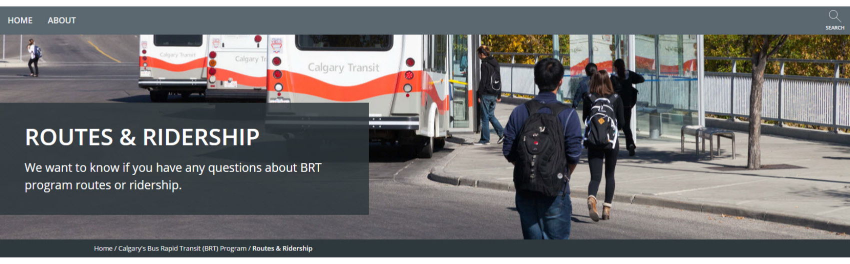

ROUTES & RIDERSHIP

We want to know if you have any questions about BRT program routes or ridership.

Home / Calgary's Bus Rapid Transit (BRT) Program / **Routes & Ridership**

ROUTES & RIDERSHIP PROJECT MAPS

Bus Rapid Transit (BRT) routes and ridership are topics we've heard Calgarians would like to discuss. You'll find some information about these topics and the opportunity to provide feedback below.

Routes

Calgary's BRT network connects Calgarians to the places they want to go. The BRT network provides transit options near or along major roadways, such as Crowchild Trail, 14 Street W, Glenmore Trail, 16 Avenue N and 17 Avenue S.E. The city's BRT and roadway networks align to create a strong, high-capacity system that supports all modes of travel. The four new BRT projects will fill important gaps in the existing transit network, and provide more direct connections to major destinations and LRT stations.

Routes are selected based on a number of considerations, including:

- Existing demand for a service
- Future/forecasted demand for a service
- Existing options for traveling along a corridor or to major destinations
- Traffic along or adjacent to a proposed route
- Existing and future land use and development along a proposed route
- Accessibility for pedestrians and cyclists
- Connectivity with other transit routes

Ridership

Ridership is driven first by population and jobs, and second by other factors, like the cost of parking, and the relative travel time by transit versus other means of travel, like driving.

The City monitors ridership on existing routes several times a year as part of performance monitoring to identify what changes to make to be more efficient, meet customer needs, address growth, and other factors.

The new additions to Calgary's BRT network will offer better service for current transit customers, and will provide necessary, long-term transportation solutions for the city.

Calgary's projected growth over the next 20 years will result in more traffic congestion, increased travel times, and longer duration of rush hour periods. Similarly, without a viable transit option in place, roadway infrastructure could need to be expanded in the future to accommodate the growth. These infrastructure expansions would likely be more expensive and would have a greater impact to adjacent communities than the four new BRT projects do. For more information on BRT ridership, please visit the BRT program page.

Do you have any questions about BRT program routes or ridership?

Let us know if you have any questions about BRT program routes or ridership.

Comment Submission Guidelines

Feedback provided is moderated to ensure a productive, positive and respectful space for everyone. All questions and comments are welcome but keep in mind that the submissions are being moderated and any comments that are insulting, rude or dismissive of others ideas are subject to removal. If you disagree with an idea or comment you are encouraged to have a discussion about the content and to do so in a way that is respectful and talks about the ideas not the person.

This forum is monitored 24/7 to ensure all submissions comply with the above Comment Submission Guidelines. Questions will only be monitored and addressed during regular business hours. Thank you for your understanding.

Add Message

Adding new posts is disabled for this conversation.

249 Messages

Most Recent First ▾

Uni1 | Posted on May 19, 2016

Living near the proposed North Crosstown BRT, I have a few questions (**Please answer these with regard to the North Crosstown BRT, NOT the SW BRT):**

1. Why haven't HOV/transit lanes been considered on 16th Avenue at blockage points?

2. How come an existing, slower service doesn't follow the current route?

3. When can the supposed "Traffic skipping measures" (such as queue jumps) be implemented? The proposed measures don't seem like they will take very long to implement, so why is the proposed start-of-service date so far away?

Secondly, I have question about the TBD alignment from the West Campus to Westbrook:

Along Crowchild, will there ever be provisions for a transit-only bridge/transit only lanes over the Bow River? I travel this route daily, and this is certainly the area that slows down the most for transit. I think clearing up this bottleneck is critical for providing a service that is faster than traffic for commuters going in all direction in the west part of the city.

Urban Biodiversity | Posted on May 17, 2016

Question to the City of Calgary fpr public imformation. How many bus stops (northbound and southbound) currently exist on 14 St. between Anderson Road and Glenmore Trail? If there are very few would that not support the need for a Pilot Project firstly to justify ridership, routing and economics? Thank you.

Hobbit | Posted on May 15, 2016

out of curiosity...when you say a "dedicated bus lane", I'm assuming this means a lane for buses only. Does this mean on 14th street, you will build another lane or are you taking an existing lane? If you are taking an existing lane, won't that make traffic worse?

> **CityofCalgary** | Posted on May 18, 2016
>
> Hi Hobbit – thanks for asking about what a dedicated bus lane means. Yes, you are correct, it means a lane for buses only, with the exception of emergency vehicles, which will be able to use the bus lanes on 14 St SW to access Rockyview Hospital. The SW BRT Project requires two new bus-only lanes on 14 Street S.W. to allow buses to bypass traffic and ensure BRT service reliability. **14 Street will continue to operate with the same number of regular traffic lanes**. To accomplish this without having to acquire private property, the grass and concrete boulevards in the centre and on either side of the road will be narrowed or removed to make space for the new lanes.
>
> The traffic lanes on 14 Street S.W. will be also narrowed by just under 8 inches, or 0.2 metres. The existing lanes are 3.7 metres wide, and will be 3.5 metres after the transit-only lanes are constructed. 3.5 metre lanes are found on many major roadways in Calgary, are safe for motorists, and are well within Transportation Association of Canada standards. The Southwest Transitway team also works closely with emergency services and the City of Calgary Roads department to ensure lane widths and roadway designs are safe and functional for all users.
>
> A transit-only underpass at the intersection of 90 Ave S.W. will minimize traffic disruptions at this intersection.
>
> There are no plans to change the speed limit on 14 Street S.W. Posted speeds will remain at 70 km/hour.
>
> At the flyover from 14 Street to Glenmore Trail S.W., buses will merge into regular traffic, just as route 306 and route 20 do today.
>
> In some sections of Glenmore Trail, buses will have the ability to use shoulder lanes to bypass traffic during peak hours. This will operate similar to the existing bus-only lanes on Crowchild Trail. Buses will run with existing traffic during other times of the day when traffic is lighter.
>
> We hope this is helpful!

marvelknight | Posted on May 13, 2016

These routes need dedicated lanes in many instances to migrate riders from cars to public transit. This

with Calgary Transit.

Roberta | Posted on May 13, 2016

How does this design concept comply with the complete streets retrofit policy? You only have 35.5 m of existing right of way which is no where close to the minimum ROW of 60 meters for a skeletal road. And why is 14th street classified as a skeletal road in the first place? There are no interchanges on the roadway and the City keeps reassuring us that 14th street is not a freeway/expressway. This roadway currently functions as an arterial road with intersections supporting the primary transit network. Why is it being classified with a non applicable roadway description? What is being done by the City on this project to comply with their own policies?

Concerned taxpayer | Posted on May 10, 2016

I have asked many questions and am awaiting an answer to at least one of them. I will try again here.

Where is the study of existing capacity versus growth in the SW? Where is the study showing that adjustments to existing infrastructure, bus schedules, frequency, etc., would not address the need of the SW currently and at what point the massive growth in the SW (wherever that would come from) would overcome the existing infrastructure with the adjustments previously mentioned?

From what I can see, having taken the bus many times and having lived in the community for 21 years, I do not see overflowing buses. I recognize that this is not a scientific statement or study but I haven't seen one either from the City for the need for this system from the SW. I have seen lots of opinion from the City but no hard core data.

Any study should be done by an unbiased entity. Meaning, if you are an engineering firm selected to do the study, that should automatically preclude that engineering firm from any work resulting from the study. Otherwise, there is a built in bias since the engineering firm could be hoping for work from the study.

Fact based answers with data please.

Maria | Posted on May 8, 2016

Bus 406 always takes turn at Bishop O Byrne, while Bus 153 takes 20-30 minutes wait time. This is not efficient for demand and supply of services, It turn out that Bus 406 has 30%-50% riders, while Bus 153 has 80% riders. I hope they will increase bus 153.

How about eliminating the MRU loop of these two lines and adding a separate MRU shuttle that just goes around campus and connects to these lines?

The 5 minutes of time saved to downtown can mean a lot more ridership (as the BRT would be more competitive with driving).

The shuttle concept also gives more frequent service for students to get from A to B on the MRU campus.

An MRU loop shuttle could also add service to the communities of Lakeview and North Glenmore without having to change the schedule or path of the proposed BRTs

> **CityofCalgary** | Posted on May 9, 2016
>
> Hi MRU "feeder" shuttle – thanks for sharing your ideas. We will pass this along to the planning team. Here's a little more background on the rationale behind serving places like MRU, which may seem out of the way but really are currently underserved by existing services in operation. The four new BRT projects will fill important gaps in the existing transit network and will provide travel options to communities and destinations that are currently underserviced by Calgary Transit, places like MRU. The BRT program will also ensure we have sufficient transit capacity to accommodate the city's projected growth. Without reliable, attractive transit options in place, the city will experience more traffic congestion and longer rush hour periods. Creating more transit options now is the best solution to keep Calgarians moving, no matter their chosen mode of travel.
>
> Routes are selected based on a number of considerations, including:
>
> Existing demand for a serviceFuture/forecasted demand for a serviceExisting options for traveling along a corridor or to major destinations Traffic along or adjacent to a proposed route Existing and future land use and development along a proposed routeAccessibility for pedestrians and cyclistsConnectivity with other transit routes Hope this was useful background for you!

East side please | Posted on May 1, 2016

The east side of 14th street would make much more sense for this route.

Pump Hill and Eagle Ridge have relatively low populations and likely won't use this system.

Residents of the western sides of Southwood, Haysoboro, and Chinook Park are much higher density could use better access to this system.

A simple pedestrian bridge over 14th st to Glenmore Landing and the Rockyview would give access to these areas, and increase ridership.

> **CityofCalgary** | Posted on May 9, 2016
>
> Hi East Side Please – Thanks for your input! It's important to match the transit service with the existing major activity sites along 14 St SW. While a bus-only lane on the west side of 14 St in the southbound direction accommodates these goals, a bus-only lane in the northbound direction does not. BRT service along the east side of 14 St hinders the direct connection with the major activity centres on the west side, making those stations less desirable and attractive to use.
>
> If the lanes were split, large volumes of traffic would be required to cross the bus-only lane at Southland Drive and Heritage Drive, which would present more issues for traffic flow and congestion.
>
> In short, two dedicated lanes on the west side of 14 St is the best option for traffic flow at intersections while providing direct access to the major land uses through the corridor.
>
> We hope this is helpful!

Fix the gap today | Posted on May 1, 2016

What is the city's commitment to these routes?

Many of the existing BRT lines have been scaled back in service to rush hours or no evenings / no weekends after being launched as a way of connecting communities.

The MRU (due to classes) and Rockyview (due shift work) communities run heavily outside of business hours. If this plan goes through, people will be making changes to their lives based on relying on this system.

If these routes go through, are the service hours to be guaranteed, or will the city just revisit this plan in the future. and the MRU and Rockyview communities will be left to find other transport arrangements?

The city could have a route like this up and running within weeks.

Why wait two more years?

urban biodiversity | Posted on Apr 29, 2016

Re: SW BRT - A Pilot project should go into operation to justify ridership and route selection for the SW BRT before undertaking any major construction and expenditure of funds. The impact of the completion of the SW Ring Road and adding a 4th South LRT railcar for SW public transit is mandatory data. Supporting data simply does not exist. Small asphalt bus stop pads can be quickly constructed on the side of the curb with reasonable traditional signage. The rush to spend money amid one of the biggest downturns in the history of the oil and gas industry in Alberta and the World should be a red flag for any common sense person. Calgary's growth may cease and in fact begin to reverse with a net exodus. The Calgary City Council must take off the blinders....since June 2014 things have changed and will continue to change. Unemployment will increase. Home values will drop. City Council must act accordingly or taxes will continue to rise. Practically , the entrance to the Rockyview General Hospital will be more complicated and less convenient. The conversion of green spaces to structures will decrease the promotion of a walking oriented culture. Thousands of people walk in green spaces for recreation as well as walking for shopping and work. Conversion of green spaces will destroy urban biodiversity amid the constant daily decline in global biodiversity. Conservation of biodiversity begins at the civic level. Thank you.

> **CityofCalgary** | Posted on May 9, 2016
>
> Hi Urban Biodiversity – thanks for your thoughts and feedback. In answer to your first question about the possibility of a "pilot" of the planned BRT service, a test pilot of the route would not be an accurate indication of the ridership for this route as without the infrastructure to provide the improved travel times, reliability, and enhanced customer experience, the pilot route would not be a very attractive service to customers.

What will we do with your feedback?

Questions will be answered as soon as possible, either in the discussion forum or through a 'Frequently Asked Questions' report back. Additional feedback will be compiled and we will produce a 'What We Heard' report back as soon as possible.

Links

- BRT Engagement Home Page
- More Information About BRT Program

For a BRT service to be an attractive travel option, it needs to be quick and reliable. In some places, a BRT service can run quickly and reliably in mixed traffic. In higher traffic volume areas, like 14 Street S.W., however, dedicated lanes are needed to ensure the service's efficiency and reliability. Without those bus only lanes, the new SW BRT service wouldn't be any faster or more reliable than driving a car or taking one of the existing, slower, transit options.

Moving on to your concerns about the environment and green space, the SW BRT project will not be taking any park space. The grassed boulevard down the middle of and alongside 14 Street S.W. is the only "green space" that would be impacted by the construction of the SW BRT infrastructure.

This project involves adding two new bus lanes to 14 Street S.W., while also maintaining the existing traffic lanes. In order to accomplish this within the existing roadway, the grass and concrete boulevards in the centre of the road will be narrowed or removed to make space for the new lanes. The grass on the east and west sides of 14 Street S.W. will also be removed in some places and some modifications will be made to the slope. These medians and boulevards are all within the current 14 Street S.W. road right-of- way. Impact to trees will be limited; some trees within the road right-of-way located along 14 Street S.W. may be impacted by construction. The SW BRT team will make every effort to avoid tree removal as much as possible. If trees are required to be removed during construction, they will be relocated if possible. If relocation is not possible, new trees will be planted in place of the removed trees. There will be no parks or recreational fields impacted by the project. Transitway stations will be constructed entirely within existing City-owned road right of way, and will not require the use of any designated park space or recreational fields. The off-leash dog area on the east side of 14 Street S.W. will not be impacted.

