For Action

Routing Changes – Junction Area Study

Date: April 11, 2019
To: TTC Board
From: Chief Customer Officer

Summary

The TTC operates an established and mature bus network. TTC staff conduct localized area network studies to ensure that the bus network continues to reflect changes in community population and employment and the best way to serve customers and their travel patterns. The TTC 5-Year Service Plan and 10-Year Outlook will identify future area network studies to be prepared as part of future annual service plans.

This report recommends routing changes resulting from the Junction Area Study.

The TTC Board reviewed and approved a study update of the Junction Area Study at the July 10, 2018 meeting. Since then, staff have refined the study to incorporate further feedback from consultations with the local communities. The recommendations in this report address the two remaining issues identified by customers:

- Provide new continuous transit service along Dundas Street West between Dundas West Station and Kipling Station; and,
- Provide new continuous transit service along St Clair Avenue West between Gunn's Loop (Weston Road) and Scarlett Road

Subject to Board approval, the routing and service improvements outlined in this report can be implemented in Q4 2019 and improve service for 11,000 customer-trips per weekday. The recommended service changes are expected to benefit customers by reducing trip duration, reducing waiting time for vehicles, and eliminating transfers from journeys through more direct service.

Recommendations

It is recommended that the TTC Board:

1. Endorse the implementation of the bus route changes detailed in this report for the St Clair Avenue West and Dundas Street West corridors effective in Q4 2019.
2. Approve the new 189 STOCKYARDS bus route including:
    a. Routing via West Toronto Street and Old Stockyards Road, where service does not currently operate today;
    b. Operations in all periods Monday to Friday, Saturday, and Sunday.

Financial Summary

The recommended service changes on St Clair Avenue West and Dundas Street West are expected to result in a net annual cost of $1.776 million as noted in **Table 1**.

Table 1: Summary of Junction Area Study estimated costs and revenue

Year	Annual Service Hours	Annual Service Kilometres	Annual Operating Cost	Annual Revenue	Net Annual Operating Cost
2019	4,320	76,768	$415,000	$58,000	$357,000
2020	16,580	294,632	$1,641,000	$222,000	$1,419,000
Total	**20,900**	**371,400**	**$2,056,000**	**$280,000**	**$1,776,000**

Implementing this service change in October 2019 results in an estimated 2019 incremental cost of $0.357 million. The TTC's 2019 Operating Budget as approved by City Council on March 7, 2019 included funding specific for this initiative.

The incremental net cost to annualize this service in 2020 is $1.419 million, which will form a budget pressure that will need to be considered for funding as part of the 2020 Budget process. This pressure was included in the preliminary 2020 TTC multi-year outlook (subsidy pressure) of $108.6 million that was identified during the 2019 budget process.

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

Equity/Accessibility Matters

All TTC bus services are provided by accessible, low floor vehicles with exterior and interior audible and visual stop and route announcements. Proposed bus services 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 Road or High Park Avenue. Similarly, St Clair Avenue West is currently served by 71A RUNNYMEDE and 79B SCARLETT RD; customers travelling past Runnymede Road 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 Junction 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, reduce total customer journey time, and is expected to attract new riders to each service. A continuous bus route along Dundas Street West serving Dundas West Station will also improve accessible connections overall for customers as the current terminus of 30 LAMBTON at High Park Station is not yet accessible.

The new proposed 189 STOCKYARDS route will serve Keele and High Park Stations, which are not currently accessible. Construction to make these stations accessible is planned to be completed in 2021 and 2023 respectively. Until then, connections to other accessible bus and streetcar routes which do serve accessible subway stations will be available at several points along the routing of 189 STOCKYARDS.

Together, the proposed service changes are expected to provide more convenient travel options for customers in the rapidly growing and changing areas in the Junction and surrounding, connect residents to employment areas on St Clair Avenue West, and provide an affordable alternative to driving in support of the City's Poverty Reduction Strategy.

Extensive public consultation was performed to ensure that public opinion was collected and reflected on the proposed network changes. Staff consulted customers at subway stations for three weeks in May 2018 and January 2019, and hosted three public open houses at central and accessible locations in the affected wards. **Table 2** contains a record of the public consultation efforts for the study.

Table 2: Summary of Public Consultations

Consultation	Date	Location	Major Themes
Public outreach	May 14-25, 2018	Various subway stations	Positive feedback to Dundas West proposal Positive feedback to Parkside Drive proposal Concerns on changes to 79 SCARLETT RD
Junction BIA	May 23, 2018	396 Pacific Avenue	Positive feedback to Dundas West proposal Questions on summer events and route diversions on Dundas West
Open house Ward 5	July 12, 2018	99 Humber Boulevard	Concerns on changes to 79 SCARLETT RD
Public outreach	January 14-18, 2019	Various subway stations	Positive feedback to Dundas West proposal Positive feedback to new St Clair proposal
Mt Dennis BIA	January 17, 2019	Telephone and e-mail	Positive feedback to increased 71 RUNNYMEDE service

Consultation	Date	Location	Major Themes
Open house Ward 5	February 6, 2019	33 Pritchard Avenue	Positive feedback to new St Clair proposal
Open house Ward 4	February 20, 2019	3049 Dundas Street W	Positive feedback to Dundas West proposal

Decision History

At its July 10, 2018 meeting, the TTC Board approved recommendations from the report titled *Routing Changes – Junction Area Study Update* to implement late evening and Sunday and holiday service on 80 QUEENSWAY to Keele Station via Parkside Drive. This service improvement was implemented in September 2018.

http://www.ttc.ca/About_the_TTC/Commission_reports_and_information/Commission_meetings/2018/July_27/Reports/15_Routing_Changes_Junction_Area_Study.pdf

The TTC 2019 Operating Budget includes operating funding for transit improvements resulting from local transit area studies including in the Junction area.

https://www.toronto.ca/legdocs/mmis/2019/bu/bgrd/backgroundfile-129579.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 align with customers' trip origin and destinations and reduce customer journey time. The TTC received comments and concerns from customers that travel in the area is difficult due to the geography of the area. Physical and natural barriers limit the area network permeability, namely the Humber River to the west and the GO Rail corridors within and to the east. **Figure 1** shows the existing transit network in the Junction area.

The 2017 customer survey and preliminary network analysis identified the following key issues:

- 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;
- Lack of continuous transit service along Dundas Street West between Dundas West Station and Kipling Station; and
- Lack of continuous transit service along St Clair Avenue West between Gunn's Loop (Weston Road) and Scarlett Road.

Figure 1: Existing Transit Network in Study Area

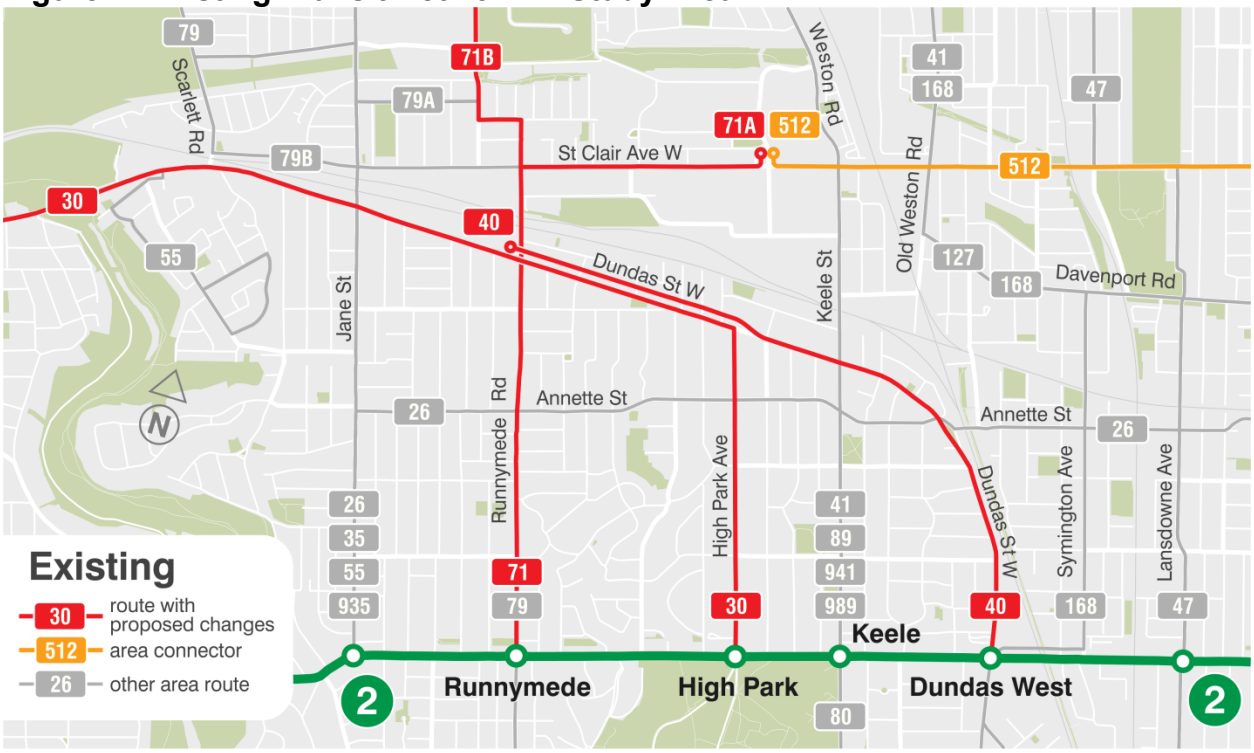
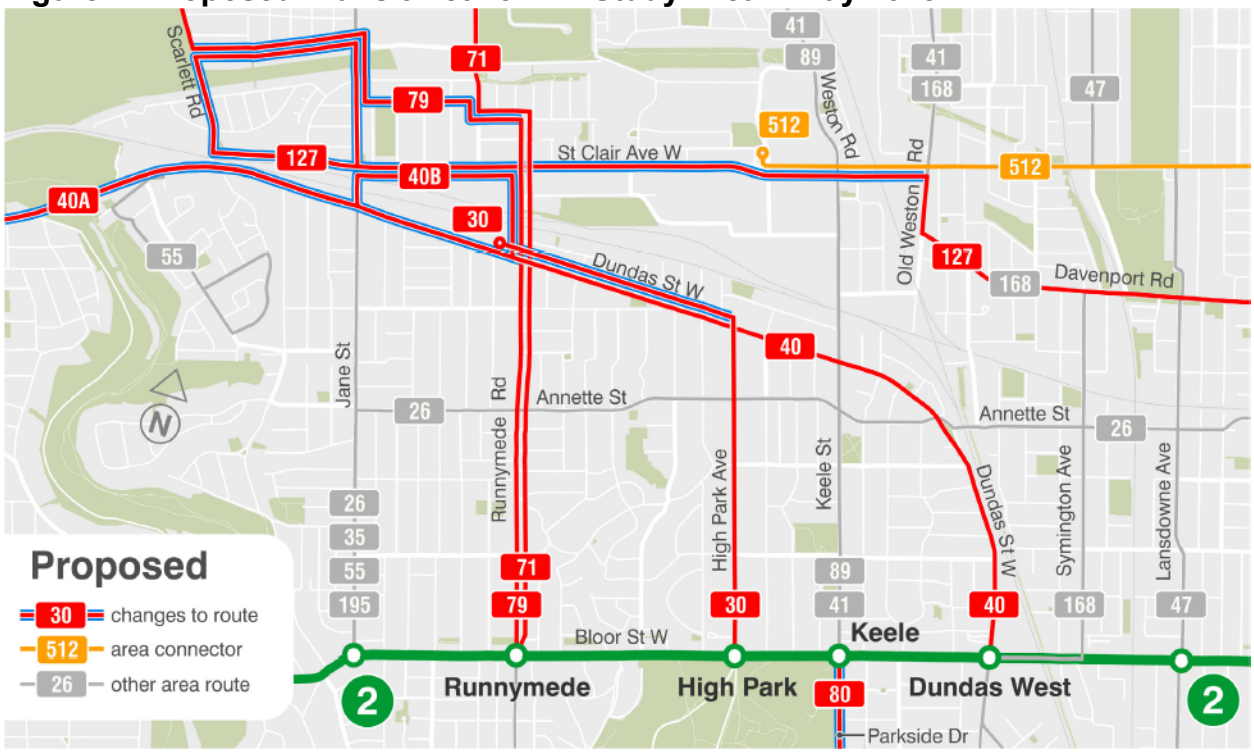


