



Temiskaming Shores Transit Study

Review of Existing Transit Network

Review #03 - FINAL VERSION

Septembre 25th, 2025



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Table of involved resources

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Register of issues

Issue No.	Reviewed by	Date	Description of the review
E01	VE	2025-05-26	For comment
E02	KM	2025-06-20	Final
E03	KM	2025-08-25	Final version



SUMMARY

01 Regional Context, Zoning & Demographics

02 Existing Transit Network

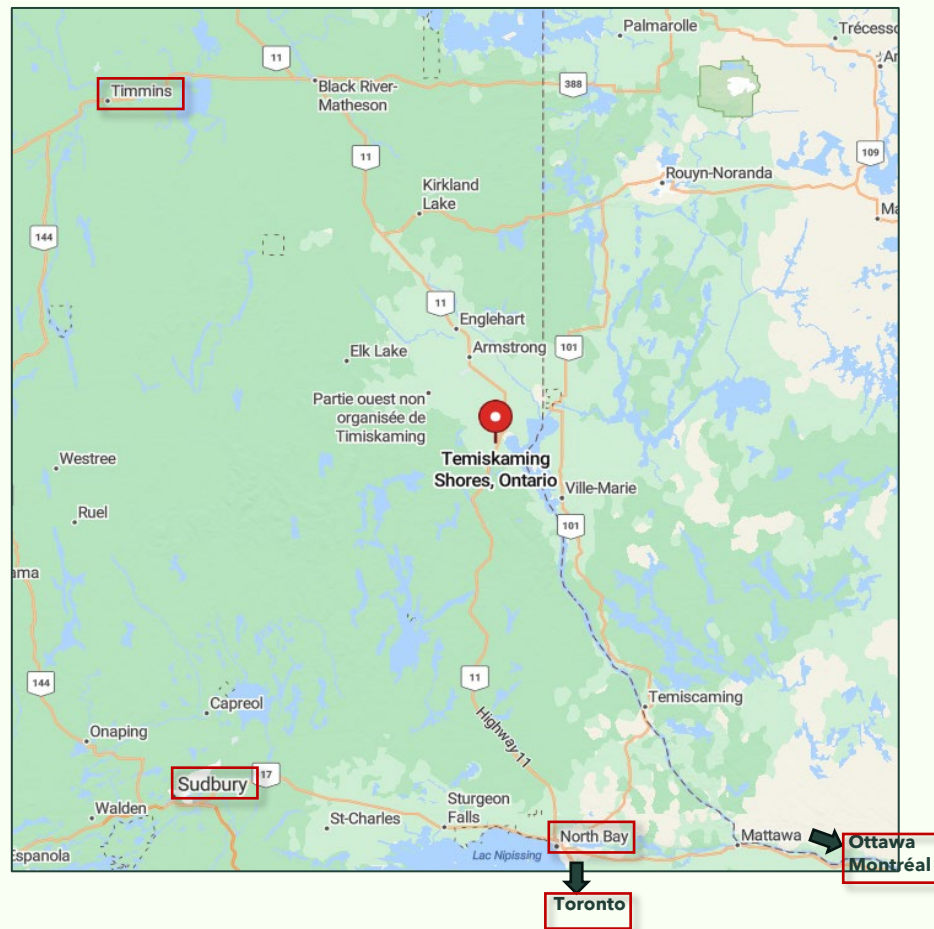
03 Transit System Overview

04 SWOT Analysis



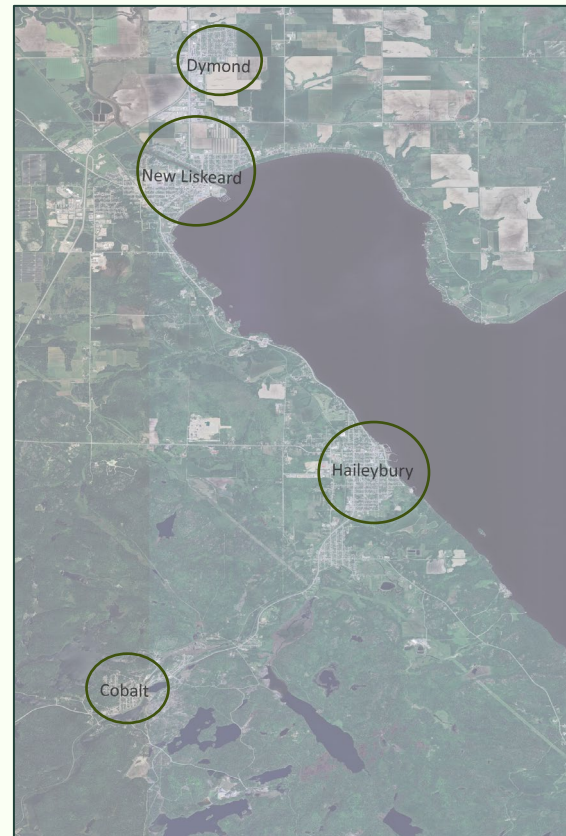
Context

- Temiskaming Shores is a :
 - 1 hour 40 min drive to/from North Bay
 - 2 hours 30 min drive to/from Timmins
 - 2 hours 30 min drive to/from Sudbury
 - 5 hours 30 min drive to/from Toronto or Ottawa
 - 8 hours drive to/from Montréal
- At a regional level, Temiskaming Shores is perceived as a regional hub, especially since smaller municipalities start seeing their local services being closed (local bank offices, post offices, etc.)



Context

- Temiskaming Transit service facts:
 - Link Dymond, New Liskeard, Haileybury and Cobalt.
 - These urban hubs are connected by 1 arterial road (#11B) only, which limits route alignments opportunities. Only Dymond and New Liskeard are close enough to Hwy-11 to provide two major road links between them.
 - Since 2023, Voyago operates the Transit Service
 - The overall service prioritizes peak-hour periods during the weekdays. 1 bus all day (6 a.m. to 11 p.m.) ⇒ 120-min headway; a 2nd bus is added (6-10 am & 3-8 pm), cutting headway to 60 min at peaks
 - Saturday evening and Sunday has been maintained to 120 min headway.
 - Transit service is now delivered by city buses or small buses
 - 3 low-floor accessible buses (30' to 35' in size); city uses whichever is available on the day.
 - 3 shuttle-style accessible buses (shuttle-sized, 28' in length)
- Other transportation shared service offers within Temiskaming Shores:
 - 3 taxi companies
 - No rideshare program is known or available.

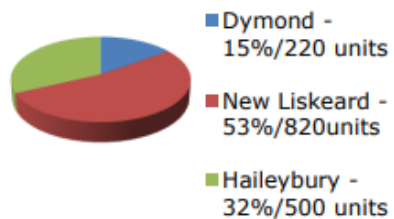


A+ Review of Planning Documents

City of Temiskaming Shores Official Plan

- Section 5.6.3. of the Official Plan outlines policy for Public Transit:
 - “Public transit services provide an environmentally and fiscally responsible alternative to the private automobile. The City will promote transit ridership through land use policies which increase the density of *development and tailor the frequency, routing and safe use of transit services to Residential Neighbourhoods and Employment Areas.*”

Target for Housing Distribution



Housing Distribution Targets

Location	Target for Housing Densities		
	Low	Medium	High
New Liskeard	70-80%	5-10%	15-20%
Dymond	80-90%	10-20%	0%
Haileybury	70-80%	5-10%	15-20%

Density Targets Section 3.5 of OP



“Designing Employment Areas to be transit, pedestrian and cycling friendly”
- Section 4.6.6.e



“Designing mixed-use areas to be transit, pedestrian and cycling friendly”
- Section 4.7.5.e



“Plan for convenient walking distances to transit and parks”
- Section 4.9.3.a



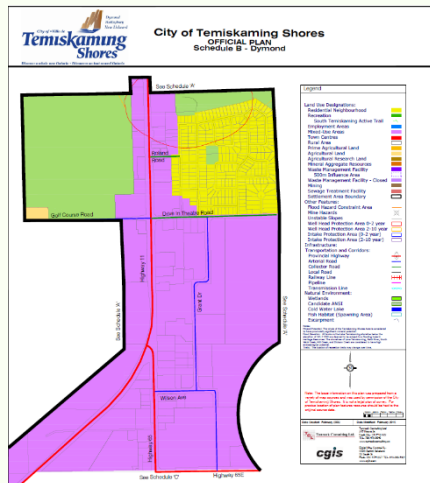
“Providing infrastructure to supporttransit (shelters)”
- Section 8.4.13.b.



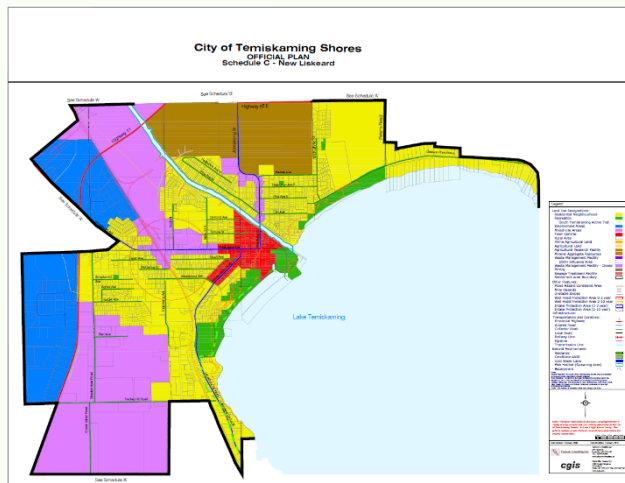
“Provision of public transit services and the facilities that accommodate pedestrians, cyclists and people with disabilities”
- Section 8.4.13.c.

A+ Review of Planning Documents

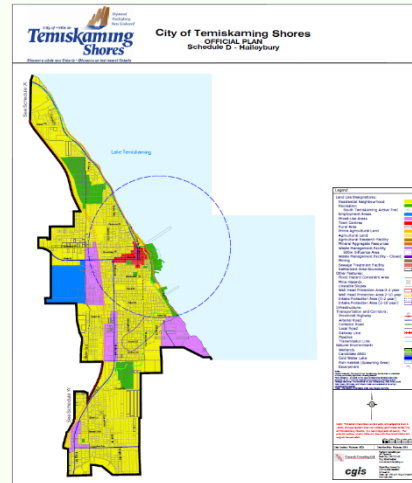
City of Temiskaming Shores Official Plan



