

6 | Frequent Transit Network

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YRT/Viva 2016–2020 Strategic Plan identifies the development of a Frequent Transit Network (FTN). Customers using a FTN can expect reliable services that are so frequent they do not need to use a schedule.

The FTN will consist of Viva and Base services along key corridors in the urban areas of the Region. The ultimate vision is that the FTN would operate at frequencies of 15 minutes or less, seven days a week, from 6 a.m. to 10 p.m., and that it would be complemented by other Local, Express, Shuttle and Community Bus services.

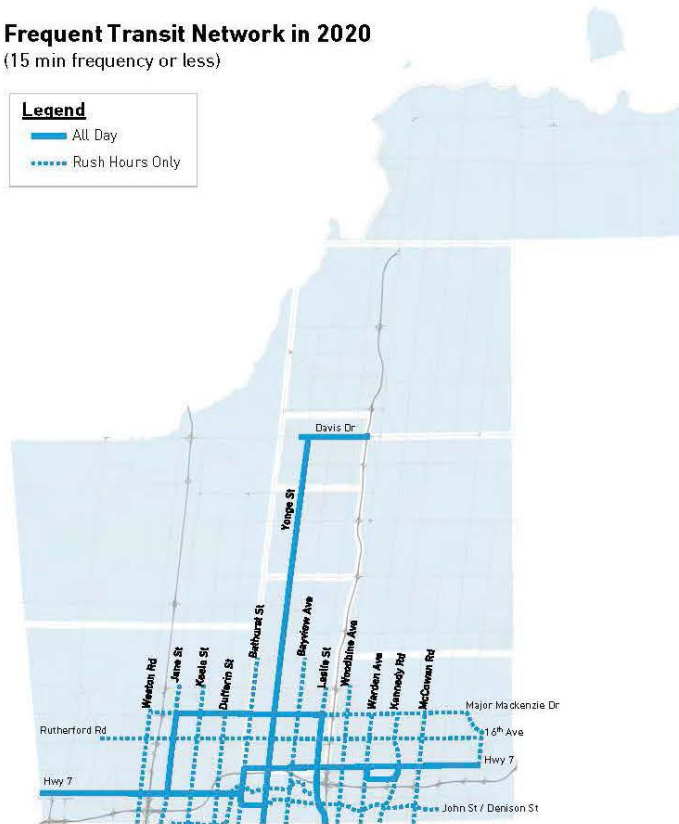
The Frequent Transit Network will be implemented in multiple phases. The initial phase of the FTN implementation will include 15 minute service during weekday rush hours. The FTN for 2020 is shown in **Figure 3**.

Figure 3: Frequent Transit Network in 2020

Frequent Transit Network in 2020 (15 min frequency or less)

Legend

- All Day
- - - - Rush Hours Only



A prioritized implementation schedule was developed to transition the current YRT/Viva network towards a FTN during rush hours, as shown in **Figure 4**.

Routes were prioritized using the following factors: route ridership; the relationship of the route to the Viva Network Expansion Plan (VNEP); the opening of the Spadina Subway Extension; and the Regional Express Rail (RER) network and connection to GO Stations.

As VNEP is implemented and Viva service is developed on new corridors, the frequency on base routes will be reduced to remove duplicated service.

The implementation schedule, fleet requirements, and annual difference in hours and cost are shown in **Table 9**. The fleet and service hour requirements outlined for the 2016 FTN implementation are in addition to the fleet and service hour requirements of the 2016 service initiatives.

Figure 4: Frequent Transit Network (rush hours only) Implementation Schedule

Frequent Transit Network
(15 min frequency or less)

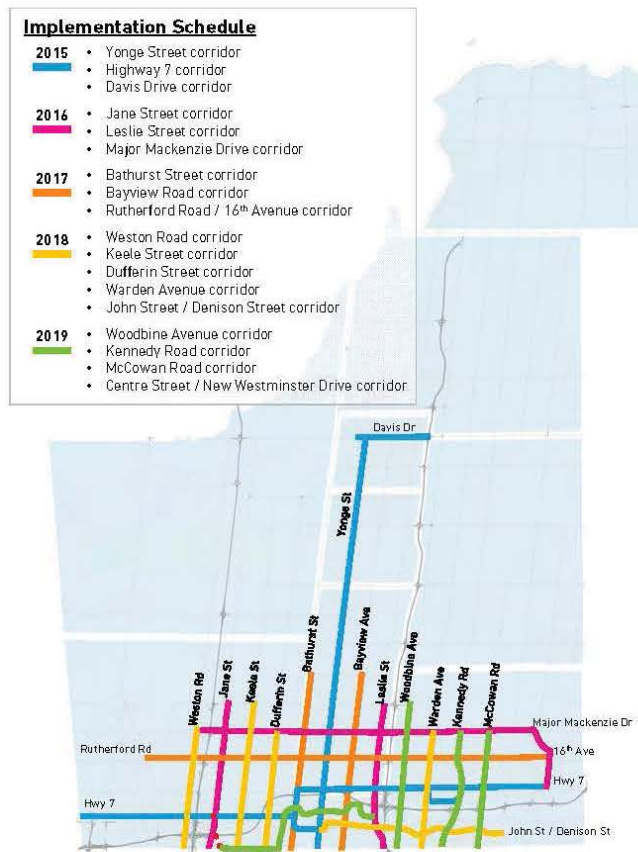


Table 9: Frequent Transit Network (rush hours only) Resource Requirements

Route	Annual Difference		
	Fleet	Hours	Cost
Priority 1 – 2016			
4/4A – Major Mackenzie	2	3,621	\$362,130
25 – Major Mackenzie	5	9,026	\$902,554
20/20A – Jane*	1	1,468	\$146,751
Subtotal	8	14,114	\$1,411,436
Contingency (10%)	1	1,411	\$141,144
Total	9	15,526	\$1,552,579
Priority 2 – 2017			
16 – 16th Avenue	5	8,006	\$800,585
Subtotal	5	8,006	\$800,585
Contingency (10%)	1	801	\$80,059
Total	6	8,806	\$880,644
Priority 3 – 2018			
2 – Milliken	2	3,868	\$386,833
107C – Keele*	1	3,012	\$496,980
4/4A – Major Mackenzie	-2	-3,621	-\$362,130
20/20A – Jane	-1	-1,468	-\$146,751
165 – Weston Road*	2	3,765	\$621,225
68B – Warden*	2	2,510	\$414,150
Subtotal	4	8,067	\$1,410,306
Contingency (10%)	1	807	\$141,031
Total	5	8,873	\$1,551,337
Priority 4 – 2019			
3 – Thornhill	6	10,926	\$1,092,603
24 – Woodbine	4	7,028	\$702,800
129A – McCowan*	0	1,004	\$165,660
Subtotal	10	18,958	\$1,961,063
Contingency (10%)	1	1,896	\$196,106
Total	11	20,854	\$2,157,169

Note: Annual cost estimates are based on 251 weekdays
 * Peak frequency is currently less than 15 minutes

