

2026 Conventional Transit Service Plan Changes

As set out in the covering report, the recommended service changes for 2026 were selected based on recommendations in the 5 Year Service Plan, as well as those identified from the annual service review of the current network and schedule adherence, crowding concerns.

Recommendations Originating from the Five-Year Service Plan

The following recommended changes were included for consideration as part of the 2025-2029 Conventional Transit Service Plan Framework.

ROUTE 4

Proposed Service Changes:

1. Weekday – Increase frequency from 80 minutes to 60 minutes on the A and B branches in the Early AM.

Issue/Rationale:

Increasing the frequency from 80 minutes to 60 minutes within the A and B branches of Route 4 would raise the level of service in the Jalna area to closer to the minimum standard set out in the five year service plan. Further, the combined frequency of Route 4 north of Southdale would be increased from 40 minutes to 30 minutes in the Weekday Early AM period. This is anticipated to help alleviate crowding conditions experienced on weekday mornings.

Proposed Service Change	Annual Service Hour Impact	Service Hour Impact (2026)	PM Peak Bus Requirements
Weekday – Increase frequency from 80 minutes to 60 minutes on the A and B branches between 6 am and 8 am	504	160	0

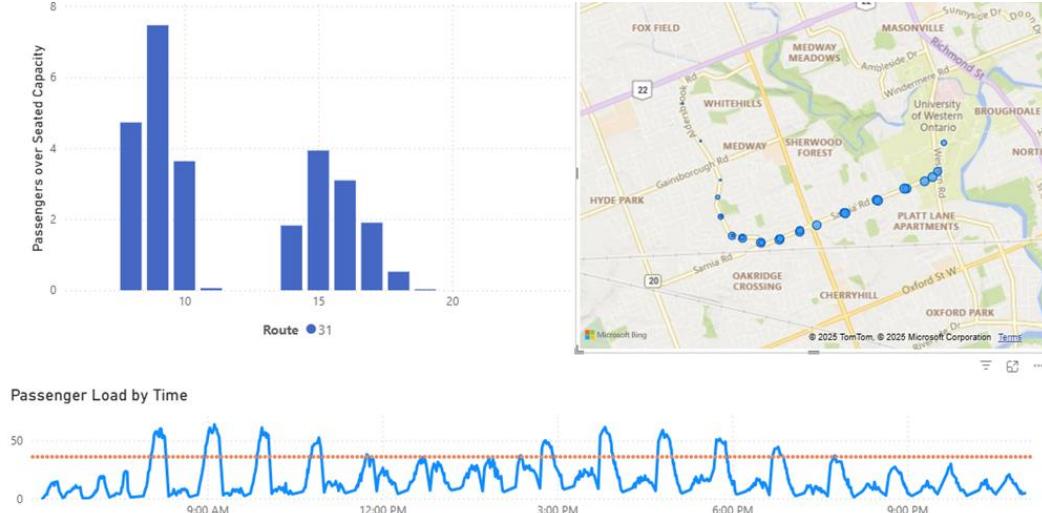
ROUTE 31

Proposed Service Changes:

1. Weekday – Increase frequency from 48 minutes to 30 minutes in the Early AM.
2. Weekday – Extend Late Night service until 1am at 30-minute frequency.
3. Saturday - Introduce Early AM service starting from 6am at 25-minute frequency.
4. Saturday - Extend Late Night service until 1am at 30-minute frequency.
5. Sunday – Introduce Early AM service starting from 7am at 25-minute frequency.

Issue/Rationale:

Route 31 does not currently meet the minimum standard for service span required of a Local Route as set out in the 2025-2029 Service plan. Additionally, Route 31 does not meet the minimum standard for frequency of a Local Route in the Weekday Early AM (30 minutes). Lengthening the service span in the Early AM & Late Night, while also increasing the frequency in the Weekday Early AM would provide additional trip options for passengers travelling between Alumni Hall and the Aldersbrook neighbourhood. With additional trips to choose from, passengers wishing to travel earlier or later will be able to do so, rather than crowding onto the first or last bus.



