



Summary of Transit Route Review and proposed transit system

This is a brief summary document to highlight our process and the changes proposed in the 10-year implementation plan. Please visit the documents tab of haveyoursay.guelph.ca/routereview for more detailed information about the project and route-by-route, year-by-year and turn-by-turn bus route details.

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What is a route review?

- Identifies potential opportunities to move to a blended transit network with hub and spoke, spine (grid), perimeter and express routes
- Looks at individual route structure and frequency
- Outcomes—informed by data collection (e.g. ridership and stop activity data and route by route on-time performance, etc.), industry best practices, and employee and public input—serve as the action plan that will help us to deliver a more competitive, convenient and reliable bus network that meets the needs of today's and tomorrow's customers.

Our vision:

Guelph residents have access to a competitive, convenient, and reliable transit network that meets the community's needs today and beyond.

What information and policies did we use to develop the proposed transit system?

- A United Vision: Guelph's Community Plan (2018)
- Guelph. Future ready. City's Strategic Plan (2019–2023)
- Envision Guelph: Guelph Official Plan (2018)
- Guelph Transportation Master Plan (in progress)
- Guelph Transit Growth Strategy and Plan and Mobility Services Review (2010)
- Development Charges Background Study Technical Appendix (2018)
- MTO's Transit Supportive Guidelines
- Pre-pandemic and current ridership and stop activity data
- On-time performance by route
- Randomized customer/community survey (2020)
 - Two thirds of respondents identified that they did not currently take transit, but identified what changes would encourage them to take transit. Current riders also identified what changes would make their experience using transit better

What did we learn from this research?

Through the initial visioning with a random sample of residents and riders, it was determined the priorities for the route network should be to provide:

- more routes that take people where they need to go
- quicker travel times
- frequent service
- more service reliability

It was also determined that many routes struggle to stay on time, and a combination of service types is most effective for Guelph. Crosstown routes, transit priority measures such as signal priority, and managing overloads were commonly mentioned by respondents.



Consistency through service guidelines

Before developing the proposed transit concept network, a set of service guidelines were created. They were updated and consolidated from numerous documents such as the Official Plan, Guelph Transit Business Service Review, and Transit Growth Strategy (2010).

They focus on the four guidelines of:

- service design standards – including service coverage, bus stop spacing and bus stop placement and amenities
- service level targets – including passenger loads, service hours and frequency and performance targets
- service expansion targets to define when new or expanded service should be implemented - including area population density
- service review standards
 - Ridership per route will have daily and weekly reports created weekly
 - Frequency and service hour targets will be reviewed annually or when a request is made for review, whichever is more frequent
 - On-time performance and load factors will have daily and weekly reports created monthly for review

Next steps

- We need to hear from you!
 - complete our survey(haveyoursay.guelph.ca/routereview) closes June 20
 - or reach out directly with your comments on this proposed plan 519-822-1811/TTY 519-826-9771, or email us at transit@guelph.ca using the words “Route Review” in your subject line.
- Guelph transit will review community input and refine route concepts accordingly.
- Final proposed transit system and 10-year implementation plan to be presented to Council in November 2021

