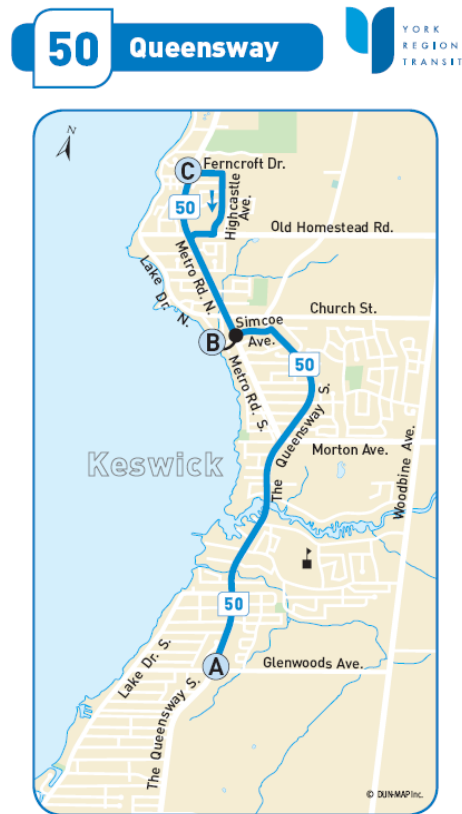


Route: 050 Queensway

Type: Base (Small Community)

Description: Main north-south route operating between Ferncroft Drive and Glenwoods Plaza in Keswick.

Current Routing:



Operating Hours and Frequency:

AM Peak	Midday	PM Peak	Evening	Saturday	Sunday/Holiday
✓	✓	✓		✓	
25/40 min	60 min	30 min	Not Applicable	60 min	Not Applicable

Major Trip Generators: Glenwoods Plaza, Our Lady of the Lake C.H.S., Simcoe Ave.

Boardings (2006):

Annual	21,226
Avg Weekday	100
Rev/Cost (%)	19.6
Boardings/Hr	8.8

Service Requests:

- Introduce extended route to Newmarket via Leslie Street
- Increase the frequency of the GO service during the day and on weekends
- Introduce Sunday Service
- The Queensville Community Neighbourhood Concept Plan will likely get approval by late to mid 2009. Transit service will need to be designed to accommodate 1713 units and an expected population of just over 5000

Discussion/Issues:

- Due to the introduction of the Georgina Fare Integration Agreement with GO Transit in the fall of 2007, Route 50 has been discontinued and replaced with the Sutton GO Bus route. This service operates to and from Newmarket and services both the Town of East Gwillimbury and the Town of Georgina
- Existing midday frequency is every 2 hours on the Sutton Bus route and this falls well below our minimum standard for a base route of 60 minutes
- Limited Sunday service is offered by the Sutton GO Bus service. Any additional service is not warranted at this time but will be reviewed at as part of the 2009 Service Planning Cycle
- It is anticipated that the Queensville Community Neighbourhood Concept Plan will be adopted in the Town of East Gwillimbury. At that time consideration will need to be given on increasing the Sutton GO Bus Service or introducing a new route south along Leslie Street to service the new community with possible connections into both Newmarket and Keswick
- Estimated additional annual gross operating cost for 3 additional Monday to Friday round trips from Newmarket to Sutton on the Sutton Bus route is \$150,000
- Estimated additional annual gross operating cost for 6 additional Saturday round trips from Newmarket to Sutton on the Sutton Bus route is \$50,000

Recommendation:

- Introduce three new Monday to Friday trips from Newmarket to Sutton on the Sutton GO Bus Route, however, it should be noted that, due to pending budget constraints, the implementation of this service initiative has been identified for deferral to 2009
- Introduce six new Saturday trips from Newmarket to Sutton on the Sutton GO Bus Route, however, it should be noted that, due to pending budget constraints, the implementation of this service initiative has been identified for deferral to 2009

Estimated Additional Costs:

- Annual operating cost for Monday to Saturday trips is \$200,000

Route: 051 Keswick Local

Type: Local

Description: A local Keswick route operating mainly on The Queensway South between Ravenshoe Road and Church Street.

Current Routing:



Operating Hours and Frequency:

AM Peak	Midday	PM Peak	Evening	Saturday	Sunday/Holiday
✓	✓	✓	✓	✓	
25/35 min	60 min	30 min	60 min	60 min	Not Applicable

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

Boardings (2006):

Annual	44,536
Avg Weekday	950
Rev/Cost (%)	26.2
Boardings/Hr	11.7

Service Requests:

- Provide all day service on Lake Drive
- Provide two way service to Woodbine Ave as there are new businesses (Wal-Mart in 2008)
- Introduce Sunday Service
- The Keswick Business Park Secondary Plan has identified the lands east of Woodbine Ave between Riverglen Drive. to the north and Ravenshoe Road to the south as employment lands. This is a 642 acre parcel of land and will employ when fully built out an estimate 7500 to 9000 jobs. This area will likely get approval by mid 2009. Transit service will need to be designed to accommodate this area

Discussion/Issues:

- In conjunction with the introduction of the Georgina Fare Integration Agreement with GO Transit in the fall of 2007, Route 51 has been restructured to provide all day service on Lake Drive and two way service on Woodbine. This service provides timed transfers with the Sutton GO bus for connections to Newmarket and Sutton
- Sunday service not warranted at this time but will be reviewed at as part of the 2009 Annual Service Planning Cycle
- It is anticipated that the Keswick Business Park Secondary Plan will be adopted in the Town of Georgina. At that time consideration will need to be given on increasing the Sutton GO Bus Service and restructuring this route or introducing a new route to service this employment area

Recommendation:

- N/A

Estimated Additional Costs:

- N/A

Route: 052 Holland Landing

Type: Local

Description: This local route connects the Holland Landing community with Newmarket.

Current Routing:



Operating Hours and Frequency:

AM Peak	Midday	PM Peak	Evening	Saturday	Sunday/Holiday
✓	✓	✓	✓	✓	
45/60 min	60 min	30/40 min	60 min	60 min	Not Applicable

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

Boardings (2006):

Annual	55,807
Avg Weekday	246
Rev/Cost (%)	24.5
Boardings/Hr	11.0

Service Requests:

- Provide two way service all day
- Introduce Sunday service
- Request from Community Services & Housing for extension of Route 52 to Highway 11 - Old Yonge Street

Discussion/Issues:

- Current route structure facilitates the most direct travel to the majority of riders (to Newmarket commercial area, high schools and/or GO station)
- Sunday service is not warranted at this time but will be reviewed as part of the 2009 Service Planning Cycle
- Outstanding request for service to Transitional and Supportive Housing campus (Porter Place, Lakeview Place, Leeder Place on located on Highway 11 - Yonge Street (Note: potential client population of 108 when the facilities are at capacity. Shelters operate 24/7 and are staffed on that basis. During regular business hours there would be 14 staff on site with that number expanding to about 20 when Leeder Place is operating at capacity)

Recommendation:

- N/A

Estimated Additional Costs:

- N/A

Route: 054 Bayview North

Type: Base

Description: Main north-south route along Bayview Ave servicing South Lake Regional Hospital, Newmarket Main Street and Aurora.

Current Routing:



Operating Hours and Frequency:

AM Peak	Midday	PM Peak	Evening	Saturday	Sunday/Holiday
✓	✓	✓	✓	✓	
45/60 min	60 min	30/40 min	60 min	60 min	Not Applicable

Major Trip Generators: Newmarket GO Bus Terminal, Newmarket GO Train Station, South Lake Regional Hospital, Huron Heights H.S., 404 Town Centre, Aurora Centre Plaza.

Boardings (2006):

Annual	43,523
Avg Weekday	167
Rev/Cost (%)	13.8
Boardings/Hr	6.2

Service Requests:

- Additional Late evening Saturday Service
- Introduce Sunday service

Discussion/Issues:

- This route was introduced September 5, 2004 as per the approved 2004 service plan and modified in September '06 to include two way service on the entire length of historic downtown Main Street. Base routes are recommended to operate on Saturday and Sundays, providing 60 minute service from 6:00 am to 11:00 pm and must achieve an average minimum 10 passengers per service hour. Current Saturday average passenger per hour is 6 and we would expect Sunday Service will not be considerably less
- Route 54 has been in service for two and a half years and ranks next to last among all base routes in terms of achieving minimum standards for financial and ridership performance as indicated in the 2006 Route Performance Assessment (see Appendix A on page 222)
- Additional late evening Saturday and new Sunday service is not warranted at this time but will be reviewed as part of the 2009 Service Planning Cycle
- Route 54 is a base route that operates on the Bayview corridor and is a required north south link as identified in the approved 2006-2010 Five Year Service Plan

Recommendation:

- N/A

Estimated Additional Costs:

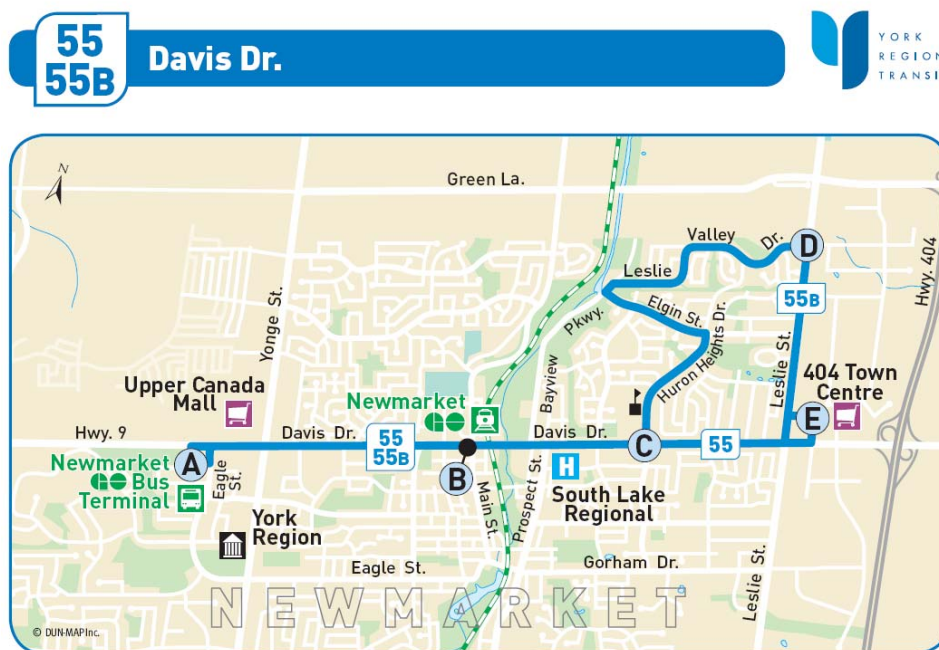
- N/A

Route: 055 Davis Drive

Type: Base

Description: Main east-west route along Davis Drive

Current Routing:



Operating Hours and Frequency:

AM Peak	Midday	PM Peak	Evening	Saturday	Sunday/Holiday
✓	✓	✓	✓	✓	✓
15 min	20 min	15 min	30 min	20/30 min	15 min

Major Trip Generators: Newmarket GO Bus Terminal, Newmarket GO Train Station, South Lake Regional Hospital, Huron Heights H.S., 404 Town Centre.

Boardings (2006):

Annual	358,239
Avg Weekday	1,251
Rev/Cost (%)	61.7
Boardings/Hr	27.6

Service Requests:

- Extend Service east to Harry Walker and Bales Drive
- Extend Service west to provide service into Upper Canada Mall

- Improve Monday to Friday mid-day and afternoon rush hour service to every 15 minute Service

Discussion/Issues:

- As part of the 2004 Newmarket restructuring, Route 55B Davis via Huron Heights branch was introduced to replace the former Route 33 service in the Leslie Valley area and to provide service to the No Frills on Leslie. In addition, Route 225 Bales Shuttle was introduced in 2005, but due to poor performance, cancelled in September '07
- Base routes are recommended to operate six to seven days a week and must achieve an average minimum 10 passengers per service hour. Current average passenger per hour on Routes 55 and 55B combined is 28, however, when separated, Route 55 achieves 38 and Route 55B attains 14 passengers per service hour and we would expect Sunday Service will not be considerably less
- In order to retain Route 55 as a base route only, Route 55 should be extended east to Harry Walker and west to service Upper Canada Mall. The 55B Branch will be restructured and will be combined with the existing Route 44 routing to form the new Route 59 Bristol-Leslie Valley service. The annual Route 55B operating cost savings to be used to offset the cost of new Route 59
- Although the Bales Shuttle was cancelled in September '07, a limited Route 55A (one or two am and pm trips) service should be considered for service to Bales Drive
- Current 20 minute service meets midday and rush hour service standards for base routes

Recommendation:

- Extend Route 55 east to Harry Walker and west to service Upper Canada Mall
- Restructure Route 55B by combining it with Route 44 to form new Route 59 Bristol – Leslie Valley as per details outlined in Route 44 description (Please refer to Northern System Map on page 128)

Estimated Additional Costs:

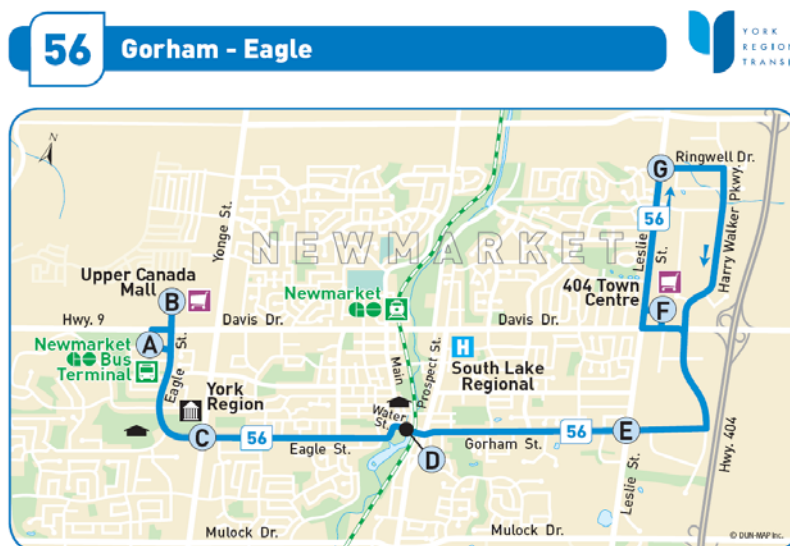
- Gross operating cost savings of \$302,000 is anticipated for the Route 55B Monday to Friday restructuring which will be used to offset the additional operating cost for the introduction of the new Monday to Friday Route 59 Bristol-Leslie Valley
- Gross operating cost savings of \$62,000 is anticipated for the Route 55B Saturday restructuring which will be used to offset the additional operating cost for the introduction of the new Saturday Route 59 Bristol-Leslie Valley

Route: 056 Eagle-Gorham

Type: Local

Description: A mid-block local Newmarket route servicing the Harry Walker Parkway Industrial area.

