

# Transit Service Review 2018

Making Bus Service Better

Community Consultation Team Meeting – ROUND 3: What We Heard and the Revisions We Made



## Presentation Outline

At this meeting, we will:

1. Provide up-to-date information about the project and the engagement process
2. Share information on what we heard from participants about the proposed bus route changes
3. Provide information on the final changes that have been made based on the feedback collected from participants
4. Receive input on the public education campaign for Fall 2018.



# Project Background

- The City of Calgary (the “City”) is building new and improved Bus Rapid Transit infrastructure. This is a long-term project intended to fill important gaps in the primary transit network.
- The project started off with RouteAhead and now implementation is underway. New stations are under construction and four new BRT routes and stations are soon to be implemented:
  - North Crosstown (Fall, 2018)
  - South Crosstown (Fall, 2018)
  - 17<sup>th</sup> Ave (Fall, 2018)
  - Southwest BRT (Late, 2019)



# Project Overview

Calgary Transit has reviewed dozens of existing bus routes to develop a more effective and efficient bus network in Calgary.

Objectives guiding revisions to existing bus routes are to:

- Make efficient use of the BRT infrastructure;
- Provide routes that are more direct and easier to understand;
- Reduce travel time;
- Operate with more frequency and a longer span of service on some routes;
- Provide better service to key destinations;
- Reduce duplication of service; and
- Support increased ridership.



# Engagement Overview

- In April and May 2018, the City of Calgary and Calgary Transit engaged Calgarians on proposed route changes that will link into the BRT routes.
- The engagement objectives were to:
  - Communicate the scope and purpose of the 2018 Transit Service Review;
  - Provide information on the proposed route changes; and
  - Gather feedback from stakeholders and community members on what they liked, would like to see changed, and additional comments related to the changes.



## Engagement Overview Cont'd...

- The 2018 Transit Service Review Engagement was implemented through a variety of engagement methods:
- An online engagement survey
- In person outreach consisting of:
  - Six community consultation team meetings
  - Two internal stakeholder meetings
  - Two one-on-one targeted stakeholder meetings
  - (Kerby Centre and East Action Seniors Team)
  - 14 pop-up information sessions
  - 11 open houses



## Engagement Overview Continued...

### The Numbers:

- Reached over 10,000 Calgarians
- Online: 10,785 participants (and 34,000 + views by over 14,000+ distinct visitors) 4,339 contributions.
- In-person 1,090 participants and written input by 628
- Community Consultation Team Meetings:
  - Round One: 30 representatives in four meetings; 23 different community associations and organizations
  - Round Two: 14 representatives, 13 different community associations and organizations
- Targeted sessions: Kerby Seniors Centre and East Seniors Centre: 37 participants



# Open House Responses

	Open House Location	# of participants	# of translations	# of comments
1	University of Calgary	200+	0	61
2	Genesis Centre	140	12	74
3	Marlborough Park Community Association	27	0	20
4	Remington YMCA	104	0	46
5	Dover Community Centre	29	0	42
6	Foothills Medical Centre	163	0	100
7	Village Square Leisure Centre	93	4	37
8	St Andrews Heights Community Centre	42	0	21
9	Foothills Medical Centre (May 7)	118	0	52





## Engagement Numbers Continued...

	One-on-One Stakeholder Meeting	# of Participants
1	CCT Meetings – Round 1 (April 10, 11, and 12)	28
2	EAST (April 23)	9
3	Forest Lawn 55+ / Bethany (May 2) – originally targeted session, <b>recategorized as Open House</b> , given numbers of participants	104
4	Kerby Centre (May 9)	28
5	Foothills Medical Centre Environmental Services Staff – originally targeted session, <b>recategorized as Open House</b> given numbers of participants (May 10)	70



## What We Asked:

1. What do you like about this route?
2. What would you change about this route?
3. Questions/additional points of information you'd like to make?
4. Demographic information: age, neighbourhood, frequency of transit use and how long it takes to get to bus stop?
5. Engagement process feedback?



## Who We Heard From

### Demographics:

- 36 different associations and organizations
- 116 neighbourhoods represented at Open Houses
- Nearly 100 neighbourhoods represented online
- Contributors from nine-years-old to 89-years old online, and 16-84 in-person
- Average walking time from bus stop six minutes
- 77% respondents were daily transit users, 11% of respondents used transit once or twice a week. 5% and 8% of transit users used transit once or twice a week or never, respectively



## What We Heard about the Engagement

- The majority of participants who completed the evaluation:
  1. strongly agreed or agreed that they were satisfied with the opportunity to participate and provide input (35% and 37% respectively).
  2. strongly agreed or agreed that the activity was a good use of their time (22% and 41% respectively).
  3. strongly agreed or agreed that they understood how their input would be used (7% and 32% respectively).
  4. strongly agreed or agreed that they received enough information to provide meaningful input (16% and 33% respectively).



## What We Heard: Themes

- Majority of comments were in response to identified bus route, only 12% were general comments
- Themes identified in both route-specific and general comments:
  1. Frequency
  2. Coverage/routing
  3. Length of time to destination
  4. Directness of route
  5. Span of service
  6. Stops ( Placement or number of stops along route)
  7. Duplication of route(s)
  8. Wait time for bus
  9. General Positive
  10. General Negative



## What We Heard: General Comments

### General Comments:

- Centered largely around issues participants would like to see improved for their ***particular neighbourhood, or a particular destination.***
- Most prominent theme related to ***coverage/routing*** of proposed routes with comments typically about routes no longer going to a street or stop where they did previously, or pertaining to a certain area that they felt was underserved.
- Second most prominent theme: suggestions for ***system-wide improvements*** - broad range of comments from security to bus punctuality to driver behaviour.



# Route-by-Route: What We Heard

- What follows is a route-by-route summary of each proposed route and some others for which we received significant input
- Major themes have been identified for each route



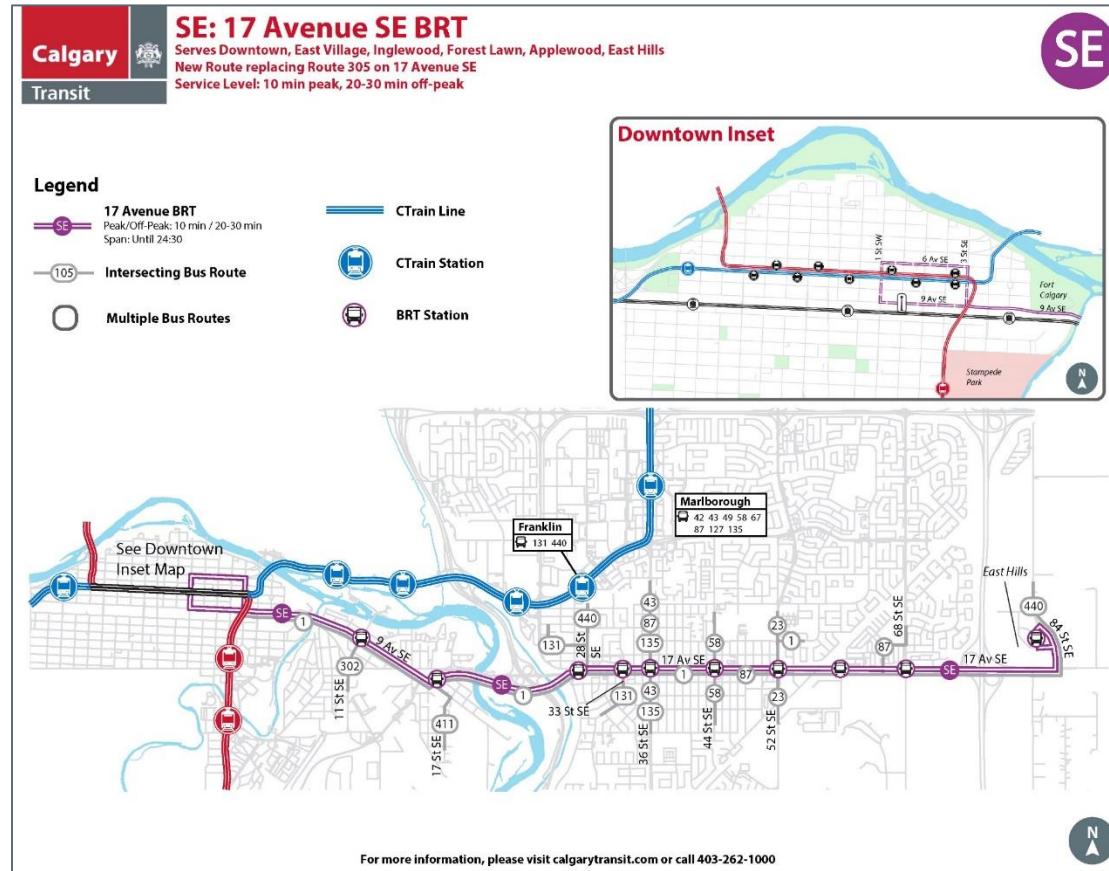
# What We Heard: 17 Avenue SE BRT

## Some Positives

- Good connection to East Hills
- Good frequency
- Good service span

## Some Concerns

- Should extend farther west into the downtown core
- Should stop at 61 ST SE and 70 ST SE
- Require park and ride at east end of route
- The pedestrian crossing environment along 17 AV SE
- Ensure schedule is spaced out with Route 1 on 17 AV SE







# What We Heard: North Crosstown BRT

## Some Positives

- Good connection to major destinations such as Foothills, Alberta Children’s Hospital, SAIT, and University of Calgary, particularly from NE Calgary

## Some Concerns

- Additional frequency required, particularly off-peak
- Does not directly serve some places





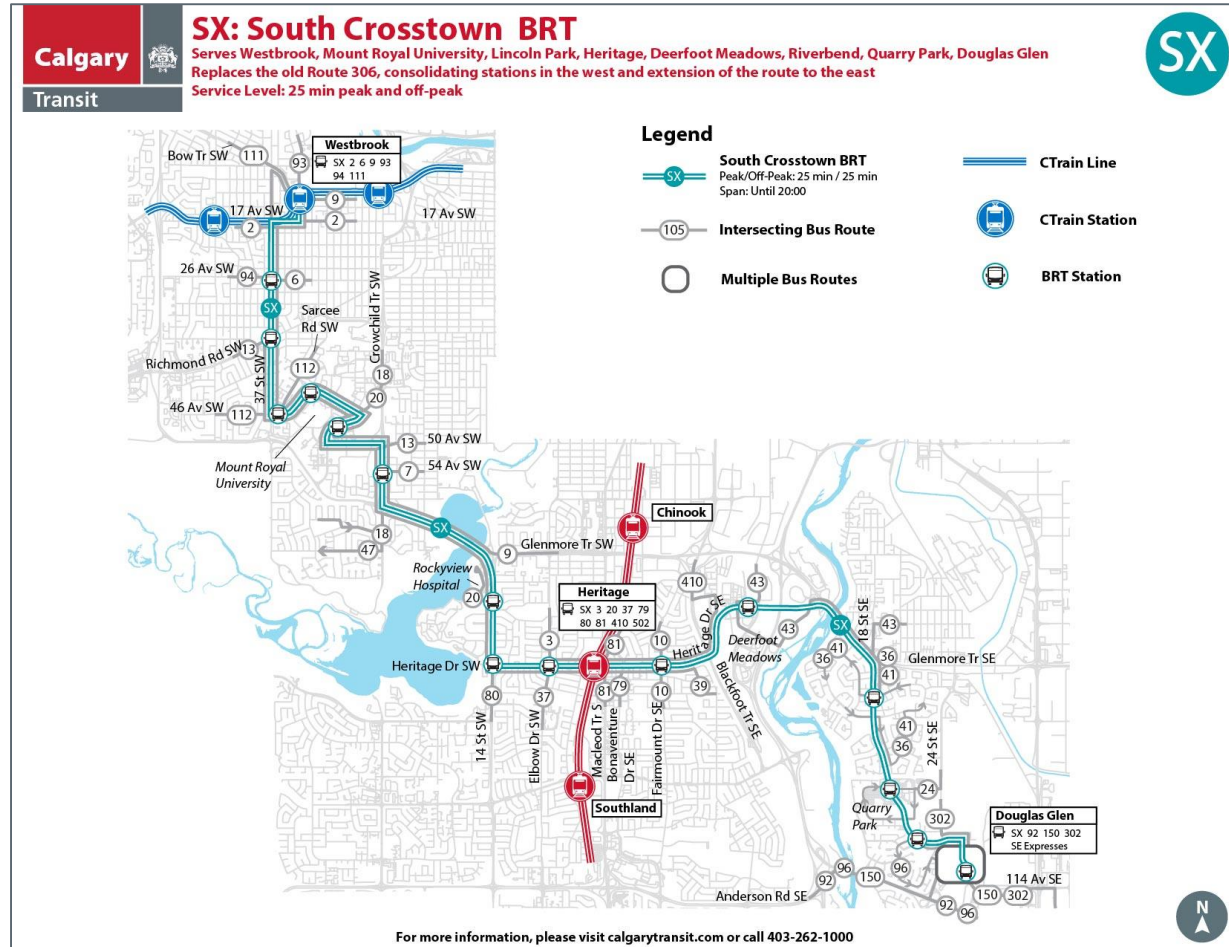
# What We Heard: South Crosstown BRT

## Some Positives

- Direct route connection between important destinations in SE and SW Calgary

## Some Concerns

- Additional frequency required, particularly in peak periods
- Should extend farther north





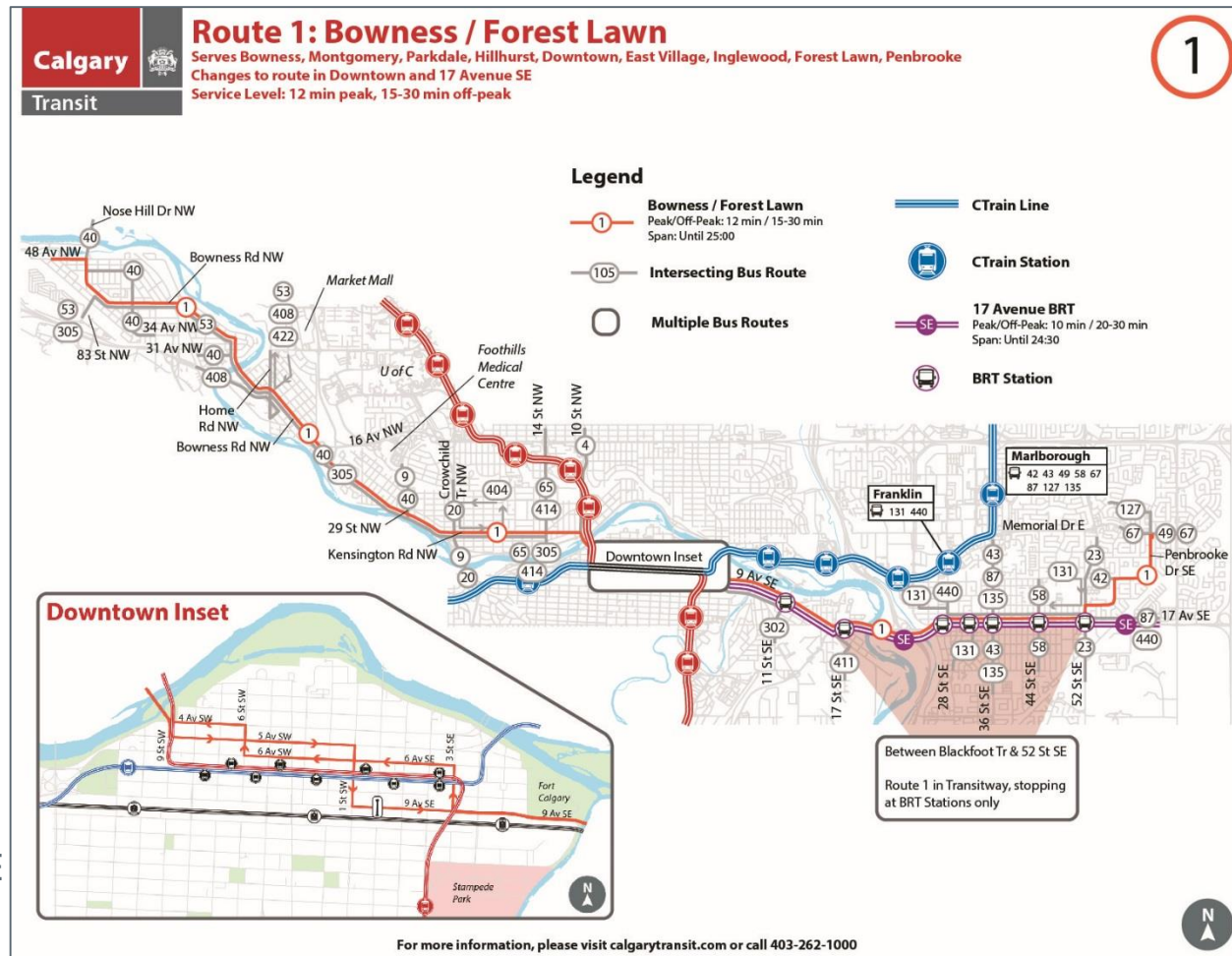
# What We Heard: Route 1

## Some Positives

- Good use of BRT infrastructure along 17 AV SE
- Good routing downtown along 5 AV and 6 AV

## Some Concerns

- Route duplicates 17 AV SE BRT and could be shortened or altered to avoid this
- Route does not have enough frequency off-peak
- Route should remain on 7 AV SE
- Route should serve all stop on 17 AV SE



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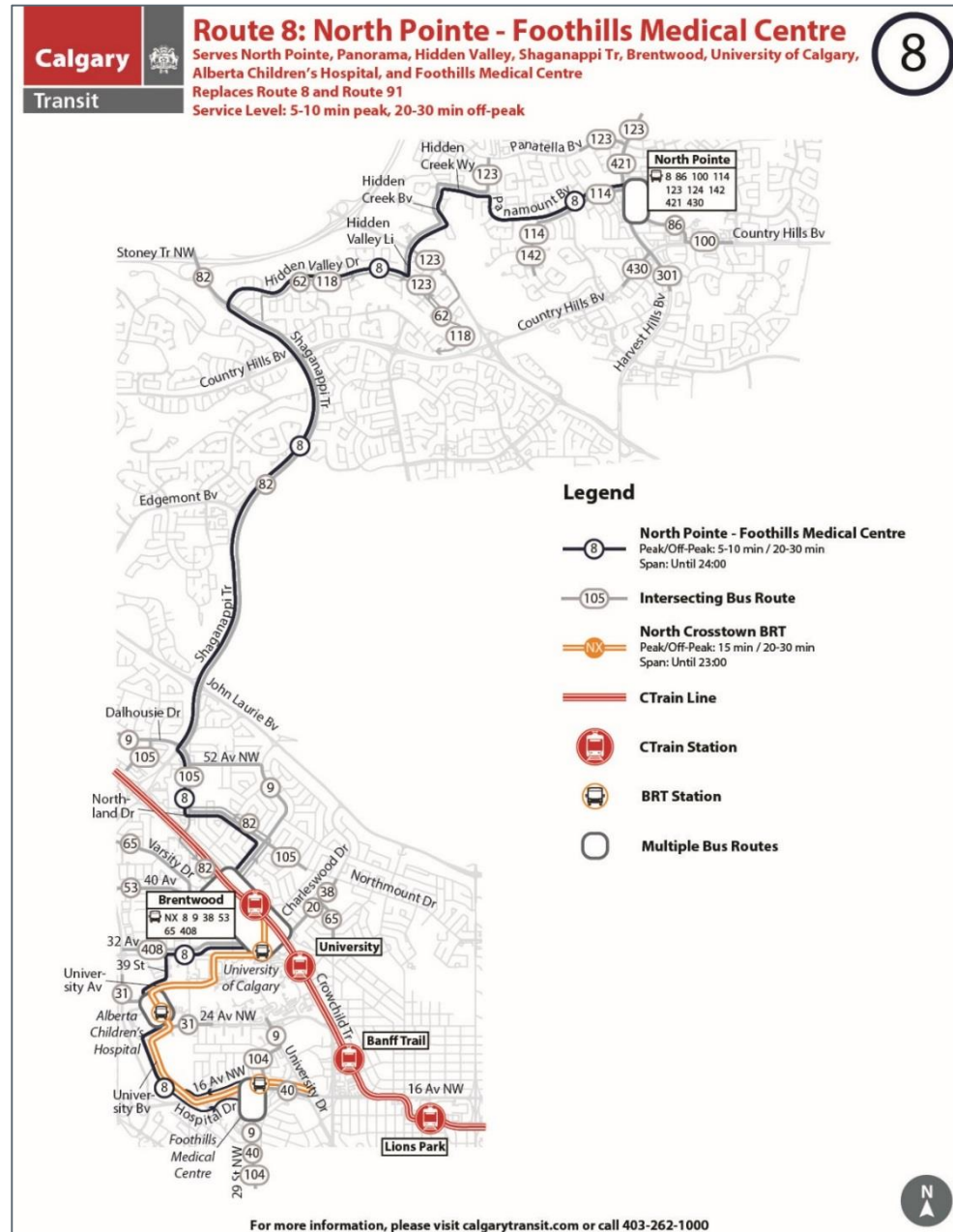
# What We Heard: Route 8

## Some Positives

- Direct connection to Alberta Children's Hospital and Foothills Medical Centre, reducing transfers from North Central and NW Calgary.

