



COMMUNITY AND PROTECTIVE SERVICES COMMITTEE

**Wednesday, April 10, 2013
4:00 PM**

Henry Baker Hall, Main Floor, City Hall



Office of the City Clerk

**Public Agenda
Community and Protective Services Committee
Wednesday, April 10, 2013**

Approval of Public Agenda

Minutes of the meeting held on March 20, 2013

Administration Reports

CPS13-11 Transit Route Review - Proposed Route Changes for Conventional Transit

Recommendation

That the Community and Protective Services Committee approve the changes proposed in the conventional transit routing shown in Appendix C and D.

Adjournment

AT REGINA, SASKATCHEWAN, WEDNESDAY, MARCH 20, 2013

AT A MEETING OF THE COMMUNITY AND PROTECTIVE SERVICES
COMMITTEE
HELD IN PUBLIC SESSION

AT 4:00 PM

These are considered a draft rendering of the official minutes. Official minutes can be obtained through the Office of the City Clerk once approved.

Present: Councillor Jerry Flegel, in the Chair
Councillor John Findura
Councillor Mike O'Donnell
Councillor Barbara Young
Councillor Shawn Fraser

Regrets:

Also in Attendance: Committee Assistant, Linda Leeks
Deputy City Manager, Community Planning & Development, Jason Carlston
Director, Community Development, Recreation and Parks, Chris Holden
Solicitor, Chrystal Atchison
Policy Analyst, Liberty Brears
Manager, Community Development, Laurie Shalley
Coordinator, Community Capacity Building, Bill Ursel
Coordinator, Arts, Culture and Film, Jeff Erbach

Approval of Public Agenda

Councillor O'Donnell moved, AND IT WAS RESOLVED, that the public agenda be approved, as submitted and that the delegations be heard in the order they are called by the Chairperson.

Minutes of the meeting held on February 27, 2013

Councillor Findura moved, AND IT WAS RESOLVED, that the minutes of the February 27, 2013 meeting be adopted as circulated.

Administration Reports

CPS13-9 Cultural Plan Report

Recommendation

That this report be received and filed.

Mr. Greg Baeker representing Miller, Dickinson, Blais addressed and answered questions of the committee.

Councillor O'Donnell moved, AND IT WAS RESOLVED, that this report be forwarded to the April 8, 2013 meeting of City Council for information.

Other Reports

CPS13-10 ACC Annual Report

Recommendation

That this report be received and filed.

Mr. Michael Richter representing the Accessibility Advisory Committee addressed and answered questions of the committee.

Councillor Findura moved, AND IT WAS RESOLVED, that the recommendations contained in the report be concurred in.

Adjournment

Councillor Young moved, AND IT WAS RESOLVED, that the meeting adjourn.

The meeting adjourned at 4:43 p.m.

Chairperson

Secretary

April 10, 2013

To: Members,
Community and Protective Services Committee

Re: Transit Route Review - Proposed Route Changes for Conventional Transit

RECOMMENDATION

That the Community and Protective Services Committee approve the changes proposed in the conventional transit routing shown in Appendix C and D.

CONCLUSION

The changes proposed to the system for July 2013 were presented to the public for input in January and February 2013. The overall concept and new services were well received by the public. As a result of the feedback, minor changes were made which are detailed below. The changes proposed for July will increase ridership by a projected 5% by August 2014 and will not require any additional funding to the operating budget. Upon approval of the changes, work will commence to prepare materials to inform the public of the changes. The target date for fully implementing all changes is July 21, 2013.

For each route change the Community and Protective Services Committee can:

- 1) follow the recommendations of the Administration as described in this report (cost neutral);
- 2) make alternate revisions to the recommendations (cost neutral); or
- 3) recommend that Council consider further enhancements to conventional transit routing in the 2014 budget (requires 2014 budget increase).

BACKGROUND

The Transit Investment Plan (TIP) was completed in 2009 by a consultant, AECOM. There were many recommendations in the TIP, one being adjustments to the current conventional route structure.

Within the route review initiative, there were four main objectives when it came to providing service:

- 1) **More Direct Service** – Transit should be competitive in travel times with the private automobile. To do this, routes should be straightened and direct, limited-stop routes (express routes) that connect key nodes should be added. The service model that is recommended in the TIP includes implementing community or local routes. These routes bring passengers from outlying residential areas to a node where they can transfer for a direct trip to the downtown or other destinations.
- 2) **New Services** – There are residential neighbourhoods in the city that currently do not have transit services. Community routes should be added in these new areas to ensure all areas of the city have access to transit services.
- 3) **Frequency Rates** – Higher frequencies of buses will allow customers to have more travel options and minimize wait times at bus stops. Currently, most transit routes operate at 20

minute peak service; 30 minute off peak service and 60 minutes in the late evening. As part of the Service and Performance Standards that Transit recently implemented, it is recommended that some routes operate at 15 minute intervals during peak times, while others routes would operate at 30 minute intervals all day, based on ridership levels.

- 4) **Appropriate Vehicles** – The conventional fleet of Regina Transit consists of 99 – 40-foot buses and seven 30-foot buses. Although these buses provide maximum seating for customers on all routes, a smaller shuttle bus would be more appropriate in some residential areas. Shuttle vehicles consume approximately 50% less fuel and weigh over 10,000 kilograms less than a standard 40-foot bus. This translates into an annual savings in fuel and lessens the impact on City infrastructure. Shuttle vehicles would be used on community routes where ridership is lower. This type of vehicle will be delivered in 2013 to be used on the Route 18 Harbour Landing service that was implemented earlier in 2012.

With these recommendations in mind, the Administration used results from two other TIP recommendations, namely the Transit Service and Performance Standards, and farebox information. These results were used to evaluate the current system performance and make alterations to improve performance and services.

The current transit system is shown in Appendix A. On January 23, 2013, the Administration presented this Committee with a proposed route network. This proposed route network is shown in Appendix B. This proposed route network was advertised and presented to the public for consideration and feedback. The resulting changes from the public feedback and the new proposed route changes for July 2013 are represented in Appendix C and D.

DISCUSSION

Method of Feedback & Participation

During the month of January and February, feedback from residents was collected in a number of ways. The changes to the proposed routes were advertised by radio, newspaper, web advertisements and posters located on buses. Below were the methods in collecting feedback:

- 1) Public information sessions were held at the Albert Scott Community Centre, the University of Regina, the Northgate Mall, the Cornwall Centre, and the Victoria Square Mall. At each location residents had a chance to view the system map proposed, as well as view the individual route maps. Feedback was gathered at each open house in the form of written comments. The chart below shows the number of residents at each open house:

Location	# of Visitors
Albert Scott Community Centre	21
University of Regina	185
Northgate Mall	114
Cornwall Centre	470
Victoria Square Mall	185
Total	975

Table 1 – Visitors per Location

- 2) Handouts were available on Transit buses and at the Transit Information Centre for customers to fill out and return.
- 3) Residents were invited to visit Regina.ca to view the maps and submit comments electronically.
- 4) Residents were invited to email Regina Transit directly.
- 5) Residents were invited to phone Service Regina to leave comments.

The following chart shows the amount of comments received for each method and venue.

Method	# of Comments Collected
Albert Scott Open House Comment Cards	4
University of Regina Open House Comment Cards	8
Northgate Mall Open House Comment Cards	7
Cornwall Centre Open House Comment Cards	33
Victoria Square Mall Open House Comment Cards	7
Comment Cards turned into to Transit Employees	6
Regina.ca website	229
Emails to Regina Transit	17
Social Media	6
Mail	29
Phone Calls to Service Regina (777-7000)	22
Total	368

Table 2 – Comments Received

The comments that were received were analyzed by the Administration to see if any suggestions could be incorporated into the proposed system maps.

Positive Feedback

The following summarizes comments heard from residents on what they liked the most about the proposed changes.

1) Express Routes

Residents liked the idea of having direct, quick service to key destinations in the city. The Albert Street Express garnered the most attention as it served not only the downtown, but the commercial areas in the north and south as well. The Administration received over 80 comments indicating citizens appreciated the addition of the two express routes.

2) Expanded Service into the Industrial Area

Service to the Industrial area is currently limited with one feeder bus operating for five hours a day. There are two proposed routes that would service the Industrial area, with one of the routes operating all day. This will greatly expand accessibility to this area.

3) Direct Route from Uplands to High Schools in the Area

The proposed change to the route included a bus going directly to the Thom and O’Neill High Schools from the Uplands area. The Administration heard from many parents that this route would be appreciated for the students travelling to and from high school.

4) New Service Areas

The bus service to the new areas was appreciated. The introduction of bus service to Maple Ridge, Skyview, Lakeridge, Lakeridge Addition, Kanosis, Windsor Park, Spruce Meadows was met with enthusiasm that these areas will have transportation options.

Suggestions for Change & Analysis

Residents also had additional suggestions and comments for service. The following represents a summary of the most frequent comments received for changes or additional service. The Administration analyzed the suggestions listed below to see if concerns could be mitigated within the current proposed plan.

1) **Service in Areas With No Service**

The objective of the route review was to introduce new services to areas of the city that do not have service. Although many new areas had service proposed, Transit cannot service all areas of the city due to resource limitations. The following shows the number of comments received for service for a particular area.

Location	# of Comments Collected
Airport	21
Fairways West	13
Wascana View/ The Creeks	11
Global Transportation Hub	1

Table 3 – New Service Requests

There were multiple suggestions for additional service to be added to the system. It should be stressed that service can be provided as suggested but, ultimately, it would be in exchange for other proposed service. Additional buses and budget would be needed to fulfil these requests for additional service. The Administration examined the three areas that had the most requests for new service during the public consultation process.

(a) *Airport*

The airport currently operates close to an all-day operation. Introducing an all-day service would require an estimated \$500,000 dollars in additional operating budget, plus two additional buses. It would run at 30 minute frequencies from 6:00 a.m. to midnight.

The option to remove service from other areas of the city to provide service to the airport is possible. As the full cost is large, three smaller routes would have to be reallocated. The service removed would be from proposed routes such as Windsor Park, Lakeridge, the Heritage route and additional hours from some late evening buses. These resources would need to be reallocated in order to have an additional bus and the required budget to fund the service. Removing services to these areas would decrease the amount of service overall in the system. Furthermore, the estimated ridership from these services is more than the estimated ridership of an all-day service to the airport. This service is not recommended at this time, however, resources may be requested in the 2014 budget for a trial of the service.

(b) *Fairways West*

Fairways West is located south of Sherwood Drive and west of Dorothy Street. This area does not have service in the proposed system. This area was inaccessible to transit prior to the 1st Avenue North to Gordon Staseson Boulevard connection being completed in 2012. To service this area, there are two options:

- (i) The first option would be to provide a feeder bus that services the area and takes passengers to Normanview Crossing to transfer to another route. This would require additional resources.
- (ii) The second option would be to reroute the existing Route 6 Westhill/Ross Industrial to travel down Doiron Road to Gordon Staseson Boulevard to Dorothy Street back to Sherwood Drive. This option would work well, but cannot be done within the current operating time of Route 6 Westhill/Ross Industrial. This deviation from the route would add an additional four minutes to the route. This route is already operating at capacity for time, and changes may make the bus unreliable. An additional operational change to ensure the route has sufficient running time is suggested later in the report.

This service is not recommended at this time, however, resources may be requested in the 2014 budget for a trial of the service.

(c) *Wascana View/The Creeks*

This area also had a fair amount of requests for service. Introduction of this service would be a completely new route and would be a feeder bus into the Sandra Schmirler Leisure Centre to transport passengers to downtown or the University. Ideally an express route from this node would transport passengers to the downtown area. This service was not part of the original proposal as this area is less densely populated than others in the city, and thus would have less potential for ridership at the current time. This service is not recommended at this time.

2) **Transfer from Uplands Area to Downtown**

Many residents liked the direct route from Uplands to high schools in the area, however, there were an equal amount of comments regarding the Uplands area no longer having a direct route downtown. The proposed Route 5 from Uplands would necessitate the need for a transfer at the Northgate Mall to travel to downtown. As a result, the Administration looked for a way to serve both markets without increasing costs and found the following solution:

(a) The Uplands bus can return to travel to the downtown area, but would make a deviation to the O'Neill and Thom High Schools. The route would make two or three trips in the morning and afternoon to provide students a direct route from Uplands to these two high schools. In addition, this route would also be able to travel down Garnet Street between 6th Avenue North and Avonhurst Drive, reinstating service to this street.

(b) The direct link from the Uplands area to the Rochdale area, Winston Knoll High School, and Riffel High School will be lost as a result of the change. There are two other routes (Route 2-Argyle Park, Route 40-Albert Express) that will travel up to Rochdale Boulevard from the Northgate area. The bus travelling in the Maple Ridge area will become a community route, operating as a feeder bus (Route 17- Maple Ridge). This new route will transport commuters to Rochdale Crossing or Superstore North to travel to downtown or the University. Students will still have a direct route to the high schools in the area. As a result of creating two separate routes, the frequency on the Route 5 will be 60 minutes in the off peak times to ensure costs are kept neutral.

