

# City of Edmonton



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& associates

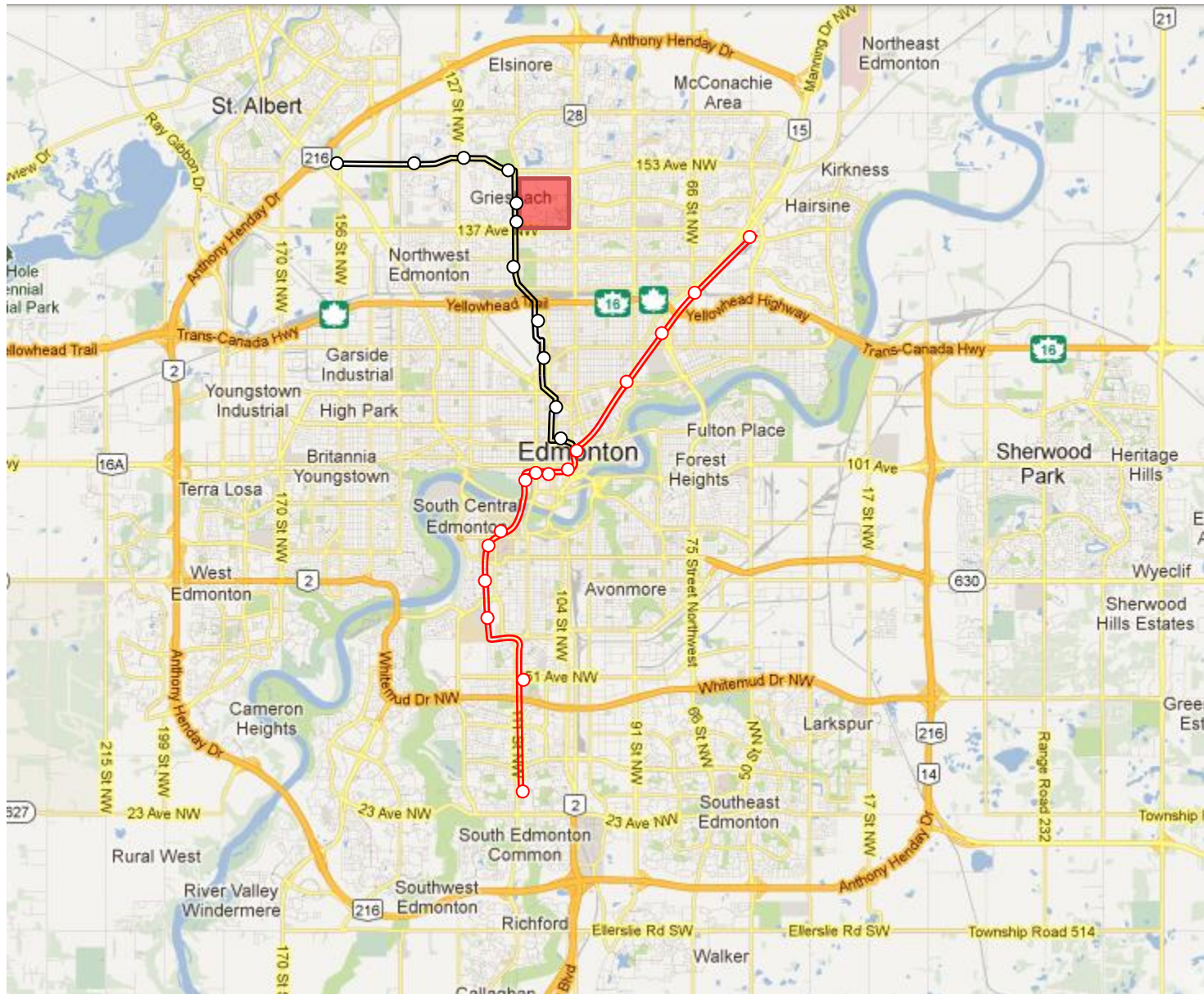
Griesbach Transit Exchange?



