



## **Routing Changes - Junction Area Study Update**

**Date:** July 10, 2018  
**To:** TTC Board  
**From:** Chief Customer Officer

### **Summary**

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The TTC bus network is very mature. In order to ensure that the network continues to reflect the way our customers travel across the city, staff has developed a program to review different segments of the city over time. This report provides an update on the status of the Junction Area Study. The objective of the study is to improve transit travel for customers by restructuring the bus route network in the Junction Area.

In spring 2017, the TTC began the study with a customer survey to better understand customer travel patterns in the Junction Area. Feedback was also collected on existing services to identify key concerns for customers. Three key issues were identified:

- No continuous transit service along Dundas Street West between Dundas West Station and Kipling Station;
- No continuous transit service along St Clair Avenue West between Gunn's Loop (Weston Road) and Scarlett Road; and,
- Need to extend the 80 Queensway from its current eastern terminus at Humber Loop to Keele Station via Parkside Drive in the late evening and on Sundays and holidays.

Based on this feedback, staff prepared and proposed a preliminary transit network to reflect the data collected and address concerns raised by customers. The new transit network includes a number of service proposals that include restructuring and rationalizing existing services and improving periods of service on routes.

In May 2018, the TTC held public information sessions at Runnymede, High Park, and Dundas West stations, and Gunn's Loop to share the proposed transit network with customers and to collect feedback on the proposals. Staff has also met with local stakeholder groups such as the Junction BIA to share and discuss the plans. Staff is working with Councillor Nunziata's office to host an open house, which is scheduled for July 2018.

Based on the feedback received thus far, TTC staff will:

- Continue to refine the proposed transit network in the Dundas Street West and St Clair Avenue West area to meet study goals and address customer concerns; and
- Recommend to the Board to extend the 80 Queensway to Keele Station via Parkside Drive in the late evening and on Sundays and holidays starting in September 2018.

The Junction Area Study is scheduled to be completed in late 2018. A report will be presented to the Board in early 2019. The report will outline recommendations for the Dundas Street West and St Clair Avenue West area, which requires further study. Implementation of the new transit network in the Dundas Street West and St Clair Avenue West area will occur later in 2019, subject to funding availability.

## Recommendations

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It is recommended that the TTC Board:

1. Approve late evening and Sunday and holiday service on the 80 Queensway route to Keele Station via Parkside Drive starting in September 2018.

## Financial Summary

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The cost to implement the recommended service improvement to extend the 80 Queensway from its current eastern terminus at Humber Loop to Keele Station via Parkside Drive in the late evening and on Sundays and holidays is shown in **Table 1**.

In 2018, the net incremental operating cost is estimated to be \$57,800. This will be accommodated within the TTC's 2018 Operating Budget through underexpenditures in other areas.

In 2019 and annually thereafter, the net incremental operating cost is estimated to be \$173,000. This will be accommodated within the existing service budget through minor resource reallocations.

**Table 1: Summary of estimated costs and revenue**

Year	Annual Service Hours	Annual Service Kilometres	Annual Incremental Operating Cost	Annual Incremental Revenue	Net Annual Operating Cost
2018	640	9400	\$62,100	\$4,300	\$57,800
2019	1,920	28,210	\$186,000	\$13,000	\$173,000

The Chief Financial Officer has reviewed this report and agrees with the financial summary information.

## Equity/Accessibility Matters

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All TTC bus services are provided by accessible, low floor vehicles with exterior and interior audible and visual stop and route announcements. All proposed bus services will operate along roads with existing TTC service and will utilize existing stops along the route. Any new stops required for new transit services will be installed with accessibility features such as new concrete pads and sidewalk connections.

Currently, the transit network in the Junction Area consists of discontinuous bus routes on Dundas Street West and St Clair Avenue West, both of which are major travel corridors in the area. Dundas Street West is currently served by the 30 Lambton and 40 Junction routes; customers travelling the full length of Dundas Street West must therefore transfer at Runnymede Avenue or High Park Avenue. Similarly, St Clair Avenue West is currently served by 71A Runnymede and 79B Scarlett Road; customers travelling past Runnymede Avenue in both directions must transfer at Runnymede to the next service. The transfer connections are not timed and customers may wait up to 30 minutes.

As part of the area study, options to replace the discontinuous services with a route along the entire length of each corridor were explored and proposed to reduce the transfers needed for customers travelling beyond the current routing. Doing so will remove an unnecessary transfer between services and reduce total customer journey time. A continuous bus route along Dundas Street West serving Dundas West Station will also improve accessible connections for customers as the current terminus of 30 Lambton at High Park Station is not yet accessible.

