



---

# TRANSIT BACKGROUND REPORT

---

June 26, 2020

## Contents

1. Background to the Report .....	3
2. Definitions .....	3
3. Report Context.....	4
4. The Importance of Transit .....	4
5. Regionally Significant Transit.....	7
5.1. Interim Growth Plan .....	7
5.2. Existing and Planned Regionally Significant Transit Service .....	9
5.2.1. Higher Order Transit.....	9
5.2.2. Intermunicipal Bus Routes.....	9
5.3. Potential Regionally Significant Transit Service .....	11
6. Project Outcomes .....	13
6.1. Recommended Goal .....	13
6.2. Recommended Objectives.....	13
6.3. Recommendations: Growth Plan.....	13
6.4. Recommendations: Servicing Plan .....	15
7. Conclusions .....	16
Appendix A: Transit in the CMR at a Glance.....	17
Appendix B: Bibliography.....	19

## 1. BACKGROUND TO THE REPORT

The purpose of this background report is to provide information about transit in the Calgary Metropolitan Region (“CMR”) and to provide general direction on land use planning and servicing approaches that speak to the requirements of the *Calgary Metropolitan Region Board Regulation* (“Regulation”). The outcomes of the report will inform the development of the Growth and Servicing Plan, but the recommendations of the background report are not binding on either plan.

The Transit Background Report was drafted by municipal experts with backgrounds in both transit and land use planning who participate in the CMRB’s Transit Subcommittee. Established in April 2019, the role of the Subcommittee is:

- To complete an environmental scan of existing and planned transit in the Calgary Metropolitan Region (existing conditions)
- To define what transit means at the regional scale
- To consider planning approaches and best practices for transit focused at the regional scale
- To provide recommendations for consideration in the Growth Plan and Servicing Plan planning process

The Subcommittee includes representatives from the City of Airdrie, City of Calgary, City of Chestermere, Town of Cochrane, Town of Okotoks, and Rocky View County. In addition to this expertise, a broad range of research sources were consulted.

Public engagement activities related to transit were deferred to the Growth and Servicing Plan engagement process as the content of the background report includes recommendations only and is not binding to the outcomes of the Growth and Servicing Plan.

Proper integration of transit into the Growth and Servicing Plan makes the ultimate delivery of transit services more efficient over time, creating higher levels of service at lower costs.

- This report provides an overview of some key considerations around transit-oriented communities with the understanding that discussions around growth areas, density, general land use, and intermunicipal transit corridors are within the scope of HDR Calthorpe’s scenario work.
- The Regulation allows for regional consideration of shared service delivery. As noted in Section 6.4 of this report, it is recommended that transit planning and operations considerations be deferred until there is a consensus about the scale and location of growth areas.

## 2. DEFINITIONS

*Higher Order Transit (HOT):* Transit service planned and designed to maintain greater levels of speed, reliability and passenger capacity than can be achieved by transit vehicles operating in mixed traffic, often by operating transit vehicles in dedicated rights-of-way.

*Transit-Oriented Communities (TOC):* Places that, by their design, allow people to drive less and use other forms of transportation, such as walking, cycling, and transit. These regions, municipalities or neighbourhoods focus higher-density, mixed-use, pedestrian friendly areas within walking distance of frequent transit, and they implement mobility management measures to discourage unnecessary driving.

*Transit-Oriented Development (TOD):* Specific buildings or development projects whose form and design are shaped by their proximity to frequent transit.

### 3. REPORT CONTEXT

Transit is the only consideration listed as aspects of both the Growth Plan and the Servicing Plan in the *Calgary Metropolitan Region Board Regulation*:

- The Growth Plan must include the "identification of...corridors for recreation, transportation, energy transmission, utilities and intermunicipal transit" Section 9.1(b)(iv)
- Servicing Plan must "list the servicing required to support the development outlined in the Growth Plan, which may include transportation, including regional transit..." Section 16(a)(i)

These two elements of transit were identified and described by the Subcommittee as:

- incorporating transit into land use planning norms ("planning for transit"), and
- providing transit service and operational considerations ("transit planning").

### 4. THE IMPORTANCE OF TRANSIT

As discussed in the Transit Subcommittee, providing transit makes the CMR more resilient and adaptable to shifts in economic, environmental and demographic patterns. The following list defines the rationale for emphasizing transit as a fundamental aspect of the Growth and Servicing Plan. These considerations help to inform the recommended outcomes identified in this report.

- Public transit is an increasingly important mode of connecting to people to jobs, housing and institutional uses.
- Public transit serves the essential needs of communities, even during the most challenging times.
- Costs are increasing for owning and operating a personal vehicle at a time when poverty and income disparity are growing.
- Demographic profiles are changing, increasing the need for alternative modes of transportation.
- Promoting regional economic benefits is important.
- Rural areas benefit from transit, too.
- There is a need to reduce environmental impacts.

#### ***Public transit is an increasingly important mode of connecting to people to jobs, housing and institutional uses***

Transit is a more sustainable way to connect people to jobs, appointments, community services, retail opportunities, and friends and family, regardless of income or living situation. As discussed by the Transit Subcommittee, recent changes in general types of employment and the move to more shift work and part-time work has increased the need for transit services in the CMR. The regionalization of services, from healthcare facilities to recreation centres to employment areas, also increases the need for thoughtful consideration of regional transit connections and transit-oriented communities.

Although commuting to work in single-passenger vehicles remains the dominant mode of transportation for those commuting to jobs and services, more people are relying on other means of travel over time. According to StatsCan (2016 census), between 1996 to 2016 the number of people living in census metropolitan areas who commuted to work increased from 8.6 million to 11.7 million (35.9% increase). Over the same 20-year period, workers choosing to take transit to work grew as a proportion of new commuters:

- taking public transit increased by 58.7%,
- cycling increased by 87.9%,
- using a car increased by 31.5%, and
- walking increased by 23.4%.

**Public transit serves the essential needs of communities, even during the most challenging times**

Transit is an essential service for those individuals who cannot drive due to financial or physical barriers, students and youth, but it also supports a range of lifestyle choices for those who prefer to commute using modes other than personal vehicles. During the COVID-19 pandemic, public transit services continued to provide service in communities, and to connect residents to essential services such as medical care and groceries, while also providing a mobility option for essential workers to access employment. The pandemic has highlighted transit as a core element of maintaining essential services and as a fundamental means of connecting people with the services they rely on.