May  
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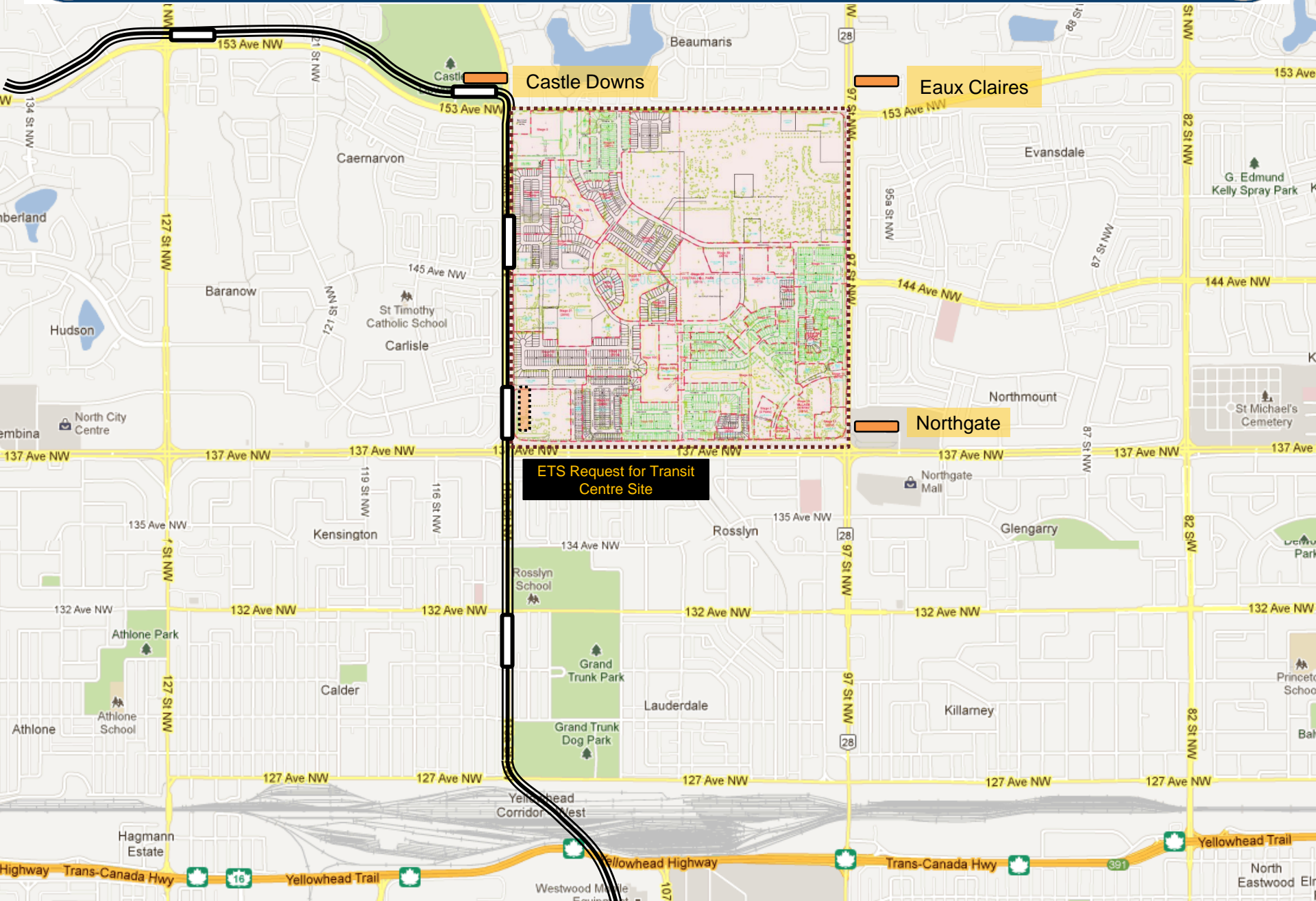


