

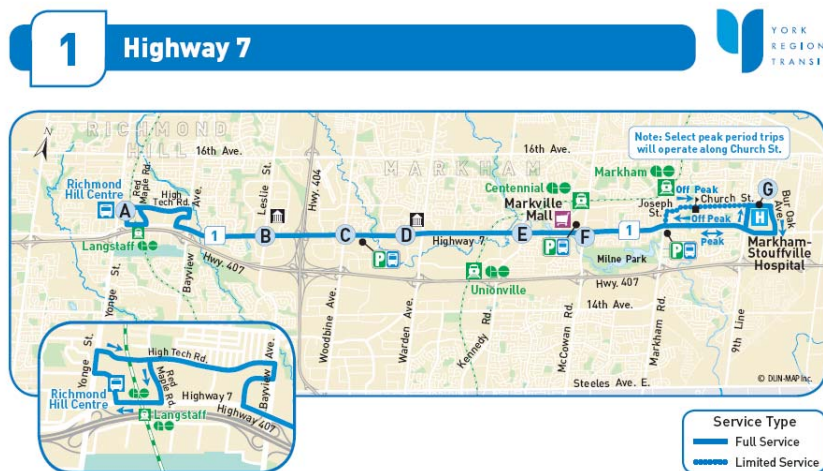
## Appendix I – YRT Routes

### Route: 1 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 - 20 min | 30 min | 15 – 20 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 and Commerce Valley business parks.

#### Boardings (2007):

| Annual         | 637,842 |
|----------------|---------|
| Avg. Weekday   | 2,384   |
| Rev. /Cost (%) | 38.8    |
| Boardings/Hr   | 22.2    |

**Service Requests:**

- › Operate Route 1 along Hwy 7 between Yonge St to 9th Line without operating along High Tech Rd and along Church St. Implement a Route 1A to operate along High Tech Rd and Church St.
- › More frequent service during weekdays and weekends
- › Service to Bill Crothers Secondary School in Markham Centre (August 2008).

**Discussion/Issues:**

- › New passenger counting system will be installed on the YRT buses. The service request regarding the routing along High Tech Rd and Church St will be further evaluated based on the results from the passenger counting system.
- › Viva operates along the Highway 7 corridor, no plans to improve Route 1 frequency levels.
- › Bill Crothers students can take Route 1 – Hwy 7 and use the bus stops on Hwy 7 at Main Street Unionville.
- › New bus terminal/loop will be constructed on Highway 7 at Donald Cousens Parkway (2010). In 2010, realign Route 1 – Highway 7 to service both the Markham-Stouffville Hospital and the future terminal/loop.
- › Later service from Monday to Thursday to reflect the Friday schedule (one extra trip in both directions)

**Recommendations:**

- › September 2009, provide service from Monday to Thursday to reflect the Friday schedule (one extra trip in both directions)
- › 2010, divert select trips via Enterprise Blvd to service Markham Centre
- › 2010, realign Route 1 – Highway 7 to service both the Markham-Stouffville Hospital and the future bus terminal/loop at Hwy 7 and Donald Cousens Parkway.

**Estimated Additional Costs:**

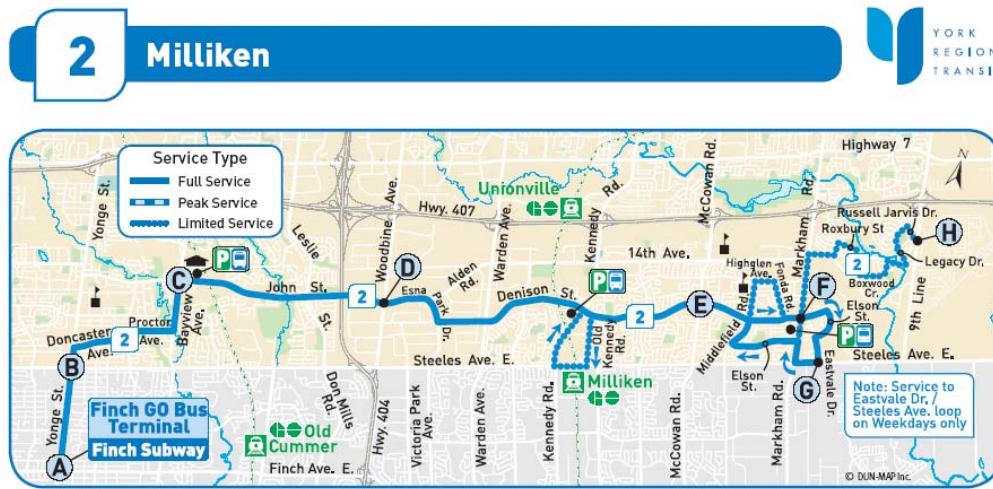
- › \$33,600 annual operating cost to operate the later pm trips

## Route: 2 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 – 30 min | 30 min | 15 - 30 min | 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 (2007):

| Annual       | 619,302 |
|--------------|---------|
| Avg Weekday  | 2,317   |
| Rev/Cost (%) | 41.9    |
| Boardings/Hr | 24.1    |

### **Service Requests:**

- › Improve frequency from GO Finch Terminal during the PM peak period
- › Improve frequency after 7:00pm on weekdays
- › 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
- › Operational feedback to discontinue the limited service to Middlefield Rd and Highglen Rd due to the additional travel time required.

### **Discussion/Issues:**

- › To improve frequency during PM peak period and early evening, additional service to be implemented (3:45pm and 7:45pm trip departing GO Finch terminal)
- › Extend TTC routes along Brimley Road and along Middlefield Road to 14th Avenue to provide transit along mid-block corridors
- › Implement a new Milliken GO Shuttle; use the bus loop at the Milliken GO Shuttle. The Route 2 diversion via Old Kennedy Road and Steeles Avenue to be discontinued. The new GO Shuttle will eliminate passengers having to walk to Old Kennedy Rd and Steeles Ave to transfer onto YRT services.
- › To improve the operation of Route 2 trips that divert to Middlefield Rd and Highglen Rd, implement a school special.
- › Current span of service provided during Saturdays does not meet the minimum standards for the early mornings. Service should start operating at 6:00am; service currently starts operating at 8:00am.
- › Later service from Monday to Thursday to reflect the Friday schedule (one extra trip in both directions)
- › TTC is constructing a bus loop at Steeles Ave and Staines Rd (north side). To eliminate the on-street looping at Hwy 48, extend route to bus loop.

**Recommendation:**

- › April 2009, implement new eastbound service departing the GO Finch Terminal at 3:45pm and 7:45pm.
- › April 2009, implement a new Milliken GO Shuttle using the bus loop at the Milliken GO Station. The Route 2 diversion via Old Kennedy Road and Steeles Avenue to be discontinued.
- › September 2009, eliminate the Middlefield Rd and Highglen Rd diversion and implement a school special.
- › September 2009, extend TTC Route 21 – Brimley service further north to 14th Avenue
- › September 2009, extend TTC Route 130 – Middlefield service further north to 14th Avenue
- › September 2009, extend to the Steeles and Staines bus loop and eliminate routing along Elson St between Middlefield Rd and Hwy 48.
- › Implementation of earlier am service on Saturdays and improving the frequency from 60 minute frequency to 30 minute frequency, starting at 6:00am to be evaluated as part of the 2010 Service Plan.
- › In 2009, conduct a route assessment for Route 2 - Milliken and Route 2A – 14<sup>th</sup> Ave.

**Estimated Additional Costs:**

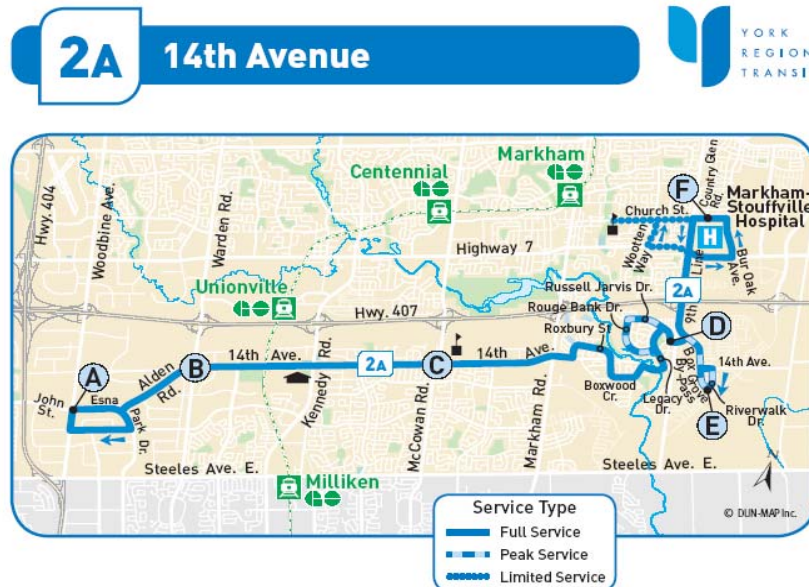
- › \$50,600 annual operating cost for the new 3:45pm and 7:45pm eastbound trips
- › \$221,400 annual operating cost for the new GO Shuttle
- › \$10,400 annual operating cost for new school special
- › \$328,900 annual operating cost for route extension to Steeles/Staines bus loop
- › \$177,100 annual operating cost for Route 21 – Brimley extension
- › \$177,100 annual operating cost for Route 130 – Middlefield extension

**Route:** 2A 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  | N/A      | N/A            |

**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 (2007):**

| Annual       | 147,599 |
|--------------|---------|
| Avg Weekday  | 680     |
| Rev/Cost (%) | 21.2    |
| Boardings/Hr | 12.2    |

### **Service Requests:**

- › Extend service to Finch Terminal or Sheppard subway station
- › Implement express service, takes too long to travel to/from Finch Terminal
- › Introduce a Milliken GO Shuttle from Riverwalk Drive and 14th Avenue
- › The Rouge Bank Drive and Russell Jarvis Drive peak period routing should operate during the evenings (only 1 request)
- › Operate east of 9th Line/Box Grove By-Pass during all periods of the day.
- › Provide service to Brother Andre instead of having to transfer to/from Route 85 – 16th Ave.
- › Extend service to Markham-Stouffville Hospital on weekends
- › Extend west end of service to Steeles Ave

### **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
- › Route extension to Finch Terminal or Sheppard subway station and implementation of express services will be further evaluated as part of a route assessment. This route assessment will be conducted in 2009.
- › 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.
- › Due to previous concerns from residents along Rouge Bank Drive and Russell Jarvis Drive (residents did not want transit along those streets), transit service along those streets will be maintained as peak period only service
- › Implement all day service, east of 9th Line/Box Grove By-Pass
- › To accommodate future loads to MDHS and Brother Andre, implementation additional trips (school special trips).

- › 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.
- › New bus terminal/loop will be constructed on Highway 7 at Donald Cousens Parkway (2010). In 2010, 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 Route 9 – 9th Line or Route 18 – Bur Oak.
- › Routing at the west end of route to be evaluated as part of the 2010 Service Plan. Routing options to be evaluated are extending service to Yonge St and extending service to Steeles Ave and Victoria Park Ave.
- › Implementation of weekend service to be evaluated as part of the 2010 Service Plan.

#### **Recommendation:**

- › April 2009, implement a Milliken GO Shuttle
- › April 2009, operate service along Copper Creek Dr and Donald Cousens Pkwy
- › September 2009, implement all day service in the Box Grove development.
- › September 2009, implement additional trips to service MDHS and Brother Andre.
- › September 2009, realign service into Grand Cornell via Kenilworth Gate, Michelina Terrace and Bur Oak Avenue

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

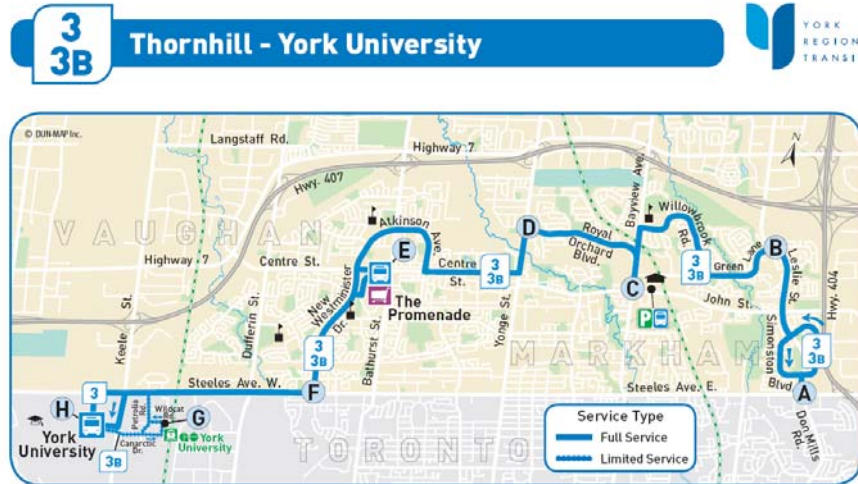
- › \$221,400 annual operating cost for the new GO Shuttle
- › \$177,100 annual operating cost for the route extension via Copper Creek Dr and Donald Cousens Pkwy
- › \$177,100 annual operating cost for the route extension into Grand Cornell
- › \$253,000 annual operating cost for all day service in Box Grove and Grand Cornell
- › \$31,200 annual operating cost for additional trips to service the high schools

## Route: 3 / 3B 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 3/3B

| AM Peak | Midday     | PM Peak | Evening     | Saturday | Sunday/Holiday |
|---------|------------|---------|-------------|----------|----------------|
| ✓       | ✓          | ✓       | ✓           | ✓        | ✓              |
| 20 min  | 20- 40 min | 20 min  | 30 - 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 (2007):

| Annual       | 369,300 |
|--------------|---------|
| Avg Weekday  | 1,722   |
| Rev/Cost (%) | 30.0    |
| Boardings/Hr | 15.9    |