Currently, there are no transit services on Parkside Drive in the late evening periods and on Sunday and holidays. The proposal to extend services on 80 Queensway from its existing eastern terminus at Humber Loop to Keele Station via Parkside Drive in all service periods will improve access to the subway and other destinations on The Queensway, and provide an affordable alternative to driving in support of the City's Poverty Reduction Strategy.

## Decision History

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At its May 8, 2018 meeting, the TTC Board approved the *Capacity Improvements on Bus and Subway Services* report which included approval and funding for capacity improvements. Funding for the proposed service changes will be allocated from the approved funding in this report.

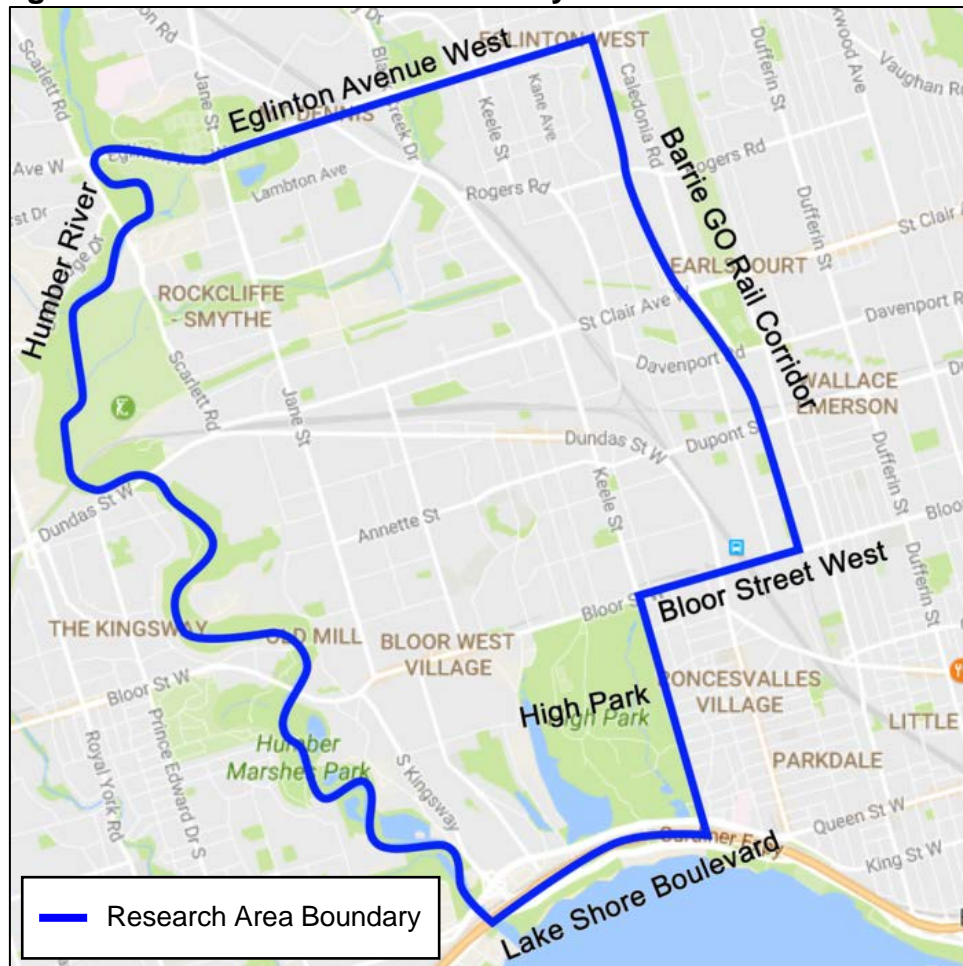
[http://www.ttc.ca/About the TTC/Commission reports and information/Commission meetings/2018/May 8/Reports/7 Capacity Improvements on Bus and Subway Services.pdf](http://www.ttc.ca/About%20the%20TTC/Commission%20reports%20and%20information/Commission%20meetings/2018/May%208/Reports/7%20Capacity%20Improvements%20on%20Bus%20and%20Subway%20Services.pdf)

## Issue Background

The objective of the Junction Area Study is to improve transit travel for customers by restructuring the bus route network in the Junction Area to better customer's trip origin and destinations and reduce customer journey time. The TTC regularly receives comments and concerns from customers and local councillors that travel in the area is difficult due to the unique geography of the area. The Humber River to the west and the GO Rail corridors within, and to the east of the area, isolate and limit its network permeability.

