

Review of Overnight Services

January 2005



TORONTO TRANSIT COMMISSION

Table of contents

1. Background	4
History of overnight service.....	4
Changes since the mid-1990s.....	5
Present overnight network.....	5
Standards and evaluation approach.....	6
Purpose of this report.....	6
2. Recommended overnight service changes	7
Areas presently beyond a 15-minute walk of overnight service.....	7
329 DUFFERIN – Extension to Weston Road.....	7
309 FINCH WEST – Extension to Woodbine Racetrack.....	7
Lawrence Avenue East – New overnight service from Don Mills Road to U of T Scarborough.....	7
Sheppard Avenue East – New overnight service from Yonge Street to Meadowvale Road.....	8
Steeles East – New overnight service from Yonge Street to Middlefield Road.....	8
Summary – Recommended new and revised services.....	9
Areas presently within a 15-minute walk of overnight service.....	9
306 CARLTON – Service not warranted.....	9
322 COXWELL – Service not warranted.....	9
316 OSSINGTON – Service not warranted.....	10
Summary – Existing services which are not warranted.....	10
3. Proposals examined and not recommended	11
300 BLOOR-DANFORTH – New service on Kingston Road.....	11
504 KING – Overnight service.....	11
Lawrence Avenue West and Dixon Road – New overnight service.....	11
46 MARTIN GROVE – New overnight service.....	12
70A O’CONNOR – New overnight service.....	12
66A PRINCE EDWARD – New overnight service.....	12
73A ROYAL YORK – New overnight service.....	13
84 SHEPPARD WEST – New overnight service.....	13
123 SHORNCLIFFE – New overnight service.....	13
60 STEELES WEST – New overnight service.....	13
88 SOUTH LEASIDE – New overnight service.....	13
124 SUNNYBROOK – New overnight service.....	14
4. Funding	15
Funding.....	15
Consultation and Implementation.....	15
5. Conclusion	15
Appendices and Exhibits	16
Appendix A – Overnight service changes, 1987-2004.....	16
Appendix B – Ridership and cost statistics for overnight routes.....	18
Appendix C – Ridership change on overnight routes, 1987-2004.....	19
Appendix D – Summary of Proposals Examined.....	20
Exhibit 1– Blue Night Network, 2004.....	21
Exhibit 2 – Population served by Blue Night Network, 2004.....	22
Exhibit 3 – Recommended new and revised overnight routes.....	23

1. Background

"Overnight" service, otherwise known as "All Night" service or "Blue Night" service, generally refers to bus and streetcar service operated between approximately 2:00 and 5:00 a.m., after the regular "daytime" bus, streetcar, and subway service has ended. This network of routes reflects a commitment the TTC has made to providing basic 24-hour-a-day, seven-day-a-week service across the City of Toronto.

History of overnight service

Overnight transit services have been operated in Toronto since the 1890s. Some changes and additions were made to the routes over the years, but by the 1980s, the existing overnight network was no longer sufficient, as a result of changing demographics and development patterns within Metropolitan Toronto. Most overnight routes at the time operated only in the old City of Toronto, and relatively little overnight service was provided in what was then Etobicoke, North York, East York, York, and Scarborough.

To remedy the lack of coverage outside of the city core, a new comprehensive approach towards the development of a revised overnight network was studied. The result was a report entitled, *Metro All-Night Transit Service* (this report is available on the TTC web site at:

http://www.toronto.ca/ttc/schedules/service_reports.htm).

The Commission at its meeting of November 24, 1986 approved the recommendations in the report, and the resulting Blue Night Network commenced service in February 1987. The new overnight network introduced eight new routes and made changes to 14 existing overnight routes. The overnight services were based on an interconnecting grid network which was planned so that as many potential customers as possible were within a 15-minute walk of the nearest Blue Night service. Funding for the new, expanded overnight network was provided by making modest service reductions during the late evenings on various routes.

The Blue Night Network was not planned based on the same service standards used for the daytime transit service network. The daytime service standards compare the benefits to customers of new services against the amount of financial subsidy required for the new service. The Blue Night network was significantly different, in that it was planned on the basis of a reasonable walking distance to overnight routes, not on ridership or financial performance.

The Blue Night network increased overnight transit ridership, and improved the accessibility to overnight transit for customers throughout Toronto. In 1983, the previous overnight network carried approximately 27,400 customer-trips each week. In September 1987, the expanded network carried approximately 40,400 customer-trips each week. Furthermore, the two core routes, BLOOR-DANFORTH and YONGE, experienced significant growth, increasing by 29 per cent and 16 per cent, respectively, as many customers

transferred between the YONGE and BLOOR-DANFORTH routes and the other new overnight routes. In 1989, approximately 12,500 weekly customer-trips on the Blue Night network were made on new routes implemented as a result of the 1986 report.

A follow-up report, *Standards for Provision of All-night Transit Service*, was approved by the Commission at its meeting of September 25, 1990. The report included revised overnight service standards, based on the early results from the new Blue Night Network. The basis of the new overnight service standards were three new warrants as follows:

1) Accessibility Standard

Additions to the overnight network would be considered only if the area is beyond a 15-minute walk of an existing service.

2) Population/Employment Standard

Additions to the overnight network would be made if the population per route kilometre exceeded 2100 persons, which was determined to be a minimum level of population which would support a basic transit service.

3) Financial Standard

Funding for expansion of the overnight network will be considered from three possible sources, including reallocation from existing late evening or overnight services; increased system-wide base level funding; and special subsidies for services not warranted on a system-wide basis.

A further report on overnight services, *Metro All-Night Transit Services: Service Review Under The Approved Standards*, was received for information by the Commission at its meeting on January 29, 1991. Four routes were identified as meeting the new overnight service standards:

LAWRENCE EAST: Leslie Street–Morningside Avenue

LAWRENCE WEST: Yonge Street–Pearson Airport via Dixon Road

SHEPPARD EAST: Yonge Street–Markham Road

STEELES EAST: Yonge Street–McCowan Road

Because of funding constraints, these recommended improvements were not implemented

Five existing overnight routes were identified as being not warranted, when compared to the new standards for overnight service. The routes were 306 CARLTON, 304 KING, 316 OSSINGTON, 315 LANSLOWNE, and 317 SPADINA.

In late 1991, the TTC was faced with significant budget cuts as a result of reduced subsidies. The 304 KING, 315 LANSLOWNE, and 317 SPADINA routes were eliminated in February 1992, and were three of the many services which were eliminated or reduced at the same time because of budget pressures. The two north-south portions of the 304 KING route, on Roncesvalles Avenue and on Broadview Avenue, were replaced by extensions of the 313 JANE and 303 DON MILLS routes, respectively.

The 316 OSSINGTON route was eliminated in February 1996 during a further round of budget cuts, but was restored in October 1996 at the direction of the Commission.

Changes since the mid-1990s

Since the mid-1990s, many minor changes have been made to the Blue Night network. All have been evaluated through the annual *Service Plan* and *Report on Service Improvements* in response to customer suggestions, changes in travel patterns, and the periodic re-evaluation of existing services. Because all of the changes were relatively minor in nature, they were evaluated using the usual TTC service standards, not the specific overnight service standards developed in 1990, which were intended for major overnight system changes. These changes are listed in **Appendix A – Overnight Service Changes, 1987-2004**. The changes have been successful in improving the efficiency and effectiveness of the overnight network.

Present overnight network

The present Blue Night network comprises 18 bus routes and two streetcar routes on major streets throughout the City of Toronto. These are shown in the attached map, Exhibit 1. Approximately 400 trips each day are made by buses and streetcars on overnight routes. These routes provide 24-hour transit service, every 30 minutes or better, within a 15-minute walk of approximately 92 per cent of the city's population. The percentage of the population within a 15-minute walk has remained the same since the Blue Night network was introduced.

The definition of a 15-minute walk is based on a maximum of approximately 1250 metres of walking distance. The walking distance is averaged and generalised, and assumes the use of intersecting public streets.

Average weekly ridership is given in the table, below, and is shown in detail for each route in **Appendix B – Ridership and Cost Statistics for Overnight Routes**. The current weekly overnight ridership of 52,100 is approximately 30 per cent higher than the weekly overnight ridership in September 1987.

