

City of Lloydminster Public Transportation Master Plan

Preliminary Recommendation & Project Update

April 22, 2024 - Governance and Priorities Committee Meeting

Prepared by:



Prepared for:



Agenda

- Benefits of Transit in a Community
- Feasibility of Transit in Lloydminster
- Phase 2 Engagement Results:
 - What We Did
 - What We Heard
 - Key Takeaways
- Alignment with Strategic Priorities
- Preliminary Recommendation
- Next Steps



Benefits of Transit Service in a Community

Economic



Job creation & encourages income and taxes through transit operations and construction

Transportation User



Saves \$ on vehicle costs, reduces collision rates & saves time by avoiding congestion

Environmental



Reduces greenhouse gas emissions, land consumption & travel distances

Social and Community



Reduces economic costs of health care, hospital admissions & improves cardiovascular health

Sources:

Canadian Urban Transit Association (2019). The Economic Impact of Transit Investment in Canada.
American Public Transportation Association. (2022). Public Transportation Facts.

Is Transit Service Feasible in Lloydminster?

Transit Potential in Lloydminster



Low-income populations ~ 12%



Youth (5 to 14 years of age) ~ 15%



Senior population (65 and over) ~ 12%



Recent immigrant population ~ 4%

Very broadly speaking, ~ 20 to 25% of the population in Lloydminster would be prone to using transit. This is a best-case scenario.

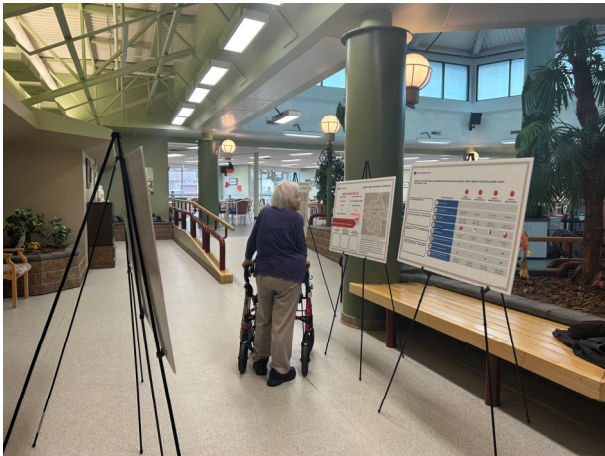
Transit Feasibility in Lloydminster

- Not quantitative
- Qualitative considerations include:
 - **Weather:** provides an option to walking in adverse weather
 - **Land uses:** compact land use patterns supports transit use
 - **Density:** Low to medium density development not ideal
 - **Market:** ~20 to 25% of population has transit potential
 - **Travel Patterns:** east-west travel supported by road network
- Is transit feasible in Lloydminster? **Yes**
- Is transit supported in Lloydminster?
Engagement results indicate a willingness to support transit
 - **Round 1:** 84% of respondents support public transit in Lloydminster
 - **Round 2:** 76% of respondents support transit as a good use of taxpayer money

Phase 2 Engagement

What We Did

- Two rounds of engagement: Phase 1 & 2
- Stakeholder engagement



Pop-Ups & Open Houses

- **October 25 & 26, 2023**
- Pioneer Lodge: Approx. 50 attendees
- Servus Sports Centre: Approx. 76 attendees
- Farmer's Market: Approx. 50 attendees
- Approx. 176 attendee's total



Public Survey

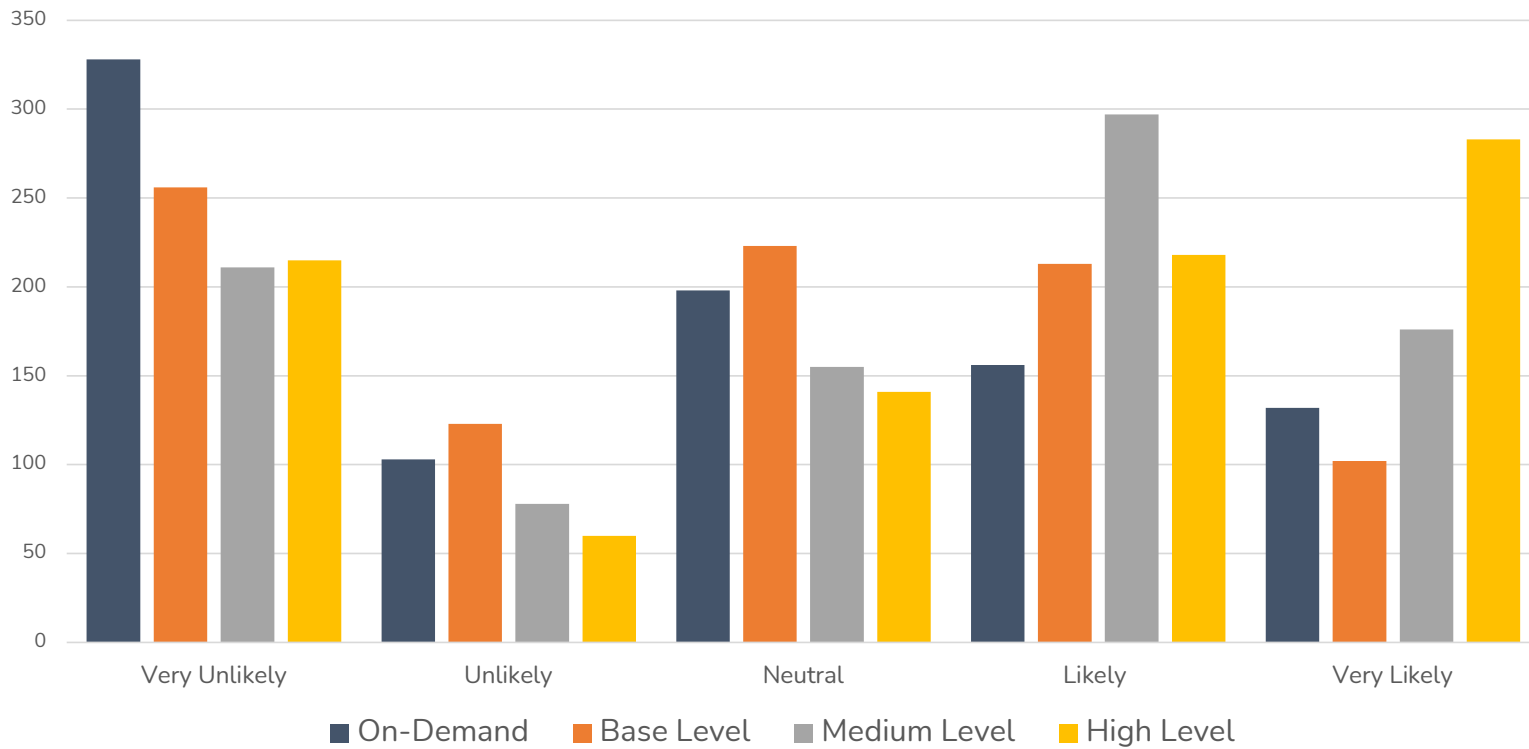
- Available online via Your Voice Lloyd from **October 18 – November 8, 2023**
- Paper copies distributed to community organizations, City Hall, and open house locations
- **Phase 2 - 917 responses**



