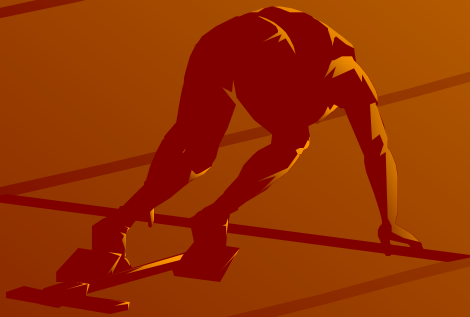


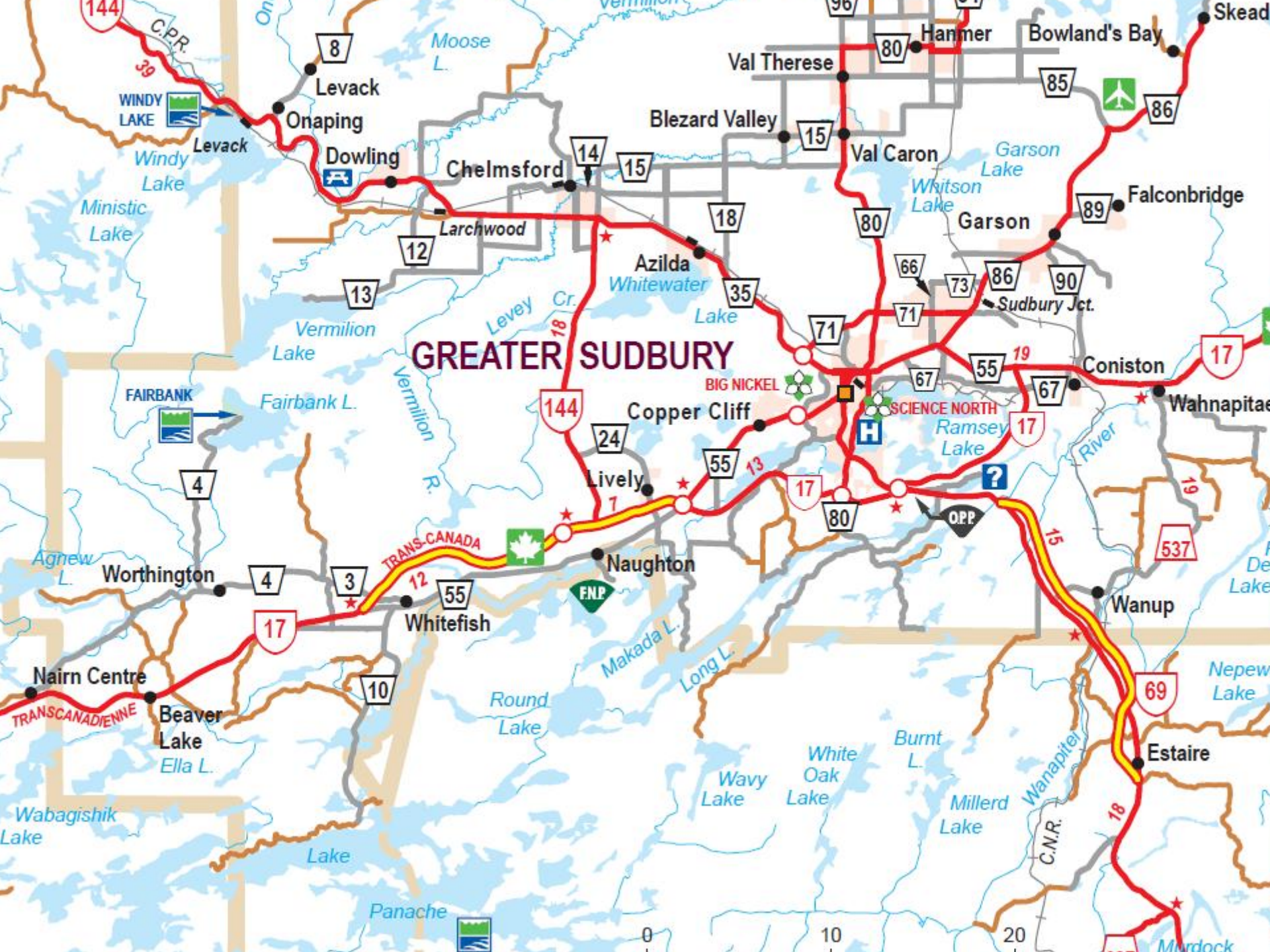
# Rail to the Future



*By: Travis Morgan  
Presented to Council  
November 27<sup>th</sup>, 2015*



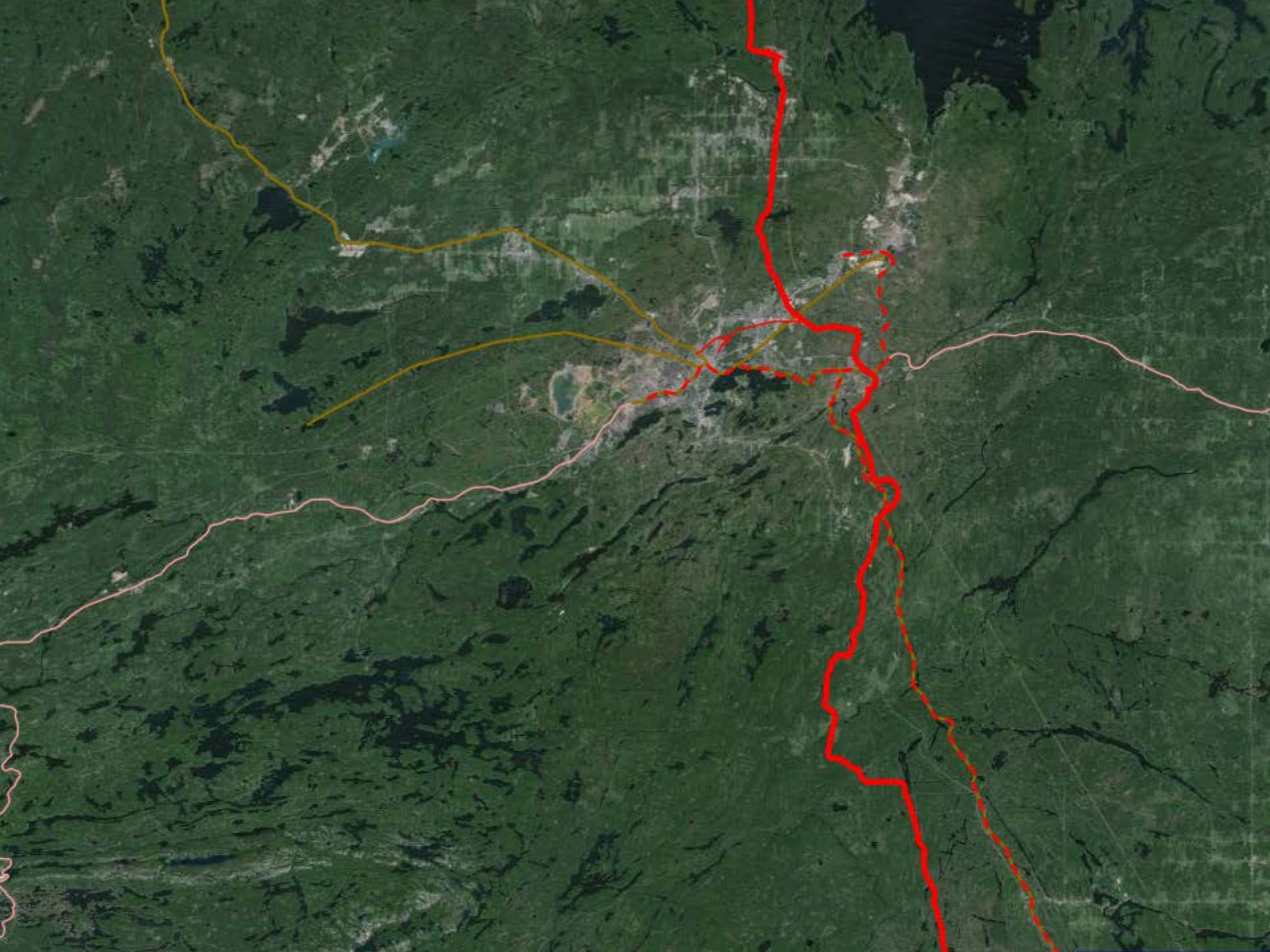




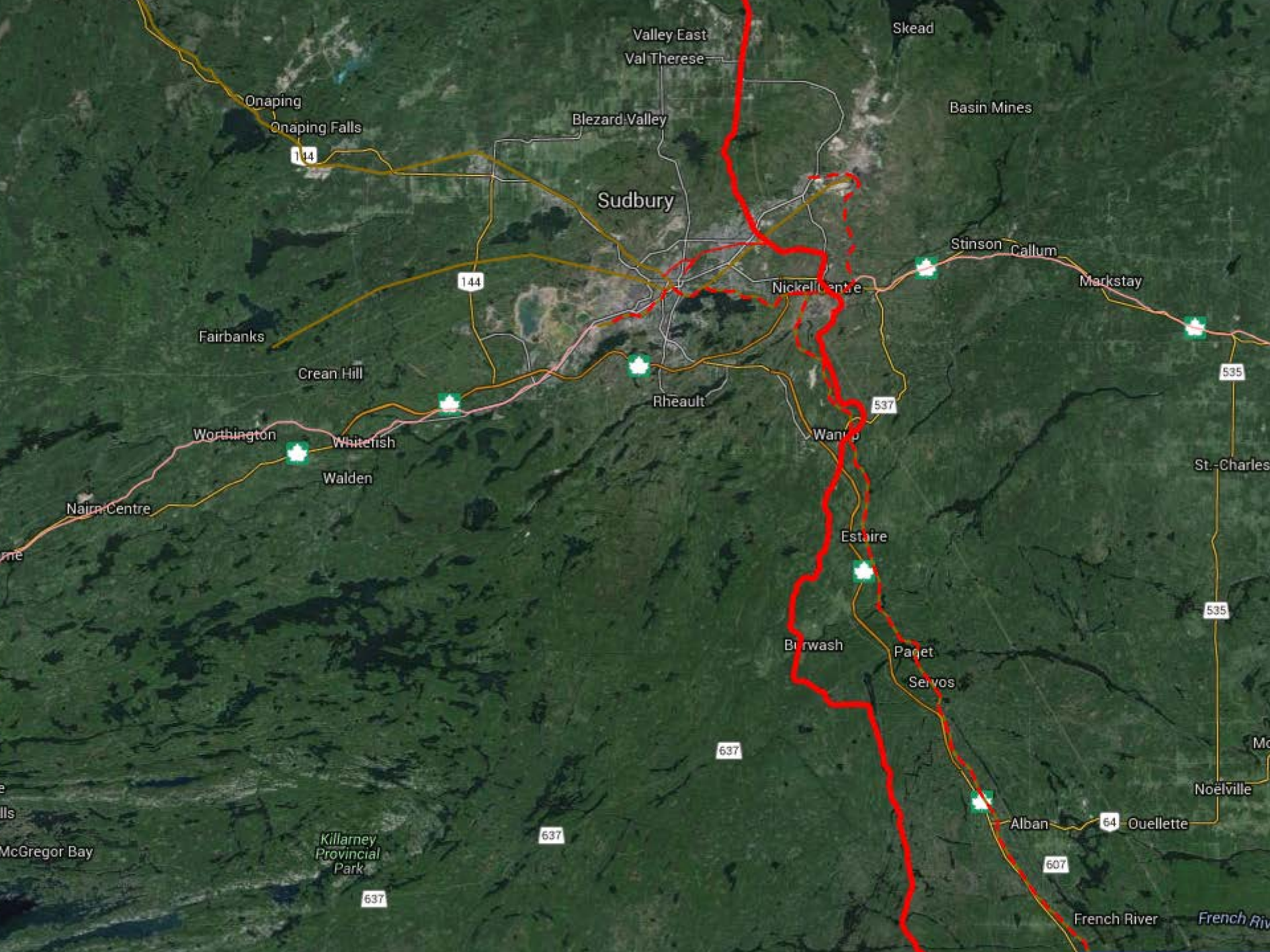
















■ Photo credit: The Sudbury Star



# **Come Explore the Levack Line**

**Stay, hike, climb rocks and enjoy our refreshing Falls**

