



ANNUAL SERVICE PLAN09

Draft Report - October 2008





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1.0 Executive Summary

Building on the success of the 2008 Annual Service Plan, York Region Transit/Viva (YRT/Viva) has prepared a draft Annual Service Plan for 2009 (PLAN09). PLAN09 provides directions and outlines initiatives that can be undertaken in 2009 to continue to increase YRT/Viva ridership and ensures continued improvement to routes and services.

Since amalgamation of transit services in 2001, ridership in York Region has grown by almost 11 million riders or an average of 10% per year. YRT/Viva has experienced one of the highest growth rates in the Greater Toronto and Hamilton (GTAH) area and also one of the highest in Canada (as per Canadian Urban Transit Association Statistics). It is important to note that growth in ridership has consistently exceeded population growth since the amalgamation of YRT in 2001.



The higher rate of transit ridership growth can be attributed to increased population and employment growth, a heightened awareness of environmental stewardship, rising fuel costs and extensive marketing activities. Since 2001, YRT/Viva revenue hours have increased significantly from 350,000 to almost 1.2 million by the end of 2008, an average increase of almost 20% per year. This unprecedented investment in public transit reflects York Region's commitment to the transit system expansion and the development of a more balanced and transit supportive transportation network.

By the end of 2008, the YRT/Viva system will consist of 126 routes (including 34 special routes designated for high school trips). The YRT/Viva system consists of:

- › Viva rapid transit routes
- › Base routes (operating along major arterial corridors)
- › Feeder or local routes (operating in local neighbourhoods)

- › High school specials (which focus on specific student demand)
- › GO Train shuttles
- › Express services
- › Community Bus routes (Richmond Hill, Markham and Newmarket)
- › TTC and Brampton routes (extensions into York Region)

Each category of route serves a particular transit market and each plays an important role in the success of the overall system network. Although each route is reviewed individually, YRT/Viva considers the overall system goals when evaluating changes or improvements to service as outlined in the YRT/Viva Service Guidelines and Standards.

PLAN09 includes extensive stakeholder consultation with various focus groups and transit partners/agencies to obtain valuable feedback to improve transit services.

A few key recommendations of the plan are:

- › A 6.6% increase in annual service hours.
- › Increased transit frequency for Viva on Yonge Street and Highway 7.
- › Improved transit services to existing and new developing areas in all nine municipalities.
- › Increased high-school special services in consultation with School Boards.
- › Increased Dial-a-Ride services in Richmond Hill, Markham, Aurora, Newmarket and Georgina.
- › Increased travel options for persons with disabilities by implementing YRT/Viva's Travel Training Program.

During the budget review process, PLAN09 will be reviewed and final recommendations approved for implementation in 2009. The total gross cost of all service improvements in the PLAN09 is approximately \$7.9 million in 2009 (approximately \$12.4 million annualized).

As noted previously, although transit ridership and associated revenue gains have been impressive, in the short term the increase in service levels has been even greater. However, with the significant increase in service, the 2009 YRT/Viva system revenue cost recovery ratio is expected to be just over 38%.

2.0 Overview – PLAN09

2.1 Introduction

The YRT PLAN09 provides a framework for the next year's expansion of the transit network (coverage area and service frequency) in order to attract new customers and increase overall transit market share.



The last YRT/Viva Five-Year Service Plan (2006-2010) was completed in 2006 which responded to the challenges of the subsequent five years by refining the service standards into more effective planning tools. It also developed a comprehensive communication plan, outlined service initiatives and growth requirements, and explored new ways YRT/Viva can continue its innovative development. The Draft PLAN09 continues to implement the recommendations that were originally identified in the Five-Year Service Plan.

The primary goal of an annual service plan is to ensure the transit system's goals and objectives are aligned with the predetermined longer-range strategic plan. YRT/Viva's mandate also includes a major role in contributing to an increase in the Region's morning peak hour modal share from 8 to 12 percent during the same period.

York Region - Vision 2026 includes a goal statement relating to the development of 'Infrastructure for a Growing Region', which states: "In 2026, York Region will have effective, efficient and environmentally sensitive transportation, waste management and water systems."

To support this goal, the Region has identified specific action areas. The following action areas have been considered for this report:

- › Continuing to improve service and infrastructure for a successfully integrated transit service.
- › Developing an optimal mix of transit service types.

- › Promoting transit usage as a practical and wise alternative to private vehicle use.

2.2 Organization of the Document

The PLAN09 document has been organized into the following sections:

Section 1 - Executive summary

Section 2 - Overview of PLAN09

Section 3 - Detailed service guidelines

Section 4 - Planning process

Section 5 - Stakeholder consultations

Section 6 - Route performance assessments

Section 7 - Draft initiatives by municipalities

Section 8 – Conclusion

Appendices I to VIII – Individual route information by route type, including YRT & Viva routes, Shuttles, express, community bus services, school specials, TTC routes and Dial-a-Ride routes

Appendix IX –Draft System Maps (North and South)

Appendix X – PLAN09 Consultations Feedback

3.0 Service Guidelines

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

These Standards and Guidelines have been developed as part of York Region Transit's last Five-Year Service Plan and:

- › Apply to the entire YRT/Viva family of services
- › Bring clarity and consistency to the process of continually adjusting and improving transit services to meet varied and changing customer needs
- › Define the conditions that require action when standards are not met
- › Allow flexibility to respond to varied customer needs and community expectations in an accountable, equitable and efficient manner.

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

3.1 YRT/Viva Family of Services

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



Viva Service

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

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

Base Services throughout the Region

Throughout the YRT/Viva system, certain routes and services are designated as Base Services, to ensure a basic level of access throughout the service area. In the larger urban areas, Base Services form a basic grid route network of fixed routes, connecting major trip origins and destinations. Base Services operate 7 days per week, in all operating periods. Base Services are designated in the major east-west and north-south travel corridors on the main arterial roads to ensure that 90 per cent of all major residential and employment areas are within 500 metres during the weekday and 1000 meters during the weekend of transit service.

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

Local Routes

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

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

Local routes connect communities with major activity centres or corridors and to the arterial grid network

Express Routes

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

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

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

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

Shuttles

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

Shuttles to GO Train or Viva stations are shorter and more direct

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

Community Bus Services

Community Bus services¹ are fully accessible transit services typically designed for seniors and people with disabilities who can use fully accessible conventional transit. Rather than follow conventional routing patterns, they are designed to provide better access to facilities oriented to this customer market, such as senior's residences, medical facilities, community centres and shopping areas.

Community Bus Services are designed to provide fully accessible transit services to seniors and people with disabilities

¹ For the purpose of these Transit Service Standards and Guidelines, local transit services in smaller communities outside of the urban areas in the 5 major municipalities are included in this category. This is because their smaller population levels may make it difficult for bus routes to meet the performance standards of Base or Local Routes within the urban areas.

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

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

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

Dial-a-Ride services would provide transit services to low demand areas

GO Fare Arrangements

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

YRT/Viva has special fare arrangements with GO Transit to provide improved transit service connections

3.2 Performance Measures

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

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

The transit services are scheduled and operated according to key performance indicators (see Table 1). Performance targets are assessed as part of a continuous quality improvement framework, and will be adjusted upward when consistently met.

TABLE 1: SYSTEM WIDE PERFORMANCE STANDARDS

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

3.3 Service Standards

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

Route Coverage

YRT/Viva considers new or revised routes to serve residents, places of work, secondary and post-secondary schools, major shopping centres and public facilities in the urban area that are beyond the maximum walking distance (Please refer to Table 2).

TABLE 2: DISTANCE TO A BUS STOP

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

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

Service Levels and Span of Service

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

Minimum service frequencies and spans of service do not apply to Express or Shuttle routes, which are designed to meet specific schedules at the destinations. Express Route service will be determined by Vehicle Loading and Route Performance standards. Frequency of Shuttle Routes will be determined by train/ employment schedules, or contracts (Please refer to Table 3).

TABLE 3: ROUTE SERVICE FREQUENCIES

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

Note: Span of service standard applies only to Base Services

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

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

Vehicle Loading

YRT/Viva designs its services to keep the number of passengers on its vehicles at a comfortable level, always within the limits of safety. In peak periods, this means that some passengers will be expected to stand for part of the trip. In off-peak periods, services will be designed to try to provide a seat to all off-peak customers, given the less frequent service. Where services operate on a 400 series highway, services are planned for all riders to be seated (Please refer to Table 4).

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

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

TABLE 4: VEHICLE LOADING STANDARDS

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

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

Route Performance

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

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

Base Services

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

Viva Routes

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

Local Routes

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

Express Routes

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

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

Shuttles

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

Target Performance

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

TABLE 5: PEAK AND OFF-PEAK PERFORMANCE TARGETS

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

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

Establishing New Transit Service

Determining Whether Service is Warranted

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

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

Population targets for considering Community Bus services within small urban communities such as King City and Mount Albert are included as guidelines since a service in any community should be operated if it meets Route Performance standards. However, the designation of 15,000 populations is an appropriate guideline for considering service, and should be used to identify communities where these standards will apply.

Service Expansion into New Areas

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

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

Service in New Operating Periods

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

3.4 Design Guidelines

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

Route Directness – How direct should the route be?

Route Directness is a measure of how much a route deviates from the most direct path between the start and end points of the route (Please refer to Table 6).

Each route type has a range in this standard, reflecting the objective of the service. Base Grid and Viva routes should have the lowest ratio, (i.e. more direct service) while Local routes and Community Bus ratios can be higher, reflecting the less direct nature of these types of services. The Route Directness measure should be minimized for all services.

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

TABLE 6: ROUTE DIRECTNESS MEASURE

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

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

Route Deviations – When should a route deviate?

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

Route deviations must attract enough new passengers to the route (not merely reduce the walking distance for existing passengers) to make the change worthwhile. For example, if the additional travel time means more service hours need to be added, the change should only be made if it improves the overall performance of the route.

