



STAFF REPORT ACTION REQUIRED

Improvements to Overnight Service (“Blue Night”) Network

| | |
|--------------|-------------------------|
| Date: | May 27, 2015 |
| To: | TTC Board |
| From: | Chief Executive Officer |

Summary

This report recommends new and improved services for the TTC’s overnight (“Blue Night”) network.

The Blue Night Network is the TTC’s overnight bus and streetcar service that operates between 2:00 and 5:00 a.m., after the regular daytime and evening services have ended. This service is an important part of the TTC’s commitment to maximizing the mobility of people in the city of Toronto and meeting all of their diverse travel needs. The Blue Night Network provides an invaluable service for the 4.7 million annual customers-trips that depend on it for overnight travel.

This report is a follow-up to the August 19, 2014 report, *Opportunities to Improve Transit Service in Toronto*, which was approved by the TTC Board, and subsequently funded by City Council as part of the 2015 City Budget.

Seven new overnight services are recommended in this report, along with route changes or extensions to 11 other existing overnight services. The new expanded overnight network will consist of 31 routes. The proposed changes to the overnight network will expand and improve overnight service throughout Toronto. This will benefit the increasing number of customers who depend on the TTC for overnight travel, and it is projected to serve over 5.2 million annual customer-trips.

It is recommended that the Board approve the recommendations in this report. If approved, the service changes would be implemented on September 6, 2015. As with all routing or network changes, these changes would be evaluated after a minimum of six months of non-summer operation, and a report on the post-implementation review would be submitted to the Board.

Recommendations

It is recommended that the Board:

1. approve the recommendations in this report for trial operation, as summarised in Table 1, to expand and improve the TTC's overnight bus and streetcar network, effective September 6, 2015; and,
2. forward this report to the City of Toronto's City Clerk for re-direction, as appropriate.

Financial Impact

This service initiative was included in the 2015 TTC Operating Budget, which was approved by City Council on March 11, 2015.

Funding in the amount of \$800,000 is included in the operating budget to operate this expanded service from September to December, 2015. The improvements will increase operating costs by approximately \$2.4 million annually, which will be partially offset by an annual increase in fare revenue of \$600,000.

The TTC's Chief Financial & Administration Officer has reviewed this report and agrees with the financial impact information.

Decision History

At its August 19, 2014 meeting, the TTC Board adopted the report, *Opportunities to Improve Transit Service in Toronto*. Among the recommendations was the expansion of the overnight bus and streetcar network.

http://www.ttc.ca/About_the_TTC/Commission_reports_and_information/Commission_meetings/2014/August_19/Supplementary_Reports/Opportunities_to_Improve_Transit_Service_in_Toronto.pdf

On March 11, 2015, Toronto City Council passed the 2015 City Budget, which confirmed funding for this initiative, among others.

https://www.ttc.ca/About_the_TTC/Commission_reports_and_information/Commission_meetings/2015/February_2/Reports/2015_TTC_AND_WHEEL_TRANS_OPERATING_BUDGETS.pdf

Issue Background

Existing Overnight Network

The TTC's overnight bus and streetcar service, otherwise known as the Blue Night Network, operates between approximately 2:00 and 5:00 a.m., after the regular bus, streetcar, and subway services have ended. The Blue Night Network provides a basic level of transit service, on a widely-spaced grid, in the overnight period. While the service is available to everyone, it is especially important to the increasing number of people whose lifestyles, employment, or cultural pursuits require them to travel overnight. Ridership on the overnight network has increased steadily, indicating an increasing demand for overnight transit in Toronto. Over the last decade, annual ridership on the overnight network increased by 68% from 2.8 million in 2005 to 4.7 million in 2015. Routine service improvements have been made to the overnight network over the years, but the coverage of this network has remained largely the same over the last decade.

