2027 ANNUAL NETWORK PLAN

TTC 2027 Annual Network Plan

Round 1 Proposals

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Proposed stop changes for express bus routes

Overview

The TTC's Express Network is designed to provide faster travel than local bus service, helping customers travel more efficiently across the city. Under the TTC's Service Standards, express bus routes are expected to provide travel times that are at least 15% faster than local bus routes operating along the same corridor.

To ensure the Express Network continues to meet this objective, the TTC regularly reviews express routes and their performance. When a route does not achieve the expected travel time savings, we look for opportunities to improve service while maintaining appropriate access for customers.

As part of this review, we analyzed several sources of information, including:

- **Scheduled travel times**
- **Actual travel times experienced by customers**
- **Boardings and alightings at each stop** (i.e., customers getting on and off the bus), with an equity lens as per TTC's Service Standards
- **Distance between stops**
- **Service connectivity to major destinations and other connecting transit services** (i.e., transfers to neighbouring transit agencies and GO)

How stops are evaluated

Each stop is reviewed using these guidelines:

- Stop spacing: Is the stop located less than 800 metres from the next stop? (Note: the stop spacing range for express routes outlined in TTC's Service Standards is between 800 and 1,200 metres)
- Stop activity: Does the stop serve fewer customers than the average boardings and alightings established for that route?
- If the stop is located within or in the vicinity of a Neighbourhood Improvement Area (NIA).
- If the stop serves a major destination such as a school, hospital, shopping centre, community facility, or other significant trip generator(s).
- If the stop provides unique connections to other transit routes.

The factors above are used as guidelines to support the evaluation process. Stop recommendations are informed by a combination of stop spacing, ridership, network connectivity, equity considerations, and local context, and not every recommendation will meet every criterion listed above.

What we've heard from customers last year

Through public engagement conducted as part of the 2026 Annual Network Plan, customers told us:

- The Express Network is valued for the travel time savings it provides.
- Support for consolidating closely spaced and low-demand stops to speed up service on express routes, provided that local service coverage and accessibility are maintained.
- Need for a clear distinction between local and express routes.
- Changes on the express bus network need to be informed by data as well as local community needs.
- Lack of reliability, crowding, and traffic congestion undermine the effectiveness of express service.

902 Markham Rd Express
Proposed stop changes

About the route

902 Markham Rd Express has 26 northbound stops and 25 southbound stops along its entire route between Morningside Ave and Warden Station.

Its local counterpart route is 102 Markham Rd.

Analysis outcome

Based on our detailed review and analysis, this route:

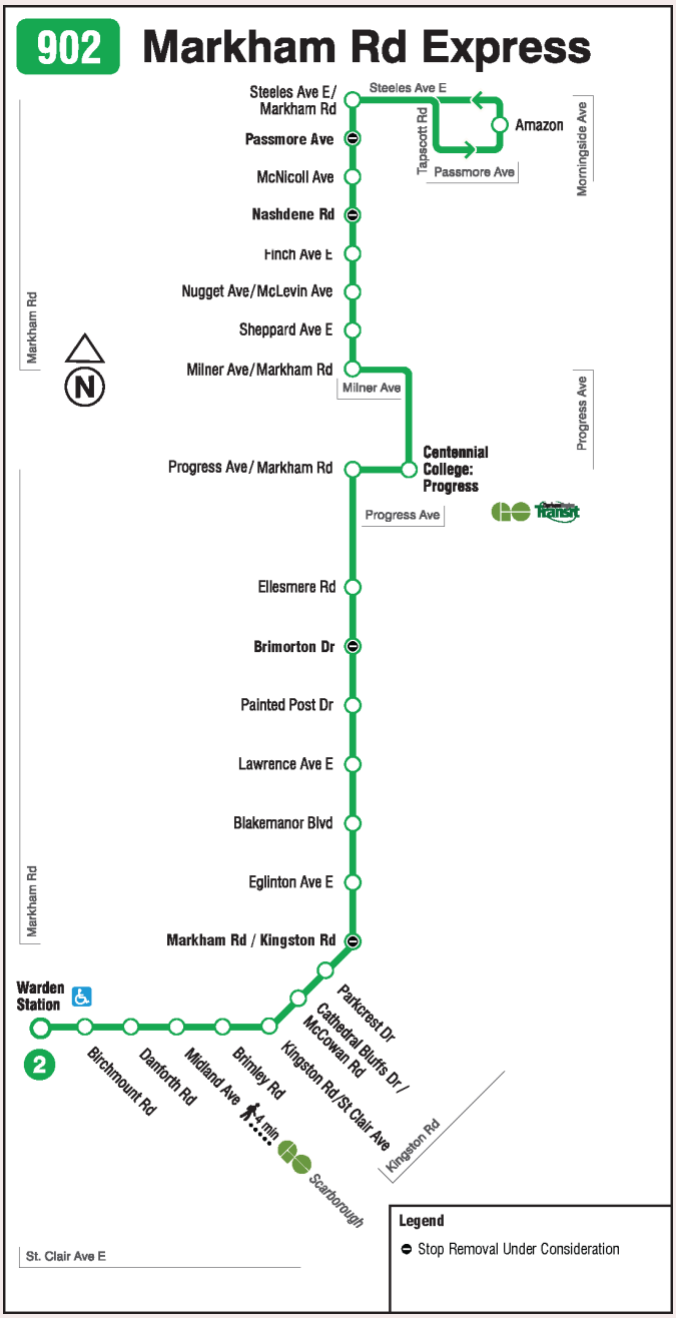
- **Does not meet the travel time saving standard** of at least 15% faster than the local bus.
- Average stop spacing is approximately 800 metres.
- Stop activity is higher on the northern portion of the route, and decreases south of Kingston Rd with all stops below threshold except for Warden Station.
- Provides important connections to Line 2 Bloor-Danforth at Warden Station and GO Transit connections.
- Provides important connections to several east-west routes with many of stops located at unique transfer points or trip generators.

Stops proposed for removal

We propose **removing 4 stop pairs (8 stops in total)** for this route:

1. **Markham Rd at Passmore Ave** (both northbound and southbound stops)
2. **Markham Rd at Nashdene Rd** (both northbound and southbound stops)
3. **Markham Rd at Brimorton Dr** (both northbound and southbound stops)
4. **Markham Rd at Kingston Rd** (both northbound and southbound stops)

Important reminder: While these stops are proposed to be removed from the express route, they will continue to be served by the local counterpart route.



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904 Sheppard-Kennedy Express
Proposed stop changes

About the route

904 Sheppard-Kennedy Express has 16 northbound stops and 15 southbound stops along its entire route between Don Mills Station and Kennedy Station.

Its local counterpart routes are 85 Sheppard East and 57 Midland.

Please note that this service will be shortened to Scarborough Town Centre in November 2026 with the opening of the Scarborough Busway.

Analysis outcome

Based on our detailed review and analysis, this route:

- **Does not meet the travel time saving standard** of at least 15% faster than the local bus.
- Average stop spacing is approximately 1 kilometre.
- Stop activity is higher on the eastern portion of the route, and decreases west of Allanford Rd.
- Provides important connections to Line 4 Sheppard at Don Mills Station, and Line 2 Bloor-Danforth at Broadview Station. Additionally, it provides connections to GO Transit along the route corridor.
- Provides important connections to several north-south routes with majority of stops located at unique transfer points or trip generators.

Stops proposed for removal

We propose **removing 1 stop pair (2 stops in total)** for this route:

1. **Sheppard Ave East at Allanford Rd** (both eastbound and westbound stops)

Important reminder: While these stops are proposed to be removed from the express route, they will continue to be served by the local counterpart routes.



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924 Victoria Park Express
Proposed stop changes

About the route
924 Victoria Park Express has 15 northbound stops and 15 southbound stops along its entire route between Steeles Ave East and Victoria Park Station.

Its local counterpart route is 24 Victoria Park.

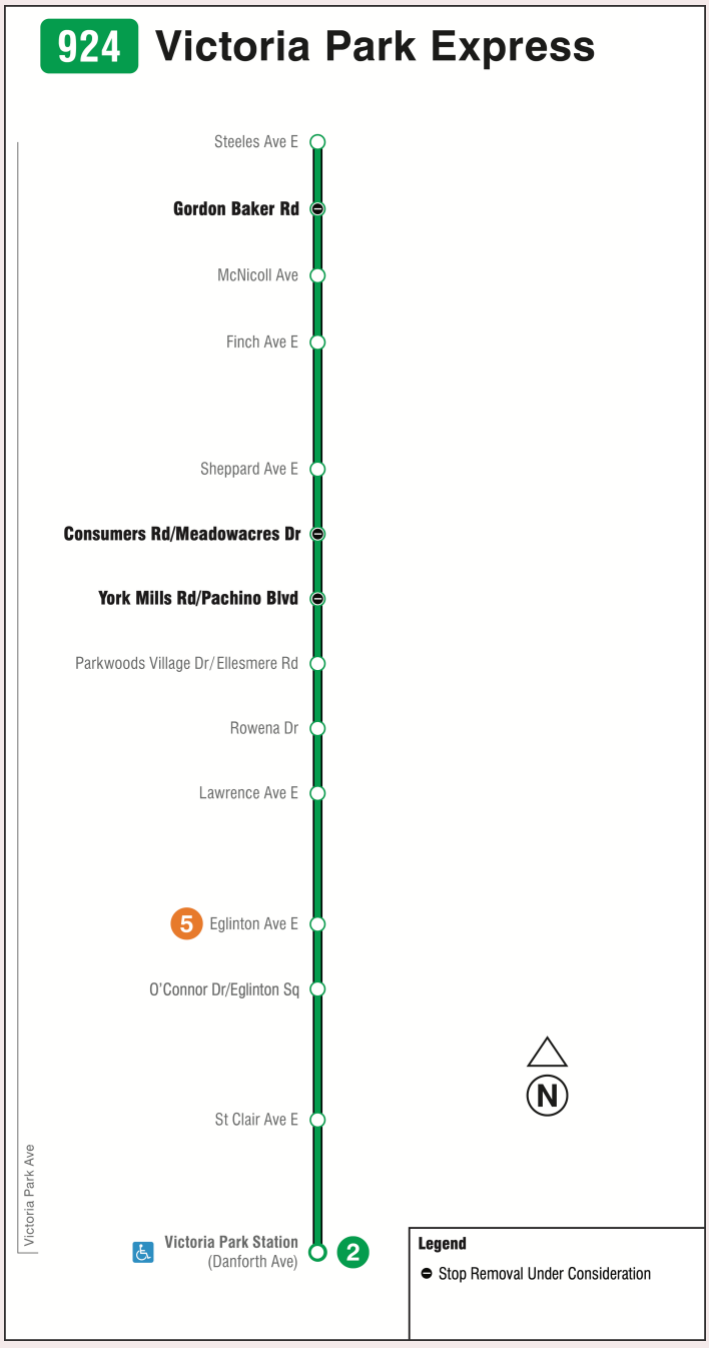
Analysis outcome
Based on our detailed review and analysis, this route:

- **Does meet the travel time saving standard** of at least 15% faster than the local bus.
- Average stop spacing is approximately 980 metres.
- Stop activity is higher on the southern portion of the route and decreases north of York Mills Rd.
- Provides important connection to Line 2 Bloor-Danforth at Victoria Park Station and to Line 5 Eglinton at O'Connor Station. Additionally, it provides important connections to east-west routes across the corridor.

Stops proposed for removal
We propose **removing 3 stop pairs (6 stops in total)** for this route:

1. **Victoria Park Ave at Gordon Baker Rd** (both northbound and southbound stops)
2. **Victoria Park Ave at Consumers Rd/Meadowacres Dr** (both northbound and southbound stops)
3. **Victoria Park Ave at York Mills Rd/Pachino Blvd** (both northbound and southbound stops)

Important reminder: While these stops are proposed to be removed from the express route, they will continue to be served by the local counterpart routes.



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925 Don Mills Express
Proposed stop changes

About the route
925 Don Mills Express has 19 northbound stops and 19 southbound stops along its entire route between Steeles Ave E and Broadview Station.

Its local counterpart route is 25 Don Mills.

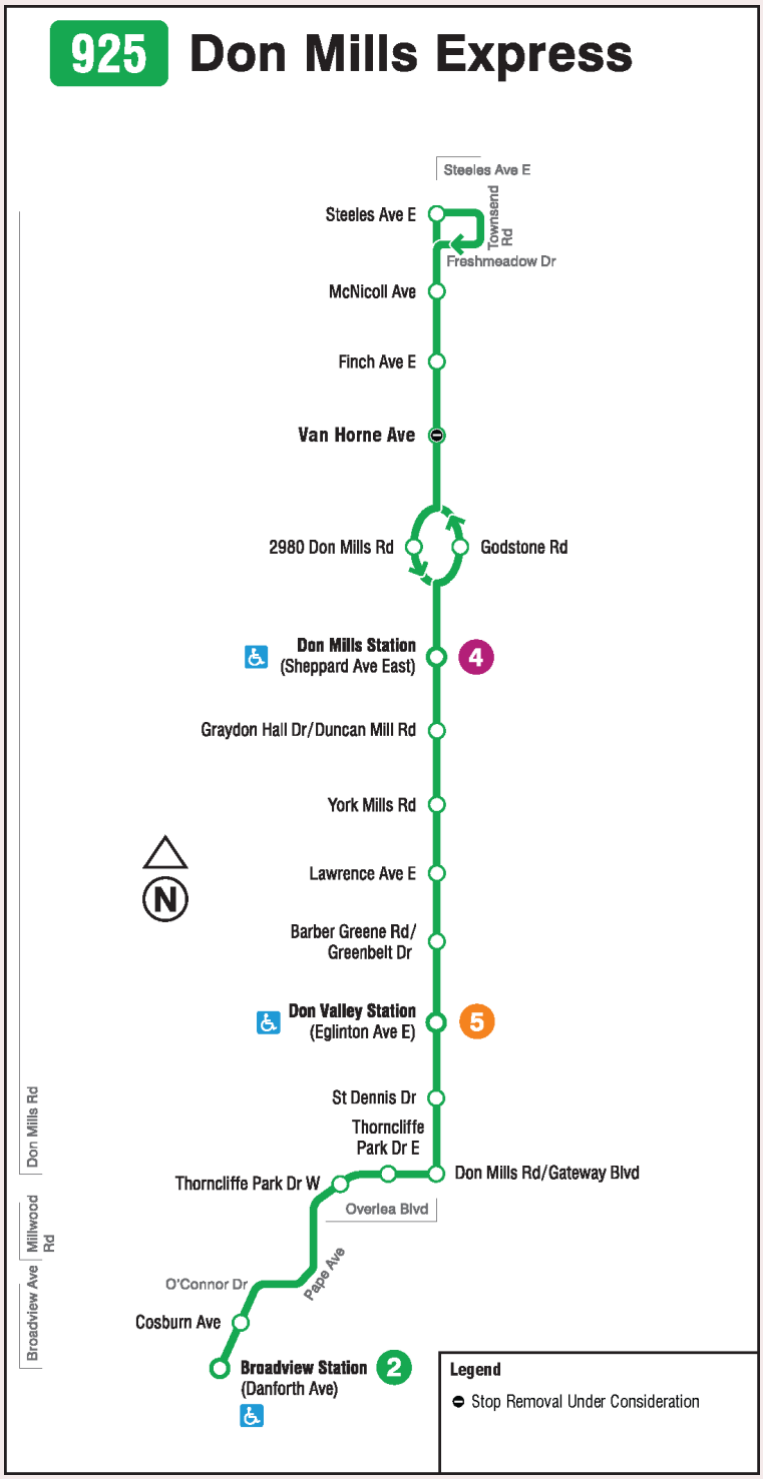
Analysis outcome
Based on our detailed review and analysis, this route:

- **Does not meet the travel time saving standard** of at least 15% faster than the local bus.
- Average stop spacing is approximately 1 kilometre.
- Stop activity is evenly spread across the route, with higher activity at key intersections.
- Provides important connections to Line 4 Sheppard at Don Mills Station, Line 5 Eglinton at Don Valley Station, and Line 2 Bloor-Danforth at Broadview Station. Additionally, it provides connections to important east-west routes along the corridor.

