

Steve Munro  
August 24, 2009

**Re: Transit City Bus Plan, Report 7a, Meeting of August 25, 2009**

As I will be out of town on August 25, I am submitting my comments and recommendations on this item by letter.

In general I am supportive of the Transit City Bus Plan, but some areas are inconsistent. Many routes have been excluded from the Ten Minute Network needlessly, and the TTC could announce a larger network at very little additional cost.

Detailed comments are available on my website at <http://stevemunro.ca/?p=2520>. The major points and recommendations follow below.

**1. All current and future LRT routes should be part of the Ten Minute Network, and this should be a Service Standard.**

It is contradictory to run poorer service on routes designated as the most important by virtue of the LRT projects.

The 36 Finch West, 39 Finch East, 32 Eglinton West (to Jane), 85 Sheppard East (to Meadowvale), 25 Don Mills (to Steeles), 35 Jane (to Steeles), 510 Spadina and 512 St. Clair have 10' or better service during almost all operating periods. Moving to all-day 10' service will not require much (or in some cases any) additional service.

Eglinton Avenue East has frequent service from Yonge to Don Mills thanks to the combined service of three routes – 54 Lawrence East, 34 Eglinton East and 100 Flemingdon Park – during most service hours. East of Don Mills to Kennedy, some operating periods have more widely spaced service.

If Eglinton East is added to the Ten Minute Network, departures from Eglinton Station of the Lawrence East service (also part of that network) should be timed to provide a blended 5' headway rather than two buses every 10' on Eglinton.

East of Kennedy Station, the combined service of 116 Morningside and 86 Scarborough is 10' or better, although schedules for these routes are not co-ordinated. Beyond Guildwood and Kingston Road the options would be to increase the local Morningside service, or improve the Morningside Express operation to Scarborough College.

The 509 Harbourfront car has periods of service less frequent than 10', although for the most part this shares trackage with the Spadina and Bathurst routes which provide better combined headways.

The 512 St. Clair route already has service better than every 10' at all periods.

The 501 Queen service west of Humber (site of the future Waterfront West LRT) is the only case where headways do not already fit well within the Ten Minute Network. There are many periods when scheduled headways to Long Branch range up to 20'. Additional service on this part of the 501 will not affect peak vehicle requirements and the condition of the streetcar fleet should not be used as an excuse to exclude the 501 from the Ten Minute Network.

- 2. Some (non LRT) streetcar routes actually have service at the 10' or better level for all or most operating periods today, and these should be included in the Ten Minute Network.**

511 Bathurst already operates better than every 10' during all. 504 King and 506 Carlton also have this level of service except for some Sunday periods.

These routes should be formally included in the Ten Minute Network. It will cost little to do this, and the scope of the network for marketing purposes will be increased.

- 3. The process for designating routes in the Ten Minute Network should be codified and added to the formal Service Standards.**

The selection of routes for the Ten Minute Network is not clearly explained in the report, and data for the affected routes give no indication of the actual criteria applied that would filter out other candidates. As with other service matters, this process should be formalized.

- 4. The TTC should move to headway-based rather than schedule-based line management on all routes with frequent service.**

This issue has been addressed to some extent in status reports on the 501 Queen car, but the TTC needs to expand the scope of this technique to all routes where the schedule is immaterial to rider behaviour. Riders want regular service on the advertised frequency, but when headways are 10' or less, the schedule is of little consequence.

Management of the Ten Minute Network should actively shift to headway control rather than schedule control to avoid service disruptions through short turns whose sole purpose is schedule maintenance. New management technologies should include this operational strategy in the base design.

**Appendix:**  
**Routes Proposed for Inclusion in the Ten Minute Network**

The bus routes proposed for inclusion in the Ten Minute Network have 10' or better service except during the periods shown with a "\*" below.

- 25 Don Mills (to Steeles)
- 32 Eglinton West (Jane to Renforth)
- 34 Eglinton East (Don Mills to Kennedy)
- 35 Jane (to Steeles)
- 36 Finch West
- 39 Finch East
- 85 Sheppard East (Don Mills to Meadowvale)
- 116 Morningside (east and north from Guildwood & Kingston Road)

	25	32	34	35	36	39	85	116
Midday and Early Evening Weekdays		*						
Late Evening, Weekdays	*	*	*				*	*
Early Morning, Saturdays		*	*					*
Early Evening, Saturdays		*	*				*	
Late Evening, Saturdays	*	*	*		*		*	*
Early Morning, Sundays (see note)	*	*		*	*		*	*
Late Morning, Sundays		*						
Early Evening, Sundays		*	*				*	*
Late Evening, Sundays	*	*	*				*	*

The streetcar/LRT routes proposed for inclusion in the Ten Minute Network have 10' or better service except during the periods shown with a "\*" below.

- 501 Queen (Humber to Long Branch)
- 504 King
- 506 Carlton
- 509 Harbourfront
- 510 Spadina
- 511 Bathurst
- 512 St. Clair

	501	504	506	509	510	511	512
Midday and Early Evening Weekdays	*						
Late Evening, Weekdays	*			*			
Early Morning, Saturdays	*			*			
Early Evening, Saturdays	*			*			
Late Evening, Saturdays	*			*			
Early Morning, Sundays (see note)	*	*		*	*		
Late Morning, Sundays	*			*			
Early Evening, Sundays	*		*	*			
Late Evening, Sundays	*		*	*			

Notes:

1. If the Ten Minute Network is to operate only during subway hours, then early Sunday mornings (before 9 am) should be excluded from these tables.
2. The Ten Minute Network map shows 22 Coxwell only between Danforth and Queen although this route operates to Victoria Park and Kingston Road evenings and weekends. If this is to be included in the network, then a comparable upgrade will be required in 502 Downtowner which now has a 20' headway weekday middays.