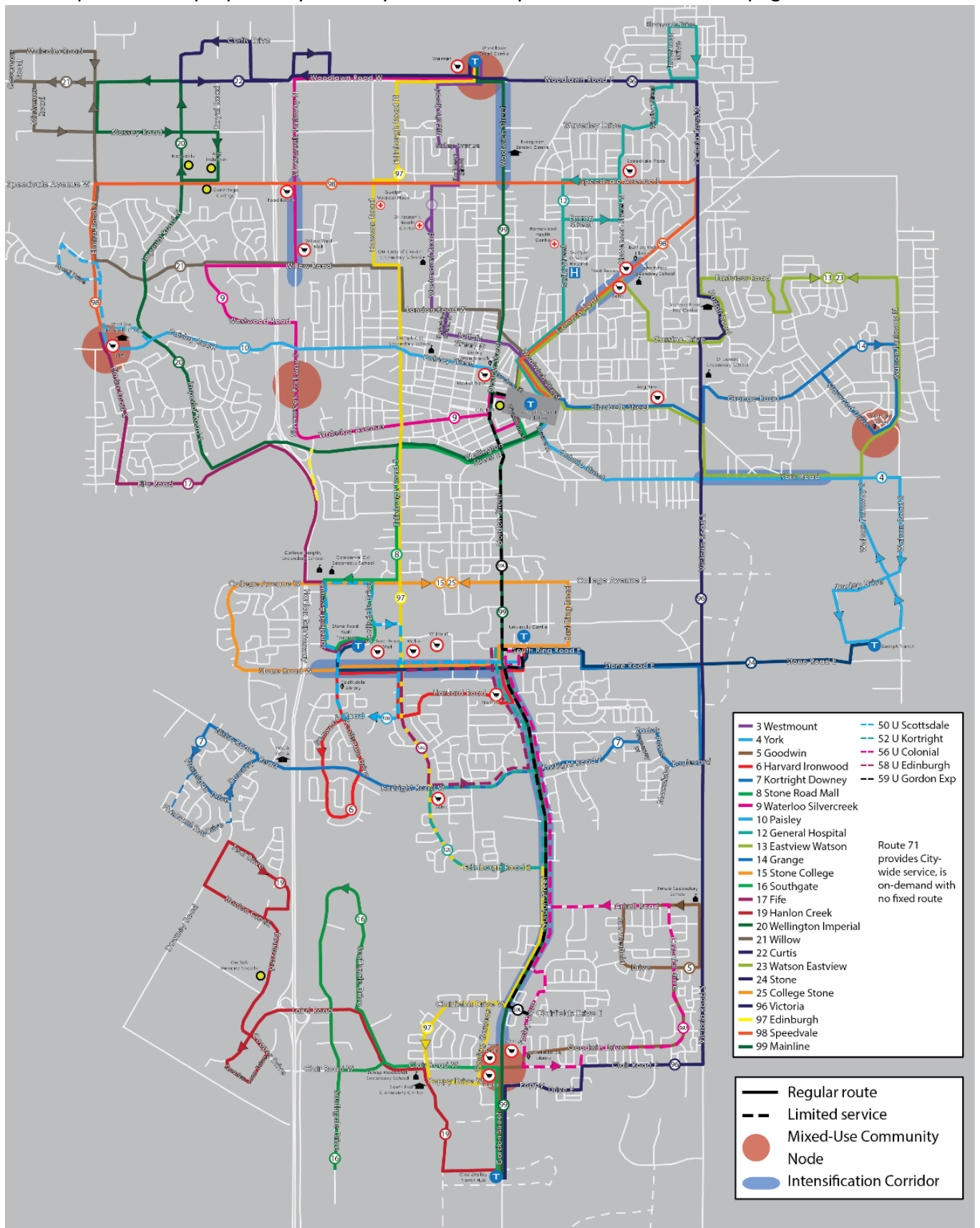


Highlights/Quick Facts

- Implementation is planned to occur over 10 years, dependent on the COVID-19 pandemic and Council direction
- Increase from **3** route types to **5** route types
- 30 per cent increase in service
- Number of stops is increased by about 45 per cent due to more bi-directional service
- More Sunday service
- Service to new growth areas such as the Guelph Innovation District, new Operations Campus, and the Clair Maltby Secondary Plan area
- **All** intensification corridors have frequent transit service
- **All** community nodes have increased service

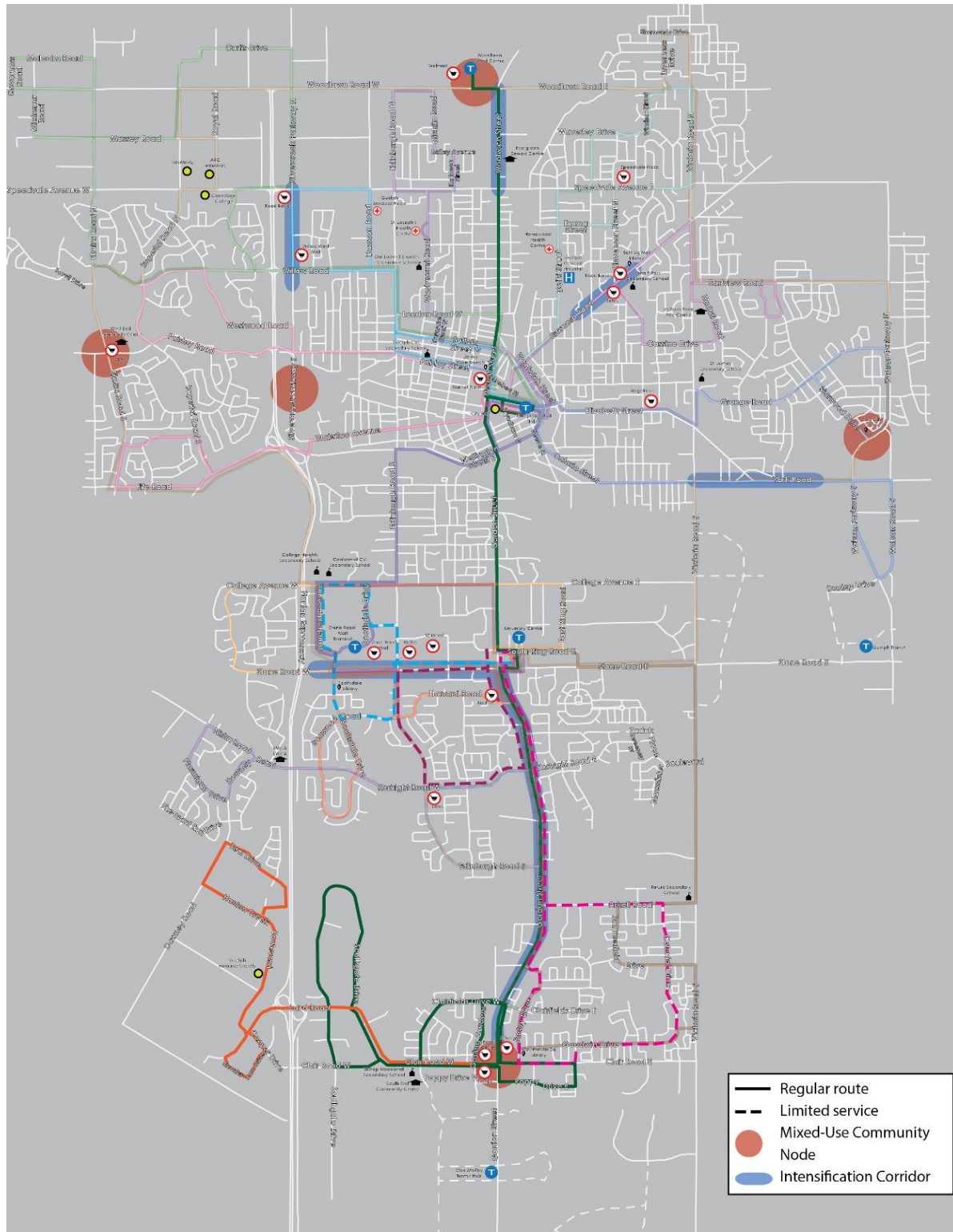
Proposed transit system

This map shows the proposed system in year 10. Each year is broken out in the pages to follow