The transit-only lanes on 14 Street S.W., between Southland Drive and Glenmore Trail will also be constructed entirely within City-owned road right of way.

Additionally, private property will not be required for the construction of the SW BRT. The bus-only lanes on 14 Street S.W. and stations will be constructed entirely on City-owned lands.

We hope this is helpful.

urban biodiversity | Posted on May 10, 2016

Thank you for your response City of Calgary. Respectfully I disagree. The planning is not effecient, effective or economical. I stand by the need to firstly recognize the impact of the SW Ring Road with its multiple cloverleaf interchanges from Highway 22X all the way to 90th Ave. S.W. , the impact of a 4th rail car on the South LRT, and the ease of instituting a pilot project. If their is true demand the people will come even if it "not attractive" in the early stages. With respect to green space may I please ask if the City can supply a map of the green space it is selling to Riocan Real Estate Developers which is north of the existing Glenmore Landing Shopping Center. This is a natural areas corridor for urban wildlife to travel north and south around the east end of the Glenmore Reservoir. It is also a "living" green space for many species. When New York and other major cities are reintroducing green spaces into urban planning and redevelopment Calgary is getting rid of green spaces. We are destroying our heritage. Thank you.

CityofCalgary | Posted on May 12, 2016

Hi Urban Biodiversity - While the SW Ring Road may change traffic patterns in the area, the SW Ring Road will never redirect enough traffic off of 14 Street S.W. to

You continue to make excellent points with little coming in the way of facts based on scientific assessments of the current situation. Honestly, I do not understand the hesitance to run a pilot project especially when the need and cost is some much in doubt.

Your assessment on the pilot is correct. Yes, it may take a few minutes longer than a fully dedicated $65M (and counting) system but surely it would be better than the existing systems and would give some indication how many people actually need this service.

In industry, we run pilot projects before commercial projects perhaps not in 100% of the cases but in a very high percentage of cases. I guess that's because we have a greater concern for investors' capital. You also learn a lot through the pilot which often is helpful in reducing costs of the commercial project.

This project will introduce noise, reduce green space and increase pollution in the affected neighbourhoods for little to no demonstrated need. I think the City knows that for the neighbourhoods as they are currently configured. It is growing ever more obvious that the plan is to increase density in these neighbourhoods. There can be no other rationale.

Urban Biodiversity | Posted on May 16, 2016

Dear Concerned Taxpayer, thank you for your comments. I believe that the purpose of the SW BRT is to increase the population density and forcibly change the culture and green landscape of the SW BRT communities without firstly conducting a full public engagement process. I am profoundly saddened by the lack of transparency and the forcible social engineering which is being demonstrated. Indirectly it does remind me of some comments I have heard from former citizens of the satellite countries of the the former USSR.

Confused | Posted on Apr 28, 2016

I have not been able to figure out how the area around 75th Avenue and 14 Street S.W. is to be handled.

Will buses traveling south, have a traffic light at 75th Avenue?

Will buses travelling north have 2 traffic lights, one when turning right onto 75th Avenue and the current one turning left onto 14th Street?

How will the bus only lanes affect traffic exiting the Rockyview Hospital and Eagle Ridge attempting to turn onto 14th Street? And how will the build-up of cars on 75th Avenue below the Rockyview Hospital which is already heavy during hospital shift change be affected?

Cars presently exiting the Rockyview Hospital and Eagle Ridge presently have 2 traffic lights, one at 75th Avenue and Eagle Ridge Drive and one at 75th Avenue and 14 Street. Will cars have a 3rd traffic light when crossing the bus only lane?

It also seems to me that there will also be delays in bus traffic going north at this intersection over and above what buses would endure if they were travelling on 14th Street on the regular traffic lanes.

Could someone from the City please respond to both my questions and comments. Thank you.

CityofCalgary | Posted on Apr 28, 2016

Hi Confused - thanks for your comments. We are putting together some information for you and will have something posted for you soon!

Confused | Posted on Apr 29, 2016

Thank you. Could you also clarity for me how many buses will be crossing this intersection per hour in each direction including feeder buses using the bus only lanes when everything

I have not been able to figure out how the area around 75th Avenue and 14 Street S.W. is to be handled.

The City is working through the design and operations of the intersection at 75 Avenue and 14 Street S.W. based on stakeholder feedback and project feasibility. Details will be posted and shared with the public once the intersection planning is more defined.

Will buses traveling south, have a traffic light at 75th Avenue?

Buses traveling south will have a traffic light at the 75 Avenue intersection. The existing signal at this intersection will be modified to accommodate the new bus traffic using this intersection.

How will the bus only lanes affect traffic exiting the Rockyview Hospital and Eagle Ridge attempting to turn onto 14th Street? And how will the build-up of cars on 75th Avenue below the Rockyview Hospital which is already heavy during hospital shift change be affected?

The technical team is currently reviewing simulations of traffic flow and lane configuration of the intersection at 14 Street and 75 Avenue S.W. and at 75 Avenue and Eagle Ridge Drive S.W. Right now, the lanes on eastbound 75 Avenue S.W. has three lanes. These three lanes are broken down as a left turn lane, a through lane and a right turn lane. Based on the information provided by the simulation, the current plan is to add a fourth eastbound lane which would be adding a second left turn lane at this intersection. By adding an additional lane, we can address potential impacts of traffic as they move through/across this intersection.

Cars presently exiting the Rockyview Hospital and Eagle Ridge presently have 2 traffic lights, one at 75th Avenue and Eagle Ridge Drive and one at 75th Avenue and 14 Street. Will cars have a 3rd traffic light when crossing the bus only lane?

Eastbound lanes crossing the bus-only lane for the SW BRT will be controlled by signals at the intersection of 75 Avenue and 14 Street S.W.

It also seems to me that there will also be delays in bus traffic going north at this intersection over and above what buses would endure if they were travelling on 14th Street on the regular traffic lanes.

The signal at the intersection will have priority timing for SW BRT bus traffic. This will prevent bus delays and allow for the frequent, reliable service planned with the SW BRT.

For your last question, **"how many buses will be crossing this intersection per hour in each direction including feeder buses using the bus only lanes when everything is fully operational,"** we are looking into this further to see if there is any information Calgary Transit may be able provide for you.We will have a response for you soon.

Thanks!

Confused | Posted on Apr 26, 2016

With respect to South West BRT, is it contemplated to close the 14th Street access to Glenmore Landing? How will traffic be affected by not closing 14th Street access or by closing 14th Street access whichever is chosen?

Parking at Glenmore Landing is already an issue. Will lack of parking be exacerbated by nearness to a bus station as riders will park in the Glenmore Landing lot?

CityofCalgary | Posted on May 9, 2016

Hi Confused - The City and RioCan are exploring opportunities to address short and long-term access needs for the site. This could include an access lane into the shopping centre from 14th Street. The southbound 14th Street S.W. access was originally permitted with the initial development as a temporary roadway. It was permitted with the intention that it could later be removed to accommodate future transportation infrastructure.

To address your question/concerns about parking, there are no plans to construct parking facilities for the SW BRT. The stations are intended to serve local communities and will primarily be accessed from within the community via feeder buses, walking and cycling.

The City will work with communities and private parking lots such as Glenmore Landing to implement residential parking restrictions if that is of interest to residents. There are different options for permitted parking in communities, including two-hour restrictions, residential parking permits, and others. The City has worked with owners of mall plazas in the past to enforce parking restrictions such as paid parking and time limits which have been successful in places like the McMahon Stadium lot in the northwest where it is paid parking. Visit Calgary.ca to learn more about The City's Residential Parking Permit Program.

We hope this is helpful and answers your questions!

Concerned Taxpayer | Posted on May 10, 2016

CityofCalgary,

You say that *"The stations are intended to serve local communities and will primarily be accessed from within the community...".* Well if that is truly the view of the City then how is this project justified when the existing ridership and the potential residential and commercial growth in these SW communities doesn't support expanding the system?

You also say that this system will be accessed "...within the community via feeder buses.. ". Well this doesn't makes sense. Why would I take a bus to another bus within my community? That will only increase transit time. Once I get on a bus in my community, it takes me to the LRT.

If there is a need for people to go to locations other than the LRT - say MRU - it would be far better and cheaper to put on more direct bus routes during core school hours.

Seriously, the more I look into this project, the more alarmed I get.

Pat - Oakmoor SW | Posted on Apr 24, 2016

Hi:

My wife and I have two related questions about traffic flow post-construction for this project.

How will the lights work at the Rockyview hospital intersection to get the Northbound bus on 14th (in its own lane on the West side) across traffic into the correct lane so it can go up the overpass and then be going West on Glenmore?

Is the light at Rocky going to be red in all directions for an additional period of time to allow northbound buses to cross over and get into the appropriate position?

If so, what percentage reduction in total North/South traffic capacity on 14th street will this change cause? This segment is slow enough as it is at peak times without removing (my guess here...could be wrong...) 10-15% capacity N-S due to the required change in light timing.

Thanks in advance for your reply.

CityofCalgary | Posted on Apr 28, 2016

Hi Pat – thanks for your questions. In answer to your first question about lights at the Rockyview Hospital intersection and bus movement, the BRT will be given signal priority. Turning into the correct lane to head west on Glenmore Trail will be done using the traffic signal priority.
At the flyover from 14 Street to Glenmore Trail S.W., buses will merge into regular traffic, just as route 306 and route 20 do today.
For your second question, signal priority means that the BRT will be allowed to move in advance of the other traffic. The signal priority will only be given when a bus is crossing the intersection and signals will otherwise function normally. 14 Street will continue to operate with the same number of regular traffic lanes. A transit-only underpass at the intersection of 90 Ave S.W. will minimize traffic disruptions at this intersection. Additionally, there are no plans to change the speed limit on 14 Street S.W. Posted speeds will remain at 70 km/hour.

Uni1 | Posted on Apr 21, 2016

Living near the proposed North Crosstown BRT, I have a few questions:

1. Why haven't HOV/transit lanes been considered on 16th Avenue at blockage points?

2. How come an existing, slower service doesn't follow the current route?

3. When can the supposed "Traffic skipping measures" (such as queue jumps) be implemented? The proposed measures don't seem like they will take very long to implement, so why is the proposed start-of-service date so far away?

Secondly, I have question about the TBD alignment from the West Campus to Westbrook:

Along Crowchild, will there ever be provisions for a transit-only bridge/transit only lanes over the Bow River? I travel this route daily, and this is certainly the area that slows down the most for transit. I think clearing up this bottleneck is critical for providing a service that is faster than traffic for commuters going in all direction in the west part of the city.

CityofCalgary | Posted on Apr 28, 2016

Hi Uni1 – thanks for your participation and comments! In answer to your first question about HOV lanes, HOV lanes have been considered for the SW BRT project, but ultimately not deemed the best solution to achieve our objectives. HOV lanes don't provide the same rapid, reliable, attractive transit service that we are working towards. Bus-only lanes provide assurance of bus reliability, while HOV lanes (mixed traffic) present the same challenge to reliability as a standard mixed use lane. From a traffic perspective, a mixed use HOV lane would require cars to stop behind buses at stops - with dedicated lanes, traffic will operate as it does now, no matter the bus schedule. To create bus pull-out spaces so that HOV traffic can bypass buses would require more land than the current proposal.
Question 2 – an existing slower service following the planned BRT route does not exist today because of congestion on the road. Similar routes such as the 302 and 20 are in operation today for the southwest do not follow the same planned route alignment for the planned SW BRT. For a

Meet Interests | Posted on Apr 20, 2016

I live in one of the affected neighbourhoods within the 14th Street BRT proposal. I support proper transit and routing. I have difficulty with the currently proposed route adjustments and changes along 14th Street. It seems to me that largely the same result can be achieved without the disruption and cost the current plan entails.

As I understand it, the goal is to move people from the deeper southwest to Rocky View Hospital, Mount Royal University and onwards to downtown. If so then it also seems to me that the busiest times will be within a time-frame of 6-9 a.m. and 3-6 p.m. Monday to Friday. Those times encompass shift times at the Hospital and the start of the day at Mount Royal and for those who work downtown. The latter part of the afternoon again encompasses the Hospital shift change and largely the end of class and the work day at Mount Royal and downtown respectively. When I consider the busy times and assuming those are the ones which will have the greatest ridership and are the principal times to cover, then I wonder if there is not a better way to address creating reasonable transit without disrupting the neighbourhoods along the route and businesses (to wit: Glenmore Landing which can barely accommodate those who work and shop there without the added daily transit parkers who will park there all day with the result many shoppers will not be able to find a parking spot to even shop at the local businesses (I am a shopper and neither a business owner nor employee). I think the same result will attend at Heritage Park with daily transit parkers using Heritage Park lots to park with the same problem affecting users of the Park. I then wonder if the same result can be achieved without the disruption attendant on the implementation of this 2011 plan which preceded the conclusion of the ring-road negotiations and completion of other traffic routes in the South of Calgary.

I start by suggesting lane adjustment on 14th Street is unnecessary. I note that there are already 3 lanes on either side of 14th Street and the East side has the problematic gas-line. I suggest that transit needs can be achieved without the lane changes and significant costs, which are mounting and continue to mount within the current plan. Rather it seems to me that taking the existing curb-side lanes on either side of 14th Street and turning those into dedicated bus lanes during the busy hours of 6-9 a.m. and 3-6 p.m. makes sense and during the balance of day leaving those lanes to auto traffic. In fact, given the assumption by the City that there will be increased rider-ship along the 14th Street route, then it must also be assumed that auto traffic will decrease with the assumed increased rider-ship so that in fact auto traffic will not be materially affected with the use of two lanes only during dedicated hours. By using existing lanes as dedicated bus lanes, the gas-line also remains unaffected. In this, the question then arises why 90th Avenue needs to be changed. Flow of traffic can be moderated by traffic light timing and in fact 90th Avenue traffic is constant in that it does not link to any major traffic route and serves local traffic. So why an elaborate alteration there? Taking out one light which is book-ended by two other lights at Heritage and Southland (both of which are within a few blocks of 90th Avenue) will not address flow in either an efficient or effective manner in that flow will still be slowed at those other intersections (absent traffic light adjustments) and in reality does not justify the cost with its seemingly little return.

