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Transit fares edge up 20 cents in '09

BY DAVID FLEISCHER Staff Writer

The new year will bring new routes for our transit system and new fare hikes for transit riders.

York Region Transit's 2009 draft plan, which hikes adult fares from \$2.40 to \$2.60, was approved this week by regional council.

Staff considered several options for fare changes, which come into effect Jan. 1, before recommending an increase on all tickets and passes and holding the cash fare at \$3.

The cost of 10 adult tickets rises

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to \$26 from \$24 and a multipass will cost 10.5 per cent more, at

Student tickets are also seeing increases, with a package of 10 costing \$19 and a pass rising from \$65 to \$75.

The average 8.1-per-cent increase is another in a series. Fares climbed 6.57 per cent last year and, in 2006, adult fares were \$2.20 while students paid \$1.70.

Aside from the adult fares, most of YRT's rates are below the average of other GTA transit services.

"We've seen enormous pressure

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because of fuel prices," YRT head Don Gordon said.

They cost the transit system \$5 million more in 2008 than projected and the increase will barely off-set that, he added.

"What we're really trying to do is find a reasonable balance between what users pay and what taxpayers pay," he said.

Right now, the fare box accounts for about 40 per cent of revenues but they aim to achieve a 50-50 split.

The draft plan still needs to be reviewed by stakeholders and then pass the budget process before YRT knows how much of its wish list will be fulfilled.

The plan prioritizes improving schedule reliability as well as offering better service to growing areas.

"It's important that people mov-. ing into new areas know public transit is there before buying that second or third vehicle," Mr. Gordon said.

While Viva provides express service on Yonge Street and Hwy. 7, YRT hopes to add similar express services on other north-south streets, such as Bathurst Street, Bayview Avenue and Jane Street.

The use of passes is increasingly common, partly due to a federal tax credit and could grow with the implementation of an integrated fare smart card called Presto.

Expected to become the standard across transit systems, it is being rolled out in the western GTA, and should hit York Region in late 2010 or early 2011.

A survey of local transit users found respondents almost evenly split on what is most important to them.

More frequent service was the choice of 26 per cent, while 22 per cent opted for longer hours, 21 per cent cited reliability and schedule adherence while 20 per cent wanted better area coverage.

Weekends and rush hours were considered the most in need of service improvements.

New routes in established subdivisions such as Millken and Major Mackenzie/Weston Road.

KEY PLAN HIGHLIGHTS

- Service to new subdivisions in Markham and Newmarket
- New GO train expansions, in anticipation of expanded service on the Barrie line
- New express service on corridors such as Bathurst, Bayview and Jane Street
- Improved reliability on existing routes and expansion of Dial-a-Ride.

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