

**Smith, Theresa L.**

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**From:** Chris Larsen [CLarsen@eclipse ltd.ca]  
**Sent:** 2014 February 18 6:40 PM  
**To:** Albrecht, Linda  
**Cc:** Office of the Mayor; Woolley, Evan V.; Pincott, Brian; Carra, Gian-Carlo S.; Lea, Jonathan M.; White, Joshua  
**Subject:** TT2014-0134, Centre City Transit Improvements, Phase One  
**Attachments:** Urban\_Transit\_Loop\_Feb\_19th\_Committee\_Letter.doc

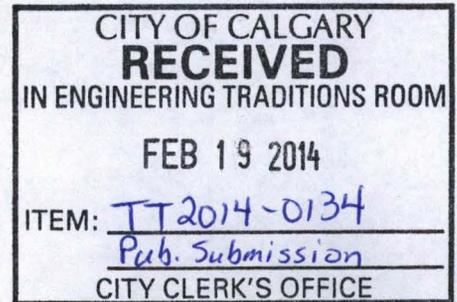
Hello,

Please find attached Beltline Transportation Committee's letter regarding the Centre City Transit Improvements report.

Regards,

Chris Larsen

Chair, Beltline Transportation Committee



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February 12, 2014

SPC on Transportation and Transit  
City of Calgary Municipal Building  
800 MacLeod Trail SE  
Calgary, AB

Via: Email

Re: TT2014-0134, Centre City Transit Improvements, Phase One

Dear committee members,

Beltline Transportation Committee (BTC) is supportive of the purpose and thrust of the report on Phase 1 of the Centre City Transit Improvements. Transit routes and operation are a large part of the multi-modal transportation solutions that are needed in Beltline.

BTC agrees with the synopsis of the reported issues with the current transit picture in Beltline. Specifically, BTC finds that:

- Currently, most routes in Beltline are designed to serve suburban commuters and that vehicles are full as they pass through our community, making them unreliable and unworkable for residents.
- The radial architecture of the current transit system means that transit trips to and from nearby inner city areas and even to destinations within Beltline require a transfer or layover in the downtown. Therefore these trips are overly complicated and connectivity suffers as a result.
- A response to the rapidly growing east side of Beltline has been lacking. Of the routes that do serve Beltline, very few pass through the area east of 1<sup>st</sup> Street West. More connectivity and coverage is needed as the community grows in this area.
- Any modified or additional service needs to be sufficiently frequent in order to be effective and reliable. A prime example is the recent addition of the route 412. While the routing of the 412 is welcome because it connects east and west Beltline well, its frequency has rendered it much less useful than it could be.
- Aside from frequency, existing routes whose purpose is to serve the Beltline and Centre City have puzzling routings that make them unattractive options. For instance, the route 412 has a leg that goes to Westbrook and the route 31 has several double-back turns and a leg that goes into Inglewood. These routes seem to be performing both radial and circulator functions, thus failing at both.

The recommendation of transit-only lanes on 4<sup>th</sup> Street West north of 12<sup>th</sup> Avenue is welcomed and encouraged by BTC. We also propose a similar treatment from 12<sup>th</sup> Avenue to 17<sup>th</sup> Avenue. This is a good step toward improving reliability of the popular route 3 bus and provides an opportunity to run more bus routes along 4<sup>th</sup> Street West. Care must be taken during implementation to not negatively affect the pedestrian realm of 4<sup>th</sup> Street and ideally, concurrent improvements should be made to the streetscape.

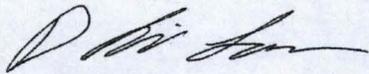
BTC acknowledges the dismissal of streetcar technology at this time. Streetcar routes are ultimately desired in the community. However, short term solutions using buses are needed and should be put into place. In keeping with the Route Ahead plan, a mode progression model should be followed that leaves the door open to eventual streetcar implementation in certain corridors.

With 4<sup>th</sup> Street West being selected as a central north-south transit spine in Beltline, transportation planning decisions must similarly be made in other key corridors in the community. Most prominently, the 10<sup>th</sup> Ave, 11<sup>th</sup> Ave,

12<sup>th</sup> Ave corridor (10-11-12) is one that requires a robust long-term transit route as part of a holistic multi-modal transportation picture. Over the years and especially recently, BTC has found that there are several competing City of Calgary proposals for infrastructure for all modes of transportation in this corridor. Planning for 10-11-12 needs an outcome where all transportation modes are considered.

BTC looks forward to participating in phase 2 of the urban transit loop and to the connectivity it will provide both within Beltline and to and from the surrounding area.

With best regards,



Chris Larsen, Chair  
Beltline Transportation Committee  
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403 670 5499 ext 3

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