

The Corporation of the City of Kawartha Lakes
Council Report

Report Number TR2018-001

Date: Tuesday February 13, 2018
Time: 2:00 p.m.
Place: Council Chambers

Ward Community Identifier: Ward 9, 10, 11, 12

Subject: Lindsay Transit Master Plan

Author Name and Title: Todd Bryant Manager Fleet and Transit

Recommendation(s):

That Report TR2018-001, **Lindsay Transit Master Plan**, be received;

That Council approve the recommendations of the draft “The City of Kawartha Lakes Lindsay Transit Master Plan 2018” report as outlined in Appendix A to Report TR2018-001;

That Staff be authorized to place the Master Plan report on the City website for public review; and

That

Staff be directed to update the Capital Asset Management Plan based on the recommendations in the Master Plan.

Department Head: _____

Financial/Legal/HR/Other: _____

Chief Administrative Officer: _____

Background:

The City of Kawartha Lakes completed a Transit Master Plan in April of 2008 that specified objectives for Lindsay Transit to undertake over a ten year period. The plan period is now completed and the City has retained the services of Transit Consulting Network to develop a Transit Master Plan for the next 10 years (2017-2027). The key drivers of the plan are to build on recent successes, improve service reliability and accessibility, expand transit's reach within the City where supported by sound business case, and identify alternatives to improve upon the existing routes and route network design.

A ten-year transit asset management plan will also need to be in place to ensure timely acquisition of equipment and that sufficient infrastructure and technology is in place to support the proposed transit service plan.

The final draft of "The City of Kawartha Lakes Lindsay Transit Master Plan 2018" (Appendix A to this report) was discussed at the January 11, 2018 Transit Advisory Board Meeting.

It was Moved by Michelle Murphy-Ward and Seconded by Norm Price:

THAT the Board endorses the Lindsay Transit Master Plan Report and recommends it be presented to Council.

CARRIED

This report addresses that purpose.

Rationale:

Lindsay Transit is a well-established service that consists of three separate routes (Green Route, Red Route and Blue Route) that connect at an on-street transit terminal in the central business district of Lindsay. The three routes provide service to the different areas of the community. The service is well utilized with over 102,000 passenger trips carried in 2017.

The draft Master Plan (Appendix A) builds on the successful performance growth of both Lindsay Transit and LIMO over the last five years. The Transit Master Plan is designed to take the City to the next level - to expand the reach of transit within Kawartha Lakes and to meet the needs of an aging population that wants to 'age in place'. The demand for accessible public transportation both within the Lindsay urban area and to adjacent and remote areas outside of Lindsay will continue to grow.

Transit users, stakeholders and staff are looking to establish clear direction for Transit. The Master Plan provides a framework for operational and capital activities considering current and future needs, and provides recommendations for the next ten (10) years. The Consultant considered factors such as projected population growth, capital cost, phasing in and development activities in their review.

The financial analysis contained within the Master Plan identified estimated costs in 2017 dollars. The values contained within the presentation and final report are provided by the Consultant and are considered reasonable.

Many groups, organizations and individuals have had input into the Transit Master Plan, including the Transit Advisory Board, Council members, transit riders, local businesses and employees, CKL staff, employers, bus operators, Fleming College students, Accessibility Advisory Committee and more. All have been willing to offer solutions, advice and opinions. In all, more than 1100 people were represented by or participated in this plan. Transit Focus Groups (TFG) are designed to help prioritize local transit investments based on industry best practices in route and service design. The TFG information received would be used to complement a community survey that was undertaken by City of Kawartha Lakes staff in 2017 and assist in the future direction of Lindsay Transit.

City Staff and the Consultant review transit industry best practices and use that knowledge to support service recommendations. The goal is to maximize transit growth opportunities while maintaining cost effectiveness. Review of industry best practices drives local transit planning process. Those best practices can help clarify, for example, whether service changes should be designed to expand the system and target new riders, or whether existing funding levels should be reallocated to better serve existing customers. It is important to ensure that the decisions and recommendations in the Master Plan reflect input from all stakeholders, including non-transit users.

The framework consists of:

Goals and Objectives

This provides general direction for the community.

Service Standards

This assists in determining where, when, why and how service will be provided.

Through the consensus-building process that was advocated throughout the study, Transit Consulting Network developed a number of goals and objectives based on the vision and mission statement that was developed in 2012.

Vision Statement

The preferred future of public transportation in the City of Kawartha Lakes:
“To provide a safe and reliable public transportation service that serves the citizens and businesses of the City of Kawartha Lakes.”

To support the transit vision, a number of goals and objectives have been developed. Lindsay Transit and LIMO Specialized Transit strives to provide a reliable, safe, comfortable, and cost-effective public transportation service for residents. Lindsay Transit and LIMO Specialized Transit strives to ensure that the public transportation service is cost-effective, energy efficient, and contributes to improving the quality of life of all residents of the City of Kawartha Lakes.