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# Ride to Capreol, Stay for the screams

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# Car access to Downtown

- Pros

- Freedom of travel
- Independence
- Your decisions, your control
- More accessible, can reach more locations

- Cons

- Expensive
  - Fuel, insurance, maintenance
- Congestion
- Affected by weather
- Low physical mobility

# Public Transit; buses

- Pros

- Cheap
- Safe
- Reliable
- Reduces greenhouse emissions

- Cons

- Long travel times
- Fixed schedule with wait time in between
- Have to share with others
- Mobility restrictions



# Public Transit; Rail & Bus

- Pros

- Safe
- More reliable
- More time-productive
- Improved mobility
- Connectivity
- Services for bodily functions+

- Cons

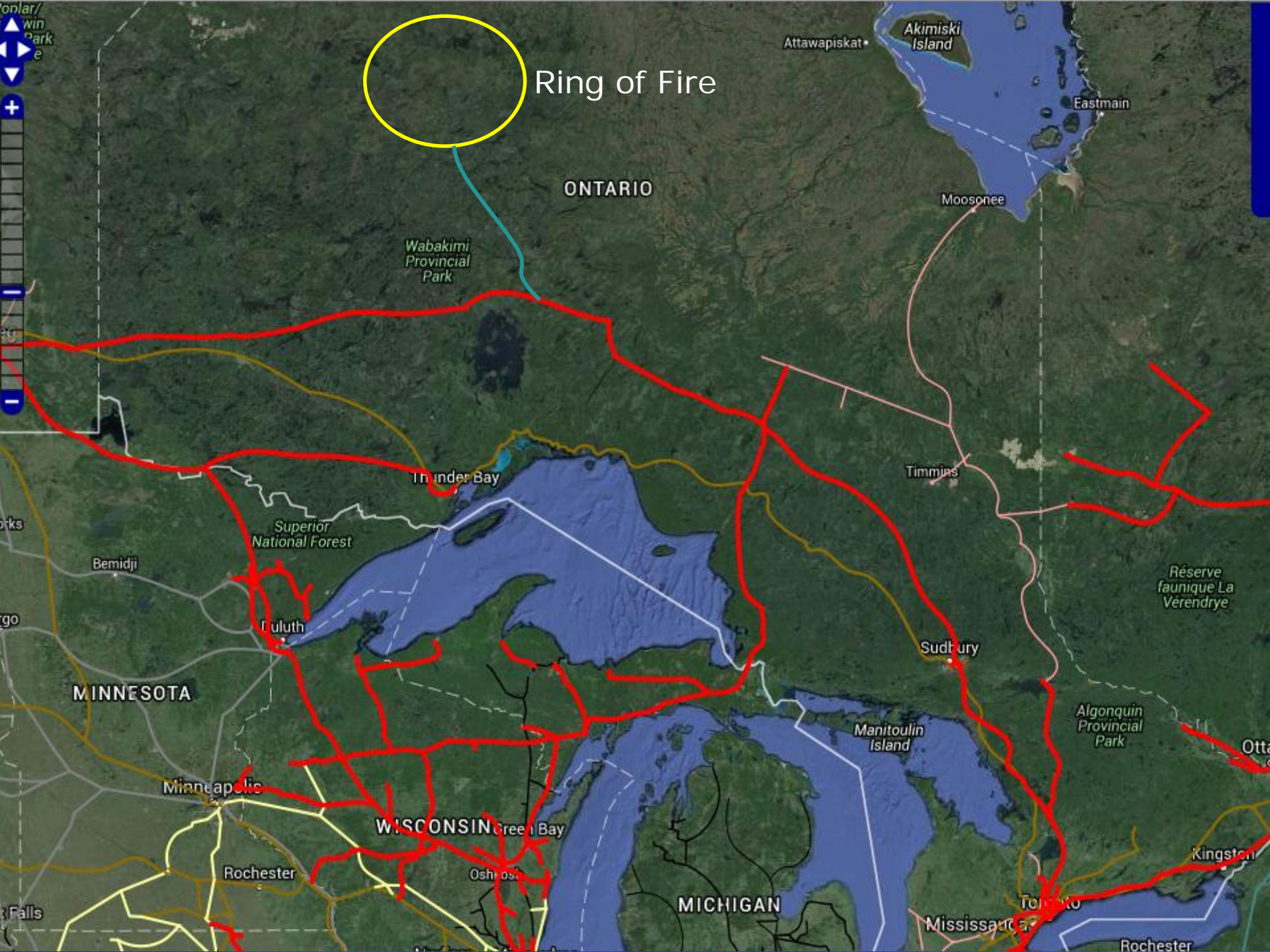
- Long travel times
- Fixed schedule with wait time in between
- Have to share with others





