Transit Liaison Committee

Date: Thursday, June 8, 2023

Time: 2:00 pm

Location: Training Room, Transit Offices, 130 Aylmer Street North

AGENDA

1. Call to Order
2. Land Acknowledgment
   We respectfully acknowledge that we are on the treaty and traditional territory of the Mississauga Anishinaabeg. We offer our gratitude to the First Peoples for their care for, and teachings about, our earth and our relations. May we honour those teachings.
3. Confirmation of Minutes
   a. May 25, 2023
4. Presentations
   a. PTLC23-004 Climate Implications of Public Transit
   b. PTLC23-005 Public Transit and the new Official Plan & Appendix A
   c. PTLC23-006 Transit Route Enhancements Options
5. Discussion
6. Approve the amended meeting times in the “Terms of Reference”.
7. Other Business
8. Next Meeting – June 22, 2023
9. Adjournment

Transit Liaison Committee
Meeting Minutes

Date: May 25, 2023

Present:	Keith Riel (Councillor), Kevin Duguay (Councillor), John Morris (CPD),Phil Mechetuk (AAC Rep), Tracy Milne (Trent), Natalie Stephenson (Green-Up), Julie Morris, Sandra Needham, Elaine Hewett, Bill McKenzie, Joel Willett (Fleming)
Staff Present:	Barry Wakeford, Interim Transit Services General Manager Michael Papadacos, Director of Asset Management & Capital Planning Nicole McKeown, Recording Secretary Robert Dunford, Transportation Planning Manager Vinod Soman, Senior Project Manager, Transportation Lindsay Stroud, Transportation Demand Management Planner
Electronic:	Cory MacLeod, Transit Operator & ATU Union Representative Stephanie Bolton (Age-Friendly)

1. Call to Order

The meeting of the Peterborough Transit Liaison Committee was called to order by the Chair at 2:00 p.m.

2. Land Acknowledgement

3. Confirmation of Minutes

Moved by Councillor Duguay

The minutes of the Peterborough Transit Liaison Committee held on May 11th, 2023, be approved.

Carried

4. Presentations

PTLC23-001 Transit and the Transportation Master Plan

PTLC23-002 Peterborough Transit Route Review and Long-Term Growth Strategy Summary

PTLC23-003 Transit Operating Budget Overview

Moved by Councillor Riel

That the PTLC approve the presentations outlined in reports PTLC23-001, PTLC23-002, PTLC23-003, dated May 25th, 2023, as follows:

That the reports and presentations be received for information

Carried

5. Transit Liaison Committee Spokesperson

The Peterborough Transit Liaison Committee reviewed and determined that going forward all questions from the news outlets be forward to the Communications Services division at the City of Peterborough.

6. Other Business

The City will be investigating into the set up on an email and voicemail for the public to ask questions regarding the Peterborough Transit Liaison Committee

Staff will report back to the Peterborough Transit Liaison Committee with the details.

Next Meeting

The next meeting of this Committee will be Thursday, June 8th, 2023, with start time of 2:00 pm.

Adjournment

Moved by Councilor Keith Riel.

That this meeting adjourn at 3:50 pm.

Carried

_____
Nicole McKeown, Recording Secretary

_____
Keith Riel, Chair

City of Peterborough

To:	**Members of the Peterborough Transit Liaison Committee**
From:	**Michael Papadacos, Asset Management and Capital Planning Director**
Meeting Date:	**June 8, 2023**
Subject:	**Climate Implications of Public Transit, Report PTLC23-004**

Purpose

A climate lens analysis report, to share with the Peterborough Transit Liaison Committee, on the climate implications of single occupancy vehicle trips and the utilization of public transit as a climate action.

Background

The global climate is a dynamic system that involves complex interactions that regulate temperature, precipitation patterns, and ocean characteristics. Global temperature is maintained through positive and negative feedback loops to buffer any imbalance in the climate system, with changes occurring very gradually. Greenhouse gases (GHG) are integral to maintaining stable atmospheric temperatures because of its unique heat-trapping property that fuels the global climate system. Several natural sources of GHGs exist, such as carbon dioxide (CO_2) emitted from forest fires, methane (CH_4) created by wetlands, and nitrous oxide (N_2O) released from soils. Over time, GHGs are slowly reabsorbed back into the biosphere, land, and ocean systems, resulting in a steady concentration of atmospheric GHGs, leading to a stable global climate system.