### Service Requests:

› N/A

**Discussion/Issues:**

- › This route has been identified for possible review, as additional running time may be required for weekdays in the future.
- › Temporary congestion related issues at York University remain due to ongoing construction (Ontario Archives, etc.); will require ongoing monitoring and evaluation by Operations staff, i.e. for feedback into the route review process

**Recommendation:**

- › January 2009, allocate another vehicle to this route to improve schedule adherence

**Estimated Cost:**

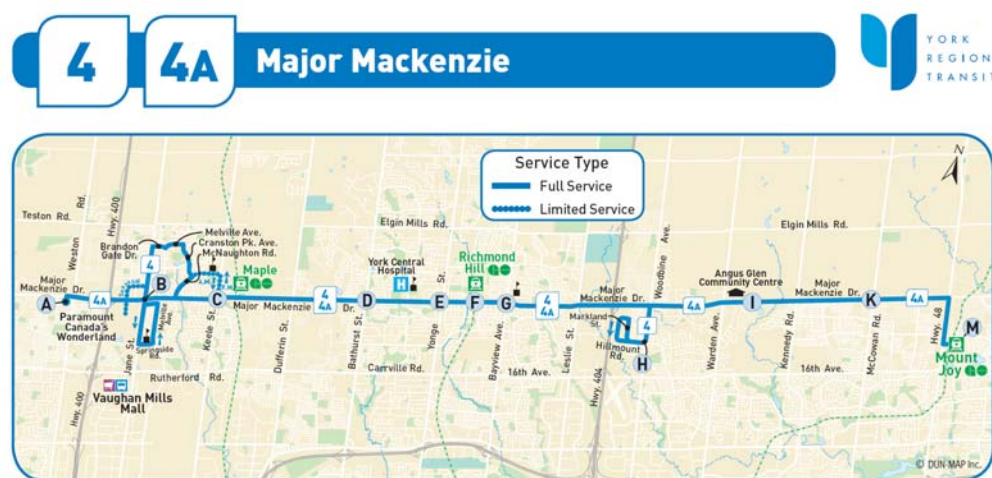
- › \$203,000 annual operating cost to allocate one additional vehicle to this route to improve schedule adherence

## Route: 4 / 4A Major Mackenzie

**Type:** Base

**Description:** Main east-west line operating from Highway 48 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 weekdays only.

### Current Routing:



### OPERATING HOURS AND FREQUENCY:

#### Rte 4/4A

| AM Peak | Midday | PM Peak | Evening | Saturday | Sunday/Holiday |
|---------|--------|---------|---------|----------|----------------|
| ✓       | ✓      | ✓       | ✓       | ✓        | ✓              |
| 15 min  | 30 min | 15 min  | 30 min  | 30 min   | 30 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 (2007):

| Annual       | 608,059 |
|--------------|---------|
| Avg Weekday  | 2,095   |
| Rev/Cost (%) | 41.3    |
| Boardings/Hr | 21.9    |

### **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 7-day service on Route 4A branch
- › Simplify routing and operations during the Wonderland season service the facility from the Jane Street main entrance instead of the employee entrance
- › Extend route to Vaughan Mills Mall. Remove routing via Springside Road and Melville Avenue. This is an operational request
- › Provide improved transit access to Maple GO Station

### **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. November 2008, extending Route 4A to Bur Oak Avenue and Highway 7 (on street looping)
- › 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
- › To address customer and operational concerns at Wonderland, consideration will be made toward simplifying routing and operations by servicing the facility from the Jane Street main entrance instead of the employee entrance
- › To address operational concerns, consideration will be to extend route to Vaughan Mills Mall
- › Additional trips to accommodate all day servicing to Rutherford GO Station
- › New development in the NW corner of Major Mackenzie Dr and Weston Rd. Extend Route 4A (peak period service) into this area.

**Recommendation:**

- › The Route 4A extension to Donald Cousens Parkway and Hwy 7 was approved to be implemented in 2008. This improvement will be implemented in November 2008
- › April 2009, implement a limited service deviation of some existing trips via McNaughton Road (e.g. east of Keele Street), to provide improved access to/from GO trains operating at the Maple GO Station
- › Conduct an operational assessment in early 2009 to determine feasibility of simplifying routing and operations by servicing the facility from the Jane Street main entrance instead of the employee entrance. Routing to Vaughan Mills will also be evaluated.
- › 2010 provide later weekday evening service in the Hillmount Road area after 11:00pm.
- › April 2009, new service to meet new GO Train service at Rutherford GO Station
- › April 2009, extend Route 4A (peak period service) into the development at Major Mackenzie Dr and Weston Rd

**Estimated Additional Costs:**

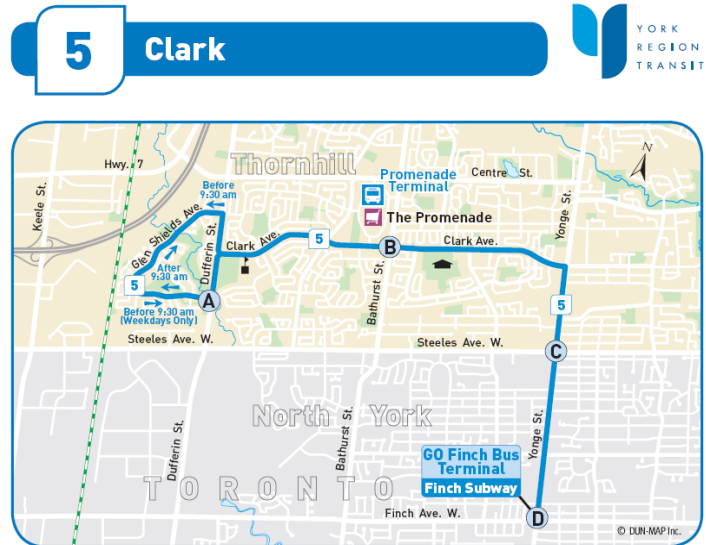
- › \$202,400, annual gross costing to meet new GO Train service
- › The peak period extension further west of Weston Rd will use existing layover time.

## Route: 5 Clark

Type: Base

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

### Current Routing:



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

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

### Boardings (2007):

| Annual       | 437,633 |
|--------------|---------|
| Avg Weekday  | 1,794   |
| Rev/Cost (%) | 54.6    |
| Boardings/Hr | 29.0    |

### Service Requests:

- › Introduce later Saturday evening service

- › Introduce Sunday service
- › Consider deviating service via Promenade Terminal
- › Consider extending service down to Dufferin/Steeles area

**Discussion/Issues:**

- › Current Saturday service ends in the early evening – below standard
- › No Sunday service – below standard

**Recommendation:**

- › April 2009, extend Saturday evening service to approximately 11pm
- › April 2009, introduce Sunday service, approximately 9am to 6pm

**Estimated Additional Costs:**

- › \$37,000 annual operating cost to extend Saturday evening service to approximately 11pm
- › \$110,000 annual operating cost to introduce Sunday service, approximately 9am to 6pm

## Route: 7 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 |
|-------------|-------------|---------|---------|----------|----------------|
| ✓           | ✓           | ✓       | ✓       | ✓        |                |
| 15 - 20 min | 20 - 30 min | 20 min  | 30 min  | 45 min   | N/A            |

**Major Trip Generators:** Steeles Ave Corridor, Holy Cross Academy, Humber College, Woodbine Centre, (2009) Rio-Can/Wal-Mart at Highway 27/Medallion Blvd..

### Boardings (2007):

| Annual       | 196,357 |
|--------------|---------|
| Avg Weekday  | 929     |
| Rev/Cost (%) | 29.8    |
| Boardings/Hr | 15.8    |

**Service Requests:**

- › Introduce Sunday service
- › Extend routing north to Rutherford/Islington area during weekday peak periods
- › 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 has requested possible service adjustment to accommodate students attending Holy Cross S.S. However, City of Vaughan staff has indicated that operation of YRT vehicles in this area would not be appropriate at this point in time, and prefers that yellow school bus service remain.

**Discussion/Issues:**

- › Only partial route is operated on Saturdays – below standard
- › Does not operate on Sundays – below standard
- › Requests for additional service to be reviewed as part of the 2010 budget cycle
- › New Rio-Can/Wal-Mart commercial development (on the west side of Highway 27 at Medallion Blvd in Woodbridge) is planned to open in 2009
- › GO Transit has requested YRT to consider assuming part of the GO Bolton bus service that operates through the Highway 27 corridor connecting Nobleton, Kleinburg and Woodbridge. Further discussions to occur with GO Transit

**Recommendation:**

- › April 2009, introduce Sunday service to provide transit access to new Rio-Can/Wal-Mart commercial development at Hwy.27/Medallion Blvd.
- › April 2009, extend weekday peak period limited service to Nobleton via Hwy 27, Rutherford Road and Islington Avenue

**Estimated Additional Costs:**

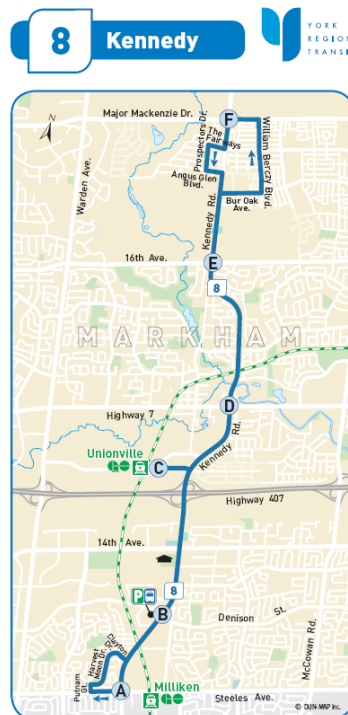
- › \$61,000 annual operating cost for implementation of new Sunday service.
- › \$178,000 annual operating cost to extend weekday peak period limited service to Nobleton via Hwy 27, Rutherford Road and Islington Avenue.

**Route:** 8 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 |
|-------------|--------|-------------|---------|----------|----------------|
| ✓           | ✓      | ✓           | ✓       | ✓        | ✓              |
| 10 - 25 min | 30 min | 10 – 30 min | 60 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 (2007):**

| Annual       | 305,613 |
|--------------|---------|
| Avg Weekday  | 1,135   |
| Rev/Cost (%) | 39.2    |
| Boardings/Hr | 22.5    |

**Service Requests:**

- › Connect to the first am train at Unionville GO Station
- › Improve late pm frequency to every 30 minutes
- › Improve the weekend service frequency

**Discussion/Issues:**

- › To meet the first am Train, implement 2 early am trips
- › Current span of service provided during weekday evenings does not meet the span of service standards. Service should operate until 11:00pm; service currently operates until 10:30pm
- › Current frequency level provided during weekday evening service and Saturdays does not meet the service frequency standards. Improvements to the frequency levels should be implement during weekday evening service and Saturdays.
- › Current span of service provided during Saturdays and Sundays does not meet the span of service standards.

**Recommendation:**

- › April 2009, implement early am service
- › April 2009, improve the late pm frequency to every 30minutes during the weekday evenings and implement one northbound pm weekday trip departing at 10:30pm.
- › April 2009, improve Saturday service to every 30minutes
- › For 2010, improve the span of service and service frequency during Saturdays.

**Estimated Additional Costs:**

- › \$25,300 annual operating cost for early am service
- › \$63,300 annual operating cost to improve weekday evening services
- › \$62,400 annual operating cost to improve Saturday service

**Route:** 9 9th Line

**Type:** Local

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

**Current Routing:**



**OPERATING HOURS AND FREQUENCY:**

| AM Peak | Midday  | PM Peak | Evening | Saturday | Sunday/Holiday |
|---------|---------|---------|---------|----------|----------------|
| ✓       | ✓       | ✓       |         |          |                |
| 30 min  | 120 min | 30 min  | 30 min  | N/A      | N/A            |

**Major Trip Generators:** Markham-Stouffville Hospital, Parkview Village, Stouffville District High School.

**Boardings (2007):**

| Annual       | 20,211 |
|--------------|--------|
| Avg Weekday  | 72     |
| Rev/Cost (%) | 8.4    |
| Boardings/Hr | 4.8    |

### **Service Requests:**

- › Introduce more frequent service
- › Bill Crothers high school students living in Stouffville requesting connections to/from Route 9 and viva purple.
- › Implement a new 6:00am southbound trip
- › Operate along Highway 48 from Markham to service Wal-Mart
- › Provide later evening service departing Markham-Stouffville Hospital
- › Provide service along Hoover Park Drive, west of 9th Line
- › Need service along 9th Line from Steeles Avenue and 9th Line to/from Markham-Stouffville Hospital and also to/from Stouffville

### **Discussion/Issues:**

- › Improve the span of service until 11pm and weekday midday frequency. To be evaluated as part of the 2010 budget cycle.
- › Introduction of Saturday service to be evaluated as part of the 2010 budget cycle.
- › Service operating well below performance standards. However, this route has been experiencing significant growth and operates along a major corridor. Consideration to be made with respect to review (e.g. marketing, operational assessment) in 2009
- › To implement a 9th Line corridor route, extend Route 9 – 9th Line further south of Highway 7 into the Box Grove development via Copper Creek Drive and Donald Cousens Parkway. (to be evaluated as part of the 2010 Service Plan)
- › 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 2010 Service Plan)
- › Service operating below performance standards. Consideration to be made with respect to review (e.g. marketing, operational assessment) in 2009

### **Recommendation:**

- › Despite this route's current performance, ridership growth supports implementation of the following improvements.
- › April 2009, implement AM service at 6:00am.

- › April 2009, implement later PM service until 10:00pm.
- › April 2009, implement 60 minute frequency during weekday midday period.
- › For 2010, implement Saturday service.

