

Date: 2022 June 9

To: Mayor Gondek, Members of Council

CC: Executive Leadership Team

From: Doug Morgan, General Manager, Operational Services

Subject: Response to Administrative Inquiry – Bus Traps (Councillor Chabot)

The following outlines Administration's response to Councillor Chabot's Administrative Inquiry at the 2022 April 12 Council Meeting, Item 15.2.

Bus traps in the City of Calgary are nearly a half century old with only seven active locations remaining across the City, with all other transit-only access sites using mechanical gates. Administration plans to decommission the remaining facilities and incorporate the funding request into the 2023-2026 Business Plan and Budget for Council prioritization.

The use of bus traps as a traffic control application is no longer viable for several reasons; the cost to vehicle owners for non-compliance is significant, does not serve its intended purpose when vehicles are trapped as transit service is disrupted, Calgary Transit's community shuttles cannot use the traps, and technology advancements have provided better alternatives. Several options are being reviewed including virtual gates. A virtual gate is one where camera technology is used to gain compliance from regular purpose traffic but allows greater flexibility for additional municipal use like Police, Fire, and EMS for quicker access into and out of these areas compared with mechanical gates. This planning and infrastructure renewal is being incorporated into both the Streets and Transit Service capital plans for Council consideration. The proposed capital request cost estimate will be developed based on a detailed current understanding of decommissioning Bus Traps.

Communities that would like an "all" access provision at these restricted transit access sites would require a petition and a community traffic study to determine whether an "all" access permission could be introduced.

Administration will provide a scoping study with budget finalization in November to establish the final detailed proposed capital costs, and potential innovations and alternatives to coincide with decommissioning these last seven active sites available for Calgary Transit.

Please feel free to reach out to me if you have any additional questions.

Sincerely,



Doug Morgan, P.Eng, MBA

Attachments:

- Attachment #1: Administrative Inquiry Background
- Attachment #2: Bus Trap Background
- Attachment #3: Locations of Existing Bus Traps (Vehicle Traps)
- Attachment #4: Bus Trip Activity

Attachment #1: Administrative Inquiry Background:

Administration has advised that in the early 70s, Bus Traps became entrenched in Calgary.

Some of the rationale in utilizing them was to reduce cut-through traffic and to reduce spill-over parking and traffic-related activity in the Community due to adjacent high-usage facilities.

The City is no longer building Bus Trap style crossings, but rather utilizing alternative measures, including a gate system and or photo enforcement.

While Bus Traps only allow buses to move through these locations, they also prevent buses from moving through these locations when a vehicle gets stuck in them, which not only negates the intended advantage for Calgary Transit but also creates a logistical problem in rerouting those buses.

The City of Calgary currently has 7 active Bus Trap crossings in Calgary compared to 2 in Edmonton.

Administration has indicated that these Bus Traps only get removed and replaced when they reach end of life, which is not clearly defined.

The Community of Pineridge has asked for the Bus Trap at 26th Ave. NE to be removed, as have some local organizations in close proximity.

Can Administration advise whether or not this Bus Trap can be considered as a pilot project, using alternative tools that would eliminate the rerouting issues for buses, provide better connectivity into and out of the community, and limit the potential negative impacts on the adjacent community?

Further, can Administration undertake a scoping study and report to Council with the requirements to undertake this work?

