



Line 3 Busway Conversion

Project Update

We acknowledge the land we are meeting on is the traditional territory of many nations including the Mississaugas of the Credit, the Anishnabeg, the Chippewa, the Haudenosaunee and the Wendat peoples and is now home to many diverse First Nations, Inuit and Métis peoples. We also acknowledge that Toronto is covered by Treaty 13 with the Mississaugas of the Credit.

Session this evening

6:30 – Welcome and introductions

6:45 – Line 3 Busway presentation

7:15 – Audience question and answer

7:45 – Next steps, keeping in-touch

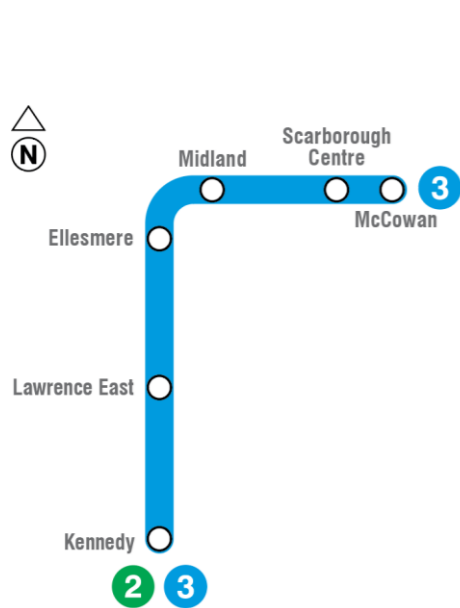
7:50 – Final comments/wrap-up

All comments in the chat box will be captured in the meeting summary, and posted online.

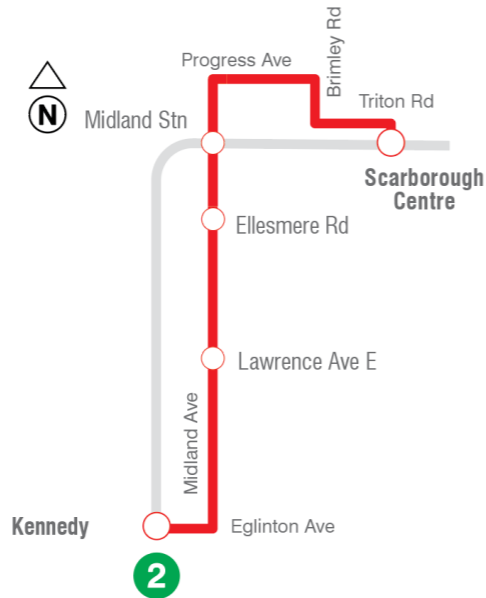
Share questions and feedback with the project's Senior Community Liaison via e-mail: arjun.sahota@ttc.ca



Background



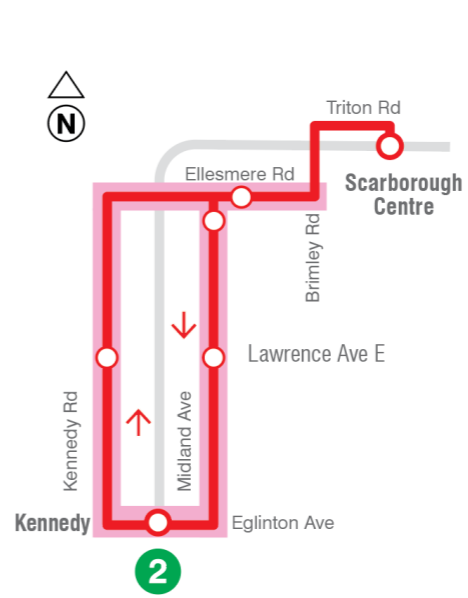
Line 3 Train Service



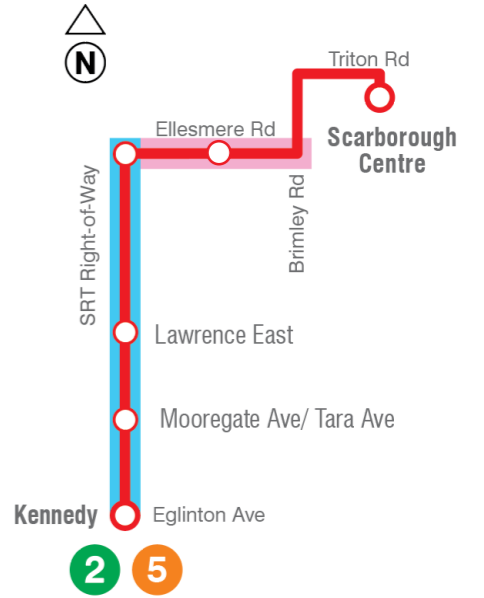
**Emergency Shuttle
July 24-
August 25**



