



## TTC Line 3 Bus Replacement and Corridor Adaptive Re-use Study Stakeholder Meeting 1 Summary

Tuesday, June 29, 2021

6:30 – 8:30 pm

Meeting held online

### Overview

On Tuesday, June 29<sup>th</sup>, 2021, the TTC hosted the first of two rounds of stakeholder consultation about the Line 3 Bus Replacement and Corridor Adaptive Re-use Study. The stakeholder group includes representatives of city-wide and area-specific organizations with an interest in Scarborough transit and service planning (see Participant List attached). Due to the COVID-19 pandemic, the meeting took place virtually.

Approximately 20 participants attended the stakeholder meeting, along with staff from the TTC, City of Toronto Planning Division, and Swerhun Inc., the third-party facilitation team retained by the TTC to support the consultation process on the Study. The purpose of the meeting was to provide an overview of the project and to share and discuss routing and corridor options to extend bus service from Scarborough Centre Station to Kennedy Station, a proposed evaluation framework, and adaptive re-use of the Line 3 corridor and station.

*Attachments included: Attachment A. Agenda, Attachment B. Participant List, Attachment C. Post-Meeting Feedback.*

Swerhun Inc. prepared this meeting summary. A draft of the summary was subject to participant review before finalizing. The intent of this summary is to capture the range of feedback shared at the meeting; it is not intended to serve as verbatim transcript. This final summary will be posted on the [project website](#), along with summaries from other engagement activities.

This summary includes four sections:

- Key themes in feedback shared at the meeting
- Detailed feedback
  - Feedback about route options and corridor analysis
  - Feedback about the proposed evaluation framework
  - Feedback about potential adaptive re-use of Line 3 corridor and stations
  - Other feedback
- Questions of clarification
- Next steps

## Key themes in the feedback shared at the meeting

The following themes reflect a summary of the feedback received from participants during the meeting. The remainder of this summary provides additional details regarding these, and other points participants shared.

- **Overall, most support for the Line 3 Right-of-Way option as the corridor to operate the extended bus service** since the corridor could offer the most reliable service while avoiding an increase in traffic and congestion on Scarborough roadways. Some participants also said using the existing infrastructure could mean lower costs, quicker construction, and a lower carbon footprint.
- **Some support for the Midland and Brimley on-street options.** Participants remained concerned about increased wait times, bus bunching, and reduced service reliability of the extended routes along the corridors. Others suggested that the TTC should consider transit priority lanes and signals as ways to ensure service reliability.
- **Consider adding customer safety and environmental impact in the evaluation criteria for evaluating the routing and corridor options.**
- **Strong desire for the Line 3 Right-of-Way infrastructure to remain in public ownership.** Suggestions for adaptive re-use of the corridor include an active transportation route that could connect to other current and proposed routes (such as the Meadoway), park or greenspace, and affordable housing. The corridor could also serve as back-up transit option for the future (e.g. Bus Rapid Transit). Others suggested developing a community stakeholder group to help inform the uses for the corridor if it is not used as the bus replacement corridor.
- **Strong desire for the TTC to recognize the shutdown of Line 3 as an injustice to Scarborough residents** some of whom feel left behind in transit planning. Participants suggested reduced fares or free use of the replacement service as a form of recognition.
- **Strong advice to use a multitude of approaches in engaging Scarborough transit users** especially those who may not have access to internet. Consider partnering with community-based organizations and providing hard-copies of the survey at Line 3 stations.

## Detailed feedback

Participants shared their thoughts on the emerging ideas for the route options and corridor analysis, proposed evaluation criteria, and potential re-use of the Line 3 corridor and stations. Clarifications provided by TTC at the meeting are in *italics*.

### Feedback about route options and corridor analysis

- **Most participants support the Line 3 Right-of-Way (ROW) option.** Participants want an option that provided the fastest travel, and the ROW seems more dependable for transit users in terms of ensuring fast and reliable service. Others also said that operating the extended bus service on the Line 3 ROW could mean lower cost and faster construction as the infrastructure is already there, and it could have a lower carbon footprint.

