

Eglinton-Bathurst Station Public Consultation Report

Open House and Online Consultation #1

December 22, 2011



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1. Executive Summary

On Monday, November 28, 2011 the Toronto Transit Commission (TTC) and Metrolinx held a Public Open House at Beth Sholom Synagogue, just steps away from Eglinton West Station at Allen Road, to unveil the preliminary design of Bathurst Station. On the same day, an online consultation launched on The Crosstown website (www.thecrosstown.ca) where the display boards were posted along with questions for those who were unable to attend the Public Open House. The online consultation ran from November 28 until December 12, 2011.

The purpose of this consultation was to identify key issues of public interest regarding the preliminary design of Bathurst Station. This forum provided an opportunity for the TTC and Metrolinx to obtain feedback early in the planning process before any firm architectural concept is finalized.

1.1 Summary of Consultation Methods

The two primary methods used to gather information during this consultation were the Open House and an online questionnaire. The November 28 event attracted approximately 165 residents and business owners, many of whom provided input and voiced recommendations to the attending staff. Several attendees completed the written questionnaire (See Appendix B).

The TTC and Metrolinx team heard and discussed the concerns of area residents over the course of the two-hour meeting, with staff members documenting all discussions and input throughout. City Planning staff fielded questions about future development at Bathurst and the future land use study on Eglinton.

The online consultation was promoted (along with the Open House) as an alternative to attending the event in person. It featured the same questionnaire as the Open House that included several rating questions related to station design as well as open-ended questions for written, detailed feedback. The online consultation ran from November 28 until December 12, 2011; 43 people participated in the online consultation. FAQs on the project website will be updated to provide responses to common questions submitted during this consultation.

1.2 Summary of Comments Received

A summary of the most popular issues and comments raised during the Open House and online consultation between November 28 and December 12, 2011 is presented below, with detailed comments provided in section 3.

Safety and Accessibility

Some of the most common comments that arose during the consultation process related to the safety and accessibility of Bathurst Station. Various participants at the Open House and online commented on the importance of having an accessible second entrance to avoid jaywalkers crossing Eglinton Avenue, and there was discussion regarding where the second entrance should be located. A second elevator at the second entrance was also suggested. Some at the Open House commented on the importance of accessibility for all levels of the station.

Community Impact

Many concerns related to the effect of construction on the surrounding community. Questions ranged from how the project's environmental footprint will be managed to how the construction process will affect the day-to-day life of residents and businesses. The most common question related to the vibration from the drilling process, with residents wondering how far reaching the vibration will be and how strong and disruptive it will be. Although not specific to Bathurst Station, several participants voiced significant concern about the *potential* closure of Allen Road during the construction phase of the Crosstown station at Eglinton West Station. There were also many questions about how traffic and parking would be managed overall.

Ease of Use

Among those who participated there is a clear desire for a user-friendly fare payment system. Many also said that easy-transfers between the Crosstown and other forms of transit (like the buses along Eglinton and Bathurst) are important. Protection from the rain and snow while waiting for buses is also important to those who participated in the consultation in-person and online.

Completion Timeline

Among those participants who supported the project there is a clear sense of urgency for the project to get underway. Some participants asked if the timeline for completion could be accelerated and others expressed concerns that lengthy delays would raise costs and strain on taxpayers. There is a sense of enthusiasm for the project to begin among many participants.

Effect on bus service

Several participants inquired as to how The Crosstown line (when complete) will affect existing transit offerings in the City, such as Eglinton Avenue buses.

Effect on local businesses

Many participants voiced concerns about the fate of the House of Chan, which many called a Toronto landmark. There is also concern for other local businesses. Many people asked about plans and strategies for lessening the effect of construction on local businesses.

1.3 Open House vs. Online

Based on the feedback collected, there were distinct differences – but also key similarities – between the issues that Open House participants felt were important and those favoured by online participants. Both groups agreed on the importance of **safety and accessibility** as an important priority in station design, as well as **protection from weather elements** while awaiting transfers. Both also expressed the importance of **easily transferring to buses along Eglinton and Bathurst**.

