

Draft 2024 Conventional Transit Service Plan Changes

Route Structure and Service Guidelines Review

The following recommended changes were included for consideration as part of the 2020-2024 Conventional Transit Service Plan Framework.

ROUTE 10

Proposed Service Changes:

1. Weekday – Increase frequency from 30 minutes to 20 minutes between 6am and 7 am
2. Weekday – Increase frequency from 20 minutes to 16 minutes between 7am and 9 am
3. Weekday – Increase frequency from 20 minutes to 16 minutes between 2pm and 6 pm

Issue/Rationale:

As part of the Rapid Transit Implementation Plan, local routes connecting to a rapid transit line are to have a frequency of no more than twice the headway of the rapid transit routes. With Route 10 connecting to the East London Link that will be operating at a 5 minute frequency, 10 minute headways are targeted for Route 10. Targeting a 10-minute headway requires a significant amount of resources and as such, it is proposed as part of the Draft 2024 Service Plan to slowly start to introduce increased frequency on Route 10, by introducing frequencies between 16 and 20 minutes. In addition, the proposed increased frequency will address current crowding conditions being experienced on the route while functioning as a necessary first step in achieving the headway targets by 2027.

Proposed Service Change	Annual Service Hour Impact	Service Hour Impact (2024)	PM Peak Bus Requirements
Weekday – Increase frequency from 30 minutes to 20 minutes between 6am and 7 am	756	243	0
Weekday – Increase frequency from 20 minutes to 16 minutes between 7am and 9 am	1,512	486	0
Weekday – Increase frequency from 20 minutes to 16 minutes between 2pm and 6 pm	3,024	972	3

ROUTE 20

Proposed Service Changes:

1. Extend service to Oakcrossing during all operating periods

Issue/Rationale:

Currently, the Oakcrossing neighborhood is not serviced after 9pm on Weekdays and not serviced at all on weekends. For riders who live in this area, it creates a large service gap. By providing service to the Oakcrossing neighborhood at all times, this not only benefits transit users in Oakcrossing, but all transit users who use Route 20 in the area as keeping the same routing at all times eliminates any confusion about where the bus will be going at any given time. See Figures I-II

Impacts

Service is maintained along Capulet Lane by Route 27 during the evening and weekend periods, resulting in limited impacts to existing riders in the area.

Recommended Service Change	Annual Service Hour Impact	Service Hour Impact (2024)	PM Peak Bus Requirements
Extend service to Oakcrossing during all operating periods	3,050	901	0

