

# Queens Quay Bus Management Strategy

## Working Group Meeting

September 21, 2010



# presentation overview

- + what's this study about
- + study programme
- + focus of the study
- + study methodology
- + preliminary findings
- + next steps



# bus management strategy

where we left off...

+ follow on to Queens Quay Revitalization Environmental Assessment (December, 2009)

+ preliminary curbside management plan

- responds to changes in Queens Quay arrangement
- to accommodate curbside activity, including buses

Queens Quay Revitalization Environmental Assessment

**Figure 9-13: Curbside Management System Plan**

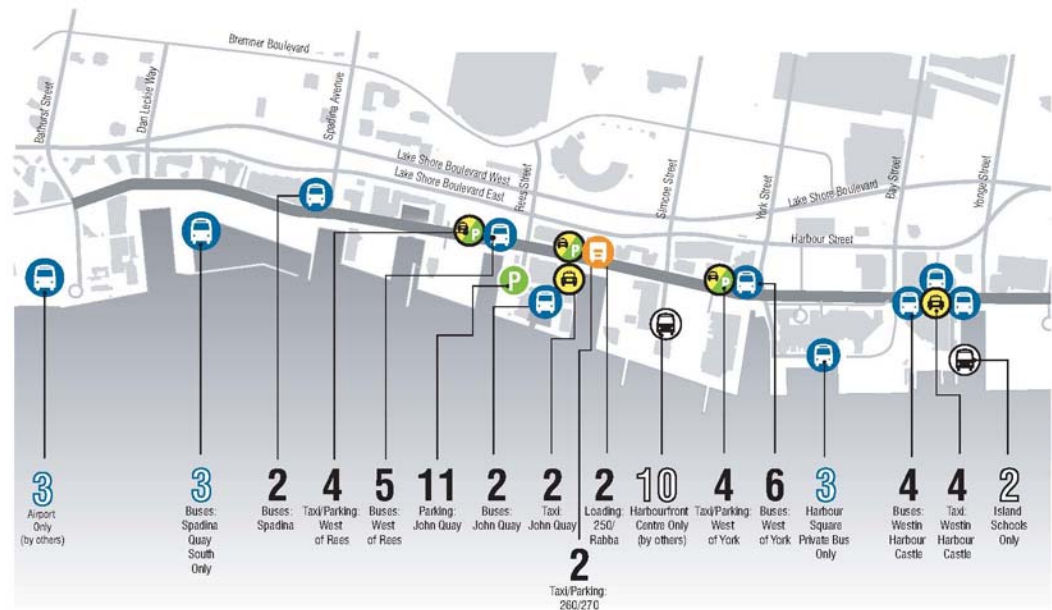
**Existing Curbside Management**

4	Dedicated Bus Drop-Off/Pick-Up
10	Dedicated Taxi Spaces
0	Service Loading Zones
11	Parking On-Street
4780	Parking Off-Street

**Potential Curbside Management**

19	Dedicated Bus Drop-Off/Pick-Up
8	Dedicated Taxi Spaces
11	Parking On-Street
10	Taxi/On-Street Parking
2	Service Loading Zones
(available for drop off/pick up)	

- Bus Drop-Off/Pickup & Hop-On/Hop-Off
- School Bus Drop-Off/Pickup
- Taxi Stands
- On-Street Parking (John Quay only)
- Taxi/On-Street Parking (to be determined)
- Service Loading Zones
- #/ On Queens Quay/Off Queens Quay



# bus management strategy

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what are we doing now?

- + refining & developing bus management strategy for Queens Quay
  - build upon prior work

study tasks

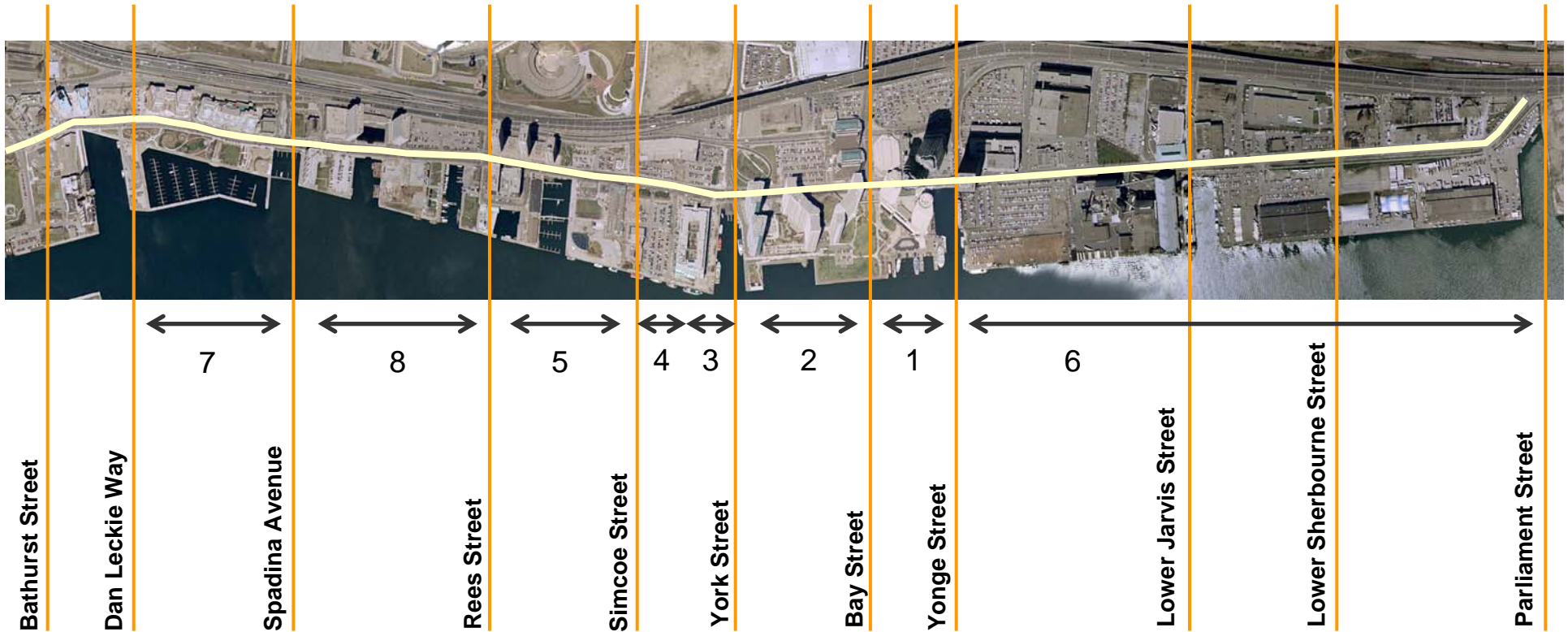
where we are today

- + information collection & outreach
- + analysis & synthesis:
  - baseline demands & operational needs
- + option development, evaluation & refinement
  - physical solutions
  - management solutions
- + input into bus management during construction
- + facilitate potential pilot programme
- + establish monitoring protocol





