

To: David Creery, Chief Administrative Officer
From: Jeffrey Springsted, Transit Supervisor
Re: Route 1 Transit Route Revision

AIM

To obtain City Council approval regarding proposed route extension for the Woodstock Transit Route #1.

BACKGROUND

Since August of 2021 Woodstock Transit has travelled east on Devonshire Avenue and north onto Cardinal Drive. Until now, that route attained the 400-meter urban transit boundary that accommodated most residents in that area. In the past three (3) years industrial development has increased to the east and now many riders/workers have a significant walk of more than 1.5 kilometers, to and from the nearest bus stop at Devonshire Avenue and Cardinal Drive. This is difficult for pedestrians as there is no sidewalk infrastructure in place, therefore creating a legitimate safety concern.

Investigation through TransitFare bus stop data reveals that stop # 1160 (Devonshire Avenue @ Cardinal Drive) had more than 3,700 boardings in 2024, an unusually high number. This suggests many residents and workers needing to travel further east to Woodall Way and Griffin Way are gravitating to and from that bus stop to take transit. Since Griffin Way is now an assumed roadway by the City and the demand is evident, Route #1 should operate further east. An extension of Route #1 is required to provide improved transit service to the new industrial developments on Griffin Way.

COMMENTS

Staff have investigated the timing of Route #1 through “schedule performance” electronic data that is generated daily and have no concerns of extending Route #1 to Griffin Way. Also, this route currently boasts an on-time percentage of greater than 94%, and operates the earliest of all routes at 5%, suggesting this route can absorb the added distance.

The proposed extension would be for the Route #1 bus to continue east on Devonshire Avenue, turn right on Griffin Way to a Cul de sac, and return to Devonshire Avenue and Cardinal Drive. This change adds 2.6 km to the route and an additional three (3) minutes of running time. On a route that is habitually early, this change solves that problem. More importantly, this change provides safer access to transit for a greater number of residents, achieves our goal of increasing ridership and meeting or exceeding public expectations.

There is no operating cost difference because of this change, however there are some minor costs in adding signage for six (6) new bus stops. Advertising, new signage and costs associated with two (2) new accessible 1.5-meter concrete pads can be absorbed through the existing Transit operating budget.

RECOMMENDATION

That Woodstock City Council approve the change to Woodstock Transit Route # 1 effective **Monday, January 27, 2025**.

Authored by: Jeffrey Springsted.

Approved by: Harold de Haan, P. Eng,

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