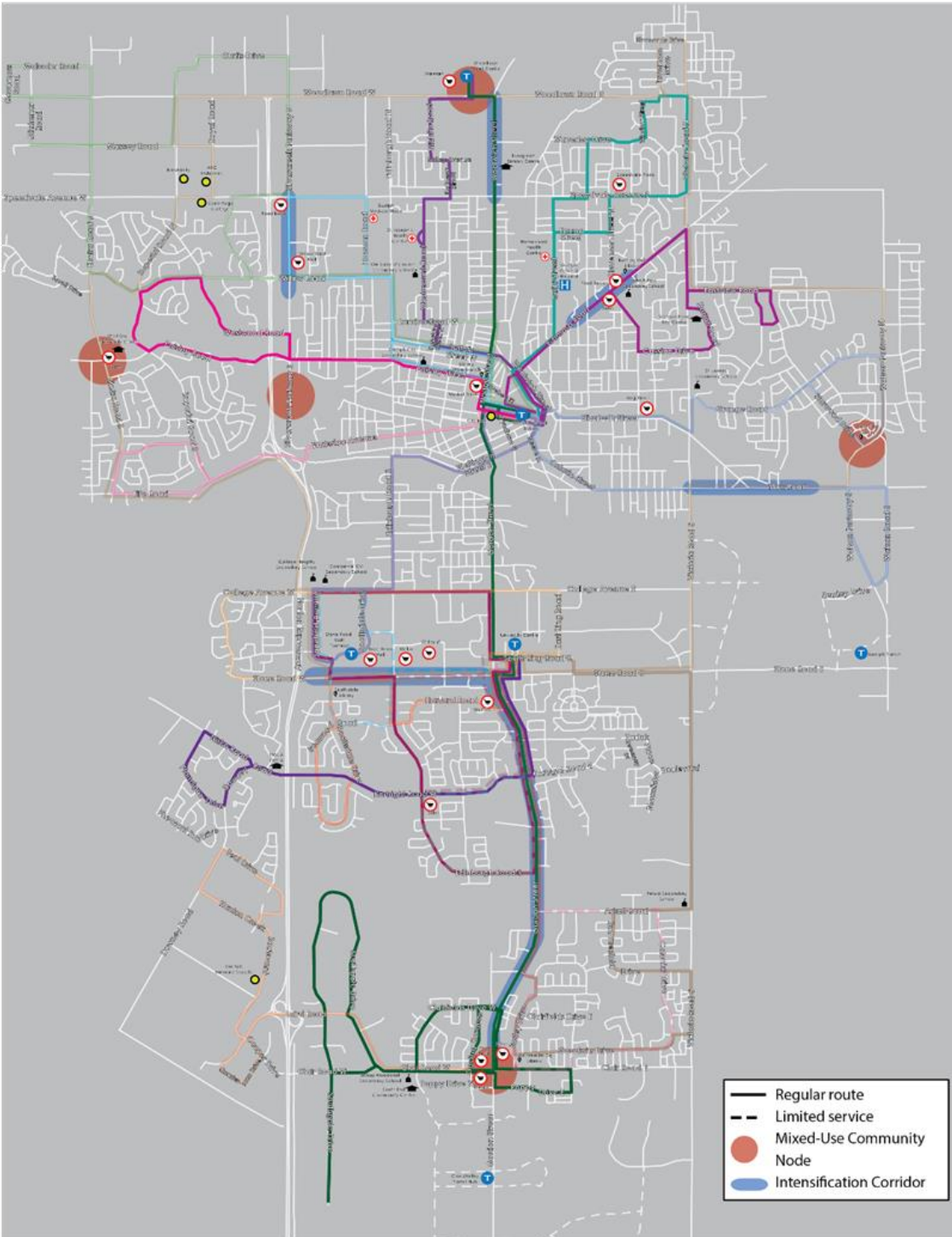
Year 1 changes

- Reinstate pre-COVID service levels with some modifications
- Replace Hanlon on-demand service with conventional service Route 16 Southgate and Route 19 Hanlon Creek, if warranted
- Merge Route 50U Stone, 51U Janefield, and 57U Ironwood into new Route 50U Scottsdale
- Do not reinstate Route 40 Scottsdale Express



