



**For Action  
with Confidential Attachment**

## **Scarborough Rapid Transit (SRT) Line 3 Bus Replacement and Busway Status Update**

**Date:** January 25, 2024  
**To:** TTC Board  
**From:** Chief Capital Officer

### **Reason for Confidential Information**

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This report is about a proposed or pending land acquisition or disposition of land for municipal or local board purposes.

### **Summary**

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The TTC has been advancing the Line 3 Bus Replacement and Busway program, which consists of two phases:

- Phase 1 – Interim Bus Service Requirements.
- Phase 2 – Conversion of the SRT Right of Way (ROW) between Kennedy Station and Ellesmere Station into a Busway (Busway).

Phase 1 of the program is funded and has been fully implemented as of November 2023. This included implementing bus priority lanes to support on-street operation on Kennedy Road and Midland Avenue, the bus terminal improvements at Scarborough Centre Station and Kennedy Station, and other transit priority measures, including signal priority and queue jump lanes. The design of the Busway under Phase 2 has been advanced to 60% design completion, with funding yet to be confirmed to commence the construction of the Busway.

This report provides a status update on the progress of the Busway (Phase 2), including the design, cost estimate, funding discussions with the Province, and related property matters.

The benefits of constructing the Busway for customers include a faster and more reliable journey; providing customers with overall journey times that are expected to be comparable to previous Line 3 train service; and has been approved by the TTC Board since April 2022.

The refined construction estimate at 60% design for the Busway is now \$67.9 million, representing an increase of \$12.2 million from the initial estimate of \$55.7 million. Note that the current 60% estimate is not final and will likely fluctuate until the design reaches 100%. The TTC in partnership with the City of Toronto is currently seeking provincial funding for the construction of the Busway as part of ongoing discussions on the Provincial Subway Program Agreement in Principle. Negotiations are expected to conclude by June 2024 and a report back on the outcome will be provided to the Board on next steps.

Separate from the Line 3 Bus Replacement program, there will be future decisions to be made in consultation with the City regarding the remaining SRT infrastructure. The report outlines current considerations by the City for the future use of the remaining SRT elevated infrastructure between Ellesmere Station and McCowan Station. A further report back will be required.

## **Recommendations**

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It is recommended that the TTC Board:

1. Approve the temporary property acquisitions set out in Attachment – 1 Confidential Information and maintain confidentiality of the information until such time as the agreement(s) are executed with all the property owners.
2. Authorize staff to request the City of Toronto’s Corporate Real Estate Management division (CREM) to negotiate the required temporary property rights and initiate expropriation proceedings, where appropriate, once project funding for the Busway (Phase 2) is approved, if negotiations are unsuccessful.
3. Direct TTC staff to prepare the Environmental Project Report for the SRT Busway Conversion and issue the Notice of Commencement for the Transit Project Assessment Process (TPAP) once ready to proceed.
4. Forward this report to the City Manager for information to support ongoing inter-governmental discussions.

## **Financial Summary**

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Funding for the Line 3 Bus Replacement and Busway program is included in the TTC’s 2024-2033 Capital Budget and Plan submission under the Scarborough Rapid Transit (SRT) Life Extension/Transition capital program, as approved by the TTC Board on December 20, 2023 and subject to Council approval on February 14, 2024. Full funding has been approved for the Phase 1 Interim Bus Service Requirements, which has been completed. Approximately \$3.9 million has also been approved through a reallocation of TTC capital funding on an interim basis to complete the design of the Busway (Phase 2) with the expectation that this cost would also be requested as part the Provincial negotiations on funding the Busway construction project.

The total capital project cost previously reported for the SRT Bus Replacement Infrastructure project was approximately \$96.2 million, including \$36.6 million for Phase 1 design and construction costs and \$3.9 million for design costs of the Busway, that would have left an unfunded construction cost balance of \$55.7 million. Based on the completion of 60% design of the Busway, the revised construction estimate is now \$67.9 million, representing an increase of \$12.2 million. Due to timing, the original estimate, of \$55.7 million is included the 2024 Capital Investment Plan that was before the TTC Board on December 20, 2023.

The TTC in partnership with the City of Toronto is currently seeking provincial funding for the construction of the Busway as part of ongoing discussions on the Provincial Subway Program Agreement in Principle. Negotiations are expected to conclude by June 2024. The TTC will report back on the outcome of negotiations and the status of funding, and if necessary, on options for consideration to fund the Busway's construction.

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

## **Equity/Accessibility Matters**

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The TTC is dedicated to promoting and supporting diversity, accessibility and inclusion in all of its corporate policies, programs and services. A cornerstone of the TTC's current Corporate Plan is universal accessibility, and as a proud leader in providing accessible public transit to Toronto residents and beyond, we are committed to ensuring reliable, safe and inclusive transit services for all our customers.

Previously, Line 3 Scarborough was only partially accessible with elevators and other accessibility features provided at Kennedy and Scarborough Centre stations and limited step-free access to southbound trains at Lawrence East Station. However, Ellesmere, Midland and McCowan stations were not accessible, as well as northbound service at Lawrence East Station. Accessibility improvements for these stations were removed from the scope of the TTC's Easier Access (EA) program in 2014 due to the expectation at the time that Line 3 would be upgraded or replaced by the provincially legislated Accessibility for Ontarians with Disabilities Act (AODA) deadline of 2025.