I now turn to bus shelters. Against the question of whether rider-ship will be very significantly increased, and noting that there is a window for maximum rider-ship as set out above, I wonder why such elaborate bus shelters are required. Surely the typical glass bus shelters of varying sizes used now are, and remain sufficient, at a further cost-saving. As to actual bus shelter placement, at 75th Avenue, there is already a bus shelter on the West side at the Hospital going South. A similar bus shelter could be placed across the street on the on the East side where there is an indent for the start of a 4th lane for the 75th Avenue East turn. This indent is at the existing pedestrian over-pass. A bus shelter could be accommodated there and still leave sufficient for the turn East.

I then question the need for a changed pedestrian over-pass with its attendent significant cost when there is a perfectly adequate over-pass which can reasonably accommodate pedestrian access to the East side bus shelter. Why spend the money when the current over-pass is efficient and effective.
further discussion also may result in a reasonable accommodation which will meet the needs of transit users and the needs of those affected communities and businesses along the proposed route with the goal of having reasonable transit with the very least disruption to the communities/businesses and cost to the tax-payers. Mutuality of interests would seem to be better served with more interest-based consultation and communication within a tone of "power with" the citizens rather than the current "negotiation" based on position and the City exercising "power over" in maintaining its position and lack of communication and consultation at all costs which is disturbing not only for those in the affected areas, but I should think for all of us as tax-payers, especially when needs and interests can probably met for everyone in a less disruptive and costly way. By the City standing on its position at all costs (notionally and in reality increasing costs) is only creating discord, dis-harmony and ever increasing cost when I suggest there are better ways. I am sure there are many others who have viable ideas to achieve the goal of having reasonable transit with the least disruption and cost and have mutual interests and needs met. However, as long as the City takes the position there is nothing to talk about is a real disservice to all the citizens of Calgary who, incidentally are the tax payers, and have an interest in saving money and using available monies in least costly and more useful ways which can still achieve the mutual interests. Perhaps if there can be an accommodation which works reasonably for all, then the cost savings for this route could even be used to protect pedestrians at those problematic intersections in the City and in other ways to improve the quality of transit elsewhere in the City.

Let us keep talking and engage in mutual problem-solving and resolution based on meeting interests, and not positions, in a way that is effective, efficient and responsive.

CityofCalgary | Posted on Apr 28, 2016

Hi Meet Interests – thanks for your thoughtful comments. You raise good questions and ideas. Stay tuned for more information and answers to your questions in the coming months!

SW Resident | Posted on Apr 20, 2016

I think the SW BRT should stop at MRU going South. Continuing it all the way to Woodbine adds considerable cost and I suspect the ridership will be light. The residents in the SW would rather make their way to the C-train instead of taking a bus to go north.

CityofCalgary | Posted on Apr 28, 2016

Hi SW Resident – thanks for posting. The SW BRT is part of the RouteAhead Calgary Transit's strategic, 30 year plan for creating a Primary Transit Network. The objective with the BRT and the Primary Transit Network is to ensure that transit customers can walk to/from a station without having to look up a schedule and have the confidence that the bus will be showing up within a 10-15 minute window. The bus-only lanes would provide that assurance and reliability. Due to forecast growth in Southwest Calgary over the next 30 years, the SW BRT will be able to accommodate not only current but future transit customer populations.

Concerned Taxpayer | Posted on May 10, 2016

CityOfCalgary,

"...Due to forecast growth in Southwest Calgary over the next 30 years..." Please provide a link to the study that made this conclusion.

From Braeside | Posted on Apr 20, 2016

I don't get why this route is even being planned? Nobody is going to take this BRT downtown instead of going 2 blocks over to the CTrain. I would never take a bus over the train. There are several other places the City can spend this money. But I don't think this route is a complete waste. The route should run down into Lakeview instead of coming across the reservoir and down 14 street. There will be slim to no ridership from south of Glenmore Trail.

Plus, if you change the route into Lakeview instead, you will eliminate all the controversy and save 10's of millions of dollars.

CityofCalgary | Posted on Apr 28, 2016

Hi From Braeside – thanks for posting this comment. The SW BRT project offers a better service for current transit customers and is a necessary, long-term transportation solution for the city. The new BRT projects fill important gaps in the existing transit network and connect all four quadrants of the city
In 2014, public engagement on Action Plan showed that "Getting Around Calgary" was Calgarians' number one priority. In follow-up engagement in 2016, "Getting Around Calgary" was ranked second after "Calgary's Economy". The priority placed on "public transit direct to communities" jumped 20% from 2014 to 2016, indicating a demand for projects like BRT.
Calgary's projected growth over the next 20 years will result in more traffic congestion and longer rush hour periods if we don't plan ahead. Transit services, like the BRT program, are the best solution to keep Calgarians moving, now and for the foreseeable future. The South LRT is already running at full capacity and the SW BRT would offer a viable alternative for transit customers to commute and reach key destinations in the southwest and downtown.

RockyView Access | Posted on Apr 19, 2016

Hi! I live just west of the SW BRT route, and work as a nurse at RockyView Hospital. As any patient or nurse can tell you, parking at the hospital is extremely limited and very expensive, and current transit service to the hospital is indirect and infrequent, so I'm very grateful for the SW BRT. However, I live near the intersection of Southland Drive and 14th Street, and see that there is no bus stop in either direction for very long ways. Please consider adding a stop at this intersection. Thank you!

CityofCalgary | Posted on Apr 28, 2016

Hi Rockyview Access – thanks for your input on parking and station locations! We are taking all of these ideas forward to the program teams and Calgary Transit.

Pumphill Resident | Posted on Apr 19, 2016

- Disagree that this bus route is vital - there are alot of places in the southeast Deer Meadows, Foothills

Industrial Park where hundreds are employed and don't have cars and need public transportation some have

had to turn down jobs because of this some have to walk from Heritage to get to work - this is where bus

routes are needed - where is the logic??There are buses in the S.W. that go to Ctrain Stations - increase them and trains as necessary for rush hour - buses from Heritage to Rockyview and MRC - at least wait until new train cars are in service and ring road is up and running - more prudent and probably less costly - the construction alone will strangle the S.W. quadrant of the City and for what??Narrowing lanes will be "hell" in the winter,the

size of the buses will take up alot of room - feel ridership numbers have been extremely embellished and if

the "stations" end up being anything like the Ctrain stations - lots of crime introduced into the areas - NO THANKS

Andasen | Posted on Apr 18, 2016

In the interest of building ridership for the 306 Extension to Quarry Park, has the city considered something like a rush hour extension of the route 20 until the BRT infrastructure is in place in 2018?

CityofCalgary | Posted on Apr 19, 2016

Hi Andasen - Good question. Unfortunately, temporarily extending a route to an area can be difficult, as removing the route at a later date can create lots of confusion and missed connections.

Peak periods also only carry about 50% of daily ridership. Many major destinations and trip purposes rarely have both legs of a trip within rush hour. So, for example, somebody who may want to use a peak period service of the 20 could take the bus to Deerfoot Meadows to shop after work, but then would be stranded if they did not get back on to the service before it ended after the peak.

Hope this is helpful!

SW resident | Posted on Apr 18, 2016

After the meeting on April 20th, I hope we see a more detailed budget for the SW BRT. As others have pointed out, other BRTs with fewer stations and less infrastructure requirements seem to be listed with higher quotes.

I agree with other submissions: what's the rush? Why do we need this now when the entire traffic flow will drastically change once the SW ring road is completed? 14th is truly the only option for a huge number of residents who have NO other choice: they must either use it, or cross over it, to go anywhere.

SW resident | Posted on Apr 18, 2016

1. This BRT route requires a diagonal sweep across the intersection at the Rockyview for how many buses per hour? All four directions of traffic will be stalled repeatedly. This is absolute insanity. How do ambulances get into the hospital? What about traffic backing up onto Glenmore Trail? Has anyone attempted any computer modelling to see just how this would work?

2. This calls for an underground pass for buses at an intersection that already floods during very heavy rainstorms.

3. I haven't been able to find out what private consortium is building what, where. Will there be heavy development at Glenmore Landing? At the JCC? Difficult not too wonder whether this BRT is being forced through to support private investment rather than to provide transit.

4. Currently the 79/80 stops running down 90th avenue around 6:30 and is a rare bus off peak hours. Wouldn't it just be simpler to actually run buses frequently to our current LRT ? We don't need a hub on 14th street when Heritage and Southland stations are so close. Plus, how many new bus drivers could be hired in a city desperate for jobs?

5. A BRT is supposed to be RAPID. Wait for the ring road and run the BRT down that to the communities ringing Fish Creek.

Oakridge resident | Posted on Apr 17, 2016

The current SW Transitway has two dedicated bus lanes on the west side of 14th Street. Has the saving associated with installing one lane on either side of 14th Street been considered?

CityofCalgary | Posted on Apr 19, 2016

Hi Oakridge Resident - The guiding principal for 14 St SW is that bus operations would be predominantly in dedicated lanes to avoid mixed-use traffic wherever possible (dedicated lanes keep buses on time and reliable).

It's important to match the transit service with the existing major activity sites along 14 St SW. While a bus-only lane on the west side of 14 St in the southbound direction accommodates these goals, a bus-only lane in the northbound direction does not. BRT service along the east side of 14 St hinders the direct connection with the major activity centres on the west side, making those stations less desirable and attractive to use.

If the lanes were split, large volumes of traffic would be required to cross the bus-only lane at Southland Drive and Heritage Drive, which would present more issues for traffic flow and congestion.

Oakridge resident | Posted on Apr 19, 2016

I agree that having the northbound BRT on the east side of 14th Street would mean that passengers would have to cross 14th Street. However, the width of 14th Street under the current proposal is 35m. The distance from 14th Street to Heritage Park front gate is more like 500m, so I cannot agree that there would be a significant detriment to having to cross 14th Street.

Similarly the distance across 14th Street is perhaps 20% of the distance from 14th Street to the front entrance of Rocky View Hospital.

As far as the crossing of the bus only lane at Southland Drive is concerned, the current proposal has the BRT crossing Southland Drive at Bradbury Avenue. What is the difference? At 90th Avenue the northbound lane would not interfere at all, and at Heritage the BRT would cross at the same time as the northbound traffic. It would do so more quickly than the regular traffic because the BRT would not have to stop for multiple lights because it arrived at Heritage in a dedicated lane.

Oakridge resident | Posted on Apr 17, 2016

The 14th Street proposal has two north bound BRT routes crossing the intersection at 14th St and 75th Avenue diagonally in order to get onto the northbound lane of 14th Street. In order to do this there will have to be a dedicated time for the buses to cross during which there will be no traffic movement either north-south, or east-west. Can you please define how long the buses will take to make this crossing and explain how that will not severely adversely impact the traffic flow in all directions at that intersection?

On April 10th YYC Taxpayer wrote"What are the maximum number of buses, all routes combined, that will be using the dedicated bus lanes between Heritage Drive and Glenmore Trail on 14th Street SW?"

Your response was "our plans currently show three routes will use the dedicated lanes on 14 St S.W. between Heritage Drive and 75 Ave: the existing Route 20, and the future Southwest BRT and South Crosstown BRT routes. In peak period, each route is expected to run every 10 minutes, which would add up to a total of 18 buses per hour."

I am confused by your response, and am wondering if your numbers do not include the maximum buses, but only buses going in one direction?

I had therefore posted the following "With three routes on these lanes, assuming the same frequency in either direction, a total of 18 buses per hour in either direction, would mean one bus every 20 minutes. I am also calculating, as below, one bus every 10 minutes would mean 36 buses per hour. This is a big difference as the buses would be negotiating some very congested intersections. If you could confirm the number or explain what I am mixing up that would be great.

As well based on the last information I saw, northbound BRT buses will be doing a diagonal maneuver at 75th to get onto regular traffic on 14th St. It didn't look possible for a bus to swing up to the hospital. I am confused on how the 20 would travel northbound in the dedicated lane and then route up to the hospital?"

I would be most interested in clarification on the numbers and plans for routing the 20. Thanks!

CityofCalgary | Posted on Apr 19, 2016

Hi J - we've answered in the previous thread below, but if you have any follow-up questions, let us know!

KJ | Posted on Apr 15, 2016

I am not a supporter of the proposed BRT. I live in Woodbine where very few people use the bus.

Why not start with a Pilot Project? Add a few direct bus routes to downtown or even to the LRT stations. Why not see if there is enough interest in using a direct route bus PRIOR to spending tens of millions of dollars and years of time to build special purpose lanes that penalize the taxpaying drivers in this city?

Or expand the lanes on 14 th street but make the use of them available to ALL the CITIZENS of the city - regardless of mode of transport

CityofCalgary | Posted on Apr 19, 2016

Hi KJ - Thanks for your comments.

The 2014 Civic Census showed that approximately 20% of residents in the communities along the SW BRT route currently use transit in their everyday commute. (The exception being Eagle Ridge, where 0% of residents use transit to commute.)

For a BRT service to be an attractive travel option, it needs to be quick and reliable. In some places, a BRT service can run quickly and reliably in mixed traffic. In higher traffic volume areas, like 14 Street S.W., however, dedicated lanes are needed to ensure the service's efficiency and reliability. Without those bus only lanes, the new SW BRT service wouldn't be any faster or more reliable than driving a car or taking one of the existing, slower, transit options. A test pilot of the route would not be an accurate indication of the ridership for this route as without the infrastructure to provide the improve travel times, reliability, and enhanced customer experience, the pilot route would not be a very attractive service to customers.

Confused | Posted on Apr 26, 2016

You say BRT needs to be quick and reliable. Agreed. How much quicker will dedicated bus lanes on 14th Street be than the current mixed traffic lanes? Conversely how much slower will the jog to Mount Royal College be rather than just continuing on Crowchild Trail?

From Braeside | Posted on Apr 20, 2016

These people use the train and will continue to use the train. No matter how reliable the BRT was people wont use it when the train is 2 block away and so much faster and more reliable than the BRT ever could be

Feeder Routes | Posted on Apr 14, 2016

The feeder buses around the 17 Ave SE area be changed to better serve the transitway. This could be a good opportunity to take some load off of the NE LRT at Marlborough and Franklin stations as long as the BRT runs just as frequently even outside of rush hour.

CityofCalgary | Posted on Apr 19, 2016

Good question, Feeder Routes. Calgary Transit will be working on a service plan for the area that provides the best transit connections and service. We will be seeking public input on the service plan over the next year or so, so stay tuned!

Lorne | Posted on Apr 14, 2016

the current plan to address accessing the Airport is inappropriate. To make this an alternative to driving there needs to be a more direct route to teh city centre.

