

APPENDIX 1 Weekday Daily Ridership

2008 Daily Boardings			
Ranking	Routing	Daily	Status
1	19	14,565	
2	26	10,161	
3	3	8,146	
4	19A	8,047	
5	1C	7,894	
6	1	7,774	
7	5	5,987	
8	42	4,426	
9	7	4,397	
10	13	4,393	
11	20	3,533	
12	10	3,469	
13	110	3,231	
14	201	3,052	
15	23	3,040	
16	34	2,979	
17	61	2,694	
18	38	2,663	
19	8	2,530	
20	66	2,481	
21	9	2,465	
22	5B	2,348	
23	89	2,330	
24	76	2,246	
25	202	2,154	
26	44	2,065	
27	51	2,038	
28	22	1,951	
29	6	1,897	
30	28	1,871	
31	11	1,846	
32	35	1,763	
33	39	1,735	
34	48	1,670	
35	53	1,667	
36	45	1,554	
37	36	1,473	
38	61A	1,341	
39	18	1,324	
40	15	1,185	
41	4	1,166	
42	51A	1,063	
43	11A	923	
44	68	915	
45	57	882	
46	31	868	
47	45A	781	
48	16	682	
49	70	622	
50	27	597	
51	12	488	
52	67	438	
53	49A	409	
54	49	405	
55	17	387	
56	30	364	
57	65	325	
58	82	281	
59	33	254	
60	47	249	
61	50	219	
62	82A	112	
63	25	99	
64	64	74	
65	32	53	
66	62	45	

System Wide Daily Ridership: 155,000

Route Average Daily Ridership = 2,047

Daily Ridership Less Than 200

Yellow Highlighted Cells - Recommended routes for service reduction analysis

APPENDIX 2 Weekday Daily Subsidy per Boarding

2008 Subsidy/Boarding			
Ranking	Route	Daily	Status
1	1C	\$ 0.29	
2	19	\$ 0.31	
3	19A	\$ 0.47	
4	3	\$ 0.60	
5	1	\$ 0.63	
6	202	\$ 0.73	
7	22	\$ 0.78	
8	5B	\$ 0.81	
9	26	\$ 0.89	
10	20	\$ 0.91	
11	5	\$ 0.99	
12	49A	\$ 1.08	
13	11	\$ 1.09	
14	70	\$ 1.09	
15	66	\$ 1.17	
16	28	\$ 1.20	
17	34	\$ 1.22	
18	89	\$ 1.23	
19	201	\$ 1.24	
20	51A	\$ 1.25	
21	76	\$ 1.25	
22	61	\$ 1.26	
23	61A	\$ 1.28	
24	23	\$ 1.30	
25	7	\$ 1.32	
26	42	\$ 1.35	
27	230	\$ 1.45	
28	11A	\$ 1.53	
29	16	\$ 1.60	
30	10	\$ 1.61	
31	9	\$ 1.65	
32	110	\$ 1.70	
33	15A	\$ 1.77	
34	13	\$ 1.88	
35	51	\$ 1.88	
36	36	\$ 1.91	
37	53	\$ 1.92	
38	68	\$ 1.94	
39	45A	\$ 1.96	
40	47	\$ 2.11	
41	82	\$ 2.17	
42	6	\$ 2.24	
43	12	\$ 2.34	
44	8	\$ 2.35	
45	18	\$ 2.41	
46	35	\$ 2.42	
47	45	\$ 2.43	
48	44	\$ 2.57	
49	39	\$ 2.59	
50	38	\$ 2.65	
51	27	\$ 2.68	
52	4	\$ 2.69	
53	48	\$ 3.18	
54	30	\$ 3.24	
55	57	\$ 3.28	
56	49	\$ 3.32	
57	82A	\$ 3.32	
58	15	\$ 3.38	
59	67	\$ 3.73	
60	31	\$ 3.91	
61	17	\$ 4.02	
62	65	\$ 4.19	
63	25	\$ 4.53	
64	50	\$ 5.65	
65	33	\$ 10.28	

System Wide Average
Subsidy/Boarding = \$1.39

Subsidy/Boarding
More Than \$4.25

Mississauga Transit GO Shuttles:

2008 Subsidy/Boarding			
Ranking	Route	Daily	Status
1	64	\$ 2.94	
2	32	\$ 5.02	
3	62	\$ 5.49	

Subsidy/Boarding
More Than \$4.25

NOTE: GO Shuttle routes are calculated separately due to GO Transit Fare Integration

