

# **The City of Kawartha Lakes Transit Operational Review**

Lindsay Transit Master Plan

January 30, 2018

Transit Consulting Network



# Presentation Overview

- 2008 Transit Plan
- Study Objectives
- Current Service
- Transit Report Card and Peer Review
- Community Engagement Process
- Transit Master Plan Recommendations
- Summary

# 2008 Transit Plan MMM Study

- Meet AODA standards
- Specialized Transit
- Conventional Routes change
- Transit Hub and Shelters
- Buses
- Advertising
- Rural Transit

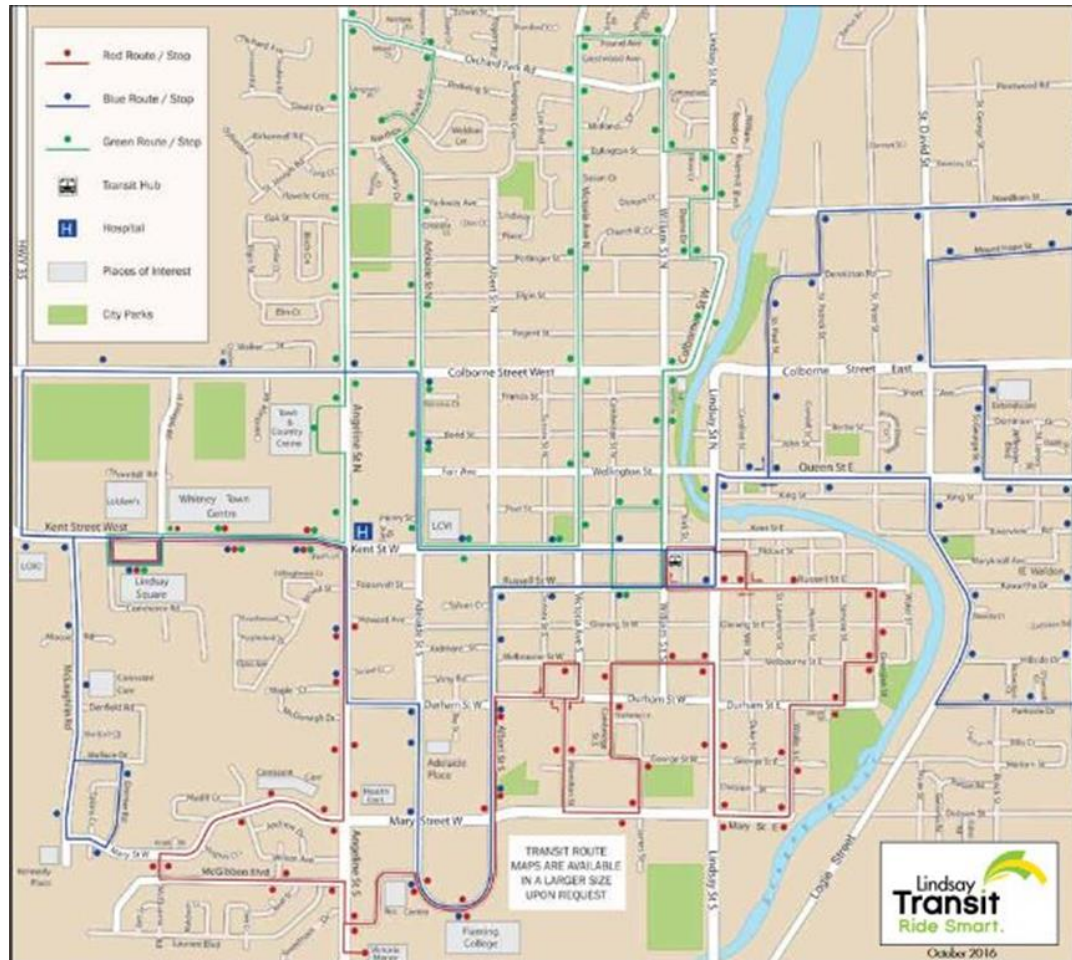
# 2018 Study Objectives

- Assess current and future transit operating environment
- Identify challenges and opportunities
- Meet community expectations
- The ultimate goal and challenge is to provide a transit service plan for the Town of Lindsay that meets public transit needs in a fiscally responsible manner