Climate change is caused by the rapid increase in GHG concentrations which produces more heat, resulting in excess atmospheric heating that modifies the global climate system. Natural sources of GHG emissions are significantly outpaced by human sources of emissions, which include the combustion of fossil fuels, industrial processes and by-products like refrigerants, agricultural fertilizers, and livestock digestion. Moreover, the planet cannot quickly absorb the additional GHGs due to impaired natural environments such as deforestation to offset the increase in GHGs. In 2021, annual global GHG emissions reached 37 billion metric tons of CO_2 equivalent (tCO_2e),

increasing global surface temperature by 1.3ºC from the baseline. Changes to the global climate system from rising GHG concentrations are manifested in alterations to regional weather patterns that increase the frequency, intensity, and duration of weather events that exceed normal conditions, such as:

- higher mean temperatures,
- more intense heat waves,
- extreme rainfall events; and
- longer droughts

Specifically, transportation is one of the leading human sources of GHG emissions due to the combustion of fossil fuels to propel vehicles, ships, and aircraft. In 2021, global transportation emissions accounted for 7.7 billion tCO_2e, with on-road vehicles comprising 75 percent of the total. Vehicle ownership is expected to expand globally, increasing GHG emissions unless internal combustion engines (ICE) are displaced by low-carbon vehicles like electric engine vehicles (EV). In Ontario, recharging EVs still produce GHG emissions, albeit significantly less than ICE, due to electricity grids using fossil fuels to generate electricity. Overall, the total lifecycle GHG emissions for ICE vehicles contribute far more per vehicle than EVs (Table 1).

Table 1. Lifecycle GHG Emissions for ICE vs. EV

	Internal Combustion Engine (tCO_2e)	Electric Engine (tCO_2e)
Fuel Emissions	36	12
Manufacturing Emissions	6	5
Battery-related Emissions	-	2
Total Lifecycle Emissions	**42**	**19**

Single occupancy vehicle trips are the largest overall source of vehicle emissions. Reducing these single occupant trips is key to reducing total transportation fuel GHG emissions. A primary objective of the City's Transportation Master Plan is a significant mode shift away from single-occupant trips to transit vehicles, such as buses. Public transit buses can effectively remove at least 50 single-occupant vehicles, ICE or EVs, off the road per bus through ridership due to mode shifting. Attracting new riders to public transit, that previously drove, would result in immediate community transportation emission reduction. In addition, congestion-related GHG emissions would subside with fewer vehicles on the road. Public transit networks that provide access to frequent, rapid, and direct public transit routes to destinations can effectively support mode shifting away from private vehicles. Shifting to transit can limit road infrastructure expansion and maintenance needed to accommodate more vehicles on the road, which otherwise could be used for walking and cycling infrastructure, greenspace, and denser communities.

A. Peterborough Context

In 2016, the City of Peterborough adopted a Climate Change Action Plan (CCAP) that established a GHG emissions reduction target of 30 percent from 2011 levels by 2031. The CCAP introduced 19 strategies to lower community emissions which included climate actions for transportation. In particular, Strategy M3: *Make public transportation more appealing to increase its usage,* identified several actions to increase ridership which included the following:

- Implement a trip planning program/service for public transit,
- Implement technology for real-time bus tracking system and make it available on the web and smartphone apps,
- Explore opportunities to increase the number of students using public transportation to get to school; and
- Explore transitioning from a transit hub model to a grid model of public transit during the next Public Transit Operations Review

On September 23, 2019, City Council passed the motion to ratify a Climate Emergency Declaration (CED) for the purpose of "naming, framing and deepening our commitment to protecting our community, its economy, and its ecosystems from climate change." The CED increased the community reduction target from 30 percent to 45 percent to be achieved by 2030 from the 2011 baseline. In addition, the CED directed City staff to develop a climate lens to support municipal decision-making to ensure climate change is considered in plans and projects. Applying a climate lens provides meaningful early insight into the projected impact of GHG emissions produced from a plan or project that encourages adding mitigation features.

