local bus on the same route?



Q4: To help us understand your preferences around distance between express stops and express stop locations, which of the following statements best reflect your preference?

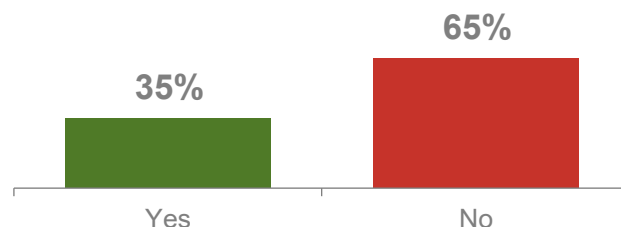


Q5: Are there important destinations near or along this express bus route that you think should have a stop but currently do not?



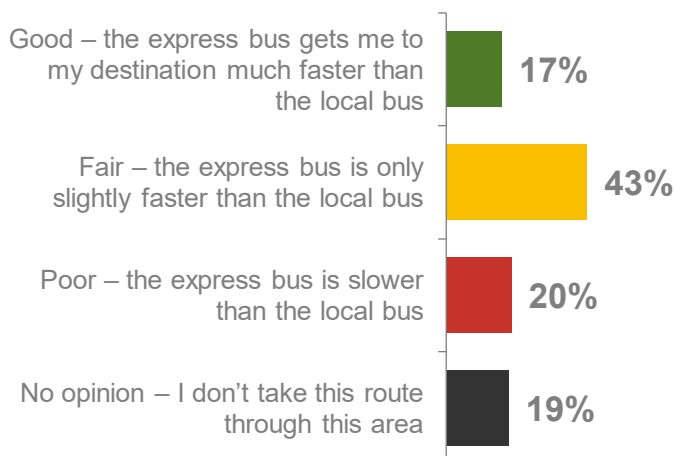
See below for destinations respondents think should have a stop

Q6: Are there specific areas along this express bus route where the TTC should improve travel time or adjust the distance between stops?

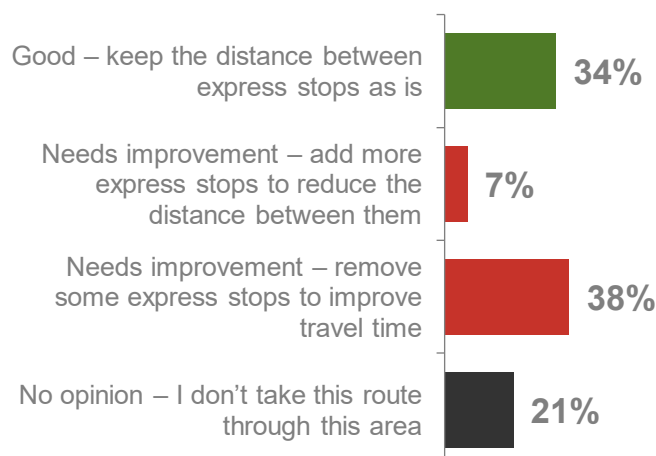


See below for areas where respondents think TTC should improve travel time and stop spacing

Q7: How would you rate the in-vehicle travel time south of Eglinton Ave E on the 925 Don Mills Express?



Q8: How would you rate the distance between express stops south of Eglinton Ave E on the 925 Don Mills Express?



Destinations suggested to have a stop

- **Broadview & Cosburn or Mortimer**
- **Broadview Station**
- **CF Shops at Don Mills (Clock Tower Road)**
- **Don Mills Road at Gateway Boulevard**
- **Fairview Mall**
- **Helen Lu Road**
- **Mallard Road / Farmcote Road**
- **Millwood at Overlea (west side)** for transfers to 56 Leaside and 88 South Leaside.
- **Pape & O'Connor**
- **Premier Davis Boulevard**
- **Thorncliffe Costco (46 Overlea Boulevard)**
- **Wynford Drive**

Areas along the express bus route suggested to improve travel time and stop spacing

- **General stop spacing suggestion.** Several said there are too many stops and that stops not connecting to other TTC routes should be removed; only major intersections should be served by this route. Specific stops to remove along this route included:
 - **Barber Greene Road / Green Belt Drive**
 - **Cosburn Avenue** (served by multiple routes; constrains traffic at a one-lane stop)
 - **Eglinton Avenue East at Don Mills Road** (duplicate near-/far-side express stops; remove one)

- **Godstone Road**
- **Havenbrook** (described as underused)
- **Overlea Boulevard** at Thorncliffe Park East
- **St. Dennis Drive** (move to Gateway Boulevard)
- **Stop between Van Horne Avenue and Don Mills Station**
- **The Donway**

However, some suggested to add stops along this route, including at:

- **CF Shops at Don Mills** (Clock Tower Road)
- **Helen Lu Road** (to improve the “transitional area” to Finch Avenue)
- **Between Broadview Station and Eglinton Avenue East.** Identified repeatedly for slow travel; some suggested removing Cosburn Avenue or going direct to the Thorncliffe stop.
- **Thorncliffe / Overlea area.** Turning onto Overlea can take up to 20 minutes; improve left-turn priority from Overlea onto Don Mills; construction is causing severe delays.
- **South of Eglinton Avenue East.** Very slow through Leaside Bridge / Millwood / Overlea due to Ontario Line construction; some suggested using Don Mills Road directly to O’Connor to bypass Thorncliffe Park.
- **Pape to Eglinton.** Identified as needing travel-time improvements.
- **Overlea to Eglinton.** Identified as needing travel-time improvements.
- **Don Mills Station area.** Between Finch Avenue and Don Mills Station; also between Don Mills Station and Steeles—improve running time.
- **York Mills Road segments.** Between York Mills & Lawrence, and York Mills & Sheppard—too many stops / needs faster operation.
- **Between Steeles Avenue and Sheppard Avenue.** Suggested pattern of stopping only at Finch to improve speed.
- **O’Connor turn.** The turn near O’Connor is difficult and slows service.
- **Barber Greene Road / Green Belt Drive to St. Dennis Drive.** Identified for improvement.
- **After the Overlea Bridge.** Identified for improvement.

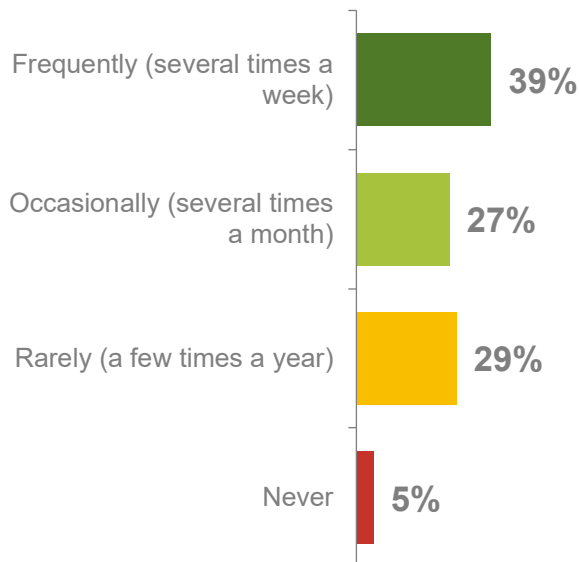
Other feedback

- Increase frequency. Respondents said there are wide gaps of service for this route.
- Several said traffic volume is the main constraint, not stop spacing; exclusive transit lanes are needed for meaningful speed gains. Others suggested to convert HOV lanes to red bus-only lanes, add bus-only turning lanes, and implement/enforce transit signal priority (including better advance greens).
- Enforce HOV/bus lane rules by Toronto Police.
- Increase service into evenings and weekends, especially for Fairview Mall closing times.
- Maintain the Graydon Hall stop given the density in the area.
- Add a Don Valley Parkway segment from Broadview Station to Overlea/Don Mills to speed service. Construction on Don Mills/Thorncliffe has slowed trips, and many noted that 925 Don Mills Express buses often arrive back-to-back.
- Consider a DVP super-express. Use the Don Valley Parkway between Eglinton and O’Connor (especially off-peak/weekends) to speed Line 4 to Line 2 trips and relieve Line 1.
- Line 2 connection. Some prefer Broadview permanently; others suggested Donlands instead of Broadview due to congestion.
- Short-turn / truncate during construction. Very few trips reach north of Don Mills Station at peaks because of construction south of Eglinton; consider truncating at Don Mills Station or short-turning at Eglinton (e.g., when Line 5 opens).
- Consider having A/B branches stopping for minor express stops on this route.

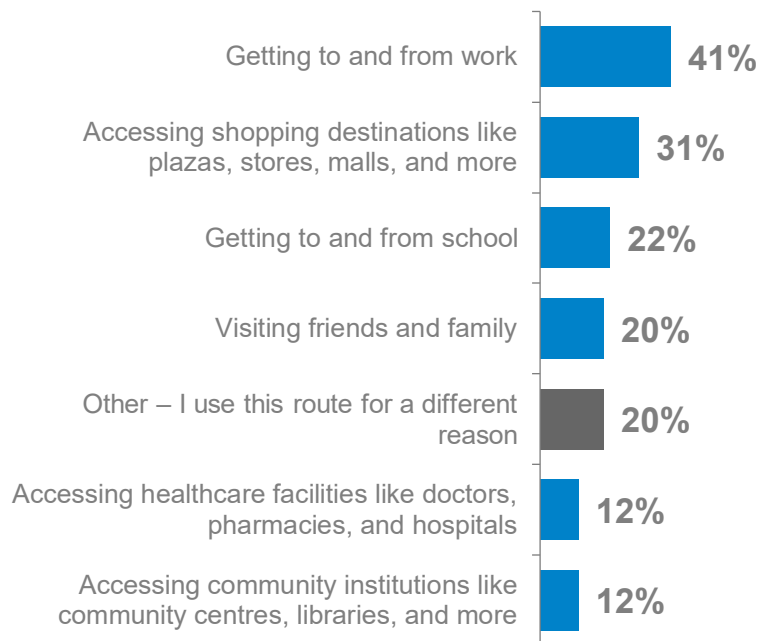
927 Highway 27 Express

A total of 59 respondents answered questions for this express bus.

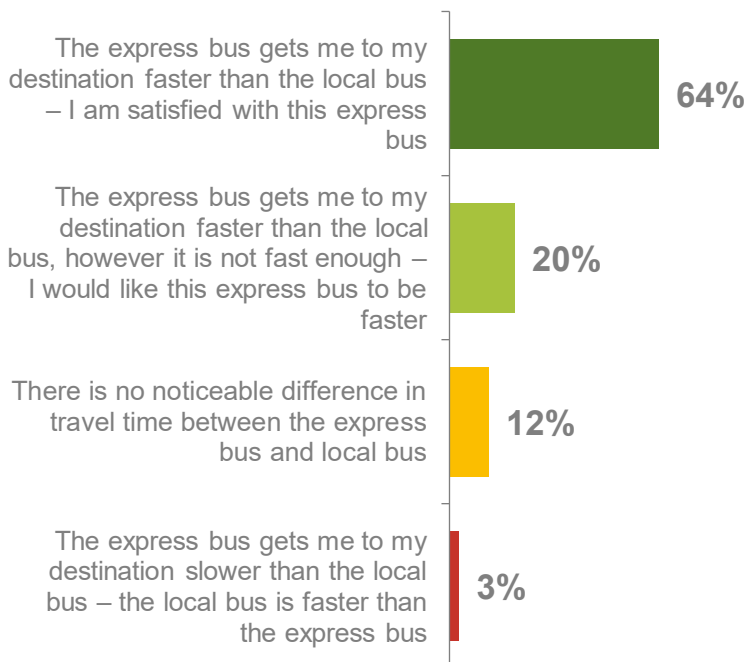
Q1: How often do you use this express bus route?



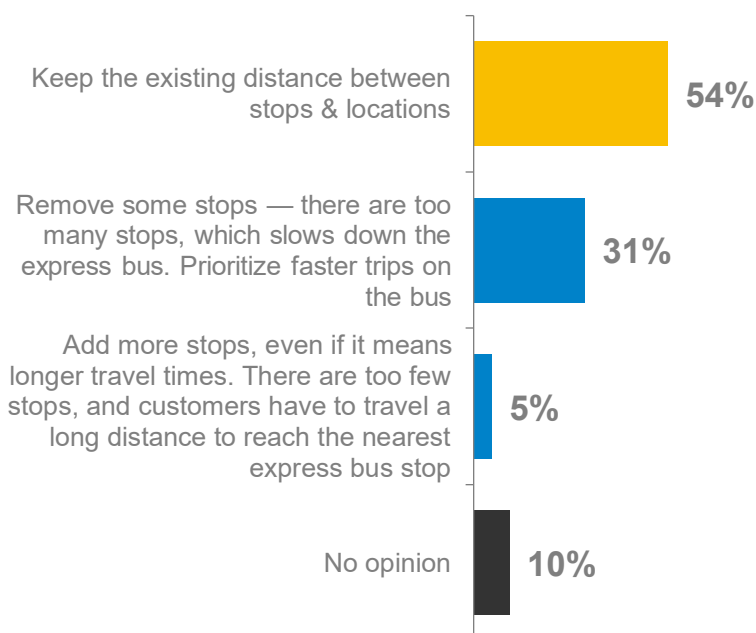
Q2: What do you use this express route for?



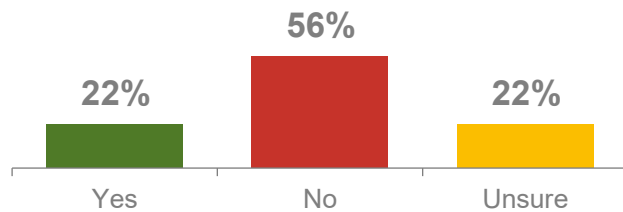
Q3: Thinking about in-vehicle travel time, how does this express bus compare to the local bus on the same route?



Q4: To help us understand your preferences around distance between express stops and express stop locations, which of the following statements best reflect your preference?

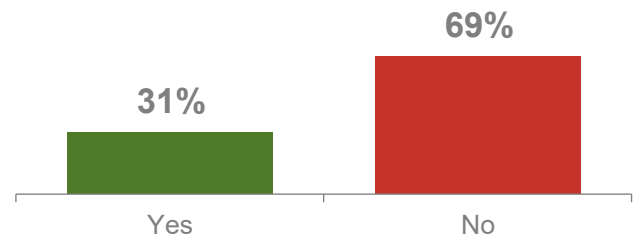


Q5: Are there important destinations near or along this express bus route that you think should have a stop but currently do not?



See below for destinations respondents think should have a stop

Q6: Are there specific areas along this express bus route where the TTC should improve travel time or adjust the distance between stops?



See below for areas where respondents think TTC should improve travel time and stop spacing

Destinations suggested to have a stop

- **Atwell Employment and Social Services**
- **Belfield Road & Highway 27** (an employment area)
- **Dundas Street West & Shorncliffe Road / Shaver Avenue** for connection to 123 Sherway connection
- **Highway 27 & Rexdale Boulevard**
- **Humber College Boulevard** for future Finch LRT transfers
- **Kipling Station**
- **Toronto Congress Centre**

Areas along the express bus route suggested to improve travel time and stop spacing

- **General stop spacing suggestion.** Several said there are too many stops north of Humber College; keep only major intersections and connecting buses. Specific stops to remove along this route included:
 - **Local stops north of Humber College** (particularly along Martin Grove Road and between Humber College and Steeles)

However, some suggested to add stops along this route, including at:

- **East Mall Crescent–Queens Plate Drive** (add a few stops before the highway segment so riders aren't "stuck" for the whole stretch)
- **Finch Avenue between Martin Grove Road and Humber College.** Improve travel time.
- **Kipling Station.** Improve adherence to departure times.
- **Martin Grove Road (north of Humber College).** Consider semi-express operation / remove local stops.
- **Woodbine Casino area.** Identified as needing improvement.
- **Martin Grove Road & Kipling Avenue.** Identified as needing improvement.
- **Humber to Martin Grove loop segment.** Identified as needing improvement.
- Make better use of under-utilized stops in the **Attwell Drive** portion for 927C

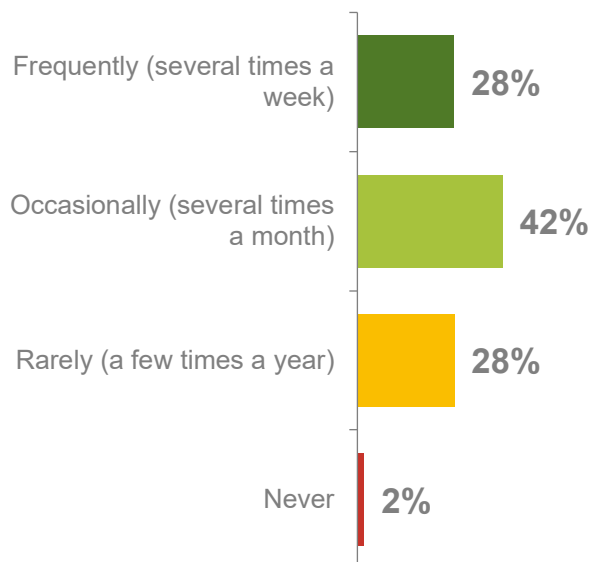
Other feedback

- Consider extending the route north to Highway 7 to connect with Viva Orange and Züm 501.
- Operate a consistent clockwise loop (west via Royal crest, north via Highway 27, east via Steeles, south via Martin Grove) to reduce rider confusion and better serve employment areas.
- Reinstate tokens and senior/student tickets.
- The 945 Kipling Express has stops about every 400 m like a local bus, and the 927 Highway 27 Express has too many stops on Martin Grove Road.
- Strong requests to restore articulated buses on branches 927B/D due to overcrowding.
- Implement bus lanes along Kipling, and ensuring the last 927 Highway 27 Express trip lines up with the last westbound subway at Kipling Station.

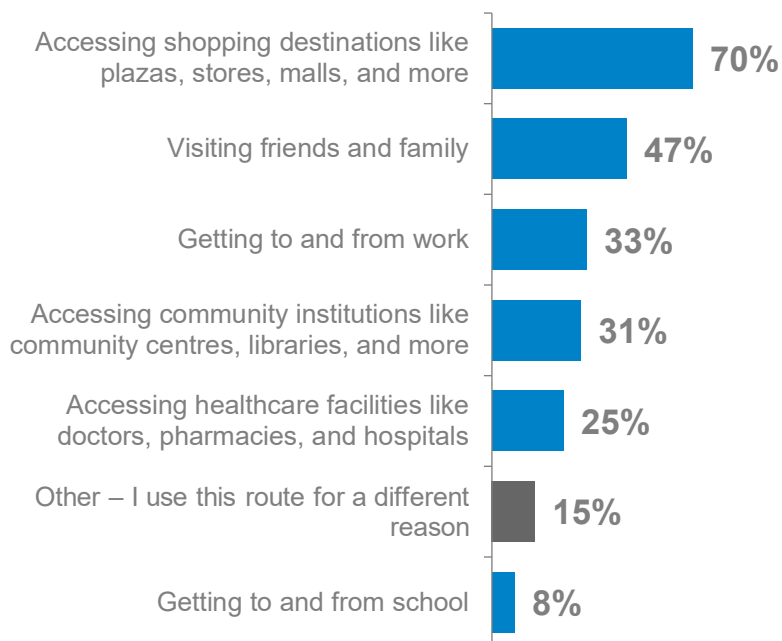
929 Dufferin Express

A total of 158 respondents answered questions for this express bus.

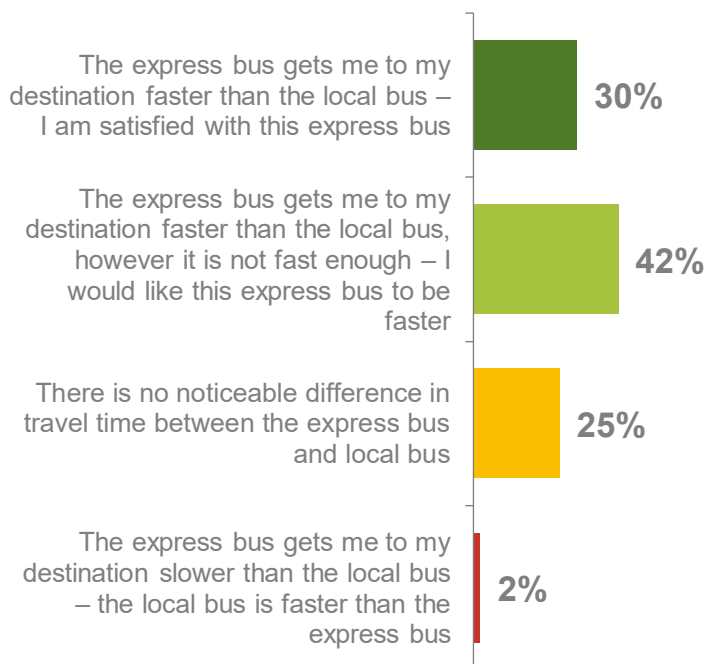
Q1: How often do you use this express bus route?



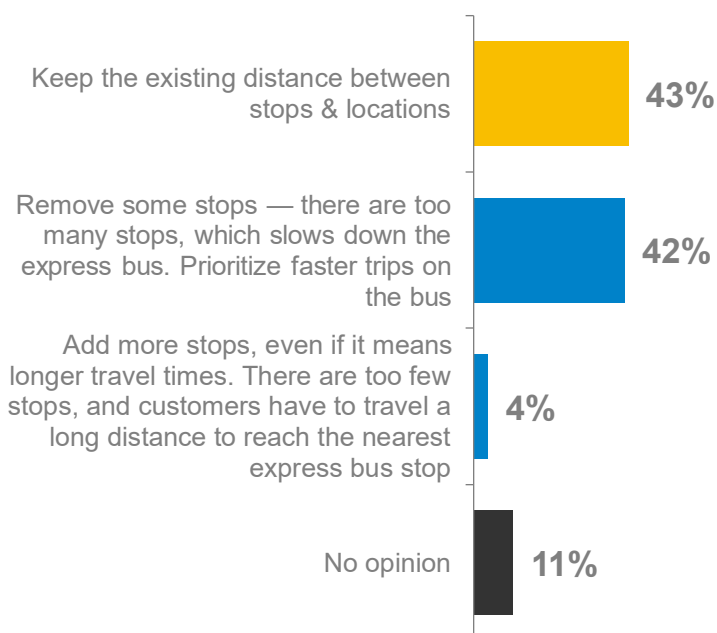
Q2: What do you use this express route for?



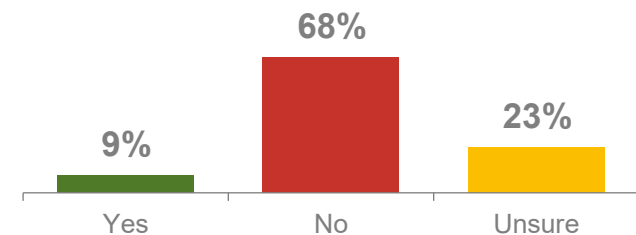
Q3: Thinking about in-vehicle travel time, how does this express bus compare to the local bus on the same route?



Q4: To help us understand your preferences around distance between express stops and express stop locations, which of the following statements best reflect your preference?

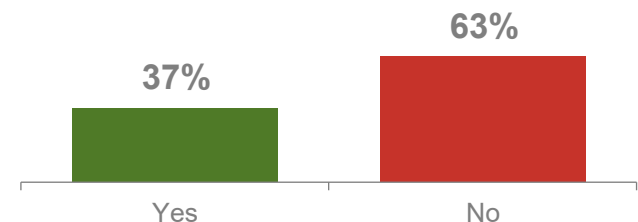


Q5: Are there important destinations near or along this express bus route that you think should have a stop but currently do not?



See below for destinations respondents think should have a stop

Q6: Are there specific areas along this express bus route where the TTC should improve travel time or adjust the distance between stops?



See below for areas where respondents think TTC should improve travel time and stop spacing

Destinations suggested to have a stop

- Billy Bishop Way (Costco)
- Davenport
- Dufferin Station
- Exhibition GO Station
- Medical buildings/facility along the route
- Regal School
- St. Clair streetcar connection
- Yorkdale Mall

Areas along the express bus route suggested to improve travel time and stop spacing

- **General stop spacing suggestion.** Many said there are too many stops, especially south of Bloor Street and around Dufferin Mall, and that the bus should stop only at major roads (e.g., Dupont, Bloor, College, Dundas, Queen, King). Specific stops to remove along this route included:
 - Dufferin Mall duplicates. Combine into one stop (remove either **Sylvan Avenue** or **Dufferin Park Avenue**).
 - **Liberty Street**
 - **Orfus Road, Glencairn Avenue, Castlefield Avenue, Rogers Road**
 - **Wilson Avenue**

However, some suggested to add stops along this route, including at:

 - **Between St. Clair West and Eglinton.** Add a stop so the walk isn't 20+ minutes if one is missed.
 - **Exhibition Station.** Bring back a nearer connection to Exhibition.
- **South of Bloor Street (near Dufferin Station).** Severe slowdowns with right-turn conflicts and limited space; improve priority and spacing.
- **Bloor to College.** Particularly slow; reduce the number of stops (remove Dufferin Park or Sylvan near the mall).
- **King to Dundas, and College to Bloor.** Add continuous bus lanes.
- **Exhibition to Dundas / Exhibition to St. Clair.** Slow due to traffic; extend to Exhibition GO with limited or no stops between Dufferin Gate and Exhibition.
- **Between Eglinton Avenue West and College Street (both directions).** Improve travel time.
- **Wilson Avenue to Eglinton Avenue West; Lawrence West to Bloor Street West.** Often a crawl, especially at rush hour.
- **South of Eglinton, and especially south of St. Clair.** Too many stops; operate with fewer.
- **Rogers Road to Dundas Street West.** Too many stops for the short distance.
- **Dufferin Street** is generally congested; RapidTO north of Bloor was mentioned as needed (push bus lanes north to Wilson).

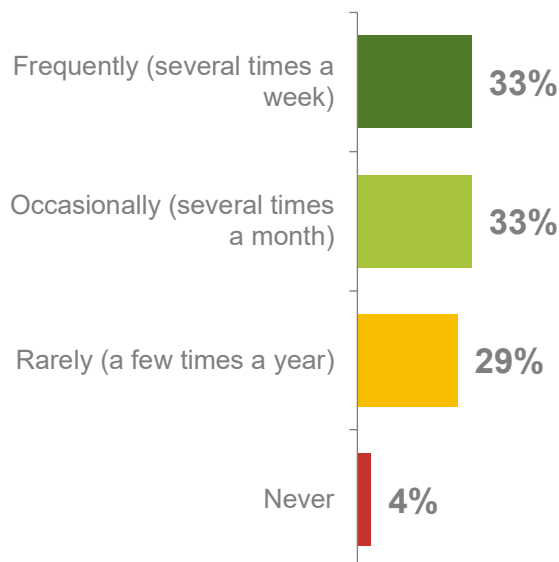
Other feedback

- Implement bus priority. Add/redesignate bus lanes (e.g., King to Wilson; King to Dundas; College to Bloor), add signal priority, and keep even spacing to avoid bunching.
- Extend the south terminus to Exhibition GO (with no stops between Dufferin Gate and Exhibition).
- Operate this route (and other express routes) all day, every day.
- Reduce crowding by improving frequency/capacity.
- Use data/AI to identify high-demand vs low-demand stops and adjust the pattern accordingly.
- At the Dufferin loop, riders find it frustrating not knowing whether the bus inside the loop or the one waiting northbound leaves first.
- Others shared experiences with crowding and traffic delays near Bloor, and some suggested running more 29 Dufferin local buses instead of 929 Dufferin Express where roads narrow.

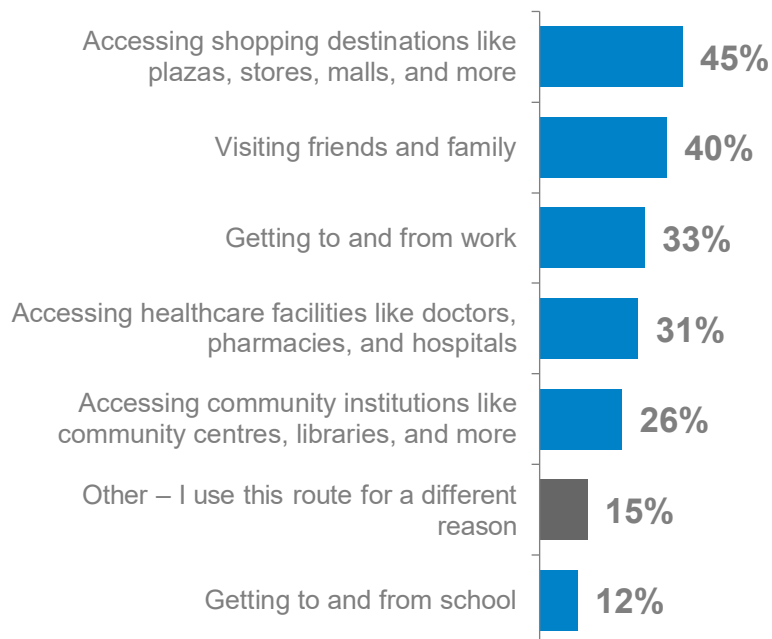
935 Jane Express

A total of 78 respondents answered questions for this express bus.

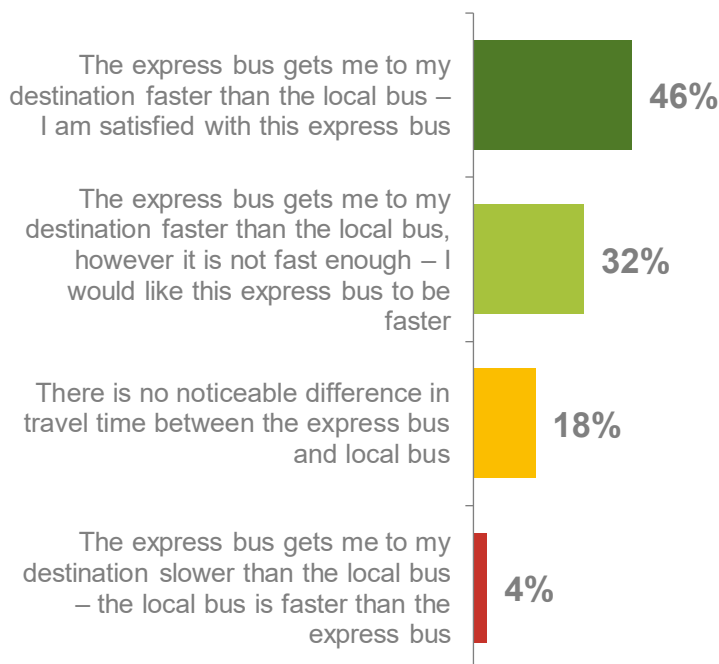
Q1: How often do you use this express bus route?



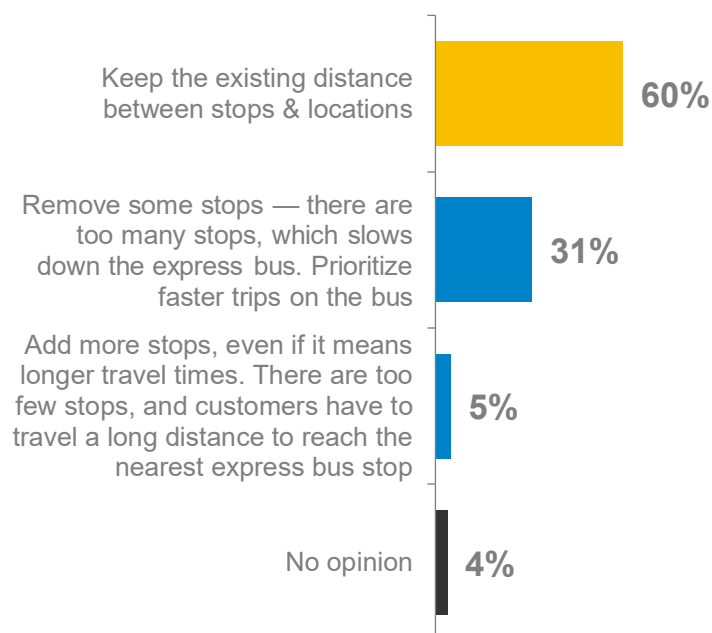
Q2: What do you use this express route for?



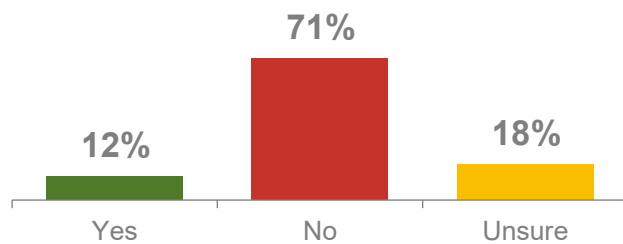
Q3: Thinking about in-vehicle travel time, how does this express bus compare to the local bus on the same route?



Q4: To help us understand your preferences around distance between express stops and express stop locations, which of the following statements best reflect your preference?

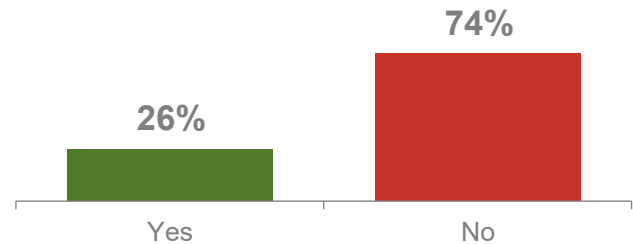


Q5: Are there important destinations near or along this express bus route that you think should have a stop but currently do not?



See below for destinations respondents think should have a stop

Q6: Are there specific areas along this express bus route where the TTC should improve travel time or adjust the distance between stops?