The Line 3 Bus Replacement project will replace Line 3 with accessible bus service between Scarborough Centre Station and Kennedy Station until the opening of the Scarborough Subway Extension. This bus service will maintain frequent transit for numerous Neighbourhood Improvement Areas and equity-seeking groups in Scarborough.

## Decision History

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In the summer of 2019, the Province, through legislation, assumed responsibility for the delivery of the Line 2 East Extension (Scarborough Subway Extension project or SSE), and revised the scope of the project to a three-stop subway extension, with a revised completion date of 2030. To ensure ongoing transit service is provided until the completion of the Line 2 East Extension in 2030, several options were reviewed to provide transit service along the corridor. The results of the options analysis were reported to the TTC Board in February 2021 and the Board approved a plan to end train service on Line 3 in 2023 and directed staff to begin developing plans for a bus replacement service and study potential future uses for the Line 3 right-of-way (ROW) and legacy structures.

[SRT Life Extension Project Options Analysis](#)

An update was presented to the TTC Board in September 2021 and the Board approved the emerging direction for analyzing the corridors and the evaluation framework to develop actual routing options.

[Line 3 Bus Replacement Study Update](#)

A motion *MM39.24 – Potential Adaptive Reuse – Scarborough Rapid Transit Elevated Track* was considered at the February 2 and 3, 2022 City Council meeting. The motion adopted, requested the Chief Executive Officer, CreateTO, in consultation with the Chief Executive Officer, Toronto Transit Commission, the General Manager, Parks, Forestry and Recreation and the Chief Planner and Executive Director, City Planning to explore the potential for the adaptive reuse of the elevated track currently utilized by the Scarborough Rapid Transit line as a new linear park and active transportation corridor and to report back to a future meeting of City Council on the feasibility, including potential funding options.

[Agenda Item History – 2022.MM39.24 \(toronto.ca\)](#)

At its meeting of April 14, 2022, the TTC Board approved the Line 3 Bus Replacement and Busway, which identified Phase 1 and 2 of the program. This included Phase 2 – replacing the Line 3 train service with an express bus service by converting the Line 3 ROW between Kennedy Station and Ellesmere Station to a dedicated busway.

[Line 3 Bus Replacement Study Final Recommendations](#)

At its meeting of May 10, 2023, City Council approved on-street transit priority measures to support Phase 1 of the Line 3 Bus Replacement service to provide the best possible replacement service for our customers. In consideration of this item, EX4.10, City Council also directed the TTC to proceed with design work on the Scarborough Rapid Transit busway conversion and request the Province of Ontario to reimburse the TTC in the amount of \$2.9 million for the projected cost of the design-related work.

<https://secure.toronto.ca/council/agenda-item.do?item=2023.EX4.10>

At its meeting on June 12, 2023, the TTC Board approved the delegation of authority for the TTC to award the transit priority measures construction contract.

[SRT Replacement Transit Priority Measures – Delegation of Authority](#)

At its meeting on September 26, 2023, the TTC Board received an update about the interim transit priority measures that were implemented in response to the derailment incident and the Board directed staff to continue with the design of the Busway and report back on updated cost and funding.

[Line 3 Bus Replacement Update](#)

The Line 3 Bus Replacement and Busway project is also reported quarterly through the TTC's Financial and Major Projects Update reports. The last update was provided to the Board in December 2023.

[Financial and Major Projects Update for the Period Ended September 30, 2023](#)

## **Issue Background**

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The SRT Bus Replacement project is planned to be delivered in two phases. The first phase involved increasing the bus terminal capacities at Scarborough Centre Station and Kennedy Station to be able to accommodate the increase in bus service. It also entailed modifying the bus platform at Scarborough Centre Bus Terminal and building a temporary bus terminal at Kennedy Station. The first phase also implemented various transit priority measures, such as bus priority lanes, traffic signal modifications, and changes at key intersections to allow for more efficient movement of buses in mixed traffic. The construction work for Phase 1 is substantially done with the contractor completing signage along with correcting deficiencies.

Service adjustments were made to bus routes to extend the busiest routes in Scarborough to provide direct service to Kennedy Station. The first phase of the replacement bus service rolled out on November 19, 2023.

The second phase involves converting the SRT ROW into a Busway. The buses would operate in the converted busway between Ellesmere and Kennedy stations, and would operate on the priority lanes on Ellesmere Road between Ellesmere and Scarborough Centre stations. Stops are planned at Kennedy Station, Tara Avenue, Lawrence East Station, Ellesmere Station and Scarborough Centre Station. The Busway will provide customers with faster and more reliable travel times since the majority of their journey will be in a dedicated right-of-way. A trip between Scarborough Centre Station and Kennedy Station is projected to consistently take approximately 15 minutes on the Busway in all periods, a savings of up to seven minutes compared to current operations in the bus priority lanes on Kennedy Road and Midland Avenue. More than 118,000 weekly customers are projected to use the Busway.

Phase 2 of the project does not address the future state of the remaining Line 3 infrastructure. Options for the remaining Line 3 infrastructure range from simply decommissioning and demolishing the remaining Line 3 infrastructure to some type of adaptive reuse. A high-level estimate done in 2018 for the cost of decommissioning and demolition is in the range of \$150 million to \$175 million and is currently unfunded. Should a decision be made to proceed with decommissioning and demolition of the remaining Line 3 infrastructure, the cost estimate would need to be refined based on a specific scope of work.

