

**SUMMARY OF ROUTEAHEAD SCORING AND  
TRANSIT CORRIDOR DESCRIPTIONS**

Table 1.1 summarizes the RouteAhead scoring for all of the transit corridors recommended for construction in the 2013-2022 timeframe. These scores are one of the factors guiding Investing in Mobility funding allocation recommendations. Other factors include an evaluation of priority mobility hubs, previous Council direction and the degree of community and stakeholder readiness.

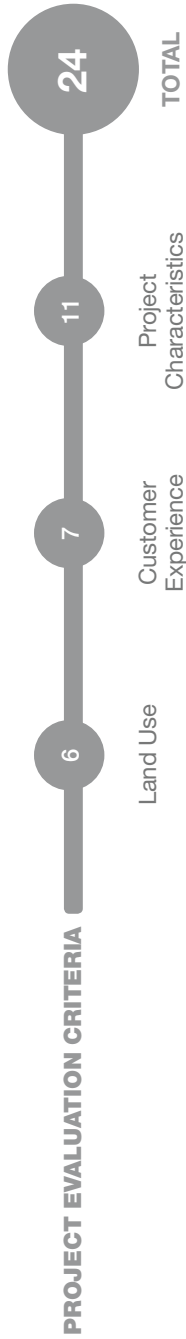
**TABLE 1.1 – ROUTEAHEAD SCORING SUMMARY**

TRANSIT CORRIDOR	LAND USE	CUSTOMER EXPERIENCE	PROJECT CHARACTERISTICS	TOTAL SCORE
Centre Street Transitway (Downtown to 24 Ave N)	6	7	11	<b>24</b>
North Crosstown BRT	7	6	8	<b>21</b>
Centre Street Transitway (24 Ave N to 78 Ave N)	3	7	10	<b>20</b>
Southwest Transitway	6	7	7	<b>20</b>
West Campus Mobility Project	3	8	8	<b>19</b>
Southeast Transitway (SETWAY)	6	6	6	<b>18</b>
17 Avenue SE Transitway	3	6	9	<b>18</b>
Southwest Crosstown BRT	6	6	6	<b>18</b>

The scoring shown here is aggregated by the three categories of land use, customer experience and project characteristics. Report TT2013-0189 provides a detailed explanation and breakdown of the scoring within each of these categories.

The following pages reproduce the one-page descriptions produced by RouteAhead for each of these transit corridor projects.

# Green Line: Centre Street Transitway Downtown to 24 Ave N



**Timeline:** short-term

**Mode progression:** construct transitway and urban boulevard

**Estimated construction cost:** \$60,000,000

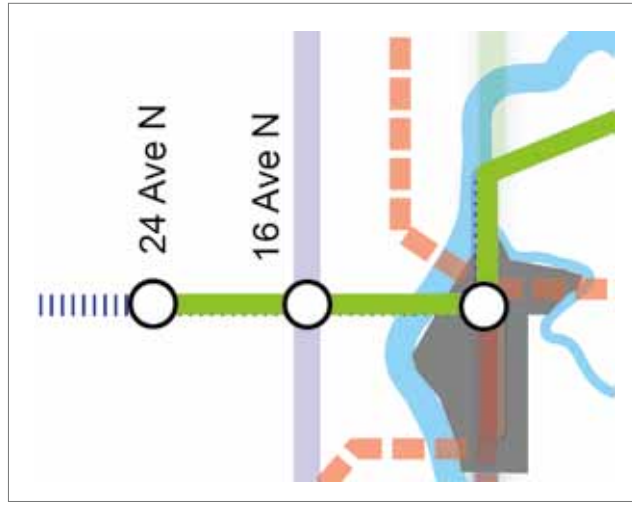
**Estimated annual operating cost:** \$7,100,000

