

OC Transpo has reduced the total number of buses running on the Scott and Albert Corridor during the detour of the TRANSITWAY based on ideas received from local Councillors and community groups.



## Suggestions from Councillors and Community Groups

PROPOSAL	RESULT
Out-of-service buses via Sir John A Macdonald Parkway (Parkway)	▶ <b>IMPLEMENTED</b>
East-end Express Trips End at Lyon	▶ <b>IMPLEMENTED</b>
Run Express Trips via Parkway between Tunney's Pasture and Downtown	▶ <b>NOT IMPLEMENTED</b> (Cost/Feasibility)
Buses on Route 105 turn around via TRANSITWAY, reconstructed Broad Street, Albert and Preston Extension	▶ <b>NOT IMPLEMENTED</b> (would increase bus volumes on Scott/Albert)
All trips via Parkway between Lincoln Fields and downtown, with shuttle service to Tunney's Pasture	▶ <b>NOT IMPLEMENTED</b> (Cost/Feasibility)



ACCEPTED PROPOSAL	BUS REDUCTION NUMBER	COMMENT
▶ Out-of-service buses via Sir John A Macdonald Parkway (Parkway)	215 bus trips a day, mostly during peak	Out-of-service buses would operate over the Parkway between Preston and Tunney's Pasture. City is requesting access from Federal Government to use Parkway and internal roadways on the Tunney's Pasture Campus.
▶ East-end express trips end at Bay in the morning peak period	133 bus trips a day, all in morning peak period Not possible to implement in afternoon peak as buses are staged at Champagne lay-up for eastbound trips	Morning trips on express routes from the east and southeast would end at Bay rather than continuing west. Allowing buses to turn back east for their next trips at Commissioner (Bronson).
▶ <b>TOTAL</b>	133/day east of Preston 348/day between Preston and City Centre 267/day west of City Centre	Approx 7% reduction in peak periods (east of Preston). Approx 18% reduction in peak periods, 4% at other times (between Preston and City Centre). Approx 14% reduction in peak periods, 4% at other times (west of City Centre).