



TTC Line 3 Bus Replacement Study Stakeholder Meeting 2 Summary

Tuesday, October 5, 2021

6:30 – 8:30 pm

Meeting held online

Overview

On Tuesday, October 5th, 2021, the TTC hosted the second of two rounds of stakeholder consultation about the Line 3 Bus Replacement Study. The stakeholder group includes representatives of city-wide and local 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 16 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 update on the Study and to share and discuss the results of the TTC's evaluation that was informed by feedback received in Round One, including a shortlist of bus routing options and a recommended option, and next steps on the adaptive re-use of the Line 3 corridor and stations.

Attachments included: Attachment A. Agenda and Attachment B. Participant List

Swerhun Inc. prepared this meeting summary and shared a draft with participants for review before finalizing it. 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 summary includes four sections:

- Key themes in feedback shared at the meeting
- Detailed feedback
 - Feedback about the shortlist of bus routing options
 - 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.

- **Strong support for Option 1, Hybrid Line 3 Right-of-Way (ROW), as the recommended option for replacement bus service for Line 3.** Participants liked Option 1 because it uses existing infrastructure dedicated for transit and would allow for a faster and more frequent service.
- **Mixed opinion on the on-street bus routing options (Option 2 – Midland & Brimley Couplet and Option 3 – Midland and Brimley Couplet with Kennedy) that could operate in the interim if Option 1 is chosen as the longer-term bus replacement service.** Several participants prefer Option 2, as it provides a more direct routing between Scarborough Centre Station and Kennedy Station. Others prefer Option 3, because it would avoid construction on Eglinton Avenue East and it would be easier for those travelling on Lawrence Avenue East to go northbound or southbound. Some participants had no preference between the two options and said they would defer to feedback from local transit riders.
- **Consider the impacts of Line 3 bus replacement on traffic, service delivery, and Kennedy Station.** Participants shared general concerns about traffic impact in Scarborough, including congestion because of more buses operating at an already busy Kennedy Station and in the surrounding area when the on-street routes are implemented.
- **Consider the range of implementation suggestions shared,** including staging the implementation of Option 1 to allow for better access to Kennedy Station sooner, strategic implementation of priority bus lanes during rush hours, using spare buses rather than new buses to offset some of the capital cost, operating the Blue Night Bus service on the Line 3 right-of-way, and providing free transfers between TTC buses and GO Transit.
- **Prioritize pedestrian and cyclist safety.** Participants emphasized the importance of planning for safe pathways for pedestrian crossing and walking, as well as crowding, along the Line 3 bus replacement route. Cyclist's safety should also be considered, including ways to incorporate safe cycling lanes on the bus replacement route and connections to active transportation.

Detailed feedback

Following the presentation, participants shared their thoughts on the results of TTC's evaluation, particularly about the bus routing options presented. Many participants also commended the TTC for a well explained and informative presentation. A detailed summary of participants feedback is listed below. Clarifications provided by TTC at the meeting are in *italics*.

Feedback about shortlist of bus routing options

- **Strong support for operating the bus replacement service on the Option 1 – Hybrid Line 3 Right-of-Way routing.** Participants identified several reasons for supporting Option 1, including use of an existing infrastructure that would give buses its own right-of-way,

avoid conflict with other vehicles, and more frequent service, which would ultimately make customers' travel time faster.

- **There were mixed opinions on the proposed interim on-street route options that could be used if/when the existing Line 3 infrastructure is retrofitted for bus operation.** Several participants preferred Option 2 as it provides the most direct route between Scarborough Centre Station and Kennedy Station. Other participants preferred Option 3 as it would avoid construction on Eglinton Avenue East. They also said that Option 3 would allow for easier north or southbound travels for customers who are on Lawrence Avenue East. Some participants were indifferent between the two options, and others said they didn't have an opinion and would defer to feedback from local transit riders.
- **Concern about Option 2 and Option 3's traffic impact.** With more buses operating on the street, participants were concerned about increased traffic and congestion on the route the buses will travel as well as the surrounding areas. *Buses will be travelling on one direction on one street (i.e., one way northbound on Midland and one way southbound on Brimley), to spread the buses and minimize congestion as much as possible.*