Figure I

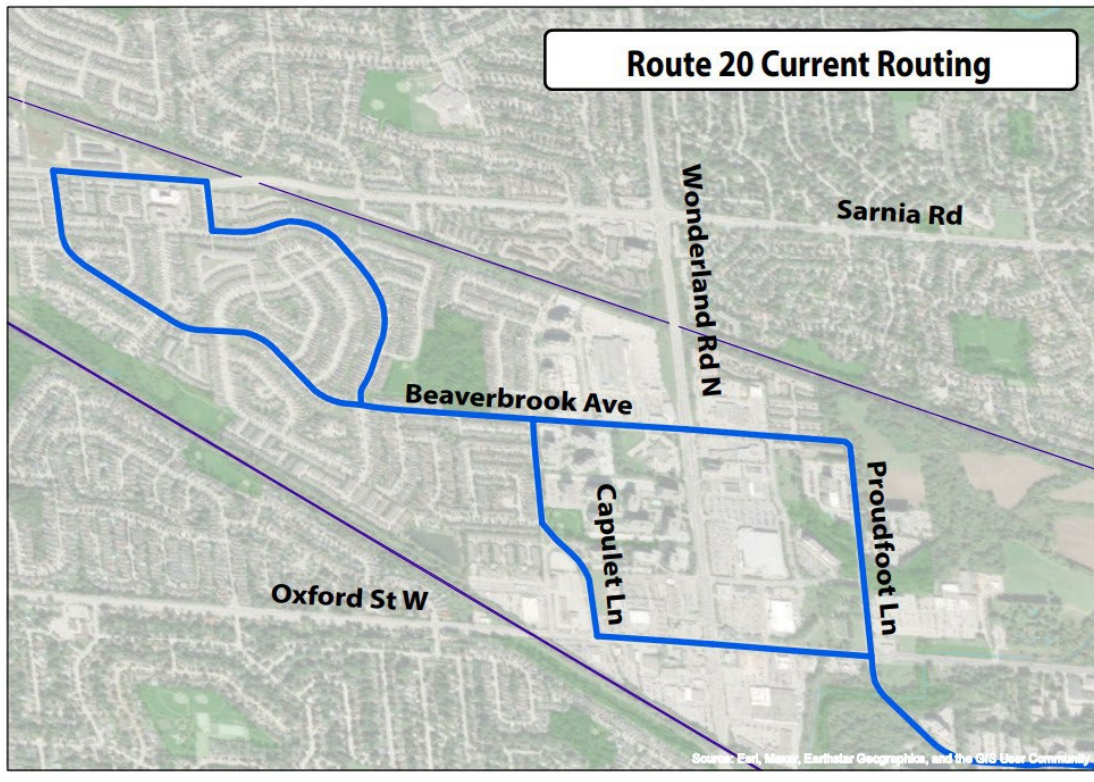
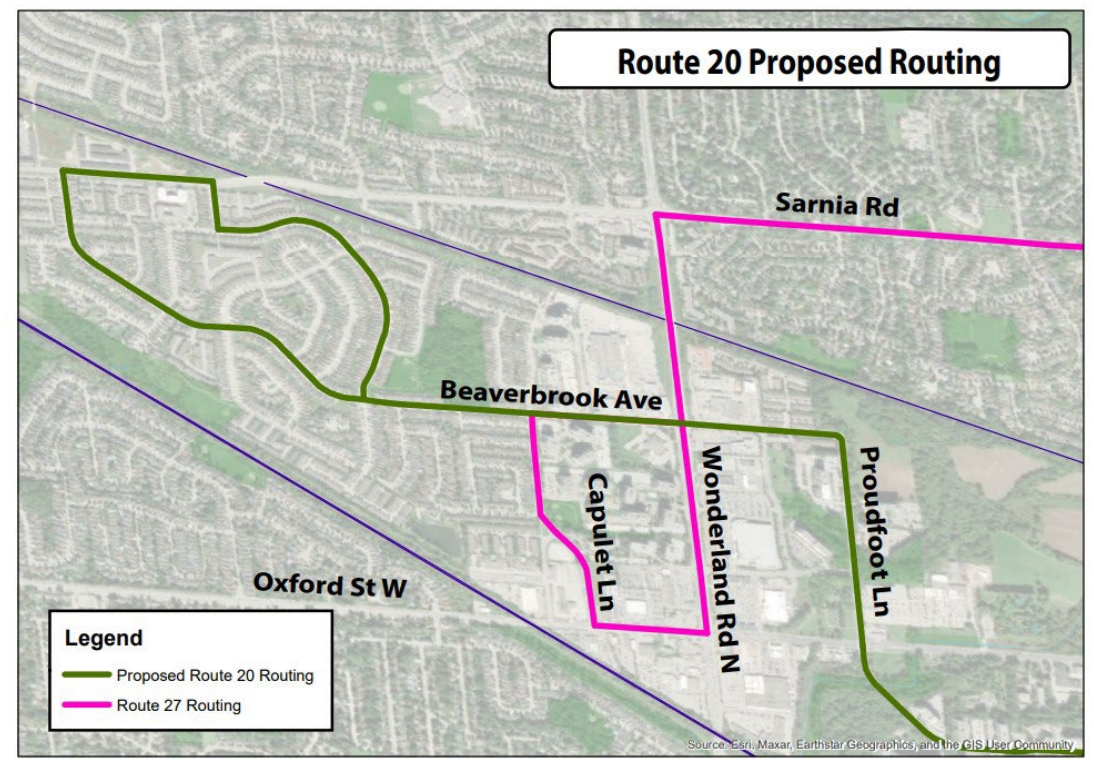


Figure II



ROUTE 91

Proposed Service Changes:

1. Extending service from Fanshawe College to Argyle Mall

Issue/Rationale:

Currently, Route 91 terminates at Fanshawe College, where as Route 17 continues on to Argyle Mall. Route 17 is the only way for Fanshawe students to get to Argyle Mall without having to transfer. As Argyle Mall is a common destination for students living near Fanshawe, there are crowding conditions being experienced on Route 17 between Fanshawe College and Argyle Mall. Having Route 91 mirror Route 17 for this section will help to alleviate these crowding concerns that have been raised by both Operators and passengers alike. See Figures III-IV

Recommended Service Change	Annual Service Hour Impact	Service Hour Impact (2024)	PM Peak Bus Requirements
Extending the route to service Argyle Mall	6,674	2,202	1