Service Goals

To provide a public transportation system as a viable alternative to the automobile in the City of Kawartha Lakes to:

- Improve the quality of life of residents who do not have access to an automobile.
- Improve pedestrian access to transit service.
- Meet the travel demand generated by various target markets in the employment, academic, commercial, medical, and service industries.
- Recognize that transit is an integral component of urban growth.

Performance Goals

Transit performance targets have been updated and established for the next five years as follows:

- **Effectiveness:** Increase transit use by 20% - from 4.5 to 5.4 revenue passengers per capita served by 2023.
- **Efficiency:** Increase service utilization use by 20% from 9.8 to 11.8 passengers per hour of service by 2023.

Financial Goals

- To keep financial costs and cost increases in line with Council objectives.

Transit Ridership Growth Plan

Expanding route coverage within Lindsay while increasing the annual transit service hours over the next five years and beyond is a significant transit ridership growth strategy. Residents will have better access to jobs while businesses will have a larger pool of both employees and customers. Equally important is that

the increased investment in transit enhances the quality of life of existing and future residents that have no other affordable means of travel.

Expanding the reach of transit and increasing service hours will have the largest impact in growing transit use within the City of Kawartha Lakes. Since many goods, services and employment opportunities are outside of Kawartha Lakes, it is reasonable to assume that transit connections to locations outside of Lindsay will increase local transit use as well.

City-wide Transit

In smaller communities such as Fenelon Falls, Bobcaygeon and some of the smaller village areas in Kawartha Lakes, some form of public transit would improve mobility for the many residents unable to utilize private vehicles for their travel needs. Access to medical facilities in Lindsay was a need clearly expressed during the community engagement process. It would also provide Lindsay residents with the ability to travel Kawartha Lakes communities outside of Lindsay. The Transit Master Plan provides an outline for providing this service, including timeframes and costs that would be brought to council for approvals.

Reviewing expansion of service as recommended in the plan for 2023 will better address existing needs of residents. For residents of households that are fortunate to own a car or multiple cars, the change from auto to transit will not occur overnight; it will take time. As a newly branded transit system becomes more visible, the hours of operation are expanded and more communities are served, a clear transit choice will emerge. Some households will not need that 2nd or 3rd auto and they may choose to reduce car ownership immediately or when a car needs replacement. This has multiple benefits, reducing greenhouse gas and infrastructure costs, while giving families greater disposable income that normally would have gone to vehicle ownership. Further, Kawartha Lakes is becoming a living destination for seniors and retirees. This makes the need and demand for Lindsay Transit and LIMO Specialized Transit services increase year over year.

Service expansion needs will be based on growth related data. Existing and future expansion will be considered by staff and a plan brought forward to address the needs.

Other Alternatives Considered:

At this time, there are no alternatives considered. The Lindsay Transit Master Plan process evaluated viable options and through a detailed evaluation including public consultation. The Consultant recommendations have outlined the most economical and beneficial option Lindsay Transit.

Should Council choose not to accept the recommendations within the report, Staff will need to revisit the recommendations with the Consultant as directed.

Financial/Operation Impacts:

There is no immediate financial impact from Council endorsing the Transit Master Plan. This report is simply seeking alignment with the recommendations contained within the Transit Master Plan. The financial impacts identified within the report will be rolled into future capital and operating budgets respectively. Council will have opportunity to approve those budget decisions at that time.

Relationship of Recommendation(s) to the 2016-2019 Strategic Plan:

This Lindsay Transit Master Plan will strongly endorse all of the goals in the Strategic Plan:

- A Vibrant and Growing Economy. A healthy transit system enables commuters to get to work, school and activities that support the growth of our City.
- An Exceptional Quality of Life. Affordable public transit assists the general well-being of residents and customers promoting activity health, education and employment.
- A Healthy Environment. Utilizing active transportation and builds ridership. Further, a comprehensive public transit system provides an alternative to car ownership while reducing greenhouse gas emissions and gives residents opportunities to experience the Kawartha Lakes.

Review of Accessibility Implications of Any Development or Policy:

All legal requirements as legislated within Regulation 191/11 made under the Accessibility for Ontarians with Disabilities Act, 2005 are met by Lindsay Transit and LIMO Specialized Transit. Lindsay Transit continues to strive for Service Excellence when providing transportation services to the residents of the City of Kawartha Lakes and will continue to consult all users including people with disabilities to ensure that future service excellence are maintained.

Consultations:

Treasurer

Manager of Corporate Assets

Accessibility Officer

Transit Supervisor

Attachments:



Kawartha Final Draft
Report 01-10-2018 Su

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Department Head: Bryan Robinson, Director of Public Works

Department File: Lindsay Transit Master Plan Report TR 2018-001