

TTC 2023 Annual Service Plan

Round 2 Public Consultation Summary



Survey Timeframe: October 25, 2022 – November 13, 2022

Total Online Survey Responses: 2,505

Total Email and Voicemail Feedback Received: 28

Overview

As part of Round Two of its two-part consultation process on the 2023 Annual Service Plan, the TTC shared and sought feedback from the public on the refined proposals for the Line 6 Surface network Changes and on proposed changes in eight focus areas.

Between October 25 and November 13, there were several ways customers could participate, including via an online survey, a hard copy of the survey (which could be received by mail upon request), email and a dedicated voicemail. A total of 2,533 responses were received, with a majority (2,505) shared through the online survey. The TTC promoted the public consultation through its website, email lists, pop-up public consultation events, social media channels, TTC Wi-Fi, Councillor's office communication, local newspapers, transit apps, online ads, and members of stakeholder groups.

The public survey was part of a broader public engagement process which included two meetings with a stakeholder group composed of organizations with an interest in transit planning in Toronto and/or affected by initiatives in the 2023 Annual Service Plan, eight pop-up public consultations across the city, and a youth-led engagement process. Feedback from these engagement activities can be found on the TTC's [2023 Annual Service Plan webpage](#) once it becomes available.

Third Party Public, independent engagement team retained by the TTC, prepared this summary report. This summary integrates all feedback received through the survey, emails and voicemails, and has been organized by focus areas. See report outline below.

- Line 6 Finch West Surface Network Changes
- East A – Northwest Scarborough
- East B – Scarborough East
- Southeast – South Scarborough-Beaches
- Northwest – Humberwood
- North-Central – York Mills & Leslie
- Southwest – South Etobicoke
- Liberty Village
- Toronto Zoo
- Other comments and suggestions
- Respondent profile

Important note: The public consultation process, particularly the survey, was not designed or intended to be statistically significant; it was designed to help the TTC understand the diversity of opinions and understand the rationale behind various opinions on the proposed service changes for the 2023 Annual Service Plan.

This summary does not assess the merit or accuracy of the feedback shared, nor does the documentation of these responses indicate an endorsement of any of these perspectives on the part of the TTC.

Line 6 Finch West Surface Network Changes

Based on the feedback received in Round One of the 2023 ASP engagement process, the TTC shared and sought feedback on refinements to the proposed routing changes in the York University Heights and Emery Village areas. The refinements were proposed to three routes:

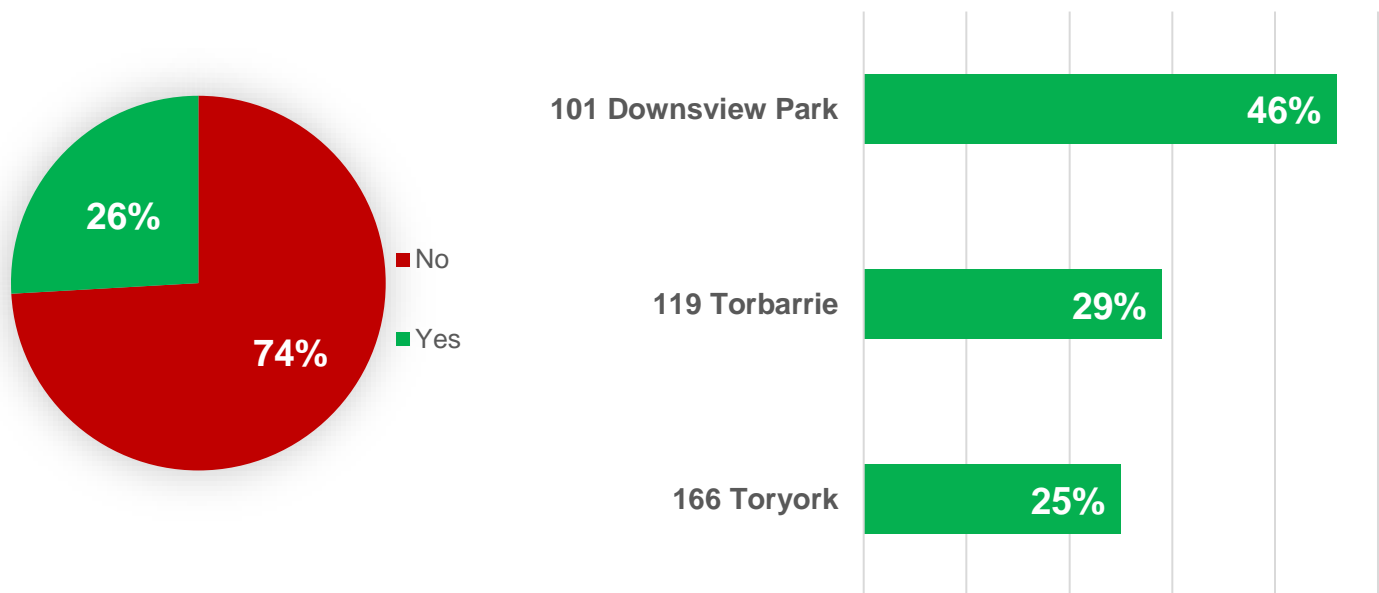
- **101 Downsview Park**
- **119 Torbarrie route** **new route*
- **166 Toryork route** **new route*

A total of 166 responses were received for this part of the survey. Overall, many respondents were generally supportive of the proposed refinements to 101 Downsview Park and the proposed new 119 Torbarrie and 166 Toryork routes, while some shared concerns. See detailed summary of feedback below.

Revised proposals' impact on travel

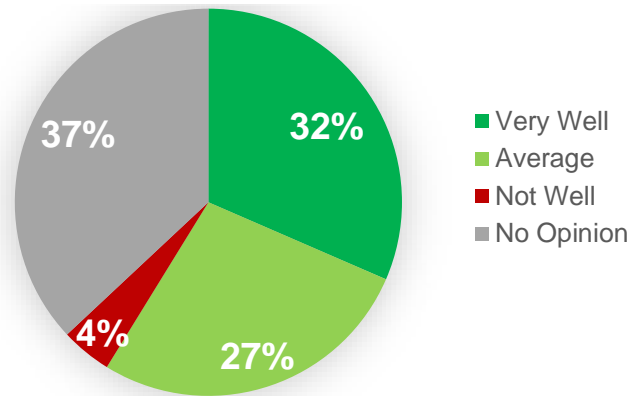
Respondents were asked if the revised proposals on 101 Downsview Park, 119 Torbarrie and/or 166 Toryork would impact their travel. 166 responses were received. Majority of respondents, 74%, said the revised proposals would not impact their travel, while 26% said it would impact their travel.

Among those who said yes, respondents identified which proposed bus route changes would impact their travel. Note that respondents were able to select all the bus route changes that would impact them. A total of 72 responses were received. Almost half of responses, 46%, said the changes to 101 Downsview Park would impact their travel. 29% said the 119 Torbarrie proposed change would impact their travel, and another 25% said the 166 Toryork proposed change would impact their travel.



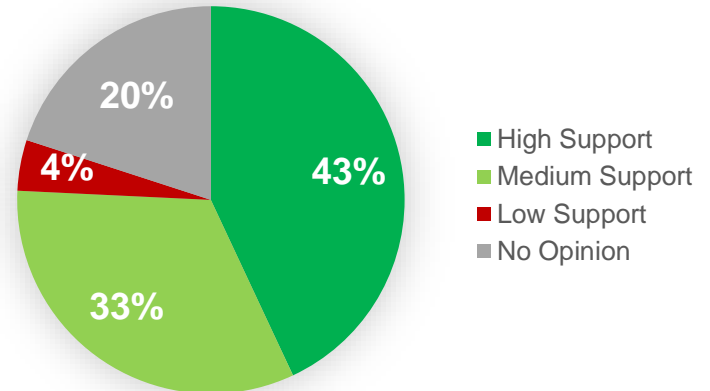
How well the revised proposals will serve customer travel needs

165 responses were received. 32% of respondents said the revised proposals would serve their travel needs very well, 27% said it would serve them averagely and 4% said it would not serve them well. 37% of respondents said they had no opinion on the revised proposals.



Level of support for the revised changes

165 responses were received. 43% of respondents said they have high support for the revised changes and 33% of respondents said they have medium support, while 4% of respondents said they have low support. The remaining 20% had no opinion. See below for more detailed feedback.



What respondents like about the proposed changes

- **Provides a positive change in areas that are underserved.** Respondents particularly liked the changes to 101 Downsview, 107 York University-Heights and proposed new 166 Toryork route.
- **A good solution for serving areas that will no longer be served by 36 Finch West when Line 6 Finch West opens.** However, service needs to be as frequent as the current service provided by 36D and 36F Finch West to ensure the proposed change is positive.

Concerns about the proposed changes

101 Downsview Park

- **The current 101 Downsview Park and 107 York University Heights service works.** No changes need to be made.
- **The proposed routing change to 101 and 107 is circuitous.**

119 Torbarrie

- **The new 119 Torbarrie route is complicated and confusing and does not fully take advantage of Line 6.** Respondents were also disappointed that 984 Sheppard West Express is no longer proposed to be extended to Emery Station as it is currently difficult to continue further west of Weston.
- **Splitting of 119 Torbarrie to 119A and 119B is redundant.**
- **Concern that 119 is not a 10-minute network.**

166 Toryork

- **The proposed looping of 166 Toryork is around Toryork Dr, Milvan Dr and Finch Ave is confusing.**

Other concerns

- **Concerns about transit accessibility for elderly riders on Milady Rd.** Elderly people who live on Milady Road need to walk far to access transit either on Pearldale Ave on the east side/Islington Avenue on the west side, which is especially difficult in the wintertime.
- **Concern about losing the 36 Finch West service near Finch West subway station.**

Suggestions on the proposed changes

Overall

- Good service frequency is critical to all the proposed service changes.
- Provide bus service in this area operating at non-peak hours from Monday to Saturday.

101 Downsview Park

- Consider operating 101 Downsview Park in the De Havilland area, replacing the 120 Calvington route.

107 York University Heights

- Consider keeping the 107A/B York University Heights routes because of the turn from Alness St to Supertest Rd. Have one branch going clockwise, and another going counterclockwise to Finch West Station.

119 Torbarrie

- Create a branch of 119 Torbarrie that extends to Emery Village and another branch that operates during rush hours that continues along Arrow Rd to provide extra service to Emery.
- Extend the route via Fenmar to Steeles and terminate at the Islington/Steeles loop, returning the same way.
- Operate the route every 7.5 minutes during peak hours and every 15 minutes during off-peak hours.

166 Toryork

- Route buses on Weston through Toryork Dr, instead of Finch Ave.

East A – Northeast Scarborough

The TTC shared and sought feedback on three additional changes to the surface network in the Northeast Scarborough area to improve travel times and connectivity to employment areas, and simplify the bus network for residents of Northeast Scarborough. The proposed change include the following routes:

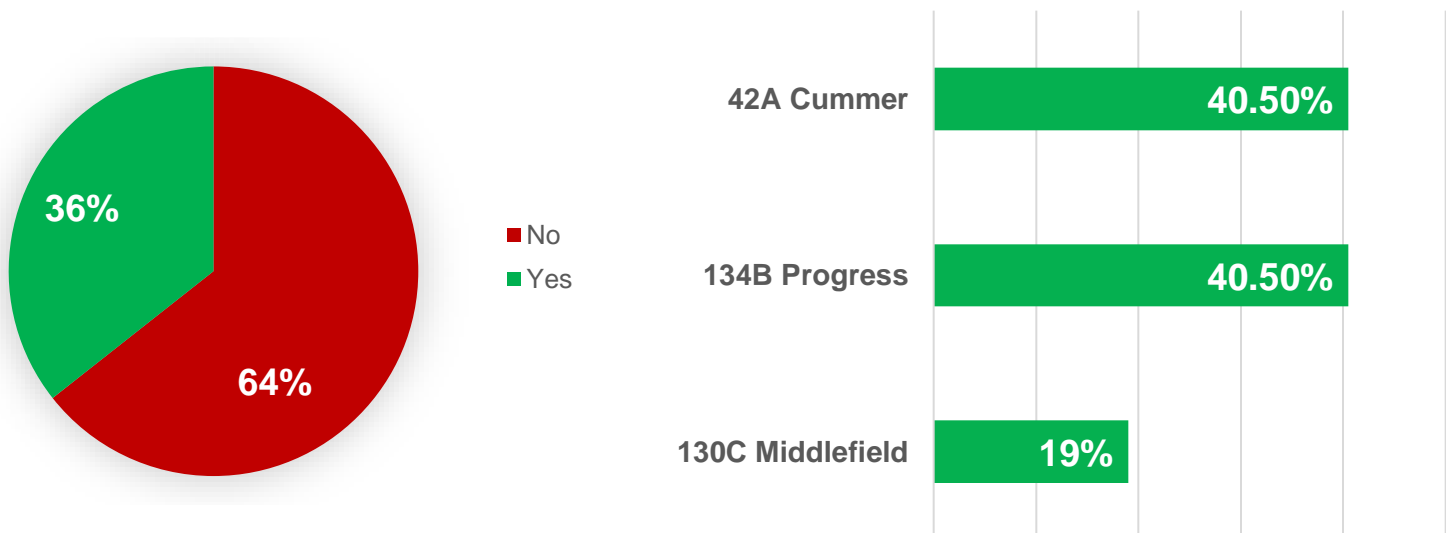
- **42A Cummer**
- **130C Middlefield**
- **134B Progress**

A total of 159 responses were received for this part of the survey. Overall, many respondents were generally supportive of the proposed changes to 42A Cummer and 130C Middlefield. However, concerns were raised about the cancellation of 134B Progress branch and the frequency of proposed extended routes. See detailed summary of feedback below.

| Proposed changes' impact on travel

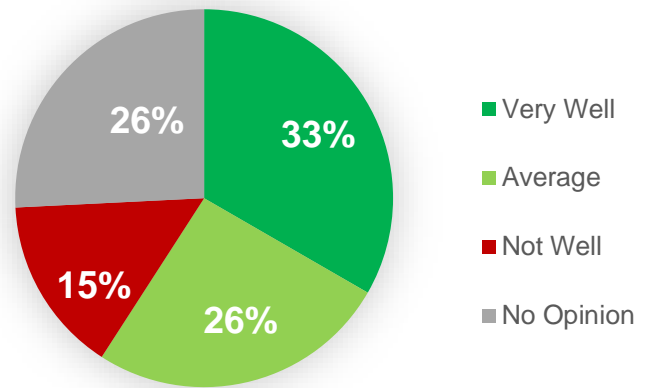
Respondents were asked if the proposed changes to service on 42A Cummer, 130C Middlefield and/or 134B Progress would impact their travel. 159 responses were received. Majority of respondents, 64%, said the proposed changes would not impact their travel, while 36% said it would impact their travel.

Among those who said yes, respondents identified which proposed bus route changes would impact their travel. Note that respondents were able to select all the bus route changes that would impact them. A total of 79 responses were received. 40.5% of responses said the changes to 42A Cummer and 134B Progress would impact their travel, while 19% said the 130C Middlefield proposed change would impact their travel.



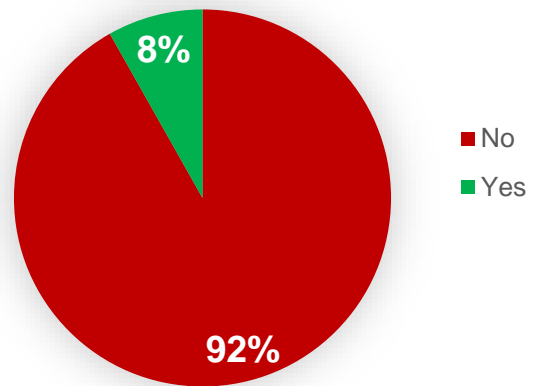
How well the proposed changes will serve customer travel needs

159 responses were received. 33% of respondents said the proposed changes would serve their travel needs very well, 26% said it would serve them averagely and 15% said it would not serve them well. 26% of respondents said they had no opinion on the proposed changes.



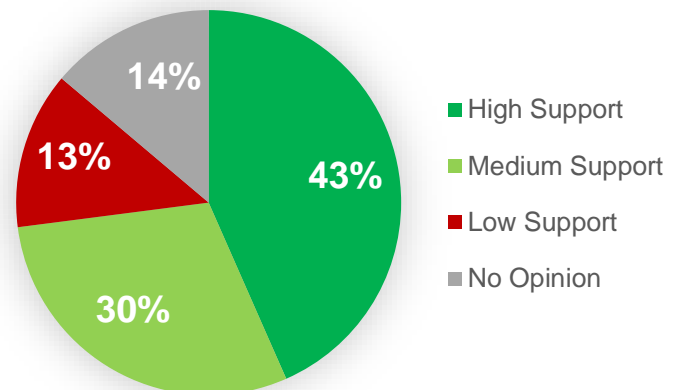
Destinations that will no longer be accessible

Respondents were asked if there are any destinations that they will no longer be able to access if the proposed changes are implemented. 159 responses were received. Most respondents (92%) said no, there are no destinations that would no longer be accessible if the proposed changes are implemented, while 8% said yes. These destinations include McNicoll Avenue, Davisville and King Street.



Level of support for the proposed changes

159 responses were received. 43% of respondents said they have high support for the proposed changes and 30% of respondents said they have medium support, while 13% of respondents said they have low support. The remaining 14% had no opinion. See below for more detailed feedback.



