

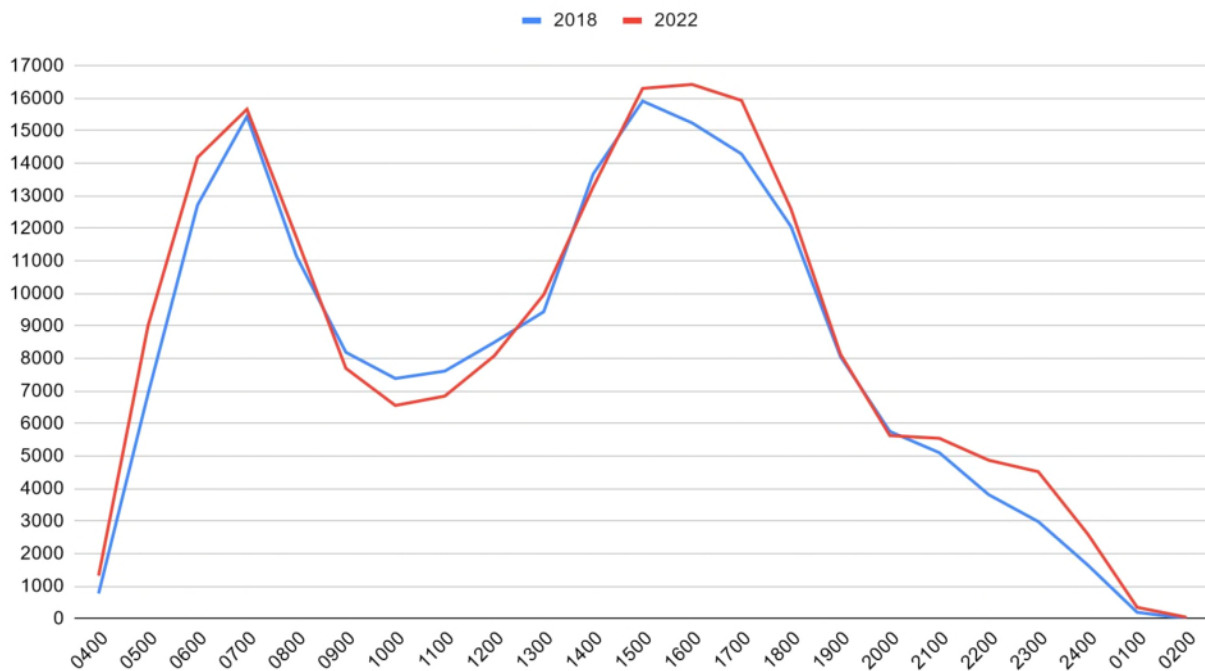
BT 5 Year Business Plan

Steps in the right direction



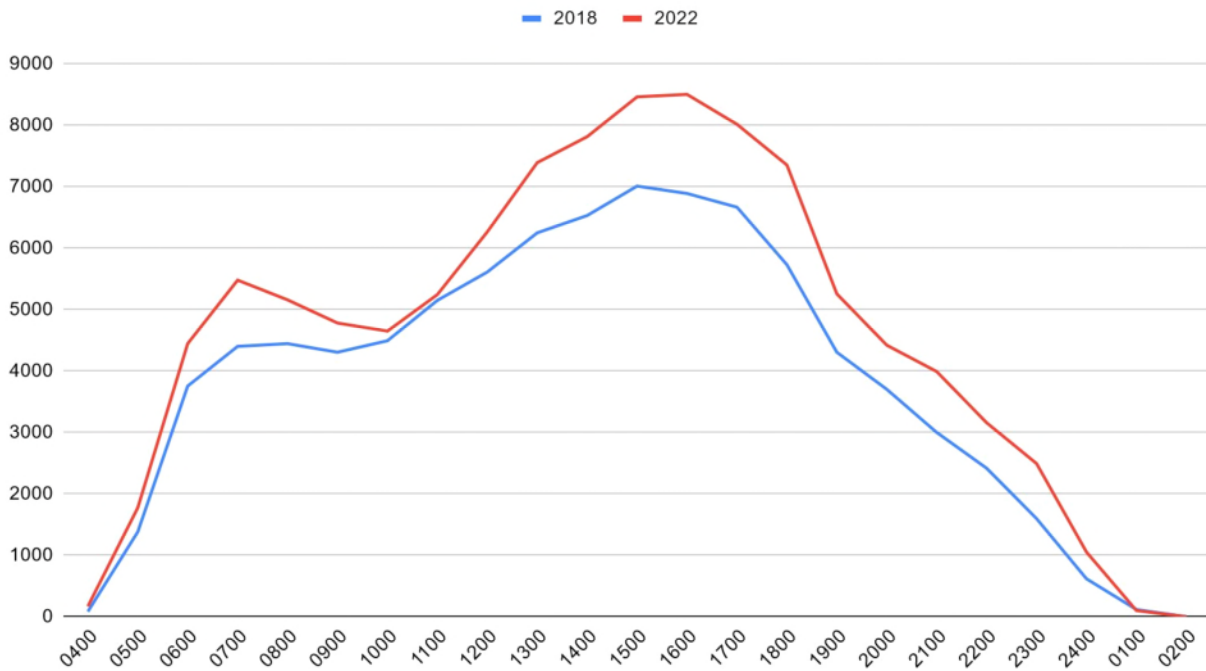
First off, I would like to commend Brampton Transit for the job they did throughout the pandemic, they did a very good job considering how wild and unpredictable a situation they had, and there is no playbook for it. I would also like to note that the Business Plan seems to be one of the most accessible I have seen from the City of Brampton.