In 2023, the City completed a community GHG emission inventory report that assessed community sources of emissions from 2018 to 2021 compared to the 2011 base year. The evaluation revealed that 258,487 tCO_2e was produced by on-road transportation, which comprised 53 percent of Peterborough's GHG total in 2021. The report identified public transit being an enabling action to achieve transportation emission reduction by supporting drivers shifting to taking public transit through the following enabling measures:

- Launch of a transit trip planner to enhance customer trip planning,
- Piloting The Link rural bus route servicing Lakefield, Curve Lake First Nation, Bridgenorth, and Ennismore communities with connections to Peterborough Transit,
- Youth under 12 ride for free to foster lifelong transit ridership behaviours in residents; and
- Installation of five bus bike racks to support multi-modal commuting

A community projection was also developed which forecasted a decline of 14 percent in GHG emissions from Peterborough by 2030 from 2011 base year levels. A primary

factor for the limited reduction is the slow adoption of EVs and transit uptake over the next 7 years. As a result, the 45 percent CED target will not be achieved by 2030.

In February, City staff presented to the Peterborough Environmental Advisory Committee (PEAC) about the climate implications of public transit routing. In Report PEAC23-001, a climate lens assessment was undertaken that reviewed the Transportation Master Plan and Transit Route Review to determine the climate outcomes of each document. The following is a summary of that report.

B. Climate Implications of Transit Route Network Options

In 2018, a Transit Route Review (TRR) was completed to determine if redesigning the radial (hub and spoke) bus network would benefit the municipality. The TRR assessed the merits of the radial, grid, and multi-hub systems to ascertain which network provided better transit outcomes. Results identified that the grid network ranked highest in multiple evaluation categories compared to the radial and multi-hub networks. The grid network was determined to be able to provide 74 percent more direct routes to major destinations and 73 percent faster overall trips than the radial network. Specifically, the grid network contributes the following features:

- Reduces reliance on the constrained Downtown Transit Terminal,
- Provides better service to key locations outside the downtown,
- Increases service coverage to post-secondary institutions and provides increased frequency to improve overall travel times for non-student riders,
- Allows most trips to be completed with one transfer,
- Provides faster and more direct trips to major destinations,
- Balances service coverage and travel times,
- Minimizes duplication of routes; and
- Improves service performance

Concurrent with the TRR, the City embarked upon the development of the Transportation Master Plan (TMP). The recommended TMP strategy identified investing in new transit services by increasing service hours, adding new routes, incorporating transit supporting feature on key routes and improving peak period frequency of service on key corridors. This servicing strategy is projected to stimulate a community transit mode share of up to 12 percent by 2051. City staff recommended in Report IPSTR21-018 that achieving the recommended TMP strategy would be dependent on attracting new ridership through:

- enhanced service hours of bus routes,
- improved frequency of buses,
- improved travel time to key destinations,
- reduced number of transfers/more direct routes,
- adding more routes,
- optimally serve land use and growth area; and
- establish new Transit Fare policies for children and low-income residents

The grid network enables achieving the TMP objectives through increased frequency of buses, decreased travel time to key destinations, more direct routes and fewer transfers. Enhanced frequency and direct bus routes were already motivating factors that attracted non-student mode shifts for residents along the Trent and Fleming express bus routes within the original radial network. Both routes recorded the highest ridership of non-student passengers representing 21 percent of commuters on each route as opposed to 6 percent of passengers on other non-express routes. This observation demonstrates that non-student residents will take transit if it is frequent and more direct. It is reasonable to conclude that more non-student residents will choose public transit if that same level of service is offered community-wide. Additionally, the grid network supports added capacity to post-secondary institutions that will result in more student ridership than the radial network presently affords. Within this context, the grid network is the only transit network that will support attaining the TMP mode shift goal if fully realized across Peterborough.

Climate Implications of Public Transit

The benefit of public transit as a climate action far outweighs the GHG emissions of buses when the magnitude of emissions avoided is considered. Moreover, the completion of the Transit Alternative Fuels Study will guide the infrastructure and pathway needed to decarbonize the City's bus fleet. The TMP projected that community-wide GHG emissions would decline by 14,000 tCO_2e in 2051 if more non-student residents took the bus to commute. However, if the transition to public transit is not achieved, community transportation emissions are expected to rise by 44 percent in 2051 from 2018 levels due to more single-occupancy vehicle trips.

The grid network is a better climate abatement measure than the radial or multi-hub networks because it will likely deliver a sustained shift in resident behaviour patterns to favour public transit. Adopting the grid network is supported by the CCAP which recommends a grid network to attract more ridership. Through its effective bus routing and scheduling, the grid network will decrease travel time without sacrificing service area penetration, enticing more residents to take public transit. Without adopting the grid network permanently, fostering non-student mode shift will not be possible and will hinder achieving the near and long-term GHG reduction goals.