# Current Transit Service

- Radial route network
- Three routes
- 60-minute return at downtown terminal
- Monday – Saturday 7:00am to 7:00pm

# Route Map



# Route Design Principles

- 95% of stops within 5 minute walk (450 metres)
- Maintain two-way service to extent possible
- Safe travel speeds (18 kph to 22 kph)
- Ensure key (priority) destinations are served appropriately
- Reflect community input
- Understanding that poor route performance at times are necessary
- Low-cost service delivery where demand may be low

# 2011-2016 Report Card Review

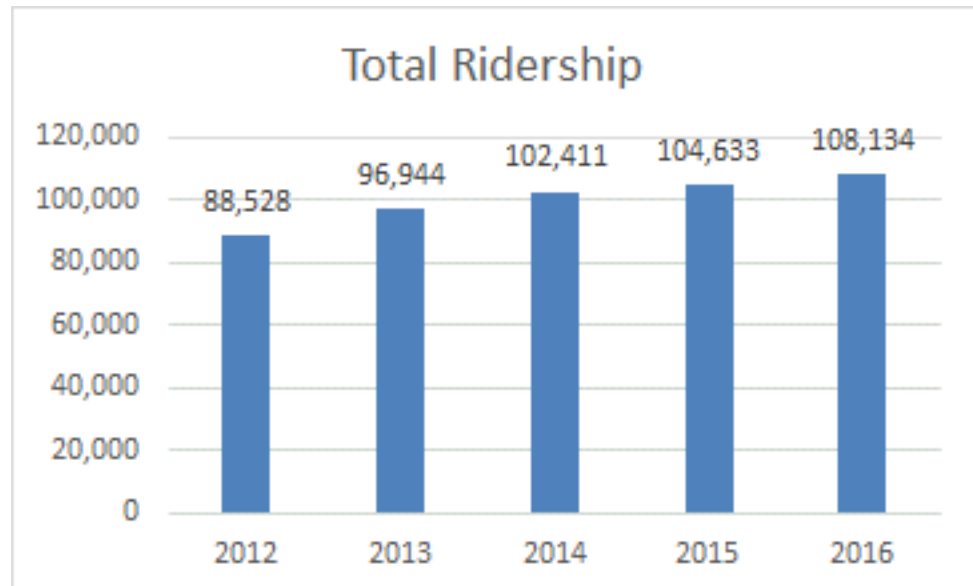
## 2012-2016 - Transit and LIMO Ridership

2012 to 2016 Lindsay Transit and LIMO Ridership					
Year	Lindsay Transit Ridership	LIMO Ridership	Total Ridership	% Lindsay Transit	% LIMO
2012	80,969	7,559	88,528	91%	9%
2013	85,691	11,253	96,944	88%	12%
2014	88,810	13,601	102,411	87%	13%
2015	92,248	12,385	104,633	88%	12%
2016	94,511	13,623	108,134	87%	13%
Change 2016 Vs 2012	13,542	6,064	19,606	-4.1%	4.1%
% Change 2016 Vs 2012	16.7%	80.2%	22.1%	-4.4%	47.5%



