

Appendix II – Viva Routes

Viva Service

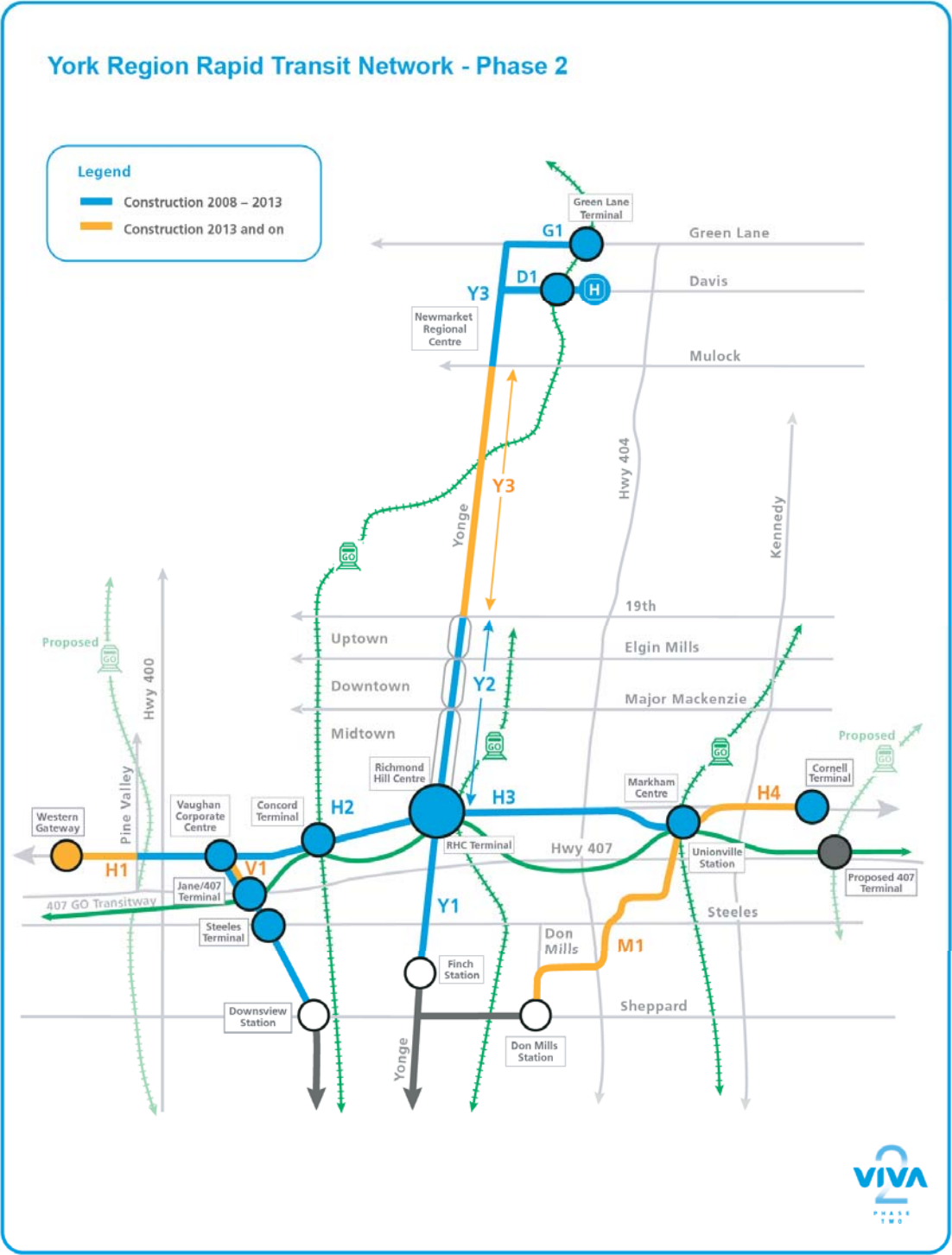
Viva is York Region's bus rapid transit (BRT) system, operating in the Highway 7 and Yonge Street corridors with connections to Don Mills and Downsview subway stations. Viva is designed to provide frequent, limited stop service using distinct vehicles, intelligent transportation systems, off-board fare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

The current Viva service, which launched in September 2005, has realized increased boardings annually, carrying 8.3 million riders in 2007, up from 7.1 million in 2006. It is the first phase of a longer-term rapid transit initiative – VivaNext – that includes subway extensions and bus rapid transit in dedicated rapidways to provide significantly faster travel times.