**Temporary
Bus Lanes
August 26-
November 18**



**Full Transit
Priority
Measures
November 19**



**Future
Busway**



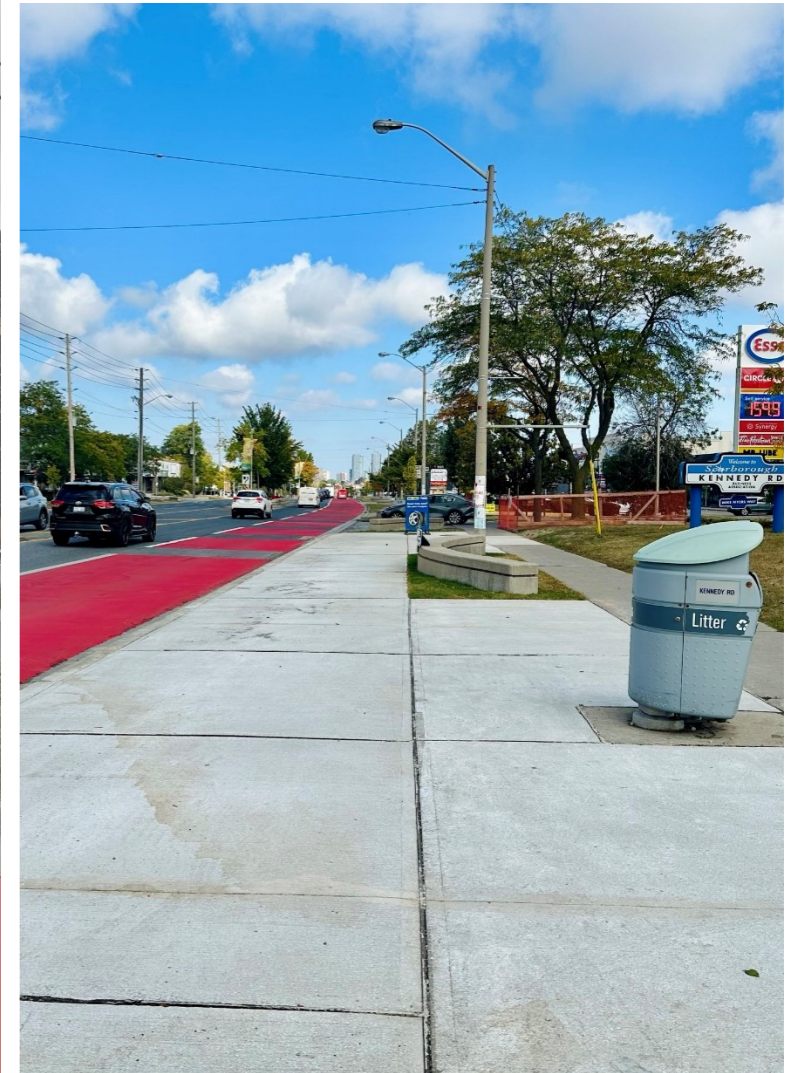
Recent Progress



Kennedy Station South Terminal (Platform B)