What respondents like about the proposed changes

- **Provides much needed service improvements to the Markham Rd/McNicoll Ave area.**
- **Proposed route extensions improve customer journey and provides a good connection.** The extensions of 42A Cummer to Tapscott Rd and 902 Markham Road Express to Steeles were supported by respondents and said that it should've been done a long time ago.
- **Better service to Morningside Heights and another connection to a subway line** with the proposed new 985 Sheppard East Express branch.

Concerns about the proposed changes

- **Cancellation of 134B Progress.** There were a range of concerns with this branch cancellation. Some respondents who use this branch with destinations before Centennial College would have a longer commute and would have to transfer to highly crowded buses at Centennial College. They said that this branch already run very infrequently and removing it entirely and only having the 134D branch, which is even more infrequent, will impact customers greatly. Others said would make it more difficult for Progress bus riders north of Sheppard and around Finch and Progress to connect to the Markham Rd and McNicoll

buses. They said that a branch should remain in operation to McNicoll Ave for connections to 42 Cumber, even if that branch offers limited service.

- **Proposed changes would result to longer and more difficult commutes with more transfers.** Bus service in north Scarborough is already scattered and inconsistent. People in Scarborough need to be able to get downtown faster and across the city and these route proposals don't serve that need.
- **Overall impact on quality of life with increased traffic due to route extensions, in conjunction with construction of the new subway tunnels and closure of Scarborough RT.** The RT shutting down while the new subway is under construction causes a huge hindrance to customers' quality of life. Many people will struggle to reach work and social opportunities due to the amount of time it will take to reach other parts of the city. Respondents said that they feel ignored and left behind.

Suggestions on the proposed changes

Overall

- **Service should arrive on time and remain accessible all year long.** There should be real attempts made to ensure commute time is not added to regular schedules and service remain quick and accessible for all people in all four seasons.

42A Cumber

- Follow the same looping at Amazon Fulfillment Centre at Morningside and Steeles.
- Consider serving Morningside Heights in order to take advantage of this corridor.
- Consider extending further east to Morningside Ave.
- With the extension of this route, service frequency should remain as is or become even more frequent (8 minutes or less).

130C Middlefield

- Increase service frequency.
- Further simplify this route by replacing the A and B branches with one branch that runs via McNicoll, Maybrook, and Newmill at all hours, both ways.
- Consider combining the branches during peak periods. For example, AM peak service operates STC-Middlefield-Maybrook-Passmore/Tapscott-Steeles Loop-Middlefield-STC, and reverse during the PM peak. This could maximize service to both Steeles Loop and the Passmore/Tapscott area and simplifies the branching.

134B Progress

- Increase service frequency for 134B/D branches.
- Separate 134C and 134D branches into its own routes. For example, change to 134 Tapscott and 177 Progress East, just like how it was prior to 2001.

Suggestions on other proposed changes

902 Markham Road Express

- Cancel 134A Progress since 902 Markham Road Express is getting extended.

953 Steeles East Express

- Increase service of 953A and 53A Steeles East routes during rush hours to and from Finch station.

985 Sheppard East Express

- The proposed new branch should utilize new resources and not reallocate buses from the current 85/985 services.
- Operate 985C during midday periods as there is overcrowding at this time between Don Mills and Progress Avenue.
- Changes to this route should also be implemented with signal priority and queue jump lanes on Sheppard Ave, especially near the Hwy 404.
- Operate articulated buses only during peak periods as they create wide headways. For example, when the 190 became the 985A, headways went from 15 minutes to 20 minutes which was unacceptable.

East B – Scarborough East

The TTC shared and sought feedback on five proposals to the surface network in the Scarborough East area to better connect TTC riders and provide them with alternatives to the Line 3 Bus Replacement Plan. These proposals include the following routes:

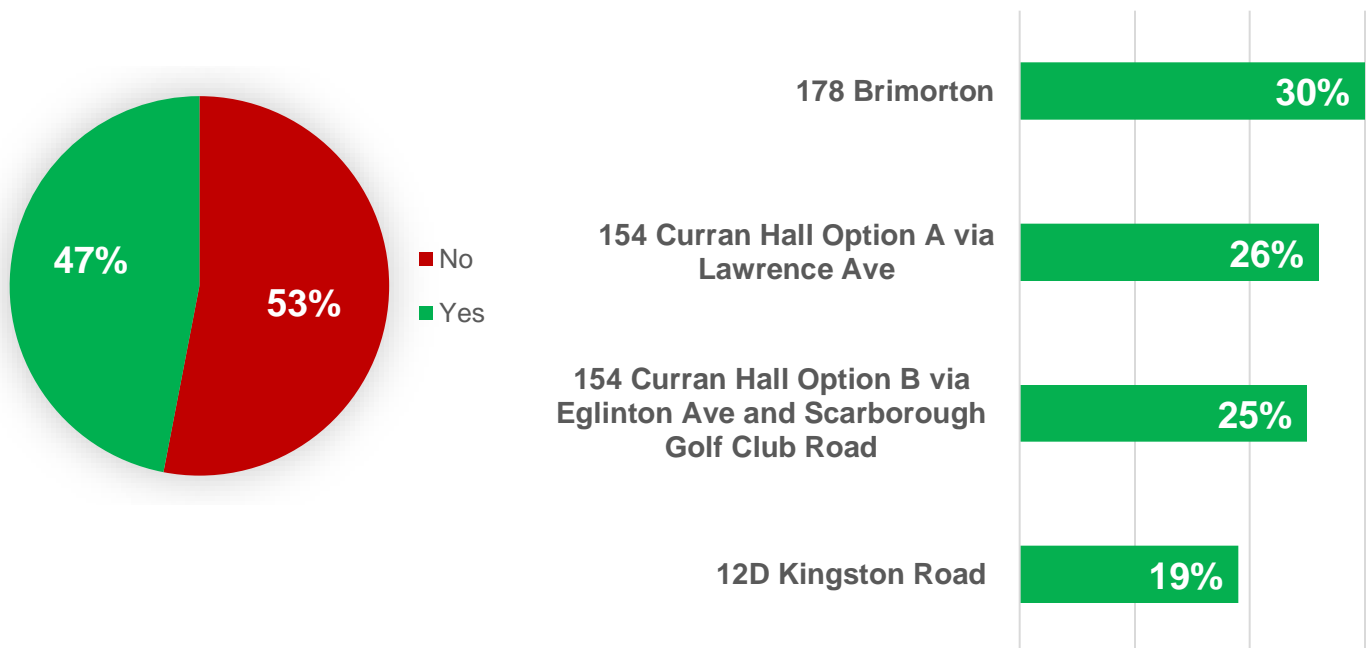
- **12C/D Kingston Road**
- **54B Lawrence East**
- **154 Curran Hall (with two routing options presented for feedback) **new route***
- **178 Brimorton **new route***

A total of 247 responses were received for this part of the survey. Overall, many respondents were highly supportive of the extension of 54B Lawrence East and the two new routes – 154 Curran Hall and 178 Brimorton. Feedback on 12C/D Kingston Road can be found on the Southeast – South Scarborough Beaches section. See detailed summary of feedback below.

| Proposed changes' impact on travel

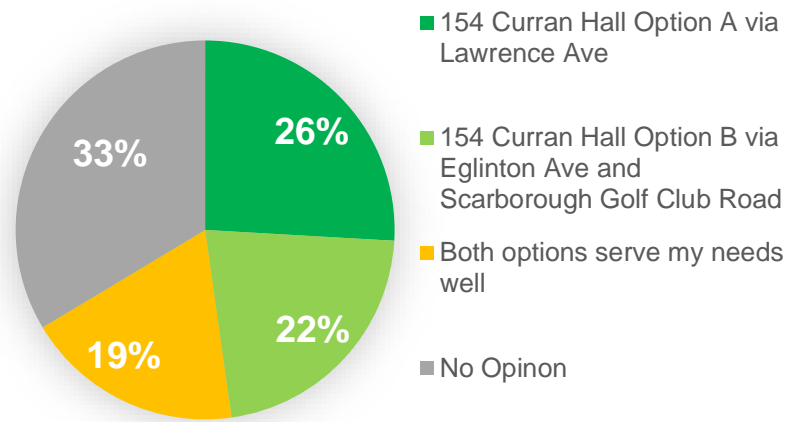
Respondents were asked if the proposed changes to service on 12C/D Kingston Road, 54B Lawrence East, 154 Curran Hall and/or 178 Brimorton would impact their travel. 247 responses were received. Over half of respondents, 53%, said the proposed changes would not impact their travel, while 47% said it would impact their travel.

Among those who said yes, respondents identified which proposed bus route changes would impact their travel. Note that respondents were able to select all the bus route changes that would impact them. A total of 56 responses were received. 30% of responses said the changes to 178 Brimorton would impact their travel, 26% said the 154 Curran Hall Option A via Lawrence Ave would impact their travel, closely followed by 25% who said the 154 Curran Hall Option B via Eglinton Ave and Scarborough Golf Club Road would impact their travel. Only 19% said the changes to 12D Kingston Road would impact their travel.



Preferred routing for 154 Curran Hall

Respondents were asked which of the two route proposals for 154 Curran Hall would better serve their needs. 247 responses were received. Option A via Lawrence Ave had slightly higher preference with 26% of respondents who said it would better serve their travel needs, while Option B was preferred by 22% of respondents. There was also 19% of respondents who said both options serve their needs. The remaining 33% of respondents had no opinion.



Those who prefer Option A via Lawrence Ave said this route would:

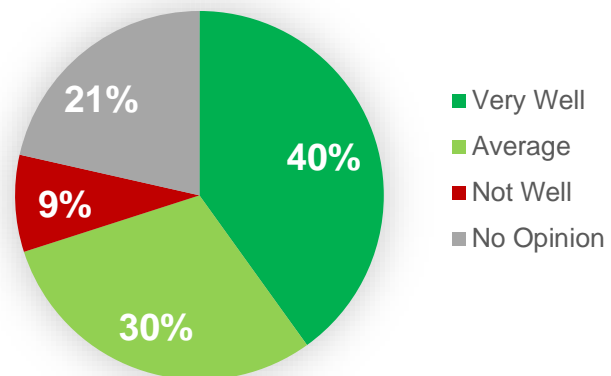
- Provide more service for customers on Lawrence Ave. Lawrence Ave east of Kennedy Rd needs more bus service than Eglinton Ave as the 54 Lawrence bus is always crowded while Eglinton already has several bus route options and sufficient service.
- Serve as another connection to Kennedy Station running via Midland and Kennedy to supplement service with the Line 3 closure.

Those who prefer Option B via Eglinton Ave and Scarborough Golf Club Road said this route would:

- Serve residents on high-rise apartment buildings in the Orton Park area who rely heavily on transit. Being able to get to Kennedy Station on a single bus ride from these buildings would provide direct and convenient access. One participant said, "it would be life changing."
- Provide service along Scarborough Gold Club Rd that currently doesn't exist.
- Take advantage of the existing dedicated bus lanes.
- Provide more connection to Scarborough General Hospital, UTSC, GO train, and Centenary Hospital.
- Provide extra relief on Eglinton Ave/Kingston Rd when the 86 Scarborough and 116 Morningside are overcrowded.
- Provide more service, especially when demand for bus service would increase after Line 3 closes.

How well the proposed changes will serve customer travel needs

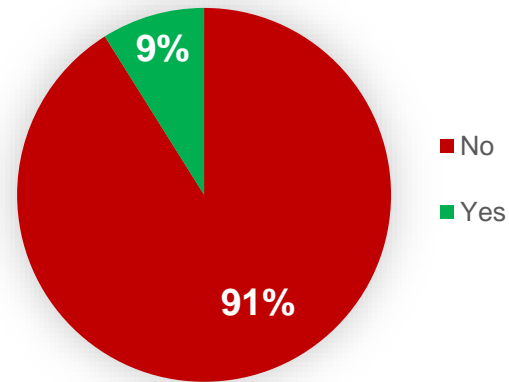
247 responses were received. 40% of respondents said the proposed changes would serve their travel needs very well, 30% said it would serve them averagely and 9% said it would not serve them well. 21% of respondents said they had no opinion on the proposed changes.



Destinations that will no longer be accessible

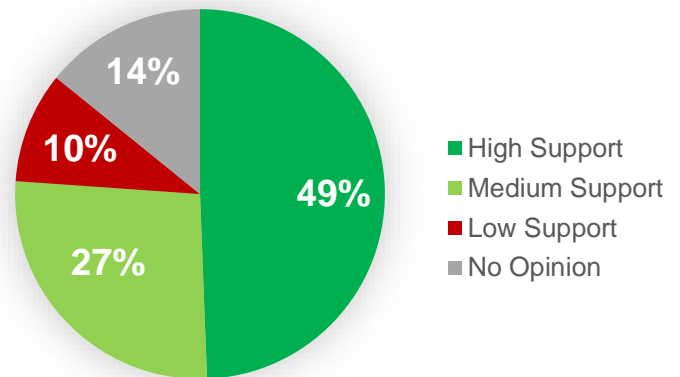
Respondents were asked if there are any destinations that they will no longer be able to access if the proposed changes are implemented. 247 responses were received. Most respondents (91%) said no, there are no destinations that would no longer be accessible if the proposed changes are implemented, while 9% said yes. The destinations identified include:

- Guildwood GO Station
- Line 3 Scarborough stops
- McCowan Station
- Orton Park Road
- Resthaven Memorial Gardens
- Scarborough Bluffs
- Scarborough Golf Club Road
- Scarborough Town Centre
- Shops along Morningside Avenue



Level of support for the proposed changes

247 responses were received. 49% of respondents said they have high support for the proposed changes and 27% of respondents said they have medium support, while 10% of respondents said they have low support. The remaining 14% had no opinion. See below for more detailed feedback.



What respondents like about the proposed changes

- **Extension of 54B Lawrence East to Morningside Avenue would reduce travel time and improve access to destinations for those who live in the Brimorton Dr and Orton Park Rd areas.** Respondents said that they extremely welcome this proposed change as they have endured the limited service of 54B for many years. It will also improve bus service to the Galloway Road neighbourhood. Others said it could provide alternative routes to get home from Kennedy Station.
- **The new 154 Curran Hall route would make travelling by transit more convenient for people in the Curran Hall neighbourhood.** Respondents said this route would highly benefit everyone in the area and would provide a direct route to the subway and the GO train since the Scarborough RT will be closed soon. It would also provide full time bus service to those south of Lawrence Ave.
- **The new 178 Brimorton route would positively impact customers and make the Brimorton area more accessible and connected to other parts of Scarborough.** The route would provide transit service on Brimorton that didn't exist before. It would provide better transit access to destinations including Scarborough Town Centre, Confederation Park, Bendale, and West Hill neighbourhoods, and connect residents on Orton Park Rd to Ellesmere Rd and Brimorton Dr much better. It will also greatly increase safe access for students to St. Andrew Public School, Bellmere Junior Public School, Churchill Heights Public School, George B Little Public School and Galloway Road Public School.

Concerns about the proposed changes

- **Concerns about congestion.** Respondents were concerned about how TTC will manage bus service at Kennedy Rd/Midland Ave and Brimley Rd/Omni Dr during peak times. They were also concerned as to why

a new bus route would go through Brimley/Ellesmere and Brimley/Triton intersection at the same time 60 buses per hour will operating in this area for the Line 3 replacement.

- **Redundancy of 154 Curran Hall for most UTSC students due to the 905 Eglinton East Express service.**
- **Concern about where stops will be located for the 178 Brimorton route.** Respondents would like to know where the stops will be placed and the updates to the crosswalks, as well as how this route would interact with connecting bus routes. A participant said that there is no stop sign at the Brimorton Rd and Gander Dr intersection and it's a place of many accidents.

Suggestions on the proposed changes

54B Lawrence East

- Extend this route to UTSC.
- Stop at all stops since the buses have overcrowding problems

154 Curran Hall

- Consider creating a branch going to:
 - Rouge Hill GO station via UTSC

178 Brimorton

- Clarify where the bus stops will be located. Make sure to install covered bus shelters
- Consider creating a branch going to:
 - Ellesmere Rd north of Brimorton Dr.
 - Rouge Hill GO station via UTSC
- Consider operating this route:
 - From Kingston Road in between Morningside and the Highland Creek Overpass to provide direct connection to Scarborough Centre.
 - From Kennedy Station via Brimley, Dorcot, Midland and Eglinton.
 - From Orton Park Rd to Lawrence Ave and then toward Morningside Ave if 54B Lawrence will no longer travel up Orton Park Rd.
 - To Guildwood GO station
- Consider operating a community bus along Brimorton Dr to make the area much more accessible.

Southeast – South Scarborough-Beaches

The TTC shared and sought feedback on nine proposals to the surface network in the Southeast Scarborough-Beaches area to improve east-west corridor travel south of Line 2 with the introduction of new periods of streetcar service on Kingston Road and offer more consistent and direct service to major connection points. These proposals include the following routes:

Streetcar route

- 503 Kingston Road

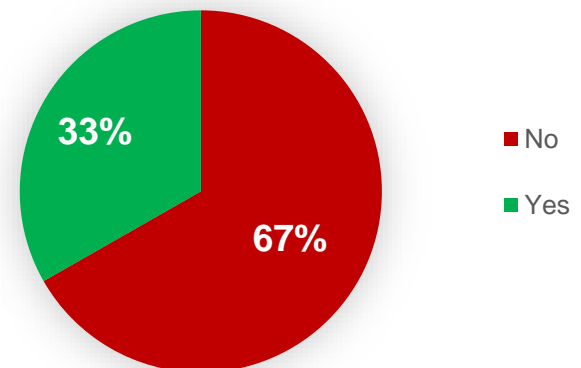
Bus routes

- 12C/D Kingston Road
- 22 Coxwell
- 31 Greenwood
- 69 Warden South
- 70A/C O'Connor
- 114 St Clair East
- 117 Birchmount South
- 135 Gerrard-Warden South

A total of 409 responses were received for this part of the survey. Overall, there were mixed opinions on the proposed changes for this area, with close to half (about 40%) of respondents who said they changes will not serve them well, particularly the proposed removal of 69 Warden South. Others said the proposed route changes are good, will encourage more ridership and are long-overdue, however the concerns are about frequency. See detailed summary of feedback below.