Lunch & Learn

- **October 27, 2023**
- Workshop with City staff and local business owners
- Approximately 11 attendee's total

Likelihood to Use Each Option



Most likely to use:

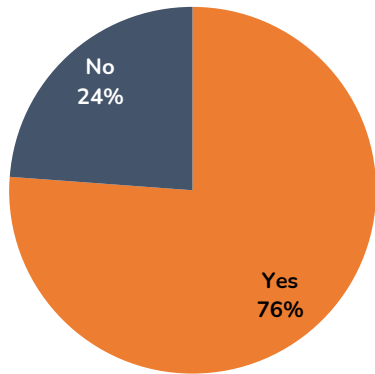
1. High Level
2. Medium Level

Least likely to use:

1. On-Demand
2. Base Level

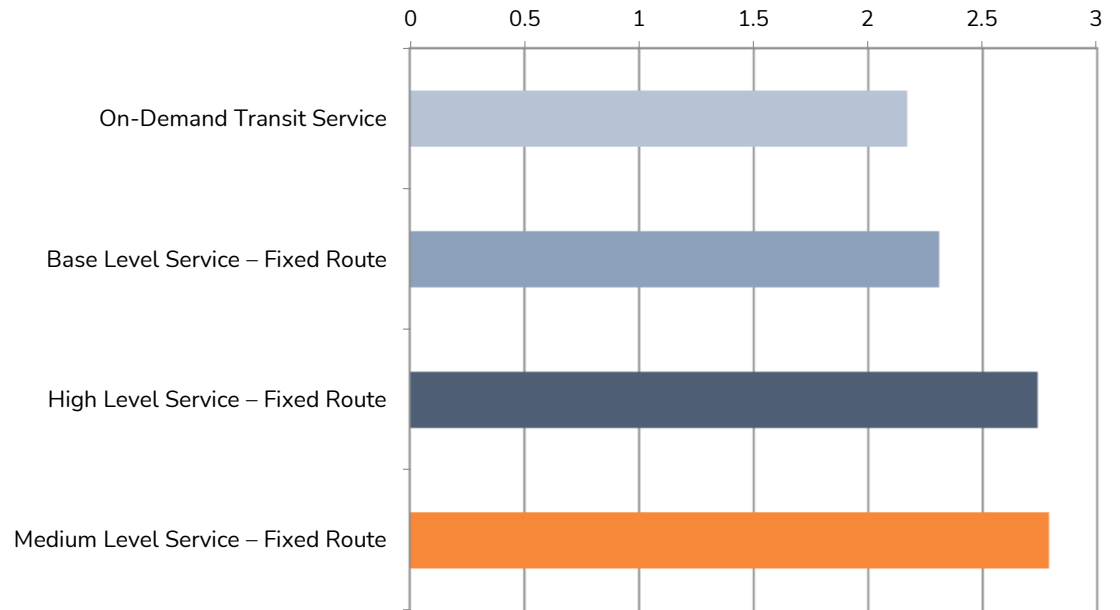
Value for Taxpayer Money Spent

Do any options represent a good use of taxpayer money?



*If respondents indicated "no," they were not asked to rank the options.

