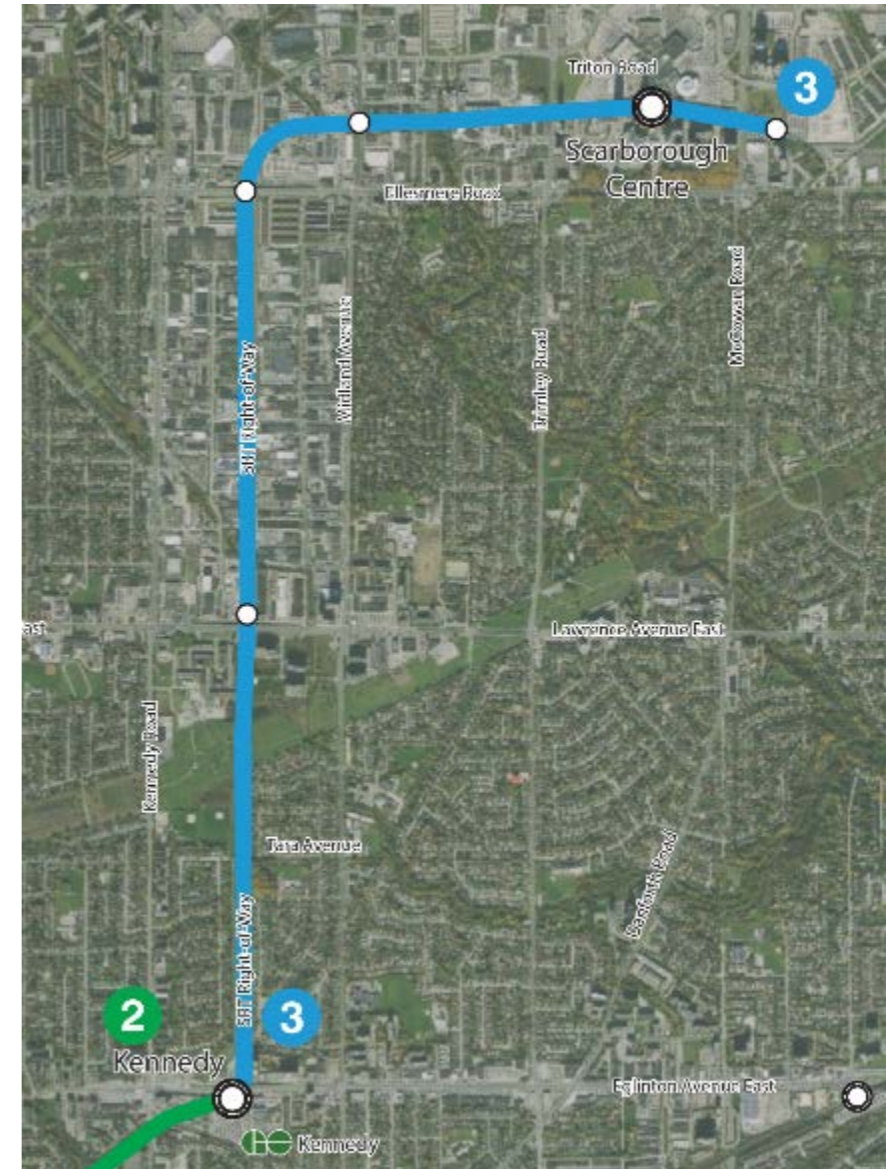




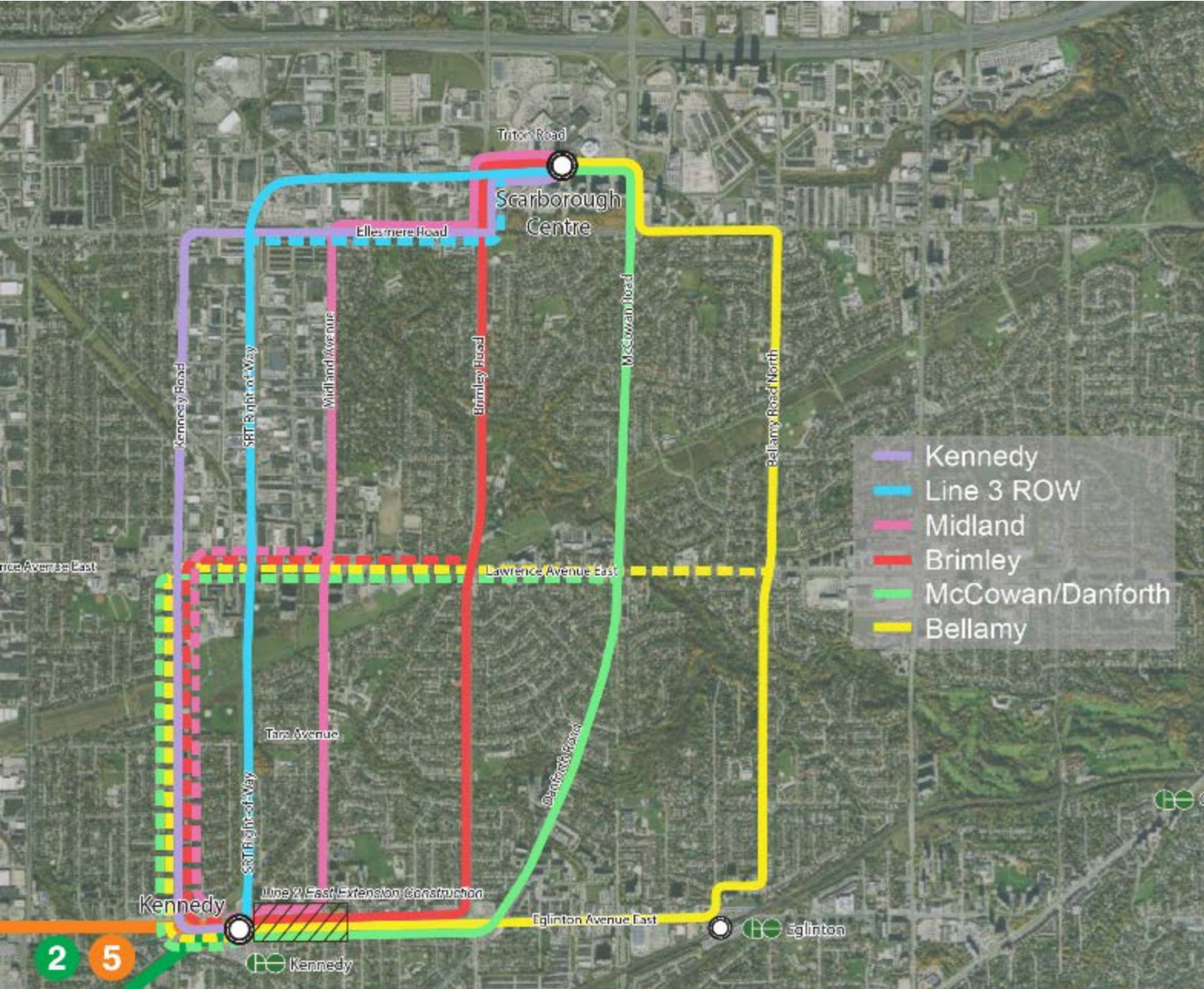
**Line 3 Bus Replacement Study
TTC Board April 14, 2022**

Background

- After a thorough review of options, including overhauling Line 3, the TTC Board approved a bus replacement plan at the February 2021 meeting
- Closure of Line 3 tentatively in Q4 2023
- The bus replacement service will operate until the opening of Line 2 East Extension in 2030
- Engagement and consultation with customers and the public on the bus replacement plan in summer and fall 2021
- In September, the TTC Board approved the proposed corridors and evaluation framework to assess the corridors to develop routing options



