

TORONTO TRANSIT COMMISSION REPORT NO.

MEETING DATE: April 27, 2009

SUBJECT: YORK UNIVERSITY BUSWAY SERVICE CHANGES

ACTION ITEM

RECOMMENDATIONS

It is recommended that the Commission:

1. Approve changes to the routing of the following TTC bus routes, as described in this report and illustrated in the attached drawings, to coincide with the opening of the York University Busway. These changes would come into effect beginning on Sunday, September 6, 2009, or sooner, if the busway is completed earlier:
 - 196 YORK UNIVERSITY ROCKET route to operate on the bus-only lanes along Allen Road and Dufferin Street, and the Busway along the hydro corridor and on university lands;
 - 117 ALNESS route to operate on the bus-only lanes along Allen Road and Dufferin Street, and part of the Busway along the hydro corridor;
 - 105 DUFFERIN NORTH route to operate on the bus-only lanes along Allen Road and Dufferin Street; and
 - 104 FAYWOOD route to be extended to operate to Downsview Station via Wilson Heights Boulevard in both directions.
2. Note that, in the event that portions of the Busway are complete and available for use before the entire project is completed, TTC routes will be changed to make use of the Busway on an interim basis; and
3. Forward this report to Councillors Perruzza, Feldman, and Augimeri, York University, York Region Transit, Brampton Transit, GO Transit, and Metrolinx, for information.

FUNDING

There will be no overall change to the 2009 Operating Budget as a result of the service changes described in this report. The proposed service changes will result in an annual savings of approximately \$100,000 in net direct operating costs. Six fewer morning peak buses will be used. These resources will be re-allocated to other routes to reduce crowding.

BACKGROUND

At its meeting of July 14, 2004, the Commission approved the recommendation for a new, high-speed express bus connection to York University as recommended in the environmental assessment report entitled, *Bus-Only Lanes (Bus Rapid Transit) Downsview Subway Station to York University*. A number of reports and updates have been submitted since then, providing information on the progress of the project.

The construction of the York University Busway started in July 2008, and it is estimated that the project will be fully complete in the summer of 2009, in time for the start of the academic year in September, 2009.

This report describes the routing changes which are recommended to be implemented on the 196 YORK UNIVERSITY ROCKET, 117 ALNESS, 105 DUFFERIN NORTH, and 104 FAYWOOD bus routes upon the completion of the Busway.

DISCUSSION

The York University Busway will be a 6-kilometre long reserved right-of-way for buses, running between Downsview Station on the Yonge-University-Spadina Subway and York University. The project includes several elements – new bus entrances and exits on Allen Road at Downsview Station; continued use of the existing curb lanes on Allen Road to full-time bus-only lanes; conversion of a new east-west bus-only roadway in the hydro corridor north of Finch Avenue, between Dufferin Street and Keele Street; and construction of a new north-south bus-only roadway on York University lands between Murray Ross Parkway and York Boulevard. The Busway will provide faster and more-reliable service for transit customers travelling between Downsview Station and York University.

196 YORK UNIVERSITY ROCKET – Service via the York University Busway

It is recommended that the 196 YORK UNIVERSITY ROCKET route be changed to operate on the York University Busway between Downsview Station and York University.

The 196 YORK UNIVERSITY ROCKET route currently provides express bus service between Downsview Station and York University at all times, seven days a week. Service between the University and the Sheppard-Yonge Subway Station is operated during the daytime and early evening from Monday to Friday. This is one of the TTC's busiest and fastest-growing bus routes, carrying over 22,000 customers each day.

Upon completion of the Busway, from Downsview Station, the routing would be changed to operate via the new station exit onto Allen Road, then north on Allen Road and Dufferin Street, west on the Busway, crossing Keele Street through the Shell Canada roadway, west on Murray Ross Parkway, north on the Busway, and west on York Boulevard to The Common. Southbound buses will run east on York Lanes and York Boulevard, south on the Busway, east on Murray Ross Parkway, crossing Keele Street through the Shell Canada roadway, east on the Busway, south on Dufferin Street and Allen Road to the new entrance to Downsview Station. During the morning and afternoon peak periods, buses would continue to serve local stops on Sentinel Road between The Common and Murray Ross Parkway in the off-peak direction. At all other times, buses would operate express using the Busway in both directions. Buses would stop at Downsview Station, on Dufferin Street at Finch Avenue, on Murray Ross Parkway at the bus-only road, and at The Common. Drawings showing the existing and proposed new routing are attached (see attachments for the 196 YORK UNIVERSITY).

