



The changes to bus routes as a result of the opening of Line 5 EGLINTON will reduce the requirement for TTC bus service, because the majority of bus services operating along Eglinton Avenue will be replaced by the new LRT service. These reductions will be reflected in fleet plans and the detailed Service and Operating Budgets starting in the year the line opens, and in the 10-year Capital Budget for the years leading up to the opening.

The Chief Financial & Administration Officer has reviewed this report and agrees with the financial impact information.

## **Decision History**

At its September 28, 2015 meeting, the TTC Board received a communication from Commissioner Mihevc asking that staff consider how bus routes will change with the opening of Line 5 EGLINTON, now under construction:

[https://www.ttc.ca/About\\_the\\_TTC/Commission\\_reports\\_and\\_information/Commission\\_meetings/2015/September\\_28/Reports/NEW\\_BUSINESS\\_ITEM\\_\(MIHEVC\).pdf](https://www.ttc.ca/About_the_TTC/Commission_reports_and_information/Commission_meetings/2015/September_28/Reports/NEW_BUSINESS_ITEM_(MIHEVC).pdf)

In response to this communication, the Board passed a motion directing TTC staff to report back early in 2016 on this request:

[http://www.ttc.ca/About\\_the\\_TTC/Commission\\_reports\\_and\\_information/Commission\\_meetings/2015/October\\_28/Minutes/index.jsp](http://www.ttc.ca/About_the_TTC/Commission_reports_and_information/Commission_meetings/2015/October_28/Minutes/index.jsp)

This report responds to the Board's request.

## **Accessibility Issues**

The TTC has made significant progress in moving towards providing barrier-free, accessible transit services to all customers. All TTC bus services are operated using accessible, low-floor buses. New accessible low-floor streetcars are currently being put into service in order to make all TTC streetcar routes accessible. All of the stations on the new Line 5 EGLINTON will be accessible.

An expanded rapid transit network, with more stations and more-convenient connections between rapid transit and buses, encourages and supports more-spontaneous trip-making, which is an important part of making the conventional system attractive to potential new customers, such as Wheel-Trans registrants, and to all travellers in Toronto. This supports the Accessibility for Ontarians with Disabilities Act (AODA) objectives of more-spontaneous travel options for customers with disabilities, and the City's Poverty Reduction Strategy of making transit more accessible and attractive to everyone, as a means of improving access to employment, educational, and cultural opportunities.

Line 5 stations will be located further apart than bus stops on the current Eglinton Avenue bus routes. To accommodate customers, including seniors and customers with disabilities, who are travelling to/from destinations midway between stations and who



overnight service will be operated by buses. This protects for the ability to operate a daytime east-west bus service in parallel to the underground portion of the line. Similarly, bus bays have been reserved at Mount Dennis Station and at Science Centre Station for a possible parallel daytime bus route.

The next steps will be to analyse in detail the possible connecting bus route changes, using the TTC's usual Service Standards process. This will consider the positive and negative effects of each route change on customers, and will enable staff to identify route changes that will make service more convenient and attractive for customers. The detailed plan will also consider the changes that would be required for further extensions of Line 5, such as the recent proposals for a western extension to Pearson Airport, and an eastern extension to U of T Scarborough.

The resulting draft routing plan will be presented to customers, the community, and other stakeholders through a consultation process. Final recommendations, incorporating input from the consultation, will be presented to the Board for approval. This process should begin in early 2019 for a line opening in 2021. This will allow enough time for detailed analysis of the proposals, followed by public consultation, and then approval, all in time to be included in the TTC's service budget and detailed planning process for 2021.

A similar process is being followed for the bus route changes for the Toronto York subway extension. A preliminary route network was developed in 2006, and public consultation, detailed planning, and board approval will take place in 2016, in time for a 2017 line opening.

## **Conclusion**

A preliminary indicative service plan for connecting bus routes has been developed for Line 5 EGLINTON. Detailed planning work regarding TTC bus routes connecting to Line 5 EGLINTON will begin two years before the line opens. Customers and other stakeholders will be consulted before final recommendations for route changes are presented to the Board.

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