**Costs are increasing for owning and operating a personal vehicle at a time when poverty and income disparity are growing**

The costs associated with commuting and mobility impact personal budgets. The Canadian Urban Transit Association (CUTA) notes that in 2001 in Canadian Communities, 19% of family expenditures went to housing, 13% went to transportation and 11% went to food. Household spending patterns remained generally unchanged by 2004, although transportation increased its budget share to 14%, a trend which would be expected to increase as fuel costs rise (CUTA Transit Vision 2040, page 22). The Federation of Canadian Municipalities (FCM) has also quantified the costs associated with transportation, identifying an annual savings of approximately \$10,000 per household when occupants of the household commute by transit (First 100 Days, page 16).

Figure 1: The Economic Impacts of Mobility Choices



Source: Federation of Canadian Municipalities, First 100 Days (page 16)

**Demographic profiles are changing, increasing the need for alternative modes of transportation**

Demographics profiles across Canada, Alberta and the CMR are changing as immigration increases, as poverty increases, and as the population ages. These changes play a significant role in the demand for transit. As described in an international transit research study completed by the University of Toronto for CUTA, “population characteristics such as the share of college students, population in poverty, average income, proportion of recent immigrants and ethnic composition are acknowledged as the most significant external socioeconomic factors [in transit ridership]” (page 17).

- The CMRB-approved population projections (2018) show that international migration and interprovincial migration are expected to be the two primary sources of population increase in the Region over the next 40 years. This aligns with the Government of Alberta’s 2019 to 2046 growth projections which indicate that 47% of Alberta’s growth will happen through international immigration, 33% by natural increase, and 20% by interprovincial immigration. The Federation of Canadian Municipalities (FCM) notes that new immigrants are twice as likely to commute by public transit as Canadian-born workers (First 100 Days, page 4).

- An aging population will drive an increase in the number of Canadians who rely on transit to get around. The Government of Alberta’s 2019 to 2046 growth projections indicate that the number of seniors in the province will double, meaning that by 2046 one in every five Albertans will be a senior. These riders may also require a higher standard of accessibility and security than other transit users (CUTA Transit Vision 2040: 5 Years of Progress, page 4). Many older Canadians will maintain a high-level of activity, including longer working lives, and will have a higher need for mobility. Most will be accustomed to driving and be more likely to live in suburban areas currently underserved by transit (CUTA Transit Vision 2040: 5 Years of Progress, page 19). This need for transportation to key services will especially affect rural areas of the CMR where the population is older on average and located a greater distance from services.

***Promoting regional economic benefits is important***

Promoting the movement of people and goods throughout the CMR promotes business and employment. Because all residents of the CMR do not have access to vehicle transportation - due to their age, income level and other factors - it is important to provide a means of connecting these residents to employment and retail services. This increases the economic potential of the region.

- Although transit is an expensive service to provide, it produces economic growth that promotes the overall health of the CMR. As noted in *Figure 1: The Economic Impacts of Mobility Choices*, FCM estimates that every \$1 billion invested in transit creates about \$3 billion in economic growth. In its paper *The Importance of Public Transit in Canada and Calgary, and Who Should Pay*, The City of Calgary’s Corporate Economics noted that “for all Calgarians of all ages whether riders or not, [it is] estimated the total benefits of Calgary Transit in Calgary at about \$570 million. This results in a benefit to cost ratio as high as 1.8 to 1. Interestingly, about 2/3 of the total benefits to all Calgarians from Calgary Transit comes from reduced road congestion alone” (page 2).

***Rural Areas Benefit from Transit, Too***

Rural areas in the CMR tend to be dispersed and automobile dependent. This isolation increases as the region urbanizes and public services such as healthcare facilities, recreation centres, shops and retail services, and employment areas are consolidated into regional centres to improve the efficiency of service delivery.

Studies done for the Victoria Transport Policy Institute note that improving rural travel options can provide benefits to rural users and businesses, reducing chauffeuring burdens imposed on drivers and increasing local tourist business activity (Rural Multi-Modal Planning, page 5).

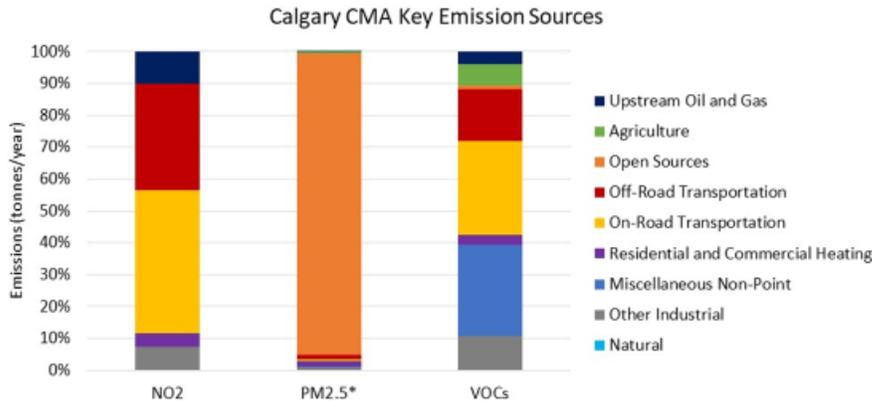
- As noted by the Victoria Transport Policy Institute in their Rural Multi-Modal Planning report, rural communities are attracting a growing number of retired Canadians who need access to a range of goods and services, such as preventative health, social services and seniors housing. While the population of seniors aged 55 and older is increasing in both metropolitan and rural regions, smaller communities will have fewer local support resources.
- FCM notes that rural Canada continues to create jobs across different sectors of the economy, with job growth of more than 7% over fifteen years from 2001 to 2016. In 2016, almost 23% of Canadians worked in rural communities. FCM underscores the importance of youth retention in rural areas to promoting the long-term economic vitality of rural Canada, which has had more difficulty than non-rural areas in retaining youth employment (Rural Challenges, page 5-6).