Figure 2 shows the proposed transit network presented in May 2018 to address the key issues identified above, highlighting sections that will be impacted by the proposed network.

Figure 2: Proposed Transit Network in Study Area – May 2018



Feedback was overwhelmingly positive for Parkside Drive service. No concerns were received during public consultation. Late evening and Sunday and holiday Parkside Drive service was implemented in September 2018.

Feedback was generally positive for the Dundas West corridor proposal. No major concerns were raised by customers. Common concerns were related to the possible increased travel times, service levels, and traffic on Dundas Street West.

Feedback was generally negative for the initial St Clair Avenue West corridor proposal. Customers agreed with the importance of continuous service on St Clair Avenue West, but concerns were raised regarding the loss of 71A RUNNYMEDE and 79B SCARLETT RD and the connection to Line 2 via Runnymede Station.

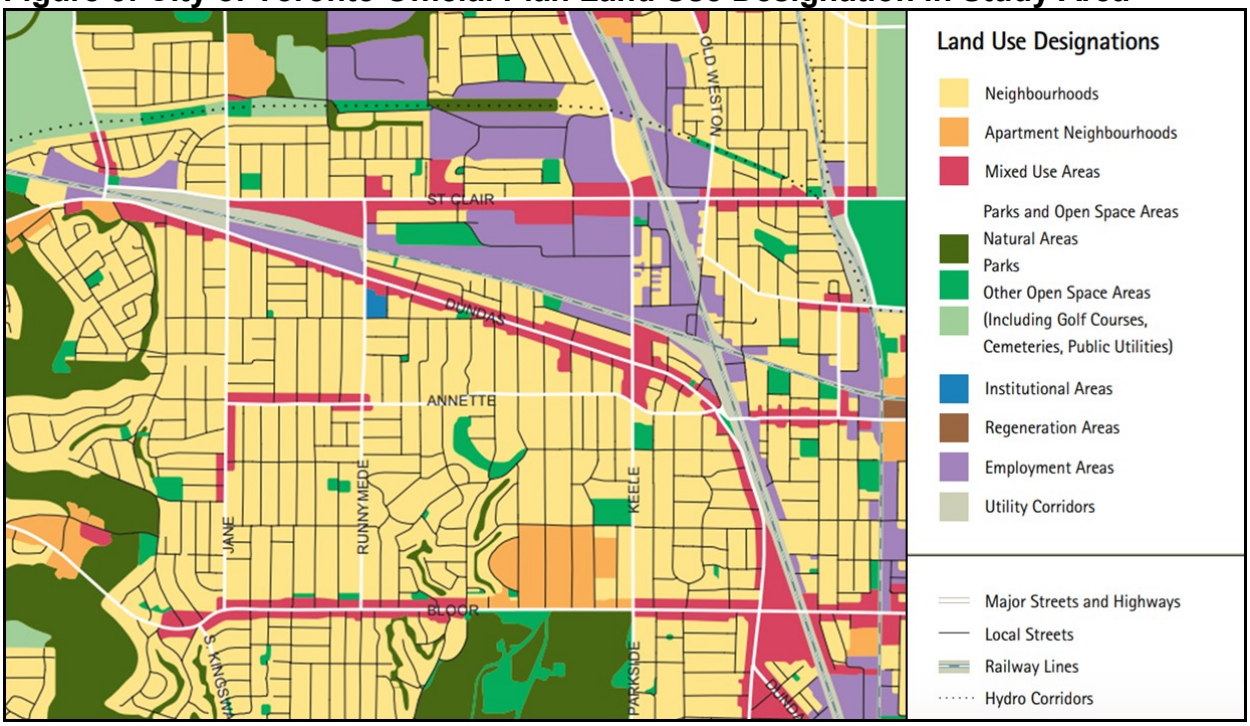
Based on the initial consultations, staff determined that further planning was required with specific focus on solutions for the St Clair Avenue West corridor. The Comments section of this report presents these refinements and are recommended for implementation to the TTC Board.

Comments

Current Conditions

Figure 3 shows the land use designations of the Junction area as prescribed by the City of Toronto Official Plan.

Figure 3: City of Toronto Official Plan Land Use Designation in Study Area



The Junction and surrounding areas consists of primarily low density residential neighbourhoods, with designated mixed use areas along the major corridors of Dundas

Street West, St Clair Avenue West, and Bloor Street West. These three corridors are identified as Avenues under the City of Toronto Official Plan, which emphasizes transit-supportive development through mixed uses and medium densities. Within the Junction area are designated employment areas, clustered around the St Clair Avenue West corridor, with a major concentration in the Stockyards area at Keele Street and St Clair Avenue West.

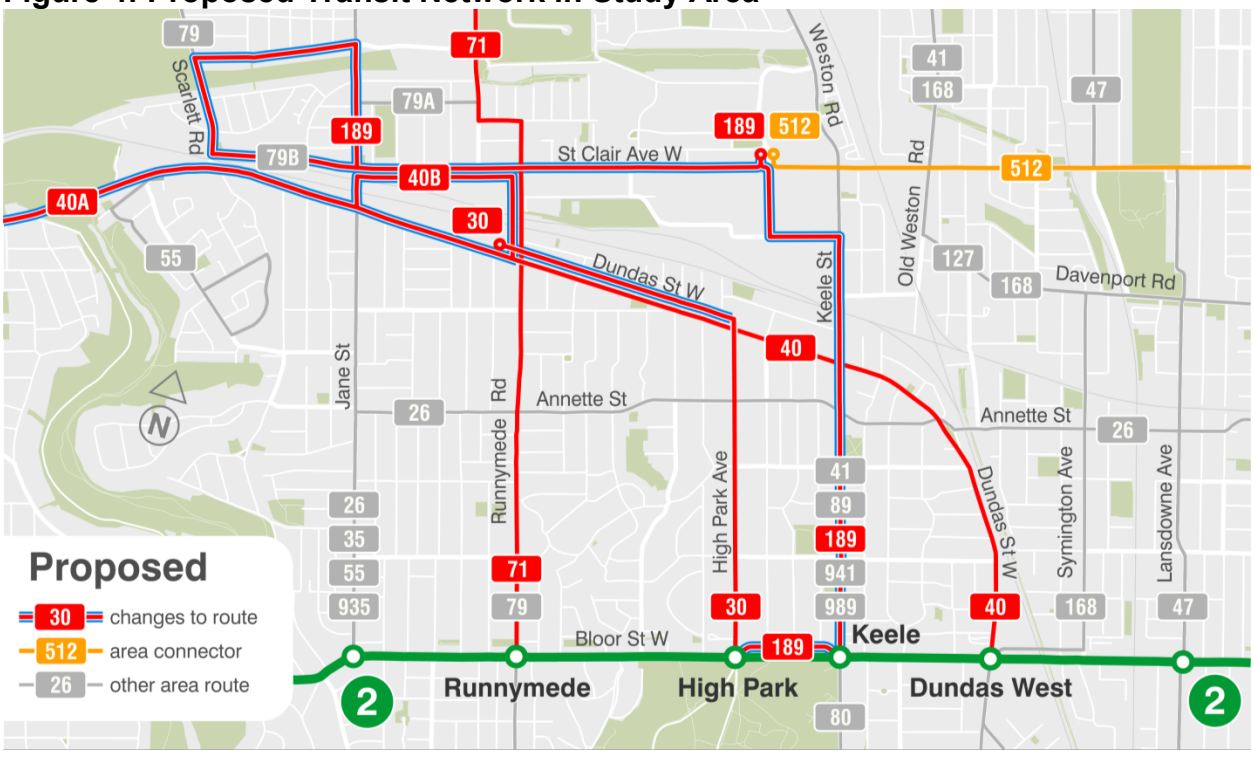
There are multiple physical barriers that impact travel in the Junction area. The Junction is bounded by the Humber River in the west, and the Kitchener GO rail corridor in the east. The Milton GO rail corridor bisects the area in an east-west orientation. Together, they limit opportunities for north-south and east-west crossings. North-south travel from Bloor Street West is limited to Jane Street, Runnymede Road, and Keele Street, while east-west travel north of Bloor Street West is limited to Dundas Street West to the west, and St Clair Avenue West and Annette Street / 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.