In 2017, the TTC commenced the Junction Area Study. The TTC hired a research firm to better understand travel patterns in the area. From March to May 2017, surveys were conducted via an online panel, intercept surveys on buses, and outreach to customers at subway stations. Over 600 surveys were completed. The research area was defined by Eglinton Avenue West to the north, Humber River to the west, Lake Ontario to the south, and the Barrie GO Rail Corridor to the east (**Figure 1**). The bus routes surveyed included 30 Lambton, 40 Junction, 41 Keele, 71 Runnymede, 77 Swansea, and 79 Scarlett Road.

**Figure 1: Customer Research Survey Area**



A summary of some of the findings from the Junction surveys includes:

- Most travel in the area is local – the average travel distance is 2.5 kilometres;
- Direct connections to the subway system are important – 50% of surveyed customers use the subway for a portion of their journey;
- Customers are frequent transit users – 80% of those surveyed use transit at least once a week, with 39% using transit daily; and
- General complaints include the need for more frequent and more reliable service

Based on the network analysis and customer comments received, the following issues were identified to be addressed:

- No continuous transit service along Dundas Street West between Dundas West Station and Kipling Station;
- No continuous transit service along St Clair Avenue West between Gunn's Loop (Weston Road) and Scarlett Road; and
- Need to extend the 80 Queensway from its current eastern terminus at Humber Loop to Keele Station via Parkside Drive in the late evening and on Sundays and holidays.

## **Comments**

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### **1. Current Conditions**

The Junction and surrounding areas are mature neighbourhoods. From 2006 to 2016, population in the area remained relatively unchanged, with growth less than 5% in areas along Dundas Street West, and reduction of less than 5% in areas along St Clair Avenue West. From 2011 to 2016, population change in the Junction area neighbourhoods was minimal, ranging from -0.1% to +4.1%.

There are multiple physical barriers that impact travel in the Junction area. The Junction is bound by the Humber River in the west, and the Kitchener GO rail corridor in the east. The Milton GO rail corridor cuts through the area in an east-west orientation. Together, they limit opportunities for north-south and east-west crossings. North-south travel from Bloor Street is limited to Jane Street, Runnymede Road, and Keele Street, while east-west travel north of Bloor is limited to Dundas Street to the west, and St Clair Avenue and Dupont Street to the east. In addition to the physical barriers imposed by geography and existing rail lines, the surface transit network in the Junction area consists of fragmented routes operating on major corridors.

On Dundas Street West, the 30 Lambton and 40 Junction serve distinct portions of the corridor, resulting in customer transfers at Runnymede Road to travel the full length of the Dundas Street West corridor. On a daily basis, approximately 200 customer-trips travel through Runnymede Road via Dundas Street West. Some of these trips are facilitated through transfer between 30 Lambton and 40 Junction, while most others walk up to one kilometre to their destination. A through service would generate real travel time savings for these customers.

Furthermore, transit mode share for travel along the Dundas Street West corridor crossing Runnymede Road in either direction is approximately 13%, compared to overall transit mode share of 25% along the Dundas Street West corridor. This would indicate that discontinuous service discourages transit use for medium and longer distance trips on Dundas Street West. Therefore, a continuous service could attract new customers.