Roy Schwartz | Posted on Apr 14, 2016

Exactly how will the BRT affect traffic on 14 Street SW? Will it be a complete disaster like the downtown dedicated bike lanes, which simply took away much needed vehicle lanes? Why can't 14 Street just be population contracting, I would gather that estimate should be even greater. Our city is facing the highest commercial vacancy rate in 25-30 years and buses are running empty downtown and through our the city. Calgary Transit itself has said that ridership is down and expected to decrease even further.

If you really need an extra bus route, add one without spending millions of dollars in unnecessary infrastructure and millions more per year in operating costs coming out of our property taxes. This is a plan that has not been thought through and is being pushed forward at any expense.

Government spends poorly at the best of times, rushed spending on a project that isn't ready is ripe for cost overruns. Spending poorly at a time when Calgarians are losing their jobs and barely making ends meet is irresponsible.

Stefcia42 | Posted on Apr 13, 2016

As a resident of Woodpark, we would like to voice our support towards the SW BRT. As residents of a large city; we should be taking transit NOT driving to commute, especially downtown. 14th street is congested due to all the single passenger cars on the roads, not buses. Calgary is not a small town anymore and hasn't been for some time. People's mind frame needs to change. Referencing other large centres, extra charges are applied if you drive into the city centre (conjestion charges). Transit or bikes are the preferred method of transport. Get off the roads and take the bus or train!!! Save your fancy cars for weekend trips to the mountains.

Reality Check | Posted on Apr 18, 2016

the extra fees you are concerned with come in the form of parking within the city core. People drive because they can get from point A to point B faster driving than taking the bus. Time matters and taking a detour through MRU before heading downtown doesn't entice me in the least to taking the bus. I bought in the inner city for the convienence of driving. Feel free to take the bus for 60 minutes while I make my way downtown in 15 minutes.

Federico Pena | Posted on Apr 13, 2016

Hi. Can anyone tell me what is the timeline for extension of the 306 BRT to Quarry Park? I was hoping we'd be seeing this sooner.

CityofCalgary | Posted on Apr 14, 2016

Hi Frederico - good question. The extension of the 306 BRT to Quarry Park (which is part the South Crosstown BRT project) is expected to be up and running in 2018. Keep an eye on the web page for more details!

Woodbine Dweller | Posted on Apr 13, 2016

Hello, I'm wondering which communities in deep South are assumed to be utilizing the SW BRT (Evergreen, Bridlewood ...)?? Also, how many vehicles will the Woodbine Terminal parking facilities accommodate? This will give me an idea on how much more traffic will be rushing to and from the terminal through Woodbine right in front of my house. In my mind, Route 56 buses already produce enough noise and pollution in the area.

CityofCalgary | Posted on Apr 14, 2016

Hi Woodbine Dweller - Thanks for your comment. We'd first like to clarify that there won't be any new parking facilities at the Woodbine Terminal. The BRT projects are designed to be accessed by foot, bike or feeder bus. Our data shows that for transit customers south of Woodlands, the existing LRT is the best transit option, rather than the SW BRT.

Commutes to DT | Posted on Apr 11, 2016

Hi,

I would just like to voice my support for the SW BRT as a resident of Oakridge. I commute downtown via transit daily and look forward to a direct bus route. This will provide time savings for myself (the more time with my young son and not commuting the better :)) and a more environmentally friendly way to get to work (not having to drive to the C-train).

TE Student | Posted on Apr 10, 2016

Dear friends at Calgary Transit's BRT,

I do have a respectufl humble question: Historically, and starting in Curitibia (1974), BRT is a bus-rapid-transit system with dedicated lines, busway alignment, and right-of-way authority particularly at intersections. However, when one analyzes the current COC "BRT", it's is easy to conclude that 1) it is not a BRT as in Curitibia, Cali, Medellin, or Bogota; and 2) COC "BRT" is a express bus route service that skips bus stops, and with priority at intersections. So, why COC calls it BRT?

CityofCalgary | Posted on Apr 12, 2016

Hi TE Student - great questions. You're right - the current BRT routes operated by The City don't have dedicated infrastructure or transit priority. This is something we are trying to accomplish with the new BRT program. Both the Southwest BRT project and the 17 Ave S.E. BRT project have several kilometres of dedicated infrastructure, and transit priority (like signal phasing and queue jumps) will be implemented on both the North and South Crosstown BRT projects.

Hopefully, in time, we will have a BRT system more similar to those that you mentioned!

YYC Taxpayer | Posted on Apr 10, 2016

What are the **maximum number of buses, all routes combined**, that will be using the dedicated bus lanes between Heritage Drive and Glenmore Trail on 14th Street SW? I saw for a brief moment that 6 routes are proposed to utilize this corridor, which would suggest that during peak hours with a bus every 10 minutes for each route, travelling in each direction that there could be as many as 72 buses per hour. That would be a bus every 50 seconds.

CityofCalgary | Posted on Apr 12, 2016

Hi YYC Taxpayer - our plans currently show three routes will use the dedicated lanes on 14 St S.W. between Heritage Drive and 75 Ave: the existing Route 20, and the future Southwest BRT and South Crosstown BRT routes. In peak period, each route is expected to run every 10 minutes, which would add up to a total of 18 buses per hour. Hope this info helps!

Mcl | Posted on Apr 15, 2016

Executive report to Council in 2011 indicated 'we anticipate up to 10 bus routes will utilize portions of the BRT route'. Also, City's projected ridership on the SWBRT alone is 12 million per year. This could only be achieved with a fully loaded stretch bus in each direction every minute or approximately 120 buses per hour. What will that do to the intersectional 14th & 75th Ave.?

CityofCalgary | Posted on Apr 19, 2016

Hi Mcl - There are a number of other bus routes that use portions of the future SW BRT route already, like Route 56 that shares a portion of the route further south beginning in Woodbine.

The projected ridership number of 12 million/year refers to eventual future use of all bus routes along the corridor - so any bus that uses those portions of 14 St or Glenmore or Crowchild or Southland, etc - not just the ridership on the SW BRT route in the bus lanes. We have updated ridership projections as well, which will be shared tomorrow at the Transportation and Transit Committee.

J | Posted on Apr 12, 2016

With three routes on these lanes, assuming the same frequency in either direction, a total of 18 buses per hour in either direction, would mean one bus every 20 minutes. I am also calculating, as below, one bus every 10 minutes would mean 36 buses per hour. This is a big difference as the buses would be negotiating some very congested intersections. If you could confirm the number or explain what I am mixing up that would be great.

As well based on the last information I saw, northbound BRT buses will be doing a diagonal maneuver at 75th to get onto regular traffic on 14th St. It didn't look possible for a bus to swing up to the hospital. I am confused on how the 20 would travel northbound in the dedicated lane and then route up to the hospital?

CityofCalgary | Posted on Apr 19, 2016

Hi J - sorry we missed your comment earlier! You're right - 18 buses per hour in one direction, 36 in both directions.

We are still working with Rockyview Hospital and Alberta Health Services to determine the location of the station at the hospital. If the station is right on 14 St, as seen in the functional study drawings, the bus would likely not go up to the hospital itself. If another station location is selected, that would change the bus routing at the hospital. Stay tuned for more info about that station!

CityofCalgary | Posted on Apr 19, 2016

Sorry, J - further clarification on this: the SW BRT route would likely not go up to the hospital itself. Plans for the existing Route 20 will be refined as Calgary Transit develops its service plan for the area. We will be doing public engagement on the new service plan in the coming year or so. Thanks!

Clarification | Posted on Apr 12, 2016

If each of the three routes is running every 10 minutes (6 buses and hour in a given direction) wouldn't this double to 36 buses an hour counting both north and southbound buses? Could you clarify this?

CityofCalgary | Posted on Apr 19, 2016

Hi Clarification! You're right- 18 buses per hour in one direction, 36 in both directions.

Christina Marta | Posted on Apr 10, 2016

Looking a the map, there seem to be two trains going to the airport, but for whatever reason, there seems to be a BRT line connecting the airport to the Green Line. Why make people transfer luggage from train to bus to train again?

Look to Chicago or London. Trains directly from the airport to downtown, and for $5.00 one way in Chicago.

CityofCalgary | Posted on Apr 12, 2016

Thanks for your comment, Christina. Those future/potential projects to the airport are still very much in the conceptual stage, but we have forwarded your comment to the appropriate group at The City!

Rose | Posted on Apr 10, 2016

A point of congestion is the 14 st flyover. There are 2 lanes on NB 14 st that must merge together on the Glenore causeway. That merged lane must then merge with WB traffic on Glenmore wanting to access Crowchild, and potentially merging over again if they wish to continue WB on Glemore. Essentially there are three lanes having to braid and weave together. The BRT plans do nothing to alleviate this problem; perhaps exasperating the problem. By having the transit traffic merging into the 14st traffic.

What if the right lane of the 14 st flyover and therefore the right lane of the WB causeway were to be changed onto a free flow lane directly onto Crowchild, rather than ending partway across. I think this would likely improve flow as it appears to me that a large proportion of NB 14th traffic is continuing on to Crowchild.

CityofCalgary | Posted on Apr 12, 2016

Thanks for your comment, Rose. While the SW BRT project doesn't include roadworks at the 14 St flyover, we don't expect the project to have much more of an impact on the congestion there. The SW BRT will only add six buses per hour in peak period, and on top of the thousands of vehicles that move through that area every hour, the additional handful of buses shouldn't have a significant impact on traffic flow there. That said, we've sent your comment along to the project team!

Ann | Posted on Apr 16, 2016

You say the SW BRT will only add six buses per hour in peak period. If the SW BRT is going in each direction every 10 minutes, does that not mean there will be 12 buses per hour? Throw in the South Crosstown and 20 and now you have 36 buses with one going through every 1.5 minutes with intersection priority. This will have no impact on traffic flow? Some parts of these intersections already have a "F" rating

Malcolm | Posted on Apr 9, 2016

Looks like not a lot of infrastructure is needed for the South Crosstown route. When will it be up and running? My company has moved out of downtown way out to Quarry Park and the current transit options are twice the time I had when commuting by bus downtown.

CityofCalgary | Posted on Apr 12, 2016

Good question, Malcolm. We expect to have the South Crosstown BRT project up and running in 2018. Glad to hear you're looking forward to it, and we hope it makes your commute quicker and easier!

Paul | Posted on Apr 9, 2016

These projects are a complete joke. More empty buses running up and down the streets while car lanes are squeezed out to accommodate bikes that can be used 4 months of the year. Get your heads out of the sand and complete the SW Ring Road!!!

Concerned | Posted on Apr 8, 2016

Re- posted because not answered.....

Dear City Planners / Representatives:

Keeping in mind that everyone has the city's best interests at heart, respectfully, you did NOT really answer or address SB's very very valid concerns and questions about the negative impact of the 14th Street section of the current planned dedicated bus lanes, concerns that are echoed by so many that have spoken with me and are written on these pages.

Question 2: Why do the city's listed ridership numbers for the SW BRT seem so inflated / unrealistic, and seem to not take into account the huge impact of the new soon to be completed Ring Road ?

Question 3: Will the city planners commit, now, to re-purposing the planned dedicated bus lanes along 14th to needed HOV lanes, once it is confirmed that the SW BRT ridership targets are not being realized, so that the benefits of this new 4th lane along 14th can be enjoyed by many, not just a few?

Thank you in advance for taking the time to consider and answer our concerns.

CityofCalgary | Posted on Apr 12, 2016

Hi Concerned -Thanks for your comment. We hope we're able to answer your questions here!

HOV lanes have been considered for the SW BRT project, but ultimately not deemed the best solution to achieve our objectives. HOV lanes don't provide the same rapid, reliable, attractive transit service that we are working towards. Bus-only lanes provide assurance of bus reliability, while HOV lanes (mixed traffic) present the same challenge to reliability as a standard mixed use lane. From a traffic perspective, a mixed use HOV lane would require cars to stop behind buses at stops - with dedicated lanes, traffic will operate as it does now, no matter the bus schedule. To create bus pull-out spaces so that HOV traffic can bypass buses would require more land than the current proposal.

We will have more information about project-specific ridership numbers soon, but to your question about the Ring Road: the Southwest Calgary Ring Road Project is not a replacement for the SW BRT Project. They are two different projects that serve very different purposes. The Ring

R | Posted on Apr 7, 2016

Hi, what about making the ticket prices a little more flexible, it is annoying and I feel ripped off to pay $3.15 to go one or two stops on the LRT. If a short trip and long trip ticket option would be offered, that would be great. Short trip to be 3 stops, or 20 min ride, and then keep the long ticket at $3.15 for longer trips, with the 90 min ride as normal. I would like this to be a serious consideration. Thank you

CityofCalgary | Posted on Apr 14, 2016

Hi R - Distance-based fares were brought up during the engagement The City did for RouteAhead in 2012. The re-structuring of fares isn't in the scope of the BRT program, but for the latest information on Calgary's Transit's fare strategy, visit: https://www.calgarytransit.com/sites/default/files...

Woodlander | Posted on Apr 7, 2016

I disagree with the blanket statement: "The new additions to Calgary's BRT network will offer better service for current transit customers." Currently, I access CT via a 2 minute walk from my house to the bus stop. The bus provides quick access to the C-Train for my travels downtown. With the BRT I would either have to walk 15-20 minutes to a BRT "Station", or take the extra time and hassle of two buses and a transfer. If the goal is truly to provide "better service", this could be achieved with far less cost by increasing bus frequency and operating hours on the existing bus route.

I have never had a need to go to the Mount Royal area.....but if I did, service could be provided simply, and with far less cost, by initiating bus service on this route from the Southwest using the existing roadway. This would provide a far better gauge of ridership or demand for this route than the subjective and dated forecasts prepared by and for CT.

CityofCalgary | Posted on Apr 7, 2016

Glad to hear your current transit commute is quick and easy, Woodlander! We hope to provide that same level of service to people who don't currently have access to a quick and easy transit option.

turns will not be impacted by the SW BRT project.

The route jog off of Crowchild allows for connections for the students and staff at MRU, as well as the people who will be living and working at the new Currie Barracks. The estimated ride time from the end of the SW BRT line (in Woodlands) to downtown is estimated to be about 55 minutes, which is comparable to the time it takes right now to take a bus and then connect to LRT.

YYC Taxpayer | Posted on Apr 10, 2016

Due to the limitations of Synchro and Simtraffic software, the impact of the proposed design concept for neither the 75th Avenue nor the Heritage Drive intersections could be effectively simulated in the original feasibility study. When is the City going to pilot the removal of the merge lanes accessing the hospital and 14th street SB with the elimination of left hand turns during green lights? With only one way in and one way out of the hospital, the current design concept proposed in the Stantec January 2016 study looks completely disruptive and non functional. Pilot this concept to prove out the design concept in advance before the City of Calgary deterirorates the current accessability to the Rockyview Hospital.

