



YRT / VIVA ANNUAL SERVICE PLAN 2008

FINAL REPORT

JANUARY 2008

Table of Contents

1.0	Executive Summary	3
2.0	Service Guidelines	6
2.1	About this Document	9
2.2	The YRT Family of Services	10
2.3	Performance Measures	13
2.4	Service Standards	14
2.5	Design Guidelines	20
2.6	YRT Planning Process	23
3.0	Conventional Routes	25
1	Highway 7 (Markham)	27
2	Miliken	30
2A	14 th Avenue	33
3/3B	Thornhill – York U	36
4/4A	Major Mackenzie	38
5	Clark	41
7	Martin Grove	43
8	Kennedy Rd	45
9/9A	Stouffville	47
10	York U – Woodbridge	53
11	Woodbridge	55
12	Pine Valley	57
13	Islington	59
18	Bur Oak	61
20	Jane Street	63
22	King City	65
23	Thornhill Woods	68
27	Highway 27	70
31	Aurora North	72
32	Aurora South	75
33	Wellington	77
34	Industrial Parkway	79
40	Unionville Local	81
41	Markham Local	83
44	Bristol-London	85
50	Queensway	88
51	Keswick Local	91
52	Holland Landing	93
54	Bayview North	95
55	Davis Drive	97
56	Gorham – Eagle	99
57/57A	Mulock Drive	101
58	Leslie North	104
77	Highway 7 – Centre	107
82	Newkirk	109
83/83A	Trench	111
84	Oak Ridges	114
85/85A/85B	Rutherford – 16 th Ave	117
86	Weldrick - Newkirk	121
87	Langstaff Local	123
88	Bathurst	125
90	Leslie	127
91/91A	Bayview	129

	98	Yonge North	131
	99	Yonge	133
4.0	Viva Routes		137
		Viva Services Map	138
	601	Viva Blue	139
	603	Viva Purple	141
	604	Viva Pink	143
	605	Viva Orange	144
	606	Viva Green	145
5.0	Shuttle Services		147
	201	Markham GO Shuttle	148
	202	Unionville GO Shuttle	150
	222	Aurora – Newmarket GO Shuttle	152
	223	Newmarket GO Shuttle	154
	240	Mill Pond GO Shuttle	156
	241	Beverly Acres GO Shuttle	158
	242	North Richvale GO Shuttle	160
	243	Redstone GO Shuttle	162
	260	Rutherford GO Shuttle	164
6.0	Express Services		167
	300	Business Express	168
	301	Markham Express	170
	302	Unionville Express	172
	303	Cornell Express	174
	340	Bayview Express	176
	360	Maple Express	178
7.0	TTC Routes		181
	17A	Birchmount	182
	24D/224B/C/D	Victoria Park N	184
	25D	Don Mills	187
	35D	Jane	189
	37D	Islington	191
	102D	Markham Rd	193
	105	Dufferin North	195
	107B/C/D/F	Keele North	197
	129A	McCowan North	199
	160	Bathurst North	201
	165D/F	Weston Rd	203
	68B	Warden North	205
8.0	Alternative Services Strategy		208
	8.1	Community Bus	210
	8.2	Demand Responsive Services	218
	8.3	Zone Bus	218
	8.4	Dial-A-Ride	218
9.0	School Specials		221
10.0	Summary of Recommendations		224
11.0	Appendices		225
	Appendix A: 2006 Route Performance Assessment		
	Appendix B: Service Standards		
	Appendix C: Current Service Frequency and Span of Service		

1.0 Executive Summary

1.0 Executive Summary

As part of the latest YRT/Viva Five-Year Service Plan, adopted by Regional Council in 2006, an annual planning cycle and consultation process was approved. The annual planning cycle is based on well-defined service standards and objectives. The approved process includes a needs identification stage, a ridership and financial performance review, a process for the development of draft proposals and comprehensive stakeholder consultation. YRT staff has followed the adopted process, with the Annual Service Plan 2008 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 10 million riders, or an average of 12% per year. By the end of 2007, YRT will have carried over 18.6 million passenger trips annually, a 9% increase over the previous year. This figure equates to approximately 64,000 passenger trips on an average weekday and amounts to more than 1.5 million new trips in just one year. **YRT experienced one of the highest growth rates in the GTA and also one of the highest in Canada** (as per Canadian Urban Transit Association statistics). Moreover, it is important to note that growth in transit ridership has consistently exceeded population growth each year since the formation of YRT in 2001.

This increase can be attributed to the tremendous rate of population and employment growth, a heightened awareness of environmental stewardship, rising fuel prices and extensive marketing activities. Since amalgamation in 2001, the hours of revenue service have increased from approximately 350,000 to over 1,000,000 at the end of 2007. **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.**

By the end of 2007, the YRT system will consist of over 80 routes plus special routes designated for high school trips. The YRT/Viva system consists of:

- Viva rapid transit routes
- Base 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
- Community Bus routes (Richmond Hill, Markham, and Newmarket)

Each category of route 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).

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

- Realignment of local feeder routes in the Newmarket, Aurora, Oak Ridges and Stouffville areas. The intent is to simplify the routing configurations, balance service provision with demand and improve service area coverage. All of these improvements are aimed at increasing ridership and financial performance.
- Service extension and or service frequency improvements to newly developed areas such as Inspiration/McLeod Landing developments in Richmond Hill, Bathurst Street corridor north to King City, areas in the north and east of Markham, Rutherford/16th Ave corridor, etc.
- Extension of Viva Purple service east to the Cornell Community of Markham. The first phase of the extension will be via Church Street., and will eventually include a restructuring of services (to coincide with the development of a new bus terminal in Cornell)
- Monitoring of the Dial-a-Ride service pilot in Newmarket to assess the merits or expanding demand responsive services in other low demand areas of the Region

During the budget review process, the 2008 Draft Plan will be reviewed and final recommendations approved for implementation in 2008. The total estimated gross cost of all service improvements in the Draft 2008 Annual Service Plan is approximately \$6.1 million. However, as part of the preliminary 2008 budget submission, a number of initiatives (see section 10 – Priority Items 1A) have been deferred to 2009. The remaining proposed 2008 initiatives will cost approximately \$4.3 million with associated revenues estimated to be \$1.35 million for a net cost of \$2.97 million. The proposed services represent about 5% of total 2008 direct operating costs.

As noted previously, although ridership (and associated revenue) gains have been impressive, in the short term the increase in service levels has been even greater. However, with these significant increases in service, the YRT/Viva system cost recovery ratio now stands at only 38%. As a result, the 2008 Service Plan has a renewed emphasis on system efficiency while, at the same time, careful consideration is being given to strategically grow the system to maximize ridership gains.

2.0 Service Guidelines

2.1 About this Document

2.2 The YRT Family of Services

2.3 Performance Measures

2.4 Service Standards

2.5 Design Guidelines

2.6 YRT Planning Process

2.1 About This Document

YRT's Transit Service Standards and Guidelines are intended to make the services that YRT provides comfortable, convenient and easy to use for customers, and to ensure that services are designed to be reliable, timely, safe and efficient.

These Transit Service Standards and Guidelines have been developed as part of York Region Transit's Five-Year Service Plan. The Five-Year Service Plan is the operational plan that will continue to move York Region towards accomplishing the transportation objectives as set out in the 2002 Transportation Master Plan.

The Service Standards and Guidelines will be applied to the entire family of services provided by YRT and are intended to bring clarity and consistency to the process of continually adjusting and improving Regional transit services to meet varied and changing customer needs.

These Service Standards and Guidelines define the conditions that require action when standards are not met, but allow flexibility to respond to varied customer needs and community expectations in an accountable, equitable and efficient manner.

This document is intended as an overview of the detailed service standards and guidelines maintained by YRT. For more information, and details of specific applications, please consult the YRT Technical Service Standards and Guidelines.

2.2 The YRT Family of Services

The Transit Service Guidelines will be applied to the entire family of transit services being provided by YRT.

YRT presently provides five different service types as part of the conventional transit service network. YRT's Mobility Plus also provides specialized door-to-door services for individuals in York Region with mobility related disabilities.

Viva Service

Viva is YRT's new bus rapid transit (BRT) system, operating in the Highway 7 and Yonge Street corridors and connections to Don Mills and Downsview subway stations. The service is designed to provide frequent, limited stop service using distinct vehicles, intelligent technology systems, off-board fare payment, upgraded stations, and queue-jump lanes, all integrated with YRT's regular route service.

The service is intended to be the first phase of a longer-term initiative that will include dedicated transitways to provide significantly faster travel times.

Base Services throughout the Region

Throughout the YRT system, certain routes and services will be designated as Base Services, to ensure a basic level of access throughout the service area. In the larger urban areas, Base Services will form a basic grid route network of fixed routes, connecting major trip origins and destinations. Base Services will operate 7 days per week, in all operating periods. Base Services are designated in the major east-west and north-south travel corridors on the main arterial roads to ensure that 90 per cent of all major residential and employment areas are within 1000 metres of transit service.

In the smaller urban areas, designated base services will operate in all service periods, but in addition to a conventional fixed route service, may take the form of one of the other YRT services, to ensure the balance of service effectiveness and cost-efficiency.

Local Routes

In addition to the Base Grid, a support network of local routes will serve a feeder or neighbourhood circulation function in the transit system. They will operate within the various communities connecting these communities to the major local activity centres or corridors and to the arterial grid network for transfers between routes.

Local routes will operate mostly on minor arterial roads and collector roads to serve local destinations such as a transit focal point (Bernard Terminal, for example) or a main activity centre such as the Beaver Creek employment area. Local routes should only operate on minor local roads when required for operational needs (such as a turn-around), or to serve major passenger destinations.

Express Routes

Express routes will carry significant numbers of passengers between two distinct points, such as the subway and a major employer, and do not depend on activity along the route for their passengers. These Express Routes use the fastest routes (in terms of overall travel time) between two points, which may vary from time to time.

Where ridership in a corridor warrants, Overlay Express Routes may also be established to enhance customer service. For example, where buses are routinely filled to capacity at a certain point on a route, and most passengers are destined to a common point such as the subway, consideration will be given to operating a bus in “express mode” from that point.

Fixed Route Express: provide access to 75% of passengers in corridor with a minimum savings of 15% of travel time

Overlay Express portions should be designed to ensure that 75 percent of the passengers within the corridor can take advantage of the express service, and that the express service can be scheduled to save at least 15 percent of the regular route travel time (minimum 5 minutes). Limited stop service may be used to meet the passenger access requirements.

Shuttles

Shuttles will provide local service to GO Train stations, Viva stations and other major destinations. Shuttles are designed with consideration for the specific schedule of train, Viva service or employment shifts. Shuttle routings are designed to be short and as direct as possible to maximize customer convenience. For shuttles to GO Stations, design should include meeting every train departure or arrival.

Shuttles to GO Train or Viva stations are short and direct

The introduction of a Shuttle will depend on whether or not the station or destination is or can be easily served by a Local or Base Route.

Community Bus Services^{*}

Community Bus services will be 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 will be designed to provide better access to facilities oriented to this customer market, such as senior's residences, medical facilities, community centres and shopping areas.

Where population and transit demand is sufficient for fixed-route service, these routes should operate on arterial and collector roads, focused on a transit centre or main activity centre. Where the population served does not meet requirements for fixed-routes service but does justify an alternative service, demand-responsive service will be provided, possibly as part of specialized service. This demand-responsive service could be marketed to both low demand areas and the specialized service market with the same service.

GO Fare Arrangements

In some locales, where transit connections between the communities of York Region are desired and necessary, YRT may enter into special fare arrangements with GO Transit to provide access to existing GO Bus services at the current YRT transit fare. This is an effective way of introducing transit connections in areas of lower demand, with lower cost and financial risk.

Small Bus Services and Demand Responsive (Dial-a-Ride)

Where demand is limited, service may be provided by using smaller vehicles (30' or less) or by demand responsive type services such as Dial-a-Ride. Small bus services are not really a distinct service in the YRT family of services, as they are fixed route services simply using smaller buses. However, these standards and guidelines include measures to help identify when a small bus can and should be used on a particular route.

* For the purpose of these Transit Service Standards and Guidelines, 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 Base or Local Routes within the urban areas.

2.3 Performance Measures

Performance of the YRT system is measured differently for system-wide performance and the performance of individual routes. At the system-wide level, the ridership per capita, cost-recovery ratio and hours of service per capita are the three key indicators. These measures show how effective the service is at attracting riders to the system, how cost-effectively they are being run, and how much service is provided. **The three measures must be considered together, not individually, with the goal to strike a balance between them, since improvements in one measure can often come at the expense of performance in the other.**

The performance of individual routes is assessed on the basis of passenger boardings per vehicle-hour, meaning the total number of fare paying passengers, plus transfers, divided by the total number of vehicle-hours in service. Using boardings (including transfers) gives credit to a Route that may carry an above average number of transferring passengers, which is generally a vital role in the performance of an effective transit network.

The transit services are scheduled and operated according to the following key performance indicators. Performance targets are assessed as part of a continuous quality improvement framework, and will be adjusted upward when consistently met.

Performance Standards

Indicator	Guideline
Service Effectiveness	To maximize the transportation, environmental and mobility benefits of transit, YRT will strive to achieve an effectiveness target of 15 revenue passengers per capita.
Economic Performance	To balance customer service, community benefits and affordability to users and non-users, YRT will strive to achieve an overall cost-recovery ratio in the range of 40 to 45 percent during system expansion and Viva implementation phases.
Amount of Service	To ensure effective services with a growing population, YRT will strive to achieve and maintain a level of 1.0 hours of service per capita.
Service Design	Individual Routes are assessed on the basis of passenger boardings per vehicle-hour (details in next section)

2.4 Service Standards

YRT Service Standards dealing with route coverage, service levels (frequencies), vehicle loading and route performance will be used for evaluating transit routes and will be the basis for making decisions about introducing new services.

Route Coverage

YRT will consider new or revised routes to serve residents, places of work, secondary and post-secondary schools, major shopping centres and public facilities in the urban area that are beyond the maximum walking distance.

Distance to a Bus Stop

Service Period	Maximum Walking Distance to Conventional Bus Stop
Daytime, Monday through Saturday	500 metres of a bus stop
All other periods (Weekday and Saturday evenings and all day Sundays and holidays)	1,000 metres of a bus stop

The objective of this standard is to provide service to approximately 90 percent of the urban area.

Service Levels and Span of Service

Minimum span of service and service levels are defined for all Base services. For other services, minimum service levels are defined for each operating period, but whether or not these services operate in any given period is subject to the ridership performance levels, measured in terms of boardings per hour.

Minimum service frequencies and spans of service do not apply to Express or GO Shuttle routes, which are designed to meet specific schedules at the destinations. **Express Route** service will be determined by *Vehicle Loading* and *Route Performance* standards. Frequency of **Shuttle Routes** will be determined by train or employment schedules, or contracts.

Route Service Frequencies

Service Span	Service Frequency (minutes)				
	VIVA Routes	Base Grid)	Local Routes	Community Bus (Base)	Community Bus (Other)
Weekdays	15	20	30	60	60
6:00 to 9:00 am / 3:00 to 7:00 pm	15	30	60	120	120
9:00 am to 3:00 pm / 7:00 to 11:00 pm					
Saturdays	15	30	60	120	120
6:00 am to 11:00 pm					
Sundays/Holidays	15	60	60	120	120
9:00 am to 11:00 pm					

Note: Span of service standard applies only to Base Services

The decision to operate a service other than a Base Route in any period is subject to achieving minimum performance requirements.

Clock-face headways are included as a service guideline for any route operating with frequency wider than 10 minutes.

Vehicle Loading

YRT will design its services to keep the number of passengers on its vehicles at a comfortable level, always within the limits of safety. In peak periods, this means that some passengers will be expected to stand for part of the trip. In off-peak periods, services will be designed to try to provide a seat to all off-peak customers, given the less frequent service. Where services operate on a 400 series highway, services will be planned for all riders to be seated.

Consideration is given to matching the capacity of the vehicles to the ridership levels on the route to avoid unnecessary increases in service levels.

Passenger standards are calculated on the basis of an average over one hour in the peak period, at the busiest point on the route. For instance, if a service operates at 15-minute intervals, then 4 buses would pass the busiest point in an hour. The average number of passengers for these 4 buses must fall within the service standards, even though any one bus may be more crowded than the average. If the standard is exceeded for the average calculation, YRT will consider larger vehicles, or more frequent service to improve the situation.

Vehicle Loading Standards

Route Type	Average Maximum Vehicle Load
<i>Base, Local and Express Routes</i>	
60-foot Bus (Viva)	72 passengers per vehicle
40-foot Bus	55 passengers per vehicle
40-foot Bus (Viva)	48 passengers per vehicle
35-foot Bus	48 passengers per vehicle
30-foot Bus	40 passengers per vehicle
<i>Express Route</i>	
(high-speed or highway)	100% of seating capacity per vehicle
<i>Shuttle</i>	
	100% of seating capacity per vehicle
<i>Community Bus</i>	
Peak Period	100% of seating capacity over maximum 60 minutes
Off-peak Period	100% of seating capacity over a 60-minute period

Base, Local and most Express loads are based on average maximum passengers per vehicle at the peak point of the route, measured over the peak 60-minute period.

Route Performance

To meet system objectives, top-performing Routes must be allowed to support other lower performing routes, ensuring that:

- Overall performance meets system objectives
- Minimum performance level is established and met for each Route

Base Services

Base Services are not required to meet minimum ridership levels, since their operation is mandated by the network service requirements. However, YRT shall always assess the Base Routes against the ridership measures to identify good and poor performing routes and examine ways to continuously improve performance.

Viva Routes

As part of the Base Route network, Viva Routes will be monitored in the same way as Base Routes, but are generally expected to perform about 50 percent better than regular base routes in terms of boardings per hour.

Local Routes

Local routes should average 25 boardings per hour, with a minimum threshold of 8 boardings per hour, on average, for all operating periods.

Express Routes

Business Express routes, by definition, serve specific connections, and are not available to everyone in the areas they serve. Therefore, these routes need to perform at a high standard to justify the service.

Fixed Route Expresses that operate as portion of a regular fixed route can be designed to be more widely available to everyone, and therefore can incorporate a wider range of performance.

Shuttles

Shuttle performance will vary depending on the purpose of the route design. If the route is introduced instead of a fixed route, then fixed route standards apply. If the Shuttle is started to provide enhanced service for a specific neighbourhood, a higher standard applies, similar to a Business Express route, but adjusted to account for the more local nature of the route.

Target Performance

The peak and off-peak target boardings per hour for routes provided by YRT follow.

Peak and Off-peak Performance Targets

Route Type	Weekday Peak	Other Times
Base and Local Routes	All routes averaging 30 passengers per service hour, with a minimum of 10 boardings per hour	All routes averaging 22 passengers per service hour, with a minimum of 7 boardings per hour
Express Route		
Fixed Route Express	All routes averaging 30 passengers per service hour, with a minimum of 10 boardings per hour	
Business Express	All route averaging 35 passengers per service hour, with a minimum of 30 boardings per hour	
Shuttle	All routes averaging 25 passengers per service hour, with a minimum of 20 boardings per hour	
Community Bus		
Fixed-Route	All routes averaging 15 passengers per service hour, with a minimum of 5 boardings per hour	All routes averaging 12 passengers per service hour, with a minimum of 4 boardings per hour
Demand-responsive	All routes averaging 10 passengers per hour, with a minimum of 5 boardings per hour	All routes averaging 8 passengers per hour, with a minimum of 3 boardings per hour

Overlay Express routes are subject to the following conditions: introduction of an Overlay Express Route must maintain the performance levels of the remaining routes at current levels; and projected performance of the new Overlay Express Route must be better than that of the current route.

Establishing New Transit Service

Determining Whether Service is Warranted

Service warrants (i.e. investigating whether a route should be provided or not) for **Base or Local Routes**, **Express Routes** and **GO Shuttles** are determined by performance levels. Designating a route as Base Service will depend on the network coverage, and whether or not new designation is required to maintain the standard.

The introduction of a **School Special** is similar to that of a Shuttle. It depends on whether or not the school is or can be easily served by a regular service within the route network and the limits of the *Route Directness* guidelines for those routes.

Population targets for considering **Community Bus** services within small urban communities such as King City and Mount Albert are included as guidelines since a service in any community

should be operated if it meets *Route Performance* standards. However, the designation of 15,000 population is an appropriate guideline for considering service, and should be used to identify communities where these standards will apply.

Service Expansion into New Areas

Services introduced in new areas not previously served should be guaranteed for a minimum 12 months of operation to ensure enough time for travel patterns to adjust and for recording of 4-season ridership patterns. At the end of the 12 months, the service must meet the minimum *Route Performance* thresholds required for its type of service.

Within this trial period, interim targets are set to ensure that a service that is clearly not capable of meeting the ultimate targets is identified as early as possible. Monitoring at 3, 6 and 9 months is completed to ensure that the new service is moving towards the appropriate standard. Targets for these interim periods are set at 25 percent, 50 percent and 75 percent of the ultimate target, respectively. If the performance at the end of each period has not reached at least 75 percent of the target value, the route should be re-examined to identify potential changes to improve its performance. If the same standard is not met in the next period, the changes should be recommended.

Service in New Operating Periods

Routes that introduce service in new operating periods where routes already exist, or modify the existing route are subject to similar evaluation, but over a shorter 6-month period. If the service change is substantial, staff may recommend a longer trial period at the service introduction stage. Interim targets are established at 2 months and 4 months, with target levels of 33 percent and 66 percent of the ultimate target.

2.5 Design Guidelines

YRT uses these guidelines to help design the most effective services, and ensure that the performance measures of each route and the system overall are met. If a particular route does not adhere to these guidelines, remedial action is not necessarily required, but the situation is carefully monitored to ensure its effectiveness.

Route Directness – How direct should the route be?

Route Directness is a measure of how much a route deviates from the most direct path between the start and end points of the route.

Each route type has a range in this standard, reflecting the objective of the service. Base Grid and VIVA routes should have the lowest ratio, while Local routes and Community Bus ratios can be higher. The *Route Directness* measure should be minimized for all services.

For instance, **Base Grid and VIVA routes** should be designed to provide direct service, with deviations to serve major destinations only. **Shuttle** services can incorporate slightly more circuitous routings to increase the service area. For **Community Bus** services in larger urban communities, routes are also expected to be more circuitous to serve more area residences and community destinations.

Route Directness Measure

Route Type		Ratio
Base Grid Route and Viva		1.0 to 1.1
All Local Rtes		1.0 to 1.2
Fixed Route Express	Equal to or less than that of the underlying Rte. 1.0 within the express or limited stop portion of the Rte	
Business Express Route	1.0 outside of any local service area. Local service areas should be limited to 5 stops or less	
Shuttle		1.25 to 1.75
Community Bus		Less than 2.5. Less than 2.0 for Local Rtes in small communities

Branches of a Base Route designed to serve specific destinations during peak periods should be considered Local routes, with those standards applied.

Route Deviations – When should a route deviate?

Combined with the *Route Directness* guideline, an additional design guideline provides assistance in determining the route structure for services to schools, GO stations, major employers. This measure considers the benefit of varying from a direct route to serve a major area versus the inconvenience to those passengers already on-board.

Route deviations must attract enough new passengers to the route (not merely reduce the walking distance for existing passengers) to make the change worthwhile. For example, if the

additional travel time means more service hours need to be added, the change should only be made if it improves the overall performance of the route.

If the detour can be achieved with the existing resources (typically less than a one- or two-minute increase in running time), the new ridership gained should be no less than 25 percent of the passengers affected by the detour.

Locating Bus Stops – Where should bus stops be located?

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 250 metres in developed areas and 500 metres in undeveloped areas (specific major trip generators may require variances in stop spacing).

Development around the major stops should be encouraged at greater density and follow transit supportive design principles – closer to the street, favour pedestrian connections, and customer friendly uses in commercial areas such as coffee shops, or passenger amenities.

Viva stops should normally average at least every one kilometre, and not normally be less than one kilometre at the far side of the intersection.

Bus stops at intersections should be located in the safest position, considering traffic and street conditions. Where possible, stops should be located close to signalized intersections. At Viva transfer points, YRT stops on the intersecting routes should be located at the near side of the intersection wherever possible to facilitate transfers.

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. Priority factors in selecting bus stops as candidates for shelters include:

- All terminals and transfer points
- High boarding locations (more than 35 passengers in peak periods)
- Unique exposure to inclement weather
- In front of senior residences and other institutional facilities

Stops and the area around them should be made accessible to people with disabilities, including wheelchairs and other mobility aids. The long-term objective of YRT is to accommodate accessible features at all of its stops. Stops and the area around them should also have a high priority for snow clearing.

Locating Vivastations

Because the introduction of additional vivastations on established routes will add travel time delays for vehicles passing through them, vivastations should be added only when warranted by high expected ridership and location relative to the other vivastations on the route.

It is therefore recommended that an additional vivastation on an existing Viva route should only be considered if:

- It is located at least 750 metres from the nearest adjacent vivastation on any Viva route serving the proposed station; and
- It will not reduce the average route-wide distance between vivastations on any route it serves to less than 1,000 metres.

A new vivastation on an existing route should also attract more new riders than it discourages by delaying through travel. It is therefore recommended that a new 'infill' station only be considered if it is expected to add new boardings of at least 300 per weekday (not including shifts from adjacent vivastations).

New vivastations on extensions or revisions to the Viva system should be located with a view to maximizing potential ridership. They should also be located at least 750 metres apart and should not have an average spacing of less than 1,000 metres over the entire extension or revised section length.

It should be noted that recommendations for additional vivastations are subject to budget approval.

Locating Bus Stations/Terminals

Bus terminals and minor turnaround facilities will be located at transit nodes identified in the Transportation Master Plan and otherwise at the end of a line and convergence of two or more corridors, where local services such as shuttles also connect.

Development around the stations and terminals should incorporate transit-oriented development uses and design principles.

2.6 YRT Planning Process

YRT's Five-Year Plans form the basis of annual service plans that respond to population growth, demands for additional service, and on-going improvements.

Each Annual Service Plan is developed within a consultation process to ensure that YRT plans are communicated and that stakeholder and public input is considered during the planning phases for improvements.

How to get involved

Regular and ongoing communications with the general public, key community groups and agencies, individual businesses and business groups, school boards, area municipalities, elected representatives and customers is vital both to hear about issues and areas of concern and to provide valuable information and education.

Consultation is designed for:

- Area Municipalities - to obtain input for their preferences for service improvements and new services in their municipalities on an annual basis;
- Areas Experiencing Change - to consult with the local area residents and businesses, and the elected representatives to develop specific proposals for change to services or the introduction of new services into their community, for areas of significant growth;
- External Stakeholders - comprising community agencies, business groups, transportation management associations, residents' or ratepayers groups;
- Neighbouring Municipalities and Transit Providers - to consult with the neighbouring municipalities and transit providers to ensure seamless services for those customers travelling beyond York Region; and
- General Public Consultation: two additional annual public consultation forums (north and south) are suggested for those stakeholders and members of the public that would not have had an opportunity to provide input through the other venues.

YRT customer service and our web site will provide you with information on planning issues, dates for upcoming meetings, and specific ways that you can get involved.

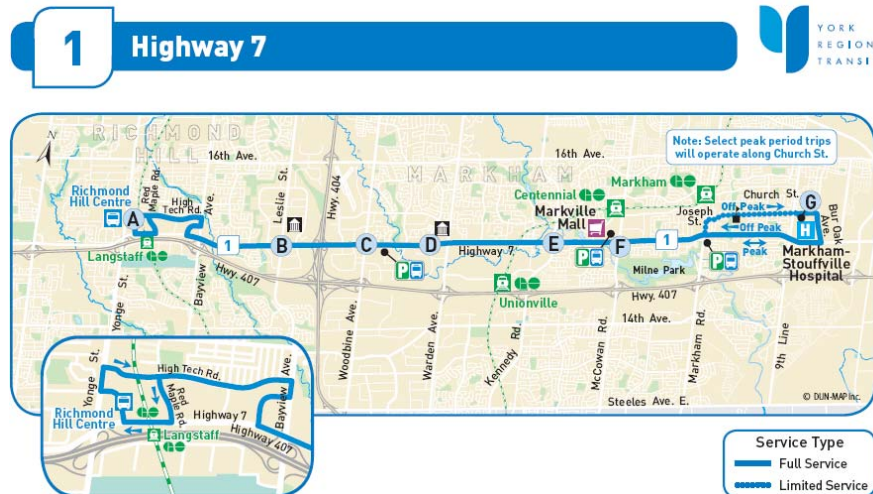
3.0 Conventional Routes

Route: 001 Highway 7 (Markham)

Type: Base

Description: Main east-west line operating from Markham-Stouffville Hospital to Richmond Hill Centre Terminal.

Current Routing:



Operating Hours and Frequency:

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

Major Trip Generators: Markham-Stouffville Hospital, Markham District High School, Markham Main Street, Markville Mall, Markham Civic Centre, Markham Theatre, Unionville High School, Allstate Parkway employment area, Seneca Markham Campus, Beaver Creek business park.

Boardings (2006):

Annual	732,949
Avg. Weekday	2,294
Rev./Cost (%)	41.1
Boardings/Hr	23.7

Service Requests:

- Provide service to GO Finch Terminal
- Introduce early morning from Markham-Stouffville Hospital on Sundays
- Improve the frequency on Sunday/Holiday

- More running time required on Saturdays (after 12 noon, running 5-10 minutes late)
- Bill Crothers Secondary School in Markham Centre to open in Fall 2008. Divert service into Markham Centre

Discussion/Issues:

- Not warranted to provide Route 1 – Highway 7 along Yonge Street due to Viva and other YRT routes on Yonge Street.
- Route 1 – Highway 7 meets the Sunday/Holiday service standards, not warranted to improve the service frequency; future viva extension to Cornell will assist with these requests
- Realign Route 1 – Highway 7 to operate along Enterprise Blvd in both directions between Warden Avenue and Kennedy Road during peak periods (limited service), to provide service to Bill Crothers Secondary School; this service will be within walking distance of the new high school
- Viva purple is proposed to be extended to Cornell as early as January 2008. To make connections with viva purple, extend Route 1 to Bur Oak Avenue and Highway 7
- New bus terminal/loop will be constructed on Highway 7 at Donald Cousens Parkway. Realign Route 1 – Highway 7 to service both the Markham-Stouffville Hospital and the future terminal
- Later service from Monday to Thursday to reflect the Friday schedule (one extra trip in both directions)
- The pedestrian bridge is scheduled to be completed by early 2008. This pedestrian bridge will connect the Richmond Hill Centre terminal and the Langstaff GO Station

Recommendations:

- Due to the construction of the pedestrian bridge (to be completed early 2008) Route 1 – Highway 7 will not divert to the Langstaff GO Station for the select PM trips
- In order to service the viva stop on Church Street, Route 1 – Highway 7 will operate along Bur Oak Avenue between Church Street and Highway 7. (Please refer to Southern System Map on page 135)
- January 2008, improve Saturday schedule to better reflect actual running times
- September 2008, realign Route 1 – Highway 7 to operate along Enterprise Blvd in both directions between Warden Avenue and Kennedy Road during peak periods (select trips for new high school)

Estimated Additional Costs:

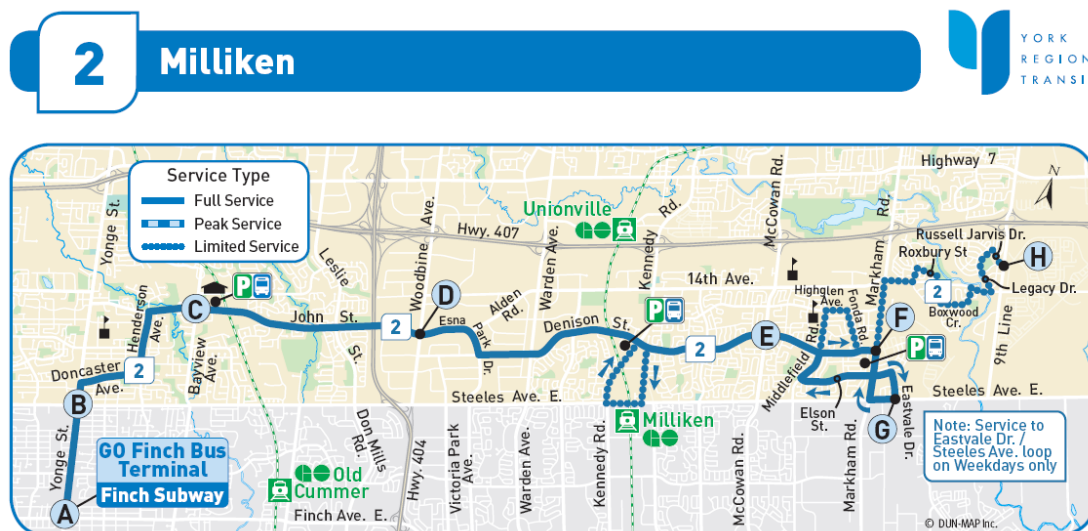
N/A

Route: 002 Milliken

Type: Base

Description: East-west line operates in Markham from Highway 48 during weekdays and 9th Line during weekends, to the GO Finch Bus Terminal at Yonge Subway. This route operates mainly along Denison Street and John Street via Yonge Street.

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, Thornhill Community Centre, employment areas along John Street / Denison Street, Fortinos Super Mall, Milliken GO Station.

Boardings (2006):

Annual	639,600
Avg Weekday	2,373
Rev/Cost (%)	44.3
Boardings/Hr	25.6

Service Requests:

- Improve frequency from GO Finch Terminal during the early pm peak period (i.e. 3:15pm trip)
- Improve frequency after 7:00pm on weekdays

- Extend service to 14th Avenue to service both Father McGivney Catholic Academy and the commercial area at Highglen Avenue and Markham Road
- Extend TTC Route 21 – Brimley service further north to 14th Avenue
- Extend TTC Route 130 – Middlefield service further north to 14th Avenue (providing transit services to the Middlefield High School)
- Provide service from the Milliken and Box Grove areas to the Milliken GO Station
- Divert trips into the Milliken GO Station to eliminate the walk to/from Old Kennedy Road and Steeles Avenue

Discussion/Issues:

- Current frequency level provided during the early PM peak period and weekday evening service does not meet the service frequency standards
- Father McGivney Catholic Academy and the commercial area at Highglen Avenue and Markham Road are serviced by connecting routes (TTC 129A McCowan North; TTC 102D Markham Rd) therefore; not extending Route 2 into those areas
- Extend TTC routes along Brimley Road and along Middlefield Road to 14th Avenue to provide transit along mid-block corridors (to be evaluated as part of the 2009 Service Plan)
- Extend service via Denison Street, Eastvale Drive, Steeles Avenue to service the new development east of Eastvale Drive
- Integrate Route 2 - Milliken and Route 2A – 14th Ave, such that 14th Avenue and Denison Street routing east of Esna Park Drive become branches of Route 2 to achieve higher levels of service west of Esna Park Drive and a no-transfer to Yonge Street for the 14th Avenue corridor (to be evaluated as part of the 2009 Service Plan)
- Later service from Monday to Thursday to reflect the Friday schedule (one extra trip in both directions)
- Implement a new Milliken GO Shuttle, use the bus loop at the Milliken GO Shuttle (to be evaluated as part of the 2009 Service Plan). In the interim, Route 2 will continue to divert to Old Kennedy Road and Steeles Avenue to make GO Train connections.

Recommendation:

- April 2008, implement new eastbound service departing the GO Finch Terminal at 3:15pm. (For 2009, implement new eastbound service departing the GO Finch Terminal at 3:45pm and 7:45pm.)
- April 2008, extend routing east of Eastvale Drive (via Denison Street, Elson Street and Eastvale Drive) (Please refer to Southern System Map on page 135)

Estimated Additional Costs:

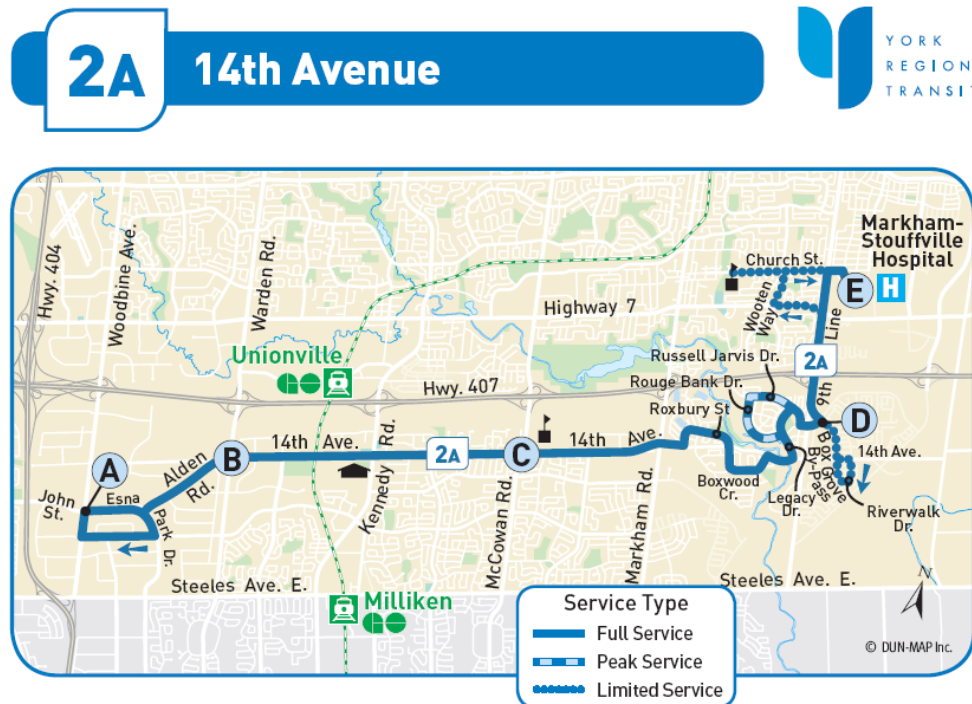
\$202,400 annual operating cost for the new 3:15pm eastbound trip and the route extension via Denison Street and Elson Street

Route: 002A 14TH Avenue

Type: Local

Description: East-west line operating in Markham from Markham-Stouffville Hospital to Woodbine Avenue. This route operates mainly along 14th 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: Employment areas east of Woodbine Avenue, Milliken Mills H.S., Father McGivney H.S., Markham District High School, Markham-Stouffville Hospital

Boardings (2006):

Annual	141,549
Avg Weekday	719
Rev/Cost (%)	24.4
Boardings/Hr	14.1

Service Requests:

- Extend service into the new Box Grove subdivision

- Improve the frequency of the weekday service to better connect with viva green
- Introduce later weekday evening service
- The Rouge Bank Drive and Russell Jarvis Drive peak period routing should operate all-day (only 1 request)
- Implement express service, takes too long to travel to/from Finch Terminal
- Extend service to Finch Terminal or Sheppard subway station
- Provide more service to the following high schools: MDHS, Brother Andre and Father McGivney
- Extend service into the Grand Cornell subdivision
- Introduce a Milliken GO Shuttle from Riverwalk Drive and 14th Avenue
- Introduce Saturday and Sunday/Holiday service
- Student Transportation Services is considering removing “Pay For Use” bussing from the Legacy and Box Grove areas to Markham District High School in September 2008 and requests possible service adjustment to accommodate

Discussion/Issues:

- Current frequency level provided during weekday periods does meet the service frequency standards
- Current span of service provided during weekday periods does not meet the span of service standard for the evening. Service should operate until 11:00pm, currently operates until 9:00pm
- Due to previous concerns from residents along Rouge Bank Drive and Russell Jarvis Drive, transit service along those streets will be maintained as peak period only service
- Integrate Route 2 - Milliken and Route 2A – 14th Ave, such that 14th Avenue and Denison Street routing east of Esna Park Drive become branches of Route 2. There would be higher levels of service west of Esna Park Drive and a no-transfer to Yonge Street for the 14th Avenue corridor. This will improve travel time between 14th Avenue and the GO Finch Terminal (to be evaluated as part of the 2009 Service Plan)
- If Route 2A – 14th Ave extension to the GO Finch Terminal is not implemented, add express services from the Box Grove area and use the ETR 407 to/from Finch Terminal (to be evaluated as part of the 2009 Service Plan)
- Extend peak period service east of 9th Line and operate via Copper Creek Drive, Donald Cousens Parkway and Box Grove By-Pass to service the Box Grove development. Extend one am and one pm trip to MDHS

- When Bur Oak Avenue connects to Grand Cornell (south of Highway 7), restructure easterly section of Route 2A - 14th Avenue. From 9th Line and Kenilworth Gate, the route to operate along Kenilworth Gate, Michelina Terrace and Bur Oak Avenue to Church Street and service Markham-Stouffville Hospital. Services will be removed from 9th Line between Kenilworth Gate and Church Street which will be serviced by the 9th Line service
- New bus terminal/loop will be constructed on Highway 7 at Donald Cousens Parkway. Route 2A will be removed from Markham-Stouffville Hospital and re-directed to the new terminal. Passengers destined for the hospital will be able to transfer to/from Route 1 – Highway 7 or transfer onto the 9th Line service
- Implement a Milliken GO Shuttle that would service Box Grove and Milliken areas that would connect with the GO Trains at the Milliken GO Station. The shuttle would use the bus loop at the station which GO Transit designed to accommodate YRT services (to be evaluated as part of the 2009 Service Plan)
- Current limited route to MDHS does service the Legacy and Box Grove areas. Possible addition of service may be required in September 2008, should the board proceed with the bussing change.

