

TORONTO TRANSIT COMMISSION REPORT NO.

MEETING DATE: July 14, 2010

SUBJECT: OPTIMAL TURNAROUNDS

INFORMATION ITEM

RECOMMENDATION

It is recommended that the Commission receive this report for information.

FUNDING

No funds are currently budgeted for this work. Staff will continue to refine the costing of the proposed options for inclusion in the 2011-2015 Capital Program Budget.

BACKGROUND

Streetcar operation in the downtown core is severely impacted by any vehicle or activity that is foul of our tracks. This includes but is not limited to incidents such as accidents, police investigations, working fires and parades/demonstrations. Additionally in the summer months there is significant construction which impedes streetcars abilities to keep to their scheduled routing. The current system has linkages and loops which permit diversions to bypass the affected area. The number of incidents in the downtown core is increasing and staff was tasked to identify any new routings that would provide relief to the lines and keep the customers/streetcars moving.

DISCUSSION

Staff has reviewed the existing streetcar track alignments to determine what additional routes/switches would increase our ability to deal with diversions and route management. Service Planning, Streetcar Way and Streetcar Transportation evaluated all routes to determine the top 10 locations that would provide additional flexibility and response to service delays. The list of these proposed locations is attached.

JUSTIFICATION

Installing these additional switches or tracks does not make fiscal sense unless it coincides with the scheduled Capital Surface Special Trackwork Replacement Program, where we are replacing the rest of the switches in the respective intersections. The incremental costs of adding these elements is significantly reduced and the disruption due to the replacement/installation is limited to a single build rather than several.

Staff's consensus was that items 1 through 5 be incorporated into the existing replacement program to achieve the benefits with as little additional cost and impact to customers & public as possible. Items 6 through 10 should not be pursued at this time due to the significant costs when compared to the limited benefits.

June 15, 2010

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Attachments:

Proposed Service Track and Diversion Routing

	Proposal	Next Construction Date	Description of Benefits	Costs
1	Northbound Bathurst to Westbound College	2015	Effected routes – 505, 506 <ul style="list-style-type: none"> • 505 – shorten west bound diversionary routing • 506 – shorten west bound diversionary routings 	Additional 550k to planned reconstruction
2	Eastbound College to Southbound Bathurst	2015	Effected routes – 505, 506 <ul style="list-style-type: none"> • 505 – shorten east bound diversionary routing • 506 – shorten east bound diversionary routings • 506 – additional short turn routing to address service issues 	Additional 550k to planned reconstruction
3	Westbound Carlton to Southbound Church	2015	Effected routes 505, 506 <ul style="list-style-type: none"> • 505 – shorten west bound diversionary routing • 505 - additional short turn routing to address service issues • 506 – shorten west bound diversionary routings • 506- additional short turn routing to address service issues 	Additional 550k to planned reconstruction
4	Eastbound King to Northbound York	2018	Effected routes 501,504 <ul style="list-style-type: none"> • 501 – shorten west bound diversions • 501 – short turns and turn backs • 504 – shorten west bound diversions • 504 – short turns and turn backs 	Additional 550k to planned reconstruction
5	Northbound Broadview to Westbound Gerrard	2015	Effected routes 501, 502, 503, 504, 505, 506 <ul style="list-style-type: none"> • 501 – shorten west bound diversions • 501- short turn and turn back location • 502- shorten west bound diversions • 502- short turn and turn back location • 503 – short turn and turn back location • 504 – short turn and turn back location • 505 -short turn and turn back location • 506 – shorten west bound diversionary routing • 506 - short turn and turn back location 	Additional 550k to planned reconstruction

	Proposal	Next Construction Date	Description of Benefits	Costs
6	Full T installation Ossington North & South to both ways on College and both ways on Dundas	No schedule	Effected routes 505, 506 <ul style="list-style-type: none"> • 505 – shorten west bound and east bound diversionary routing • 505 – short turn and turn back location • 506 – shorten west bound and east bound diversionary routings • 506 - short turn and turn back location 	Additional 1.6M to planned reconstruction
7	Installation of track in both directions on Ossington between Queen to Dundas	No schedule	Effected routes 501, 505, 506, 511, 512 <ul style="list-style-type: none"> • 501 – additional diversionary routing both east bound and west bound • 501- additional short turn east bound and west bound • 505 – additional diversionary routing both ways • 505 – additional short turn and turn back location • 506 – additional diversionary routing east bound • 511 – additional means to enter service • 511 – additional diversionary routing south bound • 512 - additional means to enter service 	+ 9.1M
8	Installation of track on Jones Ave in both directions between Queen to Gerrard	No schedule	Effected routes 501, 502, 503, 504, 505, 506, 510 <ul style="list-style-type: none"> • 501 – shorten east and west diversionary routing • 501 – additional short turn and turn back location • 502- shorten east and west diversionary routing • 502- additional short turn and turn back location • 503- shorten east and west diversionary routing • 503- additional short turn and turn back location • 504 – Additional routing to and from Service • 506 – Shorten diversionary routing both east bound and west bound • 506 - additional short turn and turn back location • 510 - Additional routing to and from Service 	+ 6M
9	Installation of loop northeast corner of Broadview and Queen	No schedule	Effected route – 501, 502, 503, 504, 505, 506, 508 <ul style="list-style-type: none"> • 501 – additional short turn and turn back location • 502 – additional short turn and turn back location • 503 – additional short turn and turn back location • 504 – additional short turn and turn back location 	+ 900k

	Proposal	Next Construction Date	Description of Benefits	Costs
			<ul style="list-style-type: none"> • 505 – additional short turn and turn back location • 506 – additional short turn and turn back location • 508 – additional short turn and turn back location 	
10	Installation of track on Dufferin in both directions between Queen to Dundas	No schedule	<p>Effected routes 501, 505, 506, 511, 512</p> <ul style="list-style-type: none"> • 501 – additional diversionary routing both east bound and west bound. • 501- additional short turn east bound and west bound • 505 – additional diversionary routing both ways • 505 – additional short turn and turn back location • 506 – additional diversionary routing east bound • 511 – additional means to enter service • 511 – additional diversionary routing south bound • 512 - additional means to enter service 	+ 8.8M

Note: Costs are in 2009 \$s and do not include any additional overhead or substation work that may be required