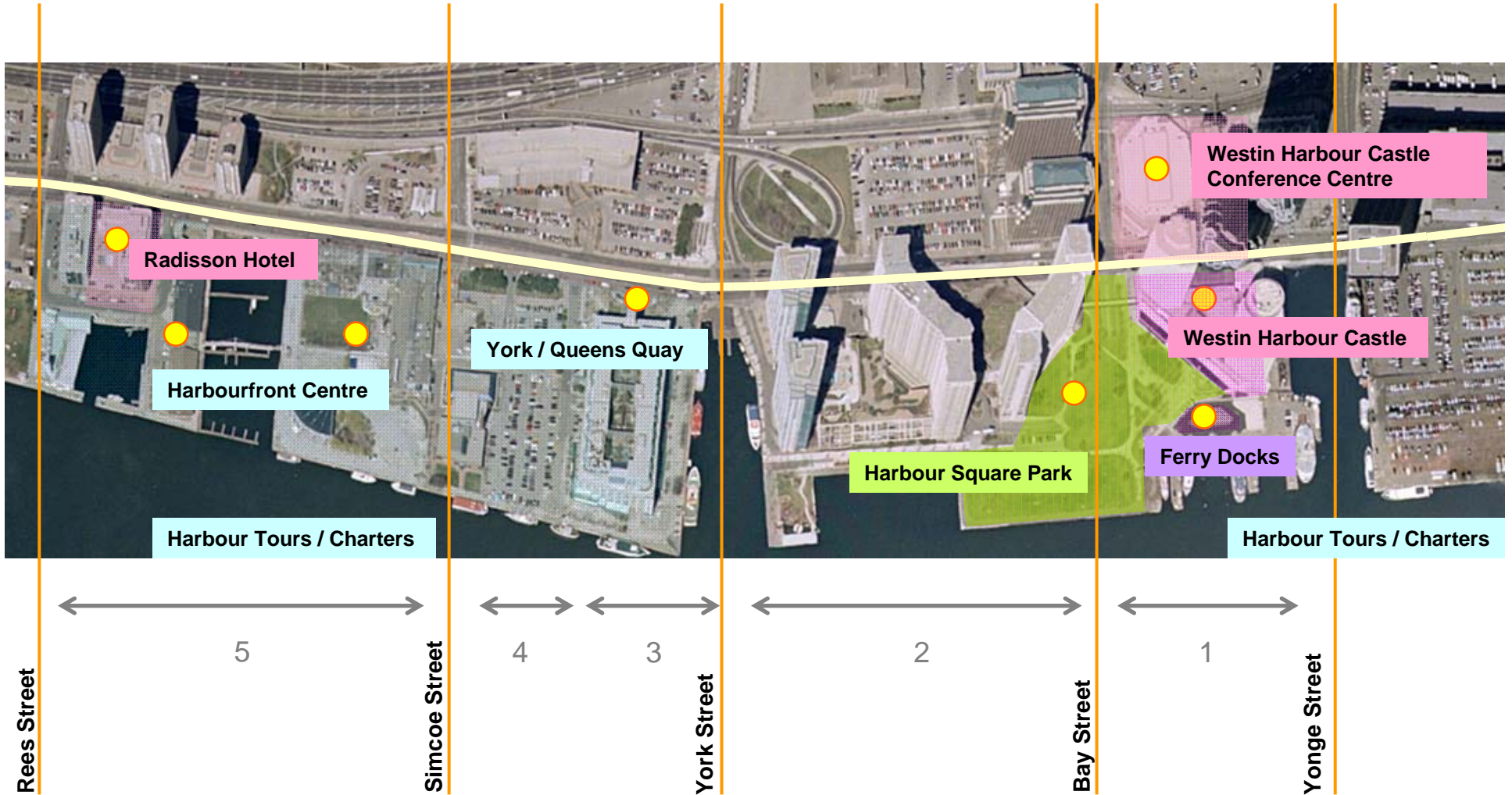
# broad study area



- + considers Queens Quay from Bathurst to Parliament
- + demands & needs assessed using zones

# focussed study area

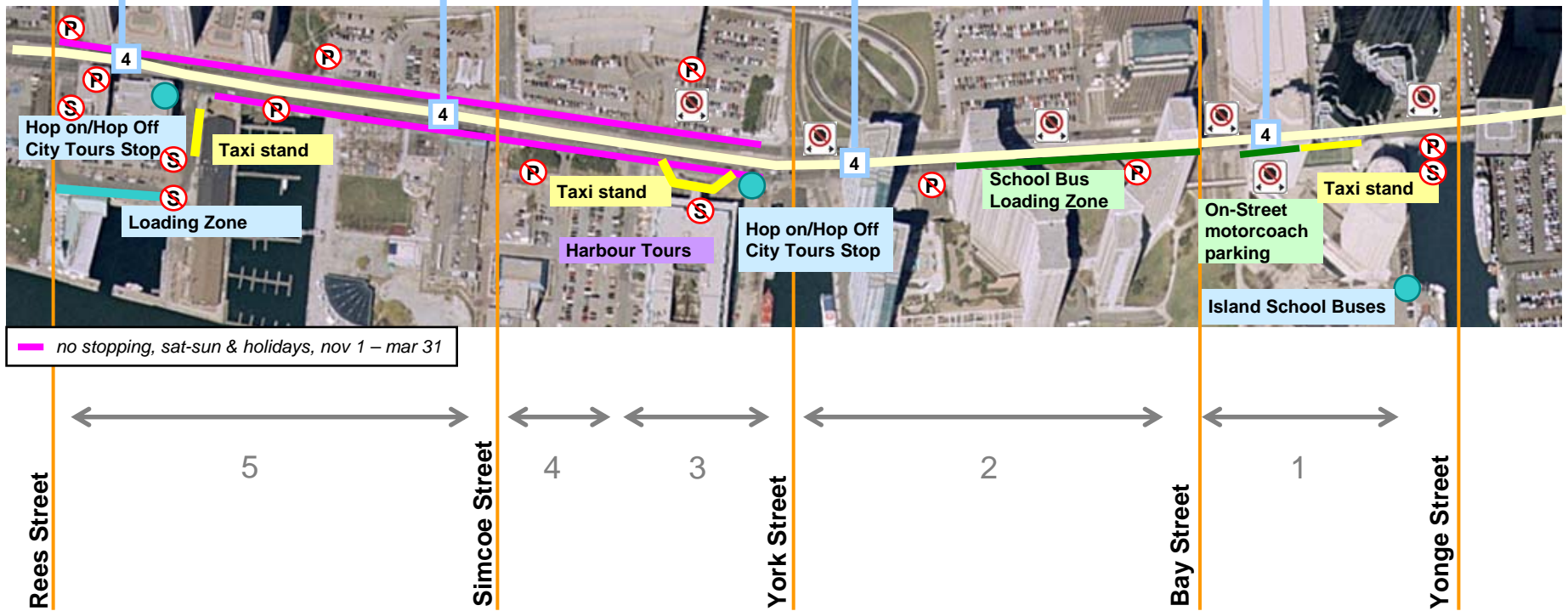
key activity centres





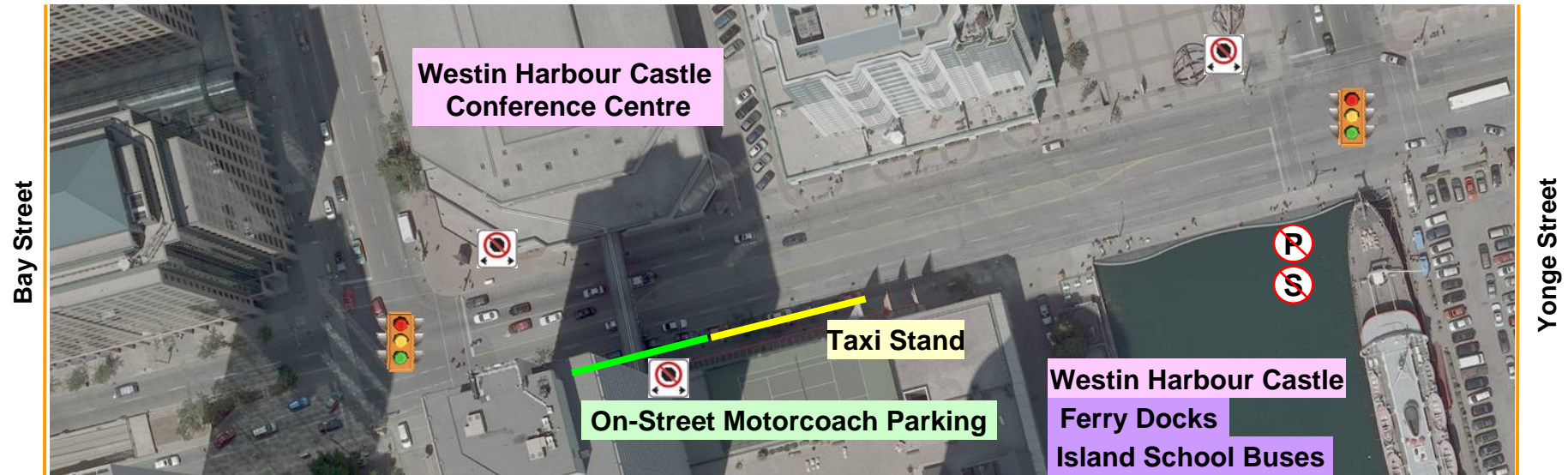
# focussed study area

existing physical conditions



# focussed study area

existing physical conditions – zone 1

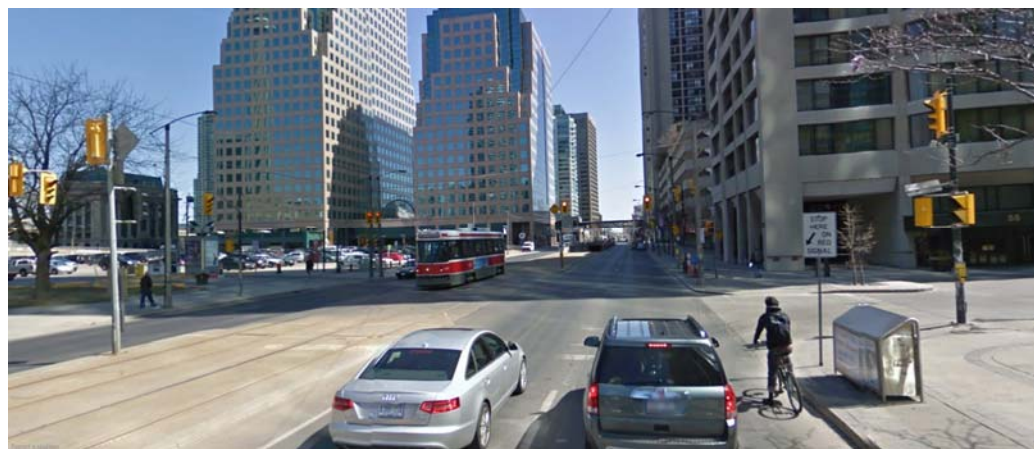
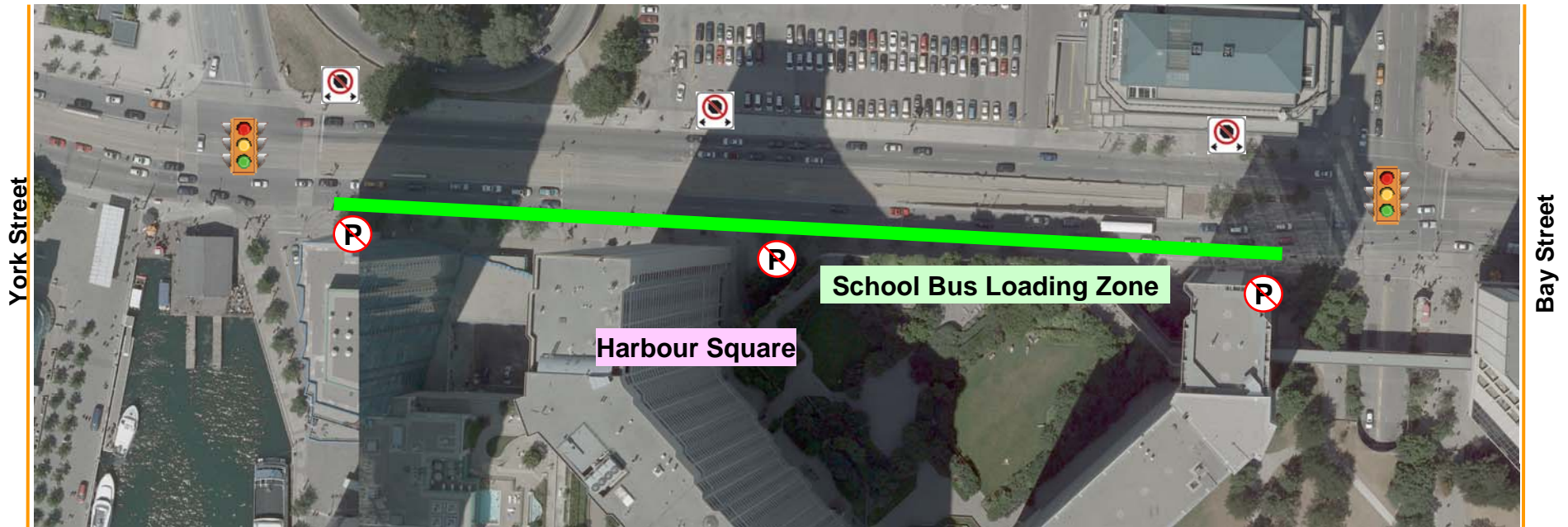