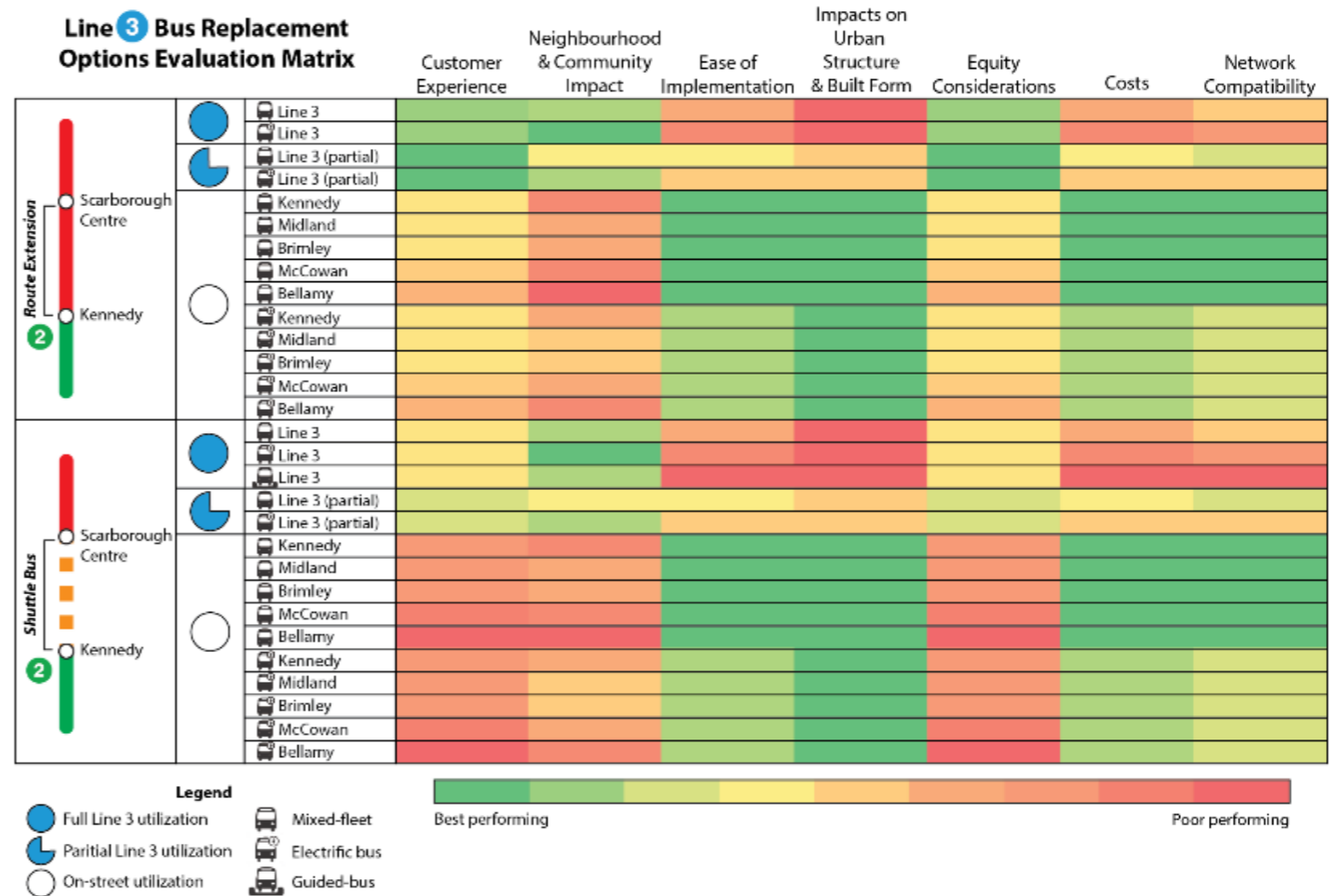
Corridor Options and Evaluation Criteria