## Some Concerns

- Concerns that overcrowding could slow down the route and increase travel time
- Additional frequency required





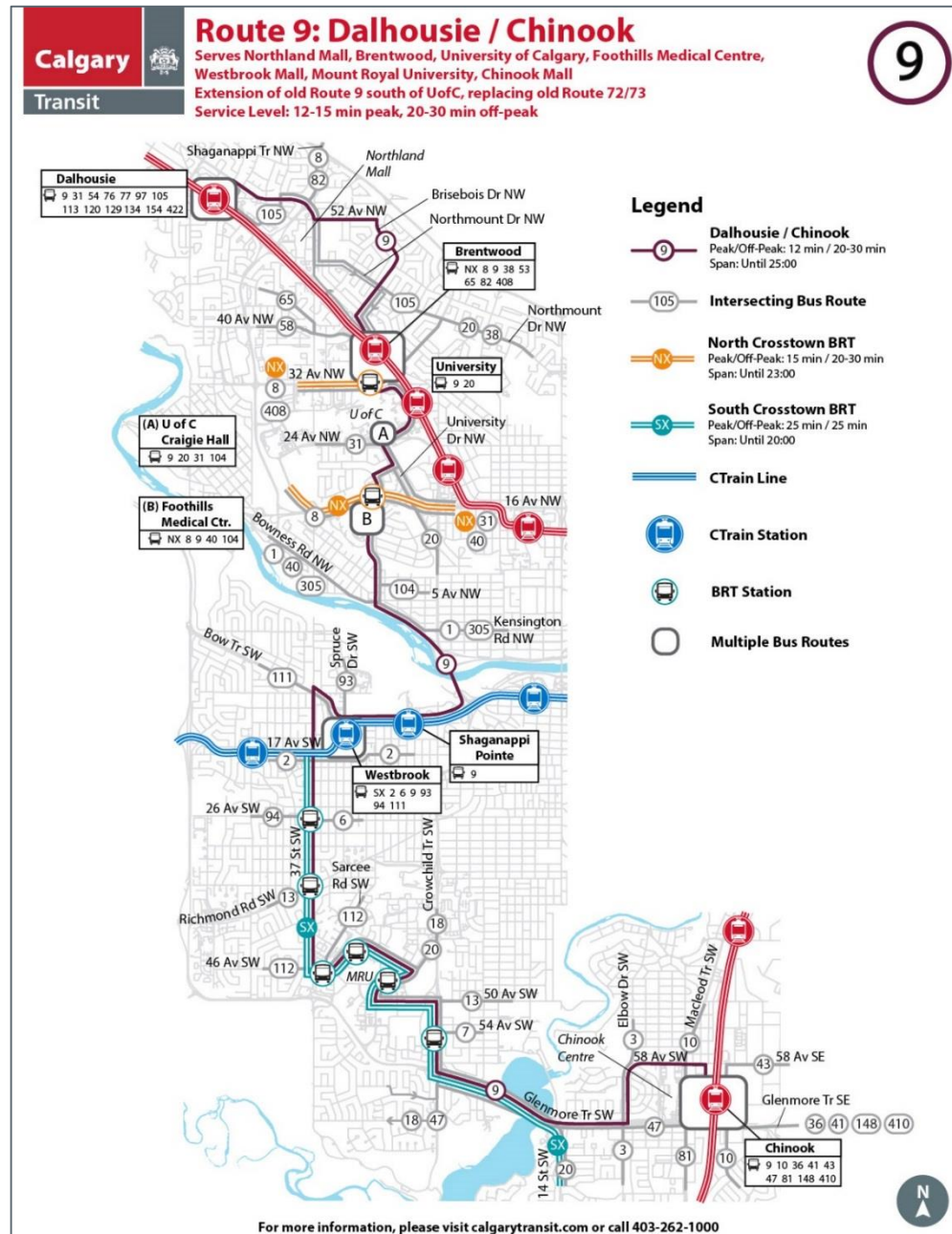
# What We Heard: Route 9

## Some Positives

- Good replacement for Routes 72/73 on the west side of the city
- Good connection to Foothills Medical Centre
- Good connection to Mount Royal University from NW

## Some Concerns

- Does not serve Alberta Children's Hospital
- Frequency must be high enough to manage overcrowding
- Should be swapped with Route 20 on Crowchild Tr NW to ensure Route 20 can continue to serve Foothills Medical Centre

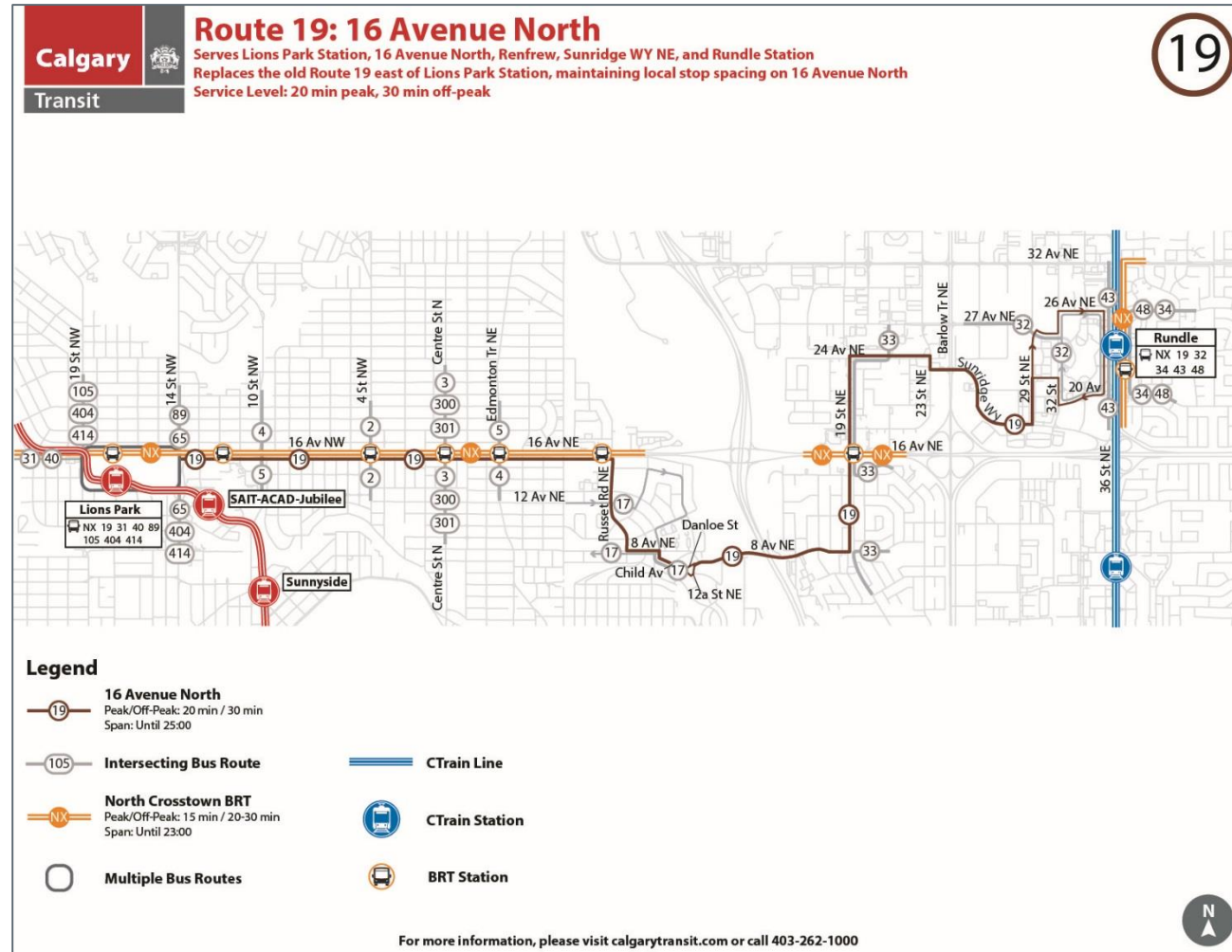




# What We Heard: Route 19

## Some Concerns

- Removal of portion of route west of Lions Park will require transfers for current Route 19 users
- Requires additional frequency, particularly off-peak.
- How will the route actually operate around Lions Park?





# What We Heard: Route 20

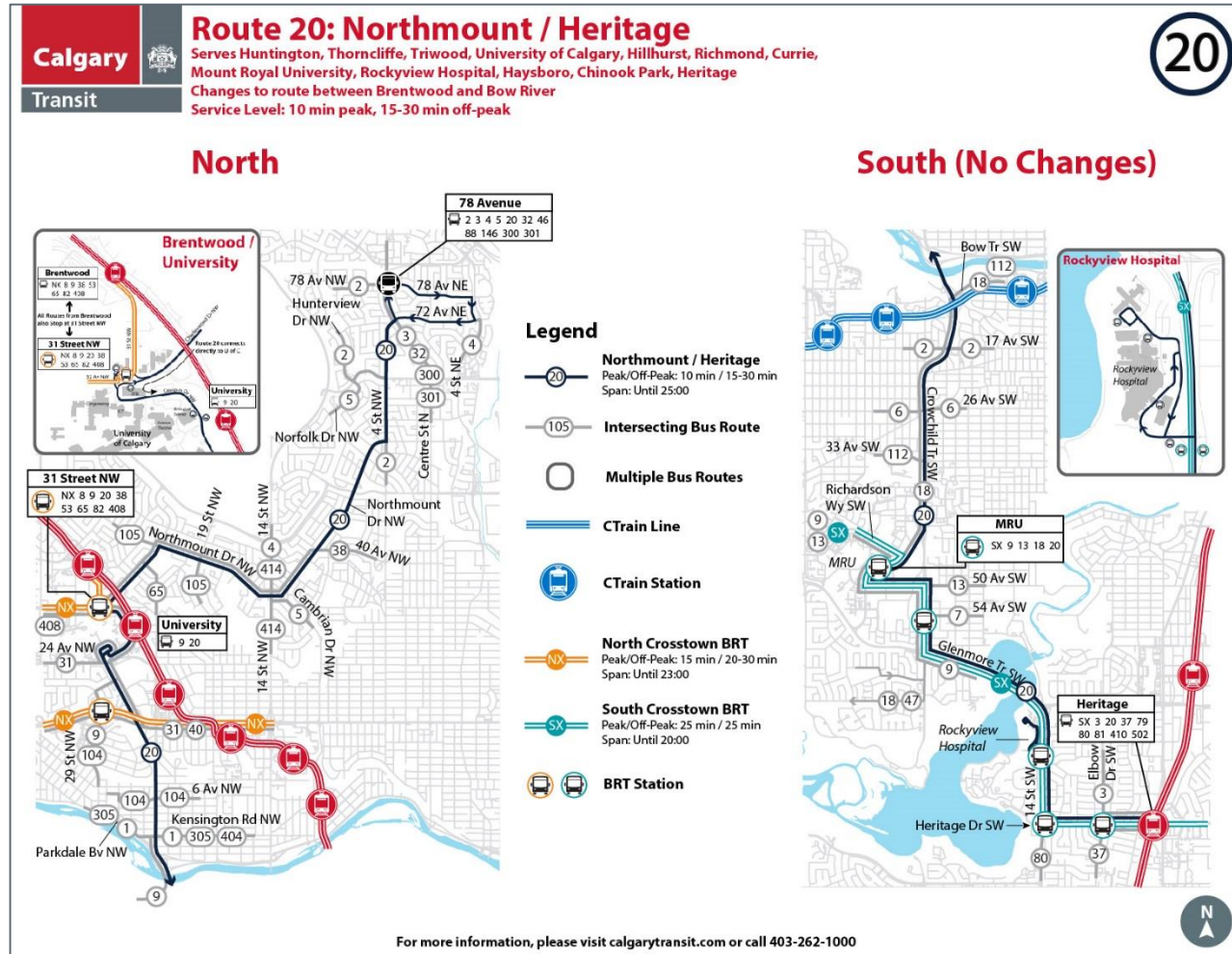
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## Some Positives

- Some customers appreciate the more direct, faster travel between NW and SW, particularly for connections to/from University of Calgary and Mount Royal University

## Some Concerns

- Broken connections between Foothills Medical Centre and:
  - North Central Calgary
  - Crowchild Trail Corridor
  - Rockyview Hospital
  - Red Line South Corridor





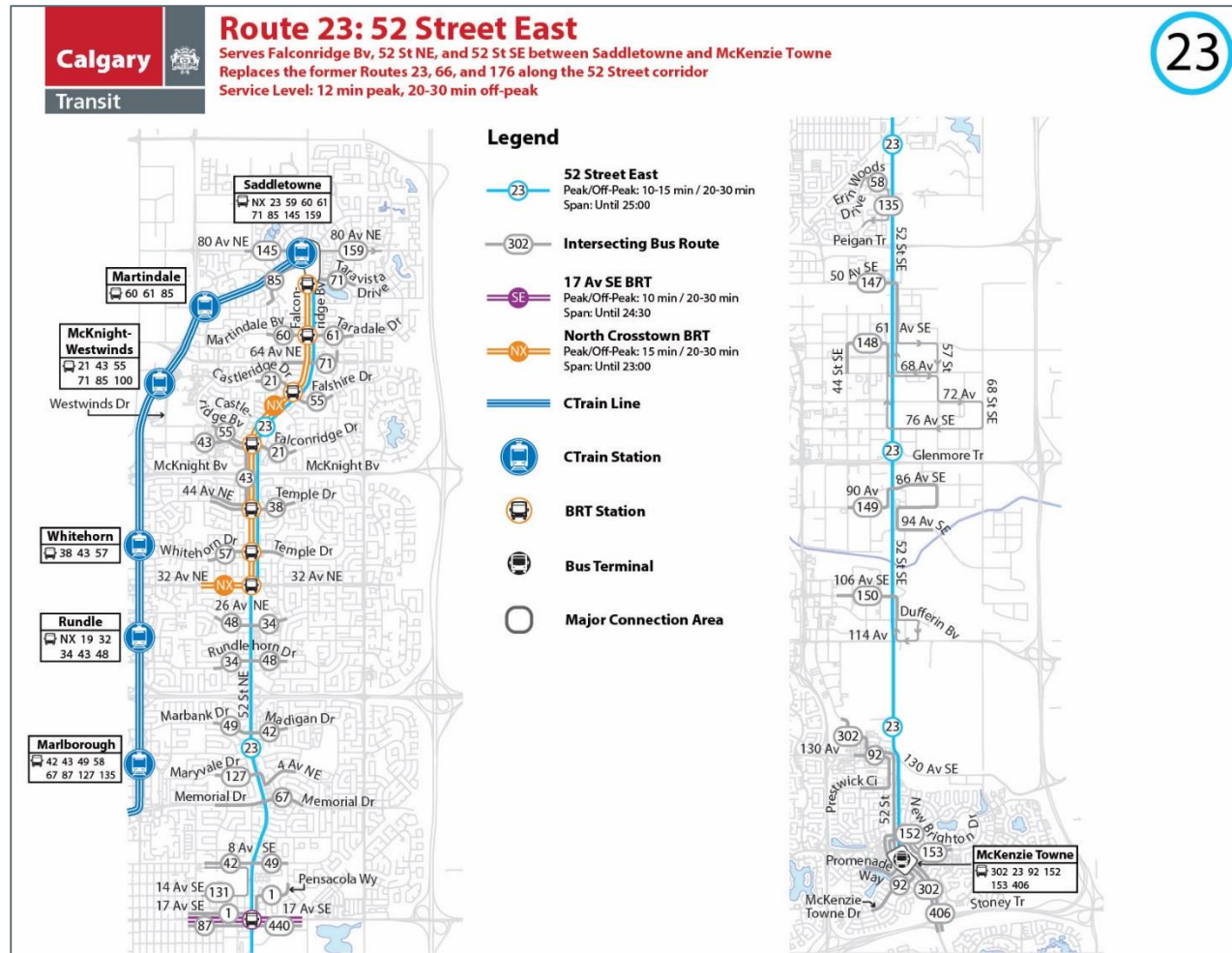
# What We Heard: Route 23

## Some Positives

- Good connection from NE to SE
- Good coverage to industrial areas

## Some Concerns

- Loss of coverage to Foothills Industrial, with suggestions to deviate the route more through this area.
- Concern over increased transfers for some people





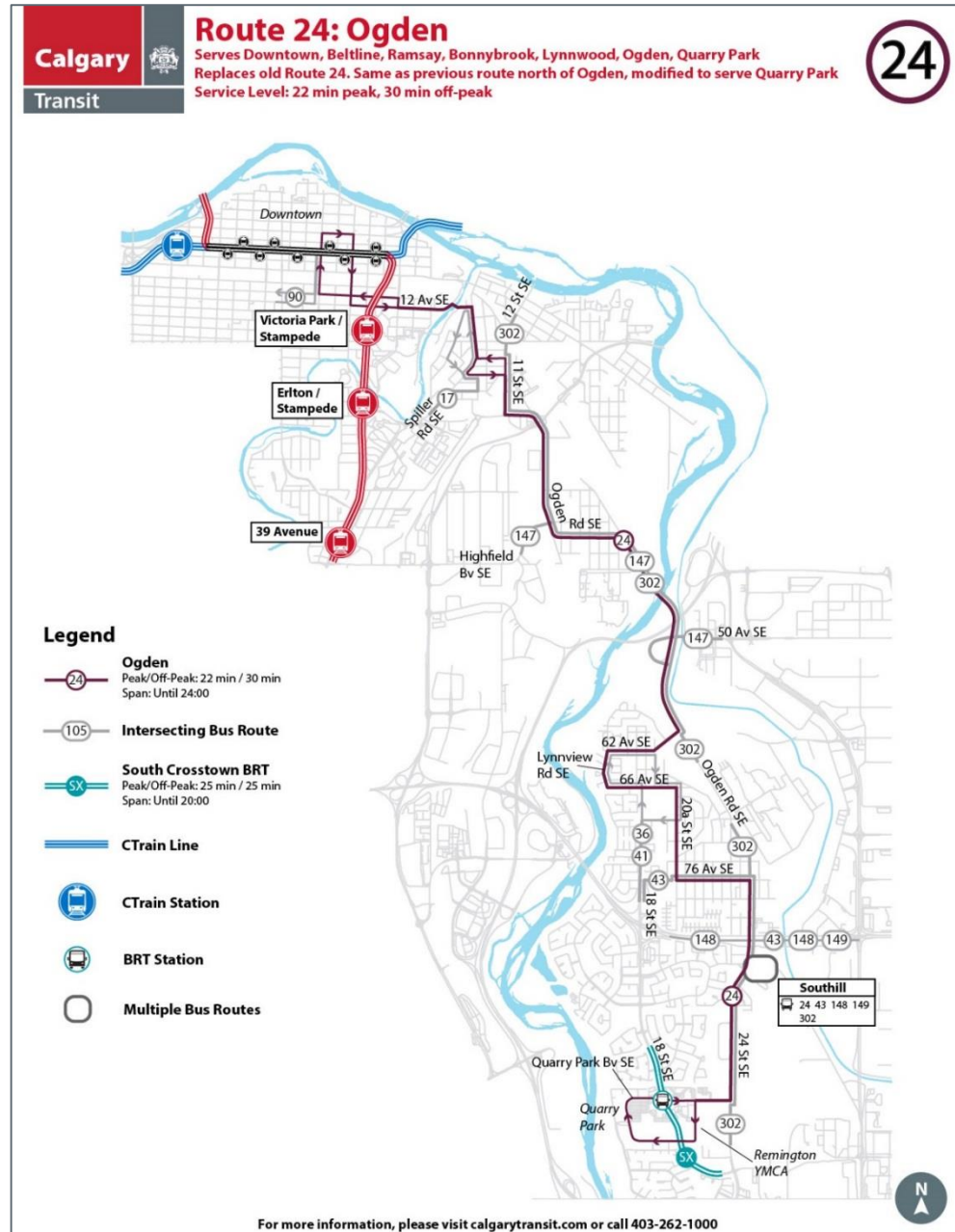
# What We Heard: Route 24

## Some Positives

- Good additional service in Quarry Park
- Good connection to Quarry Park from Ogden/Lynnwood

