

Caledon Transit Feasibility Study Recommendations



General Committee April 23, 2019



Agenda:

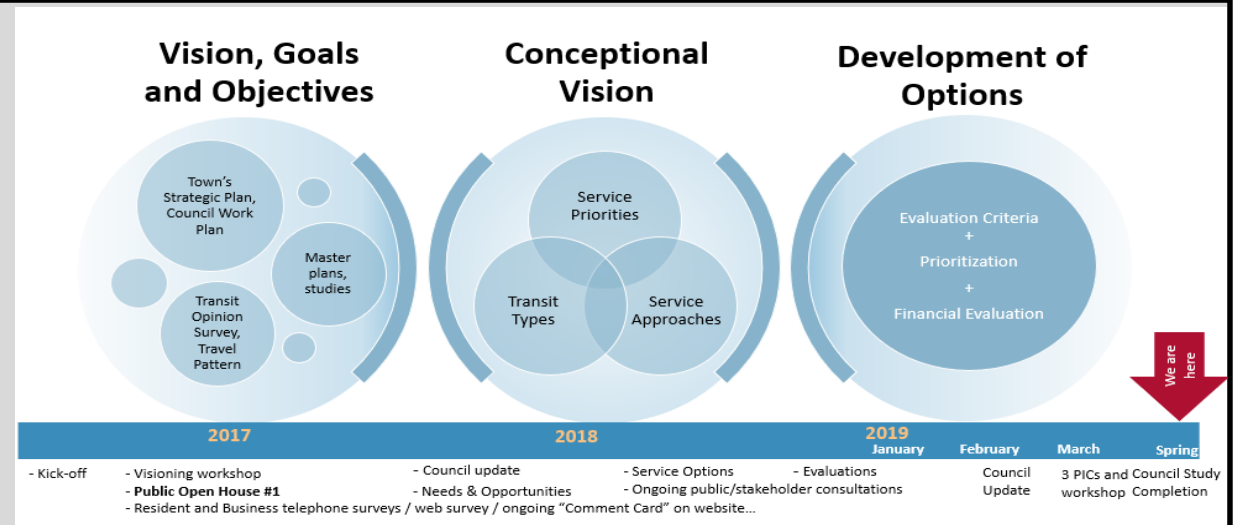
- Background
- Public Consultations
- Recommendations
- Financial Implications

Background

What is Transit?

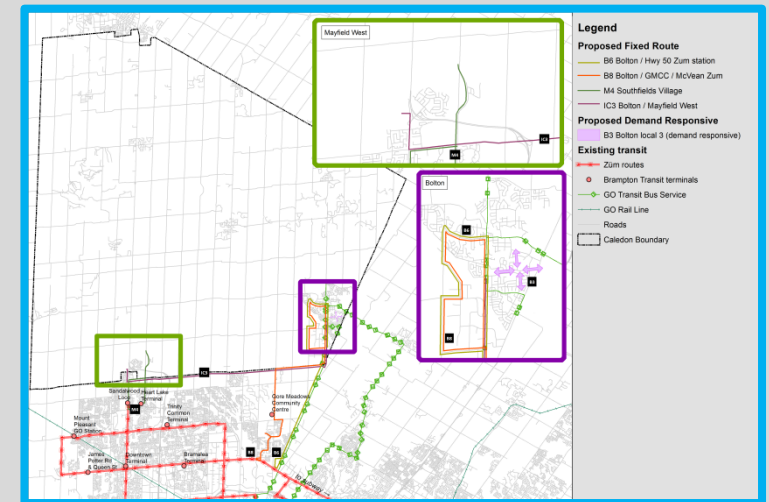
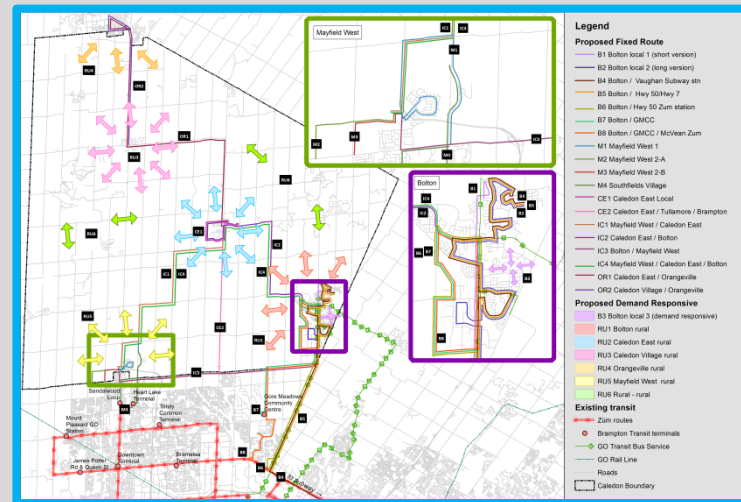
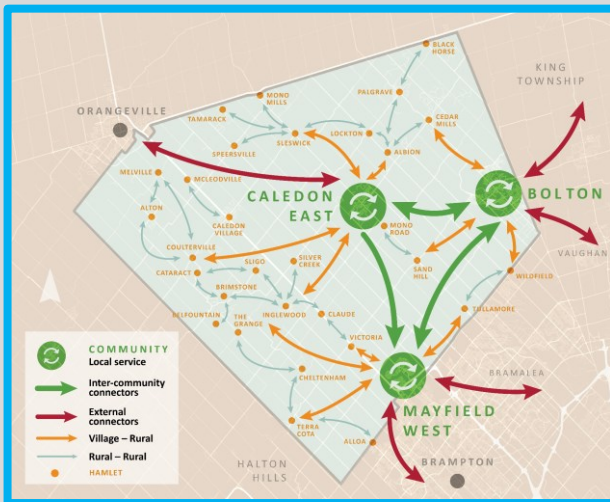


