



STAFF REPORT

Title: Cold Lake Transit – CLFN request for transit service to commercial development on 8 Ave and to the Casino

Meeting Date: May 21, 2019

Executive Summary:

Cold Lake First Nations recently approached the City of Cold Lake requesting to extend Cold Lake Transit services to the Primco Dene commercial development on 8 Ave and to the Casino

Background:

The City of Cold Lake currently operates a transit service Monday to Friday from 7am to 9pm on an hourly schedule providing pick up once per hour at each stop and the accelerated schedule on Saturdays from 9am to 9pm providing pick up every 36 minutes at each stop. The accelerated schedule was recently implemented (March 2019) for the week-end services and the plans are to implement the new schedule on the Monday to Friday service later this year.

Cold Lake First Nations (CLFN) have requested that City of Cold Lake look into extending transit service to their 8th Avenue Primco Dene Business Center and to their casino. The closest stop currently to the 8th Avenue Primco Dene Business Center is at a distance of 700m on 16th Street and 8th Avenue by Circle K and the closest stop to the Casino is on 50 Street and 43rd Avenue by Walmart which is about 7.5km distance.

It should be noted that the Transit service extension to the Casino is not possible without running a third bus. The extension of current service model (2 buses) to the Casino will significantly impact our current schedule rendering the service not desirable, due to the time it would take to get around the community. That being said, the third bus whether run by Cold Lake Transit or third party can connect to either the Walmart bus stop or straight to the Transit Station. It is estimated that such bus service will cost \$90 to \$130 per hour depending on the ownership of asset. Further to the hourly rates, there would be fees associated to positioning (mobilization and demobilization).

Regarding the service to Primco Dene Business Center on 8 Ave, City Administration reviewed the current system and has prepared four (4) options. It should also be noted that the radiology clinic has also made a similar request.



Option1: Re Route the bus north on Hwy 28 rather than east on 16 Avenue

• **Time Factors that will Impact Schedule:**

- Travel distance increase by a 1 km resulting in additional time required
- Potential wait at Hwy55/28 traffic lights
- Added wait time to cross four lanes of Hwy 28

• **Safety Factors to consider:**

- Concern of crossing four lanes of Hwy 28 at uncontrolled intersection
- Bus stop on opposite side of the road for the business

• **Service Level:**

- Increase with additional stop
- The Cold Lake Travel Centre has also requested consideration for a future stop of which could be accomplished by using the back road of the Imperial Park.





Option 2: Re Route the bus and make a loop back to 8th Avenue before going to the Creekside stop

- **Time Factors that will Impact Schedule:**
 - Travel distance increase by a 2 km resulting in additional time required
 - Added wait time to enter Hwy 28
- **Safety Factors to consider:**
 - Bus stop on opposite side of the road for the business
- **Service Level:**
 - Increase with additional stop





Option 3: Remove Creekside bus stop and reroute the bus south on English Bay Road loop to new stop on 8th Avenue

• **Time Factors that will Impact Schedule:**

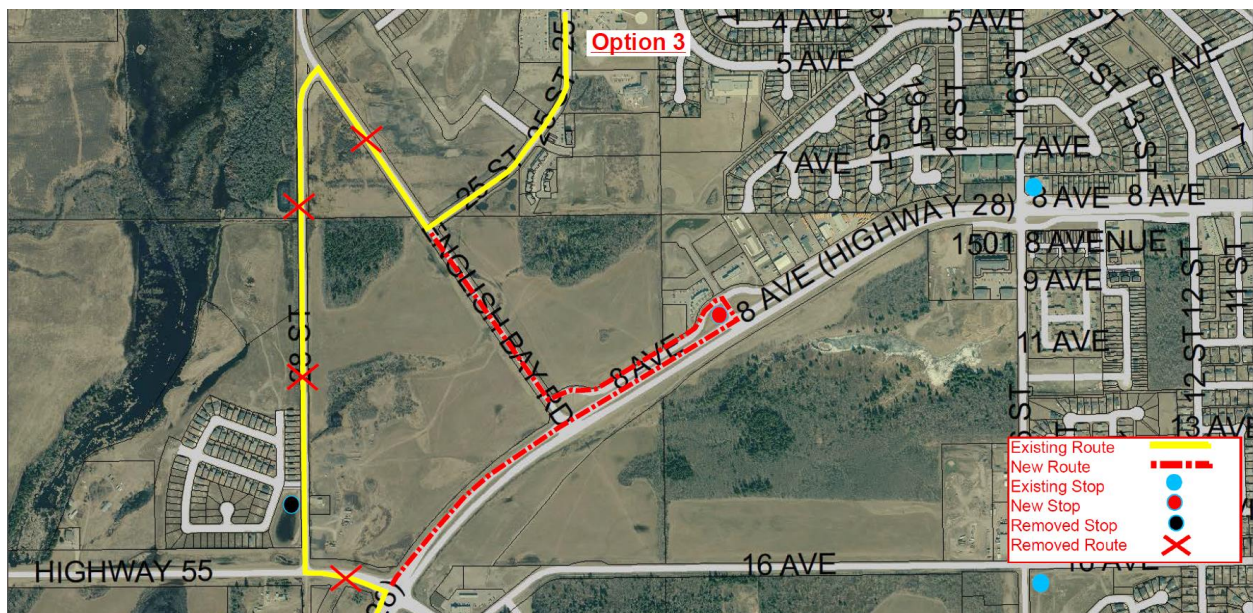
- Added wait time to enter Hwy 28
- Potential wait at Hwy55/28 traffic lights
- Travel distance remain the same.