## Some Concerns

- Duplicates others services in Lynnwood and Ogden in particular
- Trip from Quarry Park is too long
- Requires additional frequency / opposed to reduction in peak service
- Removes service from Shepard RD SE





# What We Heard: Route 31

## Some Positives

- Good connection to Lions Park and the Red Line
- Good connection to Market Mall from more places than before

## Some Concerns

- Removal of service on 39 ST NW @ 32 AV NW
- Ensure late night service continues until end of shift times
- Route should serve Foothills Medical Centre





# What We Heard: Route 38

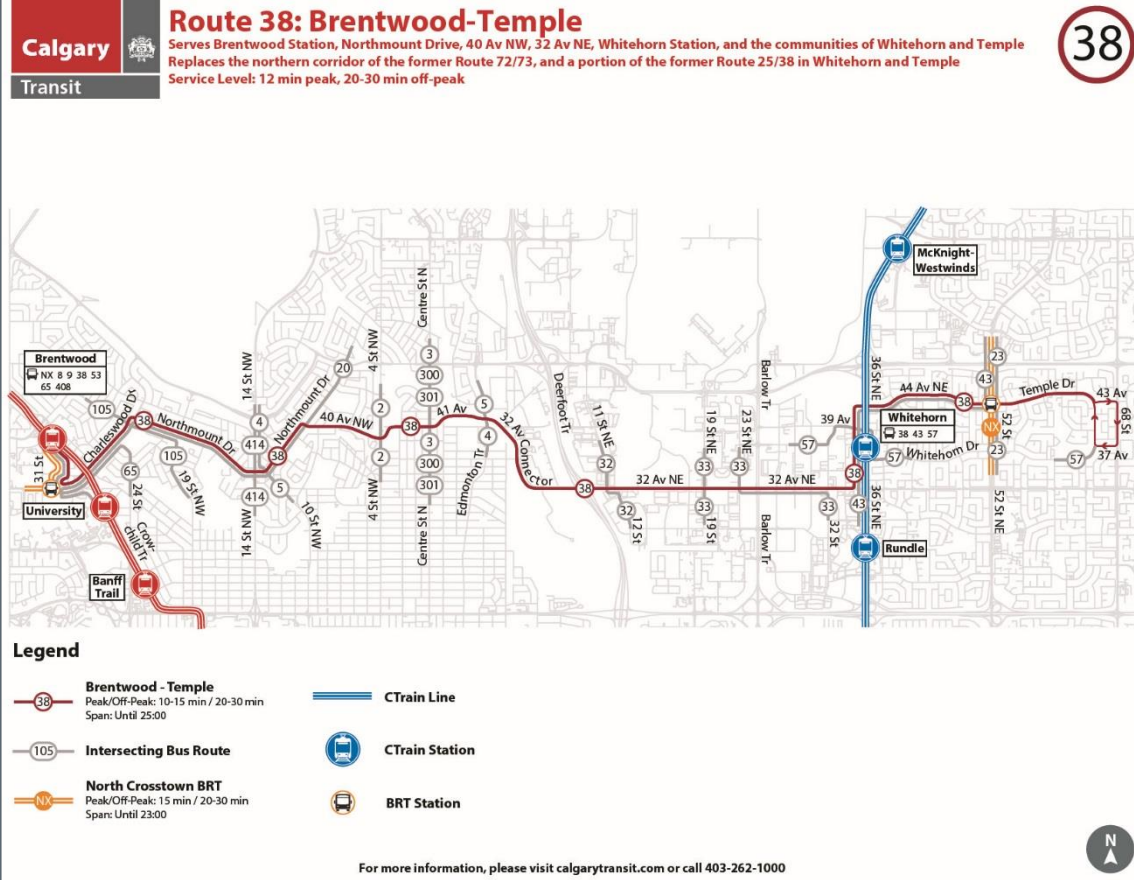


## Some Positives

- Good replacement for Route 72/73 in the north of the city
- Improved service from Temple to NW Calgary destinations
- Expected improvement in reliability over 72/73

## Some Concerns

- Inadequate replacement for Routes 72/73
- Should be extended into Monterey Park
- Requires additional frequency
- Should extend to Alberta Children's Hospital and/or Foothills Medical Centre
- Removal of service from Whitefield DR





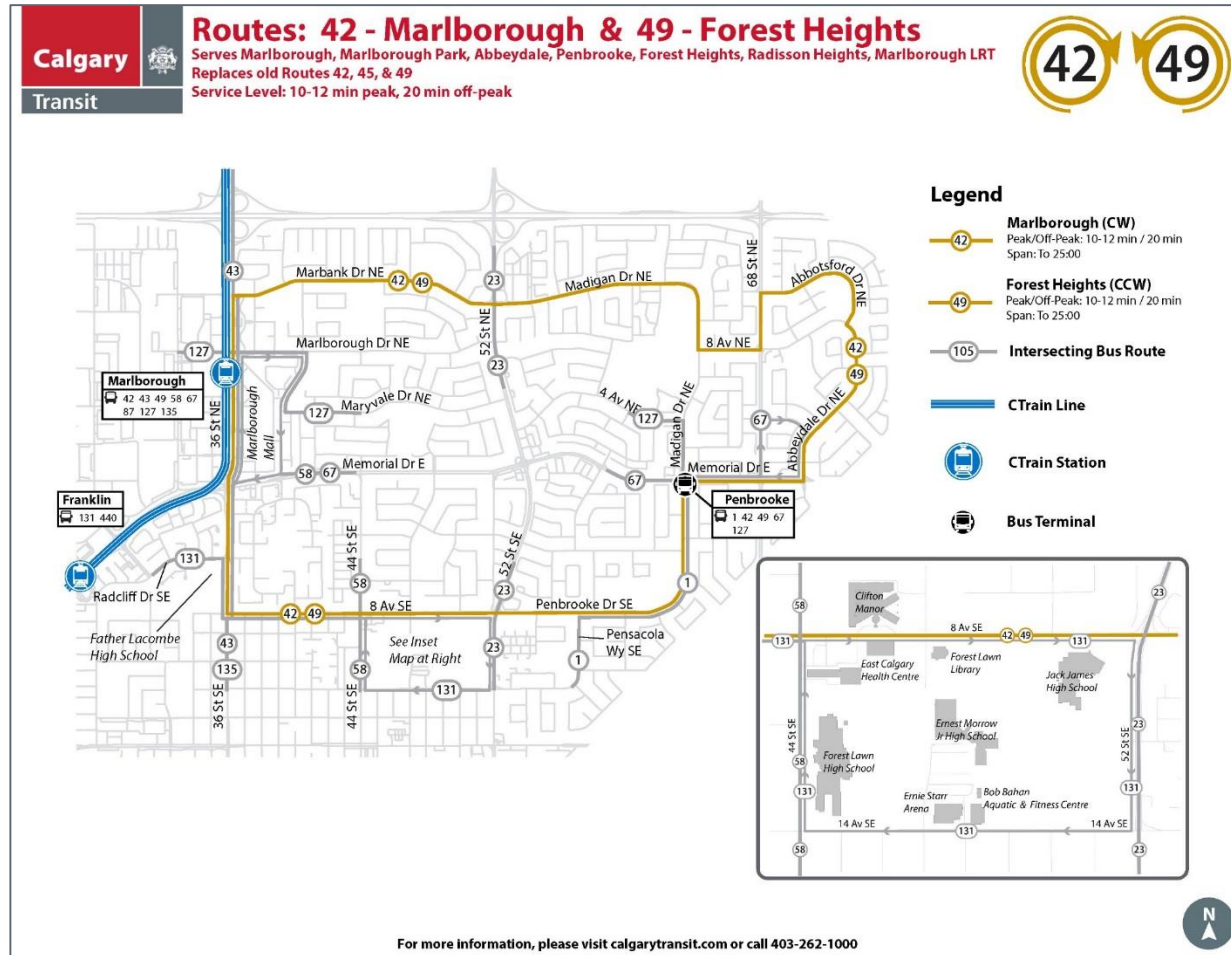
# What We Heard: Route 42/49

## Some Positives

- Good frequency
- Good connections to destinations in Forest Lawn
- Good connection to Route 1 at Penbrooke terminal, and by extension the 17 AV SE transitway

## Some Concerns

- An inadequate replacement for Routes 23, 45, 50/51, 57, and 72/73 in terms of frequency and connections
- Loss of coverage in Marlborough Park and Abbeydale
- Left turn from Abbotsford DR NE to 68 ST NE





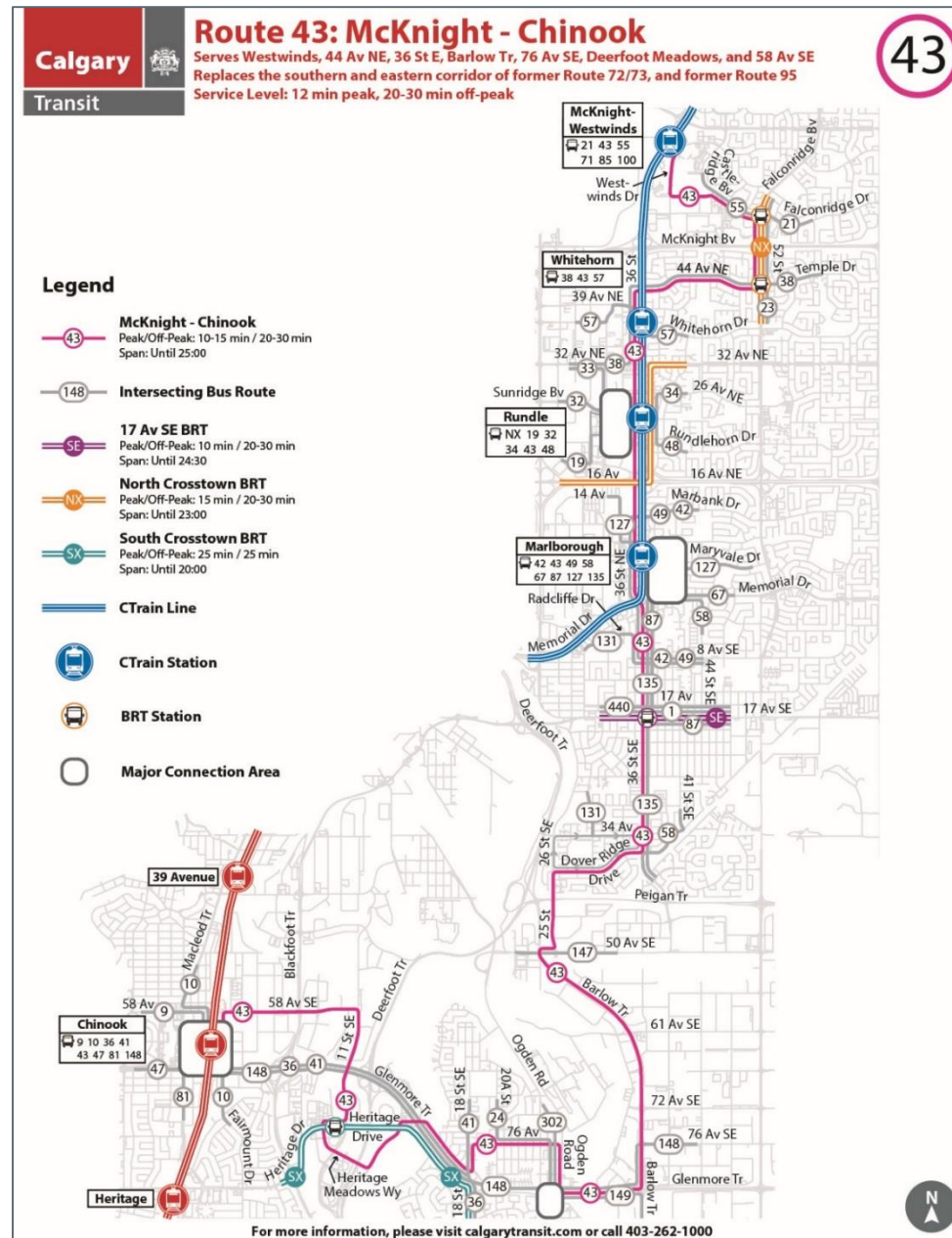
# What We Heard: Route 43

## Some Positives

- Good replacement for 72/73 south of 17 AV SE
- Good service for 36 ST NE
- Good frequency
- Good connection to Chinook from NE and SE
- Good connection to Westwinds area

## Some Concerns

- Inadequate replacement for Routes 72/73
- Confusion over whether route operates in two directions
- Removal of service to destinations along 8 AV SE
- Removal of service on 52 ST E
- Inadequate service for 36 ST SE
- Requires more frequency in off-peak times
- Capacity
- Connections between Route 9 and 43 at Chinook station





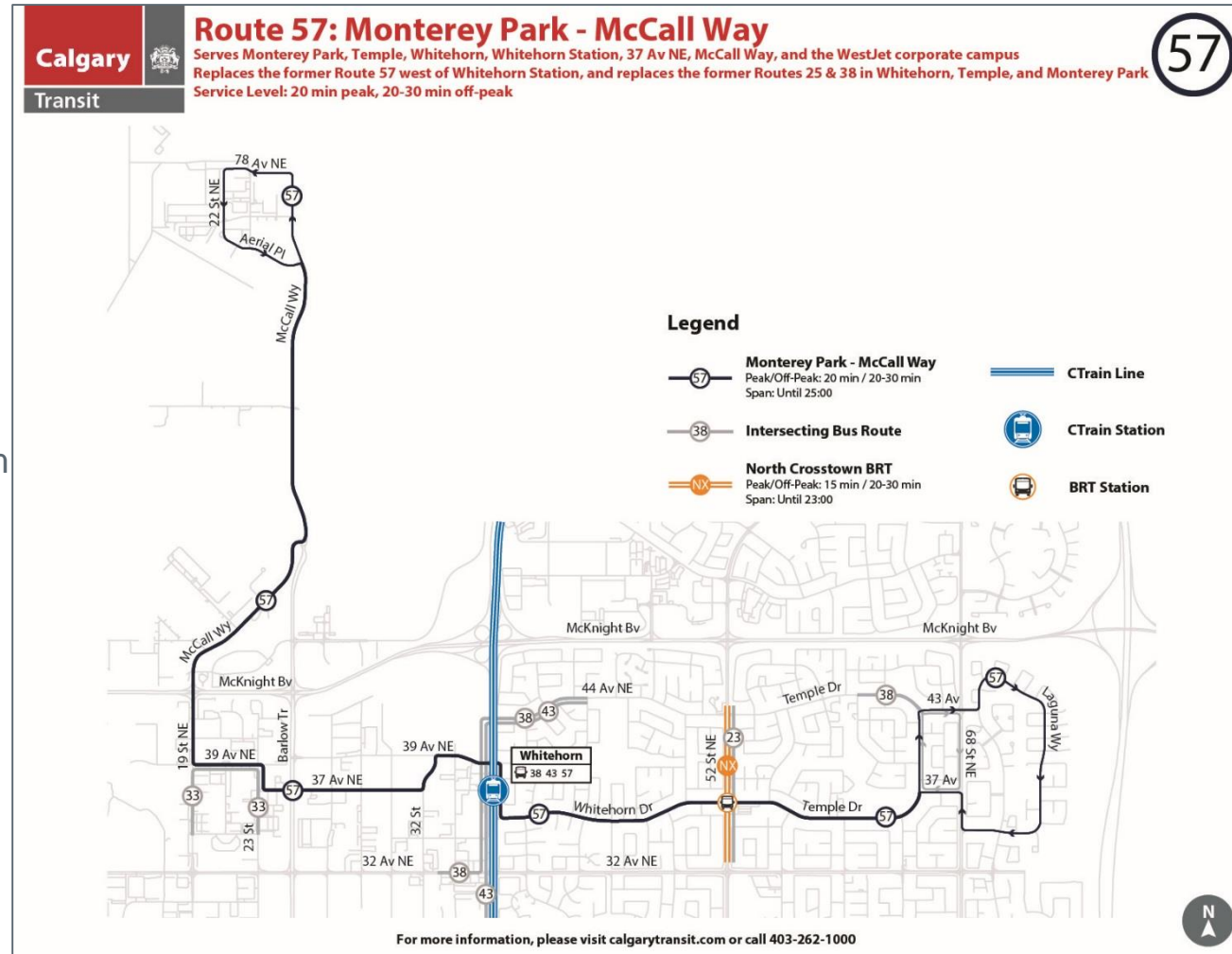
# What We Heard: Route 57

## Some Positives

- Connections to LRT and North Crosstown BRT
- Removal of deviation into Whitehorn Station terminal

## Some Concerns

- Loss of direct connection from Erin Woods and Dover to McCall WY
- Concern over removal from 26 AV SE





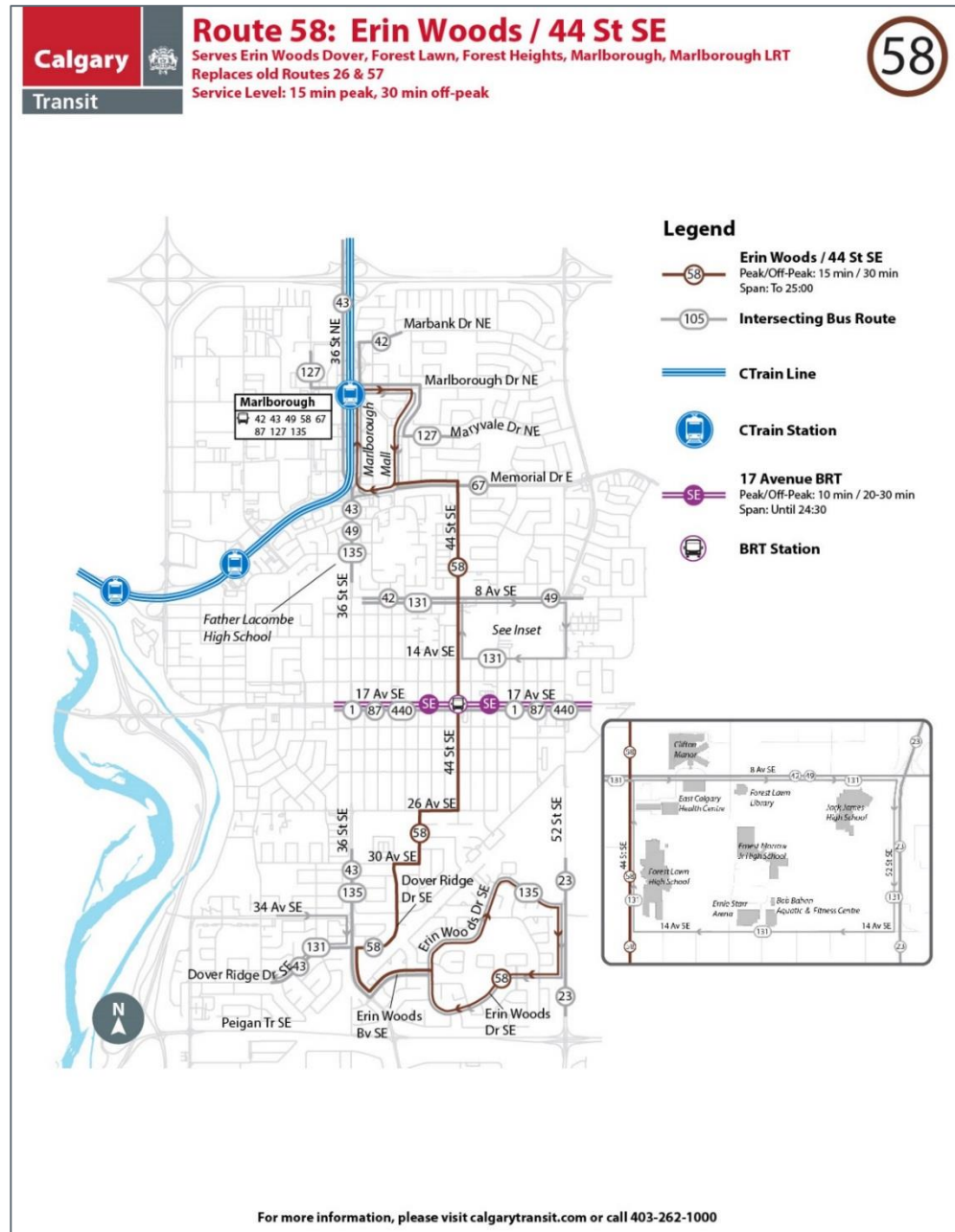
# What We Heard: Route 58

## Some Positives

- Maintains 44 ST SE service with connection to Marlborough Mall
- Good connection from Erin Woods to destinations along 44 ST SE (e.g. Forest Lawn High School)

