### **CITY OF VAUGHAN**

### **EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 19, 2013**

Item 1, Report No. 8, of the Committee of the Whole (Working Session), which was adopted without amendment by the Council of the City of Vaughan on February 19, 2013.

### 2013 YORK REGION TRANSIT ANNUAL SERVICE PLAN <u>CITY-WIDE</u>

The Committee of the Whole (Working Session) recommends:

- 1) That the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated February 12, 2013, be approved;
- 2) That York Region Transit be requested to provide a further presentation to a future Committee of the Whole (Working Session) regarding the Mobility Plus Services; and
- 3) That the deputation of Mr. Adrian Kawun, York Region Transit, High Tech Road, Richmond Hill and Communication C1, presentation material entitled, *"2013 Annual Service Plan"*, be received.

### **Recommendation**

1

The Commissioner of Engineering and Public Works recommends:

1. THAT the presentation from York Region Transit staff on the 2013 Annual Transit Service Plan be received.

### Contribution to Sustainability

Accessible and frequent local transit service supports compact urban form and offers an alternative mode of transportation to the single occupant vehicle.

### Economic Impact

There is no economic impact resulting from the recommendations of this report.

### **Communication Plan**

York Region Transit (YRT) has undertaken extensive stakeholder consultation in preparing the 2013 Transit Service Plan. Additional information on the Plan is available to stakeholders through media coverage, website postings, advertisement and print material.

### <u>Purpose</u>

The purpose of this report is to provide Council with a high level overview of the 2013 York Region Transit Service Plan as a precursor to a more detailed presentation from York Region Transit Staff.

### **Background – Analysis and Options**

In 2012, York Region Transit (YRT) released their Five Year Service Plan covering the period between 2012 and 2016. This Plan is a strategic document identifying YRT/Viva's service, operating, and capital requirements and objectives for the next five years. The objective of the Plan is to guide YRT/Viva through the transit system's realignment phase, while focusing on effective ridership management, matching levels of service to meet demand and improving on-time performance.

### **CITY OF VAUGHAN**

### EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 19, 2013

### Item 1, CW(WS) Report No. 8 - Page 2

YRT prepares annual service plans to support the goals and objectives of the Five-Year Service Plan. The objectives of the 2013 Annual Service Plan include:

- 1. Restructuring routes
- 2. Strengthening the grid network
- 3. Matching service levels to meet demand
- 4. Improving service reliability
- 5. Mitigating VivaNext construction impacts
- 6. Managing ridership

### YRT is reallocating resources in Vaughan to transit corridors experiencing high passenger demand.

The 2013 YRT Annual Service Plan identifies the implementation of a new transit route in the Vellore Village area, and service delivery changes in six existing routes. The details of these service initiatives are provided in Attachment No.1 to this report and are the subject of the presentation from YRT staff.

### Relationship to Vaughan Vision 2020/Strategic Plan

This report is consistent with the priorities previously set by Council and the necessary resources have been allocated and approved.

### **Regional Implications**

On January 1, 2001, York Region assumed responsibility for the funding and operation of public conventional and specialized transit services throughout York Region. The York Region Transit 2013 Annual Service Plan was approved by Regional Council on September 20, 2012.

### **Conclusion**

The York Region Transit 2013 Annual Service Plan is proposing to implement a new route in Vaughan and to reallocate resources in transit corridors experiencing high passenger demand.

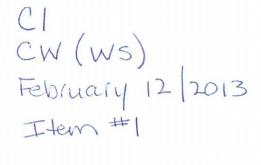
### **Attachments**

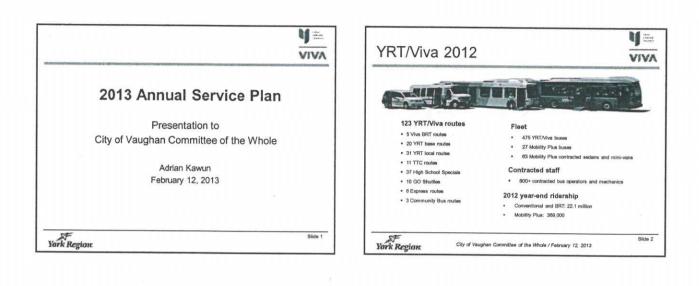
Attachment No.1 – Excerpt from 2013 YRT Annual Service Plan (Vaughan)

