

Route: 21– Vellore Local

Route Implementation Date:

2013

Route Type:

- > Local
- > Will operate Monday to Friday between Vellore Community and Vaughan Mills Mall

Major Trip Generators:

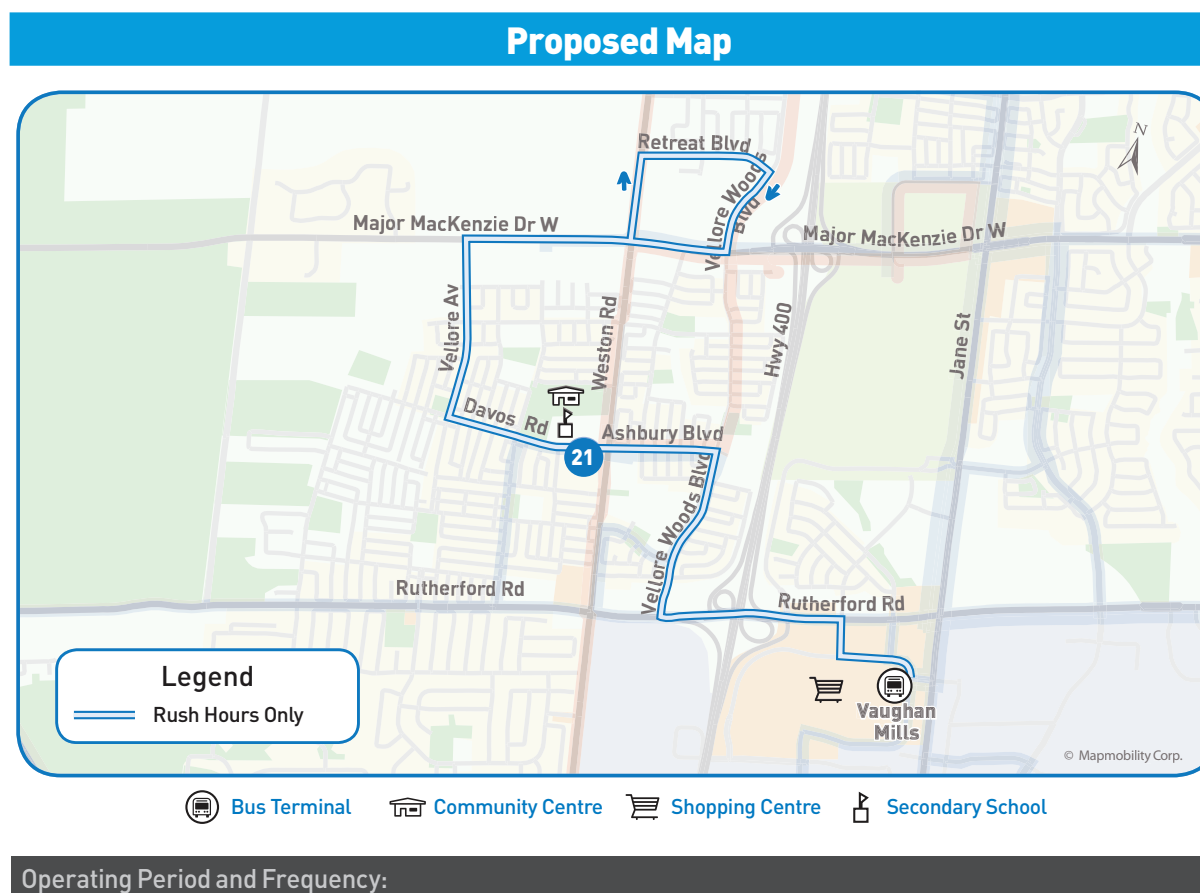
- > Vaughan Mills Mall
- > St. Jean de Brebeuf Catholic High School

Proposed Service/Routing:

- > Implement new local service during rush hour periods
- > Expand services north of Davos Road as a result of Route 85/85A restructure
- > Improve service reliability

Passenger Impacts/Options:

- > Passengers travelling east on Rutherford Road would be required to transfer



Operating Period and Frequency:

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

Route: 35D – Jane**Route Implementation Date:**

Pre-amalgamation

Route Type:

- Local
- Operates Monday to Saturday along Jane Street between Jane Subway Station and Courtland Avenue