Blue Night Network Overnight Ridership

Sunday-Thursday overnight	6,300 each day
Friday overnight	9,700 each day
Saturday overnight	11,000 each day
Weekly Ridership	52,100 each week

A comparison of ridership change over the last two decades is presented in **Appendix C – Ridership Change on Overnight Routes, 1987-2004**. Six routes have experienced significant ridership increases since the Blue Night Network was introduced. These routes are 324 VICTORIA PARK, 306 CARLTON, 321 YORK MILLS VIA NEILSON, 311 ISLINGTON, 307 EGLINTON WEST, and 301 QUEEN. All six

routes experienced an increase in ridership of 75 per cent or more since 1987.

Ridership growth on the 306 CARLTON and 301 QUEEN routes can be attributed to increased activity in downtown Toronto, and the elimination of nearby overnight routes in 1992. There have been numerous new residential projects downtown over the past decade in addition to resurgence in downtown living and entertainment. Ridership increases on the 306 CARLTON route have also occurred on the western part of the route. In the central downtown section of the route, between the Don River and University Avenue, ridership has approximately doubled. This increase is likely the result of increased residential and leisure travel. On the western portion of the route, west of University Avenue, ridership has increased by approximately five times. Much of this increase is a result of the elimination of the intersecting overnight services on Lansdowne and Spadina in 1992. Similarly, ridership on the 301 QUEEN route has increased as a result of the elimination of the nearby parallel King Street portion of the 304 KING overnight route in 1992.

Ridership growth on the 321 YORK MILLS VIA NEILSON route can be attributed to increased development along this route, particularly in the north-east section of Scarborough. The 311 ISLINGTON route was extended along Steeles Avenue from Islington Avenue to Kipling Avenue in 1996, serving additional residential areas, and this has contributed to the increase on this route. Increased ridership has also come from the expanded Humber College campus near the south end of the route, and from increased industrial activity in the Islington-Queensway and Islington-Rexdale areas, compared to the reduced activity levels during the early 1990s recession.

Ridership growth on the 307 EGLINTON WEST route is a result of the extension of the route to Toronto Pearson Airport in 2003, as it provided new overnight service to the many overnight employees in the airport area.

Ridership growth on the 324 VICTORIA PARK route is a result of the change to the route in 1998, which provided new overnight service on Victoria Park Avenue, between Danforth Avenue and Sheppard Avenue, instead of on Warden Avenue.

Of all the customer-trips made on the overnight network, approximately 45 per cent of customer-trips are made on the 300 BLOOR-DANFORTH and 320 YONGE routes.

The customer-trips given above are unlinked customer-trips; that is, each customer trip represents one customer boarding one overnight bus or streetcar. Many people who travel on the overnight network transfer between two or more overnight buses and streetcars, and each time they board a new vehicle, that boarding is counted as one additional customer-trip.

The total annual fully-allocated operating cost of the overnight network is approximately \$9.7-million. Revenue attributed to customer-trips made on the overnight network is approximately \$2.6-million per year. The subsidy required for the operation of the current overnight network is approximately \$7-million per year.

Employment and population patterns have changed in Toronto since the Blue Night network was introduced. More people live along corridors such as Steeles Avenue East and Sheppard Avenue East; this has been reflected in increases in daytime ridership from these areas. Significant improvements in transit service to Pearson Airport, including the elimination of the second zone fare in 1998, direct express service from Kipling Station in 2000, and two new overnight routes since 2001, have resulted in considerable transit ridership increases.

Ridership at post-secondary institutions has increased generally throughout the 1990s and more dramatically since the double-cohort high school graduation year in 2003. In the downtown core, increased residential and late-night leisure activities have led to increased overnight ridership. The recent extension of the 320 YONGE overnight route along University Avenue was intended to serve late-night travellers by providing a new transfer-free trip to the Yonge Street corridor from the entertainment district west of University Avenue.

Standards and evaluation approach

The general principles of the Blue Night network have stood up well over the past two decades. Basing the overnight network on a minimum walking distance to a widely-spaced grid network of routes allows a basic level of overnight service to be provided throughout the TTC network. The 15-minute walking distance, or about 1250 metres, is a long walk for some customers, but strikes an appropriate balance between providing acceptable overnight service at times of lower overall travel demand, while doing so at an affordable cost. Setting a minimum population threshold of 2100 persons per route kilometre for new overnight routes ensures any significant additions to the overnight network are made in areas with a sufficient population density to warrant the service.

Some of the overnight routes have a financial performance which would rank poorly if compared to the daytime network, but it is appropriate to continue to operate these routes in order to ensure that the basic overnight network provides coverage as widespread as possible throughout Toronto. The total costs and the total route financial performance of the overnight network are appropriate and acceptable, considering the community need for travel in the overnight hours. The fact that ridership has increased over the last two decades on the overnight network shows that the services are well used.

Purpose of this report

This report, **Review of Overnight Services**, is in response to Commission direction given at its meeting on April 14, 2004 to:

report on the feasibility of an all night streetcar service on King Street, as part of the service plan review process, and,

to conduct a full review of existing night service routes, specifically to ensure that these routes account for the changing demographics in residential, business, and industrial areas throughout the city of Toronto.

2. Recommended overnight service changes

Areas presently beyond a 15-minute walk of overnight service

An evaluation has been undertaken of all areas in Toronto which are beyond a 15-minute walk of the existing overnight network. Exhibit 2, a map of the existing overnight network, shows the areas which are within a 15-minute walk of overnight service as shaded, and areas which are beyond a 15-minute walk are not shaded.

This section of the report contains descriptions of recommended new or revised overnight services to bring these areas within the prescribed walking access. Exhibit 3 is a map of the recommended routes. Other proposals which have been evaluated in detail but which are not recommended are described in Section 3, below. All proposals described in these two sections are summarised in the table in **Appendix D – Summary of Proposals Examined**.

329 DUFFERIN – Extension to Weston Road

It is recommended that the 329 DUFFERIN route be changed so that buses operate to Weston Road and Lawrence Avenue, instead of to Yonge Street and Lawrence Avenue. This change would bring new overnight service to parts of Lawrence Avenue West, between Dufferin Street and Jane Street, which are beyond a 15-minute walk of overnight service.

This change would be made with no additional operating costs. Buses would operate west on Lawrence Avenue, north on Weston Road, east on John Street, and south on Station Street to Lawrence Avenue. Overnight service would be removed from Lawrence Avenue, between Dufferin Street and Yonge Street.

This change would bring new overnight service to within a 15-minute walk of approximately 15,800 people who are currently beyond a 15-minute walk of overnight service. Estimated weekly ridership would be approximately 315 customer-trips, of which approximately 170 would be new to the TTC.

Approximately 180 customer-trips each week which are now made on Lawrence Avenue east of Dufferin Street would have to be made with a longer walk and/or an additional transfer to the 310 BATHURST, 320 YONGE, or remaining 329 DUFFERIN service on Dufferin Street. Overall, the benefits to customers of a shorter walk to the new overnight service on Lawrence Avenue between Weston Road and Dufferin Street is greater than the inconvenience of a longer walk or an additional transfer for customers on Lawrence Avenue, east of Dufferin Street.

Because this new overnight service can be provided at no additional cost, and because the benefits to customers of a shorter walk to the new overnight service is greater than the inconvenience of a longer walk or an additional transfer for

customers on the route section which would no longer be served, this service change is recommended.

309 FINCH WEST – Extension to Woodbine Racetrack

It is recommended that the 309 FINCH WEST route be extended to Woodbine Racetrack. This change would provide new overnight service to the race track and casino, which now operate 24-hours a day, and which are beyond a 15-minute walk of the 309 FINCH WEST, 319 WILSON, and 311 ISLINGTON overnight routes.

Buses would operate over the existing route from Yonge Street and Finch Avenue to Humberwood Loop, and would then continue via Humberwood Boulevard, and Rexdale Boulevard to Woodbine Racetrack. One additional bus would be required to extend the present 30-minute service.

This change would bring new overnight service to within a 15-minute walk of approximately 3,300 people in total, or 2115 people per route kilometre, who currently live or work beyond a 15-minute walk of overnight service. Because the number of people who would be within a 15-minute walk of the new service exceeds the minimum standard of 2100 persons per route kilometre, this service is recommended.

Estimated weekly ridership would be approximately 225 customer-trips, of which approximately 40 would be new to the TTC. Annual net operating costs would increase by approximately \$55,000.

