

Submission from  
Councillor Pasternak

PW 27.7.2



## Report for Information

### Reallocation of Buses Saved from the Opening of the Line 1 Extension

**Date:** February 9, 2018  
**To:** City Council  
**From:** Chief Executive Officer

#### Summary

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The purpose of this report is to respond to a February 6, 2018 request from the City of Toronto Executive Committee for the TTC to report directly to City Council on the number of buses taken off the road due to the opening of the Toronto-York Spadina Subway Extension (TYSSE), and to what degree they have been moved to other routes to reduce over-crowding.

With the opening of the Line 1 Extension, the TTC made changes to the existing bus routes near the new subway service in order to connect customers to the new rapid transit stations and improve their journey times.

As outlined in the TTC Board report *Changes to TTC Bus Routes for Line 1 Extension* approved in May 18, 2017, the change in bus routes would result in a planned reduction to bus service requirements of 20 AM peak buses (267 AM peak buses to 247 AM peak buses). These 20 AM peak buses were planned to be reallocated to bus routes that are and would be affected by construction related traffic delays due to the construction of the Eglinton Crosstown and Finch West LRT projects. This plan was included in the TTC 2018 Bus Fleet Plan which informs the 2018 Operating Budget.

In December 2017, upon implementation of the bus route changes, the bus service requirement was reduced by 26 AM peak buses (267 AM peak buses to 241 AM peak buses). As of February 2018, these buses have been reallocated to bus routes affected by Eglinton Crosstown and Finch West LRT construction and to supplement streetcar routes affected by the delay in delivery of the new low floor streetcar.

The 26 AM peak buses have been used to prevent an increase in crowding on routes that would be otherwise negatively affected by a reduction in route capacity due to traffic related delays from the construction of the Eglinton Crosstown and Finch West LRT projects and the reduction in the number of streetcars available for service.

#### Financial Summary

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The savings associated with the reduced requirement for peak buses as a result of the opening of YYSSE is approximately \$1.8M. These savings were incorporated into the 2018-TTC Operating Budget as part of the net cost increase to operate YYSSE.

## **Equity/Accessibility Matters**

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The TTC has made significant progress in moving towards providing barrier-free, accessible transit services to all customers. All TTC bus services are operated using accessible, low-floor buses. New accessible low-floor streetcars are also currently being put into service in order to make all TTC streetcar routes accessible. The TTC's Easier Access Program will make all existing subway stations accessible to everyone, regardless of their level of mobility. All of the subway stations on the Line 1 Extension are accessible.

## **Decision History**

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At its May 18, 2017 meeting, the TTC Board approved the service plan outlining changes to bus routes for the Line 1 Extension. The report indicates that bus service requirement would be reduced by 20 AM peak buses.

### **TTC Board Report - Changes to TTC Bus Routes for Line 1 Extension**

At its February 6, 2018 meeting, the City of Toronto Executive Committee requested the Interim CEO of the TTC to report directly to City Council on the number of buses taken off the road due to the opening of the Spadina-University subway extension and to what degree they have been moved to other routes to reduce over-crowding.

### **EX31.2 - 2018 Capital and Operating Budgets**

## **Issue Background**

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In December 2017, the TTC opened the Line 1 Extension, also known as the Toronto-York Spadina Subway Extension (TYSSE). The Line 1 extension is an 8.6 km rapid transit project that extends the TTC's Line 1 subway from Sheppard West (formerly Downsview) Station northwest to Vaughan Metropolitan Centre, with six new stations. The new stations are:

- Downsview Park Station
- Finch West Station
- York University Station
- Pioneer Village Station
- Highway 407 Station
- Vaughan Metropolitan Centre Station

With the opening of the Line 1 Extension, the TTC made changes to the existing bus routes near the new subway service in order to connect customers to the new rapid transit stations and improve their journey times.

Bus routes along Sheppard Avenue West have new on-street connections with Downsview Park Station. Bus routes in the Keele Avenue and Finch Avenue West area provide new connections to the bus terminal at Finch West Station. The majority of TTC bus services at York Commons in York University have relocated to the bus terminal at Pioneer Village Station. Transit partners in York Region Transit/Viva, Brampton Transit, and GO Transit will provide new connections to the stations in York Region, at Pioneer Village Station, Highway 407 Station, and Vaughan Metropolitan Centre Station.

