



STAFF REPORT ACTION REQUIRED

Request to Permit Durham Region Transit Access to Scarborough Centre Station

Date:	September 5, 2017
To:	TTC Board
From:	Chief Executive Officer

Summary

This report responds to a TTC Board motion on January 18, 2017 that directed TTC staff to report back on the possibility of Durham Region Transit operation into Scarborough Centre Station, and other cross-boundary service opportunities on the Toronto-Pickering border. At this time, there is no space available at Scarborough Centre Station for use by Durham Region Transit (DRT). There are two major transit projects – the Line 5 Eglinton East Light Rail Transit (LRT) extension, and the Durham-Scarborough Bus Rapid Transit (BRT) that once built and in operation will result in improved cross-boundary transit service, and improved service to Scarborough Centre Station.

Recommendations

It is recommended that the TTC Board:

1. Direct staff to continue to work with DRT, Metrolinx and City of Toronto staff on improving cross-boundary transit service, and ensure that space will be allocated for DRT buses in the enlarged bus terminal at Scarborough Centre Station that will be built as part of the Line 2 Bloor-Danforth (“Scarborough Subway Extension”) subway extension project;
2. Forward this report to Durham Region Transit staff, the City of Toronto’s Planning and Transportation Services departments, and Metrolinx.

Financial Summary

There is no financial impact from this report.

Accessibility / Equity Matters

The TTC has made significant progress in moving towards providing barrier-free, accessible transit services to all customers. Presently, all TTC bus services are operated using accessible, low-floor buses. The TTC's Easier Access Program will make all existing subway stations accessible to everyone, regardless of their level of mobility, by 2025. All buses operated by our regional transit partners are accessible.

Inclusion of DRT services in the enlarged bus terminal at Scarborough Centre Station supports *The Big Move* (2008), Metrolinx's vision and plan for transportation in the Greater Toronto and Hamilton Area, by increasing transportation options for accessing a range of destinations, and improving transit accessibility for people of all abilities.

Decision History

At its January 18, 2017 meeting, the TTC Board considered correspondence submitted by Chair Colle, on behalf of Councillor Paul Ainslie, requesting the TTC to permit Durham Region Transit to operate into the bus terminal at Scarborough Centre Station, on Line 3 Scarborough.

http://www.ttc.ca/About_the_TTC/Commission_reports_and_information/Commission_meetings/2017/January_18/Reports/8_Correspondence_Request_DRT_STC_access.pdf

The Board referred this item to staff with a further request to report on other cross-border opportunities for service enhancement, including the Toronto Zoo and Scarborough Town Centre.

http://www.ttc.ca/About_the_TTC/Commission_reports_and_information/Commission_meetings/2017/January_18/Reports/Decisions/Correspondence_Request_to_Permit_Durham_Region_Transit_Acces.pdf

Issue Background

Durham Region Transit provides local transit service in Durham Region, and makes connections with TTC services at several locations in Toronto. Two DRT routes operate along Ellesmere Road to the U of T Scarborough campus. One DRT route operates to Rouge Hill GO Station, via Port Union Road. TTC, DRT, and GO customers connect at these locations. TTC and DRT staff are in frequent contact on planning, fares, and operation matters, and work closely together to ensure co-ordinated service for our transit customers.

Unlike with York Region Transit or MiWay, the TTC has never operated cross-boundary service under contract with transit operators in Durham Region. Historically, most of the service along Highway 2, the main east-west transit corridor in southern Durham Region, was operated by the TTC-owned Gray Coach Lines. This service later transitioned to GO Transit, and has more recently been largely replaced by DRT service.

Comments

Access to Scarborough Centre Station

With regards to the specific request from Councillor Ainslie that DRT buses be permitted to operate into Scarborough Centre Station, this cannot be accommodated at this time. The TTC bus terminal at Scarborough Centre Station is too small for present TTC demands, and additional routes cannot be accommodated. The 13 TTC bus bays at the station are served by 14 TTC routes. At the busiest times, more than 120 bus trips per hour each day are operated through the terminal, and more than 56,000 customer boardings and alightings are made at the terminal. Based on the number of existing routes and the service frequencies, the terminal should have 17 bus bays to serve present demand. The undersized bus terminal at Scarborough Centre Station has been a pressing issue for TTC staff for many years, and has prevented the introduction of new services into the station, such as express service along Ellesmere Road.

There is also a small regional and intercity bus terminal at Scarborough Centre Station. This is part of the TTC station, but is operated by GO Transit. The five bays at this station are also in heavy use, and informal discussions with GO and DRT staff suggest that there is no space available there for DRT buses.

The planned new 34 bus bay terminal at Scarborough Centre Station, which will be built as part of the Line 2 Bloor-Danforth subway extension (the “Scarborough Subway Extension” project) will be adequately sized for future TTC demands, with 24 bus bays. The plans for the revised bus terminal also include one bus bay for a future DRT service, and nine bus bays for GO and intercity buses.

There are on-street bus looping alternatives in the Scarborough Centre area, if DRT wish to pursue these in the short term. These alternatives would use public roadways, just as DRT services now do in Toronto, and is permissible under the City of Toronto Act. No additional approvals would be required for DRT to use municipal roads in Toronto, although DRT would have to consult with City of Toronto Transportation staff on some operational details.

Other Toronto-Durham Cross-Boundary Transit Opportunities

There are two other transit projects that will provide opportunities for improved cross-boundary transit across the Toronto-Durham border.

The Line 5 Eglinton East LRT project is in the early planning stages. This project would build a light rail transit line from Kennedy Station, along Eglinton Avenue, Kingston Road, and Morningside Avenue, to the University of Toronto Scarborough campus. As part of this project, there would be changes to TTC and DRT bus routes serving the corridor, including at U of T Scarborough. During the detailed planning work for these changes, TTC, DRT, Metrolinx and UofT Scarborough staff will examine options for improved cross-boundary transit service, including service to and from the Toronto Zoo area, and the Sheppard Avenue corridor.

Planning is also actively under way for a significant regional transit project that would bring cross-boundary rapid bus service to Scarborough Centre Station. The Metrolinx-led Durham-Scarborough BRT study is reviewing the Highway 2/Kingston Road/Ellesmere Avenue corridor cross-boundary service and evaluating options for connecting to rapid transit in Toronto. This study is being co-ordinated with the Line 5 Eglinton East LRT project, and with campus planning at U of T Scarborough. The anticipated western end of this transit facility would be Scarborough Centre Station, and the buses operating on this BRT could use the TTC, DRT, or GO bus bays at the revised Scarborough Centre Station.

Conclusion

While the bus terminal at Scarborough Centre Station is currently too small and overcrowded to permit use by DRT, the expanded bus terminal, as part of the Line 2 Bloor-Danforth subway extension project, will support use by DRT. In the interim, Durham Regional Transit can consult with City of Toronto Transportation Services Division, regarding the extension of its service to operate via an on street loop in the vicinity of the Scarborough Town Centre. Several active planning studies by Metrolinx, the City of Toronto, the TTC, and Durham Region are also examining options to improve and expand cross boundary transit on the Toronto-Durham border.

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