

# INACCESSIBLE BUS STOPS REPORT (WARDS 2&6 OF BRAMPTON)

<b><i>PURPOSE</i></b>	2
<b><i>HYPOTHESIS</i></b>	2
<b><i>METHOD</i></b>	2
<b><i>OBSERVATIONS</i></b>	2
<b><i>ANALYSIS</i></b>	3
<b><i>CONCLUSION/RECOMMENDATION</i></b>	4
<b><i>APPENDICES:</i></b>	5
<b><i>MAPS</i></b>	6-7
<b><i>PHOTOS OF INACCESSIBLE BUS STOPS</i></b>	8-50

**PURPOSE:** To find obstacles to accessibility affecting bus stops, and to identify inaccessible bus stops (to riders with mobility issues) located in Wards 2&6 of Brampton.

**HYPOTHESIS:** The City of Brampton has a mandate that all public works and facilities, including bus stops, be accessible for people with physical accessibility issues. Thus, there should be no inaccessible bus stops.

**METHOD:**

- 1) Find maps of the area (Wards 2&6 of Brampton).
- 2) Using Brampton Transit maps, highlight bus routes on maps.
- 3) Using google maps, locate bus stops, and mark locations on maps.
- 4) Go to each bus stop, and determine whether or not it is accessible.
- 5) If bus stop is inaccessible, take a photo.

**OBSERVATIONS:** Please see the maps in the appendices. Please note:

- **Green** dot means that the stop is accessible
- **Red** dot means the stop is not accessible
- **Blue** check mark means that there is a bus shelter at the bus stop
- **Blue** 'x' means there is no bus shelter at the bus stop
- **Red** number beside the inaccessible bus stop indicates its number in the photo appendices

In this experiment, bus stops were assessed as inaccessible due to:

- there being no paved connection from the bus stop to the sidewalk
- the bus stop was not connected to any walkway at all

**A total of 81 inaccessible bus stops were recorded.** 405 bus stops were assessed in total, with 324 being deemed accessible for people with mobility issues. 145 bus stops (36%) had a bus shelter.

## **ANALYSIS:**

Data was collected on two variables, whether or not a bus stop is accessible, and whether or not a bus stop has a bus shelter. A bus stop could therefore be one of four options:

1. Accessible and has a bus shelter (144 bus stops)
2. Accessible and does not have a bus shelter (180 bus stops)
3. Not accessible and has a bus shelter (1 bus stops)
4. Not accessible and does not have a bus shelter (80 bus stops)

total= 405 bus stops

20% of bus stops (81/405) in this study were deemed to be inaccessible. Based on the maps from this study, inaccessible bus stops were commonly found concentrated in close proximity. This was found in several areas, such as:

- Van Kirk Drive, South of Sandalwood Parkway (bus line #24)
- Brinkley Drive, Cresthaven Road, Tournament Drive (bus line #24)
- Conestoga Drive, South of Sandalwood Parkway (bus line #21)
- Mississauga Road, North of Embleton Road (bus line #1)
- Edgeware Road (bus line #58)
- Queen Mary Drive, South of Sandalwood Parkway (bus line #25)

Inaccessible bus stops were found in many different locations, but were found less frequently in newer residential areas.

There is a strong correlation between a bus stop having a bus shelter, and that bus stop also being accessible. Of the 145 bus stops that had a bus shelter, 144 of them were also determined to be accessible. Perhaps when a bus shelter is installed, there is a focus to also ensure the presence of a paved connection from the bus stop to the paved walkway.

## ***CONCLUSION AND RECOMMENDATION:***

As there are 81 inaccessible bus stops in Wards 2&6, over 5 ward pairings, there are potentially hundreds of inaccessible bus stops in Brampton. This is unacceptable, as it causes the marginalization of people with physical accessibility issues. Which is only exacerbated when considering that Brampton Transit primarily serves already marginalized communities.