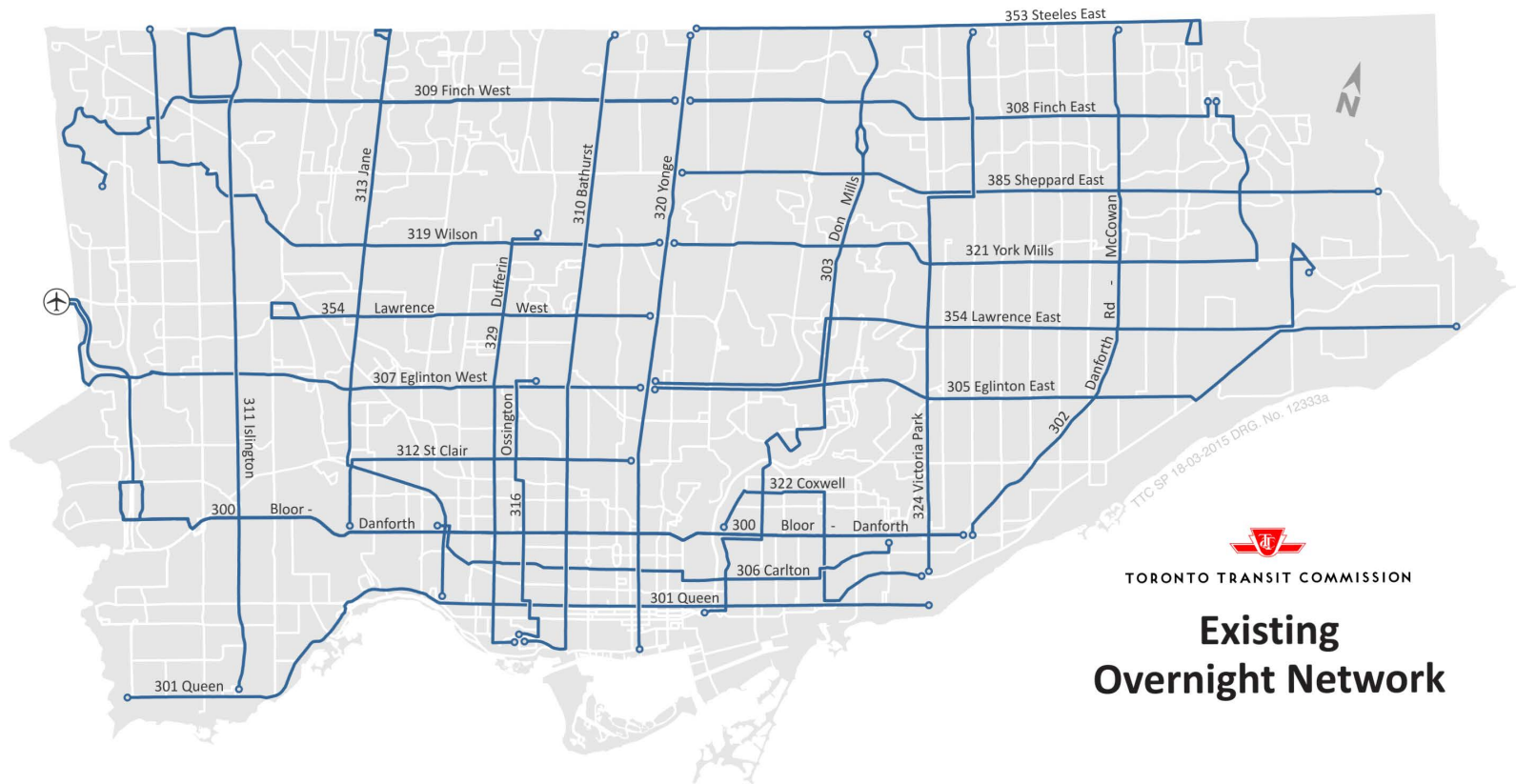
A summary of existing overnight ridership is found in Appendix A. The map on the following page shows the existing overnight network.

Accessibility Issues

All TTC bus services are operated using accessible, low-floor buses, so all overnight bus routes, which constitutes the majority of the network, will be accessible. Overnight streetcar routes will become accessible as the TTC's new accessible streetcars are delivered in 2015 – 2019.

Overall, expanding overnight services improves the provision of accessible services in Toronto. It also expands the Request Stop program that allows customers travelling alone by bus, between 9:00 p.m. and 5:00 a.m., to alight from buses between regular TTC stops.

Expanding this network will support Toronto residents who need to travel overnight, including workers who travel to or from jobs in the early morning hours. It also aligns with the City's Poverty Reduction Strategy, which advocates for more access to transit in the overnight hours.




 TORONTO TRANSIT COMMISSION
**Existing
Overnight Network**

Comments

Service Plan - Expanded Overnight Network

The table below summarizes the service changes to improve and expand the overnight network. The proposed expanded network is shown in the map on page 7. Detailed route descriptions can be found in Appendix B.

| Table 1: Summary of Recommendations | |
|--|--|
| Route | Recommendation |
| 300 BLOOR-DANFORTH | <i>Extend route eastward from Warden Ave to Kennedy Stn</i> |
| 325 DON MILLS | <i>Change route to serve Pape/Carlaw instead of Broadview; service on Broadview replaced by new 304 KING route</i> |
| 329 DUFFERIN | <i>Extend route northward from Wilson Ave to Steeles Ave</i> |
| 334 EGLINTON EAST | <i>Change route to operate from Eglinton Stn to Finch via Neilson; instead of Eglinton Stn to Rouge Hill GO Stn</i> |
| 315 EVANS-BROWN'S LINE | <i>New route from Royal York Stn to Long Branch via Royal York, Evans, Sherway, and Brown's Line</i> |
| 335 JANE | <i>Extend route in the north to York University and in the south from St Clair Ave to Jane Stn. Service south of St Clair Ave replaced by 312 ST CLAIR route</i> |
| 341 KEELE | <i>New route from Keele Stn to York University and Steeles</i> |
| 343 KENNEDY | <i>New route from Kennedy Stn to Steeles</i> |
| 304 KING | <i>New route from Dundas West Stn–Broadview Stn. Service on Roncesvalles replaces 335 JANE route; service on Broadview replaces 325 DON MILLS route</i> |
| 302 KINGSTON RD-MCCOWAN | <i>Change route to operate from Kingston Rd to Steeles via Kingston Rd; instead of via Danforth Rd</i> |
| 354 LAWRENCE EAST | <i>Change route to operate from Eglinton Stn to Starspray; instead of Eglinton Stn to UofT Scarborough</i> |
| 352 LAWRENCE WEST | <i>Extend route in the west from Royal York Rd to Pearson Airport and in the east from Yonge St to Sunnybrook Hospital</i> |
| 365 PARLIAMENT | <i>New route from Castle Frank Stn to Esplanade</i> |
| 312 ST CLAIR-JUNCTION | <i>Change route to operate to Dundas West Stn via Dundas, replacing 335 JANE route</i> |
| 384 SHEPPARD WEST | <i>New route from Sheppard-Yonge Stn to Weston Rd</i> |
| 317 SPADINA | <i>New route from Spadina Stn to Union Stn</i> |

| | |
|----------------|--|
| 353 STEELES | <i>Extend route</i> in the west from Yonge St to York University and in the east from Markham Rd to Staines Rd/Finch Ave |
| 395 YORK MILLS | <i>Change route</i> to operate from York Mills Stn to Meadowvale; instead of York Mills Stn to Finch |