Current Routing:



Operating Hours and Frequency:

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

Major Trip Generators: Newmarket GO Bus Terminal, Upper Canada Mall, Harry Walker Parkway Industrial Area, 404 Town Centre.

Boardings (2006):

Annual	119,780
Avg Weekday	486
Rev/Cost (%)	32.7
Boardings/Hr	14.6

Service Requests:

- Increase midday service to 30 minute frequency from current 60 minutes
- Service requested along entire length of Harry Walker Parkway

Discussion/Issues:

- Local routes are recommended to operate on six to seven days a week and must achieve an average minimum 10 passengers per service hour. Current all day average passenger per hour on Route 56 is 15 and meets minimum standards. Ridership growth on this route has levelled off to less than 5% in the last 12 months and therefore any increase in midday service at this time is not warranted
- Restructure Route 56 to service Harry Walker when Route 55 is extended to Harry Walker, when Route 58 is extended south to Wellington and when Route 57 extended to Harry Walker

Recommendation:

- Restructure Route 56 to service Harry Walker when Route 55 is extended to Harry Walker, when Route 58 is extended south to Wellington and when Route 57 extended to Harry Walker (Please refer to Northern System Map on page 128)

Estimated Additional Costs:

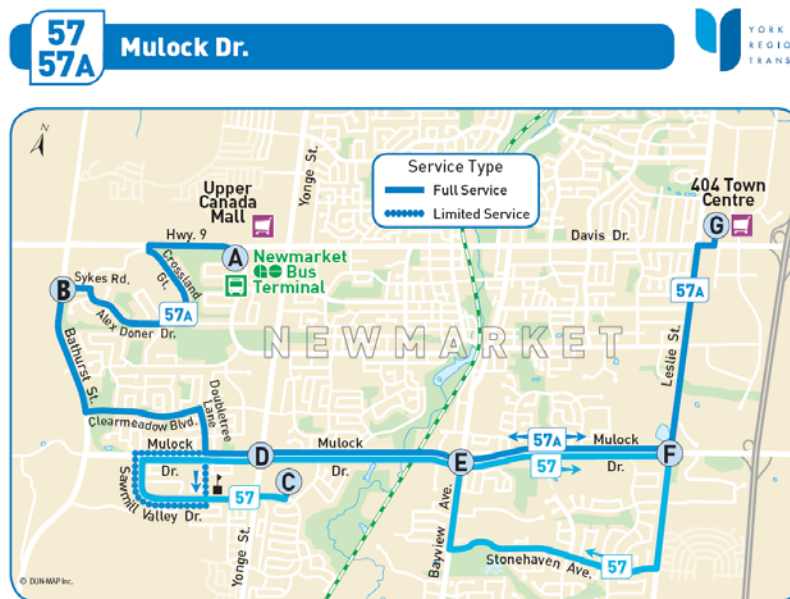
- N/A

Route: 057 / 057A Mulock Drive

Type: Base

Description: Main east-west route along Mulock Drive servicing the Sawmill and Stonehaven Road subdivisions. The 57A branch operates north along Bathurst and Leslie Streets between Upper Canada Mall and 404 Town Centre.

Current Routing:



Operating Hours and Frequency:

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

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

Boardings (2006):

Annual	150,022
Avg Weekday	663
Rev/Cost (%)	23.6
Boardings/Hr	10.5

Service Requests:

- Extend service Harry Walker
- Reduce service on Stonehaven Ave

- Provide better two way service on Mulock to service the new Newmarket Recreational Centre at Mulock and College Manor
- Introduce service to Newmarket H.S. due to Yellow school bus cancellation
- Deferral from 2007 Service plan – Extension of service north into the Woodspring and Harvest Hills subdivisions

Discussion/Issues:

- Restructure Route 57 to service Harry Walker when Route 55 is extended to Harry Walker, when Route 56 is restructured to service Harry Walker, and when Route 58 is extended south to Wellington
- This route along Stonehaven has been in operation for two and a half years and has not been achieving minimum financial and ridership performance standards during the off-peak, evenings and weekends. This route segment contributes significantly to the overall route ranking of less than half the average passenger per revenue hour performance in its peer group of routes. The option of cancelling all day service or reducing Stonehaven service to peak hour only due to poor performance should be considered for 2008. A demand responsive service or a new branch of Route 58 Leslie, combined with the existing Route 223 Aurora Newmarket GO Shuttle and Route 421 Newmarket H.S. School Special, may be considered in its place
- The restructuring of Route 57 and 57A will provide improved two way service on the entire Mulock corridor including in front of the new Newmarket Recreation Centre
- Maintain newly introduced School Special 423 to Newmarket H.S. until end of current 2007/2008 school special year and then evaluate and justify need for 2008/2009 School Year
- As part of the 2007 Annual Service Plan, new Route 53 Woodspring was approved into the Woodspring and Harvest Hills subdivision in order to connect the community to Upper Canada Mall, East Gwillimbury GO Station and the Newmarket Bus Terminal. When completed, this community will consist of over 1500 new units and a population of 4500. This route was deferred to 2008 due to other 2007 budget priorities
- Additional annual gross operating cost for new Route 53 Woodspring midday and evening service differed from the 2007 Annual Service Plan is \$454,000
- Additional annual gross operating cost for new Route 53 Woodspring Saturday service deferred from the 2007 Annual Service Plan is \$73,000

Recommendation:

- Restructure Route 57 to service Harry Walker when Route 55 is extended to Harry Walker, when Route 56 is restructured to service Harry Walker, and when Route 58 is extended south to Wellington (Please refer to Northern System Map on page 128)

- Annual operating cost savings to be used to offset the cost of new Stonehaven Demand Responsive Service or a Route 58A mid-day branch
- Route 57 Stonehaven service to be discontinued in conjunction with the Route 57 restructuring plan due to poor performance. A demand responsive service may be considered in its place combined with the existing Route 223 Aurora Newmarket GO Shuttle and Route 421 Newmarket H.S. School Special
- Introduce new Route 53 Woodspring Peak Hours only service Monday to Friday as per the 2007 Service Plan in spring '07

Estimated Additional Costs:

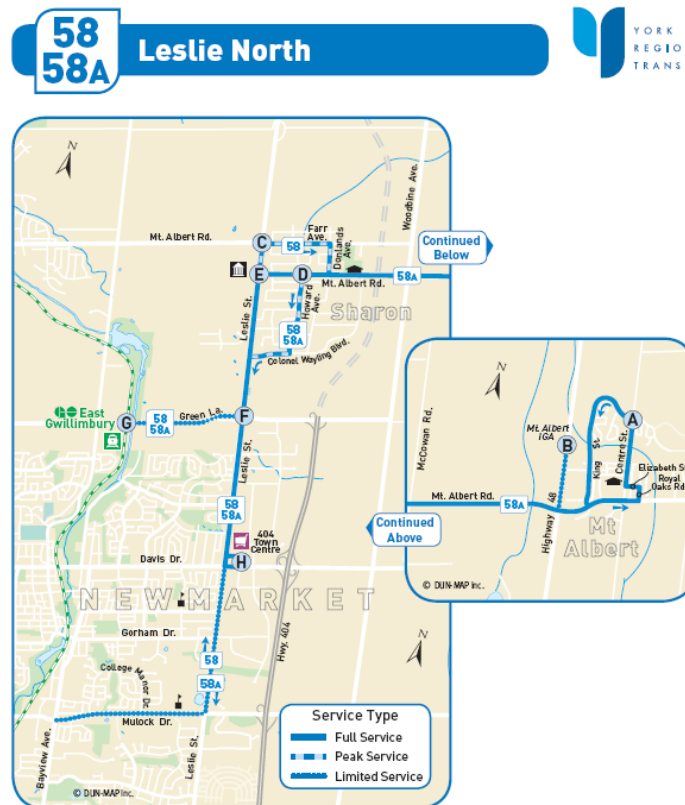
- No additional gross operating cost is anticipated for the Route 57 restructuring
- Annual gross operating cost savings from the reduction of Route 57 service in Stonehaven to be used to offset the cost of new Stonehaven Demand Responsive Service or new branch of Route 58 in spring '08
- Additional annual gross operating cost for new Route 53 Woodspring deferred from the 2007 Annual Service Plan is \$454,000

Route: 058 Leslie North

Type: Local (Small Community)

Description: Main north-south core route operating between Davis Drive and the Mt. Albert and Sharon communities.

Current Routing:



Operating Hours and Frequency:

AM Peak	Midday	PM Peak	Evening	Saturday	Sunday/Holiday
✓	✓	✓	✓		
30/60 min	25/30 min	40/60 min	30/40 min	Not Applicable	Not Applicable

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

Boardings (2006):

Annual	16,575
Avg Weekday	82
Rev/Cost (%)	9.8
Boardings/Hr	4.4

Service Requests:

- Introduce Saturday Service
- Reverse the Sharon loop to operate in the northbound direction instead of the current southbound direction
- Deferral from 2007 Service plan – extension of service south to State Farm and new commercial development in Aurora at Leslie and Wellington Streets

Discussion/Issues:

- At present, there is no Saturday service provided to the communities of Sharon and Mt. Albert on this local route and therefore does not meet minimum service span standards. Currently Saturday service is only offered on Leslie Street by Route 57A south of Davis Drive and Route 56 north of Davis Drive to Green Lane. If routes 56 and 57A branches are restructured, then Route 58 Saturday service should be considered. Additional gross operating cost for the introduction of the new Route 58 Leslie North from Mt Albert to State Farm Saturday Service is \$148,000
- Reversing the Sharon loop has been requested through YRT operations in order to improve schedule adherence and for improved safety while turning left at Colonel Weyling and Leslie Streets
- The extension of Route 58 south on Leslie St to State Farm was approved as part of the 2007 Annual service plan but deferred to 2008 due to other 2007 budget priorities. If routes 56 and 57A branches are restructured, then Route 58 extension to State Farm and Stonehaven Road (see Route 57) should be considered

Recommendation:

- Route 58 Leslie North to be extended south to State Farm as per the 2007 service plan, however, it should be noted that, due to pending budget constraints, the implementation of this service initiative has been identified for deferral to 2009. (Please refer to Northern System Map on Page 128)
- Reverse the Sharon loop in order to improve schedule adherence and safety

Estimated Additional Costs:

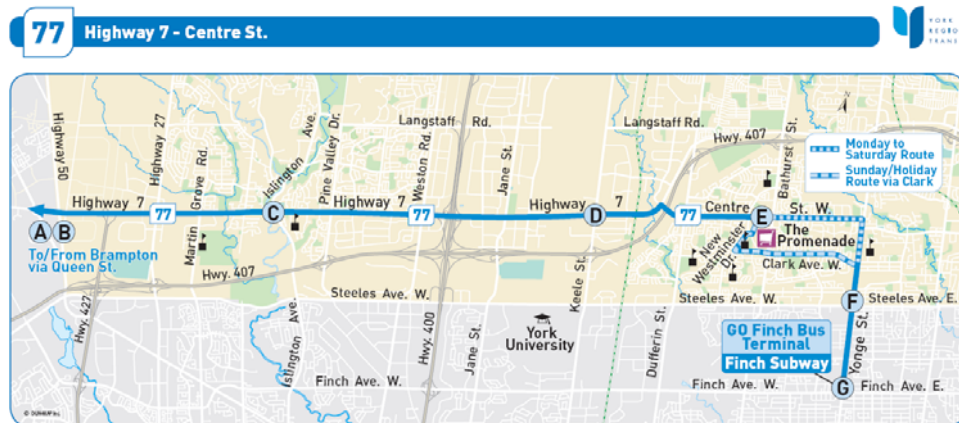
- Additional annual gross operating cost for Route 58 extension south to State Farm deferred from the 2007 Annual Service Plan is \$403,000

Route: 077 Highway 7 - Centre

Type: Base

Description: Main east-west route operating along Highway 7 from Finch Station via Yonge westward to Brampton. Operations shared with Brampton Transit.

