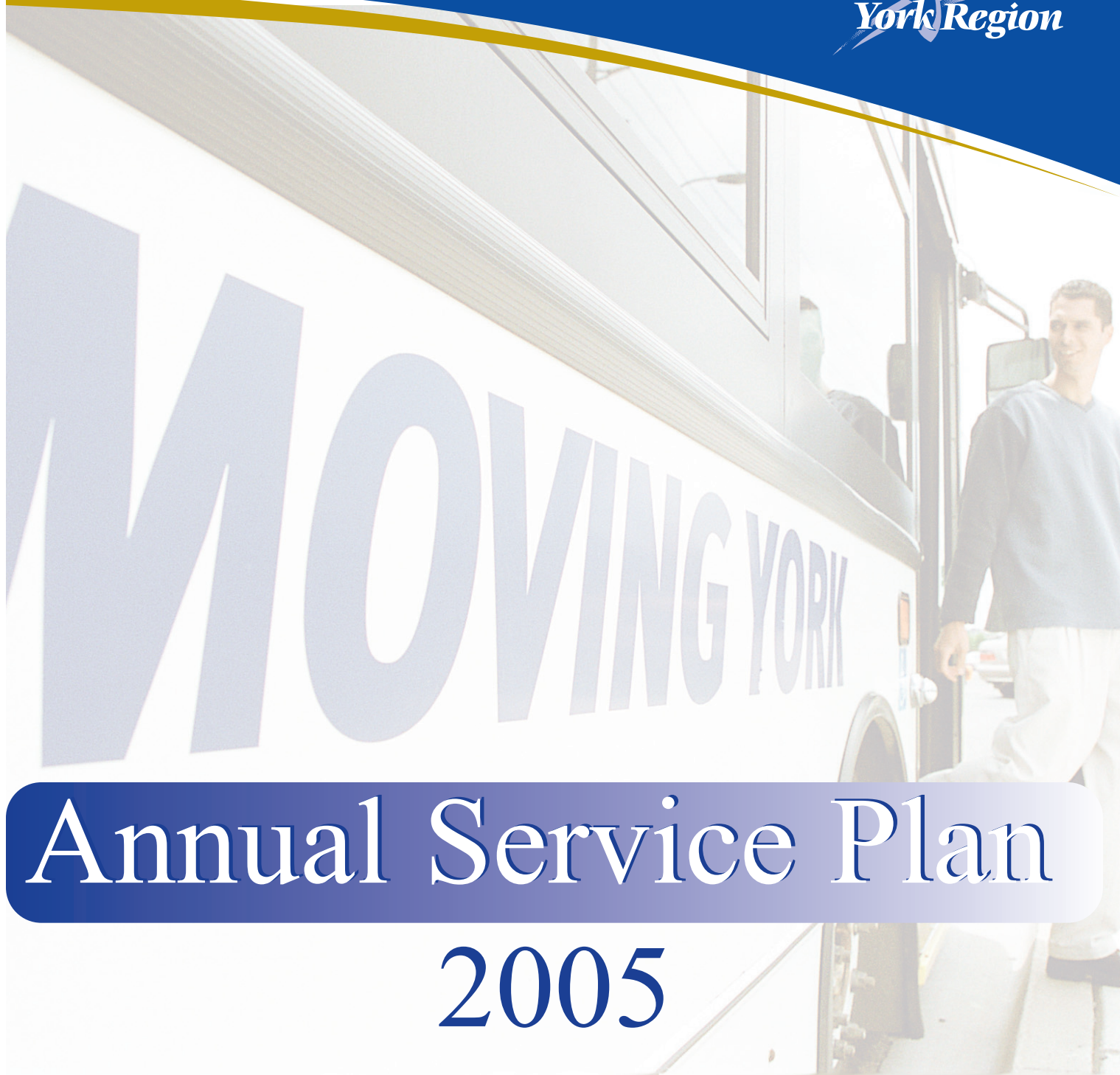




# Annual Service Plan

## 2005



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## **1.0 Executive Summary**

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## 1.0 Executive Summary

As part of York Region Transit's (YRT) Five-Year Service Plan, adopted by Regional Council in 2002, an annual planning cycle and consultation process was recommended. The annual planning cycle was based on well-defined service standards and objectives. The recommended process included a needs identification stage, a ridership and financial performance review, a process for the development of draft proposals and a stakeholder consultation process. YRT staff have followed the adopted process, with the Annual Service Plan 2005 being the basis for next year's planning activities and budget.

Since the amalgamation of transit services in 2001, ridership in York Region has grown by over four million riders, or an average of 10.5% per year. In 2004, YRT carried over 13.8 million passenger trips, an impressive 14.3% increase over the previous year. This figure equates to approximately 55,000 passenger trips on an average weekday and amounts to more than 1.4 million new trips in just one year. **YRT experienced the highest growth rate in the GTA and one of the highest in Canada** (as per Canadian Urban Transit Association statistics).

This increase can be attributed to the tremendous rate of population growth and related increases in transit service levels. Since amalgamation, the hours of revenue service have increased by an average of 16% per year. **This unprecedented investment in public transit reflects York Region's commitment to the system's expansion and the development of a more balanced and transit supportive transportation network.**

As noted above, although ridership (and associated revenue) gains have been impressive, in the short term the increase in service levels has been even greater. With these significant increases in service, the YRT system cost recovery ratio now stands at 50%.

By the end of 2004, the YRT system consisted of over 70 routes. YRT routes consist of core routes (operating along major arterial corridors), feeder or local routes (operating in local neighbourhoods), high school specials (which focus on specific student demand), GO Train shuttles, express services and one Community bus route (operating in Richmond Hill). Each category of routes serves a particular transit market and each plays an important role in the success of the overall system network. Although each route is reviewed individually, YRT Service Planners must consider the overall system goals when evaluating changes or improvements to service (Refer to Appendix A for details).

The introduction of bus rapid transit services in key corridors within the Region (Yonge St., Highway 7, Markham Centre/Warden Ave, Jane/Keele/Vaughan Corporate Centre) in the Fall of 2005, will further contribute to an even more highly developed public transit network. Thus, the current YRT network will evolve to focus not only on providing convenient local service, but also effectively feed these new rapid transit corridors.

In the coming year, the major YRT service initiatives include:

- Realignment of local feeder routes in the Vaughan, Markham, Newmarket and Aurora areas. The intent is to simplify the routing configurations, provide two-way

service (avoiding one directional loops), eliminate duplication and improve connectivity to major trip generators (e.g. Vaughan Mills Mall, Seneca College).

- Improved connections to more frequently served core routes and future bus rapid transit corridors.
- Route extensions to new subdivision developments in the Vaughan, Markham, Newmarket, Aurora and Richmond Hill areas, as well as a connection from the Yonge corridor to King City.
- Introduction of new Community Bus and demand responsive services (Georgina) in select areas throughout the Region.

The total estimated gross costs of all the service improvements outlined in the Annual Service Plan 2005 amounts to approximately \$5.2 million. All the recommendations in the draft Annual Service Plan 2005 were considered at the October Transit Committee meeting. During the budget review process, the Plan was reviewed, proposed improvements prioritized, with only the Viva related and 'Priority 1' improvements considered for 2005 implementation. The approved 2005 improvements will cost approximately \$2.4 million with associated revenues amounting to approximately \$600,000, for a net cost of \$1.8 million. The approved services represent about 4.7% of total 2005 direct operating costs. All remaining improvements included in the Plan will be reconsidered as part of the 2006 service planning process.

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## **2.0 Planning Process**

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### **2.1 Service Standards**

### **2.2 Public Consultation Process**



## 2.0 Planning Process

The YRT 5-year Service Plan (2002) set overall service direction and priorities for the next five years, in order for York Region to achieve its increased transit ridership targets and overall transportation objectives. The plan included considerable detail, especially in the early years, but fully-developed plans need to be done on an annual basis as part of an annual planning cycle.

In the interim report that established York Region Transit, an annual service planning consultation approach was proposed. Under this approach, transit staff would prepare a draft transit service plan for the upcoming year, based on an evaluation of the current transit services and overall Regional transit objectives. This plan would be provided to various transit stakeholders, notably customers, residents, the individual local municipalities, TTC, GO Transit, and Brampton Transit for comment. This input would then be considered by Regional Transit staff and integrated, where feasible, into a final service plan for the upcoming year. This approach has the benefit of promoting a cohesive and collective approach to transit service planning, wherein stakeholders appreciate a broader perspective while still providing the opportunity to consider local needs.

Based on the need to prepare transit budgets by early Fall, an annual planning process and calendar is shown as follows:

| Action                                                                                              | Responsibility                | Timing              |
|-----------------------------------------------------------------------------------------------------|-------------------------------|---------------------|
| Needs identification (internal review)                                                              | YRT                           | January - March     |
| Overall system performance review (ridership and financial) and individual route analysis           | YRT                           | March - April       |
| Conduct Public Information Centre's (PIC's) across the Region                                       | YRT                           | May - June          |
| Develop draft Annual Service Plan                                                                   | YRT                           | July - August       |
| Prepare draft Budget plus updated 5-year Capital and Operating Budgets                              | YRT                           | July - September    |
| Present draft Service Plan to Transit Committee                                                     | YRT                           | October             |
| Circulate draft Service Plan to stakeholders for final comment (municipalities, GO, TTC, others)    | YRT                           | October - November  |
| Stakeholders respond to draft Service Plan and Budgets                                              | YRT, GO, TTC, municipalities. | November - December |
| Refine Service Plan and Budgets as per stakeholder input and final budget process                   | YRT                           | December            |
| Finalize Service Plan and Budgets as per results of budget process and re-submit for final approval | YRT                           | February            |

## 2.1 Service Standards

Service standards are fundamental to the operation of any public transit organization as they provide the rationale for making decisions on the transit services and associated allocation of resources. Standards provide the basis for evaluating such key service parameters as route coverage, service levels (frequencies), ridership performance and schedule adherence.

As a tool for evaluation purposes, service standards should not necessarily imply a specific action if a standard is not met. For example, if a route does not meet a ridership performance standard, there is not an automatic requirement that the service be cut or eliminated, but it does suggest some remedial action, such as a route re-structuring, should be considered. A route may not be able to meet both a minimum frequency and a performance standard, in which case, a sub-standard frequency or a sub-standard performance may have to be accepted if a suitable remedial action is not available.

In general, it is more important for core routes to meet minimum frequency standards, so that the overall integrity of the route network is maintained. Also, bringing service levels up to meet a standard does not necessarily have to happen immediately, but can be phased in according to such things as resource availability and anticipated ridership performance. For example, services in new developments may start as weekday peak-hour-only services and be upgraded to all-day and weekend services at a later date.

The following service standards are based on those that were established by the area municipalities before the merger of the transit systems, along with generally accepted transit industry standards for systems of similar size. With the exception of the standards for small communities, the standards that follow apply to the urban areas of the Region.

The minimum **service frequency** standards are as follows:

| Minimum Service Frequencies |              | Core Routes | Feeder Routes | Community Bus |
|-----------------------------|--------------|-------------|---------------|---------------|
| Weekdays                    | Peak-periods | 15 minutes  | 30 minutes    | 60 minutes    |
|                             | Mid-day      | 30 minutes  | 60 minutes    | 120 minutes   |
|                             | Evening      | 30 minutes  | 60 minutes    | 120 minutes   |
| Saturdays                   | Daytime      | 30 minutes  | 60 minutes    | 120 minutes   |
|                             | Evening      | 30 minutes  | 60 minutes    | 120 minutes   |
| Sun/Holidays                | Daytime      | 30 minutes  | 60 minutes    | 120 minutes   |
|                             | Evening      | 30 minutes  | 60 minutes    | 120 minutes   |

The minimum **performance** standards are as follows:

| Minimum Performance Levels |                     | Core Routes   | Feeder Routes | Community Bus |
|----------------------------|---------------------|---------------|---------------|---------------|
| <b>Weekdays</b>            | <b>Peak-periods</b> | 30 pass./hour | 25 pass./hour | 15 pass./hour |
|                            | <b>Mid-day</b>      | 20 pass./hour | 15 pass./hour | 10 pass./hour |
|                            | <b>Evening</b>      | 20 pass./hour | 15 pass./hour | 10 pass./hour |
| <b>Saturdays</b>           | <b>Daytime</b>      | 20 pass./hour | 15 pass./hour | 10 pass./hour |
|                            | <b>Evening</b>      | 20 pass./hour | 15 pass./hour | 10 pass./hour |
| <b>Sun/Holidays</b>        | <b>Daytime</b>      | 20 pass./hour | 15 pass./hour | 10 pass./hour |
|                            | <b>Evening</b>      | 20 pass./hour | 15 pass./hour | 10 pass./hour |

For a complete explanation of service standards by service category, refer to Appendix B.

There are various other standards for operational purposes, such as standards for route coverage (90% of the urban population within 500 metres of transit service) and standards for bus stop locations, amenities and maximum loads.

## 2.2 Public Consultation

As part of the review process, YRT staff evaluated both the effectiveness and efficiency of the YRT system. The evaluation process considers the effectiveness of not only the individual routes, but also more importantly the system as a whole. Consideration is given to the financial efficiency (revenue/cost ratio) of each route, effectiveness in terms of route/network connectivity, service area coverage, and the ability to meet demand.

The annual service review is a comprehensive and inclusive process. YRT staff take into account comments received from customers, residents, local area Councillors, business groups, YRT Customer Service and Operations staff, comments from associated transit service agencies (TTC, GO Transit, Brampton Transit) and school boards/educational facilities.

In order to proactively engage the public, a series of Public Information Centres (PICs) were carried out over a month long period (May/June 2004):





### Public Information Centres

York Region Transit (YRT) invites you to attend our  
Public Information Centres!

Find out what YRT has planned for your local area, including:

- Proposed Routing Changes
- Service Expansion Plans
- General Service Improvements

YRT staff will be on hand to discuss the proposed plans and answer your questions.

Listed below are the information site locations. If you are unable to attend our Public Information Centres, you can still provide feedback by calling our Customer Service Centre or visiting our Web site.

| Schedule     |                  |             |                              |
|--------------|------------------|-------------|------------------------------|
| <b>West</b>  | Tuesday May 25   | 6 - 9 p.m.  | King City Library            |
|              | Thursday May 27  | 6 - 9 p.m.  | Promenade Mall, Thornhill    |
| <b>East</b>  | Saturday June 5  | 10 - 6 p.m. | Markville Mall, Markham      |
|              | Tuesday June 8   | 7 - 9 p.m.  | Lebovic Centre, Stouffville  |
| <b>North</b> | Wednesday June 9 | 6 - 9 p.m.  | Aurora Public Library        |
|              | Saturday June 12 | 10 - 6 p.m. | Upper Canada Mall, Newmarket |
| <b>South</b> | October 2004     | TBA         | Hillcrest Mall               |



For more information call:  
905-762-2100 • 1-866-MOVE-YRT (668-3978)  
[www.yorkregiontransit.com](http://www.yorkregiontransit.com)

In addition to the noted sessions, three additional sessions were held in Georgina (Ice Palace), Newmarket (Upper Canada Mall) and Richmond Hill (Hillcrest Mall). Also, a series of information booths were held at locations such as local high schools, libraries and senior's facilities.

The information sessions were held at local venues in order to solicit feedback and attract comments from those residents and customers most affected by the proposed changes. For example, at the request of Newmarket Council, two transit information sessions were held at local venues. One of the sessions was with the Newmarket Chamber of Commerce, while the other was held at the Newmarket Senior's Centre.

Over 300 individuals attended the PICs, with many more commenting on the proposed plans via the YRT website or by telephone.

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## 3.0 Routes

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**Route:** 001 Highway 7 (Markham)

**Type:** Core

**Description:** Main east-west line operating from Markham-Stouffville Hospital to GO Finch Terminal at Yonge Subway. Operates along Highway 7 alternating via Bayview Avenue and Yonge Street.

**Current Routing:**



**Operating Hours and Frequency:**

| AM Peak  | Midday | PM Peak | Evening   | Saturday  | Sunday/Holiday |
|----------|--------|---------|-----------|-----------|----------------|
| ✓        | ✓      | ✓       | ✓         | ✓         | ✓              |
| 5/15 min | 30 min | 10 min  | 30/60 min | 30/60 min | 60 min         |

**Major Trip Generators:** Markham Stouffville Hospital, Markham District High School, Markham Main St., Markville Mall, Markham Civic Centre, Markham Theatre, Unionville High School, Allstate Parkway employment area, Beaver Creek business park, Seneca College (Fall 2005), Thornlea Secondary School (via Bayview), Finch Subway Station.

**Ridership (2003):**

|                      |           |               |
|----------------------|-----------|---------------|
| <b>Annual</b>        | 1,031,292 | <b>Target</b> |
| <b>Avg. Weekday</b>  | 3,800     |               |
| <b>Rev./Cost (%)</b> | 73.9      |               |
| <b>Rev. Pass./Hr</b> | 29        |               |
|                      |           | 25            |
|                      |           | 20            |

**Service Requests:**

- Removal from local streets (east of Highway 48/Markham Main St).
- Operate along Church Street loop to meet MDHS bell times and after school activities.
- Reduce running time and improve schedule adherence.

- Improve frequency during peak periods (northbound in the AM between 7:30 - 8:00 am; and between 2:00-4:00 pm)
- Earlier trip request from Markham-Stouffville Hospital at 5:30 or 5:45 am (first westbound from MS Hospital is at capacity)
- Improve frequency during late evening and weekends
- Extend services along Silver Linden Drive and Bantry Avenue
- Operate all trips via Yonge and eliminate the Route 1 – Bayview routing when Quick Start Rapid Transit is implemented. Access High Tech Road from Bayview Avenue instead of Silver Linden Drive.
- Extend service along South Unionville Avenue

**Discussion/Issues:**

- Realign Route 1 – Highway 7 to operate along Hwy 7 in both directions between Main Street Markham and 9<sup>th</sup> Line (Markham-Stouffville Hospital) during peak periods. To service Markham District H.S., a few peak hour trips would continue to operate along Church Street, or alternate trips via Church Street and via Hwy 7.
- To meet local travel needs, the route would continue to operate some trips on Church Street during weekday midday, late evenings and weekends. The re-alignment of Route 1 along Highway 7 will improve running time and schedule adherence.
- Improve schedule adherence between 12noon and 3:00pm.
- The Quick Start Rapid Transit Hwy 7 corridor will be implemented in September 2005 to Warden; the remaining portion along Hwy 7 will be implemented in late 2005/early 2006. Service levels for Route 1 - Highway 7 to be reduced during peak periods and early evening with the introduction of Quick Start Rapid Transit Hwy 7 corridor in 2006. Some service could be re-allocated for more Express services (i.e. Seneca College Express) to service Finch Station or Don Mills Station.
- Fall 2005, a new Seneca College campus will open in Markham at Allstate Parkway.
- Some Route 1 trips would be re-allocated to Express services (to accommodate Seneca demands and needs). It would be a great opportunity to implement direct Express services to service the new Seneca College Campus between Finch Station and/or Don Mills Station. These new trips have been budgeted under Business Express.
- With the implementation of Quick Start Rapid Transit along Highway 7, Route 1 to operate only via Yonge and access High Tech Drive from Bayview Avenue.
- South Unionville would be serviced by the proposed Route 45 service. (2006) This route would also service the Quick Start Rapid Transit Hwy 7 corridor and Markham North-South link.

- Route 1 – Highway 7 meets the weekday and Saturday service standards. Due to the current ridership levels on Sunday, it is not warranted to increase Sunday's service levels at this time. The new Quick Start Rapid Transit Hwy 7 corridor will assist these requests.

**Recommendations:**

- The realignment of Route 1 – Highway 7 to operate along Highway 7 in both directions between Main Street Markham and 9<sup>th</sup> Line (Markham-Stouffville Hospital) during peak periods should be implemented in September 2005. **(Exhibit 1 on page 125)**
- To service Markham District H.S., a few peak hour trips would continue to operate along Church Street, or alternate trips via Church Street and via Hwy 7.
- September 2005, operate only via Yonge and access High Tech Drive from Bayview Avenue.
- Due to delays in running time, two more busses will be required to provide service in January 2005. Service frequency will be improved to 20 minute service between 12 noon and 3 p.m. These trips would be discontinued after the implementation of Quick Start Rapid Transit Hwy 7 corridor.
- Deferred to 2006: With the introduction of Quick Start Rapid Transit Highway 7 corridor and Markham North-South link, there are no major plans to increase frequency on this route. Route 1 service will be reduced when Quick Start Rapid Transit Hwy 7 corridor is fully implemented. This service change was also proposed in the Quick Start Rapid Transit - YRT Service Integration Plan. A proposed savings of 11,000 vehicle hours and an estimated operational cost savings of \$715,000 are anticipated.
- Due to the current and future transit improvements along Silver Linden Drive and Bantry Avenue (Route 87), it is not warranted that Route 1 be extended further north.

**Estimated Additional Costs:**

- No cost impacts for the Route 1 re-structuring
- Annualized cost for midday service improvements from January until Quick Start Rapid Transit Hwy 7 corridor implementation (November) is approximately \$84,000.
- 2006 - Annualized cost savings for reducing peak period and early evening frequency is approximately \$694,000.

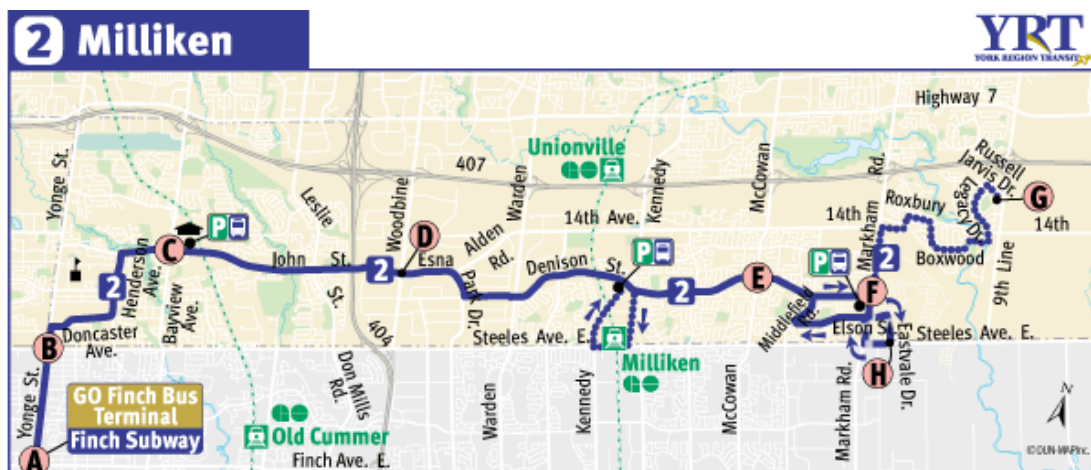


**Route:** 002 Milliken

**Type:** Local

**Description:** East-west line operates in Markham from Hwy 48 during weekdays and 9<sup>th</sup> Line during weekends, to the GO Finch Bus Terminal at Yonge Subway. Operates mainly along Denison St and John St via Yonge St. Peak hour trips extend east into the Fairtree Development.

**Current Routing:**



**Operating Hours and Frequency:**

| AM Peak | Midday | PM Peak | Evening   | Saturday | Sunday/Holiday |
|---------|--------|---------|-----------|----------|----------------|
| ✓       | ✓      | ✓       | ✓         | ✓        | ✓              |
| 15 min  | 30 min | 15 min  | 30/60 min | 30 min   | 60 min         |

**Major Trip Generators:** Finch Subway Station, employment areas along John St. / Denison St., Fortino's Super Mall, Milliken GO Station.

**Ridership (2003):**

|                     |         |               |
|---------------------|---------|---------------|
| <b>Annual</b>       | 516,225 | <b>Target</b> |
| <b>Avg Weekday</b>  | 1,965   |               |
| <b>Rev/Cost (%)</b> | 55.7    |               |
| <b>Rev Pass/Hr</b>  | 22      |               |

**Service Requests:**

- Improve frequency during weekdays and Sundays.
- Service the new Fairtree Development (NE corner of Markham Road and Steeles Avenue), i.e. extend route further east. Provide more frequent service (all-day service) along the current extension.

- Extend routing to Markham Stouffville Hospital on weekends.
- Transit service along Brimley Road and Middlefield Road (service to Middlefield High School).
- Implement a Middlefield school special to service Elson Street, Middlefield Road and Fairtree Development.
- Operate route along Rouge Bank Drive and Russell Jarvis Drive during the weekends.
- Start Sunday service earlier. Telecommunications company's shifts on Sundays start at 8:00 am.

**Discussion/Issues:**

- To service the new Fairtree development, extend route further east of Markham Road (peak periods), via Denison Street, major north/south corridor, Steeles Avenue.
- The 5-Year Service Plan proposed YRT to contract TTC to extend the TTC Middlefield Road service north of Steeles Avenue to Highglen Avenue/14<sup>th</sup> Avenue. Service would be provided during weekday peak periods. As ridership increases, YRT will evaluate the route's performance. This route would service Middlefield High School. If Middlefield Road extension is not approved, implement one a.m. and one p.m. Middlefield school special servicing Middlefield Road and the Fairtree development.
- A similar corridor to Middlefield Road is Brimley Road. TTC services would be extended north of Steeles Avenue to 14<sup>th</sup> Avenue during weekday peak periods.
- Integrate Route 2 - Milliken and Route 2A – 14<sup>th</sup> Avenue services, such that 14<sup>th</sup> Avenue and Denison routing east of Esna Park Drive become branches of Route 2. There would be higher levels of services west of Esna Park Drive and a no-transfer to Yonge for the 14<sup>th</sup> Avenue corridor. This service change was also proposed in the Quick Start Rapid Transit - YRT Service Integration Plan.
- Route 2 would connect to Quick Start Rapid Transit Yonge corridor and Markham North-South link.
- Route 2 meets the weekday and Saturday minimum service levels. Due to the current ridership levels on Sundays, it is not warranted to increase Sunday service levels at this time.

**Recommendation:**

- Deferred to 2006: Further extend routing eastward in the Fairtree Development, east of Eastvale Drive (via Denison Street, major north/south corridor, Steeles Avenue) during peak periods only. **(see Exhibit 1 on page 125)**

- Deferred to 2006: Implement the TTC Route 21 Middlefield and TTC Route 130 Brimley extensions north of Steeles Avenue. If the Middlefield extension does not get approved, \$11,000 warranted for the Middlefield School special (1 AM and 1 PM trip). Start the school specials as early as January 2005. **(see Exhibit 1 on page 125)**
- Deferred to 2006: integrate Route 2 - Milliken and Route 2A – 14<sup>th</sup> Avenue services, such that 14<sup>th</sup> Avenue and Denison routing east of Esna Park Drive become branches of Route 2. There would be higher levels of services west of Esna Park Drive. **(see Exhibit 1 on page 125)**
- Deferred to 2006: If the proposed branch improvement to Finch Station does not get approved, then one new Route 2 trip from Finch Station would need to be implemented at 6:15 p.m. in order to provide 15 minute service.
- Deferred to 2006: In order to service Markham Stouffville Hospital, Route 2A branch will operate on weekends and also service Finch Station.

**Estimated Additional Costs:**

- 2006 - Annualized cost to extend TTC 130 Middlefield (weekday peak only) is \$250,974.
- If the above extension does not get approved, \$11,000\* warranted for the Middlefield School special (1 AM and 1 PM trip).
- 2006 - Annualized cost to extend TTC 21 Brimley (weekday peak only) is \$250,974.
- 2006 - Annualized cost related to eastern route extension into the Fairtree development (weekday peak only) is \$76,680.
- 2006 - Annualized cost for Route 2 and Route 2A branches to Finch Station on weekends is \$176,221.
- 2006 - Annualized cost for Route 2 and Route 2A branches to Finch Station on Saturdays is \$19,578.
- 2006 - Annualized cost for Route 2 and Route 2A branches to Finch Station on Sundays is \$60,240.
- 2006 - Annualized cost for the new 6:15 p.m. trip is \$11,910.

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\* 2005 funding for this improvement from Marketing budget.

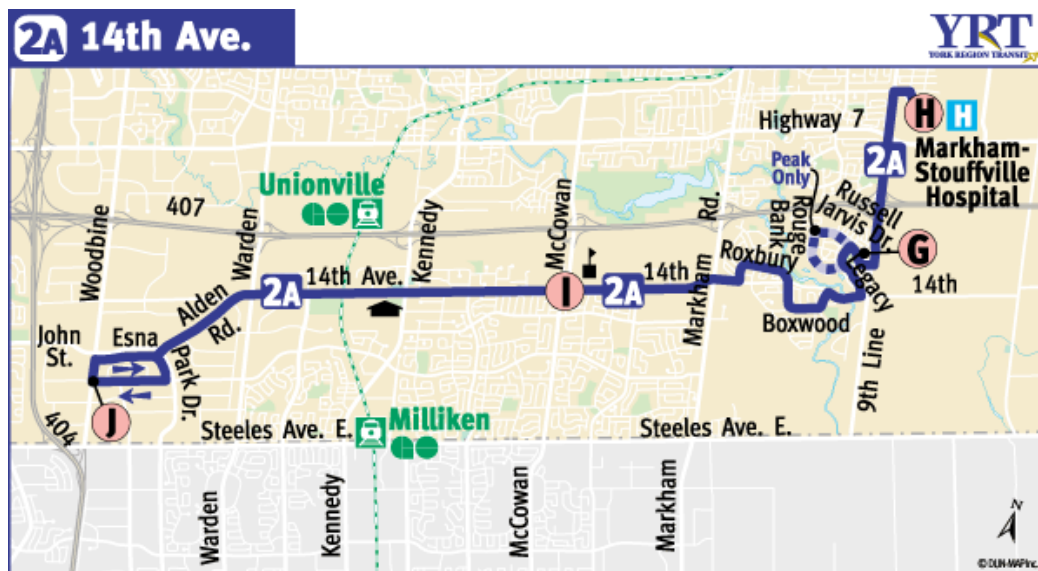


**Route:** 002A 14<sup>TH</sup> Avenue

**Type:** Core

**Description:** East-west line operating in Markham from Markham-Stouffville Hospital to Woodbine Avenue. Operates mainly along 14<sup>th</sup> Avenue.

**Current Routing:**



**Operating Hours and Frequency:**

| AM Peak | Midday | PM Peak | Evening | Saturday       | Sunday/Holiday |
|---------|--------|---------|---------|----------------|----------------|
| ✓       | ✓      | ✓       | ✓       |                |                |
| 30 min  | 30 min | 30 min  | 30 min  | Not Applicable | Not Applicable |

**Major Trip Generators:** Milliken Mills H.S., Father McGivney H.S., Markham-Stouffville Hospital, and employment areas east of Woodbine Avenue.

**Ridership (2003):**

|                     |        |               |
|---------------------|--------|---------------|
| <b>Annual</b>       | 81,832 | <b>Target</b> |
| <b>Avg Weekday</b>  | 440    |               |
| <b>Rev/Cost (%)</b> | 17.6   |               |
| <b>Rev Pass/Hr</b>  | 7      |               |
|                     |        | 20            |

**Service Requests:**

- Extend routing to the Don Mills Subway Station or Finch Subway Station
- Extend routing to Steeles Avenue and Woodbine Ave or extend to Steeles Avenue / McCowan Road / Kennedy Road in order to make better connections with TTC bus routes.
- Increase weekday frequency / earlier service / late night service (after 1 am)

- Provide a new GO Shuttle or Express service from the Box Grove Community.
- Operate route along Rouge Bank Drive and Russell Jarvis Drive.
- Extend routing along 14<sup>th</sup> Avenue, west of Woodbine Avenue.

**Discussion/Issues:**

- Integrate Route 2 - Milliken and Route 2A – 14<sup>th</sup> Avenue services, such that 14<sup>th</sup> Avenue and Denison routing east of Esna Park Drive become branches of Route 2. There would be higher levels of services west of Esna Park Drive and a no-transfer to Yonge for the 14<sup>th</sup> Avenue corridor. Route 2A would service Finch Subway Station.
- Route 2A – 14 Ave would not be extended to the Don Mills Subway Station after rapid transit routes have been implemented, as Route 2A will connect to the Quick Start Rapid Transit Warden Avenue corridor that services the Don Mills Subway.
- Since it is proposed to extend route to Finch Subway Station, Rt 2A will not be extended to Victoria Park Avenue and Steeles Avenue.
- Implement a new Legacy Express (between McCowan Rd and 9<sup>th</sup> Line) due to the large travel distance between these two destinations.
- Due to concerns from residents along Rouge Bank Drive and Russell Jarvis Drive, consider limiting services during weekday peak periods.
- Due to the lack of transit demand and turning loop along 14<sup>th</sup> Avenue, west of Woodbine, service will not be extended into this area.

**Recommendation:**

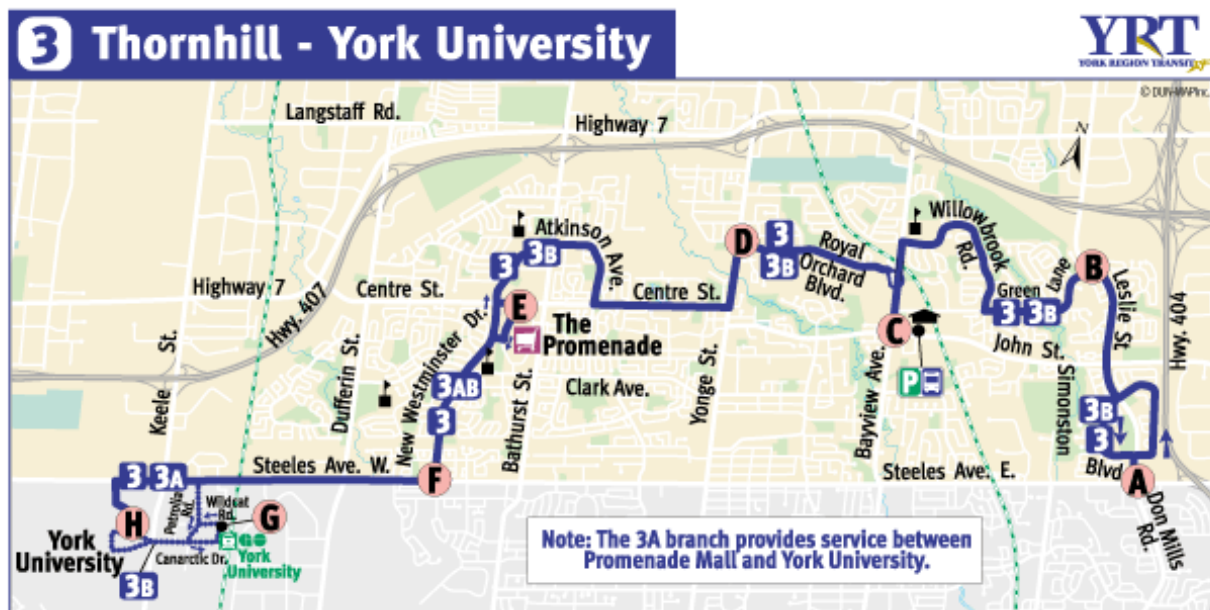
- Deferred to 2006: implement Legacy Express (1 am and 1 pm).
- Deferred to 2006: integrate Route 2 - Milliken and Route 2A – 14<sup>th</sup> Avenue services, such that 14<sup>th</sup> Avenue and Denison routing east of Esna Park Drive become branches of Route 2. There would be higher levels of service west of Esna Park Drive. **(see Exhibit 1 on page 125)**
- If the proposed Route 2 and Route 2A branches to Finch Station do not get approved, we will evaluate the extension of Route 2A to loop to Victoria Park Avenue and Steeles Avenue. This extension would make connections to TTC services along Steeles Avenue and the Quick Start Rapid Transit station at Steeles Avenue and Esna Park Drive. **(see Exhibit 1 on page 125)**

**Estimated Additional Costs:**

- 2006 - Annualized cost for the Legacy Express is \$23,814.
- 2006 - Annualized cost for the Route 2 and Route 2A branches to Finch Station have been included with Route 2 costing. If this is not approved, we will evaluate extending Route 2A to Steeles Avenue.

Type: Local

### Current Routing:

**Rte 3/3A/3B**

|           |        |           |         |          |                |
|-----------|--------|-----------|---------|----------|----------------|
| AM Peak   | Midday | PM Peak   | Evening | Saturday | Sunday/Holiday |
| ✓         | ✓      | ✓         | ✓       | ✓        | ✓              |
| 10-20 min | 40 min | 10-20 min | 40 min  | 40 min   | 40 min         |

### Ridership (2003):

|                     |         |               |
|---------------------|---------|---------------|
| <b>Annual</b>       | 256,256 | <b>Target</b> |
| <b>Avg Weekday</b>  | 1,370   |               |
| <b>Rev/Cost (%)</b> | 29.1    |               |
| <b>Rev Pass/Hr</b>  | 11      |               |

- Extension of route to Seneca College Newnham Campus on weekdays, requires less transferring between routes.

**Discussion/Issues:**

- Extension of route to Seneca College Newnham Campus would create some duplication of service with YRT Route 90 (Leslie). To be further considered as part of YRT's 2006 Service Plan.
- Route will connect with Quick Start Rapid Transit at Yonge Street, Promenade Terminal and York University beginning Fall 2005.
- During York University's core academic year from September to May, Branch 3A operates weekdays only during the midday period to supplement service between Promenade Terminal and York University.
- Quick Start Rapid Transit service between York University and Promenade Terminal will begin implementation in Fall 2005. This, along with service currently provided by Route 3A, will create some duplication of services between these two points on weekdays.

**Recommendation:**

- Coinciding with the implementation of Quick Start Rapid Transit service in Fall 2005, the existing 3A branch will be cancelled to avoid duplication of service which will also be provided by Quick Start Rapid Transit between these two points.

**Estimated Savings:**

- Annualized cost savings for the cancellation of the 3A branch is \$86,819.

**Route:** 004 / 004A Major Mackenzie

**Type:** Core

**Description:** Main east-west line operating from Woodbine Avenue in Markham to Jane Street in Vaughan. Operates mainly along Major Mackenzie Drive with service to Jane/Langstaff and Woodbine/Hillmount industrial areas. Route 4A is a branch of Route 4 which operates along Major Mackenzie Drive between Bayview Avenue and Bathurst Street in Richmond Hill during weekday peak hours only.

**Current Routing:**



**Operating Hours and Frequency:**

**Rte 4/4A**

| AM Peak   | Midday | PM Peak   | Evening | Saturday  | Sunday/Holiday |
|-----------|--------|-----------|---------|-----------|----------------|
| ✓         | ✓      | ✓         | ✓       | ✓         | ✓              |
| 15/30 min | 30 min | 15/30 min | 40 min  | 30/40 min | 30/40 min      |

**Major Trip Generators:** Woodbine/Hillmount industrial area (e.g. Scholastic Canada, Phillips Electronics), Bayview S. S., Alexander Mackenzie S. S., York Central Hospital, Vaughan Mills Mall, Jane/Langstaff Industrial Area, Canada's Wonderland (Seasonal).

**Ridership (2003):**

|                     |         |               |
|---------------------|---------|---------------|
| <b>Annual</b>       | 267,557 | <b>Target</b> |
| <b>Avg Weekday</b>  | 860     |               |
| <b>Rev/Cost (%)</b> | 29.7    |               |
| <b>Rev Pass/Hr</b>  | 11      |               |

**Service Requests:**

- Extension of service west of Jane Street to Weston Road in the Vellore area of East Woodbridge.

- Extension of service east of Woodbine Avenue to McCowan Road.
- Reduction of service levels (i.e. service frequency) in the Maple Springs community.
- Better accessibility to St. Joan of Arc Secondary School on McNaughton Road.
- Direct access to a TTC subway station.

**Discussion/Issues:**

- YRT Route 20 (Jane-Concord) will become the focus of service along the Jane Street corridor between Steeles Avenue and Teston Road (operating via Vaughan Mills Mall, Vaughan Corporate Centre and the Maple community).
- To avoid duplication of service while providing a reasonable transitional period for customers, existing Route 4 service in Maple south of Major Mackenzie (e.g. Jane Street, Melville Avenue, Langstaff Road) would be replaced with Route 20 service.
- Extending the service west of Jane Street toward Weston Road in the Vellore area of East Woodbridge during weekday peak periods would better complement this route's designation as a core service for the Major Mackenzie Drive corridor, while bringing service to new development areas in the Major Mackenzie/Weston area. Service would be provided by an extended 4-A branch.
- Extending the service east of Woodbine Avenue toward Angus Glen Community Centre and McCowan Road (and eventually to Markham-Stouffville Hospital) during weekday peak periods would better complement this route's designation as a core service for the Major Mackenzie Drive corridor, while bringing service to new development areas east of Woodbine Avenue. Service would be provided by an extended 4-A branch.
- As a turn-around location would no longer be required at Bathurst Street, existing 4A service on Don Head Village Blvd. and McCallum Drive may be deleted, pending review of passenger boardings. As well, for the majority of affected customers on these streets, walking distances to alternate routes on either Major Mackenzie Drive or Bathurst Street would be within standard.
- This route should be able to make better connections with St. Joan of Arc Secondary School in order to be more convenient for local students.
- Cuts in base service hours, originally planned for implementation in November and December 2004, to be reconsidered due to increasing ridership.
- Route will connect with Quick Start Rapid Transit Yonge Street corridor beginning Fall 2005.
- For residents using existing transit service from the Maple Springs area to the nearest TTC Yonge subway station, the typical weekday morning inbound commute to either Finch or Downsview Subway Stations currently requires as much 60 minutes and 70 minutes, respectively. This does not include travel further into Toronto beyond Finch Station.

**Recommendation:**

- For January 2005: Cuts in base service hours originally planned for implementation in November and December 2004 should be reinstated to restore adherence to core service level standard.
- For June 2005: To promote a grid-oriented route network and reduce duplication of service by deleting routing south of Major Mackenzie Drive in Maple (e.g. Melville Avenue, Jane Street, Springside Road, Langstaff Road, etc.). Concurrently, extended routing of the 4-A branch would operate to the Weston Road/Vellore area and to the vicinity of Angus Glen Community Centre or McCowan Road during weekday peak periods only, to service new development areas. As well, there may be an opportunity to deviate selected trips via McNaughton Road to provide improved access to St. Joan of Arc Secondary School **(see Exhibit 2 on page 126)**.
- For September 2005: To implement a further eastward extension of the 4-A branch to Mount Joy GO Station or Markham-Stouffville Hospital, to service new development areas.
- For September 2005: To introduce a new peak period express service from Maple, linking this community (and possibly Vaughan Mills Mall) to TTC's Yorkdale subway station and operating with limited stops. The proposed route would take advantage of local Highways 400, 401 and/or 407 in order to minimize travel times thereby presenting a competitive alternative to travelling with personal automobiles. Customers could make use of the existing Park 'n Ride facilities at Maple Community Centre **(see Exhibit 2 on page 126)**.
- For September 2005: To introduce a new GO shuttle service for the communities of East Maple, Maple Springs and possibly Maple Highlands in Vaughan. This service would provide local commuters with quicker transit access to the Rutherford GO Station located just east of Keele Street. Trip times would be geared to coincide with train arrival and departure times to create a convenient alternative to private auto use **(see Exhibit 2 on page 126)**.

**Estimated Additional Costs:**

- Annualized cost for the Route 4A extension to Weston Rd. / Angus Glen and the frequency improvements is approximately \$165,910
- Annualized cost for further eastward extension to Markham-Stouffville Hospital or Mount Joy GO Station, as running time allows, is approximately \$120,790\*
- Annualized cost is \$74,838 (return of 2004 Base Cuts)
- Annualized cost is \$317,080 (new Maple Express route)
- Annualized cost is \$105,693 (new Rutherford GO Shuttle)

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\* 2005 funding for this improvement from Marketing budget.



**Route:** 005 Clark

**Type:** Core

**Description:** East-west line operating primarily along Clark Avenue and Yonge Street, connecting Thornhill area of Vaughan to the GO Finch Bus Terminal and the adjacent TTC Finch Subway Station.

**Current Routing:**



**Operating Hours and Frequency:**

| AM Peak | Midday | PM Peak | Evening | Saturday | Sunday/Holiday |
|---------|--------|---------|---------|----------|----------------|
| ✓       | ✓      | ✓       | ✓       | ✓        |                |
| 10 min  | 30 min | 10 min  | 30 min  | 30 min   | Not Applicable |

Note: On Sundays/holidays, partial route coverage is provided by Route 77 (Highway 7-Centre Street) between Finch Station and New Westminster Drive.

**Major Trip Generators:** Finch Subway Station, GO Finch Bus Terminal, Promenade Mall, St. Elizabeth H.S., Vaughan S.S.

**Ridership (2003):**

|              |         |               |
|--------------|---------|---------------|
| Annual       | 418,255 | <b>Target</b> |
| Avg Weekday  | 1,710   |               |
| Rev/Cost (%) | 73.3    |               |
| Rev Pass/Hr  | 27      |               |

**Service Requests:**

- Later Saturday evening service.
- Sunday service.
- Address schedule adherence concerns being experienced during the weekday AM peak period.

**Discussion/Issues:**

- Current Saturday service ends at approximately 8:00 pm. As such, this route is currently not meeting Saturday evening service level standard.
- On Sundays/Holidays, part of the Route 5 service area (i.e. from Finch Subway Station to New Westminster Drive) is covered by Route 77 (Highway 7-Centre St.). As there is currently no Sunday/holiday service west of New Westminster Drive, this route is not meeting Sunday service level standard.
- Route will connect with Quick Start Rapid Transit Yonge Street corridor beginning Fall 2005.
- Additional capacity is not warranted during the weekday AM peak period. Increasing running time to reflect true operating conditions will restore schedule adherence. However, service frequency will need to be reduced from 10 minutes to approximately 12 minutes.

**Recommendation:**

- Deferred to 2006: To operate new later Saturday evening service hours to support implementation of Quick Start Rapid Transit.
- Deferred to 2006: To operate new Sunday service hours to support implementation of Quick Start Rapid Transit.
- For January 2005: Implement AM peak period schedule adjustment as per discussion above. No significant cost changes to be incurred as the same number of buses will be operated.

**Estimated Additional Costs:**

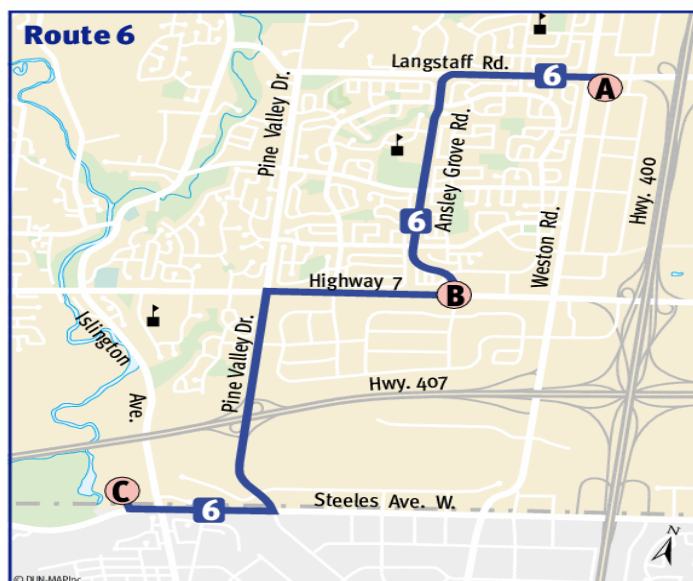
- 2006 - \$12,413 in additional annual operating cost for additional Saturday evening service starting September 2005.
- 2006 - \$82,358 in additional annual operating cost for new Sunday service starting September 2005.