The new overnight network will add approximately 480,000 new customer-trips each year, increasing annual ridership to over 5.2 million customer-trips. The improvements will increase operating costs by approximately \$2.4 million annually, which will be partially offset by an annual increase in fare revenue of \$0.6 million. The improvements represent an approximate 20 per cent increase in overnight service operating costs, compared to the existing overnight network, which has an annual net cost of approximately \$9 million per year.

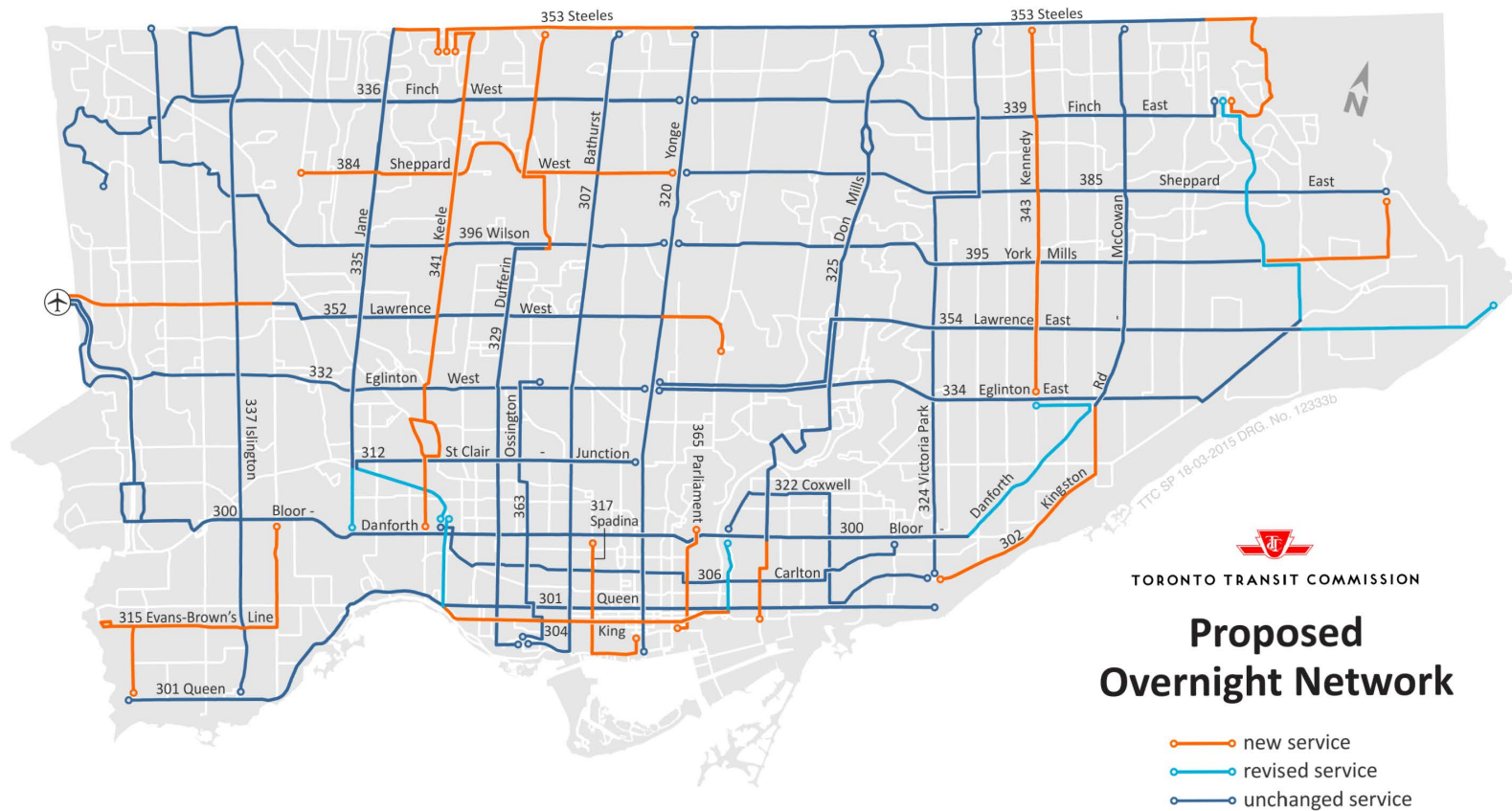
The new routes and changes will improve the connectivity of transit services on the city’s overnight grid network. Three route changes, in particular, will ensure that overnight bus service more closely matches the TTC’s rapid transit network. The northward extension of the 329 DUFFERIN route will provide a new north-south connection to Downsview Station on Line 1. The extension of the 300 BLOOR-DANFORTH route east to Kennedy Station will provide direct overnight bus service from Kipling Station to Kennedy Station, matching the service provided by Line 2. The new 343 KENNEDY route will continue the connection from Kennedy Station to Ellesmere, Lawrence East, and Midland stations on Line 3.