SarahFurchnerPhotography  
[www.SarahPhotography.ca](http://www.SarahPhotography.ca)





Ring of Fire

ONTARIO

Wabakimi  
Provincial  
Park

Thunder Bay

Superior  
National Forest

Bemidji

Duluth

MINNESOTA

Minneapolis

WISCONSIN Green Bay

Rochester

Oshkosh

MICHIGAN

Manitoulin  
Island

Sudbury

Timmins

Moosonee

Eastmain

Akimiski  
Island

Attawapiskat

Réserve  
faunique La  
Vérendrye

Algonquin  
Provincial  
Park

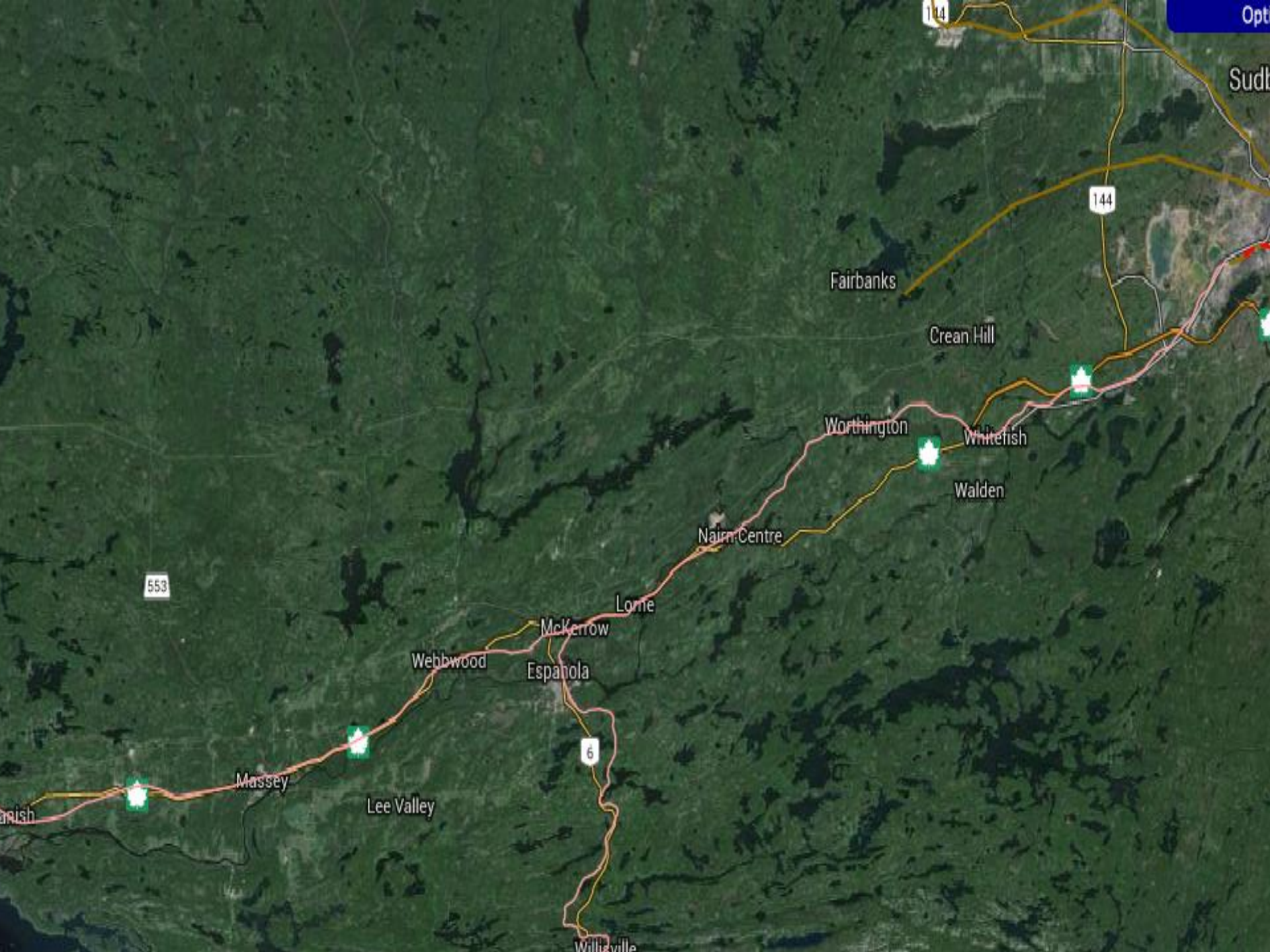
Kingston

Mississauga

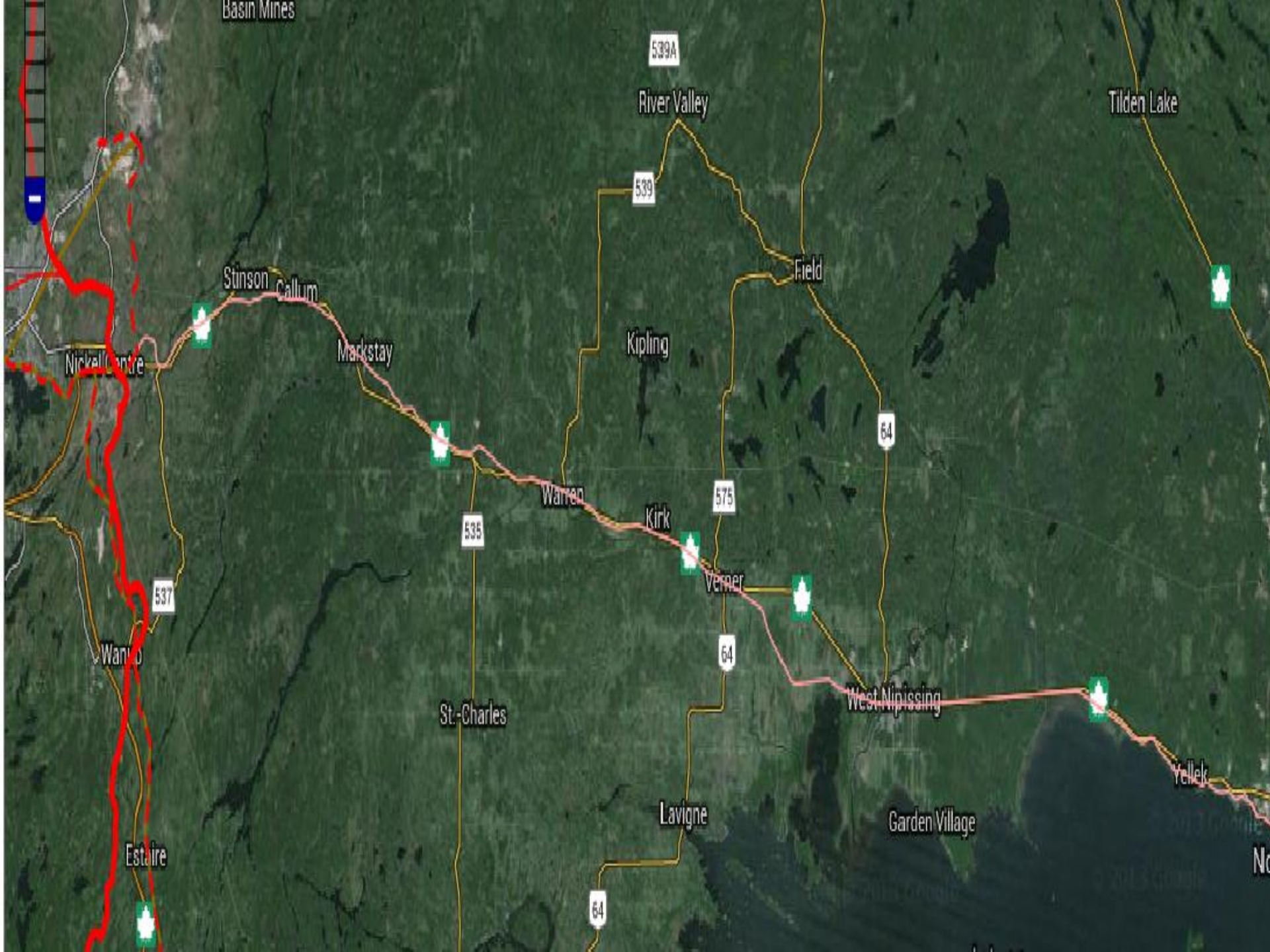
Rochester

Toronto

