TORONTO TRANSIT COMMISSION
REPORT NO.

MEETING DATE: May 6, 2010

SUBJECT: LAKE SHORE BOULEVARD STREETCAR SERVICE

ACTION ITEM

RECOMMENDATION

It is recommended that the Commission forward this report to Councillors Grimes, Milczyn, Saundercook, Perks, Giambrone, Pantalone, Vaughan, Rae, McConnell, Fletcher, Bussin, and Ashton; the City of Toronto; and the Lakeshore Planning Council, noting that:

- Operating a separate *Long Branch Loop – Humber Loop* streetcar service is not recommended, because it would, overall, make service worse for customers; and

- Operating a separate *Long Branch Loop – Dundas West Station* streetcar service is not recommended, because it would, overall, reduce TTC ridership and not meet minimum financial standards.

FUNDING

This report has no impact on the TTC's capital or operating budgets.

BACKGROUND

At its meeting of January 20, 2010, the Commission received a letter from Councillor Grimes requesting that the TTC review the reinstatement of the 507 LONG BRANCH streetcar route. The Commission referred the letter to staff for a report.

The Lakeshore Planning Council, a community group, has requested that the TTC operate a streetcar service from Long Branch Loop to Dundas West Station, via Lake Shore Boulevard, The Queensway, Roncesvalles Avenue, and Dundas Street.

The report responds to both requests.

DISCUSSION

Transit service on Lake Shore Boulevard

Streetcar service on Lake Shore Boulevard is primarily provided by the 501/301 QUEEN route. Streetcars operate from Neville Park Loop in the east end, through downtown, along

Queen Street, The Queensway, and Lake Shore Boulevard, to Long Branch Loop. Scheduled service levels east of Humber Loop are every 4 to 10 minutes throughout the day and evening, and every 20 to 30 minutes overnight. Scheduled service levels between Humber Loop and Long Branch Loop are every 8 to 20 minutes throughout the day and evening, and every 20 to 30 minutes overnight. Table 1, shows scheduled service levels.

Table 1 – Scheduled service levels, 501 Queen, 2010

		Scheduled service	
		Long Branch–Humber	Humber–Neville Park
Monday-Friday	Morning peak (06:00-09:00)	10 min 20 s	5 min 10 s
	Midday (09:00-15:00)	11 min 45 s	5 min 53 s
	Afternoon peak (15:00-19:00)	11 min 20 s	5 min 40 s
	Early evening (19:00-22:00)	13 min 30 s	6 min 45 s
	Late evening (22:00-01:00)	20 min	10 min
Saturday	Morning (06:00-12:00)	12 min 30 s	6 min 15 s
	Afternoon (12:00-19:00)	8 min 40 s	4 min 20 s
	Early evening (19:00-22:00)	13 min	6 min 30 s
	Late evening (22:00-01:00)	18 min	9 min
Sunday/holiday	Morning (09:00-12:00)	16 min	8 min
	Afternoon (12:00-19:00)	11 min	5 min 30 s
	Early evening (19:00-22:00)	18 min	9 min
	Late evening (22:00-01:00)	19 min	9 min 30 s