## Some Concerns

- Increased travel time to downtown (loss of Route 125 express)
- Loss of connection to Co-op at 33 ST SE from east Dover (loss of Route 26)
- Loss of connection destinations on 36 ST NE north of Marlborough (loss of Route 57)
- Loss of connection destinations on 36 ST NE north of Marlborough (loss of Route 57)
- Loss of connection to schools on 36 ST SE from Erin Woods





# What We Heard: Route 67

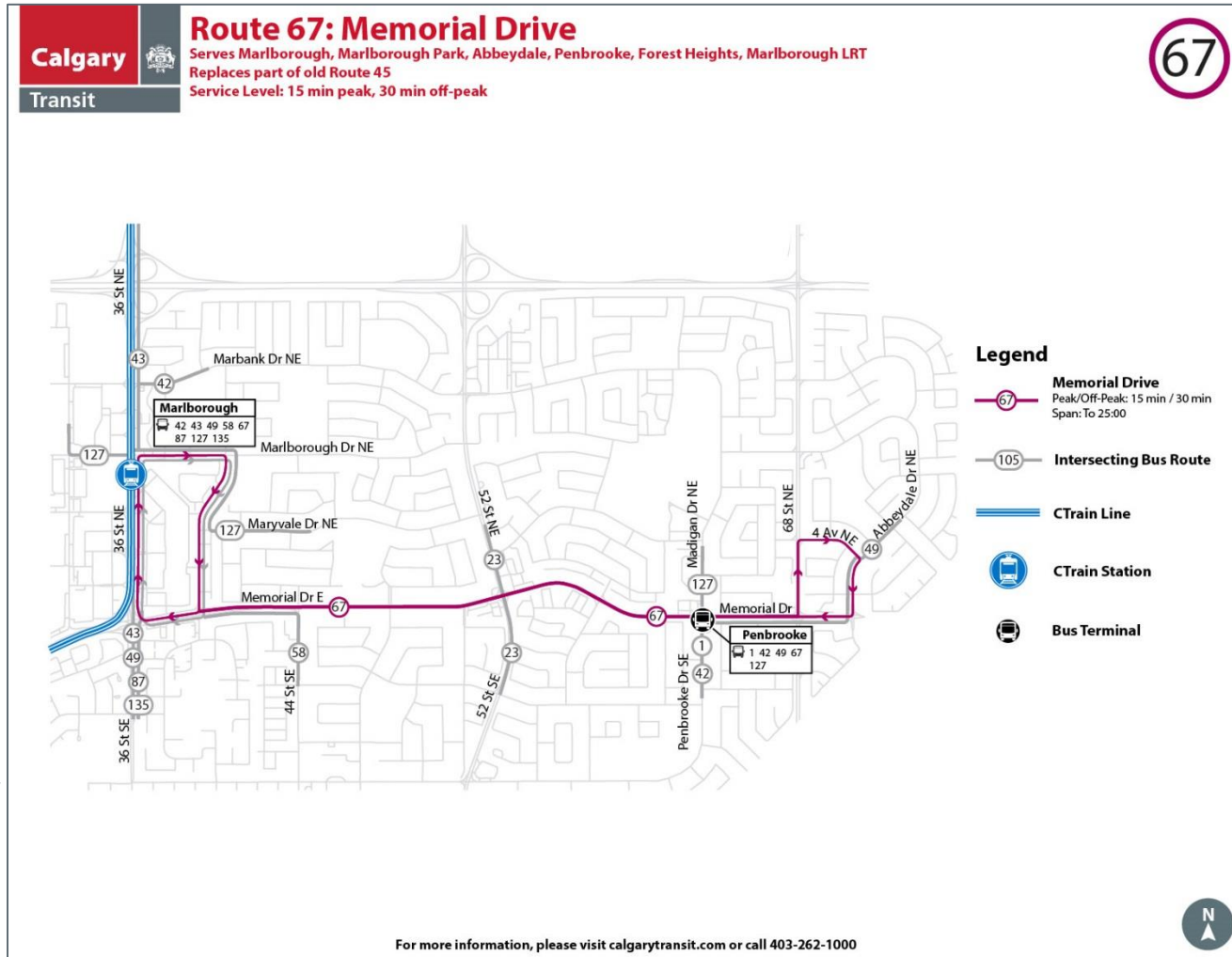


## Some Positives

- Good replacement for Route 45 on Memorial Dr E
- Better connection into Marlborough Station than Route 45

## Some Concerns

- Extend north into Abbeydale
- Extend south to Applewood Park
- Requires additional frequency







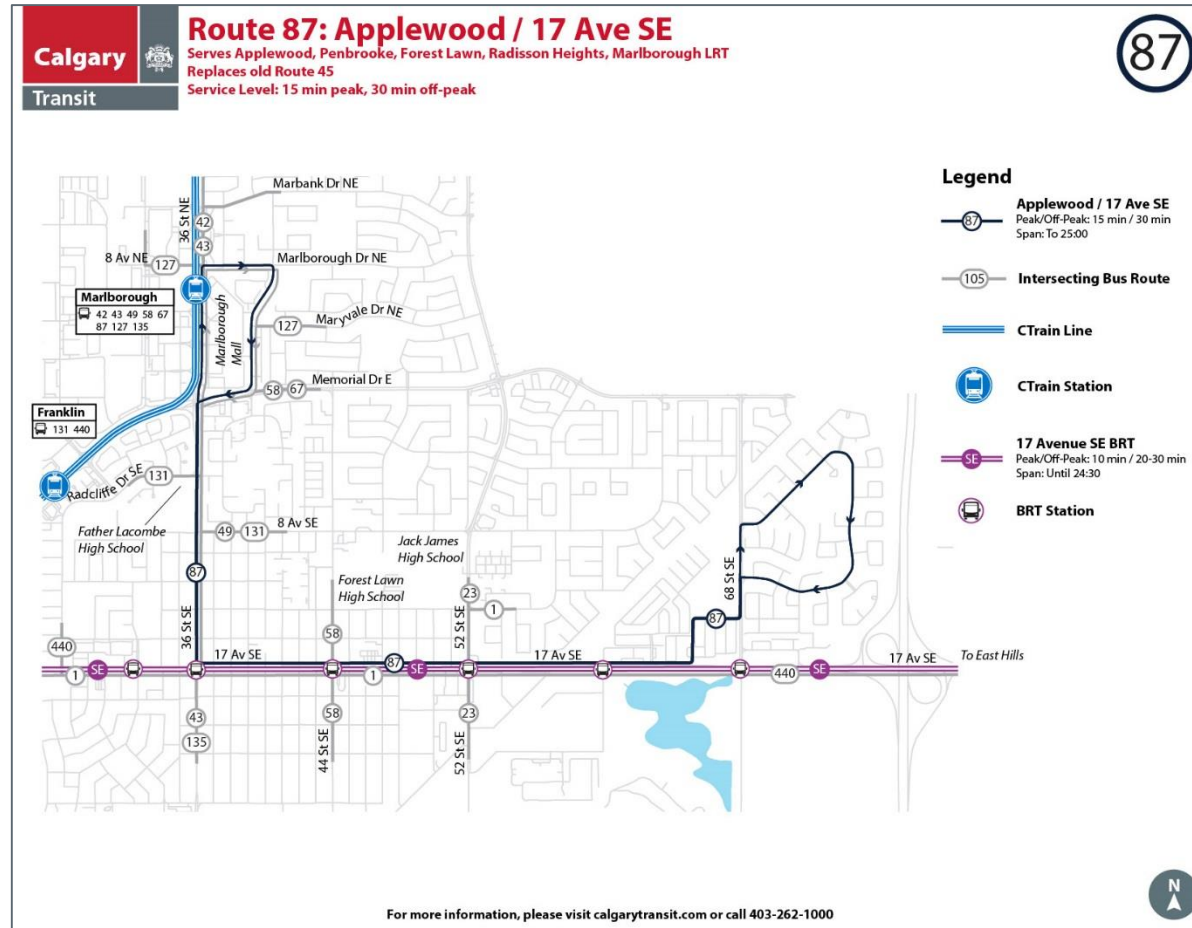
# What We Heard: Route 87

## Some Positives

- Good connections from Applewood to 17 AV SE and Marlborough Station
- Good connection from Marlborough Station to 17 AV SE
- Route has fewer turns and runs on more major roads than Route 45
- Good connections to 17 AV SE BRT

## Some Concerns

- Requires additional frequency
- Capacity concerns
- Loss of connection to 14 AV SE destinations from Applewood Park
- Reduction of service along 14 AV SE





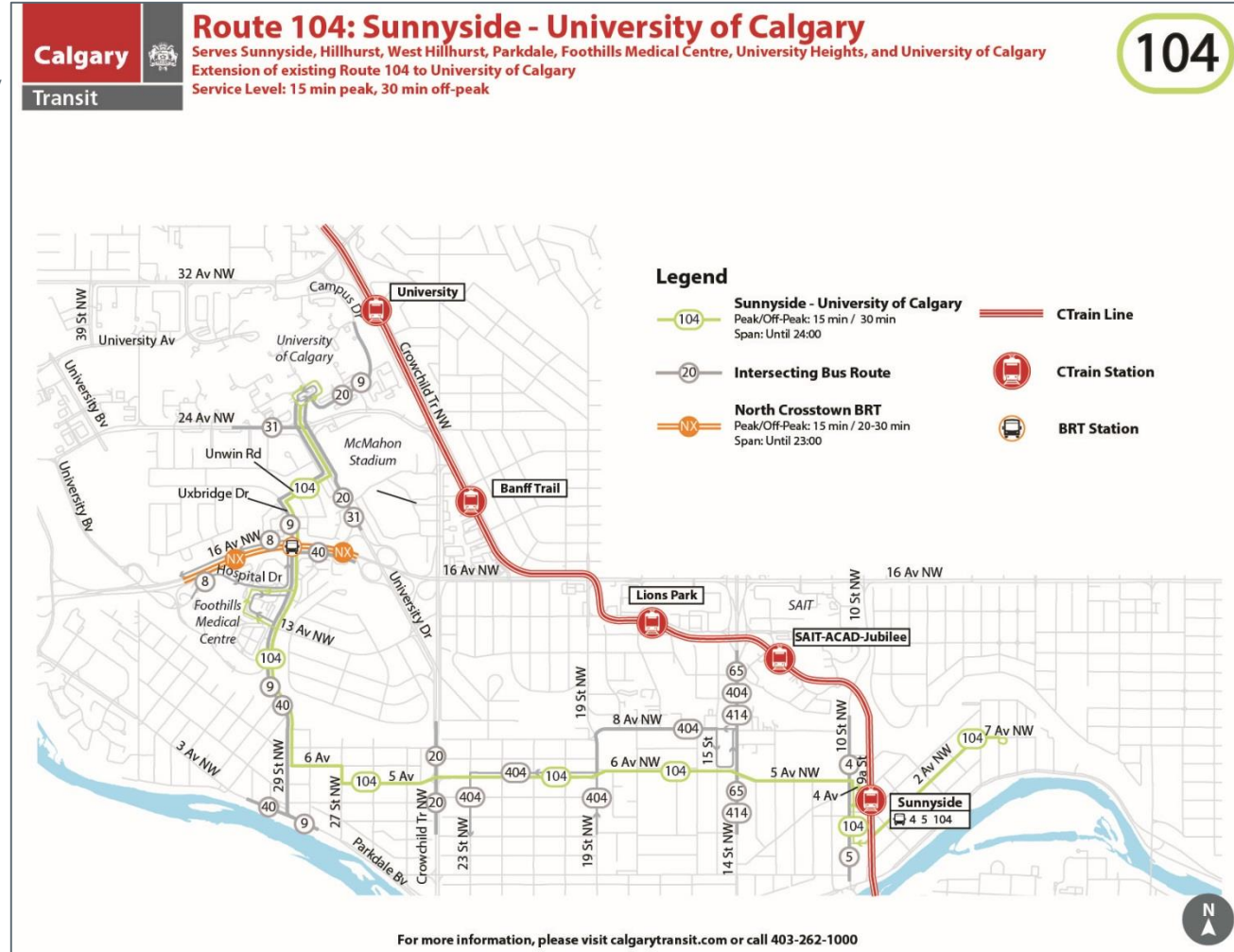
# What We Heard: Route 104

## Some Positives

- Good connection to University of Calgary

## Some Concerns

- Capacity on shuttle buses
- Potential overcrowding between University of Calgary and Foothills Medical Centre
- Requires additional frequency





# What We Heard: Route 127

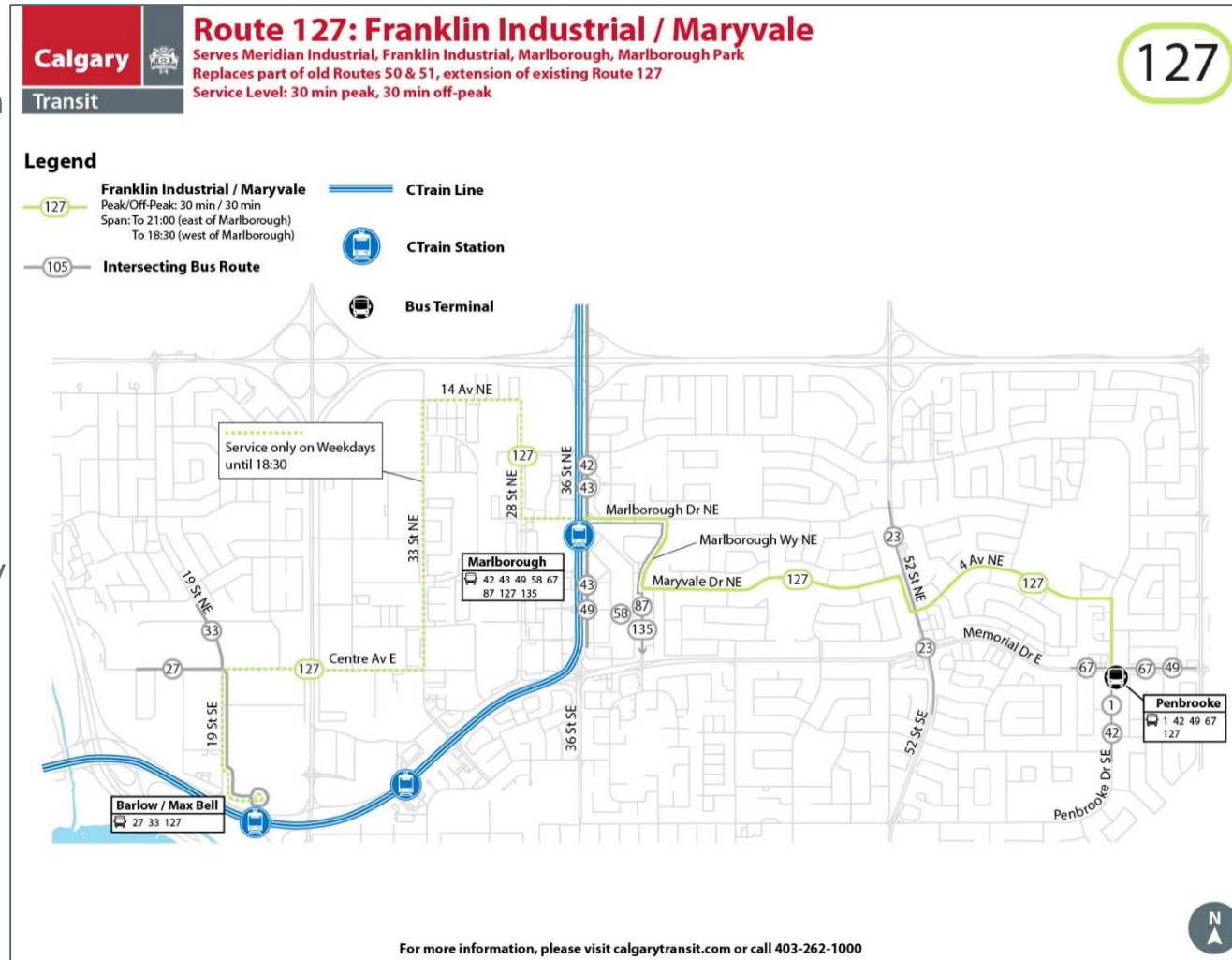
127

## Some Positives

- Consistent two-way service in Marlborough and Marlborough Park compared to Routes 50/51

## Some Concerns

- Should operate later than proposed 9:00 pm
- Requires additional frequency
- Requires weekend service in industrial portion of route





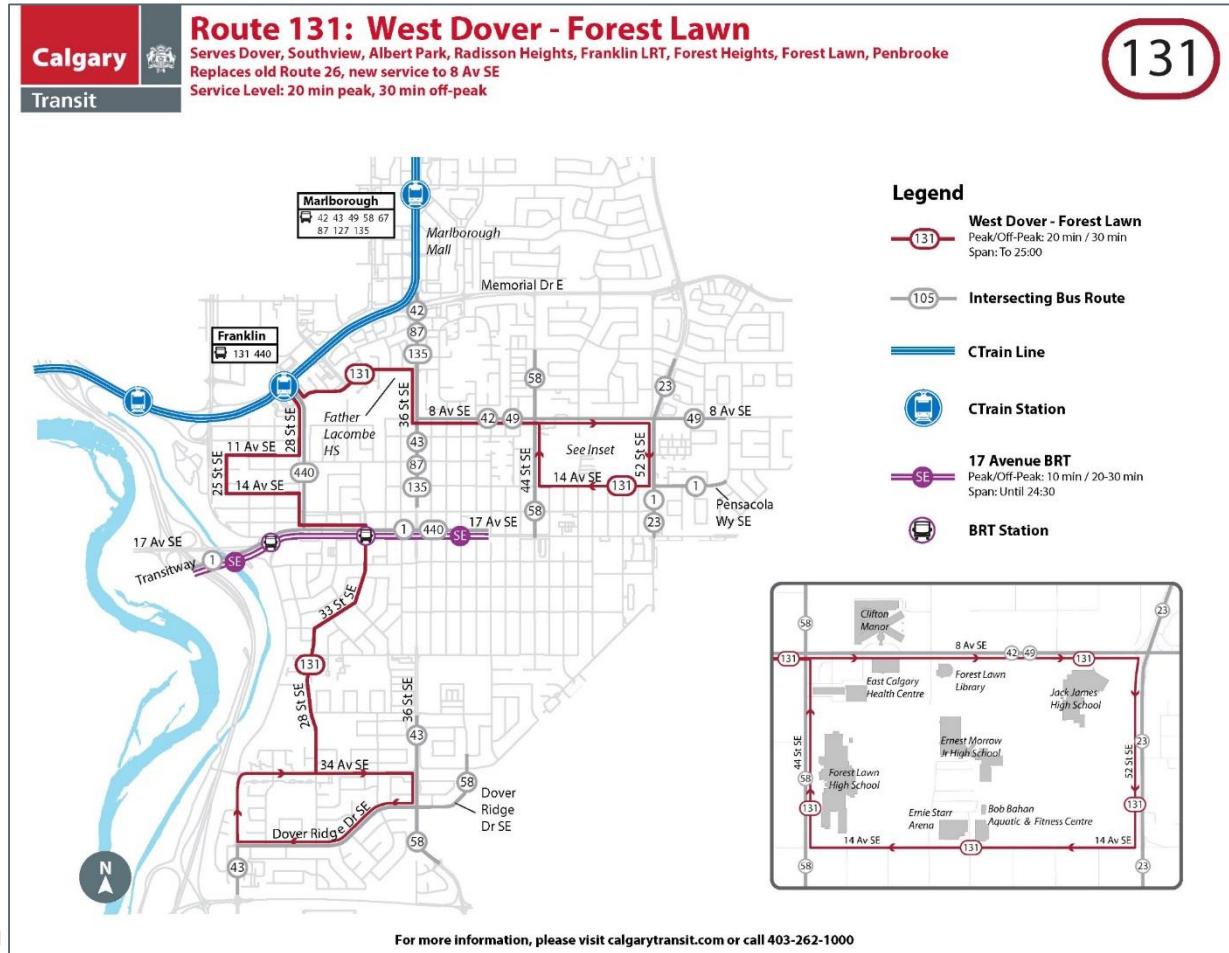
# What We Heard: Route 131

## Some Positives

- Connects Forest Lawn to Franklin Station more directly than previous Route 26.
- Connects destinations in Forest Lawn including the library and Bob Bahan pool to surrounding communities