Dymond



Haileybury



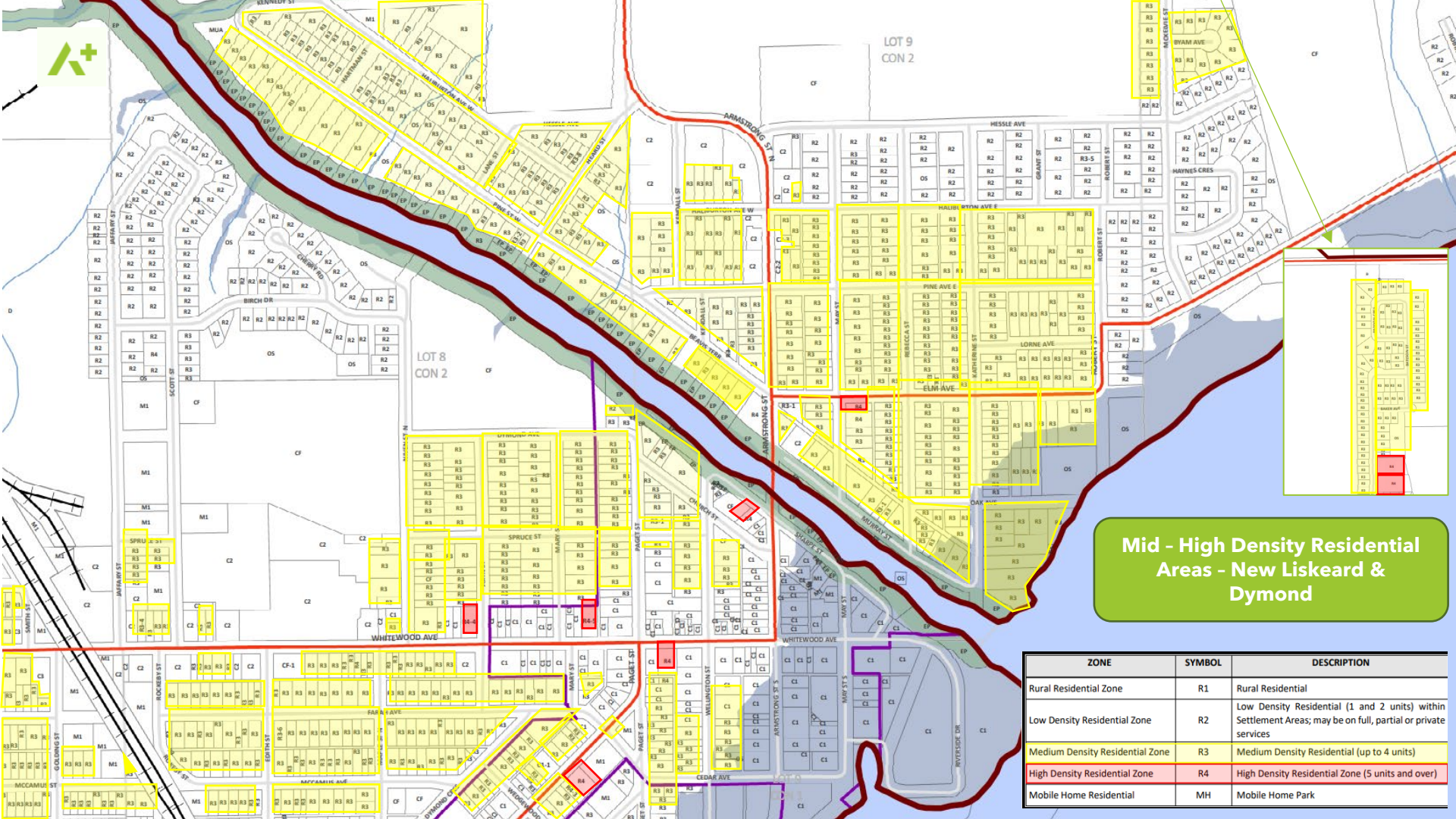
New Liskeard



= Residential



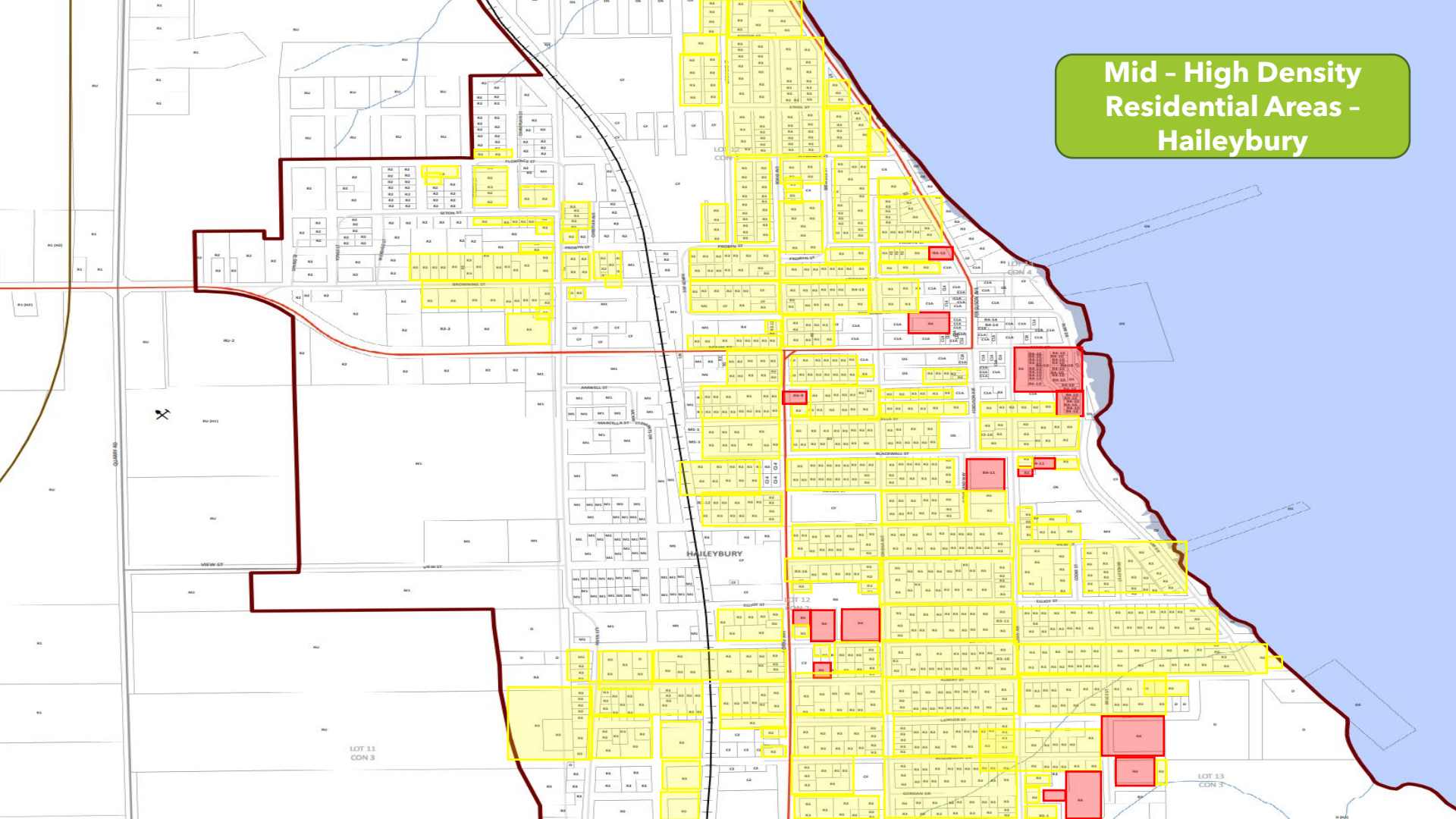
= Employment



Mid - High Density Residential Areas - New Liskeard & Dymond

ZONE	SYMBOL	DESCRIPTION
Rural Residential Zone	R1	Rural Residential
Low Density Residential Zone	R2	Low Density Residential (1 and 2 units) within Settlement Areas; may be on full, partial or private services
Medium Density Residential Zone	R3	Medium Density Residential (up to 4 units)
High Density Residential Zone	R4	High Density Residential Zone (5 units and over)
Mobile Home Residential	MH	Mobile Home Park

Mid - High Density Residential Areas - Haileybury



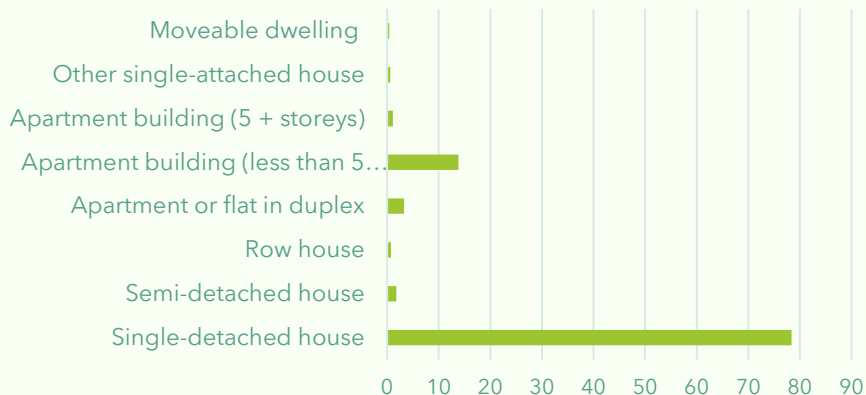
A+ Demographic Analysis

Census Profile, 2021 Census of Population

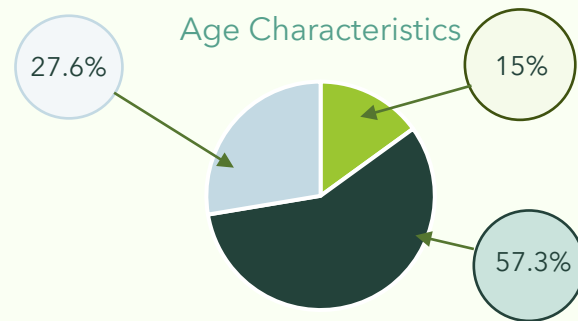
■ Temiskaming Shores, City (CY) Ontario [Census Subdivision]

Population: 9,634 (2021)
Percentage Change from 2016: -2.9%
Land Area: 176.67 km²
Population density: 54.5 per km²

Household Dwelling Type by Percentage

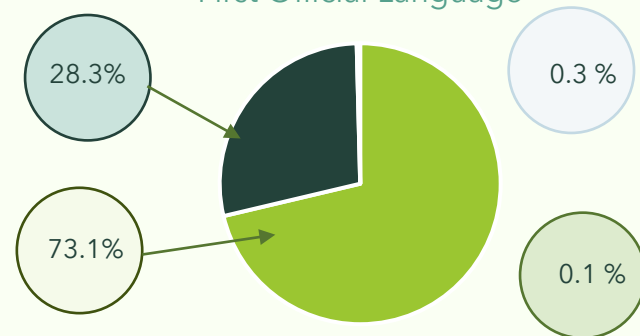


Age Characteristics



■ 01-14 years ■ 15 - 64 years
■ 65 + years

First Official Language



■ English ■ French ■ English and French ■ Other¹⁰

A+ Demographic Analysis

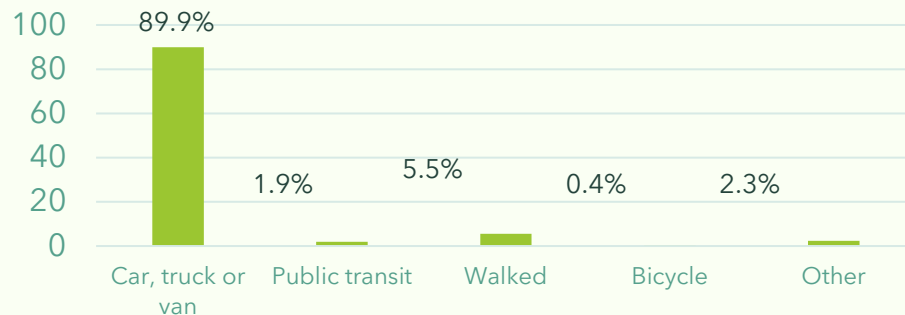
Census Profile, 2021 Census of Population

- Temiskaming Shores, City (CY) Ontario [Census Subdivision]

Major Industries (NAICS):

- Health care and social assistance
- Retail trade
- Construction
- Lumber/Forestry
- Farming
- Mining and manufacturing
- Accommodation and food services
- Educational services

Main Mode of Commuting (25% data)



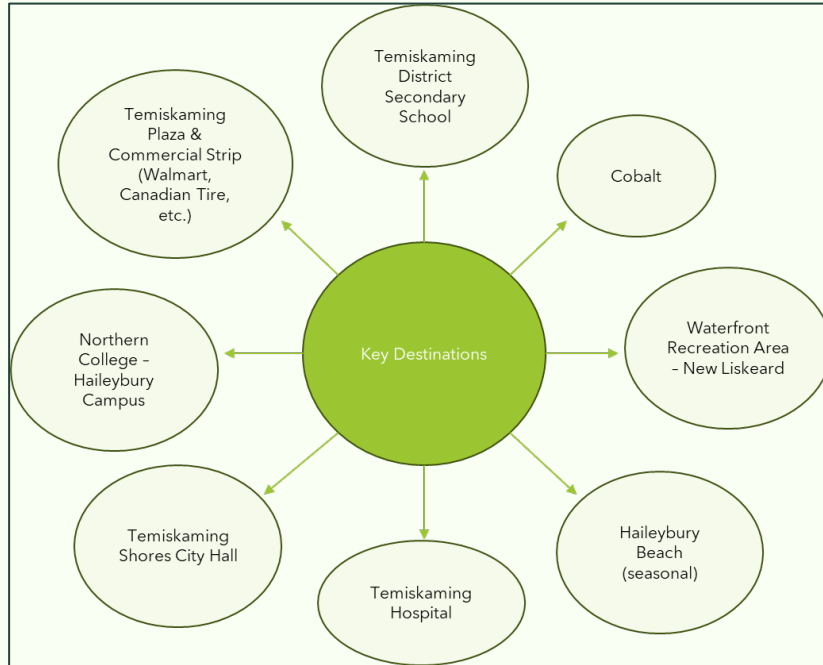
Time leaving for work (25% data)

Percentage

Between 5 a.m. and 5:59 a.m.	8.9%
Between 6 a.m. and 6:59 a.m.	15.5%
Between 7 a.m. and 7:59 a.m.	26.8%
Between 8 a.m. and 8:59 a.m.	24.1%
Between 9 a.m. and 11:59 a.m.	7.8%
Between 12 p.m. and 4:59 p.m.	16.8%