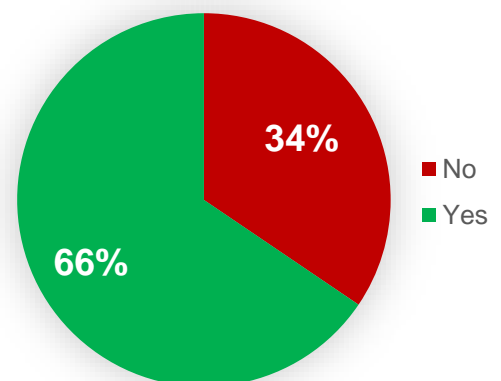
| Proposed streetcar service changes' impact on travel

Respondents were asked if the proposed changes to service on 503 Kingston Road would impact their travel. 409 responses were received. 67% of respondents said no, the proposed change to streetcar service would not impact their travel, while 33% said it would impact their travel.



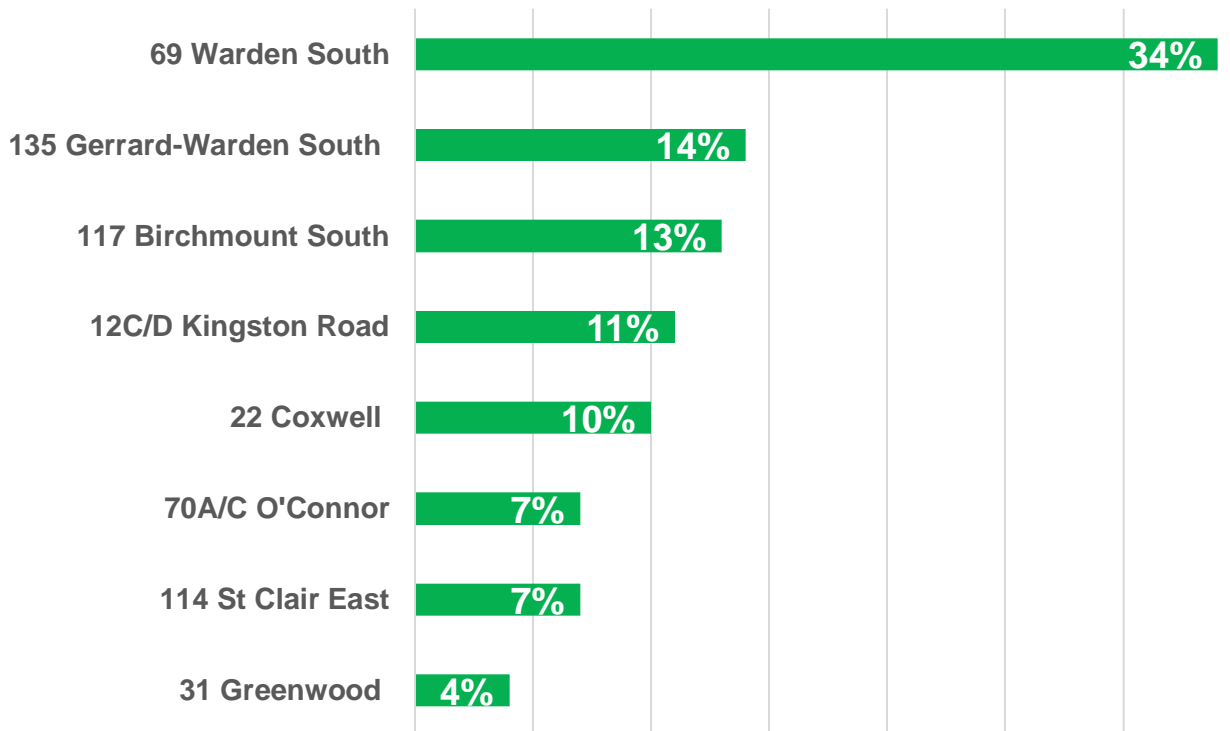
| Proposed bus service changes' impact on travel

Respondents were asked if the proposed changes to service on 12C/D Kingston Road, 22 Coxwell, 31 Greenwood, 69 Warden South, 70A/C O'Connor, 114 St Clair East, 117 Birchmount South and/or 135 Gerrard-Warden South would impact their travel. 409 responses were received. Majority of respondents, 66%, said yes, the proposed changes would impact their travel, while 34% said no.



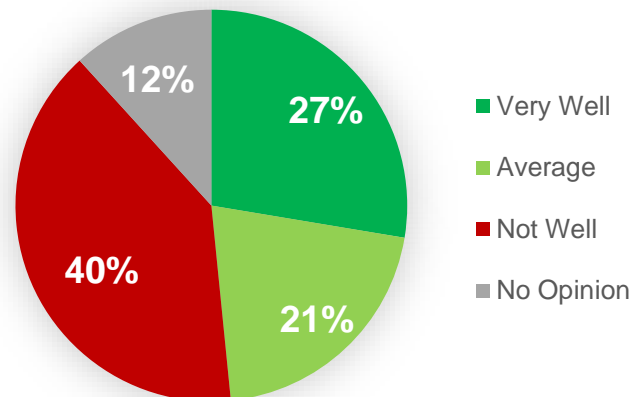
Among those who said yes, respondents identified which proposed bus route changes would impact their travel. Note that respondents were able to select all the bus route changes that would impact them. A total of 547 responses were received. The graph on the next page shows that 34% of responses said the change to 69 Warden South would impact their travel, followed by 14% of responses for 135 Gerrard-Warden South, 13% of responses for 117 Birchmount South, 11% of responses for 12C/D Kingston Road, 10% of responses for 22 Coxwell, 7% of

responses for 70A/C O'Connor, 7% of responses for 114 St Clair East and 4% of responses for 31 Greenwood.



How well the proposed changes will serve customer travel needs

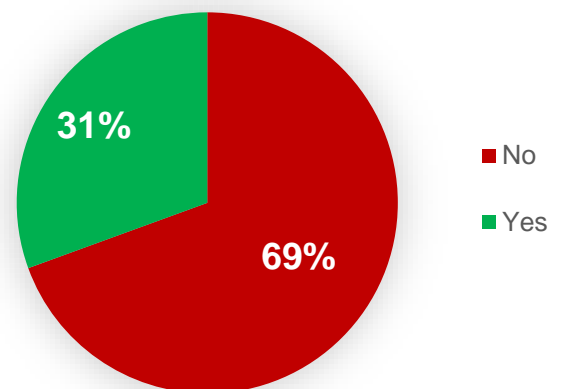
409 responses were received. Many respondents (40%) said the proposed changes would not serve them well, while 27% of respondents said the proposed changes would serve their travel needs very well and 21% said it would serve them averagely. 12% of respondents said they had no opinion on the proposed changes.



Destinations that will no longer be accessible

Respondents were asked if there are any destinations that they will no longer be able to access if the proposed changes are implemented. 409 responses were received. Many respondents (69%) said no, there are no destinations that would no longer be accessible if the proposed changes are implemented, while 31% said yes. The destinations identified include:

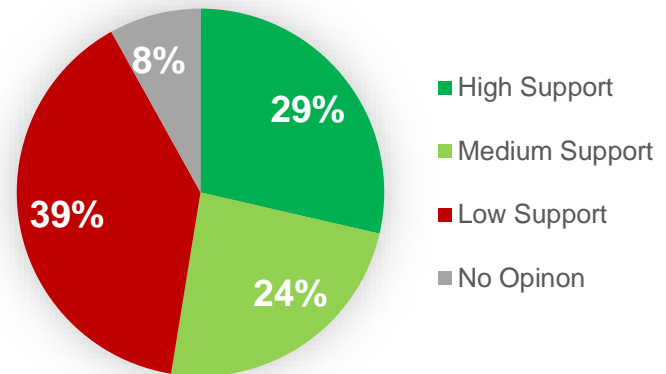
- Bluffers Park
- Cineplex Cinemas Beaches
- Clonmore Dr and Kingston Rd stops
- Destinations along Birchmount Rd, including:
 - Albert Campbell Library
 - Birchmount Cliff Public School
 - Birchmount Community Centre



- Birchmount Park Collegiate Institute
- Birchmount Rd and Danforth Ave and local shopping plaza
- Birchmount Rd and Kingston Rd
- Destinations along Warden Ave, including:
 - Dollarama at Warden and Kingston
 - Food bank on Warden and affordable grocery stores at Tasteco for community housing residents
 - Ina Grafton Gage Home (IGGH) at Warden Ave and Bell Estate Rd
 - Taylor Memorial Library
 - Pharmacy at Warden and Danforth
 - Warden Ave at Hollis Ave North Side
 - Warden Station
- HISTORY (live music venue)

| Level of support for the proposed changes

409 responses were received. Many respondents (39%) said they have low support for the proposed changes, while 29% said they have high support and 24% of respondents said they have medium support. The remaining 8% had no opinion. See below for more detailed feedback.



What respondents like about the proposed changes

- **The proposed changes will encourage TTC ridership**, particularly if the new service on Gerrard/Warden can consistently arrive every 15 minutes or better. The changes will also improve the bus/streetcar connection to the downtown.
- **Many support 503 Kingston Road to operate all day service, 7 days a week.** Some said this is a long overdue change. Others said it is a good idea as long as it is operating as regular service and not 30 minutes between streetcars.
- **Many of the proposed route changes are good (specifically mentioned were changes to 12 and 117), but frequency is the issue**, especially routes east of Victoria Park. Others said the changes to 22 and 503 will make service on Coxwell more reliable.
- **Support for the proposed changes to 135, however, the the gap on Warden makes it difficult to travel north.** There should be a route serving Warden from Clonmore to Kingston
- **Renaming of 70C to 114 makes sense** because it does the same purpose as the 114.
- **Extending the 924 to Bingham Loop would improve trips** along Victoria Park to the 503.
- The proposed change to 114 is a great idea because it allows the 70 to be allocated to Eglinton Square.

Concerns about the proposed changes

Overall

- **Impact to accessibility.** One major concern is the potential decrease in accessibility to transit and destination. Respondents were worried that the proposed changes may result in longer walking distances to bus stops, making it difficult for individuals with mobility issues or disabilities to access transit.
- **Increased travel time.** Another significant concern is the potential increase in travel time. Respondents expressed worries that the proposed changes may lead to longer routes or increased transfer times, making commuting more time-consuming and inconvenient.
- **Reduction in service frequency.** Respondents expressed concerns about a potential reduction in the frequency of bus services. This could result in longer waiting times and overcrowded buses, leading to discomfort and inconvenience for passengers.

Route-specific comments

- **Many expressed strong disapproval of the proposed removal of 69 Warden South.** They said the removal of the 69 will negatively impact the community, particularly low-income and TCHC residents relying on transit, students, seniors, and to those that require access to the Birchcliff Food Bank, Warden Woods, Danforth gardens communities, Taylor Creek Public School, Birchmount Collegiate High School, Birch Cliff Public School, Albert Campbell Library, Taylor Memorial Library, grocery stores, churches, and many more. The 69 bus is a major access route from Warden to Kingston Road, and the change will result in cutting off the entire Warden Avenue residential area from Gerrard to Kingston Road. Others said they worry that this change will cut the number of buses in half, worsening service on a crowded and heavily-used portion of the route between St. Clair and Danforth Road. They also said that cutting the 69 bus is going to increase usage of the 135 which is already overcrowded.
- Inconvenience caused by not having a bus running on Kingston Road from east end to west. Respondents are wondering why they need to change at Bingham Loop, which makes travelling downtown very inconvenient and always causes delays.
- Disagree with the removal of service on the 70 bus to Warden Station.
- Don't run the 503 on Kingston Road during the off-peak. The 22 bus is much more reliable than the streetcar because it doesn't get caught up downtown, and provides another avenue to get to the Danforth for people on Kingston Road – it should remain unchanged.

Suggestions on the proposed changes

- If Warden 69 is cancelled, the 135 replacement bus would have to run frequently to compensate. The 135 may get stuck in traffic in the parts of their routes west of Warden while the 69 has the better, shorter loop.
- Increase frequency of the following routes: 12D Kingston Road, 70 O'Connor, 114 St Clair East, 117 Birchmount South, and 135 Gerrard-Warden South.
- If 178 is not as frequent as the 86A/86C, then do not cancel the 86A/86C.
- Provide more supervision on routes on the Eglinton corridor as many buses bunch, especially on the 86/116.
- Integrate the 12D into the headway for departure from Victoria Park for all 12 branches. Currently the schedule for 12D is not integrated well with the other branches in terms of spacing the departures from Victoria Park.
- Continue 117 Birchmount from Bingham Loop to Victoria Park Station. This would be useful for rush hours when there is more demand for service along Victoria Park. There is also no space at Bingham Loop for bus layovers.
- Extend the 22 to downtown via Lakeshore Blvd, with express service along Lakeshore.
- 12C Kingston Road needs to be replaced as there's not a lot of passengers using this route, and isn't really a helpful route during the day as it turns before reaching any connections. The 12D is more useful to commuters, so more service during the day, especially mornings, would be good.
- Extend 70 O'Connor to go east on Rannock to Pharmacy, turn south, then east onto Ashtonbee to Hakimi, South on Hakimi/Lebovic to Comstock, west on Comstock to Pharmacy, north on Pharmacy to Eglinton and back on route to Coxwell. This would help current O'Connor customers connect to Centennial College, the Golden Mile retail and entertainment district, as well as support the 68 service in the south end.
- Extend 12C Kingston Road to McCowan and Eglinton (turning around at the Cul-de-sac on McCowan just north of Eglinton) and providing two way service via Barkdene Hills, Sloley, Cathedral Bluffs, McCowan. Doing away with the current confusing one-way looping.
- Consider splitting the 70 buses as they are frequently bunched and delayed.
- For the Blue Night Service in this area, the 302 Kingston-McCowan Blue Night does not directly connect to either the 301 Queen or the 306 Carlton, and only connects with every second bus on the 300 Bloor-Danforth (w/ the 300B at Eglinton). Consider extending the 302 to Woodbine Loop or Coxwell Station and replacing part of the 322.

Northwest – Humberwood

Based on the feedback received in Round One about the most important connections/destinations in the Humberwood area, the TTC shared and sought feedback on four proposals to the surface network in the Humberwood area. These proposals include the following routes:

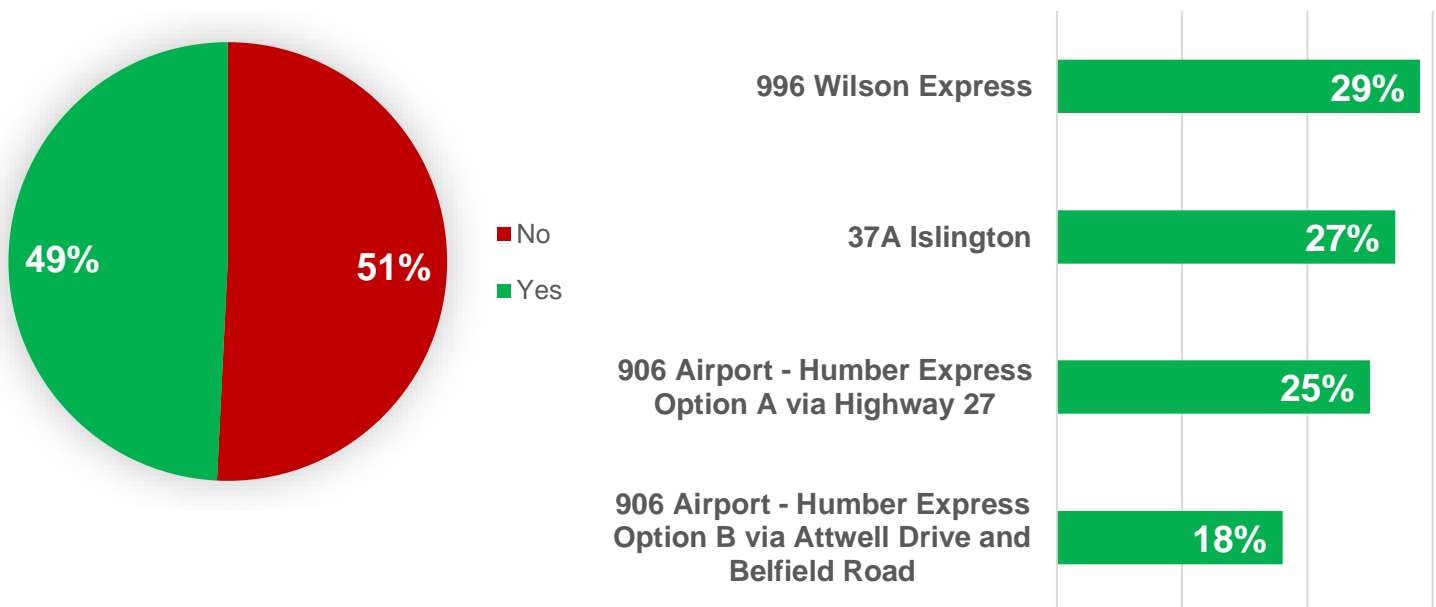
- **37A Islington**
- **996 Wilson Express**
- **906 Airport-Humber College Express (with two routing options presented for feedback) **new route***

A total of 189 responses were received for this part of the survey. Overall, majority of respondents were highly supportive of the proposed changes, particularly the new express route to Pearson Airport, though respondents would like the terminus to be at Terminal 1 and 3, instead of Viscount Station. Some respondents shared concerns about the reliability and long routing of 37A Islington. See detailed summary of feedback below.