A second proposal was examined, which would operate new overnight service to Woodbine Racetrack on a revised version of the daytime 46 MARTIN GROVE route. This proposal is described in Section 3, below.

Lawrence Avenue East – New overnight service from Don Mills Road to U of T Scarborough

It is recommended that new overnight service be operated on Lawrence Avenue East, between Eglinton Avenue and Don Mills Road and U of T Scarborough. With this change, new overnight service would be provided to the areas along Lawrence Avenue East and Military Trail that are beyond a 15-minute walk of the 321 YORK MILLS, 302 DANFORTH RD-MCCOWAN, 324 VICTORIA PARK, 303 DON MILLS, and 320 YONGE overnight routes.

Buses would operate from the bus loop at the U of T Scarborough campus, then west on Military Trail, west on Ellesmere Road, south on Morningside Drive, west on Kingston Road, west on Lawrence Avenue, south on Don Mills Road, east on Wynford Drive, south on Gervais Drive, and west on Eglinton Avenue to Don Mills Road. Buses would return via the reverse routing. At Don Mills Road and Eglinton Avenue, buses on the new Lawrence East overnight service would connect with buses on the 305 EGLINTON EAST and 303 DON MILLS overnight routes. Three buses would be required to provide a 30-minute service.

This change would bring new overnight service to within a 15-minute walk of approximately 34,600 people in total, or 2315 people per route kilometre, who currently live beyond a 15-minute walk of overnight service. Because the number of people who would be within a 15-minute walk of the new service exceeds the minimum standard of 2100 persons per route kilometre, this service is recommended.

Estimated weekly ridership would be approximately 1700 customer-trips, of which approximately 375 would be new to the TTC. Annual net operating costs would increase by approximately \$195,000.

A similar version of this overnight service was previously recommended in 1991, and met the 1990 overnight service warrants. The service was not introduced at that time because of a lack of available funding. Compared to the earlier proposals, this new route would provide new overnight service to U of T Scarborough and the new Centennial College Ellesmere campus.

This overnight service would be different from other routes in the Blue Night Network because it would not directly connect with either the 320 YONGE or 300 BLOOR-DANFORTH routes. Extending the route to Yonge Street would likely require an additional bus and would duplicate the service already provided on Eglinton Avenue by the 305 EGLINTON EAST overnight route. If a new Lawrence East service were to be introduced, a possible future extension to Yonge Street and Eglinton Avenue would be considered as part of the post-implementation review of the service.

Sheppard Avenue East – New overnight service from Yonge Street to Meadowvale Road

It is recommended that new overnight service be operated on Sheppard Avenue East, between Sheppard-Yonge Station and Meadowvale Road. New overnight service would be provided to the areas along Sheppard Avenue East that are now beyond a 15-minute walk of the 321 YORK MILLS, 308 FINCH EAST, 324 VICTORIA PARK, 303 DON MILLS, 302 DANFORTH RD-MCCOWAN and 320 YONGE overnight routes. Four buses would be required to provide a 30-minute service.

This change would bring new overnight service to within a 15-minute walk of approximately 43,200 people in total, or 2120 people per route kilometre, who currently live beyond a 15-minute walk of overnight service. Because the number of people who would be within a 15-minute walk of the new service exceeds the minimum standard of 2100 persons per route kilometre, this service is recommended.

Estimated weekly ridership would be approximately 3900 customer-trips, of which approximately 470 would be new to the TTC. Annual net operating costs would increase by approximately \$250,000.

A similar version of this overnight service was previously recommended in 1991, and met the 1990 overnight service warrants. The service was not introduced at that time because of a lack of available funding. Compared to the earlier proposal, which recommended a service which would have operated only as far east as Markham Road, the current

proposal would provide new overnight service as far east as Meadowvale Road. This longer route would serve additional new residential developments along Sheppard Avenue which have been built since the 1990s.

A possible future overnight route extension would extend overnight service on Meadowvale Road farther east to Rouge Hill GO Station. There is currently no late evening service after approximately 10:00 p.m. on this section of the 85 SHEPPARD EAST route. Adding late evening service on the 85 SHEPPARD EAST route will be analysed in the report on *Service Improvements for 2005*. If a new late evening service to Rouge Hill GO Station were to be introduced, then an extension of any new overnight service over the same routing would also be evaluated.

A second proposal was also examined, which would combine a Sheppard East service between Meadowvale Road and Yonge Street with a Sheppard West service between Yonge Street and Weston Road (described in Section 3, below). Compared to the two separate east and west proposals, which would require six buses, the combined service could be operated with five buses.

This second option would bring new overnight service to within a 15-minute walk of approximately 63,300 people in total, or 1900 people per route kilometre, who currently live beyond a 15-minute walk of overnight service. Estimated weekly ridership would be approximately 4850 customer-trips, of which approximately 690 would be new to the TTC. Annual net operating costs would increase by approximately \$340,000.

Because the number of people who would be within a 15-minute walk of the new service is below the minimum standard of 2100 persons per route kilometre, this second option is not recommended.

Steeles Avenue East – New overnight service from Yonge Street to Middlefield Road

It is recommended that new overnight service be operated on Steeles Avenue East, between Yonge Street and Middlefield Road. New overnight service would be provided to the areas along Steeles Avenue East, from east of Willowdale Avenue to Leslie Street, and from Kennedy Road to Midland Avenue. These areas are beyond a 15-minute walk of the 321 YORK MILLS, 308 FINCH EAST, 324 VICTORIA PARK, 303 DON MILLS, 302 DANFORTH RD-MCCOWAN, and 320 YONGE overnight routes. Two buses would be required to provide a 30-minute service.

This change would bring new overnight service to within a 15-minute walk of approximately 27,500 people in total, or 2115 people per route kilometre, who currently live beyond a 15-minute walk of overnight service. Because the number of people who would be within a 15-minute walk of the new service exceeds the minimum standard of 2100 persons per route kilometre, this service is recommended.

Estimated weekly ridership would be approximately 1200 customer-trips, of which approximately 300 would be new to

the TTC. Annual net operating costs would increase by approximately \$135,000.

A similar version of this overnight service was previously recommended in 1991, and met the 1990 overnight service warrants. The service was not introduced at that time because of a lack of available funding. Compared to the earlier proposal, which recommended a service which would have operated only as far east as McCowan Road, the current proposal would provide new overnight service one block farther east, to Middlefield Road. Since the early 1990s, the eastern terminus of the 53 STEELES EAST route has been extended at off-peak times to Middlefield Road, and this change to the recommended overnight route would be consistent with the daytime service. This longer route would also serve additional new residential developments along Steeles Avenue which have been built since the early 1990s.

A second proposal was examined, which would combine a Steeles East service between Middlefield Road and Yonge Street with a Steeles West overnight service between Yonge Street and York University. Three buses would be required to provide a 30-minute service.

This second option would bring new overnight service to within a 15-minute walk of approximately 33,600 people in total, or 1600 people per route kilometre, who currently live beyond a 15-minute walk of overnight service. Estimated weekly ridership would be approximately 2530 customer-trips, of which approximately 370 would be new to the TTC. Annual net operating costs would increase by approximately \$215,000.

Because with the number of people who would be within a 15-minute walk of the new service is below the minimum standard of 2100 persons per route kilometre, this second option is not recommended.

Summary – Recommended new and revised services

The additional services would bring new overnight service to within a 15-minute walk of approximately 125,000 people who currently live beyond a 15-minute walk of overnight service, and would increase operating costs by approximately \$740,000 each year. The five new and revised services would be used by approximately 380,000 customer-trips each year, of which approximately 70,000 would be new to the TTC. Fare revenue would be increased by approximately \$110,000 each year. The percentage of population in the City of Toronto which is within a 15-minute walk of overnight service would increase from approximately 92 per cent to approximately 97 per cent.

Areas presently within a 15-minute walk of overnight service

In addition to examining areas which are beyond a 15-minute walk of overnight service, possible service changes to routes which are entirely or substantially within a 15-minute walk of other overnight routes have also been analysed. Three routes have been identified which could be removed without significantly changing the number of people in Toronto who are within a 15-minute walk of overnight service.

306 CARLTON – Service not warranted

It is recommended that the 306 CARLTON overnight route be eliminated, as this service could be removed and all customers would remain within a 15-minute walk of existing overnight services.