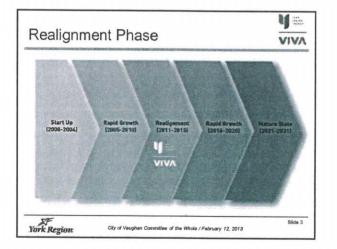
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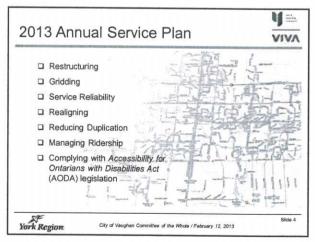
Andrew Pearce Director of Development/Transportation Engineering Ext. 8255

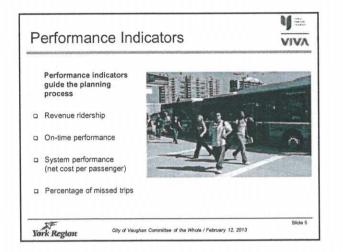
(A copy of the attachments referred to in the foregoing have been forwarded to each Member of Council and a copy thereof is also on file in the office of the City Clerk.)



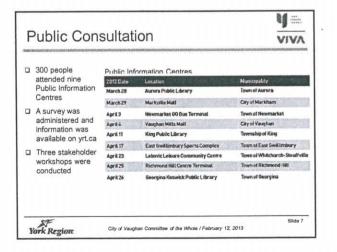




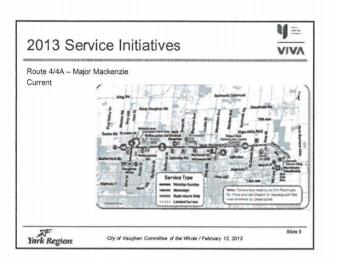


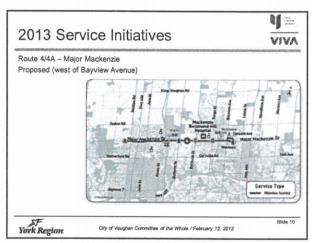


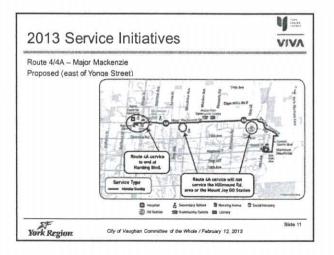
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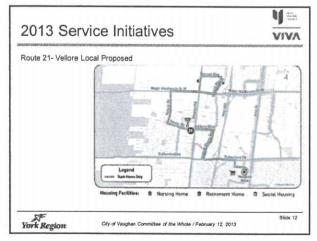


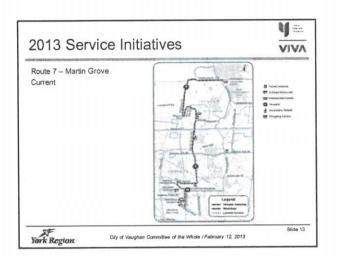
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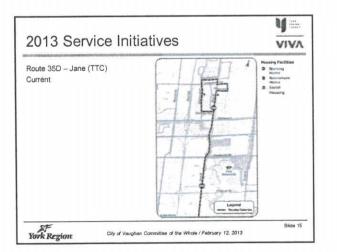


