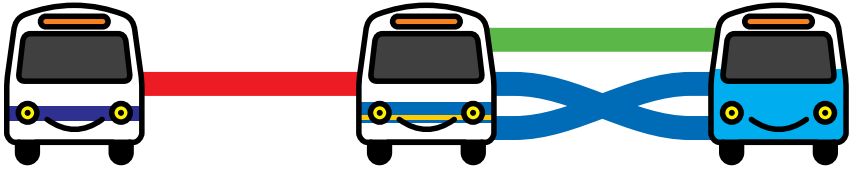


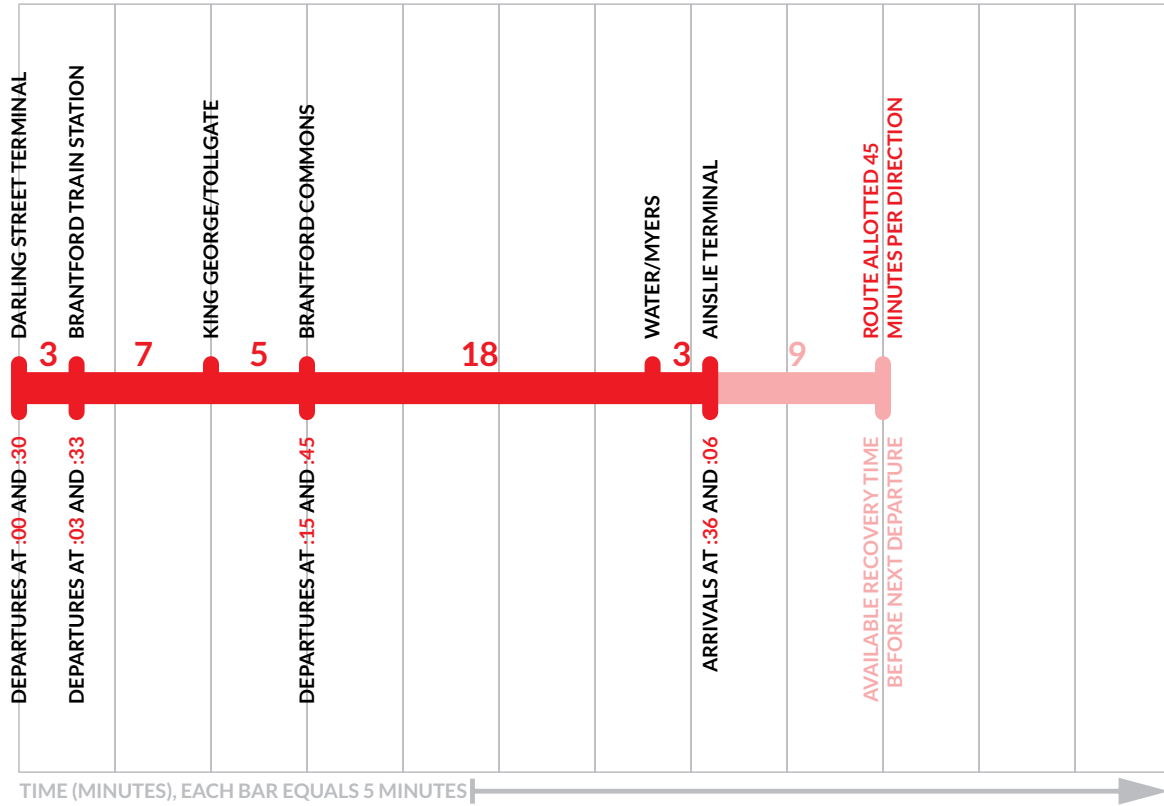
LINK THE WATERSHED



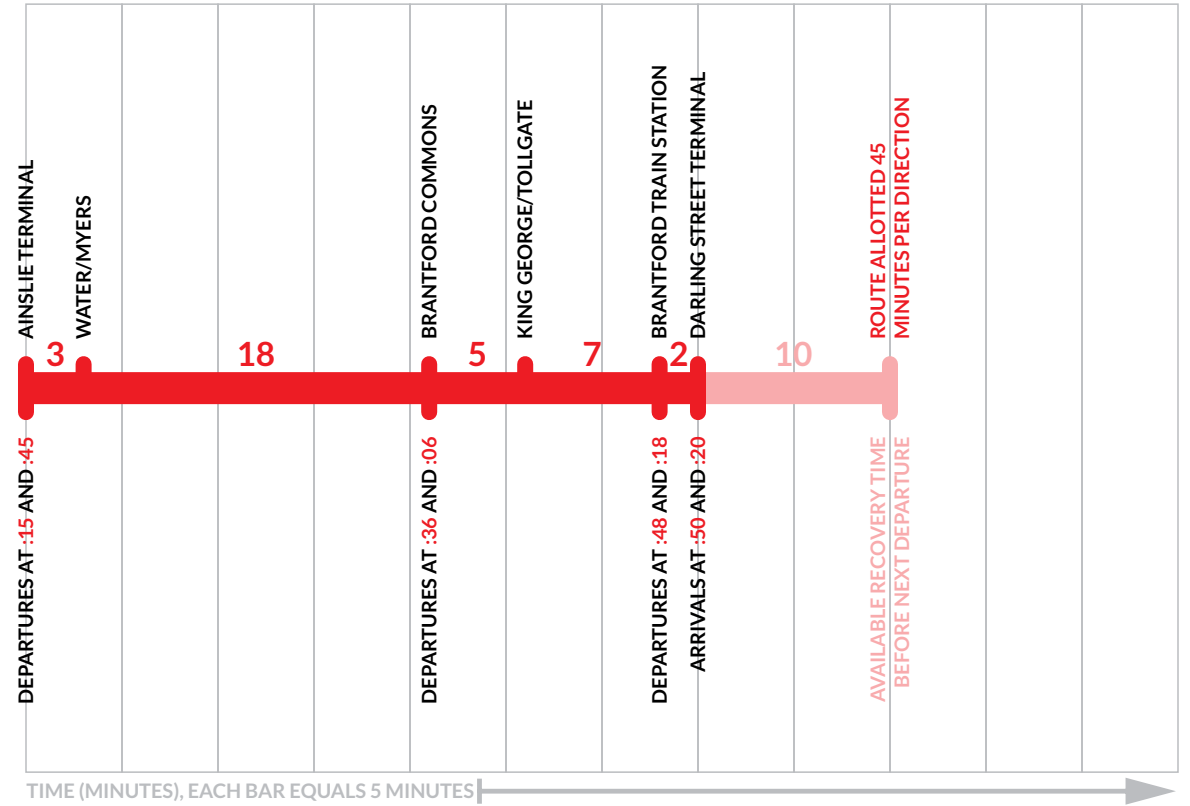
Estimated Travel/Running Times

PROPOSED BRANTFORD TRANSIT ROUTE 3 CHARING CROSS-WATER

TO CAMBRIDGE



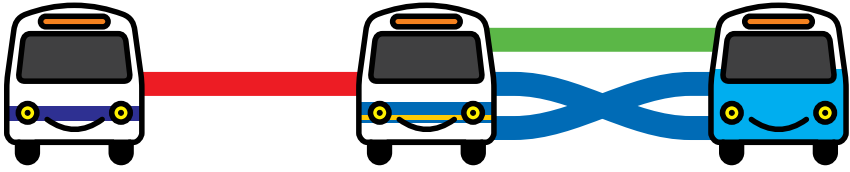
TO BRANTFORD



HOW WERE THESE TRAVEL TIMES ESTIMATED/DETERMINED?