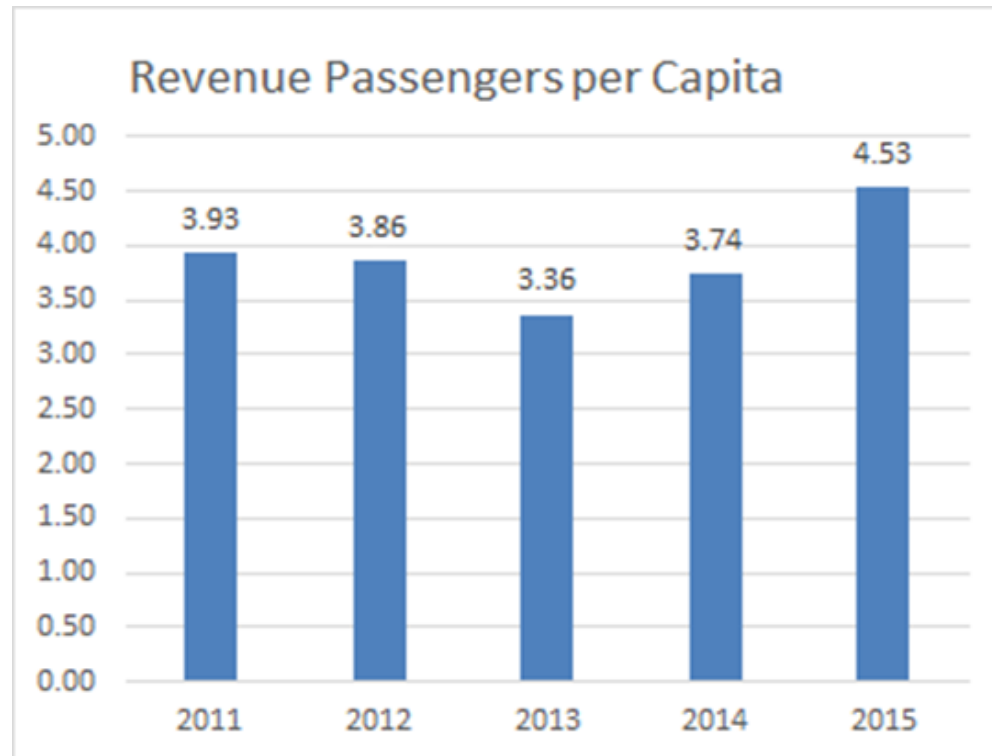
# 2012-2016 Transit and LIMO Ridership

- For every 1% in population growth, public transportation demand grew by 3% (3x population growth!)
- LIMO demand increased from 9% to 13% of total demand



