



**WELCOME**

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**PUBLIC OPEN HOUSE**

**January 19, 2012**

**Town of Bradford West Gwillimbury**

**Transit Feasibility Study**

*Please sign in and provide any  
written comments you may have*

**HDR**

## STUDY OBJECTIVES

- Quantify the need for transit service in BWG
- Determine transit service priorities based on stakeholder input
- Determine how public transit service can be provided today and in the future
- Estimate the start-up, operating and net costs to BWG over the first five years
- Recommend preferred alternative(s)

*“Ultimately, the study will identify an affordable public transit service option that meets the needs of residents and businesses in a fiscally responsible manner”*

## **PUBLIC INPUT**

The study was guided by significant public input through Transit Focus Groups:

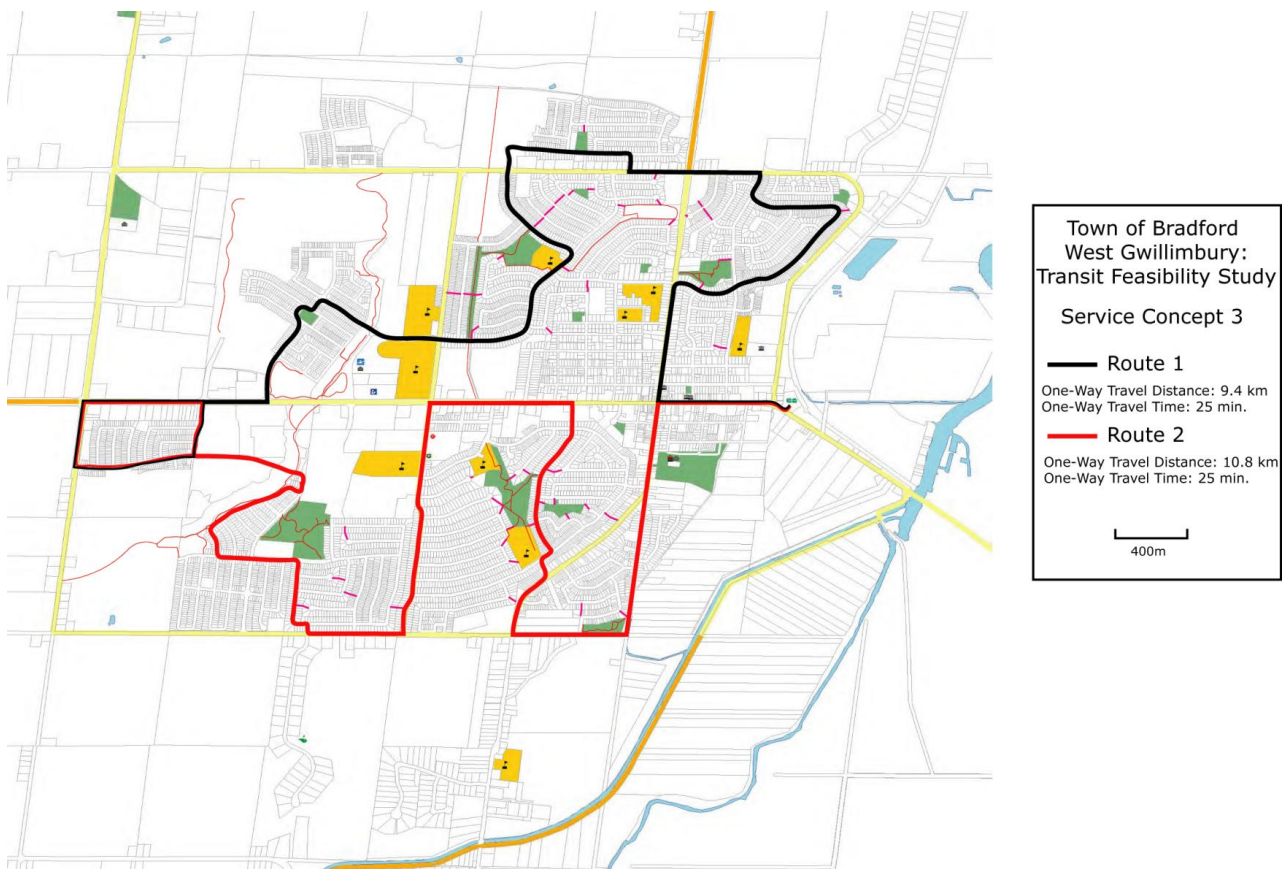
- Business Community TFG
- General Public TFG
- Local Service Provider TFG