Proposed Service Change	Annual Service Hour Impact	Service Hour Impact (2026)	PM Peak Bus Requirements
Weekday – Increase frequency from 48 minutes to 30 minutes between 6am and 7am	378	120	0
Weekday – Extend service from 11pm until 1am at existing 30-minute frequency.	1,008	320	0
Saturday - Introduce service from 7am to 8am at existing 25-minute frequency.	104	32	0
Saturday - Extend service from 11pm until 1am at existing 30-minute frequency.	208	64	0
Sunday – Introduce service from 7am to 8:30am at existing 25-minute frequency.	248	84	0

ROUTE 91

Proposed Service Changes:

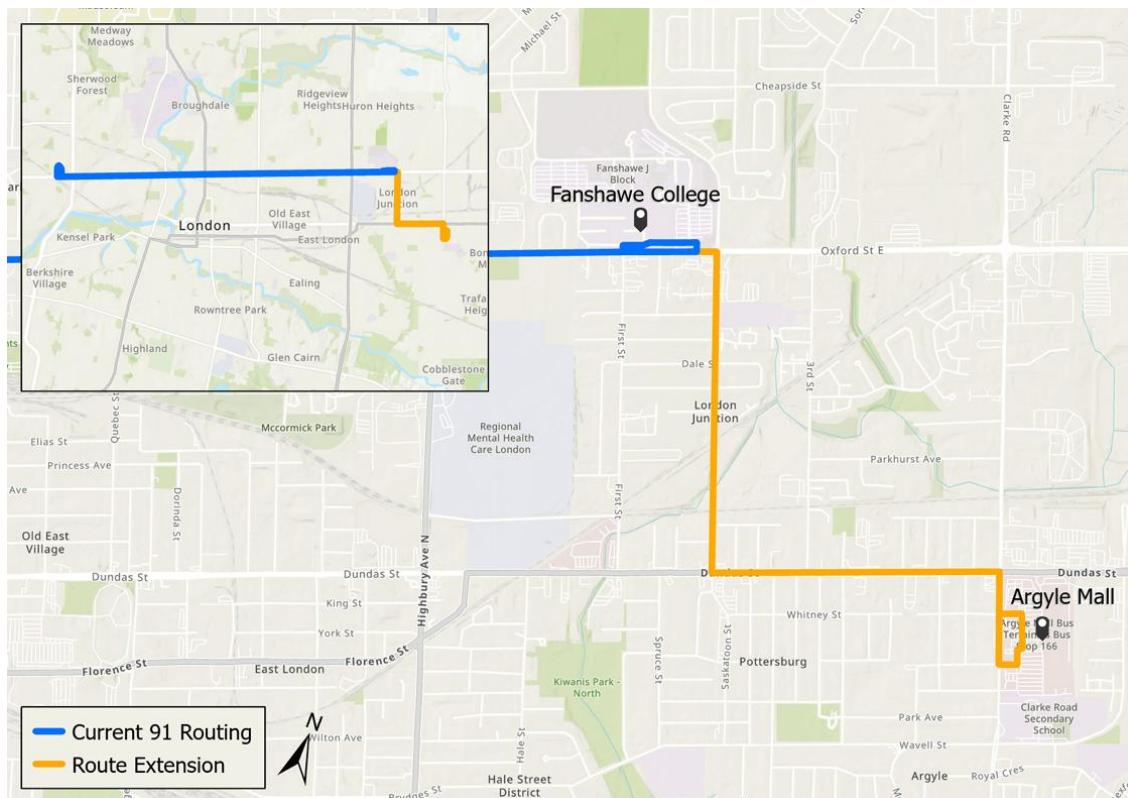
1. All Service Periods – Extend Route 91 from Fanshawe College to Argyle Mall via Second Street.

Issue/Rationale:

Route 91 currently provides express coverage for Route 17 across the busiest portion of the Oxford corridor, however, the important connection between the Argyle area and Fanshawe College is only serviced by Route 17. In this segment of the route, buses frequently exceed seated capacity which causes frustration for passengers attempting to board, since there is no alternative. The 2025 – 2029 Service Plan points out, this section of Route 17 would benefit from the extra layer of express service. Riders boarding at Argyle Mall and riding beyond Second street could spread out between the 17 and 91 alleviating crowding, while passengers catching the bus between Dundas and Oxford, could elect to walk slightly farther to an express stop, but benefit from the quicker travel times of a limited stop express service. Further, a secondary route between Fanshawe and Argyle via Second Street is not only more direct, it would also increase access to transit by bringing approximately 330 additional residents within 400m of a transit stop.

Proposed Service Change	Annual Service Hour Impact	Service Hour Impact (2026)	PM Peak Bus Requirements
All Service Periods - Extend Route 91 from Fanshawe College to Argyle Mall	6,080	1,929	1

Route 91 Proposed extension to Argyle Mall



ROUTE 102

Proposed Service Changes:

1. Weekday – Introduce Early AM service at 30-minute frequency.

Issue/Rationale:

Lengthening the service span in the Early AM on Route 102 would bring the service into alignment with other Core Routes as classified in the 2025-2029 Service Plan. Further, the proposed extension of the service day Would raise the combined capacity of bus services on Richmond Street and Western Road, both of which are corridors that see crowding in the Early AM.