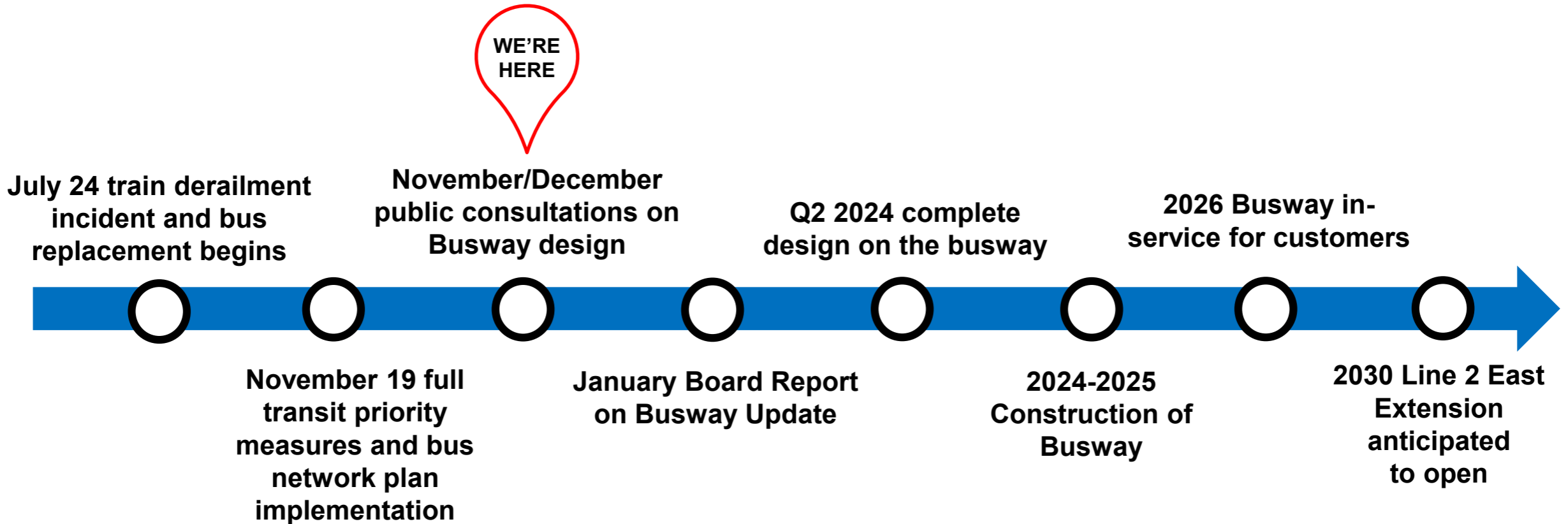
Bus Priority Lanes



New Bus Stops

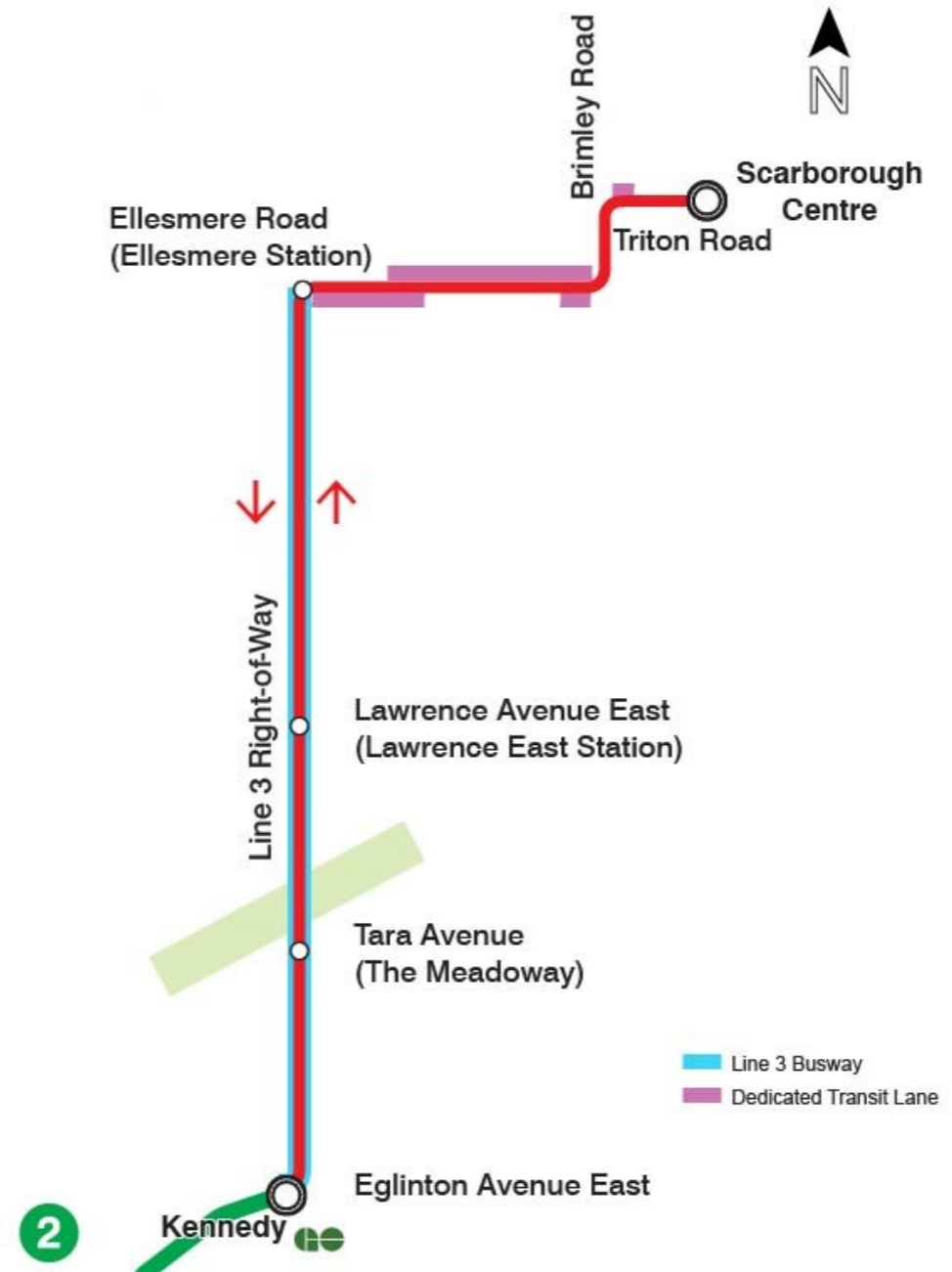


Busway Current Status

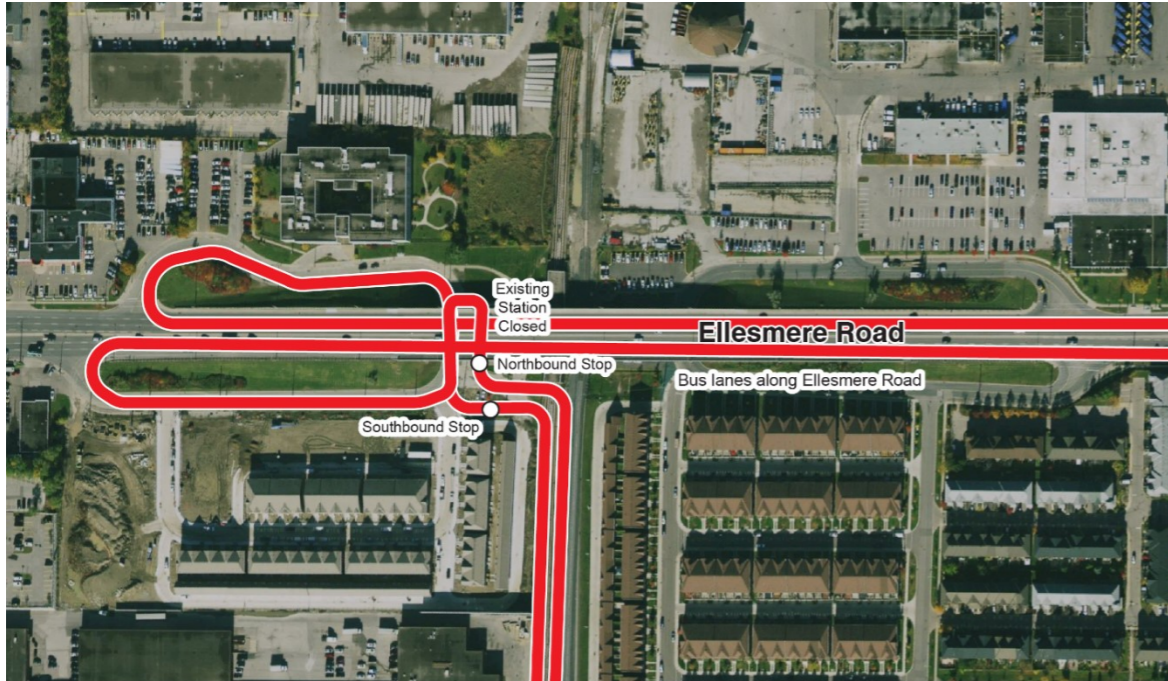


Overview of the Busway

- Busway between Ellesmere and Kennedy Stations
- Stops at Ellesmere, Lawrence East, Tara, and Kennedy
- Buses operate on Ellesmere Road with transit priority to Scarborough Centre Station
- Potential for future use even after Line 2 East Extension opens



