

2026 Annual Plan



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Executive Summary

Oakville Transit operates a conventional fixed route system, including local and school special routes in addition to a growing On-Demand system which includes Ride On-Demand and a specialized transit service known as “care-A-van”. The Oakville Transit network provides transit service within the Town of Oakville, as well as making connections to the neighbouring municipalities of Burlington and Mississauga. In addition, Oakville Transit provides direct connections to GO Transit services at six station locations, supporting both rail and bus travel.



Introduction

Oakville Transit has been providing transit service to the residents of Oakville since 1972, and is responsible for operating conventional fixed route, On-Demand, and specialized transit services. There were 4.88 million boardings in 2024, which is nearly a 3.3 million increase in boardings since 2020. In 2025, total boardings are projected to be approximately 5.01 million. Oakville Transit is planning for further ridership increases into 2026 and beyond.

System Overview

Oakville Transit provides conventional and specialized transit services to the town's 240,000 residents. Conventional transit services operate within the urban boundaries of the town covering a total service area of approximately 140 sq. km. These services connect to Burlington Transit to the west and MiWay (Mississauga Transit) to the east. Oakville Transit also connects with GO Transit's Lakeshore West Train service at four different stations; Bronte GO Station, Oakville GO Station, Clarkson GO Station (Mississauga), and Appleby GO Station (Burlington). Connections with GO Transit bus services occur at these same stations, with additional connections occurring at the GO Transit Carpool lots at Dundas Street / Highway 407 and Trafalgar Road / Highway 407.

The Uptown Core Transit terminal at Trafalgar Road and Dundas Street East is the only bus terminal currently owned and operated by the Town of Oakville. It will also serve as a hub for on-route charging for On-Demand vehicles.

As of August 2025, Oakville Transit operates a conventional fleet of 104 buses and provides service on 21 fixed routes and 7 school specials. The current Oakville Transit weekday system map is shown below in Figure 1.

Oakville Transit is also responsible for the operation of 27 small capacity transit vehicles providing specialized service currently branded as "care-A-van" and commingled On-Demand services branded as "Ride On-Demand".

Care-A-van is a door-to-door transportation service for persons with disabilities. Anyone who is unable to use conventional transit due to a disability is eligible to apply for the care-A-van service. The service is operated using fully accessible transit vehicles supplemented in partnership with local taxi providers. Cross-boundary transfers are available to Burlington Handivan and Peel TransHelp. Starting in May 2025, care-A-van is free for all registered users.

Ride On-Demand is a shared On-Demand transit service in which customers can travel from one address to another within the designated zones and to transit hubs in the same zone (i.e., Oakville GO Station, Uptown Core) where connections can be made to a regular fixed route transit service. There are four Ride On-Demand zones as of January 2025, as well as a Late-Night Service offering (drop off service only from Oakville GO Station at 11:40pm):

- North Oakville
- Southeast Oakville
- Falgarwood
- Palermo West/Bronte Creek
- LNS from Oakville GO

Oakville Transit began offering free transit for youth and seniors 65+, with a valid PRESTO card, as of May 1, 2023. Youth and seniors can travel for free all day, seven days a week on all Oakville Transit services: Conventional fixed routes, care-A-van and Ride On-Demand.

Figure 1 - Oakville Transit system map effective June 29, 2025



Oakville Transit serves the Town of Oakville which spans 140 sq km, and is home to a population of 240,000 and approximately 120,000 jobs. Oakville Transit provides a variety of accessible transit services across the Town’s seven wards, as well as extending service beyond municipal boundaries into the City of Burlington and the City of Mississauga.

Figure 2 – Oakville Transit at a glance (2024)

 **4.88 million** Passenger Boardings Annually

 **966,285** Passenger Boardings on the GO Transit Network

System Overview

Conventional Bus Routes	22
School Special Routes	7
Bus Stops	1151
Accessible Stops	947
Conventional Buses	100
Specialized Vehicles	27

Passenger Boardings by Service Type



Local Routes (22)	4,563,688
School Specials (7)	182,493
Late Night Service (2)	289
Ride On-Demand care-A-van	6,957 129,631

System at a Glance

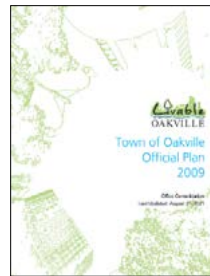
Number of Terminals	4	Uptown Core, Church St and Dunn St (on street transfer), Sheridan College, South Oakville Centre
Cross Boundary Routes	8	Route 4 Speers – Cornwall, Route 5 Dundas, Route 6 Upper Middle, Route 11 Libbrook, Route 12 Winston Park, Route 14/14A Lakeshore West, Route 24 South Common, Route 120 East Industrial
Number of GO Terminals/Stations Served	6	Oakville GO, Bronte GO, Clarkson GO, Appleby GO, Trafalgar/407 Park & Ride, Dundas/407 Park & Ride
Average Number of Boardings per Day	15,072	Average Weekday

Associated Master Plans/ Planning Documentation

The Oakville Transit Annual Plan aligns with other plans, including Council’s Strategic Plan 2023-2026; supporting the priorities of growth management, community belonging, environmental sustainability, and accountable government. It primarily outlines the steps being taken as part of the Oakville Transit 5-Year Business Plan approved by council in October, 2024. The proposed phasing of changes shown within the 5-Year Business Plan is subject to changes in demand, data, and budget, which is why the Annual Plan outlines what initiatives are being implemented in any given year.

The Town of Oakville’s Official Plan, Transportation Master Plan (TMP) and Halton Region’s Transportation Master Plan guide the decision-making surrounding land use and transportation for the future. They outline planning policies to manage urban growth, identify mobility needs, shape the town’s transportation strategy, and highlight the importance of embracing public transit to support future population and employment growth. The Town of Oakville TMP update was completed and shared with the public in 2025. This plan will further guide sustainable transportation options as these plans help to identify future objectives of Oakville Transit’s short-term and long-term plans.

Town of Oakville: Official Plan



The Town of Oakville’s Official Plans – *Livable Oakville Plan* and the *North Oakville East and West Secondary Plan* provide a framework for how the lands in Oakville should be used and how growth should be

managed over the long term. The plans guide the integration of land use and transportation, identify major growth areas, and outline policies to support a sustainable transportation network such as transit-supportive urban structure and an active transportation network.

Oakville Transit 5-Year Business Plan



The Oakville Transit Five-Year Business Plan provides a roadmap for where and how transit services are provided in the Town of Oakville over the next five years (2025-2029).

The 5-Year Plan prepares Oakville Transit for community growth and maximizes service and ridership potential.

The plan explores new service strategies, capitalizes on planned investments in rapid transit services, and better connects neighbourhoods within the town, surrounding municipalities, and the broader Greater Toronto Area.

Halton Region Integrated Master Plan (IMP)



Halton Region is undertaking the *Integrated Master Plan (IMP)* to complete the next region-wide *Water, Wastewater and Multi-Modal Transportation Master Plans*. The Plan will provide the strategies, policies and tools required to

meet the water, wastewater and transportation infrastructure needs to 2051. The Plan focuses on a multi-modal Regional transportation network for all users, including Transit Priority Corridors such as Trafalgar Road, Dundas Street and Regional Road 25.

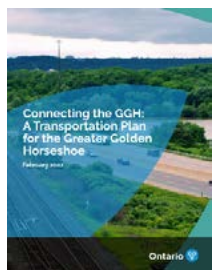
Metrolinx 2041 Regional Transportation Plan



Metrolinx's *2041 Regional Transportation Plan* builds on the successes of *The Big Move (2008)*, the first regional transportation plan for the Greater Toronto and Hamilton Area (GTHA). This policy

document guides transit agencies in building an integrated multimodal regional transportation system that would provide fast, rapid, and reliable transit for all travellers. The document identifies several transit projects and transit priority corridors in Halton Region, including the Trafalgar BRT, Dundas BRT and priority bus, Bronte Road priority bus and Harvester/Speers/Cornwall priority bus.

Connecting the GGH: A Transportation Plan for the Greater Golden Horseshoe



Released in February 2022, the Ontario Ministry of Transportation's *GGH Transportation Plan* provides a vision of a connected transportation system that will meet the transportation

needs of the region by 2051, to fight gridlock, climate change and support a sustainable growth of the region. The plan guides the province's transportation investment decisions and supports municipalities, transportation agencies and service providers in their strategic planning for the next 30 years. Long term policy for public transportation includes an integrated region-wide transit system with fares and service integration, frequent peak hour local service goal of 10 minutes or less in all urban areas in the GGH and improved 24-hour transit connections to the region's largest employment areas.

Oakville Transit Annual Accessibility Plan

Each year, Oakville Transit develops an *Annual Accessibility Plan* as per its requirements under the Accessibility for Ontarians with Disabilities Act (AODA). It outlines Oakville Transit's initiatives and strategies to improve accessibility for all customers and employees. Initiatives include improved service levels, facility access, accessible bus stop features, customer service and access to information. The *Oakville Transit Annual Accessibility Plan* is an integral part of the Town of Oakville's Annual Accessibility Update and Multi-Year Accessibility Plan.