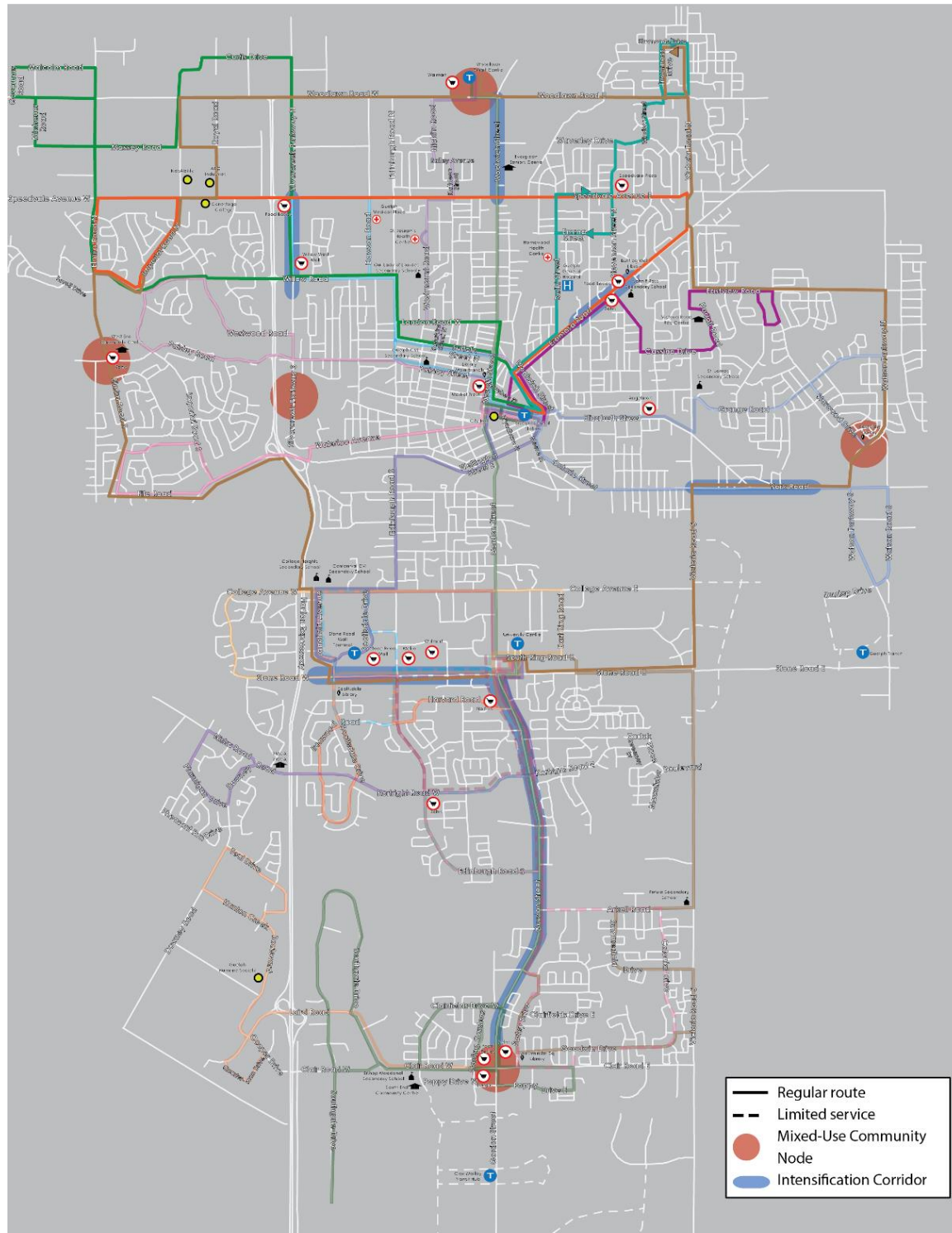
Year 2 changes

- Increase weekday midday frequency on Route 10 Imperial, 12 General Hospital, and 13 Victoria Road Recreation Centre
- Implement Route 3 Westmount new routing and modified schedule
- Increase Route 99 Mainline peak frequency and Sunday service hours
- Reduce Route 99 Mainline evening frequency
- Minor late night/early morning reductions on Route 1 Edinburgh College, 3 Westmount and 7 Kortright Downey
- Split Route 16 Southgate into an A and B branch



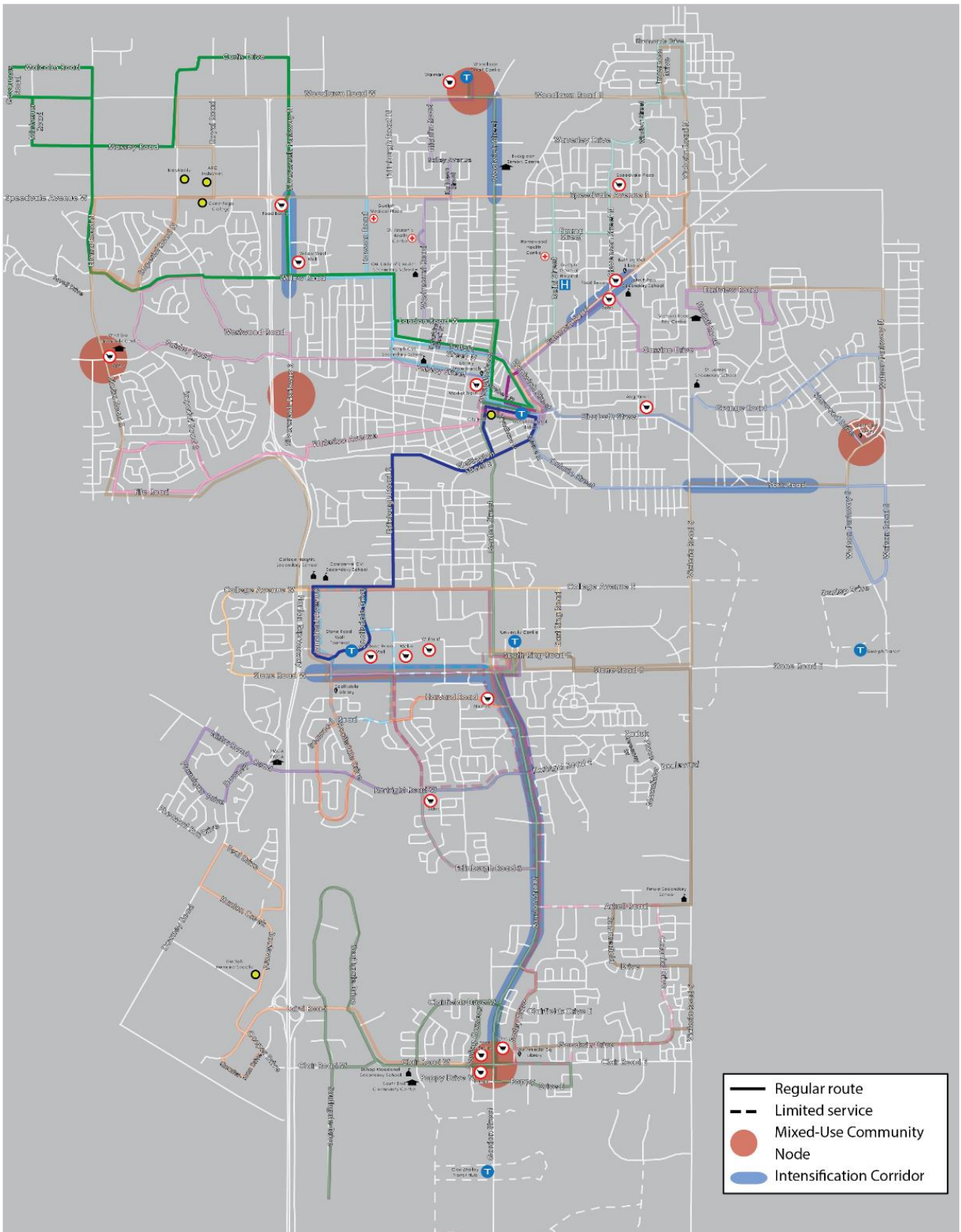
Year 3 changes

- Implement new Route 98 Speedvale short-turn
- Implement Route 12 General Hospital new routing
- Implement Route 13 Victoria Road Recreation Centre new bi-directional routing
- Remove Route 17 Woodlawn Watson from Inverness Drive and Wideman Boulevard
- Shift Route 20 Northwest Industrial from Marksam Road to Silvercreek Pkwy N