Several online participants wrote at length about the importance of **integrated and unique station design**, something on which Open House attendees put much less importance. Online users put little stock in **reducing construction impacts by minimizing the overall footprint** of the project, while 81.4% of those at the Open House identified this as very or somewhat important (53.5% very important).

Owing to the fact that they were largely local residents, Open House attendees focused much more on community impacts such as **disruption of local businesses, traffic and construction** than their online counterparts, many of whom were not local residents. Open House attendees also expressed more interest in learning about the **future development of the Crosstown** than those who commented online.

1.4 Open-House Feedback

During the Open House, participants were asked to complete a questionnaire with specific questions related to the Bathurst Station project. As of December 12th, 2011, 42 questionnaires were submitted by open house attendees. The questionnaires contained several demographic questions, meant to determine which stakeholder groups were in attendance and what issues concerned them the most. 23 attendees (54.8%) who filled out questionnaires identified themselves as local residents, and 13 (31%) identified themselves as transit riders. There was a small local business contingent of two attendees (4.8%). Age demographics were fairly evenly split, with eight (19%) attendees between 55 to 64 years of age as a slim majority. 13 (31%) questionnaire participants stated that they ride they travel with the TTC every day, and another 10 (23.8%) use the service on weekdays.

Several questions asked participants to rate the importance of certain aspects of the project. Of the topics tested, the topic of most importance was **user-friendly fare payment**, with 90.7% of respondents rating it as very important or somewhat important (60.5% very important).

The second highest totals were for the importance of **learning about future developments around Crosstown stations**, which 88.3% of respondents ranked as very important or somewhat important (58.1% very important). **Protection from weather elements** in outdoor waiting areas was ranked as very important or somewhat important by 86% of respondents (55.8% very important), 81.4% felt **reducing construction impacts** by minimizing the overall footprint was very important or somewhat important (53.5% very important). Another 81.3% identified **easily transferring to buses along Eglinton and Bathurst** as very important or somewhat important (48.8% very important), and **safety and accessibility** in station design was ranked as very important or somewhat important by 67.4% (58.1% very important).

Certain topics were rated as less important than others. For example, 28% viewed **pleasing and integrated station artwork** as either not very important or not at all important (14% not at all important). Only 55.8% of respondents viewed the **incorporation of bicycle racks** as very important or somewhat important (25.8% very important), the lowest totals of any category.

1.5 Online Consultation Feedback

As of December 12th, 2011, 43 questionnaires were submitted by online participants. As with the Open House questionnaire, respondents were asked several demographic questions; 10 online respondents declined to answer those questions. Of the 33 who responded, 23 (69.7%) identified themselves as transit riders, while only 5 (15.2%) identified themselves as local residents. Only one respondent (3%) self-identified as a business owner. The high proportion of online commenters were between the ages of 25-34 (13, 44.8%). Twenty four (72.7%) respondents travel with the TTC every day.

The number one concern was **the ability to easily transfer to buses along Bathurst and Eglinton**. 95.2% indicated that this is either very or somewhat important (73% very important). Connected to this, 86.8% indicated that **protection from weather elements** while awaiting transfers is very important or somewhat important (75.7% very important).

The second most important issue was **safety and accessibility**, which 88.9% indicated was either very or somewhat important (75% very important). Other areas of interest/importance for online participants included the need for the **station to fit in with the scale and style of the neighbourhood** and **user-friendly fare payment** systems.

One category that received little interest was **reducing construction impacts by minimizing the overall footprint** of the project, which 24.9% of respondents viewed as not very or not at all important (8.3% not at all important). This was very likely due to the fact that most did not identify as local residents. Only 37.8% saw this as a very important consideration. There was also little interest in the

incorporation of benches around the station, as only 32.4% of respondents recognized this as very important.