# Griesbach Site Location





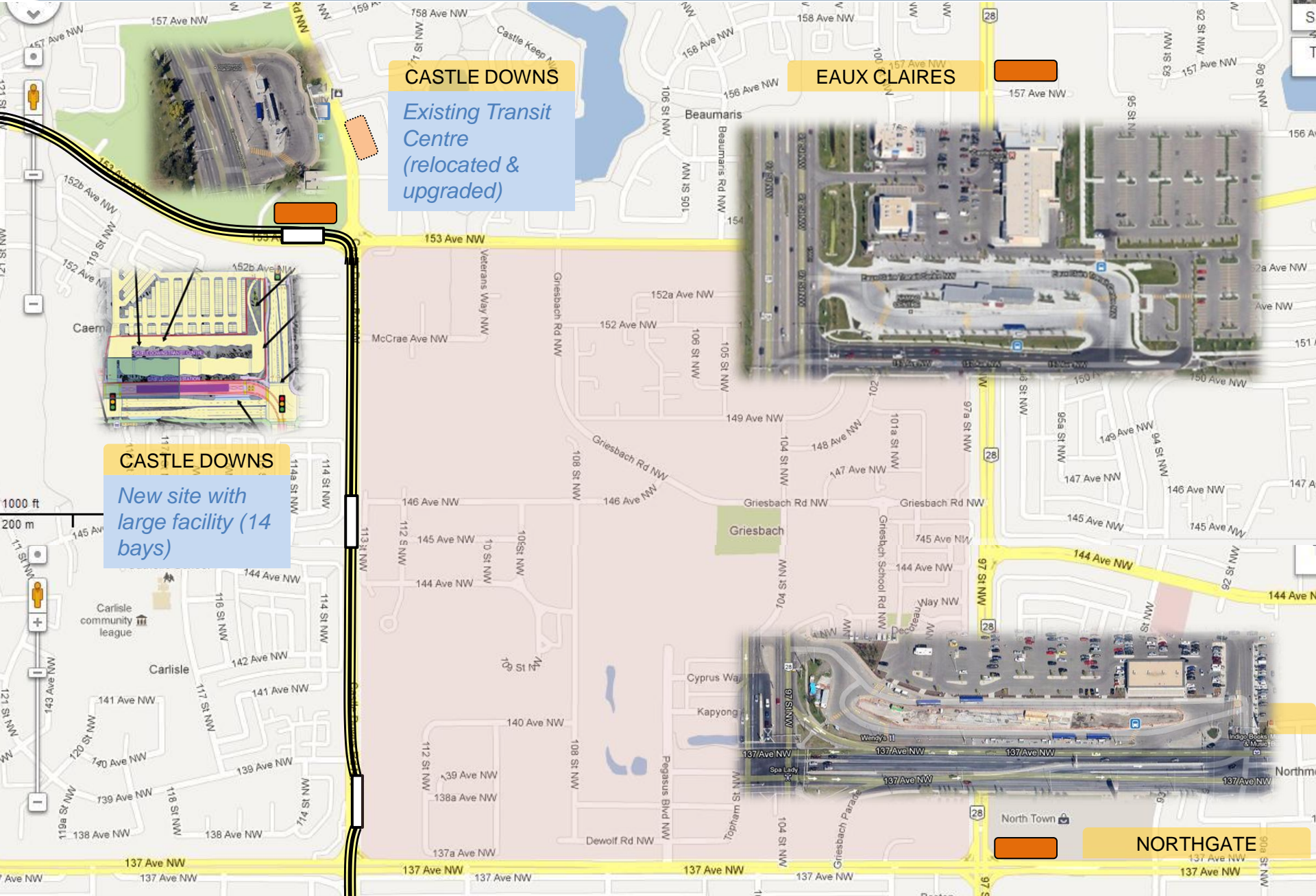
# Site Location, LRT, & Existing Transit Centres







# Existing Transit Centres

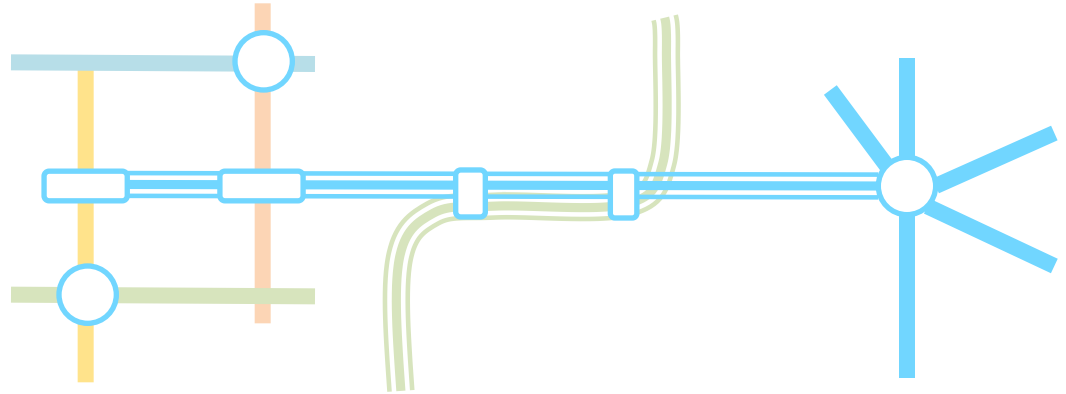
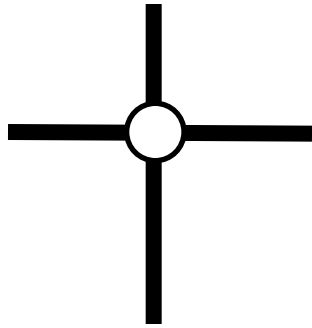
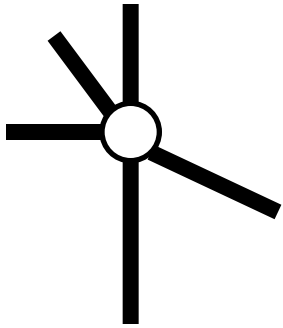


