Date:       June 11, 2019

To:         Mayor Davis and Members of Council

From:       E. (Beth) Goodger, General Manager
            Public Works Commission

Re:         Transit Routes Alternatives Re: Evergreen Court- Parking
            Control 2019-187 (April 16, 2019 Referral)

This memorandum has been prepared in response to the request of the Committee of
the Whole from April 16, 2019, for staff to research options to provide alternatives to
transit routes on Evergreen Court.


    THAT the following BE REFERRED to staff in order to research options to
    provide alternatives to transit routes and to report back within two meeting
    cycles:

    A. THAT Report 2019-187 Evergreen Court - Parking Control BE RECEIVED;
       and

    B. THAT Parking By-law 144-88 which pertains to “Parking Prohibited at

Report 2019-187 is recommending that on-street parking be restricted within the cul-de-
sac on Evergreen Court because of the impact on Brantford Transit service levels and
operating costs. When a bus is unable to turn around in the cul-de-sac as a result of a
parked car, an inspector has to make a special trip to conduct an orderly back up of the
bus for safety reasons. This causes significant delays and increases safety risks
associated with backing up a large vehicle in a residential area. The delays impact not
only the route on D'Aubigny Road but also the entire transit system since other routes
wait for the connections. Once a bus is delayed in the cul-de-sac, services into the area
are suspended until the situation is resolved. Depending on the situation, there could
be hours with no service into D'Aubigny Road. The randomness of the incidents makes
transit service unreliable, impacts all the residents that depend on Brantford Transit, and increases operational costs.

The following excerpt from the Report outlines the alternatives that were explored to avoid having to restrict parking:

“Brantford Transit staff noted that vehicles parked within the cul-de-sac of Evergreen Court has been a chronic issue for a number of years. Many approaches have been tried to resolve this concern including elimination of service, relocation of the route, and create alternate turnaround locations. Elimination of service was not practical as various residents on D'Aubigny Road depend on the service. Brantford Transit also tried servicing the area through Colborne Street West and using Force Road in Brant County to turnaround. However, residents in Brant County complained about Brantford Transit buses running on their street, and Force Road has weight restrictions so that routing was discontinued. A new cul-de-sac at the end of D'Aubigny Road has been explored in the past; but it would involve an environmentally sensitive area and cause other concerns from residents. In the past, Transit had resorted to assigning additional staff to back up a bus at this location. This option is very inefficient and cost prohibitive. While a smaller bus has been suggested by residents, operation of a smaller bus creates many other challenges that would be costly and difficult to resolve. To date, there are no other alternatives but to use Evergreen Court as a turnaround point.”

The following are the options provided as alternatives to transit routes into Evergreen Court, which would assist in maintaining the current parking restrictions: Redesigning the route to eliminate the use of Evergreen Court; using a smaller vehicle on Route 5; or providing an “On-Demand” service in the areas. These options were not previously explored because of the resulting reduction in level of service if the route is redesigned and the other two options will require further operating and capital funding.

**Option 1 – Eliminate the Use of Evergreen Court**

Currently Brantford Transit’s Route 5 accommodates passengers on D'Aubigny Road and Evergreen Court via cul-de-sac on Evergreen Court. In order to avoid the Evergreen Court turnaround area, the route would be removed completely from D'Aubigny and Evergreen Court. Passengers from the neighbourhood would be required to walk to the corner of Oakhill Drive and Colborne St. West where the closest bus stop is located. Currently Route 5 turns right from Oakhill Drive onto Colborne St, to head towards D'Aubigny and Evergreen Court to service the area. With this option Route 5 would turn left onto Colborne St. from Oakhill Drive and continue to service the remainder of the route. This option is not recommended as the distance to this bus stop...
is approximately 1,000 metres from the end of Evergreen Court which fall outside our standard of residential locations to a bus stop of 450 metres 95% of the time.

Option 2 - Smaller Vehicle for Route 5

Option 2 is to utilize a smaller vehicle on Route 5 only, and continuing to provide bus service into Evergreen Court. This option would require Brantford Transit to purchase a minimum of two 30 foot buses that could only be used on Route 5 due to capacity issues on other existing routes. These types of buses have a tighter turning radius which would allow servicing in this area when cars are parked in the cul-de-sac. Each bus would cost approximately $450,000 complete with fare boxes, cameras and call out system. The fuel and maintenance costs of a 30 foot bus would be slightly less than a full size conventional bus per year to operate.

Option 3 – On Demand Service

Option 3 would be to provide an “On Demand” service, residents on D’Aubigny Road and Evergreen Court would be required to call into Brantford Lift offices to pre-book their ride. This would require booking at least two days ahead of time or a subscription booking to have Brantford Lift transport passengers to the Transit Terminal in order to make connections the regular transit system. With this type of service residents would not be able to do last minute trips. This option could potentially require an additional operator ($75,000 annually) for the service depending on the frequency and time of day trips are being requested. This option to provide this type of service costs approximately $27.00 per trip on Brantford Lift compared to approximately $2.75 per trip on Brantford Transit.

In conclusion Brantford Transit endorses the recommendation to remove parking on Evergreen Court as the preferred solution to maintain current services levels and is the most cost effective approach to continue to provide transit to the area.

E. (Beth) Goodger, General Manager
Public Works Commission