

2026 Milton Transit Accessibility Plan



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Section 1 Executive Summary

Milton Transit plays a key role providing a safe and reliable mobility option to residents and visitors of all abilities. Driven by customer need, expectation, corporate policies and Provincial legislative requirements, a forward-thinking, accessibility presence remains a priority for Milton Transit.

Transit should be usable by everyone. To achieve this objective, Milton Transit focuses on removing barriers that may prevent people from using public transportation.

Accessible transit supports travel to work, school, medical appointments, shopping, and social activities. When services are accessible, they benefit the entire community.

System accessibility consists of the following components:

- Buying buses that can be used by customers with different mobility needs
- Providing reliable and well-timed service
- Coordinating fares and service with neighbouring transit systems
- Ensuring safe, barrier-free sidewalks and pathways to bus stops
- Installing accessible, hard-surface bus stops
- Providing shelters, signs, and clear wayfinding
- Clearing snow so customers can safely access transit stops
- Sharing transit information in accessible formats
- Offering customer service, programs, and policies that support accessibility

The purpose of the Milton Transit Accessibility Plan is to identify current and potential accessibility and outline actions to address them. Consistent with requirements under the Integrated Accessibility Standards Regulation (IASR) 191/11, this plan will undergo public consultation through the Milton Accessibility Advisory Committee (MAAC) to assess progress.

Milton Transit is committed to:

- Continually improving the accessibility of public transit services
- Involving people with disabilities in the development and review of accessibility plans
- Providing accessible service to customers, employees, and contractors

- Using municipal resources effectively to provide the right type of service, such as specialized door-to-door service, OnDemand service, or accessible conventional transit

Section 2 Milton Transit Services Profile

Milton Transit delivers conventional (includes OnDemand) and specialized transit services. Tables 1 and 2 provide a summary of operational profiles.

Conventional Service - 2025 Service Profile

Table 1: Summary of Conventional Transit Service

Criteria	Description
Type of service	Fixed route, interlined - hub-and-spoke service at the Milton GO Station terminal (780 Main Street East). Alternative Service Delivery (ASD) via Milton Transit OnDemand. Cross boundary service to Mississauga, service and fare integration with MiWay, Brampton Transit and GO Transit. Contracted operation provided by Keolis - PWTransit Canada with Town-owned fleet.
Hours of service	- Monday to Friday 5:18 am to 11:48 pm - Saturday 7:00 am to 7:53 pm - Sunday 7:30 am to 7:53 pm
Annual passenger boardings	1,098,243
Number of fixed routes	10 regular fixed routes 5 school extra routes 4 OnDemand zones
Types of services	Fixed-route service, school extras, OnDemand service
Fleet composition	26 accessible heavy-duty, conventional buses 6 accessible medium-duty buses

Specialized Service - 2025 Service Profile

Table 2: Summary of Specialized Transit Service

Criteria	Description
Type of service	Shared ride, door-to-door, pre-booked service for eligible residents and visitors. Registrants are able to book trips up to seven (7) days in advance. Contracted operation provided by Keolis - PW Transit Canada using dedicated mini-buses.
Hours of service	• Monday to Friday 5:18 am to 11:48 pm • Saturday 7:00 am to 7:53 pm • Sunday 7:30 am to 7:53 pm
Annual passenger trips	• 39,632
Fleet requirements	• 8 accessible mini-buses

Section 3 Previous Accessibility Achievements

Milton Transit has executed many accessibility initiatives over the last several years, including the development and enhancement of policies and procedures. As a result, a majority of requirements set out in the ISAR 191/11 had been implemented ahead of regulatory compliance dates. Milton Transit continues to update policies, procedures, programs and services to improve accessibility, reliability, connectivity and enhance customer mobility options.

The following accessibility improvements have been completed:

Conventional Transit

- Purchased fully accessible buses. All conventional transit buses have been 100% accessible since 2009. These buses include accessibility features such as low floors and mobility aid ramps, high contrast stanchions/handrails, illuminated external electronic destination signs, stop request buttons/pull cords, slip resistant flooring and the clear identification of priority and courtesy seating areas (ongoing).
- Installed bus stops, shelters and accessible landing pads at a variety of bus stop locations throughout the service area (ongoing).
- Installed updated static departure/scheduling information at all bus stops (ongoing).
- Implemented and expanded Open Data to support trip and journey planning across the Greater Toronto and Hamilton Area (ongoing).
- Updated bus stop signage with high-contrast branding (2023).
- Installed and launched onboard vehicle surveillance system (2021).
- Installed and implemented electronic visual and audible annunciation and pre-board annunciation equipment (2016).
- Identified support persons and removed fare requirement (2014).
- Made available accessibility equipment information on Milton Transit web page, www.miltontransit.ca (2014).
- Constructed a designated 'transit only' lane on Drew Centre, at the Milton GO Station, used for safe passenger boarding and alighting (2012).