An in-depth analysis of the study area demographics and travel patterns can be found in **Appendix 3.**

Service Concept – Proposed Transit Network

Figure 4 shows the updated proposed transit network to address the key issues identified through analysis and customer feedback received through public consultation. Sections of routes impacted by proposed network changes are highlighted. The service concepts for each change are described below.

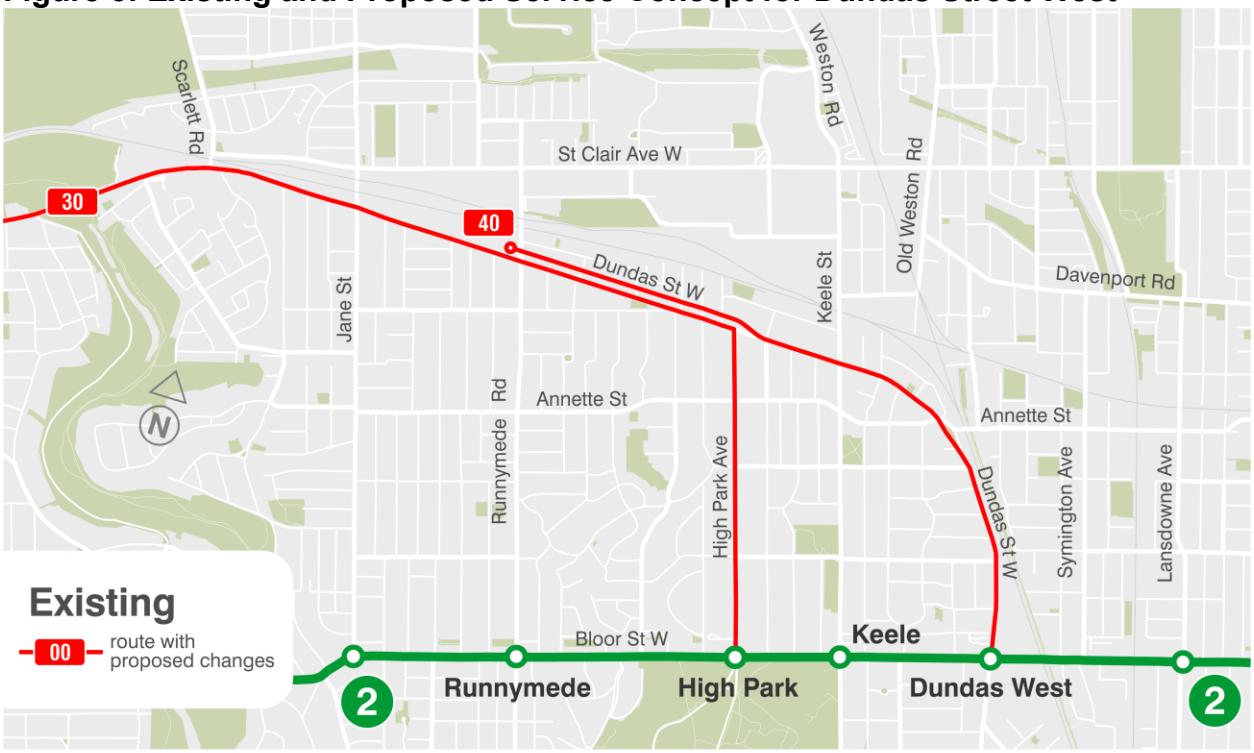
Figure 4: Proposed Transit Network in Study Area

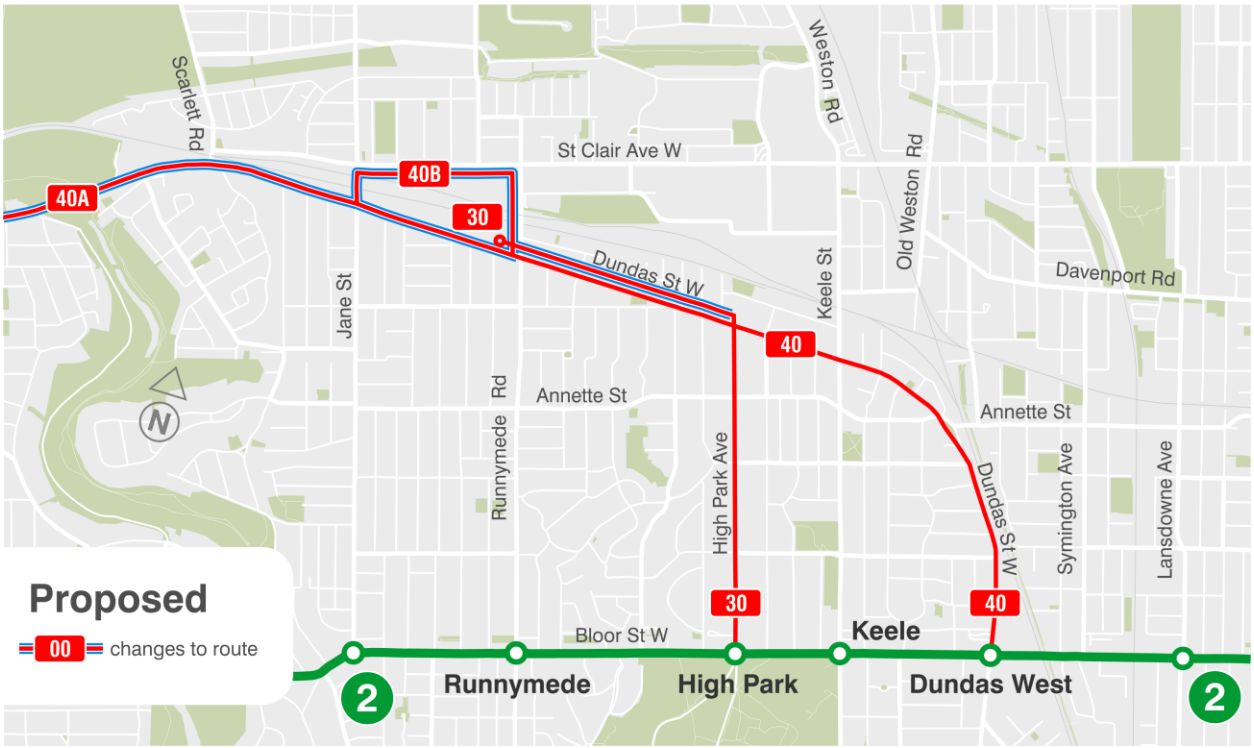


Dundas Street West

The proposed service concept for Dundas Street West is for a continuous route to operate between Kipling Station and Dundas West Station, thus achieving the goal for continuous connections on the corridor. The existing and proposed services for Dundas Street West are shown in **Figure 5**.

Figure 5: Existing and Proposed Service Concept for Dundas Street West





The proposed 40 DUNDAS WEST 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 3**. These service levels are similar to service levels currently scheduled.

Table 3: Proposed Headways for Dundas West Bus Service

	Weekday Daytime Headway	**Evening and Weekend Headway**
East of Jane Street (40B)	8-10 minutes	10-15 minutes
West of Jane Street (40A)	16-20 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. A new far-side stop will be required on the southeast corner of Dundas Street West at Runnymede Road to facilitate the left turn movement off Runnymede Road. The removal of up to two parking spots will be required to implement this stop.

Service on High Park Avenue is proposed to be maintained by a shortened route, identified as 30 HIGH PARK in **Figure 5**, connecting to High Park Station and Runnymede Loop at Runnymede Road and Dundas Street West. This service is proposed to operate every 20 minutes during all periods, which would maintain current peak period service levels and improve off peak service levels.

St Clair Avenue West

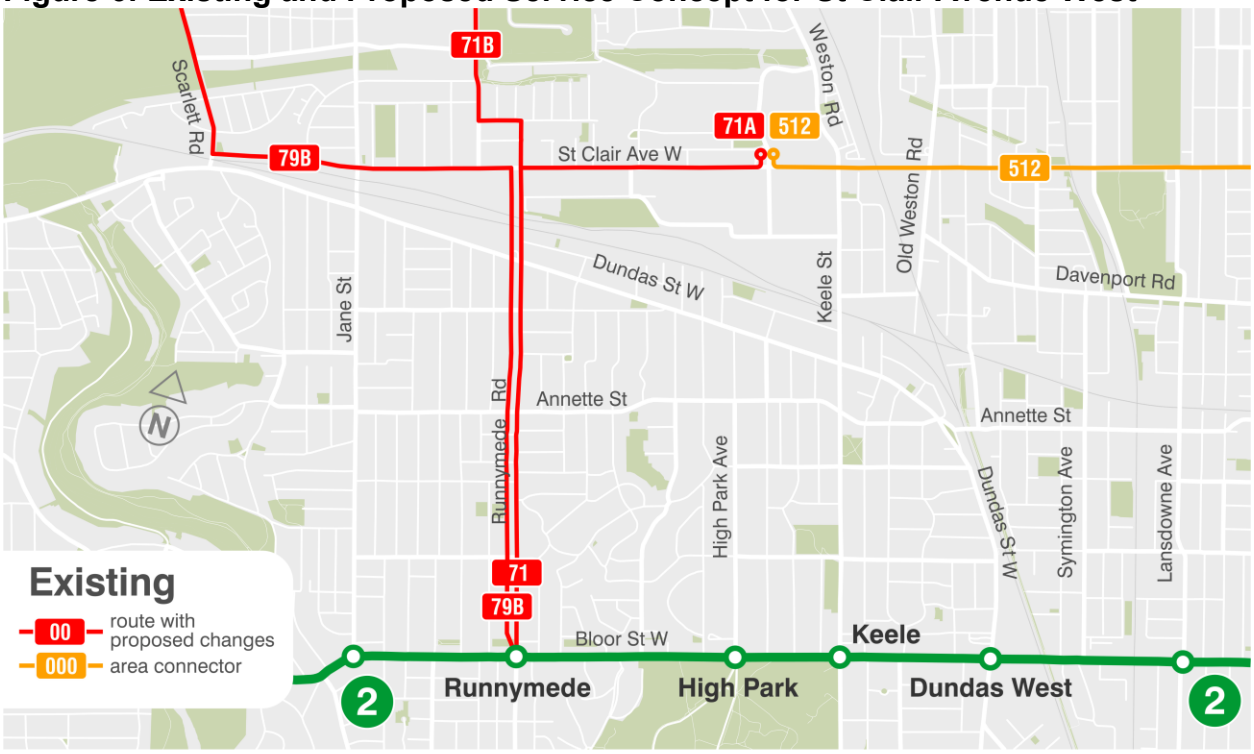
The proposed service concept for St Clair Avenue West, west of Gunns Loop is to have a new route, 189 STOCKYARDS, operating from High Park Station to Scarlett Road via Keele Street and St Clair Avenue West. The existing and proposed St Clair Avenue West services are shown in **Figure 6**. This proposal provides a single continuous bus route west of Gunns Loop to Scarlett Road, thus achieving the goal for continuous transit service on this portion of St Clair Avenue West.

