

**To: David Creery, Chief Administrative Officer**  
**From: Harold de Haan, City Engineer**  
**Re: Transit Route Revision - Route #4 Northwest**

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### **AIM**

To obtain City Council approval regarding proposed route extension for the Woodstock Transit Route #4 Northwest.

### **BACKGROUND**

Since August 2021, Woodstock Transit has travelled east on Upper Thames Drive, north on Chandler Terrace and west on Thompson Street. Until recently, the route seemed to satisfy most residents by maintaining the 400-meter urban transit boundary that accommodated most. In the past three years, residential growth has increased rapidly and now many residents and riders have a significant walk of more than 1.5 kilometers, to and from the nearest bus stop.

Investigation through TransitFare bus stop data reveals that stop #4150 (Chandler Terrace at Edinburgh Drive) has had more than 3,600 boardings so far this year, an unusually high number. This suggests many residents living further east are favouring this bus stop to take transit. From a planning perspective this means that since the roadway is now assumed by the City and the demand is evident, Route #4 should operate further east, and this is an appropriate time to consider an extension of Route #4.

It is important to note our policy is to provide a transit route within 400 meters of a residential home or business, and expanding further east will extend the urban transit boundary and maintain compliancy.

### **COMMENTS**

Staff has investigated the timing of Route #4 through “on time” electronic data that is generated daily and have no concerns of extending this route to Queenston Boulevard, as this route currently demonstrates an on-time percentage of greater than 94%.

The proposed extension would be for the Route #4 bus to continue east on Upper Thames Drive, turn left on Queenston Boulevard, then left on Thompson Street. This change adds 885 meters to the route and an additional 1:45 of running time. On a route that does not struggle with schedule adherence, this extension makes for a sensible choice. More importantly, this provides greater access to transit for considerably more residents and supports our goal of meeting or exceeding public expectations.

There is no operating cost difference due to this route change, however there are some minor costs in removing the existing bus stop and signage for five (5) new bus stops. Advertising and new signage can be absorbed through the existing Transit operating budget, however costs associated with five (5) new accessible 1.5-meter concrete pads, installed by our own Public Works Department requires additional funding of approximately 2K.

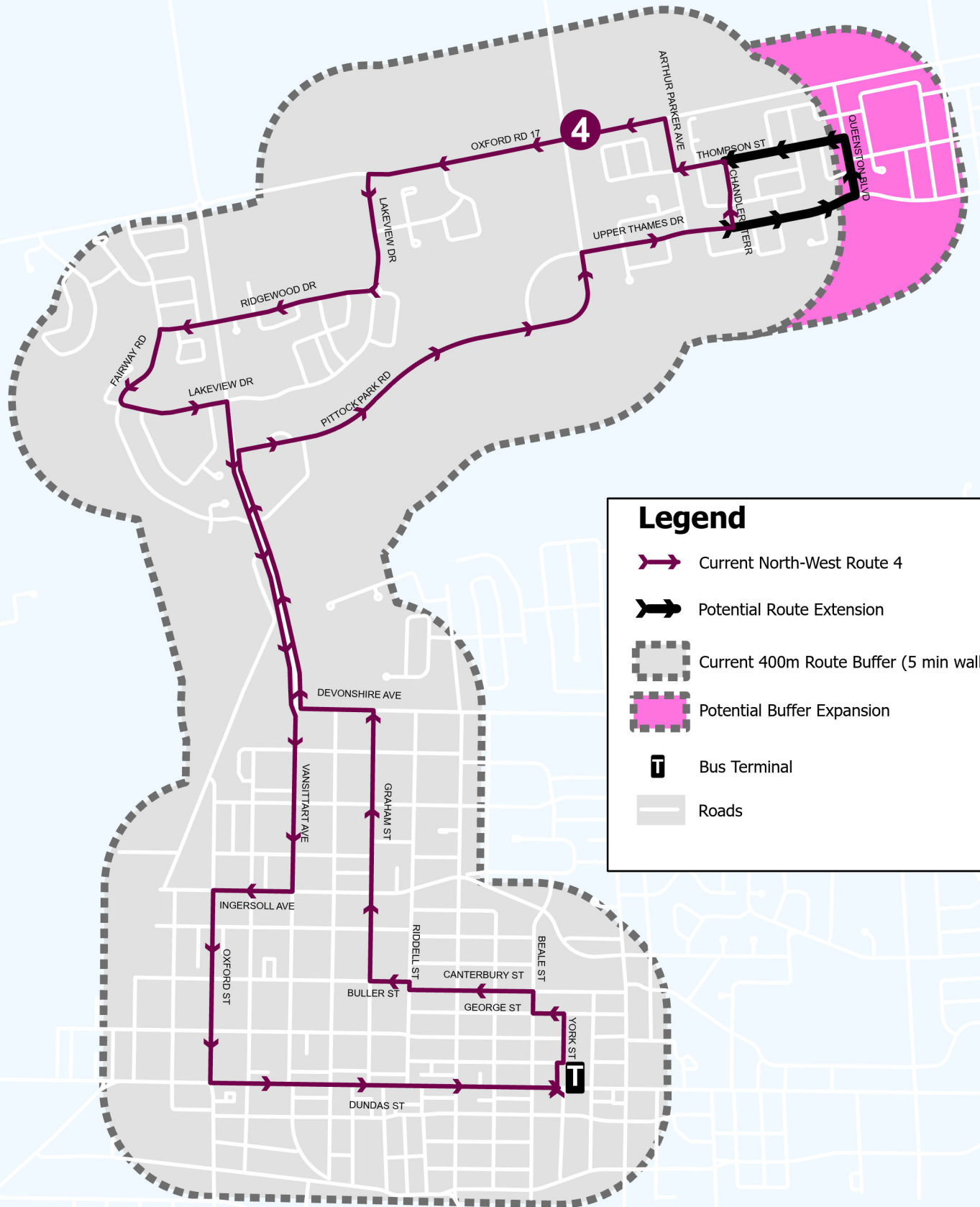
## **RECOMMENDATION**

That City Council approve the change to Woodstock Transit Route #4 Northwest and instruct Staff to put these changes into effect **Tuesday, October 15<sup>th</sup>, 2024**.

*Authored by: Harold de Haan, P. Eng.*

*Approved by: David Creery, P.Eng., MBA,*

# ROUTE 4 POTENTIAL EXTENSION



### Legend

- Current North-West Route 4
- Potential Route Extension
- Current 400m Route Buffer (5 min walk)
- Potential Buffer Expansion
- Bus Terminal
- Roads