## Some Concerns

- Does not operate on 26 AV SE
- Missing connection to No Frills at 44 ST SE
- Missing connection to Marlborough Station and mall area



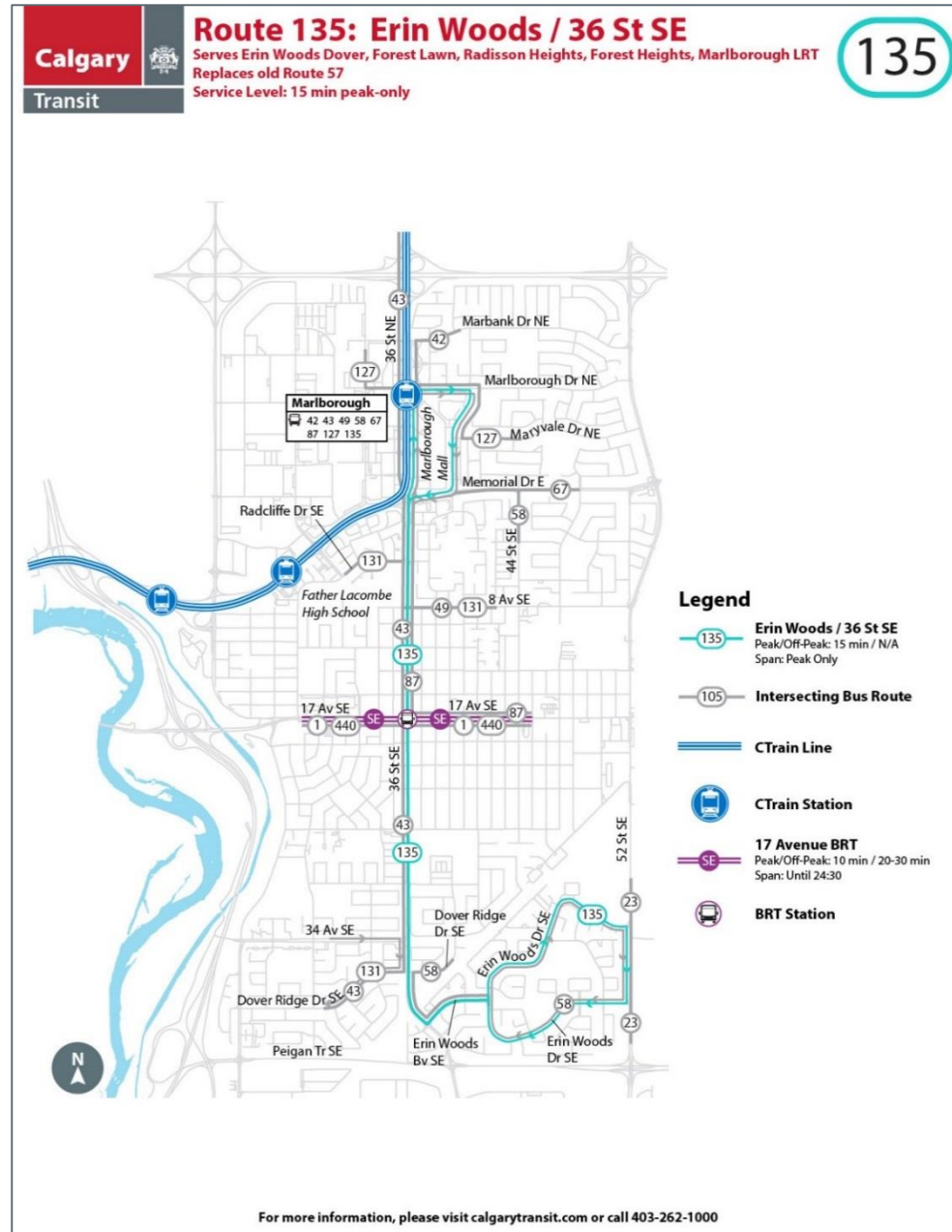
# What We Heard: Route 135

## Some Positives

- Good connection from Erin Woods to Marlborough Station, 17 AV SE, and schools
- Good frequency
- Good additional service on 36 ST SE

## Some Concerns

- Missing direct bus to downtown (loss of Route 125)
- Should be an all-day bus route
- Does not operate on 26 AV SE





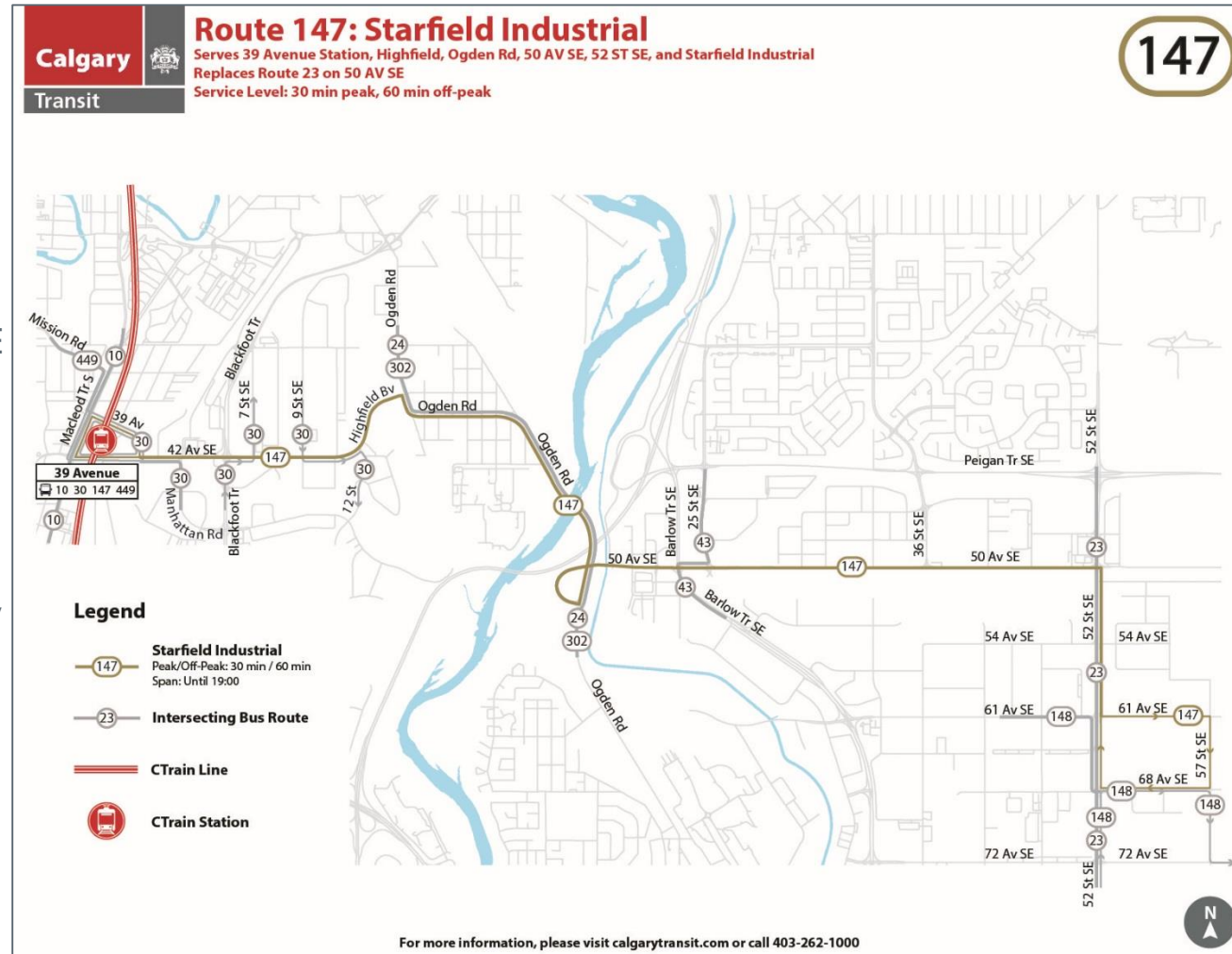
# What We Heard: Route 147

## Some Positives

- Good connection to Red Line LRT at 39 Avenue Station

## Some Concerns

- Lower level of service than current Route 23 on 50 AV SE
- Should instead travel to NE Calgary
- Requires additional frequency and service span





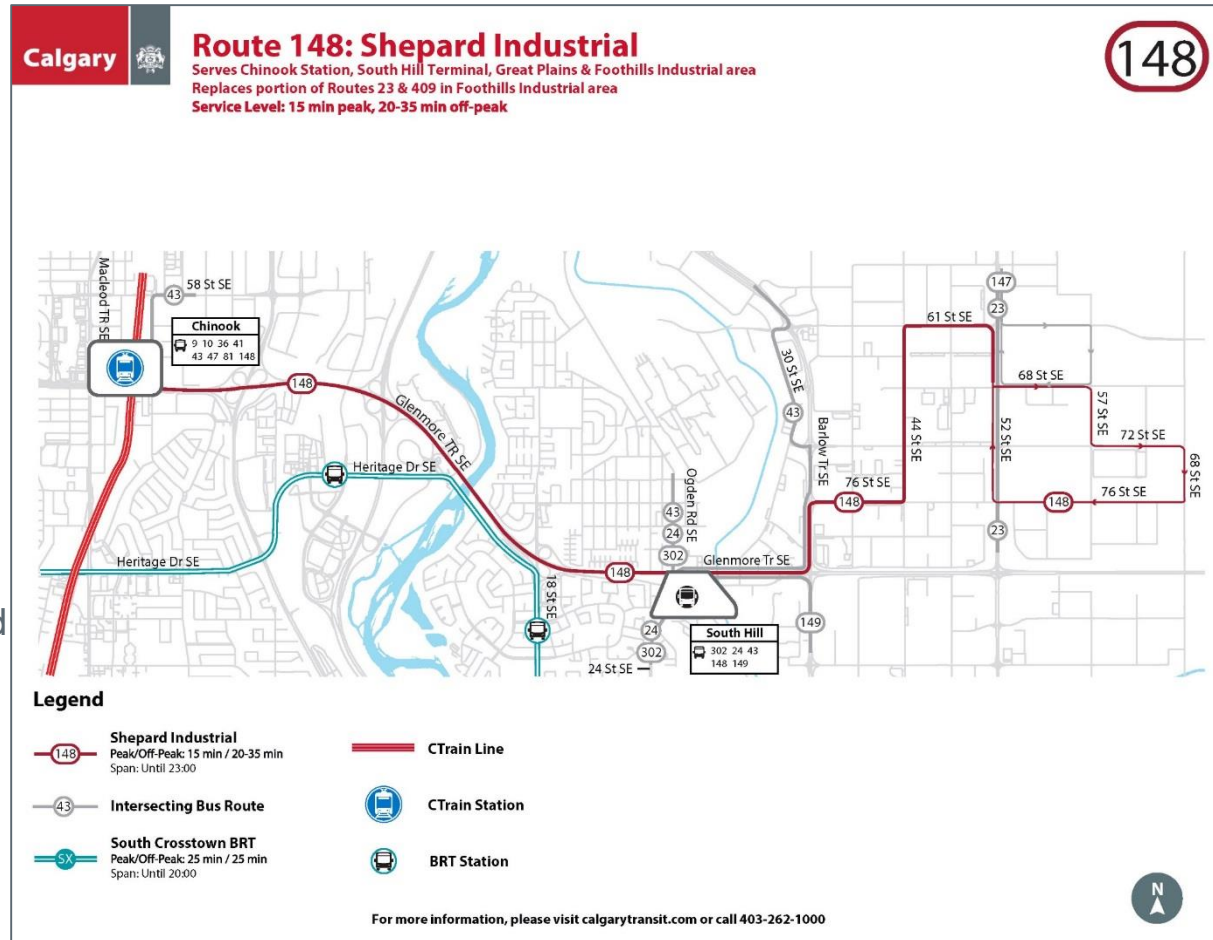
# What We Heard: Route 148

## Some Positives

- Good coverage east of 52 ST SE
- Good frequency and service span
- Direct routing

## Some Concerns

- Requires transfer from NE Calgary
- Service span at night should extend past 11:30 pm shift times





# What We Heard: Route 149

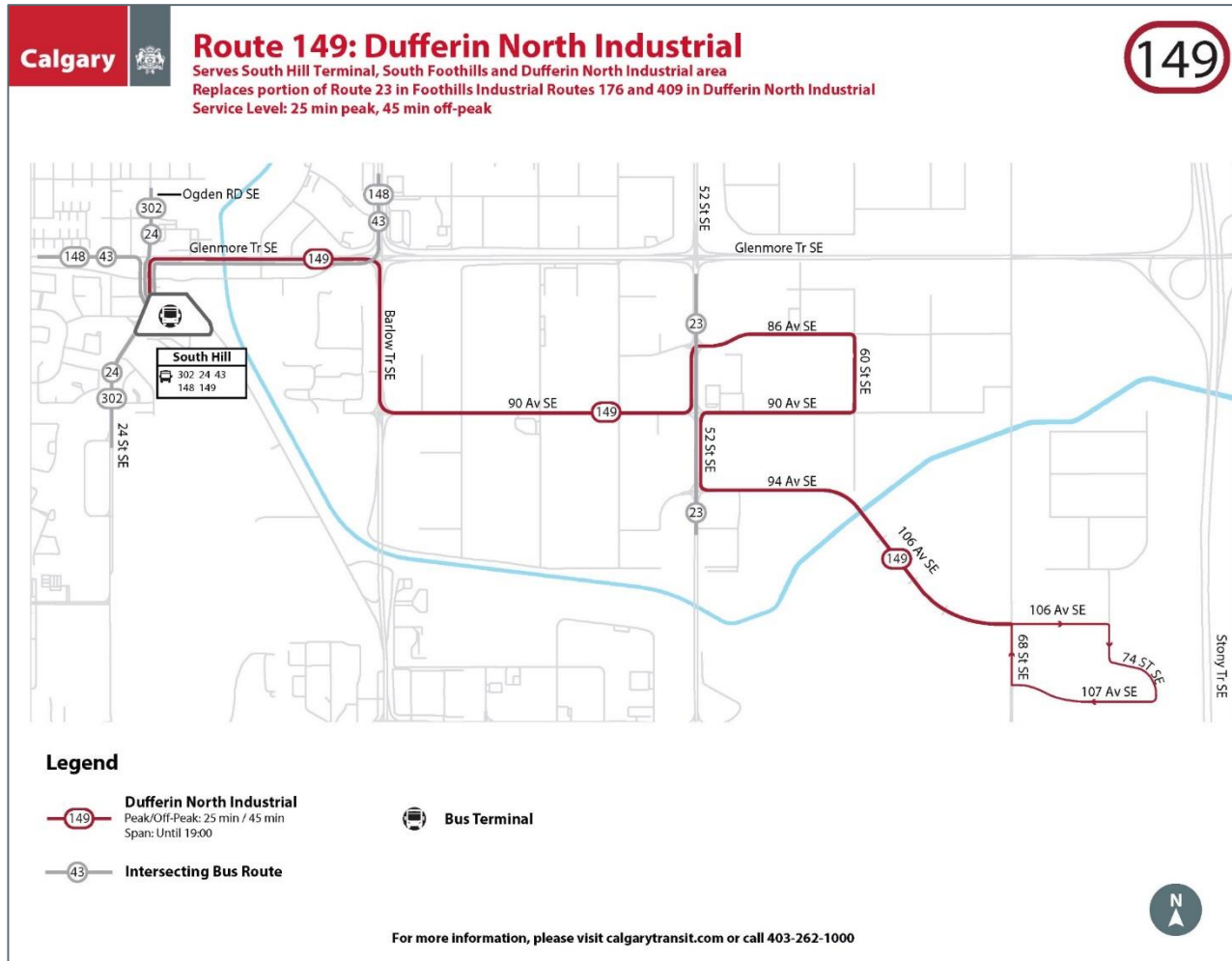
149

## Some Positives

- Good industrial coverage

## Some Concerns

- Should connect to LRT
- Requires multiple transfers to access service at South Hill
- Insufficient service for 90 AV SE







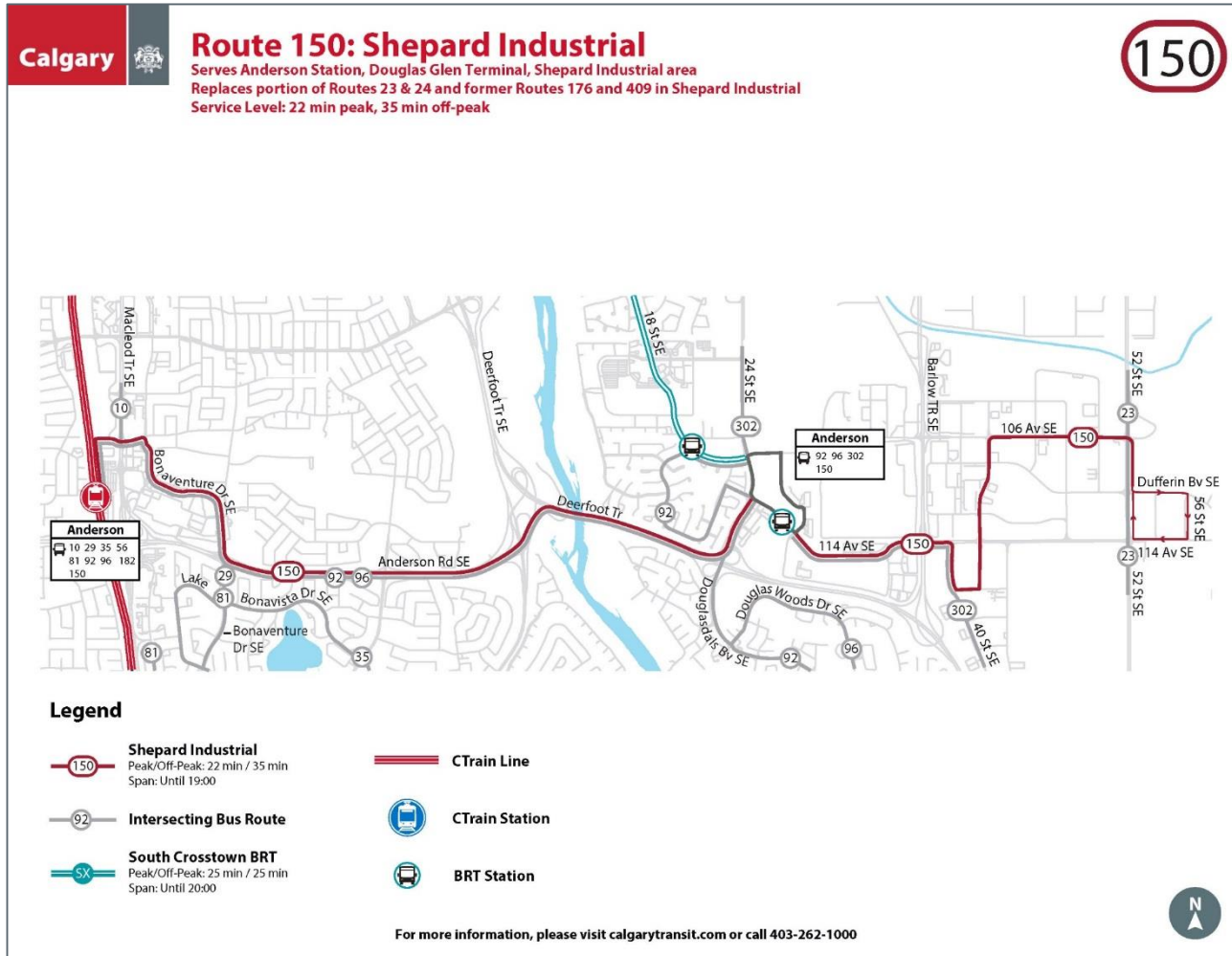
# What We Heard: Route 150

## Some Positives

- Good connection from Anderson Station

## Some Concerns

- Service span at night should be extended for later shift times
- Missing service to 90 AV SE industrial area from Anderson Station