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

Locating Bus Stops – Where should bus stops be located?

Bus stops should be placed at most intersections, passenger generators and transfer points subject to minimum spacing criteria. The spacing of stops should not normally be less than 250 metres in developed areas and 500 metres in undeveloped areas (specific major trip generators may require variances in stop spacing).

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

Viva stations are, on average, located 1 kilometre apart, and are positioned at the far side of an intersection.

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

Bus bays should be considered for stops located near major trip generators, transfer points, timing points or anywhere else where a bus is likely to have an extended stop time.

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

- › All terminals and transfer points
- › High boarding locations (more than 35 passengers in peak periods)
- › Unique exposure to inclement weather
- › In front of senior residences and other institutional facilities
- › Stops and the area around them should be made accessible to people with disabilities, including wheelchairs and other mobility aids. The long-term objective of YRT/Viva is to accommodate accessible features at all of its stops. Stops and the area around them should also have a high priority for snow clearing.

Locating Viva stations

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

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

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

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

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

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



Locating Bus Stations/Terminals

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

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

4.0 YRT/Viva Planning Process

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

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

4.1 Annual Planning Process

The development of YRT/Viva's Annual Service Plan is one of the Branch's key annual processes. Before any work can be done to create the document, all routes in the entire system are reviewed based on our set Transit Service Guidelines. Upon reviewing each route, the entire system is addressed as a whole based on established Key Performance Indicators (KPIs). After which, the first draft plan is developed based on route reviews and other various inputs. This first draft is then circulated for commenting throughout the initial stakeholder consultations.

Consulting sessions are held amongst YRT/Viva and other stakeholders such as: area municipalities, neighbouring municipalities, developing areas, transit providers, external stakeholders, and the general public.

The draft initiatives are then prioritized according to a pre-set criterion that looks at latent demand, new coverage area, potential for cost recovery, fleet availability etc. New service is dependant upon budget target and is tied to the system's cost recovery target. Once prioritized, an implementation strategy is developed.

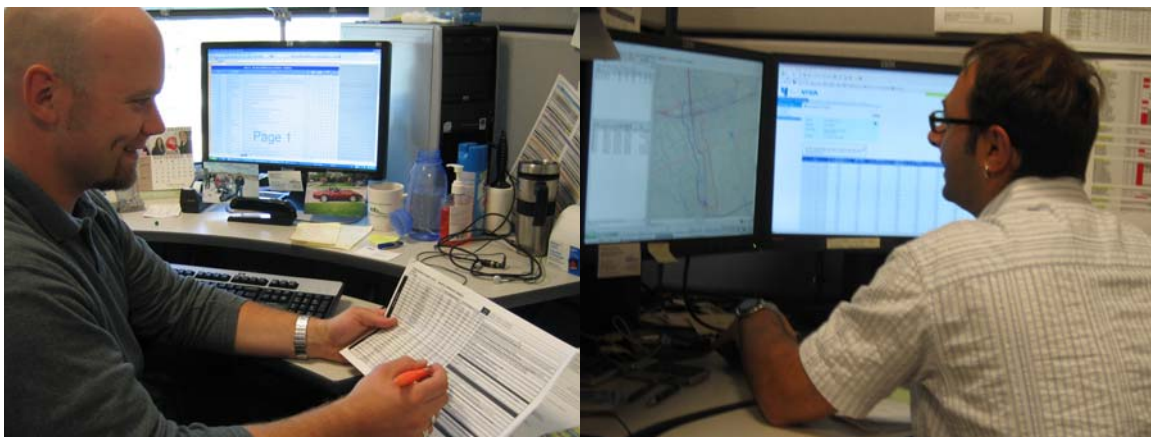
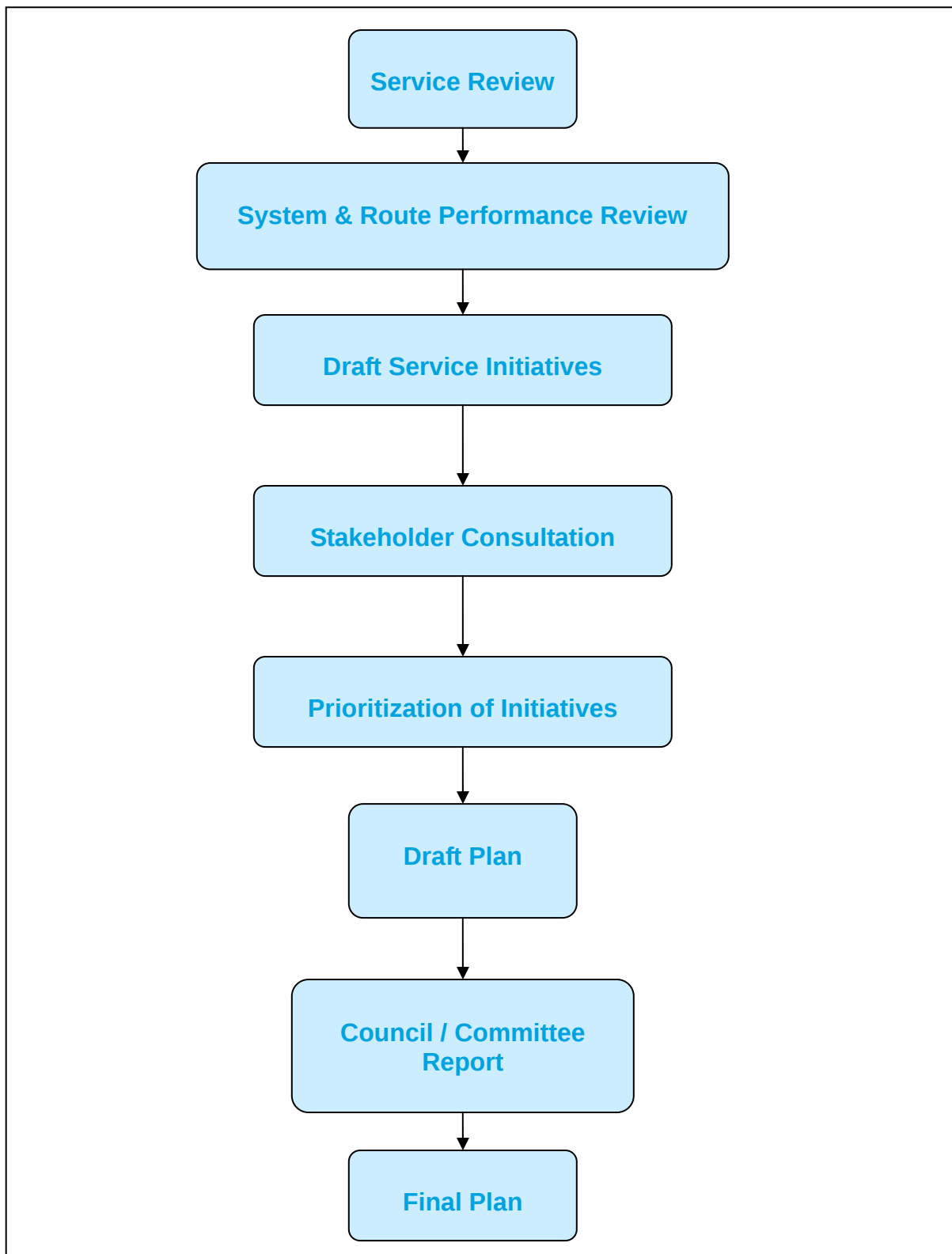


FIGURE 1: ANNUAL SERVICE PLAN PROCESS



Upon the successful completion of prioritization of initiatives and collection of stakeholder comments, the draft is revised as necessary using the same pre-set criteria as above. A report to Council summarizing the Service Plan is created and presented to Transit Committee for commenting. Once approved by Council/ Transit Committee, the draft plan is ready to be sent off to the print shop for mass printing and is then distributed.

4.2 Stakeholder Consultation Process

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

Consultation is designed for:

- › Area Municipalities - to obtain input for their preferences for service improvements and new services in their municipalities on an annual basis;
- › Areas Experiencing Change - to consult with the local area residents and businesses, and the elected representatives to develop specific proposals for change to services or the introduction of new services into their community, for areas of significant growth;
- › External Stakeholders - comprising community agencies, business groups, transportation management associations, residents' or ratepayers groups;
- › Neighbouring Municipalities and transit providers - to consult with the neighbouring municipalities and transit providers to ensure seamless services for those customers travelling beyond York Region; and
- › General Public Consultation - two annual public consultation forums (north and south) are suggested for those stakeholders and members of the public that would not have had an opportunity to provide input through the other venues.
- › Terminal Public Information Centre Consultation – three consultation session at Newmarket GO Bus Station, Richmond Hill Centre and Promenade Bus Terminal for transit users to provide their input.
- › YRT/Viva customer service and our web site provided public with information on planning issues, dates for upcoming meetings, list of initiatives and survey and specific ways that you can get involved.

Table 7 shows the stakeholder consultation process followed for PLAN09:

TABLE 7: STAKEHOLDER CONSULTATION PROCESS

Step	Action Step Required
1	Gather ongoing feedback from contractors, Customer Service/Marketing and customers
2	Undertake system performance review, and input findings into PLAN09.
3	Arrange meetings to gather formal feedback from Customer Service/Operations staff and from customer requests, then input feedback into PLAN09.
4	Prepare general consultation plan and meeting schedule (based on experience from previous year)
5	Prepare budget and preliminary PLAN09
6	Prepare consultation strategy:
	One-on-one half-day workshops (i.e. with STS, municipalities, and neighbouring transit service providers)
	PICs/ public meetings
	External customers & elected officials
7	Newsletter/website updates & notices
	Prepare list of stakeholders
	Prepare draft maps (by Geomatics or outside supplier), SDPs, & schedules, as necessary
	Contact municipal clerks offices for meeting dates to present Annual Service Plan to local Councils
10	Prepare storyboards & materials for public presentation:
	Short- and long-term strategies
	Options
	Ranking of alternatives
	Maps
11	Support materials
	Update Draft Service Plan Report as per comments received/evaluated
	Present Draft Service Plan Report to Transit Committee
	Present to local Councils if requested
14	Post-consultation review (for consideration for subsequent consultations)

5.0 Stakeholder Consultations

This section provides information on chronology and feedback from various stakeholder consultations that YRT/Viva conducted to obtain feedback from general public, customers, agencies and transit providers.

