

## **Attachment 4 – Toronto Transit Commission (TTC) Annual Service Plan and Blue Night Network**

As part of the 2022 Annual Service Plan (ASP), changes to the Blue Night Network related to the opening of Line 5 Eglinton LRT were accepted by TTC's board. As part of the Line 5 network changes, Eglinton Blue Night service change during overnight and early morning periods will replace the current 332 Eglinton West and 334 Eglinton East Blue Night routes. This change allows existing customers traveling along the Eglinton Avenue corridor to avoid transferring between the 332 and 334 routes unless traveling beyond Mount Dennis and Kennedy stations. This route will have two branches: the 334A and 334B. The 334A Eglinton Blue Night (Pearson Airport–Kennedy Station) will operate between Toronto-Pearson International Airport and Kennedy Station, making stops at Airport Road, Terminal 1, and Terminal 3 along the Eglinton Avenue corridor. The 334B Eglinton Blue Night (Mount Dennis Station–Finchdene Square) will operate between Mount Dennis Station and employment areas in northeastern Scarborough, traveling along Eglinton Avenue, through Kennedy Station, to Kingston Road, Morningside Avenue, Ellesmere Road, and Neilson Road to Finchdene Square. Combining the east and west Blue Night routes will eliminate transfers for customers crossing Yonge Street and reduce wait times for customers in the immediate areas east and west of Yonge Street.

As part of the 2024 ASP, changes to the Blue Night Network related to the opening of Line 6 Finch LRT were accepted by our board. As part of the Line 6 network changes, the 384 Sheppard West Blue Night route will be extended to Steeles Avenue West and Islington Avenue, providing better Blue Night connectivity in North Etobicoke. The 384 Sheppard West buses will operate from Sheppard-Yonge Station, via Sheppard Avenue West, north on Weston Road, and west on Steeles Avenue West to the Steeles-Islington Loop.

As part of the 2025 ASP, TTC is proposing one new route and three route adjustments in the Scarborough area. The new route, the 386 Scarborough, will operate between Kennedy Station and Meadowvale Loop via Kingston Road and Meadowvale Road. The 334B Eglinton East route will be adjusted to remove duplicate service on Kingston Road between Lawrence Avenue East and Eglinton Avenue East. Instead, it will be rerouted via Guildwood Parkway to improve service accessibility in the Guildwood neighborhood and connect to other Blue Night routes. These changes to the 334B align with our Line 5 network plan, which was approved by the board as part of the 2022 ASP. The 385 Sheppard East will be extended to Rouge Hill GO Station via Sheppard Avenue East, Island Road, and East Avenue. Lastly, the 395 York Mills will be extended to Rylander Boulevard and Dunford Road via Ellesmere Road and Kingston Road, aligning with the daytime 95A York Mills route. This extension will eliminate redundant service on Meadowvale Road between Ellesmere Road and Sheppard Avenue East, which will be replaced by the new 386 Scarborough route.

In Etobicoke, TTC is also proposing to extend the 353 Steeles to Martin Grove Road and introduce a new 345 Kipling route, which will operate from Humber College to

Steeles Avenue West via Kipling Avenue. Additionally, we are consulting on two routing options. The first option would introduce a new 373 Royal York route, operating from Bloor Street to Steeles Avenue West via Royal York Road and Weston Road. As part of this option, service on the 337 Islington would be removed to optimize coverage between adjacent corridors. The second option would adjust the 337 Islington to operate along Royal York Road from Bloor Street to Dixon Road, and then continue along Islington Avenue to Steeles Avenue West. In this option, service on the 337 Islington between Lakeshore Boulevard West and Dixon Road would be discontinued.

In addition to changes in the ASP, TTC is also proposing several adjustments to existing services that would go into effect as of January 2025. On the 300 Bloor-Danforth, schedules will be adjusted during all time periods on weekdays and weekends to improve service reliability and ensure that buses arrive at various stops along the route as scheduled. To address crowding concerns, service will also be improved during overnight periods from Monday to Friday, with frequency increasing from every 8-9 minutes to every 7-8 minutes. Early morning service on Sundays will also be improved, with frequency increasing from 6 minutes to 5 minutes. Service changes will also be implemented on the 320 Yonge, with schedules adjusted in all time periods to improve service reliability. Additionally, a new branch operating between Queens Quay and York Mills Road/Wilson Avenue will be formally implemented Monday to Friday between 5:00 a.m. and 6:00 a.m., on Saturdays between 3:30 a.m. and 5:00 a.m., and on Sundays between 5:00 a.m. and 8:00 a.m. This change will enhance service and address crowding on the Yonge Street corridor during these time periods.

In January, service frequency will also be standardized on the overnight streetcar network to make schedules easier to understand from a trip planning perspective, and to enable better connections between routes. With these changes, routes 301 Queen, 303 Kingston Rd, 305 Dundas, 306 Carlton, and 310 Spadina will be adjusted to operate every 20 minutes during the overnight period on both weekdays and weekends, which will align with 20 minute service already operated on 304 King and 312 St Clair. Please note that these changes are being made in response to streetcar yard storage constraints, and the feasibility of operating this overnight service long-term will be re-evaluated at a later date.