

EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 19, 2013

1 2013 YORK REGION TRANSIT ANNUAL SERVICE PLAN

CITY-WIDE

- 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.

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

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)

Report prepared by:

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.)


C1
 CW (WS)
 February 12/2013
 Item #1




2013 Annual Service Plan


Presentation to
 City of Vaughan Committee of the Whole

Adrian Kawun
 February 12, 2013

 Slide 1



YRT/Viva 2012



123 YRT/Viva routes

- 5 Viva BRT routes
- 20 YRT base routes
- 31 YRT local routes
- 11 TTC routes
- 37 High School Specials
- 10 GO Shuttles
- 8 Express routes
- 3 Community Bus routes

Fleet


- 475 YRT/Viva buses
- 27 Mobility Plus buses
- 63 Mobility Plus contracted sedans and mini-vans


Contracted staff

- 800+ contracted bus operators and mechanics


2012 year-end ridership


- Conventional and BRT: 22.1 million
- Mobility Plus: 369,000


 City of Vaughan Committee of the Whole / February 12, 2013 Slide 2



Realignment Phase

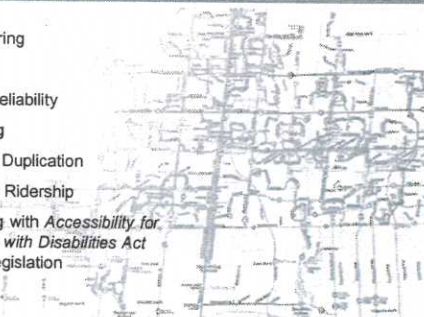



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2013 Annual Service Plan

- ☐ Restructuring
- ☐ Gridding
- ☐ Service Reliability
- ☐ Realigning
- ☐ Reducing Duplication
- ☐ Managing Ridership
- ☐ Complying with *Accessibility for Ontarians with Disabilities Act* (AODA) legislation



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Performance Indicators



Performance indicators guide the planning process

- Revenue ridership
- On-time performance
- System performance (net cost per passenger)
- Percentage of missed trips



City of Vaughan Committee of the Whole / February 12, 2013

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Municipal Consultation



- YRT/Viva met with municipal planning and engineering staff

2012 Date	Municipality
February 29	City of Markham
March 2	City of Vaughan
March 5	Town of Aurora
March 6	Town of Georgina
March 8	Township of King
March 12	Town of Whitchurch-Stouffville
March 14	Town of Richmond Hill
March 16	Town of Newmarket
April 16	Town of East Gwillimbury



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Public Consultation



- 300 people attended nine Public Information Centres
- A survey was administered and information was available on yrt.ca
- Three stakeholder workshops were conducted

Public Information Centres

2012 Date	Location	Municipality
March 28	Aurora Public Library	Town of Aurora
March 29	Markville Mall	City of Markham
April 3	Newmarket GO Bus Terminal	Town of Newmarket
April 4	Vaughan Mills Mall	City of Vaughan
April 11	King Public Library	Township of King
April 17	East Gwillimbury Sports Complex	Town of East Gwillimbury
April 23	Lebovic Leisure Community Centre	Town of Whitchurch-Stouffville
April 25	Richmond Hill Centre Terminal	Town of Richmond Hill
April 26	Georgina Keswick Public Library	Town of Georgina



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2013 Service Initiatives



Municipality	Route	Municipality	Route
Aurora	82 Aurora Shuttle	King	7222K King City
	3333A Richmond	Georgina	51 Escarp Local
	232 Newmarket/Aurora GO Shuttle		59 The HCC
Newmarket	44 Whitchurch - Brimley	East Gwillimbury	98A Lakeshore/Albert
	223 Newmarket GO Shuttle		52 Regional Linking
	422 Newmarket/Hwy 7/204 Special	Markham	1 Highway 7
Richmond Hill	92 East Mills		24 10th Avenue
	12 Vaughan/Markham/204		36 Bayview
	3340L Finch		40 Glenview Local
	6405 Cnr Ronge		41 Markham Local
	8548 Steeles/18th Avenue		201 Markham GO Shuttle
	40508 Leslie		202 Midland GO Shuttle
	241 Steeles/Aurora GO Shuttle		23400 Victoria Park North
	242 Northchase GO Shuttle		204 North Richmond Hill School Special
	284 Beaver Creek Shuttle		430 Markham District High School Special
	4809 Tempelton Avenue		804 Viva Green
	39 Finch	Whitchurch-Stouffville	414 Steeles/18th Avenue/Markham District High School Special
Vaughan	86A Major Mackenzie		
	7 Major Mackenzie		
	21 Victoria Local		
	353 Jane (TTG)		
	370 Langdon (TTG)		
	107F Kipling North (TTG)		
	365 Viva Orange		



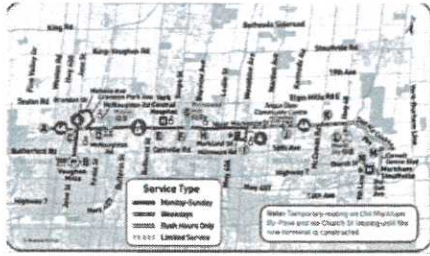
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2013 Service Initiatives



Route 4/4A – Major Mackenzie
Current



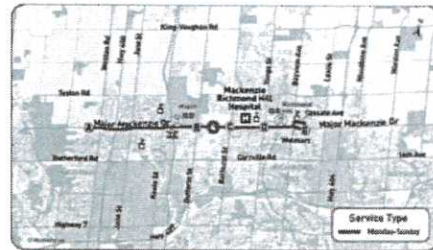
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2013 Service Initiatives



Route 4/4A – Major Mackenzie
Proposed (west of Bayview Avenue)