5.1 Stakeholder Consultation Chronology

Extensive stakeholder consultations were conducted to obtain feedback from various stakeholders, customers, public and agencies. Table 8 shows list of all the consultation meetings held with various stakeholders and other transit agencies during the PLAN09 process.

TABLE 8: STAKEHOLDER CONSULTATION MEETING CHRONOLOGY

Stakeholder Consultation/PIC		Consultation date
1.	Large Employers Group – York Region	May 20, 2008
2.	Municipal Partners – Neighbouring Municipalities	May 21, 2008
3.	YO! Focus Group – High School Transit Ambassador Meeting	May 26, 2008
4.	Transit Partners – Other Transit Agencies	May 27, 2008
5.	Newmarket Senior Consultation Meeting	June 7, 2008
6.	Southern Public Information Centre	June 10, 2008
7.	Newmarket GO Bus Terminal Information Centre	June 12, 2008
8.	Northern Public Information Centre	June 16, 2008
9.	Oak Ridges Community Workshop	June 17, 2008
10.	Richmond Hill Centre Terminal Information Centre	June 18, 2008
11.	Promenade Terminal Information Centre	June 26, 2008
12.	Web Survey	June 2008
13.	Markham Senior Consultation Meeting	July 2, 2008
Local Municipal Surveys		
14.	Click with Markham – Town of Markham	November 2007
15.	People Plan Consultation – Town of Richmond Hill	October 2007
16.	Newmarket Municipal Survey	September 2005

Apart from above consultation session, PLAN09 Web Survey was conducted for receiving feedback from customers and members of public who were unable to attend public information centres or sessions conducted by YRT/Viva Staff.

Feedback received pertaining to transit from various local municipal surveys such as Click with Markham, Town of Richmond Hill – People Plan Consultation and Newmarket Municipal survey has been considered for PLAN09 and further details are provided in Appendix X.

In addition to above, customer feedback received through YRT/Viva CARES (Customer Action and Response System) from July 2007 to June 2008 was also taken into consideration while preparing this Annual Service Plan and discussions is provided in Appendix X.

5.2 PLAN09 Customer Survey

The section provides information on consolidated results of all stakeholder consultations that was conducted as a part of PLAN09 Customer Survey.

The PLAN09 Customer Survey questionnaire is shown in Figure 2.



FIGURE 2: YRT / VIVA PLAN09 SURVEY

PLAN09



Customer Survey

YRT/VIVA is drafting the 2009 Annual Service Plan, called PLAN09, to improve transit services in York Region. A key element of PLAN09 involves consultation with transit users and the general public to obtain feedback regarding our existing transit services and proposed recommendations.

Please fill out the PLAN09 survey to help YRT/VIVA plan potential service improvements:

- What is the origin and destination of your trip? (list major intersections)

- What specific YRT/Viva route(s) do you use?

- Where do you think YRT should focus its service improvements?
(CHECK ANY APPLICABLE)

☐ Rush hour	☐ Weekday midday
☐ Weekday evening	☐ Weekends
- What would encourage you to use public transit more frequently?
RATE 1 (HIGH) TO 5 (LOW)

☐ More frequent service	☐ Longer hours of service
☐ Reliability and schedule adherence	☐ Improved pedestrian barriers
	☐ Better area coverage/more destinations
- What destinations and corridors do you think should receive the highest priority for new or improved services?

- Additional comments on YRT/VIVA

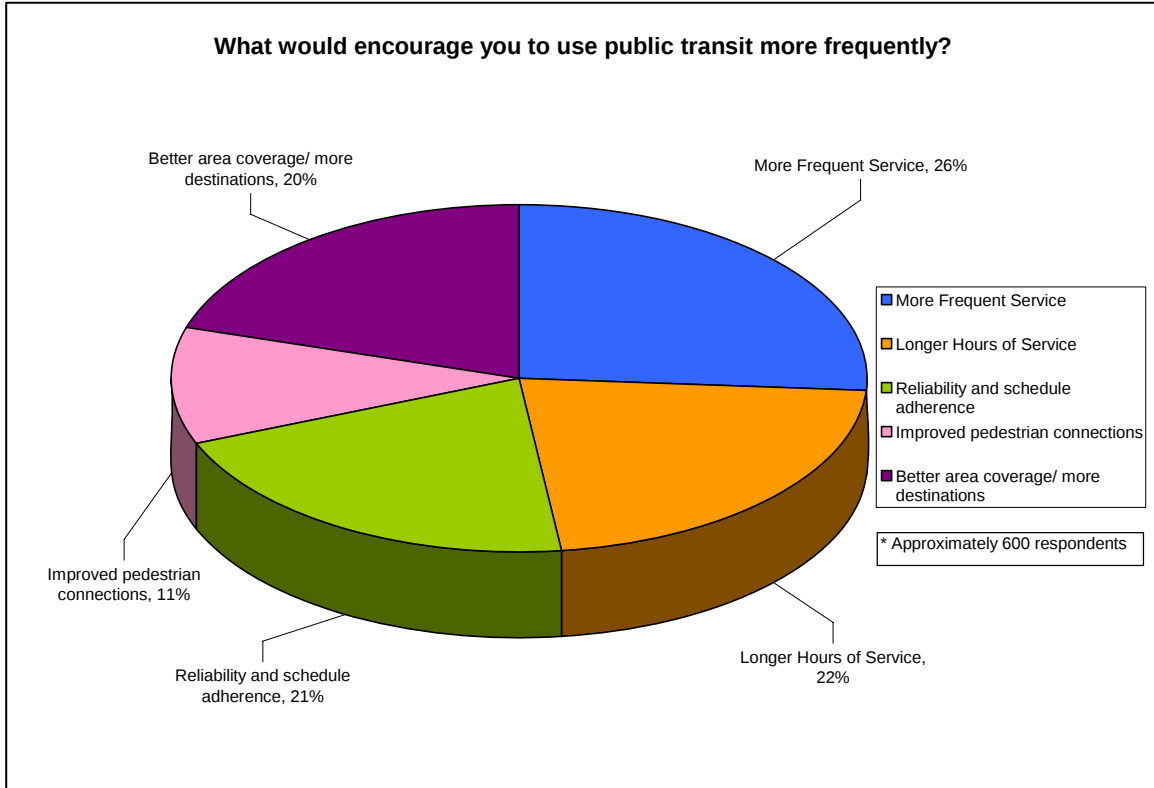
Thank you for taking the time to fill out the PLAN09 Survey!

Submit this survey and your comments to a YRT representative at this event...

OR by mail: YRT/Viva PLAN09
York Region Transit
50 High Tech Road, 5th floor
Richmond Hill, Ontario
L4B 4N7

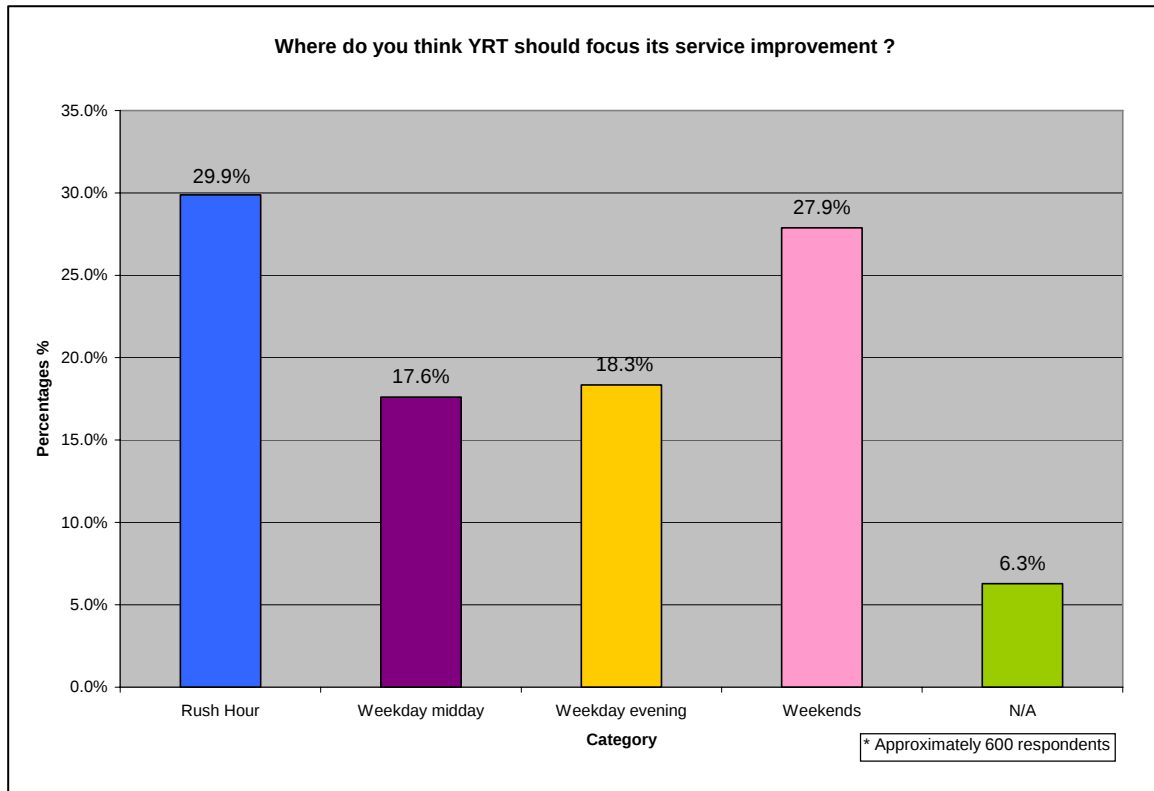
By fax: (905) 762-2113
or online: yrt.ca

FIGURE 3: PLAN09 CUSTOMER SURVEY RESULTS



The above figure shows preferences for transit riders based on responses to PLAN09 Customer Survey. 26% transit riders that were surveyed showed preference for more frequent services. 22% riders indicated preference for longer hours of service and 21% opted for reliability and schedule adherence. 20% transit riders suggested better area coverage and trips to more destinations and 11% voted for improved pedestrian barriers.

