



STAFF REPORT ACTION REQUIRED

102 Markham Road/42 Cummer – Service Changes in Tapscott Employment District

Date:	September 28, 2015
To:	TTC Board
From:	Chief Executive Officer

Summary

TTC staff have conducted a review of transit service in the Tapscott Employment District located in northeast Toronto near Markham Road and Steeles Avenue East. Service changes are recommended which would:

- Simplify the route structure for transit services in the Tapscott Employment District by modifying the 102 MARKHAM RD and 42 CUMMER bus routes; and
- Improve service on the 102 MARKHAM RD bus route by providing more frequent service to Steeles Avenue and more convenient transfers to/from the 53 STEELES EAST bus route.

Recommendations

It is recommended that the Board:

1. Approve the route and service changes outlined in this report for implementation on January 3, 2016; and
2. Forward this report to the City of Toronto Planning Department, the offices of Councillor Raymond Cho (Ward 42 Scarborough-Rouge River) and Councillor Chin Lee (Ward 41 Scarborough-Rouge River), and to York Region Transit.

Financial Summary

There are no financial implications resulting from the adoption of this report. The proposed service changes would be implemented using only the existing resources on these routes.

Accessibility/Equity Matters

All TTC bus services are operated using accessible vehicles. The stops where transfers would take place between bus routes are designated as accessible.

Additional periods of service would be provided to the Tapscott Employment District. This would improve access by transit to employment in this area, supporting the City of Toronto's Poverty Reduction Strategy.

Decision History

Not applicable.

Issue Background

The 102 MARKHAM RD bus route is one of the busiest in Scarborough, carrying approximately 23,000 customers each weekday. The route operates from Warden Station along the Kingston Road and Markham Road corridors. The route also provides contracted service in York Region as far north as Major Mackenzie Drive.

During peak periods, the 102C Warden Stn-Passmore branch provides service to the Tapscott Employment District. Off-peak service, provided by the 102B Warden Stn-McNicoll branch, terminates at McNicoll Avenue. Consequently, service to Steeles Avenue is provided only by the less-frequent 102D Warden Stn-Major Mackenzie branch.

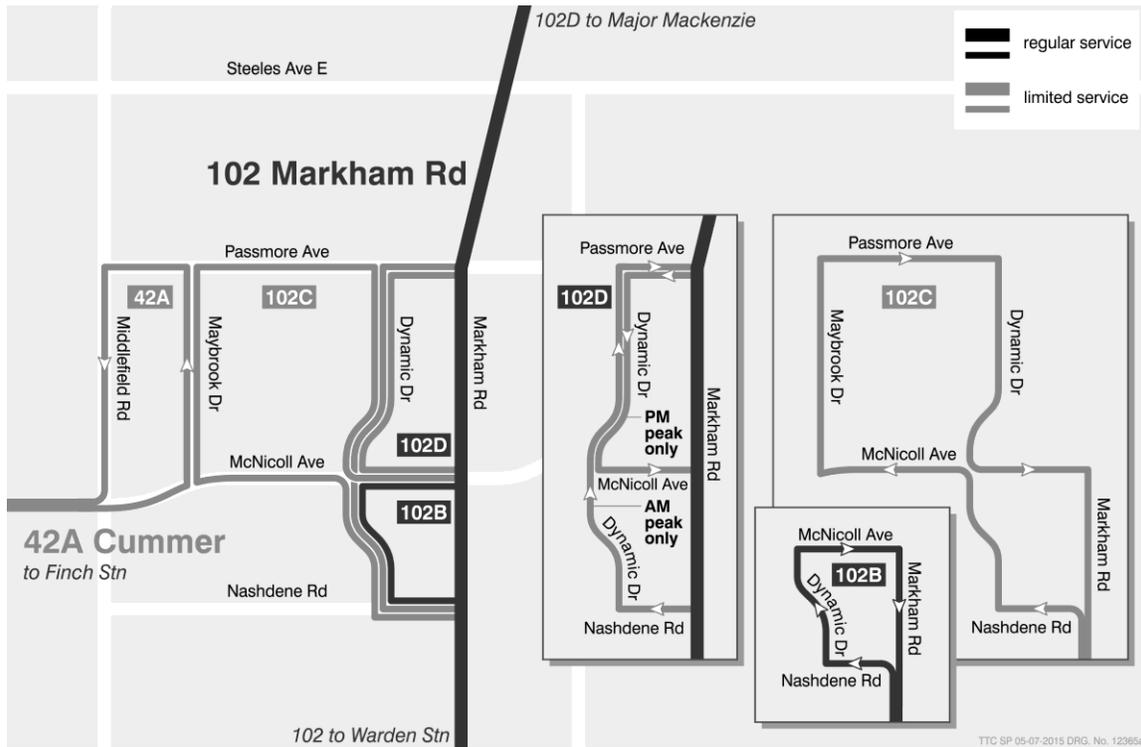
Extending more service on the 102 MARKHAM RD bus route to Steeles Avenue East would make service better for customers because it would:

- Improve transfers to the 53 STEELES EAST bus route; and
- Increase service to the emerging retail centre at Steeles Avenue East and Markham Road.

