



KAWARTHA LAKES
ADVOCATING REGIONAL TRANSIT

Lindsay, Ontario | klart@kawartha.org

June 24, 2024

Mayor and Council
c/o Clerk's of Council
City of Kawartha Lakes
26 Francis Street
Lindsay, Ontario K9V 4R5

Dear Mayor Elmslie and Councilors:

KLART is providing a written copy of our deputation, bibliography and reference maps in advance of our deputation Tuesday at Kawartha Lakes Council where we will advocate for reestablishing regional transit to the City.

We recognize that our deputation addresses regional transit to Lindsay and via Hwy 35 and 7 with stops at Lindsay South Carpool, Pontypool Carpool and Omemee, but does not address Bobcaygeon, Fenelon, Coboconk and Woodville. We believe that the case for Lindsay is strongest because of population and growth trajectory, and that Regional Transit increases value of local transit.

The Durham Region Transit On-Demand microtransit service serves Sunderland, Cannington, Beaverton and rural areas of Durham. Understanding the economics of DRT on-demand might inform Council on microtransit and the potential to serve CKL with that model.

<https://www.durhamregiontransit.com/en/routes-and-schedules/on-demand-service.aspx>

Thank You for this opportunity,
Sincerely

Randy Neals, Organizer
Kawartha Lakes Advocating Regional Transit

KLART

Regional Transit for Kawartha Lakes
Deputation to City of Kawartha Lakes Council

Mayor Elmslie, Councilors and City Staff,

We are here today advocating for Regional Transit. We request Kawartha Lakes Council, Metrolinx and MPP Laurie Scott engage and address the complete lack of Regional Public Transit to and from Kawartha Lakes and Lindsay.

The deputation by Marilas McInnis on behalf of herself and several hundred retired teachers in Kawartha Lakes moved us. It motivated us to form a group which now has 140 members and is called ***Kawartha Lakes Advocating for Regional Transit (KLART)***.

The Greenbelt is a land use planning tool which protects green space, farmland, forests, wetlands, and watersheds which encircle Greater Toronto. The McGuinty government put it in place to control GTA urban sprawl. The greenbelt has caused Toronto and the GTA to grow vertically on less land. 40 floor residential buildings are now very common and 7 super tall buildings between 64 and 105 floors are approved or in construction. Metrolinx is proceeding with the Bowmanville Go Train Extension and already a development of 3,900 units in a 9-building high-rise cluster is proposed next to the future Bowmanville station.

The intense pressure on land within the Greenbelt has driven housing vertically and driven the cost of housing sky high. The GTA is bursting at the seams of the Greenbelt. The Greenbelt and Protected Countryside designation in Durham is putting rapid and intense pressure on communities that have serviced land beyond the Greenbelt. MZO's have lowered the restrictions and requirements on developers and today we see Millbrook, Cobourg, Port Hope, Peterborough and Lindsay with development at a scale we've never experienced. This is **Greenbelt Leapfrog**.

The Kingsmen Sugarwood development in Lindsay is quick proof that we are impacted by Greenbelt Leapfrog. Contractor's trucks, building material trucks, garbage dumpsters and rental equipment all bearing 905 and 416 telephone numbers. Toronto developers, their supply chain and ecosystem of contractors have leapfrogged over the Greenbelt to Lindsay.

The province is aware of Greenbelt Leapfrog. In 2020 the province introduced the Greater Golden Horseshoe nomenclature, recognizing the outer ring around the greenbelt as an area of growth. The Phase 2 2031 housing pledges rely on outer-ring municipalities.

Metrolinx, under the mandate of MTO, has an expanded geography and is updating its 2041 Regional Transportation Plan. The updated policy document will go to the MTO for review before publishing later in 2024.

What has the City of Kawartha Lakes done to interlock with Metrolinx Planning, and to ensure our regional transit needs are incorporated in the updated 2041 RTP Policy Document which will drive funding priorities for regional transit in the GGH?