Stops proposed for removal
We propose **removing 1 stop pair (2 stops in total)** for this route:

1. **Don Mills Rd at Van Horne Ave** (both southbound and northbound stops)

Important reminder: While these stops are proposed to be removed from the express route, they will continue to be served by the local counterpart route.



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937 Islington Express
Proposed stop changes

About the route

937 Islington Express has 29 northbound stops and 20 southbound stops along its entire route between Steeles Ave West and Islington Station.

Its local counterpart route is 37 Islington.

Analysis outcome

Based on our detailed review and analysis, this route:

- **Does not meet the travel time saving standard** of at least 15% faster than the local bus.
- Operates as a local service from Rexdale Blvd to Steeles Ave West at Islington.
- Average stop spacing on express portion (Rexdale Blvd to Islington Station) is approximately 1 kilometre.
- Average stop spacing on local portion (Rexdale Blvd to Steeles Ave West) is approximately 300 metres.
- Busier stop activity is located south of Rexdale Blvd. Many stops are below activity threshold north of Rexdale Blvd.
- Provides an important connection to Line 6 Finch West at Rowntree Mills Station and Line 2 Bloor-Danforth at Islington Station.

Stops proposed for removal

We propose **removing 12 stop pairs and 1 southbound stop (25 stops in total)** for this route:

1. **Islington Ave at Humber Summit Ln** (southbound stop only)
2. **Islington Ave at Vanhill Ave** (both northbound and southbound stops)
3. **Islington Ave at Milady Rd** (both northbound and southbound stops)
4. **Islington Ave at Aviemore Dr** (both northbound and southbound stops)
5. **Islington Ave at Beaumonde Heights Dr** (both northbound and southbound stops)
6. **Islington Ave at Kingsmoor Gt** (both northbound and southbound stops)
7. **Islington Ave at Sandhill Dr** (both northbound and southbound stops)
8. **Islington Ave at Barker Ave** (both northbound and southbound stops)
9. **Islington Ave at Fordwich Cres** (both northbound and southbound stops)
10. **Islington Ave at Gosfield Gate** (both northbound and southbound stops)
11. **Islington Ave at Golfdown Dr** (both northbound and southbound stops)
12. **Islington Ave at Leduc Dr** (both northbound and southbound stops)
13. **Islington Ave at Bergamot Ave** (both northbound and southbound stops)

Stops proposed for consolidation

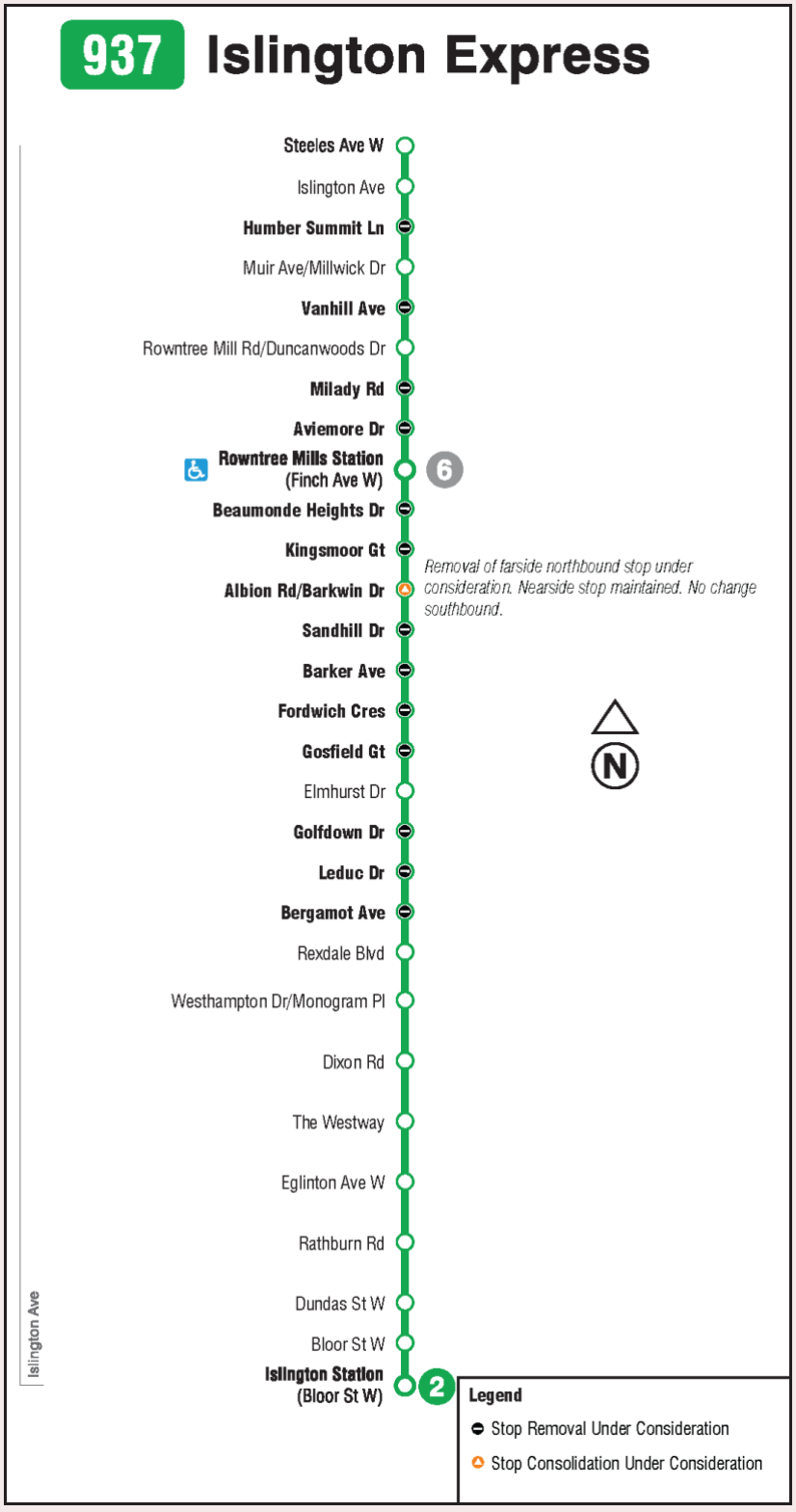
Some intersections currently have multiple bus stops in the same direction. Stop consolidation means keeping one stop at the intersection and removing nearby or redundant stops.

We propose consolidating these stops at this intersection:

- **Islington Ave at Albion Rd northbound** - farside stop removed, nearside stop maintained.

Important reminder: While these stops are proposed to be removed from the express route, they will continue to be served by the local counterpart route.

937 Islington Express – map



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939 Finch Express
Proposed stop changes

About the route

939 Finch Express has 42 eastbound stops and 47 westbound stops along its entire route between Finch West Station and Kennedy Station.

Its local counterpart route is 39 Finch.

Analysis outcome

Based on our detailed review and analysis, this route:

- **Does not meet the travel time saving standard** of at least 15% faster than the local bus.
- Operates as a local service from east of McCowan Rd to Morningside Ave at Nightstar Rd.
- Included as part of the 2027 Annual Network Plan Morningside Heights routing proposal to have service removed from Mantis Rd and Nightstar Rd. Local 116 Morningside and 133 Neilson routes would continue to provide service on Mantis Rd and Nightstar Rd.
- Average stop spacing on express portion (McCowan Rd to Finch West Station) is approximately 1 kilometre.
- Average stop spacing on local portion (McCowan Rd to Morningside Ave at Nightstar Rd) is approximately 320 metres.
- Stop activity is much busier on the portion west of McCowan Rd. All stops east of McCowan Rd operating as local service fall below the activity threshold.
- Provides important connections to Line 1 Yonge-University at Finch West Station and Finch Station, and to Line 6 Finch West at Finch West Station. Provides additional connections to GO Transit along the corridor.

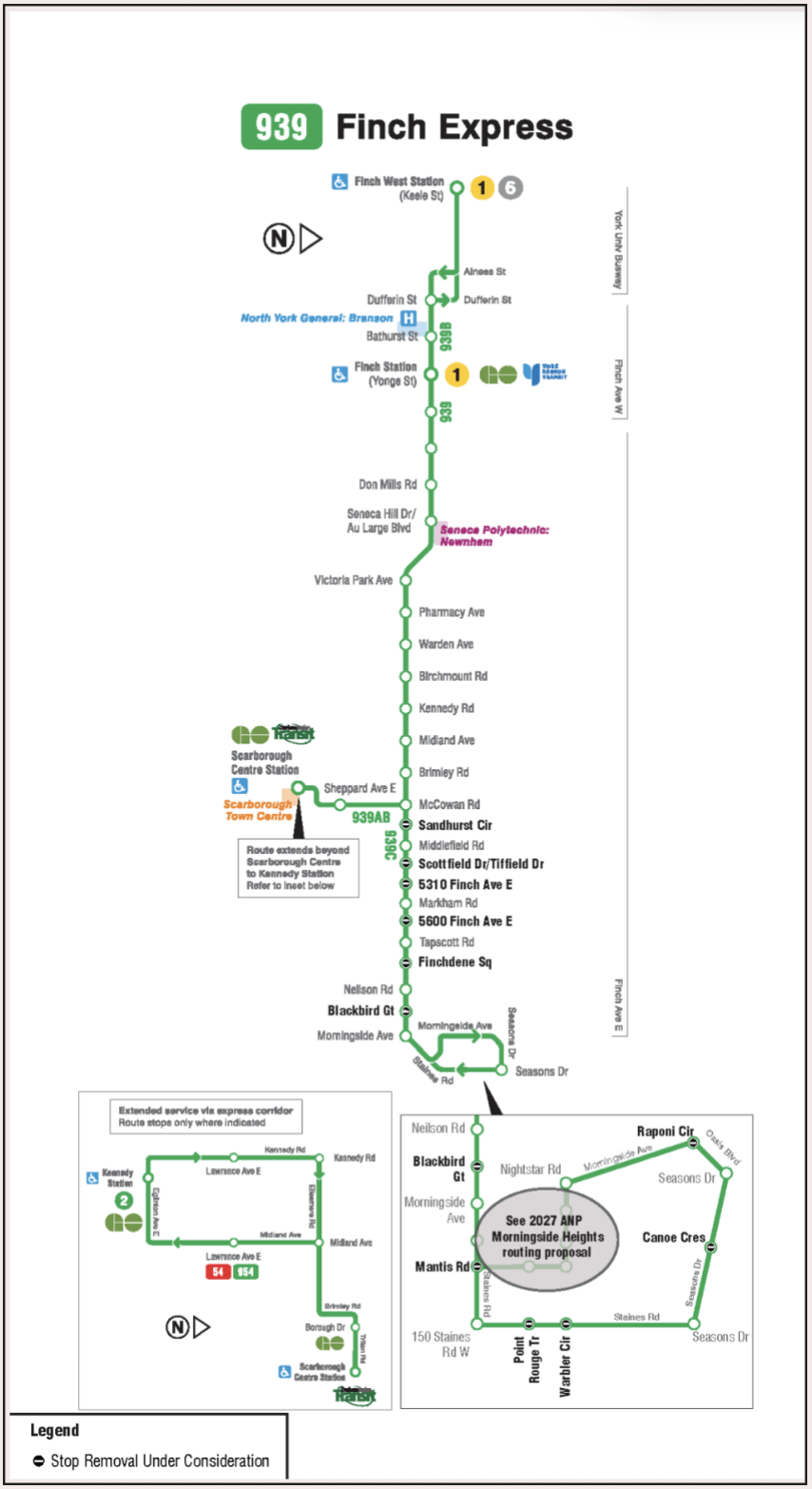
Stops proposed for removal

We propose **removing 6 stop pairs, 5 westbound stops (17 stops in total)** for this route:

1. **Finch Ave East at Sandhurst Cir** (both eastbound and westbound stops)
2. **Finch Ave East at Scottfield Dr/Tiffield Dr** (both eastbound and westbound stops)
3. **Finch Ave East at 5310** (both eastbound and westbound stops)
4. **Finch Ave East at 5600** (both eastbound and westbound stops)
5. **Finch Ave East at Finchdene Sq** (both eastbound and westbound stops)
6. **Finch Ave East at Blackbird Gt** (both eastbound and westbound stops)
7. **Morningside Ave at Walkway to Raponi Cir** (westbound stop only)
8. **Seasons Dr at Canoe Cres** (westbound stop only)
9. **Staines Rd at Point Rouge Trail** (westbound stop only)
10. **Staines Rd at Mantis** (westbound stop only)
11. **Staines Rd at Warbler Cir** (westbound stop only)

Important reminder: While these stops are proposed to be removed from the express route, they will continue to be served by the local counterpart route.

939 Finch Express – map



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941 Keele Express
Proposed stop changes

About the route

941 Keele Express has 16 northbound stops and 15 southbound stops along its entire route between Finch West Station and Keele Station.

Its local counterpart route is 41 Keele.

Analysis outcome

Based on our detailed review and analysis, this route:

- **Does not meet the travel time saving standard** of at least 15% faster than the local bus.
- Average stop spacing is approximately 900 metres.
- Stop activity is generally high and evenly spread across the corridor. There are only a few stops below activity threshold.
- Provides important connections to Line 1 Yonge-University at Finch West Station, Line 5 Eglinton at Keelesdale Station, and Line 2 Bloor-Danforth at Keele Station.
- Provides important connections to several east-west routes along the corridor.

Stops proposed for removal

We propose **removing 1 stop pair and 1 southbound stop (3 stops in total)** for this route:

1. **Keele St at Donald Ave** (both northbound and southbound stops)
2. **Weston Rd at Avon Cr** (southbound stop only)

Important reminder: While these stops are proposed to be removed from the express route, they will continue to be served by the local counterpart route.



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944 Kipling South Express
Proposed stop changes

About the route

944 Kipling South Express has 8 northbound stops and 8 southbound stops along its entire route between Kipling Station and Colonel Samuel Smith Park Drive Loop.