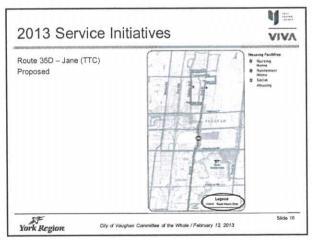


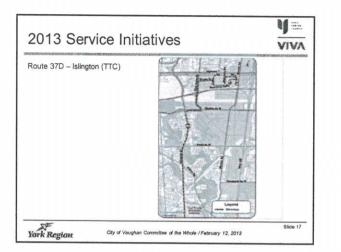


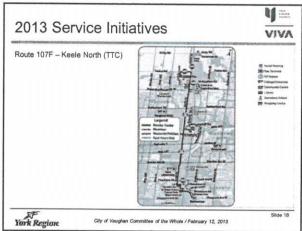


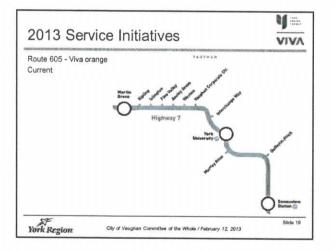


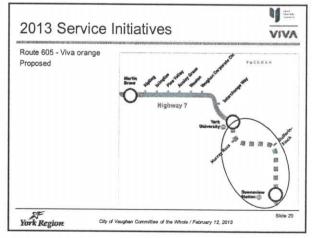


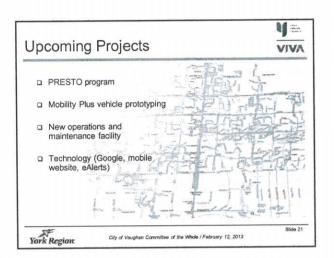


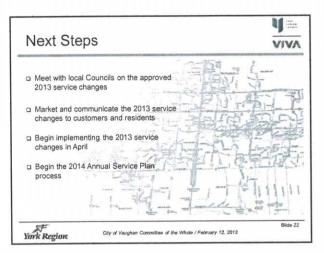


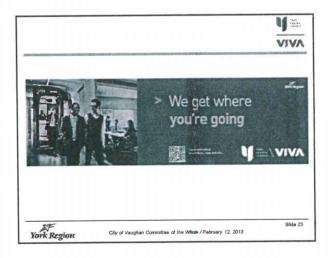












### COMMITTEE OF THE WHOLE (WORKING SESSION) - FEBRUARY 12, 2013

### 2013 YORK REGION TRANSIT ANNUAL SERVICE PLAN <u>CITY-WIDE</u>

### RECOMMENDATION

The Commissioner of Engineering and Public Works recommends:

1. THAT the presentation from York Region Transit staff on the 2013 Annual Transit Service Plan be received.

### CONTRIBUTION TO SUSTAINABILITY

Accessible and frequent local transit service supports compact urban form and offers an alternative mode of transportation to the single occupant vehicle.

### ECONOMIC IMPACT

There is no economic impact resulting from the recommendations of this report.

### COMMUNICATION PLAN

York Region Transit (YRT) has undertaken extensive stakeholder consultation in preparing the 2013 Transit Service Plan. Additional information on the Plan is available to stakeholders through media coverage, website postings, advertisement and print material.

### PURPOSE

The purpose of this report is to provide Council with a high level overview of the 2013 York Region Transit Service Plan as a precursor to a more detailed presentation from York Region Transit Staff.

### BACKGROUND - ANALYSIS AND OPTIONS

In 2012, York Region Transit (YRT) released their Five Year Service Plan covering the period between 2012 and 2016. This Plan is a strategic document identifying YRT/Viva's service, operating, and capital requirements and objectives for the next five years. The objective of the Plan is to guide YRT/Viva through the transit system's realignment phase, while focusing on effective ridership management, matching levels of service to meet demand and improving on-time performance.

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The 2013 YRT Annual Service Plan identifies the implementation of a new transit route in the Vellore Village area, and service delivery changes in six existing routes. The details of these service initiatives are provided in Attachment No.1 to this report and are the subject of the presentation from YRT staff.

### RELATIONSHIP TO VAUGHAN VISION 2020/STRATEGIC PLAN

This report is consistent with the priorities previously set by Council and the necessary resources have been allocated and approved.

### **REGIONAL IMPLICATIONS**

On January 1, 2001, York Region assumed responsibility for the funding and operation of public conventional and specialized transit services throughout York Region. The York Region Transit 2013 Annual Service Plan was approved by Regional Council on September 20, 2012.

### CONCLUSION

The York Region Transit 2013 Annual Service Plan is proposing to implement a new route in Vaughan and to reallocate resources in transit corridors experiencing high passenger demand.