FIGURE 4: PLAN09 CUSTOMER SURVEY RESULTS



The above graph shows that 48% riders in PLAN09 Customer Survey suggested that YRT/Viva should focus its service improvements for rush hours and 44% wanted service improvements for weekends.

Figures 3 and 4 shows transit patterns and needs for various York Region Transit riders are quite different. The transit riders have opted for more frequent services and longer hours of service with emphasis on rush hours and weekends. This will provide more choices and options to riders to take transit and thus increasing transit market share.

For addition details and feedback from each individual stakeholder consultations, please see Appendix X.

6.0 YRT/Viva Route Performance Assessments

The section also provides information on YRT/Viva route assessments, frequency and span of service.

6.1 Route Performance Assessment

Performance of YRT/Viva services is measured at a system level as well as at the individual route level. It should be recognized that each category of route serves a particular transit market and each plays an important role in the success of the overall system network. Although each route is reviewed individually, YRT Service Planners must consider the overall system goals when evaluating changes or improvements to service. The following chart on page 28 provides information regarding various performance indicators mainly revenue/cost, net cost per boarding and boarding per revenue hours.

6.2 Current Frequency and Span of Service

The table on page 29 provides an assessment of YRT/Viva routes in terms of service frequency and span of service, and compares these values against YRT's minimum standards as identified in the last 5-Year Service Plan. In general, the table indicates that frequency levels remain within minimum standards for most routes. However, when considering the span of service, the table indicates that a significant number of routes are operating below minimum standards.

Route Name	YRT Route #	Route Class	Municipality	Operator	Division	Boardings	Revenue Hours	Avg. Monthly Revenue Hours	Total Operating Revenues	Total Direct Oper. Expenses	Avg Wkday Boardings	Rev/Cost	Net Cost per Boarding	Boardings per Revenue Hour	Route Performance Standards - Boardings per Hour	Legend
Yonge Corridor	blue	B A S E	RH	Veolia	7	441,403	7,310	609	723,901	864,419	16,289	83.7%	\$0.32	60.4	Peak: Average of 30 boardings per revenue hour, with a minimum of 10.	Meets or exceeds the average within the route class
McCowan North	TTC 129A		M	TTC	8	55,528	1,525	127	91,066	217,157	2,503	41.9%	\$2.27	36.4		
Bayview	91/91A		RH	Can-Ar	4	101,298	2,944	245	166,129	308,099	4,087	53.9%	\$1.40	34.4		
Yonge South	99		RH	Can-Ar	4	100,178	3,138	261	164,292	328,349	4,065	50.0%	\$1.64	31.9		
Davis Dr.	55/55B		NEGG	Laidlaw	2	32,622	1,065	89	53,500	98,748	1,287	54.2%	\$1.39	30.6		
Clark	5		V	Can-Ar	4	38,202	1,326	111	62,651	138,773	1,694	45.1%	\$1.99	28.8		
Major Mackenzie	4/4A		V	Can-Ar	4	65,698	2,299	192	107,745	240,555	2,351	44.8%	\$2.02	28.6		
Jane	20		V	Can-Ar	4	52,490	1,841	153	86,084	192,688	1,676	44.7%	\$2.03	28.5		
Dufferin N.	TTC 105		V	TTC	8	37,389	1,332	111	61,318	189,625	1,412	32.3%	\$3.43	28.1		
Finch-Unionville	pink		M	Veolia	7	50,175	1,834	153	82,287	216,902	2,377	37.9%	\$2.68	27.4		
Highway 7 Corridor	purple		M	Veolia	7	166,447	6,145	512	272,973	726,704	6,245	37.6%	\$2.73	27.1		
Bathurst	88		RH	Can-Ar	4	56,782	2,173	181	93,122	227,410	2,176	40.9%	\$2.36	26.1		
Milliken	2		M	Miller	1	53,905	2,461	205	88,404	260,805	2,204	33.9%	\$3.20	21.9		
Kennedy Rd	8		M	Miller	1	27,936	1,277	106	45,815	135,326	1,056	33.9%	\$3.20	21.9		
16th Ave/Rutherford	85/85A/B		RH	Miller	3	81,198	3,886	324	133,165	412,296	3,305	32.3%	\$3.44	20.9		
Keele N.	TTC 107C/D/B/F		V	TTC	8	64,260	3,182	265	105,386	453,046	3,057	23.3%	\$5.41	20.2		
Highway 7	1		M	Miller	1	47,557	2,457	205	77,993	260,375	1,898	30.0%	\$3.84	19.4		
Vaughan North-South Link	orange		V	Veolia	7	63,936	3,365	280	104,855	397,965	2,547	26.3%	\$4.58	19.0		
Leslie	90		RH	Miller	3	27,697	1,594	133	45,423	169,151	1,172	26.9%	\$4.47	17.4		
Hwy 7 - Centre St	77(excl.BT)		V	Can-Ar	4	68,640	4,222	352	112,570	441,832	2,702	25.5%	\$4.80	16.3		
Mulock Dr.	57/57A		NEGG	Laidlaw	2	12,345	844	70	20,246	78,274	753	25.9%	\$4.70	14.6		
Wellington	33/33A		A	Laidlaw	2	8,644	605	50	14,176	56,077	247	25.3%	\$4.85	14.3		
Islington Ave	13		V	Can-Ar	4	9,109	656	55	14,939	68,695	395	21.7%	\$5.90	13.9		
Markham North-South Link	green		M	Veolia	7	16,328	1,318	110	26,778	155,919	769	17.2%	\$7.91	12.4		
Bathurst N.	TTC 160		V	TTC	8	18,680	1,529	127	30,635	217,716	815	14.1%	\$10.02	12.2		
Yonge North	98		NEGG	Laidlaw	2	23,360	2,008	167	38,310	186,188	768	20.6%	\$6.33	11.6		
Jane	TTC 35D		V	TTC	8	30,052	2,599	217	49,285	370,024	1,526	13.3%	\$10.67	11.6		
Markham Rd	TTC 102D		M	TTC	8	12,059	1,099	92	19,777	156,468	575	12.6%	\$11.34	11.0		
Weston Road N.	TTC 165D		V	TTC	8	26,419	2,692	224	43,327	383,259	1,174	11.3%	\$12.87	9.8		
Vic Park North (Woodbine)	TTC 24D/224B/C/D		M	TTC	8	14,877	1,913	159	24,398	272,411	754	9.0%	\$16.67	7.8		
Don Mills	TTC 25D		M	TTC	8	19,342	2,557	213	31,721	364,064	1,016	8.7%	\$17.18	7.6		
Inspiration	81		RH	Miller	3	1,575	229	19	2,583	32,576	124	7.9%	\$19.04	6.9		
Bayview North	54		NEGG	Laidlaw	2	4,213	613	51	6,909	56,822	179	12.2%	\$11.85	6.9		
Sutton GO Bus	69		NEGG	GO	70	5,482	844	70	12,444	24,121	215	51.6%	\$2.13	6.5		
Birchmount	TTC 17A		M	TTC	8	5,054	873	73	8,289	124,288	264	6.7%	\$22.95	5.8		
Warden North	TTC 68		M	TTC	8	17,837	3,701	308	29,253	526,910	833	5.6%	\$27.90	4.8		
Business Express	300	EXPRESS	M	Miller	1	5,825	179	15	9,553	18,976	257	50.3%	\$1.62	32.5	Business Express: Average of 35 boardings per revenue hour, with a minimum of 30.	
Cornell Express	303		M	Miller	1	2,465	110	9	4,043	11,656	119	34.7%	\$3.09	22.4		
Unionville Express	302		M	Miller	1	3,956	191	16	6,488	20,212	187	32.1%	\$3.47	20.7		
Markham Express	301		M	Miller	1	7,501	433	36	12,302	45,855	394	26.8%	\$4.47	17.3		
Bayview Express	340		RH	Can-Ar	4	1,095	76	6	1,796	7,942	46	22.6%	\$5.61	14.4		
Maple Express	360		RH	Can-Ar	4	6,528	739	62	10,706	77,351	246	13.8%	\$10.21	8.8		
Bur Oak	18	L O C A L	M	Miller	1	16,457	670	56	26,989	71,018	736	38.0%	\$2.68	24.6	Peak: Average of 30 boardings per revenue hour, with a minimum of 10.	
Highway 27	27		V	Can-Ar	4	6,083	300	25	9,976	31,344	164	31.8%	\$3.51	20.3		
Thornhill Woods	23		V	Can-Ar	4	14,360	800	67	23,550	83,681	681	28.1%	\$4.19	18.0		
Gorham-Eagle	56		NEGG	Laidlaw	2	11,374	664	55	18,653	61,553	440	30.3%	\$3.77	17.1		
Newkirk	82		V	Miller	3	11,862	765	64	19,454	81,186	475	24.0%	\$5.20	15.5		
Langstaff Local	87		RH	Miller	3	19,907	1,306	109	32,647	138,516	971	23.6%	\$5.32	15.2		
Thornhill - York U.	3/3B		M	Can-Ar	4	30,689	2,066	172	50,330	216,163	1,296	23.3%	\$5.40	14.9		
Trench	83/83A		V	Miller	3	20,028	1,416	118	32,846	150,248	932	21.9%	\$5.86	14.1		
Unionville/Markham Loc	40/41		M	Miller	1	21,168	1,517	126	34,716	160,727	871	21.6%	\$5.95	14.0		
Martin Grove	7		V	Can-Ar	4	13,714	1,007	84	22,491	105,401	734	21.3%	\$6.05	13.6		
Pine Valley	12		V	Can-Ar	4	7,339	577	48	12,036	60,397	312	19.9%	\$6.59	12.7		
Weldrick	86		RH	Miller	3	17,543	1,425	119	28,771	151,201	777	19.0%	\$6.98	12.3		
14th Ave	2A		M	Miller	1	14,305	1,184	99	23,460	125,513	671	18.7%	\$7.13	12.1		
Holland Landing Loc	52		NEGG	Laidlaw	2	6,036	529	44	9,899	49,054	265	20.2%	\$6.49	11.4		
9th Line	9		M	Miller	1	2,255	215	18	3,698	22,730	82	16.3%	\$8.44	10.5		
Keswick Local	51		NEGG	Laidlaw	2	5,969	640	53	9,789	59,380	260	16.5%	\$8.31	9.3		
Bristol - London	44		NEGG	Laidlaw	2	4,197	456	38	6,883	42,287	167	16.3%	\$8.44	9.2		
King City	22		V	Can-Ar	4	5,569	637	53	9,133	66,623	276	13.7%	\$10.32	8.7		
Oak Ridges	84A/C		RH	Laidlaw	2	5,292	642	54	8,679	59,562	71	14.6%	\$9.62	8.2		
Aurora South	32		A	Laidlaw	2	6,895	848	71	11,308	78,607	310	14.4%	\$9.76	8.1		
Woodspring - Clearmedow	53		NEGG	Laidlaw	2	5,620	708	59	9,217	75,094	254	12.3%	\$11.72	7.9		
York U. (Woodbridge)	10		V	Can-Ar	4	6,282	792	66	10,302	82,834	269	12.4%	\$11.55	7.9		
Stouffville Local	15		M	Miller	1	1,682	233	19	2,758	24,734	63	11.2%	\$13.07	7.2		
Aurora North	31		A	Laidlaw	2	1,384	195	16	2,270	18,077	68	12.6%	\$11.42	7.1		
Leslie North	58/58A		NEGG	Laidlaw	2	2,227	367	31	3,652	33,991	535	10.7%	\$13.62	6.1		
Woodbridge	11		V	Can-Ar	4	2,153	383	32								