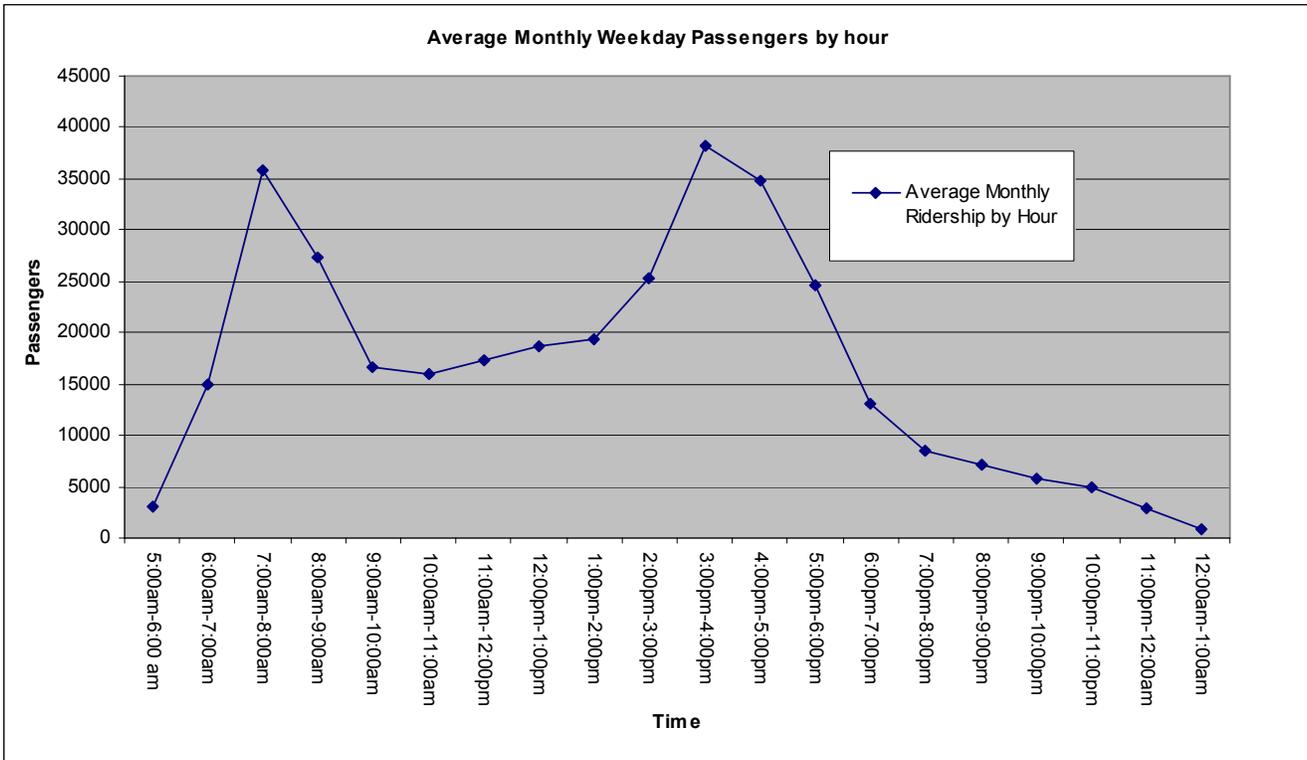
3) **Extended Hours of Operation**

There were 21 comments requesting either service on holidays, more frequent service after 9:00 p.m., or longer service hours on Sundays. This request is also a possibility, however, additional budget would be required to enhance these services. Alternatively, these services could be provided at the expense of removing another service. Looking at the amount of riders using the system, the following table shows the average amount of passengers each day of the week.

Day	Average Ridership
Weekday	22,000
Saturday	10,000
Sunday	2,500

Table 4 – Average Ridership

Being that the majority of customers ride during the weekday, the following graph shows the distribution of riders over the course of a day.



Graph 1 – Average Ridership by Time Period

Ridership is at its highest from 7:00 a.m. to 9:00 a.m. and again from 3:00 p.m. to 5:00 p.m. As a result, frequencies are enhanced during this time period on some routes. Ridership does drop off significantly after 7:00 p.m. Enhancing the frequency in the evening is not warranted at this time, as there are more pressing needs in ensuring all areas of the city have transit service during the peak travel time periods.

4) Downtown Routing and Timepoint

There were many concerns expressed respecting the future of the downtown routing. At the time of public consultation, the Administration was awaiting the results of the Downtown Transportation Study that was being conducted by the Community Planning & Development Division. Many comments received expressed desire for the main transfer point to remain on 11th Avenue. Buses are currently using 11th Avenue as the transfer point and will continue to do so until the results of the Downtown Transportation Study are released. The routes coming to the downtown will have a common meeting place to facilitate transfers; with the exception of Route 40, the Albert Express, which will remain on Albert Street. More details on where the transfer point will be and how transit flows in the downtown will be contained in the results of the Downtown Transportation Study.

5) Route 6 Westhill No Longer Going Downtown

The proposed routing had Route 6-Westhill/Ross Industrial as a cross town local route which provided service to Westhill, the Normanview area, Thom and O’Neill High Schools, Northgate Mall, and the Industrial area. For those customers along the route wanting to go downtown, they would be required to transfer to an express route or base route at Normanview Crossing or the Northgate Mall. It was also intended as a route which students could access to get to Thom or O’Neill High Schools. As this route travels in both directions, it would not only benefit students travelling from Westhill and the Normanview area, but students from the Churchill Downs area as well. With the route configuration, the frequency has been increased from 40 minute frequencies to 30 minute frequencies.

In addition to the added transfer, the removal of service on Garnet Street was a concern to residents. Residents would have to walk to 6th Avenue North or Avonhurst Drive to travel downtown.

Finally, a concern was raised through the public consultation process regarding Route 6 Westhill/Ross Industrial not operating on Saturday. Currently, Route 6 on Saturday has an average of five passengers per bus hour, the lowest of all routes operating on Saturdays.

The Administration recommends that this route operate as a cross town route. To provide service on Garnet Street, the route 5 Uplands/Downtown will be rerouted on Garnet Street to have a direct route to the downtown. Saturday service is not recommended as it is currently the lowest performing route on Saturdays and is not meeting performance standards.

6) **Route 15 Heritage Changes**

Of all routes in the current system, Route 15 is one of two routes that actually saw a decline in ridership in 2012 (-5.4%) despite an overall increase in system ridership (9.3%). The changes proposed reflect an effort to increase ridership by eliminating the stops that were infrequently used, and add regular service to the Science Centre to try to diversify the ridership on the route.

Some of the proposed changes to Route 15 were met with enthusiasm for the increased frequency. The current frequency of Route 15 operates between 46 minutes and 63 minutes. This was changed to a proposed 30 minute frequency all day, with new service being implemented to the Science Centre.

There was, however, concern expressed respecting the changes proposed as the route no longer serviced the Safeway located on 13th Avenue. As a result, Route 15 service to Safeway on 13th Avenue will be reinstated and the new service to the Science Centre will be provided. However, as a result of this revision, the frequency of the route will be decreased from the proposed 30 minute frequency to a 45 minute frequency in order to remain cost neutral.

7) **Service to Superstore/Walmart from Broadway Avenue and Assiniboine Avenue**

The change to Route 12-Varsity Park brought concern from customers that they would be unable to access the commercial area in the east (Walmart – Superstore) for groceries from Broadway Avenue and Assiniboine Avenue. The trip would require a transfer at Sandra Schmirler Leisure Centre to get to their destination.

The Administration is able to adjust the route so it travels to Superstore/Walmart area during the off peak periods and on Saturdays. This change was possible due to the route having extra layover time at the Sandra Schmirler timepoint during off peak times and on Saturdays.

Summary of Recommended Changes

As a result of the analysis conducted and comments received, the Administration is recommending the following four changes from the maps proposed in January:

- 1) Route 5-Uplands be routed to travel downtown and travel on Garnet Street between 6th Avenue North and Avonhurst Drive. This route will travel to O’Neill and Thom High Schools in the morning and afternoon to provide a non-transfer trip to students from the Uplands area. This will also provide bus service on Garnet Street between 6th Avenue North and Avonhurst Drive.

As a result, the route will no longer travel to Rochdale Boulevard, and the service in the Maple Ridge area will operate as its own route (Route 17-Maple Ridge). As there are two separate routes, the frequency on Route 5 will be 60 minutes in off peak times.

- 2) Route 6-Ross Industrial be modified in the Industrial area to travel on Leonard Street and Henderson Drive only. This change is done to ensure this route operates efficiently and is able to maintain its schedule.
- 3) Route 15-Heritage be modified from 30 minute frequencies to 45 minute frequencies to accommodate service to the 13th Avenue Safeway and add the new service to the Science Centre.
- 4) Route 12-Varsity Park extend north to service the Superstore/Walmart during off peak periods and on Saturdays.

The new system map, including the above proposed changes, can be viewed in Appendix C. The revised individual route maps can be viewed in Appendix D. The map of streets with new and discontinued service compared to our current service can be viewed in Appendix E. The proposed frequencies for each route including the recommended changes are in the table below:

Route	Peak Frequency (7:00 - 9:00 a.m., 3:00 -6:00 p.m.)	Mid Day Frequency (9:00 a.m. - 3:00 p.m.)	Early Evening Frequency (6:00 - 9:00 p. m.)	Late Evening Frequency (9:00 p.m. - midnight)	Saturday Frequency	Sunday Frequency
1 Dieppe/Broad North	15	30	30	60	30	60
2 Argyle Park/Woodland Grove	15	30	30	60	30	60
3 Sherwood Estates/University	15	30	30	60	30	60
4 Walsh Acres/Hillsdale	30	30	30	60	30	60
5 Uplands/Downtown	30	60	n/a	n/a	60	n/a
6 Westhill/Ross Industrial	30	30	n/a	n/a	n/a	n/a
7 Whitmore Park/Glencairn	15 AM, 30 PM	30	45	60	30	60
8 Eastview/Normandy Heights	30	30	30	60	30	60
9 Albert Park/Parkridge	30 AM, 15 PM	30	45	60	30	60
10 RCMP/Normanview	30	30	45	60	30	60
12 Mount Royal/ Varsity Park	30	30	60	60	30	60
14 Windsor Park/ Spruce Meadow	30	n/a	n/a	n/a	n/a	n/a
15 Heritage	45	45	n/a	n/a	45	n/a
16 Lakeridge	30	n/a	n/a	n/a	n/a	n/a
17 Maple Ridge	30	30	n/a	n/a	30	n/a
18 Harbour Landing/University	30	n/a	n/a	n/a	n/a	n/a
21 University/Glencairn	30	n/a	n/a	n/a	n/a	n/a
30 University/Rochdale Express	30	60	n/a	n/a	n/a	n/a
40 Albert Express	30	30	30	n/a	n/a	n/a
50 Victoria Express	30	60	n/a	n/a	n/a	n/a

Table 5 – Route Frequencies

When the new routing system is implemented in July, the Administration will be monitoring overall performance to ensure the system operates efficiently, and will make adjustments to schedules as needed. The Administration will continue to monitor the electronic farebox data as the new routes take effect to ensure Transit is meeting the ridership service targets and to determine if any additional service can be provided by reallocating resources more efficiently within the system.

RECOMMENDATION IMPLICATIONS

Financial Implications

The changes proposed for July 2013 would have no impact on the current budget. The Administration has estimated ridership to increase 5% after one year of operation, with increased revenues of \$375,000 per year. Any additions to service beyond July 2013 would be considered through the annual budget process.

Environmental Implications

The changes proposed in July are predicted to increase the amount of transit trips taken by Regina residents by 300,000, thus, reducing the amount of emissions into our air. In addition, the three proposed shuttle buses to be used would save over \$18,000 in fuel each year.

Policy and/or Strategic Implications

The change to this type of routing was a recommendation of the Transit Investment Plan. The changes proposed represent a step towards providing services to all areas of the city. Moreover, the recommendations in this report support the emerging themes in the Official Community Plan and Transportation Master Plan studies. Changes to Transit's routing will introduce new services and decrease travel times, while increasing ridership and revenue with the resources available. Adding new services beyond July 2013 as budget allows, will increase mobility and travel options within the city.

Other Implications

The Downtown Transportation Study results will recommend where transit routes will be and time-point will occur in the downtown area. The Transit Department will adopt the recommendations and will develop an implementation plan to accommodate the recommendations from that study.

Accessibility Implications

Currently, 85% of the transit fleet is comprised of accessible buses. In 2016, all buses will be fully accessible. As with the current system, certain routes will be designated low floor routes in the proposed changes for July 2013. These routes include Route 1, 2, 3, 4, 5, 7, 8, 10, 14, 15, 16, 18, 21, 40, and 50. The recommendations of the Transit Investment Plan have no impact on current Paratransit operations.

