



Transit Update

Regular Meeting of Council

December 12, 2023

Transit Timeline Review



- Q3-Q4, 2021: Lakeshore undertakes a Transit/Mobility Feasibility Study.
- October 12, 2021: Lakeshore Council directed administration to prepare a business case for potential launch of 2024.
 - Lakeshore Council “endorsed the primary route of 1a” which was the primary route along CR22 connecting Belle River to a Tecumseh Mall transfer.
 - Lakeshore administration continued ongoing discussions with Tecumseh Transit and Transit Windsor.
- Q2/Q3 2023: Lakeshore administration explored viability of Patillo Road transit service based on suggested demand from industrial businesses and as a first step in determining value of proposed system.
- Transit system not identified as priority from 2023-2027 Lakeshore Council in strategic planning.

2023 Transit Business Case

Exploration of Patillo industrial area servicing

2023 Analysis (in-house)

Industrial Area



- Scope
 - Exploration of viability for transit service to extend into Patillo Road industrial area including potential cost and ridership
- Data Analysis
 - Primary Data: location of residence, shift schedule, number of employees
 - Secondary Data: drive-time analysis, transit connection points, employment density, potential routing, travel-schedule from hub locations
 - Not a full response from businesses (2000/6000 ee's)

Assumptions

~ 3.5%

- Commuter rate with Transit Windsor (2021 Census)