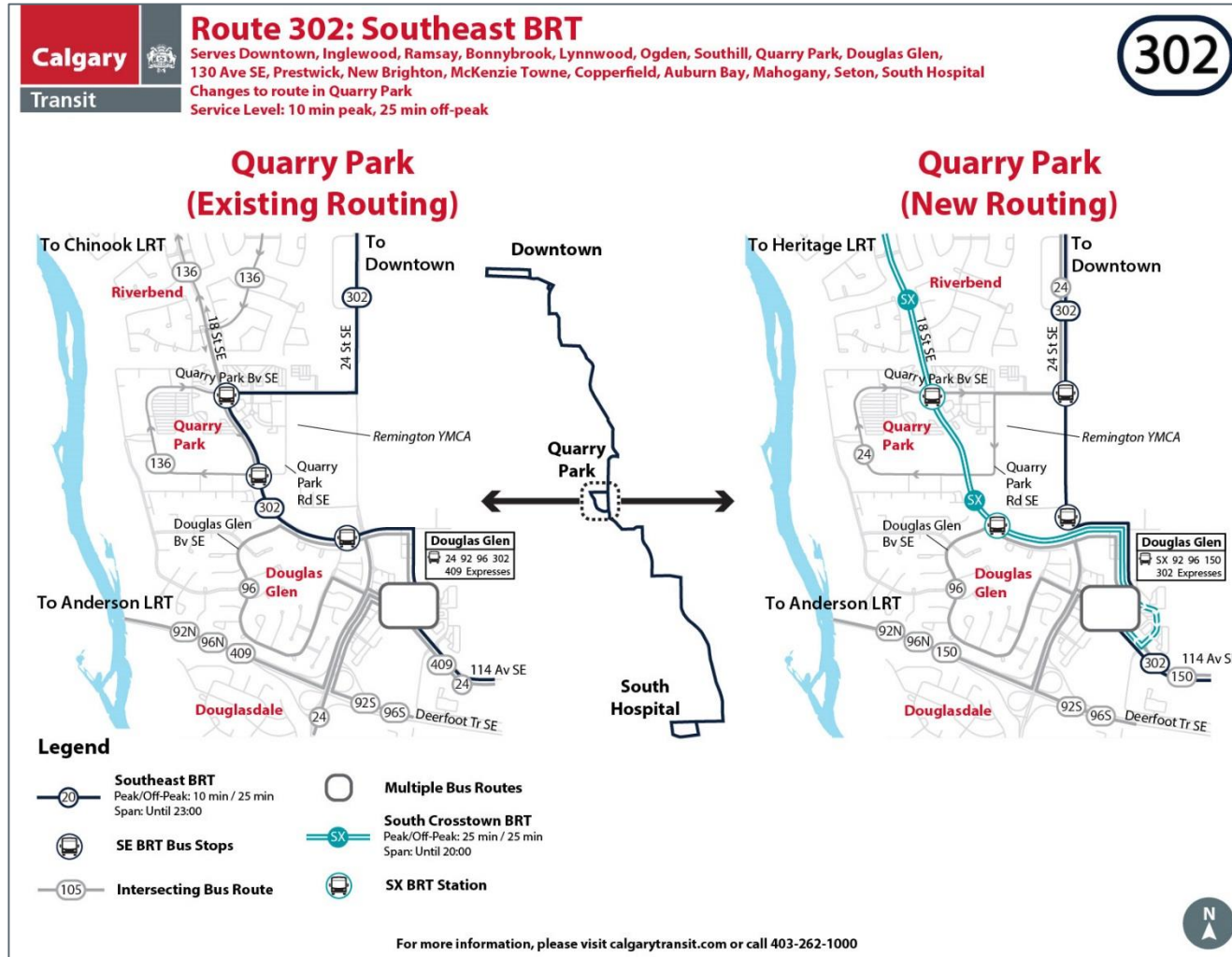
# What We Heard: Route 302

## Some Positives

- Improved travel time for those travelling through at Quarry Park

## Some Concerns

- Lack of coverage in Quarry Park for those who use the 302 to access that site
- Will takes too long to get to/from downtown





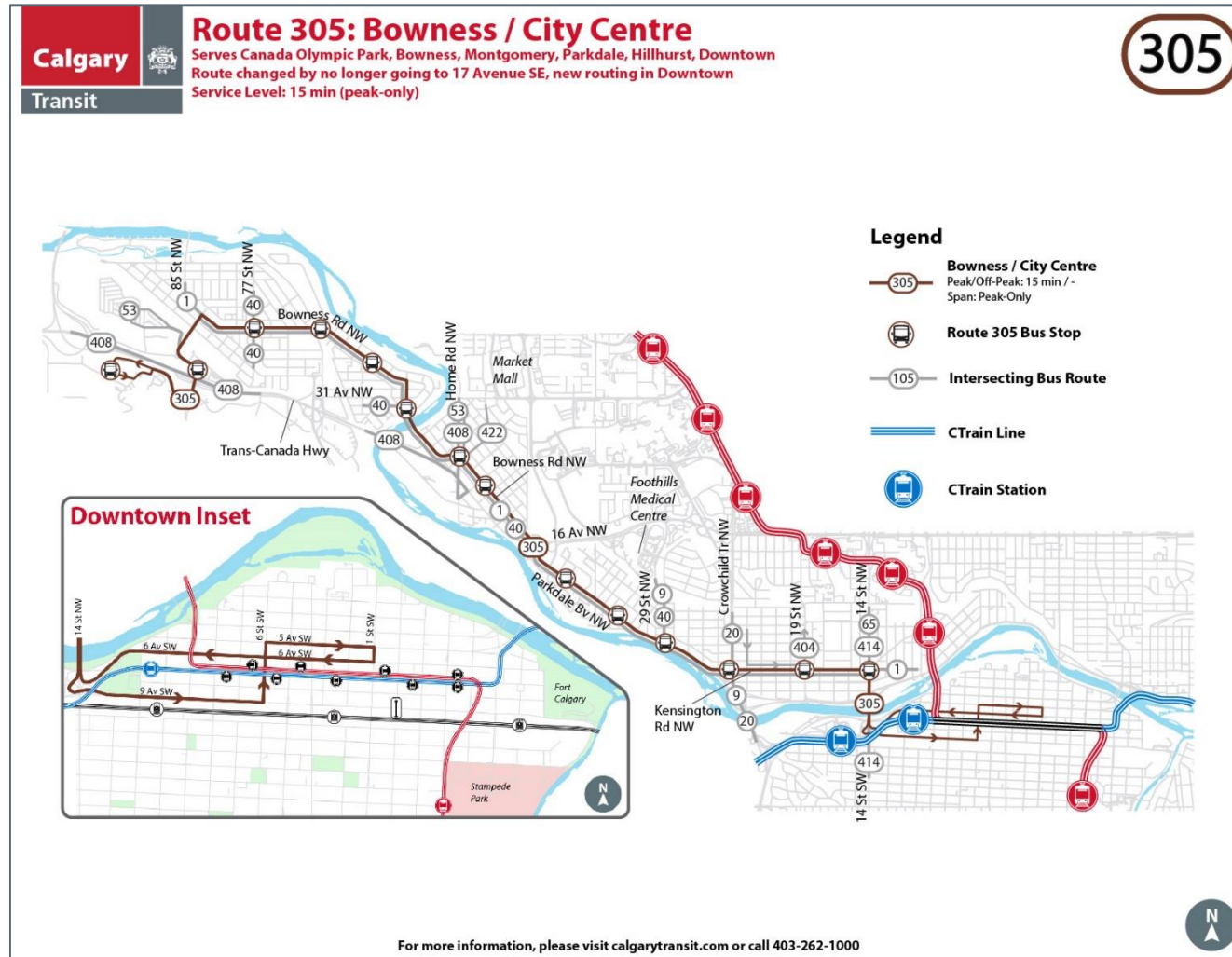
# What We Heard: Route 305

## Some Positives

- Better downtown routing coming from west

## Some Concerns

- Loss of connection from 17 AV SE to NW on Route 305
- Requires off peak and weekend service
- Requires additional frequency
- Reduction in service from 17 AV SE to University of Calgary





# What We Heard: Route 72/73

## Some Concerns

- Significant confusion over what services would be replacing the Routes 72/73 in different parts of the city.
- Concerns over additional transferring, particularly in the NE where the route currently serves Whitefield Dr, 44 AV NE, 52 ST E, and 8 AV SE.
- General unease about the removal of the routes.



# What We Heard: Route 91

## Some Concerns

- Removing the route from between Lions Park and Foothills Medical Centre will reduce accessibility from the Red Line and connecting bus routes.
- In particular, North Crosstown does not stop close enough to Lions Park Station or within the Foothills Medical Centre.
- Route 40 does not have a sufficient level of service to replace the Route 91 role.
- This connection is important for customers connecting from Centre City, from which there are no current direct bus routes. These individuals are often making more than one transfer on their trip



# Other Route Removal Concerns

## Route 66

- Removal of connection from NE to Blackfoot Tr and industrial areas west of Deerfoot Tr SE

## Route 125 and Route 126

- Removal of dedicated express buses to downtown from Erin Woods and Applewood

## Route 136

- Less service in Riverbend; Route 75 seen as important alternative for downtown-oriented commuters



## Also Heard

### Information on Changes

- Many customer focused on the need for effective communication of final changes to customers to ensure a smooth transition

### 68 Street East

- Missing link in east Calgary that would help reduce transfers

### Many customers requesting direct bus route from downtown and beltline to Foothills Medical Centre and Alberta Children's Hospital

- Currently requires one or two transfers

### Additional service required to new communities (e.g. Nolan Hill)



## What We Did

- Attempt to address the concerns about the proposed routes
  1. Without compromising the positive attributes of the routes/plan
  2. Within the design guidelines
  3. Within the resources available



# Designing the Transit Network

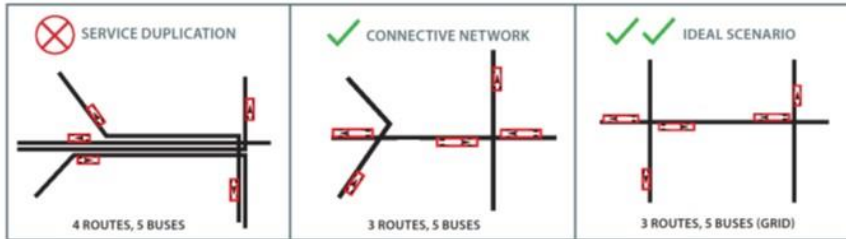
## Service Duplication vs. Connective Network

### What does service duplication mean?

- Buses are spread out over more routes, leading to lower frequencies on each route.
- Buses are not evenly distributed, so many can come in a short time span with longer gaps between, especially near major terminals and LRT Stations.
- Only some buses on a street will take customers to their destination.

### What does connective network mean?

- Buses come more frequently on fewer routes.
- Buses can be scheduled more evenly, leading to fewer gaps in service.
- Transfers may be required for some trips.



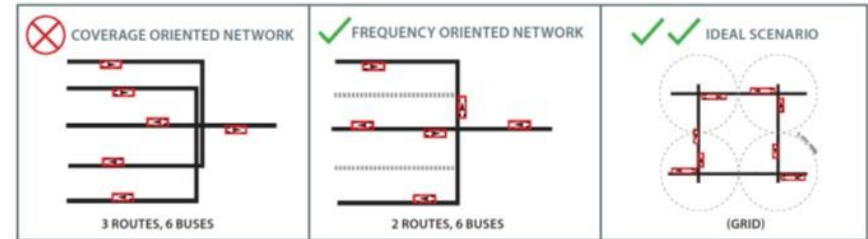
## Coverage vs. Frequency

### What does a coverage oriented network mean?

- Buses come less often as there are more routes that need to be served.
- Bus travel is slower as extra stops have to be added to minimize walk distance.
- Customers have a shorter walk to a bus stop (less than 5 minutes).

### What does a frequency oriented network mean?

- Buses can be distributed over fewer routes, leading to more frequency.
- Bus travel is faster as fewer stops are required to minimize walk distance.
- Some customers have a longer walk to a bus stop (5-10 minutes), but most are still within a short walk (less than 5 minutes).



## Circuitous Routing vs. Direct Routing

### What does circuitous routing mean?

- Buses are less frequent because the route takes longer to finish.
- Bus travel time is slower because the route is longer.
- Customers have a shorter walk to a bus stop (less than 5 minutes).

### What does direct routing mean?

- Buses are more frequent because the route is faster to finish.
- Bus travel time is faster because the route is shorter.
- Some customers have a longer walk to a bus stop (5-10 minutes), but most are still within a short walk (less than 5 minutes).



## Peak Service vs. All-Day Service

### What does peak service mean?

- Serves customers travelling at only certain times of day.
- A car or other mode of transport may be required for trips at other times of the day.

### What does all-day service mean?

- Serves customers travelling at most times of day.
- Transit can be used for most trips, reducing the need to own a car or arrange other modes of transport.



The Customer Commitment is our promise to deliver qualities of service that our customers and employees identified as the most important. These design principles help meet our Customer Commitment by being Safe, Reliable, Informative and Easy to Use.

**SAFE** - We'll plan, design and operate a safe transit system. **RELIABLE** - We'll provide a dependable transit service by minimizing delays and being on time. **INFORMATIVE** - We'll provide customers with accurate, consistent and timely information. **EASY TO USE** - We'll make it easy to get around Calgary.



# Frequency

- A common concern on most of the bus routes was a lack of frequency
- There will not be major increases in frequency on the proposed routes for 2018 due to budgetary limitations
- South Crosstown BRT is an exception, with proposed frequency increasing to better than 20 min on weekdays
- Further minor adjustments of frequencies will occur based on the detailed scheduling process
- After implementation, Calgary Transit will closely monitor for signs of overcrowding on buses and respond appropriately



# Foothills Medical Centre Changes

- Addresses concerns with Routes 9, 20, 91, and 104
- Modified Route 91 to be retained as connection between Lions Park and Foothills Medical Centre
  - Ensure frequent, accessible connection for customers coming from Red Line South including customers who may currently transfer to Route 20 at Heritage
- Route 90 to be extended from Sunalta to Foothills Medical Centre, University of Calgary, and Alberta Children's Hospital
  - Connect Bridgeland, Downtown, Beltline, and Sunalta directly to NW HUB destinations
  - No additional routing required within Centre City
  - Reduce transfers to FMC from Routes 2S, 3S, 6, 7, 10, 13, 17S, 24, and 302 within Downtown and/or Beltline
  - Beltline is the most dense community in Calgary
  - Communities of University Heights, west St Andrews Heights, and University District get direct bus to Beltline and Downtown



# Route 91: Foothills Medical Centre

Serves Foothills Medical Centre and Lions Park Station

Maintains existing Route 91 connection from Lions Park to Foothills Medical Centre

Service Level: 20 min min peak and 20 min off-peak



## Legend

- Foothills Medical Centre**  
Peak/Off-Peak: 20 min / 20 min  
Span: Until 23:30
- Intersecting Bus Route**
- North Crosstown BRT**  
Peak/Off-Peak: 15 min / 20-30 min  
Span: Until 24:00
- CTrain Line**

- CTrain Station**
- BRT Station**
- Multiple Bus Routes**



For more information, please visit [calgarytransit.com](http://calgarytransit.com) or call 403-262-1000





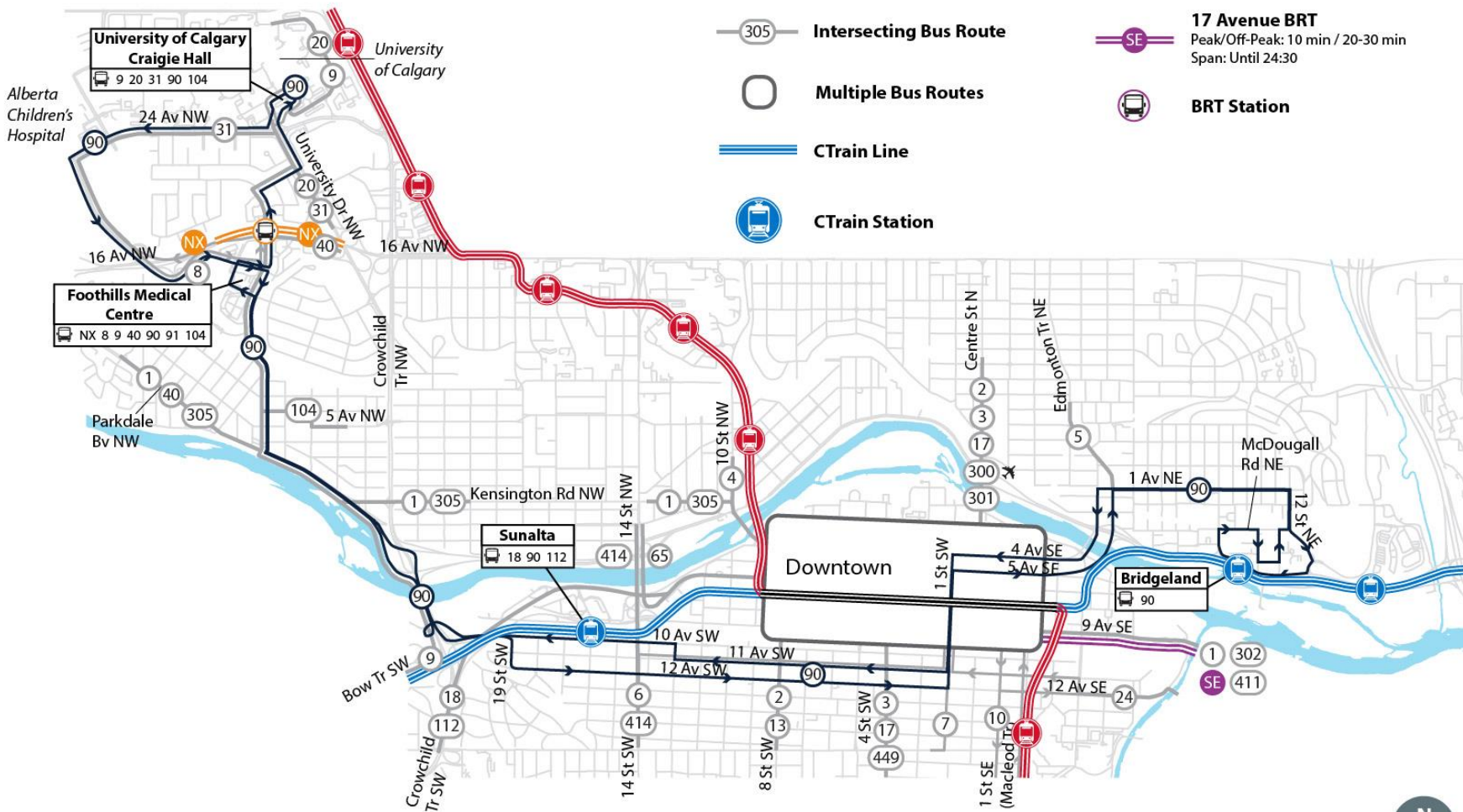
# Route 90: Bridgeland / University of Calgary

Serves Bridgeland, Downtown, Beltline, Sheldon Chumir Centre, Sunalta, Parkdale, St. Medical Centre, University Heights, University of Calgary, Alberta Children's Hospital, University District  
 Route Extension from Sunalta to University of Calgary  
 Service Level: 20 to 25 min peak, 30-35 min off-peak



## Legend

- Bridgeland / U of C**  
Peak/Off-Peak: 25 min / 30 min  
Span: Until 22:30
- Intersecting Bus Route**
- Multiple Bus Routes**
- CTrain Line**
- CTrain Station**
- North Crosstown BRT**  
Peak/Off-Peak: 15 min / 20-30 min  
Span: Until 23:00
- 17 Avenue BRT**  
Peak/Off-Peak: 10 min / 20-30 min  
Span: Until 24:30
- BRT Station**



For more information, please visit [calgarytransit.com](http://calgarytransit.com) or call 403-262-1000

# 2018 Transit Service Review

## Foothills Medical Centre: Key Facts

### Bus Service

#### Rush Hour



Existing: 32 buses/hr



Proposed: +10 buses/hr (+32%)

#### Mid-Day



Existing: 20 buses/hr



Proposed: +8 buses/hr (+40%)

### CTrain

Stations with direct connections to Foothills Medical Centre

	Existing	Proposed
	7	7
	0	6 (+6)