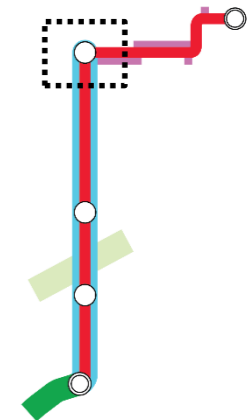
Ellesmere Station



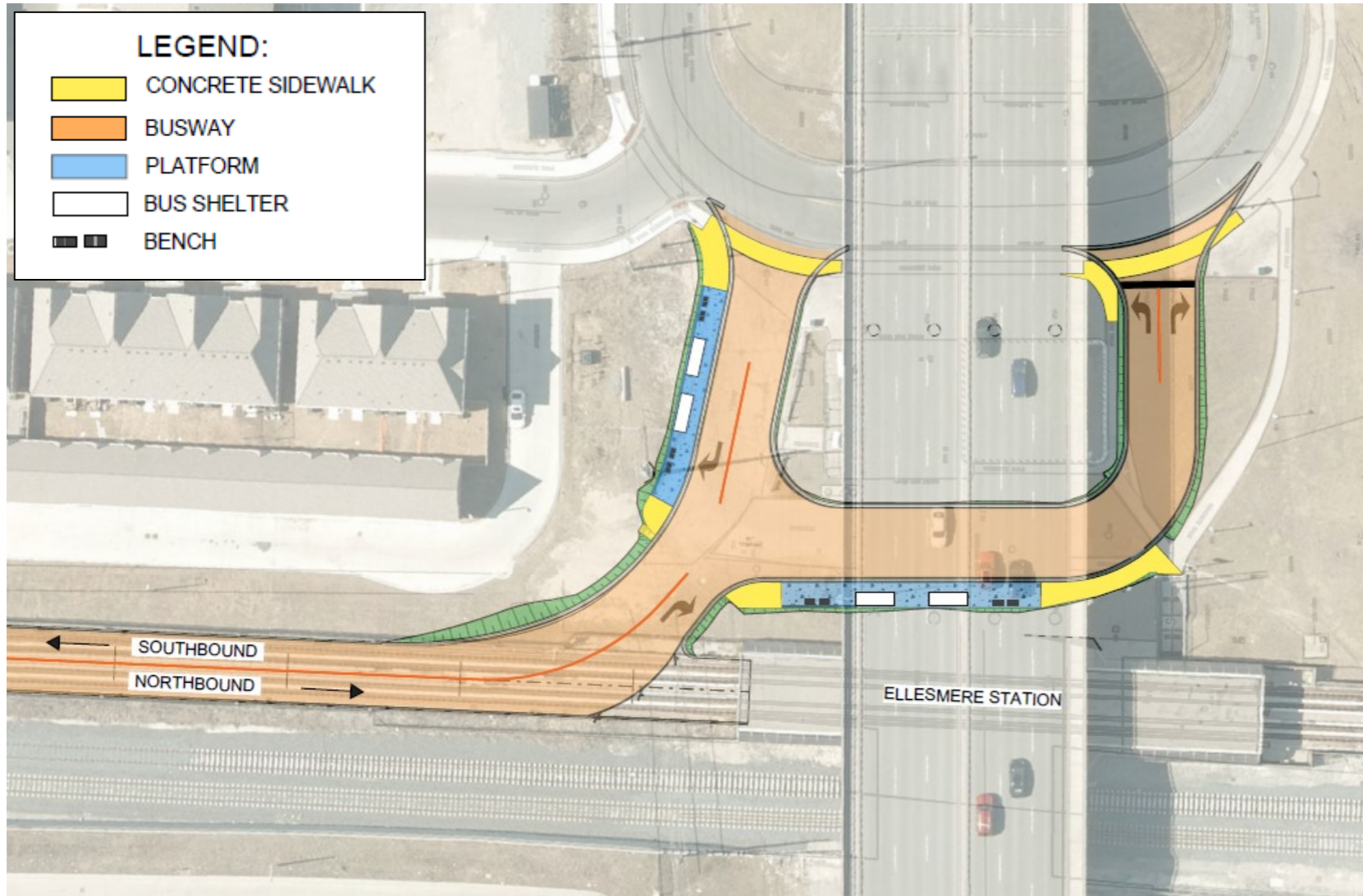
New bus facilities to serve area and enter/exit busway



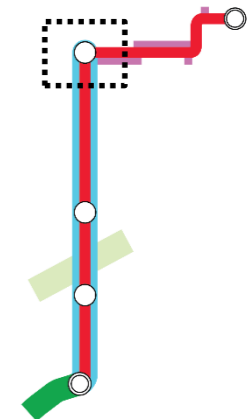
Pedestrian underpass



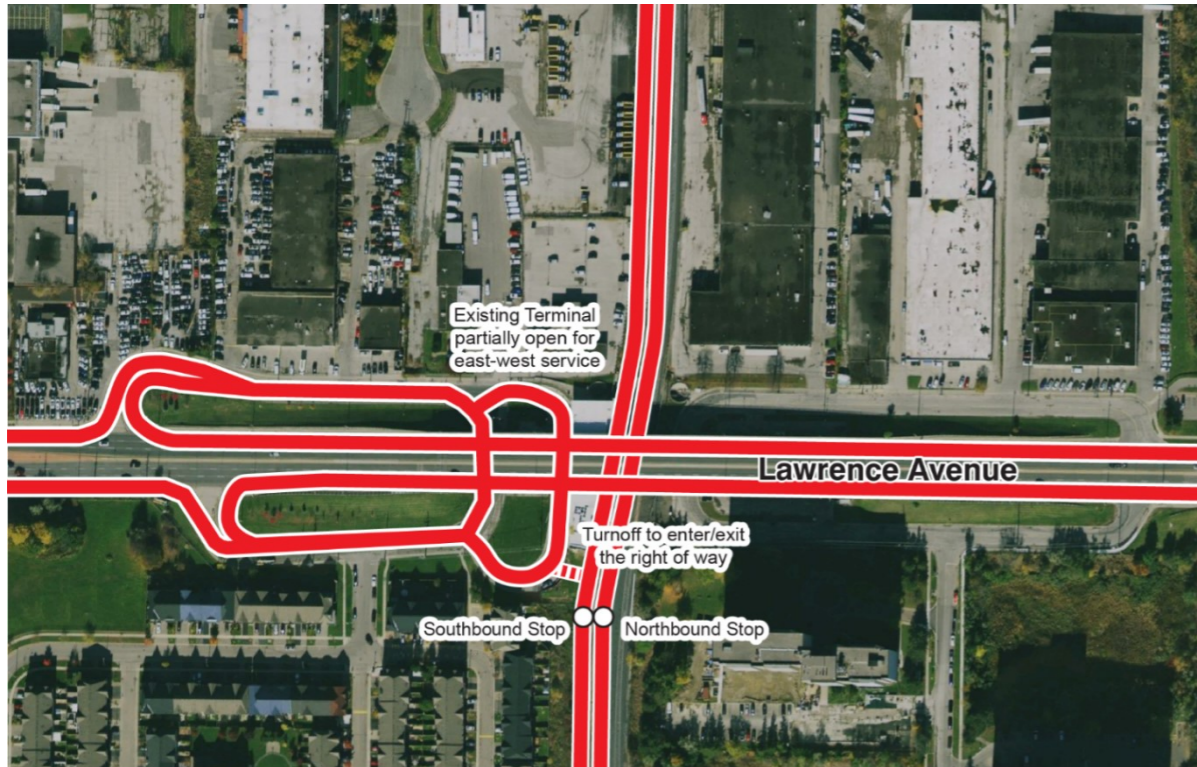
Ellesmere Station



- Existing, inaccessible, station building will be closed
- New accessible bus stops will be built, including shelters and other amenities



