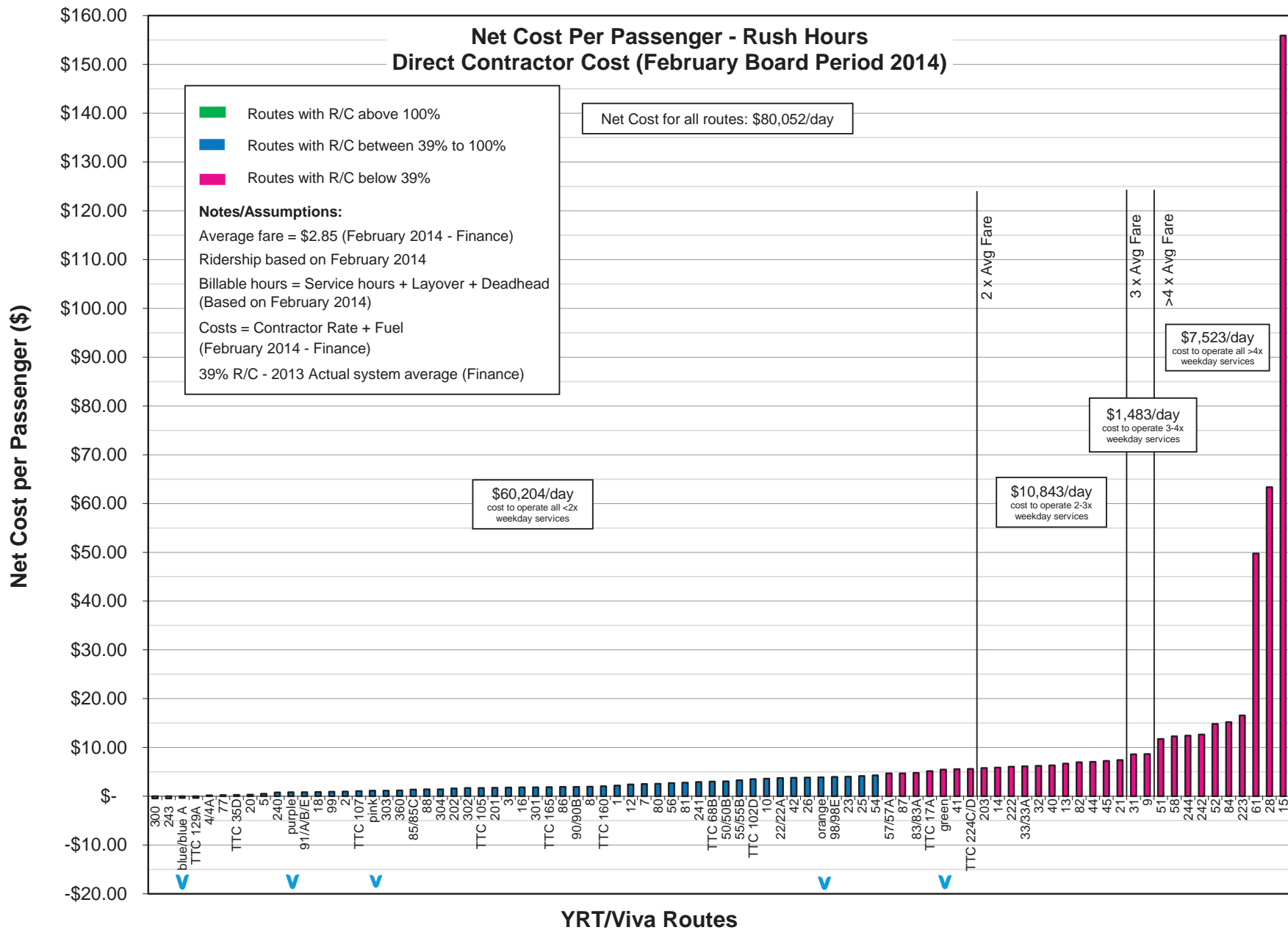


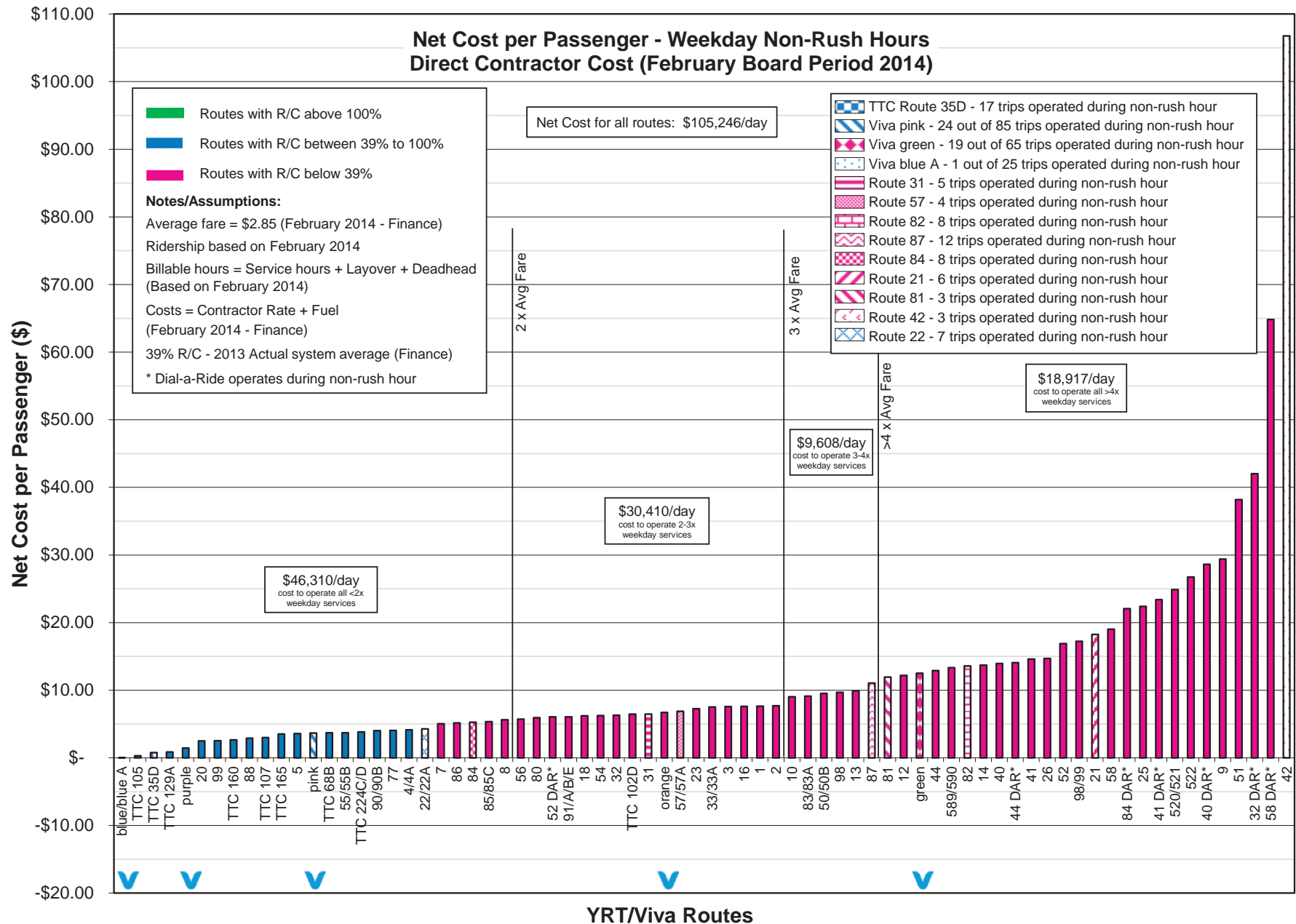
Appendix A

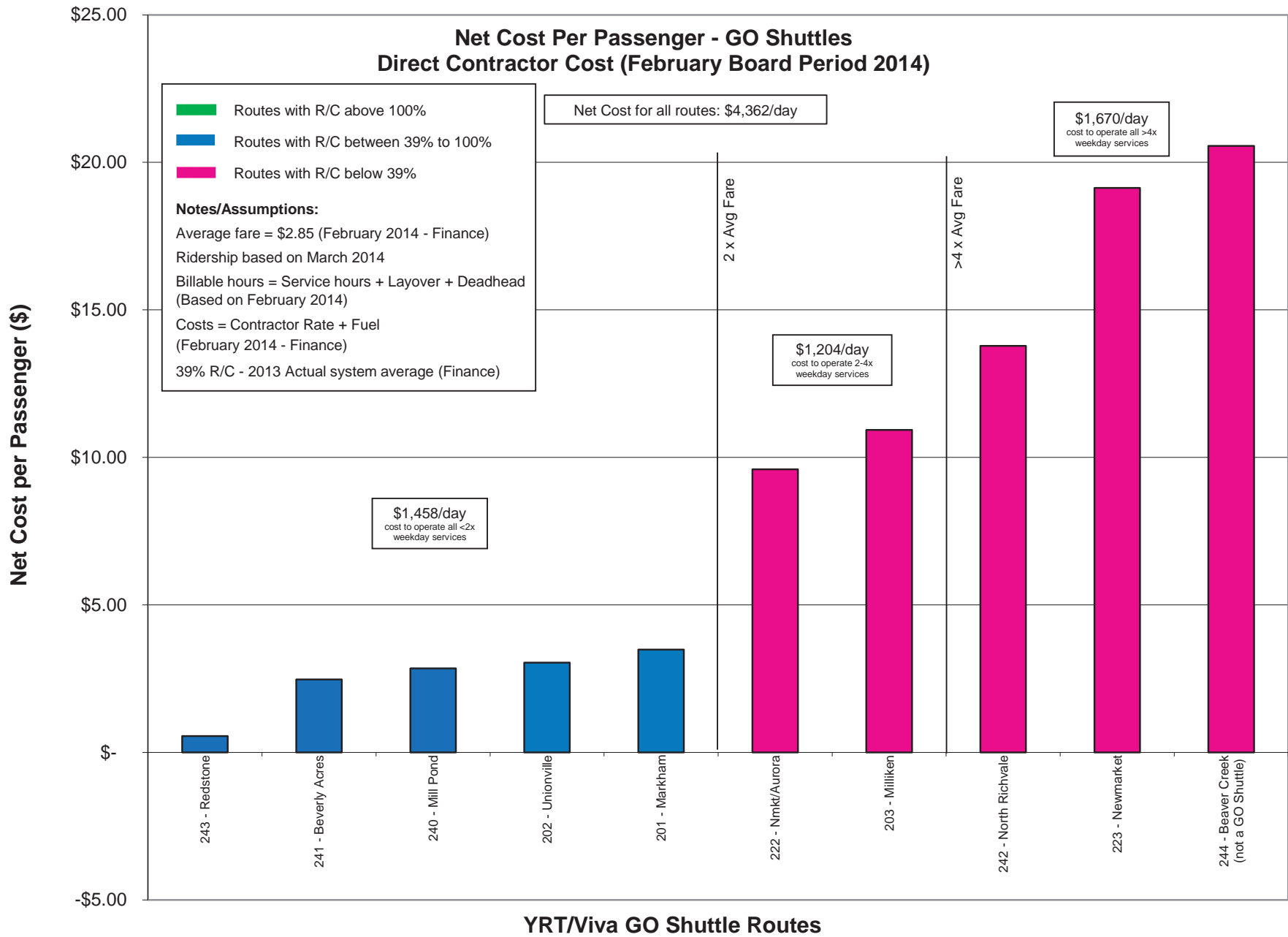
Route Performance Assessment

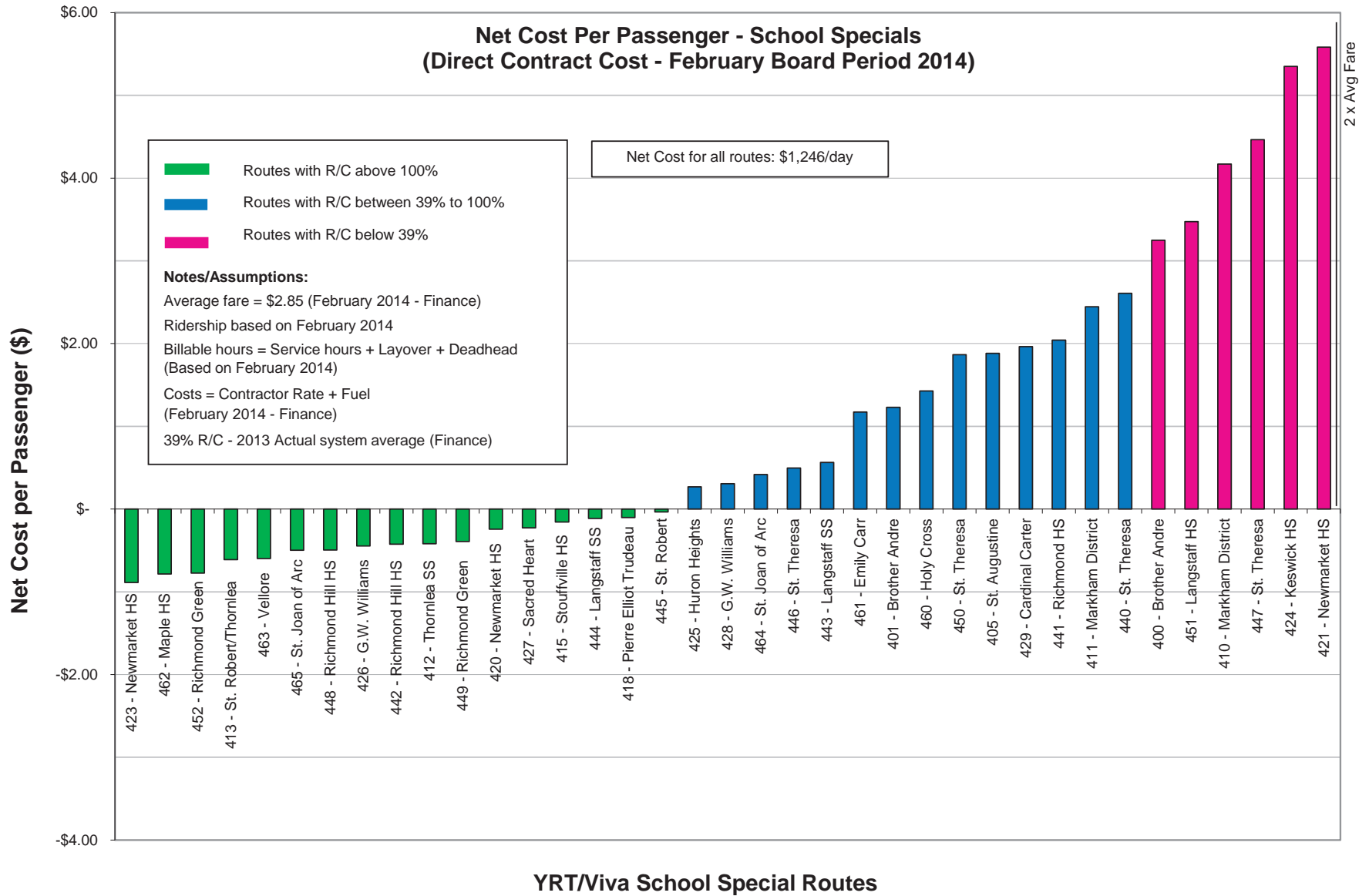
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Appendix B

Public Consultation

Public Consultation

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Table B-1: Public Information Centres (PICs) Requests

Municipality	Attendance	Requests
Town of Georgina	41 residents, including Mayor Robert Grossi and Councillor Naomi Davidson	<p>Service Requests:</p> <ul style="list-style-type: none"> > Route 424 – Keswick High School Special: People attended were glad to see the service extended into the southern part of Keswick > Route 50 – Queensway: No concerns received <p>Other general comments received include:</p> <ul style="list-style-type: none"> > General inquiry/comments concerning construction along Davis Drive > Planned/future transit services to the Georgina Park n’ Ride facility on Woodbine Avenue and Highway 404, south of Ravenshoe Road > Route 51 – Keswick Local: Request received to not to cancel the route