**Route:** 006 Ansley Grove (Discontinued May 9, 2004)

**Type:** Local

**Description:** Local route operated between the Steeles/Islington bus loop and the Weston/Langstaff bus loop.

**Previous Routing:**



**Operating Hours and Frequency:**

| AM Peak | Midday | PM Peak | Evening        | Saturday | Sunday/Holiday |
|---------|--------|---------|----------------|----------|----------------|
| ✓       | ✓      | ✓       |                | ✓        |                |
| 30 min  | 60 min | 30 min  | Not Applicable | 60 min   | Not Applicable |

**Major Trip Generators:** Steeles Avenue Corridor, Pine Valley Industrial/Employment Area, Father Bressani S.S.

**Ridership (2003):**

|                     |        |               |
|---------------------|--------|---------------|
| <b>Annual</b>       | 12,971 | <b>Target</b> |
| <b>Avg Weekday</b>  | 44     |               |
| <b>Rev/Cost (%)</b> | 12.1   |               |
| <b>Rev Pass/Hr</b>  | 5      |               |
|                     |        | 25            |
|                     |        | 15            |

**Service Requests:**

- No Requests.

**Discussion/Issues:**

- This service was discontinued in May 2004 due to low ridership, lack of major destinations, and also due to duplication of service on Ansley Grove Road, as part of

YRT's Base Cuts initiative. Since that time, customers have been required to use alternate local services provided by Routes 10 and 12. Route 10 (**see Exhibit 2 on page 126**) operates along Ansley Grove Road during peak periods only, linking Woodbridge with York University. As well, Route 12 (**see Exhibit 2 page 126**) also operates to the Islington/Steeles bus loop.

**Recommendation:** Not Applicable

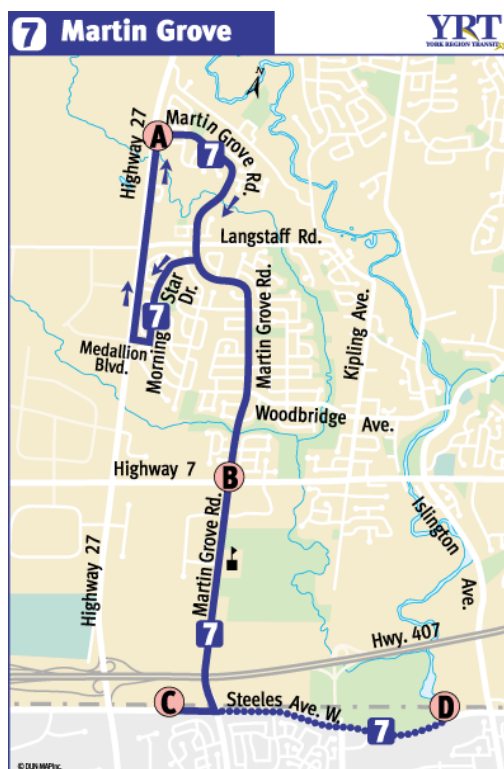
**Estimated Additional Costs:** Not Applicable

**Route:** 007 Martin Grove

**Type:** Core

**Description:** North-South line operates primarily along Martin Grove road between Steeles avenue and Highway 27.

**Current Routing:**



**Operating Hours and Frequency:**

| AM Peak | Midday | PM Peak | Evening | Saturday  | Sunday/Holiday |
|---------|--------|---------|---------|-----------|----------------|
| ✓       | ✓      | ✓       | ✓       | ✓         |                |
| 20 min  | 40 min | 20 min  | 60 min  | 45/60 min | Not Applicable |

**Major Trip Generators:** Steeles Ave Corridor, Holy Cross Academy.

**Ridership (2003):**

|                     |        |               |
|---------------------|--------|---------------|
| <b>Annual</b>       | 57,646 | <b>Target</b> |
| <b>Avg Weekday</b>  | 190    |               |
| <b>Rev/Cost (%)</b> | 27.8   |               |
| <b>Rev Pass/Hr</b>  | 10     |               |
|                     |        | 25            |
|                     |        | 20            |

**Service Requests:**

- Improved accessibility to Humber College.

**Discussion/Issues:**

- Route will connect with Quick Start Rapid Transit Highway 7 corridor beginning Fall 2005.
- Route does not currently operate on Sundays.
- Route currently terminates at Steeles Avenue, where customers must pay a second fare and transfer onto TTC services to reach destinations in Toronto.
- There is currently no direct transit link between the Woodbridge area and the key destinations of Humber College, Woodbine Centre and the William Osler Health Centre (formerly known as Etobicoke General Hospital) in Toronto.

**Recommendation:**

- For September 2005: To extend routing on weekdays south of Steeles Avenue into the Rexdale area of Toronto (**see Exhibit 2, page 126**). This extension would open a new market by providing a direct single-fare transit link between York Region and the key ridership generators of Humber College, Woodbine Centre and the William Osler Health Centre. Additional service hours would be provided on Saturdays to coincide with normal retail hours, and to support implementation of Quick Start Rapid Transit on the Highway 7 corridor.
- Deferred to 2006: Additional service hours would be provided on Sundays to coincide with normal retail hours.

**Estimated Additional Costs:**

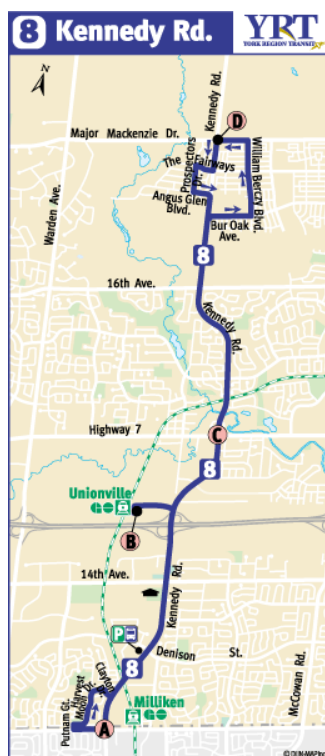
- Annualized cost for Monday – Saturday extension is \$666,865.
- 2006 - Annualized cost for Sunday extension is \$96,682.

**Route:** 008 Kennedy Rd.

**Type:** Core

**Description:** North-South line operates in Markham primarily along Kennedy Road between Steeles Avenue and Major Mackenzie Drive.

**Current Routing:**



**Operating Hours and Frequency:**

| AM Peak     | Midday | PM Peak     | Evening | Saturday | Sunday/Holiday |
|-------------|--------|-------------|---------|----------|----------------|
| ✓           | ✓      | ✓           | ✓       | ✓        |                |
| 15 - 30 min | 30 min | 15 - 30 min | 30 min  | 60 min   | Not Applicable |

**Major Trip Generators:** Pacific Mall, Shopping malls at Hwy 7, Unionville GO Station, Milliken H.S. & Community Centre, Fortino's Super Mall, Pierre Trudeau High School.

**Ridership (2003):**

|                     |         |               |
|---------------------|---------|---------------|
| <b>Annual</b>       | 119,156 | <b>Target</b> |
| <b>Avg Weekday</b>  | 440     |               |
| <b>Rev/Cost (%)</b> | 30.5    |               |
| <b>Rev Pass/Hr</b>  | 12      |               |

**Service Requests:**

- Increase weekday frequency
- Provide earlier service on weekdays
- Provide Sunday service
- Improve weekday mid-day service and Saturday daytime service to 30 minutes to support Quick Start Rapid Transit Hwy 7 corridor and Markham North-South link (requested in the Quick Start Rapid Transit and YRT Service Integration Plan).
- Extend the TTC service north of Steeles Avenue
- Construct a bus loop at Kennedy and Steeles for a better connection with TTC
- GO shuttle service between Unionville GO Station and Major Mackenzie Drive and McCowan Road

**Discussion/Issues:**

- Route 8 has experienced a high ridership increase due to the GO Train/GO 407 Bus services from Unionville GO Station and the development of the Berczy subdivision. Due to the increase in ridership and to meet core route standards, it would be beneficial to increase the frequency to 15 minute service during peak periods, late evening service (weekdays and weekends), increase frequency during weekday evenings, Saturdays and implement Sunday service. Service improvements to support Quick Start Rapid Transit Hwy 7 corridor and Markham North-South link.
- In Fall 2005 and early 2006, YRT to evaluate the travel patterns along the Kennedy corridor and determine if current weekday service levels meet the travel needs. To support RT, increase Saturday daytime service to 30 minutes.
- To improve service cover in the Berczy subdivision and to better service Quick Start Rapid Transit Hwy 7 Corridor, the northern loop would be expanded to cover Bur Oak Avenue, Ridgecrest Road and Castlemore Avenue (removed from Major Mackenzie Drive and William Berczy Blvd).
- The YRTP-YRT Service Integration Plan proposed that TTC operate the Kennedy Road service. For 2005, it is not recommended to transfer the operations to TTC. Currently, Route 8 is operated by YRT and is scheduled to meet all GO Trains at the Unionville GO Station. If TTC operates Route 8, the schedule could not guarantee to meet and wait for all GO Trains at the station. Until YRT operates a shuttle service from the Berczy area, YRT will continue to operate this route. In 2005, we will re-evaluate transferring operations to TTC for 2006.

**Recommendation:**

- May 2005, implement Sunday service (hourly frequency).
- As early as September 2005, to improve service cover in the Berczy subdivision and to better service Quick Start Rapid Transit Hwy 7 corridor and Markham North-South link, the northern loop would be expanded to cover Bur Oak Avenue,

Ridgecrest Road and Castlemore Avenue (removed from Major Mackenzie Drive and William Berczy Blvd). **(see Exhibit 1 on page 125)**

- September 2005, increase the frequency during peak periods (making connection to Markham Express).
- September 2005, implement later evening services (hourly).
- September 2005, implement later evening on Saturdays (to service Quick Start Rapid Transit Hwy 7 corridor and Markham North-South link)
- Deferred to 2006: September 2005, introduce Sunday service (to service Quick Start Rapid Transit Hwy 7 corridor and Markham North-South link)
- Deferred to 2006: implement a shuttle service to the Unionville GO Station from the Berczy development.
- Improve weekday mid-day service and Saturday daytime service to 30 minutes to support Quick Start Rapid Transit (requested in the YRTP and YRT Service Integration Plan).

**Estimated Additional Costs:**

- Annualized cost for to operate Sundays/Holidays service is \$48,945.
- Annualized cost to increase peak period frequency is \$111,130.
- Annualized cost to implement late evening service is \$39,689.
- Annualized cost for the late evening service on Saturdays is \$6,526.
- 2006 - Annualized cost for the late evening service on Sundays is \$7,530.
- 2006 - Annualized cost for the shuttle service to the Unionville GO Station is \$82,078.
- 2006 - Annualized cost to increase Saturday frequency to every 30 minutes is \$42,419.



**Route:** 009 Stouffville

**Type:** Core

**Description:** North-South line joins Markham with the community of Stouffville running primarily along Ninth Line and Main Street. Implemented September 2004.

**Current Routing:**



**Operating Hours and Frequency:**

| AM Peak   | Midday     | PM Peak    | Evening        | Saturday       | Sunday/Holiday |
|-----------|------------|------------|----------------|----------------|----------------|
| ✓         | ✓          | ✓          |                |                |                |
| 30-60 min | 40-120 min | 25-120 min | Not Applicable | Not Applicable | Not Applicable |

**Major Trip Generators:** Main Street Stouffville, Markham Stouffville Hospital, Stouffville GO Station, Lebovic Leisure Centre, Eastern Gate, Parkview Village, Stouffville District High School.

**Ridership (2003):**

|                     |     |               |
|---------------------|-----|---------------|
| <b>Annual</b>       | N/A | <b>Target</b> |
| <b>Avg Weekday</b>  | N/A |               |
| <b>Rev/Cost (%)</b> | N/A |               |
| <b>Rev Pass/Hr</b>  | N/A |               |
|                     |     | 25            |
|                     |     | 15            |

**Service Requests:**

- Need more conventional YRT services in Stouffville to connect to Markham (Markham-Stouffville Hospital and Markville Mall)
- More service to/from Parkview Village, servicing the hospital, Lebovic Leisure Centre and shopping along Main Street.
- YRT route to Yonge Street along Stouffville Road
- Service to Ballantrae and Uxbridge
- Provide services to/from the senior homes located along Rupert Av and Winlane Dr.
- Hourly service needed
- Evening service to the theatres in Markham
- Service to the Mt Joy GO Station
- Direct connection to Toronto

**Discussion/Issues:**

- Beginning September 7, 2004, YRT started operating a new transit service in Stouffville. The service operates on weekdays between 5:40 am to 8:00 pm. The transit route has designated trips to service the Stouffville GO Station and a community bus type route that meets the bell times at Stouffville District High School. It also services the Lebovic Leisure Centre, Eastern Gate, Parkview Centre and Markham-Stouffville Hospital.
- To improve route structure / schedule, add a new bus during weekday peak periods or midday service. Implement a northbound trip from Markham-Stouffville Hospital at 3:00 pm.
- Route 9 will connect with future Quick Start Rapid Transit Hwy 7 corridor and Markham North-South link.
- To service the senior homes located along Rupert Ave and Winlane Dr.; consider diverting routing via West Lawn Cres., Rupert Ave, and Palmwood Gt.

**Recommendation:**

- June 2005, additional bus to improve route structure / schedule (AM & PM peak or midday).

**Estimated Additional Costs:**

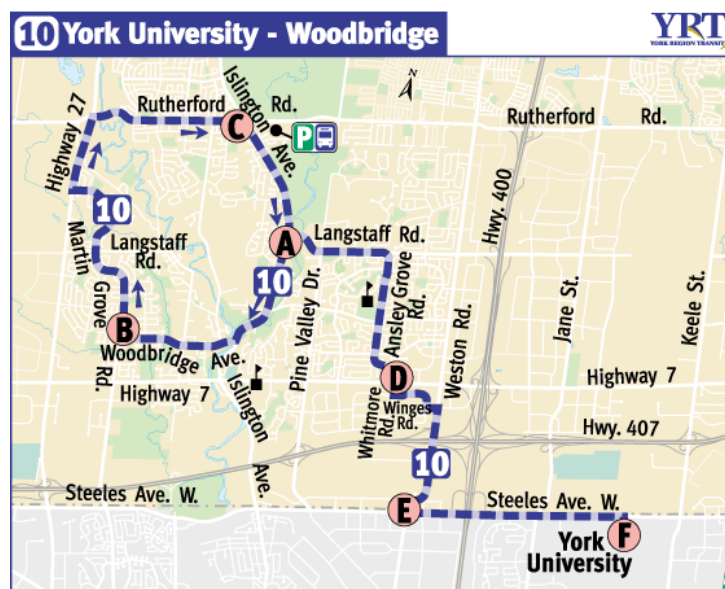
- Annualized cost for the additional service is \$111,130.

**Route:** 010 York U - Woodbridge

**Type:** Local

**Description:** Local route connecting the Woodbridge community to York University.

**Current Routing:**



**Operating Hours and Frequency:**

| AM Peak | Midday         | PM Peak | Evening        | Saturday       | Sunday/Holiday |
|---------|----------------|---------|----------------|----------------|----------------|
| ✓       |                | ✓       |                |                |                |
| 45 min  | Not Applicable | 45 min  | Not Applicable | Not Applicable | Not Applicable |

**Major Trip Generators:** Father Bressani S.S., York University.

**Ridership (2003):**

|                     |        |               |
|---------------------|--------|---------------|
| <b>Annual</b>       | 25,710 | <b>Target</b> |
| <b>Avg Weekday</b>  | 192    |               |
| <b>Rev/Cost (%)</b> | 19.5   |               |
| <b>Rev Pass/Hr</b>  | 7      |               |

**Service Requests:**

- Improved peak period service frequency to accommodate commuter and student needs at York University.
- New off-peak service to accommodate commuter and student needs at York University.

**Discussion/Issues:**

- Route will connect to Quick Start Rapid Transit Highway 7 corridor beginning Fall 2005.
- Route does not currently operate during off-peak periods (including Saturdays and Sundays).
- Route currently operates a large one-way loop in the West Woodbridge area, resulting in some inconvenience for local customers.
- The Bolton GO Bus Service operates into Kleinburg and West Woodbridge areas via the Islington and Hwy. 27 corridors. GO Transit may choose to re-align its Bolton GO Bus Service to operate via Hwy. 50 and may ask YRT to address any existing demand along its current routing between Nobleton and Kleinburg.

**Recommendation:**

- For January 2005: To provide improved weekday peak period 30-minute service frequency, and introduce new 45-minute off-peak service on weekdays during midday and evening periods, with existing routing, to address increasing ridership demand.

(Over summer recess period at York University between May and August, service would be reduced to reflect decreasing student demand. Frequencies would be reduced to 45 and 60 minutes, respectively, for peak and midday/evening service.

- For November 2005: In order to integrate services with planned Quick Start Rapid Transit implementation, it is recommended to realign the current route by deleting the existing large one-way loop in West Woodbridge and replace it with simplified routing via Napa Valley Avenue (**see Exhibit 2 on page 126**). Service on the deleted section of routing on Woodbridge Avenue and Martin Grove Road would be adjusted accordingly by extending Route 11 into this area during weekday peak periods. Coinciding with this, the southern portion of Route 10 would be truncated and service would terminate at/near the Colossus Centre which represents a major ridership generator as well as an important connection point with the Quick Start Rapid Transit Highway 7 corridor. Service along the southern portion of the route would be discontinued between York University and the Weston Road/Highway 7 area to avoid duplication of service which will also be provided by Quick Start Rapid Transit between these two points. New Saturday and Sunday service would also be introduced to support the Quick Start Rapid Transit Highway 7 corridor.

**Estimated Additional Costs:**

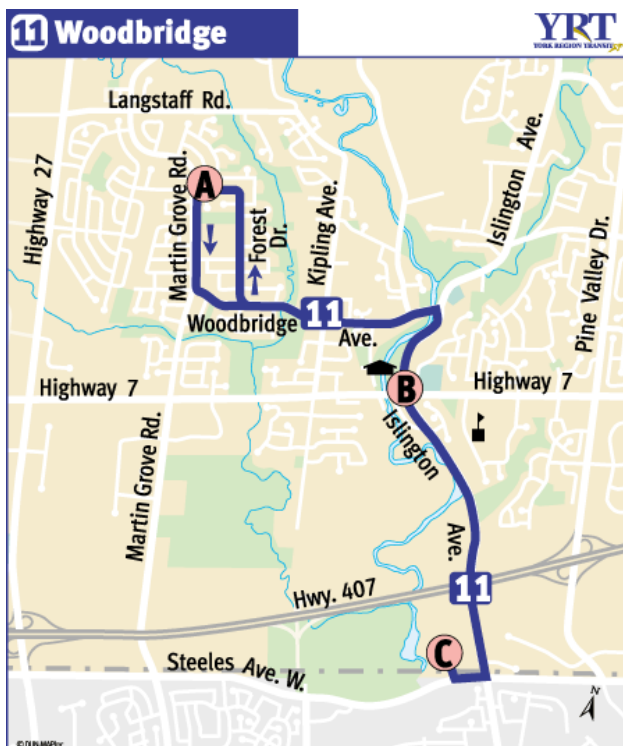
- Annualized cost is \$301,981 for proposed weekday service.
- Annualized cost is \$55,860 for proposed Saturday service.
- Annualized cost is \$64,454 for proposed Sunday service.

**Route:** 011 Woodbridge

**Type:** Local

**Description:** Local route connecting the Woodbridge community to the Steeles/Islington Bus Loop.

**Current Routing:**



**Operating Hours and Frequency:**

| AM Peak | Midday | PM Peak | Evening | Saturday | Sunday/Holiday |
|---------|--------|---------|---------|----------|----------------|
| ✓       | ✓      | ✓       | ✓       | ✓        |                |
| 30 min  | 60 min | 30 min  | 60 min  | 60 min   | Not Applicable |

**Major Trip Generators:** Steeles Ave Corridor, Market Lane/Old Woodbridge Village.

**Ridership (2003):**

|                     |        |               |
|---------------------|--------|---------------|
| <b>Annual</b>       | 18,829 | <b>Target</b> |
| <b>Avg Weekday</b>  | 67     |               |
| <b>Rev/Cost (%)</b> | 13.5   |               |
| <b>Rev Pass/Hr</b>  | 5      |               |

**Service Requests:**

- Limited requests for extended routing to the vicinity of Vaughan Mills Blvd and Woodbridge Highlands.
- Extended routing west to Martin Grove/Hwy 27 area during off-peak periods, including midday, evening, Saturday and Sunday to support the Quick Start Rapid Transit Highway 7 corridor.

**Discussion/Issues:**

- Service currently terminates at Steeles Avenue, where passengers must transfer to TTC services. Low ridership on this route due to lack of major destinations.
- Route will connect to the Quick Start Rapid Transit Highway 7 corridor beginning Fall 2005.
- Route does not currently operate Sundays.
- Notwithstanding a limited number of service requests, the Woodbridge Highlands residential area is recognized as a sensitive community regarding provision of transit service. Following the introduction of the Emily Carr School Special route in September 2003, concern was initially expressed by some local residents with respect to this service. Concerns revolved around justification and questioning of need, and disruption caused by buses.
- Due to current low ridership levels, extended routing west to Martin Grove/Hwy 27 area during off-peak periods is not warranted for 2005, but will be considered for 2006. (Estimated annualized implementation cost: \$240,689.)

**Recommendation:**

- For September 2005: In order to integrate services with the planned Quick Start Rapid Transit Highway 7 corridor, it is recommended to extend the existing routing to operate along the northern section of Martin Grove Road, north of Woodbridge Avenue, during weekday peak periods. (This will compensate for deleted Route 10 service, as described on page 44.) As well, new Sunday service will be introduced to support implementation of Quick Start Rapid Transit. This would result in an improved service for the built-up portion of West Woodbridge.

**Estimated Additional Costs:**

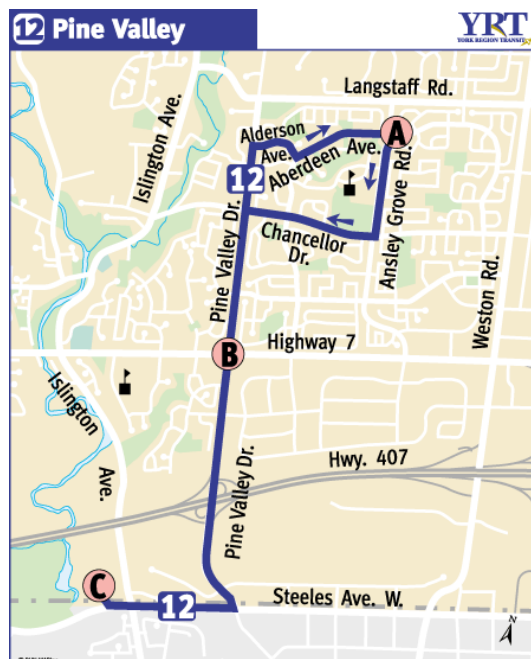
- Annualized cost for route improvement is \$165,850.

**Route:** 012 Pine Valley

**Type:** Local

**Description:** Local route connecting the Woodbridge community to the Steeles/Islington Bus Loop.

**Current Routing:**



**Operating Hours and Frequency:**

| AM Peak | Midday | PM Peak | Evening        | Saturday | Sunday/Holiday |
|---------|--------|---------|----------------|----------|----------------|
| ✓       | ✓      | ✓       |                | ✓        |                |
| 30 min  | 60 min | 30 min  | Not Applicable | 60 min   | Not Applicable |

**Major Trip Generators:** Steeles Ave Corridor, Pine Valley Industrial Area, Father Bressani S.S.

**Ridership (2003):**

|                     |        |               |
|---------------------|--------|---------------|
| <b>Annual</b>       | 20,350 | <b>Target</b> |
| <b>Avg Weekday</b>  | 77     |               |
| <b>Rev/Cost (%)</b> | 18.8   |               |
| <b>Rev Pass/Hr</b>  | 7      |               |
|                     |        | 25            |
|                     |        | 15            |

**Service Requests:**

- Improved connections along Langstaff Road to Concord area of Vaughan.

- Extended routing east to Vaughan Mill Mall on weekdays, Saturdays and Sundays.
- Service after midnight to accommodate late employee shifts in the Pine Valley Industrial Area.

**Discussion/Issues:**

- Route will connect to the Quick Start Rapid Transit Highway 7 corridor beginning Fall 2005.
- Route does not currently operate on Sundays.
- Low ridership on this route due to lack of major destinations.
- The Vaughan Mills Mall will stimulate increased ridership originating from the Woodbridge area.
- Some Saturday service was cancelled in May 2004 as part of YRT's Base Service Cuts initiative.
- Due to current low ridership levels, Sunday extension to Vaughan Mills Mall is not warranted for 2005, but will be considered for 2006. (Estimated annualized implementation cost: \$78,778.)
- The need for late service after midnight can be considered after the 2005 proposed improvements are implemented. To be further considered as part of YRT's 2006 Service Plan.

**Recommendation:**

- For June 2005: Extend the route to operate to Vaughan Mills Mall on weekdays and Saturdays, to address anticipated demand from the Woodbridge area, and to create a new link to the Concord area of Vaughan.
- Some minor routing changes would need to be implemented in the Woodbridge area. The elimination of the current one-way loop via Alderson Avenue, Aberdeen Avenue, Ansley Grove Road and Chancellor Drive would need to be replaced by a two-way alternative, likely via Chancellor Drive and Aberdeen Avenue. (**See Exhibit 2 on page 126.**)
- For June 2005: Cuts in Saturday base service hours implemented in May 2004 should be reinstated to restore adherence to local service level standard.

**Estimated Additional Costs:**

- Annualized cost for route extension is \$352,977.
- Annualized cost is \$4,655 (return of 2004 Base Cuts).

**Route:** 013 Islington

**Type:** Core

**Description:** Local route connecting the Woodbridge community to the Steeles/Islington Bus Loop.

**Current Routing:**



**Operating Hours and Frequency:**

| AM Peak | Midday | PM Peak | Evening   | Saturday  | Sunday/Holiday |
|---------|--------|---------|-----------|-----------|----------------|
| ✓       | ✓      | ✓       | ✓         | ✓         |                |
| 20 min  | 40 min | 20 min  | 20/60 min | 45-60 min | Not Applicable |

**Major Trip Generators:** Emily Carr Secondary School, Steeles Ave Corridor.

**Ridership (2003):**

|                     |        |               |
|---------------------|--------|---------------|
| <b>Annual</b>       | 62,004 | <b>Target</b> |
| <b>Avg Weekday</b>  | 295    |               |
| <b>Rev/Cost (%)</b> | 29.5   |               |
| <b>Rev Pass/Hr</b>  | 11     |               |
|                     |        | 25            |
|                     |        | 20            |

**Service Requests:**

- Additional weekday service to Kleinburg.
- New Sunday service.
- Improved off-peak services including midday, evening and Saturday to support the Quick Start Rapid Transit Highway 7 corridor.
- Address schedule adherence concerns being experienced during weekday peak periods.

**Discussion/Issues:**

- Route will connect to the Quick Start Rapid Transit Highway 7 corridor beginning Fall 2005.
- Route does not currently operate Sundays.
- Requests have been received regarding the need for more service in Kleinburg – both from local residents seeking improved mobility, as well as from Toronto residents requiring YRT service to the historic Kleinburg village and the McMichael Art Gallery.
- As the specific impact on ridership due to Quick Start rapid transit is not yet known, improved weekday midday, evening and Saturday service not warranted for 2005. (Estimated annualized implementation cost: \$176,235.)
- Additional capacity is not warranted during the weekday peak periods. Increasing running time to reflect true operating conditions will restore schedule adherence. However, service frequency will need to be reduced from 20 minutes to approximately 30 minutes.

**Recommendation:**

- For January 2005: Implement AM and PM peak period schedule adjustment as per discussion above. No significant cost changes as the same number of buses will be operated.
- Deferred to 2006: Introduce weekday peak period service to Kleinburg to address customer requests and to coincide with the summer tourist season (Beginning May).
- Deferred to 2006: Introduce new Sunday service to support implementation of Rapid Transit for September 2005.

**Estimated Additional Costs:**

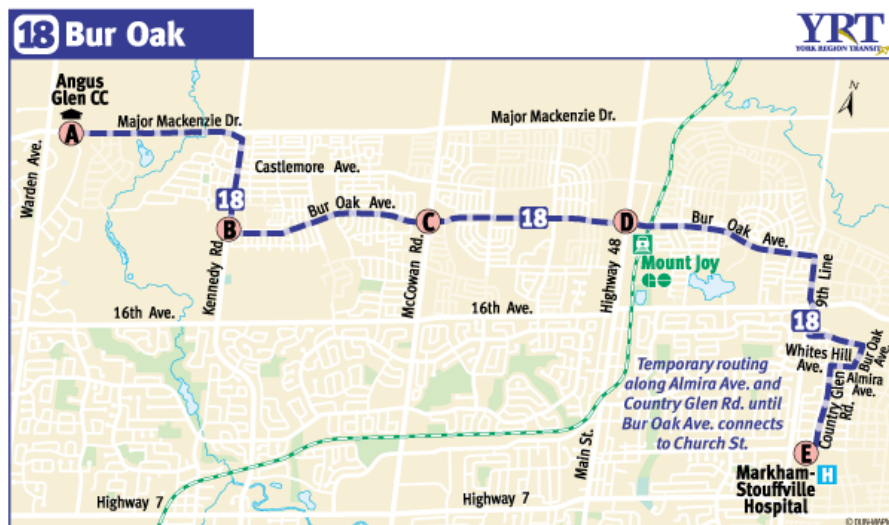
- 2006 - Annualized cost is \$148,663 for proposed May and September 2005 improvements, combined.

**Route:** 018 Bur Oak

**Type:** Local

**Description:** Local Markham route along Bur Oak Avenue between Angus Glen Community Centre (Major Mackenzie Drive and Warden Avenue) and 9<sup>th</sup> Line, connecting the neighbourhood to the Mount Joy GO Station and Markham/Stouffville Hospital.

**Current Routing:**



**Operating Hours and Frequency:**

| AM Peak   | Midday         | PM Peak   | Evening        | Saturday       | Sunday/Holiday |
|-----------|----------------|-----------|----------------|----------------|----------------|
| ✓         |                | ✓         |                |                |                |
| 30-35 min | Not Applicable | 30-35 min | Not Applicable | Not Applicable | Not Applicable |

**Major Trip Generators:** Mount Joy GO Station, Pierre Trudeau H.S., Markham-Stouffville Hospital, Angus Glen Community Centre.

**Ridership (2003):**

|                     |        |               |
|---------------------|--------|---------------|
| <b>Annual</b>       | 11,581 | <b>Target</b> |
| <b>Avg Weekday</b>  | 73     |               |
| <b>Rev/Cost (%)</b> | 15.5   |               |
| <b>Rev Pass/Hr</b>  | 6      |               |

**Service Requests:**

- Increase service frequency
- Implement all day service & weekend service.

- Extend Rt 18 into Woodhaven Senior Centre or place a bus stop at the entrance into centre.
- Remove transit services from Almira Ave, Whites Hill Ave, and Country Glen Rd.

**Discussion/Issues:**

- To improve walking distances during off-peak periods and weekends, consider all day service on weekdays and Saturdays.
- When Bur Oak Avenue is connected between 9<sup>th</sup> Line and White's Hill, Route 18 should operate along this portion.
- Route 18 will connect to Quick Start Rapid Transit Hwy 7 corridor at Markham-Stouffville Hospital.
- When Bur Oak Avenue connects to Church Street, consider removing from Almira Ave, Whites Hill Ave, and Country Glen Rd. Routing will be able to service the entrance into the Woodhaven Senior Centre.

**Recommendation:**

- May 2005, implement weekday midday service (hourly) and Saturday service (hourly). If Bur Oak Avenue is not connected to Church Street, the new midday service and Saturday service will operate via 9<sup>th</sup> Line.
- As early as Spring 2005 (when Bur Oak Avenue has been constructed between 9<sup>th</sup> Line and White's Hill), Route 18 to be removed from 9<sup>th</sup> Line and operate along the new section of Bur Oak Avenue. No cost impacts. **(see Exhibit 1 on page 125)**
- When Bur Oak Avenue connects to Church Street, the temporary looping along Almira Avenue and Country Glen Avenue would be discontinued, operate two-way on Bur Oak Avenue. We would be able to service on street at the Woodhaven Senior Centre entrance. **(see Exhibit 1 on page 125)**

**Estimated Additional Costs:**

- Annualized cost to provide weekday midday service is \$127,006.
- Annualized cost to provide Saturday service is \$32,630.

**Route:** 020 Jane Street

**Type:** Core

**Description:** A main north-south route operating primarily along Jane Street between York University and Teston Road.

**Current Routing:**



**Operating Hours and Frequency:**

| AM Peak | Midday | PM Peak | Evening | Saturday | Sunday/Holiday |
|---------|--------|---------|---------|----------|----------------|
| ✓       | ✓      | ✓       | ✓       | ✓        | ✓              |
| 30 min  | 45 min | 30 min  | 45 min  | 45 min   | 45 min         |

**Major Trip Generators:** York University, Jane/Langstaff Industrial Area, Vaughan Mills, Canada's Wonderland.

### Ridership (2003):

|                     |     |               |
|---------------------|-----|---------------|
| <b>Annual</b>       | N/A | <b>Target</b> |
| <b>Avg Weekday</b>  | N/A |               |
| <b>Rev/Cost (%)</b> | N/A |               |
| <b>Rev Pass/Hr</b>  | N/A |               |
|                     |     | 25            |
|                     |     | 15            |

### Service Requests:

- To provide direct access between the Maple area, Vaughan Mills Mall and northern Toronto.
- To provide earlier and later trips than the current schedule provides, to accommodate early and late retail work shifts (eg. Wal-Mart).
- If Route 4 is removed from the Jane/Langstaff area, adjust routing on Route 20 to cover the Jane/Edgeley area, to reduce the need for transferring.

### Discussion/Issues:

- Customers travelling along the Jane Street corridor between Maple and Steeles Avenue in Toronto are currently required to take two buses and transfer from Route 4 to TTC Route 35D in the Jane/Langstaff area, resulting in inconvenient waiting even during peak periods.
- Route introduced October/November 2004 to coincide with the opening of the Vaughan Mills Mall.
- Route will temporarily duplicate service provided by Route 4 (Major Mackenzie) along the Jane Street corridor between Langstaff Road and Major Mackenzie Drive. Since Route 4 service will be deleted and replaced by Route 20 along this section, both routes will operate this common routing until Summer 2005 to allow customers to gradually become acquainted with the service and to become accustomed to the need to transfer between these two routes. Route 20 would likely see improved frequency and expanded span of service hours.
- Minor re-routing to the Jane/Edgeley area would benefit local employees, and reduce amount of passenger transfers.
- Vaughan Mills Mall represents a critical new transit destination along the Jane Street corridor. Regular transit service along this corridor is recognized as one of its most important transit links to/from Toronto.
- Route will connect to the Quick Start Rapid Transit Highway 7 corridor beginning Fall 2005.
- Final impact of Vaughan Mills Mall on local traffic patterns and schedule adherence for this route remains to be determined. It should be anticipated that there may be a need for schedule adjustments once the Mall is fully occupied.

**Recommendation:**

- For June 2005: To improve peak and off-peak service frequency in anticipation of increased ridership demand to Vaughan Mills Mall, and in support of Rapid Transit later in the year. (Weekday peak period service may be improved from 30 to 20 minutes. Saturday service improvement from 45 to 30-40 minutes.)
- Deferred to 2006: Sunday service improvement from 45 to 30-40 minutes.

**Estimated Additional Costs:**

- Annualized cost for Monday – Saturday improvement is \$402,721
- 2006 - Annualized cost for Sunday improvement is \$93,101

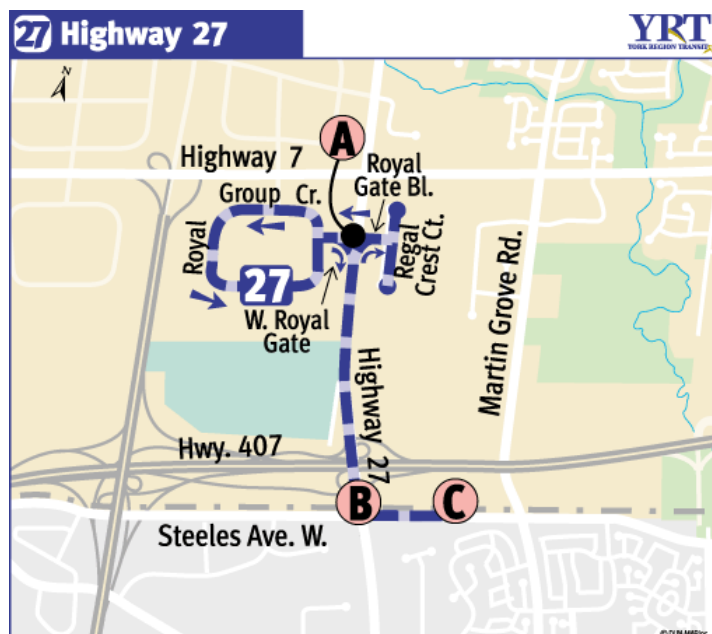


**Route:** 027 Highway 27

**Type:** Local

**Description:** Local route connecting the Martin Grove / Steeles bus loop to Royal Group Technologies Limited (RGTL).

**Current Routing:**



**Operating Hours and Frequency:**

| AM Peak | Midday         | PM Peak | Evening        | Saturday | Sunday/Holiday |
|---------|----------------|---------|----------------|----------|----------------|
| ✓       |                | ✓       |                | ✓        |                |
| 30 min  | Not Applicable | 30 min  | Not Applicable | 30 min   | Not Applicable |

**Major Trip Generators:** Steeles Ave Corridor, Hwy 7/27 Royal Group Industrial Area.

**Ridership (2003):**

|                     |        |               |
|---------------------|--------|---------------|
| <b>Annual</b>       | 35,063 | <b>Target</b> |
| <b>Avg Weekday</b>  | 67     |               |
| <b>Rev/Cost (%)</b> | 22.9   |               |
| <b>Rev Pass/Hr</b>  | 10     |               |
|                     |        | 25            |
|                     |        | 15            |

**Service Requests:**

- No outstanding service related requests.

**Discussion/Issues:**

- Operating cost for this route is currently fully funded by Royal Group Technologies Limited. (Under agreement with RGTL, employees of RGTL are allowed to board Rte 27 by displaying official employee identification.)
- Service currently terminates at Steeles Avenue, where passengers must transfer to TTC services.
- New industrial/commercial development north of Highway 7 and west of Highway 27 may require a northward extension of this route, possibly in 2006. As well, the Bolton GO Bus Service currently operates via Kleinburg and West Woodbridge along the Highway 27 corridor. GO Transit may re-align its Bolton GO Bus Service to operate via Highway 50 instead, in which case YRT would likely need to address any existing local demand for service along Highway 27.
- No changes to current service levels and routing are recommended at this time.

**Recommendation:** Not Applicable

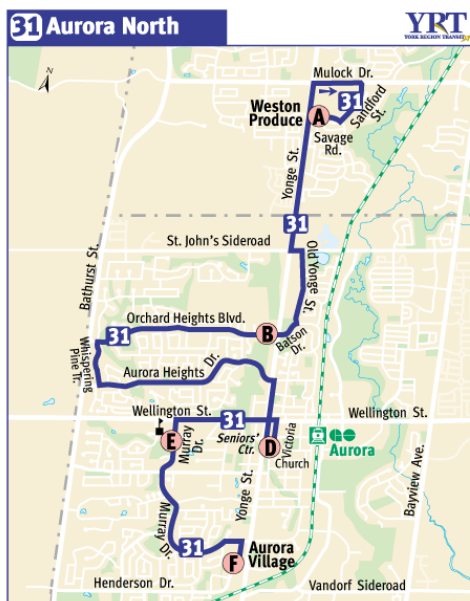
**Estimated Additional Costs:** Not Applicable

**Route:** 031 Aurora North

**Type:** Local

**Description:** Mid-block collector local route operating between western Aurora and southern Newmarket.

**Current Routing:**



**Operating Hours and Frequency:**

| AM Peak | Midday | PM Peak | Evening        | Saturday | Sunday/Holiday |
|---------|--------|---------|----------------|----------|----------------|
| ✓       | ✓      | ✓       |                | ✓        |                |
| 70 min  | 70 min | 70 min  | Not Applicable | 70 min   | Not Applicable |

**Major Trip Generators:** Aurora Village Plaza, Aurora H.S., Aurora Public Library.

**Ridership (2003):**

|                     |        |               |
|---------------------|--------|---------------|
| <b>Annual</b>       | 15,637 | <b>Target</b> |
| <b>Avg Weekday</b>  | 63     |               |
| <b>Rev/Cost (%)</b> | 11.1   |               |
| <b>Rev Pass/Hr</b>  | 4      |               |

**Service Requests:**

- Increase Frequency/restore late evening service
- Provide direct route along Wellington to the Aurora GO Station

- Introduce new service into the Birkshire Dr. and Spring Farm (Bayview West) subdivisions
- Provide direct Route to Aurora H.S.
- Introduce Sunday Service
- Keep routing along the entire length of Aurora Heights Drive instead of operating on Haida Drive.

**Discussion/Issues:**

- As part of the 2004 Service plan, Route 31 restructuring was deferred to 2005. The Newmarket/Aurora restructuring plan includes an increase in frequency in order to meet minimum local route standards.
- Current route structure does not facilitate direct travel and adds unnecessary travel time for the majority of riders. The proposed new route alignment will provide direct two-way service on the main collector roads, provide links to local destinations such as Aurora H.S., and it will connect with the Quick Start Rapid Transit Yonge North stations at Yonge and Orchard Heights and at Yonge and Wellington. This route will also be extended east along Wellington to service the Aurora GO Station and the John West Way/Berkshire and Spring Farm subdivisions. The routing along Wellington will be combined with Route 32 to provide more frequent service along Wellington. Route 220 Aurora North GO Shuttle will be cancelled as it will be a duplication of service. Refer to the Newmarket/Aurora 2005 Service Map. **(Exhibit 4 on page 128)**
- New School specials will be introduced in order to provide direct trips to local high schools.
- Sunday service will be introduced once Quick Start Rapid Transit service begins operation in late 2005 as this service can now be justified in order to the Region's support rapid transit initiative.
- In order to maintain route consistency and to provide direct access to the Aurora GO Stn, the peak hour routing will be maintained.

**Recommendation:**

- Route to be extended and realigned in September 2005 as indicated in the Newmarket/Aurora 2005 Service Map. **(Exhibit 4 on page 128)**
- Route 220 Aurora North GO Shuttle to be discontinued when Route 31 is restructured.
- Service frequency to be improved to every 30 min in the peak hour and every 60 minutes midday in support of Quick Start Rapid Transit Yonge North and
- Deferred to 2006: Late evening weekday service will be restored at time of restructuring.

- Deferred to 2006: Sunday service in support of Quick Start Rapid Transit Yonge North Service to be introduced in late 2005.
- Deferred to 2006: Introduce two school specials to supplement service in Aurora for the new Route 31 and 32.
- Maintain routing along Aurora Heights Drive during the peak hours and introduce service on Haida Drive in the mid-day, evenings and Saturdays.

**Estimated Additional Costs:**

- Additional annual operating cost for the route restructuring is \$123,000.
- 2006 - Additional annual operating cost for the increase of late evening service in support of Quick Start Rapid Transit Yonge North is \$54,000.
- 2006 - Additional annual operating cost for Sunday Service in support of Quick Start Rapid Transit Yonge North is \$48,000.
- 2006 - Additional annual operating cost for two new school specials in Aurora is \$63,000.
- Discontinuation of Route 220 Aurora North GO Shuttle results in a \$43,500 savings.
- No additional operating cost is anticipated for servicing Haida Drive.



**Route:** 032 Aurora South

**Type:** Local

**Description:** A local route operating between Seneca College King Campus and Aurora Centre Plaza.

**Current Routing:**



**Operating Hours and Frequency:**

| AM Peak | Midday | PM Peak | Evening        | Saturday | Sunday/Holiday |
|---------|--------|---------|----------------|----------|----------------|
| ✓       | ✓      | ✓       |                | ✓        |                |
| 60 min  | 60 min | 60 min  | Not Applicable | 60 min   | Not Applicable |

**Major Trip Generators:** Seneca College King Campus, Dr. G.W. Williams H.S., Aurora H.S., Aurora Public Library, Aurora Town Hall, Aurora GO Station, Aurora Centre Plaza.

**Ridership (2003):**

|                     |        |               |
|---------------------|--------|---------------|
| <b>Annual</b>       | 32,284 | <b>Target</b> |
| <b>Avg Weekday</b>  | 160    |               |
| <b>Rev/Cost (%)</b> | 21.8   |               |
| <b>Rev Pass/Hr</b>  | 7      |               |
|                     |        | 15            |

**Service Requests:**

- Increase frequency to Cardinal Carter High School, improve GO Train connections and restore late evening service

- Introduce service on Henderson
- Introduce Sunday service to Seneca College King Campus

**Discussion/Issues:**

- As part of the 2004 Service plan, Route 32 restructuring was deferred to 2005. The Newmarket/Aurora restructuring plan includes an increase in frequency to local route standards in order to meet minimum local route standards.
- Current route structure does not facilitate direct travel and adds unnecessary travel time for the majority of riders. The proposed new route alignment will provide direct two-way service on the main collector roads, provide links to local destinations such as Aurora Village Shopping Plaza, and will connect with the Quick Start Rapid Transit Yonge North stations at Yonge and Allaura and at Yonge and Wellington. This route will also be extended east along Wellington to service the Aurora GO Station and the Stone Road subdivision. The routing along Wellington will be combined with Route 31 to provide more frequent service along Wellington. Service to Seneca College King Campus will be discontinued when Quick Start Rapid Transit Yonge North Service starts and with the introduction of the New Route 22 King/Oak Ridges Local. Route 221 Aurora South GO Shuttle will be cancelled as it will be a duplication of service. Refer to the Newmarket/Aurora 2005 Service Map. **(Exhibit 4 on page 128)**
- Sunday service will be introduced in late 2005 in order to support the Quick Start Rapid Transit Yonge North Service.

**Recommendation:**

- Route to be extended and realigned in September 2005 as indicated in the Newmarket/Aurora 2005 Service Map. **(Exhibit 4 on page 128).**
- Route 221 Aurora South GO Shuttle to be discontinued at the same time as when Route 32 is restructured.
- Service frequency to be improved to every 30 minutes in the peak hour and every 60 minutes midday in support of Quick Start Rapid Transit Yonge North Corridor. Late evening service will be restored at time of restructuring.
- Deferred to 2006: Sunday service in support of Quick Start Rapid Transit Yonge North Corridor in late 2005.

**Estimated Additional Costs:**

- Additional annual operating cost for the route restructuring is \$161,000.
- Additional annual operating cost for the increase of midday and late evening service in support of Quick Start Rapid Transit Yonge North Corridor is \$67,800.
- 2006 - Additional annual operating cost for Sunday service in support of Quick Start Rapid Transit Yonge North Corridor is \$48,000.
- Discontinuation of Route 221 Aurora South GO Shuttle results in a \$46,000 savings.

**Route:** 033 Bayview-Leslie (Discontinued Sept 5, 2005)

**Type:** Local

**Description:** A local one-way loop route servicing eastern Newmarket and Aurora via Bayview Ave. and Leslie St.

**Current Routing:**



**Operating Hours and Frequency:**

| AM Peak | Midday | PM Peak | Evening | Saturday | Sunday/Holiday |
|---------|--------|---------|---------|----------|----------------|
| ✓       | ✓      | ✓       | ✓       | ✓        |                |
| 30 min  | 60 min | 30 min  | 60 min  | 60 min   | Not Applicable |

**Major Trip Generators:** 404 Town Centre, Aurora GO Station, South Lake Regional Hospital, Sacred Heart C.H.S., Main Street Newmarket.

**Ridership (2003):**

|                     |        |               |
|---------------------|--------|---------------|
| <b>Annual</b>       | 40,359 | <b>Target</b> |
| <b>Avg Weekday</b>  | 155    |               |
| <b>Rev/Cost (%)</b> | 18.9   |               |
| <b>Rev Pass/Hr</b>  | 6      |               |
|                     |        | 25            |
|                     |        | 15            |

**Service Requests:**

- Increase frequency and improve GO Train connections.

