

4 | Proposed 2013 Initiatives

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To develop the 2013 Annual Service Plan, YRT/Viva calculated and assessed the net cost per passenger for all services, and identified routes York Region is subsidizing three to four times the average fare per passenger. TTC routes operating in York Region, Dial-a-Ride services, School Specials and GO Shuttles were included as part of the Service Plan.

YRT/Viva is recommending a series of service adjustments based on the assessments. Most of the recommended route changes in the Annual Plan are to routes that are significantly subsidized or duplicate service to an underlying conventional bus route. Other recommendations within the Annual Service Plan are intended to strengthen the grid network, match service to demand and simplify route structure.

YRT/Viva held Public Information Centres (PIC's) and stakeholder workshops to gather input into the 2013 Annual Service Plan changes. Comments received from the outreach activities were evaluated and incorporated into the proposed 2013 initiatives.

Based on feedback from the public, a number of changes to transit routes across York Region were identified. Changes include:

- Restructuring transit services in areas of York Region where there are routes with high subsidies or duplicate service
- Mitigating impacts of vivaNext Construction (Routing adjustments to operate on completed sections of rapidways)



4.1 | Proposed Route Modifications

The 2013 Annual Service Plan recommends select routes be restructured, merged and/or have frequency adjustments. Route restructuring strives to reduce one-way loops and connect key destinations such as transit terminal, malls, schools, community centres, hospitals, employment areas and senior facilities.

The following section provides details of recommended route changes in 2013 by municipality.

4.2 – Town of Georgina	37
4.3 – Town of East Gwillimbury	41
4.4 – Town of Newmarket	45
4.5 – Town of Aurora	49
4.6 – Town of Richmond Hill	55
4.7 – City of Markham	73
4.8 – Town of Whitchurch – Stouffville	89
4.9 – City of Vaughan	91
4.10 – Township of King	105

4.2 | Town of Georgina

Municipal Meeting date:

March 6, 2012

Public Information Centre date:

April 26, 2012 – Georgina Keswick Public Library

Feedback from public and stakeholders:

- 11 people attended and provided comments
- No comments received regarding changes to Route 59
- Staff from the Town of Georgina supported routing changes for Route 59

Route: 59 – The ROC

Route Implementation Date:

February, 2012

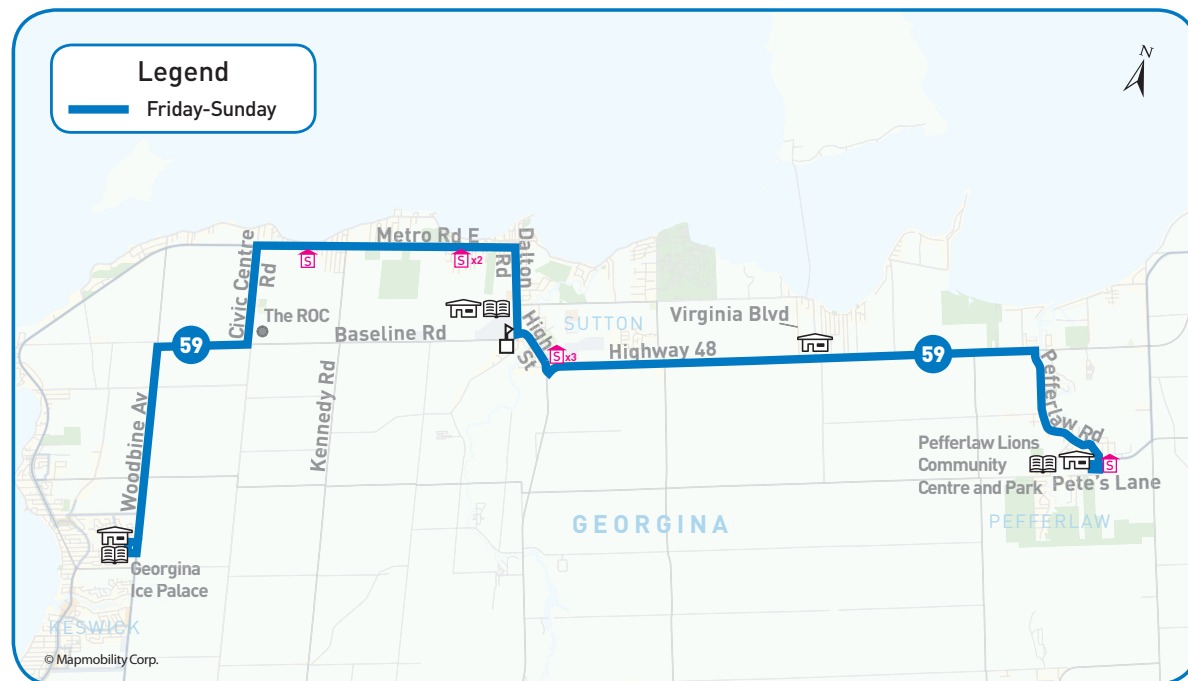
Route Type/Routing:

- Local
- Operates Friday evenings, all day Saturdays, Sundays/holidays from December to March connecting Keswick, Sutton and Pefferlaw to the Recreational Outdoor Campus (ROC)

Major Trip Generators:

- Recreational Outdoor Campus (ROC)
- Georgina Ice Palace
- Pefferlaw Lions Community Centre and Park

Current Map



Community Centre



Library



Social Housing



Secondary School



Shopping Centre

Operating Period and Frequency:

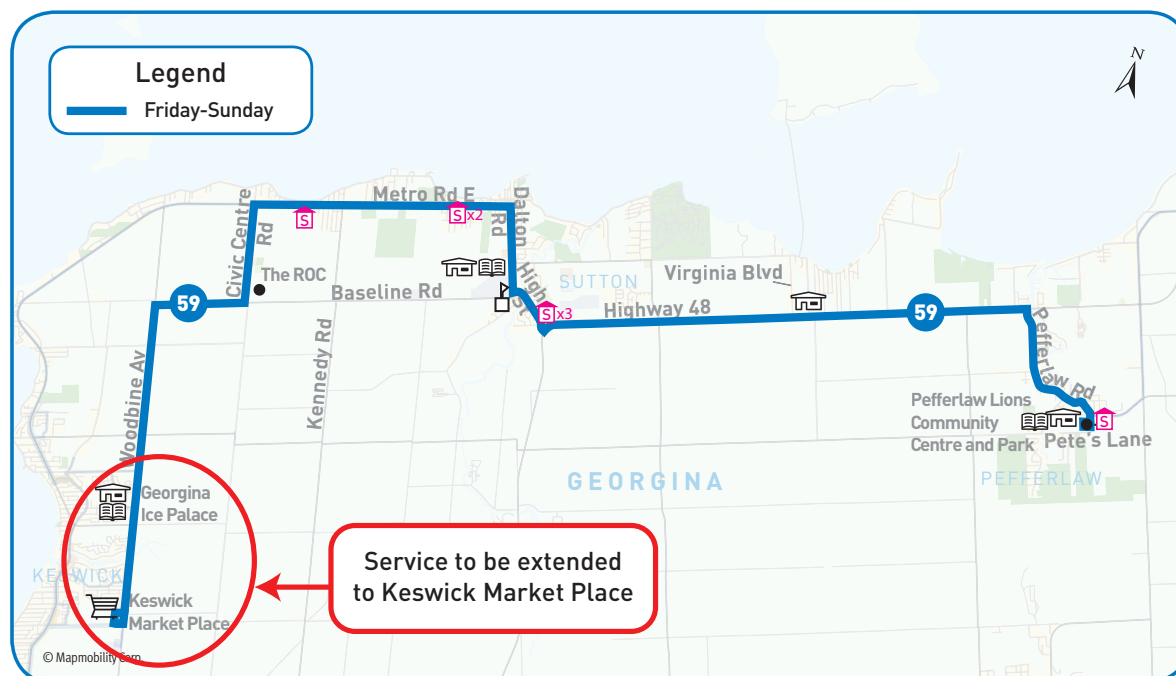
Early AM	AM Rush Hour	Midday	PM Rush Hour	Early Evening	Late Evening	Saturday	Sunday/ Holiday
N/A	N/A	N/A	90 min	90 min	90 min	90 min	90 min

Rush hour – 6 a.m. to 9 a.m. and 3 p.m. to 7 p.m.

