

Interim Report Recommendations

August 27, 2024

# Conventional and Specialized System Review Study

# Transit

# Deliverables for Elliot Lake Transit Study

## •Deliverable 1: Community and Stakeholder Consultation

- Assess Current Transit Services
- Identify Gaps & Opportunities
- Analyze Demographic Data
- Synthesize Stakeholder Input
- Develop Customized Solution

## •Deliverable 2: Route Review and Potential Redesign

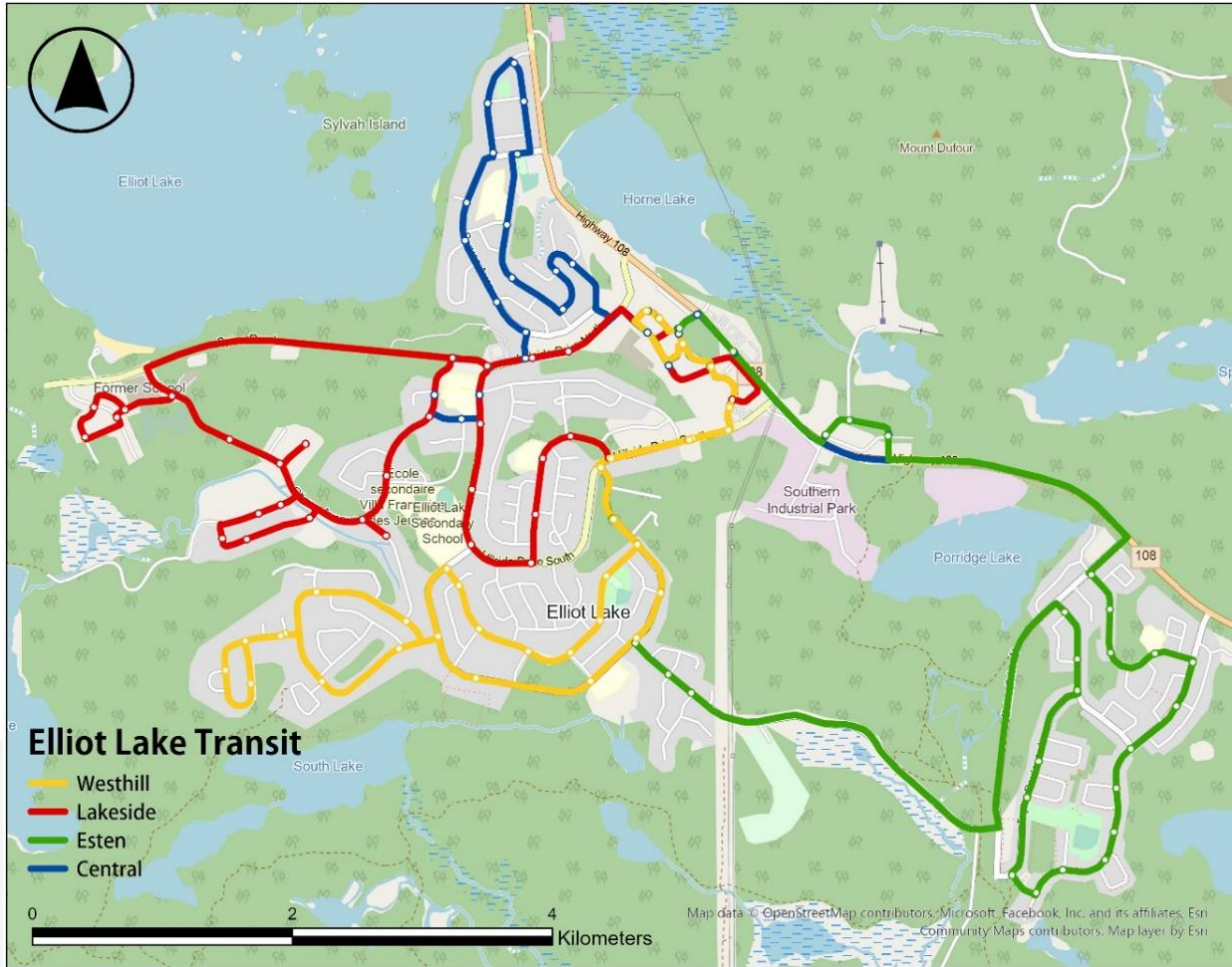
- Evaluate Current Transportation Services
- Develop Service Model

**The interim report incorporates deliverables one and two**

## •Deliverable 3: Capital and Operations Plan

- Create Fare Structure
- Explore Revenue Sources
- Conduct Revenue-Cost Analysis
- Identify Funding Sources
- Draft Marketing Strategy

# Elliot Lake's Existing Transportation System



- **Routes and Stops:** 4 routes with 2 bus loops, encompassing 117 bus stops, and a fleet of minibuses.
- **Accessibility:** Handlift service for individuals with mobility challenges.
- **Regional Connections:** Ontario Northland provides vital links to Sudbury and Sault-Sainte-Marie for areas beyond the city's core.

## Operating Schedule:

- Monday to Saturday: 7:00 am - 6:00 pm
- Central hub: Pearson Plaza on Hillside Drive South