The total scheduled round-trip running time between Downsview Station and the University will be reduced to approximately 30 minutes, compared to the current 43 to 44 minutes scheduled during the peak periods.

117 ALNESS – Service via the York University Busway

It is recommended that the 117 ALNESS route be changed to operate on the bus-only lanes between Downsview Station and Alness Street, and on the York University Busway between Dufferin Street and Alness Street.

Buses on the 117 ALNESS route currently provide service during daytime from Monday to Friday, to the industrial neighbourhood at Martin Ross Boulevard and Alness Street via Wilson Heights Boulevard, and Dufferin Street. Buses operate every eight to every 13 minutes during the peak periods, and every 20 minutes in the midday.

Upon the completion of the Busway, the routing would be changed to operate north on the bus-only lanes on Allen Road and Dufferin Street, and on the Busway in the hydro corridor before rejoining Alness Street. Buses on this route would no longer operate on Wilson Heights Boulevard, on Dufferin Street between the hydro corridor and Murray Ross Parkway, or on Murray Ross Parkway between Dufferin Street and Alness Street. Drawings showing the existing and the new proposed routing are attached (see attachment for the 117 ALNESS).

Service would be improved for customers travelling between the industrial area and Downsview Station. Approximately 1,860 customer-trips each day would benefit from a faster ride. Service would be made worse for customers on Wilson Heights Boulevard. Approximately 290 customer-trips each day would be inconvenienced with a longer wait for the bus or an additional transfer. The change in weighted travel time shows that the net benefits to customers of faster trips are greater than the inconvenience of a longer wait or additional transfer for others. Overall, the change would make service better for customers.

105 DUFFERIN NORTH – Routing Change at Downsview Station

It is recommended that the 105 DUFFERIN NORTH route be changed to operate on the bus-only lanes on Allen Road and Dufferin Street between Downsview Station and the hydro corridor.

The 105 DUFFERIN NORTH route currently provides contract service to York Region during daytime and early evening, seven days a week. Service runs every 13 to 17 minutes during the peak periods, and every 30 minutes at off-peak periods. Beginning on Sunday, November 23, 2008, as part of the Ridership Growth Strategy, new late evening service was implemented between Downsview Station and Steeles Avenue with buses running every 30 minutes.

Upon completion of the Busway, the routing would be changed to operate on the bus-only lanes on Allen Road and Dufferin Street up to the hydro corridor, and then continue north on Dufferin Street. Buses on this route would no longer operate on Wilson Heights Boulevard. Service would be improved for customers travelling between Downsview Station and areas to the north of Finch Avenue. Drawings showing the existing and proposed new routing are attached (see attachment for the 105 DUFFERIN NORTH). Approximately 2,240 customer-trips each day would benefit from a faster ride. Service would be made worse for customers on Wilson Heights Boulevard. Approximately 250 customer-trips each day would be inconvenienced with a longer wait for the bus or an additional transfer. The change in weighted travel time shows that the net benefits to customers of faster trips are greater than the inconvenience of a longer wait or additional transfer for others. Overall, the change would make service better for customers.

104 FAYWOOD – Route Extension to Downsview Station

It is recommended that the 104 FAYWOOD route be changed to operate between Wilson Station and Downsview Station via Wilson Heights Boulevard in both directions. This routing change would replace the service currently provided on Wilson Heights Boulevard by the 117 ALNESS and 105 DUFFERIN NORTH bus routes.

With the re-routing of both the 117 ALNESS and the 105 DUFFERIN NORTH bus routes to take advantage of the Busway, and if no further route changes were made, bus service would be removed from Wilson Heights Boulevard. Approximately 540 customer-trips each day begin or end at the bus stops on Wilson Heights Boulevard. If service were removed from Wilson Heights Boulevard, these customers would have a longer walk to the nearest bus stop. To minimize the inconvenience caused to these customers, it is recommended that bus service be provided on Wilson Heights Boulevard by re-routing the 104 FAYWOOD route.

