

5.4 | Town of Aurora

Municipal Meeting:

- > February 27, 2013

Public Information Centre:

- > March 20, 2013 – Aurora Public Library (Front Lobby)

Public and Stakeholder Requests:

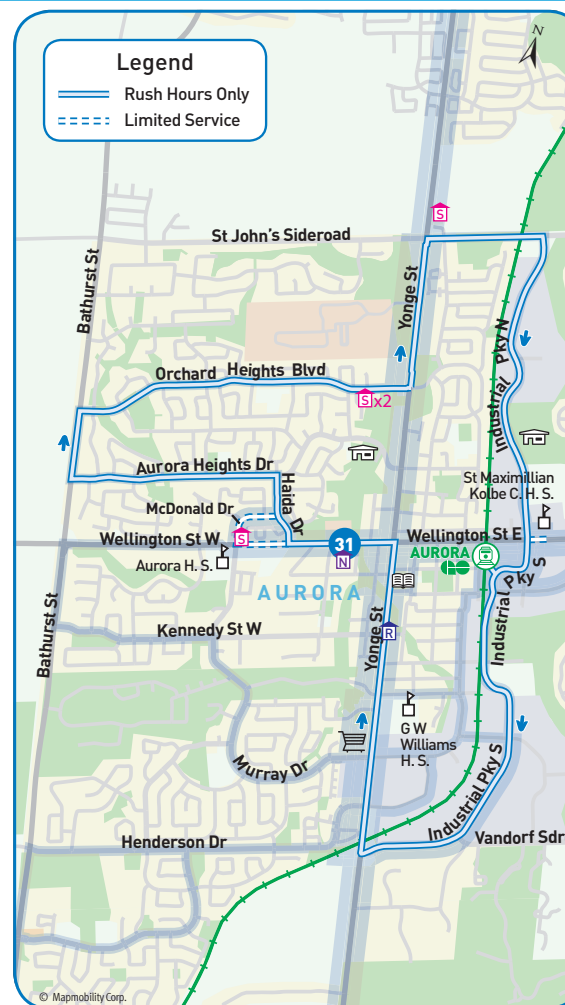
- > **Attendance:**
 - > 55 people
- > **Service Requests:**
 - > Route 50 - Queensway – start the northbound trip earlier on weekday
 - > Route 54 - Bayview & Route 33 - Wellington – improve connections
 - > Route 57/57A - Mulock & Route 55B - Davis Drive – improve connections at 404 Town Centre
 - > Provide Sunday/holiday service in Aurora
- > **Facility Requests:**
 - > Construct bus stop in front of the cemetery at the intersection of Yonge/Industrial Parkway
- > **System Information Requests:**
 - > Place infoposts at Yonge/Wellington
- > **Fare Requests:**
 - > Stop fare increases
 - > Request to sell YRT/Viva fare media at the Aurora Public Library

Route 31 - Aurora North

Route Implementation Date:

- > Pre-Amalgamation
- > Restructured July 2012

Current Route Map



Housing Facilities

- N Nursing Home
- R Retirement Home
- S Social Housing

Route Type/Routing:

- > Local
- > Weekday rush hour service in Aurora between St. John's Sideroad and Vandorf Sideroad, and between Bathurst Street and Industrial Parkway, connecting passengers to Yonge Street and the Aurora GO Station

Major Trip Generators:

- > Aurora Village Plaza
- > Aurora High School
- > St. Maximillian Kolbe Catholic High School
- > Aurora Public Library
- > Aurora GO Station

Proposed Service Changes:

- > Start first trip in the morning at Wellington Street and Haida Drive instead of the Aurora GO Station
- > Terminate last trip in the evening at St. John's Sideroad and Yonge Street instead of the Aurora GO Station

Passenger Impacts/Options:

- > No passenger impacts
- > Discontinue last evening trip to Industrial Parkway North
- > Reduced span of service
- > Options for service include Route 33/33A - Wellington and, Route 54 - Bayview

Proposed Route Map:

- > Same as Current Route Map – service initiative does not affect routing

Current Operating Period and Frequency (in Minutes):

AM Rush		PM Rush		Early Evening	Late Evening	Saturday	Sunday/Holiday
Early AM	Hour	Midday	Hour				
33	33	N/A	33	33	N/A	N/A	N/A

Rush hour – 6:00 a.m. to 9:00 a.m. and 3:00 p.m. to 7:00 p.m.