2022 Oakville Transit On-Demand Strategy

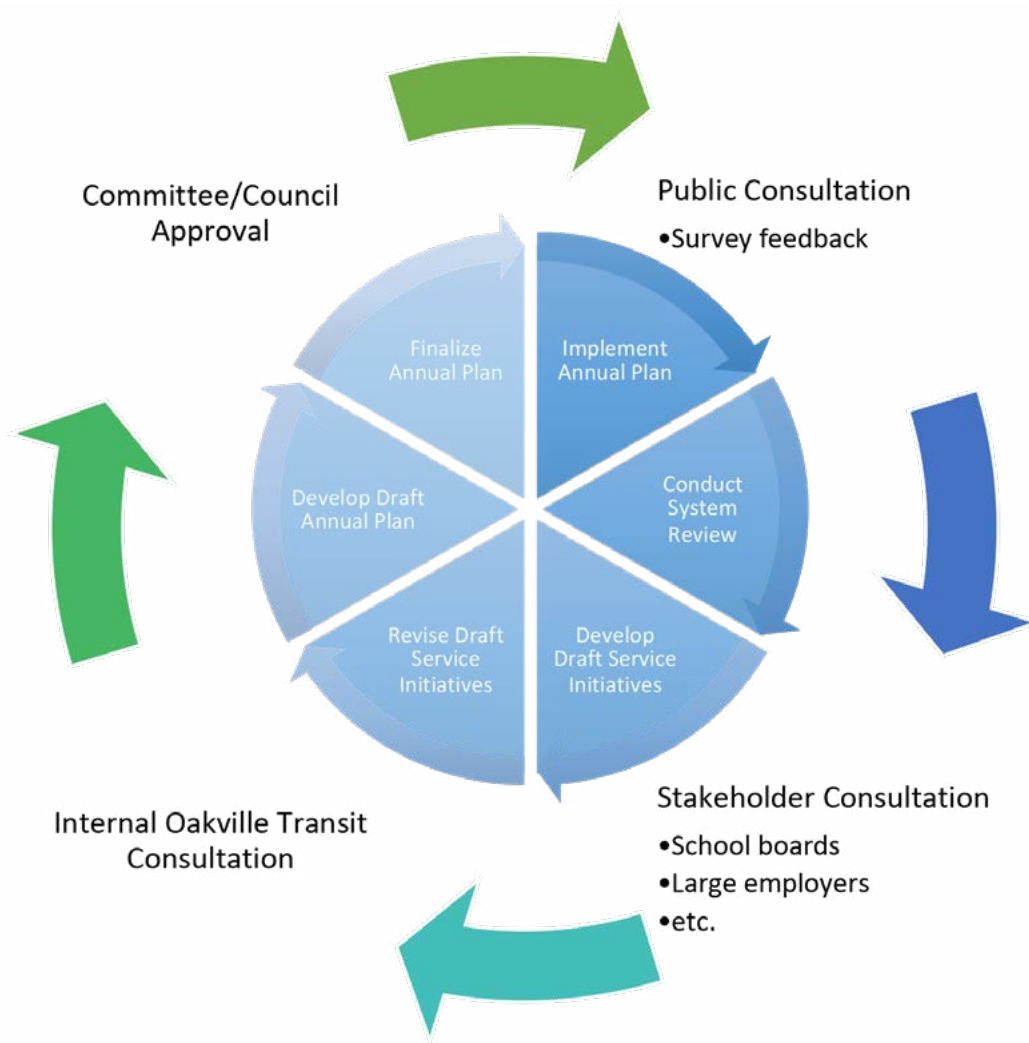
In 2022, Oakville Transit prepared a report which outlines the strategy to operate future on-demand service in areas with lower transit ridership demand. This service is planned to operate in areas where road networks do not allow for the efficient use of fixed-route transit service and areas where demand for transit service is lower during specific time periods. The Strategy also measures KPI's for when to begin the consideration of implementing the operation of On-Demand services..

Planning Process

The Oakville Transit planning process is illustrated in Figure 3. Oakville Transit’s approved 5-Year Business Plan 2025-2029 serves as the overarching strategic guide for Oakville Transit. The Annual Plan will be the document that defines the implementation of the projects and strategies identified in the 5-Year Business Plan.

The *Annual Accessibility Plan*, *Annual Service Plan* and *On-Demand Strategy* will guide the shorter-term planning process, in addition to council initiatives, budget requests, customer requests, changes to GO Transit schedules and services, as well as customer demand.

Figure 3 - The Annual Plan planning process



Stakeholder Consultation

Stakeholder consultation is an essential part of the Annual Plan process, as it allows Oakville Transit to gather feedback, insights and perspectives from various groups and individuals who have an interest or influence the planning decisions. While preparing the 2026 Annual Service Plan, Oakville Transit staff met with the following groups of stakeholders to gather feedback:

- Staff from Halton District School Board (HDSB) and Halton Catholic District School Board (HCDSB)
- Town of Oakville and Halton Region staff
- Staff from neighbouring transit agencies (Burlington Transit, MiWay, Milton Transit, Metrolinx),
- Employers in the Town: Collins Aerospace, Halton Healthcare, Ford, Dana Canada Corp, Geotab, Sheridan College, Oakville Chamber of Commerce, & Visit Oakville

This is done to ensure that goals, strategies, and actions are aligned with the needs and expectations of our stakeholders, as well as to identify any potential risks, opportunities or challenges that may arise.

In addition, staff reviewed the concerns and suggestions of our customers through our feedback channels in 2025 to also guide future planning considerations. Overall, the top five categories of feedback in 2025 were:

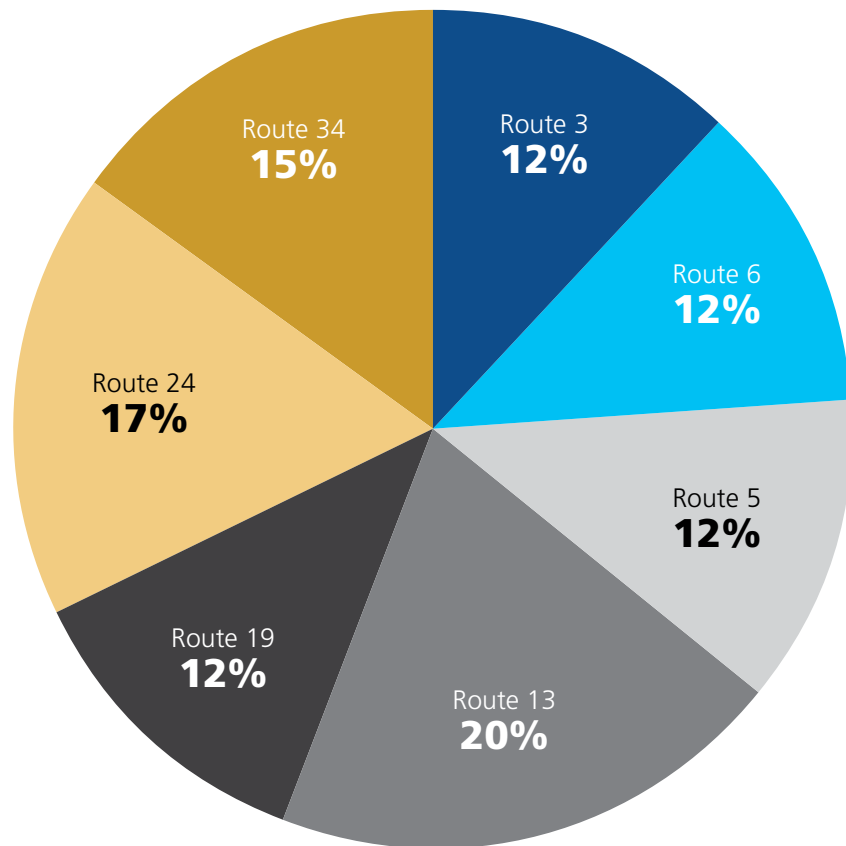
1. Reliability/Punctuality
2. Frequency
3. Convenience/Accessibility of bus stops
4. Affordability
5. Real-Time Information

This information was used to help shape the planned initiatives for 2026, as outlined in the 2026 Transit Initiatives Section below.



After analyzing customer complaints and feedback trends the majority of complaints are that of buses being late, too early, and not showing up at all. It is also seen that customers who take Route 13 – Westoak Trails experience the most inconveniences causing more complaints for that route. The pie chart below summarizes the complaints and the route to which they are attributed.

Figure 4 - 2024 Top Routes with Scheduling/Run Time Complaints



Since the time of the survey, we have implemented Phase 1 of our Frequent Transit Network utilizing Route 1 – Trafalgar and Route 5 – Dundas has been implemented. As a result of the increased frequency and system reconfiguration, issues related to transferring between routes have decreased as connections are made easier.

Additionally, real time tracking has been implemented on all of our buses available to the public via [Bus Finder](#) where users can select a route to view the location of the next bus, along with the stop locations associated with that route.

On-Demand/Ride On-Demand



Oakville Transit has been operating On-Demand service since 2015. This service was initially known as Home to Hub and is now called Ride On-Demand. The service started in newly developed areas north of Dundas as a pickup service from residents' homes to the Uptown Core Terminal (their closest 'hub') to connect to fixed route service. Using smaller capacity buses in a developing neighbourhood was useful as large conventional buses were not able to travel within these new subdivisions due to phasing and incomplete road networks while under construction. This service made use of unused capacity in the existing vehicles and resources from our specialized transit service, and comingled rides from Ride On-Demand and specialized services. The current Ride On-Demand service areas are shown in the following section.

