



Monday, March 6, 2017

**ATTENTION:**

Jennifer Forkes  
10th floor, West Tower, City Hall  
100 Queen Street West  
Toronto, ON M5H 2N2

**Re: Executive Committee - EX23.1 Next Steps on the Scarborough Subway Extension**

Dear Members of the Executive Committee,

ConnectScarborough supports the recommendation to extend Line 2 (Bloor-Danforth) subway from Kennedy Station to Scarborough Centre via the "McCowan" alignment.

ConnectScarborough was established with the objective to support the construction of transit projects that are desperately needed in Scarborough. No new rapid transit has been built in Scarborough since the Scarborough RT opened in March, 1985. With this 30-year underdevelopment of public transit infrastructure in Scarborough, ConnectScarborough aims to encourage movement on Scarborough transit projects with a positive voice in support of building these projects now.

We believe the "Scarborough Transit Network" plan that was presented on June 28, 2016, to the Executive Committee, by the Chief City Planner, Jennifer Keesmaatt, is a substantial plan that will boost public transit access for Scarborough commuters. We are in support of the City moving forward with three critical transit projects, including:

1. Scarborough Subway Extension (SSE): Line 2 extension from Kennedy subway station to Scarborough Centre;
2. Crosstown East LRT: Line 5 extension from Kennedy Station to the University of Toronto Scarborough Campus (UTSC); and
3. SmartTrack: two-way heavy rail service through Scarborough to and from Union Station.

The SSE is a vital component to building a better transit network for Scarborough. This project has been considered since the early 1980's and unfortunately short sighted decisions were made in regard to transit in Scarborough, and the SRT was constructed instead. Now, the SRT has run through it's lifetime, and needs to be urgently replaced.

ConnectScarborough believes that the best option to replace the SRT and provide better transit to Scarborough is an extension of Line 2 subway. This would be the better option because:

1. *If the existing SRT is replaced with a new LRT, the line would be closed for 4 - 6 years.*

This would eliminate rapid transit options for residents in Scarborough, and require a fleet of new busses to service the route between Scarborough Centre and Kennedy station. Unfortunately, proponents of the LRT route do not share this information, and don't identify that transit service will be limited in Scarborough during the construction period of a LRT on the existing alignment. This shutdown of transit service will see ridership decrease significantly<sup>1</sup>. Scarborough residents should not have to be subjected to service by buses only, and with the subway extension construction the SRT will remain operational.

2. *The Scarborough Centre node is prime for redevelopment and densification.*

This area has been designated as an "urban node" by the City of Toronto<sup>2</sup>, and can sustain several new jobs and residential units. The strategic plan to grow the area will increase economic opportunities for Scarborough and unlock the development potential in Scarborough Centre. The Scarborough Centre node is prime for redevelopment and densification, comparable to Eglinton-Yonge and North York City Centre. Over the next 2 to 3 decades, "Scarborough Centre is expected to change significantly through development and public sector investments"<sup>3</sup>, building long-lasting and high density transit will be critical to the success of this growth. Better transit will encourage smart and innovative developments that will provide jobs and more places to live to in Scarborough.

3. *The ridership of the Scarborough Centre SRT station justifies the construction of a subway station.*

Currently, the Scarborough Centre RT station is busier than 33 existing subway stations<sup>4</sup> (see Attachment 1). With several thousand daily riders, the Scarborough Centre subway station would become the third busiest station on Line 2 (following Yonge and Bloor, and Kennedy stations), and it would become the second busiest terminus station in the entire TTC network (following Finch). The argument that there isn't enough ridership is an argument against several other subway stations that are in the TTC network. If a subway station is built at Scarborough Centre, ridership growth will expand and many residents will see public transit as a better alternative. This subway station would not only be accessed by local commuters, but it's proximity to Highway 401, it will make it a critical transit hub in east Toronto, and will see an increase in commuters who would access it by car and busses.

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<sup>1</sup> Next Steps on the Scarborough Subway Extension, February 27, 2017.

<http://www.toronto.ca/legdocs/mmis/2017/ex/bgrd/backgroundfile-101444.pdf>

<sup>2</sup> Scarborough Centre Transportation Master Plan Phase 1 Status Report, January 25, 2017.

<http://www.toronto.ca/legdocs/mmis/2017/sc/bgrd/backgroundfile-101047.pdf>

<sup>3</sup> Building Connections in Scarborough Centre.

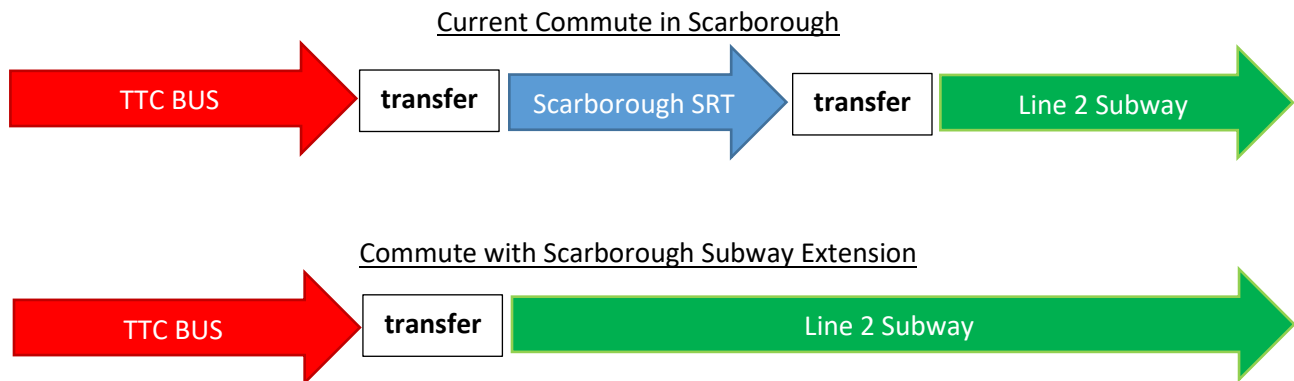
<http://www1.toronto.ca/City%20of%20Toronto/City%20Planning/Transportation%20Planning/SC%20on%20the%20Move/Scarborough%20Centre%20Notice.pdf>