## Comments

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### Design and Cost Estimate

The previous construction estimate for Phase 2 of the SRT Bus Replacement project was provided at 30% design and was estimated at \$55.7 million, which was unfunded. The design for Phase 2, for the Busway conversion, has progressed to 60% and the estimate construction cost has increased to \$67.9 million. Please note that the current estimate of \$67.9 million is not final and will likely fluctuate until the design reaches 100%. The breakdown of the estimate variance to 60% design from 30% design is shown below:

	30% Estimate	60% Estimate	Variance
Construction Cost	\$30M	\$38.3M	\$8.3M
Construction Contingency/CCA	\$6.6M	\$8.4M	\$1.8M
Project & Construction Management	\$7.4M	\$10.5M	\$3.1M
Estimating Contingency	\$12M	\$12.2M	\$0.2M
HST Rebate	(\$5.5M)	(\$6.7M)	(\$1.2M)
Property*	\$5.2M	\$5.2M	-
Total	\$55.7M	\$67.9M	\$12.2M

\*Includes property identified in the Confidential Attachment

An analysis of the variance in the construction cost to 60% design from 30% design is driven by the following factors:

- \$8.3 million increase in the construction cost component of the project, which reflects more detailed requirements of the work at the 60% design stage, including:
  - Approximately \$4.3 million of the increase is required for additional barriers to separate the GO track and planned Busway. The 30% design assumed retaining the existing chain link fence. However, Metrolinx has requested for an additional barrier as the guided rail operation of SRT trains is being replaced with buses operating in close proximity to GO tracks.
  - \$3 million for other elements, such as additional metals for guard rail and hand rails at all three bus stops and light poles, additional pavement for the busway and general requirements and temporary controls.
  - \$1 million for remaining construction elements, such as additional concrete, masonry, earth work, wayfinding signage and pavement markings.

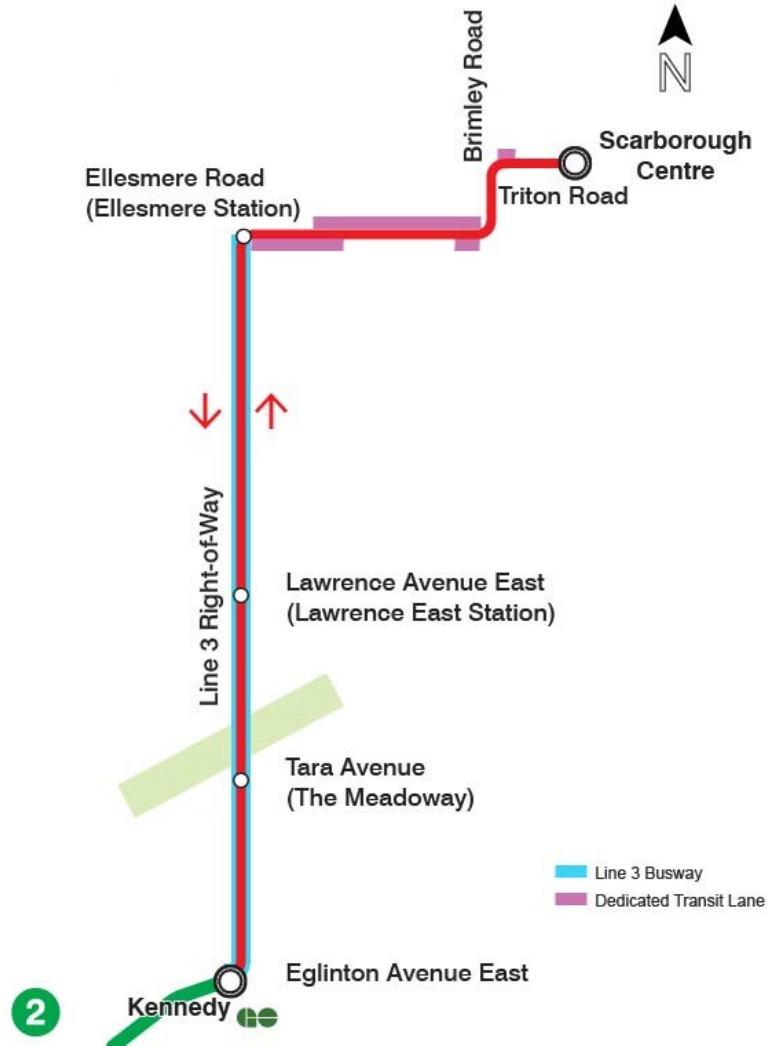
- The estimate for other components of the project are established as a percentage of construction cost. Since the construction cost estimate has increased, there are corresponding increases for other components.

As the project includes the construction of bus stop infrastructure on adjacent lands that may have potential presence of cultural heritage and archaeological resource, as documented in the Stage-1 Archeological Assessment of the Scarborough Subway Extension (SSE) Transit Project Assessment Process (TPAP) in 2017, further assessment is required. Staff have consulted with the Ontario Ministry of Environment, Conservation and Parks to confirm that the Busway project requires TPAP.

The design is anticipated to be completed in Q4 2024, with construction starting in 2025, subject to full funding. The conversion work is expected to take approximately two years to complete.