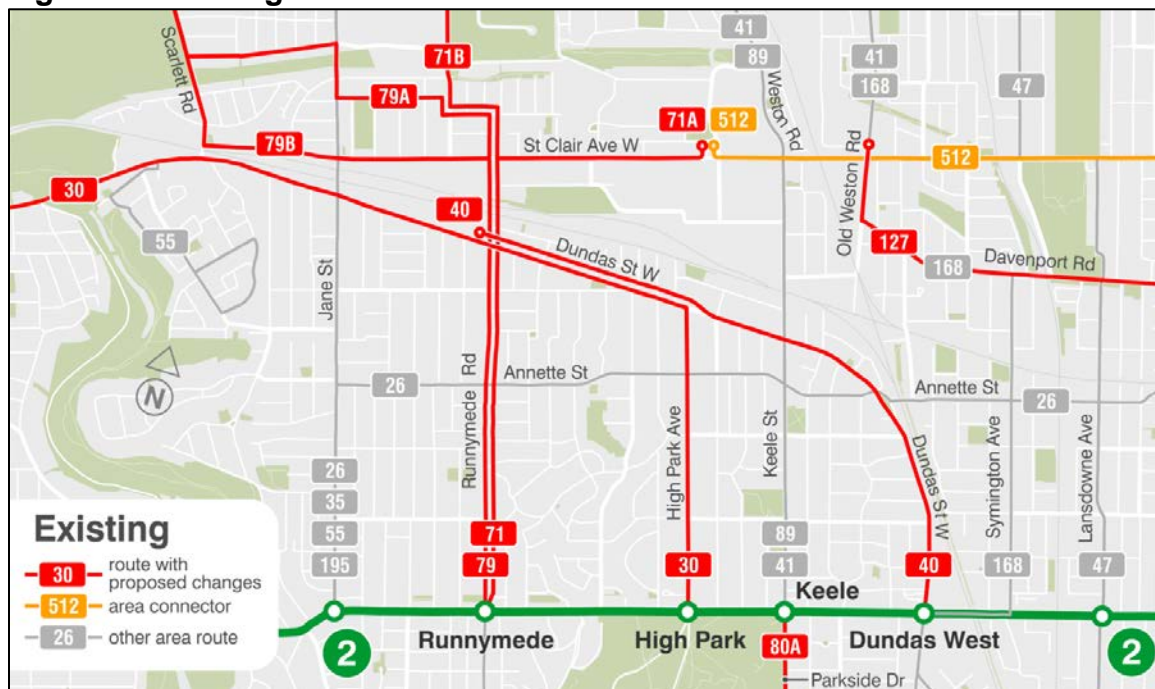
West of Gunn's Loop, the 71A Runnymede and 79B Scarlett Road serves St Clair Avenue separately on both sides of Runnymede Road. Customers travelling via St Clair Avenue from Gunn's Loop to Jane Street or Scarlett Road must transfer at Runnymede Road. On a daily basis, approximately 100 customer-trips travel through Runnymede Road via St Clair West. Some of these trips are facilitated through transfer between 71A Runnymede and 79B Scarlett Road, while most others walk up to one kilometre to their destination. A through service would generate real travel time savings for these customers.

Transit mode share for travel along St Clair Avenue West crossing Runnymede Road in either direction is approximately 5%, compared to overall transit mode share of 30% along the St Clair Avenue West corridor. This would indicate that discontinuous service also discourages transit use for medium and longer distance trips on St Clair Avenue West. Therefore, a continuous service in this case could also additional new customers.

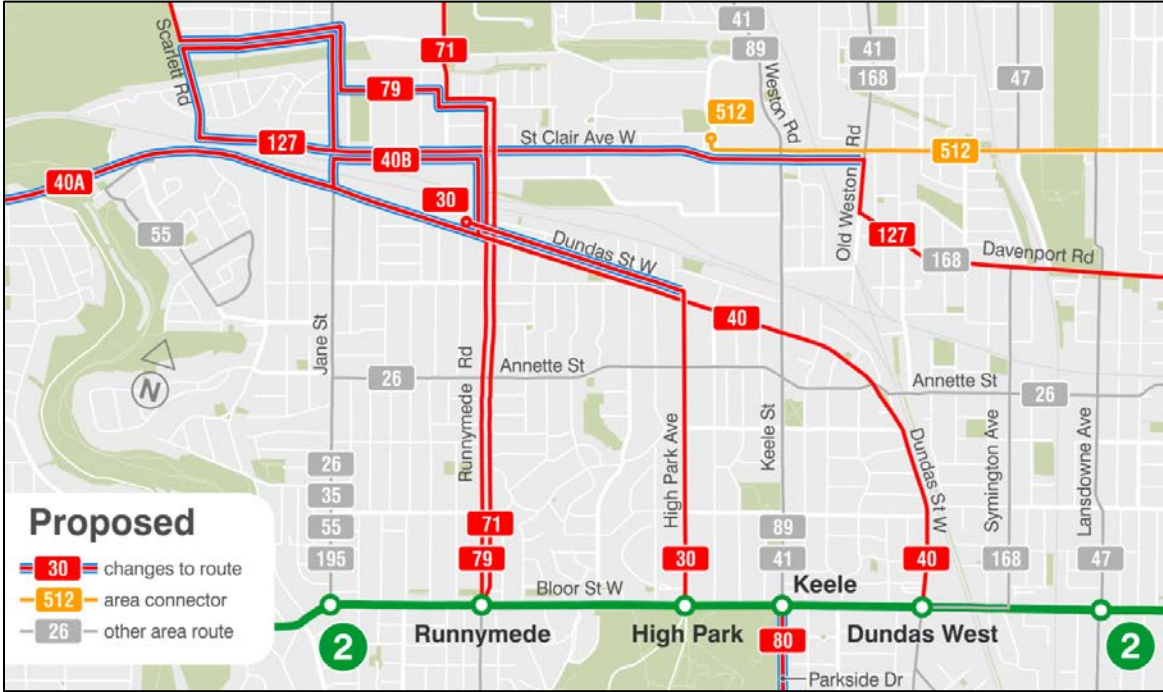
## 2. Service Concept - Proposed Transit Network