~ 0.4%

- Tecumseh Transit Ridership

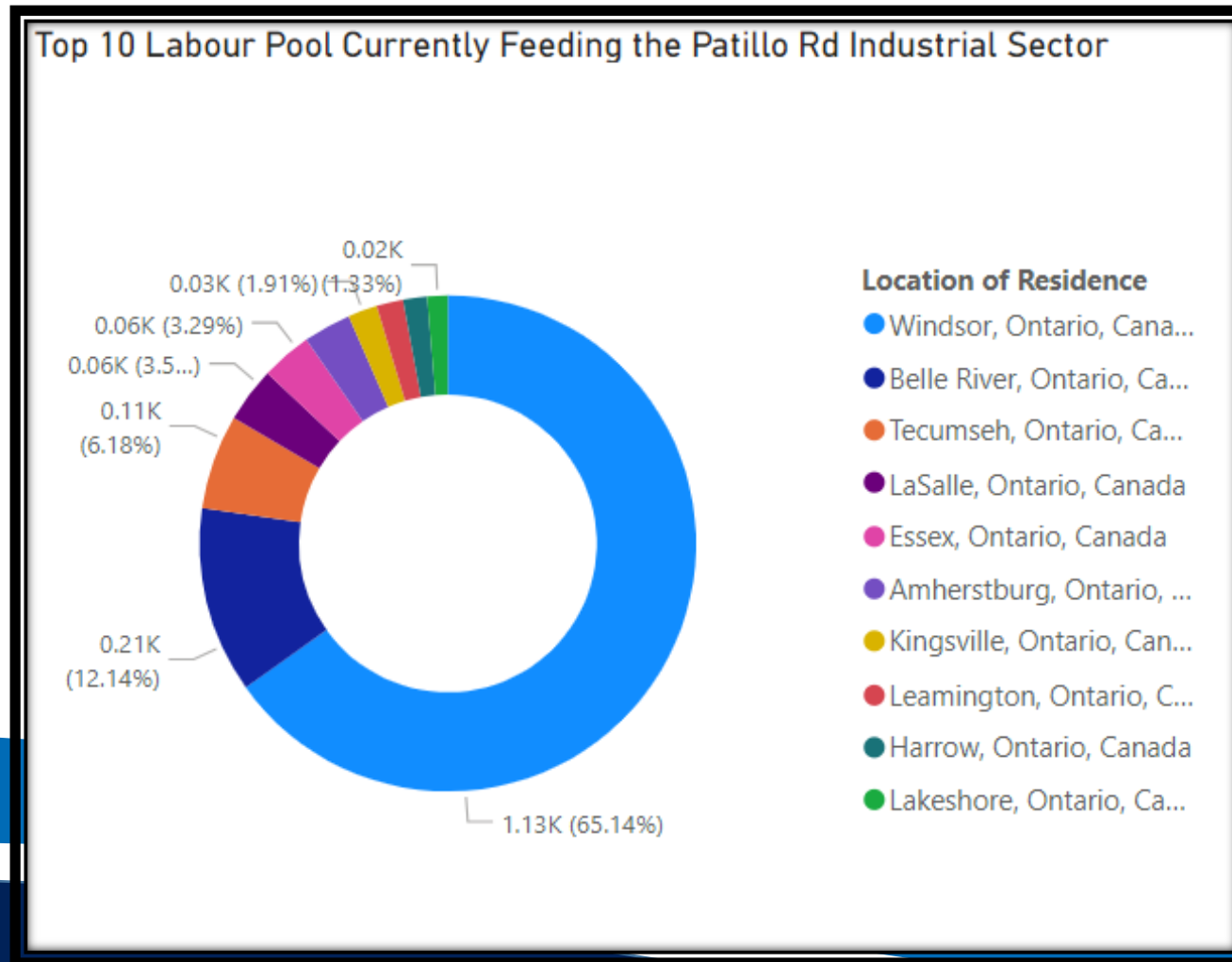
~6000

- Patillo Labour Force

60-210

- Assumed ridership (Range 1% to 3.5% of total Labour Pool)

Employee Residence / Potential Ridership



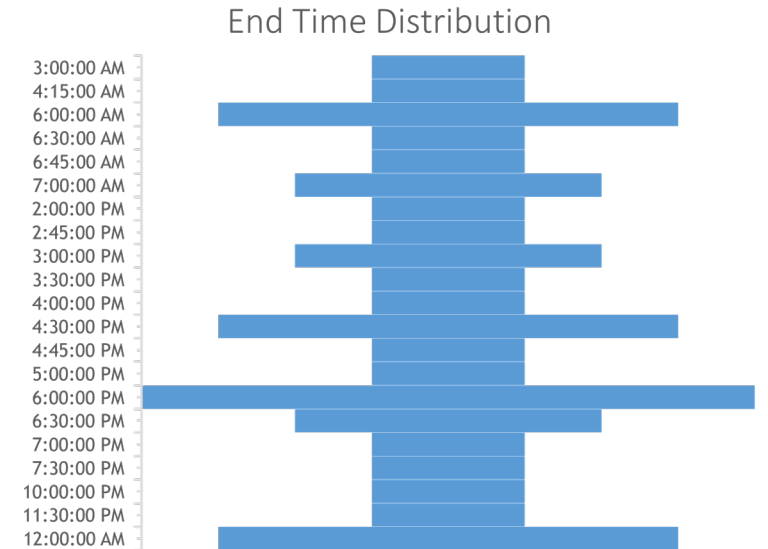
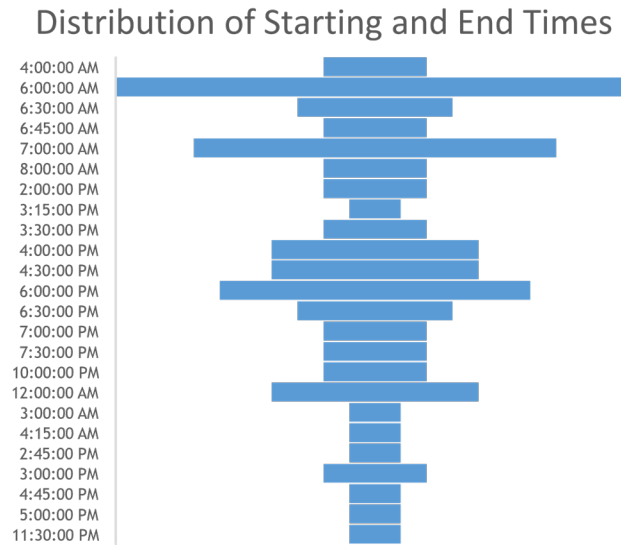
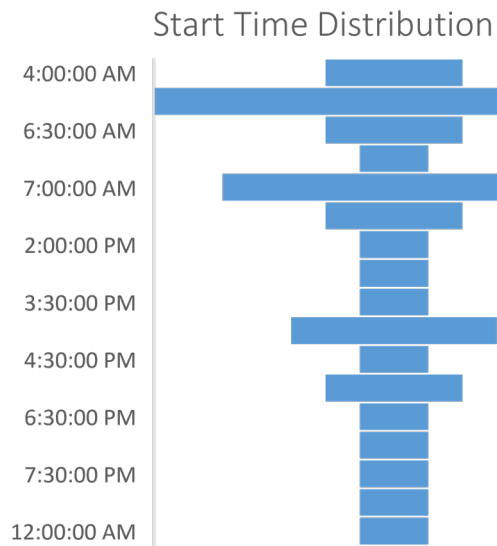
Employee Residence / Potential Ridership



