



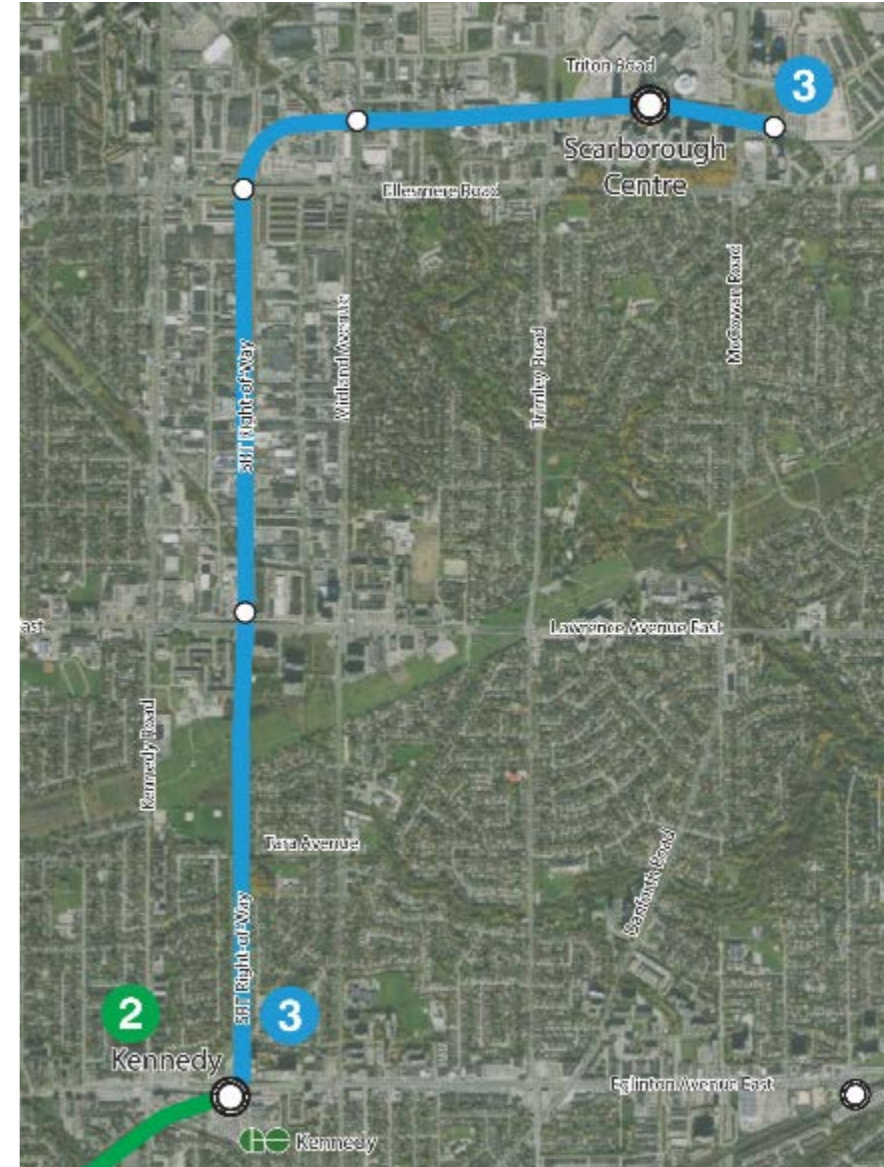
Line 3 Bus Replacement Study Update

TTC Board

September 15, 2021

Line 3 Bus Replacement Overview

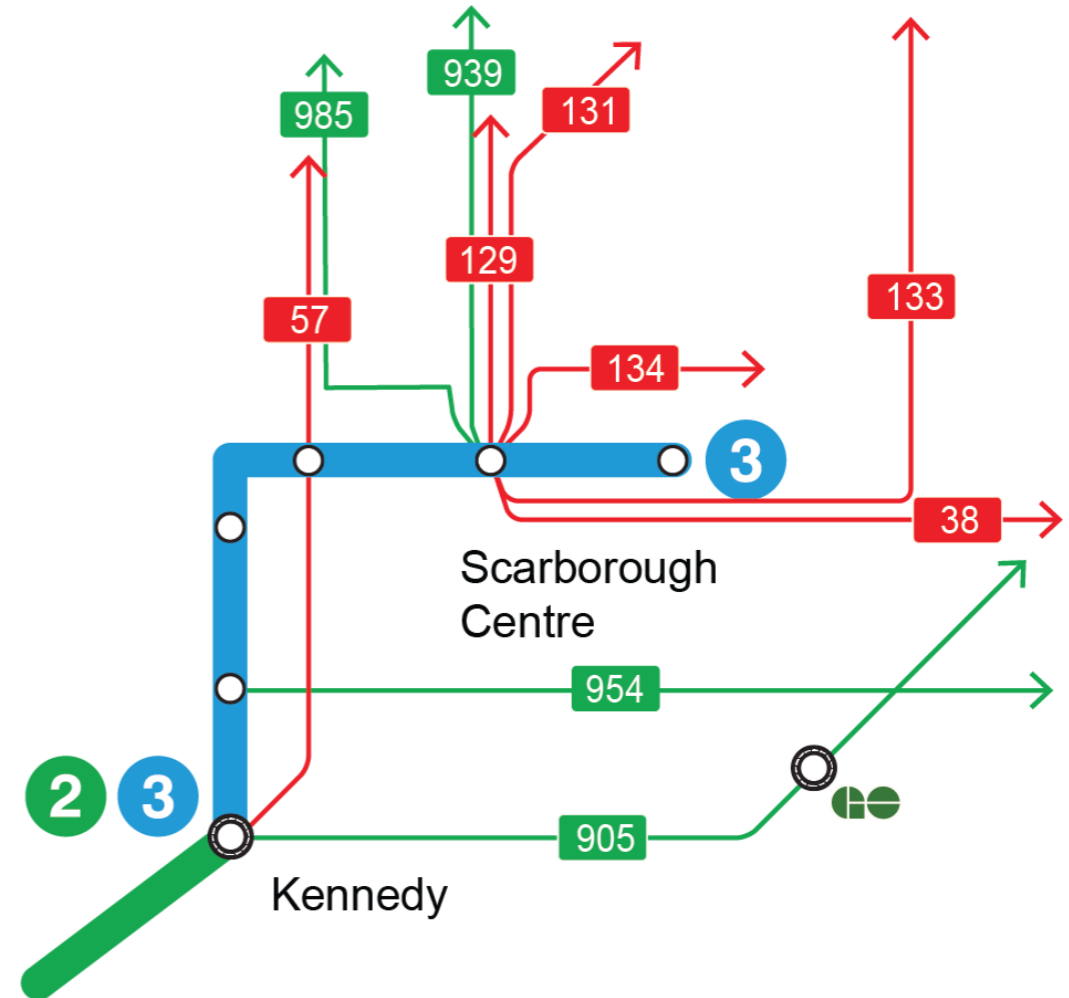
- After a thorough review of options, including overhauling Line 3, the Board approved a bus replacement plan at the February 2021 meeting
- Closure of Line 3 tentatively in 2023
- The bus replacement service will operate until the opening of Line 2 East Extension (Scarborough Subway Extension)
