



Peterborough Transit Liaison Committee

AGENDA

Date: Thursday, March 27th, 2025

Time: 2:00 pm

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

1. Call to Order

2. Land Acknowledgement

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. February 27th, 2025

4. Presentations

a. PTLC25-003 Terminal Renovations

5. Discussion

6. Other Business

7. Next Meeting

8. Adjournment



Peterborough Transit Liaison Committee Meeting Minutes

Date: February 27th, 2025

Present: Keith Riel (Councillor), John Morris (CPD), Julie Morris, Sandra Needham, Tracy Milne (Trent), Phil Mechetuk, Stephanie Bolton (Age-Friendly)

Virtual: Lindsay Stroud, Transportation Demand Management Planner,
Cory MacLeod (Transit Operator & ATU Union Representative),
Natalie Stephenson (Green-Up),
Jessica Brotherstone (Executive Assistant Municipal Operations)

Staff Present: Barry Wakeford, Director, Transit Services
Andrea Donnelly, Recording Secretary

Regrets: Robert J Dunford (Manager-Transportation Planning),
Ilmar Simanovskis, Commissioner of Municipal Operations,
Larry MacDonald, Joel Willett (Fleming)

1. Call to Order

The meeting of the Transit Liaison Committee was called to order by the Chair at 2:03 p.m.

2. Land Acknowledgement

3. Confirmation of Minutes

Moved by Tracy Milne and seconded by Sandy Needham

That the minutes of the meeting held on January 30th, 2025, be approved.

Carried.

4. Presentations

- a) Report PTLC25-002 – Specialized Transit Ridership

Moved by Sandy Needham seconded by Tracy Milne

That the Peterborough Transit Liaison Committee approves the presentation outlined in reports PTLC25-002, PTLC dated February 27th, 2025, as follows:

That the report be received for information.

Carried

5. Other Business

- Report on Bus Terminal located at 190 Simcoe St. enhancements

Next Meeting

The next meeting of this Committee will be Thursday, March 27th, 2025, at 2:00 PM

Adjournment

Moved by Julie Morris and second John Morris

That this meeting adjourns at 2:27 pm.

Carried

Andrea Donnelly, Recording Secretary

Phil Mechetuk, Chair



City of
Peterborough

To: Peterborough Transit Liaison Committee

From: Barry Wakeford, Director, Transit Services

Meeting Date: March 27, 2025

Subject: Transit Terminal Renovations, Report Number PTLC25-003

Purpose

This report is to inform the Peterborough Transit Liaison Committee of the planned renovations at the Simcoe Street Bus Terminal.

Recommendation

That this report be received for information.

Budget and Financial Implications

A Capital budget account was created for this project in 2020, there is sufficient funding available to ensure completion.

Background

The Simcoe Street Bus Terminal is part of the Simcoe Street Parking Garage which was built in 1974. At the time of construction, Border Transit Limited was operating the transit services.

The area for bus parking, incorporated a design typically used for intercity/ tour bus systems. That included twelve bus bays/stalls, where the buses pull forward into then reverse out.

The terminal design has not changed and is still in use today. There is an ongoing safety concern as the buses back out of these bays several times each hour.

The bus sizes have changed from the thirty- and thirty-five-foot buses to the forty-foot buses. The longer bus lengths require more attention when reversing to avoid contacting the island/wall and crossing over the sidewalk.

A member in the control office observes on the cameras, and a security guard stands at the end of the island/wall near the sidewalk to protect people from walking behind the buses when they are backing out.

The previous “Hub” route design utilized all 12 bays for the 12 routes that departed every forty minutes. With that system, all buses arrived and departed at the same interval. The new system has staggered arrival and departure times for the 7 buses that now service the terminal.

The new design, (see appendix A), will have the current bays/stalls filled in to create a wider platform area from the terminal walls to the edge of the platform. Stops will be placed at the edge of the platform and will accommodate four buses. These stops will have a “saw-tooth” alignment. The sawtooth alignment refers to a design where buses pull into individual angled stops rather than in a straight line along the curb. This layout resembles the teeth of a sawblade when viewed from above.

The key features of a sawtooth design are the following:

- Angled Bays: Each bay has a designated stopping area at an angle to the curb.
- Easier Departure: Buses can leave independently without having to wait for those ahead to move.
- Efficient Use of Space: Reduces the required curb length compared to a straight line stop alignment.
- Improved Traffic Flow: Minimizes disruptions to traffic lanes.
- Improved Safety and Visibility: Drivers have a forward view as they depart. Many transit systems remove conditions that require a bus to reverse. Looking and moving forward reduces the safety risks.

Other improvements and upgrades included in this project will be all new lighting fixtures and route signage, fresh painting on the walls and under the canopy, new benches and AODA (Accessibility for Ontarians Disability Act) features. The flower bed along the North side of Simcoe Street will be removed to allow for new bus shelters along that area. Three routes will continue to use to that area.

This project is presently in the planning stage, construction is scheduled for the beginning of August 2025 and will last approximately 4 weeks with everything completed in time for the school year.

Summary

The downtown transit terminal at 190 Simcoe Street was built in 1974 as part of the Simcoe Street Parking Garage. The design, which is typically used for intercity/ tour bus systems, was built to accommodate the smaller bus thirty and thirty-five-foot bus lengths of that time, having buses pull forward into the bays and reverse out.

Despite a few renovations, and upgrades of the garage structure, the bus parking area has remained the same. However, over that time, Peterborough Transit has changed; the fleet now utilizes longer, forty-foot, buses, and the route structure changed in 2020 resulting with fewer bus routes that service the terminal.

There is also a safety risk associated with the current design as each bus must reverse out of the bay to depart; Control and security staff must assist drivers each time they back out of the bay to ensure pedestrians and vehicle traffic are safe.

The planned renovation will change current the bay design to a “sawtooth” layout which has a pull-in, drive-out method for picking up and dropping off passengers at the terminal. The plan is to have these renovations take place in August of 2025 and be completed in time for the school year.

Submitted by,

Barry Wakeford
Director, Transit Services

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Attachments:
Appendix A