Its local counterpart route is 44 Kipling South.

Analysis outcome

Based on our detailed review and analysis, this route:

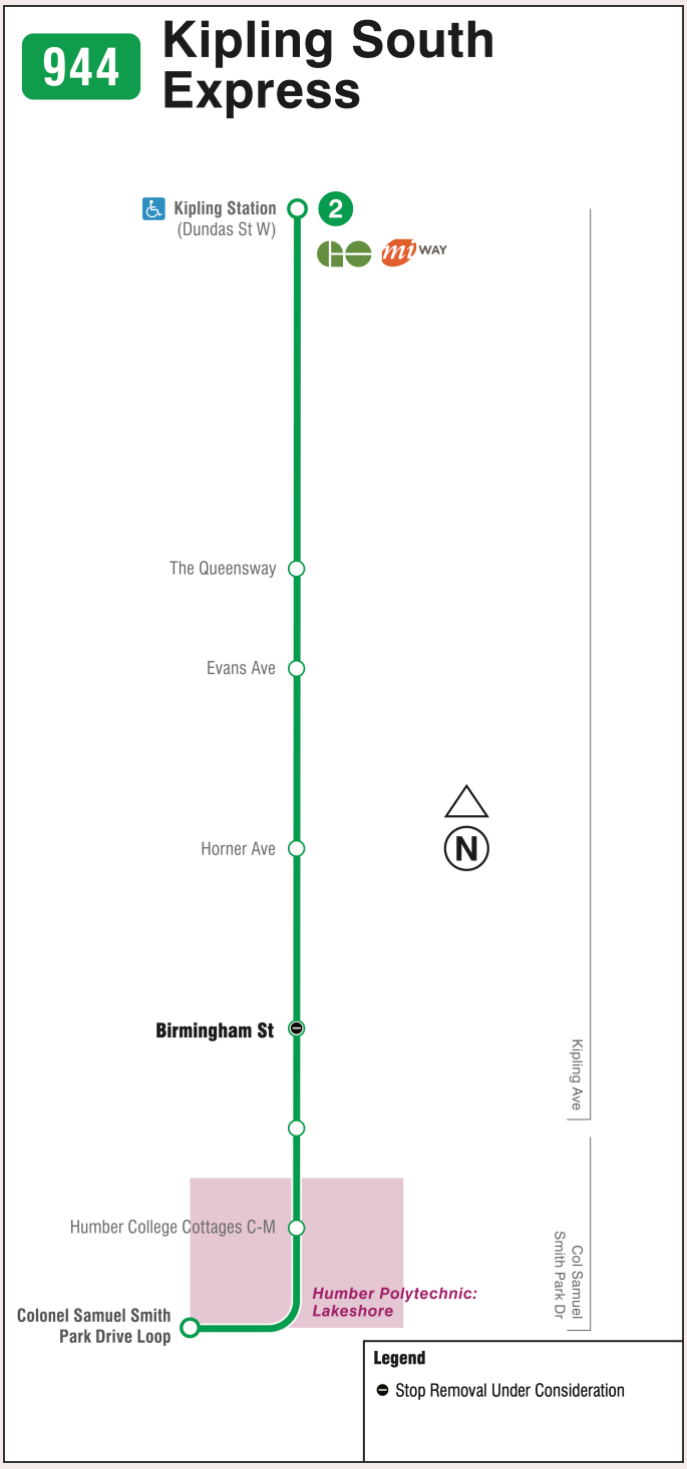
- **Does not meet the travel time saving standard** of at least 15% faster than the local bus.
- Average stop spacing is approximately 860 metres.
- Stop activity is below the threshold across the majority of the corridor. With high activity at Kipling Station, on Lakeshore Blvd West, and around the Humber Polytechnic Lakeshore Campus.
- Provides important connections to Line 2 Bloor-Danforth at Kipling Station, to GO Transit, and several connections to east-west routes.
- Most stops are located at a unique transfer point or trip generator.

Stops proposed for removal

We propose **removing 1 stop pair (2 stops in total)** for this route:

1. **Kipling Ave at Birmingham St** (both northbound and southbound stops)

Important reminder: While these stops are proposed to be removed from the express route, they will continue to be served by the local counterpart route.



945 Kipling Express
Proposed stop changes

About the route

945 Kipling Express has 26 northbound stops and 26 southbound stops along its entire route between Kipling Ave at Steeles Ave West and Kipling Station.

Its local counterpart route is 45 Kipling.

Analysis outcome

Based on our detailed review and analysis, this route:

- **Does not meet the travel time saving standard** of at least 15% faster than the local bus.
- Operates as a local service from Belfield Rd to Steeles Ave West.
- Average stop spacing on express portion (Belfield Rd to Kipling Station) is approximately 1.3 kilometres.
- Average stop spacing on local portion (Belfield Rd to Steeles Ave West) is approximately 450 metres.
- Stop activity is evenly spread across the route, with busier activity located south at Kipling Station and Dixon Rd.
- Provides an important connection to Line 6 Finch West at Mount Olive Station, and Line 2 Bloor-Danforth at Kipling Station. Additional connections to GO Transit are available along the corridor.

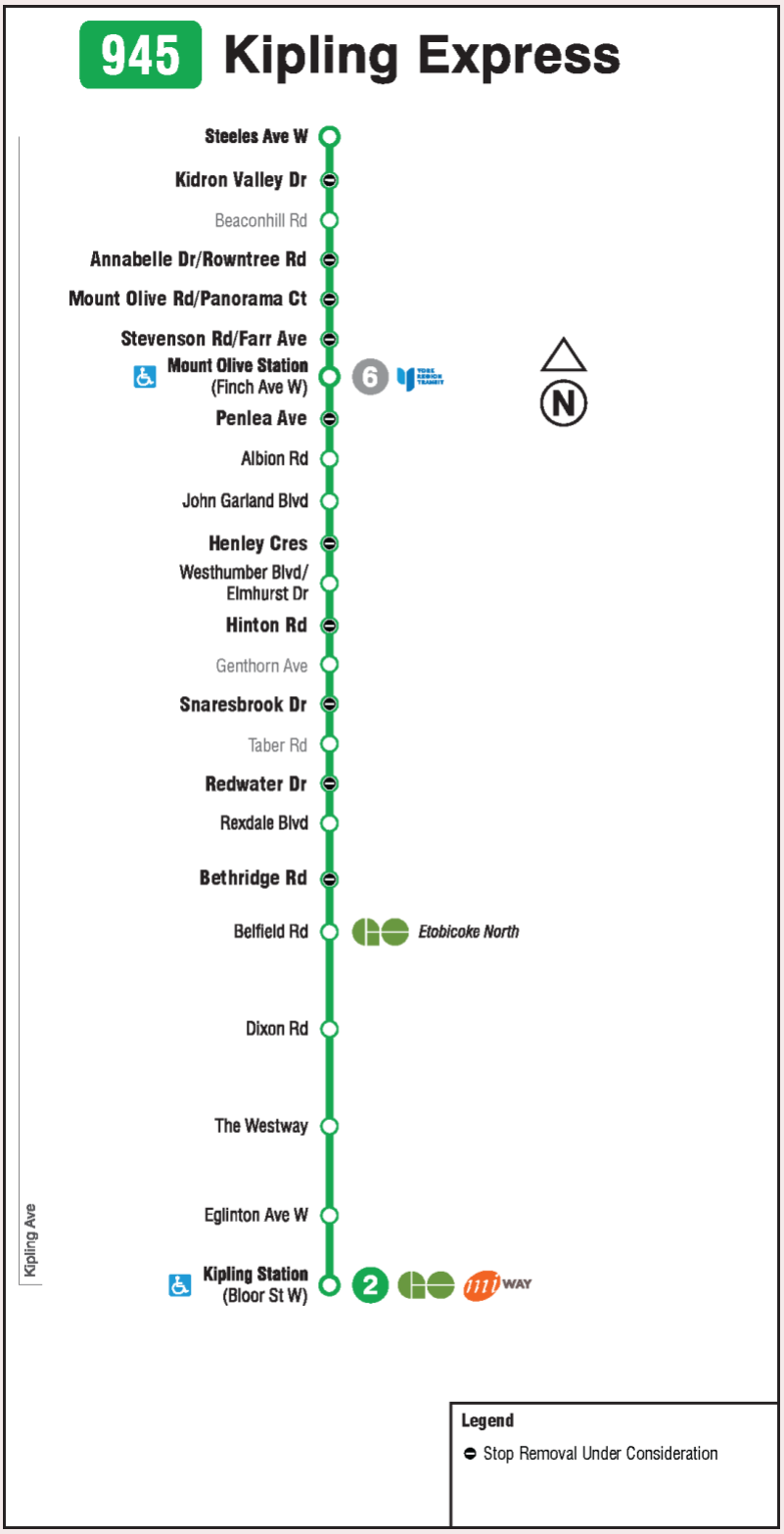
Stops proposed for removal

We propose **removing 10 stop pairs (20 stops in total)** for this route:

1. **Kipling Ave at Kidron Valley Dr** (both northbound and southbound stops)
2. **Kipling Ave at Annabelle Dr/Rowntree Rd** (both northbound and southbound stops)
3. **Kipling Ave at Mount Olive Dr/Panorama CT** (both northbound and southbound stops)
4. **Kipling Ave at Stevenson Rd/Farr Ave** (both northbound and southbound stops)
5. **Kipling Ave at Penlea Ave** (both northbound and southbound stops)
6. **Kipling Ave at Henley Crescent** (both northbound and southbound stops)
7. **Kipling Ave at Hinton Rd** (both northbound and southbound stops)
8. **Kipling Ave at Snaresbrook Dr** (both northbound and southbound stops)
9. **Kipling Ave at Redwater Dr** (both northbound and southbound stops)
10. **Kipling Ave at Bethride Rd** (both northbound and southbound stops)

Important reminder: While these stops are proposed to be removed from the express route, they will continue to be served by the local counterpart route.

945 Kipling Express – map



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952 Lawrence West Express
Proposed stop changes

About the route

952 Lawrence West Express has 21 eastbound stops and 21 westbound stops along its entire route between Terminal 3, Toronto Pearson International Airport, and Lawrence Station.

Its local counterpart route is 52 Lawrence West.

Analysis outcome

Based on our detailed review and analysis, this route:

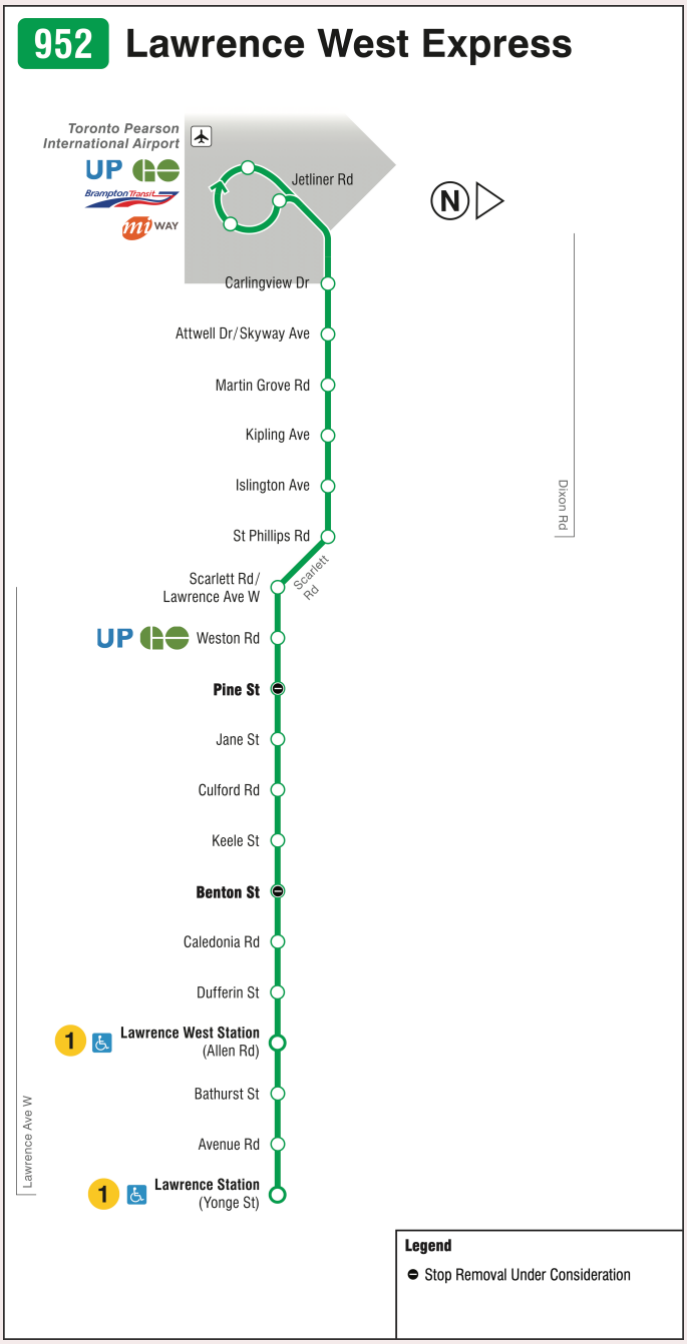
- **Does not meet the travel time saving standard** of at least 15% faster than the local bus.
- Average stop spacing is approximately 1 kilometre.
- Stop activity is higher on the eastern portion of the route, east of Caledonia Rd. Many stops west of Caledonia Rd fall below activity threshold.
- Provides important connections to Line 1 Yonge-University at Lawrence West Station and Lawrence Station.
- Additional connections to GO Transit are available along the corridor.
- Provides important connections to many north-south routes. Many stops offer unique connections or trip generators.

Stops proposed for removal

We propose **removing 2 stop pairs (4 stops in total)** for this route:

1. **Lawrence Ave West at Benton St** (both eastbound and westbound stops)
2. **Lawrence Ave West at Pine St** (both eastbound and westbound stops)

Important reminder: While these stops are proposed to be removed from the express route, they will continue to be served by the local counterpart route.



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953 Steeles East Express
Proposed stop changes

About the route

953 Steeles East Express has 37 eastbound stops and 39 westbound stops along its entire route between Finch Station and Staines Rd.

Its local counterpart route is 53 Steeles East.

Analysis outcome

Based on our detailed review and analysis, this route:

- **Does not meet the travel time saving standard** of at least 15% faster than the local bus.
- Operates as a local service from McCowan Rd to Morningside Ave at Staines Rd.
- Included as part of the 2027 ANP routing proposal to terminate at Morningside Ave (Amazon Fulfillment Centre).
- Local 53A Steeles East route would provide service east of Morningside Ave in all time periods on weekdays and weekends.
- Average stop spacing on express portion (Finch Station to McCowan Rd) is approximately 1 kilometre.
- Average stop spacing on local portion (McCowan Rd to Amazon Fulfillment Centre) is approximately 350 metres.
- Stop activity is generally higher on the express portion of the route, and significantly decreases east of McCowan Rd.
- Provides an important connection to Line 1 Yonge-University at Finch Station, several north-south routes, and GO Transit along the corridor.

