

7 | 2012-2016 Five year Service Plan Updates



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The following are updates to the (2012-2016) Five-Year Service Plan. The addendums refer to the following chapters in the (2012-2016) Five-Year Service Plan:

- Chapter 2, Section 2.3.2 | Service Guidelines
- Chapter 2, Section 2.3.4 | Route Performance Indicators
- Chapter 7, Section 7.1 | YRT/Viva Phase 2 Rapid Transit Network Construction Schedule
- Chapter 9, Section 9.2 | Technology – Mobility Plus
- Appendix E | Operational Plan for Mobility Plus
- Chapter 12, Financial Plan | Fleet Requirements

7.1 | Chapter 2, Section 2.3.2 Service Frequency – Community Bus Service

The service frequency guidelines were updated as part of the Five-Year Service Plan to match existing operating and budget conditions. The minimum frequencies established are shown in the **Table 13**.

Where a Community Bus operates two branches and each branch operates a 120 minute frequency, the locations serviced by the Community Bus route will have 60 minutes frequency in each direction.

Table 13: Service Frequency Guidelines

Service Span	Service Frequency (minutes)			
	Viva BRT Services	Base Services	Local Services	Community Bus
Weekdays				
6:00 a.m. to 9:00 a.m. 3:00 p.m. to 7:00 p.m.	15 *	30	60	120
9:00 a.m. to 3:00 p.m. 7:00 p.m. to 11:00 p.m.	15 *	45	80/90	120
Saturdays				
6:00 a.m. to 11:00 p.m.	15 *	45	80/90	120
Sundays/Holidays				
9:00 a.m. to 11:00 p.m.	15 *	60	80/90	120

Span of Service is based on demand

* Service frequencies are based on demand. The current range of frequencies for Viva BRT is three minutes to 19 minutes during rush hour. Viva pink and green operate during rush hour only.

7.2 | Chapter 2, Section 2.3.4: Route Performance Indicators

The (2012-2016) Five-Year Service Plan outlined route performance indicators for on-time performance, trips not accounted for and net cost per passenger. YRT/Viva has expanded the route performance indicators list to include mean distance between failures and accident rate.

7.3 | Chapter 7, Section 7.1: YRT/Viva Phase 2 Rapid Transit Network Construction Schedule

Section 7.1 Rapid Transit Plan

The (2012-2016) Five-Year Service Plan outlined the construction timelines (construction start year and year of completion) for the Highway 7, Yonge Street and Davis Drive rapidways and the Spadina Subway extension. Effective Spring 2012, the construction timelines were updated as outlined in **Table 14**.

7.4 | Section 9.2: Technology – Mobility Plus Long Term

Mobility Plus will implement trip interface technology between Mobility Plus and YRT/Viva scheduling systems.

Table 14: YRT / Viva Phase 2 Rapid Transit Network Construction Schedule

vivaNext Construction Project	Construction Start Year	Year of completion (Ready for Service)
H3.3 – Enterprise Drive (Warden Avenue to Birchmount Road)	End of 2009	Completed in early 2011
Spadina Subway extension	2011	end 2015
H3.1 & H3.2 – Highway 7 (Yonge Street to Warden Avenue)	Spring 2011	end 2013
D1 – Davis (Yonge Street to Roxborough Road)	Spring 2012	end 2014
H2.VMC – Highway 7 (Commerce Valley to Bowes Road)	Spring 2013	end 2015
Cornell Terminal	TBD	TBD
Y2.1 – Yonge (Highway 7 to Major Mackenzie)	2013 (likely Spring)	2016
H2 – Highway 7 (Bowes Road to Yonge Street & Helen Street to Edgeley)	Spring 2015	2020
Y3.2 – Yonge (Mulock Drive to Davis Drive)	2015	2017
Y2.2 – Yonge (Major Mackenzie to 19 th Avenue)	2015	2020
H3.4 – Enterprise Drive (Birchmount Road to Kennedy Road/Sciberras)	2018	2020

