



STAFF REPORT ACTION REQUIRED

Changes to TTC Bus Routes in Eglinton Corridor for Line 5 Rapid Transit Line

Date:	February 25, 2016
To:	TTC Board
From:	Chief Executive Officer

Summary

At the September 28, 2015 TTC Board meeting, the Board requested staff to report on how TTC bus routes will be redesigned to connect with the Line 5 EGLINTON light rail transit line, now under construction.

In preparation for the opening of all new rapid transit lines, TTC staff do a comprehensive review and revision of all bus and streetcar routes which have the potential to intersect or connect with the new line. Although preliminary planning for such service revisions takes place very early as part of the planning for the rapid transit line, for the purpose of determining station, bus bay, and looping requirements, the final service plan is completed only two years before the line opens, to ensure that the plan is reflective of current customer travel and demand patterns, local developments and changes in land uses, and current traffic and operational conditions.

This report presents an indicative bus route plan for Line 5 EGLINTON. This plan is still preliminary, and considerable work will take place between now and the opening of the line in 2021 to analyse customer effects, consult with the community, and develop the final plan for TTC bus routes connecting with Line 5 EGLINTON, prior to presentation to the Board for approval.

Recommendations

It is recommended that the Board forward this report to City of Toronto Planning Department, and to Metrolinx.

Financial Impact

This report has no effect on the TTC Operating Budget or Capital Budget.

The changes to bus routes as a result of the opening of Line 5 EGLINTON will reduce the requirement for TTC bus service, because the majority of bus services operating along Eglinton Avenue will be replaced by the new LRT service. These reductions will be reflected in fleet plans and the detailed Service and Operating Budgets starting in the year the line opens, and in the 10-year Capital Budget for the years leading up to the opening.

The Chief Financial & Administration Officer has reviewed this report and agrees with the financial impact information.

Decision History

At its September 28, 2015 meeting, the TTC Board received a communication from Commissioner Mihevc asking that staff consider how bus routes will change with the opening of Line 5 EGLINTON, now under construction:

[https://www.ttc.ca/About_the_TTC/Commission_reports_and_information/Commission_meetings/2015/September_28/Reports/NEW_BUSINESS_ITEM_\(MIHEVC\).pdf](https://www.ttc.ca/About_the_TTC/Commission_reports_and_information/Commission_meetings/2015/September_28/Reports/NEW_BUSINESS_ITEM_(MIHEVC).pdf)

In response to this communication, the Board passed a motion directing TTC staff to report back early in 2016 on this request:

http://www.ttc.ca/About_the_TTC/Commission_reports_and_information/Commission_meetings/2015/October_28/Minutes/index.jsp

This report responds to the Board's request.

Accessibility Issues

The TTC has made significant progress in moving towards providing barrier-free, accessible transit services to all customers. All TTC bus services are operated using accessible, low-floor buses. New accessible low-floor streetcars are currently being put into service in order to make all TTC streetcar routes accessible. All of the stations on the new Line 5 EGLINTON will be accessible.

An expanded rapid transit network, with more stations and more-convenient connections between rapid transit and buses, encourages and supports more-spontaneous trip-making, which is an important part of making the conventional system attractive to potential new customers, such as Wheel-Trans registrants, and to all travellers in Toronto. This supports the Accessibility for Ontarians with Disabilities Act (AODA) objectives of more-spontaneous travel options for customers with disabilities, and the City's Poverty Reduction Strategy of making transit more accessible and attractive to everyone, as a means of improving access to employment, educational, and cultural opportunities.

Line 5 stations will be located further apart than bus stops on the current Eglinton Avenue bus routes. To accommodate customers, including seniors and customers with disabilities, who are travelling to/from destinations midway between stations and who

would otherwise be faced with an increased walking distance to their nearest transit stop if there were no parallel service, TTC will, as part of the detailed planning, consider maintaining some local bus service along the Line 5 corridor, at lower frequencies than today.

Comments

Line 5 EGLINTON (also known as the “Eglinton Crosstown” line) is a new rapid transit line currently under construction by Metrolinx and its private-sector partner. The line will run from the new Mount Dennis Station, at Eglinton Avenue West and Weston Road, to the existing Kennedy Station, at Eglinton Avenue East and Kennedy Road. From Mount Dennis Station to the new Science Centre Station, at Eglinton Avenue East and Don Mills Road, the line will run mostly underground, with stations spaced about one kilometre apart, like many existing TTC subway stations. East of Science Centre Station to Kennedy Station, the line will run on the surface, in the middle of Eglinton Avenue East, with stops spaced about 600 metres apart, on average. The line will be owned by Metrolinx, maintained by Metrolinx’s private partner, and operated by the TTC. The line is expected to open in 2021.