The proposed 189 STOCKYARDS will be scheduled at a headway of 20 minutes during most periods of the week, and 30 minutes in the late evening periods. The western terminus of 189 STOCKYARDS will be a clockwise on-street loop via St Clair Avenue, Scarlett Road, Foxwell Street, and Jane Street. High Park Station is chosen as the southbound/eastbound terminus location due to platform constraints at Keele Station. Customers may still connect with Keele Station via 189 STOCKYARDS through an on-street connection.

It is proposed that existing services on St Clair Avenue West will be consolidated to reduce service duplication on the corridor. Since the service on St Clair Avenue West, east of Runnymede Road, will be replaced by the 189 STOCKYARDS, the resources on

the 71A will be consolidated to the 71B RUNNYMEDE to Industry Street (Mt Dennis). Due to customer feedback received from the previous public consultation session, the 79B SCARLETT RD branch via St Clair Avenue West will be maintained and route structure on 79 SCARLETT RD will remain unchanged. The proposed headways for 71 RUNNYMEDE are listed in **Table 4**.

Figure 6: Existing and Proposed Service Concept for St Clair Avenue West



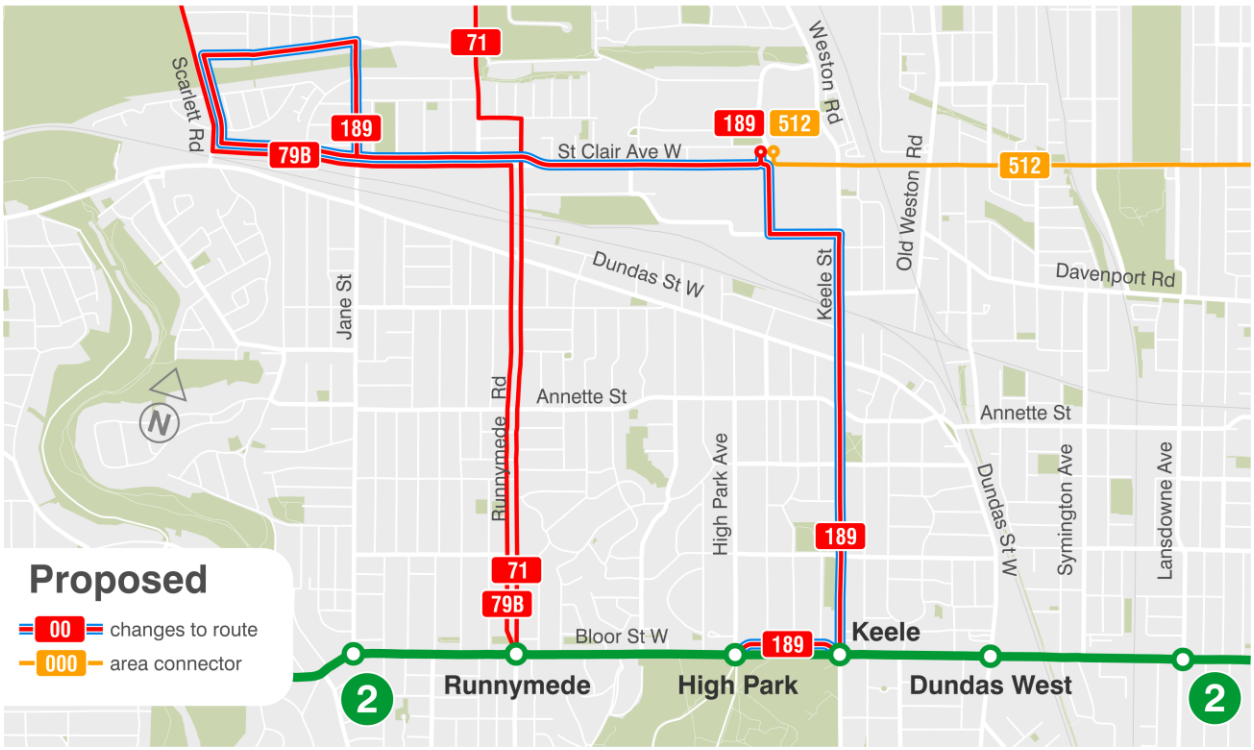


Table 4: Headways for 71 Runnymede – Current and Proposed

	Peak Headway	Off-Peak Headway
71A to St Clair & Gunns (Current)	18-19 minutes	20-24 minutes
71B to Industry St (Current)	18-19 minutes	20-24 minutes
71 to Industry St (Proposed)	9-10 minutes	15-20 minutes

The service concept is expected to benefit customers travelling east-west on the St Clair Avenue West corridor. These customers will be able to continue west from Gunns Loop to Scarlett Road with just one transfer from 512 ST CLAIR, eliminating the second transfer at Runnymede Road. This service also provides more options for customers along St Clair Avenue West to travel to Line 2.

The service concept is expected to impact current customers on 71A RUNNYMEDE travelling from Runnymede Station to Gunns Loop via St Clair Avenue West. These customers will either have to transfer at Runnymede Road and St Clair Avenue West to 189 STOCKYARDS to travel east on St Clair Avenue West, or travel to Keele Station to utilize Keele Street corridor services (i.e. 41 KEELE / 941 KEELE EXPRESS, 89 WESTON / 989 WESTON EXPRESS, and 189 STOCKYARDS).

As a result of consolidating the 71 RUNNYMEDE services, resources from the 71A branch will be added to the 71B RUNNYMEDE branch from Runnymede Station to Industry Street north of Eglinton Avenue West. This will result in improved service levels on 71 RUNNYMEDE north of St Clair Avenue West, almost halving waiting time for customers on Rockcliffe Boulevard and in the Mt Dennis community. Improved service on 71 RUNNYMEDE will create a strong north-south connection two major rapid transit lines, Line 2 BLOOR-DANFORTH and future Line 5 EGLINTON.

Analysis of Service Concepts

The objective of the Junction Area Study is to improve transit travel for customers by restructuring the bus route network to better align with customers' trip origin and destinations and reduce customer journey time. The TTC measures the net customer journey time of service proposals by the change in total travel minutes experienced by transit riders.

As set out in the TTC's Service Standards, there are four main components of a transit trip: walking to a stop, waiting for the vehicle to arrive, riding in the vehicle, and transferring from one vehicle to another. Customers may perceive that certain components are more onerous, or are a greater inconvenience than others. As a result, each component is weighted differently through customers' perception of inconvenience.

The TTC applies the following weights to each trip component when investigating service changes:

Trip Component	Weight
Each minute of in-vehicle travelling time	1.0
Each minute of waiting time	1.5
Each minute of walking time	2.0
Each transfer	10.0

Proposed service changes are evaluated by calculating the change in travel time for all the trip components for customers. Proposals which have an overall benefit for customers, meaning a net reduction in weighted journey time, would meet TTC service standards and would be recommended for implementation.

In this case, the customer journey time analysis concludes that the new service network provides net time savings to customers riding transit in the area. The new network provides a combination of more direct travel options to destinations resulting in faster trip times, reduced transfers by operating continuous service on St Clair West and Dundas West, and decreased wait times from improved service levels. Overall, there will be a daily customer minutes savings of 24,110 minutes, and ridership gain of about 480 customers (**Table 5**).

The Dundas Street West proposal of continuous service from Dundas West Station to Kipling Station will improve access and wait times for customers travelling along Dundas Street West, west of Jane Street, but results in longer in-vehicle travel time for trips between areas west of Jane Street and Line 2. Overall, the change will save approximately 5,570 customer minutes, and have a net increase of 150 daily riders.

The St Clair Avenue West proposal for a new route, 189 STOCKYARDS, to operate from Keele Station to Scarlett Road via St Clair Avenue West, and cancellation of 71A RUNNYMEDE branch to Gunns Loop will reduce travel time for trips on St Clair Avenue West, shorten trip times to the Stockyards retail area from east of Keele Station, and shorten wait time for customers riding 71 RUNNYMEDE north of St Clair Avenue West. However, there will be longer travel times for customers using the current 71A RUNNYMEDE (Runnymede Station to Gunns Loop) to reach Stockyards. These customers could have an additional transfer at either St Clair Avenue West and Runnymede Road or Keele Station, and longer travel to Stockyards from west Runnymede Station. The overall change will still save approximately 18,540 customer minutes and have a net increase of approximately 330 daily riders.

Based on the ridership forecasts described above, the new proposed service changes will meet the TTC standard of 12 new riders for every $100 spent.