**Estimated Additional Costs:**

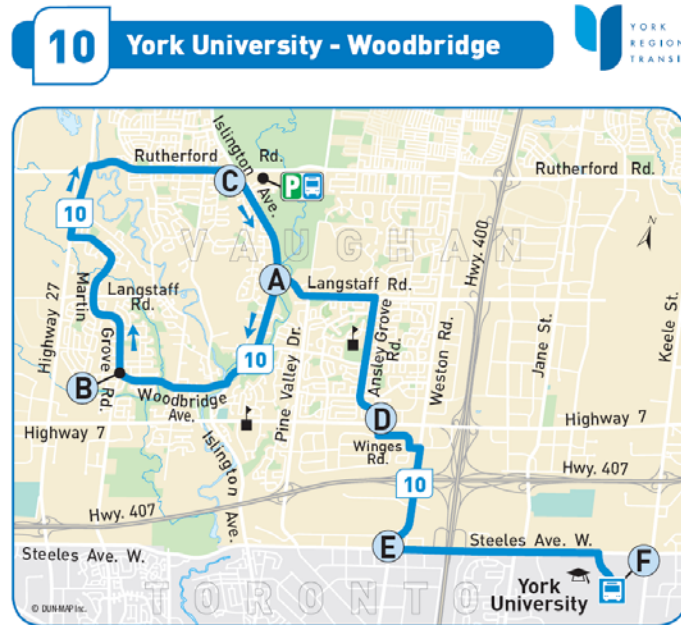
- › \$63,300 annual operating costs for earlier and later weekday service
- › \$139,200 annual operating costs for improved weekday midday service

## Route: 10 York U - Woodbridge

Type: Local

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

Current Routing:



### OPERATING HOURS AND FREQUENCY:

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

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

### Boardings (2007):

| Annual       | 79,795 |
|--------------|--------|
| Avg Weekday  | 393    |
| Rev/Cost (%) | 13.4   |
| Boardings/Hr | 7.1    |

### Service Requests:

- › Introduce late evening service to midnight (2 requests)

**Discussion/Issues:**

- › Sunday/holiday service is operating well below financial performance standards and warrants cancellation to meet the objective of improving overall system performance and efficiency. However, the option of cancellation due to poor performance should be considered for September 2009 after the results of a target marketing campaign are evaluated. The marketing campaign should be conducted late 2008 or early 2009 in order to provide a minimum 6 months evaluation period
- › Temporary congestion related issues at York University remain due to ongoing construction (Ontario Archives, etc.); will require ongoing monitoring and evaluation by Operations staff

**Recommendation:**

- › June 2009, Sunday/holiday service levels to be adjusted to better match demand if targeted marketing campaign does not result in improved financial and ridership performance

**Estimated Cost Savings:**

- › \$90,000 annual savings for removal of Sunday/holiday service

**Route:** 11 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 |
|---------|--------|---------|---------|----------|----------------|
| ✓       | ✓      | ✓       | ✓       | ✓        | ✓              |
| 35 min  | 45 min | 35 min  | 40 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 (2007):**

| Annual       | 24,549 |
|--------------|--------|
| Avg Weekday  | 85     |
| Rev/Cost (%) | 9.8    |
| Boardings/Hr | 5.2    |

**Service Requests:**

- › Request from a resident (via City of Vaughan councillor's office) to review ridership along Forest Drive due to low usage

**Discussion/Issues:**

- › Service currently terminates at Steeles Ave, where passengers must transfer to TTC services. Low ridership due to lack of major trip generators, although it is anticipated that intensification and redevelopment initiatives in the Woodbridge village core will generate new ridership opportunities
- › Sunday/holiday service is operating well below financial performance standards and warrants cancellation to meet the objective of improving overall system performance and efficiency. However, the option of cancellation due to poor performance should be considered for September 2009 after the results of a target marketing campaign are evaluated. The marketing campaign should be conducted late 2008 or early 2009 in order to provide a minimum 6 months evaluation period
- › Increased marketing to high school students and to residents of new/future higher-density area in Woodbridge village core (e.g. adjacent to Market Lane and at Kipling Ave)

**Recommendation:**

- › April 2009, Sunday/holiday service levels to be adjusted to better match demand if targeted marketing campaign does not result in improved financial and ridership performance

**Estimated Cost Savings:**

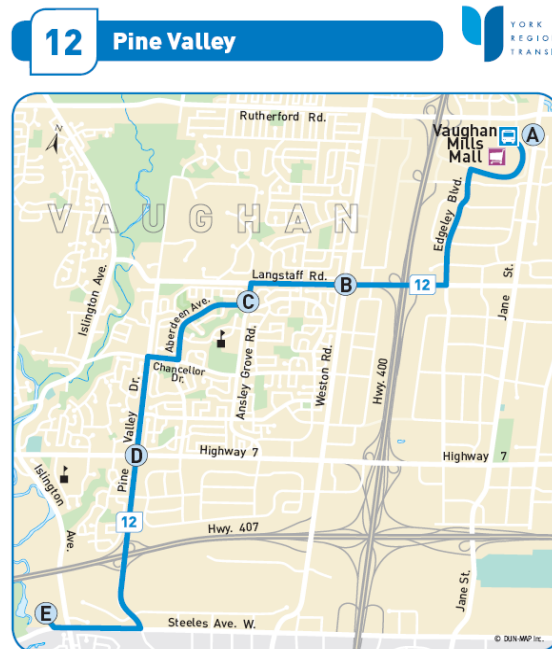
- › \$43,000 annual savings for removal of Sunday/holiday service

## Route: 12 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   | N/A            |

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

### Boardings (2007):

| Annual       | 71,472 |
|--------------|--------|
| Avg Weekday  | 302    |
| Rev/Cost (%) | 18.2   |
| Boardings/Hr | 9.6    |

### Service Requests:

- › No significant service requests

**Discussion/Issues:**

- › No Sunday service – below standard

**Recommendation:**

- › Current route performance does not warrant implementation of new Sunday service

**Estimated Additional Costs:**

- › N/A

## Route: 13 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  | 40 min | 30 min  | 40 min  | 45 min   | N/A            |

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

### Boardings (2007):

| Annual       | 94,691 |
|--------------|--------|
| Avg Weekday  | 366    |
| Rev/Cost (%) | 25.9   |
| Boardings/Hr | 13.7   |

**Service Requests:**

- › Provide improved peak period service to Kleinburg to increase student and commuter ridership
- › Provide new weekday midday service to Kleinburg to allow more convenient access to the McMichael Canadian Art Collection by transit
- › Provide weekday evening service until midnight
- › Extend regular service north of Kleinburg, i.e. to the estate-type residential community at Hedgerow Lane

**Discussion/Issues:**

- › Current frequency on weekdays & Saturdays is below standard
- › No Sunday service – below standard
- › GO Transit has requested YRT to consider assuming part of the GO Bolton bus service that operates through the Highway 27 corridor. Further discussions to occur with GO Transit (see separate entry under Route 7 – Martin Grove)
- › Service operating below performance standards. Consideration to be made with respect to review (e.g. marketing, operational assessment) in 2009

**Recommendation:**

- › Current route performance does not warrant implementation of additional or improved services

**Estimated Additional Costs:**

- › N/A

**Route:** 15 Stouffville Local

**Type:** Local (Small Community)

**Description:** Local service within the community of Stouffville operating along Main Street Stouffville and Hoover Park Drive.

**Current Routing:**



**OPERATING HOURS AND FREQUENCY:**

| AM Peak | Midday | PM Peak | Evening | Saturday | Sunday/Holiday |
|---------|--------|---------|---------|----------|----------------|
| ✓       | ✓      | ✓       | ✓       |          |                |
| 45 min  | 45 min | 75 min  | 50 min  | N/A      | N/A            |

**Major Trip Generators:** Main Street Stouffville, Stouffville GO Station, Lebovic Leisure Centre, Eastern Gate, Parkview Village, Elm Wood Seniors Residence, Stouffville District High School and Wal-Mart.

**Boardings (2007):**

| Annual       | 5,092 |
|--------------|-------|
| Avg Weekday  | 70    |
| Rev/Cost (%) | 12.6  |
| Rev Pass/Hr  | 7.2   |

**Service Requests:**

- › Introduce more frequent service
- › Provide earlier service

- › Provide service to connection with the GO Trains from the south section of Stouffville, i.e. Reeves Way Blvd
- › Operate a peak period service along Reeves Way Blvd
- › Introduce Saturday and Sunday service
- › Extend route along Elm Rd in order to provide closer transit services to seniors' buildings

#### **Discussion/Issues:**

- › New residential area will need to be serviced, this subdivision will be located along Millard St, along Forsyth Farm Dr and 10th Line
- › New business parks and commercial parks in the west of the Stouffville, at Highway 48 will need to be serviced
- › Service operating well below performance standards. However, this route has been experiencing significant ridership growth and operating within an area which is experiencing development growth. Consideration to be made with respect to review (e.g. marketing, operational assessment) in 2009
- › Introduce a new Route 15A branch to service Hwy 48, Millard St, Greenwood Rd, Forsyth Farm Dr, 10th Line and Main St. The service would operate during peak periods with 30 minute frequency and providing GO Train connections & connections to/from Route 9 – 9th Line. Providing limited service to the seniors' buildings on Elm Rd will be evaluated as part of the schedule development.
- › Route 415 – Stouffville High School Special to be extended further west of 9th Line to service the new development
- › Longer term plans to implement a GO Shuttle along Reeves Way Blvd (to be evaluated as part of the 2010 Service Plan).

#### **Recommendation:**

- › Despite this route's current performance, ridership growth and development growth supports the implementation of the following improvements.
- › April 2009, introduce a new Route 15A branch to service Hwy 48, Millard St, Greenwood Rd, Forsyth Farm Dr, 10th Line and Main St (peak period only)
- › April 2009, extend Route 415 – Stouffville School Special to Hwy 48 and Millard St (use layover time)
- › For 2010, introduce Saturday service

**Estimated Additional Costs:**

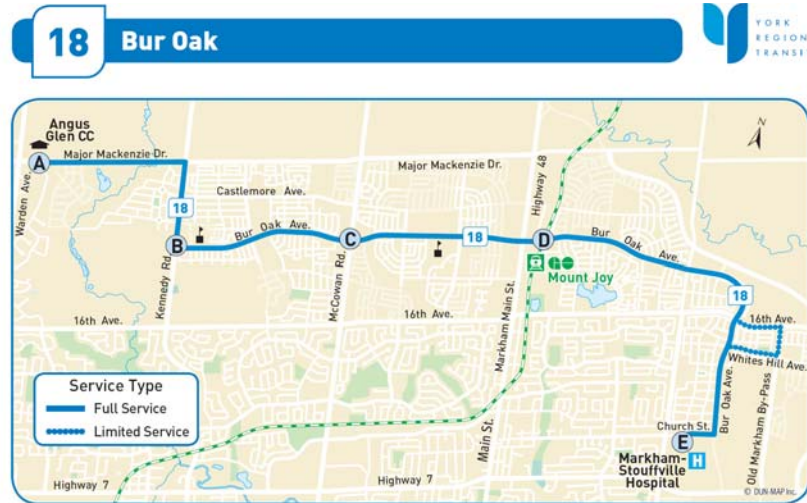
- › \$202,400 annual operating cost for new Route 15A branch

**Route: 18 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 |
|-----------|--------|-----------|---------|----------|----------------|
| ✓         | ✓      | ✓         | ✓       | ✓        |                |
| 20-60 min | 60 min | 30-35 min | 60 min  | 60 min   | N/A            |

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

**Boardings (2007):**

| Annual       | 159,717 |
|--------------|---------|
| Avg Weekday  | 774     |
| Rev/Cost (%) | 39.9    |
| Boardings/Hr | 22.9    |

**Service Requests:**

- › Operate service earlier (connect with first AM GO Train at Mt Joy GO Stn)
- › Introduce Sunday/Holiday service
- › Implement later weekday evening service

- › Staff from Markham-Stouffville Hospital requesting that Route 18 terminate at the hospital site.

#### **Discussion/Issues:**

- › The ridership on Saturday does not support the introduction of Sunday/Holiday service.
- › Current span of service provided during weekday evenings does not meet the span of service standards; service should operate until 11:00pm
- › Current span of service provided during Saturdays does not meet the span of service standards
- › 2010, 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, Route 18 services will be removed from the Markham-Stouffville site and operate an on-street looping. Implement this improvement when the new Bur Oak viva station is constructed

#### **Recommendation:**

- › September 2009, implement later PM weekday service until 11:00pm.
- › 2010, implement later PM Saturday service until 10:00pm.