Municipality	Percentage of Labour Pool	Total Potential Employees (assume 6000 ee's)	Potential Ridership (1% - 3.5%)
Windsor	65%	3,900	39 - 137
Lakeshore	13%	780	8 – 27*Location Dependent
Tecumseh	6%	360	4 – 13
Other	16%	960	No proposed service connections
TOTAL			51 - 177

- The data indicates that there *could be* 50 to 180 riders utilizing service assuming current labour pools
- Anecdotal commentary identifies that many potential employees may not work in Patillo due to lack of transit offerings
- *Lakeshore population is dispersed and may not have access to transit. Belle River to Patillo not yet considered

Shift Start and End Times



- The 6am to 7:30am start time range is peak.
- End of shift is more dispersed.

Potential Costing

Potential Costing

- Preliminary discussions have occurred with a potential service provider.
- Cost estimates should not be disclosed in the event Lakeshore goes to a formal competitive proposal for service
 - Cost is dependent on levels of expected service
- Level of service for both Patillo and greater Lakeshore need to be determined.

Route Considerations

Route Considerations

- Equitable walking travel distance to key locations
- Existing pedestrian infrastructure
 - Sidewalks, Crosswalks, Crossing lights
- Safe from traffic
 - Highly visible location in both direction of travel, in minimally busy areas that are away from bottlenecks.
- Employee entrance facing towards stop
- Tailors towards businesses with a high density of *production / general labour* workers.

Proposed Stop 1

- Located on Advance Blvd
- Accessible to:
 - Vista Print
 - Magna
 - Oasis Plaza
 - Power Play Plaza
 - Good Shephard Church



Proposed Stop 2

- Located on Blanchard Park Way *** Private Road
- Accessible to:
 - Flex N Gate Canada
 - Lakeshore Stamping
 - All other businesses in this area



Proposed Stop 3

- Located on Silver Creek Industrial Drive at the corner of Patillo Rd.
- Accessible to:
 - TRQSS
 - Dakkota
 - Lakeshore Concrete
 - Concord
 - Reko
 - Circle 5
 - QMI Group



Proposed Stop 4

- Located the end of Silver Creek Industrial Dr.
- Accessible to:
 - Leggett & Platt
 - Can Art
 - OnSort Warehouse
 - Mercury Products
 - Plasman



