BUS RAPID TRANSIT (BRT) STATION DESIGN

We want to hear your feedback about station designs for the Bus Rapid Transit (BRT) program.

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We'd like your feedback on the look and feel of stations for the Bus Rapid Transit (BRT) program. You'll find some information about this topic and the opportunity to provide feedback below.

BRT Station Designs

BRT stations in Calgary will generally share a similar look and feel, but station design and size for each route and each location will vary. For example, a station that serves as a connection point for a number of bus routes has different requirements than a station that primarily serves people walking from within a community. Some of the criteria used in the design of a station include:

- Station location and use
- Ridership along a route or at a station location
- Available space
- Transit service requirements
- Technical limitations
- Cost

What Do You Think?

Please review the three options below. The three concepts shown will inspire the look and feel of Calgary's BRT stations, though each station will be adapted to suit the needs and limitations of a particular location.

All three concepts have a similar simplistic structure. The canopies are the primary variations between concept options. Individual descriptions are listed below.

Comment Submission Disclaimer

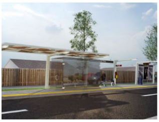
Feedback provided is moderated to ensure a productive, positive and respectful space for everyone. All questions and comments are welcome but keep in mind that the submissions are being moderated and any comments that are insulting, rude or dismissive of others ideas are subject to removal. If you disagree 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.

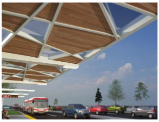
This forum is monitored 24/7 to ensure all submissions comply with the above Comment Submission Guidelines. Questions will only be monitored and addressed during regular business hours. Thank you for your understanding.

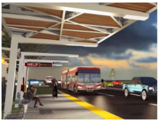
OPTION 1

The canopy design for this option is a combination of glass and natural wood. The glass creates a sense of openness and allows natural light into the station while still protecting passengers from weather. The wood gives the station a feeling of warmth. About 30% of the canopy is glass, and the remainder is wood.

The canopy for this option is relatively flat, and is almost a metre lower at the front of the station than Option 2, so it appears smaller in scale than the other options. This design provides slightly better coverage from weather than the other two options.







What do you like about this station design? How could it be improved?

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

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Applewood Resident | Posted on May 18, 2016

This to me seems the most functional bus station. I like the dynamic roof with mix material of glass and wood. But I'm worried at the lack of a bus shelter with walls in this design. What I hate about Calgary bus riding in general is during Winter when stations lack shelters to keep from the cold winds. At least provide a glass shelter or at least a glass wall to hide from winds. It would also be nice if major BRT stations (if not all) can be provided with Realtime updates probably through a simple LED ticker. Also, this shelter clearly lacks seating which seems silly since people will be waiting at these bus stops. Provide enough amenities such as shelter from the elements, real time, and seating when designing these stops.

G | Posted on May 18, 2016

this is impractical , a bus stop needs wind shelter and rain/ snow shelter, Why waste money on the design when it could be better spent on the function

Ann | Posted on May 17, 2016

In my travels, I have used a variety of bus stops/stations in cities larger and denser than Calgary. Why are these so large and sprawling? What function does the canopy serve? Some of the more attractive stops I have seen on my travels are of a more compact design with the advertising billboard on one wall, a map on the back panel and the real-time messaging streaming on the outer wall up under the roof and they provide real shelter - all in one. Sometimes, there is even inviting and attractive landscaping surrounding it. Regular as well as articulated buses are accommodated. Same design used at larger attractions as well except maybe doubling up on the shelter. Low impact

These really do not fit well into a suburban setting such as Woodbine.

Gail | Posted on May 15, 2016

These are offensive and I don't want these ugly, horrible structures in front of my house on 24 Street SW! We don't even need the BRT along 24 street...it makes no sense. Less than 10% of us ride the but up this way. There is nothing up here so importing people from Evergreen makes no sense either. Go build this is some other area that's closer to 14th street. Make them inconspicuous as possible as well. These are grotesque! At least try for something with class and elegance. What an eye soar that is!

