

6

YORK RAPID TRANSIT PLAN – YORK REGION TRANSIT VIVA PHASE 1 SERVICE PLAN AND VIVA-YRT INTEGRATION PLAN

The Rapid Transit Public/Private Partnership Steering Committee recommends the adoption of the recommendation contained in the following report April 6, 2005, from the Vice President, York Region Rapid Transit Corporation and the Commissioner of Transportation and Works:

1. RECOMMENDATION

It is recommended that Council approve the Viva Phase 1 Service Plan and Viva-YRT Integration Plan (*Attachment 1*).

2. PURPOSE

The purpose of this report is to seek final approval of the Service and Integration Plan for the fall 2005 introduction of Viva Phase 1.

3. BACKGROUND

The Viva Phase 1 Service Plan (see *Attachment 1*) provides a detailed service design for the Viva Phase 1 Rapid Transit (RT) services, including peak and off-peak routings, stopping policy, service frequencies, hours of service, vehicle allocation and general scheduling specifications. It also includes a service integration plan for YRT services, with specific service changes for local bus routes that either parallel or feed the RT services. It has been developed in close consultation with YRT staff. YRT has also developed the YRT 2005 Annual Service Plan, which include other improvements to address growth and other service needs in addition to the RT-related changes included in the Viva Phase 1 Service Plan. The YRT Service Plan also includes the staging and timing of YRT service improvements consistent with the approved 2005 YRT budget.

4. ANALYSIS AND OPTIONS

The draft Viva Phase 1 Service and Integration Plan was reviewed by the Steering Committee and approved in principle by Council in September 2004. It was then distributed for review and comment to municipalities and other stakeholders (including Toronto Transit Commission (TTC), GO Transit and Brampton Transit). The only comment received was from GO Transit, indicating that since the draft plan had been circulated that they had added a semi-express service. This service change was incorporated into the final service plan.

The service designs for Viva Phase 1 and the YRT services, as described in this report, have also been used to develop the 2005 budget for Viva Phase 1 and YRT services. While the general design of the Viva service has essentially remained unchanged, some refinements have been made to the related YRT services in keeping with the development of the YRT Service Plan by YRT staff.

The key service design parameters for the Viva RT services are as follows:

- 6 peak routes, 4 off-peak routes.
- 10-minute peak service on each route, with routes combining for an overall 5-minute service or better on much of the built-up southern parts of the Region.
- 15-minute off-peak service on each route, with coordinated transfer connections where RT routes meet.
- 18 hours of service weekdays (approximately 5:30 to 23:30), with slightly later starts on weekends (7:00 on Saturdays, 8:30 on Sundays) – note that YRT serves the corridors during very early mornings and late nights.
- 18-m. articulated vehicles on Yonge routes and 12-m. standard vehicles on other routes.
- Limited stops with approximately 1-km. stop spacing;
- Integrated with YRT network, with parallel local service on corridors plus feeder routes to most stations.

The implementation of the services described in the Service Plan will take place over several stages, from September 2005 extending into 2006. The Viva services will be implemented in four stages according to vehicle availability and the completion of facilities (stops, shelters, etc.). Two additional refinements are anticipated for 2006 based on the timing of the availability of Enterprise Drive and a new terminal in the Cornell area of Markham. The specifics of these stages are defined in a separate Viva Phase 1 Implementation Plan, which is still being finalized, and which will include detailed service specifications as the basis for service scheduling activities that will be carried out by YRT staff and other service implementation activities that will follow. Table 1 provides an updated summary of the resource estimates for full implementation of the Viva Phase 1 RT services.

Table 4
Preliminary RT Resource Estimates

Route	Peak Vehicles*	Annual Vehicle Hours
Yonge-Newmarket	13	55,600
Yonge-Bernard (peak.)	7	9,800
Yonge-Markham (peak.)	10	12,700
Highway 7	21	78,900
Vaughan N-S	10	42,400
Markham N-S	11	33,400
TOTAL	73	232,800

* Not including spares

The implementation of YRT route changes and service improvements will also take place in stages, complementary to the staging of the RT implementation. The timing and definition of YRT service changes, along with the resource requirements (peak vehicles, service hours) are provided in the YRT 2005 Service Plan. Due to budget considerations and other YRT service needs, some of the YRT changes identified in the Viva Phase 1 Service Plan will be deferred to 2006 for consideration.

5. FINANCIAL IMPLICATIONS

Budget costs and projected revenues have being fully addressed and finalized in the 2005 budgeting process.

6. LOCAL MUNICIPAL IMPACT

Local municipal input has been gained through the public consultation process, including presentations to Councils and local municipality reviews of the draft Service Plan.

7. CONCLUSION

The service design for the Viva Phase 1 RT services will ensure a high level of service that is necessary to attract significant new ridership and meet the Viva performance targets. The service design for both the parallel and feeder YRT services will result in a highly-effective, fully-integrated transit network and will ensure that the benefits of rapid transit are extended to all parts of the Region.

The Senior Management Group has reviewed this report.

(The attachment referred to in this clause is included with this report.)