The 306 CARLTON route operates from Dundas West Station to Main Street Station, and is an overnight version of the 506 CARLTON daytime route. At the west end of the route, 306 CARLTON streetcars operate to Dundas West Station, instead of High Park, the terminal for the 506 CARLTON daytime route. Service to Dundas West Station provides an important connection to the 300 BLOOR-DANFORTH route.

The route was recommended for elimination in 1991 but this elimination did not occur.

Approximately 3420 customer-trips are made each week on the 306 CARLTON route. Ridership has increased since the early 1990s, as described earlier in this report, in Section 1, above. This ridership increase is the result of the elimination of two nearby intersecting overnight routes, and of the general increase in residential population and late night activities in the downtown core.

If the 306 CARLTON route were to be eliminated, customers who use the route would have to walk to the 313 JANE, 301 QUEEN, 300 BLOOR-DANFORTH, 310 BATHURST, 320 YONGE, 303 DON MILLS, or 324 VICTORIA PARK overnight routes. No areas which are now served by the 306 CARLTON route would be beyond a 15-minute walk of the alternative overnight services.

Elimination of the 306 CARLTON route would allow three fewer streetcars to be used overnight. Annual direct operating costs would be reduced by approximately \$300,000 each year.

322 COXWELL – Service not warranted

It is recommended that the 322 COXWELL overnight route be eliminated, as this service could be removed and the majority of customers would remain within a 15-minute walk of existing overnight services.

The 322 COXWELL route operates from Broadview Station to Bingham Loop at Kingston Road and Victoria Park Avenue, serving the eastern portion of the 87 COSBURN daytime route, the southern portion of the 70 O'CONNOR daytime route, and all of the 22A COXWELL daytime route.

Approximately 540 customer-trips are made each week on the 322 COXWELL route. If the 322 COXWELL route were to be eliminated, these customers would have to walk to the

303 DON MILLS, 301 QUEEN, 300 BLOOR-DANFORTH, or 324 VICTORIA PARK overnight routes. The area along O'Connor Drive, east of Donlands Station, would be beyond a 15-minute walk of the alternative overnight services. This section of the route is used for approximately 30 customer-trips each week. Elimination of the 322 COXWELL route would make remove overnight service from approximately 3000 people who are presently within a 15-minute walk of overnight service.

The 322 COXWELL route is interlined with the 324 VICTORIA PARK route at Bingham Loop. A total of four buses are operated on the two routes. Elimination of the 322 COXWELL route would allow one fewer bus to be used overnight. Annual direct operating costs would be reduced by approximately \$90,000 each year.

316 OSSINGTON – Service not warranted

It is recommended that the 316 OSSINGTON overnight route be eliminated, as this service could be removed and all customers would remain within a 15-minute walk of existing overnight services.

The 316 OSSINGTON route operates from Eglinton West Station to Exhibition Place, and is an overnight version of the 63 OSSINGTON daytime route. In addition, the route operates south of King Street to Exhibition Place, where it connects with the 329 DUFFERIN and 310 BATHURST overnight services.

The route was eliminated in early 1996 at a time of system-wide budget-related service reductions, but was reintroduced in late 1996, at the direction of the Commission. The re-introduced route included an extension to Exhibition Place, both to increase ridership on the route, and to allow the 316 OSSINGTON route to be interlined to the 329 DUFFERIN route. This interlined operation, where buses arrive at the Exhibition on one route and then depart on the other route, allowed the 316 OSSINGTON overnight service to be reintroduced at a lower cost as one bus fewer, overall, was required.

Approximately 710 customer-trips are made each week on the 316 OSSINGTON route. Ridership has remained essentially the same over the last two decades on this route. If the 316 OSSINGTON route were to be eliminated, these customers would have to walk to the 329 DUFFERIN, 301 QUEEN, 300 BLOOR-DANFORTH, 310 BATHURST, 312 ST CLAIR, or 307 EGLINTON WEST overnight routes. No areas which are now served by the 316 OSSINGTON route would be beyond a 15-minute walk of the alternative overnight services.

Elimination of the 316 OSSINGTON route would allow one fewer bus to be used overnight. Instead of four buses used in total on the 316 OSSINGTON and 329 DUFFERIN routes, three buses would remain in use, operating only on the 329 DUFFERIN route. Annual net operating costs would be reduced by approximately \$80,000 each year.

Summary – Existing services which are not warranted

Eliminating overnight service on the 306 CARLTON, 322 COXWELL, and 316 OSSINGTON routes is recommended, because if the services were removed, the majority of customers would remain within a 15-minute walk of existing overnight services. Approximately 245,000 customer-trips each year would have a longer walk to the nearest overnight route, increased travel time, or additional transfers. Direct operating costs would be reduced by approximately \$470,000 each year.

3. Proposals examined and not recommended

300 BLOOR-DANFORTH – New service on Kingston Road

The area along Kingston Road, from Birchmount Road to Bellamy Road is beyond a 15-minute walk of the 302 DANFORTH RD-MCCOWAN, 305 EGLINTON EAST, and 300 BLOOR-DANFORTH overnight routes. Service could be provided by extending every second 300 BLOOR-DANFORTH bus east from Danforth Avenue and Warden Avenue, via Danforth Avenue and Kingston Road, to Eglinton Avenue. New overnight service would be provided along the streets served in the daytime by the 20 CLIFFSIDE, 113 DANFORTH, 12 KINGSTON RD, and 102 MARKHAM RD routes. One additional bus would be required to provide a 30-minute service on the extended route.

This change would bring new overnight service to within a 15-minute walk of approximately 10,500 people in total, or 1500 people per route kilometre, who currently live beyond a 15-minute walk of overnight service. Estimated weekly ridership on the extended service would be approximately 400 customer-trips, of which approximately 115 would be new to the TTC. Annual net operating costs would increase by approximately \$74,000.

Because the number of people who would be within a 15-minute walk of the new service is below the minimum standard of 2100 persons per route kilometre, this service is not recommended.

504 KING – Overnight service

A proposal was examined to operate an overnight version of the 504 KING daytime service. Streetcars would operate from Dundas West Station to Broadview Station in both directions via Dundas Street, Roncesvalles Avenue, King Street, Queen Street, and Broadview Avenue. The service would provide new overnight service to the growing residential and entertainment areas along the route. The service would be identical to the 504 KING daytime route and to the previous 304 KING overnight route, which operated until 1992.

Three streetcars would be required to provide a 30-minute service. Estimated weekly ridership would be approximately 2900 customer-trips. None of these trips would be new to the TTC, but would be made by customers who would choose to use the King service instead of the other, nearby overnight routes. The projected ridership on the new service would be higher than the ridership on the pre-1992 route, which was approximately 1430 customer-trips per week, because of additional residential development and increased night-time activities in the downtown core. No new areas would be within a 15-minute walk of overnight service. Annual net operating costs would increase by approximately \$280,000.

The service provided by the 313 JANE route on Roncesvalles Avenue would not be changed. No savings are possible from shortening the route to operate as far south as Dundas West Station only, as the same number of buses would still be required to operate the shorter route. Changing the

route to turn around in Dundas West Station would also result in an inconvenient transfer to and from the three other overnight routes operating through the Bloor-Dundas intersection, a block south of the subway station.

The service provided by 303 DON MILLS route on Broadview Avenue could be changed. No savings are possible from shortening the route to operate as far south as Pape Station only, as the same number of buses would still be required to operate the shorter route. Changing the route to turn around in Pape Station would also result in an inconvenient transfer to and from the 300 BLOOR-DANFORTH route, which is a block south of the subway station. Instead, the 303 DON MILLS route would be changed to provide an overnight service along the 72 PAPE daytime route, on Pape Avenue, Riverdale Avenue, and Carlaw Avenue, as far south as Eastern Avenue.

This new overnight service would result in no additional operating costs, compared to the present 303 DON MILLS overnight service. Estimated weekly ridership on the new section of the route would be approximately 375 customer-trips. None of these trips would be new to the TTC, but would be made by customers who would prefer to use this revised service instead of other, nearby overnight routes. No new areas would be within a 15-minute walk of overnight service.

Introducing a new overnight service on the 504 KING route is not recommended, as no new customers would be within a 15-minute walk of existing overnight services.