Proposed changes' impact on travel

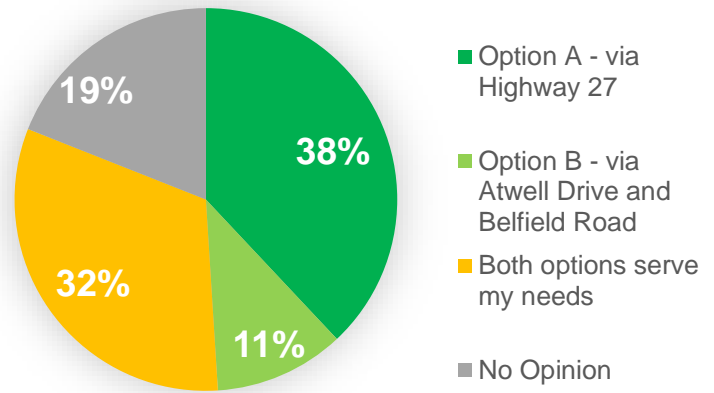
Respondents were asked if the proposed changes to service on 37A Islington, 996 Wilson Express and/or 906 Airport-Humber College Express would impact their travel. 189 responses were received, with the responses being almost equal. 51% of respondents said the proposed changes would not impact their travel, while 49% said it would impact their travel.

Among those who said yes, respondents identified which proposed bus route changes would impact their travel. Note that respondents were able to select all the bus route changes that would impact them. A total of 201 responses were received. 29% of responses said the changes to 996 Wilson Express would impact their travel, followed by 27% of responses for 37A Islington, 25% of responses for 906 Airport-Humber Express Option A via Highway 27 and 18% of responses for 906 Airport-Humber Express Option B via Atwell Drive and Belfield Road.



Preferred routing for 906 Airport-Humber Express

Respondents were asked which of the two route proposals for 906 Airport-Humber Express would better serve their needs. 189 responses were received. Option A via Highway 27 was preferred more with 38% of respondents who said it would better serve their travel needs, while Option B via Atwell Drive and Belfield Road was preferred by 11% of respondents. 32% of respondents said that both options serve their needs well. The remaining 19% of respondents had no opinion.



Those who prefer Option A via Highway 27 said this route:

- I like the proposed route alignment for Route 906. Both route options are very helpful to travel to the airport.

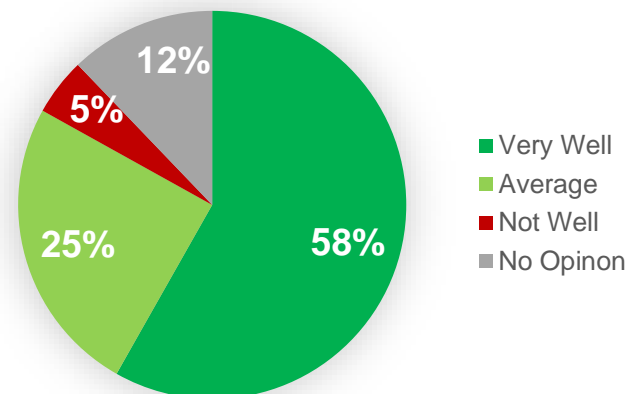
Those who prefer Option B via Atwell Drive and Belfield Road said this route:

- Is a better option because Highway 27 is already served by 927 Highway 27 Express.

Others said consider operating both options. One branch following Option A running all day, and another branch for Option B during rush hour, similar to 927 Highway 27 Express.

How well the proposed changes will serve customer travel needs

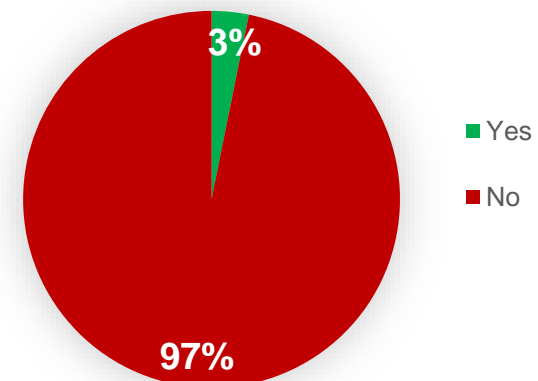
189 responses were received. Majority of respondents (58%) said the proposed changes would serve their travel needs very well and 25% said it would serve them averagely. Only 5% said it would not serve them well. The remaining 12% of respondents said they had no opinion.



Destinations that will no longer be accessible

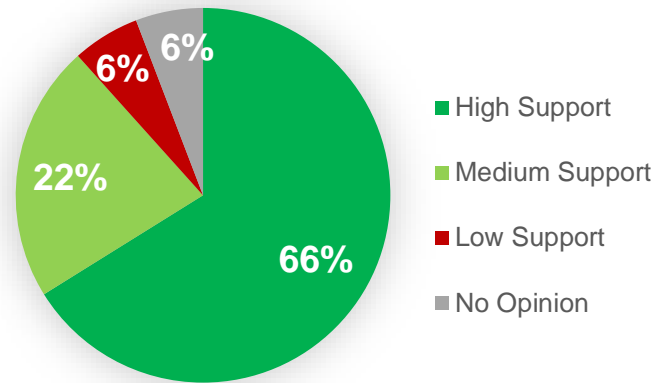
Respondents were asked if there are any destinations that they will no longer be able to access if the proposed changes are implemented. 189 responses were received. Nearly all respondents (97%) said no, there are no destinations that would no longer be accessible if the proposed changes are implemented, while 3% said yes. The destinations identified include:

- Renforth Station



| Level of support for the proposed changes

189 responses were received. Majority of respondents (66%) said they have high support for the proposed changes and 22% of respondents said they have medium support, while 6% of respondents said they have low support. The remaining 6% had no opinion. See below for more detailed feedback.



What respondents like about the proposed changes

- **Extension of 37A Islington to Humber College Station will be very useful.** Being able to take the 37A directly to Humber, and thus to the new LRT, will be extremely beneficial to customers' commute, particularly for students. It will make commute going north much easier for those from central Etobicoke.
- **Improved connection to Pearson Airport.** Respondents said they highly support this much needed service. They said airport employees find it difficult to get to and from work from Humberwood and Humber College. Others said the new route will help with relieving overcrowding on the 927 Highway 27 Express. They hope that luggage racks are available on these express buses.
- **Extension of 996 Wilson Express to Humberwood.** The proposed change would provide better service in Etobicoke and improve connection to Humber College.

Concerns about the proposed changes

37A Islington

- **Reliability of 37 Islington is a huge concern.** Waiting for the 37 along Rexdale or Islington usually takes 30+ minutes.
- **Concern about the extensive travel times due to the extension of 37A Islington.** Those travelling from Humber College would have a long and slow way to get to Islington Avenue as it will have to loop around and enter the Woodbine racetrack loop. Consider creating a clockwise loop joining Humber College to Queen's Plate directly.
- **Unnecessary extension of 37 Islington to Humber College Station.** There is already a fast connection to Humber College from Line 2 through the 927 Highway 27 Express bus.

906 Airport-Humber College Express

- **Concern about terminating the 906 bus at Viscount Station.** Terminating at Viscount Station forces customers to transfer to the Terminal Link, which makes the UP Express out of reach for those on the further west parts of Finch. Others said the buildings on Northwest Drive are a half hour walk from Viscount Station, making the proposal useless for most people outside of the vicinity of Viscount Station.
- **Concern if Option B of the 906 Airport-Humber College Express via Attwell Drive would replace 927C Highway 27 Express.** A participant said replacing 927C is not a good idea.
- **Duplication of service with MiWay's 107 Malton Express.**

Suggestions on the proposed changes

Overall

- Operate the buses frequently during rush hour in the Humberwood area.

37A Islington

- Increase service frequency to support high demand and reduce wait times. During bad weather, wait times could be as long as 45-50 minutes. Also consider operating bigger buses to accommodate demand.
- Separate the 37A branch as its own route to avoid reliability issues associated with 37 Islington. Consider running the service from the new Humber College Station along Humberwood and Rexdale Blvd to

Islington Ave. This would cover the service need for 37B past Humber College to Humberwood loop and create a higher frequency for both 37A and 37B branches.

- Consider renaming to 37H, where H stands for Humber.

906 Airport-Humber College Express

- Start service early in the morning to support airport employees starting work at 5 a.m.
- Consider changing the routing by:
 - Serving Terminal 1 and 3 for easier transfers and better connectivity to TTC and several transit agencies (MiWay, Brampton, GO and UP Express). Many respondents suggested terminating at Terminal 1 and 3 instead of Viscount Station. Consider stopping at the same bus terminal 900 Airport Express and 952 Lawrence West Express serves at Pearson Airport.
 - Operating on Hwy 27 during off-peak periods and operating via Attwell Dr during peak periods and shift change times.
 - Operating via Carlingview/Fasken instead of Airport Rd to better serve the employment areas.
 - Operating along Finch West and Highway 427. There's already the 927 Highway 27 Express serving Highway 27 and also Attwell Dr. This could be an opportunity to have an express service along a highway to Pearson coming from the north.
 - Extending to York Mills Station via Hwy 401.
 - Creating a "super express" from the Yonge corridor.
- Consider stopping at Renforth Station for easy connection to MiWay and GO buses, making travel easy for those travelling westbound.
- Consider renaming the route to shorten the name. One suggestion was to rename it to 906 Finch West Express.

996 Wilson Express

- Consider extending the route to:
 - Woodbine Centre Mall to provide a one seat ride from residential areas in Rexdale.
 - Woodbine Racetrack

North-Central – York Mills & Leslie

The TTC shared and sought feedback on four proposed changes to the surface network in the York Mills-Leslie area to improve the reliability of routes and offer improved network connections to destinations in the area. The proposed changes include the following routes:

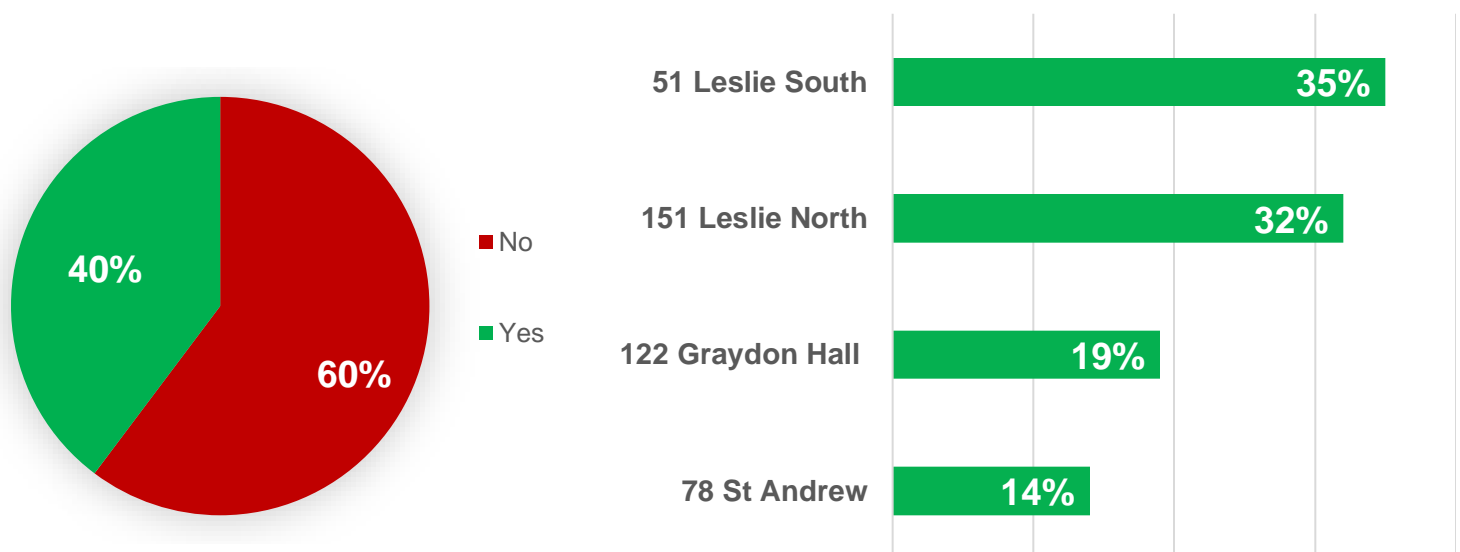
- **78 St Andrews**
- **51 Leslie South** **new route*
- **51 Leslie North** **new route*
- **122 Graydon Hall**

A total of 234 responses were received for this part of the survey. Overall, many respondents were generally supportive of the proposed changes to 78 St Andrews and 122 Graydon Hall, while other respondents expressed strong concerns and disapproval for the proposed changes to 51 Leslie by splitting it into two routes. Many respondents said that the route should remain as one route. See detailed summary of feedback below.

Proposed changes' impact on travel

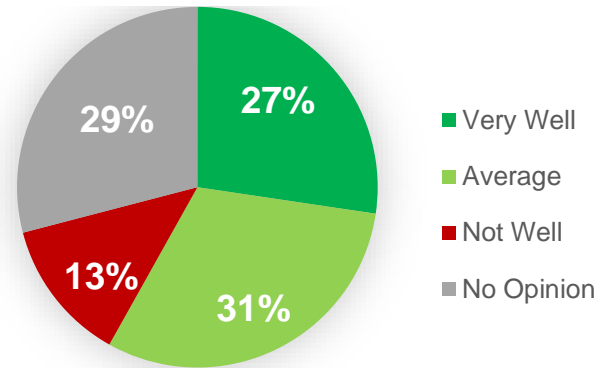
Respondents were asked if the proposed changes to service on 78 St Andrews, 51 Leslie South, 151 Leslie North and/or 122 Graydon Hall would impact their travel. 234 responses were received. Majority of respondents, 60%, said the proposed changes would not impact their travel, while 40% said it would impact their travel.

Among those who said yes, respondents identified which proposed bus route changes would impact their travel. Note that respondents were able to select all the bus route changes that would impact them. A total of 173 responses were received. 35% of responses said the changes to 51 Leslie South would impact their travel, followed by 32% of responses for 151 Leslie North, 19% of responses for 122 Graydon Hall and 14% of responses for 78 St Andrew.



How well the proposed changes will serve customer travel needs

234 responses were received. 27% of respondents said the proposed changes would serve their travel needs very well and 31% said it would serve them averagely, while 13% said it would not serve them well. 29% of respondents said they had no opinion on the proposed changes.

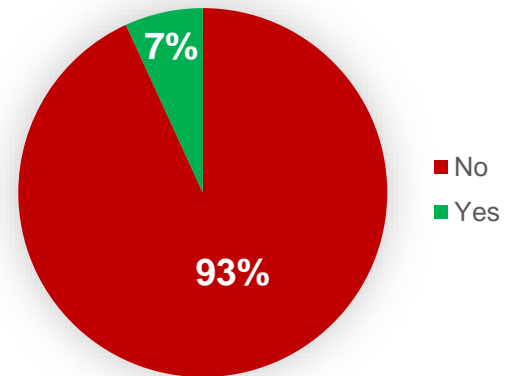


Destinations that will no longer be accessible

Respondents were asked if there are any destinations that they will no longer be able to access if the proposed changes are implemented. 234 responses were received. Most respondents (93%) said no, there are no destinations that would no longer be accessible if the proposed changes are implemented, while 7% said yes.

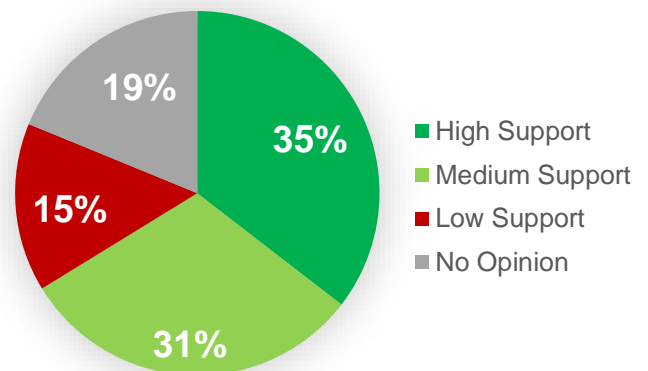
The destinations identified include:

- Downtown
- Eglinton Ave East
- Fenside Arena
- Midtown
- Slidell Crescent
- South of York Mills
- Stops between York Mills and Lawrence Ave East



Level of support for the proposed changes

234 responses were received. 35% of respondents said they have high support for the proposed changes and 31% of respondents said they have medium support, while 15% of respondents said they have low support. The remaining 19% had no opinion. See detailed feedback below.



