

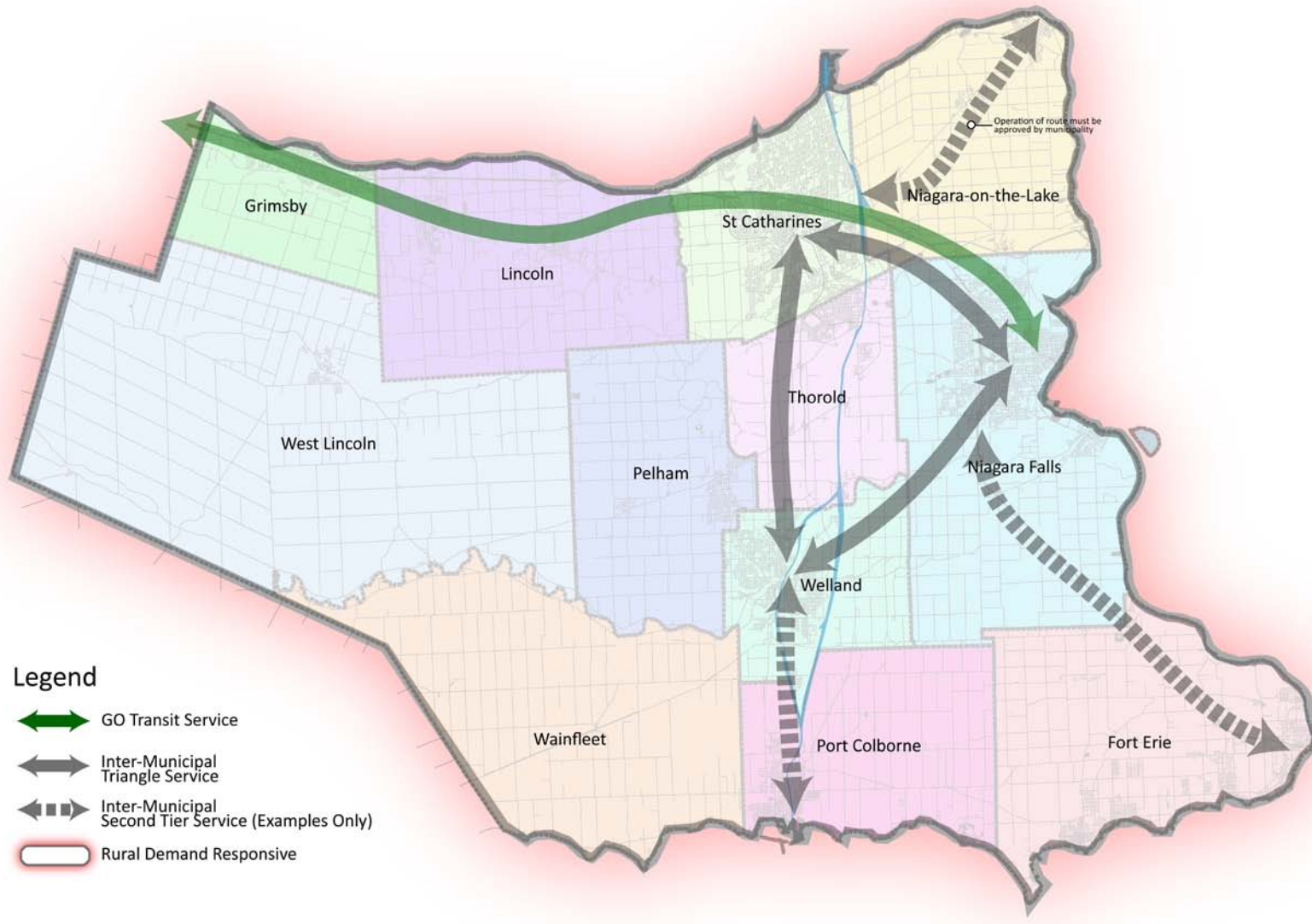
Study Scope

- **Service Design**
 - service standards
 - service design and phasing strategy
 - ridership and costs
 - fare recommendations
- **Governance Implementation**
 - short-term governance implementation
 - cost-sharing options
 - Regional governance structure
- **Cost-Benefit Analysis**
 - cost-benefit analysis for triangle services
 - qualitative cost-benefit analysis for other services
 - qualitative cost-benefit analysis for one transit agency
- **To be completed May 2010**

Transit Vision

- Public transit services will form an important and integral component of Niagara's transportation system
 - a key element in growth plans.
- Residents of Niagara will be provided affordable and reliable transit services to conveniently access places of work and major activities in the urban areas.
- Inter-municipal transit services will be provided connecting Niagara residents to the surrounding municipalities, regions, and the Greater Toronto Area.
- The cost for providing such a system will be distributed in a fair and equitable manner.