Major Trip Generators:

- Jane Subway Station
- Steeles Avenue corridor
- Jane/Langstaff industrial area

Proposed Service:

- Discontinue weekday midday, weekday evening and Saturday service
- Provide weekday rush hour service only
- Reduce duplication of service

Passenger Impacts/Options:

- Passengers can utilize Route 20–Jane–Concord as alternative travel option
- Increased walking distance up to 800 metres

Operating Period and Frequency:

Early AM	AM Rush Hour	Midday	PM Rush Hour	Early Evening	Late Evening	Saturday	Sunday/ Holiday
N/A	12 min	27 min	20 min	26 min	N/A	26–30 min	N/A

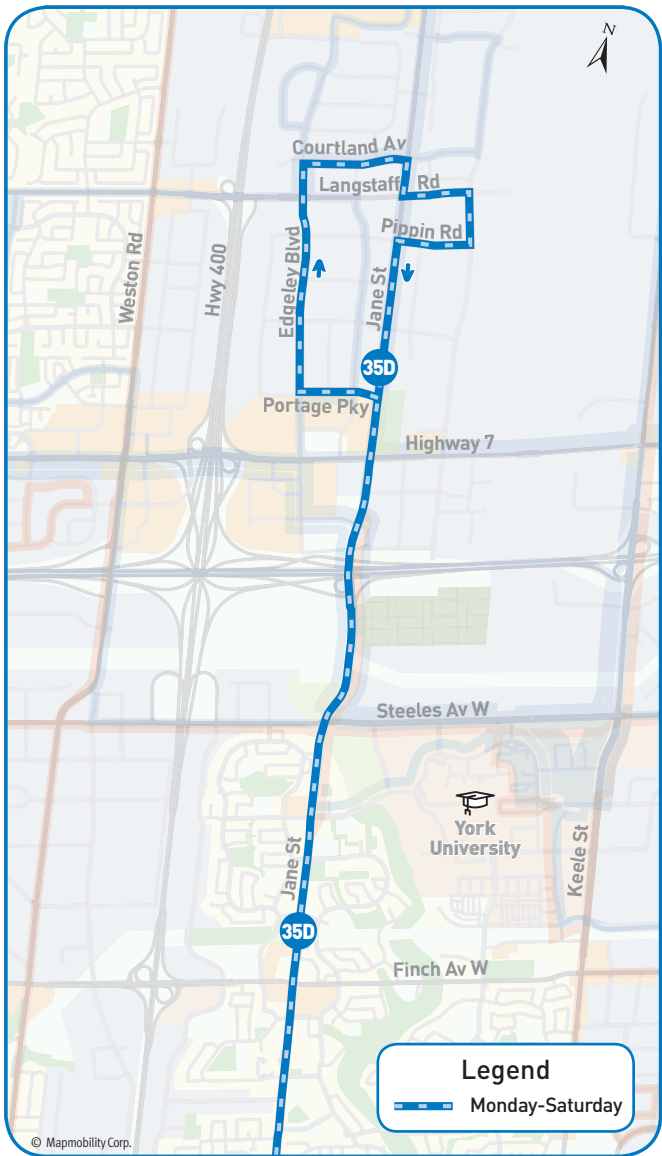
Rush hour – 6 a.m. to 9 a.m. and 3 p.m. to 7 p.m.