What respondents like about the proposed changes

- **More bus routes/services to Line 4 Sheppard.** Respondents like that the proposed changes will improve connections to Line 4, which would encourage more people to travel using transit instead of driving. They also like that it will provide better service between Leslie Station and York Mills Station, especially since there are many high-rise apartment buildings at York Mills Station.
- **Extension of 78 St Andrews.** Respondents said extending the 78 to Bayview Station and Bayview Village Shopping Centre makes a lot of difference to customers' travel. They said it's an example of smart bus routing and provides an incentive for customers to use the underused Bayview Station. Others said this change is long overdue.
- **151 Leslie North servicing Scarsdale and the Bond Park area.** The proposed change has the potential to improve safety, as long as the frequency of the bus is increased.
- **Splitting 51 Leslie would help reduce bus bunching and make service more reliable.** Routes serving Eglinton Station suffer because of traffic and construction congestion. Splitting the route would help address reliability issues.

Concerns about the proposed changes

- **Splitting 51 Leslie requires a transfer and would result to an overall longer trip.** There were strong sentiments against this proposed change. Splitting the route means waiting for another vehicle, which would make a trip longer with possibly more delays. Respondents said this proposal is disappointing for those living north of Sheppard on Leslie would be faced with an unnecessary linear transfer on an already infrequent corridor to access anything south of York Mills. They said that improving headway reliability on 51 Leslie should not penalize those from north of Sheppard. Some said that they like the long continuous route from Eglinton Station to Steeles as they can pass the time on one vehicle, instead of transferring to another vehicle. Others said the splitting of the route could cause confusion to customers.
- **Service frequency and hours of operation are concerns,** particularly for 51 Leslie and 56 Leaside. Some said the proposed merger of these routes should be cancelled until they are properly addressed. However, several others said they were looking forward to the new combined 51/56 route (post-Line 5), which would create a proper trunk route on Leslie from Danforth to Steeles, connecting to Lines 2, 4 and 5.

Suggestions on the proposed changes

51 Leslie and 151 Leslie North

- Significantly improve service frequency on the Leslie routes. These routes need consistent service to work as the 51 bus has been historically infrequent and unreliable due to traffic on Eglinton Ave.
- Keep 51 Leslie as is, instead of separating it to two routes to avoid customer inconvenience.
- Both routes should continue to service North York General Hospital in both directions.
- Consider changing the routing by:
 - Keeping the current 51 Leslie but terminating it at Leslie and Eglinton instead of Eglinton Station. This allows for less confusion for customers with multiple bus routes on Leslie St.
 - Having 151 Leslie North/51 Leslie South stop at Science Centre Station.
 - Terminating 151 Leslie North at Leslie Station.
 - Having 151 Leslie North go to York Mills Station and run through the Silver Hills route.
 - Having 151 operate via Lesmill Rd and York Mills Rd to connect the employment areas directly to Line 4 and destinations to the north.
 - Having both 51 Leslie South and 151 Leslie North cover the vicinity near York Mills and Don Mills at some point during the day. This coverage can diverge some passengers from 25 Don Mills to another subway station and facilitate citizens living on Leslie.
- Consider extending the routing to:
 - Seneca College Newham Campus. Connections to Lines 2, 4 and 5 would attract students and take pressure off the 39/939 Finch East.
 - Line 1 at Lawrence or Line 5 at Don Mills
- Rename the routes by changing:
 - 51 Leslie South to 51S Leslie Subway because the new name highlight the north end-of-line at Leslie Subway Station, but majority of its service south of York Mills Road.
 - 151 Leslie North to 151N Leslie Steele to highlight the north end-of-line at Steeles Avenue and majority of its service north of Leslie Station.

78 St Andrews

- Connect to Leslie Station to make use of the bus terminal at Leslie and have more than 2 routes serving Leslie. There are also a lot of senior homes on the current 78 route that would benefit from having access to Leslie Station and North York General Hospital.

122 Graydon Hall

- Look into connecting 122 Graydon Hall to:
 - Victoria Park via Parkwoods Village for a better connection to the 24 Victoria Park and 95 York Mills. This would provide customers direct access to York Mills Station again after 95A York Mills stopped going to Victoria Park years ago.
 - Don Mills Station during peak hours to avoid heavy traffic along York Mills.
- Change the routing to Roywood, Lynedock, Fenside, looping around the plaza via Brookbanks to reduce the walk to the stores in the area.
- Keep the current loop on Fenside but use eastbound York Mills instead of Lynedock to access the plaza. This would make the 122 less vulnerable to traffic and delays.

Southwest – South Etobicoke

The TTC shared and sought feedback on two proposed changes to the surface network in the South Etobicoke area to improve peak period service frequency on the Queensway corridor from Sherway Gardens to Royal York Road, and improve connections to surrounding destinations, Downtown Toronto, and rapid transit in the Humber Bay Shores area. The proposed changes include the following routes:

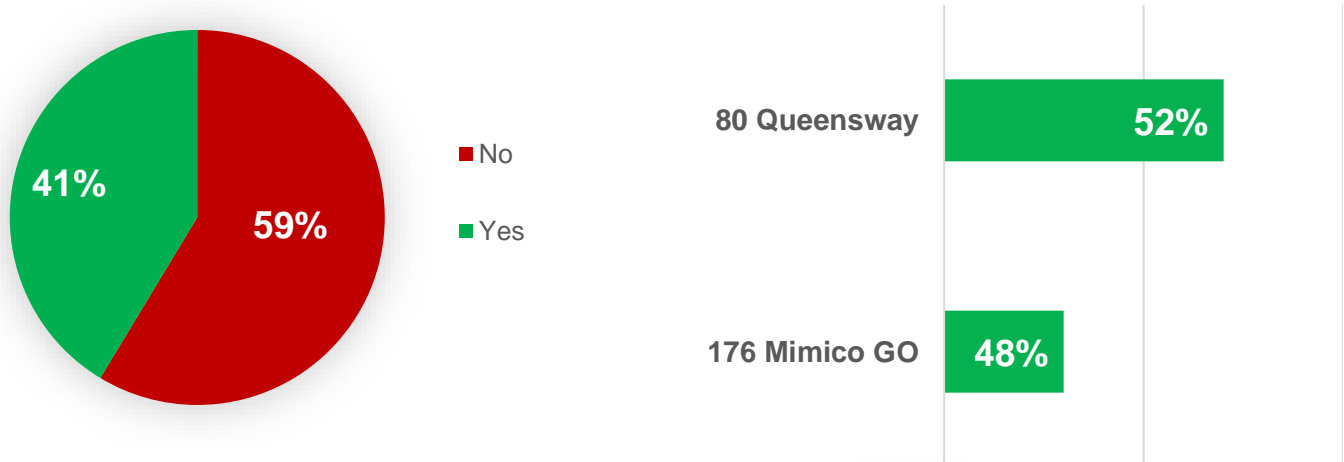
- **80B Queensway** *new route to replace 176 Mimico GO
- **176 Mimico GO** (service cancellation)

A total of 295 responses were received for this part of the survey. Overall, many respondents were generally supportive of the proposed changes to 80B Queensway and 176 Mimico GO, while some shared concerns particularly with 80B becoming a long route, which could result to infrequent service/unreliable service. See detailed summary of feedback below.

Proposed changes' impact on travel

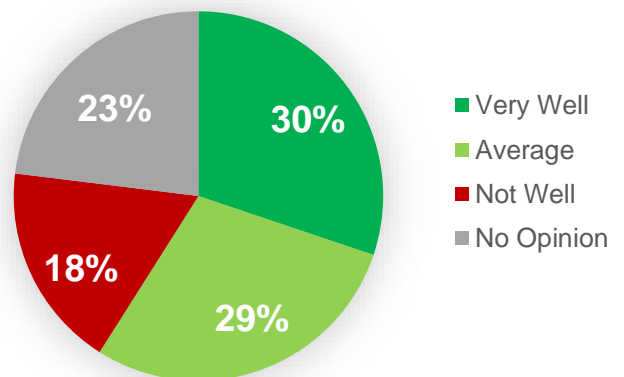
Respondents were asked if the proposed changes to service on 80 Queensway and 176 Mimico GO would impact their travel. 295 responses were received. Majority of respondents, 59%, said the proposed changes would not impact their travel, while 41% said it would impact their travel.

Among those who said yes, respondents identified which proposed bus route changes would impact their travel. Note that respondents were able to select all the bus route changes that would impact them. A total of 154 responses were received. 52% of responses said the 80B Queensway would impact their travel and 48% said the proposed change to 176 Mimico GO would impact their travel.



How well the proposed changes will serve customer travel needs

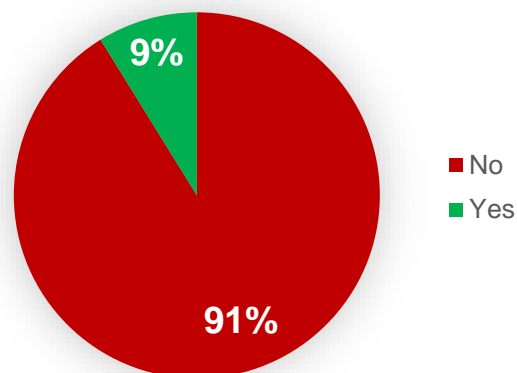
295 responses were received. 30% of respondents said the proposed changes would serve their travel needs very well and 29% said it would serve them averagely, while 18% said it would not serve them well. 23% of respondents said they had no opinion on the proposed changes.



| Destinations that will no longer be accessible

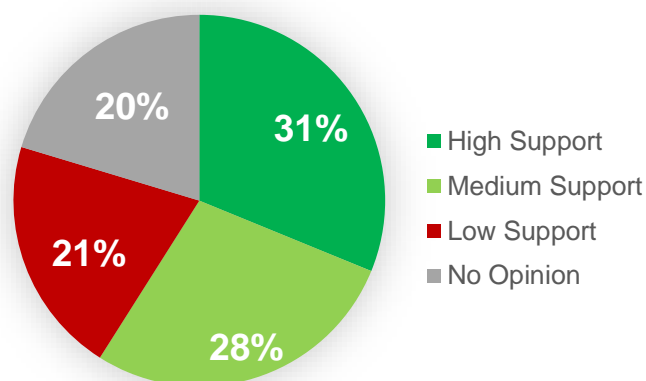
Respondents were asked if there are any destinations that they will no longer be able to access if the proposed changes are implemented. 295 responses were received. Most respondents (91%) said no, there are no destinations that would no longer be accessible if the proposed changes are implemented, while 9% said yes. The destinations identified include:

- Harder to travel to downtown/Union Station
- Harder to travel to Mimico GO Station
- High Park
- Keele Station
- Stores and restaurants along Queensway



| Level of support for the proposed changes

295 responses were received. 31% of respondents said they have high support for the proposed changes and 28% of respondents said they have medium support, while 21% of respondents said they have low support. The remaining 20% had no opinion. See detailed feedback below.



What respondents like about the proposed changes

- **A vast improvement to the current service.** The proposed changes to 80B Queensway would significantly improve travel to and from Sherway Gardens, Mimico GO Station, Humber Bay Shores, Park Lawn area, and transferring at Queensway and Royal York. Respondents said travelling this route right now is “painful” and tedious in both directions. They said the proposed changes will be very useful and will shorten their commute. They also said that improving the frequency of service and connection to Mimico GO Station would encourage new and existing Queensway residents to take public transportation.
- **Simpler route.** The proposed change will reduce confusion as merging the 80B and 176 routes will be easier to understand than having separate routes. Respondents also said that it might also fix some of the headway and gap issues on the 80 by adding one or two more buses.

Concerns about the proposed changes

- **Concern about frequency and reliability as a longer 80B route could mean a less dependable schedule.** Some respondents would like to keep the 176 as is because the current 80B service is well known for its frequent delays, so extending its route could make the service’s reliability worse. They were also concerned that the proposed change to 80B would not be able to integrate with the GO Transit schedule due to it being a long route, which would impact customer’s travel time.
- **If the proposed change is only during rush hour, with no increase in service during the working/shopping day.** Some respondents said the proposed change is only good if it results in more buses between Royal York Road and Sherway during the day, but if not, then they do not support the change.

Suggestions on the proposed changes

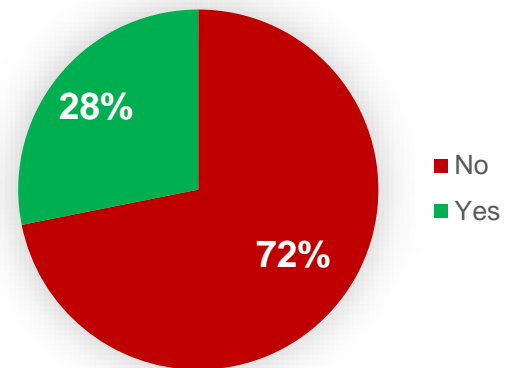
- Increase the frequency of 80 bus. Some said service should be every 15 minutes, and others said it should be on the 10-minute network because of the massive amount of development coming to the area.
- Ensure the schedule of the proposed 80B change coincides with the Mimico GO Train departures, similar to the current schedule of the 176 bus.

- Provide all-day and weekend service for the proposed 80B bus as accessing Mimico GO Station from Humber Bay Shores during off-peak times is very difficult. Ridership on 80B would increase in the Humber Bay Area if service was all day.
- Improve the 80B connection from Long Branch Loop to Queensway.
- Improve east-west service along Queensway, Evans and Horner. People need to use these streets to travel for work, shopping, medical appointments, and recreation so there needs to be at least 4 buses per hour on these routes: 110A, 15, and 80. Getting around South Etobicoke on these routes is frustrating.
- Improve explanation of the proposed change and its impact on service frequency.

| Other evaluation criteria or options to be considered

In order to develop the proposed changes for the South Etobicoke area, the TTC identified how relevant routes/options (including the 80B Queensway) would perform against an evaluation criteria. A table showing how each route/option performed against the evaluation criteria were shared in the survey.

Respondents were then asked if there are any other criteria or routes/options the TTC needs to consider. 295 responses were received. 72% of respondents said no, there are no other criteria or options that should be considered, while 28% of respondents said yes.



Those who said yes shared the following suggestions:

Criteria

- Frequency. Increased frequency on newly proposed 80B Queensway would be really beneficial, particularly the increased bus service going to Mimico GO Station.
- Community impact
- Maintenance costs
- Volume of customer traffic/number of riders impacted
- Accessibility, particularly seniors access to facilities
- Customer ease
- Express service to downtown and other key destinations in the west end (Sherway, Alderwood Centre, Toronto South Detention Centre, Franklin Homer Community Centre)
- Subway connection

Routes/Options

- 501 is an unreliable option for those commuting downtown and the 176 Downtown Express and 145 Downtown Express buses need to be put back into service to give people options to get downtown efficiently.
- 73 Royal York service increase.

| Other comments on the options evaluated and/or the evaluation criteria

What respondents like about the proposed changes

- Seems like all criteria were fairly evaluated.

Concerns about the proposed changes

- Need more information about service frequencies to better evaluate the proposed changes.
- The measures seem to be “half-baked” as it doesn’t support the recent population density growth in this area. A subway connection to Parklawn & Lake Shore is desperately needed.

Suggestions on the proposed changes

- Consider having a direct bus from Humber Bay to Union Station as most of the work offices of residents in the area is on the route. A lot of people will be able to reach their workplaces without having to transfer vehicles.

Liberty Village

The TTC shared and sought feedback on three proposed changes to the surface network in the Liberty Village Area to increase capacity and frequency along the Dufferin corridor, provide additional service within Liberty Village, facilitate integration with Exhibition GO Station and Exhibition Loop and implement a service plan that provides consistent service patterns and routings to simplify transit experience. The proposed changes includes the following routes:

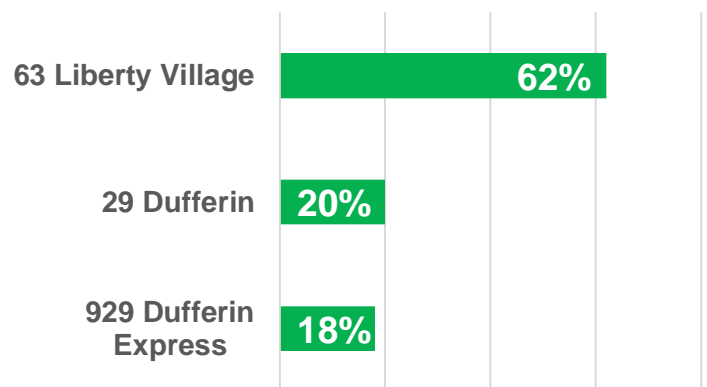
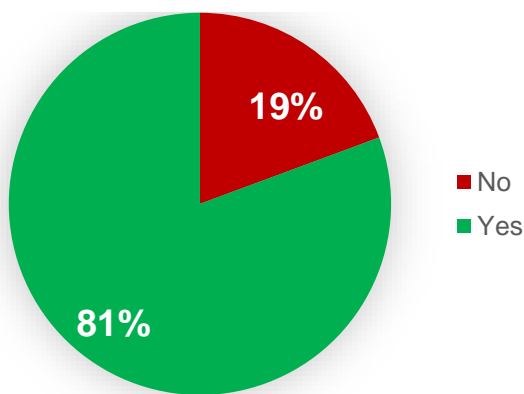
- **69 Ossington**
- **29 Dufferin**
- **929 Dufferin Express**
- **329 Dufferin Night Bus**

A total of 620 responses were received for this part of the survey. Overall, there were mixed opinions on the proposed changes to 63 Ossington, with many more respondents not supportive of the proposed changes as customers would lose the only bus service that goes through the Liberty Village neighbourhood. Some respondents were also not supportive of the proposed elimination of 29C Dufferin from accessing Exhibition because it would remove access to affordable shopping at Dufferin Mall and connection to the subway. Feedback on the proposed change to 929 Dufferin Express and 329 Dufferin Night Express were generally positive. Respondents said the proposed changes to these two routes make sense and would be helpful to people travelling on Dufferin daily. See detailed summary of feedback below.