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

- › \$50,600 annual operating cost for later weekday evening service

**Route:** 20 Jane - Concord

**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 (2007):**

| Annual       | 583,172 |
|--------------|---------|
| Avg Weekday  | 1,884   |
| Rev/Cost (%) | 49.1    |
| Boardings/Hr | 26.1    |

**Service Requests:**

- › Earlier morning southbound service on weekdays, i.e. to meet earlier service currently provided on other connecting routes, e.g. Route 77 and Viva. (The first southbound trip from Maple departs at approximately 6:00am)
- › More direct and faster service between major trip generators (i.e. York University, Vaughan Mills Mall, Canada's Wonderland)
- › Provide later service until approximately 11pm on Sunday evenings (Sunday service currently ends at approximately 8pm)
- › Provide later service until approximately 12:00 midnight on weekday evenings (weekday service currently ends at approximately 10:30pm)
- › Provide later service on Saturday evenings until approximately 12:00 midnight (northbound Saturday service currently ends at approximately 10:15pm)

**Discussion/Issues:**

- › Temporary congestion related issues at York University remain due to ongoing construction (Ontario Archives, etc.); will require ongoing monitoring and evaluation by Operations staff
- › On weekdays, a limited service deviation has been operating on a trial basis via Edilcan Road, Creditstone Road and Locke Street, since January 2008, to accommodate requests for service in the local industrial area

**Recommendation:**

- › January 2009, to provide one earlier southbound trip on weekday mornings
- › April 2009, to provide new limited-stop/express service between major trip generators (e.g. York University, Vaughan Mills Mall, Canada's Wonderland) during weekday peak periods and on weekends/holidays, operating at approximately 40-minute frequency
- › April 2009, to provide later service until approximately 11:00pm on Sunday evenings
- › January 2009, to provide later service on weekday evenings until approximately 12:00 midnight
- › January 2009, to provide later service on Saturday evenings until approximately 12:00 midnight

**Estimated Additional Costs:**

- › \$2,600 annual operating cost for implementation of one earlier southbound trip on weekday mornings
- › \$405,000 annual operating cost for implementation of new limited-stop/express service between major trip generators during weekday peak periods, operating at 40-min frequency
- › \$295,000 annual operating cost for implementation of new limited-stop/express service between major trip generators on weekends and holidays, operating at 40-min frequency
- › \$3,700 annual operating cost for implementation of later service until approximately 11:00pm on Sunday evenings
- › \$114,000 annual operating cost for implementation of later service on weekday evenings until approximately 12:00 midnight
- › \$24,000 annual operating cost for implementation of later service on Saturday evenings until approximately 12:00 midnight

**Route:** 22 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 | N/A     | 90 min   | N/A            |

**Major Trip Generators:** Seneca College King Campus.

**Boardings (2007):**

| Annual       | 58,148 |
|--------------|--------|
| Avg Weekday  | 332    |
| Rev/Cost (%) | 15.9   |
| Boardings/Hr | 8.1    |

**Service Requests:**

- › Improve weekday midday frequency
- › Provide later weekday evening service

- › Improve Saturday frequency
- › Provide wider span of service on Saturdays. (Limited Saturday service currently operates between approximately 9:00am and 7:00pm)
- › Add Sunday service
- › Provide new service/connection to St. Thomas of Villanova College in King City
- › Student Transportation Services is considering removing school bus service to King City Secondary School from the Humberland Drive/Parker Avenue area in Oak Ridges in September 2009 and requests possible service adjustment to accommodate existing demand

### **Discussion/Issues:**

- › Service operating below financial performance standards. Consideration to be made with respect to a service review (e.g. marketing, operational assessment) in 2009
- › Off-peak services need to be brought closer to standard
- › 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, Route 22 will operate limited weekday service to St. Thomas of Villanova College in King City to meet student demand
- › 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.
- › Due to the absence of traffic signals at the intersection of Yonge Street/Bond Crescent, YRT Operations staff has recommended implementing a routing deviation via Littleton Street and Estate Garden Drive to allow safer operations by using the traffic signals at the intersection of Yonge Street/Old Colony Road
- › Stakeholder consultation has confirmed a need to improve access to GO train service from the Humberland Drive/Parker Avenue area in Oak Ridges to King City GO Station

- › With the eventual development of the McNaughton Road industrial area east of Keele Street and associated access improvements for transit services, this route may be better suited to terminating at the Maple GO Station once infrastructure is completed within the next 2-3 years

#### **Recommendation:**

- › January 2009, to implement a routing deviation via Littlefield Street and Estate Garden Drive to allow safer operations by using the traffic signals at the intersection of Yonge Street/Old Colony Road (no additional operating cost)
- › September 2009, to improve weekday midday service to 45-minute frequency
- › September 2009, to provide new weekday school special service between the Humberland Drive/Parker Avenue area in Oak Ridges and King City Secondary School
- › January 2009, to introduce new weekday GO shuttle between the Humberland Drive/Parker Avenue area in Oak Ridges and the King City GO Station

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

- › \$155,000 annual operating cost to improve weekday midday service to 45-minute frequency
- › \$80,000 annual operating cost to provide new weekday school special service between the Humberland Drive/Parker Avenue area in Oak Ridges and King City Secondary School
- › \$40,000 annual operating cost to provide new weekday GO Shuttle service between the Humberland Drive/Parker Avenue area in Oak Ridges and the King City GO Station

**Route:** 23 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  | N/A      | N/A            |

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

**Boardings (2007):**

| Annual       | 175,896 |
|--------------|---------|
| Avg Weekday  | 759     |
| Rev/Cost (%) | 33.6    |
| Boardings/Hr | 17.8    |

**Service Requests:**

- › Introduction of Saturday service

- › Introduction of Sunday service
- › Provide later service on weekday evenings
- › Extend service north of Rutherford Road, and north of Major Mackenzie Drive to Teston Road
- › 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:**

- › Requests for Sunday service are very limited
- › Requests for later service on weekday evenings are very limited
- › 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
- › A weekday peak period route extension for Route 23 north of Rutherford Road to Major Mackenzie Drive was approved to be implemented in 2008. Due to limited vehicle resources implementation of this initiative was deferred pending vehicle availability
- › Requests for weekend service improvements to be reviewed as part of the 2009 budget cycle

#### **Recommendation:**

- › January 2009, to introduce Saturday service, approximately 9am to 6pm
- › April 2009, to extend weekday peak period service north of Major Mackenzie Drive to Teston Road

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

- › \$94,000 annual operating cost to introduce Saturday service, approximately 9am to 6pm
- › \$205,000 annual operating cost to extend weekday peak period service north of Major Mackenzie Drive to Teston Road

**Route:** 27 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  | N/A    | 30 min  | N/A     | 30       | 30 min         |

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

**Boardings (2007):**

|               |               |
|---------------|---------------|
| <b>Annual</b> | <b>46,746</b> |
| Avg Weekday   | 205           |
| Rev/Cost (%)  | 100.0 *       |
| Boardings/Hr  | 13.2          |

\* Operating cost for Route 27 is subsidized entirely by Royal Group Technologies Inc.

**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) through an existing operating agreement
- › Ongoing expansion of new industrial development area in the Vaughan Enterprise Zone
- › New Route 28 (Zenway-Highway 27) was introduced in Spring 2008 to provide service in the Vaughan Enterprise Zone (see Route 28 description)
- › There is a possibility of RGTL discontinuing its operating agreement with YRT, or decreasing its funding for Route 27, in which case YRT may consolidate Route 27 service with Route 28.
- › Service operating below performance standards. Consideration to be made with respect to review (e.g. marketing, operational assessment) in 2009

**Recommendation:**

- › N/A

**Estimated Additional Costs:**

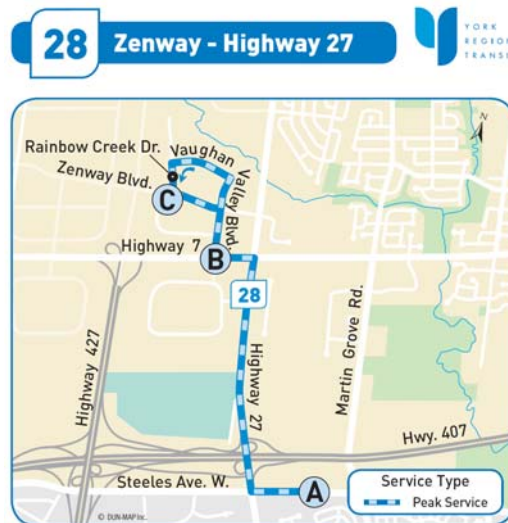
- › N/A

**Route:** 28 Zenway – Highway 27

**Type:** Local

**Description:** Local route connecting the Martin Grove/Steeles bus loop to the industrial area located in the southern portion of the Vaughan Enterprise Zone, i.e. north of Highway 7 and west of Highway 27

**Current Routing:**



**OPERATING HOURS AND FREQUENCY:**

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

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

**Boardings (2008):**

|              |       |
|--------------|-------|
| Annual       | 722 * |
| Avg Weekday  | 12 *  |
| Rev/Cost (%) | 4.0 * |
| Boardings/Hr | 1.2 * |

\* Data is based on only 3 months of operation since implementation of this new service in Spring 2008

**Service Requests:**

- › None – service recently introduced in Spring 2008

**Discussion/Issues:**

- › None – service recently introduced in Spring 2008

**Recommendation:**

- › N/A

**Estimated Additional Costs:**

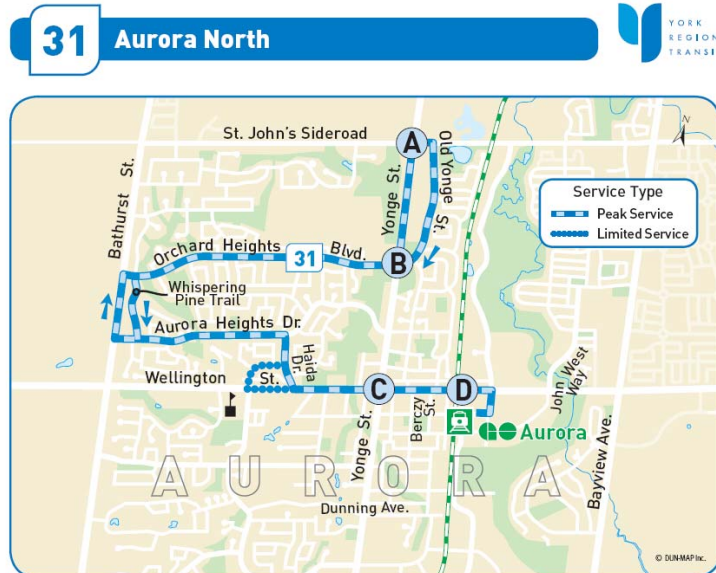
- › N/A

## Route: 31 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 |
|---------|--------|-----------|---------|----------|----------------|
| ✓       |        | ✓         | ✓       |          |                |
| 40 min  | N/A    | 35-45 min | 30 min  | N/A      | N/A            |

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

### Boardings (2007):

| Annual       | 64,588 |
|--------------|--------|
| Avg Weekday  | 266    |
| Rev/Cost (%) | 17.5   |
| Boardings/Hr | 8.9    |

### Service Requests:

- › New Catholic H.S. to be located at Industrial Parkway and Wellington scheduled, to open in 2008-2009. Introduce School Special for fall 2009.

- › Possible relocation of G.W. Williams to the corner of Bayview Avenue and Borealis in 2010

**Discussion/Issues:**

- › Routing to the new Catholic high 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 schedules. 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:**

- › September 2009, additional trips will be adjusted to accommodate the new Catholic H.S. at Industrial Parkway and Wellington Street

**Estimated Additional Costs:**

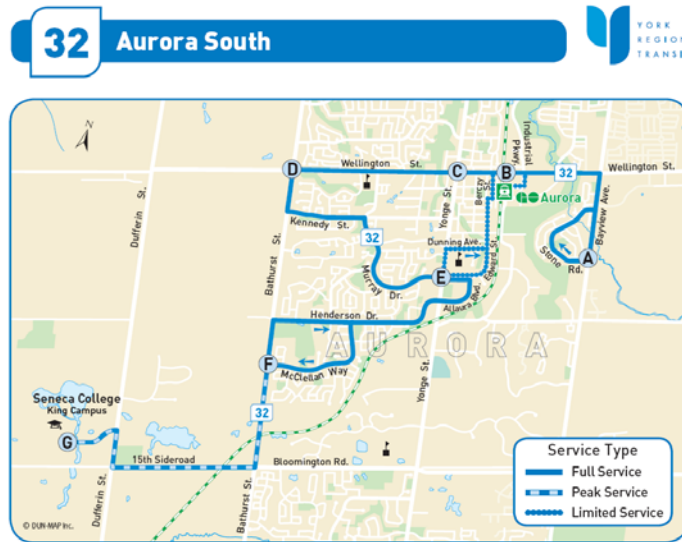
- › \$50,600 annual operating costs to accommodate the new high school

## Route: 32 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 |
|-----------|--------|-----------|---------|----------|----------------|
| ✓         | ✓      | ✓         | ✓       | ✓        |                |
| 15-20 min | 60 min | 20-35 min | 30 min  | 60 min   | N/A            |

**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 (2007):

| Annual       | 69,635 |
|--------------|--------|
| Avg Weekday  | 316    |
| Rev/Cost (%) | 14.0   |
| Boardings/Hr | 8.6    |

### Service Requests:

- › Re-instate midday and Saturday Service to Seneca College
- › New Catholic H.S. 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 is currently reviewing the possibility of removing bussing from the Bathurst and McClellan Way area to Cardinal Carter H.S in September 2009.

#### **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.
- › 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:**

- › No longer servicing to Seneca College
- › Discontinue midday, evening and Saturday service and replace with Dial A Ride (see Dial A Ride section)
- › September 2009, adjust service to meet requirements for a new Catholic H.S. on Wellington
- › Extra AM and PM trip to service Cardinal Carter H.S.

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

- › \$315,400, would be the annual gross savings of discontinuing Route 32, Dial A Ride costing to be determined.
- › \$50,600, annual operating costs to accommodate extra AM and PM trips to Cardinal Carter H.S.

**Route:** 33 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 |
|---------|--------|---------|---------|----------|----------------|
| ✓       | ✓      | ✓       | ✓       | ✓        |                |
| 30 min  | 60 min | 30 min  | 60 min  | 60 min   | N/A            |

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

**Boardings (2007):**

| Annual       | 12,768 |
|--------------|--------|
| Avg Weekday  | 47     |
| Rev/Cost (%) | 11.0   |
| Boardings/Hr | 5.6    |

**Service Requests:**

- › Outstanding request to introduce Sunday Service to the new Wal-Mart in the area
- › New Catholic high school to be located at Industrial Parkway and Wellington scheduled for opening in 2008/2009

- › 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
- › In late 2008 as Marinac Street is completed, this new Route 33A branch will be re-routed off Conover Road to Marinac Street. Route 33A will be running along Route 32 using Murray Street to get to Kennedy Road and Bathurst Street.
- › 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:**

- › September 2009, adjust service to meet the time of the new high school
- › September 2009, YRT will work with the School Boards to help market routes to students and families.
- › Service is operating well below financial performance standards and although there are outstanding requests for Sunday service, demand does not warrant the increased service. This route will continue to be closely monitored.