Service Concepts



Service Standards

Hours of Service and Service Frequency

Period	Start	Finish	Service Level	
			Triangle Service (Headway)	Second-Tier (Round Trips)
Weekdays				
AM Peak	6:00 a.m.	9:00 a.m.	30/60*	3 trips
Midday	9:00 a.m.	3:00 p.m.	60	2 trips
PM Peak	3:00 p.m.	7:00 p.m.	30/60*	3 trips
Evenings	7:00 p.m.	12:00 p.m.	60	2 trips
Weekends	Demand-Based			

Note: * 60-minute service for all service periods and 30-minute for post-secondary school days.

The span of service standard applies only to Triangle Service and the decision to operate a service other than a Triangle Service in any period is subject to achieving minimum performance requirements.

Service Utilization

- Short-term: a minimum target of 15 passengers per vehicle-hour
- Long-term goal: 20 passengers per vehicle-hour.

Route Performance Standards

	Passengers per Vehicle Hour					
	Weekday Peak		Other Service Periods		Overall	
	Ave.	Min.	Ave.	Min.	Ave.	Min.
Triangle Service	25	10	15	6	20	8
Second-Tier Feeder	15	6	9	4	12	5
Rural Demand Response	8	3	5	2	6	3

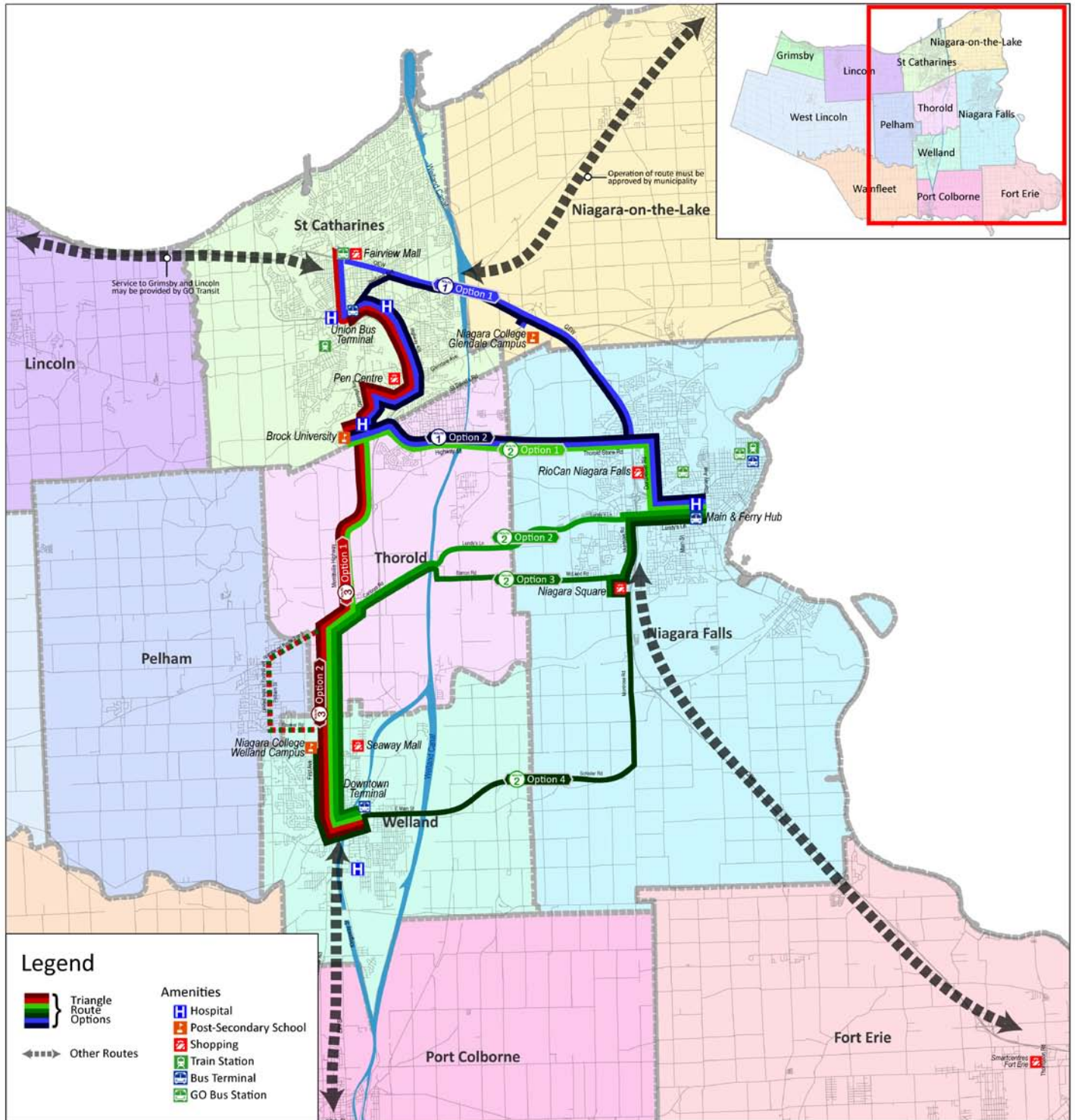
Vehicle Loading Standards

- Services operated on highways with average passenger on-board travel time more than 30 minutes: 100 percent of seating capacity
- Services operated on highways with average passenger on-board travel time less than 30 minutes: 125 percent of seating capacity
- Other services: 150 percent of the seating capacity

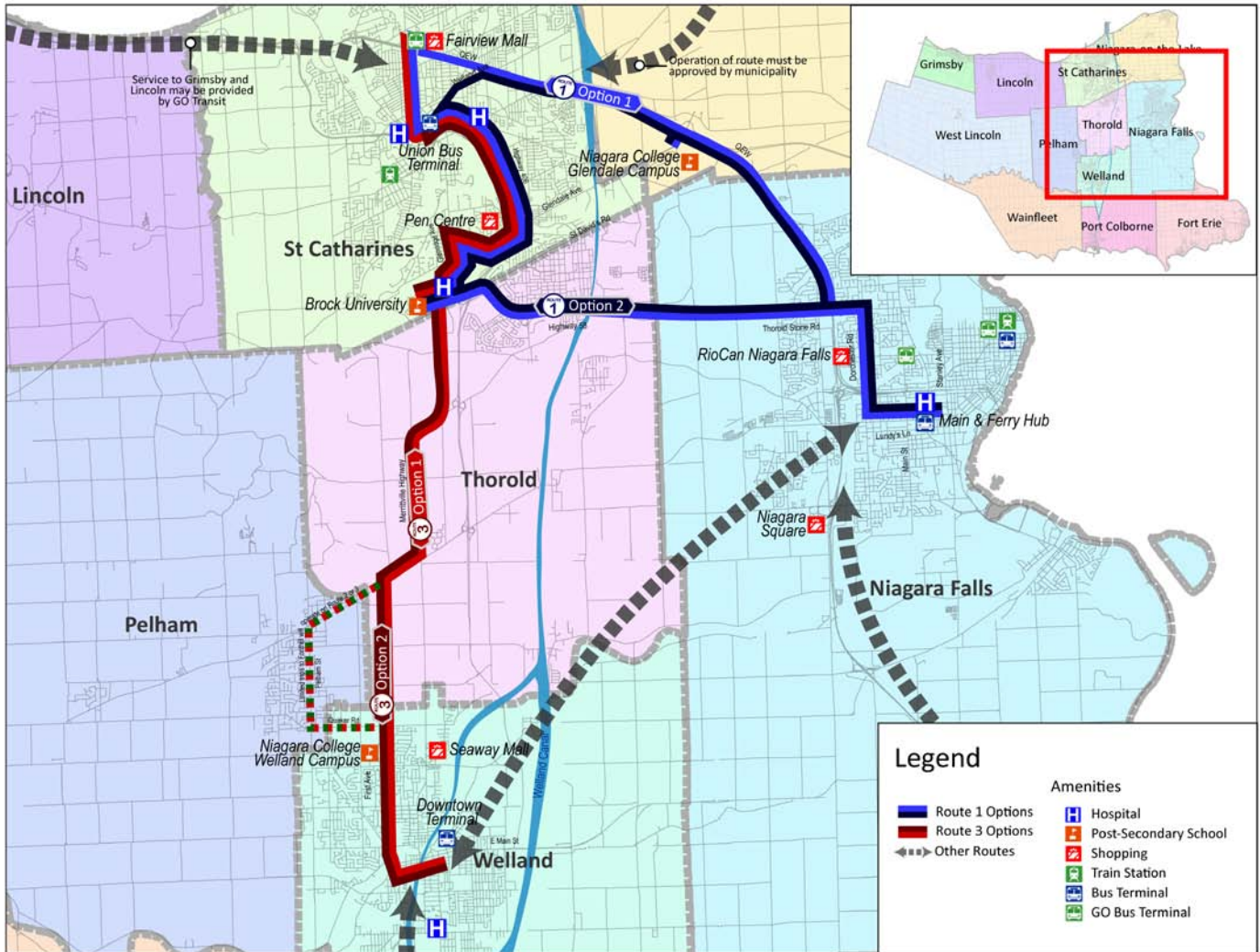


[Click here to provide us your feedback about service standards](#)