How Transit System Planning Impacts Griesbach



**ETS Transfer Ideology**

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## FOCAL POINT TRANSFER

- *Used in low density or suburban areas*
- *Allows transfer between routes*
- *Low frequency services*

## TIMED TRANSFER

- *Used when there are two routes with a key transfer point*

## RANDOM TRANSFER

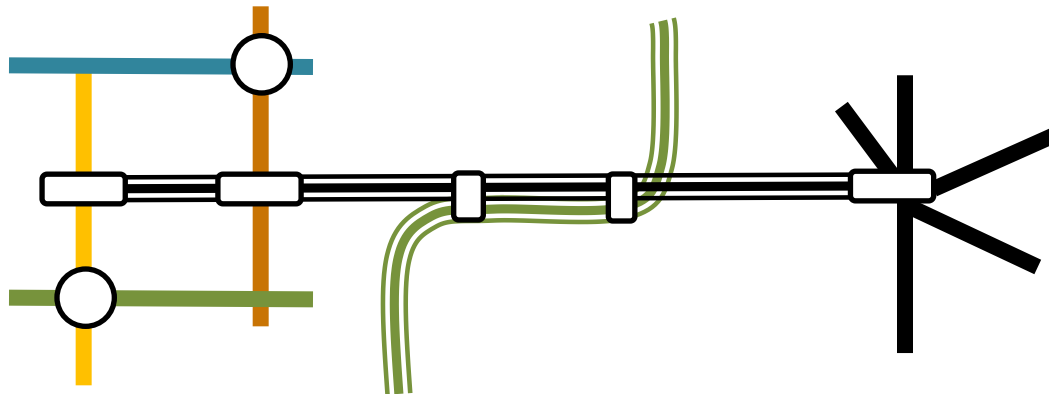
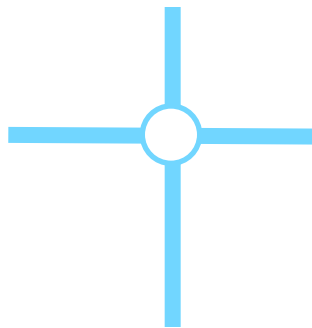
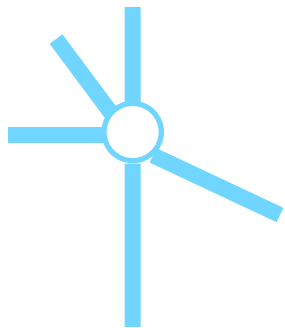
- *Used when there is a high frequency mainline route*
- *High frequency of services*
- *Low transfer rate*

## SHARED CORRIDOR TRANSFER

- *Used in rapid transit services*
- *Transfer is random along the corridor*
- *Multiple opportunities to transfer*

## FEEDER TO MAINLINE

- *Used in outer suburban area to connect to a rapid transit or mainline service*