COMMUNICATIONS

Upon approval of the system changes, the City will complete the schedules and maps and distribute to Transit agents and stakeholders. A communications strategy will be developed using a variety of tactics including print, radio, and social media to inform residents and target

audiences of the impending changes. Starting in June, Transit will hold public open houses at community centres where residents can ask questions about the changes and receive information on the new schedules and maps. In addition, the Administration will ensure representatives are available for employment areas or organizations, extending an invitation for Transit staff to visit their site and help plan trips using the new schedules and maps. The new schedules and maps will be available at all sessions.

Property owners where new bus stops are to be installed will be notified by mail of the location and date of installation.

Information on which routes service each particular bus stop will be added to all stops over the course of spring and summer to help customers with the transition to the new system.

DELEGATED AUTHORITY

The disposition of this report is within the authority of the Community and Protective Services Committee.

Respectfully submitted,



Brad Bells, Director
Transit Department

Report prepared by:
Nathan Luhning

BB/NL/cg

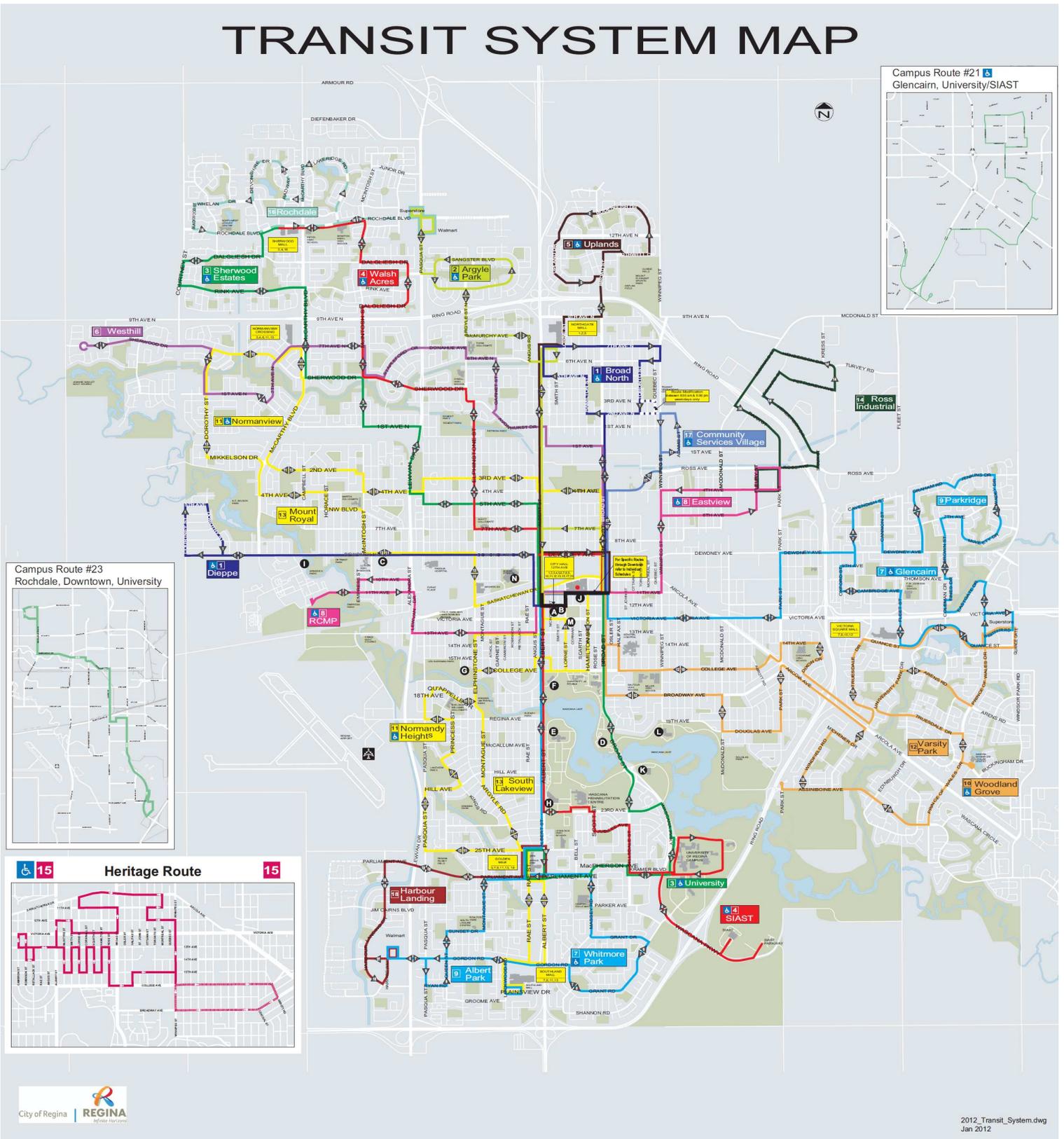
Respectfully submitted,



W. Dorian Wandzura, Deputy City Manager and COO
City Operations

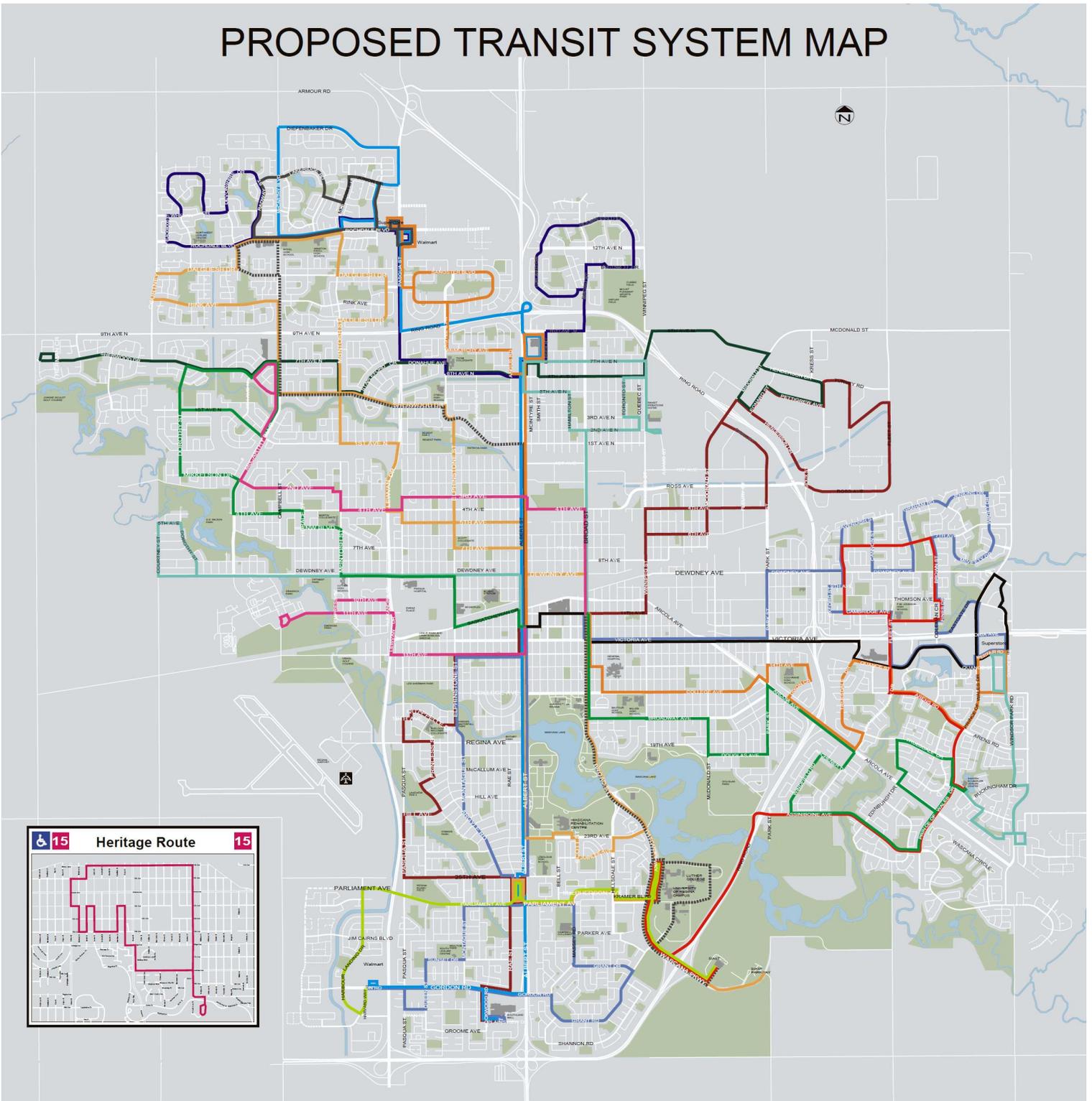
Current Transit System Map

TRANSIT SYSTEM MAP

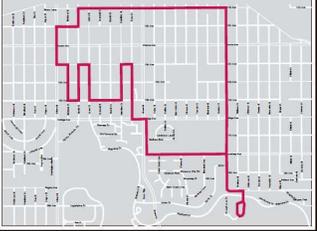


January Proposed Transit System Map – July 2013

PROPOSED TRANSIT SYSTEM MAP

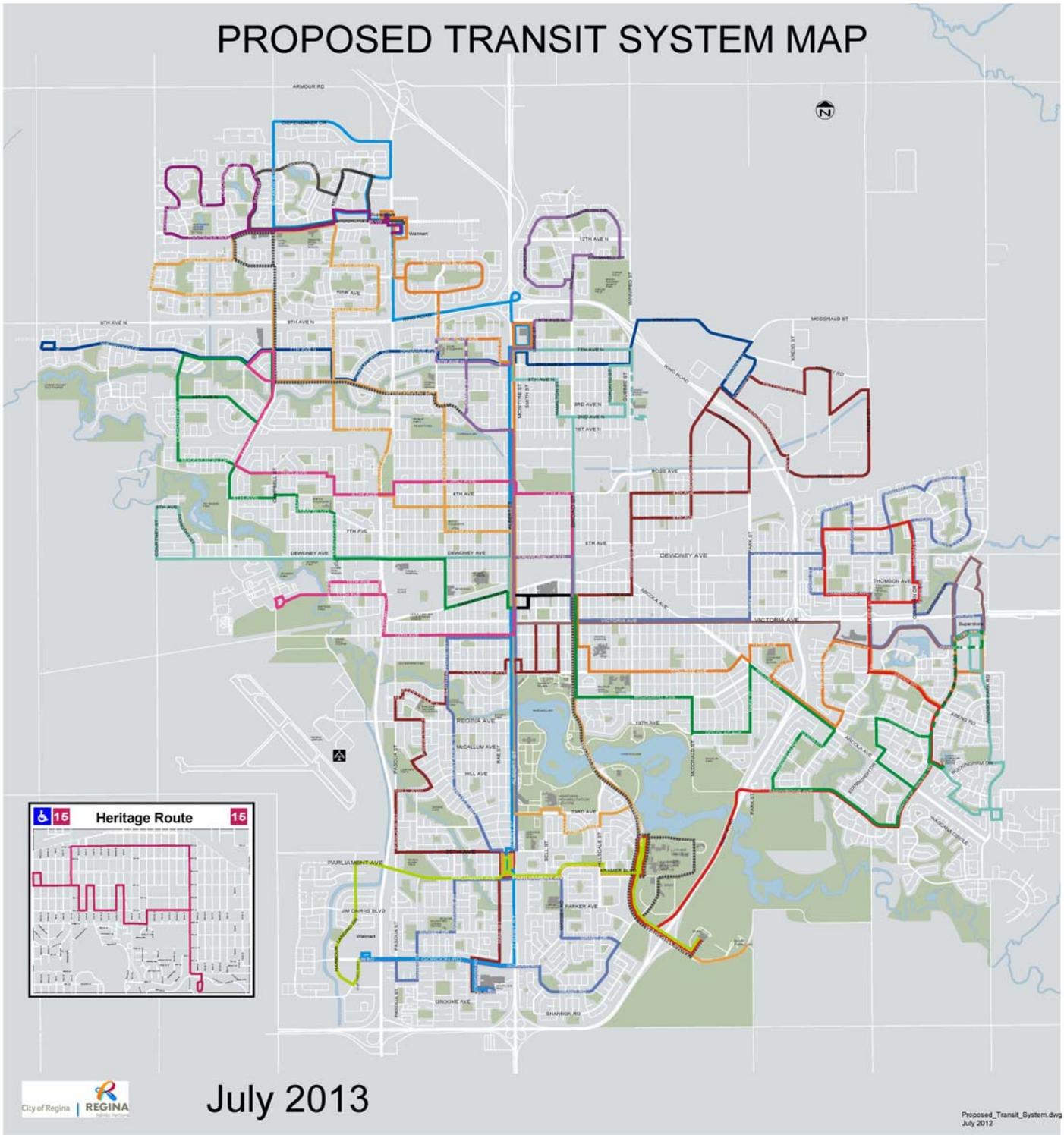


 **Heritage Route** 



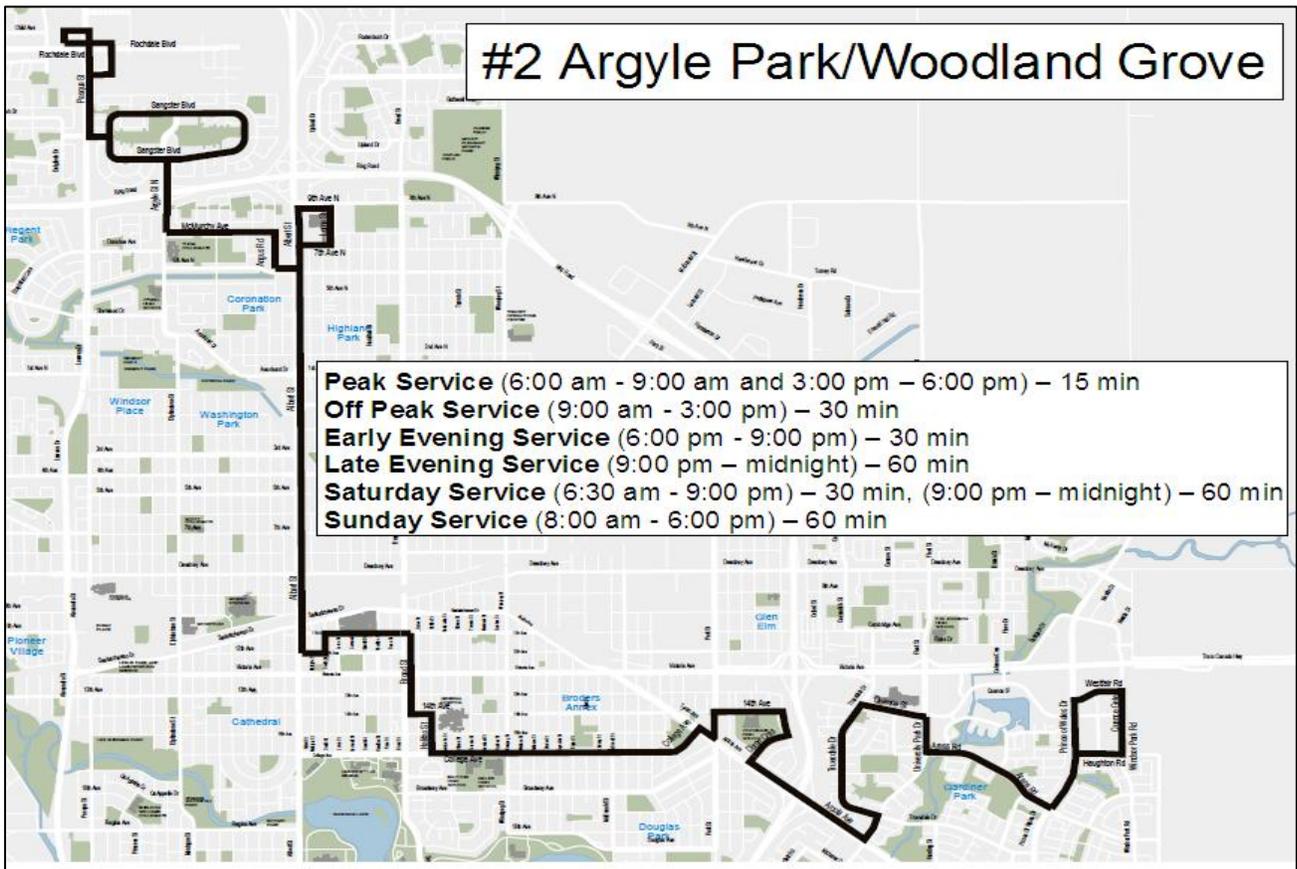
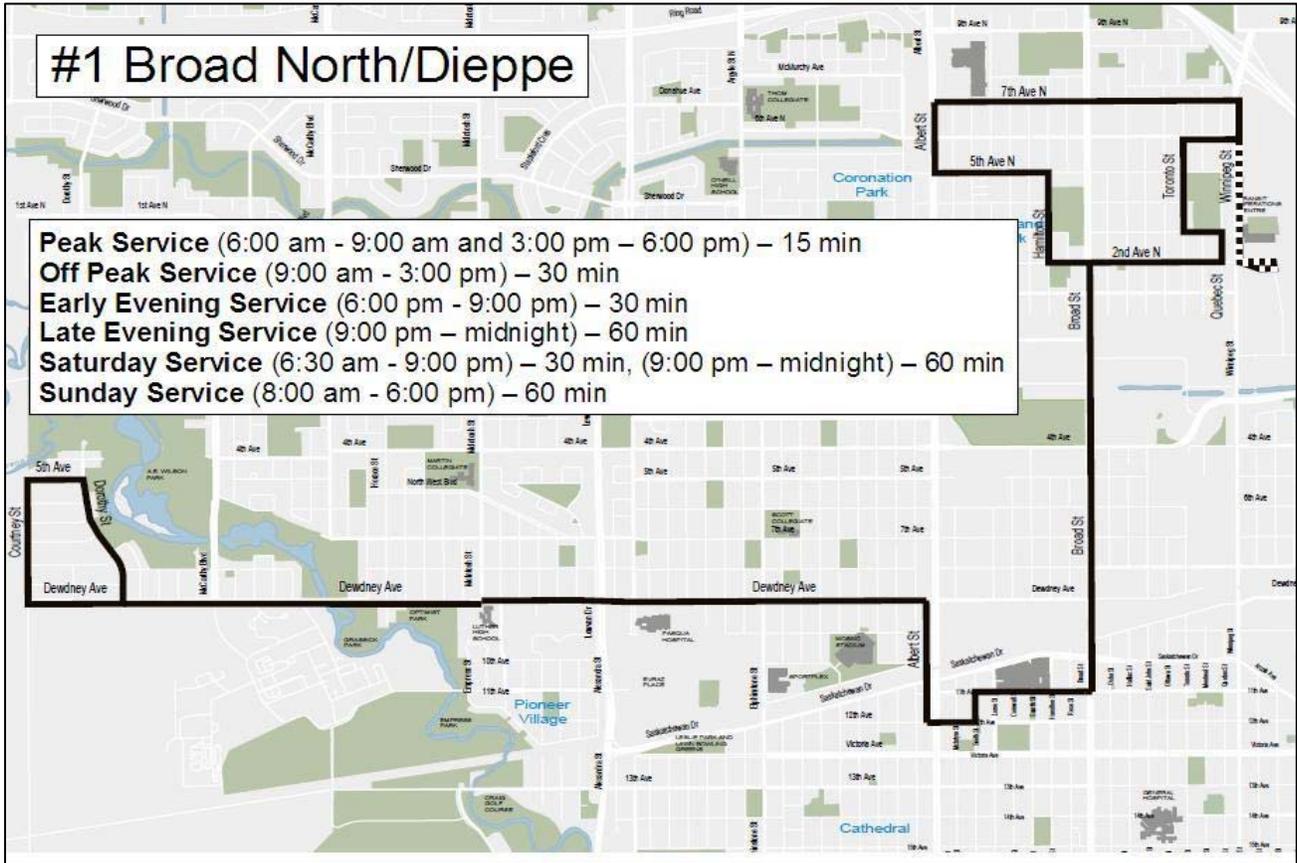
APPENDIX C