- + 2 lanes eastbound / westbound
- + on-street motorcoach & taxi parking outside Westin, south side curb lane
- + no stopping on north & south side, no parking, no standing on south side



# focussed study area

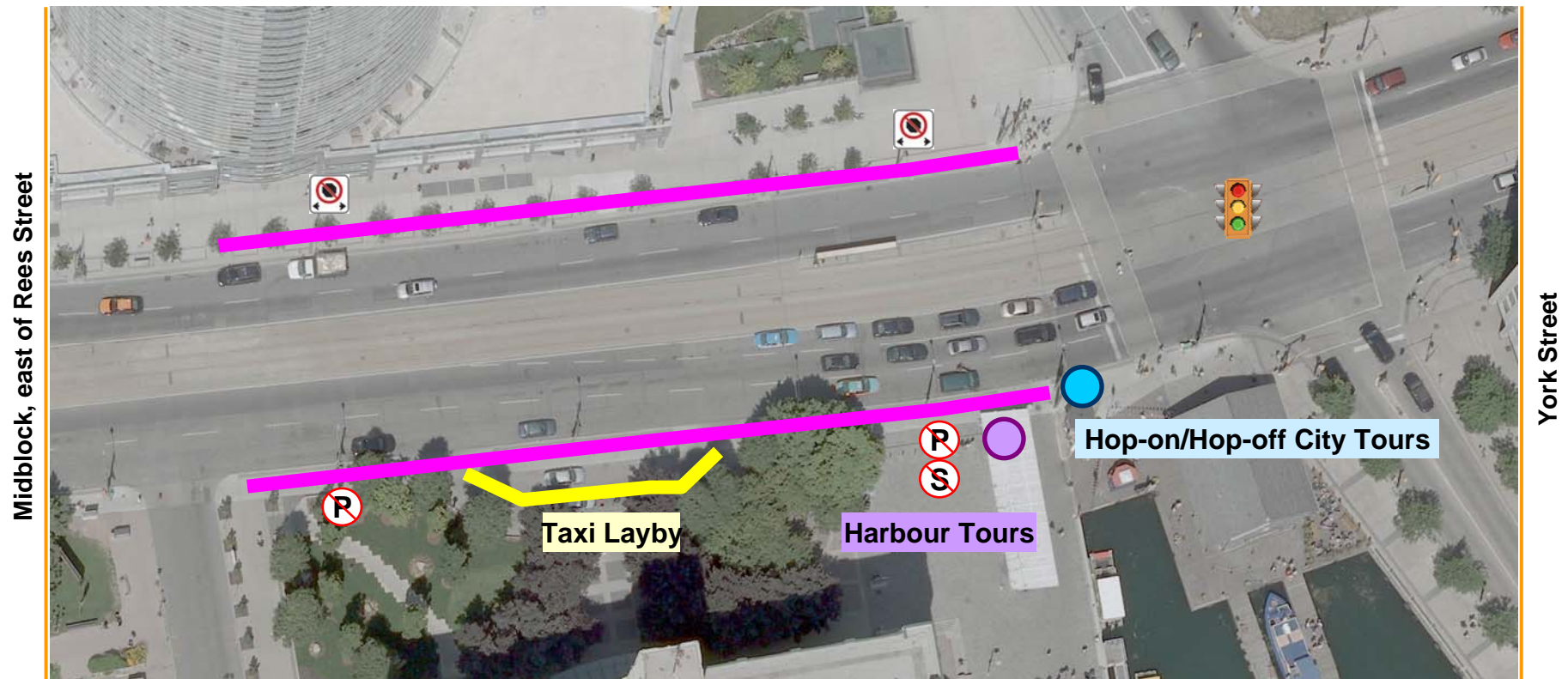
existing physical conditions – zone 2



- + 2 lanes eastbound / westbound
- + school bus loading zone on south side
- + no standing on north side, no parking on south side

# focussed study area

existing physical conditions – zone 3



- + 2 lanes eastbound / westbound
- + no stopping, sat-sun & holidays, nov 1 – mar 1, both sides
- + no standing on north side, no parking on south side



# focussed study area

existing physical conditions – zone 4



- + 2 lanes eastbound / westbound
- + no stopping, sat-sun & holidays, nov 1 – mar 1
- + no parking on north & south side



# focussed study area

existing physical conditions – zone 5



- + 2 lanes eastbound / westbound
- + no stopping, sat-sun & holidays, nov 1 – mar 1
- + no parking on north & south side

# bus activity surveys .....

how we did our surveys

- + Queens Quay on-street activity
- + record of arrival & departure time
- + duration of stay (loading & unloading)
- + classification of buses
- + stopping / parking location



# bus activity surveys .....

counts programme – selected dates

**3,105**  
total observations














**153**  
hours of study

**13**  
days of study

**8**  
zones of study  
*Bathurst to Parliament*

**239**  
average number  
of buses per day

**317**  
maximum number  
of daily buses

August 2010						
Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
1	2	3	4 	5	6	7
8	9 <i>Civic Holiday</i>	10 	11 	12	13 	14 
15 	16	17	18	19 	20 	21 
22 	23	24	25	26	27 	28 
29 	30	31				