***There is a need to reduce environmental impacts***

Transit use achieves the objectives of reducing energy use, air pollution, greenhouse gas emissions and congestion. Transportation emissions are the largest source of greenhouse gas (GHG) emissions in Canada, at 24% of all GHGs (CUTA Transit Vision 2040: 5 Years of Progress, page 27). As identified in *Figure 2: Key Emission Sources*, on-road transportation is a significant source of NO2 and VOCs in the Calgary census metropolitan area.

Figure 2: Key Emissions Sources (Calgary Census Metropolitan Area)

## Key Emission Sources



Source: South Saskatchewan Region Air Quality Management Framework: Alberta's Approach to Implementing the Canadian Ambient Air Quality Standards (CAAQS), 2019 Presentation to Calgary Regional Airshed Zone (CRAZ)

## 5. REGIONALLY SIGNIFICANT TRANSIT

In the CMR, there are a range of municipally and privately provided transit options at both the regional and local scales. A brief overview of transit services in the CMR is provided in *Appendix A: Transit in the CMR at a Glance*. Municipalities in the CMR are already providing a high level of transit service. Calgary, which offers 4,369 km of transit routes, 159 bus routes and 45 LRT stations, has the most rapid transit per million residents of any major Canadian city. Airdrie offers fixed route, dial a bus, and intermunicipal bus service. Both Cochrane and Okotoks offer on-demand transit services in their communities. Private operators are creating connections and accessibility for residents across the region and provide services for vulnerable populations in rural areas.

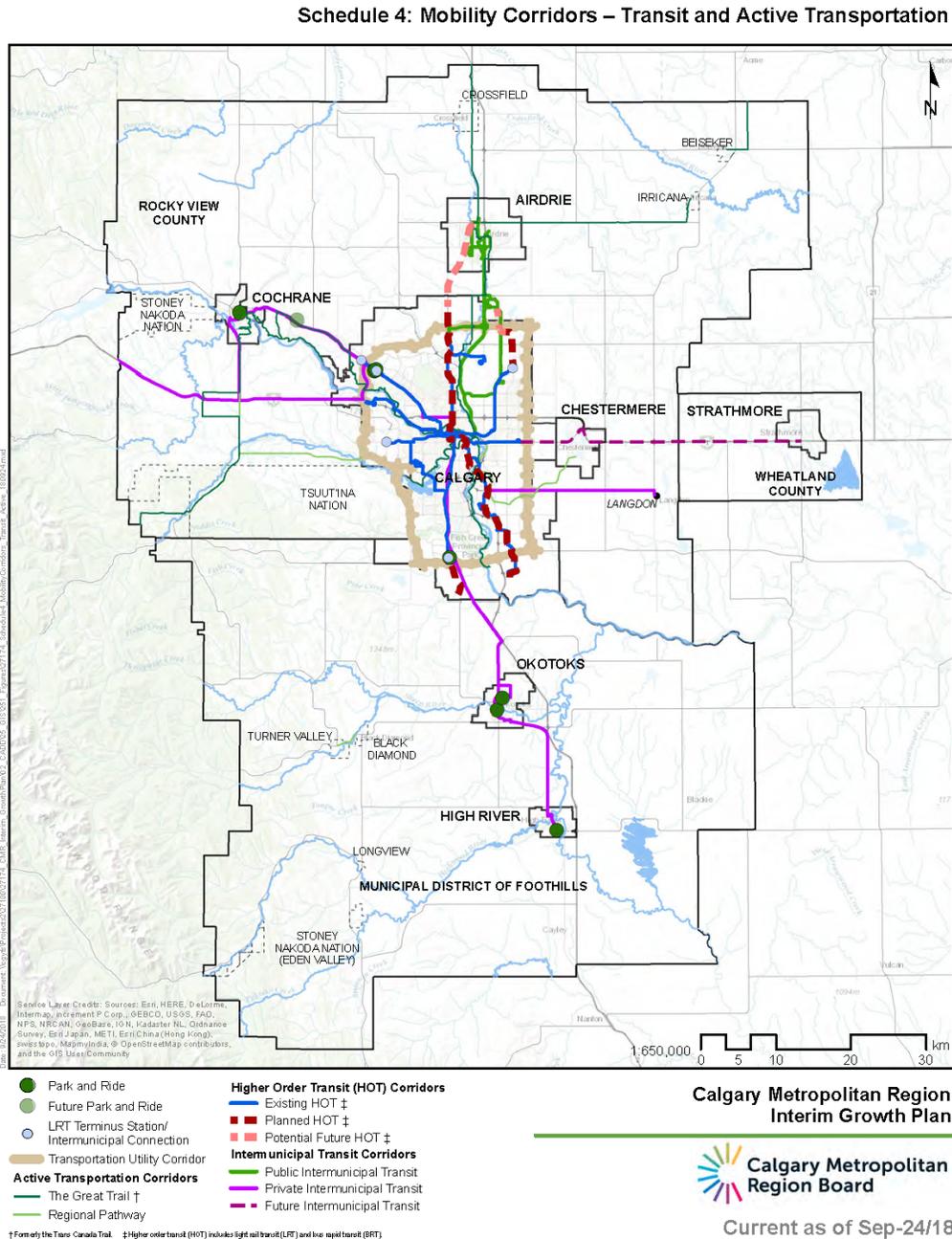
This Transit Background Report focuses on transit services and opportunities that are regionally significant in scale and support a regional system of transit. The Transit Subcommittee defined regionally significant transit as those aspects of transit in the CMR, including transit corridors and supportive infrastructure and transit services that connect municipalities together. Mapping provided in this background report captures existing, planned and potential fixed route transit.

### 5.1. INTERIM GROWTH PLAN

A first opportunity to define the regionally significant transit system came through the development of the Interim Growth Plan (IGP). The IGP was approved by the CMRB in September 2018 to provide an interim approval framework for statutory plans (Intermunicipal Development Plans, Municipal Development Plans, Area Structure Plans and Area Redevelopment Plans). The IGP map is provided below as *Figure 3: Interim*

*Growth Plan, Schedule 4: Mobility Corridors – Transit and Active Transportation.* The IGP identified several potential higher-order regional transit corridors, including currently planned extensions to the existing LRT lines in Calgary and the future Green Line.