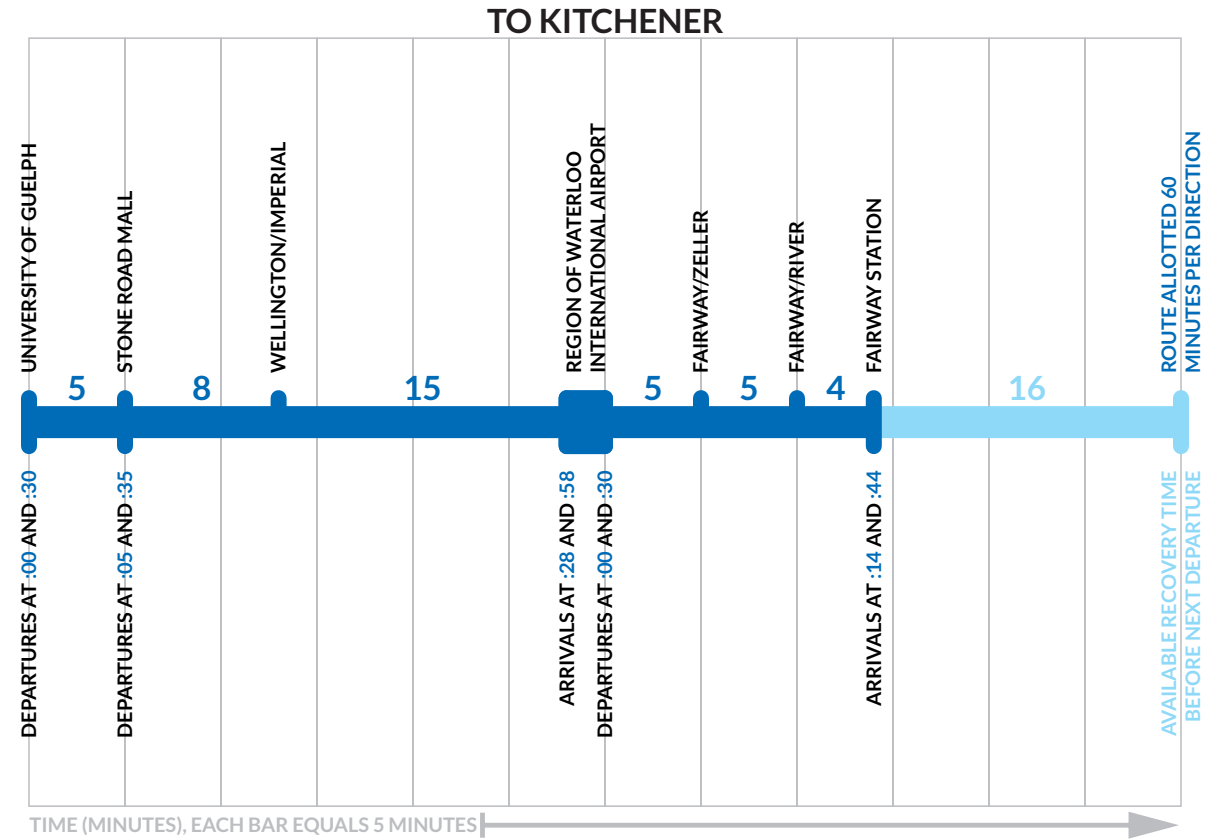
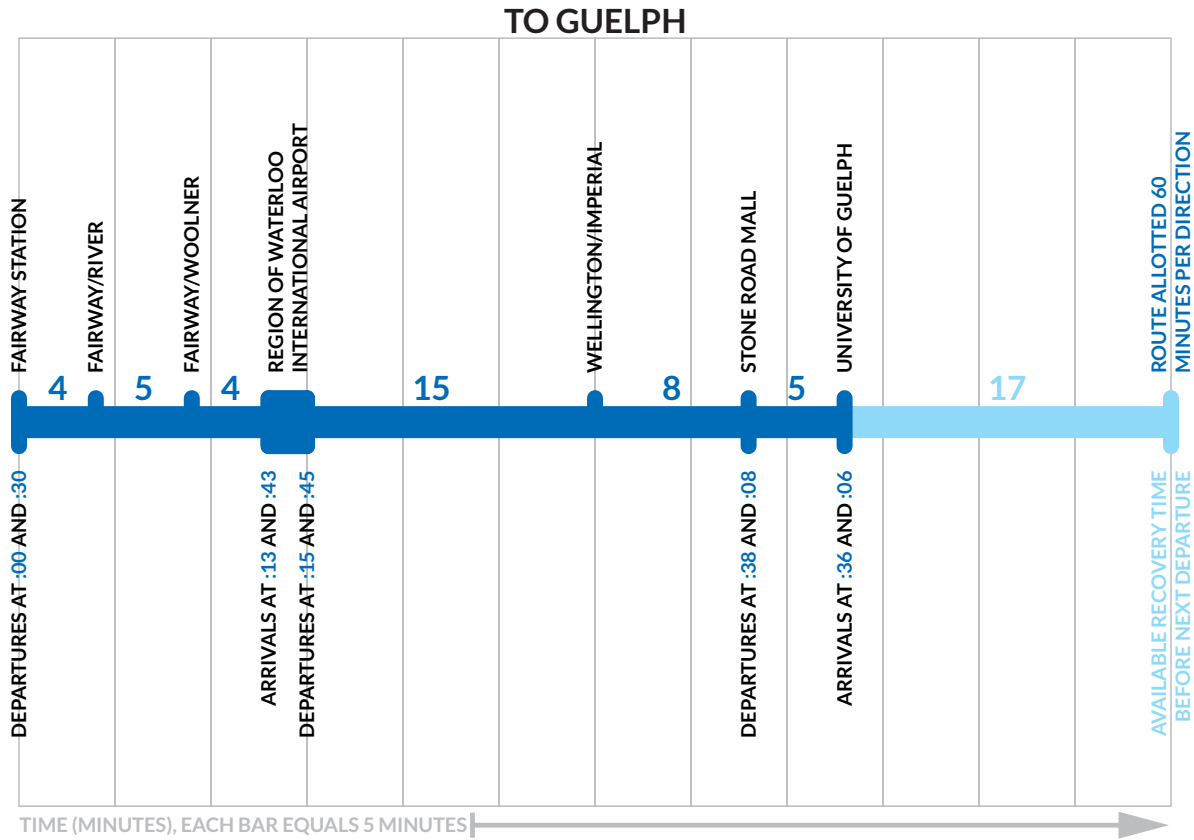
Scheduled running times for existing transit routes operated by Brantford Transit, Grand River Transit, and Guelph Transit that share portions of the same corridors as these proposed routes were reviewed in addition to running times for services running on similar highway corridors between urban areas operated by these and other transit agencies (ie. GO Transit). It is believed that these running times/schedules can be achieved under typical traffic conditions and have been used to estimate vehicle requirements, annual service hours, and budget requirements to achieve 30 minute service for approximately 20 hours/day 365 days/year. The available recovery time can be used to adjust the scheduled travel times for busier periods such as weekday rush-hours when travel may be slower due to increased traffic and more frequent stops.