- Engagement and consultation with customers and public on bus replacement plan from June to August 2021



Line 3 Bus Replacement Service

Current network

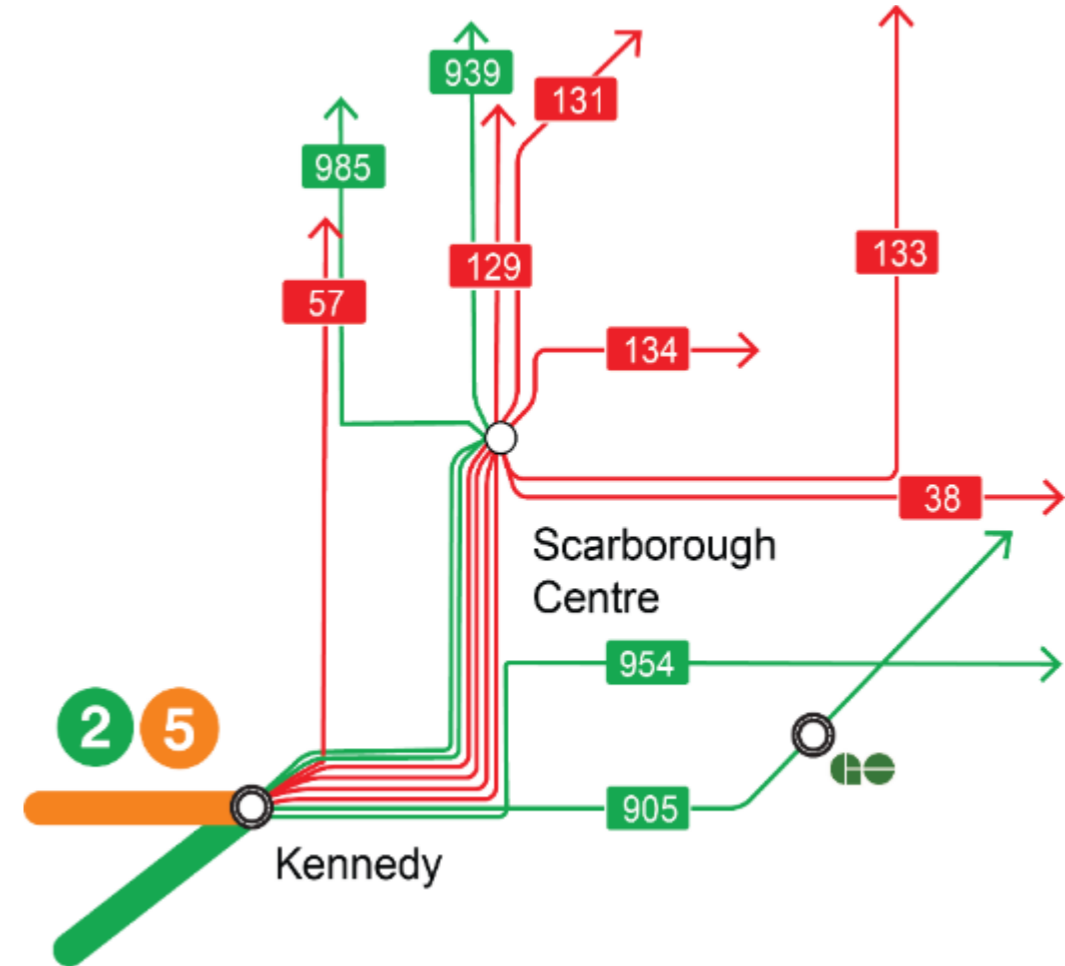
- 86% of customers on Line 3 connect to Line 2
- About 50% of customers on Line 3 transfer to/from buses at Scarborough Centre
- Two-level transfer between bus terminal and train platform