# bus activity surveys

key destinations – hubs of activity

A. South Side, Rees to Simcoe



B. Harbourfront Centre, east of Simcoe



C. Harbourfront Centre, west of York



D. Westin Hotel & Conference Centre





# bus activity surveys .....

user groups along queens quay



*Airport Express*



*School Buses*



*City Tours*



*City Tours*



*City Tours*



*Small Shuttle Buses*



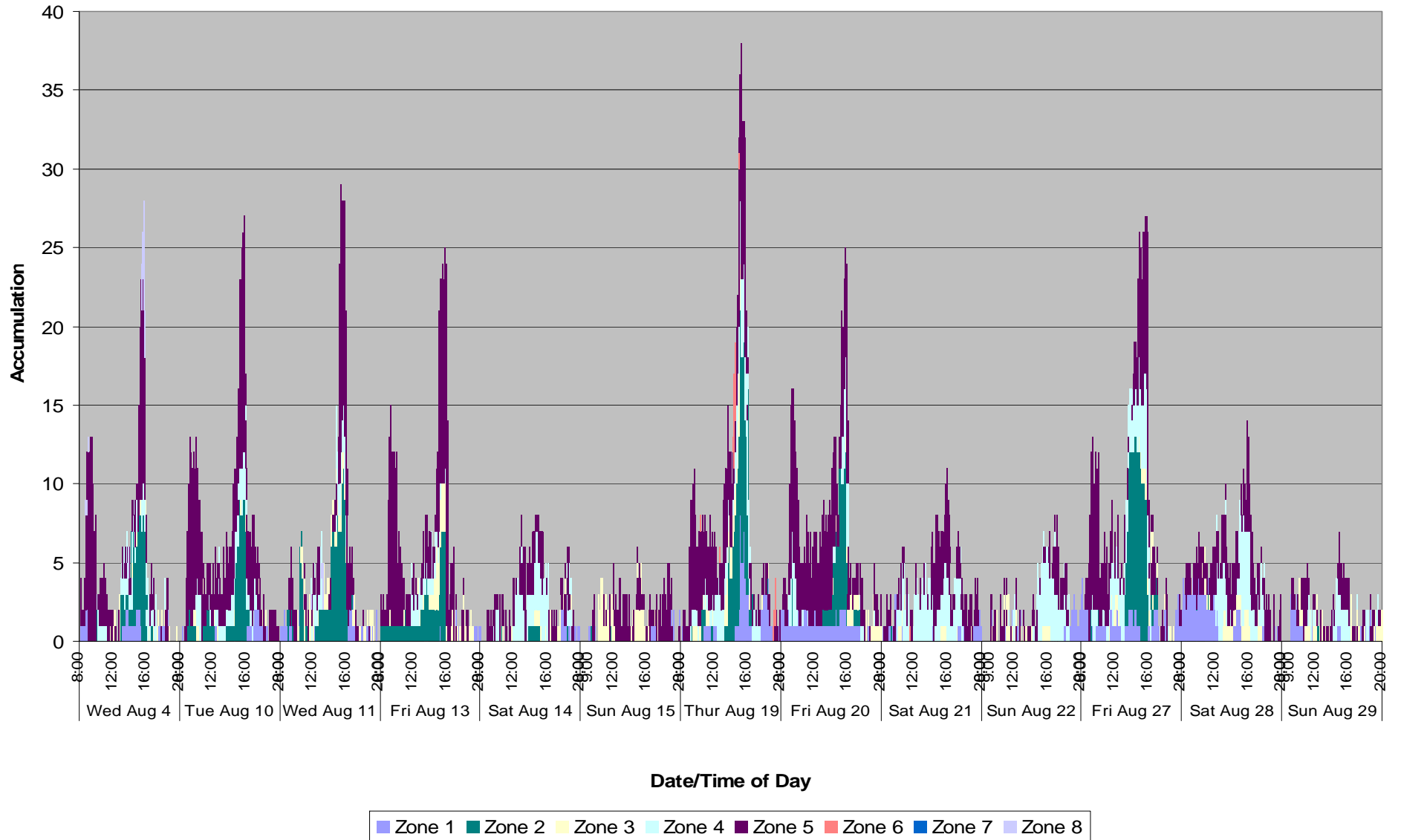
*Wheel-Trans*



*Charter Coach*

# bus activity surveys .....

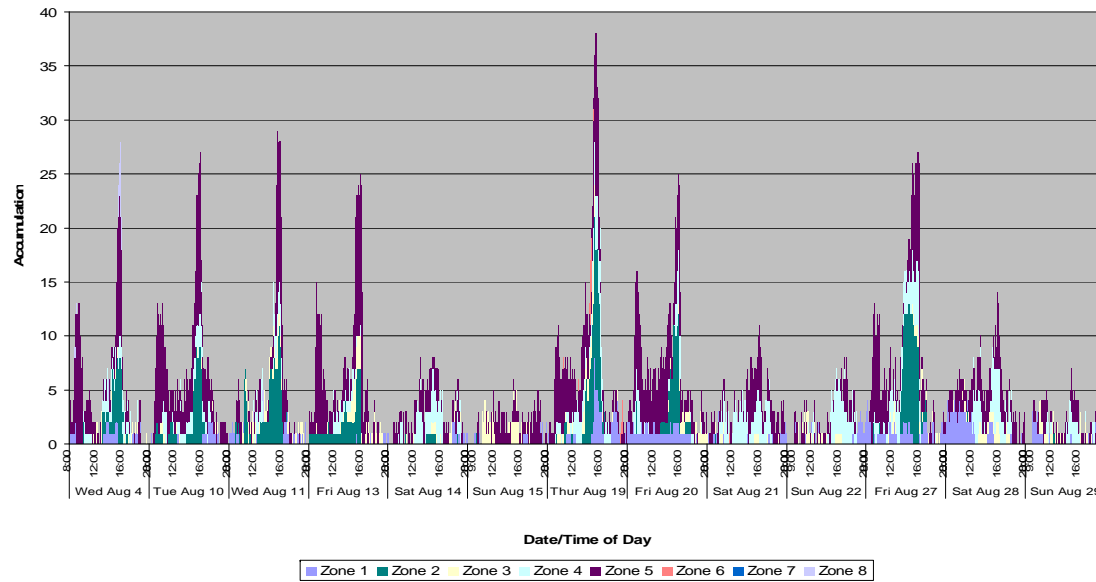
## total bus accumulation by zone





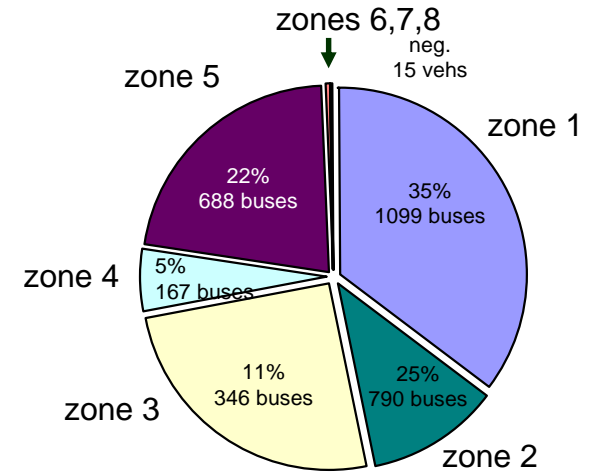
# bus activity surveys

## total bus accumulation by zone



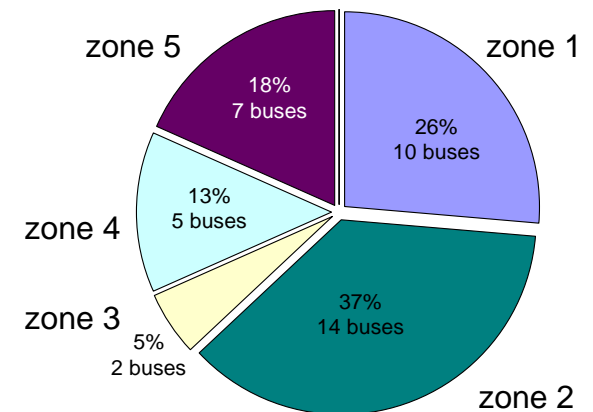
- + 38 / 15 / 7 buses  
max / 95<sup>th</sup> / 85<sup>th</sup> bus accumulation
- + average duration of stay: 12 minutes
- + maximum duration of stay: 4 hours 39 minutes
- + peak time: thurs, aug 19 at 3:15 pm

### composition by zone:



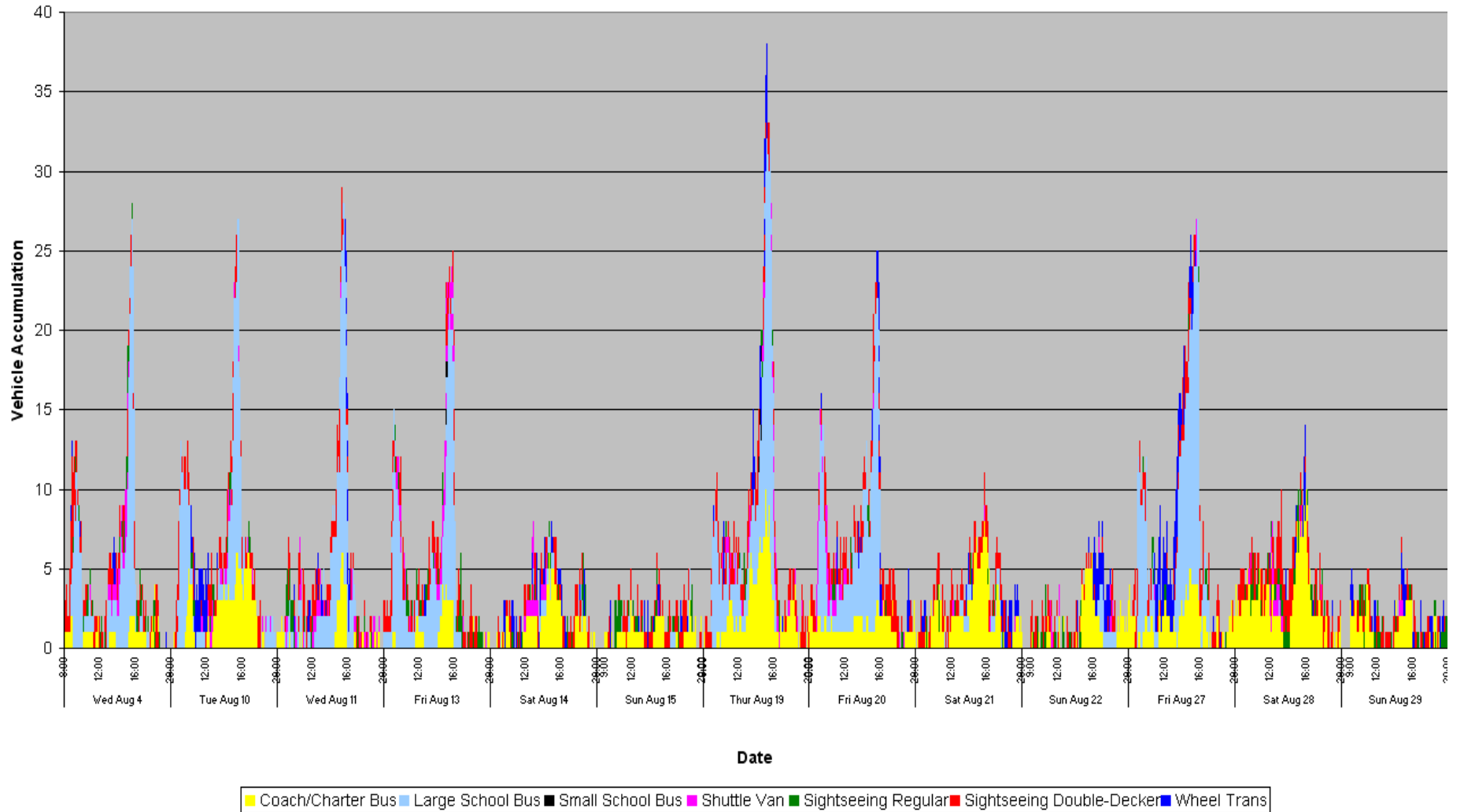
### peak accumulation composition by zone:

Thursday, August 18, 2010 – 38 buses



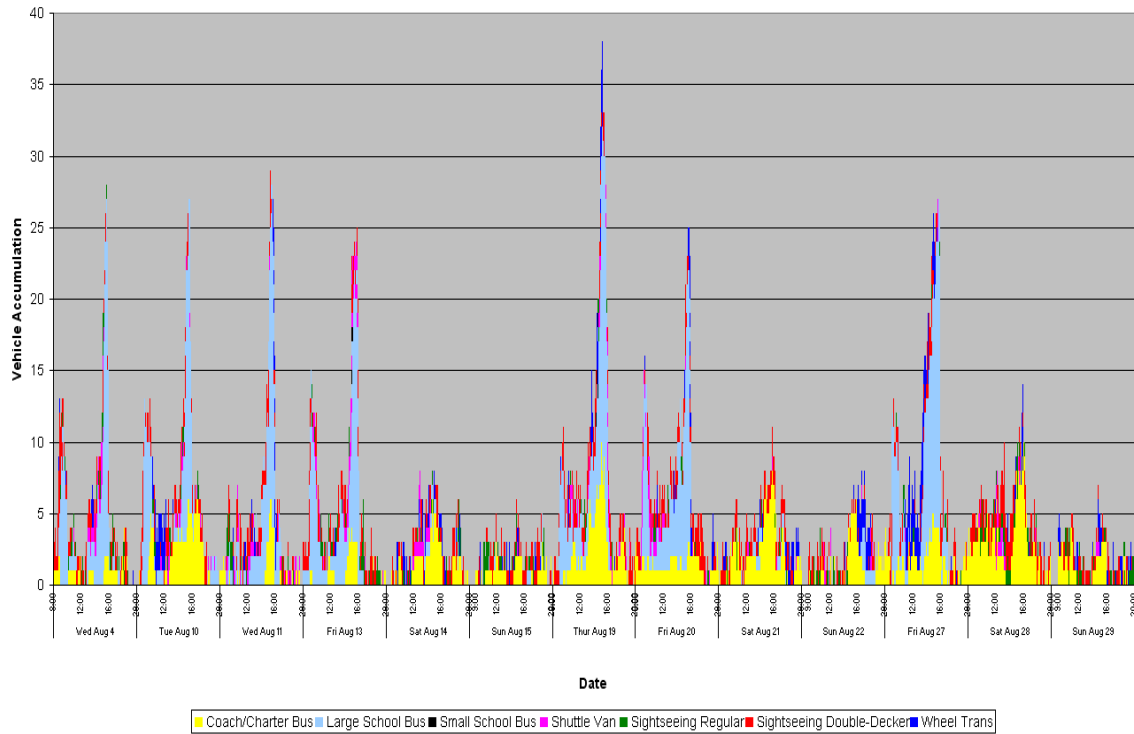
# bus activity surveys .....

total bus accumulation by vehicle type



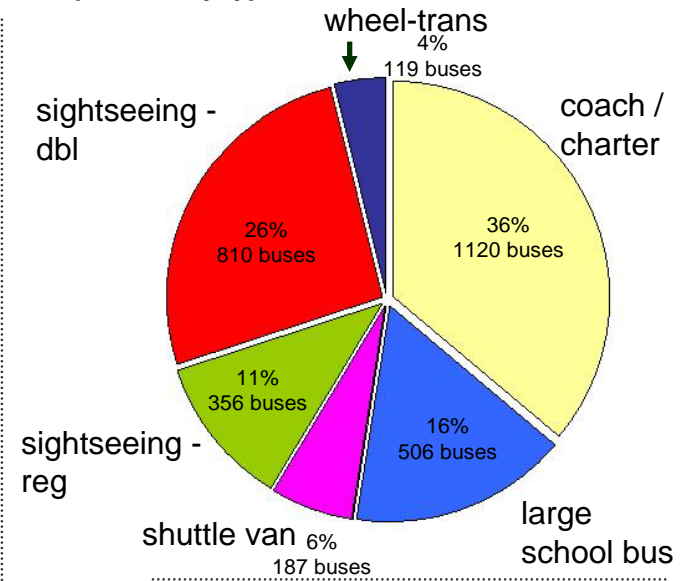
# bus activity surveys

## total bus accumulation by type



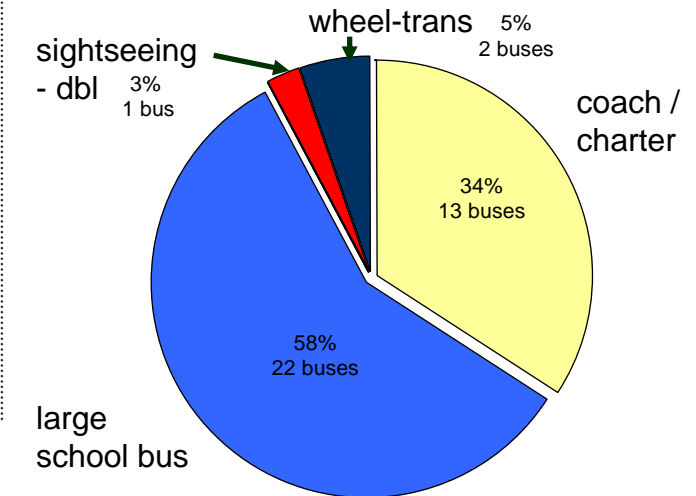
- + peak accumulation: 38 buses
- + 7 vehicle types ranging from large coaches to small shuttle buses and wheel-trans
- + significant school bus activity
  - 16% of all activity,
  - 58% of peak accumulation (22 buses)

### composition by type:



### peak composition by type:

Thursday, August 18, 2010 – 38 buses





# bus activity surveys

zone 1 (bay to yonge)



**1099**

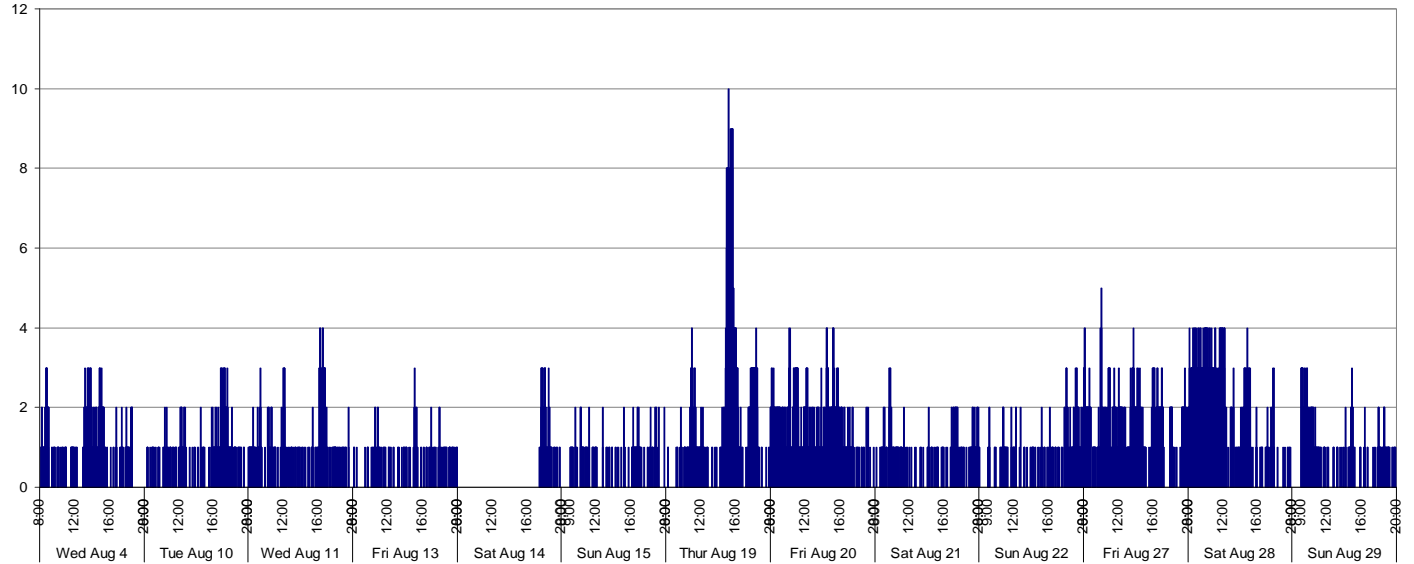
observations  
related to Westin /  
school buses

**10 / 3 / 2**

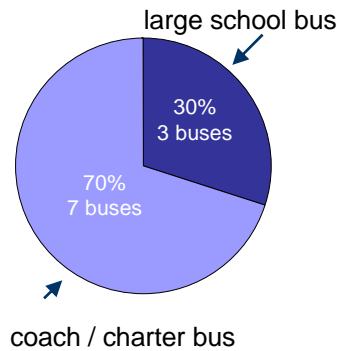
max / 95<sup>th</sup> / 85<sup>th</sup>  
buses at peak