- **General concerns were expressed if the extended bus routes operate on-street.** With extended bus routes, participants were concerned about long wait times, bus bunching, unreliable service, and impact on traffic, customer safety, and pollution on Scarborough roadways. *We've heard from feedback before that longer routes can be unreliable, so it is important to hear that feedback again. We're proposing to extend the bus routes because we wanted to avoid customers having to transfer multiple times for faster overall travel times but it may come at the cost of slightly reduced reliability. We're presenting all these corridor options (Line 3 ROW and on-street options) as we want to look at all feasible options, but we have not made any decisions yet about which corridor the buses will operate on.*
- **Some participants support the Midland and Brimley on-street options.** If the bus routes are operated on-street, participants identified Midland and Brimley as their preferred corridors as they offer the most direct north-south route from Scarborough Centre to Kennedy Station. One participant noted that when Line 3 Scarborough sometimes shuts down, shuttle buses go on Midland Avenue which have been a good service.
- **Some participants did not support the Kennedy and Bellamy on-street options.** Operating extended bus routes on these corridors would make service less reliable as Kennedy is a busy corridor with consistent high volumes of traffic, and riders would have a longer commute time if service operates on Bellamy due to the shape of the route.
- **Consider not having 954 Lawrence East Express go to Kennedy Station on its route to the future Science Centre Station on Line 5.** The proposed extension of 954 Lawrence East Express from Lawrence Station on Line 3 to Science Centre Station on Line 5 is a good idea, so having this route go to Kennedy Station (i.e. from Lawrence Ave go down to Kennedy Rd and back up on Kennedy Rd to Lawrence Ave) would add additional travel time for those moving east and west across the city.
- **Assess how the options will impact bus line-ups at major connection points, like Kennedy Station.** Traffic on the roads will make buses less dependable and could lead to longer bus lines and wait times at stations. *We agree. There could be 60-70 more buses moving through Kennedy each hour so we will need more space for buses and additional passengers, which means additional bus bays at Kennedy Station and Scarborough Centre Station.*
- **Consider partnership with GO Transit and other transit systems.** Suggestions include connections to GO stops/stations and allowing TTC customers to transfer to the GO network for free and figuring out how GO Transit will interface with increased TTC bus traffic at Scarborough Centre Station. *It is within our scope to engage with Metrolinx to have rapid transit access while we wait for the Line 2 East Extension to begin operating. We're also simultaneously doing a 5-Year Fare Policy analysis which will look at easier ways for people to move between transit agencies. Having a fare concession with GO Transit would require additional funding for daily operation, which we'll need to consider in the evaluation of option*
- **Consider a 'Super Express' option from Scarborough Centre Station to Kennedy Station,** like the previous 903 Kennedy-Scarborough Centre Express without stops in between. This should be informed by an assessment of transit patterns (i.e., if a significant number of customers make direct trips from Kennedy Station to Scarborough Centre).

## Feedback about the proposed evaluation framework

- **Add ‘customer safety’ as an evaluation criterion.** Some stops in Scarborough are unsafe and pedestrian injuries can occur when people run for buses. The evaluation should also consider how severe weather, such as heavy snow or rain, can create unsafe conditions. *It’s paramount to us that any option we move forward with meets safety standards. It is important to note that all options presented are equally safe – no option presented would be safer than another.*
- **Add ‘environmental impact’ as an evaluation criterion.** Carbon footprint should be a consideration when evaluating the options, especially considering that Scarborough has some of the highest emissions in the city. Toronto also has commitments to reducing emissions that it must meet. As part of this approach, consider operating emissions-free buses instead of hybrid options.
- **Ensure consistency when implementing an option to replace Line 3 service.** Since the timeframe for when the Line 2 East Extension will become operational, there is a possibility that different replacement services could be implemented. However, participants advised against reverting between multiple options as it would make transit less predictable for riders. *Our plan is to implement and commit to a solution since we’re also talking about investing in infrastructure changes (e.g., converting the Line 3 train guideway or painting red priority lanes). We would not move quickly to change options on customers and the local communities given the infrastructure investments, but we would come up with a monitoring plan and make adjustments to the service as needed.*

## Feedback about potential adaptive re use of Line 3 corridor and stations

Participants shared feedback about the potential re-use of the Line 3 corridor and station structures, should they become surplus if an on-street option is chosen.