Figure III

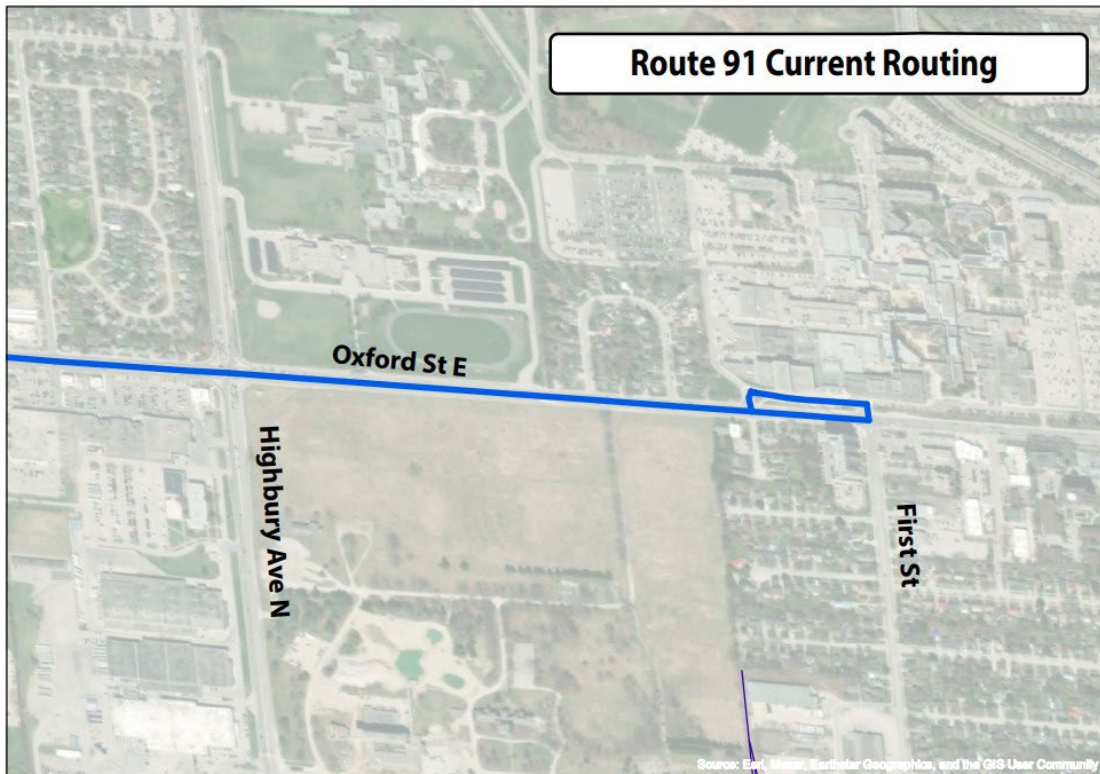
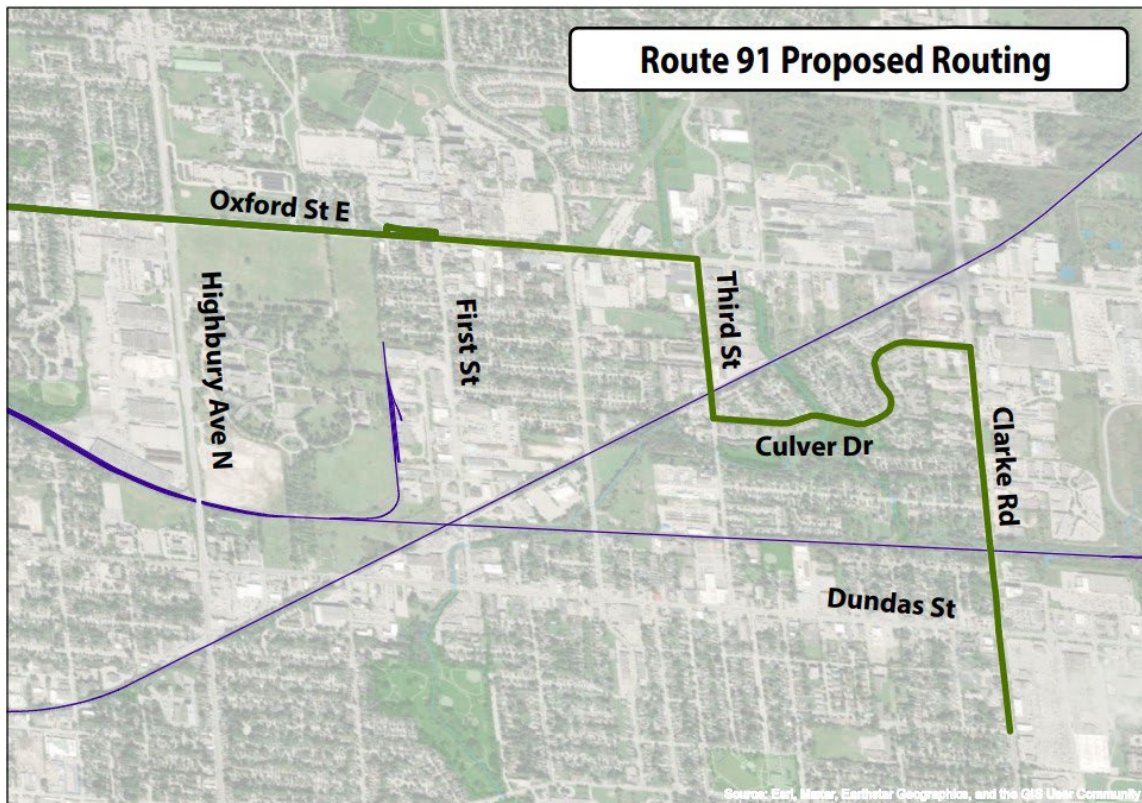


Figure IV



Proposals based on the Annual Service Planning Review Process

The following recommendations are the result of public feedback and Operator input. The proposed changes are intended to address overcrowding concerns, improve schedule adherence and/or, increase frequency. While these recommendations were not directly proposed in the 2020-2024 Service Plan Framework, they are consistent with the strategic directions of the Service Plan Framework given changing ridership demand and network conditions.