See below for areas where respondents think TTC should improve travel time and stop spacing

Destinations suggested to have a stop

- **Eddystone Avenue**
- **Jane Station**
- **Jane Street & Annette Street** for transfers to the 26 Annette bus and to serve the Baby Point BIA.
- **Jane Street & Driftwood Avenue.** Connection to the 108 Driftwood bus.
- **Jane Street & St. Clair Avenue West**

Areas along the express bus route suggested to improve travel time and stop spacing

- **General stop spacing suggestion.** Several said there are too many stops, especially north of Lawrence Avenue West, and that the 935 Jane Express should stop only at major intersections/connection points. Some said anything less than 200 m from the next stop should be removed. Specific stops to remove along this route included:
 - **Alliance Avenue**
- **Between Wilson Avenue and Lawrence Avenue West.** Improve travel time; repeated slowdowns reported.
- **Jane Street & Wilson Avenue / Jane Street & Lawrence Avenue.** Identified as two of the slowest points.
- **Jane Street & Black Creek Drive.** Traffic here causes bunching south of Wilson.
- **Wilson Avenue to Eglinton Avenue West.** Described as a crawl, especially at rush hour.
- **Lawrence Avenue West to Bloor Street West.** Identified as needing faster operation.
- **Between Dundas Street West and Wilson Avenue.** Identified as needing improvement.
- **Around Weston Road.** Buses get backed up in traffic.
- **Gordon Mackay Road to Church Street.** Identified as needing improvement.
- **Pioneer Village Station.** Identified as needing improvement.
- **Between Steeles Avenue West and Bloor Street West.** Suggested pattern of express stops only at Finch, Sheppard, Wilson, Lawrence, Weston, Eglinton, and St. Clair to speed up service.
- **Terminus at Highway 407 Station.** Suggested to extend the 935 Jane Express to end at Highway 407 Station for better regional connectivity to GO buses.

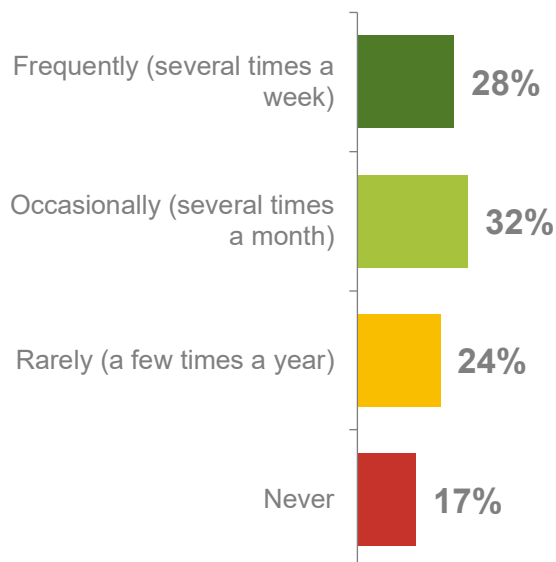
Other feedback

- Run the 935 Jane Express and other major express routes all day.
- Provide more frequent service.
- Provide real time-savings vs the local bus. Respondents said the regular bus sometimes passes the express and both arrive at the station within minutes of each other.
- Add bus priority including through implementing RapidTO lanes along the corridor (especially south of Eglinton), and signal priority.
- Overcrowding is frequent, with requests to deploy articulated buses while maintaining frequency.
- Respondents shared experiences with bus bunching.

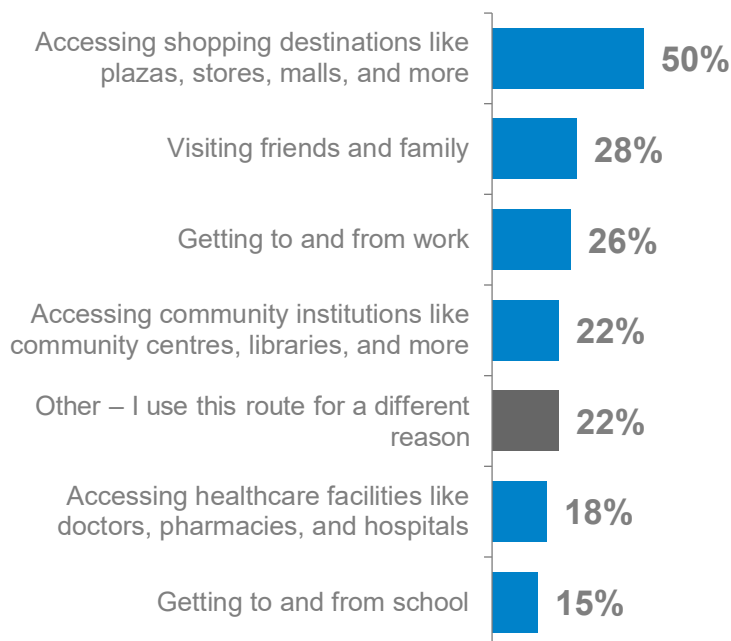
937 Islington Express

A total of 72 respondents answered questions for this express bus.

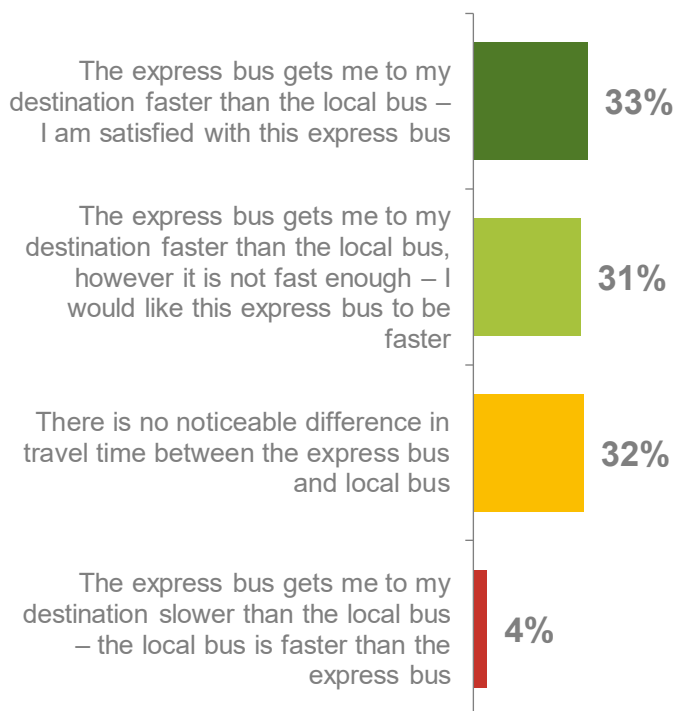
Q1: How often do you use this express bus route?



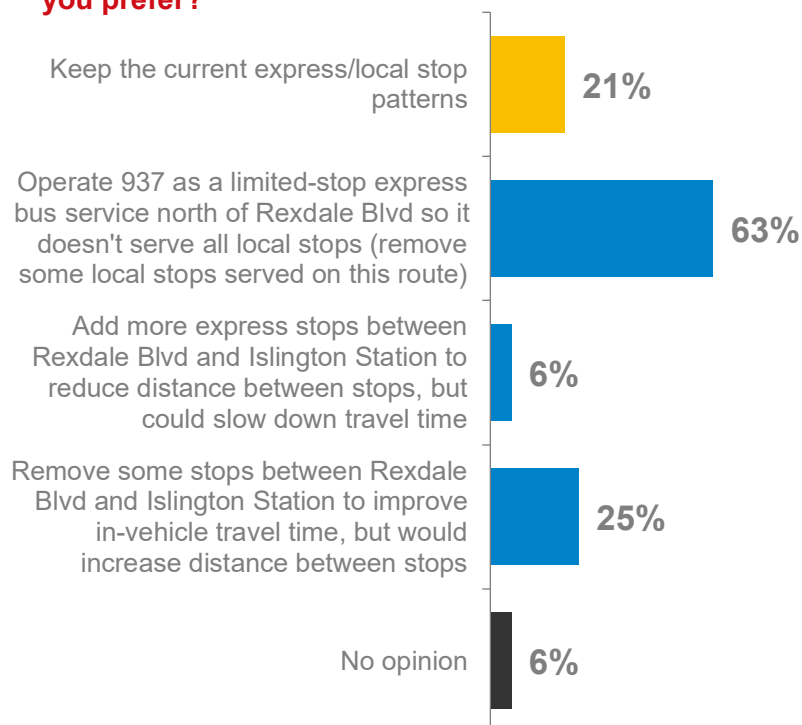
Q2: What do you use this express route for?



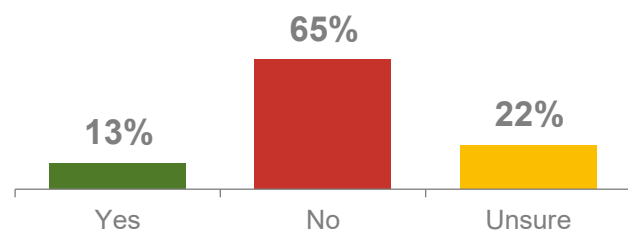
Q3: Thinking about in-vehicle travel time, how does this express bus compare to the local bus on the same route?



Q4: For this express route, the TTC is interested in improving travel times and distance between stops along the entire corridor, especially on the segment north of Rexdale Blvd. Which options do you prefer?

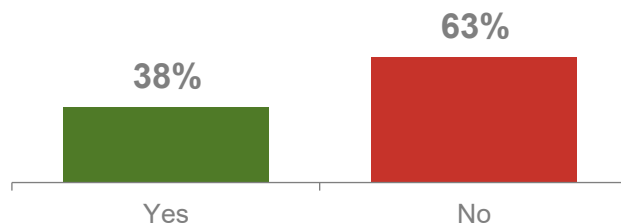


Q5: Are there important destinations near or along this express bus route that you think should have a stop but currently do not?



See below for destinations respondents think should have a stop

Q6: Are there specific areas along this express bus route where the TTC should improve travel time or adjust the distance between stops?



See below for areas where respondents think TTC should improve travel time and stop spacing

Destinations suggested to have a stop

- **Costco (northbound side).**
- **Finch Avenue (Gord and Irene Risk Park).**
- **Fordwich Crescent.** Serves Rexdale Alliance Church and Thistletown Collegiate.
- **Islington Avenue & Rexdale Boulevard.**
- **Islington Avenue at St. Andrew's Boulevard.**
- **Islington Station.**
- **At supermarkets (No Frills, Costco, Walmart).**
- **Rowntree Dairy Road / Duncanwoods Drive or Milady Road.** For St. Roch's School, church, and early childcare center.

Areas along the express bus route suggested to improve travel time and stop spacing

- **General stop spacing suggestion.** Several said there are too many stops, especially north of Rexdale. and that the 937 Islington Express should keep only major intersections and connections. Specific stops to remove along this route included:
 - **A stop just north of Islington & Rexdale.** Remove one to ease the choke point.
 - **Duplicate Rexdale Mall stops.** Combine into one.
 - **Elmhurst Drive area stops.** Eliminate extras (especially when school is out).
 - **Monogram Place.**
 - **Stop across from Thistledown school.**
 - **Milady Road.** Remove stop, keep **Duncanwoods** instead.
 - **Rathburn Road and Dundas Street West** (near the subway; limited time savings).
 - **North of Rexdale Boulevard.** Remove closely spaced/local-type stops; one respondent said "remove all 16 local stops north of Rexdale."
- **Islington & Rexdale.** Major choke point due to Hwy 401 queues. Stops are very close together. Consider removing one stop just north of the intersection.
- **Rexdale to Steeles (including Islington & Steeles loop).** Service on this portion is slow. Also, when buses exit the Steeles loop, 37 Islington and 937 Islington Express leapfrog stops, making it hard to catch the intended bus.
- **Around Rexdale (southbound).** Identified as needing improvement.
- **North of Dixon Road.** Identified as needing improvement.
- **Thistletown Collegiate area.** Identified as needing improvement.
- **Eglinton Avenue West to Islington Station.** Run non-stop between these points so the express is meaningfully faster than local service.

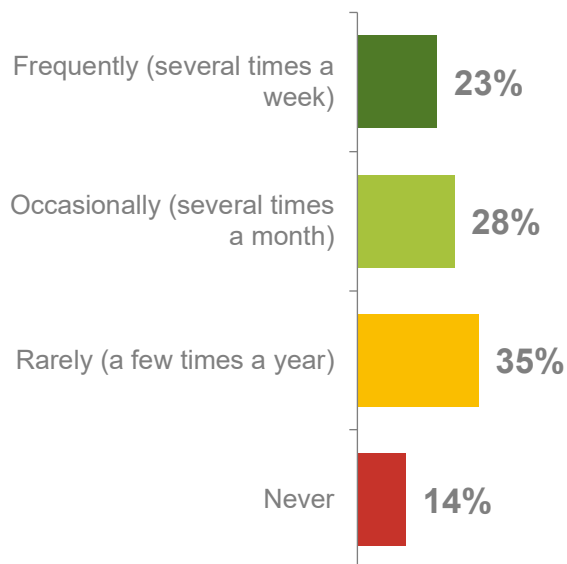
Other feedback

- Add service on the 37A Islington bus. One respondent said it currently comes only every 20–30 minutes.
- Make the entire 937 Islington Express "express." Usually, 37 and 937 arrive together. The express should be faster than the local bus. Sometimes it is being passed by a 37 Islington at Eglinton southbound.
- Extend the 937 Islington Express further south to Kipling/Lake Shore to complete the corridor. Respondents said missing the southern section makes the route incomplete.

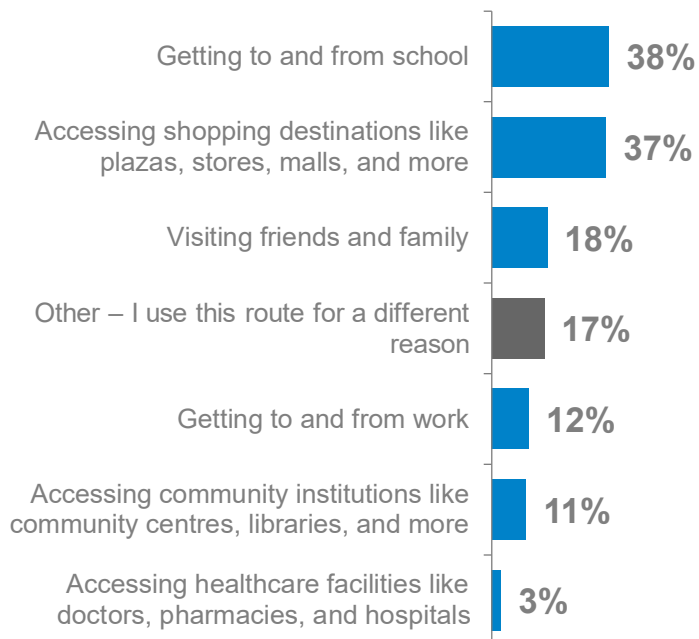
938 Highland Creek Express

A total of 65 respondents answered questions for this express bus.

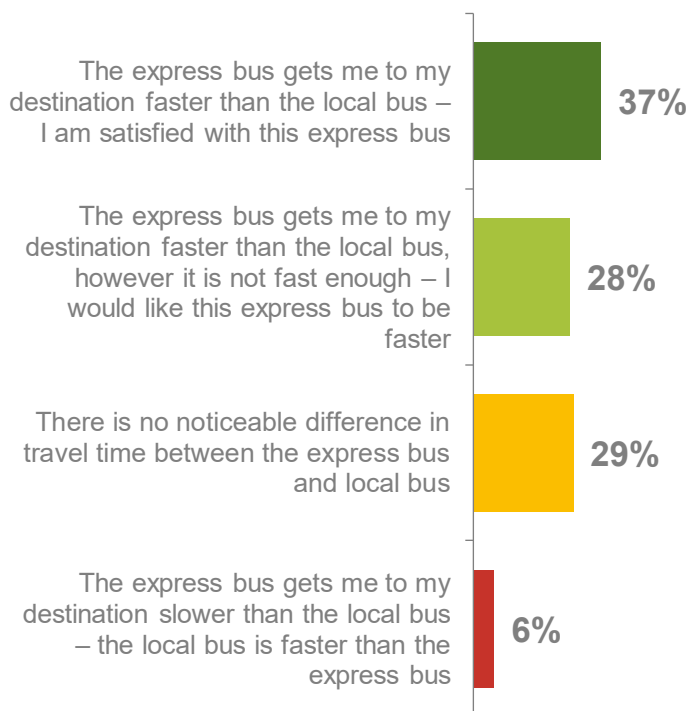
Q1: How often do you use this express bus route?



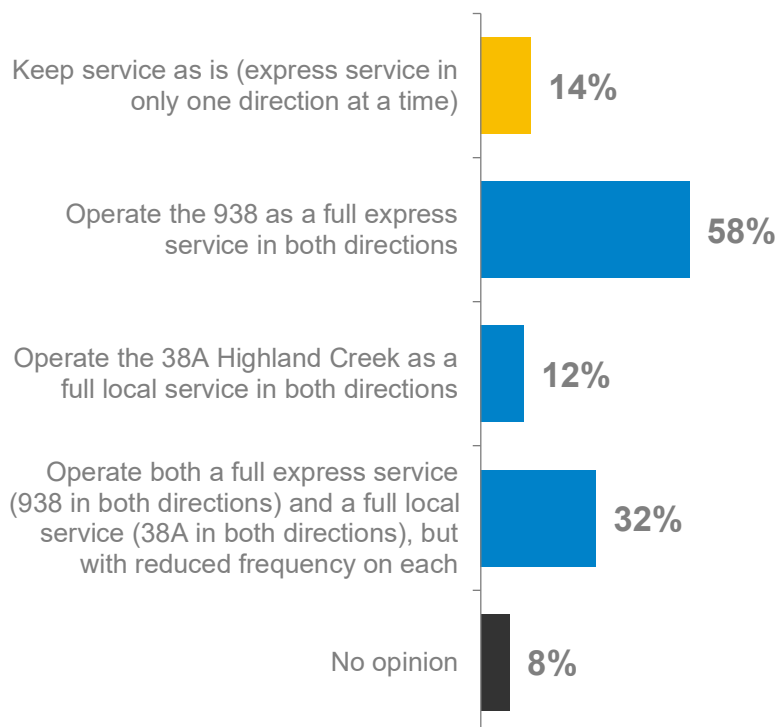
Q2: What do you use this express route for?



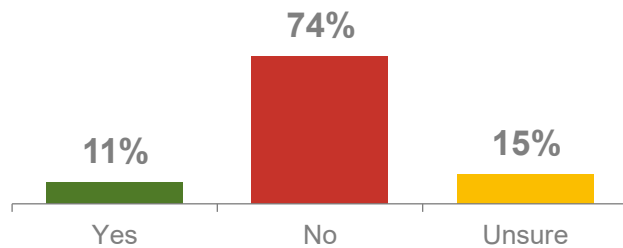
Q3: Thinking about in-vehicle travel time, how does this express bus compare to the local bus on the same route?



Q4: For this express route, TTC is particularly interested in establishing a clearer distinction between local and express service. Which options do you prefer?

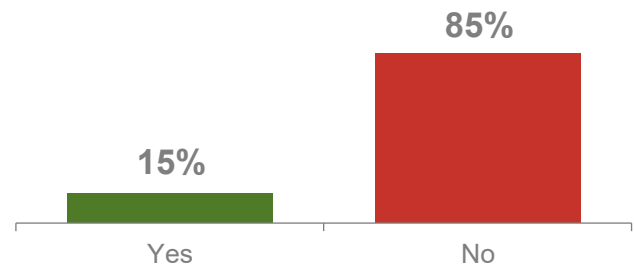


Q5: Are there important destinations near or along this express bus route that you think should have a stop but currently do not?



See below for destinations respondents think should have a stop

Q6: Are there specific areas along this express bus route where the TTC should improve travel time or adjust the distance between stops?



See below for areas where respondents think TTC should improve travel time and stop spacing

Destinations suggested to have a stop

- **Bellamy Road** (for connection to the 9 Bellamy bus)
- **Centenary Hospital**
- **Kennedy Station**
- **McCowan Road & Ellesmere Road**
- **Rouge Hill GO Station**

Areas along the express bus route suggested to improve travel time and stop spacing

- **General stop spacing suggestion.** Multiple comments asked to streamline stops to keep the service fast. Specific stops to remove along this route included:
 - **Bellamy Road** (serve only major intersections)
 - **Morningside Avenue** (noted as duplicated by other buses, including an express)
 - **Military Trail** (alternative suggested via UTSC loop)
 - **Stops on Ellesmere Road between Scarborough Centre and Neilson Road.** One respondent suggested removing these stops along this route to “increase the express effect.”
- **McCowan Road & Ellesmere Road** (approach to Scarborough Centre Station). Heavy delay entering/exiting STC, especially at rush hour; suggested rerouting via Grangeway Avenue & Bushby Drive.
- **Scarborough Centre Station.** Identified as an area where travel time needs improvement.
- **East of Scarborough Centre.** Identified as needing improvement.
- **Scarborough Centre between U of T Scarborough.** Identified as needing improvement.

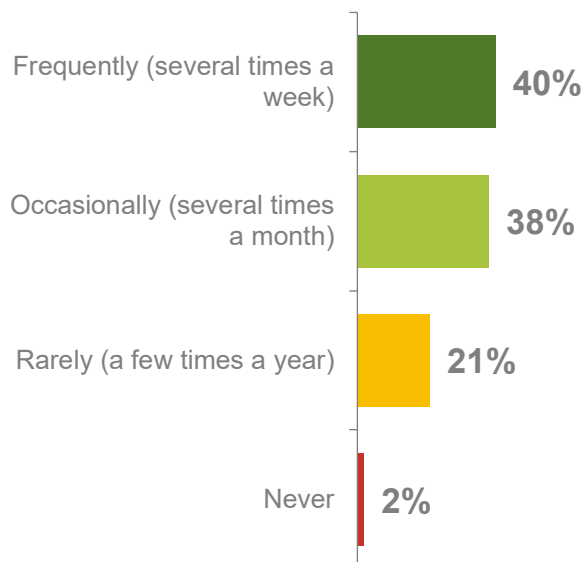
Other feedback

- **Service pattern suggestion.** Run express in both directions between Kennedy Station and Scarborough Centre Station, then make selected stops at Markham Road, Neilson Road, Morningside Avenue, and U of T Scarborough, then operate local to Rouge Hill GO Station.
- **Serve Rouge Hill GO Station** in both directions, all day, with frequency comparable to the 38.
- **Keep the current fast stop pattern;** it separates longer-distance riders from local riders on the 38/95/995 and should be duplicated elsewhere.
- **The current service pattern** was praised for connecting the Ellesmere corridor to the subway and providing rapid counter-peak service to/from U of T Scarborough.
- **Extend service to Starspray Loop** with proper express stop spacing, or restore frequent 38A local service. Current service beyond the UTSC loop is considered inadequate for Scarborough East riders.

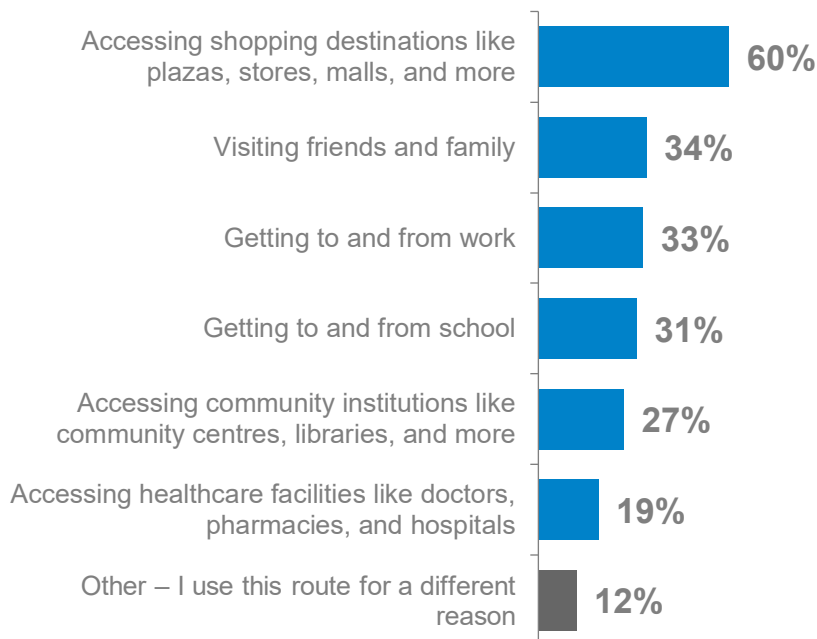
939 Finch Express

A total of 154 respondents answered questions for this express bus.

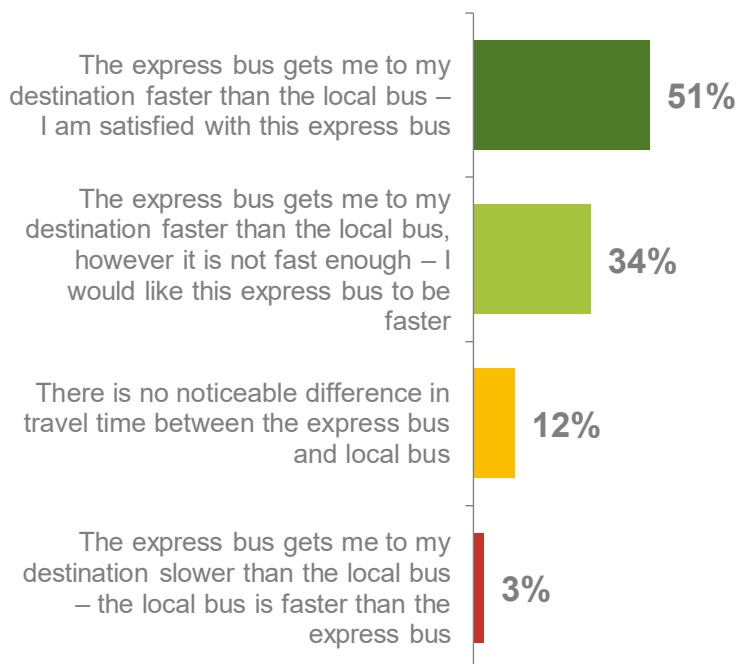
Q1: How often do you use this express bus route?



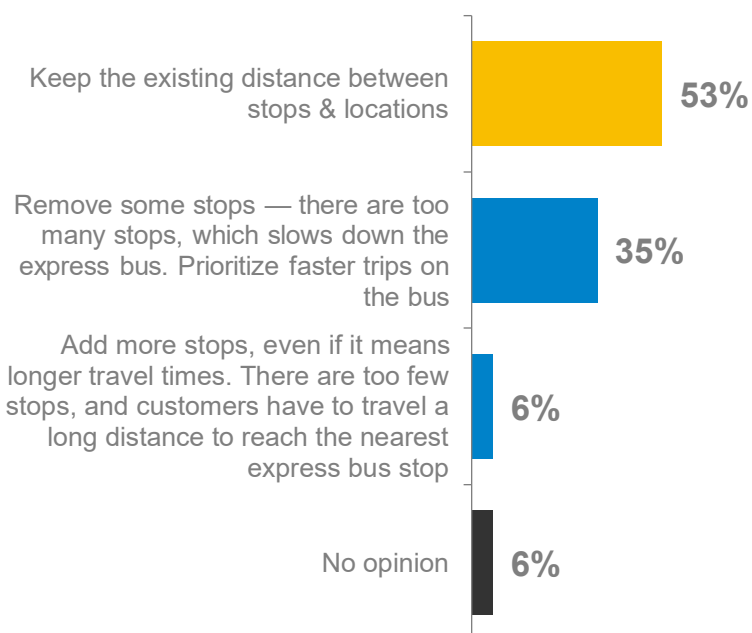
Q2: What do you use this express route for?



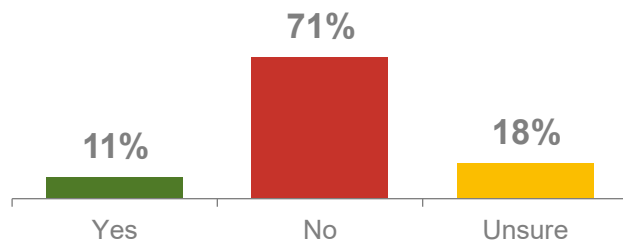
Q3: Thinking about in-vehicle travel time, how does this express bus compare to the local bus on the same route?



Q4: To help us understand your preferences around distance between express stops and express stop locations, which of the following statements best reflect your preference?

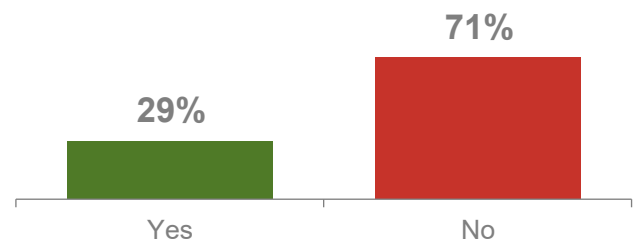


Q5: Are there important destinations near or along this express bus route that you think should have a stop but currently do not?



See below for destinations respondents think should have a stop

Q6: Are there specific areas along this express bus route where the TTC should improve travel time or adjust the distance between stops?



See below for areas where respondents think TTC should improve travel time and stop spacing

Destinations suggested to have a stop

- **4640 Finch Avenue East**
- **Finch Avenue** (west of Finch West Station)
- **Old Finch & Morningview** (proposed 939 Finch Express branch)
- **Sandhurst Circle West**
- **St. Bernard Residence**
- **Virgilwood Drive** (directly east of Torresdale/Goldfinch)

Areas along the express bus route suggested to improve travel time and stop spacing

- **General stop spacing suggestion.** Several said the 939 Finch Express makes too many stops and should serve only major streets/destinations. Specific stops to remove along this route included:
 - **Willowdale Avenue, Senlac Road, and Grantbrook/Senlac** (recently added; described as slowing trips and too close to Finch Station. Stop at **Willowdale Avenue & Senlac Road** is particularly unnecessary given frequent 39/36 service)
 - **Goldfinch Court**
 - **Pharmacy Avenue**
 - **Seneca College stop** (one respondent suggested dropping this stop despite others noting heavy demand)
- **Bayview Avenue / Leslie Street / Don Mills Road.** Add queue-jump lanes and transit signal priority.
- **Finch Avenue corridor (to Finch Station).** Improve travel times generally; add continuous bus-only lanes.
- **Finch Avenue west of Finch West Station.** Lack of express continuation west frustrates riders; travel time suffers when transferring.
- **Finch Station to Victoria Park Avenue.** Add more short-turn trips due to crush loads.
- **Highway 404 / Seneca College area.** Congestion slows buses in both directions; implement the approved bus-priority lane.
- **McCowan Road to Morningside Avenue (east end).** Run the 939 Finch Express (939C) express between McCowan and Morningside; keep local stops within Morningside Heights.
- **Don Mills Road to Victoria Park Avenue.** Improve speed (congestion from the interchanges with 404 East York).
- **Finch & Morningside to Finch Station.** Add a bus lane along this stretch to shorten travel time.
- **Finch & Willowdale.** The new Willowdale stop was called unnecessary due to proximity to Finch Station.

Other feedback

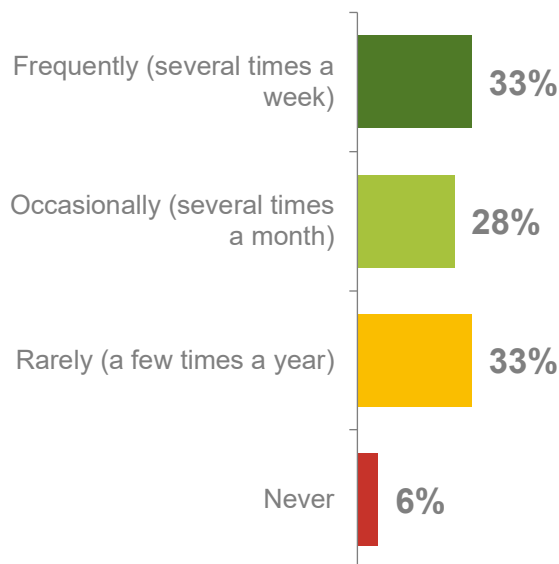
- Operate the 939 Finch Express all day, every day (e.g., extend 939B operating span to ~5 a.m.–1 a.m.).
- Increase frequency, especially at Finch & Warden and in the morning; add more short-turns Yonge–Victoria Park.
- “Express should mean express”: focus stops on major intersections and major destinations (e.g., hospitals/municipal buildings), not mid-block locations (e.g., Willowdale/Senlac) to provide meaningful time savings.

- Maintain capacity without cutting trips when using articulated buses (replace 40-ft buses 1-for-1).
- Add/expand RapidTO-style bus lanes along Finch (Yonge to McCowan) and push them through despite local opposition; add continuous lanes King to Dundas where relevant.
- The route is very popular with students (Seneca College, York University via Finch West, and downtown schools via Finch Station). Riders said wait times and congestion aren't matched by priority measures. They asked to manage schedules better, since long layovers at Finch Station nullify time savings.
- Improve schedule/operations: allow buses to run at normal speed (don't slow to match schedule), avoid unnecessary kneeling/front-door-only boarding when it wastes time, keep even spacing.
- Reassess branching/coverage: some comments opposed service south of Scarborough Centre; others asked for better westward connectivity past Finch West.
- Replace signage and shelter at Sheppard East @ McCowan.
- Accessibility and stop placement: far-side stops were described as too far for accessibility; reconsider placement.
- Add pedestrian crossing at Finch & Glenborough Park Crescent to reach Senlac safely.

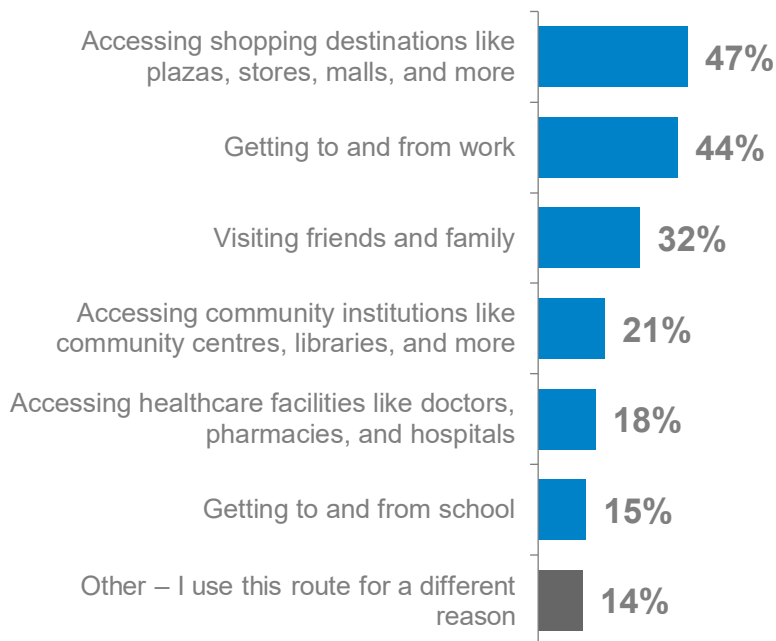
941 Keele Express

A total of 72 respondents answered questions for this express bus.