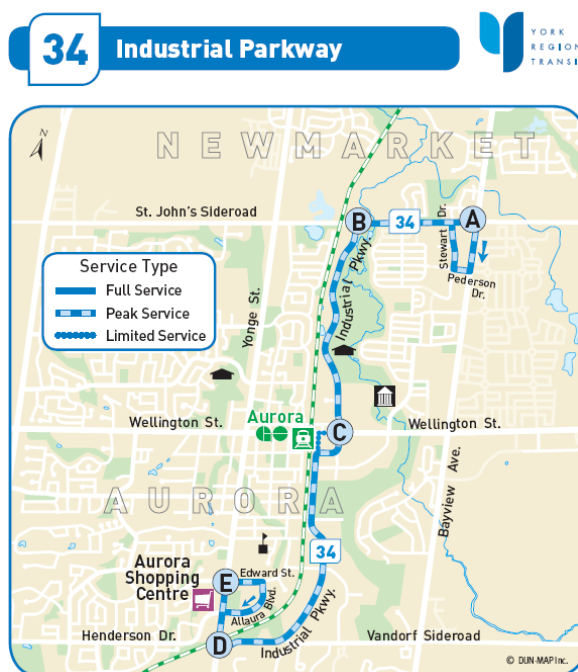
#### **Estimated Additional Costs:**

## Route: 34 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  | N/A     | N/A      | N/A            |

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

### Boardings (2007):

| Annual       | 12,647 |
|--------------|--------|
| Avg Weekday  | 47     |
| Rev/Cost (%) | 9.8    |
| Boardings/Hr | 5.0    |

### Service Requests:

› N/A

**Discussion/Issues:**

- › New Catholic High School to be located at Industrial Parkway and Wellington Street scheduled for opening in late 2009
- › This route has been in operation for 3.5 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 2009. A demand responsive service may be considered in its place.

**Recommendation:**

- › Dial A Ride may be introduced in 2009 (see Dial A Ride section)

**Estimated Additional Costs:**

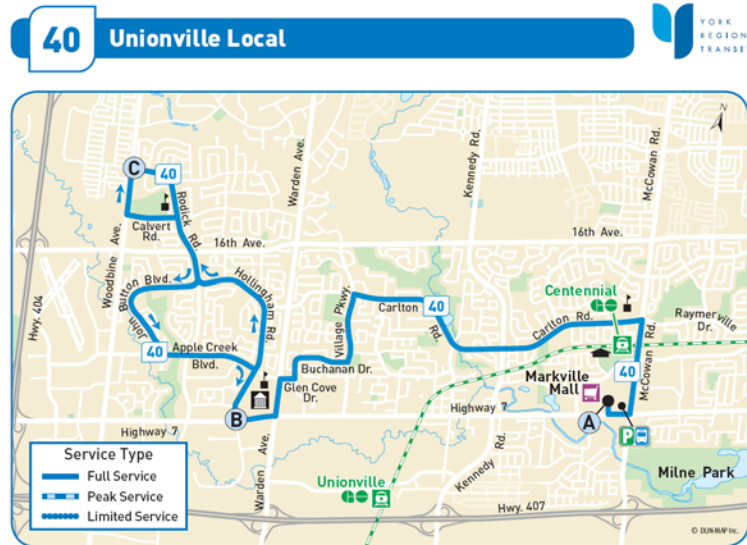
- › \$253,000 would be the annual gross savings of discontinuation of Route 34 Industrial Parkway; Dial A Ride costing to be determined.

## Route: 40 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 AND FREQUENCY:

| AM Peak   | Midday | PM Peak   | Evening   | Saturday  | Sunday/Holiday |
|-----------|--------|-----------|-----------|-----------|----------------|
| ✓         | ✓      | ✓         | ✓         | ✓         | ✓              |
| 20-40 min | 60 min | 20-40 min | 30-35 min | 45-60 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\* (2007):

|              |         |
|--------------|---------|
| Annual       | 223,490 |
| Avg Weekday  | 941     |
| Rev/Cost (%) | 19.5    |
| Boardings/Hr | 11.2    |

\* FOR ROUTES 40 AND 41 COMBINED.

### Service Requests:

- › Later service from Monday to Thursday in order to reflect the Friday schedule (two extra trips)

- › Improve the service frequency during weekday peak periods and weekends.
- › 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
- › Residences along The Bridle Walk, south of Bur Oak Ave, have concerns regarding Route 42 – The Bridle Walk operating along that section of The Bridle Walk. The residences have requested that YRT adjust the routing to operate along The Bridle Walk to Wilfred Murison Ave; along Wilfred Murison Ave; along Stonebridge Dr and along 16th Ave to Shorthill Dr/The Bridle Walk.

### **Discussion/Issues:**

- › Later service from Monday to Thursday in order to reflect the Friday schedule to be implemented.
- › New Route 42 –The Bridle Walk was approved to be implemented in 2008. This new route will operate during peak periods, providing 30 minute frequency and connecting with the GO Trains at the Centennial GO Station and/or Unionville GO Station. Due to limited vehicle resources implementation of this initiative was deferred pending vehicle availability. Due to The Bridle Walk concerns, YRT evaluated the routing to either operate via The Bridle Walk or make a diversion to service Wilfred Murison Ave and Stonebridge Dr. Routing via Wilfred Murison Ave and Stonebridge Dr would be beneficial since that development is denser than along The Bridle Walk. Also Stonebridge Dr is a wider street than The Bridle Walk. However, the intersection at Stonebridge and 16<sup>th</sup> Ave is not signalized. There are safety concerns about making left turns onto Stonebridge Dr. This intersection is currently not scheduled for the installation of traffic control signals. A traffic study will be conducted in October 2008 for the purpose of applying the Region's traffic signal policy to determine if the intersection warrants traffic control signals. Based on the outcome of the traffic study, YRT will determine the future routing. Prior to implementing Route 42 – The Bridle Walk, YRT will host a public meeting.
- › The new Route 42 – The Bridle Walk will service the South Unionville area.
- › Dial A Ride may be introduced in 2009 (see Dial A Ride section)

### **Recommendation:**

- › September 2009, implement later service from Monday to Thursday in order to reflect the Friday schedule.
- › Dial A Ride will be introduced in 2009 (see Dial A Ride section)

**Estimated Additional Costs:**

- › \$40,200 annual operating costs for the late weekday evening service

## Route: 41 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 AND FREQUENCY:

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

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

### Boardings\* (2007):

| Annual       | 223,490 |
|--------------|---------|
| Avg Weekday  | 941     |
| Rev/Cost (%) | 19.5    |
| Rev Pass/Hr  | 11.2    |

\* 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 (2010). 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 to the new terminal/loop to be evaluated as part of the 2010 Service Plan.
- › New Route 45 – Mingay was approved to be implemented in 2008. This new route to operate during peak periods, providing 30 minute frequency and connecting with the GO Trains at the Centennial GO Station and/or Unionville GO Station. Due to limited vehicle resources implementation of this initiative was deferred pending vehicle availability.
- › Later service from Monday to Thursday in order to reflect the Friday schedule to be implemented.
- › Dial A Ride may be introduced in 2009 (see Dial A Ride section)

#### **Recommendation:**

- › September 2009, implement later service from Monday to Thursday in order to reflect the Friday schedule.
- › 2010, restructure route to the new Cornell bus loop/terminal.
- › Dial A Ride will be introduced in 2009 (see Dial A Ride section)

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

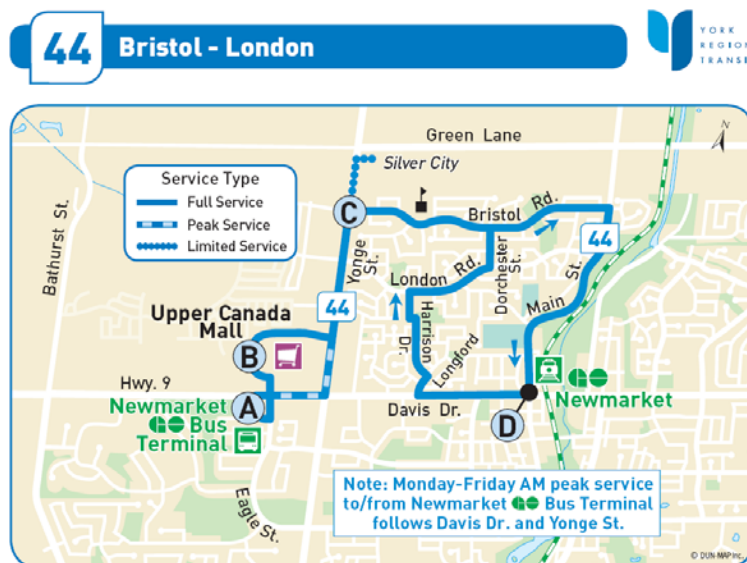
- › \$40,200 annual operating costs for the late weekday evening service

## Route: 44 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 | 33-45 min | 40 min  | 40 min   | N/A            |

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

### Boardings (2007):

| Annual       | 53,075 |
|--------------|--------|
| Avg Weekday  | 197    |
| Rev/Cost (%) | 20.0   |
| Boardings/Hr | 9.6    |

### Service Requests:

- › Continue Dial-a-Ride for evening service
- › Introduce service to Sacred Heart Catholic 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 2009 and requests service adjustment to accommodate.
- › Introduce Sunday Service

#### **Discussion/Issues:**

- › Current route operating on Bristol Road and London does not operate to Sacred Heart H.S. The addition of a new school special on Route 427 will 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 PLAN09
- › September 2008, implementation of a new school special Route 427 trips to service Sacred Heart Catholic High School

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

- › Dedicated funding for a new school Route 427 trips initiative has been allocated. Implementation will be undertaken in September 2008.

## Route: 51 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 |
|-----------|--------|-----------|---------|----------|----------------|
| ✓         | ✓      | ✓         | ✓       | ✓        |                |
| 25-40 min | 60 min | 25-40 min | 60 min  | 60 min   | N/A            |

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

**Boardings (2007):**

|               |               |
|---------------|---------------|
| <b>Annual</b> | <b>45,631</b> |
| Avg Weekday   | 200           |
| Rev/Cost (%)  | 18.4          |
| Boardings/Hr  | 9.4           |

**Service Requests:**

- › 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
- › A shuttle service from a Commuter Parking Lot (Glenwoods Ave & Woodbine Ave) to the East Gwillimbury GO Station has been included as a condition of the TDM Plans for the Metrus Developments and as a request from the Town of Georgina.

**Discussion/Issues:**

- › Sunday service not warranted at this time but will be reviewed at as part of the 2009 budget 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
- › The need for a base route to operate on along the Woodbine Ave corridor connecting to Newmarket (Green Lane & Yonge St or Woodbine Ave & Yonge St) will be reviewed in conjunction with GO Transit's plans for a Hwy 404 Express service.

**Recommendation:**

- › N/A

**Estimated Additional Costs:**

- › N/A

**Route:** 52 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 |
|-----------|--------|-----------|---------|----------|----------------|
| ✓         | ✓      | ✓         | ✓       | ✓        |                |
| 20-60 min | 60 min | 30-40 min | 60 min  | 60 min   | N/A            |

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

**Boardings (2007):**

|               |               |
|---------------|---------------|
| <b>Annual</b> | <b>68,143</b> |
| Avg Weekday   | 218           |
| Rev/Cost (%)  | 21.1          |
| Boardings/Hr  | 10.7          |

**Service Requests:**

- › Introduce Sunday service

**Discussion/Issues:**

- › Sunday service is not warranted at this time but will be reviewed as part of the 2009 budget cycle
- › The Dial-a-Ride pilot was a success and received approval to proceed. Route review for 2009.

**Recommendation:**

- › N/A

**Estimated Additional Costs:**

- › N/A

## Route: 53 Woodspring - Clearmeadow

**Type:** Local

**Description:** To accommodate the new Woodspring development and the existing Clearmeadow subdivision between Yonge Street & Green Lane to the north and Yonge Street and Mulock Drive to the south.