The 104 FAYWOOD route would be changed to operate between Wilson Station and Downsview Station. From Wilson Station, northbound buses would operate on the regular routing on Faywood Boulevard, and Wilmington Avenue. Instead of turning left onto Overbrook Place, buses would continue north on Wilmington Avenue, west on Finch Avenue, south on Dufferin Street, then east on Kennard Avenue, south on Wilson Heights Boulevard, and west on Sheppard Avenue to enter into Downsview Station. From Downsview Station, buses would operate on a reverse routing to Wilson Station. Service would be removed from Overbrook Place. Drawings showing the existing and proposed new routing are attached (see attachment for the 104 FAYWOOD). Approximately 110 customer-trips each day would have

a longer walk to the nearest bus stop. Two-way service would be provided on Dufferin Street, Finch Avenue, and Wilmington Avenue, north of Overbrook Place. One bus would be required for the extension at all times. While there would be no new customers attracted to the new extension, approximately 540 customer-trips each day on Wilson Heights Boulevard would benefit from the continuation of transit service. The change in weighted travel time shows that the net benefits of a shorter walk to customers on Wilson Heights Boulevard are greater than the inconvenience of a longer walk to customers on Overbrook Place. Overall, the change would make service better for customers.

The additional bus required for the extension would be re-deployed from the savings made on the 196 YORK UNIVERSITY ROCKET route. Overall, there would be a net saving in the number of buses.

107 KEELE NORTH – No Changes Recommended

TTC staff analysed a potential change to the 107B KEELE NORTH (Downsview Station-Rutherford GO Station via Chesswood and York University) branch that would change the service to operate in both directions via Chesswood Drive, Champagne Drive, Alness Street, the York University Busway along the hydro corridor, and Keele Street. With this change, buses on this service would no longer operate on Finch Avenue West. This change is not recommended.

Service would be improved for customers travelling between Downsview Station and areas to the north of Finch Avenue. Approximately 600 customer-trips each day would benefit from a faster ride. Service would be made worse for customers on Finch Avenue West. Approximately 500 customer-trips each day would be inconvenienced with a longer wait, and/or an additional transfer. The change in weighted travel time shows that the inconvenience of an additional transfer and a longer wait is more important to customers than the benefit of a faster trip. The change would cause an overall inconvenience for customers, and for this reason, it is not recommended.

Other Transit Services

The York University Busway will also be used in its entirety by York Region Transit's VIVA Orange route, which links Downsview Station with York University and York Region. The Busway is also available for use by GO Transit or Brampton Transit, and by York University's campus transportation service.

Implementation

The Busway is scheduled for completion in the summer of 2009. It is recommended that the routing changes described in this report for the 196 YORK UNIVERSITY ROCKET, 117 ALNESS, 105 DUFFERIN NORTH, and 104 FAYWOOD bus routes be made in their entirety as soon as the Busway is operational. These routing changes are currently planned for Sunday, September 6, 2009. Construction on the north-south portion of the Busway through the York University lands began first, and is the farthest advanced. In the event that part of the Busway, such as York University portions, is available for use before the entire project is finished, suitable interim bus routing changes would be made as soon as possible. This would take advantage of the completed portion of the Busway, and would bring travel time benefits to customers

earlier than if service changes were to wait for completion of the entire project.

