



## **STAFF REPORT ACTION REQUIRED**

### **66B Prince Edward Routing Change on Marine Parade Drive**

<b>Date:</b>	September 28, 2016
<b>To:</b>	TTC Board
<b>From:</b>	Chief Executive Officer

#### **Summary**

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At the April 27, 2016 Board Meeting, Councillor Grimes submitted a motion regarding Transit Service Improvements in the Humber Bay Shores Area of Ward 6. The Board directed staff “to investigate and report back on the feasibility and possible benefits of changes to the routing of the 66 PRINCE EDWARD bus, including reversing the direction of the on-street loop on Marine Parade Drive.” This report responds to that direction.

#### **Recommendations**

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It is recommended that the Board approve the routing changes, as detailed in this report under Recommended Alternative 2, effective February 12, 2017, conditional on the City of Toronto making the necessary changes to automobile parking regulations. This report will be forwarded to City Transportation Services for implementing the necessary automobile parking regulation changes. This report will also be forwarded to the Chief Planner – City of Toronto in support of the Waterfront Transit Reset Project proposal for Waterfront Drive.

#### **Financial Summary**

There are no financial implications resulting from the adoption of this report.

#### **Accessibility/Equity Matters**

The recommended two-way operations on Marine Parade Drive will improve access to transit to and from the waterfront Humber Bay parks. There are no other accessibility or equity issues resulting from the adoption of this report.

#### **Issue Background**

The 66 PRINCE EDWARD bus route carries approximately 5,400 customers each day. It operates all day, every day, and connects to Line 2 BLOOR-DANFORTH at Old Mill Station, and has two branches: 66A (Old Mill Station-Humber) and 66B (Old Mill Station-Lake Shore). At its south end, the 66B branch serves two rapidly-developing

residential areas: along Park Lawn Road south of the Queen Elizabeth Way, and the Humber Bay Shores neighbourhood south of Lake Shore Boulevard. The 66B service is the only direct north-south bus connection from these areas to Line 2 BLOOR-DANFORTH, and is heavily used by customers travelling between these residential areas and the subway (see attached map “66B Prince Edward Routing Change).

Service reliability on this branch has suffered from automobile traffic congestion on Lake Shore Boulevard. Buses travelling eastbound on Lake Shore Boulevard are often delayed from five to 15 minutes by the eastbound traffic congestion. Schedule changes, including the addition of more driving time, have been made on several occasions in 2016 to improve the service, but the degree and persistence of the traffic congestion require that alternative routings be considered.

## **Comments/Analysis**

Two routing alternatives for the south end of the 66B (Old Mill Station-Lake Shore) route have been examined in detail. There would be no change to service on the 66A (Old Mill Station-Humber) branch.

### **Not-Recommended Alternative 1: Reverse the On-Street Loop**

A routing was examined that would reverse the current on-street looping from clockwise to counter-clockwise. Buses would operate south on Park Lawn Drive, east and north on Marine Parade Drive, west on Lake Shore Boulevard and north on Park Lawn Drive.

The proposed route change would allow the buses to avoid congestion eastbound on Lake Shore Boulevard between Park Lawn Road and Marine Parade Drive (east branch). There would be little travel time saving to be gained from operation eastbound on Marine Parade Drive, instead of westbound, due to traffic congestion caused by automobile traffic on Marine Parade Drive seeking to avoid congestion on Lake Shore Boulevard. Buses would be affected by westbound traffic congestion on Lake Shore Boulevard, although there is less traffic volume than the eastbound traffic congestion. It would be difficult for buses to make the north-to-west left turn from Marine Parade Drive (east branch) onto westbound Lake Shore Boulevard at the stop-controlled intersection.

This reversed routing would require new bus stops to be installed eastbound on Marine Parade Drive. This would necessitate the elimination of approximately ten on-street automobile parking spots to make room for the new bus stops.

No new areas would be served by transit, and there would be no material change to ridership. The need to cross to or from the north side of Lake Shore Boulevard across four lanes of heavy traffic to access the new westbound bus stops would make the service less attractive and less convenient to customers. This inconvenience is further pronounced by the fact that there currently is no development on the north side of Lake Shore Boulevard in this area, and all customers are destined to or from the south side of Lake Shore Boulevard.

