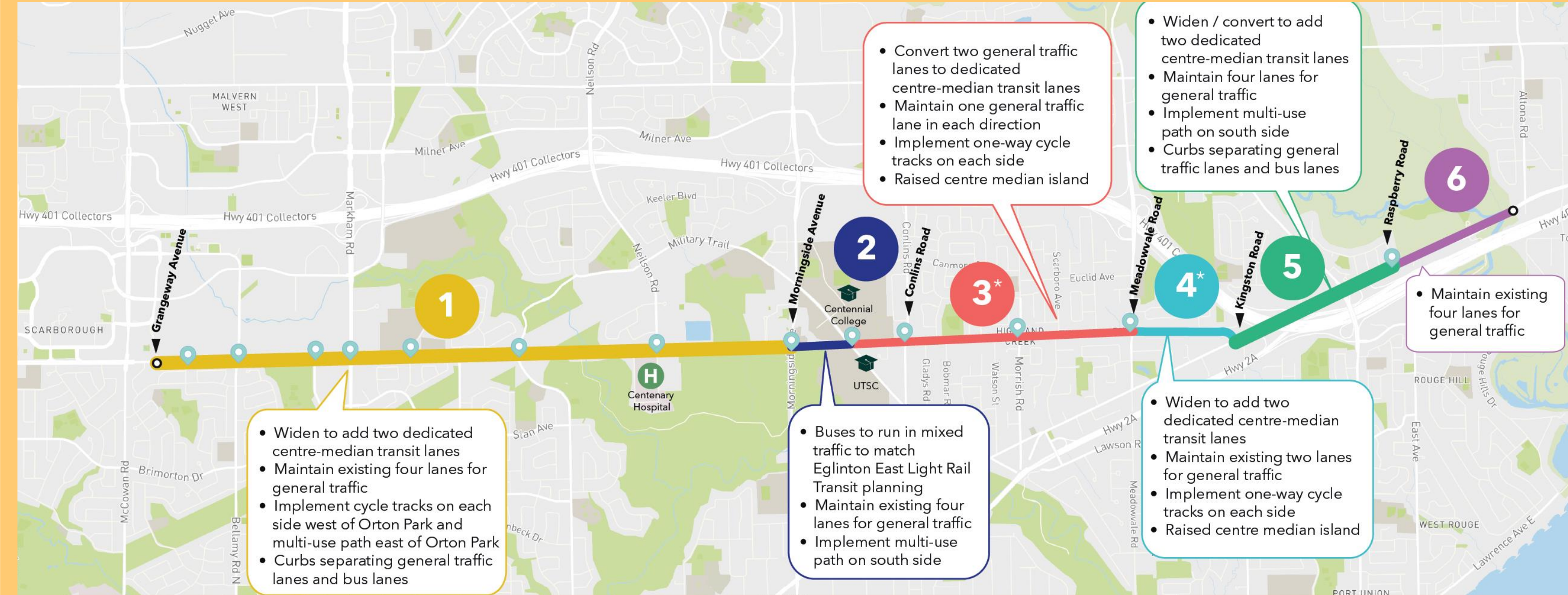


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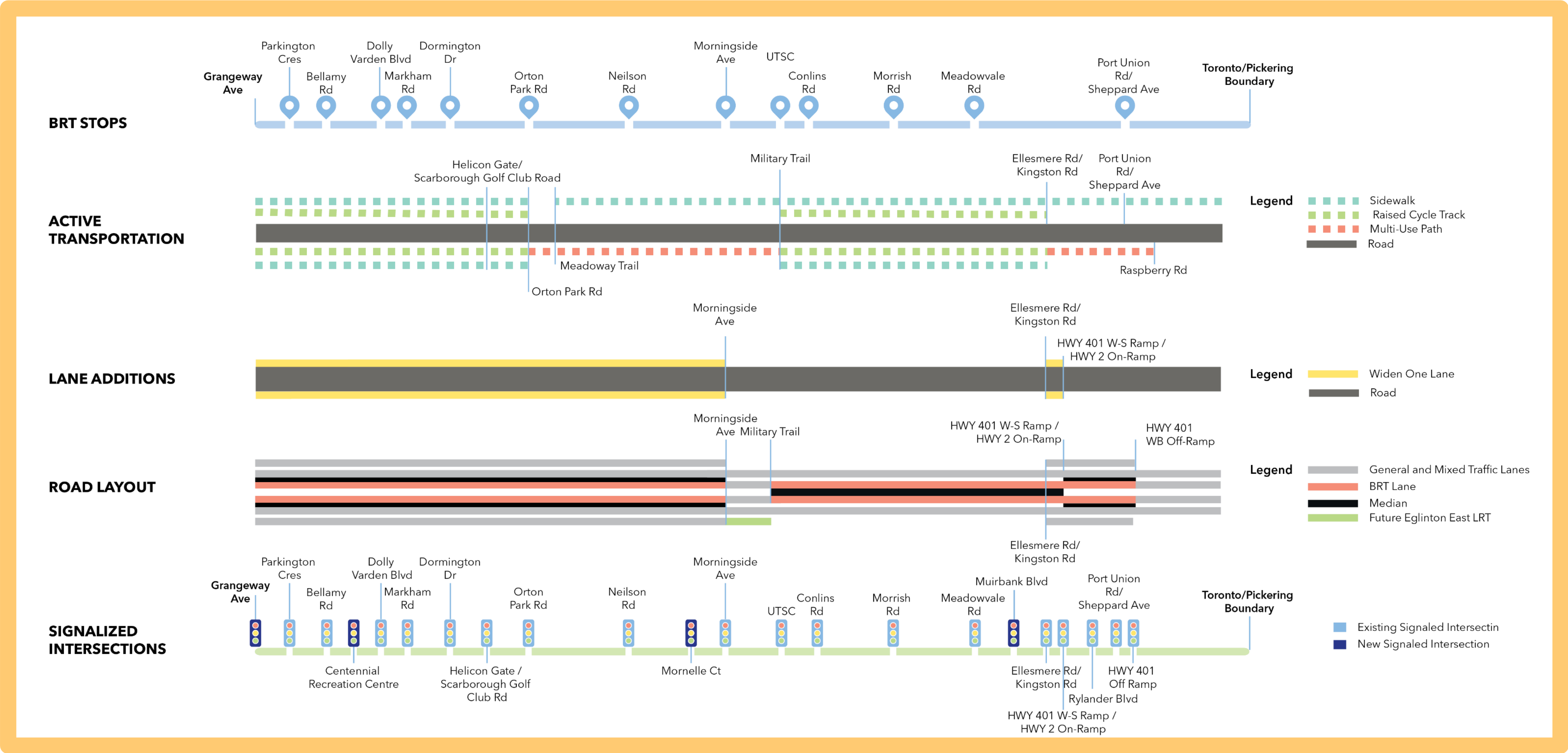
Tell us your thoughts on the design in Toronto by filling out the [feedback form](#).



Segment	1	2	3*	4*	5	6