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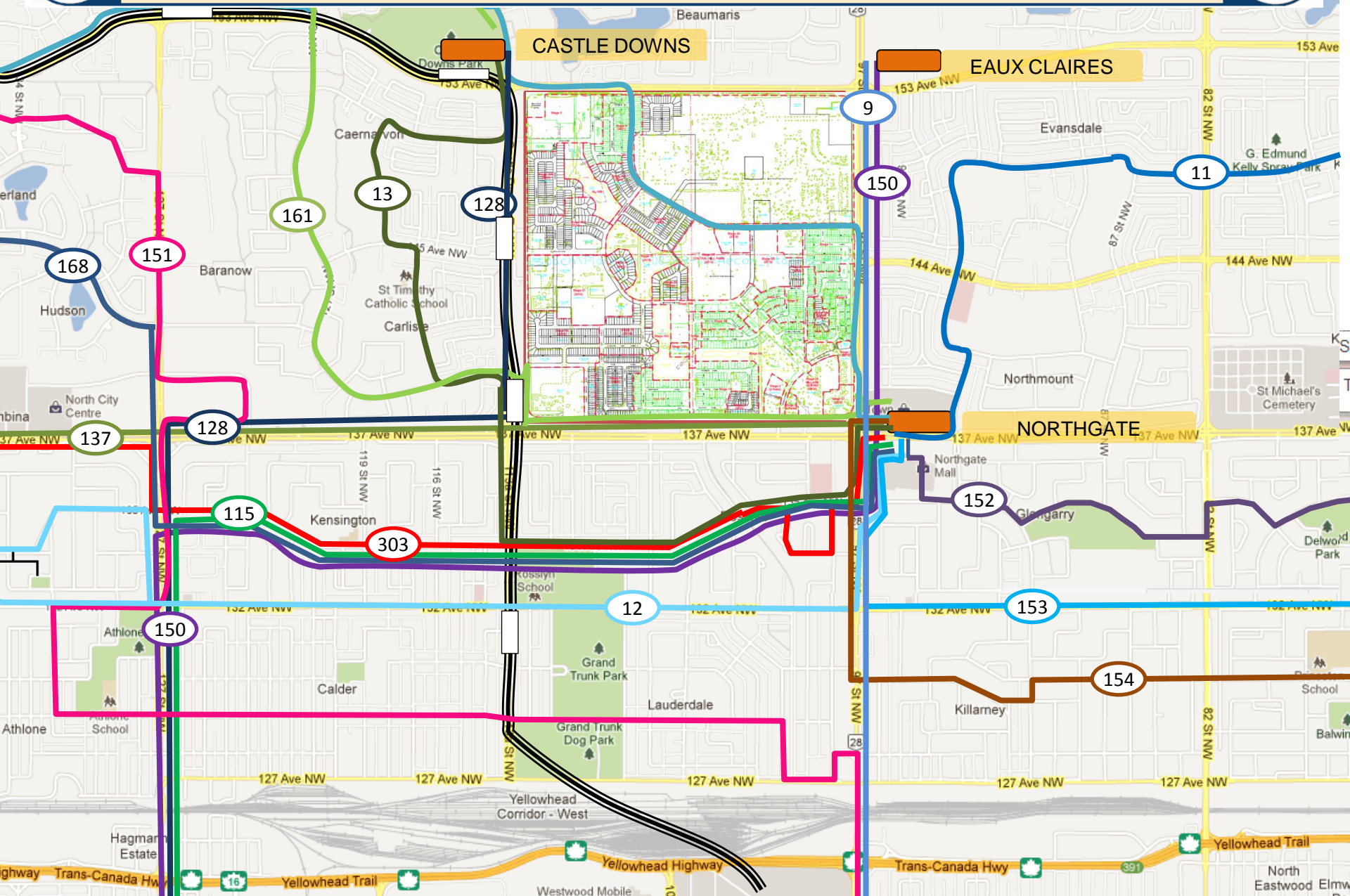