**Figure 2** shows the existing surface transit network in the Junction area. **Figure 3** shows the proposed transit network to address the key issues identified, highlighting sections that will be impacted by the proposed network. The service concepts for each issue are described in the following paragraphs.

**Figure 2: Existing Transit Network in the Junction**



**Figure 3: Proposed Transit Network in the Junction**



**2.1. Dundas Street West**

The proposed service concept for Dundas Street West is for a continuous route to operate between Kipling Station and Dundas Street West Station, thus achieving the goal for continuous connections on the corridor. This proposed route is identified as route 40 in **Figure 3**. The proposed route 40 would consist of two branches (40A and 40B) to address different levels of ridership demand east and west of Jane Street. Proposed service levels are listed in **Table 2** below. These service levels are similar to service levels currently scheduled.

**Table 2: Proposed Headways on Dundas Street West**

	Peak Headway	Off-Peak Headway
East of Jane Street (40B)	6-8 minutes	10-20 minutes
West of Jane Street (40A)	~20 minutes	30 minutes

It is proposed that the 40B will loop clockwise, on-street, via Dundas Street, Jane Street, St Clair Avenue, and Runnymede Road, providing a connection to destinations and other transit services on St Clair Avenue West.

Service on High Park Avenue is proposed to be maintained by a shortened route, connecting to High Park Station and Runnymede Loop at Runnymede Road and Dundas Street West. This service is proposed to operate every 15 minutes during all periods, which would be an improvement from existing service levels.

The service concept will benefit customers travelling continuously past Runnymede Road on Dundas Street West. Customers travelling to Jane and Dundas Streets, west of Runnymede Road, and on High Park Avenue will also have reduced wait times.

The service concept will impact customers riding 30 Lambton to Line 2. There would be increased travel time for these customers, as they would travel a slightly longer distance on the proposed 40 route to Dundas West Station instead of 30 Lambton to High Park Station.

## 2.2. St Clair Avenue West

The proposed service concept for St Clair Avenue West, west of Gunn's Loop, is to extend 127 Davenport from its current terminus at Townsley Loop, at Old Weston Road north of St Clair Avenue West, to Scarlett Road. This proposal provides a single continuous bus route west of Gunn's Loop to Scarlett Road, thus achieving the goal for continuous transit service on this portion of St Clair Avenue West.

The proposed 127 Davenport extension will be scheduled at a proposed headway of 16 to 24 minutes during all periods of the day, similar to current levels of service. The western terminus of 127 Davenport will be a counter-clockwise on-street loop via Jane Street, Foxwell Street, Scarlett Road, and St Clair Avenue.

It is proposed that existing services on St Clair Avenue West will be consolidated to reduce service duplication on the corridor. As a result, 71A Runnymede to Gunn's Loop and 79B Scarlett Road via St Clair Avenue will be eliminated and the resources on these branches will be reallocated to the remaining branch. The proposed morning peak headways for 71 Runnymede and 79 Scarlett Road are listed in **Table 3**.

**Table 3: Morning Peak Headways for 71 Runnymede and 79 Scarlett Road**

	<b>Current Headway</b>	<b>Proposed Headway</b>
71A to St Clair & Gunn's	18 minutes	n/a
71B to Industry St	18 minutes	12 minutes
71 Runnymede (combined service)	9 minutes	12 minutes
79A via Pritchard/Foxwell	10 minutes	5 minutes
79B via St Clair	10 minutes	n/a
79 Scarlett Rd (combined service)	5 minutes	5 minutes

The service concept is expected to benefit customers travelling east-west on the St Clair West corridor. These customers will be able to continue west from Gunn's Loop to Scarlett Road with just one transfer from 512 St Clair, eliminating the second transfer at Runnymede Road.