- **Regardless of use, it’s important that the Line 3 Corridor remain publicly owned.** Participants emphasized that the corridor and station should remain in City ownership and not be sold to private entities, regardless of which option is selected. A participant highlighted that if the corridor is identified as surplus for now, it could still be used for transit in the future (e.g., for bus rapid transit (BRT)). *It is intended to remain in City ownership and not to sell it off. If we choose an on-street option, we’d look to discuss the future uses of it with local stakeholders like yourself.*
- **Consult with local groups who live near and may use specific segments of the corridor,** including communities who live near the station structures. Suggestions include developing a stakeholder advisory group for each area to capture the potential different uses for that section.
- **Some support for active transportation along the Line 3 Corridor.** Suggestions include developing a bike path that would connect from Scarborough Centre Station to Kennedy Station and Downtown, as well as integrating with the existing Scarborough cycling network and other active transportation projects like the Meadoway.
- **Consider using the corridor as a park or greenspace as well as providing affordable housing at the stations** and work in partnership with Housing Now and CreateTO.

- **Line 3 Scarborough is a big part of Scarborough history so consider preserving a train car to celebrate its history.**

### Other feedback

Participants shared broader advice about the negative impact of the Line 3 shutdown to Scarborough and public engagement approach for the Line 3 Study.

- **Recognize the shutdown of the Line 3 Scarborough as an injustice to residents**, many of whom are low-income, racialized essential workers who may now experience a significant additional travel time. Suggestions included offering the replacement service for free or at a reduced cost.
- **Consider partnerships with local organizations to better engage with Scarborough residents.** Although reaching out through the councillors is a good first step, it can often skew the kinds of groups the TTC is able connect with. Participants suggested partnering with organizations like Scarborough Civic Action Network and 42Voices to promote the study and survey.
- **Ensure your engagement processes are accessible for Scarborough residents**, including by making sure the survey is easy to read and connecting with users who may not have access to internet. *We did test our survey to make sure it is clear, not overly technical, and that people can understand it. We'll also offer a hard copy of the survey and make it available through mail by request with pre-paid postage so it's of no cost to participants. We will also do in-person pop-ups at Line 3 stations in the next round of engagement so we can talk to people where they are, as long as it is permitted by public health authorities.*

### Questions of clarification

Following the presentation and throughout the discussion, participants asked questions of clarification. Responses from TTC are in *italics*.

- **With the goal being a bus every minute, how would the transit signal priority work?** *We'll know better how the transit signal priority would work based on the traffic evaluation work we're doing in partnership with the City. It is possible that if we select an on-street option, we might operate some buses on different routes. Regardless, a bus-a-minute is what is required to ensure capacity and provide enough service for demand.*
- **How will the Line 2 East Extension construction affect the corridor options?** *In our experience, when rapid transit projects have construction activity close to the road, they reduce the lane and roadway capacities. Trying to have a bus-a-minute when a corridor is impacted by construction would not be the best customer experience – which is why we're proposing corridor options that avoid the construction all together by routing through Lawrence and Kennedy or using the existing Line 3 right-of-way.*
- **Is an off-road option feasible?** *We're currently doing a feasibility review of the Line 3 right-of-way and based on the initial work done so far, we think that it would be feasible to operate buses on a retrofitted right-of-way.*
- **How do you plan on engaging residents that don't have access to internet or who don't speak English?** *Our plan, depending on the COVID-19 public health guidance, is to host pop-ups at each of the Line 3 stations in September when the TTC has ideas around*