Current Routing:



Operating Hours and Frequency:

AM Peak	Midday	PM Peak	Evening	Saturday	Sunday/Holiday
✓	✓	✓	✓	✓	✓
15 min	15/30 min	15/20 min	30 min	30 min	45 min

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

Boardings (2006):

Annual	737,875
Avg Weekday	2,752
Rev/Cost (%)	63.0
Boardings/Hr	30.0

Service Requests:

- Improved schedule adherence
- More frequent service, particularly during peak periods, to avoid intermittent overload conditions
- On Saturdays, provide later trips departing after midnight from Finch Station and Bramalea City Centre

Discussion/Issues:

- Intermittent overload and schedule adherence issues have been confirmed and are being dealt with on an operational basis, as needed
- To accommodate increasing demand and minimize overcrowding, one new trip will be implemented in each direction on weekday afternoons, effective September 2007
- Results of 2006 origin-destination survey for Route 77 to be considered as part of review/implementation of proposed service improvements or restructuring in 2008
- Planning for Brampton Transit's AcceleRide BRT initiative is underway; impacts on local YRT/Viva services are in the process of being identified

Recommendation:

- N/A

Estimated Savings:

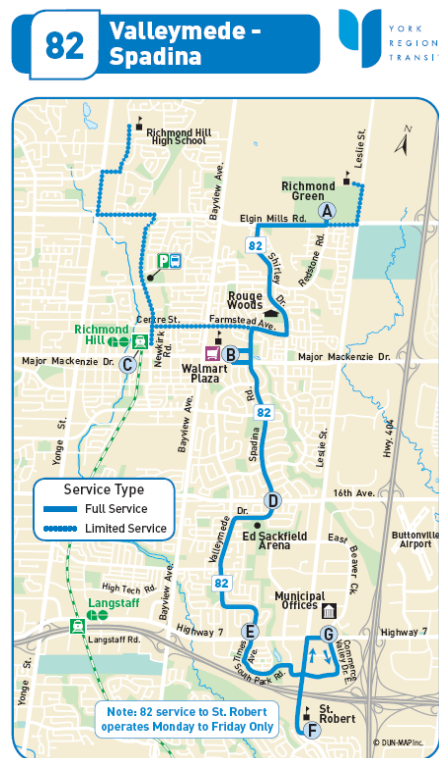
- N/A

Route: 082 Valleymede/Spadina

Type: Local

Description: A mid-block north-south local route in Richmond Hill operating between Elgin Mills Road and south into the Beaver Creek Business Park.

Current Routing:



Operating Hours and Frequency:

AM Peak	Midday	PM Peak	Evening	Saturday	Sunday/Holiday
✓	✓	✓	✓	✓	
30 min	60 min	30 min	25/35 min	60 min	Not Applicable

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

Boardings (2006):

Annual	102,010
Avg Weekday	535
Rev/Cost (%)	24.7
Boardings/Hr	12.9

Service Requests:

- Discontinue off-peak service to St. Robert's High School

Discussion/Issues:

- Due to low student passenger activity during the mid-day, off-peak service should be removed from St. Robert's and operate as per the exiting Saturday routing
- No changes to current service levels are required for 2008

Recommendation:

- Discontinue Monday to Friday off-peak service to St. Robert's High School in spring 2008

Estimated Additional Costs:

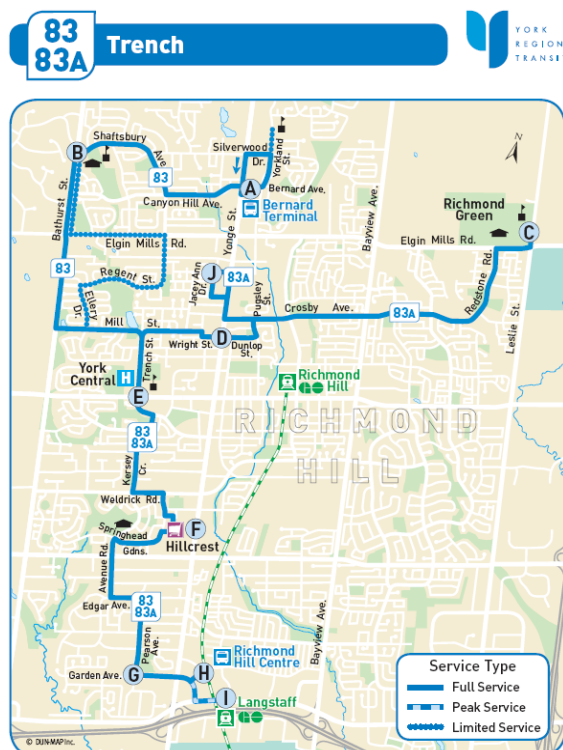
- No additional gross operating cost saving is anticipated for the off-peak discontinuation of service to St. Robert's

Route: 083 / 083A Trench

Type: Local

Description: A local mid-block north-south route operating between Yonge/Bernard Terminal and Richmond Hill Centre Terminal. The 83A branch is a local mid-block route operating between Richmond Green and Richmond Hill Centre Terminal.

Current Routing:



Operating Hours and Frequency:

AM Peak	Midday	PM Peak	Evening	Saturday	Sunday/Holiday
✓	✓	✓	✓	✓	
50/60 min	60 min	45/60 min	60 min	120 min	Not Applicable

Major Trip Generators: Westmount C.I., Langstaff S.S., Langstaff GO Station, Hillcrest Mall, York Central Hospital, Alex Mackenzie H.S., Dunlop Seniors Residences, St Theresa C.H.S., Richmond Hill S.S., Yonge/Bernard Terminal, Richmond Hill Centre Terminal.

Boardings (2006):

Annual	180,811
Avg Weekday	995
Rev/Cost (%)	21.9
Boardings/Hr	11.5

Service Requests:

- Increase frequency on Shaftsbury Ave and Route 83A branch to Yonge Street
- Introduce Sunday Service
- Maintain Service to Dunlop Senior's Residences
- Re-route southbound service to operate on the North Service Road and the back of Hillcrest Mall in order to improve schedule adherence and to avoid speed bumps
- Deferral from 2007 Service Plan – Extension of service north into the Inspiration and Macleod Landing subdivisions

Discussion/Issues:

- No changes to current service levels and routing areas required in 2008 until the introduction of New Inspiration and McLeod Landing service
- Local routes are recommended to operate on Sundays, providing 60 minute service from 9:00 am to 11:00 pm. Although this local route would service Hillcrest Mall, Sunday Service will not be considered until demand increases sufficiently on Saturday
- With the introduction of numerous speed bumps and increased vehicle activity at the front of Hillcrest Mall, Route 83 southbound service should be re-routed to operate along Baif Blvd, Yonge Street, the North Service Road, and the back service road.
- As part of the 2007 Annual Service Plan, Route 83 Trench extension was approved into the Inspiration and McLeod Landing subdivisions in order to connect the community to the existing Viva Station at Yonge and 19th Ave and to the new Yonge and Stouffville Road Viva Station. When completed, these two new communities will consist of over 1700 new units and a population of 5000. This route was deferred to 2008 due to other 2007 budget priorities
- Since this route was deferred to 2008 and as this extension is north of Bernard, consideration should be given to making the Inspiration extension a separate route (Route 81 – Inspiration). Route 83 is already a long route and a somewhat complicated route. By extending into the Inspiration subdivision, it would become even more difficult to operate, maintain schedule adherence, and communicate to the public

Recommendation:

- Re-route Route 83 southbound service at Hillcrest Mall to operate on the North Service Road and the Back Service Road on January 2008 (Please refer to Southern Map on page 127)
- New Route 81 Inspiration service to be introduced Monday to Saturdays as per the 2007 service plan in April 2008

Estimated Additional Costs:

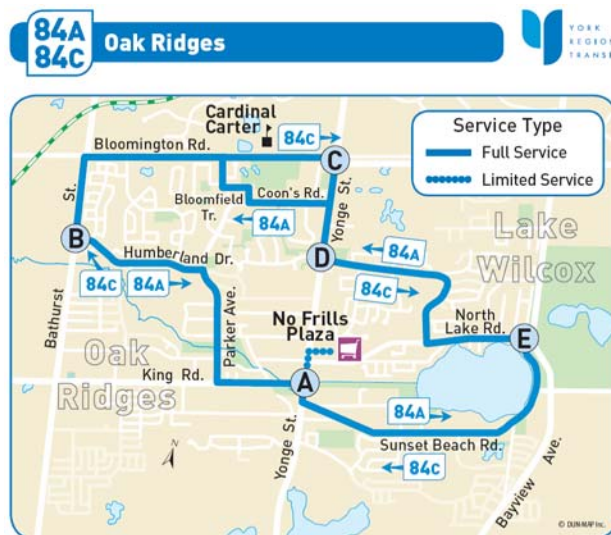
- No additional gross operating cost is anticipated for the southbound re-routing at Hillcrest Mall
- Additional annual gross operating cost for new Route 81 peak hour service for Inspiration deferred from the 2007 annual Service Plan is \$454,000
- Additional annual gross operating cost for new Route 81 off-peak and evening service for Inspiration deferred from the 2007 annual Service Plan is \$252,000
- Additional gross operating cost for the introduction of the new Route 81 Inspiration Saturday Service is \$104,000

Route: 084A / 084C Oak Ridges

Type: Local

Description: A local route linking the Oak Ridges and the Lake Wilcox community operating between Bloomington Road and Sunset Beach Road.

Current Routing:



Operating Hours and Frequency:

AM Peak	Midday	PM Peak	Evening	Saturday	Sunday/Holiday
✓	✓	✓		✓	
30 min	40 min	30 min	Not Applicable	40 min	Not Applicable

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

Boardings (2006):

Annual	53,988
Avg Weekday	257
Rev/Cost (%)	17.3
Boardings/Hr	7.7

Service Requests:

- Restore service to the Richmond Hill GO Station
- Introduce service on Bayview and Old Colony Road to service new Casa subdivision
- Introduce service to new Bloomington Heights subdivision
- Remove/reduce service off of Bloomfield Trail and Worthington

- Introduce service on entire length of Worthington Road from Yonge Street to Bloomington Road to service new development

Discussion/Issues:

- This route is schedule to meet Route 22 at the King Road viva station for connection to the King City GO Station
- The Casa Subdivision received approval in 2005 and construction began in 2006. When fully built out, this development will comprise of 1796 units and an expected population of about 5000. As of May 2007, just over 50% of the development has been completed including the completion of the east west Old Colony collector road. Consideration will be made to splitting the route in two separate routes where 84A service would operate west of Yonge Street and 84C would operate east of Yonge Street
- Any restructuring needs to take into account connections to areas west of Yonge Street
- Service along Bloomington Road, Bayview Ave, Bloomfield Trail, and Old Colony to be reviewed in early 2008 as part of a service review for all Oak Ridges. Upon completion of the service review, a revised Oak Ridges service plan will be developed for a fall 2008 implementation
- This area may be a candidate for Dial-a-Ride Service during the off-peak periods

Recommendation:

- Route 84 Oak Ridges to remain unchanged until it is restructured in the fall '08 to include new local service to Bayview, Old Colony Road, Worthington, and Bloomington Road

Estimated Additional Costs:

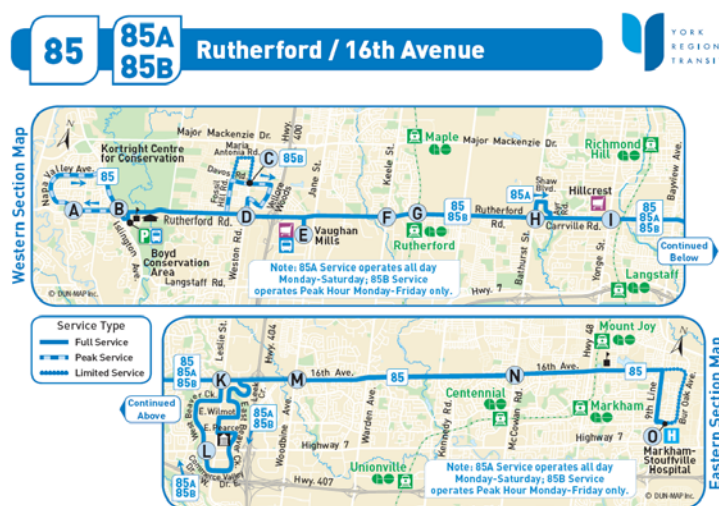
- No additional gross operating cost is anticipated for the Route 84 restructuring and introduction of the new service to Old Colony Road and Bayview Ave

Route: 085 / 085A / 085B Rutherford-16TH Ave

Type: Base

Description: Main east-west line operating from Markham-Stouffville Hospital to Islington Ave. Operates along 16th Ave/Rutherford Road. Route 85A is a branch of Route 85 which runs east-west along 16th Ave between Leslie and Bathurst Streets in Richmond Hill and also services the Beaver Creek Business Park. Route 85B is a branch of 85 which runs east-west along Rutherford Road between Leslie Street and Weston Road in Woodbridge and also services the Beaver Creek Business Park.