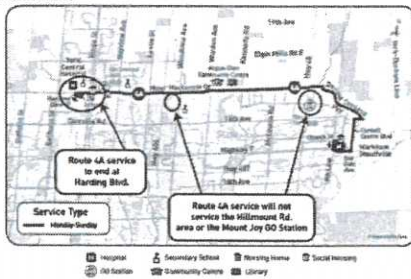
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2013 Service Initiatives



Route 4/4A – Major Mackenzie
Proposed (east of Yonge Street)



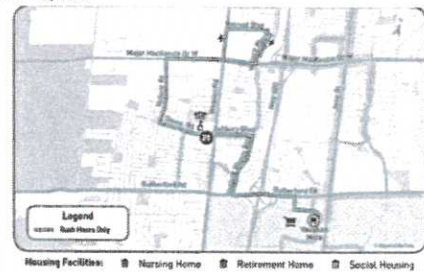
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2013 Service Initiatives



Route 21- Vellore Local Proposed



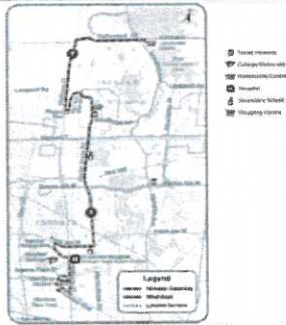
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2013 Service Initiatives



Route 7 – Martin Grove
Current



City of Vaughan Committee of the Whole / February 12, 2013

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2013 Service Initiatives



Route 7 – Martin Grove
Proposed



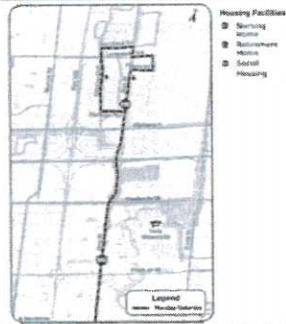
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2013 Service Initiatives



Route 35D – Jane (TTC)
Current



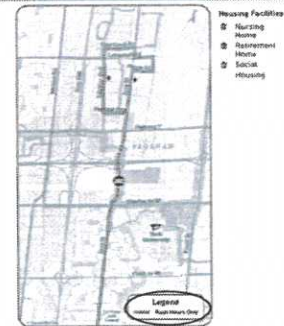
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2013 Service Initiatives



Route 35D – Jane (TTC)
Proposed



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2013 Service Initiatives



Route 37D – Islington (TTC)



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2013 Service Initiatives



Route 107F – Keele North (TTC)



- Transit Training
- High School
- TTC Station
- Transit/University
- Community Centre
- Library
- Secondary School
- Shopping Centre



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2013 Service Initiatives



Route 605 - Viva orange
Current



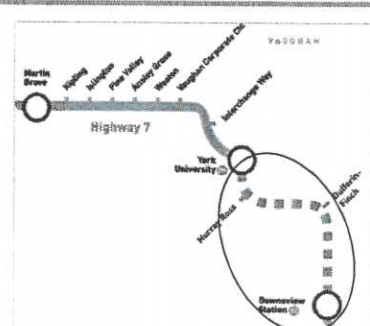
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2013 Service Initiatives



Route 605 - Viva orange
Proposed



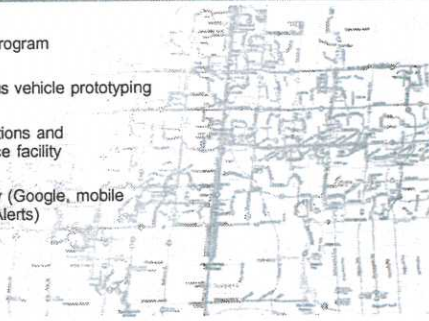
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Upcoming Projects



- PRESTO program
- Mobility Plus vehicle prototyping
- New operations and maintenance facility
- Technology (Google, mobile website, eAlerts)



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Next Steps



- Meet with local Councils on the approved 2013 service changes
- Market and communicate the 2013 service changes to customers and residents
- Begin implementing the 2013 service changes in April
- Begin the 2014 Annual Service Plan process



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

2013 YORK REGION TRANSIT ANNUAL SERVICE PLAN CITY-WIDE

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.

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)

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

2013 Annual Service Plan

4.9 | City of Vaughan

Municipal Meeting date:

March 2, 2012

Public Information Centre date:

April 4, 2012 – Vaughan Mills Mall

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
- > Operates Monday to Saturday on Martin Grove Road between Al Palladini Community Centre and Rexdale Boulevard and Highway 27

Major Trip Generators:

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

Operating Period and Frequency:

AM		PM		Early Evening	Late Evening	Sunday/Holiday
Early AM	Rush Hour	Midday	Rush Hour	Early Evening	Late Evening	Sunday/Holiday
N/A	25-30 min	30 min	25 min	30 min	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

Route Performance

Average daily weekday ridership	1,067
Average route ridership (weekday rush hour)	709
Average route ridership (weekday non-rush hour)	358
Net cost per passenger (rush hour)	-\$0.01
Net cost per passenger (non-rush hour)	\$5.07
Revenue/Cost (rush hour)	100%
Revenue/Cost (non-rush hour)	34%