Route Assessment - Service Frequency and Span of Service



Minimum Standards (as per 5-Year Service Plan 2006-2010)

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

Rev. as per Aug 31 board period

Route #	Route Name	Route Class	Frequency (min)				Span of Service		
			Weekday Peak	Weekday Off-Peak	Saturday	Sunday / Holiday	M-F	Sat	Sun/Hol
1	Highway 7	Base	15 - 20	30 - 40	30	60	5:10am - 1:15am	7:00am - 1:30am	8:30am - 11:30pm
2 / 2A	Milliken	Base	15 - 30	30 - 60	30	60	5:25am - 12:15am	8:00am - 12:15am	9:00am - 11:00pm
8	Kennedy Rd	Base	10 - 30	30 - 60	60	60	5:41am - 10:30pm	8:00am - 10:30pm	8:00am - 8:30pm
9	Ninth Line	Local (small community)	30	120	-	-	6:00am - 7:30pm	-	-
15	Stouffville Local	Local (small community)	15 - 45	35 - 75	-	-	6:10am - 8:10pm	-	-
18	Bur Oak	Local	20 - 40	30 - 60	60	-	5:52am - 9:10pm	8:32am - 6:32pm	-
40	Unionville Local	Local	20 - 40	30 - 60	30 - 60	30 - 60	5:45am - 1:45am	8:10am - 1:40am	9:10am - 8:50pm
41	Markham Local	Local	20	20 - 60	40 - 60	40 - 60	5:40am - 1:55am	8:00am - 1:55am	8:40am - 7:55pm
224B	Woodbine Ave	Base	12 - 25	30	-	-	5:57am - 7:27pm	-	-
17A	Birchmount	Local	17 - 26	-	-	-	5:14am - 7:08pm	-	-
24D	Victoria Park/Woodbine	Base	18	30	-	-	9:00am - 11:01pm	-	-
25 D	Don Mills	Base	14 - 16	27 - 36	-	-	5:20am - 10:57pm	-	-
35-D	Jane	Local	10 - 15	20 - 25	26 - 28	-	5:30am - 10:40pm	6:15am - 7:38pm	-
37-D	Islington	Local	30 - 35	30	-	-	5:49am - 7:13pm	-	-
68 B	Warden	Base	13 - 24	35 - 45	33 - 44	36 - 45	5:07am - 10:55pm	5:58am - 10:47pm	8:34am - 10:45pm
102 D	Markham Rd	Base	20 - 60	48 - 55	30	30	5:43am - 11:50pm	7:22am - 9:00pm	8:00am - 9:00pm
105	Dufferin N.	Base	15	30	30	60	5:22am - 11:31pm	5:27am - 10:31pm	8:30am - 10:31pm
107-C/D/B/F	Keele N.	Base	15 - 30	30 - 40	30 - 40	40	4:45am - 12:43am	5:57am - 11:24pm	7:56am - 11:23pm
129A	McCowan	Base	13 - 26	25 - 40	26 - 40	40	5:36am - 11:30pm	6:00am - 11:00pm	9:00am - 11:00pm
160	Bathurst N.	Base	20	25	25	25	5:23am - 10:06pm	5:15am - 6:42pm	8:00am - 7:40pm
165-D/F	Weston Road N.	Base	20 - 30	30	25 - 30	30 - 40	5:25am - 10:55pm	5:31am - 10:51pm	8:19am - 9:14pm
224C/D	Victoria Park N.	Base	12 - 26	40	-	-	5:39am - 7:27am	-	-
3 / 3B	Thornhill - York U.	Local	20	20 - 45	40	40	6:08am - 11:40pm	7:50am - 9:50pm	9:10am - 9:50pm
4 / 4A	Major Mackenzie	Base	30	30	30	30	5:28am - 11:44pm	6:04am - 11:58pm	7:34am - 11:58pm
5	Clark	Base	12 - 30	30	30	-	5:30am - 10:45pm	7:04am - 7:45pm	-
7	Martin Grove	Local	15 - 20	20 - 30	30	-	5:20am - 11:06pm	8:00am - 10:20pm	-
10	York U. (Woodbridge)	Local	45	45	45	45	5:54am - 10:05pm	9:53am - 6:19pm	9:53am - 6:53pm
11	Woodbridge	Local	35	40 - 45	45	40	5:30am - 9:35pm	8:00am - 9:55pm	10:00am - 7:00pm
12	Pine Valley	Local	30	45 - 60	45	-	5:41am - 10:25pm	7:45am - 10:15pm	-
13	Islington Ave	Base	30	40	45	-	6:25am - 10:10pm	7:15am - 10:20pm	-
20	Jane	Base	20	30	30	45	5:56am - 10:42pm	6:57am - 10:56pm	7:56am - 7:11pm
23	Thornhill Woods	Local	30	40	-	-	5:45am - 10:15pm	-	-
27	Highway 27	Local	30	30	30	30	6:30am - 7:18pm	6:30am - 7:18pm	6:30am - 12:48am
28	Zenway - Hwy 27	Local	30	30	-	-	6:15am - 6:00pm	-	-
77 (excl. BT)	Hwy 7 - Centre St	Base	15 - 25	15 - 30	30	45	4:35am - 12:05am	5:30am - 11:45pm	8:05am - 10:40pm
88	Bathurst	Base	20	30 - 45	35	45 - 55	6:05am - 10:15pm	6:00am - 10:30pm	8:10am - 9:05pm
91 / 91A	Bayview South	Base	10 - 20	30 - 60	30 - 60	40 - 60	5:20am - 11:30pm	7:00am - 12:00am	7:00am - 12:00am
98 / 99	Yonge St N/S	Base	30	30	30	30	11:49pm - 1:16am	10:20pm - 2:25am	10:30pm - 1:30am
99	Yonge	Base	9	30	30	30	4:45am - 11:48pm	5:30am - 11:45pm	5:30am - 11:45pm
81	Inspiration	Local	30	-	-	-	5:45am - 7:33pm	-	-
82	Valleymede - Spadina	Local	30	25 - 60	60	-	5:55am - 8:50pm	8:30am - 8:00pm	-
83 / 83A	Trench	Local	25 - 60	60	60 - 120	-	6:00am - 9:10pm	7:05am - 9:05pm	-
85 / 85 A/B	16th Ave/Rutherford	Base	10 - 30	30 - 60	30 - 60	30 - 60	5:55am - 11:01pm	5:46am - 11:01pm	8:30am - 8:30pm
86	Weldrick - Newkirk	Local	30	30 - 60	60	-	5:40am - 8:58pm	7:32am - 7:40pm	-
87	Langstaff - Maple	Local	15 - 60	60	60	-	5:58am - 7:25pm	7:15am - 7:15pm	-
90	Leslie South	Base	30	30	60	60	5:56am - 8:10pm	6:40am - 8:10pm	8:40am - 8:40pm
244	Beaver Creek - Commerce Valley	Local	20	20	20	-	6:03am - 6:55pm	6:00am - 5:55pm	-
22	King City	Local (small community)	30 - 40	90	90	-	6:57am - 7:20pm	9:00am - 6:45pm	-
31	Aurora North	Local	30 - 40	30 - 45	-	-	5:55am - 7:40pm	-	-
32	Aurora South	Local	15 - 35	30 - 60	60	-	5:50am - 10:15pm	6:22am - 8:48pm	-
33 / 33A	Wellington	Base	30	30	-	-	5:32am - 6:57pm	-	-
34	Industrial Parkway	Local	20 - 30	-	-	-	6:20am - 7:35pm	-	-
44	Bristol - London	Local	30 - 45	40	40	-	5:50am - 11:05pm	7:20am - 11:05pm	-
51	Keswick Local	Local	25 - 40	60	60	-	5:30am - 9:25pm	8:10am - 9:25pm	-
52	Holland Landing Local	Local	20 - 40	60	60	-	5:35am - 10:42pm	8:15am - 10:42pm	-
53	Woodspring - Clearmedow	Local	30	60	60	60	5:55am - 10:48pm	6:42am - 10:42pm	9:10am - 10:25pm
54	Bayview North	Base	20 - 22	45	40	-	5:47am - 11:13pm	8:29am - 10:39pm	-
55 / 55B	Davis Dr.	Base	30	45 - 50	30 - 45	60	5:45am - 11:45pm	6:00am - 11:45pm	8:30am - 11:45pm
56	Gorham-Eagle	Local	30	60	60	60	6:00am - 11:35pm	6:30am - 11:35pm	8:30am - 11:30pm
57	Mulock Dr.	Base	30	60	60	-	6:25am - 7:55pm	9:05am - 7:25pm	-
58 / 58A	Leslie North	Local (small community)	30	40 - 65	-	-	5:40am - 7:50pm	-	-
84 / 84 A/C	Oak Ridges	Local	30	30 - 40	-	-	5:29am - 8:25pm	-	-
98	Yonge North	Base	30	30	30	30	5:00am - 11:05pm	5:30am - 11:05am	7:00am - 11:05am
520	Newmarket Community Bus	Community	90	90	90	90	9:05am - 4:05pm	9:10am - 4:00pm	9:10am - 4:00pm
521	Newmarket Community Bus	Community	90	90	-	-	9:00am - 4:30pm	-	-
522	Markham Community Bus	Community	90	-	90	-	9:00am - 4:25pm	9:00am - 4:25pm	-
589	RH Community Bus	Community	60	60	60	60	9:31am - 5:31pm	9:31am - 5:31pm	9:30am - 5:30pm
601	Viva - Purple	Base	10 - 12	15	12 - 15	15	4:55am - 2:18am	5:55am - 2:18am	7:55am - 2:18am
603	Viva - Blue	Base	10	15 - 18	15	15	5:23am - 12:06am	6:17am - 11:50pm	7:59am - 11:54pm
604	Viva - Green	Base	10	10	-	-	5:45am - 7:15pm	-	-
605	Viva - Orange	Base	10	15	15	15	5:20am - 12:00am	6:20am - 11:44pm	8:10am - 12:05am
606	Viva - Pink	Base	15	-	-	-	5:55am - 6:50pm	-	-