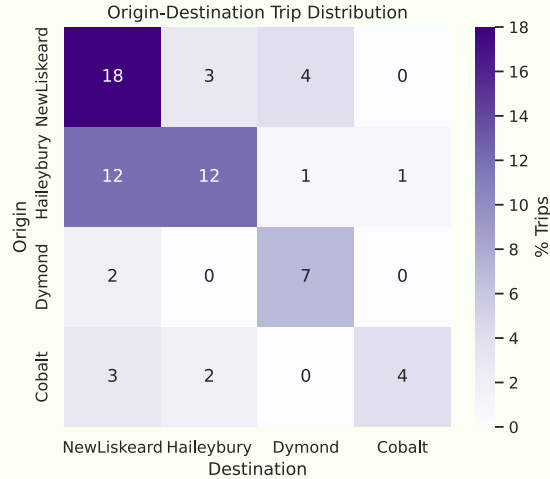
A+ Review of Planning Documents (cont'd)

Key Destinations

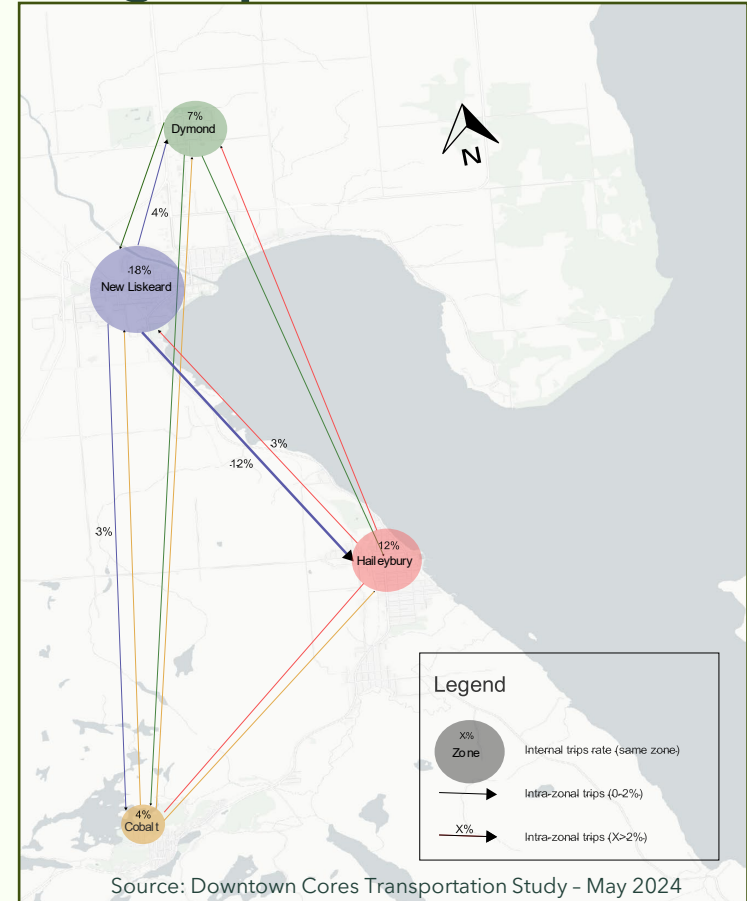


A+ Origins and destinations of existing trips

Origin-Destination (all mode)

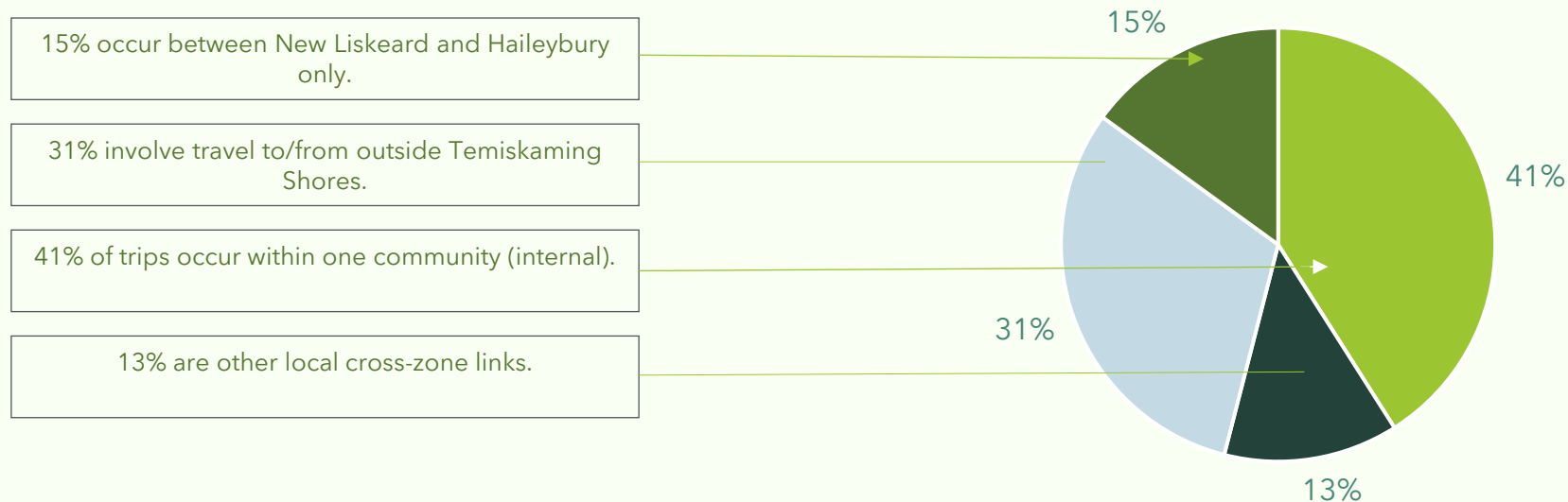


- Internal trips dominate, especially in New Liskeard (18%) and Haileybury (12%).
- Strongest cross-zone connection: New Liskeard → Haileybury (12%).
- Most connections lead to or from New Liskeard
- Desire-lines highlight directional demand and corridor strength for future routing decisions.



A+ Origins and destinations of existing trips

Origin-Destination repartition (all mode)

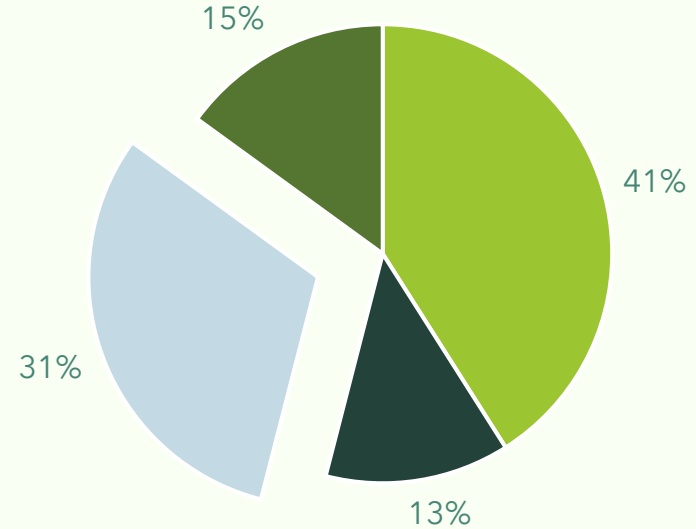


A+ Origins and destinations of existing trips

Origin-Destination - Trip repartition (all mode)

31% involve travel to/from outside Temiskaming Shores.

- Regional demand is large: 1 in 3 trips go beyond the TS boundary.
- Need to assess where these trips are going and why.
- Could support regional partnerships or targeted express service.



A+ Origins and destinations of existing trips

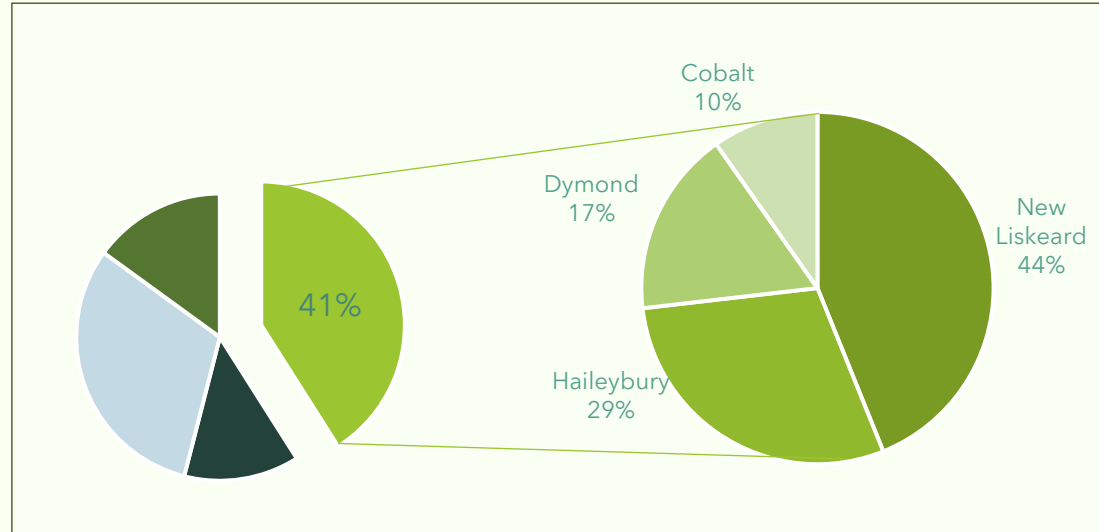
Origin-Destination - Internal trips (all mode)

41% of trips occur within one community (internal).

Internal trips mostly occur in:

- New Liskeard
- Haileybury
- Dymond
- Cobalt

Network design should prioritize areas with highest internal demand.



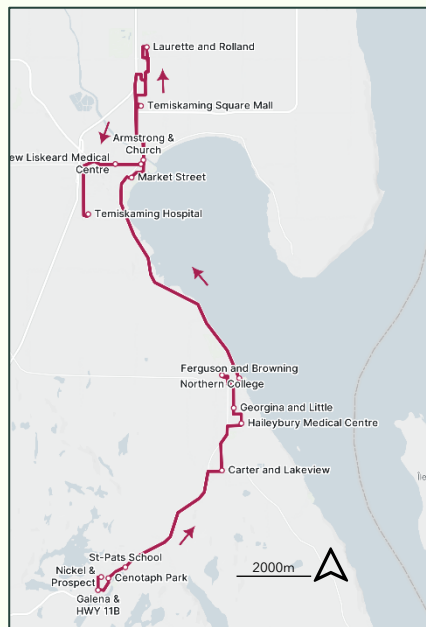
A+ Existing Transit Service

Existing Routes

- Temiskaming Transit operates a single fixed route following mostly the former Highway 11B, connecting the towns of Cobalt, Haileybury, New Liskeard, and Dymond.
- The corridor forms the urban spine of the region, ensuring continuous access along the most densely populated and frequently travelled areas. It serves a broad mix of destinations: residential zones, commercial centers, schools, hospitals, and recreational areas.
- The single route provides comprehensive access in both directions, effectively serving daily commuters, students, shoppers, and those accessing services.

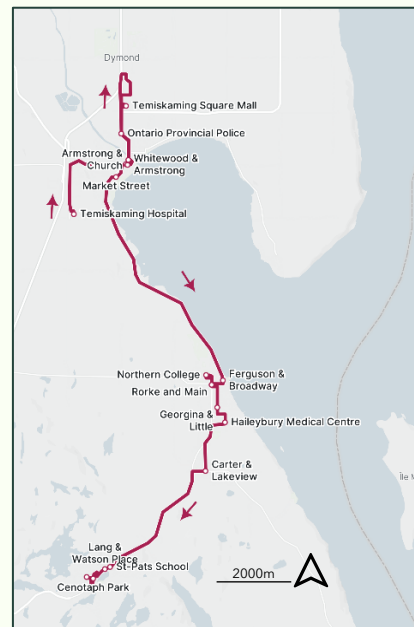
Northbound Direction

- The bus travels from Cobalt through downtown Haileybury and New Liskeard before ending at the Temiskaming Hospital.
- The entire northbound route is approximately 32 km long and takes about 1 hour.