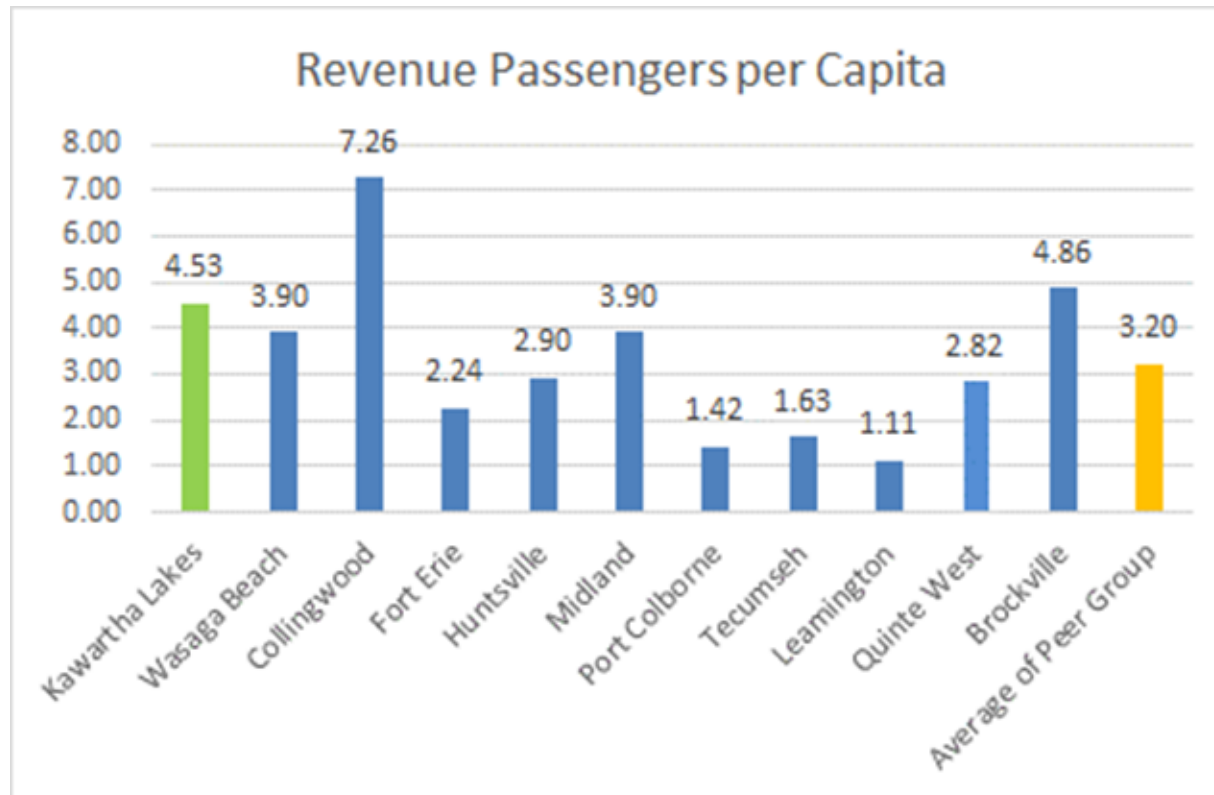
# Revenue Passengers per Capita

- Significant 15.3% increase in Lindsay Transit effectiveness over 5 years



# Revenue Passengers per Capita continued

- Impressive 41.6% higher than average value of the peer group in 2015



# The Transit Market

- Captive market – those that have no other affordable means of travel
- Aging population
- Living longer
- Aging in place
- ‘Grey’ market
- Transit needs to adapt
- Choice market that has room to grow

# The Transit Market continued

- Students are the future of Transit
- Different world than previous generations
- Millennial's
- More environmentally conscious
- Deferring car ownership
- More financially aware of benefits
- Economic benefits of transit
- Businesses need employees
- Employees need businesses

# The Cost of Car Ownership

- Assume 75% of 2015 CAA Driving Costs used based on 16,000km/ year
  - \$630/ month by car Vs \$60/ month by bus

ANNUAL DRIVING COSTS – based on the Camry LE				
Km driven per year	Annual operating costs (variable)	Annual ownership costs (fixed)	Total cost	Cost per km
12,000 km	\$1,975.20	\$7,179.84	\$9,155.04	\$0.76
16,000 km	\$2,633.60	\$7,494.00	\$10,127.60	\$0.63
18,000 km	\$2,962.80	\$7,494.00	\$10,456.80	\$0.58
24,000 km	\$3,950.40	\$7,801.08	\$11,751.48	\$0.49
32,000 km	\$5,267.20	\$8,373.48	\$13,640.68	\$0.43

# The Cost of Car Ownership continued

- Consider a person earns \$12 net per hour and works 24 hours per week
- 13 hours per month just to carry the cost of a car (over half of part time employee's income)
- Major car repair can be devastating to some families
- Leaves little, if any, disposable income that could be spent locally for goods and services.

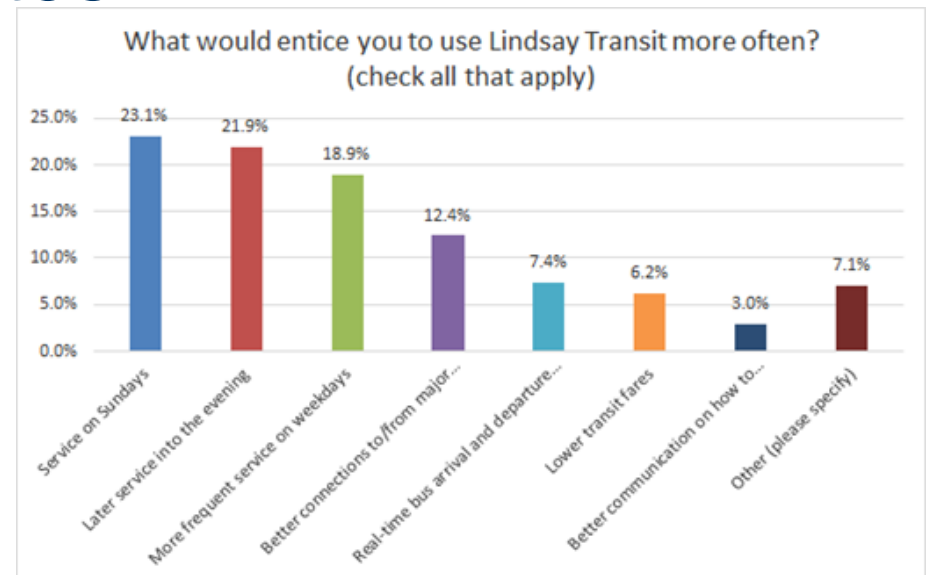
# Community Engagement

- Lindsay Transit Survey: 199 respondents
- Employer Survey: 32 businesses representing approximately 900 employees
- Bus Operator focus group
- Municipal Staff focus group
- Business Community focus group
- Bus Ride-along/ passenger interviews
- Fleming College open house and student interviews
- Accessibility Committee
- Transit Advisory Board focus group