Current Routing:



Operating Hours and Frequency:

Rte 085

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

Rte 085A

✓	✓	✓	✓	✓	
30/45 min	60 min	15/30 min	30/45 min	60 min	Not Applicable

Rte 085B

✓		✓			
25/30 min	Not Applicable	15/30 min	Not Applicable	Not Applicable	Not Applicable

Major Trip Generators: Markham-Stouffville Hospital, Brother Andre C.H.S., Beaver Creek Business Park, Hillcrest Mall, Rutherford GO Station, Canada's Wonderland, Al Palladini C.C., Emily Carr S.S., Beaver Creek Business Park, Vaughan Mills Mall

Boardings (2006):

Annual	824, 292
Avg Weekday	3,311
Rev/Cost (%)	38.9
Boardings/Hr	20.3

Service Requests:

- Improve the frequency of service along the Markham portion of this route (for all time periods) and late evening Saturday Service
- Extend the service further east of 9th Line
- YRT Operations requested that the route be shortened to operate only to Vaughan Mills Road
- Simplify route
- Provide express service along 16th Avenue

Discussion/Issues:

- The current frequency level provided along the Markham portion during weekday peak period and late evening Saturday does not meet the service frequency standard. Due to the positive ridership growth and new developments along the 16th Avenue corridor, weekday peak period service should be improved from 30 minute to 15 minute service
- In order to provide service to the new developments east of 9th line, extend along 16th Avenue and provide new service along Cornell Rouge Blvd and to the Cornell Terminal on Hwy 7 at old Markham By-Pass. Route 85 would connect with viva and YRT routes at the terminal
- In order to provide for a shorter and simplify the route, Route 85 should be restructured as follows:
 - o Route 85 to operate from Vaughan Mills Mall to Markham-Stouffville Hospital and Cornell Monday to Sunday
 - o The existing Route 85A branch would be replaced with a new Route 244 Beaver Creek Shuttle
 - o Route 85B branch would remain unchanged and will be combined with the new Route 244 Beaver Creek Shuttle to offer a peak hour 10 minute service within the Beaver Creek Business Park
 - o New Route 85A branch would replace the existing Route 85 service from Napa Valley to Yonge Street only. The route would service Napa Valley Avenue and connect with Vaughan Mills Mall, Rutherford GO Station and viva blue
- The new Route 85A branch would operate out of Division 4, while Route 85 and the new Route 244 would operate out of Division 3

Recommendation:

- April 2008, implement Route 85 restructuring as follows: (Please refer to Southern System Map on page 127)
 - o Route 85 to operate from Vaughan Mills Mall to Markham-Stouffville Hospital and Cornell via Cornell Rouge Blvd, Monday to Sunday
 - o The existing Route 85A branch would be replaced with a new Rte 244 Beaver Creek Shuttle
 - o Route 85B branch would remain unchanged and will be combined with the new Route 244 Beaver Creek Shuttle to offer a peak hour 10 minute service within the Beaver Creek Business Park
 - o New Route 85A branch would replace the existing Route 85 service from Napa Valley to Yonge Street only. The route would service Napa Valley Avenue and connect with Vaughan Mills Mall, Rutherford GO Station and Viva Blue
- Route 85 would operate 16th Avenue between Markham-Stouffville Hospital and Vaughan Mills Mall. The frequency along the Markham portion will be improved from 30 minute to 15 minute frequency during peak periods
- Extend Saturday late evening service to 11:00 pm

Estimated Additional Costs:

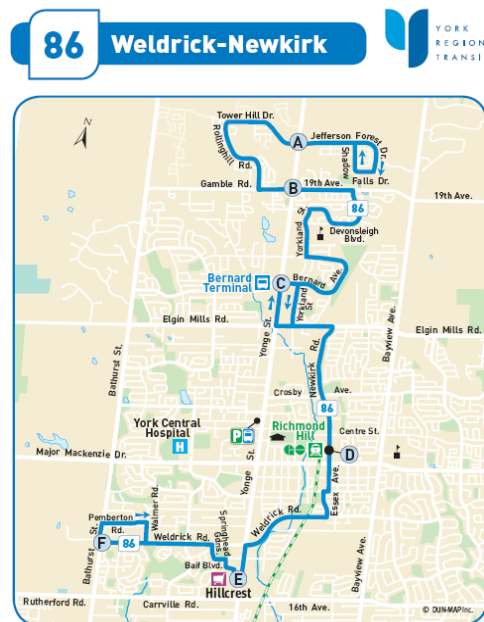
- No additional gross operating cost is anticipated for the restructuring of Route 85, including the introduction of the new Route 244
- Additional annual gross operating cost for increasing the frequency on the Markham portion of Route 85 deferred from the 2007 annual Service Plan is \$380,000
- Additional annual gross operating cost for increasing service on Route 85B as part of the restructuring is \$225,000
- Additional gross operating cost for improved late evening Saturday Service is \$21,000 however, it should be noted that, due to pending budget constraints, the implementation of this service initiative has been identified for deferral to 2009

Route: 086 Weldrick – Newkirk

Type: Local

Description: A local east-west and north-south mid-block route in Richmond Hill operating between Jefferson Forest Drive and Bathurst Street.

Current Routing:



Operating Hours and Frequency:

AM Peak	Midday	PM Peak	Evening	Saturday	Sunday/Holiday
✓	✓	✓	✓	✓	✓
30 min	60 min	30 min	30/60 min	60 min	Not Applicable

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

Boardings (2006):

Annual	123,094
Avg Weekday	582
Rev/Cost (%)	16.9
Boardings/Hr	8.8

Service Requests:

- Introduce service into the Upper Thornhill Village Subdivision west of Bathurst Street
- Service request for service to the Richmond Hill GO Station

Service Requests:

- Introduce service into the Upper Thornhill Village Subdivision west of Bathurst Street
- Service request for service to the Richmond Hill GO Station

Discussion/Issues:

- Upper Thornhill Village received approval in 2004 and construction began in 2006. When fully built out, this development will comprise of 3000 units and an expected population of about 5000. As of May 2007, just over 25% of the development has been completed including the completion of the east west collector road. Consideration in 2009 will be made to extend Route 86 west as a mid-block local service connecting the new communities to Hillcrest Mall, Viva Weldrick Station and the Richmond Hill GO Station. Service into Upper Thornhill was included in 2007 Service Plan as a north/south extension of the existing Route 23 but deferred to 2008 (see Route 23)
- Currently there is a minor duplication of service between Route 86 and the Route 242 North Richvale GO Shuttle along Weldrick Drive. Consideration in spring 2008 to restructure Route 242 to operate within Upper Thornhill Village (see Route 242)

Recommendation:

- Route 86 Weldrick/Newkirk to remain unchanged until 2009 when it will be extended west to service the Upper Thornhill Village Subdivision
- Restructure Route 242 North Richvale GO Shuttle to operate within Upper Thornhill Village in spring 2008

Estimated Additional Costs:

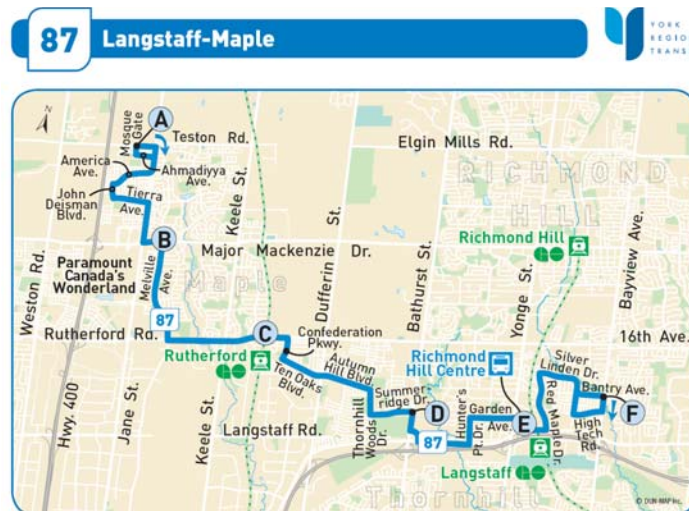
- Additional annual gross operating cost for restructuring Route 242 to service the Coronation and Lebovic Subdivision can be accommodated within the current Route 242 operating budget

Route: 087 Langstaff Local

Type: Local

Description: An east-west mid-block local route operating between the Maple community, the Thornhill community, and southern Richmond Hill.

Current Routing:



Operating Hours and Frequency:

AM Peak	Midday	PM Peak	Evening	Saturday	Sunday/Holiday
✓	✓	✓		✓	
30/35 min	60 min	25/40 min	Not Applicable	60 min	Not Applicable

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

Boardings (2006):

Annual	181,510
Avg Weekday	923
Rev/Cost (%)	25.4
Boardings/Hr	13.3

Service Requests:

- No service requests at this time

Discussion/Issues:

- No changes to current service levels are required for 2008

Recommendation:

- N/A

Estimated Additional Costs:

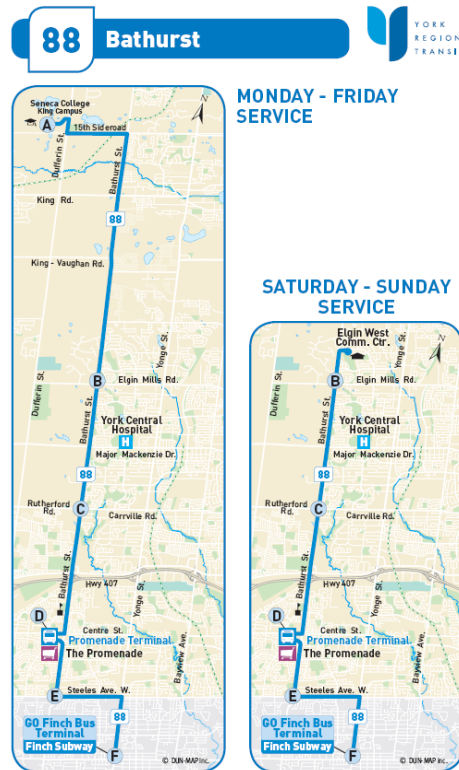
- N/A

Route: 088 Bathurst

Type: Base

Description: A main north-south route operating between Seneca College King Campus and Finch Subway Station via Bathurst Street.

Current Routing:



Operating Hours and Frequency:

AM Peak	Midday	PM Peak	Evening	Saturday	Sunday/Holiday
✓	✓	✓	✓	✓	✓
20 min	30 min	20 min	45 min	40 min	60 min

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

Boardings (2006):

Annual	564,827
Avg Weekday	2,376
Rev/Cost (%)	53.1
Boardings/Hr	26.1

Service Requests:

- Improve weekday peak period frequency
- Extend weekend service north to Oak Ridges/King area

Discussion/Issues:

- Significant new residential communities being developed on the west side of Bathurst St between Rutherford Road and Teston Road representing considerable additional demand for ridership
- To accommodate increasing demand and to address service reliability issues resulting from increasing congestion, schedules will be adjusted and frequencies will be improved, effective September 2007

Recommendation:

- For April 2008, to improve weekday peak period frequency
- For April 2008, to extend Saturday service north to Seneca-King Campus area (Please refer to Northern System Map on page 128)
- For April 2008, to extend Sunday service north to Seneca-King Campus area (Please refer to Northern System Map on page 128)

Estimated Additional Costs:

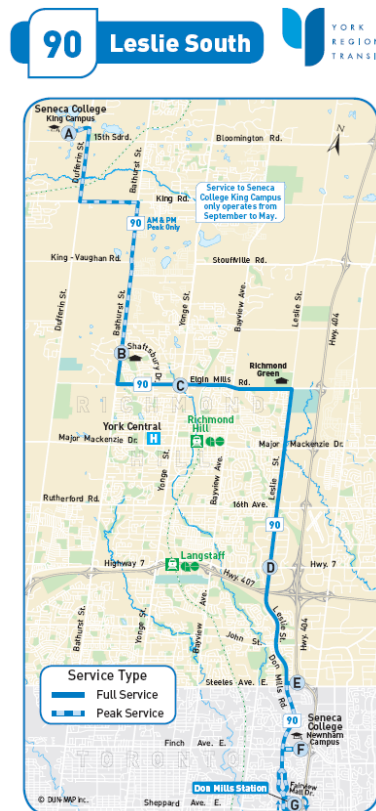
- Weekday improvement \$530,000 annualized
- Saturday route extension \$135,000 annualized
- Sunday route extension \$149,000 annualized

Route: 090 Leslie

Type: Base

Description: A main north-south route operating between Seneca College King Campus and the Don Mills Subway Station.