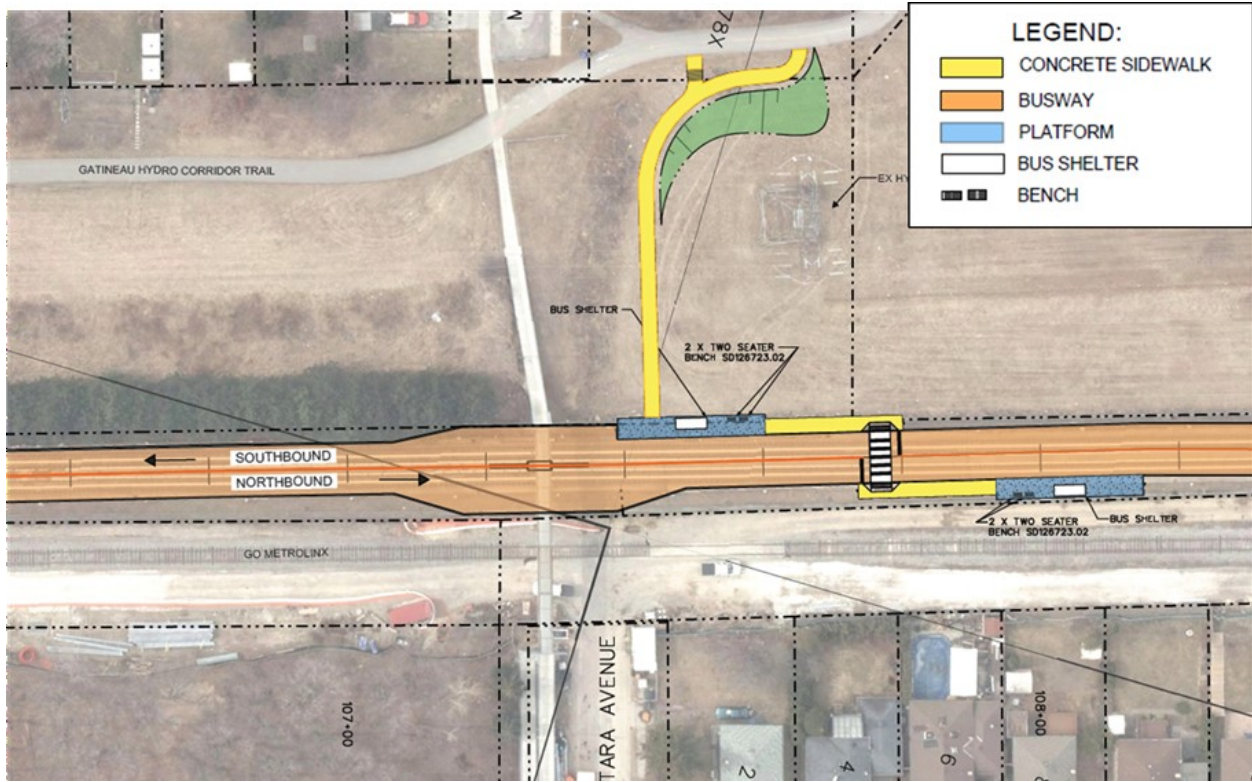
Once completed, the Busway would operate in the existing SRT corridor between Ellesmere and Kennedy stations, and would operate on the priority lanes on Ellesmere Road between Ellesmere and Scarborough Centre stations. Stops are planned at Kennedy Station, Tara Avenue, Lawrence East Station, Ellesmere Station and Scarborough Centre Station as shown below:

# SRT Bus Replacement Service Routing

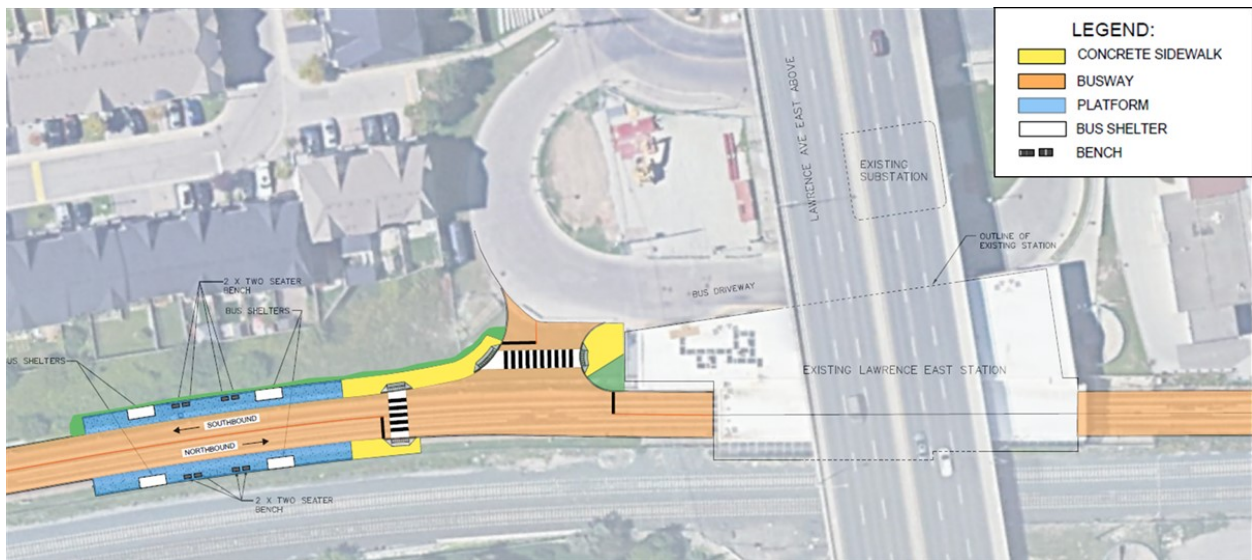




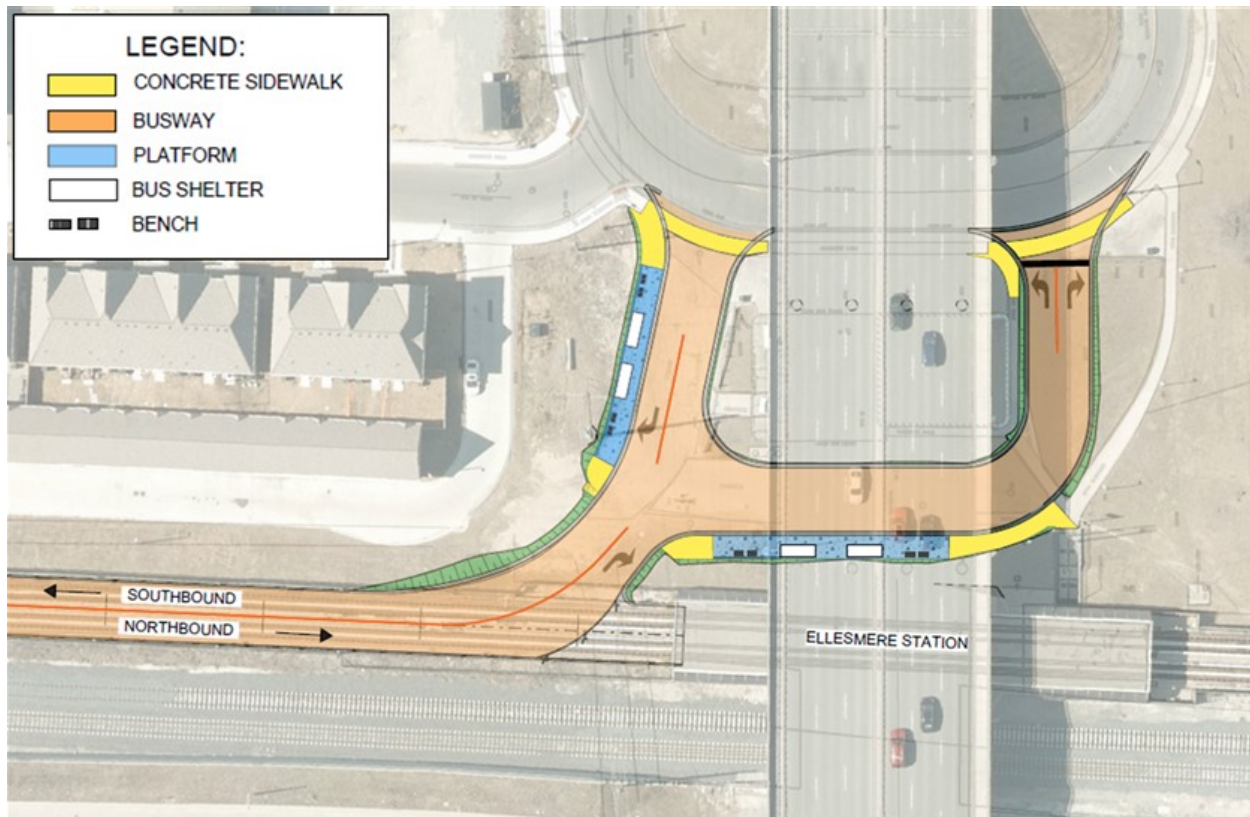
## Tara Avenue Bus Stop



## Lawrence Station Bus Stop



## Ellesmere Station Bus Stop



### Property Requirement

Presently at 60% design stage, temporary property acquisition requirements have been identified as outlined in the Confidential Attachment 1 for the construction and operation of planned bus stops, platforms, walkways and a portion of the Busway. To help maintain the construction timeline, the property acquisition process can be initiated for these areas where significant design refinements is not anticipated while the Busway design continues to be finalized.

Further property requirements adjacent to the SRT ROW may be identified pending consultation with Metrolinx and will be reported back to the Board at that time for additional property acquisition, if required.