### **Summary of Comments:**

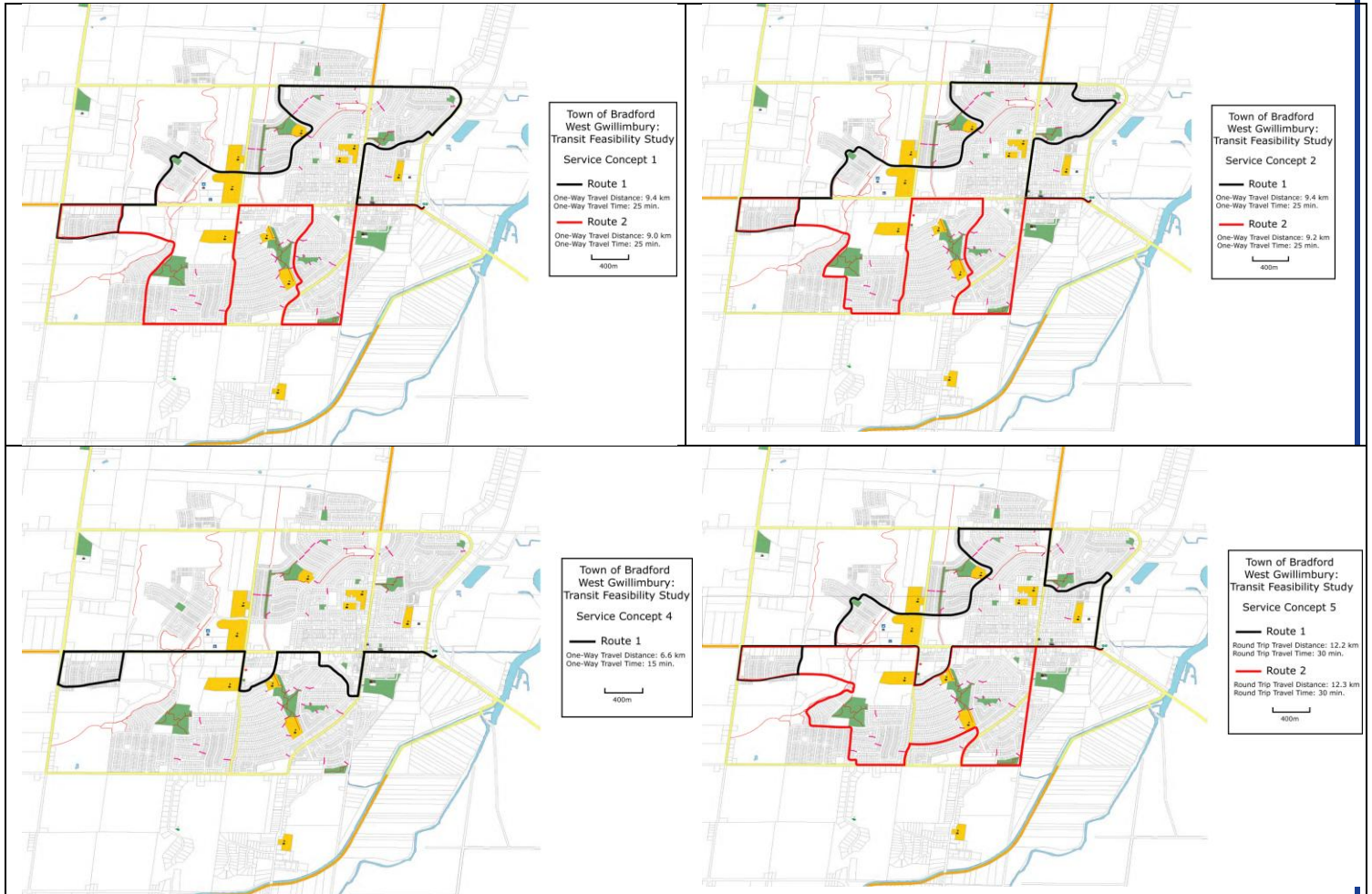
- The lack of public transportation may be a roadblock for the Town's future growth (residents & employers)
- West end expansion has shifted goods and services from the Town's core, creating mobility challenges for some residents who need to access them
- Retail employers, part-time employees and families with teenagers would welcome affordable public transportation to improve their overall quality of life
- A link between the retail nodes and the Town centre is identified as a first priority.
- A link to GO Transit is identified as a second priority
- A fixed route taxi service would suffice for residents in rural areas such as Bond Head.
- Specialized wheelchair transit is needed