**Current Routing:**



### OPERATING HOURS AND FREQUENCY:

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

**Major Trip Generators:** Newmarket GO Bus Terminal, Upper Canada Mall, Green Lange Centre, East Gwillimbury GO, Mulock High School

### Boardings (2008):

|              |        |
|--------------|--------|
| Annual       | 10,564 |
| Avg Weekday  | 206    |
| Rev/Cost (%) |        |
| Boardings/Hr | 7.9    |

### Service Requests:

- › Increased connections
- › Improve the span of service

**Discussion/Issues:**

- › Improve Sunday service with better connections

**Recommendation:**

- › June 2009, improving frequency on Sunday due to poor schedule adherence

**Estimated Additional Costs:**

- › \$73,200 annual operating costs to improve frequency on Sundays

## Route: 54 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 |
|---------|--------|---------|---------|----------|----------------|
| ✓       | ✓      | ✓       | ✓       | ✓        |                |
| 20 min  | 45 min | 22 min  | 40 min  | 40 min   | N/A            |

**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 (2007):

| Annual       | 45,207 |
|--------------|--------|
| Avg Weekday  | 169    |
| Rev/Cost (%) | 12.4   |
| Boardings/Hr | 6.3    |

### Service Requests:

- › 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 2007 Route Performance Assessment (see Table 9 )
- › Additional late evening Saturday and new Sunday service is not warranted at this time but will be reviewed as part of the 2009 budget 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:**

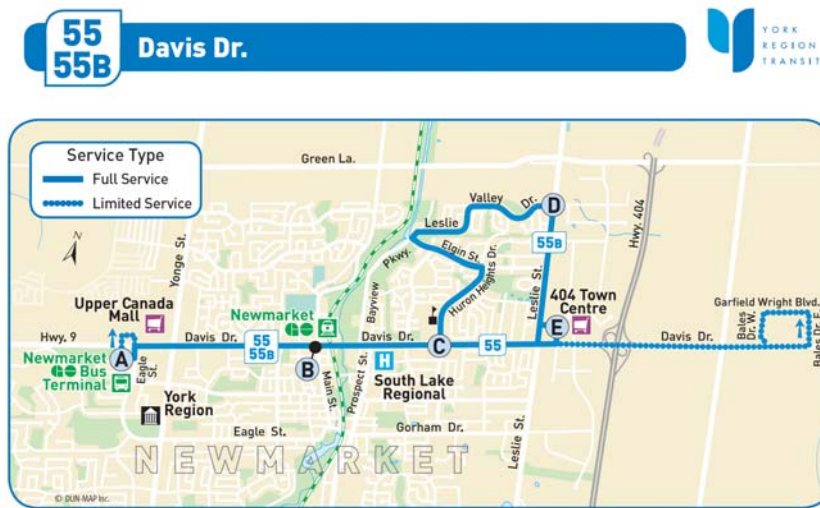
- › N/A

**Route:** 55/ 55B 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 |
|-----------|-----------|-----------|---------|-----------|----------------|
| ✓         | ✓         | ✓         | ✓       | ✓         | ✓              |
| 15-30 min | 25-60 min | 10-45 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 (2007):**

| Annual       | 376,773 |
|--------------|---------|
| Avg Weekday  | 1,221   |
| Rev/Cost (%) | 56.9    |
| Boardings/Hr | 29.0    |

**Service Requests:**

- › Improve Monday to Friday midday and evening rush hour service frequency to every 15 minutes

**Discussion/Issues:**

- › Current 20 minute service meets midday and rush hour service standards for base routes

**Recommendation:**

- › June 2009, improve midday frequency from 25 to 20 minutes

**Estimated Additional Costs:**

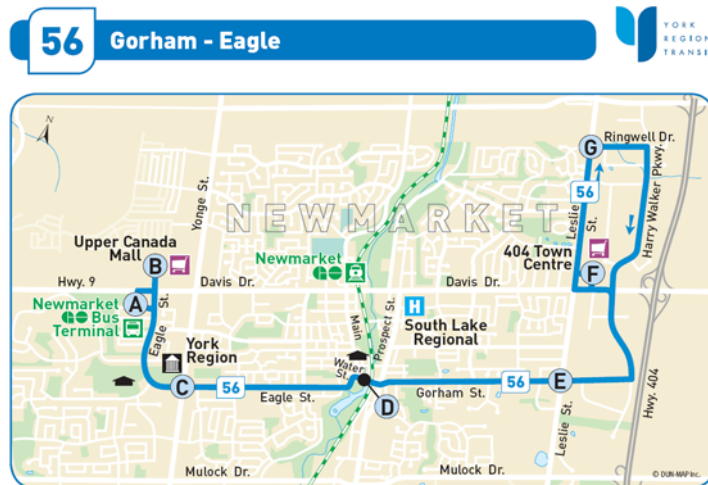
- › \$151,800 annual operating cost to improve midday frequency

## Route: 56 Gorham-Eagle

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 (2007):

| Annual       | 124,338 |
|--------------|---------|
| Avg Weekday  | 494     |
| Rev/Cost (%) | 29.7    |
| Boardings/Hr | 15.2    |

### 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 leveled 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 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 2009 with the objective of improving overall system performance and efficiency.

**Recommendation:**

- › Restructure Route 56 to service Harry Walker when Route 58 is extended south to Wellington and when Route 57 extended to Harry Walker (Please refer to Northern System Map in Appendix IX)
- › September 2008, divert one AM and PM trip to service Sacred Heart H.S

**Estimated Additional Costs:**

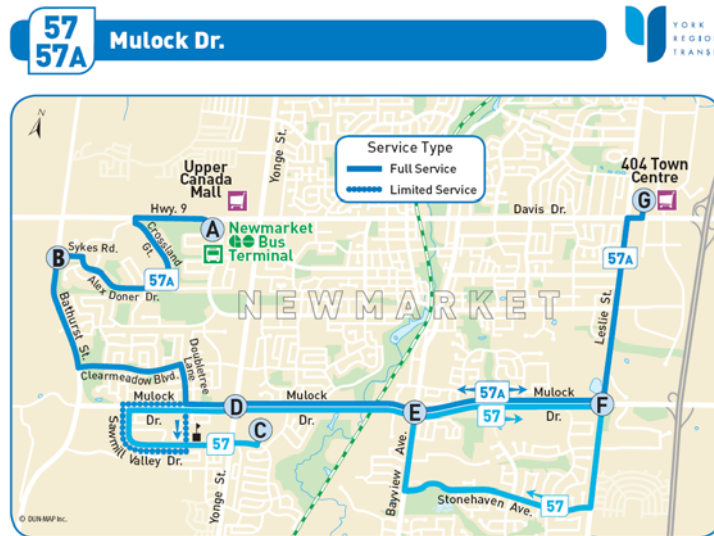
- › N/A

## Route: 57 / 57A Mulock Drive

Type: Base

**Description:** Main east-west route along Mulock Drive servicing the Sawmill Valley Dr 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 |
|-----------|-----------|---------|---------|----------|----------------|
| ✓         | ✓         | ✓       | ✓       | ✓        | ✓              |
| 40-50 min | 40-60 min | 40 min  | 30 min  | 60 min   | 60 min         |

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

### Boardings (2007):

| Annual       | 166,608 |
|--------------|---------|
| Avg Weekday  | 641     |
| Rev/Cost (%) | 22.9    |
| Boardings/Hr | 11.7    |

### Service Requests:

- › Extend service to Harry Walker

- › Provide better two way service on Mulock Dr to service the new Newmarket Recreational Centre (Magna Centre) at Mulock Dr and College Manor and improved frequency on Saturdays and Sundays.

#### **Discussion/Issues:**

- › Restructure Route 57 to service Harry Walker when Route 56 is restructured to service Harry Walker, and when Route 58 is extended south to Wellington
- › This route along Stonehaven Ave 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. A Dial A Ride service of Route 58 Leslie, combined with the existing Route 223 Aurora Newmarket GO Shuttle and Route 421 Newmarket H.S. School Special and Route 427 Sacred heart H.S may be considered in its place
- › Restructuring of Route 57 and Stonehaven Dial A Ride will be completed at the same time

#### **Recommendation:**

- › Restructure Route 57 to service 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 in Appendix IX)
- › June 2009, Route 57 Stonehaven service to be discontinued in conjunction with the Route 57 restructuring plan due to poor performance. Dial A Ride service may be considered in its place combined with the existing Route 223 Aurora Newmarket GO Shuttle and Route 421 Newmarket H.S. and Sacred Heart H.S. School Special. Introduction of Dial A Ride to the Stonehaven area service operation during peak hours
- › Annual operating cost savings to be used to offset the cost of new Stonehaven Demand Responsive Service or a Route 58A mid-day branch

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

- › Annual operating cost of a Dial A Ride service determined by new contract rate

**Route:** 58/58A Leslie North/ Leslie North via Mt. Albert

**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 |
|------------|-----------|-----------|-----------|----------|----------------|
| ✓          |           | ✓         | ✓         |          |                |
| 30-120 min | 30-40 min | 30-60 min | 30-40 min | N/A      | N/A            |

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

**Boardings (2007):**

|              |        |
|--------------|--------|
| Annual       | 20,446 |
| Avg Weekday  | 100    |
| Rev/Cost (%) | 9.8    |
| Boardings/Hr | 5.0    |

**Service Requests:**

- › Deferral from 2008 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.
- › The provision of a Dial A Ride service for Saturday and Sunday service should be considered pending as a future option

**Recommendation:**

- › Route 58 Leslie North to be extended south to State Farm as per the 2008 service plan, however, it should be noted that, due to pending budget constraints, the implementation of this service initiative has been identified for deferral. (Please refer to Northern System Map in Appendix IX)
- › Introduce Saturday and Sunday Dial A Ride Service.

**Estimated Additional Costs:**

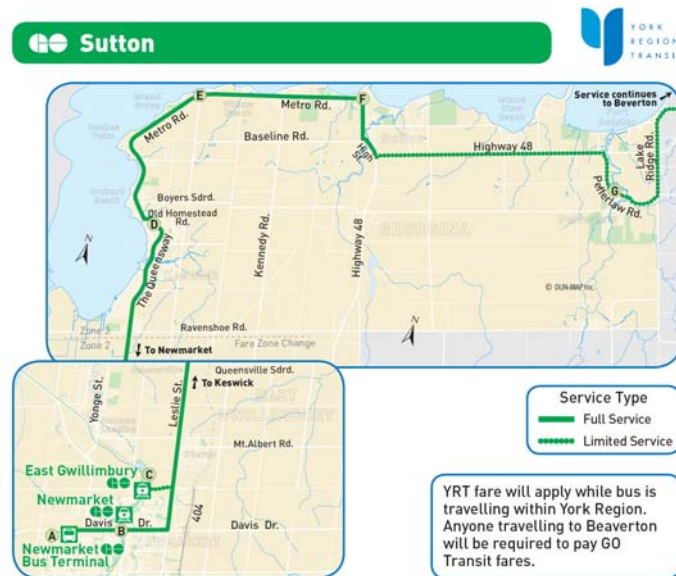
- › While this route is operating well below the standard, to complete the grid network connecting the route to State Farm as an outstanding request, this route will need to be closely monitored to improve service.
- › Dial A Ride will be reviewed as a possible option for servicing, due to the routes poor performamnce.

## Route: 69 Sutton GO Bus

Type: Base

**Description:** Provides local service to the Town of Georgina as well as a direct connection to the southern YRT/Viva services in Newmarket.

### Current Routing:



### OPERATING HOURS AND FREQUENCY:

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

**Major Trip Generators:** East Gwillimbury GO Train Station, Newmarket GO Train Station, Newmarket GO Bus Terminal

### Boardings (2007):

| Annual        | 10,541 |
|---------------|--------|
| Avg. Weekday  | 137    |
| Rev./Cost (%) | 34.8   |
| Boardings/Hr  | 3.4    |

### Service Requests:

- › Restructuring of arrival times to the Newmarket Bus Terminal to allow for better connections

- › Adjusting times to arrive 15 minutes before the hour to allow employees at the Mall to utilize the service to get to work on time

**Discussion/Issues:**

- › GO Transit possible train service improvements
- › In 2010 YRT will be considering taking responsibility of this route at such a time when GO Transit introduces a 404 Express service.

**Recommendations:**

- › January 2009, additional trips will be added to schedules

**Estimated Additional Costs:**

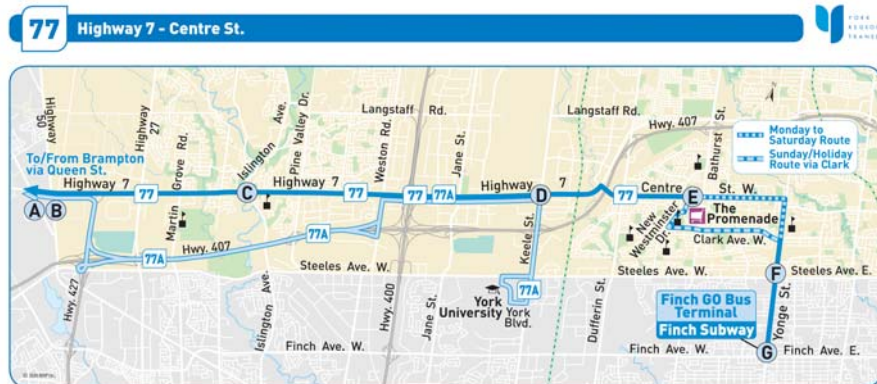
- › \$151,803, for 3 additional weekday round trips annual gross costing
- › \$62,400, for 6 additional Saturday round trips annual gross costing

## Route: 77 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 min  | 15-30 min | 30 min   | 45 min         |

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

### Boardings (2007), not including Brampton Transit operations:

| Annual       | 749,715 |
|--------------|---------|
| Avg Weekday  | 2,862   |
| Rev/Cost (%) | 57.8    |
| Boardings/Hr | 30.7    |

### Service Requests:

- › Improved schedule adherence
- › More frequent service, particularly during peak periods, to avoid intermittent overload conditions

### **Discussion/Issues:**

- › YRT and Brampton Transit share operating responsibility, costs and revenues for this service
- › 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 were implemented in January 2008
- › A strategic service review of the Highway 7 transit corridor in Vaughan and Brampton is currently underway. YRT is working closely with Brampton Transit to determine how to best meet the needs of customers travelling along this key corridor, particularly during weekday morning and afternoon peak periods. The scope of the review is considering different services (i.e. local vs. limited-stop/express trips) 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 January 2009. If additional service is warranted, implementation may be considered, pending availability of funding within the approved 2009 budget envelope.
- › Brampton Transit to implement a new weekday peak period route between Bramalea City Centre and York University, beginning September 2008
- › Planning for Brampton Transit's AcceleRide BRT initiative is underway; impacts on local YRT/Viva services are in the process of being identified

### **Recommendation:**

- › To monitor impact of service changes that are scheduled to occur in January 2009
- › April 2009, to improve weekday service during the midday period by implementing 20-minute frequency, with related costs planned to be shared with Brampton Transit
- › April 2009, to improve weekday service during the evening period by implementing 20-minute frequency, with related costs planned to be shared with Brampton Transit
- › April 2009, to improve Saturday service by implementing 20-minute frequency from approximately 8am to 8pm, and implementing 30-minute service from 9pm to midnight, with related costs planned to be shared with Brampton Transit