Existing lanes	4	4	4	2	4/5	4
Future proposed traffic lanes	4	4	2	2	4	4
Total number of lanes including BRT lanes	6	4	4	4	6	4

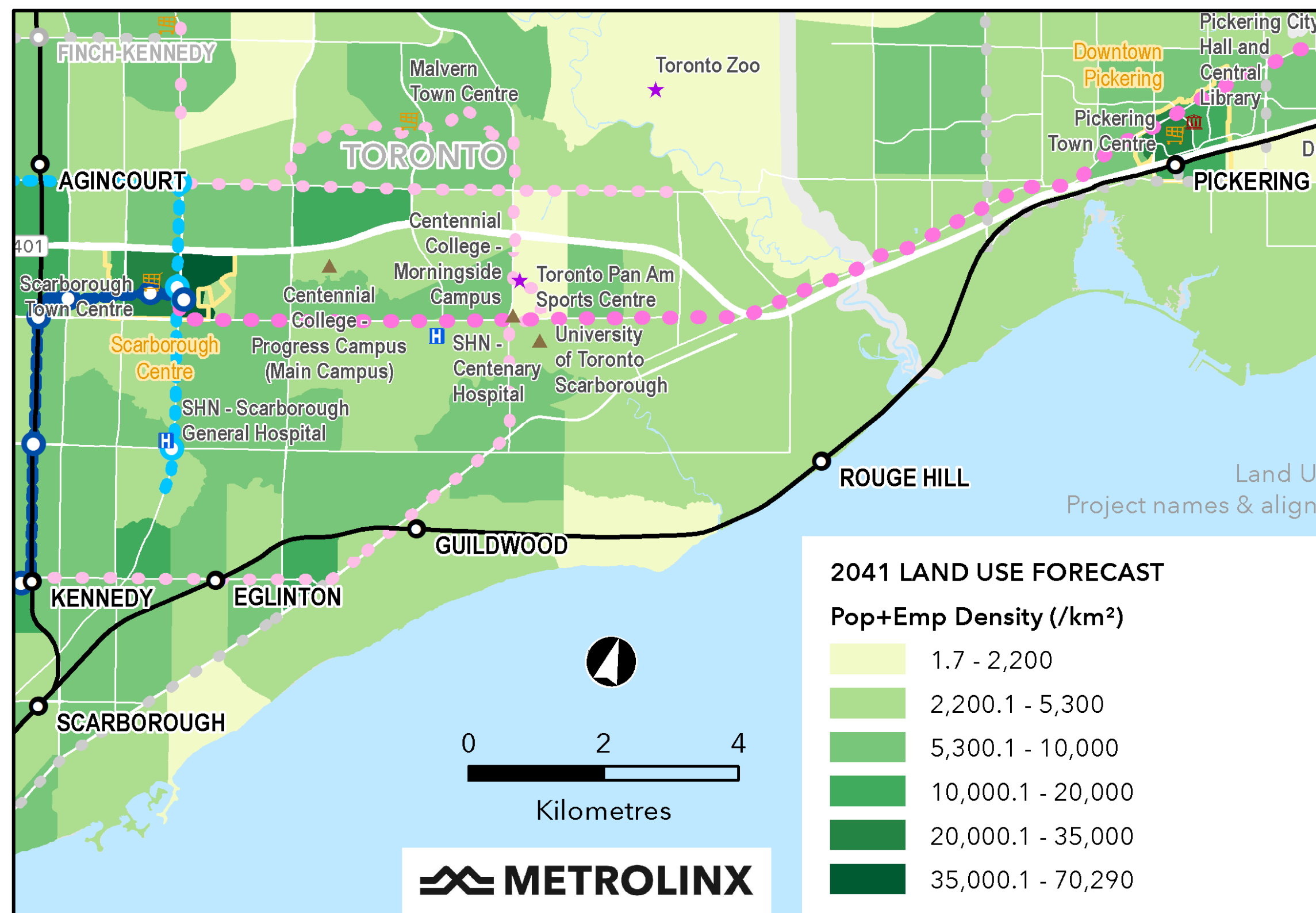
*Interim solutions may be implemented in advance of the ultimate design.