Proposed Service Change	Annual Service Hour Impact	Service Hour Impact (2026)	PM Peak Bus Requirements
Weekday – Introduce service from 6am till 8:30am at 30-minutes frequency.	780	335	0

ROUTE 6

Proposed Service Changes:

1. Weekday – Extend Late Night service until 1am at 35-minute frequency.
2. Weekday – Increase frequency from 35 minutes to 25 minutes in the Late Evening.

Issue/Rationale:

Route 6 provides a reliable connection between 2 major hospitals with Victoria Hospital anchoring the south end of the route, and University Hospital in the north. Originally recommended for 2027, the proposed service changes would bring the route into alignment with minimum service standards for local routes in the 5-year service plan and expand the transit options available for hospital staff travelling after late night shifts.

These service changes have been moved forward to 2026 because Route 6 offers an alternative service to strained routes like the 13 and 90 as it runs parallel to them between Base Line and UH. In the 5-year service plan evaluation, Route 6 performed above average in terms of on-time performance and continues to do so with a path relatively unaffected by the major construction delays. The proposed service changes to Route 6's service-span and frequency represent an opportunity to extend the availability of a dependable north/south route on Richmond. This is expected to create a reliable second option for riders trying to make critical first and last bus transfers in downtown, and share the demand placed on Route 90 and 13.

Proposed Service Change	Annual Service Hour Impact	Service Hour Impact (2026)	PM Peak Bus Requirements
Weekday – Extend service from 12am and 1am at 30-minute frequency.	504	160	0
Weekday – Increase frequency between 9pm and 12am from 35 minutes to 25 minutes.	756	240	0

Recommendations Originating From 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 2025-2029 Service Plan Framework, they are consistent with the strategic directions of the Service Plan Framework given changing ridership demand and network conditions.

ROUTE 24

Proposed Service Changes:

1. Sunday – Introduce Early Evening service at 40-minute frequency

Issue/Rationale:

Service on Route 24 currently ends at 6pm on Sundays. Because of the limited service span, passengers residing in the Summerside neighbourhood are without an easy transit option to return home, or complete evening trips. It is also anticipated that requests for evening service will continue to rise due to significant development in the Summerside neighbourhood. Extending the service span of Route 24 in 2026 could remove some of the obstacles in trip planning and help establish transit as an option while new residents form their travel habits.

Recommended Service Change	Annual Service Hour Impact	Service Hour Impact (2026)	PM Peak Bus Requirements
Sunday – Introduce service between 6pm and 9pm at existing 40-frequnecy	372	126	0

ROUTE 31

Proposed Service Changes:

1. Weekday – Increase the frequency from 30 minutes to 20 minutes in the AM Peak period.
2. Weekday – Increase the frequency from 30 minutes to 20 minutes in the PM Peak period.

Issue/Rationale:

In the Fall of 2025, Route 31 has appeared consistently on customer contacts regarding crowding conditions, and in the 5-year Service Plan, Route 31 surpassed the boardings per hour trigger for service improvements during some service periods. Reviewing passenger count data, a larger proportion of boardings are taking place west of Wonderland Road, which appears to be a continuation in the trend of students living further from traditional student neighbourhoods around Western. Although Route 31 is currently a high priority for articulated bus assignment, the level of crowding has risen considerably as the trend accelerates. For this reason, an increase in frequency is recommended to raise the capacity of the corridor and spread passengers out across a greater number of buses per hour.

Recommended Service Change	Annual Service Hour Impact	Service Hour Impact (2026)	PM Peak Bus Requirements
Weekday – Increase the frequency from 30 minutes to 20 minutes between 6am and 9am	756	240	0
Weekday – Increase the frequency from 30 minutes to 20 minutes between 2pm and 6pm	1,008	320	1

ROUTE 36

Proposed Service Changes:

1. Weekday – Introduce service in the Early Evening period at 15-minute combined frequency and 30-minute frequency in the branches.

Issue/Rationale:

Route 36 operates between 6am and 7pm. The route primarily services commuters heading to work in the industrial areas along Robins Hill, Crumlin and Cuddy, while also connecting Fanshawe's Aviation school and passengers of arriving flights with the rest of the LTC network. An additional 2 late night trips are made at 10pm to bring workers home after late shifts, however, between 7pm and 10pm there is no service. Extending the service span from 7pm would allow workers to more easily get to or from work without a car. The proposed service change would also align with the City's focus on industrial transit service as a way of broadening employment opportunities without requiring car ownership.

Recommended Service Change	Annual Service Hour Impact	Service Hour Impact (2026)	PM Peak Bus Requirements
Weekday – Introduce service from 7pm till 10pm at existing 15-minute frequency	1,512	480	0

ROUTE 90

Proposed Service Changes:

1. Weekday – Increase the round-trip time from 75 minutes to 90 minutes in the AM Peak & Base periods and 105 minutes in the PM Peak.