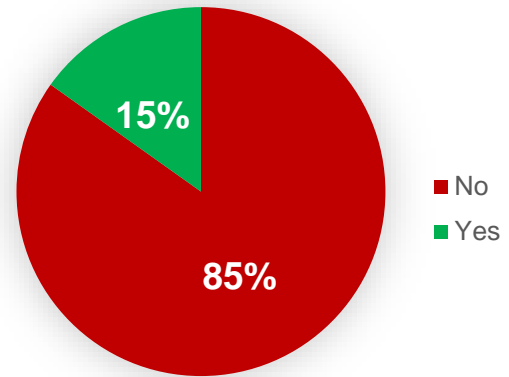
Proposed changes' impact on travel

Respondents were asked if the proposed changes to service on 63 Ossington, 29 Dufferin and/or 929 Dufferin Express would impact their travel. 620 responses were received. Majority of respondents, 81%, said yes, the proposed changes would impact their travel, while 19% said no. See pie graph below.

Among those who said yes, respondents identified which proposed bus route changes would impact their travel. Note that respondents were able to select all the bus route changes that would impact them. A total of 718 responses were received. Majority of responses (62%) said the changes to 63 Liberty Village would impact their travel, followed by 20% of responses for 29 Dufferin and 18% of responses for 929 Dufferin Express.

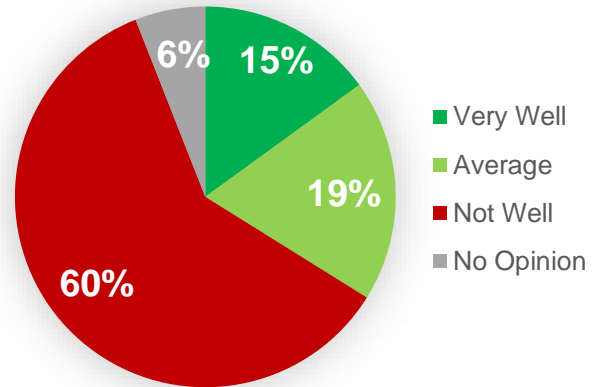


Respondents were also asked if the proposed changes to the 329 Dufferin Night Bus would impact their travel. 620 responses were received. Majority of respondents, 85%, said the proposed changes would not impact their travel, while 15% said it would impact their travel. See pie graph on the right.



How well the proposed changes will serve customer travel needs

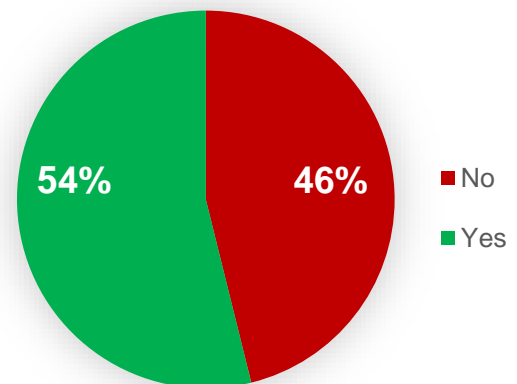
620 responses were received. Majority of respondents (60%) said the proposed changes would not serve their travel needs well, while 15% of respondents said the proposed changes would serve their travel needs very well and 19% said it would serve them averagely. 6% of respondents said they had no opinion on the proposed changes.



Destinations that will no longer be accessible

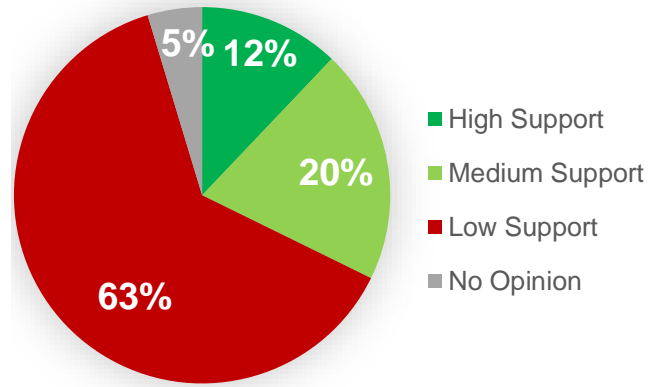
Respondents were asked if there are any destinations that they will no longer be able to access if the proposed changes are implemented. 620 responses were received. More than half of respondents (54%) said yes, there are destinations that would no longer be accessible if the proposed changes are implemented, while 46% said no. The destinations identified include:

- Anywhere outside of Liberty Village
- Buildings at Exhibition Place
- Billy Bishop Airport
- Destinations on East Liberty St, particularly:
 - 65 East Liberty
 - 125 East Liberty
 - 135 East Liberty
 - 150 East Liberty
 - 171 East Liberty
 - Businesses along East Liberty St and Atlantic Ave
 - Commercial centre on Hanna Avenue
 - East Liberty St and Lynn Williams St
 - East Liberty St and Pirandello Sr West stop
- Transit services, including:
 - 63 Ossington from Liberty Village, and all stops along 63 Ossington
 - 509 Harbourfront Streetcar
 - Line 2 Bloor-Danforth
 - Ossington Station
 - Exhibition GO Station
- Dufferin Mall
- King St and Dufferin St
- King St and Sudbury St
- McCormick Arena
- Queens Quay W



| Level of support for the proposed changes

620 responses were received. Majority of respondents (63%) said they have low support for the proposed changes, while 12% said they have high support and 20% of respondents said they have medium support. The remaining 5% had no opinion. See detailed feedback below.



What respondents like about the proposed changes

- The more direct routing of the 63 past Liberty Village, eliminates the meandering routing through Liberty Village and nearby traffic-prone areas (especially on King Street between Atlantic and Shaw). This will not only make connecting to Exhibition GO more convenient, but also likely provide better reliability along the entire route.
- The current route across Liberty Street creates a significant amount of congestion in a high traffic area. Additionally, the right turn on to East Liberty is very tight and often causes issues with traffic when the bus is unable to make the turn. The sidewalk at that corner is very narrow and feels unsafe having the bus make that turn given the small amount of space and high pedestrian traffic at times. The proposed changes are great as Liberty Village residents will still be serviced by the TTC on either end of Liberty Street, without having a bus drive through causing the issues noted above.
- The walk to Strachan to catch the bus is not too far.
- Having the 329 operate across Liberty Street is fine as this would be taking place during low traffic times.

Concerns about the proposed changes

- Reduction in transit accessibility and coverage, especially in a highly populated neighbourhood. Eliminating two bus stops on East Liberty Street (at Pirandello St. and Lynn Williams St.) and eliminating continuous service through the heart of the neighbourhood will result in disimprovement of service, especially for those living on the west side and middle of Liberty Village. The 63 bus is a much-needed bus route to the Liberty Village community as it is the only bus that comes into Liberty. Respondents said that this shows a lack of understanding of the district, its residents and businesses, therefore many expressed strong disapproval and lack of support for the plan to remove the route from Liberty Village. They said that it is essential to consider the needs of all customers, particularly those with disabilities or limited mobility.
- Safety concerns, especially for women and children. Respondents said that not having the 63 go through East Liberty is not safe and convenient, especially for women and school children travelling at night and in the winter dark mornings. Having the 63 go to Exhibition will make customers walk from Exhibition through dark tunnels and past homeless drug users.
- Inconvenience to customers due to potential decrease in service frequency and reliability and would increase overall commute times to and from Liberty Village, especially in the winter. Respondents said the 63 is the only fast and convenient way to get to a subway station, but removing this service in the heart of the neighbourhood would greatly impact accessibility to subway stations.
- Elimination of the 29C from accessing Exhibition and easy accessing to grocery shopping at Dufferin Mall. 29C is frequently used by some customers because of its proximity to the far west buildings on Fort York Blvd (215 Fort York, 209 Fort York, etc.) and the access it gives to affordable shopping and connection to the subway. The elimination of this service could eliminate choice when it comes to purchasing groceries or goods.
- The 63 loop around Liberty Village is quite convenient and bridges areas separated by the train tracks, and connects the area to the Ossington strip. The main issue with this route is reliability and the constant bunching in duos or triplets or quadlets. Routing this bus on Strachan to Exhibition is also concerning because this road is often congested with traffic to Lakeshore.

Suggestions on the proposed changes

- Increase service frequency for buses travelling north and south of Dufferin, especially during peak hours and weekends. This will help alleviate overcrowding and ensure that passengers can board buses without facing long waits. Keep in mind that in the next five years, significantly more people will be living in the area. Also consider operating buses with more capacity (articulated buses).
- Some said changes to 329 and 63 make sense, however there is still a need for a through service in Liberty Village. Consider extending the 929 along Liberty and Strachan into Exhibition Loop and looping 329 Blue Night bus around Atlantic. Others said consider bringing back the Fort York service formerly part of the 121 as its own route, and have it run along Liberty Street to Dufferin Gate.
- Create priority bus lanes on Dufferin to help speed up travel on transit.
- Consider extending 63 Ossington to Exhibition.
- Routing suggestions for 929 Dufferin Express, including:
 - 929 to still go to Dufferin Gate Loop instead of looping around King area unless the A branch goes to Dufferin Gate Loop and B branch can go around the King area.
 - 929 Dufferin to be relocated outside of the Dufferin Gate Loop because the remaining capacity that existed due to only the 504B King serving it is now gone with the 29 being rerouted there. The better approach would be for buses to turn east on King, north on Joe Shuster Way, and finally north on Dufferin – this route eliminates the sharp turns that Atlantic has, but it also has a one-block walking connection to the current 63 Ossington routing.
- The proposed changes seem great for the rest of the city, but not so ideal for people in the center of Liberty Village. Consider providing another option from Exhibition to get to King or Queen quickly, as the current wait times for a Bathurst streetcar are far from ideal.
- Do not serve the Dufferin Gate and Exhibition Loop with the 329 Dufferin Night Bus as this makes the route confusing and more congested. Instead of serving the Dufferin Gate Loop, consider routing the 329 along Liberty Street to provide night bus connections to Liberty Village and utilize the empty Exhibition Loop at night.
- It is important for the TTC to actively seek feedback and input from the community regarding the proposed changes. Conducting surveys, holding public meetings, or providing an online platform for customers to share their thoughts and concerns can help ensure that the changes are well-informed and take into account the needs and preferences of customers.

Toronto Zoo

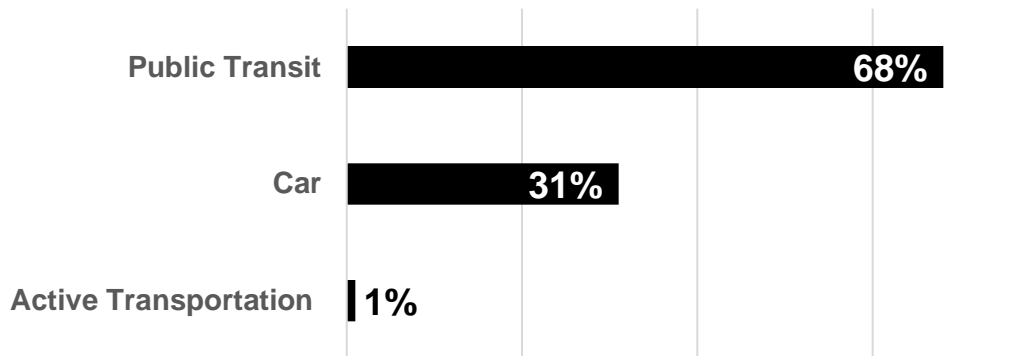
The TTC shared and sought feedback on three proposed changes to the surface network to improve connectivity of the Toronto Zoo, a key regional tourist and special events destination, to downtown Toronto and regional transit hubs. The proposed changes include the following routes:

- **173 Toronto Zoo-Rouge Hill GO Station** **new route*
- **85 Sheppard East**
- **86 Scarborough**

A total of 151 responses were received for this part of the survey. Overall, many respondents were generally supportive of the proposed changes to improve the connection to the Toronto Zoo, while some shared a range of concerns. See detailed summary of feedback below.

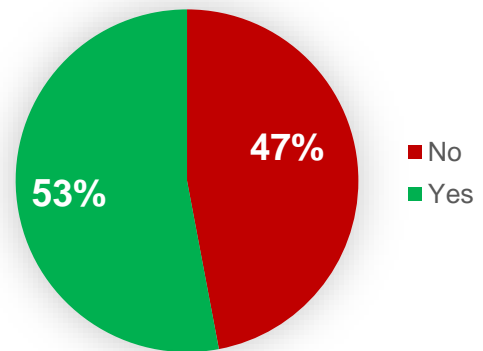
How customers' access the zoo

Respondents were asked how they presently access the zoo. 151 responses were received. Majority of respondents (68%) said that they access the zoo via public transit, followed by 31% of respondents who access the zoo via car, and 1% of respondents who access the zoo via active transportation (walking, biking, etc.).



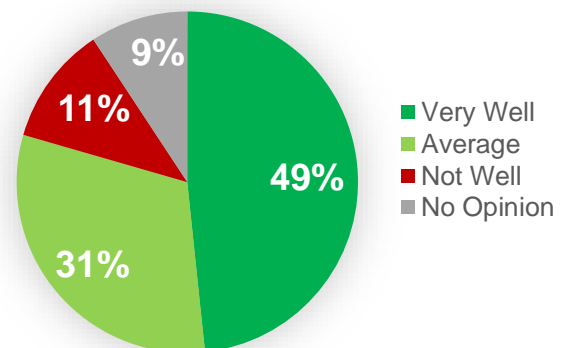
Proposed changes' impact on access to the zoo

Respondents were asked if the proposed changes route changes would impact their travel to the zoo. 151 responses were received. Over half of respondents (53%) said yes, the proposed changes impact the way they get to the zoo, while 47% said no.



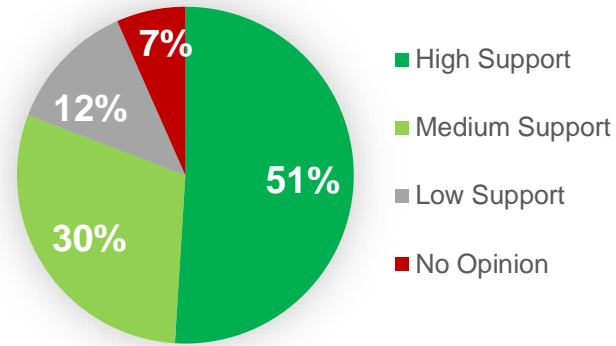
How well the proposed changes will serve customer travel needs

151 responses were received. Almost half of the respondents (49%) said the proposed changes would serve their travel needs very well and 31% said it would serve them averagely, while 11% said it would not serve them well. 9% of respondents said they had no opinion.



| Level of support for the proposed changes

151 responses were received. Over half of respondents (51%) said they have high support for the proposed changes and 30% of respondents said they have medium support, while 12% of respondents said they have low support. The remaining 7% had no opinion. See detailed feedback below.



What respondents like about the proposed changes

- The overall changes to improve the connection to the Toronto Zoo was highly supported by many respondents. They said that although existing transit service to the Zoo is available, it is not convenient to use during the weekends. The proposed connections with Rouge Hill GO Station, Line 2 and Line 5, will be significantly helpful to customers as it reduces the need to transfer and allows riders to reach the Zoo quicker. It also provides a cheaper method to go to the Zoo (with one fare ride).
- Provides an easy way for people coming from the 905 regions to get to the zoo, although this proposal would be more effective with fare integration.
- A lot of new ridership can be created from passengers on the Lakeshore East line.
- Provides faster access to Rouge Hill GO Station from the Dean Park neighbourhood at Sheppard and Meadowvale.

Concerns about the proposed changes

- Prefer to keep the 85 Sheppard East the way it is and not introduce more small seasonal routes.
- The proposed changes would make no sense without adjusting the 85A Sheppard East to run down Port Union, and the 38 via Fanfare and East. Otherwise, the connectivity would not be good. Consider making the 173 a more localized route, serving East, Generation, and Dean Park, while still connecting to the Zoo.
- The proposed changes duplicates service from other transit agencies. For example, GO Transit already runs an Express bus from Sheppard-Yonge to the Zoo (96Z) that takes the 401 and is very fast. It's faster and easier for people to access than Rouge Hill because a lot more people live along Line 1 than near Lakeshore. Durham Region Transit also has their own bus route for the zoo.
- There are better places to use resources, like reducing crowding on other routes.

