Final Report Presentation - For Public Services Committee

January 22, 2025

Conventional and Specialized Transit System Review Study

City of Elliot Lake

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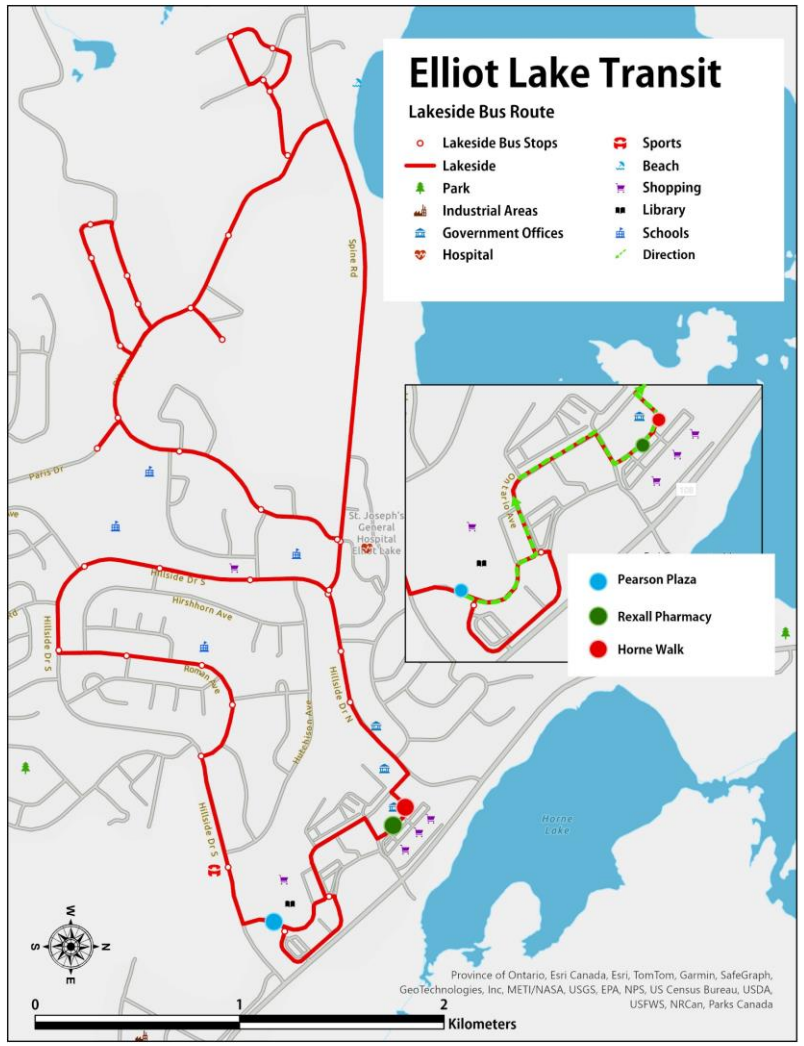
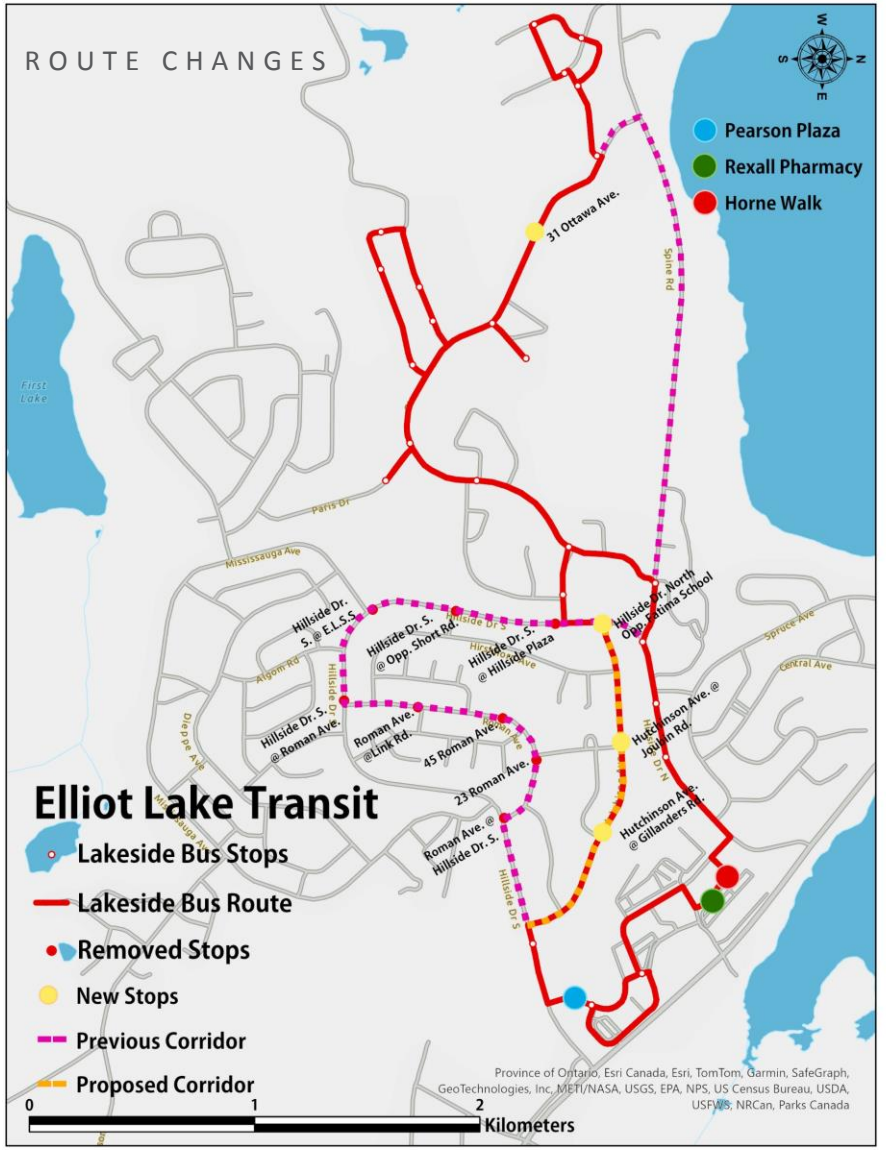
Recommendations