### ATTACHMENTS

Attachment No.1 – Excerpt from 2013 YRT Annual Service Plan (Vaughan)

### **REPORT PREPARED BY:**

Andrew Pearce, Director of Development / Transportation Engineering, Ext. 8255

Respectfully submitted,

Paul Jankowski, P.Eng. Commissioner of Engineering and Public Works Andrew Pearce, C.E.T., Director of Development & Transportation Engineering

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2013 Annual Service Plan

# 4.9 | City of Vaughan

Municipal Meeting date: March 2, 2012

April 4, 2012 – Vaughan Mills Mall Public Information Centre date:

# Feedback from public and stakeholders:

- 40 people attended and provided comments
- YRT/Viva and TTC should blend the branches
- No other concerns

### Route: 7 – Martin Grove

Route Implementation Date: Pre-amalgamation

Route Type:

- > Local
- Road between Al Palladini Community Centre and Operates Monday to Saturday on Martin Grove

Rexdale Boulevard and Highway 27

### Major Trip Generators:

- Steeles Avenue corridor
- Holy Cross Catholic Academy ۸
  - Humber College
- Al Palladini Community Centre ۸
- ^
- Walmart (Highway 27/Medallion Blvd)

AM	M	Early	Late		Sunday/
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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

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Route Performance	Average daily weekday ridership	Average route ridership (weekday rush hour)	Average route ridership (weekday non-rush hour)	Net cost per passenger (rush hour)	Net cost per passenger (non-rush hour)	Revenue/Cost (rush hour)
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### Proposed Service/Routing:

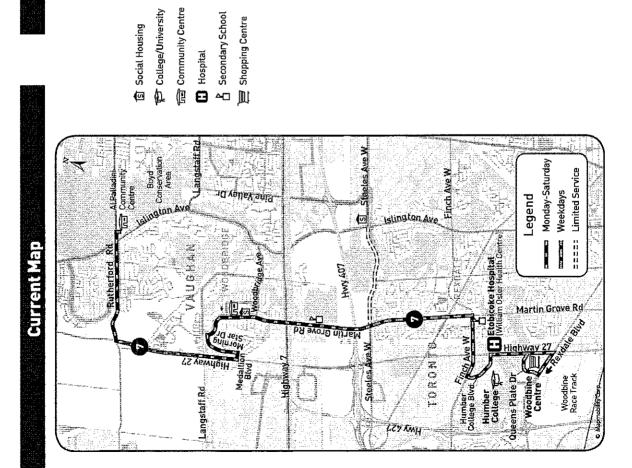
Revenue/Cost (non-rush hour)

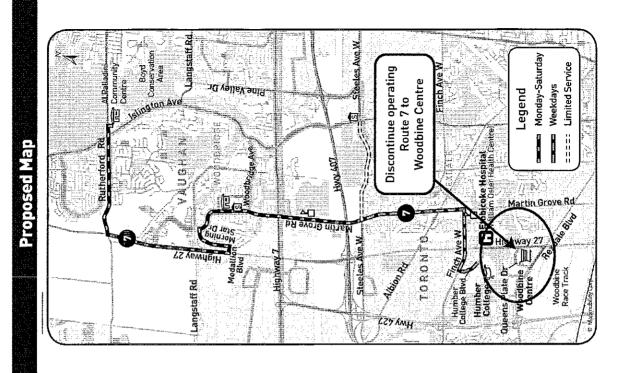
- Proposed bus loop at Humber College
  - Route 7 to terminate at bus loop North Campus
- Increased weekday frequency due to
- reduced route length
- Bus loop will be a connection point to other transit agencies л

# Passenger Impacts/Options:

34%

- South of Humber College will not be serviced by YRT
- Passengers destined south of Humber College may utilize TTC





VAU9 SOLVES JAUNNA \$105 YORK REGION TRANSIT

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# Route: 4/4A – Major Mackenzie

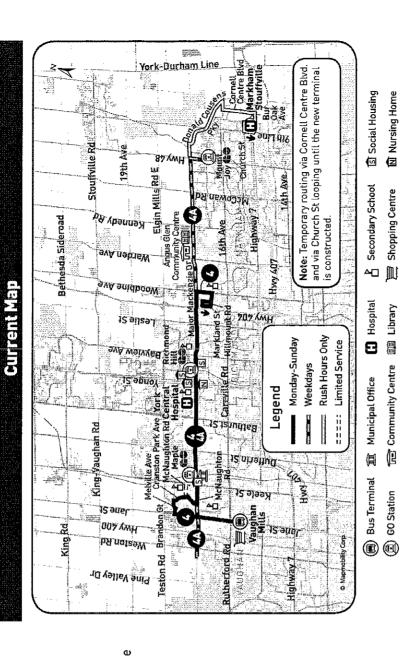
**Route Implementation Date**: Pre-amalgamation