Feedback about implementation

- **Ensure transit priority measures implemented will help with traffic congestion and not add to it.** As traffic increases in the city and in Scarborough, make sure to thoroughly look at how to make sure the infrastructure implemented, like priority bus lanes, will make traffic go and not add to congestion.
- **Consider the impacts of Line 3 bus replacement on Kennedy Station.** Some participants raised concerns around congestion that more buses would cause at an already busy Kennedy Station. *As part of this project, we will need to build more bus bays at Scarborough Centre Station and Kennedy Station. At Scarborough Centre Station, there will be new TTC bus bays as GO Transit will vacate their six bus bays at this station. At Kennedy Station, our engineers we will be building another L shaped bus terminal with eight bus bays in the south parking lot. Those bus bays will provide additional capacity required for Kennedy Station, in addition to finding more places for buses to layover. Additionally, we hope that the opening of Line 5 will bring a general reduction in the amount of traffic into Kennedy Station.*
- **Consider staging the implementation of Option 1 Hybrid Line 3 Right-of-Way to allow for better access to Kennedy Station sooner.** Given the challenges of getting into Kennedy Station from the north, a staged implementation of Option 1 through prioritizing the opening the south portion first (i.e. from Lawrence East Station to Kennedy Station) could improve access to Kennedy Station and get the buses off of Eglinton Avenue as soon as possible. The remaining section from Lawrence East Station north to Ellesmere Road could be constructed/opened later. Constructing the entire right-of-way in one go may be the preferred set up, but this could mean a longer wait for Option 1 to open. *We did have the same thought about seeing if it could be staged in a way where we get access to the right-of-way sooner than later. It's something that our engineering folks are reviewing. The early response was that it would probably add complexity, costs, and add time to the schedule if we were to break it up. We hope that they will tell us or give us more information about it so that we can weigh those benefits and early concerns.*

- **If priority bus lanes are implemented on the routes being considered (e.g. Midland and Brimley), consider strategic implementation during rush hours.** For example, operate the bus lane southbound during the morning rush hour, and northbound during the afternoon rush hour to reduce congestion and improve service during peak hours. *TTC and the City Transportation Planning staff are looking at a whole suite of transit priority measures that include things like transporting signaling to get buses straight through, queue jump lanes, or reserved bus lanes. That's the kind of detailed work happening right now with the support of feedback from this process.*
- **Consider using spare buses rather than new buses, at least for some time at the beginning, to offset some of the capital cost for converting the Line 3 Right-of-Way.** If TTC is looking to keep the total capital project cost down, consider using the existing spare buses in the fleet rather than buying new buses for the Line 3 replacement service. *We estimate that we need between 40 and 60 buses to do this service – the higher number is for the on-street options and the lower number is for the Line 3 Right-of-Way option. We have two ways of getting those buses – buying new buses or overhauling our existing fleet. With buying new buses, we've estimated that it would cost about \$85 million, but there'll be some residual value because we only use less than half its life. The other option is to stretch our existing fleet by taking old buses and giving them an overhaul or changing the spares ratio so there's fewer buses available for maintenance. We are committed to looking at both those options as part of the work that will happen this fall. One of those will be recommended in the report to the TTC Board in Q1 2022.*
- **Consider having the proposed Line 3 bus replacement service provide 24-hour service.** *TTC has an overnight "Blue Night" bus network which operates when the regular service is not in service between approximately 1:30 am and 5:30 am.*
- **Explore the possibility of the Blue Night Bus Network using the Line 3 corridor for overnight service.**
- **Connect with Metrolinx to discuss the possibility of having free transfers between TTC buses and GO Transit.** This would be an option for alleviating congestion for people commuting downtown. *Free transfers to GO Transit is something we will continue to explore and discuss with Metrolinx.*

