

Welcome

Oakville Transit 5-Year Business Plan Accessibility Advisory Committee (AAC) Meeting

June 13, 2024



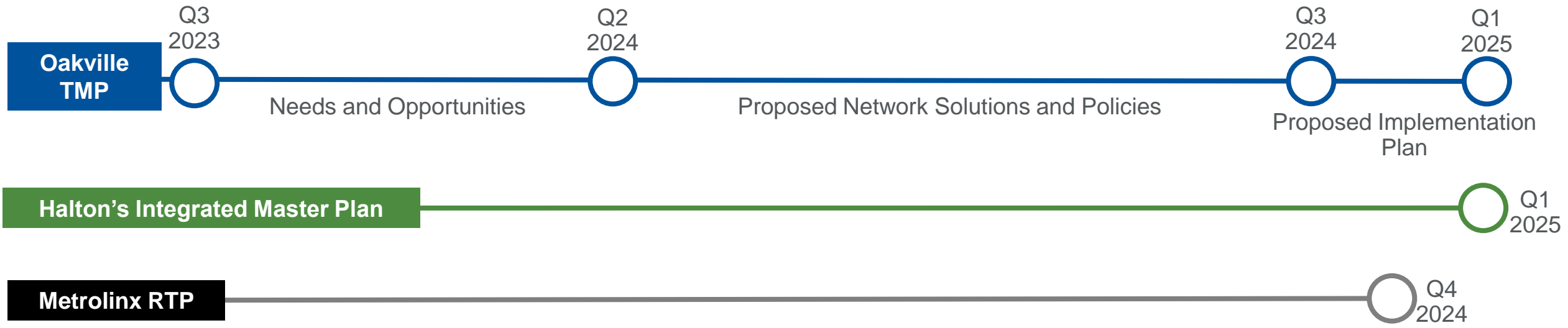
Oakville Transit Five-Year Business Plan Overview

The 5-Year plan **(2025 – 2029)** will prepare Oakville Transit for a new era of growth.

The intent of the Five-Year Business Plan is to develop plans and policies to guide Oakville Transit in overcoming the **residual impacts of the pandemic, accommodate growth, address changing needs**, and **align with key plans and studies over the 2025 to 2029 period**, and beyond.

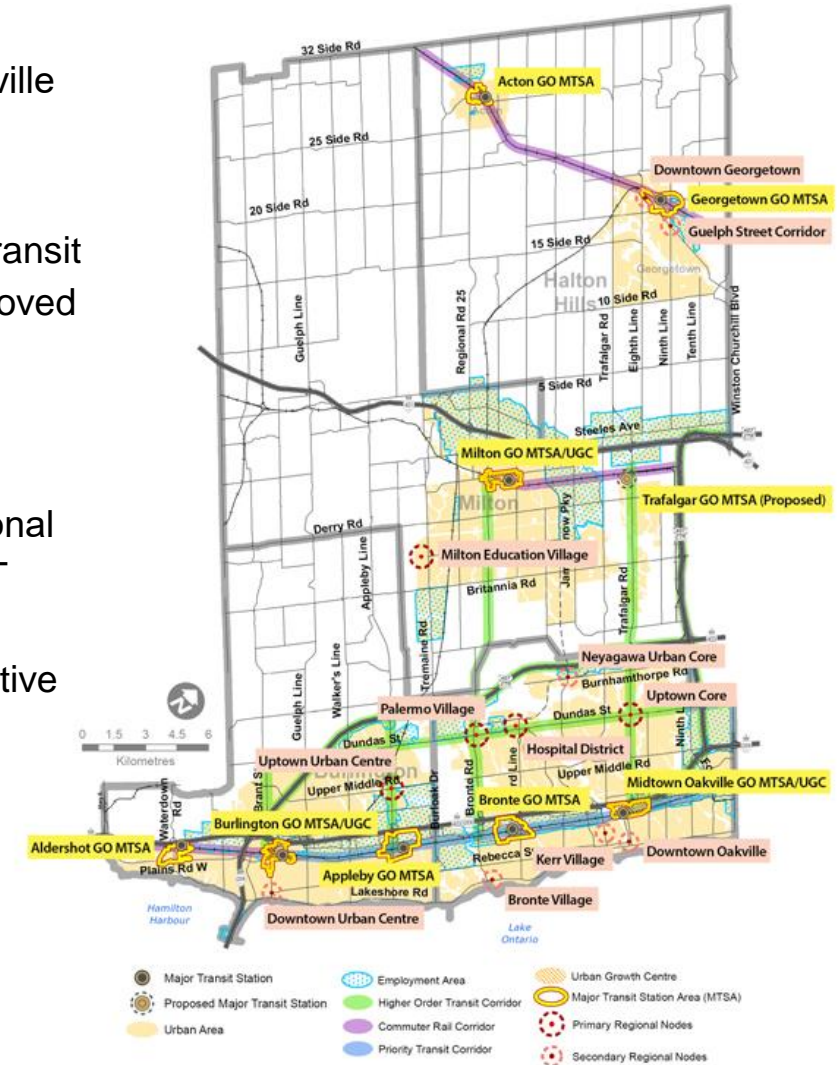
Ridership growth will be the key measure of success!