An inaccessible bus stop can prevent someone with mobility issues from accessing a certain location. In this study, inaccessible bus stops were found near homes and other places of interest, such as:

- Heart Lake Secondary School, Jim Archdekin Recreation Centre, Morris Kerbel Park (appendices number #6, 7, 11, 12)

By having inaccessible bus stops, we risk preventing a person with mobility issues from accessing these places. If an inaccessible bus stop is the nearest to someone's home, they might be prevented from accessing the Brampton Transit network entirely. Furthermore, if someone with mobility issues encounters an inaccessible bus stop, they may be discouraged from using the public transit system in the future.

Immediately, Brampton Transit and the City of Brampton should identify all of the inaccessible bus stops in Brampton and fix them so that they can be used by riders with mobility issues. Further considerations should be made to understand more obstacles to accessibility, so that every aspect of our transit network can be more accessible for all of our residents. Adding bus shelters to every bus stop would also help to make our transit network more accessible.

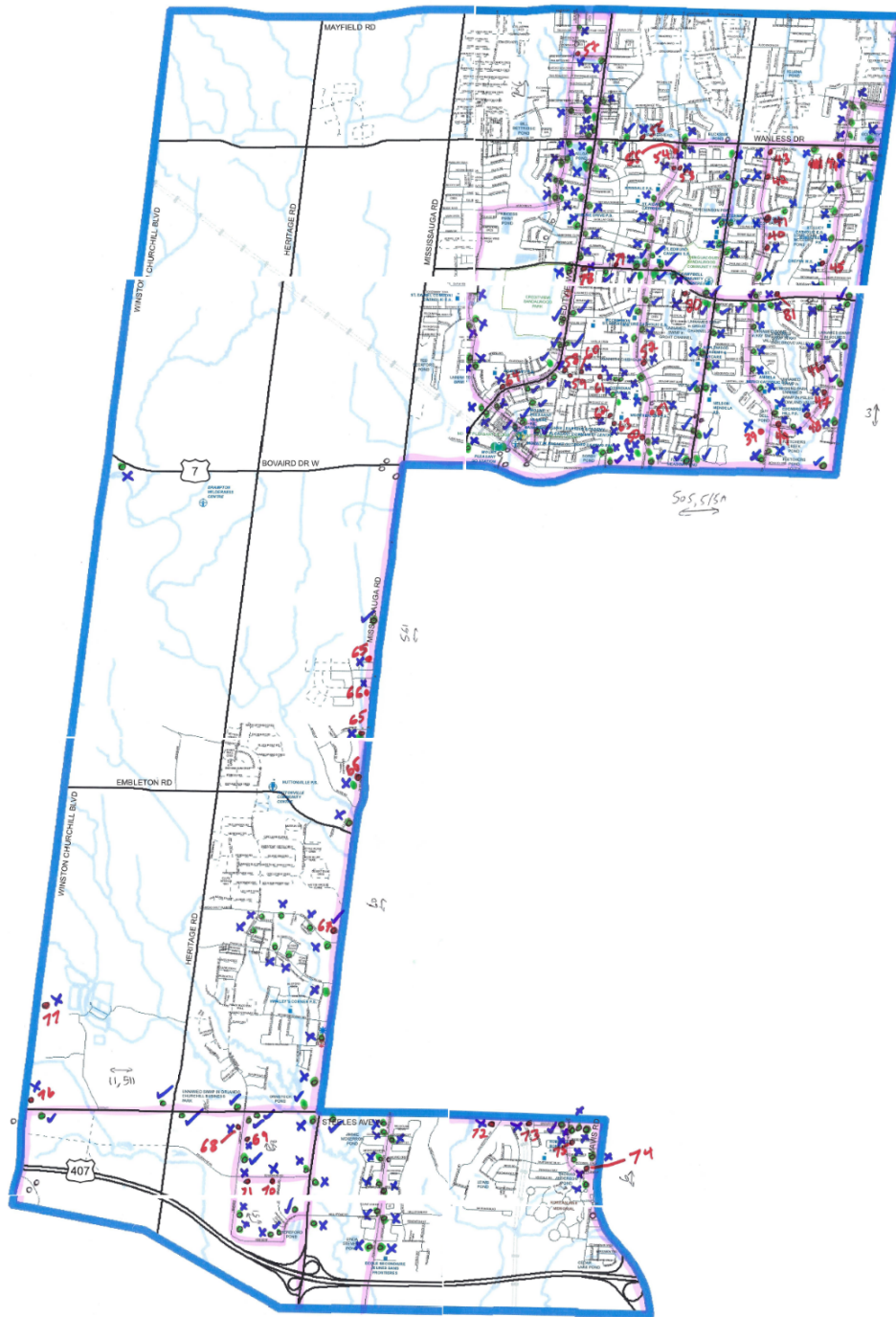
Bus shelters provide shelter from the elements of our weather, and especially benefit elderly riders and riders with mobility issues. Because our bus frequency can be up to every 30 minutes, they also provide a much needed space to rest and wait for the bus. As suggested by the analysis of this study, adding bus shelters also tends to ensure the bus stop is at the highest level of accessibility.