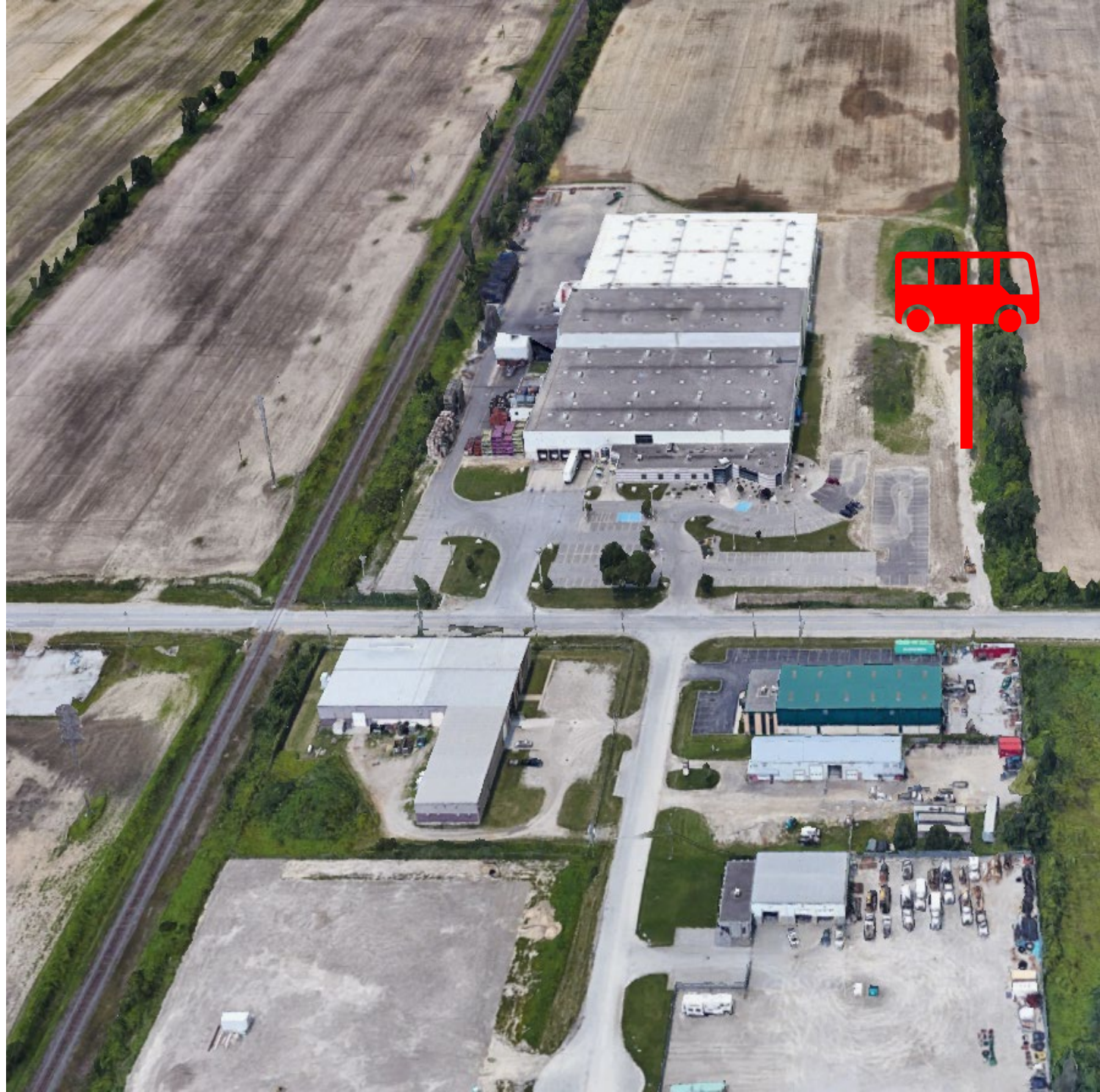
Proposed Stop 5

- Located on Jutras Dr S
- Accessible to:
 - SyBridge Technologies
 - Erie Architectural Products
 - Post packaging of Windsor
 - Precision Stamping Group

