

TTC 2020-2024 Service Plan Proposals						
Adapted from "Attachment 2: Service Requests"						
Date	Source	Assessment	Page	Route	Description	Analysis
	Consultations	Recommended	13	29	Add the northbound 329 (Dufferin Night bus) stop at Springhurst to local 29C Dufferin route	To be added in 2020.
	Consultations	Recommended	37	39	Improve service to Seneca College Newnham Campus	In 2020 the TTC will review reallocation of resources to provide better service in the Finch corridor.
2019.09.24	Board	Recommended	10	41	Improve bus service on Keele St.	Service frequency will be improved in 2020 by redeploying standard-sized buses onto 41 Keele and shifting the artics to another route.
	Consultations	Recommended	17	52	Remove westbound Shermount stop (first east of Allen Road)	To be removed in 2020.
	Consultations	Recommended	18	54	Add express service due to the length of the route	Extension of 954 Lawrence East Express to Science Centre Station (Don Mills & Eglinton) is part of the plan for Line 5 network changed.
	Consultations	Recommended	19	54	Improve service to connect Lawrence and Ellesmere around Morningside	The report states that the service plan includes a concept for eastern Scarborough routes including the area in question. A map of proposed changes was included in a draft version of the plan presented during a workshop, but it does not appear in the final version.
	Consultations	Recommended	22	68	Implement express service on Warden	Planned for 2021 subject to approval of the service plan and budget.
2019.04.11	Board	Recommended	7	96	Service to Stanley Green neighbourhood at Keele and Wilson	The neighbourhood is outside of the standard for access and coverage standards, and has potential ridership that would meet economic standards. Recommended for trial implementation in 2021, subject to budget.
2019.07.12	Board	Recommended	9	116 or 905	Provide direct bus express bus service to Highland Creek residents.	The former 116E Morningside Express service was discontinued when the 905 express began operating, and this led to a loss of ridership. In 2021, subject to budget, the 905 would be rerouted as a local service on Highland Creek to replace the 116A Morningside service.
	Consultations	Recommended	27	167	Provide weekend evening service to Lambton College on Yorkland Boulevard	Sunday morning, afternoon and early evening operation of 167A Pharmacy North is planned for 2021 subject to approval of the service plan and budget. Service is already provided on Saturday early evening.
	Consultations	Recommended	28	339	Improve night service to factory areas in Malvern	The 339 Finch East will be extended to the Tapscott industrial district in 2020 subject to Board approval of the plan.
	Consultations	Recommended	30	512	Extend the St. Clair streetcar west to Jane and possibly south to Jane Station	This extension is in the Official Plan, but implementation will occur over the longer term.
	Consultations	Recommended	33	953	Add Milliken GO Station as a Steeles East Express stop	Stops serving Milliken Station were removed in July 2019 due to construction of the rail grade separation. They will be restored following the project.

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2017.01.18	Board	Recommended	3		Assess Durham Region access to STC, Zoo, etc.	OK subject to City regulations. No room at STC until a new station is built.
	Consultations	Recommended	40		Create bus routes connecting local neighbourhood destinations	Frequently used destinations tend to have better service already. TTC will implement an equity-focused review of services to minimize negative impacts and will pilot new services in Neighbourhood Improvement Areas. (Note: Existing services may be frequent, but the transfers required between homes and destinations may deter ridership.)
	Consultations	Recommended	40		Add more express buses in Scarborough to make up for the lack of rapid transit	New express service is planned on Warden and Kennedy, as well as extended hours of service on Steeles East, subject to approval of the 2021 service plan and budget.
	Consultations	Recommended	41		Provide more non-stop routes between transit hubs	New periods of service on existing express routes, and three new express routes are proposed in 2021 subject to approval of the service plan and budget.
	Consultations	Recommended	41		Provide more bus service in Scarborough and Etobicoke which are underserved by transit	Changes in Scarborough will be studied with public consultation in 2020 and implementation in 2021 subject to approval of the service plan and budget. Upcoming are changes to bus services in the Scarborough area to improve the frequency on Lawrence Avenue East, improve express service, better tailored service to community needs, and provide better service on Kingston Road.
	Consultations	Held for Review	12	22 and 70	Combine Coxwell and O'Connor routes	Held for review as part of Line 5 network changes.
	Consultations	Held for Review	15	39	Add stops near schools on Finch East	Stop spacing standards and technical criteria will affect placement of new stops. In 2020, TTC will review conditions at schools along Finch East for potential new stop locations.
2019.09.24	Board	Held for Review	10	41	Operate Keele local service into Finch West Station	Insufficient space at Finch West. Future Line 6 changes may relieve this limitation.
2019.09.24	Board	Held for Review	10	41	Traffic flow changes on Keele St.	Requires joint review by TTC and City Transportation Services with an assessment coming to the TTC Board as part of the 2021 service plan.
	Consultations	Held for Review	16	41	Operate the Keele bus into Finch West Station	Capacity constraints at Finch West prevent this today, but the idea will be reviewed as part of changes for the opening of Line6.
	Consultations	Held for Review	17	51 and 56	Join the Leslie and Leaside routes.	Proposed as part of the Line 5 network changes, but subject to public consultation as part of the 2021 Service Plan.