3 Lakeside



New Stops	Redirection	Removed Stops
31 Ottawa Avenue	Left turn from Spine Road @ Hospital onto Ottawa Avenue	Hillside Drive South @ Hillside Plaza
Hillside Drive North Opp. Fatima School	Right turn from Hillside Drive South onto Hutchison Avenue	Hillside Drive South @ Opp. Short Rd.
Hutchison Avenue @ Joubin Road		Hillside Drive South @ Roman Avenue
Hutchison Avenue @ Gillanders Road		Roman Avenue @ Link Road
	Left turn from Hutchison Avenue onto Hillside Drive South	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)



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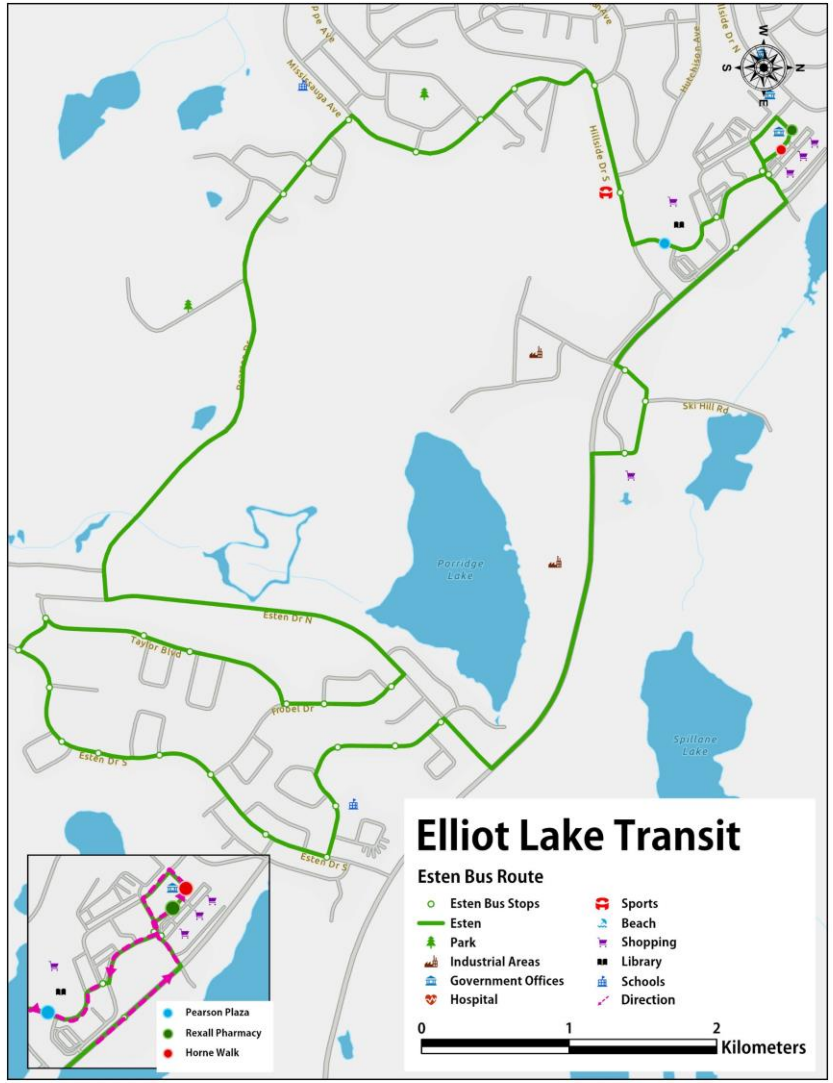
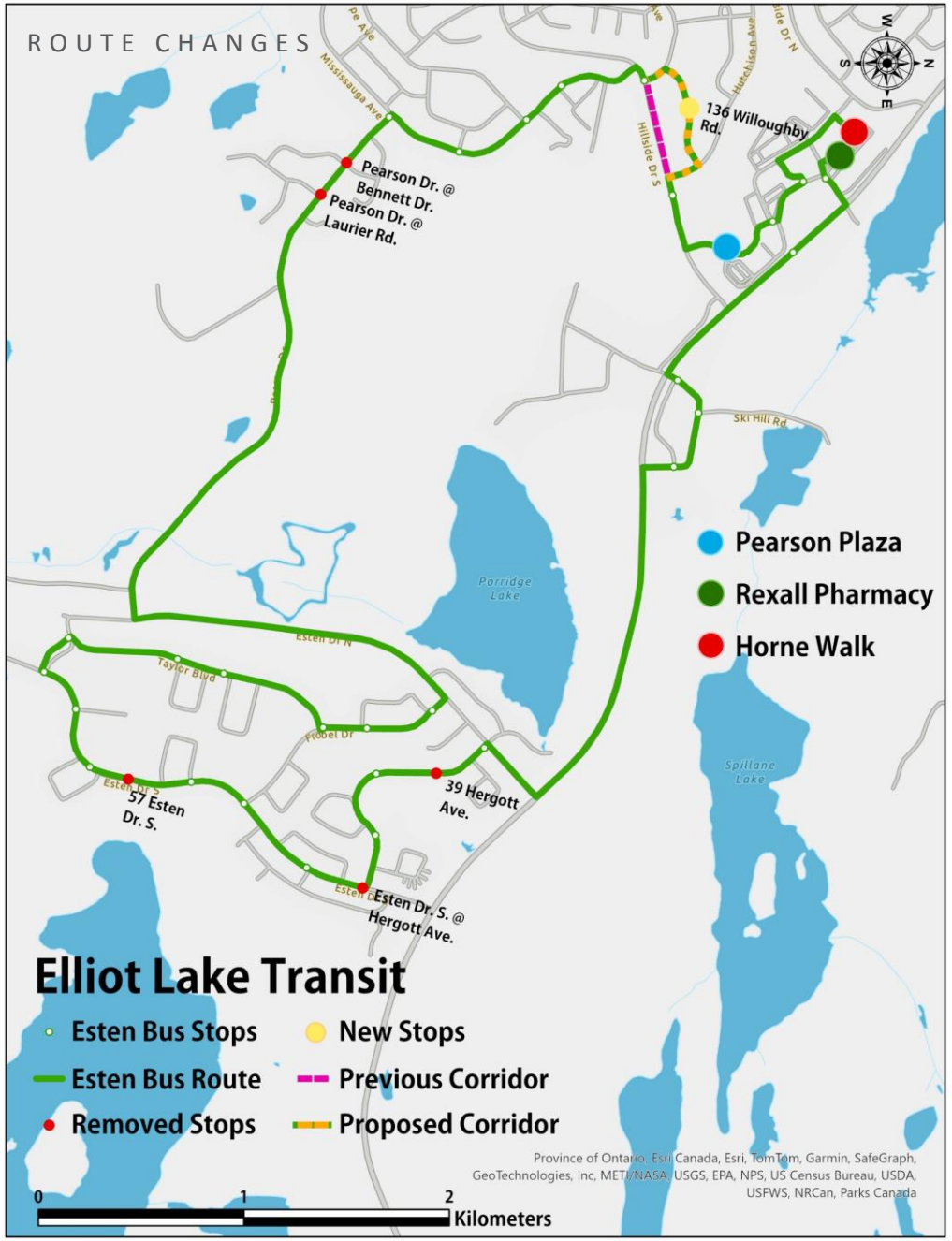
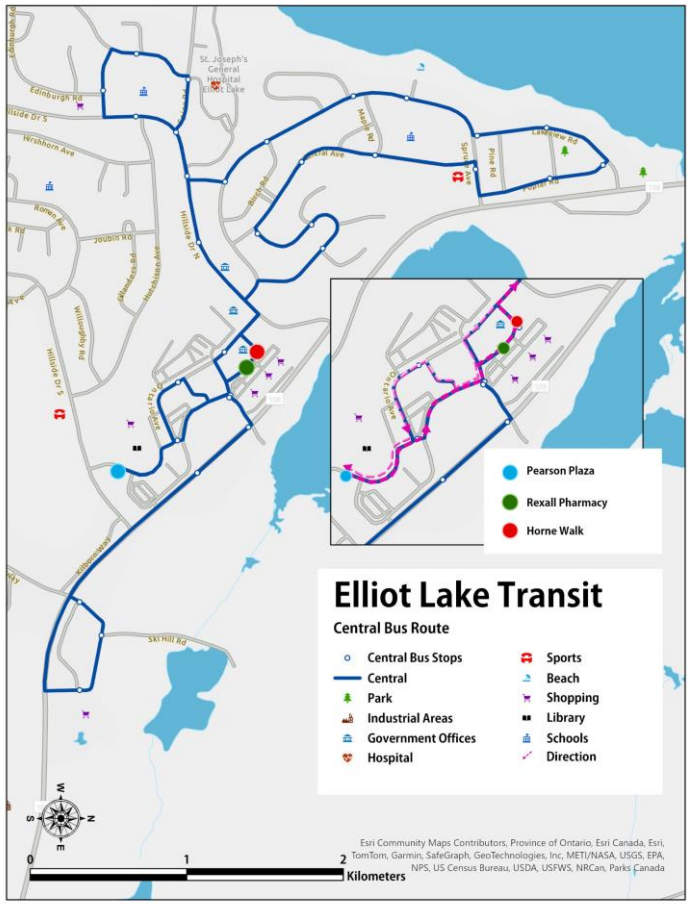