LINK THE WATERSHED



Estimated Travel/Running Times

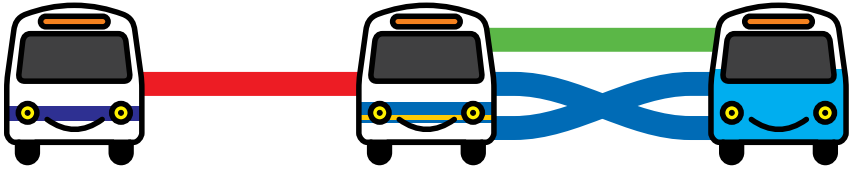
PROPOSED GRAND RIVER TRANSIT ROUTE 32 AIRPORT-STONE



HOW WERE THESE TRAVEL TIMES ESTIMATED/DETERMINED?

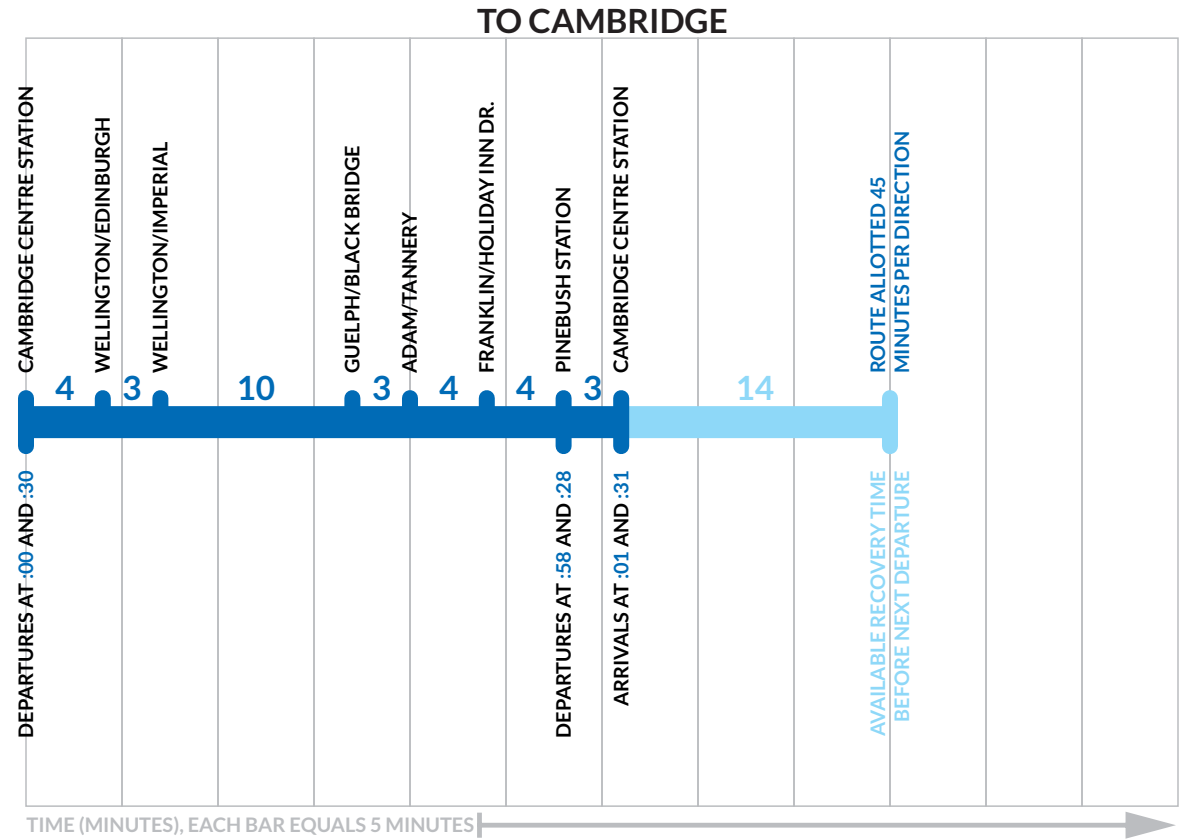
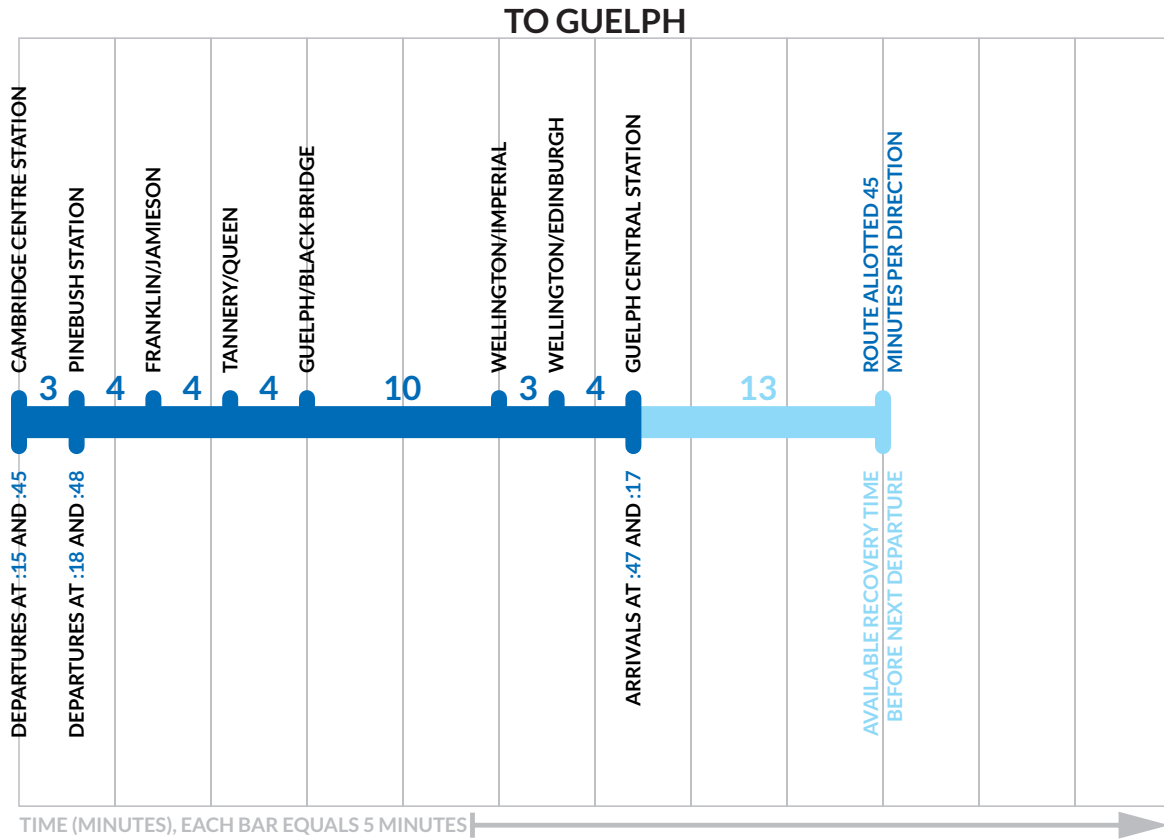
Scheduled running times for existing transit routes operated by Brantford Transit, Grand River Transit, and Guelph Transit that share portions of the same corridors as these proposed routes were reviewed in addition to running times for services running on similar highway corridors between urban areas operated by these and other transit agencies (ie. GO Transit). It is believed that these running times/schedules can be achieved under typical traffic conditions and have been used to estimate vehicle requirements, annual service hours, and budget requirements to achieve 30 minute service for approximately 20 hours/day 365 days/year. The available recovery time can be used to adjust the scheduled travel times for busier periods such as weekday rush-hours when travel may be slower due to increased traffic and more frequent stops.