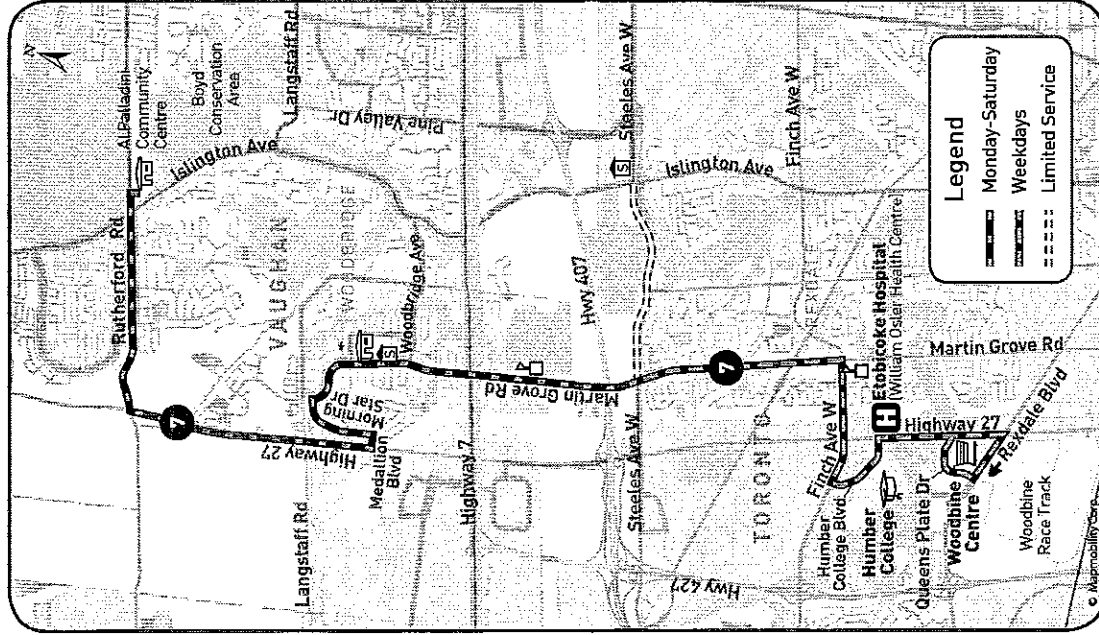
Proposed Service/Routing:

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

Passenger Impacts/Options:

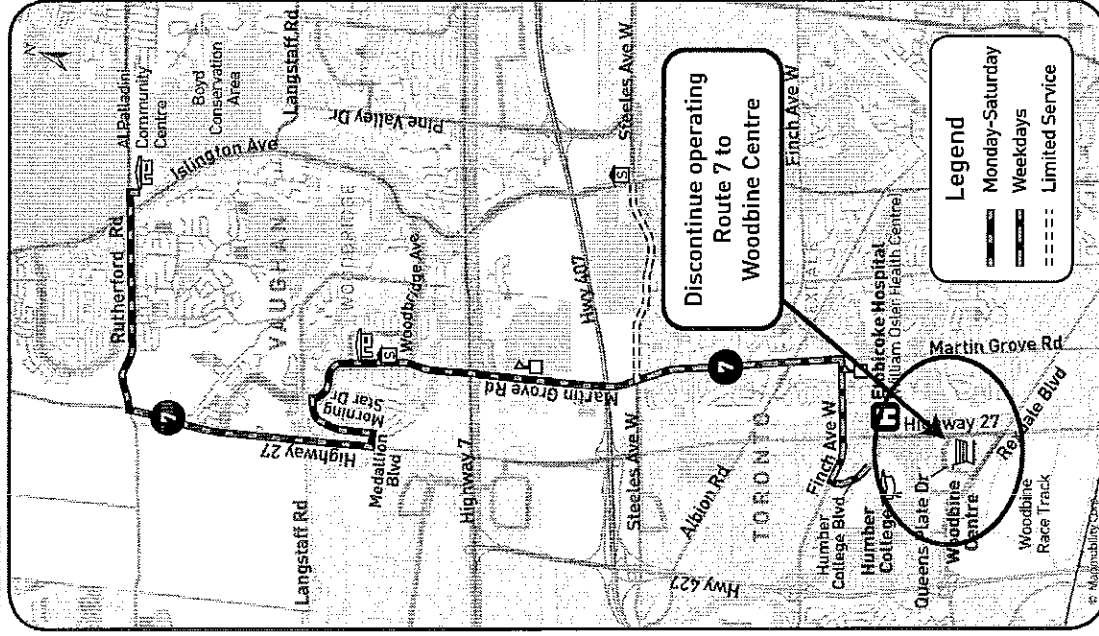
- > South of Humber College will not be serviced by YRT
- > Passengers destined south of Humber College may utilize TTC

Current Map



- Social Housing
- College/University
- Community Centre
- Hospital
- Secondary School
- Shopping Centre

Proposed Map



Discontinue operating
Route 7 to
Woodbine Centre

Route: 4/4A - Major Mackenzie

Route Implementation Date:

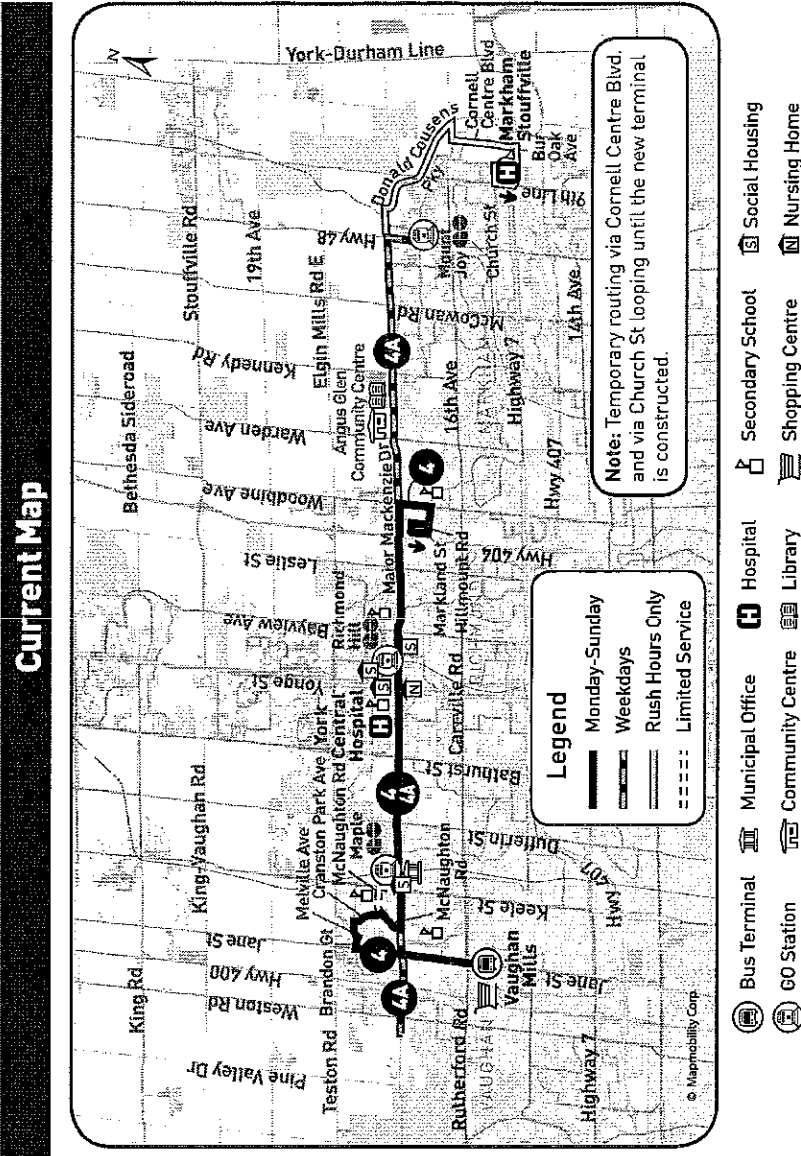
Pre-amalgamation

Route Type:

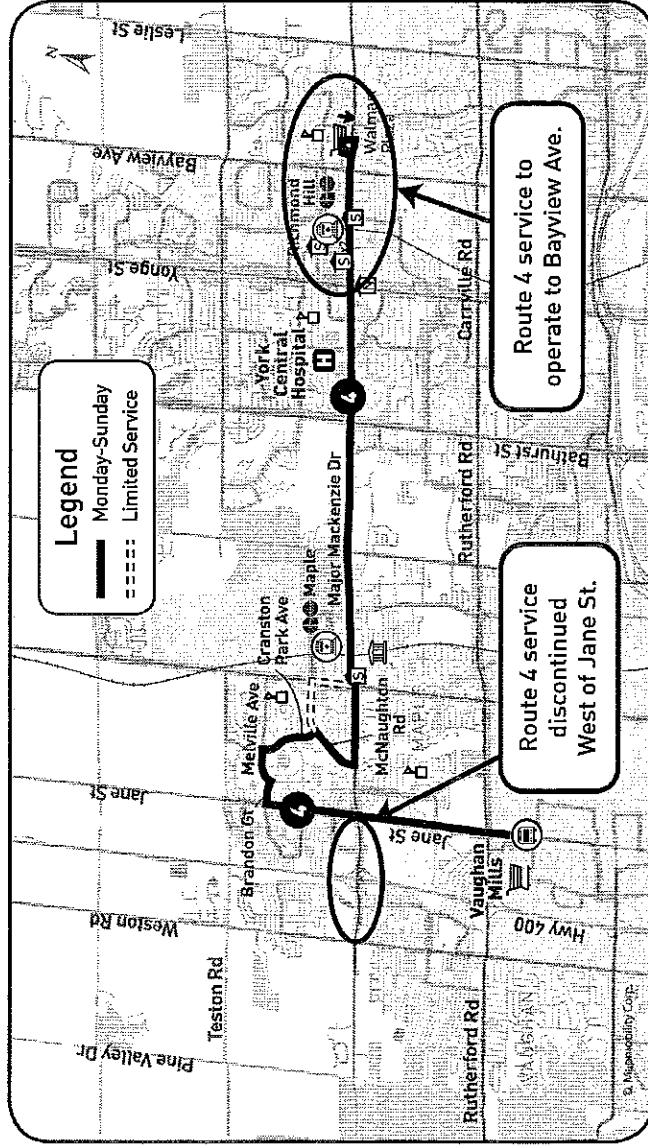
- Base
 - Operates Monday to Sunday on Major Mackenzie Drive with rush hour service to Markham
- Stouffville Hospital

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
- > York Central Hospital
- > Vaughan Mills Mall
- > Jane/Langstaff industrial area
- > Canada's Wonderland
- > Markham Stouffville Hospital



Proposed Map (West of Bayview Avenue)



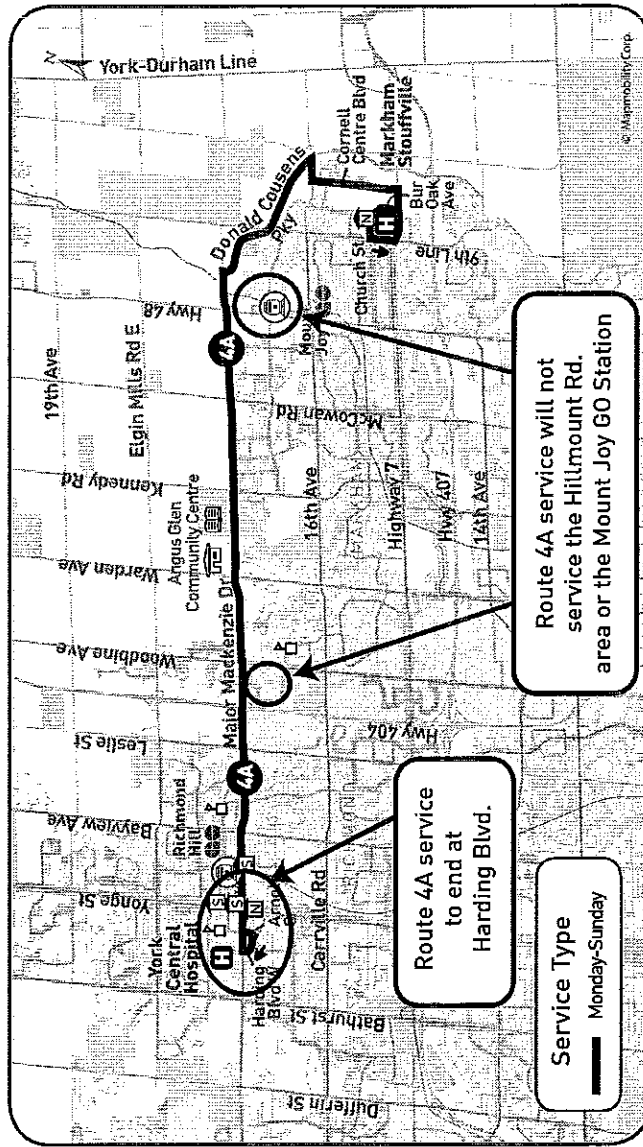
- Bus Terminal
- Municipal Office
- Secondary School
- Hospital
- GO Station
- Shopping Centre
- Social Housing