Summary

Transportation-associated GHG emissions continue to rise globally and in Peterborough. Utilizing public transit as a climate action measure can avoid vehicle trips and encourage mode shift to mitigate community transportation emissions. The Transit Route Review recommended fully implementing the grid network because it provides better transit outcomes than the radial and multi-hub network. The grid network also supports the objective of the Transportation Master Plan in shifting resident behaviours to greater transit mode share. Lastly, the grid network enables improved climate

outcomes through a faster and more efficient transit service that will appeal to more residents, avoiding GHG emissions from single-vehicle trips to destinations in Peterborough.

Submitted by,

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Director, Asset Management and Capital Planning

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City of Peterborough

To:	**Members of the Peterborough Transit Liaison Committee**
From:	**Brad Appleby, Director, Planning, Development and Urban Design**
Meeting Date:	**June 8, 2023**
Subject:	**PTLC23-005 Public Transit and the new Official Plan**

Purpose

This report is to provide the Peterborough Transit Liaison Committee with an overview of the new Official Plan as it relates to role of public transit in achieving the vision, objectives and policies of the Official Plan.

Background

The Planning Act establishes the overarching legal framework for land use planning in Ontario. All municipal decisions carried out under the Act must have regard to matters of provincial interest. The Province has identified that efficient land use and development patterns increase the use of active transportation and transit before other modes of travel. Transit-supportive development and the optimization of transit investments are promoted as critical components of sustaining healthy, liveable and safe communities.

The Official Plan is the City's most comprehensive policy document that guides long-term growth and development. The **Planning Act** requires municipalities to adopt Official Plans that have regard to matters of provincial interest. Municipalities are also required to periodically update their Official Plans to ensure consistency with provincial policy statements and conformity with provincial plans.

In 2011, the City initiated a review of its Official Plan that concluded with the adoption of a new Official Plan in November 2021. City Council adopted the City's new Official Plan through By-law Number 21-105 on November 29, 2021 and the Official Plan was submitted to the Province for final approval in December 2021.

On April 11, 2023, the Minister issued a Notice of Decision approving the new Official Plan for the City of Peterborough, with 61 modifications and the City's new Official Plan. The new Official Plan came into full force and effect as of the date of the decision, replacing the previous Official Plan in place since 1981 as well as two former township Official Plans that have remained in effect in areas annexed between 1998 and 2013. Where an Official Plan is in effect, any by-law passed and public work undertaking must conform to that plan.

Vision and Guiding Principles of the Official Plan

The Vision and Guiding Principles of the Official Plan set out the City's basis for future development and informs the policies of the plan by reflecting local priorities and aspirations. The Vision for the future of the city is articulated in the Official Plan as follows:

> "Peterborough is a prosperous community, distinctive in its natural beauty, cultural heritage, and strong sense of community. As a leader in resilience and environmental sustainability, planning in Peterborough uses infrastructure and land efficiently, promotes healthy lifestyles and incorporates green initiatives to increase the City's adaptive capacity. The City will continue to develop as a complete, resilient and connected community that provides a high quality of life, supports a strong and diverse economy and promotes a unique, vibrant sense of place. Peterborough is equitable and accessible for all residents and visitors and celebrates its engaged, inclusive and diverse community."

The Guiding Principles of the Plan provide more detailed action statements that demonstrate the City's commitment on how the Vision is to be achieved over time. These Guiding Principles are organized into five themes and are summarized as follows:

1) **Complete Community**

   Supporting the development of places such as mixed-use neighborhoods or other areas within the city that offer and support opportunities for people of all ages and abilities to conveniently access most of the necessities for daily living, including an appropriate mix of jobs, local stores, and services, a full range of housing, and transportation options.

2) **Environmental Stewardship and Sustainability**

   Taking a leadership role in encouraging and promoting infrastructure resilience and sustainable development practices that mitigate and adapt against climate change.

3) **Vibrant and Unique**

   Fostering a unique sense of place and supporting a sense of attachment and belonging for residents and visitors.

4) Well-Connected with Options for Mobility

Creating an efficient, integrated and multi-modal transportation system that provides choice for easy, accessible travel by facilitating all forms of transportation, including active transportation, transit, and automobile.