### Park and Ride

Parking at CTrain Stations and Bus Terminals with direct bus routes to Foothills Medical Centre

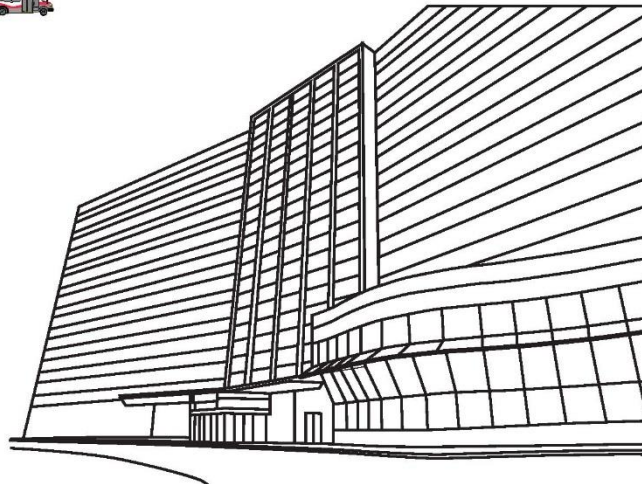


Existing

3,671

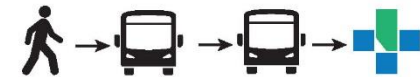
Proposed

4,695 (+28%)



### Connections

Number of Bus Routes with direct service or one transfer to Foothills Medical Centre



Existing

49

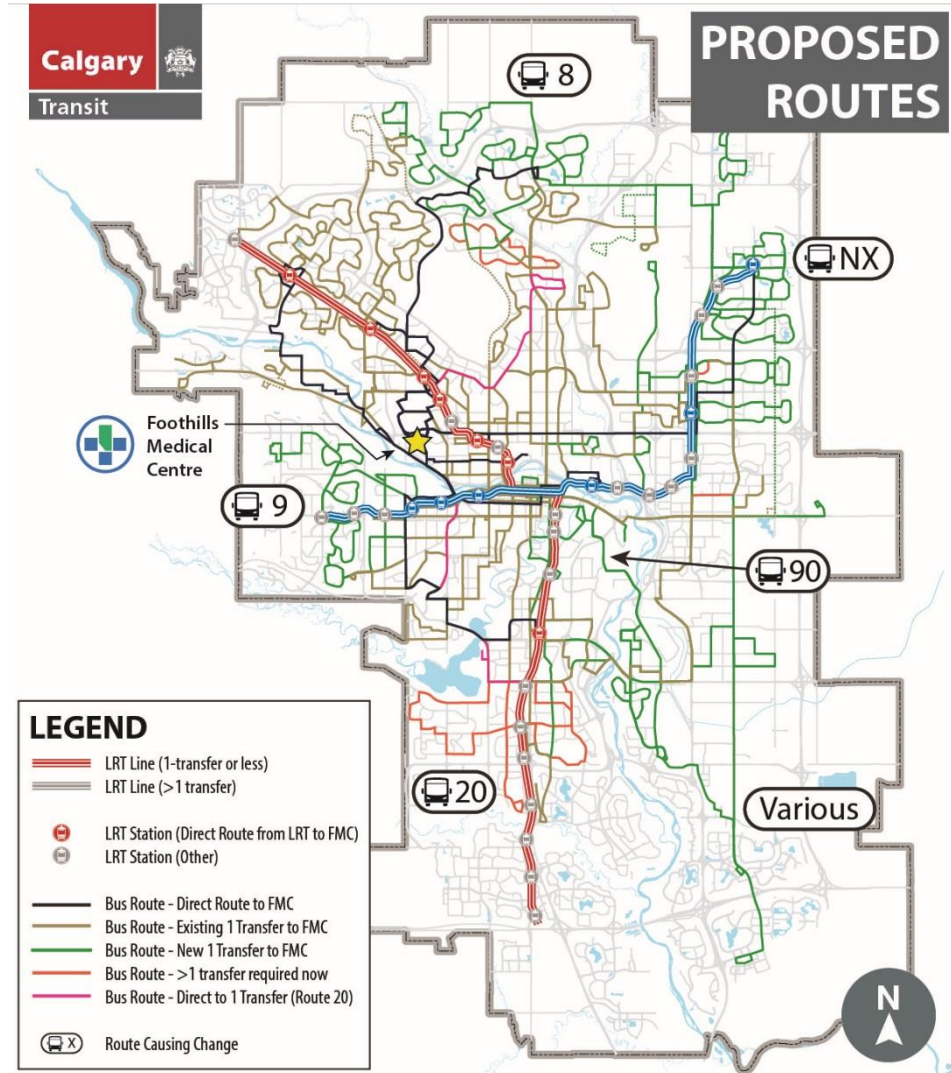
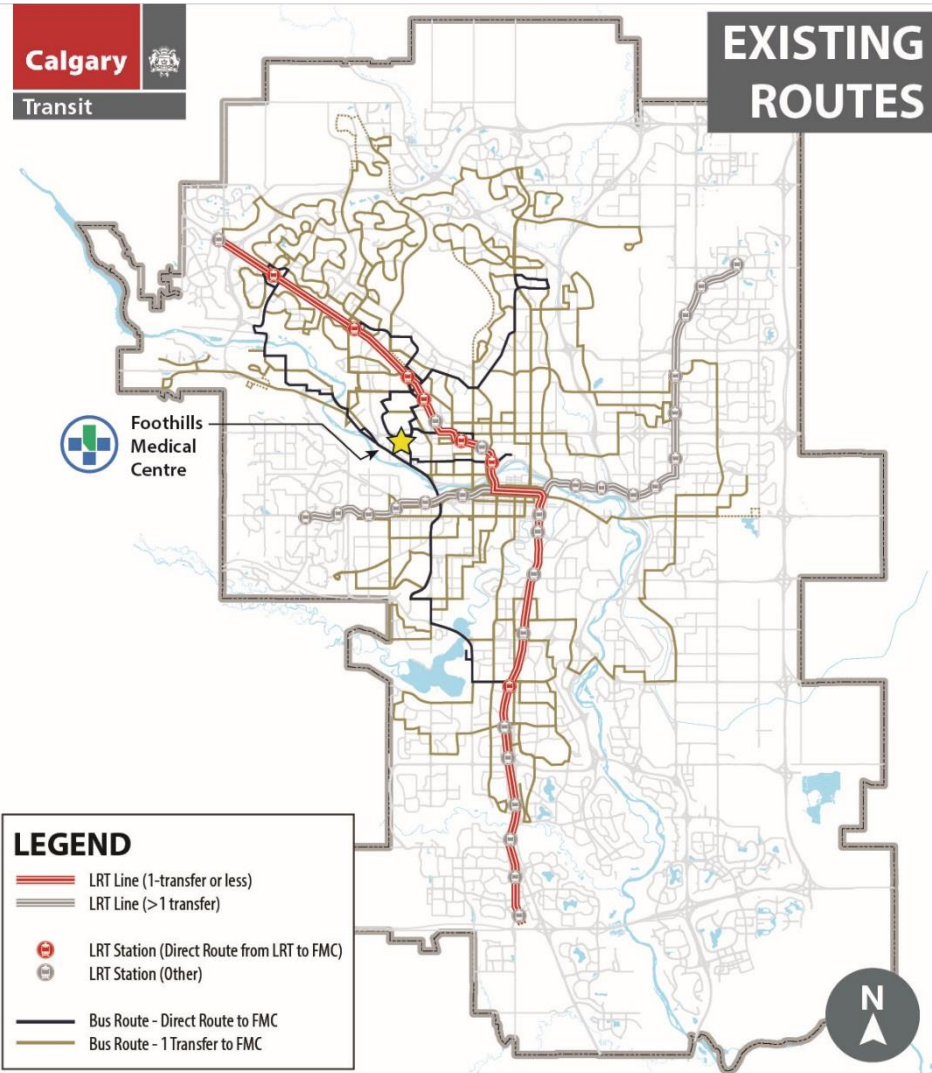
Proposed

86 (+75%)

For more information, please visit [calgarytransit.com](http://calgarytransit.com) or call 403-262-1000



# FMC – Single Transfer Route Change





## 26 Avenue SE Changes

- Addresses concerns with Routes 26/131 and 57
- New Route 155 will serve 26 AV SE with connections to:
  - 17 Avenue SE
  - Franklin LRT Station
  - Co-op
  - No Frills
  - Sobeys
  - Forest Lawn Library
  - East Calgary Health Centre
  - Bob Bahan Aquatic & Fitness Centre
  - Bus routes along 36 ST SE, 44 ST SE, and 52 ST SE





# Route 155: West Dover - Forest Lawn

Serves Dover, Southview, Albert Park, Radisson Heights, Franklin LRT, Forest Heights, Forest Lawn, Penbrooke

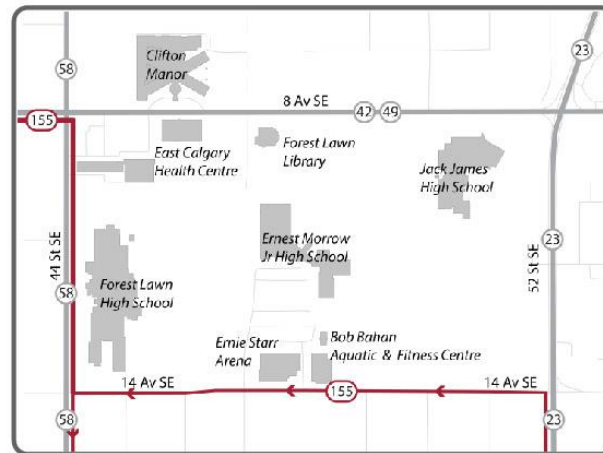
Replaces old Route 26, new service to 8 Av SE

Service Level: 20-25 min peak, 30-35 min off-peak



## Legend

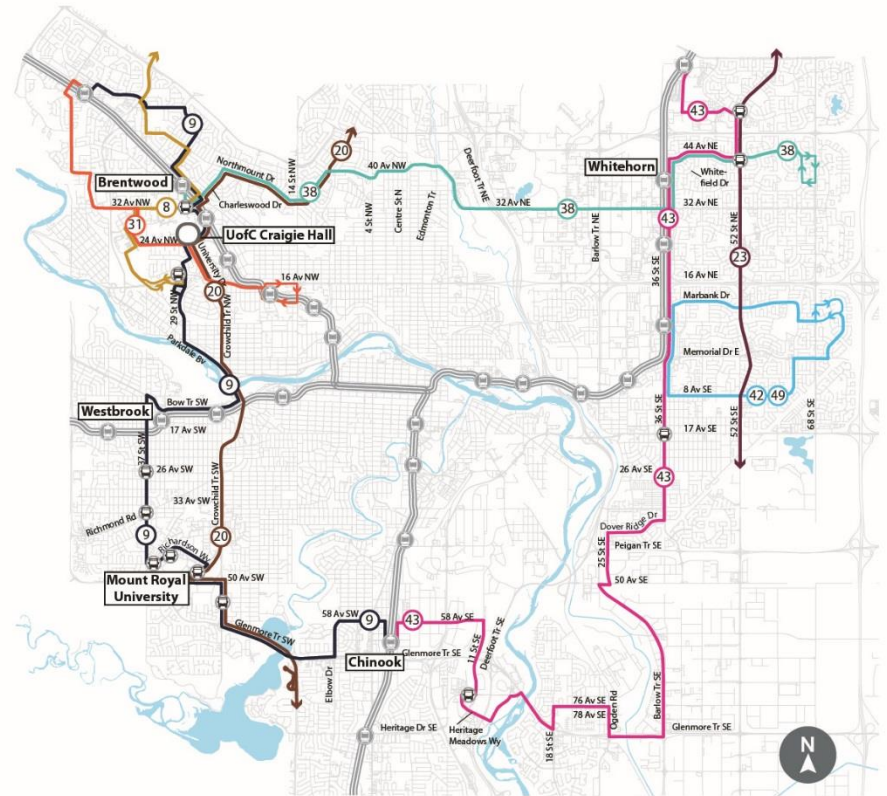
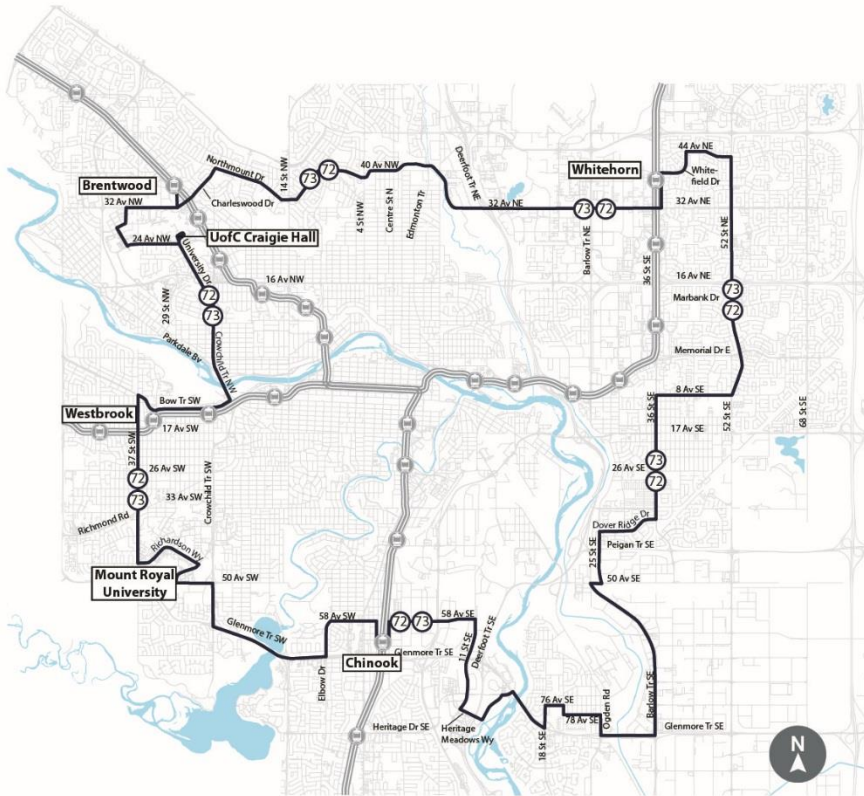
- 155 West Dover - Forest Lawn**  
Peak/Off-Peak: 20 min / 30 min  
Span: To 25:00
- 135 Intersecting Bus Route**
- CTrain Line**
- CTrain Station**
- 17 Avenue BRT**  
Peak/Off-Peak: 10-15 min / 20-30 min  
Span: Until 24:30
- BRT Station**



For more information, please visit [calgarytransit.com](http://calgarytransit.com) or call 403-262-1000



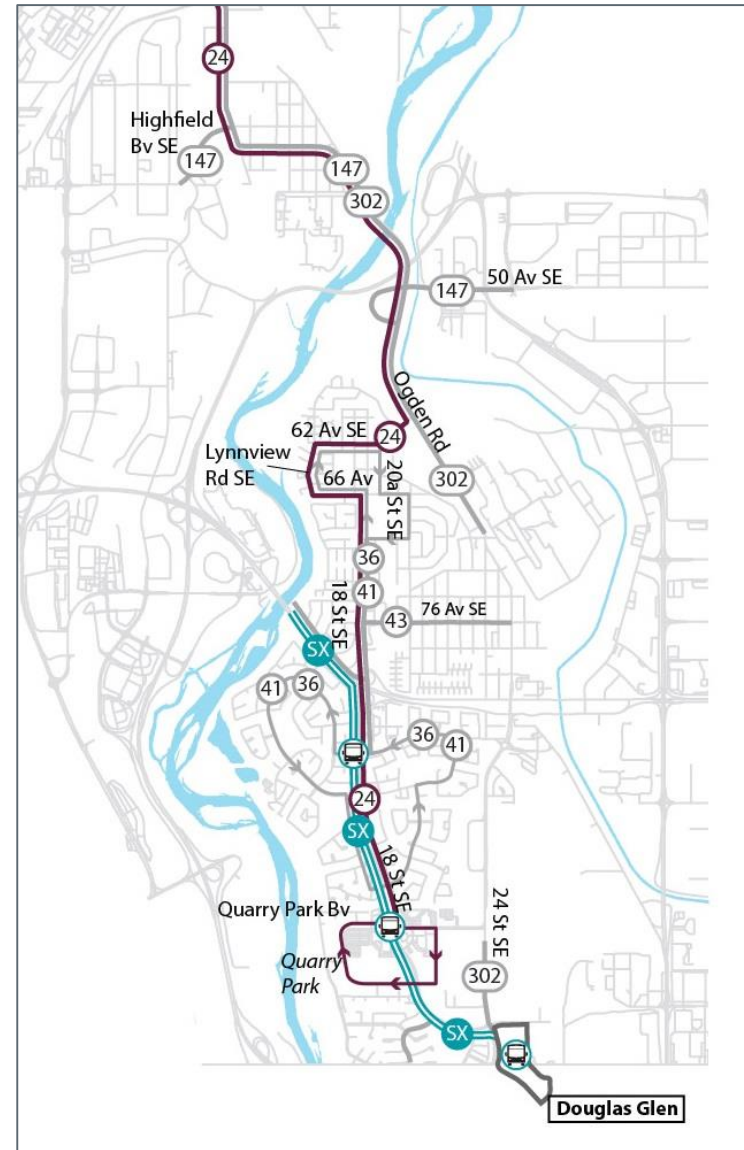
# Whats Happening to Route 72 & 73:



# Route 24 - Quarry Park / Ogden / Lynnwood

Proposed Route 24 adjusted to address concerns with Routes 24, 136, 302, and South Crosstown BRT:




- Route 24 re-aligned down 18 ST SE south of 66 AV SE to Douglas Glen bus terminal
- Improves travel time between Downtown/Beltline and Quarry Park
- Reduces route duplication
- Improved frequency on South Crosstown BRT



# Route 1: Bowness / Forest Lawn Downtown Bus Stops



### Legend

- Bus Routing
-  Bus Stop
-  CTrain Line
-  CTrain Station

### Eastbound:

- EB 5 Ave @ 9 St SW
- EB 5 Ave @ 7 St SW
- EB 5 Ave @ 6 St SW
- EB 5 Ave @ 3 St SW
- SB 1 St @ 7 Ave SW
- EB 9 Ave @ Centre St S
- EB 9 Ave @ Macleod Tr SE
- EB 9 Ave @ 6 St SE

### Westbound:

- WB 9 Ave @ 6 St SE
- NB 3 St @ 7 Ave SE
- WB 6 Ave @ Macleod Tr SE
- WB 6 Ave @ 1 St SE
- WB 6 Ave @ E. of 1 St SW
- WB 6 Ave @ 2 St SW
- WB 6 Ave @ 4 St SW
- WB 6 Ave @ 6 St SW
- WB 4 Ave @ 7 St SW