Specialized Transit

- Implemented updated eligibility procedures for the specialized transit application process (ongoing).
- Implemented service connection with Halton Hills Activan and Peel TransHelp (2022).
- Launched optimized scheduling application, with phone, mobile and online booking availability (2021).
- Introduced dedicated specialized services with Town-owned accessible transit fleet (2020)
- Introduced categories of eligibility as part of the eligibility process under the eligibility criteria for specialized transit services (2017).
- Established an independent in-person eligibility and appeal process (2016).
- Committed to a Memorandum of Understanding (MOU) with all Greater Toronto and Hamilton Area (GTHA) specialized transit service providers to accept registrants and associated service connections (2016).
- Developed and implemented centralized reservation process, same-day booking process, and established no-show/cancellation policies (2014).
- Aligned specialized transit service area with conventional service area, while maintaining access to all eligible residents within municipal boundaries (2013).

Administration and Policy

- Updated Milton Transit website with greater opportunities for increased customer service and accessible display of transit information, policies and programs (ongoing).
- Use of Milton Transit social media, including X and Facebook (ongoing).
- Established and updated corporate accessibility policies (ongoing).
- Implemented emergency preparedness, response and evacuation procedures for operators of conventional and specialized transit service (ongoing).
- Developed associated policies and procedures for the communication of service delays and travel with companions and children on specialized transit services (ongoing).

- Participate on the Ontario Public Transit Association (OPTA) Accessibility Committee and GTHA Accessibility Working Group, providing for the collaborative sharing of best practices among Ontario transit systems with respect to achieving accessibility specifically in regard to IASR 191/11 requirements (ongoing).
- Updated Fare Policy to enhance SPLIT affordability program and introduce single-use fares (2025).
- Updated Milton access+ and Milton OnDemand cancellation and no-show policies (2025).
- Expanded Youth Ambassador Program with two (2) local high schools (2024).
- Expanded use of travel training app Magnusmode (2023).
- Launched third party trip-planning applications such as Google Maps and Transit App, integrated with e-ticketing solution (2023).
- Launched Milton Transit OnDemand services (2021).
- Launched mobile fare payment and e-ticketing solution, Token Transit (2020).
- Developed criteria, policies and procedures for service use by visitors and registrants from other municipalities for specialized transit services (2013).
- Implemented fare and service parity in parallel with accessible conventional services (2012).

2025 Work Plan Progress

The 2025 Accessibility work plan consists of administrative, service-related and infrastructure rehabilitation projects. The following table provides a summary of actions and progress to date:

Actions	Progress to Date
1. Improve bus stop areas other related transit infrastructure. Install accessible bus pads at various locations.	Completed. Construction/repairs of 45 accessible bus pads. Additional infrastructure requirements completed at Mattamy National Cycling Centre

	to permit on-site transit route access.
2. Implement service improvements to maintain service reliability, improve coverage with the introduction of 30-minute frequency all day on some routes.	Completed. 30-minute frequency on some routes adopted.
3. Increase information dissemination methods. Understanding different people receive information in different ways, expanding public communication approaches to maximize reach and therefore access.	In progress. Transit Ride Guide and access+ User Guide updated and printed quarterly (subject to service adjustments). Updated bus stop sign information to include QR code. Additional information dissemination methods being explored, including e-messages, text.
4. Update Fare Policy; review opportunity to support means-based fare programming; single use fares and match Halton Region's contribution in the Subsidized Passes for Low Income Transit (SPLIT) program. This change provides a 100 per cent subsidy on transit tickets and passes for eligible low-income Milton residents, ensuring that transit is more accessible and affordable for those in need.	Completed. Council adopted change as part of 2024/2025 User Fee Bylaw. Program launched on January 1, 2025.
5. Enact Milton access+ and Milton OnDemand cancellation and no-show policies to serve as an educational piece that ensures equal access by improving service efficiency.	Completed. Policy formalized and communicated to registrants, clarifying guidelines.
6. Initiate Phase 1 of the Five-Year Transit Service Plan and Master Plan: new stop amenities to enable new routes and improve accessibility & comfort.	Completed. Launched in September 2025.
7. Continue to respond to accessibility related complaints in a timely fashion and review feedback and or complaints to improve service.	Ongoing.