Figure 5 - Ride On-Demand North Oakville area map



Figure 6 - Ride On-Demand Southeast Oakville area map

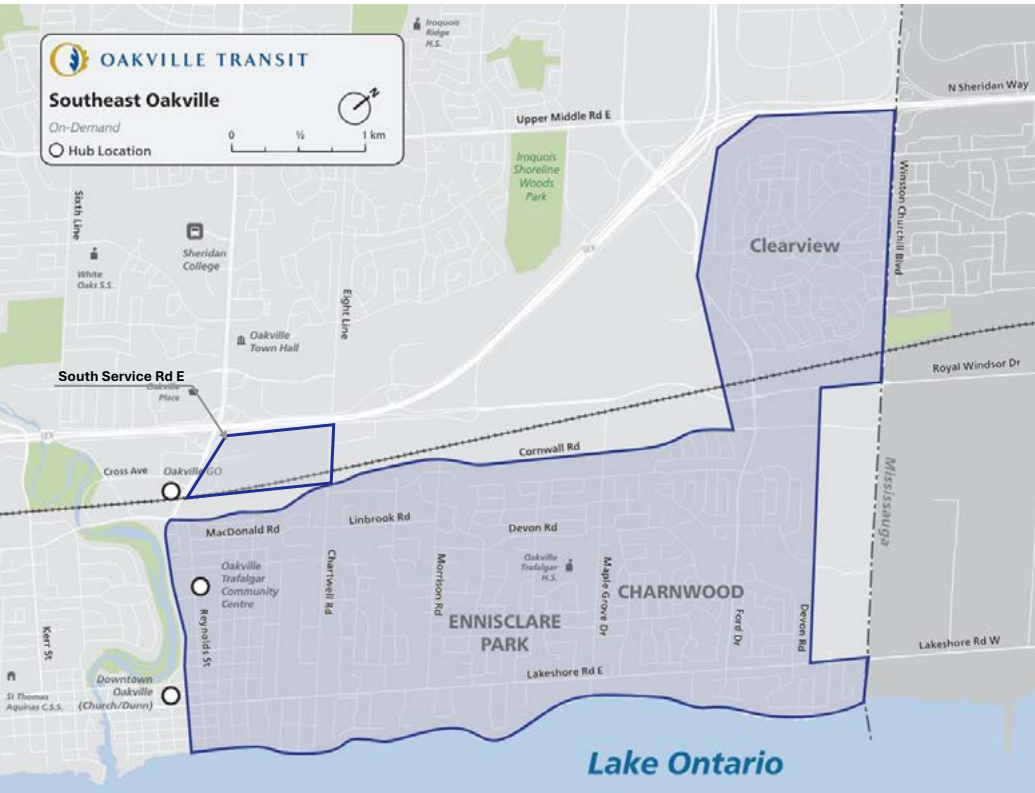


Figure 7 - Ride On-Demand Falgarwood area map

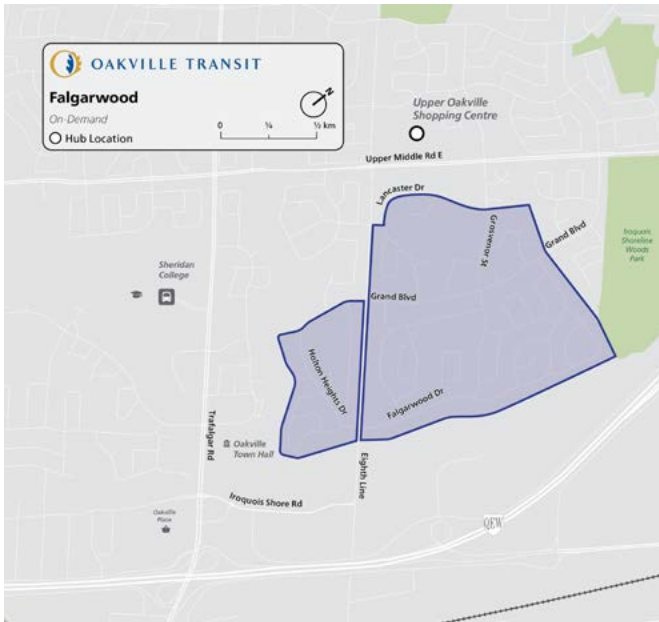
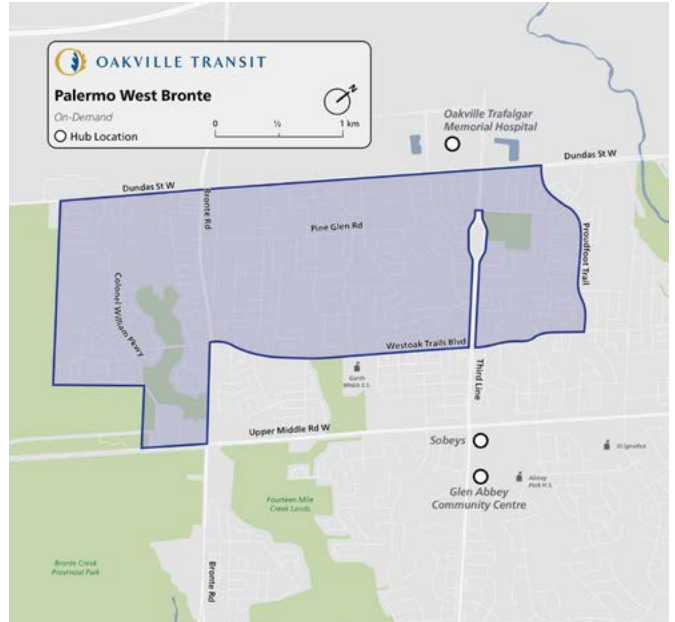


Figure 8 - Ride On-Demand Palermo West/Bronte area map



Oakville Transit will continue to operate demand responsive service in 2026. Ride On-Demand is a cost effective, flexible service delivery model designed to provide service to travelers in low transit demand areas and connect these areas with fixed route transit services. Where warranted, Ride On-Demand may replace conventional routes identified as operating less efficiently during low-demand service periods. The vision is to provide a seamless travel experience through the introduction of a single mobile application that manages start-to-end trip planning while integrating On-Demand and specialized transit, as well as third-party dedicated contracted taxi services.

In addition to the service areas noted above, Oakville Transit also operates Late Night Service (LNS) at 11:40pm from the Oakville GO Station. Customers may pre-book a LNS ride anywhere in the town as a drop off only service from the Oakville GO.

2026 Transit Initiatives

Passenger Demand Review

Demand capacity analyses measure the ratio of passengers to the total capacity on buses during each hour along a specific route. A higher percentage indicates increased utilization of the route. This insight enables Oakville Transit staff to identify routes where additional buses may be needed. By increasing the frequency of service on these routes, overall capacity per hour is expanded, improving passenger comfort and reducing overcrowding. These analyses directly inform scheduling by guiding adjustments to service frequency during peak and off-peak hours, ensuring buses run more often when demand is highest and less frequently when ridership is lower. It also helps plan for potential fleet expansions to meet growing ridership demands. Oakville Transit performs these analyses twice annually; using the findings to inform service adjustments and ensure transit offerings remain aligned with evolving ridership patterns.

Oakville Transit staff also closely monitor the revenue to cost (RC) ratio when assessing the effectiveness of routes. The RC ratio represents the percentage of a route's operating and capital expenses that are recovered through fare revenue. A higher RC ratio indicates stronger ridership and more effective cost recovery, meaning that the service is operating efficiently with lower costs per passenger. This metric helps guide important planning decisions, such as where to prioritize service enhancements or resource reallocation.

Information on performance and passenger demand for each route is provided in Appendix A.

Route Review – Customer Feedback

Oakville Transit regularly collects customer feedback on route performance, which is tracked throughout the year to identify trends. In 2024, routes 5, 13, 14, 20 and 24 were mentioned most frequently by customers. The feedback was focused on crowding and schedule adherence issues. Routes 5 and 24 were changed in 2025, in combination with Route 1, with a goal of improving service along Trafalgar Road and Dundas Street. The feedback received on routes 13 and 20 will be further investigated to determine whether improvements can be made to those routes. Route maps for routes 13 and 20 are shown in figures 9 and 10.