What was our approach?



Background

How did we assess and prioritize?



Prescreening process

Evaluation process

Public Consultations

Caledon

Council
Finance
Planning
Engineering
Transportation
Roads & Fleets
Communications
Regulatory Services

Community Planning
Parks and Recreations
Development Services
Business Development
Energy and Environment

Peel

Sustainable Transportation
TransHelp

Community Groups

Cycling Task Force
Seniors' Task Force
Youth Summit
Caledon Community Services
Accessibility Advisory Committee
Caledon Area Families For Inclusion

Metrolinx

GO Bus
Regional Transp Plan
Smart Commute

Brampton

Transp Planning
Brampton Transit

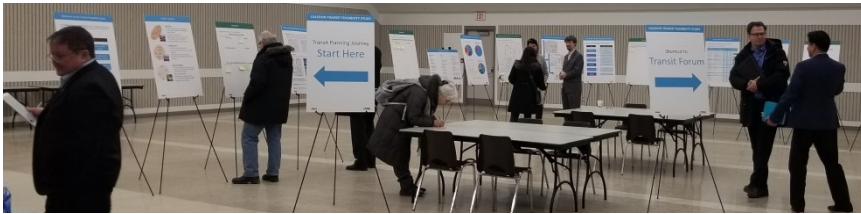
Other governm't/agencies

Toronto Transit Commission
MTO Transit Office
York Region and York Rapid Transit
City of Vaughan
King Township
Simcoe County
Dufferin County
Town of Orangeville
Halton Region
Wellington County

Town of Innisfil
Uber
Lyft

Residents/Businesses

600+ residents (in person)
300+ residents (tele surveys)
100+ residents (online)
25+ companies in petition
1,100+ households responded to Transp Tomorrow Survey
16,000+ residents responded to Census trip journey survey



192 staff-hours spent engaging with
1,067 residents and businesses



2017
September

- Kick-off
- Visioning workshop
- **Public Open House #1**
- Resident and Business telephone surveys / web survey / ongoing "Comment Card" on website...

