



Route TTC 24D – Woodbine

Route Implementation Date:

- > Pre-amalgamation

Route Type/Routing:

- > Base
- > Operates Monday to Friday between TTC Victoria Park Subway Station and Major Mackenzie Drive primarily along Victoria Park Avenue and Woodbine Avenue during weekday non-rush hour period

Major Trip Generators:

- > Markland Business Park
- > Esna Park Employment area
- > TTC Victoria Park Subway Station

Proposed Service Changes:

- > Adjust weekday frequency during midday and evenings after 8 p.m.

Passenger Impacts/Options:

- > Frequency adjusted as follows:
 - > From 30 to 45 minutes during weekday midday
 - > From 18 to 45 minutes during evening
- > Approximately 270 passengers impacted

Current Operating Period and Frequency (in Minutes):

Early AM	AM Rush hour	Midday	PM Rush hour	Early Evening	Late Evening	Saturday	Sunday/Holiday
N/A	N/A	30	N/A	18	18	N/A	N/A

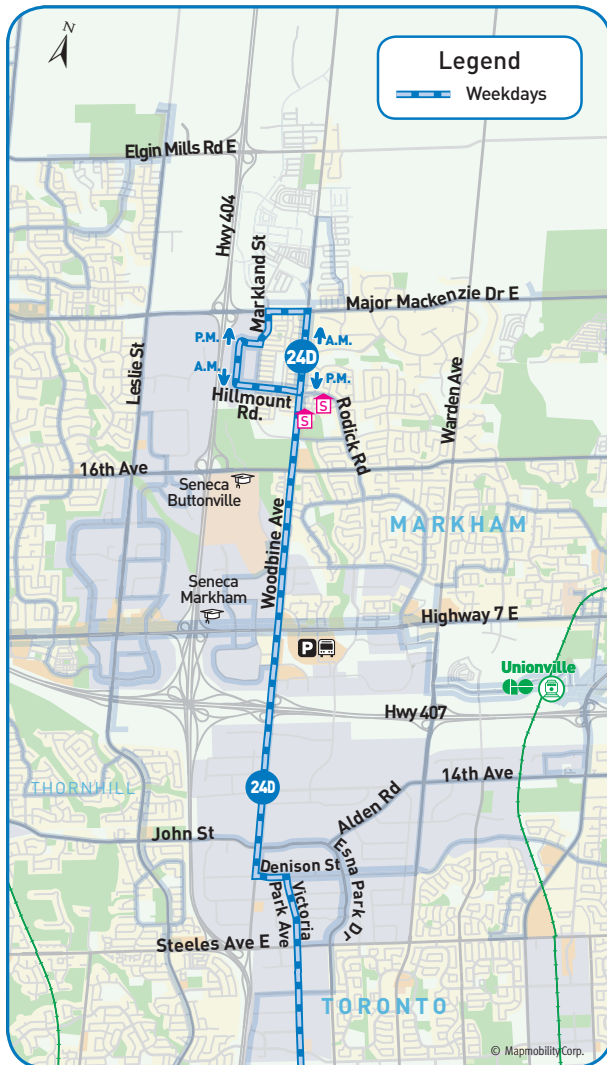
Rush hour – 6 a.m. to 9 a.m. and 3 p.m. to 7 p.m.

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

Current Route Performance 2013:

Performance Indicator	Value
Average route ridership (weekday daily)	201
Average route ridership (weekday non-rush hour)	201
Average route ridership per hour (weekday non-rush hour)	5
Net cost per passenger (weekday non-rush hour)	\$27.58
Revenue/Cost (weekday non-rush hour)	9%

Current Route Map



Housing Facilities

-  Nursing Home
-  Retirement Home
-  Social Housing

Proposed Route Map:

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

Route 25 – Major Mackenzie

Route Implementation Date:

- > Pre-amalgamation
- > Restructured and renumbered to Route 25 effective June 2013

Route Type/Routing:

- > Base

Major Trip Generators:

- > Richmond Hill GO Station
- > Bayview Secondary School
- > Markham Stouffville Hospital
- > Angus Glen Community Centre
- > Mackenzie Richmond Hill Hospital

Proposed Service Changes:

- > Frequency adjustments on weekdays between 9 a.m. and 10 a.m.
- > Frequency adjustments on weekdays between 7 p.m. and 9 p.m.

Passenger Impacts/Options:

- > Frequency adjusted as follows:
 - > From 36 to 54 minutes between 9 a.m. and 10 a.m.
 - > From 37 to 56 minutes between 7 p.m. and 9 p.m.
- > Approximately 48 passengers impacted

Current Operating Period and Frequency (in Minutes):

Early AM	AM Rush hour	Midday	PM Rush hour	Early Evening	Late Evening	Saturday	Sunday/Holiday
36	36	44-61	30	24-37	N/A	N/A	N/A

