

**Why You Are Losing Your Bus**  
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The TTC plans to eliminate various services because they carry few riders, and there is a greater need for the service elsewhere. They claim that the criterion for the cuts is that a route must carry at least 15 riders per vehicle hour, but things are actually a bit more complicated.

A common thread in several cases is that the TTC wants service hours to be “consistent”. What this means is that they consider weekday evening service to have a higher priority than weekend service. If your route can’t make the grade on Wednesday night, don’t even think of getting service on the weekend even if demand might be higher. Perish the thought we might have service when people actually want to use it if that would make the route “inconsistent” with the rest of the network.

Another problem is that the TTC divides the day arbitrarily into periods for analytical purposes. Saturday “daytime” runs from 6am to 7pm even though “daytime” starts at 9am every other day of the week. This can dilute ridership by including three low-demand hours at the start of each Saturday in the calculation. If you don’t make the cut “Saturday daytime”, forget about seeing a bus on Sunday.

Just to complicate things, this rule is not consistently applied.

Some routes provide service into isolated areas and operate almost as if they were a branch of another route. Examples include 120 Calvington and 115 Silver Hills both of which make substantial runs to reach the subway. It is unclear from the TTC statistics whether the riding counts are for the unique portions of the route, or are for passengers picked up where a local bus picks up demand on a trunk route (e.g. Silver Hills on York Mills). However, the parallel run taking the bus from its unique service area to a subway station adds vehicle hours that are charged against the riders. This is a side-effect of geography and route design.

The number of vehicle hours consumed by a route is the product of the length of an analysis period and the number of vehicles in service. For example, if there are 3 buses on a route between 7pm and 10pm, this is 6 vehicle hours. Some routes share vehicles, and this can give fractional values. Also, some routes are scheduled with very long layovers for the TTC’s own internal reasons, but this wasted time is charged against the cost of operating the route.

Here, route by route, is what is happening.

*5 Avenue Road*

This route carries only 12.9 passengers per vehicle hour after 7pm weekdays, and a mere 3.3 after 10pm. That triggers elimination of all service evenings and weekends.

In fact, Saturday daytime service would make the grade (at 16.1) if we assume that all of the demand comes from 9am onward, and Sunday daytime service qualifies already at 19.7.

### *61 Avenue Road North*

This route carries only 8.2 passengers per vehicle hour Sunday nights after 10pm.

### *6 Bay*

This route carries 12.8 passengers per vehicle hour weeknights after 10pm. This should doom all weekend service to being cut, but in fact the TTC proposes only to cancel late night service on Saturday and Sunday. However, the Saturday service actually manages to carry 21.5 passengers/vehicle hour after 10pm.

### *9 Bellamy*

Bellamy's demand ranges from 5 to 10 passengers/vehicle hour weekdays after 10pm and weekends after 7pm. Service during these periods will be removed.

### *8 Broadview*

This route carries 13 passengers/vehicle hour late Saturday evenings, and 10 late Sundays. It also duplicates the 100 Flemingdon Park bus as far as Pape & O'Connor, and parallels the Cosburn bus from there east to Coxwell.

### *120 Calvington*

This route carries 7.3 passengers/vehicle hour weekday evenings after 10pm, and 8.0 on Saturdays during the same period. Sundays, the route carries 13.9 during the daytime, 12.0 after 7pm and 6.3 after 10pm. This is an example of a route serving isolated communities where a good chunk of the line parallels other services. In theory, this is "inefficient", and the duplicate mileage dilutes the riding generated in the unique parts of the route.

### *20 Cliffside*

Saturday evenings after 10pm, this route carries 14.9 riders/vehicle hour, and on Sundays, the value is 9.6. On Saturdays, the 1.5 vehicles operating for 3 hours (10pm to 1am) would require 67.5 riders to make the cut. The route actually got 67.

### *42 Cummer East of Kennedy*

Weekdays after 10pm, this service carries 9.7 riders/vehicle hour. Weekend services vary from 4.0 to 14.3.