Suggestions on the proposed changes

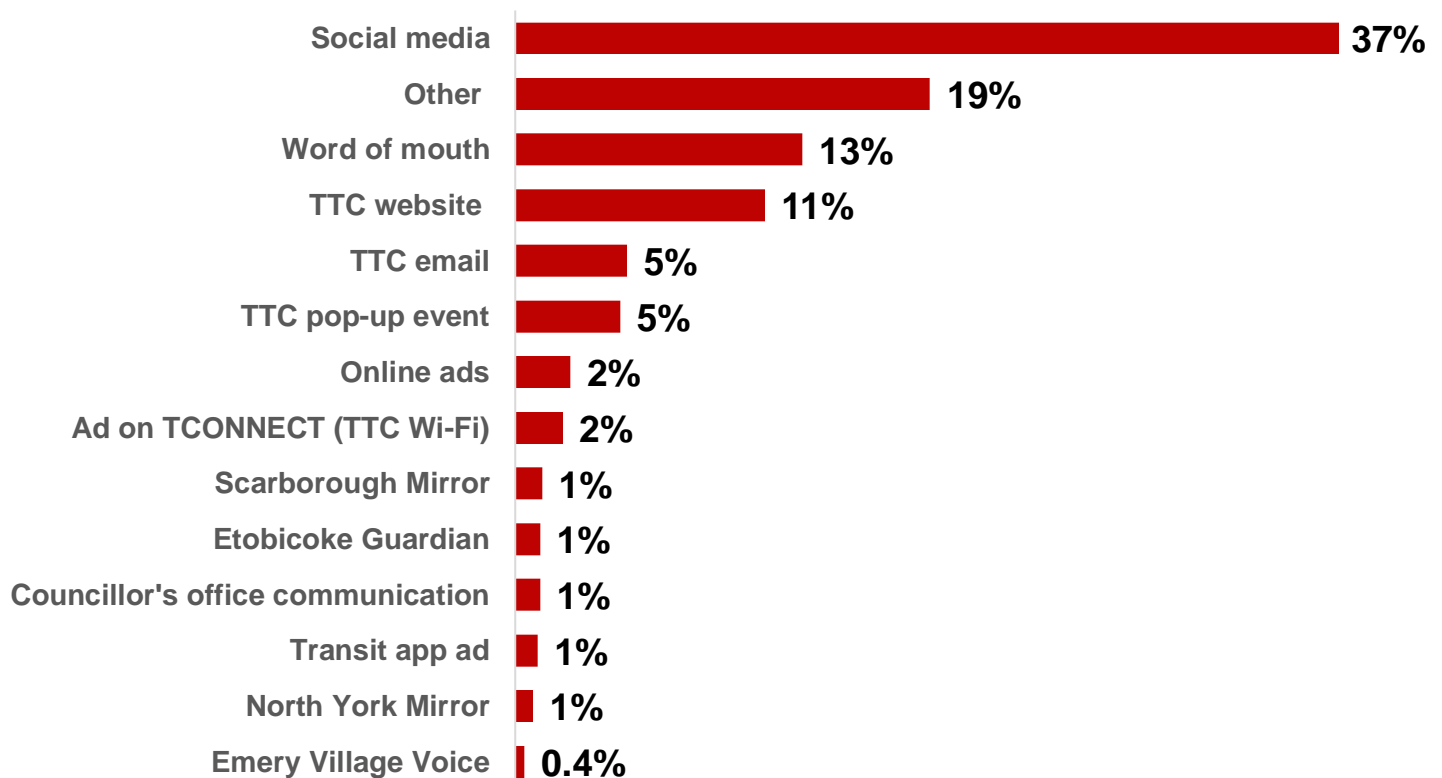
- Provide more options to reach the Zoo all-year round.
- Provide more frequent service and Express bus service during rush hour and weekends.
- Provide a reliable service to ensure success of this proposed route.
- Consider extending an existing Express route (e.g. 985 Sheppard East Express or 986 Scarborough Express) to travel from downtown to the Zoo entirely on a TTC fare.

Other comments and suggestions

- Many respondents strongly suggested creating a new bus route to better connect Dallimore Circle to the Eglinton Crosstown. They said that residents in 120 Dallimore Circle have quite a lengthy walk to the nearest bus stop, and that this neighborhood is severely underserved by transit.
- It would be helpful if the maps highlighted the proposed changes by having them differentiated in colour.
- Consult with schools along Brimorton Drive as there is a high need for this route.

How respondents hear about the survey

Respondents were asked to identify how they heard about the survey. A total of 1,966 responses were received. Many respondents (37%) heard about the survey through social media, followed by other (19%), word of mouth (13%), and the TTC website (11%). Note that respondents were able to select all that apply. See chart below for detailed responses. The methods least identified were transit app ad (1%), North York Mirror (1%) and Emery Village Voice (0.4%). See graph below for more details.



Other ways respondents heard about the survey include:

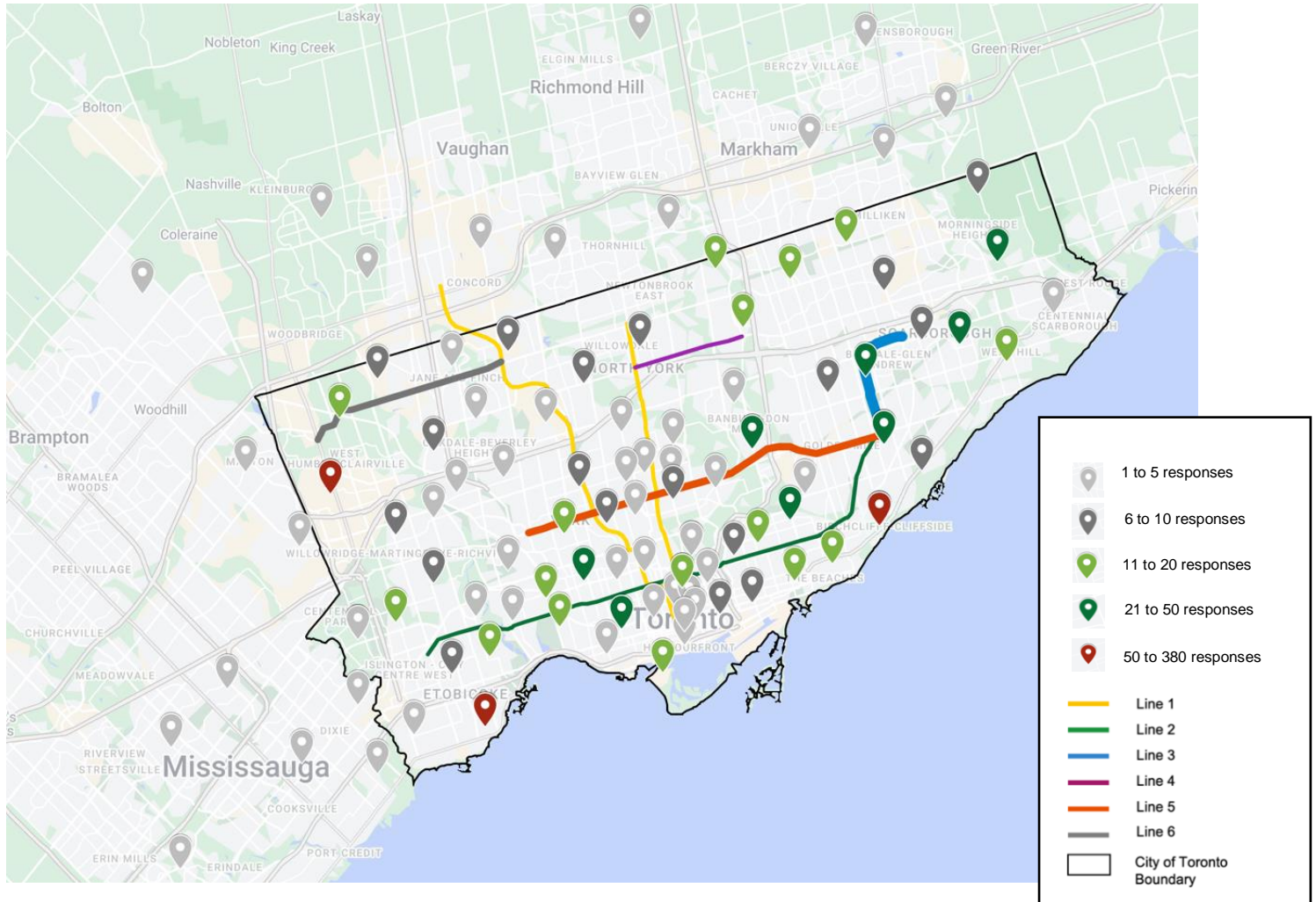
- Steve Munro's blog
- Their condo corporation
- Bus stop ad
- BlogTO
- Fusion survey
- Facebook community page
- Liberty Village social media page
- TTCriders
- Station announcement

Respondent profile

As a part of the survey, respondents were asked demographic questions to help the TTC better understand their customers. See summary of responses below.

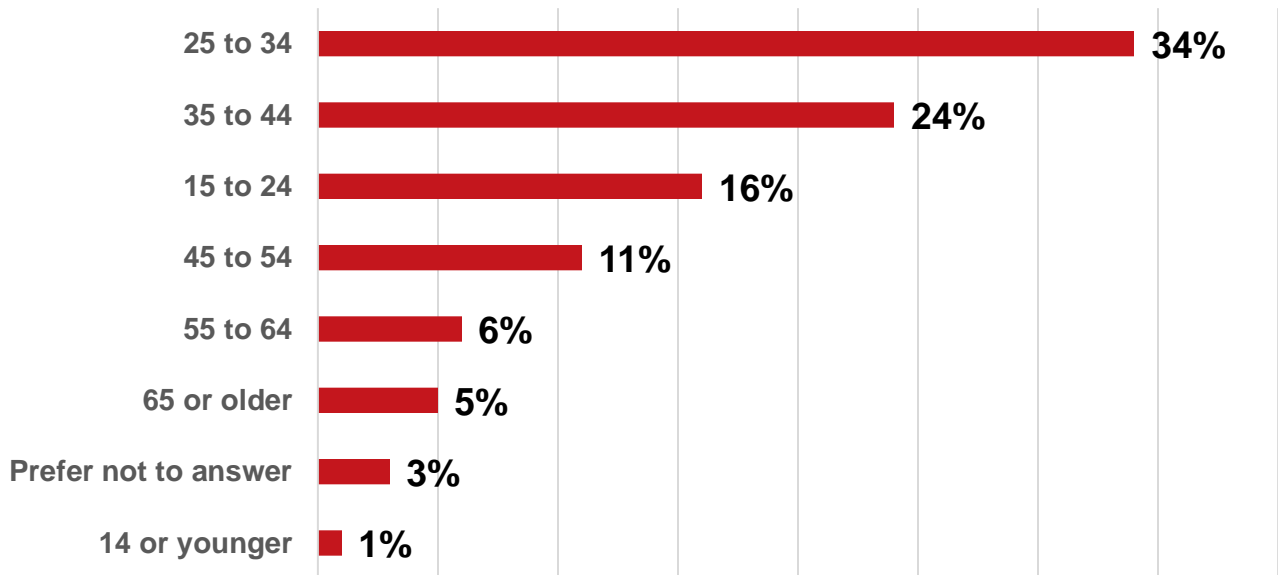
Postal Code

1,655 respondents provided their postal codes. Most respondents identified as residing in Scarborough, Downtown Toronto, Etobicoke and North Toronto. The highest number of respondents were received from M6K, M1N, M8V and M9W. See map below.



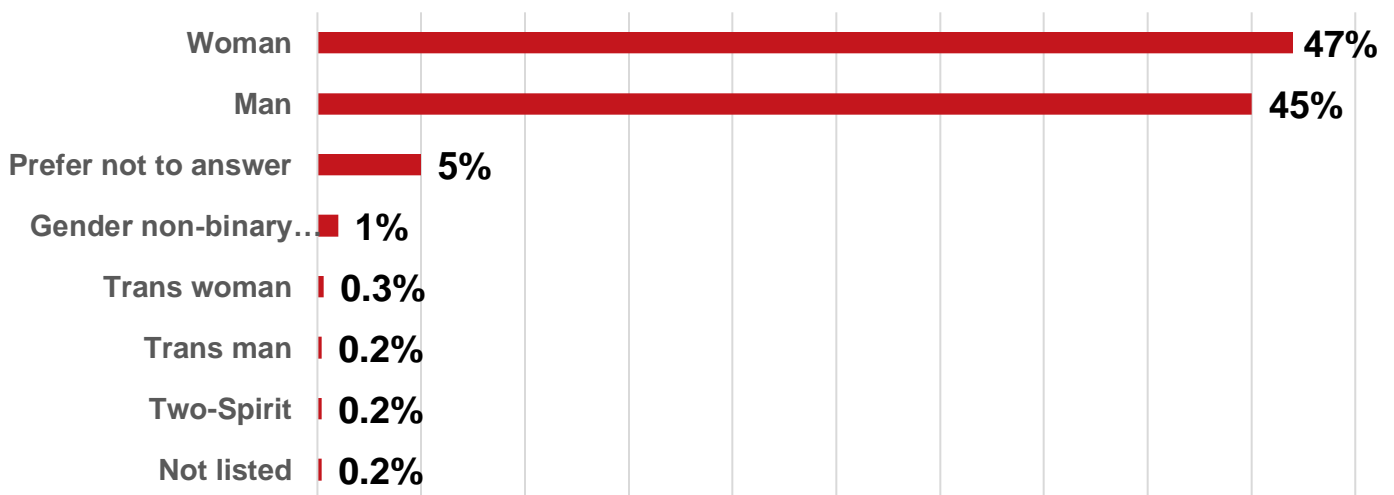
| Age

Respondents were asked which age groups they belonged to. Of the 1,288 responses, the highest number of responses, 34%, came from respondents from the 25-34 years age group. The next highest number of responses, 24%, came from the 35-44 age group, followed by 16% for the 15-24 years age group. The lowest number of responses came from 65 years or older with 5%, followed by prefer not to answer with 3% and 14 or younger with 1%.



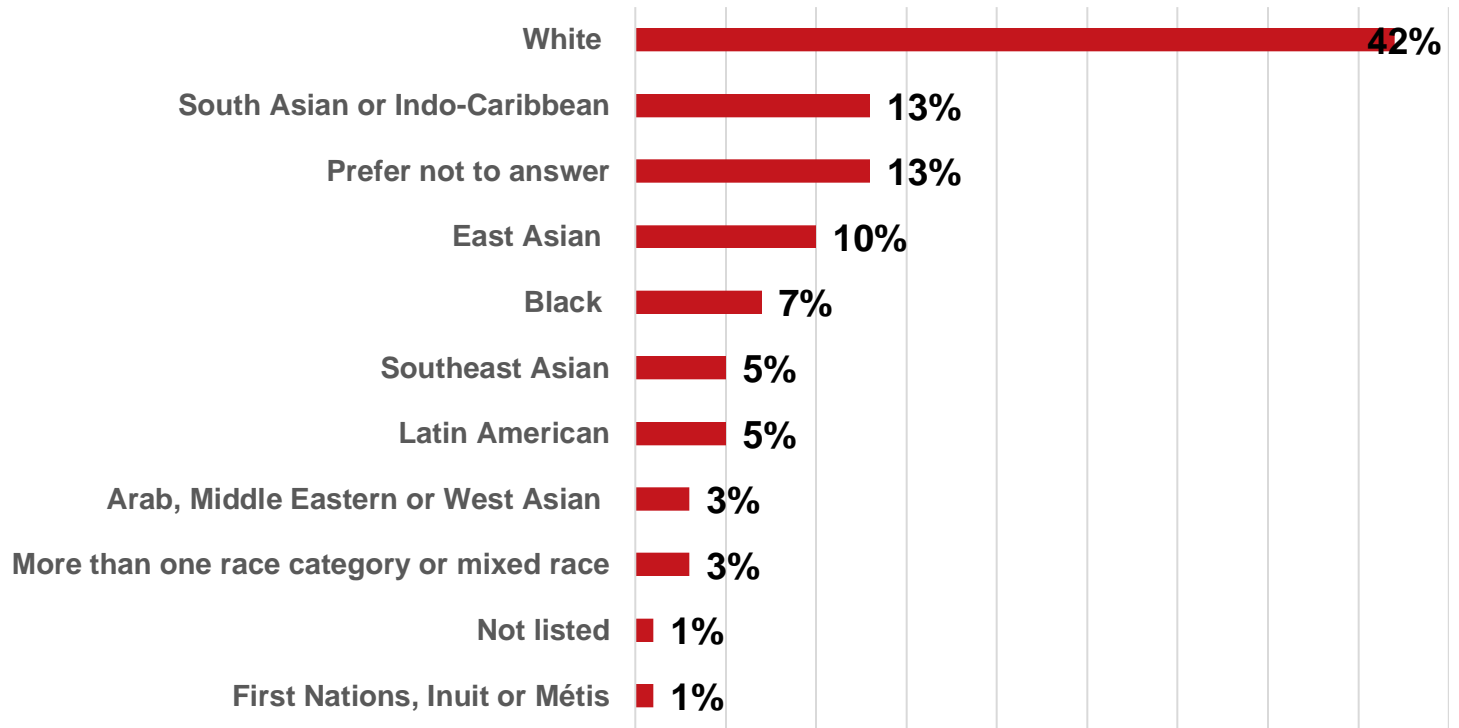
| Gender identity

Respondents were asked to identify what gender identity best describes them. Of the 1,288 responses, Almost half of respondents (47%) identified as women, 45% identified as men, 5% preferred not to answer and 1% identified as gender non-binary. Less than 1% identified as trans woman, trans man, and two-spirit.



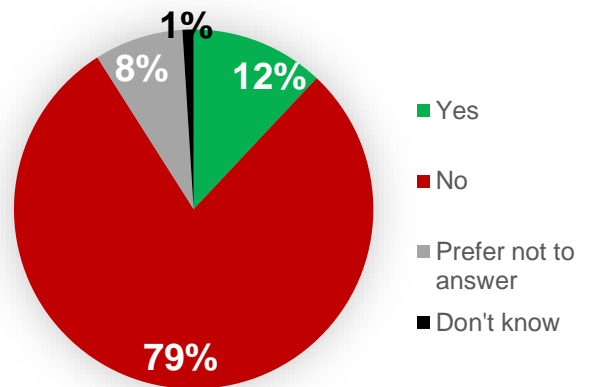
Racial identity

Respondents were asked which race category best describes them. Of the 1,288 responses received, 42% identified as white, 13% as South Asian or Indo-Caribbean, 13% preferred not to answer and 10% as East Asian. See chart below for detailed responses.