CityofCalgary | Posted on May 18, 2016

Hi Gail – thanks for your input. We have some facts about the project for you below that we hope will help you understand the need for improved transit service in the Southwest and alleviate some of your concerns about ridership. Calgarians in all four quadrants will benefit from the new transit options the BRT program will provide. Based on 2014 Civic Census data, by 2024, more than 380,000 Calgarians will live or work within a 10-minute walk (600 metres) of one of the planned BRT stations.

Projected BRT program ridership (30,000 riders/weekday) is comparable to a rail transit option like the West LRT, though the budget for the BRT program is significantly less (1/5) than the budget for the West LRT.

The forecasted ridership numbers for the BRT program (30,000 daily weekday riders) are comparable to other existing transit options, like the West LRT, but the BRT program budget is significantly smaller (1/5 of the budget).

Daily ridership is forecast as follows:

North Crosstown BRT route: 7,000 riders/day

South Crosstown BRT route: 3,100 riders/day

17 Avenue S.E. BRT route: 8,800 riders/day

Southwest BRT route: 12,500 riders/day

Existing BRT route ridership for comparison:

BRT Route 301 (North-Downtown): 11,300 riders/day

BRT Route 302 (S.E.-Downtown): 3,700 riders/day

We hope this is helpful!

marvelknight | Posted on May 13, 2016

The stations need to be built more unique like our c-train stations. More thought needs to be put into the diverse communities and locations they are serving and not be homogenized. Most of these locations are long term and should reflect that perspective

CityofCalgary | Posted on May 18, 2016

Hi marvelknight - thanks for this thoughtful feedback!

cherryblossom | Posted on May 13, 2016

This one is my favourite. I don't like the angles of the roof as with the other options - I like the way this one looks, plus it gives more coverage from bad weather which I think is important.

CityofCalgary | Posted on May 18, 2016

Hi Cherryblossom – thanks for sharing your thoughts!

Captain Moderate | Posted on Apr 23, 2016

I like the look and I think an attractive design is worth the extra investment. Concerned about lack of protection from prevailing wind.

Andasen | Posted on Apr 18, 2016

Doesn't look particularly welcoming or sheltering. Underside feels messy.

mwalton90 | Posted on Apr 18, 2016

Keep the stations as cost effective as possible. Fancy architectural designs might look unique but they cost far more. If you want to see more use during the winter make something that blocks the wind. It's not an effective bus shelter if the only thing it blocks is a little bit of sun and rain (if you are lucky).

SM | Posted on Apr 14, 2016

These stations are ridiculously large. A simple bus stop that doesn't costs hundreds of thousands of dollars would suffice especially since there is a lack of ridership by the City's own admission. A handful of transit users don't need LRT platforms to catch a bus. Our family would rather see/enjoy the green grass than large, lit, heated concrete slabs littering our parks and communities.

aquamann88 | Posted on Apr 12, 2016

Not sure exactly what this canopy is supposed to do except maybe provide a bit of shade from the sun if it is even in the right position depending on which side of a street or avenue it might be positioned on. An open canopy like this is really not going to provide much protection from inclement weather or wind. If the main purpose is to easily & clearly identify a BRT stop, then I think it can be done much simpler. Use less of a "heavy" design, maybe something as simple as red benches and garbage cans & maybe the sign board with a special curb marking. I'm not convinced you need to create such a complex metal structure to identify a BRT stop. And I would definitely avoid glass enclosures otherwise they will be shattered by vandals like so many of the bus shelters are now. Avoid wood altogether unless it is "plastic" wood made from recycled materials.

Sarah | Posted on Apr 12, 2016

Love the wood, nice to have a warm feel to the station.

Budget Watcher | Posted on Apr 11, 2016

Please advise the cost to design, fabricate ,install and provide routine cleaning and maintenance for one proposed SW BRT Station for each of Option 1, 2 and 3. Please advise the total expected cost for all proposed SW BRT Stations. Please advise the total number of SW BRT Stations to be constructed. Lastly for comparison please advise the cost of one regular Calgary Transit Bus Station with a small glass shelter and the routine cleaning and maintenance cost plus the expected annual cost to replace glass panels destroyed by vandals. Thank you.

Sara | Posted on Apr 10, 2016

Love the canopy design, very modern.