Line 3 Bus Replacement Service – Service Extension

Potential network changes

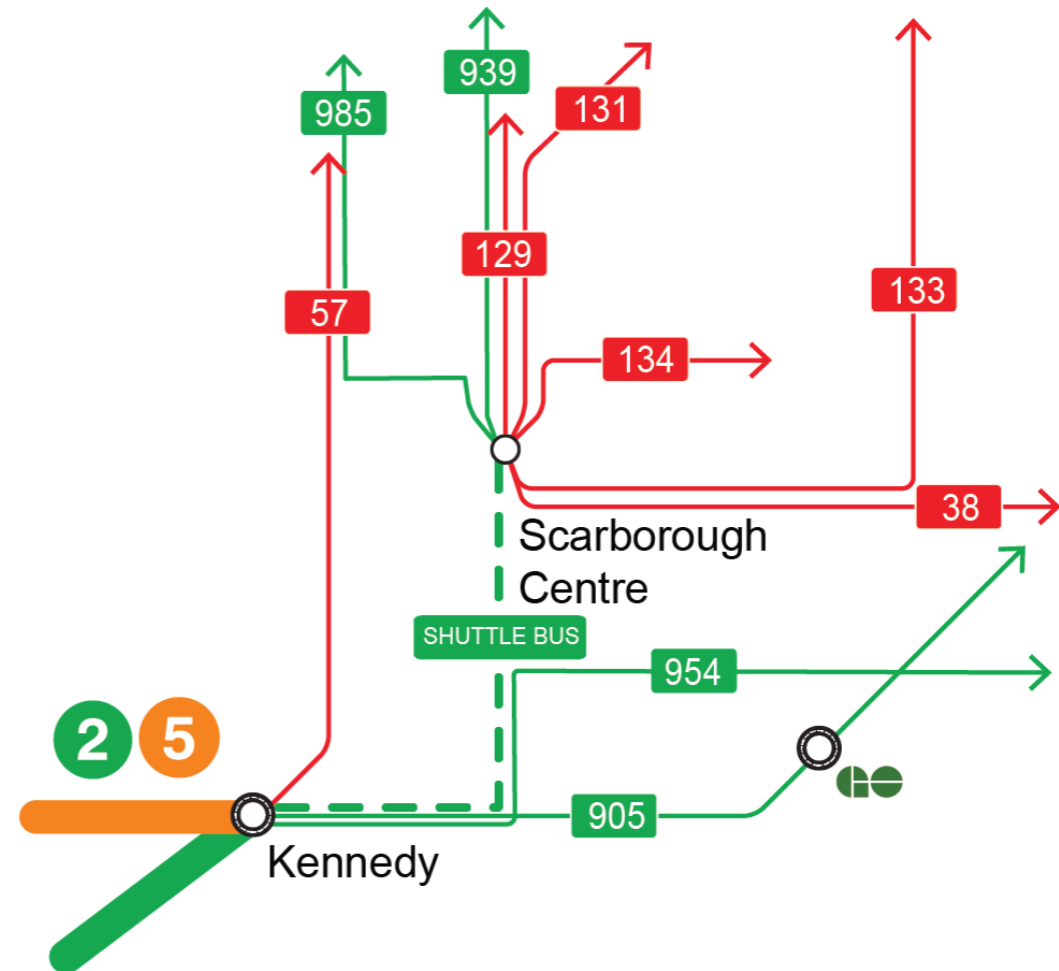
- Extend major routes to Kennedy Station to eliminate transfers at Scarborough Centre
- Saving the transfer will improve customer convenience
- Same-bus ride
- Could operate on Line 3 right-of-way (ROW) or on-street
- One-minute combined service frequency on the extension
- Other TTC and GO options