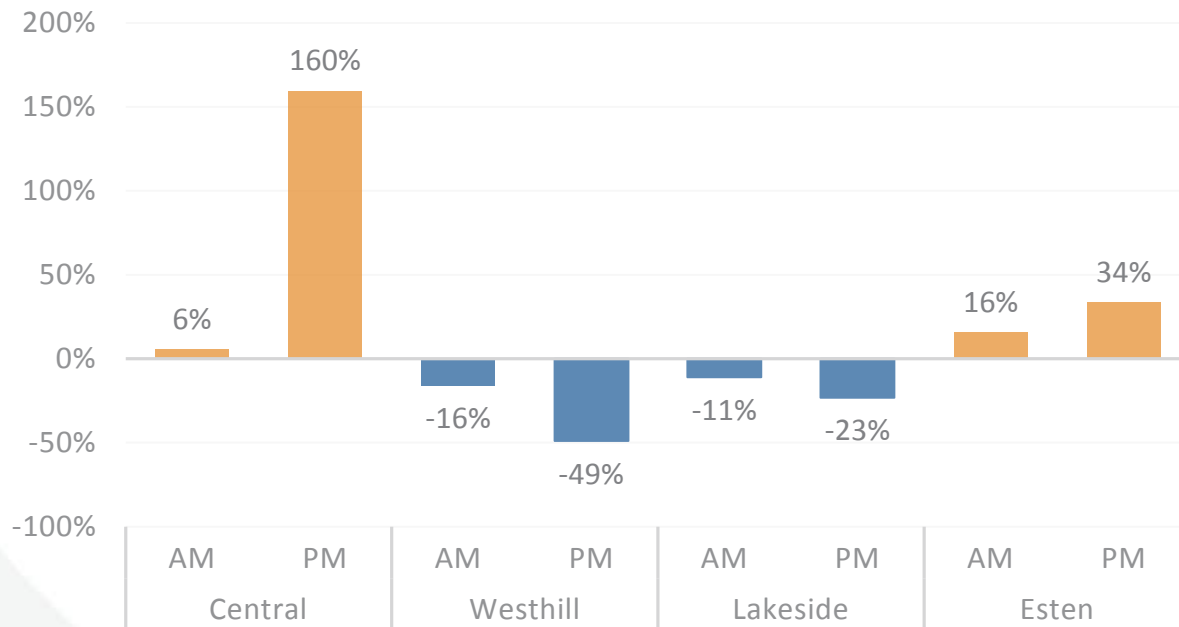
## Vehicle Types

- 28-foot fully accessible buses



# Ridership Characteristics

Average Change in Ridership (2021-2023)



Route		2021	2022	2023	Average change
Central	AM	6594	4936	6745	6%
	PM	72	147	463	160%
Westhill	AM	21666	13221	14142	-16%
	PM	2199	700	492	-49%
Lakeside	AM	38325	25122	28191	-11%
	PM	949	565	531	-23%
Esten	AM	21585	22431	28686	16%
	PM	572	759	1023	34%

# Stakeholder Consultation

Stakeholder interviews were used to gain insight into the following topics:

## Customer Needs

- Major concerns include accessibility, bus delays, and lack of amenities at bus stops.

## Accessibility

- Significant challenges due to bus design and the use of metal-sided shopping carts.

## Handilift booking and routing

- Key issues are delays, operational inefficiencies, and ticket purchasing limitations.

## Feedback on the transit vehicles

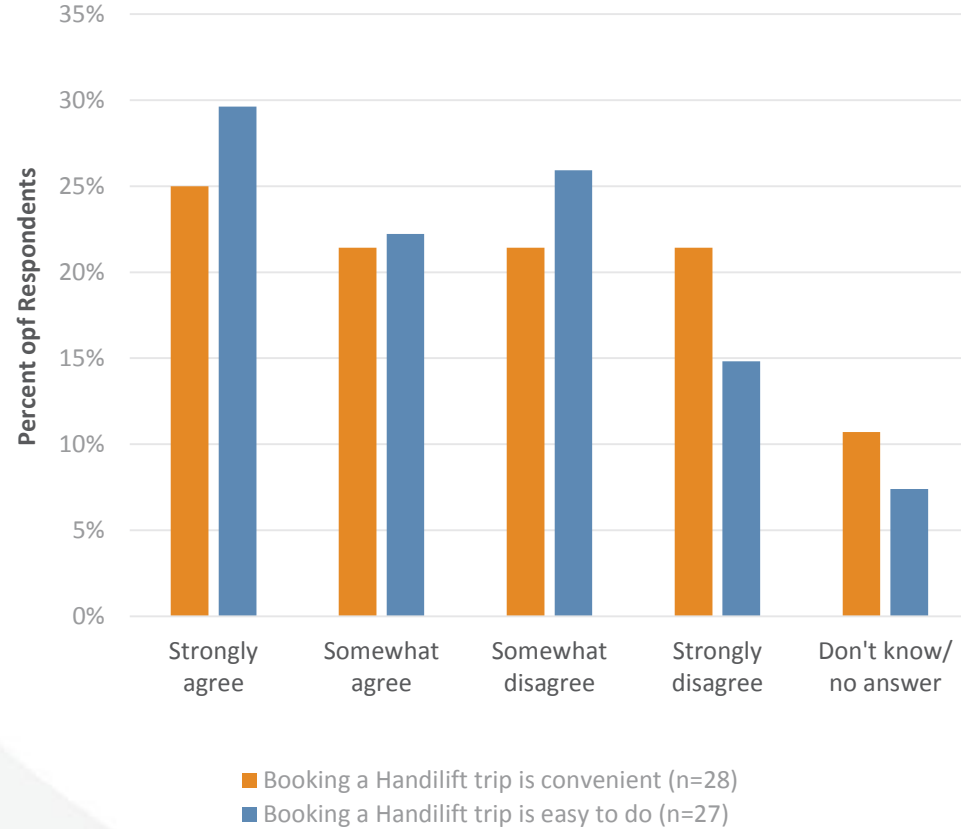
- Current buses lack necessary accessibility features, with concerns about low-floor vehicle performance in winter.