TC | Posted on Apr 8, 2016

Beautiful look, but wood has a very high upkeep especially in our harsh climate. I can see that after a few years the wood would weather and look very shabby. Stick to materials that have longevity.

Mark | Posted on Apr 7, 2016

This is probably the most practical design.

R | Posted on Apr 7, 2016

Please make sure there is a full transit map available with the routes on it around the city, so you can look up your connections, and proper signage to know when the next bus is coming, along with a paper copy of the set time table of the bus arrival through out the days of the week. Also this http://fahrinfo.vbb.de/bin/help.exe/dn?L=vs_mobili... it is a live feed of transit in the city of Berlin, Germany. If this is something you can build into your current budget that would be a way to show Calgary is on a leading edge to make transit more future orientated, that would be amazing. Berlin has a great system at their bus stops and train/tram stations. Why reinvent the wheel when there are plenty of systems out there that work very well, just need to look into those systems. If you could speed up transit, in the respect of how often busses come would also be beneficial, every 20 min in non peak hrs is not efficient, every 10-15 min would be more realistic, for people would bring about more people to use it instead of their cars, because then it could be just as quick, takes more cars off the streets and in turn can make traffic for transit quicker and more on time to make it to the stops along the route.

M | Posted on Apr 6, 2016

I agree with many other comments. Protection from cold wind, rain and snow is most important. Also, protection from the sun - which the canopy appears to offer. Option 1 provides some light but also provides shade. Resources should be directed to elements that make users feel comfortable and safe. Fancy, expensive, high maintenance canopies do not provide value for the user.

JW | Posted on Apr 6, 2016

To fancy, seems like a waste of tax payer dollars.

We just need protection from the wind and rain.

NVM | Posted on Apr 6, 2016

What we need is protection from the cold weather & snow.

Ward 4 Citizen | Posted on Apr 5, 2016

Love it.

All 3 options are functional and beautiful. I would love any of these in my neighborhood.

Mike | Posted on Apr 5, 2016

There's a need to combine a good aesthetic design with functionality. To me, functionality for station design means the ability to keep the elements out, as best as possible. With the lower canopy at the front, this seems to be the better option functionally.

JS | Posted on Apr 4, 2016

I like the glass for light and the wooden panels to protect from too much sun. It offers no protection from wind, though, which is really needed.

Magda | Posted on Apr 3, 2016

With a canopy, why not include solar panels for green electricuty generation?

What about wind and cold temperature during the many winter months in Calgary?

What about a mix of individual seats and a bar stool height bum resting bar

Amy | Posted on Apr 3, 2016

The texture and feel of this design is very modern. I love the mix of different textiles especially when it comes to wood, it's a good idea when it comes to weathers like heavy rain or snow in Calgary but also for those hot summer days to block the sun. To improve the designs for the bus stops, not the LRT Stations, there definitely needs to be more seating instead of the current two seating. When there are seniors, or those are injured, had a long day at work, been standing on their feet for 12 hours. People need to sit and two seats at the bus stops right now is just not enough.

Erin | Posted on Apr 1, 2016

This would be my pick - weather coverage is important! Some more traditional bus shelters (with walls) would also be good!

Kersten | Posted on Apr 1, 2016

How will these shelter wind?

Stephen | Posted on Mar 31, 2016

Looks nice to me. Simple yet attractiv

Northwestern | Posted on Mar 31, 2016

I certainly like this design in that it is makes it more prominent than the current red "boxes". Regardless of the specific design chosen, designs like this will help institutionalize or "fix" BRT service into the fabric of neighbourhoods (making it seem more certain). This greater station presence also provides for natural advertising as well as the opportunity to improve safety. In other words, it turns them from stops into stations.

carolS | Posted on Mar 30, 2016

I like this design...it is clean and modern but also fits in well with neighbourhoods

Sam | Posted on Mar 30, 2016

What is the construction cost of this option? Seems that the irregular pattern would be significantly more expensive. The rendering doesn't show the shadow pattern on the sidewalk either, which could look very chaotic.