Table 5: Customer Minutes Analysis of Proposed Transit Network

Service Change	Impacts	Net Daily Customer-Minute Savings	Ridership Gain
Dundas West • 30 HIGH PARK • 40 DUNDAS WEST	• Shorter access and wait times for trips west of Jane St and Junction area • Longer net in-vehicle travel time for trips west of Jane Street (bus vs subway)	5,570	150
St Clair West • 189 STOCKYARDS • 71 RUNNYMEDE	• Reduced trip time for direct trips on St Clair • Shorter trip time between Stockyards and destinations on Keele and Line 2 east of Keele Station • Shorter wait time due to more frequent service on Runnymede north of St Clair • Longer trip time for trips requiring additional transfer at St Clair and Runnymede or Keele Station to Stockyards • Longer trip time for trips destined to Stockyards from Line 2 west of Runnymede Station	18,540	330
Total Net Savings in Customer Minutes		**24,110**	
Total Net Ridership Gain			**480**

Future Construction Impacts

There are four major construction projects known to occur within or in proximity to the study 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.

Scarlett Road Bridge

Works on the CP Rail bridge over Scarlett Road, located between St Clair Avenue West and Dundas Street West, began in 2018 and will 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 and bus movements these streets, namely for 79B SCARLETT ROAD and 40 DUNDAS WEST. The proposed 189 STOCKYARDS will initially be impacted by this project when lanes on St Clair Avenue West and Scarlett Road are partially closed, however, right turn movements from St Clair Avenue West to Scarlett Road are expected to be maintained so operations will still be feasible during construction. Upon completion of this project, bus operations could potentially utilize Scarlett Road between St Clair Avenue West and Dundas Street West as part of regular routing.

Scarlett Road Resurfacing

The City of Toronto is planning a road resurfacing project on Scarlett Road from St Clair Avenue West to Eglinton Avenue West. The work will begin in June 2019 and last approximately three months. Scarlett Road north of St Clair Avenue West will be reduced from four through lanes to two through lanes plus a middle storage lane, and curbside bicycle lanes. This project will impact service reliability of 79 SCARLETT RD. However, the resulting road design will better facilitate turn movements on Scarlett Road at Foxwell Street, allowing safer turns for 79 SCARLETT RD and 189 STOCKYARDS upon project completion.

St Clair Avenue West Area Transportation Master Plan

The City of Toronto has completed a transportation master plan study on St Clair Avenue West between Keele Street and Old Weston Road. The study included proposals for road widening at St Clair Avenue West, road extensions to complete the street network, and consideration of SmartTrack and Regional Express Rail on the Kitchener GO rail corridor. Construction timing for the proposed improvements is between 2020 and 2025, and will impact surface transit operations in this area, particularly 512 ST CLAIR. The proposed network was planned with this project and mind, and routes were designed to avoid travelling through the expected construction zone on St Clair Avenue West between Weston Road and Old Weston Road. Upon completion of this project and the implementation of a higher order transit station at St Clair Avenue West and Weston Road, the surface transit network may be evaluated to promote local connections with the new station.

Line 5 EGLINTON

Metrolinx is currently building Line 5 EGLINTON LRT from Mt Dennis to Kennedy Station. Upon completion, Line 5 EGLINTON will be a major east-west rapid transit corridor connecting transit riders across the City. Mt Dennis Station will be the western terminus of the new LRT line, and will include a new transit hub that will accommodate all the major north-south routes serving the Junction area. 35 JANE / 935 JANE EXPRESS, 71 RUNNYMEDE, 89 WESTON / 989 WESTON EXPRESS, and 41 KEELE / 941 KEELE EXPRESS will all provide direct access from Line 2 and the Junction to Line 5.

Public Consultation

Customer and stakeholder engagement about the proposed bus route changes initially occurred in May 2018. Consultation on the updated proposed bus route changes occurred between January and February of 2019. Concept plans of the proposed bus routing changes were presented through a series of public consultations to collect feedback from customers and community stakeholders. Staff set up display boards and met with customers at subway stations at Runnymede, High Park, Keele, and Dundas West, and at special interest locations like Gunns Loop. Town halls and public information centres were also held with support from local councillors. The panels used in the most recent public information sessions are shown in **Appendix 1**.

Overall, the majority of the feedback on the revised proposal was positive. Where feasible, the recommendations in this report have been refined to reflect feedback from public consultations. This includes maintaining the service pattern on the 79 SCARLETT RD bus route.

Table 2 contains a record of the public consultation efforts for the study. A full description of the activities of the consultations, including key findings, is described in **Appendix 2**.

Conclusion

The bus routing changes recommended in this report to the Junction area will improve service for more customers by providing new continuous service on major corridors such as St Clair Avenue West and Dundas Street West. The rationalized network will improve service efficiency and reduce transfers for customers. If approved, these recommendations can be implemented in Q4 2019.

Contact

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Signature

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Chief Customer Officer
Strategy, Planning, Innovation & Customer Experience

Attachments

Appendix 1 – Junction Area Study Public Consultation Panels
Appendix 2 – Customer Engagement Summary

Appendix 3 – Study Area Profile and Travel Pattern Analysis

Junction Area Study

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

What we heard…		What is proposed…
Continuous service on Dundas St West corridor	➡	Continuous service from Kipling to Dundas West Stations
Continuous service on St Clair Ave West corridor	➡	Continuous service from Stockyards to Scarlett Rd, connecting to 512 St Clair Streetcar and Keele Station
Everyday service on Parkside Dr	➡	All day, every day service from Keele Station to Sherway Gardens via Parkside Dr · **Implemented September 2018** ·

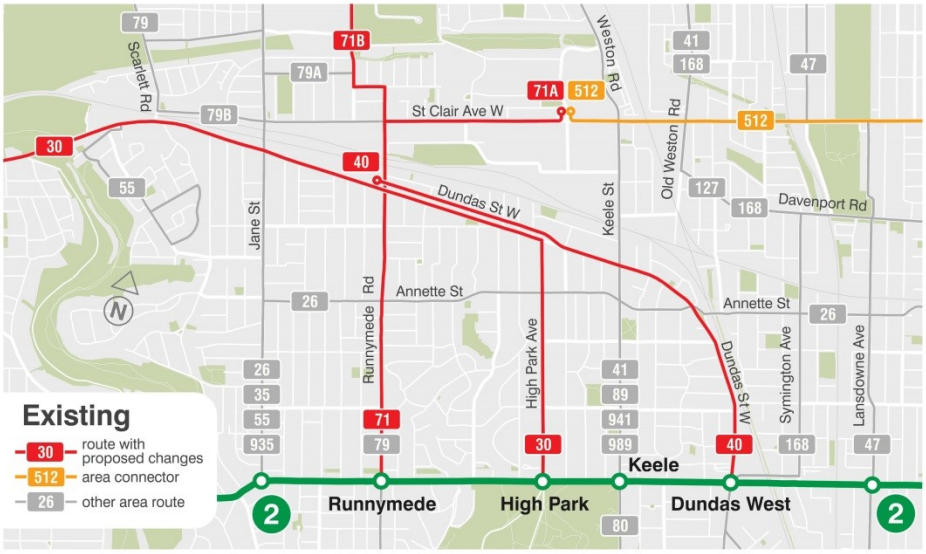
Other objectives

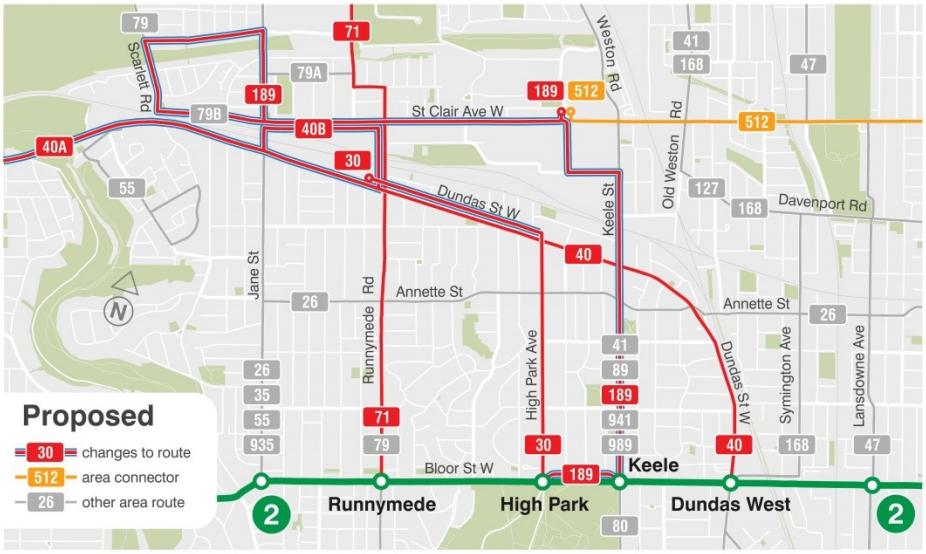
- Improve customer travel time by removing gaps in service
- Consider nearby upcoming construction projects:
  - Scarlett Rd Bridge reconstruction
  - St Clair Ave West Transportation Master Plan
  - Connection to future Line 5 Eglinton Crosstown

What's Next?

