

To: Members of Council

From: Sue Connor, Director of Transit

Cc: Tim Commisso, Interim City Manager

Date: February 20, 2019

Re: Committee of the Whole – Budget – Follow Up

Slide 1

Significant changes were made to service design and delivery in 2013 including creating a less efficient system which had a negative effect on ridership, in addition to a national decline in transit ridership. In 2016, Burlington Transit increased efficiency on routes 1/101 and 10 which led to increased ridership along major roadways - New Street, Plains Road and Fairview Street. The cash fare represents the increase in the adult cash fare price during the same timeframe. There were two cash fare increases during this timeframe (2013 and 2015).

Slides 2 through 4

These graphs illustrate the relationship between ridership and the monthly pass costs by each concession. There were increases in the monthly pass cost in 2013 and 2015, similar to the cash fare increases. In 2017 all monthly passes were moved onto Presto.

Slide 5

This graph shows a comparison between population and student ridership with our peer municipalities noted in the previous presentation. St Catharines, Greater Sudbury, Barrie, Mississauga, Guelph and Kingston have high student ridership – driven by their Universities/Colleges. This information is sourced from the 2017 Canadian Urban Transit Association (CUTA) Factbook.

Slide 6

This graph demonstrates the percentage of ridership on the routes 1 and 101. Among these two routes, the 10 and 3 are also among the top four high ridership routes within the 26 route system. Data in this graph is for 2018.

Slide 7

The circles on the map illustrate the percentage of ridership along the City of Burlington's arterial roads and at the GO Stations (major hubs). The arterial & GO Station bus stop average weekday boardings are 8,702.6 per day. Transit's ridership along an arterial road or at a GO Station represents 77.4 percent of overall ridership.

Slide 7

Illustrated in this graph is the ridership by route type, with the associated definitions of each. Majority of Transit's 2018 ridership was on core routes – which mainly run along arterial roadways.

Slide 8

This graph illustrates the relationship between the City of Burlington's Provincial Gas Tax Allocation, population and ridership trends. Provincial Gas Tax is allocated based on ridership (70%) and population (30%) of the previous year. The City of Burlington is compared to all Ontario municipalities and then each municipalities allocation is determined for the coming Provincial fiscal year. In 2016 a census was completed that showed an increase in population higher than projected for the City of Burlington, which is reflected in the increase in Provincial Gas Tax funding in 2017.

Slide 9

This map illustrates the relationship between population density and route planning. Transit's current route structure provides coverage in the higher density locations of the City (*dark red*). Transit uses population density and employment density as a factor when planning route design and service delivery.

Slide 10

This list identifies "quick wins" in 2019 that are in the proposed capital budget.

Slide 11

Within this slide are the findings of Oakville Transit's Free Senior Mondays pilot. Oakville Transit conducted a pilot for free transit for seniors on Mondays in 2012 and implemented this service thereafter.

Slide 12

Post-implementation of the free transit for seniors on Monday in Oakville is illustrated in these two graphs. Oakville Transit believes that this program has been successful but is not a key driver to senior ridership increases.