JUSTIFICATION

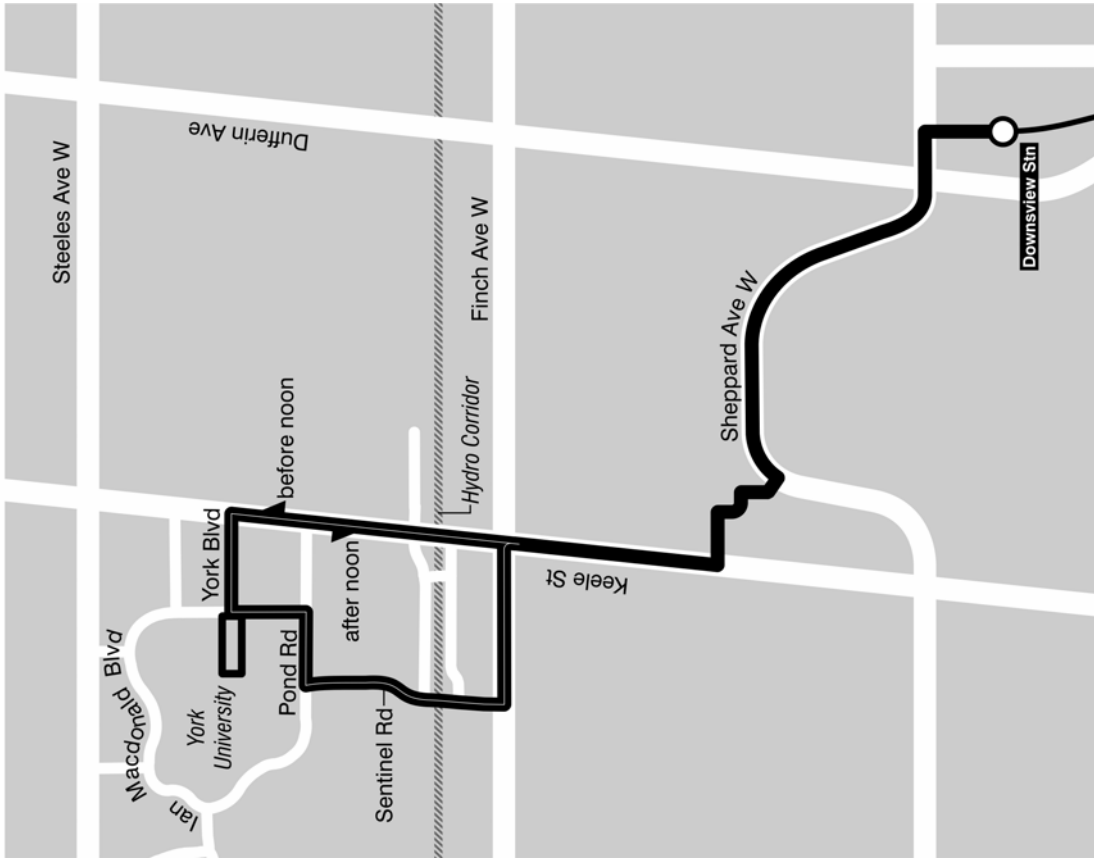
The York University Busway will provide a faster and more-reliable corridor for the operation of the 196 YORK UNIVERSITY ROCKET service, which carries more than 22,000 customer-trips a day. Both the 117 ALNESS and 105 DUFFERIN NORTH bus routes will also benefit from the Busway with improved travel time. The change in the 104 FAYWOOD route would retain transit service on Wilson Heights Boulevard. Services should be changed as soon as the Busway is operational.

March 30, 2009
11-31-43

Attachments: 196 York University Rocket – Current Routing, and Route Using Busway
117 Alness – Current Routing, and Route Using Busway
105 Dufferin North – Current Routing, and Route Using Busway
104 Faywood – Current Routing, and Extension to Downsview Station