LINK THE WATERSHED



Estimated Travel/Running Times

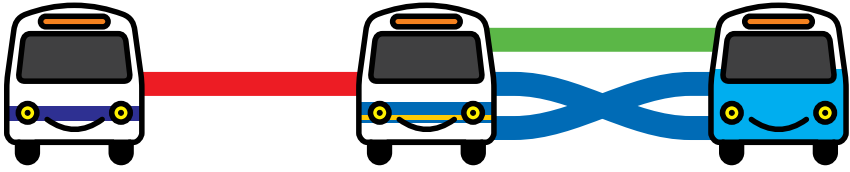
PROPOSED GRAND RIVER TRANSIT ROUTE 65 GUELPH-WELLINGTON



HOW WERE THESE TRAVEL TIMES ESTIMATED/DETERMINED?

Scheduled running times for existing transit routes operated by Brantford Transit, Grand River Transit, and Guelph Transit that share portions of the same corridors as these proposed routes were reviewed in addition to running times for services running on similar highway corridors between urban areas operated by these and other transit agencies (ie. GO Transit). It is believed that these running times/schedules can be achieved under typical traffic conditions and have been used to estimate vehicle requirements, annual service hours, and budget requirements to achieve 30 minute service for approximately 20 hours/day 365 days/year. The available recovery time can be used to adjust the scheduled travel times for busier periods such as weekday rush-hours when travel may be slower due to increased traffic and more frequent stops.

