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YORK REGION TRANSIT MOBILITY PLUS REQUEST FOR ADDITIONAL CROSS-BOUNDARY LOCATION

The Transit Committee recommends the adoption of the recommendations contained in the following report, June 5, 2006, from the Commissioner of Transportation and Works:

1. RECOMMENDATIONS

It is recommended that:

1. York Region Transit Mobility Plus not provide cross-boundary service to 4256 Bathurst Street, in the City of Toronto, for the reasons outlined in this report.
2. The Regional Clerk forward this report to the Region's Accessibility Advisory Committee for their information.

2. PURPOSE

The purpose of this report is to respond to a request made at the February, 2006 Transit Committee meeting to add 4256 Bathurst Street to the list of cross-boundary locations served within the City of Toronto by York Region Transit Mobility Plus.

3. BACKGROUND

At its meeting of September 23, 2004, Regional Council approved a York Region Transit (YRT) staff report summarizing the findings and recommendations of a study prepared by Entra Consultants dealing with a number of Mobility Plus service initiatives planned for 2005. One such initiative was approval of cross-boundary service to targeted destinations in the City of Toronto on a one-year trial basis.

At that time, Mobility Plus cross-boundary service was provided from the City of Vaughan only into the City of Toronto (Highway 401 in the south, Yonge Street to the east, and the Peel Boundary to the west) on a single-fare basis without transfers. This situation was a continuation of a policy that existed in Vaughan prior to Regional transit amalgamation. Mobility Plus registrants from other parts of the Region could not avail themselves of this service.

Based on the need to remove this service inequity, staff recommended and received approval by Regional Council to conduct a one-year trial project whereby all Mobility Plus registrants would be offered cross-boundary service, with no additional fare requirement, to selected City of Toronto destinations, with the southerly boundary being

Highway 401. The selected destinations (totalling 36 locations) included hospitals and major medical facilities, social service agencies, major educational institutions, and three accessible subway stations (Finch, Downsview and Don Mills). The one-year trial project began October 3, 2005.

Staff have continued to monitor demand and presented a report to Transit Committee and Council in February, 2006 recommending the addition of two locations for which requests for service have been made (4000 Don Mills Road - a residential apartment complex and 4700 Bathurst Street - the National Council of Jewish Women). Council approved the additional two locations and requested staff to review and report on the applicability of adding 4256 Bathurst Street, a medical arts building, to the list of destinations (*see Attachment 1*).

4. ANALYSIS AND OPTIONS

The 4256 Bathurst Street location was not originally selected as a destination for cross-boundary service as the criteria for location selection was based on serving a limited number of destinations (medical, social and post secondary educational facilities) that exhibited trip demand generating a minimum trip volume of 300 trips annually or 20 trips per month. *Attachment 2* lists the original approved locations and monthly average trip volumes based on 2004 trip information. Total trip demand annually to and from 4256 Bathurst Street by Mobility Plus clients in 2004 amounted to 25 trips and therefore did not appear on the original list of requested destinations approved for the trial period. Based on the forgoing, staff is not recommending this location be added to the current list of destinations.

It is important that the number of destinations served within the City of Toronto be limited to those that generate a significant number of trips. To serve one-off destinations such as 4256 Bathurst Street would stretch the service to the point where demand within the Region itself could not be met without an infusion of additional operating funds.

4.1 Relationship to Vision 2026

Vision 2026 calls for the provision of an efficient integrated and accessible transit network. To support this goal, YRT Mobility Plus has identified and implemented specific service initiatives, such as the introduction of Regional cross-boundary service to selected locations generating high customer trip demand on a one-year trial basis within the City of Toronto (south to Highway 401). This trial will enable staff to assess the value of providing cross-boundary service to Mobility Plus clients while addressing the effective and efficient handling of growing trip demand within the Region.

5. FINANCIAL IMPLICATIONS

The initial proposal to provide a one-year trial cross-boundary service to selected locations within the City of Toronto for all registrants of the Region's Mobility Plus transit service was estimated at \$761,000, up from the \$435,000 cost to provide full cross-boundary transit service only for the registrants who reside within the City of Vaughan. The average trip cost for service within the Region is \$18.00 compared to over \$30.00 for cross-boundary trips to and from Toronto. The increased cost is due to limited ride-sharing opportunities, longer average trip distances, etc.

As indicated earlier, the trial cross-boundary transit service commenced on October 3, 2005. Staff are currently in the process of measuring the operational and financial impacts of providing this service, and a report to Transit Committee is planned for the fall of 2006. The requested addition of 4256 Bathurst Street to the list of limited locations does not meet selection requirements and is therefore not being recommended. Therefore, there are no further financial impacts associated with this request.

6. LOCAL MUNICIPAL IMPACT

The implementation of cross-boundary service into the City of Toronto on a one-year trial basis to selected locations removes the previous service inequity as described in this report, and provides travel opportunities to all Mobility Plus registrants in the various local municipalities throughout the Region.

7. CONCLUSION

Based on a review conducted by staff, 4256 Bathurst Street (a medical arts building) is not being recommended as an additional cross-boundary location in the City of Toronto to be served by Mobility Plus. This site does not meet the established trip generation requirement criteria.

The Senior Management Group has reviewed this report.

(The attachments referred to in this clause are attached to this report.)