

4.9 | 2017 Initiatives Implementation

In addition to the initiatives listed under each municipality, YRT/Viva staff will continue to measure the performance of all conventional services and routes. The cost effectiveness of routes are measured by the net cost per passenger which is calculated as the total cost per operating hour of service, not covered by the collected fare, divided by the total number of passengers per hour. Services with a high net cost per passenger may be considered for conversion to Dial-a-Ride service, YRT/Viva's on-demand delivery model.

The 2017 Annual Service Plan will require 1,264 less service hours. The implementation schedule, change in service hours, and change in fleet requirements are summarized in **Table 7**.



Table 7: Implementation Requirements of 2017 Service Initiatives

Route	Proposed Board Period	Peak Period Bus Change		Daily Service Hours Impact (revenue hours)			Annualized Hours Impact (Hrs)
		AM	PM	Weekday	Saturday	Sunday/Holiday	
50 – Queensway	January 2017	0	0	0.0	0	0	0
9 – 9th Line	December 2017	0	0	0.0	12	0	624
509 – Stouffville Community Bus	December 2017	0	0	9.0*	0	0	468
31 – Aurora North	January 2017	0	0	-0.4	0	0	-104
33 – Wellington	September 2016	0	0	0.0	0	0	0
51 – Keswick Local	January 2017	0	0	-0.1	0	0	-30
58 – Mount Albert	June 2017	0	0	0.0	0	0	0
427/421 – Newmarket and Sacred Heart High School Special	September 2016	0	0	-0.5	0	0	-97
22A – King City	December 2017	0	0	2.5	0	0	625
23 – Thornhill Woods	January 2017	0	0	-1.0	0	0	-250
222 – Aurora GO Shuttle	June 2017	0	0	0.0	0	0	0
244 – Beaver Creek Shuttle	January 2017	-1	-1	-10.0	0	0	-2,500
Routes operating below cost effectiveness targets	All boards	-	-	-	-	-	-
Total:		-1	-1	-0.5	12	0	-1,264

* Service is proposed to operate one day a week