## Stakeholders

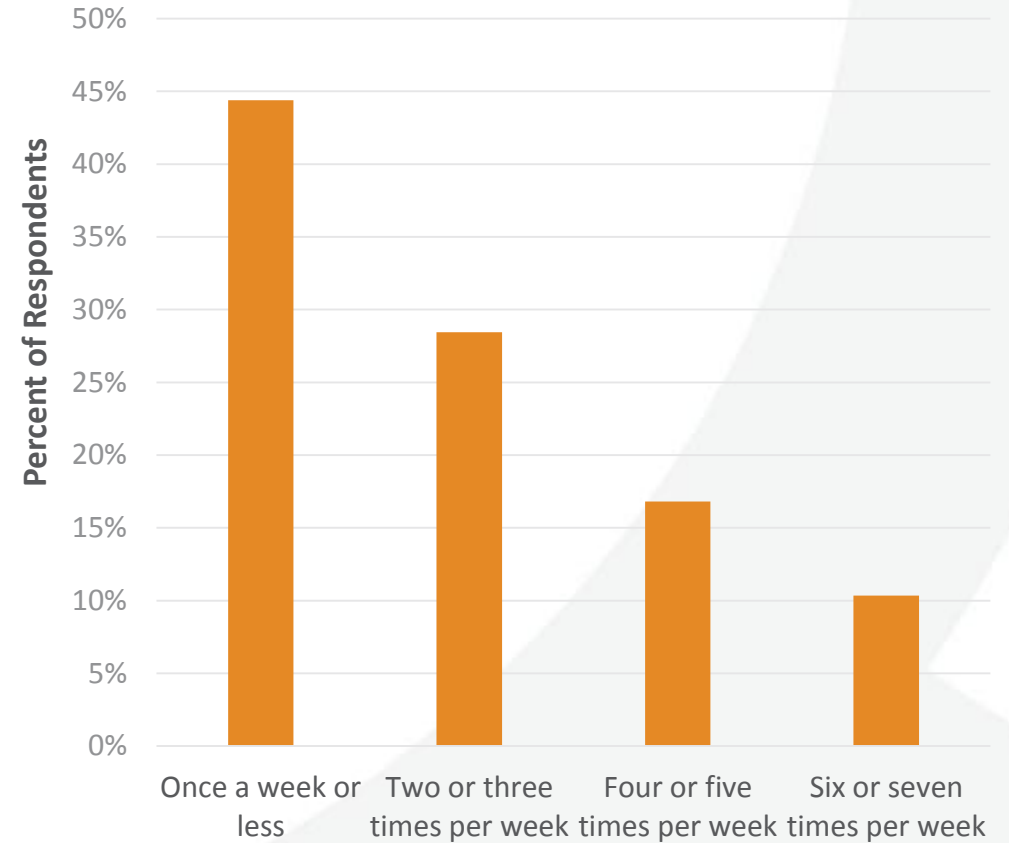


# Public Engagement

## Handilift Booking



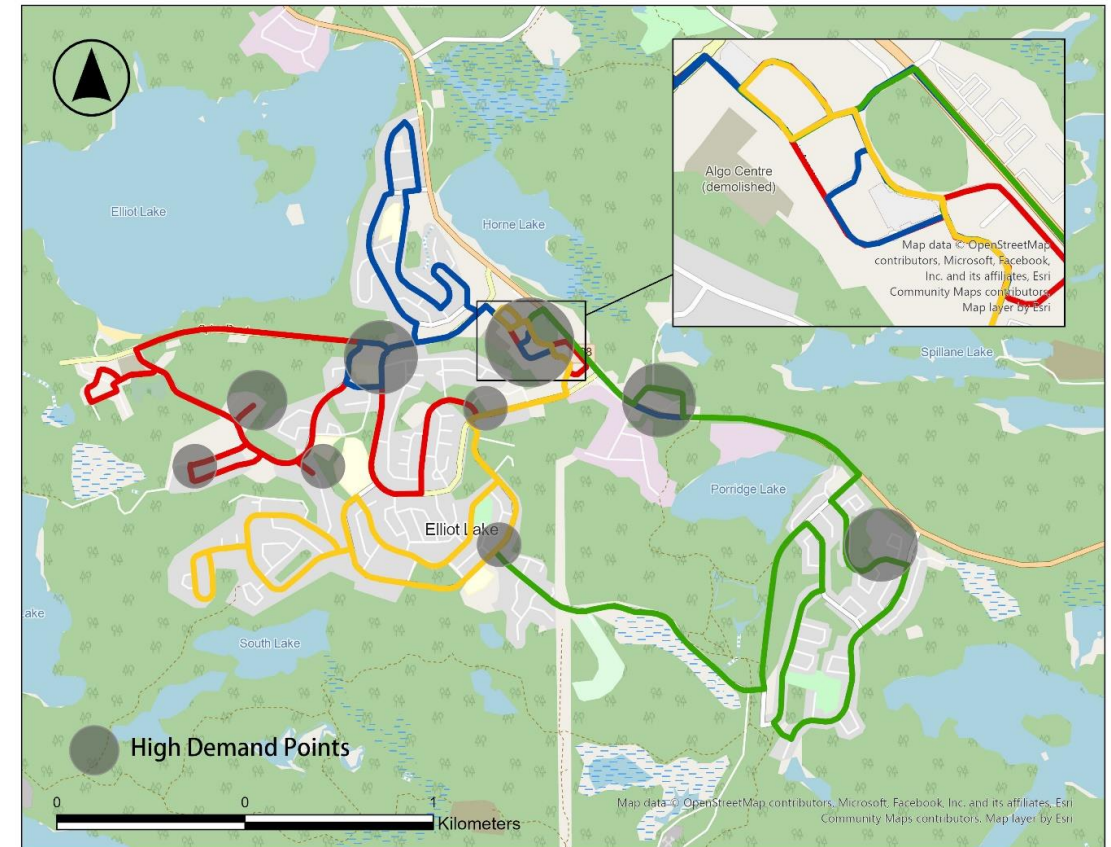
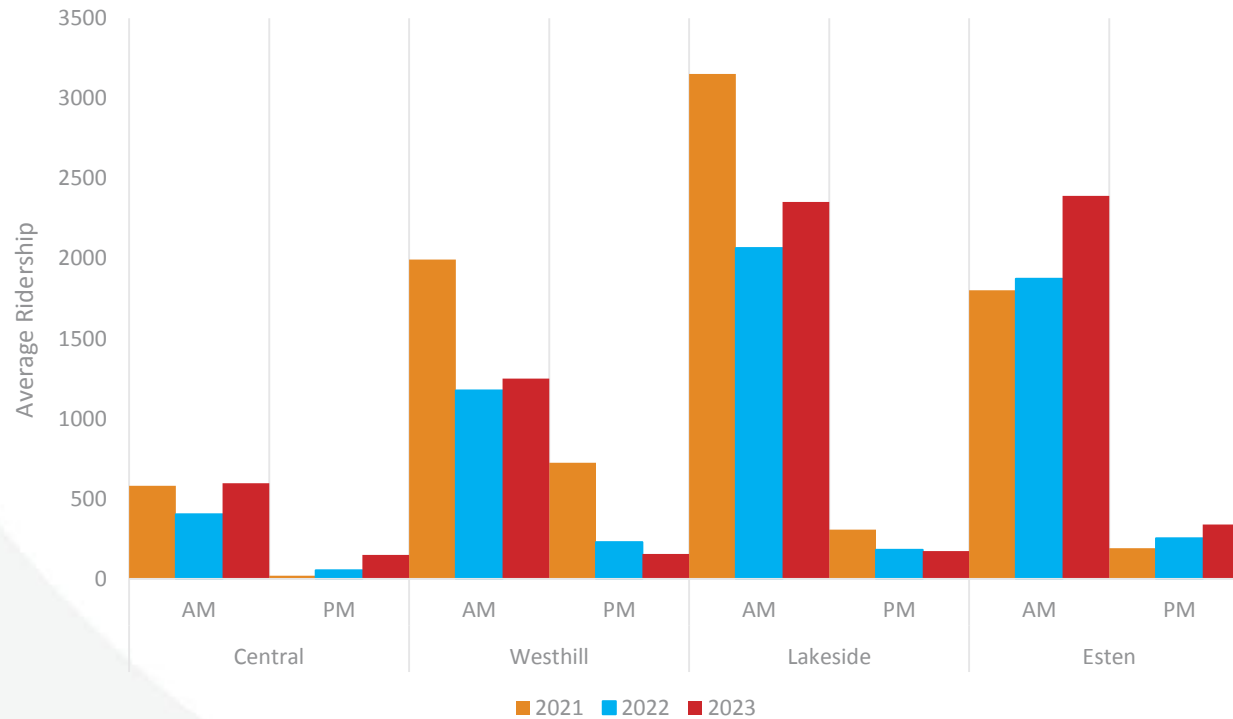
## Frequency of Use for Bus Transit (n=232)