196 York University Rocket

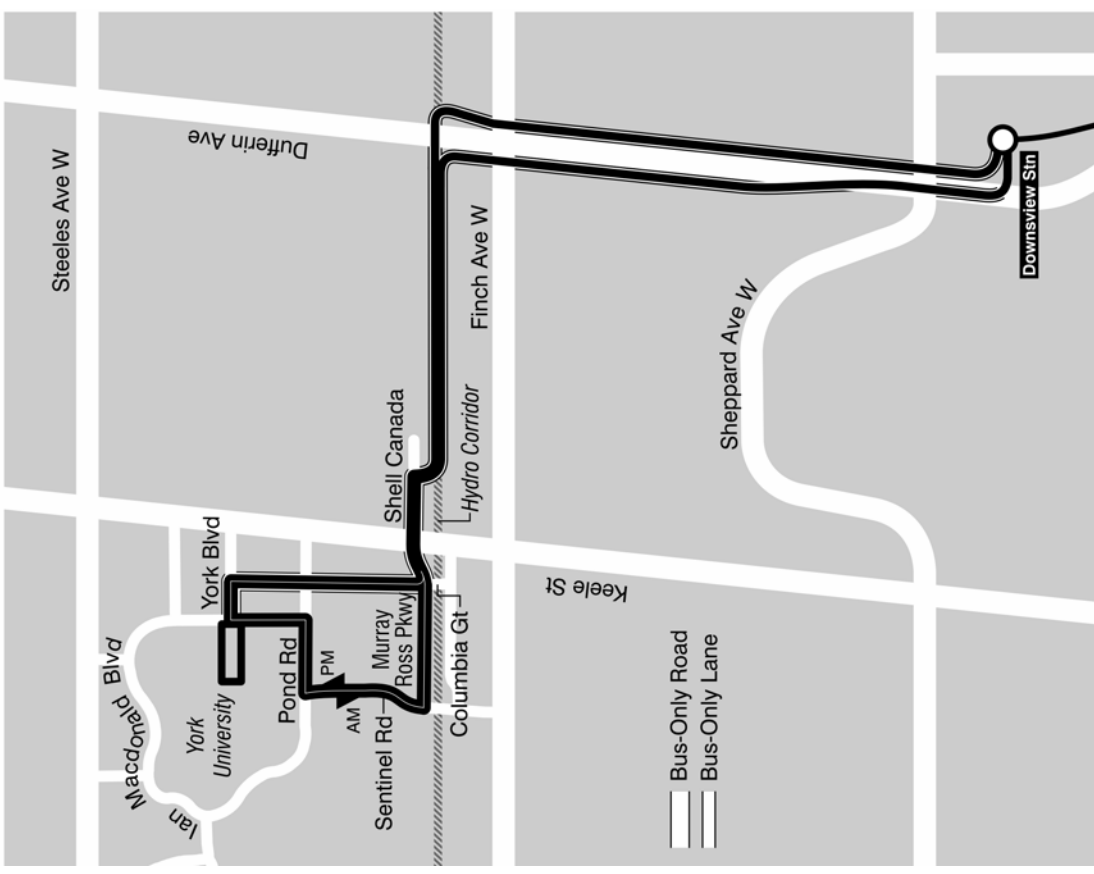
Current Routing



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196 York University Rocket

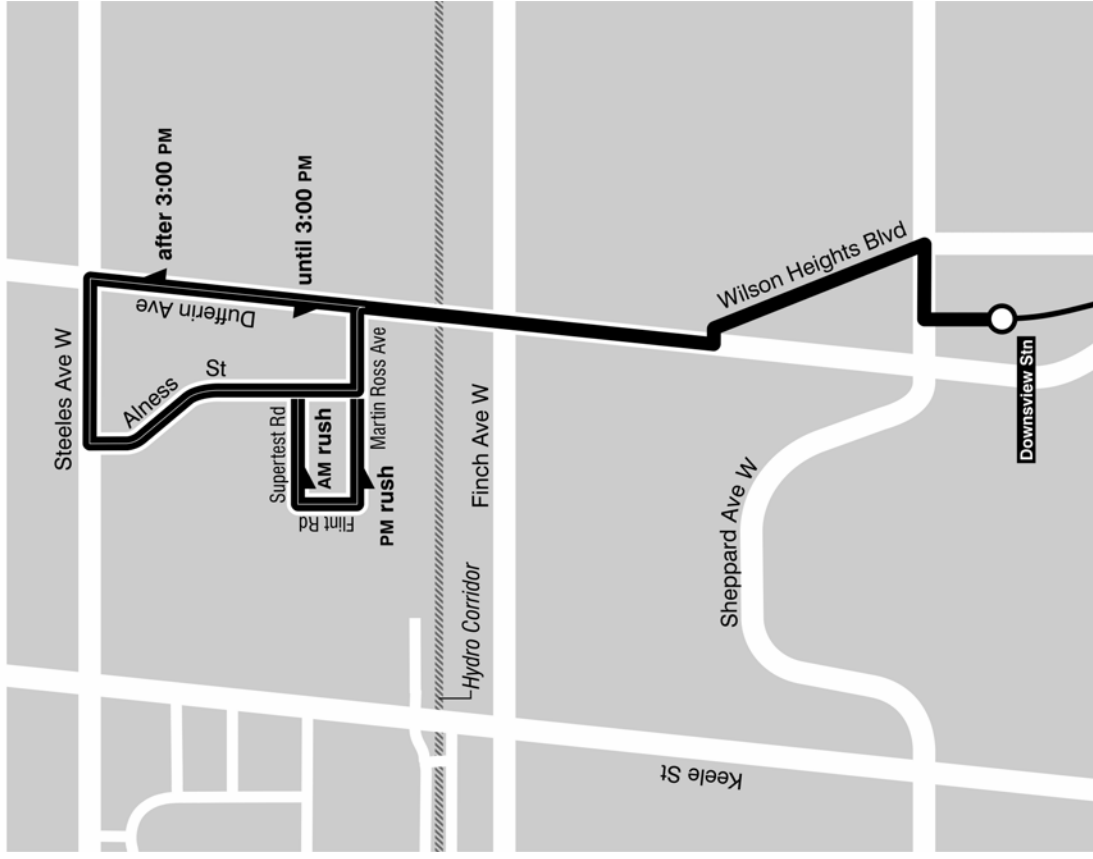
Route Using Busway