Current Routing:



Operating Hours and Frequency:

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

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

Boardings (2006):

Annual	226,510
Avg Weekday	992
Rev/Cost (%)	35.2
Boardings/Hr	18.4

Service Requests:

- Extend south to Don Mills Station during mid-day and weekends and improve frequency
- YRT Operations request: due to bus congestion at the Seneca College bus loop, re-locate Seneca Newnham Route 90 bus stop from the bus loop on Finch Ave to the bus stop on Don Mill Road
- Improved service frequency to support the new commercial area located at the northeast corner of Leslie Street and Elgin Mills Road

Discussion/Issues:

- Due to the September 2007 cancellation of viva green in the off-peak and weekends, Route 90 should be extended south to the Don Mills Subway Station. The current frequency level provided along the Leslie and Don Mills portion during weekday off peak and Saturday does not meet the service frequency standard. As a result of positive ridership growth and cancellation of viva green, weekday mid-day and weekend service should be improved from 60 minute service to 30 minute service
- YRT Operations reported daily delays entering and exiting the Seneca College Newnham bus loop. To improve schedule adherence, it has been recommended to re-locate the Route 90 Seneca College Newnham bus stops to Don Mills Road

Recommendation:

- Extend Route 90 south to Don Mills Subway Station every 30 minutes Monday to Friday mid-day and on Saturday to off-set the cancellation of viva green in April 2008
- Re-route the Route 90 to service Seneca College Newnham bus stops on Don Mills Road in April 2008

Estimated Additional Costs:

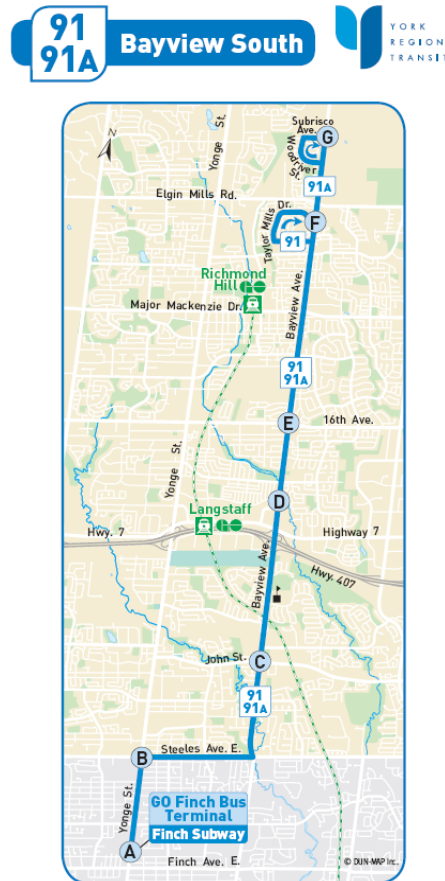
- Additional annual gross operating cost for extending Route 90 south to Don Mills Subway Station, Monday to Friday mid-day is \$354,000
- Additional annual gross operating cost for extending Route 90 south to Don Mills Subway Station on Saturdays is \$125,000

Route: 091 / 091A Bayview

Type: Base

Description: A main north-south route operating between Bayview Plaza and the Finch Subway Station and 91A alternating branch is extended further north into the Subrisco Subdivision.

Current Routing:



Operating Hours and Frequency:

AM Peak	Midday	PM Peak	Evening	Saturday	Sunday/Holiday
✓	✓	✓	✓	✓	✓
10/35 min	60 min	20/35 min	60 min	60 min	60 min

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

Boardings (2006):

Annual	1,029,910
Avg Weekday	3,842
Rev/Cost (%)	74.8
Boardings/Hr	36.8

Service Requests:

- Extend late evening service until 1:00am (both directions)
- Extend route further north to Old Colony Road, Oak Ridges
- Improve off-peak frequency to 15 minutes
- Improve the frequency on the Route 91A branch
- Extend service to the Richmond Hill Centre terminal
- Combine Route 91 and Route 91A in order to provide more service to Subrisco Avenue

Discussion/Issues:

- Evaluate the need to extend the Bayview services to Oak Ridges (as part of the Oak Ridges restructuring)

Recommendation:

- N/A

Estimated Additional Costs:

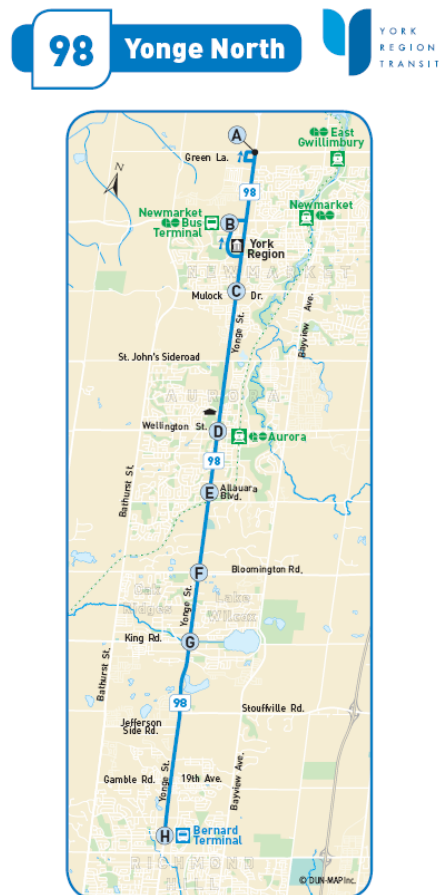
- N/A

Route: 098 Yonge North

Type: Base

Description: A main north-south route operating between Yonge / Bernard Terminal and Green Lane, connecting to the Newmarket GO Terminal.

Current Routing:



Operating Hours and Frequency:

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

Major Trip Generators: Yonge / Bernard Terminal, Newmarket GO Terminal.

Boardings (2006):

Annual	206,032
Avg Weekday	686
Rev/Cost (%)	16.2
Boardings/Hr	7.4

Service Requests:

- Increase service frequency during weekday peak periods (to 15 or 20 minutes from current 30)
- Extend late evening service north to Green Lane (weekdays/Saturdays/Sundays) from Newmarket GO Terminal

Discussion/Issues:

- Although there is considerable growth along the corridor, increasing service levels are not financially feasible given the route's performance. Viva blue operates 10-15 minute service all day north of Bernard Terminal (to Newmarket GO Terminal)
- As part of the 2009 service planning cycle, off-peak period service levels will be reviewed carefully as current ridership levels may only warrant 45 or 60 minute service (from the current 30)
- The last three late evening trips should be extended north to Green Lane (weekdays/Saturdays/Sundays) to provide consistent service along the corridor
- These requests will be reviewed as part of the 2009 budget cycle

Recommendation:

- N/A

Estimated Additional Costs:

- N/A

Route: 099 Yonge

Type: Base

Description: A main north-south route operating between Bernard Terminal and Finch Subway Station.

Current Routing:



Operating Hours and Frequency:

AM Peak	Midday	PM Peak	Evening	Saturday	Sunday/Holiday
✓	✓	✓	✓	✓	✓
9 min	30 min	9 min	30 min	30 min	30 min

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

Boardings (2006):

Annual	1,081,803
Avg Weekday	3,436
Rev/Cost (%)	61.8
Boardings/Hr	29.4

Service Requests:

- N/A

Discussion/Issues:

- Weekday peak period service levels will be reviewed carefully as current ridership levels may only warrant 15 or 20 minute service (from the current 9)
- Weekday off-peak / Saturday / Sunday service will be reviewed carefully as current ridership levels may only warrant 45 or 60 minute service (from the current 30)
- This will be reviewed as part of the 2009 budget cycle

Recommendation:

- N/A

Estimated Additional Costs:

- N/A

Southern York Region
Draft Proposed 2008 Service

Regular Bus Routes

-  YRT Full Service Route
-  YRT Peak Service Route
-  YRT Limited Service Route

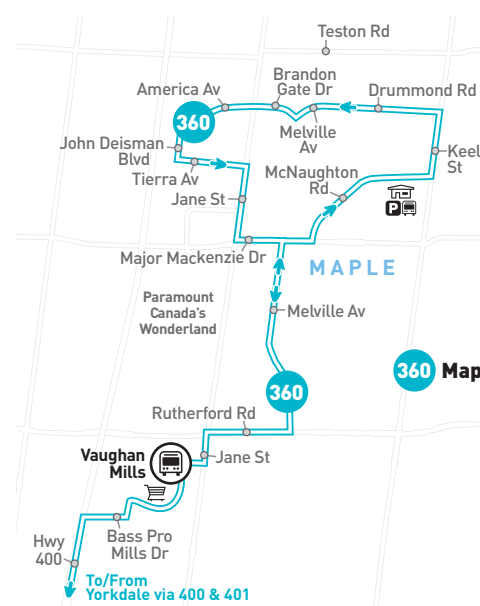
Symbols

- | | |
|---|---------------------|
|  | Major Bus Terminal |
|  | Park & Ride |
|  | Community Centre |
|  | Shopping Centre |
|  | Hospital |
|  | Municipal Office |
|  | Secondary School |
|  | College/University |
|  | Direction of Travel |

Rapid Transit Routes

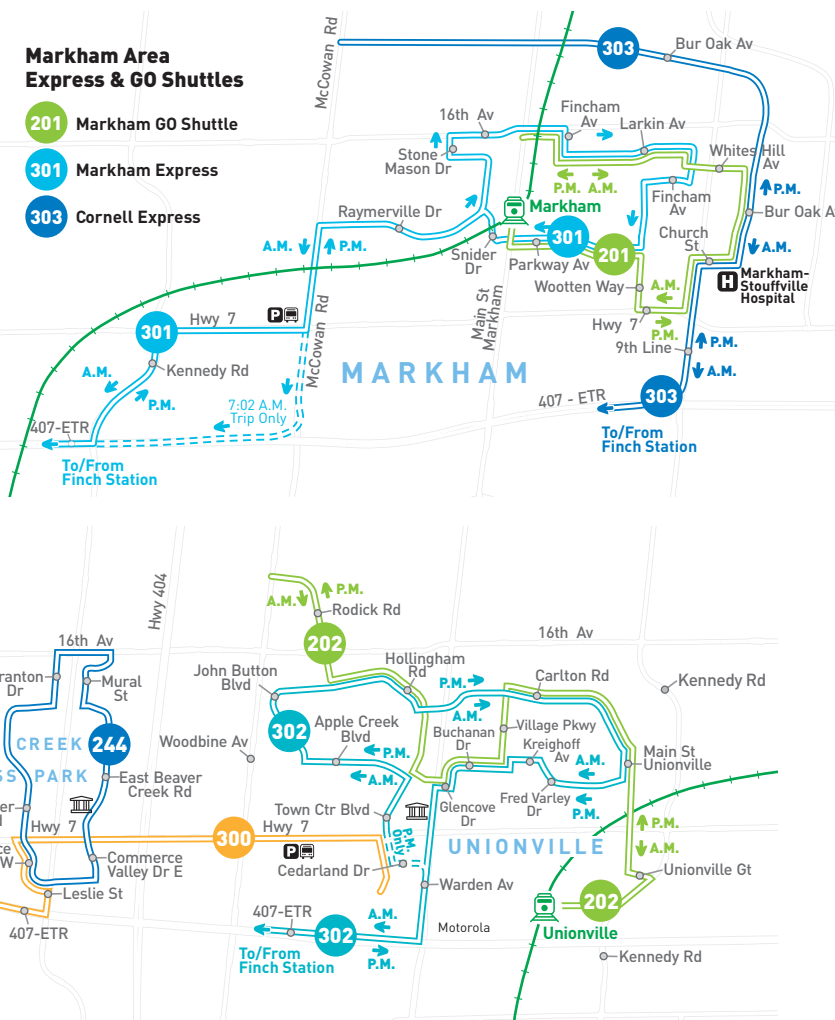
- | | |
|---|--|
|  | Purple <ul style="list-style-type: none"> • Full Service
(York U to Markham By-Pass) |
|  | Pink <ul style="list-style-type: none"> • Peak Service
(Finch to Unionville) |
|  | Green <ul style="list-style-type: none"> • Peak Service
(Don Mills to McCowan) • Future - To be determined
(McCowan to Markham By-Pass) |
|  | Blue <ul style="list-style-type: none"> • Full Service
(Finch to Newmarket) |
|  | Orange <ul style="list-style-type: none"> • Full Service
(Martin Grove to Downsview) |
|  | Vivastation |
|  | GO Train & Station |