# Travel Demand Analysis

To understand how, where and when residents and visitors travel in Elliot Lake, an analysis covering travel patterns was conducted.

Average Ridership September (2021-2023)















High Transit Demand Points in Elliot Lake













# Recommendations






# Feasibility Matrix for Route Evaluation

Option \ Route	Streamlining through route reduction	Streamlining through route consolidation	Adjusting for half-hour routes	Identified underused stops for potential removal	Transferal of bus stops between routes	Route redirection
Lakeside	 <p>Route is long, for increased efficiency and less delays there is potential to decrease service.</p>	 <p>Any route consolidated with Lakeside would exceed 30 min travel time.</p>	 <p>Due to providing direct service to high demand areas, the route often experiences delays which exceed the 30 min limit</p>	 <p>Route serves areas with high ridership, stops should not be removed.</p>	 <p>Service overlaps with the Central route, providing eased opportunities to move stops</p>	 <p>Move service through Hutchinson Avenue. Redirect service from Spine Road to Ottawa Avenue enroute communities at Spine Beach.</p>
Esten	 <p>Route is long, for increased efficiency and less delays there is a potential to decrease service.</p>	 <p>Any route consolidated with Esten would cause loop to exceed 30 min travel time.</p>	 <p>Due to providing direct service to high demand areas, the route often experiences delays which exceed the 30 min limit</p>	 <p>Stops are spaced at effective distances where there is a potential to move stops.</p>	 <p>Ridership at Oakland Boulevard could potentially be transferred to the Central route, but may increase passenger loads substantially.</p>	 <p>Add stop at Willoughby Road to accommodate senior residence.</p>