Route Options



Route Options – Routes 1 & 3

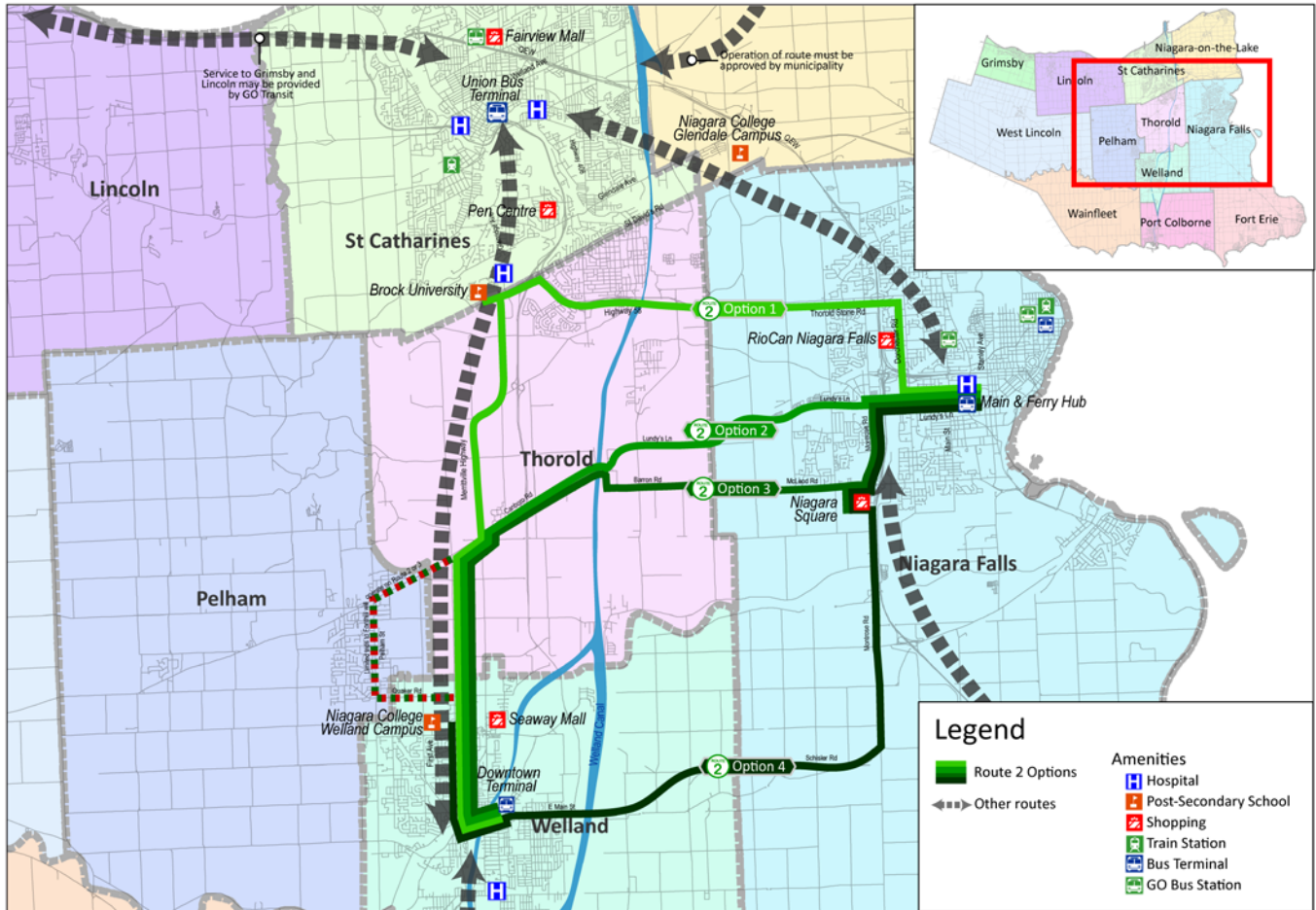


	Advantages	Disadvantages
Routes 1 and 3		
Option 1 – Route to St Catharines Downtown	<ul style="list-style-type: none"> More direct route from Downtown St Catharines to NC Glendale Campus 	<ul style="list-style-type: none"> No direct connection to Fairview Mall
Option 2 – Route extended to Fairview Mall	<ul style="list-style-type: none"> Connection to Fairview Mall and GO Transit 	<ul style="list-style-type: none"> Service to Fairview Mall adds travel time Concerns regarding amount of vehicles operating to Fairview Mall