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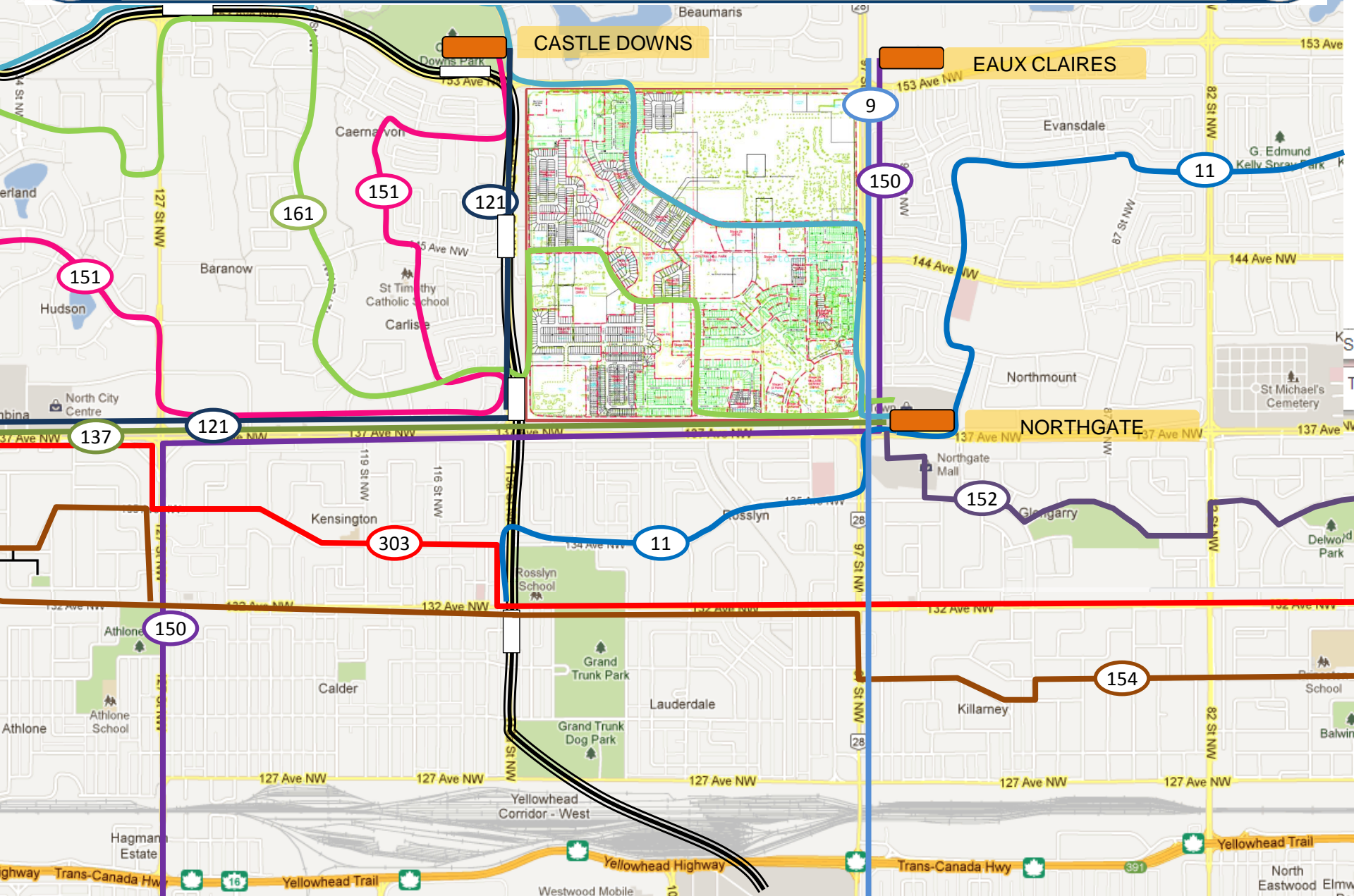