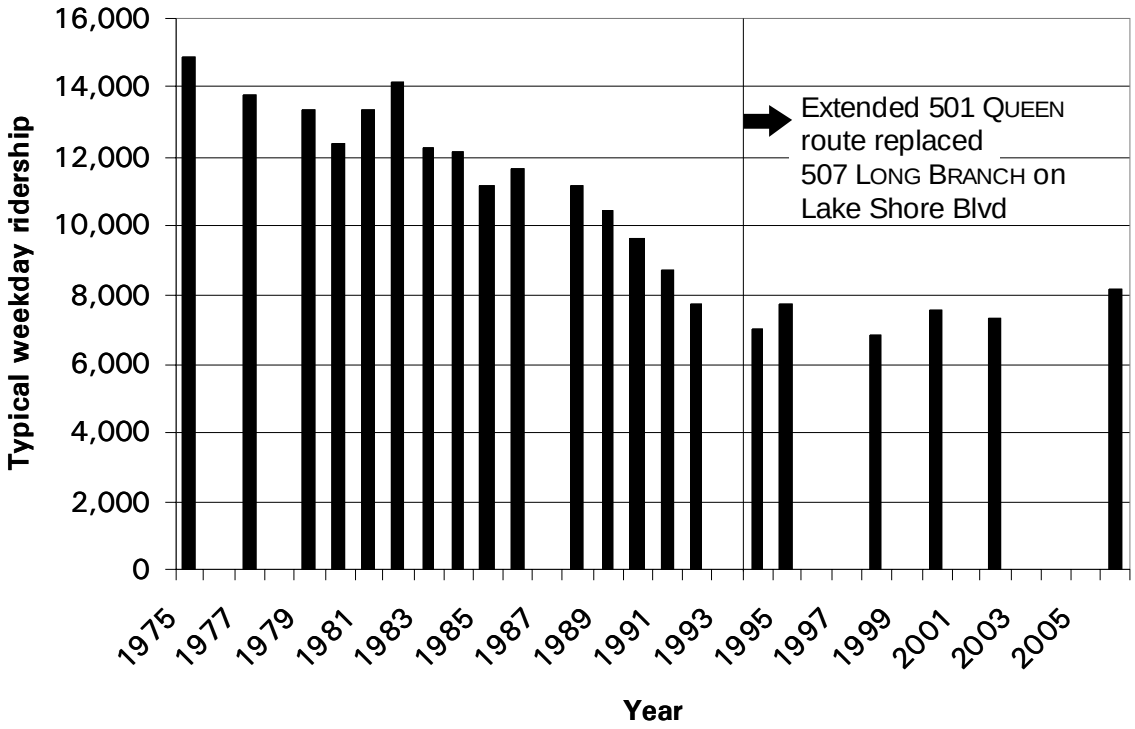
Times and service levels are approximate

Limited peak-period service is also operated on the 508 LAKE SHORE route, which operates between Long Branch Loop and downtown, via Lake Shore Boulevard, The Queensway, and King Street. Three morning eastbound and four afternoon westbound trips are operated.

The present route structure of the 501 QUEEN route dates from 1995. Between 1970 and 1995, service between Humber Loop and Long Branch Loop operated as a separate route, the 507 LONG BRANCH. The 501 QUEEN route operated between Humber Loop and Neville Park Loop. The 501 QUEEN route was extended in 1995 to Long Branch, replacing the separate 507 LONG BRANCH route, in order to eliminate the transfer required by customers who travelled through Humber Loop.

Table 2, below, shows typical weekday streetcar ridership on Lake Shore Boulevard, between Humber Loop and Long Branch Loop, from 1975 to the present. Transit ridership along Lake Shore Boulevard declined significantly in the 1980s and early 1990's, during which the 507 LONG BRANCH route served Lake Short Boulevard. These ridership declines corresponded with a reduction of more than 25 per cent in employment in this corridor. Since the mid-1990's, ridership along Lake Shore Boulevard has remained constant.

Table 2
Streetcar ridership, Long Branch-Humber, 1975-2006



Proposed Changes to Service

Option 1: Separate Long Branch Route

In this option, as requested by Councillor Grimes, two separate *Neville Park – Humber* and *Humber – Long Branch* services would be scheduled. The attached Exhibit 1 shows the present route and this proposed change. This is the same arrangement that existed prior to 1995 when the current route was introduced. The present service levels between Neville Park and Humber would be unchanged. Service frequencies between Humber and Long Branch would be largely the same as now, and would be improved at some off-peak times, by between two and five minutes. Timed transfers would be scheduled between the two services at Humber Loop, when feasible, at off-peak times. There would be no change to service on the 508 LAKE SHORE route, which would continue to provide limited direct service from Lake Shore Boulevard to downtown, via King Street.

Service would be improved for customers who now use the stops between Humber Loop and Long Branch Loop at certain off-peak times, as service would be more frequent. Approximately 3,400 customer-trips each day would benefit from this service change. Service would be made worse for all customers who travel through Humber Loop, as they would have to transfer between streetcars where they now have a through trip.

Approximately 4,000 customer-trips each day would be made with an additional transfer. Of this total, approximately 400 customer-trips each day are projected to be lost to the TTC, as these customers would stop using the service because of the additional transfer.

A separate *Humber – Long Branch* route could improve reliability, as it would be shorter and would not travel through congested downtown areas. A shorter *Neville Park – Humber* route could improve reliability. Relatively few delays originate on the *Humber – Long Branch* section, however, and the *Neville Park – Humber* service would still travel through the congested downtown sections.