*Figure 3: Interim Growth Plan, Schedule 4: Mobility Corridors – Transit and Active Transportation*



Source: *Interim Growth Plan, Calgary Metropolitan Region Board*

## 5.2. EXISTING AND PLANNED REGIONALLY SIGNIFICANT TRANSIT SERVICE

Since the development of the IGP, the Transit Subcommittee has worked to further refine the definition of regionally significant transit in the CMR. *Figure 4: Existing and Planned Regional Transit Service in the CMR* is a current snapshot of fixed route existing and planned regionally significant transit in the CMR as identified in municipally-approved documents.

### 5.2.1. Higher Order Transit

Higher order transit in the CMR is provided through light rail transit (LRT) and bus rapid transit (BRT).

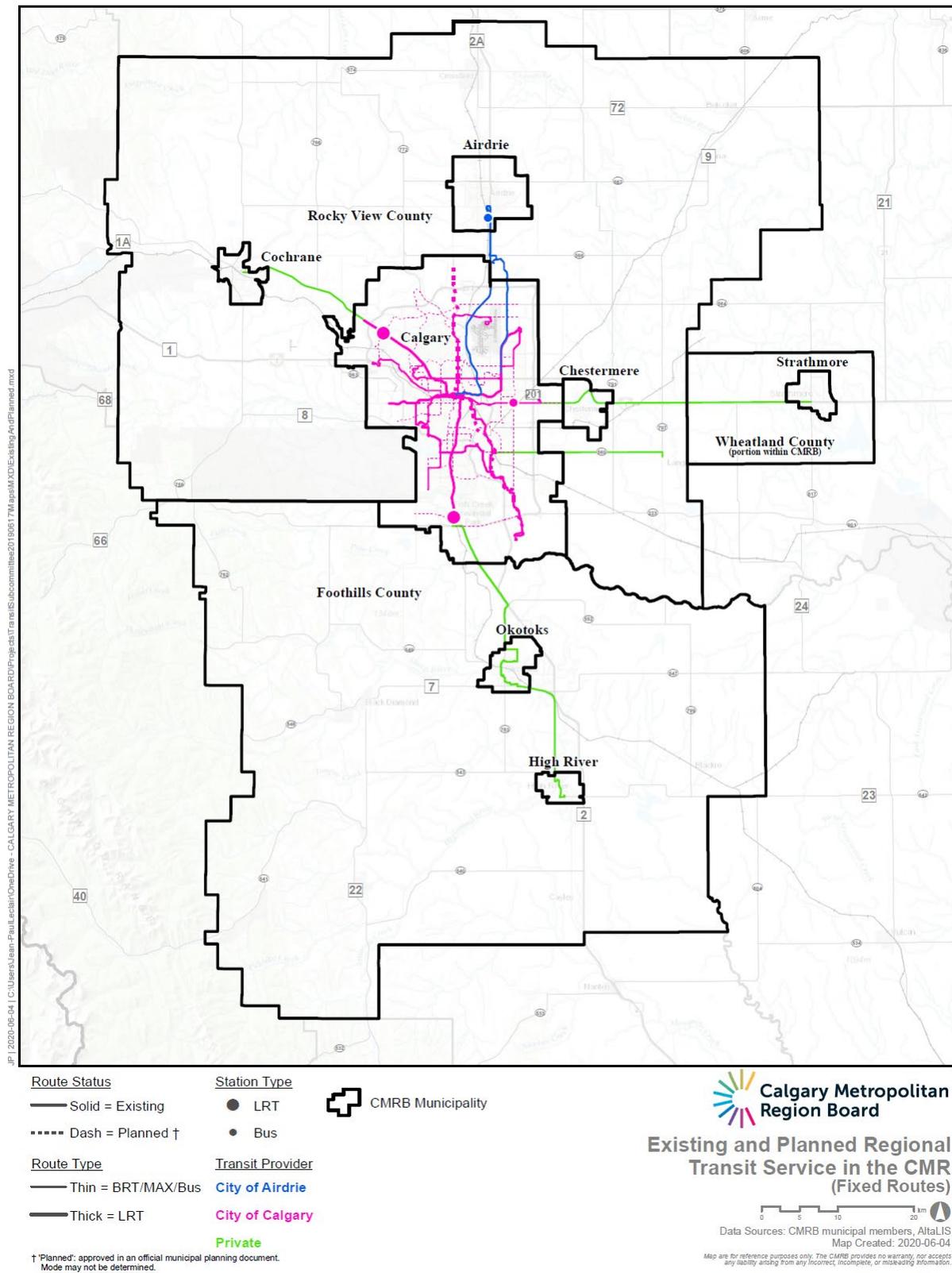
- Calgary Transit operates two light rail transit (LRT) lines with a mixture of on-street operation and dedicated right-of-way. The City of Calgary provides light rail transit and bus rapid transit, which are connected through an extensive network of local routes. Some of the stations offer a potential appropriate transfer point for future regional connections.
- Calgary Transit provides four high frequency bus routes with specialized shelters, real-time information and distinct branding to supplement the light rail network. Branded as 'MAX' rapid transit lines, routes currently include the MAX Purple, MAX Teal, MAX Orange and MAX Yellow. MAX Purple and MAX Yellow have sections of dedicated right-of-way and other transit priority measures on all routes.
- Calgary Transit provides four BRT routes with limited stop, cross town connections including signal priority, queue jumps and short sections of transit only lanes. These routes connect major employment hubs include Calgary International Airport, Quarry Park and Seton Hospital.
- The City of Calgary is in the process of finalizing plans for a new Green Line that would add 46 kilometres of track to the existing 59-kilometre LRT system.

### 5.2.2. Intermunicipal Bus Routes

There are several public and private service providers in the CMR that offer bus transit service to connect municipalities together. These bus routes often link to LRT stations and park and ride facilities in Calgary.