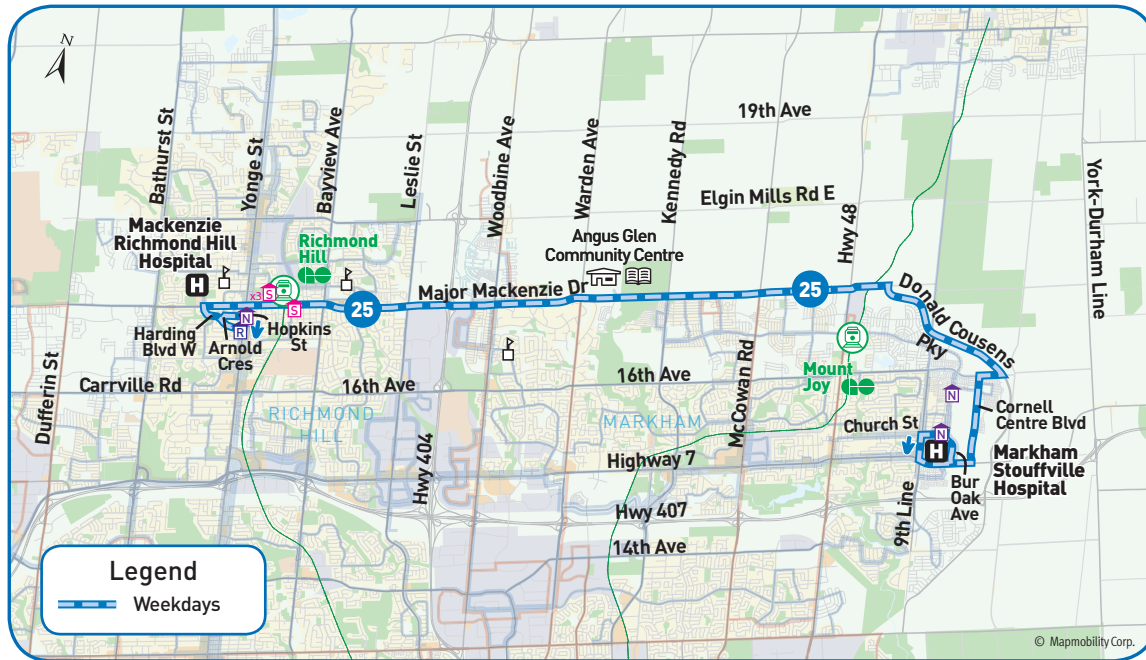
Rush hour – 6 a.m. to 9 a.m. and 3 p.m. to 7 p.m.

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

Current Route Performance 2013:

Performance Indicator	Value
Average route ridership (weekday daily)	519
Average route ridership (weekday rush hour)	433
Average route ridership per hour (weekday rush hour)	15
Average route ridership (weekday non-rush hour)	86
Average route ridership per hour (weekday non-rush hour)	4
Net cost per passenger (weekday rush hour)	\$3.05
Net cost per passenger (weekday non-rush hour)	\$18.22
Revenue/Cost (weekday rush hour)	47%
Revenue/Cost (weekday non-rush hour)	13%

Current Route Map



Housing Facilities: Nursing Home Retirement Home Social Housing

Proposed Route Map:

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

Route TTC 102D – Markham Road North

Route Implementation Date:

- > Pre-amalgamation

Route Type/Routing:

- > Base
- > Operates Monday to Sunday/Holiday on Markham Road between TTC Warden Subway Station to Anderson Avenue

Major Trip Generators:

- > Markham Village Community Centre
- > Markham GO Station
- > Mount Joy GO Station

Proposed Service Changes:

- > Extend route to Major Mackenzie Drive via Castlemore Avenue and Mingay Avenue
- > Remove services along Castlemore Avenue, Anderson Avenue and Bur Oak Avenue on the east side of Markham Road

Passenger Impacts/Options:

- > New services to Major Mackenzie Drive and Mingay Avenue
- > Improve connection with Route 25 – Major Mackenzie
- > Services discontinued along Anderson Avenue
- > Approximately 80 passengers impacted on weekdays
- > Approximately 20 passengers impacted on Saturday
- > Approximately 20 passengers impacted on Sunday/Holiday
- > Maximum walking distance increased by approximately 300 metres

Current Operating Period and Frequency (in Minutes):

Early AM	AM Rush hour	Midday	PM Rush hour	Early Evening	Late Evening	Saturday	Sunday/Holiday
20-35	20	30	21	40	40	48-66	48-60

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

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

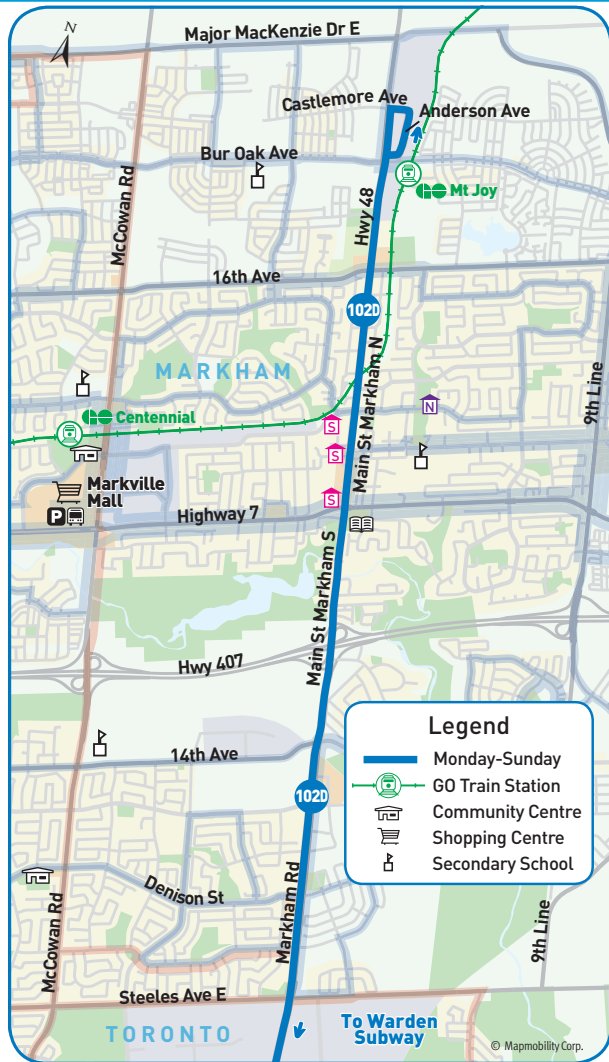
Current Route Performance 2013:

Performance Indicator	Value
Average route ridership (weekday daily)	671
Average route ridership (weekday rush hour)	404
Average route ridership per hour (weekday rush hour)	25
Average route ridership (weekday non-rush hour)	267
Average route ridership per hour (weekday non-rush hour)	16
Net cost per passenger (weekday rush hour)	\$3.66
Net cost per passenger (weekday non-rush hour)	\$7.27
Revenue/Cost (weekday rush hour)	42%
Revenue/Cost (weekday non-rush hour)	27%

Survey Summary:

Surveys were conducted at the impacted bus stops along Anderson Avenue and Castlemore Avenue on Wednesday, April 9, 2014 (between 5:30 a.m. and 12 p.m.) and Thursday, April 10, 2014 (between 12 p.m. and 6:30 p.m.). A summary of the survey findings can be found in **Appendix B.**