Recommendation:

- April 2008, extend service east of 9th Line and operate via Copper Creek Drive, Donald Cousens Parkway and Box Grove By-Pass (peak periods only) (Please refer to Southern System Map on page 135)
- September 2008, realign service via Grand Cornell (or future terminal if constructed & discontinue service to the Markham-Stouffville Hospital). Depending on the opening of Bur Oak Avenue to the south of Highway 7, operating Route 2A via Kenilworth Gate, Michelina Terrace and Bur Oak Avenue (Please refer to Southern System Map on page 135) - Due to pending budget constraints, the implementation of this service initiative has been identified for deferral to 2009
- Implement if warranted, additional limited service to/from MDHS in September 2008

Estimated Additional Costs:

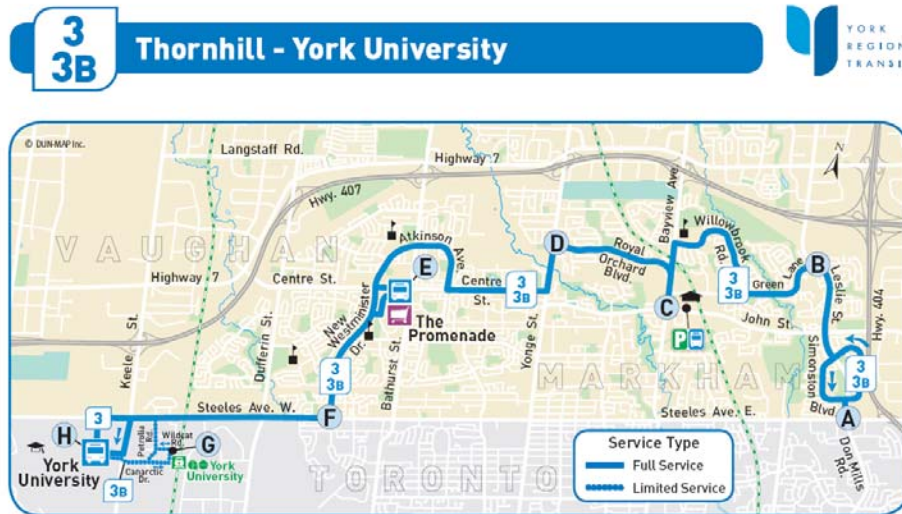
- \$202,400 annual operating cost for route extension, east of 9th Line into Box Grove
- Dedicated funding for limited service to/from MDHS has not been allocated. However, if this service is warranted, implementation may be considered, pending availability of funding within the approved 2008 budget envelope.

Route: 003 / 003B Thornhill – York U

Type: Local

Description: East-west line operating within the Thornhill community between York University and Don Mills Road.

Current Routing:



Operating Hours and Frequency:

Rte 3/3A/3B

AM Peak	Midday	PM Peak	Evening	Saturday	Sunday/Holiday
✓	✓	✓	✓	✓	✓
20 min	20/40 min	20 min	45 min	40 min	40 min

Major Trip Generators: York University, Promenade Mall, Thornlea S.S., Westmount S.S., Thornhill Community Centre, Shoppes on Steeles, St. Elizabeth C.H.S.

Boardings (2006):

Annual	393,628
Avg Weekday	1,808
Rev/Cost (%)	35.4
Boardings/Hr	16.9

Service Requests:

- No significant service requests

Discussion/Issues:

- Additional running time may be requested for weekdays in the future, as there is a standby bus operating in the non-summer months, between approximately 10:00am

and 6:00pm. Need for additional running time is being reviewed further by Operations staff

- Emerging congestion related issues at York University due to ongoing construction (Ontario Archives, etc.); will require ongoing monitoring

Recommendation:

- N/A

Estimated Cost:

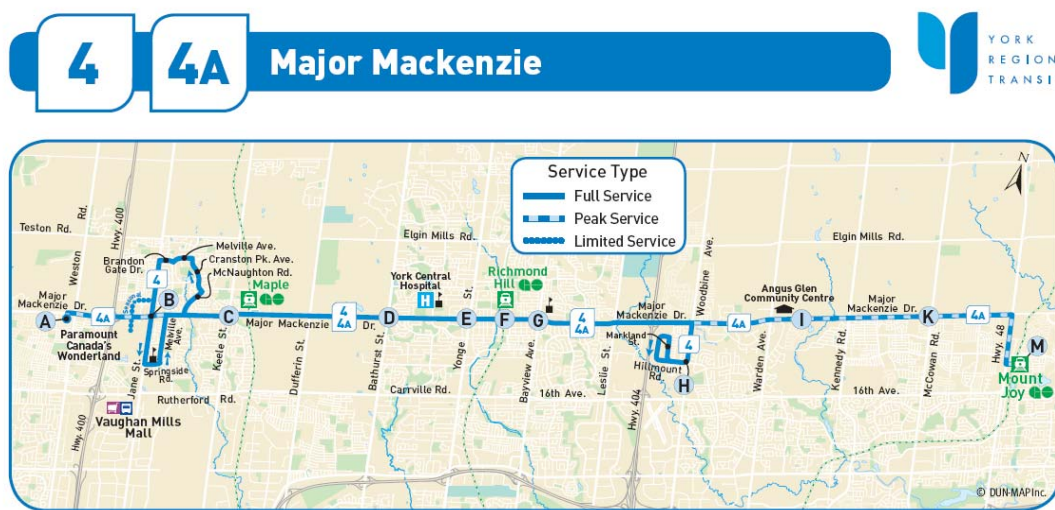
- N/A

Route: 004 / 004A Major Mackenzie

Type: Base

Description: Main east-west line operating from Woodbine Ave in Markham to Jane Street in Vaughan. This route operates mainly along Major Mackenzie Drive with service to Woodbine/Hillmount industrial area. Route 4A is a branch of Route 4 which operates along Major Mackenzie Drive between Weston Road and Mount Joy GO Station in Markham 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: Mt Joy GO Station, 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).

Boardings (2006):

Annual	572,571
Avg Weekday	2,174
Rev/Cost (%)	45.6
Boardings/Hr	21.7

Service Requests:

- Divert Route 4A branch into the Hillmount area to travel to/from the Angus Glen C.C. without having to transfer (1 request)
- Extend the Route 4A branch to Cornell
- Provide 15 minute service on the Route 4A branch during peak periods
- Provide later evening service to accommodate employees of Canada's Wonderland
- Provide later weekday evening service in the Hillmount Road area after 11:00pm to meet needs of employees at Philips and Scholastic
- Student Transportation Services is considering removing "Pay For Use" bussing from the Greenock and Barrhill area communities in September 2008 and requests possible service adjustment to accommodate students attending St. Joan of Arc S.S

Discussion/Issues:

- To provide service to new developments east of Highway 48, extend Route 4A along Major Mackenzie Drive and Donald Cousens Parkway. The service to terminate at the Cornell bus terminal/loop (if constructed) on Highway 7 at Donald Cousens Parkway and would connect with viva and YRT routes. Route 4A would continue to service the Mt Joy GO Station. If the bus terminal/loop is not constructed, extend Route 4A to Bur Oak Avenue and Highway 7 (on street looping) (Please refer to Southern System Map on page 135.)
- Current frequency level provided for Route 4A in Markham during peak period does not meet the service frequency standard
- Current span of service provided for Route 4A in Markham during peak period does not meet the service frequency standard
- In July 2007, a later eastbound trip was implemented on weeknights to address increasing need/demand from employees of Canada's Wonderland
- For September 2008, should the school board proceed with the bussing change for St. Joan of Arc S.S., a possible re-routing of Route 4/4-A, or an additional school special, may be required

Recommendation:

- September 2008, extend peak period service along Major Mackenzie Drive, Donald Cousens Parkway and service the Cornell bus terminal/loop (pending construction completion), continuing with limited service to Mt. Joy GO Station. Otherwise service would be extended to Bur Oak Avenue/Highway 7 area via on-St loop (Please refer to Southern System Map on page 135)

- September 2008, expand the span of service for Route 4A in Markham to operate during weekday midday and evenings
- Funding for later weekday evening service in the Hillmount Road area after 11:00pm has not been allocated. However, if this service is warranted, implementation may be considered, pending availability of funding within the approved 2008 budget envelope.
- If warranted, and pending operational assessment, implement a new school special to service St. Joan of Arc S.S. from the Greenock and Barrhill areas, or a limited service extension of Route 4, in September 2008

Estimated Additional Costs:

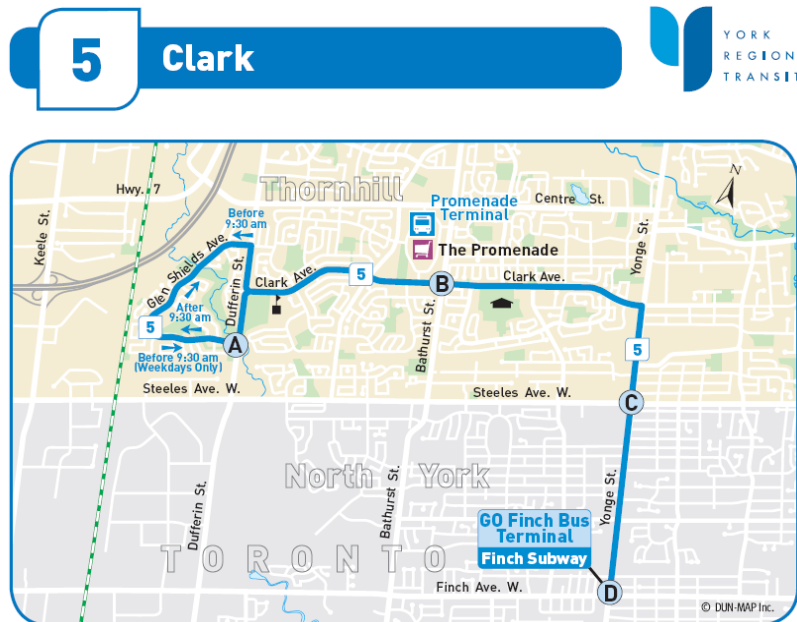
- \$658,000 annualized
- Funding for a new school special route to St. Joan of Arc S.S. has not been allocated. However, if warranted, implementation may be considered, pending availability of funding within the approved 2008 budget envelope

Route: 005 Clark

Type: Base

Description: East-west line operating primarily along Clark Ave 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
✓	✓	✓	✓	✓	
12 min	12 min	12 min	30 min	30 min	Not Applicable

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

Boardings (2006):

Annual	473,707
Avg Weekday	1,906
Rev/Cost (%)	65.1
Boardings/Hr	31.0

Service Requests:

- Introduce later Saturday evening service
- Introduce Sunday service

Discussion/Issues:

- Current Saturday service ends in the early evening – below standard
- No Sunday service – below standard
- Requests for additional service (i.e. Saturday evening and all-day Sunday) to be reviewed as part of the 2009 budget cycle

Recommendation:

- N/A

Estimated Additional Costs:

- N/A

Route: 007 Martin Grove

Type: Local

Description: North-South line operates primarily along Martin Grove road between Rexdale Blvd and Highway 27.

Current Routing:



Operating Hours and Frequency:

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

Major Trip Generators: Steeles Ave Corridor, Holy Cross Academy, Humber College, Woodbine Centre.

Boardings (2006):

Annual	165,694	Target
Avg Weekday	824	
Rev/Cost (%)	28.0	
Boardings/Hr	13.4	

Service Requests:

- Extend service north to Rutherford/Napa Valley area
- Introduce Sunday service
- Student Transportation Services is considering removing “Pay for Use” bussing from the south Kipling Avenue area (i.e. south of Highway 7) in September 2008 and requests possible service adjustment to accommodate students attending Holy Cross S.S.

Discussion/Issues:

- Does not operate full route on Saturdays – below standard
- Does not operate on Sundays – below standard
- Requests for additional service to be reviewed as part of the 2009 budget cycle
- For September 2008, should the school board proceed with the bussing change for Holy Cross S.S., an additional school special may be required

Recommendation:

- If warranted, and pending operational assessment, implement a new school special to service Holy Cross S.S. from the south Kipling Avenue area (i.e. south of Highway 7), in September 2008

Estimated Additional Costs:

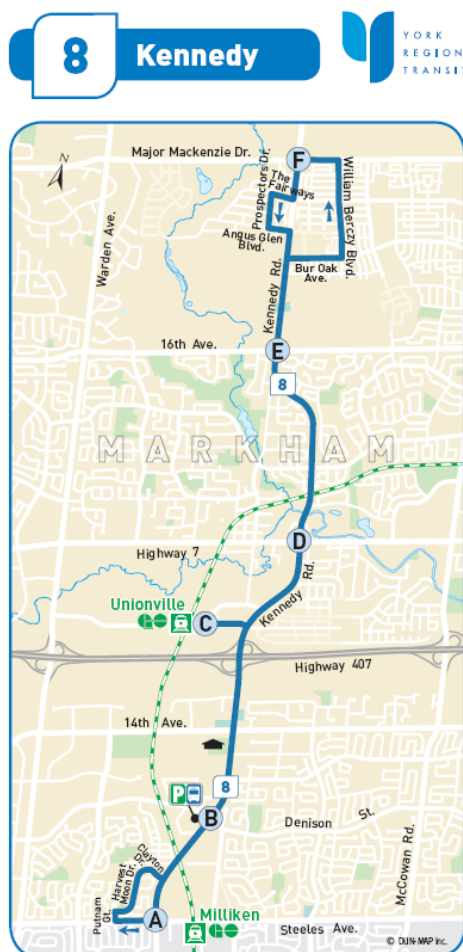
- Funding for a new school special route to Holy Cross S.S. has not been allocated. However, if warranted, implementation may be considered, pending availability of funding within the approved 2008 budget envelope

Route: 008 Kennedy Rd.

Type: Base

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 min	30 min	15 min	30 min	60 min	60 min

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

Boardings (2006):

Annual	270,199
Avg Weekday	1,068
Rev/Cost (%)	35.1
Boardings/Hr	20.3

Service Requests:

- Connect to the first AM trip at Unionville GO Station

Discussion/Issues:

- Current span of service provided during weekdays, Saturdays and Sundays does not meet the span of service standards for the evenings. Service should operate until 11:00pm; service currently operates until 10:30pm (To be evaluated as part of the 2009 Service Plan)
- Current frequency level provided during weekday evening service and Saturdays does not meet the service frequency standards (To be evaluated as part of the 2009 Service Plan)
- Bill Crothers Secondary School in Markham Centre will open in Fall 2008. The new school will be within an efficient walking distance to Route 8. Schedule will be adjusted to accommodate the bell times.

Recommendation:

- N/A

Estimated Additional Costs:

- N/A

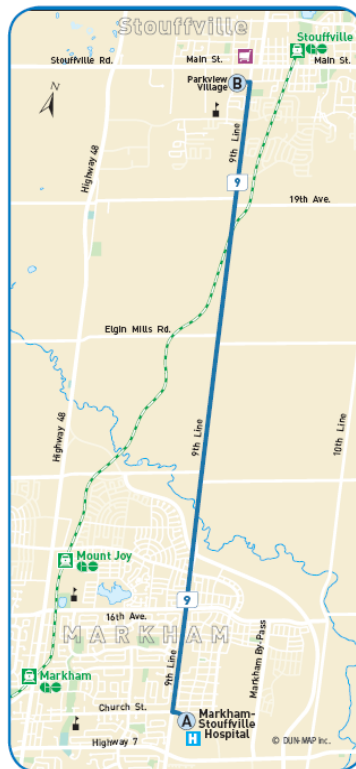
Route: Restructured 009 9th Line
New 015 Stouffville Local

Type: Local (Small Community)

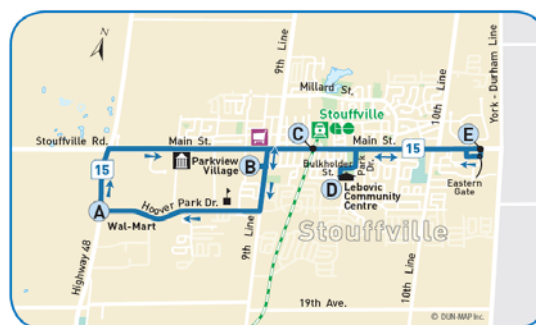
Description: North-South line joins Markham with the community of Stouffville operating along Ninth Line and Main Street Stouffville.

Restructured Routing (effective Sept 2, 2007):

9 Stouffville



15 Stouffville Local



Operating Hours and Frequency:

9 - 9th Line

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

15 - Stouffville Local

AM Peak	Midday	PM Peak	Evening	Saturday	Sunday/Holiday
✓	✓	✓			
45 min	45 min	30 min	50 min	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 and Wal-Mart.

Ridership (2006):

Annual	16,473
Avg Weekday	80
Rev/Cost (%)	5.2
Rev Pass/Hr	3.0

Service Requests:

- Introduce more frequent service
- Provide earlier service and improve frequency to Wal-Mart
- Operate along Highway 48 from Markham to service Wal-Mart
- Provide more service to/from Stouffville
- Provide later evening service departing Markham-Stouffville Hospital
- Extend service to MDHS and Brother Andre School
- Extend service to Dixon Hill Montessori (Highway 48, south of Hoover Park Drive)
- Provide service to the new Stouffville High School (on Hoover Park Drive, west of 9th Line)
- Provide service along Hoover Park Drive, west of 9th Line
- Improve the travel time from Stouffville GO Station to Hoover Park Drive and 9th Line
- Need service along 9th Line from Steeles Avenue and 9th Line to/from Markham-Stouffville Hospital and also to/from Stouffville

- Introduce early weekday morning service (to arrive at Markham-Stouffville Hospital at 6:15am or 6:30am in order to connect with Route 1 – Highway 7)
- Introduce later weekday evening service
- Introduce Saturday service (to service Wal-Mart)
- Introduce Sunday/Holiday service (to service Wal-Mart)
- Introduce service along Stouffville Road to Yonge Street
- Extend service to the future development at Highway 48 and Millard Street
- Extend service to Musselman's Lake

Discussion/Issues:

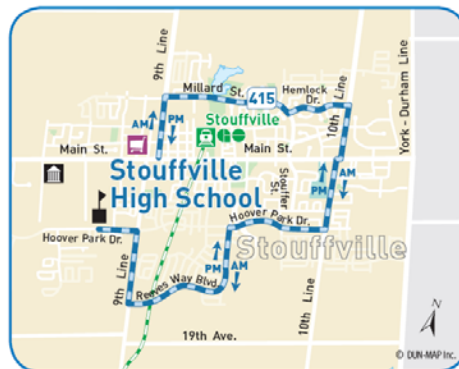
- New residential area along Millard Street; north of Millard Street and 9th Line; along Hoover Park Drive between Standiford Drive and York-Durham Line; Forsyth Farm Drive and 10th Line
- New business parks and commercial parks in the west of the Stouffville, at Highway 48
- September 2007, Stouffville District High School relocated at Hoover Park Drive and Weldon Road (265 metres west of 9th Line)
- September 2007, Route 9 / 9A was restructured to simplify service. Route 9 became the 9th Line service provide transit between Parkview Village and Markham-Stouffville Hospital
- September 2007, a new Route 15 – Stouffville Local was introduced, providing service along Main Street Stouffville between Highway 48 and Eastern Gate; along Hoover Park Drive between Highway 48 and 9th Line. There are timed transfers at Parkview Village with Route 9 – 9th Line
- September 2007, a new Route 215 – Stouffville GO Shuttle was introduced making GO Train connections at the Stouffville GO Station

215 Stouffville GO Shuttle



- September 2007, a new Route 415 – Stouffville High School Special was introduced to accommodate the high school students at the new school location. Route 415 services Millard Street, Hemlock Drive, 10th Line, Hoover Park Drive and Reeves Way Blvd

415 Stouffville High School Special



- To improve service to the commercial area at Hoover Park Drive and Highway 48, Route 15 – Stouffville Local will enter into the parking lot and service a bus stop near the east side of the Wal-Mart building. This improvement has been effective since December 3, 2007.



- Expand Route 9 – 9th Line to operate along 9th Line between Westlawn Cr and Highway 7. At the top end of the route, it would operate along Millard Street between Westlawn Cr and 9th Line and along Westlawn Cr to 9th Line (one-way loop). At the bottom end of the route, it would operate along Church Street to service Markham-Stouffville Hospital. From Markham-Stouffville Hospital, loop via Bur Oak Avenue and Highway 7 in order to connect with viva. Route 9 would continue to service Parkview Village and make timed connections with the Stouffville local service (Please refer to Southern System Map on page 135)
- Extend Route 15 - Stouffville Local service via Millard Street, Main Street, Hoover Park Drive to provide 30 minute frequency, GO Train connections & connections to/from Route 9 – 9th Line. New service along Greenwood Road and Forsyth Farm Drive (Please refer to Southern System Map on page 135)
- Route 215 and Route 415 service could be removed from Hemlock Drive and operate along Greenwood Road and Forsyth Farm Drive
- Longer term plans for Route 9 – 9th Line is to extend the route further south of Highway 7 into the Box Grove development via Copper Creek Drive and Donald Cousens Parkway. As demand develops, extend route to Steeles Avenue and service the future TTC bus loop (connect with Steeles TTC service) (to be evaluated as part of the 2009 Service Plan)
- Provide more frequency service during midday and service till 11pm on Route 9 – 9th Line (to be evaluated as part of the 2009 Service Plan)

Recommendation:

- January 2008, Route 15 – Stouffville Local to service Hoover Park Drive (east of 9th Line)
- April 2008, extend Route 9 – 9th Line to Millard Street (loop via round-about)
- April 2008, Route 15 – Stouffville Local to service Millard Street (west of 9th Line)

Estimated Additional Costs:

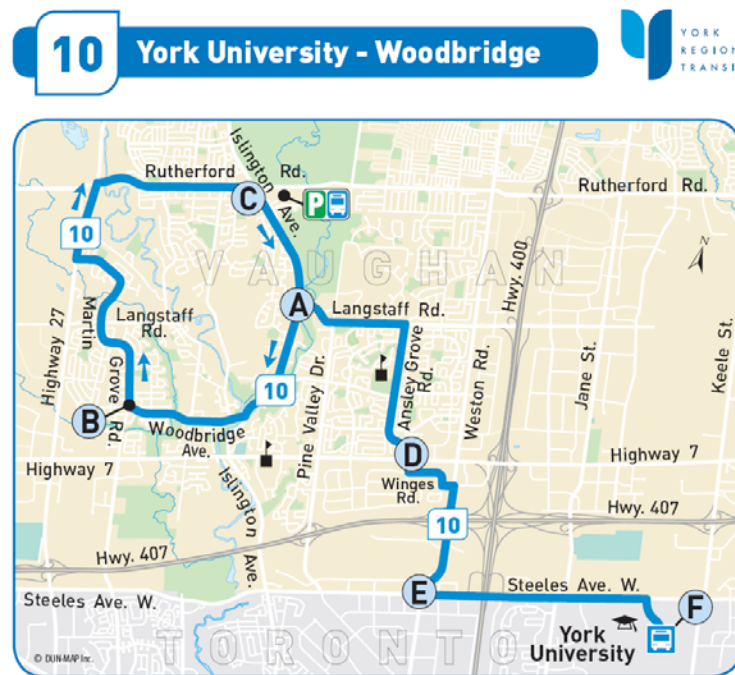
- \$253,000 annual operating costs to operate Route 9 and Route 15 route extensions

Rte: 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
✓	✓	✓	✓	✓	✓
30 min	45 min	30 min	45 min	45 min	45 min

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

Boardings (2006):

Annual	79,653
Avg Weekday	434
Rev/Cost (%)	14.6
Boardings/Hr	6.9

Service Requests:

- N/A

Discussion/Issues:

- Service operating below performance standards. Consideration to be made with respect to review (e.g. marketing, operational assessment) in 2008
- Emerging congestion related issues at York University due to ongoing construction (Ontario Archives, etc.); will require ongoing monitoring
- Sunday/holiday service levels on this route will be reviewed in 2008 with the objective of improving overall system performance and efficiency

Recommendation:

- N/A

Estimated Additional Costs:

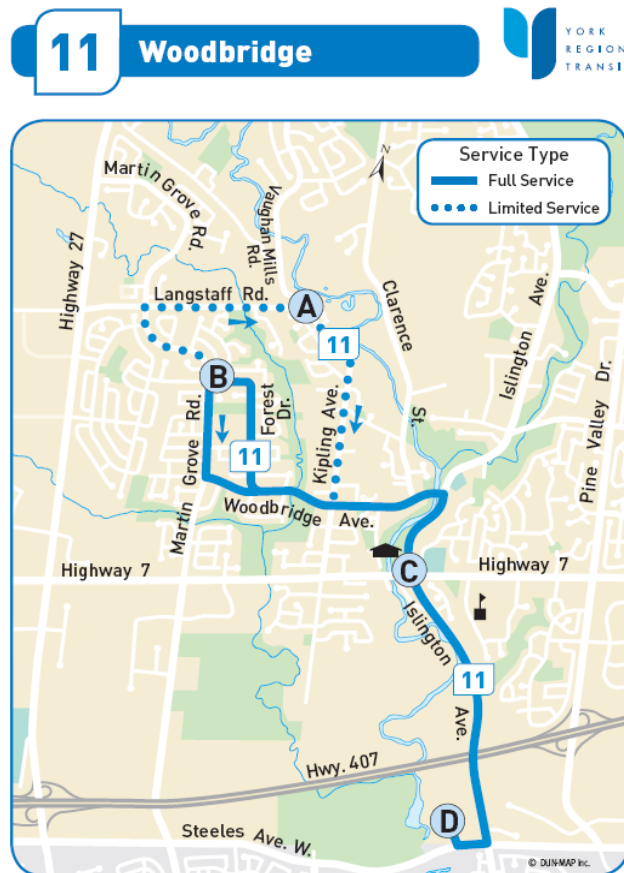
- N/A

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
✓	✓	✓	✓	✓	✓
45 min	45 min	45 min	45 min	45 min	40 min

Major Trip Generators: Steeles Ave Corridor, Woodbridge College, new/future high-density residential developments near Market Lane/Old Woodbridge Village.

Boardings (2006):

Annual	27,149
Avg Weekday	95
Rev/Cost (%)	11.9
Boardings/Hr	5.6

Service Requests:

- No significant service requests

Discussion/Issues:

- Service currently terminates at Steeles Ave, where passengers must transfer to TTC services. Low ridership due to lack of major trip generators
- Service operating below financial performance standards. Consideration to be made with respect to review (e.g. marketing, operational assessment) in 2008
- Increased marketing to high school students and to residents of new/future high-density area in Woodbridge village (e.g. adjacent to Market Lane and at Kipling Ave)
- Sunday/holiday service levels on this route will be reviewed in 2008 with the objective of improving overall system performance and efficiency

Recommendation:

- N/A

Estimated Additional Costs:

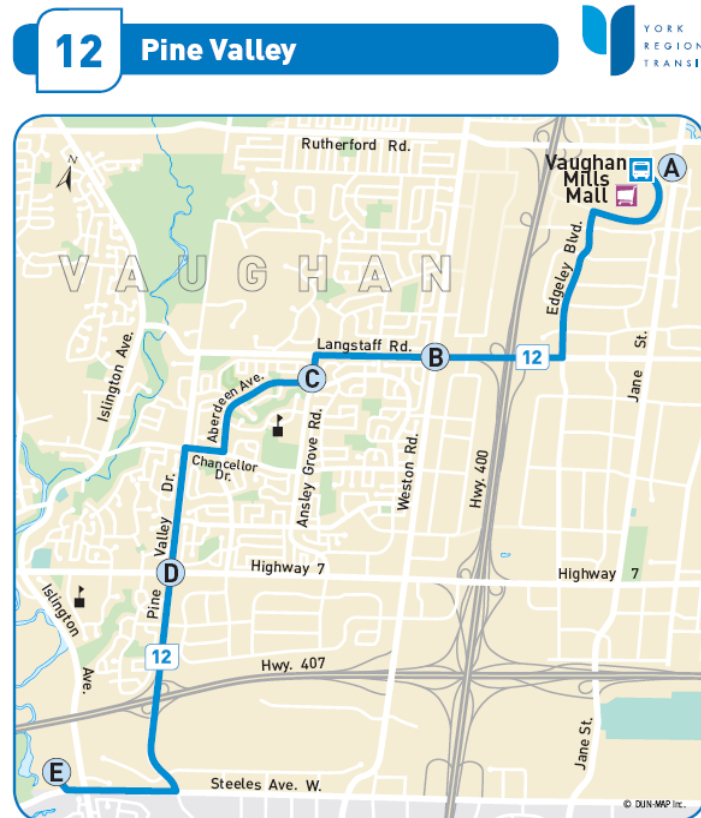
- N/A

Route: 012 Pine Valley

Type: Local

Description: Local route taking passengers between Vaughan Mills Mall Terminal and the Steeles/Islington Bus Loop.

Current Routing:



Operating Hours and Frequency:

AM Peak	Midday	PM Peak	Evening	Saturday	Sunday/Holiday
✓	✓	✓	✓	✓	
30 min	45 min	30 min	60 min	45 min	Not Applicable

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

Boardings (2006):

Annual	70,728
Avg Weekday	388
Rev/Cost (%)	28.7
Boardings/Hr	9.6

Service Requests:

- Student Transportation Services is considering removing “Pay for Use” bussing from the Weston Downs community in September 2008 and requests possible service adjustment to accommodate students attending Fr. Bressani S.S.

Discussion/Issues:

- No Sunday service – below standard
- For September 2008, should the school board proceed with the bussing change for Fr. Bressani S.S., a possible re-routing of Route 12, or an additional school special, may be required

Recommendation:

- If warranted, and pending operational assessment, implement a new school special to service Fr. Bressani S.S. from the Weston Downs area, or a limited service extension of Route 12, in September 2008

Estimated Additional Costs:

- Funding for a new school special route to Fr. Bressani S.S. has not been allocated. However, if warranted, implementation may be considered pending availability of funding within the approved 2008 budget envelope

Route: 013 Islington

Type: Base

Description: North-South line 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	30/40 min	30 min	40 min	45 min	Not Applicable

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

Boardings (2006):

Annual	95,307
Avg Weekday	388
Rev/Cost (%)	13.7
Boardings/Hr	28.7

Service Requests:

- Improved peak period service, and new midday service, to Kleinburg
- More convenient weekday service between Rutherford Road and the Kleinburg community, due to the cancellation of School Board-operated yellow school buses to Emily Carr Secondary School in Fall 2007
- Provide weekday evening service until midnight

Discussion/Issues:

- Current frequency on weekdays & Saturdays is below standard
- No Sunday service – below standard
- Requests for additional service to be reviewed as part of the 2009 budget cycle

Recommendation:

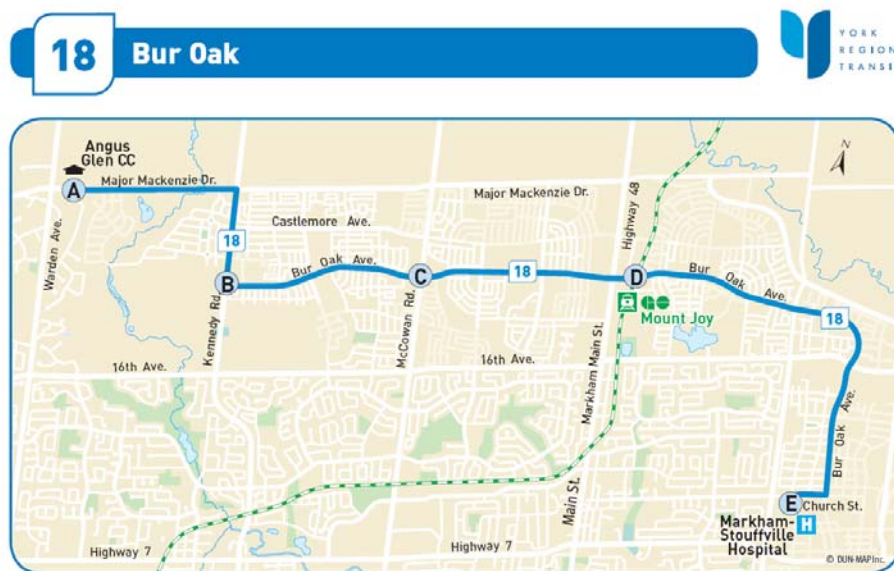
- N/A

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 9th 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 min	60 min	30min	60 min	60 min	Not Applicable

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

Boardings (2006):

Annual	130,278
Avg Weekday	615
Rev/Cost (%)	34.0
Boardings/Hr	19.6

Service Requests:

- Operate service earlier
- Connect to the first AM GO Train at the Mt Joy GO Station

- Introduce a new branch to operate along Castlemore Avenue
- Introduce Sunday/Holiday service
- Student Transportation Services will not be providing “Pay for Use” bussing from the 16th Avenue and Donald Cousens Parkway to Bur Oak Secondary and requests service into this area to accommodate students.

Discussion/Issues:

- Current span of service provided during weekday evenings does not meet the span of service standards; service should operate until 11:00pm (to be evaluated as part of the 2009 Service Plan)
- Current frequency level provided during weekday midday does meet the service frequency standard. Due to the positive ridership growth, weekday midday service should be improved from 60 minute service to 30 minute service (to be evaluated as part of the 2009 Service Plan)
- Local routes are recommended to operate on Sundays/Holidays, providing 60 minute service from 9:00am to 11:00pm. There is no service along Bur Oak Avenue on Sundays/Holidays (2010 initiative)
- Current Route 18 does not service 16th Avenue and Donald Cousens Parkway. A possible re-routing for 1 am trip and 1 pm trip or addition of a school special may be required in September 2008.

Recommendation:

- Implement if warranted, a re-routing to 16th Avenue and Donald Cousens Parkway (limited service) or new school special to accommodate Bur Oak Secondary students in September 2008

Estimated Additional Costs:

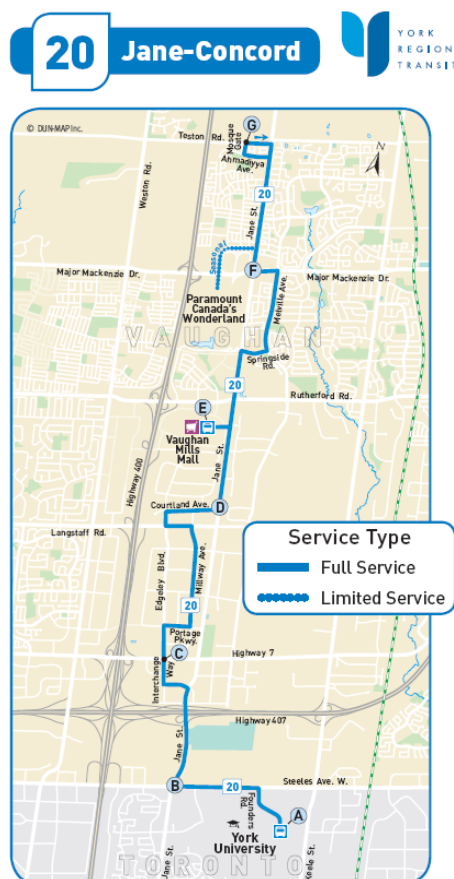
- Dedicated funding for a re-routing to 16th Avenue and Donald Cousens Parkway (limited service) or new school special initiative has not been allocated. However, if this service is warranted, implementation may be considered pending availability of funding within the approved 2008 budget envelope.

Route: 020 Jane Street

Type: Base

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
✓	✓	✓	✓	✓	✓
20 min	30 min	20 min	30 min	30 min	45 min

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

Boardings (2006):

Annual	531,499
Avg Weekday	1,803
Rev/Cost (%)	49.8
Boardings/Hr	23.7

Service Requests:

- Earlier morning southbound service on weekdays (i.e. to meet earlier service currently provided on other connecting routes, e.g. Route 77)
- Adjust routing to provide service on part of Creditstone Road in Concord, just north of Langstaff Road

Discussion/Issues:

- Requests for additional service to be reviewed as part of the 2009 budget cycle
- Emerging congestion related issues at York University due to ongoing construction (Ontario Archives, etc.); will require ongoing monitoring

Recommendation:

- N/A

Estimated Additional Costs:

- N/A

Route: 022 King City

Type: Local (Small Community)

Description: Local route servicing Maple, Oak Ridges, and King City communities. This north – south line operates between Maple Community Centre and Seneca College King Campus.

Current Routing:



Operating Hours and Frequency:

AM Peak	Midday	PM Peak	Evening	Saturday	Sunday/Holiday
✓	✓	✓		✓	
30 min	90 min	30/40 min	Not Applicable	90 min	Not Applicable

Major Trip Generators: Seneca College King Campus.

Boardings (2006):

Annual	42,649
Avg Weekday	259
Rev/Cost (%)	13.0
Boardings/Hr	5.8

Service Requests:

- Improve midday & Saturday frequency

- Provide wider span of service on Saturdays. (Limited Saturday service currently operates between approximately 9:00am and 7:00pm)
- Add evening service on weekdays and Saturdays
- Add Sunday service
- Improved access to King City GO Station from the south Kingshill Road area of Oak Ridges
- Provide new service/connection to St. Thomas of Villanova College in King City
- Student Transportation Services is considering removing "Pay for Use" bussing from the Kingshill Road to King City H.S in September 2008 and requests possible service adjustment to accommodate

Discussion/Issues:

- Service operating below financial performance standards. Consideration to be made with respect to a service review (e.g. marketing, operational assessment) in 2008
- Off-peak services need to be brought to standard
- As of January 2008, selected trips will deviate via the south Kingshill Road area to allow improved local access to GO trains operating at King City GO Station
- Other requests for service improvements to be reviewed as part of the 2009 budget cycle
- At the request of the School Boards' Student Transportation Services division, this route has been operating a limited service deviation via Bathurst St and Kingshill Road to provide safer and improved access for local students of Cardinal Carter S.S. since September 2007
- For September 2008, should the school board proceed with the bussing change, current Route 22 limited service operating along the south end of Kingshill Road may need to be expanded to service King City H.S. As well, depending on available capacity, an additional YRT school special route may be required in September 2008
- The school board has identified a new school opening in January 2008, at the intersection of Bathurst Street and Bloomington Road. This school would be serviced by existing Route 22 services.
- As of January 2008, a limited service deviation will operate on weekdays on a trial basis via Edilcan Road, Creditstone Road and Locke Street beginning January 2008, to accommodate requests for service in the local industrial area

Recommendation:

- If warranted, implement a new school special to service King City S.S. from the Kingshill Road area, and/or a limited service extension of Route 22 to St. Thomas of Villanova College, in September 2008

Estimated Additional Costs:

- Funding for a new school special route to King City S.S., and for a limited service extension of Route 22 to St. Thomas College, has not been allocated. However, if these services are warranted, implementation may be considered pending availability of funding within the approved 2008 budget envelope.

Route: 023 Thornhill Woods

Type: Local

Description: A local north – south route operating between Finch Terminal and Rutherford Road servicing Thornhill and Richmond Hill.

Current Routing:



Operating Hours and Frequency:

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

Major Trip Generators: GO Finch Terminal, Centrepoint Mall, Promenade Mall, Stephen Lewis Secondary School, Vaughan Secondary School.