Routing Modifications

ROUTE 17B

Proposed Service Changes:

1. Modify route to operate along Riverbend to Oxford

Issue/Rationale:

The proposed routing change will extend Route 17B service further along Riverbend. As a newly developing area that is home to the West 5 neighborhood which has many different shops, offices, restaurants and condos, requests from residents have been received to extend service further into the area. With the bus servicing this new section, it is anticipated that there will be an increase in ridership along this portion of the route. Additionally, existing riders will be able to get closer to these new points of interests than what Route 17B currently provides. See Figures V-VI. The proposed modification to the route can be accommodated within the existing schedule resulting in a cost neutral change.

Impacts:

There is only one stop located in the section of the route would be removed with the proposed changes (Stop #2548 Shore at Kains EB) and it currently has relatively low ridership, therefore there will be minimal impact to existing riders.

Recommended Service Change	Annual Service Hour Impact	Service Hour Impact (2024)	PM Peak Bus Requirements
All days – Removing 17B from Shore Road and operating along Oxford to Commissioners instead	0	0	0

Figure V

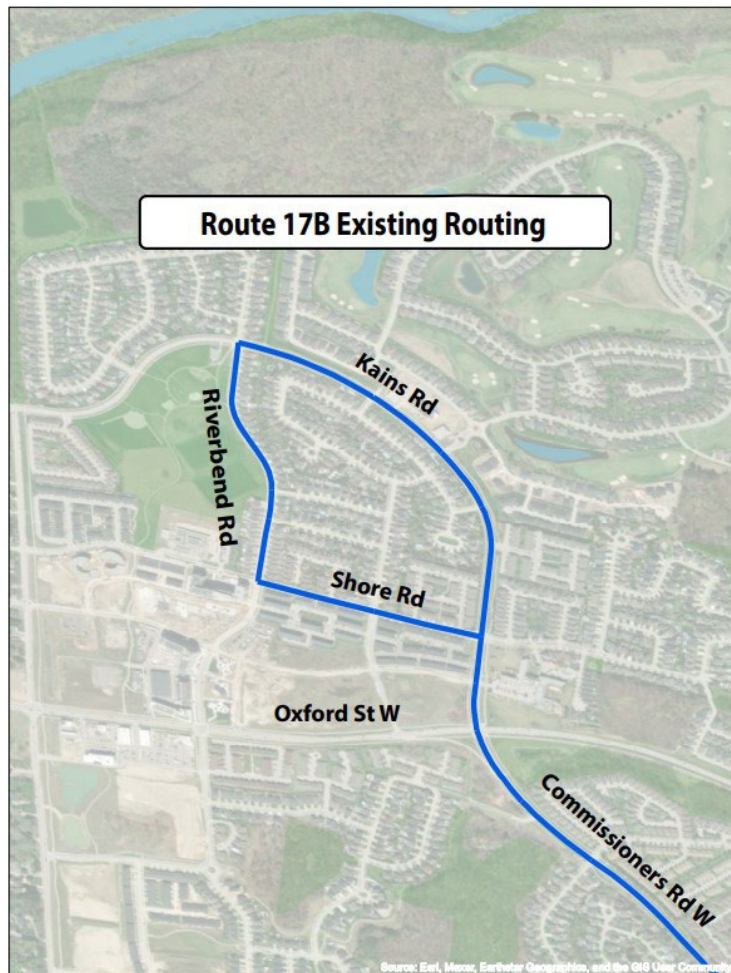
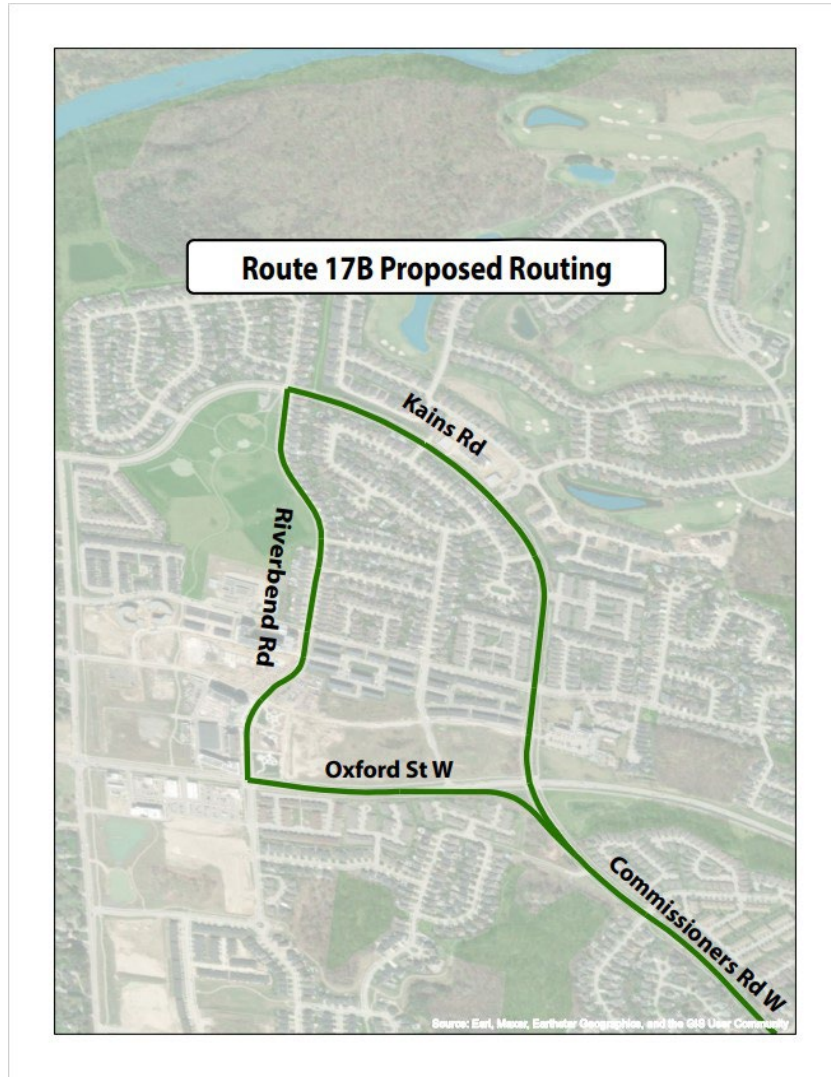