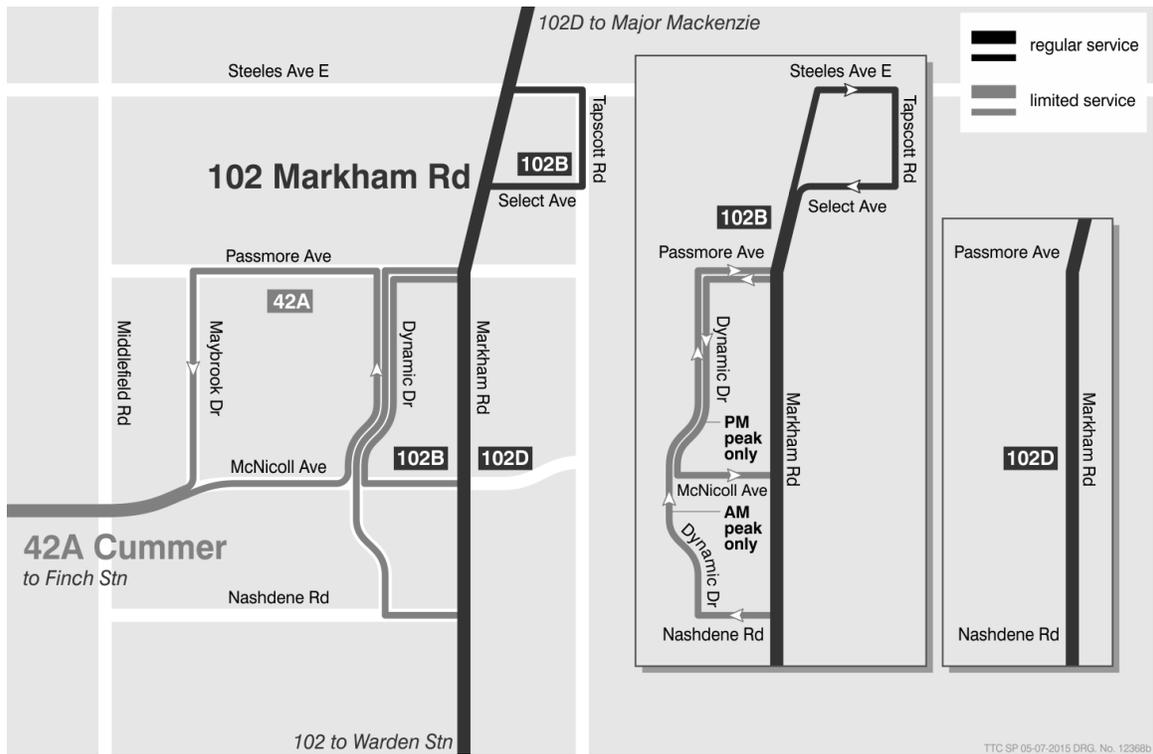
The proposed route changes outlined in this report would also simplify transit service in the Tapscott Employment District.

The current and proposed route networks are shown in Maps 1 and 2.

Map 1: Existing Services



Map 2: Proposed Services



Comments

The following changes are proposed, as shown in Map 2:

102 MARKHAM RD

1. Discontinue the **102C Warden Stn-Passmore** branch, which operates during weekday peak periods only.
2. Discontinue the **102B Warden Stn-McNicoll** branch.
3. Introduce a new **102B Warden Stn-Steeles** branch, which would operate at all times. Buses would turn around at Steeles Avenue via north on Markham Road, east on Steeles Avenue, south on Tapscott Road, west on Select Avenue, and south on Markham Road.
4. During peak periods, the **102B Warden Stn-Steeles** branch would serve Dynamic Drive between Nashdene Road and Passmore Avenue, northbound in the morning peak period and southbound in the afternoon peak period. The **102D Warden Stn-Major Mackenzie** branch would no longer serve Dynamic Drive and would instead provide two-way service on Markham Road between Nashdene Road and Passmore Avenue at all times.