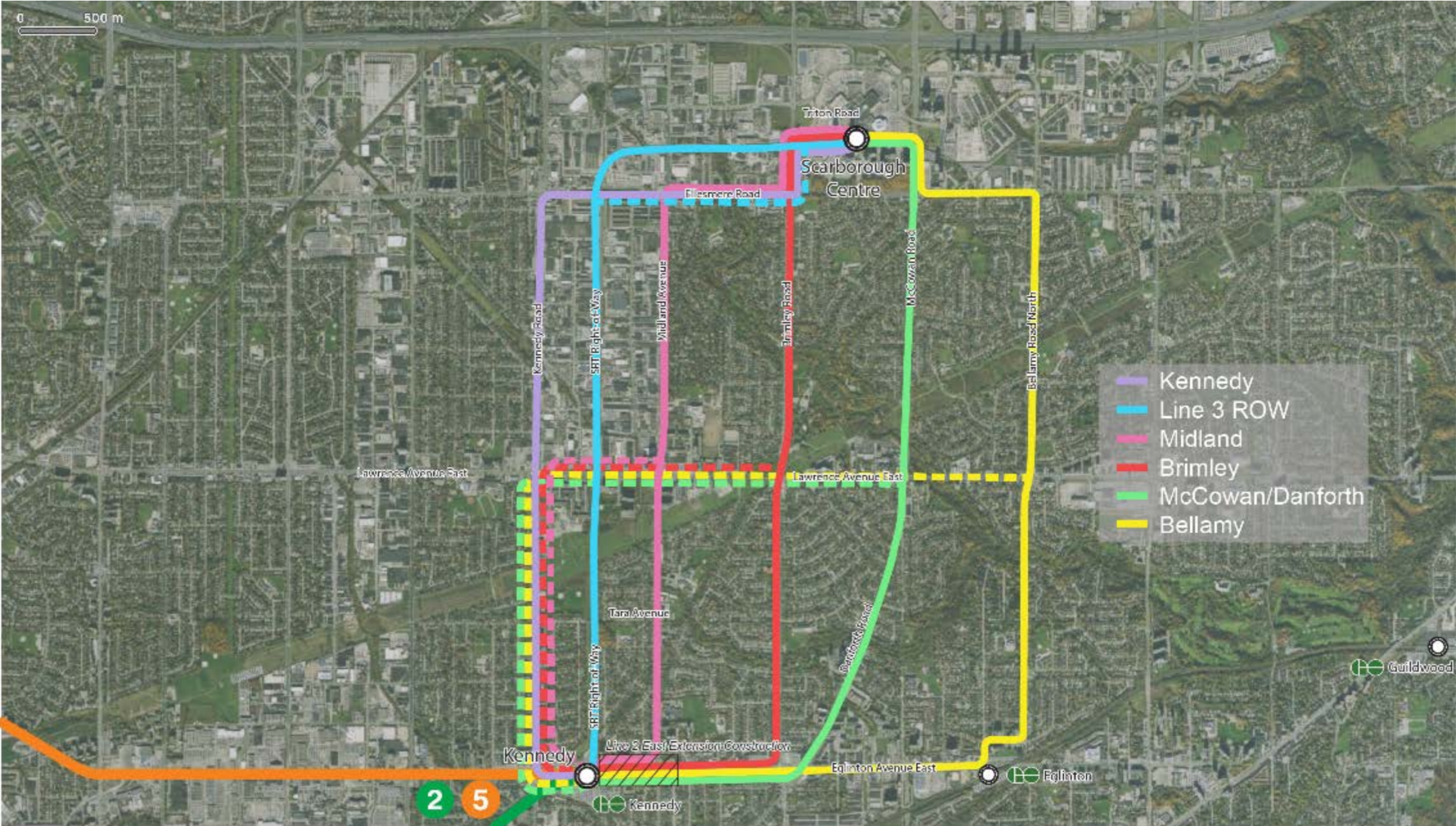
Line 3 Bus Replacement Service – Shuttle Bus

Potential network changes

- Shuttle bus operation to replace Line 3 train service
- Transfers required for customers between regular bus routes and shuttle bus
- Potential for dedicated fleet (e-bus)
- Could operate on Line 3 ROW or on-street
- One-minute service frequency on the extension
- Other TTC and GO options



Corridor Options Reviewed



Line 3 Right of Way Option

Dedicated right of way for buses that is largely isolated from traffic

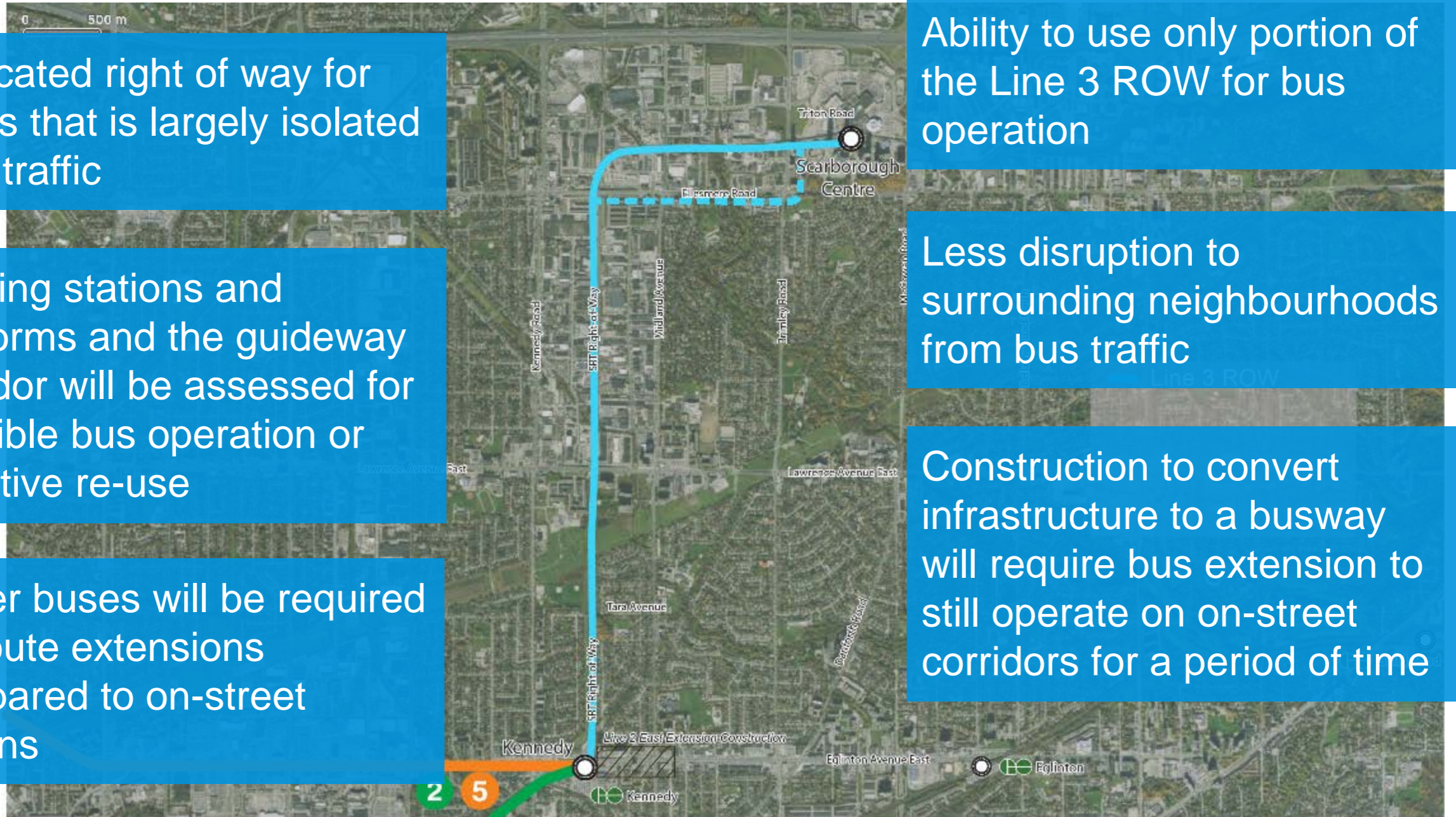
Existing stations and platforms and the guideway corridor will be assessed for possible bus operation or adaptive re-use