Southbound Direction

- The southbound route runs in the opposite direction of the northbound service, beginning at the hospital and travelling through New Liskeard, Haileybury, and ending in Cobalt.
- Like the northbound direction, the duration is about 1 hour, and is approximately 30 km long

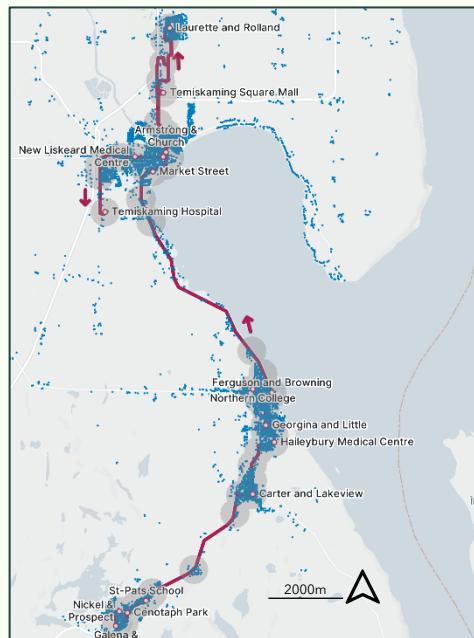


A+ Existing Transit Service

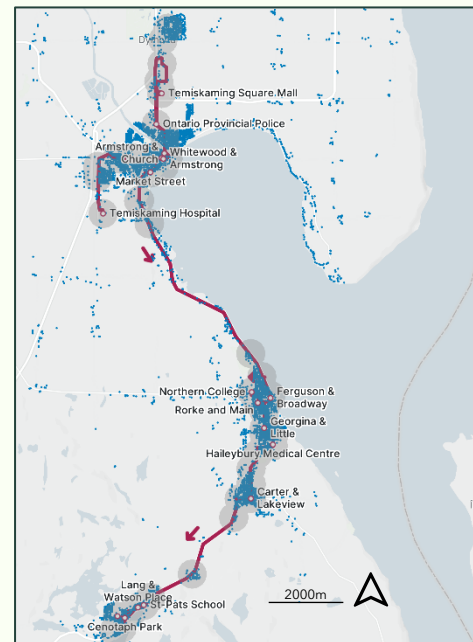
Existing Routes - Transit line vs housing coverage

- The route is closely aligned with residential density.
- Sparse residential zones on the fringes of Haileybury and New Liskeard are further from the bus route. These underserved areas may benefit from future connectivity enhancements.
- These maps indicate generally good geographic coverage, though some housing clusters near town limits lack direct access.
- These gaps highlight potential areas for future stop additions or micro-transit service.

Northbound Direction



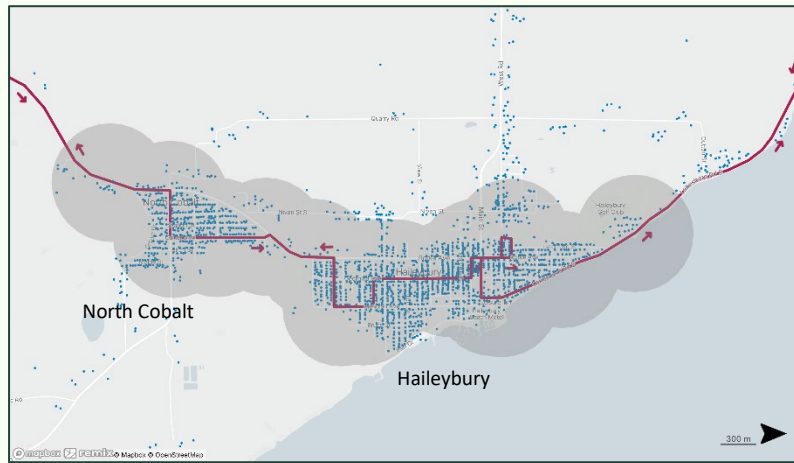
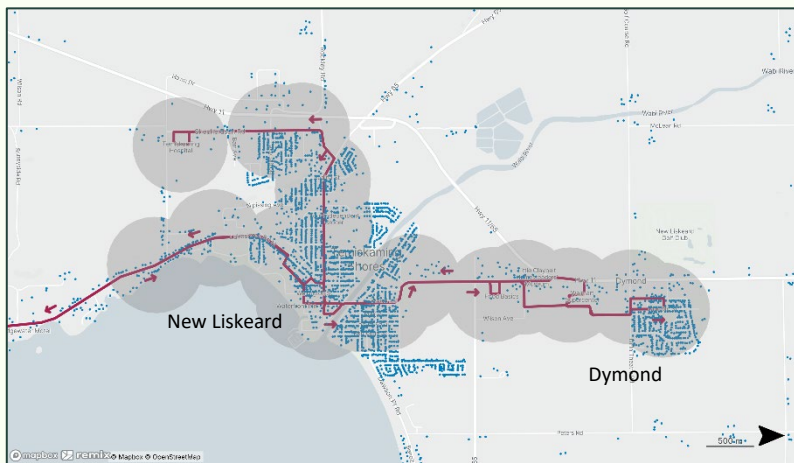
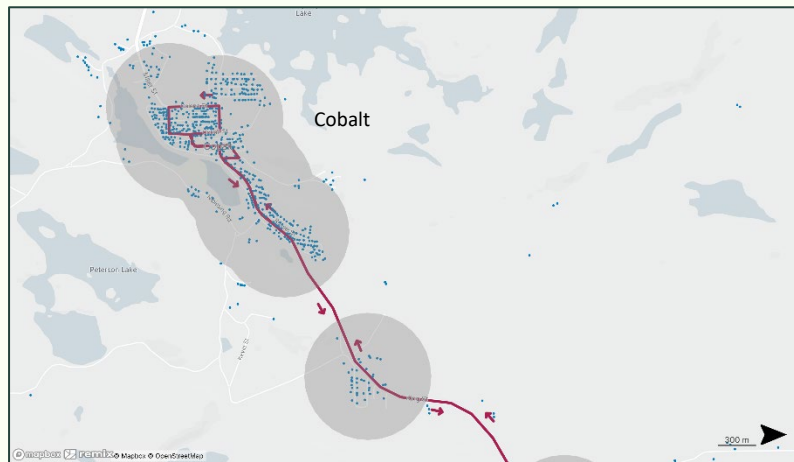
Southbound Direction



A+ Existing Transit Service

Existing Routes - Transit line vs housing coverage

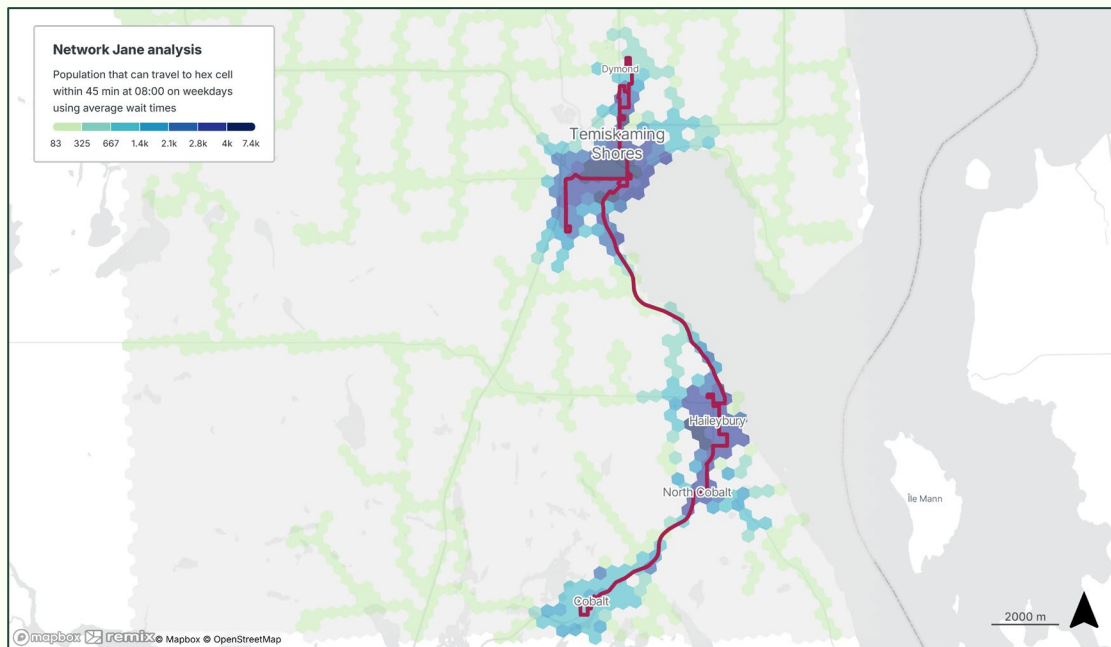
- Most homes in Cobalt, Haileybury, and New Liskeard are within a 500m walk of a stop and live within a 5-10-minute walk to a stop.
- Dymond is only covered in the northbound direction
- Some fringe neighbourhoods (e.g. west of Haileybury near Quarry Rd, East of Dymond) remain outside walking range of the Northbound or Southbound routes.
- Cobalt's core is well served, but northward extensions may benefit a few outlying homes.



A+ Existing Transit Service

Neighbourhood Access to Transit

- Hexagons depict the number of residents who can reach each cell within 45 minutes at 8 h00 using Temiskaming Transit or walk
- The high-access band hugs the existing transit routes, confirming that today's network serves the spine linking Cobalt → Haileybury → New Liskeard → Dymond.
- The transit routes allow 2 000–7 000 residents within 45 minutes in Temiskaming Shores's built-up areas (Haileybury & New Liskeard)
- The heat map shows that the greater the density and number of stops, the more people can access the hex.
- In some areas, reachable population falls below 500 per hex. Rural concessions north of Dymond and south of Cobalt are effectively outside the 45-minute shed for many of the residents of Temiskaming Shores
- Access gaps in outlying neighborhoods suggest potential for demand-based solutions.



A+ Existing Transit Service

Connection with Ontario Northland

- Ontario Northland offers coach buses services throughout Canada and the USA, with connections in Toronto, Ottawa and Sudbury
- Routes 301 and 302 : North Bay – Timmins – Cochrane
 - Stops:
 - 3 bus stops within Temiskaming Shores : Haileybury (One Stop for You), Temiskaming Shores (Hospital), New Liskeard (Waterfront Marina)
 - 1 stop in Cobalt (Silver Nuggets General Store)
 - Trips:
 - 1 evening trip to Matheson (North)
 - 1 p.m. trip to North Bay (South)

Schedule:

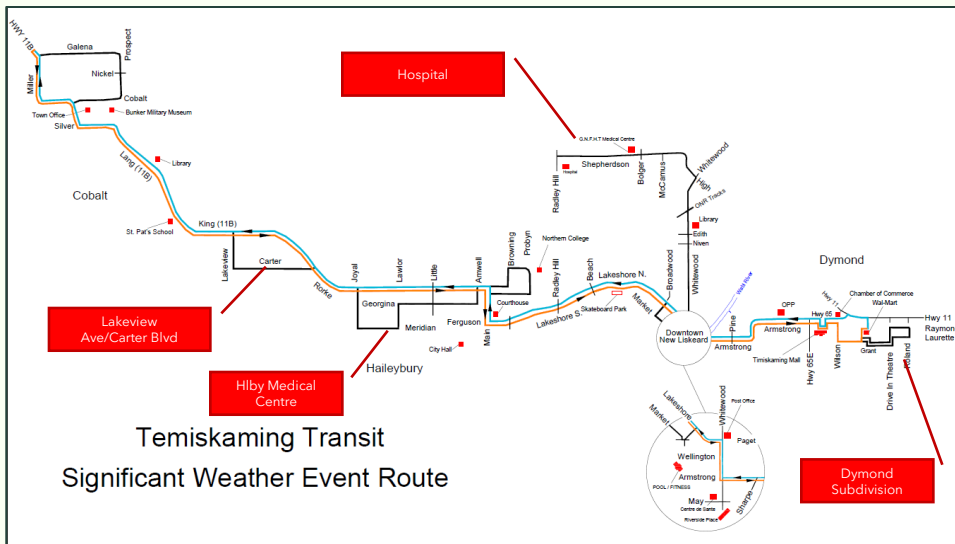
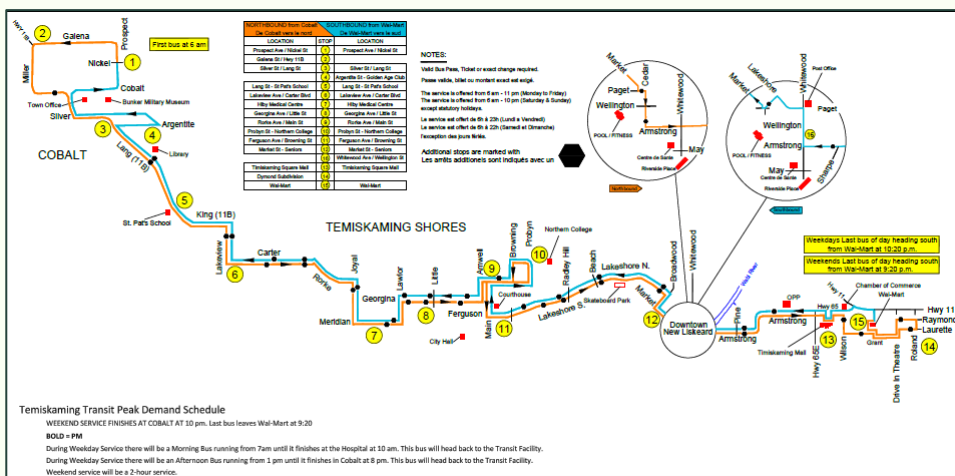
- From North Bay To Matheson (Daily)
 - o Cobalt @ 18:05
 - o Haileybury @ 18:13
 - o Temiskaming Hospital @ 18:23
 - o New Liskeard @ 18:36
 - o End at Matheson @ 21:06
- From Timmins to North Bay (Daily)
 - o New Liskeard @ 12:55
 - o Temiskaming Hospital @ 13:06
 - o Haileybury @ 13:21
 - o Cobalt @ 13:31
 - o End at North Bay @ 15:28



A+ Existing Transit Service

Special Weather Route

- During Winter Event (snowfall, wind-blown snow, freezing rain, front, black ice, etc.), a special weather route is used to deliver the transit service.
- The special weather route operates only on main roads such as Hwy 11B, Whitewood Ave, Armstrong St, and Lakeshore Rd, where snow clearing is prioritized.
- Some areas are not covered during those events, including health care and community services.
- The number of active stops is reduced; only designated winter stops are used.
- Riders with mobility limitations face reduced accessibility, as snowbanks may block curbside boarding even with low-floor buses.
- Service frequency is not formally reduced, but in practice, longer headways and potential delays are observed.