Town of East Gwillimbury	15 residents, including Councillor John Eaton and Fire Chief Philip Dawson	<p>Service Requests:</p> <ul style="list-style-type: none"> > Many people in York Region still are not aware of YRT/Viva and the services it provides. Marketing efforts should be increased in the East Gwillimbury area to better promote YRT/Viva. The local home show could be an effective venue > A request to provide direct service from the Holland Landing area to Sharon bypassing the Town of Newmarket > General comment from Councillor Eaton: Some younger residents of East Gwillimbury would benefit from more frequent transit access to employment or recreational destinations in Newmarket (i.e. on Yonge Street between Davis Drive and Green Lane). However Councillor Eaton understands that YRT/Viva needs to be responsible by balancing service availability with demand.

Table B-1: Public Information Centres (PICs) Requests

Municipality	Attendance	Requests
Town of Newmarket	122 residents	<p>Service Requests:</p> <ul style="list-style-type: none"> > Local routes in Newmarket (e.g. Route 44 – Bristol) generally operate with low frequency > Ontario SPCA office (on Woodbine Avenue, south of Vivian Road) is not accessible by transit. At least some limited service (i.e. during weekday rush hours) would be appreciated > Direct YRT/Viva service should operate between Newmarket GO Bus Terminal and Vaughan Mills Mall > During the summer period, express YRT service should operate between Newmarket GO Bus Terminal and Canada's Wonderland > Regarding Mobility Plus service to the Blue Door Shelter on Yonge Street in East Gwillimbury, more service is needed during evening and late evening periods > Route 50 – Queensway: <ul style="list-style-type: none"> > Should generally be more frequent > Should have more frequent service on Sundays/holidays > A later 'last trip' departing from Newmarket GO Bus Terminal was requested during the weekdays (e.g. departing around 11:15 p.m. or 11:30 p.m.) > A request to improve the connection with the 6:04 p.m. GO train at the Newmarket GO Train Station <p>PRESTO:</p> <ul style="list-style-type: none"> > All TTC subway stations should have PRESTO machines > Notices for PRESTO events should be given to bus operators, so they can hand them out to passengers who pay with cash or tickets. > A question regarding how people currently receiving assistance/vouchers through ODSP (Ontario Disability Support Program) will receive their benefit once paper media is fully phased out. (Note: This respondent was provided with contact information for our Finance group to obtain clarification.)

