

# Station Concepts

All of the existing stops on the new BRT route will be replaced with new stations.

Rendering of new BRT station



The new stations will improve comfort and safety with:

- Lighting
- Real-time travel information
- Heating

BRT stations will have connections to sidewalks and pathways.

All stations will fit within the existing right of way.

The North Crosstown BRT project is one of four new BRT projects. Together, the four BRT projects fill important gaps in the existing transit network.

Rendering of new station in a residential area



Rendering of a new station at 16 Avenue and Edmonton Trail.



Station architecture is for illustration only. Final design details to be determined.

Visit [calgary.ca/northxtownbrrt](http://calgary.ca/northxtownbrrt) to check out route, station locations and concepts.



# North Crosstown Bus Rapid Transit

In Fall 2018, you'll be able to travel east-west across north Calgary **without transferring, or going downtown.**

# North Crosstown Bus Rapid Transit

The North Crosstown BRT will provide a better customer experience with reliable, direct service.

When the service starts, the North Crosstown BRT will operate seven days a week with buses running every 10 minutes during peak hours (6:30-9 a.m. & 3-6 p.m.) As ridership grows, the BRT will operate seven days a week, 15 hours per day with buses every 10 minutes.

The North Crosstown BRT is a Council-identified priority in Calgary Transit's strategic plan *RouteAhead*. It also forms part of the Primary Transit Network outlined in the *Calgary Transportation Plan*. The service is an important investment to accommodate Calgary's current and future growth.



# How will we achieve better, more direct, and reliable service?

The North Crosstown Bus Rapid Transit (BRT) will be a limited stop bus service using existing streets, operating in regular traffic lanes with several transit priority measures along the corridor.

## Transit Signal Priority

Traffic signals along the route will be modified to provide additional green time when buses are approaching.

## Bus Queue Jump Lanes

Queue jump lanes are reserved for buses at signalized intersections. Buses enter their own lane and get an advanced green light before other vehicles at the intersection, allowing them to get ahead of traffic and eliminate congestion delays.

Calgary already has a number of transit queue jumps, including 16 Avenue and 10 Street N.W., Memorial Drive and 5 Avenue S.E. and Marlborough Drive and 52 Street S.E.