New Stops	Redirection	Removed Stops
Willoughby Road	Right turn from Hillside Drive South onto Willoughby Road, and back onto Hillside Drive South	57 Esten Drive South
		Esten Drive South @ Hergott Avenue
		39 Hergott Avenue
	No redirection	Pearson Drive @ Bennet Drive
		Pearson Drive @ Laurier Road

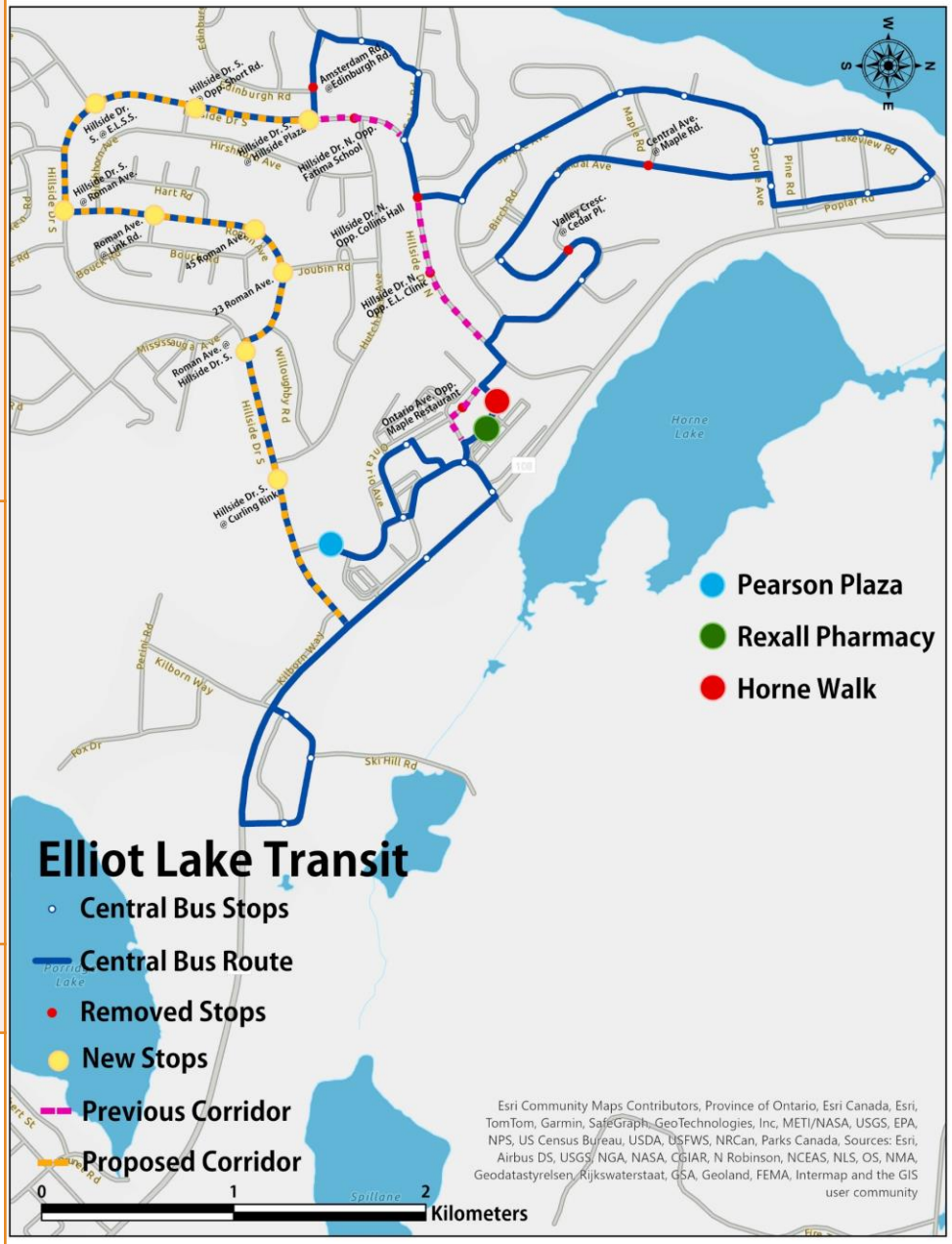


5 Central



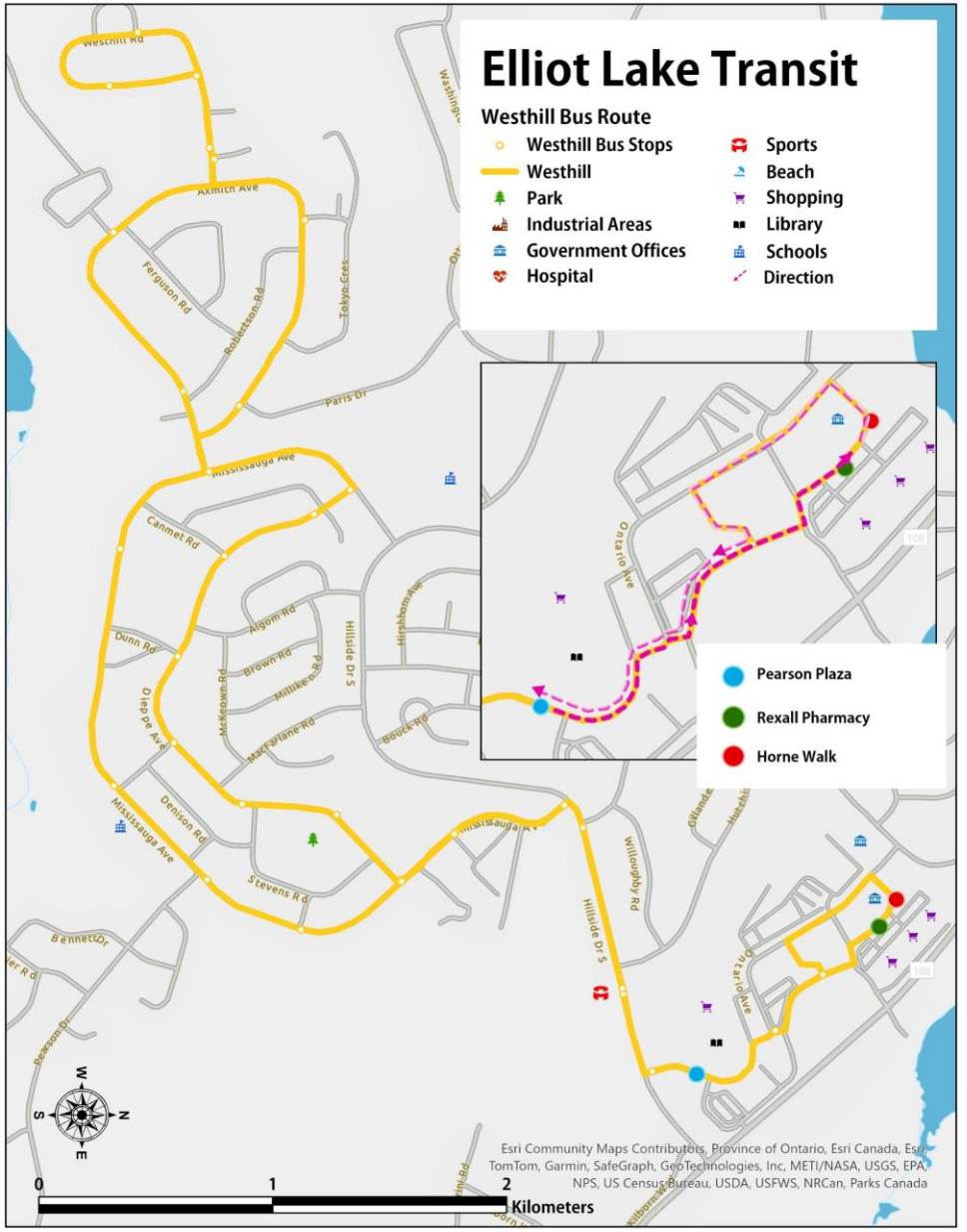
New Stops	Redirection	Removed Stops	Redirection
Hillside Drive South @ Hillside Plaza	Right turn from Amsterdam Road onto Hillside Drive South	Hillside Drive North Opp. E.L. Clinic	Through Hillside Drive South
Hillside Drive South @ Opp. Short Rd.		Hillside Drive North Opp. Collins Hall	
Hillside Drive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

ROUTE CHANGES



Westhill

- No changes were applied. The existing route stands.



