
TORONTO TRANSIT COMMISSION

TO Commissioners

FROM Gary Webster

MEETING DATE September 20, 2006

SUBJECT: Staff Response to Commission Inquiry – 29 DUFFERIN Year-Round Extension to Exhibition Place

At its meeting on August 30, 2006, the Commission asked staff to report on a proposal to extend the 29 DUFFERIN bus route into Exhibition Place all year round. This proposal is intended to provide improved service to the National Soccer Stadium which is currently under construction, and to the other attractions and employment locations within the grounds. This memo responds to that request.

Service to Exhibition Place is currently provided by the 509 HARBOURFRONT and the 511 BATHURST streetcar routes operating to Exhibition Loop, north of the Direct Energy Centre, and by the 29 DUFFERIN bus route operating to Dufferin Loop, north of the Dufferin Gates. Service to both loops is provided 24 hours per day, seven days per week, throughout the year. As shown in the attached exhibit, Exhibition Loop is approximately 350 metres from the site of the new soccer stadium. In addition, for many years now, from early-May until the start of the CNE in mid-August, buses on the 29 DUFFERIN route have been extended to just within Exhibition Place after 9:00 a.m., seven days per week, at no additional cost. This seasonal route extension provides closer service to Ontario Place and the many summer activities in Exhibition Place.

In response to this enquiry, an option was examined to extend the 29 DUFFERIN bus route into Exhibition Place all year round. The exact routing of the extension would depend on the final road pattern after the completion of the National Soccer Stadium in 2007. It is projected that, on typical non-event days (i.e. no event in the soccer stadium), approximately 300 customer-trips per day would be made on such a new non-summer service. However, most of these trips would have otherwise been made on the other existing TTC services to Exhibition Place; very few would be new trips attracted to the TTC. The customers who would use such an extended service into the grounds would have a shorter walk to the different venues and employment locations within Exhibition Place and Ontario Place. However, the majority of customers wanting to travel to Exhibition Place would continue to use the streetcar service provided on the 511 BATHURST route, which connects with the 2 BLOOR-DANFORTH subway, and on the 509 HARBOURFRONT route, which connects with the 1 YONGE-UNIVERSITY-SPADINA subway.

Depending on the time of day, one or two additional buses would be required for a year-round extension of the 29 DUFFERIN route, thereby increasing operating costs. The net additional operating costs would be approximately \$190,000 per year. A comparison of operating costs against the projected increase in ridership and revenue to the TTC indicates that the service would not meet the TTC's minimum financial standard. For this reason, the proposal to permanently extend the 29 DUFFERIN route into Exhibition Place during the non-summer season is not recommended.

With respect to service to the new National Soccer Stadium, experience has shown that it is not operationally feasible to operate a bus service within Exhibition Place, or in close proximity to any major entertainment facility, to serve major events, because both pedestrian and vehicular traffic before and after such events result in transit vehicles moving very slowly or not at all, at or near the site. This is the case for the current

extension of the 29 DUFFERIN bus route, which is cut back to Dufferin Loop on occasions each summer during periods of heavy pedestrian activities within Exhibition Place. It is expected that this will continue to be the case when there are events at the new soccer stadium. This is also why, at the Rogers Centre, we do not operate any service near or to the door of that facility. Customers are required to walk to nearby existing regular-route services. It is, in fact, operationally beneficial if the large volume of customers destined for transit, at the end of a major sports or entertainment event, spread out and not all try to board transit at the same time. This is accomplished when these crowds have a short walk to transit, because the different speeds at which people walk results in them arriving at their transit services in a more-dispersed pattern. As a basis for comparison of such walking distances to transit, the attached exhibit shows that the relative walking distances between the Rogers Centre and the surrounding transit services are actually longer than those between the new soccer stadium and its nearby transit services.

As we have done for many years for special events at Exhibition Place, we will continue to work with the staff at Exhibition Place, with event organizers, and now with staff at the National Soccer Stadium, to provide special services tailored to the requirements of each event, in the most effective and efficient ways possible.

In summary, there is no customer service, operational, or financial justification to extend the 29 DUFFERIN bus route into Exhibition Place or to the new National Soccer Stadium on a year-round basis.

Interim Chief General Manager

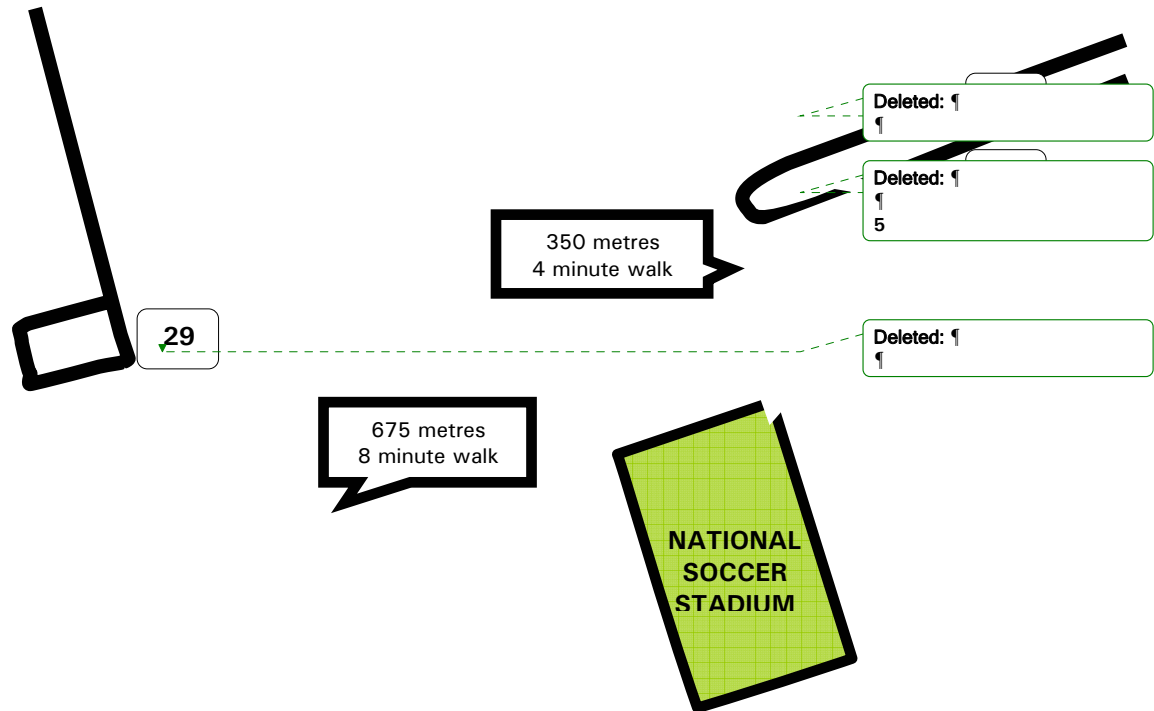
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Attachment:Exhibit - Walking Distance Comparison, new National Soccer Stadium and Rogers Centre

Walking Distance Comparison

New National Soccer Stadium and Rogers Centre to nearest transit services

New National Soccer Stadium



Rogers Centre