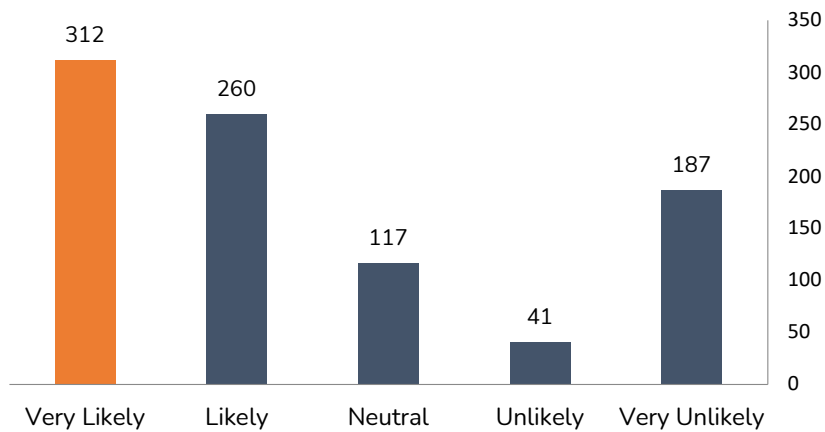
Based on the information provided about each service option, please rank the options for providing the most value for taxpayer money spent. (1 being least value for taxpayer money spent and 4 being most value for taxpayer money spent)



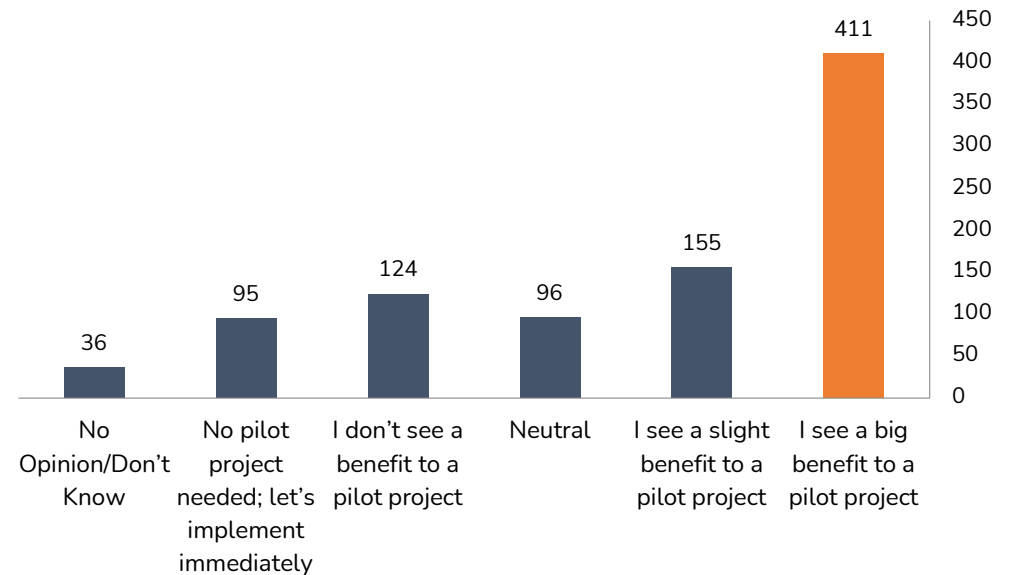
On Average Medium Level Service ranked the highest in terms of being the most valuable for taxpayer money

Likelihood to Support a Public Transportation System & Pilot Project

How likely are you to support the implementation of a public transportation system ?



Do you see a benefit to a pilot project?



Key Takeaways



Respondents are mostly travelling to **West Lloydminster, Central Business District, Southridge & West Commercial** areas



Medium & High-Level options serve West Lloyd & Southridge; minimal service to CBD & West Commercial



\$2.00 is the most preferred **one-way fare option**

- Estimated 4% (Rounded 4.011%) tax increase
- 12 Boardings/Hour (84,000 Boardings per Year)
- \$72 to \$144 annual tax increase

Note: \$3.00 - \$3.50 fares were used to calculate costs and tax implications



High Level Service ranked the highest to meet travel needs



Evening (6pm – 8pm) and peak afternoon (4pm – 6pm) are when respondents are likely to access the service



Majority of respondents feel that the options represent a **good use of taxpayer money**



Respondents are **most likely to use the High-Level Service or Medium Level Service**, and are **least likely to use the On-Demand service**



Medium Level Service ranked the highest as providing the **most value for taxpayer money spent**

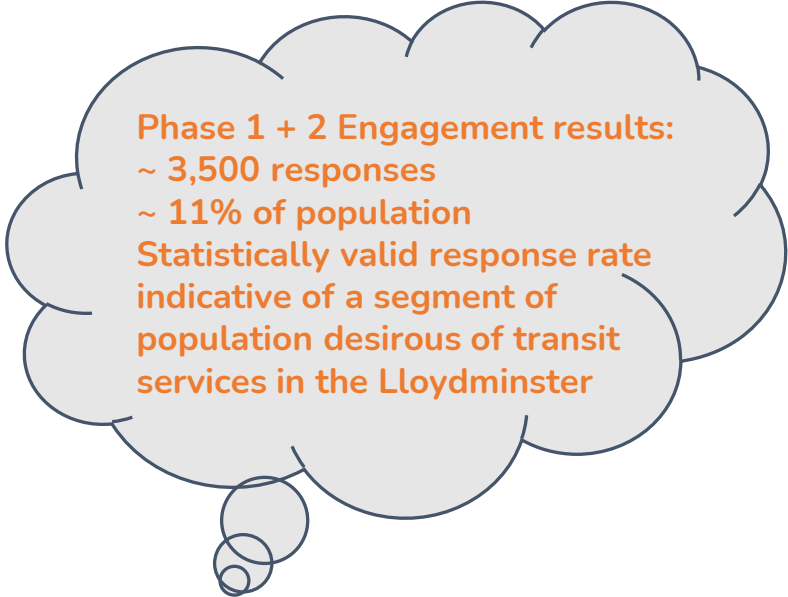
- Estimated 4% (Rounded 3.881%) tax increase
- 12 Boardings/Hour (84,000 Boardings per Year)
- \$3.00 one-way fare