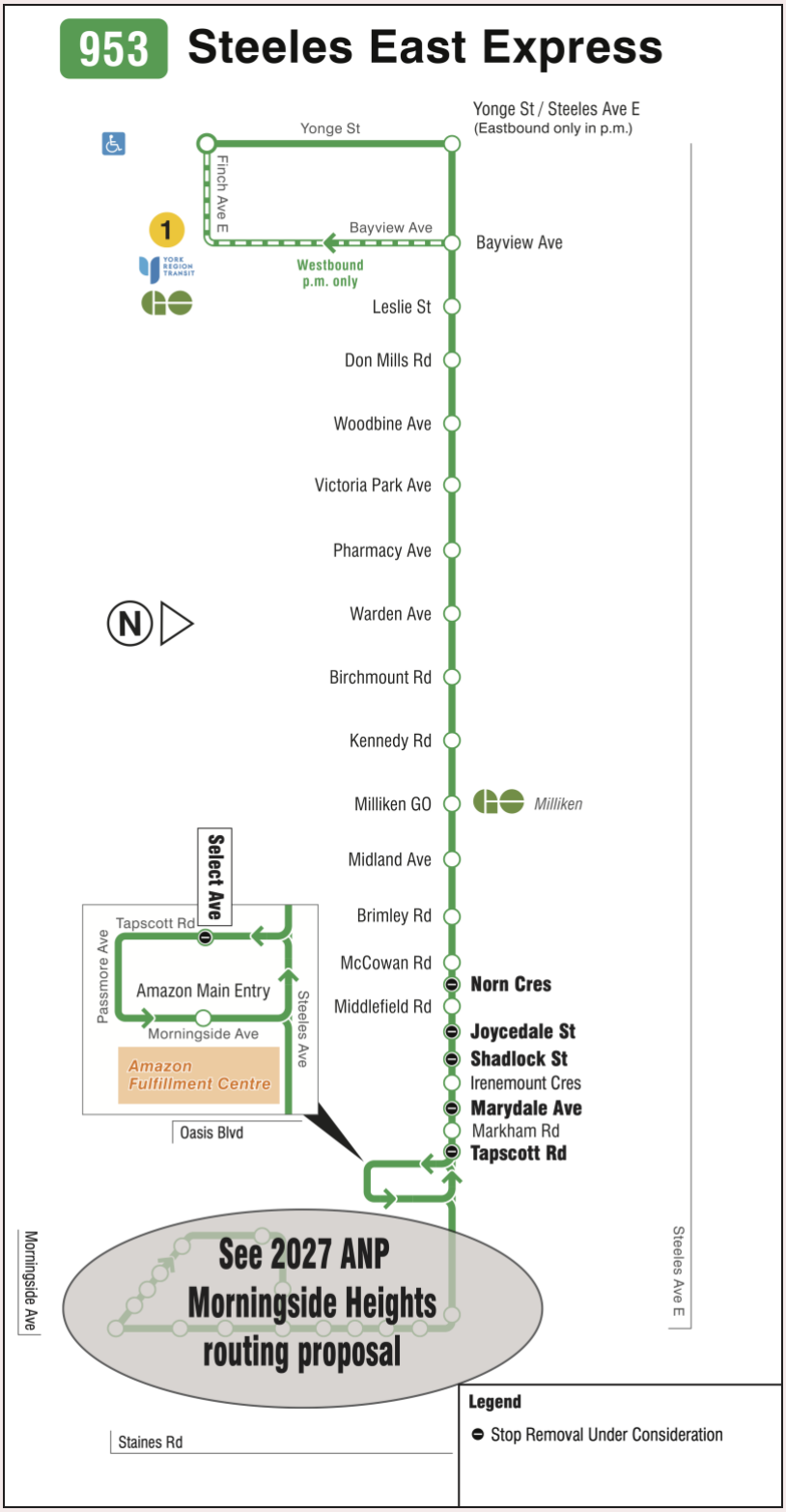
Stops proposed for removal

We propose **removing 5 stop pairs and 1 eastbound stop (11 stops in total)** for this route:

1. **Tapscott Rd at Select Ave** (both eastbound and westbound stops)
2. **Steeles Ave East at Tapscott Rd** (eastbound stop only)
3. **Steeles Ave East at Marydale Ave** (both eastbound and westbound stops)
4. **Steeles Ave East at Shadlock St** (both eastbound and westbound stops)
5. **Steeles Ave East at Walkway to Joycedale St/5671 Steeles Ave East** (both eastbound and westbound stops)
6. **Steeles Ave East at Walkway to Norn Cres** (both eastbound and westbound stops)

Important reminder: While these stops are proposed to be removed from the express route, they will continue to be served by the local counterpart route.

953 Steeles East Express – map



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954 Lawrence East Express
Proposed stop changes

About the route

954 Lawrence East Express has 38 eastbound stops and 38 westbound stops along its entire route between Don Valley Station and Starspray Loop.

Its local counterpart route is 54 Lawrence East.

Please note that the new routing extension associated with the Line 5 Surface Network Plan was not included as part of this review. The new routing portion operating between Don Valley Station and Lawrence Ave East at Kennedy Rd will be reviewed at a later date.

Analysis outcome

Based on our detailed review and analysis, this route:

- **Does not meet the travel time saving standard** of at least 15% faster than the local bus.
- Operates as a local service from Kingston Rd to Starspray Loop.
- Average stop spacing on express portion (Don Valley Station to Kingston Rd) is approximately 830 metres. From Kennedy Rd to Kingston Rd the stop spacing is approximately 715 metres.
- Average stop spacing on local portion (Kingston Rd to Starspray Loop) is approximately 330 metres.
- Stop activity is generally higher on the express portion of the route and significantly decreases east of Kingston Rd with many stops below stop activity threshold.
- Provides an important connection to Line 5 Eglinton at Don Valley Station and several north-south routes on the express portion of the route.

Stops proposed for removal

We propose **removing 13 stop pairs and 1 eastbound stop (27 stops in total)** for this route. 23 of those stops are located on the local service portion of the route:

1. **Lawrence Ave East at Greencrest Circuit/Greenholm Circuit** (both eastbound and westbound stops)
2. **Lawrence Ave East at Fortune Gate** (both eastbound and westbound stops)
3. **Lawrence Ave East at Ling Rd/Collingsgrove Rd** (both eastbound and westbound stops)
4. **Lawrence Ave East at Homestead Rd/West Hill Dr** (both eastbound and westbound stops)
5. **Lawrence Ave East Valia Rd/Fern Meadow Rd** (both eastbound and westbound stops)
6. **Lawrence Ave East at Megan Ave** (eastbound stop)
7. **Lawrence Ave East at Morning Dew Rd/Flerimac Rd** (both eastbound and westbound stops)
8. **Lawrence Ave East at Bennett Rd** (both eastbound and westbound stops)
9. **Lawrence Ave East at Meadowvale Rd** (both eastbound and westbound stops)
10. **Lawrence Ave East at Paulander Ave at Goldberry Sq** (both eastbound and westbound stops)
11. **Lawrence Ave East at Cherryhill Ave at Bathgate Dr** (both eastbound and westbound stops)
12. **Lawrence Ave East at Centennial Rd** (both eastbound and westbound stops)
13. **Lawrence Ave East at Stotts Terrace** (both eastbound and westbound stops)
14. **Lawrence Ave East at Walkway to Ridgewood Rd** (both eastbound and westbound stops)

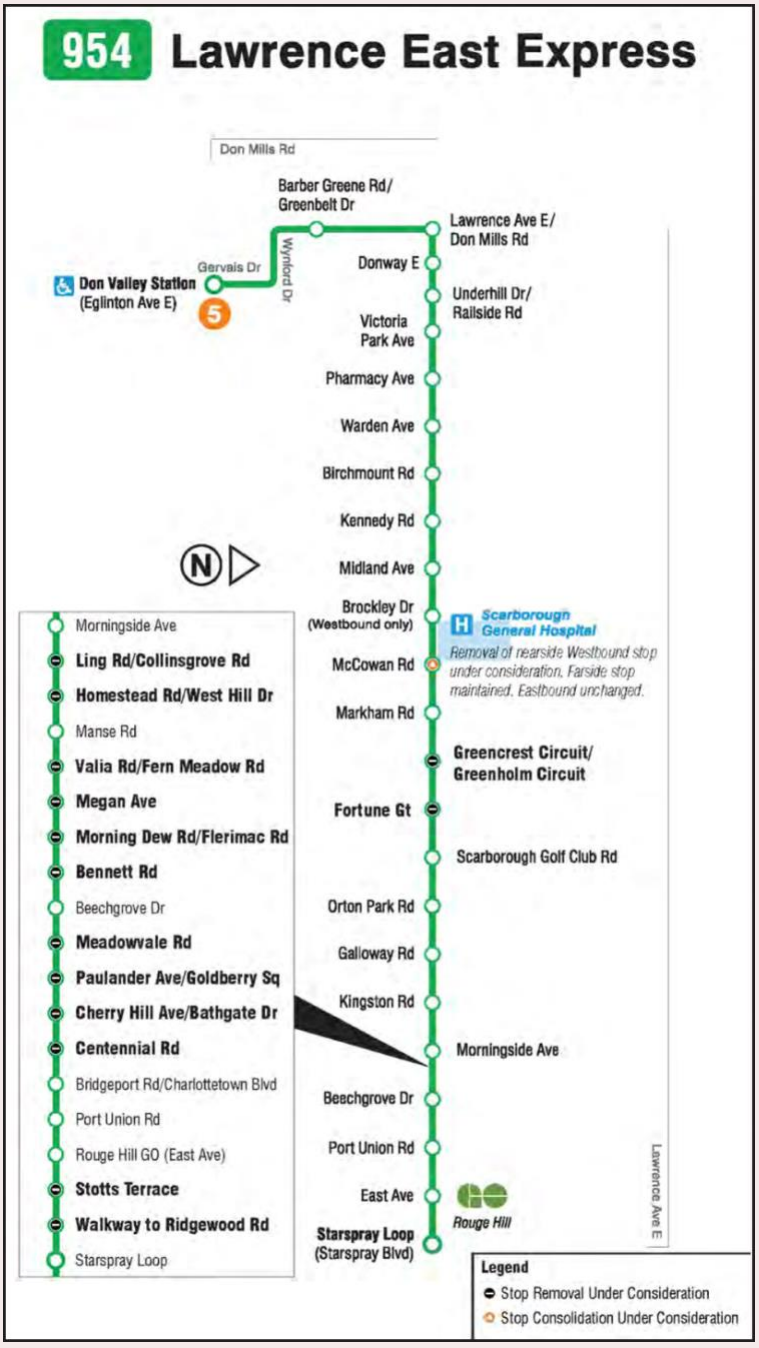
Stops proposed for consolidation

Some intersections currently have multiple bus stops in the same direction. Stop consolidation means keeping one stop at the intersection and removing nearby or redundant stops.

We propose consolidating these stops at this intersection:

- **Lawrence Ave East at McCowan Rd westbound** - nearside stop removed, farside stop maintained.

Important reminder: While these stops are proposed to be removed from the express route, they will continue to be served by the local counterpart route.



960 Steeles West Express
Proposed stop changes

About the route

960 Steeles West Express has 41 eastbound stops and 42 westbound stops along its entire route between Highway 27 and Finch Station.

Its local counterpart routes are 60 Steeles West and 166 Toryork.

Analysis outcome

Based on our detailed review and analysis, this route:

- **Does not meet the travel time saving standard** of at least 15% faster than the local bus.
- Operates as a local service from Pioneer Village Station to Highway 27.
- Average stop spacing on express portion (Pioneer Village Station to Finch Station) is approximately 900 metres.
- Average stop spacing on local portion (Pioneer Village Station to Highway 27) is approximately 360 metres.
- Stop activity is mostly concentrated on the express service portion of the route, and at major intersections on the local portion only.
- Many stops on the local portion of the route have a majority of stops below activity threshold.
- Provides an important connection to Line 1 Yonge-University at Pioneer Village Station and Finch Station.
- Additional connections to GO Transit and YRT services are available along the route corridor.
- There is no consistent local service that operates on all time periods west of Pioneer Village Station. Any proposal will need corresponding local service that operates in all time periods.

Stops proposed for removal

We propose **removing 19 stop pairs and 2 westbound stops (40 stops in total)** for this route:

1. **22 Steinway Blvd** (westbound stop only)
2. **Steinway Blvd at Steeles Ave West** (westbound stop only)
3. **Steeles Ave West at Highway 27** (both eastbound and westbound stops)
4. **Steeles Ave West at 6807** (both eastbound and westbound stops)
5. **Steeles West at 6793-6823** (both eastbound and westbound stops)
6. **Steeles Ave West at Gihon Spring Dr** (both eastbound and westbound stops)
7. **Steeles Ave West at Walkway to Cathy Jean Cres/5010** (both eastbound and westbound stops)
8. **Steeles Ave West at Markbrook Lane** (both eastbound and westbound stops)
9. **Steeles Ave West at Plunkett Rd/Friuli Ct** (both eastbound and westbound stops)
10. **Steeles Ave West at Gaudaur** (both eastbound and westbound stops)
11. **Steeles Ave West at Turbine Dr** (both eastbound and westbound stops)
12. **Steeles Ave West at Klondike Dr** (both eastbound and westbound stops)
13. **Steeles Ave West at Irondale Dr/Pearce Rd** (both eastbound and westbound stops)
14. **Steeles Ave West at Rossdean Dr** (both eastbound and westbound stops)
15. **Steeles Ave West at 4545/3600** (both eastbound and westbound stops)
16. **Steeles Ave West at Peter Kaiser Gt/Adesso Dr** (both eastbound and westbound stops)
17. **Steeles Ave West at Murray Ross Pkwy** (both eastbound and westbound stops)
18. **Steeles Ave West at Northwest Gt** (both eastbound and westbound stops)

19. **Steeles Ave West at Petrolia Rd/Tandem Rd** (both eastbound and westbound stops)
20. **Steeles Ave West at Hidden Trail/Conley St** (both eastbound and westbound stops)
21. **Steeles Ave West at Carpenter Rd** (both eastbound and westbound stops)