Current Route Map



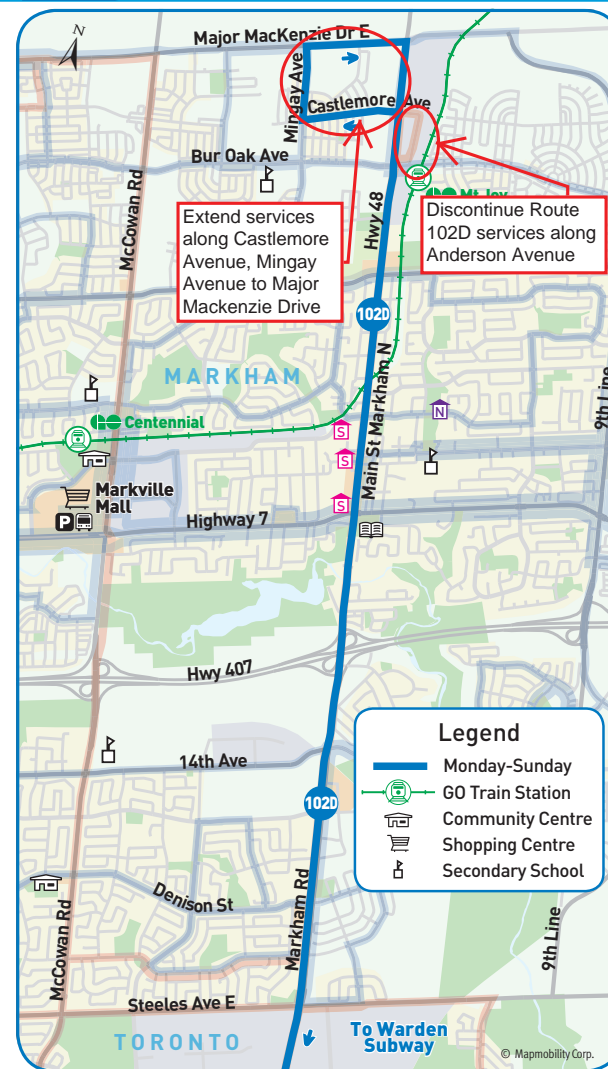
Housing Facilities

- Nursing Home
- Retirement Home
- Social Housing

Legend

- Monday-Sunday
- GO Train Station
- Community Centre
- Shopping Centre
- Secondary School

Proposed Route Map



Housing Facilities

- Nursing Home
- Retirement Home
- Social Housing

Legend

- Monday-Sunday
- GO Train Station
- Community Centre
- Shopping Centre
- Secondary School



5.7 | Town of Whitchurch-Stouffville

Municipal Meeting:

- > February 26, 2014

Public Information Centre:

- > March 31, 2014 –Town of Whitchurch-Stouffville – Main Lobby

Public and Stakeholder Requests:

- > **Attendance:**
 - > 10 people
- > **Service Requests:**
 - > Route 415 – Stouffville High School Special: Customers were glad to see the service being extended into the new subdivisions in Stouffville
 - > Re-route Route 9 – 9th Line services along Church Street to improve accessibility for passengers with mobility issues
- > **General Comments:**
 - > Inquiry/comments concerning trip plans to and from Stouffville

Proposed Service Initiatives:

- > Route 415 - Stouffville High School Special



Route 415 – Stouffville High School Special

Route Implementation Date:

- > September 2007

Route Type/Routing:

- > School Special
- > Operates Monday to Friday to/from Stouffville High School in the residential area of Stouffville

Major Trip Generators:

- > Stouffville High School

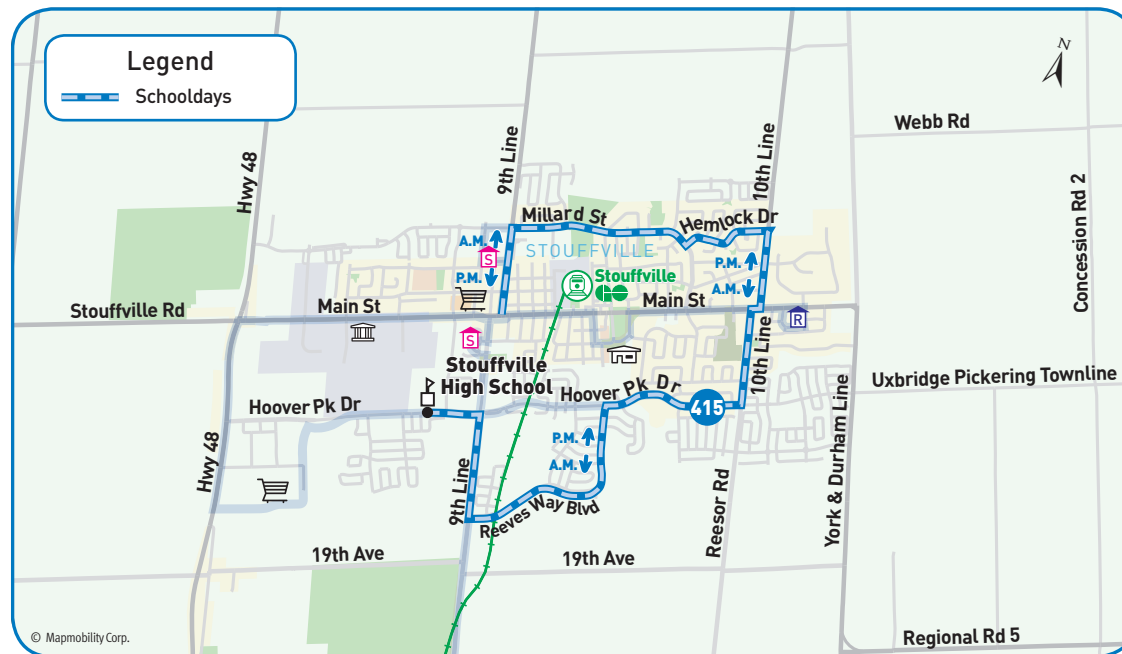
Proposed Service Changes:

- > Extend services along Millard Street west of 9th Line and extend services along Main Street, York Durham Line and Hoover Park Drive east of 10th Line
- > Discontinue services along 9th Line between Millard Street and Main Street

Passenger Impacts/Options:

- > Extend route along Millard Street between Highway 48 and 9th Line
- > Extend route to York Durham Line via Main Street and Hoover Park Drive
- > Services discontinued along 9th Line, north of Main Street and along 10th Line between Main Street and Hoover Park Drive

Current Route Map



Housing Facilities: Nursing Home Retirement Home Social Housing

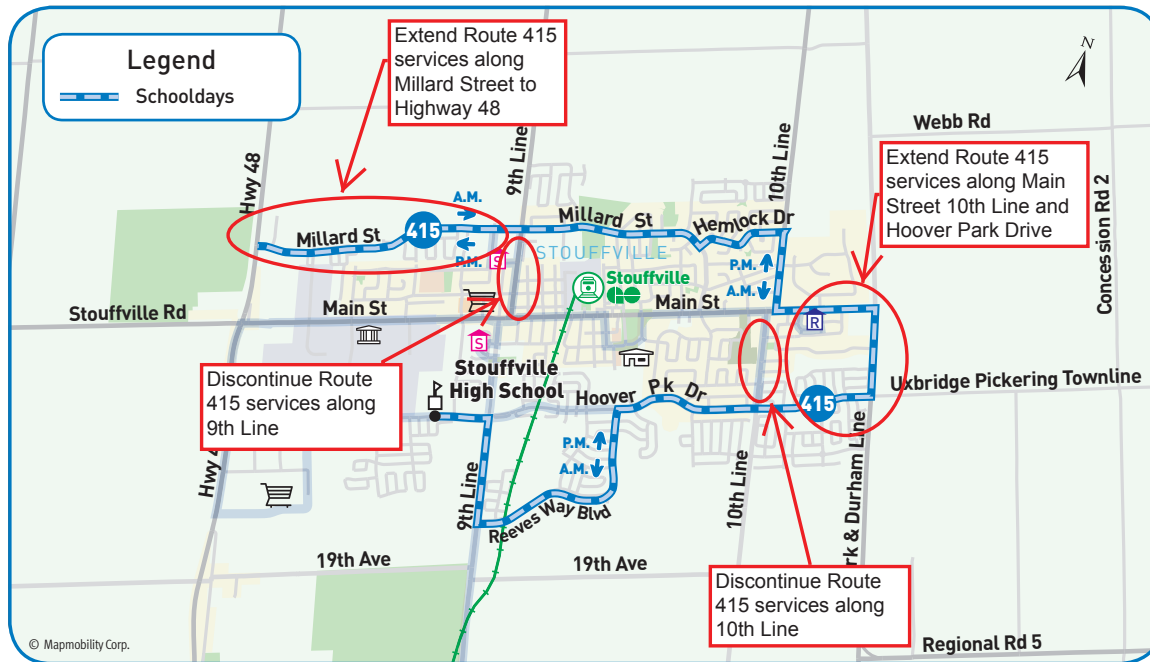
Current Operating Period and Frequency:

Early AM	AM Rush hour	Midday	PM Rush hour	Early Evening	Late Evening	Saturday	Sunday/Holiday
N/A	1 trip	N/A	1 trip	N/A	N/A	N/A	N/A

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

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

Proposed Route Map



Housing Facilities: Nursing Home Retirement Home Social Housing

Current Route Performance 2013:

Performance Indicator	Value
Average route ridership (weekday daily)	34
Average route ridership (weekday rush hour)	34
Average route ridership per hour (weekday rush hour)	11
Net cost per passenger (weekday rush hour)	\$5.50
Revenue/Cost (weekday rush hour)	33%

5.8 | City of Vaughan

Municipal Meeting:

- > Thursday, February 20, 2014

Public Information Centre:

- > Wednesday, March 26, 2014 – Vaughan Mills Mall

Feedback from public and stakeholders:

- > **Attendance:**
 - > 292 people

Service Requests:

- > Support for the proposed Route 75 – Dufferin when the Spadina subway is operational
- > Change the route numbers for the TTC routes that will be taken over when the subway is operational
- > Support with Viva silver routing
- > Provide service along Dufferin Street between King City and the City of Vaughan
- > Route 20 – Jane is very crowded and should only operate along Jane Street and not divert into the commercial/employment areas
- > Route 360 – provide service on weekends, weekday midday, and weekday evenings
- > Rename Sunday Route 77 – Highway 7 service to Route 77A to distinguish the different routing

Proposed Service Initiatives:

- > Route 523 - Vaughan Community Bus
- > Route 7 - Martin Grove
- > Route 12 - Pine Valley
- > Route 21 - Vellore Local
- > Route 461 - Emily Carr Secondary Special



Route 523 - Vaughan Community Bus

Route Type/Routing:

- > Fully accessible transit service typically designed for seniors and people with disabilities who can use accessible conventional transit
- > Provide service to local neighbourhoods, seniors' residences, medical facilities and shopping areas

Proposed Service Changes:

- > Implement a community bus to service the Vaughan area

Passenger Impacts/Options:

- > Provide service to local neighbourhoods, seniors' residences, medical facilities and shopping areas

Proposed Route Map:

- > To be determined through future consultation



Route 7 – Martin Grove

Route Implementation Date:

- > Pre-Amalgamation
- > Restructured July 2012

Route Type/Routing:

- > Local
- > Weekday service along Martin Grove Road between Rexdale Boulevard and Rutherford Road/Islington Avenue
- > Saturday service between Steeles Avenue/ Martin Grove to Rutherford Road/Islington Avenue

Major Trip Generators:

- > Steeles Avenue corridor
- > Holy Cross Catholic High School
- > Emily Carr Secondary School
- > Humber College
- > Woodbine Centre
- > SmartCentre
- > Al Palladini Community Centre

Proposed Service Changes:

- > Frequency adjustments between 9 a.m. and 10 a.m.