Boardings (2006):

Annual	148,601
Avg Weekday	693
Rev/Cost (%)	31.2
Boardings/Hr	14.9

Service Requests:

- Introduction of Saturday service
- Introduction of Sunday service
- Extend service north of Rutherford
- Provide routing via Disera Drive, i.e. to service the high-density Liberty community, and SmartCentre commercial development, north of Promenade Mall (1 request)

Discussion/Issues:

- Route 23 currently operating on private property at the Rutherford Village Centre plaza at the southwest corner of Rutherford Road and Bathurst Street
- Longer term plan for route to continue north of Rutherford Road during base operating periods
- Requests for weekend service improvements to be reviewed as part of the 2009 budget cycle

Recommendation:

- For April 2008, extend weekday peak service north of Rutherford Road into 'Upper Thornhill Village'. (Please refer to Southern System Map on page 135)

Estimated Additional Costs:

- \$180,000 annualized

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	30 min	30 min	180 min	Not Applicable	30 min

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

Boardings (2006):

Annual	64,265
Avg Weekday	150
Rev/Cost (%)	46.1
Boardings/Hr	18.2

Service Requests:

- Extend service into area of Vaughan Enterprise Zone (i.e. north of Highway 7 and west of Highway 27)

Discussion/Issues:

- Full operating costs are currently subsidized by Royal Group Technologies Ltd. (RGTL)

- Ongoing expansion of new industrial development area in the Vaughan Enterprise Zone
- Possibility of RGTL discontinuing or decreasing its funding for Route 27

Recommendation:

- For April 2008, extend service into Vaughan Enterprise Zone on weekday peak periods (Please refer to Southern System Map on page 135)

Estimated Additional Costs:

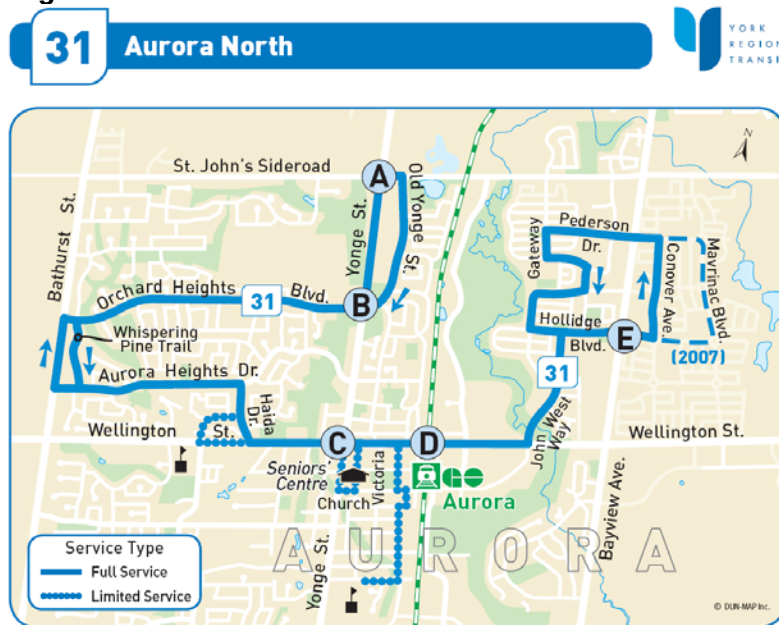
- \$120,000 annualized

Route: 031 Aurora North

Type: Local

Description: Local route operating mainly in northern Aurora between St. John's Sideroad and Wellington Street connecting to neighbouring Aurora GO Station.

Current Routing:



Operating Hours and Frequency:

AM Peak	Midday	PM Peak	Evening	Saturday	Sunday/Holiday
✓	✓	✓	✓	✓	✓
30 min	20/45 min	20/45 min	35 min	60 min	Not Applicable

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

Boardings (2006):

Annual	55,413
Avg Weekday	310
Rev/Cost (%)	17.1
Boardings/Hr	7.7

Service Requests:

- Increase late evening service for people working and going to evening movies
- Expand service to Marinac Blvd

- Reduce the amount of service on Whispering Pine and Aurora Heights
- Introduce Sunday Service
- New Catholic high school to be located at Industrial Parkway and Wellington scheduled , to open in 2008
- Possible relocation of G.W. Williams to the corner of Bayview and Borealis in 2010
- Introduce school specials from the Gateway/Hollidge area to G.W. Williams H.S.

Discussion/Issues:

- Current span of service provided during the evening currently ends at 9:00 pm. Insufficient demand to warrant increase in service hours
- Current routing operating on Conover Ave is temporary until the completion of Marinac Blvd. Once completed in late 2008, route will be change to operate along Marinac Blvd.
- Currently services the Orchard Heights/Aurora Heights area and Spring Farm and Berkshire subdivisions. Major new commercial activity located along Bayview corridor requires route restructuring to service growth area. Route 31 will be reduced to a peak hour Monday to Friday only service and will service only the Orchard Heights and Aurora Heights areas. A new Route 33A Wellington branch will be established to operate in the Spring Farm/Berkshire Subdivisions Monday to Saturday (Please refer to Northern System Map on page 136)
- Local routes are recommended to operate on Sundays, providing 60 minute service from 9:00 am to 11:00 pm. Sunday Service will not be considered until demand increases sufficiently
- Routing to the new Catholic school will be modified to service this school if warranted after further consultation with the school board. School likely to open in 2009
- Currently the Gateway/Hollidge service to G.W. Williams is included as part of the regular Route 31 schedule. As part of the Route 31 restructuring, the school special trips will be replaced with the new Route 426 G. W. Williams School Special.

Recommendation:

- Monday to Friday service will be reduced to peak only as of January 2008. Annual operating cost savings to be used to offset the cost of new Route 33A branch and the new Route 426 school special.
- Route 33A Wellington to be introduced to replace Route 31 service in the Spring Farm and Berkshire subdivisions Monday to Saturday in January 2008

- Route 426 G.W. Williams School Special to be introduced to replace Route 31 service in the Gateway/Hollidge area Monday to Friday in January 2008.
- Extend Route 33A service to Marinac Blvd in late 2008

Estimated Additional Costs:

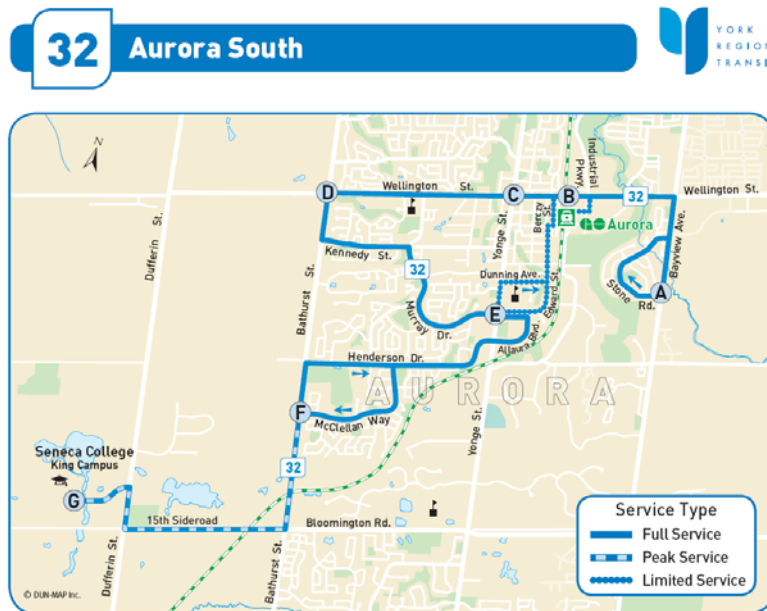
- Gross operating cost savings of \$403,000 is anticipated for the Route 31 Monday to Friday restructuring which will be used to offset the additional operating cost for the introduction of the new Monday to Friday Route 33A Wellington Branch and the new Route 426 G.W. Williams School Special.
- Gross operating cost savings of \$73,000 is anticipated for the Route 31 Saturday restructuring which will be used to offset the additional operating cost for the introduction of the new Saturday Route 33A Wellington Branch

Route: 032 Aurora South

Type: Local

Description: A local route operating between McClellan Way and Aurora Centre Plaza with peak service to Seneca College King Campus.

Current Routing:



Operating Hours and Frequency:

AM Peak	Midday	PM Peak	Evening	Saturday	Sunday/Holiday
✓	✓	✓	✓	✓	✓
20 min	30 min	30 min	30 min	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.

Boardings (2006):

Annual	51,009
Avg Weekday	256
Rev/Cost (%)	11.5
Boardings/Hr	5.1

Service Requests:

- Re-instate midday and Saturday Service to Seneca College

- New Catholic high school to be located at Industrial Parkway and Wellington scheduled for opening in 2008
- Possible relocation of G.W. Williams to the corner of Bayview and Borealis in 2010
- Student Transportation Services removing “Pay for Use” bussing from the Bathurst and McClellan Way area to G.W Williams H.S in September 2008 and requests service adjustment to accommodate.
- Student Transportation Services is currently reviewing the possibility of removing bussing from the Bathurst and McClellan Way area to Cardinal Carter H.S in September 2008.

Discussion/Issues:

- Current Aurora route structure allows for off-peak and Saturday Seneca College bound customers to travel south on Yonge Street on viva blue or Route 98 to Bloomington Avenue and then transfer to Route 22 for service to the campus
- Routing to the new Catholic school will be modified to service this school if warranted after further consultation with the school board. School likely to open in 2009.
- Current route and schedule has capacity to allow for the transfer of “Pay for Use” bussing students.
- Current route operating on McClellan Drive does not operate to Cardinal Carter. A possible re-routing or addition of a school special may be required in September 2008, should the board proceed with the bussing change.
- The school board has identified a new school to be opened in January 2008 at the intersection of Bathurst Street and Bloomington Road. This school would be serviced by existing Route 32 services.

Recommendation:

- N/A

Estimated Additional Costs:

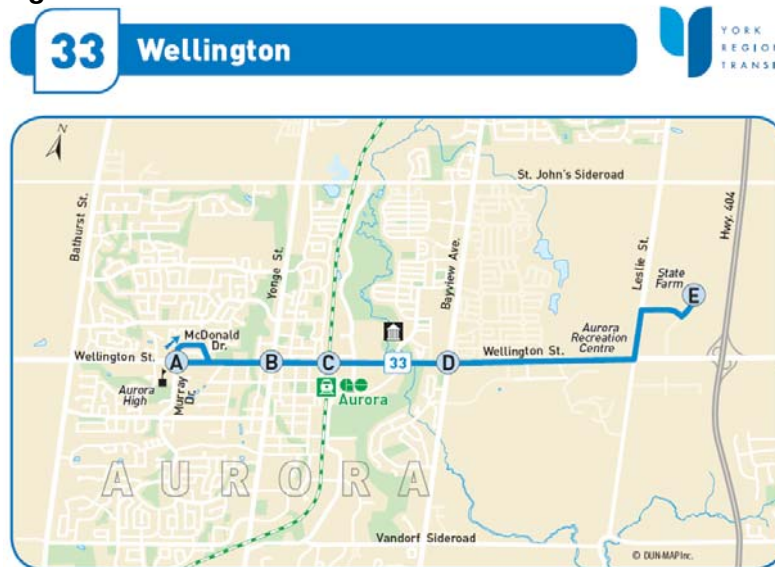
- N/A

Route: 033 Wellington

Type: Base

Description: A base east-west line operating mainly along Wellington Street between State Farm Plaza and Murray Drive, connecting to neighbouring Aurora GO Station and Aurora High School.

Current Routing:



Operating Hours and Frequency:

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

Major Trip Generators: Aurora High School, Aurora GO Station, local businesses along Wellington St, Aurora Recreation Centre, State Farm Plaza.

Boardings (2006):

Annual	4,732
Avg Weekday	38
Rev/Cost (%)	12.2
Boardings/Hr	3.8

Service Requests:

- Introduce Sunday Service when the new Wal-Mart opens in late January 2008.
- Improved service to New Aurora Leisure Centre at Wellington and Leslie Street

- New Catholic high school to be located at Industrial Parkway and Wellington scheduled for opening in 2008
- Possible relocation of G.W. Williams to the corner of Bayview and Borealis in 2010

Discussion/Issues:

- Base routes are recommended to operate on Sundays, providing 60 minute service from 9:00 am to 11:00 pm. There is currently no Sunday Service in Aurora with the exception of Yonge Street
- As part of the Route 31 restructuring, a new Route 33A branch will be introduced into the Spring Farm and Berkshire Subdivision. Route 33 will operate east to Leslie Street and provide service to the New Leisure Centre, State Farm, Wal-Mart, and the First Pro Commercial development. (Please refer to Northern System Map on page 136)
- In late 2008 as Marinac is completed, this new Route 33A branch will be re-routed off Conover Road to Marinac
- In order to provide full service along the Wellington Street corridor, service should be extended to Bathurst Street
- Routing to the New Catholic School and G.W. Williams will be modified to service these schools if warranted after further consultation with the school boards. School likely to open in 2009

Recommendation:

- Route 33 and 33A Wellington to be introduced to replace Route 31 service in the Spring Farm and Berkshire subdivisions Monday to Saturday in January 2008
- Extend service west to Bathurst St starting January 2008 however, it should be noted that, due to pending budget constraints, the implementation of this service initiative has been identified for deferral to 2009

Estimated Additional Costs:

- Additional gross operating cost for the introduction of the new Route 33A Monday to Friday Wellington branch is \$403,000 and will be offset by the restructuring savings from Route 31 Monday to Friday service
- Additional gross operating cost for the introduction of the new Route 33A Saturday Wellington branch is \$73,000 and will be offset by the restructuring savings from Route 31 Saturday service
- Additional gross operating cost for the introduction of the new Route 33 midday Monday to Friday service and extension to Bathurst is \$252,000

Route: 034 Industrial Parkway

Type: Local

Description: A local north-south route operating peak hour service between St John's Sideroad and Allaura Blvd connecting neighbouring Aurora Shopping Centre and Aurora GO Station.

Current Routing:



Operating Hours and Frequency:

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

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

Boardings (2006):

Annual	13,115
Avg Weekday	28
Rev/Cost (%)	8.5
Boardings/Hr	3.8

Service Requests:

- Operate Route 34 on Engelhard Drive and Vandorf Road

Discussion/Issues:

- Engelhard Drive east of Industrial Parkway is within walking distance standard to the current Route 34 routing
- New Catholic High School to be located at Industrial Parkway and Wellington scheduled for opening in late 2008
- This route was developed and introduced in September 2004 in consultation with the Town of Aurora and the Aurora Chamber of Commerce and later restructured in 2006
- This route has been in operation for two and a half years and has been not achieving minimum financial and ridership performance standards. It ranks lowest in performance in its peer group of routes. The option of cancellation due to poor performance should be considered for 2008. A demand responsive service may be considered in its place.
- The Town of Aurora and the Aurora Chamber of Commerce have expressed concern with the loss of service to the Industrial Parkway employment area. They request further consultation and a meeting with local businesses to discuss issues and options prior to any cancellation.

Recommendation:

- The continuation of this route will be re-evaluated in April 2008 with the objective of improving overall system performance and efficiency.

Estimated Additional Costs:

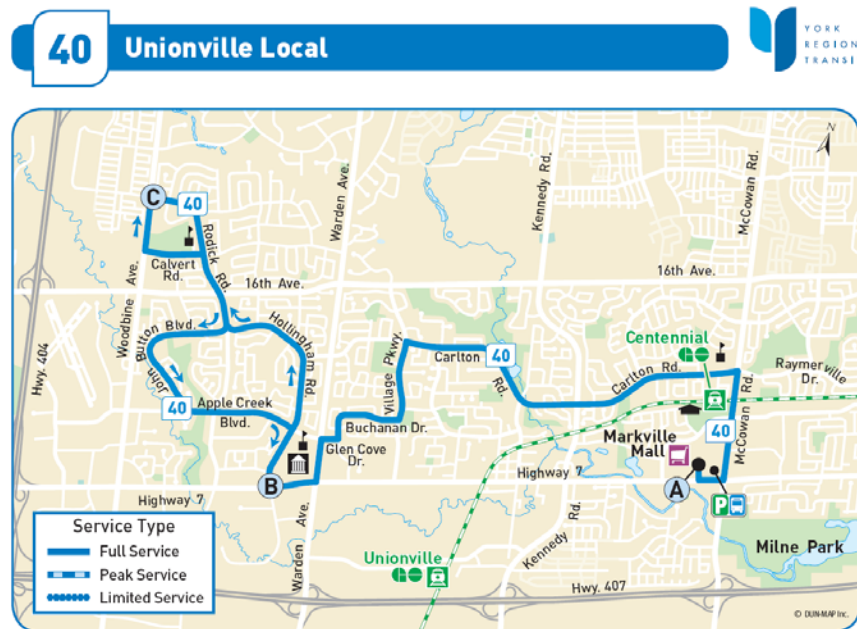
- Discontinuation of Route 34 Industrial Parkway results in an annual gross savings of \$239,000

Route: 040 Unionville Local

Type: Local

Description: An east-west local route operating between McCowan Road and Woodbine Avenue connecting to Markville Mall, Highway 7 and Centennial GO Station.

Current Routing:



Operating Hours:

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

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

Boardings* (2006):

Annual	218,071
Avg Weekday	849
Rev/Cost (%)	21.8
Boardings/Hr	11.7

* For Routes 40 and 41 combined.

Service Requests:

- Later service from Monday to Thursday in order to reflect the Friday schedule (two extra trips)
- Extend route along South Unionville Avenue

- Expand the Rodick Road loop to Village Gate Drive and Calvert Road since TTC Route 68B – Warden has been removed from this area

Discussion/Issues:

- Implement a new route (Route 42 - Bridle Walk) from the Unionville GO Station to operate along Helen Avenue, South Unionville Avenue, McCowan Road, Carlton Road, via Manhattan Drive, The Bridle Walk, Major Mackenzie Drive, Ridgecrest Road and Bur Oak Avenue. This new route would operate during peak periods, providing 30 minute frequency and connecting with the GO Trains at the Centennial GO Station and/or Unionville GO Station
- Later service from Monday to Thursday in order to reflect the Friday schedule (to be evaluated as part of the 2009 Service Plan)
- The continuation of Sunday/holiday service on this route will be re-evaluated in 2008 with the objective of improving overall system performance and efficiency.

Recommendation:

- September 2008, implement new Route 42 - Bridle Walk (during peak periods) (Please refer to Southern System Map on page 135)

Estimated Additional Costs:

- \$404,800 operating cost for Route 42 – Bridle Walk

Route: 041 Markham Local

Type: Local

Description: An east-west local route linking the north-eastern communities of Markham to Markville Mall, Highway 7, Centennial GO and Markham GO Stations.

Current Routing:



Operating Hours:

AM Peak	Midday	PM Peak	Evening	Saturday	Sunday/Holiday
✓	✓	✓	✓	✓	✓
20 min	35 min	20 min	60 min	60 min	50 min

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

Boardings* (2003):

Annual	160,760
Avg Weekday	633
Rev/Cost (%)	19.6
Rev Pass/Hr	8

* For Rtes 40 and 41 combined.

Service Requests:

- Extend Route 41 to Cornell; provide service to Markham-Stouffville Hospital
- Provide service along Mingay Avenue and connect with GO Trains

- Provide earlier morning service

Discussion/Issues:

- New bus terminal/loop will be constructed on Highway 7 and Donald Cousens Parkway. Restructure Route 41 to service Cornell, operating on Whites' Hill Avenue, Bur Oak Avenue and along Highway 7 to service viva stations at Bur Oak. This restructuring should occur when the new terminal loop at Highway 7 opens
- Implement a new route (Route 45 - Mingay) from Markville Mall to operate along McCowan Road, Raymerville Drive, Stone Mason Drive, Mingay Avenue, Bur Oak Avenue, Roy Rainey Avenue and Major Mackenzie Drive. This new route would operate during peak periods, providing 30 minute frequency and connecting with the GO Trains at the Centennial GO Station
- Later service from Monday to Thursday in order to reflect the Friday schedule (to be evaluated as part of the 2009 Service Plan)
- The continuation of Sunday/holiday service on this route will be re-evaluated in 2008 with the objective of improving overall system performance and efficiency.

Recommendation:

- Implement new Route 45 - Mingay (during peak periods). Due to pending budget constraints, the implementation of this service initiative has been identified for deferral to 2009.
- 2008+, restructure Route 41 to service Cornell, operating on Whites' Hill Avenue, Bur Oak Avenue and along Highway 7. Service will be discontinued from Stone Mason Drive, 16th Avenue, Larkin Avenue. To accommodate the Brother Andre students, implement a school special to operate along the previous Route 41 routing

Estimated Additional Costs:

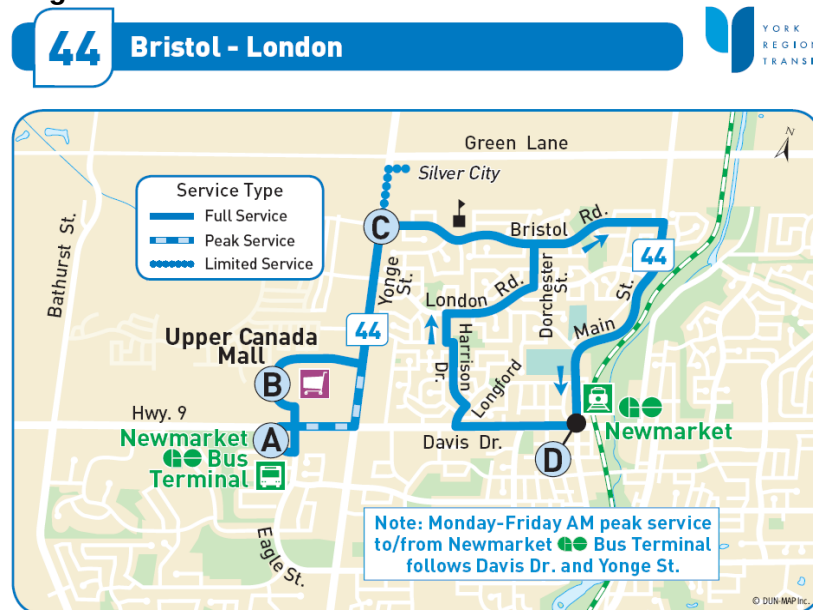
- N/A

Route: 044 Bristol - London

Type: Local

Description: A local east-west route operating between Newmarket GO Bus Terminal to Newmarket GO Station that connects to neighbouring Upper Canada Mall.

Current Routing:



Operating Hours and Frequency:

AM Peak	Midday	PM Peak	Evening	Saturday	Sunday/Holiday
✓	✓	✓	✓	✓	
30 min	40 min	40/45 min	35 min	40 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.

Boardings (2006):

Annual	50,281
Avg Weekday	168
Rev/Cost (%)	22.0
Boardings/Hr	9.9

Service Requests:

- Continue Dial-a-Ride Pilot for evening service
- Introduce direct routing to Newmarket GO Station and to South Lake Regional Hospital

- Introduce service to Newmarket H.S., Sacred Heart Catholic H.S. and Huron Heights H.S
- Student Transportation Services removing “Pay For Use” bussing from the Bristol Road and London Rd area to Sacred Hearts Catholic H.S in September 2008 and requests service adjustment to accommodate.
- Introduce Sunday Service

Discussion/Issues:

- The current Dial-a-Ride pilot service will continue in 2008 and will be further evaluated in the fall 2008. If successful, the program will be extended for the remainder of the year
- The current Route 55B will be combined with the current Route 44 routing to form a new local Route 59. This restructured local route will provide two way travels to local destinations such as Southlake Regional Hospital, Newmarket GO Station, Huron Heights H.S. and Upper Canada Mall. This service would start in spring 2008
- Maintain newly introduce School Special 423 to Newmarket H.S. until end of current 2007/2008 school special year and then evaluate and justify need for 2008/2009 school year
- Current route operating on Bristol Road and London does not operate to Sacred Heart H.S. The possible addition of a new school special or additional trips on Route 423 may be required in September 2008.
- Local routes are recommended to operate on Sundays, providing 60 minute service from 9:00 am to 11:00 pm and must achieve an average minimum 7 passengers per service hour. Current Saturday average passenger per hour is 10 and we would expect Sunday Service will not be considerably less

Recommendation:

- Current Dial-a-Ride service be maintained and evaluated for inclusion in the Draft 2009 Annual Service Plan
- Combine the current routing of Route 55B with the current Route 44 to form a new local Route 59 Bristol – Leslie Valley in spring 2008 (Please refer to Northern System Map on page 136)
- Implement if warranted, a new school special or additional Route 423 trips to service Sacred Heart Catholic High School in September 2008

Estimated Additional Costs:

- Current gross operating cost of \$970,000 and fleet from the routes 44 and 55B to be transferred to the new combined Route 59 Bristol – Leslie Valley local route. No additional cost is anticipated

- Dedicated funding for a new school special or additional Route 423 trips initiative has not been allocated. However, if this service is warranted, implementation may be considered, pending availability of funding within the approved 2008 budget envelope.

Route: 050 Queensway

Type: Base (Small Community)

Description: Main north-south route operating between Ferncroft Drive and Glenwoods Plaza in Keswick.

Current Routing:



Operating Hours and Frequency:

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

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

Boardings (2006):

Annual	21,226
Avg Weekday	100
Rev/Cost (%)	19.6
Boardings/Hr	8.8

Service Requests:

- Introduce extended route to Newmarket via Leslie Street
- Increase the frequency of the GO service during the day and on weekends
- Introduce Sunday Service
- The Queensville Community Neighbourhood Concept Plan will likely get approval by late to mid 2009. Transit service will need to be designed to accommodate 1713 units and an expected population of just over 5000
- Introduce shuttle service to the East Gwillimbury GO Station from the new commuter parking lot proposed by Metrus.
- Introduce suitable service to Keswick Gardens located at 43 The Queensway North.

Discussion/Issues:

- Due to the introduction of the Georgina Fare Integration Agreement with GO Transit in the fall of 2007, Route 50 has been discontinued and replaced with the Sutton GO Bus route. This service operates to and from Newmarket and services both the Town of East Gwillimbury and the Town of Georgina
- Existing midday frequency is every 2 hours on the Sutton Bus route and this falls well below our minimum standard for a base route of 60 minutes
- Limited Sunday service is offered by the Sutton GO Bus service. Any additional service is not warranted at this time but will be reviewed as part of the 2009 Service Planning Cycle
- 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 increasing the Sutton GO Bus Service or introducing a new route south along Leslie Street to service the new community with possible connections into both Newmarket and Keswick
- Estimated additional annual gross operating cost for 3 additional Monday to Friday round trips from Newmarket to Sutton on the Sutton Bus route is \$150,000
- Estimated additional annual gross operating cost for 6 additional Saturday round trips from Newmarket to Sutton on the Sutton Bus route is \$50,000
- It is anticipated that the commuter parking lot may be operational in 2009. This request will be reviewed as part of the 2009 Service Planning Cycle.
- The provision of a Dial-a-Ride service for Keswick Gardens should be considered pending the outcome of the pilot project currently underway in the Route 44 service area.

Recommendation:

- Introduce three new Monday to Friday trips from Newmarket to Sutton on the Sutton GO Bus Route, however, it should be noted that, due to pending budget constraints, the implementation of this service initiative has been identified for deferral to 2009
- Introduce six new Saturday trips from Newmarket to Sutton on the Sutton GO Bus Route, however, it should be noted that, due to pending budget constraints, the implementation of this service initiative has been identified for deferral to 2009

Estimated Additional Costs:

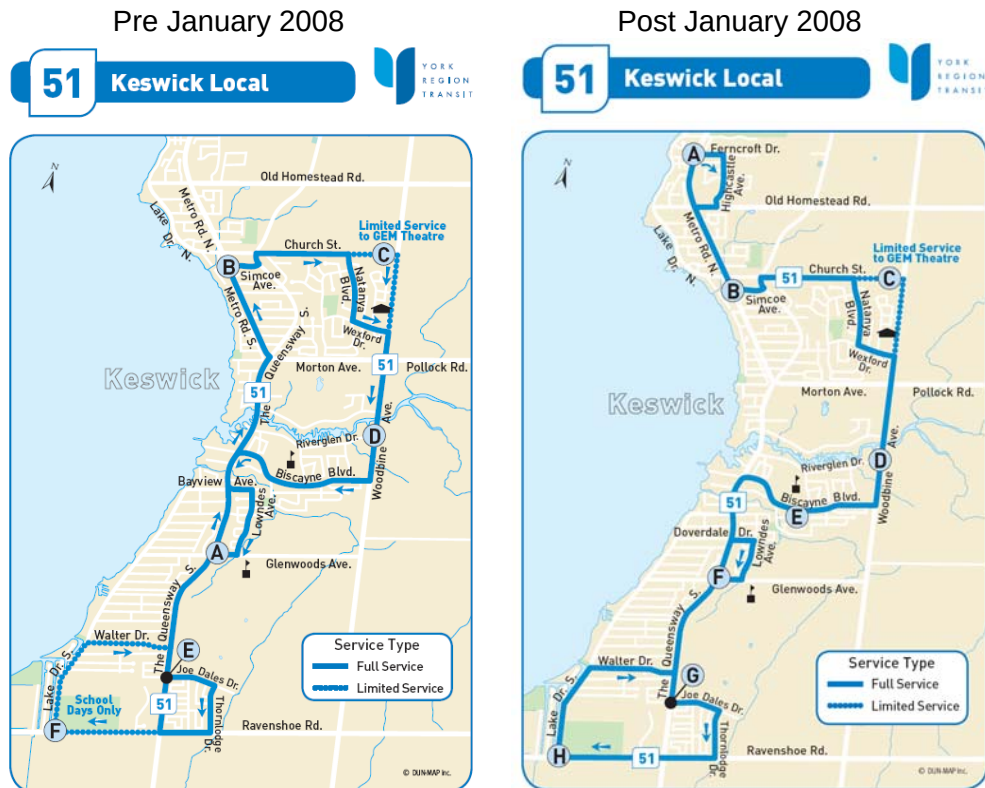
- Annual operating cost for Monday to Saturday trips is \$200,000

Route: 051 Keswick Local

Type: Local

Description: A local Keswick route operating mainly on The Queensway South between Ravenshoe Road and Church Street.

Current Routing:



Operating Hours and Frequency:

AM Peak	Midday	PM Peak	Evening	Saturday	Sunday/Holiday
✓	✓	✓	✓	✓	
25/35 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.

Boardings (2006):

Annual	44,536
Avg Weekday	950
Rev/Cost (%)	26.2
Boardings/Hr	11.7

Service Requests:

- Provide all day service on Lake Drive
- Provide two way service to Woodbine Ave as there are new businesses (Wal-Mart in 2008)
- Introduce Sunday Service
- The Keswick Business Park Secondary Plan has identified the lands east of Woodbine Ave between Riverglen Drive. to the north and Ravenshoe Road to the south as employment lands. This is a 642 acre parcel of land and will employ when fully built out an estimate 7500 to 9000 jobs. This area will likely get approval by mid 2009. Transit service will need to be designed to accommodate this area

Discussion/Issues:

- In conjunction with the introduction of the Georgina Fare Integration Agreement with GO Transit in the fall of 2007, Route 51 has been restructured to provide all day service on Lake Drive and two way service on Woodbine. This service provides timed transfers with the Sutton GO bus for connections to Newmarket and Sutton
- Sunday service not warranted at this time but will be reviewed at as part of the 2009 Annual Service Planning Cycle
- It is anticipated that the Keswick Business Park Secondary Plan will be adopted in the Town of Georgina. At that time consideration will need to be given on increasing the Sutton GO Bus Service and restructuring this route or introducing a new route to service this employment area

Recommendation:

- N/A

Estimated Additional Costs:

- N/A

Route: 052 Holland Landing

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
✓	✓	✓	✓	✓	
45/60 min	60 min	30/40 min	60 min	60 min	Not Applicable

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

Boardings (2006):

Annual	55,807
Avg Weekday	246
Rev/Cost (%)	24.5
Boardings/Hr	11.0

Service Requests:

- Provide two way service all day
- Introduce Sunday service
- Request from Community Services & Housing for extension of Route 52 to Leeder Place on Highway 11 north of Old Yonge Street.

Discussion/Issues:

- Current route structure facilitates the most direct travel to the majority of riders (to Newmarket commercial area, high schools and/or GO station)
- Sunday service is not warranted at this time but will be reviewed as part of the 2009 Service Planning Cycle
- The provision of a Dial-a-Ride service for Sunday service should be considered pending the outcome of the pilot project currently underway in the Route 44 service area.
- Outstanding request for service to Transitional and Supportive Housing campus (Porter Place, Lakeview Place, Leeder Place on located on Highway 11 - Yonge Street (Note: potential client population of 108 when the facilities are at capacity. Shelters operate 24/7 and are staffed on that basis. During regular business hours there would be 14 staff on site with that number expanding to about 20 when Leeder Place is operating at capacity). Due to the sporadic trip requirements, consideration for the possible extension of Dial-a-Bus service or limited demand responsive service should be explored in 2008.

Recommendation:

- Introduce Sunday Dial-a-Ride service.

Estimated Additional Costs:

- Dedicated funding for this Dial-a-Ride initiative has not been allocated. However, if this service is warranted, implementation may be considered, pending availability of funding within the approved 2008 budget envelope.

Route: 054 Bayview North

Type: Base

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
✓	✓	✓	✓	✓	
45/60 min	60 min	30/40 min	60 min	60 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, Aurora Centre Plaza.

Boardings (2006):

Annual	43,523
Avg Weekday	167
Rev/Cost (%)	13.8
Boardings/Hr	6.2

Service Requests:

- Additional Late evening Saturday Service
- Introduce Sunday service

Discussion/Issues:

- This route was introduced September 5, 2004 as per the approved 2004 Service Plan and modified in September '06 to include two way service on the entire length of historic downtown Main Street. Base routes are recommended to operate on Saturday and Sundays, providing 60 minute service from 6:00 am to 11:00 pm and must achieve an average minimum 10 passengers per service hour. Current Saturday average passenger per hour is 6 and we would expect Sunday Service will not be considerably less
- Route 54 has been in service for two and a half years and ranks next to last among all base routes in terms of achieving minimum standards for financial and ridership performance as indicated in the 2006 Route Performance Assessment (see Appendix A on page 228)
- Additional late evening Saturday and new Sunday service is not warranted at this time but will be reviewed as part of the 2009 Service Planning Cycle
- Route 54 is a base route that operates on the Bayview corridor and is a required north south link as identified in the approved 2006-2010 Five Year Service Plan

Recommendation:

- N/A

Estimated Additional Costs:

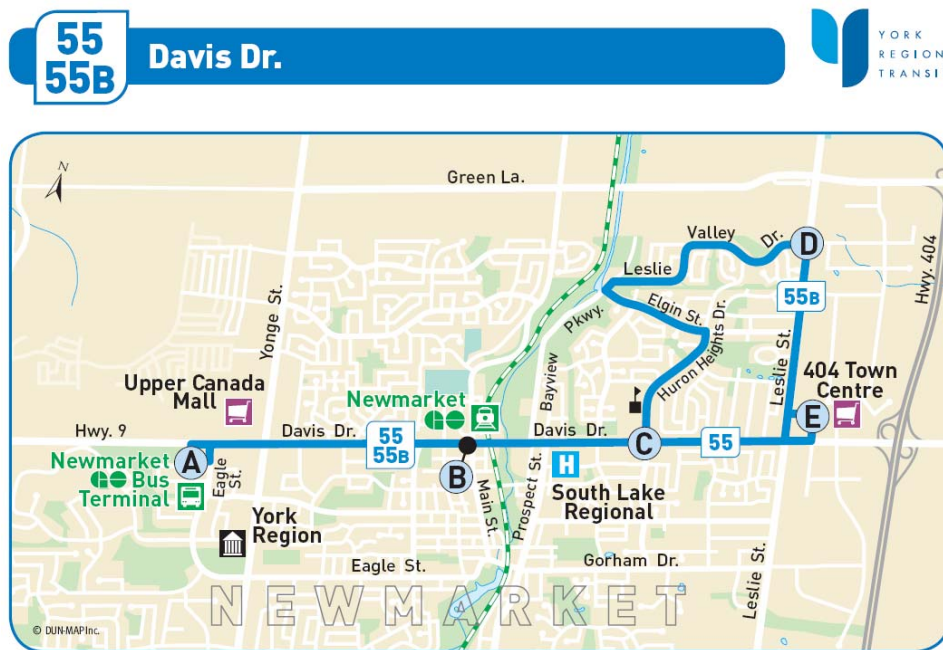
- N/A

Route: 055 Davis Drive

Type: Base

Description: Main east-west route along Davis Drive

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	15 min

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

Boardings (2006):

Annual	358,239
Avg Weekday	1,251
Rev/Cost (%)	61.7
Boardings/Hr	27.6

Service Requests:

- Extend Service east to Harry Walker and Bales Drive
- Extend Service west to provide service into Upper Canada Mall

- Improve Monday to Friday mid-day and afternoon rush hour service to every 15 minute Service

Discussion/Issues:

- As part of the 2004 Newmarket restructuring, Route 55B Davis via Huron Heights branch was introduced to replace the former Route 33 service in the Leslie Valley area and to provide service to the No Frills on Leslie. In addition, Route 225 Bales Shuttle was introduced in 2005, but due to poor performance, cancelled in September '07
- Base routes are recommended to operate six to seven days a week and must achieve an average minimum 10 passengers per service hour. Current average passenger per hour on Routes 55 and 55B combined is 28, however, when separated, Route 55 achieves 38 and Route 55B attains 14 passengers per service hour and we would expect Sunday Service will not be considerably less.
- In order to retain Route 55 as a base route only, Route 55 should be extended east to Harry Walker and west to service Upper Canada Mall. The 55B Branch will be restructured and will be combined with the existing Route 44 routing to form the new Route 59 Bristol-Leslie Valley service. The annual Route 55B operating cost savings to be used to offset the cost of new Route 59
- Although the Bales Shuttle was cancelled in September '07, a limited Route 55A (one or two am and pm trips) service should be considered for service to Bales Drive
- Current 20 minute service meets midday and rush hour service standards for base routes

Recommendation:

- Extend Route 55 east to Harry Walker and west to service Upper Canada Mall
- Restructure Route 55B by combining it with Route 44 to form new Route 59 Bristol – Leslie Valley as per details outlined in Route 44 description (Please refer to Northern System Map on page 128)

Estimated Additional Costs:

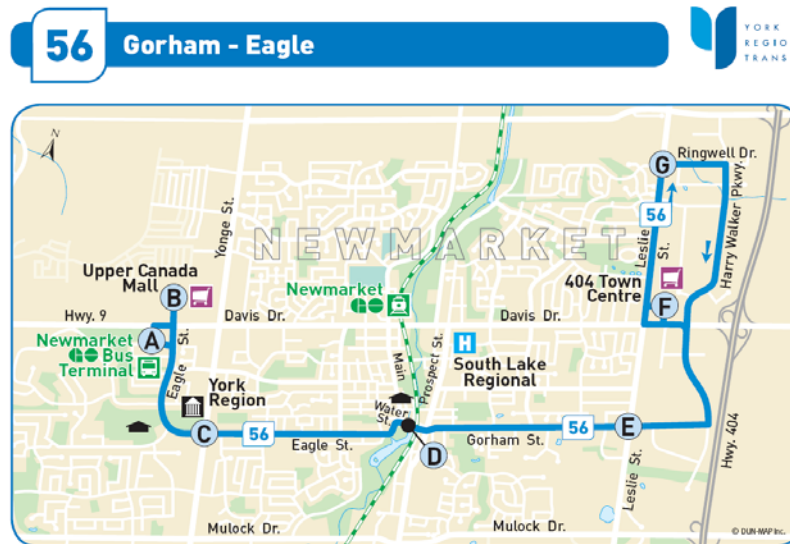
- Gross operating cost savings of \$302,000 is anticipated for the Route 55B Monday to Friday restructuring which will be used to offset the additional operating cost for the introduction of the new Monday to Friday Route 59 Bristol-Leslie Valley
- Gross operating cost savings of \$62,000 is anticipated for the Route 55B Saturday restructuring which will be used to offset the additional operating cost for the introduction of the new Saturday Route 59 Bristol-Leslie Valley

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	60 min	30 min	60 min	60 min	60 min

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

Boardings (2006):

Annual	119,780
Avg Weekday	486
Rev/Cost (%)	32.7
Boardings/Hr	14.6

Service Requests:

- Increase midday service to 30 minute frequency from current 60 minutes
- Service requested along entire length of Harry Walker Parkway

Discussion/Issues:

- Local routes are recommended to operate on six to seven days a week and must achieve an average minimum 10 passengers per service hour. Current all day average passenger per hour on Route 56 is 15 and meets minimum standards. Ridership growth on this route has levelled off to less than 5% in the last 12 months and therefore any increase in midday service at this time is not warranted
- Restructure Route 56 to service Harry Walker when Route 55 is extended to Harry Walker, when Route 58 is extended south to Wellington and when Route 57 extended to Harry Walker
- The continuation of Sunday /holiday service on this route will be re-evaluated in 2008 with the objective of improving overall system performance and efficiency.

Recommendation:

Restructure Route 56 to service Harry Walker when Route 55 is extended to Harry Walker, when Route 58 is extended south to Wellington and when Route 57 extended to Harry Walker (Please refer to Northern System Map on page 136)

Estimated Additional Costs:

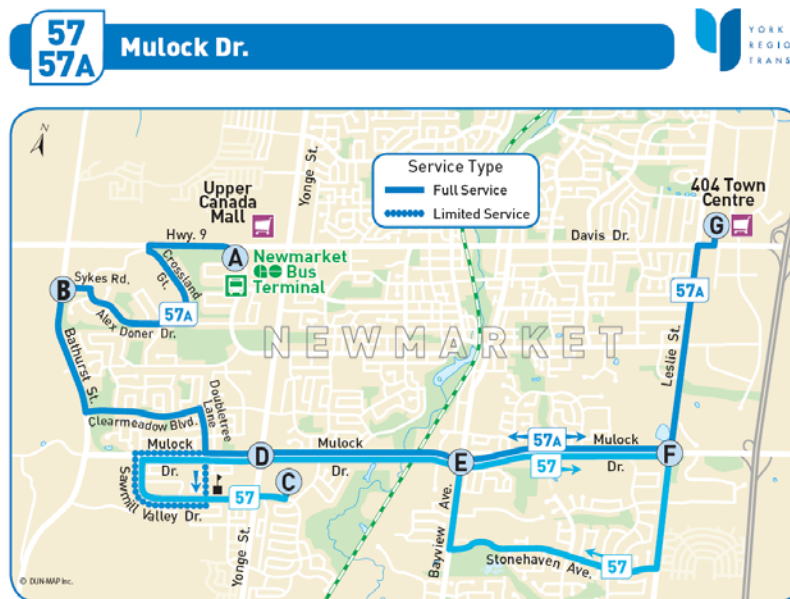
- N/A

Route: 057 / 057A Mulock Drive

Type: Base

Description: Main east-west route along Mulock Drive servicing the Sawmill and Stonehaven Road subdivisions. The 57A branch operates north along Bathurst and Leslie Streets between Upper Canada Mall and 404 Town Centre.