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.

robdickinsonAB | Posted on Mar 29, 2016

I will just share my comments under this section for your review. I share some of the initial concerns by others on this topic. How long will the wood look nice for? These stations should be built to last. Weather protection is key in my opinion. All the designs generally look good, though I think Option 2 has the more appealing design, I am not convinced the sloped roofs protect from the elements of weather as much as the flat roof. Perhaps this will depend on location (north, south, east or west) on a particular street? Ultimately, the design should look good, balance with the existing area around it but be practical and functional.

Tucker | Posted on Mar 28, 2016

I think the standard bus shelter currently in use is fine. Just add better lighting and security features.

Lea | Posted on Mar 28, 2016

Design is nice, but we need a design that keeps the maintenance and repair costs down.

Robyn in Woodbine | Posted on Mar 28, 2016

I am concerned about two things - the first is the wood in terms of how quickly it might wear and require replacement, the second is the glass and how often vandals shatter the existing shelters around the city. Visually all three options look nice and are welcoming and comfortable, but just concerned about the wear on the materials. The station is otherwise nice.

dogmelissa | Posted on Mar 28, 2016

I think all the stations should be designed to direct water towards the road, rather than the back of the station/sidewalk. I also hope that the wood component is actually metal on top with the wood - hopefully cedar - below so it won't have to be replaced every 10 years.

jp81 | Posted on Mar 27, 2016

Wood ok, but my opinion is with glass in shelters and bus stops you get all those idiots who think it's cool to break things, use something like glass but won't break as easy, it will save taxpayers money in the long run.

Édouard | Posted on Mar 27, 2016

Not enough glass or walls to protect from the cold. I love the design overall, I love the fragmented roof, it brings in natural light which is great. I don't see much in terms of lighting, especially when it's winter and the night can come early and the sunrise doesn't come till much later in the day. Could it possibly be tailored individually according to the feel and the architecture of each neighbourhood instead of a universal one size fits all design.

Ann | Posted on Mar 27, 2016

Thanks Henry H. It really helped to enlarge all these photos. I agree with other commenters, these stations are over designed and look pricy. Do we need billboards on our residential streets? This is not low impact design and wonder about the impact on homes and general aestin the vicinity. Can we see site specific renderings?

Woodlander | Posted on Mar 27, 2016

All three options are horribly overdesigned and far too expensive given current economic conditions and massive tax increases over the past years. Regular bus stops with shelters meet our needs at a fraction of the cost.

Max | Posted on Mar 27, 2016

I do not like the flat roof design that seems to be "one dimensional" so to speak. The roof should have a different shape. I am also not a huge fan of the wood + glass designed pictured here.

Nat | Posted on Mar 26, 2016

My preferred design of the three.

Casey | Posted on Mar 26, 2016

Although it looks a little awkward, the mesh of glass and wood looks fresh and new compared to current designs. A little more cover from the elements would be more ideal though over aesthetics.

Henry H | Posted on Mar 25, 2016

Until the left photograph is enlarged the ugly stand alone transit sign is not apparent..Surely this is not necessary and will be costly.I believe that everyone would instantly identify this as a bus stop without the sign...Also how long is the expected life of the wood panels..5-10 years max before drips start to come through!! think of your decks!!!How easy and at what cost will it take to refinish these panels to maintain water proofing??Sadly the City often overlooks the cost of ongoing maintenance .Too little glass/windbreak protection.

LeMoN | Posted on Mar 25, 2016

Good coverage and like the light provided by the glass. Will it be vandal proof?

Cost | Posted on Mar 25, 2016

Why is there no mention made in any of these designs of the cost involved? I believe that if the taxpayers understood how much these design might cost they would choose to go with the most cost sensible.

> **J** | Posted on Mar 25, 2016
>
> From memory, in the Delcan report for the SWBRT, the stations were around $200 000 each in 2010 dollars, +/- 40%, so could go as high as$ 280 000 each. Since the City isn't buying the land you could almost build a house for that much. The cost seems high for what you see in the photos.

Rob G | Posted on Mar 25, 2016

I like this because of the scale; it feels appropriate in its context. I would like to see all the stations on the route have a similar aesthetic, but each respond to their specific context.

Doug | Posted on Mar 25, 2016

Overall I like the design, but it always bothers me that these designs are pictured in ideal circumstances: it's warm, sunny, no wind and everything's clean. Rarely is that the case in Calgary!