These service proposals will expand the coverage of the overnight network so that 99% of Toronto residents will be within a 15-minute walk of overnight service.

In addition to providing improved transit access to new areas in the city, the service changes described in this report also simplify the routing of some routes so that they are more consistent with their daytime counterparts. This includes changes to 300 BLOOR-DANFORTH, 334 EGLINTON EAST, 335 JANE, 354 LAWRENCE EAST, and 395 YORK MILLS.

The new network also presents an opportunity for the TTC to rationalize its overnight route-naming convention. Where it is logical to do so, new route numbers will be assigned to overnight routes to better match their daytime counterparts. These changes will make using the Blue Night Network easier and more intuitive for customers.

Appendix C provides projected ridership of the new overnight network, as well as new route numbers and route names. The map on the following page shows the expanded overnight network.



Methodology and Service Standards

The planning of the overnight network is based on completely different service standards than the daytime service. Overnight services are designed to maximize coverage and accessibility, so that as many people as possible are within walking distance of transit. The overnight services are not subject to the same ridership, economic, and performance standards as are the regular daytime and evening services. Additions to improve the coverage of the overnight network are considered if the population per route kilometre exceeds 2,100 persons – the minimum population required to support a basic transit service. Proposed routes that fall in this category include 304 KING, 365 PARLIAMENT, and 317 SPADINA. These new services will improve coverage in areas with high population density and encourage greater transit use for overnight travel.

The overnight services are also designed to achieve an interconnecting grid network that maximizes the number of residents who are within a 15-minute walk of service. New routes recommended in this report, such as 315 EVANS-BROWN'S LINE, 341 KEELE, 343 KENNEDY, and 384 SHEPPARD WEST, will improve the coverage of the grid, consistent with this 15-minute walk objective. Route extensions on other existing routes also achieve this objective: 329 DUFFERIN, 335 JANE, 302 KINGSTON RD-MCCOWAN, 352 LAWRENCE WEST, and 353 STEELES.

Additional areas that meet the population-density standard and could support overnight transit, but are not recommended in this report, include service along all or part of the 11 BAYVIEW, 102 MARKHAM Rd, 46 MARTIN GROVE, 70 O'CONNOR, and 48 RATHBURN daytime routes. These overnight services were not recommended because their population densities are lower than the 18 recommended ones, and there is not sufficient funding to do everything. These additional overnight service improvements would require a further increase in funding of approximately \$1.3 million per year.

As with all route and network changes, TTC staff will conduct a post-implementation review on all the recommendations contained in this report. Every new service that the TTC introduces is initially operated on a trial basis. After a minimum six-month trial period, when ridership on the services has approached a mature state, passenger counts are taken, the performance of the routes is reviewed, and a recommendation is made regarding its future. All service changes are reviewed to ensure that the original objective of better service for customers has been met. The overall review also considers comments that have been received from customers and the community, and the experience that has been gained in operating the service.

A service change, which has met its performance objectives, will be recommended to be made a regular part of the TTC system. If a service change has been unsuccessful in some way, then a recommendation is made either to make further changes for another trial period or to remove the service. The compulsory post-implementation review of every trial service change ensures that the success or failure of every service change is assessed consistently and fairly, and that there is full accountability to the Board on matters which affect the service that is provided to customers.

Communications Plan

In order to promote the overnight services and, thus, attract riders to the expanded Blue Night Network, the TTC will develop communications initiatives, using various tactics and channels as appropriate.

Conclusion

Overnight transit services have been operated in Toronto since the 1890s. They are an important part of the TTC's commitment to meet the diverse travel needs of people in the City of Toronto. Ridership on the overnight network has increased steadily over the last decade. The recommendations in this report improve overnight transit access to more people in the city by providing new options and improved connections for overnight travel.