YRT Express & GO Shuttle Services



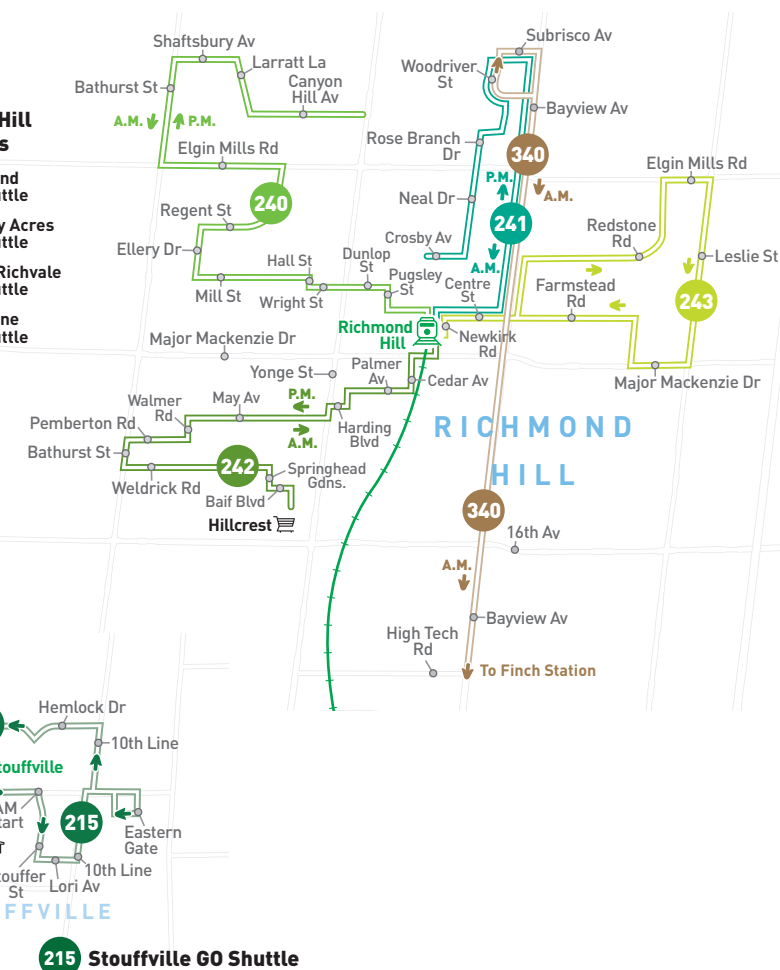
Unionville Area

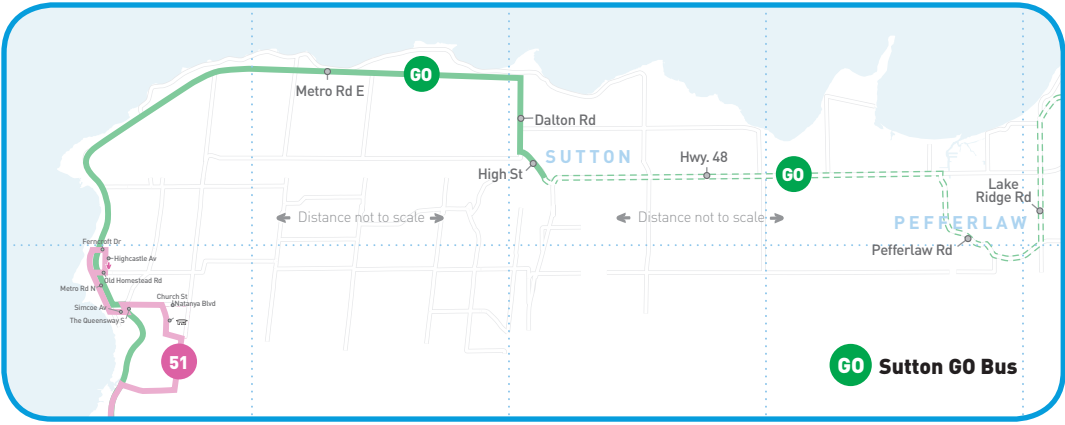
- 202 Unionville GO Shuttle
- 244 Beaver Creek Shuttle
- 300 Business Express
- 302 Unionville Express



Richmond Hill

- GO Shuttles**
- 240 Mill Pond GO Shuttle
 - 241 Beverly Acres GO Shuttle
 - 242 North Richvale GO Shuttle
 - 243 Redstone GO Shuttle





Northern York Region Draft Proposed 2008 Service

Regular Bus Routes

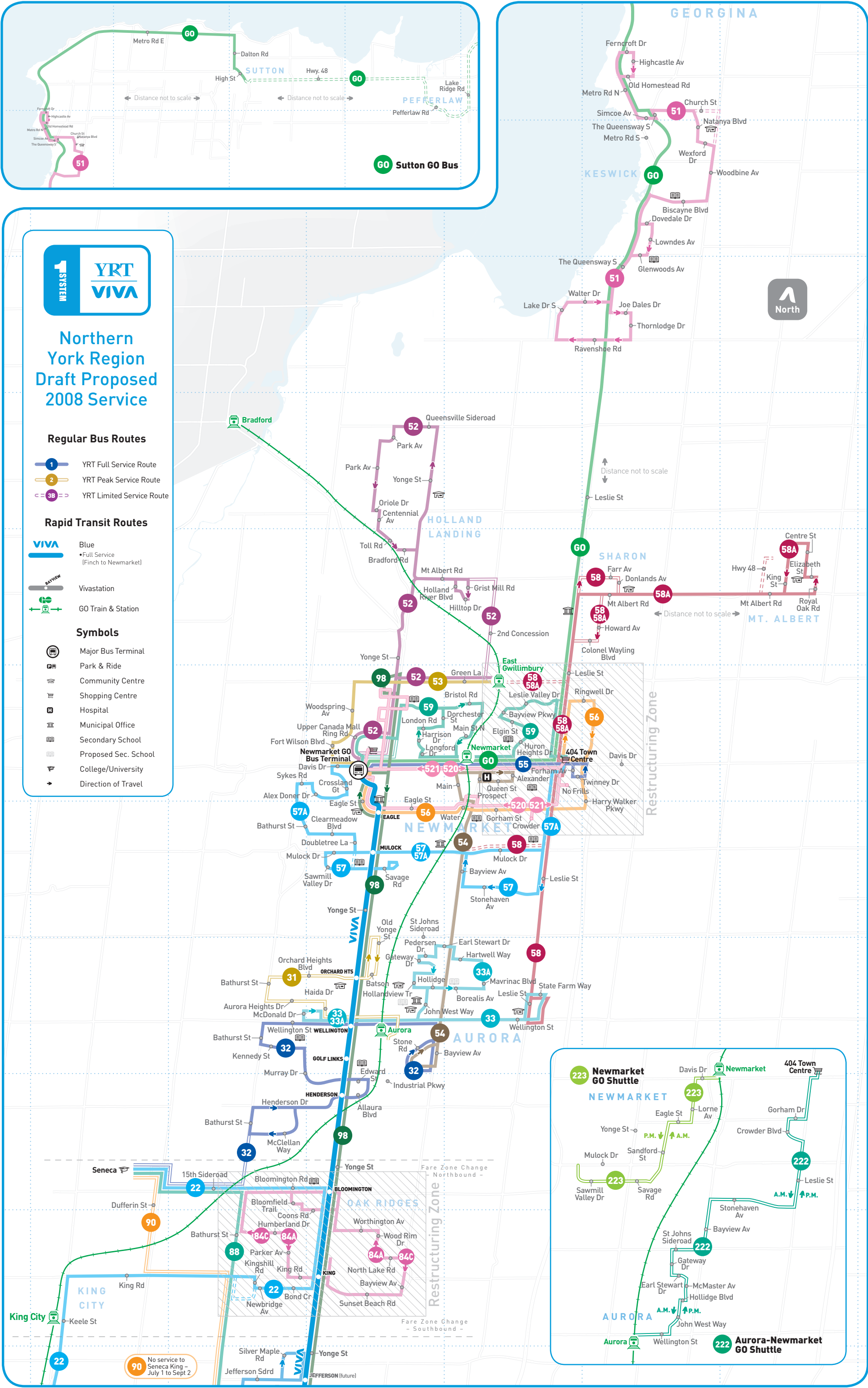
- 1 YRT Full Service Route
- 2 YRT Peak Service Route
- 3B YRT Limited Service Route

Rapid Transit Routes

- VIVA Blue
- Full Service (Fintona to Newmarket)
- BAYVIEW Vivastation
- GO Train & Station

Symbols

- Major Bus Terminal
- Park & Ride
- Community Centre
- Shopping Centre
- Hospital
- Municipal Office
- Secondary School
- Proposed Sec. School
- College/University
- Direction of Travel



No service to Seneca King - July 1 to Sept 2

4.0 Viva Routes

york region
rapid transit route map

key to lines

- York University/Richmond Hill/Cornell
- Finch/Richmond Hill/Newmarket
- Martin Grove/York University/Downsview
- Finch/Richmond Hill/Unionville - peak only
- Don Mills/McCowan/Cornell - peak only
- indicates future service

multiRide machines located at this terminal
future vivastation



Route: 601 Viva Blue

Type: Base

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

Operating Hours and Frequency:

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

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

Boardings (2006):

Annual	4,285,483
Avg Weekday	15,962
Rev/Cost (%)	71.0
Boardings/Hr	52.3

Service Requests:

- Additional service frequency during weekday peak periods
- Additional service frequency during off-peak periods (weekday midday & evening, midday Saturday and midday Sunday)
- Later weekday evening service (past midnight)
- Extension of route further north to Green Lane / East Gwillimbury GO Station

Discussion/Issues:

- The need for additional off-peak service frequency and later weekday evening service will be reviewed as part of the 2009 service planning cycle
- Also, the possibility of a route extension further north (from the Newmarket Terminal) to Green Lane and the East Gwillimbury GO Station will be reviewed as part of the 2009 service planning cycle

Recommendation:

- Additional weekday peak period frequency from current 10 minutes (Newmarket-Finch) and 10 minutes (Bernard-Finch) to 8.5 minutes (Newmarket-Finch) and 8.5 minutes (Bernard-Finch), for a combined frequency of 4 minutes (from current 5 minutes) – for implementation in September 2008

Estimated Additional Costs:

- \$800,000 Annualized

Route: 603 Viva Purple

Type: Base

Description: An east – west base route operating along Highway 7 corridor between McCowan Rd and York University.

Operating Hours and Frequency:

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

Major Trip Generators: Finch Terminal, Richmond Hill Centre Terminal, York University, Seneca Markham campus, Highway 7 corridor.

Boardings (2006):

Annual	1,564,299
Avg Weekday	7,262
Rev/Cost (%)	30.3
Boardings/Hr	22.3

Service Requests:

- Extension of Viva purple east to Cornell Terminal
- Additional service frequency during weekday peak and off-peak periods to address overcrowding to/from York University
- Later weekday evening service (past midnight)

Discussion/Issues:

- In order to extend Viva routes to Cornell, a bus loop or terminal is required to accommodate buses turning around and provide a layover location for the buses. We are currently working to identify the best permanent site in terms of the Cornell Secondary Plan update. In addition, we continue our discussions with local land developers for potential land dedication
- Pending 2008 budget approval, the 2008 YRT service plan includes the possible extension of weekday, Saturday, and Sunday service on Viva Purple to Cornell via on-street looping options. We are hopeful that we will be able to bring Viva to Cornell in 2008; however, the introduction is totally dependent on finding an acceptable temporary looping arrangement
- An additional short-turn Viva purple service was implemented in September 2007 to address overcrowding to/from York University. This service will operate between the Richmond Hill Centre Terminal and York University

- The need for additional peak period service frequency later weekday evening service will be reviewed as part of the 2009 budget cycle
- Integration options with Brampton Transit's future Acceleride Rapid Transit (fall 2010) will be explored in the next year

Recommendation:

- Weekday, Saturday and Sunday all-day service extension east to Cornell in January 2008 (Please refer to Southern System Map on page 127)

Estimated Additional Costs:

- \$986,000 Annualized

Route: 604 Viva Pink

Type: Base

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

Operating Hours and Frequency:

AM Peak	Midday	PM Peak	Evening	Saturday	Sunday/Holiday
✓		✓			
10 min	Not Applicable	10 min	Not Applicable	Not Applicable	Not Applicable

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

Boardings (2006):

Annual	413,319
Avg Weekday	2,285
Rev/Cost (%)	37.5
Boardings/Hr	27.6

Service Requests:

- Increase service span for current peak operating periods

Discussion/Issues:

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

Recommendation:

- N/A

Estimated Additional Costs:

- N/A

Route: 605 Viva Orange

Type: Base

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

Operating Hours and Frequency:

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

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

Boardings (2006):

Annual	546,552
Avg Weekday	2,293
Rev/Cost (%)	18.2
Boardings/Hr	13.4

Service Requests:

- Additional service frequency during weekday peak periods

Discussion/Issues:

- As part of overall service rationalization on Viva routes, there was an increase in service frequency during weekday peak periods in September 2007, from the current 15 minutes to 10 minutes
- Integration options with Brampton Transit's future Acceleride Rapid Transit (Fall 2010) will be explored further in the next year

Recommendation:

- N/A

Estimated Additional Costs:

- N/A

Route: 606 Viva Green

Type: Base

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

Operating Hours and Frequency:

AM Peak	Midday	PM Peak	Evening	Saturday	Sunday/Holiday
✓		✓			
15 min	Not Applicable	15 min	Not Applicable	Not Applicable	Not Applicable

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

Boardings (2006):

Annual	325,330
Avg Weekday	1,465
Rev/Cost (%)	12.9
Boardings/Hr	9.5

Service Requests:

- Extension east to Cornell Terminal

Discussion/Issues:

- The priority is to first extend full Viva purple service to Cornell; the extension of Viva green weekday peak period service east to Cornell Terminal will be reviewed as part of the 2009 budget cycle
- As part of a service rationalization review in 2007, Viva green only operates during weekday peak periods effective September 2007. Ridership on this route will continue to be monitored with the expectation that off-peak service will gradually return as the area around Markham Centre begins to develop (2009+)

Recommendation:

- N/A

Estimated Additional Costs:

- N/A

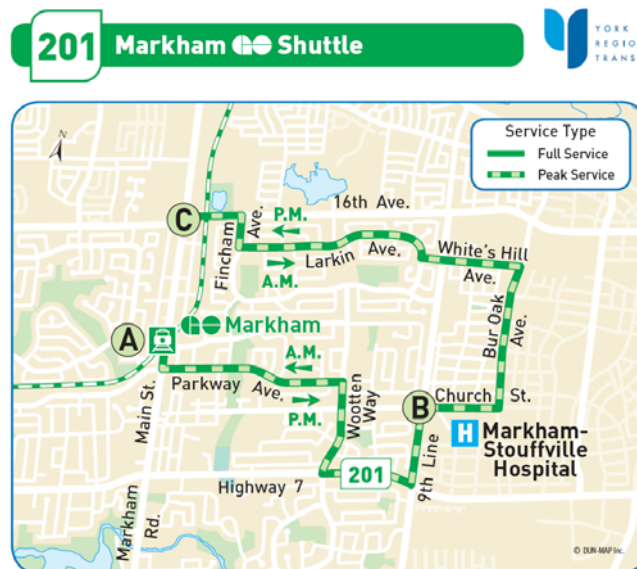
5.0 Shuttle Services

Route: 201 Markham GO Shuttle

Type: Shuttle

Description: Peak hour shuttle linking the east Markham community and Cornell to the Markham GO Station.