Figure 9 - Route 13 Westoak Trails

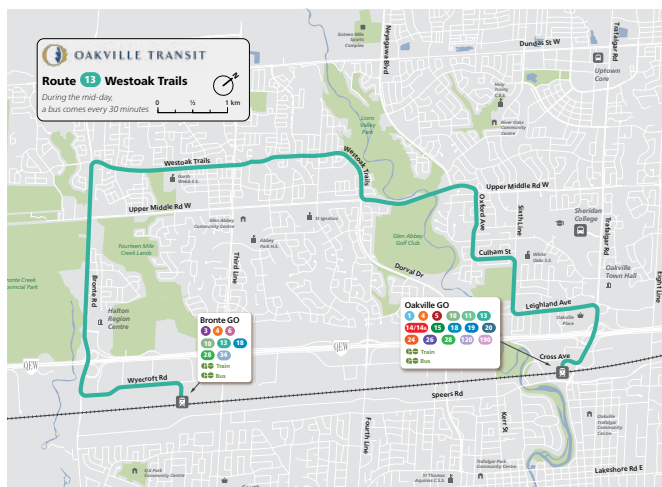


Figure 10 - Route 20 Northridge



Continued Analysis of Free Transit for Youth and Seniors

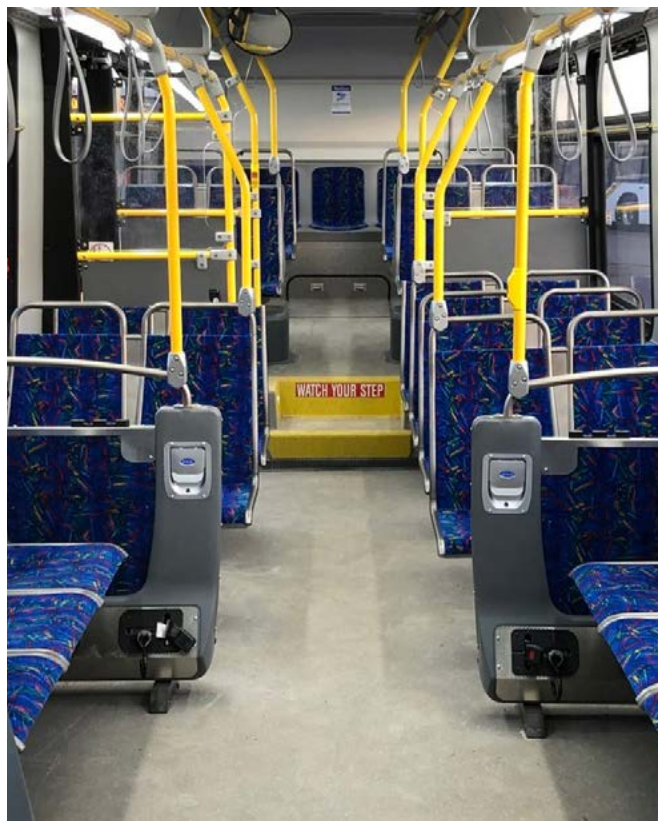
Free public transit for youth and seniors is a significant investment to improve transportation options for the overall well-being of our community. Removing travel cost also improves transit ridership. Following the launch of this initiative in May 2023, ridership rose by 24% compared to April 2023. As of July 2025, Children, Youth, and Seniors account for 37.7% of Oakville Transit’s total ridership. Oakville Transit staff will continue to review and evaluate ridership and revenue trends following the introduction of the free transit program.

Schedule Timing Changes

In 2026, Oakville Transit will continue to review ridership and demand on all its services to ascertain where additional services or increased frequency is required. This analysis allows staff to pinpoint specific routes or time periods when buses experience high passenger loads, helping to ensure that resources are allocated efficiently to alleviate crowding and improve overall service quality.

In addition, regularly reviewing on-time performance is essential to verify that buses adhere to the published schedules available on the Oakville Transit website. Throughout the year, run time assessments are conducted on various routes to validate that scheduled timings accurately reflect real-world conditions and to identify the primary causes of delays within the network. By optimizing schedules based on these insights and maintaining strong on-time performance, Oakville Transit not only ensures more reliable connections for passengers but also builds greater trust and satisfaction in the overall transit experience.

Routes 1 – Trafalgar and 5 – Dundas are particularly significant within this framework, as they accommodate a large share of cross-boundary travel and serve major transfer hubs within the town. Ensuring these routes maintain high on-time performance and appropriate capacity directly impacts the seamless integration of Oakville’s transit network with neighboring systems and supports smooth, convenient transfers for riders throughout the region.



Ride On-Demand Expansion

Industrial Areas

Oakville Transit staff will explore the possibility of extending Ride On-Demand services to key industrial zones during off-peak hours. This will accommodate customers who need to travel to or from these areas outside of the existing fixed route service hours. These areas include Wyecroft Road, North Service Road, Speers Road between Bronte and Third Line, Superior Court, and Michigan Drive. Introducing flexible, on-demand transit in these areas will improve connectivity and help to support shift workers' needs.

Newly Developed Areas

Planning staff will also assess opportunities to deploy Ride On-Demand services in newly developed neighborhoods that lack coverage by existing conventional routes. One area that will be examined is in north Oakville, located north of Dundas Street between Third Line and Neyagawa Boulevard. By providing adaptable transit options in these growing communities, Oakville Transit can proactively address emerging travel demands and encourage sustainable mobility patterns.



Conventional Routes

As previously discussed, the Oakville Transit planning team will assess demand capacity for conventional routes to identify candidates for conversion to Ride On-Demand service. Analysing demand capacity allows the planning team to identify if conventional routes are good candidates for full or partial conversion to Ride On-Demand. Some routes may require conventional service during peak periods but can be converted to Ride On-Demand during off peak hours. This analysis and resulting recommendations will be sent to the OnDemand services team for review.

Initiatives from the 2025-2029 Five Year Business Plan

The 2025-2029 5-Year Business Plan was approved by Town Council the fall of 2024. The primary objective of the 5-Year Business Plan is to develop strategies and policies to guide Oakville Transit's development of a "Family of Services" to overcome the residual impacts of the pandemic, accommodate growth, address changing needs, and align with key plans and studies throughout the 2025 to 2029 period, and beyond.

Guiding Objectives

In 2026, staff will continue to implement the recommendations from the 5-year plan. Several of these items are strategies aimed at guiding the way decisions are made. These items include:

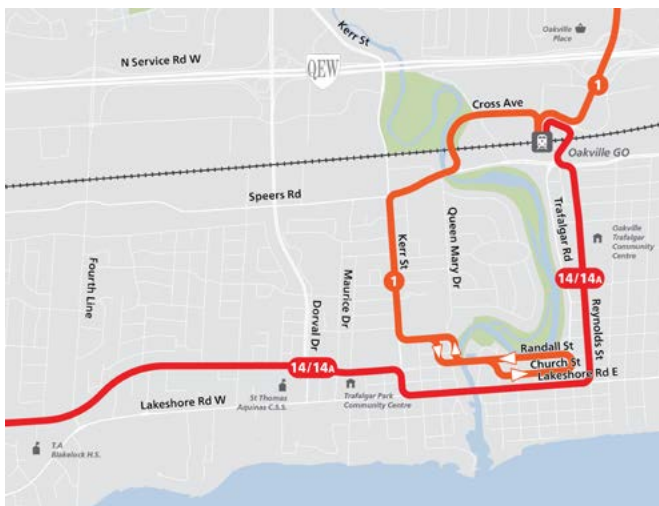
- Adopting the route network design principles to form the base for developing the Frequent Transit and Family of Services network.
- Adopting the Frequent Transit Network (FTN) and incorporate the FTN strategy into the Transportation Master Plan update.
- Continuing to ensure that the Oakville Transit route network planning is aligned with Provincial, Regional, and Local Plans including the Halton Region Integrated Master Plan and the Town of Oakville Transportation Master Plan.
- Adopting the Service Design Guidelines to guide the planning, scheduling, and management of Oakville Transit.
- Developing a program of assessing on-time schedule and transfer performance and implement a program of root cause analysis and remedial action.
- Adopting the Bus Stop Design guidelines to guide the planning and construction of new and upgraded bus stops.
- Ensuring that Active Transportation access to all bus stops is considered in the bus stop planning process.
- Reinforcing the importance of professional and courteous interaction between operators and customers. Prioritize operator training to ensure operators understand their responsibilities to deliver safe service, provide friendly customer service, and uphold commitments to schedule adherence and service excellence (Be Safe, Be Nice, Meet Your Commitments).

2026 Route Changes

As part of the phasing schedule outlined in Oakville Transit's 5-Year business plan, changes to Route 1 – Trafalgar and Route 14/14A – Lakeshore are being implemented to strategically enhance network connectivity to the downtown Lakeshore area and expand service coverage (see Figure 12 below). These changes are grounded in an analysis of evolving travel patterns, ridership demand, and an ongoing assessment of fleet capacity to ensure that resources are deployed effectively.

By extending Route 1 to provide access to the Kerr St/downtown loop previously served by Route 14/14A, the transit network will deliver high-frequency service, every 15 minutes or better, to the vibrant downtown Lakeshore area. This improvement not only enhances connectivity for local residents but also supports increased accessibility to key commercial and cultural destinations, encouraging greater transit use and strengthening community ties.

Figure 12 - Routing changes to Kerr Village and Downtown Lakeshore areas



Meanwhile, Route 14/14A will be rerouted to extend service across Lakeshore Road W to Reynolds Street, providing convenient stops at important local destinations including the central branch of the Oakville Library, Oakville Curling Club, and the Oakville Trafalgar Community Centre.

These reconfigurations will improve access and travel options for residents while supporting the vibrancy and economic activity of Kerr Village and the Downtown Lakeshore communities. Such phased changes also allow for ongoing monitoring and fine-tuning, enabling Oakville Transit to respond proactively to community growth and shifting transit needs over time.

Introduction of Travel Training Guide

As part of the 5-Year Business Plan, Oakville Transit created a Travel Training program in 2025 to provide a one-on-one training program to assist customers with travelling on its bus system. The program includes a "How To's" presentation on the network, services offered, the process of boarding/alighting a bus, as well as an overview of the available technology (PRESTO, Mobile app/wallet, etc.). Moving into 2026, the Travel Training program will play a crucial role in promoting transit accessibility and independence for new riders, seniors, and individuals with disabilities by reducing barriers to use.