Better Services | Posted on Apr 6, 2016

Instead of wasting funds on a project which no one wants in the SW, improve services out of the SW neighborhoods to the LRT. The City has made an assumption that those living in the deep SW want to go downtown. NOT SO! We do our shopping in the south of town like the majority of those living west of 14th Ave SW. For those working in the downtown core, access to the LRT is far more important then taking the BRT which will probably wind itself through the various neighborhoods and take too much time to get to a destination.

As suggested wait and see what the effect of the ring road will have on traffic once completed.

Question: Why did the city not extend the LRT in the NE to the airport.? All great international airport around the world have great LRT services available to all (Vancouver, Toronto, Seattle, San Francisco etc..)

JP D

CityofCalgary | Posted on Apr 7, 2016

Hi Better Services - Downtown is one of the destinations that will be serviced by the SW BRT project, but there are many more destinations in the SW that will benefit from the project. The estimated ride time from the end of the SW BRT line (in Woodlands) to downtown is 55 minutes, which is comparable to the time it would take to take a bus and then transfer to LRT, except the BRT is more direct and allows people who don't live as close to the LRT stations to have the same level of service.

The Southwest Calgary Ring Road Project is not a replacement for the SW BRT Project. They are two different projects that serve very different purposes. The Ring Road is designed to help drivers get around the city and avoid traffic. The SW BRT, however, will ensure there is sufficient transit capacity for SW Calgary residents in the near and long term while providing more direct connections to those major destinations.

An LRT extension isn't in the scope of the BRT program but we've forwarded your comment to Calgary Transit.

ED | Posted on Apr 6, 2016

I would love to see BRT routes out to the smaller communities around Calgary. I live in Chesteremere and commuting isn't easy. Very excited that other options are being considered.

GF | Posted on Apr 6, 2016

I support the BRT network, it is long overdue.

My only major criticism is on the directness and efficiency of the routes, particularly the NC BRT along 16th Avenue N.

Currently, the NC BRT along 16th Avenue continues on 16th until the Children's Hospital interchange. This doesn't make sense, given that it skips the U of C's main bus loop, accessible on the lightly used University Drive. Students are a far larger source of ridership for Calgary Transit than a hospital will ever be and should receive priority. The Children's Hospital can be served after the U of C along 24th Avenue NW.

This small change makes the route significantly more viable for students and still provides as fast access for the Children's Hospital. Students provide all-day demand, are generally pro-transit and will studies show they will continue with transit once they age if they are provided with good service.

CityofCalgary | Posted on Apr 6, 2016

Thanks for your comment, GF. The North Crosstown BRT team is still working out the details of the BRT routing in the University area. Stay tuned!

GM | Posted on Apr 6, 2016

This is a very necessary enhancement of Calgary's public transit system. To date, and owing largely to NIMBYism, the 14th Street corridor is grossly underutilized. I look forward to seeing this come to fruition. Thanks to the City of Calgary staff for persevering.

MG | Posted on Apr 9, 2016

I think you mean 14th Street corridor is grossly over utilized? Try it sometime at rush hour. It can't handle a single additional vehicle and adding dedicated bus lanes with the obvious impacts to mixed traffic (intersections etc.) will make it completely unusable. As for ridership on buses using 14th., it's pretty obvious the buses are running virtually empty. The only thing gross about this is the waste of money in the City's plans to increase the number of empty buses!

RWC | Posted on Apr 6, 2016

I don't think that the ridership levels from the SW support expanding the bus service from this area. The buses I see on the roads in this area where I live are usually close to empty so I don't see why they would need more buses. I have tried taking the bus from the SW to downtown and it is invariably 2 to 3 times longer than driving, the LRT is packed like sardines and practically unusable too.

The addition of bus-only lanes on 14th street SW is a very costly aspect of the SW BRT plan. These buses could travel on the new ring road instead of the huge cost of adding lanes, underpasses and fancy funky design ugly bus stops to 14th street and attracting transients to the area.

Rose | Posted on Apr 10, 2016

Ever consider the fact that the proposed ring road is outside of the City of Calgary, and there are likely numerous legal ramifications of the City trying to put a transit route on a provincial highway

Jim | Posted on Apr 6, 2016

Hear Hear!

GM | Posted on Apr 6, 2016

Respectfully, you seem to be making the case for the BRT Plan. "I have tried taking the bus from the SW to downtown and it is invariably 2 to 3 times longer than driving, the LRT is packed like sardines and practically unusable too."

Ali H. | Posted on Apr 5, 2016

I am anxiously waiting for the BRT to connect through 14th street from the south. Please start it with lightly huild stations and expand construction later.

Nauman | Posted on Apr 5, 2016

cant wait for it to start working.

Nauman

Resident in deep S.W

16 Ave North | Posted on Apr 4, 2016

What is the expected travel time between Rundle and University with the proposed 16 Ave North BRT? The existing Route 19 isn't as frequent as it could be and the travel time between the two points is longer than taking the train downtown and transferring to the other line because it has so many stops and winds through a chunk of residential areas. Will the existing 19 be kept as is or will there likely be changes to it as well?

HOV (mixed) Lanes | Posted on Apr 4, 2016

I have seen several people ask why mixed HOV lanes (transit and cars with more than 1 person) are not being added, or at least tried, on 14th Street instead of the disruptive dedicated bus lanes, with the no real answer from the city.

Can you please explain why the city is not adding mixed HOV lanes on 14th Street (and the answer that 'it will not provide rapid reliable attractive' service, just doesn't seem to 'cut it'... as it seems to work elsewhere in Calgary and around the world) ?

CityofCalgary | Posted on Apr 6, 2016

Hi HOV - HOV lanes have been considered for the BRT projects, but ultimately not deemed the best solution to achieve our objectives. As you said, HOV lanes don't provide the rapid, reliable, attractive transit service that we are working towards. Bus-only lanes provide assurance of bus reliability, while HOV lanes (mixed traffic) present the same challenge to reliability as a standard mixed use lane.

We couldn't comment on other HOV lane projects around the world, but for this project, on these roadways, with these objectives, dedicated bus infrastructure is the best solution to keep everyone moving, no matter how you choose to travel.

For Mixed HOV lanes | Posted on Apr 7, 2016

I think you miss-read the question City.

Think that mixed HOV lanes DO provide the rapid, reliable, attractive transit service that we need, AND they will be way less disruptive, AND benefit others.

Where is the data that mixed HOV lanes are not as rapid or reliable and would not work on 14th ? It's not in the documents I've seen so far.

Please post a link. Thanks.

Ayesha | Posted on Apr 4, 2016

I would like to see BRT used to connect neighborhoods not served by LRT, or to connect sectors with each other more directly (without having to go through the downtown). Direct buses from NW to NE.

Ed | Posted on Apr 3, 2016

Will bus stops be added to Walden Community especially along Medical Professional Buildings. For safety reasons, there should be dedicated bus stop beside Chaparral Valley Medical Building.

CityofCalgary | Posted on Apr 6, 2016

Hi Ed - There are no plans to add BRT stations in Walden community, but we've sent your comment to the Transit team. Thanks!

casey | Posted on Apr 3, 2016

Will busses be added to the residential areas in Inglewood so that places like Inglewood Bird Sanctuary will be accessible for everyone to access via Calgary Transit bus? I hope so. The nearest bus stop is on 9 Ave in front of the Blackfoot Truck stop (bus #1 and 411). They stop a kilometer away from the sanctuary-it's too far for people with disabilities and seniors to walk from there to the sanctuary. It is also too far for Inglewood residents like myself to walk to the bus stop as well especially since one of the sides on 9 ave is not paved.

Currently bus #1 turns from 9 Ave then turns on to 17 Ave. SE. It would be nice if a bus would connect from the stop on 9 ave to go to the sanctuary.

Bus 411 goes from downtown down 9 Ave SE and turns on 17 St. SE. It too stops too far from the sanctuary. In addition to that bus #411 doesn't go to any major grocery store, doctors office, and other amenties that are good for Inglewood Residents to go to. There is no major grocery store, doctors office, mall etc...in Inglewood. It would be nice if a bus would go from the residential area of Inglewood to these areas. The nearest grocery store is in Forest Lawn. The nearest C-train is at City Hall and at Franklin Station in NE Calgary. It would be nice for a bus from Inglewood to go to the Franklin Station as well and perhaps to Peter Laugheed hospital in NE Calgary as well since there is no doctors office in Inglewood. The Alex is the only doctors clinic in Inglewood. It does provide limited services to residents of Inglewood, but most are only offered to seniors. I am not a senior. I don't qualify for most of their programs because of my age. There are adults, youth, and children who are ineligible to go to the Alex because of the age restriction. They should be able to access the doctors office via Calgary Transit.

There are some apartment buildings in Inglewood that specifically house seniors, and people living with low incomes. Since they can't afford a car they would be using Calgary Transit since it's a more affordable way to travel around Calgary thanks to the low income bus pass, and seniors bus pass programs. The more people can easily access transit, the more they would be willing to use it as their main mode of transportation.

CityofCalgary | Posted on Apr 6, 2016

Hi Casey - thanks for your comment. Some of the areas you mention aren't part of the BRT program, but we've sent your input to Calgary Transit.

The Green Line LRT will serve Ogden and employment centres in the SE such as Quarry Park, industrial areas such as Highfield, and activity centres such as Douglas Glen, and will also be connected by the South Crosstown BRT (which connects with the Blue Line LRT at Westbrook, with the Red Line LRT at Heritage, and the future Green Line LRT at Douglas Glen).

MRU currently has connections to Chinook Centre via Route 72/73; to the University of Calgary via route 20; to downtown and 17 Avenue S.W. area via Routes 13 and 18; and also has a connection to the West LRT. Soon, MRU will also have the Southwest BRT to provide additional connection options to those destinations.

Gary | Posted on Apr 2, 2016

I know the city does an awful lot of research regarding this but in the time of recession and people moving away it makes me wonder if the project is worth it. Next city senses well obviously show how much change there was to our population.

I was in Kelowna in the summer of 2015 and used their bus rapid transit system from West Kelowna to downtown Kelowna. Their stations were very simple and kept me out of the rain and their real-time bus stock information was helpful so I can see how something like this would work in Calgary and is perhaps long overdue I just questioned the exorbitant cost to put in something so simple. It seems like all you have to do is find the spot to put the station and construct the station.

I also would like to know how many Executives with Calgary Transit and the transportation department and how many counselors on City Council actually use public transportation. It seems that the higher the income there is in this city public transit is not used as much from my experience. It should be a requirement of the job to use public transit to experience the public experience. I was relating to somebody from Calgary Transit the kind of horror stories that I have seen on buses and trains and they didn't really seem to understand the kind of security issues that we're going on leading me to believe they drove and barely used transit.

BRT for you and me | Posted on Apr 1, 2016

Could you please share more specifics on how Heritage Drive east of 14th will be modified to accommodate the South Crosstown BRT? Right now travelling westbound on Heritage, the far right land has traffic going straight across to Heritage Park, traffic merging onto northbound 14th and traffic going southbound on 14th during peak times. Will BRT buses use this lane as well, sitting in queue with traffic to go westbound to reach the station on the west side of 14th? If not will Heritage Drive need to be widened or how will this be configured? Thanks!

CityofCalgary | Posted on Apr 6, 2016

Hi BRT! Great question. Watch for more information about the South Crosstown BRT project in the coming months. Looking forward to chatting with you about some of those specifics then!

No BRT | Posted on Apr 1, 2016

Why are we spending money foolishly on a BRT system when the LRT station a matter of a few blocks away. I do not want bus lanes on 14th street, this road does not need any additional congestion. It would be nice to see the city stop increasing our property taxes, and start spending our money more wisely.

Northwestern | Posted on Mar 31, 2016

I agree with previous commentaries that BRT should not just be about getting people to and from stations, or to and from the downtown core. I would like to see BRT used to connect neighbourhoods not served by LRT, or to connect sectors with each other more directly (without having to go through the downtown). Could a version of BRT be an option for overnight service on key routes such as Crowchild, MacLeod Trail, 17th Ave, Centre St. 36th ST NE, etc. ?

CityofCalgary | Posted on Apr 6, 2016

Thanks for your comment, Northwestern. We've shared your input with Calgary Transit.

robdickinsonAB | Posted on Mar 31, 2016

Routes and Ridership

I think it is important that Calgary Transit expands their service beyond focussing on getting people to LRT stations. While LRT stations are important and provide significant connections, they don't meet all needs. Constantly feeding people from a community to a particular train station, to travel to another train station, to connect to another bus to get to their east or west destination is not ideal. It leads to long travel times and definitely does not make transit the preferred mode of travel for people who have the option to drive their vehicle. Think of travelling from Woodbine to get to Mount Royal University. Having fast, efficient and customer focussed Bus Rapid Transit routes in our city compliments the existing service provided by the LRT system.

Frequency – the frequency of the Bus Rapid Transit route is extremely important. I have heard mention of 10 minutes at peak time and 20 minutes during off peak. I think that the frequency needs to be increased. I would suggest 7 minute frequency during peak times and 15 minute frequency during off peak times. The more convenient and reliable the BRT is; the more people will take it.

Access – given that there are limited stops in a BRT system to improve its speed of service, it is vital that the connecting buses are coordinated to connect with the nearest BRT bus stop. This will enable ease of access for local residents. For example, I could easily hop on the 79 at 90 avenue and 24th street, take it to the BRT stop at Glenmore Landing, and transfer to the BRT to head to a key location further north. The frequency of the BRT arriving would make the transfer desirable as I will not have to wait long for the next bus to arrive, regardless of what time the 79 arrives there. I am not familiar with all the connecting routes along the proposed BRT system and will trust Calgary Transit to examine the options. However, having multiple community connecting bus routes share the new BRT stations will improve opportunity for transfer and increase access to surrounding communities thus leading to an increased customer base.

Way Finding Signs – I would like to see more BRT way finding signs at their bus stops. I am sometimes in areas where a BRT stops but I have no idea where that BRT goes and whether it would be an option for me or not. Granted, I could likely find the information on my phone. However, if there was a map posted at the bus stop/bus station that showed where the BRT travelled and indicated where it stops, I could determine whether it would meet my needs. This could save me time on travel and the map would increase my comfortableness with the route.

Matthew Line | Posted on Mar 31, 2016

I live in Marda Loop, and I support better transit service along Crowchild into downtown. But the frequency has to be high enough to make it convenient for me to use transit instead of driving. That would probably be every 10 minutes, or at worst 15. And not just peak periods, but all day. I am on an odd work schedule, and I don't use transit to commute, but I would like to use it to get around to go shopping and run errands.