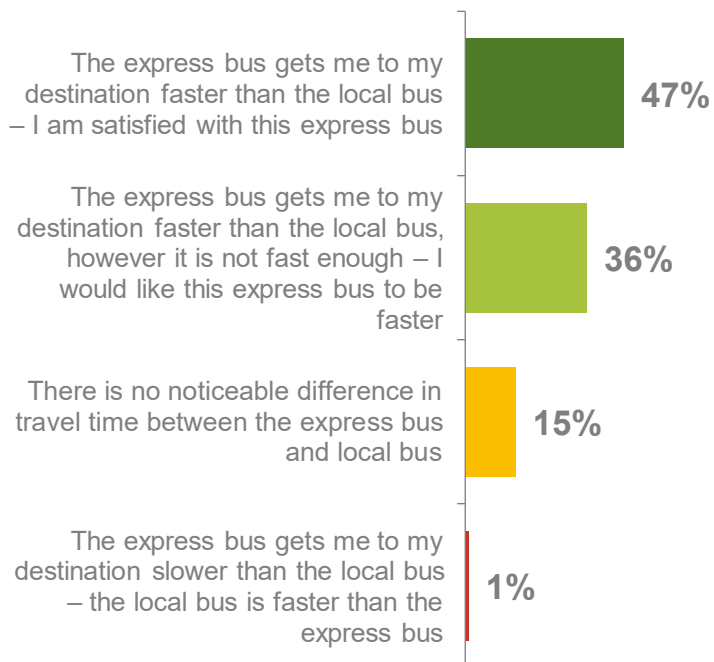
Q1: How often do you use this express bus route?



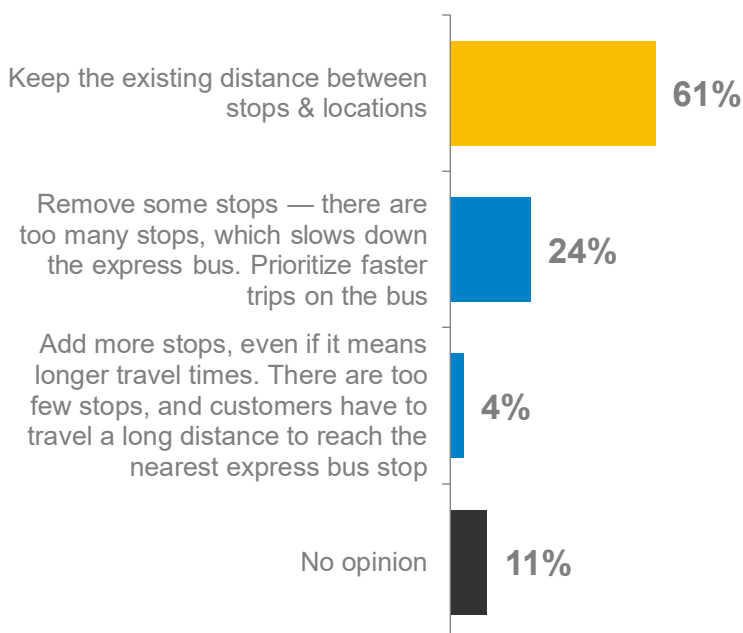
Q2: What do you use this express route for?



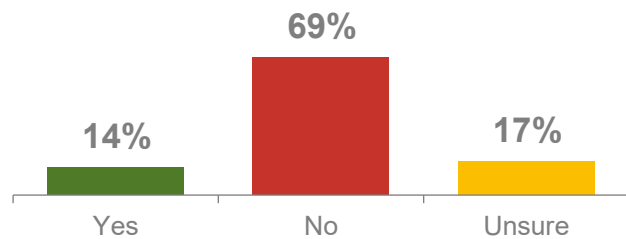
Q3: Thinking about in-vehicle travel time, how does this express bus compare to the local bus on the same route?



Q4: To help us understand your preferences around distance between express stops and express stop locations, which of the following statements best reflect your preference?

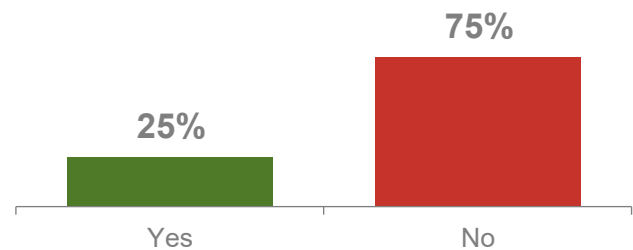


Q5: Are there important destinations near or along this express bus route that you think should have a stop but currently do not?



See below for destinations respondents think should have a stop

Q6: Are there specific areas along this express bus route where the TTC should improve travel time or adjust the distance between stops?



See below for areas where respondents think TTC should improve travel time and stop spacing

Destinations suggested to have a stop

- **Annette Street.** For transfers with the 26 Dupont bus; also suggested to add a stop south of Dundas Street West (Annette or Humberside) so it isn't nonstop to Keele Station.
- **George Appleton Way (northbound).** To connect with GO Bus at Keele & Highway 401.
- **Humberside Avenue.** Alternative to Annette south of Dundas Street West.
- **Keele & Highway 401** (Ministry of Transportation Ontario offices).
- **Keele Station.**
- **Lavender Road.**
- **Pioneer Village and York University.** Extend the route to/through campus and add a stop at York University Station.
- **Schools and hospitals.**
- **Turnberry.**
- **York University / York University Station.**

Areas along the express bus route suggested to improve travel time and stop spacing

- **General stop spacing/coverage suggestion.** Feedback split between adding coverage south of Dundas (Annette/Humberside; Lavender/Turnberry on Old Weston Road) and removing/relocating stops to speed service. Specific stop changes along this route included:
 - **Keele & Rogers Road.** Move the northbound stop to Old Weston & Rogers; remove the southbound stop.
 - **Old Weston Road.** Remove service via Old Weston (saves ~5–10 minutes waiting to turn from St. Clair).
 - **"No stopping before St. Clair West."** One suggestion to skip all stops south of St. Clair.
- **Old Weston Road (Lavender/Turnberry).** Popular stops not accessible by the express today.
- **Rogers Road.** Heavy traffic slows buses; bus-only lanes suggested for this section.
- **South of Dundas Street West.** Add a stop at Annette or Humberside; currently nonstop to Keele Station.
- **Between Eglinton Avenue West and Dundas Street West.** Identified as needing improvement.
- **Between Eglinton Avenue West and St. Clair Avenue West.** Identified as needing improvement.
- **Between St. Clair Avenue West and Keele Station.** Identified as needing improvement ("St Clair to Subway").
- **Between Wilson Avenue and Finch West Station.** Identified as needing improvement.
- **Downsview Park.** Identified as needing improvement.
- **Finch West Station.** Drop off inside the bus terminal rather than outside.

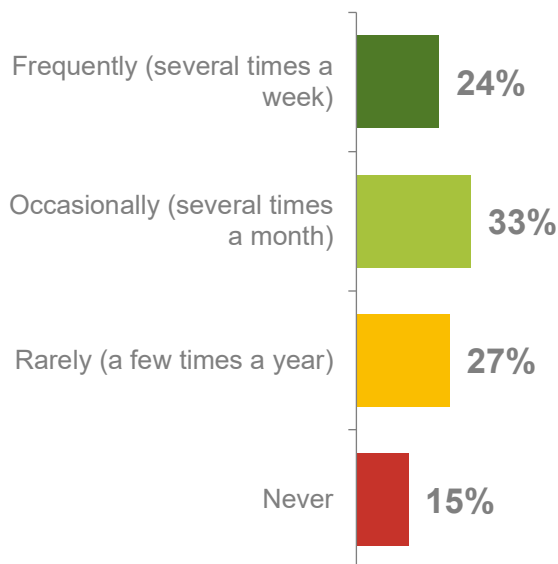
Other feedback

- Install dedicated/enforced bus or HOV lanes along the corridor.
- Increase frequency; current gaps are wide and buses are crowded.
- Traffic, particularly from construction, often makes the route slow.
- Strong calls to restore midday service.

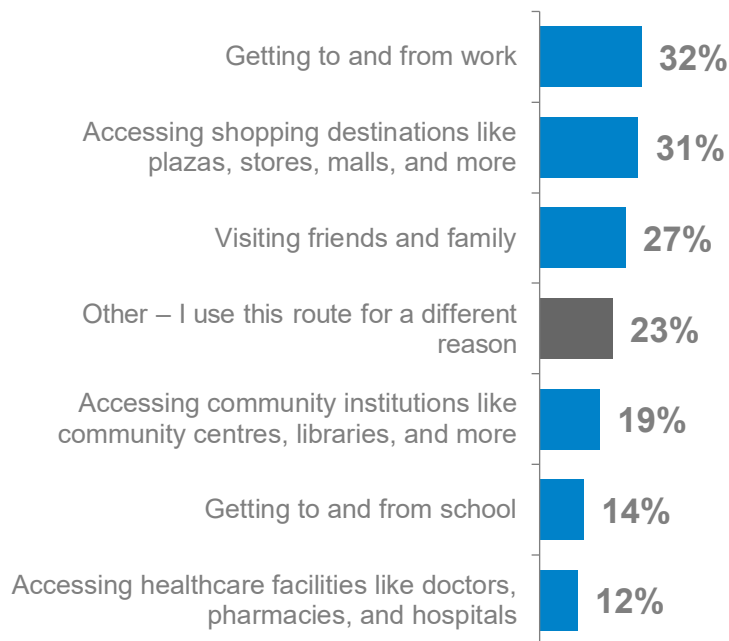
944 Kipling South Express

A total of 78 respondents answered questions for this express bus.

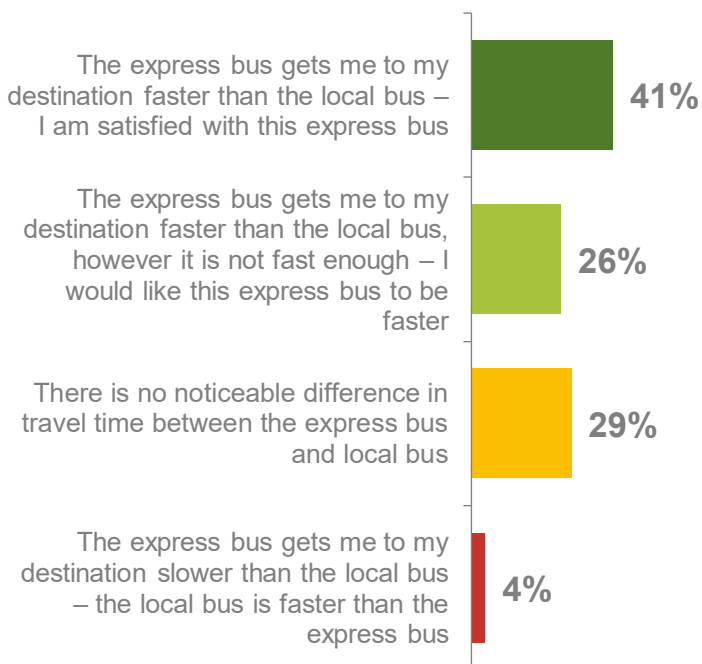
Q1: How often do you use this express bus route?



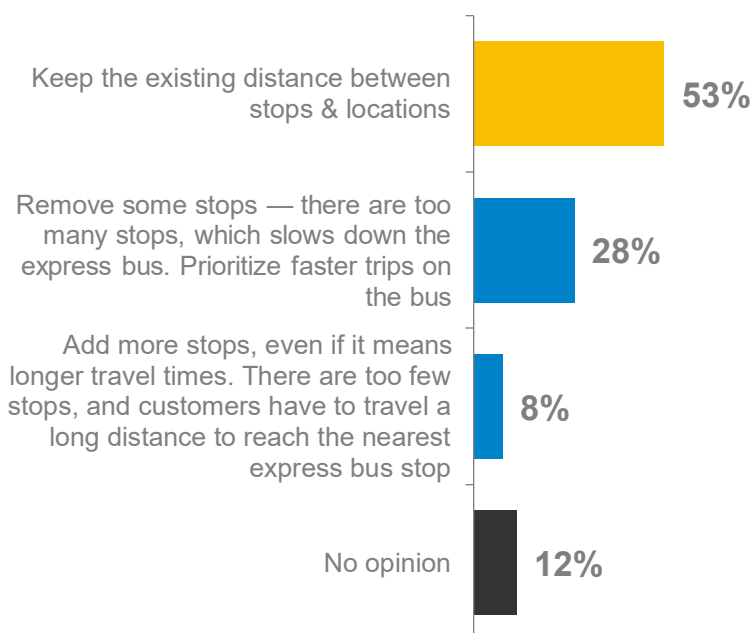
Q2: What do you use this express route for?



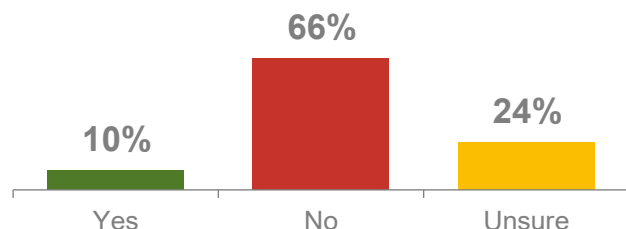
Q3: Thinking about in-vehicle travel time, how does this express bus compare to the local bus on the same route?



Q4: To help us understand your preferences around distance between express stops and express stop locations, which of the following statements best reflect your preference?

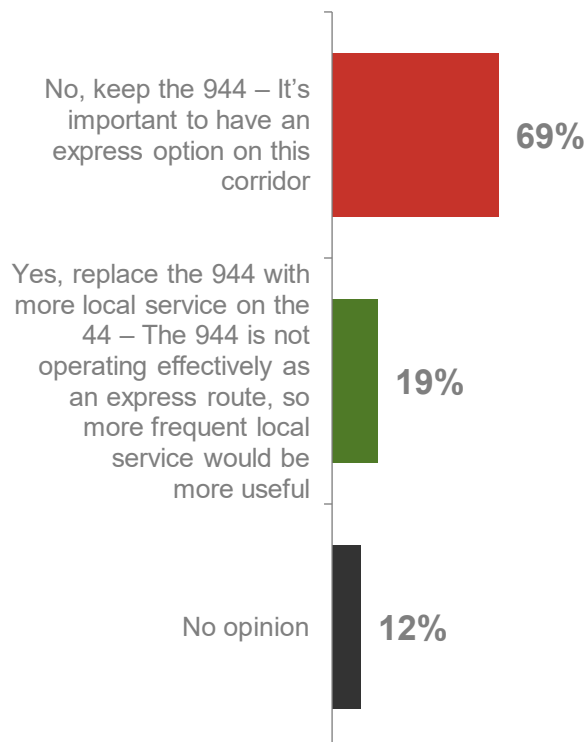


Q5: Are there important destinations near or along this express bus route that you think should have a stop but currently do not?

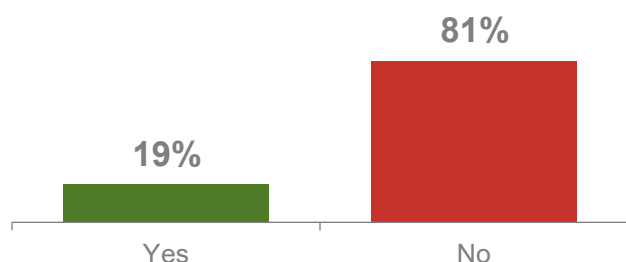


See below for destinations respondents think should have a stop

Q6: Would your transit experience improve if the 944 Kipling South Express service was replaced with additional local service on the 44 Kipling South?



Q7: Are there specific areas along this express bus route where the TTC should improve travel time or adjust the distance between stops?



See below for areas where respondents think TTC should improve travel time and stop spacing

Destinations suggested to have a stop

- Kipling Station
- Long Branch GO Station
- Torlake Crescent
- Torlake South & Kipling

Areas along the express bus route suggested to improve travel time and stop spacing

- **General stop spacing suggestion.** Several said the south portion has too many closely spaced stops and that intermediate stops between Kipling Station and Birmingham could be eliminated to keep trips fast (the 44 operates frequently). Specific changes along this route included:
 - Consider removing **Birmingham Street** (too close to Lake Shore), **Horner Avenue** (mentioned by some to remove), and “fewer in-between stops.”
 - Consider adding stops at **Horner Avenue** (add a stop to connect with 110A/B), **Torlake South & Kipling**, **Torlake Crescent**, and a **southbound stop on the north side of The Queensway** to improve transfers to the 80.
- **Evans Avenue to Bloor Street West.** Add bus-only/HOV lanes and implement citywide transit signal priority with phase insertion.
- **North of The Queensway.** The 944 gets stuck in traffic; improve travel time.
- **South vs. north of the Gardiner Expressway.** The south portion has many more stops than the north; rebalance spacing.

Other feedback

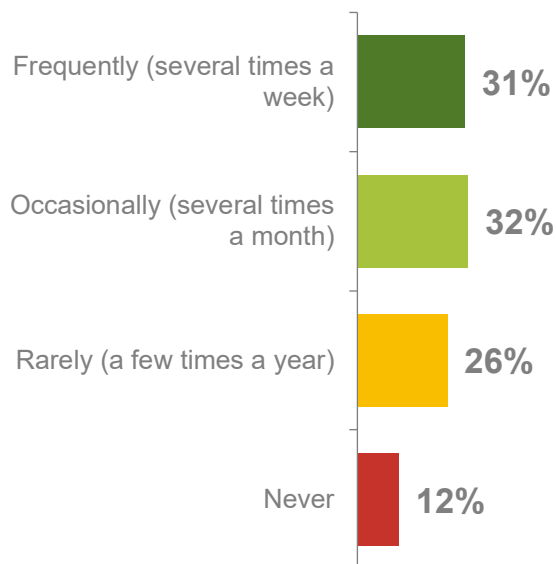
- The 944 has improved rapid access to Humber College; fewer in-between stops would keep it fast.

- Consider merging the 944 Kipling South Express with the 945 Kipling Express into a single “one Kipling express” from Steeles to Humber College Lakeshore Campus via Kipling Station.
- Transit priority on Kipling (dedicated lanes + TSP) would help improve this service.
- Move stops to the far side of signals to clear lights faster.
- Complaints included frequent bunching, leaving 15–20 minute gaps.

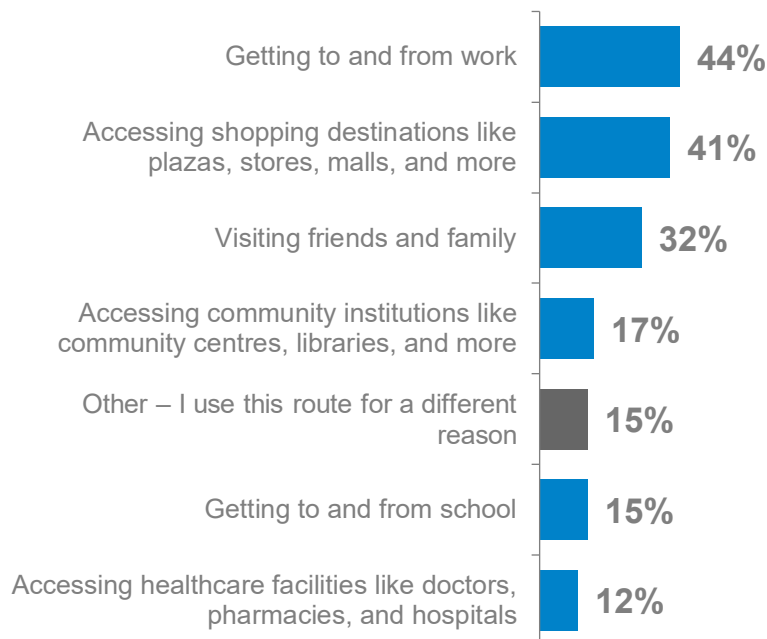
945 Kipling Express

A total of 78 respondents answered questions for this express bus.

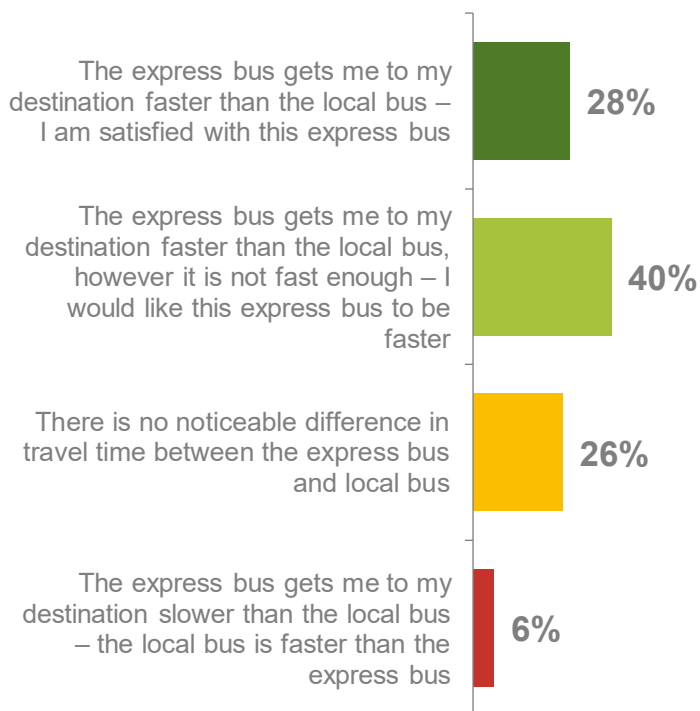
Q1: How often do you use this express bus route?



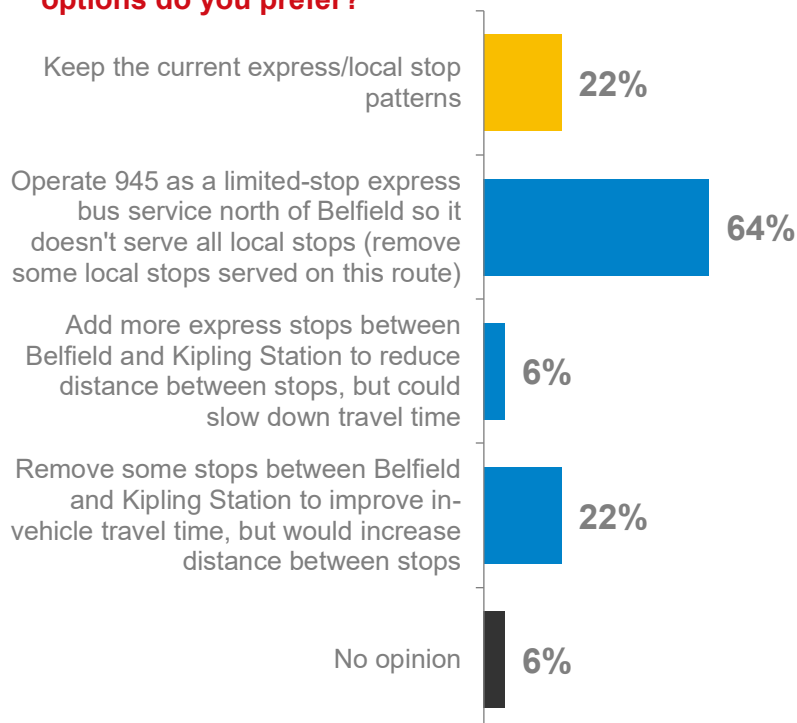
Q2: What do you use this express route for?



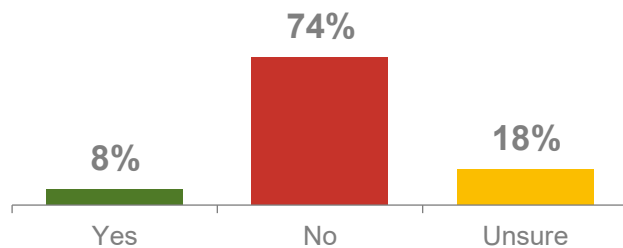
Q3: Thinking about in-vehicle travel time, how does this express bus compare to the local bus on the same route?



Q4: For this express route, the TTC is interested in improving travel times and distance between stops along the entire corridor, especially on the segment north of Belfield Rd. Which options do you prefer?

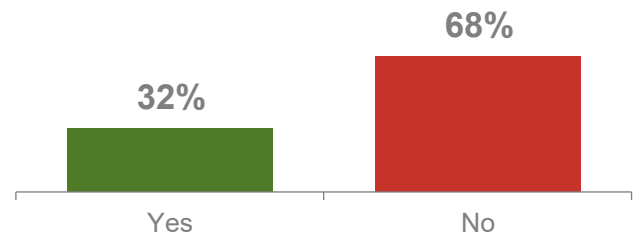


Q5: Are there important destinations near or along this express bus route that you think should have a stop but currently do not?



See below for destinations respondents think should have a stop

Q6: Are there specific areas along this express bus route where the TTC should improve travel time or adjust the distance between stops?



See below for areas where respondents think TTC should improve travel time and stop spacing

Destinations suggested to have a stop

- Bloor Street West & Dundas Street West
- Greensboro Drive (before Highway 401)
- Kipling Station

Areas along the express bus route suggested to improve travel time and stop spacing

- **General stop spacing suggestion.** Many said there are too many stops north of Belfield Road; the 945 Kipling Express should keep only major intersections/connection points. A suggested express-only pattern along this route was: Steeles, Finch, Albion, Elmhurst, Rexdale, Dixon; south of Belfield: The Westway, Eglinton, and Kipling Station. Specific stop changes along this route included:
 - **Kipling at Finch to Kipling at Rexdale.** Remove the intermediate local-type stops so the express runs “full express” to Steeles.
 - **Albion Road & Finch Avenue West.** Avoid having stops on both the north and south sides (called unnecessary).
 - **Rathburn Road and Burnhamthorpe Road.** Suggested removals to speed trips (one respondent said Rathburn is “never used”).
- **Between Steeles Avenue West and Rexdale Boulevard.** Improve travel time.
- **North of Belfield Road.** Run “full express”; several requests to remove most local-type stops.
- **Kipling Station to Highway 401.** Identified as needing faster operation.
- **Albion Mall area.** Identified as needing improvement.

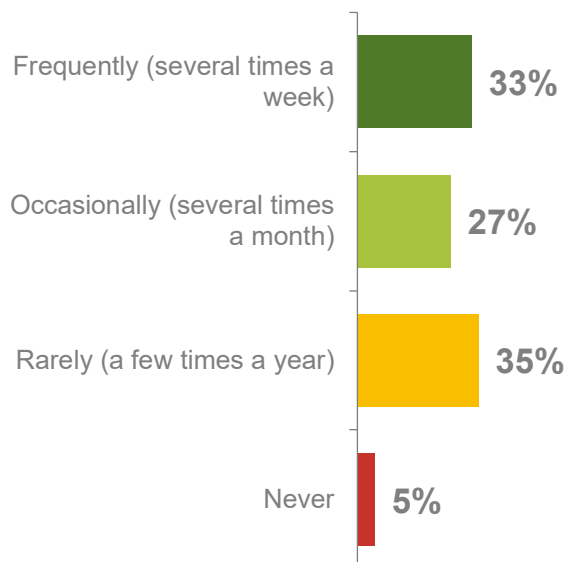
Other feedback

- Extend the 945 Kipling Express to the Islington/Steeles loop to connect with YRT 12 and 13.
- Consider merging patterns with the 944 Kipling South Express: south of Belfield serve The Westway, Eglinton, Kipling Station, and continue to Humber College Lakeshore Campus.
- Midday span and frequency. The 945 Kipling Express doesn’t run midday; each 45 Kipling branch at 16 minutes is not enough north of Rexdale. Proposal: run 45B every 10 minutes midday and operate the 945 Kipling Express (instead of 45A) at 8-minute frequency.
- Ensure the express delivers time savings vs local. Some riders reported a 45 Kipling arriving at the same time as the 945 Kipling Express.
- Maintain the Taber stop (community health centre used by seniors).
- Coordinate schedules with overlapping routes (e.g., 44 Kipling) to avoid bunching.

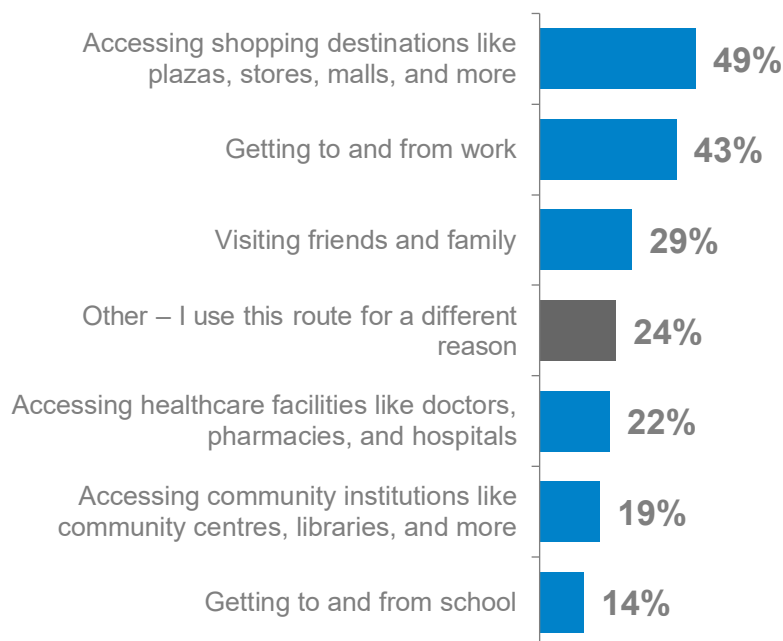
952 Lawrence West Express

A total of 79 respondents answered questions for this express bus.

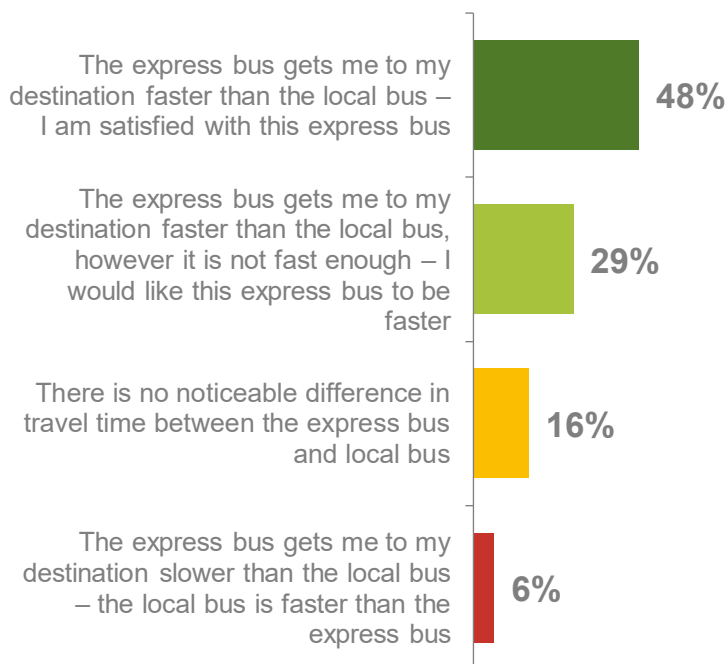
Q1: How often do you use this express bus route?



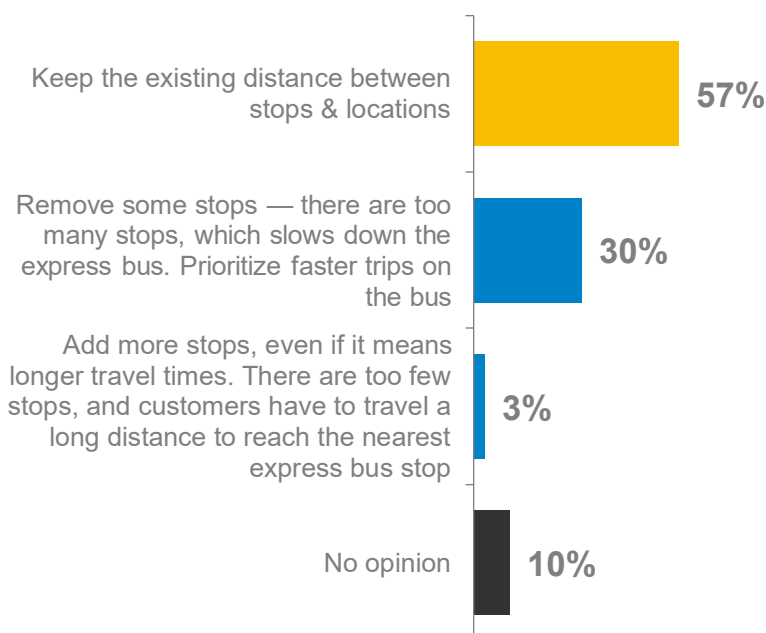
Q2: What do you use this express route for?



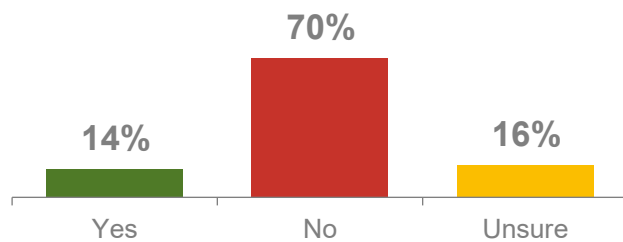
Q3: Thinking about in-vehicle travel time, how does this express bus compare to the local bus on the same route?



Q4: To help us understand your preferences around distance between express stops and express stop locations, which of the following statements best reflect your preference?

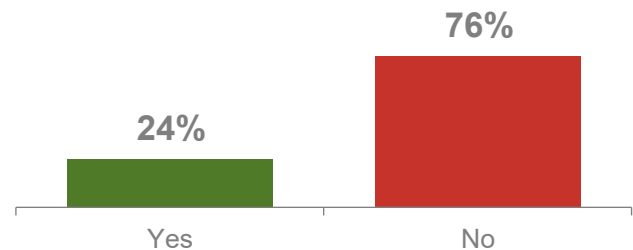


Q5: Are there important destinations near or along this express bus route that you think should have a stop but currently do not?



See below for destinations respondents think should have a stop

Q6: Are there specific areas along this express bus route where the TTC should improve travel time or adjust the distance between stops?