Current Routing:



Operating Hours and Frequency:

AM Peak	Midday	PM Peak	Evening	Saturday	Sunday/Holiday
✓	✓	✓	✓	✓	✓
40 min	40/60 min	40 min	35 min	60 min	60 min

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

Boardings (2006):

Annual	150,022
Avg Weekday	663
Rev/Cost (%)	23.6
Boardings/Hr	10.5

Service Requests:

- Extend service Harry Walker
- Reduce service on Stonehaven Ave

- Provide better two way service on Mulock to service the new Newmarket Recreational Centre (Magna Centre) at Mulock and College Manor and improved frequency on Saturdays and Sundays
- Introduce service to Newmarket H.S. due to Yellow school bus cancellation
- Deferral from 2007 Service Plan – Extension of service north into the Woodspring and Harvest Hills subdivisions
- Student Transportation Services removing “Pay for Use” bussing from the Sanford Street and Stonehaven Ave area to Sacred Hearts Catholic H.S in September 2008 and requests service adjustment to accommodate.

Discussion/Issues:

- Restructure Route 57 to service Harry Walker when Route 55 is extended to Harry Walker, when Route 56 is restructured to service Harry Walker, and when Route 58 is extended south to Wellington
- This route along Stonehaven has been in operation for two and a half years and has not been achieving minimum financial and ridership performance standards during the off-peak, evenings and weekends. This route segment contributes significantly to the overall route ranking of less than half the average passenger per revenue hour performance in its peer group of routes. The option of cancelling all day service or reducing Stonehaven service to peak hour only due to poor performance should be considered for 2008. A demand responsive service or a new branch of Route 58 Leslie, combined with the existing Route 223 Aurora Newmarket GO Shuttle and Route 421 Newmarket H.S. School Special, may be considered in its place
- The restructuring of Route 57 and 57A will provide improved two way service on the entire Mulock corridor including in front of the new Newmarket Recreation Centre
- Maintain newly introduced School Special 423 to Newmarket H.S. until end of current 2007/2008 school special year and then evaluate and justify need for 2008/2009 School Year
- As part of the 2006-2010 Five Year Service Plan, new Route 53 Woodspring was approved into the Woodspring and Harvest Hills subdivision in order to connect the community to Upper Canada Mall, East Gwillimbury GO Station and the Newmarket Bus Terminal. When completed, this community will consist of over 1500 new units and a population of 4500. This route was deferred to 2008 due to other 2007 budget priorities
- Additional annual gross operating cost for new Route 53 Woodspring midday and evening service differed from the 2007 Annual Service Plan is \$454,000
- Additional annual gross operating cost for new Route 53 Woodspring Saturday service deferred from the 2007 Annual Service Plan is \$73,000

- Current routes operating on Sanford Street and Stonehaven do not operate to Sacred Heart. H.S. The possible addition of a new school special may be required in September 2008. Additional annual gross operating cost for new Route 53 Woodspring Saturday service deferred from the 2007 Annual Service Plan is \$73,000

Recommendation:

- Restructure Route 57 to service Harry Walker when Route 55 is extended to Harry Walker, when Route 56 is restructured to service Harry Walker, and when Route 58 is extended south to Wellington (Please refer to Northern System Map on page 128)
- Annual operating cost savings to be used to offset the cost of new Stonehaven Demand Responsive Service or a Route 58A mid-day branch
- Route 57 Stonehaven service to be discontinued in conjunction with the Route 57 restructuring plan due to poor performance. A demand responsive service may be considered in its place combined with the existing Route 223 Aurora Newmarket GO Shuttle and Route 421 Newmarket H.S. School Special
- Introduce new Route 53 Woodspring Peak Hours only service Monday to Friday as per the 2007 Service Plan in spring '07
- Implement if warranted, a new school special to service Sacred Hearts Catholic H.S. from the Sanford and Stonehaven area and improved weekend frequency in September 2008.

Estimated Additional Costs:

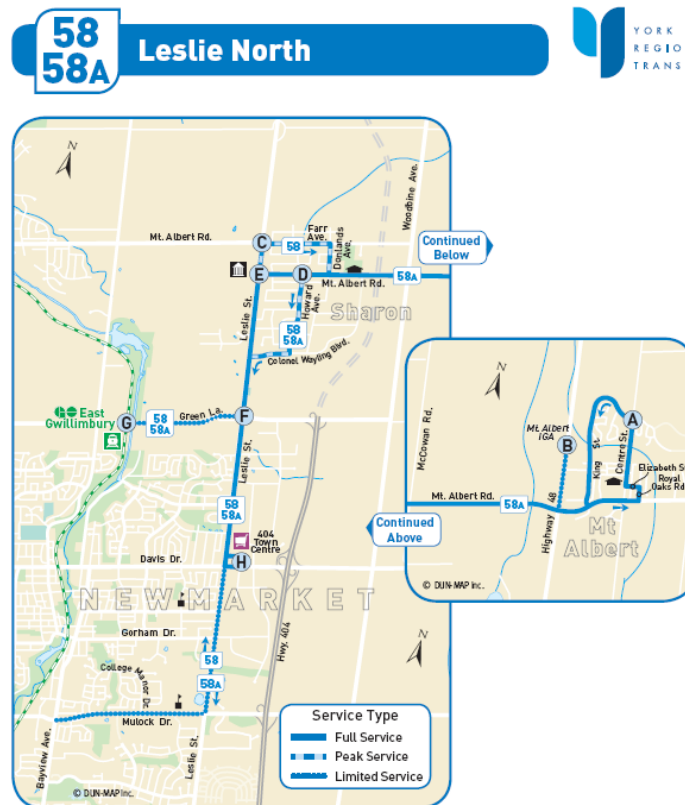
- No additional gross operating cost is anticipated for the Route 57 restructuring
- Annual gross operating cost savings from the reduction of Route 57 service in Stonehaven to be used to offset the cost of new Stonehaven Demand Responsive Service or new branch of Route 58 in spring '08
- Additional annual gross operating cost for new Route 53 Woodspring deferred from the 2007 Annual Service Plan is \$454,000
- Dedicated funding for a new school special or increase weekend frequency have not been allocated. However, if this service is warranted, implementation may be considered, pending availability of funding within the approved 2008 budget envelope.

Route: 058 Leslie North

Type: Local (Small Community)

Description: Main north-south core route operating between Davis Drive and the Mt. Albert and Sharon communities.

Current Routing:



Operating Hours and Frequency:

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

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

Boardings (2006):

Annual	16,575
Avg Weekday	82
Rev/Cost (%)	9.8
Boardings/Hr	4.4

Service Requests:

- Introduce Saturday Service and Sunday Service
- Reverse the Sharon loop to operate in the northbound direction instead of the current southbound direction
- Deferral from 2007 Service plan – extension of service south to State Farm and new commercial development in Aurora at Leslie and Wellington Streets

Discussion/Issues:

- At present, there is no Saturday service provided to the communities of Sharon and Mt. Albert on this local route and therefore does not meet minimum service span standards. Currently Saturday service is only offered on Leslie Street by Route 57A south of Davis Drive and Route 56 north of Davis Drive to Green Lane. If routes 56 and 57A branches are restructured, then Route 58 Saturday service should be considered. Additional gross operating cost for the introduction of the new Route 58 Leslie North from Mt Albert to State Farm Saturday Service is \$148,000
- The provision of a Dial-a-Ride service for Saturday and Sunday service should be considered pending the outcome of the pilot project currently underway in the Route 44 service area.
- Reversing the Sharon loop has been requested through YRT operations in order to improve schedule adherence and for improved safety while turning left at Colonel Wayling and Leslie Streets
- The extension of Route 58 south on Leslie St to State Farm was approved as part of the 2007 Annual service plan but deferred to 2008 due to other 2007 budget priorities. If routes 56 and 57A branches are restructured, then Route 58 extension to State Farm and Stonehaven Road (see Route 57) should be considered

Recommendation:

- Route 58 Leslie North to be extended south to State Farm as per the 2007 service plan, however, it should be noted that, due to pending budget constraints, the implementation of this service initiative has been identified for deferral to 2009. (Please refer to Northern System Map on Page 136)
- Reverse the Sharon loop in order to improve schedule adherence and safety
- Introduce Saturday and Sunday Dial-a-Ride Service.

Estimated Additional Costs:

- Additional annual gross operating cost for Route 58 extension south to State Farm deferred from the 2007 Annual Service Plan is \$403,000

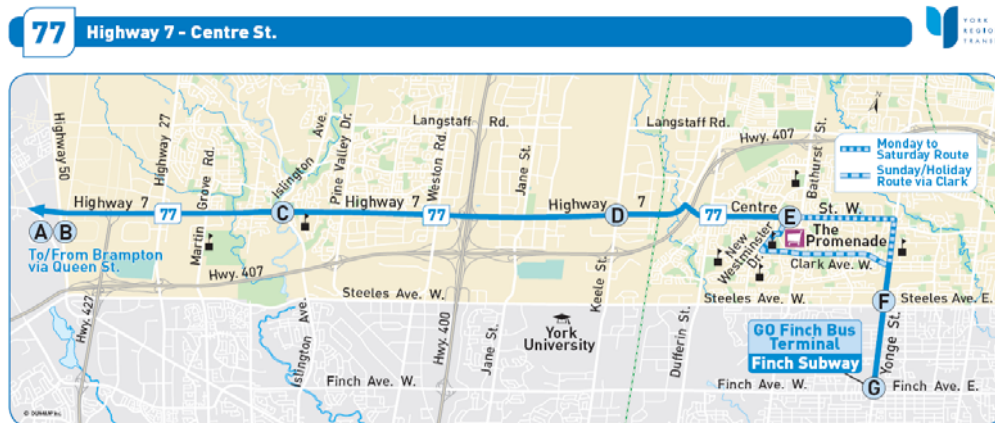
- Dedicated funding for this Dial-a-Ride initiative has not been allocated. However, if this service is warranted, implementation may be considered, pending availability of funding within the approved 2008 budget envelope.

Route: 077 Highway 7 - Centre

Type: Base

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	15/30 min	15/20 min	30 min	30 min	45 min

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

Boardings (2006):

Annual	737,875
Avg Weekday	2,752
Rev/Cost (%)	63.0
Boardings/Hr	30.0

Service Requests:

- Improved schedule adherence
- More frequent service, particularly during peak periods, to avoid intermittent overload conditions
- On Saturdays, provide later trips departing after midnight from Finch Station and Bramalea City Centre

Discussion/Issues:

- Intermittent overload and schedule adherence issues have been confirmed and are being dealt with on an operational basis as needed
- To accommodate increasing demand and minimize overcrowding, one new trip was implemented in each direction on weekday afternoons, effective September 2007, and three additional weekday trips will be implemented in January 2008
- A strategic service review of the Highway 7 transit corridor in Vaughan and Brampton is currently underway. YRT will be working closely with Brampton Transit and GO Transit to determine how to best meet the needs of customers travelling along this key corridor. The scope of the review will consider different services (i.e. local vs. express) that could be warranted for these separate markets. Results of a 2006 origin-destination survey for Route 77 will be considered as part of this review, with implementation of potential service improvements or restructuring in 2008. If additional service is warranted, implementation may be considered, pending availability of funding within the approved 2008 budget envelope.
- Planning for Brampton Transit's AcceleRide BRT initiative is underway; impacts on local YRT/Viva services are in the process of being identified

Recommendation:

- N/A

Estimated Savings:

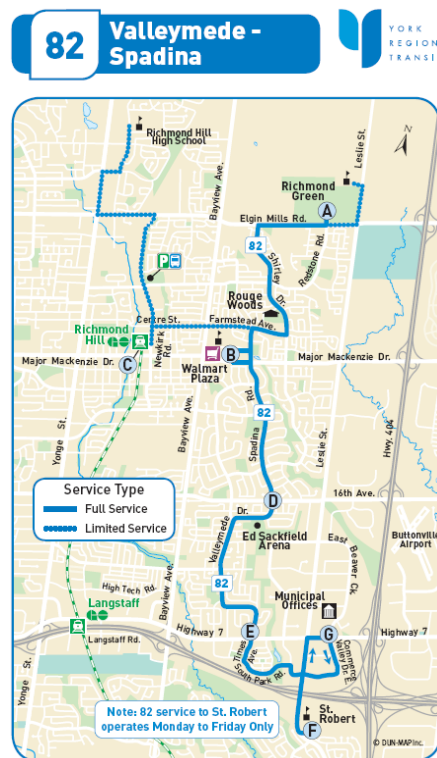
- N/A

Route: 082 Valleymede/Spadina

Type: Local

Description: A mid-block north-south local route in Richmond Hill operating between Elgin Mills Road and south 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 min	25/35 min	60 min	Not Applicable

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

Boardings (2006):

Annual	102,010
Avg Weekday	535
Rev/Cost (%)	24.7
Boardings/Hr	12.9

Service Requests:

- Discontinue off-peak service to St. Robert's High School

Discussion/Issues:

- Due to low student passenger activity during the mid-day, off-peak service should be removed from St. Robert's and operate as per the exiting Saturday routing
- No changes to current service levels are required for 2008

Recommendation:

- Discontinue Monday to Friday off-peak service to St. Robert's High School in spring 2008

Estimated Additional Costs:

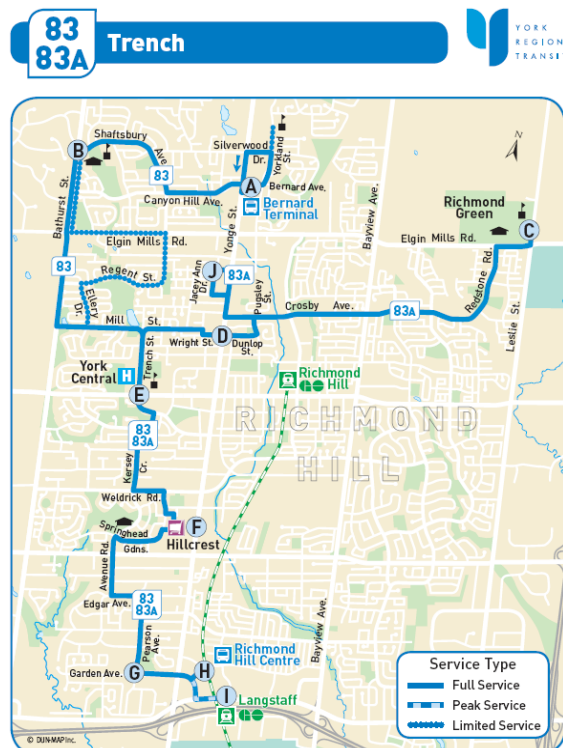
- No additional gross operating cost saving is anticipated for the off-peak discontinuation of service to St. Robert's

Route: 083 / 083A Trench

Type: Local

Description: A local mid-block north-south route operating between Yonge/Bernard Terminal and Richmond Hill Centre Terminal. The 83A branch is a local mid-block route operating between Richmond Green and Richmond Hill Centre Terminal.

Current Routing:



Operating Hours and Frequency:

AM Peak	Midday	PM Peak	Evening	Saturday	Sunday/Holiday
✓	✓	✓	✓	✓	
50/60 min	60 min	45/60 min	60 min	120 min	Not Applicable

Major Trip Generators: 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, Richmond Hill Centre Terminal.

Boardings (2006):

Annual	180,811
Avg Weekday	995
Rev/Cost (%)	21.9
Boardings/Hr	11.5

Service Requests:

- Increase frequency on Shaftsbury Ave and Route 83A branch to Yonge Street
- Introduce Sunday Service
- Maintain Service to Dunlop Senior's Residences
- Re-route southbound service to operate on the North Service Road and the back of Hillcrest Mall in order to improve schedule adherence and to avoid speed bumps
- Deferral from 2007 Service Plan – Extension of service north into the Inspiration and Macleod Landing subdivisions

Discussion/Issues:

- No changes to current service levels and routing areas required in 2008 until the introduction of New Inspiration and McLeod Landing service
- Local routes are recommended to operate on Sundays, providing 60 minute service from 9:00 am to 11:00 pm. Although this local route would service Hillcrest Mall, Sunday Service will not be considered until demand increases sufficiently on Saturday
- With the introduction of numerous speed bumps and increased vehicle activity at the front of Hillcrest Mall, Route 83 southbound service should be re-routed to operate along Baif Blvd, Yonge Street, the North Service Road, and the back service road. The Town of Richmond Hill has requested YRT consider the pedestrian movements of seniors prior to making any revisions.
- As part of the 2007 Annual Service Plan, Route 83 Trench extension was approved into the Inspiration and McLeod Landing subdivisions in order to connect the community to the existing Viva Station at Yonge and 19th Avenue and to the new Yonge and Stouffville Road Viva Station. When completed, these two new communities will consist of over 1700 new units and a population of 5000. This route was deferred to 2008 due to other 2007 budget priorities
- Since this route was deferred to 2008 and as this extension is north of Bernard, consideration should be given to making the Inspiration extension a separate route (Route 81 – Inspiration). Route 83 is already a long route and a somewhat complicated route. By extending into the Inspiration subdivision, it would become even more difficult to operate, maintain schedule adherence, and communicate to the public

Recommendation:

- Re-route Route 83 southbound service at Hillcrest Mall to operate on the North Service Road and the Back Service Road on January 2008 (Please refer to Southern Map on page 135)
- New Route 81 Inspiration service to be introduced Monday to Saturdays as per the 2007 service plan in April 2008

Estimated Additional Costs:

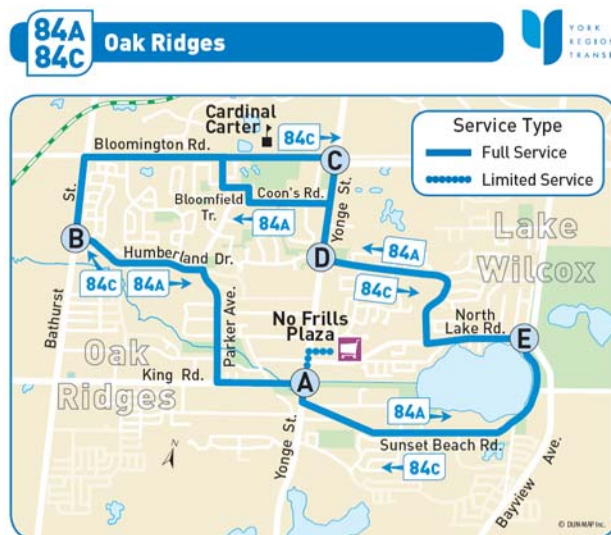
- No additional gross operating cost is anticipated for the southbound re-routing at Hillcrest Mall
- Additional annual gross operating cost for new Route 81 peak hour service for Inspiration deferred from the 2007 annual Service Plan is \$454,000
- Additional annual gross operating cost for new Route 81 off-peak and evening service for Inspiration deferred from the 2007 annual Service Plan is \$252,000
- Additional gross operating cost for the introduction of the new Route 81 Inspiration Saturday Service is \$104,000

Route: 084A / 084C Oak Ridges

Type: Local

Description: A local route linking the Oak Ridges and the Lake Wilcox community operating between Bloomington Road and Sunset Beach Road.

Current Routing:



Operating Hours and Frequency:

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

Major Trip Generators: No Frills Plaza, Cardinal Carter H.S.

Boardings (2006):

Annual	53,988
Avg Weekday	257
Rev/Cost (%)	17.3
Boardings/Hr	7.7

Service Requests:

- Restore service to the Richmond Hill GO Station
- Introduce service on Bayview and Old Colony Road to service new Casa subdivision
- Introduce service to new Bloomington Heights subdivision
- Remove/reduce service off of Bloomfield Trail and Worthington

- Introduce service on entire length of Worthington Road from Yonge Street to Bloomington Road to service new development
- Student Transportation Services is considering removing “Pay for Use” bussing from the Coons Road, Red Cardinal Trail and Parker Ave areas to King City H.S in September 2008 and requests possible service adjustment to accommodate

Discussion/Issues:

- This route is schedule to meet Route 22 at the King Road viva station for connection to the King City GO Station
- The Casa Subdivision received approval in 2005 and construction began in 2006. When fully built out, this development will comprise of 1796 units and an expected population of about 5000. As of May 2007, just over 50% of the development has been completed including the completion of the east west Old Colony collector road. Consideration will be made to splitting the route in two separate routes where 84A service would operate west of Yonge Street and 84C would operate east of Yonge Street
- Any restructuring needs to take into account connections to areas west of Yonge Street
- Service along Bloomington Road, Bayview Ave, Bloomfield Trail, and Old Colony to be reviewed in early 2008 as part of a service review for all Oak Ridges. Upon completion of the service review, a revised Oak Ridges service plan will be developed for a fall 2008 implementation. The Town of Richmond Hill requests that YRT hold a public workshop or information meeting in Oak Ridges as part of the service review.
- This area may be a candidate for Dial-a-Ride Service during the off-peak periods
- Current route operating on Coons Drive, Red Cardinal Trail and Parker Ave does not operate to King City H.S. A possible addition of a school special may be required in September 2008, should the board proceed with the bussing change.
- The school board has identified a new school to be opened in January 2008, at the intersection of Bathurst Street and Bloomington Road. This school would be serviced by existing Route 84 services.

Recommendation:

- Route 84 Oak Ridges to remain unchanged until it is restructured in the fall '08 to include new local service to Bayview, Old Colony Road, Worthington, and Bloomington Road
- Implement if warranted, a new school special to service King City from the Red Cardinal Trail, Coons Drive and Parker Ave area in September 2008.

Estimated Additional Costs:

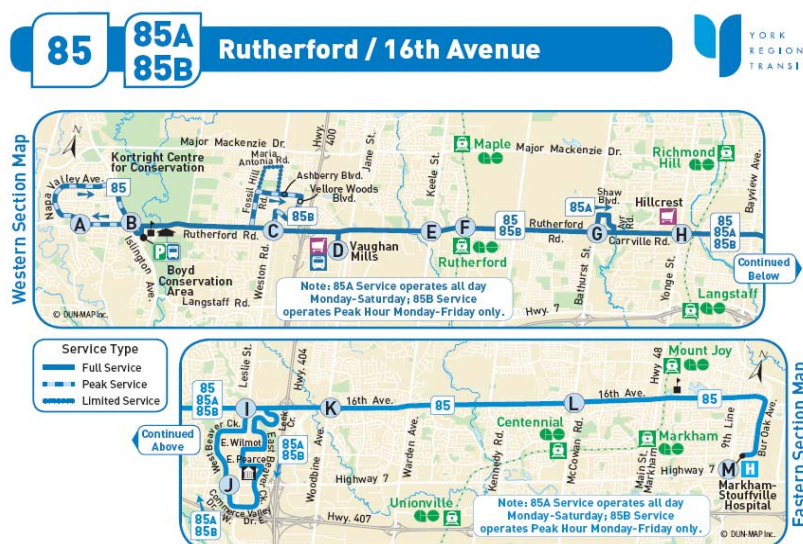
- No additional gross operating cost is anticipated for the Route 84 restructuring and introduction of the new service to Old Colony Road and Bayview Ave
- Dedicated funding for a new school special has not been allocated. However, if this service is warranted, implementation may be considered, pending availability of funding within the approved 2008 budget envelope.

Route: 085 / 085A / 085B Rutherford-16TH Ave

Type: Base

Description: Main east-west line operating from Markham-Stouffville Hospital to Islington Ave. Operates along 16th Ave/Rutherford Road. Route 85A is a branch of Route 85 which runs east-west along 16th Ave between Leslie and Bathurst Streets in Richmond Hill and also services the Beaver Creek Business Park. Route 85B is a branch of 85 which runs east-west along Rutherford Road between Leslie Street and Weston Road in Woodbridge and also services the Beaver Creek Business Park.

Current Routing:



Operating Hours and Frequency:

Rte 085

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

Rte 085A

✓	✓	✓	✓	✓	
30/45 min	60 min	15/30 min	30/45 min	60 min	Not Applicable

Rte 085B

✓		✓			
25/30 min	Not Applicable	15/30 min	Not Applicable	Not Applicable	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, Vaughan Mills Mall

Boardings (2006):

Annual	824, 292
Avg Weekday	3,311
Rev/Cost (%)	38.9
Boardings/Hr	20.3

Service Requests:

- Improve the frequency of service along the Markham portion of this route (for all time periods) and late evening Saturday Service
- Extend the service further east of 9th Line
- YRT Operations requested that the route be shortened to operate only to Vaughan Mills Road
- Simplify route
- Provide express service along 16th Avenue
- The temporary routing via Bur Oak Avenue should become a permanent routing.
- Provide a new route connecting Vaughan Mills Mall with the new Brampton Civic Hospital (1 request)

Discussion/Issues:

- The current frequency level provided along the Markham portion during weekday peak period and late evening Saturday does not meet the service frequency standard. Due to the positive ridership growth and new developments along the 16th Avenue corridor, weekday peak period service should be improved from 30 minute to 15 minute service
- In order to provide service to the new developments east of 9th Line, extend along 16th Avenue and provide new service along Cornell Rouge Blvd and to the Cornell Terminal on Highway 7 at old Markham By-Pass. Route 85 would connect with viva and YRT routes at the terminal
- In order to provide for a shorter and simplify the route, Route 85 should be restructured as follows:
 - o Route 85 to operate from Vaughan Mills Mall to Markham-Stouffville Hospital and Cornell Monday to Sunday
 - o The existing Route 85A branch would be replaced with a new Route 244 Beaver Creek Shuttle
 - o Route 85B branch would remain unchanged and will be combined with the new Route 244 Beaver Creek Shuttle to offer a peak hour 10 minute service within the Beaver Creek Business Park
 - o New Route 85A branch would replace the existing Route 85 service from Napa Valley to Yonge Street only. The route would service Napa Valley Avenue and connect with Vaughan Mills Mall, Rutherford GO Station and viva blue

- The new Route 85A branch would operate out of Division 4, while Route 85 and the new Route 244 would operate out of Division 3
- The Town of Richmond Hill requests that a joint communication plan be developed with YRT to promote the new Beaver Creek Shuttle service to the local business community.
- During the construction along 9th Line, Route 85 operated a temporary routing via Bur Oak Avenue. At the end of November 2007, construction was completed and Route 85 continued to operate via Bur Oak Avenue. There are future plans to extend Route 85 further east of 9th Line and service Cornell Rouge Blvd. This future Route 85 extension will service the proposed bus terminal/loop at Hwy 7. The Route 85 service along Bur Oak Avenue will be removed when Route 85 is extended to Cornell Rouge Blvd.

Recommendation:

- April 2008, implement Route 85 restructuring as follows: (Please refer to Southern System Map on page 135)
 - o Route 85 to operate from Vaughan Mills Mall to Markham-Stouffville Hospital and Cornell via Cornell Rouge Blvd, Monday to Sunday
 - o The existing Route 85A branch would be replaced with a new Route 244 Beaver Creek Shuttle
 - o Route 85B branch would remain unchanged and will be combined with the new Route 244 Beaver Creek Shuttle to offer a peak hour 10 minute service within the Beaver Creek Business Park
 - o New Route 85A branch would replace the existing Route 85 service from Napa Valley to Yonge Street only. The route would service Napa Valley Avenue and connect with Vaughan Mills Mall, Rutherford GO Station and Viva Blue
- Route 85 would operate 16th Avenue between Markham-Stouffville Hospital and Vaughan Mills Mall. The frequency along the Markham portion will be improved from 30 minute to 15 minute frequency during peak periods
- Extend Saturday late evening service to 11:00 pm

Estimated Additional Costs:

- No additional gross operating cost is anticipated for the restructuring of Route 85, including the introduction of the new Route 244
- Additional annual gross operating cost for increasing the frequency on the Markham portion of Route 85 deferred from the 2007 annual Service Plan is \$380,000
- Additional annual gross operating cost for increasing service on Route 85B as part of the restructuring is \$225,000

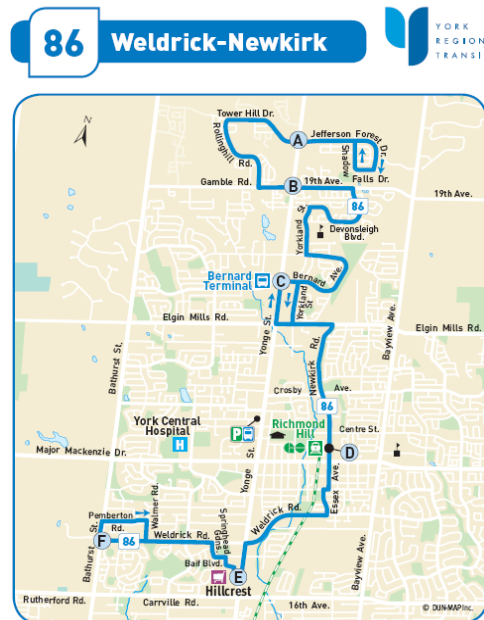
- Additional gross operating cost for improved late evening Saturday Service is \$21,000 however, it should be noted that, due to pending budget constraints, the implementation of this service initiative has been identified for deferral to 2009
- Funding for a new route between Vaughan Mills Mall and Brampton Civic Hospital has not been allocated by either YRT or Brampton Transit. However, if warranted, implementation may be considered, pending availability of funding within the approved 2008 budget envelope, and subject to cost-sharing agreement with Brampton Transit

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	30/60 min	60 min	Not Applicable

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

Boardings (2006):

Annual	123,094
Avg Weekday	582
Rev/Cost (%)	16.9
Boardings/Hr	8.8

Service Requests:

- Introduce service into the Upper Thornhill Village Subdivision west of Bathurst Street
- Service request for service to the Richmond Hill GO Station

Service Requests:

- Introduce service into the Upper Thornhill Village Subdivision west of Bathurst Street
- Service request from Upper Thornhill Village to the Richmond Hill GO Station

Discussion/Issues:

- Upper Thornhill Village received approval in 2004 and construction began in 2006. When fully built out, this development will comprise of 3000 units and an expected population of about 5000. As of May 2007, just over 25% of the development has been completed including the completion of the east west collector road. Consideration in 2009 will be made to extend Route 86 west as a mid-block local service connecting the new communities to Hillcrest Mall, Viva Weldrick Station and the Richmond Hill GO Station. Service into Upper Thornhill was included in 2007 Service Plan as a north/south extension of the existing Route 23 but deferred to 2008 (see Route 23)
- Currently there is a minor duplication of service between Route 86 and the Route 242 North Richvale GO Shuttle along Weldrick Drive. Consideration in spring 2008 to restructure Route 242 to operate within Upper Thornhill Village (see Route 242)

Recommendation:

- Route 86 Weldrick/Newkirk to remain unchanged until 2009 when it will be extended west to service the Upper Thornhill Village Subdivision
- Restructure Route 242 North Richvale GO Shuttle to operate within Upper Thornhill Village in spring 2008

Estimated Additional Costs:

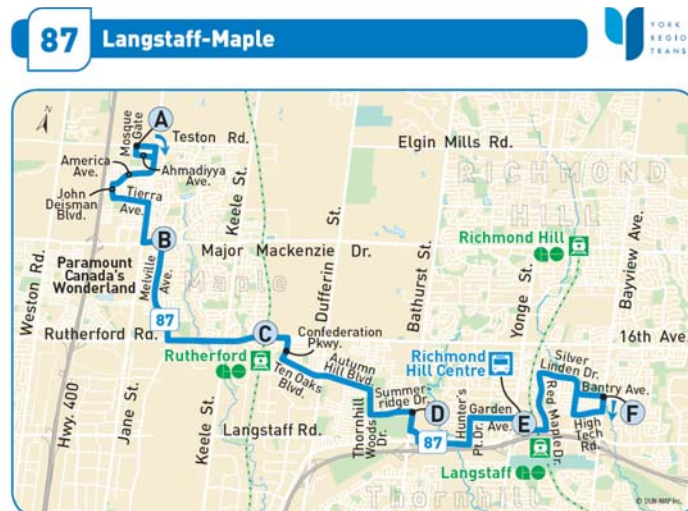
- Additional annual gross operating cost for restructuring Route 242 to service the Coronation and Lebovic Subdivision can be accommodated within the current Route 242 operating budget

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
✓	✓	✓		✓	
30/35 min	60 min	25/40 min	Not Applicable	60 min	Not Applicable

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

Boardings (2006):

Annual	181,510
Avg Weekday	923
Rev/Cost (%)	25.4
Boardings/Hr	13.3

Service Requests:

- No service requests at this time

Discussion/Issues:

- No changes to current service levels are required for 2008

Recommendation:

- N/A

Estimated Additional Costs:

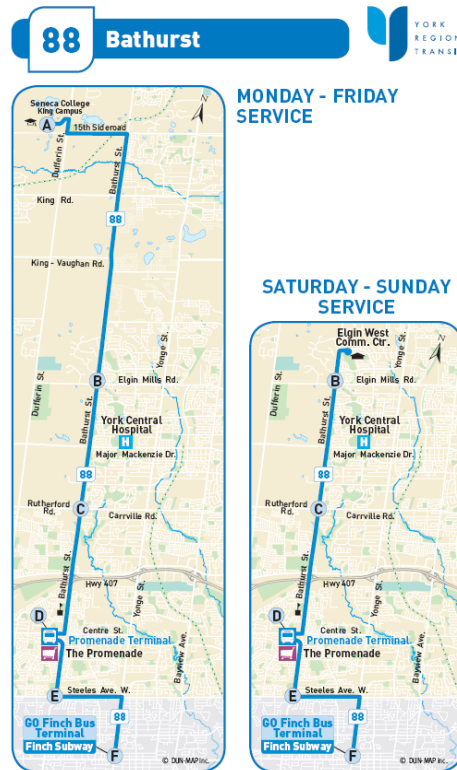
- N/A

Route: 088 Bathurst

Type: Base

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	30 min	20 min	45 min	40 min	60 min

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

Boardings (2006):

Annual	564,827
Avg Weekday	2,376
Rev/Cost (%)	53.1
Boardings/Hr	26.1

Service Requests:

- Improve weekday peak period frequency
- Extend weekend service north to Oak Ridges/King area
- Provide some routing via Disera Drive, i.e. to service the high-density Liberty community, and SmartCentre commercial development, north of Promenade Mall

Discussion/Issues:

- Significant new residential communities being developed on the west side of Bathurst Street between Rutherford Road and Teston Road representing considerable additional demand for ridership
- To accommodate increasing demand and to address service reliability issues resulting from increasing congestion, schedules will be adjusted and frequencies will be improved, effective September 2007
- The school board has identified a new school to be opened in January 2008, at the intersection of Bathurst Street and Bloomington Road. This school would be serviced by existing Route 84 services.

Recommendation:

- For April 2008, to improve weekday peak period frequency
- For April 2008, to extend Saturday service north to Seneca-King Campus area (Please refer to Northern System Map on page 136)
- For April 2008, to extend Sunday service north to Seneca-King Campus area (Please refer to Northern System Map on page 136)

Estimated Additional Costs:

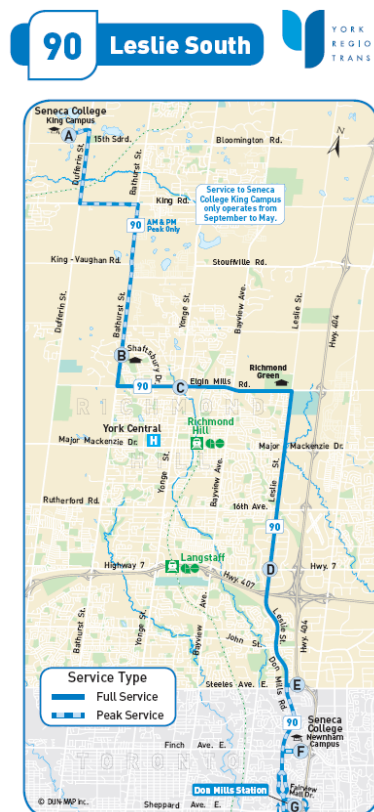
- Weekday improvement \$530,000 annualized
- Saturday route extension \$135,000 annualized
- Sunday route extension \$149,000 annualized

Route: 090 Leslie

Type: Base

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

Boardings (2006):

Annual	226,510
Avg Weekday	992
Rev/Cost (%)	35.2
Boardings/Hr	18.4

Service Requests:

- Extend south to Don Mills Station during mid-day and weekends and improve frequency
- YRT Operations request: due to bus congestion at the Seneca College bus loop, re-locate Seneca Newnham Route 90 bus stop from the bus loop on Finch Avenue to the bus stop on Don Mill Road
- Improved service frequency to support the new commercial area located at the northeast corner of Leslie Street and Elgin Mills Road

Discussion/Issues:

- Due to the September 2007 cancellation of viva green in the off-peak and weekends, Route 90 should be extended south to the Don Mills Subway Station. The current frequency level provided along the Leslie and Don Mills portion during weekday off peak and Saturday does not meet the service frequency standard. As a result of positive ridership growth and cancellation of viva green, weekday mid-day and weekend service should be improved from 60 minute service to 30 minute service
- YRT Operations reported daily delays entering and exiting the Seneca College Newnham bus loop. To improve schedule adherence, it has been recommended to re-locate the Route 90 Seneca College Newnham bus stops to Don Mills Road

Recommendation:

- Extend Route 90 south to Don Mills Subway Station every 30 minutes Monday to Friday mid-day and on Saturday to off-set the cancellation of viva green in January 2008

Estimated Additional Costs:

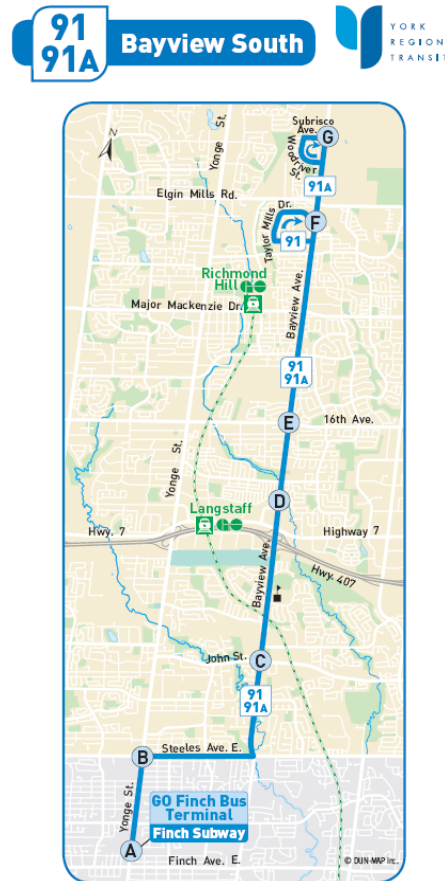
- Additional annual gross operating cost for extending Route 90 south to Don Mills Subway Station, Monday to Friday mid-day is \$354,000
- Additional annual gross operating cost for extending Route 90 south to Don Mills Subway Station on Saturdays is \$125,000

Route: 091 / 091A Bayview

Type: Base

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
✓	✓	✓	✓	✓	✓
10/35 min	60 min	20/35 min	60 min	60 min	60 min

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

Boardings (2006):

Annual	1,029,910
Avg Weekday	3,842
Rev/Cost (%)	74.8
Boardings/Hr	36.8

Service Requests:

- Extend late evening service until 1:00am (both directions)
- Extend route further north to Old Colony Road, Oak Ridges
- Improve off-peak frequency to 15 minutes
- Improve the frequency on the Route 91A branch
- Extend service to the Richmond Hill Centre terminal
- Combine Route 91 and Route 91A in order to provide more service to Subrisco Avenue
- Provide Route 91A service on Sunday/Holidays

Discussion/Issues:

- Evaluate the need to extend the Bayview services to Oak Ridges (as part of the Oak Ridges restructuring)
- Dedicated funding for Sunday/Holiday service on Route 91A branch has not been allocated. However, if this service is warranted, implementation may be considered, pending availability of funding within the approved 2008 budget envelope.