Fewer buses will be required for route extensions compared to on-street options

Ability to use only portion of the Line 3 ROW for bus operation

Less disruption to surrounding neighbourhoods from bus traffic

Construction to convert infrastructure to a busway will require bus extension to still operate on on-street corridors for a period of time



On-street Options

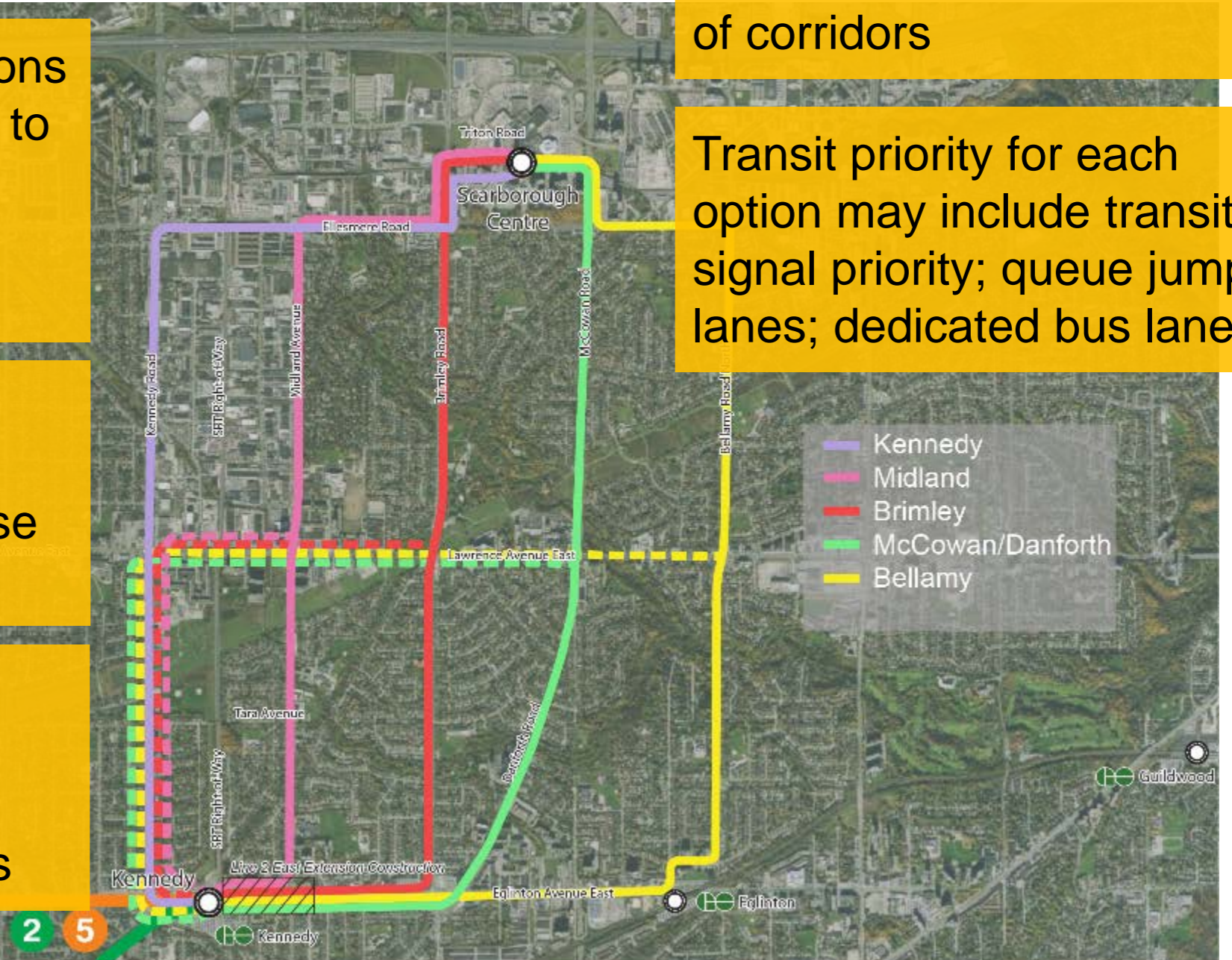
Options that get advanced could include a combination of corridors

