



Committee of the Whole Report

Report Number TR2020-002

Meeting Date: October 6, 2020

Title: Addition of Fourth Route to Lindsay Transit

Description: Expansion of Lindsay Transit service to meet customer needs.

Author and Title: Todd Bryant, Manager Fleet and Transit

Recommendation(s):

That Report TR2020-002, **Addition of Fourth Route to Lindsay Transit**, be received;

That Council approve expansion of transit service within Lindsay in alignment with the Transit Master Plan to commence January 2022 including required staffing and equipment needs; and

That this recommendation be brought forward to Council for consideration at the next Regular Council Meeting.

Department Head: _____

Financial/Legal/HR/Other: _____

Chief Administrative Officer: _____

Background:

At the Public Spaces Working Group of the Accessibility Advisory Committee meeting on August 24th, consultation and a presentation on the expansion of a fourth route for Lindsay Transit was provided. The group expressed their appreciation and agreed to bring a resolution forward to the whole Accessibility Advisory Committee on September 23rd recommending that Council move forward with and follow the timelines of the City of Kawartha Lakes Lindsay Transit Master Plan (Master Plan). Staff are following Council direction by adhering to the service outline in the Master Plan that was presented to Council in 2017. This plan outlines several improvements to Lindsay Transit that could be made incrementally over several years to improve access to transit, accessibility and increase ridership.

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. These three routes provide service to the different areas of the community. The service is well utilized with over 140,000 passenger trips carried in 2019.

The Master Plan (see Appendix A of this report) builds on the successful performance growth of both Lindsay Transit and LIMO over the last five years. The 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 have gone through an extensive consulting process and are looking to implement the addition of a fourth transit route within Lindsay as outlined in the City's Master Plan. 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 at \$280,000 with a revenue projection of \$42,400 in fares. The costs have been updated in the financial impact section below as the Investing in Canada Infrastructure Program (ICIP) has since been implemented reducing the capital purchase of the bus.

Many groups, organizations and individuals have had input into the 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 is being 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 continually 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.

Lindsay Transit sees this proposed expansion as an opportunity to reach the Springdale Gardens area in the north west area of Lindsay and provide better transit options for Students and the general public throughout Lindsay. Adjustments to existing routes and selection of the expansion route have yet to be determined. Staff have received significant feedback from the public and will be consulting the public again prior to determining final routes.

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.

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 within Lindsay, it is reasonable to assume that the additional route will increase ridership.

Other Alternatives Considered:

Council could choose to defer commencement of the service expansion. The Master Plan process evaluated viable options and through a detailed evaluation including public consultation. Kawartha Lakes Accessibility Advisory Committee has had input and endorses the addition of the fourth route for Lindsay Transit. Council also endorsed the recommendations contained within the Master Plan which has outlined the most economical and beneficial option for Lindsay Transit customers. As such, deferral is not recommended by Staff.

Alignment to Strategic Priorities

For reference the four strategic priorities within the 2020-2023 Kawartha Lakes Strategic Plan are:

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.

An Exceptional Quality of Life

Affordable public transit assists the general well-being of residents and customers promoting activity health, education and employment.

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.

Good Government

We serve our community with pride. We seek to understand and meet the needs of those we serve within our available resources. Lindsay Transit is committed to accessible, timely, knowledgeable, courteous and fair transit services.

Financial/Operation Impacts:

It is estimated the annual cost to implement the additional route (4500 hours of labour) would be \$108,162.50 in salary and the maintenance cost for equipment would be \$42,500. The initial capital cost of the bus of \$200,000 would be covered by the Investing in Canada Infrastructure Program (ICIP).

Consultations:

Accessibility Coordinator
Accessibility Advisory Committee, Public spaces working group
Supervisor, Client Services

Attachments:

Appendix A: Transit Master Plan



Transit-Master-Plan
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Department Head E-Mail: brobinson@kawarthalakes.ca

Department Head: Bryan Robinson

Department File: TR2020-002