- Report to the TTC Board in spring 2019
- Implement changes, if approved, in late 2019

Junction Area Study





Changes

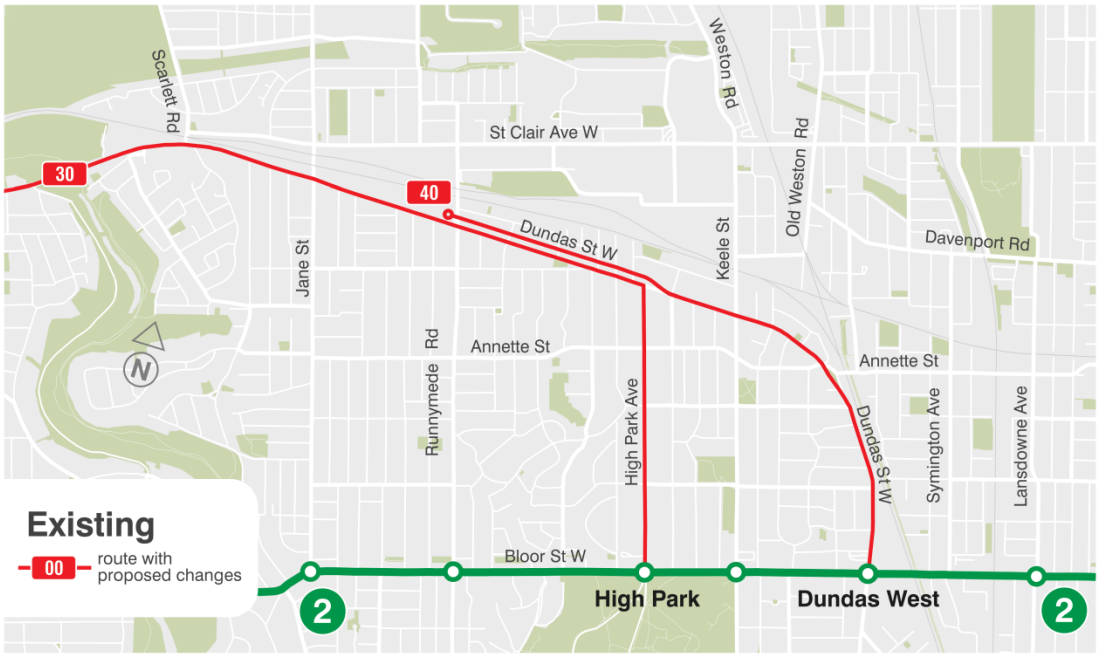
Headways shown are for average daytime service; evening and weekend service may vary.

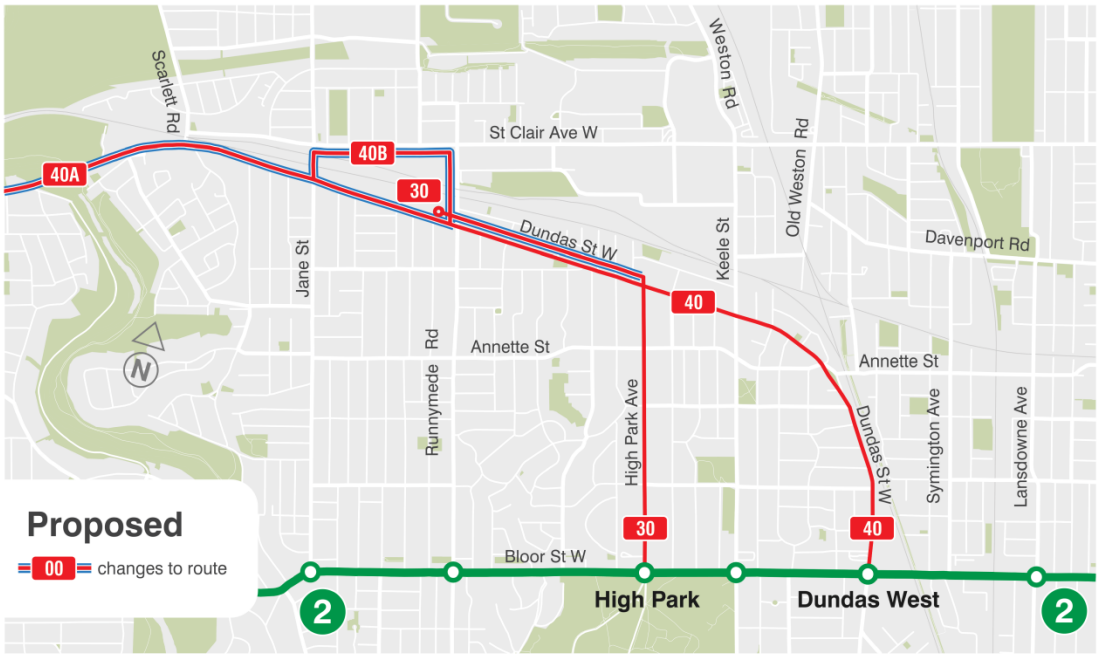
- **30** 20 minute service to Runnymede Rd and Dundas St West and south into High Park during summer
- **40A** 20 minute service to Kipling Station
- **40B** 10 minute service to Jane St and Dundas St West
- **71A** service on St Clair Ave West replaced with new **189** service
- **71B** kept as **71** with 10-15 minute service north of St Clair Ave W
- **189** new 20 minute service from High Park and Keele Stations to Scarlett Rd providing continuous service on St Clair Ave W

What do you think?
Let us know!

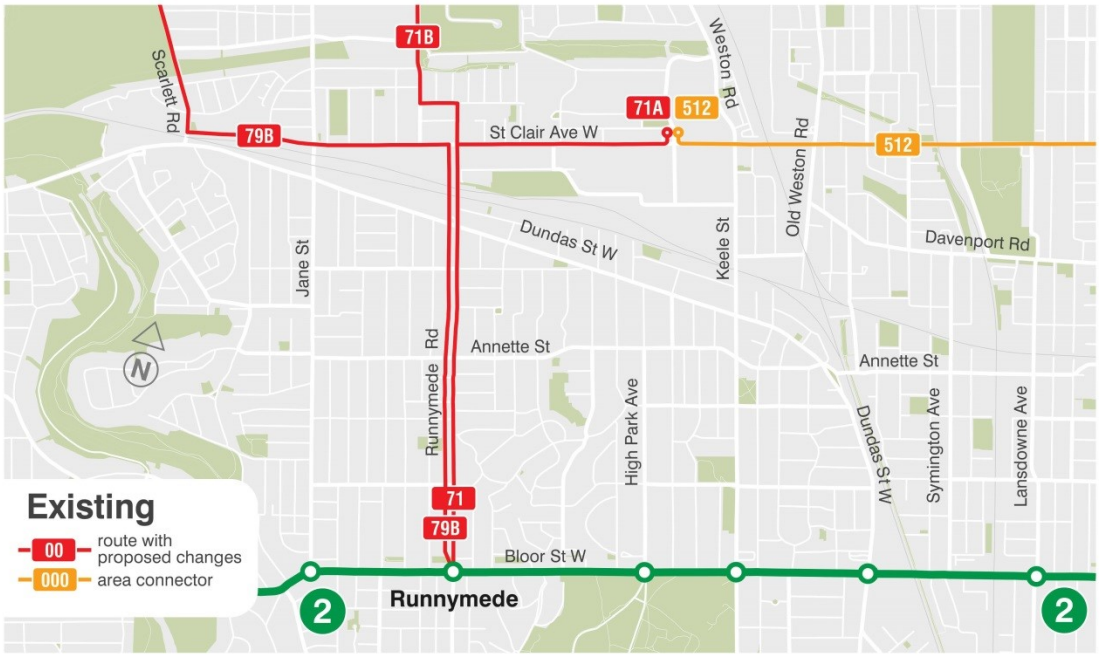
- Talk to us at **416-393-3030**
- Email us at **planning@ttc.ca**
- Tweet us **@TTCplanning**

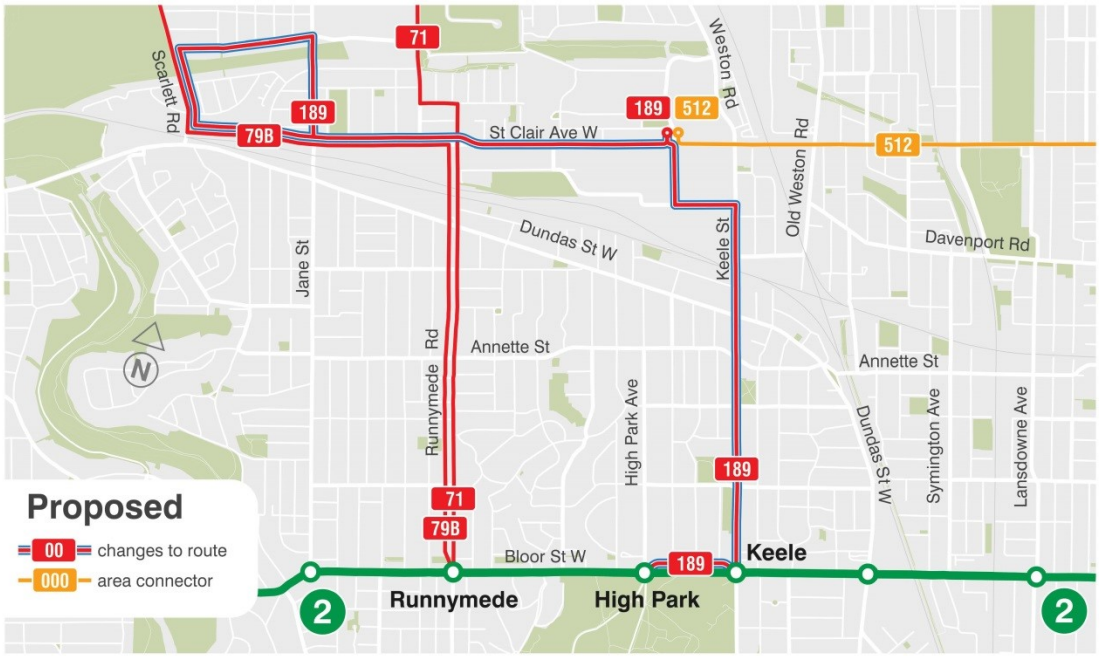
Dundas Street West Corridor Changes





St Clair Avenue West Corridor Changes





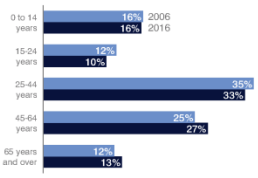
Junction Area Study

Study Area Statistics

Population and Age

Population
Statistics Canada Census

		Study Area Change	City of Toronto Change
2006	76,446	+4%	+6%
2016	79,464		



		Study Area	City of Toronto
Average age 2016	40	41	

Income and Employment

Household income
Average household income adjusted for inflation

		Study Area Change	City of Toronto Change
2006	$77,474	+9%	+9%
2016	$99,097		

Prevalence of low income
Percentage of persons 15 years of age and over in private households with after tax income below Statistics Canada's LICO-AT low-income determination

		Study Area Change	City of Toronto Change
2006	17.3%	-15%	-11%
2016	14.7%		

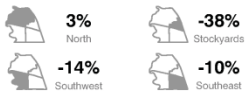
Labour force status
Persons who contribute or are available to contribute to the production of goods and services.