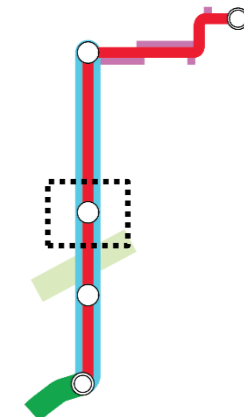
Lawrence East Station



New bus facilities to serve area and enter/exit busway

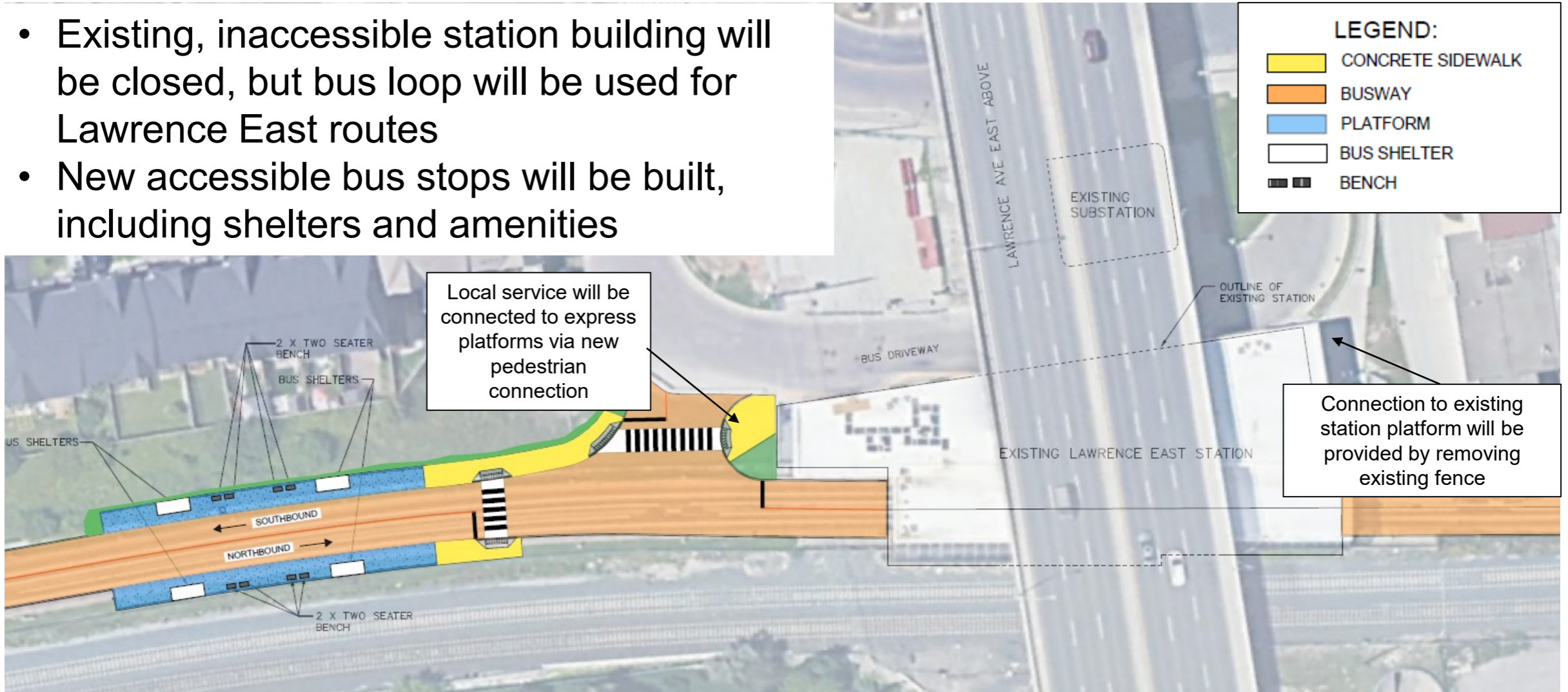


Pedestrian underpass



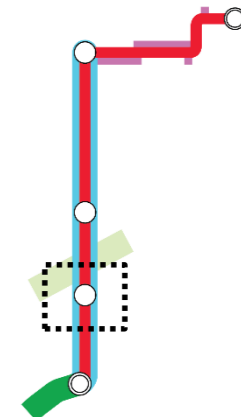
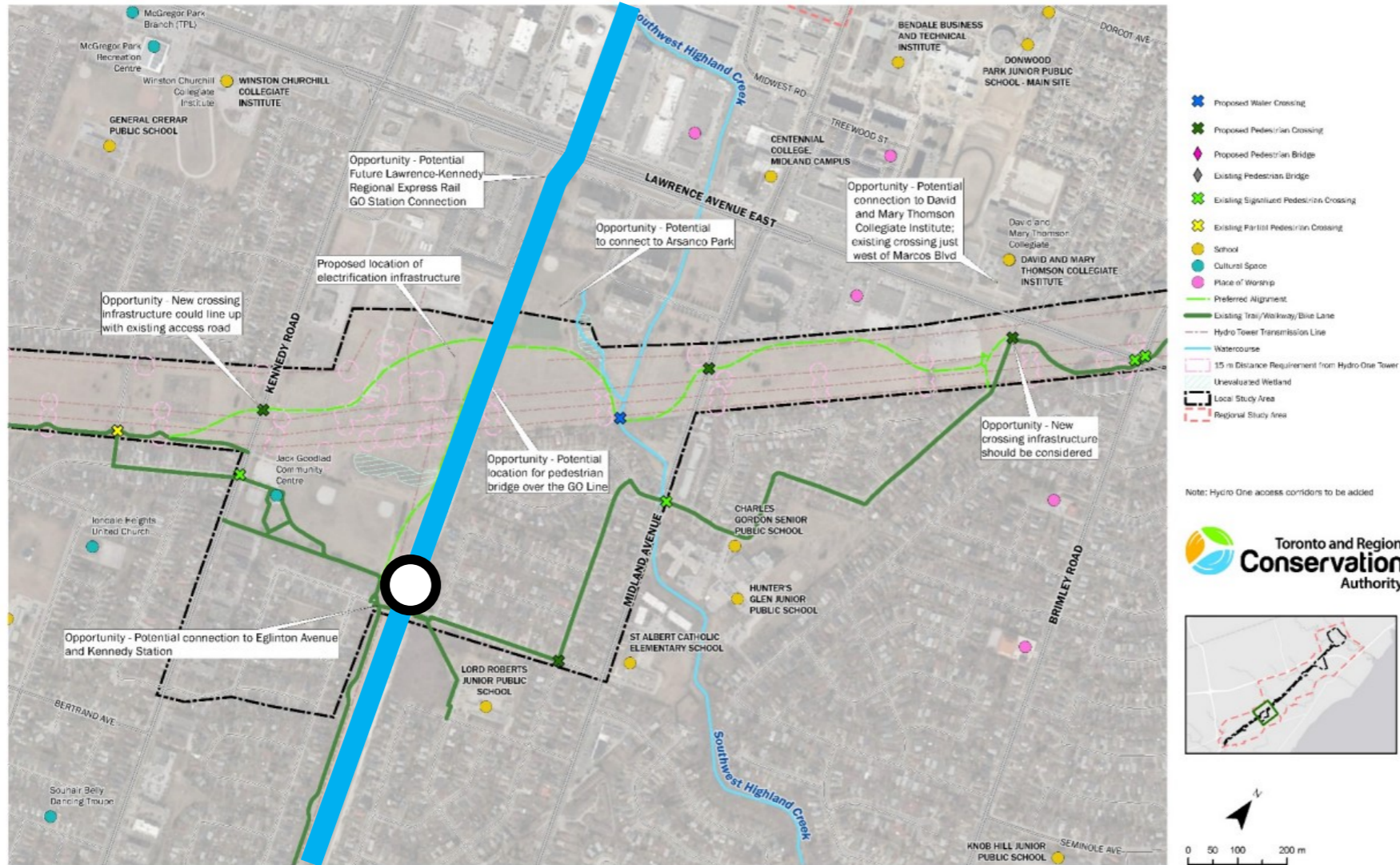
Lawrence East Station