Table B-1: Public Information Centres (PICs) Requests

Municipality	Attendance	Requests
Town of Aurora	57 residents	<p>Service Requests:</p> <ul style="list-style-type: none"> > Route 98 – Yonge: Comment on the reduction of weekend service > Request for more services after 9 a.m. on Wellington Street between Yonge Street and Industrial Parkway > Route 98 – Yonge: Comment on the reduction of weekend service <p>Facility Requests:</p> <ul style="list-style-type: none"> > Request for a vivastation on Yonge Street between Henderson Drive and Bloomington Road <p>Fare Requests:</p> <ul style="list-style-type: none"> > Fares are too high, and zone fares should be considered <p>Driver Behaviour:</p> <ul style="list-style-type: none"> > Customers very pleased with drivers and happy with the service
Town of Richmond Hill	775 residents, including Deputy Mayor Vito Spatafora	<p>Service Requests:</p> <ul style="list-style-type: none"> > Supports the extension of Route 17A – Birchmount to Highway 7 <p>Other general comments received include:</p> <ul style="list-style-type: none"> > The clock at the Richmond Hill Centre Terminal is obstructed by walls and fare machines > Customers using Route 91B – Bayview would like one additional trip in the afternoon rush hour (6:30 p.m. trip) > A customer would like some service along Steeles Avenue > A customer would like Route 300 – Business Express to use the rapidway > A customer would like the Highway 7 rapidway extended to Main Street Markham <p>Fare Request:</p> <ul style="list-style-type: none"> > Customers would like a discount for post-secondary students (even if it's \$10 less per month for a pass)

Table B-1: Public Information Centres (PICs) Requests

Municipality	Attendance	Requests
City of Markham	45 residents, including Deputy Mayor Jack Heath, Regional Councillor Joe Li, Ward 7 Councillor Logan Kanapathi and Ward 8 Councillor Alex Chiu	<p>Service Requests:</p> <ul style="list-style-type: none"> > TTC Route 102D – Markham North: Instead of looping on the west side of Markham Road, loop on the east side (via Major Mackenzie Drive, Donald Cousens Parkway, Delray Drive and Castlemore Avenue) > TTC Route 24D – Victoria Park North: Replace TTC Route 24D with TTC Route 167 – Pharmacy > TTC Route 17A – Birchmount: Maintain services along Gough Road for the northbound direction during the AM and southbound direction in the PM > Route 8 – Kennedy: Revise the loop on the north end to travel clockwise direction instead of counter clockwise direction. Revise the loop on the south end to travel along Old Kennedy Road, Steeles Avenue and Kennedy Road > Route 2 – Milliken: Extend evening and late evening services to the Box Grove area > Viva purple: Provide a drop-off only stop at Church Street and 9th Line for passengers wishing to connect with Route 9 – 9th Line. Provide one additional trip around 3 p.m. to improve frequency <p>Other general comments received include:</p> <ul style="list-style-type: none"> > TTC Route 129A – McCowan North: Additional trips to meet the afternoon bell time at Father McGivney Catholic High School > Route 402 – Bur Oak/Pierre Elliott Trudeau High School Special: No need to extend services to the Pierre Elliott Trudeau High School > Route 411 – Markham District High School Special: Revise the afternoon routing around Markham Stouffville Hospital and Cornell area > Route 23 – Thornhill Woods: Restructure route to travel along Summeridge Drive instead of Highway 7. Extend midday services to Teston Road and Via Romano area > Route 1 – Highway 7: Adjust the Route 1 westbound trip in the afternoon to better meet the bell time at Markham District High School > Route 5 – Clark: Extend Saturday night services later in the evening > Route 7 – Martin Grove: Extend services to Westwood Mall Transit Terminal (located at Goreway and Morning Star Drive in Mississauga). Extend weekend service along Steeles Avenue to the Islington bus loop > Route 21 – Vellore Local: Rush hour service north of Major Mackenzie Drive should be extended to include the west side of Weston Road

Table B-1: Public Information Centres (PICs) Requests

Municipality	Attendance	Requests
		<ul style="list-style-type: none"> > Route 85 – Rutherford: Extend weekend services to the Napa Valley area > A question about the timeline for Viva purple to service along Highway 7 between Town Centre Boulevard and Kennedy Road > A question about YRT/Viva service on Elson Street <p>Facility Requests:</p> <ul style="list-style-type: none"> > Viva orange: Need vivastations at Jane Street and Steeles Avenue as part of the Viva Network Expansion Plan > Need for Infoposts at McCowan and 14th Avenue (Bus stops 1498, 1611, 3095, 3096 and 3114) <p>Fare Enforcement Requests:</p> <ul style="list-style-type: none"> > Request received for more fare enforcement officers present on Viva purple especially east of Markham Road
Town of Whitchurch-Stouffville	10 residents, including Mayor Wayne Emmerson	<p>Service Requests:</p> <ul style="list-style-type: none"> > Route 415 – Stouffville High School Special: Customers were glad to see the service being extended into the new subdivisions in Stouffville <p>Other general comments received include:</p> <ul style="list-style-type: none"> > Re-route Route 9 – 9th Line services along Church Street to improve accessibility for passengers with mobility issues > General inquiry/comments concerning trip plans to and from Stouffville