Respondents are **mostly very likely/likely to support** the implementation of a public transportation service in Lloydminster

Key Takeaways

- Engagement results are typically representative of a communities' views – not everyone will respond
- Typical to only hear from involved/affected members of the community
- Response Rate is in alignment with other communities across Canada completing similar tasks
- Lloydminster is growing – needs dependable workforce to support economic growth; public transportation can support this



Phase 1 + 2 Engagement results:
~ 3,500 responses
~ 11% of population
Statistically valid response rate
indicative of a segment of
population desirous of transit
services in the Lloydminster

Key Takeaways

Service Characteristics	1 Option 1: On-Demand Service	2 Option 2: Base Level Service	3 Option 3: Medium Level Service	4 Option 4: High Level Service
Number of Routes	-	1	3	4
Service Frequency <i>How often the bus arrives at a particular stop</i>	Service wait time: 30 minutes	60 minutes	2x 60 minutes 1x 30 minutes	30 minutes
Service Span <i>When service starts and ends</i>	Service window: 6 AM - 8 PM Monday - Sunday	6 AM - 8 PM Monday - Friday	6 AM - 8 PM Monday - Friday	6 AM - 8 PM Monday - Sunday
Service Coverage				
Number of Buses	2 vans in service & 1 spare	1 in service & 1 spare	2 in service & 1 spare	4 in service & 1 spare
Estimated Annual Ongoing Operating Cost	\$\$	\$	\$\$	\$\$\$
Estimated Startup Capital Cost	\$\$	\$	\$\$	\$\$\$
Estimated Average Additional Annual Property Tax Impact (Based on property values ranging from \$250,000 to \$500,000)	\$60 to \$120 (3% increase)	\$40 to \$80 (2% increase)	\$70 to \$140 (4% increase)	\$130 to \$260 (7% increase)

Engagement results indicate that respondents are generally supportive of public transportation, with a Fixed Route Medium Level Service identified to be the most valuable when considering taxpayer dollars

The services and the specific service characteristics do not represent a final solution rather were generated to inform the Engagement Round 2 conversation; potential future services could use these as the building blocks.

Alignment with Strategic Plan Priorities



Providing a Safe Community: Social Services

High-Level Priority:

- The City, service-delivery organizations, and citizens agree on how best to meet the social needs of citizens

~ 80% (Round 1 & 2 Engagement) of engagement respondents identified a need for transit service



Managing our Environment and Infrastructure: Efficient Transportation

Medium-Level Priority:

- Transportation options, **including transit**, are reviewed and evaluated
- People can move effectively using networked trails and sidewalks

Transit service supports multi-modal transportation efficiency



Building Economic Resilience: Business Attraction and Retention

Low-Level Priority:

- Reduce barriers to business creation and growth

Transit service reduces transportation barriers to accessing employment and business opportunities



Preliminary Recommendation



From the data and the information derived from public engagement phases, targeted stakeholder engagement, as well as through research regarding public transportation within other municipalities of similar population and size, the Project Team foresees that:

public transportation is a service that is generally desired by the residents of Lloydminster and is accepted as a potential service the City of Lloydminster should explore

Next Steps

Do Nothing

- Re-Evaluate in 3-5 years -
- Project is accepted at this time but not furthered
- Re-evaluation helps assess public perception of service in the 3 to 5-year time frame
- **Comments:** allows further investigation into need for service and delivery options
- **Consultant fees:** \$100,000 to \$120,000 including public engagement (Repeat of this process)

Implementation - Pilot Project

- Further Validate Data -
- Pilot Project is developed and moved to Implementation
- **Duration:** Temporary (Recommend 1 to 2-year duration)
- **Cost:** set up + operating costs for duration of pilot; limited time investment
- **Public perception:** with temporary nature of project people might not be willing to change travel patterns
- **Infrastructure:** Vehicles leased + virtual bus stops; limited investment
- **Comments:** tests use case; ability to end service if not used or progress to full implementation if successful
- **Consultant fees:** \$65,000 to \$70,000

Implementation - Full Service

- Permanent Solution -
- Project is developed and moved to full implementation
- **Duration:** Permanent
- **Cost:** set up + ongoing operating costs; long-term investment
- **Public perception:** permanent nature of project; people more willing to change travel patterns
- **Infrastructure:** Vehicles purchased + virtual/permanent bus stops; high investment
- **Comments:** tests use case; harder to end without very strong case to stop service
- **Consultant fees:** \$85,000 to \$90,000

Next Steps

Do Nothing

Operating costs, wages, vehicle costs will all increase with time

Desire for public transportation service clear in current study

Implementation - Pilot Project

Preferred Option

Allows for an incremental approach to a permanent public transportation service in Lloydminster

Temporary nature allows service to be discontinued if not meeting success metrics

