

TORONTO TRANSIT COMMISSION REPORT NO.

MEETING DATE: September 30, 2010

SUBJECT: 501 QUEEN: ACTUAL SERVICE TO LONG BRANCH

ACTION ITEM

RECOMMENDATION

It is recommended that the Commission:

- 1) Receive this report for information; and
- 2) Forward this report to Councillor Grimes.

BACKGROUND

The May 31, 2010 memo from Councillor Grimes, Toronto City Councillor Ward 6, Etobicoke Lakeshore, expressed concern regarding the percentage of streetcars that are short-turned and the impact this has on the Long Branch service. His letter requested the Commission monitor and keep statistics of the number of cars scheduled and actually operating to Long Branch from the June through August financial periods.

DISCUSSION

In order to measure the number of cars and percentage of scheduled service that actually operated to Long Branch, the actual number of runs reaching Long Branch from the Nextbus tracking system was analysed for Monday to Friday from May 31st, through August 28th.

Congestion and general delays may result in extended headways with no short turns, so during any given timeframe, some runs may not complete all of their trips. Road blockages (collisions, etc) may remove service entirely from Long Branch for periods of time and service may be short turned in the east end to compensate. In addition, bus shuttles are sometimes utilized when there are extended periods of delay to service west of Humber, caused by collisions or road closures. These bus trips to Long Branch are not included in the following data.

It should also be noted that when a Long Branch car is late and is followed closely by a second Long Branch car, supervisors usually short turn one of those cars at Kipling in order to space the cars on the eastbound trip. If this action were not taken, the percentage of service operating to Long Branch would be higher, but the service operating eastbound between Long Branch and Humber would be more irregular.

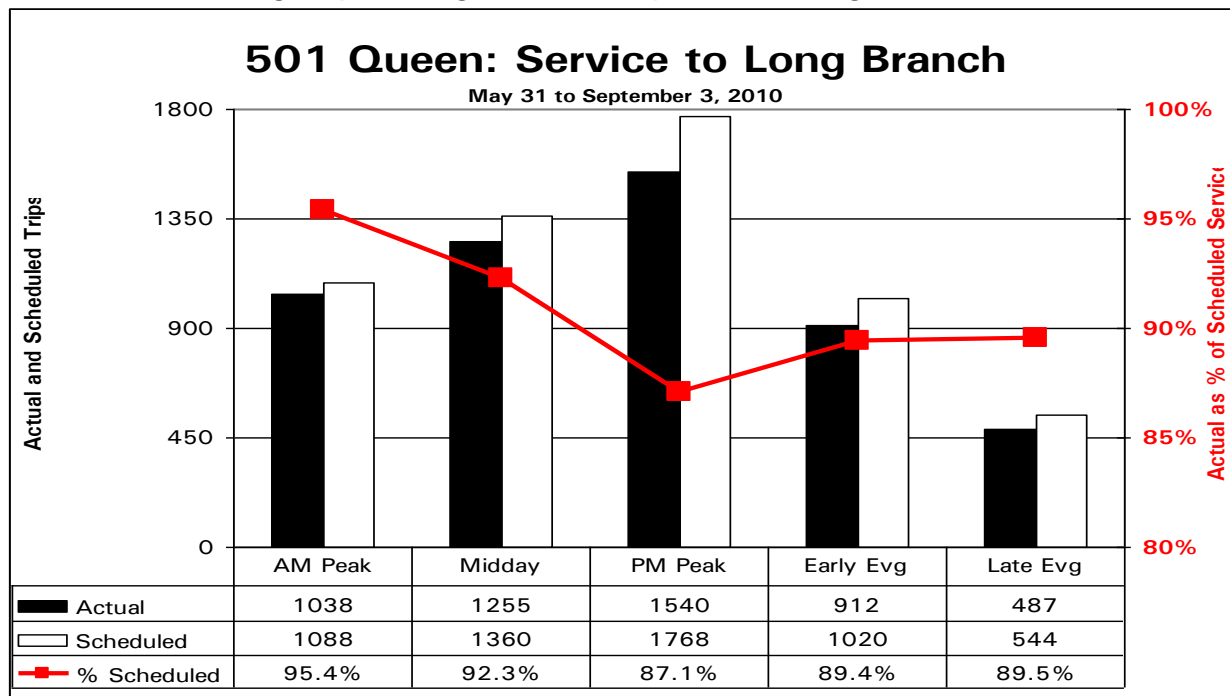
Weekday scheduled service to Long Branch is as follows:

Time Period	# Streetcars Scheduled Daily
Morning Peak (7am-10am)	19 cars scheduled
Midday (10am-2pm)	20 cars scheduled
Afternoon Peak (2pm-7pm)	26 cars scheduled
Early Evg (7pm-10pm)	15 cars scheduled
Late Evg (10pm-12am)	8 cars scheduled
Daily Total (7am-12am)	88 cars scheduled

Currently there are a number of locations where construction is affecting Queen Street. In addition to construction at sites adjacent to Queen or on Queen itself, the closure of both Roncesvalles and King Street in the west end and resulting diversion of both King 504 buses and streetcars onto Queen Street has affected the overall performance of the Queen route.

Overall, Long Branch is receiving 90.5% of scheduled service; the morning peak period is the best performing period at 95.4%, the afternoon peak being the worst period at 87.1% of service operating to Long Branch loop.

The following chart shows actual trip numbers completed vs. the scheduled number of trips, with the June to August percentage of service operated to Long Branch overlaid.



August 25, 2010

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