Since the overnight service was removed, additional trips have been added to the 504 KING route at busy late-night times, as determined by the usual daytime service standards for adding earlier or later trips to a route. Staff will continue to review the ridership on first and last trips on the route, and will add any trips which are justified under the service standards.

Lawrence Avenue West and Dixon Road – New overnight service

The Scarlett Road/Lawrence Avenue West/St. Phillips Road/Weston Road area, the Lawrence Avenue West/Keele Street area, and the area along Lawrence Avenue, west of Kipling Avenue, north of the Westway, and south of Rexdale Boulevard, are all beyond a 15-minute walk of the 311 ISLINGTON 300 BLOOR-DANFORTH, 307 EGLINTON WEST, 313 JANE, 319 WILSON, and 329 DUFFERIN overnight routes. A proposal was examined to operate a new Lawrence-Dixon overnight service, operating between Lawrence Station at Yonge Street and Pearson Airport, via Lawrence Avenue, Scarlett Road, Dixon Road, and Airport Road. At the same time, the 329 DUFFERIN overnight route would be changed to operate to Wilson Station, instead of Lawrence Station, as the service provided by this route on Lawrence Avenue would be replaced by the new Lawrence-Dixon route.

With this change, new continuous overnight service would be provided along the Lawrence Avenue/Dixon Road corridor, and a third overnight service would be provided to the Pearson Airport area. With the associated change on the 329 DUFFERIN route, new overnight service would be provided along Dufferin Street, north of Lawrence Avenue, and the 329 DUFFERIN overnight route would operate over the same consistent routing as the 29 DUFFERIN daytime route. Three buses would be required to provide a 30-minute Lawrence-Dixon service. There would be no change to the number of buses on the 329 DUFFERIN route.

This change would bring new overnight service to within a 15-minute walk of approximately 22,600 people in total, or 1020 people per route kilometre, who currently live beyond a 15-minute walk of overnight service. Estimated weekly ridership would be approximately 1900 customer-trips, of which approximately 250 would be new to the TTC. Annual net operating costs would increase by approximately \$225,000.

Because the number of people who would be within a 15-minute walk of the new service is below the minimum standard of 2100 persons per route kilometre, this service is not recommended.

This same overnight service was previously recommended in 1991, and met the 1990 overnight service warrants. The service was not introduced at that time because of a lack of available funding. Since then, two overnight routes have been extended to Pearson Airport, and this has reduced the number of possible new customers for a Dixon Road overnight service. Adding a new Lawrence-Dixon route would duplicate the existing service to the airport area. Furthermore, a service change to provide new overnight service along Lawrence Avenue West, from Dufferin Street to Weston Road, is recommended, and is described in Section 2, above. Given these two developments since 1990, the original Lawrence-Dixon proposal is no longer recommended.

46 MARTIN GROVE – New overnight service

The area west of Kipling Avenue, north of Burnhamthorpe Road and south of Princess Margaret Boulevard, and the area west of Kipling Avenue, north of the Westway and south of Rexdale Boulevard, are beyond a 15-minute walk of the 311 ISLINGTON, 307 EGLINTON WEST, 313 JANE, 319 WILSON and 300 BLOOR-DANFORTH overnight routes. A proposal was examined to operate an overnight version of the 46 MARTIN GROVE route, connecting at Kipling Station with the 300 BLOOR-DANFORTH route, and operating as far north as Woodbine Racetrack, via Martin Grove Road, Rexdale Boulevard, and Queens Plate Drive. Two buses would be required to provide a 30-minute service.

This change would bring new overnight service to within a 15-minute walk of approximately 5300 people in total, or 390 people per route kilometre, who currently live beyond a 15-minute walk of overnight service. Estimated weekly ridership would be approximately 415 customer-trips, of which

approximately 60 would be new to the TTC. Annual net operating costs would increase by approximately \$155,000.

Because the number of people who would be within a 15-minute walk of the new service is below the minimum standard of 2100 persons per route kilometre, this service is not recommended

70A O'CONNOR – New overnight service

This area around O'Connor Drive and St Clair Avenue is beyond a 15-minute walk of the 322 COXWELL, 324 VICTORIA PARK, 305 EGLINTON EAST, and 300 BLOOR-DANFORTH overnight routes. A proposal was examined to operate an overnight version of the 70A O'CONNOR route, connecting at Coxwell Station with the 300 BLOOR-DANFORTH and 322 COXWELL routes, and operating to Victoria Park and Eglinton Avenue, where it would connect with the 305 EGLINTON EAST and 324 VICTORIA PARK routes.

The proposal also included changing the Cosburn Avenue portion of the 322 COXWELL route, west of Coxwell Station, to a new route which would be interlined with the new O'Connor overnight route at Coxwell Station. Two additional buses overall would be required to provide the revised services, all of which would operate every 30 min.

This change would bring new overnight service to within a 15-minute walk of approximately 2700 people in total, or 250 people per route kilometre, who currently live beyond a 15-minute walk of overnight service. Estimated weekly ridership on the combined service would be approximately 890 customer-trips, of which approximately 30 would be new to the TTC. Annual net operating costs would increase by approximately \$145,000.

Because the number of people who would be within a 15-minute walk of the new service is below the minimum standard of 2100 persons per route kilometre, this service is not recommended.

66A PRINCE EDWARD – New overnight service

The area east of Royal York Road, north of the Queensway, and west of Park Lawn Road is beyond a 15-minute walk of the 301 QUEEN, and 300 BLOOR-DANFORTH overnight routes. A proposal was examined to operate an overnight version of the 66A PRINCE EDWARD route, between a connection at Old Mill Station with the 300 BLOOR-DANFORTH route, and a connection at Humber Loop with the 301 QUEEN route. New overnight service would be provided to parts of the Prince Edward and Berry Road residential areas. One bus would be required to provide a 30-minute service.

This change would bring new overnight service to within a 15-minute walk of approximately 2500 people in total, or 500 people per route kilometre, who currently live beyond a 15-minute walk of overnight service. Estimated weekly ridership would be approximately 225 customer-trips, of which approximately 30 would be new to the TTC. Annual net operating costs would increase by approximately \$69,000.

Because the number of people who would be within a 15-minute walk of the new service is below the minimum

standard of 2100 persons per route kilometre, this service is not recommended.

73A ROYAL YORK – New overnight service

The area east of Royal York Road and north of Dundas Street, and the Scarlett Road/Lawrence Avenue West/St. Phillips Road/Weston Road area, are beyond a 15-minute walk of the 311 ISLINGTON, 300 BLOOR-DANFORTH, 313 JANE, 307 EGLINTON WEST, and 312 ST CLAIR overnight routes. A proposal was examined to operate an overnight version of the 73A ROYAL YORK route, connecting with the 300 BLOOR-DANFORTH route at Bloor Street, and operating as far north as Dixon Road. One bus would be required to provide a 30-minute service.

This change would bring new overnight service to within a 15-minute walk of approximately 8300 people in total, or 1300 people per route kilometre, who currently live beyond a 15-minute walk of overnight service. Estimated weekly ridership would be approximately 280 customer-trips, of which approximately 90 would be new to the TTC. Annual net operating costs would increase by approximately \$70,000.

Because the number of people who would be within a 15-minute walk of the new service is below the minimum standard of 2100 persons per route kilometre, this service is not recommended.

84 SHEPPARD WEST – New overnight service

The Sheppard Avenue West and Weston Road area, and the area along Sheppard Avenue West, east of Keele Street to Downsview Station, are beyond a 15-minute walk of the 319 WILSON, 309 FINCH WEST, 313 JANE, and 310 BATHURST overnight routes. A proposal was examined to operate an overnight version of the 84 SHEPPARD WEST route, between a connection at Sheppard-Yonge Station with the 320 YONGE route, and Weston Road and Sheppard Avenue. This would provide new overnight service along the entire Sheppard Avenue West corridor. Two buses would be required to provide a 30-minute service.

This change would bring new overnight service to within a 15-minute walk of approximately 20,200 people in total, or 1575 people per route kilometre, who currently live beyond a 15-minute walk of overnight service. Estimated weekly ridership would be approximately 900 customer-trips, of which approximately 220 would be new to the TTC. Annual net operating costs would increase by approximately \$142,000.

Because the number of people who would be within a 15-minute walk of the new service is below the minimum standard of 2100 persons per route kilometre, this service is not recommended.