Stops proposed for consolidation

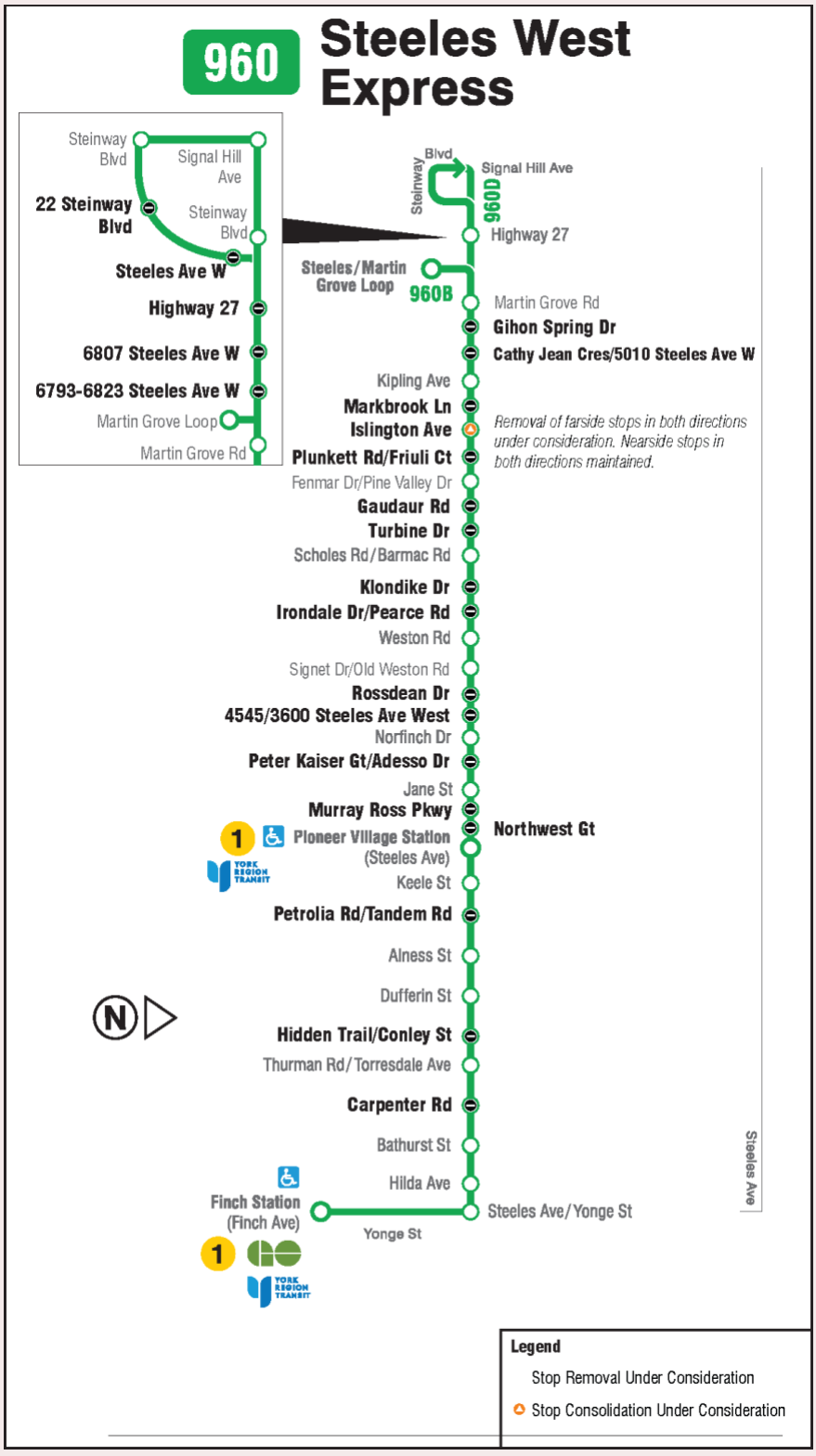
Some intersections currently have multiple bus stops in the same direction. Stop consolidation means keeping one stop at the intersection and removing nearby or redundant stops.

We propose consolidating these stops at this intersection:

- **Steeles Ave West at Islington Ave** - farside stops in both directions are under consideration for removal; nearside stops in both direction maintained.

Important reminder: While these stops are proposed to be removed from the express route, any change would be accompanied by the introduction of local service in all time periods to maintain local service coverage.

960 Steeles West Express – map



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968 Warden Express
Proposed stop changes

About the route

968 Warden Express has 12 eastbound stops and 12 westbound stops along its entire route between Warden Station and Steeles Ave East.

Its local counterpart route is 68 Warden.

Analysis outcome

Based on our detailed review and analysis, this route:

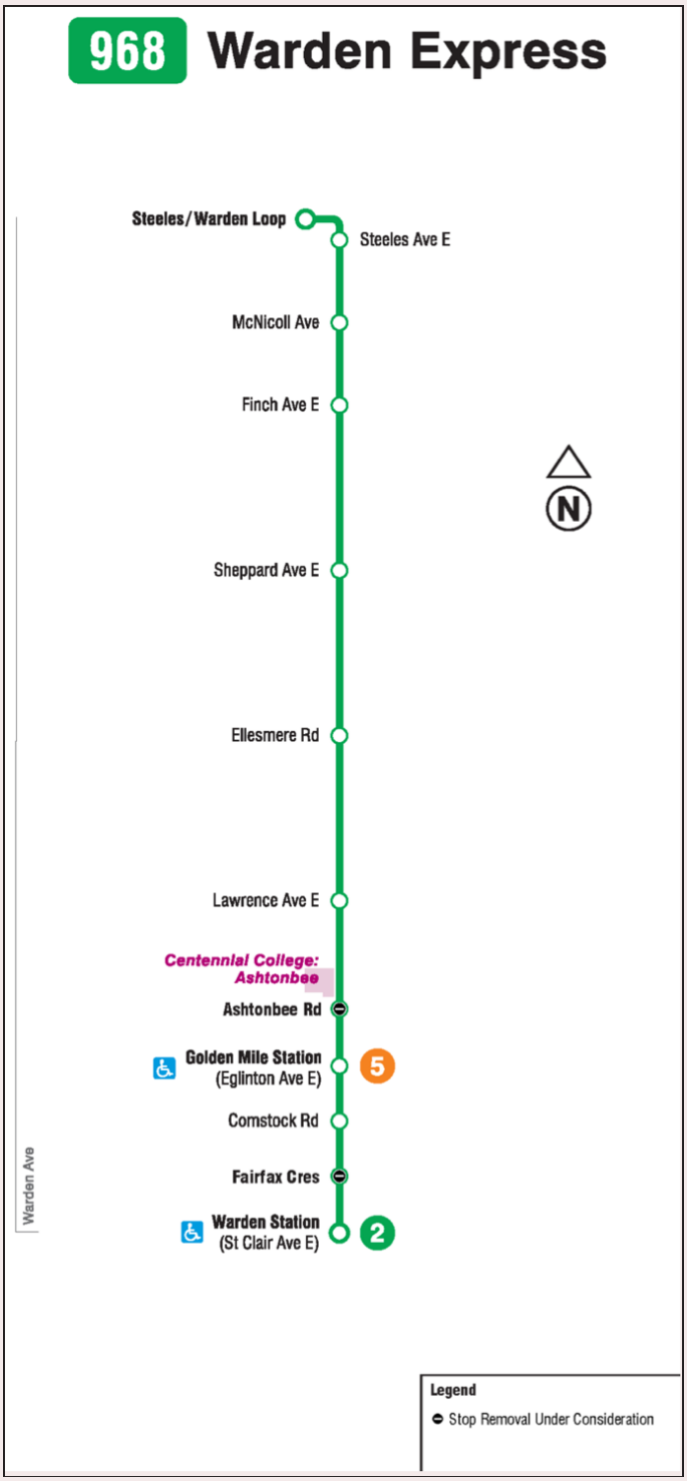
- **Does meet the travel time saving standard** of at least 15% faster than the local bus.
- Average stop spacing is approximately 1.2 kilometres.
- Stop activity is concentrated at Warden Station and at key intersections at Finch Ave East, Sheppard Ave East, and Lawrence Ave East.
- Provides important connections to Line 2 Bloor-Danforth at Warden Station.

Stops proposed for removal

We propose **removing 2 stop pairs (4 stops in total)** for this route:

1. **Warden Ave at Fairfax Cres** (both northbound and southbound stops)
2. **Warden Ave at Ashtonbee Rd** (both northbound and southbound stops)

Important reminder: While these stops are proposed to be removed from the express route, they will continue to be served by the local counterpart route.



984 Sheppard West Express
Proposed stop changes

About the route

984 Sheppard West Express has 13 eastbound stops and 14 westbound stops along its entire route between Weston Rd and Sheppard-Yonge Station.

Its local counterpart route is 84 Sheppard West.

Analysis outcome

Based on our detailed review and analysis, this route:

- **Does not meet the travel time saving standard** of at least 15% faster than the local bus.
- Average stop spacing is approximately 1 kilometre.
- Numerous stops along the route with stop activity below threshold.
- Provides important connections to Line 1 Yonge-University at Downsview Park Station, Sheppard West Station, and Sheppard-Yonge Station. Additionally, it provides connections to important north-south routes along the corridor.

Stops proposed for removal

We propose **removing 2 stop pairs and 1 westbound stop (5 stops in total)** for this route:

1. **Sheppard Ave West at Weston Rd** (westbound stop only)
2. **Sheppard Ave West at Sentinel Rd** (both eastbound and westbound stops)
3. **Sheppard Ave West at Wilson Heights Blvd** (both eastbound and westbound stops)

Stops proposed for consolidation

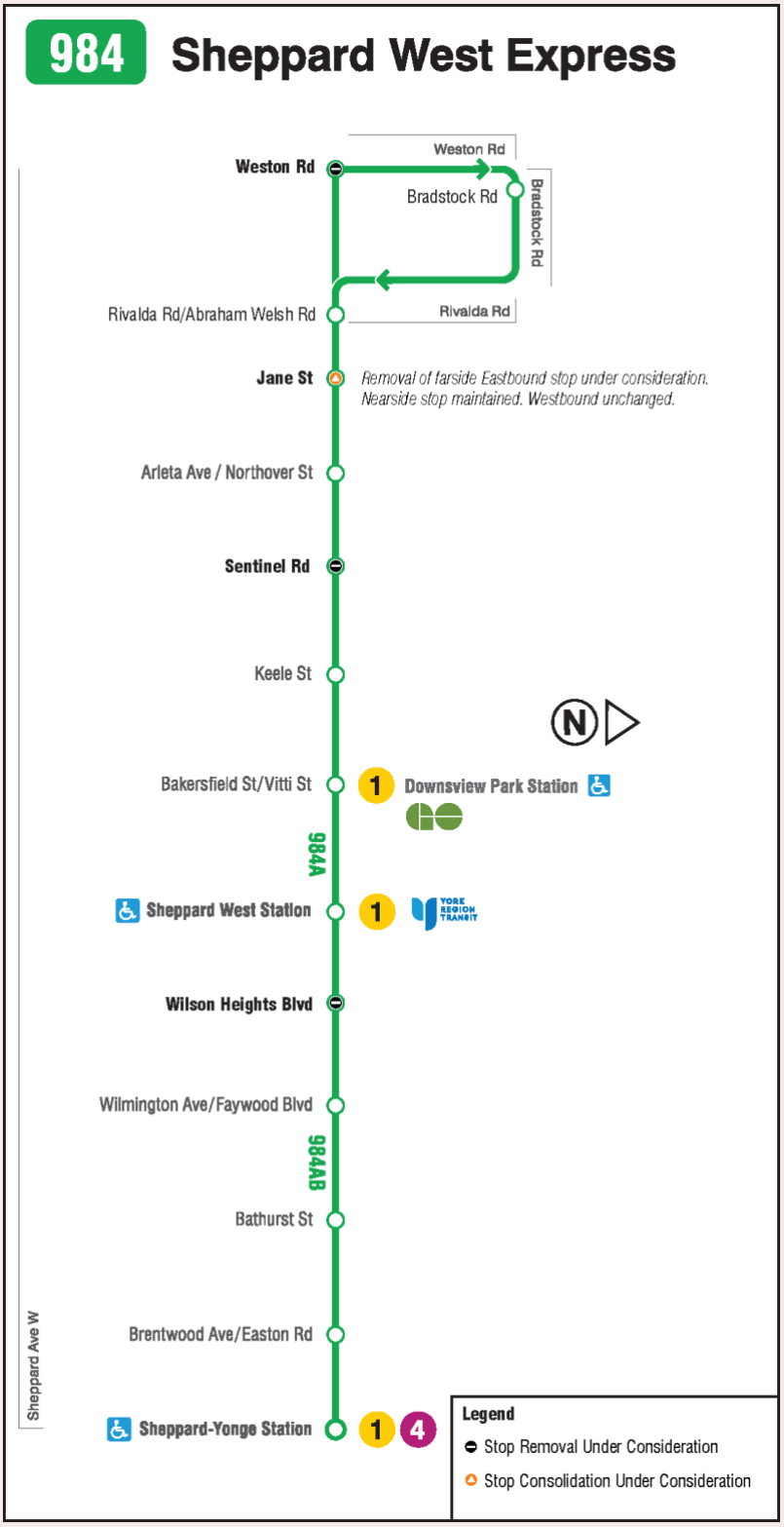
Some intersections currently have multiple bus stops in the same direction. Stop consolidation means keeping one stop at the intersection and removing nearby or redundant stops.

We propose consolidating these stops at this intersection:

- **Sheppard Ave West at Jane St eastbound** - farside stop removed, nearside stop maintained.

Important reminder: While these stops are proposed to be removed from the express route, they will continue to be served by the local counterpart route.

984 Sheppard West Express – map



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985 Sheppard East Express
Proposed stop changes

About the route

985 Sheppard East Express has 27 eastbound stops and 28 westbound stops along its entire route between Don Mills Station and Meadowvale Rd.

Its local counterpart route is 85 Sheppard East.

Analysis outcome

Based on our detailed review and analysis, this route:

- **Does not meet the travel time saving standard** of at least 15% faster than the local bus.
- Operates as a local service east of Morningside Ave to Meadowvale Rd.
- Average stop spacing on express portion (Don Mills Station to Morningside Ave) is approximately 690 metres.
- Average stop spacing on local portion (Morningside Ave to Meadowvale Rd) is approximately 300 metres.
- Stop activity is significantly higher on the express portion of the route and decreases east of Morningside Ave.
- All stops on local service portion fall below activity threshold.
- Provides an important connection to Line 4 Sheppard at Don Mills Station, with connections to GO Transit and several north-south routes along the corridor.

