

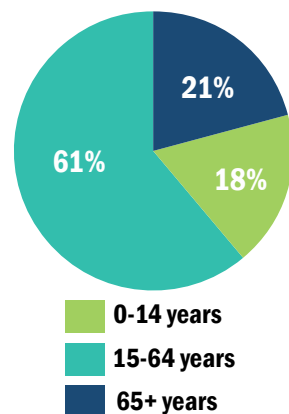
Carleton PLACE TRANSIT FEASIBILITY STUDY

PURPOSE OF THE STUDY

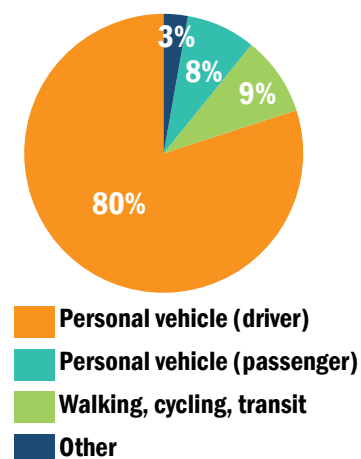
- Study scope focuses on **Carleton Place** and includes **connections between neighbouring communities**.
- Engage** both the **public and key stakeholders** to understand their wants and needs.
- Estimate** future realistic **ridership** expectations.
- Identify and evaluate** different **transit service options** to serve Carleton Place.
- Develop a long-term transit network **vision** that is **realistic, achievable, and affordable**.
- Outline a **framework** and work program to **implement transit over time**.

EXISTING CONDITIONS

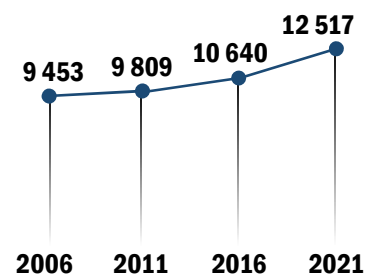
OUR DEMOGRAPHICS



OUR CURRENT TRAVEL MODES



OUR GROWTH



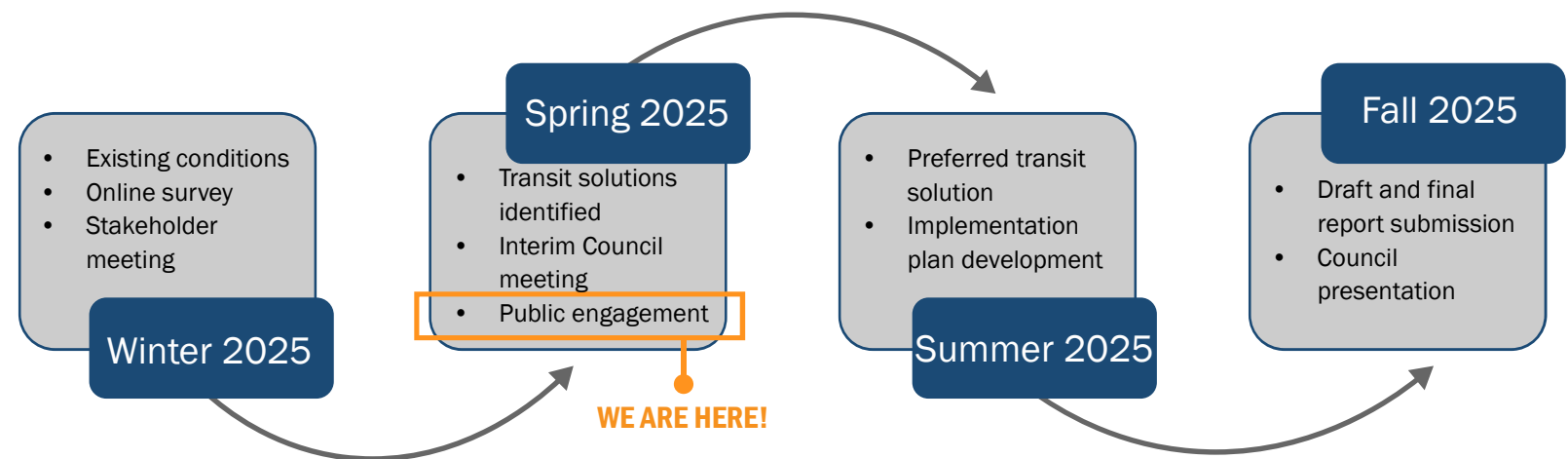
OVER **15 YEARS**, OUR POPULATION HAS
INCREASED BY **NEARLY 32%**
AND IS PROJECTED TO GROW TO **21,500** IN THE
NEXT **20 YEARS**

WHAT IS A TRANSIT FEASIBILITY STUDY?