Implementation – Full Service

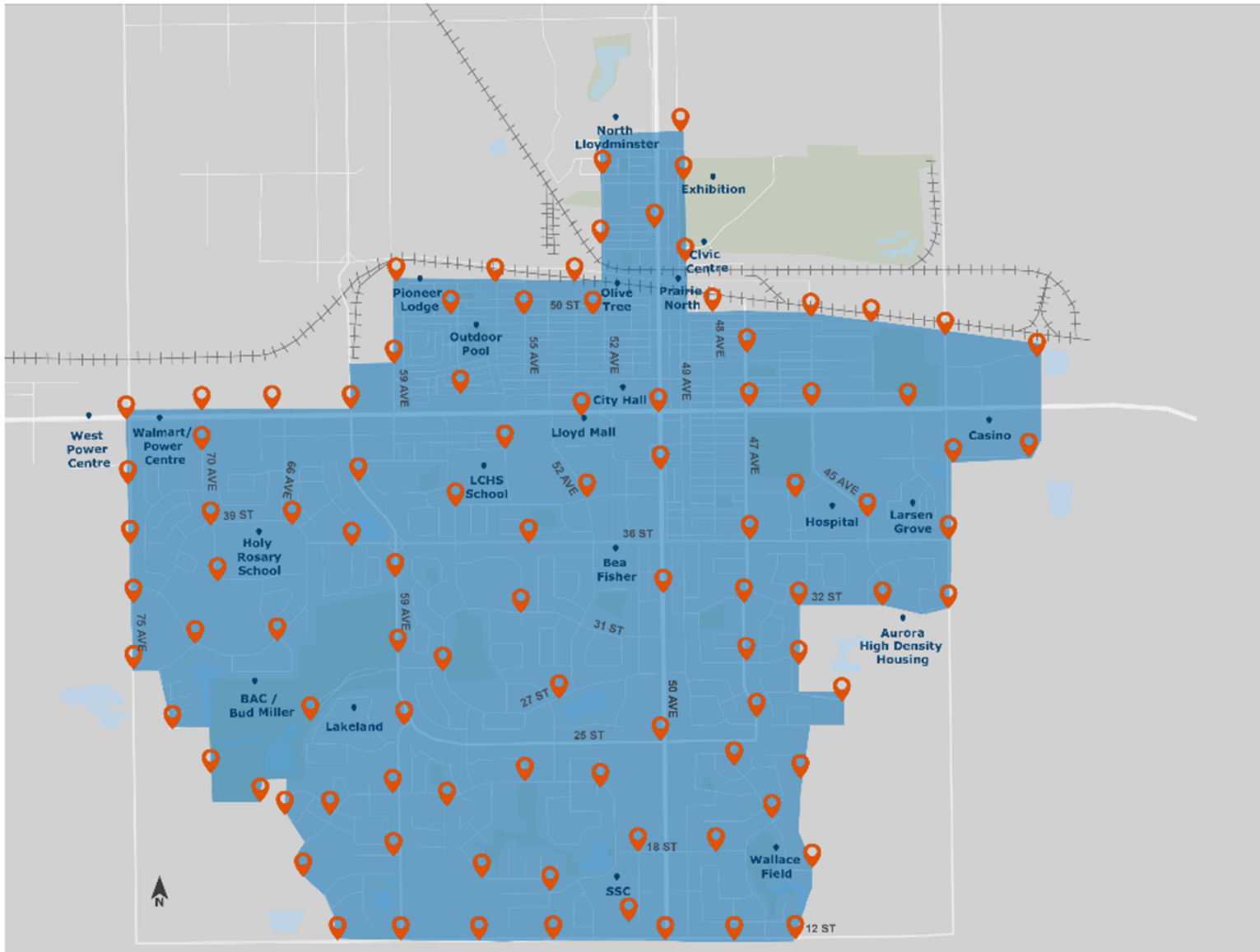
Permanent service does not allow exploration of service feasibility like a Pilot Project

Permanent nature makes it difficult to cease service even if not meeting success metrics