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

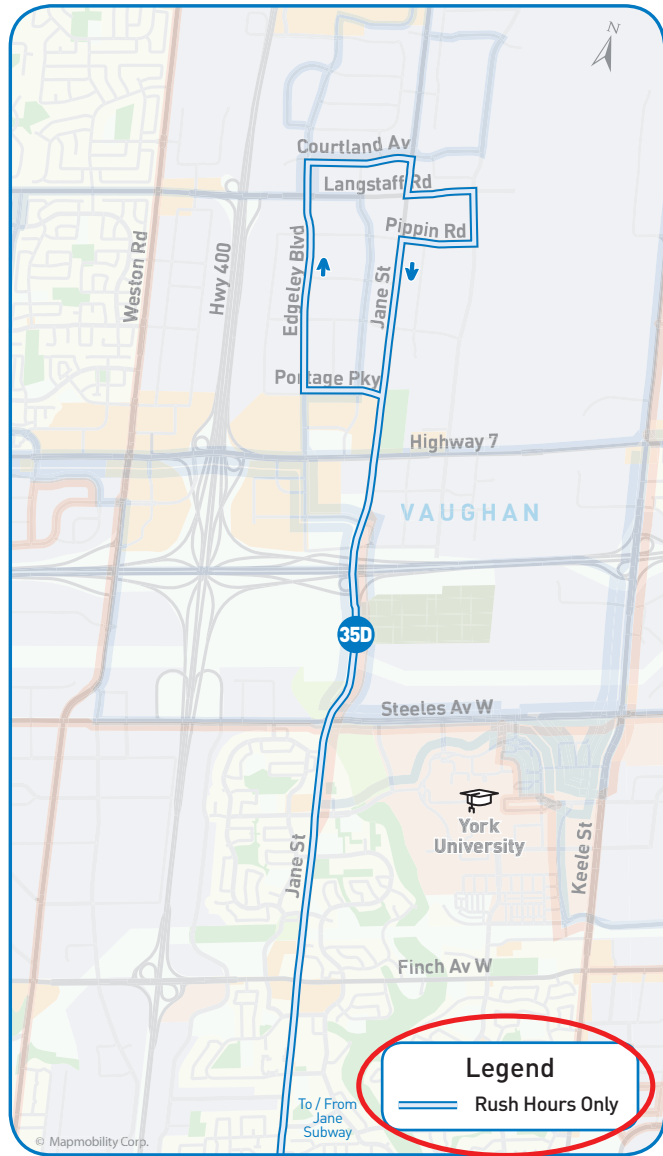
Route Performance

Average daily weekday ridership	1,218
Average route ridership (weekday rush hour)	982
Average route ridership (weekday non-rush hour)	236
Net cost per passenger (rush hour)	\$1.30
Net cost per passenger (non-rush hour)	\$7.45
Revenue/Cost (rush hour)	66%
Revenue/Cost (non-rush hour)	26%

Current Map



Proposed Map



Route: 37D – Islington**Route Implementation Date:**

October, 2001

Route Type:

- Local
- Operates Monday to Friday from Islington Subway Station to the Pine Valley industrial area via Islington Avenue, Steeles Avenue and Pine Valley Drive

Major Trip Generators:

- Islington Subway Station
- Pine Valley Industrial area

Proposed Service/Routing:

Discontinue service due to low ridership

Passenger Impacts/Options:

- Passengers can utilize Viva orange, Routes 12 – Pine Valley, 77 – Highway 7/Centre as alternate travel options
- Increased walking distance of up to 800 metres

Operating Period and Frequency:

Early AM	AM Rush Hour	Midday	PM Rush Hour	Early Evening	Late Evening	Saturday	Sunday/ Holiday
N/A	30 min	39 min	36 min	N/A	N/A	N/A	N/A

