

TORONTO TRANSIT COMMISSION REPORT NO.

MEETING DATE: March 27, 2013

SUBJECT: 108 DOWNSVIEW – EVENING AND WEEKEND SERVICE ON
GRANDRAVINE DRIVE

ACTION ITEM

RECOMMENDATIONS

It is recommended that the TTC Board:

1. Approve the implementation of new service on the 108A DOWNSVIEW (Downsview Station–Jane Street via Grandravine Drive) branch, during the evenings from Monday to Friday, all day on Saturdays, and during the daytime and early evening on Sundays and holidays, effective June 23, 2013 as described in this report; and
2. Forward this report to Councillors Peruzza and Augimeri.

FUNDING

This service change will have no effect on the TTC's Operating Budget.

BACKGROUND

TTC staff received a request for weekend service on the 108A DOWNSVIEW (Downsview Station–Jane Street via Grandravine Drive) branch and have identified a service change that addresses this request in a way that improves overall service for passengers at no additional cost.

DISCUSSION

As illustrated in the attached map, the 108 DOWNSVIEW bus route links Downsview Station with the Driftwood Avenue neighbourhood, east of Jane Street. Buses take one of two routes to get to Driftwood Avenue. The 108 (Downsview Station–Jane Street) branch operates via Sheppard Avenue and Arleta Avenue, and operates at all times of the week. The 108A (Downsview Station–Jane Street via Grandravine Drive) branch operates via Sheppard Avenue, Tuscan Gate, St Regis Crescent, Keele Street, and Grandravine Drive, and currently operates during the peak periods and midday from Monday to Friday only. There is

no service on Grandravine Drive during the evening, or on weekends.

In order to provide new evening and weekend service on Grandravine Drive, TTC staff evaluated an option to operate service on the 108A DOWNSVIEW branch during the evenings and on weekends, by alternating buses between the 108 DOWNSVIEW and 108A DOWNSVIEW routings. No buses would be added to the route, and there would be no increase in operating costs. The combined service level on the main part of the route would remain unchanged, at every seven to 15 minutes, depending on the operating period.

The service change would improve service for customers destined to or from areas on Grandravine Drive, as they would have a shorter walk to the nearest bus stop. The projected number of customer-trips that would be made at stops with new service is shown in Table 1, below.

Table 1: Projected Ridership on New 108A Service on Grandravine Drive and St. Regis Cres

Customer trips per day	Daytime	Early evening	Late evening
Monday-Friday	–	60	30
Saturday	290	40	20
Sunday	200	30	20

The service change would make service less convenient for customers who now use stops on Arleta Avenue, and on Sheppard Avenue between Arleta Avenue and Tuscan Gate, as they would have a longer wait for a 108 DOWNSVIEW bus. Table 2 shows the number of customer-trips made on Arleta Avenue that would be made with a longer wait of between seven and 15 minutes. Table 3 shows the number of customer-trips made on Sheppard Avenue that would be made with a longer wait, of between one and 15 minutes. Many customer-trips made on the Sheppard Avenue section of the route can be made on any of the 84 SHEPPARD WEST or 106 YORK UNIVERSITY routes and, so, the relative effect on these customer-trips of a longer wait is less than for customers on Arleta Avenue.

Table 2: Customer-Trips with a Longer Wait, Existing 108 DOWNSVIEW Route on Arleta Ave

Customer trips per day	Daytime	Early evening	Late evening
Monday-Friday	–	20	20
Saturday	150	30	5
Sunday	60	30	20

Table 3: Customer-Trips with a Longer Wait, on Sheppard Avenue

Customer trips per day	Daytime	Early evening	Late evening
Monday-Friday	–	200	70
Saturday	850	130	50
Sunday	720	120	70

The overall change in weighted travel time shows that the benefits to customers of a shorter walk along Grandravine Avenue is greater than the inconvenience of a longer wait for customers on the Arleta Avenue and Sheppard Avenue segments of the existing 108 DOWNSVIEW routing. The change would make service more convenient, overall, for customers. Therefore, it is recommended that new service on the 108A DOWNSVIEW route

via Grandravine Drive be implemented during the evenings from Monday to Friday, all day on Saturdays, and during the daytime and early evening on Sundays and holidays, starting June 23, 2013, for a trial period.

Service between 10:00 p.m. and 1:00 a.m. on Sundays and holidays currently operates every 22 minutes. This is the only time of the week when service operates less than every 15 minutes. Alternating buses via the 108 DOWNSVIEW and 108A DOWNSVIEW routings would result in service every 44 minutes on the unique sections of the two services. This exceeds the TTC’s service standard of service every 30 minutes or better. The current average crowding level in the late evenings on Sundays is 29 people per bus, which is below the maximum standard of 36 people per bus that would require additional service to be added. Therefore, adding one bus to improve the service is not justified by existing ridership levels. If one bus were added during the late evening on Sundays, there would be seven boardings per additional service hour on the new service, which is below the TTC’s standard of 15 boarding per service hour. Again, adding a bus to operate the new 108A DOWNSVIEW service is not justified by the projected new ridership. Therefore, at this time, new service via Grandravine Drive is not recommended for operation during the late evenings on Sundays and holidays.

SUMMARY

New service on the 108A DOWNSVIEW route via Grandravine Drive during the evenings from Monday to Friday, all day on Saturdays, and during the daytime and early evening on Sundays and holidays will result in better service overall for customers, and is recommended for operation, for a trial period, starting June 23, 2013.

March 27, 2013
11-31-45

Attachment: 108 DOWNSVIEW – Evening and Weekend Service on Grandravine Drive