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	Consultations	Held for Review	38	504 and 505	Remove southbound stop on Broadview at Jack Layton Way (just north of Gerrard)	TTC will investigate this subject to consultation with the local Councillor. (Note: A previous attempt to remove this stop in 2014 was rejected by that Councillor supporting community wishes to retain it.)
	Consultations	Held for Review	39	504 and 505	Remove stops both ways at Broadview and Mount Stephen (between Gerrard and Dundas)	TTC will investigate this subject to consultation with the local Councillor. (Note: A previous attempt to remove these stops in 2014 was rejected by the Councillor supporting community wishes to retain them.)
	Consultations	Held for Review	28	505	Extend Dundas streetcar east to Pape, Greenwood or Coxwell as a mini Relief Line	This is a potential part of the Ontario Line project's station at Carlaw and Gerrard.
	Consultations	Held for Review	42		Improve TTC service beyond the Toronto boundary to reduce transfers	To be reviewed in 2020 as part of service integration planning with other regional transit systems.
2019.04.11	Board	Not Recommended	4	1	Assess feasibility of using buses to supplement service on Line 1 using a dedicated lane on Yonge Street	Max capacity of a bus route with articulated vehicles would be about 1,500/hour compared to 1,100 per train. More capacity has been added by recent operational changes (gap trains) and more will be available with ATC implementation.
	Consultations	Not Recommended	30	3	Implement an express bus along the Scarborough RT route.	There is already an express bus 903 from Kennedy Station to Scarborough Town Centre via Brimley. An additional service to intermediate stations is not expected to generate sufficient ridership relative to resources required. Additional stops on the 903 will slow service for through riders.
	Consultations	Not Recommended	11	7 and 511	Continuous service on Bathurst north and south of Bloor St.	An extended bus route would duplicate the streetcar service, and a very long route (Steeles to CNE) would be hard to manage.
	Consultations	Not Recommended	37	12	Implement a bus route on Kingston Road between Woodbine and Eglinton to reduce the number of transfers required	Existing ridership and projections show that there is a low demand for this service. A streetcar extension would require new trackage east of Victoria Park. The 12D service to UTSC is suggested as an alternative. (Note: the 12D operates infrequently and only during peak periods. There is also the general question of whether through demand on Kingston Road is limited by the existing route structure. In response to a separate request for better Scarborough service, the TTC says that it plans to improve service on Kingston Road but gives no details.)
	Consultations	Not Recommended	11	17	Express service on Birchmount	Potential demand does not meet express bus warrants.
	Consultations	Not Recommended	12	24 and 924	Replace 924 express bus with more local service on 24 Victoria Park	Express buses reduce journey times for riders. More resources would be needed to provide equivalent capacity with local service.

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	Consultations	Not Recommended	38	25, 81, 88, 100	Consolidate stops at Millwood & Overlea northbound nearside (4484) and eastbound farside (2979)	The northbound stop on Millwood is now served by 81 Thorncliffe Park and 100 Flemingdon Park. The eastbound stop on Overlea is served by 25 Don Mills and 88 South Leaside. Consolidation is not recommended because of the high volume of buses at both stops, the turning movements at the intersection and potential confusion for riders.
	Consultations	Not Recommended	13	28	Extend 28 Bayview South to Corktown Common	Insufficient demand over much of the length of the proposed extension.
	Consultations	Not Recommended	14	34 and others	Continuous east-west routes across Yonge Street, and on Eglinton east at Kennedy Station	The network design is optimised for getting riders to the subway. Long routes pose operational challenges.
	Consultations	Not Recommended	14	36	Express service on Finch West	LRT line 6 construction will interfere with the ability of an express service to achieve time savings, and the LRT line itself will improve travel times. Express service already exists east of Finch West Station on the 939B route.
	Consultations	Not Recommended	17	42	Extend service on McNicoll to Morningside Heights	Insufficient demand to warrant the service.
2019.04.11	Board	Not Recommended	5	43	Divert service into Village Green Square	Additional travel time for existing riders overwhelms the potential benefit to existing and potential riders. Some improvement in access is possible by changes to the pedestrian environment.
2015.07.29	Board	Not Recommended	2	45/46	New overnight service on Kipling or Martin Grove	Existing night service is available within a 15 minute walk.
	Consultations	Not Recommended	15	53 and 39	Extend Steeles East or Finch East routes to the Zoo	Insufficient demand to warrant the service.
	Consultations	Not Recommended	18	53	Reroute Steeles East bus to Don Mills Station via Warden and Sheppard	Violation of grid network design. Additional transfer for riders destined east of Warden including to Line 1. More riders would be inconvenienced than would benefit.
	Consultations	Not Recommended	19	56 and 88	Consolidate stops at Millwood & Overlea. 56 Leaside stops northbound on Millwood farside. 88 South Leaside stops on Overlead westbound nearside.	The routes go to different destinations and share only a short distance on Millwood north of Overlea. Customer confusion could result from a shared stop. (Not mentioned in the report is that the existing connection would be broken by planned route changes for Line 5.)
	Consultations	Not Recommended	19	60	Implement another route on Steeles West to address overcrowding	Addition of a separate route is not recommended. TTC will monitor the route's demand and make service changes subject to standards and availability of resources.
	Consultations	Not Recommended	20	63	Provide more service to Exhibition Station north of the GO corridor	63 Ossington already serves Exhibition Station. The local road system does not offer opportunities for a new transit corridor. This request will be re-evaluated in the future if/after new roads are built.