CityofCalgary | Posted on Apr 4, 2016

Thanks for the comment, Matthew! Your suggestion about high frequency is noted and will be passed on to Calgary Transit.

Glenn Johnston | Posted on Mar 30, 2016

The areas impacted by this project along the route south of Glenmore Trail are well served by bus transit to Anderson, Southland and Heritage stations. The issue is that once at these stations during rush hour it is difficult to get on the train. The money that would be spent on the southern legs of the SW BRT route would be better used to fast rack the deployment of 4 car trains with the addition of more short turnaround trains from Anderson st. as required.

The proposed development of the dedicated 2 way bus lane starting on Southland Drive the along 14th St to Rockview including an underpass at 90th St will be very expensive and very disruptive to the existing heavily used roads during rush hour and beyond, particularly the underpass at 90th St.

The ridership from Woodbine and communities north to Crowchild Trail seem unrealistically high. Were costs per ridership mile actually developed for the segments of the route to test their viability and used to test alternate solutions?

Given the information provided, this project as currently planned doesn't seem to make sense.

Will any of this feedback be used to rethink the plan before implementation?

Matt | Posted on Mar 30, 2016

Where are the bus stops?

I've looked at all the available information and the project maps shown on the other page. Why do the maps only show the route but not the stops? As a transit rider, the route map doesn't tell me anything if I don't know where I can get on or off the bus. Bus stop location is extremely important and impacts how convenient the service is. Not to mention, the SW BRT takes a different route in the eastbound and westbound directions in the downtown - and the stop locations are odd. I would be waiting in different places in the morning and afternoon. How closely spaced are the stops - if this is going to be a BRT service, how far apart will the stops be spaced?

The route map only shows us 1/2 of the information. I would hope that stop locations have been determined at this stage of the project.

CityofCalgary | Posted on Apr 6, 2016

Hi Matt - There is a map of the stops for the SW BRT project at calgary.ca/SWBRT. Watch for more details about the North and South Crosstown BRT projects in the coming months!

Matt | Posted on Apr 19, 2016

Hi - I took a look at the SW BRT map. It's not labelled, so I'm assuming that the red dots are stations. There are some key gaps in the station locations:

1. Between Downtown and 33 Ave SW, there are no stops. Why isn't there a stop at 17 Ave SW? Why nothing at the west end of downtown? The bus is literally travelling 5-6 km without stopping.

2. Between Mount Royal University and Rockyview Hospital, there are no stops. Why isn't there a stop at 54 Ave where the existing one is? The bus is also travelling another 5 km without stopping.

Granted these two locations travel on freeways, there are obvious locations to stop. You won't have much ridership if the bus doesn't even stop to pick up passengers. This seems more like an express service, rather than a BRT. Typical BRT spacing should be more like 800 to 1000 m between stops.

Petrie | Posted on Mar 30, 2016

1. I would like to know with respect to ridership, improvements to public transit in the SOUTH WEST whether there has been **any consideration to moving the end terminal point of the SW BRT further SOUTH** to Evergreen or Bridlewood. These residents absolutely are land locked in their quadrant, have few options north-south to leave the area and have inadequate access to public transit (LRT or any rapid transit option). Rather than have the termination of the BRT in woodbine (where there is no requirement no increase in population base, questionable need, it makes good economic and transportation effectiveness sense to run the BRT further south (down Fish Creek Blvd and James McKivet Blvd as an example) to these neighbourhoods .

2. The issue relating to prospective riders driving and **parking** in the station identified BRT neighbourhoods (from within the farther reaches of the neighbourhoods or from inadequately serviced neighbourhoods (south of fish creek as above for example) must be addressed. the idea that riders will ONLY be local and will ONLY walk or skateboard or ride their bikes to the local station is short sighted. Parking behaviour around LRT stations bears this out. Further, the thought that a parking permit process will successfully resolve this issue is an expensive & labour intensive attempt to resolve (there will be a required enforced plan necessary to be successful).

3. **feeder bus frequency** will need to be seriously upgraded to be successful and would serve to eliminate parking issues.

Glenn Johnston | Posted on Mar 30, 2016

I don't understand the issue with service from areas served by the route south of Glenmore Trail. These areas currently have good bus service to Anderson, Southland and Heritage LRT stations. The issue commuters have is getting on a train at these stops during rush hour. The cars are elobow to elbow people when they arrive. The city should concentrate on deploying the 4 car trains more rapidly and adding a few short turn around trains from Anderson during the rush hour.

Building the proposed bus only lanes along Southland Drive and 14th St will be very expensive and during construction which always takes longer than planned will cause terrible traffic snarl ups on the heavily used 14th St.

I do not understand the need for the new bus service along from Woodbine to the Crowchild Trail/Mount Royal University area. I don't think the ridership from Woodbine and then north from there justifies the the plan.

A pilot project with a new bus service using existing infrastructure along this route would make more sense to get a more accurate assessment of potential ridership.

The budget for this project considering the significant earthworks along Southland Drive and 14th St including a tunnel (seriously?)at 90th St is far too low.

It would be very interesting to know if the City has a performance measure for example $per rider km that it uses to screen new proposed public transportation projects.

Please take time to rethink this project rather than ramming it down our throats as has been the impression given by the Mayor and Alderman Pincott.

Sam | Posted on Mar 30, 2016

I recognize that these routes are great crosstown connections that reduce the transfers to get between key destinations. But where/when was the decision made to implement these as BRT? Why can't these routes just be implemented as regular conventional service routes running on street. There is no need to build extravagant stations, construct a separate transitway, build queue jump lanes and widen roads, or upgrade signals for priority.

The routes should be implemented as regular routes, operating at the 10 min PTN frequency. This would build ridership and actually pilot how successful these routes are. Rather than spending all this money to implement these new routes when they can be implemented with limited capital cost, the city should focus on giving priority to routes that are already performing well, have built up a lot of ridership, and even operate more frequently than these planned BRTS (Route 3, etc.). This would be a much lower risk / lower capital investment approach and ensures that our tax dollars are spent most productively.

James schmierer | Posted on Mar 30, 2016

Howdy SW Transitway/BRT Question Period

Question #1 How will

the buses on the north bus lane proceed to 14th Street going north

across

the Glenmore Causeway at 75 Avenue S.W.?

Queston #2 Will a

person travelling north on 14th Street still be able to make a left

hand turn

in to the Rockyview hospital?

Question #3 How will

the buses from the bus lanes turn on to Southland Drive to go west and

visa versa?

Question #4 Where

will the new bus stops be along Southland Drive and 24 street S.W?

Will there be pedestrian signal lights for the bus passengers so they

can cross

Southland Drive and 24 Ave. S.W., with this extra traffic?

Question #5 Will

there be a bus stop lanes along Soutland Drive and 24th Street S.W.,

so the

right hand lane traffic is not impended?

If you need clarification on the above questions

[personal information removed].

CityofCalgary | Posted on Apr 4, 2016

Hi James, great questions.

#1 - buses will merge back into regular traffic on northbound 14 Street at 75 Avenue S.W., much as they do today.

#2 - yes, the left turn will be maintained from 14 Street to the hospital. All access to emergency services will be maintained.

#3 - buses will access the dedicated bus lanes from the intersection of Southland Dr and Bradbury Dr S.W. Please have a look at pg 22 of the executive summary for a visual. http://www.calgary.ca/Transportation/TI/Documents/...

#4 - The bus stops will be at Southland Drive/19 Street SW, Southland Dr and 24 Street SW, 24 Street S.W. and Braeside Drive, 24 Street and Woodview Drive, and 24 Street and Woodpark Blvd. All locations except Woodpark Blvd have signalized intersections where pedestrians can cross. Check out the map on page 4 for more info http://www.calgary.ca/Transportation/TI/Documents/...

#5 - There will not be any dedicated bus-only lanes on Southland Drive or 24 Street S.W. Buses will travel in mixed traffic on these roads, the same as they do today.

AFH | Posted on Mar 30, 2016

COUNCILLOR COLLEY-URQUART, CTV NEWS, FEB 23/16- "I'm going to take back the people of Woodbine's concerns about why this is going so deep into 24th Street and it's not needed. There's no ridership here."

MAYOR NENSHI, CBC EYEOPENER, FEB 26/16- "Of course there have been ridership studies."

MAC LOGAN, GM TRANSPORTATION, MAR 4/16- memo to DCU re: Rational for Woodbine Area Service. "The 301 serving Center Street and formerly west Calgary prior to LRT, built up tremendous ridership with BRT quality of service."

MARCH 20/16- BRT route 301 service cut due to low ridership.

SEAN SOMERS, CALGARY TRANSPORTION, CALGARY HERALD, MAR 8/16- "Based on population and development growth projections, the City estimates 46,000 passengers would use a portion [of the SW BRT] each workday."

CURRENT RIDERSHIP- 11,600/day x 5 days/wk x 52 wks/yr = 3,016,000/yr

PROJECTED RIDERSHIP- 46,000/day.......................................= 11,960,000/yr

SW BRT PROJECTED 285% INCREASE IN RIDERSHIP

CURRENT TOTAL CALGARY TRANSIT RIDERSHIP 2015 ....10,997,000/yr

WEST LRT ACTUAL RIDERSHIP INCREASE AFTER 1 YEAR................ 11%

SE BRT ACTUAL RIDERSHIP INCREASE AFTER 1 YEAR...................... 10%

Need I say more? I think not. Unbelievable

Willem | Posted on Mar 30, 2016

I have written about this before, but I think my biggest issue with the whole plan is the low planned frequency. If you want people to get into the habit of using and relying on this service, you need to lower the 10 minute headways, and DEFINITELY need to lower the 20 minute headways. This is a serious plan, it needs to be implemented with a serious look at ridership.

CityofCalgary | Posted on Apr 4, 2016

Thanks for the feedback, Willem. Your point about frequency is valid. Calgary Transit will adjust the frequency of the service to match the ridership. As ridership grows, the frequency could also grow.

Dave | Posted on Mar 30, 2016

Much of the traffic on 14th street comes from communities south of Fish Creek. Why is this not being addressed with the BRT? Very short-sighted. Current ridership study needs to be done now that everyone finally knows the scale and cost of this project.

CityofCalgary | Posted on Apr 3, 2016

Hi Dave, thanks for the comment. We would be interested in getting some more information from you on this - which communities are you referring to specifically, and what destinations are they travelling to? The communities south of Fish Creek have access to a number of CTrain stations, such as Somerset/Bridlewood and Fish Creek/Lacombe. From the CTrain, there would be transfers to the BRT system via stations like Heritage. The communities further southeast, such as Seton and the new South Health Campus, they will be served by the Green Line. The Green Line will also have connections to the BRT network from a future station at Quarry Park.

Shelly | Posted on Apr 3, 2016

I concur with Dave's comment and feel compelled to add that just because their are more options for those southern communities does not mean the vehicle commuter traffic is not affected. Having lived in Cedarbrae for 10 years, there has been a continual increase in congestion on 37th and anderson to 14th and 24th street as communities expanded to 22x and beyond. To ask a citizen to identify what communities thesee vehicles are from and where they are going is unfair - I certainly expect the studies looked at this. Seven years ago, I chose to stop using the LRT and drive downtown because 1) lack of LRT parking and 2) difficulty getting on a train because it was so packed and 3) it increased my daily commute by one hour. Considering how packed the trains were, is it truly feasible that development driven population growth around 22x didn't increase roadway traffic in communities between these people and Glenmore trail?

B | Posted on Mar 29, 2016

It's clear that this plan could use more input about the travel needs of residents of rump communities such as Ogden and Deer Run. It's also clear that the needs of shift workers at several major employment centres in the NE and SE will not be better met through this plan. The SW BRT in particular does not appear to have taken into account the employment needs of MRU students, nor the travel needs of seniors to the medical cluster south of Glenmore between Elbow Drive and 14 Street.

The city may wish to review its approach to ensuring diverse participation from missing and most affected stakeholders in its consultations.

Barb | Posted on Mar 29, 2016

I would like to see the bus lanes on 14th Street going with traffic - much like they do on Crowchild near the old Children's Hospital. The lights/access at the Rockyview Hospital intersection were changed to improve traffic flow.The proposed 'S' route for buses - stopping traffic in all directions as the buses do so - is going to cause major delays on 14th.

SB | Posted on Mar 29, 2016

The city should run tests buses on the 14th street BRT route and prove that this expensive project is actually needed. Going whole hog without the plan actually being properly planned out sounds expensive and burdensome on the tax payer and people living in the areas that will be affected by this BRT.

CityofCalgary | Posted on Apr 3, 2016

Hi SB, thanks for your suggestion. The dedicated bus-only lanes are what will make this service fast and reliable. If this route was implemented on a trial basis, without the proper infrastructure in place, it would not be an attractive service for transit riders. Buses would simply become delayed in existing traffic. The investment in infrastructure is required to make this a service that people will use.

James Schmierer | Posted on Apr 4, 2016

The bottle next is 14 St. S.W. going on to Glenmore Trail to Crowchild Trail, the city only built one lane on Glenmore going west, so traffic has move over a lane or two to go to Crowchild Trail.

Concerned | Posted on Apr 3, 2016

Dear City Planners / Representatives:

Keeping in mind that everyone has the city's best interests at heart, respectfully, you did NOT really answer or address SB's very very valid concerns and questions about the negative impact of the 14th Street section of the current planned dedicated bus lanes, concerns that are echoed by so many that have spoken with me and are written on these pages.

As outlined, the current planned dedicated bus lanes along 14th Street will create havoc for the rest of the existing lanes of traffic along 14th Street, and their local exits and merges on and off Glenmore Trail.

The Functional Planning Study does NOT address these critical negative impacts, simply repeating that 'monitoring' will be need to be done to assess the negative impacts, and 'operational deficiencies'.

This is not sufficient.

Question 1: Why are Mixed or HOV not lanes being implemented along segment 5/ the 14th Street segment (like they are elsewhere), as opposed to expense disruptive dedicated bus lanes, to try to lessen the expected negative impact on traffic on the other lanes along 14th Street and the surrounding communities?

Question 2: Why do the city's listed ridership numbers for the SW BRT seem so inflated / unrealistic, and seem to not take into account the huge impact of the new soon to be completed Ring Road ?

Question 3: Will the city planners commit, now, to re-purposing the planned dedicated bus lanes along 14th to needed HOV lanes, once it is confirmed that the SW BRT ridership targets are not being realized, so that the benefits of this new 4th lane along 14th can be enjoyed by many, not just a few?