 - Recommended routes for service reduction

APPENDIX 3 Detailed Route Analysis

Route	Daily 08 Subsidy /Boarding	Daily 08 Boardings	Daily 07 Boardings	Daily 06 Boardings	Daily 05 Boardings	Daily 04 Boardings	Service Period	Service Type	Impacts/Comments	Alternative Options	Recommendation
Regular Routes											
25	\$ 4.53	99	74	61	50	50	Peak	Industrial Local Feeder	- historical ridership trend indicates steady and high rate of growth over the past 5 years *- industrial local route feeding Hurontario service and the ridership expected to grow more as Hurontario service gets improved significantly	no practical alternative options available	Remain
33	\$ 10.28	254					All Day	Community Local	- route was designed to streamline Route 34 and it is a local community route that required for the south Churchill Meadow community connecting Shopping Centre, School, Community Centre and hospital *- route rationalization is required to attract more peak period riders since peak period performance is worse than midday, and customer requests of connecting to Streetsville GO Station	Route 46 is available for Erin Centre Blvd portion during peak only and no alternative routes available for the rest of the route section	Service reduction / rationalization
50	\$ 5.65	219	214	283	264	222	Peak	Industrial Local	- route provides connection to/from Islington Subway for employees working in the Airport Corporate Centre and the route carries ridership on peak direction only and it is interlining with Route 17 *- future plan to change Route 17 and 50 as employment local feeder in the Airport Corporate Centre	alternate routes are available but require number of transfers and longer walking	Remain
GO Shuttles											
32	\$ 5.02	53					Peak	GO Shuttle	- route introduced in October 2007 when Lisgar GO Station was opened, ridership can be reached to 60 during winter time and historical trend not established yet *- ridership pattern should be monitored cautiously and no practical alternative options available	no practical alternative options available	Remain
62	\$ 5.49	45	92	87	n/a	n/a	Peak	GO Shuttle	- ridership has dropped significantly for the past 3 years and the subsidy per boarding is highest among GO Shuttle routes *- with Cooksville area local route plan revision in future, 100% of the passengers should have alternative option to access Cooksville GO Station	alternate routes available in future with Cooksville area local route plan revision	Cancel
64	\$ 2.94	74	101	146	n/a	n/a	Peak	GO Shuttle	- Route 64 is the best performing route among all GO shuttle routes and the ridership impact would be more significant than other GO Shuttle services and no practical alternative options available *- ridership has dropped significantly for the past 3 years and should be monitored cautiously	no practical alternative options available	Remain

APPENDIX 4 Frequency Reduction Analysis

Ranking	Route	2008 Boardings	2008 Subsidy/Boarding	2008 Serv Hrs	2009 Service Hours		2009 Service Design			Avg Loading	Recommendation	Proposed		
					Last Trip	Direction	Hwy	RTT	No. Veh			Frequency	Savings in Veh	Savings in Hrs
1	19	715	\$ 0.90	18.13	1:25 AM	North	20	120	6	18				
2	42	255	\$ 1.54	8.30	12:53 AM	East	34	102	3	13				
3	11	177	\$ 1.61	5.90	2:22 AM	North	36	72	2	11				
4	1C	279	\$ 1.61	9.30	12:21 AM	East	28	112	4	17				
7	61	125	\$ 2.74	5.78	11:58 PM	South	34	102	3	11				
8	10	110	\$ 3.01	5.42	11:35 PM	North	30	120	4	13				
9	7	211	\$ 3.24	10.95	12:36 AM	North	30	120	4	13				
10	5	266	\$ 3.26	13.88	1:07 AM	North	27	108	4	11				
11	26	649	\$ 3.28	33.97	2:22 AM	West	17	136	8	12	Reduce Freq	19	1	4.25
12	1	415	\$ 3.39	22.23	3:16 AM	East	28	112	4	9				
13	20	141	\$ 3.46	7.67	12:44 AM	West	26	78	3	10				
14	28	70	\$ 3.61	3.93	12:03 AM	South	22	44	2	6				
15	36	76	\$ 3.73	4.37	2:08 AM	CCW	32	32	1	8				
16	48	164	\$ 4.16	10.23	1:45 AM	North	30	60	2	5				
18	34	135	\$ 4.65	9.17	1:02 AM	West	25	75	3	7				
19	16	22	\$ 4.67	1.50	11:30 PM	South	30	30	1	8				
20	23	96	\$ 4.74	6.62	1:20 AM	West	34	68	2	6				
21	9	101	\$ 4.84	7.08	12:34 AM	North	30	90	3	9				
22	68	22	\$ 5.59	1.73	11:45 PM	CW	36	36	1	6				
24	53	25	\$ 5.64	1.98	11:10 PM	South	29	58	2	5				
25	66	44	\$ 6.01	3.67	11:58 PM	North	28	56	2	6				
26	13	151	\$ 7.63	15.37	2:01 AM	North	33	99	3	5				
28	33	22	\$ 8.36	2.42	12:18 AM	West	30	30	1	4				
29	51	50	\$ 8.48	5.57	12:25 AM	North	34	68	2	4				
30	39	42	\$ 8.59	4.73	12:06 AM	West	35	105	3	5				
31	44	50	\$ 10.24	6.57	12:17 AM	South	30	90	3	4	Reduce Freq	45	1	2.19
32	31	21	\$ 10.41	2.80	11:21 PM	North	30	60	2	3	Reduce Freq	60	1	1.4

NOTE: Frequencies & # of Trips according to May 2009 Board Period

Total savings in hrs	7.84
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Total savings operating cost	\$ 173,200
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