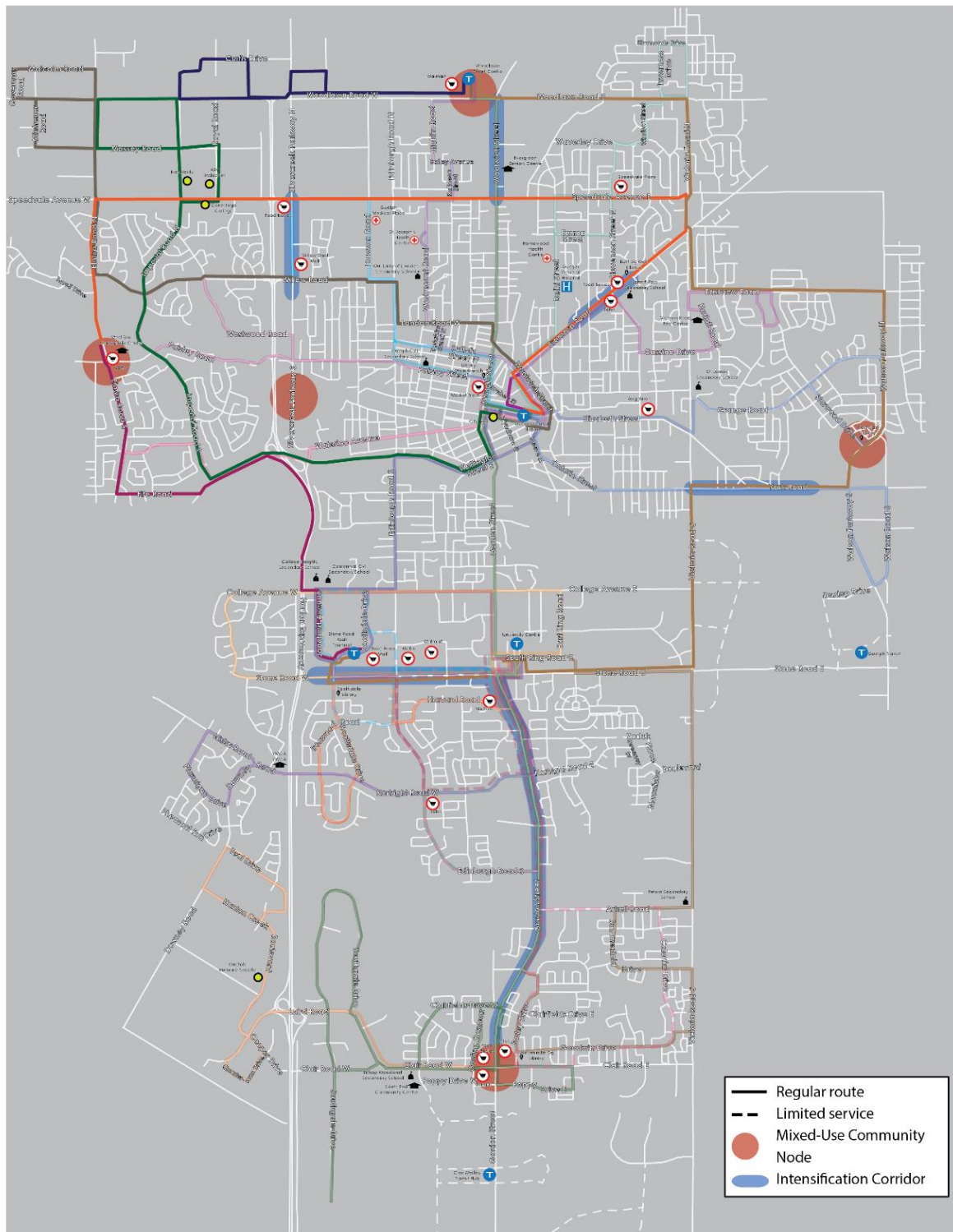
Year 4 changes

- Increase weekday daytime frequency on Route 8 Stone Road mall
- Increase weekday daytime frequency on Route 20 Northwest Industrial