A variation to this routing has also been reviewed, that would have eastbound buses operate east on Marine Parade Drive, east on Waterfront Drive, and north on Palace Pier Court. Buses would return west on Lake Shore Boulevard. This option was investigated:

- This option would move the north-to-west left turn onto Lake Shore Boulevard to the signalized intersection at Palace Pier Court, instead of at the stop-controlled intersection at Marine Parade Drive.
- Waterfront Drive, currently a one-way westbound street, would have to be changed to permit eastbound bus operation.
- This proposal would still require customers to cross Lake Shore Boulevard to get to or from the bus stops, with the associated inconveniences of that road crossing.

Considering the less-convenient stop locations, and the continued potential for delays on Lake Shore Boulevard, a reversal of the existing looping is not recommended.

### **Recommended Alternative 2: Provide Two-Way Service on Marine Parade Drive**

An alternative routing was examined that would provide two-way service on Marine Parade Drive between Park Lawn Drive and Waterfront Drive. Buses would operate south on Park Lawn Drive, east and north on Marine Parade Drive, east on Lake Shore Boulevard, south on Palace Pier Court, west on Waterfront Drive, west on Marine Parade Drive, and north on Park Lawn Drive. Service would be removed from Lake Shore Boulevard, between the east and west branches of Marine Parade Drive.

The proposed change would allow:

- the buses to avoid congestion on eastbound Lake Shore Boulevard between Park Lawn Road and Marine Parade Drive (east branch).
- the buses to continue to operate eastbound on Lake Shore Boulevard over the short distance between Marine Parade Drive and Palace Pier Court.

The two-way operation on Marine Parade Drive would require that new bus stops be installed eastbound on Marine Parade Drive. This would necessitate the removal of approximately ten on-street automobile parking spots to make room for the new bus stops.

This proposed change would introduce new transit service on Palace Pier Court and Waterfront Drive. These two roads are suitable for bus operation, but are currently not used by the TTC. These areas were already well served by the previous routing, a short walk away, and so no new customers are expected to be attracted by the new service.

The new routing would allow the route to be operated more reliably, as buses would be removed from congestion on Lake Shore Boulevard, which is primarily west of the Gardiner Expressway on and off ramps; the revised route would use Lake Shore Boulevard east of these highway ramps. The scheduled service levels would not be changed, and there would be no change to operating costs.

Two-way service on a road is considered best practice as it provides customers with predictable and more convenient service patterns, and more-intuitive stop locations.

Two-way operation on Marine Parade Drive would provide better customer access to the waterfront Humber Bay parks, as customers would have a shorter walk or a shorter travel time. Customer access to the residential developments between Lake Shore Boulevard and Marine Parade Drive would be broadly similar to the present routing, as customers would alight at stops on Marine Parade Drive and walk north, instead of alighting at stops on Lake Shore Boulevard and walking south. Overall, service would be made better for customers because of the improved service reliability of the new routing.

Considering the improved service reliability, and improved customer access from two-way service on Marine Parade Drive, this new routing change is recommended, subject to the City of Toronto making the necessary changes to automobile parking to provide bus stops.

### **Provide a New Off-Street Loop at Marine Parade Drive and the Waterfront**

In the Waterfront Transit Reset study, led by City of Toronto staff with support by TTC staff, the study is considering “implementing a bus loop at Marine Parade Drive and the waterfront” to permit 66B PRINCE EDWARD two-way operation on Marine Parade Drive. While the recommended routing change in this report would deliver these benefits through an on-street routing change, TTC staff are also supportive of the possible construction of an off-street bus loop by the City of Toronto near the intersection of Marine Parade Drive and Waterfront Drive, which would replace the on-street looping via Lake Shore and Palace Pier. TTC staff will continue to work with City staff on this aspect of the Waterfront Transit Reset study. If any further routing changes to improve 66B PRINCE EDWARD service are identified, they would be brought to the Board for approval.

### **Conclusion**

Changing the current one-way on-street looping operations to two-way operations in the Humber Bay Shores Area would help improve the service reliability on the bus service, and provide better customer service to the area residents. This routing change is conditional on changes to automobile parking by the City of Toronto. If this routing change is approved, it would be implemented on February 12, 2017.

### **Contact**

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### **Attachments**

Appendix A: Map – 66B Prince Edward Routing Change



# 66B Prince Edward Routing Change

## Existing 66B Prince Edward Routing



## Change 1: Reverse Looping to Counter-Clockwise



## Change 2: Provide Two-Way Operation on Marine Parade Drive



TTC SP 12-05-2016 DRG. No. 12417