Feedback about pedestrian and cycling considerations

- **Assess impact on pedestrian safety into the design process and consider hosting a design consultation meeting in the future.** Participants would like to know how the TTC plans to design the on-street level access to stops to see how stops are designed for pedestrian safety and crowding. They said that it is common to see transit riders run for the bus in Scarborough which could present safety issues. Participants would like to be part of future design meetings for pedestrian safety. *We will design with the best modern practices for both LRT corridor which calls for things like chains, fences, railings, good lighting, and protection for customers to see and get across safely. We want to make sure that the streets, lanes, curbs, and stops are all well designed and safe for customers. We are only in the beginning stages of planning the bus replacement service, and the actual design work will take place next year with TTC Board approval. We would appreciate any additional feedback in the future.*

- **Consider cyclist safety in the design of Line 3 bus replacement route.** With the current volume of traffic, cyclists are vulnerable road users, especially since there are no safe northbound and southbound routes. Participants would like to see TTC consider plans for including safe cycling lanes along the bus replacement route. *do not have safe. The TTC and City Transportation will be having conversations about this issue. Buses coexisting with cyclists on the major streets is something that must be considered as part of those detailed traffic engineering discussion.*
- **Consider connections to active transportation network alongside the Line 3 bus replacement route.** Some participants emphasized the importance of including active transportation connections in the design and construction of the Line 3 bus replacement route. Suggestions were shared for doing a pilot project for cycling on bus lanes and expanding the cycle network in Scarborough.

Feedback about potential adaptive re-use of Line 3 infrastructure

- **Explore ways to preserve all parts of the existing Line 3 corridor and attached assets such as the McCowan Yard.** Consider ways to reuse these areas for surplus storage or other ways to support Line 3 Bus replacement service.

Process feedback

- **Suggest doing more outreach at stations as that is the best way to get more feedback from transit users.**

Questions of clarification

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

Routing options question

- **Why was the east-west portion of the Line 3 right-of-way (between Ellesmere and Scarborough Centre Station) not included in the Option 1 route?** *It was included in the 29 options considered, but it did not fare well in the evaluation because of the complexity of operating on the elevated portion of the right-of-way and the cost. Midland and McCowan Stations are also not accessible, and would not work well for transferring between buses. The benefits of converting that section are relatively small. Running the buses on street on Ellesmere is easier and would not require a lot of changes to run the buses.*
- **Will bus routes, such as the 95 York Mills or 54 Lawrence East, still be able to access Line 3 stations?** *Yes, these bus routes will still have access to the station areas.*

Infrastructure question

- **Why would implementing Option 1 require two years? If the infrastructure already exists, would it not be possible to expedite the retrofitting process?** *The engineers haven't finished their detailed evaluation of exactly what work would be required to convert Line 3 into a busway. It would also take time to build the larger bus terminal at Kennedy Station and to modify the bus platforms at Scarborough Center Station. All together, we are estimating up to two years but the detailed workplan happens early next year.*

- **Will all the existing station infrastructure need to be completely removed or remain untouched until the City determines adaptive re-use plan?** *Early consideration is that we would remove station elements, but any adaptive re-use plan would be done in coordination with City Planning.*
- **Where will the GO Transit and Durham Region buses be relocated?** *Metrolinx and the City are currently in communication to look for new locations on the streets near Scarborough Centre Station.*
- **Since you will be building new bus bays at Kennedy Station, will the distance to get to the subway from the bus increase?** *The distance you would have to walk from the bus to the subway wouldn't be all that much different. But depending on which bus bay a specific route will stop at the new temporary terminal that we're proposing to build, it could require transit users to walk farther. We will try to strategically arrange the bus bays to make transfers easier.*

Process question

- **Will there be more consultation, if so, what are they?** *Yes, there are several engagement mechanisms that we will do as part of consulting the public about the shortlist of options presented. There will be an online survey, a virtual public meeting, pop-ups at all Line 3 stations during peak hours, meetings with community cluster groups, focus groups with residents from Neighbourhood Improvement Areas, and sending hard copy materials via mail (available in six different language) by request. We will promote these activities through a range of mechanisms including promotion through TTC platform TVs and station announcements, mailer to 18,000 addresses near Line 3, posters at key community locations, and posters at bus poles, and many more. We would also appreciate you spreading the word to your networks.*

Next Steps

Eric Chu and Scott Haskill, Manager of Project Development & Coordination and Head of Project Development & Coordination at TTC, thanked participants for their time and for their great feedback. Khly Lamparero, 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. She reminded participants that any additional feedback could be submitted via email to the facilitation team and would be included in the meeting summary. Khly also encouraged everyone to take the online survey and promote the engagement activities to their networks.