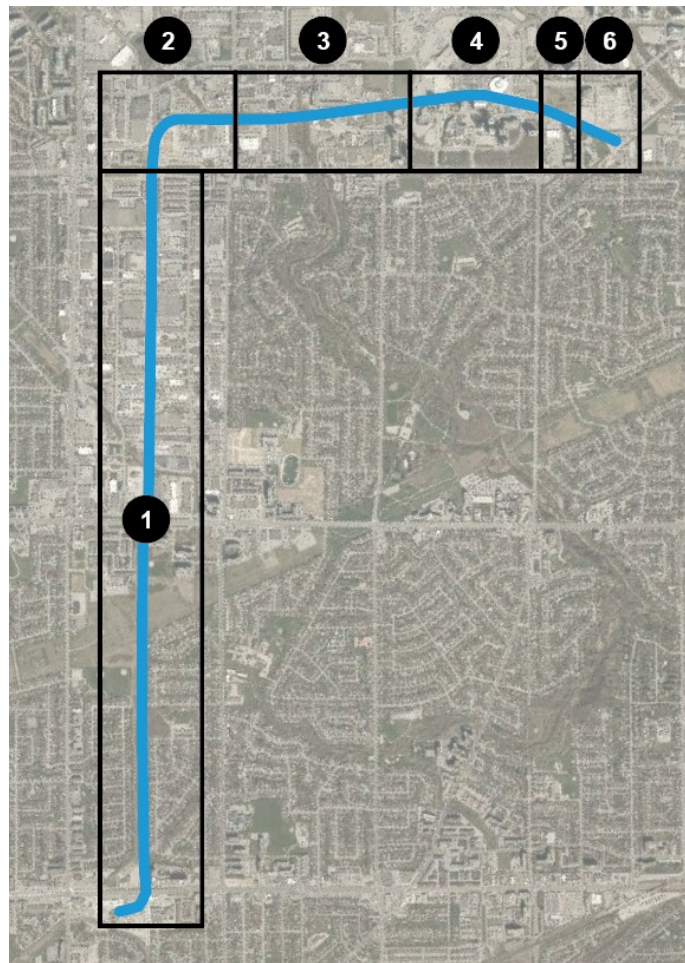
### Potential Future SRT Corridor Use

As directed by City Council in February 2022 through [motion MM39.24](#), the TTC has been in consultation with City divisions to explore adaptive reuse for Line 3 infrastructure that may be no longer required for transit operations. Since 2021, TTC public consultations have engaged customers and the public on this topic, along with other elements of the Line 3 Bus Replacement and Busway, and there has been general support for alternative uses, such as active transportation and/or the development of a linear park/urban green space.

A decision on the future of the remaining SRT Corridor infrastructure that is no longer required for transit use needs to be made. An order of magnitude cost estimate was completed in 2018 with a range of \$150 million to \$175 million to decommission and demolish the remaining SRT infrastructure. Alternately, it could be repurposed for an alternate use. In either case, these options are currently unfunded.

CreateTO, in co-ordination with the TTC, City Planning, Parks, Forestry and Recreation, and Transportation Services staff, have been assessing the Line 3 corridor for potential adaptive reuse. To assist in this work, City Planning has identified six segments along the SRT alignment, each of which have unique characteristics. These are:

1. Kennedy Station to Ellesmere Road – an at-grade rail corridor proposed to be converted to a busway.
2. Ellesmere City Works Yard – north of Ellesmere Road and including the below-grade tunnel portion of the corridor to where it arrives at-grade west of Midland Avenue.
3. West of Midland Avenue to Borough Drive – beginning where the guideway transitions from the tunnel portal to an elevated guideway west of Midland Avenue to the east side of Borough Drive.
4. Borough Drive to McCowan Road – a segment of the corridor, which begins at the easterly edge of the Borough Drive right-of-way and ends at the westerly edge of the McCowan Road right-of-way, and includes portions operating on third-party-owned property.
5. McCowan Road to Grangeway Avenue – the SRT corridor crosses through two parcels of land that are City-owned and three public rights-of-way: McCowan Road, Bushby Drive and Grangeway Avenue.
6. East of Grangeway Avenue – the elevated section of the SRT returns to grade via an embankment on the east side of Grangeway Avenue and proceeds to McCowan Yard, the SRT storage and maintenance facility.



A preliminary assessment by City Planning of considerations for the adaptive reuse of the segments outside Segment 1 suggests the following:

- Segment 2 presents safety considerations within the tunnel with the lack of sightlines around the 90-degree bend, as well as potential for periodic flooding events. The tunnel operates under third-party-owned property and also includes easement agreements requiring repair and inspection of the existing storm water management facilities by the City of Toronto.
- Segment 3 includes one SRT station (Midland) and is on City-owned property. An adaptive reuse for public access would require additional points of access/egress for safety as well as accessibility purposes. The segment runs generally at the rear of adjacent industrial uses and it is unclear at this time how or where these points of access would connect to public streets, pathways or other open spaces.
- Easements currently securing the SRT guideway through Segment 2, 3, and 4 are specific to the use of the infrastructure as a transit facility. Once the SRT is declared surplus to the City, the existing agreements will need to be re-negotiated by the City to maintain the structure or the easements will be extinguished.

- An adaptive reuse of the guideway for a different purpose will require negotiation of the easement agreements by the City of Toronto. This effort would require additional City resources.
- While the SRT guideway generally passes through the rear of private properties in Segment 2, 3 and 4, it should be noted that the guideway bisects the property at the northwest corner of McCowan Road and Town Centre Court, splitting this parcel into 2 distinct pieces, thus imposing a more significant constraint to that property.
- Along Segment 5, the SRT guideway travels at a tangent to the road network. This results in more closely spaced and more numerous supporting piers, with piers located on each side and in the middle of McCowan Road, Bushby Drive and Grangeway Avenue.
- Planning is well underway for the lands north and south of Bushby Drive within Segment 5 for developments that would build out this area of Scarborough Centre with high-density, mixed-use developments and the future Scarborough Centre subway station and bus terminal just to the north of the existing SRT McCowan Station. These developments will need clarity on the City's intentions with respect to the SRT guideway.
- As with Segment 5, there is active planning activity taking place within Segment 6 of the SRT corridor. The Scarborough Centre Secondary Plan is assessing land uses east of Grangeway Avenue, and the City is in receipt of a large development proposal to the south of the SRT.
- The TTC will maintain operational management of McCowan Yard, located in Segment 6. Future TTC uses will be accommodated on these lands and will be the subject of a separate Board report specific to that project.

Further work to investigate the feasibility of an adaptive reuse of the SRT infrastructure is required. Development of adaptive reuse scenarios and cost estimates will require resources to access consulting services. Existing easement agreements with private property owners will require re-negotiation. It is advised that an independent structural assessment of the SRT infrastructure be carried out to confirm the integrity and state of good repair of the guideway, piers, stations and ancillary structures.