Recommendation:

- N/A

Estimated Additional Costs:

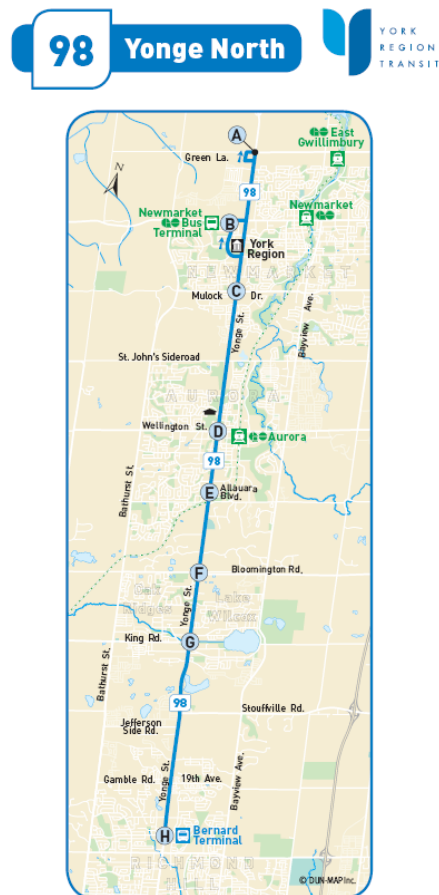
- N/A

Route: 098 Yonge North

Type: Base

Description: A main north-south route operating between Yonge / Bernard Terminal and Green Lane, connecting to the Newmarket GO Terminal.

Current Routing:



Operating Hours and Frequency:

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

Major Trip Generators: Yonge / Bernard Terminal, Newmarket GO Terminal.

Boardings (2006):

Annual	206,032
Avg Weekday	686
Rev/Cost (%)	16.2
Boardings/Hr	7.4

Service Requests:

- Increase service frequency during weekday peak periods (to 15 or 20 minutes from current 30)
- Extend late evening service north to Green Lane (weekdays/Saturdays/Sundays) from Newmarket GO Terminal

Discussion/Issues:

- Although there is considerable growth along the corridor, increasing service levels are not financially feasible given the route's performance. Viva blue operates 10-15 minute service all day north of Bernard Terminal (to Newmarket GO Terminal)
- As part of the 2009 service planning cycle, off-peak period service levels will be reviewed carefully as current ridership levels may only warrant 45 or 60 minute service (from the current 30)
- YRT plans to initiate a strategic service review of the Yonge Street transit corridor between Finch Subway Station and Green Lane. The scope of this review would include YRT Routes 98 and 99 and the GO Transit Newmarket 'B' bus service. YRT would work closely with GO Transit to determine how to best meet the needs of customers travelling along this key corridor. In consultation with GO Transit, the review would consider the need to rationalize existing services in the corridor, and implement any necessary changes in late 2008. If additional service is warranted, implementation may be considered, pending availability of funding within the approved 2008 budget envelope.
- The last three late evening trips should be extended north to Green Lane (weekdays/Saturdays/Sundays) to provide consistent service along the corridor
- These requests will be reviewed as part of the 2009 budget cycle

Recommendation:

- N/A

Estimated Additional Costs:

- N/A

Route: 099 Yonge

Type: Base

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

Current Routing:



Operating Hours and Frequency:

AM Peak	Midday	PM Peak	Evening	Saturday	Sunday/Holiday
✓	✓	✓	✓	✓	✓
9 min	30 min	9 min	30 min	30 min	30 min

Major Trip Generators: Bernard Terminal, Hillcrest Mall, Richmond Hill Centre Terminal, Finch Subway Station.

Boardings (2006):

Annual	1,081,803
Avg Weekday	3,436
Rev/Cost (%)	61.8
Boardings/Hr	29.4

Service Requests:

- N/A

Discussion/Issues:

- Weekday peak period service levels will be reviewed carefully as current ridership levels may only warrant 12 or 15 minute service (from the current 9-minute service)
- Weekday off-peak / Saturday / Sunday service will be reviewed carefully as current ridership levels may warrant lower service frequency (from the current 30-minute service)
- YRT plans to initiate a strategic service review of the Yonge Street transit corridor between Finch Subway Station and Green Lane. The scope of this review would include YRT Routes 98 and 99 and the GO Transit Newmarket 'B' bus service. YRT would work closely with GO Transit to determine how to best meet the needs of customers travelling along this key corridor. In consultation with GO Transit, the review would consider the need to rationalize existing services in the corridor, and implement any necessary changes in late 2008. If additional service is warranted, implementation may be considered, pending availability of funding within the approved 2008 budget envelope.

Recommendation:

- N/A

Estimated Additional Costs:

- N/A



Southern York Region Draft Proposed 2008 Service

Regular Bus Routes

- 1 YRT Full Service Route
- 2 YRT Peak Service Route
- 3B YRT Limited Service Route
- 160 TTC Bus Route serving York Region
 - Free transfer to/from YRT
 - Extra fare required for travel south of Steeles Av

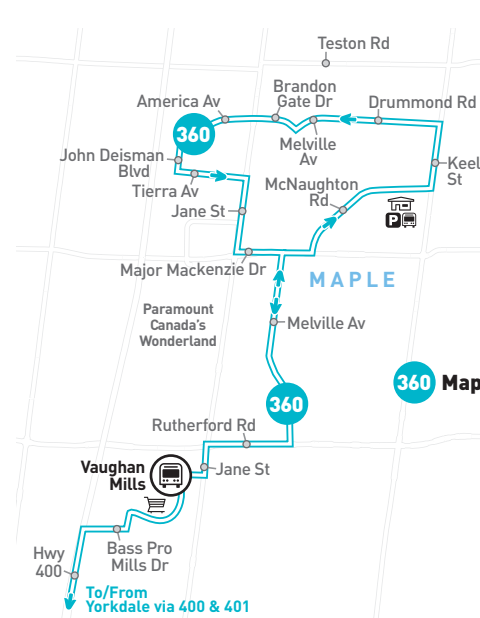
Symbols

- Major Bus Terminal
- Park & Ride
- Community Centre
- Shopping Centre
- Hospital
- Municipal Office
- Secondary School
- College/University
- Direction of Travel

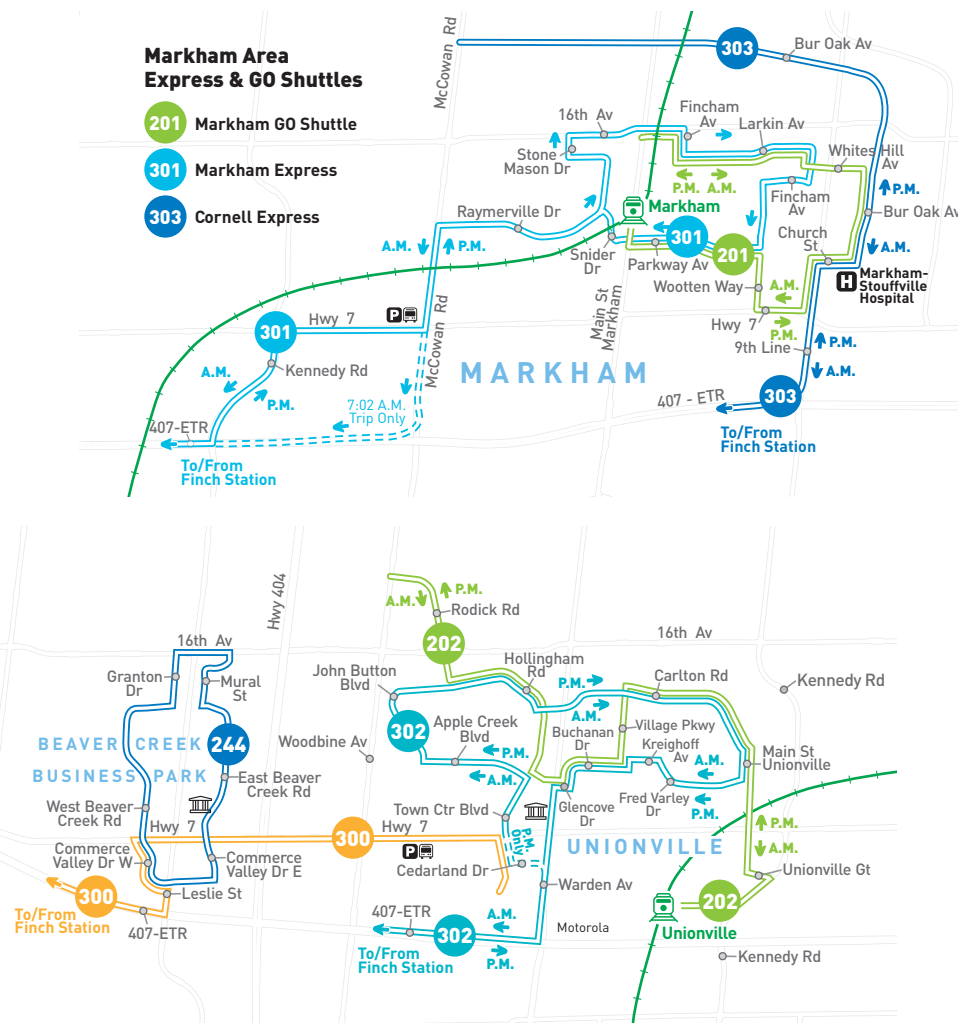
Rapid Transit Routes

- VIVA Purple
 - Full Service (York U to Markham By-Pass)
- VIVA Pink
 - Peak Service (Finch to Unionville)
- VIVA Green
 - Peak Service (Don Mills to McCowan)
 - Future - To be determined (McCowan to Markham By-Pass)
- VIVA Blue
 - Full Service (Finch to Newmarket)
- VIVA Orange
 - Full Service (Martin Grove to Downsview)
- Vivastation
- GO Train & Station

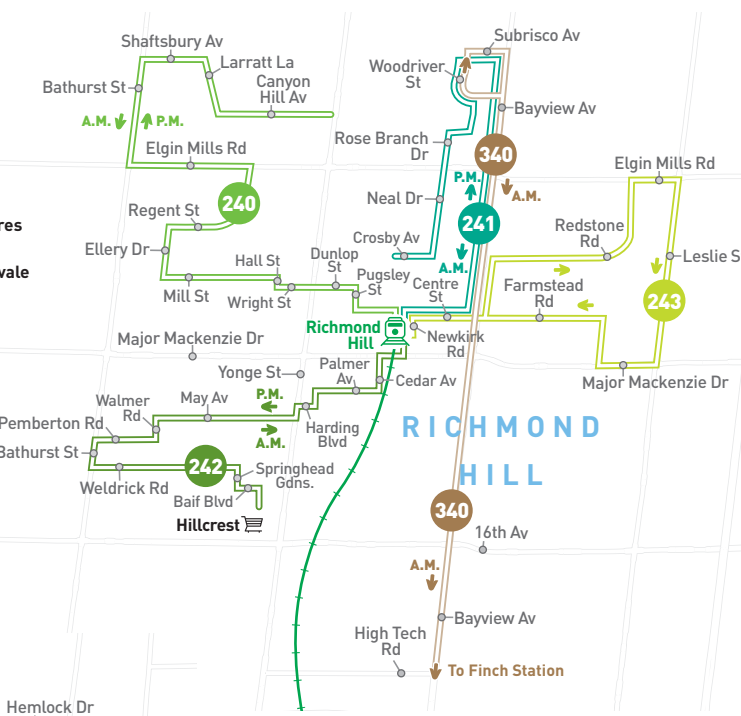
YRT Express & GO Shuttle Services



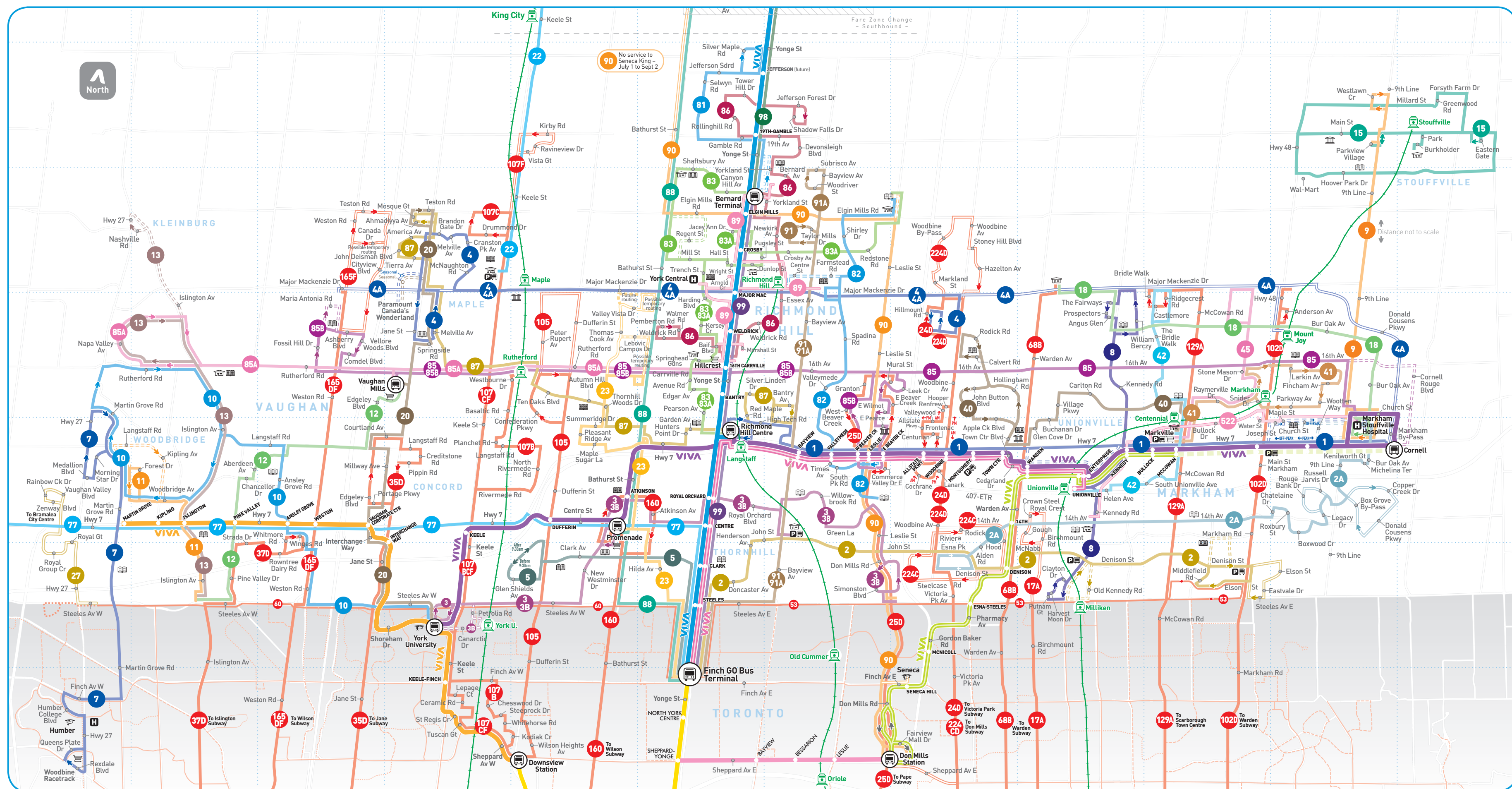
- Unionville Area Express & GO Shuttles**
- 202 Unionville GO Shuttle
 - 244 Beaver Creek Shuttle
 - 300 Business Express
 - 302 Unionville Express

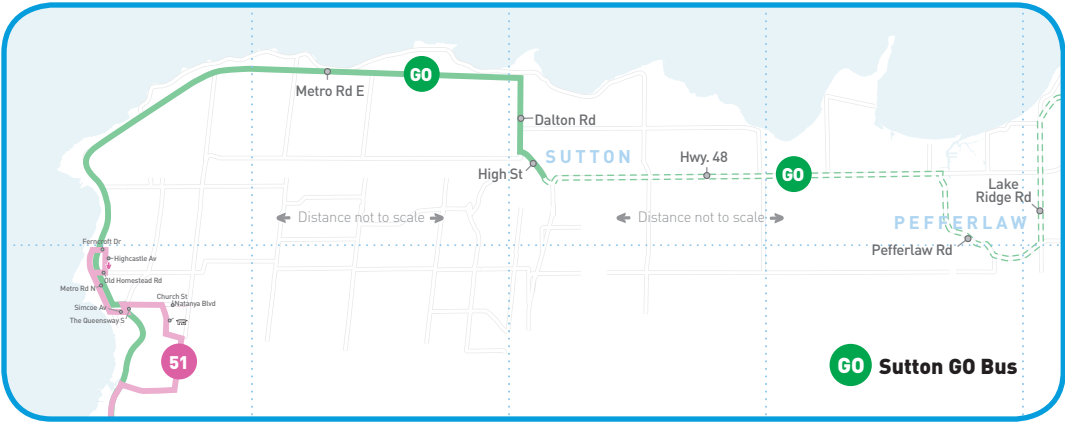


- Richmond Hill GO Shuttles**
- 240 Mill Pond GO Shuttle
 - 241 Beverly Acres GO Shuttle
 - 242 North Richvale GO Shuttle
 - 243 Redstone GO Shuttle



- Stouffville GO Shuttle**
- 215 Stouffville GO Shuttle





Northern York Region Draft Proposed 2008 Service

Regular Bus Routes

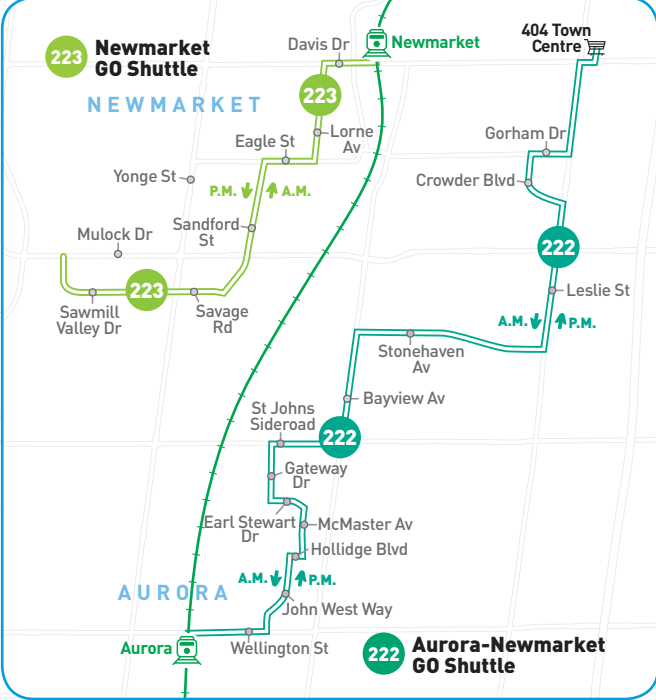
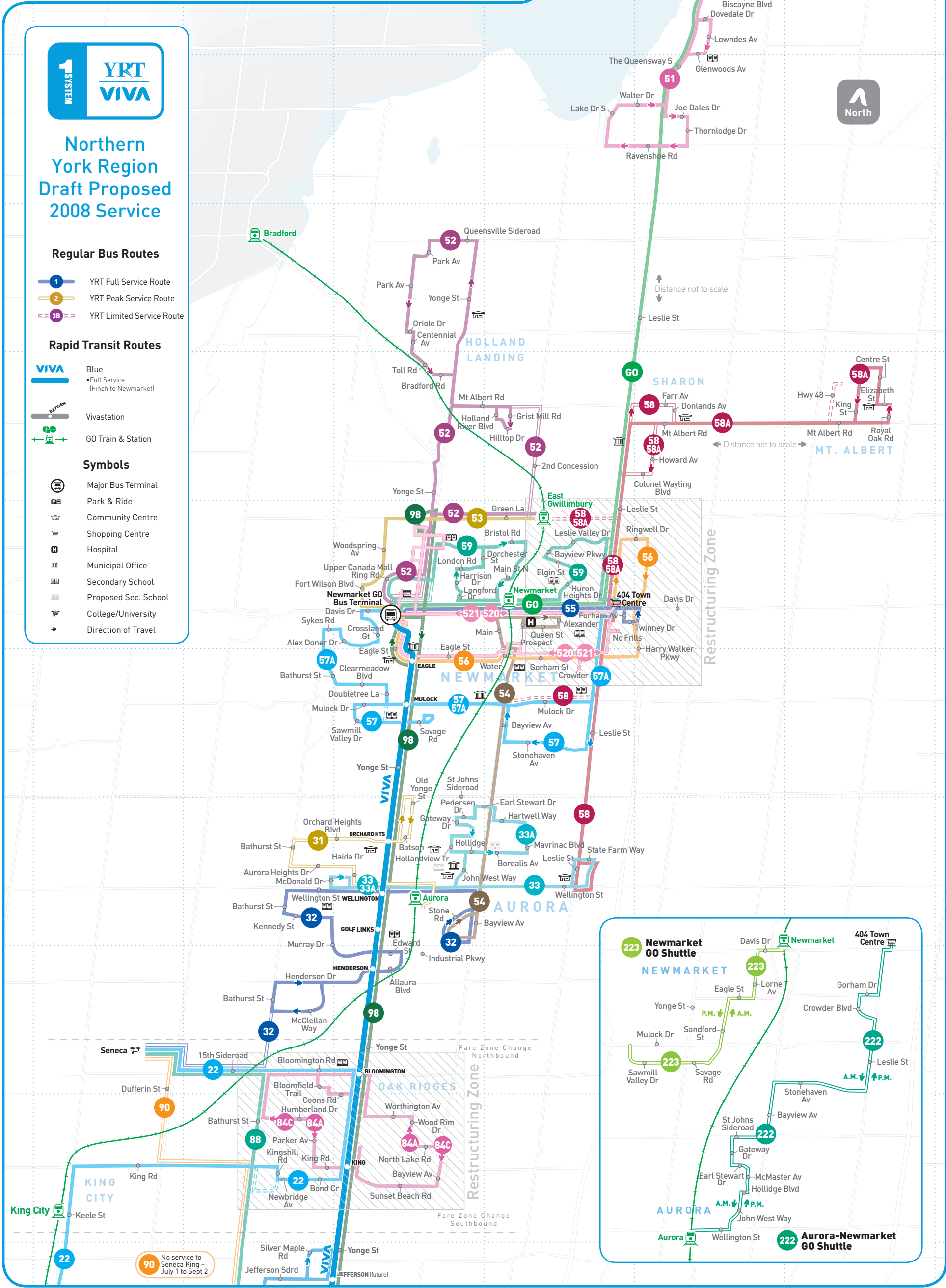
- YRT Full Service Route
- YRT Peak Service Route
- YRT Limited Service Route

Rapid Transit Routes

- Blue
- Full Service (Fintch to Newmarket)
- Vivastation
- GO Train & Station

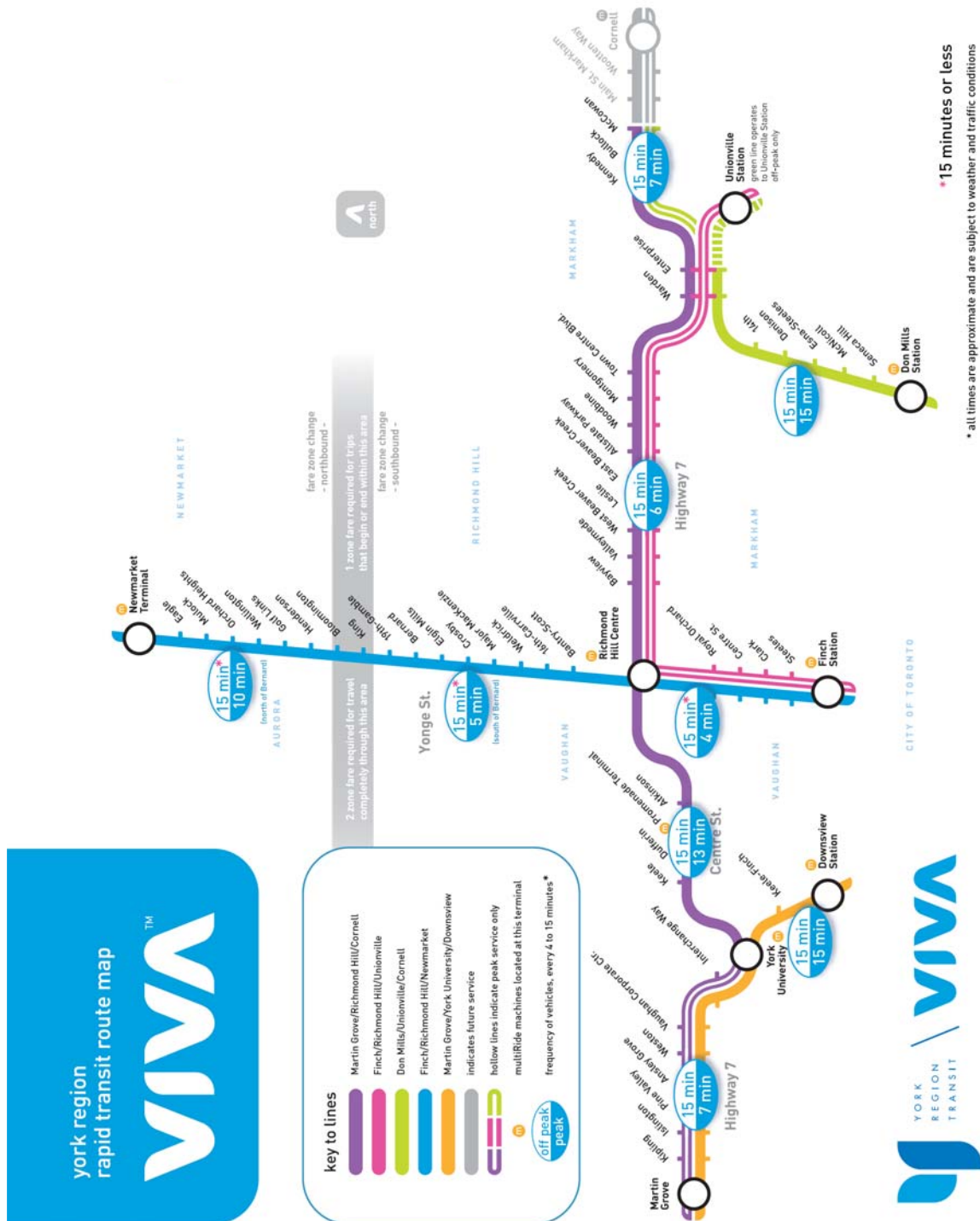
Symbols

- Major Bus Terminal
- Park & Ride
- Community Centre
- Shopping Centre
- Hospital
- Municipal Office
- Secondary School
- Proposed Sec. School
- College/University
- Direction of Travel



4.0 Viva Routes

Viva Services Map



Route: 601 Viva Blue

Type: Base

Description: A main north-south route operating along Yonge St between Finch GO Terminal and Newmarket GO Bus Terminal.

Operating Hours and Frequency:

AM Peak	Midday	PM Peak	Evening	Saturday	Sunday/Holiday
✓	✓	✓	✓	✓	✓
5/10 min	12 min	5/10 min	12/15 min	12/15 min	15 min

Major Trip Generators: Finch Terminal, Richmond Hill Centre Terminal, Newmarket Terminal

Boardings (2006):

Annual	4,285,483
Avg Weekday	15,962
Rev/Cost (%)	71.0
Boardings/Hr	52.3

Service Requests:

- Additional service frequency during weekday peak periods
- Additional service frequency during off-peak periods (weekday midday & evening, midday Saturday and midday Sunday)
- Later weekday evening service (past midnight)
- Extension of route further north to Green Lane / East Gwillimbury GO Station

Discussion/Issues:

- The need for additional off-peak service frequency and later weekday evening service will be reviewed as part of the 2009 service planning cycle
- Also, the possibility of a route extension further north (from the Newmarket Terminal) to Green Lane and the East Gwillimbury GO Station will be reviewed as part of the 2009 service planning cycle
- For January 2008, to accommodate increasing demand and overcrowding, service frequency will be improved to 10-minute frequency (from the current 12 to 15 minutes) during the weekday early evening period.

Recommendation:

- Additional weekday peak period frequency from current 10 minutes (Newmarket-Finch) and 10 minutes (Bernard-Finch) to 8.5 minutes (Newmarket-Finch) and 8.5

minutes (Bernard-Finch), for a combined frequency of 4 minutes (from current 5 minutes) – for implementation in September 2008

Estimated Additional Costs:

- \$800,000 Annualized

Route: 603 Viva Purple

Type: Base

Description: An east – west base route operating along Highway 7 corridor between McCowan Rd and York University.

Operating Hours and Frequency:

AM Peak	Midday	PM Peak	Evening	Saturday	Sunday/Holiday
✓	✓	✓	✓	✓	✓
10 min	15 min	10 min	15 min	15 min	15 min

Major Trip Generators: Finch Terminal, Richmond Hill Centre Terminal, York University, Seneca Markham campus, Highway 7 corridor.

Boardings (2006):

Annual	1,564,299
Avg Weekday	7,262
Rev/Cost (%)	30.3
Boardings/Hr	22.3

Service Requests:

- Extension of Viva purple east to Cornell Terminal
- Additional service frequency during weekday peak and off-peak periods to address overcrowding to/from York University
- Later weekday evening service (past midnight)

Discussion/Issues:

- In order to extend Viva routes to Cornell in January 2008, a temporary on-street bus loop has been identified in the Cornell area. In addition, discussions are ongoing with local land developers for potential land dedication regarding a permanent terminal facility
- An additional short-turn Viva purple service was implemented in September 2007 to address overcrowding to/from York University. This service operates between the Richmond Hill Centre Terminal and York University
- The need for additional peak period service frequency later weekday evening service will be reviewed as part of the 2009 budget cycle
- Integration options with Brampton Transit's future Acceleride Rapid Transit (fall 2010) will be explored in the next year

Recommendation:

- Weekday, Saturday and Sunday all-day service extension east to Cornell in January 2008 (Please refer to Southern System Map on page 135)

Estimated Additional Costs:

- \$986,000 Annualized

Route: 604 Viva Pink

Type: Base

Description: A peak only service servicing Markham and Richmond Hill, operating between Finch and Unionville Stations.

Operating Hours and Frequency:

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

Major Trip Generators: Finch Terminal, Richmond Hill Centre Terminal, Unionville Station, Seneca Markham campus, Yonge and Highway 7 corridors.

Boardings (2006):

Annual	413,319
Avg Weekday	2,285
Rev/Cost (%)	37.5
Boardings/Hr	27.6

Service Requests:

- Increase service span for current peak operating periods

Discussion/Issues:

- The need for additional peak period service frequency and span of service will be reviewed as part of the 2009 Service Planning cycle

Recommendation:

- N/A

Estimated Additional Costs:

- N/A

Route: 605 Viva Orange

Type: Base

Description: A north – south service moving passengers between Downsview Station and western Vaughan.

Operating Hours and Frequency:

AM Peak	Midday	PM Peak	Evening	Saturday	Sunday/Holiday
✓	✓	✓	✓	✓	✓
10 min	15 min	10 min	15 min	15 min	15 min

Major Trip Generators: Downsview Station, York University, Steeles Ave corridor, Highway 7 corridor.

Boardings (2006):

Annual	546,552
Avg Weekday	2,293
Rev/Cost (%)	18.2
Boardings/Hr	13.4

Service Requests:

- Additional service frequency during weekday peak periods

Discussion/Issues:

- As part of overall service rationalization on Viva routes, there was an increase in service frequency during weekday peak periods in September 2007, from the current 15 minutes to 10 minutes
- Integration options with Brampton Transit's future AcceleRide Rapid Transit (Fall 2010) will be explored further in the next year

Recommendation:

- N/A

Estimated Additional Costs:

- N/A

Route: 606 viva Green

Type: Base

Description: North – South link between Markham and Toronto, this route operates between Don Mills station and Highway 7 and McCowan Road.

Operating Hours and Frequency:

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

Major Trip Generators: Don Mills Station, Seneca College (Newnham Campus), Unionville GO Station, Markville Mall.

Boardings (2006):

Annual	325,330
Avg Weekday	1,465
Rev/Cost (%)	12.9
Boardings/Hr	9.5

Service Requests:

- Extension east to Cornell Terminal
- Re-instate off peak service

Discussion/Issues:

- The priority is to first extend full viva purple service to Cornell; the extension of Viva green weekday peak period service east to Cornell Terminal will be reviewed as part of the 2009 budget cycle
- As part of a service rationalization review in 2007, viva green only operates during weekday peak periods effective September 2007. Ridership on this route will continue to be monitored with the expectation that off-peak service will gradually return as the area around Markham Centre begins to develop (2009+)

Recommendation:

- N/A

Estimated Additional Costs:

- N/A

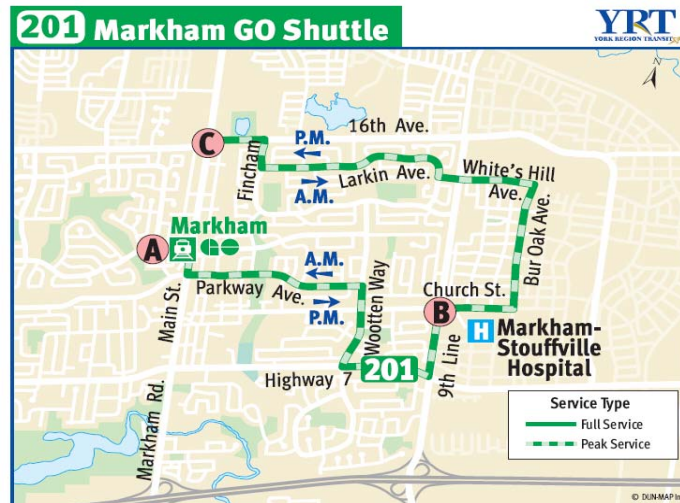
5.0 Shuttle Services

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
✓					
30/38 min	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable

Major Trip Generators: Markham GO Station

Boardings (2006):

Annual	21,761
Avg Weekday	98
Rev/Cost (%)	33.5
Boardings/Hr	19.3

Service Requests:

- Connect to the first AM trip at Markham GO Station

Discussion/Issues:

- To provide connections with all GO Trains, implement a new trip to connect to the first AM trip (to be evaluated as part of the 2009 Service Plan)

Recommendation:

- N/A

Estimated Additional Costs:

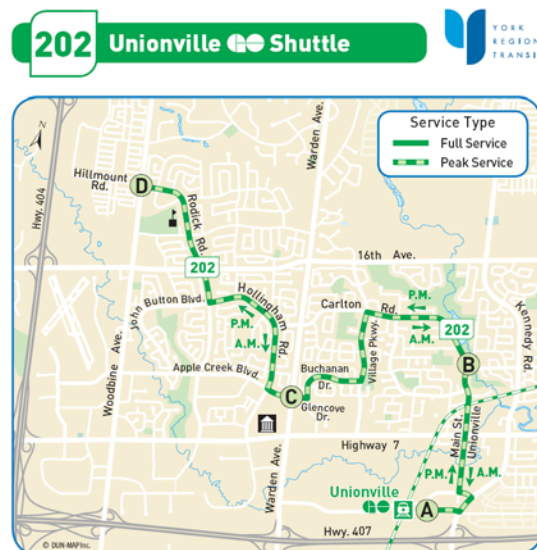
- N/A

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
✓		✓			
30/33 min	Not Applicable	30/40 min	Not Applicable	Not Applicable	Not Applicable

Major Trip Generators: Unionville GO Station, viva services

Boardings (2006):

Annual	30,372
Avg Weekday	120
Rev/Cost (%)	33.3
Boardings/Hr	19.2

Service Requests:

- Connect to the first AM trip at Markham GO Station

Discussion/Issues:

- To provide connections with all GO Trains, implement a new trip to connect to the first AM trip (to be evaluated as part of the 2009 Service Plan)

Recommendation:

- N/A

Estimated Additional Costs:

- N/A

Route: 222 Aurora – Newmarket GO Shuttle

Type: Shuttle

Description: A peak hour shuttle linking Newmarket and Aurora that operates between the 404 Town Centre and Aurora GO Train Station.

Current Routing:



Operating Hours and Frequency:

AM Peak	Midday	PM Peak	Evening	Saturday	Sunday/Holiday
✓		✓			
25/35 min	Not Applicable	30/40 min	Not Applicable	Not Applicable	Not Applicable

Major Trip Generators: 404 Town Centre, Aurora GO Train Station.

Boardings (2006):

Annual	4,628
Avg Weekday	19
Rev/Cost (%)	12.4
Boardings/Hr	5.6

Service Requests:

- Change route to operate along Mary Street to and from the Aurora GO Station to avoid Wellington Road traffic

Discussion/Issues:

- This route was introduced in September 2006 as part of the restructuring of Route 34 Industrial Parkway and is achieving above the minimum R/C ratio target and approaching the minimum boarding per hour target.
- Re-routing to Mary Street will improve travel time and improve service to existing customers

Recommendation:

- N/A

Estimated Additional Costs:

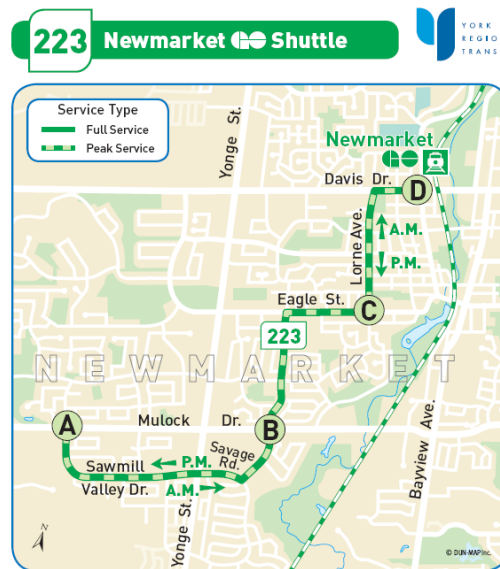
- N/A

Route: 223 Newmarket GO Shuttle

Type: Shuttle

Description: A peak hour shuttle linking South-western Newmarket to the Newmarket GO Train Station.

Current Routing:



Operating Hours and Frequency:

AM Peak	Midday	PM Peak	Evening	Saturday	Sunday/Holiday
✓		✓			
25/35 min	Not Applicable	30/40 min	Not Applicable	Not Applicable	Not Applicable

Major Trip Generators: Newmarket GO Train Station.

Boardings (2006):

Annual	4,628
Avg Weekday	19
Rev/Cost (%)	12.4
Boardings/Hr	5.6

Service Requests:

- No service requests at this time

Discussion/Issues:

- This route has been in operation for two and a half years and has been not achieving minimum financial and ridership performance standards. It ranks lowest in performance in its peer group of routes. The option of cancellation due to poor

performance should be considered for September 2008 after the results of a target marketing campaign are evaluated. The marketing campaign should be conducted early in 2008 in order to provide a minimum 6 months evaluation period

Recommendation:

- Route 223 to be discontinued in September 2008 if targeted marketing campaign does not result in improved financial and ridership performance

Estimated Additional Costs:

- Discontinuation of Route 223 Newmarket GO Shuttle results in an annual gross savings of \$101,000

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, Richmond Hill GO Station, Heritage Estates and Mill Pond subdivisions.

Boardings (2006):

Annual	26,868
Avg Weekday	114
Rev/Cost (%)	34.4
Boardings/Hr	18.0

Service Requests:

- No service requests at this time

Discussion/Issues:

- No changes to current service levels are required for 2008

Recommendation:

- N/A

Estimated Additional Costs:

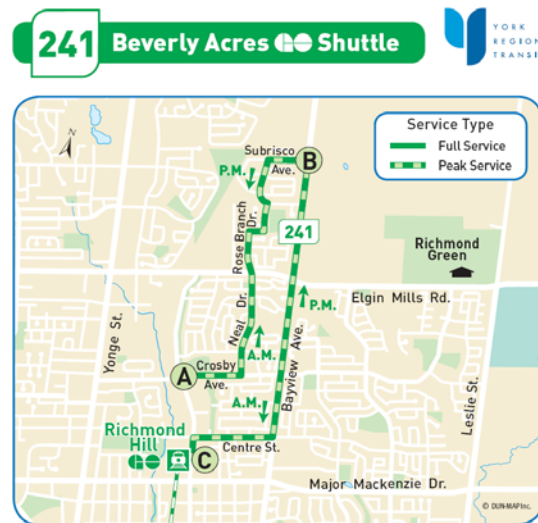
- N/A

Route: 241 Beverley 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.

Boardings (2006):

Annual	19,193
Avg Weekday	79
Rev/Cost (%)	34.0
Boardings/Hr	17.8

Service Requests:

- No service requests at this time

Discussion/Issues:

- No changes to current service levels are required for 2008

Recommendation:

- N/A

Estimated Additional Costs:

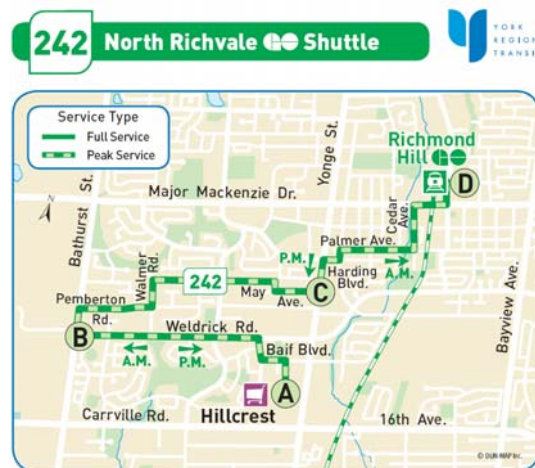
- N/A

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, Hillcrest Mall, Richmond Hill GO Station.