Operating Period and Frequency:

	Early AM	Rush Hour	Midday	PM	Early Evening	Late Evening	Saturday	Sunday/Holiday
Route 4								
N/A	24 min	36 min	31 min	36 min	36 min	25 min	25 min	25 min
Route 4A								
N/A	29 min	60 min	31 min	N/A	N/A	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

Proposed Map (East of Yonge Street – Weekdays)



Proposed Service:

- > Restructure Route 4A to operate between Harding Boulevard and Markham Stouffville Hospital
- > Discontinued Route 4A service to/from Mount Joy GO Station
- > Restructure Route 4 to operate between Bayview Avenue and Vaughan Mills Mall
- > Improve on-time performance
- > Strengthen the grid network

Passenger Impacts/Options:

- > 15 per cent of passengers will be required to transfer between Route 4 and Route 4A at Yonge Street
- > No direct service to Mount Joy GO Station, passengers may utilize Route 18 – Bur Oak as an alternate travel option
- > All day service along Donald Cousens Parkway

Route Performance

Average daily weekday ridership	3,149
Average route ridership (weekday rush hour)	1,906
Average route ridership (weekday non-rush hour)	1,243
Net cost per passenger (rush hour)	\$0.23
Net cost per passenger (non-rush hour)	\$2.98
Revenue/Cost (rush hour)	92%
Revenue/Cost (non-rush hour)	46%

Additional Information:

- > Low ridership in East and West Beaver Creek area after 7 p.m.
- > Most boardings occur at 16th Avenue and along Highway 7 where passengers can utilize other services

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

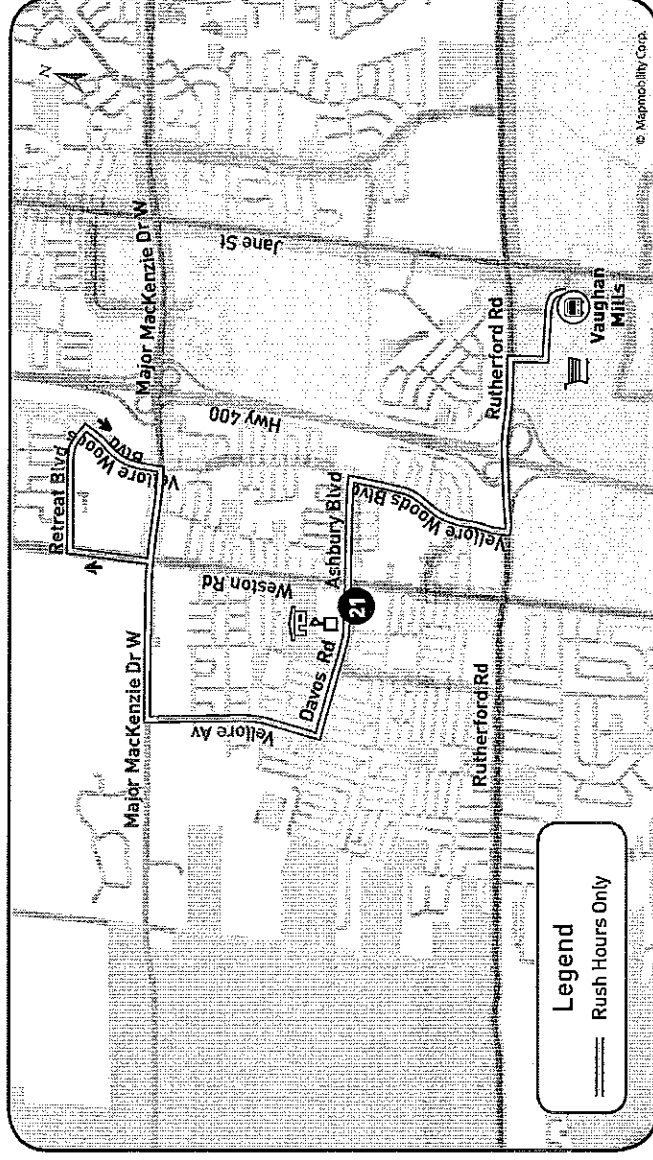
Proposed Service/Routing:

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

Passenger Impacts/Options:

- > Passengers travelling east on Rutherford Road would be required to transfer

Proposed Map



Operating Period and Frequency:

Early AM	Rush Hour	Midday	PM	Early Evening	Late Evening	Saturday	Sunday/Holiday
N/A	30 min	N/A	30 min	N/A	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

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

Operating Period and Frequency:

Early AM	AM Rush Hour	Midday	PM Rush Hour	Early Evening	Late Evening	Saturday	Sunday/ Holiday
N/A	12 min	27 min	20 min	26 min	N/A	26-30 min	N/A