The change in weighted travel time shows that the inconvenience of an additional transfer is more important than the benefit of shorter waiting times. Overall, the change would make service worse for customers and, so, it is not recommended.

Canadian Light Rail Vehicles (CLRVs) would be used on the *Humber – Long Branch* route, and the larger Articulated Light Rail Vehicles (ALRVs) would continue to be used on the *Neville Park – Humber* service. There would be no change to the total number of streetcars in use in the peak periods. In the peak periods, five ALRVs that would no longer be required west of Humber Loop would be used on the 504 KING route, and would free up five CLRVs from the 504 KING route for use on the Humber – Long Branch service. At most off-peak times, there would be no change to the number of streetcars. One fewer car would be used during the mornings on Saturdays, and one more car in total would be used during the evenings from Monday to Friday. Operating costs would decrease by approximately $350,000 per year.

Option 2: Long Branch–Dundas West Station Route

In this option, as proposed by the Lakeshore Planning Council, two separate *Neville Park - Humber* and *Dundas West Station – Long Branch via Roncesvalles* services would be scheduled. The attached Exhibit 1 shows the present route and this proposed change. The present service levels between Neville Park and Humber would be unchanged. The Dundas West Station to Long Branch service levels would be the same as the present service west of Humber Loop. The *Neville Park – Humber* and *Dundas West Station – Long Branch via Roncesvalles* services would combine to increase service levels between Humber and Roncesvalles, by between one and four minutes. The new *Dundas West Station – Long Branch via Roncesvalles* service would combine with the 504 KING route to increase service levels on Roncesvalles Avenue, by between one and three minutes. CLRVs would be used on the new *Dundas West Station – Long Branch* service, and ALRVs would continue to be used on the *Neville Park – Humber* service.

There would be no change to service on the 508 LAKE SHORE route, which would continue to provide limited direct service from Lake Shore Boulevard to downtown, via King Street. In the peak periods, five ALRVs that would no longer be required west of Humber Loop would be used on the 504 KING route, and would free up five CLRVs from the 504 KING route for use on the *Dundas West Station – Long Branch* service. Four additional peak CLRV's would be required to operate the *Dundas West Station – Long Branch* service.

Service would be improved for customers who now use the stops between Humber Loop and Roncesvalles, as service would be more frequent. Approximately 1,800 customer-trips each day would benefit from this service change.

Service would be improved for customers who now use the stops on Roncesvalles/Dundas between Dundas West Station and Queen Street, as service would be more frequent. Approximately 8,000 customer-trips each day would benefit from this service change.

Service would be improved for customers who travel between Lake Shore Boulevard, The Queensway, and Roncesvalles Avenue/Dundas Street, and destinations on Bloor Street West east of Dundas Street, as they would have a new direct trip where they currently have to transfer. Analysis of Transportation Tomorrow Survey data indicates that very few people make such trips. It is estimated that up to 350 such customer-trips each day might be made with one fewer transfer.

Service would be made worse for customers who travel between stops east of Roncesvalles Avenue and stops west of Humber Loop, as they would have to transfer between streetcars where they now have a through trip. Approximately 2,500 customer-trips each day would be made with an additional transfer. Of this total, approximately 300 customer-trips each day are projected to be lost to the TTC, as these customers would stop using the service because of the additional transfer.

A shorter *Neville Park – Humber* route might improve service reliability. There are relatively few delays caused on the *Humber – Long Branch* section, however, and the *Neville Park – Humber* service would still travel through the congested downtown sections. A *Dundas West Station – Long Branch* route might improve service reliability west of Humber, as the streetcars would not be subject to delays caused east of Roncesvalles. A new *Dundas West Station – Long Branch* route might reduce service reliability on Roncesvalles Avenue, King Street, and Broadview Avenue, as the streetcars would conflict at Dundas West Station with streetcars on the 504 KING routes.

The new service would share a track and platform at Dundas West Station with the 504 KING route. Cars on each of the two services would cause delays to the other service, especially if one car is ready to depart but a car on the other route is occupying the track ahead. This problem previously existed at Dundas West Station when the 504 KING and 505 DUNDAS routes shared a single track and platform. A second platform was added to the station in 2002, specifically to separate the two routes and improve reliability. Introducing a new third route would re-introduce this problem and reduce the benefits of this service and facility improvement.