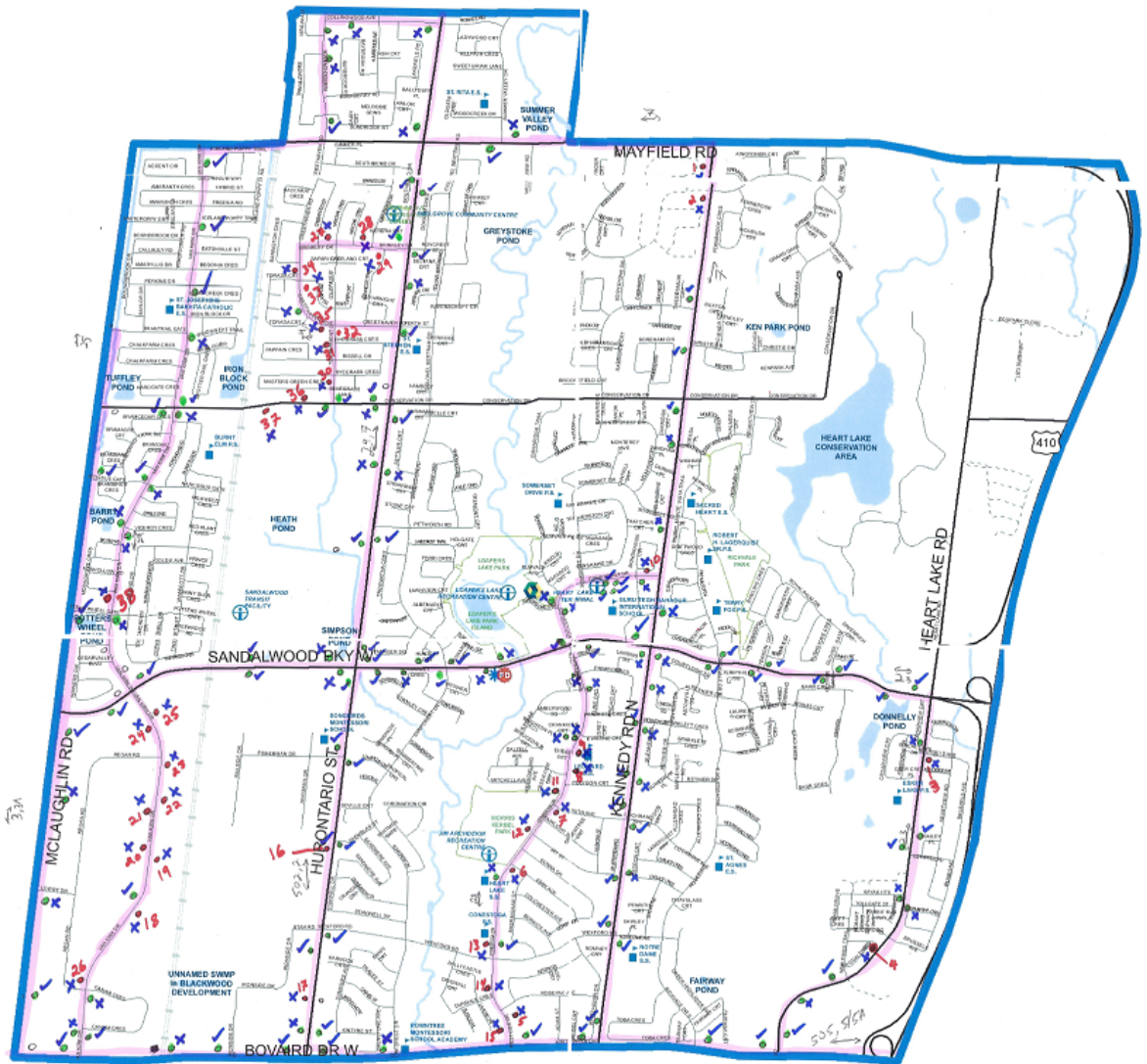
**APPENDICES: includes maps used for observation and photos of inaccessible bus stops.**