Fleet Expansion

With the continued growth of not only the Transit Network, but the Town itself, expanding the conventional and specialized fleet is essential to enhance service levels and meet increasing demand. The planned allocation of the new conventional buses for 2026 is as follows:

Total Conventional Buses	Route 1 – Trafalgar	Route 14/14A – Lakeshore	Route 3 – Third Line
5	3	1	1

This allocation ensures that service frequency on Route 1 – Trafalgar is maintained even as the route was extended to include the downtown loop that was previously part of Route 14/14A – Lakeshore. By adding extra buses to accommodate the extended route, consistent wait times and reliable service for riders can be sustained. Additionally, increasing the fleet by one bus each on Route 14/14A – Lakeshore and Route 3 – Third Line will boost service frequency along these corridors, responding directly to findings from recent ridership and demand-capacity analyses.

Additionally, two specialized electric buses will be added to bolster the On-Demand and Care-A-Van services, enhancing accessibility and sustainable transit options for those who rely on specialized transport.

Looking beyond 2026, Oakville Transit plans to further expand its fleet in 2027 with seven more conventional buses and two specialized electric vehicles. The precise allocation of these buses will be carefully determined within the Oakville Transit 2027 Annual Plan, ensuring that fleet growth remains closely aligned with evolving travel patterns, service demands, and community development.

Projects

Bus stop infrastructure

New or Existing Existing
Year Approved Ongoing
Total Project Cost \$210,000
Estimated year of completion Ongoing

Oakville Transit has an annual program to improve accessibility at our on-street bus stops for all customers. Today, 82% of Oakville Transit’s 1,151 bus stops are accessible. Plans are in place to continue to improve accessibility as well as improve customer amenities by installing new transit shelters, concrete pads, and garbage receptacles in 2026. The project improves the quality of the rider experience by providing weather protection, better lighting and seating, and increased accessibility standards. Additionally, Oakville Transit is undergoing a complete inventory review of all transit stops and their related infrastructure to aid in future planning and project efficiency.

Energy Infrastructure Program

New or Existing Existing
Year Approved 2023
Total Project Cost \$126 million
Estimated year of completion 2033-2037

Oakville Transit is using funding from the Investing in Canada Infrastructure Program (ICIP), to support transition to Battery Electric Buses (BEB). In conjunction with receiving delivery of BEBs, Oakville Transit requires supply, installation, and on-going operation and maintenance of the associated energy infrastructure. In keeping with the Town of Oakville’s Sustainable Green Fleet procurement initiative and its recent declaration of a Climate Change Emergency, Oakville Transit (OT) is currently engaged with PowerON for design, construction, and operations and maintenance of energy infrastructure assets. There is a separate contract for the construction management of the facilities expansion.





Charging infrastructure will include charging units, and interface with the utility grid and will include transformer upgrades, energy storage unit(s), a substation, and natural gas generators. The power sources will be tied to a micro grid, which will manage the power supply and provide transit with resiliency and backup power for 48 hours.

Use of BEBs significantly reduces GHG emissions and eliminates residential noise associated with operation of diesel buses, while reducing maintenance, operating and whole life costs. Overall, BEBs will improve the quality and safety of transit while having a positive impact on the Town of Oakville. Charging infrastructure will be phased over the next 10-14 years to remain proportionate to the percentage of the fleet converted to BEB.

Phase 1 was completed in Q4 of 2024, and Phase 2 will be completed in Q1 of 2027. Phase 3 aligns with full fleet electrification planned for completion in 2033-37.

Conventional Electric Bus Expansion and Replacement

New or Existing Existing
Year Approved 2022
Total Project Cost \$15,432,000
Estimated year of completion Ongoing

This is the annual replacement program for conventional buses that have reached their retirement age or exceeded their life expectancy; the point at which it is too costly to maintain, and downtime is extensive. This replacement plan addresses the strategic objective to continuously improve our programs and services and to have programs and services that are accessible. The amount budgeted in each year varies relative to the number of buses expected to reach the end of their useful life each year. 9 conventional buses are due for replacement in 2026 with an additional 7 buses expected to increase our conventional fleet. Starting in 2021 all replacement conventional buses are to be Zero Emission Battery Electric Buses.

Specialized Electric Vehicle Expansion and Replacement

New or Existing Existing

Year Approved 2022

Total Project Cost \$4,775,000

Estimated year of completion Ongoing

The is an expansion plan of the specialized and On Demand transit fleet to provide expanded services to the town while continuing to address compliance issues resulting from Accessibility for Ontarians with Disabilities Act (AODA) legislation. Demand for both specialized and on demand service continues to increase significantly and all ride requests from registered customers must be accommodated. Specialized transit buses provide for shared ride opportunities not available through use of contracted taxis. The buses utilized for specialized transit are also used for Oakville Transit's other On-Demand service. It is anticipated that demand for this service type will also continue to expand as it has the potential to preclude the need for more expensive fixed route conventional service in low demand and/or new developments. In Q4 2025, 6 specialized BEB's are planned for delivery.

Palermo Terminal

New or Existing Existing

Year Approved 2023

Total Project Cost \$21,450,000

Estimated year of completion TBD

The Palermo Terminal project involves the purchase of land and subsequent construction of a transit terminal in the northwest area of town. This terminal would serve as a boarding and transfer point for transit customers traveling from routes in the north wishing to continue their journey to points south of Dundas including the GO Trains. In addition, the terminal will facilitate connections between Oakville Transit service and the transit services provided by Burlington, Milton and GO Transit. The terminal has been incorporated into the Palermo Village Corporation draft plan of subdivision and zoning by-law amendment application, which is currently going through the development review process coordinated by the Town of Oakville's planning department.

CONCLUSION AND NEXT STEPS

Oakville Transit staff continue to pursue improvements in quality, accessibility, and sustainability for public transportation in the Town of Oakville.

On Demand Service also allows for improved accessibility to transit system while remaining cost-effective for areas with low ridership. Electrification of all vehicles is in progress and will see further expansion for a more sustainable future for Oakville Transit.

Oakville Transit will continue to evaluate system and route performance as we look to implement the 2026 initiatives and as we move towards full ridership recovery and further growth in 2026 and beyond.



Appendix A – Route Snapshots

Route 1 – Trafalgar

Current Operating Period and Frequency in Minutes (March 2025)

Mon. to Fri. A.M. Rush Hour	Mon. to Fri. Mid-Day	Mon. to Fri. P.M. Rush Hour	Mon. to Fri. Evening	Saturday	Sunday/Holiday
60	60	60	60	n/a	n/a

Current Performance (March 2025)

Performance Indicator		Boardings
Average daily boardings	Weekday	640
	Saturday	n/a
	Sunday/Holiday	n/a
Average boardings per hour	Weekday	40
	Saturday	n/a
	Sunday/Holiday	n/a
Net cost per boarding	Weekday	\$5.77
	Saturday	n/a
	Sunday/Holiday	n/a
Revenue-to-cost-ratio	Weekday rush hour	26%
	Saturday	n/a
	Sunday/Holiday	n/a

Current Demand-Capacity (January 2025)

Demand-Capacity Indicator		Boardings	Time Period
Highest boardings	Weekday	23	11 a.m.-noon
	Saturday	n/a	n/a
	Sunday/Holiday	n/a	n/a
Lowest boardings	Weekday	10	6-7 a.m.
	Saturday	n/a	n/a
	Sunday/Holiday	n/a	n/a
Max Demand-Capacity ratio	Weekday rush hour		18%
	Saturday		n/a
	Sunday/Holiday		n/a
Time periods with 10 boardings or less per hour	Weekday AM		6-7 a.m.
	Weekday PM		n/a
	Sunday/Holiday		n/a

Route 3 – Third Line

Current Operating Period and Frequency in Minutes (March 2025)

Mon. to Fri. A.M. Rush Hour	Mon. to Fri. Mid-Day	Mon. to Fri. P.M. Rush Hour	Mon. to Fri. Evening	Saturday	Sunday/Holiday
20	20	20	60	30	30

Current Performance (March 2025)

Performance Indicator	Boardings	
Average daily boardings	Weekday	739.95
	Saturday	302.20
	Sunday/Holiday	171.40
Average boardings per hour	Weekday	16
	Saturday	13
	Sunday/Holiday	15
Net cost per boarding	Weekday	\$14.17
	Saturday	\$17.34
	Sunday/Holiday	\$15.35
Revenue-to-cost-ratio	Weekday	11%
	Saturday	9%
	Sunday/Holiday	11%

Current Demand-Capacity (January 2025)

Demand-Capacity Indicator	Boardings	Time Period
Highest boardings	Weekday	38
	Saturday	24
	Sunday/Holiday	29
Lowest boardings	Weekday	9
	Saturday	8
	Sunday/Holiday	11
Max Demand-Capacity ratio	Weekday	13%
	Saturday	11%
	Sunday/Holiday	14%
Time periods with 10 boardings or less per hour	Weekday	n/a
	Saturday	7-8 a.m.
	Sunday/Holiday	n/a

Route 4 – Speers - Cornwall

Current Operating Period and Frequency in Minutes (March 2025)