# Existing Routes prior to LRT Implementation





# Restructuring Routes to take Advantage of LRT & Eliminate Griesbach TC



How Transit System Planning Impacts Griesbach

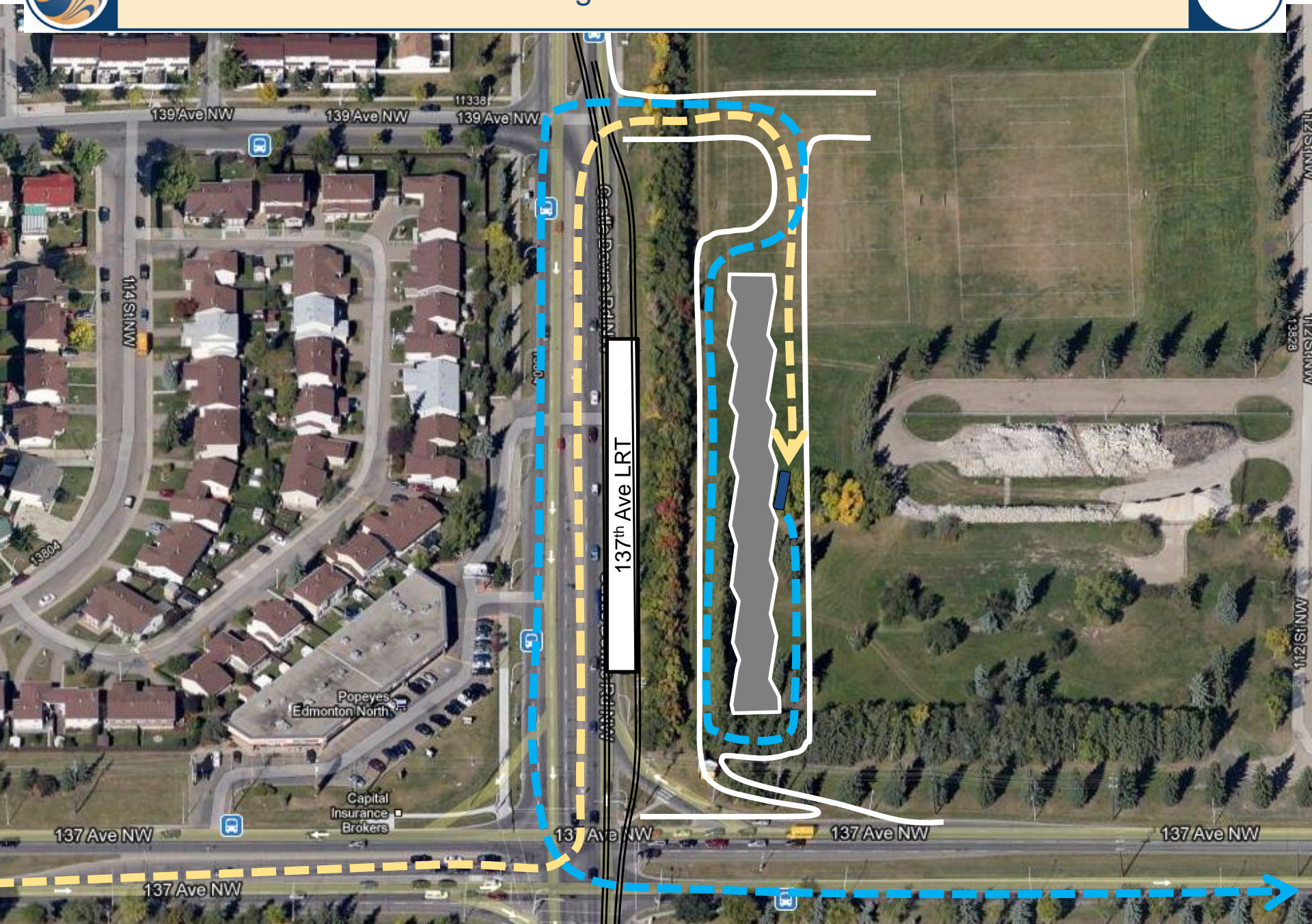
**ETS Transfer Ideology at the Station**

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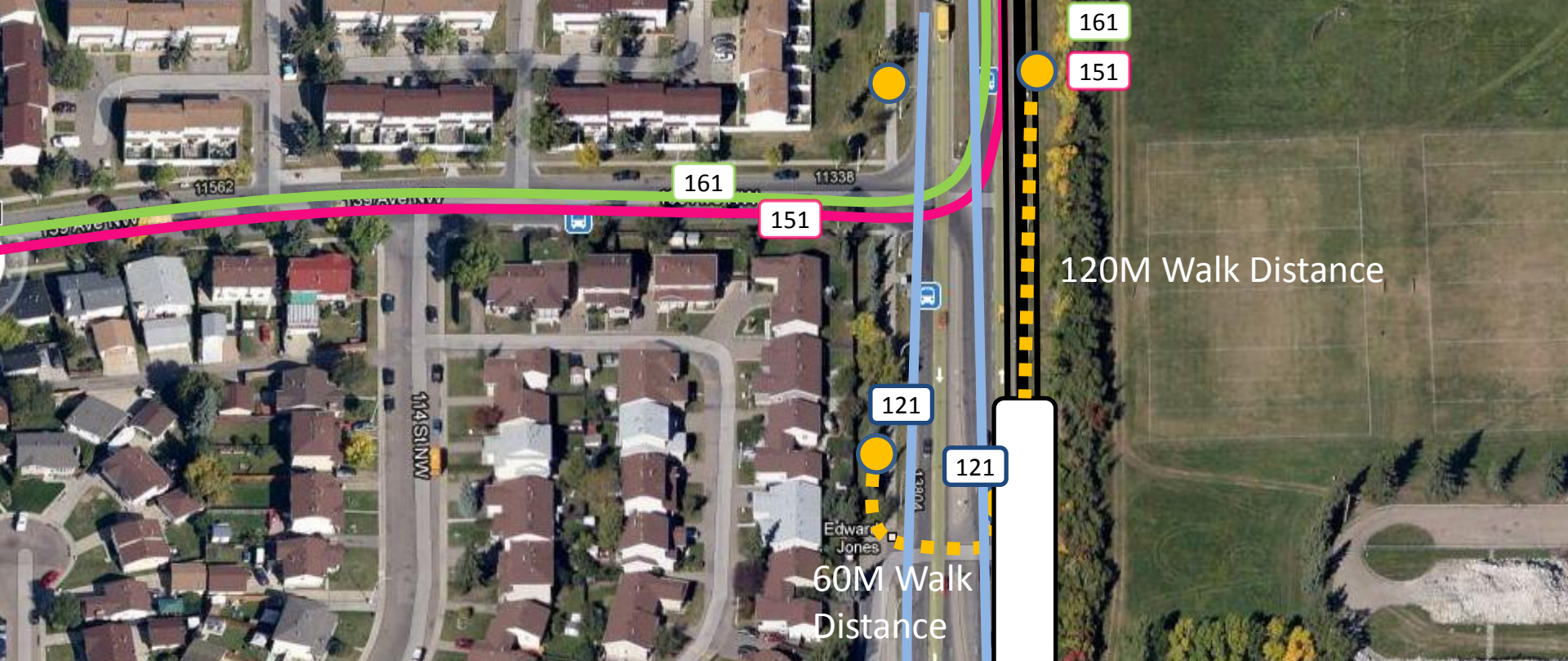