8. Ensure that customer service staff including our contractor are trained on AODA requirements.	In progress.
9. Expand service hours Monday to Friday until approx. 11:30 p.m., starting in September 2025.	Completed.
10. Introduce new Sunday service that will run from approx. 7 a.m. to 7 p.m., starting in September 2025.	Completed.
11. Purchase seven (7) new buses to meet growing trip demand and reduce wait times, for service expansion in 2026.	Completed. Buses delivered in August/September 2025.
12. Maintain alignment with the 2023-2028 Town of Milton Multi-Year Accessibility Plan	Ongoing.
13. Continue to participate on regional specialized transit committees to improve cross-boundary travel.	Ongoing.

Section 4 2026 Accessibility Work Plan

Milton Transit is compliant with all requirements of the IASR 191/11, AODA.

The following provides a summary of the actions planned in 2026 that will make Milton Transit more accessible:

- Improve bus stop areas other related transit infrastructure. Install accessible bus pads at various locations.
- Implement service improvements to maintain service reliability and improve coverage (e.g. Boyne and Derry Green)
- Increase information dissemination methods. Understanding different people receive information in different ways, expanding public communication approaches to maximize reach and therefore access.
- Formalize and adopt service design guidelines to introduce accessibility-focused performance measures (e.g. on-time performance, percentage of accessible stops meeting full standards, etc.)

- Conduct a customer journey planning review to identify barriers and pinch-points when accessing specialized transit services (e.g. end-to-end trip assessment).
- Initiate Phase 2 of the Five-Year Transit Service Plan and Master Plan: new stop amenities to enable new routes and improve accessibility & comfort.
- Continue to respond to accessibility related complaints in a timely fashion and review feedback and or complaints to improve service.
- Ensure that customer service staff including our contractor are trained on AODA requirements
- Purchase six (6) new conventional buses to meet growing trip demand and reduce wait times, for service expansion in 2027.
- Maintain alignment with the 2023-2028 Town of Milton Multi-Year Accessibility Plan
- Continue to participate on regional specialized transit committees to improve cross-boundary travel.

IASR 191/11 Transportation Compliance Initiatives

There are no compliance initiatives in 2026 specific to transportation services. For further details related to corporate IASR 191/11 compliance initiatives and subsequent work plans, please refer to the 2023 - 2028 Town of Milton Multi-Year Accessibility Plan.

It is important to note that the availability of sustainable resources contributes to the pace of progress for reducing or eliminating accessibility barriers. If resource constraints exist, prioritization of initiatives is required. While it is important to focus on the removal of barriers, it is equally important to recognize the vast steps taken in a relatively short timeframe.

Section 5 Methodology for Plan Review and Update

Consistent with requirements from the IASR 191/11, the 2023-2028 Town of Milton Accessibility Plan provides guidance for the 2026 Milton Transit Accessibility Plan. The Transit Accessibility Plan details accessibility initiatives that reflect IASR 191/11 compliance as well as supporting the continuous removal of accessibility barriers. Improvements are reported annually and are used to measure progress and develop subsequent work plans.

There are two (2) key inputs to the Transit Accessibility Plan, including:

1. Legislative and regulatory requirements and associated compliance timelines
2. Customer feedback and annual public consultation

The 2026 Milton Transit Accessibility Plan feeds directly into business practices as well as annual capital and operating budget recommendations.

Section 6 Process for Managing, Evaluating, Taking Action on Customer Feedback

Customer feedback is important to measure the pulse of the transit system and identify areas for service improvement. The following sections outline the process for receiving, managing, evaluating and taking action on customer feedback.

Receiving Feedback (Customer Generated)

Feedback from customers (positive, negative or neutral) serves as key inputs to Milton Transit's service delivery and annual service plans, including those elements dealing specifically with accessibility.

The Customer Service Information Centre (operated by the transit service provider) receives feedback related to service operations, whereas Town staff receive planning and administration-related feedback for review and response. Corporate response policies outline how customer feedback is retained and responded to. Customers and residents can provide comments in a number of formats, including: telephone, in person, mail, email, website and social media accounts (Facebook and X). In all cases, when a customer has made an inquiry or requested a response, Milton Transit staff replies to the customer in the same format the inquiry was received.

Upon receipt, staff forward service requests to the appropriate area for review and response. In the event that a request can be acted upon outside of the service planning process, appropriate action is taken and the customer is advised accordingly.

The service provider completes all investigations and actions on recorded complaints, as appropriate. Customers who request a response to a complaint are advised of the investigation and response timelines for actions. Categorization of complaints received support trend analysis and whether new programs, policies and services require further examination.

The contracted operations supervisor (or designate) acknowledges all compliments received about Milton Transit service delivery employees in the form of an open memo or letter for the quality customer service they have provided.