The Oakville Transit Five-Year Business Plan Process

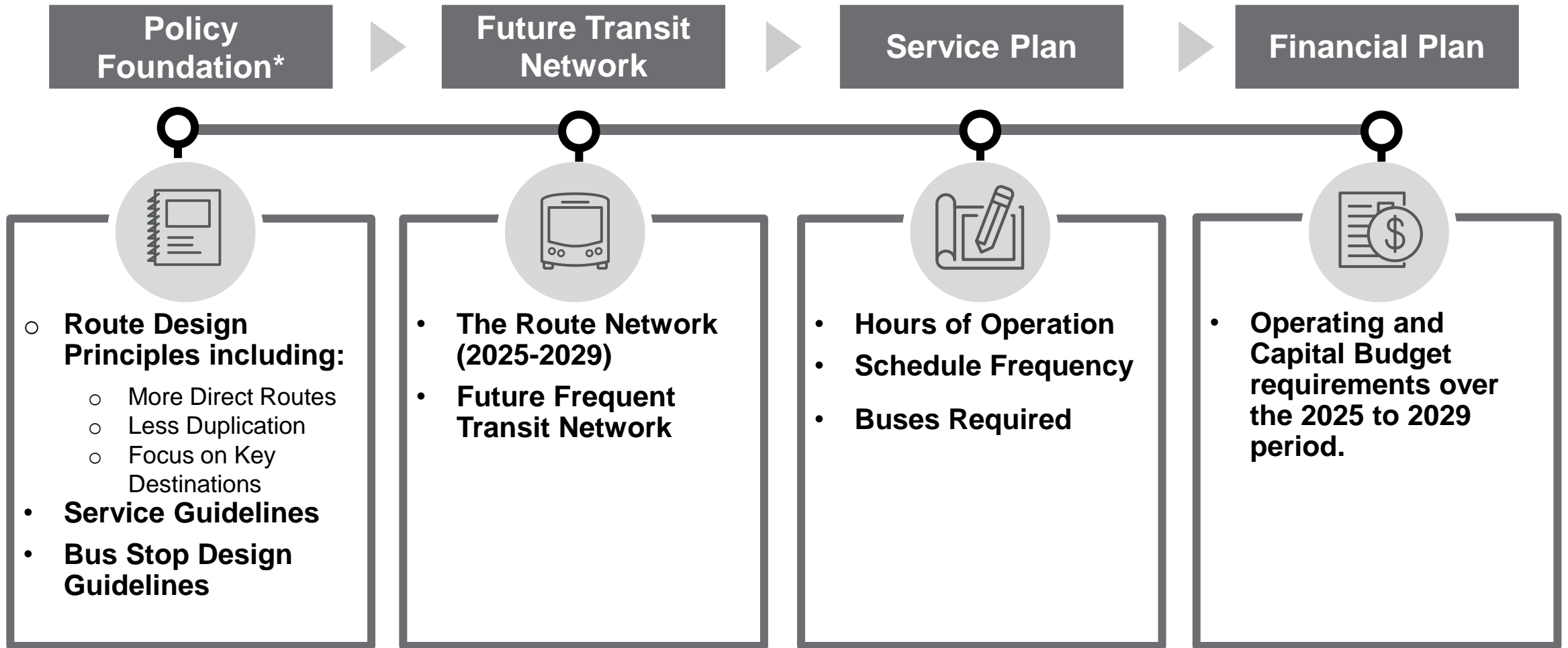


What is Driving the Need for a New Business Plan?

- ✓ **Community Growth** – Oakville’s population is increasing, and it is important that the Oakville Transit Network aligns with the Official Plan and other studies such as the TMP to provide service to growth areas, corridors, and nodes.
- ✓ **Customer Feedback** – a clear message from customers that they want more and better transit service. This includes increased schedule frequency, improved on-time performance, improved customer service from transit operators, better-maintained bus stops and shelters, and the provision of more direct routes and improved connections to GO Train Stations and key destinations.