I know Transit works hard, and I appreciate that effort, to keep the current bus stops clean and trash free, but ultimately they end up looking grungy. Glass typically gets destroyed by malcontents and needs to be replaced. Graffiti inevitably shows up. Without looking like a prison, are there better options?

In this ask, I wonder if some beauty can be added -- much like how Vancouver's LRT stations appear -- but in consideration of our environment? I like the triangular roof pattern, but could it offer patio heaters for those terribly cold winter days? or ways to keep the wind out? Or make the overhang a bit bigger to go over buses a bit so you don't have to shovel snow over the curb to get to the bus? Inevitably the plows come by and that makes things difficult for elderly, disabled, etc.

Maybe add a "what this will look like in the snow" picture.

KH | Posted on Mar 24, 2016

I don't understand the design of all three options; they look incomplete and unfinished. Why wouldn't it be covered over the whole area? This needs to go back to the drawing board. Definitely an increased budget would be needed for replacing broken glass due to vandalism and having white beams is asking for graffiti. I'm wondering if the glass enclosure would keep customers warm when it's cold and windy outside, not to mention that it looks like the glass enclosure could hold maybe two handfuls of people.

Holleit | Posted on Mar 24, 2016

I really like this design! The glass and wood is really nice, simplistic and modern! I hope there would be some areas that would shelter from the wind though (:

Neato Joe | Posted on Mar 24, 2016

Love the wood and glass combination - nice aesthetics, at a reasonable cost and superior lifecycle performance. Good job on choosing this as a starting point!

International Avenue | Posted on Mar 24, 2016

Option one of the three. Modification; not too open in the front - keep as is for option 1. use one type of material to eliminate maintenance hassles- wood only or glass only. eliminate all the angles from the celling structure. Uniform design and try harder to make it look modern.

The bus shelter glass box should be larger and have a portion under the canopy and operation exposed to the right.

I hope the white beams are just the default colour used....Stay away from white finish. you are creating a canvass for graffiti. and no Red please.

dig deep in making the station materials anti graffiti.

Station identifier to the left-(Transit Stop) does it light up? does it serve another function? can you advertise on it?

can you have two? one on each end? can you have banner mounts on the station to install banners for the community your in?

Amy | Posted on Mar 24, 2016

Asteticlly this is pleasing, but I'm concerned about actual functionality. To me this does not encourage ridership unpleasant weather, which is a large portion of time in Calgary

Adam | Posted on Mar 24, 2016

Options 2 and 3 won't load for me.

Jillian | Posted on Mar 24, 2016

I echo concerns about protection from the wind - that's the worst part! Looks great otherwise

RuuzakiXM | Posted on Mar 24, 2016

it allows for natural light, but I see potential problems with rainwater drain from the roof, if the roof is jot angled. Additionally, this shelter provides very littke wind protection. This could be remedied by closing off sections from the front, back, and sides. This will add cost however

Nathan | Posted on Mar 23, 2016

This is my preferred option. I like the mix of glass and wood, and letting light through will brighten the platform up.

6 | Posted on Mar 23, 2016

I don't like the mix of glass and wood. Is part of it enclosed or partially enclosed? If not it should be

JG | Posted on Mar 23, 2016

Addition: out of the three options, I think this one will blend into communities best, especially since the other options don't offer more shelter than the rest.

JG | Posted on Mar 23, 2016

Pros: good line of sight to make people feel comfortable, but still has some shade and shelter from wind and rain/snow. Very usable. Lots of space for people to wait. Cons: I prefer a sleeker, more contemporary design (darker or more metallic shades, less obtrusive), rather than the geometric neo-modern feel we get from this. I'm also leery about the windows in the roof: it's a flat structure that will accumulate snow, and the windows just increase the amount that it will need to be cleaned and brushed off. I also think that at certain times of the day, there will be very little shade. There could be more seating as well, depending on how heavily the station is used. Many bus stops have only the two seats despite being very busy (i.e., bus stops near C-trains) and people end up crammed into the shelter during bad weather and have nowhere to sit during good weather, either.

