

TORONTO TRANSIT COMMISSION REPORT NO.

MEETING DATE: January 28, 2014

SUBJECT: 79 SCARLETT ROAD ROUTE – NEW OFF-PEAK SERVICE ON
ST. CLAIR AVENUE WEST

ACTION ITEM

RECOMMENDATIONS

It is recommended that the Board:

1. Approve the implementation of new off-peak service on the 79B SCARLETT RD (Runnymede Station to Lawrence and Jane via St. Clair) branch, during the weekday middays and early evenings (Monday to Friday), and during the weekday daytime on Saturdays, Sundays, and holidays, effective March 30, 2014; and
2. Forward this report to Councillor Nunziata.

FUNDING

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

BACKGROUND

TTC staff received a request that the 79B SCARLETT RD (Runnymede Station to Lawrence and Jane via St. Clair) branch be operated at off-peak times to provide new off-peak service along St. Clair Avenue, west of Runnymede Road. As part of TTC staff's ongoing commitment to continuous improvement, this request was analyzed to determine if there is a net benefit to passengers with this no-cost change to service.

DISCUSSION

The 79 SCARLETT bus route links Runnymede Station with the Scarlett Road neighbourhood. As shown in the attached map, buses take one of two routes to get to Scarlett Road. The 79 (Runnymede Station to Lawrence and Jane) branch operates via Runnymede Road, Henrietta Street, Castleton Avenue, Pritchard Avenue, Jane Street, and Foxwell Street to Scarlett Road, and operates at all times of the week. The 79B (Runnymede Station to Lawrence and Jane via St. Clair) branch operates via Runnymede Road and St. Clair Avenue West to Scarlett Road, and currently operates during the peak periods only from Monday to Friday. Historically, since there was low demand in this latter area, there has been no off-peak service on St. Clair Avenue West, west of Runnymede Road.

However, in recent years, development has increased on St. Clair Avenue West, west of Runnymede Road. In order to provide new off-peak service on this section of St. Clair Avenue West, TTC staff evaluated an option to operate service on the 79B SCARLETT RD branch during the midday and early evening, from Monday to Friday, and during the daytime on weekends, by alternating buses between the 79 SCARLETT RD and 79B SCARLETT RD routings. No buses would be added to the route, and there would be no increase in operating costs. The combined service on the main part of the route would remain unchanged, at every 10 to 15 minutes.

This change would improve service for customers destined to or from areas on St. Clair Avenue West, as they would have a shorter walk to the nearest bus stop. On average, the walking distance saved is approximately 450 metres. 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 79B SCARLETT RD Off-Peak Service on St. Clair Avenue West

Customer-Trips Per Day	Midday	Early Evening
Monday-Friday	410	270
	Daytime	Evenings
Saturday	550	-
Sunday/ holidays	430	-

This change would make service less convenient for customers who now use stops on Henrietta Street, Castleton Avenue, Pritchard Avenue, and Foxwell Street, as they would have an approximately five-to-eight minute longer wait for a 79 SCARLETT RD bus. Table 2, shows the number of customer-trips made along those streets which would be affected in this way.

Table 2: Customer-Trips with a Longer Wait on Existing 79 SCARLETT RD Route

Customer-Trips Per Day	Midday	Early Evening
Monday-Friday	380	200
	Daytime	Evenings
Saturday	510	-
Sunday/ holidays	390	-

The overall change in weighted travel time shows that the benefits to customers of a shorter walk along St. Clair Avenue West is greater than the inconvenience of a longer wait for customers on the Pritchard Avenue and Foxwell Street segments of the existing 79 SCARLETT RD routing. The change would make service more convenient, overall, for customers. Therefore, it is recommended that new service on the 79B SCARLETT RD route via St. Clair Avenue West be implemented during the midday and early evening, from Monday to Friday, and during the daytime on Saturdays and Sundays and holidays, starting March 30, 2014, for a trial period.

Service in the late evening from Monday to Friday, and in the evenings on Saturdays and

Sundays and holidays, on the 79B SCARLETT RD branch is not recommended. Alternating buses via the 79 SCARLETT RD and 79B SCARLETT RD routings would result in service every 34 to 50 minutes on the unique sections of the two services. This exceeds the TTC's service standard of every 30 minutes or better. The current average crowding level in those periods is between 21 and 27 people per bus, which is below the maximum standard of 36 people per bus that would require additional off-peak service to be added. Adding a bus to operate the new 79B SCARLETT RD service in the late evening period, from Monday to Friday, and in the evenings in the weekends and holidays, is not justified by the projected new ridership. Therefore, at this time, new service via St. Clair Avenue West is not recommended for operation during the late evening period from Monday to Friday, or in the evening periods on Saturdays and Sundays and holidays.

JUSTIFICATION

New service on the 79B SCARLETT RD route via St. Clair Avenue West during the midday and early evening, from Monday to Friday, and during the daytime on Saturdays and Sundays and holidays will result in better service, overall, for customers, and is recommended for operation, for a trial period, starting March 30, 2014.

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Attachments: Map: 79B SCARLETT RD Route: New Off-Peak Service on St. Clair Ave W