- Removal of one way loop and introduce two-way service along entire route.
- Introduce Sunday service.

**Discussion/Issues:**

- This route has been restructured effective September 5, 2004 and replaced with Route 34, 54, 55B, and 58 as part of the Newmarket/Aurora restructuring plan approved in the 2004 service plan.

**Recommendation:** Not Applicable

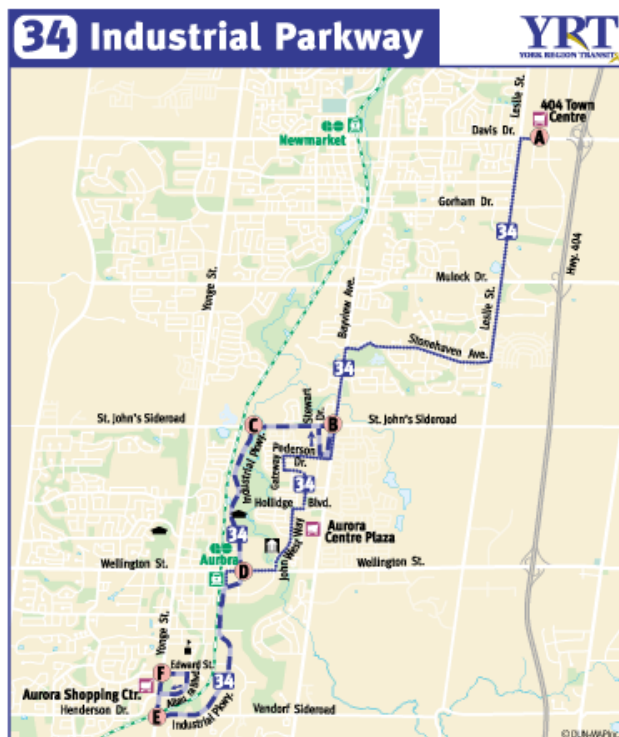
**Estimated Additional Costs:** Not Applicable

**Route:** 034 Industrial Parkway

**Type:** Local

**Description:** A local north-south route operating between Yonge and Allaura and Bayview and St. John Side Road via Industrial Parkway north and South.

**Current Routing:**



**Operating Hours and Frequency:**

| AM Peak | Midday         | PM Peak | Evening | Saturday       | Sunday/Holiday |
|---------|----------------|---------|---------|----------------|----------------|
| ✓       |                | ✓       | ✓       |                |                |
| 30 min  | Not Applicable | 30 min  | 40 min  | Not Applicable | Not Applicable |

**Major Trip Generators:** Future Rapid Transit stop at Yonge & Allaura, Industrial Parkway Business Park, Aurora Leisure Complex and the Aurora GO Station.

**Ridership (2003):**

|                     |     |               |
|---------------------|-----|---------------|
| <b>Annual</b>       | N/A | <b>Target</b> |
| <b>Avg Weekday</b>  | N/A |               |
| <b>Rev/Cost (%)</b> | N/A |               |
| <b>Rev Pass/Hr</b>  | N/A |               |
|                     |     | 25            |
|                     |     | 15            |

**Service Requests:**

- There are no service requests on file at this time.

**Discussion/Issues:**

- This route was introduced September 5, 2004 as per the approved 2004 Service Plan. This route replaces the former Route 33 Bayview – Leslie service in the Berkshire subdivision.
- The route was developed in consultation with the Aurora Chamber of Commerce and the Town of Aurora.

**Recommendation:** Not Applicable

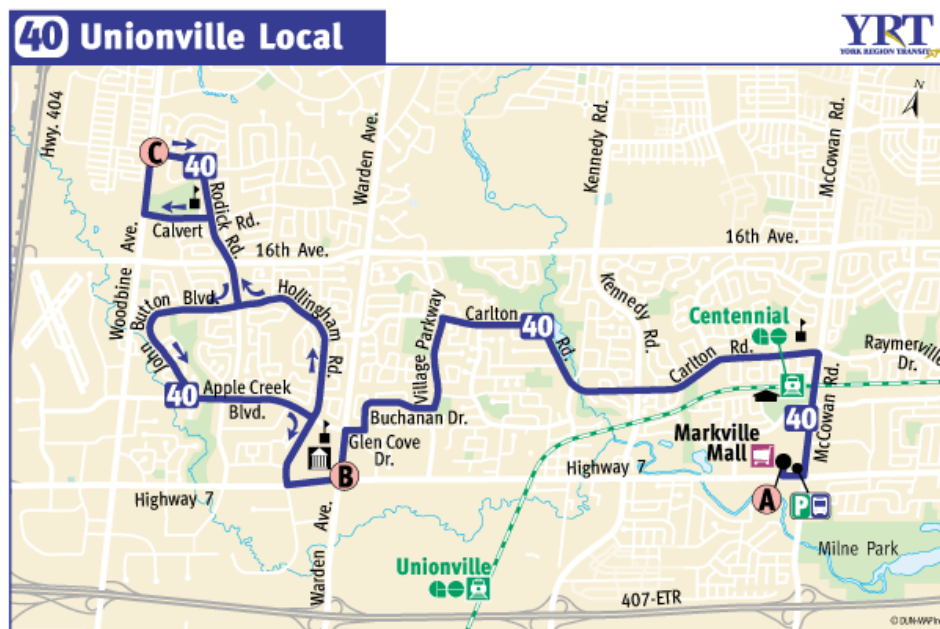
**Estimated Additional Costs:** Not Applicable

**Route:** 040 Unionville Local

**Type:** Local

**Description:** An east-west local route linking Unionville to Markville Mall, Hwy 7 and future Rapid Transit.

**Current Routing:**



**Operating Hours:**

| AM Peak | Midday | PM Peak | Evening   | Saturday | Sunday/Holiday |
|---------|--------|---------|-----------|----------|----------------|
| ✓       | ✓      | ✓       | ✓         | ✓        | ✓              |
| 30 min  | 60 min | 30 min  | 30/60 min | 60 min   | 50/60 min      |

**Major Trip Generators:** Markville Mall, Markville S.S., Centennial GO Station, Markham Civic Centre, Markham Theatre, Unionville H.S., St Augustine H.S.

**Ridership\* (2003):**

|                     |         |               |
|---------------------|---------|---------------|
| <b>Annual</b>       | 160,760 | <b>Target</b> |
| <b>Avg Weekday</b>  | 633     |               |
| <b>Rev/Cost (%)</b> | 19.6    |               |
| <b>Rev Pass/Hr</b>  | 8       |               |

\* For routes 40 and 41 combined.

**Service Requests:**

- Increase service frequency on weekdays and on weekends.
- Remove service from Buchanan Drive.

- Need late evening service (return the 2004 service cuts).
- Extend route to service South Unionville Avenue.
- Expand the Rodick Road looping to service Macrill Road and Calvert Road.
- The Quick Start Rapid Transit - YRT Service Integration Plan requested to eliminate the large one way loop along Hollingham Rd and John Button Blvd, re-route eastern end to Unionville GO Station via Carlton Rd and Kennedy Rd. This would eliminate the need for the Unionville GO shuttle.
- Implement a new route (Bridle Walk) from Unionville GO Station to operate along Helen Avenue, South Unionville Avenue, McCowan Road, Carlton Road and via Manhattan Drive and the Bridle Walk to the new Berczy community. Eliminate the need for Route 203 Centennial GO Shuttle.

**Discussion/Issues:**

- Route 40 Unionville Local performs below target.
- Route 40 to connect with Quick Start Rapid Transit Hwy 7 corridor and Markham North-South link. Need to monitor ridership when Quick Start Rapid Transit is implemented and determine if increased frequency is warranted. The 2004 service cuts should be returned.
- To help support Quick Start Rapid Transit Hwy 7 corridor and Markham North-South link and improve walking distances, the north-end looping from Woodbine Avenue and Rodick Road to be extended further east of Rodick Road to service Macrill Road and Calvert Road. The large one-way loop along Hollingham Road and John Button Blvd will be discontinued (replaced by the Rt 40A – limited service). The Route 40 would operate two-way service on Rodick Road, north of Apple Creek Blvd.
- In the YRTP-YRT Service Integration Plan, it is proposed to re-route to the Unionville GO Shuttle via Carlton Rd and Kennedy Rd. This route would no longer service Markville Mall. By re-routing the Route 40 to the Unionville GO Station, this would eliminate the need for a separate Unionville GO shuttle. In order to still provide transit services east of Kennedy Rd. to Markville Mall, it is proposed to implement a new Route 42 – Bridle Walk route.
- It is proposed in the 2005 Service Plan, to maintain the current Route 40 - Unionville Local routing to/from Markville Mall; continue to operate Route 202 – Unionville GO Shuttle and deferred implementation of Route 42 – Bridle Walk to 2006. When Route 42 operates all-day service (7 days a week), Route 40 – Unionville Local will be re-routed to the Unionville GO Station and Route 202 Unionville GO shuttle will be cancelled.
- Restore base cuts to late weekday evening service; Saturdays and Sundays (from hourly to 40 minutes).

- To help support Quick Start Rapid Transit Hwy 7 corridor and Markham North-South link and to service the Unionville High school, Route 40A (limited service) would operate from the IBM bus loop (Town Centre Blvd, south of Cedarland Drive) and operate a one-way loop along Hollingham Rd and John Button Blvd.
- In 2005, Unionville GO Shuttle will not be eliminated since Route 40 will not be extended to Unionville GO Station.
- To help support the Quick Start Rapid Transit Hwy 7 corridor and Warden services and provide service to new areas, a new route (Rt 42) is needed, from Unionville GO Station operating along Helen Avenue, South Unionville Avenue, McCowan Road, Carlton Road, along Manhattan Drive and The Bridle Walk to the new Berczy community north of 16<sup>th</sup> Avenue. Eliminate the need for Route 203 Centennial GO Shuttle.

**Recommendation:**

- Deferred to 2006: March 2005, restore base cuts for weekday late evening trips
- Deferred to 2006: September 2005, restore base cuts during Saturdays and Sundays (from hourly to 40 minutes) in order to support the Quick Start – Rapid Transit routes.
- Deferred to 2006: eliminate the large one-way loop along Hollingham Road and John Button Blvd, Route 40 will operate two directional movements along Rodick Road. Expand service coverage by operating along Macrill Road and Calvert Road. The restructuring of Route 40 should coincide with the implementation of Route 40A. **(See Exhibit 1 on page 125)**
- Deferred to 2006: implement Route 40A limited peak hour service along Hollingham Road, John Button Blvd, Apple Creek Blvd and along Town Centre Blvd to Hwy 7. **(See Exhibit 1 on page 125)**
- Deferred to 2006: implement the new Route 42 route (peak only service). Trips would make GO Train connection. Eliminate Route 203 Centennial GO Shuttle. **(See Exhibit 1 on page 125)**

**Estimated Additional Costs:**

- 2006 - Annualized cost for the late weekday service (operated by Student Express) is \$8,100.
- 2006 - Annualized cost for restoring Sunday services from hourly to 40 minutes (includes Route 40 costs) is \$20,687.
- 2006 - Annualized cost for restoring Sunday services from hourly to 40 minutes (includes Route 40 costs) is \$24,811.
- 2006 - Annualized cost for Route 40A (limited service) is \$79,379.
- 2006 - Annualized cost for Route 42 is \$238,136.



**Route:** 041 Markham Local

**Type:** Local

**Description:** An east-west local route linking the north-eastern communities of Markham to Markville Mall, Hwy 7 and future Rapid Transit.

**Current Routing:**



**Operating Hours:**

| AM Peak   | Midday | PM Peak   | Evening   | Saturday    | Sunday/Holiday |
|-----------|--------|-----------|-----------|-------------|----------------|
| ✓         | ✓      | ✓         | ✓         | ✓           | ✓              |
| 20/35 min | 35 min | 20/35 min | 30/60 min | 40 - 60 min | 40 - 60 min    |

**Major Trip Generators:** Markville Mall, Markville S.S., Centennial GO Station, Markham GO Station, Brother Andre C.H.S.

**Ridership\* (2003):**

|                     |         |               |
|---------------------|---------|---------------|
| <b>Annual</b>       | 160,760 | <b>Target</b> |
| <b>Avg Weekday</b>  | 633     |               |
| <b>Rev/Cost (%)</b> | 19.6    |               |
| <b>Rev Pass/Hr</b>  | 8       |               |

\* For routes 40 and 41 combined.

**Service Requests:**

- Provide two-way service by eliminating the one-way loop (Remove from Larkin Avenue).

- Provide direct service to connect to Markham-Stouffville Hospital and Cornell from local residential area west of Ninth Line.
- The Quick Start Rapid Transit - YRT Service Integration Plan requested to eliminate the Markham GO Shuttle due to the re-structure plan of Route 41 – Markham Local. Extend south of Markville Mall via McCowan and South Unionville, terminating at Unionville GO Station.
- Continue to service Brother Andre High School (bell times and after school activities). More direct service to school.
- Need service after 12 midnight.
- Implement a new route (Mingay) from Markville Mall via the existing Markham Local routing to Raymerville Drive and Snider Drive, then two-way via Raymerville Drive and Mingay Avenue to Major Mackenzie Drive and the new Wismer development.
- Some commuters living near Larkin Avenue are opposed to the restructuring proposal to remove services from Larkin Avenue.

**Discussion/Issues:**

- Realignment of Route 41 Markham Local to be implemented as early as January 2005. **(see Exhibit 1 on page 125).**
- Provide connection to Markham-Stouffville Hospital and Cornell.
- In 2005, Markham GO Shuttle will not be eliminated since some of the streets it services will not be serviced by the re-structure Route 41 routing. Route 41 will not be extended into the South Unionville area and to Unionville GO Station.
- To service Brother Andre Catholic High School, continue a few trips along the current Route 41 Markham Local to meet school bell times. Maintain current routing for Markham GO Shuttles and Markham Express services.
- Restore base cuts to late weekday evening service, weekday peak (return 5:55 am and 7:15 pm; restore headway from 35 to 20 min); Saturdays and Sundays (from hourly to 40 minutes).
- Route 41 Markham Local performs slightly below target. With the above proposal, ridership and performance should increase/improve.
- Route 41 to connect with Quick Start Rapid Transit Hwy 7 corridor and Markham North-South link. Need to monitor ridership when Quick Start is implemented and determine if increase frequency is warranted.
- A new route (Rt 45 - Mingay) is needed, eastern route from Markville Mall via the existing Raymerville Drive and Stone Mason Drive routing, along Mingay Avenue to the new Wismer community north of 16<sup>th</sup> Avenue. The new route will support Quick Start Rapid Transit Hwy 7 corridor and Markham North-South link. Due to this new route, Route 41 will not be extended to South Unionville and Unionville GO Station.

YRT to monitor ridership trends to the Quick Start Rapid Transit Hwy 7 corridor and Markham North-South link when implemented and determine the appropriate routing changes for Route 41. Eliminate the need for Route 203 Centennial GO Shuttle.

**Recommendation:**

- Realignment of Route 41 Markham Local to be implemented in September 2005. **(Exhibit 1 on page 125)**
- September 2005, implement Brother Andre School Special when Route 41 is realigned.
- Deferred to 2006: March 2005, restore base cuts of late weekday evening service.
- Deferred to 2006: September 2005, restore base cuts to weekday peak (return 5:55 am and 7:15 pm; restore headway from 35 to 20 min); Saturdays and Sundays services (from hourly to 40 minutes) in order to support the Quick Start Rapid Transit Hwy 7 corridor and Markham North-South link.
- Deferred to 2006: implement the new Route 45 -Mingay route (peak only service). Route 203 Centennial GO shuttle would be discontinued. **(see Exhibit 1 on page 125)**

**Estimated Additional Costs:**

- Annualized cost for the school specials is \$10,637.
- 2006 - Annualized cost for the late weekday service (operated by Student Express) is \$8,100.
- 2006 - Annualized cost for restoring base cuts of late weekday evening service is \$21,115.
- 2006 - Annualized cost for restoring Saturday services from hourly to 40 minutes (includes Route 40 costs) is \$20,687.
- 2006 - Annualized cost for restoring Sunday services from hourly to 40 minutes (includes Route 40 costs) is \$24,811.
- 2006 - Annualized cost for Route 45 - Mingay is \$238,136.
- 2006 - Annualized cost savings for the discontinuation of Route 203 is \$58,740.

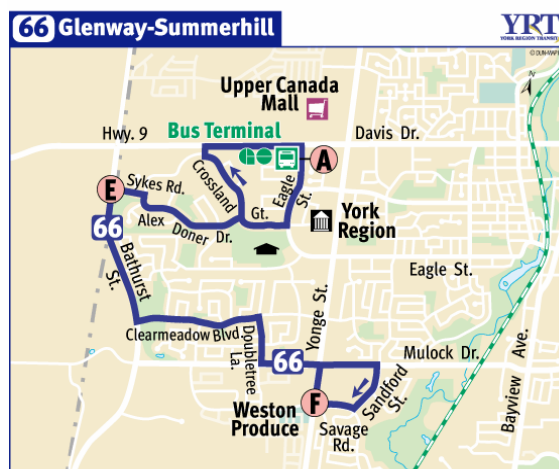
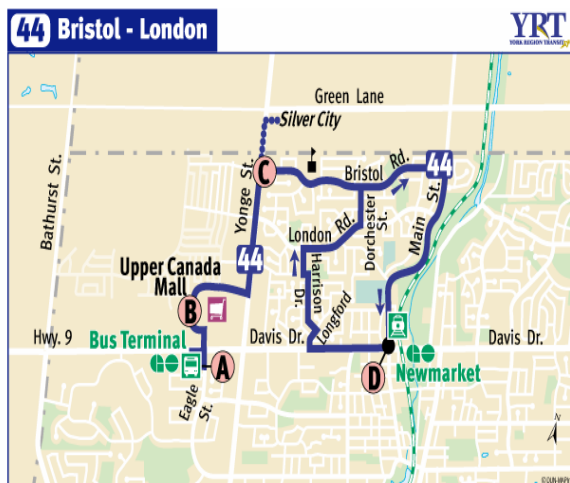


**Route:** 044/066 Bristol-London/Glenway-Summerhill

**Type:** Local

**Description:** Two local Newmarket routes interlined together to operate between Bathurst St. and Main St.

**Current Routing:**



**Operating Hours and Frequency:**

| AM Peak | Midday | PM Peak | Evening | Saturday | Sunday/Holiday |
|---------|--------|---------|---------|----------|----------------|
| ✓       | ✓      | ✓       | ✓       | ✓        |                |
| 30 min  | 60 min | 30 min  | 60 min  | 60 min   | Not Applicable |

**Major Trip Generators:** Newmarket GO Bus Terminal, Upper Canada Mall, Dr. Denison H.S., Newmarket GO Station, Sir William Mulock H.S.

**Ridership (2003):**

|                     |        |               |
|---------------------|--------|---------------|
| <b>Annual</b>       | 82,697 | <b>Target</b> |
| <b>Avg Weekday</b>  | 326    |               |
| <b>Rev/Cost (%)</b> | 32.9   |               |
| <b>Rev Pass/Hr</b>  | 11     |               |
|                     |        | 25            |
|                     |        | 15            |

**Service Requests:**

- Restore Late evening service
- Introduce direct route to the GO Station and South Lake Regional Hospital.
- Restore Late evening service
- Introduce two way service on Main Street north.
- Introduce Sunday Service.

**Discussion/Issues:**

- As part of the 2004 Newmarket/Aurora restructuring plan, an increase in frequency to local route standards was approved but deferred to 2005 in order to meet minimum local route standards.
- The New Route 55A branch will operate entirely within the northern part of Newmarket and it will provide two way direct travel to local destinations such as South Lake Regional Hospital, GO Stations and Upper Canada Mall. The extended Route 55A will replace the current 44 routing and introduce two way service on London Road and Main Street. This routing is consistent with the Quick Start Rapid Transit integration plan recommendation that route 54 be extended north to cover the route 44 portion.
- The current route 66 routing will be renumbered to become the 57A branch of 57 Mulock service and again this follows the Quick Start Rapid Transit integration plan recommendation. Route 55A and 57A will also connect with the Quick Start Rapid Transit Yonge North stations at the Newmarket Bus Terminal and at Yonge and Mulock. Refer to the Newmarket/Aurora 2005 service map. **(Exhibit 4 on page 128)**
- Sunday service will be introduced as this service can now be justified in order to support the Quick Start Rapid Transit Yonge North corridor.

**Recommendation:**

- Introduce Sunday Service.
- Routes to be extended and realigned in September 2005 as indicated in the Newmarket/Aurora 2005 service Map.
- The following new branches to be introduced:
  - Route 55A – Davis Drive via London Road
  - Route 57A – Mulock via Summerhill
- Route 44 to be re- numbered and route changed to route 55A and route 66 to be re-numbered as route 57A as indicated in the Newmarket/Aurora restructuring map. **(Exhibit 4 on page 128)**

**Estimated Additional Costs:**

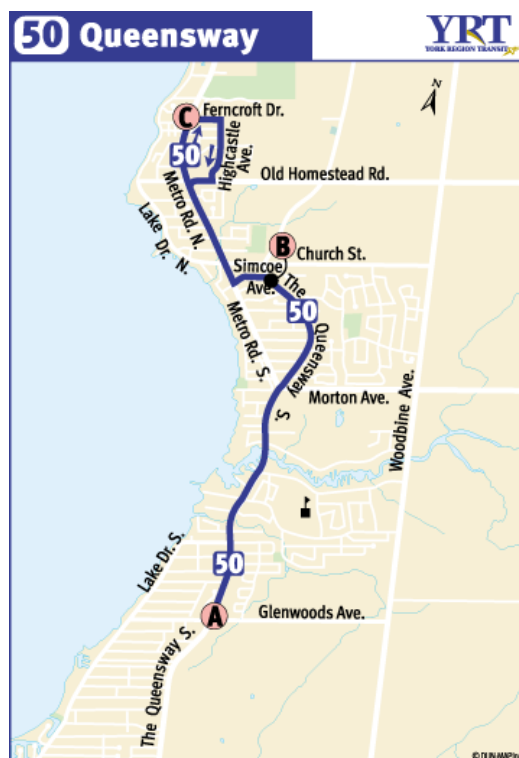
- Current annual cost for Route 66 of \$189,000 to be transferred to the new Route 57A branch, as part of the Newmarket/Aurora 2005 service map. The estimated additional operating cost savings for the new 57A branch is \$67,000 to be applied to offset the additional operating cost for the restoration of late evening service.
- Current annual cost for Route 44 of \$200,000, to be transferred to the new Route 55A, as part of the Newmarket/Aurora 2005 restructuring.
- Additional annual operating cost for Route 55A Sunday Service in support of Quick Start Rapid Transit Yonge North Service is \$48,000.
- Additional annual operating cost for Route 57A Sunday Service in support of Quick Start Rapid Transit Yonge North Service to the former Rt 66 customers is \$48,000.

**Route:** 050 Queensway

**Type:** Core

**Description:** Main north-south route operating between Ferncroft Drive and Ravenshoe Road in Keswick.

**Current Routing:**



**Operating Hours and Frequency:**

| AM Peak | Midday | PM Peak | Evening | Saturday | Sunday/Holiday |
|---------|--------|---------|---------|----------|----------------|
| ✓       | ✓      | ✓       | ✓       | ✓        |                |
| 30 min  | 60 min | 30 min  | 60 min  | 60 min   | Not Applicable |

**Major Trip Generators:** Glenwoods Plaza, Our Lady of the Lake C.H.S., Simcoe Ave.

**Ridership (2003):**

|                     |        |               |
|---------------------|--------|---------------|
| <b>Annual</b>       | 27,085 | <b>Target</b> |
| <b>Avg Weekday</b>  | 98     |               |
| <b>Rev/Cost (%)</b> | 27.8   |               |
| <b>Rev Pass/Hr</b>  | 9      |               |

**Service Requests:**

- Introduce extended route to Newmarket via Leslie Street.
- Introduce Sunday Service.
- The Queensville Community Neighbourhood Concept Plan will likely get approval by mid 2005. Transit service will need to be designed to accommodate 1713 units and an expected population of just over 5000.

**Discussion/Issues:**

- Due to duplication with existing GO Transit routing, service extension to Newmarket not warranted at this time but will be reviewed as part of the 2005/2006 Service Plan.
- Sunday service not warranted at this time but will be reviewed at as part of the 2005/2006 Service Planning Cycle.
- In mid 2005, it is anticipated that the Queensville Community Neighbourhood Concept Plan will be adopted in the Town of East Gwillimbury. At that time consideration will need to be given on extending Route 50 or introducing a new route south along Leslie St to service the new community with possible connections into both Newmarket and Keswick.

**Recommendation:** Not Applicable

**Estimated Additional Costs:** Not Applicable

Route: 051 Keswick Local

Type: Local

**Description:** A local Keswick route operating between The Queensway South / Metro Road and Woodbine Avenue.

### Current Routing:



### Operating Hours and Frequency:

|         |        |         |         |          |                |
|---------|--------|---------|---------|----------|----------------|
| AM Peak | Midday | PM Peak | Evening | Saturday | Sunday/Holiday |
| ✓       | ✓      | ✓       | ✓       | ✓        |                |
| 30 min  | 60 min | 30 min  | 60 min  | 60 min   | Not Applicable |

**Major Trip Generators:** Glenwoods Plaza, Keswick H.S., Our Lady of the Lake C.H.S., Georgina Library, GEM Movie Theatre, Ice Palace.

### Ridership (2003):

|                     |        |               |
|---------------------|--------|---------------|
| <b>Annual</b>       | 43,991 | <b>Target</b> |
| <b>Avg Weekday</b>  | 161    |               |
| <b>Rev/Cost (%)</b> | 36.5   |               |
| <b>Rev Pass/Hr</b>  | 12     |               |

**Service Requests:**

- Introduce service in the summer to the Sutton for the pool.

**Discussion/Issues:**

- Due to duplication with existing GO Transit routing, service extension to Sutton not warranted at this time but will be reviewed as part of the 2005/2006 Service Plan.

**Recommendation:** Not Applicable

**Estimated Additional Costs:** Not Applicable

**Route:** 052 Holland Landing Local

**Type:** Local

**Description:** This local route connects the Holland Landing community with Newmarket.

**Current Routing:**



**Operating Hours and Frequency:**

| AM Peak | Midday | PM Peak   | Evening | Saturday | Sunday/Holiday |
|---------|--------|-----------|---------|----------|----------------|
| ✓       | ✓      | ✓         | ✓       | ✓        |                |
| 45 min  | 60 min | 45/50 min | 60 min  | 60 min   | Not Applicable |

**Major Trip Generators:** Newmarket GO Bus Terminal, Upper Canada Mall, Dr. Denison H.S., Silvercity Theatre.

**Ridership (2003):**

|                     |        |               |
|---------------------|--------|---------------|
| <b>Annual</b>       | 38,578 | <b>Target</b> |
| <b>Avg Weekday</b>  | 130    |               |
| <b>Rev/Cost (%)</b> | 23.4   |               |
| <b>Rev Pass/Hr</b>  | 8      |               |

**Service Requests:**

- Increase in frequency and improve GO Train connections.
- Removal of service from Grist Mill Rd and Holland River Blvd.
- Provide two way service all day
- Introduce Sunday Service.
- City of Bradford is intending on introducing local transit and may request YRT extend Route 52 to Bradford for connections and participate on a technical advisory committee.

**Discussion/Issues:**

- As part of the Newmarket/Aurora restructuring, an increase in frequency to local route standards is not warranted at this time but will be reviewed as part of the 2005/2006 Service Planning Cycle.
- Current route structure facilitates direct travel to the majority of riders. The proposed new route alignment will provide direct two-way service on the main collector road of Mt Albert Road, provide links to local destinations such as Dr. Denison H.S., Upper Canada Mall, and the new East Gwillimbury GO Station. It will also connect with the rapid transit station at the Newmarket Bus Terminal. Refer to the Newmarket/Aurora 2005 Service Map. **(Exhibit 4 on page 128)**
- Although consideration was given to remove routing off Grist Mill Rd, the routing will be maintained in order to provide convenient walking distance.
- Sunday service is not warranted at this time but will be reviewed as part of the 2005/2006 Service Planning Cycle.
- YRT staff have had preliminary discussions with Bradford staff. One option would be for YRT to extend Route 52 into Bradford in order to connect with their local service. This will be reviewed as part of the 2005/2006 Service Planning Cycle.

**Recommendation:**

- Route to be extended and realigned in September 2005 as indicated in the Newmarket/Aurora 2005 Service Map. **(Exhibit 4 on page 128)**

**Estimated Additional Costs:** Not Applicable

**Route:** 054 Bayview North

**Type:** Core

**Description:** Main north-south route along Bayview Ave servicing South Lake Regional Hospital, Newmarket Main Street and Aurora.

**Current Routing:**



**Operating Hours and Frequency:**

| AM Peak | Midday | PM Peak | Evening | Saturday | Sunday/Holiday |
|---------|--------|---------|---------|----------|----------------|
| ✓       | ✓      | ✓       | ✓       | ✓        |                |
| 20 min  | 40 min | 20 min  | 40 min  | 40 min   | Not Applicable |

**Major Trip Generators:** Newmarket GO Bus Terminal, Newmarket GO Train Station, South Lake Regional Hospital, Huron Heights H.S., 404 Town Centre.

**Ridership (2003):**

|                     |     |               |
|---------------------|-----|---------------|
| <b>Annual</b>       | N/A | <b>Target</b> |
| <b>Avg Weekday</b>  | N/A |               |
| <b>Rev/Cost (%)</b> | N/A |               |
| <b>Rev Pass/Hr</b>  | N/A |               |
|                     |     | 25            |
|                     |     | 20            |

**Service Requests:**

- Service should be set up in consideration with the start and end times of the Magna Auto parts plant located on Bayview just north of Stonehaven Road.
- Additional Late evening Service and Sunday service.

**Discussion/Issues:**

- This route was introduced September 5, 2004 as per the approved 2004 service plan. This route replaces the former Route 33 Bayview – Leslie service along Bayview Ave and now provides two way service along the entire length of Bayview Ave between Aurora and Newmarket. A special afternoon trip has been included in the schedule to accommodate Magna employees.
- Late evening and Sunday service to be introduced once Quick Start Rapid Transit Yonge Street North Service begins operation in late 2005. This route is a core Route and does not currently meet minimum service standards for late evenings and Sundays.

**Recommendation:**

- Route to be extended and realigned in September 2005 as indicated in the Newmarket/Aurora 2005 service Map.
- Deferred to 2006: Sunday service in support of Quick Start Rapid Transit Yonge Street North Corridor to be introduced in late 2005.

**Estimated Additional Costs:**

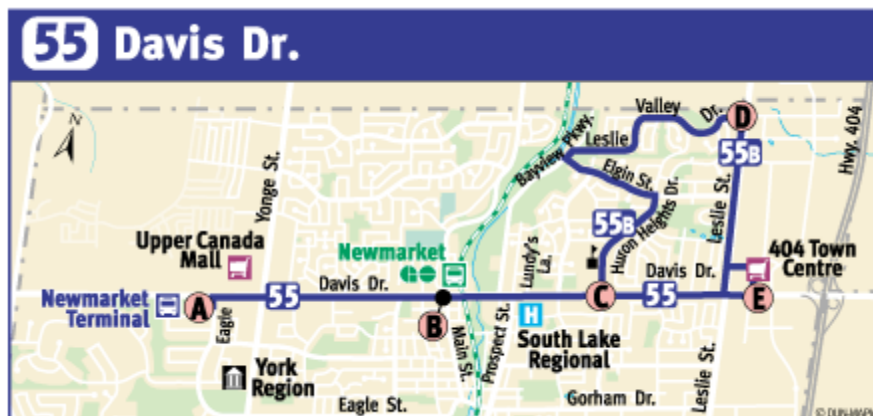
- Additional annual operating cost for the introduction of late evening service in support of Quick Start Rapid Transit Yonge Street North Corridor and service request is \$54,000.
- 2006 - Additional annual operating cost for the introduction of late evening service in support of Quick Start Rapid Transit Yonge Street North Corridor is \$8,000.
- 2006 - Additional annual operating cost for Sunday Service in support of Quick Start Rapid Transit Yonge Street North Corridor is \$48,000.

**Route:** 055 Davis Drive

**Type:** Core

**Description:** Main east-west route along Davis Drive also servicing the Sharon community via Leslie Street.

**Current Routing:**



**Operating Hours and Frequency:**

| AM Peak | Midday | PM Peak | Evening | Saturday  | Sunday/Holiday |
|---------|--------|---------|---------|-----------|----------------|
| ✓       | ✓      | ✓       | ✓       | ✓         | ✓              |
| 15 min  | 20 min | 15 min  | 30 min  | 20/30 min | 30 min         |

**Major Trip Generators:** Newmarket GO Bus Terminal, Newmarket GO Train Station, South Lake Regional Hospital, Huron Heights H.S., 404 Town Centre.

**Ridership (2003):**

|                     |         |               |
|---------------------|---------|---------------|
| <b>Annual</b>       | 256,442 | <b>Target</b> |
| <b>Avg Weekday</b>  | 853     |               |
| <b>Rev/Cost (%)</b> | 60.5    |               |
| <b>Rev Pass/Hr</b>  | 21      |               |

**Service Requests:**

- Restoration of Saturday 15 minute service.
- Earlier start time in the morning
- Seniors want service to the No Frills on Leslie Street

- Extend service east along Davis Drive to Bales Drive to service the Region's new works facility and for the new Miller waste recycling centre.

**Discussion/Issues:**

- As part of the 2004 Newmarket restructuring, the new route 58 operating along Leslie Street was introduced which now services Sharon. In addition, the 55B Davis via Huron Heights branch was introduced to replace the former Rt 33 service in the Leslie Valley area and to provide service to the No Frills on Leslie. The Davis Drive portion of route 55 will remain and will be maintained at core route standards. Refer to the Newmarket/Aurora 2005 service map. **(Exhibit 4 on page 128)**
- With the introduction of the 55A branch previously discussed, the service frequency on Saturday will be restored to every 15 minutes
- In June 2005, it is anticipated that limited transit service will be required to service Bales Drive. A total of 150 employees are expected at the Region's facility and another 200 employees at the Miller waste recycling centre.

**Recommendation:**

- Introduce the New Route 55A – Davis Drive – Via London Rd in September 2005.
- Introduce an extension of the current Route 55 to Bales Drive on a limited peak hour service in September 2005.

**Estimated Additional Costs:**

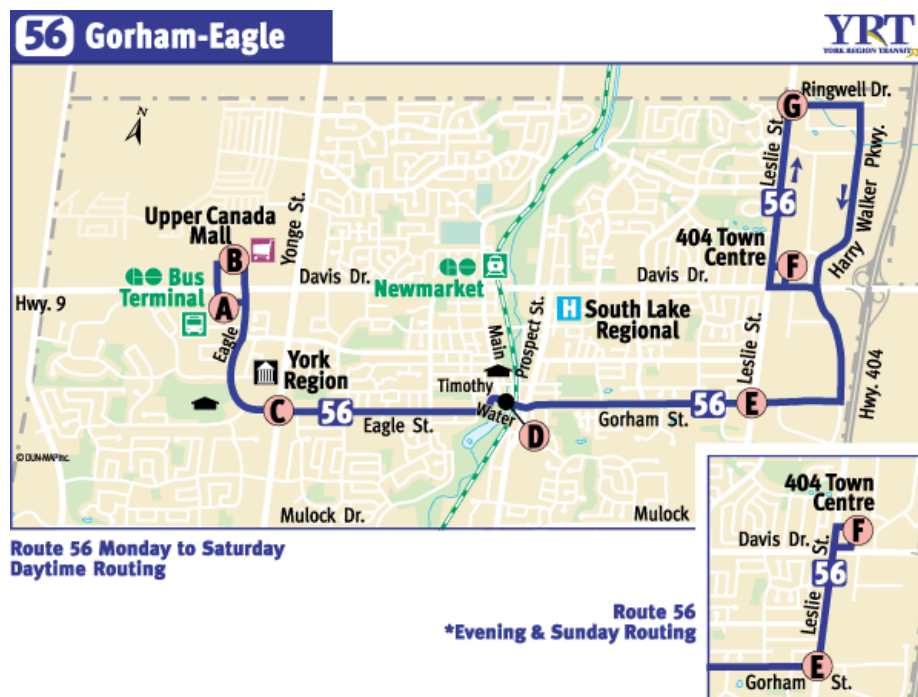
- Refer to Route 44 for Route 55A – Davis Drive – Via London Rd operating cost.
- No additional operating cost is anticipated.

**Route:** 056 Eagle-Gorham

**Type:** Local

**Description:** A mid-block local Newmarket route servicing the Harry Walker Parkway Industrial area.

**Current Routing:**



**Operating Hours and Frequency:**

| AM Peak | Midday | PM Peak | Evening | Saturday | Sunday/Holiday |
|---------|--------|---------|---------|----------|----------------|
| ✓       | ✓      | ✓       | ✓       | ✓        | ✓              |
| 30 min  | 30 min | 30 min  | 40 min  | 30 min   | 40 min         |

**Major Trip Generators:** Newmarket GO Bus Terminal, Upper Canada Mall, Newmarket Main Street, Harry Walker Parkway Industrial Area, 404 Town Centre.

**Ridership (2003):**

|                     |         |               |
|---------------------|---------|---------------|
| <b>Annual</b>       | 124,790 | <b>Target</b> |
| <b>Avg Weekday</b>  | 479     |               |
| <b>Rev/Cost (%)</b> | 37.2    |               |
| <b>Rev Pass/Hr</b>  | 13      |               |

**Service Requests:**

- Return midday service to 30 min frequency from the current 60 minutes especially for the Harry Walker business area that was cancelled in the spring of 2004.
- Return 11:10 pm late night trip cancelled in the spring of 2004 from Magna employees at Bayview and Mulock.

**Discussion/Issues:**

- Due to the number of requests for the restoration of 30 minute service from Harry Walker employees this service should be returned. No changes to current service - routing is required as part of the Newmarket/Aurora 2005 Service Map.
- Due to the number of requests for the restoration of late trip to accommodate late shift Magna employees should be returned.

**Recommendation:**

- Deferred to 2006: Restore off peak midday service to every 30 minutes and the route to remain unchanged as indicated in the Newmarket re-orientation plan.  
**(Exhibit 4 on page 128)**
- Deferred to 2006: Restore the 11:10 pm Route 56 late evening trip.

**Estimated Additional Costs:**

- 2006 - Additional annual operating cost to restore midday service to every 30 minutes and return the 11:10 pm is \$27,900.

**Route:** 057 / 057A Mulock Drive

**Type:** Core

**Description:** Main east-west route along Mulock Drive servicing the Sawmill and Stonehaven Road subdivisions. The 57A branch operates north on Yonge St to Green Lane and services the Newmarket bus Terminal.

**Current Routing:**



**Operating Hours and Frequency:**

| AM Peak | Midday | PM Peak | Evening | Saturday | Sunday/Holiday |
|---------|--------|---------|---------|----------|----------------|
| ✓       | ✓      | ✓       | ✓       | ✓        | ✓              |
| 20 min  | 30 min | 20 min  | 35 min  | 40 min   | 45 min         |

**Major Trip Generators:** Newmarket GO Bus Terminal, Upper Canada Mall, Newmarket H. S., 404 Town Centre.

**Ridership (2003):**

|                     |         |               |
|---------------------|---------|---------------|
| <b>Annual</b>       | 151,210 | <b>Target</b> |
| <b>Avg Weekday</b>  | 565     |               |
| <b>Rev/Cost (%)</b> | 37.5    |               |
| <b>Rev Pass/Hr</b>  | 13      |               |

**Service Requests:**

- Introduce Local service along the entire length of Yonge Street.
- Introduce Sunday Service into along Yonge Street north of Davis Dr.

**Discussion/Issues:**

- In support of the introduction of Quick Start Rapid Transit Yonge North services, YRT will introduce a new local route (Route 98 Yonge North) operating along Yonge Street between Green Lane and the Bernard Terminal to provide local service for the bus stops located between the rapid transit stations.
- The Yonge Street portion of route 57A will be restructured to operate two-way on current Route 66 routing. This route will no longer operate and serve Upper Canada Mall and the 404 plaza. This route will also connect with Quick Start Rapid Transit Yonge North stations at Yonge St and Mulock and at the Newmarket Bus Terminal. Refer to the Newmarket/Aurora 2005 service Map. **(Exhibit 4 on page 128)**
- In 2006, the 57A branch will be extended north into the Moth Farm West community (area bordered by Bathurst, Davis Drive, Yonge St and Green Lane) as Woodspring Ave will be extended south to connect with Crossland Ave and the subdivision south of Davis. The Moth Farm Community will consist of over 1500 new units and a population of 4500. Consideration should be given to providing new service in 2006.
- In addition, two new GO Shuttles will be introduced in order to provide direct access to the Newmarket and East Gwillimbury GO Stations. The new Route 223 Shuttle will provide direct service from the Sawmill Valley Drive area to the Newmarket GO Station. The new Route 224 Shuttle will provide direct service from the Moth Farms West community to the new East Gwillimbury GO Station.
- Sunday service in support of Quick Start Rapid Transit Yonge North to be introduced in late 2005.

**Recommendation:**

- Route 57A branch to be realigned and replace the current Route 66 routing in the Clearmeadow Subdivision in September 2005 as indicated in the Newmarket/Aurora 2005 Service map. **(Exhibit 4 on page 128)**
- Introduce the new Route 98 – Yonge North in September 2005
- Introduce the new Route 223 GO Shuttle in September 2005
- Introduce the new Route 224 GO Shuttle in September 2005

**Estimated Additional Costs:**

- Additional annual operating cost for the introduction of Route 98 Yonge North 7-day service in support of Quick Start Rapid Transit Yonge North is \$887,000
- Annualized cost for both Route 223 and 224 GO Shuttles is \$120,000\*

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\* 2005 Funding for this improvement from Marketing budget.

**Route:** 058 Leslie North

**Type:** Core

**Description:** Main north-South core route operating between Stonehaven Road and the Sharon community.

**Current Routing:**



**Operating Hours and Frequency:**

| AM Peak | Midday  | PM Peak | Evening | Saturday       | Sunday/Holiday |
|---------|---------|---------|---------|----------------|----------------|
| ✓       | ✓       | ✓       | ✓       |                |                |
| 50 min  | 120 min | 40 min  | 40 min  | Not Applicable | Not Applicable |

**Major Trip Generators:** East Gwillimbury GO Station, 404 Town Centre

**Ridership (2003):**

|                     |     |               |
|---------------------|-----|---------------|
| <b>Annual</b>       | N/A | <b>Target</b> |
| <b>Avg Weekday</b>  | N/A |               |
| <b>Rev/Cost (%)</b> | N/A | 25            |
| <b>Rev Pass/Hr</b>  | N/A | 20            |

**Service Requests:**

- Reduce the size and frequency of buses within Sharon.
- Connect Sharon to the New East Gwillimbury GO Station.

**Discussion/Issues:**

- As part of the 2004 Newmarket restructuring, the new route 58 operating along Leslie Street was introduced which now services Sharon. The new route replaced the former Route 55A and 57 in the Sharon area and the former Route 33 service along Leslie. When service begins at the East Gwillimbury GO Station, a new Branch 58A will be introduced to link Sharon to the GO Station. Refer to the Newmarket/Aurora 2005 service map. **(Exhibit 4 on page 128)**
- The Sharon branch service will be reviewed in terms of what will be the best service delivery method i.e., reduced frequency, smaller vehicles or demand responsive service.

**Recommendation:** Not Applicable

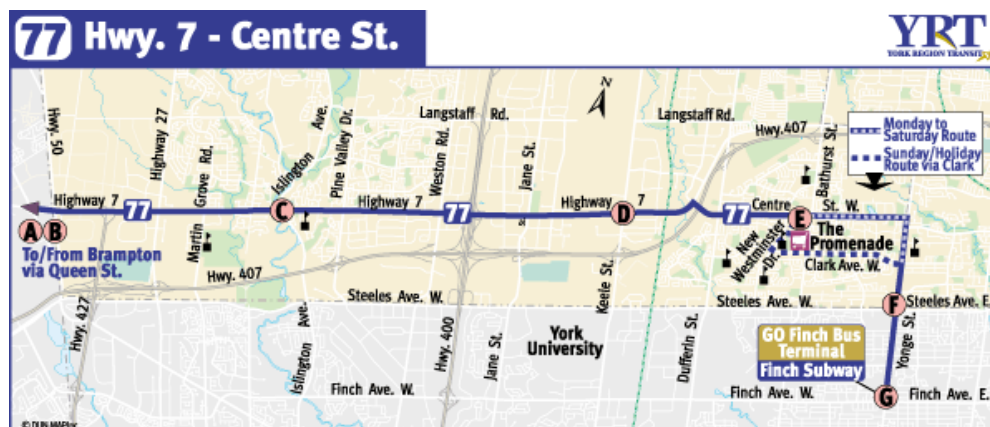
**Estimated Additional Costs:** Not Applicable

**Route:** 077 Highway 7 - Centre

**Type:** Core

**Description:** Main east-west route operating along Highway 7 from Finch Station via Yonge westward to Brampton. Operations shared with Brampton Transit.

**Current Routing:**



**Operating Hours and Frequency:**

| AM Peak | Midday | PM Peak   | Evening | Saturday | Sunday/Holiday |
|---------|--------|-----------|---------|----------|----------------|
| ✓       | ✓      | ✓         | ✓       | ✓        | ✓              |
| 15 min  | 30 min | 15/20 min | 30 min  | 30 min   | 60 min         |

**Major Trip Generators:** Finch Subway Station, Thornhill S.S., Promenade Mall, Woodbridge College, Bramalea City Centre.

**Ridership (2003):**

|                     |         |               |
|---------------------|---------|---------------|
| <b>Annual</b>       | 474,957 | <b>Target</b> |
| <b>Avg Weekday</b>  | 1,665   |               |
| <b>Rev/Cost (%)</b> | 70.7    |               |
| <b>Rev Pass/Hr</b>  | 26      |               |

**Service Requests:**

- General improved service frequencies and better schedule adherence.

**Discussion/Issues:**

- Quick Start rapid transit service along Highway 7 is scheduled to be implemented beginning Fall 2005. This, along with service currently provided by Route 77, will create some duplication of services along the Highway 7 corridor. Route 77 would operate in conjunction with the planned Quick Start Rapid Transit Highway 7 corridor to provide a more localized level of service and will undergo service frequency adjustments to reflect demand for local (i.e. non-rapid transit) service.

- Route will connect with parallel Quick Start Rapid Transit Highway 7 corridor beginning Fall 2005.
- On Sundays and holidays, between Promenade Mall and Yonge Street, Route 77 currently deviates via New Westminster Drive and Clark. With the recommendation to introduce Route 5 service on Sundays, there will be an opportunity to return Route 77 to operate on Centre Street between Promenade Mall and Yonge Street.
- In cooperation with Brampton Transit, route 77 is currently undergoing an operational assessment to identify opportunities to improve schedule adherence.

**Recommendation:**

- For September 2005: To reduce weekday service frequencies primarily during early midday and early evening periods on weekdays to compensate for new Quick Start rapid transit service scheduled to begin operating Fall 2005. No similar service reductions are planned for weekend service.
- Coinciding with new Sunday service on Route 5 which is planned to be implemented in September 2005, Route 77 Sunday service would operate regular routing between Promenade Terminal and Yonge Street (as it currently does on weekdays and Saturdays) via Centre Street, instead of New Westminster Drive and Clark Avenue (**see Exhibit 4 on page 128**).