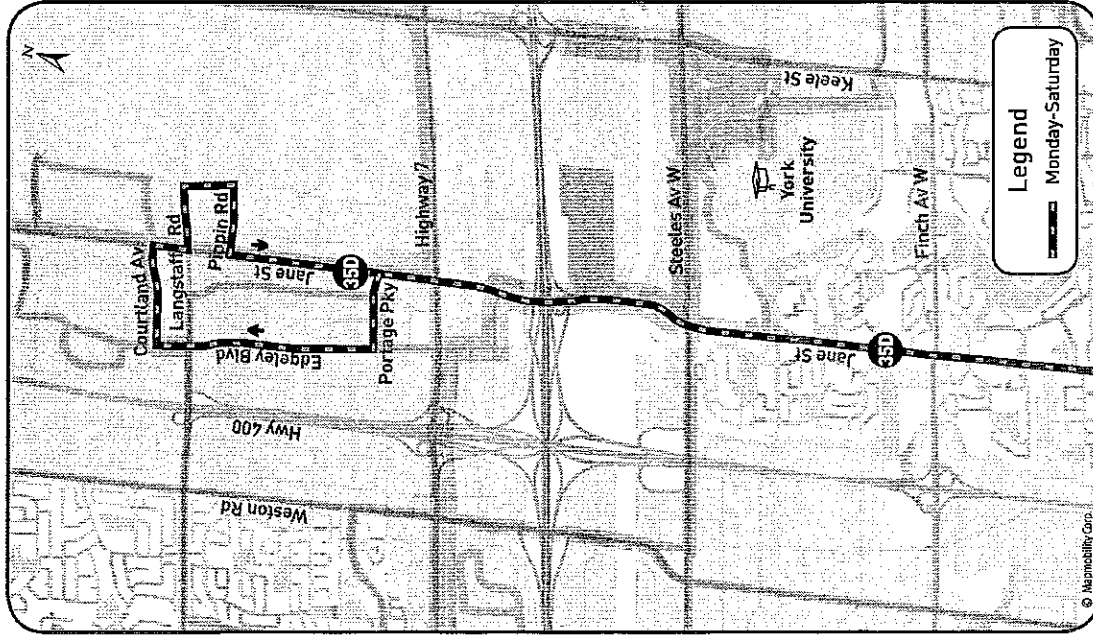
Rush hour – 6 a.m. to 9 a.m. and 3 p.m. to 7 p.m.

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

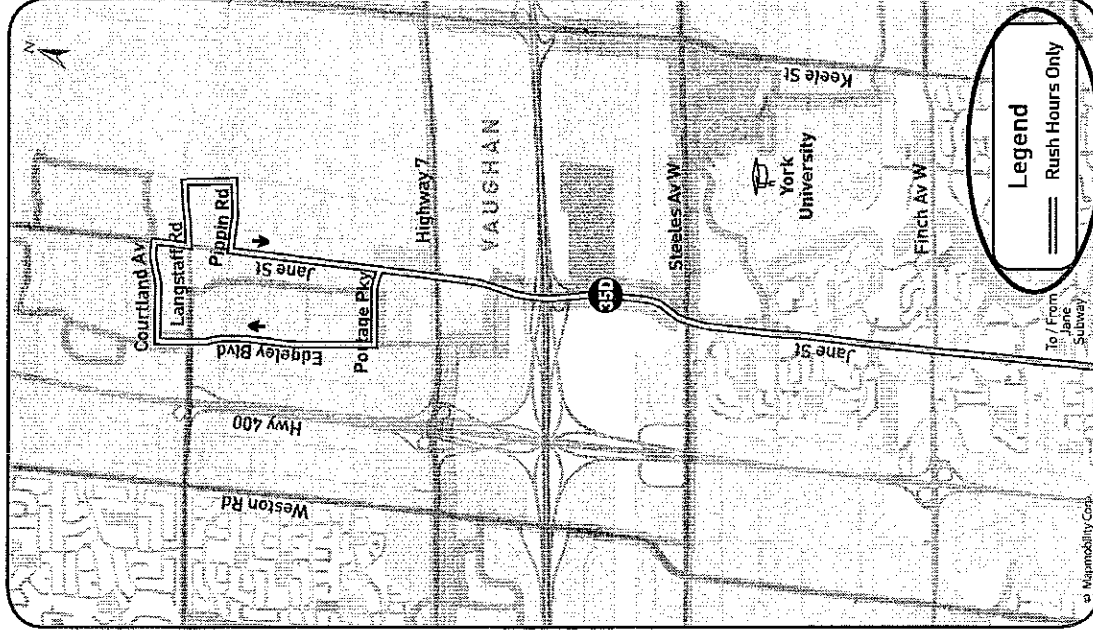
Route Performance

Average daily weekday ridership	1,218
Average route ridership (weekday rush hour)	982
Average route ridership (weekday non-rush hour)	236
Net cost per passenger (rush hour)	\$1.30
Net cost per passenger (non-rush hour)	\$7.45
Revenue/Cost (rush hour)	66%
Revenue/Cost (non-rush hour)	26%

Current Map



Proposed Map



Route: 37D – Islington

Route Implementation Date:
October, 2001

Route Type:

- > Local
- > Operates Monday to Friday from Islington Subway Station to the Pine Valley industrial area 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

Operating Period and Frequency:

Early AM	AM Rush Hour	Midday	PM Rush Hour	Early Evening	Late Evening	Saturday	Sunday/ Holiday
N/A	30 min	39 min	36 min	N/A	N/A	N/A	N/A

