

# TORONTO TRANSIT COMMISSION REPORT NO.

**MEETING DATE:**     **APRIL 6, 2011**

**SUBJECT:**             **NEW SERVICE ON FENMAR DRIVE**

## **ACTION ITEM**

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### **RECOMMENDATIONS**

It is recommended that the Commission:

1. Approve new service during the peak periods from Monday to Friday on Fenmar Drive, effective June 20, 2011, as described in this report; and
2. Forward this report to Councillors Crisanti, Filion, Ford, Pasternak, Perruzza, Mammoliti, Shiner, and the Emery Village Business Improvement Area.

### **FUNDING**

The service change described in this report would be made with no additional cost.

### **BACKGROUND**

TTC staff met with representatives of the Emery Village Business Improvement Area (BIA) in December 2010. The BIA indicated that business establishments on Fenmar Drive had requested improved transit accessibility for people working at commercial and industrial establishments on Fenmar Drive.

This report responds to the BIA's request to improve service to the neighbourhood.

### **DISCUSSION**

The TTC uses a formal process for planning and implementing service changes based on a set of Commission-approved service standards. Every new service that the TTC introduces is initially operated on a trial basis. After a minimum six-month trial period, when ridership on the service has approached a mature state, passenger counts are taken, the performance of the route is reviewed, and a recommendation is made regarding its future. All service changes are analyzed to ensure that the objective of better service for customers has been met.

Service on Fenmar Drive was operated between April 1989 and January 1993, as a branch of the 36 FINCH West route from Finch Station. The service operated during the peak periods from Monday to Friday, and operated via Fenmar Drive to a north-end on-street looping via Steeles Avenue, Turbine Drive, and Garyray Drive. At its meeting on July 27, 1992, in considering a post-implementation review of the service, the Commission approved removing the service on Fenmar Drive, as a result of low ridership and poor financial performance.

In late 2010, as a result of rebounding commercial/industrial activity occurring in the Fenmar Drive area, the BIA requested that service be provided on Fenmar Drive. The BIA initiated a survey of firms along Fenmar Drive that reported that employees at establishments along Fenmar Drive expressed a strong interest in improved, direct, transit to Fenmar Drive.

In response to the BIA's request, TTC staff reviewed opportunities for providing transit service along Fenmar Drive in the morning and afternoon peak periods from Monday to Friday.

New service on Fenmar Drive could be implemented at no cost by modifying the service currently provided by the 36D FINCH WEST (Finch Station-Weston Road & Milvan) branch. Service would be "shared" and would alternate between the existing 36D FINCH WEST branch, and a new modified 36F FINCH WEST (Finch Station-Weston Road & Milvan via Fenmar) branch that would serve Fenmar Drive, between Weston Road and Ormont Drive (see attachment). The new service on Fenmar Drive would be provided every 24 to 32 minutes. Service on the existing part of the 36D FINCH WEST route on Toryork Drive between Weston Road and Ormont Drive would be reduced, and would also be provided every 24 to 32 minutes. Service on the rest of the existing 36D FINCH WEST routing, on Toryork Drive between Ormont Drive and Milvan Drive, on Milvan Drive, and on Finch Avenue, would remain unchanged at every 12 to 16 minutes.

The change would benefit approximately 80 customer-trips that are projected would be made each day at the new bus stops on Fenmar Drive, by reducing the distance that these customers would need to walk to their nearest bus stop. Approximately 60 existing customer-trips each day that are made at the stops on Toryork Drive, that would have a reduced service, would be inconvenienced by additional wait time or walk time.

An assessment of the change in weighted customer travel time shows that the benefit of a shorter walk for new customers on Fenmar Drive is greater than the inconvenience of additional wait and walk time for existing customers on Toryork Drive. Overall, the routing change would make service better for customers, at no additional operating costs and, so, it is recommended for implementation on June 20, 2011.

Additional options for service were examined, including providing service to Fenmar Drive north and west of Ormont Drive, and changing the 165 WESTON RD NORTH and 84 SHEPPARD WEST routes. These alternatives either required additional resources to operate the service, or resulted in a net overall inconvenience to customers and, so, are not recommended.

**JUSTIFICATION**

The proposed service via Fenmar Drive provides a net benefit for transit users in the Milvan, Toryork, and Fenmar industrial/commercial areas, at no additional cost, and should be implemented on a trial basis starting June 20, 2011.

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March 1, 2011

11-31-82

Attachment: Map: New Service via Fenmar Drive