Table B-1: Public Information Centres (PICs) Requests

Municipality	Attendance	Requests
City of Vaughan	292 residents	<ul style="list-style-type: none"> > The proposed Route 75 – Dufferin will be an excellent route when the Spadina subway is operational > Change the route numbers for the TTC routes that will be taken over when the subway is operational > Customers were pleased with the Viva silver routing > Provide service along Dufferin Street between King City and the City of Vaughan <p>Other general comments received including:</p> <ul style="list-style-type: none"> > Route 20 – Jane is very crowded and should only operate along Jane Street and not divert into the commercial / employment areas > Route 360 – Vaughan Express should operate on weekends, also weekday midday and evening service > Rename Sunday Route 77 – Highway 7 service to Route 77A to distinguish between the different routing
Township of King	One resident, Mayor and Chief Administrative Officer of the Township of King	No comments

Table B-2: Survey Summary

Municipality	Comments
Town of East Gwillimbury	<p>Route 58 – Mount Albert</p> <p>Of the 39 customers approached, 12 of them submitted a completed survey to staff on the bus:</p> <ul style="list-style-type: none"> > Feedback directly related to the proposal included the following: <ul style="list-style-type: none"> > Some respondents liked the idea of increased frequency for the shortened route that would result during the midday period (i.e. between Mount Albert and 404 Town Centre) > Other respondents indicated there could be issues regarding transfers for those wanting to continue along Davis Drive. > Feedback related to Route 58, in general, included the following: <ul style="list-style-type: none"> > Add weekend service > Provide later evening service > Provide more service from Mount Albert > Plan to provide better connections with Route 55 (Davis Drive) and proposed Viva yellow > Increase bus service during the week (e.g. Saturday and Sunday/holiday service)
Town of Newmarket	<p>Route 55/55B – Davis Drive</p> <p>Of the 11 customers approached, three of them expressed no concern as they understood the need to avoid duplication of service and/or agreed that alternative services such as Route 50 (Queensway) or the planned Viva yellow routes would provide suitable alternatives. The remaining eight customers expressed varying levels of concern with the proposal in their completed surveys. Overall, feedback revolved around the following:</p> <ul style="list-style-type: none"> > Most of the Route 55 bus operators who were present on the surveyed trips indicated that there are usually no riders using the five affected stops during the weekday rush hour periods, particularly in the morning. They explained that seniors generally avoid travelling during rush hour periods, and typically choose to schedule their medical, shopping and social trips during the midday period (which would not be affected by the proposed change). > Seniors generally indicated that the current Route 55 service is very satisfactory for them, that they depend on convenient bus service to access medical or social engagements and that they could not foresee walking an extra 600 metres to access the Route 55 bus. One senior responded that she would be very disappointed if this change was implemented as she depends on this service for doctors' appointments, etc. (Note: It was explained to all customers that they could still use the Route 50 - Queensway bus as an alternative, however some customers did not like the idea of adjusting to use a different route.) > Some seniors indicated that the proposed routing out of 404 Town Centre would incur an inconvenient walk from either Davis Drive or Leslie Street - i.e. due to additional walking distance from the street, as well as the need to navigate sidewalks which may not be promptly cleared of snow. > Some customers did not appreciate the proposal to reduce weekday midday frequency from 30 to 60 minutes, nor the proposal to reduce Saturday frequency from 20 to 40 minutes. (Note: It was explained to customers that service along Davis Drive would be supplemented by both Route 50 and the planned Viva yellow service.)

Table B-2: Survey Summary

Municipality	Comments
	<p>Route 421 – Newmarket High School Special</p> <p>Of the six customers approached, staff obtained the following comments regarding the proposed changes:</p> <ul style="list-style-type: none"> > One student completed the survey, indicating that the change could result in inconvenience due to the need to transfer using alternate services. > The bus operator inquired as to whether Route 57A (Mulock) could divert into the school only to service the school's bell times – i.e. if Route 421 is discontinued.
Town of Richmond Hill	<p>Route 441 – Richmond Hill High School Special via Subrisco</p> <p>Of the 33 customers approached, staff observed the following:</p> <ul style="list-style-type: none"> > None of the students elected to complete the survey, indicating either no particular interest, or that they would take the survey home for further review. > Two students indicated that it would be acceptable to discontinue the morning trip because there are usually only four students using the morning trip (which is consistent with our estimate for the morning trip). However, they were adamant that the afternoon trip not be discontinued. > Staff noted that a nearly fully seated load departed from the school, with approximately 26 disembarking shortly after at Bernard Terminal. (According to the bus operator, instead of walking from the school, the majority of students use this bus to get to Bernard Terminal to access Viva blue and other connecting routes.) > Only seven students continued onward from Bernard Terminal. > After departing from Yonge/Crosby, there were only two students remaining on the bus. When the bus arrived at Neal/Taylor Mills, there were no passengers left on the bus. <p>Route 451 – Langstaff High School Special</p> <p>Of the nine customers approached, staff observed the following:</p> <ul style="list-style-type: none"> > None of the students elected to complete the survey, indicating either no particular interest, or that they would take the survey home for further review. > Staff advised the students of alternative routes which they could potentially use instead Route 451.

Table B-2: Survey Summary

Municipality	Comments
City of Markham	<p>Route 8 - Kennedy Staff spoke with 26 customers in total and received the following comments regarding the proposed changes for Route 8 – Kennedy:</p> <ul style="list-style-type: none"> > Ten passengers or 38 per cent of the passengers were against the proposal to remove service from the vicinity > Six passengers or 23 per cent of the passengers were unsure of the proposal > Six passengers or 23 per cent of the passengers declined to fill out the survey > Four passengers or 15 per cent were in favour of the restructuring <p>The following comments were received unrelated to the proposed Route 8 – Kennedy restructuring:</p> <ul style="list-style-type: none"> > Request for more weekend service on Route 8 > Request received for bench and bus shelters at the bus stop along Kennedy Road <p>TTC Route 17A - Birchmount Staff spoke with 117 customers and 31 passengers filled out a survey. 86 passengers did not fill out the survey since the proposed route restructuring will not impact them and indicated that they welcome the extension of service to Highway 7. Of the 31 people who filled out the survey, staff received the following comments regarding the proposed changes for Route 17A – Birchmount:</p> <ul style="list-style-type: none"> > Ten passengers or 29 per cent of the passengers were in support of the restructuring > Ten passengers or 29 per cent of the passengers did not provide an answer as to whether they were in support or against the proposal > Seven passengers or 23 per cent of the passengers were against the proposed route restructuring > Six passengers or 19 per cent of the passengers were in favour of the restructuring but were against the reduction of frequency <p>In addition, the following comments were received unrelated to the proposed 17A – Birchmount restructuring:</p> <ul style="list-style-type: none"> > Request received for midday service along Birchmount Road north of Steeles Avenue <p>TTC Route 102D – Markham Road North Staff spoke with 79 customers in total and 20 passengers filled out the survey. 58 passengers did not fill out the survey but were in favour of the proposal. One passenger did not want to participate. Of the 20 people who filled out the survey, staff received the following comments regarding the proposed changes for Route 102D – Markham North:</p> <ul style="list-style-type: none"> > Ten passengers or 50 per cent of the passengers did not provide an answer as to whether they were in support or against the proposal > Seven passengers or 35 per cent of the passengers were against the proposed route restructuring > Three passengers or 15 per cent of the passengers were in support of the restructuring > Some of the TTC drivers suggested utilizing Castlemore Avenue instead of Bur Oak Avenue due to the number of GO Train passengers utilizing the service to/from Mount Joy GO Station.