**Estimated Additional Cost:**

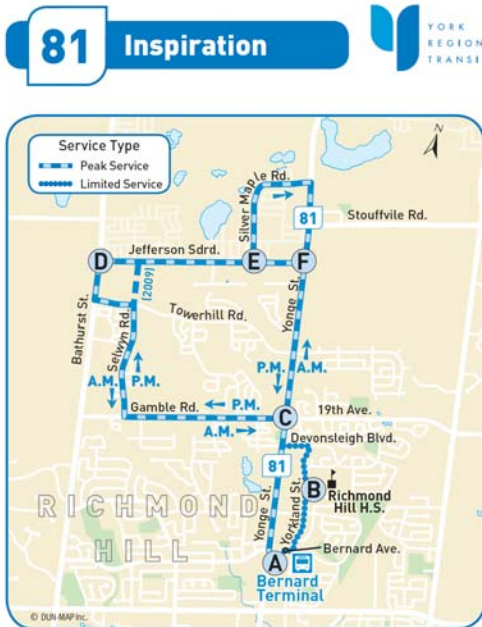
- › \$342,000 total annual operating cost to improve weekday service during the midday period by implementing 20-minute frequency. Based on anticipated 50/50 cost share arrangement with Brampton Transit, the total cost to YRT is estimated to be \$171,000
- › \$152,000 total annual operating cost to improve weekday service during the evening period by implementing 20-minute frequency. Based on anticipated 50/50 cost share arrangement with Brampton Transit, the total cost to YRT is estimated to be \$76,000
- › \$234,000 total annual operating cost to improve Saturday service by implementing 20-minute frequency from approximately 8am to 8pm, and implementing 30-minute service from 9pm to midnight. Based on anticipated 50/50 cost share arrangement with Brampton Transit, the total cost to YRT is estimated to be \$117,000

**Route:** 81 Inspiration

**Type:** Base

**Description:** To accommodate the Inspiration subdivision between Yonge Street and Jefferson Sideroad and the Bernard Terminal

**Current Routing:**



**OPERATING HOURS AND FREQUENCY:**

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

**Major Trip Generators:** Bernard Terminal, Richmond Hill High School, Inspiration Subdivision

**Boardings (2008):**

|              |       |
|--------------|-------|
| Annual       | 3,268 |
| Avg Weekday  | 92    |
| Rev/Cost (%) |       |
| Boardings/Hr | 6.9   |

**Service Requests:**

- › N/A

**Discussion/Issues:**

- › Service on Selwyn Rd

**Recommendation:**

- › Service to be relocated on to the completed length of Selwyn Rd once street construction is completed

**Estimated Additional Cost:**

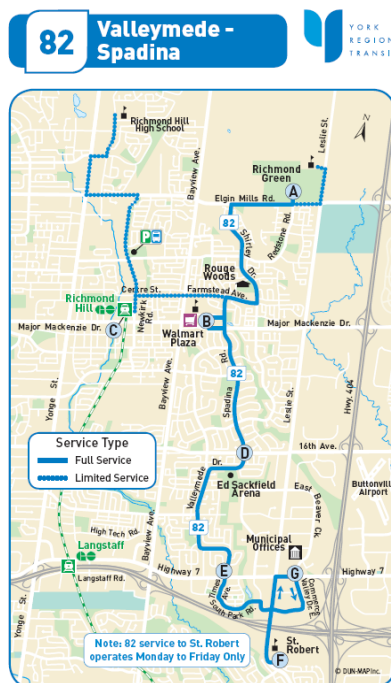
- › N/A

## Route: 82 Valleysmede - 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   | N/A            |

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

### Boardings (2007):

| Annual       | 104,518 |
|--------------|---------|
| Avg Weekday  | 518     |
| Rev/Cost (%) | 22.3    |
| Boardings/Hr | 13.3    |

### Service Requests:

- › Discontinue off-peak service to St. Robert High School

**Discussion/Issues:**

- › Due to low student passenger activity during the mid-day, off-peak service should be removed from St. Robert and operate as per the exiting Saturday routing
- › No changes to current service levels are required for 2009

**Recommendation:**

- › June 2009, discontinue Monday to Friday off-peak service to St. Robert High School

**Estimated Additional Costs:**

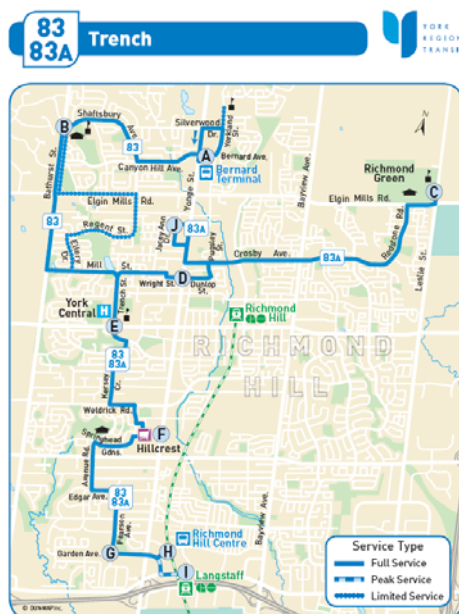
- › No additional gross operating cost saving is anticipated for the off-peak discontinuation of service to St. Robert

## Route: 83 / 83A 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 |
|-----------|--------|-----------|---------|----------|----------------|
| ✓         | ✓      | ✓         | ✓       | ✓        |                |
| 30-60 min | 60 min | 30-60 min | 60 min  | 120 min  | N/A            |

**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 (2007):

| Annual       | 200,969 |
|--------------|---------|
| Avg Weekday  | 956     |
| Rev/Cost (%) | 20.5    |
| Boardings/Hr | 12.3    |

### Service Requests:

- › Increase frequency on Shaftsbury Avenue and Route 83A branch to Yonge Street

- › Introduce Sunday Service
- › Maintain Service to Dunlop Senior's Residences

#### **Discussion/Issues:**

- › 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
- › As part of the 2009 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. Service extension onto the Queen Filomena and Via Romano Drive area. These two new communities will consist of over 1700 new units and a population of 5000.
- › School board has requests for Route 83 Trench service for students attending Alexander Mackenzie and Langstaff H.S.
- › Remove duplication of service on Bathurst Street

#### **Recommendation:**

- › Fall 2008, service extension into the Queen Filomena and Via Romano Drive community and off of Bathurst Street

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

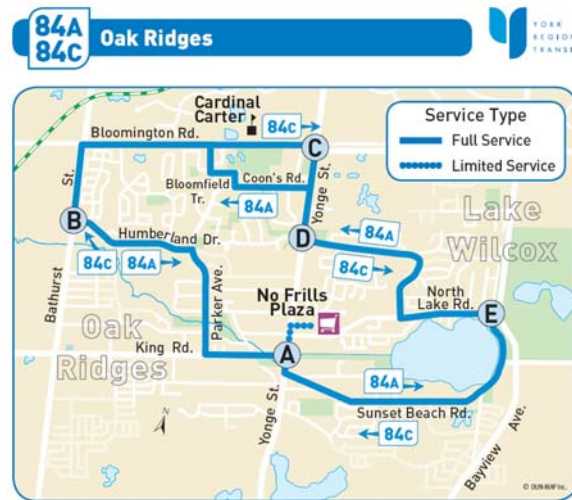
- › \$101,200, additional annual gross operating cost for new Route 83 routing to Queen Filomena Community

## Route: 84A / 84C 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 | 30-40 min | N/A     | 40 min   | N/A            |

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

### Boardings (2007):

| Annual       | 54,349 |
|--------------|--------|
| Avg Weekday  | 258    |
| Rev/Cost (%) | 15.0   |
| Boardings/Hr | 7.6    |

### Service Requests:

- › Introduce service on Old Colony Road from Yonge to Bayview to service new Casa subdivision
- › Extend route to service Stouffville Sdrd and Bayview community
- › 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
- › Increased service frequency on route
- › GO Shuttle from Humberland Dr / Parker Ave to King GO Station (peak periods)

#### **Discussion/Issues:**

- › 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 2008, 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
- › This area may be a candidate for Dial A Ride service during the off-peak periods

#### **Recommendation:**

- › January 2009, reducing Route 84A/C to M-F peak hour service with a minor route restructuring
- › January 2009, introduce Dial A Ride midday, evening and Saturday services

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

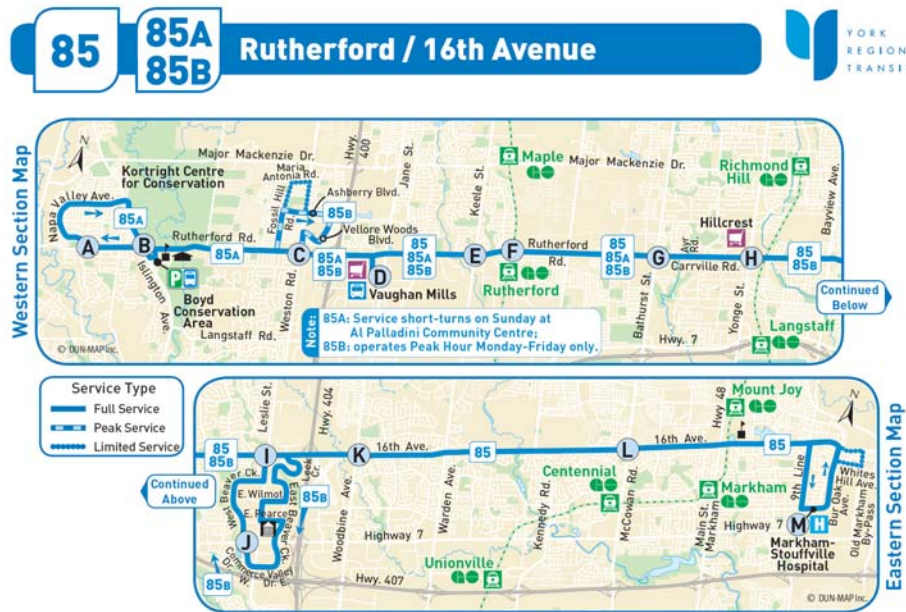
- › \$315,400, annual cost savings for reducing peak servicing for Route 84A/C
- › Dial A Ride costing will be determined by new contract rate

## Route: 85 / 85A / 85B 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 | 30 min  | 30 min  | 30 min   | 30-60 min      |

#### Rte 085A

|           |        |        |     |        |     |
|-----------|--------|--------|-----|--------|-----|
| ✓         | ✓      | ✓      |     | ✓      |     |
| 30-45 min | 60 min | 30 min | N/A | 60 min | N/A |

**Rte 085B**

|           |     |        |     |     |     |
|-----------|-----|--------|-----|-----|-----|
| ✓         |     | ✓      |     |     |     |
| 10-30 min | N/A | 30 min | N/A | N/A | N/A |

**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\* (2007):**

|               |                |
|---------------|----------------|
| <b>Annual</b> | <b>907,762</b> |
| Avg Weekday   | 3,269          |
| Rev/Cost (%)  | 35.4           |
| Boardings/Hr  | 21.1           |

\* STATS FOR ALL BRANCHES COMBINED

**Service Requests:**

- › Improve the frequency of weekdays from 20 to 15 minutes
- › Improve weekend frequency to 30 minutes

**Discussion/Issues:**

- › Service has been improved in late 2008; awaiting results of changes
- › GO Transit possible train service improvements at Rutherford GO Station
- › There is potential for a GO shuttle to be implemented to the Napa Valley and Fossil Hill area

**Recommendation:**

- › April 2009, improvements to service to meet new GO Train servicing at Rutherford GO Station

**Estimated Additional Costs:**

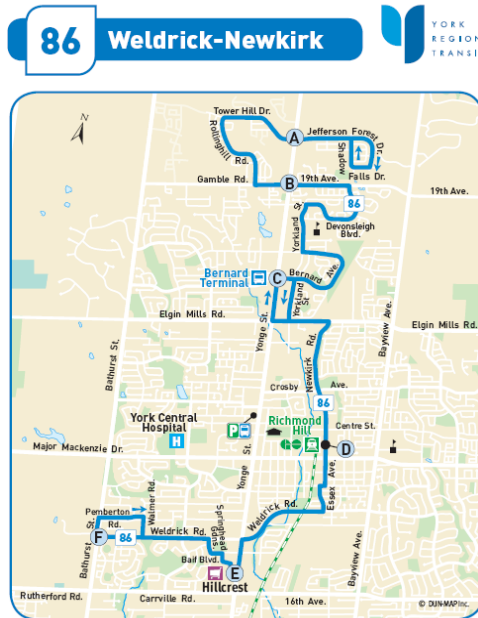
- › \$101,200, annual gross costing to meet new GO Train servicing at Rutherford GO Station

**Route:** 86 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 min  | 60 min   | N/A            |

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

**Boardings (2007):**

| Annual       | 161,626 |
|--------------|---------|
| Avg Weekday  | 805     |
| Rev/Cost (%) | 19.8    |
| Boardings/Hr | 11.80   |

**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 Rutherford GO Station and the new communities to Hillcrest Mall, Viva Weldrick Station and the Richmond Hill GO Station.
- › 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:**

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

**Estimated Additional Costs:**

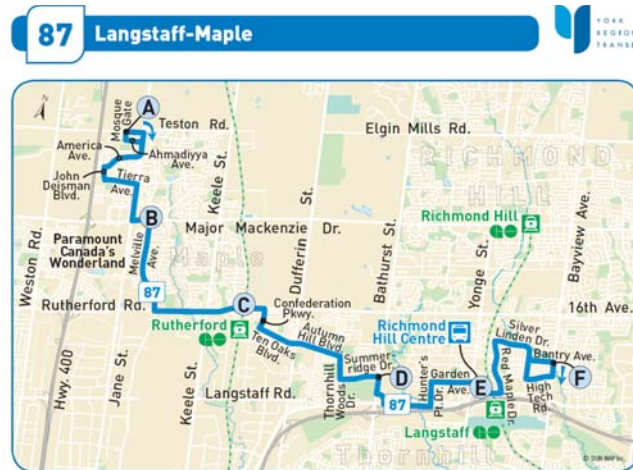
- › \$355,600, additional annual gross operating cost for route extension west through the Upper Thornhill Village subdivision connecting to the Rutherford GO Station