Brampton Transit Weekday Boardings By Hour

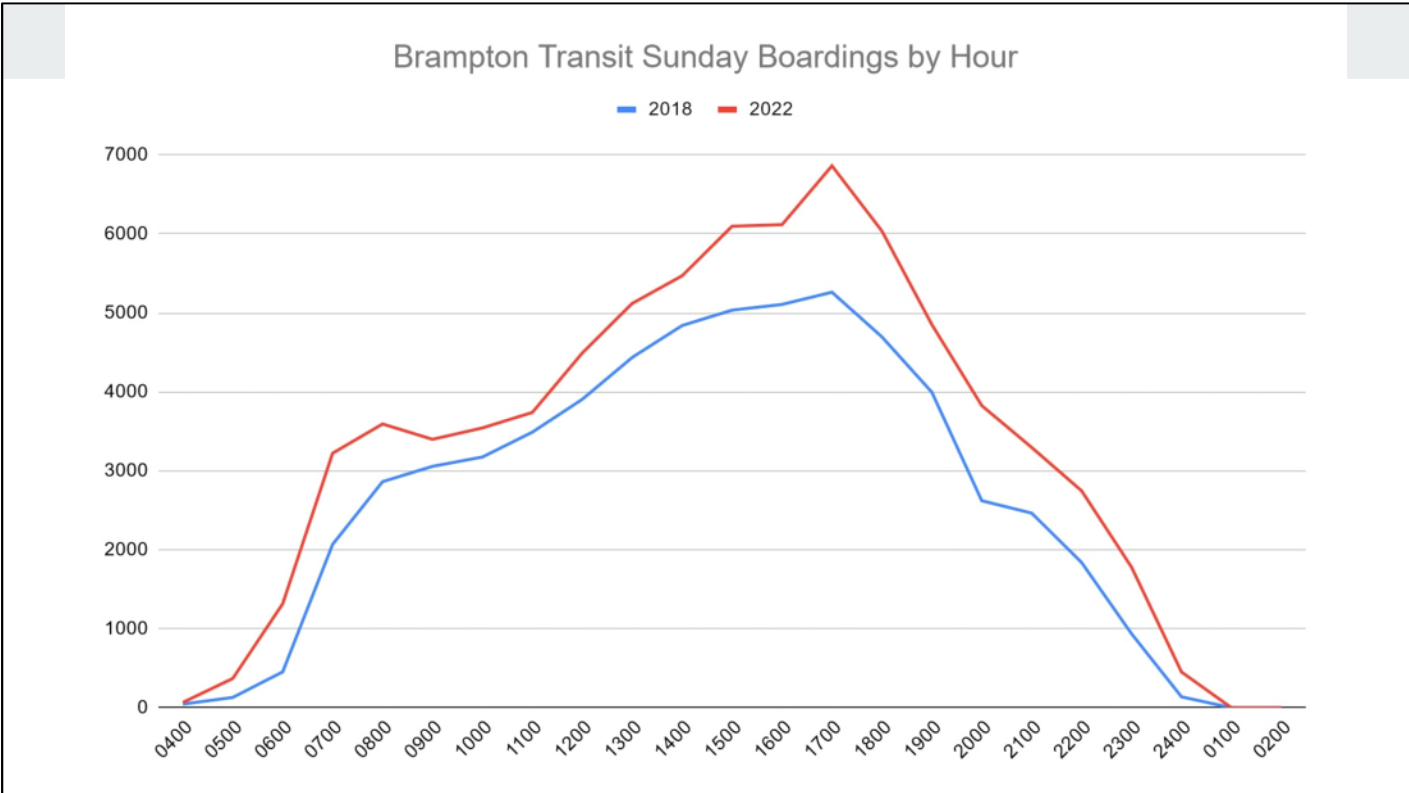


Before the pandemic, I noted to a number of people at BT that the previous 5 year business plan was obsolete by the end of 2018 because of how fast ridership had grown, if not for the pandemic, the system would like have struggled to function due to overcrowding. By February 2020, ridership was significantly up from the service hours implemented in Fall 2019, and BT usually gets 2-3x the service hour increase in riderships, such as a 5% service hour increase begetting a 10-15% ridership increase. I pointed out to them that ridership growth is not demand constrained, it is capacity constrained, increase service hours at busier times and routes, and demand will promptly fill the capacity. I believe the extremely rapid recovery of ridership and quickly surpassing pre-COVID numbers illustrates that quite well. So, if the system is capacity constrained, how is ridership way up? As you can see from this chart the peaks actually haven't changed that much, what happened instead is the morning rush hour starts earlier, and the evening rush hour ends later. Notice how flat the peak ridership is over several hours, that is a sign that demand is smashing into capacity limits and responding by smearing rush hour over multiple hours, just like with cars.

Brampton Transit Saturday Boardings by Hour



Here is the Saturday boardings, what is happening is that there is additional base demand for service on Saturday, but also because the crowding isn't as bad, many trips are also being deferred to Saturday, causing Saturday ridership to be way up, 20% over 2018.



It isn't just Saturday ridership that is way up, plenty of trips are also being done on Sundays, ridership is up 26%

Year	Projected Annual Ridership	Percent Increase from 2022	Proposed Annualized Service Hours	Percent Increase from 2019	Annual Service Hour Increase	Boardings/ Revenue Vehicle Hour
2023	35,600,000	12%	1,427,400	9%	84,800	25
2024	37,478,000	17%	1,500,200	14%	72,800	25
2025	39,220,000	23%	1,575,800	20%	75,600	25
2026	41,151,000	29%	1,654,100	26%	78,800	25