**Estimated annual ridership:** 8,000,000

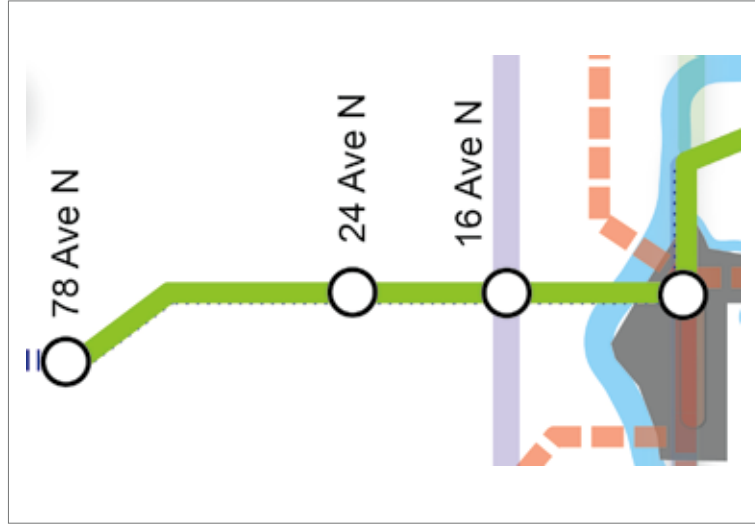
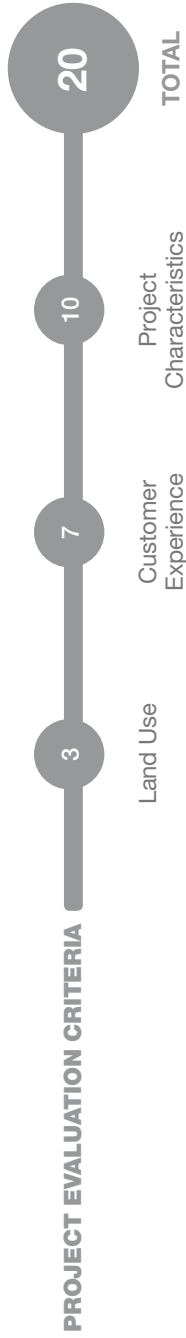
**Length:** 3 km

**Major trip generators:** downtown, Centre Street urban corridor, northern communities

**Additional considerations:** project ranked highly in RouteAhead evaluation, however there are a number of steps (community input, functional and detailed design, traffic impact analysis) to be completed before the transitway can be constructed.



**Green Line: Centre Street Transitway 24 Ave to 78 Ave N**



**Timeline:** short-term

**Mode progression:** extend transitway from 24 Avenue N

**Estimated construction cost:** \$75,000,000

**Estimated annual operating cost:** \$10,600,000

**Estimated annual ridership:** 6,000,000

**Length:** 6 km

**Major trip generators:** Centre Street urban corridor, northern communities

**Additional considerations:** project ranked highly in RouteAhead evaluation; however there are a number of steps (community input, functional and detailed design, traffic impact analysis) to be completed before the transitway can be constructed

**Green Line: Transitway (SETWAY) downtown to Douglas Glen**

<b>PROJECT EVALUATION CRITERIA</b>				<b>18</b>
Land Use	Customer Experience	Project Characteristics	<b>TOTAL</b>	
6	6	6		

**Timeline:** short-term

**Mode progression:** Complete bus-only transitway from downtown to Douglas Glen

**Estimated construction cost:** \$667,000,000

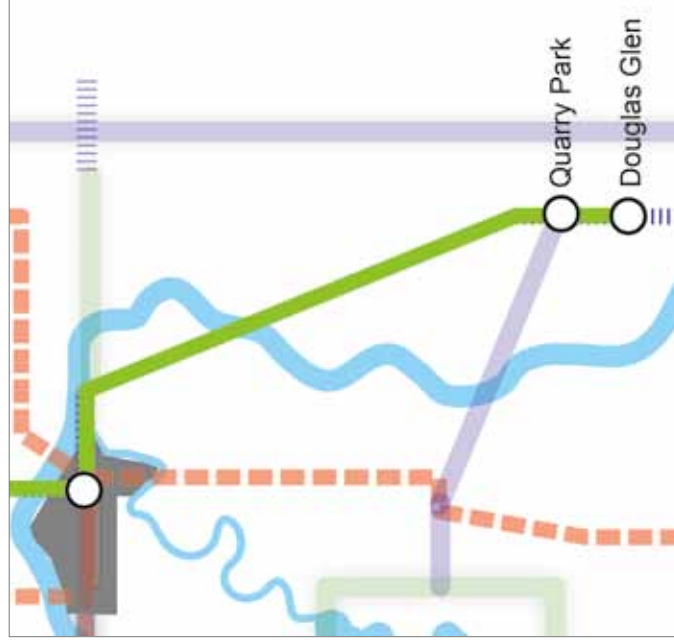
**Estimated annual operating cost:** \$5,200,000

**Estimated annual ridership:** 4,600,000

**Length:** 16 km

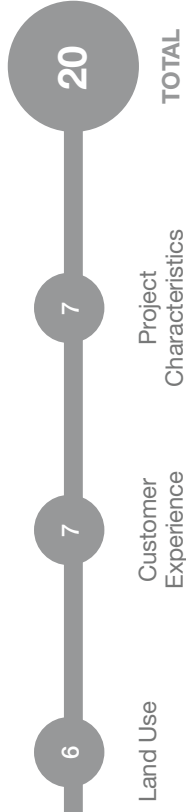
**Major trip generators:** downtown, Quarry Park, southeast communities and southeast industrial

**Additional considerations:** project is advanced in terms of design and community readiness, Council has identified this corridor as a priority for transit improvements, logical step to construct transitway in the absence of funding for full LRT



