

Improved Service On Corporate Drive

Meeting Date: December 13, 2000

Subject: Improved Service On Corporate Drive

Recommendations

It is recommended that the Commission:

1. Approve minor changes to the 9 Bellamy, 171 Progress East, and 134 Tapscott bus routes in order to improve service on Corporate Drive, beginning on January 7, 2001, as detailed in this report; and
2. Forward this report to Councillors Duguid and Berardinetti for information.

Funding

This service improvement has no effect on operating costs.

Background

Transit service has been operated on Corporate Drive since 1992, connecting the street's residential area with Scarborough Centre Station on the Scarborough RT. From 1992 to 1993, the service was provided by the 171 Progress East route and, since 1993, the service has been provided by the 9 Bellamy route.

As new high-rise buildings have been built along Corporate Drive and the population of the area has increased, there have been increasing numbers of requests to the TTC, largely conveyed by Councillor Duguid, for improved transit service in that area. Ridership to and from the stops on Corporate Drive has now reached a level at which additional service can be justified. Additional residential development is underway, and this will lead to further increases in ridership on Corporate Drive.

The 9 Bellamy route connects the Corporate Drive area with Scarborough Centre Station to the west, and with Bellamy Road, Eglinton GO Station, McCowan Road, Kingston Road, St. Clair Avenue, and Warden Station to the south. Buses on this route operate approximately every 14-to-18 minutes during rush hours, every 20-to-30 minutes during the midday and evening from Monday to Friday, and every 60 minutes on weekends. Service is provided from approximately 5:00 a.m. to 10:00 p.m. Monday to Friday, from 6:30 a.m. to 10:00 p.m. on Saturdays, and from 9:30 a.m. to 7:00 p.m. on Sundays.

Some customers travelling to or from the area near Corporate Drive walk the approximately 600-metre distance between Corporate Drive and McCowan Station on the Scarborough RT. This is a longer walk than most customers find convenient.

There have been operating problems with the present routing of the 9 Bellamy, 171 Progress East, and 134 Tapscott routes. Severe auto traffic congestion on McCowan Road can delay buses leaving Scarborough Centre Station as the present routing requires them to make a right turn from Triton Road to McCowan Road and then an immediate left turn from McCowan Road to Bushby Drive. Sunday service on the 9 Bellamy route has been diverted to avoid this congestion since 1999.

On September 5, 2000, the Commission approved extended hours of service for the 171 Progress East route (new evening service) and 134 Tapscott route (new Sunday service), as part of the report entitled, Service Improvements for 2000-2001. This new service will begin on Sunday, January 7, 2001.

With the new extended hours of service, the present 171 Progress East and 134 Tapscott routes can be combined into one route. From Sunday, January 7, 2001, this service will be designated as 134 Progress.

Discussion

It is recommended that the 134 Progress route be changed to serve Corporate Drive, and that the 9 Bellamy route be changed to use the same streets as the 134 Progress route in that area, beginning on Sunday, January 7, 2001.

Eastbound buses leaving from Scarborough Centre Station would run east on Triton Road, north on McCowan Road, east and south on Consilium Place, and east on Corporate Drive. From the intersection of Corporate Drive with Progress Avenue, buses on the 134 Progress route would run east toward Markham Road and buses on the 9 Bellamy route would run south toward Ellesmere Road. Westbound buses heading for Scarborough Centre Station would, from the intersection of Corporate Drive and Progress Avenue, run north and west on Corporate Drive, south on Consilium Place, south on Grangeway Avenue, west on Bushby Drive, north on McCowan Road, and west on Triton Road to Scarborough Centre Station. The previous and new routes are shown in Exhibit 1, which is attached to this report.

These changes would improve service to the bus stops on Corporate Drive by reducing customers' waiting time. Service in peak periods would be improved from once every 14-to- 18 minutes to once every 3-to-4 minutes, in the midday from Monday to Friday from once every 22 minutes to once every 4-to-5 minutes, and in the evenings and on weekends from once every 30-to-60 minutes to once every 12-to-20 minutes. In all, approximately 360 customer-trips each day would have a shorter waiting time. With increasing residential development in the area, the number of benefitting customers is expected to grow. Also, because service would operate much more frequently in the evening and on weekends, fewer customers would need to walk to or from McCowan Station.

The change would remove service from one pair of bus stops on Progress Avenue between Consilium Place and Bellamy Road. The area near these stops is a low-density commercial and industrial area, with fewer transit customers than the high-density residential area on Corporate Drive or the high-density office area to the west. Customers who now use these stops would need to walk approximately 250-to-330 metres north (through parking lots), east, or west to their next-nearest bus stops. Each day, approximately 250 customer-trips would have a longer walking

time.

The change in weighted travel time indicates that the benefit of a shorter waiting time for the larger number of customers is more important than the inconvenience of a longer walking time, and that the service change would be an overall improvement for customers. Ridership to and from the Corporate Drive area is expected to increase as a result of the service improvement.

The new routing would also improve the reliability of service on the 9 Bellamy and 134 Progress routes, by reducing delays at McCowan Road. This would improve service for approximately 17,000 customer-trips each day. The present routing requires eastbound buses leaving Scarborough Centre Station to run east on Triton Road, south on McCowan Road, east on Bushby Drive, and north on Grangeway Avenue. There is often severe auto traffic congestion on McCowan Road between the traffic signals at Triton Road and Bushby Drive, and buses can be blocked and thus delayed while making the close-together right and left turns. The new routing for eastbound buses avoids this congested intersection, and has been found to be faster and more reliable. Buses on the 9 Bellamy route have been using the new routing on Sundays since 1999, to save time. This change would remove eastbound service from one stop on Grangeway Avenue and one stop on Consilium Place, but the approximately 120 customer-trips each day made from this stop could be made instead from nearby stops on McCowan Road and on Corporate Drive.

Justification

The service changes recommended in this report should be made because they will improve service for TTC customers and will attract new customers to the TTC, without increasing the cost of operating the TTC.

November 20, 2000

11-46-76

Attachment: Exhibit 1 (Drawing No. 11528)

FILENAME: SRVPLAN/COMREP/CORPORATE DRIVE