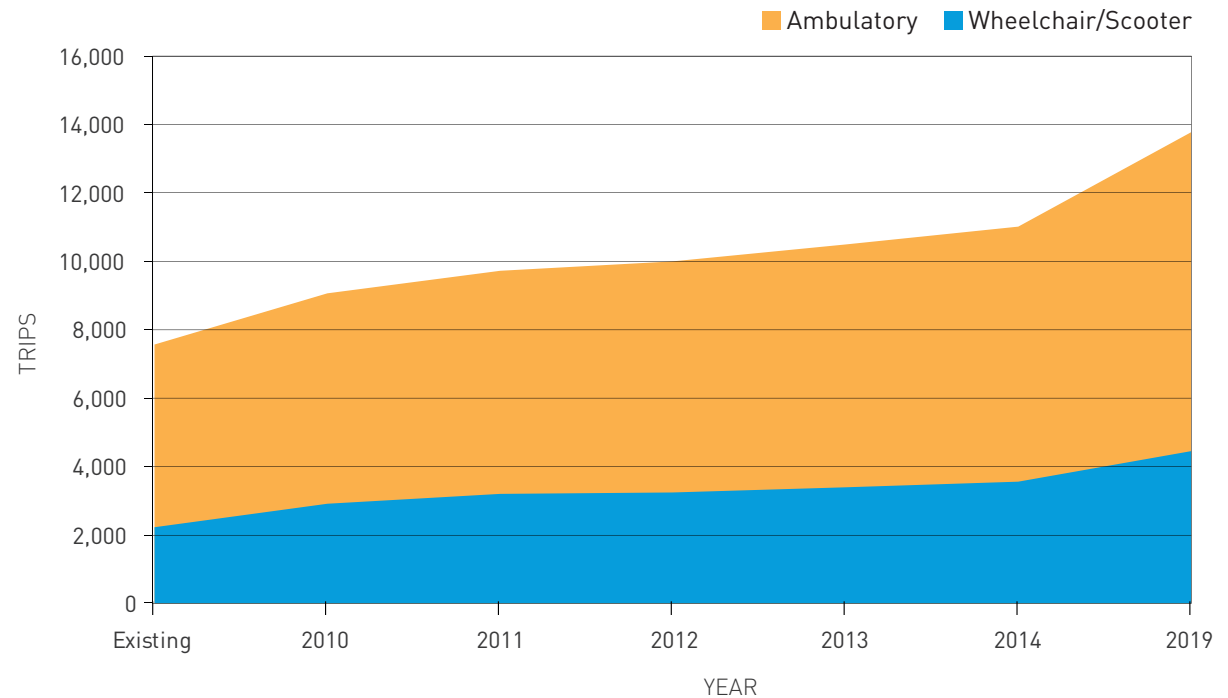
7.5 | Appendix E: Operational Plan for Mobility Plan for Mobility Plus, (Section 2.1 and 2.2)

2.1 Demographic Change in York Region

The (2012-2016) Five-Year Service Plan indicated the number of Mobility Plus registrants was expected to grow by more than 20 per cent from 2009 through 2014, and by an additional 40 per cent through 2019.

The number of Mobility Plus registrants was re-evaluated and is expected to grow by more than 25 per cent from 2009 through 2014 and by an additional 25 per cent through 2019 as seen in **Figure 6**.