Contact

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Attachments

Appendix A: Ridership on Existing Overnight Blue Night Network

Appendix B: Description of Route Changes to Overnight Blue Night Network

Appendix C: Projected Ridership on New/Revised Overnight Blue Night Network

Appendix A: Ridership on Existing Overnight Blue Night Network

| Route | Sun-Thurs Overnight | Fri Overnight | Sat Overnight | Total per week |
|-----------------------------|------------------------|------------------|------------------|-------------------|
| 310 BATHURST | 500 | 930 | 780 | 4,210 |
| 300 BLOOR-DANFORTH | 2,440 | 2,720 | 2,960 | 17,880 |
| 306 CARLTON | 610 | 1,270 | 1,740 | 6,060 |
| 322 COXWELL | 140 | 160 | 150 | 1,010 |
| DANFORTH RD- 302 MCCOWAN | 340 | 290 | 280 | 2,270 |
| 303 DON MILLS | 250 | 360 | 270 | 1,880 |
| 329 DUFFERIN | 290 | 450 | 490 | 2,390 |
| 305 EGLINTON EAST | 320 | 480 | 370 | 2,450 |
| 307 EGLINTON WEST | 250 | 550 | 280 | 2,080 |
| 308 FINCH EAST | 200 | 380 | 420 | 1,800 |
| 309 FINCH WEST | 550 | 640 | 390 | 3,780 |
| 311 ISLINGTON | 310 | 210 | 190 | 1,950 |
| 313 JANE | 420 | 390 | 380 | 2,870 |
| 354 LAWRENCE EAST | 240 | 250 | 470 | 1,920 |
| 352 LAWRENCE WEST | 110 | 110 | 100 | 760 |
| 316 OSSINGTON | 240 | 210 | 170 | 1,580 |
| 301 QUEEN | 720 | 1,490 | 2,050 | 7,140 |
| 385 SHEPPARD EAST | 190 | 210 | 200 | 1,360 |
| 312 ST CLAIR | 180 | 200 | 170 | 1,270 |
| 353 STEELES EAST | 60 | 110 | 160 | 570 |
| 324 VICTORIA PARK | 220 | 220 | 280 | 1,600 |
| 319 WILSON | 200 | 390 | 280 | 1,670 |
| 320 YONGE | 2,380 | 3,330 | 4,450 | 19,680 |
| 321 YORK MILLS | 420 | 470 | 330 | 2,900 |
| Total | | | | 91,080 |

Appendix B: Description of Route Changes to Overnight Blue Night Network

300 BLOOR-DANFORTH (West Mall–Kennedy Station)

The branch operating from West Mall to Warden on the 300 BLOOR-DANFORTH route will be changed so that buses operate between West Mall and Kennedy Station. This will expand the overnight service to the area near Kennedy Station, and would make the overnight route consistent with its daytime counterpart, Line 2 BLOOR-DANFORTH.

One additional bus will be needed to operate the route extension to Kennedy Station. Buses on this branch will operate from The West Mall and Burnhamthorpe Road via east on Burnhamthorpe Road, south on the East Mall, east on Bloor Street West, south on Aukland Road, east on Dundas Street West, east on Bloor Street, east on Danforth Avenue, north east on Danforth Road, west on Eglinton Avenue to Kennedy Station. Buses will return via the reverse routing.

Service to Kennedy Station will be operated every 30 minutes. The West Mall to Kennedy Stn branch will have new connections with the 343 KENNEDY overnight route, as well as the 334 EGLINTON EAST and 302 KINGSTON RD-MCCOWAN routes. Service currently provided on Danforth Road by the 302 DANFORTH-MCCOWAN route will be replaced by the 300 BLOOR-DANFORTH route. There will be no service change to the Pearson Airport-Warden branch.

325 DON MILLS (Steeles–Eastern via Pape)

The 325 DON MILLS overnight route will be changed so that buses operate between Steeles Avenue and Eastern Avenue via Pape Avenue. This will expand new overnight service to Pape Avenue and Carlaw Avenue, south of Danforth Avenue. The new 325 DON MILLS route name will replace 303 DON MILLS.

This change will be made with no additional operating costs. Buses on this route will operate from Pape Avenue and Eastern Avenue via west on Eastern Avenue, north on Carlaw Avenue, east on Riverdale Avenue, north on Pape Avenue, north on Leaside Bridge, north on Millwood Road, east on Overlea Boulevard, then counter-clockwise via south, east and north on Thorncliffe Park Drive, continuing east on Overlea Boulevard, north on Don Mills Road, and east on Steeles Avenue East to Townsend Road. Buses would return via south on Townsend Road, west on Freshmeadow Drive, and south on Don Mills Road to the reverse routing.

Service to Eastern Avenue will be operated every 30 minutes. Service that is currently provided on Broadview Avenue by the 303 DON MILLS will be replaced by the 304 KING overnight route.

329 DUFFERIN (Steeles–Exhibition Loop)

The 329 DUFFERIN overnight route will be changed so that buses operate between Steeles Avenue and Exhibition Loop. This change will expand new overnight service to the area on Wilson Heights Boulevard and Dufferin Street, north of Wilson Station.

One additional bus will be required to operate the route extension north of Wilson Station to Steeles. Buses on this route will operate from the existing route north on Dufferin Street and east on Wilson Avenue, and then north on Wilson Heights Boulevard, west on Sheppard Avenue West, north on Dufferin Street west and north on Gerry Fitzgerald Drive to Steeles Avenue West. Buses will return via south on Dufferin Street to the reverse routing.

Service to Steeles Avenue will be operated every 30 minutes. The 329 DUFFERIN overnight route will have new connections with the new 384 SHEPPARD WEST overnight route, as well as the 336 FINCH WEST and 353 STEELES overnight routes

334 EGLINTON EAST (Eglinton Station–Finch via Neilson)

The 334 EGLINTON EAST overnight route will be changed so that buses operate between Eglinton Station and Finch Avenue via Neilson Road. The route extension on Neilson Road will replace the service currently provided by the 395 YORK MILLS route, which will be extended east to Kingston Road. The new 334 EGLINTON EAST route name will replace 304 EGLINTON EAST.

One additional bus will be needed to operate to Finch Avenue via Neilson Road. Buses will also no longer alternate trips with the 354 LAWRENCE EAST overnight route. Buses on this route will operate from Eglinton Avenue West and Yonge Street via east on Eglinton Avenue East, northeast on Kingston Road, north on Morningside Avenue, west on Ellesmere Road, south on Neilson Road to Centenary Hospital Loop, then continuing north on Neilson Road, west on Finch Avenue East, and north on Tapscott Road to Newgale Gate. Buses will return via Finchdene Square to Finch Avenue over to the reverse routing.