- ### Evaluation Criteria
- Customer Experience
 - Neighbourhood & Community Impact
 - Ease of Implementation
 - Impacts on Urban Structure & Built Form
 - Equity Considerations
 - Costs
 - Network Compatibility

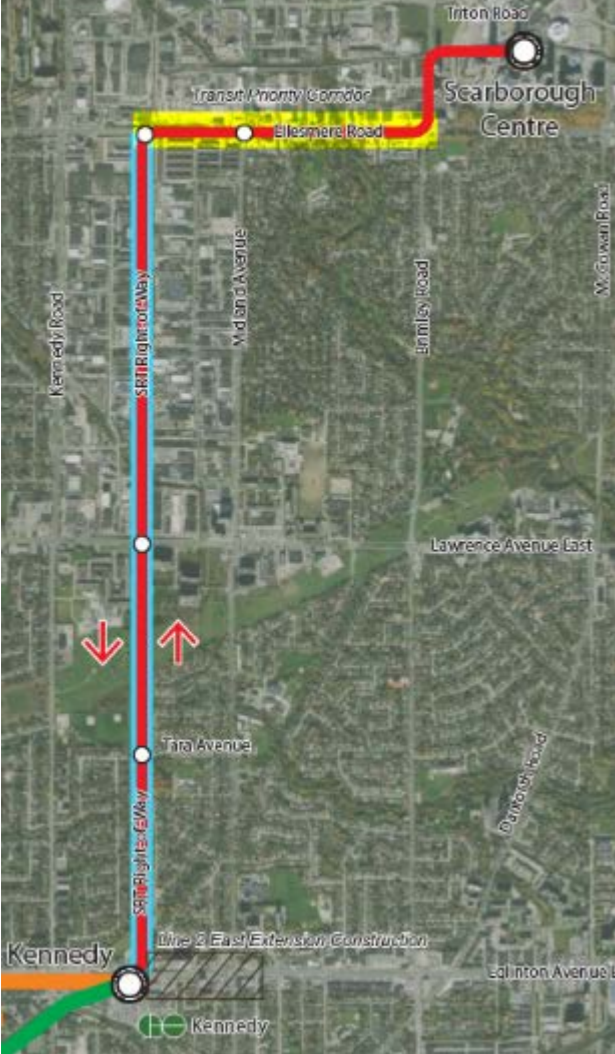
Alternatives Evaluation

- Analysis showed that the on-street options of Kennedy, Brimley and Midland, under a route extension service concept, consistently ranked high among all the corridor options
- The hybrid Line 3 option scored the best on customer experience and equity, two criteria that customers said were the most important to them
 - But, it was more sensitive to criteria like costs and ease of implementation