A **Transit Feasibility Study (TFS)** is a high-level planning study meant to determine the **unmet travel needs** of residents or visitors of Carleton Place and develop potential **public transportation solutions** to address those needs.



PROJECT SCHEDULE



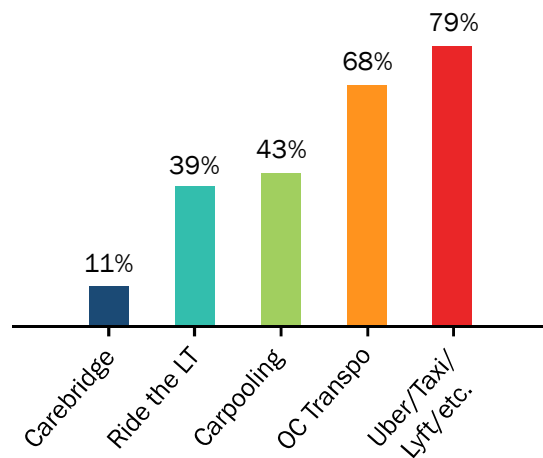
WHY CARLETON PLACE NEEDS A TFS

- The TFS was a **key recommendation** in the Town of Carleton Place **Transportation Master Plan (2022)**.
- Populations who tend to be more transit dependent (**seniors and residents under 15 years old**) account for **nearly 40% of the Town's population**.
- Opportunities exist to provide **alternative travel modes** for commuters within Carleton Place as well as people with mobility challenges or who lack access to a vehicle.
- Technology is advancing, enabling **innovative solutions** that make public transportation more feasible for small municipalities.
- The cost of vehicle ownership is increasing, resulting in a greater desire for more **affordable and equitable** travel choices.
- With the Town's projected growth, there is a greater need to **reduce carbon emissions** and contribute to a healthier environment.