# Community Priorities what we heard

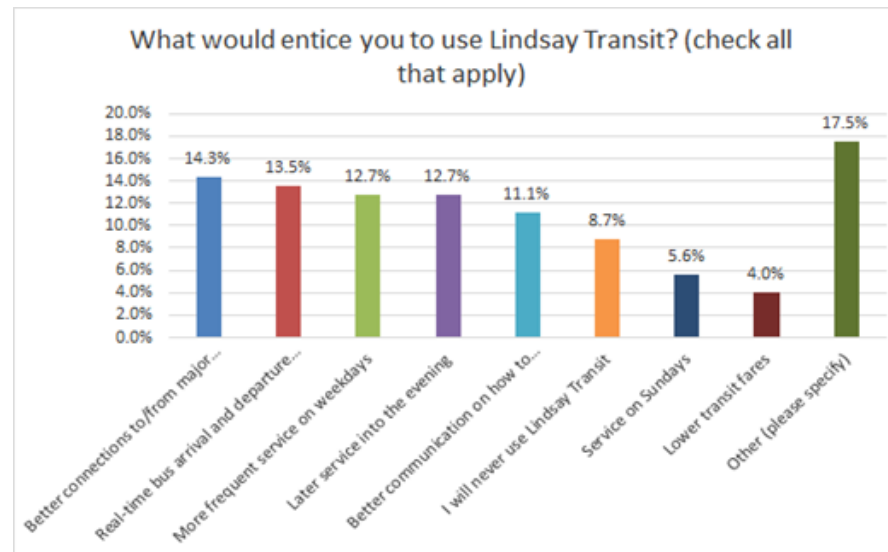
- Add Sunday service
- Later evening service to accommodate retail industry
- More direct bus routes



# Community Priorities what we heard

## Continued

- Real time passenger information
- Cover more areas of Lindsay
- Connecting hotels with key destinations
- Provide service to communities outside of Lindsay

