

This information was supplied by OC Transpo, and relates to service standards and public consultations from 2001-2.

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The Transportation and Transit Committee received a report on service standards outside urban transit area in March 2001:

SERVICE STANDARDS - REGULAR TRANSIT AND PARA TRANSP0 OUTSIDE THE URBAN TRANSIT AREA: <http://ottawa.ca/calendar/ottawa/citycouncil/ttc/2001/03-20/ACS2001-TUP-TRN-0002.htm>

The Agriculture and Rural Affairs Committee received a public consultation plan in May 2001:

SERVICE STANDARDS – REGULAR TRANSIT AND PARA TRANSP0 OUTSIDE THE URBAN TRANSIT AREA – PUBLIC CONSULTATION PLAN:
<http://ottawa.ca/calendar/ottawa/citycouncil/ric/2001/06-04/ACS2001-TUP-TRN-0009.htm>

City Council approved a report from the Transportation and Transit Committee with some amendments in April 2002 after consultations were completed:

TRANSIT SERVICE IN VILLAGES AND RURAL AREAS:
<http://ottawa.ca/calendar/ottawa/citycouncil/occ/2002/04-10/ttc/ACS2002-TUP-TRN-0003.htm>

Amendments to the above report:

Following the introduction of Rural Services in September 2002, OC Transpo is to provide to the Transportation and Rural Affairs Committees:

- a status report, in mid-December 2002 concerning ridership, operating experience, costs and recommending any immediate changes needed;
- a second status report, in April 2003, concerning ridership on each service, park and ride lot usage, operating experience, costs and providing the results of an attitude survey of a random sample of rural residents; and that
- this report may include recommendations for changes to transit boundaries and /or funding strategies, and
- an evaluation be done by staff prior to any future extensions to the Rural Transportation Network.
- The Rural Areas of West Carleton, Rural Kanata and Greely be removed from the Rural Transportation Network albeit retained with respect to the provision of Para Transpo Services; the estimated \$270,000 differential that will occur as a result of this removal not result in a tax increase to either the Rural or the Urban

Service Areas but rather that staff be directed to find the necessary savings within the Rural Transportation costs.

Minutes from April 10 and April 24 City Council meetings where these amendments were discussed:

<http://ottawa.ca/calendar/ottawa/citycouncil/occ/2002/04-10/minutes30.htm>

<http://ottawa.ca/calendar/ottawa/citycouncil/occ/2002/04-24/minutes31.htm>

At the January 22, 2003 Council meeting, staff provided a short status report and made some recommendations that were approved.

TRANSIT SERVICE IN VILLAGES AND RURAL AREAS - STATUS REPORT AND SHORT-TERM RECOMMENDATIONS:

<http://ottawa.ca/calendar/ottawa/citycouncil/occ/2003/01-22/englishfinalagenda47.htm>

Council approved:

- The cancellation of Route 730 (Orléans to Notre-Dame-des-Champs and Navan) because of low ridership;
- The cancellation of the 8:30 p.m. trip on Route 720 (Orléans to Cumberland Village) because of very low ridership; and
- The implementation as soon as possible of changes to the routes and schedules of Routes 163 (Stittsville), 283 (Richmond), and 720 (Cumberland Village).

At the April 7, 2003 Council meeting, a substantial group of changes were brought forward by staff after a period of review.

TRANSIT SERVICES IN VILLAGES AND RURAL AREAS – REVIEW AND RECOMMENDED CHANGES: <http://ottawa.ca/calendar/ottawa/citycouncil/ttc/2003/04-16/ACS2003-TUP-TRN-0003.htm>

The below recommendations were approved by Council.

The following changes to the rural transit network to enhance service coverage and frequency where warranted and to improve productivity:

| Village | Route | Recommendation |
|---------------------------------------|------------------|---|
| Bearbrook, Vars, and Carlsbad Springs | 232 | Extend route to start in Bearbrook before serving Vars and Carlsbad Springs, and increase service to two morning trips and two afternoon trips |
| Cumberland Village | 221 (now 720) | Extend route to downtown Ottawa and increase to two morning and two afternoon trips |
| Manotick | 71 and 186 | Extend peak-period service to downtown Ottawa, extend peak-period service to serve more of Manotick, increase midday and evening service to every hour, and remove Saturday service |
| | 196 | Remove midday, evening, and Saturday service between Earl Armstrong Road and Manotick |
| North Gower and Kars | 45 (now 796) | Extend route to downtown Ottawa |
| Richmond | 183 | Remove midday, evening, and Saturday service |
| Sarsfield | 23 (now 231) | Extend route to start in Sarsfield before serving Navan and Notre-Dame-des-Champs |
| South Gloucester | 199 | Remove service south of Leitrim |
| | 45 (now 296) | Re-route buses to serve Riverside South |
| Stittsville | 262 and 263 | Increase service to four morning trips and four afternoon trips on each of the two routes |

- The reduction in the price of the monthly rural express pass from \$108.50 to \$95.00, the student rural express pass from \$92.75 to \$77.00, and the Para Transpo fare from Zone 4 to the Urban Transit Area from \$20.00 to \$16.00, from July 1, 2003; and,
- The confirmation of the rural conventional transit route network and Para Transpo service as recommended, to be subject in the future to continuous performance monitoring and adjustment through the annual Transplan and budget processes.

- Connector Route 783 from Munster Hamlet be combined with Route 283 from Richmond, with the combined route to be operated by City employees
- OC Transpo staff work with the ward Councillor and community groups to develop and implement limited daytime service in the Village of Richmond consistent with the overall budgetary assumptions of the current report, and that a similar approach be pursued in other interested communities where feasible;
- Richmond's limited service begin this September;
- staff conduct an evaluation of the service along with the regular monitoring of all rural transit services.
- any routes not meeting a minimum threshold of 30% of projected ridership be reviewed on an ongoing basis