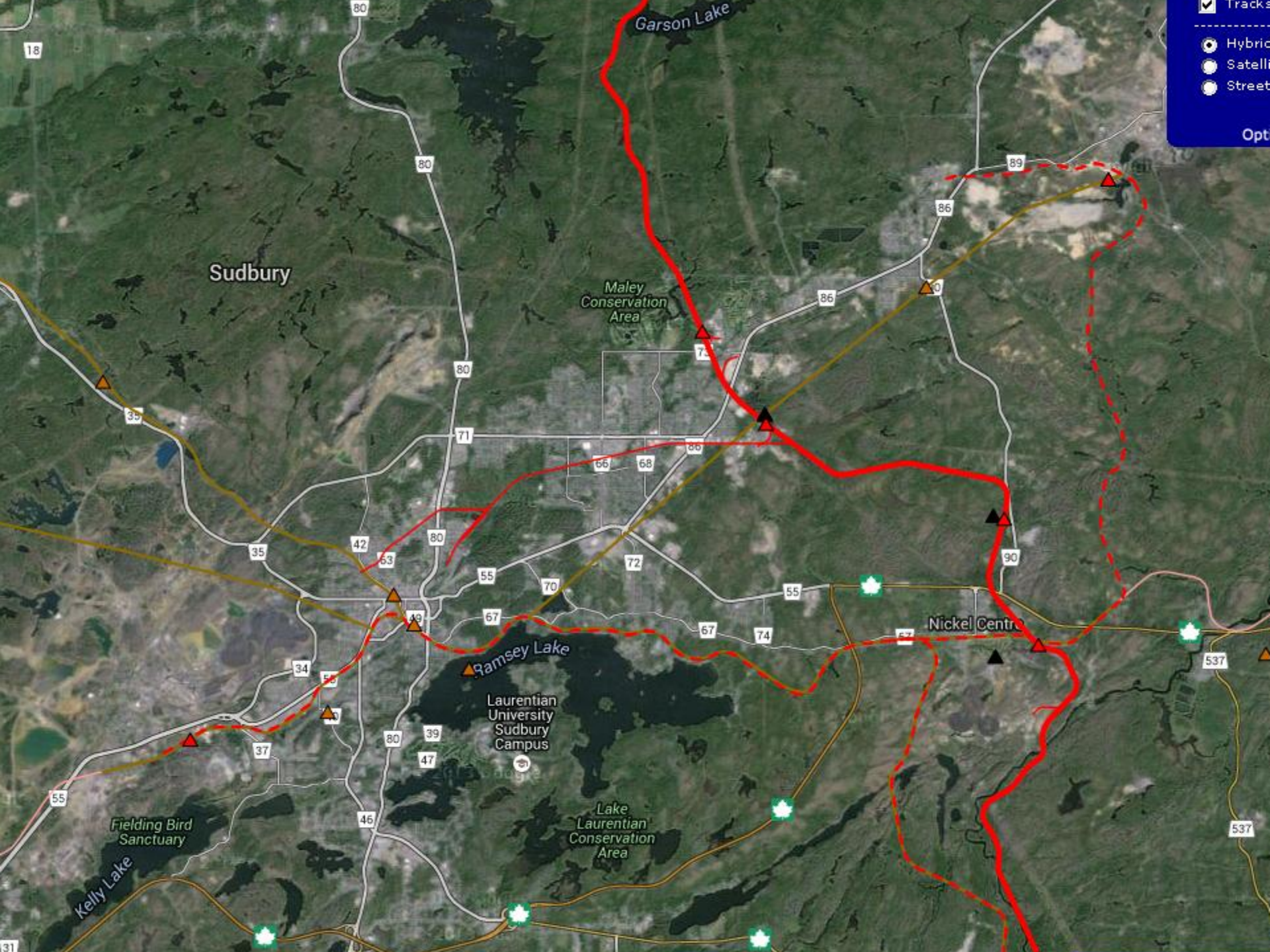




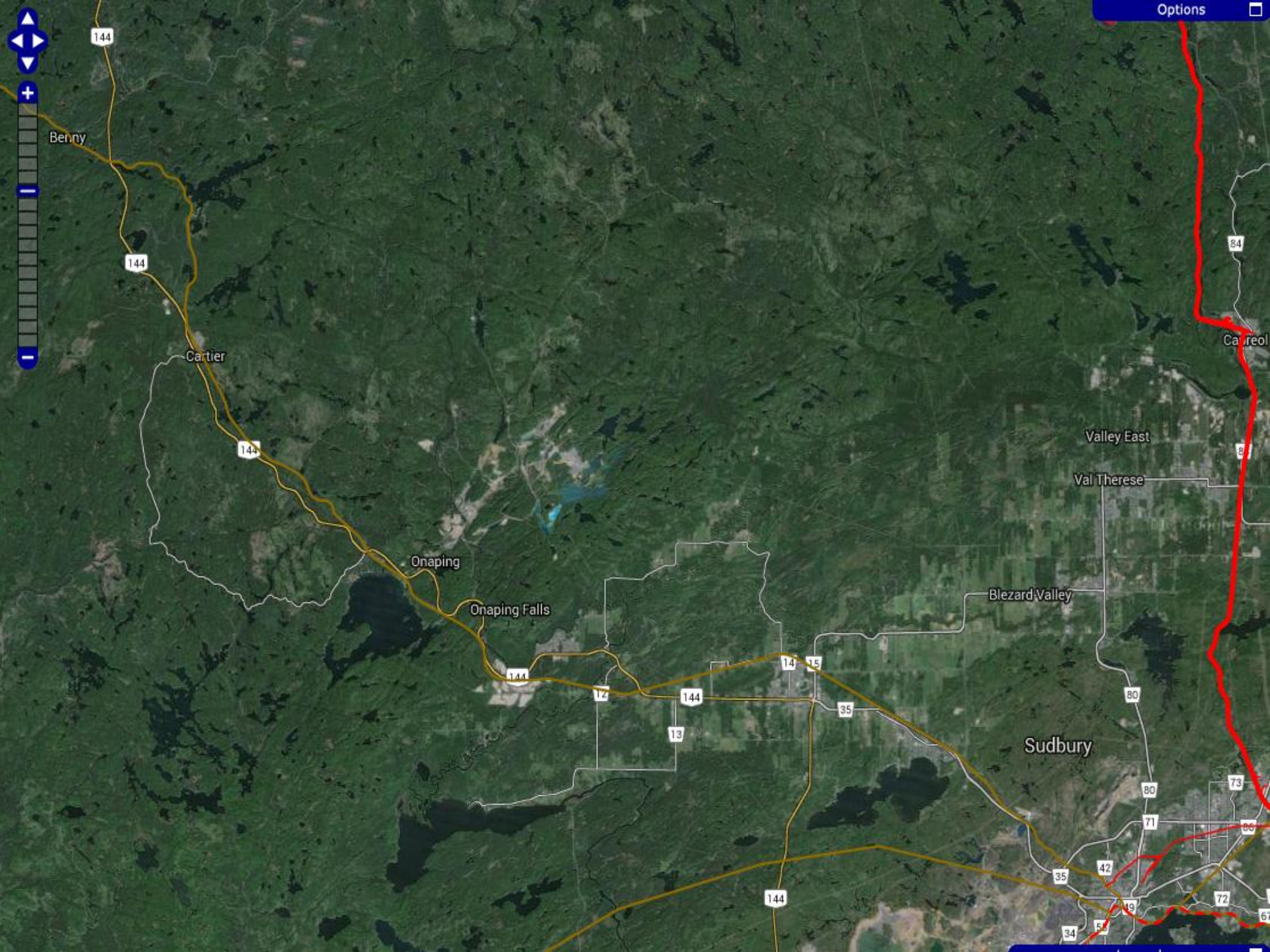












Options

Benny

Cartier

Onaping

Onaping Falls

Valley East

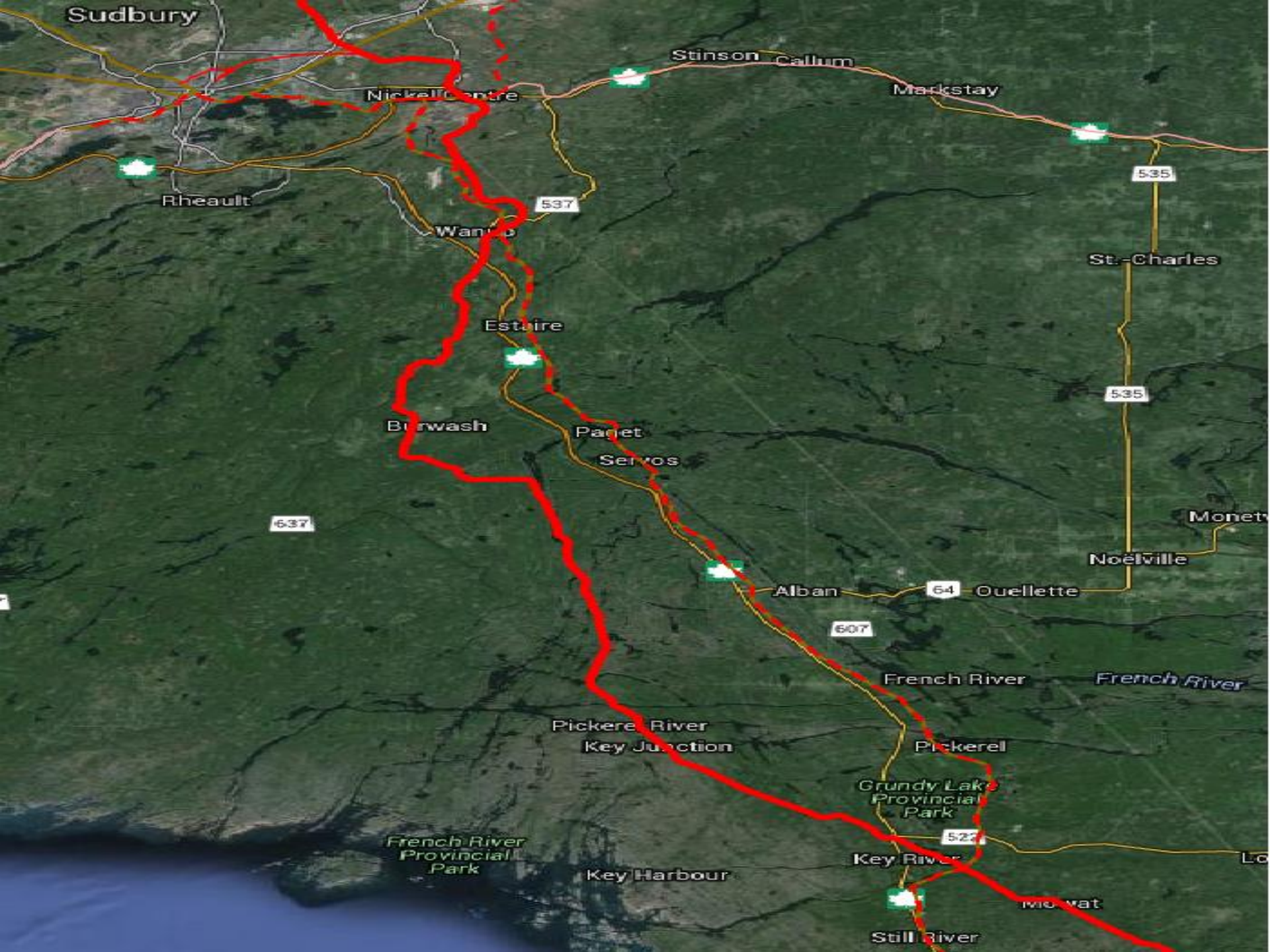
Val Therese

Blezard Valley

Sudbury

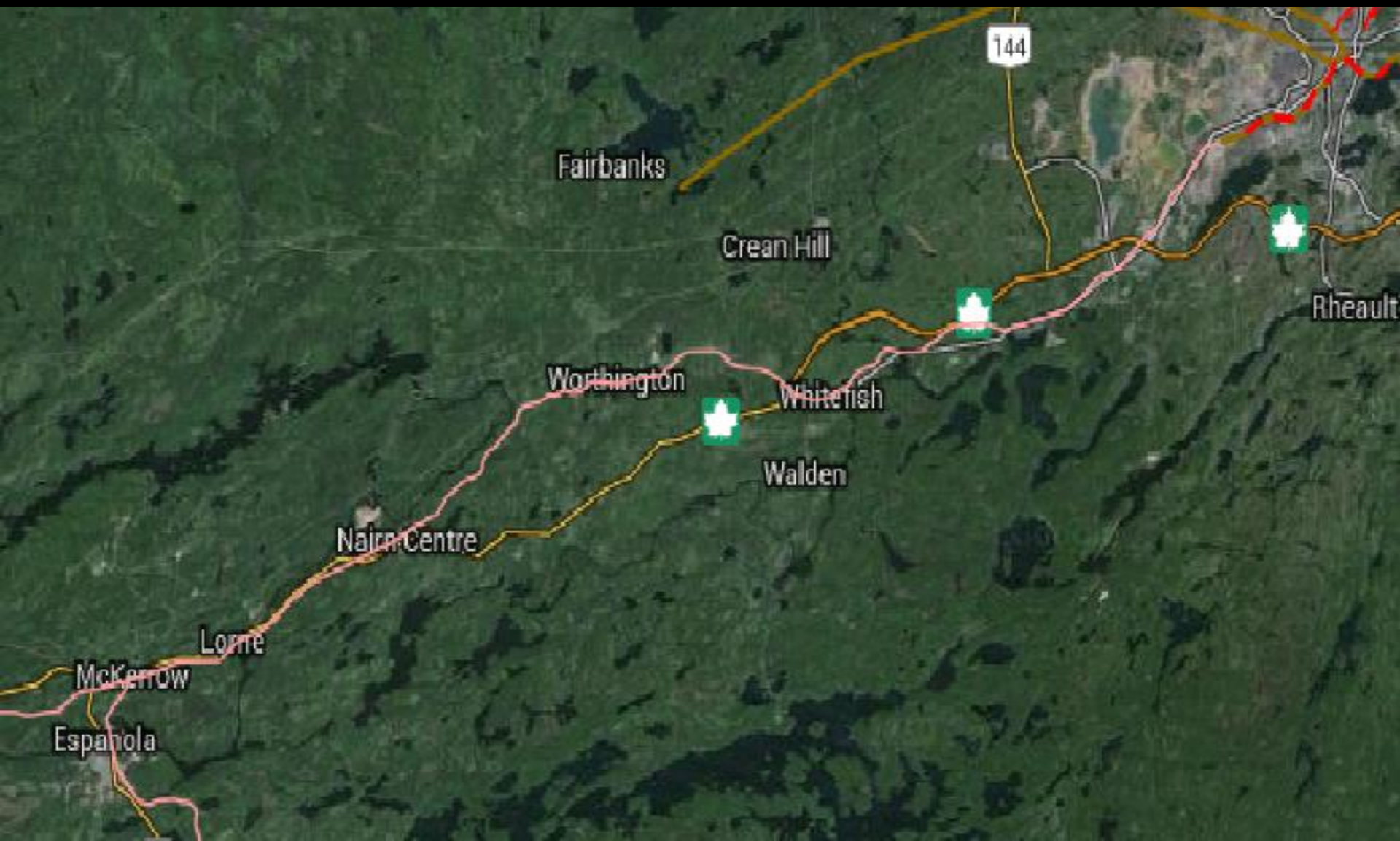
Caureol







# Pilot Line



# Impact on Greater Sudbury Transit

- Greater Sudbury Bus Transit would not be dissolved and will remain in the hands of Greater Sudbury
- Rail transit would be regional, administered by a regional authority