Non-rush hour – beginning of service until 6 a.m., 9 a.m. to 3 p.m. and 7 p.m. until end of service

Weekday service only provided on Friday evenings

Proposed Map



Community Centre
 Library
 Social Housing
 Secondary School
 Shopping Centre

Route Performance

Average Friday ridership	11
Average Saturday ridership	19
Average Sunday/holiday ridership	17
Net cost per passenger (Friday)	\$52.11
Net cost per passenger (Saturday)	\$55.75
Net cost per passenger (Sunday/holiday)	\$41.17
Revenue/Cost (Friday)	5%
Revenue/Cost (Saturday)	4%
Revenue/Cost (Sunday/holiday)	6%

Additional Information:

- > Service was provided from February 10 to March 18, 2012

Proposed Service/Routing:

- > Re-instate seasonal service
- > Extend service to Keswick Market Place
- > Adjust frequency from 90 to 100 minutes to accommodate the route extension

Passenger Impacts/Options:

- > Passengers will have service to a new destination
- > Weekday service will be provided during Christmas holidays and March break
- > Frequency reduction to accommodate route extension

Route: 51 – Keswick Local**Route Implementation Date:**

September, 2002

Route Type/Routing:

- Local
- Operates Monday to Saturday in Keswick connecting passengers to Route 50 – The Queensway local destinations

Major Trip Generators:

- Glenwoods Plaza
- Keswick High School
- Our Lady of the Lake Catholic High School
- Georgina Keswick Public Library
- GEM Movie Theatre
- Learning Centre of Georgina
- Keswick Market Place

Proposed Service/Routing:

- Provide service along Church Street, Natanya Boulevard, Wexford Drive, Woodbine Avenue, Ravenshoe Road, Lake Drive South, and Walter Drive
- Improve midday frequency from 82 to 40 minutes

Operating Period and Frequency:

Early AM	AM Rush Hour	Midday	PM Rush Hour	Early Evening	Late Evening	Saturday	Sunday/ Holiday
37 min	37 min	82 min	37 min	37 min	N/A	82 min	N/A

Rush hour – 6 a.m. to 9 a.m. and 3 p.m. to 7 p.m.

Non-rush hour – beginning of service until 6 a.m., 9 a.m. to 3 p.m. and 7 p.m. until end of service

Route Performance

Average daily weekday ridership	207
Average route ridership (weekday rush hour)	174
Average route ridership (weekday non-rush hour)	33
Net cost per passenger (rush hour)	\$5.57
Net cost per passenger (non-rush hour)	\$28.70
Revenue/Cost (rush hour)	32%
Revenue/Cost (non-rush hour)	8%

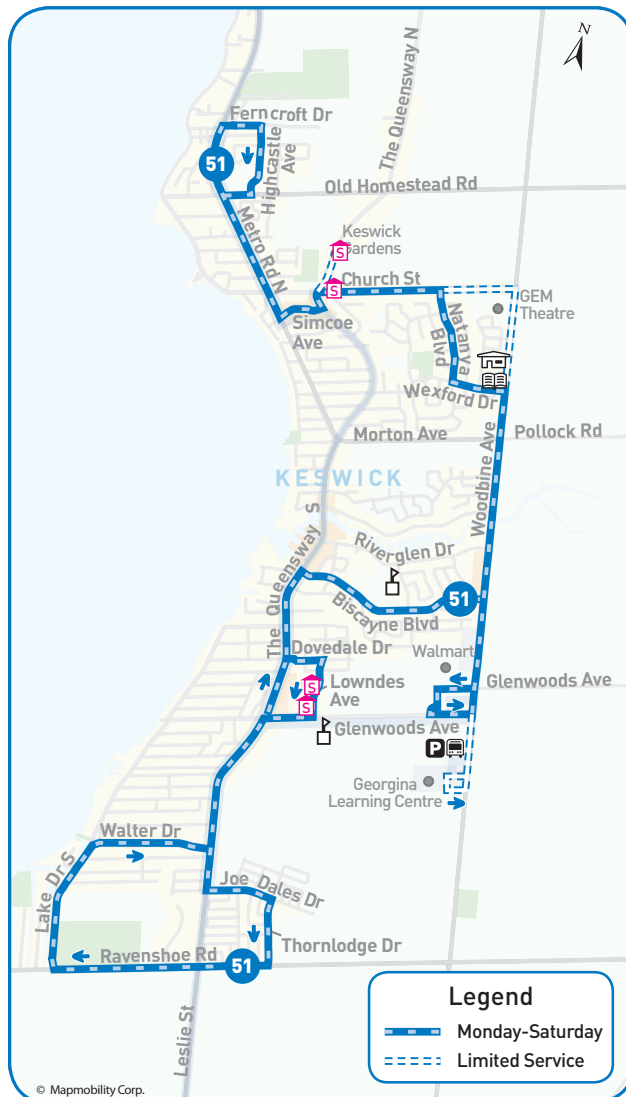
Additional Information:

- Low ridership along Biscayne Boulevard, Joe Dales Drive, Thornlodge Drive and Lowndes Avenue
- Passengers along Highcastle Avenue are within walking distance to Metro Road North

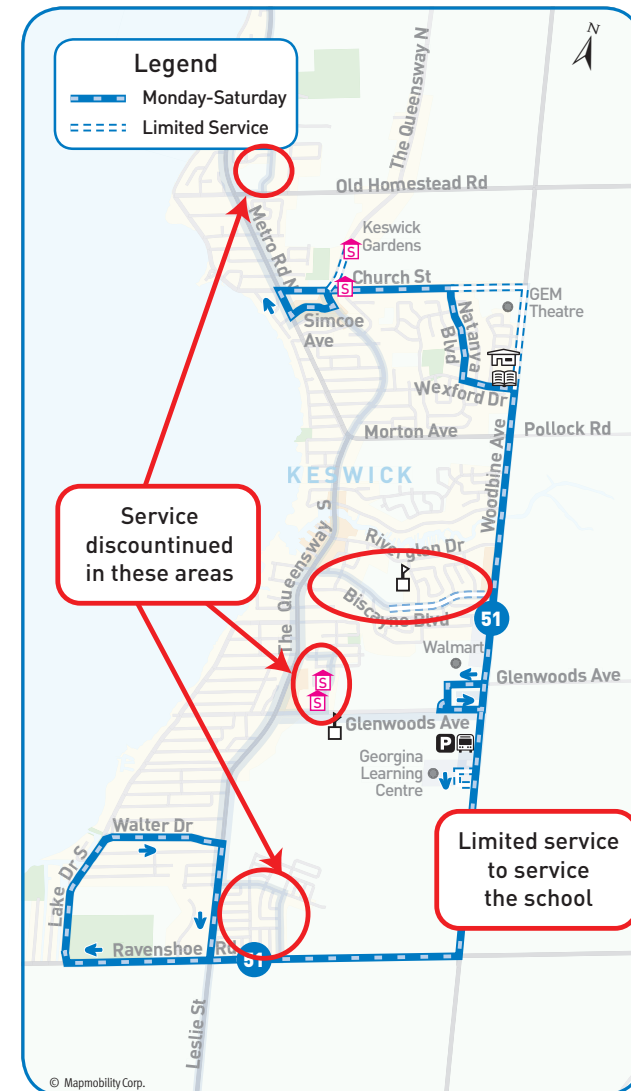
Passenger Impacts/Options:

- Service discontinued on Joe Dales Drive, Thornlodge Drive, Ferncroft Drive, Dovedale Drive, Lowndes Avenue, Biscayne Boulevard, Highcastle Avenue, portions of Metro Road and portions of The Queensway
- Passengers in Ferncroft Drive and Highcastle Avenue may be required to walk 700 meters to the nearest bus stop
- Passengers in Dovedale Drive and Lowndes Avenue may be required to walk 750 meters to the nearest bus stop
- Passengers in Joe Dales Drive and Thornlodge Drive may be required to walk 550 meters to the nearest bus stop

Current Map



Proposed Map



- Social Housing
- Community Centre
- Library
- Park & Ride