A+ Existing Transit Service

Load profile - Northbound Route

This chart shows the northbound boarding and alighting patterns from Cobalt up to Temiskaming Hospital. The dark blue line represents the cumulative load on board, which steadily rises through Cobalt and Haileybury, and peaks again in New Liskeard. Blue bars (above axis) show boardings, while pink bars (below) show alightings.

Main boarding points:

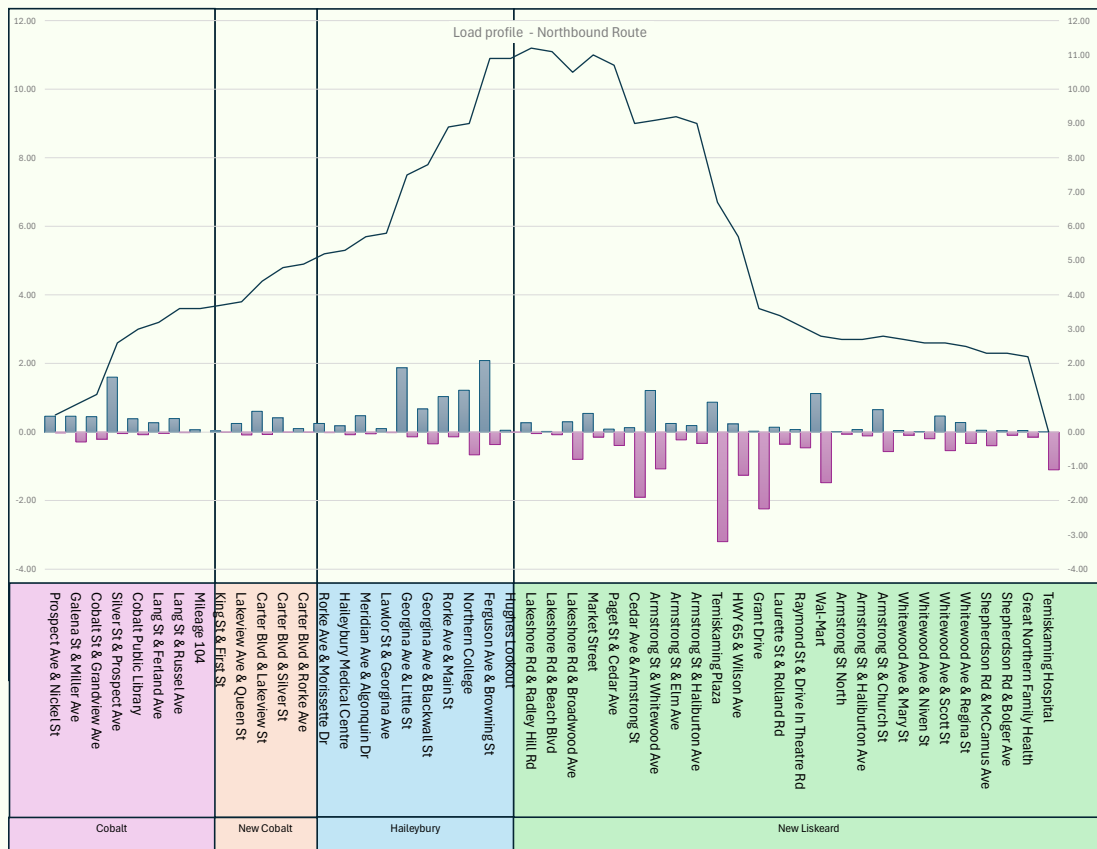
- Ferguson Ave & Browning St
- Georgina Ave & Little St
- Silver St & Prospect Ave

Main alighting points:

- Temiskaming Plaza / Grant Dr
- Cedar Ave & Armstrong St
- Walmart

Trip Pattern Overview

- Riders board heavily in Cobalt and Haileybury in the early segments.
- The load peaks in the end of Haileybury and in New Liskeard
- Most alightings occur in New Liskeard's commercial core.
- Continued investment in shelters, signage, and accessibility at these high-use stops



Note: This load profile represent the ridership as observed in January 2024

A+ Existing Transit Service

Load profile - Southbound Route

This chart illustrates boarding and alighting patterns along the southbound route from Temiskaming Hospital to Cobalt. The pink line shows the cumulative passenger load on board, peaking in the New Liskeard area before tapering off as the bus travels through Haileybury and into Cobalt. Blue bars represent boardings, green bars below the axis indicate alightings.

Main boarding points

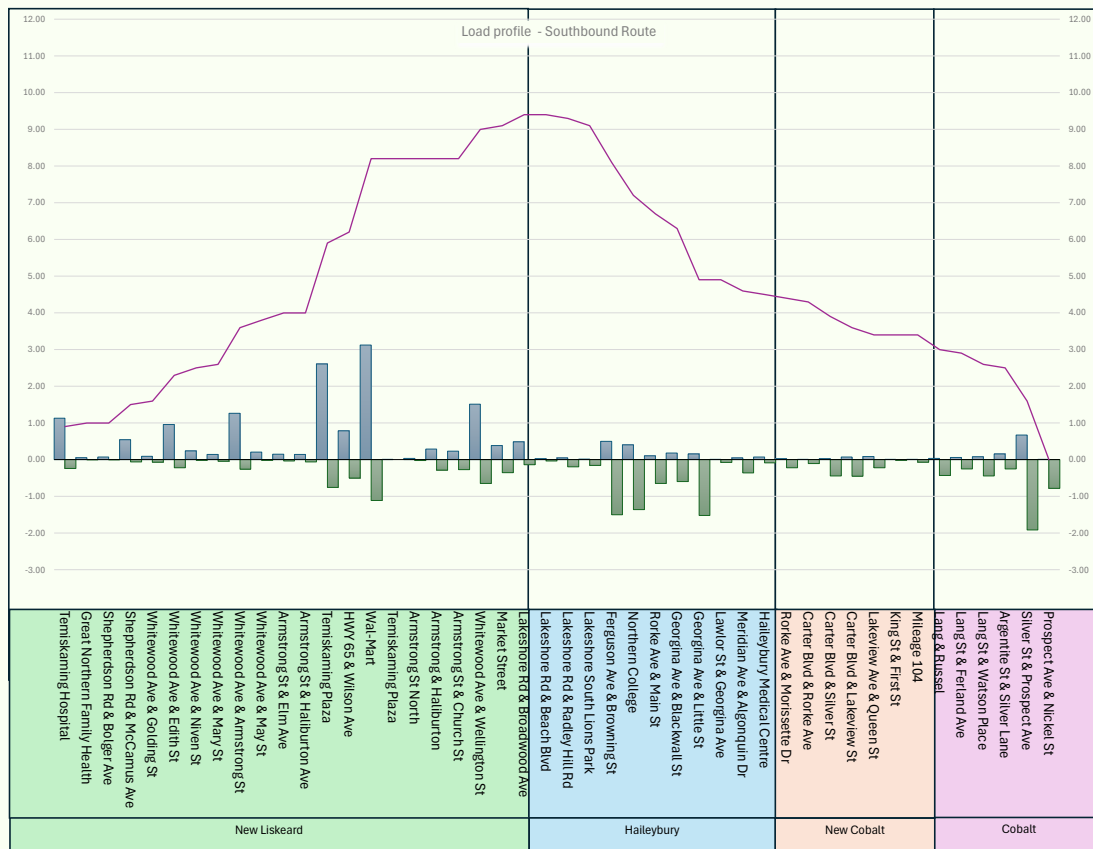
- Temiskaming Hospital
- Walmart / Hwy 65
- Temiskaming Plaza
- Whitewood Ave & Wellington St

Main alighting points:

- Silver St & Prospect Ave
- Georgina Ave & Little St
- Ferguson Ave & Browning St
- Northern College

Trip Pattern Overview

- The heaviest boardings occur in New Liskeard and the hospital zone.
- Passengers gradually exit through Haileybury, with the highest volume of alightings occurring there, and continue to exit in Cobalt.



Note: This load profile represent the ridership as observed in January 2024

A+ Existing Transit Service

Key Bus Stops and Nearby Destinations - Northbound vs Southbound Patterns

- Northbound pattern
 - Riders board in mainly residential / institutional zones (Cobalt & Haileybury) and alight at commercial / service hubs in New Liskeard (Plaza, Walmart, Waterfront).
- Southbound pattern
 - the flow reverses, people board at those New Liskeard commercial stops and alight back in the residential areas.
- Although we lack hourly data, the mirrored roles of each stop point to a typical outbound-for-errands/work & return-home loop driven by the mix of Point of interest (POI) types.

Stop & Area	Key POI (examples)	North-bound	South-bound
Silvert & Prospect	Medical Centre, Classic Theatre, LCBO	Board ↑	Alight ↓
Georgina & Little	Ste-Croix School & Parish, Ontario Health	Board ↑	Alight ↓
Northern College	College Campus & Residence	Board ↑	Alight ↓
Ferguson & Browning	Leisure Inn, Beach, Bowling	Board ↑	Alight ↓
Cedar & Armstrong	Waterfront Pool & Fitness, Arena, LCBO	Alight ↓	Board ↑
Temiskaming Plaza	Giant Tiger, Shoppers, Food Basics, TD Bank	Alight ↓	Board ↑
Walmart Supercentre	Walmart, Canadian Tire	Alight ↓	Board ↑
Temiskaming Hospital	Regional Hospital	Alight ↓	Board ↑
Whitewood & Wellington	Cenotaph Park, local shops	Alight ↓	Board ↑

Note: This table does not include all key stops, only those with the highest activity levels observed on January 2024

Existing Transit Service

Existing Transit Infrastructure

■ Infrastructure Overview

- There are currently 15 bus shelters across the service area, including 10 in Temiskaming Shores, 1 in Coleman, and 4 in Cobalt.
- The network includes 19 major stops and numerous minor ones, providing comprehensive coverage across urban areas.
- Flag stop service is permitted only along Lakeshore road, between Haileybury and New Liskeard, enhancing flexibility in less densely built-up segments.

■ Stop Spacing

- Stops are generally spaced so that most residential areas are within a 400 m walking distance.
- Downtown cores benefit from more frequent stop spacing while peripheral zones or intra-zonal segments have wider intervals.

■ Accessibility Considerations

- Of the current fleet, most buses are low-floor and kneeling (7 out of 8 buses) and one vehicle is equipped with a lift to ensure accessibility for passengers using wheelchairs and other mobility aids.
- Sidewalk connectivity is inconsistent: while major stops have paved, accessible access, several minor stops lack curb cuts or safe landing areas.
- The Downtown Mobility Plan recommends systematic upgrades to enhance universal accessibility and pedestrian safety at all stops.