Boardings (2006):

Annual	8,213
Avg Weekday	39
Rev/Cost (%)	13.5
Boardings/Hr	7.0

Service Requests:

- No service requests at this time

Discussion/Issues:

- Currently there is a minor duplication of service between Route 86 and Route 242 North Richvale GO Shuttle along Weldrick Drive. Consideration in spring 2008 to restructure Route 242 to operate within Upper Thornhill Village (see Route 86) Otherwise no changes to current service levels are required for 2008

Recommendation:

- Restructure Route 242 to operate within Upper Thornhill Village in spring 2008

Estimated Additional Costs:

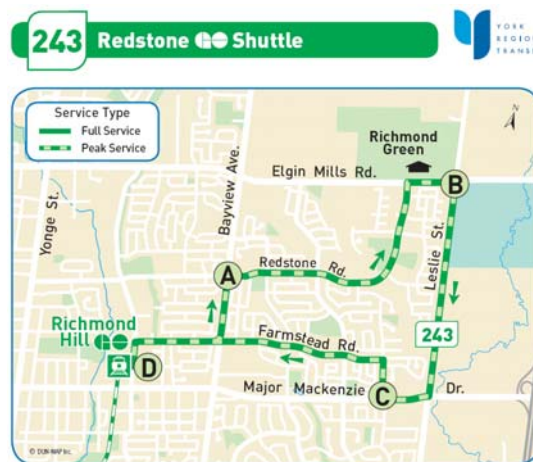
- Additional annual gross operating cost for restructuring Route 242 to service the Upper Thornhill Village subdivision can be accommodated within the current Route 242 operating budget

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 min	Not Applicable	Not Applicable	Not Applicable

Major Trip Generators: Bayview North Subdivision.

Boardings (2006):

Annual	33,686
Avg Weekday	146
Rev/Cost (%)	59.6
Boardings/Hr	31.2

Service Requests:

- No service requests at this time

Discussion/Issues:

- No changes to current service levels are required for 2008

Recommendation:

- N/A

Estimated Additional Costs:

- N/A

Route: 260 Rutherford GO Shuttle

Type: GO Shuttle

Description: A peak hour GO shuttle serving the Maple community.

Current Routing:



Operating Hours and Frequency:

AM Peak	Midday	PM Peak	Evening	Saturday	Sunday/Holiday
✓		✓			
30 min	Not Applicable	30/47 min	Not Applicable	Not Applicable	Not Applicable

Major Trip Generators: Rutherford GO Station.

Boardings (2006):

Annual	3,724
Avg Weekday	9
Rev/Cost (%)	6.3
Boardings/Hr	3.0

Service Requests:

- No service requests

Discussion/Issues:

- Low ridership; below standard

- Due to ongoing low ridership levels and poor financial performance, this route was cancelled in September 2007, further to Council direction on June 21st, 2007

Recommendation:

- N/A

Estimated Additional Costs:

- N/A

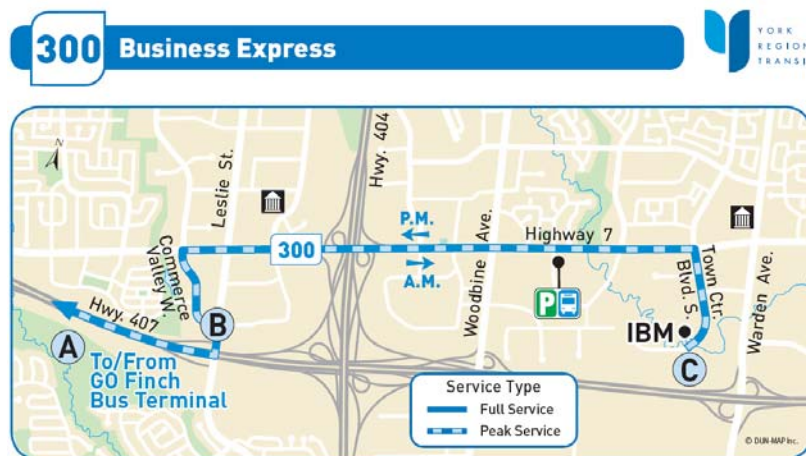
6.0 Express Services

Route: 300 Business Express

Type: Express

Description: Hwy 407 express service between Finch Subway Station, Beaver Creek business park, CGI, Allstate Parkway employment area, employment area at Town Centre Blvd (IBM).

Current Routing:



Operating Hours and Frequency:

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

Major Trip Generators: Finch Subway Station, Beaver Creek business park, CGI, Allstate Parkway employment area, IBM office

Boardings (2006):

Annual	88,726
Avg Weekday	325
Rev/Cost (%)	57.9
Boardings/Hr	30.9

Service Requests:

- Travel on Leslie Street (takes too much time to service Commerce Valley Drive W)

Discussion/Issues:

- Route operates along Commerce Valley Drive West in order to service the CGI building and other employers. If routing to Leslie Street is changed, walking distance increases from the CGI location where there is high ridership

- Business Express riders have migrated to the viva services (ridership decreases)
- Reduce the level of service on Route 300 Business Express due to decreasing ridership
- For the AM peak period, reduce service frequency from 15 minute service to 20 minute service
- For the PM peak period, reduce service to every 20 to 30 minutes and cancel the 7:06pm trip from the Town Centre Blvd loop (there are Viva services at this time)

Recommendation:

- January 2008, reduce the service frequency from 15 minute service to 20 minutes during the AM peak period
- January 2008, reduce to every 20 to 30 minutes and cancelling the 7:06pm from the Town Centre Blvd loop

Estimated Additional Costs:

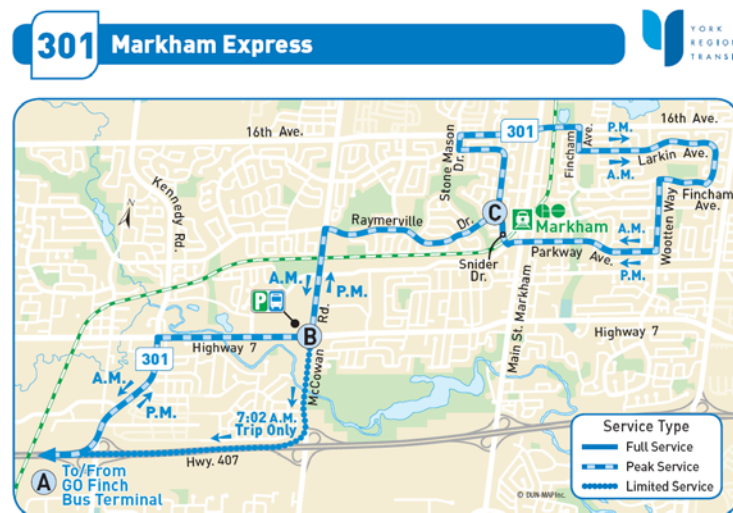
- Annualized cost savings is \$101,200

Route: 301 Markham Express

Type: Express

Description: Highway 407 express service between Finch Subway Station and east Markham local community.

Current Routing:



Operating Hours and Frequency:

AM Peak	Midday	PM Peak	Evening	Saturday	Sunday/Holiday
✓		✓			
15 min	Not Applicable	15/25 min	Not Applicable	Not Applicable	Not Applicable

Major Trip Generators: Finch Subway Station

Boardings (2006):

Annual	95,712
Avg Weekday	409
Rev/Cost (%)	45.8
Boardings/Hr	24.5

Service Requests:

- Implement later AM service
- Implement early pm service, i.e. 3:30pm or 3:45pm
- Implement late pm service after 6:00pm (petition received November 2, 2007)

Discussion/Issues:

- Implement more service (1 am trip and 1 pm trip) – 2009 initiative
- If overcrowding occurs on a regular basis, implement additional trips(s) to alleviate the overcrowding issues using contingency.

Recommendation:

- N/A

Estimated Additional Costs:

- N/A

Route: 302 Unionville Express

Type: Express

Description: Highway 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	30/35 min	Not Applicable	Not Applicable	Not Applicable

Major Trip Generators: Finch Subway Station

Boardings (2006):

Annual	48,762
Avg Weekday	210
Rev/Cost (%)	45.7
Boardings/Hr	24.4

Service Requests:

- Implement a 4:15pm trip from GO Finch terminal in order to provide 15 minute frequency
- Implement a 6:00pm trip from GO Finch terminal

Discussion/Issues:

- Implement more service (1 pm trip) – 2010 initiative

Recommendation:

- N/A

Estimated Additional Costs:

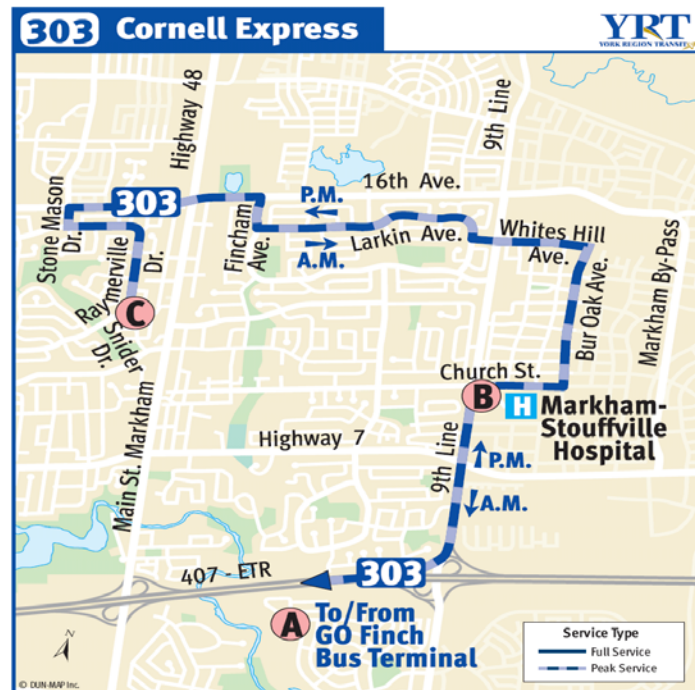
- N/A

Route: 303 Cornell Express

Type: Express

Description: Highway 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
✓			✓		
15 min	Not Applicable	Not Applicable	25 min	Not Applicable	Not Applicable

Major Trip Generators: Finch Subway Station

Boardings (2006):

Annual	22,962
Avg Weekday	103
Rev/Cost (%)	57.4
Boardings/Hr	30.6

Service Requests:

- Excellent, fast, efficient service
- Implement an early trip from Cornell at 6:45am

- Implement later evening service from GO Finch terminal, i.e. 5:45pm, 6:30pm
- Extend service north of 16th Avenue, along Bur Oak Avenue or Castlemore Avenue
- Extend service east of Bur Oak Avenue
- Service the Grand Cornell, south of Highway 7

Discussion/Issues:

- Implement more service (1am trip and 1 pm trip) – 2010 initiative depending on the viva impacts
- To service north of 16th Avenue, remove routing that duplicates Route 301 Markham Express and expand the Cornell Express along Bur Oak Avenue to McCowan Road (not expanding to east of Bur Oak Avenue).
- To service Grand Cornell, operate along Kenilworth Gate, Michelina Terrace and Bur Oak Avenue.

Recommendation:

- April 2008, extend along Bur Oak Avenue to McCowan Road
- Service to Grand Cornell depends on the opening of Bur Oak Ave south of Highway 7

Estimated Additional Costs:

- \$25,300 annual operating cost for routing extension

Route: 340 Bayview Express

Type: Express

Description: Express service to Finch GO Bus terminal operating primarily along Bayview Ave during the AM peak period only.

Current Routing:



Operating Hours and Frequency:

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

Major Trip Generators: Richmond Hill residential areas, Finch Subway Station

Boardings (2006):

Annual	10,908
Avg Weekday	126
Rev/Cost (%)	30.2
Boardings/Hr	13.3

Service Requests:

- Change the 4:45pm trip to depart at 5:00pm from the Finch Terminal
- Travel time is too long to be considered an express service

Discussion/Issues:

- Due to the low ridership on Route 340 – Bayview Express and the load capacity issues on Route 91/91A Bayview (PM service), some Bayview Express service to be converted to Route 91A trips to accommodate the demands on Route 91/91A
- Effective September 2007, the 7:35am Bayview Express trip and PM peak period Bayview Express service will be discontinued. The 7:35am Bayview Express trip will become a Route 91A Bayview South trip departing Subrisco Ave and Bayview Ave at 7:40am. The PM peak period Bayview Express trips will become Route 91A Bayview South trips departing GO Finch Terminal

Recommendation:

- Due to low ridership, the 8:20am Express trip to be converted to Route 91A trip (January 2008).

Estimated Additional Costs:

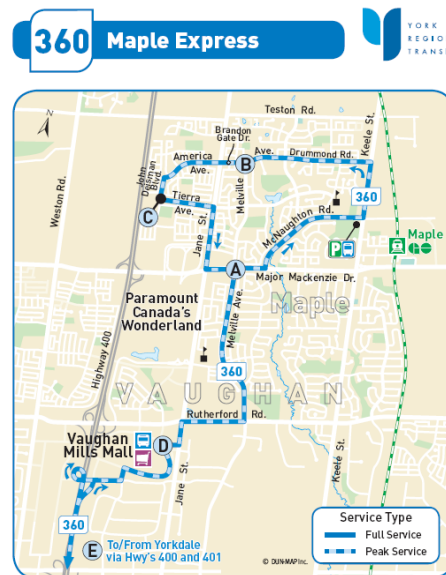
- N/A

Route: 360 Maple Express

Type: Express

Description: Hwy 400/401 express service between Maple, Vaughan Mills Mall and Yorkdale Subway Station.

Current Routing:



Operating Hours and Frequency:

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

Major Trip Generators: Vaughan Mills Mall, Yorkdale Subway Station

Boardings (2006):

Annual	68,024
Avg Weekday	338
Rev/Cost (%)	34.4
Boardings/Hr	15.1

Service Requests:

- Provide earlier service in the morning peak period
- Provide later service in the afternoon peak period

Discussion/Issues:

- Requests for additional service to be reviewed as part of the 2009 budget cycle

Recommendation:

- N/A

Estimated Additional Costs:

- N/A

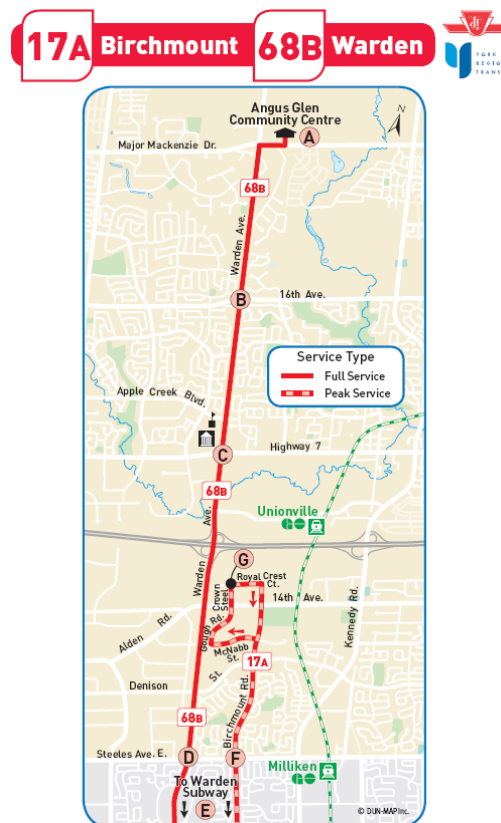
7.0 TTC Routes

Route: TTC 17A Birchmount

Type: Base

Description: A main north-south route operating along Birchmount Road in Markham southward to Warden subway station with peak service to Royal Crest Ct.

Current Routing:



Operating Hours and Frequency:

AM Peak	Midday	PM Peak	Evening	Saturday	Sunday/Holiday
✓		✓			
21 min	Not Applicable	17 min	Not Applicable	Not Applicable	Not Applicable

Major Trip Generators: Warden Subway Station, Birchmount Rd employment area

Boardings (2006):

Annual	70,273
Avg Weekday	251
Rev/Cost (%)	58.7
Boardings/Hr	40.7

Service Requests:

- Extend north to Highway 7

Discussion/Issues:

- Birchmount Road will be extended further north to connect with Highway 7
- In 2009, extend route north to Highway 7 in order to service Markham Centre and connect with transit service along Highway 7

Recommendation:

- N/A

Estimated Additional Costs:

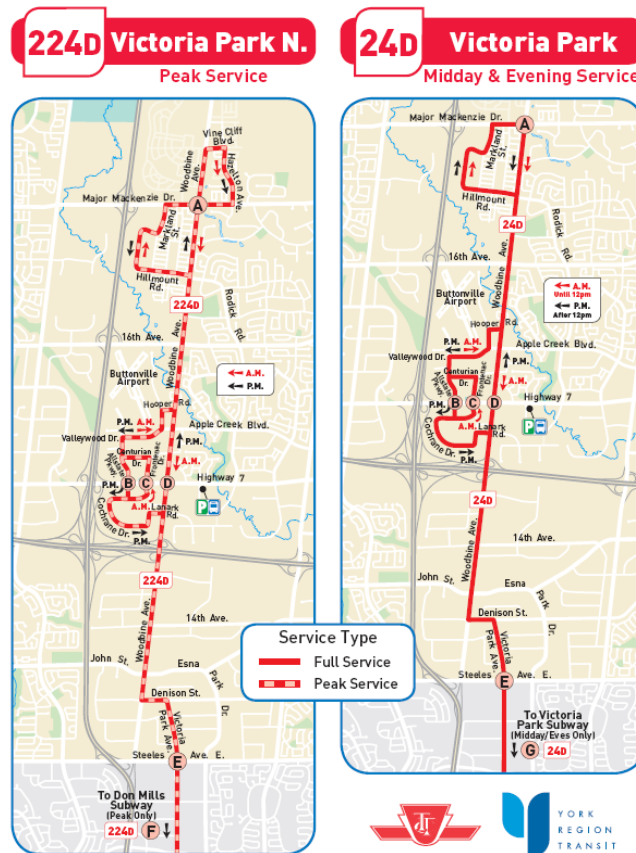
- N/A

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

Type: Base

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 Ave.

Current Routing:



Operating Hours and Frequency:

AM Peak	Midday	PM Peak	Evening	Saturday	Sunday/Holiday
✓	✓	✓	✓	✓	✓
40 min	30/40 min	40 min	18/19 min	60 min	60 min

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

Boardings (2006):

Annual	214,995
Avg Weekday	865
Rev/Cost (%)	30.6
Boardings/Hr	20.7

Service Requests:

- Improve the frequency during peak periods
- Later weekday evening service travelling northbound after 11pm
- Extend service further north of Vine Cliff Boulevard, as far north as Elgin Mills Road
- Late evening shift at Phillips and other employers ending at 11pm, need later service
- Express Route 224D/C between the Don Mills subway station and Steeles Avenue.
- Combine Route 224C with the Allstate section of Route 224D in order to provide more frequent service between Steeles Avenue and Allstate area.

Discussion/Issues:

- Current frequency level provided during weekday peak period does not meet the service frequency standard
- Weekday peak period service should be improved from 40 minute service to 15-20 minute service
- Extend north to Elgin Mills Road (during peak periods)
- The last pm southbound trip departs at 11pm. In order to better accommodate the pm shift at Phillips, the last pm trip to depart 10 minutes later
- Dedicated funding for express service has not been allocated. However, if this service is warranted, implementation may be considered, pending availability of funding within the approved 2008 budget envelope.
- Dedicated funding for combining Route 224C and Allstate section of Route 224D has not been allocated. However, if this service is warranted, implementation may be considered, pending availability of funding within the approved 2008 budget envelope. This request will be further evaluated.

Recommendation:

- April 2008, improve the peak period frequency to every 15-20 minutes
- April 2008, extend peak period service further north to Elgin Mills Road
- April 2008, adjust the last pm trip to depart at 11:10pm

Estimated Additional Costs:

- \$379,500 annual operating cost to improve the frequency and last pm trip adjustment
- \$379,500 annual operating cost for route extension

Route: TTC 25D Don Mills

Type: Base

Description: Main north-south route operating along Leslie Street and Don Mills Road 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
✓	✓	✓	✓		
14 min	31/32 min	16 min	27/28 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.

Boardings (2006):

Annual	306,338
Avg Weekday	1,254
Rev/Cost (%)	51.3
Boardings/Hr	35.6

Service Requests:

- Operate the southbound routing via Commerce Valley Drive West

Discussion/Issues:

- Commerce Valley Drive West is currently serviced by Route 85A/B and will also be serviced by the new Beaver Ck/Commerce Valley shuttle.

Recommendation:

- Conduct a route assessment in 2008 to determine future route changes

Estimated Additional Costs:

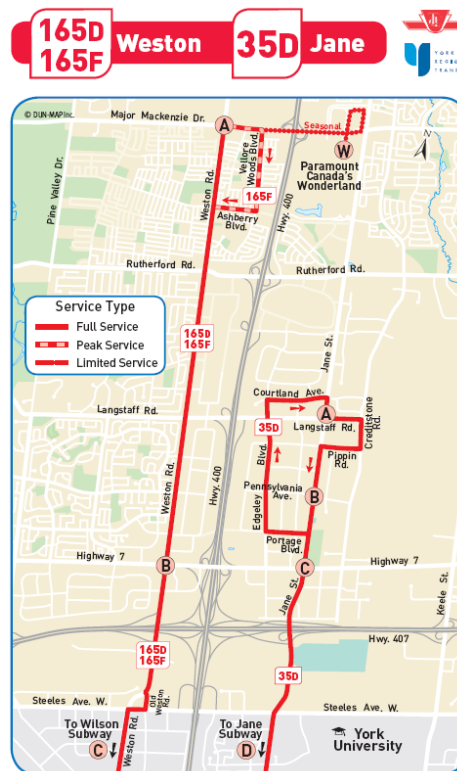
- N/A

Route: TTC 35D Jane

Type: Base

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

Current Routing:



Operating Hours and Frequency:

35D Jane

AM Peak	Midday	PM Peak	Evening	Saturday	Sunday/Holiday
✓	✓	✓	✓	✓	
11 min	21 min	17 min	26 min	25/28 min	Not Applicable

Major Trip Generators: Jane Subway Station, Steeles Ave Corridor, Jane/Langstaff industrial area, Jane Street corridor in Toronto.

Boardings (2006):

Annual	416,740
Avg Weekday	1,586
Rev/Cost (%)	70.2
Boardings/Hr	48.7

Service Requests:

- No significant service requests

Discussion/Issues:

- No significant issues

Recommendation:

- N/A

Estimated Additional Costs:

- N/A

Route: TTC 37D Islington

Type: Local

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

Current Routing:



Operating Hours and Frequency:

AM Peak	Midday	PM Peak	Evening	Saturday	Sunday/Holiday
✓	✓	✓			
28 min	30 min	36 min	Not Applicable	Not Applicable	Not Applicable

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

Boardings (2003):

Annual	38,894
Avg Weekday	139
Rev/Cost (%)	18.4
Boardings/Hr	12.8

Service Requests:

- No significant service requests

Discussion/Issues:

- Service operating below performance standards. Consideration to be made with respect to review (e.g. marketing, operational assessment) in 2008

Recommendation:

- N/A

Estimated Additional Costs:

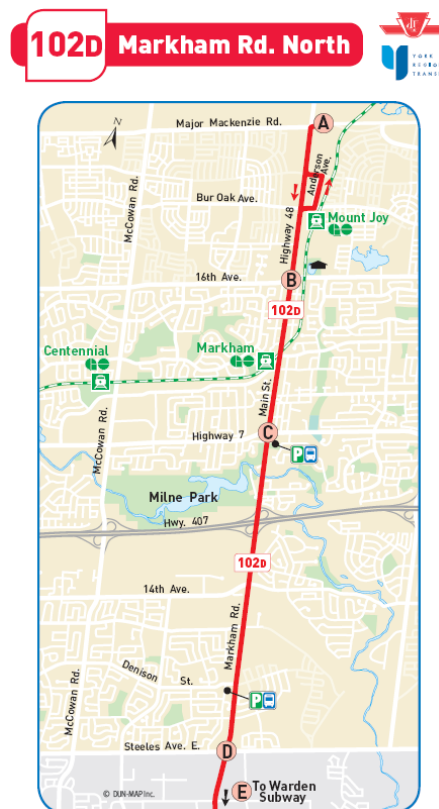
- N/A

Route: TTC 102D Markham Rd

Type: Base

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
✓	✓	✓	✓	✓	✓
20 min	60 min	24 min	48 min	56/60 min	60 min

Major Trip Generators: Warden Subway Station, commercial strip at 14th Ave, Main Street Markham, Markham/Mt Joy GO Stations, Anderson Ave business area

Boardings (2006):

Annual	144,635
Avg Weekday	607
Rev/Cost (%)	23.3
Boardings/Hr	16.1

Service Requests:

- Extend service to Wal-Mart at Highway 48 and Millard Street in Stouffville (3 service requests) (to be evaluated as part of the 2009 Service Plan)

Discussion/Issues:

- As the business park develops at Highway 48 and Stouffville Road, evaluate extending the service further north
- Improve the current midday frequency from 60 minutes to 30 minutes
- Emerson Electric is selling the property at Major Mackenzie Drive and Markham Road, where Route 102D loops. YRT will work with new owner to determine if the transit service can continue to loops into the property. If services have to be removed for this site, an on-street looping via Anderson Avenue will be implemented.

Recommendation:

- April 2008, improve the current midday frequency from 60 minutes to 30 minutes
- In order to continue to service the Emerson Electronic, YRT will work with the new owner to set-up an agreement or implement an on-street looping via Anderson Avenue (early 2008)

Estimated Additional Costs:

- \$151,800 annual operating cost to improve the midday frequency to 30 minutes

Route: TTC 105 Dufferin North

Type: Base

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	30 min	13 min	30 min	30 min	60 min

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

Boardings (2006):

Annual	468,166
Avg Weekday	1,596
Rev/Cost (%)	53.2
Boardings/Hr	36.9

Service Requests:

- To extend service north of Rutherford Road

Discussion/Issues:

- Significant new residential community being developed north of Rutherford Road between on the Dufferin Street corridor, representing considerable additional demand for ridership
- Although an extension of the service north of Rutherford Road is warranted, consideration will need to be made regarding future growth of transit service in the Dufferin Street corridor. The existing loop at the north end of the route should not be extended beyond Major Mackenzie due to impact on customer convenience
- With the planned District Centre node planned for the intersection of Rutherford Road and Dufferin Street, this route may need to focus on operating into this node; while having the surrounding community serviced by a more locally oriented route that can be tailored to supply appropriate levels of service

Recommendation:

- For April 2008, to extend peak period service north of Rutherford Road and service the new Dufferin Woods community. (Please refer to Southern System Map on page 135.)

Estimated Additional Costs:

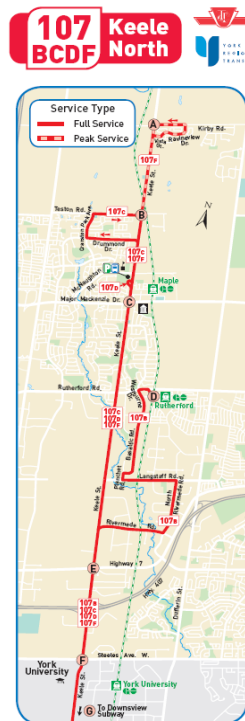
- \$120,000 annualized

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

Type: Base

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
✓	✓	✓	✓	✓	✓
16/33 min	30/40 min	13/35 min	30 min	60 min	80 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.

Boardings (2006):

Annual	934,380
Avg Weekday	3,722
Rev/Cost (%)	54.2
Boardings/Hr	37.6

Service Requests:

- Earlier first trip on weekday mornings, in order to meet the first southbound subway train departing Wilson Subway Station
- Provide all-day service to the Keele/Kirby area by replacing the existing 107-F branch with an extended version of the 107-C branch

Discussion/Issues:

- The first southbound trip on weekday mornings is not scheduled to meet the first southbound subway train departing from Wilson Subway Station. There is an increasing demand for this connection. Requests for this additional service to be reviewed as part of the 2009 budget cycle
- Requests for increased service to the Keele/Kirby area have been limited in number. Such requests to be reviewed as part of the 2009 budget cycle

Recommendation:

- N/A

Estimated Additional Costs:

- N/A

Route: TTC 129A McCowan North

Type: Base

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	28 min	15 min	40 min	27-40 min	40 min

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

Boardings (2006):

Annual	742,549
Avg Weekday	2,991
Rev/Cost (%)	73.2
Rev Pass/Hr	50.8

Service Requests:

- Operate along Bur Oak Ave (since Route 18 is not operating early)

Discussion/Issues:

- As development occurs north of Major Mackenzie Drive, TTC Route 129A – McCowan will be extended further north of Major Mackenzie Drive therefore; do not include the looping to service Bur Oak Avenue

Recommendation:

- N/A

Estimated Additional Costs:

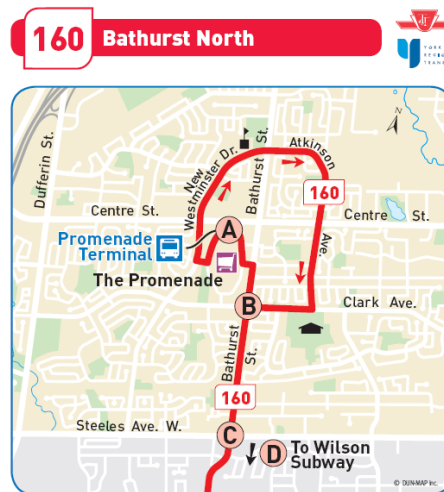
- N/A

Route: TTC 160 Bathurst North

Type: Base

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	21 min	24 min	24 min	24 min

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

Boardings (2006):

Annual	242,565
Avg Weekday	937
Rev/Cost (%)	64.9
Rev Pass/Hr	45.0

Service Requests:

- No significant service requests

Discussion/Issues:

- No significant issues

Recommendation:

- N/A

Estimated Additional Costs:

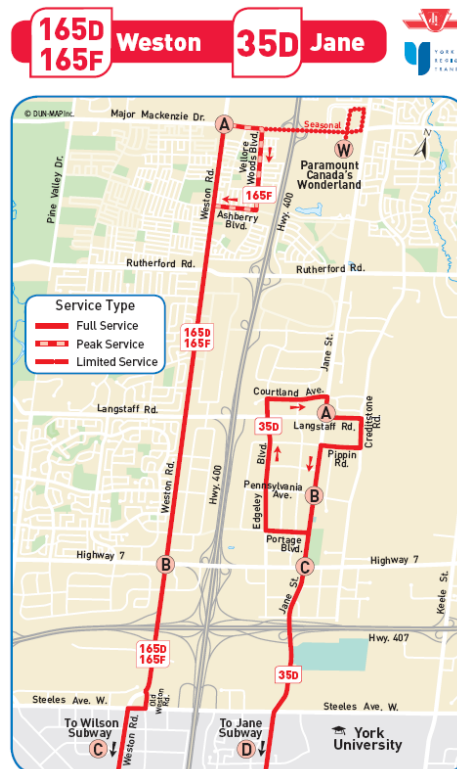
- N/A

Route: TTC 165 D / F Weston

Type: Base

Description: A main north – south route operating mainly along Weston Road between Wilson Subway station and Major Mackenzie Road with seasonal service to Canada's Wonderland. The 165F branch offers peak service along Vellore Woods Blvd and Ashberry Blvd.

Current Routing:



Operating Hours and Frequency:

AM Peak	Midday	PM Peak	Evening	Saturday	Sunday/Holiday
✓	✓	✓	✓	✓	✓
42 min	30 min	54 min	30 min	24/30 min	32/40

Major Trip Generators: Wilson Subway station, Steeles corridor, Canada's Wonderland (seasonal).

Boardings (2006):

Annual	424,974
Avg Weekday	1,641
Rev/Cost (%)	57.3
Boardings/Hr	39.8

Service Requests:

- To extend service north of Major Mackenzie Drive to address needs of new residents and the new PowerStream head office on Cityview Blvd

Discussion/Issues:

- Significant new residential communities being developed north of Major Mackenzie Drive between Weston Road and Hwy 400, representing considerable additional demand for ridership
- Although an extension of the service north of Major Mackenzie Drive is warranted, consideration will need to be made regarding future growth of transit service in the Weston Road corridor. The existing loop at the north end of the 165-F branch should not be extended beyond Teston Road due to impact on customer convenience

Recommendation:

- For April 2008, to extend service north of Major Mackenzie Drive and service the new Vellore Park community (Please refer to Southern System Map on page 135)

Estimated Additional Costs:

- \$120,000 annualized

Route: TTC 68B Warden North

Type: Base

Description: Main north-south route operating along Warden Ave between Major Mackenzie Drive and the Warden Subway Station.

Current Routing:



Operating Hours and Frequency:

AM Peak	Midday	PM Peak	Evening	Saturday	Sunday/Holiday
✓	✓	✓	✓	✓	✓
13/19 min	20/40 min	19/24 min	40 min	33/44 min	36-45 min

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

Boardings (2006):

Annual	275,293
Avg Weekday	1,055
Rev/Cost (%)	38.2
Boardings/Hr	26.5

Service Requests:

- Provide service along Village Gate Drive and Calvert Road (previous routing)

Discussion/Issues:

- Due to the speed humps along Village Gate Drive, routing will not be reinstated along Village Gate Drive and Calvert Road

Recommendation:

- N/A

Estimated Additional Costs:

- N/A

8.0 Alternative Services Strategy

8.1 Community Bus

8.2 Demand Responsive Services

8.3 Zone Bus

8.4 Dial-A-Ride

Alternative Services Strategies

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



8.1 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 three Community bus routes operate in York Region - Route 89 in Richmond Hill, Route 520 and Route 521 in Newmarket, and Route 522 in Markham. These routes have proven to be very popular with residents and provide 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:

Weekdays	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 / 7:00 pm to 11:00 pm
Saturdays	120 minutes	6:00 am to 11:00 pm
Sundays/Holidays	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, with a minimum performance of 5 boardings per hour
Other times	12 passengers per service hour, with a minimum performance of 4 boardings per 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 Richmond Hill 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
✓	✓	✓		✓	✓
60 min	120 min	60 min	Not Applicable	60 min	60 min

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

Boardings (2006):

Annual	35,015
Avg Weekday	102
Rev/Cost (%)	12.2
Boardings/Hr	5.7

Service Requests:

- One additional southbound trip

Discussion/Issues:

- Due to the increasing number of destinations along the route, consideration will be given to restructuring this route and possibly developing two separate branches. This will minimize travel time by providing more direct service

- Last southbound trip departs Richmond Heights at 4:30 pm and the inclusion of an additional southbound trip would allow for improved travel opportunities for existing Community Bus customers
- The continuation of Sunday /holiday service on this route will be re-evaluated in 2008 with the objective of improving overall system performance and efficiency.

Recommendation:

- Review route structure and schedules for possible route re-configuration
- Introduce one new southbound trip Monday to Saturday

Estimated Additional Costs:

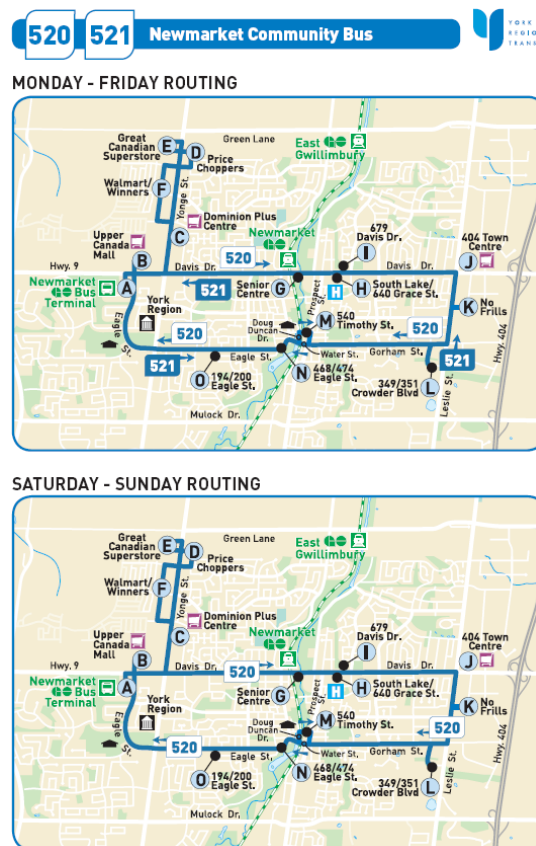
- Additional annual gross operating cost for restructuring Route 89 and adding one additional southbound trip Monday to Friday is \$25,000, however, it should be noted, due to pending budget constraints, the implementation of this service initiative has been identified for deferral to 2009
- Additional annual gross operating cost for restructuring Route 89 and adding one additional southbound trip Saturday is \$5,000, however, it should be noted, due to pending budget constraints, the implementation of this service initiative has been identified for deferral to 2009

Route: 520/521 Newmarket Community Bus

Type: Community

Description: A community bus route providing door to door service to various destinations in Newmarket.

Current Routing:



Operating Hours and Frequency:

AM Peak	Midday	PM Peak	Evening	Saturday	Sunday/Holiday
	✓			✓	
Not Applicable	90 min	Not Applicable	Not Applicable	90 min	Not Applicable

Major Trip Generators: Senior residences along the route, Markville Mall, Markham Stouffville Hospital.

Boardings (2006):

Annual	18,313
Avg Weekday	55
Rev/Cost (%)	7.5
Boardings/Hr	3.5

Service Requests:

- Service request to Bogart Mill Residence
- Service request to Germania Senior Residence (Stonehaven Road)

Discussion/Issues:

- Due to the existing route length, no other service requests can be accommodated without exceeding the two hour maximum frequency service standard for community bus
- The continuation of Sunday/holiday service on this route will be re-evaluated in 2008 with the objective of improving overall system performance and efficiency.

Recommendation:

- Not Applicable

Estimated Additional Costs:

- Not Applicable

Route: 522 Markham Community Bus

Type: Community

Description: A community bus route providing door to door service to various destinations in central Markham.

Current Routing:



Operating Hours and Frequency:

AM Peak	Midday	PM Peak	Evening	Saturday	Sunday/Holiday
	✓			✓	
Not Applicable	90 min	Not Applicable	Not Applicable	90 min	Not Applicable

Major Trip Generators: Senior residences along the route, Markville Mall, Markham-Stouffville Hospital.

Boardings (2006):

Annual	921
Avg Weekday	19
Rev/Cost (%)	5.0
Boardings/Hr	2.3

Service Requests:

- Provide a community bus to/from Anna Russell Way for shopping and medical
- Provide service to No Frills
- Extend Markham Community to Pacific Mall
- Provide a community bus to/from St Luke's Lodge for shopping and medical

Discussion/Issues:

- Extend service to Anna Russell Way, frequency level would need to change from every 1.5 hours to 2 hours (one service request)

- When the Markham Connector was converted to the Markham Community Bus, YRT provided St Luke's shuttle service to/from Markville Mall and to/from Participation House (4 days per week). Due to low ridership, St Luke's shuttle service was discontinued
- Received only one request for service to/from Pacific Mall

Recommendation:

- Maintain the current routing and schedule
- St Luke's shuttle to be reinstated to a conventional service or charter service and open the service to all St Luke's residence (not just Mobility Plus users). Work with St Luke's Lodge to determine if this facility would charter YRT services

Estimated Additional Costs:

- N/A (charter service or use some of the resources from the Markham community bus)

Proposed New Community Bus Routes

Vaughan - Maple

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.

Given the socio-economic mix of the community, a review will be completed in Vaughan for the suitability of a Community Bus, and YRT will consider operating a limited, fully accessible, fixed route service. Routing is to be determined however, various key medical and retail/commercial facilities will be the focus of the route.

However, it should be noted that, due to pending budget constraints, the implementation of this service initiative has been identified for deferral to 2009.

Estimated Additional Costs*:

- Community bus proposals for Vaughan could amount to \$216,000

8.2 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.

8.3 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.

8.4 Dial-A-Ride

Dial-a-Ride is one of a number of transit initiatives that fall into the category of demand-responsive transit service. Dial-a-Ride in North America has primarily been used for transporting seniors, persons with disabilities, and for specific target markets (e.g. employees in business parks). These services are designed to provide immediate local travel within a specific travel zone/neighbourhood in a community. Customers call a central number and request a pick-up from their nearest conventional bus stop. Dispatchers then send out an accessible vehicle, within a specified time frame, to pick up the customer and take them to a key common destination or bus stop where regular, conventional, fixed-route transit services are offered. This type of service delivery model has traditionally been applied in areas where demand for transit is less than 10 passengers per hour and when destinations are common, such as a GO Station or a shopping mall.

In the case of the route 44 Dial-a-Ride pilot, the proposed service will have a dedicated vehicle stationed at the Newmarket Bus Terminal between the hours of 7:00 pm and 11:00 pm, Monday to Saturdays to accommodate requests. The local, conventional, fixed route service will be discontinued during the period when Dial-a-Ride is operating.