NOTE: To view any inaccessible bus stop, match the red number corresponding to it on the map, to the photo in the appendices.

***MAPS (on next page)***



**WARD 6 MAP WITH BUS STOP OBSERVATIONS**



**WARD 2 MAP WITH BUS STOP OBSERVATIONS**

***APPENDICES: PHOTOS OF INACCESSIBLE BUS STOPS  
(beginning on next page)***







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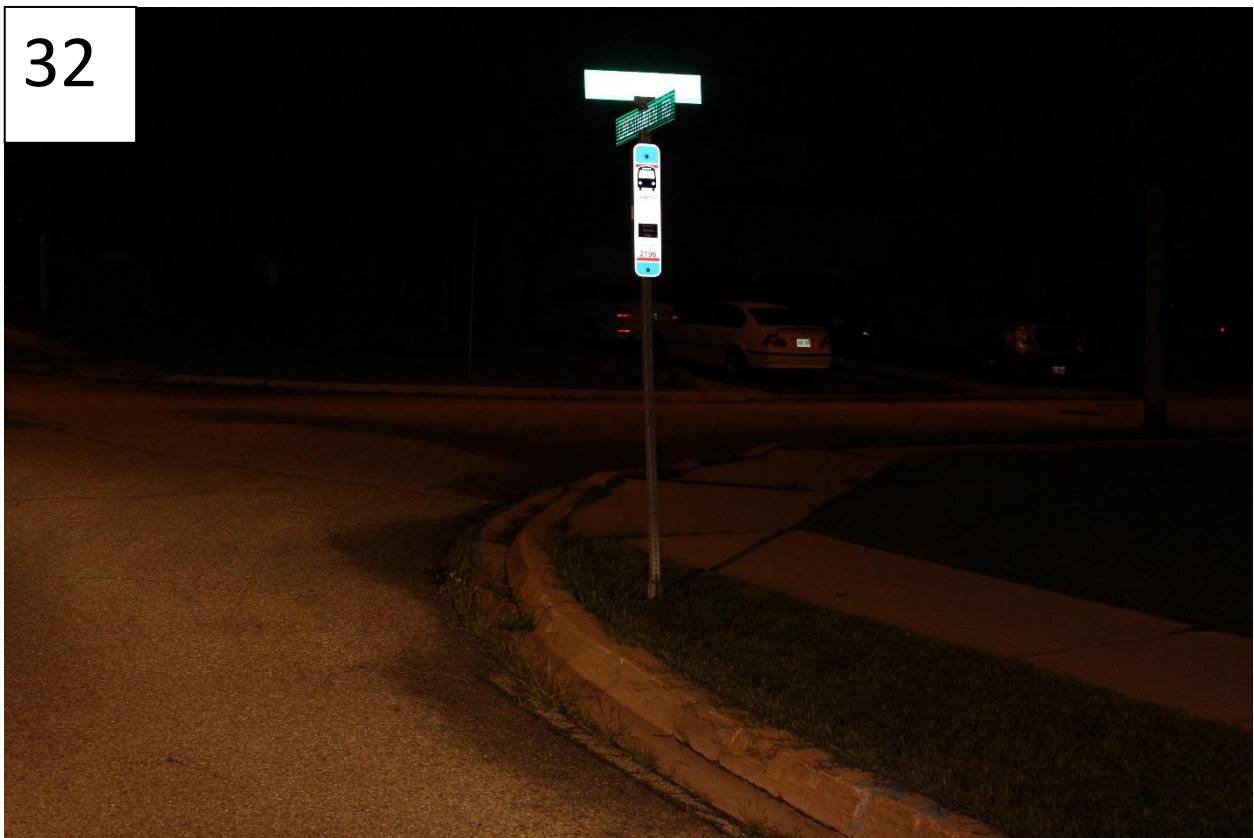
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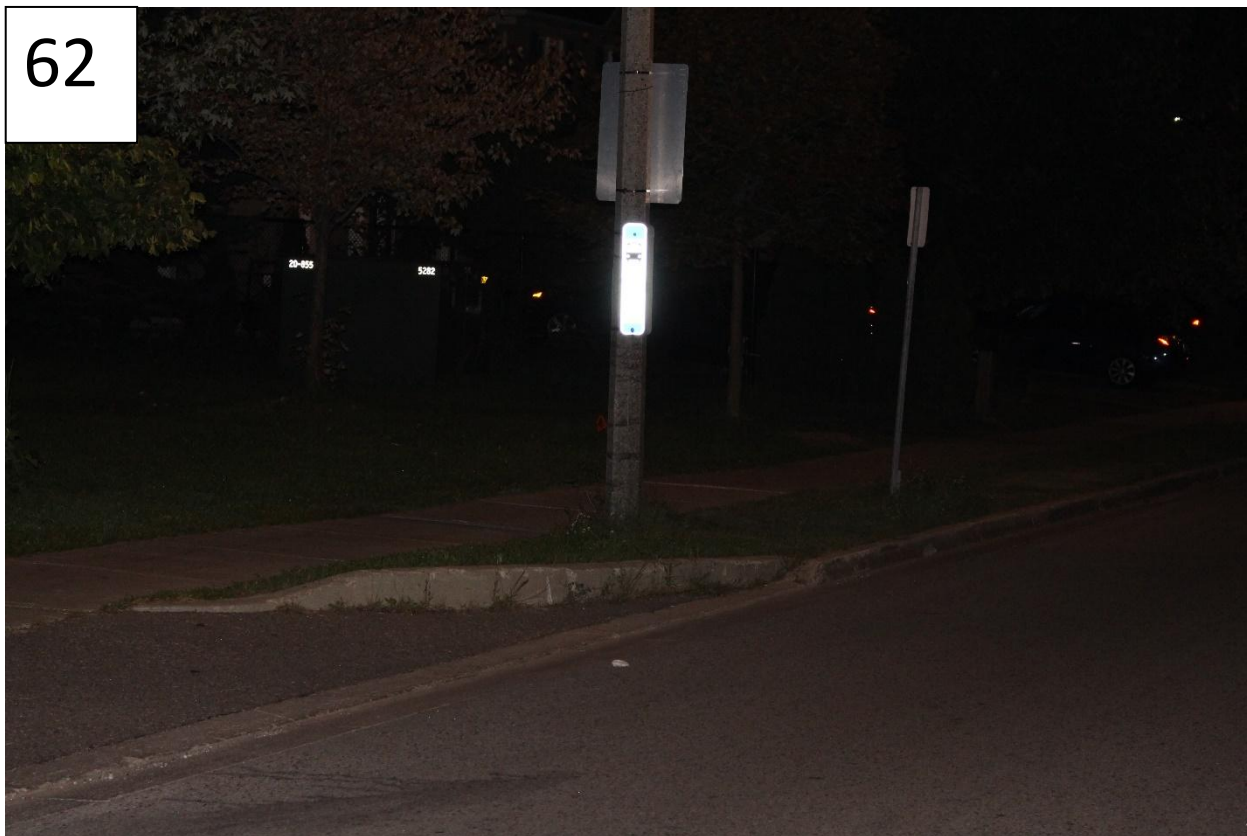