Attachment #2: Bus Trap Background

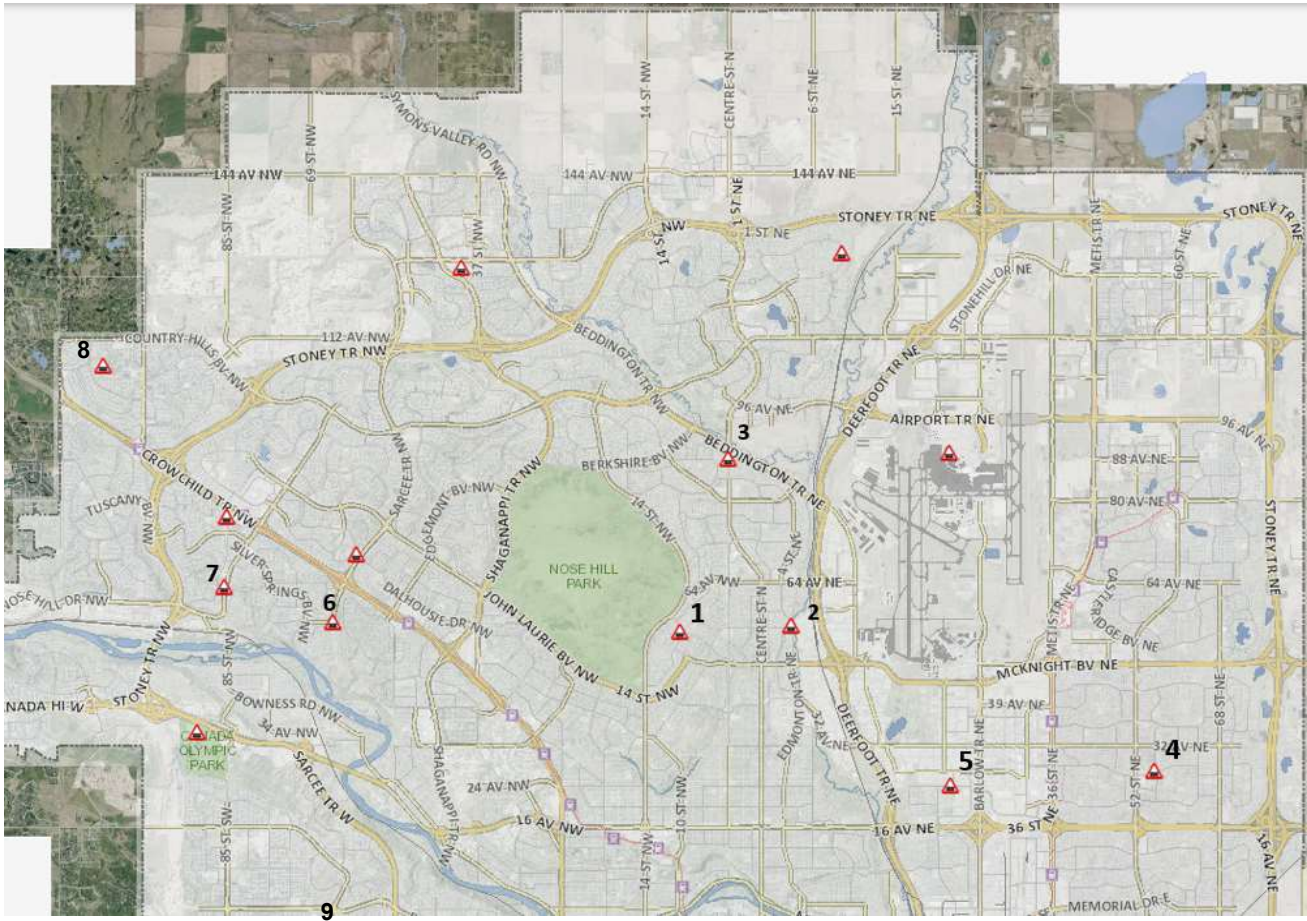
In the early 1970's, the concept of the bus-only crossing quickly became entrenched in Calgary (McCleary, 1977). This application has several drawbacks. The primary one is that if successful, closes all access off for Transit vehicles. The second is significant damage and cost is needed for the non-compliant motorists included potentially physical and psychological trauma.



Vehicle trapped – blocking Calgary Transit

Calgary is not the only city with bus traps and there are two locations in Edmonton. Canada is not the only country having used it, like Denmark.

Attachment #3 – Locations of Existing Bus Traps (Vehicle traps)



ID Number	Location
1	North Haven DR and Norseman RD
2	4 ST NE and Beaver Dam RD
3	Centre ST and Beddington TR
4	Pinetown PL and 56 ST
5	24 AV and 21 ST
6	Silver Springs Gate and Varsity Estates PL
7	Nose Hill DR and Silverspring RD
8	Rockyvale DR NW (Roxy Ridge) – installed but unused
9	58 ST SW (Between Strathcona and Sirocco Station) – installed but crossing has not activated

Attachment #4 - Bus Trip Activity

ID Number	Location	Quadrant	System Type	Routes Using Trap	Trips/day
1	North Haven DR and Norseman RD	NW	PIT (Trap) System	4,5	80
2	4 ST NE and Beaver Dam RD	NE	PIT (Trap) and Barrier Gate System	4,5	80
3	Centre ST and Beddington TR	N	Gate and PIT (Trap) System	114, 88,109,142,116,300,301	187
4	Pinetown PL and 56 ST	NE	PIT (Trap) System	34,48	86
5	24 AV and 21 ST	NE	PIT (Trap) System	19,33	77
6	Silver Springs Gate and Varsity Estates PL	NW	<i>Rehabilitated /Trap Removed</i>	<i>Emergency vehicles only</i>	0
7	Nose Hill DR and Silverspring RD	NW	<i>Rehabilitated /Trap Removed</i>	N/A	-
				Total	510