Issue/Rationale:

The southern half of Route 90 aligns with current rapid transit construction on Wellington Road that isn't anticipated to be completed for several years. The construction has caused significant delays to both Route 90 and 13, however, as an express route, Route 90's schedule is written with the expectation that limited stops allow for quicker round trip times. This is not the case when both routes are waiting in the same traffic along Wellington, amplifying delays that are already beyond what can be offset by scheduled recovery time. In September of 2025 it was not uncommon to see buses on Route 90 consistently 30 minutes late. Adding a bus and increasing the round-trip time is necessary to meet the frequencies previously offered to passengers and restore confidence the route will operate on time.

Recommended Service Change	Annual Service Hour Impact	Service Hour Impact (2026)	PM Peak Bus Requirements
Weekday – Increase the round-trip time from 75 minutes to 90 minutes from 7am to 2pm and 105 minutes from 2pm to 6pm	2,772	880	1

ROUTE 93

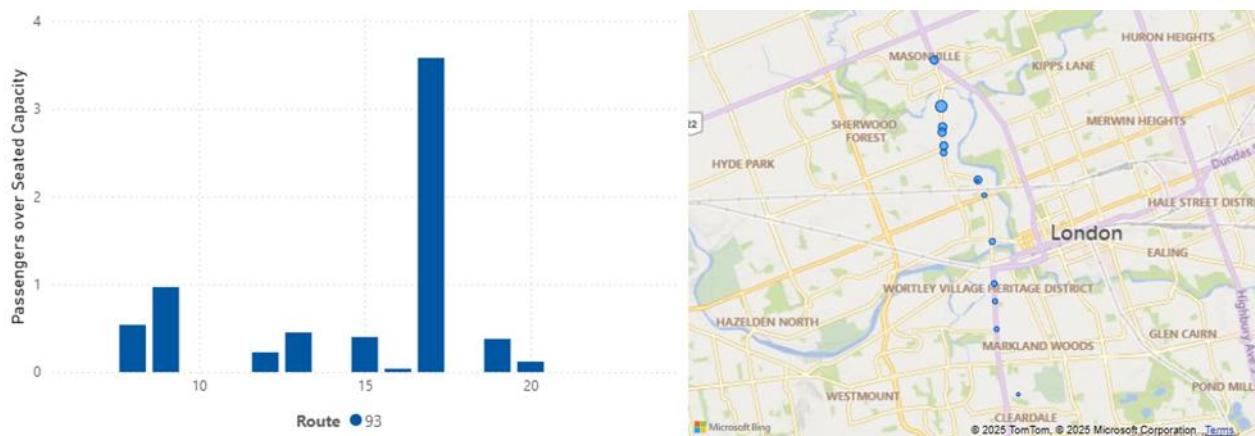
Proposed Service Changes:

1. Weekday – Increase the frequency from 30 minutes to 20 minutes and the round-trip time from 90 minutes to 100 minutes during AM Peak.
2. Weekday - Increase the frequency from 30 minutes to 20 minutes and the round-trip time from 90 minutes to 100 minutes during PM Peak.
3. Weekday - Increase the frequency from 40 minutes to 25 minutes in the Late Evening period.

Issue/Rationale:

Route 93 connects Masonville to Western, the Wharncliffe corridor, and White Oaks. With multiple of the city's largest trip generators serviced by Route 93, it often appears near the top of passenger count reports and articulated bus priority. Although the southern half of the route performs well, the segment north of Riverside to Masonville often exceeds seated capacity. Given that Route 93 is a limited stop express service north of Highview, the crowding would suggest considerable demand for regional travel between major destinations along Wharncliffe/Western and Richmond. Further, Route 93 provides the quickest transit ride between Masonville and Western, and is likely to draw additional riders as students occupy housing around major nodes like Masonville. The proposed service changes to Route 93 are expected to increase capacity by raising frequency, while also adding reliability with extended round-trip times for operators to board the large number of passengers trying to access the service.

Although Route 13 and 90 also offer relatively direct connections between Western and Masonville, these routes continue to experience reliability concerns due to extensive delays caused by construction on Wellington. Any service hours put towards the routes on that corridor would be better spent bolstering reliability given the variable nature of construction delays and drive times



Passenger Load by Time



Recommended Service Change	Annual Service Hour Impact	Service Hour Impact (2026)	PM Peak Bus Requirements
Weekday – Increase the frequency from 30 minutes to 20 minutes and the round-trip time from 90 minutes to 100 minutes between 6am and 9am	1,250	400	0
Weekday - Increase the frequency from 30 minutes to 20 minutes and the round-trip time from 90 minutes to 100 minutes between 2pm and 6pm	1,008	320	1
Weekday - Increase the frequency from 40 minutes to 25 minutes from 9pm and 12am	756	240	0