



# Corporate Report

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**DATE:** November 25, 2008

**TO:** Chair and Members of Budget Committee  
Meeting Date: December 8, 2008

**FROM:** Martin Powell, P. Eng.  
Commissioner, Transportation and Works

**SUBJECT:** **Mississauga Transit Final Service Reduction Recommendations & Implementation Plan**

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**RECOMMENDATION:** That the final service reduction recommendation and the proposed implementation plan outlined in the report dated November 25, 2008 from the Commissioner of Transportation and Works Department be approved.

**BACKGROUND:** At the October 15, 2008 Budget Committee meeting, the Transportation and Works Department submitted the report attached in Appendix 1 entitled "Mississauga Transit Service Reduction Recommendation". The recommendations for service reduction contained in the report were based on the system wide route performance analysis using 2007 ridership and operating data.

The report recommended that the Transportation and Works Department review the performance of the routes included in the initial recommendations for service reduction using 2008 ridership and operating data to finalize the list and develop an implementation plan in accordance with the final recommendations. The Budget Committee also recommended a further review of Route 37.

**COMMENTS:****Service Reduction Recommendation**

Mississauga Transit has conducted a system wide review of route performance with a view towards eliminating or reducing service levels on poor performing transit routes. Based on a system wide review using the 2007 ridership data, the following transit routes were initially recommended:

- Route Elimination: 15B, 37, 43, 74, 25, 63 and 37A
- Late Evening Frequency Reduction: 5, 26 and 48

A system wide route performance was re-examined using the 2008 ridership and operating data to verify the initial recommendations for service reduction listed above.

Results of the re-examination indicate that there are no significant differences in the rankings and values of the route performance and the ridership between 2007 and 2008 except for Route 25 Traders Loop and Route 60 Meadowvale GO Shuttle.

**Route 25**

Based on 2007 ridership performance, the subsidy required per boarding for Route 25 was \$5.85 with daily ridership of 74 passengers. 2008 ridership performance indicated that the subsidy per boarding for Route 25 decreased to \$4.04, which is very close to the cut-off point of the performance standard (\$4.00) used in the analysis. Moreover, the historical ridership trend over the past 4 years shows 25% average annual growth with 34% ridership increase between 2007 and 2008. With this rate, it is reasonable to assume that the projected ridership would decrease the subsidy per boarding to below the cut-off point in a year.

Route 25 provides the service to the business employment area within the Gateway Planning District along Hurontario Corridor that shows steady growth in employment in conjunction with the continued transit service improvements along Hurontario Corridor.

Thus, it is recommended that Route 25 be removed from the route elimination list.

**Route 60**

Route 60 is a GO Shuttle route designed to provide direct connection to Meadowvale GO Station serving residents who live within the boundary of Tenth Line, Aquitaine Ave, Winston Churchill Blvd and south of Milton GO Rail line.

The 2007 subsidy required per boarding for Route 60 was \$2.11 with ridership of 77 passengers. However, 2007 ridership data does not reflect the impact of Lisgar GO Station, which was opened in October 2007. With opening of Lisgar GO Station, approximately 800 free parking spaces were added for GO passengers within Meadowvale GO catchment, which is now shared by Lisgar and Meadowvale GO Stations. This highly affected the ridership on Route 60 since the service area of Route 60 is within 5 min. driving distance of Lisgar GO Station. Accordingly, the 2008 ridership of Route 60 is decreased to 46, which is 40 % ridership reduction over one year period with the subsidy per boarding of \$5.46.

A review of detailed 2008 ridership data indicated that approximately 24 passengers of Route 60 will no longer have a direct transit connection to GO Station and the rest of 22 passengers (48%) will have alternate options using Route 46 to Lisgar GO Station and Route 10 to Meadowvale GO Station. Given that GO Transit has attracted many choice riders (passengers who have access to automobiles but choose to take transit) in Mississauga, it is not practical at this point to consider re-routing Route 60.

As a result of the re-examination of the ridership performance using 2008 data, the final recommendations for service reduction are following.

<b>Route Elimination</b>	<b>Late Evening Frequency Reduction</b>
<ul style="list-style-type: none"> <li>• Route 15B (Ward 5)</li> <li>• Route 43 (Ward 2)</li> <li>• Route 74 (Ward 4)</li> <li>• Route 37 (Ward 2)</li> <li>• Route 37A (Ward 2)</li> <li>• Route 60 (Ward 9)</li> <li>• Route 63 (Ward 4)</li> </ul>	<ul style="list-style-type: none"> <li>• Route 5</li> <li>• Route 26</li> <li>• Route 48</li> </ul>

### Implementation Plan

The implementation plan was developed to schedule the recommended service reductions in a phased manner during the year of 2009. This allows a route-by-route customer communication strategy to be implemented prior to the date as indicated in the table below. Customers will be provided with advance notice and assistance with alternate trip plans where feasible.

Implementation Date (2009)	Service	Service Reduction Details
January 5 <sup>th</sup>	Weekday Saturday	Cancel Route 74
January 26 <sup>th</sup>	Weekday	Reduce late evening frequency of Route 26 & 48
March 23 <sup>rd</sup>	Weekday	Cancel Route 15B & 60 Reduce late evening frequency of Route 5
May 19 <sup>th</sup>	Weekday	Cancel Route 63
July 6 <sup>th</sup>	Weekday	Cancel Route 43
Oct 19 <sup>th</sup>	Weekday	Cancel Route 37 & 37A*

\*Based on Budget Committee direction on October 15<sup>th</sup>, 2008 staff have reviewed Route 37 again. As no other transit service will be available in this area, it is recommended that Route 37 customers be served by an alternative route and receive a single trip during A.M. and P.M. peak periods. The proposed routing is illustrated in Appendix 2.

**FINANCIAL IMPACT:** Based on the implementation plan developed for the recommended service reductions, the total forecasted 2009 savings of \$563,800, which are already included in the 2009 preliminary budget, could be realized upon the approval of the recommendations of this report.

**CONCLUSION:**

Mississauga Transit has conducted a system wide review of route performance using the 2008 ridership and operating data to finalize the recommendations for the service reduction submitted to Budget Committee on Oct 3, 2008. The final recommendations for the service reduction are:

- Route Elimination: 15B, 43, 74, 37, 37A, 60 and 63
- Late Evening Frequency Reduction: Routes 5, 26 and 48

Mississauga Transit also has developed the implementation plan in accordance with the final recommendations for the service reduction. With approval of this implementation plan listed below, the estimated potential savings on the operating budget would be \$563,800 in 2009.

- January 5<sup>th</sup>, 2009: cancel Route 74
- January 26<sup>th</sup>, 2009: reduce late evening frequency of Route 26 & Route 48
- March 23<sup>rd</sup>, 2009: cancel Route 15B & 60 and reduce late evening frequency of Route 5
- May 19<sup>th</sup>, 2009: cancel Route 63
- July 6<sup>th</sup>, 2009: cancel Route 43
- October 19<sup>th</sup>, 2009: cancel Route 37 & 37A

**ATTACHMENTS:**

Appendix 1: “Mississauga Transit Service Reduction Recommendation” corporate report dated October 3<sup>rd</sup>, 2008 to Budget Committee.

Appendix 2: Maps

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Martin Powell, P. Eng.  
Commissioner, Transportation and Works

*Prepared By: Ji-Yeon Lee  
Service Development, Mississauga Transit*