Deanie | Posted on Mar 23, 2016

I like the glass/wood combo but it is too open to the elements. Will be super cold in winter winds and subject to rain/sleet coming in when it is blowing

filemanjack | Posted on Mar 23, 2016

I like this idea, and hope it is designed to keep out the winds and rain or snow.

Julie Kearns | Posted on Mar 23, 2016

The design is irrelevant to the function. If the BRT has buses running frequently then heat and esthetics are not important. The feeder buses dump people off in snow drifts.

Cf | Posted on Mar 23, 2016

It doesn't have to be real wood, there are lots of faux options that are far more durable. I do think there should be more wind protection, this station looks pretty chilly, even during the summer if there is a driving rain.

BW Dave | Posted on Mar 23, 2016

won't the wood just become an unnecessary maintenance item when there are so many other products that could be incorporated and eliminate staining or coating

D | Posted on Mar 23, 2016

Option One should provide the best protection from the elements, though still seems exposed in terms of wind

Ann | Posted on Mar 23, 2016

Glass would be problematic both in terms of wear and tear and vandalism. Will canopy size vary from one location to another

Peter Arato | Posted on Mar 23, 2016

Great for California, useless in Calgary winter.

Tim Choi | Posted on Mar 23, 2016

Wood planks are more susceptible to temperature change, expanding/contracting at different rates. This may result in gaps between the planks, letting rain or snow drip through. Therefore, it seems unwise to use it as roof material.

Alex | Posted on Mar 23, 2016

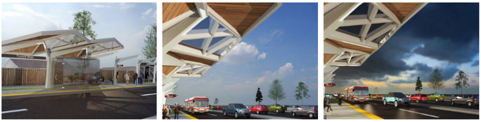
I think function is more important than form for these stations. The point of the canopy is to provide shelter from snow, rain, and hail and to provide shade. The lower canopy of this design does that.

I think the glass would look dirty very quickly and would probably get broken by vandals. I prefer an all wood design.

OPTION 2

The canopy design for this option is similar to Option 1 in that it uses a combination of glass and natural wood. There is more glass in this canopy option compared to Option 1, with an even split between glass and wood finishes.

The canopy for this option is angled, with the canopy lower in the back of the station and higher in the front. This design gives the sense of a bigger, more open space.



What do you like about this station design? How could it be improved?

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G | Posted on May 18, 2016

again too large and decorative, takes up too much spac

Andasen | Posted on Apr 18, 2016

Really inviting and gives off the impression that it is a shelter. Mix of glass and wood feels more natural in the sloped roof

aquamann88 | Posted on Apr 12, 2016

Structure is too heavy & overpowering. the steel framework looks to heavy. boring white colour blends into the landscape.

Sarah | Posted on Apr 12, 2016

Not as nice as the first, looks a bit to garish with the glass.

SL | Posted on Apr 11, 2016

This design would prevent snow from accumulating on the roof. It also looks sleek and modern.

TC | Posted on Apr 8, 2016

This design would provide a bit more of a wind shield at the back and would allow to slide off. However, as per my comments above, wood is not a good choice as it needs constant upkeep

> **TC** | Posted on Apr 8, 2016
>
> Allow snow to slide off

Mark | Posted on Apr 7, 2016

This is the most attractive design. It might be more practical with a flatter roof.

Anna | Posted on Apr 5, 2016

If Option 2 wasn't created by the same firm as Option 1, then it would actually be another option.

JS | Posted on Apr 4, 2016

The proportion of glass to wood is less important than shelter from the wind and blowing snow/rain.

Cin | Posted on Apr 4, 2016

This is my preferred design. It would be nice if the enclosed shelter had a heat source that could be turned on at the press of a button that was solar powered or something.

Magda | Posted on Apr 3, 2016

Not as good as option 1

GJ | Posted on Apr 2, 2016

I am in favour of the slope because it creates room for drainage. However I want a structure that will reduce the amount of snow and wind coming in.

redrover | Posted on Mar 31, 2016

While this design seems to allowed natural lighting, the angle of the canopy may not provide as much shelter from precipitation as Option 1. Also, more glass may present additional maintenance costs, should it need to be replaced due to vandalism or natural events.