- ✓ **Provincial, Regional and Local Initiatives and Plans** – Alignment with Metrolinx’s Regional Express Rail, Fare and Service Integration, the proposed 407 Transitway, the Dundas BRT Studies, Halton Region’s planned Transit Priority Corridors along Dundas Street, Trafalgar Road, and Bronte Road, adjacent local municipalities initiatives, the **Oakville TMP**, and Active Transportation Plan.

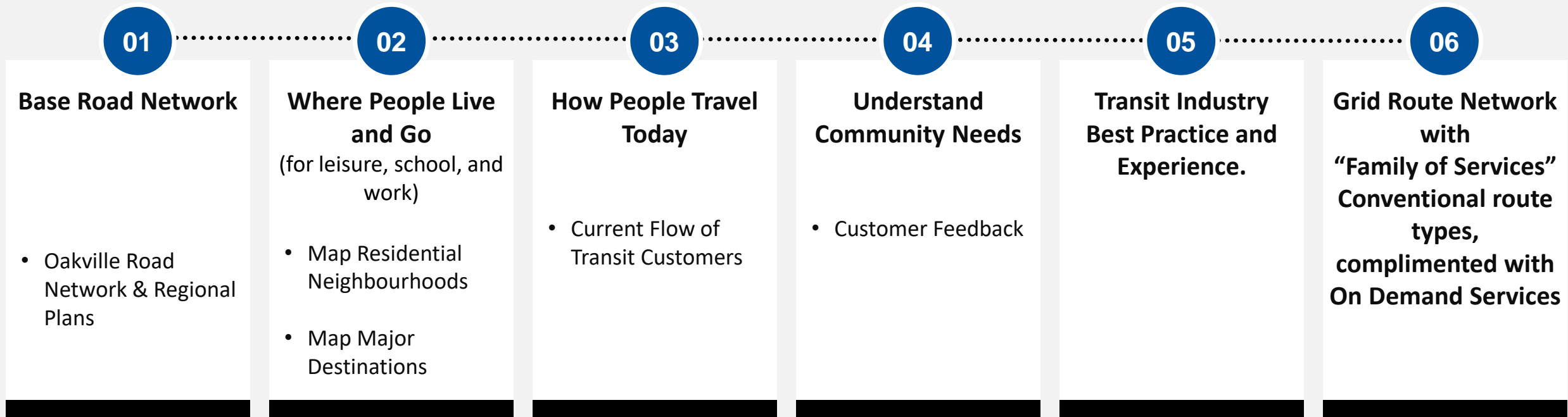


The Strategic Components of the Plan



*The Policy Foundation for the Family of Service Model: Conventional and On-Demand, Serving as the Basis for Moving Forward.