**Estimated Savings:**

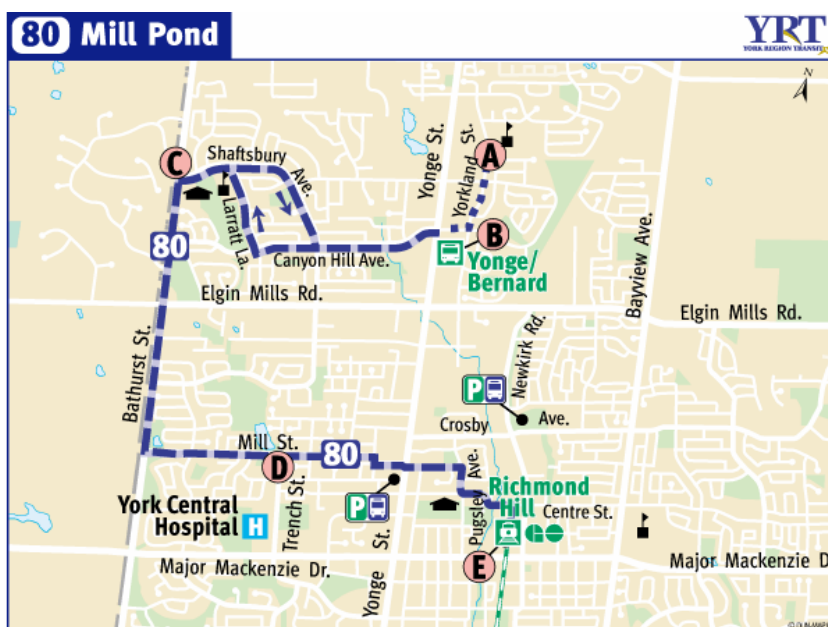
- Annualized cost savings of \$310,738 due to reduction of weekday service to support Quick Start Rapid Transit Highway 7 corridor in September 2005.

**Route:** 080 Mill Pond (Discontinued May 9, 2004)

**Type:** Local

**Description:** A local Richmond Hill route operating during peak hours connecting the Yonge & Bernard Terminal with the Richmond Hill GO Train Station.

**Current Routing:**



**Operating Hours and Frequency:**

| AM Peak   | Midday         | PM Peak   | Evening        | Saturday       | Sunday/Holiday |
|-----------|----------------|-----------|----------------|----------------|----------------|
| ✓         |                | ✓         |                |                |                |
| 20-45 min | Not Applicable | 40-60 min | Not Applicable | Not Applicable | Not Applicable |

**Major Trip Generators:** Yonge & Bernard Terminal, St-Theresa C.H.S., Richmond Hill H.S., Richmond Hill GO Station.

**Ridership (2003):**

|                     |        |               |
|---------------------|--------|---------------|
| <b>Annual</b>       | 52,063 | <b>Target</b> |
| <b>Avg Weekday</b>  | 222    |               |
| <b>Rev/Cost (%)</b> | 38.3   |               |
| <b>Rev Pass/Hr</b>  | 14     |               |
|                     |        | 25            |
|                     |        | 15            |

**Service Requests:**

- No requests have been received.

**Discussion/Issues:**

- This route has been restructured effective May 9, 2004 and replaced with Route 83, 240 GO Shuttle and 440 School Special as part of the Richmond Hill restructuring plan approved in the 2004 service plan.

**Recommendation:** Not Applicable

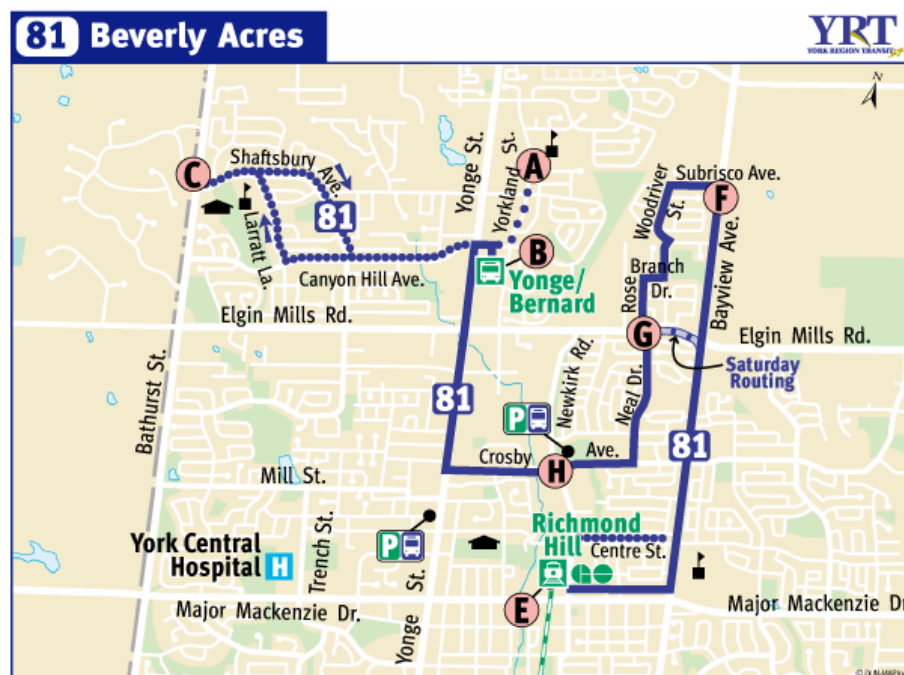
**Estimated Additional Costs:** Not Applicable

**Route:** 081 Beverley Acres (Discontinued May 9, 2004)

**Type:** Local

**Description:** A local route in Richmond Hill operating between the Richmond Hill GO station and the Yonge/Bernard Terminal.

**Current Routing:**



**Operating Hours and Frequency:**

| AM Peak | Midday | PM Peak   | Evening | Saturday | Sunday/Holiday |
|---------|--------|-----------|---------|----------|----------------|
| ✓       | ✓      | ✓         | ✓       | ✓        |                |
| 30 min  | 60 min | 15-40 min | 60 min  | 60 min   | Not Applicable |

**Major Trip Generators:** Richmond Hill GO Station, Bayview S.S., Yonge/Bernard Terminal, Richmond Hill S.S., St Theresa C.H.S.

**Ridership (2003):**

|                     |        |               |
|---------------------|--------|---------------|
| <b>Annual</b>       | 54,091 | <b>Target</b> |
| <b>Avg Weekday</b>  | 203    |               |
| <b>Rev/Cost (%)</b> | 29.0   |               |
| <b>Rev Pass/Hr</b>  | 11     |               |
|                     |        | 25            |
|                     |        | 15            |

**Service Requests:**

- No requests have been received.

**Discussion/Issues:**

- This route has been restructured effective May 9, 2004 and replaced with Route 83A, 91A, 241 GO Shuttle and 441 School Special as part of the Richmond Hill restructuring plan approved in the 2004 service plan.

**Recommendation:** Not Applicable

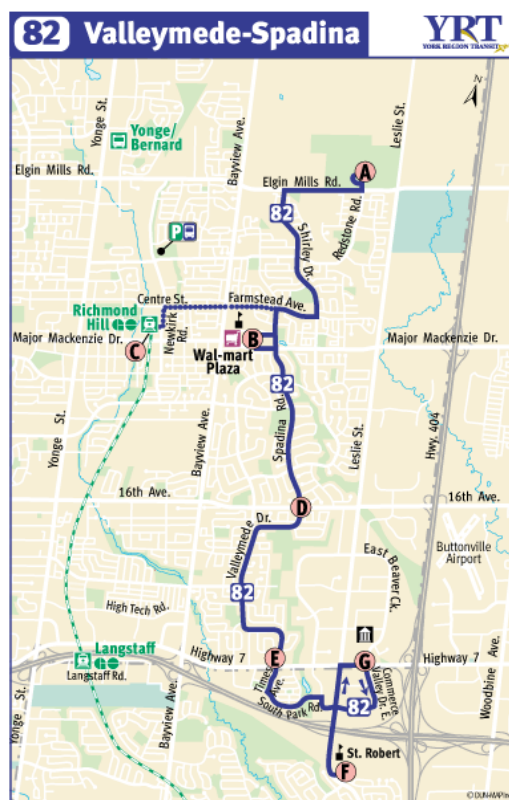
**Estimated Additional Costs:** Not Applicable

**Route:** 082 Valleymede/Spadina

**Type:** Local

**Description:** A mid-block north-south local route in Richmond Hill operating between north of Elgin Mills Road and southward into the Beaver Creek Business Park.

**Current Routing:**



**Operating Hours and Frequency:**

| AM Peak | Midday | PM Peak   | Evening   | Saturday       | Sunday/Holiday |
|---------|--------|-----------|-----------|----------------|----------------|
| ✓       | ✓      | ✓         | ✓         |                |                |
| 30 min  | 60 min | 30/40 min | 30/60 min | Not Applicable | Not Applicable |

**Major Trip Generators:** Beaver Creek Business Park, St. Robert C.H.S., Richmond Hill GO Station.

**Ridership (2003):**

|                     |         |               |
|---------------------|---------|---------------|
| <b>Annual</b>       | 114,268 | <b>Target</b> |
| <b>Avg Weekday</b>  | 620     |               |
| <b>Rev/Cost (%)</b> | 30.2    |               |
| <b>Rev Pass/Hr</b>  | 11      |               |

**Service Requests:**

- Shirley Drive residents north of Redstone Ave would like direct trips to the Richmond Hill GO Station.
- Introduce Saturday and Sunday Service.
- Service to the New Richmond Green Public High School in September 2005.

**Discussion/Issues:**

- No changes to current service levels and routing are required for 2005 with the exception of introducing Saturday service in order to meet minimum local route standards and to support Quick Start Rapid Transit Hwy 7 Corridor Service. Current route 243 Redstone GO Shuttle can service the residents on Shirley drive as they are within YRT walking distance standards.
- Sunday and extended evening service will be introduced in support of Quick Start Rapid Transit Hwy 7 Corridor Service in late 2005.
- A new school special to accommodate students attending the new Richmond Green High school will require service to this school.

**Recommendation:**

- Route 82 Valleymede/Spadina routing to remain unchanged. **(Exhibit 5 on page 129)**
- Introduce Saturday service as early as possible into 2005 in order to meet minimum local route standards.
- Deferred to 2006: Introduce Sunday service and late evening service in support of Quick Start Rapid Transit Hwy 7 Corridor Service in the Fall of 2005.
- Monitor the need for a new School Special to service the new Richmond Green High School.

**Estimated Additional Costs:**

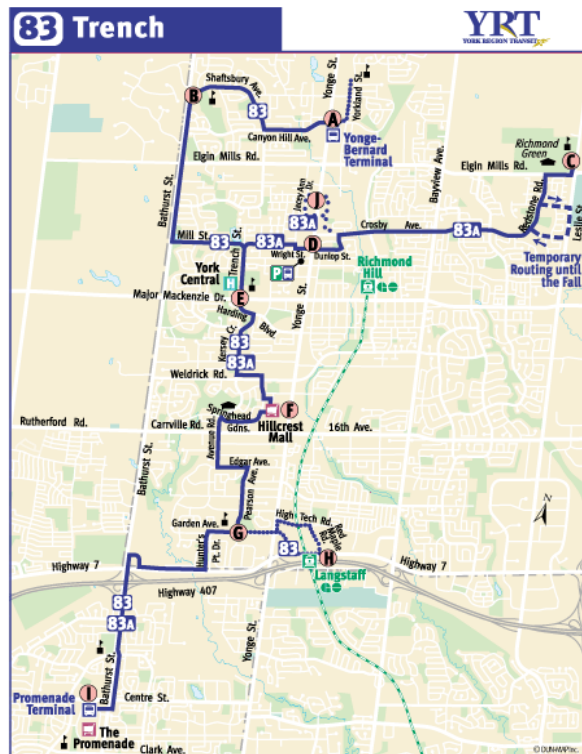
- Additional annual operating costs for Saturday service is \$38,000.
- Additional annual operating cost for late evening service in support of Quick Start Rapid Transit Hwy 7 Corridor Service is \$47,000.
- 2006 - Additional annual operating cost for Sunday Service in support of Quick Start Rapid Transit Hwy 7 Corridor Service is \$44,000.
- 2006 - Additional annual operating cost for a new school special is \$93,000.

**Route:** 083 / 083A Trench

**Type:** Local

**Description:** A local mid-block north-south route operating between Yonge/Bernard Terminal and Promenade Mall. The 83A branch is a local mid-block east-west route operating between Richmond Green and Yonge Street.

**Current Routing:**



**Operating Hours and Frequency:**

| AM Peak   | Midday | PM Peak   | Evening   | Saturday | Sunday/Holiday |
|-----------|--------|-----------|-----------|----------|----------------|
| ✓         | ✓      | ✓         | ✓         | ✓        |                |
| 15-20 min | 60 min | 20-30 min | 30-60 min | 60 min   | Not Applicable |

**Major Trip Generators:** Promenade Mall, Westmount C.I., Langstaff S.S., Langstaff GO Station, Hillcrest Mall, York Central Hospital, Alex Mackenzie H.S., Dunlop Seniors Residences, St Theresa C.H.S., Richmond Hill S.S., Yonge/Bernard Terminal.

**Ridership (2003):**

|                     |         |               |
|---------------------|---------|---------------|
| <b>Annual</b>       | 120,035 | <b>Target</b> |
| <b>Avg Weekday</b>  | 682     |               |
| <b>Rev/Cost (%)</b> | 29.0    |               |
| <b>Rev Pass/Hr</b>  | 11      |               |

**Service Requests:**

- Increase frequency of buses operating along Shaftsbury.
- Increase frequency of 83A to provide more connections to Yonge.
- Introduce mid-day and Saturday service into the Bayview Glen Subdivision.
- Maintain service to Dunlop Senior's Residences.

**Discussion/Issues:**

- No changes to current service levels and routing are required for 2005 until the introduction Quick Start Rapid Transit Hwy 7 Corridor Service.
- When Quick Start Rapid Transit Hwy 7 Corridor Service begins operation, all trips at the south end of the route will sent to the Langstaff Terminal in order to maximize connections and avoid duplicating the HWY 7 connections to Promenade. The route will also be extended to cover the Bayview Glen portion of Route 87 east of Yonge so that off-peak and Saturday service can be introduced to this fairly dense residential area to meet minimum local route standards. Route 87 would then terminate at the Langstaff Terminal. Refer to the Richmond Hill 2005 service map. **(Exhibit 5 on page 129)**
- Sunday and extended evening service will be introduced in support of Quick Start Rapid Transit Hwy 7 Corridor Service begins operation in late 2005.

**Recommendation:**

- Route 83 and 83A Trench to remain unchanged until the introduction of Quick Start Rapid Transit Hwy 7 Corridor Service in the fall of 2005. When Quick Start Rapid Transit Hwy 7 Corridor Service begins then Route 83 and 87 will be re-routed as indicated in the Richmond Hill 2005 Service plan map. **(Exhibit 5 on page 129)**
- Deferred to 2006: Introduce Sunday service and late evening service in support of Quick Start Rapid Transit Hwy 7 Corridor Service in the Fall of 2005.

**Estimated Additional Costs:**

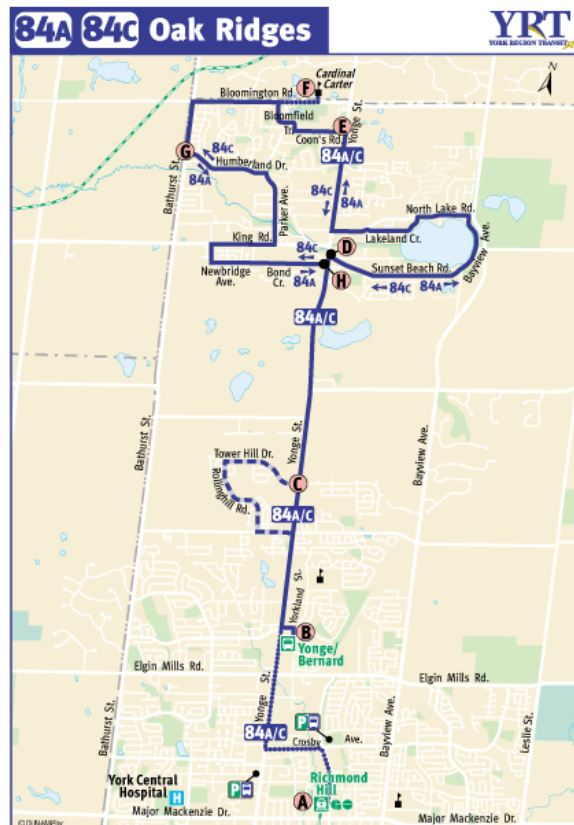
- Additional annual operating cost for late evening service (weekdays) in support of Quick Start Rapid Transit Hwy 7 Corridor Service is \$31,000.
- 2006 - Additional annual operating cost for late evening service (Saturdays) in support of Quick Start Rapid Transit Hwy 7 Corridor Service is \$6,000.
- 2006 - Additional annual operating cost for Sunday Service in support of Quick Start Rapid Transit Hwy 7 Corridor Service is \$88,000.
- No additional operating cost associated with the re-routing as the cost to operate the route extension to Promenade will be transferred to service the Bayview Glen subdivision.

**Route:** 084 Oak Ridges

**Type:** Local

**Description:** A local route linking the Oak Ridges and Inspiration communities to southern Richmond Hill via Yonge St.

**Current Routing:**



**Operating Hours and Frequency:**

| AM Peak | Midday | PM Peak | Evening | Saturday | Sunday/Holiday |
|---------|--------|---------|---------|----------|----------------|
| ✓       | ✓      | ✓       | ✓       | ✓        |                |
| 30 min  | 60 min | 30 min  | 60 min  | 60 min   | Not Applicable |

**Major Trip Generators:** Richmond Hill GO Station, Yonge/Bernard Terminal, Cardinal Carter H.S.

**Ridership (2003):**

|                     |        |               |
|---------------------|--------|---------------|
| <b>Annual</b>       | 69,103 | <b>Target</b> |
| <b>Avg Weekday</b>  | 310    |               |
| <b>Rev/Cost (%)</b> | 27.3   |               |
| <b>Rev Pass/Hr</b>  | 10     |               |

**Service Requests:**

- Improve GO Train connections
- Improve connections to Seneca King Campus
- Provide regular service to the Wood Rim subdivision and extend service along Bayview to Richmond Hill
- Restore late evening service
- The Casa Development Subdivision will likely get approval by early 2005. Transit service will need to be designed to accommodate 1796 units and an expected population of about 5000. This will likely be an early 2006 initiative.

**Discussion/Issues:**

- When Quick Start Rapid Transit Yonge North Service begins operation, Route 84 routing to be revised to operate only within Oak Ridges similar to the current routing but with connections to the Quick Start Rapid Transit Yonge North stations at Yonge and Bloomington and Yonge and King Side Road. The revised routing should also include service to the new Wood Rim Subdivision as this area is beyond 500m walking distance to the existing Route 84 service. Refer to the Richmond Hill re-orientation plan. Service along Bayview to be examined and reviewed in 2005. In addition, the current Rt 84 service in the Inspiration subdivision to be replaced with Rt 86 extension. **(Exhibit 5 on page 129)**
- GO Train and Seneca College connections will be offered by the introduction of the New Route 22 **(Exhibit 3 on page 127)**
- In early 2005, it is anticipated that the Casa Development Subdivision will be approved and construction will begin. At that time, consideration will need to be given on extending Route 84 to connect to the Quick Start Rapid Transit Station at Yonge & King and/or by introducing a new service on the Bayview corridor to link the new community to the south. This will likely be an early 2006 initiative.

**Recommendation:**

- Route 84 Oak Ridges to remain unchanged until it is restructured to include a new local service within Oak Ridges including Wood Rim Ave in support of the Region's Quick Start Rapid Transit Yonge North service, as indicated in the Richmond Hill 2005 service plan map. **(Exhibit 5 on page 129).**
- Introduce New Route 22 in King City and Oak Ridges at the same time in support of the Region's Quick Start Rapid Transit Yonge North service initiative and as indicated in the Richmond Hill 2005 service plan map. **(Exhibit 3 on page 127).** Introduction of Sunday service likely to be a 2006 initiative.

**Estimated Additional Costs:**

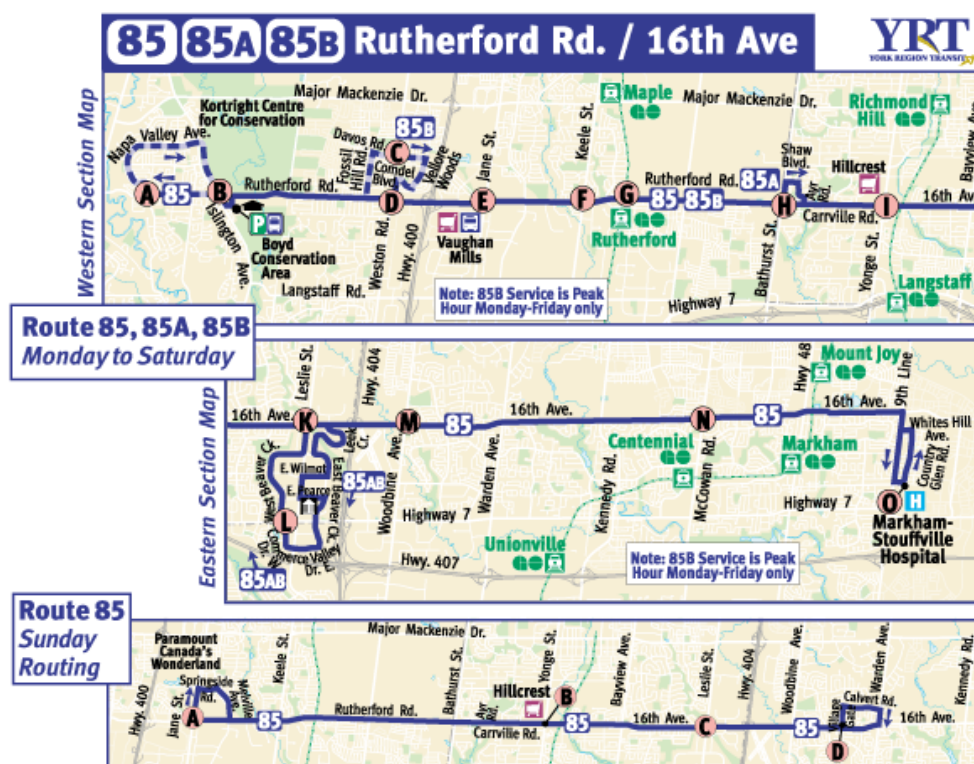
- Current annual cost of \$542,000 to be transferred to the new local Route 84 Oak Ridges service (\$458,000) and to Route 86 (\$84,000) in order to accommodate the additional route length required to service the Inspiration Subdivision.

**Route:** 085 / 085A Rutherford-16<sup>TH</sup> Ave

**Type:** Core

**Description:** Main east-west line operating from Markham-Stouffville Hospital to Islington Ave. Operates along 16<sup>th</sup> Avenue/Rutherford Road. Route 085A is a branch of route 085 which runs east-west along 16<sup>th</sup> Avenue between Leslie and Bathurst Streets in Richmond Hill and also services the Beaver Creek Business Park. Route 085B is a branch of 085 which runs east-west along Rutherford Rd between Leslie and Weston Road in Woodbridge and also services the Beaver Creek Business Park.

**Current Routing:**



**Operating Hours and Frequency:**

**Route 085**

| AM Peak   | Midday | PM Peak   | Evening | Saturday | Sunday/Holiday |
|-----------|--------|-----------|---------|----------|----------------|
| ✓         | ✓      | ✓         | ✓       | ✓        | ✓              |
| 20/30 min | 30 min | 20/30 min | 60 min  | 30 min   | 60 min         |

**Route 085A**

|        |        |           |        |        |                |
|--------|--------|-----------|--------|--------|----------------|
| ✓      | ✓      | ✓         | ✓      | ✓      |                |
| 15 min | 60 min | 15-30 min | 30 min | 60 min | Not Applicable |

**Major Trip Generators:** Markham-Stouffville Hospital, Brother Andre C.H.S., Beaver Creek Business Park, Hillcrest Mall, Rutherford GO Station, Canada's Wonderland, Al Palladini C.C., Emily Carr S.S., Beaver Creek Business Park.

**Ridership (2003):**

|                     |         |               |
|---------------------|---------|---------------|
| <b>Annual</b>       | 203,403 | <b>Target</b> |
| <b>Avg Weekday</b>  | 958     |               |
| <b>Rev/Cost (%)</b> | 19.1    |               |
| <b>Rev Pass/Hr</b>  | 7       |               |

**Service Requests:**

- Introduce Sunday service on the entire length of route from Islington to Markham-Stouffville Hospital.
- Extend and restore late evening service and frequency especially for the Vaughan Mills Mall.
- Improve evening frequency on the entire length of route from Islington to Markham-Stouffville Hospital.
- Direct connections into the Beaver Creek Business Park from Berczy, Wismer, Greenborough and Cornell.

**Discussion/Issues:**

- Late evening weekday service to be restored as early as possible and improved from every 60 minute to every 30 minutes since Vaughan Mills Mall will already be 3 months into operation.
- Early evening service to be improved from every 60 minute to every 40 minutes in support of Quick Start Rapid Transit Yonge Service in order to meet minimum core route service standards.
- Saturday evening service to be restored from 60 minute to 30/40 minute frequency.
- Introduce full route Sunday service as early as possible since Vaughan Mills Mall will already be 3 months into operation and to provide service in order to meet minimum core route standards.
- The introduction of a peak hour only branch of the 85 into Beaver Creek from Markham will improve connections to this important employment area and it will provide additional connections to the Quick Start Rapid Transit Hwy 7 stations at East Beaver Creek and West Beaver Creek as indicated in the Richmond Hill 2005 service plan map. **(Exhibit 5 on page 129)** This will likely be a 2006 initiative.

**Recommendation:**

- Introduce and restore improved late evening frequency and service weekdays in January 2005.

- May 2005, introduce improved early evening frequency in support of Quick Start Rapid Transit Yonge Service.
- May 2005, restore Saturday evening service from 60 minute to 30/40 minute frequency.
- May 2005, introduce Sunday service on the full routing in support of both Vaughan Mills and Quick Start Rapid Transit Yonge Service.
- Deferred to 2006: Introduce New 85C Monday to Friday peak hour only branch operating from Cornell to Beaver Creek.

**Estimated Additional Costs:**

- Additional annual operating cost for late evening service improvement and restoration is \$62,000
- Additional annual operating cost for improved early evening frequency service in support of Quick Start Rapid Transit Yonge service is \$75,000\*
- Additional annual operating cost for Saturday evening service improvement in support of Quick Start Rapid Transit Yonge service is \$15,000\*
- Additional annual operating cost for Sunday service in support of Quick Start Rapid Transit Yonge service is \$44,000\*
- 2006 – Additional annual operating cost for Route 85C Branch is \$248,000

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\* 2005 funding for this improvement from Marketing budget.

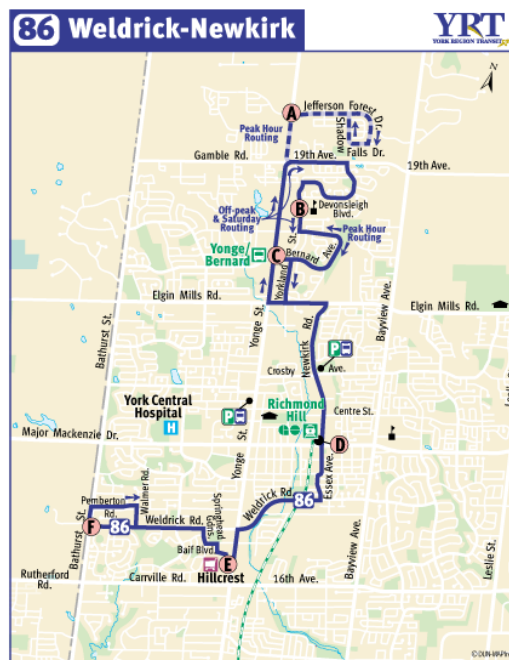


**Route:** 086 Weldrick - Newkirk

**Type:** Local

**Description:** A local east-west and north-south mid-block route in Richmond Hill operating between Jefferson Forest Drive and Bathurst Street.

**Current Routing:**



**Operating Hours and Frequency:**

| AM Peak | Midday | PM Peak | Evening | Saturday | Sunday/Holiday |
|---------|--------|---------|---------|----------|----------------|
| ✓       | ✓      | ✓       | ✓       | ✓        |                |
| 30 min  | 60 min | 30 min  | 60 min  | 60 min   | Not Applicable |

**Major Trip Generators:** Richmond Hill GO Station, Richmond Hill S.S., Hillcrest Mall  
Bernard Terminal.

**Ridership (2003):**

|                     |        |               |
|---------------------|--------|---------------|
| <b>Annual</b>       | 74,410 | <b>Target</b> |
| <b>Avg Weekday</b>  | 323    |               |
| <b>Rev/Cost (%)</b> | 27.3   |               |
| <b>Rev Pass/Hr</b>  | 10     |               |
|                     |        | 25            |
|                     |        | 15            |

**Service Requests:**

- Introduce GO shuttle route from Jefferson Forest and Bernard Subdivision.

- Introduce additional service into Inspiration subdivision (west of Tower Hill) as an additional 500 units will be completed by fall 2006.
- Introduce new service into the McLeod Landing subdivision (North of Jefferson Side Road) as 800 units are expected to be occupied by Spring 2006. An additional 1,500 units are expected to be occupied by late 2006.

**Discussion/Issues:**

- As part of the Quick Start Rapid Transit integration plan, when Route 84 is restructured to service just Oak Ridges. Route 86 or a new route will be extended into the Inspiration subdivision in order to maintain current service levels and to service the new development west of Tower Hill. The route will have several interfaces with Quick Start Rapid Transit Yonge North stations at Yonge and 19<sup>th</sup>, Bernard Terminal and at Yonge & Weldrick. Refer to the Richmond Hill 2005 service Map. **(Exhibit 5 on page 129)**
- Introduce full route Sunday service in order to support the Region's rapid transit initiative.
- A new Bernard GO Shuttle will be introduced operating on the current Rt 86 routing in Jefferson Forest and Bernard and extending into the Inspiration subdivision to the Richmond Hill GO Station.
- A new extension of Route 86 or a new route will be introduced into the McLeod Landing Subdivision as early as budget permits in 2006. This service will feed the 19<sup>th</sup> Avenue and Yonge Street Quick Start Rapid Transit station and the Bernard Terminal.

**Recommendation:**

- Route 86 Weldrick/Newkirk to remain unchanged until Quick Start Rapid Transit Yonge North service begins in September 2005 as indicated in the Richmond Hill 2005 Service Map. **(Exhibit 5 on page 129)** When Route 84 restructuring takes place, YRT will introduce the new Bernard GO Shuttle and the Route 86 extension.
- Introduce Sunday service on the full routing in support of Quick Start Rapid Transit Yonge North service.

**Estimated Additional Costs:**

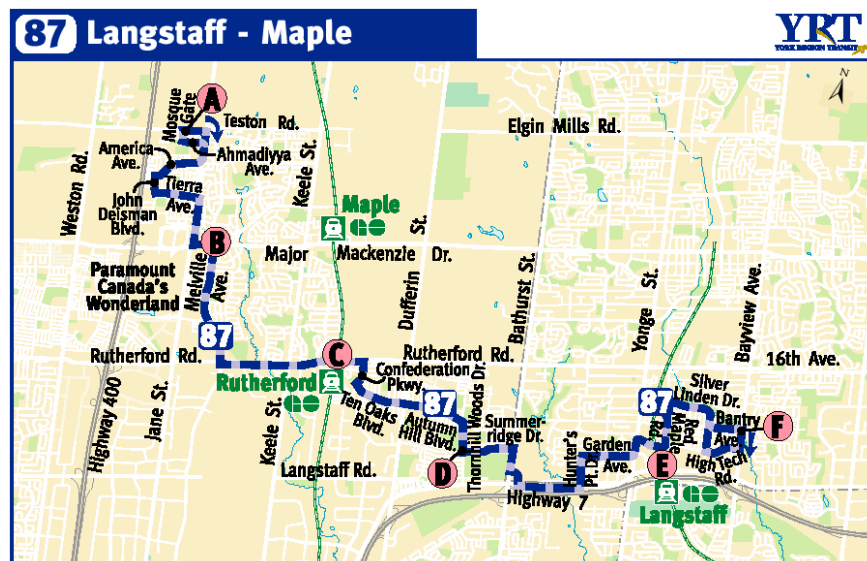
- Current Route 86 annual cost of \$484,000 to be maintained at current levels. There is no additional cost required to accommodate the additional route length resulting from the removal of Route 84 from the Inspiration subdivision.
- Additional annual operating cost for Sunday service in support of Quick Start Rapid Transit Yonge North service is \$44,000.
- Additional annual operating cost for the new Bernard GO Shuttle is \$109,000.

**Route:** 087 Langstaff Local

**Type:** Local

**Description:** An east-west mid-block local route operating between the Maple community, the Thornhill community, and southern Richmond Hill.

**Current Routing:**



**Operating Hours and Frequency:**

| AM Peak   | Midday         | PM Peak | Evening        | Saturday       | Sunday/Holiday |
|-----------|----------------|---------|----------------|----------------|----------------|
| ✓         |                | ✓       |                |                |                |
| 20-45 min | Not Applicable | 30 min  | Not Applicable | Not Applicable | Not Applicable |

**Major Trip Generators:** Canada's Wonderland, Maple Creek S.S., Rutherford GO Station, Langstaff S.S., Langstaff GO Station.

**Ridership (2003):**

|              |        |               |
|--------------|--------|---------------|
| Annual       | 76,835 | <b>Target</b> |
| Avg Weekday  | 504    |               |
| Rev/Cost (%) | 22.7   |               |
| Rev Pass/Hr  | 9      |               |
|              |        | 25            |
|              |        | 15            |

**Service Requests:**

- Increase frequency in the mid-day, Saturday and Sunday.
- Introduce more service into Thornhill Woods and connect directly to TTC Finch Subway Station.

**Discussion/Issues:**

- As part of the Quick Start Rapid Transit Integration plan, an increase in frequency to local route standards is suggested at this time to support the rapid transit initiative. This would include introducing mid-day, Saturday and Sunday service. In addition, the Bayview Glen subdivision would no longer be serviced by Route 87 but by Route 83 as indicated in the Route 83 discussion. The anticipated annual operating cost to improve Route 87 midday service is \$280,000, for Saturday is \$ 77,000 and for Sunday it is \$88,000.
- A new north south local Route 23 is to be introduced along the entire length of Thornhill Wood Drive connecting the community to the Quick Start Rapid Transit Yonge Hwy 7 station at Promenade and to the TTC Finch subway via Bathurst and Hilda. Thornhill Woods is now 90% built out and requires the additional new north south route in order to bring all resident to within 500m of a bus stop. The service would be an extension of the current route 88 via Hilda Branch and offer direct connection to TTC Finch subway. The additional cost to operate this new route will be offset by transferring the savings from the Route 88 via Hilda branch. Refer to the Richmond Hill 2005 service Map. **(Exhibit 5 on page 129)**
- Introduce full route mid-day and Saturday service in order to support of Quick Start Rapid Transit Hwy 7 Corridor Service.
- Introduce full route Sunday service in order to support Quick Start Rapid Transit Yonge / Hwy 7 Corridor Service.

**Recommendation:**

- Route 87 Langstaff/Maple to remain unchanged until Quick Start Rapid Transit Yonge Hwy 7 Corridor service begins in September 2005 and then routing will be changed as indicated in the Richmond Hill 2005 Service Map. **(Exhibit 5 on page 129)**
- Introduce New Route 23 and discontinue the Route 88 via Hilda Branch in September 2005.

**Estimated Additional Costs:**

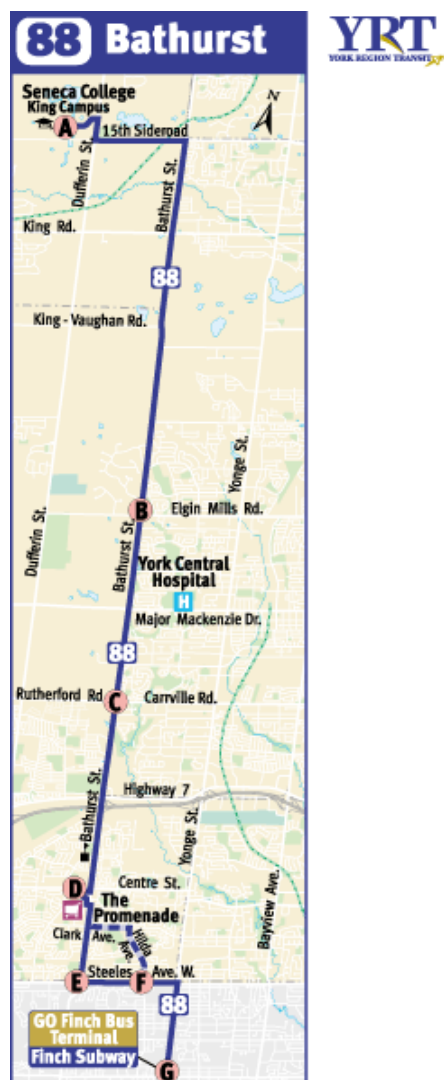
- The estimated annual operating cost savings form the Route 88 via Hilda branch is \$187,000 and is to be applied to offset the additional operating cost for the New Route 23. Total additional operating cost for Route 23 is \$657,000.

**Route:** 088 Bathurst

**Type:** Core

**Description:** A main north-south route operating between Seneca College King Campus and Finch Subway Station via Bathurst Street.

**Current Routing:**



**Operating Hours and Frequency:**

| AM Peak | Midday | PM Peak | Evening   | Saturday | Sunday/Holiday |
|---------|--------|---------|-----------|----------|----------------|
| ✓       | ✓      | ✓       | ✓         | ✓        | ✓              |
| 20 min  | 40 min | 20 min  | 30-50 min | 40 min   | 40-60 min      |

**Major Trip Generators:** Seneca College King Campus, St Theresa C.H.S., Promenade Mall, Finch Subway Station.

### Ridership (2003):

|                     |         |               |
|---------------------|---------|---------------|
| <b>Annual</b>       | 198,884 | <b>Target</b> |
| <b>Avg Weekday</b>  | 1,370   |               |
| <b>Rev/Cost (%)</b> | 29.5    |               |
| <b>Rev Pass/Hr</b>  | 11      |               |

### Service Requests:

- Increase frequency in the mid-day and evening periods
- Extend routing on Saturday to Seneca College King Campus.
- Amend proposed routing between Promenade and Hilda: instead of operating on Bathurst, operate via Atkinson between Clark and Centre.
- As a result of the May 2004 re-routing of Route 87, amend proposed Route 23 routing in the Thornhill Woods area to operate on the southern part of Pleasant Ridge Avenue, via Summeridge Dr. and Maple Sugar Lane.

### Discussion/Issues:

- As part of the Quick Start Rapid Transit integration Plan, an increase in frequency to core route standards for the mid-day and evening has been recommended. In addition, after an initial transition period, YRT will assess the need to continue to operate and extend route 88 to Seneca King Campus. If YRT determines that Route 88 is no longer required to service Seneca, the anticipated annual operating cost savings is \$46,500 for operating a Bathurst to Gamble Road only.
- Saturday service to King is not warranted at this time but will be reviewed as part of the 2005/2006 Service Planning Cycle.
- Hilda Ave service to be transferred to New Route 23 as part of the new service initiative for the Thornhill Woods community
- Proposed Route 23 operating two-way service on Atkinson Avenue (south of Centre Street) would avoid duplicating service on Bathurst Street.
- Proposed Route 23 operating on the southern part of Pleasant Ridge Avenue would reduce walking distances for customers residing in the southwest quadrant of the Thornhill Woods community.

### Recommendation:

- Improve midday and evening Route 88 service to every 30 minutes and 40 minutes in September 2005 in support of Quick Start Rapid Transit Hwy 7 Corridor service.
- Re-designate the existing Hilda Avenue branch as new Route 23. Refer to discussion on Route 87 for more details on cost, routing, etc.
- Proposal to have Route 23 operate via Atkinson Avenue will be further considered, pending review of impact on existing Route 88 customers.

**Estimated Additional Costs:**

- Additional annual operating cost in support of Quick Start Rapid Transit Hwy 7 Corridor service is \$93,000.
- Additional annual operating cost for Saturday service improvements in support of Quick Start Rapid Transit Hwy 7 Corridor service is \$19,000.
- 2006 - Additional annual operating cost for Sunday service improvements in support of Quick Start Rapid Transit Hwy 7 Corridor service is \$29,000.

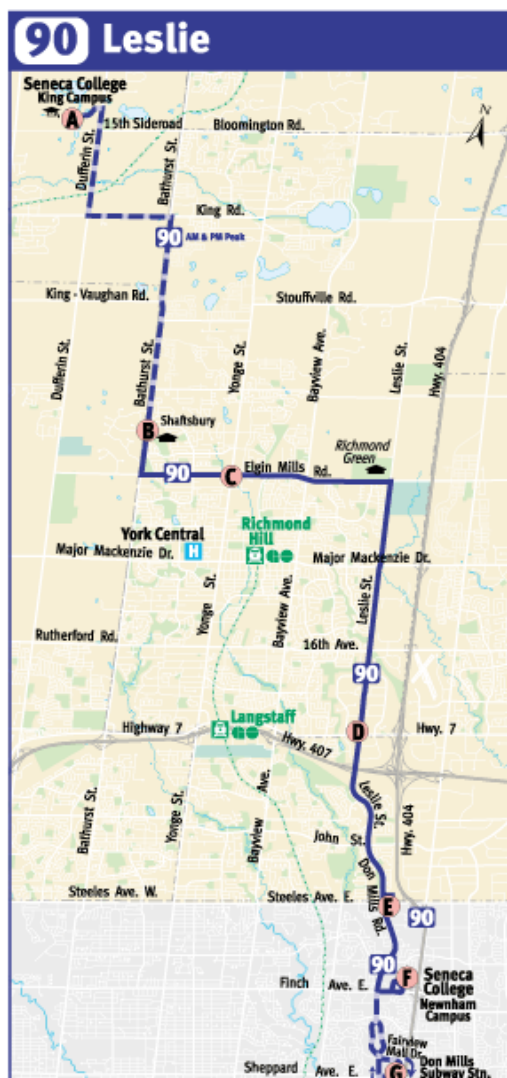


**Route:** 090 Leslie

**Type:** Core

**Description:** A main north-south route operating between Seneca College King Campus and the Don Mills Subway Station.

**Current Routing:**



**Operating Hours and Frequency:**

| AM Peak | Midday | PM Peak | Evening | Saturday | Sunday/Holiday |
|---------|--------|---------|---------|----------|----------------|
| ✓       | ✓      | ✓       | ✓       | ✓        | ✓              |
| 30 min  | 60 min | 30 min  | 60 min  | 60 min   | 60 min         |

**Major Trip Generators:** Seneca College King Campus, Beaver Creek Business Park, Seneca College Newnham, Don Mills Subway Station.

### Ridership (2003):

|                     |        |               |
|---------------------|--------|---------------|
| <b>Annual</b>       | 68,941 | <b>Target</b> |
| <b>Avg Weekday</b>  | 460    |               |
| <b>Rev/Cost (%)</b> | 14.9   |               |
| <b>Rev Pass/Hr</b>  | 6      |               |

### Service Requests:

- No requests have been received.

### Discussion/Issues:

- As part of the Quick Start Rapid Transit integration Plan, YRT is to assume the current TTC 25D routing and operate it as a new 90A branch so that all trips on the Leslie corridor would have the same route designation. The savings from the switching of TTC 25D service will offset the cost of the new 90A branch. In addition an increase in frequency to core route standards for the mid-day, evening and Saturday has been recommended. This will likely be a 2006 initiative.
- As part of the Quick Start Rapid Transit integration Plan, YRT Route 90 will no longer extend north to Seneca College King Campus. The savings realized will be used to offset the additional operating cost for the route extension into the TTC Don Mills subway Station. In addition, after an initial transition period, YRT will assess the need to maintain some direct service from Seneca Newnham campus and the King Campus.

### Recommendation:

- Deferred to 2006: Improve Sunday service. (Extend to TTC Don Mills Station, 60 minute frequency)
- Deferred to 2006: Route 90 and the new 90A branch to be extended south to the TTC Don Mills subway station to replace the current TTC 25D service.
- Deferred to 2006: improve midday, evening, and Saturday Route 90 service to every 30 minutes in support of the Region's rapid transit initiative.

### Estimated Additional Costs:

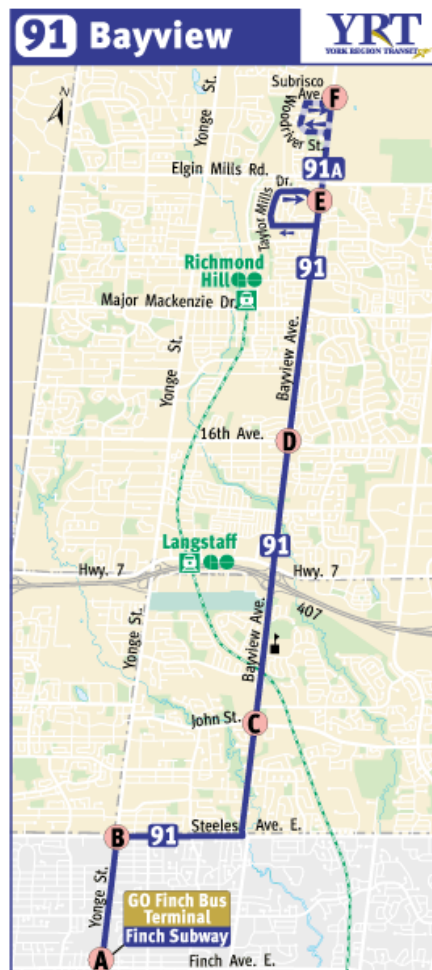
- 2006 - Additional annual operating cost for Sunday service improvements in support of Quick Start Rapid Transit corridors is \$51,000.
- 2006 - Additional annual operating cost for weekdays in support of Quick Start Rapid Transit corridors is \$62,000.
- 2006 - Additional annual operating cost for Saturday service improvements in support of Quick Start Rapid Transit corridors is \$46,000.
- 2006 - The estimated annual operating cost for the extended route 90 and new 90A is \$760,000 and is to be offset by the cancelling of TTC 25D service and by the cost savings associated by not extending the route to Seneca King Campus. This will result in a net annual savings of \$7,000.

**Route:** 091 / 091A Bayview

**Type:** Core

**Description:** A main north-south route operating between Bayview Plaza and the Finch Subway Station and 91A alternating branch is extended further north into the Subrisco Subdivision.

**Current Routing:**



**Operating Hours and Frequency:**

| AM Peak  | Midday | PM Peak   | Evening | Saturday | Sunday/Holiday |
|----------|--------|-----------|---------|----------|----------------|
| ✓        | ✓      | ✓         | ✓       | ✓        | ✓              |
| 8-15 min | 30 min | 15-20 min | 30 min  | 30 min   | 40-60 min      |

**Major Trip Generators:** Richmond Hill High School, Thornlea Secondary School, Finch Subway Station.

**Ridership (2003):**

|                     |         |               |
|---------------------|---------|---------------|
| <b>Annual</b>       | 287,658 | <b>Target</b> |
| <b>Avg Weekday</b>  | 3,465   |               |
| <b>Rev/Cost (%)</b> | 83.4    |               |
| <b>Rev Pass/Hr</b>  | 39      |               |

**Service Requests:**

- Improved frequency and running time to maintain schedule adherence.
- Increase the amount of service on the 91A Branch from Subrisco.

**Discussion/Issues:**

- Continue to monitor service to ensure schedule adherence.
- September 2004 on/off survey data will be used to determine if any existing Route 91 trips operating along South Taylor Mills could be converted to 91A service. There are no anticipated additional costs.