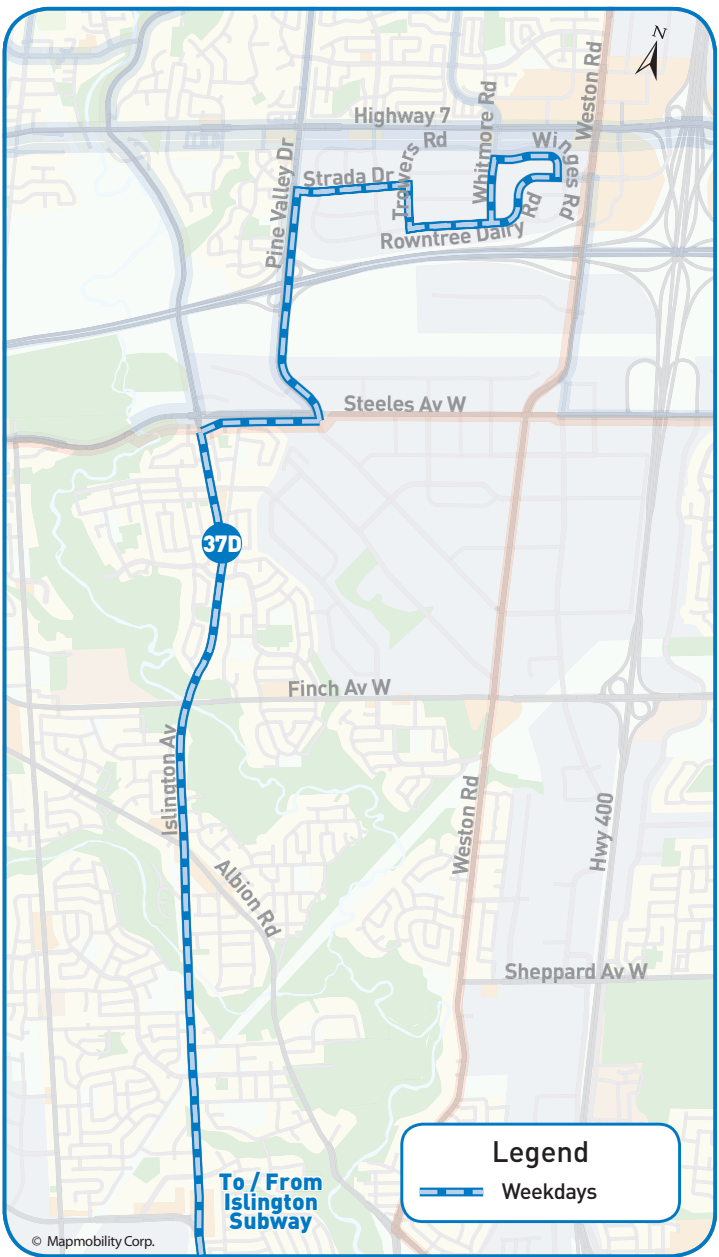
Rush hour – 6 a.m. to 9 a.m. and 3 p.m. to 7 p.m.

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

Route Performance

Average daily weekday ridership	162
Average route ridership (weekday rush hour)	122
Average route ridership (weekday non-rush hour)	40
Net cost per passenger (rush hour)	\$13.42
Net cost per passenger (non-rush hour)	\$25.34
Revenue/Cost (rush hour)	16%
Revenue/Cost (non-rush hour)	9%

Current Map



Route: 107B/C/D/F – Keele North**Route Implementation Date:**

September 2004 (107F to Kirby Road)

Route Type:

- Base
- Operates Monday to Sunday along Keele Street with multiple branches from Downsview Subway Station

Proposed Service/Routing:

- Discontinue 107F service
- Use resources for additional Route 22A – King City
- Divert Route 22 – King City into the Vista Gate/Kirby Road area to meet GO train trips
- Customers in the Vista Gate/Kirby Road area will have a direct connection to Maple GO Station

Passenger Impacts/Options:

- Passengers can utilize Routes 22A – King City, TTC 107C as alternate travel options
- Fewer trips in the Keele Street/Kirby Road area

Operating Period and Frequency:

Early AM	AM Rush Hour	Midday	PM Rush Hour	Early Evening	Late Evening	Saturday	Sunday/ Holiday
17-38 min	8 min	12-22 min	7-20 min	30 min	40 min	30 min	40 min

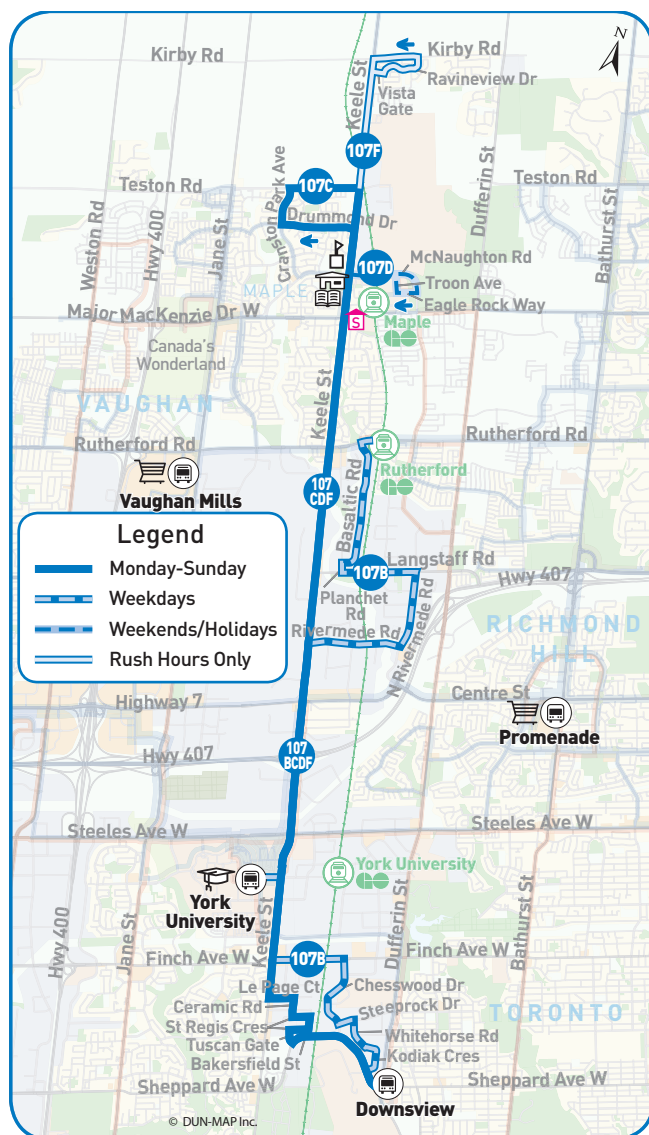
Rush hour – 6 a.m. to 9 a.m. and 3 p.m. to 7 p.m.