# Additional Running Time to use Griesbach TC

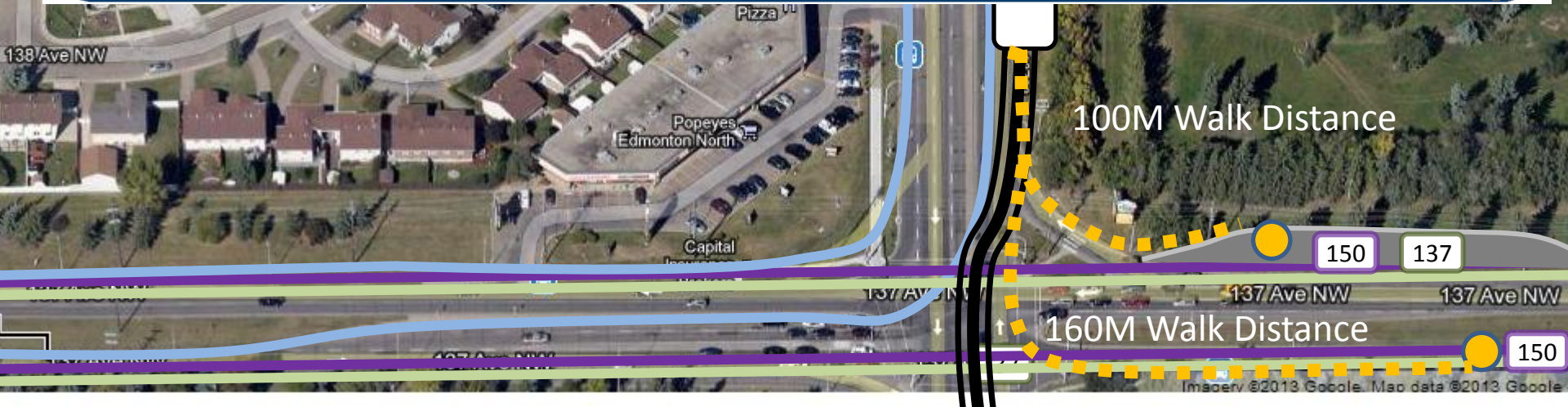






Walk Distances are reasonable with elimination of Transit Centre

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- The NW LRT will dissect the central and northwest sections of Edmonton and change travel habits
- Bus Routes should focus on LRT in order to maximize the effectiveness of the investment.
- Standard practices in North America for integrating new LRT lines with bus services focus on:
  - Changing from ‘coverage’ service to ‘ridership’ service with higher frequencies and standardized all day routes
  - Local access to local LRT Station
  - On-street transfers to keep buses moving
  - Replace current bus-to-bus transfer practice with new bus-to-LRT practice
  - Use on-street bus staging around Griesbach to keep walk distances short



- Capital, Maintenance costs for TC and increased Bus Running Times are an unnecessary expenditure
- Adherence to the existing transit planning system is the only rationale for a 4<sup>th</sup> transit centre in the area.
- The need for a fourth TC at Griesbach should be eliminated





Thank you

Questions?