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Our neighbors in Selwyn Township were aligned and ready. In partnership with Curve Lake First Nation, Community Care Peterborough and the City of Peterborough they received a \$1.48-million grant under the Ontario **Community Transportation Grant** program and have established two bus routes operated by Peterborough Transit, connecting Bridgenorth, Ennismore, Lakefield and Curve Lake with Peterborough Transit and the Go Transit Bus at Trent University. Trent University Student Association is a key customer flowing \$75,000 annually to Selwyn for student transit pass use.

Northumberland County was also on point. In 2022 Northumberland County, in partnership with Metrolinx, launched the Commuter Connect shuttle van service which starts each morning at 6:30 and cycles 4 times daily between Cobourg, Port Hope and the Oshawa Go Station. Northumberland council has renewed Commuter Connect. Note that Cobourg and Port Hope also have Via Rail train service to Toronto Union.

As I wrap up, here is our call to action:

We need the Province and Kawartha Lakes doing more to re-establish regional transit. We didn't create the greenbelt and we certainly have no control over Greenbelt Leapfrog. We need the Province, MTO and Metrolinx to help us meet the demands from this growth.

Regional Transit opens-up job opportunities, helps social service recipients without a car, provides access to specialty medical treatment and enables access to higher education and Toronto Pearson Airport. **Lindsay Transit is more valuable with regional connectivity.**

1. We need the Northumberland Commuter Connect shuttle service between Lindsay and the Oshawa Go Train. The Hopin app reserves seats, matches demand with availability enabling smaller efficient transit vehicles to open a new transit route and provides ridership data to inform and fine tune service.
2. We need a Lindsay-Peterborough intermunicipal transit route connecting the Lindsay Transit network with the Peterborough Transit network. We want Kawartha Lakes to actively collaborate with the City of Peterborough, Trent University, Fleming College, PRHC, RMH, Social Services and KLH Housing, Community Care, Metrolinx and the Province to develop a Hwy 7 regional bus route, with a stop in Omeme and with start-up and operational funding from the province.

The reduction of programs at Frost Campus of Fleming has reduced higher education opportunities in Kawartha Lakes. The Lindsay-Peterborough bus route would ensure young people in Kawartha Lakes have greater choice, better access to higher education including University, enabled by lower cost of living with family, and without needing a car, insurance and campus parking.

3. And finally, we want Metrolinx to commit that upon completion of the Bowmanville Go Train Extension, Metrolinx will launch regular Go Transit Bus service connecting Lindsay via Hwy 35/115 to Bowmanville Go Train.

Bibliography:

Greenbelt Plan (2017)

Government of Ontario, Order in Council No 1025/2017

<https://www.ontario.ca/document/greenbelt-plan>

A Place to Grow: Growth plan for the Greater Golden Horseshoe (2019/2020)

Government of Ontario, Order in Council No 641/2019

<https://www.ontario.ca/document/place-grow-growth-plan-greater-golden-horseshoe>

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

Ministry of Transportation Ontario (MTO) 2022

<https://www.ontario.ca/page/connecting-ggh-transportation-plan-greater-golden-horseshoe>

Metrolinx 2041 Regional Transportation Plan, for the Greater Toronto and Hamilton Area

Metrolinx, an agency of the Government of Ontario 2018 (Being updated)

<https://www.metrolinx.com/en/projects-and-programs/regional-transportation-plan>

MTO Mandate Letter to Metrolinx 2041 Regional Transit Plan (2023/2024)

https://assets.metrolinx.com/image/upload/v1691084869/Images/Metrolinx/2023-24_Mandate_Letter.pdf

The Leap-frog Effect in the Context of Ontario's Greenbelt: An Analysis of Farmland Loss in the Unprotected Countryside

Emma Drake, University of Guelph 2019

<http://hdl.handle.net/10214/15909>

Northumberland County, “Commuter Connect” shuttle to Oshawa Go

<https://commuterconnect.ca/>

Selwyn Township, “The Link” intermunicipal bus service

<https://www.selwyntownship.ca/en/resident-services/bus-service-the-link.aspx>

<https://www.selwyntownship.ca/en/township-hall/resources/Finance/2023/DEPARTMENT-25---2023--Summary.pdf>

