

4.3 | Town of East Gwillimbury

Municipal Meeting date:

April 16, 2012

Public Information Centre date:

April 17, 2012 – East Gwillimbury Sports Complex

Feedback from public and stakeholders:

- 13 people attended and provided comments
- Received request for improved frequency during the morning
- Request for increased service for Route 52

Route: 58/58A – Mt. Albert via Leslie

Route Implementation Date:

- Route 58 – September, 2004
- Route 58A – January, 2008

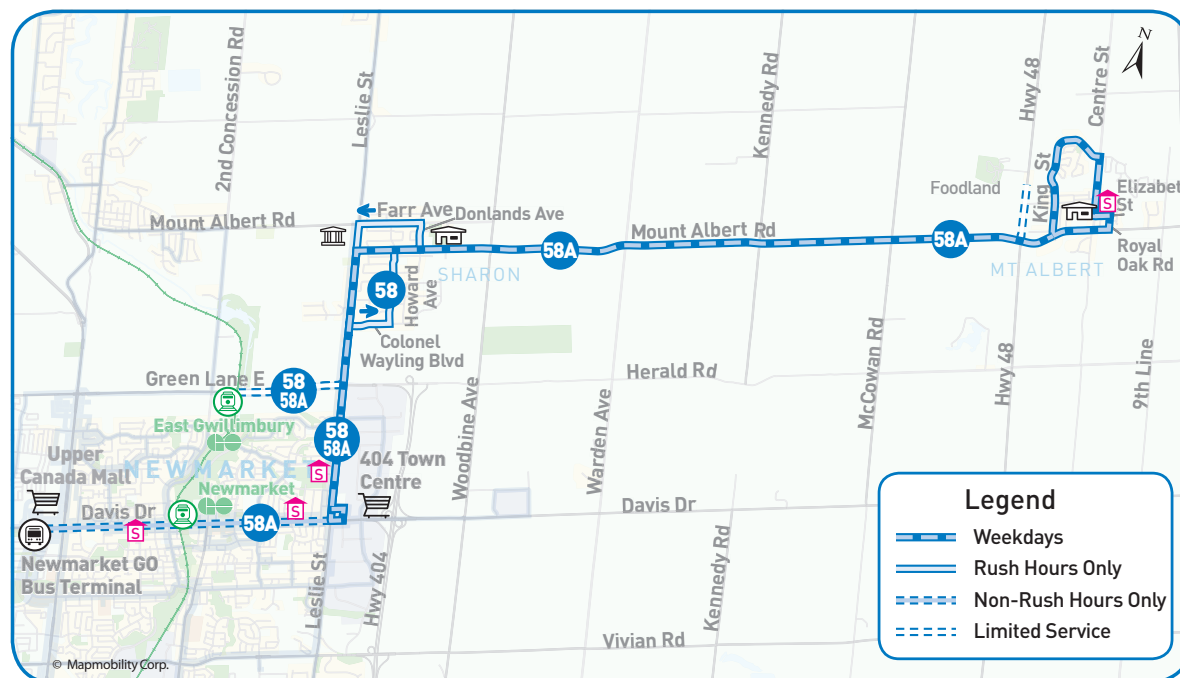
Route Type/Routing:

- Local
- Operates Monday to Friday between 404 Town Centre and the Mt. Albert and Sharon communities via Leslie Street and Mount Albert Road
- Services the Newmarket GO Bus Terminal via Davis Drive during midday

Major Trip Generators:

- 404 Town Centre
- East Gwillimbury GO Station
- Southlake Regional Health Centre
- Newmarket GO Station
- Newmarket GO Bus Terminal
- The Tannery
- Upper Canada Mall

Current Map



Housing Facilities: Nursing Home Retirement Home Social Housing

Operating Period and Frequency:

Early AM	AM Rush Hour	Midday	PM Rush Hour	Early Evening	Late Evening	Saturday	Sunday/ Holiday
N/A	30 min	90 min	30 min	30 min	N/A	N/A	N/A