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	Consultations	Not Recommended	20	63	Reroute the Ossington bus to avoid congestion on King Street and in Liberty Village	The local road system does not offer opportunities for a new south end loop of the route. When new roads including the proposed Liberty New Street are built, routing alternatives will be examined.
	Consultations	Not Recommended	21	64	Extend 64 Main north to serve low income areas at Lumsden (as the route once did) and allow better access to the Beach.	The Main bus service north of Danforth was eliminated in October 2016 because it duplicated the Cosburn route. Passengers can transfer between the routes at Main Station.
	Consultations	Not Recommended	21	64 and 87	Amagamate 64 Main with 87 Cosburn to provide a direct route to the Beach from north of Danforth	Service frequency is higher on Cosburn than on Main, and additional service on the Main bus is not warranted by demand.
	Consultations	Not Recommended	22	66B and 176	Improve service on Marine Parade drive to eliminate the long walk to the 176 Mimico bus. Provide more service in the Humber Bay Shores area.	The 176 Mimico was extended to follow the route off 66B Prince Edward on Marine Parade Drive in August 2019. No additional service is recommended at this time.
	Consultations	Not Recommended	23	73 and 118	Implement direct service to the West Humber parkland	Service is now provided by the Royal York and Thistle Down routes. A new service would duplicate these and is not expected to meet ridership warrants.
	Consultations	Not Recommended	23	74 and 103	Preserve the 74 Mt. Pleasant bus now combined with 103 Mt. Pleasant North	The report erroneously assumes that the request is to preserve service south of Eglinton when the real intent appears to be preservation of the unified route. The plan for the Line 5 network changes shows routes 74 and 103 operating separately.
	Consultations	Not Recommended	23	75 and 82	Combine the Sherbourne and Rosedale buses into one route	The two routes operate at very different frequencies because of difference in demand. Interlining them would require more resources except on weekend evenings when this is already done.
	Consultations	Not Recommended	24	77 and 71/79	Extend 77 Swansea north to provide additional service on Runnymede north of Bloor	The Junction Area service reorganization added service to Runnymede in October 2019. This request will be considered as part of the post-implementation review.
	Consultations	Not Recommended	24	80	Implement a direct service from Humber Loop to Sherway Gardens	The report claims that this service already exists and that a new route would be a duplication. It does not. The Queensway bus bypasses the loop in both directions enroute to/from Keele Station. However, riders on connecting routes at Humber Loop can transfer to the 80 Queensway at other locations.
	Consultations	Not Recommended	25	91	Extend 91 Woodbine to Don Mills or Leslie Station	Not warranted by projected ridership.