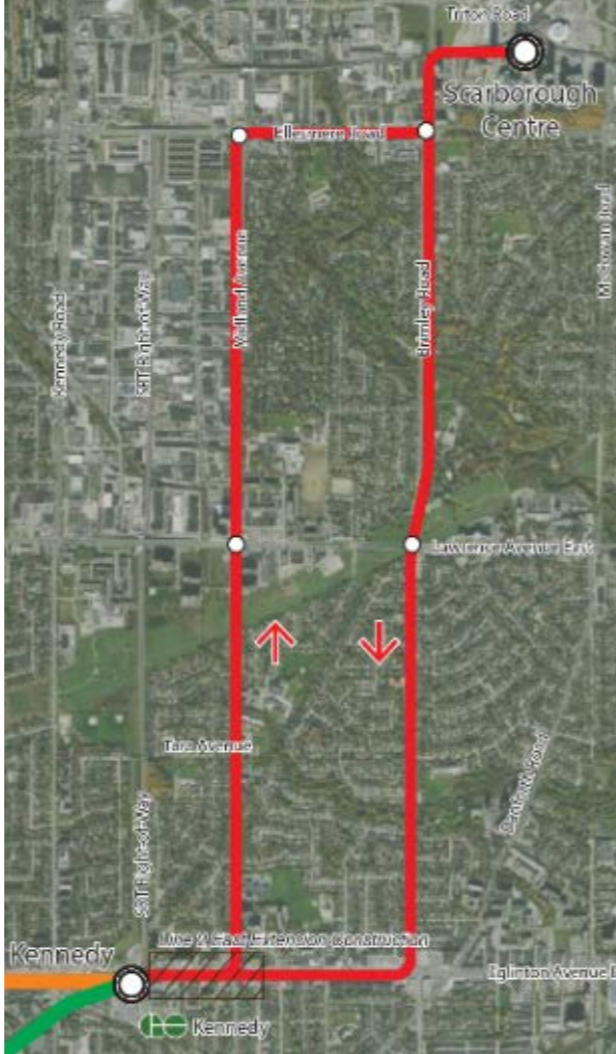


Routing Options

Option 1 – Hybrid Line 3 ROW



Option 2 – Midland + Brimley



Option 3 – Midland/Brimley + Kennedy



Option 4 – Kennedy + Midland



Recommendations

1. Approve the replacement of Line 3 train service with express bus service starting in Q4 2023
2. Approve the conversion of the Line 3 ROW between Ellesmere and Kennedy to provide customers with fastest and most reliable bus replacement service
3. Approve express bus operation under the interim option until the conversion of the Line 3 ROW is complete
4. Report back through the 2023 budget process on the operating and capital funding required to advance the project
5. Endorse the City of Toronto's efforts to develop adaptive re-use of Line 3 infrastructure not required for continued transit service



Travel Times

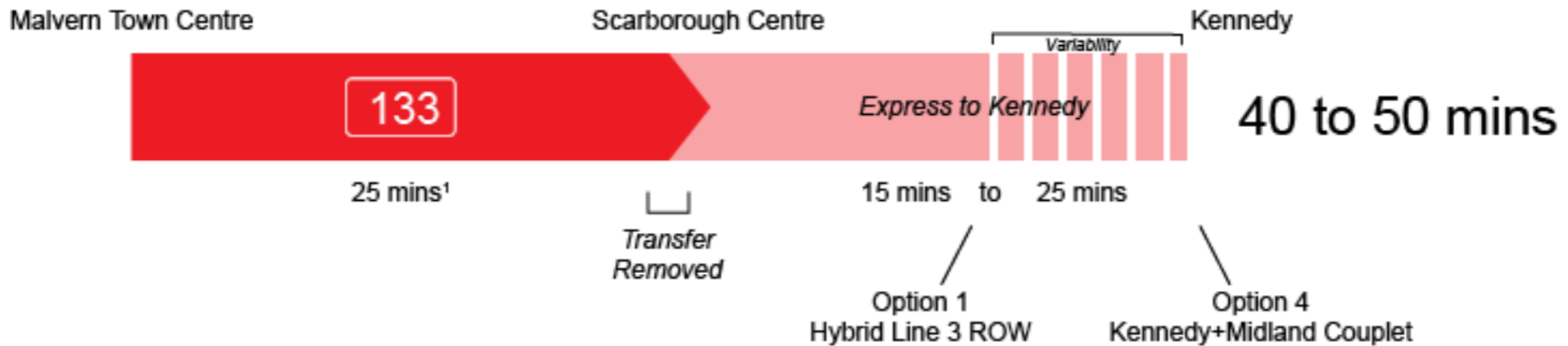
How will travel change?