See below for areas where respondents think TTC should improve travel time and stop spacing

Destinations suggested to have a stop

- Avenue Road & Eglinton Avenue
- Carlingview Drive
- Chatsworth Drive / Elm Road (for school trips)
- City View Drive
- North Park Plaza
- Pearson Airport
- Sunnybrook Hospital (once Lawrence & Yonge reopens)
- Toronto Congress Centre

Areas along the express bus route suggested to improve travel time and stop spacing

- **General stop spacing suggestion.** Several said some stops should be removed so the 952 Lawrence West Express serves only main arterials, with average spacing of 1 km. Specific stops to remove along this route included:
 - Culford Road, Pine Street, and Benton Road.
 - Some stops between Caledonia and Jane.
- **Avenue Road to Lawrence West Station.** Traffic often leaves the 952 Lawrence West Express stuck behind 52 Lawrence buses; consider priority measures.
- **Bathurst Street to Lawrence West Station (westbound).** Merging traffic to Allen Road slows the route to a crawl.
- **Between Keele Street and Caledonia Road.** Identified as needing improvement.
- **Lawrence West Station to Dufferin Street.** Identified as needing improvement.
- **Around Allen Road / Marlee Avenue.** Add bus lanes or stronger transit priority approaching Lawrence West Station.
- **Dixon Road (Royal York Road to Pearson Airport).** Implement RapidTO-style lanes; use forced right-turn lanes at major intersections to clear the curb lane for buses.

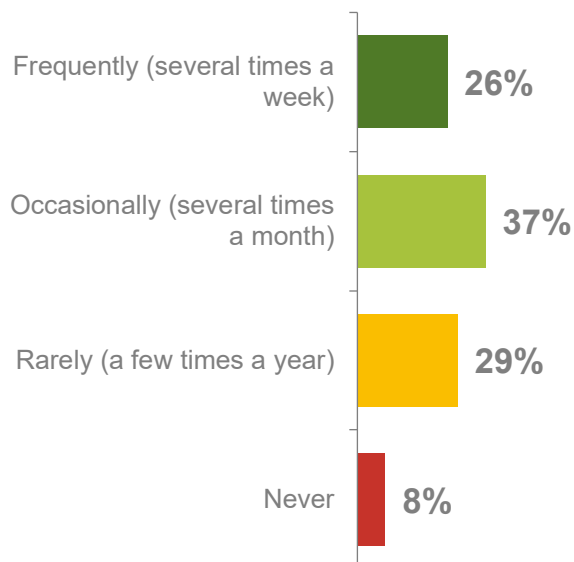
Other feedback

- Run route more frequently. Add midday and evening service (at minimum).
- Traffic along Lawrence can make express and local similar in travel time; remove stops and add priority so the express is meaningfully faster.
- Adjust early-morning schedules to match higher travel speeds at that time.
- Consider having a 30-minute shuttle pattern between Lawrence West Station and Sunnybrook Hospital(to be re-examined once Lawrence & Yonge reopens).
- Saturday service requested at North Park Plaza.
- Extend the route to Eglinton Station to improve Pearson-to-Yonge connections.
- The ride quality on Lawrence West is rough and suggested road repairs or better bus suspension.

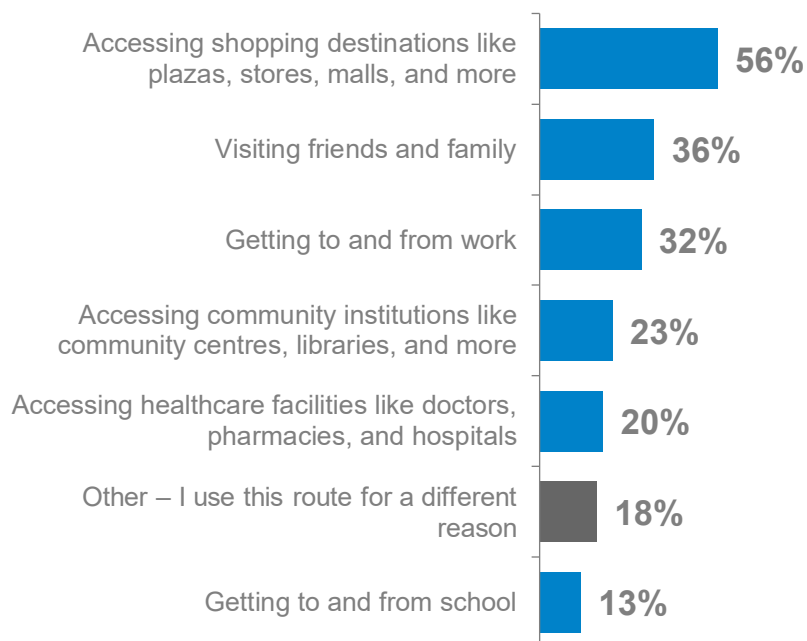
953 Steeles East Express

A total of 87 respondents answered questions for this express bus.

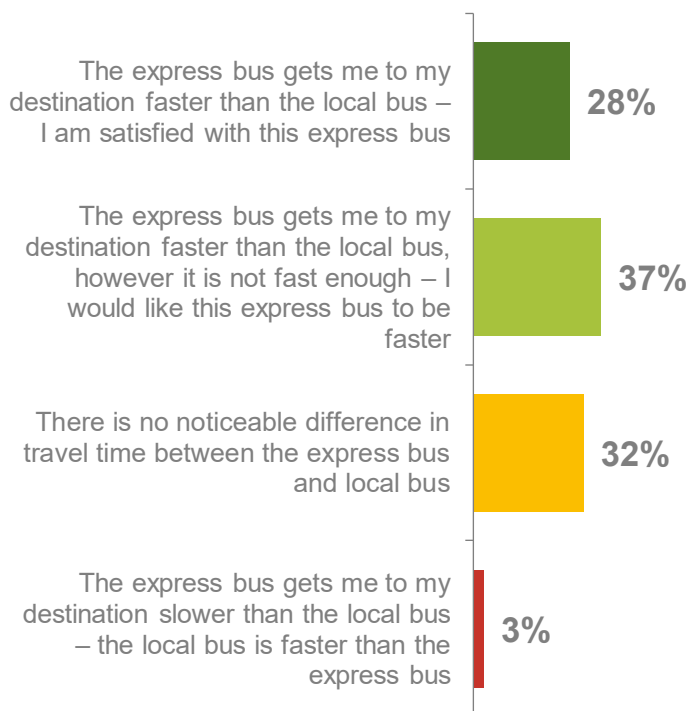
Q1: How often do you use this express bus route?



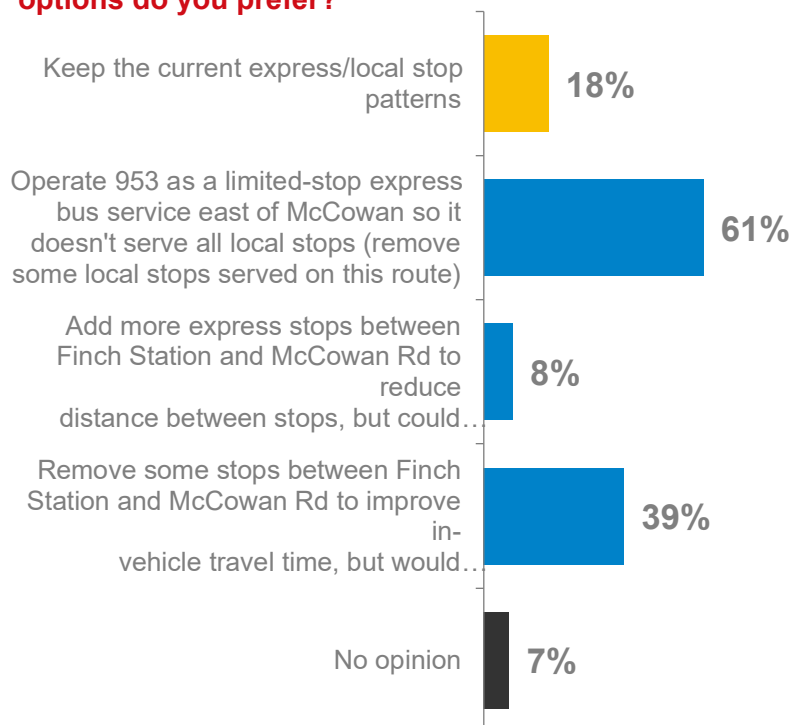
Q2: What do you use this express route for?



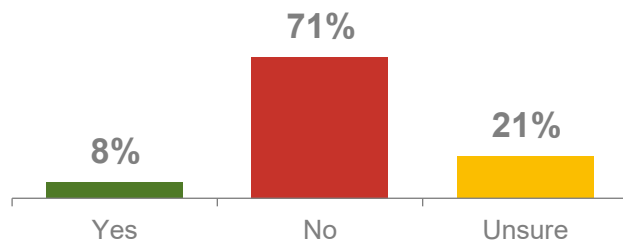
Q3: Thinking about in-vehicle travel time, how does this express bus compare to the local bus on the same route?



Q4: For this express route, the TTC is interested in improving travel times and distance between stops along the entire corridor, especially on the segment east of McCowan Rd. Which options do you prefer?

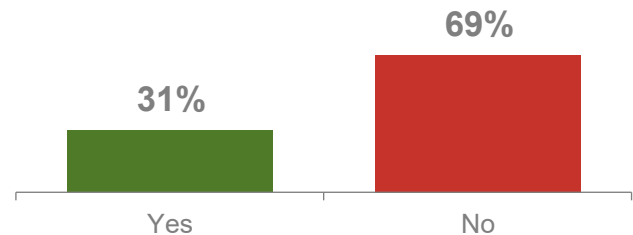


Q5: Are there important destinations near or along this express bus route that you think should have a stop but currently do not?



See below for destinations respondents think should have a stop

Q6: Are there specific areas along this express bus route where the TTC should improve travel time or adjust the distance between stops?



See below for areas where respondents think TTC should improve travel time and stop spacing

Destinations suggested to have a stop

- **Finch Station**
- **Maxome Avenue**
- **Pacific Mall**
- **Steeles Avenue East & Old Kennedy Road / Silver Star Boulevard**
- **Yonge Street & Steeles Avenue**
- **Amazon Fulfillment Centre (east end)**

Areas along the express bus route suggested to improve travel time and stop spacing

- **General stop spacing suggestion.** Several said the 953 Steeles East Express should stop only at major intersections/destinations, with specific removals along this route including:
 - **Bayview Avenue**
 - **Leslie Street**
 - **Woodbine Avenue** (noted for right-turn/404 access delays)
 - **Pharmacy Avenue** (east of Hwy 404; 53 local is frequent)
- **Steeles Avenue between Don Mills Road and Finch Station.** Very slow due to heavy traffic; add bus lanes/queue-jump treatments at major intersections (like the Shops on Steeles segment).
- **Yonge Street & Finch Station (morning inbound).** Left-turn into the station can add 5 minutes; some preferred the Bayview approach over Yonge.
- **Highway 404 area (around/just east of the 404).** Frequent delays; add bus-priority measures.
- **Birchmount Road to Don Mills Road.** Identified as needing faster operation.
- **McCowan Road to Staines Road / Morningside area.** Run express to Morningside, then local within Morningside Heights; alternatively extend limited-stop express to Markham Road and operate local east of Markham.
- Several asked to speed up travel time across the entire stretch of this route.

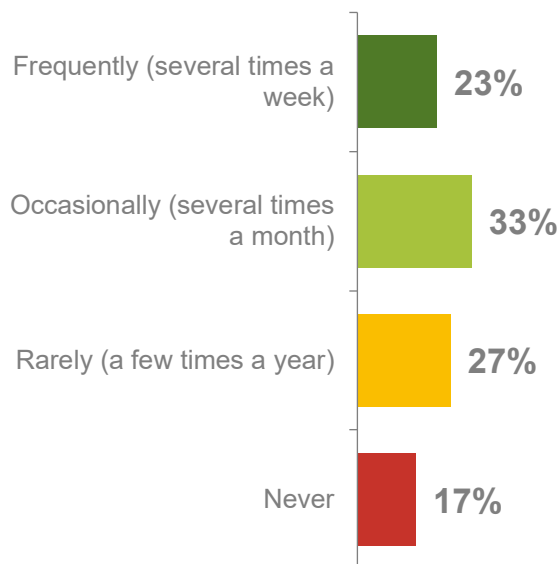
Other feedback

- Many called for restoring pre-pandemic all-day frequency (rush-hour service was every 6–7 minutes before 2020) and bringing back articulated buses.
- Bring back weekend service.
- Keep schedule adherence (bus often early/late), and “go back to longer buses” (articulated) due to crowding.
- Add bus-only lanes and full transit signal priority along Steeles; focus on the bottleneck from Finch Station to Yonge & Steeles where the HOV lane is inadequate.
- Some suggested tiered service (Regular / Semi-Express / Rapid) or split patterns (e.g., Finch–Warden shuttle and Warden–east rapid).

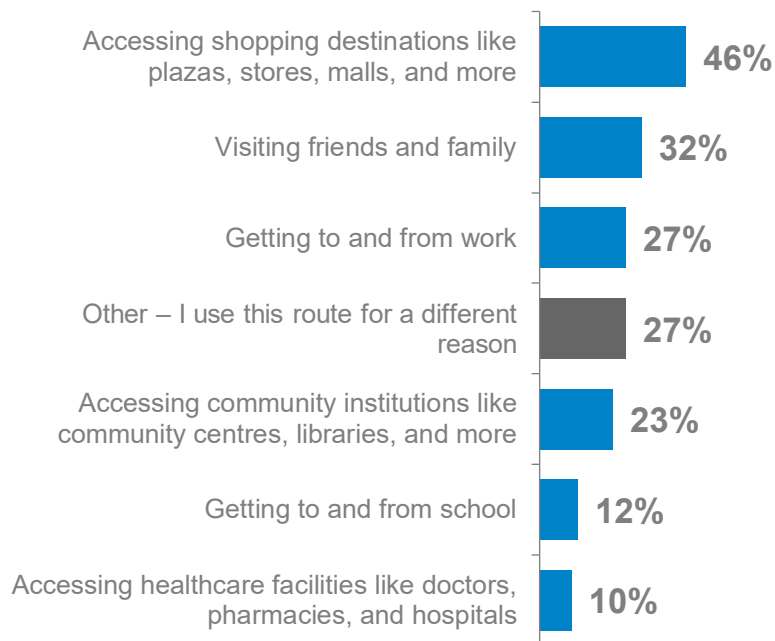
954 Lawrence East Express

A total of 78 respondents answered questions for this express bus.

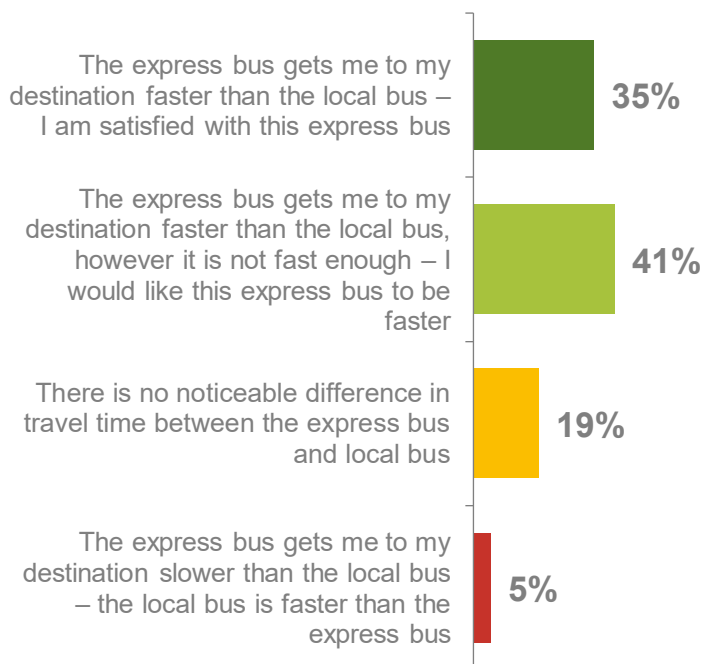
Q1: How often do you use this express bus route?



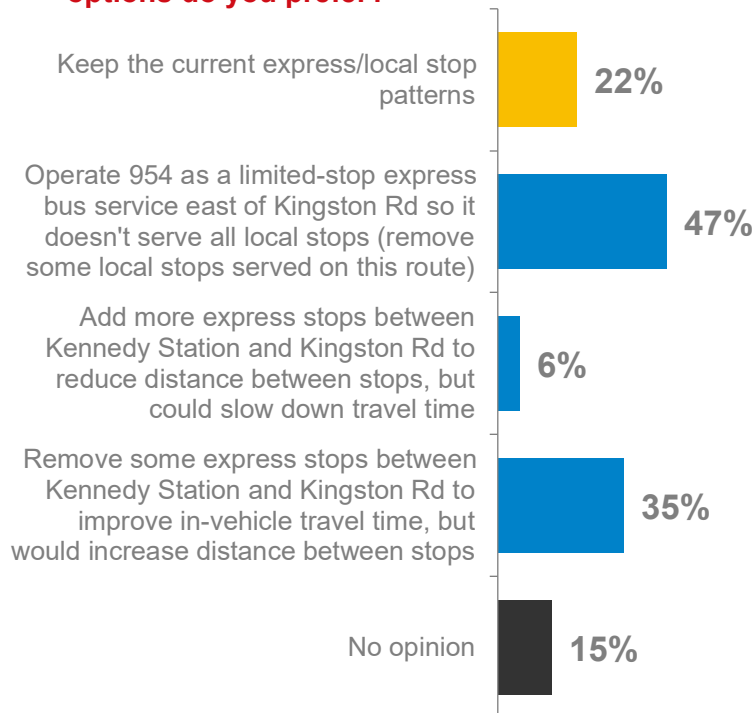
Q2: What do you use this express route for?



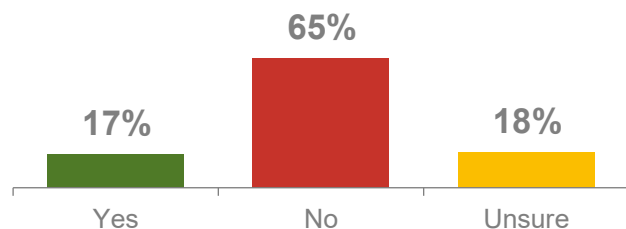
Q3: Thinking about in-vehicle travel time, how does this express bus compare to the local bus on the same route?



Q4: For this express route, the TTC is interested in improving travel times and distance along the entire corridor, especially on the segment east of Kingston Rd. Which options do you prefer?

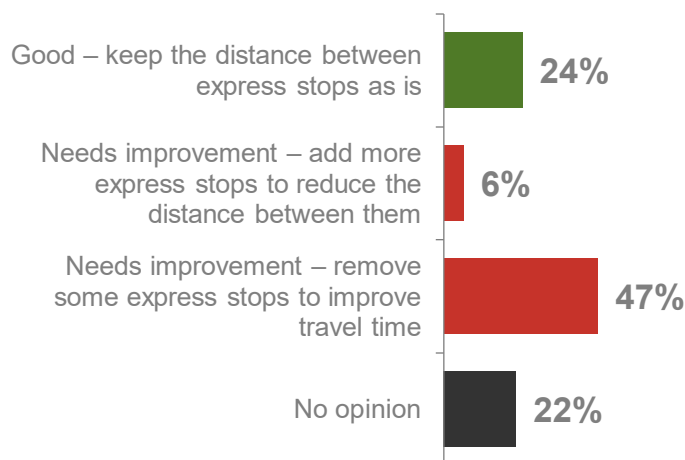


Q5: Are there important destinations near or along this express bus route that you think should have a stop but currently do not?

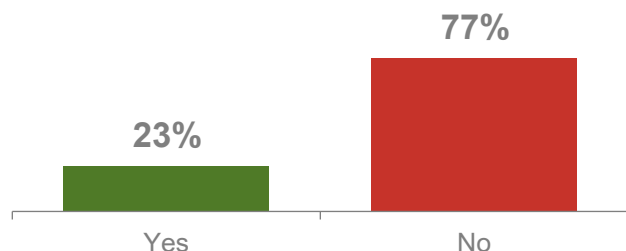


See below for destinations respondents think should have a stop

Q6: How would you rate the distance between stops west of Morningside Ave on the 954 Lawrence East Express?



Q7: Are there specific areas along this express bus route where the TTC should improve travel time or adjust the distance between stops?



See below for areas where respondents think TTC should improve travel time and stop spacing

Destinations suggested to have a stop

- Bellamy Road & Brimley Road plazas
- Brimley Road
- Hospitals / doctors' offices / clinics along the corridor
- Kennedy Station
- Lawrence Avenue segment between Lawrence Station and Kennedy Station
- Science Centre Station
- Susan Street
- Thompson Park
- West of Kennedy Road

Areas along the express bus route suggested to improve travel time and stop spacing

- **General stop spacing suggestion.** Several said the 954 Lawrence East Express has too many closely spaced stops and should focus on major intersections, especially west of Kingston Road and east of Kingston Road toward Meadowvale/Port Union. Specific stops to remove along this route included:
 - **Greencrest / Greenholm Circuit; Fortune Gate; Galloway Road** (west of Kingston Road)
 - **Ling Road; Homestead Road; Valia Road / Megan Avenue; Morning Dew Road / Bennett Road; Collingsgrove** (east of Kingston Road)
 - **One of the two stops at McCowan Road; Greenholm Circuit** (near Fortune Gate/Markham)
 - **Between Scarborough Golf Club Road and Markham Road, east of Morningside, and between Starspray and Morningside** (consolidate/trim stops to maintain express speed)
 - **Brockley Drive**
 - **Markham Road to Kingston Road corridor.** Reduce the number of stops between these two streets.
 - **East of Kingston Road (toward Meadowvale / Port Union).** Reduce closely spaced stops until more residential areas.

- **East of Markham Road.** Keep express stops only at Scarborough Golf Club Road, Orton Park Road, Kingston Road, Morningside Avenue; then run local to Rouge Hill GO Station and terminate there (suggestion to have 54A continue to Starspray).
- **Lawrence Avenue East (Morningside Avenue to Kennedy Road).** Add dedicated bus lanes.

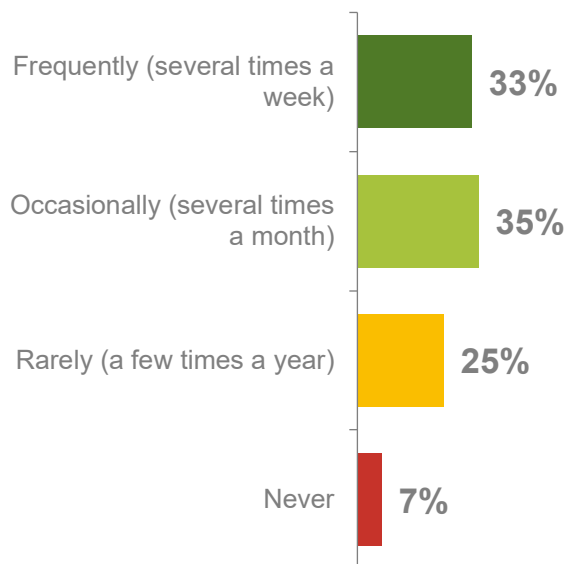
Other feedback

- Express service is “very, very” infrequent. Respondents asked for more buses all day (not just at peak periods), noting that local 54 Lawrence East buses are “incredibly slow and always crowded.”
- Consider extending the route to Eglinton Station.
- Improve the 54 local and consider splitting it into two routes (Eglinton/Yonge to Midland; Lawrence/Kennedy Station to Starspray) while Line 5 remains closed.
- Like the 938 Highland Creek Express, the express/local arrangement helps long trips from deep Scarborough; last year’s stop removals east of Markham Road were beneficial, with more pruning of stops requested.

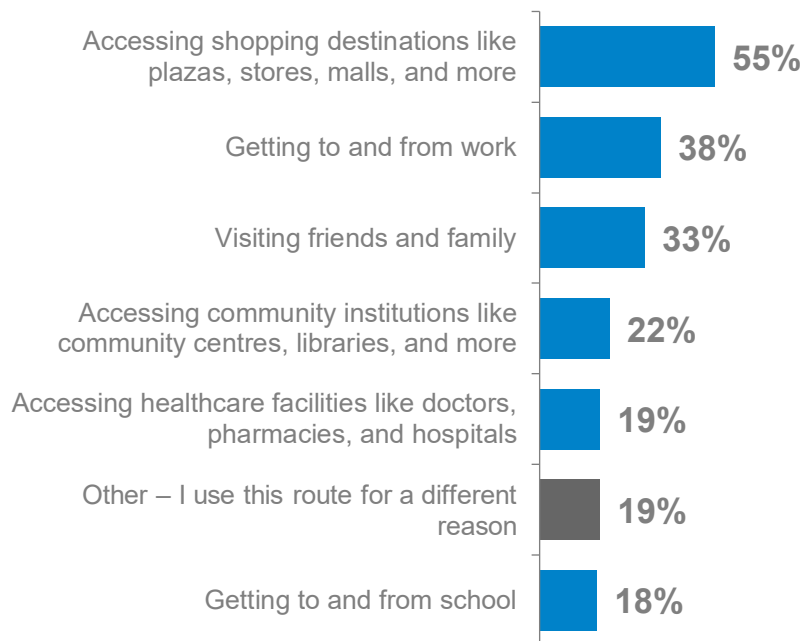
960 Steeles West Express

A total of 95 respondents answered questions for this express bus.

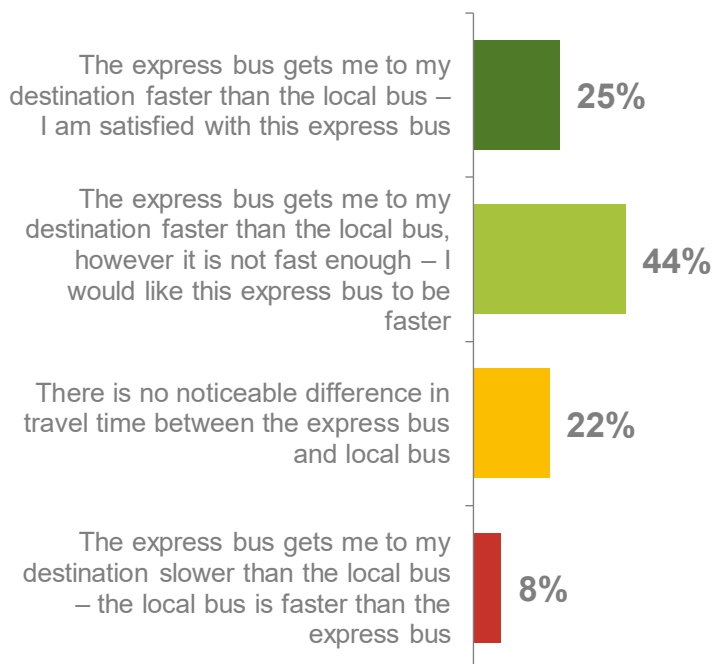
Q1: How often do you use this express bus route?



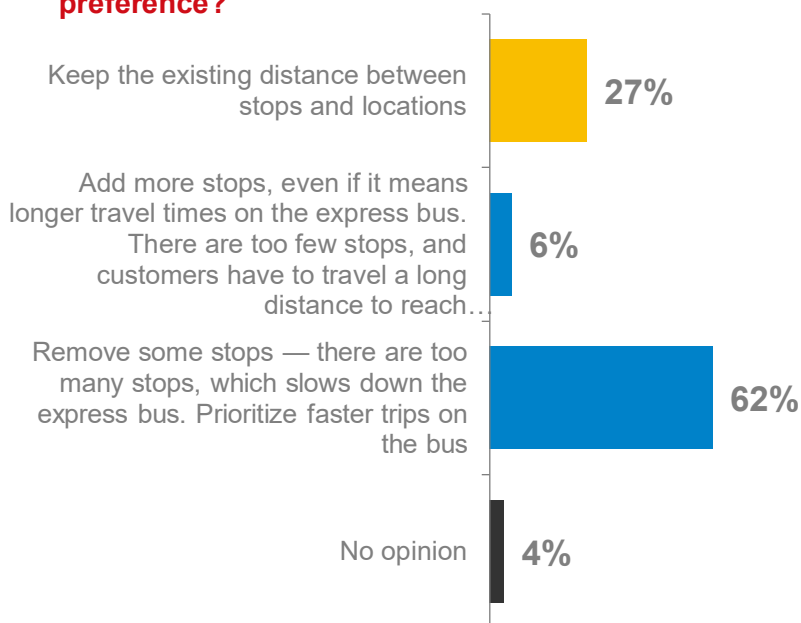
Q2: What do you use this express route for?



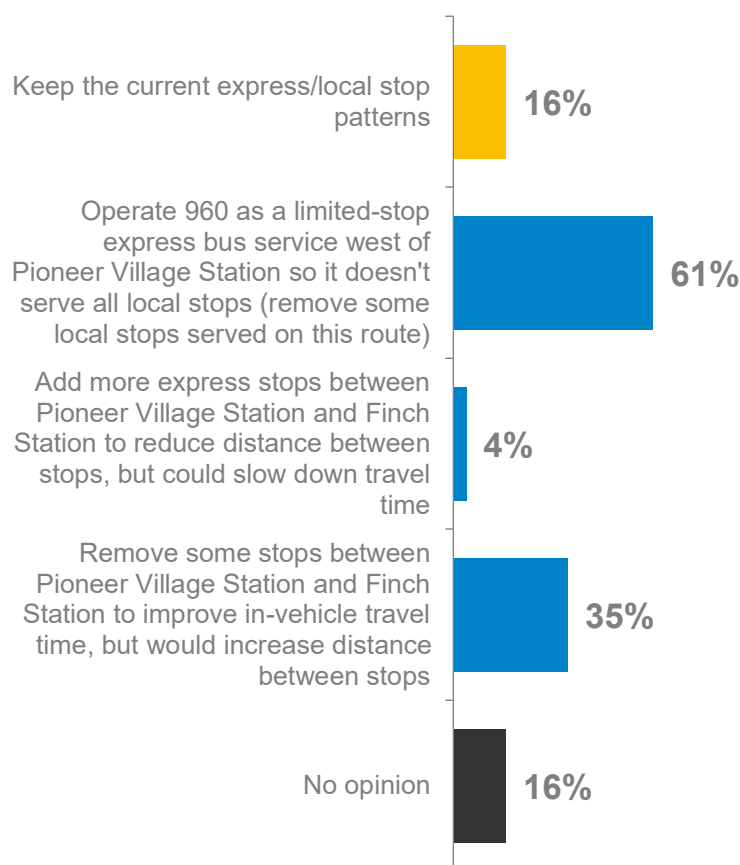
Q3: Thinking about in-vehicle travel time, how does this express bus compare to the local bus on the same route?



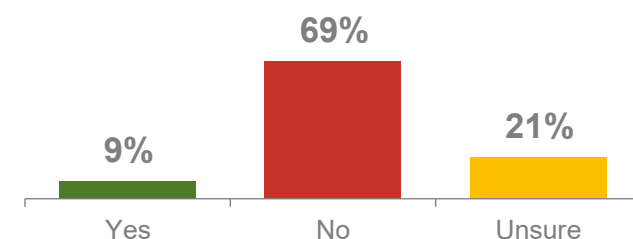
Q4: To help us understand your preferences around distance between express stops and express stop locations, which of the following statements best reflect your preference?



Q5: For this express route, TTC is particularly interested in improving travel times and distance between stops along the entire corridor, especially on the segment west of Pioneer Village Station. Which options do you prefer?

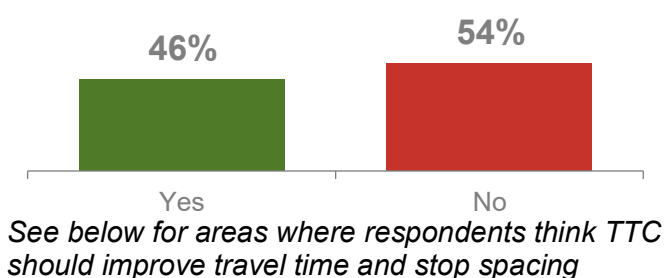


Q6: Are there important destinations near or along this express bus route that you think should have a stop but currently do not?



See below for destinations respondents think should have a stop

Q7: Are there specific areas along this express bus route where the TTC should improve travel time or adjust the distance between stops?



See below for areas where respondents think TTC should improve travel time and stop spacing

Destinations suggested to have a stop

- **Bathurst–Steeles area**, including McDonald's at Hilda Avenue, Bathurst–Steeles Plaza, FreshCo/Harvey's on Carpenter Road, and residential access via the hydro corridor on Torresdale Avenue
- **Centrepont Mall**
- **Dufferin Street & Steeles Avenue** (west side)
- **Drewry Avenue / Cummer Avenue**
- **Emerald Lane & New Westminster Drive**
- **Pioneer Village Station**

Areas along the express bus route suggested to improve travel time and stop spacing

- **General stop spacing suggestion.** Many said the 960 Steeles West Express has too many stops—especially west of Pioneer Village Station—and should stop only at major intersections/connection points. Specific changes along this route included:
 - **West of Pioneer Village Station** (toward Islington / Hwy 400): make it “full express,” remove closely spaced local stops, and keep only major intersections.
 - **Yonge to Keele segment.** Remove/consolidate stops so the express only serves Bathurst, Dufferin, Keele, Yonge; several suggested dropping mid-block/low-ridership stops (e.g., Hidden Trail/Conley, Thurman/Torresdale), and consolidating Bathurst and Carpenter into one west-side stop.
 - **Centrepont Mall area.** Current Yonge/Steeles and Hilda stops “straddle” the mall; stop placement doesn't serve the mall well.
 - **Bathurst to Dufferin.** Too many stops. Drop some to speed up trips.

- **Steeles Avenue.** Add bus-priority measures, like dedicated bus lanes (where there are 3 lanes), queue jumps, and transit-signal priority, so the express doesn't sit in the same traffic as local buses.
- **Yonge & Steeles.** Provide a dedicated left-turn bus lane and priority signals. Heavy congestion affects access to/from Finch Station.
- **Keele to Dufferin.** Keep running time tight. Avoid added stops/delays between these arterials.
- **Finch Station approaches.** Improve flow to reduce delays at the terminal.
- **Highway 400 area (Islington–400 / Weston–Norfinch).** PM traffic can take 30 minutes for 2 km; remove closely spaced stops between Hwy 400 and Islington Avenue and add priority.