Meets or Exceeds Minimum Standards
Below Minimum Standards

Notes:

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

7.0 Draft Priorities and Recommendations

YRT received extensive feedback from various stakeholders. Based on this extensive feedback, performance standards and guidelines, staffs have developed priorities and also fleet availability for next year's annual plan. The draft priorities are shown by municipalities for ease. It should be noted that there are several routes which traverse through different municipalities and therefore these routes have been shown on more than one occasion.

7.1 YRT/Viva PLAN09 Draft Service Initiatives by Municipalities

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

- › Improvements intended to maintain schedule reliability on existing routes
- › Frequency/coverage improvements designed to bring services closer to standard where warranted, including route extensions into new developments
- › Expansion of Dial-a-Ride with new implementation on selected routes
- › New GO train connections in anticipation of GO Transit's proposed new off-peak service expansion for the Barrie train line
- › Introduction of new limited-stop/express services on existing key corridors such as Bathurst Street, Bayview Avenue and Jane Street

Total 2009 Hours	Annualized Revenue Hours	Fleet	Number of Growth Initiatives	Number of Enhancement Initiatives
63,931	100,727	30	33	42

Additional details regarding draft service initiatives by municipality are provided in Tables 11 to 17.

Table 11: YRT/Viva PLAN09 Service Initiatives - Markham											
Route	Municipality	Details	Date	2009 Rev. Hours	Annualized Rev. Hours	Peak Fleet			Grwth	Enh	
						60'	40'	30'			
Viva blue	Newmarket, Aurora, Richmond Hill, Vaughan, Markham, Toronto	Weekday off peak frequency increase from 12 to 10 minutes Finch-Newmarket; 10:30 am - 12:00 pm	Jan	782	835				G		
Viva blue	Newmarket, Aurora, Richmond Hill, Vaughan, Markham, Toronto	Saturday frequency increase from 15 to 10 minutes Finch-Newmarket; 10:00 am - 12:00 pm and increase from 12 to 10 minutes Finch-Newmarket 4:00 pm - 6:30pm	Jan	872	944				G		
Viva blue	Newmarket, Aurora, Richmond Hill, Vaughan, Markham, Toronto	Additional running time required to maintain schedule adherence	Jan	1896	2024				G		
Viva purple	Toronto, Vaughan, Richmond Hill, Markham	Additional running time required to maintain schedule adherence	Jan	3792	4048				G		
Viva orange	Toronto, Vaughan	Additional running time required to maintain schedule adherence	April	1896	2024				G		
1 - Hwy 7	Richmond Hill, Markham	Introduce weekday late evening service from Monday to Thursday to reflect the Friday schedule (one extra trip in both directions)	Sept	107	336					E	
2 - Milliken	Markham	Introduce 2 eastbound trips departing the GO Finch Terminal at 3:45pm and 7:45pm	April	348	506					E	
2 - Milliken	Markham	Route extension to Steeles/Staines bus loop	Sept	1,118	3,289		2		G		
2 - Milliken	Markham	School special trips	Sept	43	104					E	
2A - 14th Ave	Markham	Realign service into Grand Cornell via Kenilworth Gate, Michelina Terrace and Bur Oak Avenue	Sept	602	1,771		1		G		
2A - 14th Ave	Markham	Operate service along Copper Creek Dr and Donald Cousens Pkwy	April	1,218	1,771		1		G		
2A - 14th Ave	Markham	Introduce all day service in the Box Grove and Grand Cornell	Sept	860	2,530				G		
2A - 14th Ave	Markham	Introduce additional service to MDHS & Brother Andre High School	Sept	129	312				G		
3 - Thornhill-YorkU	Vaughan, Markham	Request by Operations: Additional running time required to maintain schedule adherence	Jan	1,896	2,024		1			E	
4/4A - Major Mac	Vaughan, Richmond Hill, King	New trips to meet new GO Trains	April	1,392	2,024				G		
8 - Kennedy Rd	Markham	Introduce earlier AM weekday service	April	174	253					E	
8 - Kennedy Rd	Markham	Introduce 30 minute frequency during weekday evenings	April	435	633					E	
8 - Kennedy Rd	Markham	Improve Saturday service to 30min (between 9:30am to 9pm)	April	420	624					E	
9 - 9th Line	Markham, Stouffville	Introduce earlier and later weekday service	April	435	633					E	
9 - 9th Line	Markham, Stouffville	Introduce 60 minute frequency during weekday midday period	April	957	1,392					E	
18 - Bur Oak	Markham	Introduce later evening service until 11:00pm	Sept	172	506					E	
21 - Brimley	Markham	Extend TTC route along Brimley Rd to 14th Avenue (peak periods)	Sept	602	1,771				G	0	
40 - Unionville Local	Markham	Introduce weekday later service from Monday to Thursday to reflect the Friday schedule	Sept	128	402					E	
40 - Unionville Local	Markham	Discontinue weekday evening and Sat evening conventional service in repalce with Dial a Ride	Jan	-1236	-1324						

Table 11: YRT/Viva PLAN09 Service Initiatives - Markham											
Route	Municipality	Details	Date	2009 Rev. Hours	Annualized Rev. Hours	Peak Fleet			Grwth	Enh	
						60'	40'	30'			
40 - Unionville Local	Markham	Introduce Dial a Ride weekday evening and Sat evening at the new contract rate	Jan	1236	1324						
41 - Markham Local	Markham	Introduce weekday later service from Monday to Thursday to reflect the Friday schedule	Sept	128	402					E	
41 - Markham Local	Markham	Discontinue weekday evening and Sat evening conventional service in repalce with Dial a Ride	Jan	-1,236	-1,324						
41 - Markham Local	Markham	Introduce Dial a Ride weekday evening and Sat evening at the new contract rate	Jan	1,236	1,324						
85, 85A & 85B - Rutherford / 16th Ave	Richmond Hill, Vaughan, Markham	Possible service to accommodate additional GO trains at Rutherford GO Station	April	696	1,012		1				
90 - Leslie South	Richmond Hill, Markham	Restructing route to end at Elgin Mills	June	-1,820	-3,542						
91/91A - Bayview South	Richmond Hill, Markham	Convert some pm peak period trips, Saturday morning and late evening trips to Route 91A branch trips	April	296	432		1			E	
91/91A - Bayview South	Richmond Hill, Markham	Introduce Sunday/Holiday service on Route 91A branch	April	205	305					E	
91B - Bayview South	Richmond Hill, Markham	Introduce a new branch (91B) to service Oak Ridges (peak periods), express (limited stops)	April	2,784	4,048		2			E	
130 - Middlefield Rd	Markham	Extend TTC route along Middlefield Rd to 14th Avenue (peak periods)	Sept	602	1771				G		
90 - New Elgin Mills Route	Richmond Hill, Markham	New route to service the Elgin Mills corridor from Leslie to the Bathurst area	June	3640	7084			0	G		
203 - Milliken GO Shuttle	Markham	Introduce a new Milliken GO Shuttle to service the Box Grove and Milliken areas	April	1,523	2,214		2		G		
224D - Victoria Park	Markham	Extend service further north to Elgin Mills Rd during weekday peak periods	April	1,392	2,024				G		
303 - Cornell Express	Markham	Introduce more service (1am trip and 1pm trip)	April	348	506		1			E	
340 - Bayview Express	Richmond Hill, Markham	Convert express trips to Route 91A/B service	April	n/a	n/a						
Route 522 - Markham Community Bus	Markham	Expand service	Sept	744	2,188			1		E	