**Recommendation:** Not Applicable

**Estimated Additional Costs:** Not Applicable

**Route:** 099 Yonge

**Type:** Core

**Description:** A main north-south route operating between Yonge / Bernard Terminal and Finch Subway Station.

**Current Routing:**



**Operating Hours and Frequency:**

| AM Peak  | Midday | PM Peak  | Evening   | Saturday  | Sunday/Holiday |
|----------|--------|----------|-----------|-----------|----------------|
| ✓        | ✓      | ✓        | ✓         | ✓         | ✓              |
| 5-10 min | 15 min | 5-10 min | 10-30 min | 15-30 min | 20-30 min      |

**Major Trip Generators:** Yonge / Bernard Terminal, Hillcrest Mall, Finch Subway Station.

### Ridership (2003):

|                     |         |               |
|---------------------|---------|---------------|
| <b>Annual</b>       | 756,420 | <b>Target</b> |
| <b>Avg Weekday</b>  | 8,064   |               |
| <b>Rev/Cost (%)</b> | 95.7    |               |
| <b>Rev Pass/Hr</b>  | 46      |               |

### Service Requests:

- More weekday peak period service between Bernard Terminal and Major Mackenzie Drive.
- Late night service after 1:30am to meet the last TTC subway train arriving at Finch Station.

### Discussion/Issues:

- Quick Start Rapid Transit service along Yonge Street is scheduled to be implemented beginning Fall 2005. This, along with service currently provided by Route 99, will create an overlap of services along the Yonge Street corridor. Route 99 would operate in conjunction with the planned Quick Start Rapid Transit Yonge Street corridor (servicing all local bus stops) to provide a more localized level of service and will undergo service frequency adjustments to reflect demand for local (i.e. non-rapid transit) service.
- Route will also connect with the Quick Start Rapid Transit Highway 7 corridor beginning Fall 2005.
- Provision of late-night service after 1:30am will be further considered, pending review.

### Recommendation:

- For January 2005: further to input received from Operations staff, to reallocate selected 99-A trips (via Harding Blvd) to operate as full-length trips to/from Bernard Terminal, when warranted, and as running time permits.
- For Spring 2005: to consider implementation of late-night service after 1:30am to coincide with the last arriving subway train at Finch Station.
- For September 2005: to reduce peak service frequencies on weekdays, Saturdays and Sundays to compensate for new Quick Start Rapid Transit service scheduled to begin operating on Yonge Street in Fall 2005.

### Estimated Savings:

- Annualized cost savings for service reduction is \$1,214,000.



EXHIBIT 2

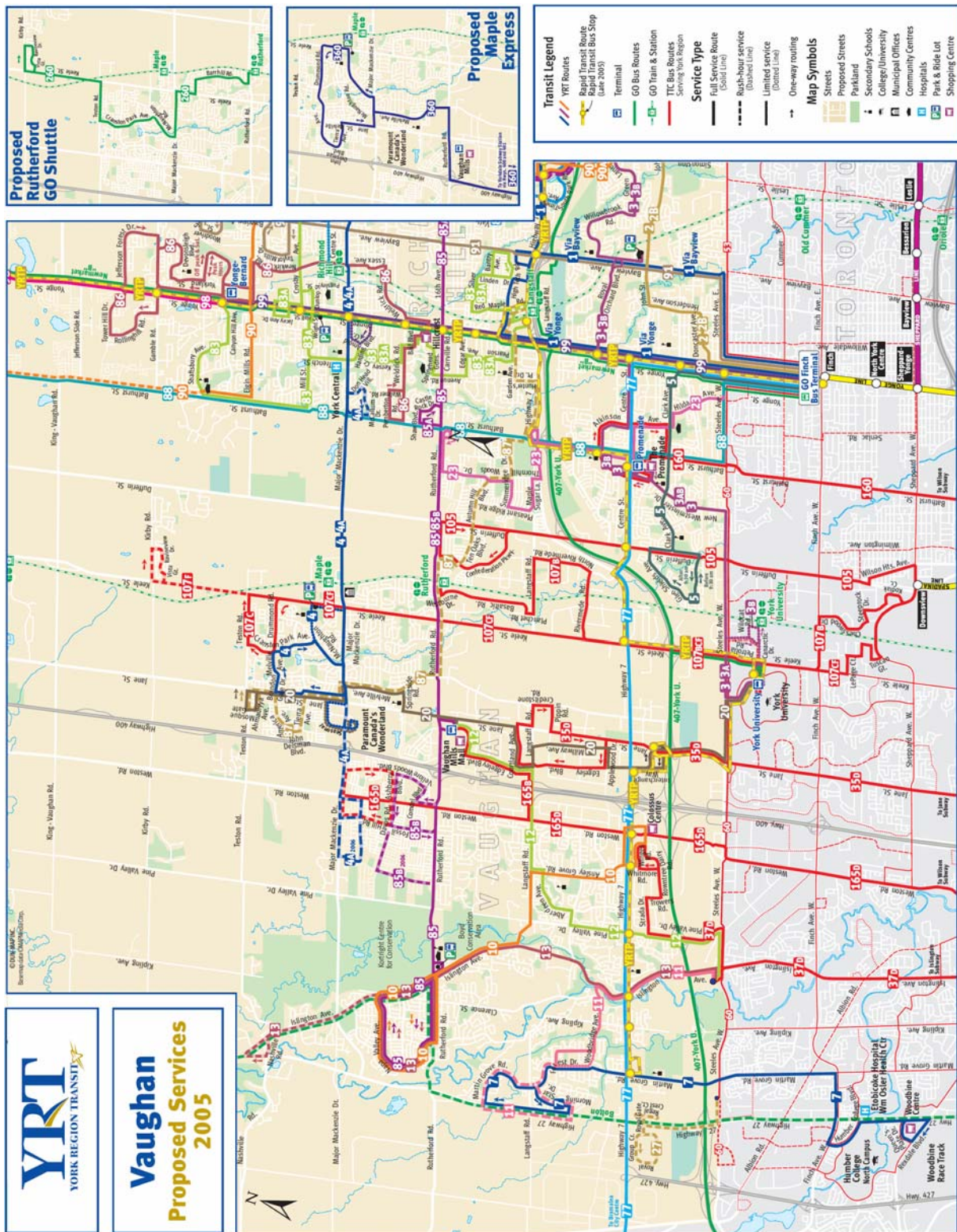


EXHIBIT 3

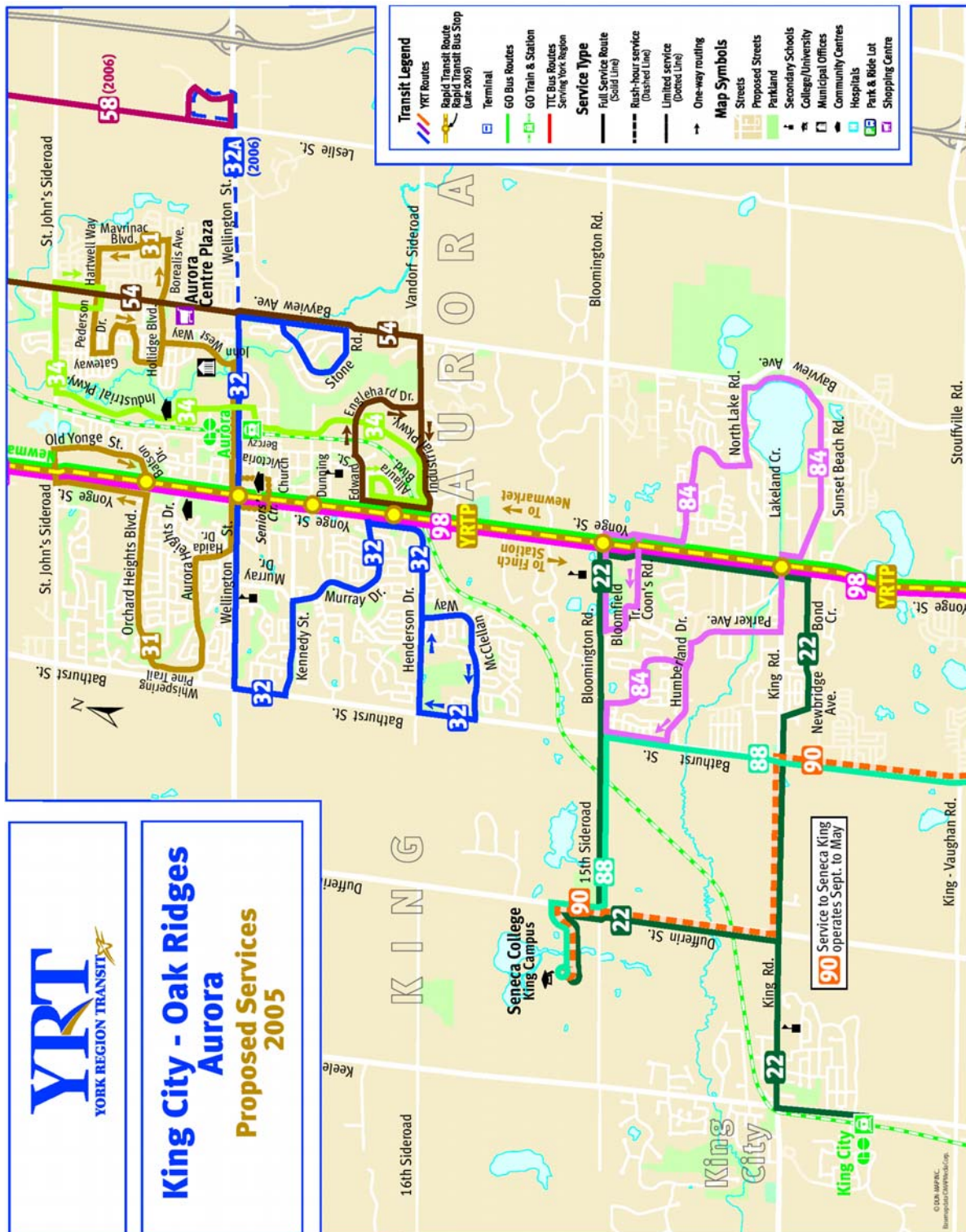


EXHIBIT 4

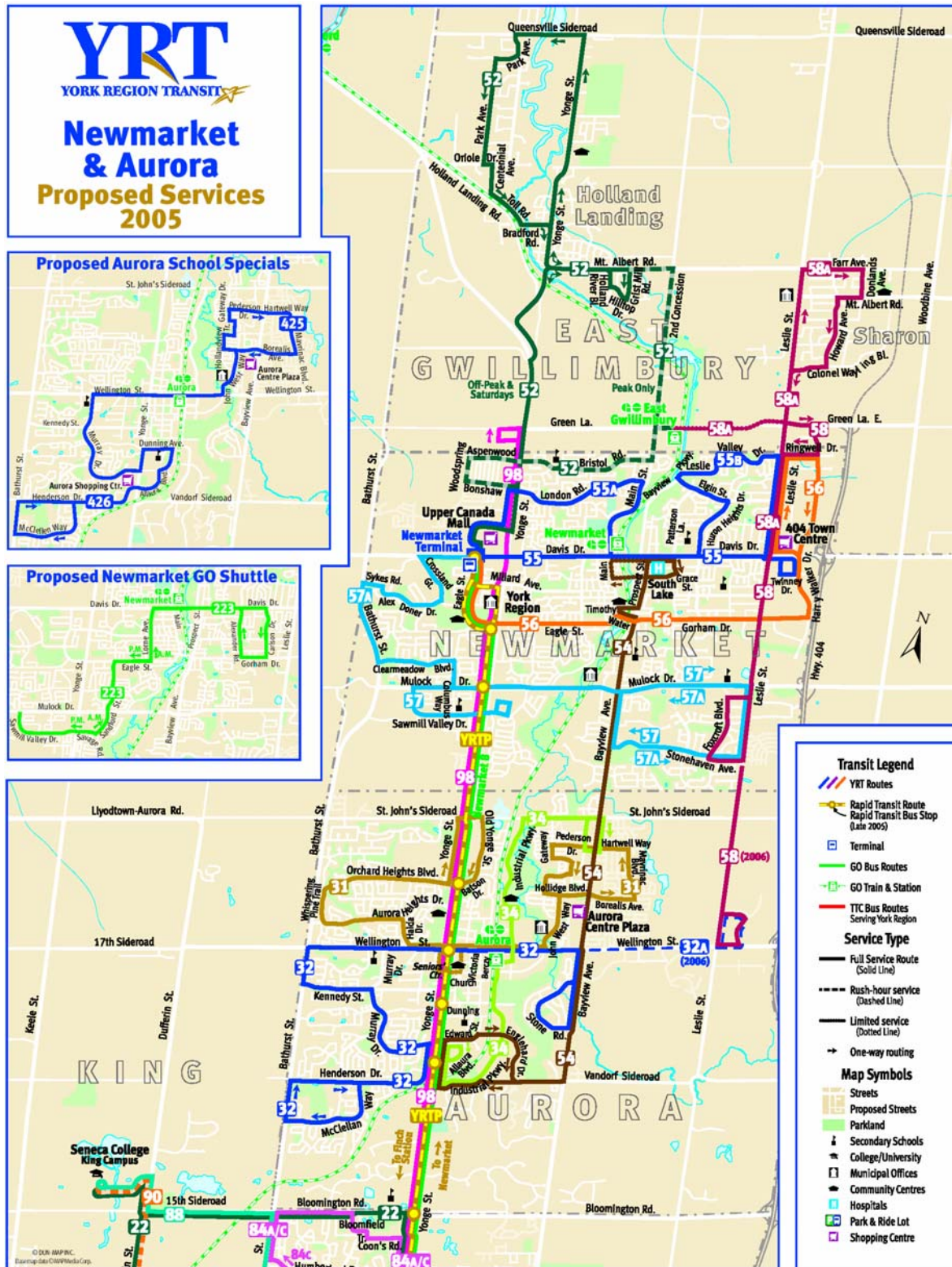
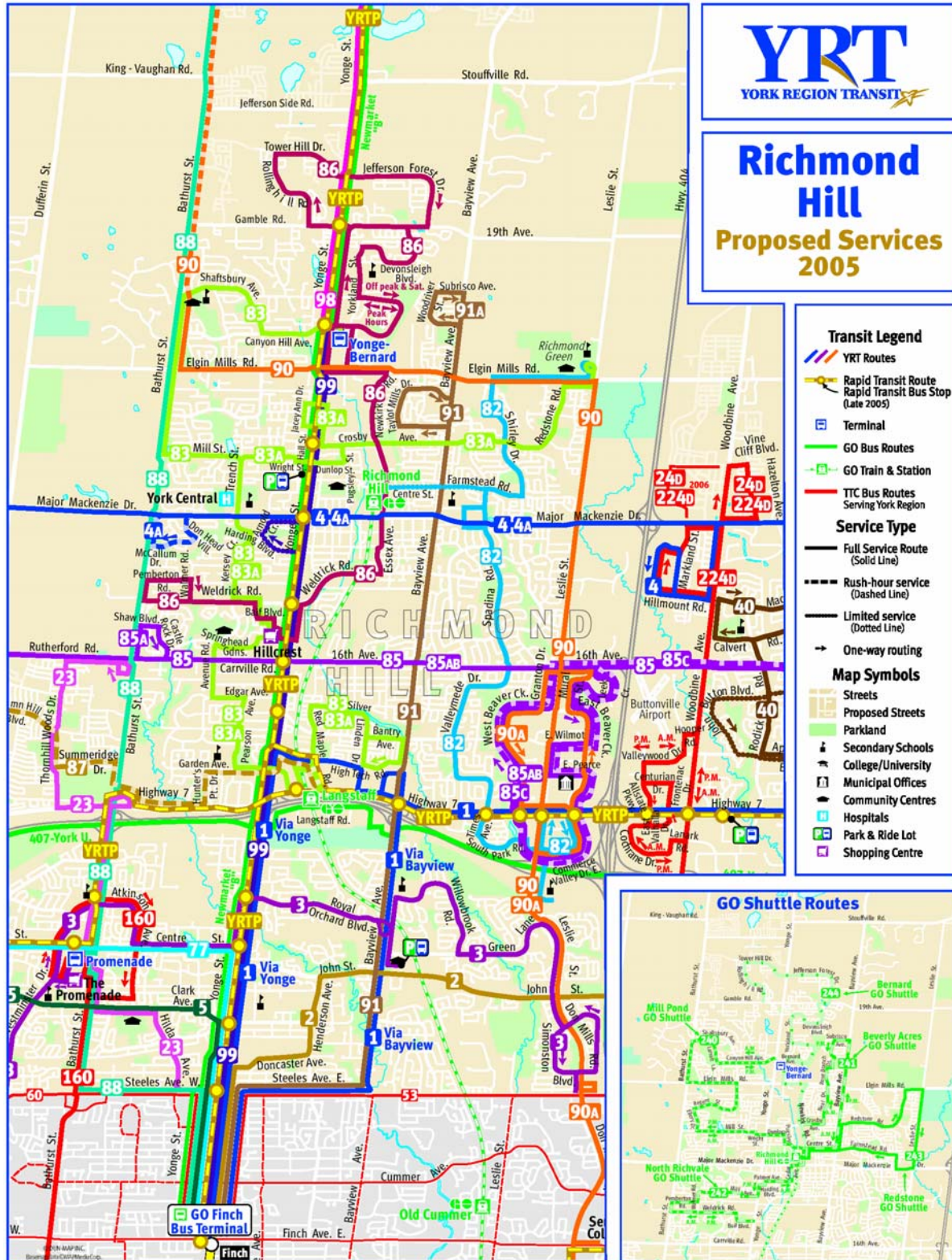


EXHIBIT 5





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## **4.0 Shuttle Services**

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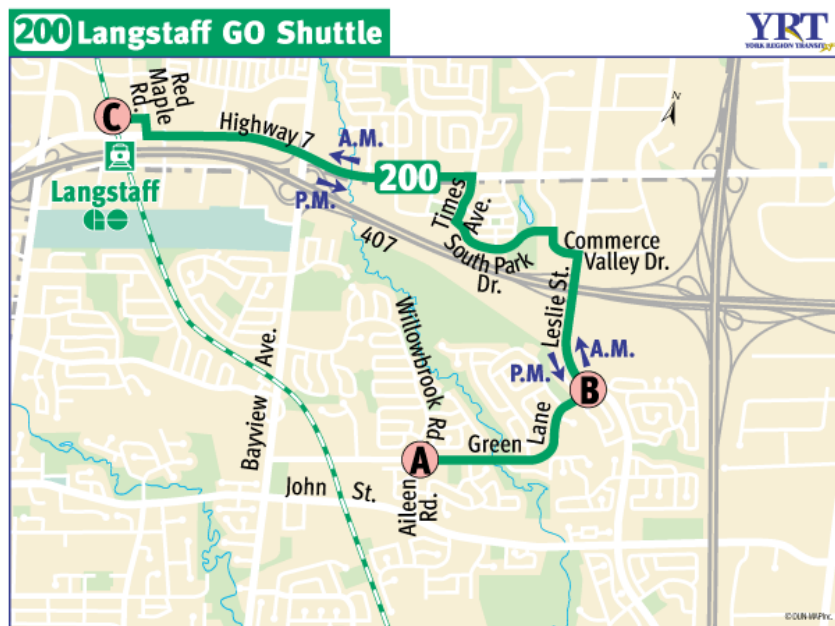


**Route:** 200 Langstaff GO Shuttle

**Type:** Shuttle

**Description:** Peak hour shuttle linking the Thornhill/Times communities in Markham to the Langstaff GO Station.

**Current Routing:**



**Operating Hours and Frequency:**

| AM Peak | Midday         | PM Peak | Evening        | Saturday       | Sunday/Holiday |
|---------|----------------|---------|----------------|----------------|----------------|
| ✓       |                | ✓       |                |                |                |
| 30 min  | Not Applicable | 30 min  | Not Applicable | Not Applicable | Not Applicable |

**Major Trip Generators:** Langstaff GO Station.

**Ridership (2003):**

|                     |       |               |
|---------------------|-------|---------------|
| <b>Annual</b>       | 2,247 | <b>Target</b> |
| <b>Avg Weekday</b>  | 13    |               |
| <b>Rev/Cost (%)</b> | 4.8   |               |
| <b>Rev Pass/Hr</b>  | 2     |               |

**Service Requests:**

- Pick-up and drop-off closer to GO platform

**Discussion/Issues:**

- During the design phase of the new parking lot, YRT and GO Transit worked together on the final layout. In order to meet the needs of both GO Transit (maximize number of parking spaces) and YRT (provides transit service to the lot), the situation we now have is a compromise - not directly adjacent to the platform (but within a reasonable walking distance – less than 200 m).
- Ridership should increase as residential development (Times) is completed.

**Recommendation:**

- No service changes recommended, however if performance does not improve by December 2004, cancellation of service to be considered for March 2005.

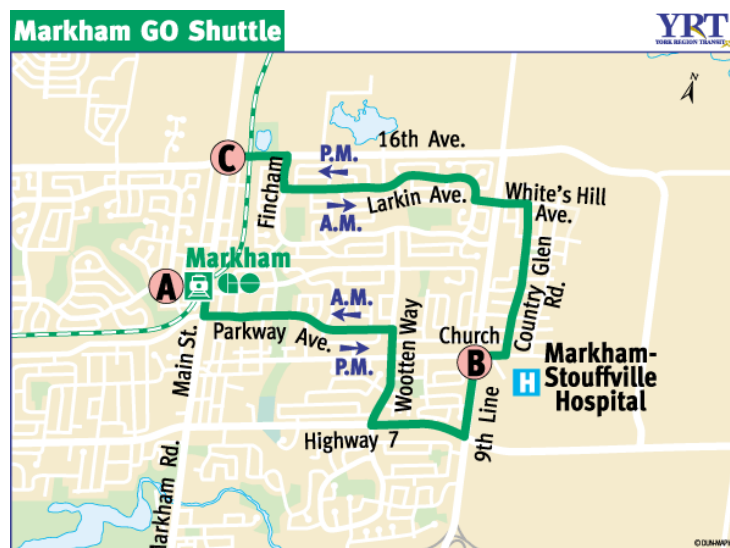
**Estimated Additional Costs:** Not Applicable

**Route:** 201 Markham GO Shuttle

**Type:** Shuttle

**Description:** Peak hour shuttle linking the east Markham community and Cornell to the Markham GO Station.

**Current Routing:**



**Operating Hours and Frequency:**

| AM Peak   | Midday         | PM Peak   | Evening        | Saturday       | Sunday/Holiday |
|-----------|----------------|-----------|----------------|----------------|----------------|
| ✓         |                | ✓         |                |                |                |
| 30-60 min | Not Applicable | 30-60 min | Not Applicable | Not Applicable | Not Applicable |

**Major Trip Generators:** Markham GO Station.

**Ridership (2003):**

|                     |        |               |
|---------------------|--------|---------------|
| <b>Annual</b>       | 17,838 | <b>Target</b> |
| <b>Avg Weekday</b>  | 64     |               |
| <b>Rev/Cost (%)</b> | 34.6   |               |
| <b>Rev Pass/Hr</b>  | 14     |               |

**Service Requests:**

- Extend route along Wooten Way South.

**Discussion/Issues:**

- The extension along Wooten Way South is not recommended since the running time of the trip would be greater than 30 minutes.

- Route performing well and expected to improve as Cornell community develops further.

**Recommendation:** Not Applicable

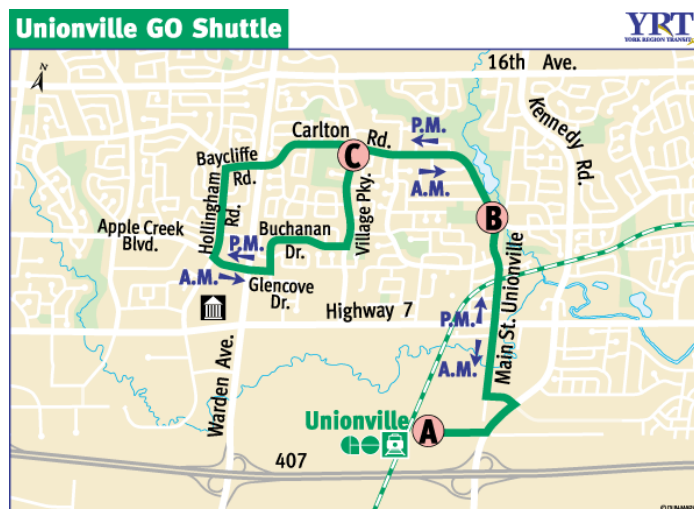
**Estimated Additional Costs:** Not Applicable

**Route:** 202 Unionville GO Shuttle

**Type:** Shuttle

**Description:** A peak hour shuttle linking the Unionville community in Markham to the Unionville GO Station.

**Current Routing:**



**Operating Hours and Frequency:**

| AM Peak   | Midday         | PM Peak   | Evening        | Saturday       | Sunday/Holiday |
|-----------|----------------|-----------|----------------|----------------|----------------|
| ✓         |                | ✓         |                |                |                |
| 30-60 min | Not Applicable | 30-60 min | Not Applicable | Not Applicable | Not Applicable |

**Major Trip Generators:** Unionville GO Station.

**Ridership (2003):**

|                     |        |               |
|---------------------|--------|---------------|
| <b>Annual</b>       | 33,124 | <b>Target</b> |
| <b>Avg Weekday</b>  | 156    |               |
| <b>Rev/Cost (%)</b> | 49.0   |               |
| <b>Rev Pass/Hr</b>  | 20     |               |

**Service Requests:**

- Extend further west of Hollingham.
- Have a bus-only access into GO station.

**Discussion/Issues:**

- Route exceeding performance target.

**Recommendation:**

- Extend route to Rodick Rd and Woodbine Ave, operating via Hollingham Rd and Rodick Rd. Service would be removed from Baycliffe Rd and Carlton between Hollingham Rd and Village Parkway. Implementation of this initiative is pending review.

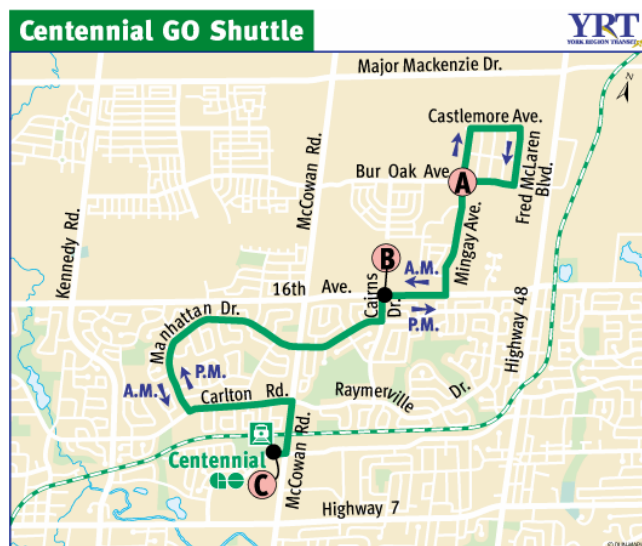
**Estimated Additional Costs:** Not Applicable

**Route:** 203 Centennial GO Shuttle

**Type:** Shuttle

**Description:** Peak hour shuttle linking Markham to the Centennial GO Station.

**Current Routing:**



**Operating Hours and Frequency:**

| AM Peak   | Midday         | PM Peak   | Evening        | Saturday       | Sunday/Holiday |
|-----------|----------------|-----------|----------------|----------------|----------------|
| ✓         |                | ✓         |                |                |                |
| 30-60 min | Not Applicable | 30-60 min | Not Applicable | Not Applicable | Not Applicable |

**Major Trip Generators:** Centennial GO Station.

**Ridership (2003):**

|                     |       |               |
|---------------------|-------|---------------|
| <b>Annual</b>       | 6,993 | <b>Target</b> |
| <b>Avg Weekday</b>  | 37    |               |
| <b>Rev/Cost (%)</b> | 13.5  |               |
| <b>Rev Pass/Hr</b>  | 5     |               |
|                     |       | 25            |
|                     |       | 15            |

**Service Requests:**

- Operate a shuttle between Park 'n' Ride at Markville to the GO Station.
- Operate along Austin Drive.

**Discussion/Issues:**

- Route 42 and 45 initiatives are deferred to 2006, Centennial GO Shuttle will continue to operate in 2005. **(see Exhibit 1 on page 125)**

**Recommendation:**

- Deferred to 2006: Discontinuation of the Centennial GO Shuttle.

**Estimated Additional Costs:**

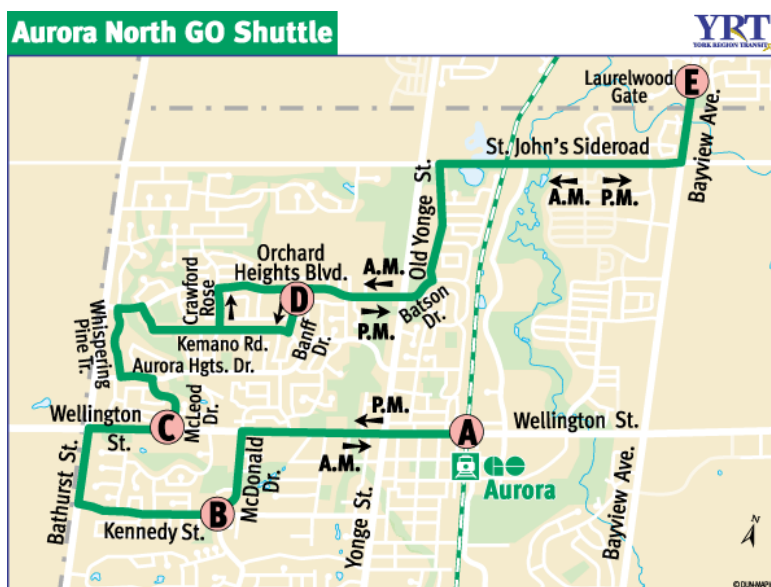
- 2006 - Annualized cost savings for the discontinuation of Route 302 is \$58,740.

**Route:** 220 Aurora North GO Shuttle

**Type:** Shuttle

**Description:** A peak hour shuttle linking northern Aurora to the Aurora GO Station.

**Current Routing:**



**Operating Hours and Frequency:**

| AM Peak | Midday         | PM Peak | Evening        | Saturday       | Sunday/Holiday |
|---------|----------------|---------|----------------|----------------|----------------|
| ✓       |                | ✓       |                |                |                |
| 30 min  | Not Applicable | 30 min  | Not Applicable | Not Applicable | Not Applicable |

**Major Trip Generators:** Aurora GO Station.

**Ridership (2003):**

|                     |       |               |
|---------------------|-------|---------------|
| <b>Annual</b>       | 7,329 | <b>Target</b> |
| <b>Avg Weekday</b>  | 32    |               |
| <b>Rev/Cost (%)</b> | 29.3  | 25            |
| <b>Rev Pass/Hr</b>  | 10    | 15            |

**Service Requests:**

- No requests have been received.

**Discussion/Issues:**

- No issues with this route.

**Recommendation:**

- Maintain current routing and service levels until restructuring of Route 31 takes place in September 2005.

**Estimated Additional Costs:**

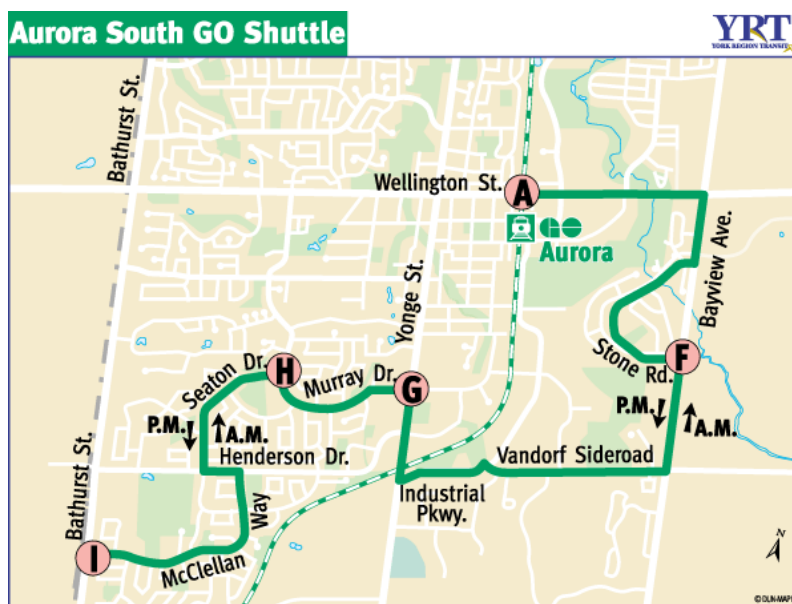
- Current annual operating cost of \$43,000 to be transferred to Route 31 as part of the Newmarket/Aurora re-orientation plan.

**Route:** 221 Aurora South GO Shuttle

**Type:** Shuttle

**Description:** A peak hour shuttle linking southern Aurora to the Aurora GO Station.

**Current Routing:**



**Operating Hours and Frequency:**

| AM Peak | Midday         | PM Peak | Evening        | Saturday       | Sunday/Holiday |
|---------|----------------|---------|----------------|----------------|----------------|
| ✓       |                | ✓       |                |                |                |
| 30 min  | Not Applicable | 30 min  | Not Applicable | Not Applicable | Not Applicable |

**Major Trip Generators:** Aurora GO Station.

**Ridership (2003):**

|                     |        |               |
|---------------------|--------|---------------|
| <b>Annual</b>       | 11,973 | <b>Target</b> |
| <b>Avg Weekday</b>  | 42     |               |
| <b>Rev/Cost (%)</b> | 45.4   |               |
| <b>Rev Pass/Hr</b>  | 15     |               |

**Service Requests:**

- No requests have been received.

**Discussion/Issues:**

- No issues with this route.

**Recommendation:**

- Maintain current routing and service levels until restructuring of Route 31 takes place in September 2005.

**Estimated Additional Costs:**

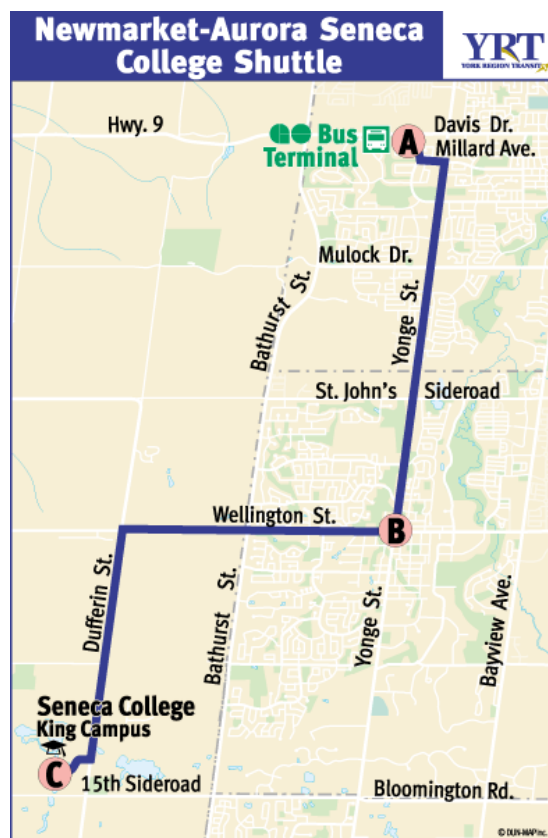
- Current annual operating cost of \$46,000 to be transferred to Route 32 as part of the Newmarket/Aurora re-orientation plan.

**Route:** 222 Newmarket Aurora Seneca Shuttle

**Type:** Shuttle

**Description:** A peak hour shuttle linking Newmarket and Aurora to Seneca College King Campus.

**Current Routing:**



**Operating Hours and Frequency:**

| AM Peak | Midday         | PM Peak    | Evening        | Saturday       | Sunday/Holiday |
|---------|----------------|------------|----------------|----------------|----------------|
| ✓       |                | ✓          |                |                |                |
| 60 min  | Not Applicable | 60-120 min | Not Applicable | Not Applicable | Not Applicable |

**Major Trip Generators:** Newmarket GO Bus Terminal, Seneca College King Campus.

**Ridership (2003):**

|                     |        |               |
|---------------------|--------|---------------|
| <b>Annual</b>       | 12,645 | <b>Target</b> |
| <b>Avg Weekday</b>  | 94     |               |
| <b>Rev/Cost (%)</b> | 30.8   |               |
| <b>Rev Pass/Hr</b>  | 11     |               |

**Service Requests:**

- No requests have been received.

**Discussion/Issues:**

- As part of the introduction of Quick Start Rapid Transit Yonge North Service a new local route linking King City, Oak Ridges and Seneca College King Campus via Bloomington and 15<sup>th</sup> Ave will be introduced with New Route 22 King City/Oak Ridges Local.
- The need for a Seneca shuttle is removed once Quick Start Rapid Transit Yonge North Service and the new Yonge 98 local service and route 22 are introduced. The new route 22 will connect with Quick Start Rapid Transit Yonge North stations at Yonge St and Bloomington and at Yonge and King Side Road. Refer to the Newmarket/Aurora 2005 service Map. **(Exhibit 4 on page 128)**
- Sunday service to be introduced once Quick Start Rapid Transit Yonge North Service begins operation in late 2005.

**Recommendation:**

- Maintain current routing and service levels until the introduction of the Quick Start Rapid Transit Yonge North corridor in September 2005 after which Route 22 will be implemented.

**Estimated Additional Costs:**

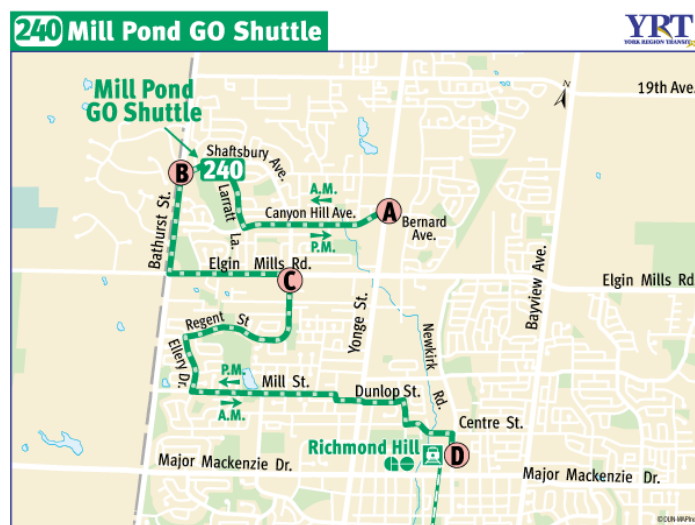
- Current annual operating cost of \$112,000 to be transferred to New Route 22 as part of the Newmarket/Aurora 2005 restructuring plan.
- New additional annual cost of \$292,000 to be applied to the New Route 22 as part of the Newmarket/Aurora 2005 restructuring plan.

**Route:** 240 Mill Pond GO Shuttle

**Type:** Shuttle

**Description:** A peak hour GO shuttle serving the Mill Pond, Heritage Estates and Shaftsbury subdivision

**Current Routing:**



**Operating Hours and Frequency:**

| AM Peak   | Midday         | PM Peak   | Evening        | Saturday       | Sunday/Holiday |
|-----------|----------------|-----------|----------------|----------------|----------------|
| ✓         |                | ✓         |                |                |                |
| 30-60 min | Not Applicable | 30-60 min | Not Applicable | Not Applicable | Not Applicable |

**Major Trip Generators:** Bernard Terminal, Westbrook, Heritage Estates and Mill Pond subdivisions.

**Ridership (2003):**

|                     |     |               |
|---------------------|-----|---------------|
| <b>Annual</b>       | N/A | <b>Target</b> |
| <b>Avg Weekday</b>  | N/A |               |
| <b>Rev/Cost (%)</b> | N/A |               |
| <b>Rev Pass/Hr</b>  | N/A |               |
|                     |     | 25            |
|                     |     | 15            |

**Service Requests:**

- Residents in the Shaftsbury request shorter travel time to the GO Station or a new Shuttle
- Residents along Ellery Drive request shuttle re-routed from Ellery to Bathurst Street.

**Discussion/Issues:**

- After six months of operation, a review will be conducted examining the ridership and travel time of this Shuttle.
- This service was introduced in May 2004 and takes the place of the former YRT Route 80 Mill Pond Richmond Hill GO station service.

**Recommendation:** Not Applicable

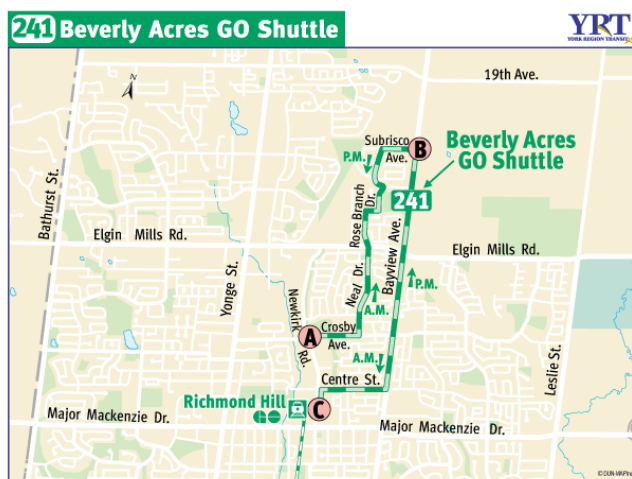
**Estimated Additional Costs:** Not Applicable

**Route:** 241 Beverly Acres GO Shuttle

**Type:** Shuttle

**Description:** A peak hour shuttle serving the Subrisco and Beverly Acres subdivisions.

**Current Routing:**



**Operating Hours and Frequency:**

| AM Peak | Midday         | PM Peak   | Evening        | Saturday       | Sunday/Holiday |
|---------|----------------|-----------|----------------|----------------|----------------|
| ✓       |                | ✓         |                |                |                |
| 30 min  | Not Applicable | 30-60 min | Not Applicable | Not Applicable | Not Applicable |

**Major Trip Generators:** Subrisco and Beverly Acres Subdivisions.

**Ridership (2003):**

|                     |     |               |
|---------------------|-----|---------------|
| <b>Annual</b>       | N/A | <b>Target</b> |
| <b>Avg Weekday</b>  | N/A |               |
| <b>Rev/Cost (%)</b> | N/A |               |
| <b>Rev Pass/Hr</b>  | N/A |               |
|                     |     | 25            |
|                     |     | 15            |

**Service Requests:**

- No service requests at this time.

**Discussion/Issues:**

- This service was introduced in May 2004 and takes the place of the former YRT Route 81 Beverly Acres Richmond Hill GO station service.

**Recommendation:** Not Applicable

**Estimated Additional Costs:** Not Applicable

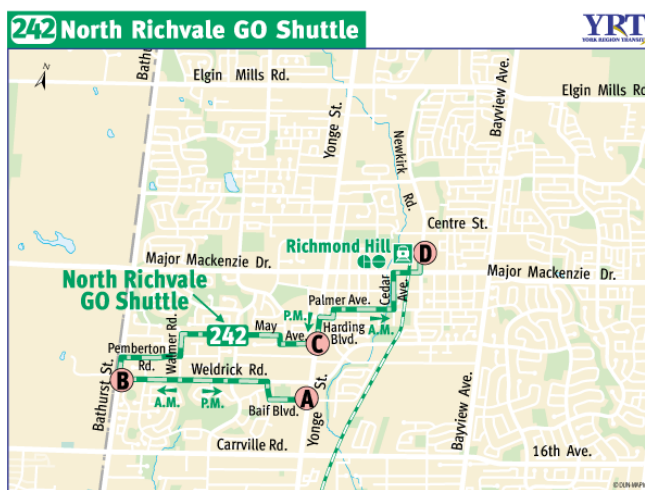


**Route:** 242 North Richvale GO Shuttle

**Type:** GO Shuttle

**Description:** A peak hour GO shuttle serving the North Richvale Community of Richmond Hill.

**Current Routing:**



**Operating Hours and Frequency:**

| AM Peak | Midday         | PM Peak | Evening        | Saturday       | Sunday/Holiday |
|---------|----------------|---------|----------------|----------------|----------------|
| ✓       |                | ✓       |                |                |                |
| 30 min  | Not Applicable | 30 min  | Not Applicable | Not Applicable | Not Applicable |

**Major Trip Generators:** Richvale subdivision.

**Ridership (2003):**

|                     |     |               |
|---------------------|-----|---------------|
| <b>Annual</b>       | N/A | <b>Target</b> |
| <b>Avg Weekday</b>  | N/A |               |
| <b>Rev/Cost (%)</b> | N/A |               |
| <b>Rev Pass/Hr</b>  | N/A |               |
|                     |     | 25            |
|                     |     | 15            |

**Service Requests:**

- No service requests at this time.

**Discussion/Issues:**

- This service was introduced in May 2004 and takes the place of the former YRT Route 86B Richmond Hill GO station service.

**Recommendation:** Not Applicable

**Estimated Additional Costs:** Not Applicable

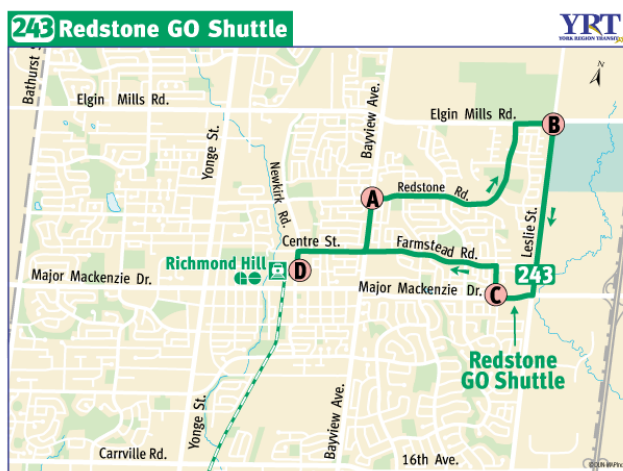


**Route:** 243 Redstone GO Shuttle

**Type:** GO Shuttle

**Description:** A peak hour GO shuttle serving the Bayview North community.

**Current Routing:**



**Operating Hours and Frequency:**

| AM Peak | Midday         | PM Peak   | Evening        | Saturday       | Sunday/Holiday |
|---------|----------------|-----------|----------------|----------------|----------------|
| ✓       |                | ✓         |                |                |                |
| 30 min  | Not Applicable | 30-60 min | Not Applicable | Not Applicable | Not Applicable |

**Major Trip Generators:** Bayview North Subdivision.

**Ridership (2003):**

|                     |     |               |
|---------------------|-----|---------------|
| <b>Annual</b>       | N/A | <b>Target</b> |
| <b>Avg Weekday</b>  | N/A |               |
| <b>Rev/Cost (%)</b> | N/A |               |
| <b>Rev Pass/Hr</b>  | N/A |               |
|                     |     | 25            |
|                     |     | 15            |

**Service Requests:**

- No service requests at this time.

**Discussion/Issues:**

- This service was introduced in May 2004 and takes the place of the former YRT Route 86A service in the Redstone Community.

**Recommendation:** Not Applicable

**Estimated Additional Costs:** Not Applicable



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## **5.0 Express Services**

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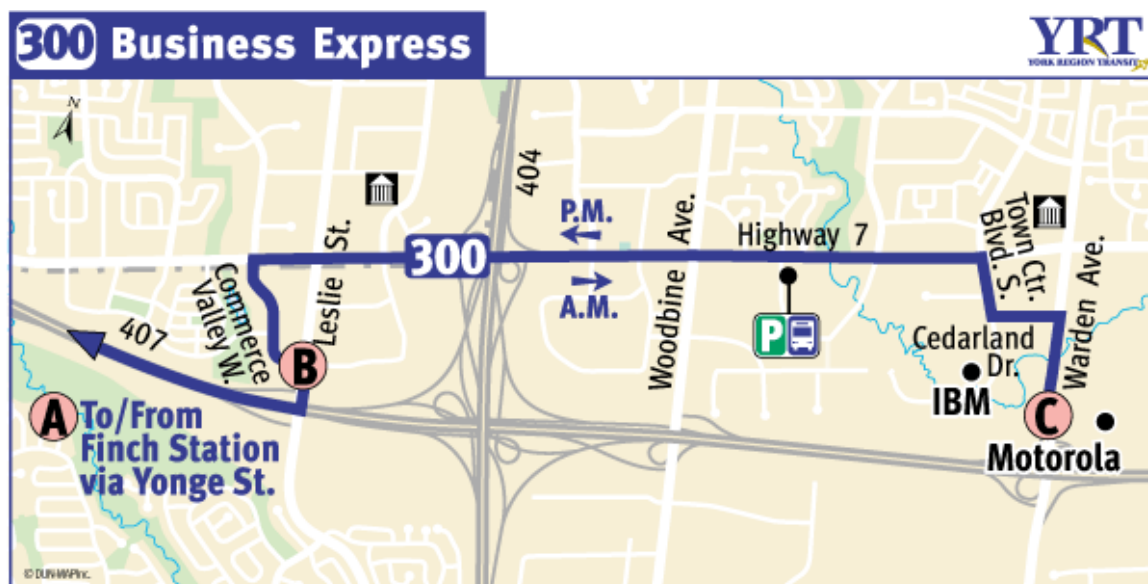


**Route:** 300 Business Express

**Type:** Express

**Description:** Hwy 407 express service between Finch Subway Station, Beaver Creek business park, CGI, Allstate Parkway employment area (future Seneca College at Allstate Parkway – Fall 2005) and east to the Warden/407 business park (IBM, Motorola) in Markham.