Service will be operated every 30 minutes. The 334 EGLINTON EAST overnight route will have new connections with the new 343 KENNEDY overnight route, as well as the 300 BLOOR-DANFORTH, 395 YORK MILLS, 385 SHEPPARD EAST, 339 FINCH EAST, and 353 STEELES routes. Service that is currently provided to Rouge Hill GO Station by the 305 EGLINTON EAST will be replaced by the 354 LAWRENCE EAST overnight route.

315 EVANS-BROWN'S LINE (Royal York Station–Long Branch)

A new route will operate between Royal York Station and Long Branch Loop. The 315 EVANS-BROWN'S LINE overnight route will bring new transit access to approximately 10,900 people that are currently beyond a 15-minute walk of an overnight service.

Two buses are needed to operate the new route. Buses on this route will operate from Royal York Station via south on Royal York Road, west on Evans Avenue, north-west at The West Mall, east on South Gate, continuing east on Sherway Gardens Ring Road,

south on Sherway Gate, east on Evans Avenue, south on Brown's Line, west on Lake Shore Boulevard West to Long Branch Loop. Buses will return via the reverse routing.

Service will be operated every 30 minutes. The 315 EVANS-BROWN'S LINE overnight route will connect with the 300 BLOOR-DANFORTH, 337 ISLINGTON, and 301 QUEEN overnight routes

335 JANE (Jane Station–York University)

The 335 JANE overnight route will be changed so that buses operate between Jane Station and York University. The overnight routing will be changed to be more consistent with its daytime counterparts, the 35 JANE AND 195 JANE ROCKET. The 335 JANE route name will replace 313 JANE.

This change will be made with no additional operating costs. Buses on this route will operate from Jane Station via north on Jane Street, east on Steeles Avenue West, south on Founders Road, and east and south on Ian Macdonald Boulevard to the York Lanes Common Area. Buses will return via the reverse routing.

Service that is currently provided by the 313 JANE route to Queen Street West via Dundas Street West and Roncesvalles Avenue will be replaced by overnight service on Dundas Street on 312 ST CLAIR and on Roncesvalles Avenue by 304 KING.

Service will be operated every 30 minutes. The 335 JANE overnight route will have new connections with overnight routes on 384 SHEPPARD WEST, 341 KEELE, and 353 STEELES.

341 KEELE (Keele Station–Steeles via York University)

A new route will operate between Keele Station and Steeles Avenue West via York University. The new 341 KEELE overnight route will bring transit access to approximately 8,300 people that are currently beyond a 15-minute walk of an overnight service.

Three buses are needed to operate the new route. Buses on this route will operate from Keele Station via north on Keele Street, east on St. Clair Avenue West, north on Old Weston Road, northwest on Rogers Road, north on Keele Street, north on Trethewey Drive, northeast on Yore Road, north on Keele Street, west on York Boulevard, counter-clockwise through the York University Commons Area, north and west on Ian Macdonald Boulevard, and north on Founders Road to Steeles Avenue West. Buses will return from Steeles Avenue West via east on Steeles Avenue West, south on Keele Street, southwest on Yore Road, south on Trethewey Drive, south on Keele Street, southeast on Rogers Road, south on Old Weston Road, west on St Clair Avenue West, and south on Keele Street to Keele Station.

Service will be operated every 30 minutes. The 341 KEELE overnight route will connect with the 300 BLOOR-DANFORTH, 312 ST CLAIR, 332 EGLINTON WEST, 352 LAWRENCE WEST, 396 WILSON, 384 SHEPPARD WEST, 336 FINCH WEST, 335 JANE, and 353 STEELES overnight routes

343 KENNEDY (Kennedy Station–Steeles)

A new route will operate between Kennedy Station and Steeles Avenue East. The new 343 KENNEDY overnight route will bring transit access to approximately 700 people that are currently beyond a 15-minute walk of an overnight service.

Two buses are needed to operate the new route. Buses on this route will operate from Kennedy Station via west on Eglinton Avenue East, north on Kennedy Road, and east on Steeles Avenue East to Midland Avenue. Buses will return from Steeles Avenue East and Midland Avenue via south on Midland Avenue, west on Passmore Avenue, south on Kennedy Road, and east on Eglinton Avenue East to Kennedy Station.

Service will be operated every 30 minutes. The new 343 KENNEDY overnight route will connect with the 300 BLOOR-DANFORTH, 334 EGLINTON EAST, 354 LAWRENCE EAST, 395 YORK MILLS, 385 SHEPPARD EAST, 339 FINCH EAST, and 353 STEELES overnight routes

304 KING (Dundas West Station–Broadview Station)

A new route will operate between Dundas West Station and Broadview Station. The new 304 KING overnight route will expand transit service to the growing residential and entertainment areas along the route. The service will be identical to the 504 KING daytime route and to the previous 304 KING overnight route which operated until 1992.

Four streetcars are required to operate the new route. Streetcars will operate from Dundas West Station via east on Edna Avenue, south on Dundas Street West, south on Roncesvalles Avenue, southeast and east on King Street West, east and northeast on King Street East, east on Queen Street East, and north on Broadview Avenue to Broadview Station. Streetcars will return via the reverse routing.