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

Route Performance

107B/C/F Average daily weekday ridership	3,154
107B/C/F Average route ridership (weekday rush hour)	1,966
107B/C/F Average route ridership (weekday non-rush hour)	1,188
107F (Kirby Road area) average route ridership (weekday rush hour)	47
107B/C/F Net cost per passenger (rush hour)	\$2.67
107B/C/F Net cost per passenger (non-rush hour)	\$2.21
107B/C/F Revenue/Cost (rush hour)	49%
107B/C/F Revenue/Cost (non-rush hour)	54%
107F Average daily ridership	66
107F Net cost per passenger	\$1.01
107F Revenue/Cost	72%

Current Map



-  Social Housing
-  Bus Terminal
-  GO Station
-  College/University
-  Community Centre
-  Library
-  Secondary School
-  Shopping Centre

Route: 605 – Viva orange**Route Implementation Date:**

October, 2005

Route Type:

- Viva
- Operates weekdays, Saturday and Sunday service between Highway 7, York University and Downsview Subway Station in the City of Toronto

Major Trip Generators:

- Downsview Subway Station
- York University

Proposed Service/Routing:

- Discontinue service south of York University during non-rush hours
- Reduced service levels to blend with Brampton Transit Züm service
- Match service with demand by reducing excess capacity

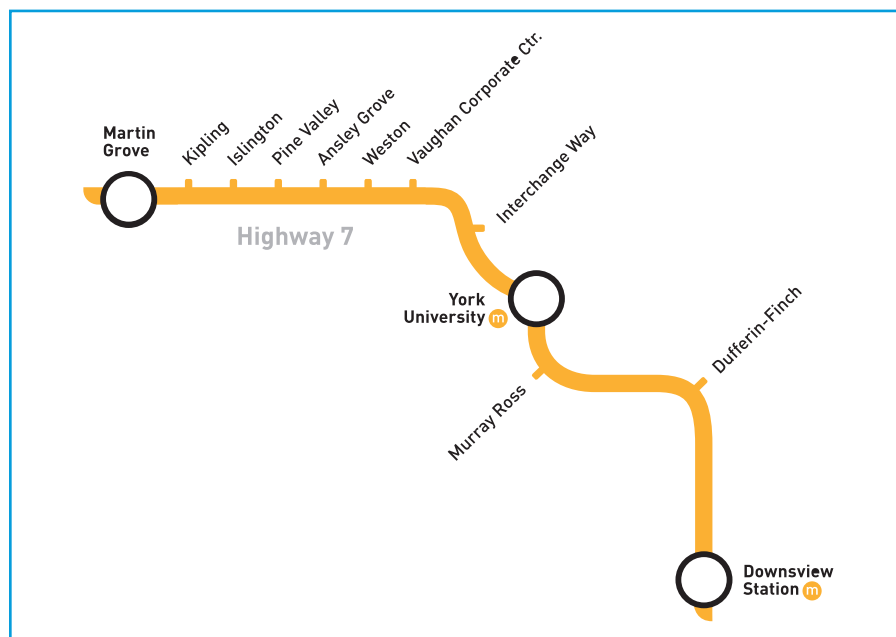
Passenger Impacts/Options:

- Passengers would be required to transfer onto TTC services if travelling between York University and Downsview Subway Station during weekday non-rush hours, Saturday and Sunday/Holiday

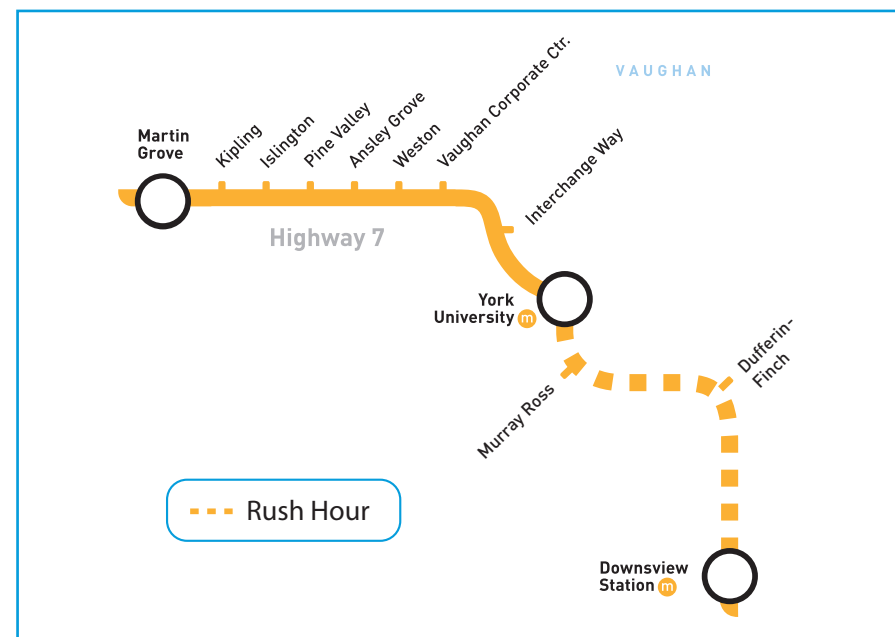
Route Performance	
Average daily weekday ridership	2,391
Average route ridership (weekday rush hour)	1,291
Average route ridership (weekday non-rush hour)	1,100
Net cost per passenger (rush hour)	\$1.12
Net cost per passenger (non-rush hour)	\$3.34
Revenue/Cost (rush hour)	70%
Revenue/Cost (non-rush hour)	43%
Net cost per passenger (rush hour) Martin Grove to York University	\$0.47
Net cost per passenger (non-rush hour) Martin Grove to York University	\$1.85
Revenue/Cost (rush hour) Martin Grove to York University	84%
Revenue/Cost (non-rush hour) Martin Grove to York University	58%
Net cost per passenger (rush hour) York University to Downsview	\$4.86
Net cost per passenger (non-rush hour) York University to Downsview	\$10.51
Revenue/Cost (rush hour) York University to Downsview (\$0.52 average fare)	10%
Revenue/Cost (non-rush hour) York University to Downsview (\$0.52 average fare)	5%
Net cost per passenger (Saturday)	\$5.84
Net cost per passenger (Saturday) Martin Grove to York University	\$5.83
Net cost per passenger (Saturday) York University to Downsview	\$7.88
Revenue/Cost (Saturday)	31%

Route Performance (continued)	
Revenue/Cost (Saturday) Martin Grove to York University	31%
Revenue/Cost (Saturday) York University to Downsview (\$0.52 average fare)	6%
Net cost per passenger (Sunday)	\$7.96
Net cost per passenger (Sunday) Martin Grove to York University	\$9.19
Net cost per passenger (Sunday) York University to Downsview	\$8.54
Revenue/Cost (Sunday)	24%
Revenue/Cost (Sunday) Martin Grove to York University	22%
Revenue/Cost (Sunday) York University to Downsview (\$0.52 average fare)	6%

Current Map



Proposed Map



Operating Period and Frequency:

Early AM	AM Rush Hour	Midday	PM Rush Hour	Early Evening	Late Evening	Saturday	Sunday/ Holiday
18 min	18 min	18 min	18 min	18 min	19 min	18 min	18 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