Attachment 1. Agenda

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

Tuesday, October 5, 2021

6:30 – 8:30 pm

Meeting held online



Meeting purpose

To provide an update on the Line 3 Bus Replacement and Corridor Adaptive Re-Use Study and to share and discuss the results of the TTC's evaluation, including:

- a shortlist of service options and an emerging preferred option
- next steps on the adaptive re-use of the Line 3 corridor and stations

Proposed agenda

6:30 Land acknowledgement, welcome, introductions, agenda review

*Khly Lamparero, Facilitator, Swerhun Inc.
Eric Chu, Scott Haskill, TTC*

6:45 Evaluation results, short list, and recommended option

Eric Chu, TTC

- Background on the Study
- What we heard in Round One
- Evaluation results and short list of options
- Recommended option
- Next steps on adaptive re-use

Questions of clarification

7:15 Discussion

1. To what extent do you agree with our conclusion that the emerging preferred option is a good approach for providing replacement bus service for Line 3?
2. Do you have a preference for either of the two on-street options that would run before the preferred option is implemented? If so, which one, and why?
3. Is there anything else you'd like the TTC to consider?

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	East Scarborough Storefront/Centre for Connected Communities
42 Voices	Fair Fare Coalition (TTCriders Committee)
83 Borough Drive	Family Services
A Voice for Transit	Fieldstone Commons Care Community
Access Alliance/Scarborough Cycles	Glen Andrew Community Association
Advisory Committee on Accessible Transit	Guild Renaissance Group
Agincourt Community Services Association (ACSA)	Guildwood Village Community Association
Agincourt Village Community Association	Heathwood Ratepayers Association
Atlantic Packaging	Highland Creek Community Association
C.D. Farquharson Community Association	Kennedy Road BIA
Canada Correctional Services (2240 Midland Ave)	Kevric Real Estate Corporation Inc.
Canadian Tamil Youth Alliance	Lakeview Homes' Residents
Canadian Urban Institute	Malvern Action for Neighbourhood Change
Canadian Urban Transit Association	Malvern Community Coalition
CANBIKE	Malvern Family Resource Centre
CareFirst	Maytower Condos
Cedar Ridge Community Association	Midland Park Community Association
CEE Centre for Young Black Professionals	Mornelle Court Residents Action Coalition
Centennial College Student Association Inc.	Municipal Transit Solutions
Centennial Community and Recreation Association	North Bendale Community Association
Centre of Immigrant and Community Services	Ontario Coalition Against Poverty
Chinese Cultural Centre of Greater Toronto	Oxford Properties (Scarborough Town Centre)
City Youth Council of Toronto	Pathways Canada
CivicAction	PointA
Cliffrest Scarborough Village SW Residents Association	Polycultural Immigrant & Community Services
CodeRedTO	Real Torontonians Dig Subways
Confederation of Resident and Ratepayer Associations in Toronto (CORRA)	Residents Rising Community Association
Connect Sheppard East	Richmond Park Community Association
ConnectScarborough	Rosewood Taxpayers' Association
Coronation Community Association of West Hill	Rotary Club of Scarborough
Curran Hall Community Association	Ryerson City Building Institute
Cycle Toronto	Scarborough Bluffs Community Association
Dorset Park Neighbourhood Association	Scarborough Business Association
East Scarborough Boys and Girls Club	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
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
Woburn Local Planning Table
YMCA of Greater Toronto
YWCA Toronto Employment Centre