

## 8. COST AND FLEET

Proposed cost takes into consideration the planned changes in the VNEP. The costs summarized below are in addition to that plan.

Routing restructuring/changes associated with operating into Pioneer Village Station will result in an overall annual cost increase of \$311,826. The cost is summarized in **Table 8-1**.

The only route operating into Highway 407 Station is Route 20. The associated cost for this service is the same as noted in **Table 8-1**.

For VMC, the associated cost for operating Route 20 into the terminal is the same as noted above in **Table 8-1**. Route 77, Route 100, Viva orange and Viva silver are included in the VNEP. The total annual cost will decrease to \$410,431. The cost is summarized in **Table 8-2**.

The net annual decrease in cost for the Spadina Subway Transit Strategy is \$98,605.

Table 8-1: Pioneer Village station route restructuring cost and hours

	Route 3	Route 20	Route 22	Route 22B/C	Route 165
<b>Daily hours</b>					
Weekday	0.1	0.4	0.1	38.5	22
Saturday	0.0	0.1	-	10.7	14.6
Sunday	0.0	0.1	-	11.6	10.8
<b>Annualized</b>					
Weekday	26.1	109.8	25.1	9,673.7	5,433
Saturday	1.9	7.8	0.0	554.9	756.8
Sunday	2.3	5.4	0.0	719.0	667.8
<b>Cost (\$)</b>					
Weekday	2,615	10,981	2,510	-16,796	-19,955
Saturday	195	780	-	-22,917	10,781
Sunday	232	543	-	2,452	16,192
<b>Route total</b>	<b>3,042</b>	<b>12,304</b>	<b>2,510</b>	<b>-37,261</b>	<b>7,019</b>

Table 8-2: Vaughan Metropolitan Centre station route restructuring cost and hours

	Route 10	Route 26	Route 360
<b>Daily hours</b>			
Weekday	-0.1	12	-14.8
Saturday	9.6	0.1	-
Sunday	9.6	0.1	-
<b>Annualized</b>			
Weekday	-25.1	3,012	-3,706.9
Saturday	497.9	2.6	-
Sunday	593.7	3.1	-
<b>Cost (\$)</b>			
Weekday	-2,510	301,200	-370,685
Saturday	49,790	260	-
Sunday	59,365	310	-
<b>Route total</b>	<b>106,645</b>	<b>301,770</b>	<b>-370,685</b>

The fleet increase is associated with the routes that will be assumed from the TTC and the additional route to York University. All other routes will be operated with existing fleet numbers. The fleet increase is summarized in **Table 8-3**.

Table 8-3: Proposed fleet requirements		
Route	Time period (Rush hours)	Fleet required
Route 26 – Maple Local	Morning	+2
	Afternoon	+1
Route 22B/22C – Keele-King City	Morning	+8
	Afternoon	+6
Route 165 – Weston	Morning	+6
	Afternoon	+5
Route 105 – Dufferin	Morning	+4
	Afternoon	+4
Route 360 – Maple Express	Morning	-2
	Afternoon	-2
Total	Morning	+18
	Afternoon	+14
<b>Total fleet required</b>		<b>+18</b>

## 9. PUBLIC CONSULTATION

Six public information centres (PICs) regarding the Spadina Subway Transit Strategy were held in each of the wards in the City of Vaughan in February 2014, summarized in **Table 9-1**. The purpose of the PICs was to receive public input regarding YRT/Viva routes when the Spadina subway extension is operational and to identify customer needs.

Comments from the PICs are summarized in **Table 9-2**.

Additional PICs will be held in 2017 as part of the 2018 Annual Service Plan process.

Table 9-1: Spadina Subway Transit Strategy public information centre location and dates

Date	Time	Location	Municipality
Monday, February 3, 2014	7 to 9 p.m.	Al Palladini Community Centre	Vaughan
Wednesday, February 5, 2014	7 to 9 p.m.	North Thornhill Community Centre	Vaughan
Monday, February 10, 2014	7 to 9 p.m.	Garnet A. Williams Community Centre	Vaughan
Tuesday, February 11, 2014	7 to 9 p.m.	Vellore Village Community Centre	Vaughan
Wednesday, February 12, 2014	7 to 9 p.m.	Maple Community Centre	Vaughan
Tuesday, February 18, 2014	7 to 9 p.m.	Kleinburg Public School	Vaughan

Table 9-2: Spadina Subway Transit Strategy public information centre comments

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"> <li>&gt; Request for Route 4/4A – Major Mackenzie to be extended to operate between Weston Road and Islington Avenue</li> <li>&gt; Question for a trip plan from the Sonoma Heights Community Park to the intersection of Keele Street and Major Mackenzie Drive</li> </ul>
Ward 1	12 residents, including Regional Councillor Deb Schulte and Vaughan Ward 1 Councillor Marilyn lafrate	<p>Comments:</p> <ul style="list-style-type: none"> <li>&gt; Renumber routes to avoid similar numbered TTC routes in close proximity</li> <li>&gt; A suggestion for Route 75 – Dufferin to still travel to Downsview Station</li> </ul> <p>Comments unrelated to the Spadina Subway Transit Strategy:</p> <ul style="list-style-type: none"> <li>&gt; Lots of congestion on Major Mackenzie, concern that Viva silver will not save much time</li> <li>&gt; Customer would like a post-secondary discount</li> </ul>
Ward 2	34 residents, including Regional Councillor Deb Schulte	<p>Comments:</p> <ul style="list-style-type: none"> <li>&gt; Request to improve frequency for Route 13 – Islington</li> <li>&gt; Suggestion to rename TTC Route 35D – Jane to avoid customer confusion</li> <li>&gt; Question why the Subway does not extend to Rutherford Road</li> <li>&gt; Question when the subway will be completed and operational</li> <li>&gt; Question when Vaughan Metropolitan Centre (VMC) subway station will be completed</li> <li>&gt; Question why the subway does not extend to Major Mackenzie Drive</li> <li>&gt; Suggestion for YRT/Viva to extend Route 26 – Maple Local to Rutherford GO Station</li> </ul> <p>Comments unrelated to the Spadina Subway Transit Strategy:</p> <ul style="list-style-type: none"> <li>&gt; Question regarding the timeline for Islington Avenue road widening</li> </ul>

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

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

## 10. RECOMMENDATIONS

The following are recommendations for future consideration as land use and development levels are modified closer to the opening of the subway.

- > Assessment of major trip generators by station
- > Monitor development applications around each station
- > Monitor modifications to infrastructure (i.e. rapidways, local road network)
- > Conduct stop-by-stop analysis of TTC routes

The report will be updated as necessary to address changes in the surrounding area that affect connecting services.

The restructuring of routes will occur in stages and in coordination with the VNEP.

## 11. CONCLUSION

This report builds upon the Viva Network Expansion Plan (VNEP), the 2012-2015 YRT/Viva Five-Year Plan and terminal bus bay justification analysis. The existing bus network will be restructured to service the Toronto-York Spadina Subway Extension.

The operating plan will decrease the cost of service annually by approximately \$98,605. The number of fleet required will increase by 18 rush hour vehicles due to the assumption of some TTC services.