Figure VI



ROUTE 25

Recommended Service Changes:

1. Extend Service into Cedar Hollow Neighbourhood and modify the south east leg of the route to operate via Highbury to Oxford, Oxford to Fanshawe College Boulevard.

Issue/Rationale:

Route 25 is currently experiencing overcrowding issues, with pronounced ridership demand originating from the Cedar Hollow Neighbourhood. Additionally, numerous contacts have requested service closer to Cedarhollow Blvd, a newly built-out neighbourhood road with a public school and seniors residence, each more than 1000 meters from the closest stop on Highbury. See Figures VII-X

Route 25 also provides a direct connection to Masonville Mall, which is not currently present from Oxford and Highbury. Modifying Route 25 south of Huron would provide additional capacity along Highbury between Oxford and Huron, helping to offset some of the current crowding being experienced on Route 10 while also eliminating the need to transfer between Oxbury and Masonville.

Impacts:

Affected passengers have alternate routing options on Fanshawe College Boulevard between Community Gate and Huron St.

Recommended Service Change	Annual Service Hour Impact	Service Hour Impact (2024)	PM Peak Bus Requirements
All days – Extend Service into Cedar Hollow Neighbourhood and modify routing to follow Highbury to Oxford.	6,098	1,453	1

Figure VII

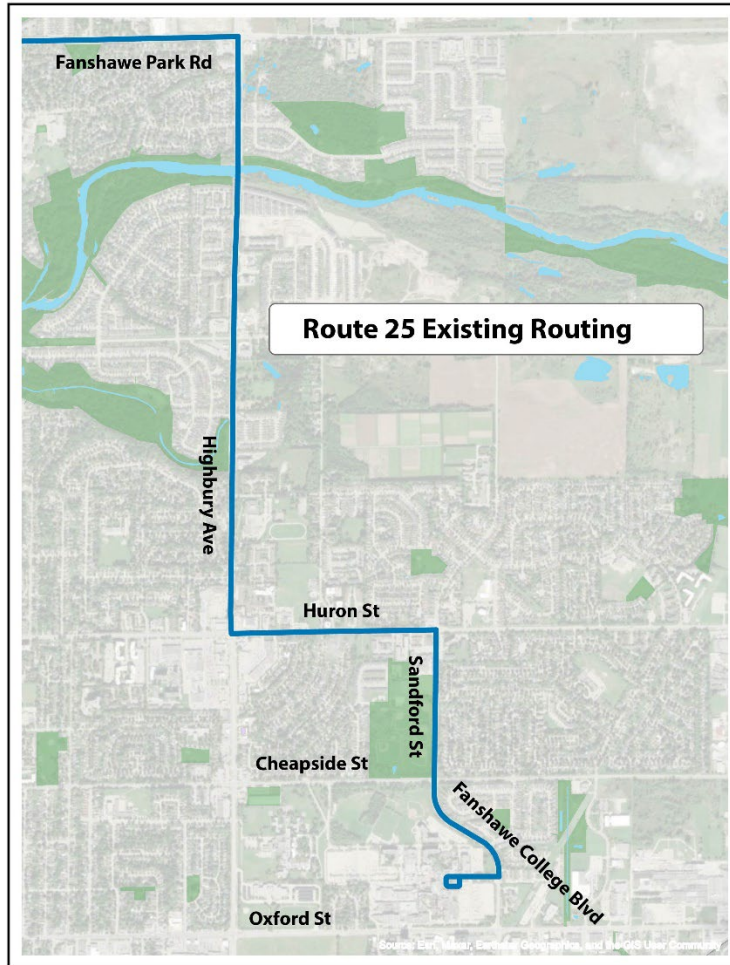


Figure VIII

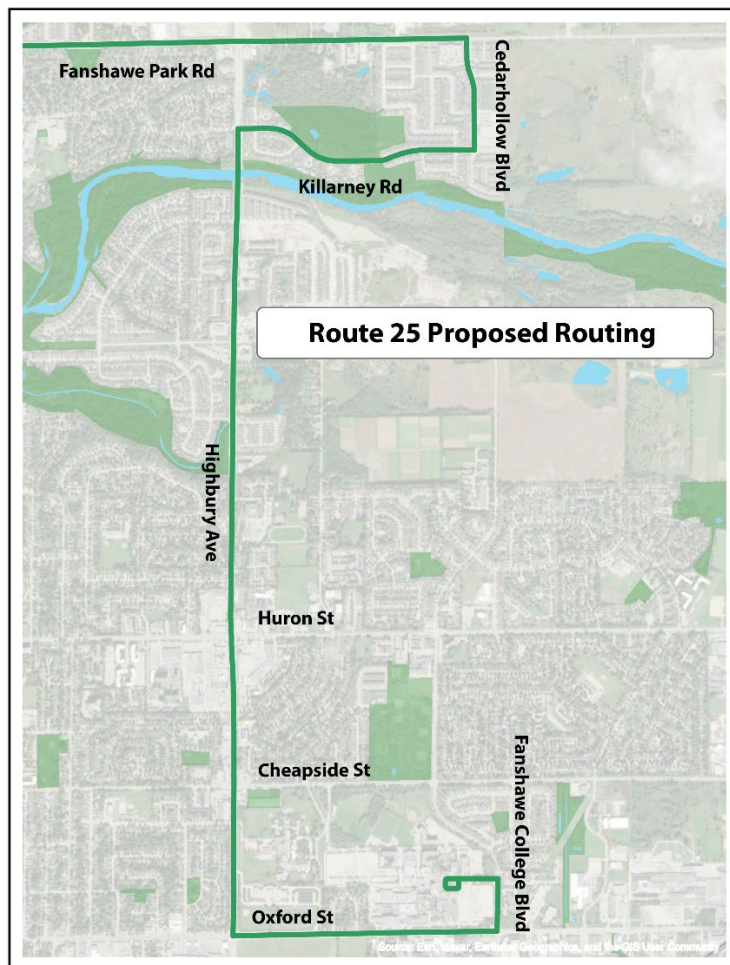


Figure IX

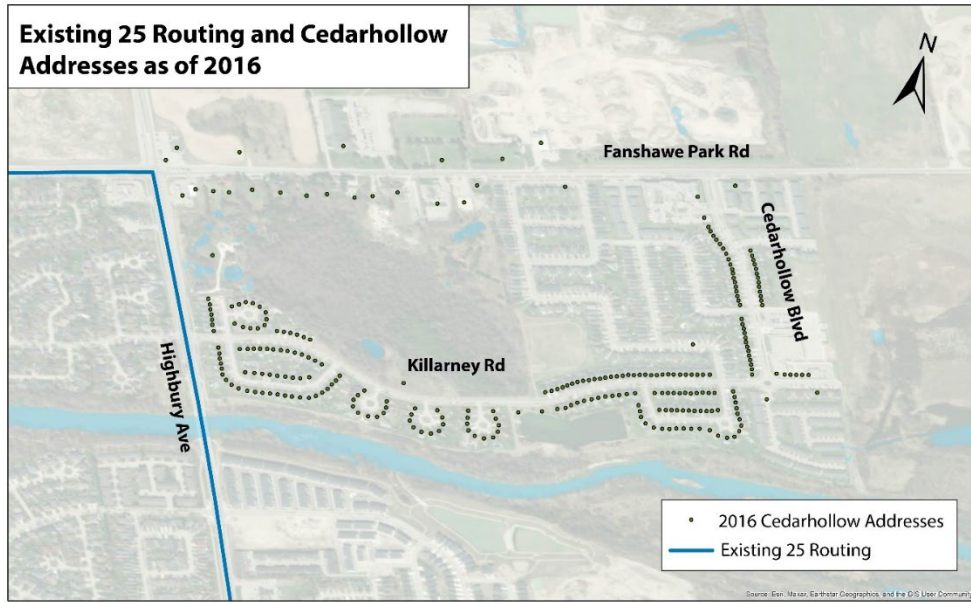
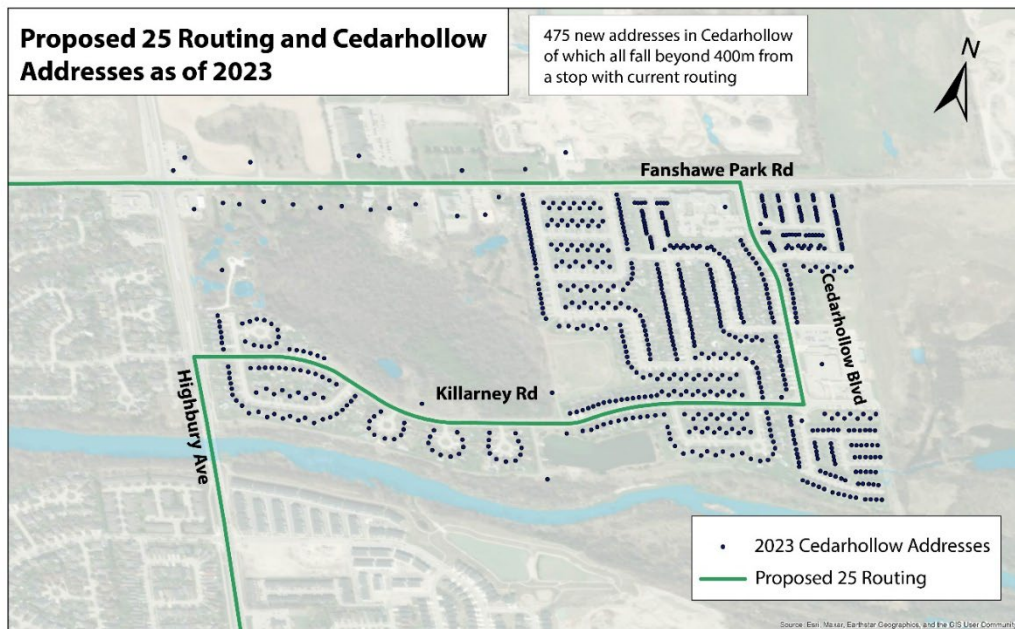


Figure X



Frequency and Service Span Improvements

ROUTE 19

Proposed Service Changes:

1. Weekday – Increase round trip time to 150 minutes all day
2. Saturday – Increase round trip time to 140 between 8am and 2pm, 135 between 2pm and 6pm, and 160 between 6pm and 11pm

Issue/Rationale:

The proposed increase to the Route 19 round trip time will serve to address ongoing schedule adherence and reliability concerns. With lowered speed limits in the Stoney Creek and Valetta neighbourhoods, as well as increased traffic along Hyde Park Rd, Route 19 has been unable to consistently maintain the scheduled headway, resulting in schedule adherence issues and frustration from passengers and operators. See Figures XI-XII

Recommended Service Change	Annual Service Hour Impact	Service Hour Impact (2024)	PM Peak Bus Requirements
Weekday – Increase round trip time to 150 minutes	5,040	1,620	1
Saturday - Increase round trip time to 140 between 8am and 2pm, 135 between 2pm and 6pm, and 160 between 6pm and 11pm	780	255	0