# Southwest Transitway: downtown to Woodbine

## PROJECT EVALUATION CRITERIA



**Timeline:** short-term

**Mode progression:** existing routes, transitway constructed to southwest communities

**Estimated construction cost:** \$40,000,000

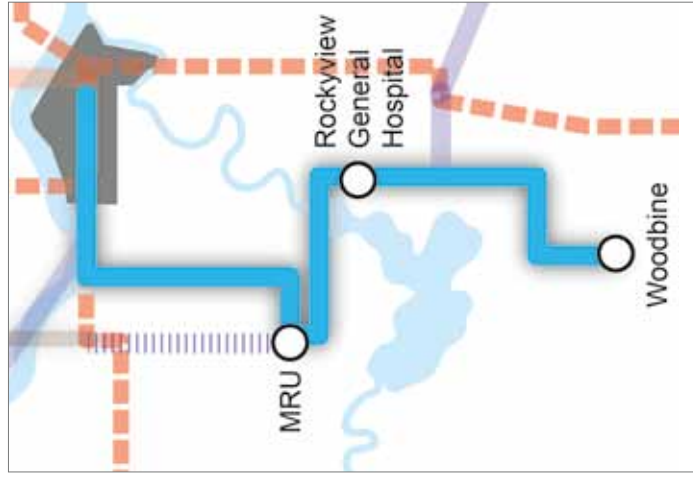
**Estimated annual operating cost:** \$5,400,000

**Estimated annual ridership:** 12,000,000

**Length:** 18 km

**Major trip generators:** downtown, Rockyview General Hospital, Mount Royal University, Lincoln Park redevelopment, Currie Barracks, southwest communities

**Additional considerations:** pace of development and redevelopment in corridor; availability of capital budget



## North Crosstown BRT: Brentwood to Saddletowne

PROJECT EVALUATION CRITERIA				21		
7	Land Use	6	Customer Experience	8	Project Characteristics	TOTAL

**Timeline:** short-term

**Mode progression:** existing route 19/119 connects Sunridge/Rundlehorn to University of Calgary, implement in-street BRT with transit priority

**Estimated construction cost:** \$50,000,000

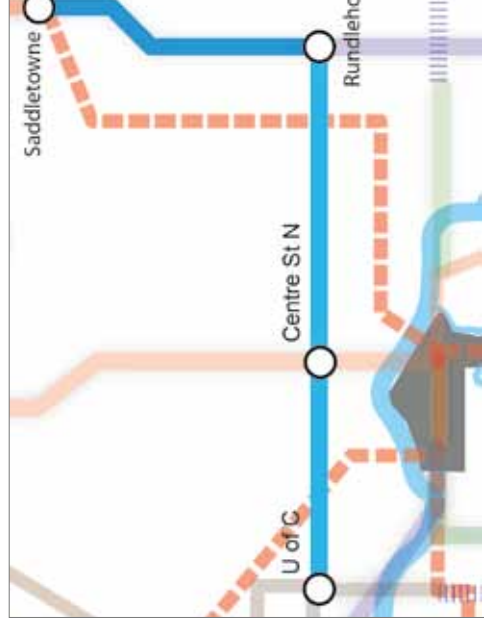
**Estimated annual operating cost:** \$10,600,000

**Estimated annual ridership:** 14,000,000

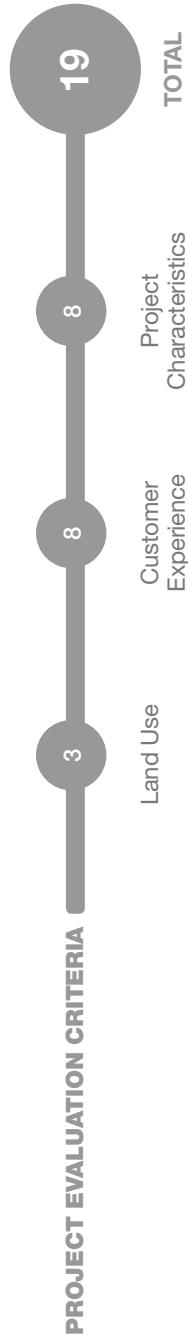
**Length:** 25 km

**Major trip generators:** University of Calgary, McMahon Stadium, Alberta Children's Hospital, Foothills Medical Centre, Southern Alberta Institute of Technology (SAIT), Jubilee Auditorium, northeast communities

**Additional considerations:** pace of development and redevelopment in corridor, availability of capital budget



## West Campus Mobility (U of C area)



**Timeline:** short-term

**Mode progression:** Improve mobility between the Northwest LRT, U of C, Foothills Medical Centre and Alberta Children's Hospital. Review technology to meet travel demand as West Campus develops