Malvern Town Centre to Kennedy Station

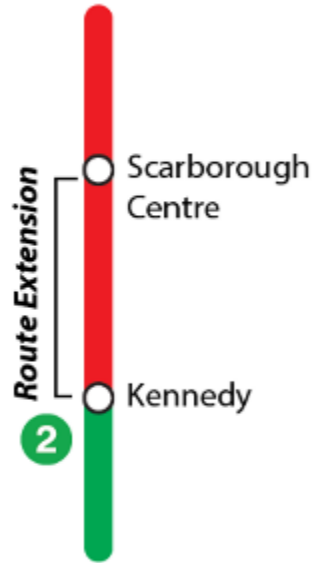
Existing Trip utilizing Line 3



Future Trip with 133 Neilson Extension to Kennedy Station



Recommended Ultimate Option – Line 3 Hybrid ROW



38	134
129	939
131	954
133	985

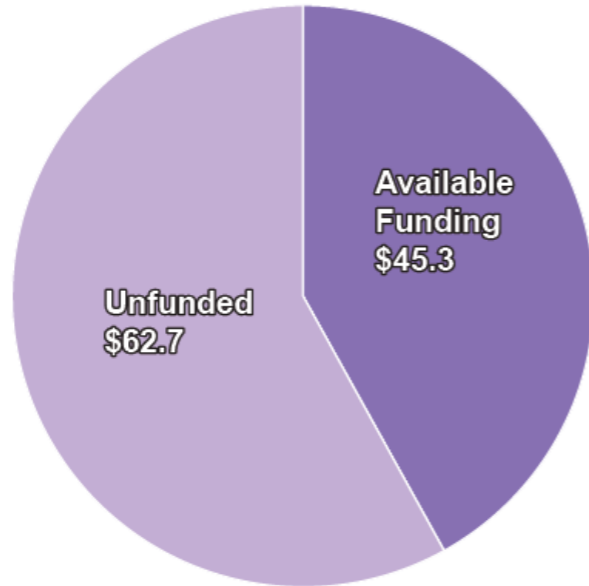
- Under the evaluation framework, Option 1 is the best performer among the criteria that was identified as most important for customers
- Travel time for customers is the fastest with this option
- Recommended service concept is to extend major routes to Kennedy Station as the bus replacement service
- Transit priority at key locations will be designed in more detail in collaboration with City partners
- Potential partnership with GO Transit continues to be explored
- Potential for legacy operation after Line 2 East Extension is open
- Construction to retrofit Line 3 right of way for bus operation could begin in Q4 2023, and could take up to two years to be complete

Recommended Interim Option – Kennedy-Midland Couplet

- Feedback received during public consultations indicated that customers preferred on-street routings that were more direct and easier to understand
- Further discussions with the City also revealed that Brimley Road requires road reconstruction before very frequent bus service can be operated on the corridor
 - This adds to the schedule and cost of the project if Brimley Road was selected as the on-street corridor
- As a result, the Kennedy-Midland Couplet option is recommended since it best balances all the objectives
- Transit priority measures like queue-jump lanes at Kennedy Road and Ellesmere Road will be required to ensure more reliable service

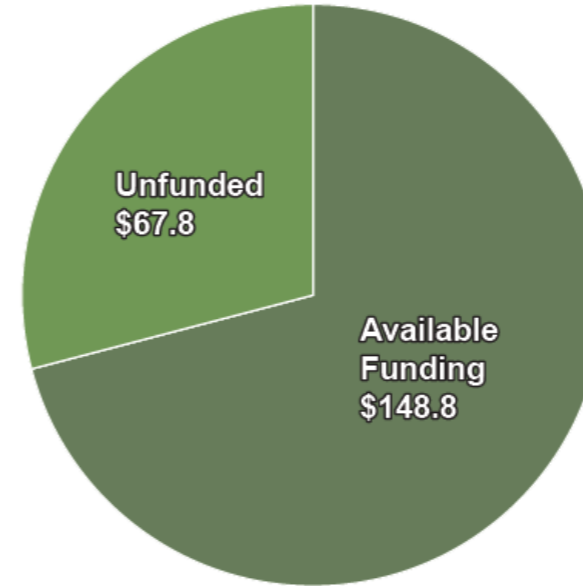
Total Costs 2022 to 2030

Capital Costs (\$ million)