■ Planned Improvements (1-10-year outlook) included in the Downtown Cores Study for consideration

- Shelters are to be installed at all major stops to improve rider comfort.
- Proposed enhancements include:
 - Improved lighting for safety
 - Standardized signage for visibility and navigation
 - Concrete landing pads for stability
 - Digital information displays for real-time arrival data

A+ Existing Transit Service

Existing Transit Infrastructure - Shelters



Meridian (Haileybury-2018)

- ✗ No sidewalk
- ✗ Gravel parking
- ✓ Bench available



Rorke/Main (Haileybury-2021)

- ✓ Accessible sidewalk (partially)
- ✓ Bench available
- ✗ Visibility (to see & to be seen)



Market/WedgeWood (New Liskeard 2009)

- ✗ No sidewalk
- ✓ Bench available
- ✓ Visibility (to see & to be seen)



Ferguson/Browning (Haileybury-2025)

- ✓ Accessible sidewalk
- ✓ Bench available
- ✓ Visibility (to see & to be seen)



Market (New Liskeard-2025)

- ✓ Accessible sidewalk
- ✓ Visibility (to see & to be seen)
- ✓ Bench available



Walmart (Dymond-2025)

- ✓ Accessible sidewalk
- ✓ Bench available
- ✓ Visibility (to see & to be seen)



Wellington/Whitewood (New Liskeard 2009)

- ✓ Accessible sidewalk
- ✓ Visibility (to see & to be seen)
- ✗ No Bench



Hospital (New Liskeard-2025)

- ✓ Accessible sidewalk
- ✓ Bench available
- ✓ Visibility (to see & to be seen)

A+ Existing Transit Service

Existing Transit Infrastructure - Shelters



Galena/Miller (Cobalt 2009)

- ✗ No sidewalk
- ✓ Bench available
- ✓ Visibility (to see & to be seen)



Prospect/Nickel (Cobalt 2009)

- ✓ Accessible sidewalk (partially)
- ✓ Bench available
- ✓ Visibility (to see & to be seen)

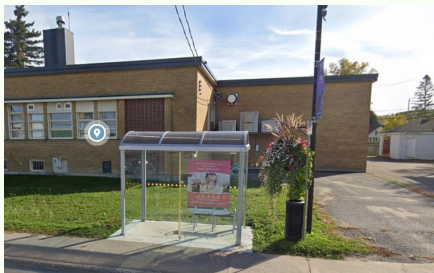


Probyn/Hardy (Haileybury- 2025)

- ✓ Accessible sidewalk (partially)
- ✓ Bench available
- ✓ Visibility (to see & to be seen)

No picture available

Georgina/Little (Haileybury-2021)



Whitewood/Edith (New Liskeard 2024)

- ✓ Accessible sidewalk
- ✓ Visibility (to see & to be seen)
- ✓ Bench available



Silver St (Cobalt 2009)

- ✓ Accessible sidewalk
- ✓ Bench available
- ✓ Visibility (to see & to be seen)

A+ Existing Transit Service

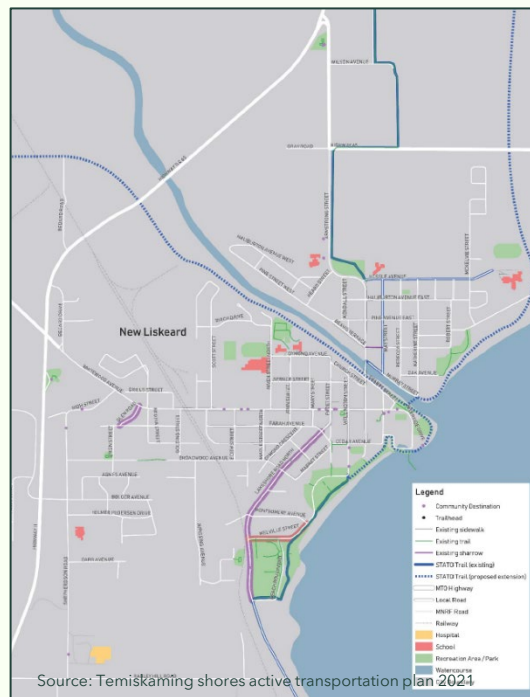
Access to Transit

■ New Liskeard

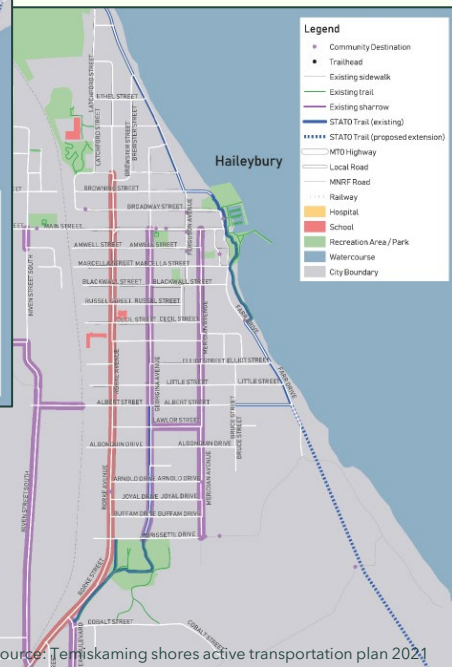
- Sidewalk network: Well-developed grid with good coverage in central areas.
- Cycling: The STATO Trail passes through and connects to southern recreational areas; some local on-road cycling connections.
- Controlled intersections:
 - 3 two-way stops at 4-leg intersections
 - 2 one-way stops at 3 leg intersections
 - 3 signalized
 - Whitewood Ave & Edith St
 - Whitewood Ave & Paget St
 - Whitewood Ave & Armstrong St
- Key Issues:
 - Few formal pedestrian crossings.
 - Long crossing distances on Whitewood Ave and Armstrong St.

■ Haileybury

- Sidewalk network: Dense in core areas; continuous coverage near schools and waterfront.
- Cycling: Connected to the southern segment of the STATO Trail; limited marked facilities.
- Controlled intersections: 2 three-way stops and 2 two-way stops at 4-leg intersections
- Key Issues:
 - Lack of signalized crossings.
 - Limited crossing infrastructure near transit stops and schools.



Source: Temiskaming shores active transportation plan 2021



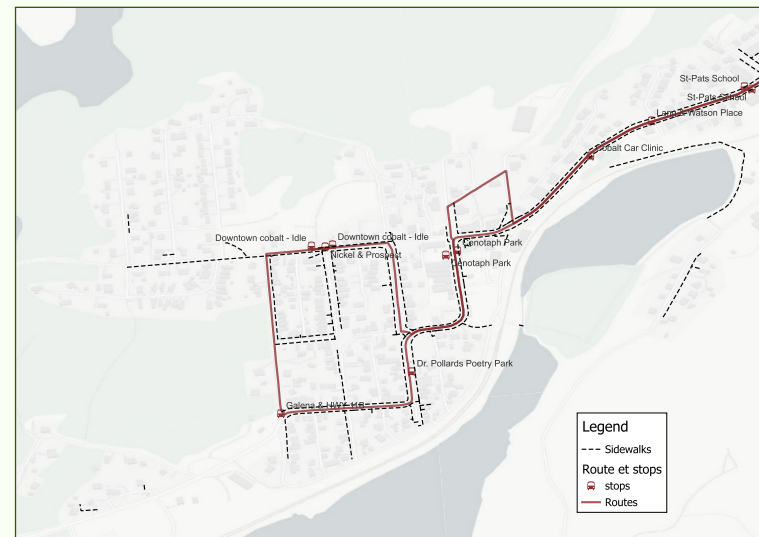
Source: Temiskaming shores active transportation plan 2021

A+ Existing Transit Service

Access to Transit

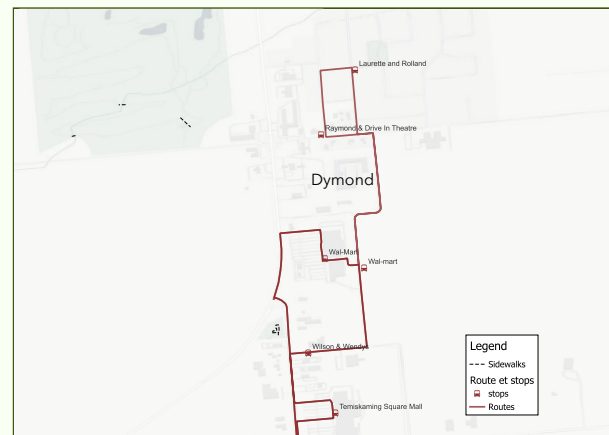
■ Cobalt

- Sidewalk network:
 - o Present on several collector roads (Lang St, Miller Ave, Carter Blvd).
 - o Most residential streets lack sidewalks.
- Cycling:
 - o No dedicated bike lanes.
 - o Informal cycling occurs on road shoulders.
- Pedestrian safety:
 - o Discontinuous sidewalks reduce walkability.
 - o No documented crossing infrastructure.
- STATO Trail: Does not currently extend into Cobalt, but future expansion opportunities are acknowledged in long-term visioning.



■ Dymond

- Sidewalk network:
 - o None currently exist
- Cycling/Trails:
 - o The STATO Trail extends directly into Dymond via Grant Drive, Laurette and Armstrong St N, providing cycling access through the neighbourhood.
- Pedestrian safety:
 - o Residents walk on shoulders or driveways.
 - o No crossings or curb infrastructure documented.



A+ Existing Transit Service

Strollers and Bikes on Transit Buses

■ Acceptable Strollers

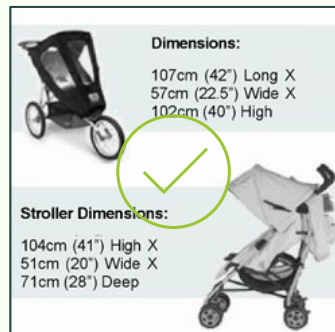
- Maximum size: 61 cm (24") wide x 122 cm (48") long
- These may remain open if space allows
- Riders must yield priority seating to mobility aid users and seniors

■ Too Large or Jogging Strollers

- Must be folded before boarding
- Oversized strollers may block aisles or exits and are not permitted open

■ Bicycles

- All buses are equipped with front-mounted racks for 2 standard bicycles
- Bike racks are available during summer season (exact starting/ending dates depending on the weather conditions and staff's availability to install racks).



Existing Transit Service

Service Span

■ Service Span Overview:

- Service Span : 6:00 a.m. to 11:00 p.m during the Weekdays and from 6:00 a.m. to 10:00 p.m during the Weekends
- Layover Locations: Typically occur at Temiskaming Hospital (north) and Pinky's Variety in Cobalt (south) to allow driver breaks and schedule adherence.
- No service during Statutory Holidays: New Years Day, Family Day, Good Friday, Christmas Day

■ Service Span Limitation

- No early morning or late-night service, despite some work shifts in retail, healthcare, and industrial sectors starting before 6:00 a.m. or ending after 11:00 p.m.
- No holiday service, which may affect social equity, especially for residents without cars who rely on transit year-round.
- No service north of the Wabi River, leaving new residential areas beyond walking distance of existing stops.

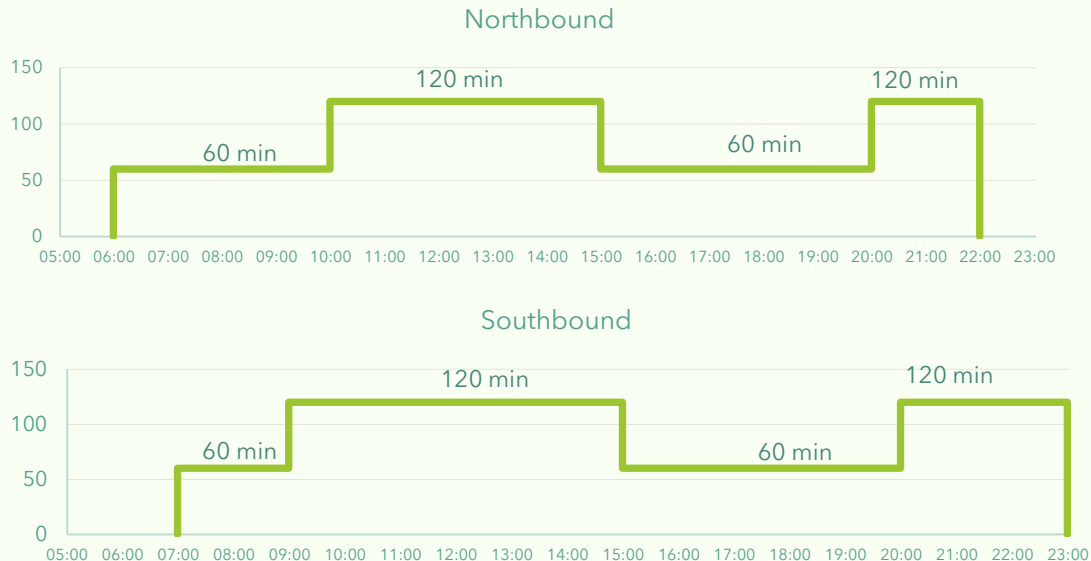
■ Planned Modifications included in the Downtown Cores Study for consideration:

- Short/Medium Term (1-10 years):
 - Network Expansion: Extend service north of Wabi River into growing residential zones (Elm St, Robert St, Haliburton Ave East).
 - Rationale: This area lies beyond the 400 m catchment of existing stops and includes newer housing developments not served by the current route.
- Long Term (10+ years):
 - Route Restructuring: Convert the single loop into two distinct lines to reduce route length and improve reliability:
 - A North-South route between Cobalt and Dymond
 - An East-West route across New Liskeard
 - Exploratory Project: Introduce passenger rail transit to connect Temiskaming Shores with regional hubs such as Englehart, Kirkland Lake, and Rouyn-Noranda, reducing reliance on private vehicles for long-distance travel.