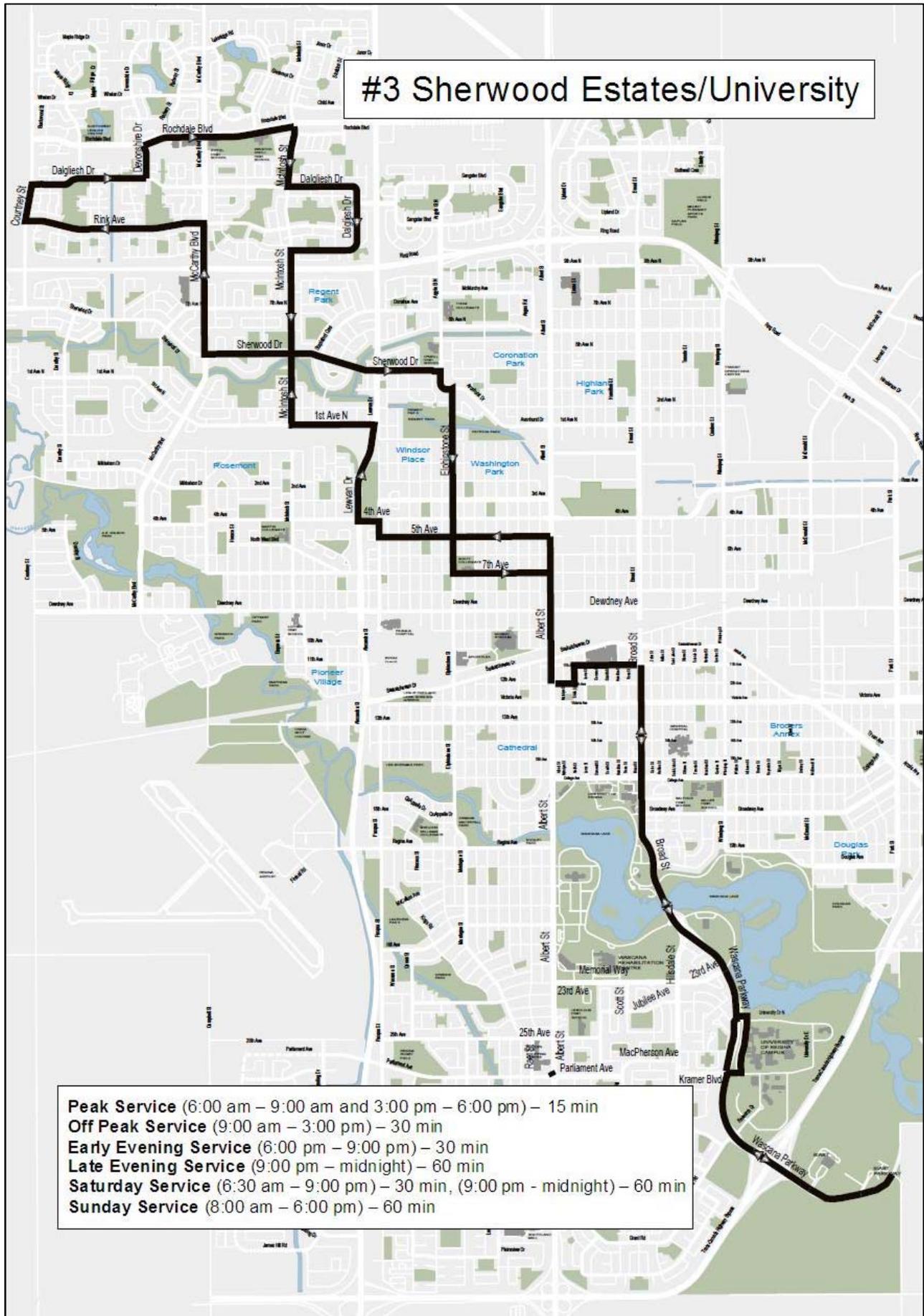
Proposed Transit System Map

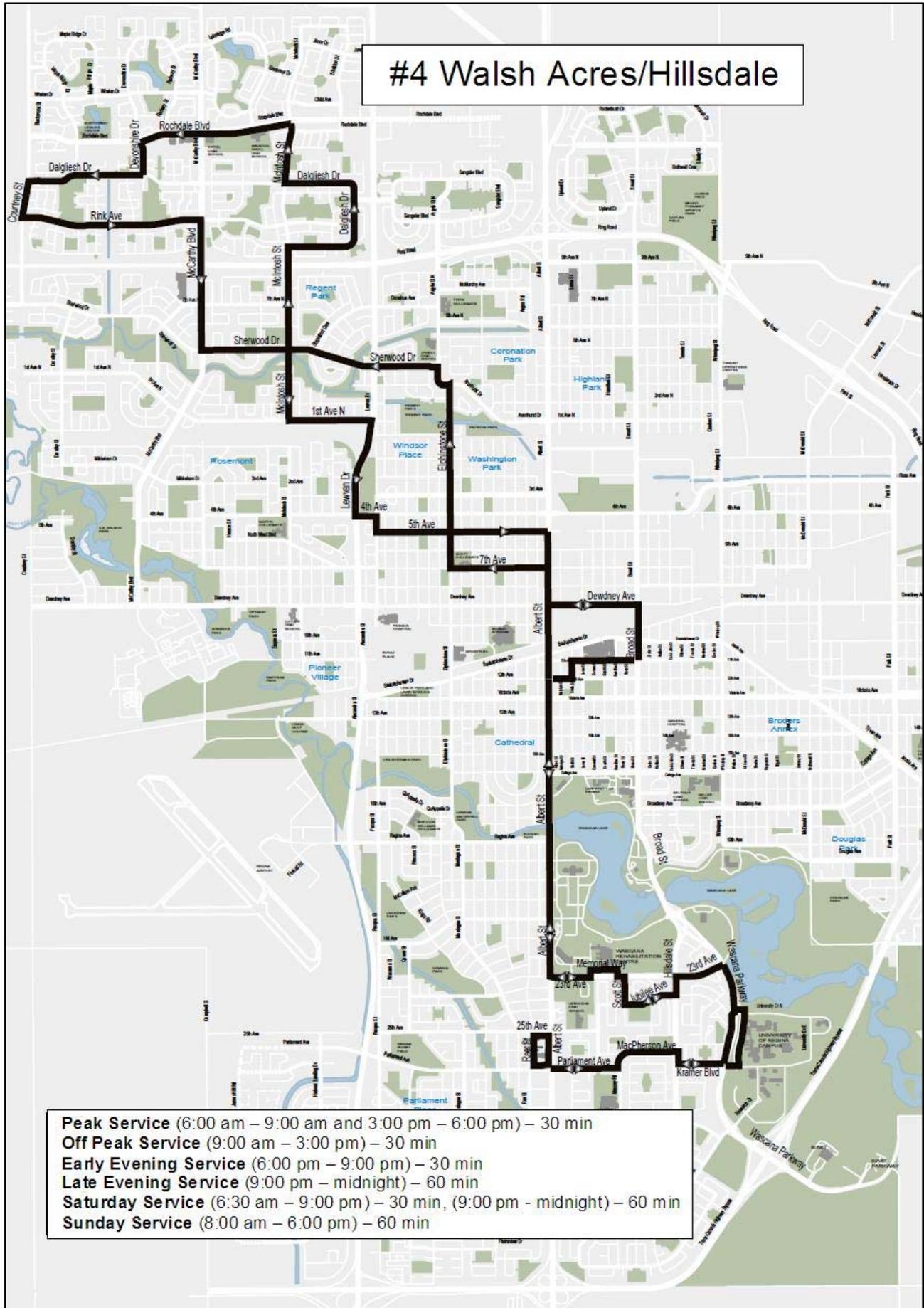


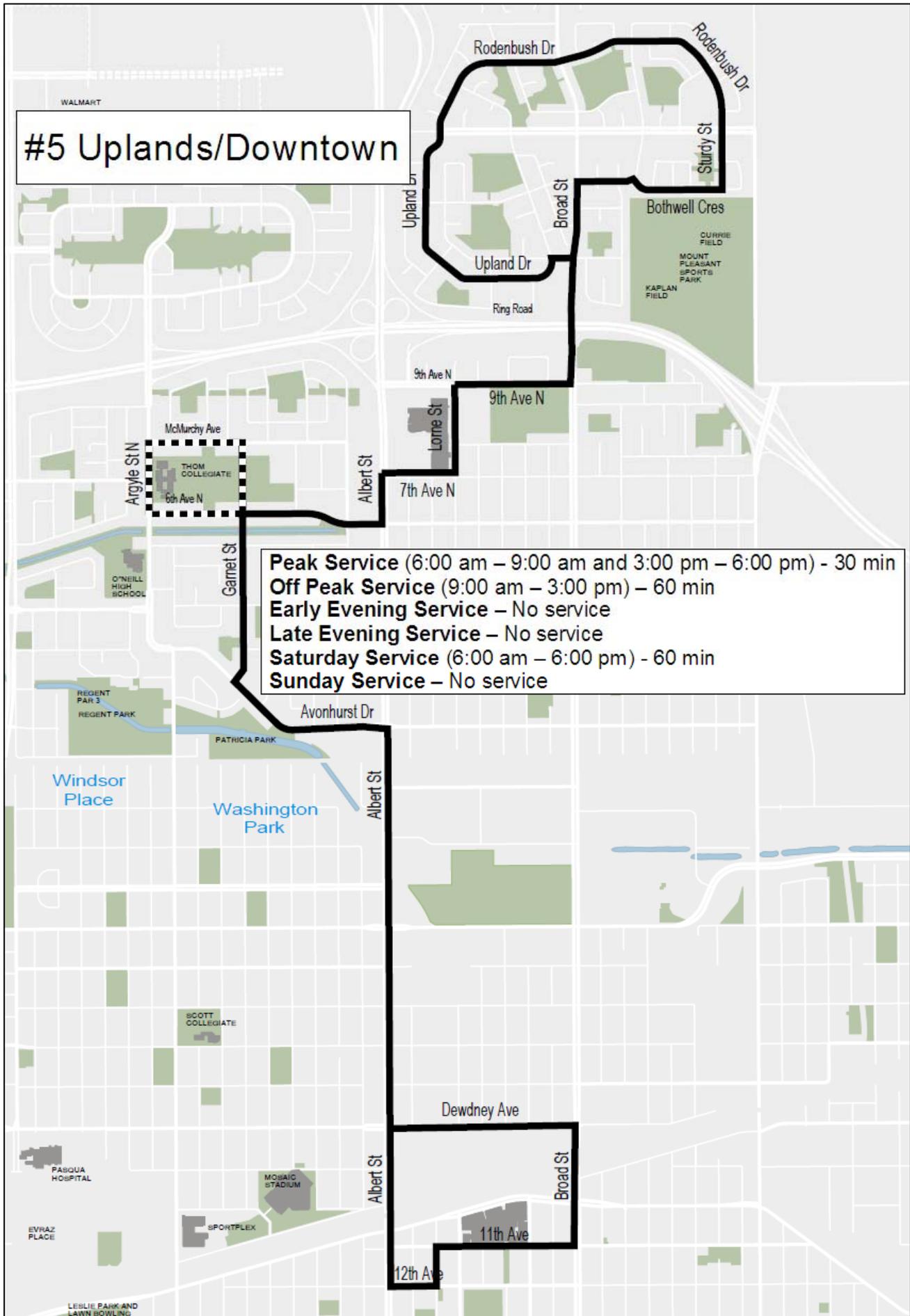
APPENDIX D

July 2013 Individual Route Maps





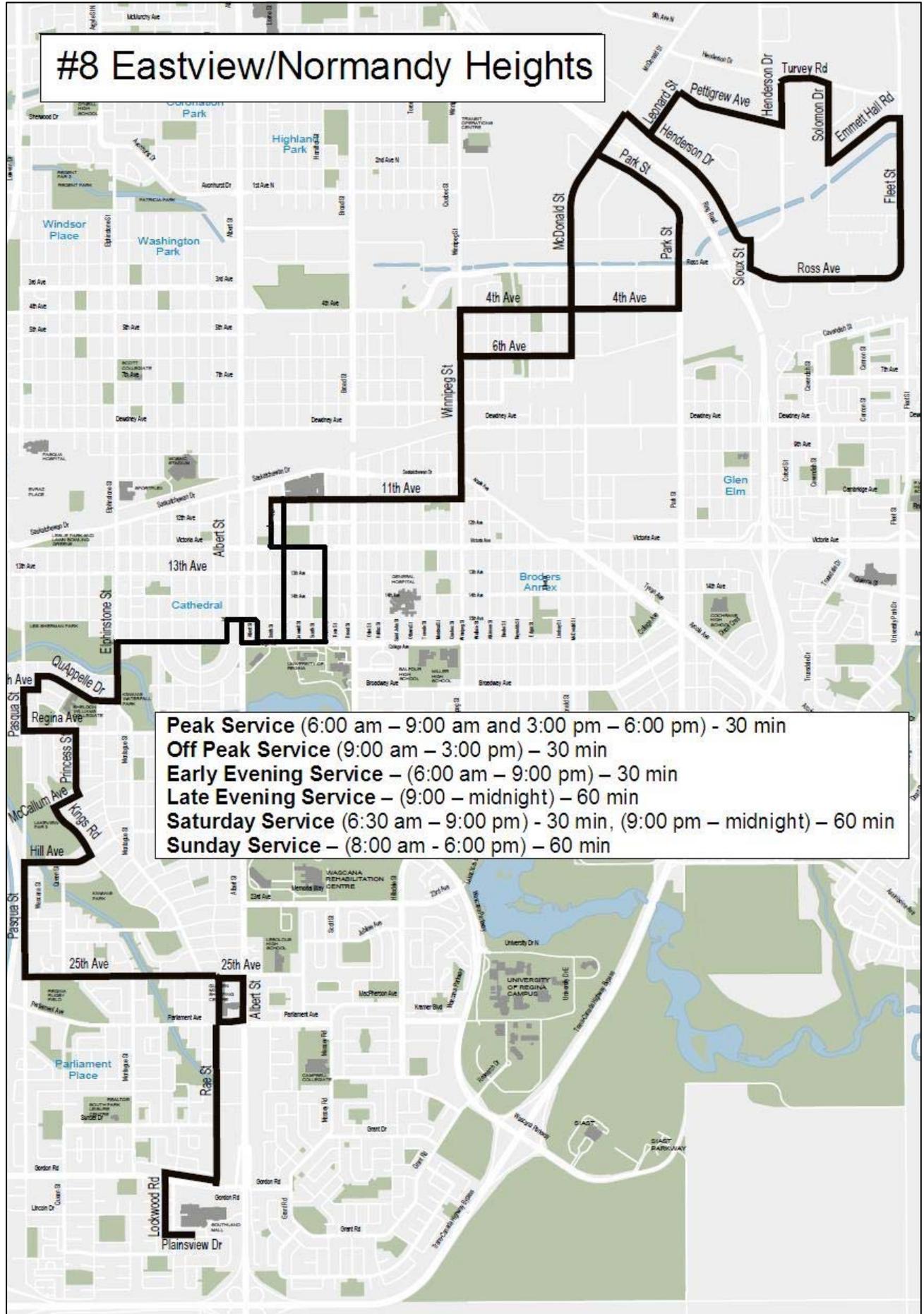