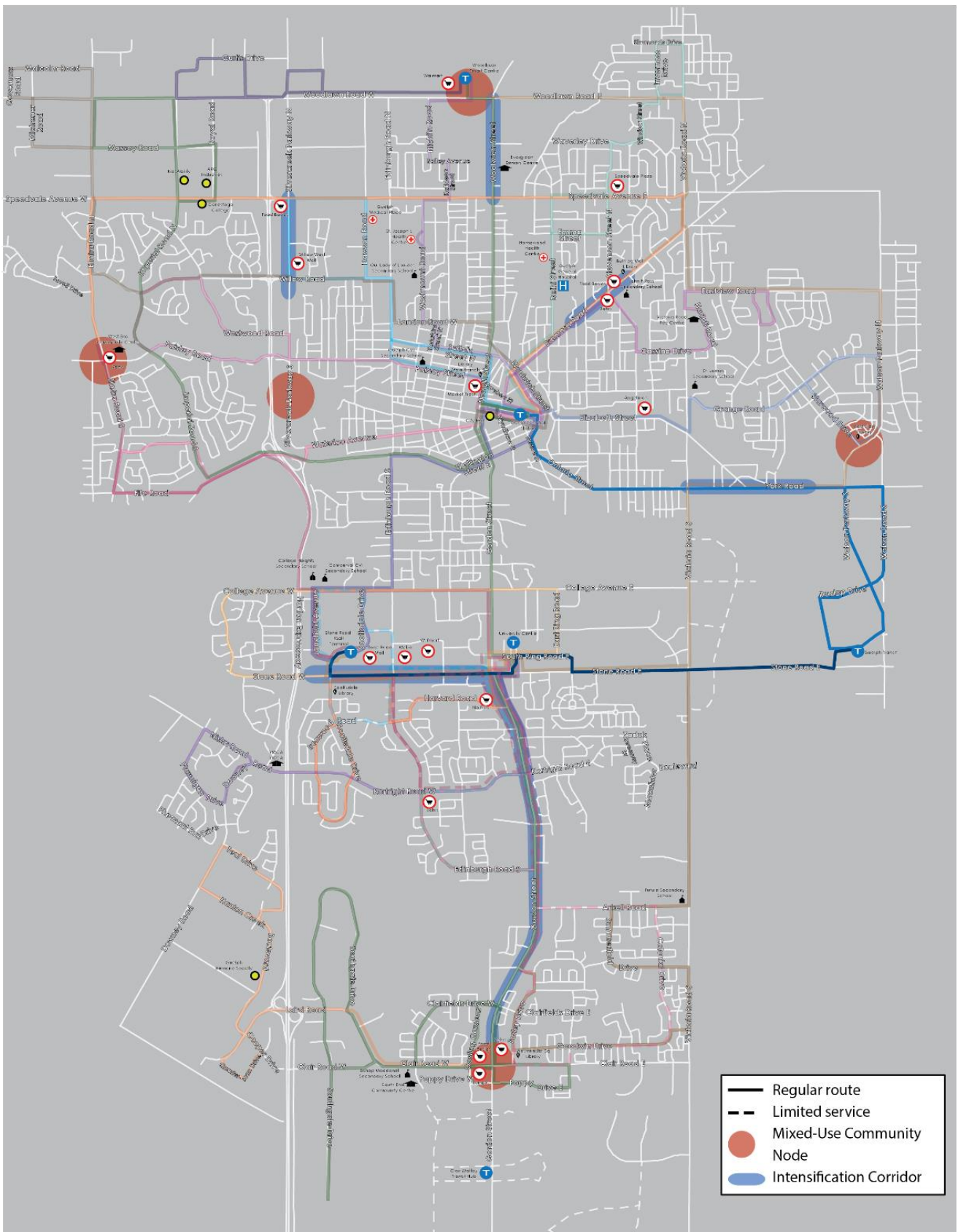
Year 5 changes

- Implement Route 98 Speedvale final routing
- Combine Route 17 Woodlawn Watson and Route 18 Watson Woodlawn into new Route 18 Watson Woodlawn
- Implement new Route 17 Fife
- Discontinue Route 20 Northwest Industrial
- Implement new Route 20 Wellington-Imperial, 21 Willow, and 22 Curtis to replace Route 20 Northwest Industrial



