



TTC Line 3 Bus Replacement and Corridor Adaptive Re-use Study South Scarborough Community Cluster Meeting Summary

Wednesday, July 21, 2021
9:15 – 10:00 am
Meeting held online

Overview

On Wednesday, July 21st, 2021, the TTC participated in the South Scarborough Community Cluster meeting to share and seek feedback about the Line 3 Bus Replacement and Corridor Adaptive Re-use Study (Line 3 Bus Study). This meeting was organized with City of Toronto's Social Development, Finance & Administration's team leading the South Scarborough Community Cluster.

Over 19 participants attended the meeting, along with staff from TTC 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. See Attachment 1 for the Agenda.

Swerhun Inc. prepared this meeting summary. A draft of the summary was subject to participant review before being finalized. 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. The TTC will also post the final summary on the [project website](#), along with summaries from other engagement activities.

This summary includes three sections:

- Key themes in feedback shared at the meeting
- Detailed feedback and 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.

Consider other on-going and future development projects when planning changes to bus service in Scarborough. There are a lot of other redevelopment and future infrastructure projects planned for Scarborough, and these needs to be taken into consideration to avoid conflict and provide good overall customer experience on public transit.

Provide more clarity on how the bus replacement of Line 3 will accommodate ridership demand and ensure service will be physically accessible, including those with mobility devices, strollers, service animals, etc.

Provide more information on how the Line 2 East Extension is related to plans for Line 3 bus replacement, including timelines, service alignment, and impacts to the community.

Consider re-using Line 3 infrastructure for urban agriculture and community garden uses.

Detailed feedback and questions of clarification

Most of the discussion focused on questions of clarification, with table members also sharing feedback and advice. Responses provided by TTC at the meeting are in *italics*.

Routing and construction impact

- **Consider other on-going redevelopment projects and car traffic.** Line 3 bus replacement planning should consider the many other redevelopment projects happening in Scarborough right now, as well as increased car traffic due to the shift in people's travel behaviour during the pandemic. *The TTC said it understands car traffic is an important consideration and will work with the City on strategies to consider it in the process.*
- **Will the replacement buses stop at all bus stops or only major intersections?** *The TTC said its current plan is to have buses stop at major intersections, similar to existing Line 3 stations, but it is open to considering other locations subject to public feedback.*
- **If the selected corridor for the Line 3 bus replacement is the Line 3 Right-of-Way, what degree of disruption will the community experience?** *TTC said it does not know the answer yet since its engineers are reviewing what's involved in removing the railway including how long it would take and how much it would cost. It would likely take months to convert it to a corridor suitable for bus operations. If TTC does select the Line 3 Right-of-Way option, buses would still need to operate on streets for a short duration during the construction period to convert the infrastructure for bus use. During actual operation, the impact of the buses using the right of way would be similar to trains that operate on the right of way today.*

Capacity and accessibility

- **How will additional ridership be accommodated on buses?** *TTC said it knows a challenge with bus replacement will be moving a large number of customers with minimal*

disruption on people's travel. Bus service gives the TTC more flexibility to add capacity than the current train service, and it will push for transit priority to separate bus and road traffic.

- **How are you going to ensure accessibility for people using mobility devices, strollers, and service animals in this bus replacement plan?** *TTC said it will look into any infrastructure updates needed to make sure service is accessible. If an on-street corridor option is selected, bus stops will be fully accessible and will have enough space for the bus ramps. Since some Line 3 stations are partially inaccessible (Lawrence and Ellesmere Stations), the replacement bus service will serve stops that are more accessible than current train service.*

Line 3 adaptive re-use

- **Consider re-using the Line 3 infrastructure for urban agriculture.** Local organizations and the community have identified spaces for urban agriculture and community gardens as a need in Scarborough, and it is hard to find usable spaces in Scarborough since most open space land is owned by Toronto Hydro.

Connection with other future infrastructure projects

- **What is the final plan for the Line 2 East Extension, and how closely does the planned extension match any of the bus replacement options?** *TTC said the Line 2 East Extension will have three stops (Lawrence, Scarborough Centre, and Sheppard East) and follow an alignment along McCowan Rd. McCowan Rd is one of the corridor options we are exploring for bus replacement, so that option most closely matches the planned extension. No matter the plan for Line 3 bus replacement, the TTC will make permanent bus route changes when the Line 2 East Extension opens in 2030.*
- **How long will the transition take between the Line 3 shut down and the new Line 2 opening?** *TTC said Line 3 bus replacement service will start in 2023, though the exact date is currently unknown. TTC will run the bus replacement service until the Line 2 East Extension opens, which right now is scheduled to open in 2030, so it would run for seven years. The construction of Line 2 East Extension is managed by the Province, so TTC cannot confirm on its exact opening date.*

Next Steps

Eric Chu, Manager of Project Development & Coordination at TTC, thanked participants for their feedback. He said this meeting will not be the only touchpoint about this study and the TTC would like to speak with them again in the next round of engagement. He also asked participants to help get the word out about the study. 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. He also committed to sharing materials and information to participants through Saida Osman, Community Development Officer, Social Development, Finance & Administration, about the study, including the survey, that they could use to spread the word to their networks.

Attachment 1. Agenda

TTC Line 3 Bus Replacement Study Meeting with South Scarborough Community Cluster

Wednesday, July 21, 2021

9:15 – 10:00 am

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Meeting purpose

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

Proposed agenda

9:15 Introductions & agenda review

Eric Chu, Scott Haskill, TTC

Ian Malczewski, Facilitator, Swerhun Inc.

9:20 Line 3 Bus Study Overview

Eric Chu, TTC

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

9:35 Questions and discussion

1. Do you have any questions or comments on what we've shared (proposed bus routes, corridors, evaluation criteria, adaptive re-use)?

10:00 Wrap up