**4 hrs / 24' / 6' / 5'**  
max / 95<sup>th</sup> / 85<sup>th</sup> / avg  
duration of stay

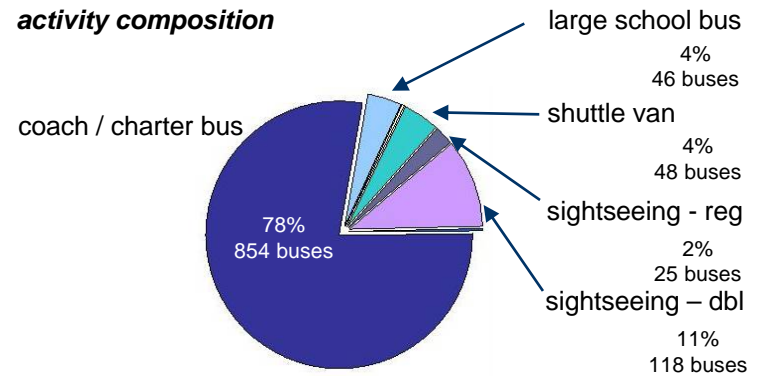
**vehicle accumulation**



**peak composition:**



**activity composition**



# bus activity surveys

zone 2 (bay to york)

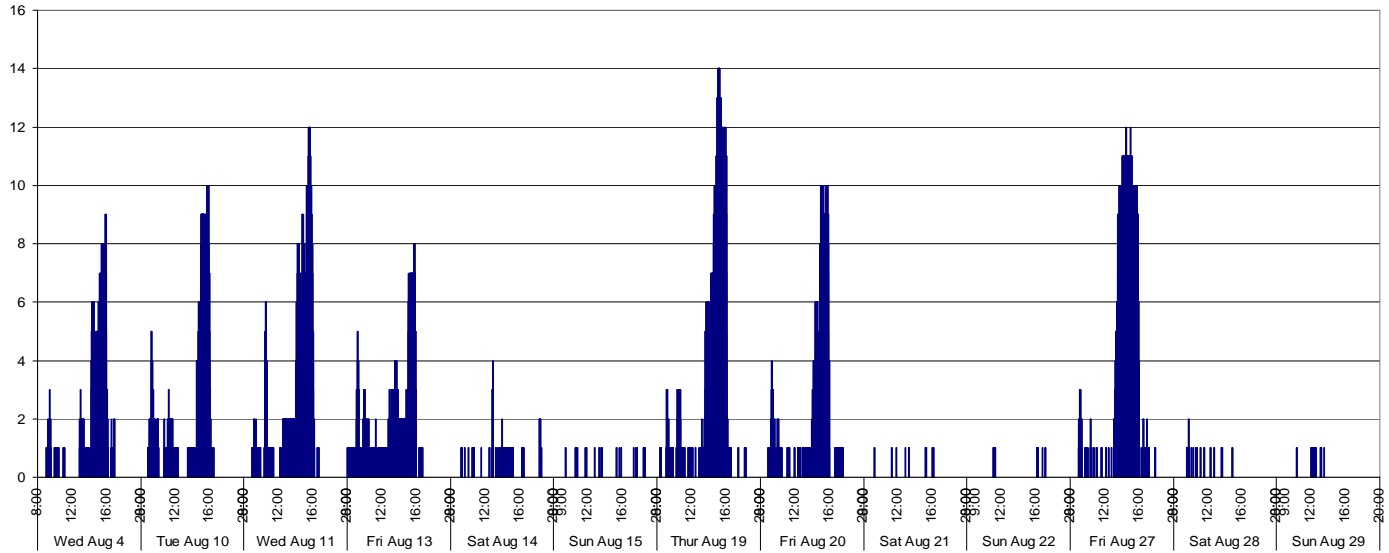


**346**  
observations related  
to school buses

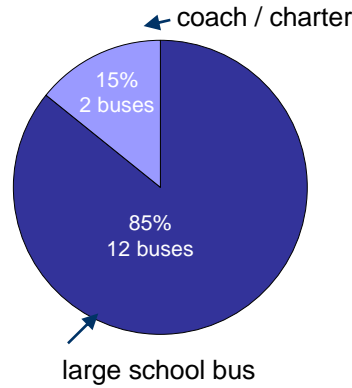
**14 / 7 / 1**  
max / 95<sup>th</sup> / 85<sup>th</sup>  
buses at peak

**3.58 hrs / 2 hrs / 85' / 24'**  
max / 95<sup>th</sup> / 85<sup>th</sup> / avg  
duration of stay

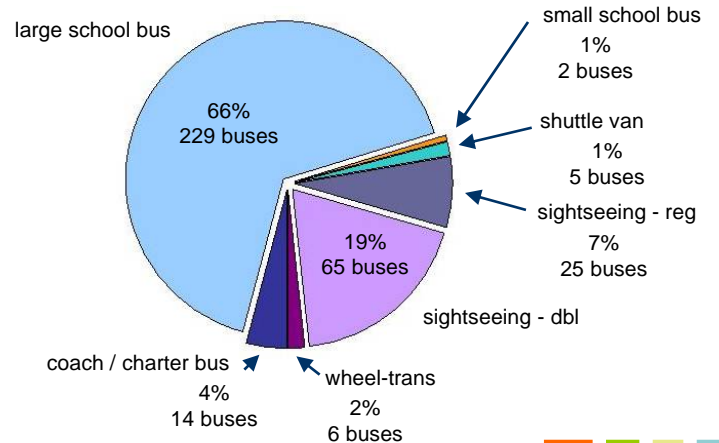
**vehicle accumulation**



**peak composition:**



**activity composition**



# bus activity surveys .....

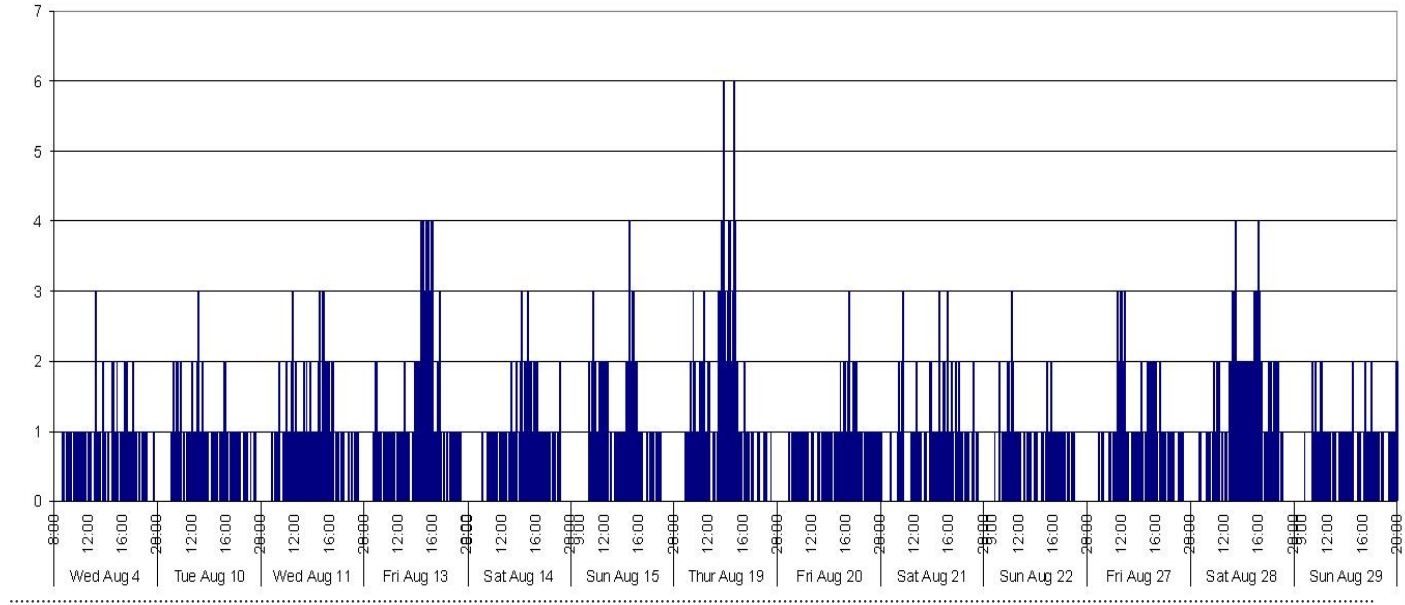
zone 3 (york west midblock to east of lower simcoe)



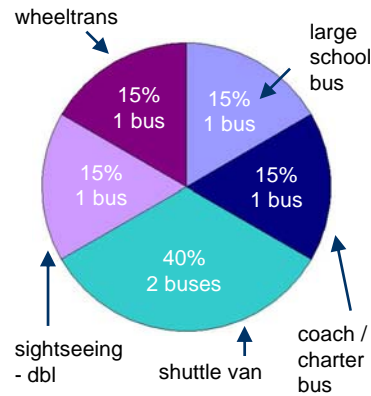
**790**  
observations related to  
York / Queens Quay bus  
stop