Building a Transit Service Network for **Everyone!**



Engaging with the Community

Two rounds of Community Consultations: November to December 2023 & March to April 2024.



Engaging with the Community

- In-person consultations at 11 locations including community centers, GO stations, Sheridan College, Trafalgar Memorial Hospital, and Oakville Public Library – 1,000 citizens observed the drop-in sessions, 110 provided written comments.
- Two online surveys – 241 responses.
- Oakville Transit's Customer Service Feedback data from January 2022 to October 2023 – 1,118 comments.



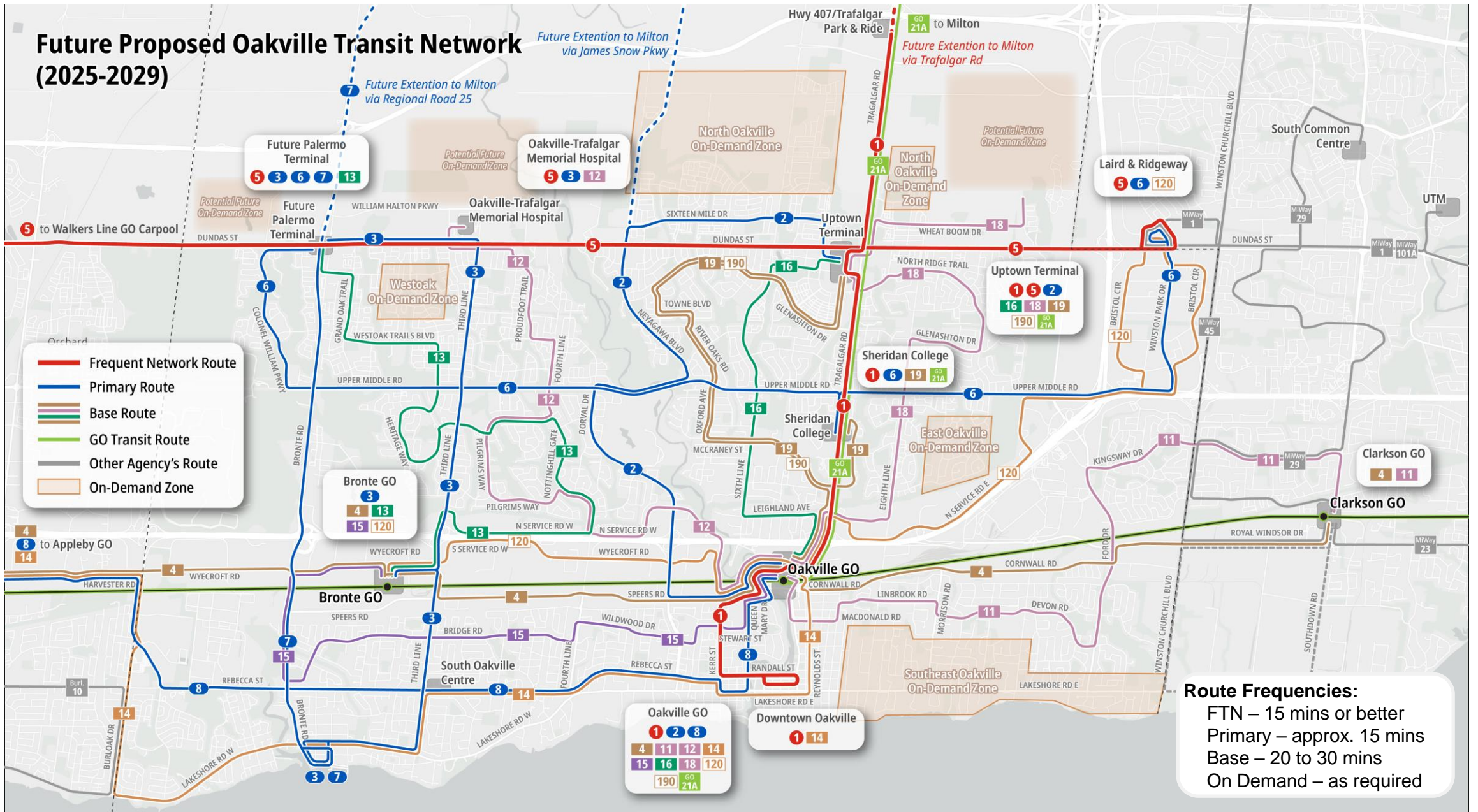
Community Feedback

- **Increased Schedule Frequency:** More frequent service, especially during peak periods, citing existing intervals as inadequate.
- **Improved On-Time Performance:** Concerns regarding service delays and reliability.
- **Better Bus Stop and Shelter Conditions:** Enhancing the condition and functionality of bus stops and shelters across Oakville.
- **Seamless Connections with GO Trains:** Seamless connectivity with GO Transit is essential.