Includes costs for:
- Extending Line 3 to end of 2023
- Platform modifications @ Kennedy and Scarborough Centre
- Transit priority measures
- Temporary bus terminal @ Kennedy Station
- Line 3 conversion to busway

Operating Costs (\$ million)



Includes costs for:
- Operating costs to deliver bus replacement service
- Lost parking revenue at Kennedy

- Costs for demolition and decommission of existing guideway and systems currently estimated between \$150-175M – it is not included in the above costs
- Subject to any adaptive reuse, this estimate will be updated to reflect new scope

Adaptive Reuse

- City Planning will lead further evaluation of adaptive reuse of remaining Line 3 infrastructure east of Ellesmere Station
- Feedback from customers during earlier public consultations showed strong support for active transportation and creation of new greenspace
- Further engagement with customers and local community will inform development of future study

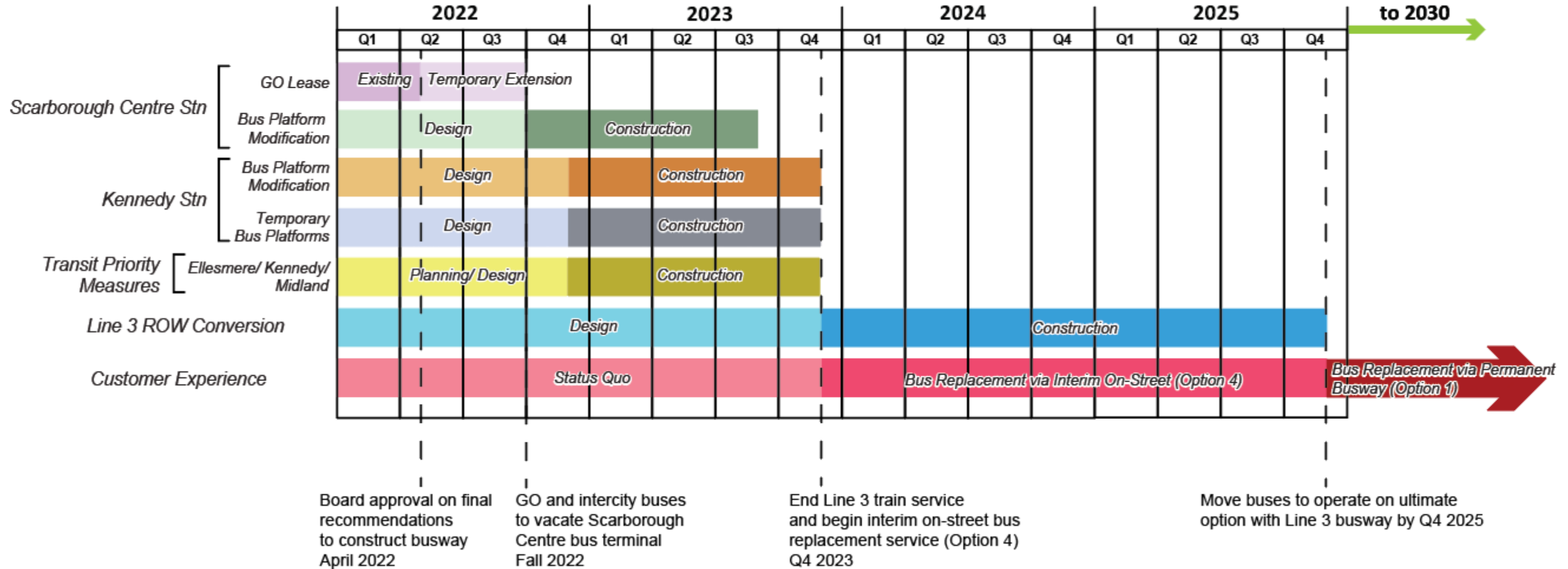


High Line – New York City

Elevated linear park and rail trail

Next Steps

Line 3 Bus Replacement Construction Outlook



- Discussions about adaptive re-use of Line 3 infrastructure are on-going and is being lead by the City