## COMMUNITY BUS CONCEPT

- A fixed route service that addresses the travel and mobility needs of senior citizens as well as accommodating other citizens
- Links several origins and destinations with a minimum level of service that can be expanded as demand dictates
- Service is geared to the non-work trip
- Connection provided with GO Transit



## OTHER ROUTE CONCEPTS

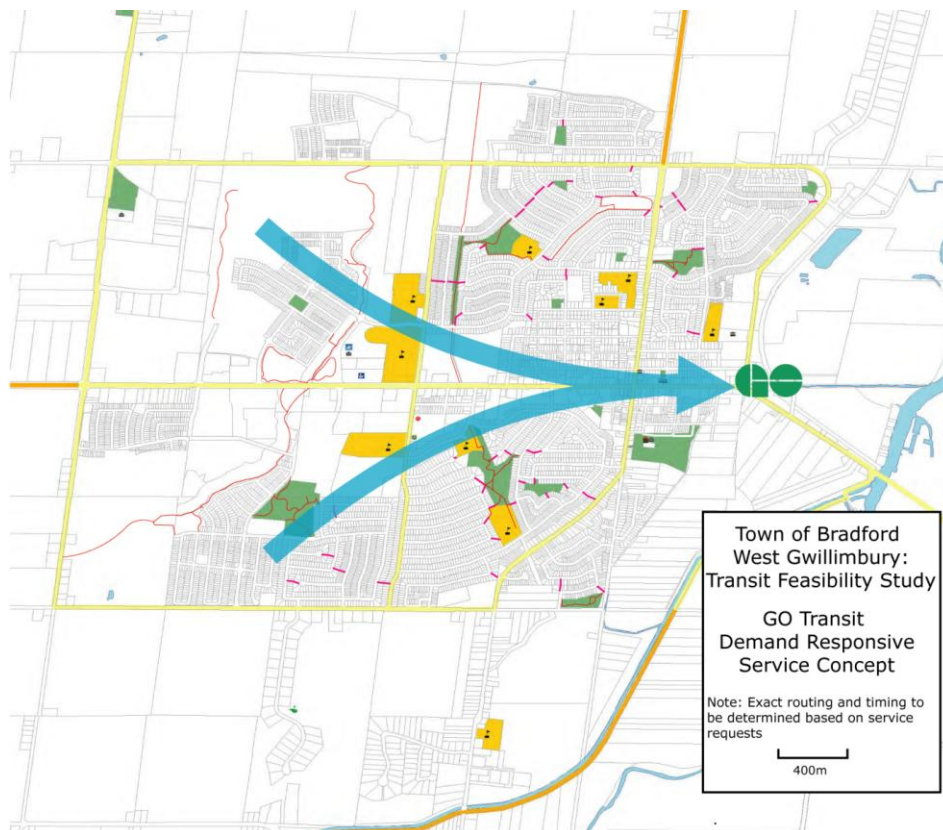


### Route design criteria:

- 90% of homes within 400 metre walk to bus
- Focus on main roads and collectors
- Service to businesses and institutions
- 60 minute roundtrip, about 22 km per hour speed

## SHARED RIDE TAXI SERVICE

- A low-cost solution to shuttle GO Train commuters
- Demand responsive service where passengers would reserve their ride ahead of time at a negotiated time and place
- Based on the service requests, the dispatcher would formulate a fixed route
- Four taxis (+ or -) to serve the GO Transit departures and arrivals
- Use similar service for Bond Head



## **FIVE YEAR SERVICE PLAN**

- Proposed service plan identifies span of service (hours, days of the week) for all services
- Approx. 7am-7pm Mon. through Sat. hourly
- Plan takes a gradual approach to service expansion
- Service expansion will depend on local transit use and the amount of funding available

## **CAPITAL PLAN**

- Purchase 2 buses to start
- Invest in bus stop infrastructure

## **BUSINESS MODEL**

- Recommended: Public Management and Private Operations / Maintenance business model
- Identify a staff “champion” for Transit
- Set up Transit Committee or add mandate to existing Active Transportation Committee

## SUMMARY

### Our recommendations reflect:

- What residents and businesses are saying
- Fiscal and financial responsibility
- A Plan that can be accelerated, as required

## NEXT STEPS

- Review input from today's Open House
- Present Final Report to Council
- Implement the Plan, if approved

***We invite you to fill in the comment sheets with your opinions and suggestions or contact us with your questions within 2 weeks.***

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