Passenger Impacts/Options:

- > Frequency adjusted from 27 to 50 minutes
- > Approximately 71 passengers impacted
- > Maximum demand/capacity ratio of 47 per cent

Current Operating Period and Frequency (in Minutes):

Early AM	AM Rush Hour	Midday	PM Rush Hour	Early Evening	Late Evening	Saturday	Sunday/Holiday
N/A	25-38	54-56	21-28	45-47	45	60	N/A

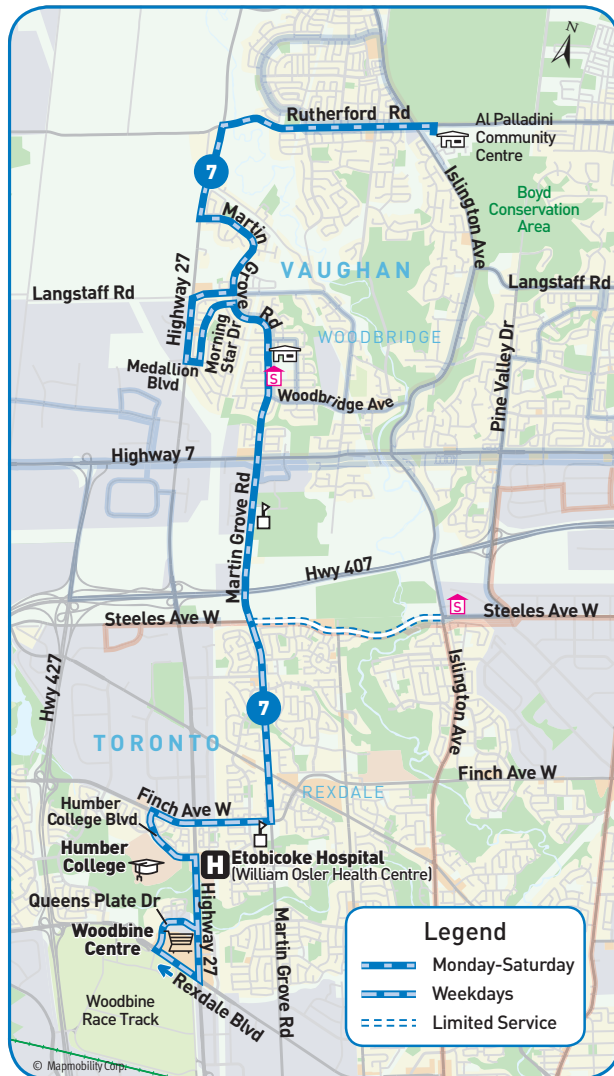
Rush hour – 6:00 a.m. to 9:00 a.m. and 3:00 p.m. to 7:00 p.m.

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 (2013):

Performance Indicator	Value
Average route ridership (weekday daily)	997
Average route ridership (weekday rush hour)	623
Average route ridership per hour (weekday rush hour)	22
Average route ridership (weekday non-rush hour)	374
Average route ridership per hour (weekday non-rush hour)	14
Average route ridership (Saturday)	96
Average route ridership per hour (Saturday)	6
Net cost per passenger (weekday rush hour)	\$1.35
Net cost per passenger (weekday non-rush hour)	\$3.87
Net cost per passenger (Saturday)	\$14.60
Revenue/Cost (weekday rush hour)	67%
Revenue/Cost (weekday non-rush hour)	41%
Revenue/Cost (Saturday)	16%




Current Route Map



Housing Facilities

-  Nursing Home
-  Retirement Home
-  Social Housing

Legend

-  Monday-Saturday
-  Weekdays
-  Limited Service

Proposed Route Map:

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

Route 12 – Pine Valley

Route Implementation Date:

- > Pre-Amalgamation

Route Type/Routing:

- > Local
- > Operating between Vaughan Mills Mall Terminal and the Steeles/Islington bus loop.

Major Trip Generators:

- > Steeles Ave corridor
- > Pine Valley industrial area
- > Vaughan Mills Mall

Proposed Service Changes:

- > Remove service after 10 p.m. on weekdays and Saturdays

Passenger Impacts/Options:

- > Approximately seven passengers impacted on weekdays
- > Approximately four passengers impacted on Saturdays
- > Options for service include Route 20 – Jane, Route 77 – Highway 7, and TTC Route 60 – Steeles West

Survey Summary:

The survey was conducted on Wednesday, April 2, 2014 and Saturday, April 5, 2014 on the bus from 10 p.m. to 11 p.m. A summary of the survey findings can be found in **Appendix B**.

Current Operating Period and Frequency (in Minutes):

Early AM	AM Rush Hour	Midday	PM Rush Hour	Early Evening	Late Evening	Saturday	Sunday/Holiday
30	28-32	28-55	31-65	27-53	53	50-55	N/A