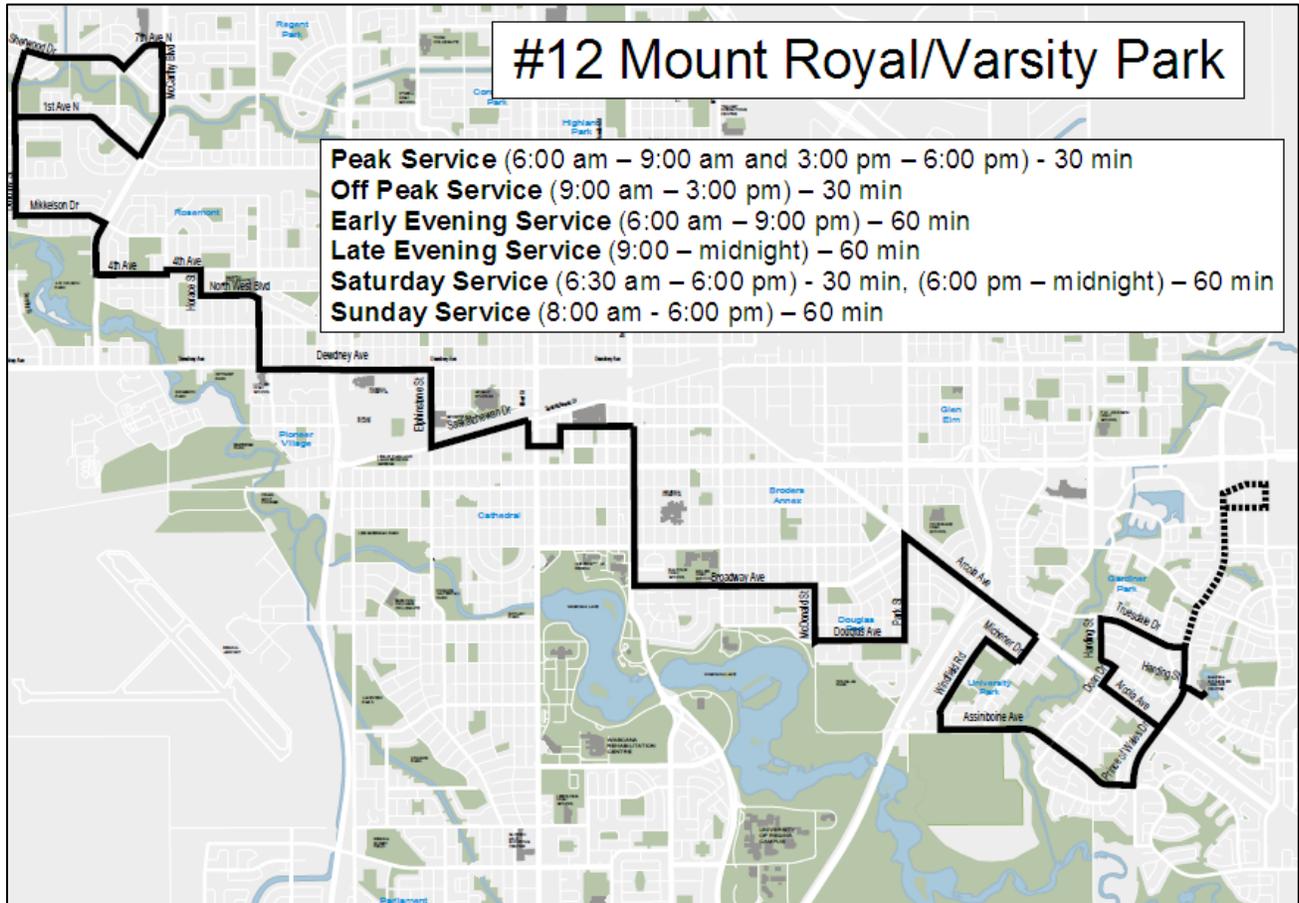
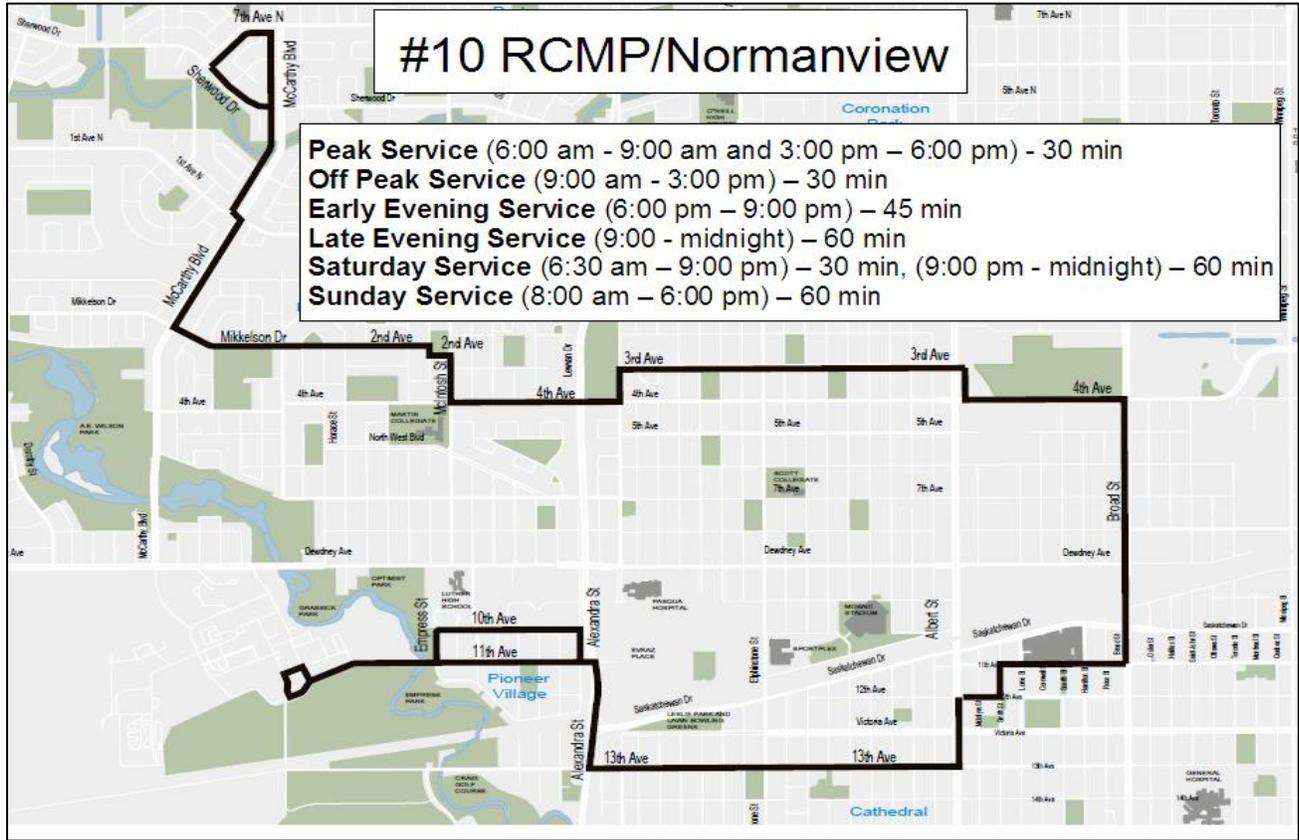
#5 Uplands/Downtown

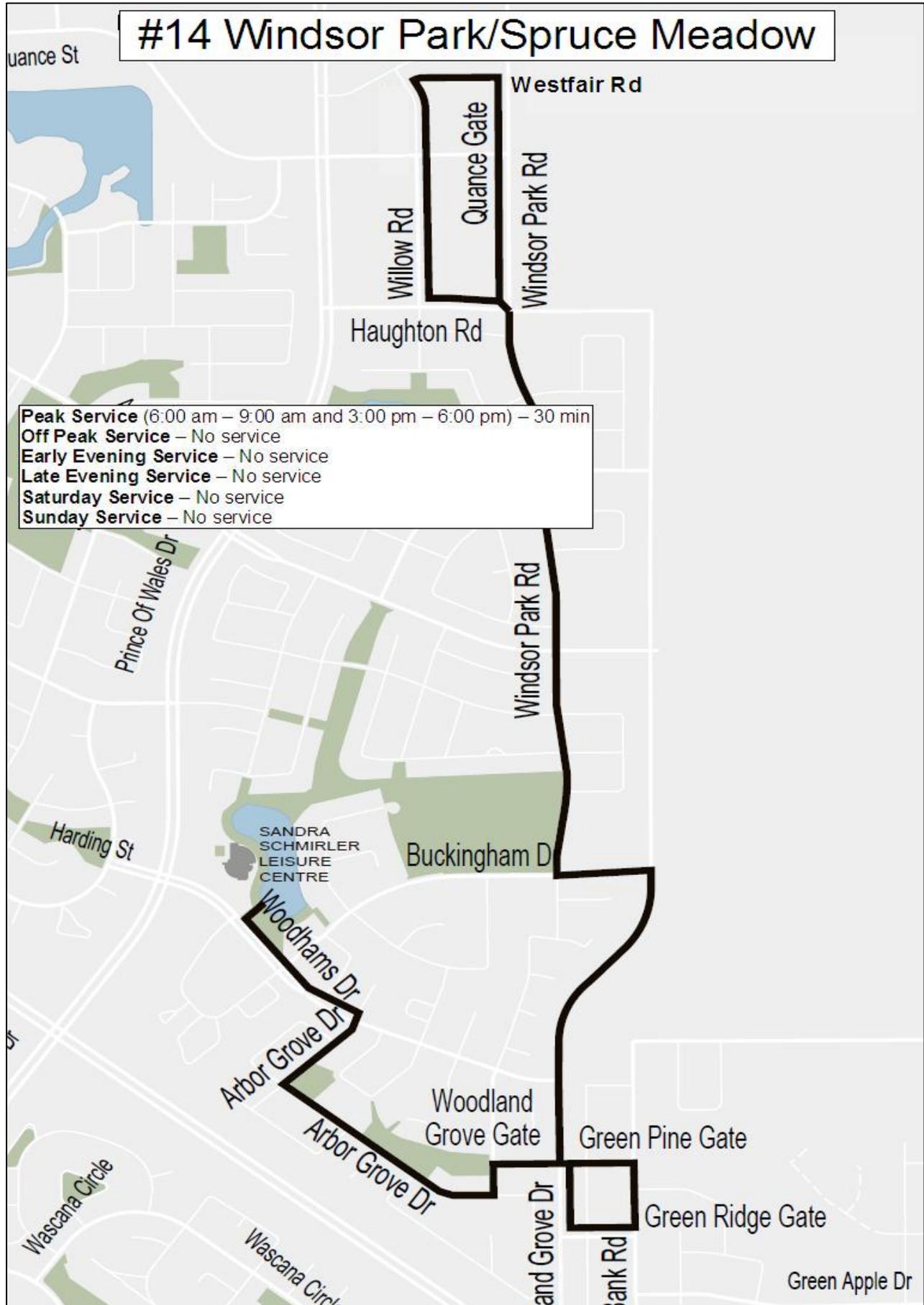
Peak Service (6:00 am – 9:00 am and 3:00 pm – 6:00 pm) - 30 min
Off Peak Service (9:00 am – 3:00 pm) – 60 min