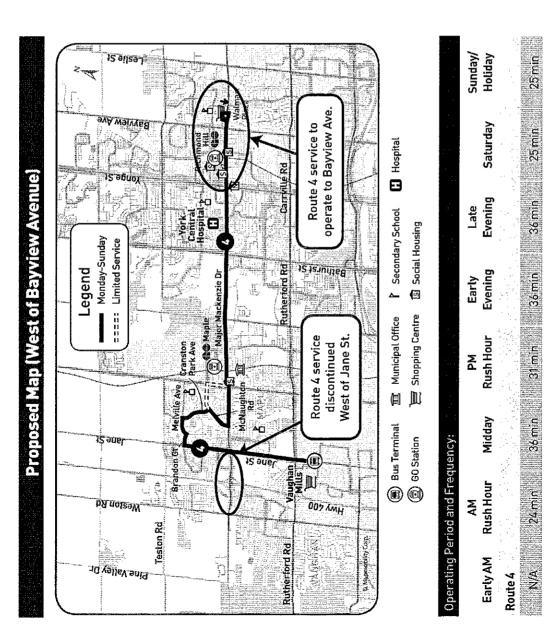
### Route Type:

- Base
- Operates Monday to Sunday on Major Mackenzie Drive with rush hour service to Markham Stouffville Hospital

### Major Trip Generators:

- Mount Joy GO Station
- Richmond Hill GO Station
- Maple GO Station (and new Walmart at McNaughton Road)
- > Woodbine/Hillmount industrial area
  - > Bayview Secondary School
- St. Joan of Arc Secondary School
- Alexander Mackenzie Secondary School
   Alexander Mackenzie Secondary School
  - York Central Hospital
    - Vaughan Mills Mall
- Jane/Langstaff industrial area
  - Canada's Wonderland
- Markham Stouffville Hospital





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

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N/A

NA

N/A

31 min

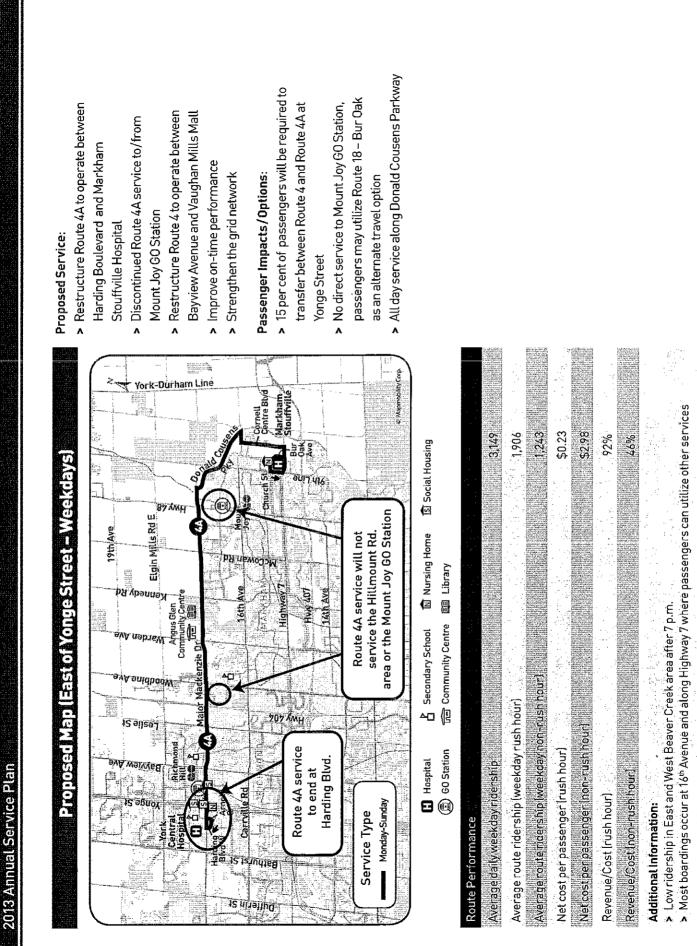
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Route 4A