Variation of on-street options possible for each corridor to bypass upcoming construction on Eglinton Avenue East

Transit priority for each option may include transit signal priority; queue jump lanes; dedicated bus lanes

Operation of on-street options will add very frequent bus traffic to these corridors

On-street stops will be added at Ellesmere and Lawrence to maintain connectivity for customers

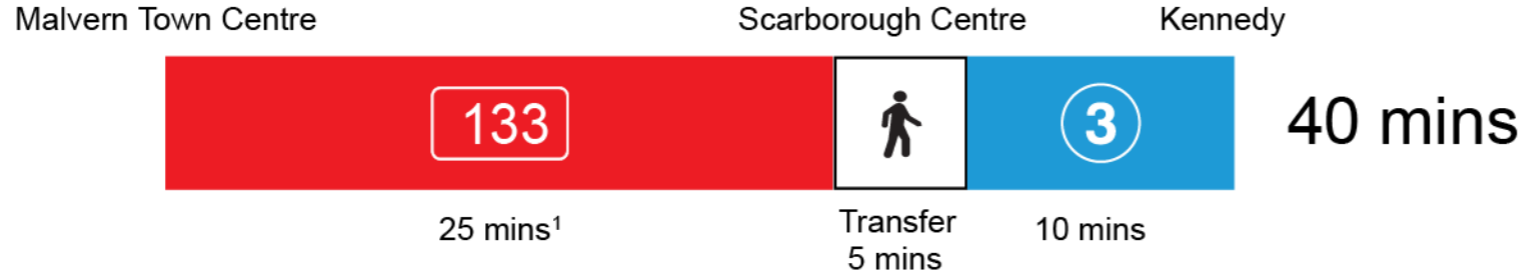


Travel Time for Customers

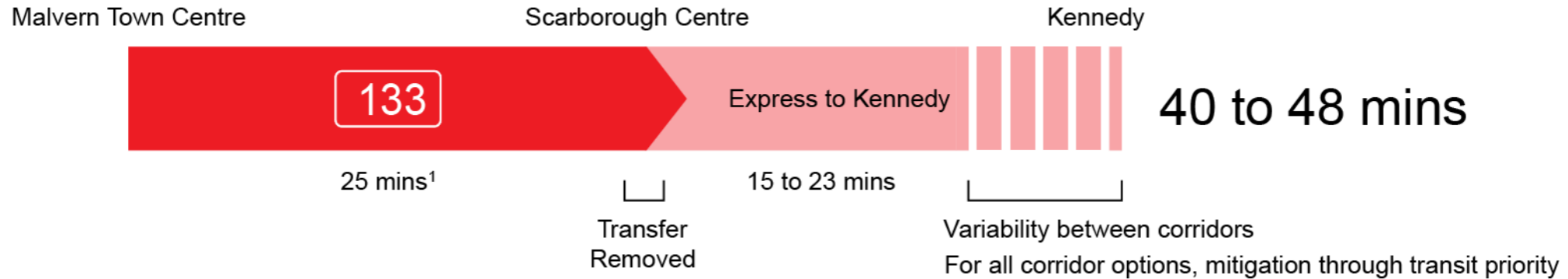
How will travel change?

Malvern Town Centre to Kennedy Station

Existing Trip utilizing Line 3



Future Trip with 133 Neilson Extension to Kennedy Station



1. 133 Neilson - scheduled trip time from Malvern Town Centre to Scarborough Centre

Evaluation Framework

Proposed criteria

1. Customer experience
2. Neighbourhood and community impact
3. Ease of implementation
4. Impacts on urban structure and built form
5. Equity considerations
6. Costs
7. Network compatibility

Adaptive Re-use of Line 3

New options possible for unused infrastructure

- Community/ cycling hub
 - Public gathering space
 - Bike share station
 - Open space/ park
- Active (pedestrian/cycling) connection
 - New public street
 - Linear park/ greenspace



Public Consultation Process

All ideas welcome

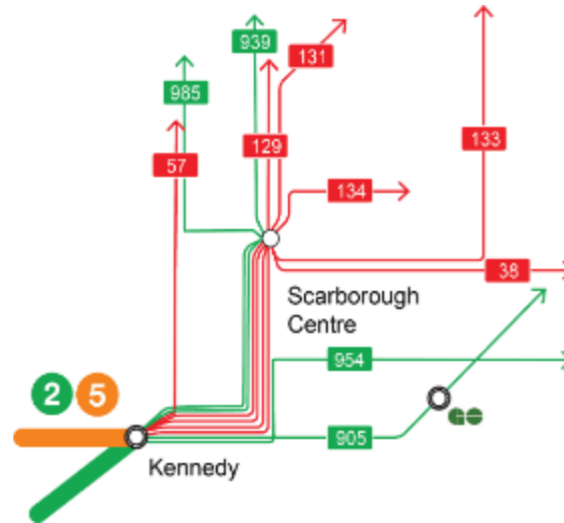
- Two rounds of consultations include stakeholder/public meetings, online surveys, and pop-ups at stations:
 - Phase one: initial corridor review and establishing evaluation framework
 - Phase two: service and routing alternatives evaluation
- Stakeholders include TTC customers, local residents and community organizations, TTC Board, city councillors, transit advocacy organizations, and equity-deserving groups

