

## the state of PUBLIC TRANSIT

### LONG-TERM TARGETS

In addition to building a rapid transit system, the region's transportation master plan includes a number of long-term improvement targets;

- Expansion of GO Transit's commuter rail services, including new services to Woodbridge, Kleinburg and Markham's Cornell community;
- New GO Transit rail stations at 15 locations;
- 10 potential "gateways" to the transit network where auto drivers and passengers can conveniently change modes from auto to transit;
- Grid network of feeder bus services in urban areas of the region with improved integration of services across the Steeles Avenue boundary;
- Network of rural bus routes connecting the outlying communities to the urban centres and rapid transit services;
- Widespread application of transit priority measures in the southern part of the region, such as priority at traffic signals already under way, queue-jump lanes at congested intersections, high-occupancy vehicle lanes and reserved bus lanes;
- System of commuter parking lots to facilitate access to the transit and high-occupancy networks and;
- Community transit for smaller outlying communities.

### BY THE NUMBERS

When Viva, the region's new bus rapid transit service, begins operation in September, the key design features will include;

**6** » Number of routes operating during peak periods; four off-peak routes;

**10** » Number of minutes between buses during peak service on each route, five-minute service or better on much of the built-up southern parts of the region;

**15** » Number of minutes between buses during off-peak service on each route with co-ordinated transfer connections where rapid transit routes meet.

Intelligent transit systems, intersection improvements and queue-jump lanes allows Viva buses to hold green lights longer and move through intersections faster;

**18** » Number of hours of service weekdays — approximately 5:30 a.m. to 10:30 p.m. — with slightly

later starts on weekends — 7 a.m. Saturday, 8:30 a.m. Sunday;

**18** » Length in metres of elongated buses on Yonge Street routes and 12-metre vehicles on other routes;

**1** » Number of kilometres between stops;

Integrated with York Region Transit network with parallel local service on corridors, plus feeder routes to most stations;

**\$400M** » The amount of funding expected from the provincial and federal governments for the second phase of York's rapid transit plan, which includes building dedicated transit lanes separating buses from other traffic and;

**2009** » The year York will review implementing its third phase, which could also involve light rail transit only after a major review of the rapid transit program.

— Roy Green



SUN-TRIBUNE FILE PHOTO

Regional chairperson Bill Fisch helped present the first Viva bus at a ceremony at the York Region administration building May 30.

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