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Form Revised: February 2006

TORONTO TRANSIT COMMISSION

TO Commissioners

FROM Gary Webster

MEETING DATE July 19, 2006

SUBJECT Staff Response to Commission Inquiry – 33 FOREST HILL Routing Change

In a letter dated May 15, 2006 (copy attached), Commissioner Mihevc requested that a revised routing be considered for the 33 FOREST HILL bus route. This memo responds to that request.

The 33 FOREST HILL bus route currently operates from St. Clair West Station, east on St. Clair Avenue, north on Spadina Road, west on Elderwood Drive, north on Vesta Drive, east on Eglinton Avenue, south on Spadina Road, and west on St. Clair Avenue as shown in Exhibit 1, attached. A revised routing was operated on trial from October 2005 to May 2006. This revised routing was via north on Spadina Road, northwest on Old Forest Hill Road, north on Vesta Drive, east on Eglinton Avenue, and south on Spadina Road. The trial routing change was the subject of the report “33 Forest Hill – Post-Implementation Review” that was before the Commission at its meeting on April 19, 2006. At that meeting, the Commission approved ending the trial operation via Old Forest Hill Road, and returning the 33 FOREST HILL route to the Elderwood Drive/Vesta Drive routing. The change back to the Elderwood/Vesta routing began on May 8, 2006.

Commissioner Mihevc has requested that the north end of the 33 FOREST HILL route be changed to remove service from Elderwood Drive and Vesta Drive, and to extend the route north of Eglinton Avenue and provide new service to the Shallmar Boulevard neighbourhood. Staff have evaluated a revised routing that would operate via east on St. Clair Avenue, north on Spadina Road, west on Eglinton Avenue, north on Bathurst Street, east on Shallmar Boulevard, south on Mayfair Avenue, east on Eglinton Avenue, south on Spadina Road, and west on St. Clair Avenue. Service would be removed from Elderwood Drive and Vesta Drive. New service would be operated on Shallmar Boulevard and Mayfair Avenue. New two-way service would be operated on Spadina Road, between Elderwood Drive and Eglinton Avenue. This routing would provide direct service from the Shallmar Boulevard area to destinations such as the Forest Hill Village retail area, Sir Winston Churchill Park, and the grocery store at St. Clair West Station. The routing change would be made during all times that the 33 FOREST HILL route operates, which is between approximately 7:00

a.m. and 7:00 p.m., Monday to Friday.

Approximately 20 customer-trips are made each day at the bus stops on Elderwood Drive and Vesta Drive that would no longer be served. Some of the customers using these stops would have a longer walk to their nearest bus stop on the new routing. It is projected that less than 20 customer-trips would be made each day on the new service on Shallmar Drive and Mayfair Drive. These customers would have a shorter walk to the nearest bus stops, or fewer transfers to get to their destination. None of these customers would be new to the TTC, because everyone in this area already has convenient access to the 14 GLENCAIRN, 7 BATHURST, 32 EGLINTON WEST, and 33 FOREST HILL routes.

The longer route would require that additional time be added to the schedule. The service at all times would be changed from a bus every 20 minutes to a bus every 25 minutes. Approximately 780 customer-trips are made each day on the route, and these customers would have a longer waiting time, and would lose the convenience of an easy-to-remember 20-minute “clockface” service with buses at the same three times every hour.

No additional buses would be added to operate the longer route, and there would be no significant change in operating costs.

The change in weighted travel time shows that the inconvenience of a longer walk and a longer waiting time for a large number of customers is more important than the benefit of a shorter walk or fewer transfers. The change would result in a net inconvenience for customers and for this reason is not recommended.

Two additional routing options were examined, a counter-clockwise loop via Eglinton, Mayfair, Shallmar, Bathurst, and Eglinton; and a clockwise loop via Eglinton, Bathurst, Roselawn Avenue, Chaplin Crescent, and Eglinton. Both routings would require more additional running time than the first proposed routing, and neither would provide more benefits to customers. As a result, they are not recommended.

Interim Chief General Manager

11-55-57

Attachments: Councillor Joe Mihevc’s May 15, 2006 Letter

Exhibit 1 - 33 FOREST HILL Proposed Routing North of Eglinton Ave

Exhibit 1