Service will be operated every 30 minutes. The new 304 KING overnight route will connect with the 300 BLOOR-DANFORTH, 312 ST CLAIR, 306 CARLTON, 301 QUEEN, 329 DUFFERIN, 363 OSSINGTON, 307 BATHURST, 317 SPADINA, 320 YONGE, 365 PARLIAMENT, and 322 COXWELL overnight routes

302 KINGSTON RD–MCCOWAN (Victoria Park–Steeles Ave via Kingston Rd)

The 302 KINGSTON RD–MCCOWAN overnight route will be changed so that buses operate between Steeles Avenue and Victoria Park and Kingston Road via Kingston Road and McCowan Road. This will bring new overnight service to Kingston Road, between Victoria Park Avenue and Brimley Road, and on Brimley Road between Kingston Road and Eglinton Avenue. Service that is currently provided on Danforth Road by the 302 DANFORTH-MCCOWAN will be replaced by the 300 BLOOR-DANFORTH overnight route. This change would bring new overnight service to within a 15-minute walk of approximately 7,200 people who are currently beyond a 15-minute walk of overnight service.

This change will be made with no additional operating costs. Buses on this route will operate from Bingham Loop via east on Kingston Road, north on Brimley Road, north east on Danforth Road, and north on McCowan Road to Steeles/McCowan Loop. Buses will return via the reverse routing.

354 LAWRENCE EAST (Eglinton Station-Starspray Blvd)

The 354 LAWRENCE EAST overnight route will be changed so that buses on this route operate between Eglinton Station and Starspray Boulevard. The overnight routing will be more consistent with its daytime routing on the 54 LAWRENCE EAST route.

This change will be made with no additional operating costs. Buses on this route will operate from Eglinton Station via north on Duplex Avenue, east on Eglinton Avenue East, north on Don Mills Road, east on Lawrence Avenue East, east through Rouge Hill GO Station Loop, and continuing east on Lawrence Avenue East to Starspray Loop. Buses will return via the reverse routing. Service will be operated every 30 minutes.

352 LAWRENCE WEST (Pearson Airport-Sunnybrook Hospital)

The 352 LAWRENCE WEST overnight route will be changed so that buses operate between Pearson Airport and Sunnybrook Hospital. This change will bring new overnight transit service for customers on Dixon Road and to Sunnybrook Hospital. The 352 LAWRENCE WEST overnight route will bring new transit access to approximately 5,500 people that are currently beyond a 15-minute walk of an overnight service.

Two additional buses are needed to operate the route extensions. Buses on this route will operate from Pearson Airport via east on Airport Road, east on Dixon Road, south on Scarlett Road, east on Lawrence Avenue West, east on Lawrence Avenue East, south on Bayview Avenue, and east on hospital roadway to Sunnybrook Hospital. Buses would return via the reverse routing and serve Terminal 1 and Terminal 3 at Pearson Airport.

Service will be operated every 30 minutes. The 352 LAWRENCE WEST overnight will have new connections with the 300 BLOOR-DANFORTH, 332 EGLINTON WEST, and 337 ISLINGTON overnight routes

365 PARLIAMENT (Castle Frank Station-Esplanade)

A new route will operate between Castle Frank Station and The Esplanade. This change will expand new overnight service to the area around Parliament Street.

One bus is needed to operate the new route. Buses on this route will operate from Castle Frank Station via west on Bloor Street East, south on Parliament Street, west on Front Street East, and south on Princess Street to The Esplanade. Buses will return via the reverse routing.

Service will be operated every 30 minutes. The new 365 PARLIAMENT overnight route will connect with the 300 BLOOR-DANFORTH, 306 CARLTON, 301 QUEEN, and 304 KING overnight routes

312 ST CLAIR-JUNCTION (St Clair Station-Dundas West Station)

The 312 ST CLAIR-JUNCTION overnight route will be changed so that buses on this route operate between St Clair Station and Dundas West Station. This change will replace the service on Dundas Street West that is currently provided by the 313 JANE overnight route.

One bus is needed to operate the route extension. Buses on this route will operate from St. Clair Station via west on St Clair Avenue West, south on Jane Street, east and south on Dundas Street West to Dundas West Station. Buses will return via the reverse routing.

Service will be operated every 30 minutes. The 312 ST CLAIR-JUNCTION overnight route will have new connections with the overnight service on 304 KING.

384 SHEPPARD WEST (Sheppard-Yonge Station-Weston)

A new route will operate between Sheppard-Yonge Station and Weston Road. This change will expand new overnight service to areas around Sheppard Avenue West. The 384 SHEPPARD WEST overnight route will bring new transit access to approximately 18,000 people that are currently beyond a 15-minute walk of an overnight service.

Two buses are needed to operate the new route. Buses on this route will operate from Sheppard-Yonge Station via west on Sheppard Avenue West, through Downsview Station, continuing west on Sheppard Avenue West, and north on Weston Road to Bradstock Road. Buses will return via east on Bradstock Road, south on Rivalda Road, east on Sheppard Avenue West to the reverse routing.

Service will be operated every 30 minutes. The 384 SHEPPARD WEST overnight will connect with the 320 YONGE, 385 SHEPPARD EAST, 307 BATHURST, 329 DUFFERIN, 341 KEELE, and 335 JANE overnight routes.