123 SHORNCLIFFE – New overnight service

The area west of Kipling Avenue, north of Horner Avenue, and south of Dundas Street is beyond a 15-minute walk of the 301 QUEEN, 311 ISLINGTON, and 300 BLOOR-DANFORTH overnight routes. A proposal was examined to operate an

overnight version of the 123 SHORNCLIFFE route, connecting at Kipling Station with the 300 BLOOR-DANFORTH route, and at Long Branch Loop with the 301 QUEEN route. New overnight service would be provided to the Shorncliffe, North Queen, and Sherway commercial and industrial areas, and the residential area south of Evans Avenue and along Browns Line. Two buses would be required to provide a 30-minute service.

This change would bring new overnight service to within a 15-minute walk of approximately 8900 people in total, or 470 people per route kilometre, who currently live beyond a 15-minute walk of overnight service. Estimated weekly ridership would be approximately 270 customer-trips, of which approximately 95 would be new to the TTC. Annual net operating costs would increase by approximately \$132,000.

Because the number of people who would be within a 15-minute walk of the new service is below the minimum standard of 2100 persons per route kilometre, this service is not recommended.

60 STEELES WEST – New overnight service

The area on Steeles Avenue West and Weston Road, and the area along Steeles Avenue West, from York University to east of Bathurst Street, are beyond a 15-minute walk of the 319 WILSON, 309 FINCH WEST, 311 ISLINGTON, 313 JANE, and 310 BATHURST overnight routes. A proposal was examined to operate an overnight version of the 60 STEELES WEST route, between a connection at Yonge Street with the 320 YONGE route, and Islington Avenue. Two buses would be required to provide a 30-minute service.

This change would bring new overnight service to within a 15-minute walk of approximately 4,500 people in total, or 350 people per route kilometre, who currently live beyond a 15-minute walk of overnight service. Estimated weekly ridership would be approximately 1550 customer-trips, of which approximately 50 would be new to the TTC. Annual net operating costs would increase by approximately \$153,000.

Because the number of people who would be within a 15-minute walk of the new service is below the minimum standard of 2100 persons per route kilometre, this service is not recommended.

Additional options, which would combine a Steeles West overnight service with a Steeles East overnight service, are discussed in the proposal for new overnight service on Steeles Avenue East, in Section 2, above.

88 SOUTH LEASIDE – New overnight service

This area east of Mount Pleasant Road, south of Davisville Road and north of Rosedale is beyond a 15-minute walk of the 320 YONGE 300 BLOOR-DANFORTH, 305 EGLINTON EAST, and 303 DON MILLS overnight routes. A proposal was examined to operate an overnight version of the 88C SOUTH LEASIDE route, connecting at St Clair Station with the 320 YONGE route, and connecting at Laird Drive and Eglinton Avenue with the 305 EGLINTON EAST overnight route. One bus would be required to provide a 30-minute service.

This change would bring new overnight service to within a 15-minute walk of approximately 4700 people in total, or 1000 people per route kilometre, who currently live beyond a 15-minute walk of overnight service. Estimated weekly ridership on the combined service would be approximately 185 customer-trips, of which approximately 50 would be new to the TTC. Annual net operating costs would increase by approximately \$66,000.

Because the number of people who would be within a 15-minute walk of the new service is below the minimum standard of 2100 persons per route kilometre, this service is not recommended.

124 SUNNYBROOK – New overnight service

The area around Bayview Avenue and Lawrence Avenue is beyond a 15-minute walk of the 320 YONGE, 305 EGLINTON EAST, and 321 YORK MILLS overnight routes. A proposal was examined to operate an overnight version of the 124 SUNNYBROOK route, between a connection at Yonge Street with the 320 YONGE and 329 DUFFERIN routes, and Sunnybrook Hospital. One bus would be required to provide a 30-minute service.

This change would bring new overnight service to within a 15-minute walk of approximately 2400 people in total, or 790 people per route kilometre, who currently live beyond a 15-minute walk of overnight service. Estimated weekly ridership would be approximately 175 customer-trips, of which approximately 25 would be new to the TTC. Annual net operating costs would increase by approximately \$61,000.

Because the number of people who would be within a 15-minute walk of the new service is below the minimum standard of 2100 persons per route kilometre, this service is not recommended.

4. Funding and Implementation

Funding

There are two options for funding expanded overnight services.

One option is to increase the amount of subsidy required to operate the overnight transit system. The five recommended services would require a direct operating cost increase of approximately \$740,000 per year. This additional funding is not currently included in the TTC's Operating Budget.

The second option is to reallocate resources from present overnight services which are not warranted, in order to introduce new overnight services which are warranted. The three overnight services – 306 CARLTON, 322 COXWELL, and 316 OSSINGTON – could be eliminated without a significant reduction in the coverage provided by the overnight network. Eliminating these overnight services would save approximately \$470,000 in annual operating costs.

The difference between the increased operating costs of the recommended new services and the savings from possible overnight service eliminations is approximately \$270,000 per year. This difference is expected to be reduced by approximately \$110,000 of new fare revenue each year. Because the savings from possible overnight service eliminations is less than the increased operating costs of the

new recommended services, additional subsidy of approximately \$160,000 per year would still be required to add the recommended new services, even if the services which are not warranted are removed.

Reallocating resources from the daytime service network by reducing service on daytime routes is not appropriate, as the large scale of service reductions required would result in ridership losses from the daytime service which would be far greater than the ridership gains from the overnight service.

For this reason, the only suitable course of action would be to increase the amount of subsidy for the overnight routes.

Consultation and Implementation

A period of consultation would begin upon the adoption of this report, and comments would be requested from City councillors by March 24, 2005. A report on the consultation would be presented to the Commission in May 2005. Service changes which are approved would begin September 4, 2005. As with all other route changes, a post-implementation review of the changes would be conducted after the services have operated for a minimum of six months, and a report on the post-implementation review of the changes would be presented to the Commission.

5. Conclusion

A total of 22 proposals have been examined which would improve overnight transit service. Five of these proposals are recommended as they would provide a significant improvement in the provision of overnight service, as they would bring new overnight service to within a 15-minute walk

of areas which have a population of more than 2100 people per route kilometre. Existing overnight routes were also examined, and three existing routes were identified which could be eliminated without significantly reducing the coverage provided by the overnight network.

Appendix A – Overnight service changes, 1987-2004

This list summarises significant service changes that have been made to the overnight network since Blue Night Network service began in 1987. To the right of each description is shown the programme or project through which the change was developed and approved.