9.0 School Specials

9.0 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 2007, YRT operates 26 School Special routes. These runs are included on the YRT website and are marketed to York Region high schools.



THINGS TO DO, PLACES TO GO.
Join the student freedom movement.



COOL HANGOUTS

FAIRVIEW MALL Routes 90; TTC 250; Viva Green
MARKVILLE MALL Routes 1, 40, 41; TTC 129A; Viva Purple, Green
PROMENADE MALL Routes 3, 5, 23, 77, 88; TTC 160; Viva Purple
UPPER CANADA MALL Routes 52, 55, 56, 57A, 98; Viva Blue
VAUGHAN MILLS MALL Routes 12, 20, 85, 360
WOODBINE CENTRE Route 7
YORKDALE MALL Route 360

FUN UNLIMITED

IN PLAY INC. Routes 98, 57/57A; Viva Blue
LASER QUEST Routes 86, 99; Viva Blue
LUCKY STRIKE LANES Routes 12, 20, 85, 360
NASCAR SPEED PARK Routes 12, 20, 85, 360
PIONEER VILLAGE Route 20
REPTILIA INC. Route 85
THE HELICOPTER COMPANY Route 85
THE WAVE POOL Routes 4, 99; Viva Blue

IT'S SHOWTIME

AMC INTERCHANGE Routes 20, 77; TTC 350; Viva Orange, Purple
AURORA CINEMAS Routes 31, 32, 33, 54
COLOSSUS Routes 10, 77; TTC 165; Viva Orange, Purple
ELGIN MILLS Routes 83, 86, 90, 98, 99; Viva Blue
FIRST MARKHAM PLACE Routes 1; Viva Pink, Purple
GEM THEATRE Route 51
SILVERCITY NEWMARKET Routes 52, 98
SILVERCITY RICHMOND HILL Routes 1, 83, 87, 99; Viva Blue, Pink, Purple

ROUTES///HIGH SCHOOL

AURORA

Aurora High School
Cardinal Carter CHS
Dr. G.W. Williams Secondary School

ROUTE NUMBER

31, 32, 33
22, 84A, 84C, 98, 443*; Viva Blue
32, 98; Viva Blue

GEORGINA

Keswick High School
Our Lady of the Lake CHS

50, 51, 424*
50, 51

KING

King City Secondary School

22

MARKHAM

Brother André CHS
Father McGivney Catholic Academy
Markham District High School
Markham Secondary School
Middlefield Collegiate Institute
Milliken Mills High School
Pierre Elliott Trudeau High School
St. Augustine CHS
St. Robert CHS
Thornhill Secondary School
Thornlea Secondary School

41, 85, 400*, 401*; TTC 102D
2A, 404*; TTC 129A
1, 2A, 409*
40, 41; TTC 129A
2, 2A
2A, 8
8, 18
40, 85; TTC 224D
3, 3B, 82, 90, 413*, 445*; TTC 250
5, 77, 99; Viva Blue, Pink
3, 91, 91A

NEWMARKET

Dr. J.M. Denison Secondary School
Huron Heights Secondary School
Newmarket High School
Sacred Heart CHS
Sir William Mulock Secondary School

44, 52, 98
55, 55B, 422*
57, 57A, 58, 420*, 421*
56
57, 98

RICHMOND HILL

Alexander Mackenzie High School
Bayview Secondary School
Langstaff Secondary School
Richmond Green Secondary School
Richmond Hill High School
St. Theresa of Lisieux CHS

4, 4A, 83, 83A, 89
4, 4A, 82, 91, 91A, 442*
83, 83A, 87, 99, 444*; Viva Blue, Purple
82, 83A, 90, 449*
83, 86, 440*, 441*, 448*; Viva Blue
83, 88, 90, 440*, 446*

VAUGHAN

Emily Carr Secondary School
Father Bressani CHS
Holy Cross Catholic Academy
Maple High School
St. Elizabeth CHS
St. Jean de Brebeuf CHS
St. Joan of Arc CHS
Stephen Lewis Secondary School
Vaughan Secondary School
Westmount Collegiate Institute
Woodbridge College

10, 13, 85, 461*
10, 12
7, 460*
4, 20, 87, 360, 462*
3, 3B, 5, 23, 77, 83, 88; TTC 160; Viva Purple
85B; TTC 160D/F
4, 360; TTC 107C/F
23, 87; TTC 105
5; TTC 105
3, 3B, 23, 88; TTC 160; Viva Purple
11, 13, 77; Viva Orange, Purple

WHITCHURCH-STOUFFVILLE

Stouffville District Secondary School

9, 9A

*High school specials run on school days only.

FARES (1 ZONE)†

	CASH	10 TICKETS	MONTHLY PASS
Student*	\$2.50	\$17.00	\$60.00

*Full-time secondary school students must present a valid student I.D. card with tickets and monthly passes.

†For 2 zone fare information refer to the route map or visit our website

HOW TO REACH US

Call 1 866 MOVE YRT [1 866 668 3978] or
visit yrt.ca for schedules and ticket agent locations.



10.0 Summary of Recommendations

2008 Service Plan - Draft Priority List

Revised: October 4, 2007 12:30 (further cuts to reflect later start dates on Priority-1 items only)

2008 Priority 1 Initiatives																	Fleet Availability?					
Item #	Route	Municipality	Details	Date	2008 Rev. Hours	Annualized Rev. Hours	Fleet			Grwth	Enh	Yes (A)		No (B)		N/A (C)						
							60'	40'	30'			2008Hrs.	Ann. Hrs.	2008 Hrs.	Ann. Hrs.	2008 Hrs.	Ann. Hrs.					
1	Viva Purple	Vaughan, Richmond Hill, Markham	Weekday route extension to Cornell - On street or further east of Bur Oak (Terminal TBC)	Jan/27	7074	7615	3			G												
2	Viva Purple	Vaughan, Richmond Hill, Markham	Saturday route extension to Cornell - On street or further east of Bur Oak (Terminal TBC)	Jan/27	1008	1092				G												
3	Viva Purple	Vaughan, Richmond Hill, Markham	Sunday route extension to Cornell - On street or further east of Bur Oak (Terminal TBC)	Jan/27	1077	1153				G												
4	Viva Blue	Newmarket, Aurora, Richmond Hill, Vaughan, Markham	Weekday peak frequency increase from 10 to 8.5 minutes Finch-Newmarket; and from 10 to 8.5 minutes Finch-Bernard (combined 4 minute headway)	Aug/31	2663	8020	5			G												
	85 - Rutherford/16th Ave	Vaughan, Richmond Hill, Markham	Route 85 restructuring - Discontinue west end service from Napa Valley to Vaughan Mills Mall. Route will operate from Vaughan Mills Mall to Markham Stouffville Hospital and Cornell, Monday to Sunday. Service from Napa Valley to be replaced with Route 85A.	Apr/27							E											
	85A - Rutherford	Vaughan, Richmond Hill	Introduce Route 85A to replace the existing Route 85 service from Napa Valley to Yonge Street only. The route would service Napa Valley, Vaughan Mills Mall, Rutherford GO Station and Viva Blue	Apr/27	2,565	3,795		2			E											
	85A - Rutherford / 16th Ave	Richmond Hill, Markham	Route 85A branch would be discontinued and replaced with a New Route 244 Beaver Creek Shuttle	Apr/27																		
	244 - Beaver Creek Shuttle (New)	Richmond Hill, Markham	Introduce new Route 244 Beaver Creek Shuttle to replace existing Route 85A within Beaver Creek	Apr/27																		
	85B - Rutherford / 16th Ave	Vaughan, Richmond Hill, Markham	Route 85B branch would remain unchanged and will be combined with the New Route 244 Beaver Creek Shuttle to offer a peak hour 10 minute service within the Beaver Creek Business Park	Apr/27	1,539	2,277																
6	Inspiration/Macleod Landing (New Rt 81)	Richmond Hill	Introduce Route into Inspiration and Macleod Landing subdivision every 30 minutes during weekday peak periods	Apr/27	3,078	4,554			2	G												
	Inspiration/Macleod Landing (New Rt 81)	Richmond Hill	Introduce Route into Inspiration and Macleod Landing subdivision every 60 during minutes off-peak and evening	Apr/27	1,539	2,277				G												
	Inspiration/Macleod Landing - Sat (New Rt 81)	Richmond Hill	Introduce Route into Inspiration and Macleod Landing subdivision every 60 minutes	Apr/27	700	1,040																
7	2A - 14th Ave	Markham	Route extension east of 9th Line via Copper Creek Dr., Donald Cousens Parkway & Box Grove By-Pass (peak periods)	Apr/27	1,368	2,024		1		G												
8	88 - Bathurst	King, Richmond Hill, Vaughan	Improve weekday peak frequency from 20 to 15 minutes	Apr/27	3,848	5,693		3			E											
9	105 - Dufferin North (TTC)	Vaughan	Extend weekday peak period service north of Rutherford to Major Mackenzie	Apr/27	1,197	1,771					E											
10	224D - Victoria Park North (TTC)	Markham	Improving weekday peak frequency from 40 minutes to 20 minutes	Apr/27	2,565	3,795				G												
11	90 - Leslie South	Richmond Hill, Markham	Route extension south to Don Mills Station and improve midday frequency to 30 minutes due to Viva Green cancellation (option of widening Rt 25D midday frequency)	Apr/27	2,394	3,542					E											
	90 - Leslie South - Sat	Richmond Hill, Markham	Route extension south to Don Mills Station and improve frequency to 30 minutes on Saturdays due to Viva Green cancellation	Apr/27	840	1,248					E											
12	165 - Weston Rd North (TTC)	Vaughan	Extend weekday peak period service north of Major Mackenzie to Teston	Apr/27	1,197	1,771					E											
13	9 - 9th Line 15 - Stouffville Local	Markham, Whitchurch-Stouffville	Rt 9 along 9th Line between Bur Oak Hwy 7 & Westlawn, Rt 15 Expand to new areas (ie Millard and Hwy 48)	Apr/27	1,710	2,530			1	G												
14	27 - Highway 27	Vaughan	To cover the assumption of full cost of existing weekday service (anticipating termination of Royal 'charter' arrangement)	Apr/27	1667	2467		1		G												
	27 - Highway 27 (Sat)	Vaughan	To cover the assumption of full cost of existing Saturday service (anticipating termination of Royal 'charter' arrangement)	Apr/27	341	507				G												
	27 - Highway 27	Vaughan	To cover the assumption of full cost of existing Sunday service (anticipating termination of Royal 'charter' arrangement)	Apr/27	419	595				G												
15	102D - Markham Rd North (TTC)	Markham	Improve weekday midday frequency from current 60 min to 30 min	Apr/27	1,026	1,518				G												
16	53 - Woodspring (New)	Newmarket	Introduce Woodspring local route weekday peak service	Apr/27	3,078	4,554			2	G												
17	4 A - Major Mackenzie	Vaughan, Richmond Hill, Markham	Route extension to Ninth Line / Highway 7 (Terminal TBC) weekday peak; Implement 4A during midday & evening	Aug/31	2184	6578		1		G												
18	224D - Victoria Park North (TTC)	Markham	Route extension north of Major Mackenzie Dr to Elgin Mills Rd (weekday peak periods)	Apr/27	2,565	3,795				G												
19	2 - Milliken	Markham	Route extension east of Hwy 48 via Denison St. and Elson St. (Weekday peak periods, more running time required), add one new eastbound trip at 3:15 pm	Apr/27	1,368	2,024		1		G												
20	27 - Highway 27	Vaughan	Route extension further north to service new industrial development area (Vaughan Enterprise Zone) during weekday peak periods	Apr/27	1197	1771		1		G												
21	23 - Thornhill Woods	Richmond Hill, Vaughan	Extend weekday peak period service north of Rutherford into 'Upper Thornhill Village' (Block 11)	Apr/27	1,197	1,771			1	G												
22	88 - Bathurst - Sat	King, Richmond Hill, Vaughan	Extend Saturday service north to Seneca King Campus; possible Frequency improvements to every 30 minutes	Apr/27	980	1,456					E											
23	88 - Bathurst - Sun	King, Richmond Hill, Vaughan	Extend Sunday service north to Seneca King Campus	Apr/27	1,118	1,586					E											
24	42 - The Bridle Walk (New)	Markham	Introduce The Bridle Walk route during weekday peaks (30 min frequency, makes GO Train connections)	Aug/31	1344	4048			2	G												
25	303 - Cornell Express	Markham	Route extension along Bur Oak Ave to McCowan Rd	Apr/27	171	253				G												

2008 Service Plan - Draft Priority List

Revised: October 4, 2007 12:30 (further cuts to reflect later start dates on Priority-1 items only)

2008 Priority 1 Initiatives <i>(continued)</i>																	Fleet Availability?			
Item #	Route	Municipality	Details	Date	2008 Rev. Hours	Annualized Rev. Hours	Fleet			Grwth	Enh	Yes (A)		No (B)		N/A (C)				
							60'	40'	30'			2008Hrs.	Ann. Hrs.	2008 Hrs.	Ann. Hrs.	2008 Hrs.	Ann. Hrs.			
26	31 - Aurora North	Aurora	Reduce to weekday peak hour service. Annual operating cost savings to be used to offset the cost of New Route 33A branch	Apr/27																
	33A - Wellington (New)	Aurora	Route 33A Wellington to be introduced to replace Route 31 service in the Spring Farm and Berkshire Subdivisions Monday to Saturday	Apr/27																
27	34 - Industrial Pkwy	Aurora	Route to be discontinued due to poor performance. Approximately 2404 annual hours savings and one peak hour bus	Jan/27	-2233	-2404														
28	44 - Bristol London	Newmarket	Discontinue Route. Combine the existing service with current Route 55B to form a New local Route 59 Bristol – Leslie Valley	Apr/27																
	55B - Davis Dr	Newmarket	Discontinue Route. Combine the existing service with current Route 59 to form a New local Route 59 Bristol – Leslie Valley	Apr/27																
	59 - Bristol (New)	Newmarket	Combine the current Route 55B route with the current Route 44 routing to form a New local Route 59 Bristol – Leslie Valley	Apr/27																
29	55 - Davis Dr	Newmarket	Route extension east to Harry Walker and West to service Upper Canada Mall (Harry Walker Restructuring)	Apr/27																
	56 - Harry Walker	Newmarket	Restructure route to service Harry Walker (Harry Walker Restructuring)	Apr/27																
	57 - Mulock	Newmarket	Restructure route to service Harry Walker. Stonehaven service to be discontinued (Harry Walker Restructuring)	Apr/27																
30	58 - Leslie North	East Gwillimbury, Newmarket, Aurora	Reverse the Sharon loop in order to improve schedule adherence and safety	Apr/27																
31	83 - Trench	Richmond Hill	Re-route route southbound service at Hillcrest Mall to operate on the North Service Road and the Back Service Road.	Apr/27																
32	84 - Oak Ridges	Richmond Hill	Restructure route to include new local service to Bayview and Old Colony Road	Aug/31																
33	223 - Newmarket GO Shuttle	Newmarket	Route to be discontinued if targeted marketing campaign does not result in improved financial and ridership performance	Aug/31	-336	-1012														
34	242 - North Richvale GO Shuttle	Richmond Hill	Restructure route to operate within Upper Thornhill Village	Apr/27																
35	300 - Business Express	Markham	Reduce the service frequency from 15 minute service to 20 minutes during the AM peak period and from 20 to 30 minutes during PM peak period. Cancel the last pm trip at 7:06pm from the IBM loop	Jan/27	-940	-1012														
36	522 - Markham Community Bus	Markham	St Luke's shuttle to be reinstated as a conventional service and open the service to all St Luke's residence (no just Mobility Plus users)	Apr/27																
Priority 1 Total:					51,337	82,439	8	10	8											

2008 Priority 1 Initiatives Summary by Division	2008 Rev. Hours	Annualized Rev. Hours
Division 1 - Miller (Markham)	5,021	9,867
Division 2 - Laidlaw	510	1,139
Division 3 - Miller (Richmond Hill)	12,655	18,733
Division 4 - Canar	12,951	22,423
Division 5 - Stock		
Division 7 - Veolia	11,822	17,880
Division 11 - Tokmakjian		
TTC	8,550	12,650
Total	51,508	82,692

2008 Service Plan - Draft Priority List

Revised: October 4, 2007 12:30 (further cuts to reflect later start dates on Priority-1 items only)

2008 Priority 1a Initiatives - Defers to 2009													Fleet Availability?					
Item #	Route	Municipality	Details	Date	2008 Rev. Hours	Annualized Rev Hours	Fleet			Grwth	Enh	Yes (A)		No (B)		N/A (C)		
							60'	40'	30'			2008Hrs.	Ann. Hrs.	2008 Hrs.	Ann. Hrs.	2008 Hrs.	Ann. Hrs.	
37	1 - Hwy 7	Markham, Richmond Hill	Route Extension to Cornell - to Bur Oak & Hwy 7. (Terminal TBC)	Jan/27	1880	2024	1			G								
	1 - Hwy 7 (Sat)	Markham, Richmond Hill	Route Extension to Cornell - to Bur Oak & Hwy 7. (Terminal TBC)	Jan/27	480	520				G								
	1 - Hwy 7 (Sun)	Markham, Richmond Hill	Route Extension to Cornell - to Bur Oak & Hwy 7. (Terminal TBC)	Jan/27	570	610				G								
38	2 A - 14th Ave	Markham	Route Extension to Grand Cornell (Terminal TBC)	Aug/31	1130	3403	1			G								
39	33 - Wellington	Aurora	Route extension west to Bathurst & introduce new weekday midday service from 9:00 am to 1:00 pm	Apr/27	1710	2530				E								
40	45 - Mingay (New)	Markham	Introduce Mingay route during weekday peaks (30 min frequency, makes GO Train connections)	Aug/31	1344	4048		2		G								
41	58 - Leslie North	Aurora	Route extension south on Leslie St to State Farm at 60 minute frequency 6 am - 10 pm on weekdays	Apr/27	3078	4554		1		G								
42	69 - Sutton GO Bus	Georgina, East Gwillimbury, Newmarket	Estimated operating cost for 3 additional Weekday round trips from Newmarket to Sutton	Apr/27	1026	1518				G								
43	69 - Sutton GO Bus	Georgina, East Gwillimbury, Newmarket	Estimated operating cost for 6 additional Saturday round trips from Newmarket to Sutton	Apr/27	333	494				G								
44	85 - Rutherford/16th Ave - Sat	Vaughan, Richmond Hill, Markham	Improve Saturday late evening service - add one extra trip in both directions	Apr/27	140	208				E								
45	89 - RH Community Bus	Richmond Hill	Route Restructuring and add one extra southbound trip	Apr/27	171	253				E								
46	89 - RH Community Bus - Sat	Richmond Hill	Route Restructuring and add one extra southbound trip	Apr/27	35	52				E								
47	Vaughan Community Bus	Vaughan	New weekday Community Bus service in Maple	Jan/27	1718	1849		1		G								
	Vaughan Community Bus - Sat	Vaughan	New Saturday Community Bus service in Maple	Jan/27	176	190												
	Vaughan Community Bus - Sun	Vaughan	New Sunday Community Bus service in Maple	Jan/27	104	112												

Priority 1a Total:	13,894	22,365	2	4
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2008 Priority 1a Initiatives Summary by Division		2008 Rev. Hours	Annualized Rev. Hours
Division 1 - Miller (Markham)		5,404	10,605
Division 2 - Laidlaw		6,147	9,096
Division 3 - Miller (Richmond Hill)		140	208
Division 4 - Canar			
Division 5 - Stock			
Division 7 - Veolia			
Division 11 - Tokmakjian		2,204	2,456
TTC			
Total		13,894	22,365

11.0 Appendices

Appendix A: 2006 Route Performance Assessment

Appendix B: Service Standards

Appendix C: Current Service Frequency and Span of Service

Appendix D: Service Initiatives by Municipality

Appendix A: 2006 Route Performance Assessment

Route Name	YRT Route #	Route Class	Municipality	Operator	Division	Boardings	Revenue Hours	Total Operating Revenues	Total Direct Oper. Expenses	Rev/Cost	Net Cost per Boarding	Boardings per Revenue Hour	Route Performance Standards - Boardings per Hour	Legend
Yonge Corridor	blue	B A S E	RH	Veolia	7	427,650	7,152	738,315	821,799	89.8%	\$0.20	59.8	Peak: Average of 30 boardings per revenue hour, with a minimum of 10.	Meets or exceeds the average within the route class
McCowan North	TTC 129A		M	TTC	8	68,391	1,161	118,073	144,743	81.6%	\$0.39	58.9		
Bathurst N.	TTC 160		V	TTC	8	23,833	436	41,146	54,357	75.7%	\$0.55	54.7		
Jane	TTC 35D		V	TTC	8	48,971	898	84,546	111,955	75.5%	\$0.56	54.5		
Dufferin N.	TTC 105		V	TTC	8	46,061	1,028	79,522	128,162	62.0%	\$1.06	44.8		
Weston Road N.	TTC 165D		V	TTC	8	41,646	946	71,900	117,939	61.0%	\$1.11	44.0		
Birchmount	TTC 17A		M	TTC	8	5,505	130	9,504	16,207	58.6%	\$1.22	42.3		
Bayview	91		RH	Can-Ar	4	99,329	2,466	171,486	211,153	81.2%	\$0.40	40.3		
Don Mills	TTC 25D		M	TTC	8	26,191	673	45,217	83,904	53.9%	\$1.48	38.9		
Keele N.	TTC 107C/D/B/F		V	TTC	8	74,759	1,960	129,067	244,355	52.8%	\$1.54	38.1		
Finch-Unionville	pink		M	Veolia	7	47,307	1,355	81,673	155,696	52.5%	\$1.56	34.9	Off-Peak: Average of 22 boardings per hour, with a minimum of 7.	
Hwy 7 - Centre St	77(excl.BT)		V	Can-Ar	4	66,675	1,952	115,111	167,142	68.9%	\$0.78	34.2		
Bathurst	88		RH	Can-Ar	4	59,108	1,909	102,047	163,460	62.4%	\$1.04	31.0		
Highway 7 Corridor	purple		M	Veolia	7	176,095	5,737	304,019	659,208	46.1%	\$2.02	30.7		
Warden North	TTC 68		M	TTC	8	25,709	844	44,385	105,222	42.2%	\$2.37	30.5		
Jane	20		V	Can-Ar	4	53,192	1,806	91,833	154,640	59.4%	\$1.18	29.5		
Davis Dr.	55/55B		NEGG	Laidlaw	2	32,803	1,118	56,633	89,997	62.9%	\$1.02	29.3		
Clark	5		V	Can-Ar	4	33,953	1,187	58,618	101,638	57.7%	\$1.27	28.6		
Yonge South	99		RH	Can-Ar	4	89,049	3,154	153,738	270,064	56.9%	\$1.31	28.2		
Kennedy Rd	8		M	Miller	1	28,412	1,102	49,052	114,493	42.8%	\$2.30	25.8		
Highway 7	1		M	Miller	1	56,586	2,276	97,693	236,467	41.3%	\$2.45	24.9		
16th Ave/Rutherford	85		RH	Miller	3	82,717	3,596	142,807	338,067	42.2%	\$2.36	23.0		
Markham North-South Link	green		M	Veolia	7	20,344	893	35,123	102,610	34.2%	\$3.32	22.8		
Milliken	2		M	Miller	1	50,350	2,228	86,927	231,480	37.6%	\$2.87	22.6		
Leslie	90		RH	Miller	3	24,487	1,094	42,276	102,849	41.1%	\$2.47	22.4		
Vic Park North (Woodbine)	TTC 224B/C/D		M	TTC	8	18,396	824	31,760	102,729	30.9%	\$3.86	22.3		
Vaughan North-South Link	orange		V	Veolia	7	74,268	3,341	128,220	383,897	33.4%	\$3.44	22.2		
Major Mackenzie	4		V	Can-Ar	4	51,152	2,406	88,311	206,016	42.9%	\$2.30	21.3		
Markham Rd	TTC 102D		M	TTC	8	14,339	748	24,756	93,254	26.5%	\$4.78	19.2		
Islington Ave	13		V	Can-Ar	4	9,114	575	15,735	49,235	32.0%	\$3.68	15.9		
Mulock Dr.	57/57A		NEGG	Laidlaw	2	17,294	1,223	29,857	98,450	30.3%	\$3.97	14.1		
Yonge North	98		NEGG	Laidlaw	2	20,376	1,670	35,178	134,432	26.2%	\$4.87	12.2		
Wellington	33		A	Laidlaw	2	950	119	1,640	9,579	17.1%	\$8.36	8.0		
Bayview North	54		NEGG	Laidlaw	2	3,463	575	5,979	46,287	12.9%	\$11.64	6.0		
Sutton GO Bus	69		NEGG	GO		1,231	N/A	2,125	5,416	39.2%	\$2.67	N/A		
Cornell Express	303	EXPRESS	M	Miller	1	2,490	62	4,299	6,442	66.7%	\$0.86	40.2	Business Express: Average of 35 boardings per revenue hour, with a minimum of 30.	
Markham Express	301		M	Miller	1	8,477	301	14,635	31,273	46.8%	\$1.96	28.2		
Unionville Express	302		M	Miller	1	3,956	150	6,830	15,584	43.8%	\$2.21	26.4		
Business Express	300		M	Miller	1	5,011	244	8,651	25,351	34.1%	\$3.33	20.5	Fixed-Route Express: Average of 30 boardings per hour, with a minimum of 10.	
Maple Express	360		RH	Can-Ar	4	6,076	335	10,490	28,685	36.6%	\$2.99	18.1		
Bayview Express	340		RH	Can-Ar	4	632	67	1,091	5,737	19.0%	\$7.35	9.4		
Bur Oak	18	L O C A L	M	Miller	1	14,389	586	24,842	60,883	40.8%	\$2.50	24.6	Peak: Average of 30 boardings per revenue hour, with a minimum of 10.	
Thornhill Woods	23		V	Can-Ar	4	15,069	759	26,016	64,990	40.0%	\$2.59	19.9		
Martin Grove	7		V	Can-Ar	4	18,760	1,022	32,388	87,510	37.0%	\$2.94	18.4		
Thornhill - York U.	3		M	Can-Ar	4	34,367	1,954	59,333	167,313	35.5%	\$3.14	17.6		
14th Ave	2A		M	Miller	1	13,714	826	23,676	85,818	27.6%	\$4.53	16.6		
Langstaff Local	87		RH	Miller	3	19,193	1,157	33,136	108,772	30.5%	\$3.94	16.6		
Islington	TTC 37D		V	TTC	8	3,844	239	6,636	29,796	22.3%	\$6.02	16.1		
Newkirk	82		V	Miller	3	10,460	651	18,059	61,202	29.5%	\$4.12	16.1		
Gorham-Eagle	56		NEGG	Laidlaw	2	10,552	695	18,217	55,946	32.6%	\$3.58	15.2		
Weldrick	86		RH	Miller	3	16,316	1,153	28,169	108,396	26.0%	\$4.92	14.2		
Highway 27	27		V	Can-Ar	4	3,935	293	6,794	25,088	27.1%	\$4.65	13.4		
Trench	83		V	Miller	3	18,099	1,383	31,247	130,018	24.0%	\$5.46	13.1		
9th Line	9		M	Miller	1	1,828	154	3,156	16,000	19.7%	\$7.03	11.9		
Unionville/Markham Loc	40/41		M	Miller	1	20,483	1,729	35,363	179,636	19.7%	\$7.04	11.8		
King City	22		V	Can-Ar	4	6,755	576	11,662	49,321	23.6%	\$5.57	11.7		
Pine Valley	12		V	Can-Ar	4	6,854	590	11,833	50,519	23.4%	\$5.64	11.6		
Holland Landing Loc	52		NEGG	Laidlaw	2	6,108	549	10,545	44,194	23.9%	\$5.51	11.1		
Bristol - London	44		NEGG	Laidlaw	2	4,878	449	8,422	36,144	23.3%	\$5.68	10.9		
Aurora North	31		A	Laidlaw	2	6,186	586	10,680	47,172	22.6%	\$5.90	10.6		
Oak Ridges	84		RH	Laidlaw	2	5,481	587	9,463	47,253	20.0%	\$6.89	9.3	Off-Peak: Average of 22 boardings per hour, with a minimum of 7.	
York U. (Woodbridge)	10		V	Can-Ar	4	8,104	947	13,991	81,088	17.3%	\$8.28	8.6		
Keswick Local	51		NEGG	Laidlaw	2	4,825	565	8,330	45,482	18.3%	\$7.70	8.5		
Aurora South	32		A	Laidlaw	2	6,431	774	11,103	62,306	17.8%	\$7.96	8.3		
Woodbridge	11		V	Can-Ar	4	2,091	384	3,610	32,880	11.0%	\$14.00	5.4		
Stouffville Local	15		M	Miller	1	992	200	1,713	20,779	8.2%	\$19.22	5.0		
Leslie North	58/58A		NEGG	Laidlaw	2	1,406	345	2,427	27,772	8.7%	\$18.03	4.1		
Industrial Parkway	34		A	Laidlaw	2	762	190	1,316	15,295	8.6%	\$18.35	4.0		
RH Community Bus	89	COMMUNITY BUS	RH	Can-Ar	11	3,195	519	5,516	43,622	12.6%	\$11.93	6.2	Peak: Average of 15 boardings per revenue hour, with a minimum of 5. Off-Peak: Average of 12 boardings per revenue hour, with a minimum of 4.	
Markham Community Bus	522		NEGG	Can-Ar	11	681	190	1,176	15,970	7.4%	\$21.72	3.6		
Newmarket Community Bus	520/521		NEGG	Can-Ar	11	1,136	367	1,961	30,847	6.4%	\$25.43	3.1		
Redstone GO Shuttle	243	S H U T T L E S	RH	Miller	3	2,964	98	5,117	9,213	55.5%	\$1.38	30.2	Average of 25 boardings per revenue hour, with a minimum of 20.	
Markham GO Shuttle	201		M	Miller	1	2,019	84	3,486	8,727	39.9%	\$2.60	24.0		
Aur-Newm GO Shuttle	222		NEGG	Laidlaw	2	1,488	71	2,569	5,715	44.9%	\$2.11	21.0		
Unionville GO Shuttle	202		M	Miller	1	2,173	106	3,752	11,013	34.1%	\$3.34	20.5		
Mill Pond GO Shuttle	240		RH	Miller	3	2,527	124	4,363	11,657	37.4%	\$2.89	20.4		
Bev Acres GO Shuttle	241		RH	Miller	3	1,615	89	2,788	8,367	33.3%	\$3.45	18.1		
N Richvale GO Shuttle	242		RH	Miller	3	798	76	1,378	7,145	19.3%	\$7.23	10.5		
Newmarket GO Shuttle	223		NEGG	Laidlaw	2	532	56	918	4,508	20.4%	\$6.75	9.5		
Stouffville GO Shuttle	215		M	Miller	1	61	51	105	5,299	2.0%	\$85.14	1.2		
						2,227,419	80,915	3,845,521	8,073,628	47.6%	\$1.90	27.5		

Notes:
2006 Average Revenue per Boarding (\$1.73) and 2006 Total Costs per Hour by Contractor Assumed

Appendix B: Service Standards

York Region Transit

Five-Year Transit Service Plan (2006–2010)

Service Standards – Background Paper #1

1.	New and Updated Standards	1
1.1	Route Directness	1
1.2	Route Deviations	2
1.3	Performance Standards	2
1.4	Vehicle Loading Standards	4
2.	Revised Standards	4
2.1	ROUTE COVERAGE	4
2.2	BASE GRID ROUTE STANDARDS	5
2.3	LOCAL ROUTE STANDARDS	6
2.4	EXPRESS ROUTES (Updated Standard)	7
2.5	GO Shuttles (Updated Standard)	9
2.6	School Specials (Updated Guideline)	10
2.7	COMMUNITY BUS STANDARDS (INCLUDING SMALL COMMUNITIES)	10
2.8	SERVICE EXPANSION INTO NEW DEVELOPMENTS	12
2.9	BUS STOP STANDARDS	13

York Region Transit

Five-Year Transit Service Plan (2006–2010)

Background Paper #1 – Service Standards

ENTRA Consultants conducted a workshop with YRT planning staff to review the current service standards, examining strengths and weaknesses within the standards from a staff perspective, and reviewing opportunities for new standards. This discussion paper presents the results of a detailed review of the current standards, considering the workshop input and proposes revisions, additions and deletions for consideration by the Steering Committee.

This discussion paper is based on the existing standards as presented in Chapter 2 of the York Region Transit 5-year Service Plan – Conventional Transit (May 2002), and should be read in conjunction with that document (included in Appendix A). The purpose of this review is to confirm the existing standards, update or revise where necessary, and introduce new standards based on staff requirements for analysis tools.

Generally, ENTRA supports the current approach to service standards application, but believes that staff and the public are better served by standards that are phrased in such a way as to require action when they are not met, but provide flexibility in what action to take. This differs from the current approach that calls for flexibility in whether or not a particular standard is applied in any given case. The preferred presentation still gives staff flexibility to recommend the most appropriate course of action, considering different and possibly competing standards, while being able to demonstrate that a particular standard was applied in every case.

Many of the changes suggested in this brief are intended to conform to this approach, or to provide clarity where staff has indicated some concern. In other cases, revisions are suggested to explicitly revise the standards or its measure.

1. New and Updated Standards

1.1 Route Directness

A new standard is proposed to help define service and assist planners in route design. **Route Directness** is a measure comparing the actual travel distance to the most direct route, indicating the degree to which the route deviates from the direct path. It is measured as the actual route distance between the route terminals in a ratio to the most direct feasible route between the route terminals within the corridor served.

For routes involving loops, the route is measured from the furthest point of a one-way loop, and from the midpoint of a two-way loop. The ratio indicates the maximum deviation experienced on

the route (not all passengers will experience this maximum, based on specific origins and destinations).

Each route type is assigned a range of values in this standard, reflecting the intent of the route design in that category. Base Routes should have the lowest ratio, while local and community bus ratios should be higher.

1.2 Route Deviations

In combination with the Route Directness standard, an additional design guideline is proposed to assist staff in determining the route structure for services to schools, GO stations, major employers or other major attractors. This measure considers the added value of deviating from a direct route to serve the major area, versus the inconvenience to those passengers already on the bus.

Route deviations must attract net new passengers to the route (not merely reduce the walking distance for existing passengers) in sufficient numbers to warrant the deviation. The projected ridership should be evaluated in terms of the revised boardings per hour, based on the revised service design required to accommodate the deviation. For example, if the additional travel time requires additional resources in terms of service hours, the deviation should only be accommodated if it improves the overall performance of the route.

If the revised service design can be accomplished with the existing resources (typically less than one or two minutes), the new ridership gained should be no less than 25 percent of the passengers diverted through the detour.

1.3 Performance Standards

Staff expressed some concern over the threshold levels, the steps between peak and off-peak periods and between Base routes and other route types. Based on 2004 data, the system is currently averaging approximately 23.3 revenue passengers per hour and 26.2 boardings per hour on all routes during all time periods, equating to a cost recovery ratio of approximately 51 percent.

To establish thresholds for performance of routes requires an acknowledgement that various routes, even within the same class of service, will vary in their performance, with some exhibiting superior performance and others exhibiting lower performance levels. To meet a variety of system objectives, top-performing routes must be allowed to support other lower performing routes, ensuring that:

- ~ the average performance meets system objectives; and
- ~ a minimum performance level is established and met.

For this purpose, and in the balance of this discussion, ENTRA recommends that route performance be assessed on the basis of total boardings per hour, since this statistic will credit those routes that perform a significant transfer role in the system. Depending on the level of data available, this assessment can be conducted on the entire route, a route segment, or a specific period of the day.

Average performance levels should be established on the basis of overall requirements and minimum performance levels should be established relative to that average performance. Transit route performance typically reflects a pattern that is somewhat normally distributed, with a slight skew to below-average performing routes. This means that the above-average and below-average routes usually involve a similar number of routes, except that there is typically a small number of very poor performing routes that is not balanced by a similar number of extremely well-performing routes. This typical pattern gives us the opportunity to establish a minimum threshold for performance. Typically, a performance level equivalent to approximately one-third of the average performance centers the majority of the routes on the average performance and isolates the poor performers. In terms of boardings per hour, this would mean a value equal to one-third of the target rate would represent an appropriate minimum standard.

Based on peer performance, YRT routes would need to average approximately 25 to 30 boardings per hour, system-wide in all periods to achieve a cost recovery ratio of 50 to 60 percent. However, since the different classes of routes have different expectations and ridership potential, the values should be established separately for each route type, while ensuring that the overall average can be met.

1.3.1 Core Routes (Base Grid)

Routes currently designated as Core Routes account for approximately 72 percent of the service hours. This would suggest that Core Routes would need to average approximately 28 to 33 boardings per hour in all periods, with other routes accounting for an average of 22 to 26 boardings per hour, to achieve the 50 to 60 percent cost recovery range.

Base Grid routes, because they are required to meet the service coverage standards, and are mandated in all operating periods, are not strictly assessed against the performance standards.

Base Route average performance is established at 30 boardings per hour, with a minimum performance of 10 boardings per hour. This means that EACH route must exceed the minimum 10 boardings per hour, with the overall average at 30 boardings per hour. Any route that does not meet the minimum target must be examined to identify significant remedial action. If the overall average is not met, then other routes must also be examined for remedial action opportunities. Principles of continuous quality improvement suggest that the averages and thresholds be regularly updated and adjusted upwards. Establishing the minimum threshold at one-third the actual performance rather than the required target will ensure this continual improvement.

1.3.2 Other Routes

Within the existing framework, routes not designated as Base routes need to average 25 boardings per hour, with a minimum threshold of 8 boardings per hour to achieve the current productivity requirements.

1.4 Vehicle Loading Standards

These loading standards are typical of many systems' standards, but staff has indicated some concern over the specific threshold levels, and the clarity of the wording. With respect to thresholds, it is appropriate to strive for to provide a seat to all off-peak customers, in consideration of less frequent service.

For peak services, the 150 percent threshold is typical, but may be problematic with the range of vehicles currently operated throughout the region. The approach depends on whether the objective is to limit standees, or limit vehicle crowding. Similar sized buses in the YRT fleet have similar overall capacities but differ in their seating capacities depending on configuration. If the objective of this standard is to limit standees, then the 150 percent threshold remains appropriate, and consideration should be given to matching the capacity of the vehicles to the ridership levels on the route, to avoid unnecessary increases in service levels.

If the objective of this standard is to limit overall crowding on the vehicle, consideration should be given to a fixed numerical standard for each bus size as follows:

- ~ 40-foot bus: average of 55 passengers per vehicle (at the peak point of the route, measured over the peak 60-minute period)
- ~ 35-foot bus: average of 48 passengers per vehicle
- ~ 30-foot bus: average of 40 passengers per vehicle

2. Revised Standards

The remaining headings in this document are the same as those used in the current service standards.

2.1 Route Coverage

Generally, this standard providing for 500-meter coverage to 90 percent of the urban area is typical of many industry applications and appropriate for YRT in its intent. The limitation of this wording is in the implication of on-going monitoring and assessment of the route network that is not necessarily practical to achieve. The standard also implies a type of specific performance suggesting that services will be provided where the standard is not met.

2.1.1 Proposed Wording

YRT will consider new or revised routes to serve residents, places of work, secondary and post-secondary schools, major shopping centres and public facilities in the urban area that are beyond a walking distance of 500 metres of a bus stop during the daytime Monday through Saturday and 1,000 metres of a bus stop during the evening and all day Saturdays and holidays.

Areas within this standard may be considered for improved services based on performance criteria.

2.1.2 Discussion

In this format, the standard can be consistently applied by considering, but not necessarily implementing a route to serve new areas. There is no requirement for complex on-going measurements, but the intent of the original standard is preserved.

The objective of this standard is to provide service to approximately 90 percent of the urban area.

2.2 Base Grid Route Standards

In reviewing the definition of the Core Route, and its performance requirements, there is an apparent conflict between the need for Core Routes to provide the highest level of service at the best performance levels, and the need to provide “a basic level of mobility to all residents in the urban area”. Providing this basic level of mobility will necessitate the inclusion of some routes that do not warrant enhanced service levels and are not capable of achieving the prescribed performance levels. ENTRA recommends that the definition of a core route be revised to remove the reference to basic mobility. In so doing, the Committee adopted the name “Base Grid” or “Base Route” for this designation, reflecting the notion that these routes provide the base level of service, ensuring the coverage standards are met.

Base Grid routes will operate in the major travel corridors on the main arterial roads in the urban transit service area. Generally, they will form a basic grid route network, connecting major origins and destinations. As required routes to meet the coverage standards, the Base Grid of routes is not subject to the minimum productivity standards. However, these routes should always be reviewed in this context, and if a route or route portion consistently falls below standard, consideration should be given to re-designating the route, subject to maintaining the required coverage.

2.2.1 Route Structure

Base Routes shall operate in major east-west and north-south corridors 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.