### Potential for a Cycling Facility

Throughout the planning and design process for the Busway, consideration was given by the TTC and City of Toronto Transportation Services to include cycling facilities as part of the Busway project. Through this review, TTC staff have determined that cycling facilities cannot be accommodated mainly due to space constraints and the required property it takes to accommodate such a facility. The majority of the right-of-way is 8.3 metres wide, while the TTC's requirement for a Busway totals to 7.7 metres in width, leaving only approximately 0.6 metres for other uses. A two-way cycle track requires four metres of width, and thus would require additional property on the majority of the right-of-way. Where the right-of-way does widen, south of Tara Avenue and closer to

Kennedy Station, there is already a parallel cycling corridor, and thus including cycling facilities on a dedicated bus roadway would be redundant. In addition, there are legal and jurisdictional issues if cycling facilities are added to a dedicated transit corridor as well as safety concerns given the narrow right-of-way and schedule impacts to include a cycling facility into the TPAP.

### Public Engagement

Since 2021, the TTC held multiple rounds of engagement with customers, local residents and businesses, local Councillors, local BIAs, and other interested stakeholders on the Line 3 Bus Replacement service. Feedback from these engagement events helped develop the bus route selection, the evaluation framework for corridor selection, and preliminary feedback on potential adaptive reuse for the Line 3 corridor and stations. During the main consultation period, which was over 18 weeks, approximately 1,200 people participated at 20 events. These events engaged with transit customers, local residents, BIAs, and other stakeholders at stakeholder meetings, Community Co-ordination Tables, focus groups, public surveys and pop-up meetings. Feedback from these initial events highlighted strong support for the Busway conversion as the replacement service for Line 3.

In November and December 2023, the TTC re-engaged with the public on the preferred design of the Busway. The public was also engaged on the Corridor Adaptive Reuse Study and helped provide feedback to refine design elements. Approximately 70 participants attended three events hosted over two weeks. The participants provided feedback on station amenities, station access, security and safety, bus service, parking and more. Input from these consultation events will help refine the final design of the Busway. A summary of the public engagement events is attached in Appendix A.

### **Contact**

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### **Signature**

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Gary Downie  
Chief Capital Officer

## Attachments

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Appendix A - TTC Line 3 Busway Study – Public Engagement Summary – December 11, 2023

Confidential Attachment 1 - SRT Bus Replacement Conversion – Temporary Property Acquisitions

03079-622378174-7

## APPENDIX A

### TTC Line 3 Busway Study Round One – Public Engagement Summary Summary prepared – December 11, 2023

On November 28 and 30, 2023 and December 5, 2023, the TTC hosted hybrid public consultations related to the Line 3 Busway proposal. As requested by City Council, these consultations were held in a hybrid format, with the first two sessions taking place in-person, and the latter virtually via WebEx. Information of each session as follows:

- November 28, 2023 – Scarborough Civic Centre, 6:30 p.m. – 8:00 p.m.
- November 30, 2023 – Don Montgomery Community Recreation Centre, 6:30 p.m. – 8:00 p.m.
- December 5, 2023 – Virtually hosted via WebEx, 6:30 p.m. – 8:00 p.m.

Approximately 70 participants cumulatively attended the public meetings, along with staff from the TTC, City Planning, City Parks Forestry and Recreation, the City's Transportation Expansion Office and Metrolinx. The purpose of these meetings was to provide an overview of the proposed Line 3 Busway between Kennedy and Ellesmere stations, and share an update on the Corridor Adaptive Re-Use Study, which is to be led by City Planning, with support from the TTC.

The meetings included an overview presentation by Dominic Ho (Manager – Project Development and Co-ordination, Strategy and Customer Experience Group) and facilitation by Arjun Sahota (Senior Community Liaison Officer, Corporate Affairs) of the TTC. Throughout the sessions, feedback was accepted from participants who attended, and is summarized below.

The intent of this summary is to capture the range of feedback shared at the public meetings, and received via e-mail by the Senior Community Liaison Officer in advance of, and following the public meetings. It is not intended to serve as verbatim transcript.

#### Questions considered by participants:

- What type of amenities would you like to see at each station?
- What are your thoughts on keeping the underpasses open for pedestrian use?
- General feedback about the on-street bus replacement service implemented on November 19.
- Comments regarding adaptive reuse of the elevated guideway.

#### Next Steps:

Input from these consultation events will help TTC staff refine the final design of the Line 3 Busway. The TTC is committed to sharing a summary of all meetings, including presentations on the Future of Line 3 project website, [www.ttc.ca/line3](http://www.ttc.ca/line3). Questions and feedback regarding project status may be addressed to Arjun Sahota, Senior Community Liaison Officer, ([arjun.sahota@ttc.ca](mailto:arjun.sahota@ttc.ca), 647-706-6487).



## **What type of amenities would you like to see at each station?**

- Signallized crossings (pedestrian crossover or traffic lights) at each Busway stop, allowing pedestrians to safely crossover between northbound and southbound buses. Include textile and audible prompts to better accommodate persons of disability above and beyond AODA requirements.
- Work with City to install pedestrian crossover or traffic lights at the entrance/exit roads into the stop area. (i.e. protected crossing at Service Road and entrance towards station bus stops).
- Washroom facilities be made available at each station stop.
- Heated and enclosed bus shelters with display screens of “Next Bus” and bus number arriving next.
  - Consider using solar-powered solutions to operate this signage.
- Large bus shelters to accommodate crowds given express nature of the Line 3 Busway.
- Bicycle repair facilities as observed at terminus stations, such as Kipling Station.
- On-site or readily available security staff maintaining view of stations along the route via HD cameras.
- Integration with Bike Share Toronto to have bicycles available for rent at stops along the corridor.
- Free access to public Wi-Fi for customers.