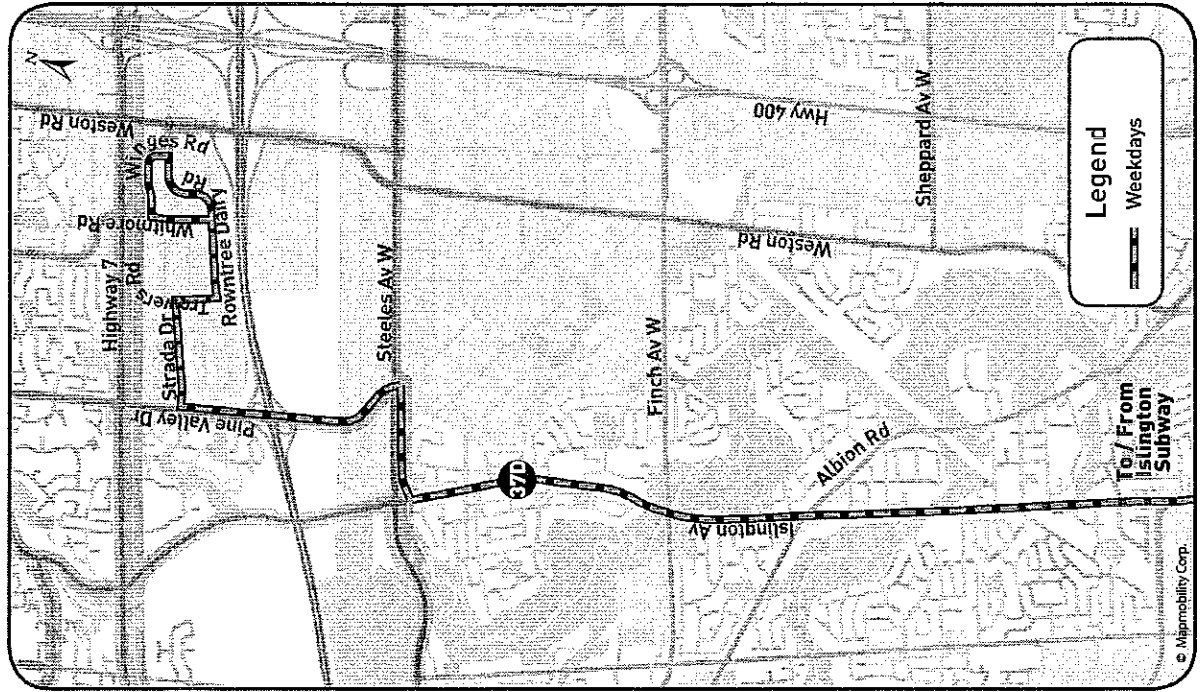
Rush hour – 6 a.m. to 9 a.m. and 3 p.m. to 7 p.m.

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

Route Performance

Average daily weekday ridership	162
Average route ridership (weekday rush hour)	122
Average route ridership (weekday/non-rush hour)	40
Net cost per passenger (rush hour)	\$13.42
Net cost per passenger (non-rush hour)	\$25.34
Revenue/Cost (rush hour)	16%
Revenue/Cost (non-rush hour)	9%

Current Map



Route: 107B/C/D/F – Keele North**Route Implementation Date:**

September 2004 (107F to Kirby Road)

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

Operating Period and Frequency:

AM		PM		Early Evening	Late Evening	Sunday/Holiday
Early AM	Rush Hour	Midday	Rush Hour	Evening	Evening	
17-38 min	8 min	12-22 min	7-20 min	30 min	40 min	40 min

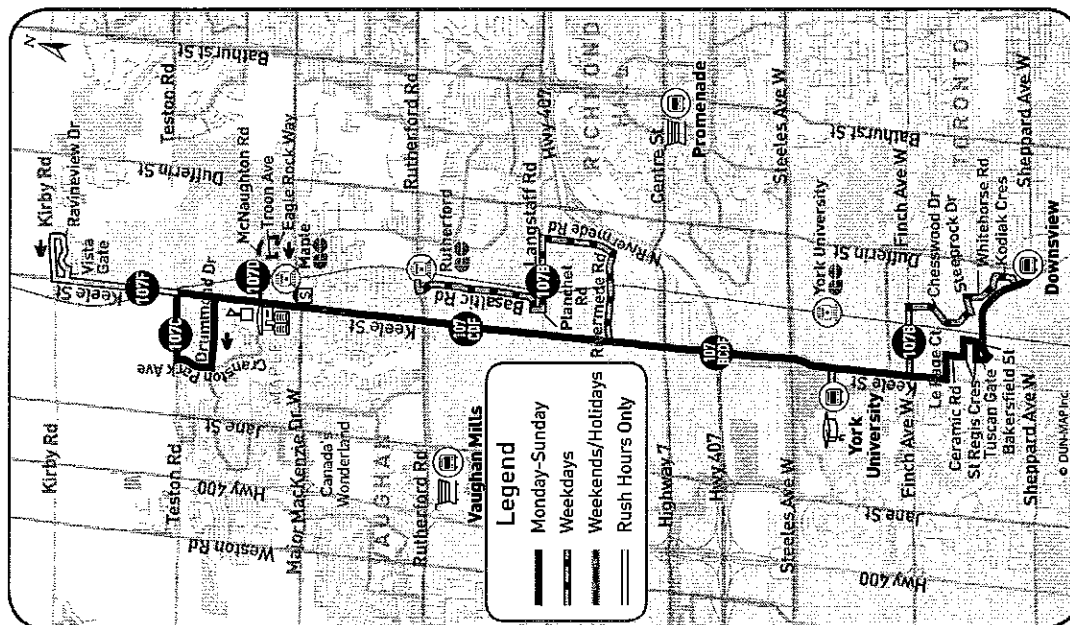
Rush hour – 6 a.m. to 9 a.m. and 3 p.m. to 7 p.m.