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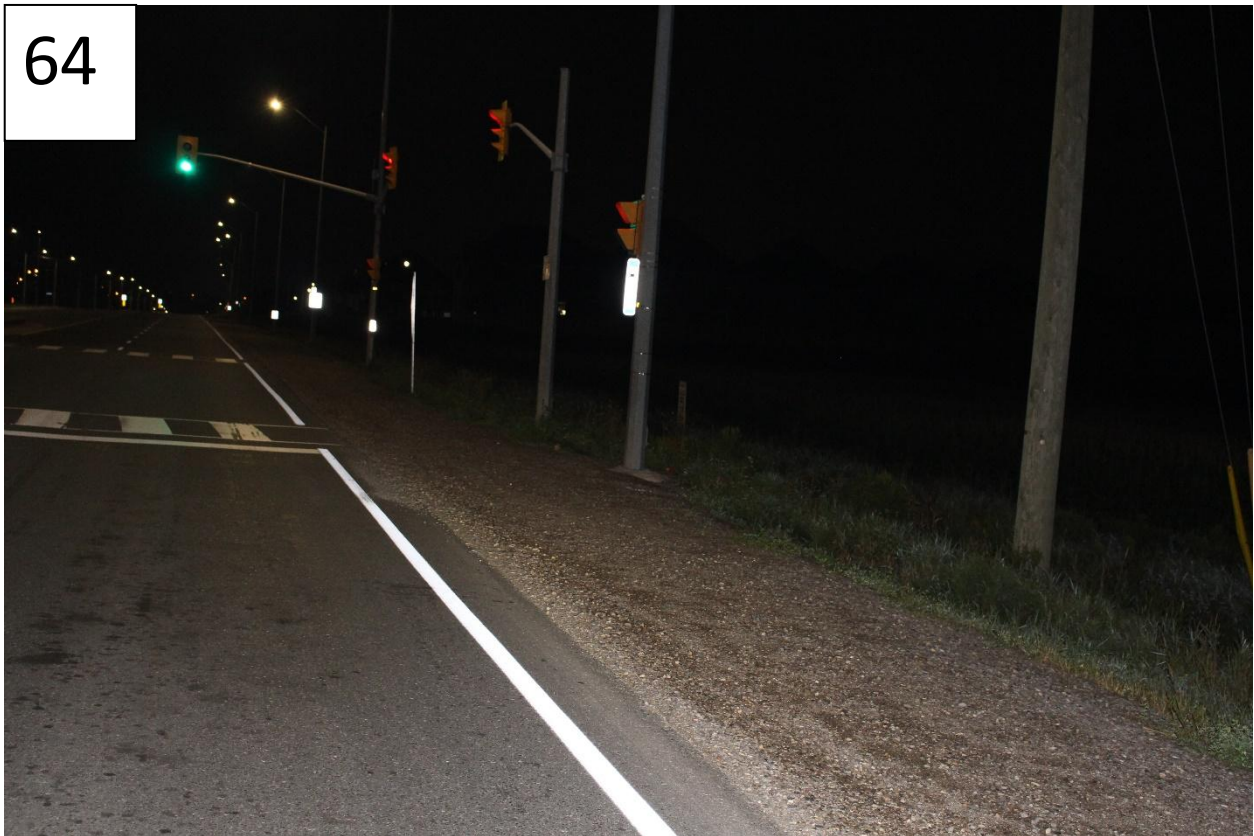




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