Thank you in advance for taking the time to consider and answer our concerns.

Paul | Posted on Mar 29, 2016

Just reviewing the route for buses travelling southbound from Crowchild Trail onto Glenmore Trail East using the new bus lane in Lakeview. Has it been considered to change the second light on the bridge over Glenmore going into Lakeview to allow buses to make a left turn and re-configuring the existing ramp to allow this to happen? It seems like a lot of extra effort and cost to create a new lane for bus only traffic, adding another light (to create 3 in a row) and extra noise for the houses that now back onto the bus lane. Also this new bus lane would create an island of land that is not connected with the rest of Lakeview except by crossing major roads.

CityofCalgary | Posted on Mar 29, 2016

Thanks for all of the feedback! There have been a lot of great questions and comments. We're currently connecting with the technical and subject matter experts to get your questions answered. We'll get back to you as soon as we can. We appreciate your patience.

Brian | Posted on Mar 29, 2016

Will the 17 Ave SE BRT be it's own new route or will it just be the existing 305 but using the transitway? I think it should just be a route from 17 Ave to Downtown and back. If you keep the existing route and there are delays on the west side of the route, any time savings you get from building the transitway on 17 Ave SE will be lost.

CityofCalgary | Posted on Apr 3, 2016

Hi Brian, good question. Calgary Transit will be looking at the bus service plan to determine which routes will be tweaked to run on the transitway and which routes will remain to serve local community. There will be opportunities to provide feedback on these plans in 2017, so stay tuned!

MCI | Posted on Mar 29, 2016

City representatives have acknowledged the ridership is not there to justify this project but they 'hope' it will be there in 15 or 20 years. Take a look at buses traveling along 14th St and you will see the majority are less than 10% full. So what's the hurry? A whole lot of things change in 15 or 20 years. New roads (SWRR) new methods of transportation (driverless cars, Uber, improved LRT etc) not to mention the distinct possibility Calgary will not grow as projected. Delay this project and do some proper studies. If it's proven to be economic then do the engineering to allow it to be built in a cost effective way.

CK | Posted on Mar 30, 2016

I live close to 14th street in one of the adjacent neighborhoods to the proposed route and I would jump at the chance for a rapid bus transit to downtown. The existing ridership is likely based off of the fact that it is presently faster to take a bus to Southland station to get downtown than it is to bus down 14th street.

I actually wish that the service on the 305 was extended throughout the day. It's the only option for me to get home directly from downtown and the fastest. Right now if I need to go home from downtown in the middle of the day I have to take 2 regular buses or the train and a bus. Travel time is usually about 90 minutes. The 305 is only 30 minutes.

CityofCalgary | Posted on Apr 3, 2016

Hi Marita,

Thanks for this feedback, this will be passed on to Calgary Transit. Transit will be reviewing the service plans for routes like the 305 and will be looking for public feedback on this as part of the 17 Avenue SE BRT project.

Mark | Posted on Mar 28, 2016

My final thought is to look at the SW project from the "eyes" of a responding fire truck. Select fire trucks have a sensor, that when activated, "sends" out a signal asking for the intersection right of way. Select intersections have a receiver that "catches" the signal and gives the green light to the fire truck while red to the other three sides for a prescribed short time interval.

The city could put this system into the selected intersections (say 10) and selected dedicated buses (say 18) in the fleet. For a lesser cost the system could run effectively and be a win for everyone.

Select

CityofCalgary | Posted on Apr 3, 2016

Hi Mark, thanks for the comments and questions. You are correct - giving transit priority at some intersections, much like an emergency vehicle, is helpful in reducing travel times and increasing reliability. This is being explored for all four BRT projects (SW BRT, 17 Avenue SE BRT, and the North and South Crosstown BRTs). Keep in mind this does not replace the need for dedicated infrastructure in some areas - it would be an additional measure to help keep buses moving. will not only serve the existing transit riders, but is an investment in the future - southwest Calgary is going to experience significant growth in the coming years, including a projected 19,700 new jobs across the quadrant, 4,000 more students attending Mount Royal University, and 36,000 living and working at Currie Barracks. Providing an efficient, reliable and attractive transit service will help manage increased congestion on our roads.

Mark | Posted on Mar 28, 2016

I would like to see the 1970s plan of 37 ST SW crossing the west end of Glenmore reservoir revived. A four lane 37 Street road / causeway (similar to Glenmore causeway) would do a West end run to Glenmore and take pressure off of 14 Street, enabling 14 St to remain physically the same carrying locally oriented traffic.

Alex | Posted on Mar 28, 2016

I'm glad to see new BRT routes that are not so LRT oriented. It takes a really long time to get around when you have to take a bus to the train then get on another bus to get to your destination. Direct routes to major destinations with higher frequency will definitely make it easier and faster to get around.

Robyn in Woodbine | Posted on Mar 28, 2016

I am very excited to have a direct route into downtown to get to work every day. Currently I get to a train station either by car or bus, have to walk to the station, wait, stand on the train both to and from work, and walk to work. It is a very disjointed route, and I spend more time "commuting" through multiple modes, and standing the whole time. With the BRT originating in Woodbine, I will get a seat both to and from work, and will have the majority of my commute via a single mode of transportation (ie the bus). That will allow me to work, read, or listen to music and enjoy my commute more than I do currently. The convenience is what has me so excited about this new route into work every day!

CityofCalgary | Posted on Apr 2, 2016

Great to hear, thanks for sharing!

DW | Posted on Mar 30, 2016

That sounds like a new bus route which is cheap and easy. Nothing wrong with that but it doesn't have to cost $40 million and cause 4 years of construction delays.

Lea | Posted on Mar 28, 2016

SW BRT is definitely needed. Concerns with the constant traffic disruptions on Glenmore over the reservoir. What about running the route over the old dam and then up 50 Ave SW? It would keep the BRT out of the Glenmore mess.

Mary-Anne | Posted on Mar 28, 2016

What about just adding a series of "fast" buses? Buses that, for example, go non-stop from a key hub, straight to MRU or straight to the Rockyview

CityofCalgary | Posted on Mar 31, 2016

Hi Mary-Anne. BRT is a fast bus service. These buses stop much less often than regular bus routes, but still provide key connectivity to major destinations. Needs to be a balance though. The fewer destinations that are served, the fewer customers that are likely to use it. More stops multiplies the number of customers and connections available (its exponential, not linear), but slows the route (makes it less attractive). BRT is useful in carrying large volumes of people quickly between major destinations and connection points. Dedicated “Express” trips serve small volumes of people at short times of the day, and does little to reduce the need to own and operate a vehicle.

Ronya | Posted on Mar 28, 2016

- Why is only 14th street going to have additional bus only lanes and the buses will function in mixed traffic for the rest of the route?

- If we have a functional LRT that is always looking for increased rider-ship why is the BRT being proposed and not an increase in buses transporting people from the outlying areas to the LRT?-Why is 90th Ave being proposed for an intersection underpass and no other intersections? Especially when there is going to be a station at 90th anyways?-If we have to have these bus lanes added would it not benefit traffic to also make them HOV lanes (I saw nothing in the literature about this idea)?

Megan | Posted on Mar 28, 2016

When I heard about the BRT that will be coming through Woodbine and Cedarbrae area I was so excited! It means I finally have a route that will take me directly to work. I've used transit to get to work before and it either includes a 10 minute walk, 2 buses, or a bus, train ride, and a 2nd bus - it takes about 90 minutes one way. So I drive my car every day in the 14th street clutter, a single passenger. What the BRT means is that my husband and I can finally be a single car family, saving us tons of money on car payments, repairs and maintenance costs, gas expenses, and the $70/month I pay to park at work - all of this adds up so quickly. I'm very excited and supportive of this initiative!

C | Posted on Mar 28, 2016

The 406 is almost always 3 minutes early. When it's not 3 minutes early, it's 10 minutes late. Every time I call the customer services reps blame me for this problem. The buses need to be at their stops on time. If they're getting to be early, they need to wait at a stop until they are back on time. On another note. The 306 at heritage should Come more frequently. This is the best bus for mru students to take to school and class times are scattered so more frequent bus times would greatly benefit the students.

CityofCalgary | Posted on Apr 2, 2016

Thanks for letting us know about your experience with the 406 and your suggestion for the 306. This feedback has been passed on the Transit. Transit will be reviewing bus service plans for the southwest in preparation for the SW BRT. We'll be having more detailed discussions around local routes in the future!

Sébastien | Posted on Mar 27, 2016

I'm ecstatic that there will be a potential BRT from Rundle to the University of Calgary, finally the students of the Northeast no longer have to transfer through downtown and have a direct route to the university and back home. I live near Applewood and I'm happy that 17th Avenue SE will finally receive the BRT transit system it deserves. I just hope it's frequent enough to be a reliable option rather than me using the train to get to the downtown core. Please extend the BRT down 17th Avenue SE down to Applewood! Make the 305 and 126 more frequent throughout the day and extend their hours up till 21:00.

CityofCalgary | Posted on Apr 2, 2016

Thanks for the comments, Sébastien! Your suggestions regarding the 305 and 126 are noted. Calgary Transit will be reviewing the bus service plans in the area next year. There are future plans to extend the 17 Avenue S.E. BRT to Applewood and Stoney Trail, but this is currently unfunded.

CalgaryAGT | Posted on Mar 27, 2016

Very glad to see the Southwest BRT is in development. The C-Train is too far away for many of us, and this bus will provide a valuable mode of transportation for those of us who prefer not to drive (or can't drive because the cost of owning and parking a car is prohibitively expensive).

Fred Z | Posted on Mar 27, 2016

This BRT plan is inappropriate for a number of reasons

1. Morality - it gives special privileges to people. First come first served is fair. Whisking favoured classes through the traffic is not.

2. Expense. In case the city fat-cats have not noticed, we are having an economic bust. And of course civil servants will never get fired, get a pay cut or suffer at all. Stop spending our money.

3. It's just plain a stupid plan.

Ancient creaking 'main-frame' bus technology vs. 'distributed processing PCs' auto/truck technology.

The Bogota TransMilenio BRT claims 35,000 passengers per hour. How many busses does it use? Today's lanes do about 3,000 people/hour at 100kph, assuming 1.2 people per car. Will the busses beat that? Do they need to? Do we need 35,000 people per hour anywhere in Calgary? How many people will use this system anyway? I am a walker, 15k a day, and I see tons and tons of empty and nearly empty busses, such horrible waste in CT.

This like the useless bike lanes clogging downtown, just another fever dream of self aggrandizing, selfish, under-employed civil servants.

CityofCalgary | Posted on Apr 2, 2016

Hi Fred Z, thanks for taking the time to provide your feedback.

The SW BRT is intended to make transit in SW Calgary more direct for existing and future transit users. Significant growth is expected in southwest Calgary, including 19,700 new jobs across the quadrant, 4,000 more students attending Mount Royal University, and 36,000 living and working at Currie Barracks.

More reliable and direct transit options are needed in this part of the city. Without them, this growth will be unsustainable, and will lead to more congestion, increased travel times, and longer duration of rush hour periods.

Keep in mind, the four planned BRT projects (SW BRT, 17 Ave SE BRT, North and South Crosstown BRTs) are intended to create a transit network that will connect between the exiting LRT lines and the future Green Line. This will enable people to travel across the city conveniently and efficiently on transit.

Sarah | Posted on Apr 2, 2016

It seems like you are underestimating the cost of travel by individual car as compared to public transit and not including some benefits of transit like the jobs it creates by reducing congestion.... not to mention the $4 of economic impact for every $1 invested in transit! Check out the studies by the Canadian Urban Transport Association for real research about the costs and benefits.

Ward 11 taxpayer | Posted on Mar 26, 2016

I think it is an exercise in excessive spending to put the busses on one side of 14 street. We lose green space, we get cages on the street (areas that are dangerous for city workers to get into in order to clean and remove garbage) and we get to stop every 5 minutes on 14 street to let busses go by... I don't understand why council would ever approve this.

I am totally against this project and see empty busses all the time near my home in ward 11, but if we have to do this, then council should put bus-carpool lanes on the outside lanes going with traffic. This would save millions of taxpayer dollars as well as cut down on driver frustration and truly supports all modes of travel.

coastmama | Posted on Mar 25, 2016

Your route map picture of dots on a thin line is a visual misrepresentation of the re-construction proposed for 14

Where are the visuals for your proposal of: The removal of the center grass boulevard;

Misaligning the road to the east;

2 bus-only lanes on east side, for rush hour use only;

Dividing boulevard so wide to provide safe bus stops for people to wait in the middle of the road;

Bus-only underpass at 90th Ave;

Intersection modifications to 75th Ave, Southland Ave;

Pedestrian crossings to get to bus stops.

With comprehensive research you would have done an alternate plan for:

Stops on existing roads.and/orRemoving center boulevard, moving the car lanes toward the middle and adding extra bus+carpool lane directly beside existing lanes.
Where can we see the alternate plans?

CityofCalgary | Posted on Apr 2, 2016

Hi Coastmama, the more detailed drawings your are looking for can be found in the executive summary of the SW Transitway Functional Planning Report. Here is the link to the document. http://www.calgary.ca/Transportation/TI/Documents/...

The full Functional Plan is on the website as well if you are interested in getting further in to the details. Visit www.calgary.ca/swtransitway

T | Posted on Mar 25, 2016

Would the simple widening of 14th St[adding a lane each way] from Heritage Dr. to Canyon Meadows for all traffic including buses and extending the north lane between 14th St ramp and Crowchild on-ramp to eliminate many lane changes on this portion of Glenmore Trail not be a better use of funding and benefit all residents south of Glenmore Trial?

CityofCalgary | Posted on Apr 1, 2016

Thanks for your comment T. The suggestions you have provided are outside of the scope of this project. We appreciate your feedback and documentation of all of the inputs will be included for future reference.

LeMoN | Posted on Mar 25, 2016

I live on this route and wish there would have been a CTrain to MRU; however this is a great alternative to get the SW folks more effectively to a number of hospitals, educaitonal institutions nad downtown. This will really help provide a better option for people.

Owl | Posted on Mar 25, 2016

Even though I believe the SW BRT should not be built , if it is, the bus lanes should not be located side by side. They should be in dedicated curb lanes. This would eliminate the need for tricky crossovers which delay traffic. Attention should be paid to noise attenuation and visuals, such as trees and bushes along the route.

J | Posted on Mar 24, 2016

I am concerned about how the SW BRT design was developed without considering how it fits into the rest of the network, especially with the South Crosstown BRT.