Mon. to Fri. A.M. Rush Hour	Mon. to Fri. Mid-Day	Mon. to Fri. P.M. Rush Hour	Mon. to Fri. Evening	Saturday	Sunday/Holiday
20	30	20	60	60	60

Current Performance (March 2025)

Performance Indicator		Boardings
Average daily boardings	Weekday	1,008.86
	Saturday	329.20
	Sunday/Holiday	186.60
Average boardings per hour	Weekday	21
	Saturday	21
	Sunday/Holiday	13
Net cost per boarding	Weekday	\$10.80
	Saturday	\$11.23
	Sunday/Holiday	\$18.26
Revenue-to-cost-ratio	Weekday	13%
	Saturday	14%
	Sunday/Holiday	8%

Current Demand-Capacity (January 2025)

Demand-Capacity Indicator		Boardings	Time Period
Highest boardings	Weekday	42	3-4 p.m.
	Saturday	24	1-2 p.m.
	Sunday/Holiday	25	12-1 p.m.
Lowest boardings	Weekday	12	11 p.m.-midnight
	Saturday	8	9-11 p.m.
	Sunday/Holiday	1	7-8 a.m.
Max Demand-Capacity ratio	Weekday		18%
	Saturday		11%
	Sunday/Holiday		12%
Time periods with 10 boardings or less per hour	Weekday		n/a
	Saturday		10 a.m.-3 p.m., 11 p.m.-midnight
	Sunday/Holiday		7-8 a.m.

Route 5 – Dundas

Current Operating Period and Frequency in Minutes (March 2025)

Mon. to Fri. A.M. Rush Hour	Mon. to Fri. Mid-Day	Mon. to Fri. P.M. Rush Hour	Mon. to Fri. Evening	Saturday	Sunday/Holiday
15	30	15	60	30	30

Current Performance (March 2025)

Performance Indicator		Boardings
Average daily boardings	Weekday	1,954.86
	Saturday	1,434.20
	Sunday/Holiday	1,148.80
Average boardings per hour	Weekday	24
	Saturday	35
	Sunday/Holiday	29
Net cost per boarding	Weekday	\$9.75
	Saturday	\$6.66
	Sunday/Holiday	\$7.97
Revenue-to-cost-ratio	Weekday	17%
	Saturday	25%
	Sunday/Holiday	21%

Current Demand-Capacity (January 2025)

Demand-Capacity Indicator		Boardings	Time Period
Highest boardings	Weekday	114	9-10 p.m.
	Saturday	51	1-2 p.m.
	Sunday/Holiday	49	5-6 p.m.
Lowest boardings	Weekday	10	11 p.m.-midnight
	Saturday	9	7-8 p.m.
	Sunday/Holiday	22	8-9 a.m.
Max Demand-Capacity ratio	Weekday		22%
	Saturday		26%
	Sunday/Holiday		22%
Time periods with 10 boardings or less per hour	Weekday		11 p.m.-midnight
	Saturday		7-8 p.m.
	Sunday/Holiday		n/a

Route 6 – Upper Middle

Current Operating Period and Frequency in Minutes (March 2025)

Mon. to Fri. A.M. Rush Hour	Mon. to Fri. Mid-Day	Mon. to Fri. P.M. Rush Hour	Mon. to Fri. Evening	Saturday	Sunday/Holiday
30	45	30	60	60	60

Current Performance (March 2025)

Performance Indicator		Boardings
Average daily boardings	Weekday	637.81
	Saturday	418.60
	Sunday/Holiday	191.80
Average boardings per hour	Weekday	23
	Saturday	28
	Sunday/Holiday	11
Net cost per boarding	Weekday	\$10.12
	Saturday	\$8.22
	Sunday/Holiday	\$20.69
Revenue-to-cost-ratio	Weekday	18%
	Saturday	20%
	Sunday/Holiday	8%

Current Demand-Capacity (January 2025)

Demand-Capacity Indicator		Boardings	Time Period
Highest boardings	Weekday	53	11 a.m.-noon
	Saturday	27	6-7 p.m.
	Sunday/Holiday	49	5-6 p.m.
Lowest boardings	Weekday	25	7-8 p.m.
	Saturday	0	3-5 p.m.
	Sunday/Holiday	4	7-8 a.m.
Max Demand-Capacity ratio	Weekday	22%	
	Saturday	11%	
	Sunday/Holiday	14%	
Time periods with 10 boardings or less per hour	Weekday	n/a	
	Saturday	6-7 a.m., noon-2 p.m., 3-5 p.m., 7-8 p.m.	
	Sunday/Holiday	7-8 a.m., 7-8 p.m.	

Route 10 – West Industrial

Current Operating Period and Frequency in Minutes (March 2025)

Mon. to Fri. A.M. Rush Hour	Mon. to Fri. Mid-Day	Mon. to Fri. P.M. Rush Hour	Mon. to Fri. Evening	Saturday	Sunday/Holiday
30	n/a	30	n/a	n/a	n/a

Current Performance (March 2025)

Performance Indicator	Boardings	
Average daily boardings	Weekday rush hour	392.52
	Weekday non-rush hour	n/a
	Sunday/Holiday	n/a
Average boardings per hour	Weekday rush hour	36
	Saturday	n/a
	Sunday/Holiday	n/a
Net cost per boarding	Weekday rush hour	\$6.38
	Weekday all day	n/a
	Saturday	n/a
Revenue-to-cost-ratio	Weekday rush hour	14%
	Weekday non-rush hour	n/a
	Sunday/Holiday	n/a

Current Demand-Capacity (January 2025)

Demand-Capacity Indicator	Boardings	Time Period
Highest boardings	Weekday	4-5 p.m.
	Saturday	n/a
	Sunday/Holiday	n/a
Lowest boardings	Weekday	10-11 a.m.
	Saturday	n/a
	Sunday/Holiday	n/a
Max Demand-Capacity ratio	Weekday	34%
	Saturday	n/a
	Sunday/Holiday	n/a
Time periods with 10 boardings or less per hour	Weekday	10-11 a.m.
	Saturday	n/a
	Sunday/Holiday	n/a

Route 11 – Linbrook

Current Operating Period and Frequency in Minutes (March 2025)

Mon. to Fri. A.M. Rush Hour	Mon. to Fri. Mid-Day	Mon. to Fri. P.M. Rush Hour	Mon. to Fri. Evening	Saturday	Sunday/Holiday
60	60	60	n/a	n/a	n/a

Current Performance (March 2025)

Performance Indicator	Boardings	
Average daily boardings	Weekday	265.71
	Saturday	n/a
	Sunday/Holiday	n/a
Average boardings per hour	Weekday	18
	Saturday	n/a
	Sunday/Holiday	n/a
Net cost per boarding	Weekday	\$13.17
	Saturday	n/a
	Sunday/Holiday	n/a
Revenue-to-cost-ratio	Weekday	13%
	Saturday	n/a
	Sunday/Holiday	n/a

Current Demand-Capacity (January 2025)

Demand-Capacity Indicator	Boardings	Time Period
Highest boardings	Weekday	57
	Saturday	n/a
	Sunday/Holiday	n/a
Lowest boardings	Weekday	5
	Saturday	n/a
	Sunday/Holiday	n/a
Max Demand-Capacity ratio	Weekday	13%
	Saturday	n/a
	Sunday/Holiday	n/a
Time periods with 10 boardings or less per hour	Weekday	5-6 a.m., 4-5 p.m.
	Saturday	n/a
	Sunday/Holiday	n/a

Route 12 – Winston Park

Current Operating Period and Frequency in Minutes (March 2025)

Mon. to Fri. A.M. Rush Hour	Mon. to Fri. Mid-Day	Mon. to Fri. P.M. Rush Hour	Mon. to Fri. Evening	Saturday	Sunday/Holiday
30	n/a	30	n/a	n/a	n/a

Current Performance (March 2025)

Performance Indicator	Boardings	
Average daily boardings	Weekday	255.95
	Saturday	n/a
	Sunday/Holiday	n/a
Average boardings per hour	Weekday	19
	Saturday	n/a
	Sunday/Holiday	n/a
Net cost per boarding	Weekday	\$11.93
	Saturday	n/a
	Sunday/Holiday	n/a
Revenue-to-cost-ratio	Weekday	12%
	Saturday	n/a
	Sunday/Holiday	n/a

Current Demand-Capacity (January 2025)

Demand-Capacity Indicator	Boardings	Time Period
Highest boardings	Weekday	100
	Saturday	n/a
	Sunday/Holiday	n/a
Lowest boardings	Weekday	4
	Saturday	n/a
	Sunday/Holiday	n/a
Max Demand-Capacity ratio	Weekday	16%
	Saturday	n/a
	Sunday/Holiday	n/a
Time periods with 10 boardings or less per hour	Weekday	11 p.m.-midnight
	Saturday	n/a
	Sunday/Holiday	n/a

Route 13 – Westoak Trails

Current Operating Period and Frequency in Minutes (March 2025)

Mon. to Fri. A.M. Rush Hour	Mon. to Fri. Mid-Day	Mon. to Fri. P.M. Rush Hour	Mon. to Fri. Evening	Saturday	Sunday/Holiday
20/30	20/30	20/30	30	60	60

Current Performance (March 2025)

Performance Indicator		Boardings
Average daily boardings	Weekday	1,001.71
	Saturday	457.20
	Sunday/Holiday	267.80
Average boardings per hour	Weekday	21
	Saturday	32
	Sunday/Holiday	20
Net cost per boarding	Weekday	\$10.98
	Saturday	\$7.13
	Sunday/Holiday	\$11.79
Revenue-to-cost-ratio	Weekday	16%
	Saturday	23%
	Sunday/Holiday	15%

Current Demand-Capacity (January 2025)

Demand-Capacity Indicator		Boardings	Time Period
Highest boardings	Weekday	100	7-8 a.m.
	Saturday	62	2-3 p.m.
	Sunday/Holiday	39	2-3 p.m.
Lowest boardings	Weekday	4	11 p.m.-midnight
	Saturday	0	5-6 p.m.
	Sunday/Holiday	4	7-8 p.m.
Max Demand-Capacity ratio	Weekday	22%	
	Saturday	15%	
	Sunday/Holiday	16%	
Time periods with 10 boardings or less per hour	Weekday	11 p.m.-midnight	
	Saturday	6-7 a.m., 11 a.m.-noon, 4-6 p.m., 7-8 p.m.	
	Sunday/Holiday	7-8 p.m.	