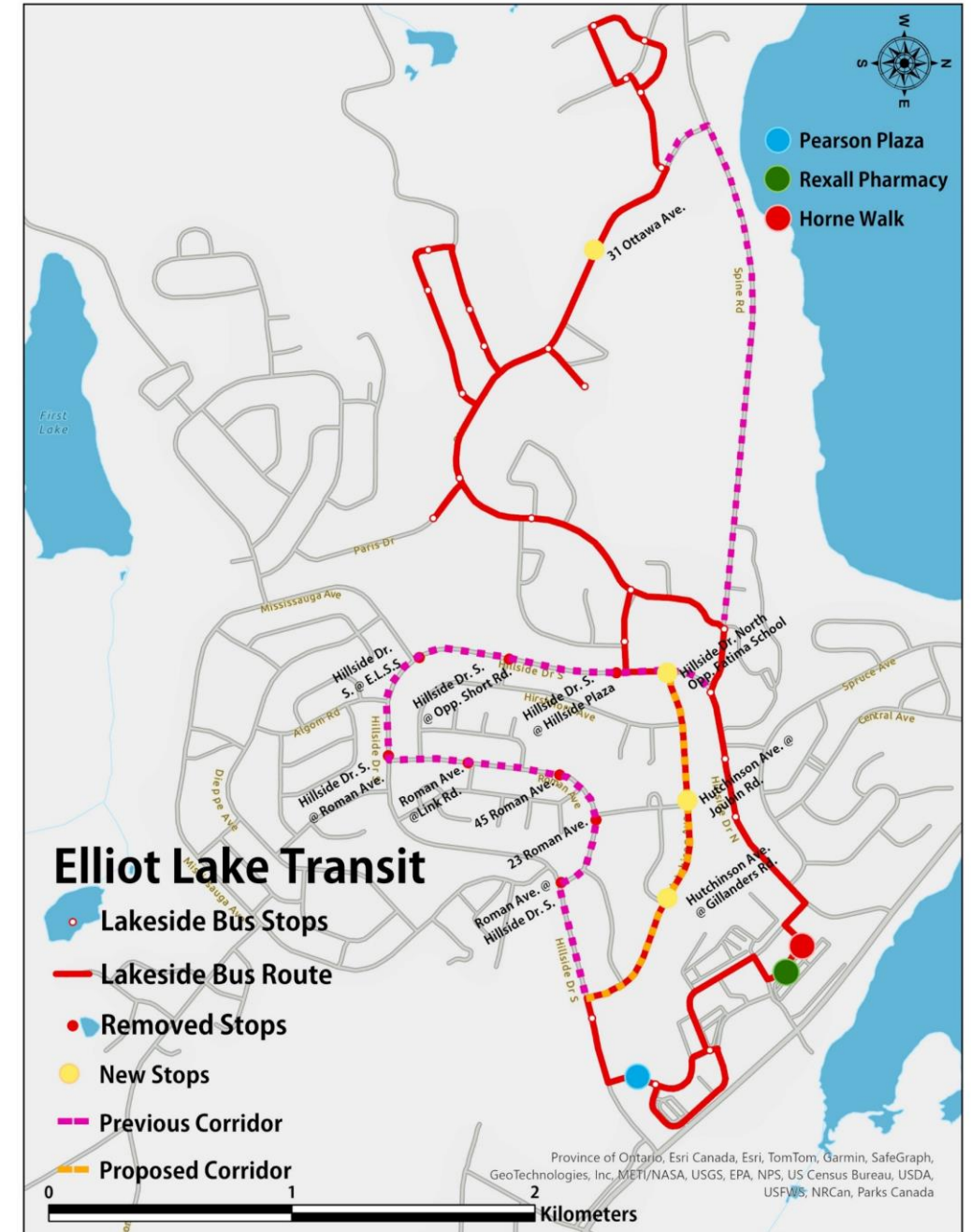
# Feasibility Matrix for Route Evaluation

Option \ Route	Streamlining through route reduction	Streamlining through route consolidation	Adjusting for half-hour routes	Identified underused stops for potential removal	Transferal of bus stops between routes	Route redirection
Westhill	 Service is already under a half-hour and service is isolated around Axmith and Mississauga Avenue	 Route is central to Axmith and Mississauga Avenue, with minimal overlaps to adjacent routes.	 Route regularly runs under half an hour	 Route stops are spaced at effective distances where there is a potential to move stops.	 Service is isolated around Axmith and Mississauga Avenue. Removing, or transferring service would create a gap in the existing network.	 Unnecessary.
Central	 Service is already under half hour.	 Service is under half an hour, with connections to Esten and Lakeside	 Route regularly runs under half an hour	 Route stops are spaced at effective distances where there is a potential to move stops.	 Service overlaps with the Central route, providing eased opportunities to move stops	 Redirect service through Hillside Drive South.