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117 Alness

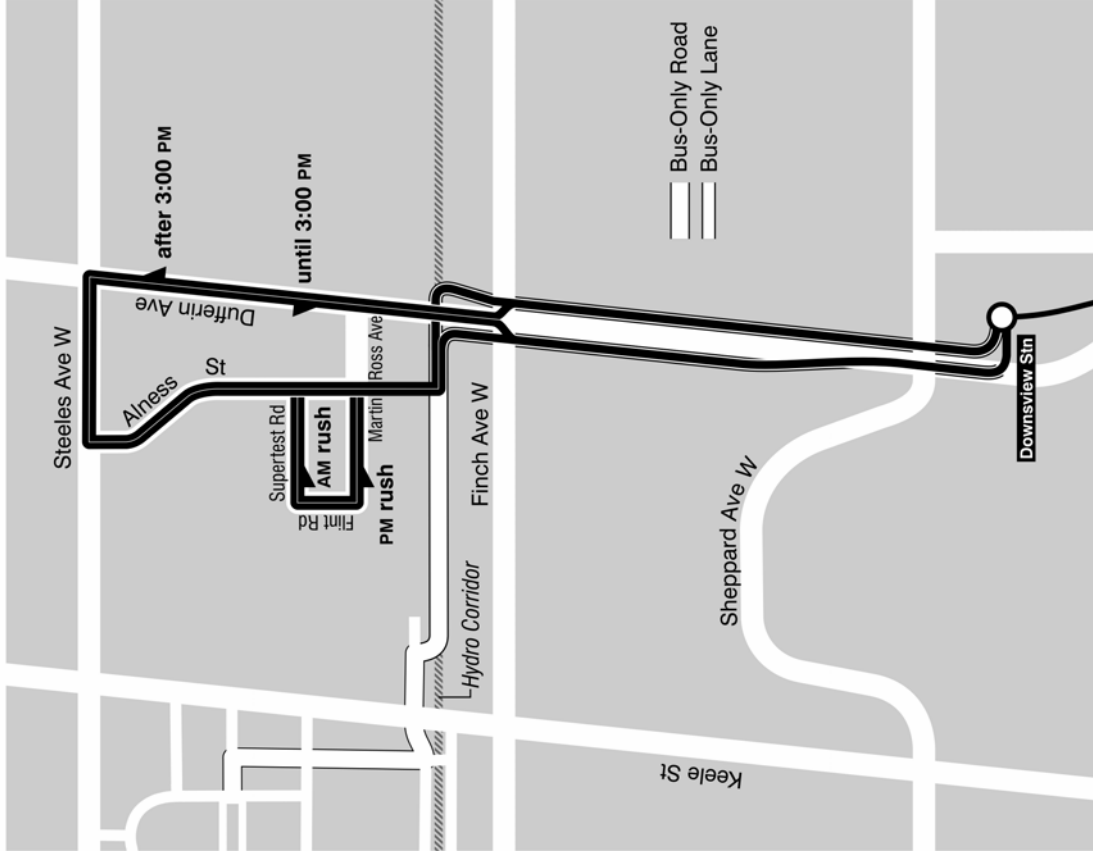
Current Routing



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117 Alness

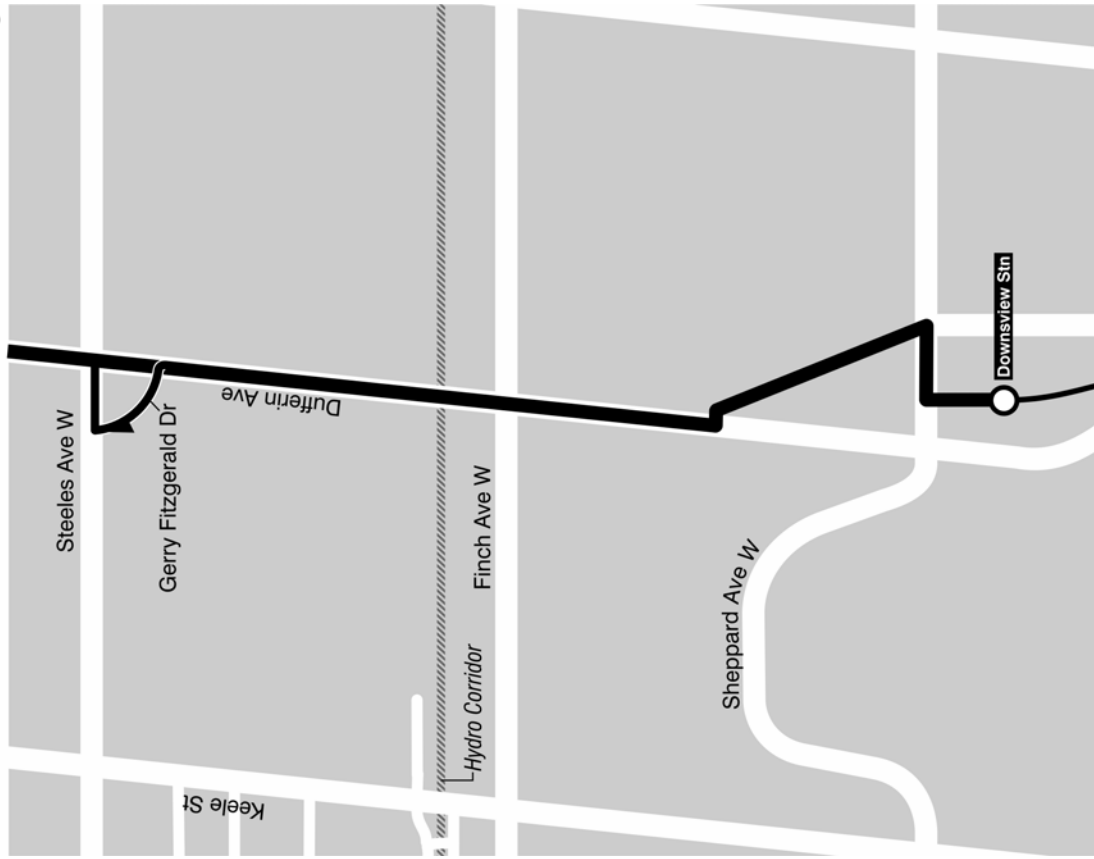
Route Using Busway



