



City of
Peterborough

To: Members of the Peterborough Transit Liaison Committee

From: Barry Wakeford, Interim General Manager, Peterborough Transit

Meeting Date: June 8, 2023

Subject: PTLC23-006 Transit Route Enhancement Options

Purpose

This report is to provide the Peterborough Transit Liaison Committee with some potential “Short Win” route enhancements to improve service delivery.

Background

On June 28, 2020, Peterborough transit made the transition from a hub and spoke system to a grid style system.

The grid system reduced the number of regular routes from 12 to 9. The industrial special continued to operate, the initial Community bus was rerouted, and 2 Community bus routes were added. Also, at that time, the Trent & Fleming routes were discontinued.

The restructuring to a grid system reduced the number of buses arriving at the transit terminal from 12 to 4 (excluding industrial special.)

The design of the grid system has the routes traveling a more direct path from one location to another, with Trent University and Fleming College being the destination for many of them. Transfer locations have been moved to new bus stop locations across the city. This reduced the congestion of timed transfers in the Bus Terminal and meat customers have more travel options, short travel times, and more direct point to point trips.

In January of 2023, the proposed 2023 Transit budget was not approved by council and instead, they voted to keep everything at the 2022 levels. This created a potential short fall of \$941,000. Increased ridership and revenues along with positive feedback from passengers will demonstrate to council that the system is improving and worth investing in. This will hopefully inspire them to provide the funding required to cover the shortfall and increases to the 2024 budget.

Route Enhancement Options

Minor enhancements to the current route structure will assist with serving passenger, below are a few “short win” options to enhance the service to increase ridership and demonstrate to Council that ridership is increasing and the investment of the \$941,000 is warranted.

Consideration A:

East City Loop; designed to run on a 30-minute cycle departing the terminal at 5 minutes and 35 minutes after the hour. Hours of operation would be 8:30 am until 4:30 pm Monday to Friday.

The plan for this route is that it travels from the terminal east on Simcoe to Queen St, to Hunter St, over the bridge to Burnham St. down to Maria St across to Rogers st, to Douro st then north on Armour rd. up to Dufferin St. south on Rogers st waiting until 20 minutes after or 10 before the hour (depending on the departure time). It will then travel to Hunter st over to Queen st to Simcoe st into the terminal.

The goal is to arrive with the both the north bound and south bound Route #2's. This will enable travel to either the north end (Walmart and Portage Place) or south to Lansdown Place and area.

Rational: The residence at 611 Rogers St and that area, have been vocal in their disappointment in the lack of service to the downtown area, this would provide that service; it can be monitored for use.

Consideration B:

Return the “Old Collison” route 10:

Running every 40 minutes serving the between 8:20 am and 4:40 pm

This route departs the terminal east to George st to Lansdowne St W (left turn) to Ashburnham Dr. to Corrigan Cres to Otonabee Dr. to Middlefield gate to Middlefield rd. to Otonabee Dr. to Bensfort rd. to Collison Ave to South Park to Sherin Ave to Maxwell Ave to River Road South to Lansdowne St to George onto water to Simcoe St

Rational: This will assist the route 2 with service on George and Water streets and provide service back to Middlefield /Chrystal drive areas.

Consideration C:

Route 4 adjustments

Re direct the flow of route 4 to a clockwise direction around the hospital Travels west on Hospital Dr to Medical Dr (left) additional stop required around the corner to Alexander Ave additional stop required at Extendicare to Hospital Dr additional stop required at 4 way stop, (bypass the circle) provides access to stop at Emergency entrance, to Medical Dr (L) to Weller Ave continue on route.

Rational: This would shave a few minutes off the route's tight schedule by not having to wait at Medical drive to turn left from Alexander Ave. New stops would need to be added, one a drawback is that additional walking distance (approx. 65M) will be added to the Peterborough Clinic patients.

Consideration D:

This isn't a small change, it involves 3 routes #9 , #6, and #4 (west of the terminal):

- Redirect Route 9 to travel straight out Parkhill Rd to Brealey dr. to Fleming College Way (adds

Rational is to get Fleming and Trent passengers in the Chandler Cres area a more direct to each school.

- Route 6 would change to Sherbrook st to Woodglade to Kawartha Hts to Spillsbury to Stenson to Fleming College Way. (same routing time)

Rational is the cover Woodglade area that is missed by the change to #9

- Route 4 to change to Fair Ave to Ravenwood to Glenforest to Woodglade to Sherbrooke to Brealey to Glenforest to Fair to Weller and return. (1-2 min shorter)

Rational is to cover the portions of Ravenwood, Glenforest and Woodglade that #9 now covers. The reversed direction at the Hospital is to save time waiting to get from Alexander ave onto Medical Dr.

New stops would need to be added, and additional walking distance (approx. 65M) will be added to the Peterborough Clinic patients. (See route 4 above).

Conclusion:

The options above offer some opportunity for quick wins with improved service for the passengers a of Peterborough Transit; further discussion is required before implementation. The goal of this presentation is to stimulate discussion. The desire is to implement something very soon.

Submitted by

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