A+ Existing Transit Service

Current Schedule - Weekdays - Schedule Overview

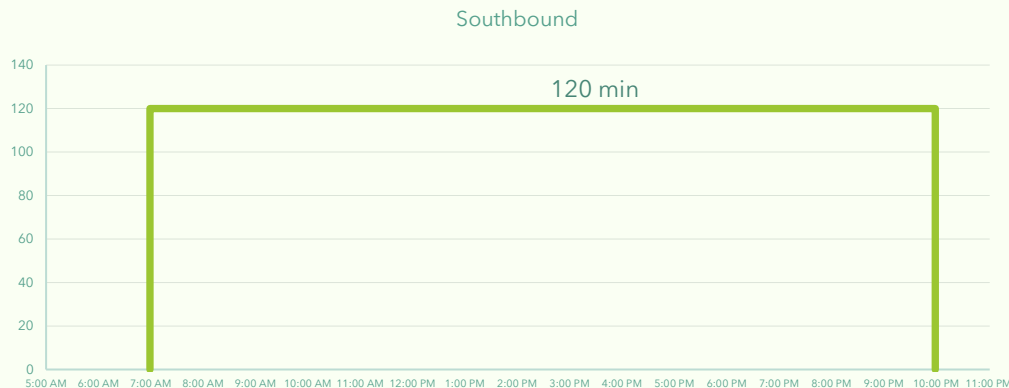
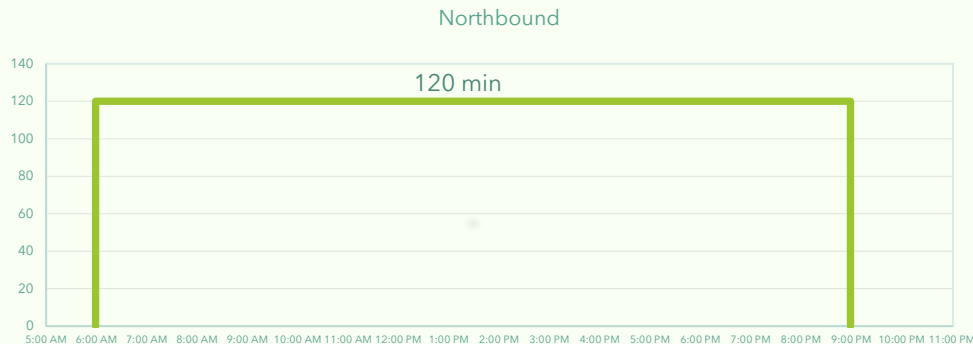
- Full-day coverage: 6:00 a.m. – 11:00 p.m.
- Peak hours: 6–10 a.m. and 3–8 p.m.
 - Frequency: every 60 minutes
 - Two buses operate to reduce wait times
- Off-peak hours: 10 a.m.–3 p.m. and after 8 p.m.
 - Frequency: every 120 minutes
 - Off-peak spacing at 120-minute intervals may discourage occasional riders or those with less flexible schedules, as well as last-minute travel



A+ Existing Transit Service

Current Schedule - Saturday and Sunday - Schedule Overview

- Operating Hours: 6:00 a.m. – 10:00 p.m.
- Only one bus in service all day
- Frequency: 120 minutes throughout
 - Maintains accessibility across communities on weekends Riders should plan trips around consistent two-hour intervals
 - Useful for non-commuter travel: shopping, recreation, or community events



Transit System Overview

Existing Transit Operation

- Fleet at a glance
 - 6 low-floor buses total
 - 3 large units (30-35 ft / 24-32 seats) – Class C licence required
 - 3 mid-size units (28 ft / 21-24 seats) – Class F licence required
 - Larger, wheelchair-accessible buses are prioritized
- Daily workforce
 - Minimum 4 active drivers to keep the schedule running each weekday
 - 1 operations supervisor oversees day-to-day service
 - 1 wash-bay attendant (\approx 3 h / day, 5 days / week) handles cleaning and light fuelling
- Labour considerations
 - Voyago notes intermittent challenges recruiting additional Class C-licensed relief drivers.
- Layover
 - No formal layover blocks are built into the timetable
- Service reliability
 - Since Voyago took over in 2023, the operator reports zero missed trips and on-time performance within \pm 3 minutes.

A+ Transit System Overview

Daily Driver Coverage (Weekday Schedule)

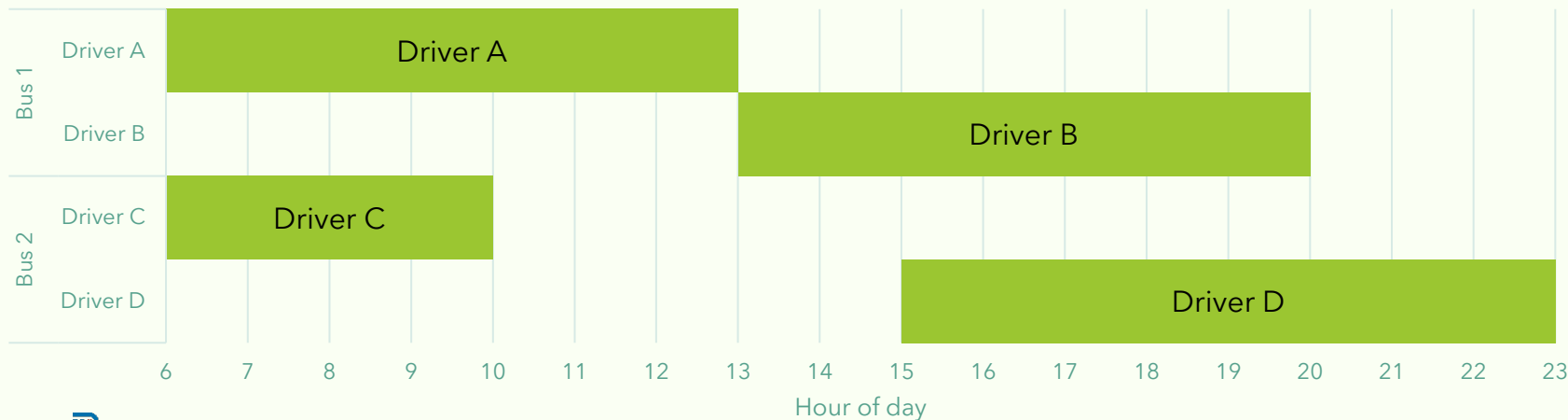
- Bus 1 operates continuously from 6:00 AM to 8:00 PM

- Driver A (6:00 AM-1:00 PM)
- Driver B (1:00 PM-8:00 PM)

- Bus 2 operates only during peak periods

- Driver C (6:00 AM-10:00 AM)
- Driver D (3:00 PM-11:00 PM)

Driver switchovers occur at the Transit Office (41 Golding St)



A+ Transit System Overview

Deadhead Trips Timeline

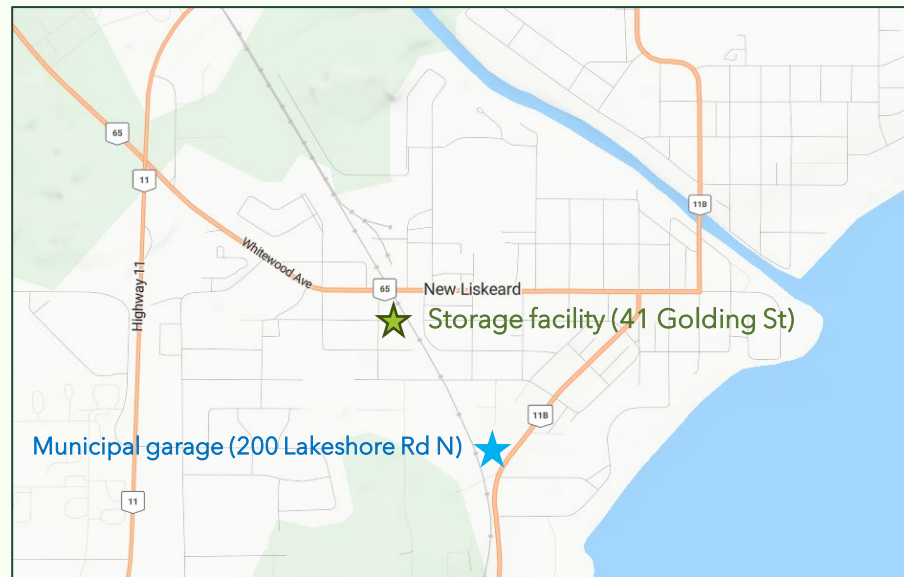
- Deadhead trips refer to vehicle movements without passengers, typically between the transit yard and the start or end of a scheduled route. While operationally necessary, they represent non-revenue time and cost.
- The weekday deadhead pattern at Temiskaming Transit reveals a consistent structure:
 - Buses are primarily dispatched from and returned to the New Liskeard yard, with Cobalt acting as the main terminal for service start and end points.
 - The same 30-minute route is repeated several times daily, forming a routine operational loop.
 - One exception occurs mid-morning, where a bus ends its route near the Temiskaming Hospital, allowing a notably short 5-minute return to the yard.

Time	Duration	From → To	Purpose
6:00 AM	30 min	Yard → Cobalt	Start of service
7:00 AM	30 min	Yard → Cobalt	Morning peak begins
10:00 AM	5 min	Hospital → Yard	End of peak
3:00 PM	30 min	Yard → Cobalt	Afternoon peak begins
8:00 PM	30 min	Cobalt → Yard	End of peak
11:00 PM	30 min	Cobalt → Yard	End of service

A+ Transit System Overview

Existing Maintenance Protocols

- Buses are owned & maintained by Temiskaming Transit
- Storage : The municipality rents a storage facility for its buses
- Maintenance
 - For small repairs : 2 bays are available within the storage facility
 - Other repairs : Buses are taken to the municipal garage or directly to a local mechanic
 - Maintenance is usually undertaken during normal working hours, when only 1 bus provides the service (off-peak hours)



A+ Transit System Overview

Existing Fare Structure

- Fare structure includes individual cash fare, book of 10 tickets and monthly passes
 - Book of 10 tickets doesn't provide a discount but avoids having the exact cash fare.
 - All monthly passes holders must have a card with a photo ID. The monthly pass number and the photo ID card number need to match.
 - Adult Monthly Passes are worth having after 25 trips or more.
- No transfer time is allowed. However, as there is 1 route only, transfer time is not required.
- Possibility to buy tickets online → takes 2 weeks to receive.

2024 Fare Structure

Monthly Passes

Adult Pass | \$100.00

Student and Senior Pass | \$80.00

Book of Ten Tickets

Adult Booklet | \$40.00

Student and Senior Booklet | \$37.50

Individual Cash Fare

Adult Pass | \$4.00

Student and Senior Pass | \$ 3.75

55 years of age and older is considered a Senior.

Children 5 years of age and younger are free.