Table B-2: Survey Summary

Municipality	Comments
	<p>In addition, the following comments were received unrelated to the proposed 102D – Markham North restructuring:</p> <ul style="list-style-type: none"> > Request received for more frequency service between 5:30 p.m. and 7 p.m. and throughout the day in general > Request received for early morning southbound service at 5:30 a.m. including weekend
City of Vaughan	<p>Route 12 – Pine Valley Staff spoke with four customers on Wednesday April 2, 2014 and five customers on Saturday April 5, 2014 and received the following comments regarding the proposed changes for Route 12 – Pine Valley:</p> <ul style="list-style-type: none"> > Concerns regarding not being able to work night shifts > Concerns regarding connections between Route 20 – Jane and Viva orange as alternative service <p>Route 23 – Thornhill Woods Staff spoke with 31 customers on Thursday April 3, 2014 and received the following comments regarding the proposed changes for Route 23 – Thornhill Woods:</p> <ul style="list-style-type: none"> > Numerous concerns received about the discontinuation of the 9:15 p.m. northbound trip <p>Route 461 – Emily Carr Secondary Special Staff spoke with four customers on Wednesday, April 16, 2014:</p> <ul style="list-style-type: none"> > No concerns were received about the restructuring of the route

Table B-3: Spadina Subway Transit Strategy – Public Information Centres (PICs) Requests

City Of Vaughan – Ward	Attendance	Requests
Ward 1	1 resident	<p>No comments regarding the Spadina Subway Transit Strategy.</p> <p>Comments unrelated to the Spadina Subway Transit Strategy:</p> <ul style="list-style-type: none"> > Request for Route 4/4A – Major Mackenzie to be extended to operate between Weston Road and Islington Avenue > Question for a trip plan from the Sonoma Heights Community Park to the intersection of Keele Street and Major Mackenzie Drive
Ward 1	12 residents, including Regional Councillor Deb Schulte and Vaughan Ward 1 Councillor Marilyn Iafrate	<p>Comments:</p> <ul style="list-style-type: none"> > Renumber routes to avoid similar numbered TTC routes in close proximity > A suggestion for proposed Route 75 – Dufferin to still travel to Downsview Station <p>Comments unrelated to the Spadina Subway Transit Strategy:</p> <ul style="list-style-type: none"> > Lots of congestion on Major Mackenzie Drive, concern that Viva silver will not save much time > Customer would like a discount for post-secondary students
Ward 2	34 residents, including Regional Councillor Deb Schulte	<p>Comments:</p> <ul style="list-style-type: none"> > Request to improve frequency for Route 13 – Islington > Suggestion to rename TTC Route 35D – Jane to avoid customer confusion > Question why the Subway does not extend to Rutherford Road > Question when the subway will be completed and operational > Question when Vaughan Metropolitan Centre (VMC) subway station will be completed > Question why the subway does not extend to Major Mackenzie Drive > Suggestion for YRT/Viva to extend Route 26 – Maple Local to Rutherford GO Station <p>Comments unrelated to the Spadina Subway Transit Strategy:</p> <ul style="list-style-type: none"> > Question regarding the timeline for Islington Avenue road widening

Table B-3: Spadina Subway Transit Strategy – Public Information Centres (PICs) Requests

City Of Vaughan – Ward	Attendance	Requests
Ward 3	20 residents, including Regional Councillor Michael Di Biase, Vaughan Ward 3 Councillor Rosanna DeFrancesca	<p>Comments:</p> <ul style="list-style-type: none"> > Suggestion for Route 21 – Vellore Local to extend to Vaughan Metropolitan Centre Station > Support for the proposed Route 101 – York University Shuttle to provide bus service to York University > Support for the proposed Route 65 – Weston to provide service to Pioneer Village Station > Question regarding sufficient parking at Vaughan Metropolitan Centre Station > Support for the proposed Viva silver service on Jane Street > Question if TTC Route 165 – Weston Road will continue operating to Steeles Avenue when YRT/Viva introduces proposed Route 65 - Weston Road <p>Comments unrelated to the Spadina Subway Transit Strategy:</p> <ul style="list-style-type: none"> > Request for a new on-street bus stop at the Highway 400 and Major Mackenzie Drive West carpool lot > Request for improved connections between Route 21 – Vellore Local and Route 360 – Vaughan Express > Suggestion for Route 10 – Woodbridge to service the York University GO Station > Received five requests for rapidway construction updates > Request for TTC Route 165F – Weston Road service to operate beyond rush hours > Request for increased frequency on TTC Route 165D – Weston Road > Suggestion for Route 4A – Major Mackenzie to service Weston Road and Chatfield Drive
Ward 4	5 residents, including Regional Councillor Deb Schulte, Vaughan Ward 4 Councillor Sandra Yeung Rocco	<p>Comments:</p> <ul style="list-style-type: none"> > Question when construction on Highway 7 at South Town Centre Boulevard will be completed and operational > Question if the rapidway can be converted to Light Rail Transit (LRT) in the future <p>Comments received from Vaughan Councillor Sandra Yeung Rocco:</p> <ul style="list-style-type: none"> > Request for Sunday/Holiday service for Route 5 - Clark