Early Evening Service – No service
Late Evening Service – No service
Saturday Service (6:00 am – 6:00 pm) - 60 min
Sunday Service – No service

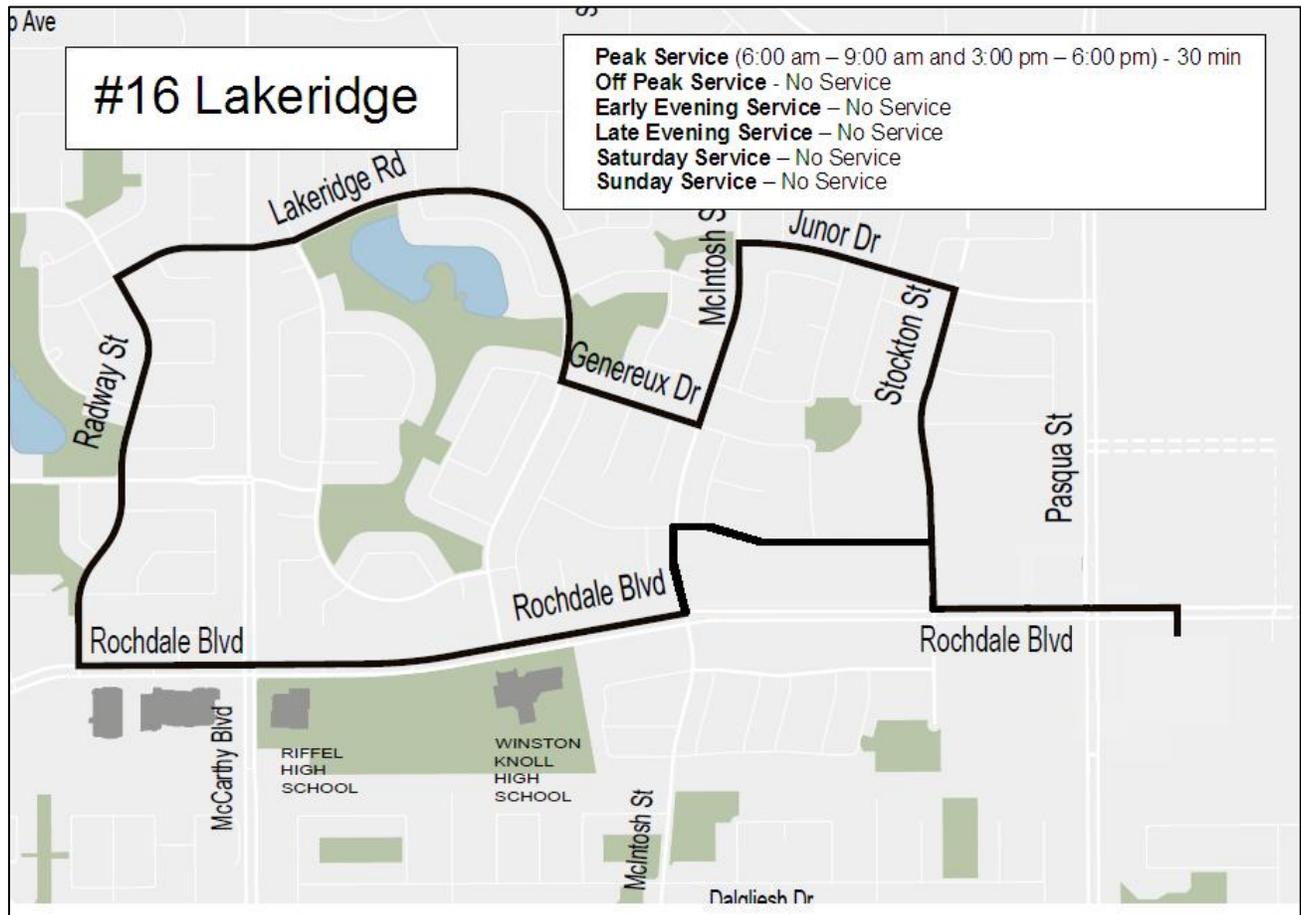
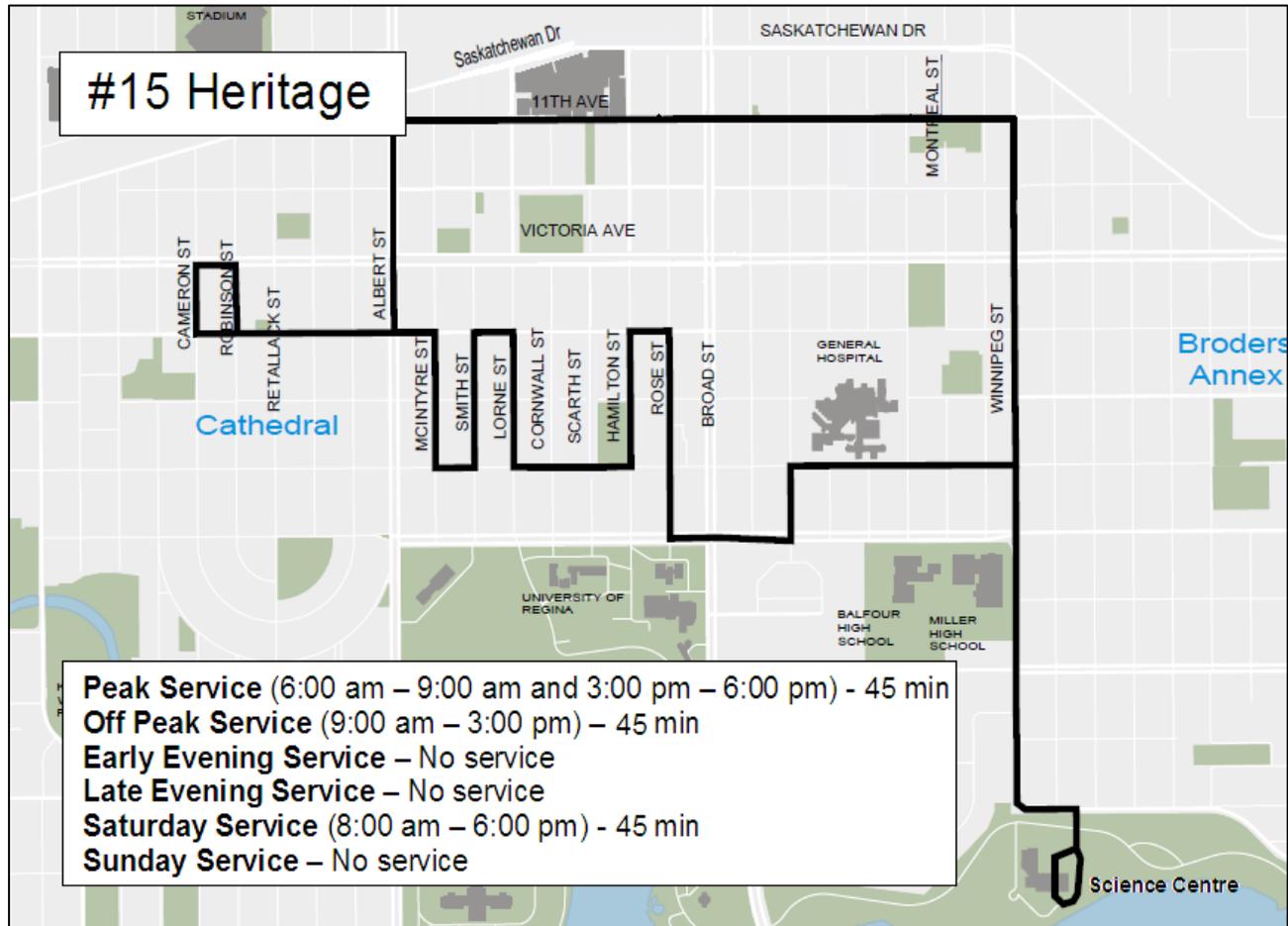
#8 Eastview/Normandy Heights