### *127 Davenport*

Sundays after 10pm, this route carries 9.3 riders/vehicle hour.

### *105 Dufferin North*

Sundays after 10pm, this route carries 3.0 riders/vehicle hour.

### *26 Dupont*

On all days after 10pm, this route carries less than 15 riders/vehicle hour. The highest value is on Saturdays at 10.5, and the lowest on Sundays with 1.8.

### *32D Eglinton West to Emmett*

This service, although numbered as part of route “32” is scheduled independently from it and runs on headways that do not blend with the rest of the service. Evenings and weekends, the headways are 24 or 30 minutes while other branches run much more frequently. The opportunity for bunching is obvious, and the route’s primary function (serving the isolated area near West Park Hospital) is diluted by the long line-haul run from Jane to Eglinton West Station.

As with other services of this type, it is unclear how many of the riders shown in the TTC’s stats actually originate on the Emmett loop. An offsetting consideration is that if the occasional 32 simply diverted through this area, it might be some annoyance to through riders, but the buses could provide service at much less cost than what is, in effect, a completely separate route with its 2 dedicated buses.

Weekday demand after 10pm is 14.0 riders/vehicle hour, and on Saturdays, it is 9.8. Sundays after 7pm, the demand is lower still.

This is a case where a route redesign may preserve service.

### *32B Eglinton West to Skymark*

This service operates outside of the City of Toronto. On Saturdays from 6am to 7pm, it carries 7.5 riders/hour. There is no evening service already, and the daytime service would be cut back to the regular 32 terminus at Renforth.

### *15 Evans*

Sundays after 10pm, this route carries 9.1 riders/vehicle hour.

### *33 Forest Hill*

Demand on this route varies from a low of 1.7 rider/vehicle hour Sundays after 10pm to a high of 14.0 on Saturday evenings between 7pm and 10pm. The latter figure suggests that the Saturday daytime figure cited by the TTC (13.3) is skewed by the inclusion of early morning hours, and that much of the Saturday daytime service actually meets the criterion.

### *135 Gerrard*

Demand on this route during late evening periods varies from 5.0 (Sundays) to 14.7 (Saturdays) riders/vehicle hour. Early evening demand on Sundays is 11.0.

### *14 Glencairn*

Demand on this route during late evening periods varies from 6.5 (Sundays) to 11.7 (Saturdays) riders/vehicle hour.

### *122 Graydon Hall*

Demand on this route during late evening periods varies from 12.2 (Sundays) to 15.8 (Saturdays) with weekdays in between at 14.7. This route is only borderline for being cut back based on the counts, especially on Saturdays. However, a related question is the amount of demand in the unique Graydon Hall portion of the route as compared to the shared portion on York Mills.

### *169 Huntingwood*

Weekdays after 10pm, only 5.9 riders/vehicle hour use this route. Saturday evenings from 7pm on, the value is 12.6, and on Sundays the high is 11.7 during the daytime.

### *110 Islington South to Long Branch*

Sundays after 10pm, 11.7 riders/vehicle hour use this route.

### *43B Kennedy via Progress to Scarborough Town Centre*

Weekday early evenings, this route carries 13.3 riders/vehicle hour, but on Saturdays the number goes up to 17.3. Late evenings and all day Sundays, the demand is light. The early evening service Monday through Saturday deserves another chance.

### *30 Lambton*

Weekends after 10pm, this route carries 11.8 riders/vehicle hour on Saturdays and 8.5 on Sundays.

### *162 Lawrence-Donway*

This route, best known for the posh area it traverses in the Bridle Path, does not make the grade except for weekday peak periods. Weekday midday service carries 11.6 riders/vehicle hour, and other periods fare worse.

### *56 Leaside*

This route duplicates many services on Eglinton Avenue from Yonge to Laird, but covers unique territory on Laird and, further south, on Donlands. Late evening demand varies from 5.8 riders/vehicle hour on Sunday to 10.7 on weekdays. Early evening demand on weekends is a bit over 13 on both days.