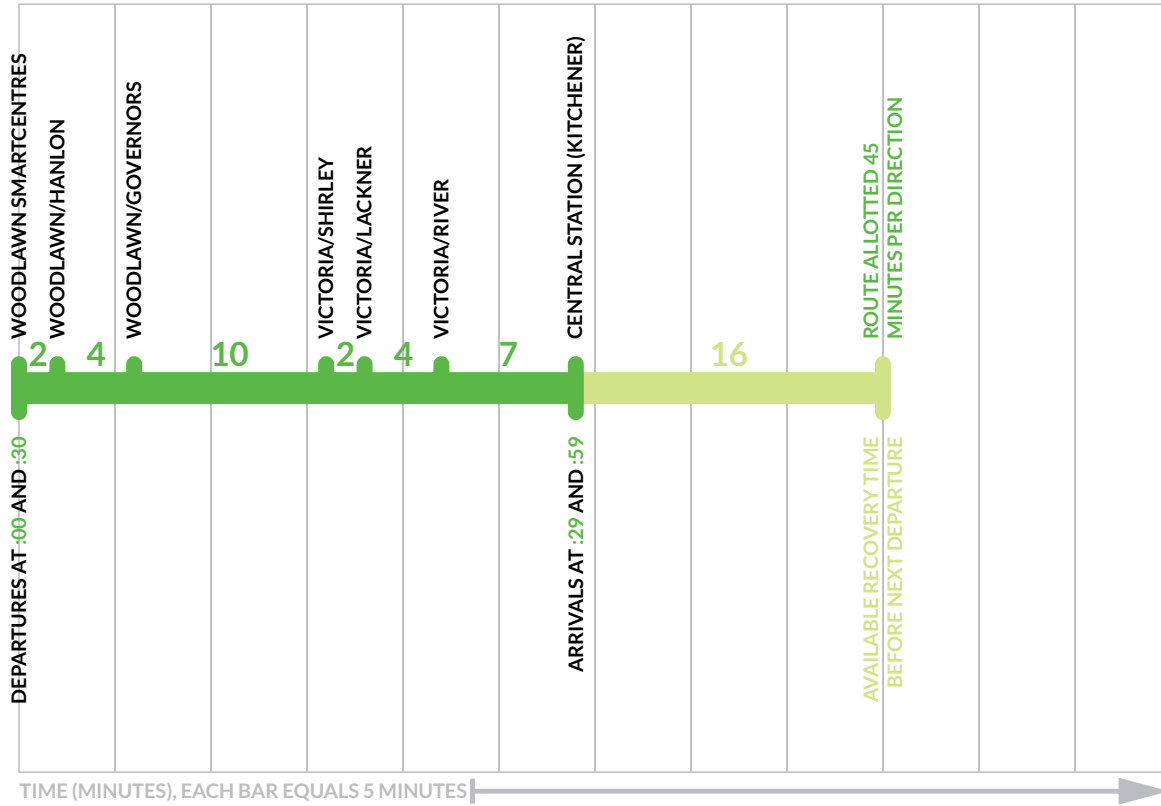
LINK THE WATERSHED



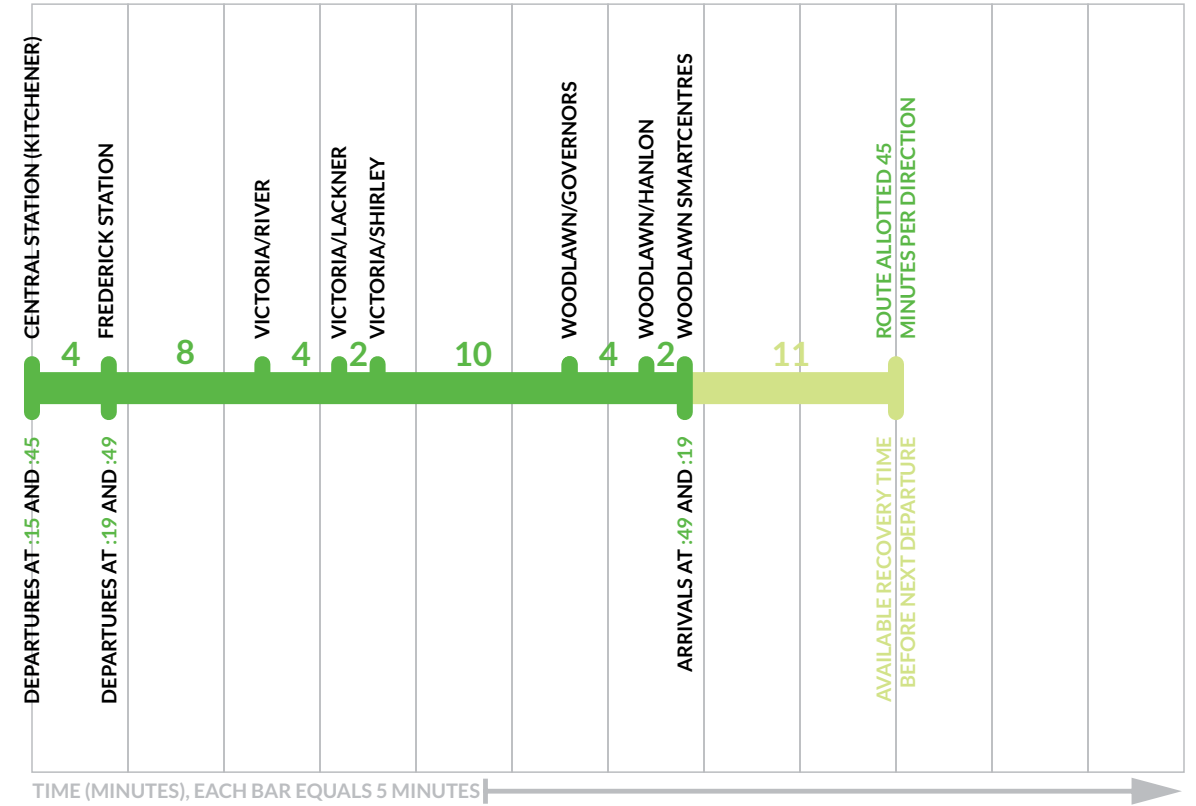
Estimated Travel/Running Times

PROPOSED GUELPH TRANSIT ROUTE 95 WOODLAWN-VICTORIA

TO KITCHENER



TO GUELPH



HOW WERE THESE TRAVEL TIMES ESTIMATED/DETERMINED?

Scheduled running times for existing transit routes operated by Brantford Transit, Grand River Transit, and Guelph Transit that share portions of the same corridors as these proposed routes were reviewed in addition to running times for services running on similar highway corridors between urban areas operated by these and other transit agencies (ie. GO Transit). It is believed that these running times/schedules can be achieved under typical traffic conditions and have been used to estimate vehicle requirements, annual service hours, and budget requirements to achieve 30 minute service for approximately 20 hours/day 365 days/year. The available recovery time can be used to adjust the scheduled travel times for busier periods such as weekday rush-hours when travel may be slower due to increased traffic and more frequent stops.