5) Strong and Diverse Economy

Supporting economic growth and innovation through strategic infrastructure investment, maintaining and protecting a sufficient land base for employment, developing and retaining a talented labour force, fostering partnerships and economic diversification and by enhancing quality of life.

Public Transit and the Official Plan

Supporting and facilitating public transit is identified throughout the Official Plan as one of the key factors to ensure that the Vision of the City is realized. The new Official Plan provides policy direction regarding the provision of a public transit system and transit-supportive development to achieve the priorities and aspirations of the community. In particular, the Official Plan directs the City to undertake the following actions:

- Plan for residential and employment densities that are supportive of transit and active transportation and correspond with the type and frequency of transit service planned for the area;
- Ensure that all new development forms and street patterns support transit use and that new development has appropriate access/links to existing and planned public transit routes;
- Continue to operate and improve a public transit system to provide efficient and equitable transportation to all residents, in direct response to the public's need for and use of the public transit system;
- Continue to upgrade regular transit service to full accessibility, and maintain a parallel, specialized service for those persons unable to utilize the regular service;
- Design a scheduled fixed route transit service to provide access within a maximum 500 metres walking distance over 95 per cent of the City's developed urban area;
- Ensure the design and maintenance of transit facilities considers user comfort and safety;
- Reconsider the continuation of fixed route services continually providing less than 10 trips per revenue hour; and,
- Coordinate transit service with local school boards, Peterborough County, the Province and applicable agencies.

The Official Plan acknowledges the need for the City to evolve into a logical, efficient and transit-supportive community by ensuring the integration of transit planning with land use planning. Transit-supportive policies are reinforced through a defined urban structure in the Official Plan which identifies Strategic Growth Areas, prescribes minimum intensification and density targets and building heights and encourages a balanced mix of land uses. The urban structure and Strategic Growth Areas are identified on Schedule A of the Plan and is attached as Appendix A of this report.

Strategic Growth Areas consist of the Central Area and Mixed-Use Corridors and will be planned to encourage transit use and active transportation by being the focus for accommodating higher density development, intensification and a wide range and mix of land uses. To further the development and intensification objectives of the Strategic Growth Areas, the City is also undertaking a study to consider the reduction of parking requirements and review best practices for cash-in-lieu of parking.

Summary

The policies of the Official Plan supports the integration of land use planning with transportation planning, acknowledging that well-designed transit can promote residential intensification and development. The achievement of an efficient and effective public transit system is a critical component to achieving the environmental, economic and social goals and objectives of the new Official Plan. In particular, planning for a more balanced transportation system which supports the increased use of public transit and active transportation enhances the community's economic competitiveness, encourages active and healthy lifestyles, supports social and economic equity, reduces greenhouse gas emissions and forms a comprehensive response to a changing climate.

Submitted by,

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Attachments:
Appendix A – Official Plan Schedule A: Urban Structure

City of Peterborough Official Plan Schedule 'A' Urban Structure

- Municipal Boundary/ Settlement Area Boundary
- Delineated Built Boundary
- Urban Growth Centre
- Strategic Growth Areas
- Neighbourhoods
- Employment Districts
- Natural Areas
- Designated Greenfield Area
- Rural Transitional Area
- Coldsprings Special Study Area (See Section 3.3.6)

NORTH

TOWNSHIP OF SELWYN

TOWNSHIP OF DOURO-DUMMER

TOWNSHIP OF OTONABEE-SOUTH MONAGHAN

TOWNSHIP OF CAVAN MONAGHAN

Pioneer Rd
University Rd
Carnegie Av
Cumberland Av
Water St
Otonabee River
Armour Rd
Hilliard St
Trent Canal
Towerhill Rd
Chemong Rd
George St N
Parkhill Rd E
Lily Lake Rd
Fairbairn St
Reid St
McDonnel St
Hunter St E
Television Rd
Ackison Rd
Parkhill Rd W
Charlotte St
Maria St
Medical Dr
Rubidge St
Aylmer St N
Aylmer St S
George St S
Park St S
Little Lake
Brealey Dr
Sherbrooke St
Monaghan Rd
Clonsilla Av
Lansdowne St E
Ashburnham Dr
River Rd S
Lansdowne St W
The Parkway
The Queensway
Kennedy Rd
Crawford Dr
Johnston Dr
Wallace Point Rd
Benstort Rd
Sir Sandford Fleming Dr
Airport Rd

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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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