2018

- Council update
- Needs & Opportunities

2019
January

- Service Options
- Ongoing public/stakeholder consultations

February

Council Update







March

3 PICs and stakeholder workshop

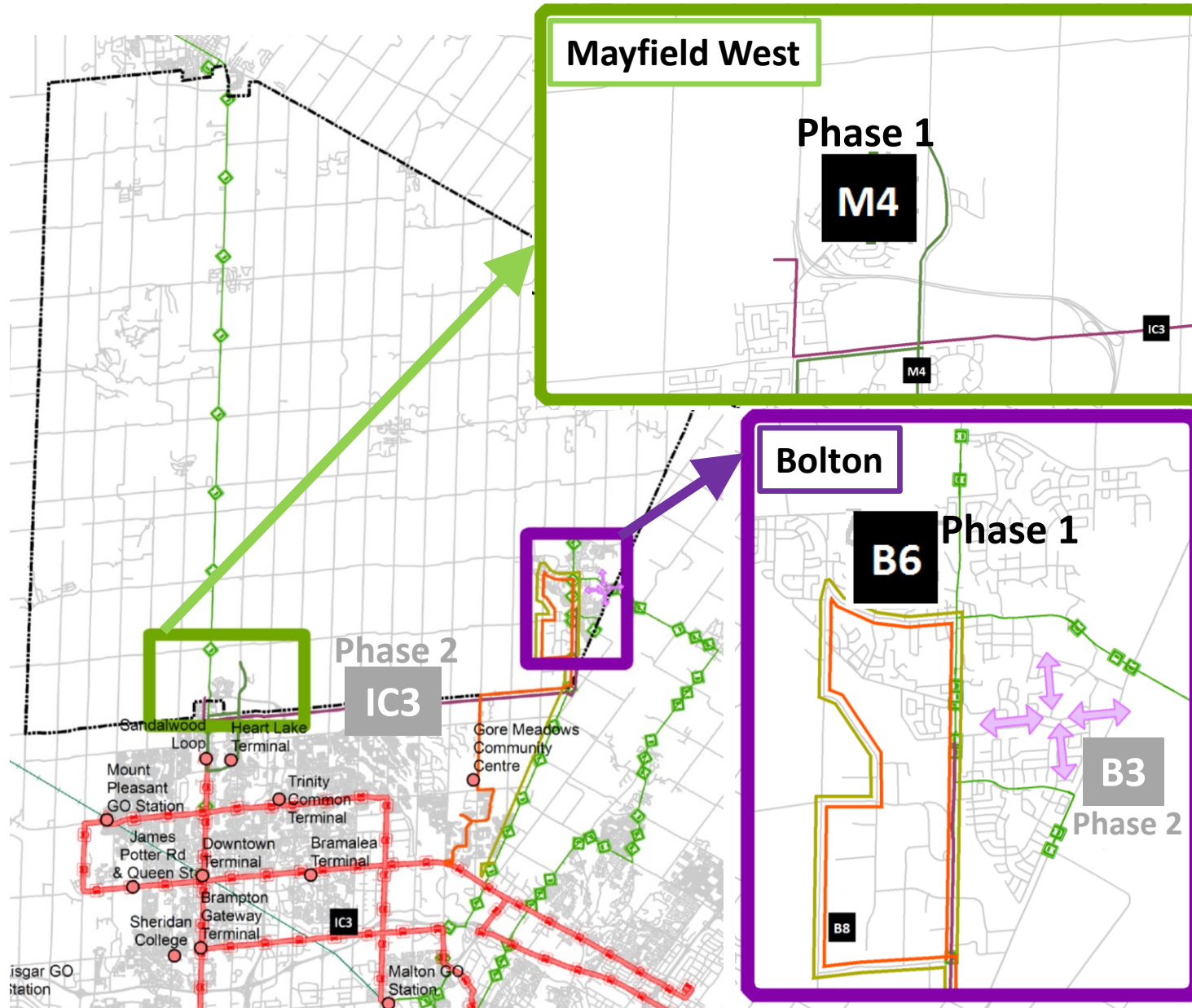
Spring

Council Study Completion

Evaluation criteria and metrics

| Category | Metrics for preliminary evaluation |
|---|---|
| 1) Financial Responsibility  | <ul style="list-style-type: none"> Capital cost Total operating cost Operating cost per passenger Affordable? |
| 2) Integration with land use  | <ul style="list-style-type: none"> Current population served Future population served Quality of pedestrian access Compatible? |
| 3) Support for healthy living communities  | <ul style="list-style-type: none"> Number of activity centres served (such as healthcare, leisure amenities, schools, tourists' attractions, recreation) Connectable? |
| 4) Inclusiveness and equity  | <ul style="list-style-type: none"> Forecast ridership by age Equitable? |
| 5) Economic vitality  | <ul style="list-style-type: none"> Jobs served by route Post-secondary education access Enable? |
| 6) Customer experience  | <ul style="list-style-type: none"> Quantitative assessment of directness of route and transfer requirements for likely users Enjoyable? |

High Priority Transit Options



Proposed Staging Plan

Phase 1 (estimated timeline: 2019)