42 CUMMER

1. Extend the **42A Finch Stn-Middlefield** branch to serve McNicoll Avenue, Dynamic Drive, and Passmore Avenue to Maybrook Drive at all times that this branch operates. Service on the 42 CUMMER route on Middlefield Road between McNicoll and Passmore Avenues would be eliminated. Service would continue to be provided on Middlefield Road by the 130 MIDDLEFIELD bus route.

Customer Benefits

Shorter wait for Markham Road buses near Steeles Avenue

The proposed changes would be of net benefit to customers, particularly to those who are travelling north of McNicoll Avenue on the 102 MARKHAM RD bus route. Approximately 590 customer-trips daily would have shorter wait times of between 10 and 30 minutes, depending on the time of day.

More convenient and frequent transfers between Steeles Avenue and Markham Road buses

A more-frequent connection to the 53 STEELES EAST bus route would improve connectivity of the transit network in the northeast part of the city. The 102 MARKHAM RD and 53 STEELES EAST bus routes are part of the ten-minute-or-better network. This route change would extend ten-minute-or-better service on Markham Road

to Steeles Avenue and allow for more convenient transfers between these two busy routes. This change would improve service for approximately 700 customer-trips per day.

Expanded hours of service to Tapscott Employment District

The extension of 42 CUMMER service into the Tapscott Employment District would introduce more periods of service to the employment area benefitting customers who live and work along this route. Service would be provided from approximately 6:00 a.m. to 1:00 a.m. from Monday to Friday; from approximately 6:00 a.m. to 10:00 p.m. on Saturday; and from approximately 9:00 a.m. to 7:00 p.m. on Sunday.

Improved access by transit to Tapscott Employment District

There are a total of approximately 1,100 trips each day within the Cummer Avenue corridor to the Tapscott Employment District. This route change would increase the attractiveness of transit for these trips and attract approximately 300 customer-trips during weekday midday and evening on Passmore Avenue, Dynamic Drive, and McNicoll Avenue.

Customer Trade-Offs

Longer walk or additional transfer for existing 102 MARKHAM RD customers in Tapscott Employment District

Approximately 165 customer-trips would be inconvenienced by the removal of 102 MARKHAM RD service from McNicoll Avenue, Maybrook Drive, and Passmore Avenue. These customers would have to walk, or transfer onto the 42 CUMMER service, to access stops on Dynamic Drive.

Removal of off-peak service on Dynamic Drive and Nashdene Road, south of McNicoll Avenue

Approximately 90 customer-trips daily would be inconvenienced by the removal of off-peak service on Dynamic Drive and Nashdene Road, south of McNicoll Avenue, currently provided by the 102B Warden Stn-McNicoll branch. These customers would have to walk to Markham Road to access 102 MARKHAM RD service or to McNicoll Avenue to access the revised 42 CUMMER service.

Removal of 42 CUMMER service from Middlefield Road

Approximately 20 customer-trips daily would be inconvenienced by the removal of 42 CUMMER bus service from Middlefield Road between Passmore and McNicoll Avenues. These customers would have to walk to either Maybrook Drive or McNicoll Avenue to board 42 CUMMER buses, an additional walking distance of between 300 and 400 metres.

Customer Weighted Travel Time Impacts

The weighted travel time of the above customer benefits and trade-offs were also analyzed. Service changes are generally recommended if the cumulative weighted travel time provides a net benefit to customers. The weighted travel time analysis incorporates customer perceptions of different aspects of a journey: waiting time, walking time, in-vehicle travel time, and transfers.

The analysis of the changes indicate that the cumulative weighted travel time benefits of the shorter wait and new service outweigh the trade-offs of a longer walk and additional transfer.

Consultation with Councillors

The proposed service changes were circulated to Councillor Chin Lee (Ward 41 Scarborough-Rouge River) and Councillor Raymond Cho (Ward 42 Scarborough-Rouge River) for review and comment. No comments have been received as of the completion of this report. Staff will continue efforts to receive comment; any input will be provided at the Board meeting.

Comparison of Benefits and Trade-Offs

The proposed changes would provide an overall reduction in weighted customer travel time, improved transfers between 102 MARKHAM RD and 53 STEELES EAST bus routes, and new all-day service in the Tapscott Employment District. These benefits outweigh the inconvenience of the route changes, primarily related to longer walking distances of up to 500 metres, to access new stop locations.

The proposed route changes would provide a net benefit to TTC customers and are recommended for implementation. The route and service changes would begin on January 3, 2016. Customer Communications will work with Strategy and Service Planning to develop a communications plan for affected customers.

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