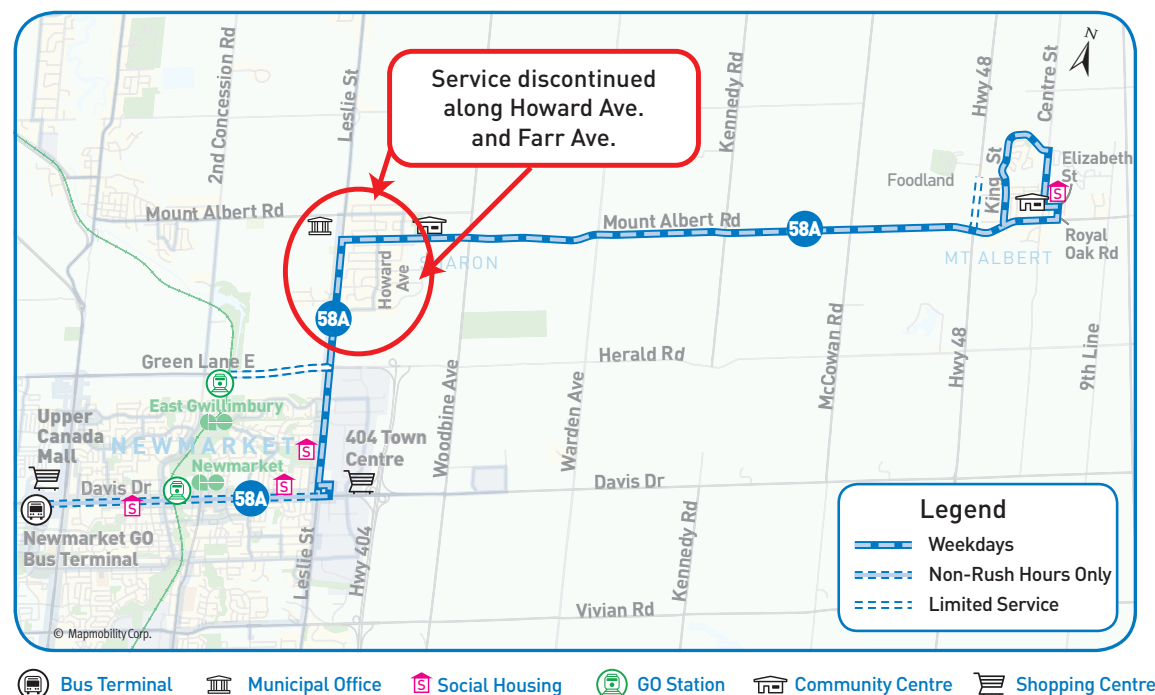
Rush hour – 6 a.m. to 9 a.m. and 3 p.m. to 7 p.m.

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

Proposed changes:

- Discontinue Route 58
- Maintain current routing of Route 58A from start of service in the morning until approximately 7:30 p.m.
- Improve rush hour frequency on Route 58A to 70 minutes
- Replace the Route 58A 10:20 p.m. northbound trip and 10:45 p.m. southbound trips with Dial-a-Ride services
- Maintain service span and improve frequency on Route 58A

Proposed Map



Passenger Impacts/Options:

Route 58

- No services along Colonel Wayling Boulevard, Howard Avenue and Farr Avenue
- Passengers may utilize other transit services in the area (Routes 58A – Leslie via Mt. Albert and 50 – The Queensway)
- Passengers may be required to walk 800 meters to the nearest bus stop on Leslie Street or Mt. Albert Road

Route 58A

- Select GO train scheduled times will be met at the East Gwillimbury GO Station
- Passengers will be required to call Dial-a-Ride for service after 10 p.m.

Route Performance	
Average daily weekday ridership	86
Average route ridership (Route 58 weekday rush hour)	10
Average route ridership (Route 58 weekday non-rush hour)	7
Average route ridership (Route 58A weekday rush hour)	41
Average route ridership (Route 58A weekday non-rush hour)	28
Net cost per passenger (Route 58 rush hour)	\$34.72
Net cost per passenger (Route 58 non-rush hour)	\$7.39
Net cost per passenger (Route 58A rush hour)	\$8.93
Net cost per passenger (Route 58A non-rush hour)	\$21.53
Revenue/Cost (Route 58 rush hour)	7%
Revenue/Cost (Route 58 non-rush hour)	26%
Revenue/Cost (Route 58A rush hour)	23%
Revenue/Cost (Route 58A non-rush hour)	11%

Additional Information:

Route 58

- Low ridership on Route 58
- Ridership at East Gwillimbury GO Station indicates one to two passengers utilize the service daily

Route 58A

- Inconsistent frequency on Route 58A
- No southbound service between 7 a.m. and 10:20 a.m.
- Increased ridership midday due to route extension to Newmarket GO Bus Terminal
- Ridership at East Gwillimbury GO Station indicates three to four passengers utilize the service daily

Route: 52 – Holland Landing**Route Implementation Date:**

September, 2004

Route Type/Routing:

- > Local
- > Operates Monday to Saturday between Holland Landing and Newmarket GO Bus Terminal

Major Trip Generators:

- > East Gwillimbury GO Station
- > Newmarket GO Bus Terminal
- > Upper Canada Mall
- > Dr. John Denison High School
- > Yonge Street commercial area
- > Grist Mill Plaza