The online questionnaire also allowed users to comment on the project and voice general questions and concerns. As with the Open House, there was **support for the House of Chan as a City landmark**. Several participants wrote at length about the importance of **architecture and urban design** of the station, the artistic relevance and finishes they hoped to see reflected in the station. A local business owner expressed concern about the impact the station would have on the **existing parking** at the north east corner.

Most online participants identified themselves as transit riders (69.7%) and only a few were local residents (15.2%).

2. Public Notification

The following section lists the methods used to notify stakeholders and the public about the Bathurst Station Consultation. Samples of the Canada Post Drops and Newspaper Ads are provided at the end of the document in Appendix A.

2.1 Canada Post Drops

Between November 14-15, 2011, 5,424 public notices were delivered via Canada Post to properties within approximately 500 meters of Bathurst and Eglinton.

2.2 Newspaper Ads

On Thursday, November 24, 2011 newspaper ads were published in The Metro, York Guardian and the City Centre Mirror.

3. Comments Received

The following section is a compilation of all comments received in both the Open House and the online consultation. Comments and questions are grouped according to common themes.

3.1 Support for the project

- No concern as long as it gets built, too much money lost with stop and start.
- This is a good project, long overdue.

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- This is terrific, keep going! It's late but start digging.
- I know people are upset and concerned about construction impacts, but this is a good project.
- I hope this is the first of many public meetings.
- Excellent open house, well done. Enjoy being able to speak one-on-one with a range of staff.
- Looking forward to seeing the development of this project and glad that I can participate.
- Build and start revenue service fast as possible!
- Look forward when they build more of them after this one.

3.2 Concerns about the project

- Not happy with this. I understand the overall value but do not look forward to construction.
- The only good thing you can tell me is that you will not build it.
- Big concern about development overall and hi-rise development in particular.
- Residents in this area are not big transit users and the project will cause too much disruption to us and to local businesses.
- I hope the project will run out of money before it comes to Bathurst.
- We shouldn't build Bathurst and Eglinton West at the same time, we should stage it.
- Tell me when you are starting so I can sell my house before that.

3.3 Station design and architecture suggestions

- I would like to see a "green roof" on top of any/all station entrances.
- Please ensure that the architecture, finishes, and urban design are strong and unique for this station and all new stations on the line. This

infrastructure will serve the city for many generations and these stations should be something to make present and future Torontonians proud.

- These stations will be important hubs for the neighbourhood they will serve. They will be important public spaces. They deserve expressive design. It need not be expensive, but beauty and functionality need to be prioritized in designing a unique station at Bathurst, with the same approach with subsequent stations.
- The design should be timeless, and the stations should be built to last and built in a way that is easy to clean.
- Natural light at platform level would be great. The architecture and interior spaces of Crosstown stations like Bathurst should be unique so that they become identifiers of the unique neighbourhood, which they will serve.
- As many of the street names will be duplicated it is a chance to name stations after the community (Little Jamaica springs to mind), or nearby landmarks or landscape features (Black Creek).
- Build large, airy platforms that prevent the "bunching" of riders during vehicle loading and unloading typical of subway stations like St. George during peak periods.
- A general theme, consistent through all stations, will give an identity to the line, similar to the glazed bricks on the Bloor subway, and the use of the original circa 1954 Subway font will help tie the line in historically.
- A modern and state of the art structure, avoid having it look out of place.
- Design with pictures of past and future of area.
- I want assurance that environmental impacts of station and usage will be taken into consideration.
- The station must contribute to local development by attracting business, whilst maintaining local character.
- There is potential for place making through urban design around the station pavilion.
- Need to ensure the stations integrate into the community and enhance its value - not decrease it. This means it must be safe, user friendly, and visually appealing.