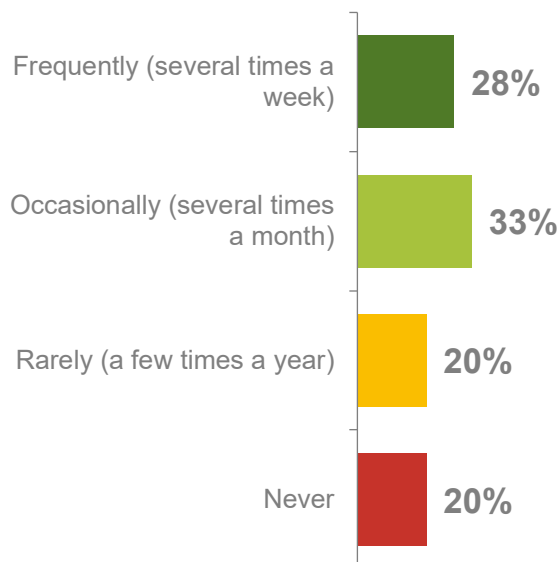
Other feedback

- Many said that without bus lanes and signal priority, the 960 Steeles West Express cannot provide real time savings.
- Increase service and use articulated vehicles, as the busiest sections fill quickly.
- Extend weekend operating time to whole day; service is too infrequent compared with local buses.
- Bring back an all-day local 60 west of Pioneer Village so the 960 Steeles West Express can operate as a true express; consider extending to connect with Brampton Züm 511 Steeles.
- "Express should be truly express". Buses are often no faster than local due to congestion. Add dedicated bus lanes and full transit signal priority to deliver meaningful time savings.

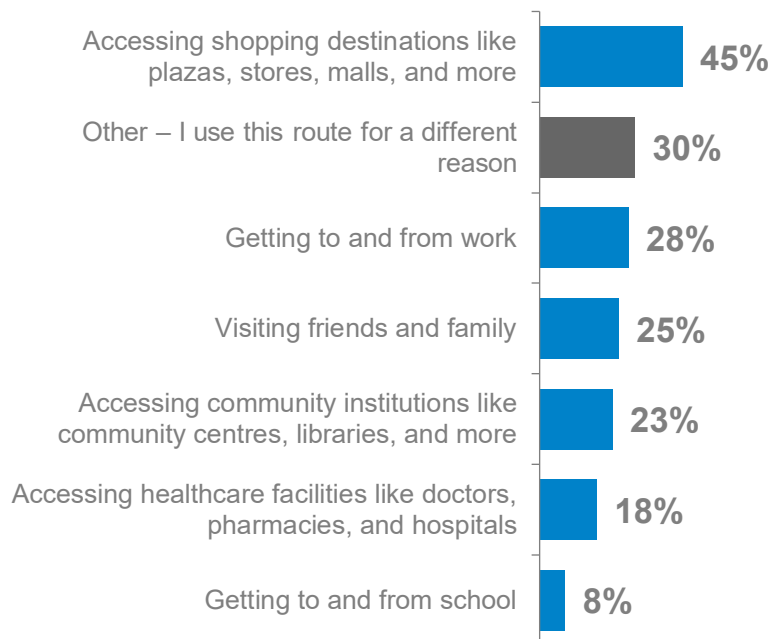
968 Warden Express

A total of 40 respondents answered questions for this express bus.

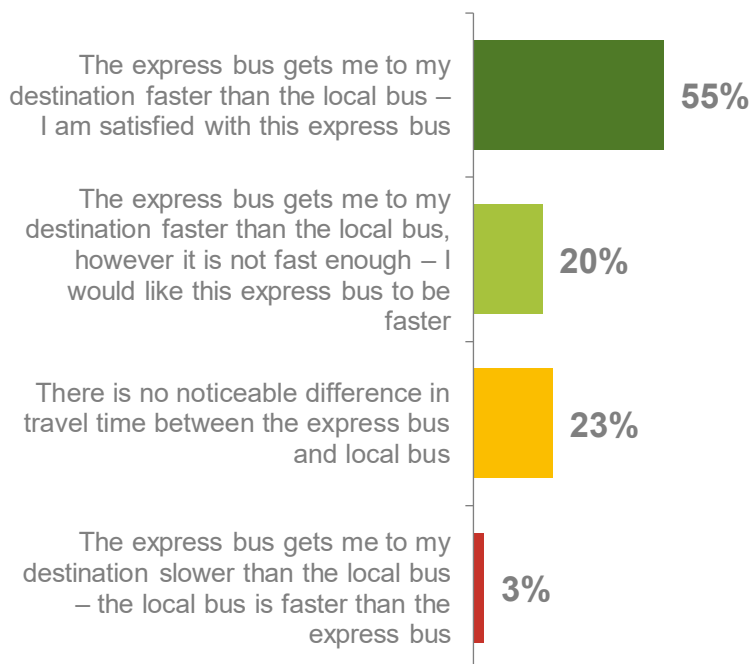
Q1: How often do you use this express bus route?



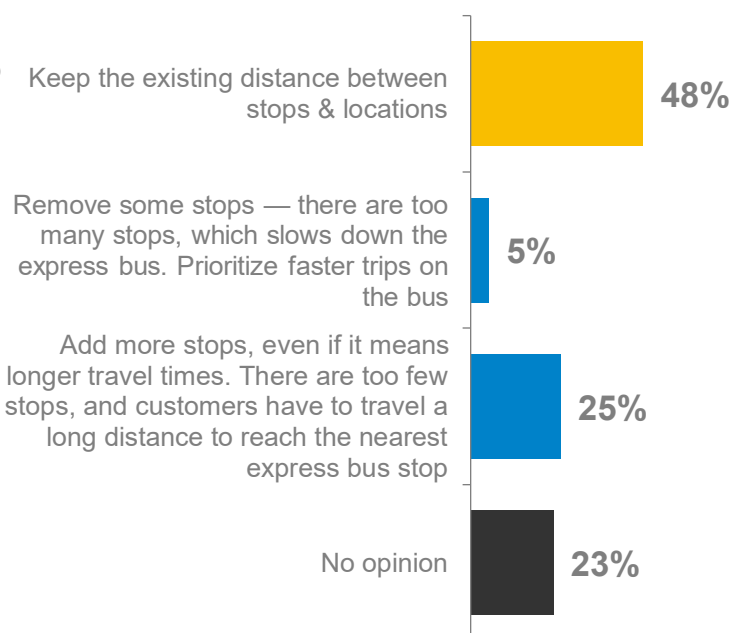
Q2: What do you use this express route for?



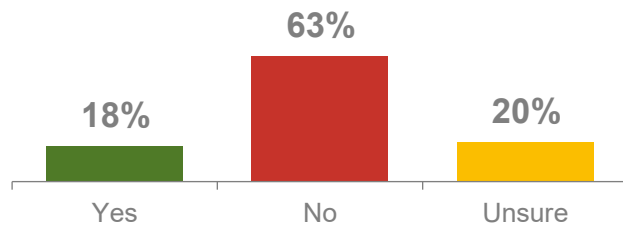
Q3: Thinking about in-vehicle travel time, how does this express bus compare to the local bus on the same route?



Q4: To help us understand your preferences around distance between express stops and express stop locations, which of the following statements best reflect your preference?

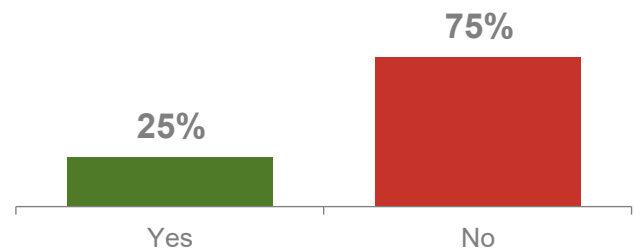


Q5: Are there important destinations near or along this express bus route that you think should have a stop but currently do not?



See below for destinations respondents think should have a stop

Q6: Are there specific areas along this express bus route where the TTC should improve travel time or adjust the distance between stops?



See below for areas where respondents think TTC should improve travel time and stop spacing

Destinations suggested to have a stop

- **125 Bamburgh Circle** (mid-block between McNicoll and Steeles; connects high-rises/commercial plaza)
- **Bamburgh Circle (North and South)**
- **Bridlewood Mall**
- **Bridletowne Circle (North and South)**
- **Huntingwood Drive**
- **Markham extension** (mirror 68B north of Steeles: Warden & Denison, Warden & Masseyfield, Warden & McNabb)
- **Metropolitan Road**
- **Warden Station**

Areas along the express bus route suggested to improve travel time and stop spacing

- **General stop spacing suggestion.** One respondent said the 968 Warden Express should stop only at major intersections; specific stops to remove along this route included:
 - **Ashtonbee Road**
 - **Comstock Road**
 - **Fairfax Crescent**
- **Ashtonbee Road / south of Eglinton Avenue East.** Reduce delays in this segment.
- **Eglinton Avenue East & Lawrence Avenue East.** Add queue-jump lanes.
- **Ellesmere Road (north and south).** Address recurring congestion.
- **Markham (north of Steeles).** Improve running time/coverage in the Markham segment.
- **Warden Avenue between Metropolitan Road and Canadian Road.** Targeted travel-time improvements requested.

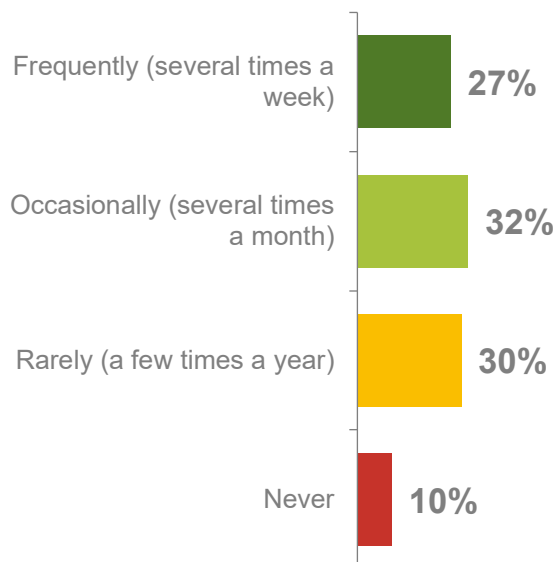
Other feedback

- Many said this route is a good express bus model, with subway-like stop spacing only at major intersecting streets.
- Increase weekday frequency (morning through 6 pm); 68 Warden is “dangerously overcrowded,” especially in Markham.
- Extend the 968 Warden Express to Angus Glen Community Centre and operate local north of Steeles (replacing some 68B trips); add a local overlay between Sheppard Avenue East and Steeles Avenue East to relieve crowding on the 68.
- Provide real-time SMS stop codes (e.g., at Warden/Steeles) that will provide bus arrivals.

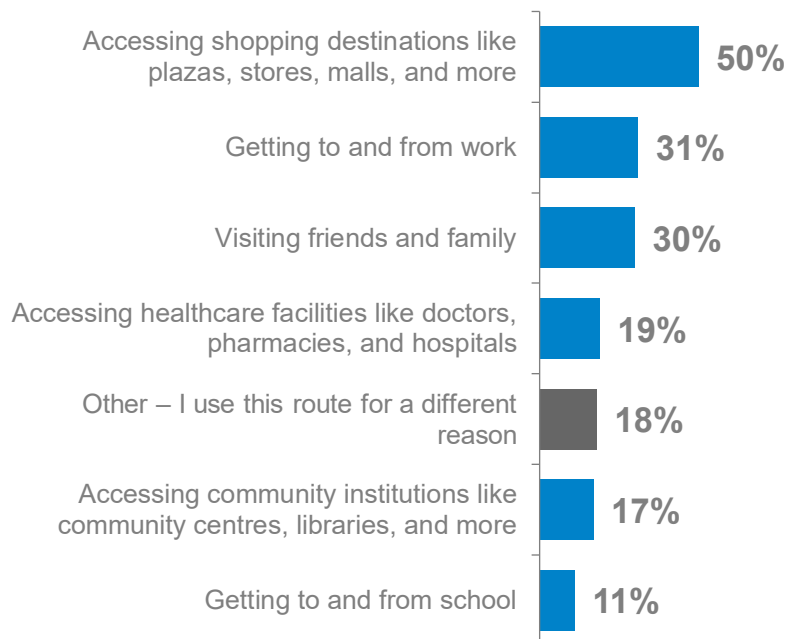
984 Sheppard West Express

A total of 105 respondents answered questions for this express bus.

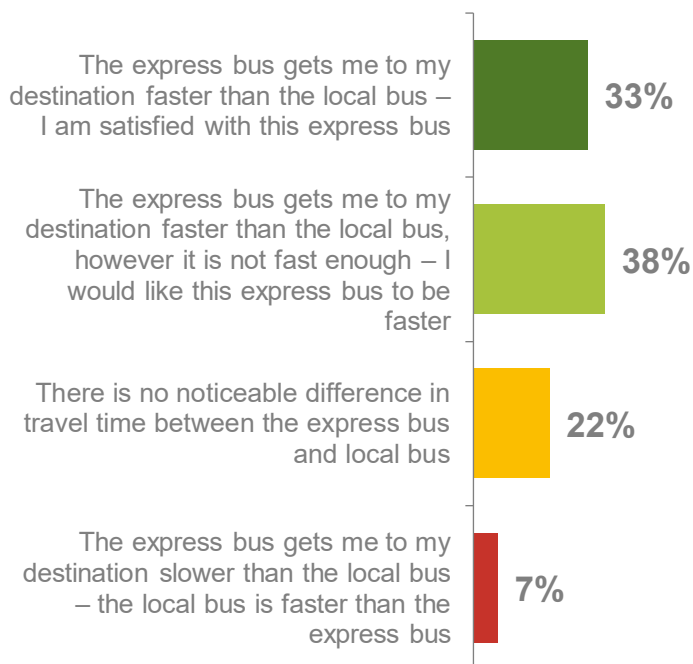
Q1: How often do you use this express bus route?



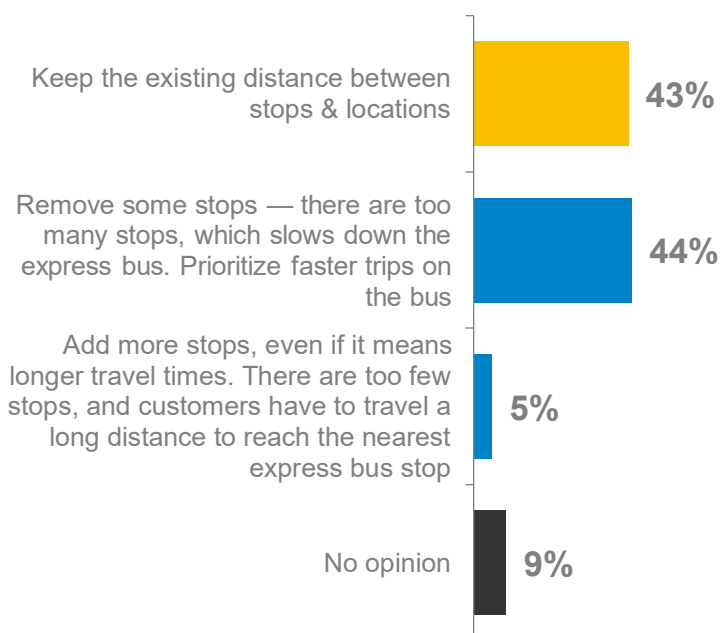
Q2: What do you use this express route for?



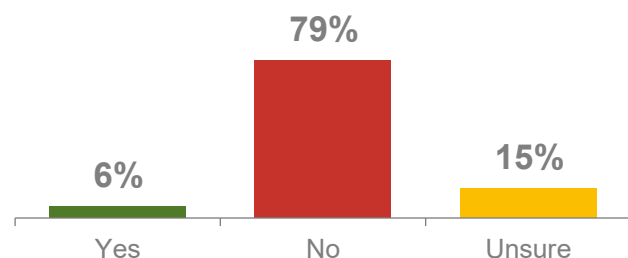
Q3: Thinking about in-vehicle travel time, how does this express bus compare to the local bus on the same route?



Q4: To help us understand your preferences around distance between express stops and express stop locations, which of the following statements best reflect your preference?

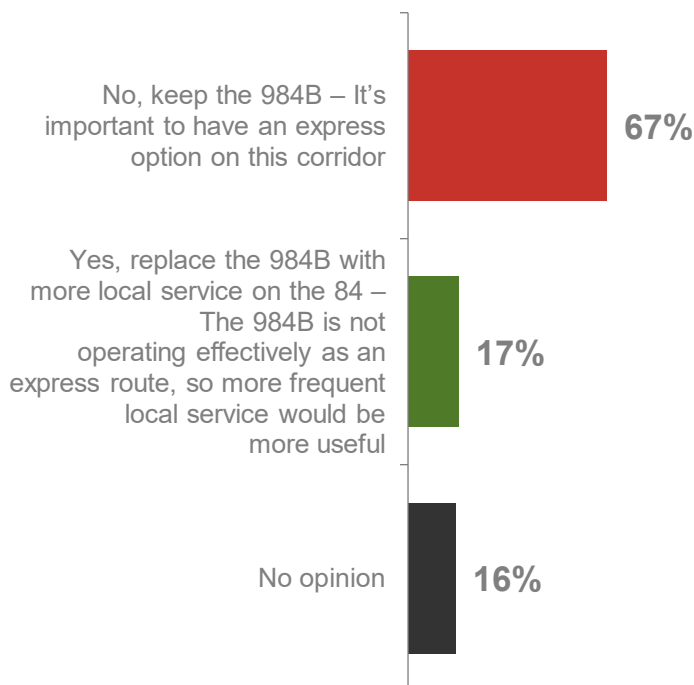


Q5: Are there important destinations near or along this express bus route that you think should have a stop but currently do not?

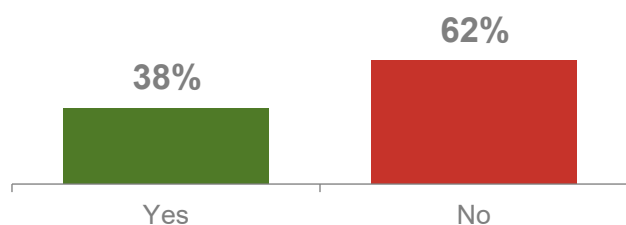


See below for destinations respondents think should have a stop

Q7: Would your transit experience improve if the 984B Sheppard West Express were replaced with additional local service on the 84 Sheppard West?



Q6: Are there specific areas along this express bus route where the TTC should improve travel time or adjust the distance between stops?



See below for areas where respondents think TTC should improve travel time and stop spacing

Destinations suggested to have a stop

- **Chesswood Drive (Downsview Park GO).** Add a stop here to be closer to the GO platform.
- **Wilson Heights Boulevard.** Add/retain a stop at Wilson Heights.
- **Midland and Progress Avenue**

Areas along the express bus route suggested to improve travel time and stop spacing

- **General stop spacing suggestion.** Reduce duplicate/closely spaced stops so the 984 Sheppard West Express runs more like a true subway-connector. Specific stops to remove or consolidate along this route included:
 - **Bathurst Street at Sheppard Avenue West.** Remove double-stops.
 - **Wilson Heights Boulevard** (too close to Wilmington / Sheppard West).
 - **Sentinel Road** (too close to Keele).
 - **Sheppard Avenue West & Banting Avenue** (Sheppard West Station). No need for an extra stop right at the subway.
 - **East of Sheppard West Station.** Too many stops; streamline stops.
 - Consolidate **Wilson Heights Boulevard** and **Wilmington Avenue** into one stop.
 - At intersections with both near- and far-side stops (e.g., **Jane Street, Bathurst Street**), stop on one side only.
- **Allen Road / Dufferin (eastbound).** Add queue-jump lanes.
- **Sheppard Avenue West (westbound) approaching Bathurst Street.** Add a short bus lane for the bridge bottleneck.
- **Between Sheppard–Yonge Station and Sheppard West Station.** Make non-stop or near-non-stop to bridge the two arms of Line 1 faster.
- **Sheppard Avenue West between Keele Street and Allen Road.** Improve running time.

- **Sheppard Avenue West between Jane Street and Keele Street (incl. Rivalda Road–Jane Street).** Heavy congestion. Speed up operations.
- **Downsview corridor (Jane–Sheppard West).** Add buses and improve headways.

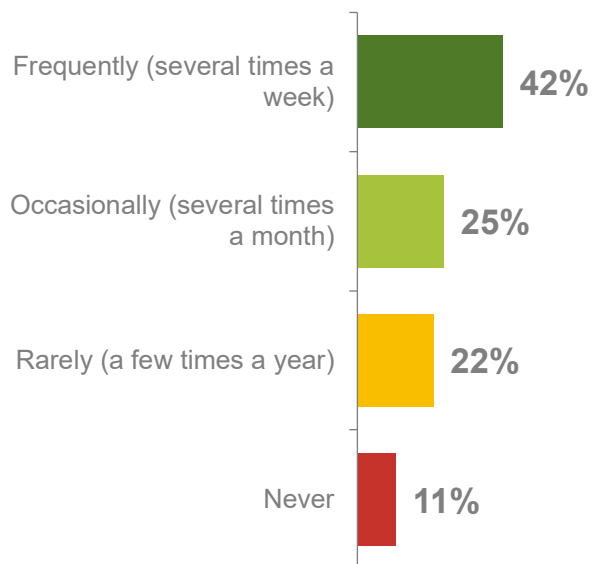
Other feedback

- Operators won't pass local bus. The bus paces at 45 km/h and misses green lights.
- The app sometimes doesn't show 984. Improve route visibility on map.
- Extend evening service (at least to 8 pm), run 984B on weekends, add rush-hour trips; some said the route feels like "just another Sheppard bus" due to low frequency.
- Treat the 984 Sheppard West Express as a fast east-west bridge between Line 1's branches. Several asked for a non-stop (or almost non-stop) shuttle Sheppard–Yonge to Sheppard West.
- Create a 984J branch that links Sheppard West and Don Mills (connecting to the 985 Sheppard East Express and serving the hospital/Leslie). Consider operating 984 Sheppard Station to Weston Road; "984A should run replacing 984B."
- Add bus lanes/queue jumps and signal priority (esp. Bathurst bridge approach; Allen/Dufferin area).
- Maps/website mention of 984B is confusing. Suggest updating information.
- Increase service of 984B branch during rush hours between Sheppard West and Sheppard-Yonge Stations.

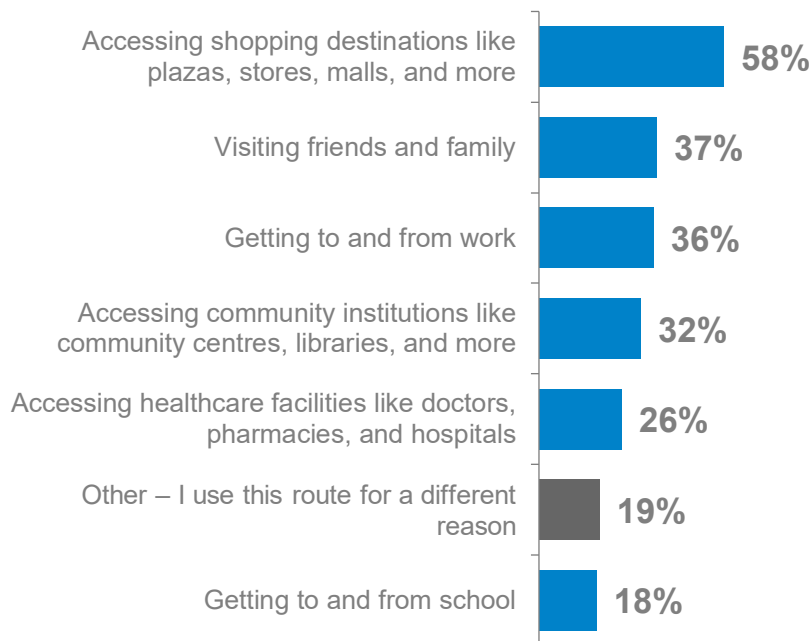
985 Sheppard East Express

A total of 73 respondents answered questions for this express bus.

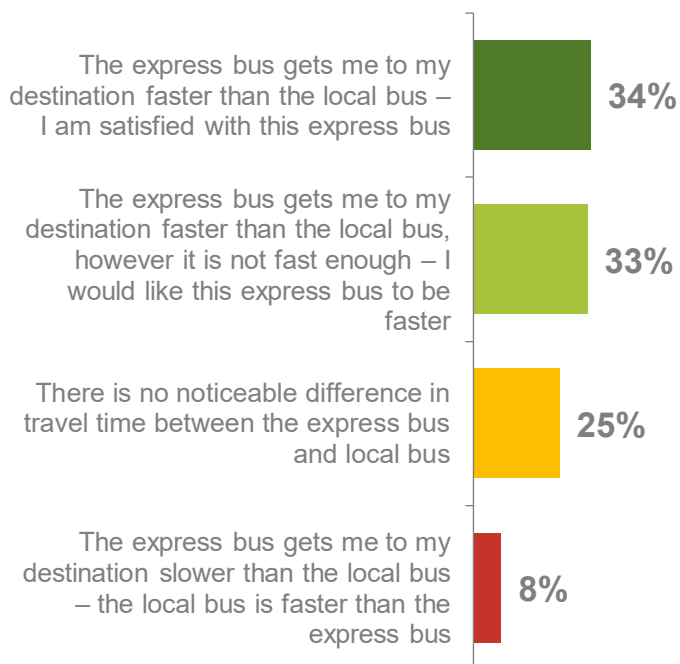
Q1: How often do you use this express bus route?



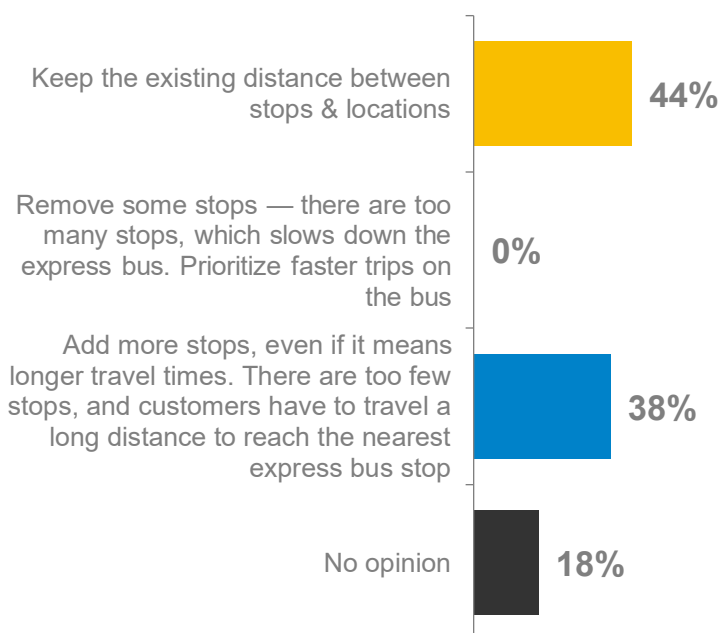
Q2: What do you use this express route for?



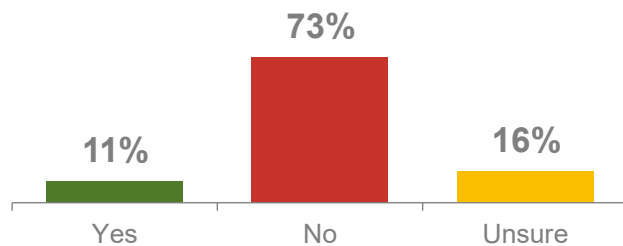
Q3: Thinking about in-vehicle travel time, how does this express bus compare to the local bus on the same route?



Q4: To help us understand your preferences around distance between express stops and express stop locations, which of the following statements best reflect your preference?

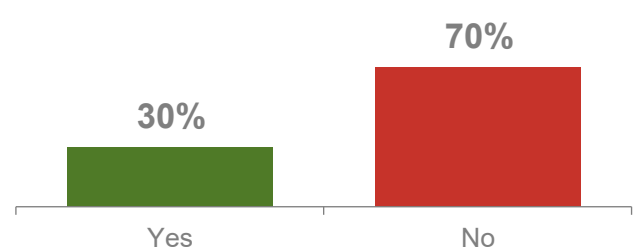


Q5: Are there important destinations near or along this express bus route that you think should have a stop but currently do not?



See below for destinations respondents think should have a stop

Q6: Are there specific areas along this express bus route where the TTC should improve travel time or adjust the distance between stops?



See below for areas where respondents think TTC should improve travel time and stop spacing

Destinations suggested to have a stop

- **Agincourt GO Station.** Add an express stop to improve GO connections.
- **Alvin Curling Public School.** Noted with nearby residential stops (Dean Park/Braymore; Rouge River/Bald Eagle).
- **Don Mills Station.** Requested as a key destination.
- **Heron's Hill Way (Sheppard Ave E @ Heron's Hill Way).** Add/recognize the GO connection at this shared stop.
- **Local malls (not Scarborough Town Centre).** Add stops serving neighbourhood malls.
- **Rouge River Dr & Bald Eagle Ave / Dean Park Rd & Braymore Blvd.** Add stops in this cluster.
- **Toronto Zoo (summer weekends).** Provide weekend connections in peak season.

Areas along the express bus route suggested to improve travel time and stop spacing

- **General stop spacing suggestion.** Several said there are too many stops and the 985 Sheppard East Express should only serve major intersections; some asked to simplify confusing near-/far-side arrangements (e.g., the westbound stop pattern at Sheppard & Markham). Specific stops to remove along this route included:
 - **Allanford Rd**
 - **Birchmount Rd**
 - **Brian Dr**
 - **Consumers Rd, Havenview Rd**
 - **Pharmacy Ave (close to Victoria Park)**
 - **Progress Rd, Shorting Rd**
 - **Stops before and after Kennedy Rd** (either remove one or both)
 - **Several minor stops between Meadowvale and Morningside** (e.g., Idagrove Gate, Ecopark Gate, Rouge River Dr West, 8270 Sheppard Ave E, 8150 Sheppard Ave E)
- **Don Mills/Highway 404–Fairview Mall area.** Need bus lanes/priority to cut delays.
- **Sheppard & Allanford.** Identified as one of the worst slow points; stop should be removed and spacing tightened (major intersections only).
- **Between Warden Ave and Kennedy Rd.** Improve running time/stop spacing.
- **Markham Rd to Don Mills Rd.** Add an express lane/priority along Sheppard.
- **Meadowvale to Morningside.** Introduce limited-stop operation (then major nodes only: Neilson, Markham, McCowan, Brimley, Midland, Kennedy, Birchmount, Warden, Victoria Park, Don Mills Station).
- **East of Morningside.** Maintain the 985 Sheppard East Express as a true express (fewer/minor stops removed).
- **Sheppard & Brian Dr.** Move the stop to the Shops of Brian Village entrance for better access.

Other feedback

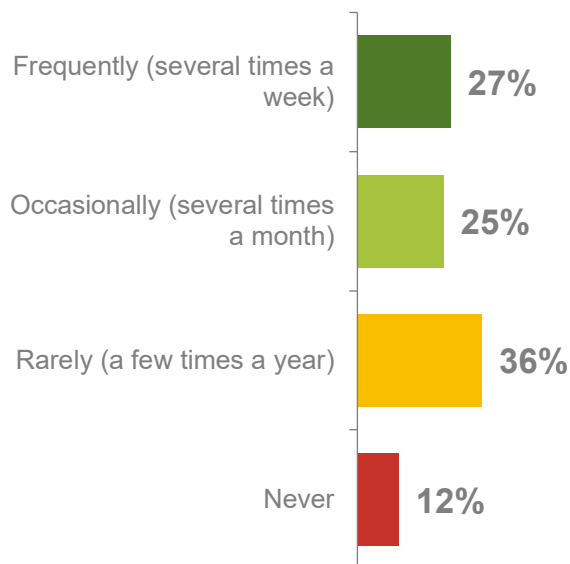
- Increase frequency; run all day (e.g., 20-minute base), and consider extending to Rouge Hill.

- West of Midland, service is duplicated by the 985 Sheppard East Express and 904 Sheppard Kennedy Express. Eliminate most 985 stops there to speed longer trips (those who need to the local stops can use the 85 Sheppard East).
- Use articulated buses; some suggested fewer but higher-capacity trips if that cuts in-vehicle time. Other complained that articulated buses are used on 985 while the 85 Sheppard East remain overcrowded.
- Add bus-only lanes and full transit signal priority (Markham–Don Mills; near Fairview/404). Others said to add signal priority and queue jump lanes
- Make stop placement less confusing at complex intersections (e.g., Sheppard & Markham).
- Reroute 985 Sheppard East Express/904 Sheppard Kennedy Express via McCowan (instead of Midland) to serve this node.

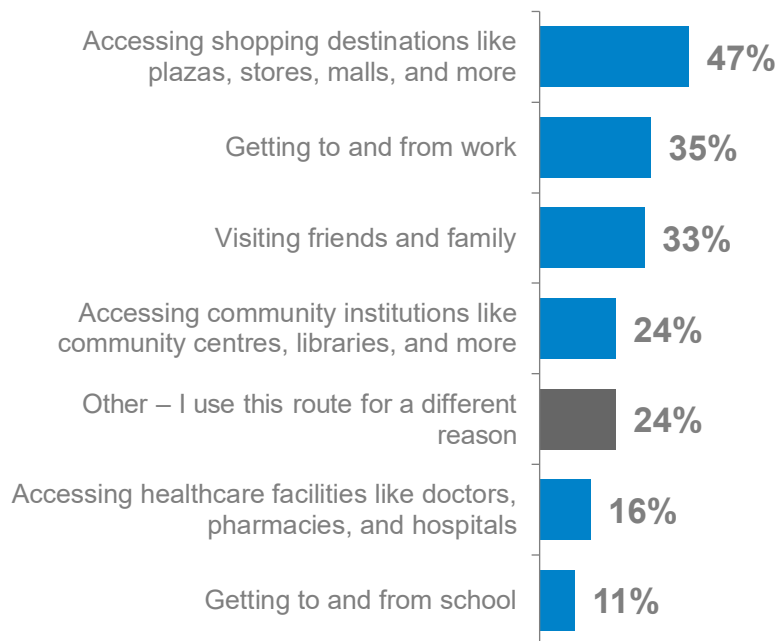
986 Scarborough Express

A total of 85 respondents answered questions for this express bus.