Current Routing:



Operating Hours and Frequency:

AM Peak	Midday	PM Peak	Evening	Saturday	Sunday/Holiday
✓					
30/38 min	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable

Major Trip Generators: Markham GO Station

Boardings (2006):

Annual	21,761
Avg Weekday	98
Rev/Cost (%)	33.5
Boardings/Hr	19.3

Service Requests:

- Connect to the first AM trip at Markham GO Station

Discussion/Issues:

- To provide connections with all GO Trains, implement a new trip to connect to the first AM trip (to be evaluated as part of the 2009 Service Plan)

Recommendation:

- N/A

Estimated Additional Costs:

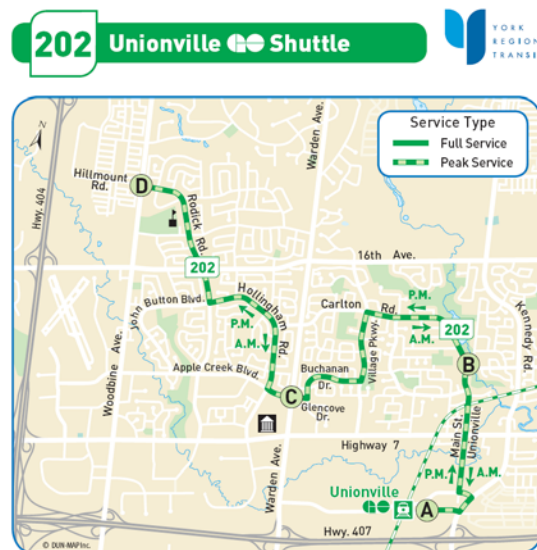
- N/A

Route: 202 Unionville GO Shuttle

Type: Shuttle

Description: A peak hour shuttle linking the Unionville community in Markham to the Unionville GO Station.

Current Routing:



Operating Hours and Frequency:

AM Peak	Midday	PM Peak	Evening	Saturday	Sunday/Holiday
✓		✓			
30/33 min	Not Applicable	30/40 min	Not Applicable	Not Applicable	Not Applicable

Major Trip Generators: Unionville GO Station, viva services

Boardings (2006):

Annual	30,372
Avg Weekday	120
Rev/Cost (%)	33.3
Boardings/Hr	19.2

Service Requests:

- Connect to the first AM trip at Markham GO Station

Discussion/Issues:

- To provide connections with all GO Trains, implement a new trip to connect to the first AM trip (to be evaluated as part of the 2009 Service Plan)

Recommendation:

- N/A

Estimated Additional Costs:

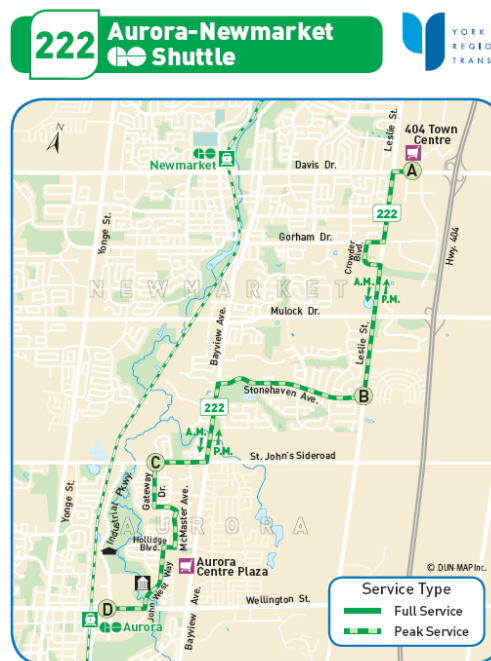
- N/A

Route: 222 Aurora – Newmarket GO Shuttle

Type: Shuttle

Description: A peak hour shuttle linking Newmarket and Aurora that operates between the 404 Town Centre and Aurora GO Train Station.

Current Routing:



Operating Hours and Frequency:

AM Peak	Midday	PM Peak	Evening	Saturday	Sunday/Holiday
✓		✓			
25/35 min	Not Applicable	30/40 min	Not Applicable	Not Applicable	Not Applicable

Major Trip Generators: 404 Town Centre, Aurora GO Train Station.

Boardings (2006):

Annual	4,628
Avg Weekday	19
Rev/Cost (%)	12.4
Boardings/Hr	5.6

Service Requests:

- Change route to operate along Mary Street to and from the Aurora GO Station to avoid Wellington Road traffic

Discussion/Issues:

- This route was introduced in September 2006 as part of the restructuring of Route 34 Industrial Parkway and is achieving above the minimum R/C ratio target and approaching the minimum boarding per hour target.
- Re-routing to Mary Street will improve travel time and improve service to existing customers

Recommendation:

- N/A

Estimated Additional Costs:

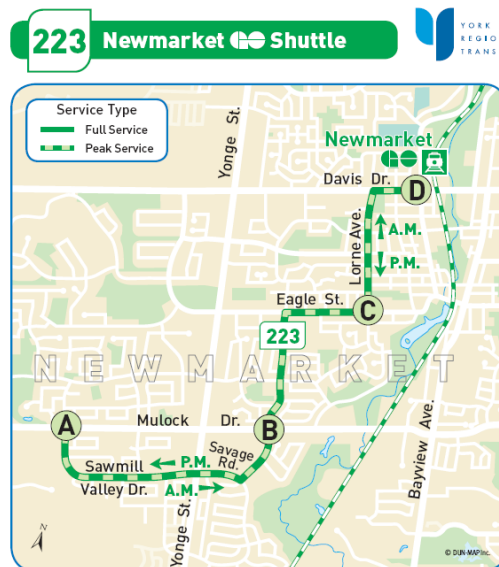
- N/A

Route: 223 Newmarket GO Shuttle

Type: Shuttle

Description: A peak hour shuttle linking South-western Newmarket to the Newmarket GO Train Station.

Current Routing:



Operating Hours and Frequency:

AM Peak	Midday	PM Peak	Evening	Saturday	Sunday/Holiday
✓		✓			
25/35 min	Not Applicable	30/40 min	Not Applicable	Not Applicable	Not Applicable

Major Trip Generators: Newmarket GO Train Station.

Boardings (2006):

Annual	4,628
Avg Weekday	19
Rev/Cost (%)	12.4
Boardings/Hr	5.6

Service Requests:

- No service requests at this time

Discussion/Issues:

- This route has been in operation for two and a half years and has been not achieving minimum financial and ridership performance standards. It ranks lowest in performance in its peer group of routes. The option of cancellation due to poor

performance should be considered for September 2008 after the results of a target marketing campaign are evaluated. The marketing campaign should be conducted early in 2008 in order to provide a minimum 6 months evaluation period

Recommendation:

- Route 223 to be discontinued in September 2008 if targeted marketing campaign does not result in improved financial and ridership performance

Estimated Additional Costs:

- Discontinuation of Route 223 Newmarket GO Shuttle results in an annual gross savings of \$101,000

Route: 240 Mill Pond GO Shuttle

Type: Shuttle

Description: A peak hour GO shuttle serving the Mill Pond, Heritage Estates and Shaftsbury subdivision

Current Routing:



Operating Hours and Frequency:

AM Peak	Midday	PM Peak	Evening	Saturday	Sunday/Holiday
✓		✓			
30-60 min	Not Applicable	30-60 min	Not Applicable	Not Applicable	Not Applicable

Major Trip Generators: Bernard Terminal, Westbrook, Richmond Hill GO Station, Heritage Estates and Mill Pond subdivisions.

Boardings (2006):

Annual	26,868
Avg Weekday	114
Rev/Cost (%)	34.4
Boardings/Hr	18.0

Service Requests:

- No service requests at this time

Discussion/Issues:

- No changes to current service levels are required for 2008

Recommendation:

- N/A

Estimated Additional Costs:

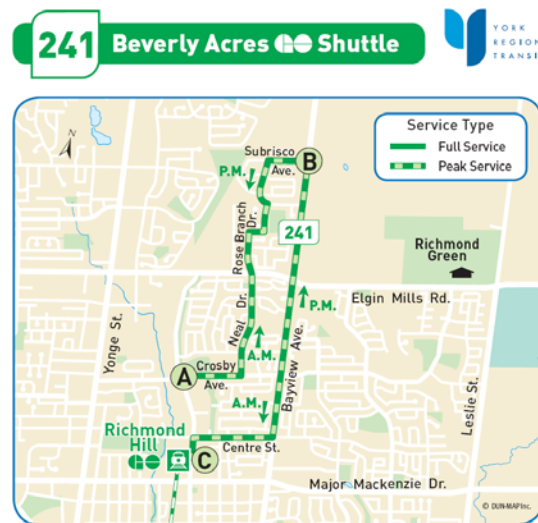
- N/A

Route: 241 Beverley Acres GO Shuttle

Type: Shuttle

Description: A peak hour shuttle serving the Subrisco and Beverly Acres subdivisions.

Current Routing:



Operating Hours and Frequency:

AM Peak	Midday	PM Peak	Evening	Saturday	Sunday/Holiday
✓		✓			
30 min	Not Applicable	30-60 min	Not Applicable	Not Applicable	Not Applicable

Major Trip Generators: Subrisco and Beverly Acres Subdivisions.

Boardings (2006):

Annual	19,193
Avg Weekday	79
Rev/Cost (%)	34.0
Boardings/Hr	17.8

Service Requests:

- No service requests at this time

Discussion/Issues:

- No changes to current service levels are required for 2008

Recommendation:

- N/A

Estimated Additional Costs:

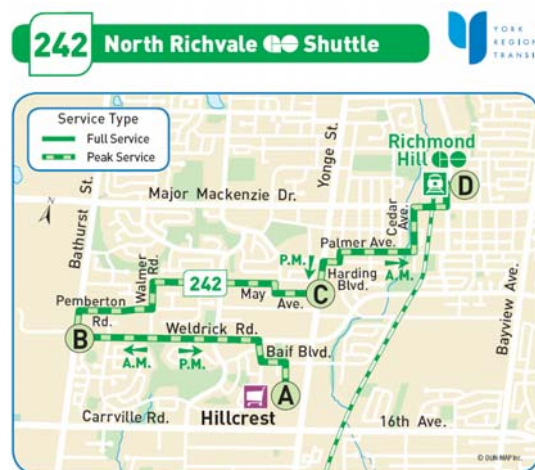
- N/A

Route: 242 North Richvale GO Shuttle

Type: GO Shuttle

Description: A peak hour GO shuttle serving the North Richvale Community of Richmond Hill.

Current Routing:



Operating Hours and Frequency:

AM Peak	Midday	PM Peak	Evening	Saturday	Sunday/Holiday
✓		✓			
30 min	Not Applicable	30 min	Not Applicable	Not Applicable	Not Applicable

Major Trip Generators: Richvale subdivision, Hillcrest Mall, Richmond Hill GO Station.

Boardings (2006):

Annual	8,213
Avg Weekday	39
Rev/Cost (%)	13.5
Boardings/Hr	7.0

Service Requests:

- No service requests at this time

Discussion/Issues:

- Currently there is a minor duplication of service between Route 86 and Route 242 North Richvale GO Shuttle along Weldrick Drive. Consideration in spring 2008 to restructure Route 242 to operate within Upper Thornhill Village (see Rte 86) Otherwise no changes to current service levels are required for 2008

Recommendation:

- Restructure Route 242 to operate within Upper Thornhill Village in spring 2008

Estimated Additional Costs:

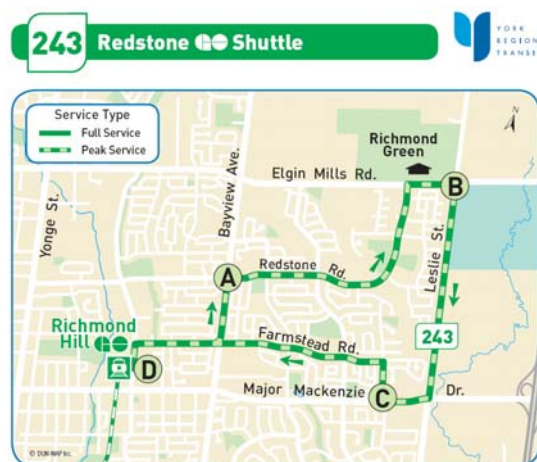
- Additional annual gross operating cost for restructuring Route 242 to service the Upper Thornhill Village subdivision can be accommodated within the current Route 242 operating budget

Route: 243 Redstone GO Shuttle

Type: GO Shuttle

Description: A peak hour GO shuttle serving the Bayview North community.