Route 14/14A – Lakeshore West

Current Operating Period and Frequency in Minutes (March 2025)

Mon. to Fri. A.M. Rush Hour	Mon. to Fri. Mid-Day	Mon. to Fri. P.M. Rush Hour	Mon. to Fri. Evening	Saturday	Sunday/Holiday
15	30	15	30	30	30

Current Performance (March 2025)

Performance Indicator		Boardings
Average daily boardings	Weekday	2,042.19
	Saturday	1,114.40
	Sunday/Holiday	827.40
Average boardings per hour	Weekday	25
	Saturday	26
	Sunday/Holiday	20
Net cost per boarding	Weekday	\$9.36
	Saturday	\$8.84
	Sunday/Holiday	\$11.50
Revenue-to-cost-ratio	Weekday	17%
	Saturday	18%
	Sunday/Holiday	14%

Current Demand-Capacity (January 2025)

Demand-Capacity Indicator		Boardings	Time Period
Highest boardings	Weekday	167	10-11 a.m.
	Saturday	86	10-11 a.m.
	Sunday/Holiday	92	noon-1 p.m.
Lowest boardings	Weekday	13	5-6 a.m.
	Saturday	4	6-7 a.m.
	Sunday/Holiday	12	7-8 a.m.
Max Demand-Capacity ratio	Weekday	23%	
	Saturday	19%	
	Sunday/Holiday	20%	
Time periods with 10 boardings or less per hour	Weekday	5-6 a.m.	
	Saturday	6-7 a.m.	
	Sunday/Holiday	n/a	

Route 15 – Bridge

Current Operating Period and Frequency in Minutes (March 2025)

Mon. to Fri. A.M. Rush Hour	Mon. to Fri. Mid-Day	Mon. to Fri. P.M. Rush Hour	Mon. to Fri. Evening	Saturday	Sunday/Holiday
40	30	40	60	60	60

Current Performance (March 2025)

Performance Indicator	Boardings	
Average daily boardings	Weekday	463.10
	Saturday	197
	Sunday/Holiday	211
Average boardings per hour	Weekday	18
	Saturday	19
	Sunday/Holiday	19
Net cost per boarding	Weekday	\$12.63
	Saturday	\$12.04
	Sunday/Holiday	\$12.47
Revenue-to-cost-ratio	Weekday	13%
	Saturday	14%
	Sunday/Holiday	13%

Current Demand-Capacity (January 2025)

Demand-Capacity Indicator	Boardings	Time Period
Highest boardings	Weekday	38
	Saturday	30
	Sunday/Holiday	44
Lowest boardings	Weekday	16
	Saturday	4
	Sunday/Holiday	15
Max Demand-Capacity ratio	Weekday	18%
	Saturday	17%
	Sunday/Holiday	18%
Time periods with 10 boardings or less per hour	Weekday	n/a
	Saturday	8-9 p.m.
	Sunday/Holiday	n/a

Route 18 – Glen Abbey South

Current Operating Period and Frequency in Minutes (March 2025)

Mon. to Fri. A.M. Rush Hour	Mon. to Fri. Mid-Day	Mon. to Fri. P.M. Rush Hour	Mon. to Fri. Evening	Saturday	Sunday/Holiday
30	30	30	30	60	60

Current Performance (March 2025)

Performance Indicator		Boardings
Average daily boardings	Weekday	494.24
	Saturday	250.60
	Sunday/Holiday	162.20
Average boardings per hour	Weekday	23
	Saturday	34
	Sunday/Holiday	19
Net cost per boarding	Weekday	\$9.88
	Saturday	\$6.86
	Sunday/Holiday	\$12.24
Revenue-to-cost-ratio	Weekday	15%
	Saturday	24%
	Sunday/Holiday	13%

Current Demand-Capacity (January 2025)

Demand-Capacity Indicator		Boardings	Time Period
Highest boardings	Weekday	40	4-5 p.m.
	Saturday	28	1-2 p.m.
	Sunday/Holiday	30	4-5 p.m.
Lowest boardings	Weekday	15	6-7 a.m.
	Saturday	5	7-8 a.m.
	Sunday/Holiday	9	8-9 a.m.
Max Demand-Capacity ratio	Weekday		17%
	Saturday		15%
	Sunday/Holiday		17%
Time periods with 10 boardings or less per hour	Weekday		n/a
	Saturday		7-9 a.m., 10-11 a.m.
	Sunday/Holiday		8-9 a.m.

Route 19 – River Oaks

Current Operating Period and Frequency in Minutes (March 2025)

Mon. to Fri. A.M. Rush Hour	Mon. to Fri. Mid-Day	Mon. to Fri. P.M. Rush Hour	Mon. to Fri. Evening	Saturday	Sunday/Holiday
30	30	30	60	60	60

Current Performance (March 2025)

Performance Indicator		Boardings
Average daily boardings	Weekday	1,048.71
	Saturday	223.20
	Sunday/Holiday	164.40
Average boardings per hour	Weekday	32
	Saturday	19
	Sunday/Holiday	13
Net cost per boarding	Weekday	\$7.19
	Saturday	\$11.97
	Sunday/Holiday	\$17.41
Revenue-to-cost-ratio	Weekday	25%
	Saturday	16%
	Sunday/Holiday	11%

Current Demand-Capacity (January 2025)

Demand-Capacity Indicator		Boardings	Time Period
Highest boardings	Weekday	97	11 a.m.-noon
	Saturday	37	3-4 p.m.
	Sunday/Holiday	37	4-5 p.m.
Lowest boardings	Weekday	15	10-11 p.m.
	Saturday	14	7-8 p.m.
	Sunday/Holiday	16	5-6 p.m.
Max Demand-Capacity ratio	Weekday		25%
	Saturday		20%
	Sunday/Holiday		20%
Time periods with 10 boardings or less per hour	Weekday		n/a
	Saturday		n/a
	Sunday/Holiday		n/a

Route 20 – Northridge

Current Operating Period and Frequency in Minutes (March 2025)

Mon. to Fri. A.M. Rush Hour	Mon. to Fri. Mid-Day	Mon. to Fri. P.M. Rush Hour	Mon. to Fri. Evening	Saturday	Sunday/Holiday
30	30	30	60	60	60

Current Performance (March 2025)

Performance Indicator		Boardings
Average daily boardings	Weekday	765.43
	Saturday	252.20
	Sunday/Holiday	191.40
Average boardings per hour	Weekday	31
	Saturday	30
	Sunday/Holiday	21
Net cost per boarding	Weekday	\$7.53
	Saturday	\$7.70
	Sunday/Holiday	\$10.85
Revenue-to-cost-ratio	Weekday	23%
	Saturday	24%
	Sunday/Holiday	17%

Current Demand-Capacity (January 2025)

Demand-Capacity Indicator		Boardings	Time Period
Highest boardings	Weekday	84	11 a.m.-noon
	Saturday	32	4-5 p.m.
	Sunday/Holiday	32	1-2 p.m.
Lowest boardings	Weekday	5	10-11 p.m.
	Saturday	6	8-9 p.m.
	Sunday/Holiday	9	8-9 a.m.
Max Demand-Capacity ratio	Weekday	18%	
	Saturday	20%	
	Sunday/Holiday	18%	
Time periods with 10 boardings or less per hour	Weekday	9 p.m.-midnight	
	Saturday	8-10 p.m.	
	Sunday/Holiday	8-9 a.m.	

Route 24 – South Common

Current Operating Period and Frequency in Minutes (March 2025)

Mon. to Fri. A.M. Rush Hour	Mon. to Fri. Mid-Day	Mon. to Fri. P.M. Rush Hour	Mon. to Fri. Evening	Saturday	Sunday/Holiday
20	30	20	30	30	30

Current Performance (March 2025)

Performance Indicator		Boardings
Average daily boardings	Weekday	2,253.81
	Saturday	1,606.40
	Sunday/Holiday	1,190.40
Average boardings per hour	Weekday	33
	Saturday	52
	Sunday/Holiday	39
Net cost per boarding	Weekday	\$7.05
	Saturday	\$4.42
	Sunday/Holiday	\$5.89
Revenue-to-cost-ratio	Weekday	20%
	Saturday	33%
	Sunday/Holiday	24%

Current Demand-Capacity (January 2025)

Demand-Capacity Indicator		Boardings	Time Period
Highest boardings	Weekday	76	11 a.m.-noon
	Saturday	72	4-5 p.m.
	Sunday/Holiday	32	1-2 p.m.
Lowest boardings	Weekday	33	11 p.m.-midnight
	Saturday	31	11 p.m.-midnight
	Sunday/Holiday	9	7-8 p.m.
Max Demand-Capacity ratio	Weekday		35%
	Saturday		37%
	Sunday/Holiday		34%
Time periods with 10 boardings or less per hour	Weekday		n/a
	Saturday		n/a
	Sunday/Holiday		7-8 p.m.