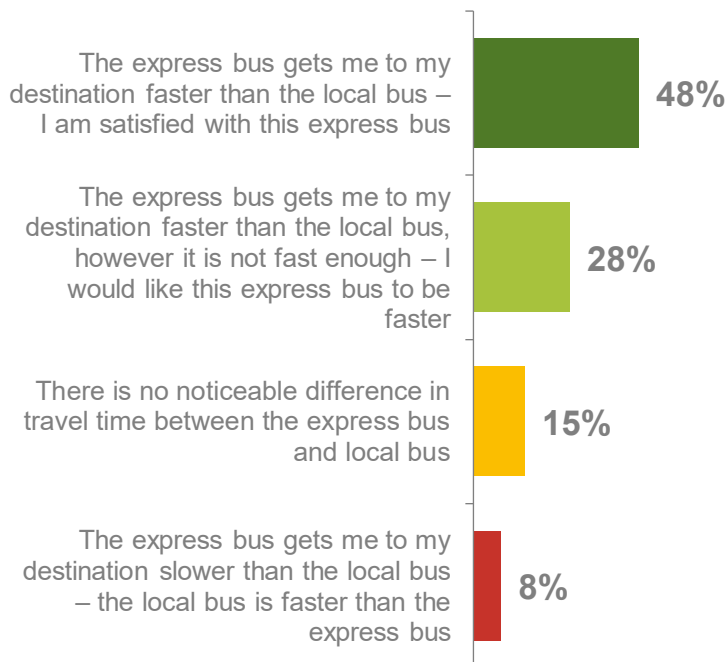
Q1: How often do you use this express bus route?



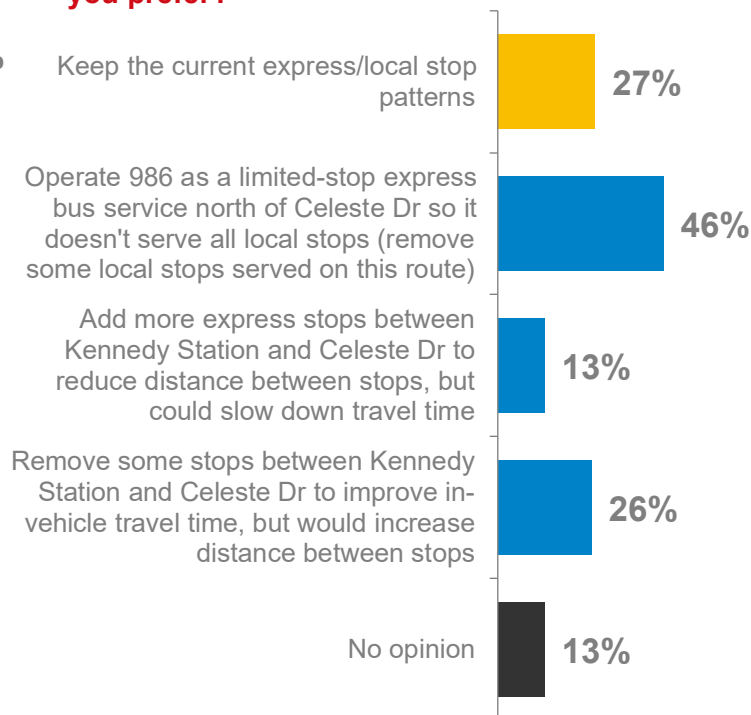
Q2: What do you use this express route for?



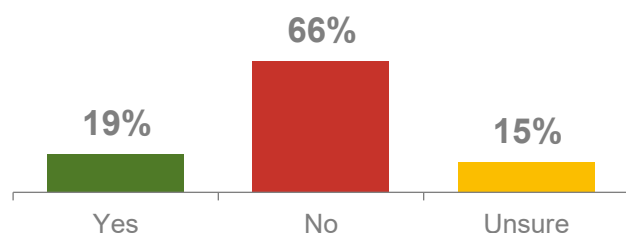
Q3: Thinking about in-vehicle travel time, how does this express bus compare to the local bus on the same route?



Q4: For this express route, the TTC is interested in improving travel times and distance between stops along the entire corridor, especially on the segment north of Celeste Dr. Which options do you prefer?

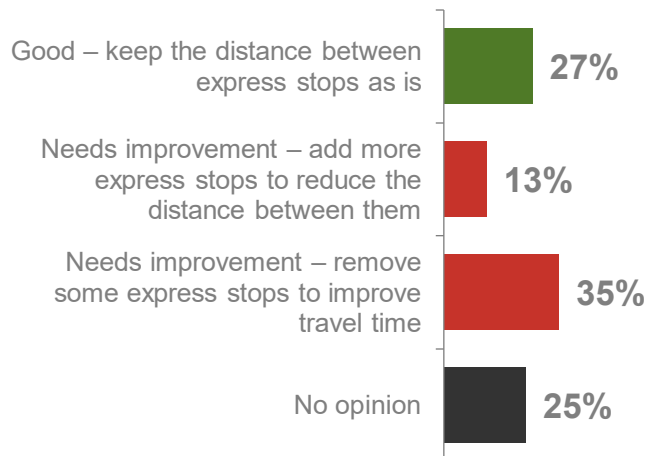


Q5: Are there important destinations near or along this express bus route that you think should have a stop but currently do not?

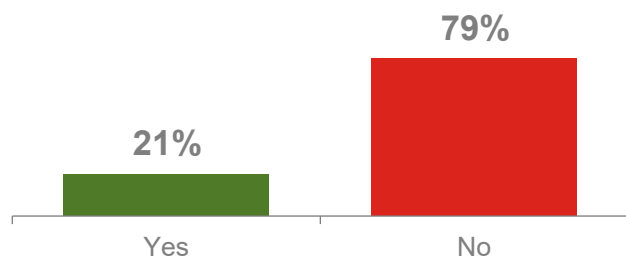


See below for destinations respondents think should have a stop

Q6: How would you rate the distance between stops north of the Highland Creek overpass on the 986 Scarborough Express?



Q7: Are there specific areas along this express bus route where the TTC should improve travel time or adjust the distance between stops?



See below for areas where respondents think TTC should improve travel time and stop spacing

Destinations suggested to have a stop

- Cedar Drive
- Danforth Road
- Eglinton GO Station
- Guildwood GO Station
- Kennedy Station
- McCowan Road & Eglinton Avenue East
- Rotary Drive & Meadowvale (bring back stop for both 986 Scarborough Express and 86)
- Toronto Zoo (seasonal weekend service)
- U of T Scarborough (UTSC)
- West Hill Collegiate Institute

Areas along the express bus route suggested to improve travel time and stop spacing

- **General stop spacing.** Make the 986 Scarborough Express a “true” express with fewer stops. Focus on major intersections. Specific suggestions included:
 - South of Meadowvale: remove stops between **Highland Creek Overpass** and **Morningside Avenue** (remove **Choiceland Blvd**).
 - East of **Celeste Drive**: remove minor stops; west of Celeste, add/retain only major intersections.
 - **Kennedy Station to Morningside Avenue.** Consolidate stops (suggestion to only stop at Danforth, Eglinton GO, Markham Road, Guildwood GO, and Lawrence).
- **Kennedy Station/Eglinton Avenue.** Approaches are “a mess” due to traffic. Travel time suffers leaving/approaching Kennedy Station.
- **Between Markham Road and Midland Avenue.** Identified for improvement.
- **East of Lawrence Avenue East.** Needs faster operation.

- **Entire corridor (Sheppard Ave E–Kennedy Station).** Needs faster travel times; this is a key through route.

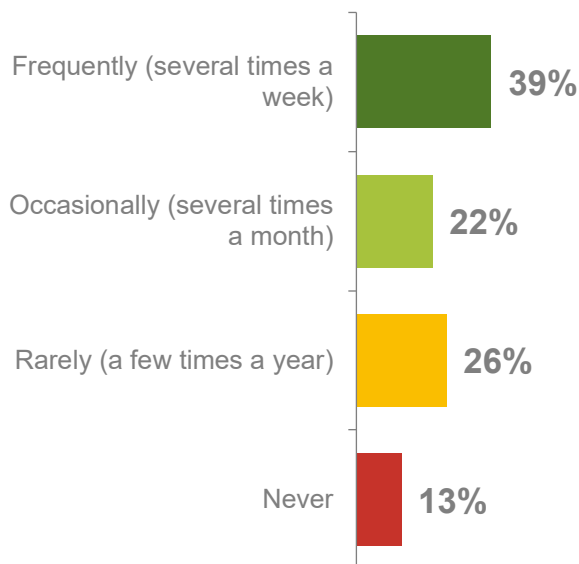
Other feedback

- Don't mix express and local for most of the corridor; run the 986 Scarborough Express as a true express, and if resources allow, add a separate local service (e.g., Celeste–Highland Creek) rather than diluting the express. One respondent suggested two express patterns for the 986 Scarborough Express to keep it fast. In Option A, after Celeste Drive the bus would only stop at Lawrence, Morningside, Highland Creek Overpass/Old Kingston Rd, Meadowvale & Ellesmere, and Sheppard Loop. In Option B, after Dean Park the bus would only stop at Ellesmere, Highland Creek Overpass, Manse Rd, Morningside, Lawrence, Galloway, and Celeste. The idea in both cases is to keep just these major stops so the bus runs quicker.
- The route is valued for nonstop service to Markham Road, but many said it should run all day, not just at peak times.

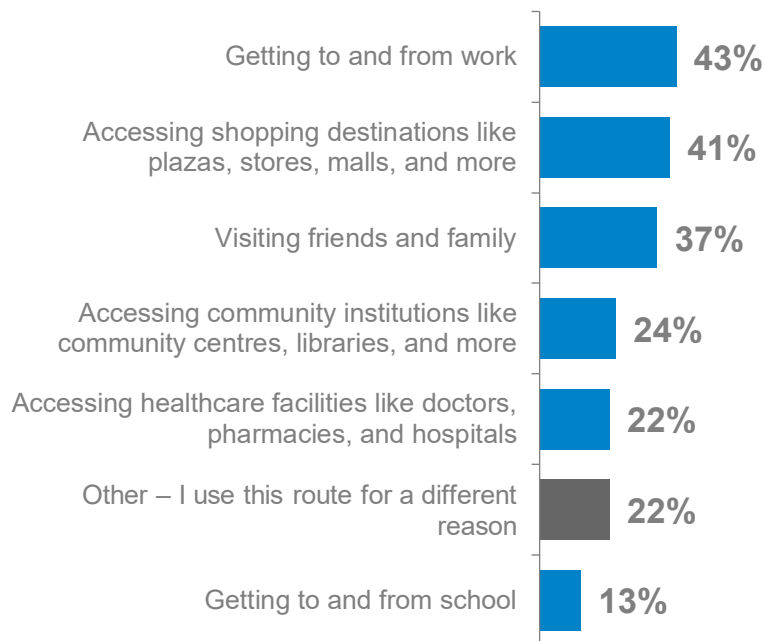
989 Weston Express

A total of 46 respondents answered questions for this express bus.

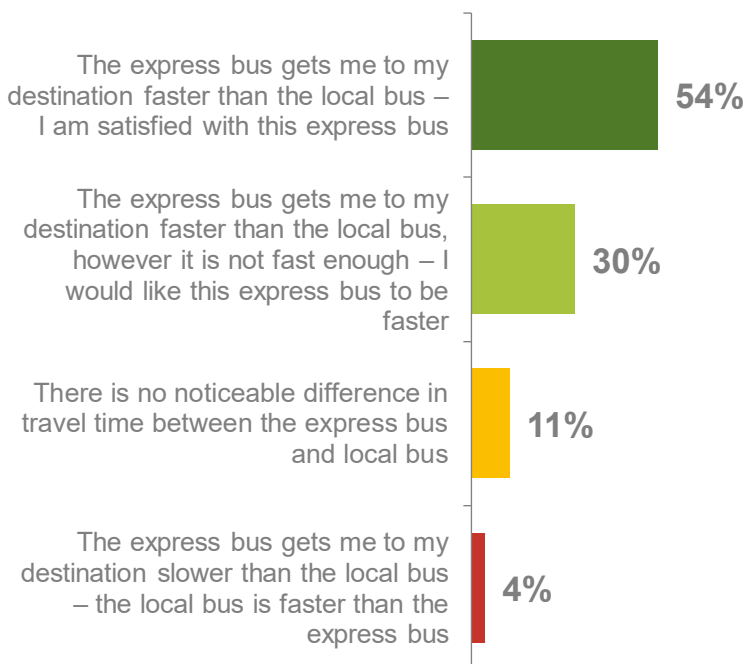
Q1: How often do you use this express bus route?



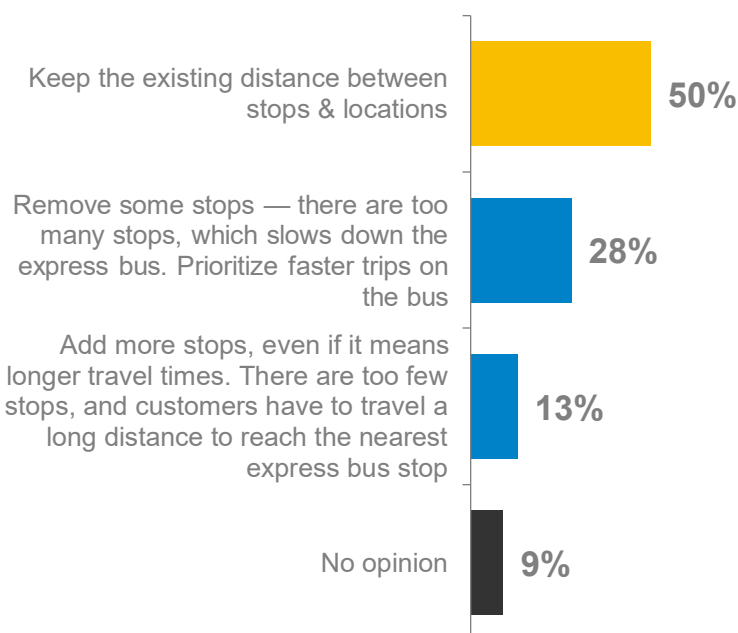
Q2: What do you use this express route for?



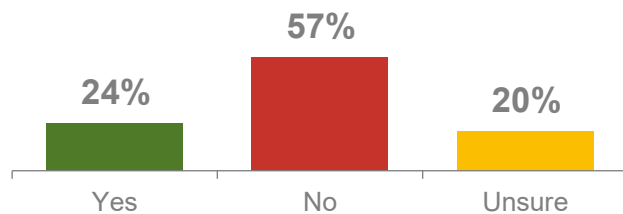
Q3: Thinking about in-vehicle travel time, how does this express bus compare to the local bus on the same route?



Q4: To help us understand your preferences around distance between express stops and express stop locations, which of the following statements best reflect your preference?

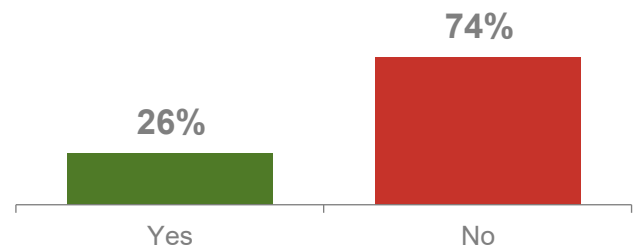


Q5: Are there important destinations near or along this express bus route that you think should have a stop but currently do not?



See below for destinations respondents think should have a stop

Q6: Are there specific areas along this express bus route where the TTC should improve travel time or adjust the distance between stops?



See below for areas where respondents think TTC should improve travel time and stop spacing

Destinations suggested to have a stop

- **Annette Street / Humberside Avenue.** Add at least one stop between Dundas West and Keele Station; “Keele & Annette” noted for 26 Dupont transfers.
- **Cardell Avenue / Knob Hill.** Optional additional stop near nearby grocery stores.
- **Keele Station.**
- **Real Canadian Superstore (Weston Rd north of Oak St).** Asked for a stop in both directions to serve the shopping plaza.
- **Weston Road & Elsemere Avenue.**
- **Wilby Crescent / Wright Avenue (Weston GO).** Improve GO connection; Lawrence stop is too far from the platform.

Areas along the express bus route suggested to improve travel time and stop spacing

- **Annette or Humberside (between Dundas West and Keele Station).** Gap is too long; add a stop to improve access.
- **Between Jane Street and Dundas Street West.** Identified for faster operation.
- **Jane Street to Lawrence Avenue West.** Reported slow, needs improvement.
- **Keele Station to Lawrence Avenue West.** Very slow due to congestion.
- **Rogers Road area.** Traffic regularly slows buses; travel time should be improved.
- **St. Clair Avenue.** Identified as needing improvement.
- **Weston Road & Lawrence Avenue.** Intersection called out for delays.
- **Highway 401 to St. Clair Avenue.** Street parking slows traffic and buses.
- **Cardell Avenue.** Add a stop here (stop-spacing adjustment).
- **General stop spacing.** Remove stops so the bus only stops every 1–2 km.

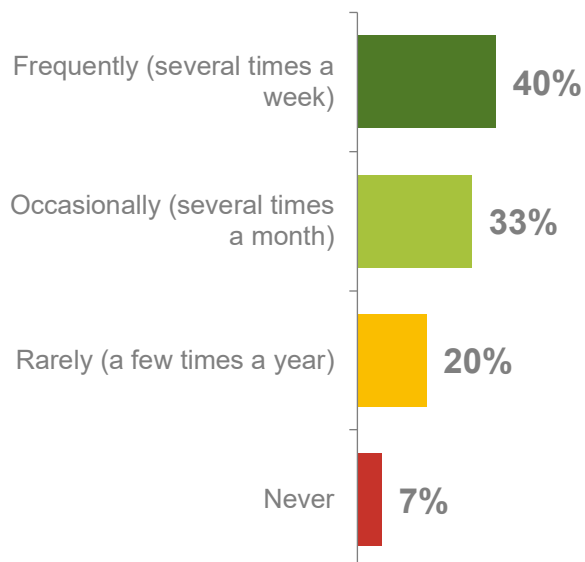
Other feedback

- Extend 989 Weston Express hours at least to 8:00 pm and add more buses.
- Respondents flagged bunching with the 165 Weston Rd North and 89 Weston local routes. Suggestions to space out service better.
- Increase and expand service into evenings and weekends.

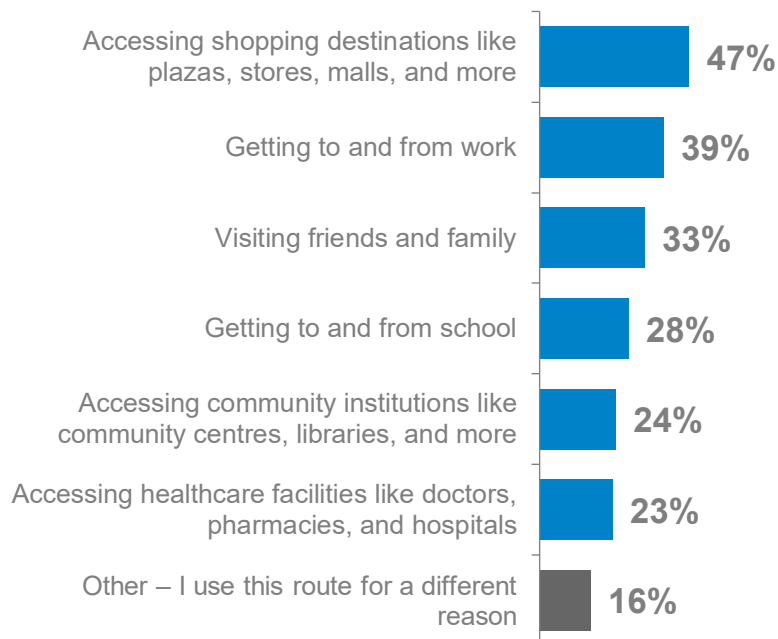
995 York Mills Express

A total of 88 respondents answered questions for this express bus.

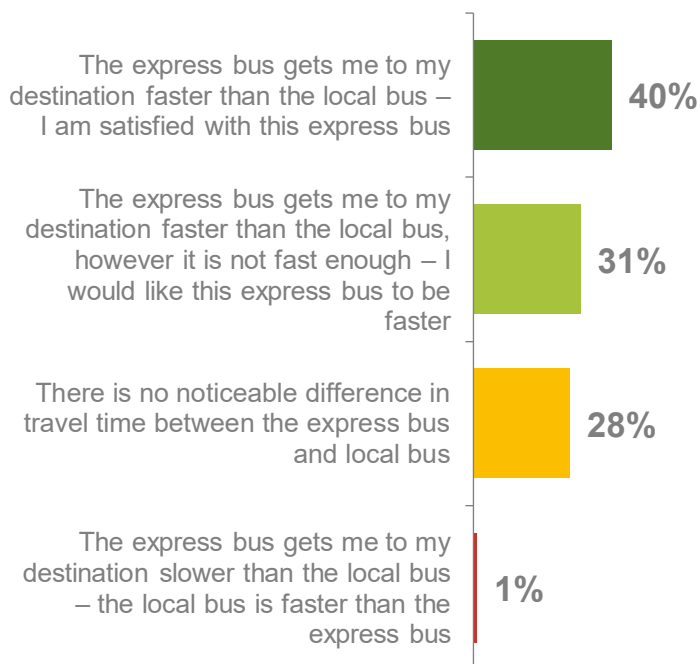
Q1: How often do you use this express bus route?



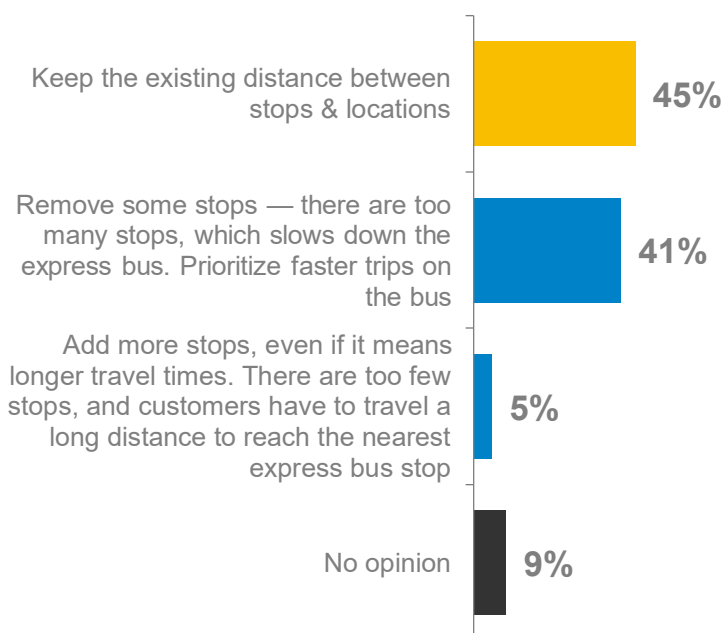
Q2: What do you use this express route for?



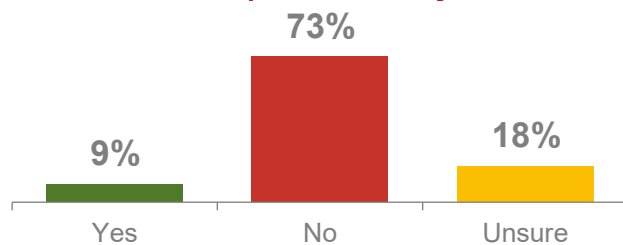
Q3: Thinking about in-vehicle travel time, how does this express bus compare to the local bus on the same route?



Q4: To help us understand your preferences around distance between express stops and express stop locations, which of the following statements best reflect your preference?

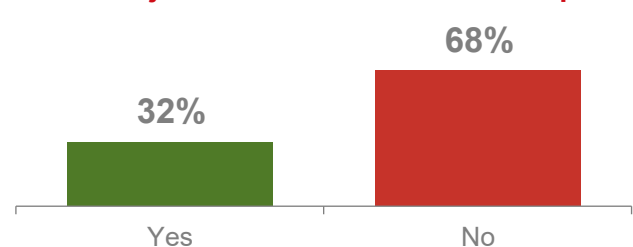


Q5: Are there important destinations near or along this express bus route that you think should have a stop but currently do not?



See below for destinations respondents think should have a stop

Q6: Are there specific areas along this express bus route where the TTC should improve travel time or adjust the distance between stops?



See below for areas where respondents think TTC should improve travel time and stop spacing

Destinations suggested to have a stop

- Fenside Drive
- Meadowvale
- Mondeo Drive
- Parkwoods Church
- Rouge Hill GO Station (extend east, like the old 95E)
- Wilson (extend west for a true crosstown and layover space)
- York Mills Station
- 1200 York Mills Road (Valleywoods) to connect with the 91 Woodbine.

Areas along the express bus route suggested to improve travel time and stop spacing

- **General stop spacing.** Remove stops that are not at major intersections so the **995 York Mills Express** functions as an express. Suggestions included “no stops between Victoria Park and Don Mills,” and operate limited-stop east of Markham Road; remove some stops west of Markham Road. Specific stops to remove along this route included:
 - Chipstead Road (suggested “school-hours only” if retained)
 - Valley Woods Road
 - Brookbanks Drive
 - Pharmacy Avenue
 - Parkwoods Village Drive at York Mills Road
 - Banbury Road (noted as very lightly used)
- **Yonge Street to Bayview Avenue.** Very slow; needs a fix for peak-period congestion.
- **York Mills Road (Leslie Street to Don Mills Road).** Frequently backed up during rush hours; queue-jump lanes at Bayview were requested.
- **Bayview Avenue.** Follow through on planned queue-jump lanes; heavy congestion affects reliability.
- **Lesmill Road.** Identified as needing improvement.
- **Markham Road (operator change).** Move the driver shift location to avoid ~5-minute waits at Markham.
- **Markham Road to U of T Scarborough (UTSC).** Make this segment full express/limited-stop (serve only major intersections); remove local stops.
- **McCowan Road to Bayview Avenue.** Identified for faster operation.
- **Rexdale area to York Mills area.** Called out broadly for improvement (congestion).

Other feedback

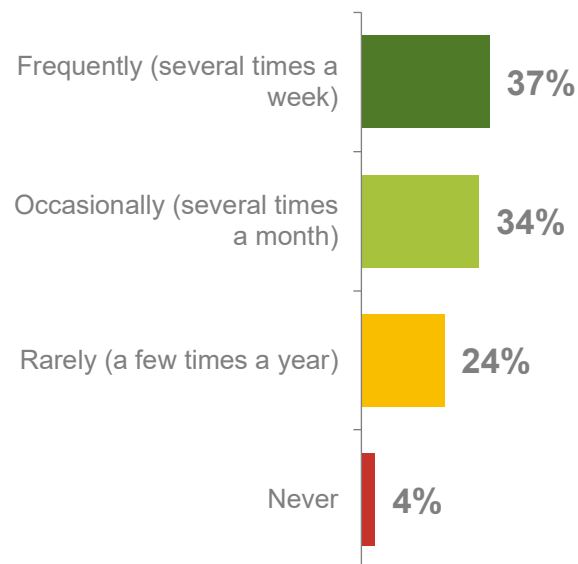
- Run the route from the subway to Don Mills non-stop, then express beyond.
- Add/expand bus-only lanes, queue-jumps, and full signal priority (noted especially on Ellesmere from Victoria Park Avenue, building on measures between Midland Avenue and Brimley Road).
- Increase service frequency and provide service on evenings and weekends.

- Balance with local service. Because 95 York Mills bus frequencies have been reduced (every 10 min vs. 5 min previously), some asked to reallocate a portion of 995 York Mills Express trips back to local service (noting overlap with the 996 Wilson Express).

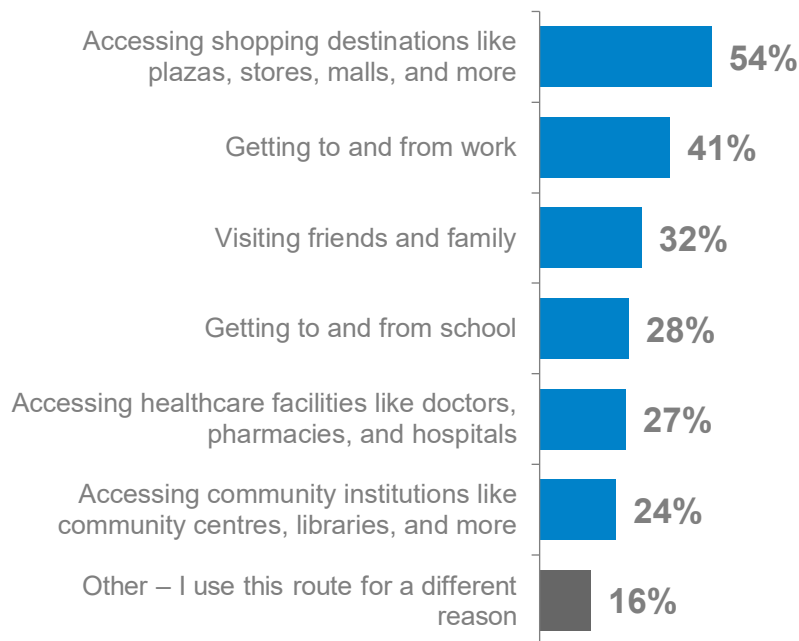
996 Wilson Express

A total of 116 respondents answered questions for this express bus.

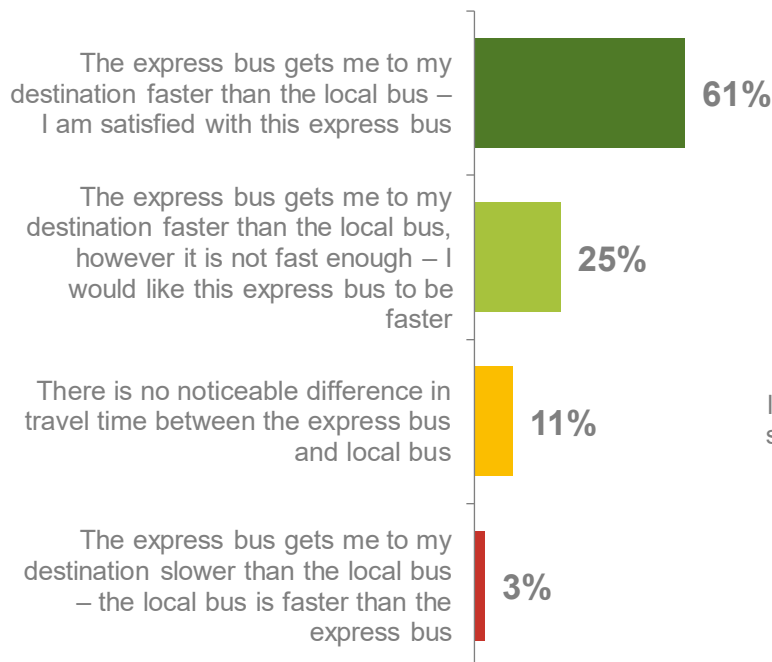
Q1: How often do you use this express bus route?



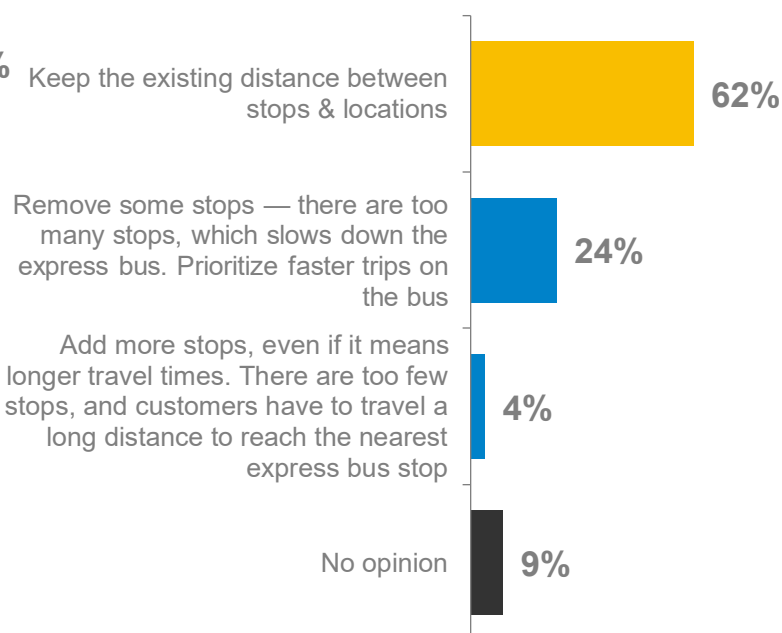
Q2: What do you use this express route for?



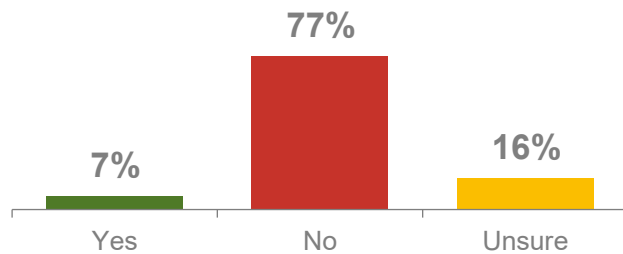
Q3: Thinking about in-vehicle travel time, how does this express bus compare to the local bus on the same route?



Q4: To help us understand your preferences around distance between express stops and express stop locations, which of the following statements best reflect your preference?

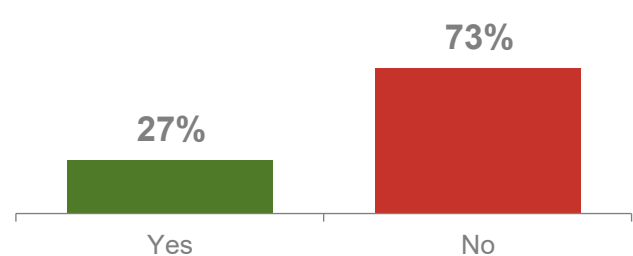


Q5: Are there important destinations near or along this express bus route that you think should have a stop but currently do not?



See below for destinations respondents think should have a stop

Q6: Are there specific areas along this express bus route where the TTC should improve travel time or adjust the distance between stops?