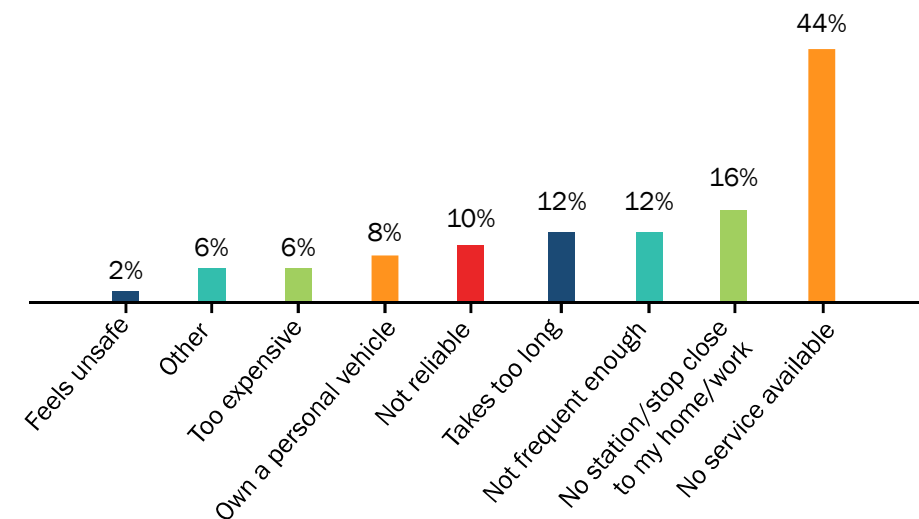
WHAT WE HEARD

FROM THE ONLINE PUBLIC SURVEY AND STAKEHOLDER ENGAGEMENT MEETING

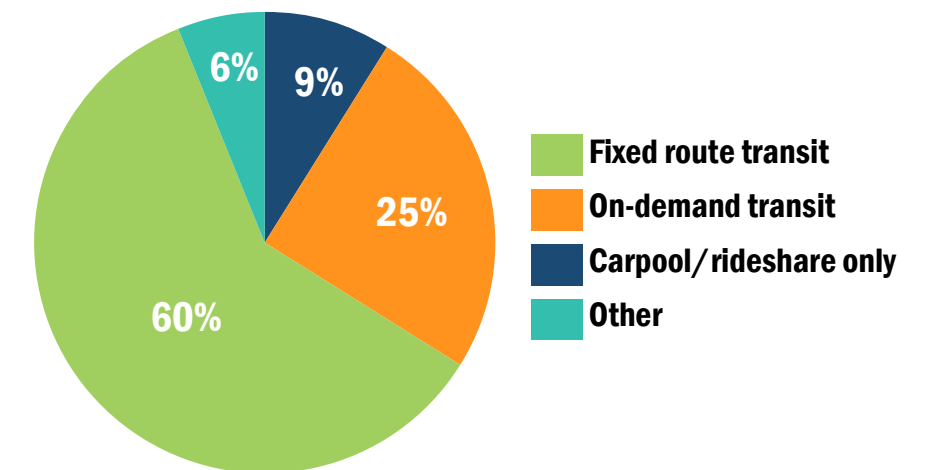
TYPES OF TRANSIT WE USE



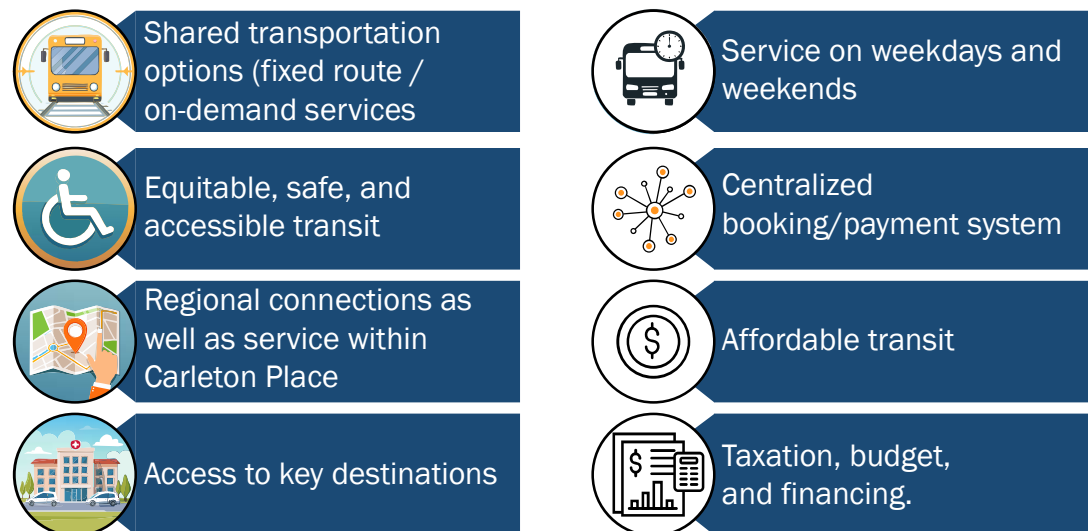
REASONS WE DO NOT TAKE TRANSIT



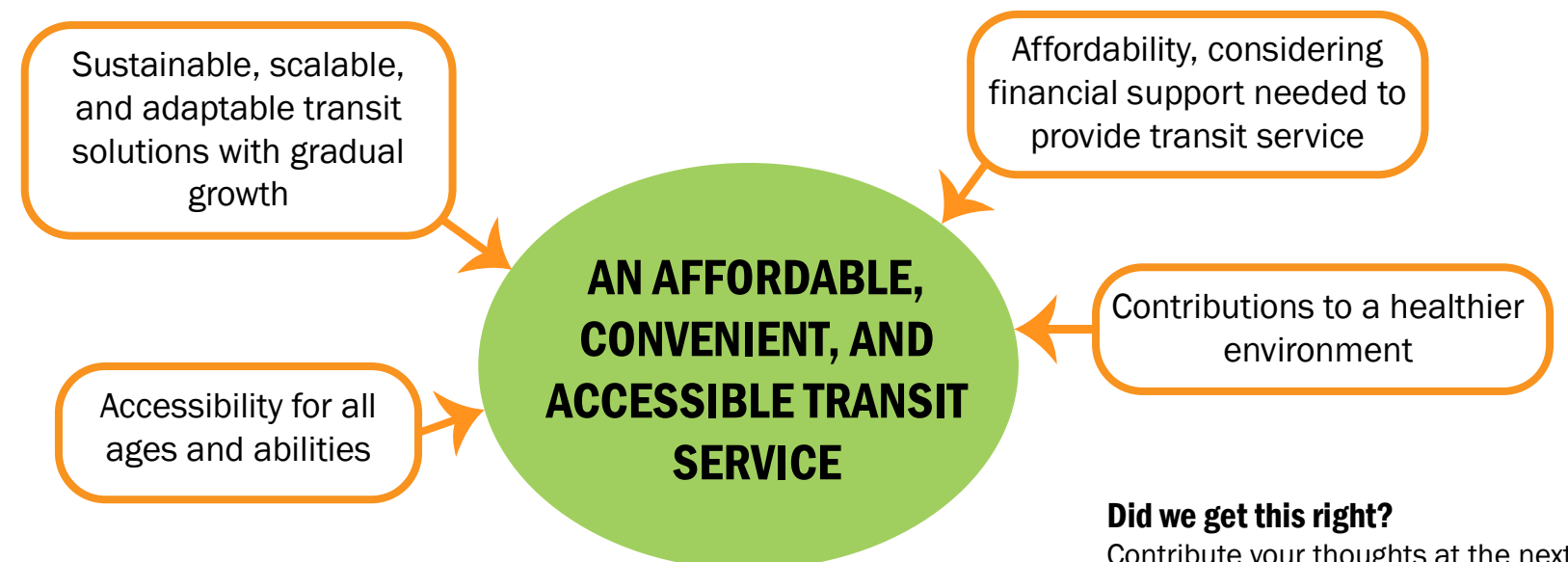
OUR TRANSIT SYSTEM PREFERENCES



WHAT WE WANT



OUR (DRAFT) TRANSIT VISION



Did we get this right?
Contribute your thoughts at the next board!



OUR TRANSIT VISION

WHAT ARE YOUR THOUGHTS?

What aspect of a future transit service is most important to you?

Please vote with a sticker for your top picks!

Reliable service

Frequent service

Accessibility

Affordability

Other

Please add your thoughts with a sticky note!

Where are you most likely to take transit to?

Use a sticky note to share your answers!




What does your ideal transit system look like?

Use a sticky note to share your answers!

SERVICE AREA OPTIONS

WHAT ARE WE CONSIDERING?

Following feedback from the online public survey and the initial stakeholder engagement meeting, the study is considering three potential service areas for a future Carleton Place transit service:

<div>  <div>Regional</div> </div>	<div>  <div>Local</div> </div>	<div>  <div>Intra-county</div> </div>
<div>Regional transit connections between Carleton Place and nearby towns/cities that are common trip destinations for our community.</div> <div> <ul style="list-style-type: none"> This service area largely targets commuter travel to Ottawa during the peak periods. </div>	<div>Local transit connections between a variety of trip origins and destinations within the Town of Carleton Place.