- Existing, inaccessible station building will be closed, but bus loop will be used for Lawrence East routes
- New accessible bus stops will be built, including shelters and amenities

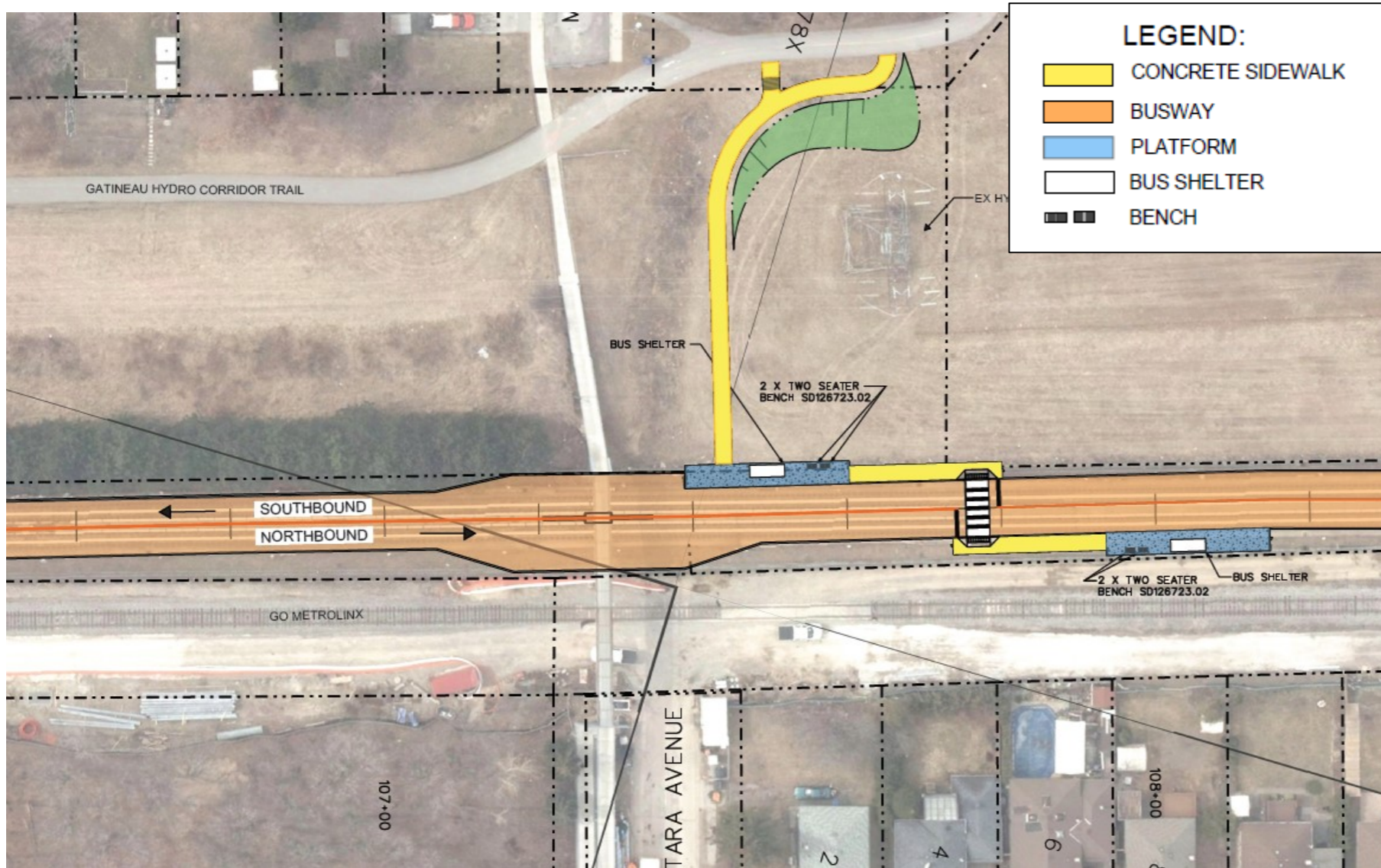


Tara Ave (The Meadoway) Stop

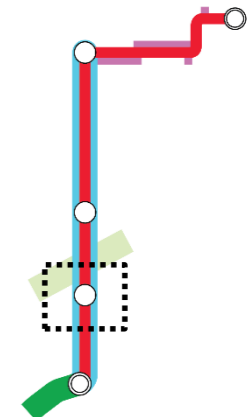
THE MEADOWAY - SECTION 3 - PREFERRED ALIGNMENT