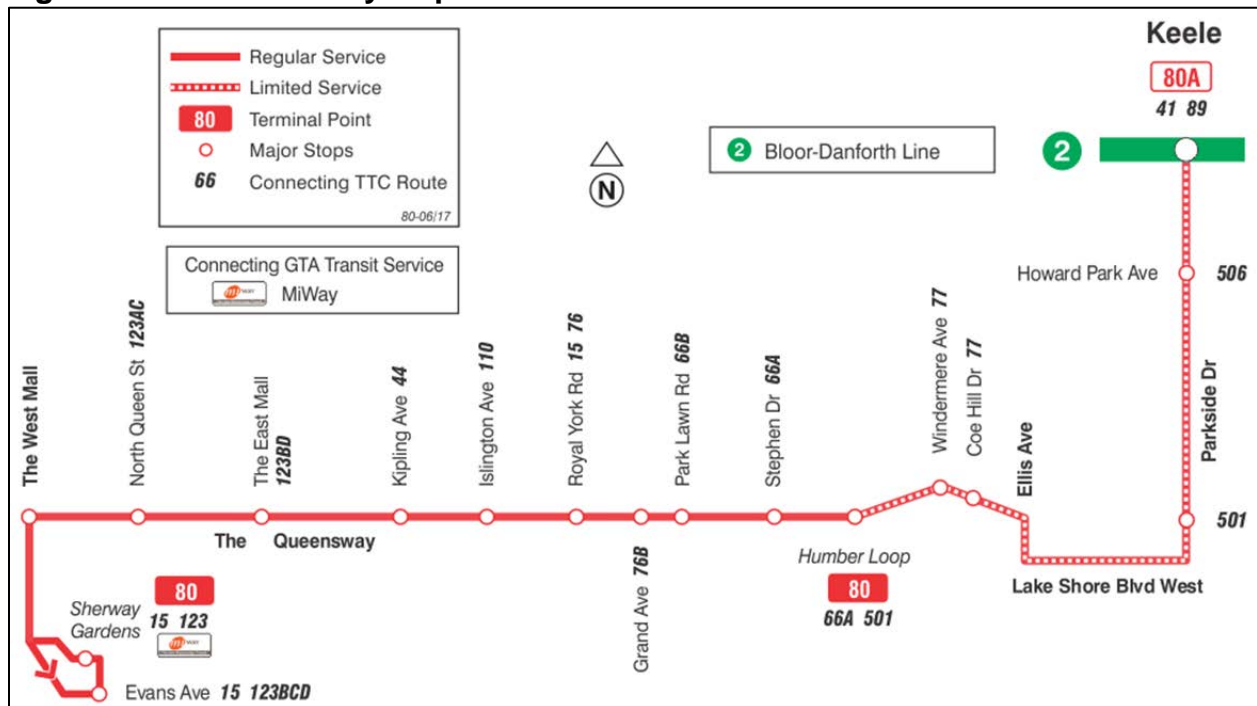
The service concept is expected to impact current customers on 71A Runnymede and 79B Scarlett Road travelling from Runnymede Station to St Clair Avenue West. These customers would have to transfer at Runnymede and St Clair to 127 Davenport to travel east or west on St Clair Avenue, or use another north-south corridor such as Jane or Keele Streets.

### 2.3. Parkside Drive Service

The 80 Queensway currently operates two branches (**Figure 4**). 80A operates to Keele Station via Parkside Drive during weekdays and Saturdays until approximately 10:00 p.m. 80B operates to Humber Loop on The Queensway after 10:00 p.m. on weekdays and Saturdays, and all day Sunday. During periods where 80B operates, no transit service is provided on Parkside Drive.

From January 2017 to April 2018, 80A operated during all periods of the week due to construction restricting bus access into Humber Loop. Ridership data was collected from the construction period and the feasibility of Parkside Drive service in the late evening periods and on Sunday was evaluated. Based on the ridership collected, service in the late evening periods and on Sunday passed the off-peak warrant of 10 boardings per revenue hour (**Table 4**).

**Figure 4: 80 Queensway Map**



**Table 4: Boardings Per Revenue Hour During New Service Periods**

	<b>Monday to Friday Late Evening</b>	<b>Saturday Late Evening</b>	<b>Sunday All Day</b>
Boardings per Revenue Hour	12.5	15.8	30.9

Since the ridership demand along Parkside Drive meets the TTC's service standards, full service on this route is recommended to operate starting in September 2018.