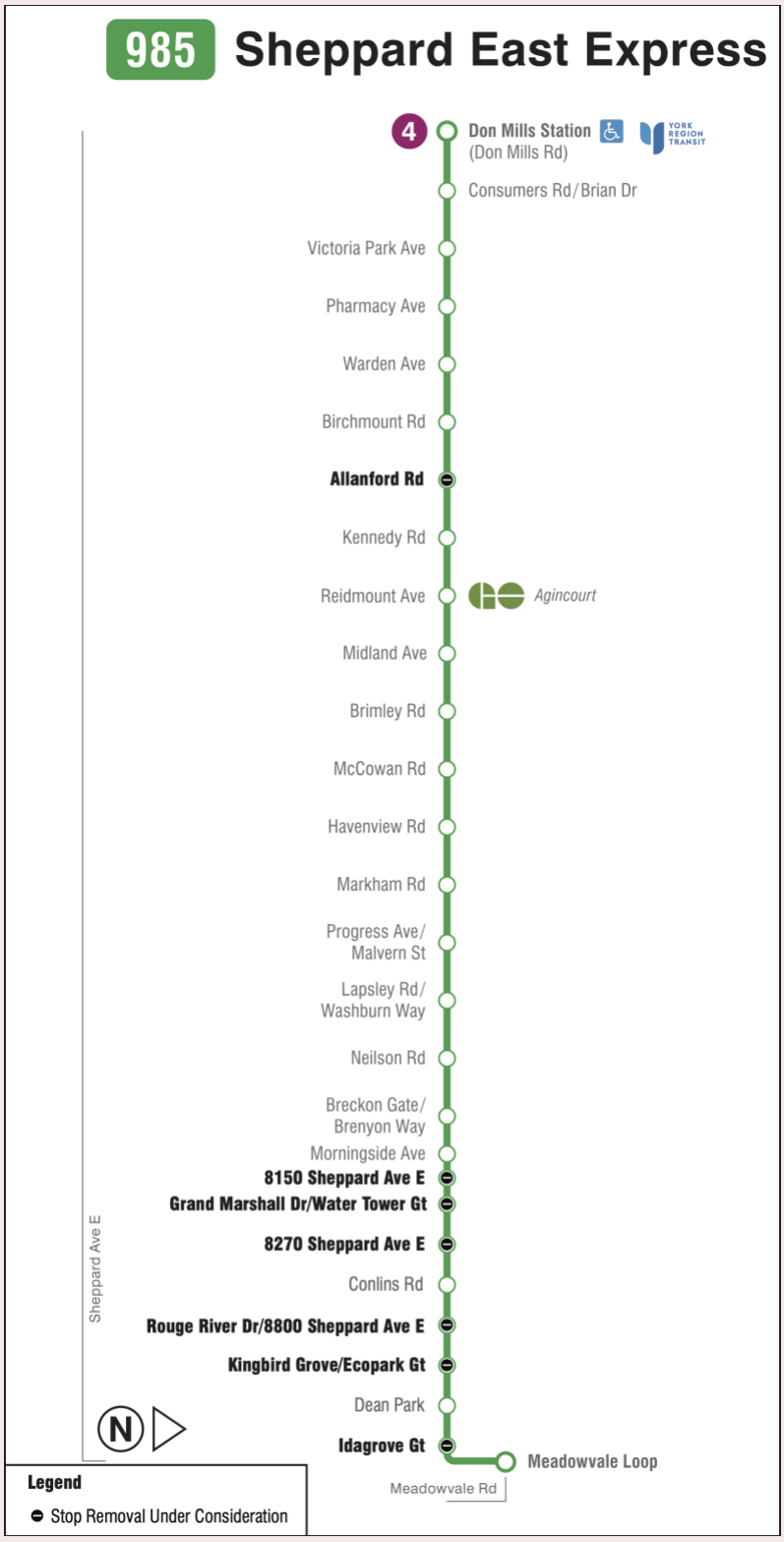
Stops proposed for removal

We propose **removing 6 stop pairs and 1 westbound stop (13 stops in total)** for this route:

1. **Sheppard Ave East at Allanford Rd** (both eastbound and westbound stops).
2. **Sheppard Ave East at 8150** (westbound stop only)
3. **Sheppard Ave East at Grand Marshall Dr/Water Tower Gt** (both eastbound and westbound stops)
4. **Sheppard Ave East at 8270** (both eastbound and westbound stops)
5. **Sheppard Ave East at Rouge River Dr/8800** (both eastbound and westbound stops)
6. **Sheppard Ave East at Kingbird Grove/Ecopark Gt** (both eastbound and westbound stops)
7. **Sheppard Ave East at Idagrove Gt** (both eastbound and westbound stops)

Important reminder: While these stops are proposed to be removed from the express route, they will continue to be served by the local counterpart route.

985 Sheppard East Express – map



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986 Scarborough Express
Proposed stop changes

About the route

986 Scarborough Express has 20 eastbound and 20 westbound stops along its entire route between Kennedy Station and Sheppard Ave E.

Its local counterpart route is 86 Scarborough.

Analysis outcome

Based on our detailed review and analysis, this route:

- **Does not meet the travel time saving standard** of at least 15% faster than the local bus.
- Operates as a local service between Sheppard Ave East and Celeste Dr.
- Stop spacing on express portion is approximately 4.3 kilometres.
- Average stop spacing on local portion (Sheppard Ave East at Celeste Dr) is approximately 440 metres.
- Most stops are below activity threshold except for major intersections and start and end points of route.
- Provides an important connection to Line 2 Bloor-Danforth and Line 5 Eglinton at Kennedy Station. Additional connections to GO Transit are available along the route.

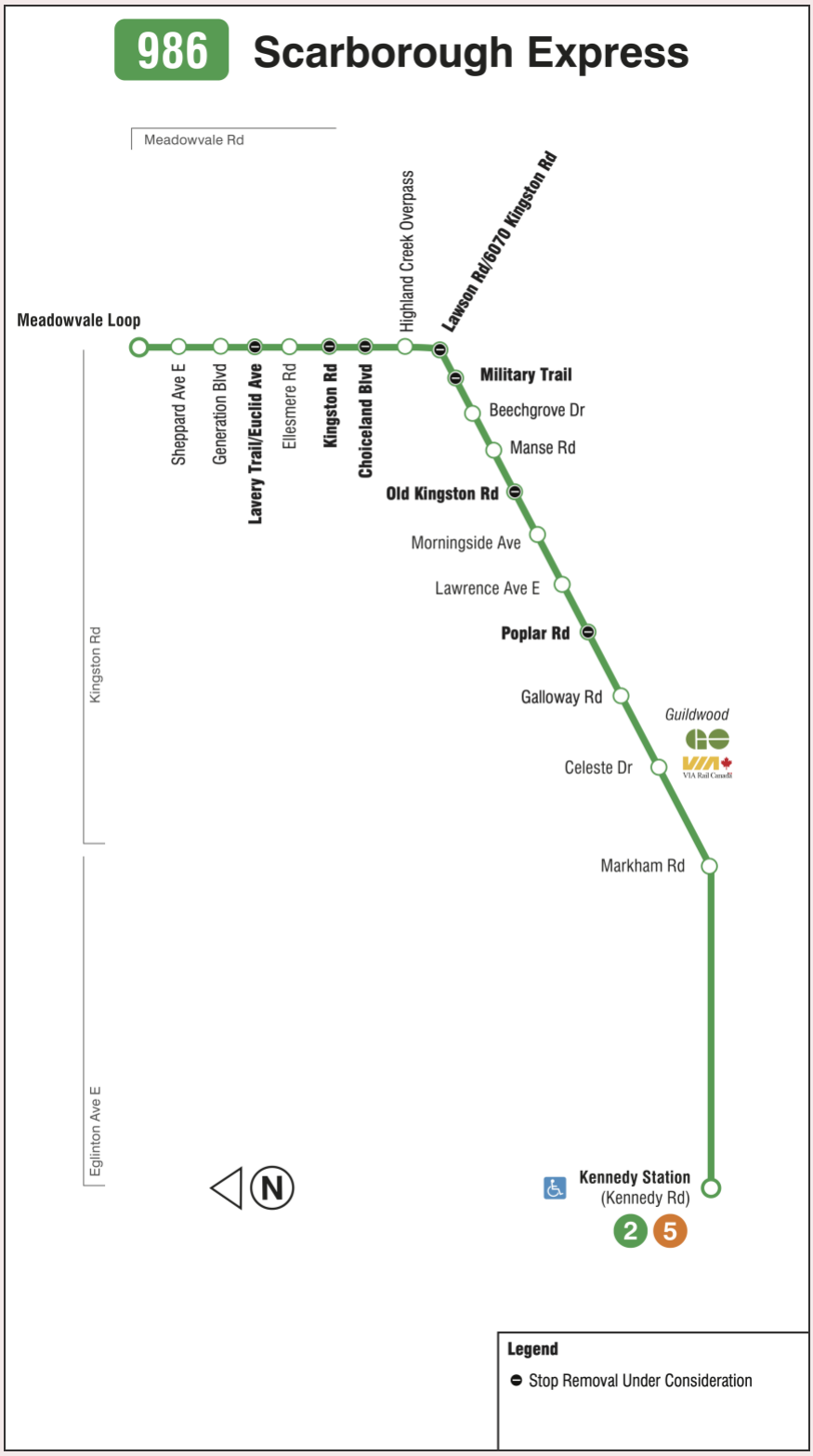
Stops proposed for removal

We propose **removing 7 stop pairs (14 stops in total)** for this route:

1. **Meadowvale Rd at Lavery Trail/Euclid Ave** (both eastbound and westbound stops)
2. **Meadowvale Rd at Kingston Rd** (both eastbound and westbound stops)
3. **Kingston Rd at Choiceland Rd** (both eastbound and westbound stops)
4. **Lawson Rd at Highway 2a Overpass/Kingston Rd at 6070** (both eastbound and westbound stops)
5. **Kingston Rd at Military Trail** (both eastbound and westbound stops)
6. **Kingston Rd at Old Kingston Rd** (both eastbound and westbound stops)
7. **Kingston Rd at Poplar Rd** (both eastbound and westbound stops)

Important reminder: While these stops are proposed to be removed from the express route, they will continue to be served by the local counterpart route.

986 Scarborough Express – map



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989 Weston Express
Proposed stop changes

About the route

989 Weston Express has 20 northbound stops and 20 southbound stops along its entire route between Steeles Ave West and Keele Station.

Its local counterpart route is 89 Weston.

Please note the new routing extension associated with the Line 5 Surface Network Plan was not included as part of this review. The new routing portion serving Mount Dennis Station via Photography Dr, Keelesdale Rd, Eglinton Ave West, and Black Creek Dr will be reviewed at a later date.

Analysis outcome

Based on our detailed review and analysis, this route:

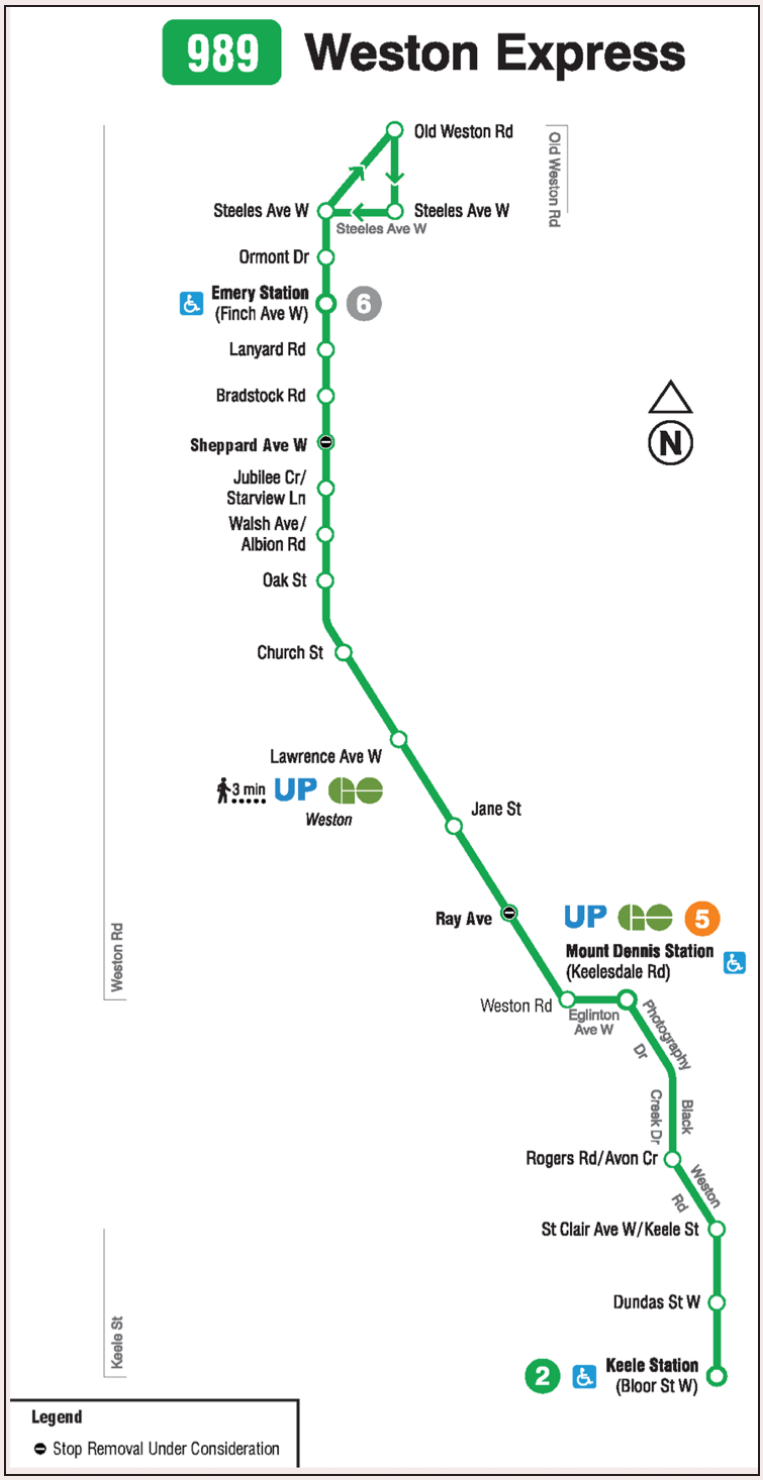
- **Does not meet the travel time saving standard** of at least 15% faster than the local bus.
- Average stop spacing is approximately 870 metres.
- Stop activity is generally evenly distributed across the route.

Stops proposed for removal

We propose **removing 2 stop pairs (4 stops in total)** for this route:

1. **Weston Rd at Ray Ave** (both northbound and southbound stops)
2. **Weston Rd at Sheppard Ave W** (both northbound and southbound stops)

Important reminder: While these stops are proposed to be removed from the express route, they will continue to be served by the local counterpart route.



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995 York Mills Express
Proposed stop changes

About the route

995 York Mills Express has 24 eastbound stops and 26 westbound stops along its entire route between York Mills Station and University of Toronto Scarborough Campus.

Its local counterpart route is 95 York Mills.