Non-rush hour – beginning of service until 6:00 a.m., 9:00 a.m. to 3:00 p.m. and 7:00 p.m. until end of service

Current Route Performance (2012):

Performance Indicator	Value
Average route ridership (weekday daily)	64
Average route ridership (weekday rush hour)	40
Average route ridership per hour (weekday rush hour)	6
Average route ridership (weekday non-rush hour)	24*
Average route ridership per hour (weekday non-rush hour)	9
Net cost per passenger (weekday rush hour)	\$13.14
Net cost per passenger (weekday non-rush hour)	\$7.87
Revenue/Cost (weekday rush hour)	20%
Revenue/Cost (weekday non-rush hour)	25%

*Students utilizing the service from the Aurora High School and St Maximillian Kolbe Catholic High School during the afternoon rush hour

Route 32 - Aurora South**Route Implementation Date:**

- > Pre-Amalgamation

Route Type/Routing:

- > Local
- > Monday to Saturday service in Aurora between Wellington Street and Vandorf Sideroad, and between Bathurst Street and Bayview Avenue, connecting passengers to Yonge Street and the Aurora GO Station

Major Trip Generators:

- > Seneca College King Campus
- > Dr. G.W. Williams High School
- > Aurora High School
- > St. Maximillian Kolbe Catholic High School
- > Cardinal Carter Catholic High School
- > Aurora Public Library
- > Aurora Town Hall
- > Aurora GO Station
- > Aurora Centre Plaza
- > SmartCentre Aurora

Proposed Service Changes:

- > Discontinue last southbound 7:09 p.m. trip

Current Operating Period and Frequency (in Minutes):

Early AM	AM Rush Hour	Midday	PM Rush Hour	Early Evening	Late Evening	Saturday	Sunday/Holiday
19	35-43	58	27-33	40	40	40	N/A

Rush hour – 6:00 a.m. to 9:00 a.m. and 3:00 p.m. to 7:00 p.m.

Non-rush hour – beginning of service until 6:00 a.m., 9:00 a.m. to 3:00 p.m. and 7:00 p.m. until end of service

Current Route Performance (2012):

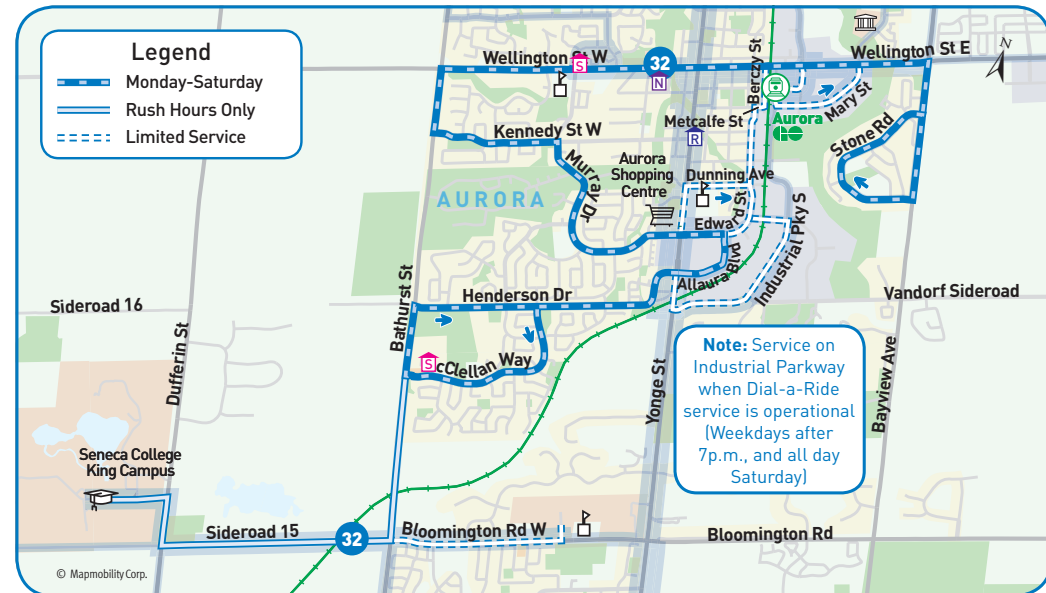
Performance Indicator	Value
Average route ridership (weekday daily)	394
Average route ridership (weekday rush hour)	289
Average route ridership per hour (weekday rush hour)	13
Average route ridership (weekday non-rush hour)	105
Average route ridership per hour (weekday non-rush hour)	10
Net cost per passenger (weekday rush hour)	\$3.99
Net cost per passenger (weekday non-rush hour)	\$6.82
Revenue/Cost (weekday rush hour)	46%
Revenue/Cost (weekday non-rush hour)	28%

Passenger Impacts/Options:

- > Two passengers will be impacted by change (last trip of the day)
- > Options for service include Dial-a-Ride
- > Requires call for service

Proposed Route Map:

- > Same as Current Route Map – service initiative does not affect routing

Current Route Map

Housing Facilities: Nursing Home Retirement Home Social Housing