**Current Routing:**



**Operating Hours and Frequency:**

| AM Peak   | Midday         | PM Peak   | Evening        | Saturday       | Sunday/Holiday |
|-----------|----------------|-----------|----------------|----------------|----------------|
| ✓         |                | ✓         |                |                |                |
| 15-30 min | Not Applicable | 15-30 min | Not Applicable | Not Applicable | Not Applicable |

**Major Trip Generators:** Finch Subway Station, Beaver Creek business park, Allstate Parkway employment area, CGI, future Seneca College (Fall 2005), Motorola office/IBM office.

**Ridership (2003):**

|                     |        |               |
|---------------------|--------|---------------|
| <b>Annual</b>       | 43,124 | <b>Target</b> |
| <b>Avg Weekday</b>  | 204    |               |
| <b>Rev/Cost (%)</b> | 94.2   |               |
| <b>Rev Pass/Hr</b>  | 37     |               |

**Service Requests:**

- Expand service hours and improve frequency during peak periods.

- Service IBM first in the AM (reverse in the PM).
- Implement a 7:15 or 7:30 am trip.
- More AM times between 9:00 and 9:15 am.
- YRPT-YRT Service Integration Plan requested that the Business Express service be phased out as riders shift to Quick Start Rapid Transit Hwy 7 corridor and Markham North-South link.

**Discussion/Issues:**

- Route performance exceeds target.
- Consider two new a.m. trips and two pm trips due to over crowding and service demands.
- Due to possible over crowding in the Fall 2005 as a result of the new Seneca College site at Allstate Parkway, more Business Express trips would need to be introduced servicing Finch or Don Mills Stations.
- YRT to monitor the ridership during Fall 2005 and early 2006 to determine service levels.

**Recommendation:**

- June 2005, implement new trips (2 AM trips, 1 PM trip)
- September 2005, to accommodate Seneca Students (at the Allstate location) implement two new trips.
- YRT will continue to evaluate implementing additional services or reduce services once Quick Start Rapid Transit Hwy 7 corridor and Markham North-South link have been implemented.

**Estimated Additional Costs:**

- Annualized cost for the new trips starting May 2005 is \$36,990.
- Annualized cost for the new trips starting Fall 2005 for Seneca is \$36,990.



**Discussion/Issues:**

- Route performance exceeding target.
- Consider new trips (am and pm peak periods).
- YRT will continue to evaluate the possibility of implementing or reducing services once the Quick Start Rapid Transit Hwy 7 corridor and Markham North-South link have been implemented.

**Recommendation:**

- Deferred to 2006: implement the 2 new trips.

**Estimated Additional Costs:**

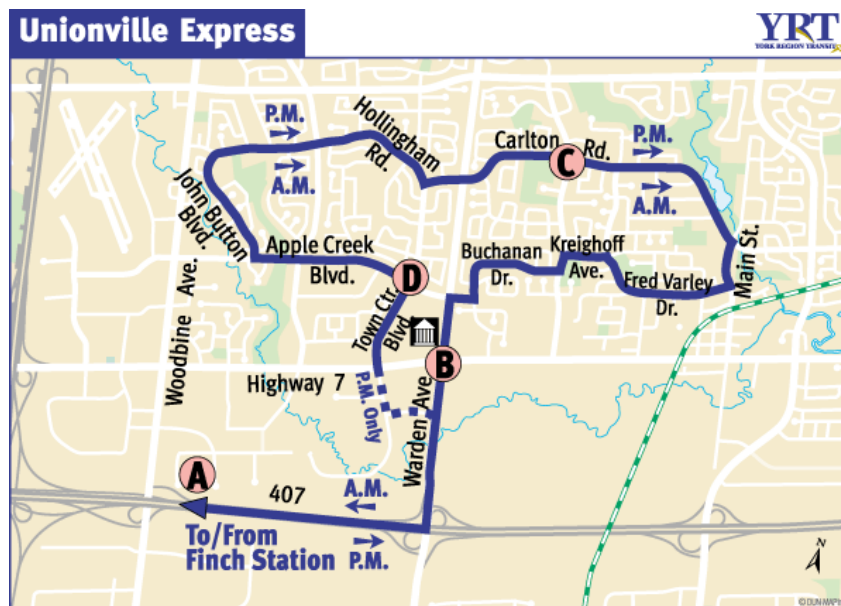
- 2006 - Annualized cost for Route 301 new trips is \$31,752.

**Route:** 302 Unionville Express

**Type:** Express

**Description:** Hwy 407 express service between Finch Subway Station and the Unionville community in Markham.

**Current Routing:**



**Operating Hours and Frequency:**

| AM Peak | Midday         | PM Peak | Evening        | Saturday       | Sunday/Holiday |
|---------|----------------|---------|----------------|----------------|----------------|
| ✓       |                | ✓       |                |                |                |
| 30 min  | Not Applicable | 30 min  | Not Applicable | Not Applicable | Not Applicable |

**Major Trip Generators:** Finch Subway Station.

**Ridership (2003):**

|                     |        |               |
|---------------------|--------|---------------|
| <b>Annual</b>       | 44,974 | <b>Target</b> |
| <b>Avg Weekday</b>  | 197    |               |
| <b>Rev/Cost (%)</b> | 55.0   |               |
| <b>Rev Pass/Hr</b>  | 22     |               |
|                     |        | 25            |
|                     |        | 15            |

**Service Requests:**

- Implement a new 4:15 pm trip from Finch Station.

**Discussion/Issues:**

- Route performance exceeding target

- YRT will continue to evaluate services once the Quick Start Rapid Transit Hwy 7 corridor and Markham North-South link have been implemented.

**Recommendation:**

- Deferred to 2006: implement a new 4:15 pm trip.

**Estimated Additional Costs:**

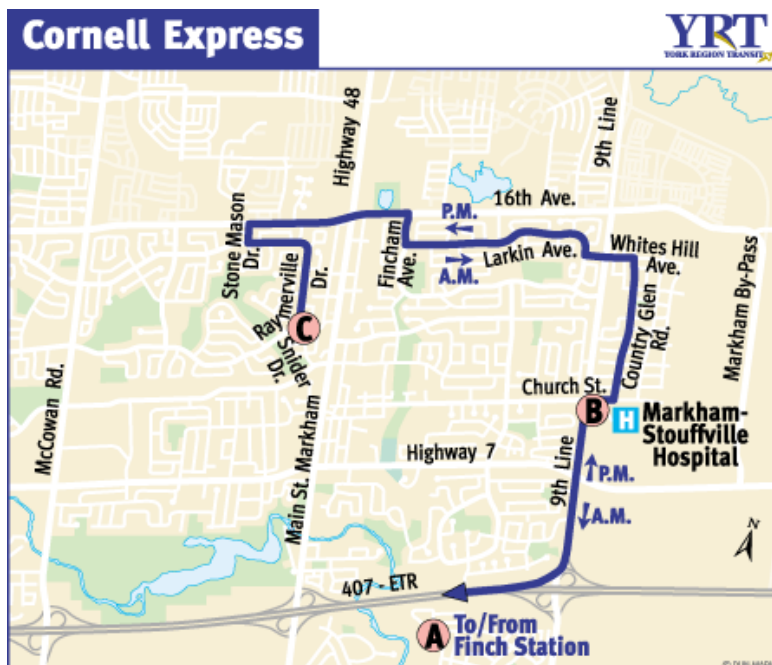
- 2006 - Annualized cost for Route 302 new trip is \$15,876.

**Route:** 303 Cornell Express

**Type:** Express

**Description:** Hwy 407 express service between Finch Subway Station and east Markham local community and Cornell community.

**Current Routing:**



**Operating Hours and Frequency:**

| AM Peak     | Midday         | PM Peak     | Evening        | Saturday       | Sunday/Holiday |
|-------------|----------------|-------------|----------------|----------------|----------------|
| ✓           |                | ✓           |                |                |                |
| 1 Trip Only | Not Applicable | 1 Trip Only | Not Applicable | Not Applicable | Not Applicable |

**Major Trip Generators:** Finch Subway Station.

**Ridership (2003):**

|              |       |               |
|--------------|-------|---------------|
| Annual       | 3,162 | <b>Target</b> |
| Avg Weekday  | 39    |               |
| Rev/Cost (%) | 63.2  |               |
| Rev Pass/Hr  | 25    |               |
|              |       | 25            |
|              |       | 15            |

**Service Requests:**

- Implement additional trips in the AM and PM. (new 6:30 pm trip)

- Expand service north of 16<sup>th</sup> Avenue, along Bur Oak Avenue.

**Discussion/Issues:**

- To service north of 16<sup>th</sup> Avenue, along Bur Oak Avenue, remove the routing that duplicates Rt 301 Markham Express and expand the Cornell Express along 9<sup>th</sup> Line and Bur Oak Avenue to Hwy 48 or as far as McCowan Road.
- Consider more service during am and pm peak periods
- YRT will continue to evaluate services after Quick Start Rapid Transit Hwy 7 corridor and Markham North-South link have been implemented.

**Recommendation:**

- Deferred to 2006: the route will not cover the Markham Express portion but extend further north to service Bur Oak Avenue. **(see Cornell Express map in Exhibit 1 on page 125)**
- Deferred to 2006: implement new 2 am trips and 2 pm trip (priority 5 from 2004 and growth).

**Estimated Additional Costs:**

- 2006 - Annualized cost for the new trips (priority 5 from 2004) is \$23,814.
- 2006 - Annualized cost for new service and extension is \$31,752.

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## **6.0 TTC Routes**

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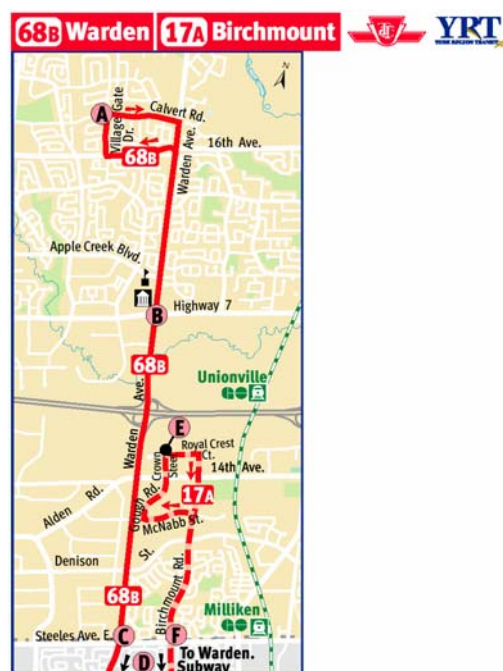


**Route:** TTC 17A Birchmount

**Type:** Core

**Description:** Main north-south route operating along Birchmount Road in Markham southward to Warden subway station.

**Current Routing:**



**Operating Hours and Frequency:**

| AM Peak   | Midday         | PM Peak   | Evening        | Saturday       | Sunday/Holiday |
|-----------|----------------|-----------|----------------|----------------|----------------|
| ✓         |                | ✓         |                |                |                |
| 17-20 min | Not Applicable | 17-20 min | Not Applicable | Not Applicable | Not Applicable |

**Major Trip Generators:** Warden Subway Station, Birchmount Road employment area.

**Ridership (2003):**

|                     |        |               |
|---------------------|--------|---------------|
| <b>Annual</b>       | 69,353 | <b>Target</b> |
| <b>Avg Weekday</b>  | 293    |               |
| <b>Rev/Cost (%)</b> | 50.2   |               |
| <b>Rev Pass/Hr</b>  | 29     |               |

**Service Requests:**

- Provide more service.

**Discussion/Issues:**

- In 2003, ridership levels have decreased slightly. It is not warranted to implement more service at this time.
- Primarily a business corridor, however, since Birchmount is considered a core route, ridership demand to be closely monitored. The extension of Birchmount Road (North to Hwy 7) will trigger the route's eventual extension north.

**Recommendation:**

- Extend route to Birchmount Road and Enterprise Blvd in 2006.
- Extend route to Birchmount Road and Hwy 7 in 2008.

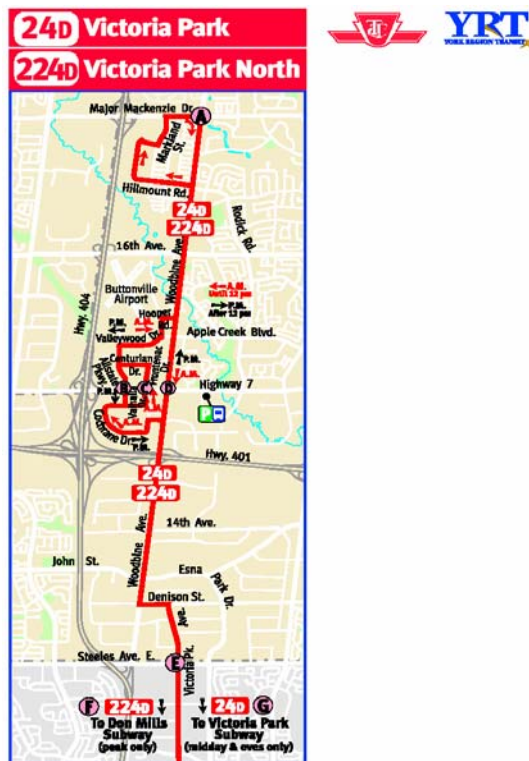
**Estimated Additional Costs:** Not Applicable

**Route:** TTC 24D, 224 C/D Victoria Park N & YRT 224B Woodbine

**Type:** Core

**Description:** Main north-south route operating mainly along Woodbine Avenue between Major Mackenzie Drive and the Don Mills Subway Station (peak periods) and Victoria Park Subway Station (off peak periods). On weekends, YRT 224B Woodbine only operates north of Steeles Avenue.

**Current Routing:**



**Operating Hours and Frequency:**

| AM Peak | Midday | PM Peak | Evening | Saturday | Sunday/Holiday |
|---------|--------|---------|---------|----------|----------------|
| ✓       | ✓      | ✓       | ✓       | ✓        | ✓              |
| 30 min  | 30 min | 30 min  | 30 min  | 60 min   | 60 min         |

**Major Trip Generators:** Scholastics/Phillips offices, Allstate Parkway employment area, Denison employment area, Don Mills Subway Station & Victoria Park Subway Station.

**Ridership (2003):**

|                     |         |               |
|---------------------|---------|---------------|
| <b>Annual</b>       | 194,946 | <b>Target</b> |
| <b>Avg Weekday</b>  | 703     |               |
| <b>Rev/Cost (%)</b> | 30.2    |               |
| <b>Rev Pass/Hr</b>  | 18      |               |

**Service Requests:**

- Transit services required for the new Cathedral community (along Woodbine Avenue, between Major Mackenzie Drive and Elgin Mills Road).
- Weekend services, connections to Don Mills Subway Station without transferring at Steeles Avenue.
- Improve weekday peak service to 15 minutes and Saturday daytime service to 30 minutes and weekend evening service (60 minutes) to support Quick Start Rapid Transit Hwy 7 corridor and Markham North-South link (requested in the Quick Start Rapid Transit and YRT Service Integration Plan).
- No outstanding service requests for TTC Route 224C - Victoria Park North branch.

**Discussion/Issues:**

- In order to provide service to the Cathedral community (east side of Woodbine Avenue) and improve walking distances to transit services, TTC Route 224D - Victoria Park North would be extended Woodbine Avenue, Vine Cliff Blvd and Hazelton Avenue. Extension to occur during peak periods and limited service during weekday off peak periods and on weekends.
- During weekday off peak periods, Route 24D does not service the Don Mills Subway Station. In order to maintain the connection between the full Woodbine corridor and Don Mills Subway Station, YRT would operate Route 224D and 24D services.
- As a cost savings initiative, YRT currently operates weekend service between Steeles Avenue and Major Mackenzie Drive. Service would not be extended to the Don Mills Subway station. In order to connect with the support Quick Start Rapid Transit Hwy 7 corridor and Markham North-South link, weekend Woodbine route would divert to Quick Start Rapid Transit bus stops at Steeles Avenue and Esna Park Drive.
- In order to provide effective service to the support Quick Start Rapid Transit Hwy 7 corridor and Markham North-South link and meet requests, increase frequency during weekdays, Saturdays and Sundays.

**Recommendation:**

- March 2005, route extension to service the Cathedral community during peak periods. **(see Exhibit 1 on page 125)**
- September 2005, YRT to operate Routes 224D & 24D during weekdays and rename as 24D Woodbine, servicing the Don Mills Subway Station. Weekend service would terminate at Steeles Avenue, extend to Esna Park Drive and Steeles Avenue.
- TTC would continue operating Route 224C during peak periods.

- Deferred to 2006: September 2005, increase frequency during weekday peak service to 15 minutes and Saturday and Sunday daytime service to 30 minutes and weekend evening service (60 minutes). Weekend trips (alternate trips) to service the Cathedral community.

**Estimated Additional Costs:**

- Cost for the extension into the Cathedral community (operated by TTC from March to September) during weekday peak periods is \$73,255.
- Annualized cost for continuing weekday 224D/24D services - operated by TTC - is \$1,012,169.
- Annualized cost for YRT to operate 224D/24D during weekdays (includes extension into Cathedral and cost between Steeles and Don Mills Subway) is \$1,029,701.
- 2006 - Annualized cost for increased peak period service is \$222,261.
- Weekend extensions into Cathedral to use existing layover time.
- 2006 - Total annualized cost for increased frequency on Saturdays is \$32,630.
- 2006 - Total annualized cost for increased frequency on Sundays is \$37,650.



**Route:** TTC 25D Don Mills

**Type:** Core

**Description:** Main north-south route operating along Leslie St/Don Mills Rd linking the Beaver Creek business park and Thornhill community to both Don Mills and Pape Subway Stations.

**Current Routing:**



**Operating Hours and Frequency:**

| AM Peak | Midday | PM Peak   | Evening | Saturday       | Sunday/Holiday |
|---------|--------|-----------|---------|----------------|----------------|
| ✓       | ✓      | ✓         | ✓       |                |                |
| 15 min  | 35 min | 15-20 min | 30 min  | Not Applicable | Not Applicable |

**Major Trip Generators:** Beaver Creek business park, St Robert C.H.S., Shoppes on Steeles, Don Mills Subway Station, Pape Subway Station.

**Ridership (2003):**

|                     |         |               |
|---------------------|---------|---------------|
| <b>Annual</b>       | 244,265 | <b>Target</b> |
| <b>Avg Weekday</b>  | 918     |               |
| <b>Rev/Cost (%)</b> | 45.9    |               |
| <b>Rev Pass/Hr</b>  | 27      |               |

**Service Requests:**

- Operate along Commerce Valley Drive West for southbound trips.

**Discussion/Issues:**

- As a cost savings initiative, YRT currently operates weekend service between Steeles Avenue and Elgin Mills Road. Current weekend route to remain as is.
- September 2004, routing no longer services the Don Mills Station, services Warden Subway Station.
- Route would connect with support Quick Start Rapid Transit Hwy 7 corridor and Markham North-South link.

**Recommendation:**

- Deferred to 2006: route 25D to be replaced by Route 90A and no longer operated by TTC. The new Route 90A would operate along the current routing between Don Mills Subway Station and 16<sup>th</sup> Avenue (along East and West Beaver Creek). The changes to the routing would be to operate alternating southbound trips on Commerce Valley Drive West and to divert to Seneca College on Finch Avenue. **(see Exhibit 1 on page 125)**

**Estimated Additional Costs:**

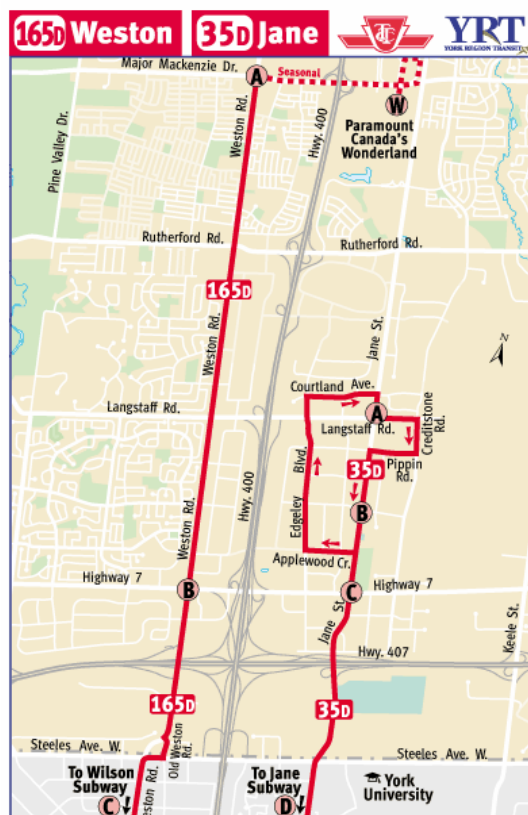
- 2006 - Annualized cost TTC saving by discontinuing TTC operations is \$927,500.
- Refer to Route 90 for the annualized cost.

**Route:** TTC 35D Jane

**Type:** Core

**Description:** Main north-south route operating along Jane Street connecting Jane subway station with the Jane/Langstaff industrial area.

**Current Routing:**



**Operating Hours and Frequency:**

| AM Peak | Midday | PM Peak | Evening | Saturday | Sunday/Holiday |
|---------|--------|---------|---------|----------|----------------|
| ✓       | ✓      | ✓       | ✓       | ✓        |                |
| 11 min  | 24 min | 17 min  | 30 min  | 30 min   | Not Applicable |

**Major Trip Generators:** Jane Subway Station, Steele's Avenue Corridor, Jane/Langstaff industrial area, Jane Street corridor in Toronto.

**Ridership (2003):**

|                     |         |               |
|---------------------|---------|---------------|
| <b>Annual</b>       | 387,183 | <b>Target</b> |
| <b>Avg Weekday</b>  | 1561    |               |
| <b>Rev/Cost (%)</b> | 71.2    |               |
| <b>Rev Pass/Hr</b>  | 41      |               |
|                     |         | 25            |
|                     |         | 20            |

**Service Requests:**

- To extend service north to Maple area.

**Discussion/Issues:**

- Route will connect with the Quick Start Rapid Transit Highway 7 corridor beginning Fall 2005.
- This route acts as an important and convenient transfer-free link for Toronto residents who are employed in the Jane-Highway 7-Langstaff employment area.
- Vaughan Mills Mall represents a critical new transit destination along the Jane Street corridor. Regular transit service along this corridor is recognized as one of the most important transit links to/from Toronto. Route 20 (**see pages 53-55**) is now addressing this function.
- Due to introduction of Quick Start's Vaughan North-South Link in Fall 2005 (i.e. along Jane Street between Steeles Avenue and Highway 7), monitoring of ridership/demand on Route 35D may be required at that time to determine whether a shift in ridership may take place from Route 35D to Quick Start. However, since there is no Quick Start stop planned for the Jane/Steeles area, and since Quick Start does not reach the employment areas which are primarily north of the Highway 7 corridor, a significant shift in ridership (i.e. away from Route 35D) is not anticipated at this time.

**Recommendation:** Not Applicable

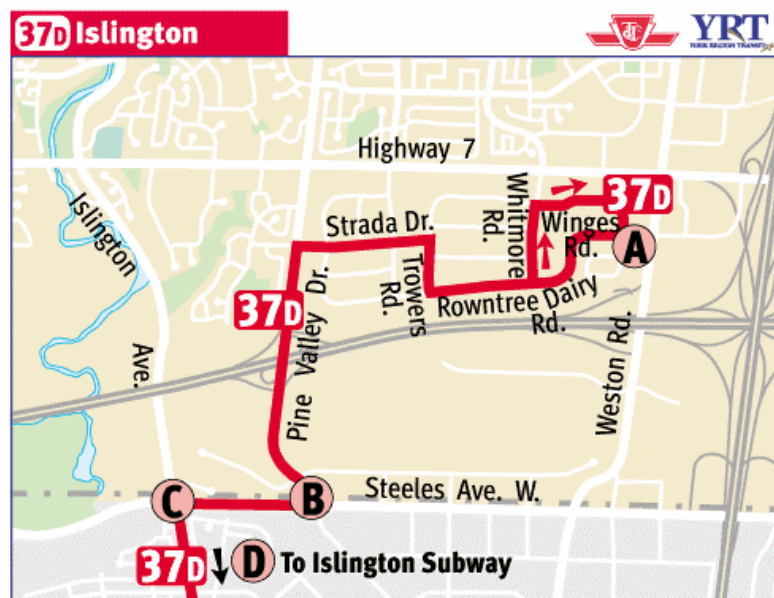
**Estimated Additional Costs:** Not Applicable

**Route:** TTC 37D Islington

**Type:** Core

**Description:** Main route connecting the Pine Valley industrial area to Steeles Avenue and Islington subway station.

**Current Routing:**



**Operating Hours and Frequency:**

| AM Peak | Midday | PM Peak | Evening        | Saturday       | Sunday/Holiday |
|---------|--------|---------|----------------|----------------|----------------|
| ✓       | ✓      | ✓       |                |                |                |
| 30 min  | 30 min | 30 min  | Not Applicable | Not Applicable | Not Applicable |

**Major Trip Generators:** Islington subway station, Pine Valley industrial area.

**Ridership (2003):**

|                     |        |               |
|---------------------|--------|---------------|
| <b>Annual</b>       | 34,607 | <b>Target</b> |
| <b>Avg Weekday</b>  | 145    |               |
| <b>Rev/Cost (%)</b> | 19.1   |               |
| <b>Rev Pass/Hr</b>  | 11     |               |
|                     |        | 20            |

**Service Requests:**

- Service after midnight to accommodate late employee shifts in the Pine Valley Industrial Area.

**Discussion/Issues:**

- The need for late service after midnight can be considered after the 2005 proposed improvements for Route 12 are implemented. To be further considered as part of YRT's 2006 Service Plan.
- Route to provide walking connection with Quick Start Rapid Transit Highway 7 corridor beginning Fall 2005.

**Recommendation:**

- Due to current financial performance, existing service may require monitoring to determine whether adjustments in service frequency and/or routing alignment could be implemented to improve cost recovery.

**Estimated Additional Costs:** Not Applicable

**Route:** TTC 102D Markham Rd

**Type:** Core

**Description:** Main north-south route operating along Highway 48/Markham Road between Major Mackenzie Drive and Warden Subway Station.

**Current Routing:**



**Operating Hours and Frequency:**

| AM Peak | Midday | PM Peak | Evening | Saturday | Sunday/Holiday |
|---------|--------|---------|---------|----------|----------------|
| ✓       | ✓      | ✓       | ✓       | ✓        |                |
| 25 min  | 35 min | 25 min  | 60 min  | 60 min   | Not Applicable |

**Major Trip Generators:** Warden Subway Station, commercial strip at 14<sup>th</sup> Avenue, Main Street Markham, Markham/Mt Joy GO Stations, Anderson Avenue business area, Emerson Electric office.

### Ridership (2003):

|                     |        |               |
|---------------------|--------|---------------|
| <b>Annual</b>       | 71,965 | <b>Target</b> |
| <b>Avg Weekday</b>  | 225    |               |
| <b>Rev/Cost (%)</b> | 11.5   |               |
| <b>Rev Pass/Hr</b>  | 7      |               |
|                     |        | 25            |
|                     |        | 20            |

### Service Requests:

- Improve weekday mid-day service and Saturday daytime service to 30 minutes, add weekend evening and Sunday service (60 minutes) (requested in the Quick Start Rapid Transit and YRT Service Integration Plan).
- Extend routing to service the new Greensborough community.

### Discussion/Issues:

- In September 2002, YRT contracted TTC to operate the Markham Road service and extended the service north to Major Mackenzie Drive (Emerson Electric) and further south to Warden Subway Station.
- Schedule is designed to meet key locations and connections south of Steeles Avenue. TTC tries incorporating the GO Train schedules into the Route 102D schedules, no guarantee.
- Current route performance not meeting target, however, ridership is improving on a monthly basis as residential and commercial development continues in this corridor.
- To support Hwy 7 Quick Start corridor, restore weekday midday frequency (10am to 2pm) from 54 minutes to 36 minutes; implementing more frequency of service on Saturdays and new Sunday service.
- Route would connect to support Quick Start Rapid Transit Hwy 7 corridor and Markham North-South link.
- To improve the walking distances to transit and to service new development, the north end of loop will be extended to cover Major Mackenzie Drive, Markham By-Pass, Alfred Patterson and Bur Oak Avenue.

### Recommendation:

- As early as November 2005 (depending on construction of road network), to improve service cover in the Greensborough community, a one-way loop will operate along Major Mackenzie, Markham By-Pass, Alfred Paterson Drive and Bur Oak Avenue (maybe Castlemore Avenue instead of Bur Oak Ave). **(see Exhibit 1 on page 125)**
- Deferred to 2006: September 2005, restore weekday midday frequency (10am to 2pm) from 54 minutes to 36 minutes to help support Quick Start Rapid Transit Hwy 7 corridor and Markham North-South link and meet local transit needs.

- Deferred to 2006: To help support Quick Start Rapid Transit Hwy 7 corridor and Markham North-South link, improve weekday mid-day service and Saturday daytime service to 30 minutes and increase Saturday evening service.
- Sunday service (60 minutes) to support Quick Start Rapid Transit (requested in the YRTP and YRT Service Integration Plan).

**Estimated Additional Costs:**

- Annualized cost for the loop extension is \$160,789.
- 2006 - Annualized cost to restore base cuts is \$151,687.
- 2006 - Annualized cost for increased Saturday service is \$56,685.
- Annualized cost for Sunday service is \$96,474.



**Route:** TTC 105 Dufferin North

**Type:** Core

**Description:** Main north-south route operating along Dufferin Street between Downsview subway station and Rutherford road.

**Current Routing:**



**Operating Hours and Frequency:**

| AM Peak | Midday | PM Peak | Evening | Saturday | Sunday/Holiday |
|---------|--------|---------|---------|----------|----------------|
| ✓       | ✓      | ✓       | ✓       | ✓        | ✓              |
| 17 min  | 60 min | 15 min  | 60 min  | 60 min   | 60 min         |

**Major Trip Generators:** Downsview subway station, Confederation Parkway (Tudor East) employment area.

### Ridership (2003):

|                     |         |               |
|---------------------|---------|---------------|
| <b>Annual</b>       | 340,962 | <b>Target</b> |
| <b>Avg Weekday</b>  | 1,319   |               |
| <b>Rev/Cost (%)</b> | 64.2    |               |
| <b>Rev Pass/Hr</b>  | 37      |               |

### Service Requests:

- Improved service frequency during off-peak periods, including weekdays, Saturdays and Sundays.
- Later evening service on weekdays (last northbound trip from Downsview Subway Station departs at 10:00pm).
- Routing into the Thornhill Woods community.

### Discussion/Issues:

- Route will connect with the Quick Start Rapid Transit Highway 7 corridor at Centre Street beginning Fall 2005.
- Residential development in the Thornhill Woods community on the east side of Dufferin Street south of Rutherford Road is progressing toward completion.
- Development of Vaughan Blocks 18 and 11 is anticipated for 2006 or later. It is anticipated that this route would be identified for northward extension in the future as new development warrants.

### Recommendation:

- For January 2005: improve current 60-minute weekday evening frequency to 30-40 minutes and provide later evening service to address customer requests and accommodate increasing ridership.
- For September 2005: improve current 60-minute service frequency to 30-40 minutes during weekday midday periods, as well as on Saturdays and Sundays to address customer requests and accommodate increasing ridership. (As construction in the Thornhill Woods community approaches completion, it may likely become necessary to provide new and expanded routing coverage on the east side of Dufferin Street between Rutherford Road and Highway 7).

### Estimated Additional Costs:

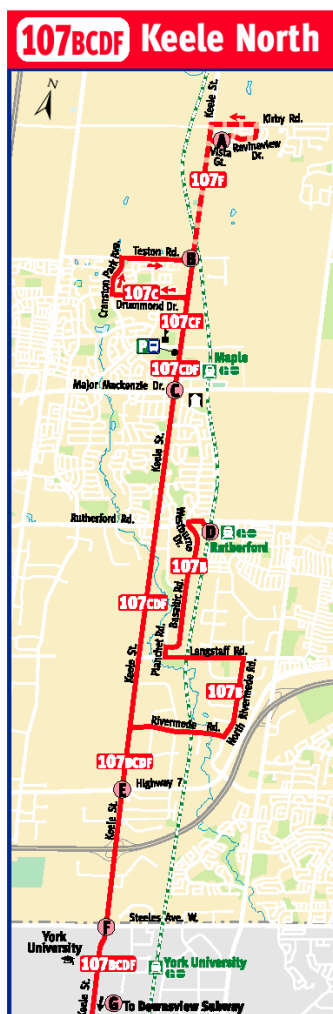
- Annualized cost for weekday and Saturday improvements is \$526,300.
- 2006 - Annualized cost for Sunday improvements is \$78,487.

**Route:** TTC 107B/C/D/F Keele North

**Type:** Core

**Description:** Main north-south route operating mainly along Keele Street between Downsview subway station and Teston road in Maple.

**Current Routing:**



**Operating Hours and Frequency \*:**

| AM Peak | Midday | PM Peak | Evening   | Saturday  | Sunday/Holiday |
|---------|--------|---------|-----------|-----------|----------------|
| ✓       | ✓      | ✓       | ✓         | ✓         | ✓              |
| 8 min   | 17 min | 9 min   | 30-40 min | 30-40 min | 40 min         |

\* Note: Frequencies indicated are for all branches combined.

**Major Trip Generators:** Downsview Subway Station, York University, Keele/Langstaff industrial area, Rutherford GO Station, St. Joan of Arc S.S.

**Ridership (2003):**

|                     |         |               |
|---------------------|---------|---------------|
| <b>Annual</b>       | 813,895 | <b>Target</b> |
| <b>Avg Weekday</b>  | 3,254   |               |
| <b>Rev/Cost (%)</b> | 56.4    |               |
| <b>Rev Pass/Hr</b>  | 33      |               |

**Service Requests:**

- Reduction of service (i.e. off-peak frequency and/or routing) in the Maple Springs community.
- Extension of route northward to new residential development at Keele Street and Kirby Road.

**Discussion/Issues:**

- Service extended to Kirby Road (Maple Highlands community) with new 107F branch during weekday peak periods in September 2004.
- As per recommendations in the 2004 Service Plan, weekday 107C peak period service reduced in the Maple Springs community in September 2004.
- Route will connect with the Quick Start Rapid Transit Highway 7 corridor beginning Fall 2005.

**Recommendation:** Not Applicable

**Estimated Additional Costs:** Not Applicable

**Route:** TTC 129A McCowan North

**Type:** Core

**Description:** Main north-south route operating along McCowan Road between Major Mackenzie Drive and Scarborough Town Centre.

**Current Routing:**



**Operating Hours and Frequency:**

| AM Peak | Midday | PM Peak | Evening | Saturday  | Sunday/Holiday |
|---------|--------|---------|---------|-----------|----------------|
| ✓       | ✓      | ✓       | ✓       | ✓         | ✓              |
| 15 min  | 25 min | 15 min  | 25 min  | 25-40 min | 40 min         |

**Major Trip Generators:** Scarborough Town Centre, Father McGivney C.H.S., Markville Mall, Centennial GO Station, Markville S.S

**Ridership (2003):**

|                     |         |               |
|---------------------|---------|---------------|
| <b>Annual</b>       | 509,791 | <b>Target</b> |
| <b>Avg Weekday</b>  | 1,574   |               |
| <b>Rev/Cost (%)</b> | 63.1    |               |
| <b>Rev Pass/Hr</b>  | 37      |               |

**Service Requests:**

- Provide transit services along North Raymerville Drive.
- Change north loop to service Wismer community.

**Discussion/Issues:**

- Route performance exceeding target.
- Since North Raymerville Drive is within walking distance, McCowan Road service will not be diverted into this location.
- Since new transit improvements will be implemented in the vicinity of the current McCowan north loop, the looping will be revised to service the Wismer community. **(see Exhibit 1 on page 125)**
- Route would connect to support Quick Start Rapid Transit Hwy 7 corridor and Markham North-South link.

**Recommendation:**

- As early as September 2005, to improve service cover in the Wismer subdivision, the northern loop will be changed to cover Bur Oak Avenue, Mingay Avenue and Castlemore Avenue (remove from Major Mackenzie Drive, Ridgecrest Road, The Bridle Walk, Castlemore Avenue). **(see Exhibit 1 on page 125)**

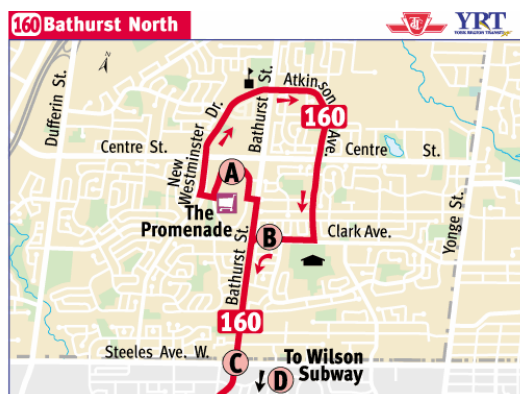
**Estimated Additional Costs:** Not Applicable

**Route:** TTC 160 Bathurst North

**Type:** Core

**Description:** This route originates from Wilson subway station and serves the Thornhill community surrounding the Promenade Mall.

**Current Routing:**



**Operating Hours and Frequency:**

| AM Peak | Midday | PM Peak | Evening | Saturday | Sunday/Holiday |
|---------|--------|---------|---------|----------|----------------|
| ✓       | ✓      | ✓       | ✓       | ✓        | ✓              |
| 20 min  | 25 min | 20 min  | 20 min  | 25 min   | 25 min         |

**Major Trip Generators:** Wilson subway station, Promenade Mall, St. Elizabeth S.S., Westmount Collegiate.

**Ridership (2003):**

|                     |         |               |
|---------------------|---------|---------------|
| <b>Annual</b>       | 258,564 | <b>Target</b> |
| <b>Avg Weekday</b>  | 923     |               |
| <b>Rev/Cost (%)</b> | 69.8    |               |
| <b>Rev Pass/Hr</b>  | 40      |               |

**Service Requests:**

- No outstanding service-related requests.

**Discussion/Issues:**

- Route will connect with the Quick Start Rapid Transit Highway 7 corridor at Centre Street beginning Fall 2005.

**Recommendation:** Not Applicable

**Estimated Additional Costs:** Not Applicable



**Route:** TTC 165D Weston Road N

**Type:** Core

**Description:** Main north-south route operating along Weston road originating from Wilson subway station with a destination at Major Mackenzie Drive. (Canada's Wonderland in summer).

**Current Routing:**



**Operating Hours and Frequency:**

| AM Peak | Midday | PM Peak | Evening | Saturday  | Sunday/Holiday |
|---------|--------|---------|---------|-----------|----------------|
| ✓       | ✓      | ✓       | ✓       | ✓         | ✓              |
| 20 min  | 35 min | 20 min  | 30 min  | 30-45 min | 45 min         |

**Major Trip Generators:** Wilson subway station, Toronto Star Printing Facility, industrial areas along Weston Road, Canada's Wonderland (Seasonal).

### Ridership (2003):

|                     |         |               |
|---------------------|---------|---------------|
| <b>Annual</b>       | 323,289 | <b>Target</b> |
| <b>Avg Weekday</b>  | 1,250   |               |
| <b>Rev/Cost (%)</b> | 53.4    |               |
| <b>Rev Pass/Hr</b>  | 31      |               |

### Service Requests:

- Improved service coverage in the Vellore Village and Vellore Woods communities.
- Requests for future direct access to Vaughan Mills Mall anticipated.

### Discussion/Issues:

- Route will connect with the Quick Start Rapid Transit Highway 7 corridor beginning Fall 2005.
- As part of the plan to service the proposed Vaughan Mills Mall, this route can be realigned and extended to the site of the Mall to provide easier transit access from the Woodbridge area, the Weston Road corridor and from Toronto.
- Some customers in the Vellore community reside more than 500 metres away from Weston Road and are therefore currently outside the normal acceptable walking distance standard.

### Recommendation:

- Pending construction completion of local roadways likely in 2005, to introduce new peak period routing, on weekdays only, via Davos Road, Fossil Hill Road, Major Mackenzie Drive, Vellore Woods Blvd., and Ashberry Blvd to improve accessibility to the route. Using existing recovery time, service frequency on the existing portion of routing on Weston Road north of Davos/Ashberry would be split and half of the current trips would instead operate the revised routing into the internal communities. **(see Exhibit 2 on page 126)** This would address the need for reduced walking distances during the more important peak periods.
- Deferred to 2006: For May 2005, to introduce a new branch to operate into Vaughan Mills Mall to address anticipated demand. It is proposed that this new branch would deviate from Weston Road at Langstaff Road and travel via Edgeley Blvd. to the Mall. **(see Exhibit 2 on page 126)**
- Deferred to 2006: For September 2005, to provide additional Sunday evening service hours to support the Quick Start Rapid Transit Highway 7 corridor.

### Estimated Additional Costs:

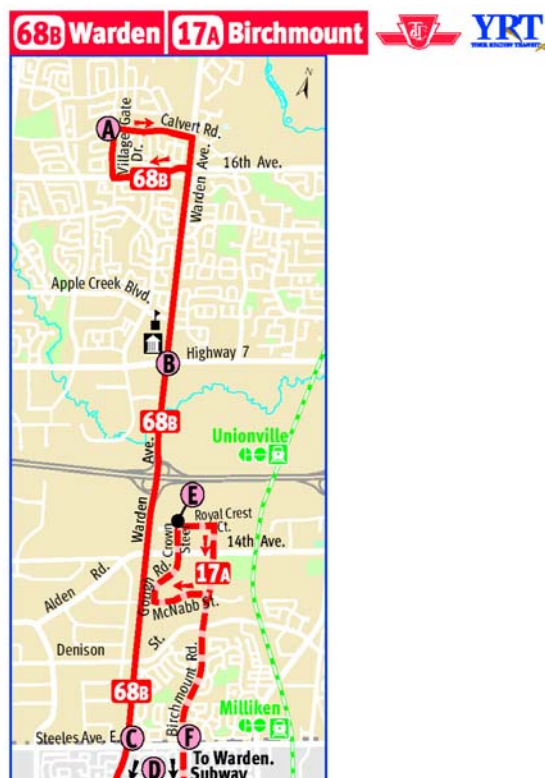
- 2006 - \$885,706 Annualized (for May 2005 improvement)
- 2006 - \$19,622 Annualized (for September 2005 improvement)

**Route:** TTC 68B Warden North

**Type:** Core

**Description:** Main north-south route operating along Warden Avenue between 16<sup>th</sup> Avenue and the Don Mills subway station.

**Current Routing:**



**Operating Hours and Frequency:**

| AM Peak | Midday | PM Peak | Evening   | Saturday  | Sunday/Holiday |
|---------|--------|---------|-----------|-----------|----------------|
| ✓       | ✓      | ✓       | ✓         | ✓         | ✓              |
| 15 min  | 30 min | 20 min  | 20-40 min | 30-40 min | 35-45 min      |

**Major Trip Generators:** Don Mills Subway Station, American Express, IBM, Motorola, Markham Civic Centre, Markham Theatre, Unionville H.S.

**Ridership (2003):**

|                     |         |               |
|---------------------|---------|---------------|
| <b>Annual</b>       | 240,822 | <b>Target</b> |
| <b>Avg Weekday</b>  | 886     |               |
| <b>Rev/Cost (%)</b> | 53.1    |               |
| <b>Rev Pass/Hr</b>  | 31      |               |
|                     |         | 20            |

**Service Requests:**

- Call Centre (located at McNabb Street) opened until 12 A.M., requesting southbound bus after 12 A.M.

- Provide transit services to the new Angus Glen Community Centre (at Major Mackenzie Drive and Warden Avenue).
- Improve weekday mid-day service and Saturday daytime service to 30 minutes to support Quick Start Rapid Transit (requested in the YRTP and YRT Service Integration Plan).

**Discussion/Issues:**

- Route performance/role to be re-evaluated in the context of supporting Quick Start Rapid Transit Hwy 7 corridor and Markham North-South link. TTC service (south of Hwy 7) may be reduced south of Hwy 7.
- YRT will evaluate the feasibility of late evening service after 12 A.M. after support Quick Start Rapid Transit Markham North-South link have been implemented.
- In order to support the Quick Start Rapid Transit Hwy 7 corridor and Markham North-South link, improve frequency levels on Saturdays to 30 minutes. In Fall 2005 and early 2006, YRT to evaluate the travel patterns along the Warden corridor and determine if current weekday service levels on the local service supports the travel needs.
- In the draft 2005 Service Plan and budget, it was recommended that Route 68B provide limited service (Monday to Sunday) to the new Angus Glen Community Centre at Major Mackenzie Drive and Warden Avenue. TTC reviewed our 2005 Service Plan and requested that the proposed route extension be implemented no later than March 27, 2005 and should occur for all service trips. The present on-street loop at the north end of the route requires the TTC buses operate over traffic calming humps on Calvert Road. TTC's policy is to not operate over vertical traffic calming devices. If the route extension cannot be implemented by March 27, 2005, TTC recommended that the vertical humps be removed or divert an alternative route which does not have vertical traffic calming devices. Based on the TTC request to extend all trips to the community centre, the final service plan recommends that all Route 68B services be removed from Calvert Road looping and extended to the Angus Glen Community Centre in October 2005. **(see Exhibit 1 on page 125)** The extension will not occur in March due to financial constraints and maintaining current frequency levels.

**Recommendation:**

- September 2005, extend route to Angus Glen C.C.
- YRT to monitor the Rapid Transit impacts and develop a new routing plan.
- Deferred to 2006: September 2005, increase frequency levels on Saturday to 30 minutes to support Quick Start Rapid Transit.

**Estimated Additional Costs:**

- Annualized cost of the extension to Angus Glen C.C. during weekdays is \$77,223\*
- Annualized cost of the extension to Angus Glen C.C. on Saturdays is \$10,203\*
- Annualized cost of the extension to Angus Glen C.C. on Sundays is \$8,503\*
- Total annualized cost of the extension to Angus Glen C.C. is \$95,929\*
- 2006 - Annualized cost of increase frequency on Saturdays is \$56,685

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\* 2005 funding for this improvement from Marketing budget.



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## **7.0 Alternative Services Strategy**

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### **7.1 Community Bus**

### **7.2 Demand Responsive Services**

### **7.2 Small Bus Strategy**



# Alternative Services Strategies

| Strategy                           | Service Delivery                                                                                                                              |
|------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Charter</b>                     | Riders book a YRT vehicle to take them from point A to point B (Minimum 3 hours service required)                                             |
| <b>Dial-A-Bus / Zone Bus</b>       | Riders call to reserve a vehicle that will pick-up and drop-off at closest bus stop (operation can be in-house or contracted out)             |
| <b>Community Bus</b>               | Accessible service on fixed routes                                                                                                            |
| <b>Flex Route</b>                  | Fixed route service with off-route deviations (for drop-offs or pick-ups)                                                                     |
| <b>Demand Responsive Connector</b> | Vehicles operate in demand-responsive mode within a zone, with one or more scheduled transfer points that connect with a fixed-route network. |
| <b>Fixed Route</b>                 | Vehicles travel on a fixed route and schedule                                                                                                 |
| <b>Express Service</b>             | Vehicles travel on fixed routes and schedules using limited stops                                                                             |





## 7.1 Community Bus

Community bus routes are fully accessible transit services typically designed for seniors and people with disabilities who can use fully accessible conventional transit. Rather than follow conventional routing patterns, these routes are specifically designed to provide better access to facilities oriented to this market group (door-to-door service), such as senior's residences, medical facilities, community centres/libraries and shopping areas.