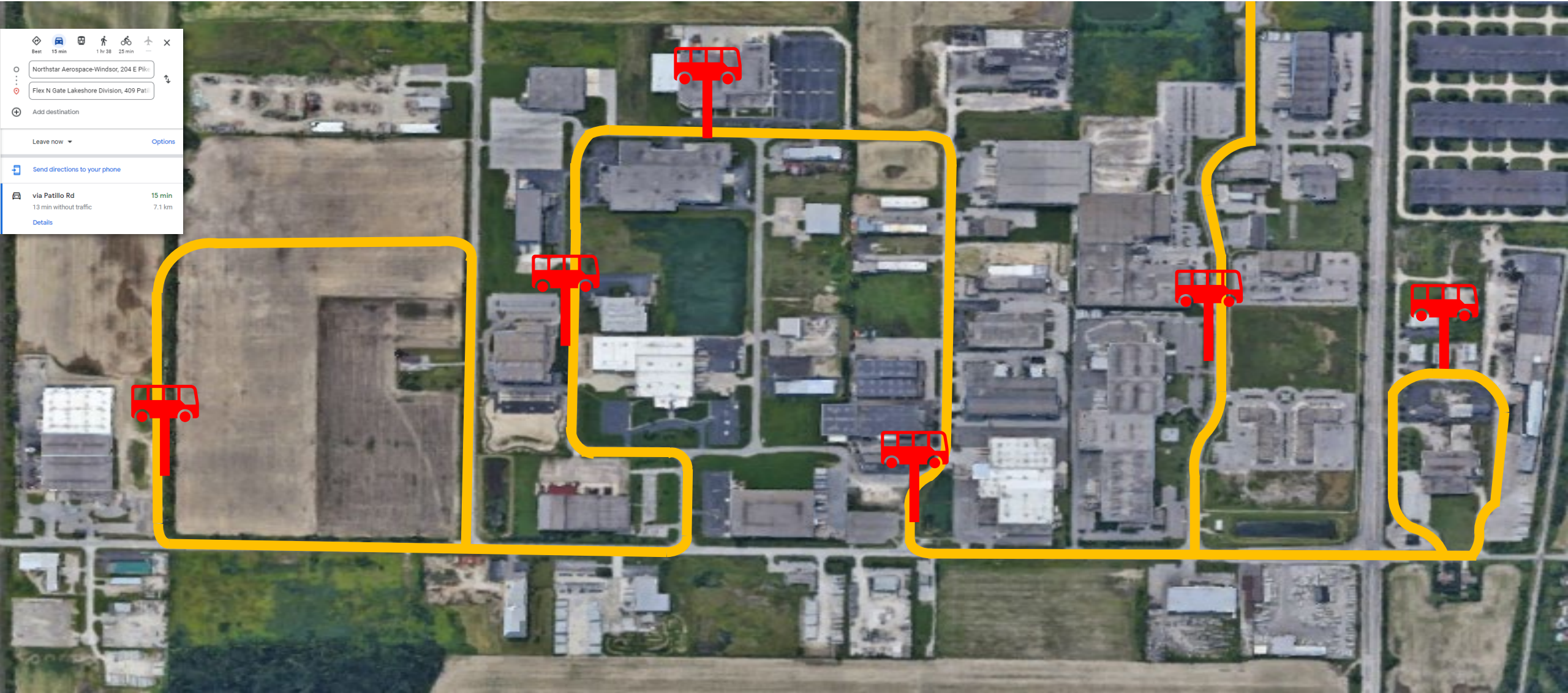


Proposed Stop 6

- Located on future High-Tech Drive
- Accessible to:
 - Flex N Gate lakeshore
 - Astrex Inc
 - All Harvard Dr Businesses



Proposed Route with Stop Map



Route Considerations

- The proposed 6 stop route is approximately 30 minutes
- Route from Tecumseh Mall to Patillo Road is approximately 30 minutes
- Assuming there is a dedicated line from Tecumseh Mall to Patillo Loop
- 2 options
 - Multiple Busses
 - Run the Patillo loop twice
 - Allows riders to get off work and to a stop without sending an empty bus back