Vehicle Ownership

Number of vehicles per household
Average number of vehicles available for personal use in a household.
Source: Transportation Tomorrow Survey

		Study Area Change	City of Toronto Change
2006	1	-10%	-3%
2016	0.9		

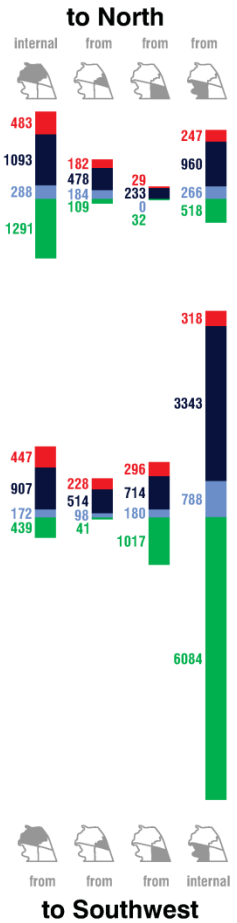
Change in vehicle ownership by zone
2006 - 2016

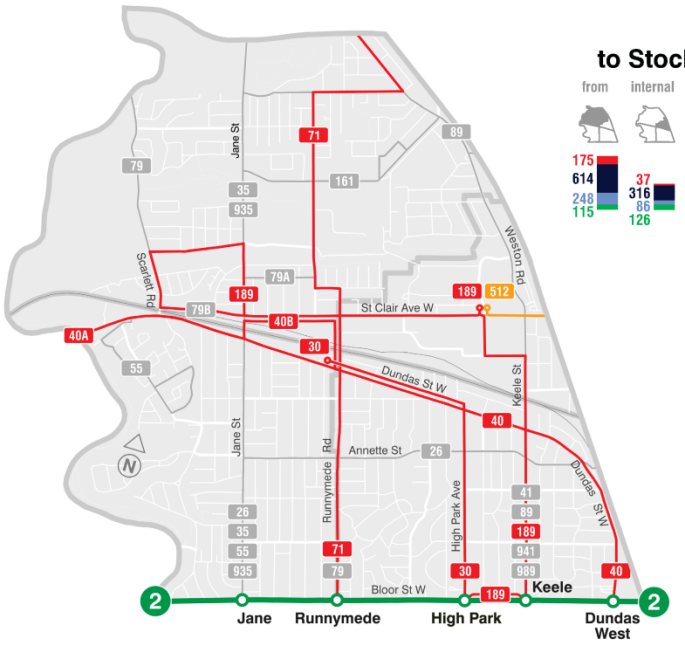


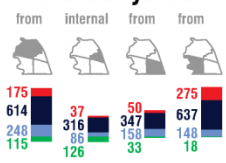
Trips by Mode in Study Area

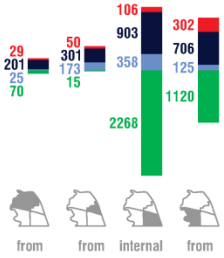
2016 Average Weekday

Transit Driver Passenger Active









Trips starting and ending in the zones shown above will benefit from these changes:

Most trips to the North are internal, although a significant number of driver trips arrive from the Southwest

Increased frequency on 71 north of St Clair would attract more transit trips from the Southwest to the North.

The North and the Southwest represent the largest proportion of trips to the Stockyards.

Local trips from the Southwest to the Stockyards will be impacted by an extra transfer on St Clair. Overall, other internal and external trips will benefit from a more direct route to Line 2, and continuous service on St Clair Ave W.

New 189 service between Scarlett Rd and St Clair Ave W and Keele and High Park Stn would attract trips from the North and Southeast areas destined to the Stockyards.

Most trips to the Southeast are internal yet most transit trips are from the Southwest.

The extended route 40 along Dundas St W would make some trips from the Southeast easier with one less transfer. The proposed route 30 between Runnymede Rd and High Park Station will serve local trips.

Most trips to the Southwest are internal yet most transit trips are from the North, followed by internal trips and those from the Southeast.

Extended 40 service along Dundas St W will make some trips from the Southeast to the Southwest easier, with one less transfer.

Increased frequency on 71 north of St Clair Ave W would help attract more transit trips from the North to the Southeast and the Southwest

Appendix 2 – Customer Engagement Summary

Two series of public consultation were held for this project, in May 2018 and in January 2019. Staff set up display boards and met with customers at subway stations at Runnymede, High Park, Keele, and Dundas West, and at special interest locations like Gunns Loop.

Furthermore, one public open house was held in July 2018 with support of Councillor Nunziata's office, and two public open houses were held in February 2019 with support of Councillors Nunziata and Perks' offices.

In total, staff spoke with approximately 700 customers over two weeks in May 2018 and 400 customers over one week in January 2019. Staff also corresponded with local stakeholders such as the Junction BIA and Mt Dennis BIA. Online correspondence was received through emails. An average of 15 attendees were present at each public open house.

Feedback from May 2018

Feedback received from the public towards proposed transit network presented in May 2018 was generally positive. Customers were supportive of TTC's initiative to address transit network issues in the Junction area. The three key issues identified by staff were agreed upon by customers, affirming the importance of proposing the service adjustments.

Feedback on the Dundas Street West corridor proposal was generally positive, with no major concerns raised regarding the concept. Most customers on 30 LAMBTON welcomed the extension of service to Dundas West Station. Concerns were related to increased travel times, service levels, and traffic on Dundas Street West. Most customers were in favour of the service increase on High Park Avenue and continuous service along the Dundas Street West corridor.

Feedback on the St Clair Avenue West proposal (extension of 127 DAVENPORT to Scarlett Road) was generally negative. Customers did not agree that replacing 71A RUNNYMEDE and 79B SCARLETT RD was beneficial to their travel. The main concern was loss of direct connections between Runnymede Station and residential communities on St Clair Avenue West, resulting in additional transfers and increased travel times. During the public open house hosted in July 2018, staff received vocal feedback against the cancellation of 79B SCARLETT RD.

On Parkside Drive service, feedback was overwhelmingly positive. After construction at Humber Loop ended in April 2018, late evening and Sunday service on 80 QUEENSWAY was returned to terminate at Humber Loop. TTC received many customer requests to reinstate service to Keele Station during those periods. As a result, 80 QUEENSWAY was extended to Keele Station during late evening periods and Sundays permanently in September 2018.

Feedback from January 2019

The new network proposal described in the previous sections was developed based on the feedback received in May 2018 and was shared with the public in January 2019. The proposal for the St Clair Avenue West corridor was redesigned to address the issues brought up from previous public outreach.

Once again, feedback on the proposed service for the Dundas Street West corridor was generally positive. Comments were received from several customers residing west of Jane Street, concerned with the increase in travel time incurred by travelling to Dundas West Station instead of High Park Station to reach Line 2. Concerns will be mitigated by the reduction in wait time as service west of Jane Street will be scheduled more frequently. Otherwise, the majority of feedback received was positive, touting the benefits of connecting to the Junction retail area and connections to streetcar, subway, GO Train, and UP Express services at Dundas West Station.

One other concern raised by a few customers was the loss of connection from High Park Avenue to destinations at Jane Street and Scarlett Road. The Dundas Street West corridor proposal promotes a connection to Jane Street from Dundas Street West, but the connection from High Park Station and High Park Avenue to Jane Street is lost.

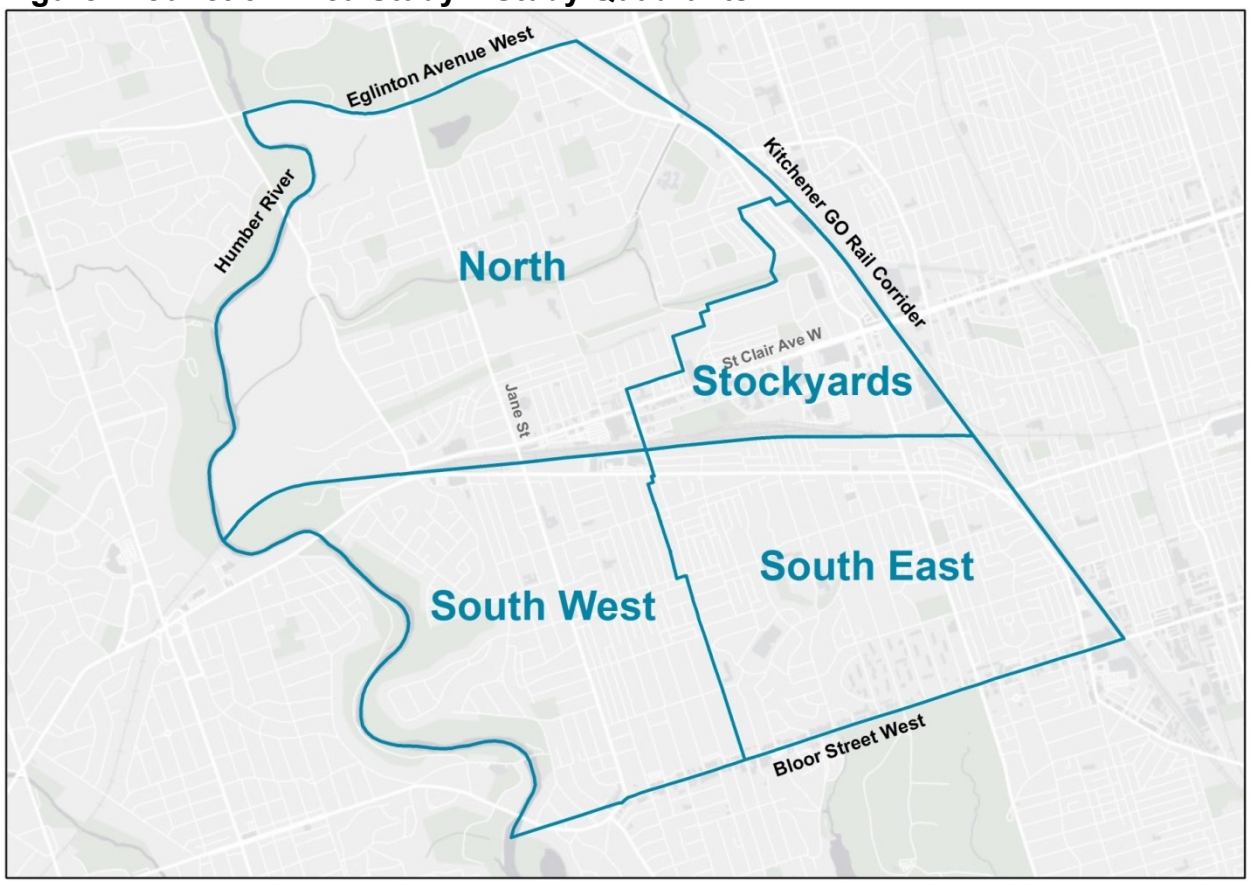
Feedback on the redesigned St Clair Avenue West proposal was highly positive. Customers were receptive of the new design and were pleased with the adjustment from the previous proposal. Customers were in favour of continuous service on St Clair Avenue West resulting in easier access to the Stockyards retail area from residential areas west of Runnymede Road, while also maintaining connection to Line 2. Concerns regarding access from Runnymede Road to the Stockyards were raised, however most concerns were alleviated by providing alternative routings to St Clair via the proposed 189 STOCKYARDS route.