VivaNext consists of approximately 71 kilometres of surface rapid transit in dedicated rapidways, integrated with the northerly extensions of the Yonge subway line to Richmond Hill Centre and Spadina subway line to Vaughan Corporate Centre. Figure 5 illustrates the various rapidway segments to be constructed. Preliminary engineering work on the H3 corridor is nearing completion, while work on the H2 segment was recently begun. Submission of the Environmental Assessment for the Y3, D1 and G1 segments – on Yonge Street, and along Davis Drive and Green Lane east of Yonge Street – is anticipated in the fall of 2008.

As YRT/Viva moves forward into the next year, all service frequencies and route variations will be reviewed as part of the PLAN09. Service frequencies in the morning and afternoon rush hours will be reviewed to provide adequate levels of service for each route in accordance with YRT's service standards. Variations in route configurations will be addressed as requests for changes to Viva service are received.

FIGURE 5: YRT/ VIVA RAPID TRANSIT NETWORK – VIVA NEXT



York Region
rapid transit route map

VIVA

viva system map
effective january 27, 2008

key to lines

- York University/Richmond Hill/Cornell
- Finch/Richmond Hill/Unionville
- Don Mills/McCowan/Cornell
- Finch/Richmond Hill/Newmarket
- Martin Grove/York University/Downsview
- indicates future service
- hollow lines indicate peak service only
- multiRide machines located at this terminal
- future viaduct

1 zone fare required for travel completely through this area

2 zone fare required for trips that begin or end within this area

Yonge St.

Richmond Hill

Markham

Unionville Station

Don Mills Station

Finch Station

Downsview Station

York University

City of Toronto

VIVA
YORK REGION TRANSIT

Route: Viva Blue

Type: Base

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

OPERATING HOURS AND FREQUENCY:

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

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

Boardings (2007):

Annual	4,832,047
Avg Weekday	16,678
Rev/Cost (%)	78.0
Boardings/Hr	56.5

Service Requests:

- › Additional service frequency during peak and off-peak periods (weekday midday & evening, midday Saturday and midday Sunday)
- › Later weekday evening service (past midnight)
- › Earlier Sunday service
- › Express service north of Bernard Terminal to decrease travel time for passengers travelling between Bernard Terminal and the Newmarket GO station
- › Provide express Viva services northbound and southbound via Yonge Street
- › Extension of route further north to Green Lane / East Gwillimbury GO Station

Discussion/Issues:

- › As VivaNext is underway, work on the Environmental Assessments as well as preliminary designs for the network are currently in progress.
- › Discussions regarding the extension of the TTC Yonge subway line to Richmond Hill Centre are in progress.

- › Express service north of Bernard Terminal to decrease travel time for passengers travelling between Bernard Terminal and the Newmarket GO station will be reviewed as part of the 2009 planning cycle and service will be introduced if the service is warranted. Implementation of service will be considered in 2009, pending budget approval.
- › The possibility of a route extension further north (from the Newmarket Terminal) to Green Lane and the East Gwillimbury GO Station will be reviewed as part of the 2010 service planning cycle and as part of VivaNext.
- › In January 2009, to accommodate increasing demand and overcrowding, service frequency will be improved to 8.5-minute frequency (from the current 12 to 15 minutes) during the weekday early evening period.
- › August 2008, Viva blue service was extended to meet the last northbound TTC train arriving at Finch Station. The route will be monitored to see if service levels are warranted during this time.

Recommendation:

- › January 2009, as a 2008 deferral due to fleet, additional weekday peak period frequency from current 10 minutes (Newmarket-Finch) and 10 minutes (Bernard-Finch) to 8.5 minutes (Newmarket-Finch) and 8.5 minutes (Bernard-Finch), for a combined frequency of 4 minutes (from current 5 minutes) will be implemented.
- › January 2009, increase weekday off peak service from 15 min to 12 min to reduce overcrowding along the Yonge St corridor.
- › January 2009, increase Saturday midday service from the current 12 minute frequency to 10 minutes from 10 am to 12 pm and 4pm to 6 pm.

Estimated Additional Costs:

- › \$85,000 annual operating cost to improve weekday off peak service due to growth.
- › \$460,000 annual operating cost to improve Saturday midday service due to growth.
- › \$405,000 annual operating cost to maintain schedule adherence due to growth.

Route: Viva Purple

Type: Base

Description: An east – west base route operating along Highway 7 corridor between Markham Stouffville Hospital and York University.

OPERATING HOURS AND FREQUENCY:

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

Major Trip Generators: Finch Terminal, Richmond Hill Centre Terminal, York University, Seneca Markham campus, Markham Stouffville Hospital, Highway 7 corridor, Markville Mall, Promenade Mall.