1. Mayfield West ↔ Brampton (M4)
2. Bolton ↔ Brampton (B6)

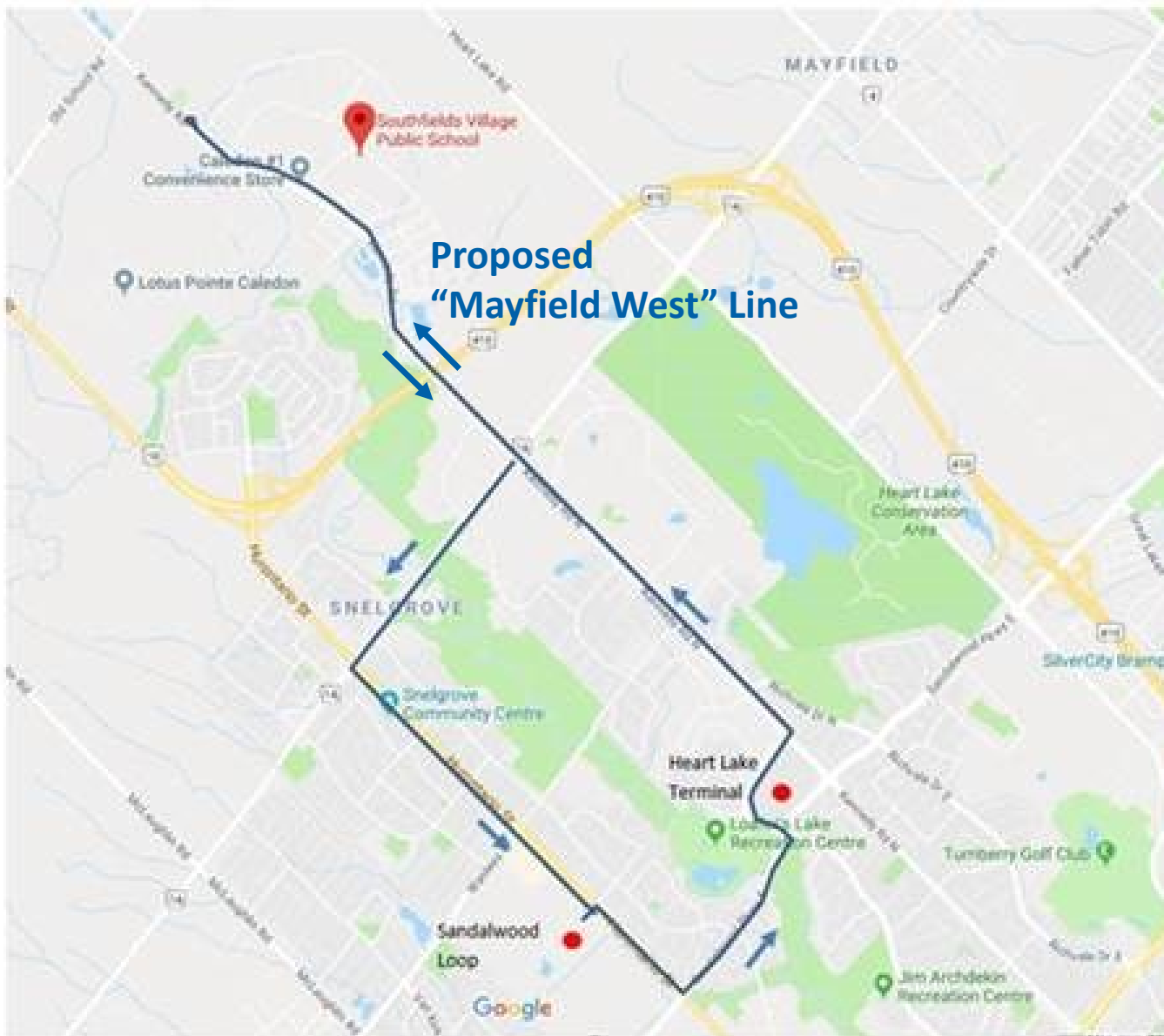


Monitor financial & operational performance, and report to Council

Phase 2 (estimated timeline: 2021)

- 3 Bolton ↔ Bolton (B3)-Demand Responsive
4. Bolton ↔ Mayfield West (IC3)

Phase 1: “Mayfield West” Line



Recommended Transit service

- **Mayfield West ↔ Brampton (M4):**
 - Contract with Brampton Transit
 - Direct connections to Brampton Zum (502), local bus routes (2, 3, 3A, 7, 7A, 21, 23, 24) and GO Bus route (GO 37)