• **Safety Factors to consider:**

- Bus stop on opposite side of the road for the business

• **Service Level:**

- Increase with additional stop
- Decreased service level at Creek Side.
 - From May 1, 2017 to May 1, 2018: 165 Boarded and 203 exited at this stop
 - From May 1, 2018 to May 1, 2019: 433 Boarded and 342 exited at this stop
 - The trends show that this stop is now regularly used by Creek Side subdivision.





Option 4: Service the Primco Dene Commercial Area through trail/sidewalk connecting to the nearest bus stop at 16 Street/8 Ave

This option does not provide transit service at the business center but rather suggest to install a pathway to connect it to the bus stop on 16 Street/8 Ave near Circle K gas station. This is approx. 700m of walk which is not ideal but practical. Currently majority of the bus stops are within 400m radius but there are exceptions as per below:

AREA	APPROX. DISTANCE TO TRANSIT STOP
Cold Lake North Business District	700 meters
Lakewood- Lake Area	2,000 meters
Horseshoe Bay Estates Area	3,000 meters
Lefebvre Heights Area	900 meters
Red Fox Estates Area	2,200 meters
Cold Lake South West End Area	1,200 meters
Cold Lake South Business District	1,000 meters
Residential Areas on 4 Wing Areas	2,000 meters

For reference purposes, we've attached a map that articulates to current service levels.

Further to the above charts, administration does field specific requests for expanded services into most of these areas.

Summary

All the above options have financial impact one way or the other but administration did not include those costs at this time and would like to keep the discussion on provision of service delivery in the context of quality, function and utilization of the service.

Through the 2019 Budget Deliberations, Council directed administration to consider for 2019, a reduction in the hours of operation for the Cold Lake Transit System (in effort to reduce costs) and the implementation of an accelerated schedule (which would increase costs for fuel and maintenance frequency). The accelerated schedule (to get from one place to another quicker and more often) was a leading feedback during the City's 2018 public consultation and feedback process.

Further to CLFN's request, it should be noted that the City is not providing any service to the commercial district south of 43 Ave which includes Rona, Home Hardware, Cold Lake Recycling Center, Ford, Ag Society and many more. By considering the change in service level to extend transit services to specific commercial area, Council may want to



consider the service levels in other areas of the community (as noted in the table above). Again, administration does field specific requests for expanded services into most of these areas. Administration anticipates getting further requests to expand the transit system to the other specific commercial or residential areas regardless of the outcome of Councils discussions. In fact we are anticipating a resident to attend as a delegation to Council to consider transit services in the Lakewood Estates Area.

The success of our award winning transit system is primarily based on it being simple and easy to operate. With growing service levels, the transit system will need more complex operation including transfer and additional assets.

Alternatives:

The Corporate Priorities Committee may consider the following options:

- Recommend that Council implement a transit stop for the Cold Lake North Business District located along Highway 28 and recommend that Council implement a preferred option articulated in this report.
- Recommend that Council maintain status-quo and continue to monitor needs of the transit system and consider budget impacts in the 2020 Budget Deliberations.
- Request that administration present further options to service other areas of the community (based on debated priorities).

It should be noted that administration will hold off the implementation of the accelerated schedule, as the discussions will impact schedules and may have impacts to the costs of the transit system.

Recommended Action:

Administration recommends that Council maintain status-quo and continue to monitor needs of the transit system and consider budget impacts in the 2020 Budget Deliberations.

Budget Implications (Yes or No):

Yes

Submitted by:

Kevin Nagoya, Chief Administrative Officer