Resource Slides

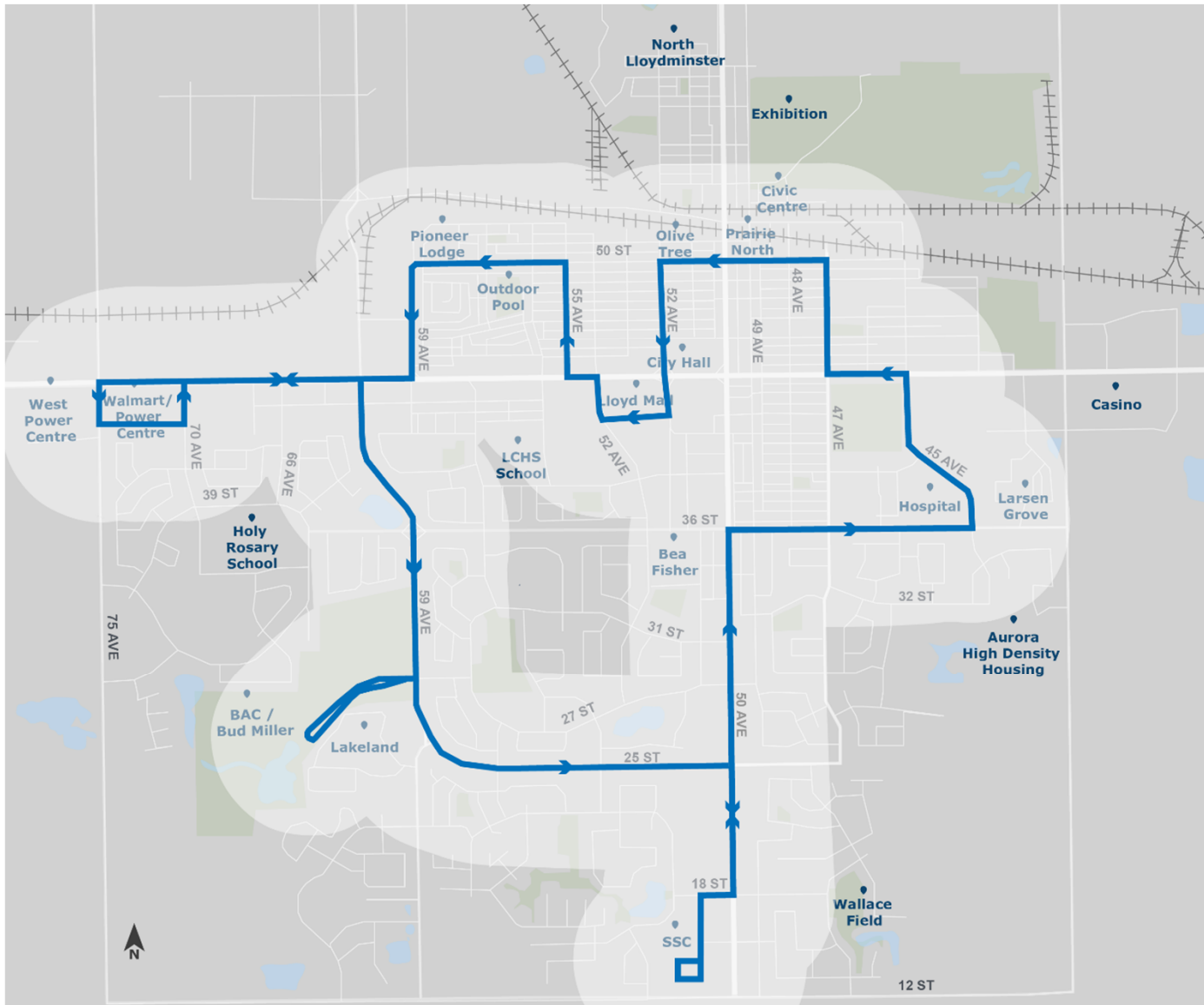
Option #1: On-Demand

- City wide service area
- Virtual stops (no infrastructure costs)
- Service span: 6 am to 8 pm (14 hours of service)
- Service days: Monday to Sunday
- Wait times during peak periods likely higher (*greater than 30 minutes*)
- Year 1 costs are estimated at ~**\$1,385,000**
- Approximate annual operating cost of service in subsequent years is: ~**\$1,100,000**