</div> <div> <ul style="list-style-type: none"> This service area targets intra-community trips with two service options: <ul style="list-style-type: none"> A fixed route service (see <i>Fixed Route Transit</i> poster) would target key destinations and popular neighbourhood hubs within Carleton Place. An on-demand system (see <i>On-Demand Transit</i> poster) would provide widespread service throughout the Town limits. </div>	<div>Connections to larger municipalities and townships within Lanark County.</div> <div> <p><i>Considerations for this transit service area will have to be integrated with the ongoing Lanark County Rural Transportation Feasibility Study. Given the status of that study (early stages), intra-county transit routes are not proposed within this study.</i></p> </div>

FIXED ROUTE TRANSIT

WHAT IS IT?

Description

A fixed route system is a **public transportation system** that operates on a **predetermined route** with **fixed stops and schedules**. Subway, LRT, and some bus routes (e.g. OC Transpo, TTC, etc.) fit this typology. Fixed route systems make it easy for passengers to plan their journey and can be more efficient and reliable. However, the fixed route system provides less flexibility and can be inefficient in rural areas where ridership is low and stops are more sparsely distributed.

Key Service Features

- Can serve a large (regional) or small (local) geographic area.
- Stop distances and service frequencies vary dependent on geographic area, ridership and demand.
 - Small municipalities with lower demand often provide hourly service, but service can be as frequent as every 30 minutes to every 90 minutes.

Advantages	Disadvantages
<ul style="list-style-type: none"> • Predictable • Easy to understand and navigate 	<ul style="list-style-type: none"> • Limited coverage • Lower frequency • Not flexible, fixed schedule • Higher costs relative to on-demand transit