Potential Route Timing



Tec Mall ↔ Patillo			
	Schedule 1	Schedule 2	Schedule 3
Departure Tec Mall:	5:00	14:30	17:00
Arrival Stop 1:	5:30	15:00	17:30
Arrival Stop 2:	5:35	15:05	17:35
Arrival Stop 3:	5:40	15:10	17:40
Arrival Stop 4:	5:43	15:13	17:43
Arrival Stop 5:	5:45	15:15	17:45
Arrival Stop 6:	5:50	15:20	17:50
Departure Stop 1:	6:45	16:25	18:35
Departure Stop 2:	6:20	16:05	18:15
Departure Stop 3:	6:25	16:10	18:20
Departure Stop 4:	6:28	16:13	18:23
Departure Stop 5:	6:30	16:15	18:25
Departure Stop 6:	6:35	16:20	18:30
Arrival Tec Mall:	7:15	16:55	18:45

Concerns/Issues with Routing Transit Windsor

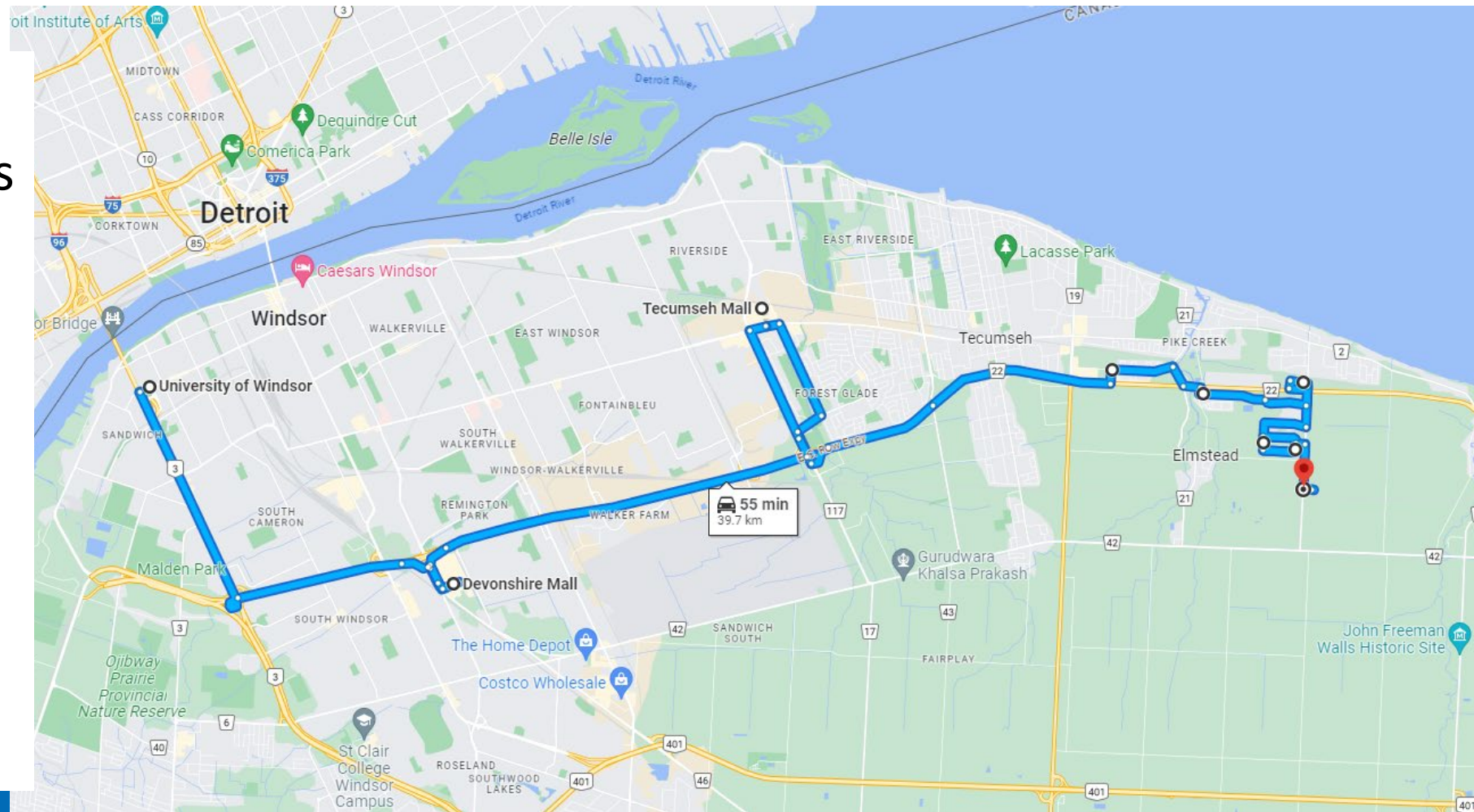


Can someone from Windsor get to Tecumseh Mall from their residence to get to work for a 6:00 am or 7:00 am shift?

- 30 minutes to 1 hour to get from various locations in City to Tecumseh Mall (Ottawa 4, Crosstown 2, Lauzon 10, or Transway 1c)
- Requires Transit Windsor to adjust shift start times of four different bus lines that arrive at Tecumseh Mall (likely to 4:00 am start of line)
- Requires residents to arrive at Tecumseh Mall for 5:00 am or 6:00 am with 1 hour headway to Patillo (depending on drop-off location)
- Would require residents to leave house in the 4:00 am hour to get to Patillo for 6:00 am shift start (assuming all changes could happen with Transit Windsor)

Direct Route? Trans-City Route

- UWindsor, Devonshire, Tec Mall, Patillo – DRIVE Time is 55 mins
- Adding Patillo Loop and stops at 3 locations (approximately 1.5 hour headway from UWindsor to Patillo)
- Does not alleviate requirement to get to these three primary stops



Concerns/Issues with Routing Tecumseh Transit



Can someone from Tecumseh get to Tecumseh Mall from their residence to get to work for a 6:00 am or 7:00 am shift?