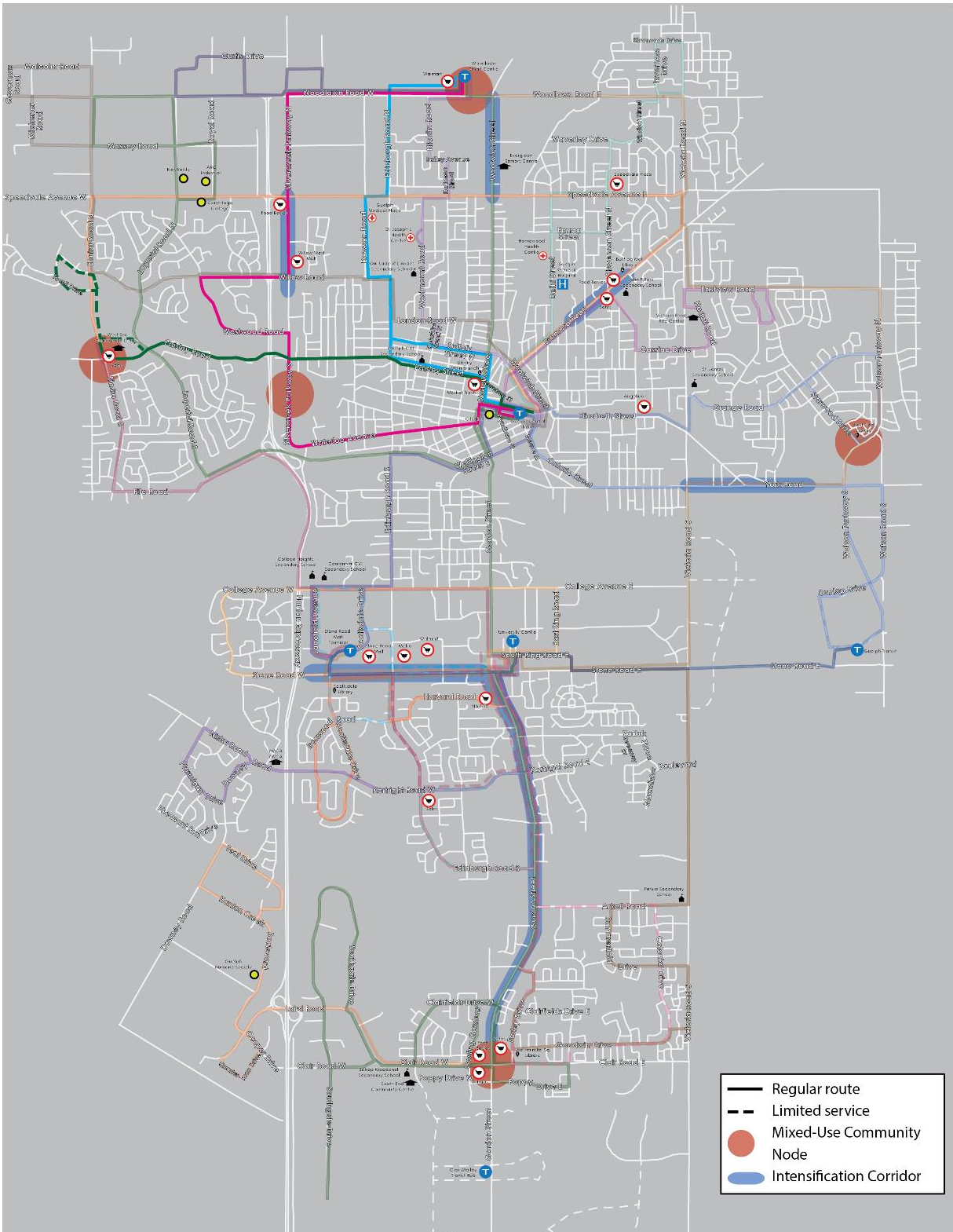
Year 6 changes

- Implement Route 4 York new routing
- Implement new Route 24 Stone



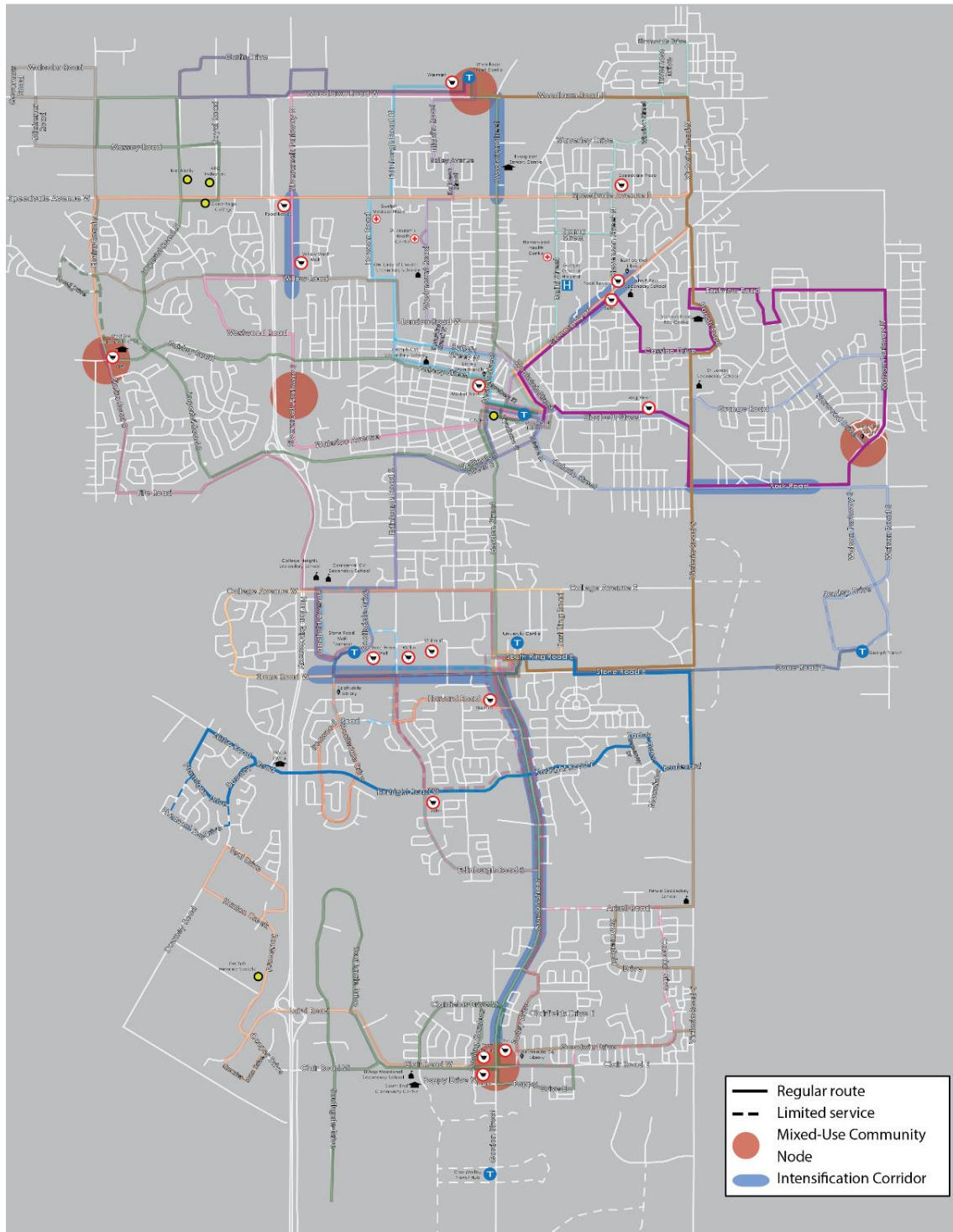
Year 7 changes

- Implement Route 9 Waterloo Silvercreek new routing
- Implement new Route 10 Paisley
- Rename Route 11 Willow West to Route 11 Edinburgh
- Remove Route 11 Edinburgh from Silvercreek Pkwy and extend to Woodlawn Smart Centre