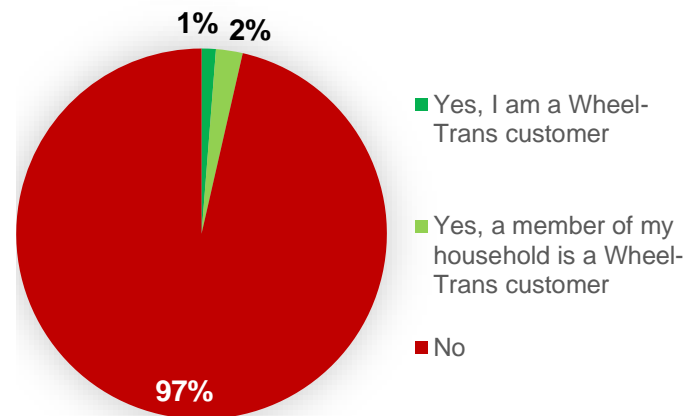
Respondents with disability

Respondents were asked if they identified as a person with a disability. Of the 1,288 respondents, 12% said yes, 79% said no, 8% said they prefer not to answer and 1% said they don't know.



Wheel-Trans customers

Respondents were asked if they were customer of Wheel-Trans services. Of the 1,288 respondents, majority of respondents (97%) said they are not a customer of Wheel-Trans, while only 1% said they are a customer of Wheel-Trans and 2% said someone in their household is a customer of Wheel-Trans.



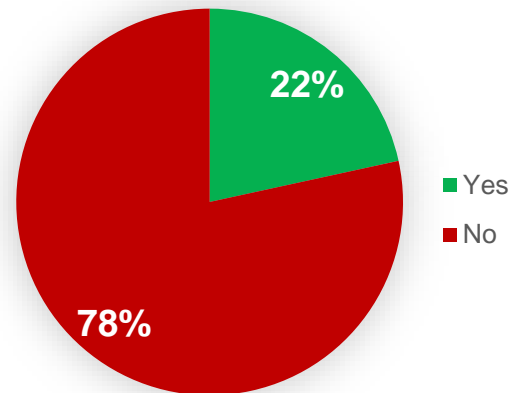
Employment status

Respondents were asked which best describes their current employment status. Note that respondents were able to select all that apply. Of the 1,402 responses received, majority of respondents (48%) said they were employed full time, followed by 13% of respondents who said they were students and 10% who said they were employed part time. See chart below for detailed responses.



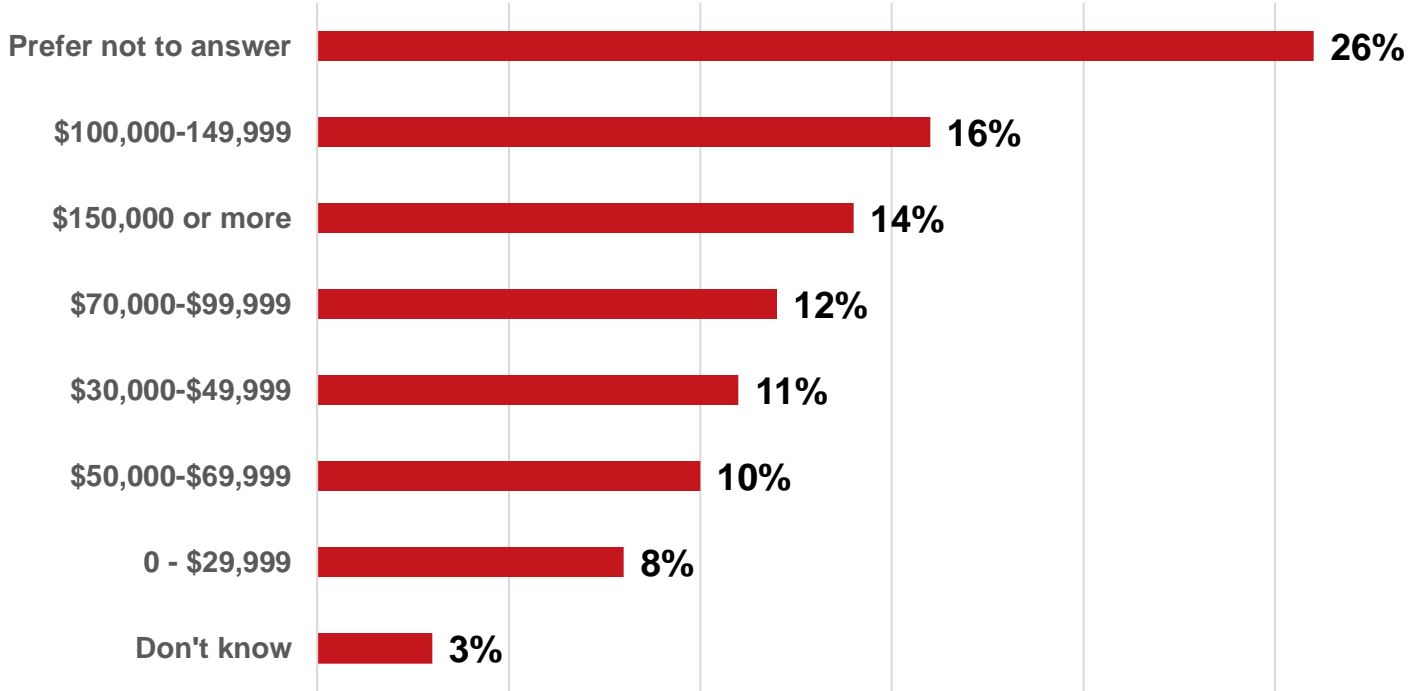
Shift workers

Respondents were asked if they consider themselves shift workers. Of the 1,288 responses received, majority of respondents (78%) did not consider themselves shift workers, while 22% said they considered themselves shift workers.



| Total household income

Respondents were asked for an estimate of their total household income before taxes last year. Of the 1,288 responses received, 26% said they prefer not to answer, followed by 16% who reported it to be between \$100,000 to \$149,999 and 14% who said it was \$150,000 or more. See chart below for detailed breakdown of responses.



Appendix A. Route-specific feedback

Throughout the survey, respondents offered suggestions and advice about specific routes. This Appendix collects and organizes this feedback. The feedback is included as submitted and has not been edited.

- Consider reorganizing service along Arrow Rd by reallocating service on 99 Arrow Rd to 84C Sheppard West during off-peak hours. This would maintain connections between stops on Arrow Rd and routes on Finch, Jane, and Sheppard, add two-way service, add direct connections to Steeles and to Line 1, and extend off-peak service to the employment areas north of Finch.
- Consider adding more stops along the 41 Keele route in the York University area. The bus currently turns onto the ring road of York University but have very few stops. Stops can be added where stop signs already exist, such as at York Blvd.
- Increase service frequency of the 105 Dufferin North during late hours.
- Consider keeping the local bus service between Finch West and Humberwood.
- Consider rerouting 989 Weston Express to service Toryork Dr, Ormont Dr, Barmac Dr, Steeles Ave W, and loop around at Old Weston Rd and returning the same way.
- Reroute 165 Weston Rd,
- The looping at the top of the 165 should be revised to better serve the factories (major trip generators) on Barmac and Ormont. 165 should divert via Weston Rd, Ormont, Barmac, Garyray, Weston Rd, Old Weston Rd, Steeles (returning the same way). This will improve flexibility for factory works giving them two way service.
- This doesn't involve the changes but something else that should be a change in the future. The 41 Keele that stops outside the Station at Finch West, they should go in the station as well so people can transfer from the bus to subway without having to tap their presto card to get in pending on their 2 hour transfer
- Create a branch of the 95 that will terminate at Scarborough Centre.
- I have some other routes that should have extensions, 939B Finch Express to Old Finch & Morningside (goes local at old finch area and express after old finch) and the 939C branch can still go to Morningside & Staines area,
- it was also mentioned the 905 Eglinton East Express was also to go to finch and Morningside, what happened to that?
- I have some other routes that should have extensions, 939B Finch Express to Old Finch & Morningside (goes local at old finch area and express after old finch) and the 939C branch can still go to Morningside & Staines area,
- I would have the TTC blue night 339 go to Steeles via Tapscott, McNicoll Ave, Maybrook, Passmore ave and Morningside Ave.
- I would like to suggest to please provide more connection services (E.g. 134D) for Centennial College Progress Campus specially in Winter where waiting for a bus outside might be challenging for people.
- I would still like the TTC to re-instate the 42B route to Kennedy Road or Midland Avenue. Either that or have more buses serve the 42A extension or extend the 42C route to Warden Avenue which may be part of the Federal Electoral Boundary Redistribution. Because this line serves residences, you will need more buses to provide riders more options. I will sometimes use this line to connect with the Don Mills Express or 25C route south to Line 4 or stay on the bus to Finch Station. I have Medium support for your changes because you give riders more options at the east end terminal point of the 42 route. More houses and condos means more potential riders.
- More buses in 102 route
- There's a missing link between Malvern and the North Scarborough employment area; this adds a transfer to the 102 whereas extending the 116 could've added a direct connection.
- Why would you not also bring a new Finch express bus down to Neilson Rd? It is generally less crowded on finch than it is on Sheppard East. Also it would serve more people who need to go from Finch GO?
- You need more buses on Finch East - particularly Express
- 52A should see an increase in the frequency everyday all day as it's one of the main route for employees to go to work at the airport.

- It would be great to have a proper Blue night buss rout to Kipling from Humber College or YYZ airport to Humber college from which we can take another bus, either GO or 900 airport bus to Kipling etc... Good for us and you
- please improve the transfer connection to the Kitchener GO / UPX lines. Etobicoke North is really unaccessible via transit or walking from bus stops.
- Yes, please have the 986 Wilson Rocket operate Saturday's as well.
- I am very frustrated that the 115 remains untouched. I have no clue how this route has dodged every single consultation, and I feel that it is a waste of resources being protected. I have previously suggested that, when Line 5 opens, it be adjusted to run from Science Centre Stn to Leslie Stn via Banbury and Green Belt. At the very least, this route should provide the Scarsdale service AND be extended to Leslie Stn. At least then, it has some functionality."
- "I want to suggest the 85 Sheppard East bus, the branch that goes only between Yonge Street and Don Mills be extended into Parkway Forest.
- Parkway Forest has no bus service but lots of residents.
- The 115 Sliverhills should also go to Leslie Station as well"
- MORE CONNECTIONS ON THE 124
- Please continue service at Slidell Crescent & Fenside Drive. I see multiple people with disabilities getting on at this stop. Including myself. I need this stop as I cannot walk far, and for the bus to not come here anymore would be devastating to my mobility.
- 10 Van Horne is a great route for extension to Leslie stn. Not in the current plans but should heavily be considered. There are 3 schools and 4 apartments on the stretch of Van Horne between Don Mills and Leslie that would be great for ridership. Considering the 10 Van Horne is already a rush hour route, this could run in place for the proposed 151 Leslie North. Lastly, there's still a big hole in this map along Banbury, which has an aging population and is well outside the bus stop walking distance service standard in many parts of the area. There really should be plans for a bus route along that road. Perhaps instead of the new Leslie branch into the Donway, there could be a new route that goes Science Centre Station-Donway-Banbury-Lesmill-Leslie Station? A bit of a winding route but one that would serve many markets and connect to rapid transit on both ends.
- We need to bring back the downtown express buses, like the 144. People who live in this area need an efficient way to get downtown to the financial district.
- We need the 175 downtown express bus back
- 145 express bus needs to be brought back. 145 Express bus where is it? That's what this area still needs- a way to get downtown that doesn't involve the subway. We have only a very slow Street car- many do no want a means to the subway when we need to get downtown. Poor planning, this change helps no one and I've lived here 13 years
- Suggesting for two new routes:
 - 66 PRINCE EDWARD extension to Dundas, prior to 1996
 - SOUTH KINGSWAY restoration but to Humber Loop due to condominium developments.

The most convenient option for me was the 145 Express bus. It was always full Monday to Friday during rush hour. Please bring this back. More people have returned to working in person in the office as of January 2022.
- We need the 175 downtown express bus back
- A one seat ride connecting rouge hill go to Ellesmere and Meadowdale (by any route through the residential areas that are completely missed, perhaps), would be so appreciated - even if just offered during the morning and evening rush...
- 176 Dovercourt Via Queen Street West /Strachan and Liberty Street to Dufferin Gate loop. Then put it going to ossington station
- 504 reliability should also be addressed - it's ostensibly a high capacity, high frequency route into the downtown core and line 1, but for much of the year service beyond Bathurst has been effectively nonexistent. Short turns were incredibly frequent (especially during peak hours) and replacement bus service has been patchy and often didn't have the same capacity.
- Need to increase reliability of the 504 street car and buses. They are the main way to get to downtown and so unreliable that sometimes I want to cry

- Also those signs are so tiny. I suggest wayfinding to be a top priority as you have no idea where to go if you don't have a proper phone with you, which is also unjust for those who can't afford it. And even if you did have a phone there's no way to know where the new routes will be. The signs need to be bigger or just more noticeable. Especially when new routes like this are made
- Think about extending the Ontario Line west and north from Exhibition Station, following the Lakeshore West GO Corridor as far as about Jameson Avenue, curving north up to Roncesvalles Avenue and following Roncesvalles all the way up to Dundas Street and Dundas West Station.
- With upcoming construction on Queen for the Ontario Line, the Queen car is going to become even more unreliable. I think the TTC should look into running at least limited 508 Lake Shore service on weekday peak and weekend daytime, and improving service on the 66B.
- Extend Line 4 west of Yonge Street to meet at Sheppard West Station. When paired with the plan to extend farther east to the future Sheppard East Station on Line 2, this western extension will commuters in eastern North York and northern Scarborough an almost seamless connection across town. Extend the Ontario Line further north on Don Mills from its currently planned terminus at Science Centre Station to meet at Don Mills Station on Line 4, with stops at Lawrence (you could call it The Donway), York Mills (call it Graydon Hall), and rename Don Mills Station to Fairview (after Fairview Mall).
- I feel TTC needs to work with the city on finding land to build a bus terminal at Markham and Steeles. From the map above, there's a large series of routes that cross over one another in the area, and transferring will be difficult.
- Bring back the 150 Eastern Avenue proposed bus service to provide travellers an alternative route from Queen Street into and out of downtown, and extend the eastern bus terminus up Kingston to Bingham Loop to create new access for commuters in southwestern Scarborough. Increase frequency for the 8 Broadview bus as it gets extended further south on Coxwell until Coxwell Station, and rename (and possibly renumber) both the 70 and 8 bus routes to O'Connor East and O'Connor West, respectively (As the majority of the route will largely traverse O'Connor). Extend the 114 St. Clair East bus route farther east past Warden Station until Kingston and St. Clair, with its eastern terminus looping south of Kingston at Barkdene Hills.
- More frequent service on the 56 as it can be a pain to get to work
- You're not polling about this route - but the frequency of the Woodbine 91 service needs to be increased during rush hour in the afternoon- (from 3pm until 7pm). Waits at this critical time can be up to 24 minutes long (even as Woodbine 92 souths come in just as another departs). You should increase service on the Woodbine 91C and turn it into one of the 10 minute or better routes.
- increase 12a/b service
- Create a branch of the 95/995 that will stop at Scarborough Centre Station.
- There's needs to be more service with the 54A bus
- We need a route from Scarborough centre to Guildwood GO station because this is the only VIA rail station Eastbound Toronto.
- You need more routes that go directly to Centennial College Progress Campus. How about one directly from Kennedy Station? The current 134 is a crowded nightmare. We have been suffering for a LONG time with inadequate transit and now it's about to get even worse with the closure of the Line 3. The residents of Scarborough are always overlooked.
- Add more articulated buses on the 36A and the 36
- I also encourage the TTC to explore additional opportunities to better connect other bus services with the Subway at Downsview Park Station in the future.
- I want them to add a line between Finch station and Finch west station for line 6 and add another train line between Don Mills station and Morning's and Sheppard to make it faster for commute with no delays on Sheppard Avenue East. Please make these changes for Toronto!
- Think about extending Line 6 farther east past Keele Street at Finch West Station to connect it to Finch Station at Yonge Street, if not to Malvern Centre or Morningside Avenue (which would open up connections to Seneca College, the planned Finch East GO Station on the Stouffville/Old Elm Line and the Malvern Town Centre.)
- we need queue jump lanes, transit signal priority, and dedicated bus lanes on Jane! what happened to the RapidTO approved plans? our buses are always stuck in traffic and there are way more people using

transit here. Also intersection crossings are so dangerous here, please build more protected intersections for people crossing to catch buses!

- Please improve intersection efficiency at McCowan Road and Eglinton. Currently buses spend too much time sitting at red signals, waiting for left turning vehicles at this intersection.
- Extend line 5 east of Kennedy
- Extend the LRT across Eglinton to Kingston Road, to Morningside and UofT. The east end of Scarborough needs a subway or light rail to get around faster! The residents are lower income and take transit over driving.
- Frequency and punctuality is the largest issue I face with transit
- Galloway road deserves bus service
- I want them to make a rapid transit route on Lawrence.
- Really think about the connection on Eglinton, Kingston and Morningside to UTSC and Malvern east of Kennedy for Line 5 (I know Line 7 is your answer to this, but seriously, think about it). Brimley/Danforth Road and Eglinton could benefit from having an infill station serving Line 2 (and Line 7, since your heart's desire really wants Line 7 to be so).