Table 12: YRT/Viva PLAN09 Service Initiatives - Richmond Hill											
Route	Municipality	Details	Date	2009 Rev. Hours	Annualized Rev. Hours	Peak Fleet			Grwth	Enh	
						60'	40'	30'			
Viva blue	Newmarket, Aurora, Richmond Hill, Vaughan, Markham, Toronto	Weekday off peak frequency increase from 12 to 10 minutes Finch-Newmarket; 10:30 am - 12:00 pm	Jan	782	835				G		
Viva blue	Newmarket, Aurora, Richmond Hill, Vaughan, Markham, Toronto	Saturday frequency increase from 15 to 10 minutes Finch-Newmarket; 10:00 am - 12:00 pm and increase from 12 to 10 minutes Finch-Newmarket 4:00 pm - 6:30pm	Jan	872	944				G		
Viva blue	Newmarket, Aurora, Richmond Hill, Vaughan, Markham, Toronto	Additional running time required to maintain schedule adherence	Jan	1896	2024				G		
Viva purple	Toronto, Vaughan, Richmond Hill, Markham	Additional running time required to maintain schedule adherence	Jan	3792	4048				G		
1 - Hwy 7	Richmond Hill, Markham	Introduce weekday late evening service from Monday to Thursday to reflect the Friday schedule (one extra trip in both directions)	Sept	107	336		0	0	0	E	
4/4A - Major Mac	Vaughan, Richmond Hill, King	New trips to meet new GO Trains	April	1,392	2,024	0	0	0	G	0	
4/4A - Major Mac	Vaughan, Richmond Hill, King	Route extension further west of Weston Rd	April	n/a	n/a	0	0	0	G	0	
83 & 83A - Trench	Richmond Hill	Route extention into Queen Filomena, plus additional trips to accommodate to accommodate additional demand	Sept	344	1,012	0	1	0	G	0	
84A & 84C - Oak Ridges	Richmond Hill	Discountinue midday, evening and Sat converntional service in replace with Dial a Ride	Jan	-2,946	-3,154	0	0	0	G	0	
84A & 84C - Oak Ridges	Richmond Hill	Introduce Dial a Ride midday, evening and Sat at the new contract rate	Jan	2,946	3,154	0	0	0	0	0	
85, 85A & 85B - Rutherford / 16th Ave	Richmond Hill, Vaughan, Markham	Possible service to accommodate additional GO trains at Rutherford GO Station	April	696	1,012	0	1	0	0	0	
86 - Weldrick / Newkirk	Richmond Hill, Vaughan	Route extension West through the Upper Thornhill Village subdivision connecting to the Rutherford GO Station	Sept	1,202	3,556	0	1		G	0	
87 - Langstaff Local	Richmond Hill, Vaughan	Possible service to accommodate additional GO trains at Rutherford GO Station	April	696	1,012	0	0	0	0	0	
88 - Bathurst	Vaughan, Richmond Hill, King	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 (No cost/fleet impact.)	April	n/a	n/a						
88 - Bathurst	Vaughan, Richmond Hill, King	Provide later service on weekday evenings until approx. 12:00 midnight (weekday service currently ends at approx 10pm)	Jan	948	1,012	0	0	0		E	
88 - Bathurst	Vaughan, Richmond Hill, King	Introduce new weekday 'limited-stop' branch during peak periods	Sept	1,806	5,313	0	3	0		E	
90 - Leslie South	Richmond Hill, Markham	Restructing route to end at Elgin Mills	June	-1,820	-3,542	0	0	0	G	0	
90 - Leslie South NEW RTE	Richmond Hill, Markham	New route to service the Elgin Mills corridor from Leslie to the Bathurst area	June	3,640	7,084	0	2	0	G	0	
91/91A - Bayview South	Richmond Hill, Markham	Convert some pm peak period trips, Saturday morning and late evening trips to Route 91A branch trips	April	296	432	0	1	0	0	E	
91/91A - Bayview South	Richmond Hill, Markham	Introduce Sunday/Holiday service on Route 91A branch	April	205	305	0	0	0	0	E	
91B - Bayview South	Richmond Hill, Markham	Introduce a new branch (91B) to service Oak Ridges (peak periods), express (limited stops)	April	2,784	4,048	0	2	0	0	E	
242 - North Richvale GO Shuttle	Richmond Hill	Restructure route to operate within Upper Thornhill Village (can be accomodated with existing budget)	April								
2XX - King City GO Shuttle	King City, Richmond Hill	Introduce new weekday GO shuttle between the Humberland Drive/Parker Avenue area in Oak Ridges and the King City GO Stn	Jan	356	380	0	0	1	G	0	
340 - Bayview Express	Richmond Hill, Markham	Convert express trips to Route 91A/B service	April	n/a	n/a						

Table 13: YRT/Viva PLAN09 Service Initiatives - Vaughan											
Route	Municipality	Details	Date	2009 Rev. Hours	Annualized Rev. Hours	Peak Fleet			Grwth	Enh	
						60'	40'	30'			
Viva blue	Newmarket, Aurora, Richmond Hill, Vaughan, Markham, Toronto	Weekday off peak frequency increase from 12 to 10 minutes Finch-Newmarket; 10:30 am - 12:00 pm	Jan	782	835				G		
Viva blue	Newmarket, Aurora, Richmond Hill, Vaughan, Markham, Toronto	Saturday frequency increase from 15 to 10 minutes Finch-Newmarket; 10:00 am - 12:00 pm and increase from 12 to 10 minutes Finch-Newmarket 4:00 pm - 6:30pm	Jan	872	944				G		
Viva blue	Newmarket, Aurora, Richmond Hill, Vaughan, Markham, Toronto	Additional running time required to maintain schedule adherence	Jan	1896	2024				G		
Viva purple	Toronto, Vaughan, Richmond Hill, Markham	Additional running time required to maintain schedule adherence	Jan	3792	4048				G		
Viva orange	Toronto, Vaughan	Additional running time required to maintain schedule adherence	April	1896	2024				G		
3 - Thornhill-YorkU	Vaughan	Request by Operations: Additional running time required to maintain schedule adherence	Jan	1,896	2,024		1			E	
4/4A - Major Mac	Vaughan, Richmond Hill, King	New trips to meet new GO Trains	April	1,392	2,024				G		
4/4A - Major Mac	Vaughan, Richmond Hill, King	Route extension further west of Weston Rd	April	n/a	n/a				G		
5 - Clark	Vaughan	Extend Saturday evening service to approximately 11pm	April	245	364					E	
5 - Clark	Vaughan	Introduce Sunday service, approximately 9am to 6pm	April	738	1,098					E	
7 - Martin Grove	Vaughan	Introduce Sunday service to provide transit access to new Rio-Can/Wal-Mart commercial development at Hwy.27/Medallion Blvd.	April	410	610					E	
7 - Martin Grove	Vaughan	Extend weekday peak period limited service to Nobleton via Hwy 27, Rutherford and Islington	April	1,218	1,771		1		G		
10 - YorkU-Woodbridge	Vaughan	Sunday/holiday service levels to be cancelled/adjusted to better match demand if targeted marking campaign does not result in improved financial and ridership performance	June	-457	-900						
11 - Woodbridge	Vaughan	Sunday/holiday service levels to be cancelled/adjusted to better match demand if targeted marking campaign does not result in improved financial and ridership performance	April	-287	-427						
20 - Jane-Concord	Vaughan	Provide one earlier southbound trip on weekday mornings	Jan	237	253					E	
20 - Jane-Concord	Vaughan	Provide new limited-stop/express service between major trip generators (e.g. York University, Vaughan Mills Mall, Canada's Wonderland) during weekday peak periods, operating at 40-min frequency.	April	2,784	4,048		2			E	
20 - Jane-Concord	Vaughan	Provide new limited-stop/express service between major trip generators (e.g. York University, Vaughan Mills Mall, Canada's Wonderland) on weekends and holidays, operating at 40-min frequency.	April	1,976	2,938					E	
20 - Jane-Concord	Vaughan	Provide later service until approx. 11pm on Sunday evenings (Sunday service currently ends at approx 8pm)	April	246	366					E	
20 - Jane-Concord	Vaughan	Provide later service on weekday evenings until approximately 12:00 midnight (weekday service currently ends at approximately 10:30pm)	Jan	1,067	1,139					E	
20 - Jane-Concord	Vaughan	Provide later service on Saturday evenings until approximately 12:00 midnight (northbound Saturday service currently ends at approximately 10:15pm)	Jan	216	234					E	
22 - King City	King, Vaughan	Improve weekday midday service by implementing 45-minute frequency.	Sept	516	1,518					E	
22 - King City	King, Vaughan	Further to feedback from YRT Operations: implement a routing deviation via Littleaside 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 cost)	Sept	0	0						
23 - Thornhill Woods	Vaughan	Extend weekday peak period service north of Major Mackenzie Dr to Teston Rd	April	1,392	2,024		1		G		
23 - Thornhill Woods	Vaughan	Introduce Saturday service, approximately 9am to 6pm	Jan	864	936					E	