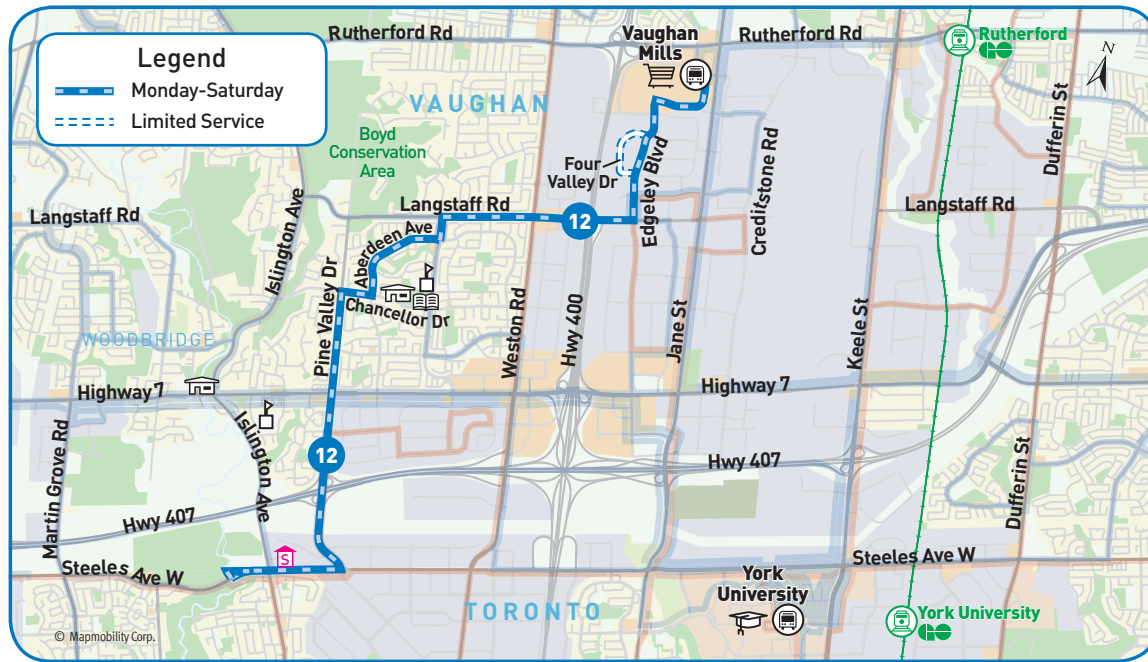
Rush hour – 6:00 a.m. to 9:00 a.m. and 3:00 p.m. to 7:00 p.m.

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 (2013):

Performance Indicator	Value
Average route ridership (weekday daily)	419
Average route ridership (weekday rush hour)	302
Average route ridership per hour (weekday rush hour)	22
Average route ridership (weekday non-rush hour)	117
Average route ridership per hour (weekday non-rush hour)	10
Average route ridership (Saturday)	159
Average route ridership per hour (Saturday)	10
Net cost per passenger (weekday rush hour)	\$1.40
Net cost per passenger (weekday non-rush hour)	\$6.38
Net cost per passenger (Saturday)	\$8.69
Revenue/Cost (weekday rush hour)	66%
Revenue/Cost (weekday non-rush hour)	30%
Revenue/Cost (Saturday)	24%

Current Route Map



Housing Facilities: Nursing Home Retirement Home Social Housing

Proposed Route Map:

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

Route 21 – Vellore Local

Route Implementation Date:

- > July 2013

Route Type/Routing:

- > Local
- > A north-south local route providing rush hour service between the Vellore community and Vaughan Mills Mall

Major Trip Generators:

- > Vaughan Mills Mall
- > St. Jean de Brebeuf CHS
- > Northwest Woodbridge area

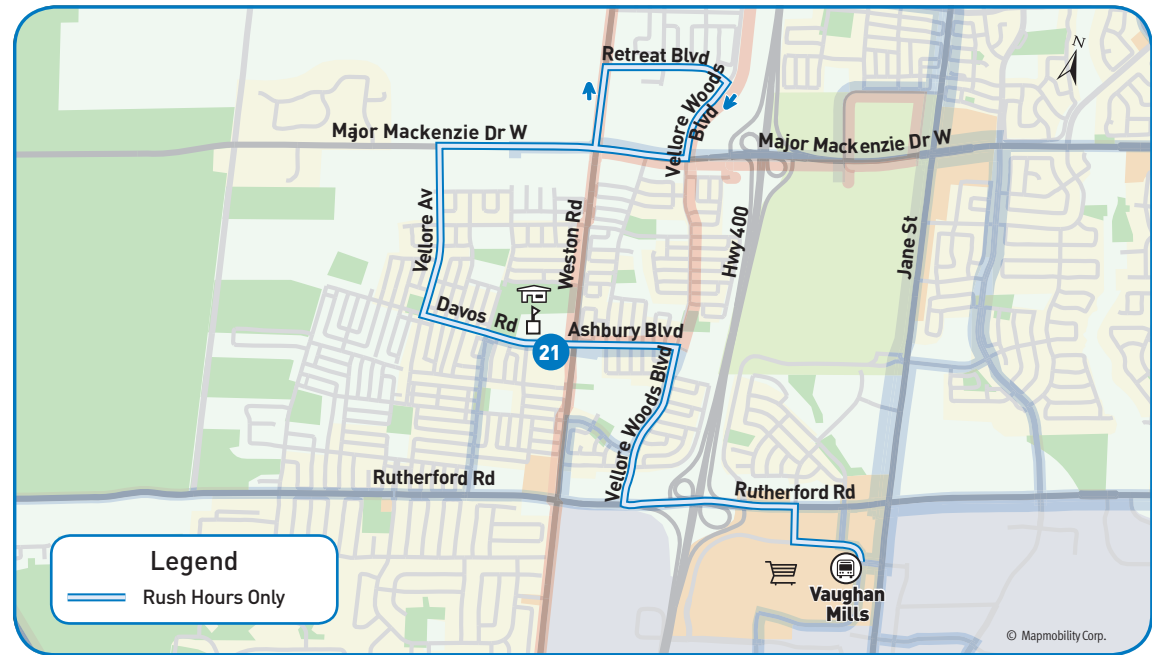
Proposed Service Changes:

- > Extend route to Poetry Drive and Chatfield Drive to accommodate new high school – Tommy Douglas Secondary School

Passenger Impacts/Options:

- > Frequency adjusted from 25 to 30 minutes
- > To provide service into new development
- > Approximately 300 customers will be impacted on weekdays

