

TTC Line 3 Bus Replacement and Corridor Adaptive Re-use Study North Scarborough Community Cluster Meeting (2 of 2) Summary

Wednesday, October 20, 2021

9:45 – 10:30 am

Meeting held online

Overview

On Wednesday, October 20, 2021, the TTC participated in a North 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 part of the second of two rounds of engagement with the North Scarborough Community Cluster, organized with City of Toronto's Social Development, Finance & Administration's team leading the cluster.

Over 20 participants attended, 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 update on the project and to share and discuss the results of the TTC technical evaluation, its preferred option for providing replacement bus service, options around interim on-street bus service, and an update on adaptive re-use. See Attachment 1 for the agenda. Eric Chu, Manager of Project Development & Coordination at TTC, shared the presentation and answered questions, while Ian Malczewski and Khly Lamparero of Swerhun Inc. facilitated and took notes.

Swerhun Inc. prepared this meeting summary, sharing 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.

The following page summarizes participants, questions, feedback, and responses from the TTC.

Summary of the discussion

Participants had both questions and suggestions for the TTC, summarized below. Responses provided by TTC are in *italics*.

- **Will any of these options look or work differently in the winter?** *One of the reasons the TTC identified Option 1 as a preferred option (and not re-using the elevated part of the right-of-way parallel to Ellesmere) is that it was simpler from a snow clearance perspective, wouldn't require specialized equipment, and would work well in all seasons.*
- **How is the TTC thinking about seniors and accessibility as part of these options?** *In all options, the TTC is committed to ensuring stops are accessible and include amenities like shelters and benches. Since some Line 3 stations aren't accessible today, this bus service will be an improvement over existing infrastructure from an accessibility perspective.*
- **Beyond Line 3, what are some of the other transit plans to improve customer experience in Scarborough?** *One of the benefits of the TTC's preferred option is that, after the Line 2 Scarborough Subway Extension opens, TTC will be able to re-use the busway for other transit, like an express bus. The Scarborough Subway extension is adding three stops to Line 2. Separately, Metrolinx is looking at building a Durham-Scarborough Bus Rapid Transit line that will travel from Scarborough Town Centre to Durham region. Also, Line 5 (Eglinton Crosstown) is opening next year, terminating at Kennedy station, and there are plans to extend Line 5 further east, through the University of Toronto Scarborough campus to Malvern, and, in the future, west to Pearson Airport.*
- **How is the TTC thinking about all the feeder routes that go to Scarborough Town Centre?** *The TTC wants all the busy bus routes in Scarborough to extend to Kennedy subway station, including buses that span the northeast part of Scarborough. The TTC wants to make it as convenient as possible to get to Kennedy station.*
- **What strategies is the TTC considering to "manage the pain" of 7 years of an interim condition?** *TTC knows that construction is impactful, which is why it identified an on-street option that avoids construction associated with the extension of the Scarborough subway.*
- **Will the replacement buses run 24 hours?** *From an equity perspective, 24 hour service is important to people who work evenings or overnight. The TTC is committed to, at the minimum, operating the same hours Line 3 operates today, opening around 5:30am and closing around 2:00am. There is other overnight service that runs in this part of the City, but the City would be open to expanding the Line 3 bus replacement service if necessary.*
- **Are the current worker shortages going to impact on this Line 3 replacement service?** *TTC is optimistic that the current worker shortages are a temporary and should be resolved by the time TTC needs to close Line 3 and run replacement service in 2023.*
- **Would any ridership changes affect TTC's ability to proceed with Option 1?** *The TTC is planning replacement service to replace typical Line 3 service. If ridership increases, one of the benefits of buses is the TTC can increase service more easily than it can with trains.*
- **Glad to hear the TTC is thinking so carefully about this.** *Several said they appreciated the effort the TTC had put into the work, saying it has done well with a difficult task.*

Next Steps

Eric and Ian thanked participants for their feedback, committed to sharing the presentation afterwards, and said that, in the coming weeks, they would share a draft summary of the meeting with participants for review. They also said they would appreciate any help the cluster members were willing to provide the broader public consultation, including getting word out about the pop ups, surveys, toolkits, and other ways to participate. Eric also said that, if the cluster was interested, he could come back to a future cluster meeting to report final results.

Attachment 1. Agenda

TTC Line 3 Bus Replacement Study Meeting with North Scarborough Community Cluster Round Two

Wednesday, October 20, 2021
9:30 – 10:30 am
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 a recommended option
- next steps on the adaptive re-use of the Line 3 corridor and stations

Proposed agenda

9:45 Introductions & agenda review

Ian Malczewski, Facilitator, Swerhun Inc.

9:50 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

10:05 Question and discussion

1. To what extent do you agree with our conclusion that the recommended 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 recommended option is implemented? If so, which one, and why?
3. Is there anything else you'd like the TTC to consider?

10:30 Wrap up