Analysis outcome

Based on our detailed review and analysis, this route:

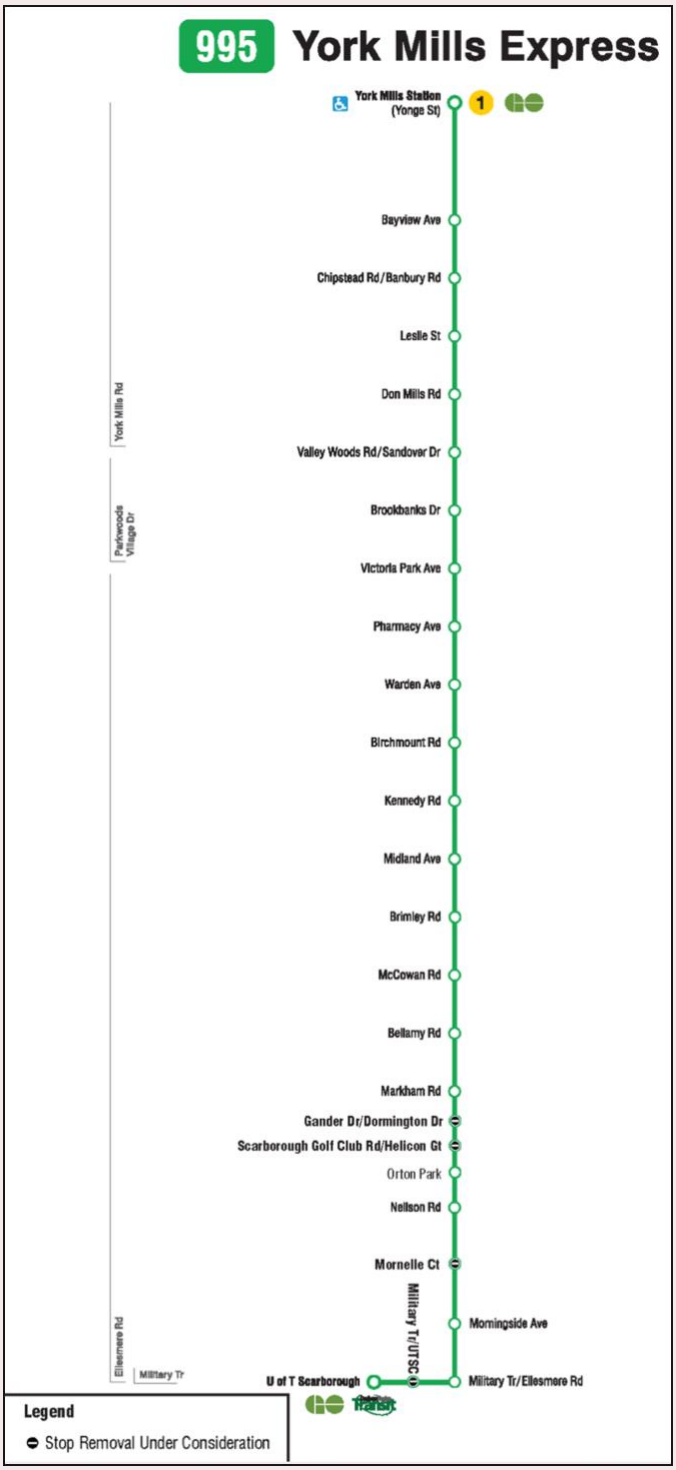
- **Does not meet the travel time saving standard** of at least 15% faster than the local bus.
- Average stop spacing is approximately 800 metres.
- Numerous stops along the route with stop activity below threshold, especially towards the eastern portion of the route.
- Provides an important connection to Line 1 Yonge-University at York Mills Station, and several north-south routes along the corridor.

Stops proposed for removal

We propose **removing 2 stop pairs and 2 westbound stops (6 stops in total)** for this route:

1. **Ellesmere Rd at Gander Dr/Dormington Dr** (both eastbound and westbound stops)
2. **Ellesmere Rd at Scarborough Golf Club Rd/Helicon Gt** (both eastbound and westbound stops)
3. **Ellesmere Rd at Mornelle Ct** (westbound stop only)
4. **Military Trail at U of T Scarborough** (westbound stop only)

Important reminder: While these stops are proposed to be removed from the express route, they will continue to be served by the local counterpart route.



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996 Wilson Express
Proposed stop changes

About the route

996 Wilson Express has 46 eastbound stops and 44 westbound stops along its entire route between Humberwood Blvd and Scarborough Centre Station.

Its local counterpart route is 96 Wilson.

Please note that the new routing extension associated with the Line 6 Surface Network Plan was not included as part of this review. The new routing portion operating between Humberwood Loop and Humber College Station will be reviewed at a later date.

Analysis outcome

Based on our detailed review and analysis, this route:

- **Does not meet the travel time saving standard** of at least 15% faster than the local bus.
- Stop spacing on express portion is approximately 950 metres.
- Numerous stops along the express portion of the corridor are below activity threshold.
- Provides important connections to Line 6 Finch West at Humber College Station, and Line 1 Yonge-University at Wilson Station and York Mills Station.

Additional connections to numerous north-south routes and GO Transit are available along the corridor.

Stops proposed for removal

We propose **removing 2 stop pairs (4 stops in total)** for this route:

1. **Wilson Ave at Dubray Ave** (both eastbound and westbound stops)
2. **Elmhurst St at Albion Rd** (both eastbound and westbound stops)

Stops proposed for consolidation

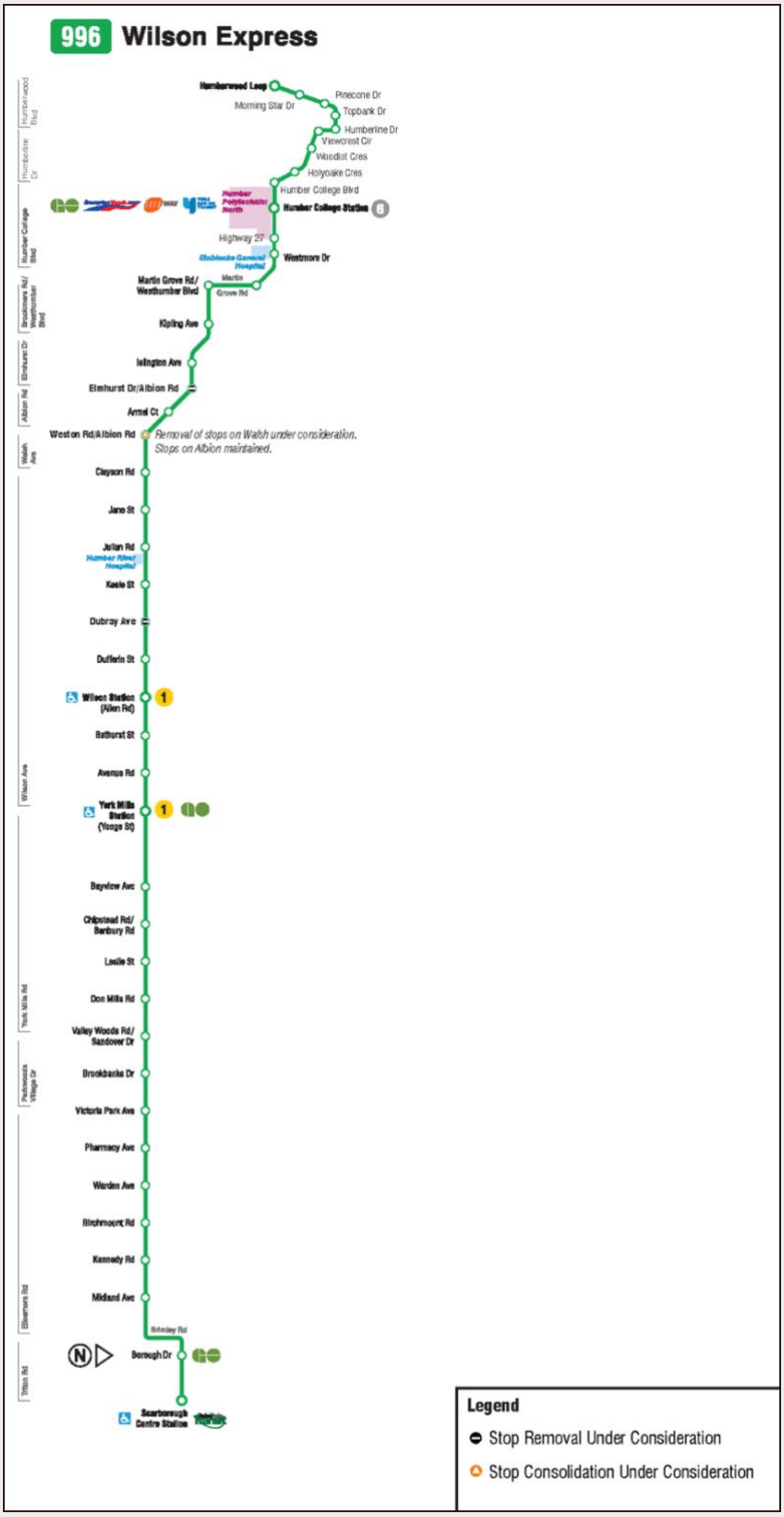
Some intersections currently have multiple bus stops in the same direction. Stop consolidation means keeping one stop at the intersection and removing nearby or redundant stops.

We propose consolidating these stops at this intersection:

- **Walsh Ave/Albion Rd at Weston Rd** - nearside eastbound and farside westbound stop removed (stops on Walsh Ave), farside eastbound and nearside westbound stop maintained (stops on Albion Rd).

Important reminder: While these stops are proposed to be removed from the express route, they will continue to be served by the local counterpart route.

996 Wilson Express – map



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Express routes with no proposed stop changes

There are no stop changes being proposed for 8 of the 28 express bus routes. These routes include:

1. **900 Airport Express**
2. **903 Kennedy Stn-Scarborough Express**
3. **905 Eglinton East Express**
4. **906 Airport-Humber College Express**
5. **927 Highway 27 Express**
6. **929 Dufferin Express**
7. **935 Jane Express**
8. **938 Highland Creek Express**

However, TTC wants to give participants an opportunity to provide feedback if these routes are of interest to them.

Morningside Heights
Proposed route changes

We are proposing changes to the following routes:

- 53A Steeles East
- 953 Steeles East Express
- 939C Finch Express

What are the current routes?

53A Steeles East operates from Monday to Friday during the midday and evening, and all day on Saturdays, Sundays, and holidays, between Finch Station and Staines Rd via Steeles Ave E.

953 Steeles East Express operates during weekday peak periods when the 53A is not operating, between Finch Station and Staines Rd via Steeles Ave E and the Amazon Fulfillment Centre on Morningside Ave.

939C Finch Express operates between Finch Station and Staines Rd/Nightstar Rd via Finch Avenue E.

What are the proposed changes?

- **Expand 53A Steeles East** service by operating all-day, every day.
- **Consolidate overlapping bus service between 953 Steeles East Express and 939C Finch Express by:**
  - **Removing 953 Steeles East Express** service on east of Morningside Ave (by the Amazon Fulfillment Centre) at Steeles Ave E. Which would mean 953 will no longer loop around Staines Rd, Morningside Ave, Oasis Blvd, and Seasons Dr.
  - **Extending 939C Finch Express** service on Morningside Ave, Seasons Dr, and Staines Rd, **and removing** service on Nightstar Rd and Mantis Rd.

Why the changes are proposed

The proposed changes would better align service levels with observed demand in this low-density residential area, where service availability currently varies throughout the weekday service period.

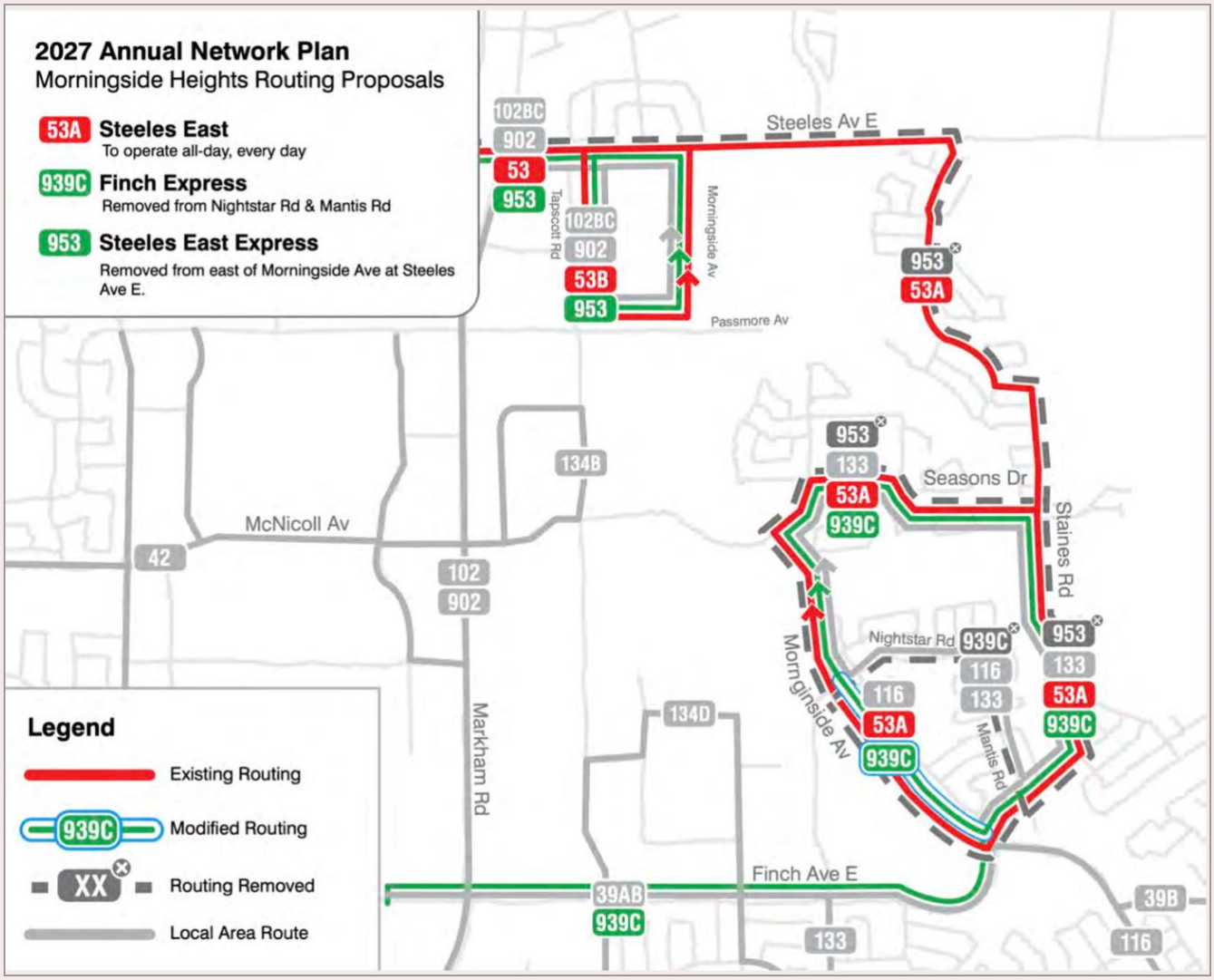
Additionally, it will help reduce the number of buses turning around on neighbourhood streets. The lack of bus loops and other transit facilities in the surrounding neighbourhood means this area serves as a location for on-street bus turnarounds.

What to expect

If implemented, these changes would:

- Provide more consistent, all-day service on 53A Steeles East.
- Better match bus service on all three routes with how many customers actually ride them.
- Simplify travel patterns in the Staines Rd-Morningside Ave loop area by consolidating overlapping coverage between 953 and 939C.
- Result in fewer buses needing to turn around on residential streets.
- Potentially result in a longer walk to reach an express stop for riders in the Nightstar Rd/Mantis Rd area.

Morningside Heights – map



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Black Creek
Proposed route changes

We are proposing changes to the following routes:

- 84C Sheppard West
- 99 Arrow Rd

What are the current routes?