A+ Transit System Overview

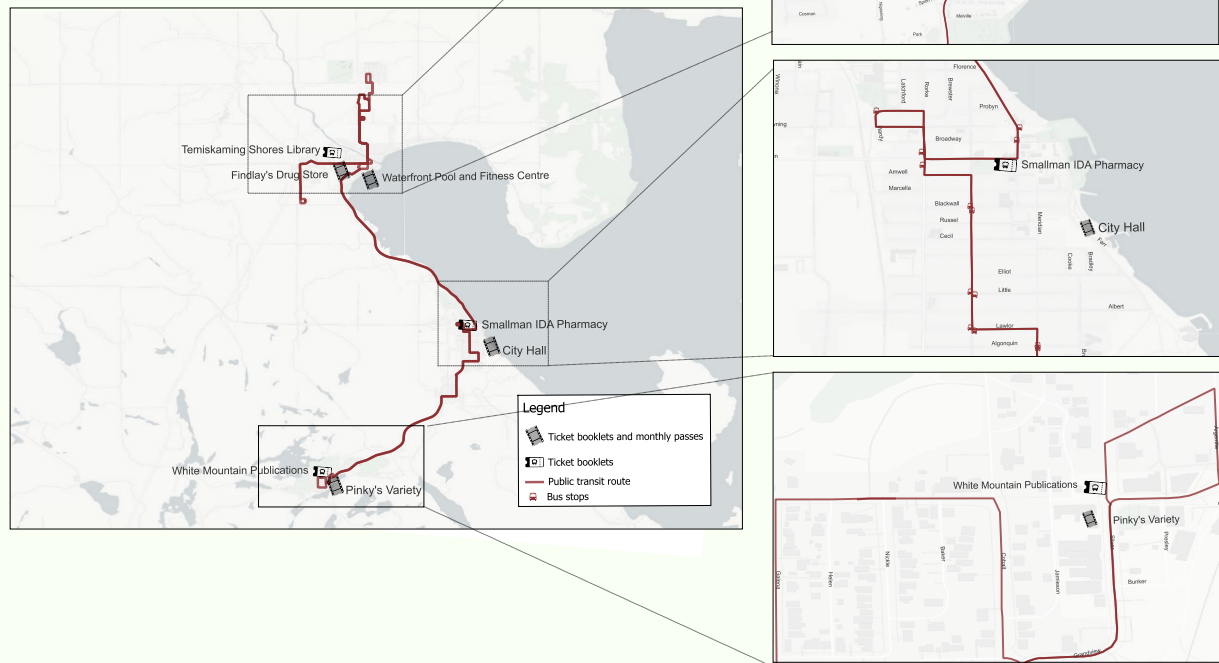
Ticket and Monthly Pass Purchase Options

■ Purchase Methods

- Online orders are available with mail delivery, providing a convenient option for users with limited mobility or those living in outlying areas.
- In-person sales are distributed across all three core communities:
 - Cobalt: Pinky's Variety, White Mountain Publications
 - Haileybury: City Hall, Smallman IDA Pharmacy
 - New Liskeard: Findlay's Drug Store, Library, Pool & Fitness Centre

■ Assessment of Coverage

- Each of the three primary service zones—Cobalt, Haileybury, and New Liskeard—has at least two purchase points, ensuring accessibility regardless of location.
- Purchase locations are strategically placed close to bus stops and high-traffic destinations, such as municipal buildings, pharmacies, and retail hubs.



A+ Transit System Overview

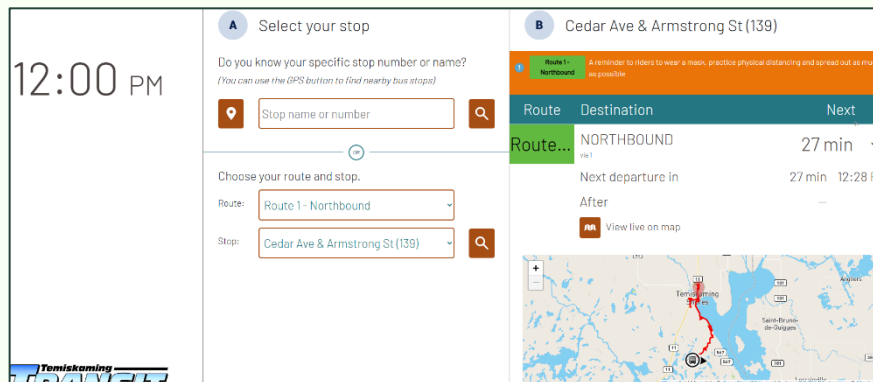
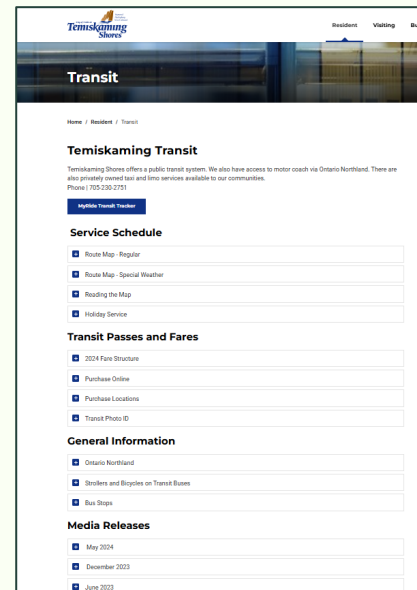
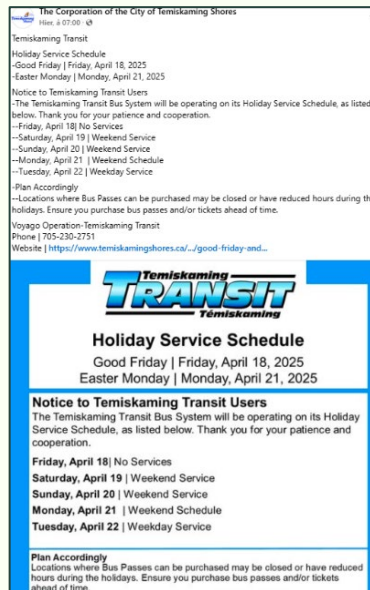
Temiskaming transit information

Official Channels

- Website - Full route maps, schedules, fares, brochures
- Facebook Page - Alerts, holiday service changes, community posts
- MyRide Tracker - Real-time stop lookup and live bus countdowns
- Complaints and inquiries : to be submitted by email and reviewed by the Transit Committee
members:Transit@temiskamingshores.ca

Third-Party Real-Time Tools

- Transit App - Live bus arrivals, trip planner, stop alerts
- TransSee - Browser-based map with live vehicle tracking



A+ Transit System Overview

Existing Funding

■ Investing in Canada Infrastructure Program (ICIP)

- Capital costs are covered as follows:
 - 40% by the federal government,
 - 33% by the provincial government, and
 - 27% by the municipality.
- Max Federal Funding : up to \$ 1 248 670
 - No additional funding request could be made within this program, as the max allocation has been used
- Planned project procurement:

Projects	Completion
Two 30ft buses	1/2 received (50%)
One 35ft bus	1/1 received (100%)
Four 28 ft diesel buses	2/4 received (50%)
Rehabilitation of two existing buses	On going
Two new bus shelters and replacement of four existing	On going
One fare-payment system	Planned for 2026
One information system	Completed

■ Rural Transit Solutions Fund (RTSF)

- Application currently closed
- Projects: Current Transit Study (Cima+& JL Richards)

Transit Upgrades and Fleet Replacement



Project Location:

Temiskaming Shores, Ontario

Department:

Housing, Infrastructure and Communities Canada

Program Name:

Investing in Canada Infrastructure Program

Project Description:

□ The project involves the procurement of several public transit assets including buses and bus shelters, as well as technology improvements such as a passenger fare payment system and a passenger information system in Temiskaming Shores, Ontario. □ Specifically, the project scope includes: - procurement of two (2) 30ft, one (1) 35ft, and four (4) 28ft conventional diesel buses that will ensure a more reliable transit fleet with less downtime and delays attributed to an aging fleet; - rehabilitation of two (2) existing buses which will include the replacements of engines and transmission, as well as other major repairs; - procurement and installation of two (2) new bus shelters and replacement of four (4) existing bus shelters; - procurement and installation of one (1) transit passenger fare payment system; and one (1) passenger information system. □ The project will result in improved capacity, quality and accessibility of the public transit system in Temiskaming Shores, Ontario.

Project Goals:

Improved Capacity; Improved Quality and Safety

Federal Contribution: \$1,248,670

Estimated Total Cost: \$3,121,675

Percentage of Federal Contribution: 40%

Federal Funding Disbursed: \$323,913

Project Status: In Progress

Source : <https://housing-infrastructure.canada.ca/gmap-gcarte/index-eng.html>

Close

A+ Transit System Overview

Budget

■ Operational budget

		2025 (planned)	2024	2023	2022
Revenue		(542 787) \$	(517 315) \$	(575 946) \$	(674 863) \$
	Annual increase	4,9%	-10,2%	-14,7%	
Expense		1 078 011 \$	1 187 413 \$	1 389 128 \$	1 106 881 \$
	Annual increase	-9,2%	-14,5%	25,5%	
Total		535 224 \$	670 098 \$	813 182 \$	432 018 \$
	Annual increase	-20,1%	-17,6%	88,2%	

■ Part TS/Cobalt

	2025 (planned)		2024		2023		2022	
Temiskaming Shores	453 902 \$	85%	597 550 \$	89%	721 780 \$	89%	373 939 \$	87%
Cobalt	81 322 \$	15%	72 548 \$	11%	91 402 \$	11%	58 079 \$	13%
TOTAL	535 224 \$		670 098 \$		813 182 \$		432 018 \$	

■ Capital budget

	2025 (planned)	
2 buses	563 000 \$	Funding: ICIP
Transit Study	50 000 \$	Funding RTSF
	613 000 \$	

Transit System Overview

Other considerations

■ Transit Committee Meeting Minutes

- 2024-02-05 : issues with existing buses → As new buses are being purchased, this issues should be resolved soon
 - o New buses coming early 2025
 - o Used transit bus to be purchased during a transition phase
- 2024-02-05 : Temporary issues with the passengers tracking system
- 2024-09-23 : New potential Transit Funding → Canada Public Transit Fund has been requested
- 2024-12-12 : Cobalt is considering a service reduction unless there is a way to reduce their portion or offset the rising operating costs → Transit staff need to investigate fare increase scenarios

A+ SWOT analysis

STRENGTHS

- Existing transit route network and existing ridership to build upon
- Service available 7 days a week
- Consistent schedule, making the service easy to understand
- New and accessible bus fleet (low floor + ramp)
- Distance between bus stops meets standards
- Majority of residences within 400m or less of a bus stop
- Bus shelters at some stops and a strategy for additional purchases
- Easily available information for travellers, including real-time bus location (website, Facebook)
- Developed Road network
- Transit network connected to active transit system
- Regional bus service to North Bay and Timmins, even if limited
- Use of existing funding covering the annual capital budget and a transit study
- Operating cost shared between Temiskaming Shores and Cobalt.

A+ SWOT analysis

OPPORTUNITIES

- Willingness to promote public transportation in Temiskaming Shores's official plan
- Attractive hub for the region
- Little competition (no known rideshare program)
- Predominance of internal trips within each community (41%) → possibility of offering shorter internal routes?
- Significant portion of trips between New Liskeard and Haileybury (15%) → possibility of offering more service between these two municipalities?
- Significant portion of trips coming from outside (31%) → possibility of tapping into a new market?
- No public transportation or other organized transport system in neighbouring municipalities despite interest in such a service
- Possibility to extend service to newer neighbourhoods north of Wabi River (Elm, Robert, Haliburton Ave East)
- Presence of a student population
- Better transit services could support population growth and promotes development, tourism, economic growth
- Better transit services could improve accessibility for all
- Access to funding programs → take advantage of various funding opportunities.

A+ SWOT analysis

WEAKNESSES

- Car oriented communities
- Unfamiliarity with taking transit
- Long Route, including a loop to Dymond, causing a ~20-minute detour for some users
- Bus frequency every 2 hours during off-peak times or weekends
- No early morning or late evening service limits accessibility for shift workers
- No public transportation service during holidays or very early in the morning/late at night
- Not serving all residential areas
- Several stops are not accessible, even when there is a bus shelter
- Lack of sidewalks along the entire bus route, especially at less important stops
- Limited number of controlled or signaled pedestrian crossings to access bus stops
- Topography within Haileybury could limit the ease of access to certain bus stops
- Long deadhead time between the garage and the start of the route
- Need to deploy a winter route during winter events, which means some areas/users are not served
- Operational cost has increased significantly since 2022
- Slightly decreasing revenues and slightly increasing expenses in recent years

A+ SWOT analysis

THREATS

- The 4 urban hubs are quite far apart, leading to higher operating costs and longer travel time
- Limited fleet size restricts resilience and flexibility
- Difficulty attracting and retaining drivers in small markets
- Budget availability limitations for transit - especially in Cobalt
- Transit service expenses are twice as high as transit service revenues
- Increasing reliance on private vehicles in rural areas may reduce ridership base
- Population decline since 2016