On Demand Service

Pilot Project for On-Demand Service Implementation

Evening Service: Consider running two on-demand vehicles for evening service. Evaluate if one vehicle might suffice based on demand.

Combining Specialized Transit System with proposed On-Demand Services

Unified approach optimizes vehicle usage and simplifies service operations, leading to cost savings.

Leveraging technology to allocate trips automatically will enhance operational efficiency by reducing wait times and optimizing vehicle usage

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On Demand Service

Via

- As the largest potential service provider, Via is currently contracted with the cities of **Sault Ste. Marie and North Bay** in Ontario.

RideCo

- RideCo is another strong candidate, already working with the cities of **Guelph, St. Catharines, and the Niagara Region.**

Blaise Transit

- Providing services in **North Grenville Township, Town of Tecumseh**, **Simcoe County, Ville de Laval QC, and City of Dieppe NB.**

Pantonium

- Known for their work in **Belleville, Fort Erie, and Stratford**

SpareLabs:

- Although currently **based in Vancouver** with no presence in Ontario, SpareLabs offers innovative on-demand and microtransit solutions.

Vehicle Fleet Management

Criteria	Conventional Bus	Community Bus	Large Van
			
Capacity	26 or 42 + standees	10-20 passengers	10 + 2 to 4 Wheelchairs
Passenger Comfort	High	Moderate	Moderate
Cost (New)	$535,000	$220,000	$90,000
Cost (Used)	$45,000 - $65,000	$18,000 - $40,000	$16,000 - $32,000
Driver's License Requirement	Class 2	Class 5	Class 5
Operational Flexibility	Limited	Moderate	High
Maintenance Costs	High	Moderate	Low
Ease of Boarding (Low-Floor)	Yes	Yes	Yes
Vehicle Lifespan	10+ years	7-10 years	5-7 years
Service Suitability (Off-Peak)	Low	Moderate	High
Future Scalability	Limited	Moderate	High

1.Conventional Buses

Best for peak ridership but cost-intensive and less suited for off-peak needs.

Community Buses

Balance cost, capacity, and flexibility.
Suitable for fixed routes during peak and off-peak hours.

Large Vans

Cost-effective for low/moderate ridership and off-peak services.

- Aligns with Elliot Lake's transit demand due to lower upfront/maintenance costs.

High-Floor Vehicles

Advantages: Higher seating capacity, durability, lower costs.
Drawbacks: Reduced accessibility.

Low-Floor Vehicles

Advantages: Improved accessibility, boarding efficiency, more open space
Drawbacks: Reduced seating capacity, higher costs.

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Current Vehicles

Historical Vehicles

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Vehicle Fleet Management

Balancing Vehicle Size & Passenger Comfort:
Low-floor designs enhance space but may impact satisfaction due to fewer seats. Standing becomes frequent with low seating capacity.

Vehicle Size Consideration: Larger vehicles are recommended if ridership consistently exceeds 15 passengers. Data indicates peak loads of 18-21 passengers across four main routes.

Phased Procurement Approach:

- Gradual acquisition of vehicles to prevent simultaneous replacements and manage resources effectively.
- Standardize the fleet with low-floor vehicles for
  - Easier boarding.
  - Reduced dwell times.
  - Support for both conventional and specialized services.

Vehicle Selection Strategy:

- Short-Term: Prioritize smaller cutaway vans or community buses for flexibility, cost-efficiency, and moderate passenger loads.
- Long-Term: Transition to larger, purpose-built buses only if ridership consistently exceeds 15-20 passengers during peak hours.

Operational Benefits:

- Balances immediate costs with long-term operational efficiency.
- Enhances passenger experience through improved comfort and accessibility.

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Improving 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.