See below for areas where respondents think TTC should improve travel time and stop spacing

Destinations suggested to have a stop

- **Fenside Drive**
- **Humber College**
- **Mondeo Drive**
- **U of T Scarborough (UTSC).** Extend the 996 Wilson Express to UTSC; one respondent also suggested eliminating the 995 York Mills Express.
- **Wilson Avenue & Faywood Boulevard.** Add a stop so riders don't have to go to Wilson Station.
- **1200 York Mills Road (Valleywoods)** to connect with the 91 Woodbine.

Areas along the express bus route suggested to improve travel time and stop spacing

- **General stop spacing.** Remove stops so spacing is roughly every 1–2 km; several notes to trim closely spaced stops and those duplicated by other routes. Specific stops to remove along this route included:
 - **Avenue Road.** Buses get trapped in the turning lane.
 - **Banbury Road.** Often used by just one passenger.
 - **Parkwoods Village Drive at York Mills Road.**
 - **Walsh Avenue at Weston Road (both directions).** Transfers are better at Albion Road & Weston Road.
 - **Keele Street to Wilson Avenue.** Too many stops; many riders are using this as an express to the subway.
 - Skip York Mills stops already served by routes 122/115 to speed that section.
- **Wilson Station to York Mills Station.** Travel between the terminals is slow; heavy traffic cited.
- **Jane Street.** Buses dwell too long at Jane, slowing trips.
- **York Mills & Bayview.** Slow in rush hour; intersection flagged for delays.
- **Wilson Avenue (Avenue Road to Yonge Boulevard).** Identified as needing faster operation.
- **Weston Road to Humber College.** Improve travel time on this segment.
- **Stop immediately east of Keele.** Flagged for adjustment.
- **Scarborough Centre to Yonge.** Identified as needing faster operation.

Other feedback

- Provide weekend/holiday service and run in the evenings; multiple requests for 7-day operation.
- Add more express buses to reduce crowding.
- Add and enforce bus lanes and full signal priority; without these, buses and drivers can't keep speed.
- Route/stop coordination with the 995 York Mills Express. Avoid duplicating the same express stops. One idea is to make one route more "rocket" while the other remains a traditional express. Another suggested merging the routes into a single "Wilson–York Mills Express" with two branches: one Scarborough Centre Station–Humber College and one UTSC–Weston Road, to reduce overlap and bunching.
- Improve local 95 service (some asked to allocate a portion of express resources to the 95 during certain periods).

Other Feedback on Express Bus Network

Respondents were asked if they have other advice, suggestions, or comments for the TTC about how to improve the Express Bus Network. 380 respondents provided a response. See summary of responses below.

Run express buses more often, for longer hours (including evenings, late night, and weekends). Many asked to increase frequency and extend the span on routes like the 924 Victoria Park Express, 925 Don Mills Express, 953 Steeles East Express, 954 Lawrence East Express, 985 Sheppard East Express, 989 Weston Express, 995 York Mills Express, 996 Wilson Express and others; people reported 15–30 minute gaps, buses arriving in clusters, and no express options after 7 pm or on holidays.

Keep express service truly “express” with fewer, widely spaced stops at major intersections and key connections only. Respondents repeatedly said too many local-style stops are undermining time savings; suggestions included removing minor stops (e.g., the 985 Sheppard East Express, 986 Scarborough Express, and 995 York Mills Express east of Markham Rd, the 953 Steeles East Express at Woodbine/Steeles, and duplicate stops at Don Mills/Eglinton), and following a 968 Warden Express-style pattern with subway-like spacing.

Give buses priority over traffic by implementing dedicated/red bus lanes, queue-jump lanes, and transit signal priority (TSP). Respondents emphasized that bunching and slow trips come from buses stuck in the same congestion as cars; repeated calls for RapidTO-style lanes on corridors like the 929 Dufferin Express, 935 Jane Express, 925 Don Mills Express, 924 Victoria Park Express, 985 Sheppard East Express, 945 Kipling Express, 952 Lawrence West Express, 996 Wilson Express, Kingston Rd, and the 989 Weston Express, plus enforcement (including cameras).

Fix bunching and reliability with active headway management and realistic schedules. People reported long gaps followed by two to four buses at once (e.g., the 937 Islington Express, 996 Wilson Express, 935 Jane Express, 945 Kipling Express, 985 Sheppard East Express, and 989 Weston Express); requests included dispatching by headway, live adjustments using GPS, keeping express buses from tailing local buses, and minimizing long layovers at terminals (e.g., the 939 Finch Express at Finch Station).

Use the right vehicles and add capacity where crowding is persistent. Strong requests for articulated buses on high-demand routes like the 935 Jane Express, 927 Highway 27 Express, and 960 Steeles West Express, and to avoid short-turning or replacing scheduled artic's with 40-ft buses. Some asked for more cushioned seating and smoother rides on rough corridors like the 952 Lawrence West Express and along Eglinton.

Improve wayfinding, information, and branding for the Express Network. People want clearer stop identification, unique branding/colors, bigger markers, better signage in stations and at stops, and accurate, real-time arrivals (SMS at stop codes should include express trips, e.g., the 968 Warden Express at Warden/Steeles). Requests also included on-bus delay/progress info and better indication which bus in a loop leaves first (e.g., the 929 Dufferin Express at the loop).

Prioritize key point-to-point links and faster cross-town travel, including use of highways where sensible. Suggestions included highway express segments on the 401/DVP to bridge subway branches off-peak/weekends (e.g., the 925 Don Mills Express via DVP; the 900 Airport Express to York Mills/Eglinton; more 953 Steeles East Express-style “jump” patterns), and “Super Express” or tiered service (local / express / rapid-express).

Protect accessibility and practical transfers while speeding up service. Several emphasized timed transfers (e.g., the 924 Victoria Park Express to 985 Sheppard East Express at Victoria Park & Sheppard), maintaining critical community stops (e.g., the 925 Don Mills Express at Graydon Hall), and ensuring local frequency is strong enough if express stops are removed, so transfer waits stay short.

Expand the network to underserved corridors and restore key Downtown Express links. Frequent calls for new or restored service: the 907 Bathurst Express, Avenue Rd/Queen's Park express, Royal York south express, 916 Morningside Express (schools + UTSC), Leslie express, interim 903/904 Eglinton West express to mimic the future LRT, Allen Rd express, and 912 Kingston Rd Express, as well as bringing back the 141/142/143/144/145 Downtown Express buses.

Airport connectivity and Pearson wayfinding need upgrades. Respondents asked for better airport signage/wayfinding for the 900 Airport Express, 24-hour coverage, tighter last-trip connections at Kipling (e.g., the 927 Highway 27 Express versus the last westbound train), and highway express links from the airport.

Coordinate regionally and standardize where it helps. Requests to work with YRT for extensions/through-service (e.g., extending the 968 Warden Express to Downtown Markham or Major Mackenzie; coordinating the 902 Markham Rd Express with YRT north of Steeles), and to standardize stop spacing where appropriate while keeping each corridor's context in mind.

Street operations and customer environment matter. People want smoother roadbeds (e.g., the 952 Lawrence West Express, Kingston Rd between Lawrence–Eglinton), enforcement of bus-only lanes/turn restrictions, better shelters (lighting, heat), all-door boarding to cut dwell times, and continued focus on safety and cleanliness.

Headway-based operations and real-time control. Use GPS to hold/release departures, prevent leapfrogging, and maintain spacing; avoid the express bus idling to “meet schedule” while local buses overtake them.

All-door boarding and fare policy tweaks to cut dwell time. Consider platform validators at express stops; ensure POP enforcement; some asked to re-introduce tokens/student tickets or align post-secondary fare with youth.

Stop placement and intersection design. Favor farside stops with TSP, remove duplicate near-/far-side pairs, remove lay-bys that slow re-entry to traffic, and coordinate with Vision Zero to maintain safe crossings when stops are consolidated.

Branding and clarity. Consider distinct route numbering (e.g., E00/X00), unique livery for express buses, clearer maps and signage at terminals, and fix inconsistencies where 60/960 stop on opposite sides at the same location.

Network redundancy during subway disruptions. Provide reliable cross-town express links between Line 1 branches (Finch/Sheppard/Wilson/Lawrence/York Mills), with highway options off-peak to bridge gaps.

Equity and accessibility cautions. While speeding up the express bus, ensure local service remains frequent for short trips and mobility needs; avoid farside stop spacing that creates long, unsafe crossings; keep key community stops where density and accessibility needs are high.

Restore or create new express routes in the following areas:

- **Long Branch to Kipling.** Create a direct express between Long Branch Loop and Kipling Station via Brown's Line–Evans–East Mall–Dundas to avoid the winding 123 Sherway detour; restore the Etobicoke Lake Shore express that was removed post-COVID.
- **Bathurst corridor.** Create a 907 Bathurst Express from Exhibition Loop or Bathurst Station to Steeles Avenue, citing severe crowding on the 7 Bathurst and 160 Bathurst North. Respondents said Bathurst is one of the busiest corridors without an express service.
- **Avenue Rd / Queen's Park Express.** Calls to bring back Avenue Road Downtown Express service linking downtown hospitals/University Ave with the 401 area. Respondents cited growing congestion and the need for a direct alternative to long local bus rides.
- **Royal York / Lakeshore / Park Lawn area.** Create an express route from Royal York Station to Mimico GO, to relieve crush loads on the 76/76A Royal York South. Respondents also requested restoring the 145

Lakeshore Downtown Express, given rapid condo growth at Park Lawn and Lakeshore and limited east–west transit options.

- **Morningside.** Many said the 116 Morningside is unreliable and overcrowded. Respondents asked for an express route along Morningside serving St. John Paul II Secondary School, West Hill Collegiate, and the University of Toronto Scarborough. The route can be called 916 Morningside Express.
- **Eglinton West.** Create an interim express bus on Eglinton West mirroring the future LRT (Renforth–Mount Dennis)
- **Kingston Road** from Union to Port Union.
- **Leslie Street.**
- **Allen Road.**
- **A highway express services** branded as a new 700-series “Super Express” network using the 401/DVP.

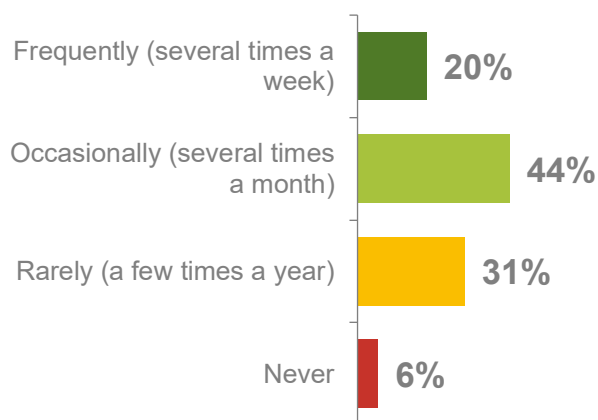
Construction-related detour plans

TTC is proposing detour plans for three areas in downtown Toronto due to upcoming construction projects, including College & Bay, King & York, and St. Clair & Old Weston. The following pages summarize respondents' feedback to questions for each proposed detour plan.

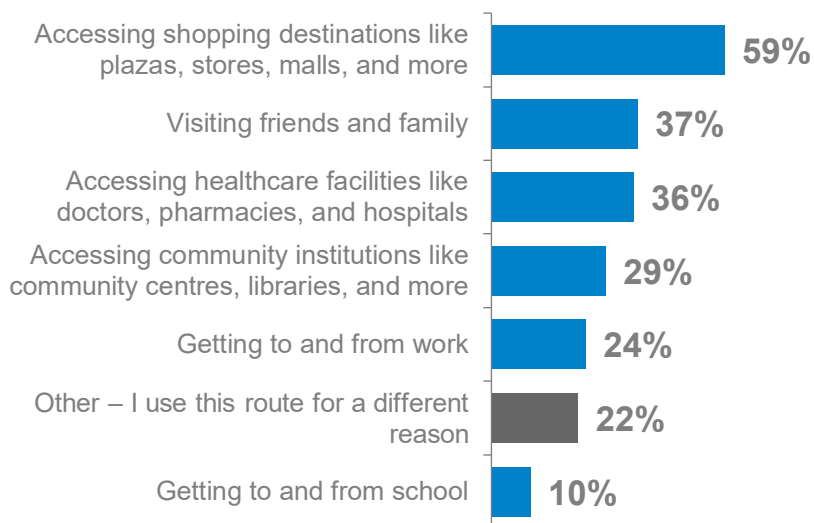
College & Bay and College/Carlton, Bay to Church Detour plans for 506/306 Carlton

A total of 251 respondents answered questions for the 506/306 proposed detour plans.

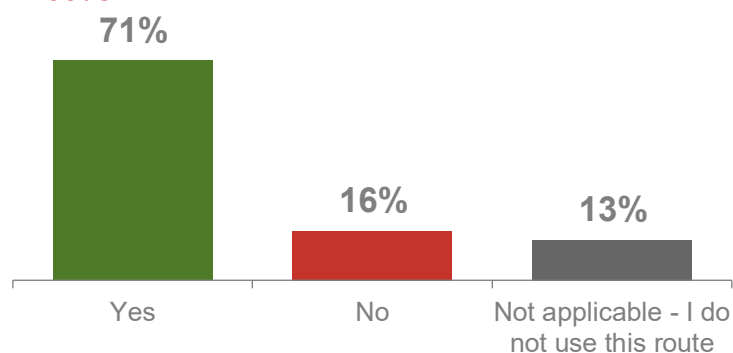
Q1: How often do you use the 506/306 Carlton routes?



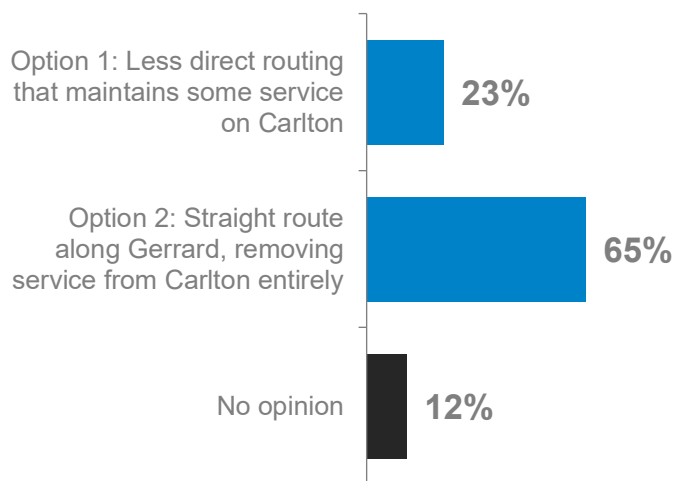
Q2: What do you use the 506/306 Carlton routes for?



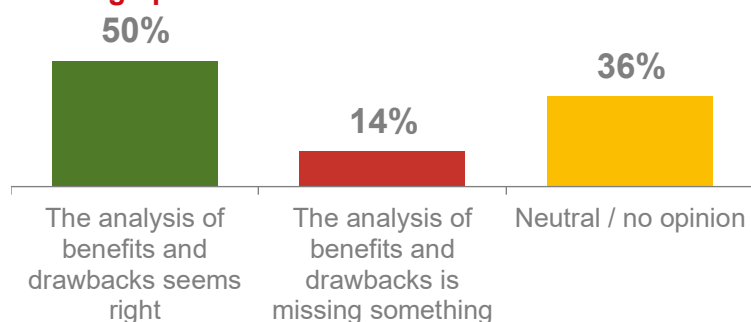
Q3: For Phase 1, does the proposed detour plan for 506/306 Carlton meet your travel needs?



Q4: For Phase 2, which of the two proposed routing options for the 506B Carlton bus replacement do you prefer?



Q5: To what extent do you think we've correctly identified the benefits and drawbacks in the two routing options?



Feedback on Phase 2 Options

Option 1 (maintain some service on Carlton) maintains accessibility and service in a dense corridor. It is important to keep stops along Carlton, especially for seniors and people with mobility challenges who cannot walk to Gerrard. Additionally, maintaining coverage avoids creating a service gap between Wellesley and Gerrard, even if trips are slower. If option 2 is selected, respondents recommend expanding Wheel-Trans, designating pickup points along Carlton, and ensuring temporary stops are clearly signed and accessible.

Option 2 (straight service on Gerrard) prioritizes speed, reliability, and simplicity. Fewer turns improve travel times, reduce bunching, and keep service more predictable. The straightforward routing is easier to understand and aligns with major destinations such as hospitals on University, the Yonge corridor, and Gerrard Square. Some said that most Carlton stops have low usage, aside from Parliament.

Some suggested a hybrid approach to combine efficiency and coverage. Suggestions include keeping a main flow of buses on Gerrard for reliability, while short turning some buses onto Carlton to serve key local stops.

Q6: Do you have any other advice, suggestions, or comments for the TTC to keep in mind with these proposed detour plans?

Respondents shared other, general feedback about the proposed detour plans for 506/306 Carlton. 71 respondents provided a response. Themes and messages in this feedback included:

Transfer connections need stronger coordination. Removing the direct College Station link reduces convenience, and routing to Castle Frank station may increase congestion along Bloor and Yonge. Respondents call for temporary bus stops along Gerrard (Yonge, Church, Jarvis, Sherbourne, Ontario, Parliament) and seamless transfers at Gerrard and Parliament.

Splitting work into two phases lengthens disruption unnecessarily. Respondents suggested shorter timelines and better coordination with other City projects, noting that this corridor has already undergone repeated construction. They ask why construction cannot happen in the first phase.

Sidewalks around College and Gerrard must remain clear for heavy pedestrian flows. Intersections need enforcement to keep transit moving, and replacement buses should be managed to reduce crowding and ensure safety for vulnerable passengers.

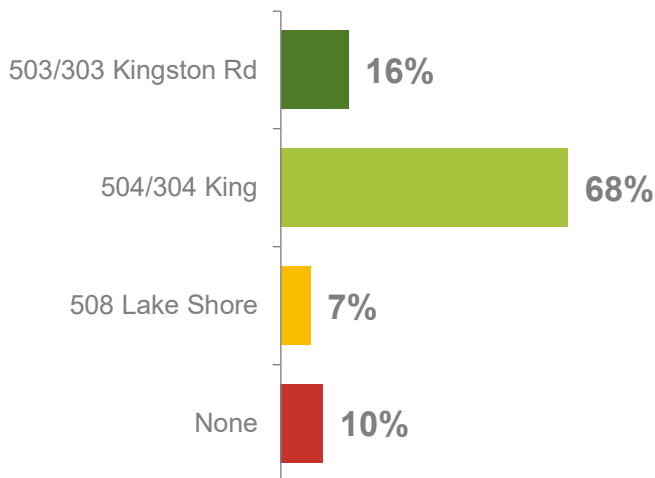
Other ideas included using temporary crossover tracks for partial streetcar service, installing missing track curves at Bay and Church for future flexibility, and increasing service on the Sherbourne bus to supplement lost Carlton access.

King Street West and King & York

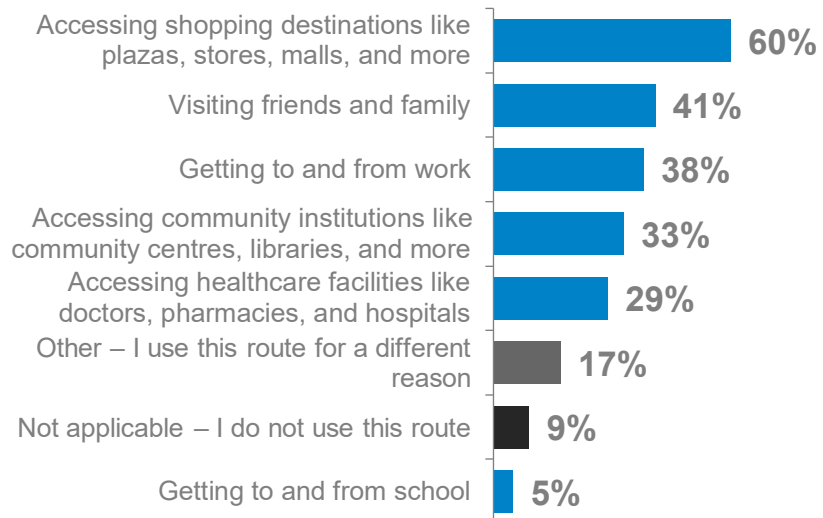
Detour plans for 503/303 Kingston Rd, 504/304 King, and 508 Lake Shore

A total of 271 respondents answered questions for the 503/303 Kingston Rd, 504/304 King, 508 Lake Shore proposed detour plans.

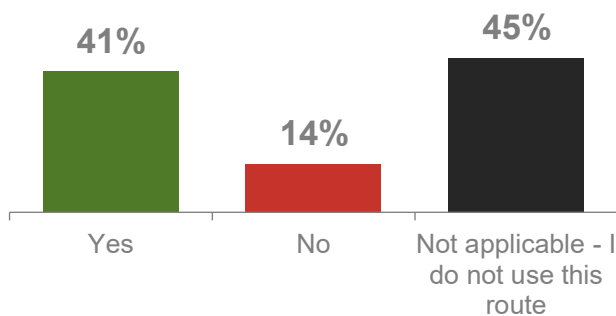
Q1: Which route do you normally use?



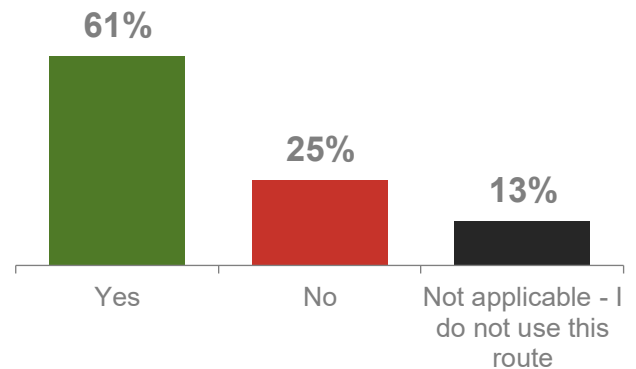
Q2: What do you typically use your regular route(s) for?



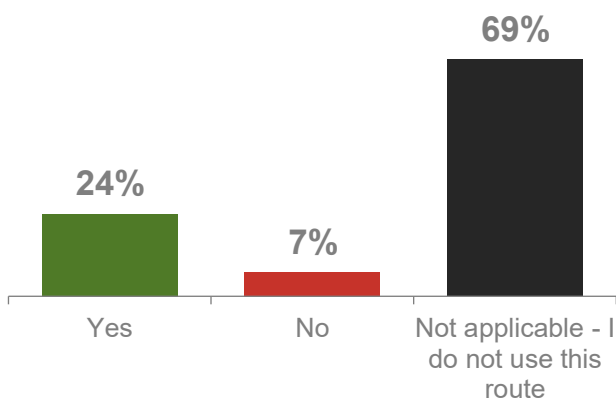
Q3: Does the proposed detour plan for 503/303 Kingston Rd meet your travel needs?



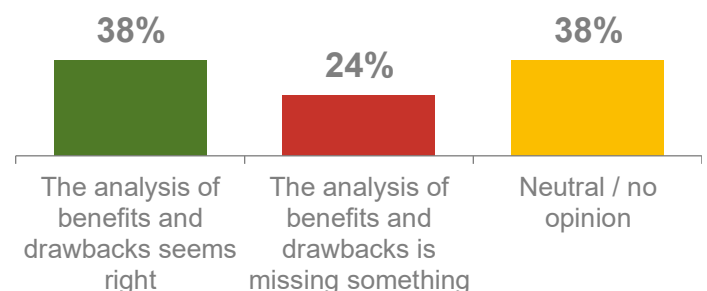
Q4: Does the proposed detour plan for 504/304 King meet your travel needs?



Q5: Does the proposed detour plan for 508 Lake Shore meet your travel needs?



Q6: To what extent do you think we've correctly identified the benefits and drawbacks for this proposed detour plans?



Q7: Do you have any other advice, suggestions, or comments for the TTC to keep in mind with these proposed detour plans?

Respondents shared other, general feedback about the proposed detour plans for 503/303 Kingston Rd, 504/304 King, and 508 Lake Shore. 117 respondents provided a response. Themes and messages in this feedback included:

Mixed opinions on streetcar service versus bus replacement. Buses cannot adequately replace streetcars, because of their lower capacity, slower boarding, and poor reliability during past detours. Others argued that buses are actually more reliable and suggested keeping routes like the 503 permanently bus-operated, as buses are faster and can overtake streetcars in mixed traffic. Accessibility concerns were also raised: some passengers with disabilities or chronic pain find buses more difficult, and seniors and families with children are disproportionately affected when service shifts away from King Street.

Routing streetcars along Queen Street is concerning. Queen Street is already congested and cannot easily accommodate the added 504 service on top of the 501, especially at intersections such as Queen and Spadina or Queen and York. There should be full transit priority, like ban on-street parking, enforce right-turn restrictions, add red “transit-only” lanes, and deploy traffic agents to keep service moving. Others suggested rerouting eastbound service along Adelaide between Spadina and York to bring the detour closer to King or using Richmond/Adelaide generally to reduce pressure on Queen. Few supported suspending the 504/508 streetcars entirely during the closure and replacing them with frequent buses on King to avoid further confusion.

Consolidating the 504 into a single branch can cause a loss of coverage. Some respondents objected to merging the 504/304 into one branch at Broadview, arguing that this could reduce capacity and weaken service to the Distillery. Other suggestions included retaining two branches (Broadview and Distillery), adding a temporary streetcar shuttle between Spadina and Distillery, or continuing to operate replacement buses that directly serve Distillery and Dufferin.

Shifting service from King to Queen forces seniors, people with disabilities, and families with strollers to walk further to reach stops. Some stressed that buses are less accessible than streetcars, with seating layouts that create discomfort for those with chronic pain. Respondents asked that as many stops as possible be maintained, that temporary bus stops be accessible, and that Wheel-Trans or supplementary services be expanded to cover the gap.

Construction timelines and coordination should be improved. Respondents questioned why the work is planned for nearly a year and asked if the project could be segmented or accelerated. Many expressed frustration that King has faced repeated closures and diversions in recent years, compounded by the long-term Queen Street construction. The city needs better citywide planning to coordinate major projects and avoid ongoing back-to-back disruptions.

Transfer connections need to be protected. The diversion eliminates direct connections such as King and Jameson to Dundas West Station, forcing riders to transfer at Roncesvalles or Bathurst. Respondents asked that detours be designed with subway access in mind and suggested rerouting the 508 via Dundas West or reallocating service to cover gaps. Some suggested using the Adelaide tracks from Spadina to York to keep service closer to King, especially near Union Station.

Mixing buses and streetcars on King East creates hazards for cyclists, while sidewalks along the corridor were described as unsafe due to conflicts with bikes and motorcycles. Respondents stressed that the City must enforce traffic rules and keep sidewalks clear during construction.

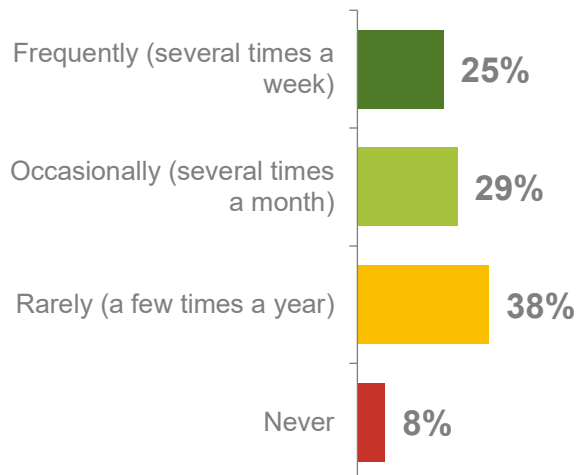
Other ideas included, suspending the 504/508 and reallocating resources to the 501 and replacement buses, adding capacity on parallel routes such as the 505 Dundas, 509 Harbourfront, or 63 Ossington, and even creating a temporary Lakeshore “express bus” to connect the west end to downtown. Some advocated for new or expanded infrastructure, such as a southbound track on York, or simply using existing diversion tracks on Adelaide and Richmond more effectively.

St. Clair & Old Weston and Gunns Loop

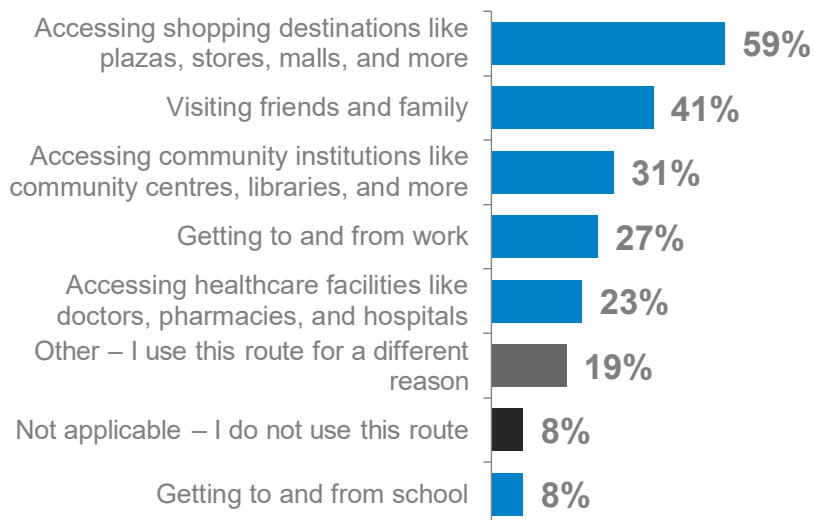
Detour plans for 512/312 St Clair

A total of 182 respondents answered questions for the 512/312 St Clair proposed detour plans.

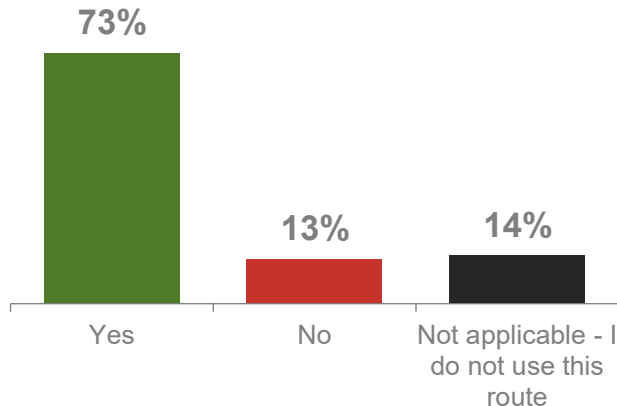
Q1: How often do you use the 512/312 St Clair routes?



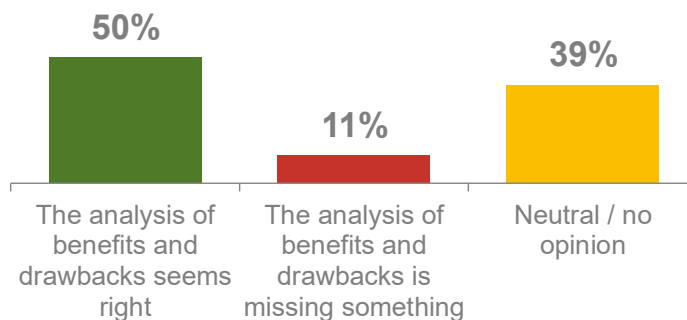
Q2: What do you use the 512/312 St Clair routes for?



Q3: For Phase 1, does the proposed detour plan for 512/312 St Clair meet your travel needs?



Q4: To what extent do you think we've correctly identified the benefits and drawbacks for this proposed detour plan?



Q6: Do you have any other advice, suggestions, or comments for the TTC to keep in mind with these proposed detour plans?

Respondents shared other, general feedback about the proposed detour plans for 512/312 St Clair. 44 respondents provided a response. Themes and messages in this feedback included:

The transfer at Lansdowne creates significant barriers. Respondents described the loop as too small and congested, with conflicts between buses and streetcars. Having to change vehicles adds delays and is especially difficult for seniors, people with mobility issues, and families with strollers. Some said this extra step would prevent them from using the service altogether.

Operating buses the full length of St Clair is simpler and more reliable. Several respondents preferred a full bus replacement from Gunns Loop to St Clair Station rather than splitting service at Lansdowne. They

noted past bus substitutions were faster and more reliable than streetcars and would eliminate the inconvenience of transferring between modes mid-route.

Alternative connections could better serve riders. Suggestions included extending buses to Oakwood Loop (as the overnight 312 already does), rerouting to Mount Dennis Station via Weston Road once Line 5 opens, or running replacement buses to Dundas West Station to connect with Line 2, GO, and UP Express. Others proposed integrating replacement buses with the 189 Stockyards or 340 Junction services to simplify operations and reduce duplication.

Reliability depends on using the right-of-way and giving buses priority. Buses should be allowed to run in the existing streetcar right-of-way instead of being stuck in mixed traffic, as happened in 2023. Removing on-street parking, adding bus lanes, and giving transit vehicles signal priority were identified as necessary to keep trips moving fast.

Other Feedback on Construction-related detour plans

Respondents were asked if they have other advice, suggestions, or comments for the TTC about how to improve the construction-related detour plans. 138 respondents provided a response. Themes and messages in this feedback included:

Construction timelines and coordination must improve. Projects in Toronto take far too long and major corridors are disrupted again and again. Many said they would prefer one intensive closure over multiple years of smaller disruptions. They want better coordination across City departments, Hydro, and Metrolinx so projects can be bundled and completed faster. Some also recommended stricter accountability for contractors and even financial penalties or incentives to speed up work.

Detours risk worsening already unreliable service. There was frustration that diversions often make already slow service even slower. Respondents said replacement routes should not simply default to mixed-traffic operations. Instead, they want full transit priority during construction: signal priority at intersections, transit-only lanes, removal of on-street parking, and traffic wardens deployed at bottlenecks. Without these measures, buses and diverted streetcars will remain stuck in traffic, making the detour unusable. Simpler routing patterns were also preferred, with fewer turns and more direct alignments to improve travel time and reliability.

Communication must be clear, proactive, and consistent. Poor communication is one of the biggest barriers during past detours. Riders often arrived at stops with little or no information about where to board or how the route was changing. Respondents suggested:

- Large, visible signs at every affected stop and station
- Advance notice to residents and businesses, including flyers and mail-outs
- Provide at least 3 weeks' notice to businesses before closures and consider compensation for long disruptions.
- Clear detour maps online and posted at stations
- Real-time updates integrated into apps like Google Maps and Transit App
- Consistent onboard announcements and driver communication
- Volunteers or staff on the ground at key points during the early stages of diversions

Some also criticized the use of the same route numbers for buses and streetcars running on different alignments. For example, if the 504 is operating along Queen instead of King, many said the designation should clearly reflect that difference.