84C Sheppard West operates during weekday peak periods from Sheppard-Yonge Station to Steeles Ave W via Arrow Rd, Signet Dr, to the area around Steeles Ave W and Highway 400 (Rossdean Dr and surrounding streets).

99 Arrow Rd operates on a circular route between the area of Jane St and Sheppard Ave W, and the area of Arrow Road and Finch Avenue W, in a clockwise direction.

What are the proposed changes?

- **Extend 84C Sheppard West** to Director Ct and remove routing on Steeles Ave W between Old Weston Rd and Director Ct to provide an improved operational end-of-line.
- **Extend 99 Arrow Rd** service to Sheppard West Station via Sheppard Ave W.

Why the changes are proposed

There are end-of-line operational issues when operating on Steeles Ave W due to truck traffic at Steeles Ave W and Rossdean Dr. By shifting layovers to Director Ct, operations will be more reliable and safer by mitigating conflicts with turning trucks on Steeles Ave W and Rossdean Dr.

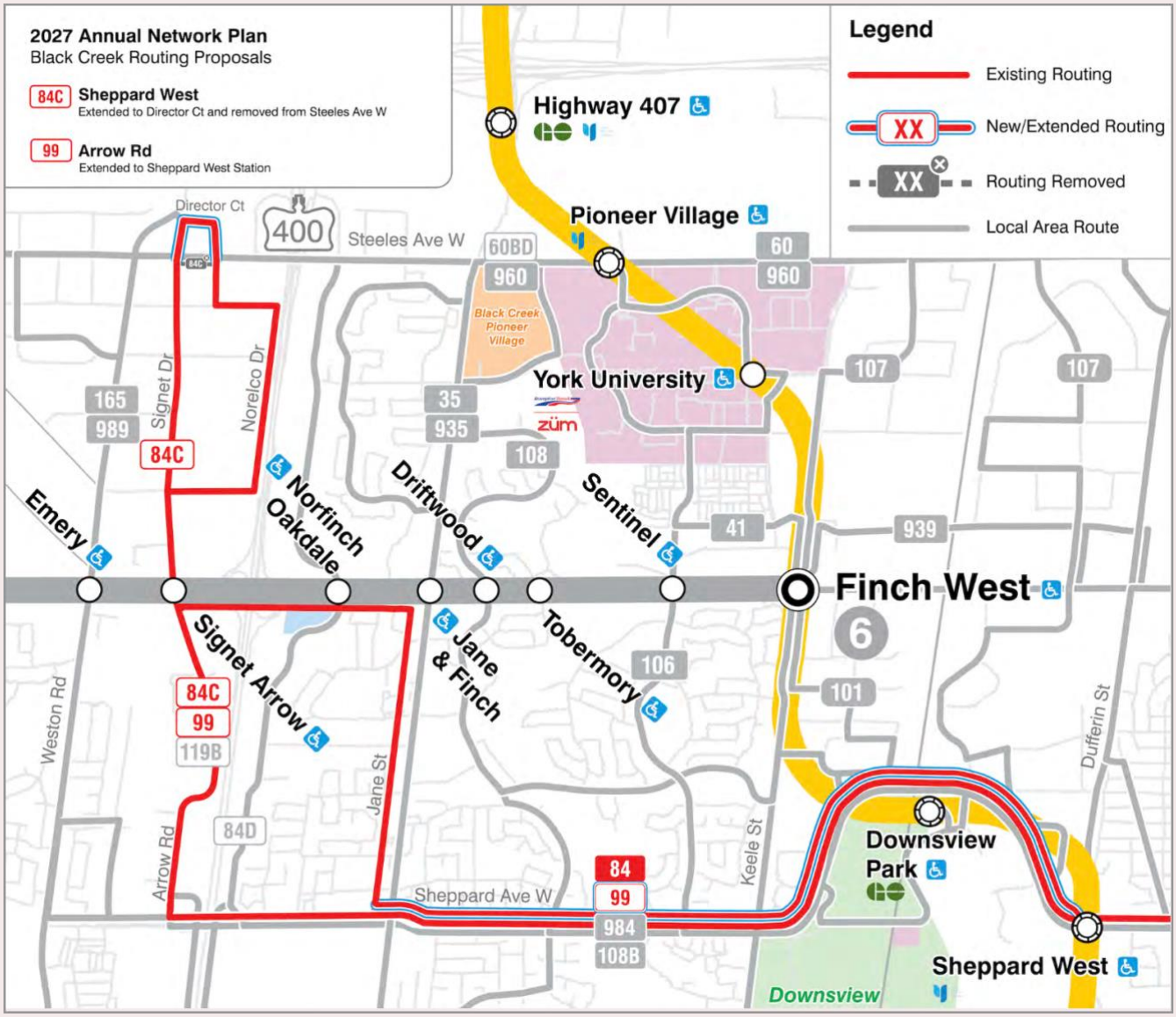
99 Arrow Rd is one of the most underutilized routes in the TTC network.

What to expect

If implemented, these changes would:

- Improve connections to rapid transit, major destinations and other transit routes.
- Enhance access to transit for existing and potential customers.
- Support increased ridership on 99 Arrow Rd.
- Improve safety and operations on 84C Sheppard West.
- Transfer may be required if travelling to Arrow Rd from Finch Ave W or Jane St on 99 Arrow Rd.

Black Creek – map



Dupont Corridor
Proposed route changes

We are proposing changes to:

- 26 Dupont

What is the proposed new route?

Create a new branch of 26 Dupont called the 26B Dupont. This branch would operate in the peak periods only from St George Station to Lansdowne Station via Dupont St and Lansdowne Ave, looping via Paton Rd and Wade Ave.

Why the changes are proposed

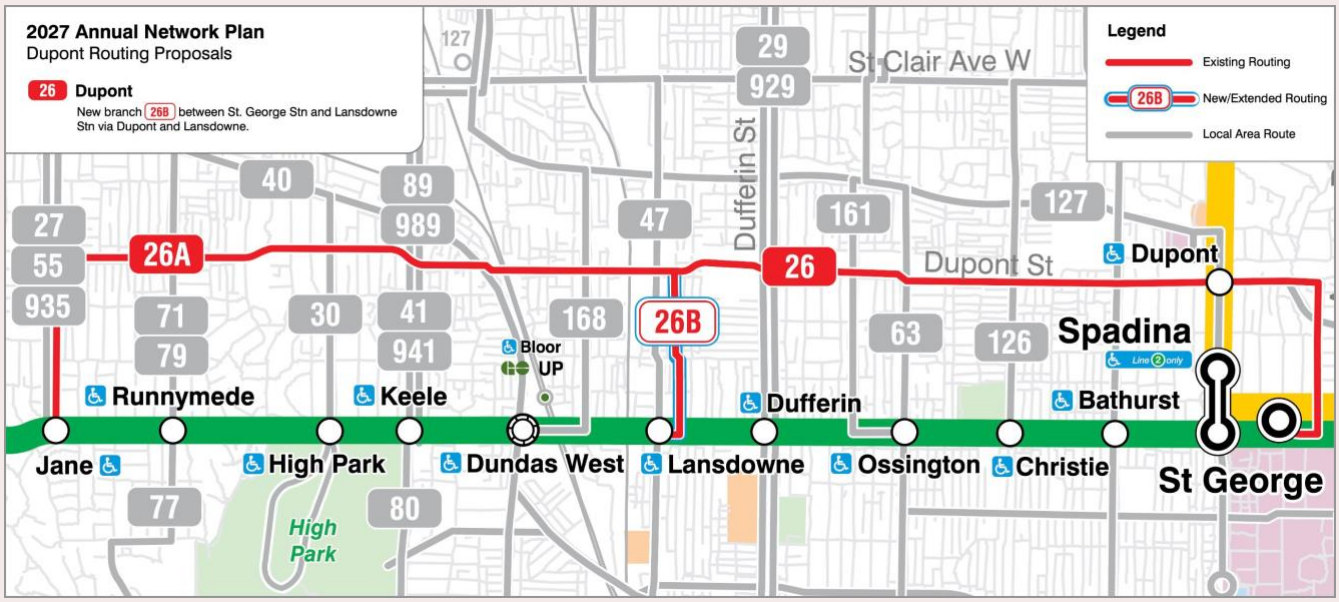
26 Dupont faces poor service frequency and service reliability. Population growth along the Dupont Corridor is concentrated between Spadina Rd and Lansdowne Ave, which is where customer demand is highest. Traffic congestion approaching the five-way intersection at Dundas St W is resulting in reliability issues.

A two-branch service will provide better frequency during peak hours between St. George Station and Dupont St at Lansdowne Ave, address population growth, and improve reliability.

What to expect

If implemented, these changes would:

- Improve frequency and reliability for customers.



Sherway Gardens
Proposed route changes

We are proposing changes to the following routes:

- 123 Sherway
- 143 Brown's Line *proposed new route

What are the current routes?

123 Sherway operates between Kipling Station, the Sherway Gardens shopping mall, and Long Branch Loop. It currently has four different branches, each with different spans of service and routings:

- 123B Sherway to Long Branch via Shorncliffe Rd and The East Mall
- 123C Sherway to Long Branch via Shorncliffe Rd and North Queen St
- 123D Sherway to Sherway Gardens via Shorncliffe Rd and The East Mall
- 123F Sherway to Sherway Gardens via The West Mall

What are the proposed changes?

- **Change 123 Sherway by:**
  - **Reinstating the 123A branch.** This branch would provide limited service (i.e., no late evening service Monday to Sunday) operating between Kipling Station and Sherway Gardens.
  - **Discontinuing 123B and 123D branches.** Note that the 123C branch operating to Long Branch via Shorncliffe Rd and North Queen St and the 123F operating to Sherway Gardens via The West Mall would remain.
- **Create a new 143 Brown's Line route** which would operate between Kipling Station and Long Branch loop via The East Mall and Brown's Line, bypassing Sherway Gardens. This would replace the service currently provided by the 123B and 123D branches along The East Mall.

Why the changes are proposed

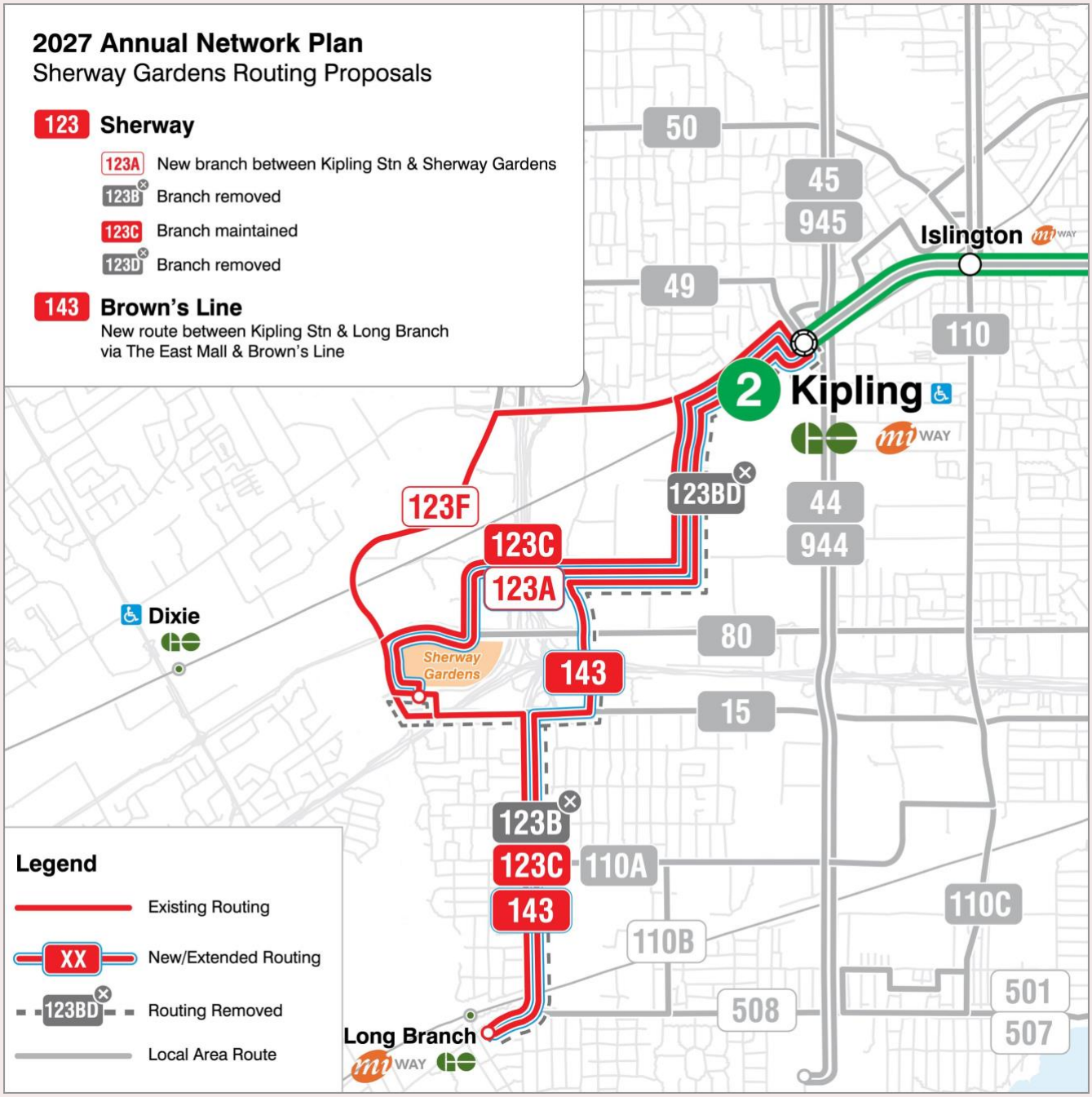
- Improve network connectivity.
- Improve access to shopping and residential areas.
- The four different branches of 123 Sherway have different spans of service and routings, which create confusing options for customers.
- The different branches of 123 Sherway have significantly different demand, resulting in crowded buses on North Queen St while buses on The East Mall operate much emptier.
- Customers cannot travel to Long Branch Loop and GO Station from Kipling Station without travelling through Sherway Gardens.

What to expect

If implemented, these changes would:

- Simplify the branch structure of 123 Sherway to match capacity to demand.
- Provide a more direct routing from Long Branch Loop and GO Station to Line 2 Bloor-Danforth and the regional transit hub at Kipling Station.
- Improve access to employment and shopping destinations with more frequent service along North Queen St.

Sherway Gardens – map



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Islington South
Proposed route changes

We are proposing changes to the:

- 110C Islington South

What is the current route?

110C Islington currently operates between Islington Station and Lake Shore Blvd W at Thirteenth St.

What are the proposed changes?

- **Create a new two-way service** between Kipling Loop and Islington Ave at Birmingham St.
- **Remove the northbound only routing** on Birmingham St, 12th St, Garnett Janes Rd, and 9th St.

Why the changes are proposed

- To simplify the route structure and to provide a consistent routing between northbound and southbound directions.
- To improve network connectivity and access to shopping and residential areas.

What to expect

If implemented, this change would:

- Remove service on Birmingham St, 12th St, Garnett Janes Rd, and 9th St.



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