## **What are your thoughts on keeping the underpasses open for pedestrian use?**

- Overwhelming majority felt the pathways should remain open for public use, during service hours.
- Request to ensure pathways continue to be snow-cleared and salted during inclement weather periods.
- Request to have garbage and recycling facilities available to deter litter in the adjacent residential neighbourhood.
- Interest in whether or not security cameras are installed at existing stations, if not installed to date, consider installing during this interim period.
- Strong suggestion to dig out the inaccessible pedestrian tunnels and turn them into ramps, at Lawrence West and Ellesmere stations in order to make them fully accessible to everybody (that includes wheelchairs, walkers, mobility aids, mobility scooters, power chairs, etc.) including those who may walk their bikes though it, to access the Busway and to cross the GO tracks.

## **General feedback about the on-street bus replacement service implemented on November 19:**

- Strong feedback requesting that parking facilities be provisioned/restored at Kennedy Station immediately. Waiting for the opening of Line 5 to restore parking at Kennedy is not acceptable.
- Suggestion to add an additional stop along the Bus Replacement corridor at Kennedy Road and Eglinton Avenue East.

- Consider adding heated shelters at Kennedy Station’s Platform B. Customers inside Kennedy Station receive traditional station experience, while customers outside are exposed to the elements with small exposed bus shelters.
- Consider additional station amenities at Kennedy Station Platform B, including display screens of “Next Bus” and bus number arriving next.
- Requests for the TTC and City of Toronto to expedite installation of bus shelters at existing Line 3 Bus Replacement on-street stops. In advance of winter, 2023/2024 season.
- Suggestion to reinstate service on *Route 913 Progress Express*, and/or consider additional service options for customers travelling between Centennial College and Scarborough Centre Station via Borough Drive.
- Suggestion to rename *Route 903 Kennedy Stn-Scarborough* due to clarify wayfinding for customer travelling to Scarborough Centre Station and/or Centennial College.
- Suggestions to extend additional buses from Scarborough Centre to Kennedy Station (Route 132 Milner).
- Suggestion to interline 129 McCowan North with 16 McCowan south to allow for seamless ride for customers who intend to proceed north from Scarborough Centre Station.
- Suggestion to add a 954 Lawrence East Express bus stop at Kennedy and Lawrence to allow for faster connection to northbound routes serviced by the Line 3 Bus Replacement.
- Suggestion to construct a canopy over Platform B instead of individual bus shelters.
- Suggestion to adjust headways along the Line 3 Bus Replacement corridor to limit drivers stalling/driving slow along extended routes to make up time.
- Suggestion for the TTC to consider routing some buses into former SRT stations during this interim period to allow for greater access by communities adjacent to former SRT stations (Lawrence Village at Kennedy and Lawrence Avenue East, Jolly Way townhomes at Kennedy Road and Ellesmere Road).

**General feedback about the proposed Line 3 Busway:**

- Strong suggestions advising that the TTC and City of Toronto should remove red bus lanes on Kennedy Road and Midland Avenue following service start of the Line 3 Busway.
- Participants believed Province of Ontario should absorb the cost to construct the Line 3 Busway.
- Participants shared that the current \$72 million construction estimate is high for the City to fund itself.
- Consider increasing proposed speed limit for buses to operate along the Line 3 Busway to 80KM/H from 60KM/H.
- Ensure prioritized snow clearing along the Line 3 Busway once completed. Consider higher levels of snow clearing service than current municipal service levels.
- Participants believed that proper winter maintenance is needed to ensure that service on the Busway is fast and reliable during winter months.

- Consider additional entry/egress points that buses can use to transition into and out of the Busway if an emergency event is experienced.
- Mixed feedback about future use of Line 3 Busway – request that the City of Toronto and the TTC work to remove bus traffic and convert the Busway into parkland once the Scarborough Subway Extension is in service.
- Suggestion to maintain ownership and operation of McCowan Carhouse for future transit purposes. Suggestions to construct a new bus division at this location, dedicated to servicing the Busway until the Scarborough Subway Extension is in service.
- Consider working with municipalities to our north and east for future use of the Busway, once the Scarborough Subway Extension is in service. Seek interest from GO Transit, Markham and Durham as an express option to shuttle customers far distances.

**Comments regarding adaptive reuse of elevated guideway:**

- Consider constructing a Scarborough Museum via platform retrofitting at Kennedy Station/Scarborough Centre stations third-floor platforms. Line 3 vehicles may be parked permanently on these platforms, allowing safe platform crossing.
- Suggestion to reuse stations for local commerce via weekly Farmers Markets as the stations are in state-of-good-repair.
- Provision future railway connections to neighbourhoods that would otherwise be isolated due to lack of accessibility along the Line 3 corridor.
- A connection to the mall should also be in the works given its importance in the community, and a connection to Albert Campbell Square, the public events square on Borough Drive.
- Include McCowan Yard in the guideway study, as transforming its space into a park will benefit the surrounding neighbourhoods via future railway connections.
- The design work for the guideway portion (east of Ellesmere Station) should begin now in parallel to the Busway. Discussions can continue regarding how to best use this asset after the subway opens.