Table 13: YRT/Viva PLAN09 Service Initiatives - Vaughan											
Route	Municipality	Details	Date	2009 Rev. Hours	Annualized Rev. Hours	Peak Fleet			Grwth	Enh	
						60'	40'	30'			
35 D - Jane	Vaughan	Provide later weeknight service to midnight	April	n/a	n/a					E	
77 - Hwy 7/Centre	Vaughan, Brampton	Improve weekday service during the midday period by implementing 20-minute frequency (assumes 50/50 cost share arrangement with Brampton Transit)	April	1,175	1,708					E	
77 - Hwy 7/Centre	Vaughan, Brampton	Improve weekday service during the evening period by implementing 20-minute frequency (assumes 50/50 cost share arrangement with Brampton Transit)	April	522	759					E	
77 - Hwy 7/Centre	Vaughan, Brampton	Improve Saturday service by implementing 20-minute frequency from approximately 8am to 8pm, and implementing 30-minute service from 9pm to midnight (assumes 50/50 cost share arrangement with Brampton Transit)	April	788	1,170					E	
85, 85A & 85B - Rutherford / 16th Ave	Richmond Hill, Vaughan	Possible service to accommodate additional GO trains at Rutherford GO Station	April	696	1,012		1			E	
86 - Weldrick / Newkirk	Richmond Hill, Vaughan	Route extension West through the Upper Thornhill Village subdivision connecting to the Rutherford GO Station	Sept	1,202	3,556		1		G		
87 - Langstaff Local	Richmond Hill, Vaughan	Possible service to accommodate additional GO trains at Rutherford GO Station	April	696	1,012					E	
88 - Bathurst	Vaughan, Richmond Hill, King	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 (No cost/fleet impact.)	April	n/a	n/a						
88 - Bathurst	Vaughan, Richmond Hill, King	Provide later service on weekday evenings until approx. 12:00 midnight (weekday service currently ends at approx 10pm)	Jan	948	1,012					E	
88 - Bathurst	Vaughan, Richmond Hill, King	Introduce new weekday 'limited-stop' branch during peak periods	Sept	1,806	5,313		3			E	
105 - Dufferin North	Vaughan	Provide later weeknight service (from 11:00pm to 12:00 midnight)	Jan	474	506					E	
105 - Dufferin North	Vaughan	Provide later Saturday service (from 10:00pm to 12:00 midnight)	Jan	192	208					E	
105 - Dufferin North	Vaughan	Provide later Sunday service (from 10:00pm to 12:00 midnight)	Jan	224	244					E	
360 - Maple Express	Vaughan	Provide weekday midday service between Vaughan Mills Mall Terminal and Yorkdale Subway Station (i.e. with no local serivce in the Maple area)	Jan	1,422	1,518					E	
New Route 5XX - Vaughan Community Bus	Vaughan	New community bus (midday service)	Sept	731	2,151					E	

Table 14: YRT/Viva PLAN09 Service Initiatives - Newmarket											
Route	Municipality	Details	Date	2009 Rev. Hours	Annualized Rev. Hours	Peak Fleet			Grwth	Enh	
						60'	40'	30'			
Viva blue	Newmarket, Aurora, Richmond Hill, Vaughan, Markham, Toronto	Weekday off peak frequency increase from 12 to 10 minutes Finch-Newmarket; 10:30 am - 12:00 pm	Jan	782	835				G		
Viva blue	Newmarket, Aurora, Richmond Hill, Vaughan, Markham, Toronto	Saturday frequency increase from 15 to 10 minutes Finch-Newmarket; 10:00 am - 12:00 pm and increase from 12 to 10 minutes Finch-Newmarket 4:00 pm - 6:30pm	Jan	872	944				G		
Viva blue	Newmarket, Aurora, Richmond Hill, Vaughan, Markham, Toronto	Additional running time required to maintain schedule adherence	Jan	1896	2024				G		
53 - Woodspring / Clearmedow	Newmarket	Improving frequency and span of service on Sundays	Jan	672	732	0	0	0	0	E	
55 - Davis Dr	Newmarket	Imporve midday frequency from 25 to every 20 minutes	Sept	780	1,518	0	0	0	0	E	
57 - Mulock Drive	Newmarket	Restructuring to service Harry Walker	Sept						G		
57 - Mulock Drive	Newmarket	Introduce Dial a Ride midday, evening and Sat in the Stonehaven area at the new contract rate	Jan	2,946	3,154	0	0	0	0	0	
222 - Aurora / Newmarket GO Shuttle	Aurora, Newmarket	Additional trips to service new train service on the Bradford line (4 additional trips)	April	696	1,012	0	0	0	G	0	
223 - Newmarket GO Shuttle	Newmarket	Additional trips to service new train service on the Bradford line (4 additional trips)	April	696	1,012	0	0	0	G	0	

Table 15: YRT/Viva PLAN09 Service Initiatives - Aurora											
Route	Municipality	Details	Date	2009 Rev. Hours	Annualized Rev. Hours	Peak Fleet			Grwth	Enh	
						60'	40'	30'			
Viva blue	Newmarket, Aurora, Richmond Hill, Vaughan, Markham, Toronto	Weekday off peak frequency increase from 12 to 10 minutes Finch-Newmarket; 10:30 am - 12:00 pm	Jan	782	835				G		
Viva blue	Newmarket, Aurora, Richmond Hill, Vaughan, Markham, Toronto	Saturday frequency increase from 15 to 10 minutes Finch-Newmarket; 10:00 am - 12:00 pm and increase from 12 to 10 minutes Finch-Newmarket 4:00 pm - 6:30pm	Jan	872	944				G		
Viva blue	Newmarket, Aurora, Richmond Hill, Vaughan, Markham, Toronto	Additional running time required to maintain schedule adherence	Jan	1896	2024				G		
31 - Aurora North	Aurora	Dial-a-Ride midday, evgs & all-day Saturday at the new contract rate	Sept	2,946	3,154	0	0	0	0	E	
31 - Aurora North	Aurora	Extra AM & PM trip for new HS on Wellington	Sept	172	506	0	1	0	G	0	
32 - Aurora South	Aurora	Extra AM & PM trip to Cardinal Carter HS	Sept	172	506	0	0.5		G	0	
32 - Aurora South	Aurora	Additional service to new Catholic HS on Wellington	Sept	86	253	0	0.5		G	0	
32 - Aurora South	Aurora	Discountinue midday, evening and Sat converntional service in repalce with Dial a Ride	Jan	-2,946	-3,154	0	0	0	0	0	
32 - Aurora South	Aurora	Introduce Dial a Ride midday, evening and Sat at the new contract rate	Jan	2,946	3,154	0	0	0	0	0	
34 - Industrial Parkway	Aurora	Discountinue peak hour converntional service in repalce with Dial a Ride	Jan	-2,370	-2,530	0	0	0	0	0	
34 - Industrial Parkway	Aurora	Introduce Dial a Ride peak hour service at the new contract rate	Jan	2,370	2,530	0	0	0	0	0	
222 - Aurora / Newmarket GO Shuttle	Aurora	Additional trips to service new train service on the Bradford line (4 additional trips)	April	696	1,012	0	0	0	G	0	

Table 16: YRT/Viva PLAN09 Service Initiatives - King											
Route	Municipality	Details	Date	2009 Rev. Hours	Annualized Rev. Hours	Peak Fleet			Grwth	Enh	
						60'	40'	30'			
22 - King City	King, Vaughan	Improve weekday midday service by implementing 45-minute frequency.	Sept	516	1,518					E	
22 - King City	King, Vaughan	Further to feedback from YRT Operations: implement a routing deviation via Littleaside 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 cost)	Sept	0	0						
88 - Bathurst	Vaughan, Richmond Hill, King	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 (No cost/fleet impact.)	April	n/a	n/a						
88 - Bathurst	Vaughan, Richmond Hill, King	Provide later service on weekday evenings until approx. 12:00 midnight (weekday service currently ends at approx 10pm)	Jan	948	1,012					E	
88 - Bathurst	Vaughan, Richmond Hill, King	Introduce new weekday 'limited-stop' branch during peak periods	Sept	1,806	5,313		3			E	
2XX - King City GO Shuttle	King City, Richmond Hill	Introduce new weekday GO shuttle between the Humberland Drive/Parker Avenue area in Oak Ridges and the King City GO Stn	Jan	356	380			1	G		
4XX - King City HS Special	King City	New School Special King City HS	Sept	258	759		2		G		

Table 17: YRT/Viva PLAN09 Service Initiatives - Stouffville												
Route	Municipality	Details	Date	2009 Rev. Hours	Annualized Rev. Hours	Peak Fleet			Grwth	Enh		
						60'	40'	30'				
9 - 9th Line	Markham, Stouffville	Introduce earlier and later weekday service	April	435	633					E		
9 - 9th Line	Markham, Stouffville	Introduce 60 minute frequency during weekday midday period	April	957	1,392					E		
15/15A - Stouffville Local	Stouffville	Introduce new branch to service Hwy 48, Millard St, Greenwood Rd, Forsyth Farm Dr, 10th Line and Main St (peak periods)	April	1,392	2,024			1	G			

7.2 New Fleet Procurement

In order to implement the proposed 2009 initiatives, new fleet is required. The new fleet is required to provide peak period service.

TABLE 18: FLEET PROCUREMENT

Additional Peak Fleet Requirements			Estimated cost per fleet type			Service Implementation		
60'	40'	30'	60'	40'	30'	60'	40'	30'
-	27	3	-	\$525,000	\$469,000	-	Jan/April/ Sept	Jan/April / Sept
Total		30	\$ 15.6 million					



8.0 Conclusion

During the budget review process, the Draft PLAN09 will be reviewed and final recommendations approved for implementation in 2009. The total estimated gross cost of all service improvements in the Draft PLAN09 is approximately \$7.9 million (approximately \$12.4 million annualized).

The associated revenues are estimated to be \$2.0 million, for a net cost of \$5.9 million (25% of cost-recovery). The proposed services represent about 6.6% of total 2009 direct operating costs.

For the 2009 operating year, the estimated growth-related service initiatives amount to approximately 64,000 revenue hours of service (including expanded coverage, frequency and span of service).

The proposed service increases are based on the following criteria:

- › Current schedule adherence and overcrowding.
- › Residential subdivision currently without service.
- › Existing latent demand (based on outstanding service requests/petitions).
- › Major trip generators currently without service or minimal service.

This draft has been prepared with extensive consultation and feedback from various stakeholders, public and transit riders.

The recommendations contained in the plan provide a basis for budget development and fleet procurement and ensure the delivery of transit services is consistent with the longer range strategic direction adopted in the latest Five-Year Service Plan (2006-2010). These recommendations were based on adopted service and performance standards and the following year's budget envelope.