**Estimated construction cost:** \$30,000,000

**Estimated annual operating cost:** \$2,000,000

**Estimated annual ridership:** 2,000,000

**Length:** 5 km

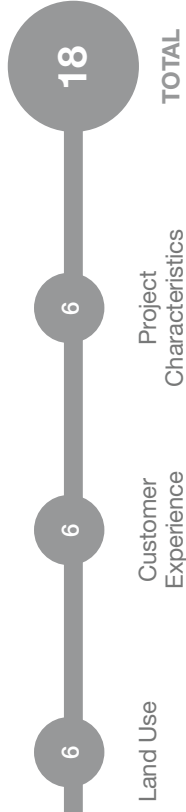
**Major trip generators:** University of Calgary, McMahon Stadium, Alberta Children's Hospital, Foothills Medical Centre, Market Mall

**Additional considerations:** pace of development and redevelopment in corridor; availability of capital budget



# Southwest Crosstown BRT: Westbrook to 52 Street E.

## PROJECT EVALUATION CRITERIA



**Timeline:** short-term

**Mode progression:** in-street BRT with transit priority

**Estimated construction cost:** \$40,000,000

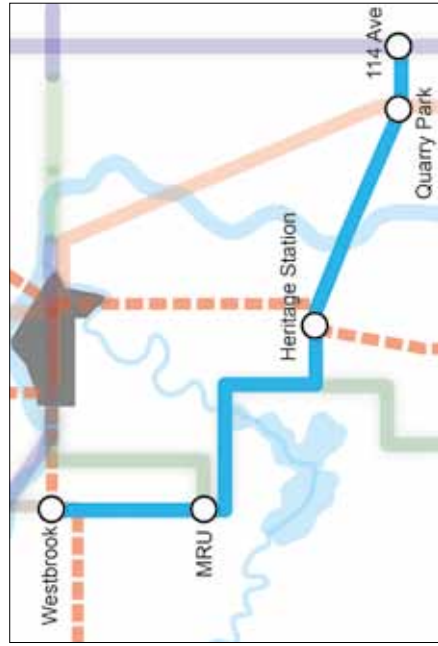
**Estimated annual operating cost:** \$5,400,000

**Estimated annual ridership:** 9,000,000

**Length:** 22 km

**Major trip generators:** Westbrook, Mount Royal University, Quarry Park, Rockyview General Hospital

**Additional considerations:** pace of development and redevelopment in corridor; availability of capital budget

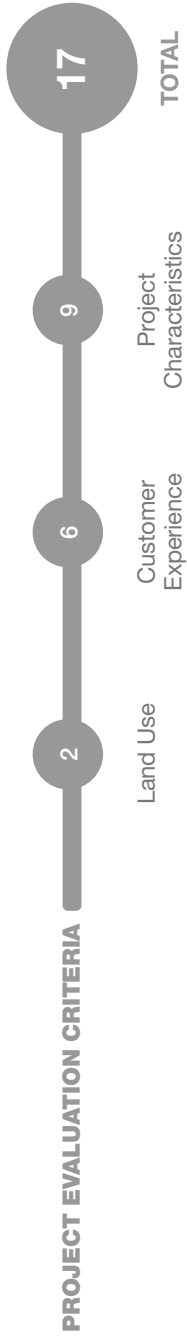




## 17 Ave SE Transitway

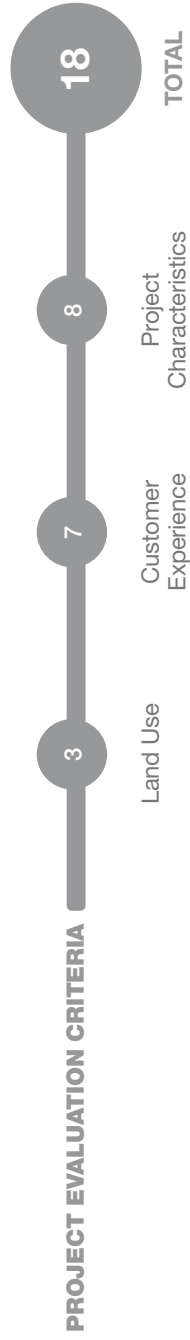
(Forest Lawn)

Timeline: short-term



(Bow River-Deerfoot)

Timeline: medium-term



**Mode progression:** existing in-street BRT, phased construction of median transitway and possible conversion to rail in the future

**Estimated construction cost:** \$94,000,000

**Estimated annual operating cost:** \$5,200,000

**Estimated annual ridership:** 3,000,000

**Length:** 7 km

**Major trip generators:** downtown/Inglewood, International Avenue

**Additional considerations:** community involved in a thorough design process, community is ready for this project, pace of redevelopment in corridor, mix of uses, density of population and employment, availability of capital budget