- **Emphasis on Reliability and Accessibility:** Emphasis on improving service reliability and enhancing accessibility for riders with disabilities.
- **Specific Route Suggestions:** Residents provide specific recommendations for route adjustments.

Existing Oakville Transit Route Map



Future Proposed Oakville Transit Network (2025-2029)



Route Frequencies:

- FTN – 15 mins or better
- Primary – approx. 15 mins
- Base – 20 to 30 mins
- On Demand – as required

The Benefits of the Plan



New, more direct route network with enhanced connections to major destinations.



New service standards with increased hours of operation and better on-time performance.



Enhancement of bus stop standards with larger waiting pads and improved pedestrian connections



Additional On-Demand and Base transit routes throughout the community.

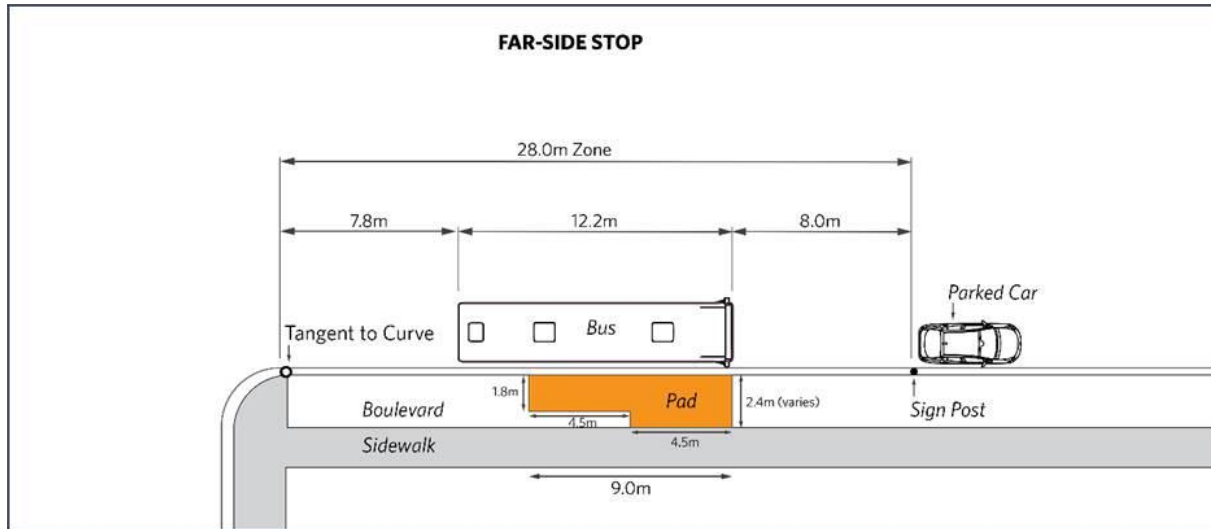


Development of a Frequent Transit Network along higher-order transit corridors such as Dundas and Trafalgar, and improved connections to GO Train, Downtown and adjacent communities.