Transfers create accessibility barriers. Additional transfers add not only time but also hardship for seniors, riders with disabilities, and families with strollers. Transfers at busy loops or congested streets were described as especially difficult, particularly in winter conditions. Where transfers are unavoidable, respondents want safe, accessible facilities with clear wayfinding, wide sidewalks, and smooth pedestrian connections.

Many doubted that buses could match the passenger volumes carried by streetcars without significant reinforcements. Respondents suggested:

- More frequent service during detours
- Use of articulated buses where possible
- Headways kept to 5–10 minutes during peak times
- Hiring of additional operators to maintain schedules
- Active management to prevent bunching

They also stressed that replacement service should be designed to match real travel demand, with additional express or branch services to spread capacity and avoid overloading a single corridor.

Construction should leave visible improvements. It is frustrating when closures result only in restored infrastructure with no noticeable benefit to the user experience. Respondents want construction periods to also deliver upgrades: repaired and cleaned stops, better pedestrian facilities, and modernized traffic management tools like upgraded signals. Some suggested paired investments—such as streetscape improvements or accessibility features—would help justify the disruption and build public support.

Equity, safety, and customer experience must remain central. Detour planning should account for seniors, people with disabilities, and newcomers who may struggle with unclear information. They also raised safety concerns at temporary stops and on crowded vehicles and suggested visible staff be present to provide guidance and reassurance.

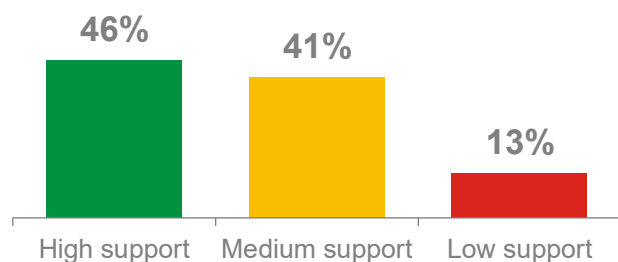
Final routing proposals for routes consulted in Round 1

Routing proposals for Downsview-area routes

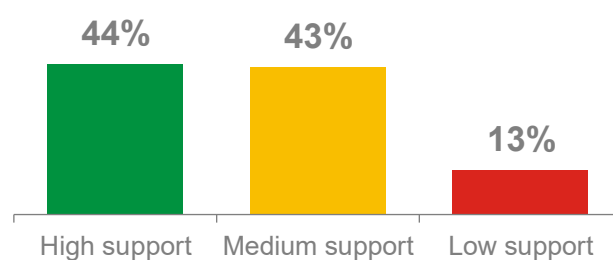
In Round 1, TTC shared and sought feedback on our proposed changes to 101 Downsview Park and 128 Stanley Greene. Based on technical analysis and the public feedback received, TTC is proposing to proceed with the routing changes to 101 Downsview Park and 128 Stanley Greene as presented in Round 1.

In this survey, TTC asked questions to understand the public's level of support for the final routing proposals. A total of 178 respondents answered these questions. See summary of responses below.

Q1: What is your level of support for the final routing proposal for 101 Downsview Park?



Q2: What is your level of support for the final routing proposal for 128 Stanley Greene?



Q3: Do you have any other comments about the proposed changes for the 101 Downsview Park and 128 Stanley Greene routes?

33 respondents provided a response. Themes and messages in this feedback included:

Generally, respondents expressed support noting that the proposed plan makes sense and adds value to the community.

Many suggestions were shared including:

- Consider improving frequency, especially in winter and during peak times – this would help making the route more reliable and attractive for daily use. Some respondents noted that the proposal would not make sense if the service of both routes continued to be so infrequent. It would also help address overcrowding given the new major events and new housing in the area.
- Ensure operators complete the full loop and end at Keele Street or a major station before terminating service, so people can easily connect to other transit routes, if needed.
- Consider moving Keele Street Stop to Stanley Greene Boulevard to improve pedestrian crossing. Address safety concerns with drivers quickly crossing inner lanes at Downsview Park Boulevard.
- Consider making it an express route until Keele Street to alleviate congestion on Wilson Street and Sheppard Avenue.
- Such minor routing changes should not be part of the ASP and are not appropriate for a city-wide survey.

Difference of opinion:

- Some respondents suggested additional stops to improve accessibility and coverage -- William Duncan, Frederick Tisdale, stops closer to the park and the concert venue, and extending the route

north to Finch and Dufferin via Chesswood and Steeprock. Others noted that additional stops might add result in minimal benefits but a noticeable delay in travel time.

- Many wanted to see the two routes combined into one or operated in a way that feels like one route. A few thought it would be overly complicated and confusing to transit users if the routes were combined.

More information

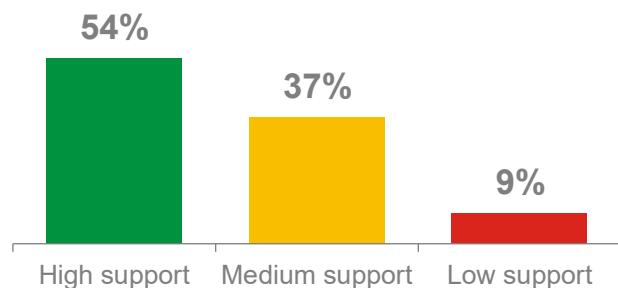
- A few respondents were interested in understanding how the proposed change would impact traffic on Sheppard Avenue, Dufferin Street / Allen Road; and what would happen to the proposed route, as well as Route 128 after Line 6 opens.

Routing proposals for Scarborough-area routes

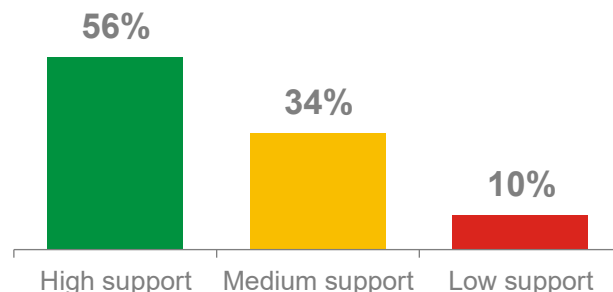
In Round 1, TTC shared and sought feedback on our proposed changes to 154 Curran Hall and 905 Eglinton East Express. Based on technical analysis and the public feedback received, TTC is proposing to proceed with the routing changes to 154 Curran Hall and 905 Eglinton East Express as presented in Round 1.

In this survey, TTC asked questions to understand the public's level of support for the final routing proposals. A total of 254 respondents answered these questions. See summary of responses below.

Q1: What is your level of support for the final routing proposal for 154 Curran Hall?



Q2: What is your level of support for the final routing proposal for 905 Eglinton East Express?



Q3: Do you have any other comments about the proposed changes for the 154 Curran Hall and 905 Eglinton East Express routes?

58 respondents provided a response. Themes and messages in this feedback included:

Many respondents expressed support for the proposed changes, saying the “plan looks good” and is “a welcome change”. Support was often conditional on strong frequency for 154, with several noting that 905 offers useful direct connections to GO stations and helps avoid transfers.

Some shared concerns to cutting back the express service. Key concerns include longer travel times if the express is cut back, poorer access for Highland Creek and nearby areas, and reliability risks from complex turns near UTSC. Some fear service gaps, longer walks, and overcrowding if the frequency of a local counterpart is not improved. A few reject the proposal outright as a “waste of money”.

Many shared suggestions on additional refinements to the routing, frequency, and customer information to improve transfer timing and connections, and improve the ease of navigation.

Suggestions include:

- Add a south Orton Park link to Lawrence and consider a direct service to Guildwood GO for Curran Hall residents.
- Strengthen 154 frequency, target 15 minutes all day, and increase peak service to pre-change levels.
- Keep 154 out of the UTSC terminal to avoid left turn delays, or, if it serves UTSC and Canmore, add clear bay signage.
- Reinstate accordion or articulated buses on 905 for weekday rush hours, and consider a 905 pick up at Military Trail and Ellesmere.
- Extend 905 coverage to Rouge River Drive, add Eglinton and Midland when 154 heads toward Kennedy, restore Orton Park coverage via 54B.
- Clarify maps and 905A patterns, and confirm the status of the 177 Conlins proposal.
- Consider making Morningside a non-express corridor due to low benefit, or alternatively keep express benefits where crowding warrants it.
- Clear mapping for 905 variants would reduce confusion

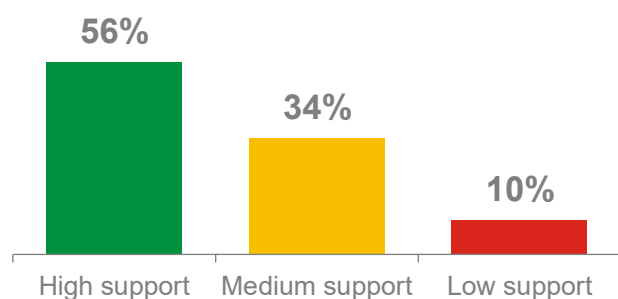
Interest in more information. A few respondents wanted to better understand loop capacity at UTSC, exact stop patterns between Lawrence and Kennedy, and the update on the previously proposed 177 Conlins route.

Routing proposals for Lawrence Corridor routes

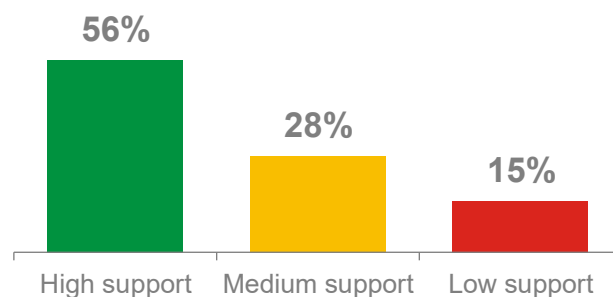
In Round 1, TTC shared and sought feedback on our proposed changes to 11C Bayview, 52F Lawrence West, and 124 Sunnybrook. Based on technical analysis and the public feedback received, TTC is proposing to proceed with the routing changes to 11C Bayview, 52F Lawrence West, and 124 Sunnybrook as presented in Round 1.

In this survey, TTC asked questions to understand the public's level of support for the final routing proposals. A total of 254 respondents answered these questions. See summary of responses below.

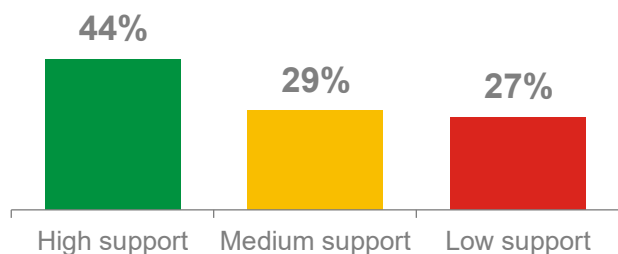
Q1: What is your level of support for the final routing proposal and renaming of 11C Bayview?



Q2: What is your level of support for the final routing proposal 52F Lawrence West?



Q2: What is your level of support for the final proposed change/termination of 124 Sunnybrook?



Q4: Do you have any other comments about the proposed changes for the 11C Bayview, 52F Lawrence West, and 124 Sunnybrook routes?

75 respondents provided a response. Themes and messages in this feedback included:

Many respondents expressed support for the proposal, noting that Sunnybrook hospital should be prioritized as a destination. Many continue to emphasize the importance of frequency and reliability of service with the proposed change.

Many respondents shared suggestions around routing, simplifying operations, and boosting frequency so riders have reliable, all-day access to Sunnybrook hospitals and nearby corridors. Respondents also wanted to see clearer information on headways and better operations at Lawrence Station to reduce delays and confusion.

Shared suggestions include:

- Run 52F and 11 all day, increase frequency, and publish clear headways.
- Keep 124 and 52 separate, or interline 124 rather than terminate it.
- Make 11C its own route, or rename 11B to 124 to reduce confusion.

- Create one Davisville to Lawrence route via Sunnybrook, or combine overlap into a single frequent line.
- Extend 52F or 52G to Renforth, Trehorne Dr, or Royal York to Don Valley Station for stronger connections.
- Coordinate 52F and 52G schedules for easy transfers, and time 11 branches to avoid bunching.
- Keep 52 always serving Sunnybrook, shorten the hospital loop, improve wayfinding, and train operators on the complex routing.
- Use Lawrence Station underground for terminating routes, keep through-routes moving to reduce left turns and delays.
- Restore coverage where needed, for example Roe Loop and Lawrence East seniors access, and consider moving 59 and 124 work into 52 Lawrence West.
- Make 52 more frequent, and manage traffic on Lawrence so buses can move.

Key concerns related to reliability, crowding, and the risk of longer, less dependable trips if 124 is replaced by a long 52F branch. Some respondents want to keep 124 because the short route is more reliable and avoids Bayview congestion, while others fear gaps on upper Avenue Road and reduced service where 124 currently runs. Several caution that the 52 corridor is already unreliable and branching further could worsen bunching, so any change must come with stronger line management and higher frequency.

Some respondents wanted to get more information about impacts on students at Glendon College and Toronto French School. Some also asked for clarity on off-peak frequencies and hours for 11C and 52F, and how Lawrence east of Yonge will retain all-day service if 124 is removed.

Other feedback

Q: What other feedback or advice would you like the TTC to consider as they develop the 2026 Annual Network Plan?

434 respondents provided a response. Themes and messages in this feedback included:

Strong desire for better and more transit priority measures and projects. Many said they wanted the City and TTC implement more transit priority measures for buses and streetcars, including prioritizing transit at traffic signals, upgrading streetcar switches to speed up intersection crossing, removing on-street parking on major transit routes, and adding more dedicated transit lanes and RapidTO projects. These respondents wanted to see both city-wide transit priority as well as on specific routes, like 7 Bathurst, 29 Dufferin, 504 King, 53 Steeles, and more.

TTC service needs to be more frequent, consistent, and reliable. Respondents shared frustration from experiences with subway slow orders, inefficient bus boarding, vehicle bunching, delays, unreliable schedules, poor headway and run-time management, big waits between vehicles, slow streetcars, and short turns.

Continue to focus on accessibility by making accessible signage more legible, adding seating to surface stop shelters, increasing the number of blue seats on vehicles, and completing subway station elevator upgrades. Several WheelTrans customers were grateful for and appreciated the service and offered suggestions on improving it, like:

- make the booking website more user-friendly (allow booking two weeks in advance),
- add more TTC-owned vehicles to the fleet (as opposed to taxis),
- make it easier to qualify for WheelTrans,
- provide service into 905 areas,
- improve training for WheelTrans taxi operators, and
- provide regular service to cultural events like lectures.

Safety and cleanliness remain concerns. Respondents said they felt unsafe on transit, often due to the presence of people with mental illness or addiction issues. They said they wanted to see more security and a more assertive approach to removing people they see as public safety risks. Other said they felt unsafe or uncomfortable due to a lack of cleanliness, citing bed bugs, dirty seats, and poor maintenance of stations and vehicles. They wanted to see fabric seats replaced with plastic and more regular cleaning and maintenance of vehicles and stations (especially for customers worried about Covid).

Increase and expand service. Respondents wanted to see TTC service increased and expanded by extending existing routes (like extending Line 4), building more LRTs (such as the previously planned LRT on Jane Street), bringing back previous removed routes (like the 143 Downtown/Beach Express), extending service hours, adding more Blue Night routes, adding more subways or LRTs to underserved areas (like south Etobicoke and Scarborough), and increasing service during rush hours.

Feedback about fares. Several said that fare evasion seems rampant and TTC should better enforce fare payment. Others wanted to see reduced fares and a more affordable monthly fare rate to increase ridership. A few said that the fines for fare evasion were disproportionately high compared to parking fines.

Improvements needed to communication. Respondents said they would like to see more accurate real-time vehicle data, better wayfinding maps within subway stations (with numbered exits), a TTC-developed app for news and schedule updates, updated digital signs with vehicle information (especially in subway stations), free public Wi-Fi in TTC stations for customers who can't afford data plans, and better communication around disruptions.

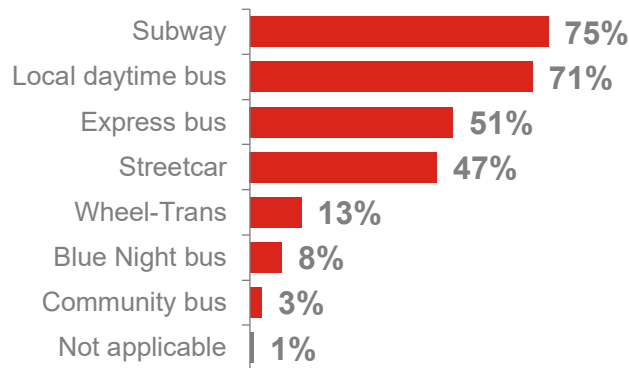
Appreciation for the survey. A few thanked the TTC for sharing and seeking feedback on its 2026 Annual Network Plan.

Other feedback. Respondents' other feedback included suggestions to advocate for more transit funding, provide operators with training to be kinder and more patient, simplify the process to make complaints about drivers, make bus stops nicer environments with tree planting and seating, make it easier to bring bikes on to the transit system, and build "interruption gates" to reduce deaths from people jumping on subway tracks. A few said they didn't like streetcars and wanted them replaced with buses; others said they don't like the current fleet of buses and said they were bumpy and uncomfortable. Several were frustrated with the delays in opening Lines 5 and 6.

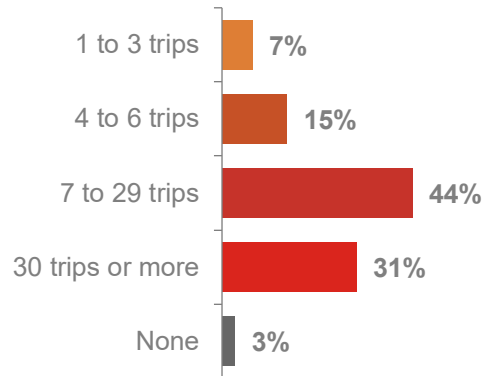
Respondent profile

Respondents were asked demographic questions to help the TTC better understand their customers, particularly the three key priority customer groups (women, shift workers, and low-income customers). See the summary of responses below.

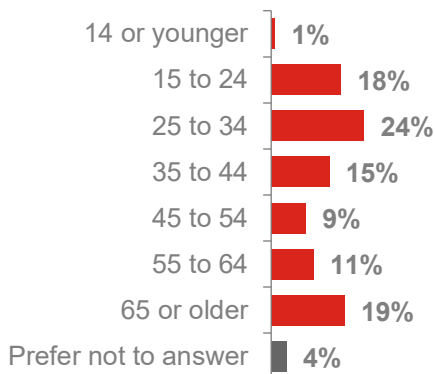
Q1: What are your most used modes of TTC transportation?



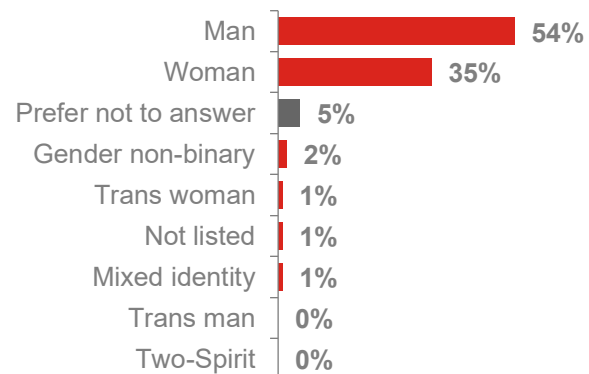
Q2: In the last month, how many trips did you take that involve the TTC?



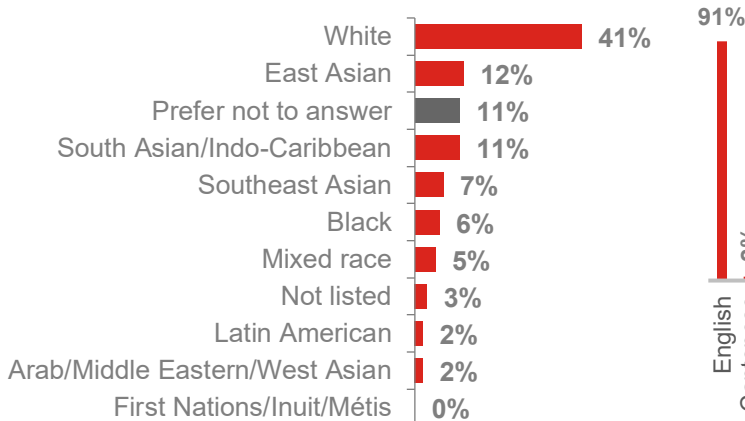
Q3: What is your age?



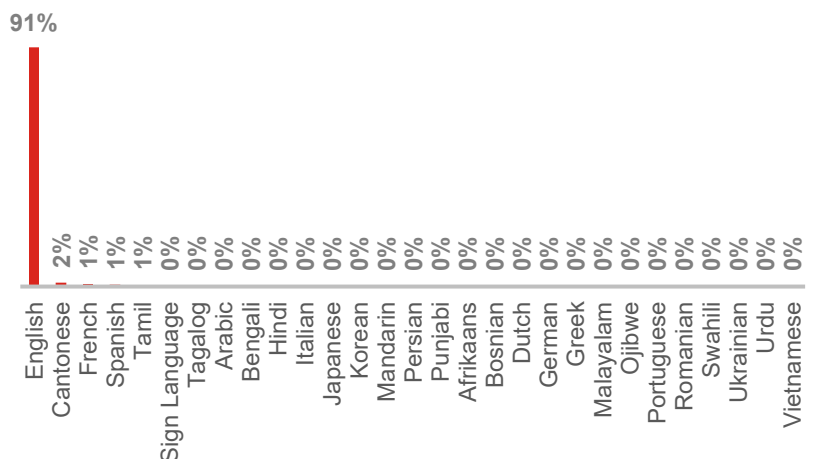
Q4: What best describes your gender?



Q5: What race category best describes you?

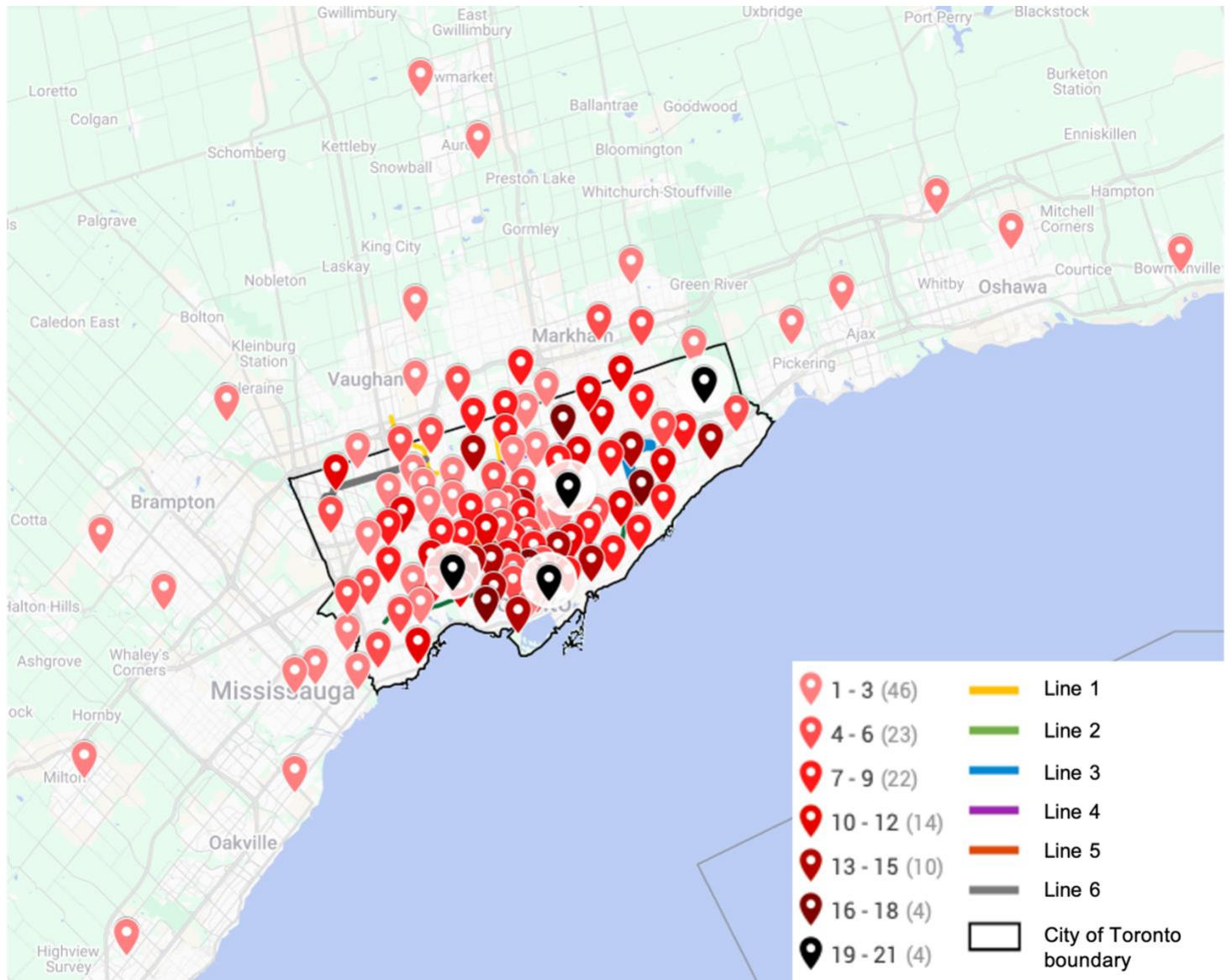


Q6: What is the primary language you speak?

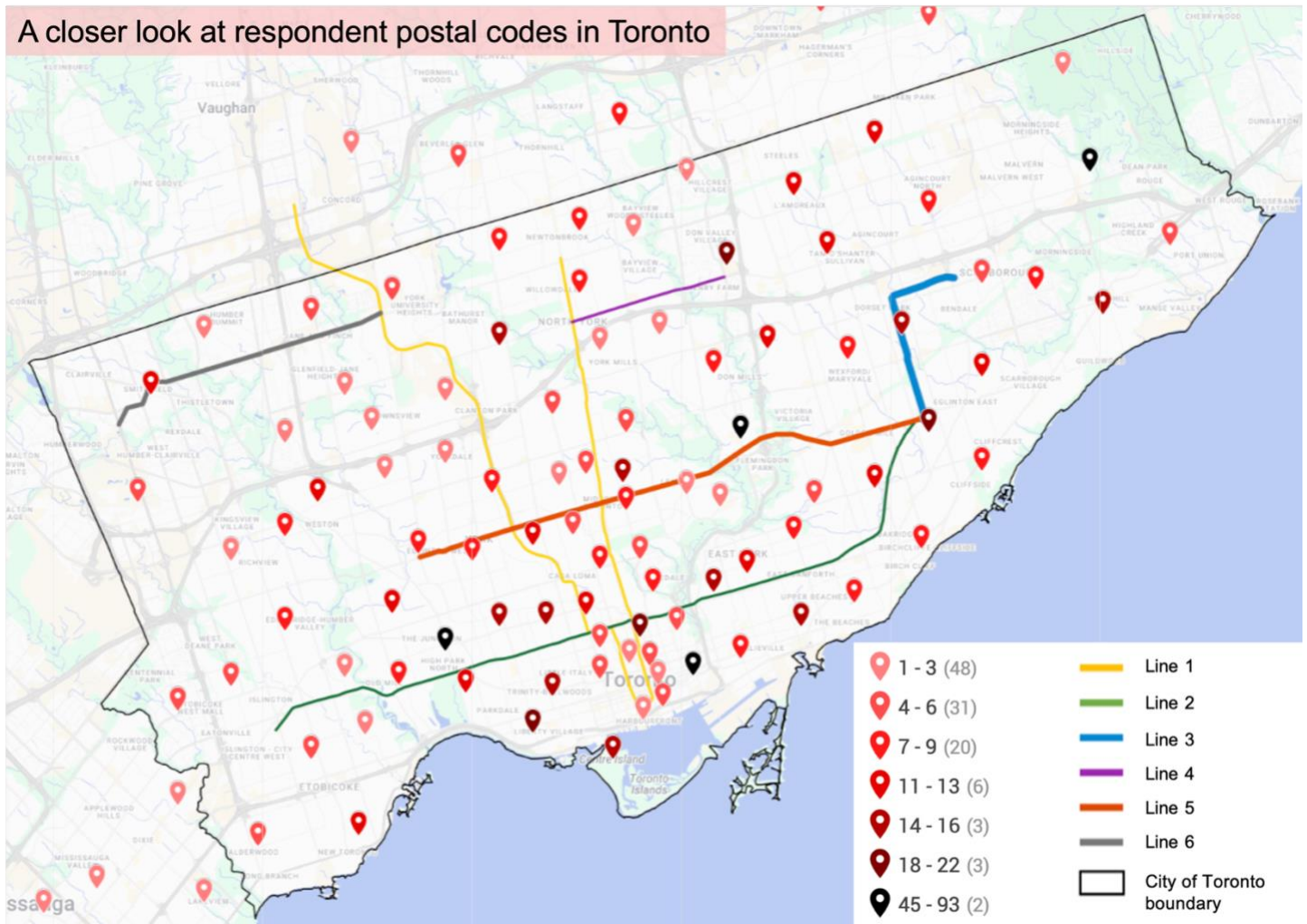


Q7: What is your postal code?

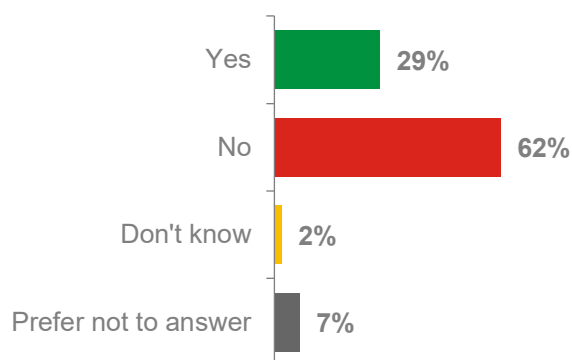
The map below provides a visual representation of the first three-digits of the postal codes provided by respondents. A total of 818 respondents provided their postal code. Respondents were from across Toronto, with some residing outside of Toronto, including Mississauga, Markham, Vaughan, Pickering, Ajax, Oshawa, Bowmanville, Brampton, Milton, and Newmarket, as well as Barrie, Kitchener, and Montreal (not captured in the map). Most respondents were from **Northeast Scarborough** (21 respondents from M1B), **Toronto Centre** (21 respondents from M5A), **Don Valley East** (19 respondents from M3C), and **Davenport** (19 respondents from M6P).



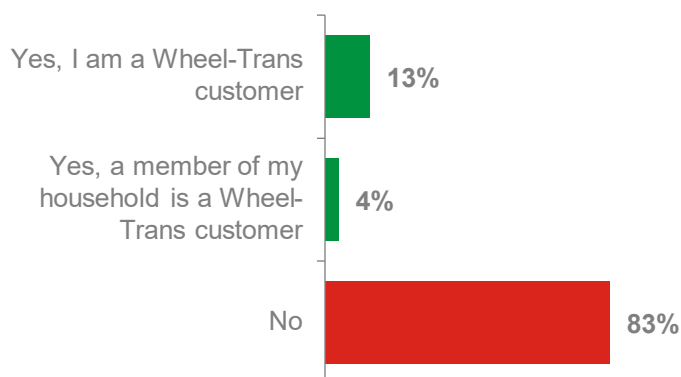
A closer look at respondent postal codes in Toronto



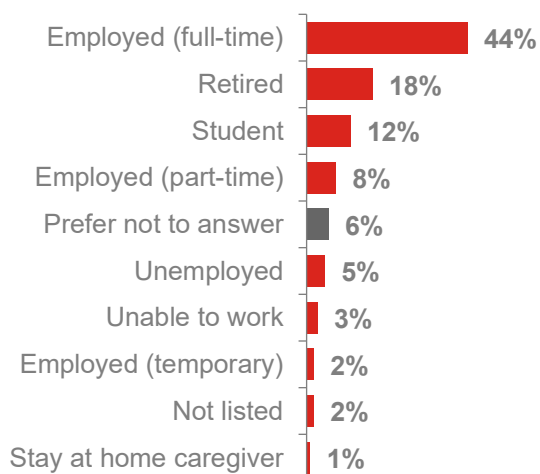
Q8: Do you identify as a person with a disability?



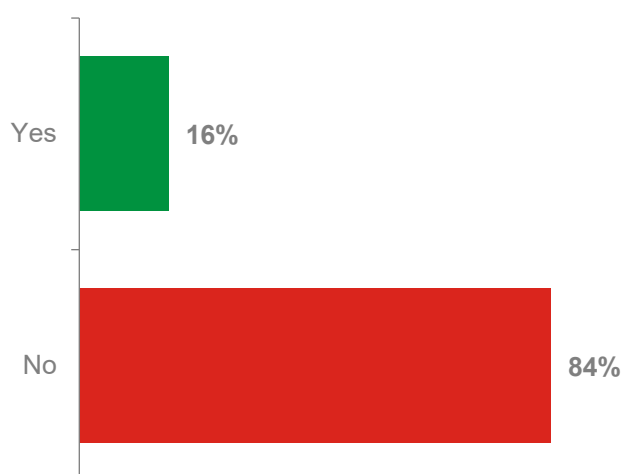
Q9: Are you or a member of your household a Wheel-Trans customer?



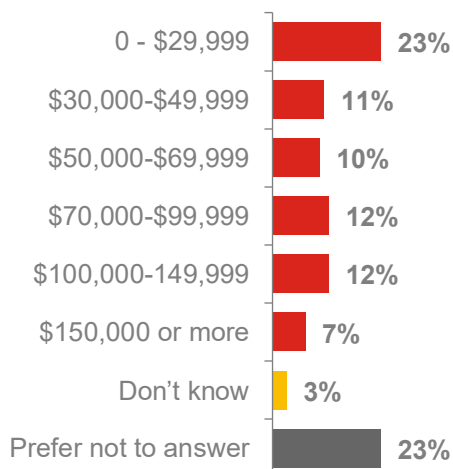
Q10: Which of the following best describes your current employment status?



Q11: Would you consider yourself a shift worker?



Q12: What of the following best describes your personal income?



Q13: How did you find out about this survey?