# Route 305: BRT Bowness Downtown Bus Stops



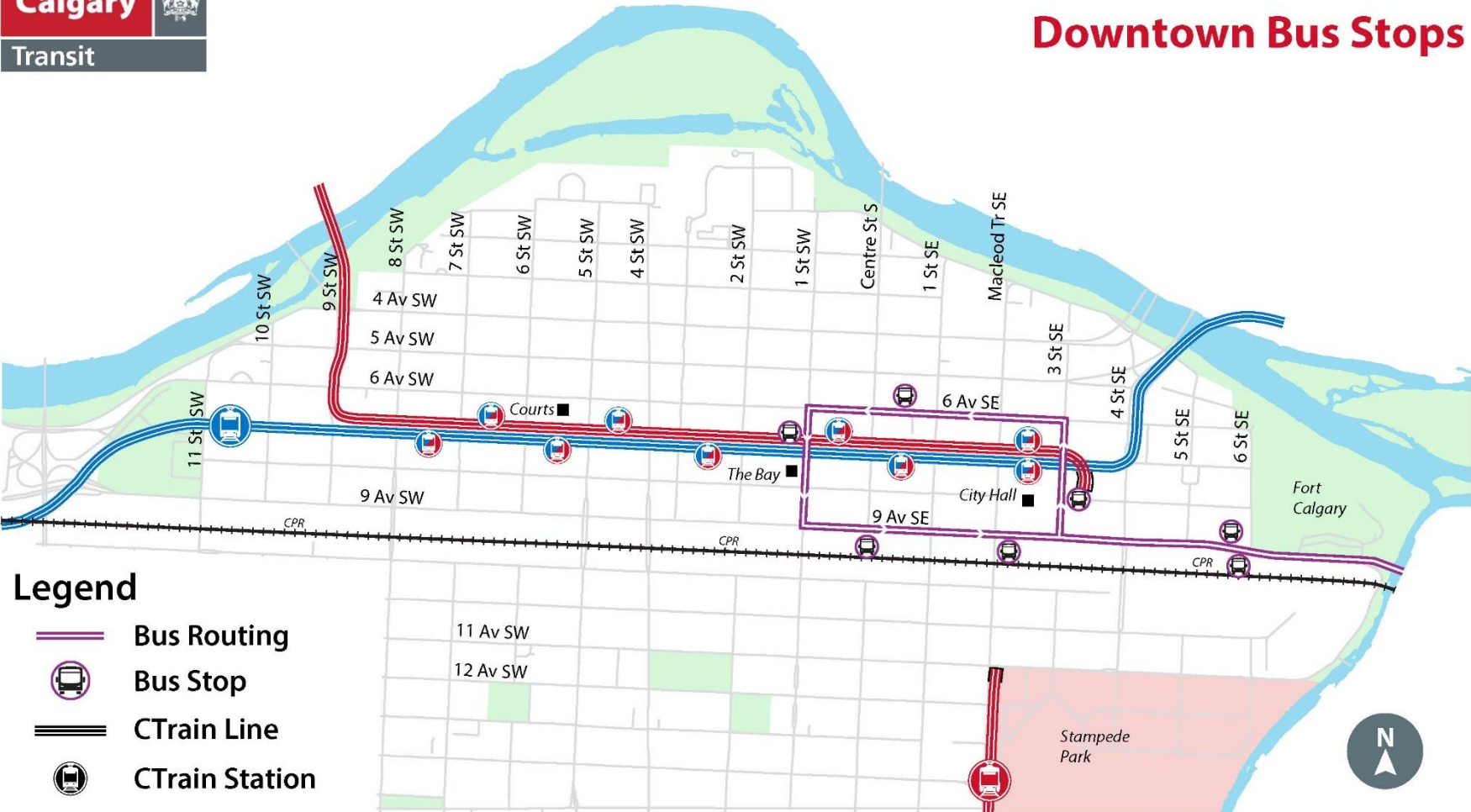
**Eastbound:**

- EB 9 Ave @ 11 St SW
- EB 9 Ave @ 8 St SW
- NB 6 St @ 7 Ave SW
- EB 5 Ave @ 4 St SW
- EB 5 Ave @ 2 St SW





**Westbound:**

- WB 6 Ave @ 4 St SW
- WB 6 Ave @ 7 St SW
- WB 6 Ave @ 11 St SW

# Route SE: 17 Avenue SE BRT Downtown Bus Stops



**Legend**

-  Bus Routing
-  Bus Stop
-  CTrain Line
-  CTrain Station

**Eastbound:**

- EB 9 Ave @ Centre ST S
- EB 9 Ave @ Macleod Tr SE
- EB 9 Ave @ 6 St SE

**Westbound:**

- WB 9 Ave @ 6 St SE
- NB 3 St @ 7 Ave SE
- WB 6 Ave @ Centre St S
- SB 1 St @ 7 Ave SW

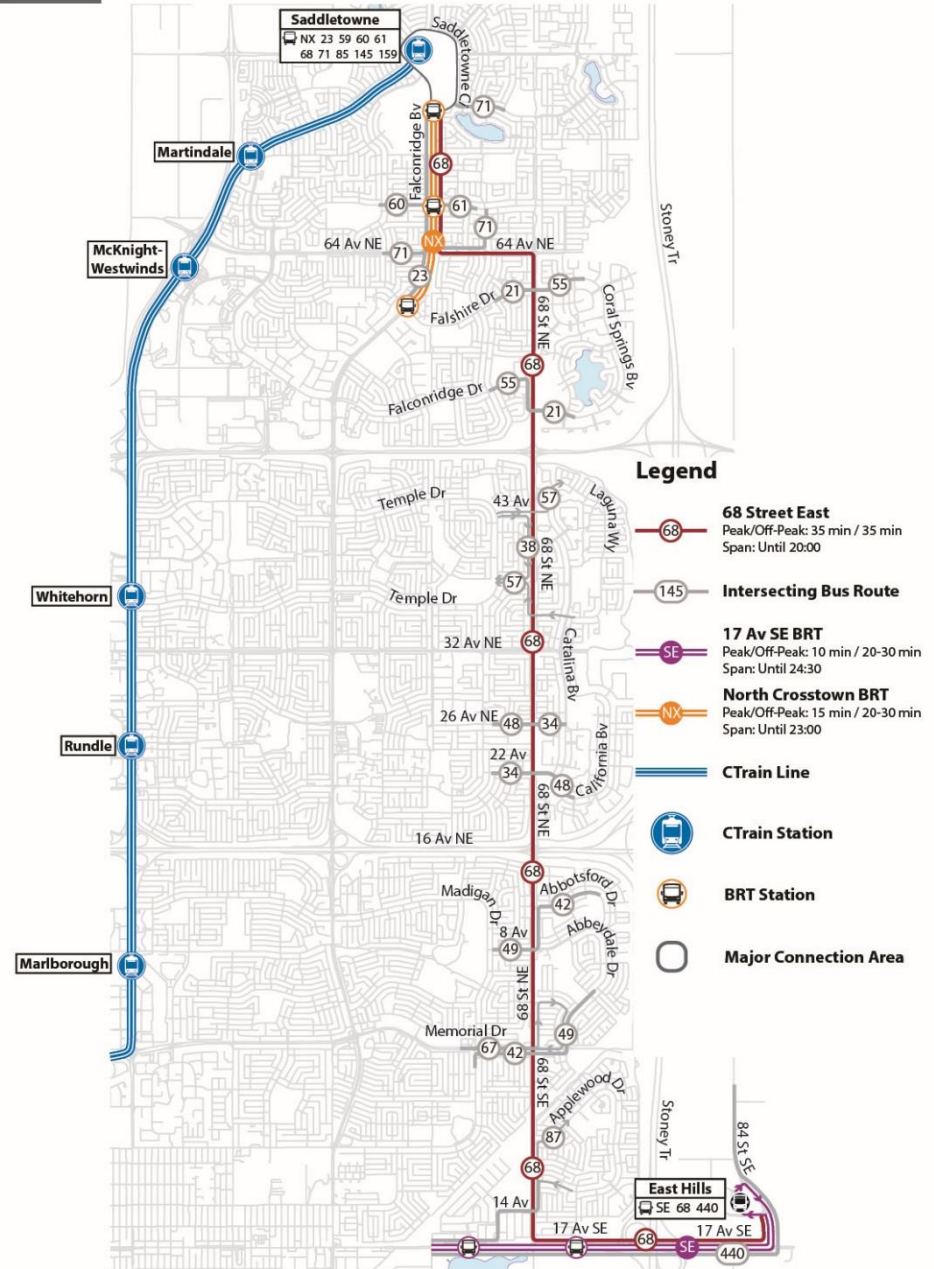
## Route 68: 68 Street East

Serves Falconridge Bv, 64 Av NE, and 68 St E across the east of the city, anchored by major shopping centres

Creates a new grid line across the east of the city, anchored by major shopping centres  
Service Level: 35 min peak and off-peak

New Route 68 will be created to address concerns related to service along 68 Street East corridor:

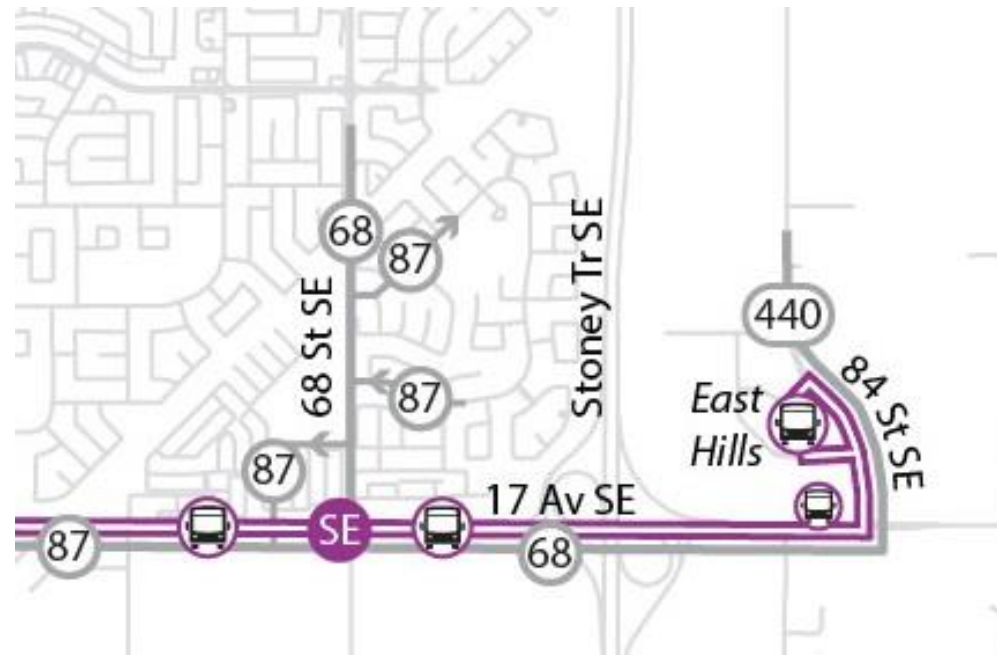
- Connects 68 Street NE and SE to 17 Avenue SE BRT
- Connects to East Hills centre
- Connects to North Crosstown BRT at Martindale Boulevard Station
- Connects to Saddletowne
- To start as peak-only service on 35 min headway



# 17 AV SE BRT Stops – 61 ST SE and 70 ST SE

17 AV SE BRT stop adjustments east of 52 ST SE to address concerns with original proposal:

- Proposed 60 ST SE stop to be replaced by 61 ST SE currently served by Route 305
- New 68 ST SE stop to be replaced with new 70 ST SE stop
- Provide safer crossing environments
- Provide better coverage to neighbouring communities





# Route 31 – 39 ST NW

Proposed Route 31 will maintain routing via 39 ST NW:

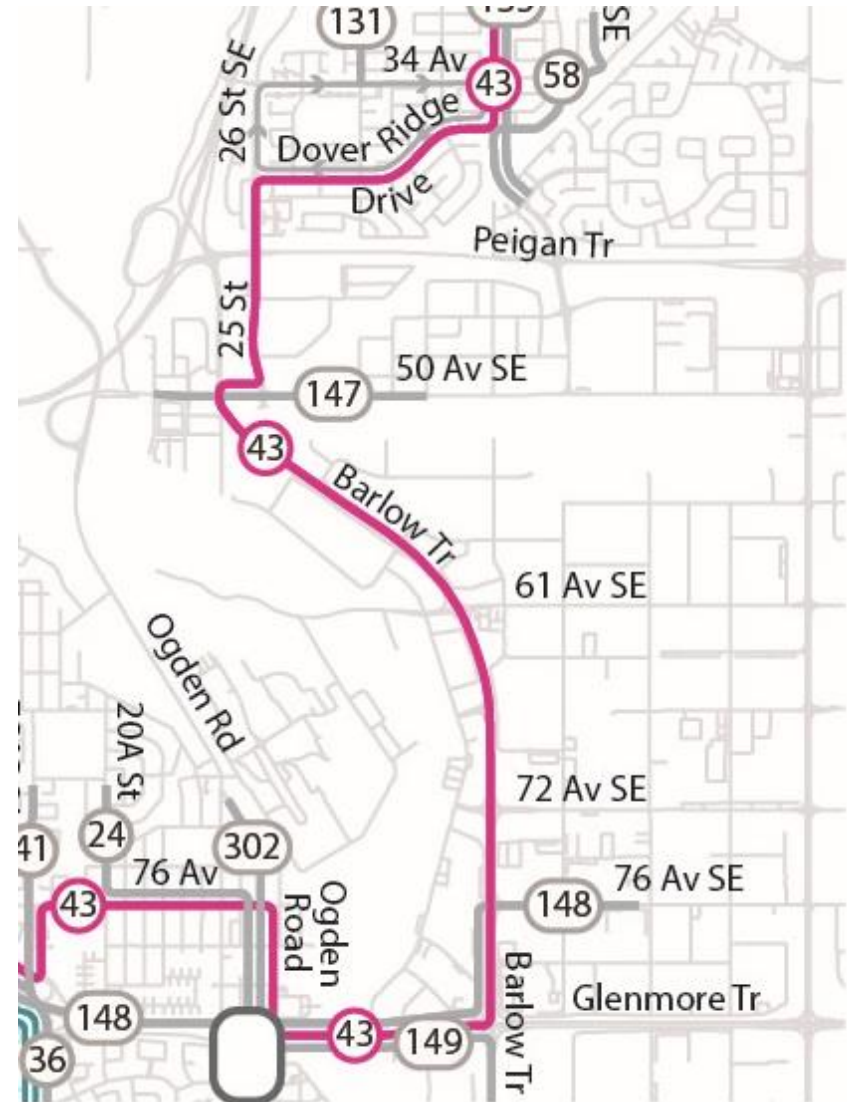
- Maintains connection from 39 ST NW area to schools in Varsity
- May be reevaluated in future as University District continues to develop



## Route 43 – Barlow TR SE

Proposed Route 43 changed to continue straight on Barlow TR SE to address concerns related to coverage in Foothills Industrial:

- Improves coverage to areas east of Barlow TR SE between 61 AV SE and 72 AV SE
- Improve speed and reliability of route





# Route 42 / 49 – Left Turn @ Abbotsford DR NE

Route change to address concerns with proposed Route 49 left turn from Abbotsford Dr NE to 68 ST NE:

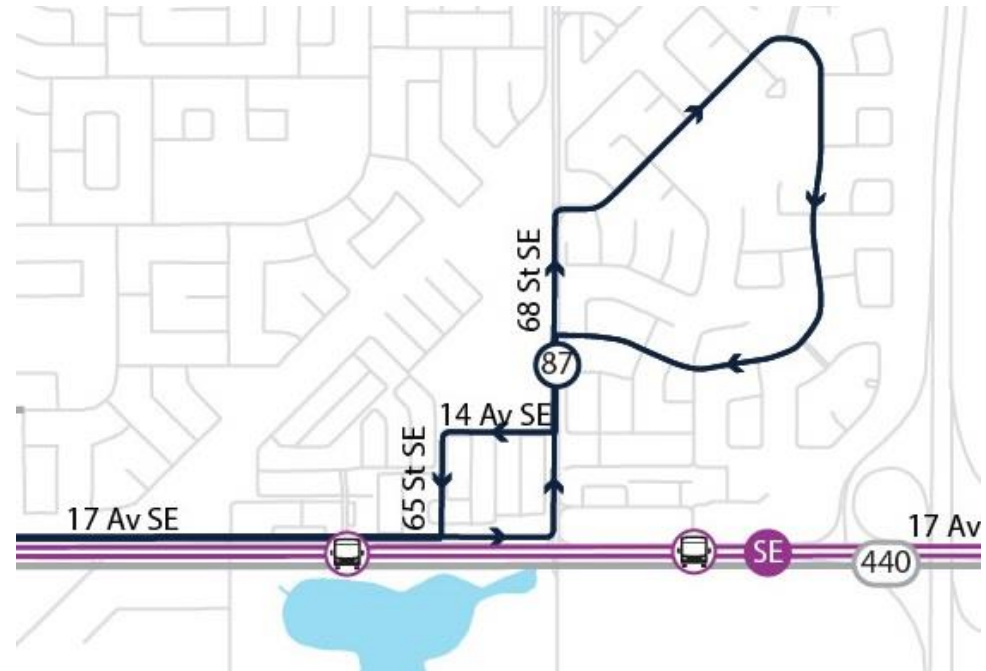
- Route 49 will instead travel on Abbeydale Dr and continue through at 68 ST NE to 8 AV NE
- This is a signalized intersection and will alleviate delays related to uncontrolled left turn at Abbotsford DR NE



# Route 87 – 68 ST SE Left Turn

Change of routing at eastbound 17 AV @ 68 ST SE to address concerns raised by operators about Route 87 left turn onto 68 ST SE from 14 AV SE:

- Route will turn from 17 AV SE instead of 14 AV SE at signalized intersection
- Buses inbound to Marlborough will still serve 14 AV SE after turning right from 68 ST SE





# Route 127 – Madigan Dr & 68 ST NE

Change of routing at east end of route to address concerns related to 42/49 and 68 ST East:

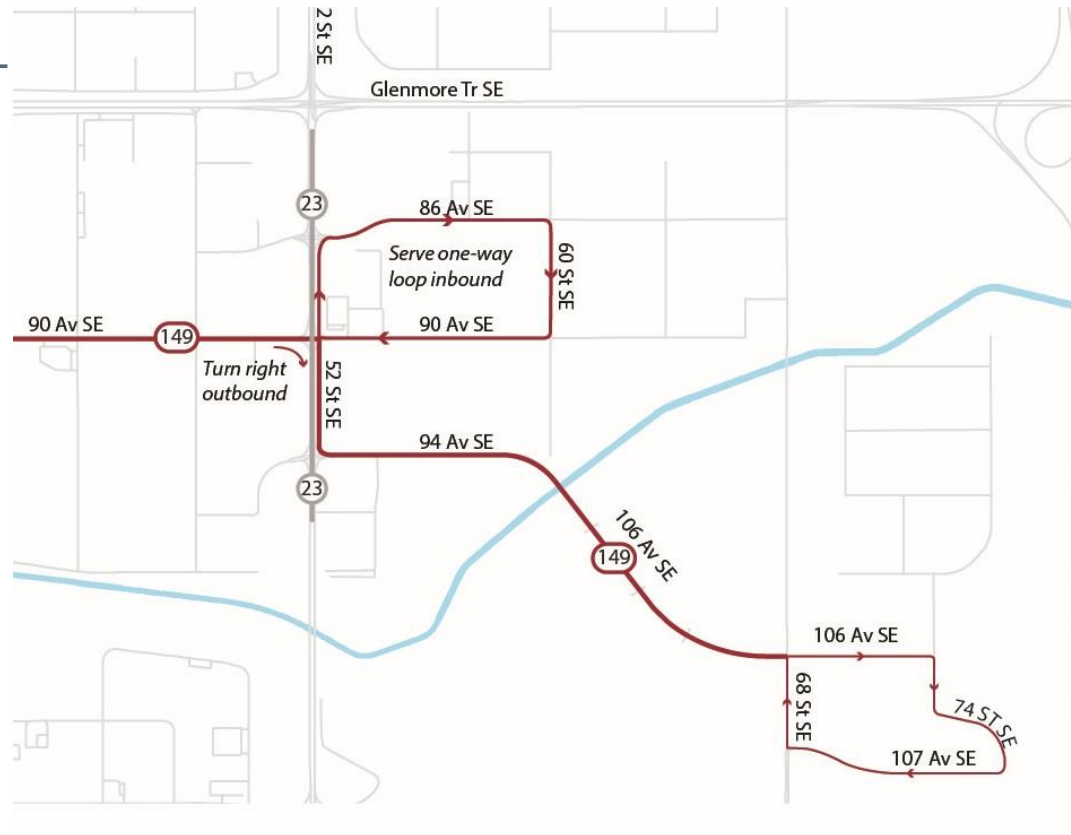
- Improve coverage on Madigan DR in Marlborough Park
- Connect to new Route 68 on 68 ST NE



# Route 149 – 86 Avenue SE

Change of routing at 90 AV @ 52 ST SE:

- Improve travel time to Dufferin North Industrial area
- Removal of two left turns onto 52 ST SE will improve route reliability



# Routes 181/182

- Route 181 and 182 to be replaced with Routes 9, 20, and South Crosstown BRT.
- The function of Route 181 is similar to the new Route 20, which will provide a fast option to Mount Royal University and Bishop Carroll High School from University Station and 31<sup>st</sup> Street NW bus connections. Route 9 will provide a direct bus from Dalhousie Station for those who wish to avoid transfers
- A potential school bus from Dalhousie Station to Bishop Carroll High School will be considered
- The function of Route 182 is similar to South Crosstown BRT, which will have higher planned frequencies in peak from Heritage to Mount Royal University and Bishop Carroll High School



## Next Steps

- I. Amend proposed routes (June/July)
- II. Education campaign to support implementation (Fall)





# Implementation Communications

- I. Are there communications channels/approaches you think would be effective in communicating routes changes?
- II. Does your organization have newsletter distribution lists, social media channels, websites, or other platforms we could use to communicate with riders?



## Questions & Thank-You