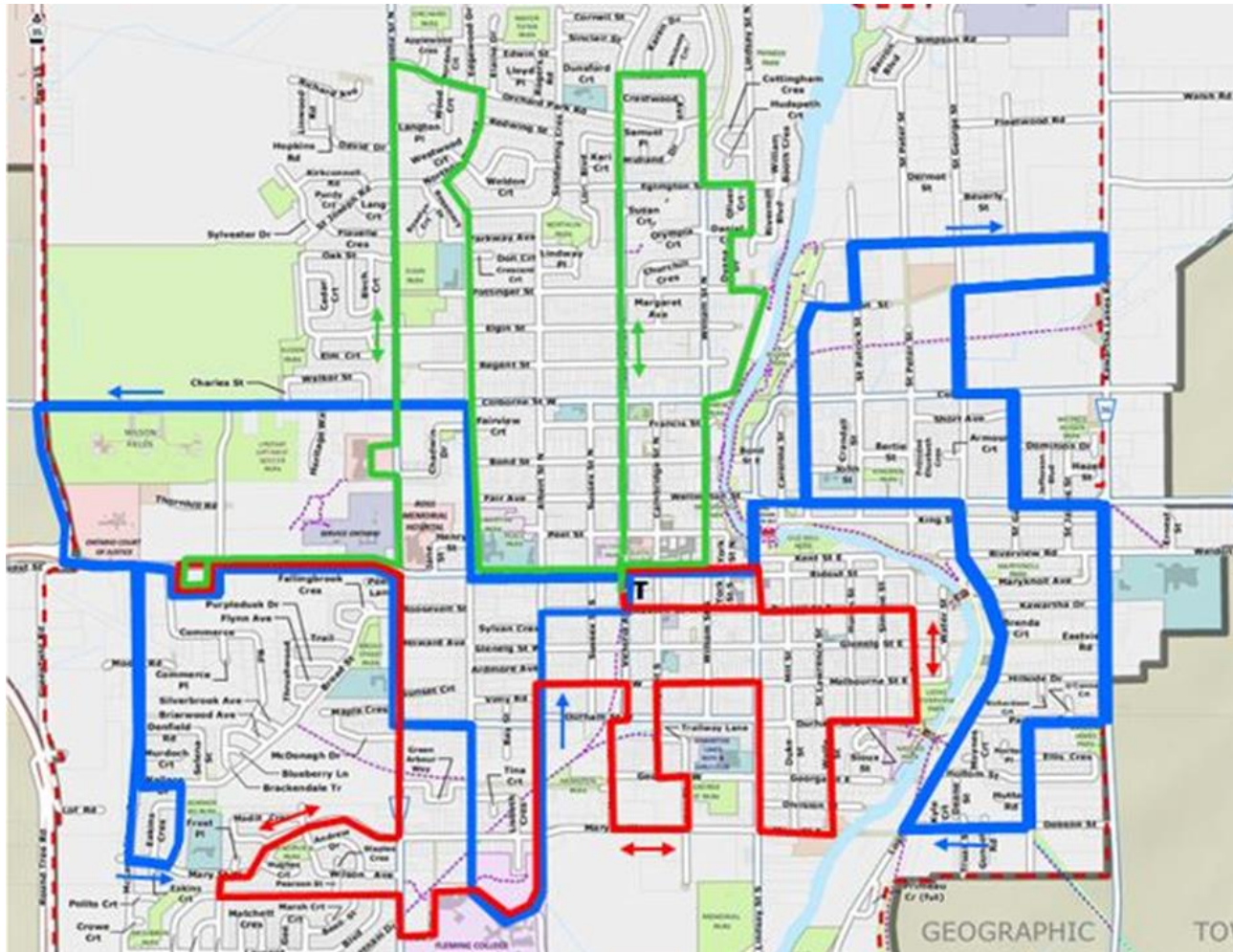


# Recommendations

2018

- Modify existing 3-route network
- Blue Route
- Green Route
- Red Route
- LIMO service expanded to Springfield Gardens, LEX and Country Estates

# Recommendations continued



# Recommendations continued 3

2019-2020

- Add Sunday service to all routes and LIMO
- LIMO expanded to new residential developments
- Increase employee compliment to match service needs

# 2021-2022 Route Network and Service

- 4-route network
- Orange Route (NEW)
- Blue Route
- Green Route
- Red Route
- Can be easily modified to serve new development in north-west, south and south-east Lindsay
- Extend service to 11:00pm

# 2021-2022 Route Network



# 2023-2027 Route Network and Service

## 2023

- Commence minimum service to link Bobcaygeon and Fenelon Falls to Lindsay
- Investigate service to GO bus stop at HWY35 and 115

## 2024-2025

- Expand days and hours of service to the Bobcaygeon and Fenelon Falls service to Lindsay

## 2026-2027

- Implement service to GO bus stop at HWY 35 and 115



# Other Improvements

- Install smart card technology and accommodate mobility payment
- Equip buses with bike racks
- Heated bus shelter at downtown transfer location
- Consolidate transit operations to one building location from two locations
- Add Community Liaison staff member
- Add one full time bus operator for every 2080 hours of service per year
- Add one full time mechanic to accommodate increased service hours
- Investigate 'off-street' transit terminal location in the downtown

# Summary

- Transit ridership has far outpaced population growth by 3 to 1
- LIMO ridership outpacing Lindsay Transit ridership growth
- The transit market is changing
- Extensive community engagement process undertaken
- Recommendations include expanding Lindsay Transit service by adding a 4th route, increasing hours and days of operation and the expansion to outlying communities
- Expansion of specialized transit to outlying communities
- Strategy in place to expand service to newer developments
- Adding smart card technology, bike racks and improved bus stop infrastructure

# Questions?