### **3. Future Construction Impacts**

There are two major construction projects known to occur in the Junction area in the next five years. Service concepts were developed in consideration of these projects to ensure that routes would be adaptable to changing construction conditions in the area.

#### **3.1. Scarlett Road Bridge**

Works on the CP Rail bridge over Scarlett Road, located between St Clair Avenue and Dundas Street, will begin in 2018 and last approximately three years. Scarlett Road at Dundas Street West will be widened to a four-lane cross section, and the road will be lowered to allow large vehicles passage underneath the bridge. Lane closures to facilitate works on Dundas Street West, Scarlett Road, and St Clair Avenue West may occur, which could potentially impact service reliability.

#### **3.2. St Clair Avenue West Area Transportation Master Plan**

The City of Toronto is currently undergoing a transportation master plan study on St Clair Avenue West between Keele Street and Old Weston Road. The study includes proposals for road widening at St Clair Avenue West, road extensions to complete the street network, and consideration of SmartTrack and Regional Express Rail. Construction on these proposals could begin as early as 2020, and will impact the surface transit network in this area.

### **4. Public Engagement**

In May 2018, TTC staff held public information centres at Runnymede, High Park, and Dundas West stations, and Gunn's Loop to share the proposed transit network and service concepts with customers and collect feedback. The panels used in the public information sessions are shown in **Appendix A**.

Staff spoke with approximately 700 customers over two weeks, and have also met with local stakeholders such as the Junction BIA. Online correspondence has also been received through emails. With the support of Councillor Nunziata's office, a public open house will also be held in July 2018 to further discuss and share the Junction Area Study with local area residents.

The feedback received so far has been generally positive. Customers are supportive of TTC's initiative to address transit network issues in the Junction area. The three issues identified and the need to address them was generally agreed upon by customers; however, reception to each service concept varied by customer need.

So far, on the Dundas Street West corridor proposal, feedback has been generally positive and no major concerns were raised regarding the concept. Current customers using 30 Lambton to travel on Dundas Street West generally welcomed the service extension to Dundas West Station. However, their main concerns were related to possible increased travel times, service levels, and traffic on Dundas Street West. Most customers welcomed the increase in service on High Park Avenue and continuous service along the Dundas Street West corridor.

On the St Clair West corridor proposal, feedback has been more negative. Although customers understood the importance of addressing fragmented service on St Clair Avenue West, they generally did not agree that replacing 71A Runnymede and 79B Scarlett Road was beneficial. Their main concern was loss of direct connections between Runnymede Station and residential areas along Scarlett Road and the Stockyards, resulting in additional transfers and increased travel time.

On Parkside Drive service, feedback has been overwhelmingly positive. Since the return of the regular truncated service in April 2018, TTC received many customer requests to reinstate 80A Queensway in the late evening periods and on Sunday, and no concerns have been received during the public consultations.

## **5. Next Steps**

The proposed service concepts on Dundas Street West and St Clair Avenue West will continue to be refined further based on the feedback received through public consultation and further network analysis. Additional network proposals and service concepts will be developed to meet study goals and address customer concerns.

As a more refined network emerges, it will be analyzed further through detailed modelling work to determine future customer journey time impact, new ridership projections, and other benefits to the area. Further public engagement will be required.

The Junction Area Study is scheduled to be completed in the fall of 2018. A report will be presented to the Board in early 2019. The report will outline recommendations north of Line 2. Implementation of the new transit network will occur later in 2019, subject to funding availability.

With the positive feedback and proven feasibility of Parkside Drive service, it is recommended that the Board approve implementing new periods of operation on Parkside Drive starting in September 2018.

## **Contact**

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Jacqueline Darwood, Head – Strategy & Service Planning  
416-393-4499  
Jacqueline.Darwood@ttc.ca

## **Signature**

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Kirsten Watson  
Deputy CEO/Chief Customer Officer

## **Attachments**

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Appendix A: Junction Area Study Public Consultation Panels

## Junction Area Study



# We are proposing changes to the bus network in The Junction and want to hear from you!

### What we heard...

Continuous service on Dundas West corridor



### What is proposed...

Continuous service from Kipling Stn to Dundas West Stn

Continuous service on St Clair West corridor



Continuous service from Old Weston Rd to Scarlett Rd, connecting to 512 St Clair Streetcar