Questions

- How many cars on a train can the station accommodate? (A: up to 3)
- Can you start any sooner?
(A: Crosstown construction began in August, 2011. More design work, tunneling and utility work is required before station construction can begin)
- How long will it take before stations are open?
(A: A long term project implementation plan is in development.)
- Are there any opportunities for architects to design any of the stations?
(A: Yes. Bathurst station is being designed by a team of architects and engineers)

3.4 Effect on Local Businesses

- I have property acquisition concerns, as this project removes two businesses.
- It is great that you are not taking the RBC property because it is ours!
- I am glad to hear you are getting rid of that donut shop.
- I am concerned on property taking and how they could be relocated, businesses such as the grocery store.
- This is the biggest concern of my life; you are moving me away from my beloved valued customers.
- Take the park, but don't close Allen Road, will destroy business.

Questions

What is going to happen with the local businesses? (A: Outreach will continue to local businesses well before and throughout construction to ensure they clearly understand construction plans and impacts. Design teams are working to reduce the construction footprint of each station)

- How can you have a secondary entrance onto Scotiabank when it has a lease until 2026? (A: An entrance at the SW corner is being protected for in the future should this site be developed)

3.4 a) House of Chan

- The House of Chan is a landmark, move your secondary entrance!
- House of Chan is so appreciated by the neighbourhood. I have been going there since 1966.
- Design would necessitate the removal of the House of Chan, a Toronto city landmark. I urge the city to reconsider this decision, as the Chan has been a vital part of Toronto for decades.
- The House of Chan is a neighborhood institution that has survived in that location for as long as I can remember, including the most recent recession. To eliminate this restaurant is to eliminate a landmark. Every attempt must be made to keep this restaurant where it is.
- The construction team must attempt to keep House of Chan where it is.
- If you can't re-locate the entrance, incorporate the House of Chan façade or the restaurant itself into the future station.

Questions

- Have you considered building or replacing retail within main entrance on second level like House of Chan? *(A: Retail opportunities will likely be limited to the concourse level of the 3 interchange stations - Eglinton West, Eglinton Station at Yonge, and Kennedy Station).*
- House of Chan is prestigious, why can't the station box be moved? *(A: There are multiple consequences of shifting the station box or secondary entrance that would increase construction impacts in the community and project costs etc. See: <http://www.thecrosstown.ca/news-media/whats-new/online-consultation-bathurst-station>)*

3.5 Community Impact

- Concern about getting home, I don't want everyone on the street and I don't want people parking on the street.
- Please create a working group with residents early on before construction.
- I am opposed to closing Allen Road.

- Interested in studies on post-construction affect.
- This will cause disruption to the neighbourhood, it will not benefit locals who are typically drivers, commuting north-south, not east-west.
- Concern on 2031 forecast.
- I am concerned about traffic flow and construction staging, how will it affect business during construction.
- Please do not use Peveril Hill North to stage construction. There are dozens of young children on that street.
- Main station entrance on NE corner negates historical commercial values of the site which is sustained by a Donut Shop, a Convenient Store and a Canada Post Store. Provides 13 off-street parking spaces. The site is more than a Donut Shop. Design must capitalize on future development potential. The proposed station should include drop-offs and integrated surface to underground connections.

Build it fast and try to minimize impacts as best as you can.

Questions

- Is there any construction-staging happening on side streets?
(A:Utility relocation before station construction may affect side streets to ensure water service is maintained)
- Are you replacing the water main?
(A:Relocation of the watermains on Eglinton that conflict with station construction is necessary.)

3.5a) Vibrations from tunnel boring process

- Please tell me how the vibration may affect me.
- It is important to consider the vibration.
- Speed of construction is important, but lack of vibration is the most important.
- Please provide us with input on vibrations, impacts to station box.

- I am concerned about noise and vibration during construction.

Questions

- Are we going to feel the vibration of the boring tunneling?
- Can you please tell me what the vibration radius and impact will be. How far north and south will the vibration be felt?

(A: Vibration levels during tunnel boring will likely be perceptible, but are not expected to last longer than a few days in any particular location. Monitoring equipment will be installed and pre-construction surveys will be carried out before tunneling begins. Soil testing is ongoing.)

- Will there be vibration after the line is up and running?