This begs the question of the effect of a route restructuring with service operating only on the unique section from Donlands Station north to Eglinton. (See below)

### *51 Leslie*

Like the Leaside bus, this route duplicates many services on Eglinton Avenue and, indeed, the 54 Lawrence East bus all the way to the point where they diverge.

Evening demand on this route is below the threshold of 15, but again there is the question of route restructuring to serve this demand with fewer vehicles.

An intriguing possibility would be to amalgamate the *56 Leaside* and *51 Leslie* into a single route from Donlands Station to Steeles and Leslie thereby preserving service on the unique portions while reducing the number of vehicles required to serve the two routes.

### *59 Maple Leaf*

This route is proposed for elimination during evening periods even though the TTC's own stats show that it meets or come close to the criterion for operation.

- Weekdays after 10pm, the line carries 14.3 riders/vehicle hour.
- Saturdays from 7pm to 10pm, it carries 16.5.
- Saturdays after 10pm, it carries 14.5.
- Sundays from 7pm to 10pm, it carries 27.0.
- Sundays after 10pm, it carries 10.0.

At most, the Sunday late evening service is a candidate for elimination.

### *130 Middlefield*

This route does not meet the criterion on weekday late evenings with 12.7 riders/vehicle hour, but on weekends it gets over 16. This is an example of a lower weekday figure triggering an unjustified service cut on a weekend.

### *132 Milner*

Sundays after 10pm, this route carries 12.9 riders/vehicle hour.

### *116 Morningside from Military Trail to Conlins*

At all times except peak periods, this route carries fewer than 10 riders/vehicle hour.

### *62 Mortimer*

Weekends after 10pm, this route carries 6.2 (Saturday) and 13.3 (Sunday) riders/vehicle hour. This difference is so marked, it begs the question of whether we are seeing the effect of a small sample, or of different schedules where the Mortimer bus leads other route serving the same general area out of Broadview and Main Stations, its two termini.

If this service is dropped, riders will have to walk north to Cosburn, south to Danforth, or east-west to one of the intersecting routes serving the subway.

### *74 Mt. Pleasant*

Weekday evening service carries 14.3 riders/vehicle hour from 7pm to 10pm, and 7.3 thereafter. Weekend evening services range from 7.3 (Saturdays after 10pm) to 12.3 (Sundays from 7pm to 10pm).

### *103 Mt. Pleasant North*

Weekend late evening services carry 11.7 riders/vehicle hour (Saturdays) and 8.3 riders/vehicle hour (Sundays).

### *72A Pape to Union Station*

This route serves an isolated area, and it is odd that the TTC would consider cutting such a service. On Saturdays after 10pm, it carries 18.0 riders/vehicle hour and meets the criterion for retention. However, on weekdays, it manages only 12, and Sunday evenings are lighter.

Given that this route serves the Port Lands and the East Bayfront, it is hard to believe that it will lose only 15.8% of its demand as projected by the TTC. This deserves a rethink.

### *101 Parc Downsview Park*

This route is the poster child of planning screwups. The TTC proposes to completely eliminate the route except between May and September. Weekdays, the riding tops out at 9.3 per vehicle hour during the evenings. This should give a hint of an unusual demand pattern. Saturdays, the daytime figure is 13.5, but there is a good chance this is concentrated later in the day, and that the value is diluted by counting from 6am. Between 7pm and 10pm on Saturdays, the figure is 89.0! Sunday daytime, riding is at 17.3, dropping to 9.3 in the evening.

This has been described as a route where the TTC “did additional research” and found they had an error. No, they simply got it wrong and tried to put a brave face on looking only at the weekday counts and missing the unusual demand pattern at Downsview Park.

### *167 Pharmacy North*

At all times except peak periods, this route does not break the criterion of 15 riders/vehicle hour although it comes close weekday middays at 14.3.