TTC SP09.2008.11962b

105 Dufferin North

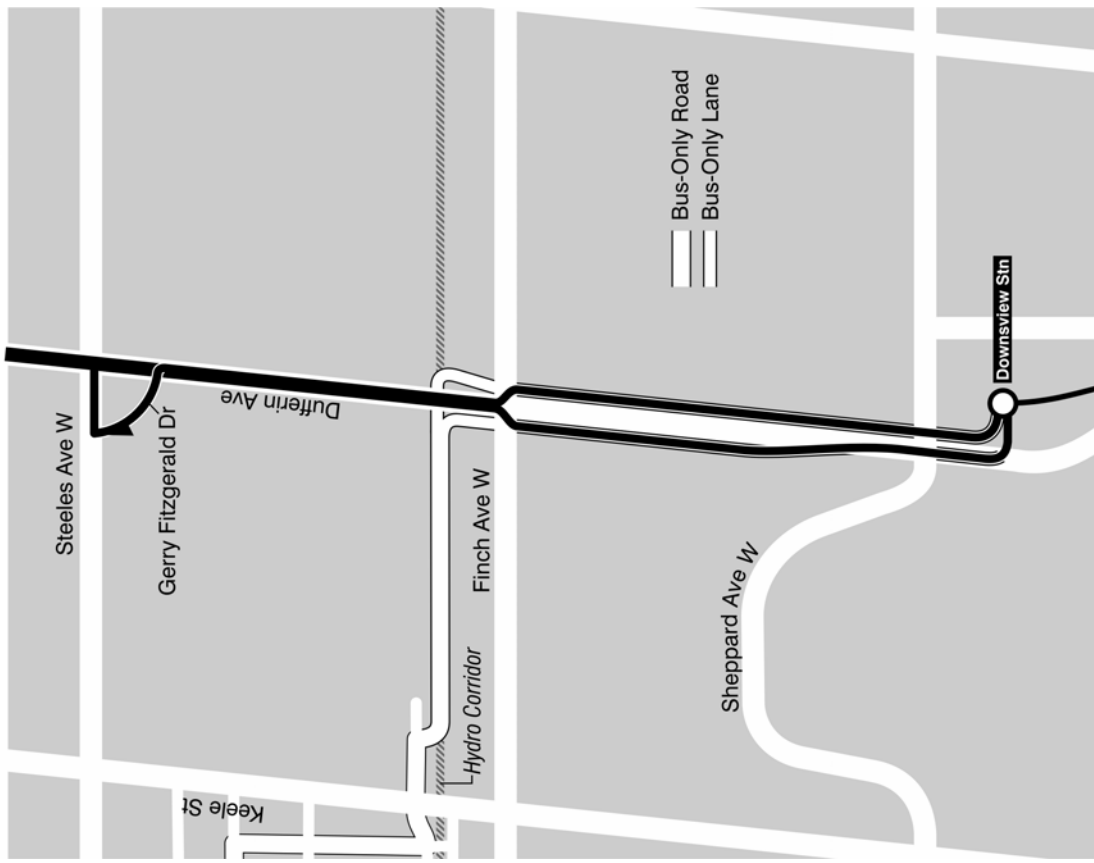
Current Routing



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105 Dufferin North

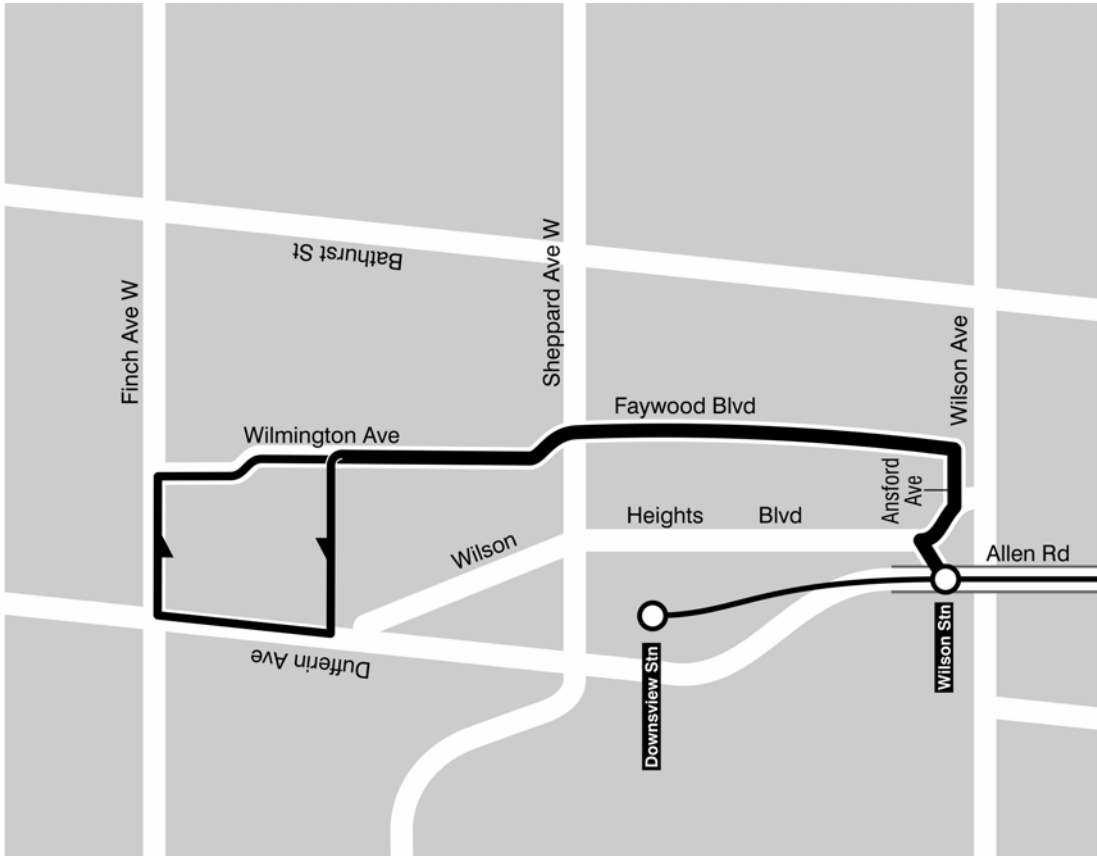
Route Using Busway



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104 Faywood

Current Routing



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104 Faywood

Extension to Downview Stn



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