2027	43,178,000	35%	1,745,200	33%	91,100	25

The 2022 numbers shown on prior slides are for an average of October, November, and December, when overall ridership was 10.6% higher than 2019 levels, based on those numbers, especially given the 5 year plan has been in development for over a year at this point, a 12% increase from 2022 should be a perfectly reasonable number. Except Brampton is no ordinary city, and BT is no ordinary transit system, the Jan-March numbers are up 28.5% compared to 2019. If those numbers hold up, especially given the number of service hours Brampton Transit aims to implement this year, it is most that BT will blow past the 2023, and 2024 number, with it being more likely than not to pass the 2025 numbers, and might even pass the 2026 numbers. If Brampton Transit wanted to try to get back to the B/RVH ratio, they would need to add in excess of 150,000 service hours next year, and to my knowledge, Brampton Transit is not capable of adding service hours that quickly. As such, Brampton City Council needs to find out what the practical maximum number of service hours BT can add is, and their plans for increasing those numbers. In order to keep costs down, BT also needs to accelerate Zum lines such as Kennedy to address overcrowding, and implement articulated buses for standard route operation, to help keep operating costs down. The City also needs to plan for how to deal with the enormous amount of population growth planned for Brampton by the Federal and Provincial governments. Even 100k service hours a year is still planning for the vast majority of newcomers to drive.



Recommendations

- Have BT deliver a report on capacity to increase service hours per year,
- Increase the capacity to increase service hours per year,
- Ensure BT has a service hour buffer, to handle above planned ridership increases.
- Have Brampton Transit budget surpluses be directed to the transit capital fund
- Accelerate the plans for additional Zum lines beyond the Bramalea Zum line, e.g. Kennedy
- Plans for implementing curbside bus lanes on busy corridors as precursor to full BRT.
- Plans for SW and NE Brampton Bus terminals