*the options. We know that it's easier to meet people where they are rather than invite them to an online meeting. We're also working with SDFA to connect with Neighbourhood Planning Tables (which serve Neighbourhood Improvement Areas) to find ways to meet with the [Community Coordination Plan \(CCP\)](#) clusters in Scarborough, as well as host broader focus groups. In terms of communications, the survey platform has a built-in translation function with over 100 languages and we're hoping to get support from local councillors who communicate with residents in multiple languages to get the word out.*

- **Are the Hydro One Right-of-Ways being considered?** *We had not been considering the Hydro One Rights-of-Way, since we found they offer the same benefits and considerations as the Line 3 Right-of-Way and on-street options. It can also be difficult to coordinate the different stakeholders required to explore Hydro corridor options – which is why we tend to avoid them.*
- **Does re-use of the Line 3 corridor and stations include the McCowan Yard?** *We have not yet talked about including the McCowan Yard within the scope right now but will aim to share updates as the study evolves.*
- **Will the buses for the extended routes be stored at McNicoll Garage?** *The buses would quite likely come from any of our garages in Toronto, and there would certainly be buses from coming from the McNicoll Garage as well.*

## **Next Steps**

Eric Chu, Manager of Project Development & Coordination at TTC, thanked participants for their time and for their feedback. Ian Malczewski, independent facilitator, committed to sharing a summary of the meeting in draft with participants for their review before finalizing to ensure accurate representation of feedback shared at the meeting, as well as the presentation. He reminded participants that any additional feedback could be submitted via email to Khly at [klamparero@swerhun.com](mailto:klamparero@swerhun.com) by **July 6** and would be included in the meeting summary. He also encouraged everyone to take the online survey and promote it to their networks.

## Attachment 1. Agenda

### TTC Line 3 Bus Replacement Study Stakeholder Meeting (Round One of Two)

Tuesday, June 29, 2021

6:30 – 8:30 pm

Meeting held online



#### Meeting purpose

To provide an overview of the Line 3 Bus Replacement and Corridor Adaptive Re-Use Study and to share and discuss:

- route options and corridor analysis to extend bus service from Scarborough Centre Station to Kennedy Station
- a proposed evaluation framework
- adaptive re-use of Line 3 corridor and stations

#### Proposed agenda

#### 6:30 Welcome, land acknowledgement, introductions, agenda review

*Eric Chu, Scott Haskill, TTC*

*Ian Malczewski, Facilitator, Swerhun Inc.*

#### 6:45 Line 3 Bus Study Overview

*Eric Chu, TTC*

- About the Study
- Corridor Options
- Evaluation Framework
- Adaptive Re-Use of Line 3

*Questions of clarification*

#### 7:15 Discussion: route options, corridor analysis, evaluation

1. What are your thoughts on the proposed bus routes to be extended from Scarborough Centre to Kennedy Station? What changes, if any, would you suggest? Why?
2. Do you prefer any of the corridors under consideration? Why?
3. To what extent do you support the proposed evaluation criteria? What changes, if any, would you suggest? Why?

#### 7:55 Discussion: adaptive re-use of Line 3

4. What future use would you most like to see given to the SRT corridor if all or part of it becomes surplus?
5. What future uses would you like to see given to the SRT stations if all or some of them become surplus?

#### 8:25 Wrap up and next steps

#### 8:30 Adjourn

## Attachment 2. Participant List

Listed below are stakeholder groups the TTC invited to participate in the Stakeholder Meeting. Organizations listed in **bold** attended the workshop. Note that some stakeholder groups had more than one representative in attendance and some participants represented multiple organizations.

1LoveMalvern Transportation Working Group

**42 Voices**

83 Borough Drive

**A Voice for Transit**

Access Alliance/Scarborough Cycles

Advisory Committee on Accessible Transit

Agincourt Community Services Association (ACSA)

Agincourt Village Community

Association/Community Associations of Northern Scarborough

Atlantic Packaging

C.D. Farquharson Community Association

Canada Correctional Services (2240 Midland Ave)

Canadian Tamil Youth Alliance

Canadian Urban Institute

Canadian Urban Transit Association

**CANBIKE**

CareFirst

**Cedar Ridge Community Association**

CEE Centre for Young Black Professionals

Centennial College Student Association Inc.