## Route: 87 Langstaff Maple

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 | N/A     | 60 min   | N/A            |

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

### Boardings (2007):

| Annual       | 198,881 |
|--------------|---------|
| Avg Weekday  | 986     |
| Rev/Cost (%) | 23.8    |
| Boardings/Hr | 14.2    |

### Service Requests:

- › Increased Frequency
- › Improved Connections

### Discussion/Issues:

- › Additional trips to accommodate all day servicing to Rutherford GO Station

**Recommendation:**

- › April 2009, service new Rutherford GO Station trips

**Estimated Additional Costs:**

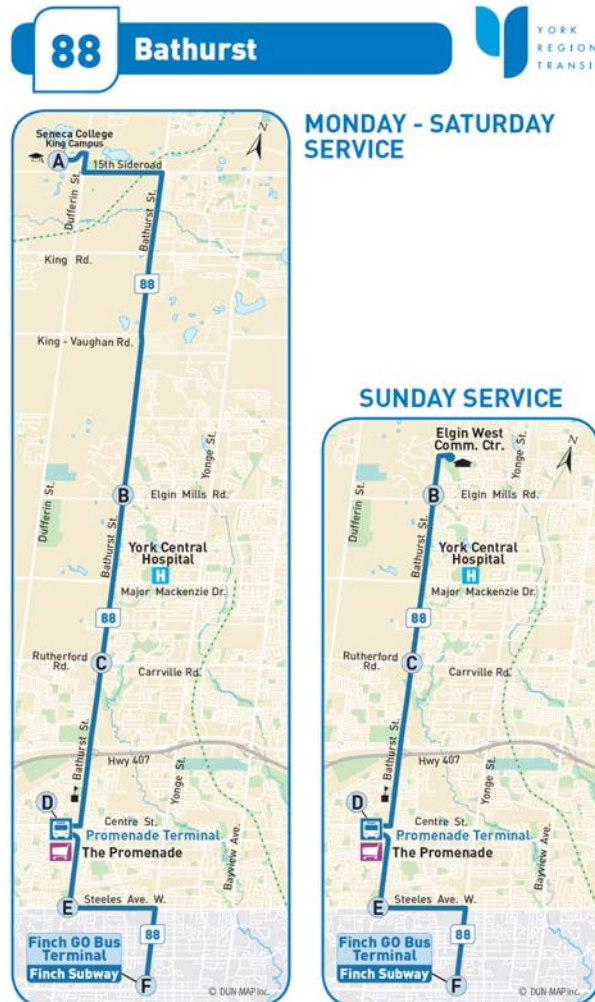
- › \$101,200, annual gross costing to meet new GO Train servicing at Rutherford GO Station

**Route:** 88 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  | 30-35 min | 45-55 min      |

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

**Boardings (2007):**

|               |                |
|---------------|----------------|
| <b>Annual</b> | <b>612,321</b> |
| Avg Weekday   | 2,431          |
| Rev/Cost (%)  | 52.6           |
| Boardings/Hr  | 27.9           |

**Service Requests:**

- › Improve weekday peak period frequency
- › Extend weekend service north to Oak Ridges/King area
- › Provide later service until midnight on weekday evenings (weekday service currently ends at approx 10pm)
- › Provide express service to the Seneca College King Campus to reduce travel times e.g. from Finch Subway Station

**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
- › Funding for improved weekday peak period service frequency was approved for 2008. However, since levels of demand now appear to be higher at the bottom portion of the route, consideration is being made to restructure the route by implementing a separate branch (e.g. 88-A) that would provide service north of Elgin West C.C. to Seneca College King Campus to reflect local demand.
- › This route is experiencing significant growth due to the presence of key demand generators and significant development of new residential neighbourhoods within its catchment area
- › 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 88 services.

**Recommendation:**

- › April 2009, to implement a restructured service involving creation of a new branch (e.g. 88-A) that will provide service north of Elgin West C.C. to Seneca College King Campus to reflect local demand, using existing fleet and financial resources as approved under the 2008 Service Plan

- › January 2009, to provide later service on weekday evenings until approximately 12:00 midnight
- › September 2009, to introduce new weekday 'limited-stop' branch during peak periods

**Estimated Additional Costs:**

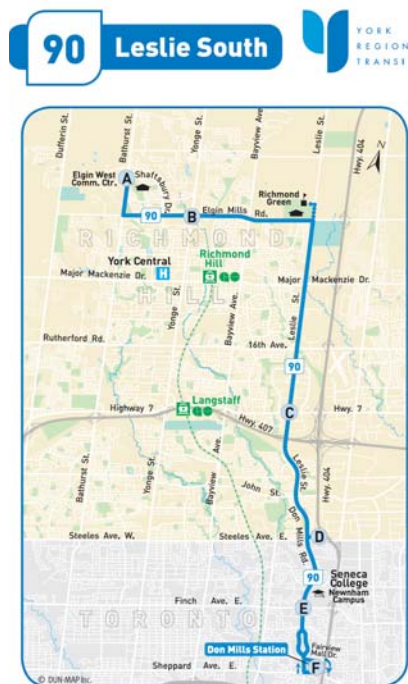
- › \$102,000 annual operating cost to provide later service on weekday evenings until approximately 12:00 midnight
- › \$532,000 annual operating cost to introduce new weekday 'limited-stop' branch during peak periods

## Route: 90 Leslie South

Type: Base

**Description:** A main north-south route operating between Elgin West Community Centre and the Don Mills Subway Station.

### Current Routing:



### OPERATING HOURS AND FREQUENCY:

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

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

### Boardings (2007):

| Annual       | 238,555 |
|--------------|---------|
| Avg Weekday  | 1,069   |
| Rev/Cost (%) | 30.8    |
| Boardings/Hr | 18.4    |

### Service Requests:

- › Improved service frequency to support the new commercial area located at the northeast corner of Leslie Street and Elgin Mills Road

- › Extend service along Elgin Mills Rd to Woodbine Ave.

**Discussion/Issues:**

- › Restructuring of route to accommodate growth on Elgin Mills Rd.

**Recommendation:**

- › June 2009, restructuring of route into another new Route 80 Elgin Mills
- › September 2008, Route 90 to end at Elgin Mills and Leslie St

**Estimated Additional Costs:**

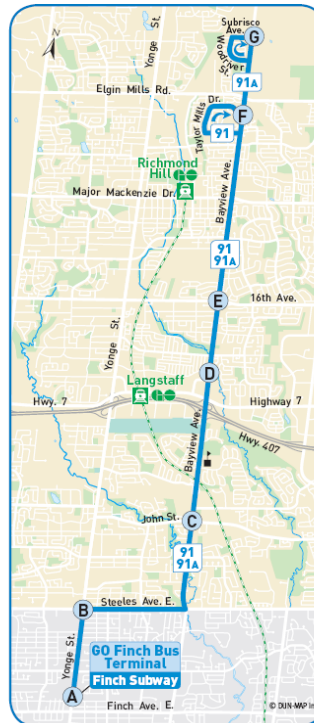
- › \$708,400, annual gross costing for restructuring of route into another new Route 80 Elgin Mills
- › \$354,200, annual cost savings to Route 90 to end at Elgin Mills and Leslie St

**Route:** 91 / 91A Bayview South

**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 |
|-----------|--------|-----------|---------|-----------|----------------|
| ✓         | ✓      | ✓         | ✓       | ✓         | ✓              |
| 10-30 min | 60 min | 10-20 min | 60 min  | 30-60 min | 40-60 min      |

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

**Boardings (2007):**

|               |                  |
|---------------|------------------|
| <b>Annual</b> | <b>1,077,427</b> |
| Avg Weekday   | 3,994            |
| Rev/Cost (%)  | 68.1             |
| Boardings/Hr  | 36.1             |

**Service Requests:**

- › Extend late evening service until 1:00am (both directions)
- › Extend route further north to Old Colony Road, Oak Ridges
- › Improve the frequency on the Route 91A branch
- › Extend service to the Richmond Hill Centre terminal
- › Provide Route 91A service on Sunday/Holidays
- › Provide Viva services along Bayview

**Discussion/Issues:**

- › To provide more service along Route 91A branch during the pm peak periods, convert some Route 91 branch trips to 91A branch trips.
- › To provide more service along Route 91A branch during the Saturday morning and late evening, convert some Route 91 branch trips to 91A branch trips.
- › Sunday/Holiday service should be implemented on Route 91A branch. This would improve the frequency to every 30minute south of Taylor Mills Drive.
- › To provide service to Oak Ridges, implement a new branch (Rt 91B). Route to operate along Old Colony Rd and along Bayview Ave. For Route 91B branch, route could become semi express between Subrisco Ave and GO Finch Terminal. Select trips could divert to Richmond Hill Centre Terminal to make connections with viva and the GO Trains.

**Recommendation:**

- › April 2009, convert some pm peak period trips, Saturday morning and late evening trips to Route 91A branch trips.
- › April 2009, implement Sunday/Holiday service on Route 91A branch.
- › April 2009, implement a new branch (91B) to service Oak Ridges (peak period only).

**Estimated Additional Costs:**

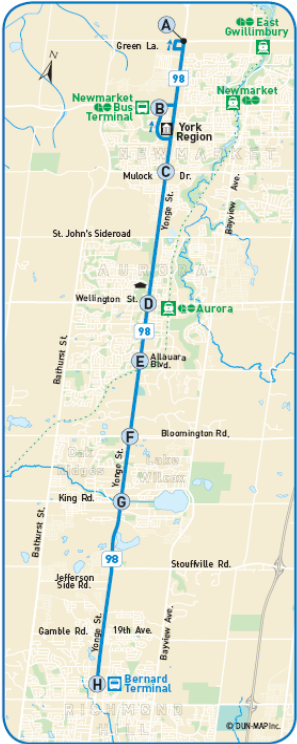
- › \$43,200 annual operating costs for convert some pm peak period trips, Saturday morning and late evening trips to Route 91A branch trips.
- › \$30,500 annual operating costs for Route 91A trips on Sundays
- › \$404,800 annual operating costs for the new 91B branch to Oak Ridges (peak period only).

Route: 98 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, Yonge / Green Lane, Newmarket GO Terminal.

**Boardings (2007):**

|               |                |
|---------------|----------------|
| <b>Annual</b> | <b>233,674</b> |
| Avg Weekday   | 873            |
| Rev/Cost (%)  | 18.1           |
| Boardings/Hr  | 9.3            |

**Service Requests:**

- › Route 98 should be replaced as a branch of 99 (99A Finch Station - Newmarket) Perhaps every third trip of Route 99 could be a Route 99A trip to Newmarket.

**Discussion/Issues:**

- › Although there is growth along the corridor, increasing service levels are not financially feasible given the route's performance.
- › As part of PLAN09 review, 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 review transit service along the Yonge Street transit corridor between Finch Subway Station and Green Lane. The scope of this review would include YRT Routes 98, 99, Viva blue and the GO Transit Newmarket 'B' bus service. As Phase 2 of the Viva Rapid Transit Network is underway, service along Yonge St. to Green Lane will be reviewed to determine if current service levels provided by routes 98 and 99 are warranted. YRT will work closely with GO Transit to determine how to best meet the needs of customers travelling along this key corridor. If additional service is warranted, implementation may be considered, pending availability of funding within the approved 2009 budget envelope.

**Recommendation:**

- › N/A

**Estimated Additional Costs:**

- › N/A

**Route:** 99 Yonge South

**Type:** Base

**Description:** A main north-south route operating between Bernard Terminal and GO Finch Bus Terminal.

**Current Routing:**



**OPERATING HOURS AND FREQUENCY:**

| AM Peak | Midday | PM Peak | Evening | Saturday | Sunday/Holiday |
|---------|--------|---------|---------|----------|----------------|
| ✓       | ✓      | ✓       | ✓       | ✓        | ✓              |
| 12 min  | 30 min | 12 min  | 30 min  | 30 min   | 30 min         |

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

**Boardings (2007):**

| Annual       | 1,032,176 |
|--------------|-----------|
| Avg Weekday  | 3,818     |
| Rev/Cost (%) | 52.9      |
| Boardings/Hr | 28.1      |

**Service Requests:**

- › Route 98 should be replaced as a branch of 99 (99A Finch Station - Newmarket) Perhaps every third trip of Route 99 could be a Route 99A trip to Newmarket.

**Discussion/Issues:**

- › 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 review transit service along the Yonge Street transit corridor between Finch Subway Station and Green Lane. The scope of this review would include YRT Routes 98, 99, Viva blue, and the GO Transit Newmarket 'B' bus service. As Phase 2 of the Viva Rapid Transit Network is underway, service along Yonge St. to Green Lane will be reviewed to determine if current service levels provided by routes 98 and 99 are warranted. YRT will work closely with GO Transit to determine how to best meet the needs of customers travelling along this key corridor. If additional service is warranted, implementation may be considered, pending availability of funding within the approved 2009 budget envelope.

**Recommendation:**

- › Review the reduction of peak period service that currently operates a 12 minute frequency. The route will be monitored to ensure the proper level of service is provided for customers travelling in the Yonge St. corridor south of Bernard Terminal. Additional service will be reinstated if the service is warranted, and implementation of service will be considered in April of 2009.

**Estimated Additional Costs:**

- › N/A