Trent University Central Student Association - Transit Pass System

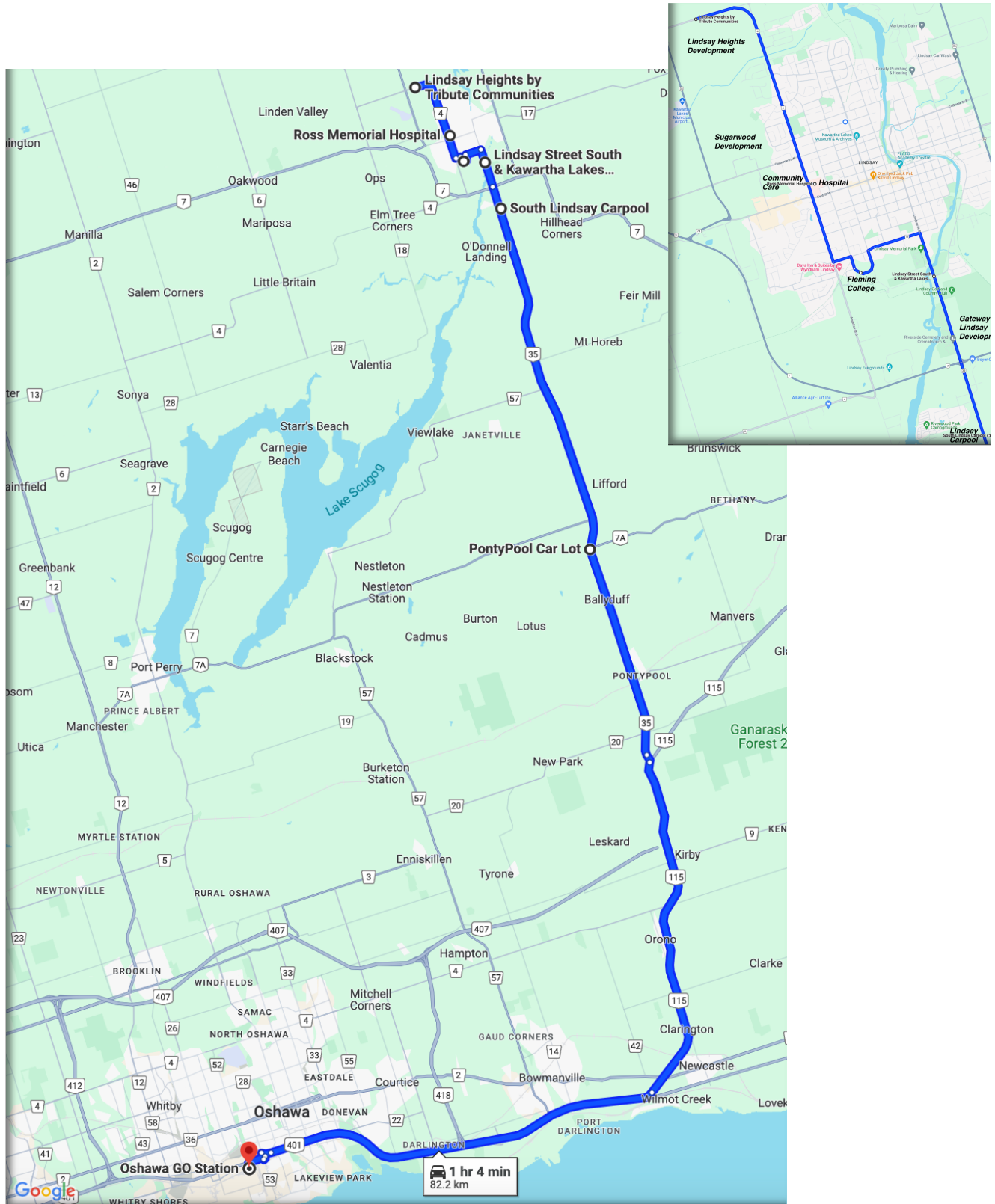
<https://trentcentral.ca/transit>

Fleming College Student Administrative Council - Transit Pass System

<https://www.flemingsac.ca/digital-transit>

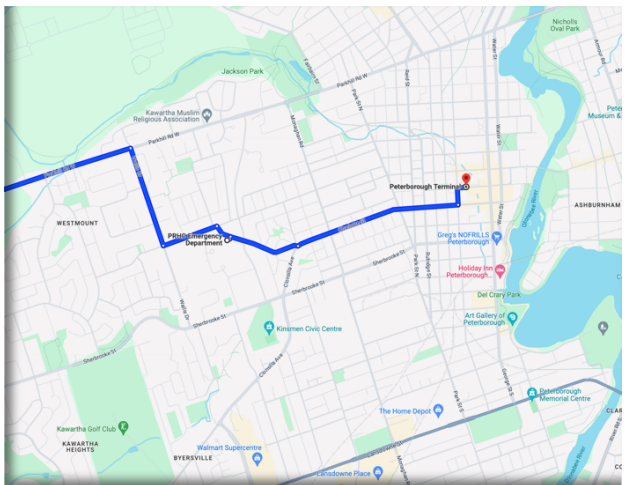
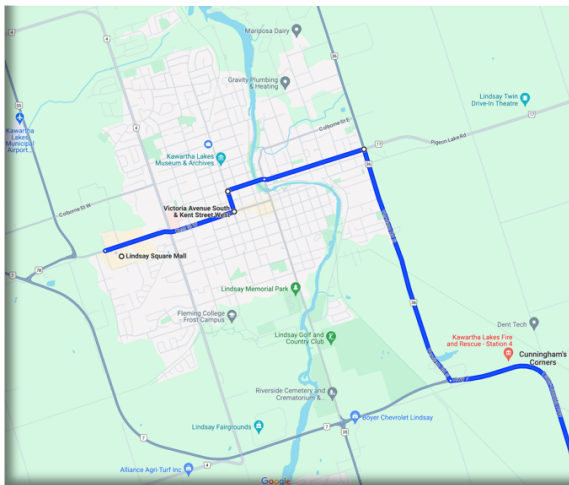
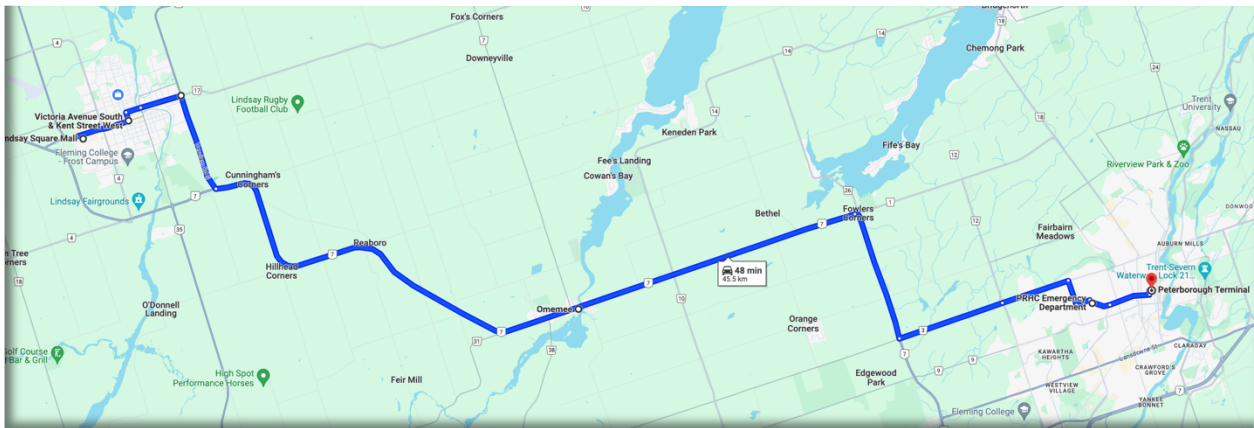
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“Appendix A” – Lindsay to Oshawa Go Train, Shuttle Van Route Map (Example)



Regional Transit for Kawartha Lakes Deputation to City of Kawartha Lakes Council

“Appendix B” – Lindsay Transit to Peterborough Transit Regional Link (Example)



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“Appendix C” – Lindsay to Bowmanville Go Train Regional Link (Example)