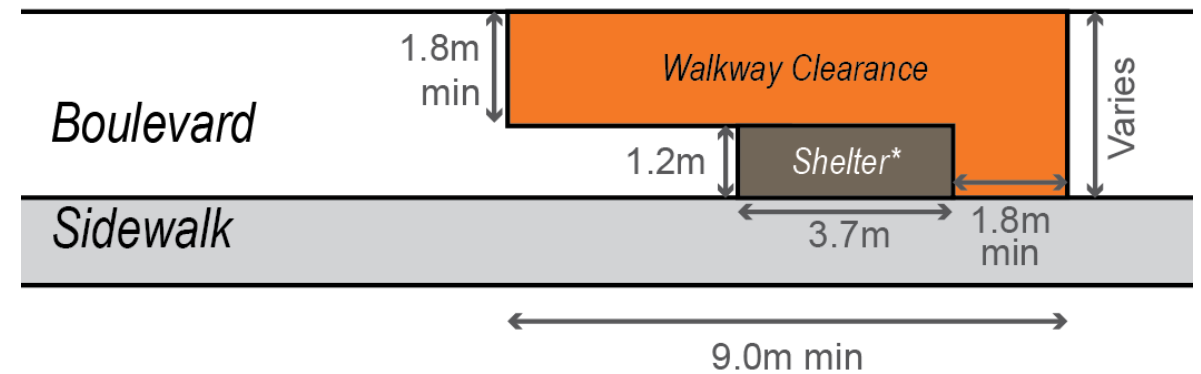
Accessibility Policies

- The Town of Oakville is committed to eliminating barriers and providing accessible services.
- Oakville Transit provides the care-A-van specialized transit service and meets or exceeds the Accessibility for Ontarians with Disabilities Act (AODA) standards for buses and fixed assets (stations and bus stops).
- The **Bus Stop Design Guidelines** include industry best practices and recommendations on walkway clearances and access to the active transportation network to accommodate all transit users.

Recommended Bus Stop Layout



Shelter Placement and Clearance



* a standard shelter size in Oakville is 1.2m x 3.7m (4 ft x 12 ft)

Active Transportation Connections

- All transit customers begin and end their transit journey as pedestrians, wheelers, or cyclists.
- It is recommended that Active Transportation access to and from all bus stops be considered in the bus stop planning process.
- The principles of 5A (Always Available for All Ages & Abilities) Network Guiding Principles and Universal Design Standards are useful guides for assessing Active Transportation access.
- The current Transportation Master Plan update is reviewing community-wide active transportation network requirements which align closely with and support bus stop access needs.

Discussion

Recommended Bus Stop Design

- Defined Pull-In, Berth, and Pull-Out within the Bus Stop Zone
- Stop Identification Signpost
- Pad Length – Standard 9.0 m
- Pad Width – Desirable 1.8 m clear width, additional width required for shelter
- Front Door Passenger Loading Zone – Minimum 1.8 m width and 2.4 m depth
- Pad Height – Flat faced curb with 150 to 200 mm height
- Pad Cross Slope –not to exceed 2%
- Pad Running Slope – Same as Adjacent Road or Max. 4%
- Pad should connect to an adjacent sidewalk or path.
- Shelter for environmental protection (Optional). (Minimum shelter placement 1.8m back of curb and 1.8m from of end of pad. See Figure 6).
- Area Lighting (Typically provided as part of community street lighting)
- Bench (Desirable)
- Waste Receptacle (Required at higher volume stops)
- Information Panel (Optional static or digital shelter panel or stand-alone)
- Advertising Panel (Optional, shelter panel or stand-alone blade)

Integrated Local and Regional Planning