Figure 6: Projections of Mobility Plus Registrants



2.2 Ridership Growth

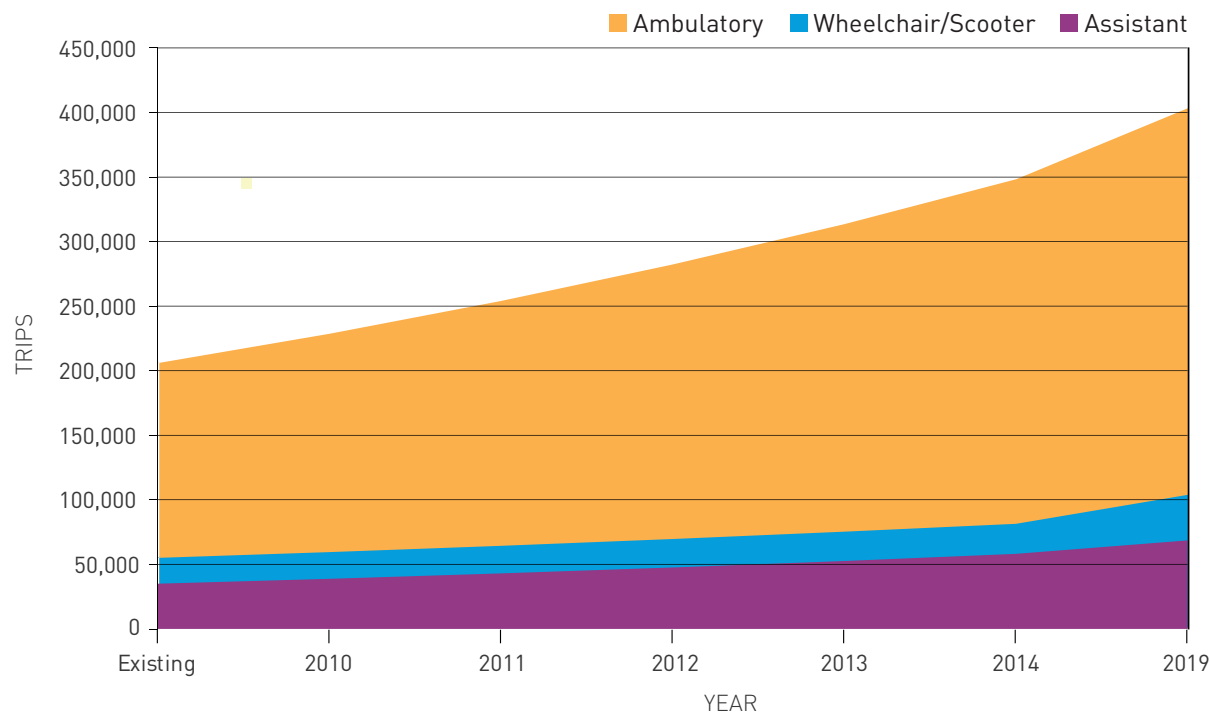
The projected growth in ridership outlined in the (2012-2016) Five-Year Service Plan was based on service delivery levels staying the same as previous years took into consideration demographic changes. The overall ridership was expected to grow by almost 100 per cent over the 10-year period and 50 per cent over the next five years.

The projected ridership was re-evaluated and as shown in **Figure 7**, overall ridership is expected to grow by 50 per cent over the 10-year period and 25 per cent over the next five years.

7.6 | Service Challenges

As outlined in the (2012-2016) Five-Year Service Plan, the number of required service hours and the number of peak vehicles increases in direct proportion to the ridership growth; 50 per cent over five years, and double over 10 years. The per cent was changed to approximately 25 percent over five years and about double over 10 years.

Figure 7: Projected Ridership Growth - Status Quo



7.7 | 4 Service Challenges

The (2012-2016) Five-Year Service Plan made a reference to an initiative called Fixed Route Feeder. That initiative has been updated to Family of Service

7.8 | 5 Financial Plan

The (2012-2016) Five-Year Service Plan made an assumption of ~250M+ registrant can be trained by one full time trainer. To clarify, 250M+ actually means 250 Mobility Plus registrants can be trained by one full time trainer.

7.9 | Chapter 12, Financial Plan: Fleet Requirements

The (2012-2016) Five-Year Service Plan forecasted fleet requirements which resulted in buses purchases in 2013, 2015 and 2016.

The 2013 Service Annual Service Plan updates fleet requirements to 2016 reflecting service changes and operating needs identified in 2012. The updates to the five year fleet plan are shown in **Table 15**.

Table 15: YRT and Viva Fleet Requirements and Capital Cost

		2012	2013	2014	2015	2016
Replacement	YRT	0	0	0	13	0
	Viva	0	0	0	0	0
Growth/ Construction	YRT	0	0	12	55	0
	Viva	0	26	0	8	0
Total	YRT	0	0	12	63	0
	Viva	0	26	0	8	0
Capital Cost		\$0	\$24,700,000	\$6,636,000	\$47,804,000	0

Source: YRT/Viva Facility Strategy