Recommended service parameters

| Service | Transit Operator | Route service span | Route headway |
|---------------------------|------------------|--|---------------|
| Mayfield West to Brampton | Brampton Transit | Weekdays AM & PM peak 9.5 hrs/day | 30 minutes |

Phase 1: “Bolton” Line



Recommended Transit service

- **Bolton ↔ Brampton (B6):**

- Service provider TBD
- Public procurement to start right away with goal of 2019 service
- Potential connections to Brampton Zum (501), local bus routes (1, 23, 35, 35A, 50), York Transit (28, 77) and GO Bus route (GO 38)
- Service may be adjusted based on remaining budget and results of the procurement

Recommended service parameters

| Service | Transit Operator | Route service span | Route headway |
|--------------------|--|-----------------------------------|---------------|
| Bolton to Brampton | To seek through a bid/public procurement process | Weekdays AM & PM peak 9.5 hrs/day | 30 minutes |

Phase 1: Financial Implications

Cost/Revenue Implications of Phase 1 per year

| Service | Operating Cost | Ridership | Fare Revenue | Projected Annual Tax Subsidy |
|-------------------------------------|----------------|-----------|--------------|------------------------------|
| Mayfield West to Brampton | \$134,000 | 26,900 | (\$24,900) | \$109,100 |
| Bolton to Brampton (Details TBD) | \$ TBD | 66,500 | (\$166,250) | \$TBD |

2019 Capital Cost

\$88,000 (bus stops and pads)

2019 Approved Operating Budget

\$320,000 for Transit

Financial Implications to a typical residential homeowner

Cost per ride

Adult: \$4/ride by cash; or \$3/ride by Presto Card

Senior: \$1/ride by cash; or \$1.6/ride by Presto Card

Youth: \$4/ride by cash; or \$2.55/ride by Presto Card

(13-19 years old)

Child: \$4/ride by cash; or \$2/ride by Presto Card

(6-12 years old)

Preschool Child: Free

(5 years old or under)

- 19% of the net Transit subsidy would be paid for by non-residential and the 81% by residential.
- Based on an annual net Transit tax subsidy of **\$320,000**, the property tax impact for a typical Caledon homeowner, with a house assessed at \$590,000, is approximately **\$11** on their property tax bill.

Proposed Key Strategies

| Supporting Criteria | | Recommendation | |
|---|---|---|-------------------------|
| Financial Responsibility |  | Establishing opportunities with more financially efficient models such as flexible and demand responsive transit for rural communities Developing a Transit Development Charges background study in order to collect Development Charges to assist in funding future Transit infrastructure related to growth Continuing applying for transit grant funding from upper levels of government | More Affordable |
| Integration with land use |  | Influencing Mayfield West 2, Caledon East and Bolton new developments, where appropriate Collaborating in Climate Change initiatives such as solar bus shelters Establishing transit-friendly design guidelines and policies | More Compatible |
| Support for healthy living communities |  | Integrating transit operations with other modes of transportation, such as better pedestrian infrastructure and bike share Participating in the Active Transportation Task Force | More Connectable |
| Inclusiveness and equity |  | Incorporating Transportation Demand Management in the new and existing development approval process Integrating transit planning with the Senior's Adult 55+ Strategy | More Equitable |
| Economic vitality |  | Participating in the Accessibility Advisory Committee Implementing the Tullamore and Coleraine West employment lands phasing plan Working with the Economic Development Division to promote lands that are/will be serviced by Transit | More Enable |
| Customer experience |  | Partnering with Brampton Transit and Metrolinx for service in Mayfield West and Bolton Partnering with any transit operators for promotional events (such as sponsored free transit to sports event or concert) Developing an information sharing platform for all transit-related application (e.g., real-time) Developing a system to monitor and analyze output- and outcome-based performance. | More Enjoyable |

Recommendations and Next Steps

- **Implement Phase 1** (Mayfield West to Brampton) in partnership with Brampton Transit
- **Prepare for Phase 2** (Bolton to Brampton)
- **Monitor and report back** (e.g. ridership, customer satisfaction, operating costs and farebox revenue, etc.)
- **Request Dedicated Gas Tax funds from MTO** (and Peel Region if required)
- **Initiate Transit Development Charges Background Study and Bylaw**

Caledon Transit Feasibility Study

caledon.ca/TFS