**6 / 2 / 1**  
max / 95<sup>th</sup> / 85<sup>th</sup>  
buses at peak

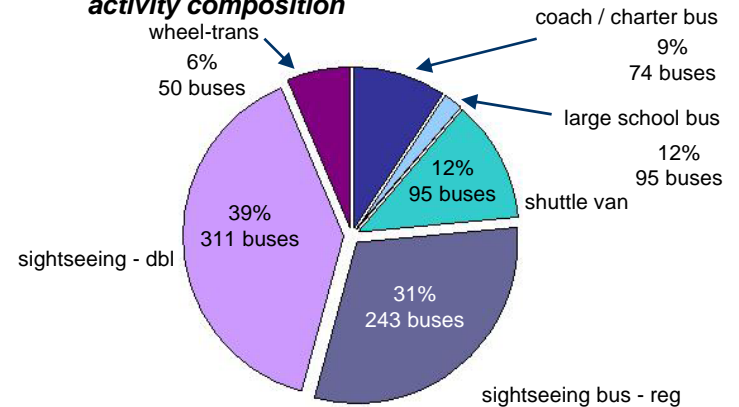
**2.18 hrs / 18' / 5' / 5'**  
max / 95<sup>th</sup> / 85<sup>th</sup> / avg  
duration of stay



**peak composition:**



**activity composition**





# bus activity surveys .....

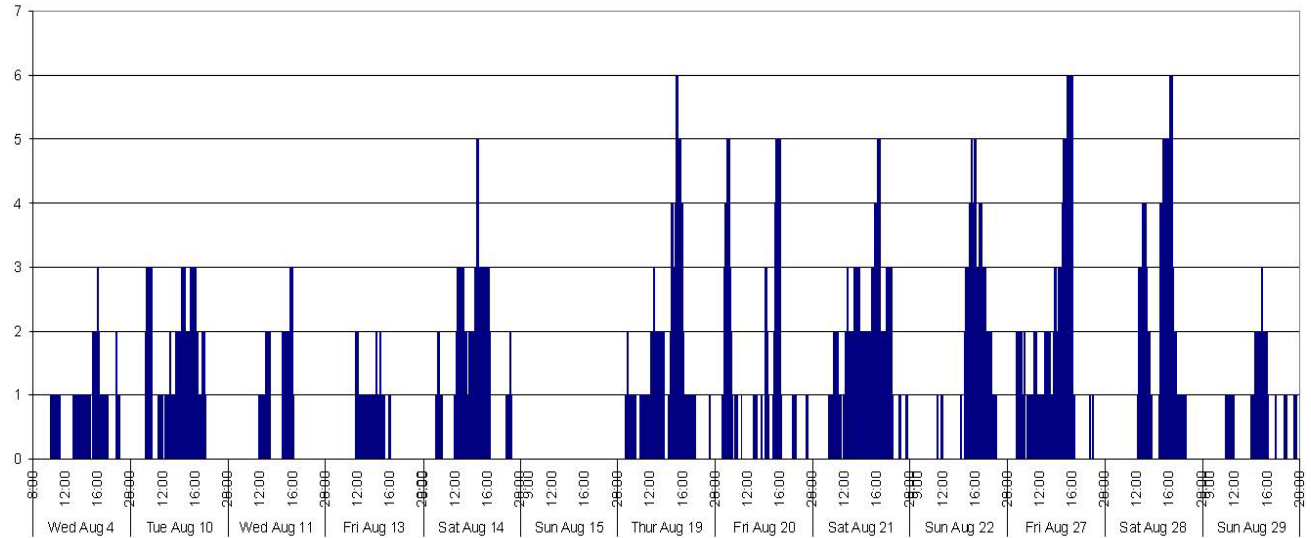
zone 4 (midblock, east of lower simcoe to midblock west of lower simcoe)



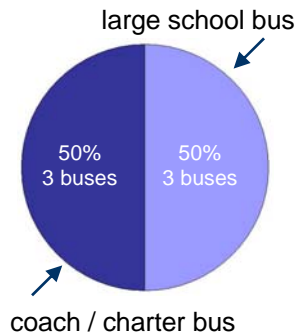
**167**  
observations related to  
Harbourfront Centre

**6 / 4 / 2**  
max / 95<sup>th</sup> / 85<sup>th</sup>  
buses at peak

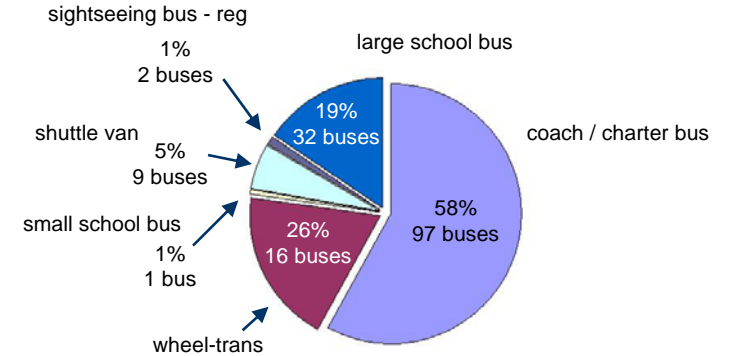
**3 hrs / 1.95 hrs / 1.4 hrs' / 43'**  
max / 95<sup>th</sup> / 85<sup>th</sup> / avg  
duration of stay



**peak composition:**

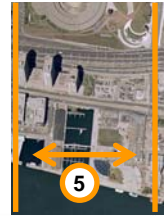


**activity composition**



# bus activity surveys

zone 5 (midblock west of lower simcoe to rees)



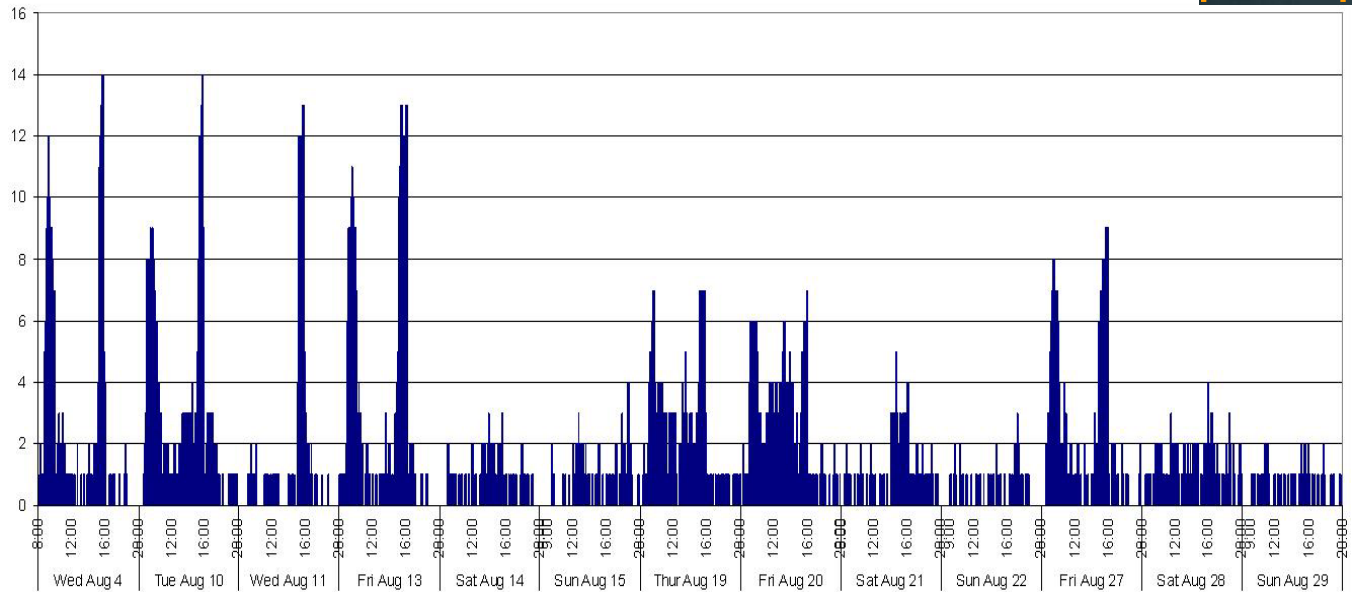
**688**

observations related to  
Radisson Hotel &  
Harbourfront Centre

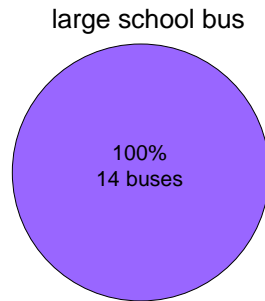
**14 / 7 / 2**

max / 95<sup>th</sup> / 85<sup>th</sup>  
buses at peak

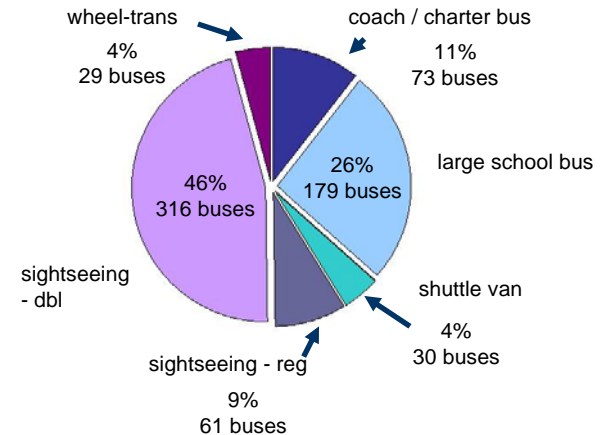
**4.65 hrs / 1.1 hrs / 42' / 18'**  
max / 95<sup>th</sup> / 85<sup>th</sup> / avg  
duration of stay