317 SPADINA (Spadina Station-Union Station)

A new route will operate between Spadina Station and Union Station. The 317 SPADINA overnight route will expand transit service in the growing residential and entertainment areas along the route. The service will be similar to the 510 SPADINA daytime route and to the previous 317 SPADINA overnight route which operated until 1992.

Two streetcars are required to operate the new route. Streetcars will operate from Spadina Station via south on Spadina Avenue and east on Queens Quay West to Queens Quay/Ferry Docks Station, then via the northbound streetcar tunnel to Union Station. Streetcars will return via the reverse routing.

Service will be operated every 30 minutes. The 317 SPADINA overnight route will connect with the 300 BLOOR-DANFORTH, 306 CARLTON, 301 QUEEN, and 304 KING overnight routes.

353 STEELES (York University-Staines)

The 353 STEELES overnight route will be changed so that buses on this route operate between York University and Staines.

Two additional buses are needed to operate the two route extensions. Buses on this route will operate from York University via north and west on Ian Macdonald Boulevard, north on Founders Road, east on Steeles Avenue West, east on Steeles Avenue East, south and west on Staines Road to Finch Avenue East, then counter-clockwise on Finchdene Square. Buses will return via the reverse routing.

The western extension of this route, to York University, will be introduced earlier, from June 21, 2015, so that there will be overnight transit access to the Pan Am Games venue at York University during the games.

Service will be operated every 30 minutes. The 353 STEELES overnight route will have new connections with the 335 JANE, 341 KEELE, 329 DUFFERIN, 307 BATHURST, 339 FINCH EAST, and 334 EGLINTON EAST overnight routes.

395 YORK MILLS (York Mills Station-Meadowvale)

The 395 YORK MILLS overnight route will be changed so that buses on this route operate between York Mills Station and Meadowvale Loop. The overnight routing will be changed to be more consistent with its daytime counterpart, the 95 YORK MILLS route. The 395 YORK MILLS route name will replace 321 YORK MILLS.

One additional bus is needed to operate this route change. Buses on this route will operate from York Mills Station via east on York Mills Road, southeast on Parkwoods Village Drive, east on Ellesmere Road, north on Meadowvale Road to Meadowvale Loop. Buses will return via the reverse routing.

Service will be operated every 30 minutes. The 395 YORK MILLS overnight route will connect with the 320 YONGE, 325 DON MILLS, 324 VICTORIA PARK, 343 KENNEDY, 302 KINGSTON RD-MCCOWAN, 334 EGLINTON EAST, and 385 SHEPPARD EAST overnight routes.

Appendix C: Projected Ridership on New/Revised Overnight Blue Night Network

| Route | Sun-Thurs Overnight | Fri Overnight | Sat Overnight | Total per week |
|--------------------------------|---------------------|---------------|---------------|----------------|
| 307 BATHURST | 500 | 930 | 780 | 4,210 |
| 306 CARLTON | 610 | 1,270 | 1,740 | 6,060 |
| 322 COXWELL | 140 | 160 | 150 | 1,010 |
| 332 EGLINTON WEST | 250 | 550 | 280 | 2,080 |
| 339 FINCH EAST | 200 | 380 | 420 | 1,800 |
| 336 FINCH WEST | 550 | 640 | 390 | 3,780 |
| 337 ISLINGTON | 310 | 210 | 190 | 1,950 |
| 363 OSSINGTON | 240 | 210 | 170 | 1,580 |
| 301 QUEEN | 430 | 890 | 1,220 | 4,260 |
| 385 SHEPPARD EAST | 190 | 210 | 200 | 1,360 |
| 324 VICTORIA PARK | 220 | 220 | 280 | 1,600 |
| 396 WILSON | 200 | 390 | 280 | 1,670 |
| 320 YONGE | 2,380 | 3,330 | 4,450 | 19,680 |
| New and Modified Routes | | | | |
| 300 BLOOR-DANFORTH | 2,500 | 2,780 | 3,030 | 18,310 |
| 325 DON MILLS | 260 | 370 | 270 | 1,940 |
| 329 DUFFERIN | 310 | 470 | 520 | 2,540 |
| 334 EGLINTON EAST | 320 | 480 | 370 | 2,450 |
| 315 EVANS-BROWN'S LINE | 130 | 120 | 120 | 890 |
| 335 JANE | 410 | 390 | 370 | 2,810 |
| 341 KEELE | 320 | 300 | 290 | 2,190 |
| 343 KENNEDY | 110 | 110 | 140 | 800 |
| 304 KING | 360 | 750 | 1,030 | 3,580 |
| 302 KINGSTON RD-MCCOWAN | 340 | 290 | 280 | 2,270 |
| 354 LAWRENCE EAST | 240 | 250 | 470 | 1,920 |
| 352 LAWRENCE WEST | 120 | 120 | 110 | 830 |
| 365 PARLIAMENT | 150 | 220 | 240 | 1,210 |
| 312 ST CLAIR-JUNCTION | 180 | 200 | 170 | 1,270 |
| 384 SHEPPARD WEST | 80 | 90 | 90 | 580 |
| 317 SPADINA | 160 | 340 | 470 | 1,610 |
| 353 STEELES | 120 | 230 | 300 | 1,130 |
| 395 YORK MILLS | 420 | 470 | 330 | 2,900 |
| Total | | | | 100,270 |