Centennial Community and Recreation Association

Centre of Immigrant and Community Services

Chinese Cultural Centre of Greater Toronto

City Youth Council of Toronto

CivicAction

Cliffrest Scarborough Village SW Residents Association

CodeRedTO

Confederation of Resident and Ratepayer Associations in Toronto (CORRA)

**Connect Sheppard East**

ConnectScarborough

Coronation Community Association of West Hill

Curran Hall Community Association

Cycle Toronto

Dorset Park Neighbourhood Association

East Scarborough Boys and Girls Club

East Scarborough Storefront/Centre for Connected Communities

Fair Fare Coalition (TTCriders Committee)

Family Services

Fieldstone Commons Care Community

Glen Andrew Community Association

Guild Renaissance Group

Guildwood Village Community Association

Heathwood Ratepayers Association

Highland Creek Community Association

Kennedy Road BIA

Kevric Real Estate Corporation Inc.

Lakeview Homes' Residents

Malvern Action for Neighbourhood Change

Malvern Community Coalition

Malvern Family Resource Centre

Maytower Condos

Midland Park Community Association

Mornelle Court Residents Action Coalition

**Municipal Transit Solutions**

North Bendale Community Association

Ontario Coalition Against Poverty

Oxford Properties (Scarborough Town Centre)

Pathways Canada

PointA

Polycultural Immigrant & Community Services

Real Torontonians Dig Subways

Residents Rising Community Association

Richmond Park Community Association

Rosewood Taxpayers' Association

Rotary Club of Scarborough

Ryerson City Building Institute

Scarborough Bluffs Community Association

**Scarborough Business Association**

Scarborough Campus Students' Union

**Scarborough Centre for Healthy Communities**

**Scarborough Civic Action Network (SCAN)**

Scarborough Community Garden

**Scarborough Community Renewal Organization (SCRO)**



Scarborough Health Network  
Scarborough Neighbourhood Action Plan (SNAP) Committee  
Scarborough Residents Unite  
Scarborough Rosewood Community Association  
**Scarborough Transit Action**  
Scarborough Village Action for Neighbourhood Change  
Scarborough Village Neighbourhood Association  
Scarborough Women's Centre  
School of Cities (UofT)  
Seven Oaks Community Association  
Share the Road Coalition  
**Sheppard East Village BIA**  
Sheppard Subway Action Coalition  
Social Assistance Coalition of Scarborough  
Social Planning Toronto  
[stevemunro.ca](http://stevemunro.ca)  
TAIBU Community Health Centre  
TESOC Multicultural Settlement Services  
The Centre for Active Transportation  
The City Institute at York University  
The Hub - Mid-Scarborough  
Toronto Aboriginal Support Services Council (TASSC)

Toronto Association of Business Improvement Areas (TABIA)  
Toronto Bicycling Network  
Toronto Catholic District School Board  
Toronto Chinese Business Association  
Toronto District School Board  
Toronto Electric Riders Association (TERA)  
Toronto Foundation  
Toronto Nonprofit Network / Toronto Neighbourhood Centres  
Toronto Parking Authority  
Toronto Region Board of Trade  
**Toronto Youth Cabinet**  
Transcare Community Services  
Transport Action Ontario  
Transportation Equity TO  
Transportation Options  
**TTCriders**  
University of Toronto Faculty Association  
Walk Toronto  
West Rouge Community Association  
Wexford Heights BIA  
Woburn Community Residents  
YMCA of Greater Toronto  
YWCA Toronto Employment Centre

### **Attachment 3. Post-Meeting Feedback**

Following the meeting, Swerhun Inc. received one additional feedback from a participant over email.

