

**From:** Fred Winegust

**Sent:** Wednesday, March 06, 2019 12:40 PM

**To:** Raynor, Christopher

**Cc:** Rosati, Gino; Jackson, Linda; Keep York Moving; Peter Miasek; Boulianne, Ghislaine; Ricardo Mashregi; Macgregor, Bruce; Jankowski, Paul; Weening, Grace; Simas, Carla; Mallia, Bessie; Basso, Dino; Brown, Peggy; Carroll, Ann Marie

**Subject:** Re: Request to make a 5 minute deputation at York Region - Committee of the Whole - Transportation - Reports E.2.1 / E.1.1

Hello Christopher.

I am attaching the deputation Keep York Moving will give at tomorrows York Region Council - Committee of the Whole - Transportation Services

Please consider these as 2 separate but connected deputations on Item C.1 - 2019 [YRT Annual System Performance Report](#).

The First part of the deputation will be given by Fred Winegust (Resident of Vaughan)

The Second part of the deputation will be given by Peter Miasek (Resident of Markham)

In total, the 2 deputations will be under 10 minutes.

Q&A would be best after both deputations are made.

We have also provided proposed wording for a resolution for the Transportation Committee to consider, and to bring forward at the next full council meeting.

Thank you and we look forward to presenting to York Region Council - Committee of the Whole - Transportation Services - On Thursday

Fred Winegust - On behalf of Keep York Moving  
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**Keep York Moving**  
**Deputation to Committee of the Whole – Transportation Services, March 7, 2019**  
**Presentation C.1 - 2018 York Region Transit Annual System Performance Report**

My name is Fred Winegust. I am a co-founder of Keep York Moving, a citizen group advocating for solutions to some of York Region's transportation problems.

While we work on numerous issues, we are here today to talk about YRT's 2018 Annual System Performance Report, with an eye to system performance around York University. There is also a parallel effort by us and others on restoring GO Bus service, but we won't cover that today.

Prior to last September, YRT buses went directly into the heart of the campus for one single bus fare. They were well utilized, with 4,600 riders/day in each direction. However, as a result of the TTC subway extension to Vaughan, the bus service directly into campus was cancelled. Commuters to York University, Students, Faculty and Staff, who were going to York University Common on a single YRT Bus fare, now need to either connect to the subway and travel one stop, pay an extra full TTC fare and incur about 15 minutes extra travel time, or they can get off at Steeles Avenue and walk, again incurring a travel time penalty.

When the YRT service was initially re-routed, an on-line petition gathered 500 signatures. When a petition dealing with the combined GO and YRT reroutes came up in the last 3 months, over 17,000 signatures were received. At the budget meeting on February 14, Commissioner Jankowski stated that complaints have tailed off. Complaints may have stopped, but there is definitely hardship.

We were told by the Commissioner that 1,000 students, staff and faculty are now walking between .7 and 1.2 km from Steeles Avenue. This distance is well beyond YRT's "distance to bus stop" guideline of 500 m, showing that riders will now incur a significant travel time penalty.

An unknown percentage of the remaining 3,600 former riders now connect to the subway and ride one stop, paying an extra full fare. The additional travel time transferring from bus to subway and returning to the surface, has never been documented by staff. It needs to be..

As we learned in the Fall, there is a contract between York Region and Toronto that states we need to compensate Toronto for any fare loss by the subway if bus service into the campus was reinstated. The staff report pegged the revenue amount at \$8.2M per year.

This is definitely not a "riders come first" situation!! In fact, if the data behind the October 2018 Customer Satisfaction survey, was broken down to look at satisfaction of residents who use YRT buses and connect to the TTC subway or other TTC buses, we could expect to see that all of the indicators would be much lower. The data is not available to prove this hypothesis, and will be part of our revised FOI request YR 19-002.

There is no question in our minds that, if we didn't have a transit agency boundary at Steeles and if we didn't have two agencies both of which need revenue, bus routes from York Region would go directly to this major destination rather than to an obscure stop one km away.