The Eglinton-Crosstown Light Rail Line was first approved by the TTC Board in 2007, as part of the Transit City Light Rail Plan. Responsibility for planning, construction, and maintenance of the line was transferred to Metrolinx in 2009. As a normal part of the early planning for the line, in 2007-2009, TTC staff developed an indicative plan for associated bus route changes. This plan was principally intended to identify the bus terminal facilities required at the various stations, and to help identify future bus fleet changes, at a very high level. Similar preliminary bus routing plans are always prepared during the early stages of rapid transit planning, and the process followed for Line 5 EGLINTON is the same as was done for the Downsview extension of Line 1, the Sheppard Subway, the Toronto-York Spadina Subway extension, and current rapid transit proposals (Line 2 Scarborough extension, Smart Track, etc.).

The indicative service plan for bus routes for Line 5 EGLINTON is shown in the attached map. This has been updated slightly to reflect the current TTC route network, but is fundamentally unchanged from the plan developed in 2007-2009. This plan was used by Metrolinx to develop their specifications for the line, particularly for the location and size of the off-street bus terminals.

The plan was developed to be consistent with the existing TTC network, which has a very high degree of integrated service, with close connections between bus routes and rapid transit stations. At most locations, the stations are located at streets served by existing north-south bus routes, so those routes will make convenient connections to the stations. In some locations, such as the Mount Dennis terminal station, some TTC routes from nearby streets such as Weston Road and Jane Street, will be diverted to the station, to provide connections to Line 5. In some cases, routes may be truncated at the new Line 5 stations. All major streets with existing TTC bus service will continue to be served. Provision has been made all along Eglinton Avenue for east-west bus service, as the

overnight service will be operated by buses. This protects for the ability to operate a daytime east-west bus service in parallel to the underground portion of the line. Similarly, bus bays have been reserved at Mount Dennis Station and at Science Centre Station for a possible parallel daytime bus route.

The next steps will be to analyse in detail the possible connecting bus route changes, using the TTC's usual Service Standards process. This will consider the positive and negative effects of each route change on customers, and will enable staff to identify route changes that will make service more convenient and attractive for customers. The detailed plan will also consider the changes that would be required for further extensions of Line 5, such as the recent proposals for a western extension to Pearson Airport, and an eastern extension to U of T Scarborough.

The resulting draft routing plan will be presented to customers, the community, and other stakeholders through a consultation process. Final recommendations, incorporating input from the consultation, will be presented to the Board for approval. This process should begin in early 2019 for a line opening in 2021. This will allow enough time for detailed analysis of the proposals, followed by public consultation, and then approval, all in time to be included in the TTC's service budget and detailed planning process for 2021.

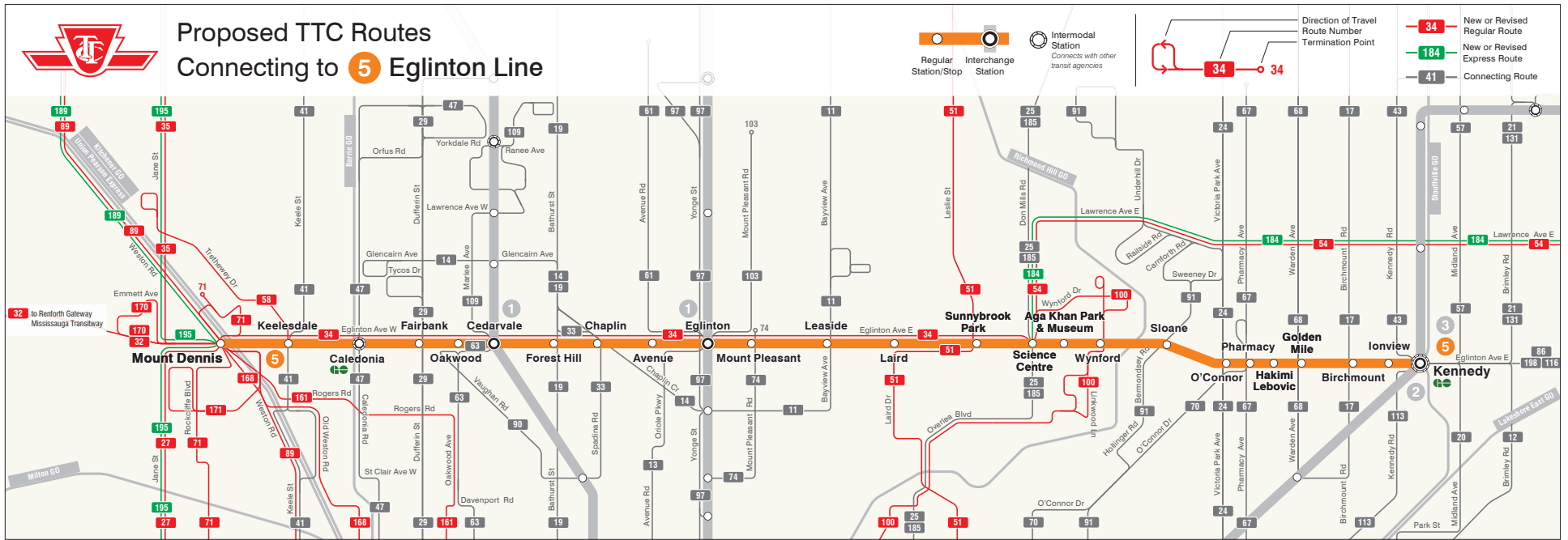
A similar process is being followed for the bus route changes for the Toronto York subway extension. A preliminary route network was developed in 2006, and public consultation, detailed planning, and board approval will take place in 2016, in time for a 2017 line opening.