- Bus routes will be altered as needed, serving as feeder lines where possible



# Answers

- Routes may change but the purpose of altered routes would be to feed riders to the tracks
- The Downtown Terminal would still remain in use.
- As the costs of rail transit will be absorbed by the governments of Canada, Ontario and municipalities signed on, no increases in the standard user fees are expected
- Buying a pass in any municipalities in the network will allow ridership for any bus or train using the transit network.
- Unlimited monthly ridership of both bus and rail to any community on the transit network should be offered.

# Answers

- We will use existing tracks to reduce costs. Expansion may occur as necessary, but the costs will be far less than in cities without an existing rail network. The costs will be spread out among municipalities in the network.
- Weather has no impact on the trains. It will be reliable.
- We can establish a schedule to avoid conflict with Freight
- Passenger trains are short and quick, comparable to a traffic light stop causing no additional congestion.



# Answers

- To encourage ridership;
  1. Bus fare and rail fare will be the same
  2. Monthly passes will be possible
  3. Bus/Rail pass will be interchangeable
  4. When a new line is opened, the first week ridership will be free .
- This is an outline of an idea and can be subject to change
- City of Greater/Grand Sudbury can support this concept by;
  - Political support, creation of a group that will work with any interested municipalities to form the Regional Transit authority



# Funding

- Ridership
- Grants from provincial and federal levels
- A new corporate sponsorship model
- Advertisements