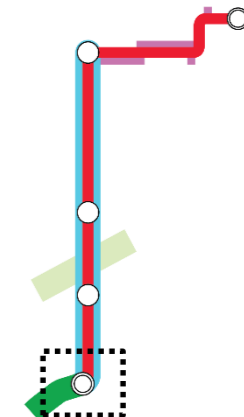
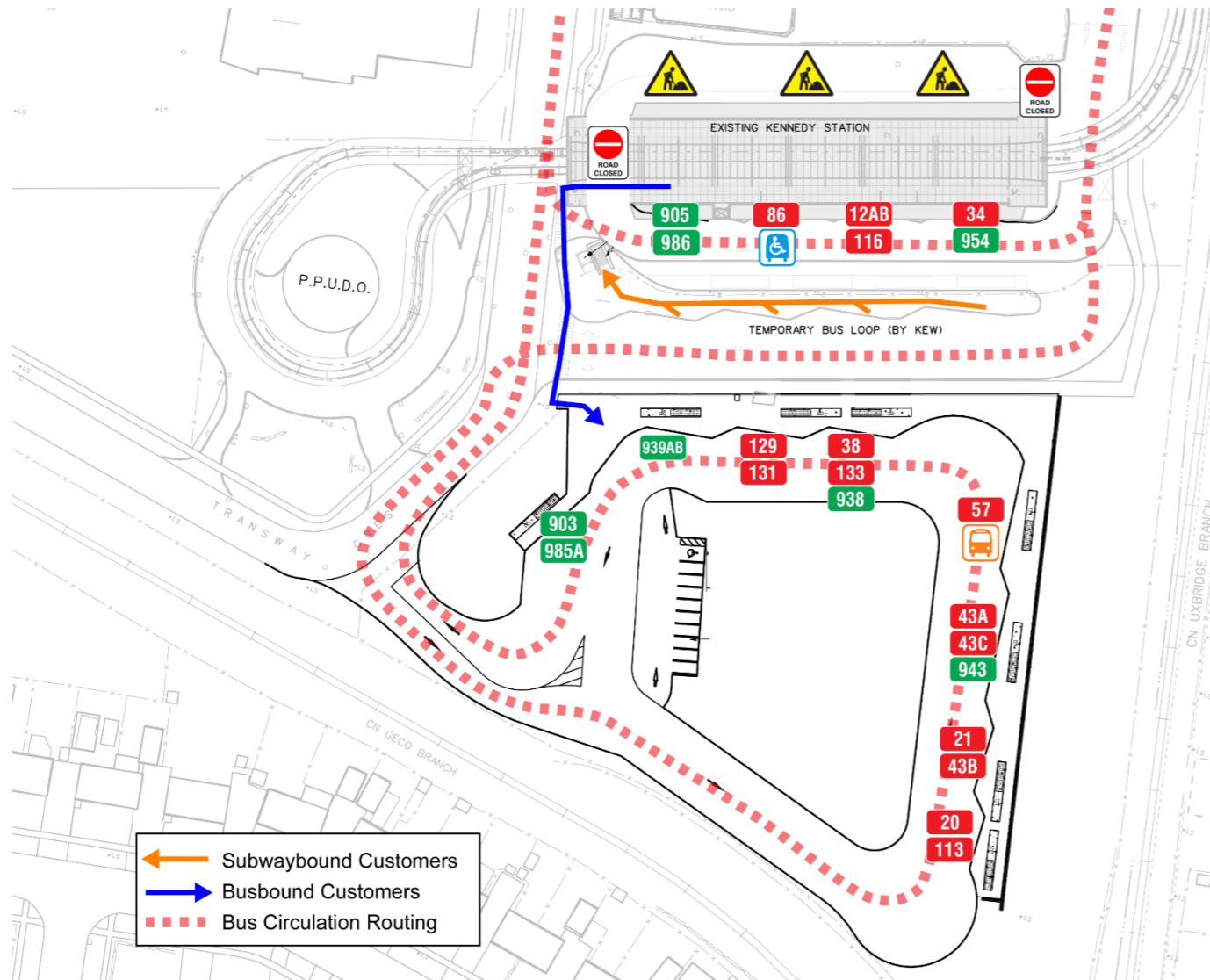
Tara Ave (The Meadoway) Stop



New stops at Tara Avenue / Mooregate Avenue to serve local community and connection to Meadoway Trail



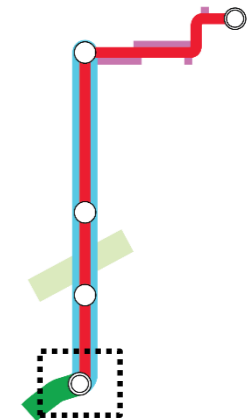
Kennedy Station Bus Terminals – February 2024



Kennedy Station Access



New signalized connection from Line 3 ROW to Eglinton Ave Service Road to Kennedy Station Bus Terminals



Current Bus Routes

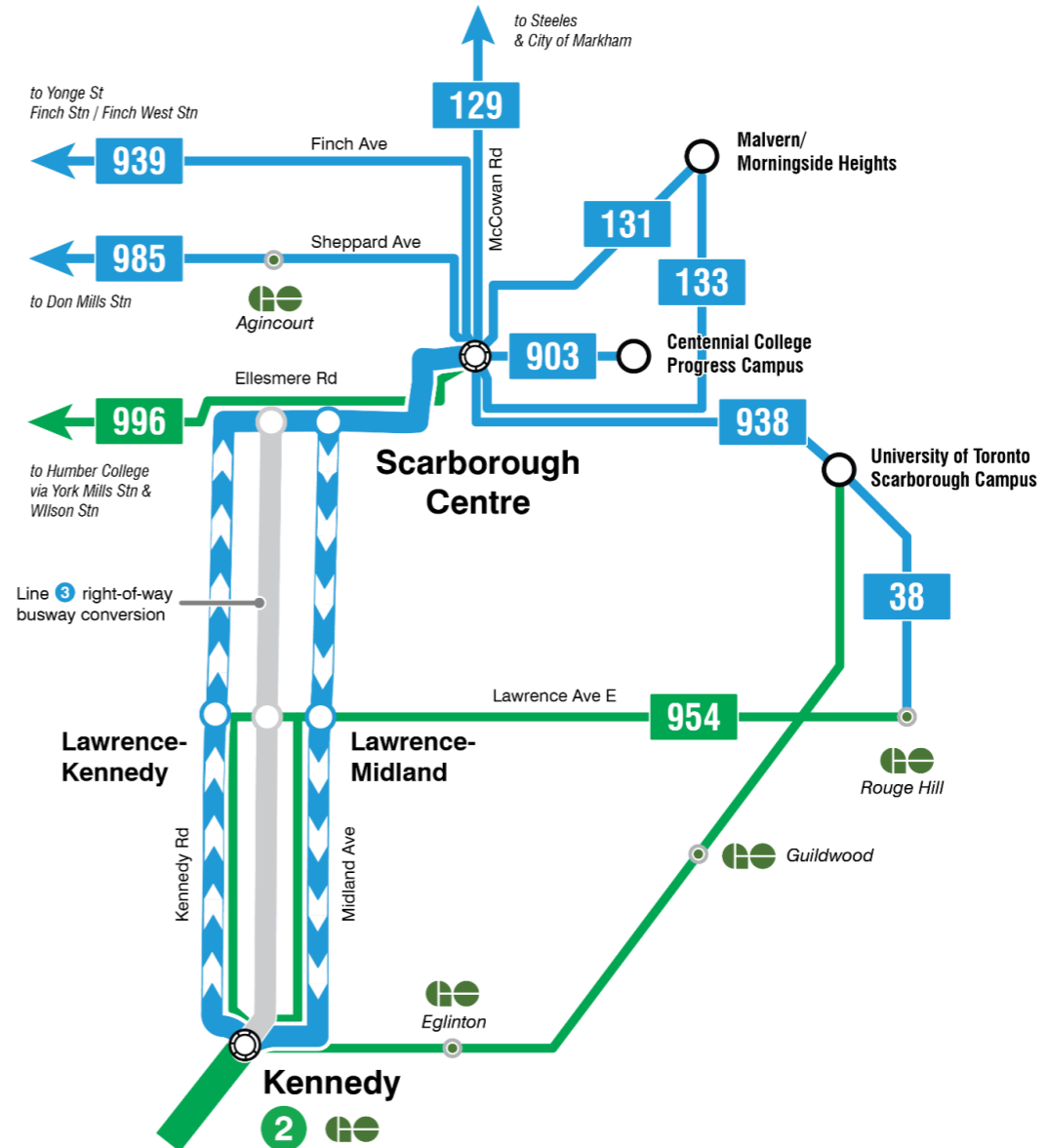
Improvements to customer journey by extending 8 routes to Kennedy Station