Everyday service on Parkside Dr



80 Queensway service from Keele Stn to Sherway Gardens via Parkside Dr all day, every day

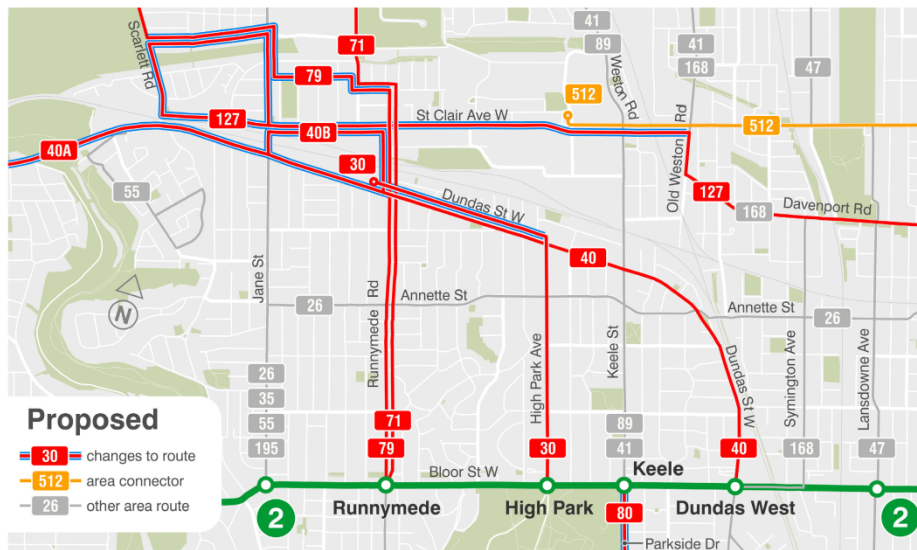
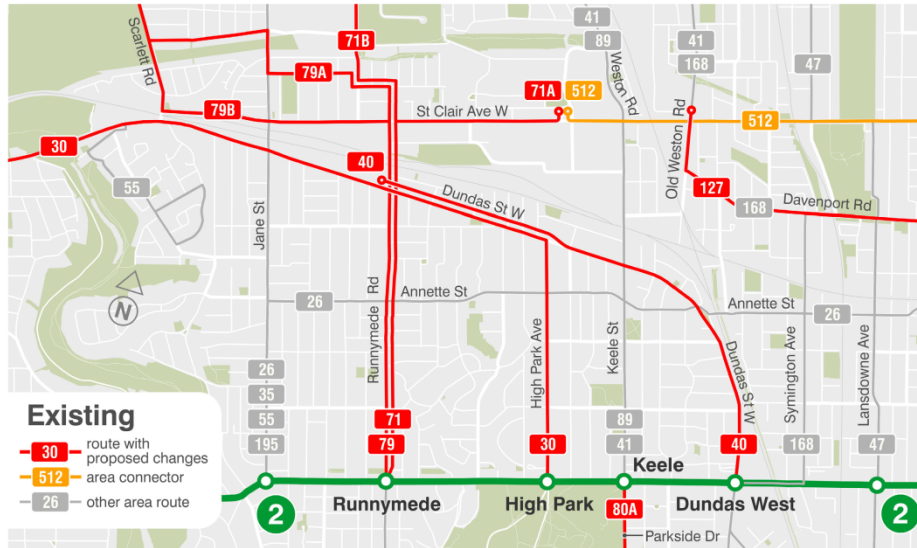
### Other objectives

- Improve customer travel time by removing gaps in service
- Consider nearby upcoming construction projects:
  - Scarlett Rd Bridge reconstruction
  - St Clair Ave W Transportation Master Plan

### What's Next?

- Incorporate your feedback in assessing the proposed network changes
- Report to the TTC Board in summer 2018
- Implement changes, if approved, in late 2018 or early 2019

# Junction Area Study



## Changes

- 30** to Runnymede and Dundas and south into High Park during summer
- 40A** to Kipling Stn
- 40B** to Jane and Dundas
- 71A** service on St Clair Ave W replaced with **127** service
- 71B** kept as **71**
- 79A** kept as **79**
- 79B** service on St Clair Ave W replaced with **127** service
- 80A** kept as **80**
- 80B** eliminated
- 127** extended to Scarlett and Dundas

**What do you think?**  
Let us know!

- Talk to us at **416-393-3030**
- Email us at **planning@ttc.ca**
- Tweet us **@TTCplanning**