Currently, only one Community bus route operates in York Region - Route 89 in Richmond Hill. This route has proven to be very popular with Richmond Hill residents and provides an efficient alternative to the single use trips made using the more expensive Mobility Plus service.

Consideration will also be given to the socio-economic characteristics of the community and other factors such as travel demand management programs that may affect potential transit ridership.

Due to the nature of a Community bus route, operating and performance standards are somewhat less than for core or feeder routes.

**Service Levels for Fixed Route Service** - minimum service frequencies and spans of service as per the following, when operating:

|                         |             |                                         |
|-------------------------|-------------|-----------------------------------------|
| <b>Weekdays</b>         | 60 minutes  | 6:00 am to 9:00 am / 3:00 pm to 7:00 pm |
|                         | 120 minutes | 9:00 am to 3:00 pm                      |
|                         | 120 minutes | 7:00 pm to 11:00 pm                     |
| <b>Saturdays</b>        | 120 minutes | 6:00 am to 11:00 pm                     |
| <b>Sundays/Holidays</b> | 120 minutes | 9:00 am to 11:00 pm                     |

**Performance Targets Fixed Route Services** – Community bus routes should equal or exceed the following performance levels; if they cannot meet these targets, possible remedies could include route changes, lower service levels or replacement by a demand responsive service:

|                    |                                |
|--------------------|--------------------------------|
| Weekday Peak Hours | 15 passengers per service hour |
| Other times        | 10 passengers per service hour |

**Service Warrants** – Small community routes are dependent on the demand in residential or industrial areas. They can operate during weekday peak periods only, or can be extended to other periods and days depending on their ability to maintain the minimum performance targets after a one year trial period.



**Route:** 089 RH Community Bus

**Type:** Community

**Description:** A Community bus route providing door to door service to various destinations in central Richmond Hill.

**Current Routing:**



**Operating Hours and Frequency:**

| AM Peak        | Midday | PM Peak | Evening        | Saturday | Sunday/Holiday |
|----------------|--------|---------|----------------|----------|----------------|
|                | ✓      | ✓       |                | ✓        | ✓              |
| Not Applicable | 60 min | 60 min  | Not Applicable | 60 min   | 60 min         |

**Major Trip Generators:** Senior residences along the route, York Central Hospital, Hillcrest Mall.

**Ridership (2003):**

|                     |        |               |
|---------------------|--------|---------------|
| <b>Annual</b>       | 29,465 | <b>Target</b> |
| <b>Avg Weekday</b>  | 106    |               |
| <b>Rev/Cost (%)</b> | 12.7   |               |
| <b>Rev Pass/Hr</b>  | 5      |               |
|                     |        | 25            |
|                     |        | 10            |

**Service Requests:** Not Applicable

**Discussion/Issues:**

- Due to the increasing number of destinations along the route, consideration will be given to developing two separate branches. This will minimize travel time by providing more direct service.
- Route 89 Community Bus transferred to the Mobility Plus budget as of July 1, 2004.

**Recommendation:**

- Review route structure and schedules for possible route re-configuration.

**Estimated Additional Costs:** Not Applicable

## **Proposed New Community Bus Routes**

### *Newmarket*

Currently Mobility Plus operates a Fixed Route for high volume destinations. This route operates on a semi-fixed route with a fixed schedule. The schedule permits drivers to make minor route deviations to serve areas off the route. Riders must be eligible for the service and must call to book a trip.

In order improve accessibility and better meet travel needs of the riders in Newmarket, it is proposed that Route 56 routing and existing Mobility Plus routing be used, however vehicles will travel on Timothy Street rather than Water Street to meet demand requests.

The route will be fully accessible and available to all YRT riders. There will be no need to call ahead to book a trip, however the routing will not allow for deviations. Pick-up and drop-off will occur only at existing YRT bus stops. The proposed routing is shown in **Exhibit 6 on the following page.**

### **Proposed Service:**

It is recommended that a pilot with two (2) buses be put into service, traveling in opposite directions.

### *Vaughan (Deferred to 2006)*

Residents of Maple have expressed the desire to have a local Community Bus service. Particularly, residents have requested travel to York Central Hospital, and other destinations such as the Maple Health Centre and Longo's Plaza.

Due to the socio-economic mix of the community, a review will be completed in Vaughan for the suitability of a Community Bus. YRT will consider operating a limited, fully accessible, fixed-route, midday service.

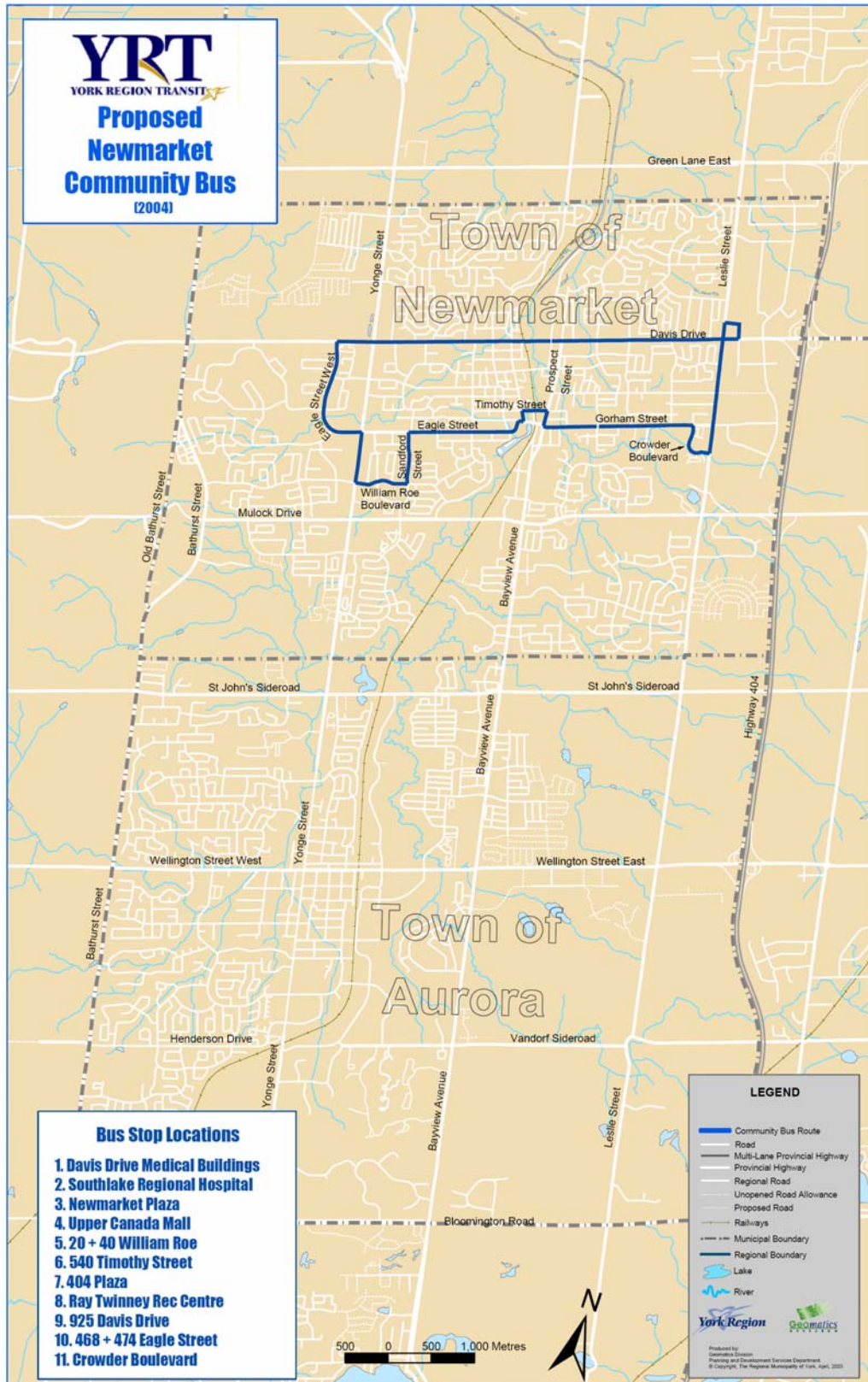
Routing is yet to be determined however, medical, shopping facilities will be the focus of the routing.

### **Estimated Additional Costs\*:**

- The cost of operating the pilot Newmarket Community Bus will be offset by savings from the conversion of Rt 56.
- 2006 - Community bus proposals for Vaughan and Newmarket could amount to \$300,000.

\* These costs are set in the Mobility Plus 2005 budget.

EXHIBIT 6



## 7.2 Demand Responsive Services

Demand Responsive refers to the provision of transportation services on a per person demand basis. The service is usually provided with an advance call process, whereby detailed information is taken with respect to the origin and destination of the trip. Demand Responsive services are currently operated by YRT, but only for specialized para-transit services for persons with disabilities (Mobility Plus). In Canada, this type of service provision is normally used for specialized para-transit services only, when door-to-door driver assistance is required.

Demand Responsive services have also been used in the transit industry for areas where conventional fixed services are not warranted, but where there is a desire to provide some form of publicly subsidized transit service. In fact, in the former Town of Markham, a Demand Responsive service called Transcab operated for several years (during late evening hours in local neighbourhoods) where demand did not justify full fixed conventional transit routes.

### 7.2.1 Zone Bus

Another good example of Demand Responsive services is the Zone Bus currently being operated by Oakville Transit. In this operation, riders are required to call Oakville Transit to request a pick-up from the nearest bus stop or major intersection and provide a destination point (also the nearest bus stop or major intersection). All calls must be placed at least 2 hours before the requested pick-up time. In addition to serving the requested pick-ups and drop-offs, the Oakville Zone Bus also meets the GO train hourly, serving these riders needs. Key success factors include a knowledgeable and courteous dispatcher, and bus operators well-versed in the community. Zone buses can expect to carry between 6-12 passengers per hour.

Candidate areas in York Region for a similar type of service are as follows:

| <i>Newmarket</i> | <i>Georgina</i> | <i>East Gwillimbury</i> |
|------------------|-----------------|-------------------------|
| Stonehaven Rd.   | Sutton          | Mt. Albert              |
| Sawmill Valley   | Pefferlaw       | Sharon                  |
| Clearmeadow      |                 |                         |

As part of the 2004 Newmarket restructuring, the new route 58 operating along Leslie Street was introduced which now services Sharon. It replaces the former Rt 55A and 57 service in the Sharon area and the former Rt 33 service along Leslie. The Sharon branch service will be reviewed in terms of what will be the best service delivery method i.e., reduced frequency, smaller vehicles or demand responsive service.

East Gwillimbury Council and residents have also expressed interest in service to the Mt. Albert community. Further consultation will be made with the community in order to discuss their needs and YRT's ability to service them.

Additionally, a request was received from Transit Georgina and Georgina Council. Their request refers to the potential for expanding specialized Mobility Plus services to include trips for rural residents not currently served by either

Mobility Plus or existing conventional transit routes. The Transit Georgina proposal is estimated to cost approximately \$120,000 annually. Georgina Council has also expressed interest in the possibility of shopping charters, that is, building ridership through once a week charters to a local/regional shopping area.

**Recommendation:**

- The Region make a contribution toward Transit Georgina's demand responsive service for implementation in July, 2005.

**Estimated Additional Costs:**

- \$30,000\* subsidy for 2005. The continuation of this subsidy will be reviewed as part of the 2006 planning process.

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\* 2005 funding for this improvement from Marketing budget.

### 7.3 Small Bus Strategy

York Region Transit inherited a variety of bus types and sizes at the time of its amalgamation. For various reasons, the use of larger, 40' buses may not always be appropriate. For this reason, a Small Bus Strategy is currently underway to evaluate the merits of using smaller buses on routes during periods of low demand (e.g. midday or evening).

In general, smaller buses are used on scheduled fixed-route service, however, these buses can also be utilized in alternative non-traditional circumstances; some examples include commuter shuttles, Zone and Community Buses.

Staff will assess both the merits and concerns of operating small buses and report to Transit Committee in early 2005.

#### Candidate Routes for the Small Bus Strategy

| <b><i>Division 1</i></b><br><i>(Markham, Whitchurch-Stouffville)</i> | <b><i>Division 2</i></b><br><i>(Newmarket, Aurora, E. Gwillimbury, Georgina)</i> | <b><i>Division 3</i></b><br><i>(Richmond Hill)</i> | <b><i>Division 4</i></b><br><i>(Vaughan)</i> |
|----------------------------------------------------------------------|----------------------------------------------------------------------------------|----------------------------------------------------|----------------------------------------------|
| Centennial<br>GO Shuttle                                             | Newmarket<br>GO Shuttle                                                          | North Richvale<br>GO Shuttle                       | RT 11                                        |
| Rt 9                                                                 | RT 31                                                                            | RT 84                                              | RT 13                                        |
|                                                                      | RT 44/66                                                                         | RT 89                                              |                                              |
|                                                                      | RT 50                                                                            |                                                    |                                              |
|                                                                      | RT 51                                                                            |                                                    |                                              |
|                                                                      | RT 52                                                                            |                                                    |                                              |



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## **8.0 School Specials**

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## 8.0 School Specials

Secondary school students are an important market for YRT services. In fact, in some areas of the Region, high school students comprise over 35% of the local market. As such, many YRT services are scheduled to meet school bell times and routes are configured to provide direct access to the schools. Due to the large volumes of student riders carried on specific runs during the day, it is sometimes necessary to add extra runs to regularly scheduled services in order to avoid overcrowding. These extra runs are referred to as 'School Specials'. Normally, School Specials operate along existing transit routes, however, occasionally parts of the route are diverted to provide additional service coverage.

As part of the annual service planning exercise, discussions are held with the York Region School Boards (Student Transportation Services) in order to determine the following year's needs. Discussions focus on the construction of new schools, scheduling of bell times and changes in walking distance criteria.

An example of a School Special routing is shown below. As of September 2004, YRT operates 26 'School Specials'. These runs are included on the YRT website and are marketed to York Region high schools.

EXHIBIT 7





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## **9.0 Summary of Recommendations**

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## **9.0 Summary of Recommendations by Route:**

### **001 Highway 7 (Markham)**

- The realignment of Route 1 – Highway 7 to operate along Highway 7 in both directions between Main Street Markham and 9<sup>th</sup> Line (Markham-Stouffville Hospital) during peak periods should be implemented as early as January 2005.
- To service Markham District H.S., a few peak hour trips would continue to operate along Church Street, or alternate trips via Church Street and via Hwy 7.
- Due to delays in running time, two more busses will be required to provide service in January 2005. Service frequency will be improved to 20 minute service between 12 noon and 3 p.m. These trips would be discontinued after the implementation of Quick Start Rapid Transit Hwy 7 corridor.
- Deferred to 2006: With the introduction of Quick Start Rapid Transit Highway 7 corridor and Markham North-South link, there are no major plans to increase frequency on this route. Route 1 service will be reduced when Quick Start Rapid Transit Hwy 7 corridor is fully implemented. This service change was also proposed in the Quick Start Rapid Transit - YRT Service Integration Plan. A proposed savings of 11,000 vehicle hours and an estimated operational cost savings of \$715,000 are anticipated.
- Due to the current and future transit improvements along Silver Linden Drive and Bantry Avenue (Route 87), it is not warranted that Route 1 be extended further north.

#### **Estimated Additional Costs:**

- No cost impacts for the Route 1 re-structuring.
- Annualized cost for midday service improvements from January until Quick Start Rapid Transit Hwy 7 corridor implementation (November) is approximately \$84,000.
- 2006 - Annualized cost savings for reducing peak period and early evening frequency is approximately \$694,000.

### **002 Milliken:**

- Deferred to 2006: Further extend routing eastward in the Fairtree Development, east of Eastvale Drive (via Denison Street, major north/south corridor, Steeles Avenue) during peak periods only.
- Deferred to 2006: Implement the TTC Route 21 Middlefield and TTC Route 130 Brimley extensions north of Steeles Avenue. If the Middlefield extension does not get approved, \$11,000 warranted for the Middlefield School special (1 AM and 1 PM trip). Start the school specials as early as January 2005.
- Deferred to 2006: integrate Route 2 - Milliken and Route 2A – 14<sup>th</sup> Avenue services, such that 14<sup>th</sup> Avenue and Denison routing east of Esna Park Drive become branches of Route 2. There would be higher levels of services west of Esna Park Drive.
- Deferred to 2006: If the proposed branch improvement to Finch Station does not get approved, then one new Route 2 trip from Finch Station would need to be implemented at 6:15 p.m. in order to provide 15 minute service.
- Deferred to 2006: In order to service Markham Stouffville Hospital, Route 2A branch will operate on weekends and also service Finch Station.

#### **Estimated Additional Costs:**

- 2006 - Annualized cost to extend TTC 130 Middlefield (weekday peak only) is \$250,974.
- If the above extension does not get approved, \$11,000\* warranted for the Middlefield School special (1 AM and 1 PM trip).
- 2006 - Annualized cost to extend TTC 21 Brimley (weekday peak only) is \$250,974.
- 2006 - Annualized cost related to eastern route extension into the Fairtree development (weekday peak only) is \$76,680.

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\* 2005 funding for this improvement from Marketing budget.

- 2006 - Annualized cost for Route 2 and Route 2A branches to Finch Station on weekends is \$176,221.
- 2006 - Annualized cost for Route 2 and Route 2A branches to Finch Station on Saturdays is \$19,578.
- 2006 - Annualized cost for Route 2 and Route 2A branches to Finch Station on Sundays is \$60,240.
- 2006 - Annualized cost for the new 6:15 p.m. trip is \$11,910.

#### **002A 14<sup>TH</sup> Avenue**

- Deferred to 2006: implement Legacy Express (1 am and 1 pm).
- Deferred to 2006: integrate Route 2 - Milliken and Route 2A – 14<sup>th</sup> Avenue services, such that 14<sup>th</sup> Avenue and Denison routing east of Esna Park Drive become branches of Route 2. There would be higher levels of service west of Esna Park Drive.
- If the proposed Route 2 and Route 2A branches to Finch Station do not get approved, we will evaluate the extension of Route 2A to loop to Victoria Park Avenue and Steeles Avenue. This extension would make connections to TTC services along Steeles Avenue and the Quick Start Rapid Transit station at Steeles Avenue and Esna Park Drive.

##### **Estimated Additional Costs:**

- 2006 - Annualized cost for the Legacy Express is \$23,814.
- 2006 - Annualized cost for the Route 2 and Route 2A branches to Finch Station have been included with Route 2 costing. If this is not approved, we will evaluate extending Route 2A to Steeles Avenue.

#### **003 / 003A Thornhill – York U**

- Coinciding with the implementation of Quick Start Rapid Transit service in Fall 2005, the existing 3A branch will be cancelled to avoid duplication of service which will also be provided by Quick Start Rapid Transit between these two points.

##### **Estimated Savings:**

- Annualized cost savings for the cancellation of the 3A branch is \$86,819.

#### **004 / 004A Major Mackenzie**

- For January 2005: Cuts in base service hours originally planned for implementation in November and December 2004 should be reinstated to restore adherence to core service level standard.
- For June 2005: To promote a grid-oriented route network and reduce duplication of service by deleting routing south of Major Mackenzie Drive in Maple (e.g. Melville Avenue, Jane Street, Springside Road, Langstaff Road, etc.). Concurrently, extended routing of the 4-A branch would operate to the Weston Road/Vellore area and to the vicinity of Angus Glen Community Centre or McCowan Road during weekday peak periods only, to service new development areas. As well, there may be an opportunity to deviate selected trips via McNaughton Road to provide improved access to St. Joan of Arc Secondary School.
- For September 2005: To implement a further eastward extension of the 4-A branch to Mount Joy GO Station or Markham-Stouffville Hospital, to service new development areas.
- For September 2005: To introduce a new peak period express service from Maple, linking this community (and possibly Vaughan Mills Mall) to TTC's Yorkdale subway station and operating with limited stops. The proposed route would take advantage of local Highways 400, 401 and/or 407 in order to minimize travel times thereby presenting a competitive alternative to travelling with personal automobiles. Customers could make use of the existing Park 'n Ride facilities at Maple Community Centre.
- For September 2005: To introduce a new GO shuttle service for the communities of East Maple, Maple Springs and possibly Maple Highlands in Vaughan. This service would provide local commuters with quicker transit access to the Rutherford GO Station located just east of Keele Street. Trip times would be geared to coincide with train arrival and departure times to create a convenient alternative to private auto use.

Estimated Additional Costs:

- Annualized cost for the Route 4A extension to Weston Rd. / Angus Glen and the frequency improvements is approximately \$165,910
- Annualized cost for further eastward extension to Markham-Stouffville Hospital or Mount Joy GO Station, as running time allows, is approximately \$120,790\*
- Annualized cost is \$74,838 (return of 2004 Base Cuts)
- Annualized cost is \$317,080 (new Maple Express route)
- Annualized cost is \$105,693 (new Rutherford GO Shuttle)

**005 Clark**

- Deferred to 2006: To operate new later Saturday evening service hours to support implementation of Quick Start Rapid Transit.
- Deferred to 2006: To operate new Sunday service hours to support implementation of Quick Start Rapid Transit.
- For January 2005: Implement AM peak period schedule adjustment as per discussion above. No significant cost changes to be incurred as the same number of buses will be operated.

Estimated Additional Costs:

- 2006 - \$12,413 in additional annual operating cost for additional Saturday evening service starting September 2005.
- 2006 - \$82,358 in additional annual operating cost for new Sunday service starting September 2005.

**006 Ansley Grove (Discontinued May 9, 2004)**

Estimated Additional Costs: Not Applicable

**007 Martin Grove**

- For September 2005: To extend routing on weekdays south of Steeles Avenue into the Rexdale area of Toronto. This extension would open a new market by providing a direct single-fare transit link between York Region and the key ridership generators of Humber College, Woodbine Centre and the William Osler Health Centre. Additional service hours would be provided on Saturdays to coincide with normal retail hours, and to support implementation of Quick Start Rapid Transit on the Highway 7 corridor.
- Deferred to 2006: Additional service hours would be provided on Sundays to coincide with normal retail hours.

Estimated Additional Costs:

- Annualized cost for Monday – Saturday extension is \$666,865.
- 2006 - Annualized cost for Sunday extension is \$96,682.

**008 Kennedy Rd.**

- May 2005, implement Sunday service (hourly frequency).
- September 2005, to improve service cover in the Berczy subdivision and to better service Quick Start Rapid Transit Hwy 7 corridor and Markham North-South link, the northern loop would be expanded to cover Bur Oak Avenue, Ridgecrest Road and Castlemore Avenue (removed from Major Mackenzie Drive and William Berczy Blvd).
- September 2005, increase the frequency during peak periods (making connection to Markham Express).
- September 2005, implement later evening services (hourly).

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\* 2005 funding for this improvement from Marketing budget.

- September 2005, implement later evening on Saturdays (to service Quick Start Rapid Transit Hwy 7 corridor and Markham North-South link)
- Deferred to 2006: September 2005, introduce Sunday service (to service Quick Start Rapid Transit Hwy 7 corridor and Markham North-South link)
- Deferred to 2006: implement a shuttle service to the Unionville GO Station from the Berczy development.
- Improve weekday mid-day service and Saturday daytime service to 30 minutes to support Quick Start Rapid Transit (requested in the YRTP and YRT Service Integration Plan).

Estimated Additional Costs:

- Annualized cost for to operate Sundays/Holidays service is \$48,945.
- Annualized cost to increase peak period frequency is \$111,130.
- Annualized cost to implement late evening service is \$39,689.
- Annualized cost for the late evening service on Saturdays is \$6,526.
- 2006 - Annualized cost for the late evening service on Sundays is \$7,530.
- 2006 - Annualized cost for the shuttle service to the Unionville GO Station is \$82,078.
- 2006 - Annualized cost to increase Saturday frequency to every 30 minutes is \$42,419.

### 009 Stouffville

- March 2005, additional bus to improve route structure / schedule (AM & PM peak).

Estimated Additional Costs:

- Annualized cost for the additional bus during peak periods is \$111,130.

### 010 York U - Woodbridge

- For January 2005: To provide improved weekday peak period 30-minute service frequency, and introduce new 45-minute off-peak service on weekdays during midday and evening periods, with existing routing, to address increasing ridership demand.  
(Over summer recess period at York University between May and August, service would be reduced to reflect decreasing student demand. Frequencies would be reduced to 45 and 60 minutes, respectively, for peak and midday/evening service.
- For November 2005: In order to integrate services with planned Quick Start Rapid Transit implementation, it is recommended to realign the current route by deleting the existing large one-way loop in West Woodbridge and replace it with simplified routing via Napa Valley Avenue. Service on the deleted section of routing on Woodbridge Avenue and Martin Grove Road would be adjusted accordingly by extending Route 11 into this area during weekday peak periods. Coinciding with this, the southern portion of Route 10 would be truncated and service would terminate at/near the Colossus Centre which represents a major ridership generator as well as an important connection point with the Quick Start Rapid Transit Highway 7 corridor. Service along the southern portion of the route would be discontinued between York University and the Weston Road/Highway 7 area to avoid duplication of service which will also be provided by Quick Start Rapid Transit between these two points. New Saturday and Sunday service would also be introduced to support the Quick Start Rapid Transit Highway 7 corridor.

Estimated Additional Costs:

- Annualized cost is \$301,981 for proposed weekday service.
- Annualized cost is \$55,860 for proposed Saturday service.
- Annualized cost is \$64,454 for proposed Sunday service.

### 011 Woodbridge

- For September 2005: In order to integrate services with the planned Quick Start Rapid Transit Highway 7 corridor, it is recommended to extend the existing routing to operate along the northern section of Martin Grove Road, north of Woodbridge Avenue, during weekday peak periods. (This will compensate for deleted Route 10 service, as described on page 37.) As well, new Sunday service will be introduced to support implementation of Quick

Start Rapid Transit. This would result in an improved service for the built-up portion of West Woodbridge.

Estimated Additional Costs:

- Annualized cost for route improvement is \$165,850.

### **012 Pine Valley**

- For June 2005: Extend the route to operate to Vaughan Mills Mall on weekdays and Saturdays, to address anticipated demand from the Woodbridge area, and to create a new link to the Concord area of Vaughan.
- Some minor routing changes would need to be implemented in the Woodbridge area. The elimination of the current one-way loop via Alderson Avenue, Aberdeen Avenue, Ansley Grove Road and Chancellor Drive would need to be replaced by a two-way alternative, likely via Chancellor Drive and Aberdeen Avenue.
- For January 2005: Cuts in Saturday base service hours implemented in May 2004 should be reinstated to restore adherence to local service level standard.

Estimated Additional Costs:

- Annualized cost for route extension is \$352,977.
- Annualized cost is \$4,655 (return of 2004 Base Cuts).

### **013 Islington**

- For January 2005: Implement AM and PM peak period schedule adjustment as per discussion above. No significant cost changes as the same number of buses will be operated.
- Deferred to 2006: Introduce weekday peak period service to Kleinburg to address customer requests and to coincide with the summer tourist season (Beginning May).
- Deferred to 2006: Introduce new Sunday service to support implementation of Rapid Transit for September 2005.

Estimated Additional Costs:

- 2006 - Annualized cost is \$148,663 for proposed May and September 2005 improvements, combined.

### **018 Bur Oak**

- May 2005, implement weekday midday service (hourly) and Saturday service (hourly).
- As early as Spring 2005 (when Bur Oak Avenue has been constructed between 9<sup>th</sup> Line and White's Hill), Route 18 to be removed from 9<sup>th</sup> Line and operate along the new section of Bur Oak Avenue. No cost impacts.
- When Bur Oak Avenue connects to Church Street, the temporary looping along Almira Avenue and Country Glen Avenue would be discontinued, operate two-way on Bur Oak Avenue. We would be able to service on street at the Woodhaven Senior Centre entrance.

Estimated Additional Costs:

- Annualized cost to provide weekday midday service is \$127,006.
- Annualized cost to provide Saturday service is \$32,630.

### **020 Jane Street**

- For June 2005: To improve peak and off-peak service frequency in anticipation of increased ridership demand to Vaughan Mills Mall, and in support of Rapid Transit later in the year. (Weekday peak period service may be improved from 30 to 20 minutes. Saturday service improvement from 45 to 30-40 minutes.)
- Deferred to 2006: Sunday service improvement from 45 to 30-40 minutes.

Estimated Additional Costs:

- Annualized cost for Monday – Saturday improvement is \$402,721
- 2006 - Annualized cost for Sunday improvement is \$93,101

### **027 Highway 27**

- No recommendations at this time.
- Estimated Additional Costs: Not Applicable

### **031 Aurora North**

- Route to be extended and realigned in September 2005 as indicated in the Newmarket/Aurora 2005 Service Map.
- Route 220 Aurora North GO Shuttle to be discontinued when Route 31 is restructured.
- Service frequency to be improved to every 30 min in the peak hour and every 60 minutes midday in support of Quick Start Rapid Transit Yonge North and
- Deferred to 2006: Late evening weekday service will be restored at time of restructuring.
- Deferred to 2006: Sunday service in support of Quick Start Rapid Transit Yonge North Service to be introduced in late 2005.
- Deferred to 2006: Introduce two school specials to supplement service in Aurora for the new Route 31 and 32.
- Maintain routing along Aurora Heights Drive during the peak hours and introduce service on Haida Drive in the mid-day, evenings and Saturdays.

Estimated Additional Costs:

- Additional annual operating cost for the route restructuring is \$123,000.
- 2006 - Additional annual operating cost for the increase of late evening service in support of Quick Start Rapid Transit Yonge North is \$54,000.
- 2006 - Additional annual operating cost for Sunday Service in support of Quick Start Rapid Transit Yonge North is \$48,000.
- 2006 - Additional annual operating cost for two new school specials in Aurora is \$63,000.
- Discontinuation of Route 220 Aurora North GO Shuttle results in a \$43,500 savings.
- No additional operating cost is anticipated for servicing Haida Drive.

### **032 Aurora South**

- Route to be extended and realigned in September 2005 as indicated in the Newmarket/Aurora 2005 Service Map.
- Route 221 Aurora South GO Shuttle to be discontinued at the same time as when Route 32 is restructured.
- Service frequency to be improved to every 30 minutes in the peak hour and every 60 minutes midday in support of Quick Start Rapid Transit Yonge North Corridor. Late evening service will be restored at time of restructuring.
- Deferred to 2006: Sunday service in support of Quick Start Rapid Transit Yonge North Corridor in late 2005.

Estimated Additional Costs:

- Additional annual operating cost for the route restructuring is \$161,000.
- Additional annual operating cost for the increase of midday and late evening service in support of Quick Start Rapid Transit Yonge North Corridor is \$67,800.
- 2006 - Additional annual operating cost for Sunday service in support of Quick Start Rapid Transit Yonge North Corridor is \$48,000.
- Discontinuation of Route 221 Aurora South GO Shuttle results in a \$46,000 savings.

### **033 Bayview-Leslie (Discontinued Sept 5, 2005)**

- Not Applicable
- Estimated Additional Costs: Not Applicable

### **034 Industrial Parkway**

- Not Applicable

Estimated Additional Costs: Not Applicable

#### **040 Unionville Local**

- Deferred to 2006: March 2005, restore base cuts for weekday late evening trips.
- Deferred to 2006: September 2005, restore base cuts during Saturdays and Sundays (from hourly to 40 minutes) in order to support the Quick Start – Rapid Transit routes.
- Deferred to 2006: eliminate the large one-way loop along Hollingham Road and John Button Blvd, Route 40 will operate two directional movements along Rodick Road. Expand service coverage by operating along Macrill Road and Calvert Road. The restructuring of Route 40 should coincide with the implementation of Route 40A.
- Deferred to 2006: implement Route 40A limited peak hour service along Hollingham Road, John Button Blvd, Apple Creek Blvd and along Town Centre Blvd to Hwy 7.
- Deferred to 2006: implement the new Route 42 route (peak only service). Trips would make GO Train connection. Eliminate Route 203 Centennial GO Shuttle.

Estimated Additional Costs:

- 2006 - Annualized cost for the late weekday service (operated by Student Express) is \$8,100.
- 2006 - Annualized cost for restoring Sunday services from hourly to 40 minutes (includes Route 40 costs) is \$20,687.
- 2006 - Annualized cost for restoring Sunday services from hourly to 40 minutes (includes Route 40 costs) is \$24,811.
- 2006 - Annualized cost for Route 40A (limited service) is \$79,379.
- 2006 - Annualized cost for Route 42 is \$238,136.

#### **041 Markham Local**

- Realignment of Route 41 Markham Local to be implemented in May 2005.
- May 2005, implement Brother Andre School Special when Route 41 is realigned.
- Deferred to 2006: March 2005, restore base cuts of late weekday evening service.
- Deferred to 2006: September 2005, restore base cuts to weekday peak (return 5:55 am and 7:15 pm; restore headway from 35 to 20 min); Saturdays and Sundays services (from hourly to 40 minutes) in order to support the Quick Start Rapid Transit Hwy 7 corridor and Markham North-South link.
- Deferred to 2006: implement the new Route 45 -Mingay route (peak only service). Route 203 Centennial GO shuttle would be discontinued.

Estimated Additional Costs:

- Annualized cost for the school specials is \$10,637.
- 2006 - Annualized cost for the late weekday service (operated by Student Express) is \$8,100.
- 2006 - Annualized cost for restoring base cuts of late weekday evening service is \$21,115.
- 2006 - Annualized cost for restoring Saturday services from hourly to 40 minutes (includes Route 40 costs) is \$20,687.
- 2006 - Annualized cost for restoring Sunday services from hourly to 40 minutes (includes Route 40 costs) is \$24,811.
- 2006 - Annualized cost for Route 45 - Mingay is \$238,136.
- 2006 - Annualized cost savings for the discontinuation of Route 203 is \$58,740.

#### **044/066 Bristol-London/Glenway-Summerhill**

- Introduce Sunday Service.
- Routes to be extended and realigned in September 2005 as indicated in the Newmarket/Aurora 2005 service Map.
- The following new branches to be introduced:

Route 55A – Davis Drive via London Road

Route 57A – Mulock via Summerhill

- Route 44 to be re-numbered and route changed to route 55A and route 66 to be re-numbered as route 57A as indicated in the Newmarket/Aurora restructuring map.

Estimated Additional Costs:

- Current annual cost for Route 66 of \$189,000 to be transferred to the new Route 57A branch, as part of the Newmarket/Aurora 2005 service map. The estimated additional operating cost savings for the new 57A branch is \$67,000 to be applied to offset the additional operating cost for the restoration of late evening service.
- Current annual cost for Route 44 of \$200,000, to be transferred to the new Route 55A, as part of the Newmarket/Aurora 2005 restructuring.
- Additional annual operating cost for Route 55A Sunday Service in support of Quick Start Rapid Transit Yonge North Service is \$48,000.
- Additional annual operating cost for Route 57A Sunday Service in support of Quick Start Rapid Transit Yonge North Service to the former Rt 66 customers is \$48,000.

#### **050 Queensway**

- Not Applicable

Estimated Additional Costs: Not Applicable

#### **051 Keswick Local**

- Not Applicable

Estimated Additional Costs: Not Applicable

#### **052 Holland Landing Local**

- Route to be extended and realigned in September 2005 as indicated in the Newmarket/Aurora 2005 Service Map.

Estimated Additional Costs: Not Applicable

#### **054 Bayview North**

- Route to be extended and realigned in September 2005 as indicated in the Newmarket/Aurora 2005 service Map.
- Deferred to 2006: Sunday service in support of Quick Start Rapid Transit Yonge Street North Corridor to be introduced in late 2005.

Estimated Additional Costs:

- Additional annual operating cost for the introduction of late evening service in support of Quick Start Rapid Transit Yonge Street North Corridor and service request is \$54,000.
- 2006 - Additional annual operating cost for the introduction of late evening service in support of Quick Start Rapid Transit Yonge Street North Corridor is \$8,000.
- 2006 - Additional annual operating cost for Sunday Service in support of Quick Start Rapid Transit Yonge Street North Corridor is \$48,000.

#### **055 Davis Drive**

- Introduce the New Route 55A – Davis Drive – Via London Rd in September 2005.
- Introduce an extension of the current Route 55 to Bales Drive on a limited peak hour service in September 2005.

Estimated Additional Costs:

- Refer to Route 44 for Route 55A – Davis Drive – Via London Rd operating cost.
- No additional operating cost is anticipated.

### **056 Eagle-Gorham**

- Deferred to 2006: Restore off peak midday service to every 30 minutes and the route to remain unchanged as indicated in the Newmarket re-orientation plan.
- Deferred to 2006: Restore the 11:10 pm Route 56 late evening trip.

Estimated Additional Costs:

- 2006 - Additional annual operating cost to restore midday service to every 30 minutes and return the 11:10 pm is \$27,900.

### **057 / 057A Mulock Drive**

- Route 57A branch to be realigned and replace the current Route 66 routing in the Clearmeadow Subdivision in September 2005 as indicated in the Newmarket/Aurora 2005 Service map.
- Introduce the new Route 98 – Yonge North in September 2005
- Introduce the new Route 223 GO Shuttle in September 2005
- Introduce the new Route 224 GO Shuttle in September 2005

Estimated Additional Costs:

- Additional annual operating cost for the introduction of Route 98 Yonge North 7-day service in support of Quick Start Rapid Transit Yonge North is \$887,000
- Annualized cost for both Route 223 and 224 GO Shuttles is \$120,000\*

### **058 Leslie North**

- Not Applicable

Estimated Additional Costs: Not Applicable

### **077 Highway 7 - Centre**

- For September 2005: To reduce weekday service frequencies primarily during early midday and early evening periods on weekdays to compensate for new Quick Start rapid transit service scheduled to begin operating Fall 2005. No similar service reductions are planned for weekend service.
- Coinciding with new Sunday service on Route 5 which is planned to be implemented in September 2005, Route 77 Sunday service would operate regular routing between Promenade Terminal and Yonge Street (as it currently does on weekdays and Saturdays) via Centre Street, instead of New Westminster Drive and Clark Avenue

Estimated Savings:

- Annualized cost savings of \$310,738 due to reduction of weekday service to support Quick Start Rapid Transit Highway 7 corridor in September 2005.

### **080 Mill Pond (Discontinued May 9, 2004)**

- Not Applicable

### **081 Beverley Acres (Discontinued May 9, 2004)**

- Not Applicable

### **082 Valleysmede/Spadina**

- Route 82 Valleysmede/Spadina routing to remain unchanged.
- Introduce Saturday service as early as possible into 2005 in order to meet minimum local route standards.

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\* 2005 Funding for this improvement from Marketing budget.

- Deferred to 2006: Introduce Sunday service and late evening service in support of Quick Start Rapid Transit Hwy 7 Corridor Service in the Fall of 2005.
  - Monitor the need for a new School Special to service the new Richmond Green High School.
- Estimated Additional Costs:

- Additional annual operating costs for Saturday service is \$38,000.
- Additional annual operating cost for late evening service in support of Quick Start Rapid Transit Hwy 7 Corridor Service is \$47,000.
- 2006 - Additional annual operating cost for Sunday Service in support of Quick Start Rapid Transit Hwy 7 Corridor Service is \$44,000.
- 2006 - Additional annual operating cost for a new school special is \$93,000.

### **083 / 083A Trench**

- Route 83 and 83A Trench to remain unchanged until the introduction of Quick Start Rapid Transit Hwy 7 Corridor Service in the fall of 2005. When Quick Start Rapid Transit Hwy 7 Corridor Service begins then Route 83 and 87 will be re-routed as indicated in the Richmond Hill 2005 Service plan map.
- Deferred to 2006: Introduce Sunday service and late evening service in support of Quick Start Rapid Transit Hwy 7 Corridor Service in the Fall of 2005.

Estimated Additional Costs:

- Additional annual operating cost for late evening service (weekdays) in support of Quick Start Rapid Transit Hwy 7 Corridor Service is \$31,000.
- 2006 - Additional annual operating cost for late evening service (Saturdays) in support of Quick Start Rapid Transit Hwy 7 Corridor Service is \$6,000.
- 2006 - Additional annual operating cost for Sunday Service in support of Quick Start Rapid Transit Hwy 7 Corridor Service is \$88,000.
- No additional operating cost associated with the re-routing as the cost to operate the route extension to Promenade will be transferred to service the Bayview Glen subdivision.

### **084 Oak Ridges**

- Route 84 Oak Ridges to remain unchanged until it is restructured to include a new local service within Oak Ridges including Wood Rim Ave in support of the Region's Quick Start Rapid Transit Yonge North service, as indicated in the Richmond Hill 2005 service plan map.
- Introduce New Route 22 in King City and Oak Ridges at the same time in support of the Region's Quick Start Rapid Transit Yonge North service initiative and as indicated in the Richmond Hill 2005 service plan map. Introduction of Sunday service likely to be a 2006 initiative.

Estimated Additional Costs:

- Current annual cost of \$542,000 to be transferred to the new local Route 84 Oak Ridges service (\$458,000) and to Route 86 (\$84,000) in order to accommodate the additional route length required to service the Inspiration Subdivision.

### **085 / 085A Rutherford-16<sup>TH</sup> Ave**

- Introduce and restore improved late evening frequency and service weekdays in January 2005.
- May 2005, introduce improved early evening frequency in support of Quick Start Rapid Transit Yonge Service.
- May 2005, restore Saturday evening service from 60 minute to 30/40 minute frequency.
- May 2005, introduce Sunday service on the full routing in support of both Vaughan Mills and Quick Start Rapid Transit Yonge Service.
- Deferred to 2006: Introduce New 85C Monday to Friday peak hour only branch operating from Cornell to Beaver Creek.

Estimated Additional Costs:

- Additional annual operating cost for late evening service improvement and restoration is \$62,000
- Additional annual operating cost for improved early evening frequency service in support of Quick Start Rapid Transit Yonge service is \$75,000\*
- Additional annual operating cost for Saturday evening service improvement in support of Quick Start Rapid Transit Yonge service is \$15,000\*
- Additional annual operating cost for Sunday service in support of Quick Start Rapid Transit Yonge service is \$44,000\*
- 2006 – Additional annual operating cost for Route 85C Branch is \$248,000

#### **086 Weldrick - Newkirk**

- Route 86 Weldrick/Newkirk to remain unchanged until Quick Start Rapid Transit Yonge North service begins in September 2005 as indicated in the Richmond Hill 2005 Service Map. When Route 84 restructuring takes place, YRT will introduce the new Bernard GO Shuttle and the Route 86 extension.
- Introduce Sunday service on the full routing in support of Quick Start Rapid Transit Yonge North service.

##### **Estimated Additional Costs:**

- Current Route 86 annual cost of \$484,000 to be maintained at current levels. There is no additional cost required to accommodate the additional route length resulting from the removal of Route 84 from the Inspiration subdivision.
- Additional annual operating cost for Sunday service in support of Quick Start Rapid Transit Yonge North service is \$44,000.
- Additional annual operating cost for the new Bernard GO Shuttle is \$109,000.

#### **087 Langstaff Local**

- Route 87 Langstaff/Maple to remain unchanged until Quick Start Rapid Transit Yonge Hwy 7 Corridor service begins in September 2005 and then routing will be changed as indicated in the Richmond Hill 2005 Service Map.
- Introduce New Route 23 and discontinue the Route 88 via Hilda Branch in September 2005.

##### **Estimated Additional Costs:**

- The estimated annual operating cost savings from the Route 88 via Hilda branch is \$187,000 and is to be applied to offset the additional operating cost for the New Route 23. Total additional operating cost for Route 23 is \$657,000

#### **088 Bathurst**

- Improve midday and evening Route 88 service to every 30 minutes and 40 minutes in September 2005 in support of Quick Start Rapid Transit Hwy 7 Corridor service.
- Re-designate the existing Hilda Avenue branch as new Route 23. Refer to discussion on Route 87 for more details on cost, routing, etc.
- Proposal to have Route 23 operate via Atkinson Avenue will be further considered, pending review of impact on existing Route 88 customers.

##### **Estimated Additional Costs:**

- Additional annual operating cost in support of Quick Start Rapid Transit Hwy 7 Corridor service is \$93,000.
- Additional annual operating cost for Saturday service improvements in support of Quick Start Rapid Transit Hwy 7 Corridor service is \$19,000.
- 2006 - Additional annual operating cost for Sunday service improvements in support of Quick Start Rapid Transit Hwy 7 Corridor service is \$29,000.

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\* 2005 funding for this improvement from Marketing budget.

### **090 Leslie**

- Deferred to 2006: Improve Sunday service. (Extend to TTC Don Mills Station, 60 minute frequency)
- Deferred to 2006: Route 90 and the new 90A branch to be extended south to the TTC Don Mills subway station to replace the current TTC 25D service.
- Deferred to 2006: improve midday, evening, and Saturday Route 90 service to every 30 minutes in support of the Region's rapid transit initiative.

#### **Estimated Additional Costs:**

- 2006 - Additional annual operating cost for Sunday service improvements in support of Quick Start Rapid Transit corridors is \$51,000.
- 2006 - Additional annual operating cost for weekdays in support of Quick Start Rapid Transit corridors is \$62,000.
- 2006 - Additional annual operating cost for Saturday service improvements in support of Quick Start Rapid Transit corridors is \$46,000.
- 2006 - The estimated annual operating cost for the extended route 90 and new 90A is \$760,000 and is to be offset by the cancelling of TTC 25D service and by the cost savings associated by not extending the route to Seneca King Campus. This will result in a net annual savings of \$7,000.

### **091 / 091A Bayview**

- Not Applicable

Estimated Additional Costs: Not Applicable

### **099 Yonge**

- For January 2005: further to input received from Operations staff, to reallocate selected 99-A trips (via Harding Blvd) to operate as full-length trips to/from Bernard Terminal, when warranted, and as running time permits.
- For Spring 2005: to consider implementation of late-night service after 1:30am to coincide with the last arriving subway train at Finch Station.
- For September 2005: to reduce peak service frequencies on weekdays, Saturdays and Sundays to compensate for new Quick Start Rapid Transit service scheduled to begin operating on Yonge Street in Fall 2005.

#### **Estimated Savings:**

- Annualized cost savings for service reduction is \$1,214,000.

### **200 Langstaff GO Shuttle**

- No service changes recommended, however if performance does not improve by December 2004, cancellation of service to be considered for March 2005.

Estimated Additional Costs: Not Applicable

### **201 Markham GO Shuttle**

- Not Applicable

Estimated Additional Costs: Not Applicable

### **202 Unionville GO Shuttle**

- Extend route to Rodick Rd and Woodbine Ave, operating via Hollingham Rd and Rodick Rd. Service would be removed from Baycliffe Rd and Carlton between Hollingham Rd and Village Parkway. Implementation of this initiative is pending review.

Estimated Additional Costs: Not Applicable

### **203 Centennial GO Shuttle**

- Deferred to 2006: discontinuation of the Centennial GO Shuttle.
- Estimated Additional Costs:
- 2006 - Annualized cost savings for the discontinuation of Route 302 is \$58,740.

### **220 Aurora North GO Shuttle**

- Maintain current routing and service levels until restructuring of Route 31 takes place in September 2005.
- Estimated Additional Costs:
- Current annual operating cost of \$43,000 to be transferred to Route 31 as part of the Newmarket/Aurora re-orientation plan.

### **221 Aurora South GO Shuttle**

- Maintain current routing and service levels until restructuring of Route 31 takes place in September 2005.
- Estimated Additional Costs:
- Current annual operating cost of \$46,000 to be transferred to Route 32 as part of the Newmarket/Aurora re-orientation plan.