The change in weighted travel time shows that the benefits of a shorter wait and saved transfer is greater than the inconvenience of an additional transfer. Overall, the change would make service better for customers.

The *Neville Park – Humber* and *Dundas West Station – Long Branch* services would overlap on The Queensway, and the *Dundas West Station – Long Branch* service and the 504 KING route would overlap on Roncesvalles Avenue. These duplications of service add operating

costs and reduce efficiency, and use up resources that could be better employed elsewhere on the TTC system where they would benefit more customers.

The change would increase operating costs, as up to four additional streetcars would be required to operate the longer route which would duplicate the 501 QUEEN route between Humber Loop and Roncesvalles Avenue. Thirty-five morning peak and 34 afternoon peak streetcars, an increase of four in the morning and three in the afternoon, would be required. An increase of up to three streetcars would be required at off-peak times. Operating costs would increase by approximately $825,000 per year.

As a result, a ridership and financial performance analysis would normally be conducted. This analysis would compare the number of new customers attracted to the TTC by the service change against the change in operating costs. A service which attracts more than 0.23 customers per net direct dollar of operating cost would exceed the minimum standard, and would be recommended for implementation. In this case, since the service change is projected to reduce, not increase, overall ridership, the proposal fails the financial performance analysis. Because the proposed service does not meet the minimum financial standard, it is not recommended.

A variation of this option was also evaluated. This option would not increase overall operating costs, but would use the same total number of streetcars as the present service. Service would not be reduced between Humber Loop and Neville Park Loop. Service would be reduced on the *Dundas West Station – Long Branch* service, compared to the option above. With this option, the inconvenience to existing customers on Lake Shore Boulevard as a result of the longer wait for a streetcar would outweigh the benefits of more-frequent service on The Queensway and on Roncesvalles/Dundas. Overall, the change in weighted travel time shows that the inconvenience to customers would outweigh the benefits and, so, the proposal is not recommended.

SUMMARY

The two proposed changes to the streetcar service on Lake Shore Boulevard are not recommended, because they would either result in an overall inconvenience to customers, or would increase operating costs and not increase ridership.

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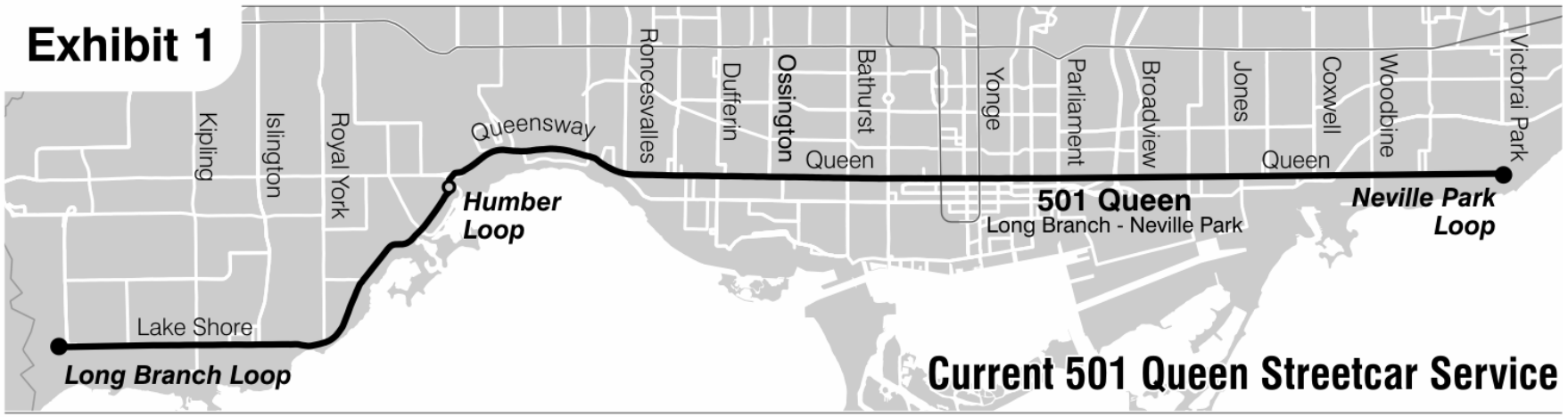
11-31-57
January 15, 2010
Attachment: Exhibit 1

Exhibit 1



TTC SP 19.04.2010 DRG. No. 12088