When South Crosstown buses come westbound on Heritage Drive to 14th St they will need to cross to the west side to reach the station, then go up northbound one block to reach the station at the Rockyview Hospital, and then cross back over that intersection to join regular traffic to get to the Glenmore Causeway.

For those who do not live in the affected SW, the intersection at 75th and 14th SW is the absolute only way to reach the one of our major hospitals, and over 80 000 vehicles of all types use this intersection daily. Currently there are free flow lanes in some directions to accommodate the hospital volumes. The northbound BRT buses from the the two routes will be crossing diagonally across this intersection, necessitating all other traffic to now turn on lights at 90 degree turns. This will be very congesting at the minimal frequency of a bus every 10 minutes on both routes.

A much simpler solution with nicer flow for the South Crosstown BRT, would be to have bus priority lanes on either side of street where possible more similar to Crowchild Trail. Why was this not considered in 2010, and why is this not being looked at now?

Nik | Posted on Mar 24, 2016

I live in Hidden Valley community and I would like to see a BRT bus coming nearby. Maybe in Panaroma or Beddington area as well.

More Traffic? | Posted on Mar 24, 2016

Is the city considering the impact of additional traffic generated with the southwest ring road on the existing road infrastructure...90th ave, Southland and Anderson road? I am assuming the city understands that a great deal of traffic will be cutting through the adjacent neighborhoods to avoid the existing congestion on 14th street?

More Traffic Down Southland? | Posted on Mar 24, 2016

What is the city doing to mitigate additional traffic down Southland drive? What improvements are planned? Will there be bus lay-bys built and where?

CityofCalgary | Posted on Apr 1, 2016

Thank you for your questions. There are no planned changes to road infrastructure along Southland Drive. Buses will travel with mixed traffic as they do today.

Ridership | Posted on Mar 24, 2016

I find it interesting as I drive by buses in my neighborhood of Oakridge and down 14th street how many buses are completely empty...Hmmmm maybe we are like the residents of Eagle Ridge and don't use transit

Leigh | Posted on Mar 24, 2016

I am looking forward to having a safer place to catch the 305 BRT in the near future! Keep up the good work!

mmewow | Posted on Mar 24, 2016

I am concerned about the impact on wildlife due to the proposed developments along 90 th Ave. What thought has gone into protecting animals going to and from the reservoir?

CityofCalgary | Posted on Apr 1, 2016

Thank you for your question. The City of Calgary undertakes the necessary studies including wetland assessment, historical review for alignment, biophysical impact assessment, and environmental screens as part of the detailed design. Measures will be taken to protect the natural environment during construction.

Hep | Posted on Mar 24, 2016

There should be a stop between 33rd Ave SW and the Mount Royal College Stop.

Surely you can have bus only lanes on Glenmore Trail East without bringing the BRT route into Lakeview. Due to increased traffic concerns the city should deny construction of a MacDonalds in the Lakeview community let alone also adding a BRT drive thru route at a nearby location. I'm not in favour of the BRT entering Lakeview, but the design as shown with a thru lane into Lakeview without having a stop for its residents to use is an insult. A minor accident on Glenmore Trail backs up traffic through the community and often into Glenmore Park from between 37 St SW and Crowchild trail . Getting in and out of Lakeview during these occurrences is an ordeal without adding increased bus traffic.

CityofCalgary | Posted on Mar 31, 2016

Hi Hep. There is a station planned at Currie Barracks. Because the site is still under construction, the station will not be implemented until construction of Quesnay Woods Drive is complete and the development is further along.

G.A. Kennedy | Posted on Mar 24, 2016

Has anyone considered placing the end of line super bus terminal and bus turnaround at the south end of 37th Street, in conjunction with development of that portion of ring road, instead of at the 24th Street entrance to a Provincial Park and quiet suburban residential neighbourhoods?

Or better yet, closer to expected ridership at MRU or Curry Barracks development, where residents do not have as easy access to LRT (or future Ring Road), as Woodbine residents. I live 4 houses from the proposed bus terminal and I will continue to use the LRT when I need to go downtown and I do not appreciate the huge change this is going to make in my community, where I chose to purchase my home because of the quiet nearness to nature, LRT and distance away from Downtown Calgary.

Secondly, as an 11 year resident of Woodbine, 23 year resident of Calgary, 36 year resident of Alberta, why did I not hear anything about this project or impact on my community until 6 weeks ago?

CityofCalgary | Posted on Mar 31, 2016

Hi G.A. Kennedy. The bus turn-around in Woodbine will be unobtrusive and will not change or disrupt current traffic patterns for Woodpark Blvd. It is anticipated that the station will be a community-scale design. The only unique feature at this station location is a bathroom for operators. There is a comparable operator washroom facility in Bowness, which serves bus drivers on Route 1. You can see an image of that washroom here: https://www.google.ca/maps/@51.0955126,-114.219731...

C.M.M. | Posted on Mar 29, 2016

I completely agree with your points.

As a frequent user of calgary transit and a member of the woodbine community I find the lack of

301 | Posted on Mar 24, 2016

I think the NW 301 is a great route and I am sad to see that the city has scaled back service for the summer, even my driver this morning was voicing concerns.

CK | Posted on Mar 24, 2016

I think that the SW BRT is an excellent project and as a resident of Southwood I am excited for bus-only lanes and bus rapid transit to come to a stop near me. A BRT line to MRU and downtown would be great for residents of Southwood, Braeside, Palliser, Haysboro, and adjacent communities. Thanks to the City of Calgary for expanding transit accessibility throughout the SW.

Brian Pincott's dad | Posted on Mar 25, 2016

great job son

CK | Posted on Mar 30, 2016

?

Actually a lady but, ok?

Rob | Posted on Mar 24, 2016

the SW route is ridiculous. Fix it

CK | Posted on Mar 24, 2016

What about it do you find to be ridiculous?

coastmama | Posted on Mar 24, 2016

Is it not more fair, more just, more equitable, more statesmanlike, at once to investigate the subject, and to bring the parties together to hear them, to have the FACTS brought out?

Obviously the re-construction of 14th St is a BIG issue.

It follows upon non-listening to concerns of southland/90th ring road connectors.

Remember this is just a non-tested BUS route as of today, not life and death of your budget or the whole

Hi coastmama. For a BRT service to be an attractive travel option, it needs to be quick and reliable. In some places, a BRT service can run quickly and reliably in mixed traffic. In higher traffic volume areas, like 14 Street S.W., however, dedicated lanes are needed to ensure the service's efficiency and reliability. Without those bus only lanes, the new SW BRT service wouldn't be any faster or more reliable than driving a car or taking one of the existing, slower, transit options.

A test pilot of the route would not be an accurate indication of the ridership for this route as without the infrastructure to provide the improve travel times, reliability, and enhanced customer experience, the pilot route would not be a very attractive service to customers.

WhiteRaven | Posted on Mar 24, 2016

The SWCRR design was in part predicated on some 45,000 jobs on Tsuu T'ina land with 90th Avenue serving as a major access route (the Ring Road would itself be the other). The origin/destination analysis showed greatly increased flow (330%) on 90th, much of it **west** along 90th in the mornings and **east** in the evenings.

Bicycle lanes and probably expanded bus routes between the Glenmore BRT station and the Tsuu T'ina development while at the same time maintaining 90th as a 'parkway' must be addressed but hasn't been.

How would the Glenmore station function to serve as the disembarkation station for those whose destination is the Tsuu T'ina commercial development.

CityofCalgary | Posted on Apr 1, 2016

Thank you for your feedback and question. Calgary Transit's mandate is to provide transit service within the boundaries of the City of Calgary. There are currently no plans to provide transit service to the Tsuu T'ina lands.

Jake | Posted on Mar 24, 2016

Seems like a great idea. Just last week I was stuck in traffic on Crowchild and a bus went wipping by in the shoulder / bus lane. I thought, "that would be so much more relaxing". It just seems so logical that transit should have priority lanes. Bring it on.

It is important to me to have electronic signs at the bus stops indicating when the next bus is coming (like the LRT stations have).

Thank you

Fred Z | Posted on Mar 27, 2016

Unlike you I am not in favour of special privileges for anyone. Why should transit riders, already heavily subsidized by the tax payer, get even more privileges?

Bus riding in special lanes would indeed be relaxing, if your morality allows you to relax at the expense of us peasants who don't have that luxury.

CK | Posted on Mar 30, 2016

OK, no privileges for anyone! Wheee!

TWSouthwood | Posted on Mar 23, 2016

I live in the neighbourhood of Southwood, which is South West of the intersection of 14th Street and Southland Drive SW. I work, daily, near MRU. I would likely use the proposed BRT route that passes through the above intersection, except that the nearest stations are about a kilometre from this intersection, in both the West and North directions. This is a significant barrier to potential riders from Southwood, including myself. Would it be possible to add a stop on 14th Street, just on the north side of Southland Drive SW?

CityofCalgary | Posted on Apr 1, 2016

Thank you for your feedback. We did look into this station location you noted, but we are not planning for a station here at this time. The locations have already been set based on balancing the number of stops, desired travel time, and budget.

RM | Posted on Mar 30, 2016

I was going to make this same comment. A stop at 14th and Southland could even allow for people coming from S of Fish Creek by LRT to switch to BRT at Southland to get to MRU.

PJRT | Posted on Mar 23, 2016

I think this route has been well thought out and I look forward to using the SW BRT in the future. Keep up the good work!

Tom Pirosok | Posted on Mar 23, 2016

This is really not the time to be advancing costly dubious infrastructure programs. The parking lots at LRT stations have emptied right out. If this plan has anything at all to do with environmental concerns, then maybe the big thinkers should consider the idea that it is actually a very good idea if, and prospect that, the population of Calgary actually stops growing (and, thus, increased costly services aren't required). If 'sustainability' and global warming are actually real concerns, then it's a no-brainer that populations everywhere should stop growing. And, yes, I can name names of politicians that I'm not impressed with if I wish to, and that's part of the process. Our mayor is a huge proponent of growth and trade with China - bigger is usually not better.

JG | Posted on Mar 23, 2016

I'm happy with the planned route. I think that being able to connect both downtown workers and students from the suburbs to downtown/MRU is a great idea, and will keep the route active throughout the day.

17 Ave SE | Posted on Mar 23, 2016

Will there be better service on the 305 BRT once the transitway is built? Trips were recently cut in the latest service revision due to "low ridership" and the bendy buses have been removed in favor of having them on the Route 1.

When this thing is built, the Route 1 through 17 Ave should be axed and replaced with the dedicated BRT. If there's only one set of stations, there's no point having a local and express along the same stretch of road. Local feeder buses should be revised to better connect to the BRT and help take some of the load off of the Blue Line LRT.

CityofCalgary | Posted on Apr 1, 2016

Thank you for the feedback and question. The new BRT service on 17th Ave SE will be more reliable because of the dedicated lanes for buses. Stay tuned for recommended updates to local routes along 17 Ave SE schedule for early 2017.

ManyTrees | Posted on Mar 23, 2016

I would love to see a route from the west hill (i.e. West Springs, Wentworth, Aspen or even the 69st LRT station) directly to the Foothills Hospital. The Foothills is having a parking crisis where the wait list for a parking spot is 2000 people and growing due to the new cancer center build and lack of planning from many years ago. Having a direct transit option from the west would provide so many people with an affordable option to get to work, or visit patients in a timely way

Deanie | Posted on Mar 23, 2016

I would be interested in ridership & the volume of cars on Glenmore Trail. I drive that road every day and am concerned about further congestion and gridlock from potentially more accidents created by bus only lanes. The rest looks okay to me

CityofCalgary | Posted on Mar 31, 2016

Hi Deanie. Thanks for your question and for sharing your experience. The shoulder lanes being added to accommodate peak hour bus shoulder operation will not reduce the number of lanes on Glenmore Trail. Glenmore Trail is expected to operate as it currently does.

routes and ridership | Posted on Mar 23, 2016

I would be interested in what the current ridership numbers are regarding bus transportation along 14th Street. Your information states that this is a very important factor, however I do not see ridership numbers that warrant this project

CityofCalgary | Posted on Apr 1, 2016

Thank you for the feedback and question. The current ridership on the bus routes that touch 14th Street is approximately 5000 people per day. The new BRT route will provide a connection to/from activity centres and communities north and south of the Glenmore Reservoir.

The ridership forecast is based on various factors, including; population and employment growth, walking distance from station locations, proximity to employment and schools, connectivity to existing transit services, as well as current and projected ridership.

Ridership forecast | Posted on Apr 5, 2016

So now we know what the City's ridership forecast is based on and does make sense. What the city seems to have a real aversion to is sharing that number. PLEASE provide your projected ridership numbers and rationale.

filemanjack | Posted on Mar 23, 2016

I hope if you have any connecting route from Heritage station, you first repair and make Heritage Station as well as Chinook Station.

Julie Kearns | Posted on Mar 23, 2016

Why does the number 20 bus start at Heritage? It could begin at the far south terminus and move up 14th. To get from Oakridge to the U of C takes a minimum of 75 minutes and usually 90 minutes taking either the number 20 or the LRT. It takes 20 minutes to drive.

CityofCalgary | Posted on Apr 1, 2016

Thank you for your question Julie. Calgary Transit is currently working on a service plan for the SW BRT project that may recommend changes to some local routes. Calgary Transit will be looking into these routes as early as Fall 2016.

D | Posted on Mar 23, 2016

I have no issues with the planned routes. They are well structured and connect communities with employment, education, recreation, and shopping destinations

Anonymous | Posted on Mar 23, 2016

Well, it looks like the City is Hearing, but not LISTENING to what the people want. This still looks like the 'build it and they will come' attitude prevalent at City Hall. Use the funds to build the BRT on the Green Line LRT route, until funding for that is found.

Anonymous | Posted on Mar 23, 2016

Would like to know how anticipated ridership was determined for the SW BRT line. Given the demographics in the surrounding neighborhoods I'm concerned that the ridership may be a demographic point in time...as that age group moves out of those neighborhoods, will this ridership still exist? Is it economically feasible to provide service given the cost and disruption.

CityofCalgary | Posted on Apr 1, 2016

Thank you for the feedback and questions. The anticipated ridership is based on forecasted population and employment growth. Various other factors are considered, such as walking distance from station locations, proximity to employment and schools, connectivity to existing transit services, as well as current and projected ridership. Transit users vary in age and demographics.

Anonymous | Posted on Mar 23, 2016

No one at cuty hall is listening. What does it matter. Nice page though. How much did this cost?

CityofCalgary | Posted on Apr 1, 2016

This Engage portal has been in development since mid 2015. The cost of this platform is a monthly liscence fee of $2000 which provides unlimited number of projects and opportunities for many different types of conversations in one place.

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