Conclusion

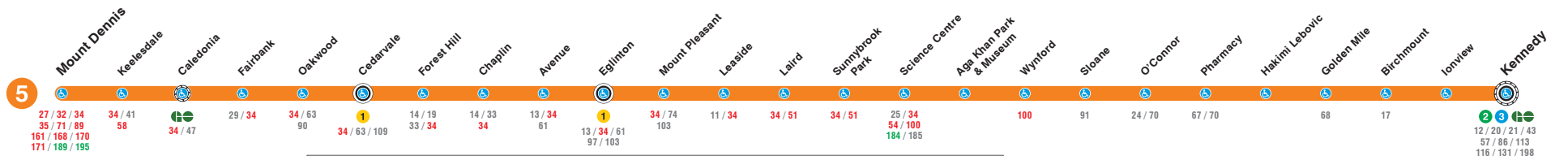
A preliminary indicative service plan for connecting bus routes has been developed for Line 5 EGLINTON. Detailed planning work regarding TTC bus routes connecting to Line 5 EGLINTON will begin two years before the line opens. Customers and other stakeholders will be consulted before final recommendations for route changes are presented to the Board.

Contact

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Stations/Stops & Routes Map



New or Revised Routes

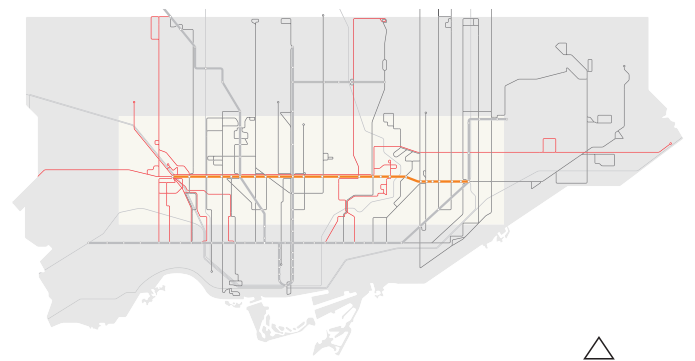
27 Jane South*	Jane St – Mount Dennis Stn	100A Flemingdon Park	Broadview Stn – Science Centre Stn
32 Eglinton West	Mount Dennis Stn – Renforth Gateway Stn	100B Flemingdon Park	Broadview Stn – Science Centre Stn via Linkwood
34 Eglinton	Mount Dennis Stn – Science Centre Stn	161 Rogers Rd	Ossington Stn – Mount Dennis Stn
35 Jane	Mount Dennis Stn – Pioneer Village Stn	168 Symington	Dundas West Stn – Mount Dennis Stn
51 Leslie**	Donlands Stn – Steeles	170 Emmett****	Mount Dennis Stn – Jane & Emmett
54A Lawrence East	Science Centre Stn – Starspray Blvd	171 Mount Dennis	Mount Dennis Stn – Jane
54B Lawrence East	Science Centre Stn – Orton Park	184 Lawrence East Rocket	Science Centre Stn – Starspray Express
58 Tretheway***	Keele Stn – Jane	189 Weston Rocket	Mount Dennis Stn – Steeles Express
71 Runnymede	Runnymede Stn – Industry St via Mount Dennis Stn	195 Jane Rocket	Jane Stn – Pioneer Village Stn Express
89 Weston	Keele Stn – Albion Rd via Mount Dennis Stn		

* Replaces **35** Jane south of Eglinton Ave | ** Extended route replaces **56** Leaside | *** Replaces **32c** Eglinton West | **** Replaces **32d** Eglinton West

Connecting Routes

11 Bayview	20 Cliffside	41 Keele	67 Pharmacy	91 Woodbine	131 Nugget
12 Kingston Rd	21 Brimley	43 Kennedy	68 Warden	97 Yonge	185 Don Mills Rocket
13 Avenue Rd*	24 Victoria Park	47 Lansdowne	70 O'Connor	103 Mt Pleasant N	198 U of T Scarborough Rocket
14 Glencairn	25 Don Mills	57 Midland	74 Mt Pleasant	109 Ranees	
17 Birchmount	29 Dufferin	61 Avenue Rd N	86 Scarborough	113 Danforth	
19 Bathurst**	33 Forest Hill	63 Ossington	90 Vaughan	116 Morningside	

* New number for **5** Avenue Rd | ** New number for **7** Bathurst



1 Yonge-University Line
2 Bloor-Danforth Line
3 Scarborough Line
4 Sheppard Line
5 Eglinton Line

Accessible Station/Stop
 Interchange Station

1 Rapid Transit Line Interchange Connecting Transit Agency
29 / 71 / 195 Surface Routes
 New or Revised Express Route
 New or Revised Regular Route
 Connecting Route

Intermodal Station
 Connects with other transit agencies