Sam | Posted on Mar 30, 2016

This canopy is nice. But with the raised angled canopy the space that si sheltered from precipitation decreases.

LD | Posted on Mar 30, 2016

Looks great and seems very functional.

Lea | Posted on Mar 28, 2016

Good idea to slope and have drainage. Design is nice, but we need a design that keeps the maintenance and repair costs down.

RW | Posted on Mar 26, 2016

Probably the best design here, sloping angle would help deflect rain and snow without adding temporary or possible semi-permanent support beams that are currently at brentwood station. This design also provides a bit more light, to provide more safety and opens up the the design. Obvious concern for graffiti still remains.

LeMoN | Posted on Mar 25, 2016

Less glass for vandals to break would be better.

KH | Posted on Mar 24, 2016

Nope.

Holleit | Posted on Mar 24, 2016

this is the design I would go for. Slopped slightly for better drainage and so too much snow can't accumulate. Good wood to glass ratio.

Jillian | Posted on Mar 24, 2016

Is the glass resistant to shattering? Just concerned about the vandalism aspect. Also this design doesn't look as practical when it comes to real weather protection

RyuzakiXM | Posted on Mar 24, 2016

This is my preferred choice, as the roof is angled for rainwater drain, and there appears to be a glass shelter for wind resistance. Also, natural light can come in from the roof.

JG | Posted on Mar 23, 2016

Has the advantage of sloughing snow (maybe), and potentially has more shade. Shade would be the only thing making this preferable over #1, though.

Station Design | Posted on Mar 23, 2016

I vote for this design

Susan | Posted on Mar 23, 2016

Is there a reason for this design, other than public art? There is no shelter from wind or wind-blown rain. It may be fine for gentle rain or sun on a summer day, but totally useless for 98% of real Calgary weather.

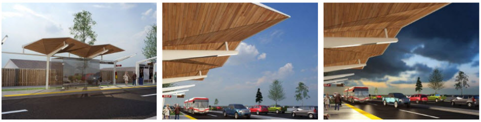
Peter Arato | Posted on Mar 23, 2016

Still useless in Calgary winter, but a different style.

OPTION 3

The canopy design for this option is made entirely of wood. The "peaks and valleys" in the shape of the canopy allow natural light into the station, and this option allows more light to enter through the back of the station than the other two designs.

Similar to Option 2, this canopy option is angled, with the canopy lower in the back of the station and higher in the front.



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Most Recent First▾

G | Posted on May 18, 2016

the canopy is not a good idea- in Winnipeg the bus rapid transit focuses on functionality and practicality and it looks like an obvious bus stop which is sometimes what you need- these are a waste of money

Punchy | Posted on May 4, 2016

I like the older couple holding hands...very sweet to see them still very much in love after all the years.

Andasen | Posted on Apr 18, 2016

Looks more like a piece of street art than a functional shelter

Resident | Posted on Apr 17, 2016

With all the designs, reducing opportunities for graffiti and breakages needs to be front of mind. It would be good to know the relative cost of each design.

aquamann88 | Posted on Apr 12, 2016

This structure looks & feels lighter in it's design. Plastic wood made of recycled material would be the only way to go for maintenance-free design. If the BRT buses & stops used the same colour, that might help, too. For example, if BRT buses were to be all red, then the stations could be all red too. Or blue. Blue is a better colour, but you will never get agreement on that! Only drawback is that you may not always have "BRT" buses available in a particular colour to go with a particular BRT line. Maybe the BRT buses could have the letters "BRT" written across both sides of the bus in giant letters - the same size as the bus itself. That might distinguish a BRT bus from a regular bus. Or maybe the regular bus signage at the front of the bus is fine, too, the way it is now > **BRT - 305** for example. Those signs are pretty visible as a bus approaches.

Sarah | Posted on Apr 12, 2016

Best out of all designs. Nice to see something that would just need pressure washing to get rid of gtrafitti instead of paint.

driscolr | Posted on Apr 10, 2016

I'm concerned about the exclusive use of wood. In many of the existing LRT stations the materials used have been subject to abuse and breakage and I believe then same will be true of using wood. How will it be maintained?