Phase 1 Public Consultation Feedback

Proposed routes for extension

Over 430 survey responses

Statistically significant survey also underway

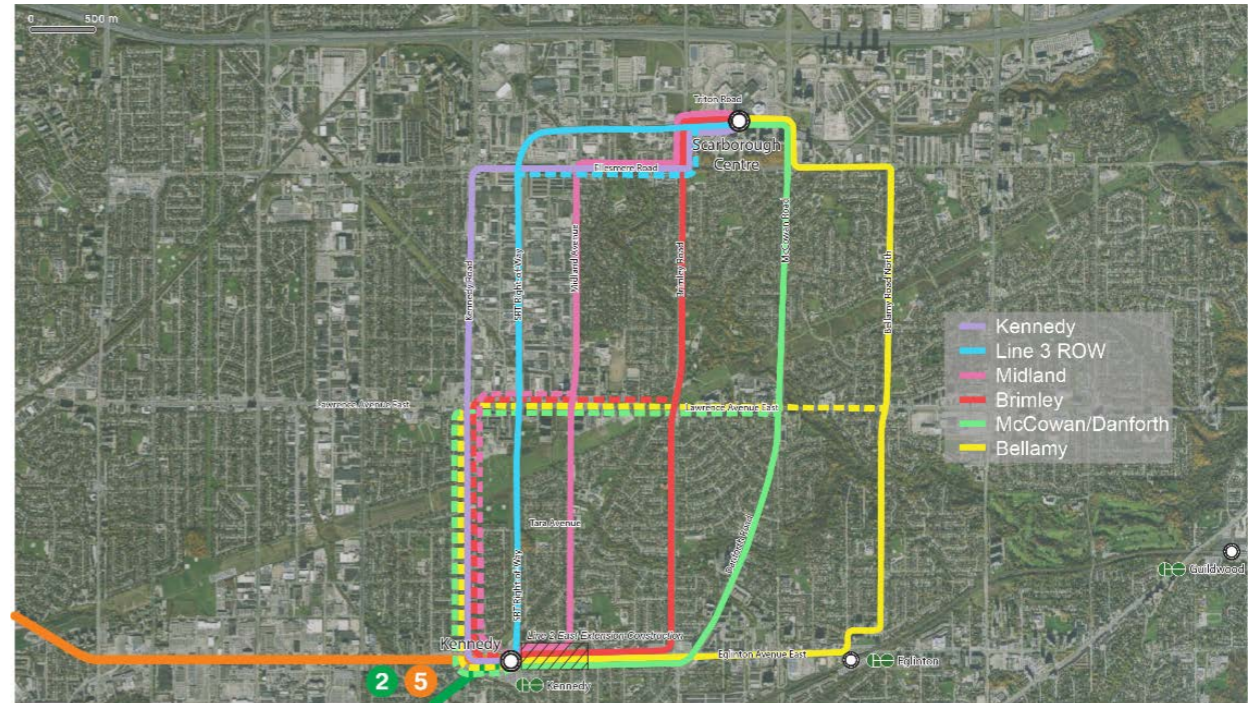
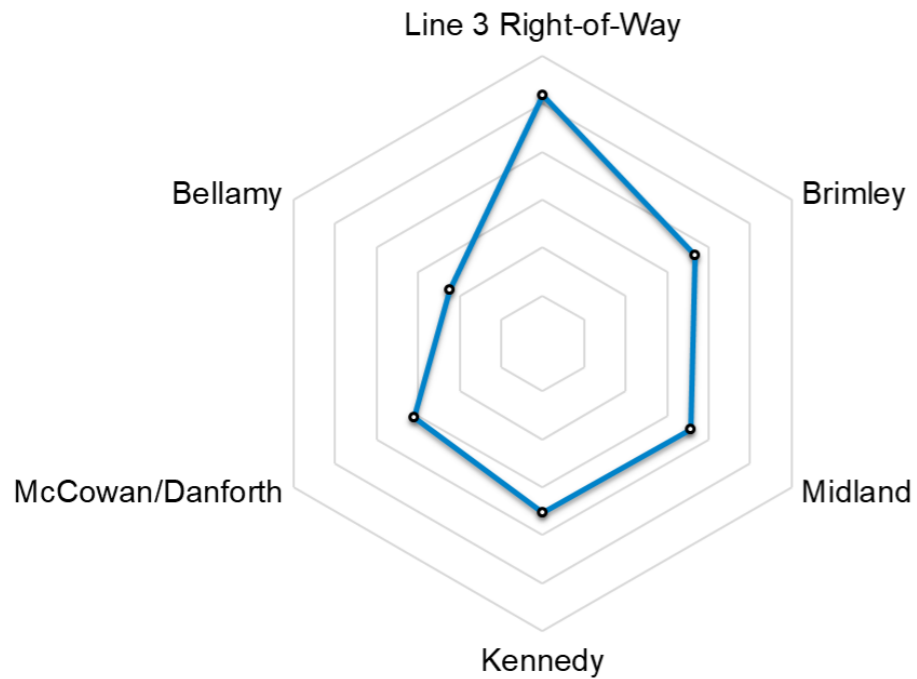