(A: The new light rail vehicles (LRVs) planned for use on the Eglinton line have not yet been manufactured, so precise vehicle specifications are still under development. A vibration isolation system will be installed underground, similar to that used on the Sheppard Subway Line. Vibration levels will be monitored as station design proceeds.)

3.6 Safety and Accessibility

- I would like secondary accessible access.
- There needs to be easy access from the street to trains.
- Ease of access through wide entrances.
- Audio announcements need better timing, more volume.
- I'm concerned that the centre platform won't achieve a sense of openness with staircases and elevators blocking platform views and hindering security. Security is important in stations.
- Ease and comfort of transfers use three elevators instead of two, so when one stopworking there is still one for each direction.
- Use clear and large way finding signage.
- Colours on the new maps (green and red) are illegible for colour-blind individuals.

3.7 Ease-of-use

- I'm concerned that it will be another large station, making simple connections a mini hike/sprint.
- Maximum transfer capabilities, and summer and winter comfort to transit riders.
- Keep the design simple and functional. Don't repeat the mistakes inherent with large stations like Kennedy.
- Sense of spaciousness, sense of passenger safety is key.
- Urban design/architectural quality and convenience for users.
- Easy fare payment.
- There should be many ways of getting in and out of the station and around the station; there should be no bottlenecks in the station.
- Public washrooms are needed at Eglinton west, Yonge and Eglinton and Bathurst and Eglinton.
- My primary concern is to ensure that riders have information about the state of the system and state of connecting services at the right times.

3.8 Station Entrances

- Move secondary access further west at Hilltop Road.
- Concern of people jaywalking across Eglinton with access only on the north side.
- I would like to see the station entrance at the southwest corner of Bathurst/Eglinton
- The potential future entrance south of Eglinton on Bathurst is a better alternate entrance than the secondary entrance as planned on Eglinton is. The potential entrance (SW corner) is on the other side of Bathurst and Eglinton from the main entrance and would bring in more foot traffic.

Questions

- After stations are built, can development be built around or over-top?

(A: Yes. Future development around the station will be possible including potential air rights over the main entrance pending future redevelopment of the adjacent buildings)

3.9 Effect on Existing Transit

- Connecting with existing services is crucial, but I don't understand transferring with existing Eglinton services if the Crosstown is replacing it.

Questions

- What will happen to bus service along Eglinton once The Crosstown is running?
(A: At this time, final station spacing for the Crosstown project is not determined. TTC recognizes the importance of providing effective local service. Today, some sections of the subway have parallel bus service and some do not. The final decision --including service frequency-- will be made based on ridership and budget availability compared to all passenger needs in the system).

3.10 Overall project comments

- The name is really long. Everyone will just call it 'Eglinton Subway' anyway.
- Extend it to Islington Subway station.
- Extend it to Pearson International Airport to allow for a rapid transit connection between the airport and Midtown.
- Keep people informed. Put up lots of progress pictures on the Internet. Keep people interested, and you will receive the most useful feedback.

Questions

- Are there any plans to extend the Crosstown to the Airport and east into Durham Region?
(A: An extension to Pearson International Airport is included in the Metrolinx Regional Transportation Plan. www.metrolinx.ca)
- In the 1990s core samples were taken for a subway. More core samples are now being taken in the same area. Why?
(A: sub surface samples obtained in the 1990's are no longer available.)

3.11 Consultation process

- The questionnaire and accompanying web site are welcome developments in communication for this project; please continue these updates and periodic questionnaires! I would like to see this approach taken more generally by the TTC.

