Alternate Route 15 Route Change to Service Watsons Lane Loop (Dundas)

By: Adam Chojecki

Currently the 15 Brantford/Aldershot route has two branches, the 15 and the 15A. For this new routing change, I will discuss the routing change for the 15A route that only serves McMaster and Aldershot, however the 15 branch could also serve this new routing when it makes it trip towards the Aldershot station.

As discussed with Brian Baetz, we would like to see the 15A service the town of Dundas by changing the route to service the Watsons Lane Loop on York Road. With his initial proposition, both Westbound and Eastbound service would have travelled on Highway 6 and York Road to service McMaster and the new Watson Loop stop (Figure 1). However, as was already discussed with Brian, this would lead to a slightly longer travel times (Table 2) in the Westbound direction towards McMaster, and the stop at Haddon and Main on the westbound trip to McMaster would also no longer be serviced, leading to a potential loss of ridership. However, when I looked at this, I determined that there is a routing that could be beneficial to all parties.

The routing I propose, as shown in (Figure 3) for the 15A service, **would see the 15A bus run in a clockwise loop during all periods of operations**. With this, the 15A would be able to serve the new stop at Watsons Lane Loop, while still servicing the stop at Main at Haddon while running at the same service times. Looking at the schedule for the Lakeshore train and 15A, the 15A is scheduled to depart 10 minutes after the train arrives at Aldershot, and it arrives at Aldershot 15 minutes before the train is scheduled to depart. For this routing to be efficient, the 15A would run a complete loop, basically running Aldershot-Aldershot before taking a longer break. The operator would still obtain a 5–6-minute break at McMaster so that boarding, and catchup time is available. An example of the schedule for 1 loop with the connecting train is shown in (Table 4).

By doing this type of routing, another advantage comes up. Currently only westbound 15A buses (McMaster bound) stop at Main at Haddon, but not in the Eastbound direction towards Aldershot. This means that anyone boarding the 15A is only going to McMaster most likely, and it is very close so most people will just walk to the terminal to catch the bus, as they do not know if the 15A will hold for a long period of time at McMaster. This makes this stop used mainly for drop-off only to the Westdale neighborhood. However, by having the bus only wait at McMaster for 5-6 minutes and then continuing, passengers may board at the Haddon stop to get to Aldershot instead of walking to McMaster. Along with this, anyone who wants to get to Dundas can take the 15A from either Haddon or McMaster and get to Dundas much faster, as currently only the 5 HSR route runs to Dundas.

As mentioned at the beginning the 15 Brantford bus would take this routing when heading towards Brantford, however heading back to Aldershot, it is able to follow the same routing, being able to serve Dundas as well. This would be mainly beneficial for those at either the main McMaster campus or the McMaster Innovation Park heading to Dundas to get home faster then by taking the HSR, while taking the same time to arrive at Aldershot in the same time as currently scheduled.

By looking at this new routing, Metrolinx would be able to serve a whole new community in Dundas, while still servicing all the stops that it currently serves, meaning all current passengers would still have

service, while obtaining more passengers, while keeping to the same travel time between the two major destination points of McMaster University and Aldershot GO Station.
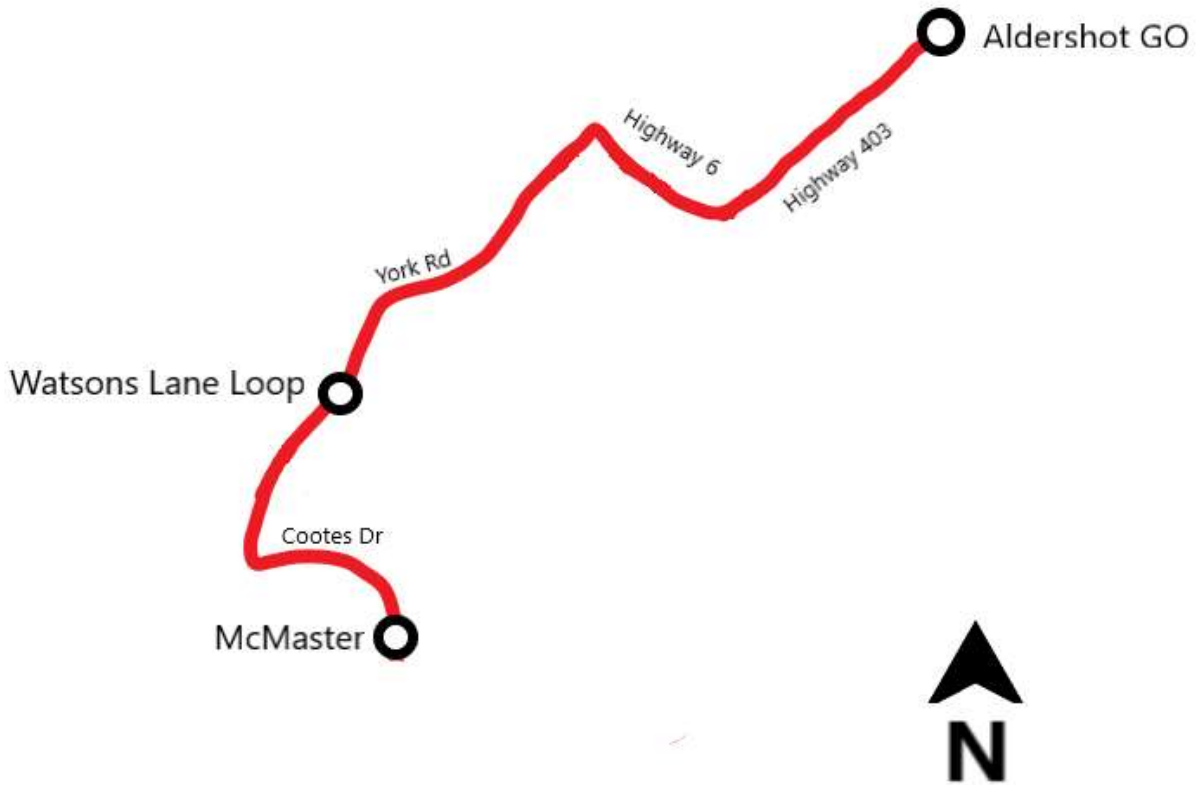