**peak composition:**



**activity composition**



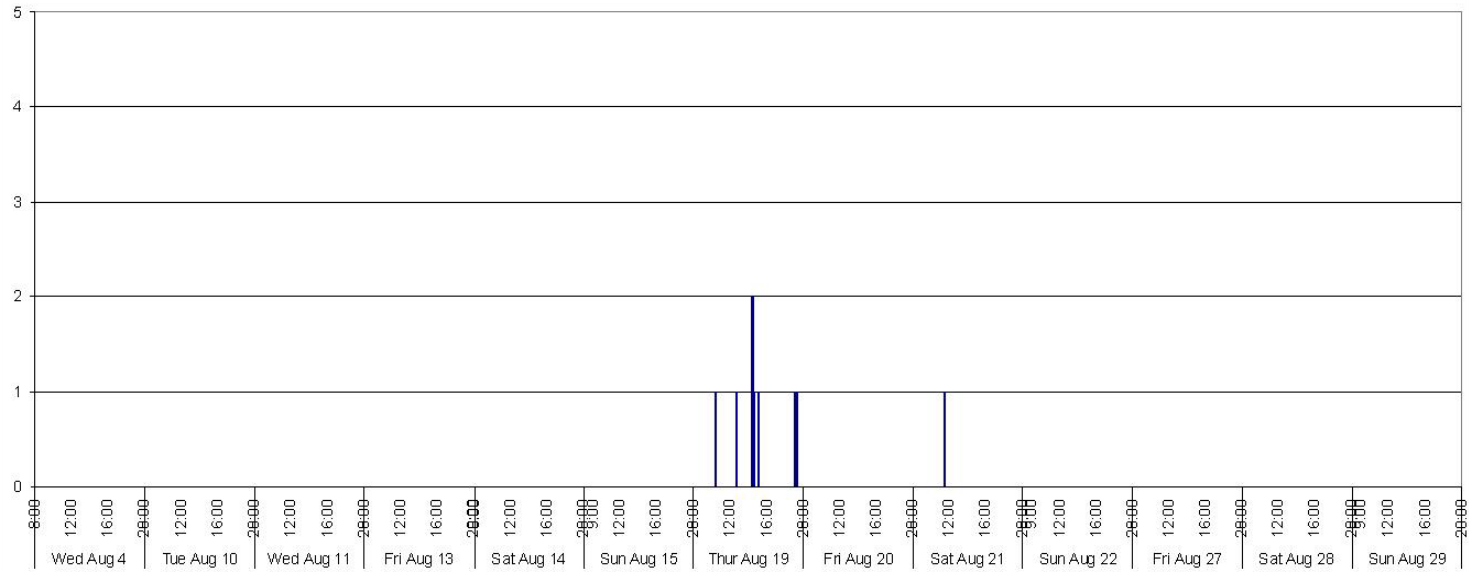
# bus activity surveys .....

zone 6 (yonge to parliament)



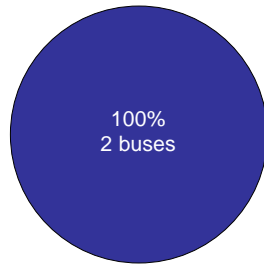
**8**  
observations

**2 / 0 / 0**  
max / 95<sup>th</sup> / 85<sup>th</sup>  
buses at peak



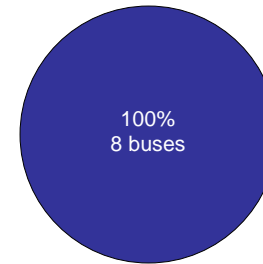
**17' / 16' / 15' / 5'**  
max / 95<sup>th</sup> / 85<sup>th</sup> / avg  
duration of stay

**peak composition:**



coach / charter bus

**activity composition**

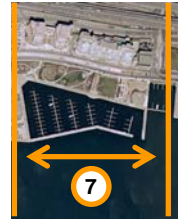


coach / charter bus



# bus activity surveys .....

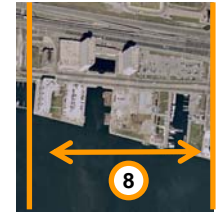
zone 7 (lower spadina to dan leckie way)



**no buses observed!**

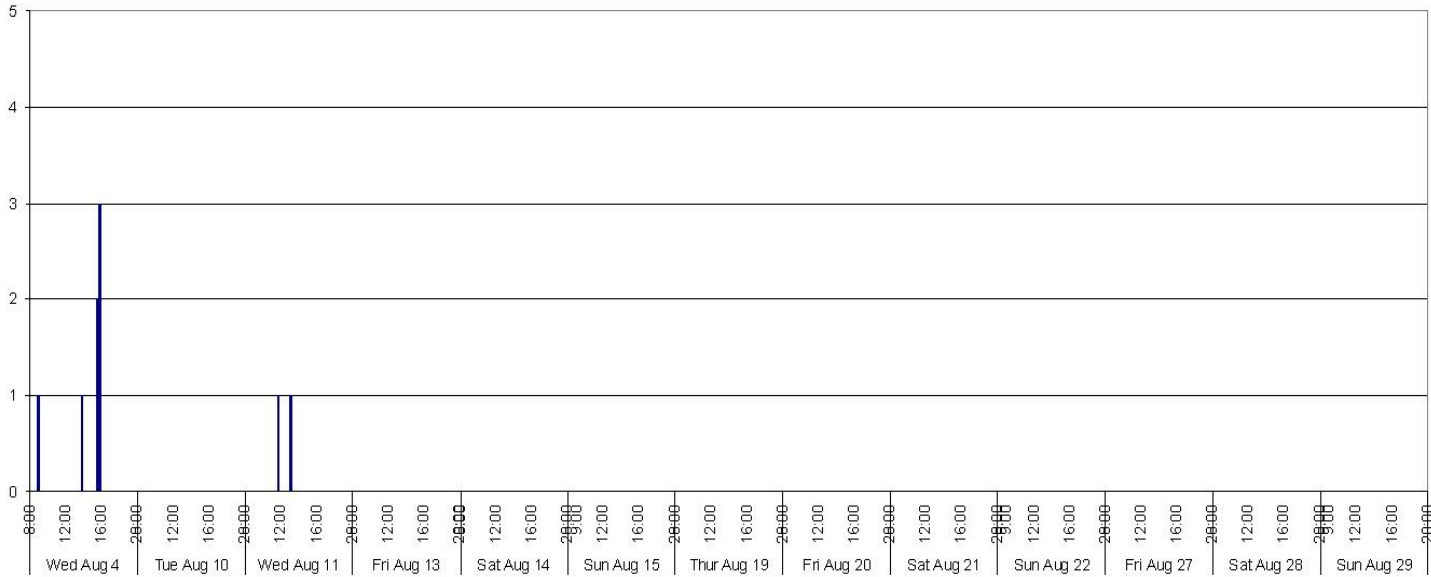
# bus activity surveys

zone 8 (rees to lower spadina)



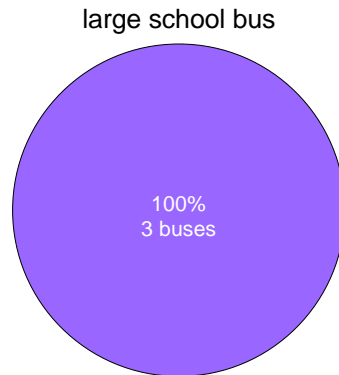
**7**  
observations

**3 / 1 / 0**  
max / 95<sup>th</sup> / 85<sup>th</sup>  
buses at peak

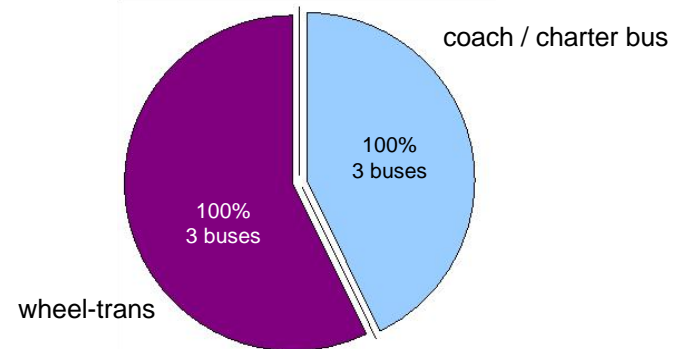


**21' / 19' / 17' / 8'**  
max / 95<sup>th</sup> / 85<sup>th</sup> / avg  
duration of stay

**peak composition:**



**activity composition**



# next steps

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+ bus management working group to be developed

- key stakeholders



- Bus industry representatives
- Ontario Motor Coach Association
- BIA representative
- Residents' representative
- City of Toronto staff
  - Traffic Operations
  - Tourism
  - Waterfront Secretariat
  - Waterfront Toronto staff

+ dialogue with individual stakeholders

+ continue information accumulation

- operational & management practices
- what works, what doesn't?

+ confirm demand & management needs

- basis for physical & operational strategies



# potential pilot programme .....

- + establish candidate management strategies
- + implement strategies
  - set timeframe
- + monitor operations during trial
- + feedback & lessons learned at trial end
- + refine management plan
  - ongoing dialogue