Current Route Map



Housing Facilities: Nursing Home Retirement Home Social Housing

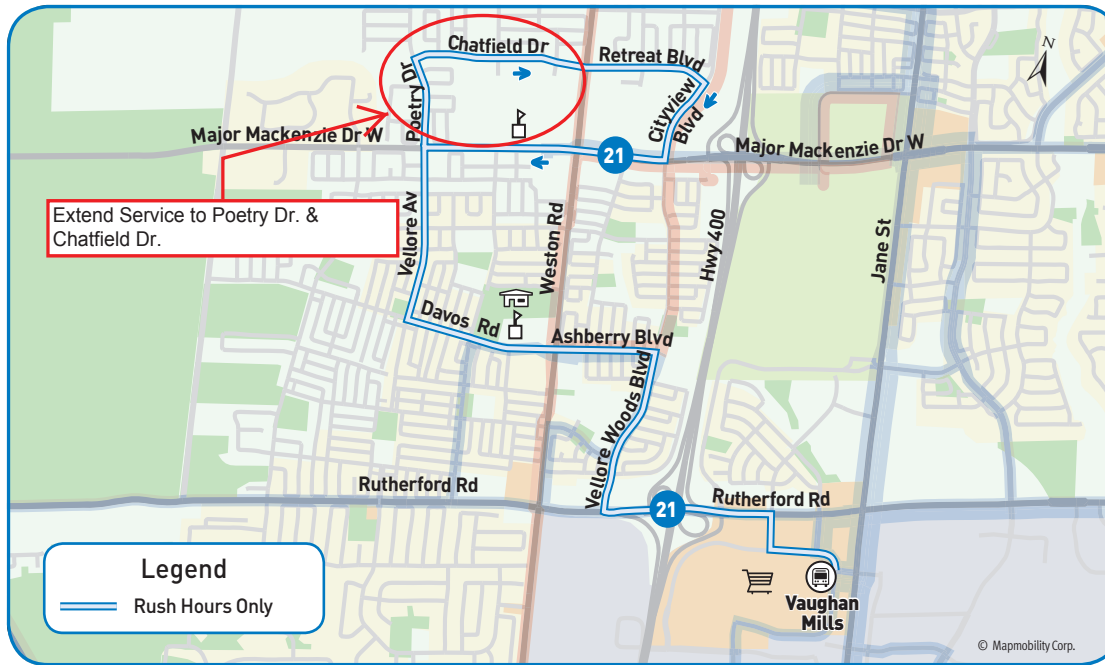
Current Operating Period and Frequency (in Minutes):

Early AM	AM Rush Hour	Midday	PM Rush Hour	Early Evening	Late Evening	Saturday	Sunday/Holiday
25	25	25	25	25	25	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

Proposed Route Map



Housing Facilities: Nursing Home Retirement Home Social Housing

Current Route Performance (2013):

Performance Indicator	Value
Average route ridership (weekday daily)	117
Average route ridership (weekday rush hour)	100
Average route ridership per hour (weekday rush hour)	7
Average route ridership (weekday non-rush hour)	17
Average route ridership per hour (weekday non-rush hour)	4
Net cost per passenger (weekday rush hour)	\$9.54
Net cost per passenger (weekday non-rush hour)	\$22.65
Revenue/Cost (weekday rush hour)	22%
Revenue/Cost (weekday non-rush hour)	11%

Route 461 – Emily Carr Secondary Special

Route Implementation Date:

- > September 2003

Route Type/Routing:

- > School Special

Major Trip Generators:

- > Emily Carr Secondary

Proposed Service Changes:

- > Provide direct service from Royalpark Way, Vaughan Mills Road and Napa Valley Avenue to Emily Carr Secondary School

Passenger Impacts/Options:

- > Approximately two students impacted
- > Maximum walking distance increased by approximately 220 metres from Thomson Creek Boulevard to Vaughan Mills Road

Survey Summary:

The survey was conducted on Wednesday, April 16, 2014 on the bus from 2:30 p.m. and 3 p.m. A summary of the survey findings can be found in

Appendix B.

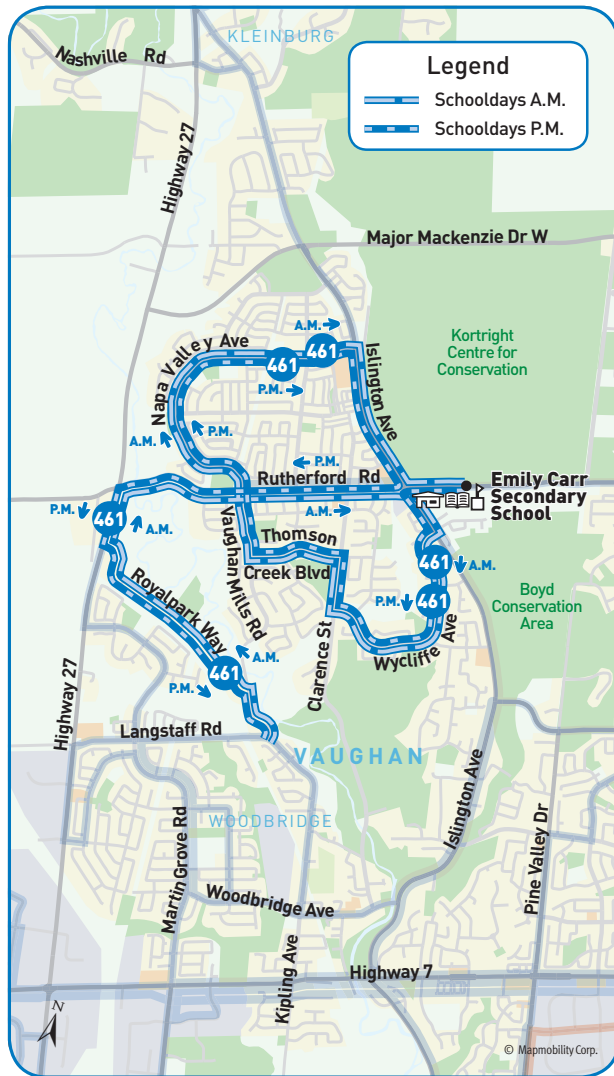
Current Number of Trips:							
Early AM	AM Rush hour	Midday	PM Rush hour	Early Evening	Late Evening	Saturday	Sunday/Holiday
N/A	1 trip	N/A	1 trip	N/A	N/A	N/A	N/A

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 (2013):	
Performance Indicator	Value
Average route ridership (weekday daily)	43
Ridership by Trip – AM Trip	18
Ridership by Trip – PM Trip	25
Net cost per passenger (weekday rush hour)	\$3.45
Revenue/Cost (weekday rush hour)	44%