Better connections with direct access from Kennedy Station to major destinations like Centennial College

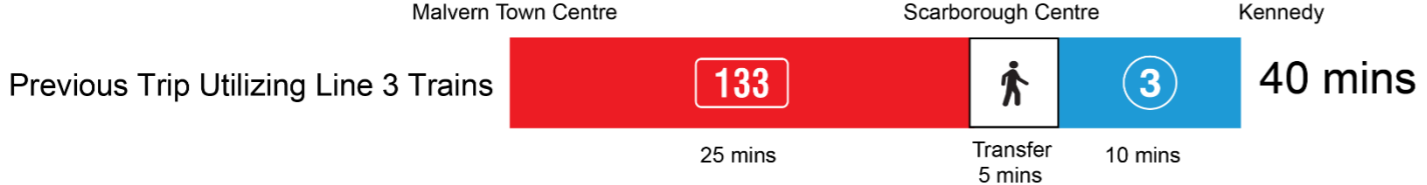
Eliminate transfers by providing 80% of customers a through trip – saving time and hassle of switching buses

Monitoring and adjusting the network

- We will monitor ridership and customer feedback and adjust service in 2024, including impacts on other bus routes in Scarborough
- We will explore opportunities to strengthen GO Transit connections to leverage fare integration in early 2024



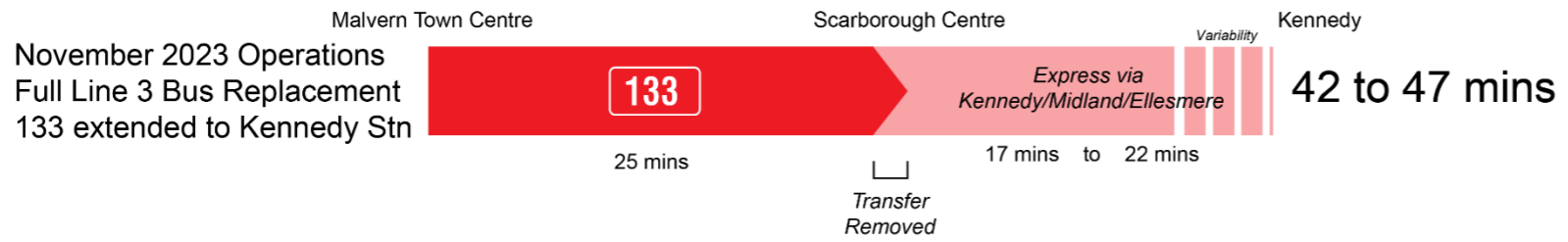
Travel Time – Malvern Town Centre to Kennedy Stn



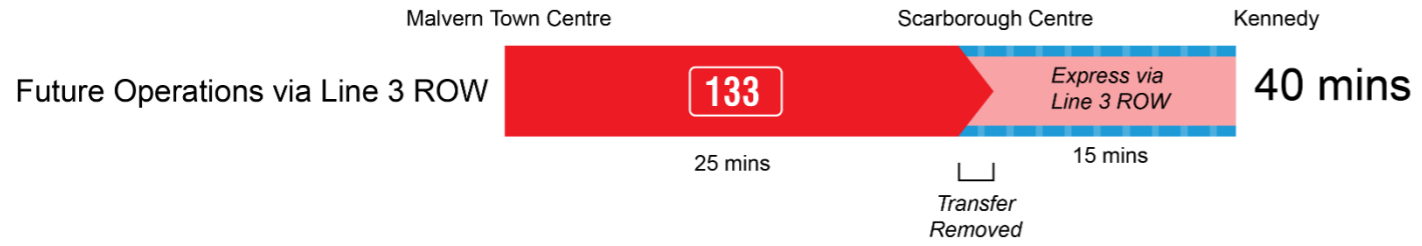
While trains provided faster trips, multiple transfers and train reliability were a pain point



Since Line 3 closed, 903 express provided frequent service but still required a transfer. Expedited bus lanes have improved predictability of travel



As of November 19, transfers were eliminated for many trips. Travel will become more predictable with full implementation of transit priority measures



With a busway on Line 3 ROW, buses will avoid over 15 signalized intersections and potential conflicts at driveways to provide a faster and even more predictable trip



| Funding

- 60% design cost of Line 3 busway conversion is \$72 million
- Cost includes property requirements at station locations to accommodate platforms (~\$5 million)
- Ongoing discussions with Province regarding funding of project



Elevated Guideway Adaptive Reuse

- Council has directed City staff to assess the SRT elevated guideway for a potential adaptive reuse as a park or active transportation corridor
- Conditions vary across the SRT corridor such that it can be considered as a number of segments:
 - West of Midland to Borough Drive west leg
 - Borough Drive to McCowan Road west side
 - McCowan Road to Grangeway Avenue east side
 - East of Grangeway and McCowan Yard
- Further work is needed to determine the legal status of the SRT in Scarborough Centre, the feasibility, extent and cost of an adaptive reuse



| Next Steps

- Report back to TTC Board on updated design and cost in Q1 2024
- Continue to work with the City on engaging the Province for project funding



Questions and Discussion

- 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 questions about the bus replacement today
- Comments regarding adaptive re-use of elevated guideway



| Keeping in-touch

If you have a question or comment we were not able to address, please connect with the Community Liaison:

Arjun Sahota
Senior Community Liaison
Arjun.Sahota@ttc.ca
(647) 706-6487

Dedicated project website: www.ttc.ca/line3