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Why Ellesmere Road?

- Projected population and employment density and growth, yielding highest existing and projected ridership.
- Most direct connections to key destinations between Scarborough Centre, Centenary Hospital, UTSC and downtowns/centres in Pickering, Ajax, Whitby and Oshawa.
- Connects to current and future transit initiatives (SSE, proposed Eglinton East LRT, existing bus lanes on Morningside Ave, and other transit corridors north and south of Ellesmere Road).
- Alternatives further along Kingston Rd were examined but don't bring people where they want to go and have higher property impacts.



Changes Since PIC #3 in Toronto

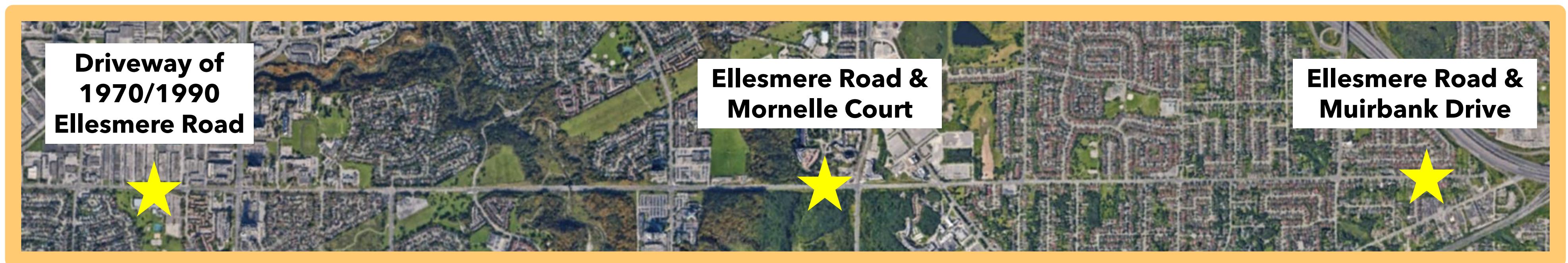
At PIC #3, the preliminary design for the segment of Kingston Road from Ellesmere Road to Port Union Road was in consultation with the Ministry of Transportation. The proposed design is to:

- Convert two traffic lanes to dedicated centre-median transit lanes.
- Maintain four lanes for general traffic; two in each direction.

At PIC #3, the preliminary design for the segment of Ellesmere Road from Military Trail to Meadowvale Road was to widen to 6-lanes. The refined preliminary design is to maintain 4-lanes:

- Convert two traffic lanes to dedicated centre-median transit lanes.
- Maintain two lanes for general traffic; one in each direction.

New traffic signals were added to improve traffic circulation and access:



Opportunities during Detail Design

Based on community feedback we will assess further refinements during the detailed design stage to minimize impact to communities, specifically:

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- 1. Safety Audit of Detail Design** including evaluation of alternative median designs along Ellesmere Road from Kingston Road to Military Trail
- 2. Consider new traffic signals at side streets** to provide more left-turn / U-turn options and new pedestrian crossings of Ellesmere Road
- 3. Assess staged implementation** as part of the Preliminary Design Business Case

West End of Corridor

As part of the Scarborough Subway Extension, a new bus terminal is proposed. The terminal will accommodate GO, TTC and Durham Region Transit buses. This bus station will serve as the terminal for the Durham-Scarborough BRT service. The location and future routing of the terminal is still being determined.

Through public consultation, we received many suggestions to avoid routing buses through the intersection of Ellesmere Road and McCowan Road due to congestion.

The recommended route for the Durham-Scarborough BRT service is:

Westbound:

Ellesmere Road »
Grangeway Avenue »
TTC Bus Terminal

Eastbound:

TTC Bus Terminal »
Grangeway Avenue »
Ellesmere Road