- Requires Tecumseh Transit to change shift times to a 4:00 am /4:15 am start (1 hour full- complete loop - headway) to arrive for 5:00 am departure to Patillo on the “Lakeshore Transit” loop.
- Requires extended shift start and end time.
- Current start/end time is 6:00 am and 6:00 pm

**** This is for 4 to 13 passengers (Tecumseh) and 8 – 27 passengers (Lakeshore)*

Concerns/Issues with Routing Tecumseh Transit cont.



Add Patillo Loop to Tecumseh Transit Route?

- Tecumseh Transit to add Patillo Loop to current schedule which would add 40-45 minutes of headway
 - 30 minute Patillo Loop + 15 minute drive time
 - Total Headway of 1.5 hours+
 - This would require an additional bus(es)

Extend Tecumseh Transit into Belle River to pick up Lakeshore residents?

- This would create a 2 to 2.5 hour headway.
 - This would likely require 3 busses.
 - Full analysis for residential transit was not considered in the scope of this project.

**** This is for 4 to 13 passengers (Tecumseh) and 8 – 27 passengers (Lakeshore)*

Concerns/Issues with Routing Lakeshore Transit (or provider)



Can someone from Lakeshore get to Patillo Road from their residence to get to work for a 6:00 am or 7:00 am shift?

- Would require a Belle River to Lakeshore West Loop or Belle River to Patillo if serviced by a different provider West of Patillo
- Unless resident lives within walking distance of CR 22 (likely primary route), how does this service the greater residents?
- This services 8 to 27 passengers

Overall Viability of Patillo Loop

There are significant challenges and logistics constraints to overcome to support early shift start times and some end-times

Employers would likely need to allow for specific start-end times for transit reliant ridership at their facilities.



Thank you.