- Airdrie Transit provides connections between Airdrie and Calgary. They have the highest level of service of all regional connections in the CMR with 24 return trips per day on three routes. The service is operated by Airdrie Transit under the ICE (InterCity Express) brand.
- First Student Canada operates a commuter service between Strathmore, Chestermere and downtown Calgary with a single trip in the AM and PM, in peak direction only. There are no stops within Wheatland County or Rocky View County.
- Southland Transportation operates regional services including routes between High River, Okotoks and downtown Calgary, Cochrane and downtown Calgary under the 'On-It' brand. This services focuses on regional commuters. On-It operates a weekend service between Calgary and Banff in the summer.
- Red Arrow operates a shuttle between the Somerset-Bridlewood LRT station and Spruce Meadows on Calgary FC Soccer games. Calgary Transit services are also accessible via park and ride lots at BRT and LRT stations in the south part of Calgary.
- The Rocky View Bus, Strathmore Handi-Bus, and High River Handi-Bus connect residents from small and rural communities to health and retail services.

Figure 4: Existing and Planned Regional Transit Service in the CMR



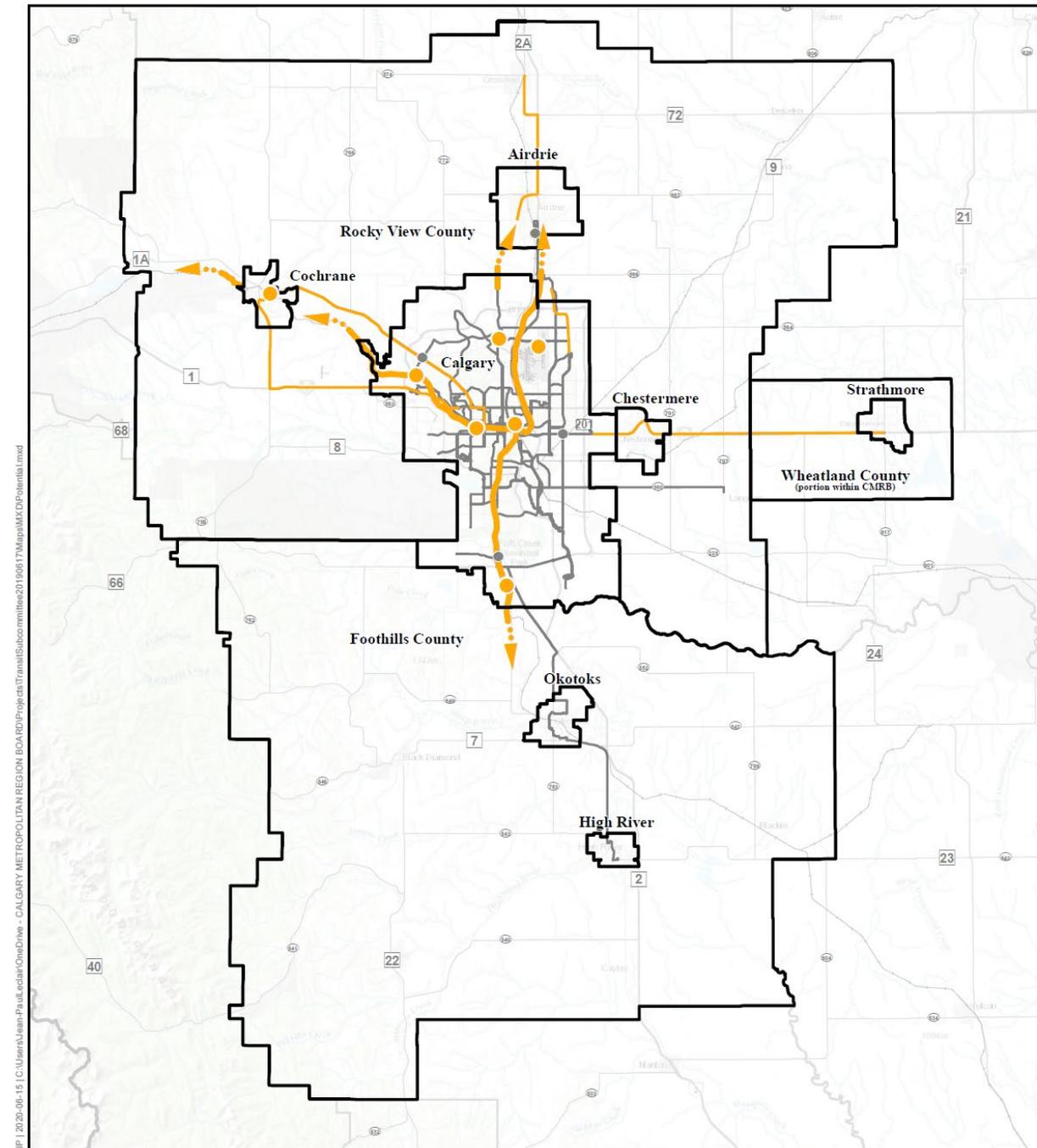
### 5.3. POTENTIAL REGIONALLY SIGNIFICANT TRANSIT SERVICE

There are several regionally significant potential or aspirational transit opportunities that have been considered but are not yet planned. *Figure 5: Potential Future Regional Transit Service in the CMR* offers a current understanding of potential or aspirational regionally significant transit in the CMR. These opportunities will be reconsidered as part of developing the Growth & Servicing Plan once the location, scale and projected population of growth areas is known.

Potentially regionally significant transit opportunities include:

- The potential for passenger rail connection between Calgary and Banff alongside the existing heavy rail corridor.
- The City of Airdrie has a long-term vision for higher order transit that would align with the City of Calgary, including modal split targets. This is presented in the Airdrie Transportation Master Plan.
- The City of Chestermere is actively considering options for transit service between Chestermere and Calgary along 17<sup>th</sup> Ave SE.
- The Town of Cochrane and Southland Transportation are in the beginning stages of planning the integration of fixed local COLT routes with an enhanced On-It regional service. This service would connect COLT routes to the Town's new Transit Hub located at 360 Railway St. W. From here, regional coach buses would take people to/from Calgary destinations on regional routes along Highway 1A and Highway 22. Calgary destinations would include Brentwood LRT station, SAIT, Foothills and Downtown. Cochrane is also looking into a potential summer route to Banff.