2013 ANNUAL SERVICE PLAN



2013 ANUAL SERVICE PLAN YORK REGION TRANSIT

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## Route: 21- Vellore Local

**Route Implementation Date:** 2013

### Route Type:

- Local
- Will operate Monday to Friday between Vellore Community and Vaughan Mills Mall

### Major Trip Generators:

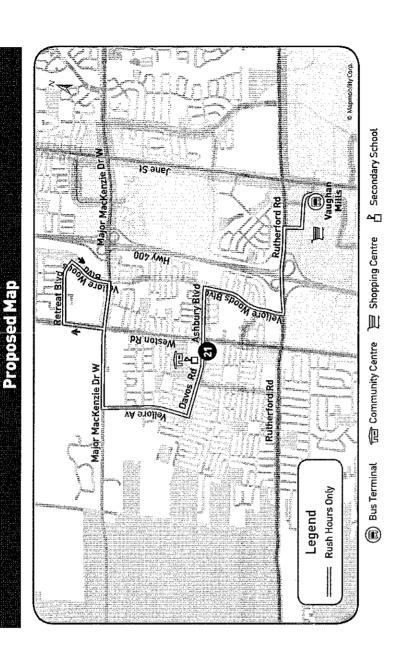
- Vaughan Mills Mall
- St. Jean de Brebeuf Catholic High School

### Proposed Service/Routing:

- Implement new local service during rush hour periods
- as a result of Route 85/85A restructure Expand services north of Davos Road
  - Improve service reliability л

## Passenger Impacts/Options:

 Passengers travelling east on Rutherford Road would be required to transfer



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

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Sunday/ Holiday

Saturday

Evening

Evening

**Rush Hour** 

N/A

30 min

N/A Midday

30min

Rush Hour

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Early

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**Operating Period and Frequency** 

Late

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### Route: 35D – Jane

Route Implementation Date: Pre-amalgamation

### Route Type:

Local

 Operates Monday to Saturday along Jane Street between Jane Subway Station and Courtland Avenue

### Major Trip Generators:

- Jane Subway Station
- Steeles Avenue corridor
- Jane/Langstaff industrial area

### Proposed Service:

- Discontinue weekday midday, weekday evening and Saturday service
- Provide weekday rush hour service only
- Reduce duplication of service

# Passenger Impacts/Options:

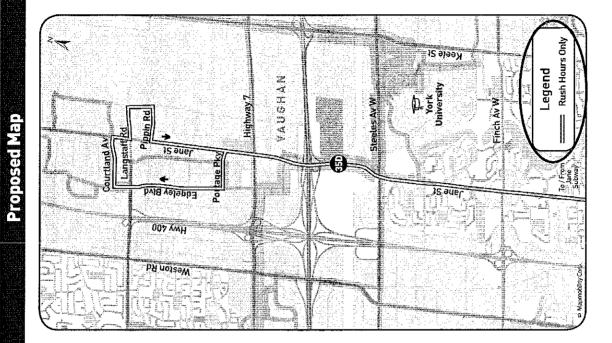
- Passengers can utilize Route 20–Jane-Concord as alternative travel option
  - Increased walking distance up to 800 metres

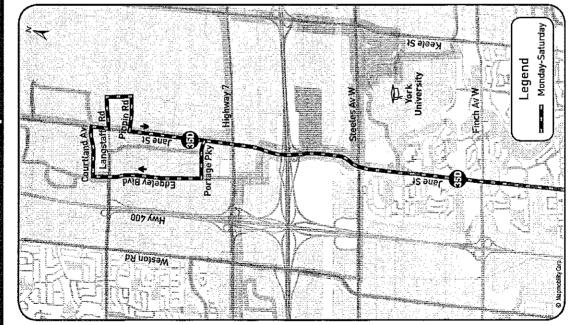
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2013 Annual Service Plan

### Route: 37D - Islington

Route Implementation Date: October, 2001

Route Type:

- Locat
- Subway Station to the Pine Valley industrial area Operates Monday to Friday from Islington via Islington Avenue, Steeles Avenue and **Pine Valley Drive**