### *80 Queensway from Humber Loop to Keele Station*

This route breaks the 15 riders/vehicle hour criterion only during peak periods and from 7pm to 10pm Monday to Saturday (18.1). The early evening performance shows that a review of the demand pattern and service cut proposal is required.

### *80 Queensway west of Humber Loop*

Sundays after 10pm, this route carries only 9.7 riders/vehicle hour.

### *48 Rathburn*

Weekends after 10pm, this route carries 14.2 riders/vehicle hour (Saturday) and 12.2 (Sunday).

### *73B Royal York to Eglinton & La Rose*

Like the Eglinton West Emmett service, this is a route branch that is not scheduled on an integrated basis with the main route. Service is every 30 minutes regardless of what the rest of the route is doing. Ridership numbers lie between 12.7 and 14.3 except on Sundays after 10pm (8.3). This begs the question of whether a restructured service could be provided here to improve vehicle utilization.

### *76B Royal York South to Grand Avenue*

Like the 73B, this service runs every 30 minutes and is not integrated in the overall schedule of the route. The TTC proposes to eliminate all but weekday service from 6am to 7pm as riding at other times does not meet the criterion (highest is 11.6 on Sundays).

### *86D Scarborough to Beechgrove*

The TTC proposes to eliminate all but peak period service. This is another route where a branch operates half-hourly to serve a separate area (the Coronation Drive loop) and the schedule is not integrated with the main route. The best performance here is 12.2 riders/vehicle hour weekday midday.

### *115 Silver Hills*

This route duplicates the York Mills bus from Leslie to Yonge and is, in effect, a short turn service of the trunk route. Riding per vehicle/hour is best on Saturdays when it betters the criterion for retention.

### *78 St. Andrews*

Sunday service after 10pm carries 13.0 riders/vehicle hour.

*60D Steeles West west of Martin Grove*

This route carries 13.2 riders/vehicle hour weekday middays. On Saturdays, the number is 14.6 if one includes the period from 6am to 9am, but better than the criterion if the demand is concentrated later in the day. Note that this part of the route does not now have service evenings and Sundays.

The proposed cut deserves review.

*124 Sunnybrook*

Sundays after 10pm, this route carries 13.3 riders/vehicle hour. Note that if it is cut, along with the 103 Mt. Pleasant North and 162 Lawrence-Donway, there will be no service on Lawrence between Yonge and Bayview at this time. Service to Sunnybrook Hospital will continue to be provided by the Bayview bus.

*55 Warren Park*

Sundays after 10pm, this route carries 9 riders/vehicle hour. However, it provides access to an isolated area.

*94 Wellesley west of Yonge to Ossington Station*

Sundays after 10pm, this route carries 10.3 riders/vehicle hour.

*112 West Mall north of Eglinton*

This portion of the route has light loading on weekend evenings. The proposed cut retains early evening service on Saturday, but eliminates it on Sunday (11.0), and drops late evening service both days.

*98 Willowdale-Senlac on Senlac*

Evening riding on this section of the route varies from 9/vehicle hour (weekdays after 10pm) to 13.7 (Sundays from 7pm to 10pm). Early evening service would be removed on Sundays, and late evening service would be cut all days.

*98 Willowdale-Senlac on Willowdale*

Late evening riding on weekdays is 11/vehicle hour and this service is to be cut. On Saturdays, the daytime riding is 14.9 from 6am to 7pm, and certainly higher than the cutoff line if the period starts later in the morning. Sunday from 9am to 7pm almost makes the grade at 14.8, and from 7pm to 10pm hits 17.7.

This is a route where a review should result in retention of some service.

*96C Wilson to Tandridge and Thistledown*

This is another of the services to isolated loops that is scheduled out of phase with the main service on the route. The TTC proposes to cut service at all times except peak periods despite riding at 16.3/vehicle hour weekday middays (there is an arithmetic error in the TTC's spreadsheet showing this service at 14). Saturday service has strong ridership (20.5 in the early evening), and Sunday midday is close to the line at 13.6.

This proposed cut should be reviewed.