### **222 Newmarket Aurora Seneca Shuttle**

- Maintain current routing and service levels until the introduction of the Quick Start Rapid Transit Yonge North corridor in September 2005 after which Route 22 will be implemented.
- Estimated Additional Costs:
- Current annual operating cost of \$112,000 to be transferred to New Route 22 as part of the Newmarket/Aurora 2005 restructuring plan.
  - New additional annual cost of \$292,000 to be applied to the New Route 22 as part of the Newmarket/Aurora 2005 restructuring plan.

### **240 Mill Pond GO Shuttle**

- Not Applicable
- Estimated Additional Costs: Not Applicable

### **241 Beverley Acres GO Shuttle**

- Not Applicable
- Estimated Additional Costs: Not Applicable

### **242 North Richvale GO Shuttle**

- Not Applicable
- Estimated Additional Costs: Not Applicable

### **243 Redstone GO Shuttle**

- Not Applicable
- Estimated Additional Costs: Not Applicable

### **300 Business Express**

- June 2005, implement new trips (2 AM trips, 1 PM trip)
- September 2005, to accommodate Seneca Students (at the Allstate location) implement two new trips.

- YRT will continue to evaluate implementing additional services or reduce services once Quick Start Rapid Transit Hwy 7 corridor and Markham North-South link have been implemented.

Estimated Additional Costs:

- Annualized cost for the new trips starting May 2005 is \$36,990.
- Annualized cost for the new trips starting Fall 2005 for Seneca is \$36,990.

### **301 Markham Express**

- Deferred to 2006: implement the 2 new trips.

Estimated Additional Costs:

- 2006 - Annualized cost for Route 301 new trips is \$31,752.

### **302 Unionville Express**

- Deferred to 2006: implement a new 4:15 pm trip.

Estimated Additional Costs:

- 2006 - Annualized cost for Route 302 new trip is \$15,876.

### **303 Cornell Express**

- Deferred to 2006: the route will not cover the Markham Express portion but extend further north to service Bur Oak Avenue.
- Deferred to 2006: implement new 2 am trips and 2 pm trip (priority 5 from 2004 and growth).

Estimated Additional Costs:

- 2006 - Annualized cost for the new trips (priority 5 from 2004) is \$23,814.
- 2006 - Annualized cost for new service and extension is \$31,752.

### **TTC 17A Birchmount**

- Extend route to Birchmount Road and Enterprise Blvd in 2006.
- Extend route to Birchmount Road and Hwy 7 in 2008.

Estimated Additional Costs: Not Applicable

### **TTC 24D, 224 C/D Victoria Park N & YRT 224B Woodbine**

- March 2005, route extension to service the Cathedral community during peak periods.
- September 2005, YRT to operate Routes 224D & 24D during weekdays and rename as 24D Woodbine, servicing the Don Mills Subway Station. Weekend service would terminate at Steeles Avenue, extend to Esna Park Drive and Steeles Avenue.
- TTC would continue operating Route 224C during peak periods.
- Deferred to 2006: September 2005, increase frequency during weekday peak service to 15 minutes and Saturday and Sunday daytime service to 30 minutes and weekend evening service (60 minutes). Weekend trips (alternate trips) to service the Cathedral community.

Estimated Additional Costs:

- Cost for the extension into the Cathedral community (operated by TTC from March to September) during weekday peak periods is \$73,255.
- Annualized cost for continuing weekday 224D/24D services - operated by TTC - is \$1,012,169.
- Annualized cost for YRT to operate 224D/24D during weekdays (includes extension into Cathedral and cost between Steeles and Don Mills Subway) is \$1,029,701.
- 2006 - Annualized cost for increased peak period service is \$222,261.
- Weekend extensions into Cathedral to use existing layover time.
- 2006 - Total annualized cost for increased frequency on Saturdays is \$32,630.
- 2006 - Total annualized cost for increased frequency on Sundays is \$37,650.

### **TTC 25D Don Mills**

- Deferred to 2006: route 25D to be replaced by Route 90A and no longer operated by TTC. The new Route 90A would operate along the current routing between Don Mills Subway Station and 16<sup>th</sup> Avenue (along East and West Beaver Creek). The changes to the routing would be to operate alternating southbound trips on Commerce Valley Drive West and to divert to Seneca College on Finch Avenue.

Estimated Additional Costs:

- 2006 - Annualized cost TTC saving by discontinuing TTC operations is \$927,500.
- Refer to Route 90 for the annualized cost.

### **TTC 35D Jane**

- Not Applicable

Estimated Additional Costs: Not Applicable

### **TTC 37D Islington**

- Due to current financial performance, existing service may require monitoring to determine whether adjustments in service frequency and/or routing alignment could be implemented to improve cost recovery.

Estimated Additional Costs: Not Applicable

### **TTC 102D Markham Rd**

- May 2005, to improve service cover in the Greensborough community, a one-way loop will operate along Major Mackenzie, Markham By-Pass, Alfred Paterson Drive and Bur Oak Avenue (maybe Castlemore Avenue instead of Bur Oak Ave).
- Deferred to 2006: September 2005, restore weekday midday frequency (10am to 2pm) from 54 minutes to 36 minutes to help support Quick Start Rapid Transit Hwy 7 corridor and Markham North-South link and meet local transit needs.
- Deferred to 2006: To help support Quick Start Rapid Transit Hwy 7 corridor and Markham North-South link, improve weekday mid-day service and Saturday daytime service to 30 minutes and increase Saturday evening service.
- Sunday service (60 minutes) to support Quick Start Rapid Transit (requested in the YRTP and YRT Service Integration Plan).

Estimated Additional Costs:

- Annualized cost for the loop extension is \$160,789.
- 2006 - Annualized cost to restore base cuts is \$151,687.
- 2006 - Annualized cost for increased Saturday service is \$56,685.
- Annualized cost for Sunday service is \$96,474.

### **TTC 105 Dufferin North**

- For January 2005: improve current 60-minute weekday evening frequency to 30-40 minutes and provide later evening service to address customer requests and accommodate increasing ridership.
- For September 2005: improve current 60-minute service frequency to 30-40 minutes during weekday midday periods, as well as on Saturdays and Sundays to address customer requests and accommodate increasing ridership. (As construction in the Thornhill Woods community approaches completion, it may likely become necessary to provide new and expanded routing coverage on the east side of Dufferin Street between Rutherford Road and Highway 7).

Estimated Additional Costs:

- Annualized cost for weekday and Saturday improvements is \$526,300.
- 2006 - Annualized cost for Sunday improvements is \$78,487.

### **TTC 107B/C/D/F Keele North**

- Not Applicable
- Estimated Additional Costs: Not Applicable

### **TTC 129A McCowan North**

- September 2005, to improve service cover in the Wismer subdivision, the northern loop will be changed to cover Bur Oak Avenue, Mingay Avenue and Castlemore Avenue (remove from Major Mackenzie Drive, Ridgecrest Road, The Bridle Walk, Castlemore Avenue).
- Estimated Additional Costs: Not Applicable

### **TTC 160 Bathurst North**

- Not Applicable
- Estimated Additional Costs: Not Applicable

### **TTC 165D Weston Road N**

- Deferred to 2006: For May 2005, to introduce new peak period routing, on weekdays only, via Davos Road, Fossil Hill Road, Major Mackenzie Drive, Vellore Woods Blvd., and Ashberry Blvd to improve accessibility to the route. Service frequency on the existing portion of routing on Weston Road north of Davos/Ashberry would be split and half of the current trips would instead operate the revised routing into the internal communities. This would address the need for reduced walking distances during the more important peak periods.
  - Deferred to 2006: For May 2005, to introduce a new branch to operate into Vaughan Mills Mall to address anticipated demand. It is proposed that this new branch would deviate from Weston Road at Langstaff Road and travel via Edgeley Blvd. to the Mall.
  - Deferred to 2006: For September 2005, to provide additional Sunday evening service hours to support the Quick Start Rapid Transit Highway 7 corridor.
- Estimated Additional Costs:
- 2006 - \$885,706 Annualized (for March 2005 improvement)
  - 2006 - \$19,622 Annualized (for September 2005 improvement)

### **TTC 68B Warden North**

- September 2005, extend route to Angus Glen C.C.
  - YRT to monitor the Rapid Transit impacts and develop a new routing plan.
  - Deferred to 2006: September 2005, increase frequency levels on Saturday to 30 minutes to support Quick Start Rapid Transit.
- Estimated Additional Costs:
- Annualized cost of the extension to Angus Glen C.C. during weekdays is \$77,223\*
  - Annualized cost of the extension to Angus Glen C.C. on Saturdays is \$10,203\*
  - Annualized cost of the extension to Angus Glen C.C. on Sundays is \$8,503\*
  - Total annualized cost of the extension to Angus Glen C.C. is \$95,929\*
  - 2006 - Annualized cost of increase frequency on Saturdays is \$56,685

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\* 2005 funding for this improvement from Marketing budget.

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## **10.0 Appendices**

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**Appendix A: 2004 System Performance Data**

**Appendix B: Service Standards**

**Appendix C: Current Service Levels**



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**Appendix A:        2004 System Performance Data**

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**YORK REGION TRANSIT**  
**2004 SYSTEM PERFORMANCE DATA**

|                                  | YRT<br>Route #                     | Route Name                | Ridership<br>2004 | Revenue<br>Hours | Total Operating<br>Revenues | Total Direct<br>Oper. Expenses | Rev/Cost      | Avg Wkday<br>Rev Ridership |        |
|----------------------------------|------------------------------------|---------------------------|-------------------|------------------|-----------------------------|--------------------------------|---------------|----------------------------|--------|
| Markham, Stouffville             | 1*                                 | Highway 7                 | 1,120,729         | 35,650           | \$ 2,108,766                | \$ 2,922,222                   | 72.2%         | 3,929                      |        |
|                                  | 2                                  | Milliken                  | 559,947           | 23,700           | \$ 1,053,598                | \$ 1,942,684                   | 54.2%         | 2,064                      |        |
|                                  | 2A                                 | 14th Ave                  | 88,860            | 10,634           | \$ 167,199                  | \$ 871,667                     | 19.2%         | 384                        |        |
|                                  | 40/41                              | Unionville/Markham Loc    | 164,282           | 16,142           | \$ 309,113                  | \$ 1,464,813                   | 21.1%         | 613                        |        |
|                                  | 8                                  | Kennedy Rd                | 145,682           | 9,800            | \$ 274,116                  | \$ 803,304                     | 34.1%         | 663                        |        |
|                                  | 9*                                 | Stouffville               | 1,939             | 1,223            | \$ 3,648                    | \$ 100,249                     | 3.6%          | 28                         |        |
|                                  | 18                                 | Bur Oak                   | 35,397            | 3,338            | \$ 66,603                   | \$ 273,615                     | 24.3%         | 187                        |        |
|                                  | 301                                | Markham Express           | 108,723           | 3,510            | \$ 254,751                  | \$ 287,714                     | 88.5%         | 458                        |        |
|                                  | 302                                | Unionville Express        | 55,169            | 1,907            | \$ 129,268                  | \$ 156,316                     | 82.7%         | 228                        |        |
|                                  | 300                                | Business Express          | 83,034            | 1,820            | \$ 194,559                  | \$ 149,185                     | 130.4%        | 453                        |        |
|                                  | 303                                | Cornell Express           | 12,706            | 378              | \$ 29,772                   | \$ 30,985                      | 96.1%         | 66                         |        |
|                                  | 203                                | Centennial GO Shuttle     | 8,381             | 925              | \$ 15,770                   | \$ 75,822                      | 20.8%         | 30                         |        |
|                                  | 201                                | Markham GO Shuttle        | 19,863            | 1,202            | \$ 37,374                   | \$ 98,528                      | 37.9%         | 83                         |        |
|                                  | 202                                | Unionville GO Shuttle     | 37,901            | 1,327            | \$ 71,315                   | \$ 108,774                     | 65.6%         | 127                        |        |
|                                  | 200                                | Langstaff GO Shuttle      | 2,635             | 551              | \$ 4,958                    | \$ 45,165                      | 11.0%         | 9                          |        |
|                                  | Markham Total                      |                           |                   | 2,445,248        | 113,636                     | \$ 4,720,809                   | \$ 9,331,042  | 50.6%                      | 9,322  |
|                                  | TTC 17A                            | Birchmount                | 64,651            | 2,283            | \$ 121,647                  | \$ 275,436                     | 44.2%         | 253                        |        |
|                                  | TTC 224B/C/D                       | Vic Park North (Woodbine) | 212,385           | 10,940           | \$ 399,624                  | \$ 1,260,735                   | 31.7%         | 777                        |        |
|                                  | TTC 25D                            | Don Mills                 | 281,437           | 8,613            | \$ 529,552                  | \$ 1,039,127                   | 51.0%         | 1,289                      |        |
|                                  | TTC 68                             | Warden North              | 229,857           | 8,388            | \$ 432,499                  | \$ 1,011,982                   | 42.7%         | 825                        |        |
|                                  | TTC 102D                           | Markham Rd                | 101,478           | 9,174            | \$ 190,941                  | \$ 1,106,810                   | 17.3%         | 452                        |        |
|                                  | TTC 129A                           | McCowan North             | 568,182           | 14,537           | \$ 1,069,093                | \$ 1,753,836                   | 61.0%         | 2,081                      |        |
|                                  | TTC Total                          |                           |                   | 1,457,990        | 52,406                      | \$ 2,743,357                   | \$ 6,447,924  | 42.5%                      | 5,677  |
|                                  | Markham (Miller & TTC) Total       |                           |                   | 3,903,238        | 166,042                     | \$ 7,464,166                   | \$ 15,778,966 | 47.3%                      | 14,999 |
| Vaughan                          | 3*                                 | Thornhill - York U.       | 386,366           | 25,868           | \$ 726,987                  | \$ 1,957,127                   | 37.1%         | 2,192                      |        |
|                                  | 4*                                 | Major Mackenzie           | 365,535           | 24,732           | \$ 687,791                  | \$ 1,871,179                   | 36.8%         | 1,283                      |        |
|                                  | 5                                  | Clark                     | 462,122           | 15,549           | \$ 869,530                  | \$ 1,176,410                   | 73.9%         | 1,759                      |        |
|                                  | 6                                  | Ansley Grove              | 3,998             | 1,013            | \$ 7,523                    | \$ 76,642                      | 9.8%          |                            |        |
|                                  | 7                                  | Martin Grove              | 65,726            | 5,958            | \$ 123,670                  | \$ 450,772                     | 27.4%         | 292                        |        |
|                                  | 10                                 | York U. (Woodbridge)      | 46,209            | 3,604            | \$ 86,947                   | \$ 272,672                     | 31.9%         | 281                        |        |
|                                  | 11                                 | Woodbridge                | 16,680            | 3,671            | \$ 31,385                   | \$ 277,741                     | 11.3%         | 61                         |        |
|                                  | 12                                 | Pine Valley               | 24,734            | 2,901            | \$ 46,540                   | \$ 219,485                     | 21.2%         | 82                         |        |
|                                  | 13                                 | Islington Ave             | 84,398            | 6,282            | \$ 158,803                  | \$ 475,285                     | 33.4%         | 334                        |        |
|                                  | 20                                 | Jane                      | 35,826            | 2,494            | \$ 67,410                   | \$ 188,692                     | 35.7%         | 619                        |        |
|                                  | 27                                 | Highway 27                | 67,022            | 2,204            | \$ 126,109                  | \$ 238,117                     | 53.0%         | 175                        |        |
|                                  | 77*(excl.BT)                       | Hwy 7 - Centre St         | 541,954           | 20,194           | \$ 1,019,742                | \$ 1,527,842                   | 66.7%         | 2,012                      |        |
|                                  | 99*                                | Yonge C                   | 2,355,341         | 51,678           | \$ 4,431,815                | \$ 3,909,866                   | 113.3%        | 7,766                      |        |
|                                  | 318/319*                           | Wonderland Express        | 1,480             | 326              | \$ 3,468                    | \$ 24,665                      | 14.1%         |                            |        |
|                                  | Vaughan Total                      |                           |                   | 4,457,391        | 166,474                     | \$ 8,387,720                   | \$ 12,666,495 | 66.2%                      | 16,856 |
|                                  | TTC 35D                            | Jane                      | 422,588           | 9,295            | \$ 795,143                  | \$ 1,121,408                   | 70.9%         | 1,891                      |        |
|                                  | TTC 37D                            | Islington                 | 36,574            | 3,033            | \$ 68,818                   | \$ 365,920                     | 18.8%         | 164                        |        |
|                                  | TTC 105                            | Dufferin N.               | 363,793           | 9,310            | \$ 684,514                  | \$ 1,123,217                   | 60.9%         | 1,249                      |        |
|                                  | TTC 107C/D/B/F                     | Keele N.                  | 870,112           | 24,876           | \$ 1,637,205                | \$ 3,001,198                   | 54.6%         | 3,597                      |        |
|                                  | TTC 160                            | Bathurst N.               | 248,433           | 6,230            | \$ 467,452                  | \$ 751,627                     | 62.2%         | 869                        |        |
|                                  | TTC 165D                           | Weston Road N.            | 359,747           | 10,617           | \$ 676,901                  | \$ 1,280,902                   | 52.8%         | 1,321                      |        |
|                                  | TTC Total                          |                           |                   | 2,301,247        | 63,361                      | \$ 4,330,032                   | \$ 7,644,273  | 56.6%                      | 9,090  |
|                                  | Vaughan (CanAr & TTC) Total        |                           |                   | 6,758,638        | 229,835                     | \$ 12,717,752                  | \$ 20,310,768 | 62.6%                      | 25,946 |
|                                  | Richmond Hill                      | 80                        | Mill Pond         | 18,492           | 1,128                       | \$ 34,795                      | \$ 84,413     | 41.2%                      |        |
| 81                               |                                    | Beverly Acres             | 18,707            | 1,889            | \$ 35,199                   | \$ 141,361                     | 24.9%         |                            |        |
| 82                               |                                    | Newkirk                   | 90,717            | 7,820            | \$ 170,693                  | \$ 585,200                     | 29.2%         | 422                        |        |
| 83                               |                                    | Trench                    | 137,529           | 12,041           | \$ 258,775                  | \$ 901,074                     | 28.7%         | 723                        |        |
| 84                               |                                    | Oak Ridges                | 79,136            | 8,262            | \$ 148,902                  | \$ 618,277                     | 24.1%         | 419                        |        |
| 85*                              |                                    | 16th Ave/Rutherford       | 303,164           | 29,827           | \$ 570,434                  | \$ 2,232,068                   | 25.6%         | 1,525                      |        |
| 86                               |                                    | Weldrick                  | 77,832            | 7,871            | \$ 146,449                  | \$ 589,017                     | 24.9%         | 393                        |        |
| 87*                              |                                    | Langstaff Local           | 110,833           | 9,018            | \$ 208,544                  | \$ 674,851                     | 30.9%         | 611                        |        |
| 88*                              |                                    | Bathurst                  | 353,450           | 20,141           | \$ 665,052                  | \$ 1,507,228                   | 44.1%         | 1,712                      |        |
| 89                               |                                    | RH Community Bus          | 26,526            | 6,119            | \$ 49,911                   | \$ 457,908                     | 10.9%         | 83                         |        |
| 90*                              |                                    | Leslie                    | 130,462           | 12,027           | \$ 245,478                  | \$ 900,026                     | 27.3%         | 748                        |        |
| 91*                              |                                    | Bayview                   | 865,113           | 28,476           | \$ 1,627,799                | \$ 2,130,968                   | 76.4%         | 3,488                      |        |
| 240                              |                                    | Mill Pond GO Shuttle      | 14,949            | 1,016            | \$ 28,128                   | \$ 76,031                      | 37.0%         | 111                        |        |
| 241                              |                                    | Bev Acres GO Shuttle      | 16,528            | 743              | \$ 31,099                   | \$ 55,602                      | 55.9%         | 119                        |        |
| 242                              |                                    | N Richvale GO Shuttle     | 6,669             | 781              | \$ 12,548                   | \$ 58,445                      | 21.5%         | 33                         |        |
| 243                              |                                    | Redstone GO Shuttle       | 18,446            | 647              | \$ 34,708                   | \$ 48,417                      | 71.7%         | 126                        |        |
| Richmond Hill Total              |                                    |                           | 2,268,553         | 147,806          | \$ 4,268,514                | \$ 11,060,887                  | 38.6%         | 10,513                     |        |
| Aurora                           | 31*                                | Aurora North              | 14,579            | 4,228            | \$ 27,432                   | \$ 284,157                     | 9.7%          | 82                         |        |
|                                  | 32                                 | Aurora South              | 42,331            | 4,168            | \$ 79,650                   | \$ 280,124                     | 28.4%         | 207                        |        |
|                                  | 34                                 | Industrial Parkway        | 6,526             | 1,130            | \$ 12,279                   | \$ 75,945                      | 16.2%         | 89                         |        |
|                                  | 220                                | Aurora N GO Shuttle       | 8,503             | 830              | \$ 15,999                   | \$ 55,783                      | 28.7%         | 49                         |        |
|                                  | 221                                | Aurora S GO Shuttle       | 11,675            | 862              | \$ 21,968                   | \$ 57,934                      | 37.9%         | 39                         |        |
|                                  | Aurora Total                       |                           |                   | 83,614           | 11,218                      | \$ 157,328                     | \$ 753,943    | 20.9%                      | 466    |
| Newmarket, East Gwill., Georgina | 33                                 | Leslie-Prospect-Bayview   | 28,383            | 3,989            | \$ 53,406                   | \$ 268,094                     | 19.9%         |                            |        |
|                                  | 44/66                              | Up.Canada Mall-Glenway    | 87,682            | 7,510            | \$ 164,983                  | \$ 504,735                     | 32.7%         | 330                        |        |
|                                  | 50                                 | Queensway S (Keswick)     | 32,022            | 2,379            | \$ 60,253                   | \$ 159,889                     | 37.7%         | 162                        |        |
|                                  | 51                                 | Keswick Local             | 45,947            | 3,928            | \$ 86,454                   | \$ 263,994                     | 32.7%         | 229                        |        |
|                                  | 52*                                | Holland Landing Loc       | 40,873            | 5,035            | \$ 76,907                   | \$ 338,394                     | 22.7%         | 169                        |        |
|                                  | 54*                                | Bayview North             | 15,996            | 1,999            | \$ 30,098                   | \$ 134,350                     | 22.4%         | 193                        |        |
|                                  | 55/55B                             | Davis Dr.                 | 268,737           | 12,287           | \$ 505,656                  | \$ 825,789                     | 61.2%         | 1,032                      |        |
|                                  | 56                                 | Gorham-Eagle              | 123,746           | 9,341            | \$ 232,841                  | \$ 627,793                     | 37.1%         | 436                        |        |
|                                  | 57/57A                             | Mulock Dr.                | 132,315           | 11,403           | \$ 248,964                  | \$ 766,377                     | 32.5%         | 341                        |        |
|                                  | 58/58A                             | Leslie North              | 8,049             | 1,354            | \$ 15,145                   | \$ 91,000                      | 16.6%         | 101                        |        |
|                                  | 222*                               | New/Aur Seneca Shuttle    | 17,724            | 1,882            | \$ 33,350                   | \$ 126,486                     | 26.4%         | 102                        |        |
|                                  | Newmarket, E.Gwill, Georgina Total |                           |                   | 801,474          | 61,107                      | \$ 1,508,055                   | \$ 4,106,902  | 36.7%                      | 3,095  |
|                                  | YRT SYSTEM TOTAL                   |                           | 13,815,517        | 620,366          | \$ 26,115,816               | \$ 52,011,466                  | 50.2%         | 55,019                     |        |

\* Route crosses municipal boundaries.

**Notes:**

Total Operating Revenues include advertising revenues (\$476,321)  
Total Direct Operating Costs include operating and associated administrative costs  
Avg weekday ridership from November 2004  
School specials included in regular routes  
Express Routes assume average fare of \$2.34



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**Appendix B:      Service Standards**

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# YORK REGION TRANSIT (YRT) SERVICE STANDARDS

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Service standards are fundamental to the operation of any public transit organization as they provide the rationale for making decisions on the transit services and associated allocation of resources. Standards provide the basis for evaluating such key service parameters as route coverage, service levels (frequencies), ridership performance and schedule adherence.

As a tool for evaluation purposes, service standards should not necessarily imply a specific action if a standard is not met. For example, if a route does not meet a ridership performance standard, there is not an automatic requirement that the service be cut or eliminated, but it does suggest some remedial action, such as a route re-structuring, should be considered. A route may not be able to meet both a minimum frequency and a performance standard, in which case, a sub-standard frequency or a sub-standard performance may have to be accepted if a suitable remedial action is not available.

In general, it is more important for core routes to meet minimum frequency standards, so that the overall integrity of the route network is maintained. Also, bringing service levels up to meet a standard does not necessarily have to happen immediately, but can be phased in according to such things as resource availability and anticipated ridership performance. For example, services in new developments may start as peak-hour-only services and be upgraded to all-day services at a later date.

The following service standards are based on the standards that were established by the area municipalities before the merger of the urban transit systems, along with generally accepted transit industry standards for systems of similar size. With the exception of the standards for small communities, the standards that follow apply to the urban areas of the Region.

## **1.1 ROUTE COVERAGE**

YRT will provide conventional fixed route transit services within the urban area of Markham, Richmond Hill, Vaughan, Aurora and Newmarket. The transit routes will be located so that 90% of all residences, places of work, secondary and post secondary schools, shopping centres, and public facilities in the urban area are within a walking distance of not more than 500m of a bus stop during the daytime Monday through Saturday, and 1000 metres of a bus stop during the evening and all day Sundays and holidays.

The route coverage standard will be accomplished by a network of core and feeder fixed routes.

## **1.2 CORE ROUTE STANDARDS**

Core routes will operate in the major travel corridors on the main arterial roads in the urban transit service area. They will form a grid route network that can provide a basic level of mobility to all residents in the urban transit service area. Core routes will have the following standards:

- **Route Structure** - straight-line route structures focused on the main transit centres in or near the urban transit service area including the GO Stations, the TTC subway stations, and any designated transit terminals such as those in major shopping malls.

- **Service Levels** - minimum service frequencies on clock-face schedules and minimum spans of service as per the following:

|                  |            |                                       |
|------------------|------------|---------------------------------------|
| Weekdays         | 15 minutes | 6:00 to 9:00 am / 3:00 to 7:00 pm     |
|                  | 30 minutes | 9:00 am to 3:00 pm / 7:00 to 11:00 pm |
| Saturdays        | 30 minutes | 6:00 am to 11:00 pm                   |
| Sundays/Holidays | 30 minutes | 9:00 am to 11:00 pm                   |

The above minimums for evenings, Saturdays, Sundays and holidays will not necessarily apply in industrial or business areas during times when businesses are closed.

It is recognized that many of the routes in York Region operated by the TTC are not on clock-face frequencies due to the need to integrate the York trips with the other trips on a given route. The clock-face standard should remain, however, and schedules should be adjusted to clock-face frequencies wherever possible and whenever the opportunity arises.

- **Vehicle Loadings** - average maximum loads per bus will not exceed the following standards (frequencies will be increased if the loading standard is exceeded):

|                         |                                                      |
|-------------------------|------------------------------------------------------|
| During peak periods     | 150% of seating capacity over maximum 60 min. period |
| During off-peak periods | 100% of seating capacity over a 60 minute period     |

- **Performance Targets** – core routes are expected to meet or exceed the following performance targets:

|                    |                                |
|--------------------|--------------------------------|
| Weekday Peak Hours | 30 passengers per service hour |
| Other times        | 20 passengers per service hour |

- **Service Warrants** – routes will become core routes if they can complement the grid route network and meet the above criteria. Their spans of service will be extended outside the above core hours if a minimum performance level of 15 passengers per vehicle service hour (25% cost recovery) can be maintained after a one year trial period.

### 1.3 FEEDER (LOCAL) ROUTE STANDARDS

Feeder routes will circulate the various communities in the urban transit service area and will connect the communities to the major local activity centres and to the core network where transfers between routes can be made. They will provide a feeder or neighbourhood circulation function in the transit system supplementing the core route network to bring most residences within the route coverage standard, as described above. Feeder routes will have the following standards:

- **Route Structure** – operate primarily on collector and local roads, focused on a transit focal point or main activity centre.

- **Service Levels** - minimum service frequencies on clock-face schedules and minimum spans of service as per the following, when operating:

|           |         |                                         |
|-----------|---------|-----------------------------------------|
| Weekdays  | 30      | 6:00 am to 9:00 am / 3:00 pm to 7:00 pm |
|           | minutes |                                         |
|           | 60      | 9:00 am to 3:00 pm                      |
|           | minutes |                                         |
|           | 60      | 7:00 pm to 11:00 pm                     |
|           | minutes |                                         |
| Saturdays | 60      | 6:00 am to 7:00 pm                      |
|           | minutes |                                         |
|           | 60      | 7:00 pm to 11:00 pm                     |
|           | minutes |                                         |
|           | 60      | 9:00 am to 11:00 pm                     |
|           | minutes |                                         |

- **Vehicle Loadings** - average maximum loads per bus will not exceed the following standards (frequencies will be increased if the loading standard is exceeded):

|                         |                                                        |
|-------------------------|--------------------------------------------------------|
| During peak periods     | 150% of seating capacity over maximum 60 minute period |
| During off-peak periods | 100% of seating capacity over a 60 minute period       |

- **Performance Targets** – feeder routes are expected to meet or exceed the following performance levels:

|                    |                                |
|--------------------|--------------------------------|
| Weekday Peak Hours | 25 passengers per service hour |
| Other times        | 15 passengers per service hour |

- **Service Warrants** – feeder routes are dependent on the demand both in residential areas and in industrial or business areas. They can operate during weekday peak periods only, or can be extended to other periods and days depending on their ability to maintain the minimum performance targets after a one year trial period. They can start earlier or operate later than the designated core hours if a minimum performance level of 15 passengers per vehicle service hour (25% cost recovery) can be maintained after a one year trial period.

#### **1.4 COMMUNITY BUS STANDARDS (INCLUDING SMALL COMMUNITIES)**

Community bus routes are fully-accessible transit services typically designed for seniors and people with disabilities who can use fully-accessible conventional transit. Rather than follow conventional routing patterns, they are specifically designed to provide better access to facilities oriented to this market group, such as senior's residences, medical facilities, community centres and shopping areas.

For the purpose of these standards, local transit services in smaller communities outside of the urban areas in the 5 major municipalities are included in this category. This is because their smaller population levels may make it difficult for bus routes to meet the performance standards of core or feeder routes within the urban areas.

- **Route Structure** – where population and transit demand is sufficient to justify fixed route service, operate on arterial and collector roads, focused on a transit centre or main activity centre. Where population served does not justify fixed route service but does justify an alternative service, operate demand responsive service, either independently or integrated with specialized service.
- **Population Target for Demand Responsive Service** – small communities of less than 15,000 population will be considered for demand responsive transit service. Such a service would then have to meet the performance target noted below to continue to operate.
- **Population Target for Fixed Route Service** – small communities of greater than 15,000 population will be considered for fixed route transit service. Other considerations will include proximity to the urban area and proximity to other small communities. If the community has a demand responsive service, that service will have to meet or exceed the performance target. If a fixed route service is implemented, it would then have to meet the performance target noted below to continue to operate.
- **Service Levels for Fixed Route Service** - minimum service frequencies and spans of service as per the following, when operating:

|                  |         |                                         |
|------------------|---------|-----------------------------------------|
| Weekdays         | 60      | 6:00 am to 9:00 am / 3:00 pm to 7:00 pm |
|                  | minutes |                                         |
|                  | 120     | 9:00 am to 3:00 pm                      |
|                  | minutes |                                         |
|                  | 120     | 7:00 pm to 11:00 pm                     |
|                  | minutes |                                         |
| Saturdays        | 120     | 6:00 am to 11:00 pm                     |
|                  | minutes |                                         |
| Sundays/Holidays | 120     | 9:00 am to 11:00 pm                     |
|                  | minutes |                                         |

- **Vehicle Loadings** - average maximum loads per bus will not exceed the following standards (frequencies will be increased if the loading standard is exceeded):

|                         |                                                        |
|-------------------------|--------------------------------------------------------|
| During peak periods     | 100% of seating capacity over maximum 60 minute period |
| During off-peak periods | 100% of seating capacity over a 60 minute period       |
- **Performance Targets Fixed Route Services** – small community fixed routes should equal or exceed the following performance levels; if they cannot meet these targets, possible remedies could include route changes, lower service levels or replacement by a demand responsive service:

|                    |                                |
|--------------------|--------------------------------|
| Weekday Peak Hours | 15 passengers per service hour |
| Other times        | 10 passengers per service hour |

- ***Performance Targets Demand Responsive Services*** – small community demand responsive services are expected to equal or exceed the following performance levels; if they cannot meet these targets, remedial action should be taken or the services should be discontinued:

|                    |                                |
|--------------------|--------------------------------|
| Weekday Peak Hours | 10 passengers per service hour |
| Other times        | 5 passengers per service hour  |

- ***Service Warrants*** – small community routes are dependent on the demand in residential or industrial areas. They can operate during weekday peak periods only, or can be extended to other periods and days depending on their ability to maintain the minimum performance targets after a one year trial period.

### **1.5 SERVICE EXPANSION INTO NEW DEVELOPMENTS**

To encourage transit use in new developments, new transit services should be introduced as early as possible. Early provision of transit can potentially prevent or affect the development of automobile travel habits, perhaps eliminating the need for new residents to purchase a second car. Several factors will influence the timing of transit service introduction to new communities:

- Density and mix of development;
- Overall population;
- Phasing of development;
- Proximity of secondary schools;
- Feasibility of extending existing routes rather than implementing new routes;
- Availability of capital equipment (peak-period buses) and operating budget.

Service should be introduced or extended only after detailed investigation to forecast demand, revenues and costs. A minimum 6-month trial period should be established for service in any new area, with a reasonable (modest) ridership objective, in order to give the service an adequate chance to reach the regular performance targets identified in these standards.

### **1.6 BUS STOP STANDARDS**

Bus stops should be placed at most intersections, passenger generators and transfer points subject to minimum spacing criteria. The spacing of stops should not normally be less than 200 metres in developed areas and 500 metres in undeveloped areas (specific major trip generators may require variances in stop spacing). As a general rule, bus stops at intersections should be located at the nearside of the intersection for safety considerations although the actual location will depend on traffic and street conditions. Where possible, stops should be located close to signalized intersections.

Bus bays should be considered for stops located near major trip generators, transfer points, timing points or anywhere else where a bus is likely to have an extended stop time.

Shelters should be placed at bus stops according to warrants, such as passenger activity, adjacent land use, average waiting time, route stability, exposure to weather conditions and implementation considerations. As a general rule, the shelters should be located a minimum of 1 metre behind the curb and no more than 10 metres from the bus stops. They should be enclosed on three sides and equipped with benches, waste receptacles and schedule information where appropriate. Standard drawings for bus shelter pads and passenger standing areas are shown in Appendix C (drawings provided by York Region Transit).

Stops and the area around them should be made accessible to people with disabilities, including wheel-chairs and other mobility aids. Stops and the area around them should also have a high priority for snow clearing.

## **1.7 OPERATING STANDARDS**

The transit services should be scheduled and operated according to the following key performance indicators:

- ***Schedule Adherence*** – buses should never operate ahead of schedule or be more than 3 minutes behind schedule at designated time points, 95% of the time
- ***Transfer Connections*** – designated timed transfers at transfer points should be scheduled to achieve a transfer within a maximum of 5 minutes waiting time between buses, 95% of the time. Connecting buses should wait no longer than 3 minutes. This standard recognizes that not all transfers will be designated timed transfers.
- ***Service Reliability*** – 100% of the scheduled service should be delivered on a daily basis.
- ***Passenger Safety*** – the transit services should be operated so that vehicle accidents do not exceed 2 collisions per 100,000 vehicle kilometres.

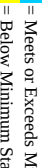
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**Appendix C:      Current Service Levels**

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YORK REGION TRANSIT - SERVICE LEVEL STANDARDS

 = Meets or Exceeds Minimum Standards  
 = Below Minimum Standards

Rev 08 Sep 2004

| YRT | Route #       | Route Name                     | Municipality   | Core Route Service Level Standards |                  |          |                |              | Feeder (Local) Route Service Level Standards |          |                |                 |                | Service Span   |  |  |
|-----|---------------|--------------------------------|----------------|------------------------------------|------------------|----------|----------------|--------------|----------------------------------------------|----------|----------------|-----------------|----------------|----------------|--|--|
|     |               |                                |                | Weekday Peak                       | Weekday Off-Peak | Saturday | Sunday/Holiday | Weekday Peak | Weekday Off-Peak                             | Saturday | Sunday/Holiday | M-F             | Sat            | Sun/Hol        |  |  |
|     | 1             | Highway 7                      |                | Y                                  | Y                | Y        | N              |              |                                              |          |                | 5:45AM-12AM*    | 7:00AM-1AM     | 8:30AM-11:30PM |  |  |
|     | 2             | Miliken                        |                | Y                                  | Y                | Y        | N              |              |                                              |          |                | 5:35AM-11:15PM* | 8AM-12AM       | 9AM-11PM       |  |  |
|     | 2A            | 14th Ave                       |                | N                                  | Y                | N        | N              |              |                                              |          |                | 5:50AM-8:45PM   |                |                |  |  |
|     | 3             | Thornhill - York U.            | Markham        |                                    |                  |          |                |              |                                              |          |                |                 |                |                |  |  |
|     | 40            | Unionville/Markham Local       |                |                                    |                  |          |                |              |                                              |          |                |                 |                |                |  |  |
|     | 8             | Kennedy Rd                     |                | Y                                  | Y                | N        | N              | Y            | Y                                            | Y        | Y              | 6:08AM-11:40PM* | 7:50AM-9:50PM  | 9:10AM-9:50PM  |  |  |
|     | 9             | Stouffville                    |                | N                                  | N                | N        | N              |              |                                              |          |                | 5:40AM-7:20PM   | 8AM-8:30PM     | 8:40AM-8:20PM  |  |  |
|     | 18            | Bar Oak                        |                |                                    |                  |          |                | Y            | N                                            | N        | N              | 5:55AM-7:07PM   |                |                |  |  |
|     | 17A           | Birchmount                     |                | Y                                  | N                | N        | N              |              |                                              |          |                | 5:30AM-7:08PM   |                |                |  |  |
|     | 22AB/C/D      | Victoria Park/Woodbine         | TTC            | Y                                  | Y                | Y        | Y              |              |                                              |          |                | 5:52AM-11:01PM  | 6:11AM-8:40PM  | 9:11AM-8:40PM  |  |  |
|     | 25 D          | Don Mills                      | Markham        | Y                                  | Y                | N        | N              |              |                                              |          |                | 6:12AM-10:57PM  |                |                |  |  |
|     | 68 B          | Warden                         |                | Y                                  | Y                | Y        | Y              |              |                                              |          |                | 5:42AM-10:57PM  | 5:44AM-10:47PM | 9:06AM-10:46PM |  |  |
|     | 102 D         | Markham Rd (line former YRT 9) |                | Y                                  | N                | N        | N              |              |                                              |          |                | 6:04AM-11:47PM  | 8:06AM-9PM     | 9:06AM-11PM    |  |  |
|     | 129A          | McCowan                        |                | Y                                  | Y                | Y        | N              |              |                                              |          |                | 5:33AM-11:30PM  | 6AM-11PM       | 9AM-11PM       |  |  |
|     | 4             | Major Mackenzie                |                | Y                                  | Y                | Y        | Y              |              |                                              |          |                | 5:28AM-10:53PM  | 5:58AM-11:25PM | 7:28AM-11:25PM |  |  |
|     | 5             | Clark                          |                | Y                                  | Y                | Y        | N              |              |                                              |          |                | 5:30AM-10:45PM  | 7:02AM-7:45PM  |                |  |  |
|     | 7             | Martin Grove                   |                | Y                                  | N                | N        | N              |              |                                              |          |                | 5:18AM-9:50PM   | 8AM-10:20PM    |                |  |  |
|     | 10            | York U. (Woodbridge)           |                |                                    |                  |          |                | N            | N                                            | N        | N              | 5:54AM-6:30PM   | 9:00AM-9:55PM  |                |  |  |
|     | 11            | Woodbridge                     |                |                                    |                  |          |                | Y            | Y                                            | Y        | N              | 5:28AM-9:35PM   | 8:30AM-4:45PM  |                |  |  |
|     | 12            | Pine Valley                    | Vaughan        | Y                                  | N                | N        | N              |              |                                              |          |                | 5:45AM-7PM      |                |                |  |  |
|     | 13            | Islington Ave                  |                | N                                  | N                | N        | N              |              |                                              |          |                | 6:25AM-9:40PM   | 7:15AM-10:20PM |                |  |  |
|     | 27            | Highway 27                     |                | Y                                  | Y                | N        | N              |              |                                              |          |                | 6:30AM-12:48AM  | 6:30AM-12:48AM |                |  |  |
|     | 77 (excl. BT) | Hwy 7 - Centre St              |                | Y                                  | Y                | Y        | N              |              |                                              |          |                | 4:53AM-12AM     | 5:06AM-11:30PM | 8:10AM-10:10PM |  |  |
|     | 99            | Yonge C.                       |                | Y                                  | Y                | Y        | Y              |              |                                              |          |                | 5AM-1:30AM      | 5:30AM-1:30AM  | 5:30AM-1:30AM  |  |  |
|     | 35-D          | Jane                           |                | Y                                  | N                | Y        | N              |              |                                              |          |                | 6:01AM-10:48PM  | 6:53AM-7:53PM  |                |  |  |
|     | 37-D          | Islington (eff. 15oc2001)      |                | N                                  | Y                | N        | N              |              |                                              |          |                | 5:41AM-7:07PM   |                |                |  |  |
|     | 105           | Dufferin N.                    | TTC            | Y                                  | Y                | N        | N              |              |                                              |          |                | 6:11AM-10:30PM  | 6:15AM-10:30PM | 9:16AM-10:30PM |  |  |
|     | 107C/D/B/F    | Keeler N.                      | Vaughan        | Y                                  | Y                | Y        | Y              |              |                                              |          |                | 4:50AM-12:37AM  | 6:47AM-11:20PM | 8:17AM-11:20PM |  |  |
|     | 160           | Bathurst N.                    |                | Y                                  | Y                | Y        | Y              |              |                                              |          |                | 5:47AM-9:56PM   | 5:37AM-6:42PM  | 8:25AM-7:20PM  |  |  |
|     | 165-D         | Weston Road N.                 |                | Y                                  | Y                | Y        | Y              |              |                                              |          |                | 5:55AM-10:55PM  | 6:12AM-10:40PM | 9:26AM-8:09PM  |  |  |
|     | 82            | Newkirk                        |                |                                    |                  |          |                | Y            | Y                                            | N        | N              | 6AM-7:50PM      |                |                |  |  |
|     | 83            | Trench                         | Richmond       |                                    |                  |          |                | Y            | Y                                            | Y        | N              | 6:25AM-8:15PM   | 8:50AM-8:15PM  |                |  |  |
|     | 84A/C         | Oak Ridges                     |                |                                    |                  |          |                | Y            | Y                                            | Y        | N              | 5:35AM-8:25PM   | 8:20AM-8:00PM  |                |  |  |
|     | 85            | 16th Ave/Rutherford            | Hill           | N                                  | N                | Y        | N              | Y            | Y                                            | Y        | N              | 5:45AM-10:05PM  | 6:10AM-8:50PM  | 9:07AM-8:50PM  |  |  |
|     | 86A/B         | Weldrick                       |                |                                    |                  |          |                | Y            | Y                                            | Y        | N              | 5:58AM-8PM      | 9AM-7:35PM     |                |  |  |
|     | 87            | Langstaff - Maple              |                |                                    |                  |          |                | Y            | N                                            | N        | N              | 6AM-7:55PM      |                |                |  |  |
|     | 88            | Bathurst                       |                | Y                                  | N                | N        | N              |              |                                              |          |                | 6:12AM-10:15PM  | 6:20AM-9PM     | 8:20AM-8:50PM  |  |  |
|     | 89            | RH Community Bus               |                |                                    |                  |          |                | Y            | Y                                            | Y        | Y              | 9:20AM-5:20PM   | 9:20AM-4:30PM  | 9:30AM-5:30PM  |  |  |
|     | 90            | Leslie                         |                | N                                  | N                | N        | N              |              |                                              |          |                | 6AM-8:30PM      | 6:40AM-8:40PM  | 8:40AM-8:40PM  |  |  |
|     | 91            | Bayview                        |                | Y                                  | Y                | Y        | Y              |              |                                              |          |                | 5:25AM-11:30PM  | 7AM-11:30PM    | 7AM-11PM       |  |  |
|     | 31            | Aurora North                   | Aurora         |                                    |                  |          |                | N            | N                                            | Y        | N              | 6:20AM-6:30PM   | 8:05AM-6:30PM  |                |  |  |
|     | 32            | Aurora South                   |                |                                    |                  |          |                | N            | Y                                            | Y        | N              | 6AM-6:30PM      | 8AM-6:30PM     |                |  |  |
|     | 34            | Industrial Parkway             |                |                                    |                  |          |                | Y            | N                                            | N        | N              | 6:05AM-7:30PM   |                |                |  |  |
|     | 44/66         | Up Canada Mall/Glenway         |                |                                    |                  |          |                | Y            | N                                            | N        | N              | 6AM-9:45PM      | 8:15AM-9:45PM  |                |  |  |
|     | 50            | Queensway South (Keswick)      | Georgia        | N                                  | N                | N        | N              |              |                                              |          |                | 6:35AM-8:17PM   | 8:05AM-8:17PM  |                |  |  |
|     | 51            | Keswick Local                  |                |                                    |                  |          |                | Y            | Y                                            | Y        | N              | 6:25AM-9:05PM   | 8AM-9:05PM     |                |  |  |
|     | 52            | Holland Landing Local          | E. Gwillimbury |                                    |                  |          |                | N            | Y                                            | Y        | N              | 6:45AM-10:42PM  | 8:15AM-10:42PM |                |  |  |
|     | 54            | Bayview North                  |                | N                                  | N                | N        | N              |              |                                              |          |                | 6:10AM-9:40PM   | 8:35AM-9:15PM  |                |  |  |
|     | 55            | Davis Dr.                      |                | Y                                  | Y                | Y        | Y              |              |                                              |          |                | 6AM-11:45PM     | 6AM-11:45PM    | 9AM-11:45PM    |  |  |
|     | 56            | Gorham-Eagle                   | Newmarket      |                                    |                  |          |                | Y            | Y                                            | Y        | Y              | 6AM-10:30PM     | 6:30AM-10:30PM | 9:10AM-11:45PM |  |  |
|     | 57            | Mulock Dr.                     |                | N                                  | N                | N        | N              |              |                                              |          |                | 6:10AM-10:20PM  | 6:30AM-10:20PM | 8:55AM-10:45PM |  |  |
|     | 58            | Leslie North                   |                | N                                  | N                | N        | N              |              |                                              |          |                | 6:37AM-9:23PM   | 10:40AM-6:40PM |                |  |  |

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Notes:

1. CO Shuttle & Express Services: standards are not measured based on service levels and are therefore not included in the above listing.

2. Core Route Service Level Standards:

Weekday Peak: 15 minutes 6AM to 9AM / 3PM to 7PM

Weekday Off-Peak: 30 minutes 9AM to 3PM / 7PM to 11PM

Saturday: 30 minutes 6AM to 11PM

Sunday/Holidays: 30 minutes 9AM to 11PM

3. Feeder (Local) Route Service Level Standards:

Weekday Peak: 30 minutes 6AM to 9AM / 3PM to 7PM

Weekday Off-Peak: 60 minutes 9AM to 7PM / 7PM to 11PM

Saturday: 60 minutes 6AM to 11PM

Sunday/Holidays: 60 minutes 9AM to 11PM

\* Indicates last bus is one hour later on Friday nights.

Updated: Sep 8, 2004.