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

Route Performance

107B/C/F Average daily weekday ridership	3,154
107B/C/F Average route ridership (weekday rush hour)	1,966
107B/C/F Average route ridership (weekday non-rush hour)	1,188
107F (Kirby Road area) average route ridership (weekday rush hour)	47
107B/C/F Net cost per passenger (rush hour)	\$2.67
107B/C/F Net cost per passenger (non-rush hour)	\$2.21
107B/C/F Revenue/Cost (rush hour)	49%
107B/C/F Revenue/Cost (non-rush hour)	54%
107F Average daily ridership	66
107F Net cost per passenger	\$1.01
107F Revenue/Cost	72%

Current Map



-  Social Housing
-  Bus Terminal
-  GO Station
-  College/University
-  Community Centre
-  Library
-  Secondary School
-  Shopping Centre

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:

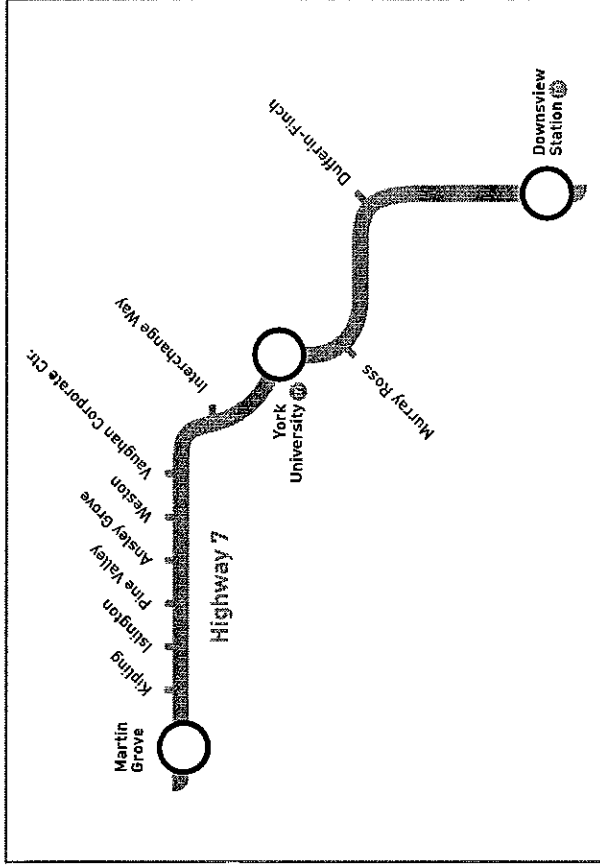
- > Discontinue service south of York University during non-rush hours
- > Reduced service levels to blend with Brampton Transit Züm service
- > Match service with demand by reducing excess capacity

Passenger Impacts / Options:

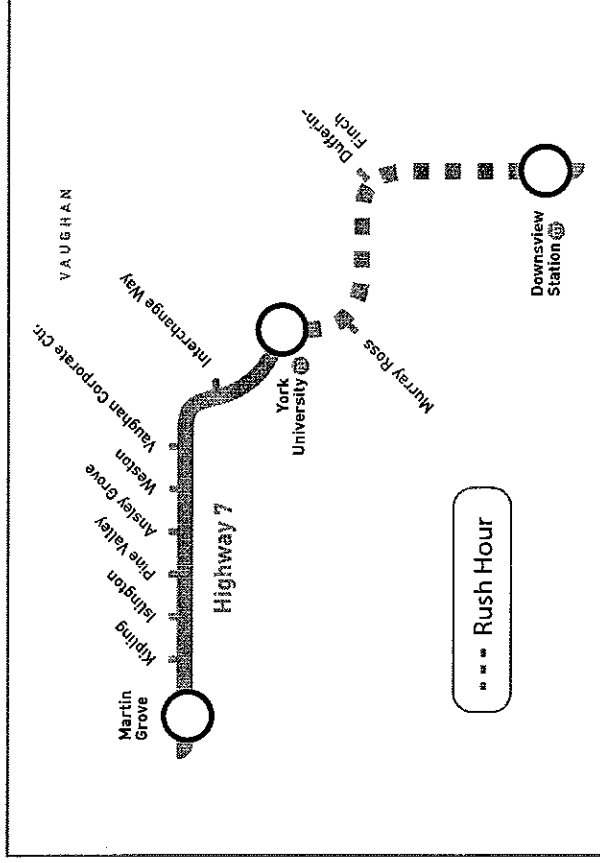
- > Passengers would be required to transfer onto TTC services if travelling between York University and Downsview Subway Station during weekday non-rush hours, Saturday and Sunday/Holiday

Route Performance		Route Performance (continued)	
Average daily weekday ridership	2,391	Revenue/Cost (Saturday) Martin Grove to York University	31%
Average route ridership (weekday rush hour)	1,291	Revenue/Cost (Saturday) York University to Downsview (\$0.52 average fare)	6%
Average route ridership (weekday non-rush hour)	1,100	Net cost per passenger (Sunday)	\$7.96
Net cost per passenger (rush hour)	\$1.12	Net cost per passenger (Sunday) Martin Grove to York University	\$9.19
Net cost per passenger (non-rush hour)	\$3.34	Net cost per passenger (Sunday) York University to Downsview	\$8.54
Revenue/Cost (rush hour)	70%	Revenue/Cost (Sunday)	24%
Revenue/Cost (non-rush hour)	43%	Revenue/Cost (Sunday) Martin Grove to York University	22%
Net cost per passenger (rush hour) Martin Grove to York University	\$0.47	Revenue/Cost (Sunday) York University to Downsview (\$0.52 average fare)	6%
Net cost per passenger (non-rush hour) Martin Grove to York University	\$1.85		
Revenue/Cost (rush hour) Martin Grove to York University	84%		
Revenue/Cost (non-rush hour) Martin Grove to York University	58%		
Net cost per passenger (rush hour) York University to Downsview	\$4.86		
Net cost per passenger (non-rush hour) York University to Downsview	\$10.51		
Revenue/Cost (rush hour) York University to Downsview (\$0.52 average fare)	10%		
Revenue/Cost (non-rush hour) York Univer- sity to Downsview (\$0.52 average fare)	5%		
Net cost per passenger (Saturday)	\$5.84		
Net cost per passenger (Saturday) Martin Grove to York University	\$5.83		
Net cost per passenger (Saturday) York University to Downsview	\$7.88		
Revenue/Cost (Saturday)	31%		

Current Map



Proposed Map



Operating Period and Frequency:

Early AM	AM Rush Hour	Midday	PM Rush Hour	Early Evening	Late Evening	Saturday	Sunday/ Holiday
18 min	18 min	18 min	18 min	18 min	19 min	18 min	18 min

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