Viva routes should be considered for major Base Grid corridors where higher levels of service can be supported. These routes should be direct, with limited stops at key origins and destinations.

2.2.2 Route Directness:

Deviation from the corridor of Base routes should be kept to a minimum, with the route directness measure within a range of 1.0 to 1.10. Branches of Base routes designed to serve specific destinations during peak periods should be considered feeder routes, with those standards applied

2.2.3 Service Levels

DISCUSSION

For Base routes as redefined, the existing standards remain appropriate as minimum service frequency and service spans. However, clock-face schedules cannot always be achieved and can result in unwarranted additional operating cost and therefore should not be included in a prescriptive standard.

ENTRA recommends that clock-face headways be included as a service guideline, for any route operating with a headway wider than 10 minutes.

ENTRA also suggests that the provision to ignore the minimums in certain areas be removed, since services in these areas should not be defined as Base routes.

PROPOSED WORDING

Minimum service frequencies in the Base Route corridors (including supplementary feeder branches) and minimum spans of service:

Weekdays	20 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	60 minutes 9:00 am to 11:00 pm

2.2.4 Vehicle Loadings

Vehicle loading standards for Local Routes are subject to the discussion as outlined in Section 1 on Page 4.

2.3 *Viva Standards*

Standards for Viva services are described separately in Background Paper #8 – Rapid Transit Considerations, prepared by the York Rapid Transit Corporation.

2.4 *Local Route Standards*

The definition for Local Routes is modified slightly to reflect the modification to Base Routes definition, recognizing that branches of Base Routes are essentially feeder routes. Also, a slight revision is incorporated to reflect the emphasis of the collector road network in providing local and feeder service. Also, the dual designation of Local (Feeder) is eliminated, since it serves no useful function in differentiating the routes.

Local routes will circulate the various communities in the urban transit service area and will connect the communities to the major local activity centres or corridors and to the Base network where transfers between routes can be made. They will provide a feeder or neighbourhood circulation function in the transit system supplementing the Base route network.

2.4.1 Route Structure

Local Routes should operate primarily on collector roads to serve a transit focal point or main activity centre local destinations. Operation on local roads should only be accommodated when required for operational needs (such as a turn-around), or to serve major passenger destinations.

2.4.2 Route Directness

Configuration of Local Routes should be designed to provide direct service, with deviations to serve local areas and major destinations. The route directness measure for Local Routes should be within a range of 1.0 to 1.20. Branches of Base routes designed to serve specific destinations during peak periods should be considered Local routes.

2.4.3 Service Levels

Minimum service frequencies spans of service as per the following, when operating. Decision to operate in any period is subject to achieving minimum performance requirements.

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

2.4.4 Vehicle Loadings

Vehicle loading standards for Local Routes are subject to the discussion as outlined in Section 1 on Page 4.

2.4.5 Performance Standards

In the discussion of this standard, an overall performance target averaging 25 boardings per hour was identified. As with Base Routes it would be intuitive that the peak value would be higher than the average (perhaps 30), and the off-peak somewhat lower (perhaps 22).

Based on this information, ENTRA recommends a peak target of 30 boardings per hour and an off-peak target of 22 boardings per hour be established as the average threshold, subject to verification.

Weekday Peak Hours: all routes averaging 30 passengers per service hour, with a minimum performance of 10 boardings per hour

Other Times : all routes averaging 22 passengers per service hour, with a minimum performance of 7 boardings per hour

2.4.6 Service Warrants

The revision to the calculation of the performance standards eliminates the need to provide a service warrant standard.

2.5 *Express Routes (Updated Standard)*

Staff expressed an interest in developing a set of standards to guide the development and evaluation of express routes, and this section addresses this type of service. Express routes can be divided into two major categories, depending on how they operate and the main function they fulfill. *Overlay Express* routes are those that duplicate a service (typically a Base Route) in a specific corridor, and are used to enhance customer service. These are established in corridors where buses often fill to capacity along the route and most passengers are destined to a common point, such as the subway. *Point Express* routes are those that carry significant numbers of passengers between two distinct points, such as the subway and a major employer, and do not depend on a significant local service area for their passengers.

Currently, most Express routes operate in the Markham area, and would be considered point express routes.

2.5.1 Route Structure

OVERLAY EXPRESS

These routes follow the same route structure as the underlying route, with a designated express portion of the route where few or no stops are made. Express portions should be designed to ensure that 75 percent of the passengers within the corridor can take advantage of the express service, and that the express service can be scheduled to save at least 15 percent of the regular route travel time (minimum 5 minutes).

POINT EXPRESS

A Point Express has no defined route structure, but should incorporate the fastest route in terms of overall travel time between the two points.

2.5.2 Route Directness

OVERLAY EXPRESS

The route directness measure for Overlay Express routes should be equal to or less than that of the underlying route. Within the express or limited stop portion of the route, no route deviations should be incorporated.

POINT EXPRESS

The route directness measure for Point Express routes should be 1.0 outside of any local service area. Local service areas should be limited to 2 stops.

2.5.3 Service Levels

Minimum service frequencies and spans of service do not apply. Service is determined by passenger loading and performance standards.

2.5.4 Vehicle Loadings

Vehicle loading standards for Express Routes are subject to the discussion as outlined in Section 1 on Page 4.

Point Express routes that use highway routings or otherwise operate at high speeds should be limited to 100 percent of seating capacity *per vehicle*.

2.5.5 Performance Standards

Current Express routes operate at performance levels between 31 and 58 boardings per hour, with a minimum 31 boardings per hour and average 37 boardings per hour.

POINT EXPRESS

These routes, by definition, serve specific connections, and are not available to the general ridership in the areas they serve. As such, these routes need to perform at a high standard to justify the exclusivity of the service. ENTRA recommends a performance level averaging 35 boardings per hour, with a modified minimum threshold for these routes set at 30 boardings per hour.

OVERLAY EXPRESS

These routes can be designed to be more widely available to the general ridership, and therefore should can incorporate a wider range of performance. The Base Route values for peak services are set as the performance standards for these routes in all operating periods.

All Operating Periods: all routes averaging 35 passengers per service hour, with a minimum performance of 12 boardings per hour, subject to the following conditions:

- ~ introduction of an overlay express route must maintain the performance levels of the remaining route at current levels; and
- ~ projected performance of the new overlay express must exceed that of the current route.

Service Warrants

Service warrants for Express routes are determined by performance levels.

2.6 GO Shuttles (*Updated Standard*)

Staff expressed an interest in developing a set of standards to guide the development and evaluation of GO Shuttle routes, as opposed to Local services and this section addresses this type of service.

The introduction of a GO Shuttle depends on whether or not the relevant GO Station is or can be easily served by a Local or Base Route within the route network and the limits of the Route Directness standards for those routes.

If a Local Route is not provided, the introduction of a GO Shuttle should consider the cost and effectiveness of introducing such a service, according to each of the standards and warrants for Local routes. For example, the first consideration is the overall cost in terms of service hours and equipment requirement to service the station with a Shuttle versus a local route. Second, is a determination of whether an existing route can be modified.

If a Local Route does serve the GO Station, then the GO Shuttle should be held to similar standards as a Point Express Route, for similar reasons.

2.6.1 Route Structure

GO Shuttles are designed to provide local service to GO Train Stations. Routes should be designed with consideration for the specific train schedule and to permit a schedule that assures train-meet service. This means limiting travel time to approximately 20 to 25 minutes to allow some flexibility in daily travel times.

2.6.2 Route Directness

Within the maximum travel time constraints, shuttle services can incorporate more circuitous routings to maximize the service area. Route directness value should always be minimized, but can range from 1.25 to 1.75.

2.6.3 Service Levels

Minimum service frequencies and spans of service do not apply. Service frequency is determined by train schedules as established by GO Transit. Decision to provide shuttle service to train-related bus services is based on minimum performance levels.

2.6.4 Vehicle Loadings

Vehicle loading standards for GO Shuttle routes are limited to 100 percent of seating capacity *on average*.

2.6.5 Performance Standards

GO Shuttle performance will vary depending on the design rationale. If the route was introduced instead of a Local Route, local route standards apply. If the Shuttle is introduced to provide enhanced service for a specific neighbourhood, a higher standard applies, similar to the Point Express model, but adjusted to account for the more local nature of the route configuration.

All Train/Bus meets: all routes averaging 25 passengers per service hour, with a minimum performance of 20 boardings per hour

Note that based on current performance, only 4 of the 11 Shuttle services meet this minimum standard.

2.6.6 Service Warrants

Service warrants for Express routes are determined by performance levels.

2.7 School Specials (Updated Guideline)

Staff expressed an interest in developing a set of standards to guide the development and evaluation of School specials, as opposed to Local services and this section addresses this type of service. This section recommends a new service design guideline, not a prescriptive standard.

The introduction of a School Special is similar to that of a GO Shuttle, in that it depends on whether or not the relevant school is or can be easily served by a Local or Base Route within the route network and the limits of the Route Directness standards for those routes.

If a Local Route is not provided, the introduction of a School Special should consider the cost and effectiveness of introducing such a service, according to each of the standards and warrants for Local routes.

If a Local Route does serve the School, then the School Special should be held to higher standards, similar to the GO Shuttle or Point Express, for similar reasons. Alternatively, a tripper (extra bus) scheduled to accommodate the surge in demand from the school and leave the regular route at normal loading standards should be considered.

2.8 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 base or local routes within the urban areas.

2.8.1 Route Structure

Where population and transit demand is sufficient to justify fixed route service, these routes 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 TARGETS

Population targets for considering services should not be included in a prescriptive standard, since a service in any community should be operated if it meets performance standards. However, the existing designation of 15,000 population is an appropriate guideline for considering service, and should be used to define communities where these standards will apply. In areas over 15,000 population,

2.8.2 Route Directness

For community bus routes in larger urban communities, the route is expected to be more circuitous to more directly serve area residences and community destinations. Where the route is intended to be a general-purpose route in low demand communities, more direct service should be considered.

The route directness measure for Community Routes should be no greater than 2.5. For local routes in small communities, the maximum should be 2.0 to encourage more attractive travel times.

2.8.3 Service Levels for Fixed Route Service

Minimum service frequencies and spans of service as per the following, when operating:

Weekdays	60 minutes	6:00 to 9:00 am / 3:00 to 7:00 pm
	120 minutes	9:00 am to 3:00 pm / 7:00 to 11:00 pm
Saturdays	120 minutes	6:00 am to 11:00 pm
Sundays/Holidays	120 minutes	9:00 am to 11:00 pm

2.8.4 Vehicle Loadings

Average maximum loads per bus will not exceed the following standards (increased frequencies will be considered if the loading standard is exceeded):

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

2.8.5 Performance Standards Fixed Route Services

Weekday Peak Hours: all routes averaging 15 passengers per service hour, with a minimum performance of 5 boardings per hour

Other Times : all routes averaging 12 passengers per service hour, with a minimum performance of 4 boardings per hour

2.8.6 Performance Standards Demand Responsive Services

Weekday Peak Hours: all routes averaging 10 passengers per service hour, with a minimum performance of 5 boardings per hour

Other Times : all routes averaging 8 passengers per service hour, with a minimum performance of 3 boardings per hour

2.9 Service Expansion Into New Developments

ENTRA recommends that the existing standard be modified with respect to trial periods and the identification of interim targets.

2.9.1 Service in New Areas

Services introduced in new areas not previously served should be guaranteed for a minimum 12 months of operation to ensure adequate time for travel patterns to adjust and for 4-season ridership patterns to be accounted. At the end of the 12 months, the service must meet the minimum performance thresholds required for its class of service.

Within this trial period, interim targets are set to ensure that a service that is clearly not capable of meeting the ultimate targets is identified as early as possible. Monitoring at 3, 6 and 9 months is completed to ensure that the new service is trending towards the appropriate standard. Targets for these interim periods are set at 25 percent, 50 percent and 75 percent of the ultimate target, respectively. If the performance at the end of each period has not reached at least 75 percent of the target value, the route should be re-examined to identify potential changes to improve its performance. If the same standard is not met in the next period, the changes should be recommended.

2.9.2 Service in New Operating Periods

Routes that introduce service in new operating periods where routes already exist, or modify the existing route are subject to similar evaluation, but over a shorter 6-month period. If the service change is substantial, staff may recommend a longer trial period at the service introduction stage. Interim targets are established at 2 months and 4 months, with target levels of 33 percent and 66 percent of the ultimate target.

2.10 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).

Bus stops at intersections should be located in the safest position, considering traffic and street conditions. Where possible, stops should be located close to signalized intersections. At VIVA transfer points, YRT stops should be located at the near side of the intersection wherever possible to facilitate transfers.

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.

Priority factors in selecting bus stops as candidates for shelters include:

- ~ all terminals and transfer points;
- ~ high boarding locations (more than 35 passengers in peak periods);
- ~ unique exposure to inclement weather; and
- ~ in front of senior residences and other institutional facilities.

Stops and the area around them should be made accessible to people with disabilities, including wheelchairs and other mobility aids. The long-term objective of YRT is to accommodate accessible features at all of its stops. Stops and the area around them should also have a high priority for snow clearing.

The standards for the location of Vivastations are described in detail in Background Paper #8 - Rapid Transit Considerations, prepared by York region Rapid Transit Corporation.

Appendix C: Current Service Frequency and Span of Service

Route Assesment - Service Frequency and Span of Service



Minimum Standards (as per 5-Year Service Plan 2006-2010)							
Route Class	Frequency (min)				Span of Service		
	Weekday Peak	Weekday Off-Peak	Saturday	Sunday / Holiday	M-F	Sat	Sun/Hol
Base Routes	20	30	30	60	6am - 11pm	6am - 11pm	9am - 11pm
Local Routes	30	60	60	60	6am - 11pm	6am - 11pm	9am - 11pm
Community Bus Routes	60	120	120	120	6am - 11pm	6am - 11pm	9am - 11pm
Viva Routes	15	15	15	15	6am - 12am	6am - 12am	9am - 11pm

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			Route Assesment						
Route #	Route Name	Route Class	Frequency (min)				Span of Service		
			Weekday Peak	Weekday Off-Peak	Saturday	Sunday / Holiday	M-F	Sat	Sun/Hol
1	Highway 7	Base	15 - 20	30-40	30	60	6:00am - 12:30am	7:00am - 1:30am	8:30am - 11:30pm
2	Milliken	Base	15 - 30	30	30	60	5:35am - 11:15pm	8:00am - 12:00am	9:00am - 11:00pm
2A	14th Ave	Local	30	30	-	-	5:55am - 8:45pm	-	-
3	Thornhill - York U.	Local	20	20 - 45	40	40	6:38am - 10:40pm	8:50am - 9:30pm	10:10am - 9:30pm
15	Stouffville Local	Local	30 - 60	45 - 50	-	-	6:35am - 6:25pm		
40	Unionville Local	Local	20 - 40	35 - 60	45 - 60	60	5:45am - 1:45am	8:10am - 1:15am	9:10am - 8:20pm
41	Markham Local	Local	20 - 40	35 - 60	40 - 60	40 - 60	5:40am - 1:40am	8:00am - 1:40am	8:40am - 7:40pm
8	Kennedy Rd	Base	15 - 25	30 - 60	60	60	6:00am - 10:00pm	8:00am - 10:00pm	8:00am - 8:00pm
9	Ninth Line	Local (small community)	30	120	-	-	6:30am - 7:15pm	-	-
18	Bur Oak	Local	30 - 40	60	60	-	5:53am - 9:10pm	8:30am - 6:02pm	-
522	Markham Community Bus	Community	90	-	90	-	9:00am - 3:35pm	9:00am - 3:35pm	-
17A	Birchmount	Local	15 - 20	-	-	-	5:14am - 6:21pm	-	-
224B/C/D	Victoria Park/Woodbine	Base	40	55	60	60	6:14am - 7:40pm	6:30am - 8:30pm	9:30am - 8:30pm
25 D	Don Mills	Base	15	30	-	-	5:20am - 10:57pm	-	-
68 B	Warden	Base	15 - 20	30 - 40	35 - 45	35 - 45	5:48am - 10:55pm	5:58am - 10:47pm	8:34am - 10:45pm
102 D	Markham Rd	Base	20 - 25	50 - 55	55	60	5:40am - 11:47pm	7:22am - 8:00pm	8:00am - 8:00pm
129A	McCowan	Base	15	25	25 - 40	40	5:33am - 11:30pm	6:00am - 11:00pm	9:00am - 11:00pm
4	Major Mackenzie	Base	15 - 30	30	30	30	5:31am - 11:19pm	6:22am - 11:58pm	7:52am - 11:58pm
5	Clark	Base	12	30	30	-	5:30am - 10:45pm	7:15am - 7:45pm	-
7	Martin Grove	Local	15 - 20	20 - 30	45	-	5:25am - 10:40pm	8:00am - 10:20pm	-
10	York U. (Woodbridge)	Local	45	45	45	45	5:54am - 10:05pm	9:53am - 6:53pm	9:53am - 6:53pm
11	Woodbridge	Local	35	40 - 45	45	40	5:30am - 9:35pm	8:00am - 9:55pm	10:00am - 7:00pm
12	Pine Valley	Local	30	45 - 60	45	-	6:00am - 10:25pm	7:45am - 10:15pm	-
13	Islington Ave	Base	30	40	45	-	6:45am - 9:50pm	7:15am - 10:20pm	-
20	Jane	Base	20	30	30	45	5:56am - 10:42pm	6:11am - 10:56pm	7:56am - 7:11pm
23	Thornhill Woods	Local	30	40	-	-	5:45am - 10:15pm	-	-
27	Highway 27	Local	30	30	30	30	6:30am - 7:18pm	6:30am - 7:18pm	6:30am - 7:18pm
77 (excl. BT)	Hwy 7 - Centre St	Base	15 - 25	15 - 30	30	45	4:35am - 12:05am	5:30am - 11:45pm	8:05am - 10:40pm
99	Yonge	Base	9	30	30	30	4:45am - 1:40am	5:30am - 1:50am	5:30am - 1:50am
35-D	Jane	Local	10 - 15	20 - 25	25	-	5:30am - 10:40pm	6:15am - 7:22pm	-
37-D	Islington	Local	30 - 35	30	-	-	5:49am - 7:13pm	-	-
105	Dufferin N.	Base	15	30	30	60	6:15am - 11:30pm	6:00am - 10:30pm	8:30am - 10:30pm
107-C/D/B/F	Keele N.	Base	15 - 30	30 - 40	30 - 40	40	5:15am - 12:45am	6:45am - 10:40pm	8:40am - 10:45pm
160	Bathurst N.	Local	20	25	25	25	5:23am - 10:06pm	5:15am - 6:31pm	8:00am - 7:30pm
165-D/F	Weston Road N.	Base	20 - 30	30	25 - 30	30 - 40	5:25am - 10:55pm	5:31am - 10:51pm	8:19am - 9:14pm
82	Valleymede - Spadina	Local	30	25 - 60	60	-	6:00am - 8:57pm	8:30am - 8:00pm	-
83	Trench	Local	25 - 60	60	60 - 120	-	5:50am - 9:55pm	7:05am - 9:05pm	-
84A/C	Oak Ridges	Local	30	30 - 40	40	-	5:42am - 8:25pm	6:57am - 8:25pm	-
85	16th Ave/Rutherford	Base	10 - 30	30 - 60	30 - 60	30 - 60	5:55am - 11:00pm	6:20am - 10:30pm	8:30am - 8:30pm
86A/B	Weldrick - Newkirk	Local	30	30 - 60	60	-	5:40am - 9:25pm	7:32am - 7:40pm	-
87	Langstaff - Maple	Local	15 - 60	60	60	-	6:00am - 7:25pm	7:15am - 7:15pm	-
88	Bathurst	Base	20	30 - 45	35	45 - 55	6:15am - 10:15pm	6:10am - 10:30pm	8:10am - 9:05pm
89	RH Community Bus	Community	60 - 120	120	60	60	9:25am - 5:25pm	9:25am - 5:25pm	9:25am - 5:25pm
90	Leslie South	Base	30	60	60	60	6:35am - 8:30pm	6:40am - 8:40pm	8:40am - 8:40pm
91	Bayview South	Base	10 - 20	30 - 60	30 - 60	40 - 60	5:25am - 12:00am	7:00am - 12:00am	7:00am - 12:00am
22	King City	Local (small community)	30 - 40	90	90	-	6:00am - 7:20pm	9:00am - 6:35pm	-
31	Aurora North	Local	30 - 60	30 - 60	60	-	6:00am - 9:05pm	6:20am - 8:50pm	-
32	Aurora South	Local	15 - 35	30 - 60	60	-	6:10am - 10:15pm	6:14am - 8:48pm	-
33	Wellington	Base	30	30	-	-	6:32am - 6:57pm	-	-
34	Industrial Parkway	Local	20	-	-	-	6:33am - 7:35pm	-	-
44	Up.Canada Mall-Glenway	Local	30 - 45	40	40	-	5:50am - 9:40pm	7:20am - 9:40pm	-
51	Keswick Local	Local	25 - 40	60	60	-	6:30am - 9:35pm	8:00am - 9:10pm	-
52	Holland Landing Local	Local	20 - 40	60	60	-	5:40am - 10:42pm	8:15am - 10:42pm	-
54	Bayview North	Base	20 - 22	45	40	-	5:47am - 11:13pm	8:29am - 10:39pm	-
55	Davis Dr.	Base	15 - 20	25 - 30	20 - 30	15	5:30am - 11:45pm	6:00am - 11:45pm	8:30am - 11:45pm
56	Gorham-Eagle	Local	30	60	60	60	6:00am - 11:38pm	6:00am - 11:38pm	8:00am - 11:30pm
57	Mulock Dr.	Base	30 - 40	60	60	60	6:08am - 11:10pm	6:25am - 9:55pm	8:25am - 9:55pm
58/58A	Leslie North	Local (small community)	30 - 90	30 - 40	-	-	6:10am - 10:45pm	-	-
98	Yonge North	Base	30	30	30	30	5:40am - 2:05am	5:30am - 2:05am	7:05am - 2:05am
99	Yonge South	Base	9	30	30	30	5:30am - 2:15am	5:30am - 2:25am	6:00am - 1:30am
520	Newmarket Community Bus	Community	90	90	90	90	9:10am - 5:35pm	9:10am - 5:30pm	9:10am - 5:30pm
521	Newmarket Community Bus	Community	90	90	-	-	9:00am - 4:30pm	-	-
603	Viva - Purple	Viva	10	15	15	15	5:34am - 12:06am	6:29am - 11:39pm	8:08am - 11:54pm
601	Viva - Blue	Viva	10	12 - 15	12 - 15	15	4:55am - 12:07am	5:55am - 12:12am	7:55am - 12:10am
606	Viva - Green	Viva	15	-	-	-	6:00am - 6:45pm	-	-
605	Viva - Orange	Viva	10	15	15	15	5:20am - 12:00am	6:20am - 11:44pm	8:10am - 12:05am
604	Viva - Pink	Viva	10	-	-	-	5:45am - 7:15pm	-	-

Meets or Exceeds Minimum Standards
Below Minimum Standards

Notes:

1. Weekday Peak Periods are from 6:00am to 9:00am and 3:00pm to 7:00pm
2. Weekday Off-Peak Periods are from 9:00am to 3:00pm and 7:00am to 11:00pm
3. Service Span is measured from the start time of the first trip to the end time of the last trip.
4. GO Shuttle & Express Services: standards are not measured based on service levels and are therefore not included in the above listing.
5. Routes are assesed with a 15 minute tolerance.

Appendix D: Service Initiatives by Municipality

Service Initiatives - Toronto

Route Name	Municipality	Notes
102D - Markham Rd North (TTC)	Toronto, Markham	Improve weekday midday frequency from current 60 min to 30 min
105 - Dufferin North (TTC)	Toronto, Vaughan	Extend weekday peak period service north of Rutherford to Major Mackenzie
165 - Weston Rd North (TTC)	Toronto, Vaughan	Extend weekday peak period service north of Major Mackenzie to Teston
224D - Victoria Park North (TTC)	Toronto, Markham	Improving weekday peak frequency from 40 minutes to 20 minutes
224D - Victoria Park North (TTC)	Toronto, Markham	Route extension north of Major Mackenzie Dr to Elgin Mills Rd (weekday peak periods)
Viva Blue	Newmarket, Aurora, Richmond Hill, Vaughan, Markham, Toronto	Weekday peak frequency increase from 10 to 8.5 minutes Finch-Newmarket; and from 10 to 8.5 minutes Finch-Bernard (combined 4 minute headway)
Viva Purple	Toronto, Vaughan, Richmond Hill, Markham	Weekday route extension to Cornell - On street or further east of Bur Oak (Terminal TBC)
Viva Purple	Toronto, Vaughan, Richmond Hill, Markham	Saturday route extension to Cornell - On street or further east of Bur Oak (Terminal TBC)
Viva Purple	Toronto, Vaughan, Richmond Hill, Markham	Sunday route extension to Cornell - On street or further east of Bur Oak (Terminal TBC)

Service Initiatives - Stouffville

Route Name	Municipality	Notes
9 - 9th Line 15 - Stouffville Local	Markham, Whitchurch-Stouffville	Rt 9 along 9th Line between Bur Oak/Hwy 7 & Westlawn, Rt 15 Expand to new areas (ie Millard and Hwy 48)

Service Initiatives - Richmond Hill

Route Name	Municipality	Notes
Inspiration/Macleod Landing (New Rt 81)	Richmond Hill	Introduce Route into Inspiration and Macleod Landing subdivision every 30 minutes during weekday peak periods
Inspiration/Macleod Landing (New Rt 81)	Richmond Hill	Introduce Route into Inspiration and Macleod Landing subdivision every 60 during minutes off-peak and evening
Inspiration/Macleod Landing - Sat (New Rt 81)	Richmond Hill	Introduce Route into Inspiration and Macleod Landing subdivision every 60 minutes
1 - Hwy 7	Markham, Richmond Hill	Route Extension to Cornell - to Bur Oak & Hwy 7. (Terminal TBC)
1 - Hwy 7 (Sat)	Markham, Richmond Hill	Route Extension to Cornell - to Bur Oak & Hwy 7. (Terminal TBC)
1 - Hwy 7 (Sun)	Markham, Richmond Hill	Route Extension to Cornell - to Bur Oak & Hwy 7. (Terminal TBC)
4 A - Major Mackenzie	Vaughan, Richmond Hill, Markham	Route extension to Ninth Line / Highway 7 (Terminal TBC) weekday peak; Implement 4A during midday & evening
23 - Thornhill Woods	Richmond Hill, Vaughan, Toronto	Extend weekday peak period service north of Rutherford into 'Upper Thornhill Village' (Block 11)
85A - Rutherford	Vaughan, Richmond Hill	Introduce Route 85A to replace the existing Route 85 service from Napa Valley to Yonge Street only. The route would service Napa Valley, Vaughan Mills Mall, Rutherford GO Station and Viva Blue
85 - Rutherford/16th Ave	Vaughan, Richmond Hill, Markham	Route 85 restructuring - Discontinue west end service from Napa Valley to Vaughan Mills Mall. Route will operate from Vaughan Mills Mall to Markham Stouffville Hospital and Cornell, Monday to Sunday. Service from Napa Valley to be replaced with Route 85A.
85A - Rutherford / 16th Ave	Richmond Hill, Markham	Route 85A branch would be discontinued and replaced with a New Route 244 Beaver Creek Shuttle
85B - Rutherford / 16th Ave	Vaughan, Richmond Hill, Markham	Route 85B branch would remain unchanged and will be combined with the New Route 244 Beaver Creek Shuttle to offer a peak hour 10 minute service within the Beaver Creek Business Park
90 - Leslie South	Richmond Hill, Markham, Toronto	Route extension south to Don Mills Station and improve midday frequency to 30 minutes due to Viva Green Cancellation (option of widening Rt 25D midday frequency)
90 - Leslie South - Sat	Richmond Hill, Markham, Toronto	Route extension south to Don Mills Station and improve frequency to 30 minutes on Saturdays due to Viva Green Cancellation
244 - Beaver Creek Shuttle (New)	Richmond Hill, Markham	Introduce new route 244 Beaver Creek Shuttle to replace existing route 85A within Beaver Creek
88 - Bathurst	King, Richmond Hill, Vaughan, Toronto	Improve weekday peak frequency from 20 to 15 minutes
88 - Bathurst - Sat	King, Richmond Hill, Vaughan, Toronto	Extend Saturday service north to Seneca King Campus; possible Frequency improvements to every 30 minutes
88 - Bathurst - Sun	King, Richmond Hill, Vaughan, Toronto	Extend Sunday service north to Seneca King Campus
89 - RH Community Bus	Richmond Hill	Route Restructuring and add one extra southbound trip
89 - RH Community Bus - Sat	Richmond Hill	Route Restructuring and add one extra southbound trip
Viva Blue	Newmarket, Aurora, Richmond Hill, Vaughan, Markham, Toronto	Weekday peak frequency increase from 10 to 8.5 minutes Finch-Newmarket; and from 10 to 8.5 minutes Finch-Bernard (combined 4 minute headway)
Viva Purple	Toronto, Vaughan, Richmond Hill, Markham	Weekday route extension to Cornell - On street or further east of Bur Oak (Terminal TBC)
Viva Purple	Toronto, Vaughan, Richmond Hill, Markham	Saturday route extension to Cornell - On street or further east of Bur Oak (Terminal TBC)
Viva Purple	Toronto, Vaughan, Richmond Hill, Markham	Sunday route extension to Cornell - On street or further east of Bur Oak (Terminal TBC)

Service Initiatives - Markham

Route Name	Municipality	Notes
1 - Hwy 7	Markham, Richmond Hill	Route Extension to Cornell - to Bur Oak & Hwy 7. (Terminal TBC)
1 - Hwy 7 (Sat)	Markham, Richmond Hill	Route Extension to Cornell - to Bur Oak & Hwy 7. (Terminal TBC)
1 - Hwy 7 (Sun)	Markham, Richmond Hill	Route Extension to Cornell - to Bur Oak & Hwy 7. (Terminal TBC)
2 - Milliken	Markham	Route extension east of Hwy 48 via Denison St. and Elson St. (Weekday peak periods, more running time required), add one new eastbound trip at 3:15 pm
2A - 14th Ave	Markham	Route extension east of 9th Line via Copper Creek Dr., Donald Cousens Parkway & Box Grove By-Pass (peak periods)
2 A - 14th Ave	Markahm	Route Extension to Grand Cornell (Terminal TBC)
4 A - Major Mackenzie	Vaughan, Richmond Hill, Markham	Route extension to Ninth Line / Highway 7 (Terminal TBC) weekday peak; Implement 4A during midday & evening
9 - 9th Line 15 - Stouffville Local	Markham, Whitchurch-Stouffville	Rt 9 along 9th Line between Bur Oak/Hwy 7 & Westlawn, Rt 15 Expand to new areas (ie Millard and Hwy 48)
42 - The Bridle Walk (New)	Markham	Introduce The Bridle Walk route during weekday peaks (30 min frequency, makes GO Train connections)
45 - Mingay (New)	Markham	Introduce Mingay route during weekday peaks (30 min frequency, makes GO Train connections)
85 - Rutherford/16th Ave	Vaughan, Richmond Hill, Markham	Route 85 restructuring - Discontinue west end service from Napa Valley to Vaughan Mills Mall. Route will operate from Vaughan Mills Mall to Markham Stouffville Hospital and Cornell, Monday to Sunday. Service from Napa Valley to be replaced with Route 85A.
85A - Rutherford / 16th Ave	Richmond Hill, Markham	Route 85A branch would be discontinued and replaced with a New Route 244 Beaver Creek Shuttle
85B - Rutherford / 16th Ave	Vaughan, Richmond Hill, Markham	Route 85B branch would remain unchanged and will be combined with the New Route 244 Beaver Creek Shuttle to offer a peak hour 10 minute service within the Beaver Creek Business Park
102D - Markham Rd North (TTC)	Toronto, Markham	Improve weekday midday frequency from current 60 min to 30 min
224D - Victoria Park North (TTC)	Toronto, Markham	Improving weekday peak frequency from 40 minutes to 20 minutes
224D - Victoria Park North (TTC)	Toronto, Markham	Route extension north of Major Mackenzie Dr to Elgin Mills Rd (weekday peak periods)
244 - Beaver Creek Shuttle (New)	Richmond Hill, Markham	Introduce new route 244 Beaver Creek Shuttle to replace existing route 85A within Beaver Creek
303 - Cornell Express	Markham	Route extension along Bur Oak Ave to McCowan Rd
Viva Blue	Newmarket, Aurora, Richmond Hill, Vaughan, Markham, Toronto	Weekday peak frequency increase from 10 to 8.5 minutes Finch-Newmarket; and from 10 to 8.5 minutes Finch-Bernard (combined 4 minute headway)
Viva Purple	Toronto, Vaughan, Richmond Hill, Markham	Weekday route extension to Cornell - On street or further east of Bur Oak (Terminal TBC)
Viva Purple	Toronto, Vaughan, Richmond Hill, Markham	Saturday route extension to Cornell - On street or further east of Bur Oak (Terminal TBC)
Viva Purple	Toronto, Vaughan, Richmond Hill, Markham	Sunday route extension to Cornell - On street or further east of Bur Oak (Terminal TBC)

Service Initiatives - King

Route Name	Municipality	Notes
88 - Bathurst	King, Richmond Hill, Vaughan, Toronto	Improve weekday peak frequency from 20 to 15 minutes
88 - Bathurst - Sat	King, Richmond Hill, Vaughan, Toronto	Extend Saturday service north to Seneca King Campus; possible Frequency improvements to every 30 minutes
88 - Bathurst - Sun	King, Richmond Hill, Vaughan, Toronto	Extend Sunday service north to Seneca King Campus

Service Initiatives - Georgina

Route Name	Municipality	Notes
69 - Sutton GO Bus	Georgina, East Gwillimbury, Newmarket	Estimated operating cost for 3 additional Weekday round trips from Newmarket to Sutton
69 - Sutton GO Bus	Georgina, East Gwillimbury, Newmarket	Estimated operating cost for 6 additional Saturday round trips from Newmarket to Sutton

Service Initiatives - East Gwillimbury

Route Name	Municipality	Notes
69 - Sutton GO Bus	Georgina, East Gwillimbury, Newmarket	Estimated operating cost for 3 additional Weekday round trips from Newmarket to Sutton
69 - Sutton GO Bus	Georgina, East Gwillimbury, Newmarket	Estimated operating cost for 6 additional Saturday round trips from Newmarket to Sutton

Service Initiatives - Newmarket

Revised: October 11, 2007

Route Name	Municipality	Notes
Viva Blue	Newmarket, Aurora, Richmond Hill, Vaughan, Markham	Weekday peak frequency increase from 10 to 8.5 minutes Finch-Newmarket; and from 10 to 8.5 minutes Finch-Bernard (combined 4 minute headway)
53 - Woodspring (New)	Newmarket	Introduce Woodspring local route weekday peak service
44 - Bristol London	Newmarket	Discontinue Route. Combine the existing service with current Route 55B to form a New local Route 59 Bristol – Leslie Valley
55B - Davis Dr	Newmarket	Discontinue Route. Combine the existing service with current Route 59 to form a New local Route 59 Bristol – Leslie Valley
59 - Bristol (New)	Newmarket	Combine the current Route 55B route with the current Route 44 routing to form a New local Route 59 Bristol – Leslie Valley
55 - Davis Dr	Newmarket	Route extension east to Harry Walker and West to service Upper Canada Mall (Harry Walker Restructuring)
56 - Harry Walker	Newmarket	Restructure route to service Harry Walker (Harry Walker Restructuring)
57 - Mulock	Newmarket	Restructure route to service Harry Walker. Stonehaven service to be discontinued (Harry Walker Restructuring)
58 - Leslie North	East Gwillimbury, Newmarket, Aurora	Reverse the Sharon loop in order to improve schedule adherence and safety
223 - Newmarket GO Shuttle	Newmarket	Route to be discontinued if targeted marketing campaign does not result in improved financial and ridership performance
69 - Sutton GO Bus	Georgina, East Gwillimbury, Newmarket	Estimated operating cost for 3 additional Weekday round trips from Newmarket to Sutton
69 - Sutton GO Bus	Georgina, East Gwillimbury, Newmarket	Estimated operating cost for 6 additional Saturday round trips from Newmarket to Sutton

Service Initiatives - Aurora

Revised: October 11, 2007

Route Name	Municipality	Notes
Viva Blue	Newmarket, Aurora, Richmond Hill, Vaughan, Markham	Weekday peak frequency increase from 10 to 8.5 minutes Finch-Newmarket; and from 10 to 8.5 minutes Finch-Bernard (combined 4 minute headway)
31 - Aurora North	Aurora	Reduce to weekday peak hour service. Annual operating cost savings to be used to offset the cost of New Route 33A branch
33A - Wellington (New)	Aurora	Route 33A Wellington to be introduced to replace Route 31 service in the Spring Farm and Berkshire Subdivisions Monday to Saturday
34 - Industrial Pkwy	Aurora	Route to be discontinued due to poor performance. Approximately 2404 annual hours savings and one peak hour bus
58 - Leslie North	East Gwillimbury, Newmarket, Aurora	Reverse the Sharon loop in order to improve schedule adherence and safety
33 - Wellington	Aurora	Route extension west to Bathurst & introduce new weekday midday service from 9:00 am to 1:00 pm
58 - Leslie North	Aurora	Route extension south on Leslie St to State Farm at 60 minute frequency 6 am - 10 pm on weekdays

Service Initiatives - Vaughan

Route Name	Municipality	Notes
4 A - Major Mackenzie	Vaughan, Richmond Hill, Markham	Route extension to Ninth Line / Highway 7 (Terminal TBC) weekday peak; Implement 4A during midday & evening
23 - Thornhill Woods	Richmond Hill, Vaughan, Toronto	Extend weekday peak period service north of Rutherford into 'Upper Thornhill Village' (Block 11)
85A - Rutherford	Vaughan, Richmond Hill	Introduce Route 85A to replace the existing Route 85 service from Napa Valley to Yonge Street only. The route would service Napa Valley, Vaughan Mills Mall, Rutherford GO Station and Viva Blue
27 - Highway 27	Vaughan	Route extension further north to service new industrial development area (Vaughan Enterprise Zone) during weekday peak periods
27 - Highway 27	Vaughan	To cover the assumption of full cost of existing weekday service (anticipating termination of Royal 'charter' arrangement)
27 - Highway 27 (Sat)	Vaughan	To cover the assumption of full cost of existing Saturday service (anticipating termination of Royal 'charter' arrangement)
85 - Rutherford/16th Ave	Vaughan, Richmond Hill, Markham	Route 85 restructuring - Discontinue west end service from Napa Valley to Vaughan Mills Mall. Route will operate from Vaughan Mills Mall to Markham Stouffville Hospital and Cornell, Monday to Sunday. Service from Napa Valley to be replaced with Route 85A.
85A - Rutherford	Vaughan, Richmond Hill	Introduce Route 85A to replace the existing Route 85 service from Napa Valley to Yonge Street only. The route would service Napa Valley, Vaughan Mills Mall, Rutherford GO Station and Viva Blue
85B - Rutherford / 16th Ave	Vaughan, Richmond Hill, Markham	Route 85B branch would remain unchanged and will be combined with the New Route 244 Beaver Creek Shuttle to offer a peak hour 10 minute service within the Beaver Creek Business Park
88 - Bathurst	King, Richmond Hill, Vaughan, Toronto	Improve weekday peak frequency from 20 to 15 minutes
88 - Bathurst - Sat	King, Richmond Hill, Vaughan, Toronto	Extend Saturday service north to Seneca King Campus; possible Frequency improvements to every 30 minutes
88 - Bathurst - Sun	King, Richmond Hill, Vaughan, Toronto	Extend Sunday service north to Seneca King Campus
105 - Dufferin North (TTC)	Toronto, Vaughan	Extend weekday peak period service north of Rutherford to Major Mackenzie
165 - Weston Rd North (TTC)	Toronto, Vaughan	Extend weekday peak period service north of Major Mackenzie to Teston
Vaughan Community Bus	Vaughan	New weekday Community Bus service in Maple
Vaughan Community Bus - Sat	Vaughan	New Saturday Community Bus service in Maple
Vaughan Community Bus - Sun	Vaughan	New Sunday Community Bus service in Maple
Viva Blue	Newmarket, Aurora, Richmond Hill, Vaughan, Markham, Toronto	Weekday peak frequency increase from 10 to 8.5 minutes Finch-Newmarket; and from 10 to 8.5 minutes Finch-Bernard (combined 4 minute headway)
Viva Purple	Toronto, Vaughan, Richmond Hill, Markham	Weekday route extension to Cornell - On street or further east of Bur Oak (Terminal TBC)
Viva Purple	Toronto, Vaughan, Richmond Hill, Markham	Saturday route extension to Cornell - On street or further east of Bur Oak (Terminal TBC)
Viva Purple	Toronto, Vaughan, Richmond Hill, Markham	Sunday route extension to Cornell - On street or further east of Bur Oak (Terminal TBC)