These changes to the existing bus routes near the new subway service have resulted in a reduction in bus service requirements.

## **Comments**

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The TTC Board report *Changes to TTC Bus Routes for Line 1 Extension* outlined changes to the existing bus routes near the new subway service. See **Appendix 1, Figure 1** which summarizes changes to the bus routes and **Figure 2**, which illustrates the new route network map.

The report indicated that the bus route changes would result in a reduction in the bus service requirement of 20 AM peak buses (267 AM peak buses to 247 AM peak buses). This change in the bus route network includes restructuring routes and reallocating buses to connect customers to the new rapid transit stations. Of these 20 AM peak buses, 15 can be directly attributed to the discontinuation of the 196 York University Rocket which became redundant between Sheppard West and York University with the opening of the subway.

The TTC 2018 Bus Fleet Plan and 2018 Operating Budget accounts for the reallocation of these 20 AM peak buses. The 20 AM peak buses were planned to be reallocated to bus routes that are and would be affected by construction related traffic delays due to the construction of the Eglinton Crosstown and Finch West LRT projects.

In December 2017, upon implementation of the bus route changes, the bus service requirement was reduced by 26 AM peak buses (267 AM peak buses to 241 AM peak buses). The change between the planned reduction in the bus service requirement of 20 AM peak buses and actual reduction of 26 AM peak buses can be attributed to refinements in service plans to reflect the most recent demand projections and operating conditions.

As of February 2018, these 26 AM buses have been reallocated to bus routes affected by Eglinton Crosstown, Finch West LRT construction and to streetcar routes affected by the delivery delays in the new low floor streetcar.

The 26 AM peak buses have been used to prevent an increase in crowding on routes. Crowding can occur from increases in demand or conversely from reductions to capacity. The 26 AM peak buses maintain service levels on routes that would otherwise be negatively affected by a reduction in route capacity due to traffic delays related to Eglinton Crosstown and Finch West LRT projects and the reduction in the number of available streetcars due to the delay in delivery of new low floor streetcars.

## **Contact**

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**Signature**

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***Original signed by***

Richard J. Leary  
Chief Executive Officer (Acting)

**Attachments**

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Appendix A: Summary & Map of Changes to Bus Routes for Line 1 Extension

## Appendix A

### Summary & Map of Changes to Bus Routes for Line 1 Extension

**Figure 1: Summary of Changes to Bus Routes for Line 1 Extension**

<b>Bus Route</b>	<b>Description of Change</b>
35 Jane	All services connect to Pioneer Village Station 35B service replaced by 108 Driftwood 35D service north of Steeles replaced by YRT
36 Finch West	All services on connect to Finch West Station. In order to improve service reliability, the route will be split at Finch West Station in most periods of operation
41 Keele	Local service connects to Finch West Station and Pioneer Village Station. Routing on the local service is changed to operate on the east side of York University campus. Express service truncated from York University campus to Finch West Station
60 Steeles West	All services connect to Pioneer Village Station
84 Sheppard West	All services connect to Downsview Park Station. The 84D service also extends to Pioneer Village Station. A new 84E express service operates between Sheppard West Station and Sheppard-Yonge Station
105 Dufferin North	Service north of Steeles replaced by YRT
106 Sentinel	Service connects to Downsview Park Station and Pioneer Village Station. Routing is changed to operate only on the west side of York University campus
107 St Regis	Service connects to Downsview Park Station, Finch West Station, and Pioneer Village Station. Service north of Steeles replaced by YRT
108 Driftwood	All services connect to Downsview Park Station and Pioneer Village Station. Service is extended to operate via Black Creek Pioneer Village
117 Alness-Chesswood	Routing is changed to provide continuous service in the Alness-Chesswood employment area from Sheppard West Station
165 Weston Rd North	Service north of Steeles replaced by YRT
195 Jane Rocket	Service connects to Pioneer Village Station and is truncated from York University campus
196 York University Rocket	Service is discontinued and is replaced by new subway service
199 Finch Rocket	Service connects to Finch West Station and is truncated from York University campus