Figure 1: Initial Proposal for routing change of route 15 and 15A between Aldershot and McMaster with new stop in Dundas at Watsons Lane Loop

Direction	Current (GO Timetable)	Suggested (Google Maps)
Eastbound Peak	15 minutes	15 minutes
Eastbound Non-Peak	13 minutes	13 minutes
Westbound Peak	17 minutes	19 minutes
Westbound Non-Peak	15 minutes	17 minutes

Table 2: Travel time for current 15/15A routing and initial proposal for 15/15A routing
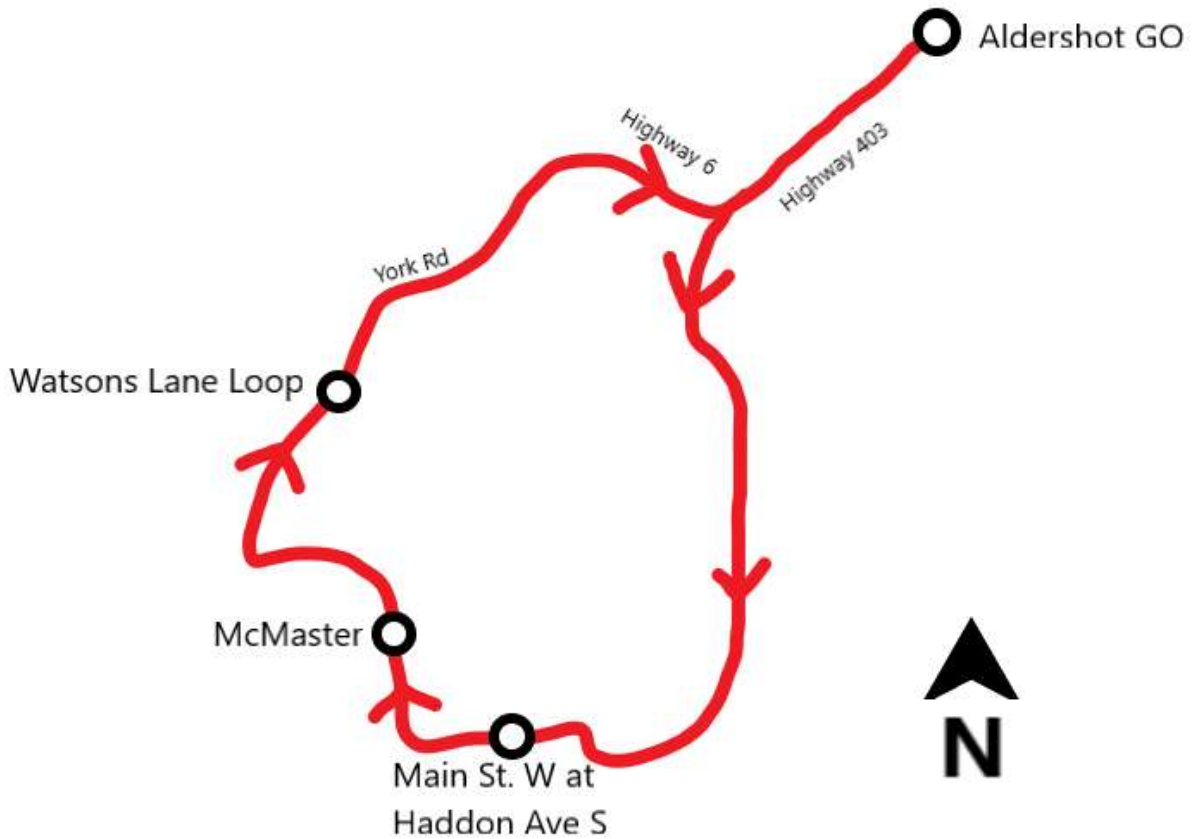
Figure 3: Alternate proposal for routing for the 15A McMaster/Aldershot service in a clockwise loop

Segment	1	2
Train (1) to Bus(2) at Aldershot	11:50 Train Arrival	12:01 Bus Departure
Aldershot to McMaster (Westbound)	12:01	12:18
McMaster hold	12:18	12:24
McMaster to Watsons Lane	12:24	12:29
Watson to Aldershot	12:29	12:39
Bus to Train Aldershot	12:39 Bus Arrival	12:55 Train Departure

Table 4: Example of the time it would take to complete 1 loop with current Lakeshore Train Arrivals and Departures and using times as in Table 2 under the Current Timetable as the bus would be able to run under this optimum routing.