Questions

- When is the next public consultation?
(A: *The next Bathurst consultation will be held in Spring, 2012*).
- Can you post presentations online in PDF format that doesn't require users to stay online for viewing.
(A: *Yes. PDFs for Bathurst are now posted at www.thecrosstown.ca)*

Appendix A



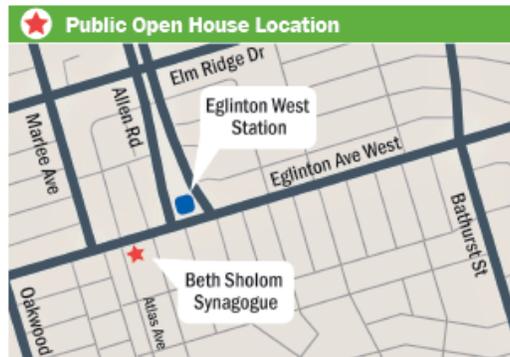
Public Open House Bathurst Station – Preliminary Design

Rapid and reliable underground transit is coming to the centre of Toronto. The Eglinton-Scarborough Crosstown is a 25 kilometre transit project that will connect riders from Black Creek Drive to Scarborough City Centre. The Crosstown will move Torontonians to work, school and play faster than ever before – slashing travel times and enhancing our economy and our environment.

The Crosstown will bring new transit stations into several neighbourhoods along Eglinton, including yours.

Metrolinx and the TTC invite you to an Open House to view the preliminary design of Bathurst Station and to share your input with the design team.

Date: Monday, November 28
Time: 7:00 p.m. - 9:00 p.m.
Location: Beth Sholom Synagogue,
1445 Eglinton Avenue West
(enter at west side)



Take Transit: The Open House is just steps across the street from Eglinton West Station at Allen Road.

Online Consultation

Can't make it to the Open House? No problem. Please view the displays online beginning **November 28th** and send us your feedback at www.thecrosstown.ca

For more Crosstown information:

Please visit the Crosstown Community Office - 1848 Eglinton Avenue West (at Dufferin)

Email: eglingtontransit@ttc.ca

Tel: 416-338-6310

TTY: 416-481-2523

**West Community Office | Please Contact Devin Home | 1848 Eglinton Avenue West
416-338-6310 | eglingtontransit@ttc.ca | www.thecrosstown.ca**

Appendix B

Eglinton-Scarborough Crosstown Bathurst Station Design – Survey

Bathurst Station Feedback

We are currently in the preliminary design stage for Bathurst Station. It is important that we get your feedback before the architectural design theme is determined. A second consultation will be held in spring 2012 to present the “look and feel” of the Station, including the architectural design.

Construction work related to tunneling is scheduled to begin at Bathurst in **2013**. The Station itself will begin construction in **2014**.

Please submit your comments no later than December 12, 2011. A consultation report to inform the design team will be posted at www.thecrosstown.ca. Thank you.

Feedback

This section seeks to find out how important each of these station design elements are to you. Please answer the following using a 5 point scale:

- 1) Safety and accessibility

5	4	3	2	1
very important	somewhat important applicable	not very important	not at all important	unsure/not

- 2) Fitting in with the scale and style of the local neighbourhood

5	4	3	2	1
very important applicable	somewhat important	not very important	not at all important	unsure/not

- 3) Reducing construction impacts by minimizing the overall footprint

5	4	3	2	1
very important applicable	somewhat important	not very important	not at all important	unsure/not

- 4) The ability to easily transfer to buses along Bathurst and Eglinton

5	4	3	2	1
very important applicable	somewhat important	not very important	not at all important	unsure/not

5) Protection from weather elements while awaiting transfers

5 very important applicable	4 somewhat important	3 not very important	2 not at all important	1 unsure/not
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6) Providing for the most amount of natural light possible

5 very important applicable	4 somewhat important	3 not very important	2 not at all important	1 unsure/not
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7) Pleasing and integrated artwork

5 very important applicable	4 somewhat important	3 not very important	2 not at all important	1 unsure/not
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8) Attractive landscaping surrounding the entrances

5 very important applicable	4 somewhat important	3 not very important	2 not at all important	1 unsure/not
--	--------------------------------	--------------------------------	----------------------------------	------------------------

9) Incorporation of bicycle racks

5 very important applicable	4 somewhat important	3 not very important	2 not at all important	1 unsure/not
--	--------------------------------	--------------------------------	----------------------------------	------------------------