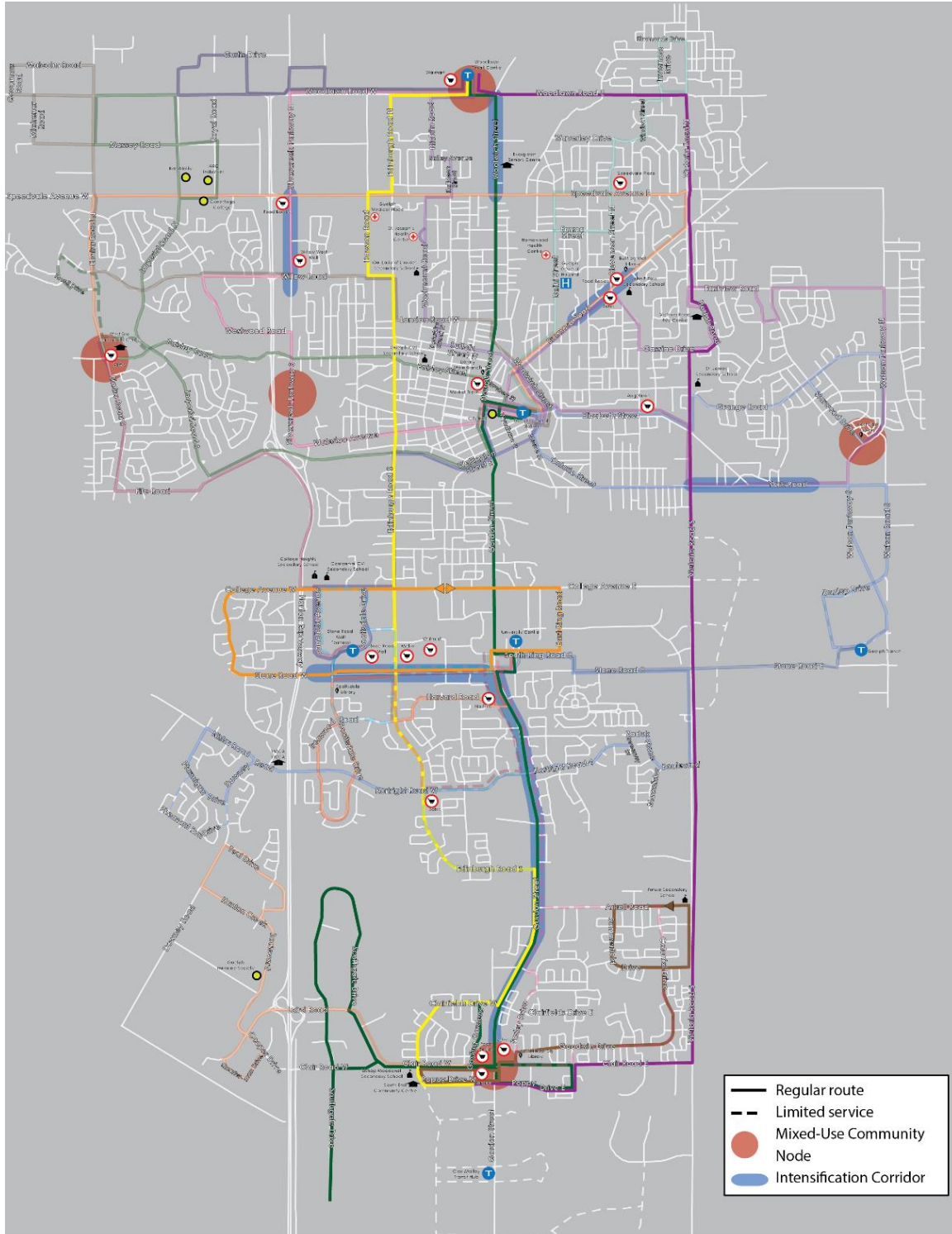
Year 8 changes

- Implement Route 7 Kortright Downey new routing with increased Saturday service and reduced peak frequencies
- Implement Route 13 Eastview Watson final routing
- Implement Route 23 Watson Eastview final routing
- Implement Route 59U Gordon Express new routing and increased frequency
- Rename Route 18 Watson Woodlawn to Route 18 Victoria
- Remove Route 18 Victoria from Eastview, Watson and York



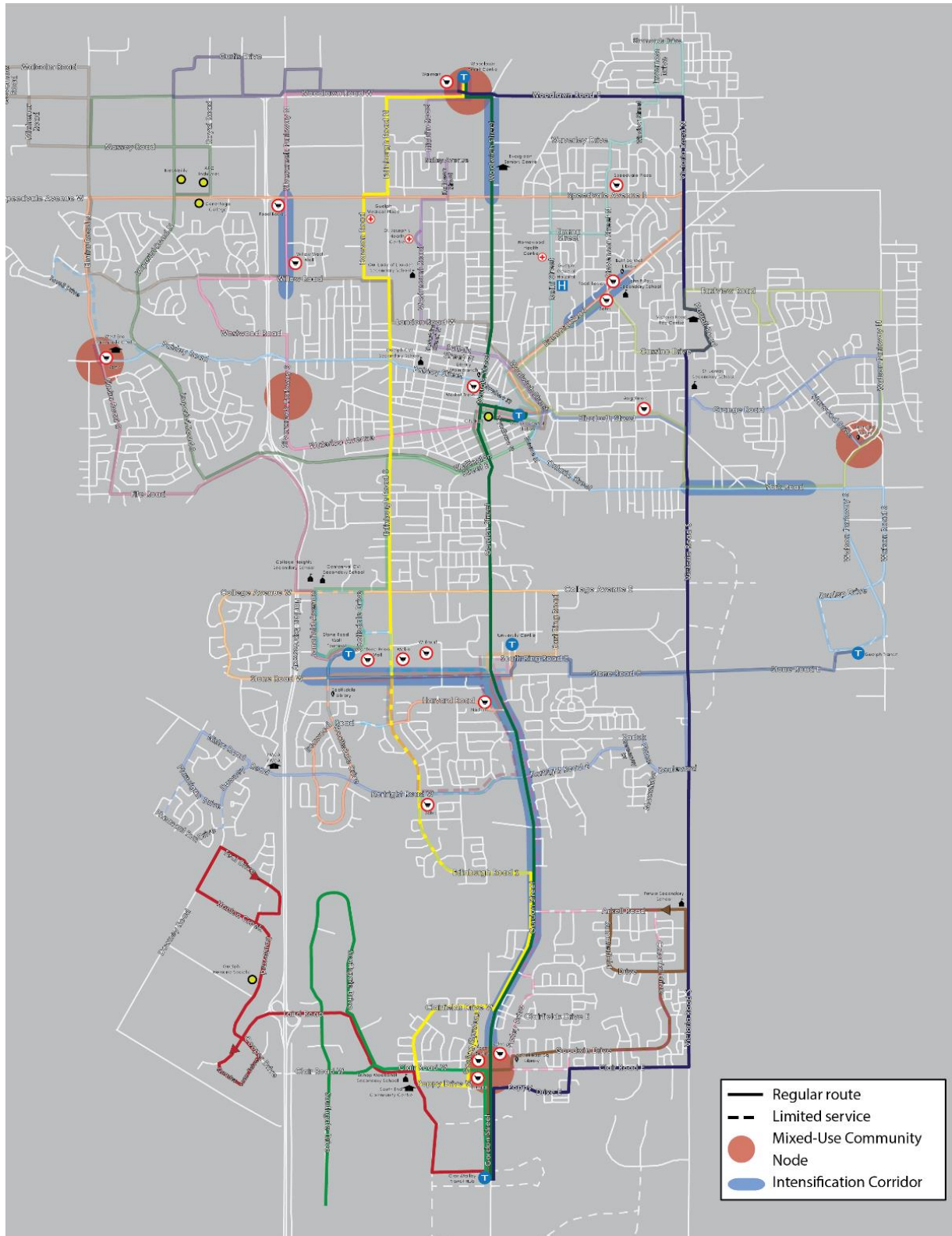
Year 9 changes

- Combine Route 1 Edinburgh College, Route 2 College Edinburgh, and Route 11 Edinburgh into new Route 97 Edinburgh
- Convert Route 18 Victoria to Route 96 Victoria that continues to the South end
- Implement Route 5 Goodwin new routing
- Discontinue Route 16A, making 16B the sole routing
- Implement new Route 25 College Stone



Year 10 changes

- Implement Route 5 Goodwin final routing
- Implement route 16 southgate final routing
- Implement route 96 victoria final routing
- Implement route 97 Edinburgh final routing
- Implement Route 99 Mainline new routing



For more information or to ask your questions

guelph.ca/routereview

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transit@guelph.ca