### Major Trip Generators:

- Islington Subway Station
- Pine Valley Industrial area

### Proposed Service/Routing:

Discontinue service due to low ridership

## Passenger Impacts/Options:

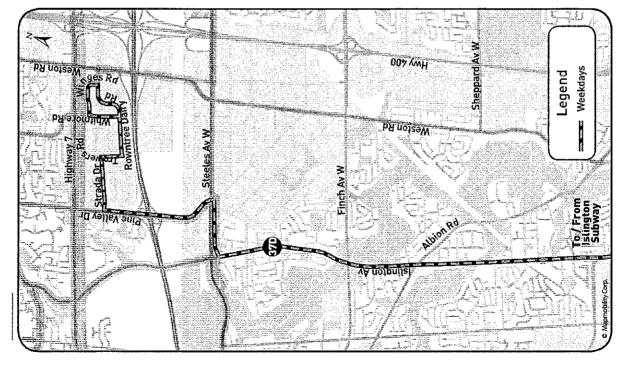
- Passengers can utilize Viva orange, Routes 12 --Pine Valley, 77 – Highway 7/Centre as alternate travel options
- Increased walking distance of up to 800 metres

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# Route: 107B/C/D/F - Keele North

September 2004 [107F to Kirby Road] Route Implementation Date:

### Route Type:

- > Base
- Operates Monday to Sunday along Keele Street with multiple branches from Downsview Subway Station

### Proposed Service/Routing:

- Discontinue 107F service
- Use resources for additional Route 22A King City
- Divert Route 22 King City into the Vista Gate/Kirby Road area to meet GO train trips
- Customers in the Vista Gate/Kirby Road area will have a direct connection to Maple GO Station

## Passenger Impacts/Options:

- Passengers can utilize Routes 22A King City, TTC 107C as alternate travel options
- > Fewer trips in the Keele Street/Kirby Road area

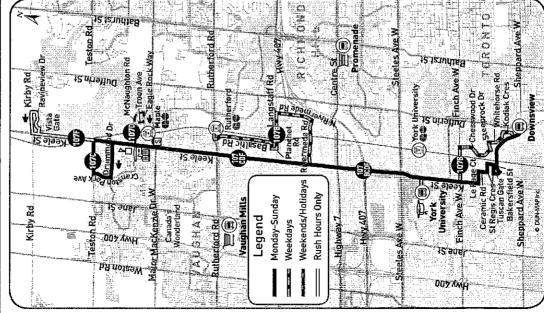
107F Revenue/Cost

72%

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Social Housing
 Bus Terminal
 60 Station
 College/University

- Community Centre
  - 🗐 Library
- B Secondary School
  Shopping Centre

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# Route: 605 – Viva orange

Route Implementation Date: October, 2005

### Route Type:

- Viva
- Operates weekdays, Saturday and Sunday service between Highway 7, York University and Downsview Subway Station in the City of Toronto

### Major Trip Generators:

- Downsview Subway Station
  - York University

## Proposed Service/Routing:

- Discontinue service south of York University during non-rush hours
- Reduced service levels to blend with Brampton Transit Züm service
- Match service with demand by reducing excess capacity

## Passenger Impacts/Options:

 Passengers would be required to transfer onto TTC services if travelling between York University and Downsview Subway Station during weekday non-rush hours, Saturday and Sunday/Holiday

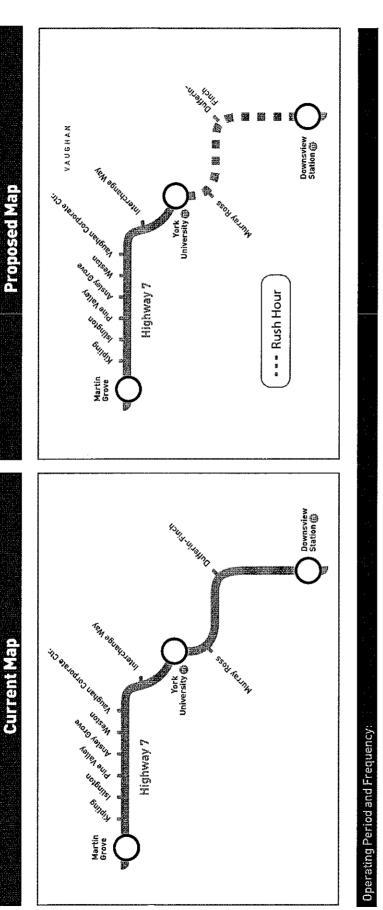
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