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02/11/2004 05:34 PM

To "Mele, Lorenzo" <lmele@markham.ca>, "Jones, Jim"
<jjones@markham.ca>
"Mukherjee, Arup" <amukherjee@markham.ca>, "Garrard,
cc Emma" <egarrard@markham.ca>, "Brown, Alan"
<abrown@markham.ca>, "Mayor, Councillors & C.A.O."
bcc
Subject RE: YRT Cuts2004.doc

Thank you Lorenzo for your analysis as outlined in the attached e mail.

I share your concern in regard to the York Region proposal to initiate cost cutting reductions to local transit service along certain lines in Markham and throughout the Region. I can appreciate the budget pressures the Region is facing, like all municipalities.

However, in order to shift the modal split in favour of transit and away from auto use, we should encourage the Region to be increasing its investment in transit.

I will forward your e mail to Regional Councillor Jones, as Chair of the Region's Transit Committee, and copy the Mayor and Council.

Jim Baird

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-----Original Message-----

From: Mele, Lorenzo
Sent: February 11, 2004 5:22 pm
To: Baird, Jim
Cc: Mukherjee, Arup; Garrard, Emma
Subject: YRT Cuts2004.doc

As requested we've provide a brief summary of the impacts concerning the proposed YRT service reductions and some comments regarding our position to said reductions. FYI representatives from the Town of East Gwillimbury will be making a deputation to the Transit Committee tomorrow.

Lorenzo

Town of Markham Review of Proposed YRT Service Cuts

Background

A request was made to reduce the YRT "base budget" by \$500,000 including a 50% reduction in their 2004 service improvement plan budget related to growth. There are no routes being completely cancelled in Markham but there are headway increases happening and all of the routes affected do not meet their minimum standards with respect to demand rider ship per hour.

Impact to Markham Routes and Riders

The total number of passengers affected (1920 or 7.7% of the total daily market) are across the entire Region (all Divisions). Division One (Miller - Markham) has a total of 319 passengers affected and the way they define "affected" is based on their rider ship counts. Most of the Markham passengers will be affected by having to wait longer for their bus, i.e. 40 minutes changes to 60 minutes. Some routes the YRT 224B will have last trips eliminated. Therefore on a Saturday night the last bus departing from Steeles and Woodbine will be at 8:15 pm. The YRT 85 which services 16th Avenue across York Region will impact approximately 152 passengers many of which could be originating or ending their trips in Markham.

Markham Route Impact Summary

Below is a summary of the service impacts of all affected Markham routes.

YRT - 85 - 16th Ave. (Division 3 - Richmond Hill)

- Reduce Sat frequency to every 40 min (from 30 min) 8am to 6pm
- Major east/west route through Markham
- 30 minutes is a more convenient schedule to work with/remember

YRT - 224B - Woodbine from Victoria Park/Steeles to Major Mackenzie

- Last Sat. & Sun. trips cut
 - Northbound 9:15 pm & 10:15 pm
 - Southbound 9:40 pm & 10:40 pm
 - Last northbound now at 8:15 pm
 - Last southbound now at 8:40 pm
- Currently TTC service from Don Mills doesn't run to Steeles on the weekend (ends at Gordon Baker Rd.); connection is more with 53 Steeles bus to Finch, which runs until past midnight
- 8:15 pm is quite early for a Saturday night connection to downtown
- Alternative might be 268 Warden which runs every 40 minutes until 10 pm
- Number affected needs to be determined as does net savings (inaccurate)

TTC - 102D - Hwy 48 from Major Mac to Warden Stn.

- Reduce service between 10 and 2 to every 54 minutes (from every 36 min.) (adds 18 min.)

- Estimated 83 people affected over those four hours. Currently 7 trips so about 11 people affected per bus
- Largest cost savings (\$61,400 net)

YRT - 2A - 14th Ave - from Woodbine to Markham/Stouffville Hospital, south of 407

- Cut after 7 pm service
- Currently runs to hospital every half hour until 9:30pm (5 trips cancelled), and from hospital every half hour until 8:30 (3 trips cancelled)
- People would have to catch the #1 to the hospital (via a connecting bus)

YRT - 40 - Markville Local

- Cut 8:15 pm bus on Sunday - last then is 7:40 pm, which is early even for Sunday
- Zero passengers affected, but only based on one day...

YRT - Centennial GO Shuttle

- Cut 5:55 am (next at 6:30)
- Probably ok

YRT - Langstaff GO Shuttle

- Cut 6:32 am (next at 7:02) and 5:12 pm (next at 5:42)
- Probably ok

Note:

- Number affected usually based on just one count date - could be inaccurate
- High numbers are due to headway changes - day-long effect
- Total net savings is suspect as assumes no revenue loss from cutting service to 224B

Conclusions

In principal transit service reductions are not in keeping with our higher order mode split target of 30% transit use across Markham nor do they support our Town wide "smart growth" objectives. Further, the proposed reductions to the base service levels are contrary to the YRT 2004 service plan and they do not support the Fall 2004 service improvement plan.

Our research concerning commuter travel behavior has uncovered that service frequency is a key transit use determinant, therefore the less frequent the service the less likely new riders will be attracted to transit. Reducing service levels even

on so called "*lost leader*" routes can have negative mode share impacts to more popular routes since connection times are lost or headway times are increased to unacceptable levels.

It's understandable that service frequency and route adjustments may be required over time to address changing market conditions; however canceling trips altogether at the end and beginning of schedules and increasing mid day headways without reallocating resources to areas in need will have a negative impact on current ridership levels and on market or mode growth objectives. It's also important to note many YRT customers could be considered *captive riders* since they have few mobility options available to them, i.e. don't drive because of age, household economics do not support automobile ownership. Therefore transit service reductions should not be supported.