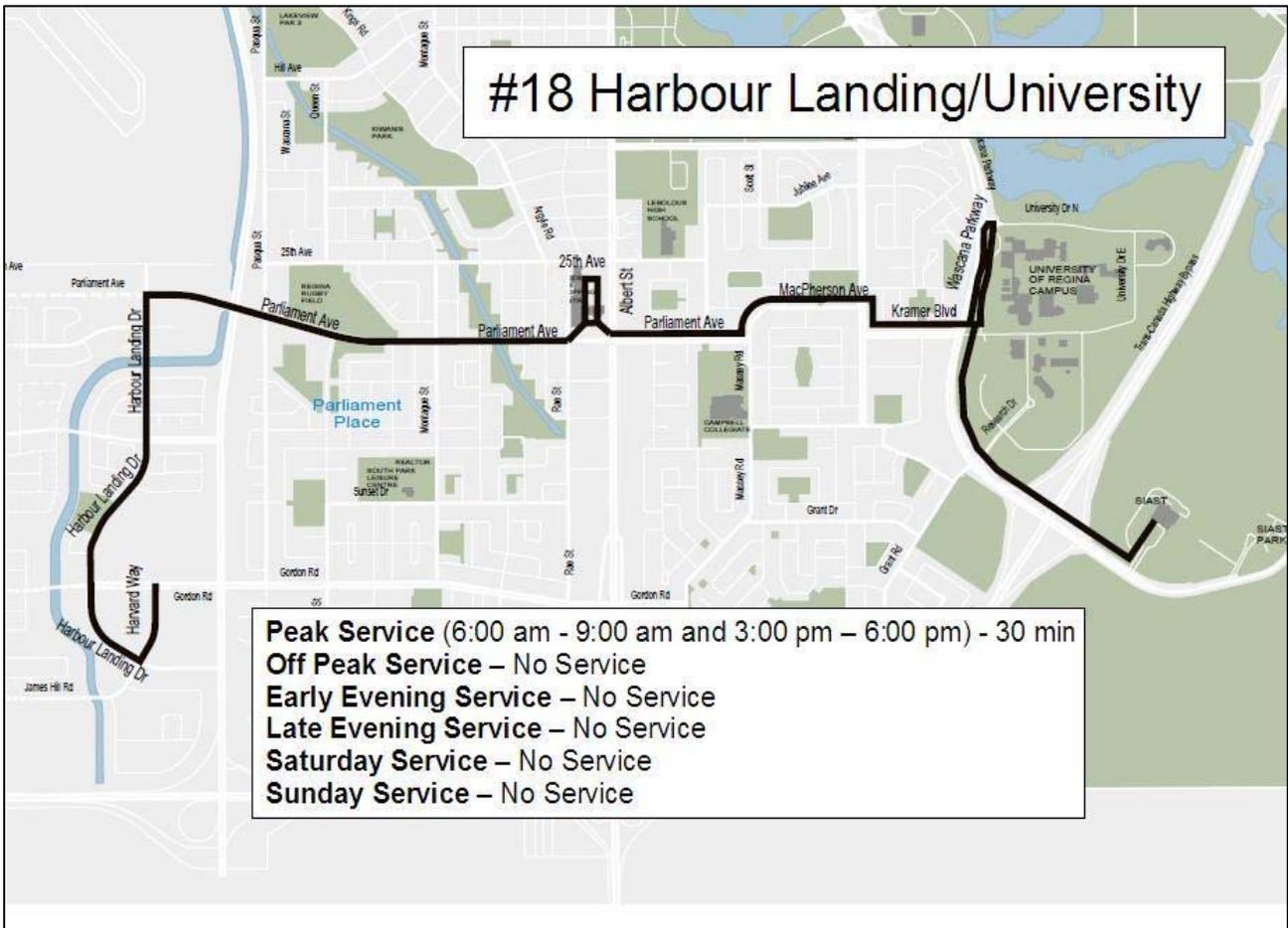
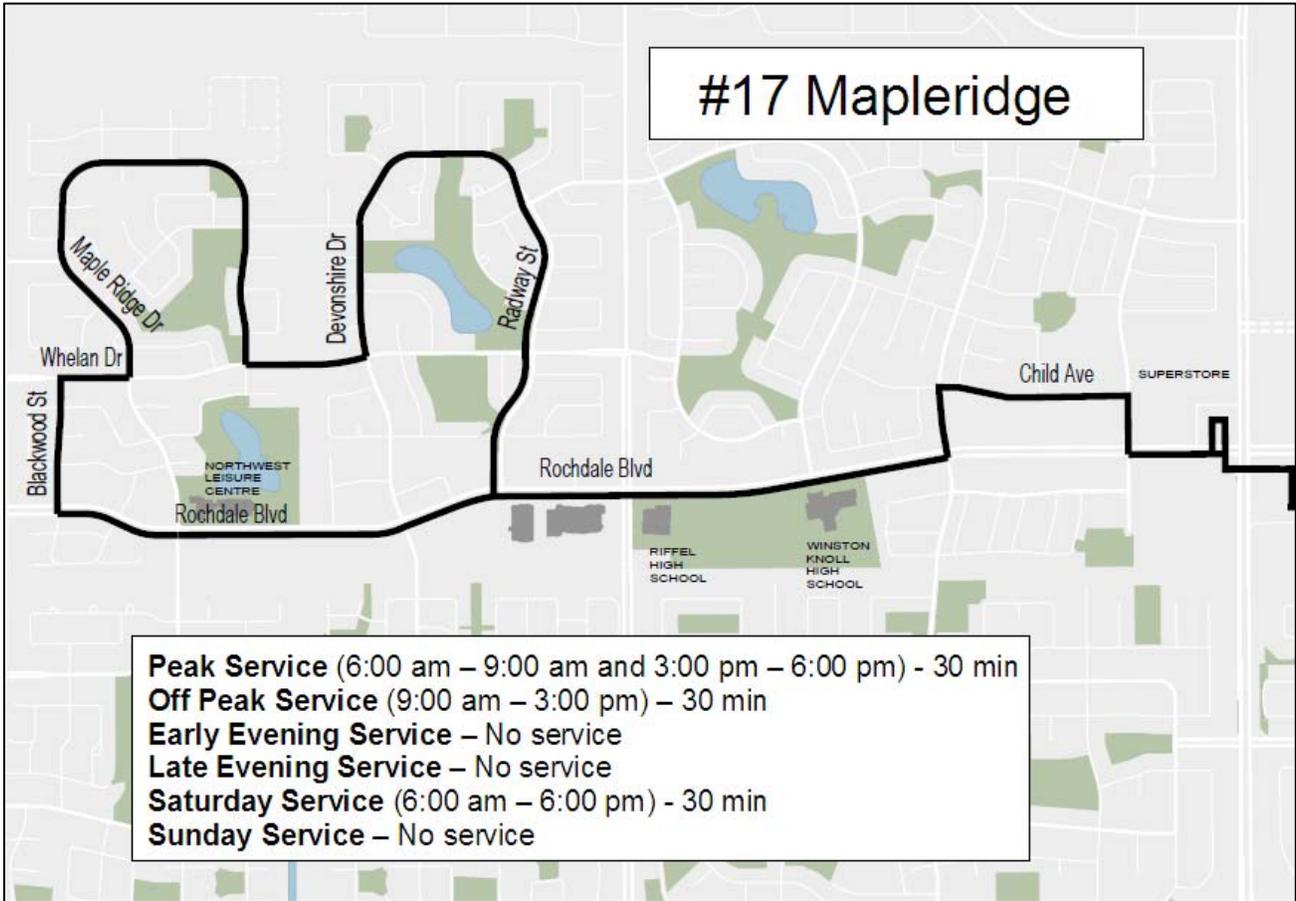


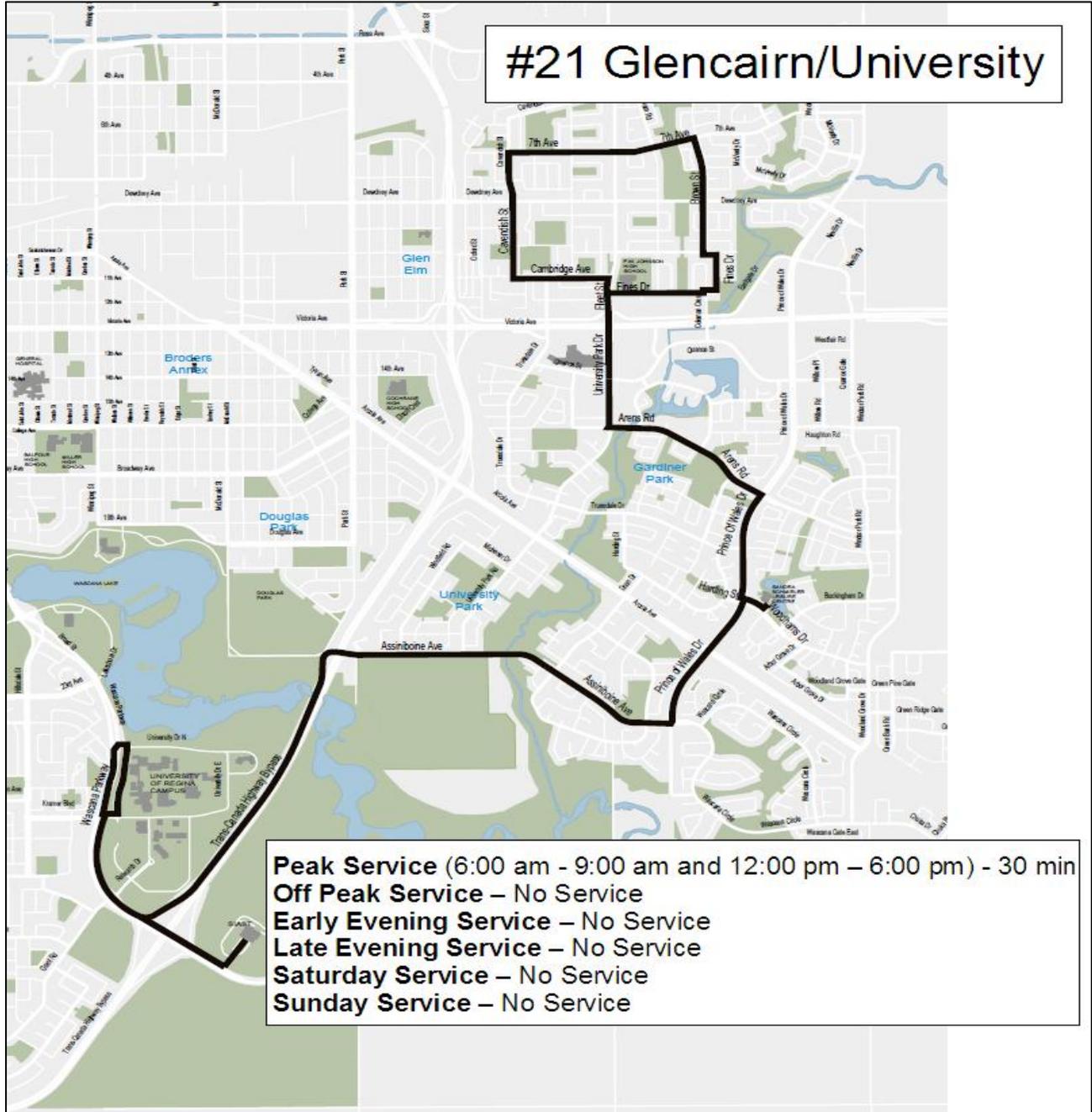
Peak Service (6:00 am – 9:00 am and 3:00 pm – 6:00 pm) - 30 min
Off Peak Service (9:00 am – 3:00 pm) – 30 min
Early Evening Service – (6:00 am – 9:00 pm) – 30 min
Late Evening Service – (9:00 – midnight) – 60 min
Saturday Service (6:30 am – 9:00 pm) - 30 min, (9:00 pm – midnight) – 60 min
Sunday Service – (8:00 am - 6:00 pm) – 60 min