Boardings (2007):

Annual	1,851,209
Avg Weekday	7,353
Rev/Cost (%)	37.5
Boardings/Hr	27.2

Service Requests:

- › Extension of Viva purple west to Martin Grove
- › Additional service frequency during weekday off-peak periods to address overcrowding along Highway 7 east of Yonge Street.
- › Construct a Viva station at the corner of Highway 7 and Ninth Line.
- › Construct a Viva station at Highway 7 and Chalmers
- › Later weekday evening service (past midnight)

Discussion/Issues:

- › Viva purple has been extended to Markham Stouffville Hospital in anticipation of extending the service to a new Cornell bus terminal loop (January 2010).
- › An additional short-turn Viva purple service was implemented in September 2007 to address overcrowding to/from York University. This service operates between the Richmond Hill Centre Terminal and York University on an as needed basis.

- › Consideration of service increase will be determined in the fall of 2009 as a York U referendum will be held in regards to a University transit pass.
- › The need for later weekday evening service will be reviewed as part of the 2009 budget cycle.
- › Extending service to Martin Grove will not be reviewed as part of the 2009 budget cycle as Viva orange currently has capacity to accommodate new passengers.
- › Additional vivastations along the Highway 7 corridor will be reviewed and analysed in regards to YRT/Viva's spacing standards to see if the vivastations warranted in requested locations. This analysis will take place as part of the 2009 planning cycle.
- › Integration options with Brampton Transit's future Acceleride Rapid Transit (fall 2010) will be explored in the next year.

Recommendation:

- › Peak period frequency will reviewed as a result of customer requests during this time. A review to operate at an 8.5 minute frequency during the morning and afternoon periods will be undertaken to see if this service increase is warranted.

Estimated Additional Costs:

- › \$405,000 annual operating cost to maintain schedule adherence due to growth.

Route: Viva Pink

Type: Base

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

OPERATING HOURS AND FREQUENCY:

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

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

Boardings (2007):

Annual	582,274
Avg Weekday	2,451
Rev/Cost (%)	45.6
Boardings/Hr	33.0

Service Requests:

- › Increase service span for current peak operating periods.

Discussion/Issues:

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

Recommendation:

- › N/A

Estimated Additional Costs:

- › N/A

Route: Viva Orange

Type: Base

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

OPERATING HOURS AND FREQUENCY:

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

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

Boardings (2007):

Annual	717,303
Avg Weekday	3,025
Rev/Cost (%)	25.9
Boardings/Hr	18.8

Service Requests:

- › An additional vivastation at Sheppard and Chestwood between Downsview stop and Keele / Finch stop
- › A new Viva route - Jane street from Downsview Station to Vaughan Mills / Wonderland. Viva Orange to be realigned to bypass York, and go to Finch via the Promenade.

Discussion/Issues:

- › An open door policy with TTC at York University may be implemented in 2009. As a result, service will be monitored and reviewed to accommodate any increased in customers on this route.
- › In 2009, York University will hold a referendum regarding a transit pass for all university students. YRT/Viva will be monitoring the events to follow as a result of the outcome of the referendum. If the university pass is accepted by the students of York University, YRT/Viva will implement service changes accordingly.
- › Discussions regarding integration options with Brampton Transit's future AccelleRide Rapid Transit (Fall 2010) are underway.

- › To provide rapid transit service along Highway 7, options include removing Viva orange from the corridor to allow AccelleRide to operate at a 5 minute frequency or co-branding Viva orange and AccelleRide as one service that operates together as currently seen with Brampton Transit and York Region Transit with Route 77.
- › The TTC Downsview Bus rapid transit busway is planned to open in fall 2009. As a result Viva orange will utilize the busway in the same manner as the TTC express routes travelling to and from York University. Using the busway will have a travel time savings in each direction on Viva orange that will result in an estimated annualized savings of \$250,000.

Recommendation:

- › N/A

Estimated Additional Costs:

- › \$203,000 annual operating cost to maintain schedule adherence due to growth.

Route: Viva Green

Type: Base

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

OPERATING HOURS AND FREQUENCY:

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

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

Boardings (2007):

Annual	313,564
Avg Weekday	917
Rev/Cost (%)	17.5
Boardings/Hr	12.7

Service Requests:

- › Extension east to Cornell Terminal
- › Re-instate off peak service
- › Increase service during peak periods
- › Extend evening off peak service
- › Increase peak hour service to 10 minutes from the current 15 minutes

Discussion/Issues:

- › The priority is to first extend full viva purple service to Cornell; the extension of Viva green weekday peak period service east to Cornell Terminal loop will be reviewed as part of the 2009 budget cycle.
- › Ridership on this route will continue to be monitored with the expectation that off-peak service will gradually return as the area around Markham Centre begins to develop (2009+).

- › Despite the cancellation of midday and evening service in September 2007, the route is still operating well below standard and will be monitored for future service changes.

Recommendation:

- › N/A

Estimated Additional Costs:

- › N/A