

My name is Peter Miasek. I am also a co-founder of Keep York Moving..

We've been talking about this York University System Performance issue since the Fall to anyone who will listen, including members of this York Region Council, the Chair of the TTC Board, MPPs from York Region and the media. Our listeners are sympathetic. But there is a lack of information about what it would cost, both operationally and in Toronto compensation.

We issued a Freedom of Information request in January, but put it on hold after we met with YRT management and learned that they would be submitting a report to Council in February, as part of the budget process.

But we were very disappointed that this report turned out to be one slide in the February 14 presentation to the Committee of the Whole, that raises more questions than it answers. Specifically:

- A survey was done showing that 1000 YRT riders now walk in from Steeles. No information was given on survey methodology, time of year or what the other 3,600 riders are doing. Have many of them stopped taking transit altogether?
- No information was given on ridership changes on the subway, which presumably should have increased since September. TTC put the weekday ridership at Pioneer Village Station at 17,300 in the Fall 2018. What was it in Spring 2018?. Did the increase of 4,600 - 3,600 ever materialize? And how do you factor in the removal of Free Parking at Pioneer Village in April 2018, as well as the impact of the York University strike, on the number.
- No information was given on comparative travel times before and after September from different directions east, west and north.
- No information was given on the increased capital and operating costs to resume full or shuttle service. Based on the YRT performance report in front of you today, the routes we are talking about are among the best performing economically in the YRT network, suggesting the operating cost impact could be low.
- Why was partial restoration of routes from east of Keele and north of Steeles not considered? Only full restoration. or a shuttle bus service were considered
- Are there other route adjustments within the YRT network than could be made to enable service restoration to York U?
- The Commissioner cited that a U-pass could be a solution. Even with a U-pass, you have not addressed the fact that it takes more time to travel 1-3 km west and then return 1-4 subway stops to the SE, than it did to deliver commuters directly to the common

We understand from recent conversations with YRT that no more detailed report will be forthcoming. This is very disappointing.

Now we can go two ways

- KYM can press on with our FOI request and ultimately issue our own report independent of YRT. This would be circulated to our mailing list, stakeholders and media. This has the potential to be adversarial, lead to misinformation, and is not our preferred approach. **OR**
- This committee can direct YRT to work with us to produce a joint report on YRT York University bus service restoration. This is our preferred option.

To this end, we are requesting that a member of this Committee make a motion directing YRT to work with us to produce a joint detailed report on the matter of YRT bus service to York University.

*The proposed resolution: Be it resolved that Regional Council direct YRT staff to work with interested regional councillors, and members of Keep York Moving to produce a proper report on the matter of YRT bus service to York University for the consideration of Committee of the Whole Transportation Services and the full York Region Council.*