



Notice of Motion

Improving Bus Transit and Traffic Flow on Keele Street

Moved by: **Commissioner** Shelley Carroll

Seconded by: **Commissioner** Brad Bradford

Summary

The #41 Keele bus route has been one of the most over-crowded routes on the TTC for a number of years now. According to figures from 2016, during that year, the #41 Keele bus was operating at 111% capacity during midday service. Census figures also revealed that residents along the #41 route are more likely, than the city-average, to be using public transit; and far more likely to experience daily commutes of over an hour for work.

In the summer of 2018, a local community initiative, Action Keele, conducted surveys of over 100 riders on the #41 Keele bus route. Riders reported that wait-times of over half an hour were not infrequent. A petition initiated by this group calling for more frequent bus service along the #41 Keele bus route, has garnered close to 1,000 signatures. In result, Action Keele has spoken to other TTC stakeholders, including local councillors, and they have suggested that the frequency of service along this route could be improved without significant financial investment.

Specifically, Action Keele has made the following suggestions:

- a. Include the #41 Keele bus route on the 10 Minute Network.
- b. Increase the intervals for the green light facing west, at St. Clair Ave. and Old Weston Rd for easier turning maneuvers.
- c. Move the Sir William Hearst bus stop further north to avoid extra congestion with vehicles accessing and exiting Highway 401.
- d. Restrict the right-hand lanes, both northbound and southbound, at the Keele St. and Wilson Ave. intersection, to right turn only lanes, for better access of buses to the stops.
- e. Add more vehicles to the local (not express) #41 Keele route to facilitate access to the network for individuals facing accessibility and mobility constraints.
- f. Limit the main #41 Keele bus route to operate between Keele Station and Finch West Station and consider adding a #41B Keele bus route to operate less frequently from Keele Station to Pioneer Station.

Recommendation

1. That the Board direct staff investigate the feasibility, and report back by Q1 2020, of improving transit service and traffic flow on Keele St from Bloor St to Steeles Ave., in consultation with local councillors and Action Keele.

Attachments

Attachment 1 – Correspondence from Councillor James Pasternak Re: Improving Bus Transit and Traffic Flow on Keele Street

Date: July 31, 2019

**Ward 6**

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Date: July 10, 2019

To: TTC Board Members

From: Councillor James Pasternak

Re: Improving Bus Transit and Traffic Flow on Keele Street

Summary

The #41 Keele bus route has been one of the most over-crowded routes on the TTC for a number of years now. According to figures from 2016, during that year, the #41 Keele bus was operating at 111% capacity during midday service. Census figures also revealed that residents along the #41 route are more likely, than the city-average, to be using public transit; and far more likely to experience daily commutes of over an hour for work.

In the summer of 2018, a local community initiative, *Action Keele*, conducted surveys of over 100 riders on the #41 Keele bus route. Riders reported that wait-times of over half an hour were not infrequent. A petition initiated by this group calling for more frequent bus service along the #41 Keele bus route, has garnered close to 1,000 signatures. In result, Action Keele has spoken to other TTC stakeholders and they have suggested that the frequency of service along this route could be improved without significant financial investment.

Recommendation

1. TTC staff look at the feasibility on improving transit service and traffic flow from Keele St. and Steeles Ave. to Keele St. and Bloor St., which could include the following suggestions developed in consultation with local stakeholders:
 - a. Include the #41 Keele bus route on the 10 Minute Network.
 - b. Increase the intervals for the green light facing west, at St. Clair Ave. and Old Weston Rd for easier turning maneuvers.
 - c. Move the Sir William Hearst bus stop further north to avoid extra congestion with vehicles accessing and exiting Highway 401.
 - d. Restrict the right-hand lanes, both northbound and southbound, at the Keele St. and Wilson Ave. intersection, to right turn only lanes, for better access of buses to the stops.
 - e. Add more vehicles to the local (not express) #41 Keele route to facilitate access to the network for individuals facing accessibility and mobility constraints.
 - f. Limit the main #41 Keele bus route to operate between Keele Station and Finch West Station and consider adding a #41B Keele bus route to operate less frequently from Keele Station to Pioneer Station.

2. Staff to report back on their findings in the first quarter of 2020.

Sincerely

A handwritten signature in blue ink, appearing to be 'JP', enclosed within a blue oval shape.

James Pasternak
Councillor, Ward 6