Route 26 – Falgarwood

Current Operating Period and Frequency in Minutes (March 2025)

Mon. to Fri. A.M. Rush Hour	Mon. to Fri. Mid-Day	Mon. to Fri. P.M. Rush Hour	Mon. to Fri. Evening	Saturday	Sunday/Holiday
n/a	n/a	1	n/a	n/a	n/a

Current Performance (March 2025)

Performance Indicator	Boardings	
Average daily boardings	Weekday	2.52
	Saturday	n/a
	Sunday/Holiday	n/a
Average boardings per hour	Weekday	7
	Saturday	n/a
	Sunday/Holiday	n/a
Net cost per boarding	Weekday	\$33.53
	Saturday	n/a
	Sunday/Holiday	n/a
Revenue-to-cost-ratio	Weekday	3%
	Saturday	n/a
	Sunday/Holiday	n/a

Current Demand-Capacity (January 2025)

Demand-Capacity Indicator	Boardings	Time Period
Highest boardings	Weekday	5-6 p.m.
	Saturday	n/a
	Sunday/Holiday	n/a
Lowest boardings	Weekday	5-6 p.m.
	Saturday	n/a
	Sunday/Holiday	n/a
Max Demand-Capacity ratio	Weekday	21%
	Saturday	n/a
	Sunday/Holiday	n/a
Time periods with 10 boardings or less per hour	Weekday	n/a
	Saturday	n/a
	Sunday/Holiday	n/a

Route 28 – Glen Abbey North

Current Operating Period and Frequency in Minutes (March 2025)

Mon. to Fri. A.M. Rush Hour	Mon. to Fri. Mid-Day	Mon. to Fri. P.M. Rush Hour	Mon. to Fri. Evening	Saturday	Sunday/Holiday
30	30	30	60	60	60

Current Performance (March 2025)

Performance Indicator	Boardings	
Average daily boardings	Weekday	627.29
	Saturday	306.60
	Sunday/Holiday	245.80
Average boardings per hour	Weekday	21
	Saturday	28
	Sunday/Holiday	19
Net cost per boarding	Weekday	\$11.03
	Saturday	\$8.38
	Sunday/Holiday	\$11.97
Revenue-to-cost-ratio	Weekday	15%
	Saturday	18%
	Sunday/Holiday	13%

Current Demand-Capacity (January 2025)

Demand-Capacity Indicator	Boardings	Time Period
Highest boardings	Weekday	25
	Saturday	28
	Sunday/Holiday	12
Lowest boardings	Weekday	6
	Saturday	12
	Sunday/Holiday	n/a
Max Demand-Capacity ratio	Weekday	20%
	Saturday	13%
	Sunday/Holiday	16%
Time periods with 10 boardings or less per hour	Weekday	n/a
	Saturday	6-10 a.m., 2-3 p.m.
	Sunday/Holiday	n/a

Route 34 – Pine Glen

Current Operating Period and Frequency in Minutes (March 2025)

Mon. to Fri. A.M. Rush Hour	Mon. to Fri. Mid-Day	Mon. to Fri. P.M. Rush Hour	Mon. to Fri. Evening	Saturday	Sunday/Holiday
30	n/a	30	n/a	n/a	n/a

Current Performance (March 2025)

Performance Indicator	Boardings	
Average daily boardings	Weekday	128.19
	Saturday	n/a
	Sunday/Holiday	n/a
Average boardings per hour	Weekday	24
	Saturday	n/a
	Sunday/Holiday	n/a
Net cost per boarding	Weekday	\$9.69
	Saturday	n/a
	Sunday/Holiday	n/a
Revenue-to-cost-ratio	Weekday	14%
	Saturday	n/a
	Sunday/Holiday	n/a

Current Demand-Capacity (January 2025)

Demand-Capacity Indicator	Boardings	Time Period
Highest boardings	Weekday	23
	Saturday	n/a
	Sunday/Holiday	n/a
Lowest boardings	Weekday	11
	Saturday	n/a
	Sunday/Holiday	n/a
Max Demand-Capacity ratio	Weekday	12%
	Saturday	n/a
	Sunday/Holiday	n/a
Time periods with 10 boardings or less per hour	Weekday	n/a
	Saturday	n/a
	Sunday/Holiday	n/a

Route 37 – Glenorchy

Current Operating Period and Frequency in Minutes (March 2025)

Mon. to Fri. A.M. Rush Hour	Mon. to Fri. Mid-Day	Mon. to Fri. P.M. Rush Hour	Mon. to Fri. Evening	Saturday	Sunday/Holiday
25	n/a	25	40	60	60

Current Performance (March 2025)

Performance Indicator		Boardings
Average daily boardings	Weekday	247.19
	Saturday	81.60
	Sunday/Holiday	66.60
Average boardings per hour	Weekday	16
	Saturday	11
	Sunday/Holiday	9
Net cost per boarding	Weekday	\$14.84
	Saturday	\$20.36
	Sunday/Holiday	\$24.95
Revenue-to-cost-ratio	Weekday	11%
	Saturday	9%
	Sunday/Holiday	7%

Current Demand-Capacity (January 2025)

Demand-Capacity Indicator		Boardings	Time Period
Highest boardings	Weekday	37	3-4 p.m.
	Saturday	5	4-5 p.m.
	Sunday/Holiday	16	9-10 a.m.
Lowest boardings	Weekday	14	7-8 p.m.
	Saturday	0	7-8 a.m.
	Sunday/Holiday	3	8-9 a.m.
Max Demand-Capacity ratio	Weekday		11%
	Saturday		2%
	Sunday/Holiday		9%
Time periods with 10 boardings or less per hour	Weekday		n/a
	Saturday		7 a.m.-10 p.m.
	Sunday/Holiday		8-9 a.m., 5-6 p.m., 7-8 p.m.

Route 120 – East Industrial

Current Operating Period and Frequency in Minutes (March 2025)

Mon. to Fri. A.M. Rush Hour	Mon. to Fri. Mid-Day	Mon. to Fri. P.M. Rush Hour	Mon. to Fri. Evening	Saturday	Sunday/Holiday
30	n/a	30	n/a	n/a	n/a

Current Performance (March 2025)

Performance Indicator	Boardings	
Average daily boardings	Weekday	370
	Saturday	n/a
	Sunday/Holiday	n/a
Average boardings per hour	Weekday	33
	Saturday	n/a
	Sunday/Holiday	n/a
Net cost per boarding	Weekday	\$6.89
	Saturday	n/a
	Sunday/Holiday	n/a
Revenue-to-cost-ratio	Weekday	21%
	Saturday	n/a
	Sunday/Holiday	n/a

Current Demand-Capacity (January 2025)

Demand-Capacity Indicator	Boardings	Time Period
Highest boardings	Weekday	61
	Saturday	n/a
	Sunday/Holiday	n/a
Lowest boardings	Weekday	14
	Saturday	n/a
	Sunday/Holiday	n/a
Max Demand-Capacity ratio	Weekday	23%
	Saturday	n/a
	Sunday/Holiday	n/a
Time periods with 10 boardings or less per hour	Weekday	n/a
	Saturday	n/a
	Sunday/Holiday	n/a

Route 190 – River Oaks Express

Current Operating Period and Frequency in Minutes (March 2025)

Mon. to Fri. A.M. Rush Hour	Mon. to Fri. Mid-Day	Mon. to Fri. P.M. Rush Hour	Mon. to Fri. Evening	Saturday	Sunday/Holiday
30	n/a	30	n/a	n/a	n/a

Current Performance (March 2025)

Performance Indicator	Boardings	
Average daily boardings	Weekday	145.33
	Saturday	n/a
	Sunday/Holiday	n/a
Average boardings per hour	Weekday	62
	Saturday	n/a
	Sunday/Holiday	n/a
Net cost per boarding	Weekday	\$3.71
	Saturday	n/a
	Sunday/Holiday	n/a
Revenue-to-cost-ratio	Weekday	44%
	Saturday	n/a
	Sunday/Holiday	n/a

Current Demand-Capacity (January 2025)

Demand-Capacity Indicator	Boardings	Time Period
Highest boardings	Weekday	31
	Saturday	n/a
	Sunday/Holiday	n/a
Lowest boardings	Weekday	6
	Saturday	n/a
	Sunday/Holiday	n/a
Max Demand-Capacity ratio	Weekday	23%
	Saturday	n/a
	Sunday/Holiday	n/a
Time periods with 10 boardings or less per hour	Weekday	n/a
	Saturday	n/a
	Sunday/Holiday	6-7 p.m.

Contact us

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Closed statutory holidays.