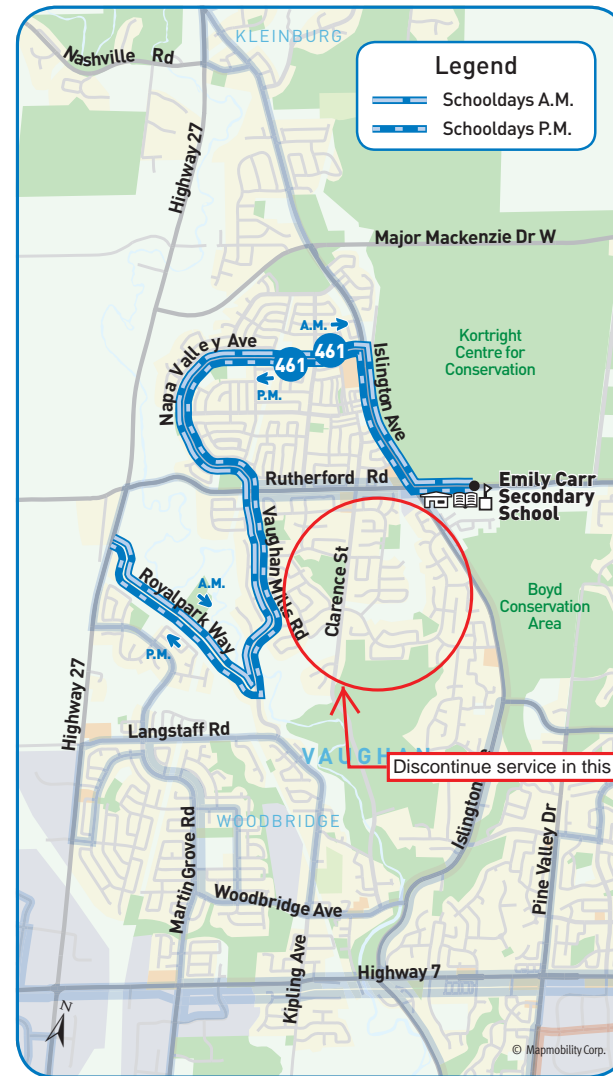
Current Route Map



Housing Facilities

- Nursing Home
- Retirement Home
- Social Housing

Proposed Route Map



Housing Facilities

- Nursing Home
- Retirement Home
- Social Housing

5.9 | Township of King

Municipal Meeting:

- > Thursday, February 20, 2014

Public Information Centre:

- > Tuesday, March 18, 2014 – Township of King (King City Plaza)

Public and Stakeholder Requests:

- > **Attendance:**
 - > 1 person
- > **Service Requests:**
 - > No requests

Proposed Service Initiatives

- > No proposed service initiatives



5.10 | Dial-a-Ride

In 2015 YRT/Viva will review and assess all Dial-a-Ride (DAR) services currently operating in York Region. The assessments will review ridership, efficiency, and cost of providing the low demand service. As an outcome of the review, staff will prepare recommendations for the DAR service in 2015. As part of the DAR analysis, staff will be reviewing other service delivery types to providing transit services to low demand areas. Such service delivery types include:

- > Zone Bus
- > Van Pooling
- > Off-Route pick-ups during mid-day



5.11 | 2015 Fleet Requirements

The 2015 service initiatives require additional fleet and service hours as summarized in **Table 19**.

Table 19: 2015 Fleet and Service Hour Changes

Route (in order of appearance)	Estimated Change in Annualized Hours	Estimated Change in Additional Fleet Requirements*	
		YRT	Viva
424 - Keswick High School Special	0	0	
58 - Mount Albert	0	0	
607 - Viva yellow	+32,389	+5	
55/55B - Davis Drive	-7,332	-2	
421 - Newmarket High School Special	-240	0	
2 - Milliken	-377	0	
8 - Kennedy	-251	0	
14 - 14th Avenue	-251	0	
TTC 17A - Birchmount	-226	0	
18 - Bur Oak	-500	-2	
402 - Bur Oak Secondary and Pierre Elliott Trudeau High School Special	+500	+2	
TTC 24D - Woodbine	-1,084	0	
25 - Major Mackenzie	-427	0	
TTC 102D - Markham Road North	+1,217	0	
415 - Stouffville High School Special	+60	0	
523 - Vaughan Community Bus	+2,920	+1 ARBOC	
7 - Martin Grove	-251	0	
12 - Pine Valley	-243	0	
21 - Vellore Local	0	0	
461 - Emily Carr Secondary School Special	-90	0	
Total	25,814	YRT	-1
		Viva	5
		TTC	0

* Rush hour periods

5.12 | Five-Year Fleet Requirements

The (2012-2016) Five-Year Service Plan forecasted fleet requirements which resulted in buses being purchased in 2013, 2015 and 2016 is shown in **Table 20**.

The 2015 Service Annual Service Plan updates fleet requirements to 2019 as a result of service changes and operating needs identified in 2015. The updates to the five year fleet plan are shown in **Table 21**.

Table 20: 2012-2016 Five-Year Fleet Requirements and Capital Cost (in \$1,000s)

		2012	2013	2014	2015	2016
Replacement	YRT	0	18	0	10	0
	Viva	0	0	0	0	0
Growth / Construction	YRT	0	5	0	40	22
	Viva	0	35	0	0	15
Total	YRT	0	23	0	50	22
	Viva	0	35	0	0	15
Capital Cost		\$0	\$57,444	\$0	\$27,650	\$31,291

Fleet Requirements and Capital Costs as of June 24, 2014

Table 21: Updated Five-Year Fleet Requirements and Capital Cost (in \$1,000s)

		2015	2016	2017	2018	2019
Replacement	YRT	12	0	015	15	4
	Viva	0	0	0	30	0
Growth / Construction	YRT	0	24	19	7	0
	Viva	0	0	19	0	0
Total	YRT	12	24	44	22	4
	Viva	0	0	19	30	0
Capital Cost		\$6,636	\$13,272	\$41,482	\$48,871	\$1,800

Fleet Requirements and Capital Costs as of June 24, 2014