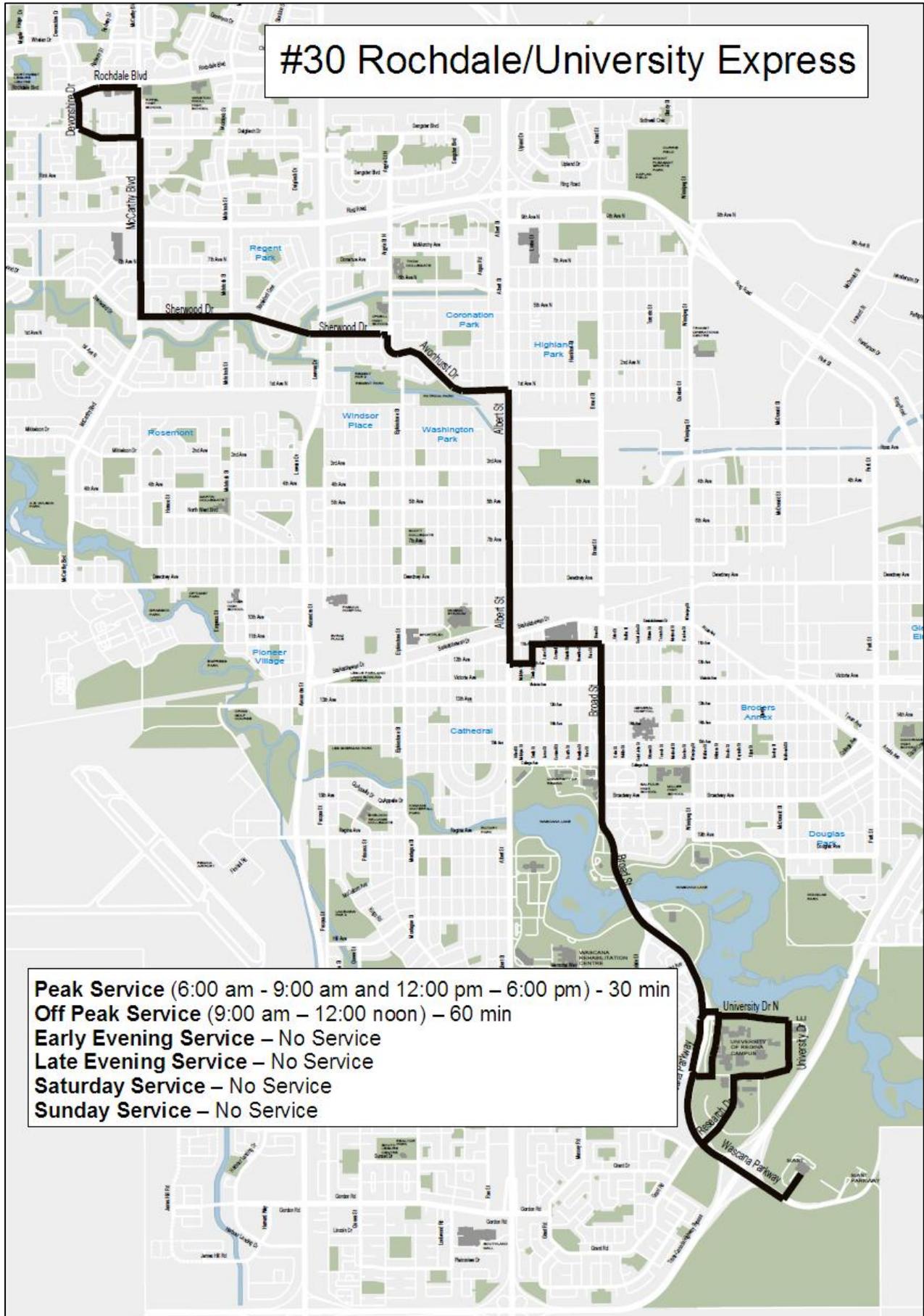


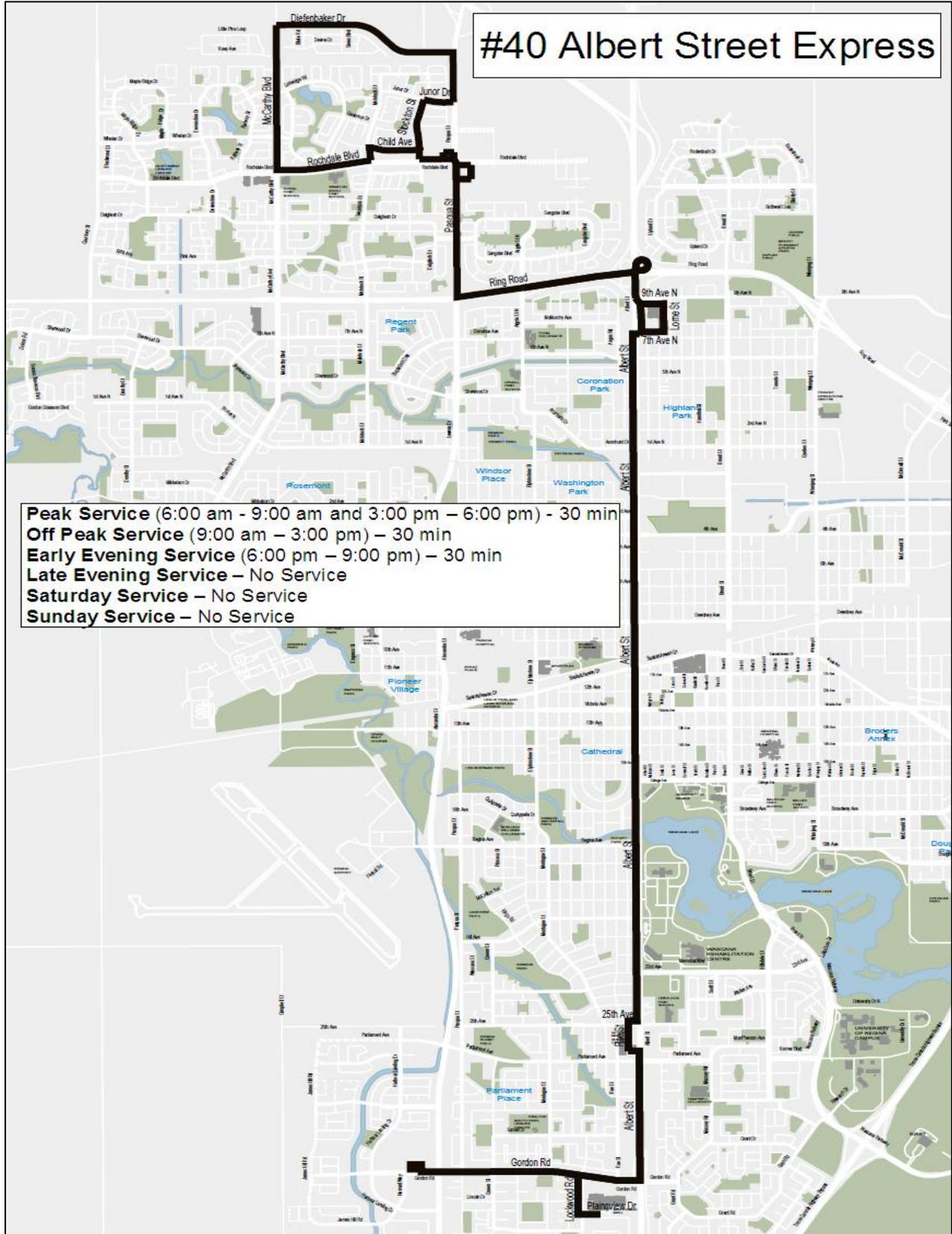


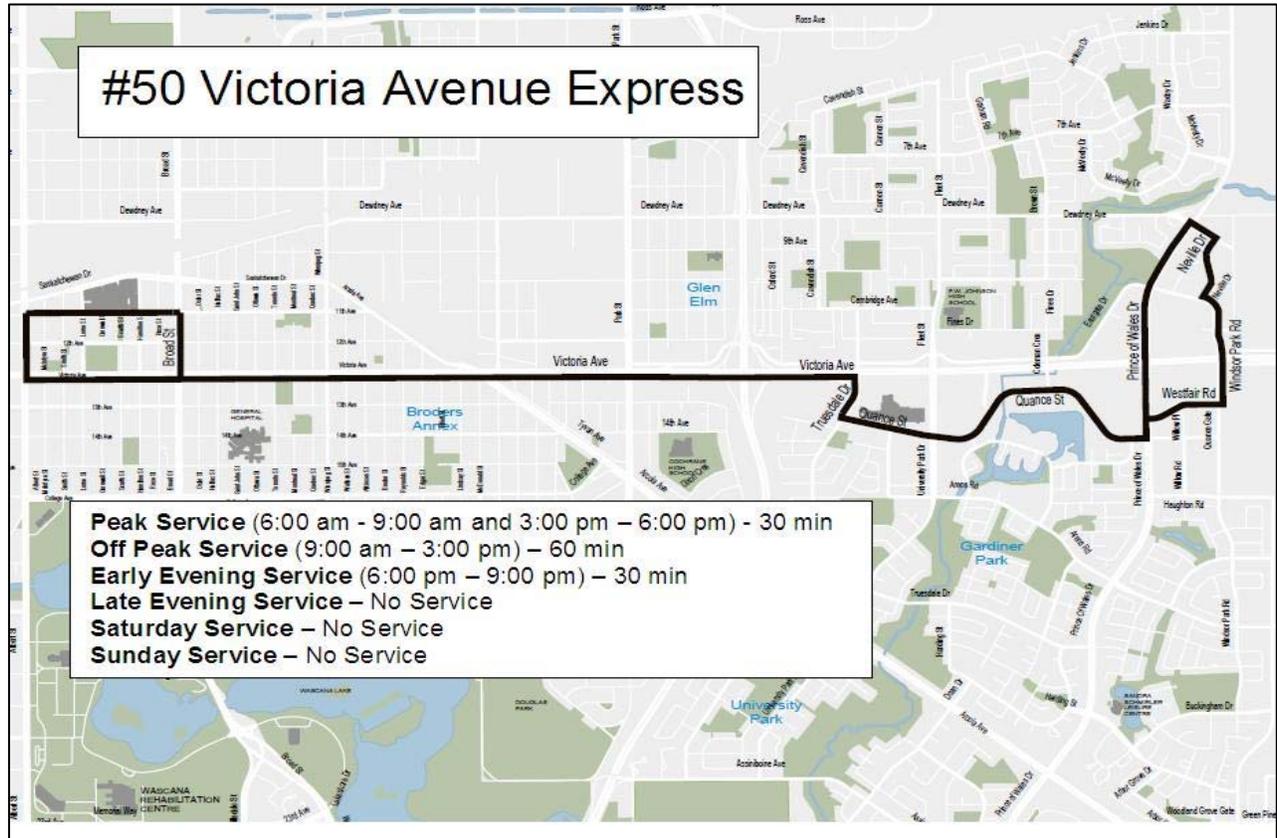












APPENDIX E

Proposed July 2013 Transit Changes from Existing Routes