Additional compliments were received regarding the proposed service level increase on 71 RUNNYMEDE north of St Clair, which would improve connections to Eglinton Avenue West. Minor concerns were shared regarding additional bus volumes on Foxwell Street between Scarlett Road and Jane Street, and service reliability of buses on Keele Street.

Appendix 3 – Study Area Profile and Travel Pattern Analysis

For the purposes of demographic and travel pattern analysis, the study area was separated into four quadrants as per **Figure 7**.

Figure 7: Junction Area Study – Study Quadrants



Population and Jobs

The majority of the Junction area is mature neighbourhoods. From 2006 to 2016, population in the area grew by less than 5%. Population increased at the greatest rate in the South East quadrant (14%). By 2031, population is forecasted to increase by approximately 18% in the whole study area, propelled by substantial population growth in the Stockyards quadrant due to conversion of land uses (123%), and modest growth along the St Clair West and Dundas West corridors in the North and South East quadrants (20% and 11% respectively).

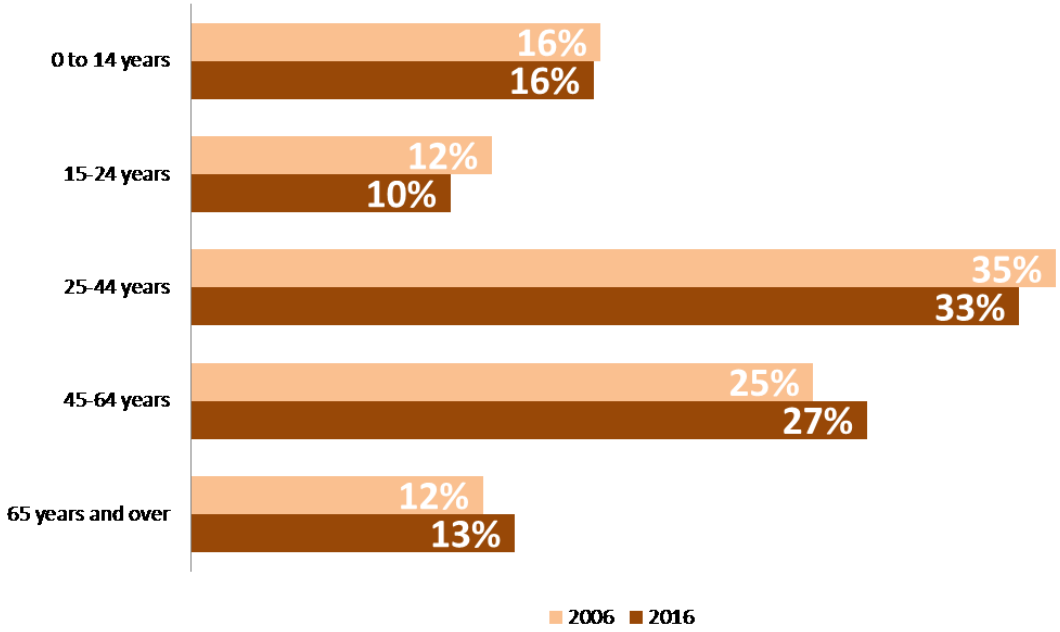
From 2006 to 2016, employment in the Junction area increased by approximately 16%, with modest increases along the Dundas West corridor (about 35%). By 2031, employment is forecasted to increase by another 19%, concentrated along Dundas West, but also in the Mt Dennis area along Eglinton Avenue West. In the Stockyards quadrant, employment is forecasted to decrease by 16% due to conversion of land uses from employment to residential.

Overall, the total population and jobs in the Junction area has grown by 8% from 2006 to 2016, and is forecasted to grow 18% by 2031. Of particular interest is the forecasted change of the Stockyards quadrant, which is expected to grow 47% by 2031.

Age

Figure 8 shows the population by age group of the Junction area. The average age within the study area in 2016 is 40 years old. The key observation derived from this graph is that the population is aging, as the older cohorts (over 45 years) have increased from 2006 to 2016, while the younger cohorts (less than 44 years) has reduced in the same time period.

Figure 8: Population by Age Group in the Study Area



Income and Employment

From 2006 to 2016, average household income increased by 9%, same as the City-wide growth. The average household income in 2016 is $99,097, compared to the City-wide average of $103,506. The prevalence of low income in the area decreased 15% from 2006 to 2016 to 14.7% of the population. The City of Toronto Neighbourhood Improvement Area low income prevalence rate is 16.8%.

From 2006 to 2016, labour force status of residents in the Junction area was stable; 64% of residents are employed, while 5% are unemployed, and 31% of residents are not in the labour force. This compares to City-wide employment rate of 58%.

Vehicle Ownership

From 2006 to 2016, the average number of vehicles per household in the study area dropped by 10%, from 1 vehicle per household to 0.9 vehicles per household. This means that, on average, not every household in the study area owns a car. Residents in

this area rely on transit services or active modes of transportation as their primary means of transportation. Car ownership dropped significantly in the Stockyards (-38%), South West (-14%), and South East (-10%) quadrants, where transit services are most frequent, compared to the North quadrant (+3%).

Travel Pattern Analysis (External)

Travel pattern analysis shows that in the morning peak period from 6:00 a.m. to 9:00 a.m., more than twice as many commuters leave the study area compared to commuters into the study area (24,762 versus 10,952). This finding is expected as residential land uses are the most common designations in the study area.

A large proportion of morning peak trips leaving the study area are destined to Downtown and Midtown Toronto, suggesting that connections to east-west transit lines such as Line 2 BLOOR-DANFORTH and 512 ST CLAIR are important. Approximately 60% of these trips, and 52% of all morning peak trips, are made with transit. All day travel shows that 43% of trips out of the study area are made by transit, suggesting that peak period transit options are more attractive than off peak transit options (i.e. less frequent service in the midday and evening).

The majority of commuters travelling into the study area in the morning peak period originate from neighbouring zones. Travel from north of the study area account for approximately 33% of commuters into the area, suggesting that north-south transit connections such as 35 JANE, 41 KEELE, and 89 WESTON are major transit corridors for these commuters. Approximately 45% of trips from the north are made by transit. Travel from south of the study area account for approximately 21% of commuters into the area. Transit accounts for approximately 25% of this travel, notably via 504 KING and 505 DUNDAS streetcar routes connecting to Dundas West Station. Almost 30% of trips are made with active modes of transportation.

East-west travel is also prevalent. Approximately 60% of trips from Downtown and Midtown Toronto are made by transit, suggesting east-west transit lines such as Line 2 BLOOR-DANFORTH and 512 St CLAIR are important connections.

A similar number of commuters travel from the west of the study area; however the majority of trips are made by private automobile (60%). Only 30% of trips are made by transit, suggesting that the transit network is constrained by the Humber River.

Travel Pattern Analysis (Internal)

Approximately 32,000 trips were made internally within the study area on an average weekday in 2016; this number has remained the same from 2006. In 2006, transit mode share accounted for 8% of trips in the study area; mode share increased almost 25% in 2016, to 10% of trips made by transit.

Trips destined to the Southwest quadrant account for almost half of all trips in the area. The majority of trips destined to the Southwest are made internally (67%), especially through active modes of transportation. Transit use is most prevalent travelling from the

north, suggesting north-south transit routes such as 35 Jane and 79 Scarlett Road are important connections into the Southwest.

Most trips to the Southeast quadrant originate internally (54%), however transit trips are highest travelling from the Southwest quadrant. Trips from the Northwest and Stockyards quadrants are very low compared to internal and Southwest trips, suggesting that the Milton GO rail corridor which bisects the study area is a major impediment to internal travel.

Most trips destined to Stockyards originate from the North and Southwest quadrants. Transit trips are also highest from North and Southwest. Although the Southeast quadrant is directly adjacent to the Stockyards, total trips from the Southeast are low, suggesting that the Milton GO rail corridor is a barrier to travel.

Approximately half of trips destined to the North quadrant are made internally, with about 15% made by transit. The next most prevalent trip and transit trip destination is the Southwest quadrant, suggesting that north-south transit routes such as 35 JANE and 79 SCARLETT ROAD are important connections into the North. Trips from the Stockyards account for 15% of trips made to the North. Meanwhile, trips from the Southeast quadrant only account for 5% of all travel to the North, suggesting that the Milton GO rail corridor is a barrier to travel.