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	Consultations	Not Recommended	25	112	Implement express service on West Mall	Not warranted by projected ridership.
	Consultations	Not Recommended	26	112	Split the route to provide a direct route to areas north of Eglinton and avoid the diversion to Renforth Gateway	Network design emphasizes connections to rapid transit stations including the Mississauga Busway. Service in this area will be reviewed as part of the Pearson Airport hub planning now in progress.
	Consultations	Not Recommended	26	121	Extend 121 Front-Esplanade east to Bayview Avenue from Mill Street	The area in question is already within 400m of transit service.
	Consultations	Not Recommended	27	121	Provide year-round service to Cherry Beach	Not warranted by projected ridership.
	Consultations	Not Recommended	25	339	Provide overnight service on Markham Road	Service coverage in the area is already good and will improve with the proposed extension of 339 Finch East.
	Consultations	Not Recommended	28	506	Extend Carlton streetcar north via Parkside to Keele Station	This is not in the City's Official Plan. (Also, not mentioned in the report, is that space for another route is not available at Keele Station and its geometry is such that adding a streetcar route would be difficult.)
	Consultations	Not Recommended	29	508	Bring back the 508 Lake Shore streetcar from Castle Frank Station to King Street	The 508 Lake Shore car was restored in September 2019 between Long Branch and downtown. The Official Plan does not include a streetcar extension to Castle Frank Station. (Note: The 508 never ran to Castle Frank Station, but does operate to Parliament Street in the AM peak becoming a tripper service westbound on Carlton. This is really a request for a new streetcar route.)
	Consultations	Not Recommended	29	509 and 511	Implement direct service to Billy Bishop Airport	This would duplicate existing service.
	Consultations	Not Recommended	30	512	Extend the St. Clair streetcar east across the Don Valley via O'Connor and St. Clair to Warden Station	This is not in the City's Official Plan. (Also, it would require a new bridge linking St. Clair from Moore Park across the Don River among other obstacles.)
2019.07.12	Board	Not Recommended	8	905	Improve service with better frequency and/or removing stops.	Ridership on the 905 compared to the former 198 UTSC Express has gone up substantially due to improved service. Removing stops would affect trips now using them as origins or destinations, as well as transfer trips from other routes for UTSC-bound riders. The Eglinton corridor is recommended as a potential key bus corridor which would lead to faster service.
	Consultations	Not Recommended	31	925	Add an express stop at Leith Hill Road	Projected ridership does not meet warrants
	Consultations	Not Recommended	31	935	Add an express stop at Driftwood Avenue	Projected ridership does not meet warrants
	Consultations	Not Recommended	31	939B	Convert the Finch Express to a separate route west of Yonge Street	Splitting the route would impose a transfer connection on through riders.

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	Consultations	Not Recommended	32	939	Terminate the Finch Express at Seneca, Warden or Victoria Park to force riders going further east onto other services and free up buses for the Yonge to Seneca portion	Splitting the route would impose a transfer connection on through riders.
	Consultations	Not Recommended	32	939 and 953	Reroute Steeles and Finch express buses to Don Mills Station	This would violate the grid structure of the network, and would impose an added transfer on riders who now travel directly to Line 1.
	Consultations	Not Recommended	33	939	Create an "ultra express" limited stop service on Finch East to serve long-haul trips and reduce crowding	This is not expected to generate enough riding to warrant a separate service. Faster journey times could be achieved under the proposed Finch East bus corridor.
2019.04.11	Board	Not Recommended	6	953	Add Leslie as a stop to the express service	Low potential usage compared to other stops.
	Consultations	Not Recommended	34	985	Extend the Sheppard East express to Rouge Hill GO Station	Not warranted by projected ridership.
	Consultations	Not Recommended	34	985 and 986	Remove express services	Express buses reduce journey times for riders. More resources would be needed to provide equivalent capacity with local service.
	Consultations	Not Recommended	34	996	Provide weekend service on the Wilson express	Not warranted by projected ridership.
	Consultations	Not Recommended	16		Provide a direct route from Kipling Station to High Park	This service (30 Lambton) was recently replaced by a direct route on 40 Junction to Dundas West Station.
	Consultations	Not Recommended	35		Create a circular route from Don Mills Station, Steeles, Pacific Mall and Sheppard or Finch	Not warranted by projected ridership. A circular route violates the network design standards for a grid system and would duplicate existing routes.
	Consultations	Not Recommended	35		Provide transit connections from the Richmond Hill GO line to Sheppard Station	Some connections already exist at Oriole GO and Leslie TTC stations, and to surface routes 51 Leslie and 115 Silver Hills. (Note: The real issue here is the inconvenience of the pedestrian link between the two stations.)
	Consultations	Not Recommended	36		Implement a community bus to operate between Alton Towers, Bamburgh, Bridletowne, and Sandhurst Circles in a loop.	Projected ridership does not meet warrants, and the area is already well-served by conventional routes on Finch, Warden and McCowan.
	Consultations	Not Recommended	36		Implement express buses from major terminals (not specified) to Pearson Airport and Union Station	The airport and Union Station are well served by existing routes including the UPX which links them. New services are not expected to generate the demand needed to warrant them.
	Consultations	Not Recommended	38		Built an east-west streetcar along Front from Dufferin to East Harbour	Not in the Official Plan. (Note: An additional problem with this idea is that some of the roads or rights-of-way needed for this route do not exist.)
	Consultations	Not Recommended	39		Remove the Eglinton and Markham stop for some routes so that passengers going further east do not add to demand on buses going to Sheppard, Meadowvale or the 116A.	This is a major interchange point between routes.