Yes =  No =  Under Consideration = 

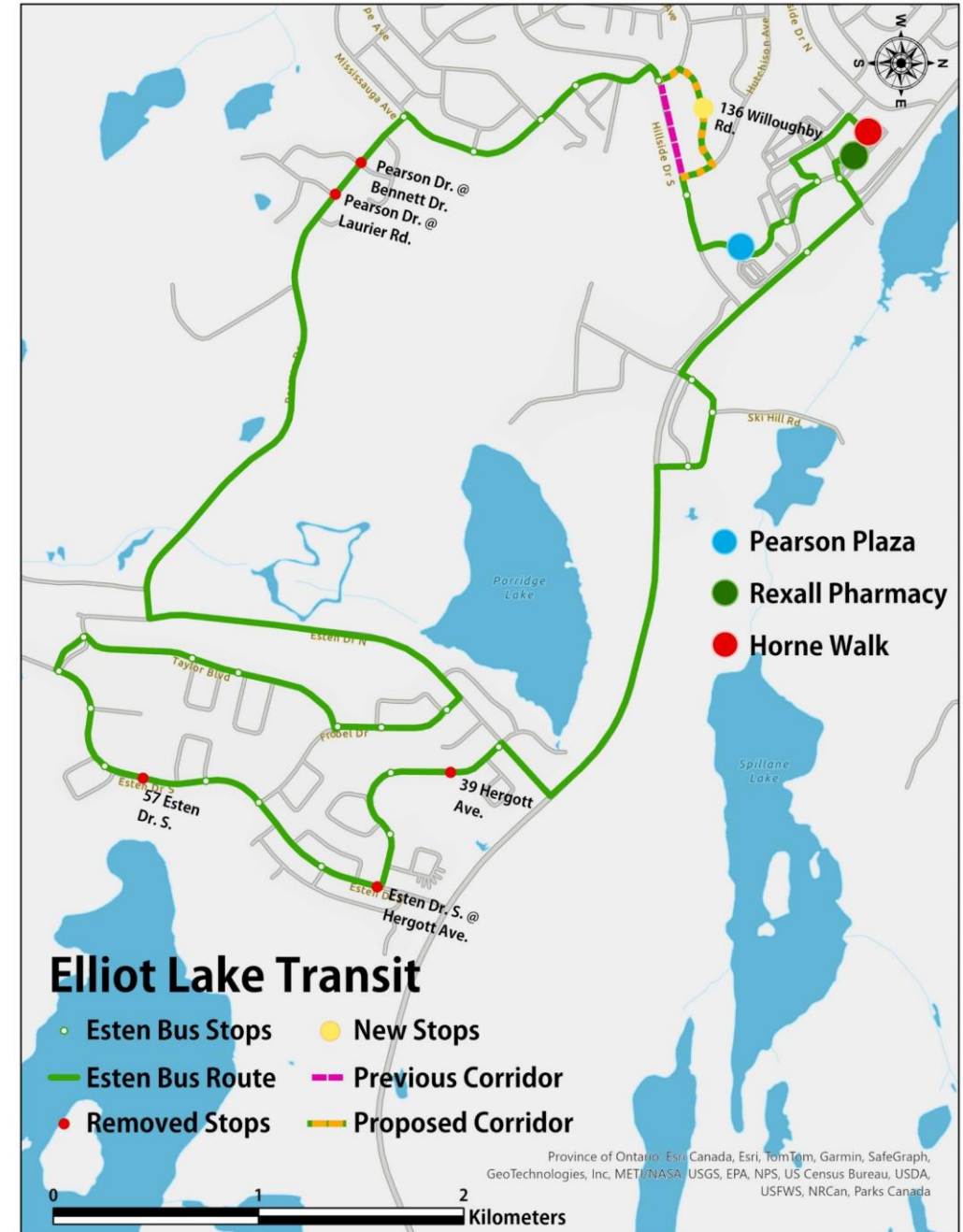
# Lakeside

New Stops	Redirection	Removed Stops
<b>31 Ottawa Avenue</b>	Left turn from Spine Road @ Hospital onto Ottawa Avenue	Hillside Drive South @ Hillside Plaza
<b>Hillside Drive North Opp. Fatima School</b>	Right turn from Hillside Drive South onto Hutchison Avenue	Hillside Drive South @ Opp. Short Rd.
<b>Hutchison Avenue @ Joubin Road</b>		Hillside Drive South @ Roman Avenue
<b>Hutchison Avenue @ Gillanders Road</b>	Left turn from Hutchison Avenue onto Hillside Drive South	Roman Avenue @ Link Road
		23 Roman Avenue
		Roman Avenue @ Hillside Drive South
		Spine Road @ Hillside Drive North (up from Ottawa Avenue)
		Hillside Drive North @ Collins Hall (up from Ottawa Avenue)



# Esten

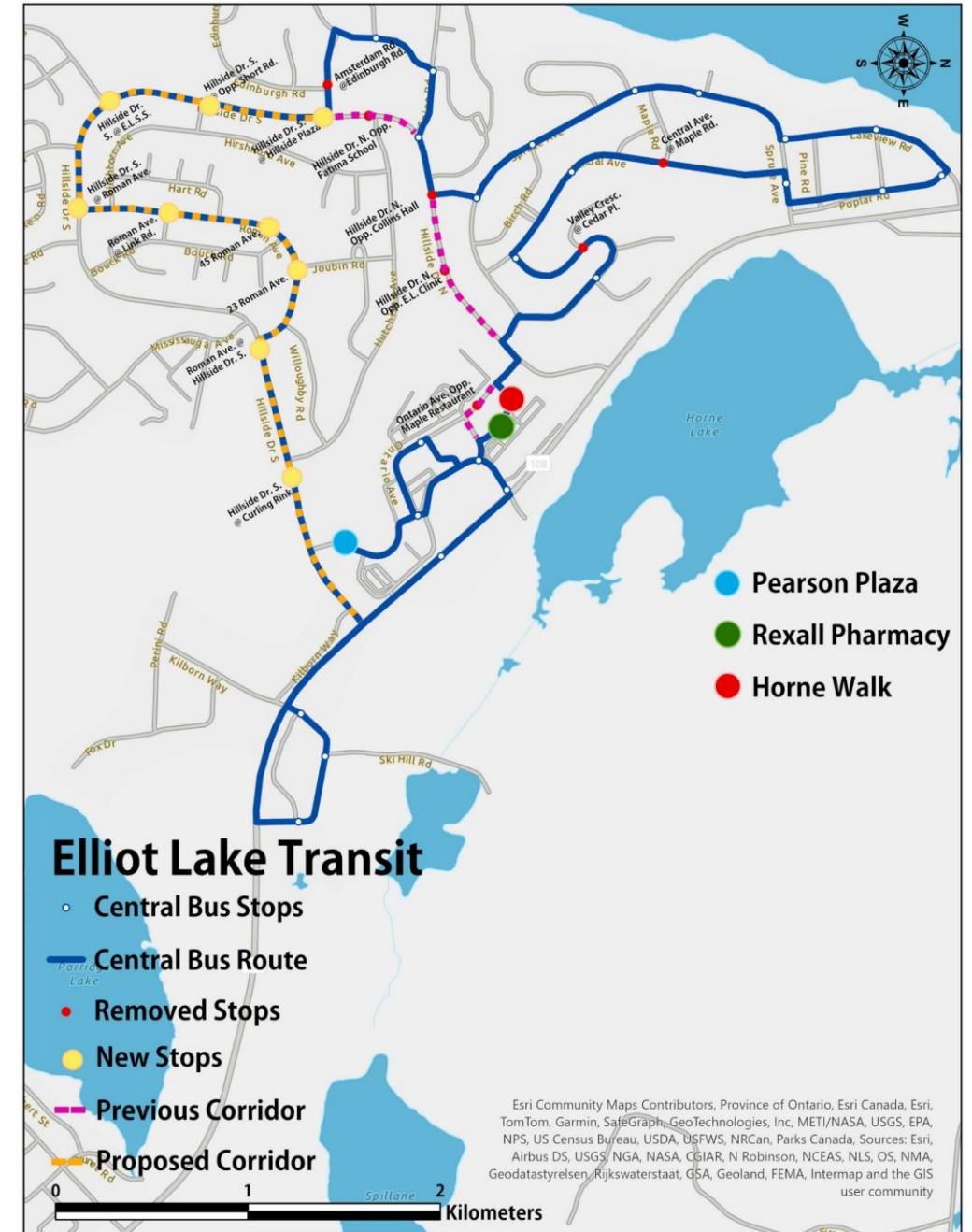
New Stops	Redirection	Removed Stops
<b>Willoughby Road</b>	Right turn from Hillside Drive South onto Willoughby Road, and back onto Hillside Drive South	57 Esten Drive South Esten Drive South @ Hergott Avenue
	No redirection	39 Hergott Avenue Pearson Drive @ Bennet Drive Pearson Drive @ Laurier Road