#### **Emailed submission #1, July 6, 2021**

See next page for complete, unedited submission.



**SCARBOROUGH  
TRANSIT ACTION**

July 6, 2021

Toronto Transit Commission Board and Staff  
Toronto Transit Commission Head Office  
1900 Yonge St, Toronto, ON M4S 1Z2

RE: **Line 3 Bus Replacement and Corridor Adaptive Re-use Study**

Dear TTC Chair, Board, Staff and Swerhun Inc.

TTCriders is a membership-based organization of transit riders in Toronto.  
Scarborough Transit Action is a coalition of transit advocacy volunteers in Scarborough.

The Scarborough Rapid Transit (SRT) has been a vital transit line in Scarborough for decades. While it has its faults, residents have come to depend on it.

Once the SRT decommissions in 2023, it will leave its 35,000+ riders who depend on its service each and every day stuck on buses. This is simply not fair for Scarborough transit riders who have been deprived of any new transit infrastructure expansion for over 40 years.

To ease this transition, **TTCriders** and **Scarborough Transit Action** request TTC staff to study repurposing the entirety of the SRT corridor for Bus Rapid Transit (BRT). This option experiences no traffic and would mimic the speed and efficiency of the current trains. If this requires the procurement of land adjacent to the corridor to allow for buses to pass through, then so be it. Though, if not possible, we request portions of it be converted for BRT where sensible. If only on-street bus service is possible, buses must be prioritized with signal priority and dedicated lanes so that they do not get stuck in traffic.

Moreover, we request **the entirety of the Transit Corridor, including McCowan yard be retained and NOT SOLD OFF**. The demolition of the SRT corridor, and subsequent selling of the land would be disrespectful to the residents who had to put up with more than a decade of transit delays. The City should take this opportunity to create something beautiful and open for the community to use. It could be turned into a wonderful art installation, or a refreshing rail deck park and trail, similar to

*TTCriders: A voice for transit users*

info@TTCriders.ca | 720 Bathurst St., Toronto, ON, M5S 2R4

those found in New York. It is a valuable piece of land that should not be given up at any costs without community consultations. Alternatively, McCowan yard could be redesigned as an interim Electric or Hybrid-Electric bus garage to support the buses procured for this replacement. Regardless of how this redevelopment takes form, it should be reflective of the needs of residents..

The future BRT, whether along the SRT corridor or on-street bus lanes (similar to the Eglinton East RapidTO lane), should utilize zero-emission Hybrid-Electric or fully Electric buses. With Scarborough streets already crowded with buses, the 63 planned buses per hour will add congestion to the on-street portions and create additional noise pollution for those residing near the proposed corridor(s). Electric buses will assist in reducing the climate pollution caused by idling buses, and noise pollution which is a serious issue from the older buses in the current TTC fleet.

With the current Bus Replacement proposal, several bus routes will be extended from the current terminus of Scarborough Centre station to Kennedy station. While this will remove the transfer at Scarborough Centre, we fear this will result in unreliable schedules and large headways between buses, as currently seen on longer routes such as the 54 Lawrence East. To remediate this, additional buses and service hours should be scheduled when needed.

This bus replacement will be overcrowded and may become inaccessible to some residents. To ensure alternative connections are available, implementing a free GO-TTC transfer would benefit riders. A single GO train can carry several times more people than a bus. However, taking GO Transit is unaffordable for many Scarborough residents. GO Trains on the Stouffville and Lakeshore East line have a lot of unused capacity. Increasing local service on both GO lines and allowing riders to transfer between GO and TTC for free will reduce the need for one bus every minute.

The Scarborough Rapid Transit was a line many residents depended on. While its loss will be felt amongst the community and transit commuters in Scarborough, we hope you will take our recommendations into consideration to ensure the corridor stays open to the public and the replacement is efficient, effective and considerate for all who ride it.

Sincerely,

Zain Khurram  
TTCriders

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info@TTCriders.ca | 720 Bathurst St., Toronto, ON, M5S 2R4