February 9, 1987

Blue Night Network commences service Commission Report

January 1991

300 BLOOR-DANFORTH – Revised looping on west end of route Commission Report

314 DUFFERIN-BATHURST – Revised looping at north end of route Commission Report

320 YONGE – Extension of south end of route to Queen’s Quay Commission Report

321 YORK MILLS VIA NEILSON – Revised routing via Finchdene Square Commission Report

May 1991

322 COSBURN-KINGSTON RD – Revised routing via Pape, Cosburn, Coxwell, and Kingston Night Service Changes

303 DON MILLS VIA BROADVIEW – Revised routing via Broadview Avenue Night Service Changes

313 JANE VIA DUNDAS – Extension of route to Sunnyside Loop Night Service Changes

June 1991

320 YONGE – 15 minute service starts earlier at 2:00 a.m., all buses operate to Steeles Ridership monitoring

February 1992

303 DON MILLS – Overnight service extended via Broadview Avenue to Queen Street Budget reductions

313 JANE – Overnight service extended via Roncesvalles Avenue to Queen Street Budget reductions

304 KING – Overnight service eliminated on King Street between Roncesvalles and Broadview Budget reductions

315 LANSDOWNE – Overnight service eliminated Budget reductions

317 SPADINA – Overnight service eliminated Budget reductions

July 1994

322 COXWELL – Extended on Victoria Park Avenue to Danforth Avenue Ridership monitoring

February 1996

310 BATHURST – New route from Exhibition Place to Steeles on Bathurst Street 1996 Service Plan

322 COXWELL – Revised routing to Broadview Station via Broadview and Cosburn 1996 Service Plan

303 DON MILLS – Revised routing via Pape Avenue 1996 Service Plan

329 DUFFERIN – New route operating from Exhibition West Loop to Lawrence Station via Dufferin Street 1996 Service Plan

314 DUFFERIN-BATHURST – Route eliminated, replaced by new BATHURST and DUFFERIN routes 1996 Service Plan

309 FINCH WEST – Revised routing, eliminated on Albion Road and routed via Humber College 1996 Service Plan

311 ISLINGTON – Route extended to Kipling Loop 1996 Service Plan

316 OSSINGTON – Service eliminated Budget reductions

October 1996

316 OSSINGTON – Service re-introduced Commission directive

February 1998

324 VICTORIA PARK – New route, replacing 318 WARDEN 1998 Service Plan

February 1999

307 EGLINTON WEST – Extension to Pearson Airport 1999 Service Plan

309 FINCH WEST – Extension to Humberwood Loop 1999 Service Plan

319 WILSON – Extension to Steeles Avenue 1999 Service Plan

March 1999

300 BLOOR-DANFORTH – Revised routing at Kipling Station Ridership monitoring

November 1999

308 FINCH EAST – Revised looping at Neilson Road Ridership monitoring

February 2000

303 DON MILLS – New overnight service on Thorncliffe Park Drive 2000 Service Plan

March 2000

312 ST CLAIR – New overnight service to Jane Station; buses replace streetcars 2000 Service Plan

February 2001

324 VICTORIA PARK – Extension to new off-street loop 1999 Service Plan

April 2001

308 FINCH EAST and 309 FINCH WEST – Through service at Finch Station Ridership monitoring

February 2003

300 BLOOR-DANFORTH – Extension to Pearson Airport Ridership monitoring

307 EGLINTON WEST – Extension to Pearson Airport Terminal 3 Service Improvements for 2003

May 2003

300 BLOOR-DANFORTH – Revised routing at Kipling Station Service Improvements for 2003

August 2004

300 BLOOR-DANFORTH and 307 EGLINTON WEST – New service to Pearson Airport Terminal 1 Service Improvements for 2003

September 2004

320 YONGE – Extension to entertainment district Service Improvements for 2004

Appendix B – Ridership and cost statistics for overnight routes

Route	Customers, Sunday- Thursday Overnight	Customers, Friday Overnight	Customers, Saturday Overnight ⁽¹⁾	Total Customers, per week	Total Customers, per year	Gross fully- allocated operating cost, per year	Revenue, per year
300 BLOOR-DANFORTH	1,400	1,490	1,820	10,310	541,300	\$1,465,400	\$518,900
301 QUEEN	570	1,180	1,620	5,650	303,820	\$895,500	\$291,300
302 DANFORTH RD-McCOWAN	170	190	180	1,220	63,700	\$291,700	\$61,100
303 DON MILLS	150	300	230	1,280	67,430	\$428,900	\$64,700
305 EGLINTON EAST	220	290	400	1,790	94,920	\$432,800	\$91,000
306 CARLTON	360	810	810	3,420	182,250	\$535,200	\$174,800
307 EGLINTON WEST	230	340	350	1,840	96,990	\$402,000	\$93,000
308 FINCH EAST	100	380	470	1,350	73,630	\$354,100	\$70,600
309 FINCH WEST	240	460	310	1,970	103,310	\$342,300	\$99,100
310 BATHURST	210	540	640	2,230	120,040	\$402,000	\$115,100
311 ISLINGTON	200	140	140	1,280	66,220	\$401,300	\$63,500
312 ST CLAIR	70	150	130	630	33,370	\$253,900	\$32,000
313 JANE	190	320	310	1,580	83,430	\$398,100	\$80,000
316 OSSINGTON	90	130	130	710	37,370	\$211,500	\$35,900
319 WILSON	100	200	190	890	47,190	\$407,600	\$45,300
320 YONGE	1,240	1,770	2,320	10,290	546,040	\$1,163,600	\$523,500
321 YORK MILLS VIA NEILSON	360	420	220	2,440	125,980	\$424,900	\$120,800
322 COXWELL	80	60	80	540	28,160	\$193,000	\$27,000
324 VICTORIA PARK	110	200	250	1,000	53,370	\$363,300	\$51,200
329 DUFFERIN	210	320	350	1,720	90,910	\$313,400	\$87,200
Entire BLUE NIGHT Network	6,300	9,690	10,950	52,140	2,759,430	\$9,680,500	\$2,646,000

Note 1: Saturday overnight ridership does not include Sunday morning ridership between 6:00 and 9:00 a.m.

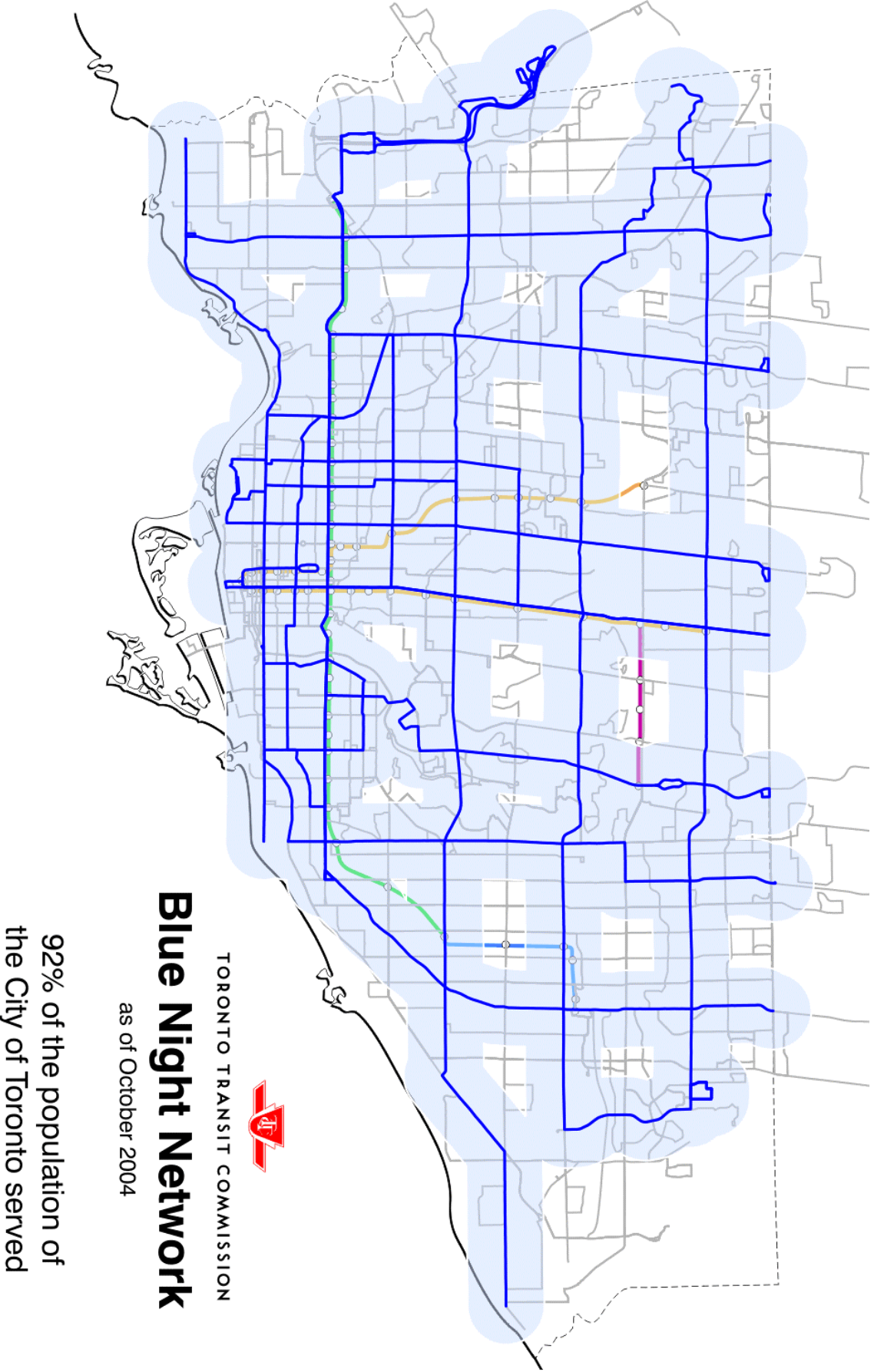
Appendix C – Ridership change on overnight routes, 1987-2004