Figure 5: Potential Future Regional Transit Service in the CMR



J:\2020-06-15\15\Users\jean-paul.ledah\OneDrive - CALGARY METROPOLITAN REGION BOARD\Projects\Transit\Subcommittee20190817\Map\CMR\Potential.mxd

- |   |   |   |
|---|---|---|
| <b>Potential Transit †</b>  | <b>Existing and Planned Transit</b>   |  CMRB Municipality |
|  Bus               |  All modes       |   |
|  LRT/Commuter Rail |  Bus/LRT Station |   |
|  Bus/LRT Station   |   |   |

† Includes conceptual, aspirational transit corridors/lines (i.e., not approved in an official municipal planning documents)

 **Calgary Metropolitan Region Board**

**Potential Future Regional Transit Service in the CMR**

0 5 10 20 km 

Data Sources: CMRB municipal members, AltaLIS  
Map Created: 2020-06-15  
Map are for reference purposes only. The CMRB provides no warranty, nor accepts any liability arising from any incorrect, incomplete, or misleading information.

## 6. PROJECT OUTCOMES

The Transit Subcommittee has created several recommendations around transit in the CMR. The recommendations of this report are not binding to the Growth and Servicing Plan process, but are intended to inform the development of the Growth and Servicing Plan.

In a region as large and diverse as the CMR, scale is an important consideration in planning for and delivering transit services. There is no single approach to providing transit services that fits all contexts. The Subcommittee recommendations take scale into account, allowing for design and planning solutions that are appropriate to each member municipality.

### 6.1. RECOMMENDED GOAL

The Subcommittee recommends the use of the following goal to guide a regional approach to transit in the Growth and Servicing Plan:

*To support the economic, social, environmental health of the Calgary Metropolitan Region through an efficient, integrated and connected approach to planning for and delivering transit services.*

### 6.2. RECOMMENDED OBJECTIVES

The Subcommittee recommends the use of the following objectives to guide a regional approach to transit in the Growth and Servicing Plan:

- Objective #1: Promote transit supportive communities across the CMR
- Objective #2: Identify transit corridors that connect land use, regional transit areas, activity hubs, and higher density, mixed use development
- Objective #3: Ensure transit is integrated into the Growth and Servicing Plan
- Objective #4: Support an efficient transit service in the CMR
- Objective #5: Promote coordination with provincial and federal governments

### 6.3. RECOMMENDATIONS: GROWTH PLAN

The following section provides recommended ways of achieving the objectives as outlined in Section 6.2 above.

#### ***Recommendations for Objective #1: Promote transit supportive communities across the CMR***

Integrating land use and mobility is critical to a strong region. Transit-oriented communities and developments are a necessary part of growing the transit network in an efficient, integrated and connected manner. When land use and transportation are well coordinated, transit can provide fast, direct and cost-effective access to more destinations for more people. Transit-oriented communities support higher levels of walking, cycling and transit and result in lower levels of automobile use and greenhouse gas emissions. There are many examples of planning for transit at the regional scale around Canada which were reviewed by the Subcommittee.

1. Learning from other regions, the Transit Subcommittee recommends Growth and Servicing Plan maps identify:
  - key regional activity hubs,
  - regional transit infrastructure (stations, park and rides, etc.),
  - existing and future rapid transit or priority transit corridors,

- intensification overlays, or similar, to show where future regional hubs might develop areas of the transit network where mode progression is desirable, i.e. where BRT can be transformed into LRT when appropriate, and
  - connections with regional pathway corridors when possible.
2. The Transit Subcommittee recommends that the Growth and Servicing Plan policies provide appropriate guidance to municipalities on planning for transit to create a consistent approach to transit in the CMR. Transit has a role to play in every community in the CMR, but it may be provided at different scales and may not always be municipally provided.
  3. The Growth and Servicing Plan is an opportunity to incorporate best practices for land use planning to promote efficient, integrated and connected service delivery. The Transit Subcommittee offers the following policy opportunities:
    - Municipal Development Plans provide direction on appropriate approaches to transit.
    - Municipal Development Plans and Area Structure Plans identify how infill might be achieved along higher density, mixed use corridors to support the provision of transit along frequently travelled corridors, as appropriate to the scale and context.
    - New Area Structure Plans and Area Redevelopment Plans provide direction on how plans could provide or improve transit service in the future, as appropriate to the scale and context.
    - New Area Structure Plans and Area Redevelopment Plans provide direction on transit-oriented design strategies and standards, as appropriate to the scale and context. For example, at the municipal or local scale this might mean:
      - Locate institutions, employment and housing together and in proximity to existing or future transit.
      - Define walk catchments around transit stations and encourage higher intensity, mixed use development in those areas.
      - Provide policies for intensification and increasing mix of uses in existing built areas
      - Encourage pedestrian friendly street design.
      - Include transit corridors with direction on how the corridors will be realized over time, such as incorporating consideration of transit corridors into transportation impact assessments and other supporting documents where relevant.
      - Identify how local transit connects and feeds into regional transit.
      - Incorporate the recommendations of transit planners when writing transit into statutory plans.

***Outcomes for Objective #2: Identify transit corridors that connect land use, regional transit areas, activity hubs, and higher density, mixed use development***

The *Calgary Metropolitan Region Board Regulation* requires the identification of intermunicipal transit corridors in the Growth and Servicing Plan.