10) Incorporation of benches around the station

5 very important applicable	4 somewhat important	3 not very important	2 not at all important	1 unsure/not
--	--------------------------------	--------------------------------	----------------------------------	------------------------

11) User-friendly fare payment system

5 very important applicable	4 somewhat important	3 not very important	2 not at all important	1 unsure/not
--	--------------------------------	--------------------------------	----------------------------------	------------------------

12) Learning about City Planning’s future study about development around Crosstown Stations

5	4	3	2	1
very important applicable	somewhat important	not very important	not at all important	unsure/not

Out of the above, which is most important to you in station design?

Do you have any concerns about the Bathurst Station design?

What are the two most important aspects of station design for you?

OPTIONAL

Thank you for your feedback on Bathurst Station. The following questions will help us better understand the travel habits of the respondents.

Travel Information

1) How frequently do you travel with the TTC?

- ◆ Everyday
- ◆ Weekdays only
- ◆ Weekends only
- ◆ Once in a while
- ◆ Never

2) Which modes of transportation do you use in your commute to work, school, or other? (Check all that apply)

- ◆ Bus
- ◆ Streetcar
- ◆ Subway
- ◆ Go Train
- ◆ Walk
- ◆ Bike
- ◆ Car (single passenger)
- ◆ Carpool (more than one passenger)
- ◆ Other (please specify)

3) When travelling on the TTC, how many times on average do you transfer per trip?

- ◆ 0
- ◆ 1
- ◆ 2
- ◆ 3
- ◆ 4 or more

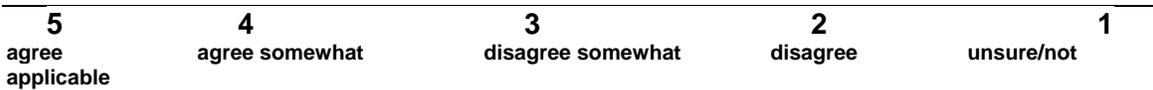
4) Do you travel on any of the following TTC routes? (Check all that apply)

- ◆ 32 Eglinton Bus
- ◆ 34 Eglinton Bus
- ◆ 7 Bathurst Bus
- ◆ 33 Forest Hill Bus
- ◆ Scarborough RT
- ◆ Yonge-University-Spadina Subway
- ◆ None of the above

General Project Feedback

Please use the **5-point scale** to answer the following questions:

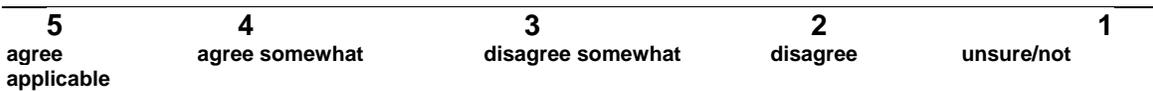
1. I have a good understanding of the Eglinton-Scarborough Crosstown project.



2. I am interested in learning about the construction of the Crosstown, including how stations will be designed and built.



3. I think the Crosstown will be good for my neighbourhood and good for Toronto.



4. Please share any additional comments about the project.

5	4	3	2	1
agree applicable	agree somewhat	disagree somewhat	disagree	unsure/not

Demographic Information

Contact information is of course **optional**. By answering, we would be able to contact you after the consultation to let you know about comments received and future station consultations.

Name:

Address/Postal Code:

Email Address:

Telephone Number:

Do **NOT** contact me for any reason

5) In which capacity are you submitting comments?

- ◆ Local Resident (local to Bathurst and Eglinton area)
- ◆ Local Business
- ◆ Transit Rider
- ◆ Community Group Representative
- ◆ Local Agency or Institution
- ◆ Other

Please provide details:

6) What is your age?

- ◆ 15 or under
- ◆ 16-24
- ◆ 25-34
- ◆ 35-44
- ◆ 45-54
- ◆ 55-64
- ◆ 75-84
- ◆ 85 or over

Thank you for taking the time to fill in this information.