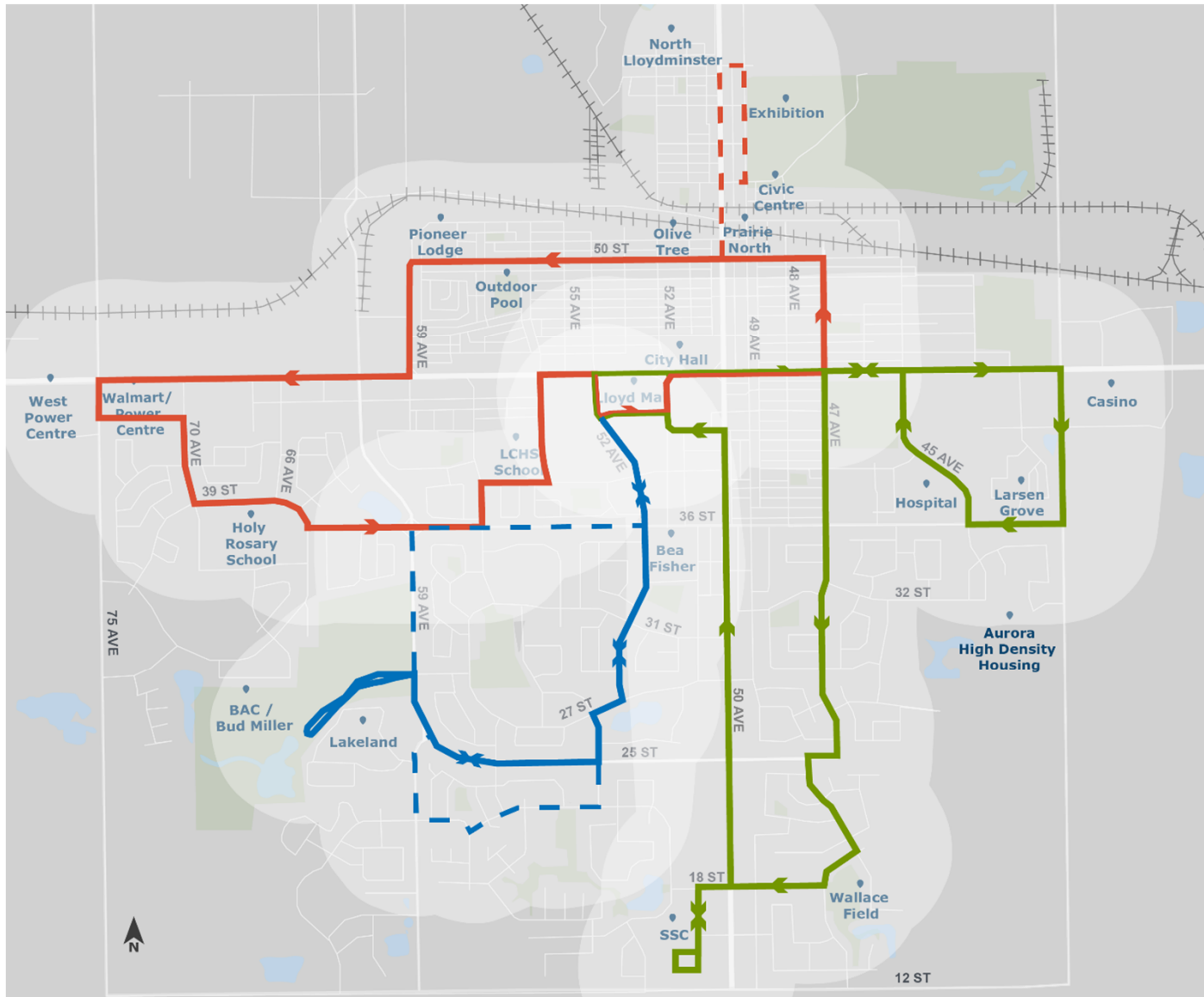
Option #2: Base Level

- One loop route
- One bus in service (and one spare)
- Service frequency: 60 minutes
- Service span: 6 am to 8 pm (14 hours of service)
- Service days: Monday to Friday
- Introductory level of service
- Year 1 costs are estimated at ~\$920,000
- Approximate annual operating cost of service in subsequent years is: ~\$500,000



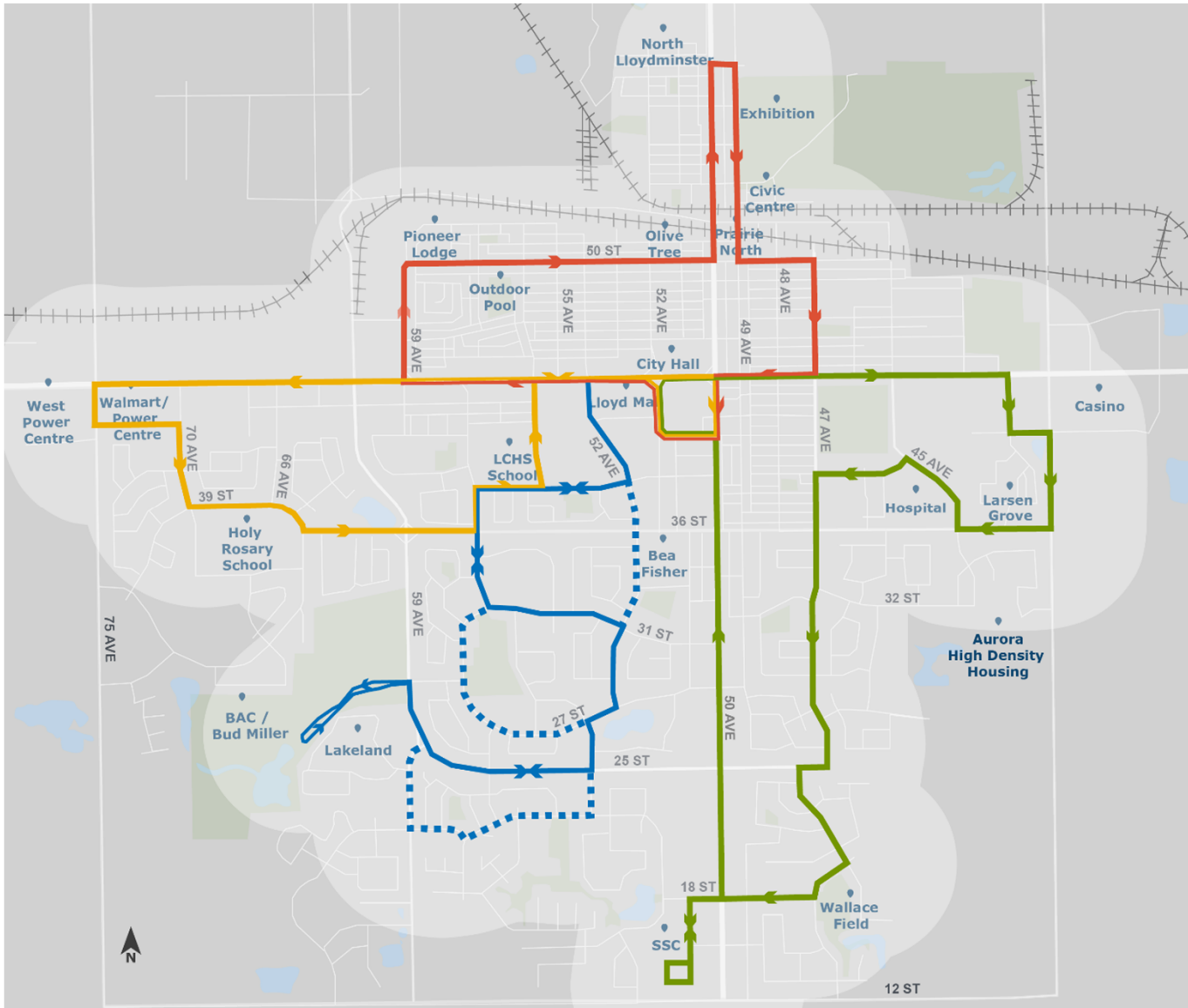
Option #3: Medium Level

- Three loop route
- Two buses in service (and one spare)
- Service frequency: 60 minutes with one route having a higher frequency (30 minutes)
- Service span: 6 am to 8 pm (14 hours of service)
- Service days: Monday to Friday
- Year 1 costs are estimated at ~**\$1,630,000**
- Approximate annual operating cost of service in subsequent years is: ~**\$1,000,000**