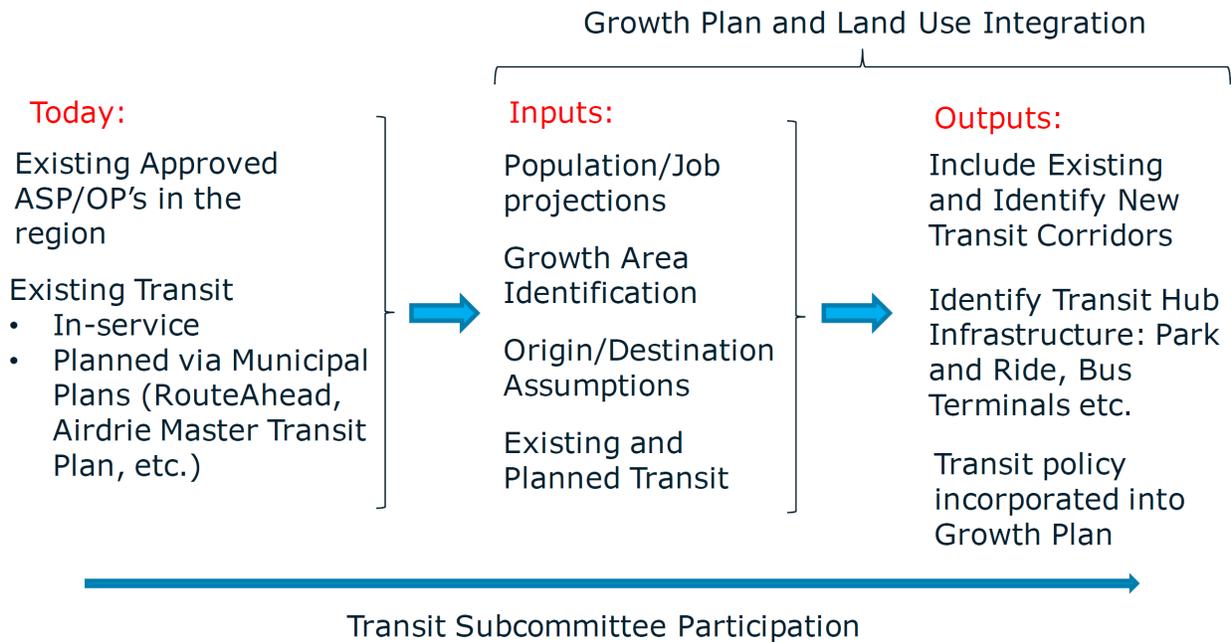
1. The Transit Subcommittee supports the identification of transit corridors in the Growth and Servicing Plan as an important part of planning the long-term growth of the regional transit system. Identifying transit corridors in the Growth and Servicing Plan enables corridor protection over time and allows for the planning of higher density and mixed use nodes in a pattern that supports the efficient and effective delivery of transit. It is recommended that park and ride infrastructure and regional connection opportunities be included in the consideration of corridors as these are important aspects of the regional system.

***Outcomes for Objective #3: Ensure transit is integrated into the Growth & Servicing Plan***

It is critical that transit be fully integrated into the Growth and Servicing Plan. This makes the provision of transit services more efficient and cost-effective over time.

1. The Transit Subcommittee recommends the following approach to integrating transit into the policies of the Growth and Servicing Plan (Figure 6). The Transit Subcommittee should be made available to the Growth and Servicing Plan consultant to support the scenario process.

Figure 6: Process for Integrating Transit into the Growth and Servicing Plan



2. The Transit Subcommittee was established to act as a resource for the CMRB and to help integrate transit into the development of the Growth and Servicing Plan. The time and expertise of the Transit Subcommittee members should be made available to support the scenario process.

#### 6.4. RECOMMENDATIONS: SERVICING PLAN

The following section provides recommended ways of achieving the objectives as outlined in Section 6.2.

##### **Outcomes for Objective #4: Support an efficient transit service in the CMR**

An objective of the *Calgary Metropolitan Region Board Regulation* is to support the optimization of shared services to enhance use of ratepayer dollars through collaboration. There are many examples of coordinated transit planning at the regional scale around Canada. For example, other regions outside the CMRB:

- Offer tools and support for smaller municipalities,
- Coordinate decision-making amongst member municipalities, through a regional transit service entity or other mechanism,
- Hold regular meetings amongst transit specialists, and
- Other.

1. The Transit Subcommittee recommends that the CMRB defer service delivery and governance considerations until after the completion of the Growth and Servicing Plan (post-2020). There is a need to understand the location and scale of growth areas prior to moving forward with transit planning and network considerations.

2. The Transit Subcommittee recommends the following next steps for transit implementation/servicing strategies be included in Growth Plan and Servicing Plan policies:
  - Complete a Regional Transit or Regional Mobility Plan to implement Growth and Servicing Plan recommendations. A regional study or plan of this type could include a review governance and service delivery models based on the approved Growth and Servicing Plan policies.
  - Establish a collaborative regional group tasked with planning and deploying integrated and efficient transit services. This would enable the pursuit of efficiencies in transit service delivery on an ongoing basis.

***Outcomes for Objective #5 Promote coordination with provincial and federal governments***

Policy decisions and funding mechanisms at the provincial and federal levels of government affect how transit is planned, built and operated at the regional scale.

1. The Transit Subcommittee recommends that the CMRB coordinate with other government agencies to enhance the use of rate payer dollars and promote the sustainability of the transit systems in the CMR. For example, the regionalization of health programs has created significant demand for transit in the CMR. Delivering clients to provincial health programs and other provincial service programs is driven by provincial policies but is not compensated by the Province. This leaves member municipalities to plan, deliver or fund these services in whole or in part. Providing transit service for medical trips is a significant challenge for smaller municipalities with limited access to community medical facilities and limited access to transit services with regional transit connections.

## **7. CONCLUSIONS**

Planning for transit at the regional scale is an extremely effective way of creating an *efficient, integrated and connected* transit system. It supports a more cost-effective and better planned transit network over time. Transit is a fundamental part of achieving many regional goals for improved economic growth, environmentalism, resilience and quality of life.