Route	Total Customers, per week, 1987	Total Customers, per week, 2004	Per cent change 1987-2004	Comments
300 BLOOR-DANFORTH	7,970	10,310	29%	
301 QUEEN	3,170	5,650	78%	
302 DANFORTH RD-McCOWAN	810	1,220	51%	
303 DON MILLS	1,040	1,280	23%	
304 KING	1,430	--	--	Route eliminated 1992; partly replaced by revised routes
305 EGLINTON EAST	1,680	1,790	7%	
306 CARLTON	1,850	3,420	85%	Two intersecting overnight routes eliminated, 1992
307 EGLINTON WEST	1,010	1,840	82%	Route extended to Pearson Airport, 1999
308 FINCH EAST and 309 FINCH WEST	2,960	3,320	12%	Routes interlined, 2001
310 BATHURST	730	2,230	--	Route revised 1996, replaced 314 DUFFERIN-BATHURST
311 ISLINGTON	680	1,280	88%	Route extended Kipling Avenue, 1996
312 ST CLAIR	730	630	-14%	
313 JANE	1,050	1,580	50%	
314 DUFFERIN-BATHURST	1,430	--	--	Route replaced in 1996 by revised routes
315 LANSDOWNE	670	--	--	Route eliminated 1992
316 OSSINGTON	700	710	1%	
317 SPADINA	370	--	--	Route eliminated 1992
319 WILSON	860	890	3%	
320 YONGE	9,480	10,290	9%	
321 YORK MILLS VIA NEILSON	1,320	2,440	85%	
322 COXWELL	--	540	--	New route, replaced part of 303 DON MILLS in 1991
324 VICTORIA PARK	460	1,000	117%	Route revised in 1998; formerly 318 WARDEN
329 DUFFERIN	--	1,720	--	New route 1996, replaced 314 DUFFERIN-BATHURST
Entire BLUE NIGHT Network	40,400	52,140	29%	

Appendix D – Summary of Proposals Examined

Proposal	New Population Served	Projected Ridership, per week	Projected New Ridership, per week	Direct operating costs per year	New Population Served per Route km
Proposals Recommended – Additional Operating Costs					
Lawrence Avenue East – New overnight service from Don Mills Road to U of T Scarborough	34,600	1,700	375	\$197,000	2,316
85 SHEPPARD EAST – New overnight service (Yonge–Meadowvale)	43,200	3,900	470	\$250,000	2,117
309 FINCH WEST – Extension to Woodbine Racetrack	3,900	225	50	\$55,000	2,115
53 STEELES EAST – New overnight service (Yonge–Middlefield)	27,500	1,200	300	\$132,000	2,113
<i>Population Warrant of 2,100 People per Route Kilometre</i>					
Proposals Not Recommended					
Sheppard Avenue – New overnight service (Weston–Meadowvale)	63,300	4,850	690	\$338,000	1,907
Steeles Avenue – New overnight service (York University–Middlefield)	33,600	2,530	370	\$215,000	1,599
84 SHEPPARD WEST – New overnight service	20,200	900	220	\$142,000	1,574
300 BLOOR–DANFORTH – New service on Kingston Road	10,500	400	115	\$74,000	1,497
73A ROYAL YORK – New overnight service	8,300	280	90	\$71,000	1,319
Lawrence Avenue West/Dixon Road – New overnight service	22,600	1,900	250	\$227,000	1,020
88 SOUTH LEASIDE – New overnight service	4,700	185	50	\$66,000	1,005
124 SUNNYBROOK – New overnight service	2,400	175	25	\$61,000	790
66A PRINCE EDWARD – New overnight service	2,500	225	30	\$69,000	503
123 SHORNCLIFFE – New overnight service	8,900	270	95	\$132,000	471
46 MARTIN GROVE – New overnight service	5,300	415	60	\$156,000	385
60 STEELES WEST – New overnight service	4,500	1550	50	\$153,000	347
70A O'CONNOR – New overnight service	2,700	890	30	\$145,000	249
504 KING – Overnight service	0	2900	0	\$280,000	0
Proposal Recommended – No Additional Operating Costs					
329 DUFFERIN – Extension to Weston Road	15,800	315	170	N/A	N/A

Exhibit 2 – Population served by Blue Night Network, 2004



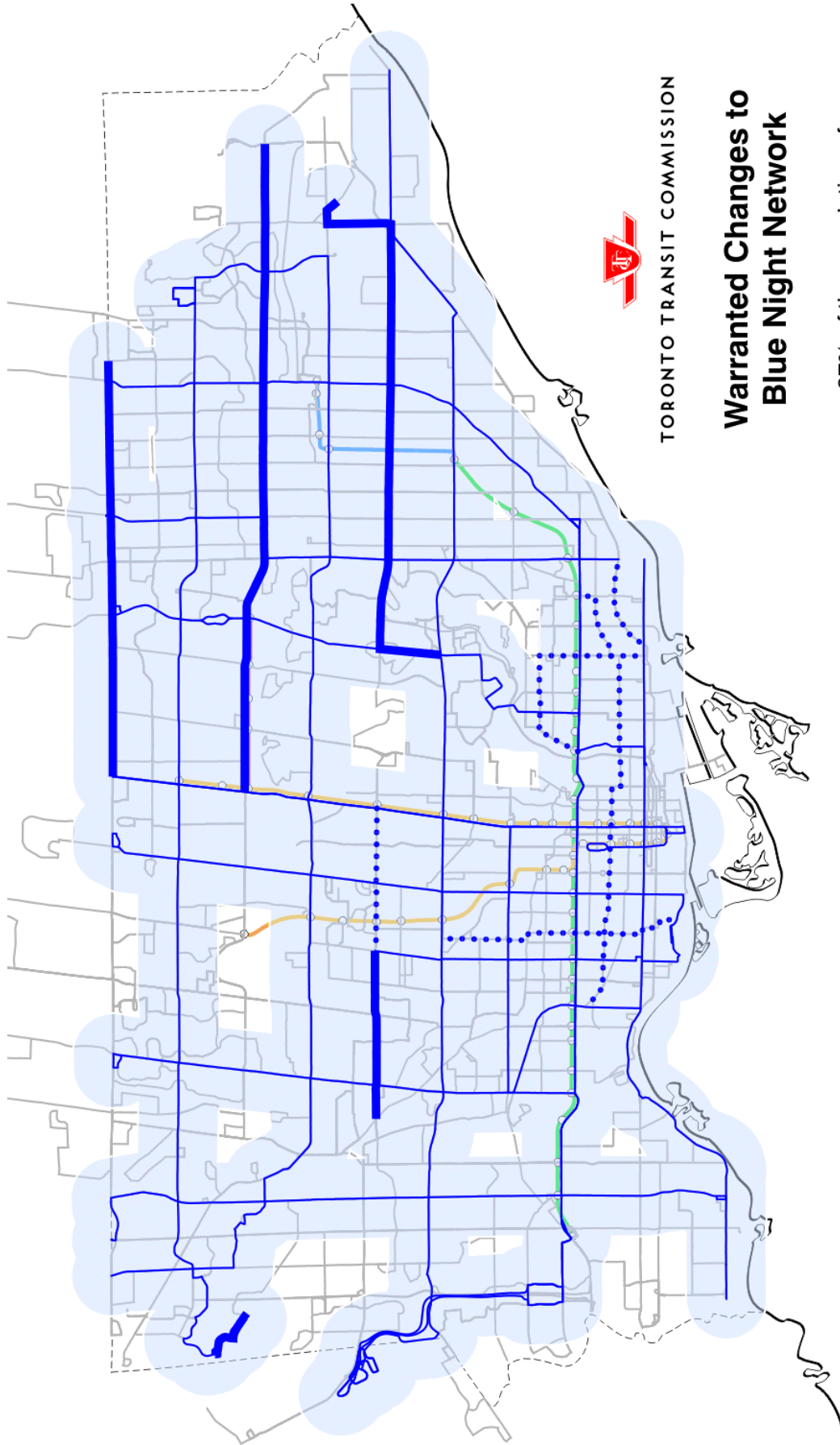
TORONTO TRANSIT COMMISSION

Blue Night Network

as of October 2004

92% of the population of
the City of Toronto served

Exhibit 3 – Recommended new and revised overnight routes



Warranted Changes to Blue Night Network

97% of the population of the City of Toronto served

- warranted new or revised routes
- present services which are not warranted