TC | Posted on Apr 8, 2016

Who is going to maintain all of that wood ? Within a couple of years it will all need replacing

Mark | Posted on Apr 7, 2016

I like the lighting design.

Ironbear | Posted on Apr 7, 2016

My selection from Option 1-2-3 is option ZERO... Go back and Think.

Ironbear | Posted on Apr 7, 2016

so I've looked st all Three options.. And Frankly Im disgusted. Where's the protection and heat from the weather!!!! (Excuse the screaming) IM SICK AND TIRED OF Waiting in the winter under what surmounts to an umbrella. Great for London NOT GREAT FOF FREEZING CALGARY!! These shelters (and retro fit all the rest (like 45th Street LRT which is as cold as a .... When the NW wind blows) should be enclosed like Westbrook in SOME WAY... It's so uncomfortable you LOOSE my custom in the winter I'll take my car on windy, cold, rainy, or otherwise miserable days. Screw the environment, I want to BE WARM!

Anna | Posted on Apr 5, 2016

Needs to be three firms designing three different options, not one firm designing slightly different options. Having said that, option 3 is my fave.

JS | Posted on Apr 4, 2016

Needs some glass to let light in and shelter from the wind.

Laurie | Posted on Mar 31, 2016

This third option is the best so long as the wood is made from some durable material and if there are a few sides to protect you from the cold winter wind. Otherwise, people will just continue using their cars. The existing style of shelters used by the regular buses would be good if they were larger and had more seating area.

Sam | Posted on Mar 30, 2016

The full wood roof would be very dark. IS there any integrated lighting in this design?

Snow and precipitation would collect in the valleys of the design. how would maintenance work?

SB | Posted on Mar 29, 2016

The designs provided don't appear to really be providing shelter from the elements (wind, rain, snow, etc,) and look like they require expensive maintenance and upkeep. The size of the stations is not appealing. They look huge like wannabe Ctrain stations. The design team needs to go back to the drawing board and provide a practical cost effective design for the stations.

Lea | Posted on Mar 28, 2016

I am concerned with the cost to keep the wood looking decent in our climate. Design is nice, but we need a design that keeps the maintenance and repair costs down.

Max | Posted on Mar 27, 2016

This is my favourite design out of the 3 options. It looks great and should be the best to hold up to the weather, vandalism, etc.

LeMoN | Posted on Mar 25, 2016

Definitely my preferred option. Functional and beautiful.

Len E | Posted on Mar 25, 2016

This design appears to be more durable and graffiti resistant. It is also critical to keep ice and snow from falling on pedestrians and people waiting underneath. As it is very open, it would allow sufficient light and energy efficient lighting could be ensured for darker periods. I would like to see solar panels to provide free energy for the electrical system and lighting. Energy efficiency should be considered in all aspects of the project including the buses themselves.

KH | Posted on Mar 24, 2016

I don't like any of proposed three ideas, they all look half finished. Trying too hard I think. The only pro is the glass shelter, good for personal security and daylight.

Holleit | Posted on Mar 24, 2016

too much wood in this design. It doesn't allow enough natural light like the other glass options provide. Only perk is it won't shatter if there is vandalism.

Travis | Posted on Mar 24, 2016

I find that the glass shelters provide a good windbreak and offer visual security but they are difficult to keep clean and have problems with vandalism. I like the all wood approach best provided that the screen could extend down to grade in some fashion to provide a windbreak on the north / east side (location depending). Perhaps money saved on the canopy could go into enhanced seating that doesn't chill you in the winter months.

rm | Posted on Mar 24, 2016

all three of the options should have better wind protection - required in Calgary

Chris | Posted on Mar 24, 2016

I like this option best. Will this be enough shelter from wind/weather? Perhaps more canopy and wind break needed.

Adam | Posted on Mar 24, 2016

The actual sheltered portion should be larger. The angled roof will allow snow and ice to melt away off the back which is good.

Bill | Posted on Mar 23, 2016

None of these designs give you any shelter a all if the wind is blowing, which is quite common.

Peter Arato | Posted on Mar 23, 2016

Come on... give us a real SHELTER

Quick Poll

Which station design do you prefer?

The survey has concluded.

Total Votes: 0

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