

Transit Strategy

# 16 City Transit Routes Converge on Carden Street Hub

+2 - Eastside Loop 3A/3B (15 min service)

+2 - Westside Loop 2A/2B (15 min service)

+8 - Regular Routes (30 min Service)

## **12 - Sub Total Routes**

+3 - Industrial Specials

+1 - Mobility/Community Bus

## **16 - Total City Bays**

+4 - Greyhound

+2 - Go Transit

## **22 – Total Bays Required (Expropriation Required)**

-2 - Expropriation

## **20 – Total Bays in Design**

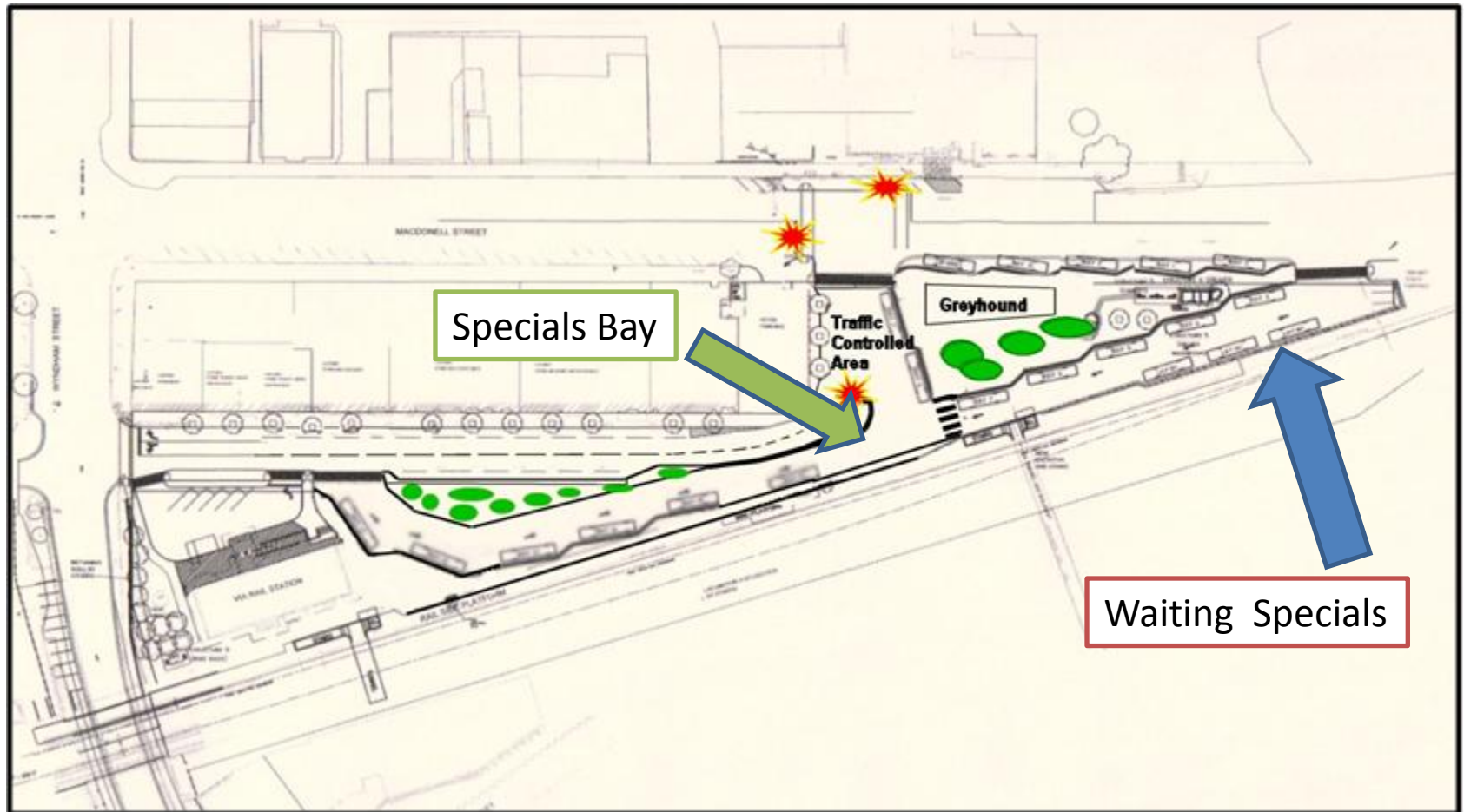
# Proposed Concept

- +1 - Eastside Loop 3A/3B (15 min service)
- +1 - Westside Loop 2A/2B (15 min service)
- +8 - Regular Routes (30 min Service)
- **10 - Sub Total Routes**
- +1 - Industrial Specials
- +1 - Mobility/Community Bus
- **12 - Total City Bays**
- +4 - Greyhound
- +2 - Go Transit
- **18 - Total Bays Required**
- 0 - Expropriation not required
- +5 - Expansion
- **23 - Total Bay Capacity in Design**

# How to Achieve a 4 Bus Bay reduction

- Run an express bus on Gordon/Woolwich Spine (less 2 bays)
- Merge two regular routes into one (less 1 bay)
- “Industrial Specials” run from secondary transfer point  
or “Industrial Specials” share a bus bays  
or “Industrial Specials” wait at expansion area (less 3 bays)
- **6 Bus Bay Reduction easily achieved**

# Industrial Specials Location



# Motion to Reduce Bay Requirement

AND THAT the current transit route design be referred to the Operations & Transit Committee to consider:

How the current transit route design can be modified to allow for 4 fewer bus bays in the transit hub.