Province of Ontario, Esri Canada, Esri, TomTom, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, EPA, NPS, US Census Bureau, USDA, USFWS, NRCan, Parks Canada

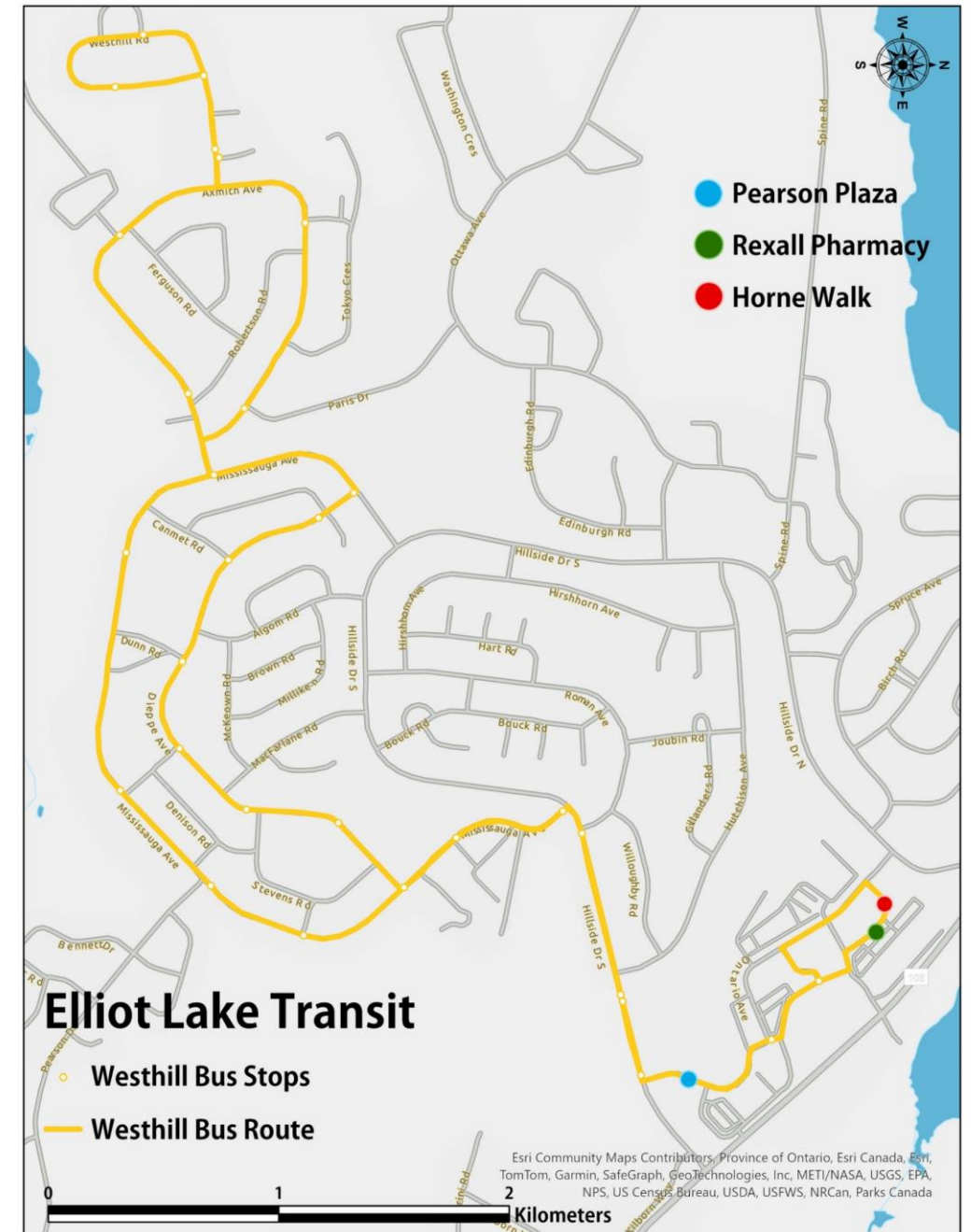
# Central

New Stops	Redirection	Removed Stops	Redirection
Hillside Drive South @ Hillside Plaza		Hillside Drive North Opp. E.L. Clinic	
Hillside Drive South @ Opp. Short Rd.		Hillside Drive North Opp. Collins Hall	Through Hillside Drive South
Hillside Drive South @ E.L.S.S.		Hillside Drive North Opp. Fatima School	
Hillside Drive South @ Roman Avenue	Right turn from Amsterdam Road onto Hillside Drive South	Amsterdam Road @ Edinburgh	
Roman Avenue @ Link Road			
23 Roman Avenue			
Hillside Drive South @ Hillside Plaza		Central Avenue @ Maple Road	Same Route
Hillside Drive South @ Curling Rink			
45 Roman Avenue		Valley Crescent @ Cedar Place	Same Route
	Right turn from Amsterdam Road onto Hillside Drive South	Ontario Avenue Opp. Maple Restaurant	Removed due to redirection through Hillside Drive South



## Westhill

- No changes were applied. The existing route stands.



# Service Speed Comparison

Service Speed @ 30 km/h		Existing		Future	
Route Name	Travel Time (min)	Route length (km)	Median Dwell Time (s)	Updated Travel Time (min)	Updated Route Length (km)
Lakeside	32:25	17.4	6	29:27	15.9
Esten	36:06	18.5	6	36:06	18.5
Central	29:08	14.9	6	31.11	16.0
Westhill	29:02	15.1	7	-	-

Service Speed @ 35 km/h		Existing		Future	
Route Name	Travel Time (min)	Route length (km)	Median Dwell Time (s)	Updated Travel Time (min)	Updated Route Length (km)
Lakeside	32:25	17.4	6	25.15	15.9
Esten	36:06	18.5	6	32.16	18.8
Central	29:08	14.9	6	26.44	16.0
Westhill	29:02	15.1	7	-	-

# Recommendations

## On-Demand Service Implementation

- **Evening Service:** Consider running two on-demand vehicles for evening service. Evaluate if one vehicle might suffice based on demand.
- **Weekend and Day Service:** Potentially switch to on-demand service on weekends and during the day, based on community reception.