<sup>4</sup> Subway ridership, 2014" Toronto Transit Commission.

[http://www.ttc.ca/PDF/Transit\\_Planning/Subway\\_ridership\\_2014.pdf](http://www.ttc.ca/PDF/Transit_Planning/Subway_ridership_2014.pdf)

4. *It will eliminate transfers and reduce travel time for thousands of commuters. Commuting with several transfers is a major disincentive for residents.*

Currently, many residents typically use a bus, transferring to the SRT and then once again transferring to the subway at Kennedy Station. As transfers are added, people are less attracted to using transit. With a new Scarborough Centre station, all bus routes in Scarborough will be connected directly to a subway station. With only one transfer, commuters can connect with rapid transit, and will save time from having to make connection by waiting for another vehicle. On average a commuter could save up to 15-20 minutes in one commute if the bus routes were directly connected to a subway rather than the SRT. With that said, several persons with mobility issues will benefit with less transfers, making their commute more seamless. Eliminating additional transfers will reduce commute times for riders and will provide a more attractive transit option for those who currently avoid using the Scarborough SRT.



5. *Connecting the region is critical to future growth and will ensure that several bus services are linked to rapid transit.*

The fulfillment of long-term infrastructure and vision for a substantial transit network would elevate Toronto's urban status, establishing Toronto for future infrastructure investments branching in and out of Scarborough, serving the GTA and GTHA. The Scarborough Centre RT station connects with 14 TTC bus routes (with 26 route options), GO, Greyhound, Coach Canada, Mega Bus and Can-ar. A new hub at the future Scarborough Centre subway suggests connection improvements as York Region Transit and Durham Region Transit can easily connect via the 401 and McCowan Road. Public transit will be viewed as a legitimate alternative to driving, removing drivers from the road and increasing TTC ridership.

We highly recommend that the Executive Committee and Toronto City Council support the recommendations made in the report on the next steps for the subway extension in Scarborough. Scarborough requires a transit network, not limited to the subway extension, but the subway extension will play a vital role. City Council has an opportunity to positively impact Scarborough as it coordinates investment and prosperity to an underserved region of Toronto. We encourage all City Councillors to make the right decision for Toronto's future by supporting the subway extension. A vote against the recommendations is a vote against supporting the future of Scarborough and against investments to

bring prosperity to a region of the city that has been neglected for far too long. We encourage all Councillors to make the right decision for our city's future and support the subway extension.

Sincerely,

Handwritten signature of Ryan Singh in black ink.

Ryan Singh, Project Manager  
ConnectScarborough

Handwritten signature of Kyle Fox in black ink.

Kyle Fox, Assistant Coordinator  
ConnectScarborough

ATTACHMENT ONE

"Subway ridership, 2014" Toronto Transit Commission<sup>5</sup>

The current Scarborough Centre RT station is busier than 33 existing subway stations, including 16 stations on Line 2, and 14 stations on Line 1.

| Scarborough Centre RT Station | 26,470 |
|-------------------------------|--------|
| 1. Sherbourne                 | 25,860 |
| 2. Main Street                | 25,580 |
| 3. Lawrence                   | 24,590 |
| 4. Osgoode                    | 24,590 |
| 5. North York Centre          | 24,560 |
| 6. Wellesley                  | 24,480 |
| 7. Royal York                 | 24,010 |
| 8. Wilson                     | 23,610 |
| 9. Davisville                 | 23,040 |
| 10. York Mills                | 22,600 |
| 11. Lawrence West             | 21,420 |
| 12. Runnymede                 | 21,030 |
| 13. Jane                      | 20,090 |
| 14. Eglinton West             | 19,000 |
| 15. Lansdowne                 | 17,850 |
| 16. Keele                     | 17,550 |
| 17. Coxwell                   | 16,980 |
| 18. Dupont                    | 16,490 |
| 19. Woodbine                  | 13,570 |
| 20. Christie                  | 12,390 |
| 21. Donlands                  | 10,750 |
| 22. Greenwood                 | 10,660 |
| 23. Museum                    | 9,800  |
| 24. High Park                 | 9,750  |
| 25. Bayview                   | 9,030  |
| 26. Castle Frank              | 7,070  |
| 27. Chester                   | 6,540  |
| 28. Old Mill                  | 6,530  |
| 29. Glencairn                 | 6,520  |
| 30. Leslie                    | 6,460  |
| 31. Rosedale                  | 6,260  |
| 32. Summerhill                | 5,770  |
| 33. Bessarion                 | 2,380  |

<sup>5</sup> [http://www.ttc.ca/PDF/Transit\\_Planning/Subway\\_ridership\\_2014.pdf](http://www.ttc.ca/PDF/Transit_Planning/Subway_ridership_2014.pdf)