■ A lot of support (44%)
■ Some support (25%)
■ Neutral (18%)
■ Very little support (6%)
■ No support (7%)

- Majority of respondents support the proposed routes selected for extension
- About 30% of respondents also suggested more routes for extension
 - This included creating a separate/supplementary express shuttle between Scarborough Centre and Kennedy
- Respondents also suggested integrating with GO to allow Scarborough customers to transfer to Stouffville GO or Lakeshore East GO

Phase 1 Public Consultation Feedback

Proposed corridor options



- Strong majority of respondents prefer the Line 3 right of way as the corridor for the bus replacement service to operate on
- Brimley and Midland are runner-ups as the most preferred on-street option, and Bellamy is the least preferred

Phase 1 Public Consultation Feedback

Proposed evaluation framework

- About 94% of respondents either support or were neutral about the proposed evaluation criteria
- Customer experience, community impact, and equity were suggested to be the most important criteria
- Environmental impact and consideration for climate change was also suggested to be added as a criteria



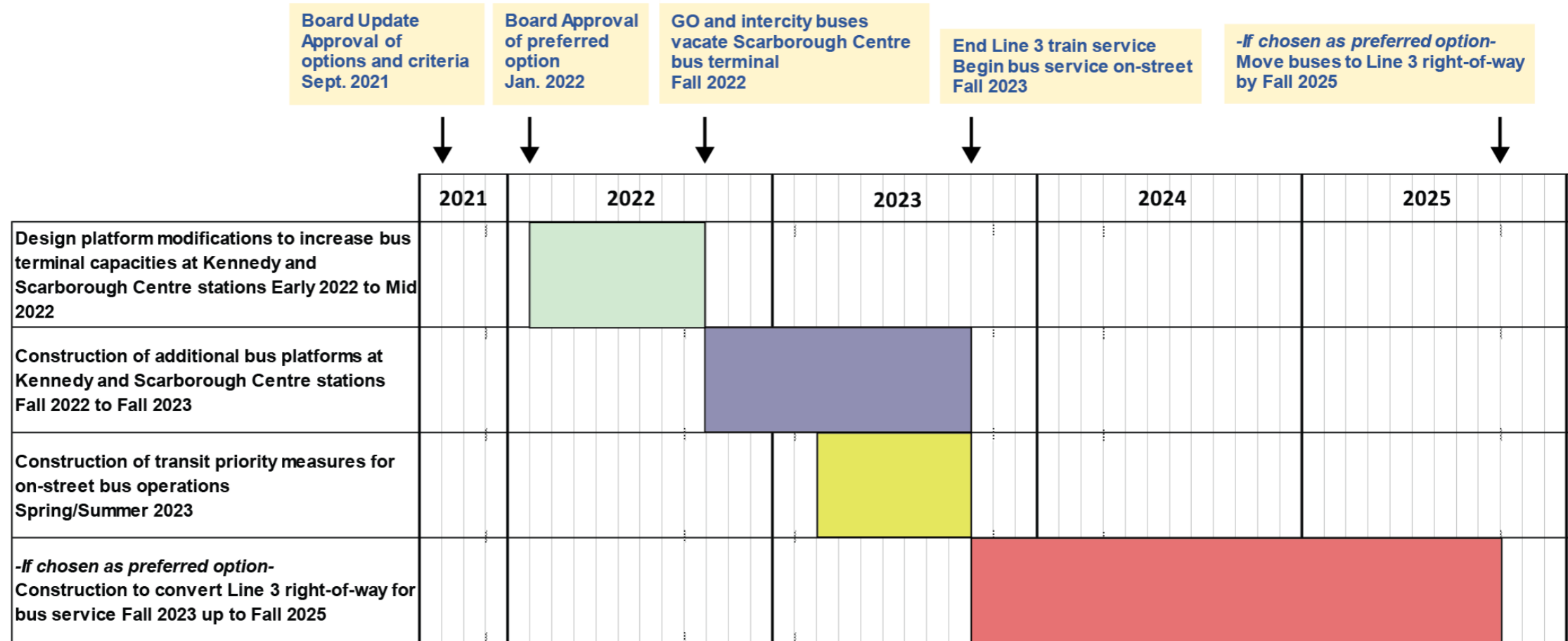
- A lot of support (39%)
- Some support (34%)
- Neutral (21%)
- Very little support (3%)
- No support (3%)

Adaptive re-use

- Active transportation and new greenspace proposals were most popular with respondents
- More details will be developed for adaptive re-use in next phase of the study

Timeline and Next Steps

Line 3 Bus Replacement Service Timeline - Draft, and subject to change



Risks :

Delays to the completion of Line 5 Eglinton project - could delay TTC ability to reconfigure bus platforms at Kennedy
 Line 2 East Extension - planned early works and planned tunnelling works could delay TTC ability to reconfigure bus platforms at Kennedy