[Click here to provide us your feedback about Routes 1 and 3](#)

Route Options – Route 2



	Advantages	Disadvantages
Route 2		
Option 1 – Via Thorold Stone Rd	<ul style="list-style-type: none"> No service disruptions when crossing Welland Canal Additional service from Welland to Brock University and from Brock University to Niagara Falls 	<ul style="list-style-type: none"> Increased travel time between Welland and Niagara Falls No service to Niagara Square Shopping Centre
Option 2 – Via Lundy's Ln	<ul style="list-style-type: none"> Direct route between Niagara Falls and Welland urban areas 	<ul style="list-style-type: none"> Lift bridge over Welland Canal may cause service disruptions No service to Niagara Square Shopping Centre
Option 3 – Via McLeod Rd	<ul style="list-style-type: none"> Direct route between Niagara Falls and Welland urban areas Connects to Niagara Square Shopping Centre 	<ul style="list-style-type: none"> Lift bridge over Welland Canal may cause service disruptions Rural parts of McLeod Rd may not be safe for transit operation
Option 4 – Via Shisler Rd	<ul style="list-style-type: none"> No service disruptions when crossing Welland Canal Connects to Niagara Square Shopping Centre 	<ul style="list-style-type: none"> Increased trip time to/from Niagara College Welland Campus



[Click here to provide us your feedback about Route 2](#)

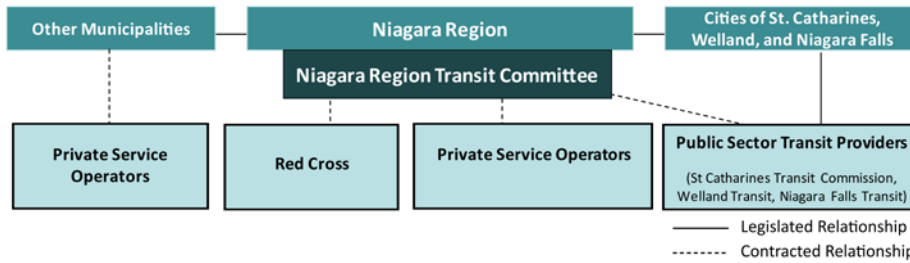
Route Options – Route 4 & 5



[Click here to provide us your feedback about Routes 4 and 5 and other Second-Tier services](#)

Governance Recommendations

Short Term



Niagara Region Transit Committee

- Develop standards, plans, and policies
- Integrate specialized transit with the conventional Inter-Municipal Transit service
- Apply for Federal/Provincial funds and develop a central customer information system

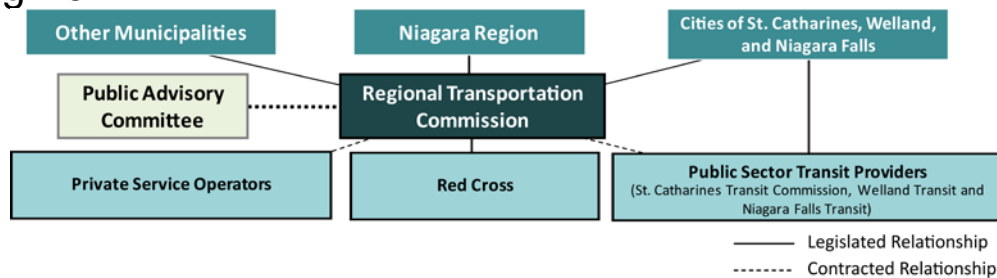
Public and/or Private Operators

- Contracted to deliver the inter-municipal services
- Develop detailed operating plans and performance monitoring programs

Benefits of Governance Structure

- Capitalize on existing infrastructure and operations planning expertise
- Build service ridership and expand required capital costs through time
- More integration of conventional and specialized transit services

Long Term



Regional Transportation Board

- Develop and update standards, plans, and other policies
- Procure transit vehicles and oversee planning, construction, and operation of system
- Pursue a diverse range of funding sources