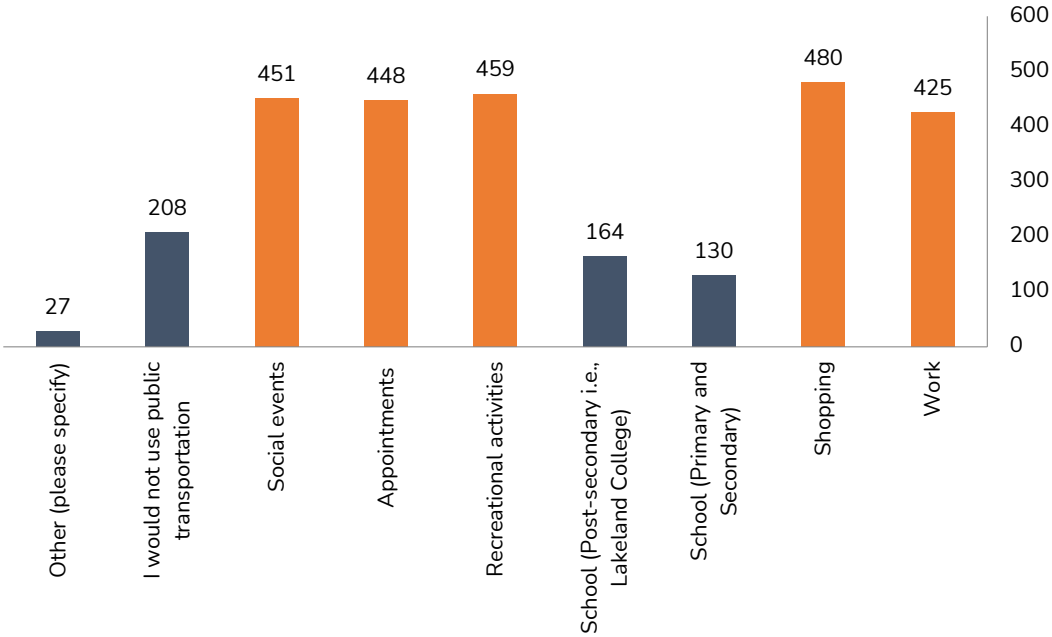
Option #4: High Level

- Four 20 to 25-minute one-way loop routes
- Four buses in service (and one spare)
- Service frequency: 30 minutes
- Service span: 6 am to 8 pm (14 hours of service)
- Service days: Monday to Sunday
- Provides increased service coverage in Lloydminster
- Year 1 costs are estimated at ~**\$3,050,000**
- Approximate annual operating cost of service in subsequent years is: ~**\$2,000,000**



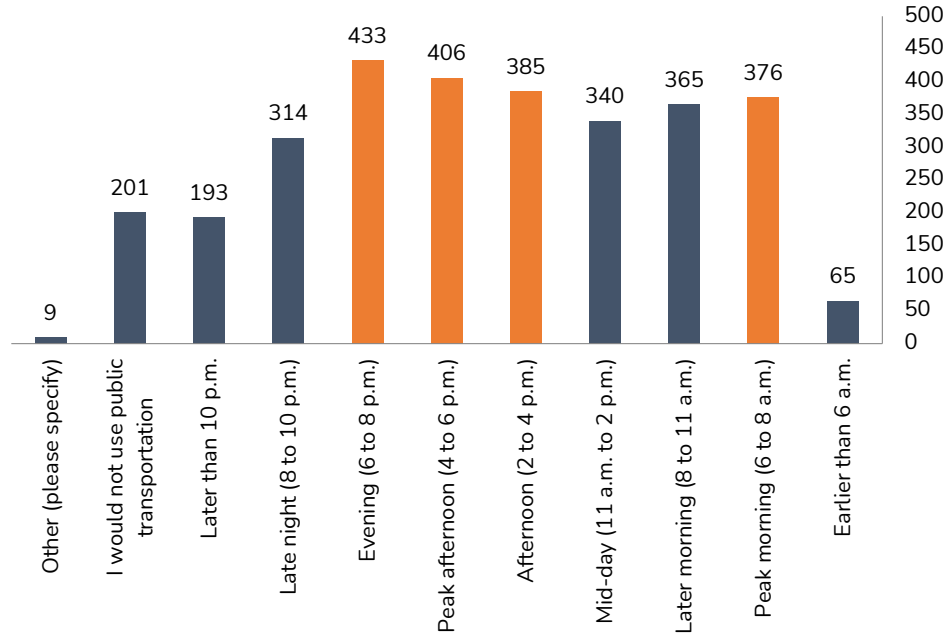
Purpose & Time of Day

For what purpose(s) would you use the service?



Main purposes: Shopping, recreational activities, social events, appointments, work

What time of day would you access the service?



Main times: Evening (6 – 8 pm), peak afternoon (4 – 6 pm), afternoon (2 – 4 pm), peak morning (6 – 8 am)

General Comments / Ideas

Further comments or ideas regarding the public transportation service options:

1. General support *(163 comments)*
2. Concerns about tax implications* *(78 comments)*
3. Do not support *(63 comments)*
4. Infrastructure comments / concerns *(17 comments)*
5. Improve service times (later/earlier service, service to events, enhance frequency) *(13 comments)*
6. Introduce ridesharing programs (Uber) instead *(12 comments)*
7. Supportive of a pilot program *(12 comments)*
8. Public safety concerns *(10 comments)*

*concerns about tax implications included a lack of support for increasing property taxes to provide a transit service, suggestions for the service to be user-paid, curiosity about other funding opportunities to reduce tax implications