Proposed Service/Routing:

- > Discontinue the 5:51 a.m. northbound and 5:56 a.m. southbound trip during weekday mornings
- > Discontinue conventional service on weekday evenings and Saturdays after 7 p.m.
- > Expand Dial-a-Ride service during weekday evenings and Saturdays after 7 p.m.
- > Match service with demand

Operating Period and Frequency:

Early AM	AM Rush Hour	Midday	PM Rush Hour	Early Evening	Late Evening	Saturday	Sunday/ Holiday
30 min	30 min	50 min	30 min	60 min	N/A	55 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

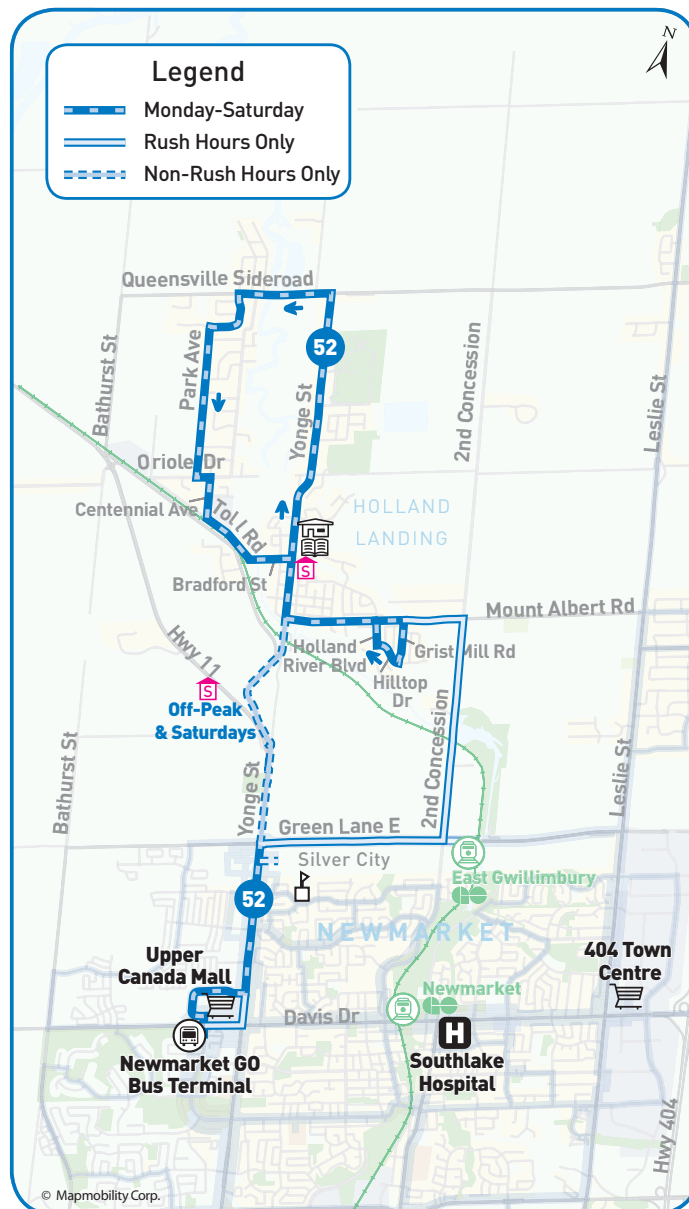
Route Performance

Average daily weekday ridership	167
Average route ridership (weekday rush hour)	101
Average route ridership (weekday non-rush hour)	66
Net cost per passenger (rush hour)	\$7.44
Net cost per passenger (non-rush hour)	\$7.53
Revenue/Cost (rush hour)	26%
Revenue/Cost (non-rush hour)	25%

Additional Information:

- > Rush hour and non-rush hour fare subsidy is greater than three times the average fare
- > Low ridership during weekday early mornings (three passengers)
- > Low ridership during weekday and Saturday evenings (30 passengers from 7 p.m. to the end of service)

Current Map



- Social Housing
- Bus Terminal
- GO Station
- Community Centre
- Hospital
- Secondary School
- Shopping Centre

Passenger Impacts/Options

- Reduced weekday morning service.
- Passengers on the 5:51 a.m. northbound and 5:56 a.m. southbound trips can utilize other trips
- Not all GO train connections at East Gwillimbury GO Station will be met. The schedule change will result in meeting three of the five morning trains (first, third and fifth) and all afternoon trains.
- Passengers travelling on weekday and Saturday evenings will be required to access transit issues with Dial-a-Ride