Public and/or Private Operators

- Deliver the inter-municipal services through a competitive bidding process

Public Advisory Committee

- Provides ongoing feedback to the Commission

Benefits of Governance Structure

- Better coordination between transit services and other transportation modes
- Can attract more funding from senior governments



[Click here to provide us your feedback about these governance recommendations](#)

Financial and Implementation Plan

Service Description	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 10
	Introduce triangle services without N.C. Glendale connection	Include Glendale connection as part of IMT	Include Port Colborne and Fort Erie services as part of IMT Improve peak service level on triangle services	Introduce NOTL connection Introduce Sunday service on triangle services	Introduce Grimsby-Lincoln connection (may purchase seats from GO Transit) Improve base service level on triangle services	Introduce limited rural demand responsive service (integrate with NST with additional vehicles)	Improve service level on second-tier feeders Improve rural demand responsive service with additional vehicles and service hours
All Services							
Total Ridership	432,000	675,000	793,000	912,000	1,025,000	1,139,000	1,447,000
Post-secondary Students	204,000	410,000	440,000	469,000	499,000	531,000	632,000
Commuters	121,000	141,000	187,000	236,000	280,000	321,000	417,000
Market/Shopping	27,000	31,000	42,000	52,000	61,000	72,000	103,000
Others	80,000	93,000	124,000	155,000	185,000	215,000	295,000
Vehicle Hours	27,589	38,685	50,578	57,924	64,088	71,618	84,921
Operating Cost	\$2,483,000	\$3,482,000	\$4,552,000	\$5,213,000	\$5,768,000	\$6,446,000	\$7,643,000
Passenger Revenue	\$1,123,200	\$1,755,000	\$2,061,800	\$2,371,200	\$2,665,000	\$2,961,400	\$3,762,200
Net Operating Cost	\$1,359,800	\$1,727,000	\$2,490,200	\$2,841,800	\$3,103,000	\$3,484,600	\$3,880,800
R/C	45%	50%	45%	45%	46%	46%	49%
Rides/Hour	16	17	16	16	16	16	17
Vehicles							
Peak Vehicles	6	9	15	16	17	19	22
Spares	1	2	3	3	3	4	4
New Vehicles	7	4	7	1	1	3	3
Total Vehicle Cost (Incremental)	\$3,150,000	\$1,800,000	\$3,150,000	\$450,000	\$450,000	\$750,000	\$750,000
Facilities							
Stop & Shelter Cost	\$139,200	\$17,600	\$36,800	\$27,200	\$27,200	\$8,000	\$8,000
Terminal and Improvement		\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$250,000
Marketing & Promotion	\$100,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000
Administration Cost	\$292,500	\$272,500	\$360,000	\$360,000	\$360,000	\$514,750	\$719,750

Note:

Second-Tier feeder service will be provided only at request of local municipalities.

Annual staging is presented for analysis purposes and actual staging would be based on annual performance review/municipal requests.

Cost and Benefits

Capital Cost

- New buses
- Minor transit related works
- Trip Planner

Operating Cost

- Wages
- Fuel
- Operating and maintenance
- Administration
- Indirect costs (loss of revenues)
 - Tax revenues
 - Parking revenues
 - Gasoline sales

Financial Benefits

- Revenue from fares
- Additional advertising revenues
- Reduced trip costs for current non-transit users
- Indirect economic benefits
 - Property values
 - Spending
 - Taxes

Non-Financial Benefits

- Shorter transit trip times
- Reduced traffic
- Improved access
- Year round service
- New/Enhanced service for employees
- Some additional employment
- Enhanced community image
- Reduced carbon emissions

Who Benefits?

Students – A greater range of possible trip times will allow a larger group of students to rely on transit as their primary method of transportation

Seniors – Transportation option for those with reduced mobility or who are unable to drive

Commuters – Year round service and shorter trip times will enable commuters to consider transit as a viable alternative to driving

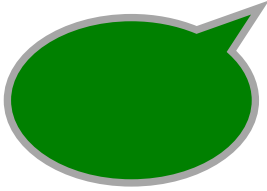
Low wage employees –The provision of year round service will provide those least able to pay with a more affordable transportation option

Shoppers – The planned bus service will provide regular service to regional shopping destinations



[Click here to provide us your feedback about the discussed costs and benefits](#)

Additional Comments



[Click here to provide us with any additional comments or feedback about the Inter-Municipal Transit Work-Plan](#)