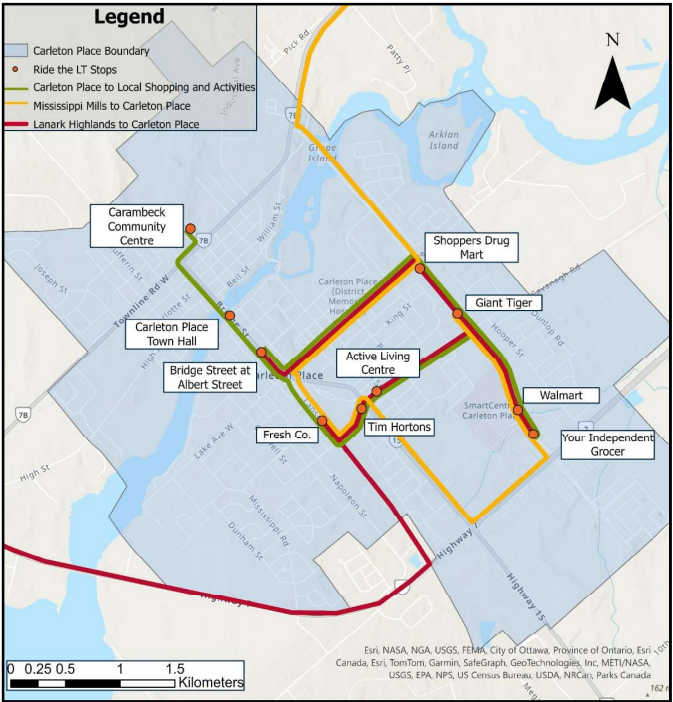
Examples



The majority of OC Transpo’s 170+ bus routes have fixed stops and schedules - either regular, rapid, or express bus services.



Ride the LT, a public transportation service offered by Lanark County, follows a fixed route and fixed schedule within Carleton Place.



ON-DEMAND TRANSIT

WHAT IS IT?

Description

On-demand transit is an **alternative form of public transportation** enabled by technology that **uses passenger demand to determine routes and schedules**. As opposed to a traditional fixed-route service, on-demand transit **does not have defined routes or stops** but **uses passenger requests** for pick-up and drop-off **to determine an ideal route**.

Key Service Features:

- Trip booking can be done days in advance (typically up to 30 minutes before pick-up).
- Trip booking is done via a mobile app, by phone, or on a website.
- Pick-up and drop-off requests can be made anywhere.

Advantages	Disadvantages
<ul style="list-style-type: none"> • Flexibility for scaling • Convenient (door-to-door) • Better coverage and connectivity • Cost effective 	<ul style="list-style-type: none"> • No defined schedule • Inefficient for large areas • Requires access to a phone/internet to book

Examples



North Grenville, ON (population of roughly 18,000 in 2021) launched an **on-demand curb-to-curb** transit service in January 2024. It offers 7-day a week service and **booking can be done either by phone, through an app, or online** up to 30 minutes in advance before pick-up time. A single fare costs **\$5.00 for adults and \$3.00 for youth**. The service has completed **8,000 trips over the last year with a single bus** (6 seats and 2 wheelchair areas).



The Town of Okotoks, AB (population of roughly 30,000 in 2021) launched an **on-demand curb-to-curb** transit service in December 2019. It offers **7-day a week service** where trips can be booked three weeks in advance. A **single trip costs \$3.50**. The service has been very successful and **ridership doubled in the first two years**. The Town has recently approved a fixed-route transit service as a response to the success of the on-demand system.

OPTION 1: FIXED ROUTE COMMUTER TRANSIT

EXPRESS REGIONAL TRANSIT SERVICE TO OTTAWA

Service Type:

Fixed route and fixed stops at termini

Service Days and Hours:

5 days per week
Morning peak
Afternoon peak

Service Coverage:

Carleton Place to/from OC Transpo P&R and/or LRT station

Travel Markets:

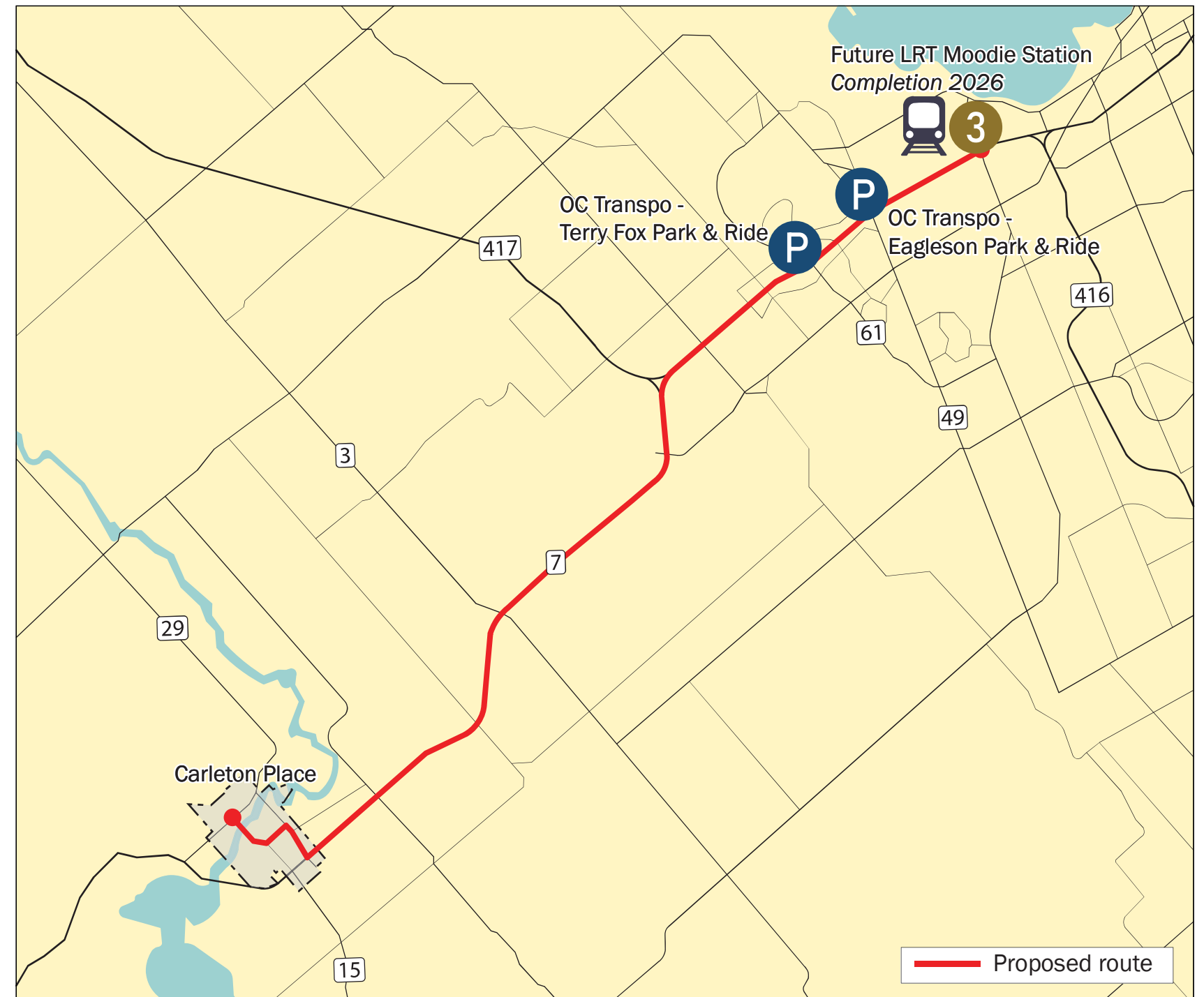
Regional commuter trips

Service Frequency:

30 to 60 minutes

Vehicle Type:

Regular sized bus or coach bus





OPTION 1: EXPRESS COMMUTER TRANSIT

WHAT ARE YOUR THOUGHTS?

Use a sticky note to share your answers!

How often would you use this service?	Where else would you want the service to stop (in Ottawa)?	How long would you be willing to wait for a bus?
What times of day would you most likely use this service?	How much would you be willing to pay for one trip?	Any other feedback?

OPTION 2: FIXED ROUTE TRANSIT

LOCAL TRANSIT SERVICE WITHIN CARLETON PLACE

Service Type:

Fixed route and fixed stops

Service Days and Hours:

6 days per week
12 hours per day

Service Coverage:

Downtown Carleton Place, Carleton Place Arena, Carleton Place Hospital, highway commercial, residential

Travel Markets:

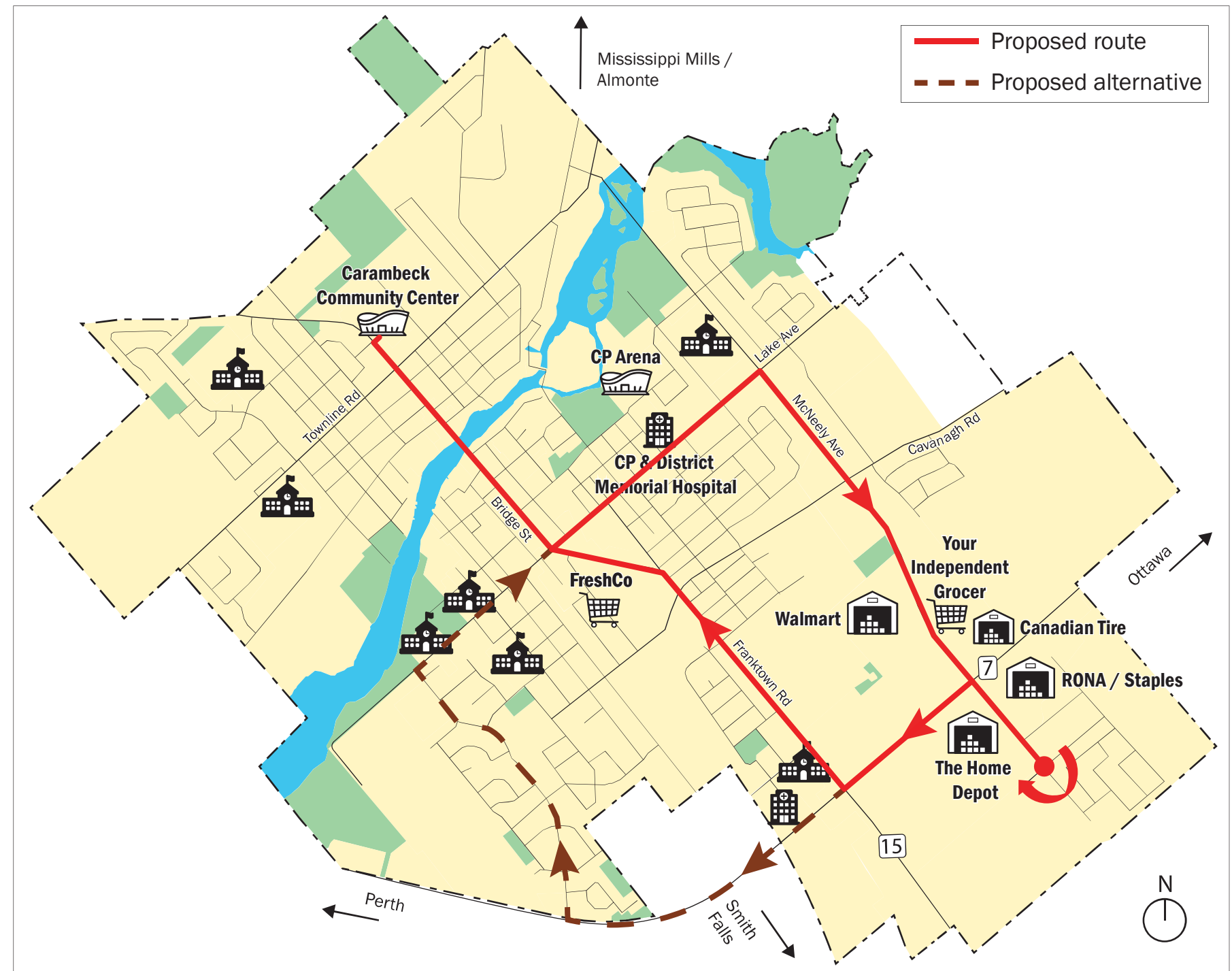
Local commuter, medical, social, shopping, recreation trips

Service Frequency:

30 minutes

Vehicle Type:

Small accessible van or bus





OPTION 2: FIXED ROUTE TRANSIT

LOCAL TRANSIT SERVICE WITHIN CARLETON PLACE

Use a sticky note to share your answers!

How often would you use this service?	Where else would you want the service to stop?	How far would you be willing to walk to catch a bus?	Any other feedback?
What times of day would you most likely use this service?	How long would you be willing to wait for a bus?	How much would you be willing to pay for one trip?	

OPTION 3: ON-DEMAND TRANSIT

LOCAL TRANSIT SERVICE WITHIN CARLETON PLACE

Service Type:

On-demand, curb-to-curb

Service Days and Hours:

6 days per week
12 hours per day

Service Coverage:

Carleton Place town limits
All neighbourhoods

Travel Markets:

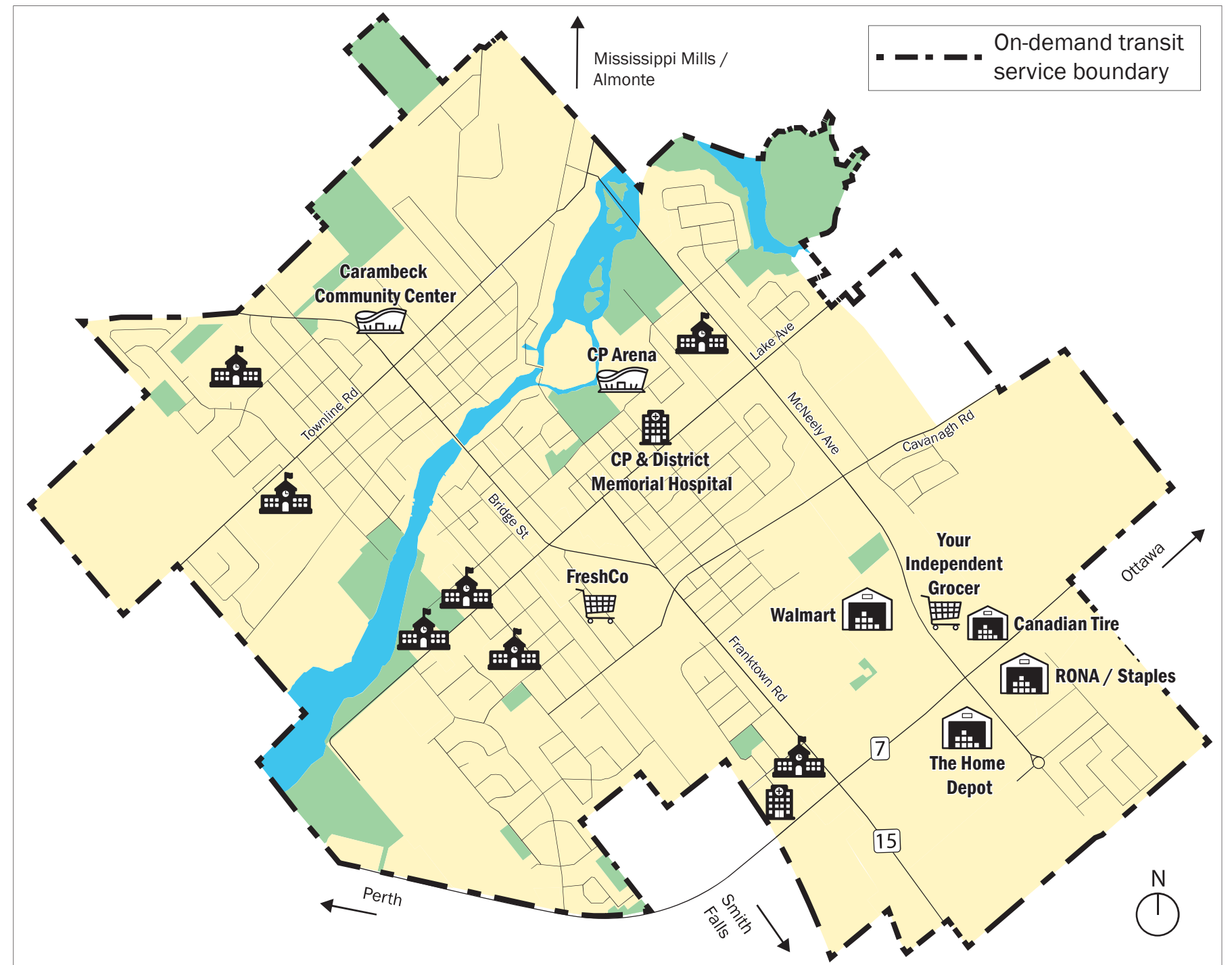
Local commuter, medical, social, shopping,
recreation trips

Service Frequency:

Determined by passenger demand

Vehicle Type:

Small accessible van or minibus





OPTION 3: ON-DEMAND TRANSIT

LOCAL TRANSIT SERVICE WITHIN CARLETON PLACE

Use a sticky note to share your answers!

Are you familiar with on-demand transit?

Please vote with a sticker!

Yes

No

What times of day would you most likely use this service?

Any other feedback?

How often would you use this service?

How much would you be willing to pay for one trip?

ROUTE OPTIONS SUMMARY

COMPARISON OF TRANSIT SOLUTIONS

	Service Days/Hours	Service Area	Travel Market	Vehicle Type	Which do you prefer? <i>Please vote with a sticker for your top option(s)!</i>
Option 1: Express fixed route regional commuter service	5 days/week Peak periods only	Carleton Place / Ottawa	Commuters	Regular sized bus or coach bus	
Option 2: Local fixed route transit service	6 days/week 12 hours/day	Designated stops within Carleton Place	Any user within Carleton Place	Small accessible van or bus	
Option 3: Local on-demand transit service*	6 days/week 12 hours/day	Anywhere within Carleton Place	Any user within Carleton Place	Small accessible van or minibus	

* On-demand service is typically 10-25% cheaper than fixed route (assuming like for like service)



Carleton PLACE TRANSIT FEASIBILITY STUDY

UPCOMING EVENTS AND DELIVERABLES

- Identification of a **preferred transit solution**.
- Development of an **implementation plan** with detailed cost estimates.
- Draft and **final report** and **Council meeting**.

CONTACT INFORMATION

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Director of Public Works

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FOR MORE INFORMATION ABOUT THE TFS

Website: <https://carletonplace.ca/transit-feasibility-study>