Figure XI

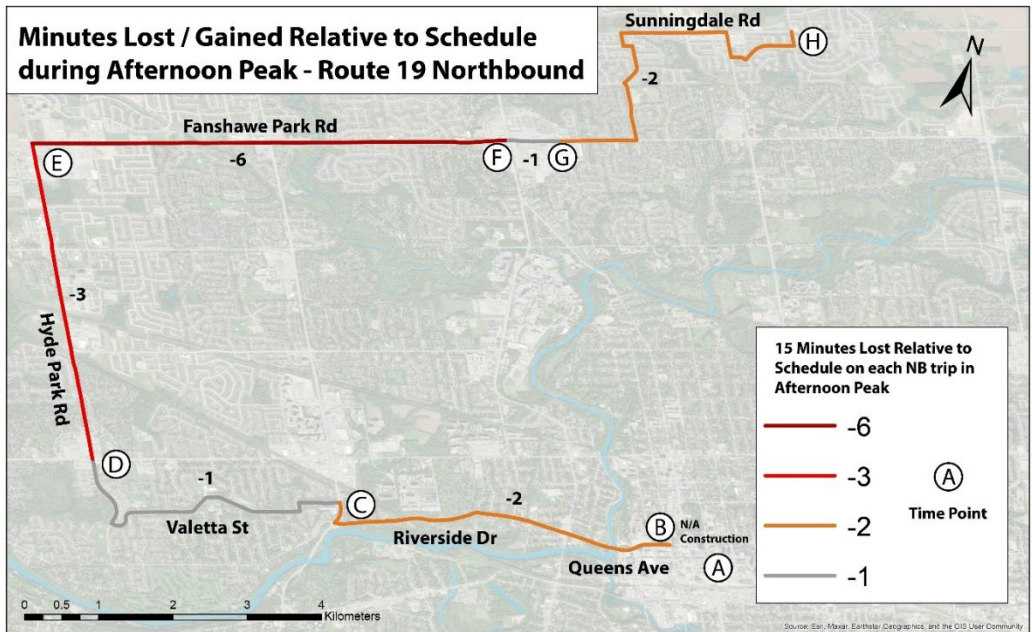
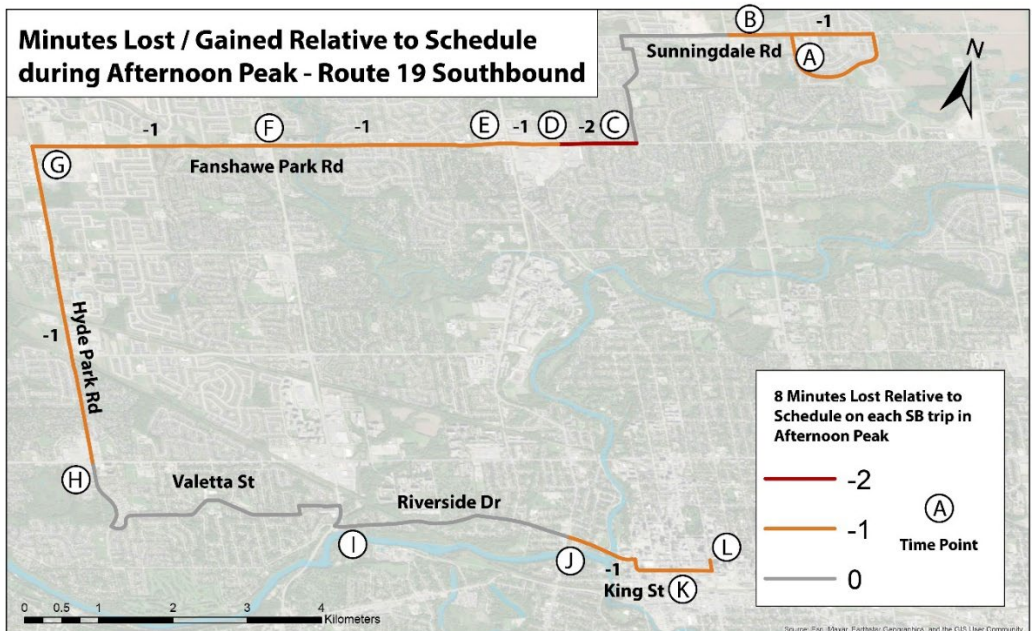


Figure XII



ROUTE 30

Proposed Service Changes:

1. Introduce Weekday mid-day service between 11am and 2:30pm
2. Increase weekday peak period frequency from 40 minutes to 20 minutes

Issue/Rationale:

The proposed increase to the Route 30 frequency and introducing all day service on weekdays, will help alleviate current crowding on the route and allow for more riders to access the service. With more diverse shift times and an increase in ridership on the route, riders have been concerned about there being a gap in service throughout the day when they want to use the service. Additionally, there are no other routes that service most of the areas along the Route 30 routing, leaving transit users waiting until the service continues in the afternoon.

One of the strategic directions of the Five-Year Service Plan Framework is to improve access to industrial areas, the proposed service changes to Route 30 will increase access to the Wilton Grove Industrial Park.

Recommended Service Change	Annual Service Hour Impact	Service Hour Impact (2024)	PM Peak Bus Requirements
Weekday – Add service between the hours of 11am and 2:30pm	882	291	0
Weekday – Increase peak period frequency	2,268	747	1

ROUTE 35

Recommended Service Changes:

1. Sunday – Extend service start time to 9am from 12pm on a 30-minute frequency.

Issue/Rationale:

The proposed extension of Sunday service to 9am on Route 35 is meant to address requests of residents in Trafalgar Heights looking to travel to Argyle Mall before noon for either work, weekend errands or a transfer to an arterial route.

Recommended Service Change	Annual Service Hour Impact	Service Hour Impact (2024)	PM Peak Bus Requirements
Sunday – Extend service start time to 9am from 12pm a 30-minute frequency	186	66	0