## APPENDIX A: TRANSIT IN THE CMR AT A GLANCE

Table 1: Transit in the CMR at a Glance	
Transit in Member Municipalities	
City of Airdrie	<ul style="list-style-type: none"> <li>• Transit service goes back to 1980</li> <li>• Aiming for 1,000,000 transit trips/year by 2026</li> <li>• Focus on customer service, inclusivity</li> <li>• Considerate of financial stewardship, return on investment</li> <li>• Incremental implementation</li> <li>• Regional transit service is main use of transit</li> <li>• Provides local fixed route and local OnDemand services</li> </ul>
City of Calgary	<ul style="list-style-type: none"> <li>• Most rapid transit per million residents of any major CAN city</li> <li>• Ridership of 110 million customers in 2015</li> <li>• 4,369 km of transit routes</li> <li>• 159 bus routes and 45 LRT stations</li> <li>• Operates a fleet of accessible transit vehicles</li> <li>• Focus on investment in high use corridors</li> <li>• Calgary Transit Access provides accessible transit service</li> </ul>
City of Chestermere	<ul style="list-style-type: none"> <li>• New communities are being planned with transit in mind</li> <li>• Working with City of Calgary on possible transit extension on 17<sup>th</sup> Avenue into Chestermere downtown</li> <li>• Rocky View Bus provides privately delivered accessible transit</li> </ul>
Town of Cochrane	<ul style="list-style-type: none"> <li>• Successful 5-year pilot of on demand local transit started in 2019</li> <li>• System could incorporate fixed or flexible routes</li> <li>• Expanding On It service to include additional stops (LRT/UofC/SAIT) and schedule times</li> <li>• Rocky View Bus provides privately delivered accessible transit</li> </ul>
Foothills County	<ul style="list-style-type: none"> <li>• Provides subsidized transportation for medical appointments through existing taxi services and High River Handi Bus</li> </ul>
Town of High River	<ul style="list-style-type: none"> <li>• Communities are being planned with transit in mind</li> <li>• On It provides private regional service from High River to Okotoks and Calgary</li> <li>• High River Handi Bus provides privately delivered accessible transit, which is partially funded by the Town of High River</li> </ul>
Town of Okotoks	<ul style="list-style-type: none"> <li>• Demand for local transit</li> <li>• On demand service is provided by the Town</li> <li>• The Town has focused on customer service and accessibility as the community moves towards transit</li> <li>• Links to Town's Environmental Sustainability Plan</li> </ul>

Rocky View County	<ul style="list-style-type: none"> <li>• Recent ASPs include policy for accommodating transit into community and road designs</li> <li>• Investigating service to Balzac mall and possible partnerships with Airdrie</li> <li>• RVC Handi Bus provides privately delivered accessible transit, which is partially funded by RVC</li> </ul>
Town of Strathmore	<ul style="list-style-type: none"> <li>• Strathmore Handi Bus provides privately delivered accessible transit, which is partially funded by Town of Strathmore</li> </ul>
Wheatland County	<ul style="list-style-type: none"> <li>• Strathmore Handi Bus provides privately delivered accessible transit, which is partially funded by Wheatland County</li> </ul>
Transit Provided by Private Operators	
On It	<ul style="list-style-type: none"> <li>• Operated by Southland Transportation Ltd.</li> <li>• Includes commuter and recreation service</li> <li>• Calgary Banff Canmore (Summer)</li> <li>• Okotoks / High River / Calgary Anderson Station</li> <li>• Cochrane / Calgary Downtown</li> </ul>
First Student Canada	<ul style="list-style-type: none"> <li>• Provides commuter service from the following communities to downtown Calgary: <ul style="list-style-type: none"> <li>○ Airdrie</li> <li>○ Carstairs</li> <li>○ Chestermere</li> <li>○ Didsbury</li> <li>○ Strathmore</li> </ul> </li> </ul>

## APPENDIX B: BIBLIOGRAPHY

Calgary Metropolitan Region Board (2018). *Population Projections: Produced for the Calgary Metropolitan Region Board and its Member Municipalities [Rennie Intelligence]*. Accessed at <https://www.calgarymetroregion.ca/documents>

City of Calgary. *The Importance of Public Transit in Canada and Calgary, and Who Should Pay*. Accessed at <https://www.calgary.ca/cfod/finance/Documents/Corporate-Economics/Other-Reports/Importance-of-Public-Transit.pdf>

Canadian Urban Transit Association (2009). *Transit Vision 2040*. Accessed at: [https://cutaactu.ca/sites/default/files/cuta\\_eng\\_2015\\_01-low.pdf](https://cutaactu.ca/sites/default/files/cuta_eng_2015_01-low.pdf)

Canadian Urban Transit Association (2014). *Transit Vision 2040: 5 Years of Progress*. Accessed at: [https://cutaactu.ca/sites/default/files/cuta\\_eng\\_2015\\_01-low.pdf](https://cutaactu.ca/sites/default/files/cuta_eng_2015_01-low.pdf)

Federation of Canadian Municipalities (2011). *Starting on Solid Ground: The Municipal Role in Immigrant Settlement*. Accessed at [https://data.fcm.ca/documents/reports/Starting\\_on\\_Solid\\_Ground\\_Municipalities\\_and\\_Immigration\\_EN.pdf](https://data.fcm.ca/documents/reports/Starting_on_Solid_Ground_Municipalities_and_Immigration_EN.pdf)

Federation of Canadian Municipalities (2019). *Building better lives together: First 100 days of federal government: A municipal call to action*. Accessed at <https://data.fcm.ca/documents/resources/building-better-lives-together.pdf>

Federation of Canadian Municipalities (2018). *Rural Challenges, National Opportunity*. Accessed at <https://fcm.ca/sites/default/files/documents/resources/report/rural-challenges-national-opportunities.pdf>

Alberta Environment and Parks (2019). *South Saskatchewan Region Air Quality Management Framework: Alberta's Approach to Implementing the Canadian Ambient Air Quality Standards (CAAQS)* [presentation to the Calgary Regional Airshed Zone]. Accessed at <https://craz.ca/downloads/craz-documents/Documents/Presentations/2019%20Building%20Healthier%20Communities%20Together/SSRP%20AQ%20Management%20Framework.pptx>

Statistics Canada (2016). *Census in Brief: Commuters using sustainable transportation in census metropolitan areas*. Accessed at <https://www12.statcan.gc.ca/census-recensement/2016/as-sa/98-200-x/2016029/98-200-x2016029-eng.cfm>

Translink. *Transit Oriented Communities: A primer on key concepts*. Accessed at <https://www.translink.ca/Plans-and-Projects/Transit-Oriented-Communities.aspx>

Translink. *Frequent Transit Network*. Accessed at <https://www.translink.ca/Plans-and-Projects/Frequent-Transit-Network.aspx>

University of Toronto, Faculty of Applied Science and Engineering (2018). *Canadian Transit Ridership Trends Study*. Accessed at [https://cutaactu.ca/sites/default/files/cuta\\_ridership\\_report\\_final\\_october\\_2018\\_en.pdf](https://cutaactu.ca/sites/default/files/cuta_ridership_report_final_october_2018_en.pdf)

Victoria Transport Policy Institute (2020). *Rural Multi-Modal Planning: Why and How to Improve Travel Options in Small Towns and Rural Communities*. Accessed at <https://www.vtppi.org/rmp.pdf>