Table B-3: Spadina Subway Transit Strategy – Public Information Centres (PICs) Requests

City Of Vaughan – Ward	Attendance	Requests
Ward 5	38 residents, including Regional Councillor Deb Schulte, Vaughan Ward 5 Councillor Alan Shefman	<p>Comments:</p> <ul style="list-style-type: none"> > Support for proposed Viva orange service from Promenade Terminal to Finch GO Bus Terminal > Support for the proposed Route 101 – York University Shuttle to provide bus service to York University > Request for Route 88A – Bathurst Sunday span of service to be extended until midnight > Suggestion for Route 20 – Jane to only service Pioneer Village Station > Suggestion for Route 26 – Maple Local to operate along Creditstone Road, Peelar Road and Interchange Way to Vaughan Metropolitan Centre Station > Suggestion for Viva silver to utilize the Richmond Hill GO Station > Suggestion for all branches of Viva orange to service Finch GO Bus Terminal > Suggestion for Viva purple to service Promenade Terminal > Suggestion for Route 29 – Keele to service York University (The Pond Road) during rush hour periods > Suggestion for proposed Route 75 – Dufferin to service Bernard Terminal via Teston Road > Suggestion for proposed Route 77 – Highway 7 to enter Vaughan Metropolitan Centre Station Bus Terminal > Suggestion for the rapidway to remain on Highway 7 between Bathurst Street and Centre Street > Suggestion for TTC routes to be extended as far north as Highway 7 instead of Steeles Avenue <p>Comments unrelated to the Spadina Subway Transit Strategy:</p> <ul style="list-style-type: none"> > Request for improve connectivity and multi-use pathway from Glen Shields Avenue to Steeles Avenue and Highway 7 > Suggestion to reduce YRT/Viva fares for short distance trips > Suggestion for YRT/Viva to have more locations selling monthly passes with the capability of using credit cards > Question regarding Route 88 – Bathurst regarding if the route has capacity to accommodate a proposed development at 9000 Bathurst Street

Table B-4: Transit and Stakeholders Workshops

Workshops	Comments
Transit Partners	<p>Metrolinx/GO Transit</p> <ul style="list-style-type: none"> > Spadina Subway extension: GO Transit will have a new GO Train Station at the TTC Downsview Park subway station. > Gormley GO Train Station was originally planned to open in 2014. The opening has been delayed to 2016/2017. The new YRT/Viva Route 15 – Stouffville travels by the location of the future GO Train Station. > Service improvements for 2015 will focus on expanding midday service (i.e. Kitchener line), rail corridor improvements (i.e. Georgetown line). > Overcrowding on the Barrie line, looking at alternative options and will share the service changes with YRT/Viva when they have been determined. > This year, the weekend service on the Barrie line will be reinstated, similar to 2013. > Restructuring services where local transit services are operating to avoid duplication and focus on inter-regional services (i.e. within Brampton area). > YRT/Viva suggested the idea of having a discounted GO fare for people who take transit to/from the GO Stations (this was mentioned as a measure to reduce parking requirements). <p>TTC</p> <ul style="list-style-type: none"> > Regarding the Spadina Subway extension, TTC is updating their route assumptions based on YRT/Viva's Spadina Subway Transit Strategy (SSTS); YRT/Viva and TTC should meet regularly to update each other. > Discussion regarding the elimination of tickets on the YRT/Viva system the summer of 2014 and how it will impact services contracted to YRT/Viva. > Effective April 2014, new Jane Rocket will be implemented, operating between TTC Jane subway station to York University (10 min frequency, seven days a week). > Future Rocket service along Don Mills Road to be implemented this Fall and will provide service to Seneca College or Steeles Avenue. Will use existing resources along this corridor. (This is in line with the viva green restructure along Don Mills / Leslie). > TTC 102 – Markham Road service to be extended to Steeles Avenue. > TTC will implement express service to Humber College before the Spadina Subway extension is in operation. After the subway is in operation, express services may be extended to the airport. Later this year, the new bus terminal at Humber College may be opened. > Residents from the Elson Street area had concerns about not being able to travel to Toronto on one fare. <p>Brampton Transit</p> <ul style="list-style-type: none"> > September 2014, expanding the Zum services and improving service along existing rapid transit corridors. > Would like to meet more frequently with YRT/Viva and TTC regarding service changes to/from the Spadina Subway.

Table B-4: Transit and Stakeholders Workshops

Workshops	Comments
	<p>Durham Region Transit</p> <ul style="list-style-type: none"> > Ridership on the Pulse services are 50 per cent above predictions. > Transportation Master Plan is being updated and it will focus on how to implement more Pulse services. > Assessing deadhead trips within the Oshawa area. > Evaluating their fares (having a GTA weekly pass since DRT is connecting more with TTC, how to simplify Presto for their customers). > The date for the Seaton development has been pushed out, this development is a precursor for any future connections between YRT/Viva and DRT at the proposed Cornell Terminal. > DRT purchased the Init CAD/AVL system along with many other functions including new scheduling software. > Determining impacts related to Pan Am/Parapan Am Games.
<p>YRT/Viva Contractors Meeting</p>	<ul style="list-style-type: none"> > Discussed the drop off location at York University after the Spadina Subway is in operation. > Discussion regarding the operational dates of the Viva Network Expansion Plan and the service operating in mixed traffic. > There are some vocal residents who utilize Route 7 – Martin Grove, we could potentially expect complaints. > Discussion regarding the Route 55 – Davis Drive schedule to be planned to connect with Route 58 – Mount Albert when the viva yellow is operational. > Discussion regarding YRT/Viva taking over TTC routes in the east end. > Contractors requested the implementation dates / board periods of the 2015 initiatives. > Questions regarding how schools are informed of schedule changes. > Passenger surveys with regard to taking into consideration Dial-A-Ride service. > Discussion regarding the coordination of the Pan Am games transit strategy. > The recommended operation of Route 15 – Stouffville along Stouffville Road, down Ninth Line to the Markham Stouffville Hospital on the weekends as it may increase ridership. > Question regarding the Route 58 – Mount Albert change as part of the 2015 Annual Service Plan as there is no cost savings to go to the Newmarket GO Bus Terminal. > Inquiry regarding the completion date of the Cornell Terminal. > Recommendation to extend Route 88A – Bathurst to King Road on Sundays/Holidays.