Current Routing:



Operating Hours and Frequency:

AM Peak	Midday	PM Peak	Evening	Saturday	Sunday/Holiday
✓		✓			
30 min	Not Applicable	30 min	Not Applicable	Not Applicable	Not Applicable

Major Trip Generators: Bayview North Subdivision.

Boardings (2006):

Annual	33,686
Avg Weekday	146
Rev/Cost (%)	59.6
Boardings/Hr	31.2

Service Requests:

- No service requests at this time

Discussion/Issues:

- No changes to current service levels are required for 2008

Recommendation:

- N/A

Estimated Additional Costs:

- N/A

Route: 260 Rutherford GO Shuttle

Type: GO Shuttle

Description: A peak hour GO shuttle serving the Maple community.

Current Routing:



Operating Hours and Frequency:

AM Peak	Midday	PM Peak	Evening	Saturday	Sunday/Holiday
✓		✓			
30 min	Not Applicable	30/47 min	Not Applicable	Not Applicable	Not Applicable

Major Trip Generators: Rutherford GO Station.

Boardings (2006):

Annual	3,724
Avg Weekday	9
Rev/Cost (%)	6.3
Boardings/Hr	3.0

Service Requests:

- No service requests

Discussion/Issues:

- Low ridership; below standard

- Due to ongoing low ridership levels and poor financial performance, this route will be cancelled effective September 2007, further to Council direction on June 21st, 2007

Recommendation:

- N/A

Estimated Additional Costs:

- N/A

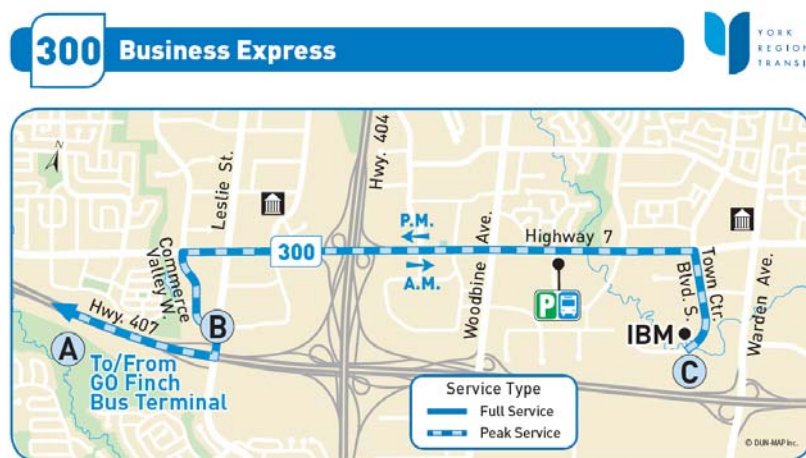
6.0 Express Services

Route: 300 Business Express

Type: Express

Description: Hwy 407 express service between Finch Subway Station, Beaver Creek business park, CGI, Allstate Parkway employment area, employment area at Town Centre Blvd (IBM).

Current Routing:



Operating Hours and Frequency:

AM Peak	Midday	PM Peak	Evening	Saturday	Sunday/Holiday
✓		✓			
15 min	Not Applicable	15/30 min	Not Applicable	Not Applicable	Not Applicable

Major Trip Generators: Finch Subway Station, Beaver Creek business park, CGI, Allstate Parkway employment area, IBM office

Boardings (2006):

Annual	88,726
Avg Weekday	325
Rev/Cost (%)	57.9
Boardings/Hr	30.9

Service Requests:

- Travel on Leslie Street (takes too much time to service Commerce Valley Dr W)

Discussion/Issues:

- Route operates along Commerce Valley Drive West in order to service the CGI building and other employers. If routing to Leslie Street is changed, walking distance increases from the CGI location where there is high ridership

- Business Express riders have migrated to the viva services (ridership decreases)
- Reduce the level of service on Route 300 Business Express due to decreasing ridership
- For the AM peak period, reduce service frequency from 15 minute service to 20 minute service
- For the PM peak period, reduce service to every 20 to 30 minutes and cancel the last 7:06pm trip from the Town Centre loop (there are Viva services at this time)

Recommendation:

- January 2008, reduce the service frequency from 15 minute service to 20 minutes during the AM peak period
- January 2008, reduce to every 20 to 30 minutes and cancelling the last pm trip at 7:06pm from the IBM loop

Estimated Additional Costs:

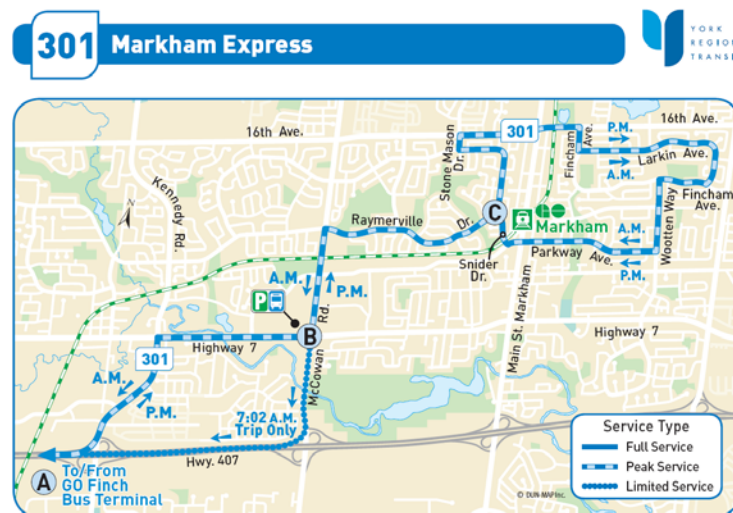
- Annualized cost savings is \$101,200

Route: 301 Markham Express

Type: Express

Description: Hwy 407 express service between Finch Subway Station and east Markham local community.

Current Routing:



Operating Hours and Frequency:

AM Peak	Midday	PM Peak	Evening	Saturday	Sunday/Holiday
✓		✓			
15 min	Not Applicable	15/25 min	Not Applicable	Not Applicable	Not Applicable

Major Trip Generators: Finch Subway Station

Boardings (2006):

Annual	95,712
Avg Weekday	409
Rev/Cost (%)	45.8
Boardings/Hr	24.5

Service Requests:

- Implement later AM service
- Implement early pm service, i.e. 3:30pm or 3:45pm

Discussion/Issues:

- Implement more service (1 am trip and 1 pm trip) – 2010 initiative

Recommendation:

- N/A

Estimated Additional Costs:

- N/A

Route: 302 Unionville Express

Type: Express

Description: Hwy 407 express service between Finch Subway Station and the Unionville community in Markham.

Current Routing:



Operating Hours and Frequency:

AM Peak	Midday	PM Peak	Evening	Saturday	Sunday/Holiday
✓		✓			
30 min	Not Applicable	30/35 min	Not Applicable	Not Applicable	Not Applicable

Major Trip Generators: Finch Subway Station

Boardings (2006):

Annual	48,762
Avg Weekday	210
Rev/Cost (%)	45.7
Boardings/Hr	24.4

Service Requests:

- Implement a 4:15pm trip from GO Finch terminal in order to provide 15 minute frequency
- Implement a 6:00pm trip from GO Finch terminal

Discussion/Issues:

- Implement more service (1 pm trip) – 2010 initiative

Recommendation:

- N/A

Estimated Additional Costs:

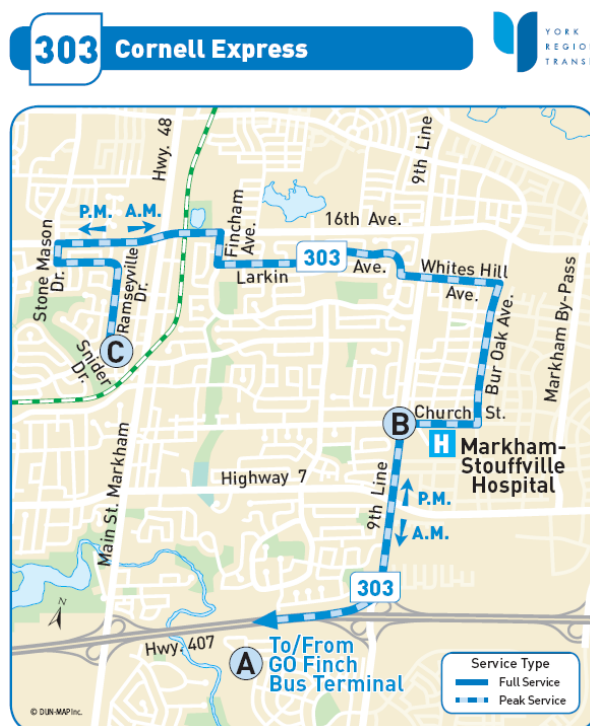
- N/A

Route: 303 Cornell Express

Type: Express

Description: Hwy 407 express service between Finch Subway Station and east Markham local community and Cornell community.

Current Routing:



Operating Hours and Frequency:

AM Peak	Midday	PM Peak	Evening	Saturday	Sunday/Holiday
✓			✓		
15 min	Not Applicable	Not Applicable	25 min	Not Applicable	Not Applicable

Major Trip Generators: Finch Subway Station

Boardings (2006):

Annual	22,962
Avg Weekday	103
Rev/Cost (%)	57.4
Boardings/Hr	30.6

Service Requests:

- Excellent, fast, efficient service

- Implement an early trip from Cornell at 6:45am
- Implement later evening service from GO Finch terminal, i.e. 5:45pm, 6:30pm
- Extend service north of 16th Avenue, along Bur Oak Avenue or Castlemore Avenue
- Service the Grand Cornell, south of Hwy 7

Discussion/Issues:

- Implement more service (1am trip and 1 pm trip) – 2010 initiative depending on the viva impacts
- To service north of 16th Ave, remove routing that duplicates Route 301 Markham Express and expand the Cornell Express along Bur Oak Avenue to McCowan Road
- To service Grand Cornell, operate along Kenilworth Gate, Michelina Terrace and Bur Oak Avenue. Service will be removed along 9th Line between Church Street and Kenilworth Gate; along Church Street

Recommendation:

- April 2008, extend along Bur Oak Avenue to McCowan Road
- Service to Grand Cornell depends on the opening of Bur Oak Ave south of Hwy 7

Estimated Additional Costs:

- \$25,300 annual operating cost for routing extension

Route: 340 Bayview Express

Type: Express

Description: Express service to Finch GO Bus terminal operating primarily along Bayview Ave during the AM peak period only.

Current Routing:



Operating Hours and Frequency:

AM Peak	Midday	PM Peak	Evening	Saturday	Sunday/Holiday
✓					
15/30 min	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable

Major Trip Generators: Richmond Hill residential areas, Finch Subway Station

Boardings (2006):

Annual	10,908
Avg Weekday	126
Rev/Cost (%)	30.2
Boardings/Hr	13.3

Service Requests:

- Change the 4:45pm trip to depart at 5:00pm from the Finch Terminal
- Travel time is too long to be considered an express service

Discussion/Issues:

- Due to the low ridership on Route 340 – Bayview Express and the load capacity issues on Route 91/91A Bayview (PM service), some Bayview Express service to be converted to Route 91A trips to accommodate the demands on Route 91/91A
- Effective September 2007, the 7:35am Bayview Express trip and PM peak period Bayview Express service will be discontinued. The 7:35am Bayview Express trip will become a Route 91A Bayview South trip departing Subrisco Ave and Bayview Ave at 7:40am. The PM peak period Bayview Express trips will become Route 91A Bayview South trips departing GO Finch Terminal

Recommendation:

- N/A

Estimated Additional Costs:

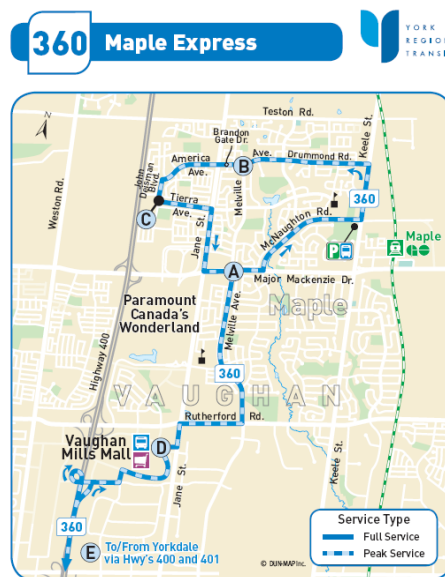
- N/A

Route: 360 Maple Express

Type: Express

Description: Hwy 400/401 express service between Maple, Vaughan Mills Mall and Yorkdale Subway Station.

Current Routing:



Operating Hours and Frequency:

AM Peak	Midday	PM Peak	Evening	Saturday	Sunday/Holiday
✓		✓			
30/45 min	Not Applicable	30/45 min	Not Applicable	Not Applicable	Not Applicable

Major Trip Generators: Vaughan Mills Mall, Yorkdale Subway Station

Boardings (2006):

Annual	68,024
Avg Weekday	338
Rev/Cost (%)	34.4
Boardings/Hr	15.1

Service Requests:

- Provide earlier service in the morning peak period
- Provide later service in the afternoon peak period

Discussion/Issues:

- Requests for additional service to be reviewed as part of the 2009 budget cycle

Recommendation:

- N/A

Estimated Additional Costs:

- N/A