## Contract Consolidation

- Consolidate contracts to avoid having two separate service providers.
- Use a single contract for all services to allow flexibility in vehicle usage and assignment.

## 1. Vehicle Fleet Management

- Combine high-floor and low-floor buses into a single fleet for flexibility.
- Assign vehicles daily based on availability and demand.





# Recommendations

## Accessibility

- **Wheelchair Access:** Ensure all bus stops are accessible to people with disabilities.
- **Clear Signage:** Use clear and visible signage to help passengers navigate the transit system. Consider adding signs to all stops, not just the busier ones.
- **Bus Stops:** If recommending fewer stops, ensure they are well-marked to improve service visibility.

## Infrastructure

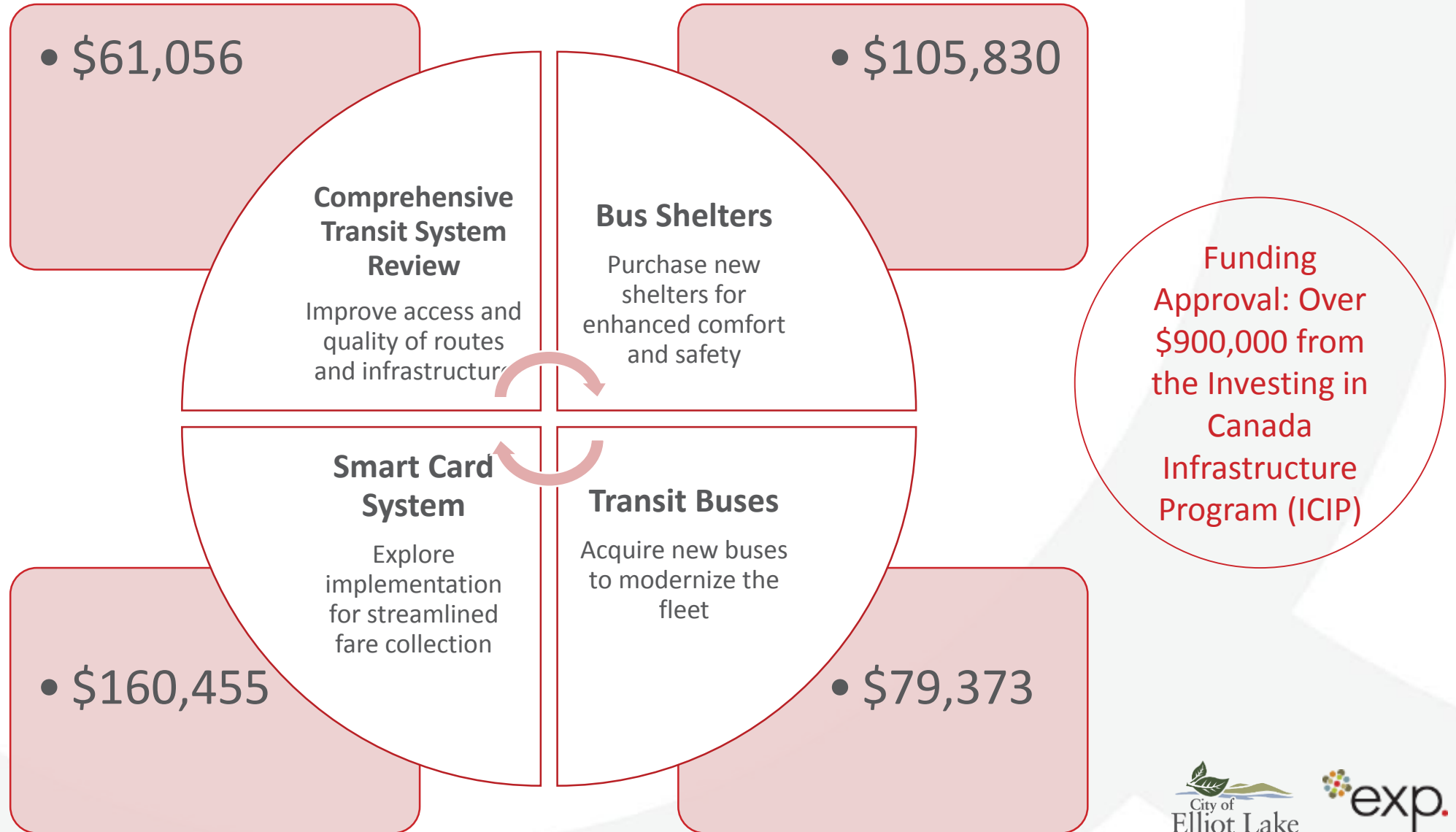
- **Road Maintenance:** Implement a regular schedule for road maintenance to fix potholes, cracks, and other damages.
- **Weather Protection:** Install shelters at bus stops to protect passengers from rain, snow, and sun.
- Add a concrete bus pad where there are no sidewalks
- **Seating:** Provide ample seating at bus stops for waiting passengers. While some shelters exist at major destinations, consider adding more where needed.
- Polls with Schedule with

## 1. Commingling of accessible and conventional transit

- More Frequent Services
- Improved Coverage
- Shared Resources

# Capital and Operations Plan

# Capital Budget



# Next Steps: Capital and Operations Plan



- Create Fare Structure



- Explore Revenue Sources



- Conduct Revenue-Cost Analysis



- Identify Funding Sources



- Draft Marketing Strategy



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