Gathering Feedback (Milton Transit Generated)

Milton Transit uses a number of methods to gather feedback from customers, including:

- Online feedback engagement tool - Let's Talk Milton - as required
- Online surveys via Milton Transit web page - as required
- On-board surveys - as required
- Town committees - as required
- Peer consultations - ongoing
- Service Plan development and process - annually
- Service Reviews - as required
- Transit Master Plan development and process - approx. every five (5) years

All information collected assist in making recommendations and adjustments for service improvements.

Section 7 Process for Estimating Demand for Specialized Transportation Services

The process to identify service demand requirements for specialized transit services includes an analysis of factors and influences which can vary over time. These factors include:

- Historic ridership trends and growth analysis on both conventional and specialized transit services.
- Eligibility criteria for specialized services, noting given requirements under IASR 191/11 involving transition to categories of eligibility in 2017.
- Accessibility levels of conventional transit services, including: accessible bus/service availability and associated stops and amenities. This factor also depends on the extent to which specialized transit customers can use accessible conventional service when possible, as well as the level of service connectivity that exists between conventional and specialized services.
- The location of key origins and destinations within the Milton Transit service area and their proximity to one another, including the Milton GO Station, older adult homes, medical facilities, rehabilitation facilities, medical offices, Milton District Hospital and major retail areas (primary origins and destinations for specialized transit customers).
- Local demographics and trends.
- Anticipated changes to local policies and procedures.
- Review of incremental annual increase in demand
- Population growth and development

Further analysis of ridership and demand forecasting provides input into the annual budget process. It is important to note that at any point in time, the impact level of these factors vary, and as such, determining demand for specialized services is an ongoing exercise.

Section 8 Steps to Reduce Wait Times for Specialized Transportation Services

Specialized transit customers consistently identify on-time performance as a high priority. Milton Transit retains a service contractor that provides dedicated bus services, which includes same day service availability. However, there are a number of factors that impact service wait times. These factors include, but are not limited to:

- Traffic conditions caused by weather conditions, road construction, train crossings, etc.
- Site issues from drop-off locations (e.g. automobiles parked in designated drop-off locations)
- Customers not ready for their pick-up in their pick-up window
- Late cancellations and no shows (e.g. customers who do not take their scheduled trip and do not cancel in advance triggers the service provider to wait an additional five (5) minute past a scheduled reservation (policy driven), which may impact future consecutive trips)

A contracted centralized reservationist approved and implemented in 2014 has provided further control and monitoring of scheduled trips, with emphasis on addressing trip no shows and other procedural obligations to minimize customer wait times. Additionally, the implementation of scheduling/dispatching software has provided further information to assist in improving scheduling and subsequent operations, with the ability to measure system performance. Further service delivery adjustments planned in 2026 will continue to address on time performance, using Town-owned, dedicated specialized transit vehicles.

Staff will continue to work on reducing wait times for specialized services. This will be done through the addition of more vehicles and schedule optimization tools, expanded use of online and mobile applications.

Section 9 Procedures to Address Equipment Failures

Conventional and Specialized Transit Services

Conventional and specialized transit fleet requirements are determined based on the number of buses required during peak operating periods, including buses that require inspections and maintenance - referred to as spare fleet ratio. This ratio can vary significantly given factors of age and make/model of the fleet noting that while older buses may require higher levels of maintenance to keep them operating efficiently, newer buses tend to have more electronic-related failures.

There are a number of actions taken to mitigate in-service breakdowns, including the following:

- Operators submit daily bus defect reports to maintenance staff at the end of service day for follow-up prior to bus redeployment.
- Every evening when buses are serviced (refueled, farebox emptied, etc.), employees review typical operational components. In the event that an issue is discovered/identified, technicians complete the repair immediately, or remove the affected bus from next day service (for future maintenance).
- Each day, prior to a bus pull out from the garage, operators complete a pre-trip inspection and circle check, ensuring that the bus is functioning properly. This check includes various accessibility features on the bus (i.e. ramp, kneeling feature, mobility securement equipment, etc.). If there are any non-functioning equipment, operators will attempt to have the issue repaired prior to entering service. A replacement bus is assigned for occurrences when repairs cannot be complete in time.

While these actions mitigate in-service breakdowns, they do not eliminate them. When a bus defect disables the bus while in service, Milton Transit initiates the following procedures:

- Bus operator contacts dispatch and relays the defect information.
- Dispatch determines the extent of the defect and identifies a change-off location and estimated time.
- In consultation with maintenance staff, dispatch arranges for a replacement bus.

These procedures can be impacted by severe weather events or other vehicle issues that could result in the inability to replace all affected buses (e.g. severe weather conditions affecting the functionality of the bus ramp or kneeling features).