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Fare Structure

Fare Comparison with Similar-Sized Municipalities

City	Single Fare (Adult)	Single Fare (Senior/Youth)	Single Fare (Student)	Day Pass	Monthly Pass (Adult)	Monthly Pass (Senior/Youth)	Monthly Pass (Student)	Ticket Book (20 Rides - General)	Special Offers
Elliot Lake (Current)	2.50	2.25	2.25	-	62.00	52.00	52.00	-	12 tickets for $24 (Adults, Seniors and Students)
Sault Ste. Marie	3.25	3.25	3.25	-	77.00	66.00	33.50	53.00	Semester Pass (Algoma U & Sault College) - $210.00
Greater Sudbury	4.00	3.50	4.00	11.50	100.50	56.00	85.75	-	Children 4 and under ride free
North Bay	3.25	2.50	3.25	9.00	93.00	66.00	77.00	-	Children 12 & under free Up to three children under the age of 16 can ride free with their fare paying parent(s) or guardian(s): Weekdays Monday to Thursday from 5:00 p.m. until the end of day service and weekends beginning Friday at 5:00 p.m. through until the end of day service Sunday
Timmins	3.75	3.00	3.50	-	85.00	60.50	69.00	-	Children 4 and under ride free
Thunder Bay	3.25	3.25	3.25	9.00	87.00	60.00	72.00	-	Children under 12 free
Kenora	2.50	2.50	2.50	-	-	-	-	-	17 Rides for $37.50, 22 rides for $50.00 Infants under 1 year - Free
Temiskaming Shores	4.00	3.75	3.75	-	100.00	80.00	80.00	-	5 years & under free
Elliot Lake Suggested Fares	3.00	2.75	2.75	-	75.00	62.00	62.00	-	12 tickets for $30 (Adults, Seniors and Students)

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Short- Term Service Plan (0-2 Years)

: Short-Term Service Plan (0-2 Years) - Actions and Impacts

Action	Impact
Prepare a Transit Implement Plan for the City of Elliot Lake based on recommendations from the Conventional and Specialized Transit System Review Study	City staff need to work on finalizing the Transit Implementation Plan
Obtain Council endorsement for the Transit Plan	Council Endorsement for Transit Roadmap
Restructure Routes based on Recommendations	Improved route efficiency and service coverage
Initiate the implementation of an On-Demand Service by integrating evening and weekend conventional fixed-route services. This approach will employ an on-demand service model for route planning, dispatching, and vehicle utilization.	Enhanced service flexibility, accessibility and streamlined operations
Draft and publish the Request for Proposal (RFP) for the service provider for the on-demand service model transit service	Initiate the process of finding suitable service operators
Market the RFP to potential service providers, evaluate proposals, and complete reference checks- Ensure a competitive selection process and select the most suitable service operator	Ensure a competitive selection process and select the most suitable service operators.
Receive Council endorsement of the preferred proponent	Secure a service operator through a successful procurement process and finalize the selection process
Enter final contract negotiations with the successful proponent- Establish clear terms and conditions for service delivery	Establish clear terms and conditions for service delivery
Launch the initial pilot service	Begin operations in the 3rd quarter of 2026
Maintain Bus Stops and Shelters at Major Destinations	Ensure passenger comfort and convenience

Medium- Term Service Plan (5 Years)

Medium- Term Service Plan (5 Years) - Actions and Impacts

Action	Impact
Stage bus purchases- consider buying one vehicle per year or use the Metrolinx joint procurement program	Avoid simultaneous breakdowns and replacements. Take advantage of joint procurement opportunities, secure funding sources, and ensure efficient vehicle procurement
Focus future bus purchases on low-floor vehicles	Easier boarding and alighting, reduced dwell time, increased passenger independence, and ability to serve both conventional and specialized services
Integrate conventional evening and weekend operation services with specialized transit	This approach will streamline services, enhancing efficiency and flexibility by combining resources and optimizing vehicle utilization.
Explore advertising contracts for shelter provision and maintenance	Additional revenue for shelter provision and maintenance
Continue to monitor announcements from higher levels of government for funding	Identify opportunities for one-time or recurring grant funding and ensure continued funding for transit services
Ensure that all areas of the city are connected to essential services, catering to the needs of all residents, including seasonal workers and students.	Address the transportation needs of various worker groups and enhance mobility
Maintain Bus Stops and Shelters at Major Destinations	Ensure passenger comfort and convenience
Implement feedback mechanisms	Continuously improving service based on user feedback


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