Table B-4: Transit and Stakeholders Workshops

Workshops	Comments
<p>York Region Representatives</p>	<ul style="list-style-type: none"> > Staff inquired about the travel time from VMC to Union Station using the Spadina Subway extension. > Brampton Zum service operating on rapidways. > Suggestion YRT/Viva provide service between Newmarket and Holland Marsh for seasonal workers. > Have message boards in the front lobby of seniors' homes in order to display real time transit information. <p>Housing York Inc.</p> <ul style="list-style-type: none"> > Lakeside residences in Keswick (downtown) will open in fall 2014. > Belinda Stronach women shelter in Newmarket will open in early 2015. > Richmond Hill Housing and Community Hub in Richmond Hill will open in January 2016. There will also be a youth services centre. > Woodbridge residences will be expanded from 44 units to over 160 units by 2018. <p>Community Planning</p> <ul style="list-style-type: none"> > Working on the Development – Centre/Corridors project <p>York Region Rapid Transit Corporation</p> <ul style="list-style-type: none"> > 404 carpool lot to be completed during the fall 2014. > Working with developer to secure lands for the Cornell Terminal. > Hired consultant for the Park n' Ride study (i.e. new location at Highway 7/Bathurst). YRT/Viva has two proposed Park n' Ride locations as part of the VNEP. > YRT/Viva mentioned that pedestrian access to/from rapidways will be required to service terminals (i.e. Bernard, Promenade, VMC). <p>Transportation Planning</p> <ul style="list-style-type: none"> > Transportation Master Plan to be updated. It will include accessibility to transit with sidewalks. <p>Community Planning</p> <ul style="list-style-type: none"> > The report for the development statistics - Centres and Corridors will be presented at the May committee meeting. > Economic Development is studying marketing incentives (future office developments within the Centres and Corridors).

Table B-4: Transit and Stakeholders Workshops

Workshops	Comments
Key Stakeholders	<ul style="list-style-type: none"> > Questions regarding poor performing areas of the Dial-A-Ride service. > Discussion around Viva service operating to Green Lane. > Question regarding a direct connection to VMC from Vaughan Mills Mall. > Discussion regarding Viva silver operating when the subway opens. <p>Seneca College</p> <ul style="list-style-type: none"> > Moved Pilot program from Buttonville Airport to Peterborough in January 2014. > The expansion of the Seneca College King Campus has been delayed from 2015 to 2017. > Exploring possibilities of another campus in York Region (no location yet). > Experienced a 45 per cent increase in summer enrollment in the past four years. <p>York University</p> <ul style="list-style-type: none"> > York University spoke about fare integration when the Spadina Subway becomes operational and asked if students will have to pay two fares. > The post-secondary institutions mentioned it would be good to have a post-secondary discount other than a U-Pass. <p>Humber College</p> <ul style="list-style-type: none"> > In the midst of an expansion of 260,000 ft², which includes a bus terminal that should be operational September 2015. > Has a “Shed Analysis” (Origin-Destination) survey of where students are coming from and will share the data with YRT/Viva. <p>Smart Commute</p> <ul style="list-style-type: none"> > Smart Commute inquired if there are more buses planned to service Harry Walker Parkway. <p>Canada’s Wonderland</p> <ul style="list-style-type: none"> > Double fare is a concern from their employees. > A project they are involved with is the hospital construction on the northwest corner of Jane Street and Major Mackenzie Drive. > Canada’s Wonderland’s last day of operation this year will be November 1, 2014 (change from previous years). > Canada’s Wonderland would like to have an information session to sell PRESTO cards and give route information. <p>Vaughan Mills Mall</p> <ul style="list-style-type: none"> > Currently expanding by approximately 150,000 ft² and will open by October 23, 2014. > Currently planning their yearly events and will advise YRT/Viva of these events. > Conducts “Intercept Surveys” (Origin-Destination) for internal tenants and will share the data with YRT/Viva. <p>Honda</p> <ul style="list-style-type: none"> > Honda would also be open to having staff come and sell PRESTO cards and give route information.

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Developers	<ul style="list-style-type: none"> > YRT/Viva staff presented a system overview, the Spadina Subway Transit Strategy, Viva Network Expansion Plan, Service Plan initiatives and provided insight into the planning work for the 2016-2020 Five-Year Service Plan. > Inquiry regarding when YRT/Viva plans to begin operating out of the Cornell Terminal. > Discussion regarding how far north the vivaNext construction will go to along Bathurst Street. > Inquiry on when Viva will begin operating along Major Mackenzie Drive. > BILD members mentioned a better understanding of proposed development timelines can be achieved by understanding water allocations to specific subdivisions.

Table B-5: Requests Received via Twitter

Date Mentioned (GMT)	Mentioned by	Message
4/16/2014 19:17	@CampingDewd	@YRTViva When you guys need to make cuts to save money, start looking at routes/areas which already have good service but maybe don't need.
4/16/2014 19:19	@CampingDewd	@YRTViva EG: Does Bayview REALLY need 10 min frequency? Especially 3pm? Does highway 7 need buses every few mins?
4/16/2014 21:14	@CampingDewd	@YRTViva Cutting routes that already operate at a poor enough frequency yet keeping high frequency on routes/at times when others may... @YRTViva ...not need it isn't great. hopefully service planning checks some of their ridership numbers again.
3/28/2014 23:15	@neufast	@YorkRegion @YRTViva Pls also listen2 Stouffville #YRT users & those who would like to, but find system doesn't work for them #YRTChallenge
3/29/2014 12:14	@neufast	NEW: Stouffville @YRTViva Feb ridership -10% vs last yr despite pop +5%. Lack of shelters? Infreq serv? #YRTChallenge http://t.co/pWXw0YxC3D



