Calgary Transit and the Calgary Transportation Plan
Coordinator, Strategic Transit Planning, Calgary Transit
1. Plan It Calgary – the new Municipal Development Plan and Calgary Transportation Plan

2. Primary Transit Network, LRT Expansion and BRT Network Plan

3. CRP Regional Transit Plan
Creating a new transit vision for Calgary and Region.

2009 Municipal Development Plan and Calgary Transportation Plan
WHERE DO WE GROW FROM HERE?

KEY FOCUS:

• How can we accommodate an additional 1.3 million people and 600,000 jobs over the next 50 - 60 years?
  – Where will they live?
  – Where will they work?
  – How will they travel?
  – What are the implications?
KEY DIRECTIONS FOR LAND USE & MOBILITY

1. Balance growth between established and greenfield (new) communities.
2. Provide more choice within complete communities.
3. Direct land use change within a framework of nodes and corridors.
4. Link land use decisions to transit.
5. Increase mobility choices.
6. Develop a Primary Transit Network.
7. Create complete streets.
8. Optimize infrastructure.
A NEW TRANSIT VISION

Objective

To make Calgary Transit the preferred mobility choice of Calgarians.
A NEW TRANSIT VISION

• Develop a high capacity Primary Transit Network, integrated with supportive transit oriented development.

• Optimize Primary Transit Network design.
  – frequency, speed, reliability, comfort.
  – make it convenient to live close to Primary Transit without needing a private auto.

• Integrate Primary Transit Network with regional /inter-city passenger modes.
PRIMARY TRANSIT SERVICE

Definition:

A permanent network of *high-frequency* transit services that will include LRT, BRT, streetcars/trams and frequent bus service.

“The primary transit network will form the foundation of the transit system and *incorporate the highest standards with regard to level of service, operating speed, connectivity and customer amenities to attract new customers.*”
PRIMARY TRANSIT - CORE ELEMENTS

‘The Big Moves’

1. Connect more places more directly
   - ASAP

2. Make those connections faster
   - Improve transit’s competitive position

3. Make those connections more frequent
   - Show up & go

4. Integrate transit into civic life
   - Centrality (safe, clean, comfortable)
PRIMARY TRANSIT

DEFINING CHARACTERISTICS:

• Frequency: 10 minutes or better.
• Span of Service: 15 hours/day, seven days/week.
• Service Reliability: All service operates within 0 – minus 3 minutes of scheduled time.
• Increased Capacity: Sufficient service to meet demand.
WHAT DOES THIS MEAN?

**KEY 30 YEAR STRATEGIES**

- Focus transit investment in Primary Transit Network.
  - LRT expansion
  - New Cross-town BRT routes
- Collaborate with Regional Communities to develop an integrated, high capacity regional transit system (Intercity Express buses, regional commuter rail, LRT).
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Ridership Trends 1999-2008

- Population: +25%
- Transit Ridership: +33%
  - CTrain: +80%
- Market Share (work trips):
  - Downtown: 45+%
  - City-wide: 17%
Calgary Transit

LRT Expansion

- NW Line Extension
  - 2.2 km of new track
  - 1 Station
  - 7 LRV’s
  - Cost of $120 million
  - Serving Communities of: Royal Oak, Rocky Ridge, Tuscany

- NE Line Extension
  - 2.9 km of new track
  - 2 Stations
  - 6 LRV’s
  - Cost of $110 million
  - Serving Communities of: Martindale, Teradale, Saddleridge

- Northwest LRT
- Northeast LRT
- West LRT
- New West Line
  - 7.7 km of new track
  - 6 Stations
  - 21 LRV’s
  - Cost of $700 million
  - Serving Southwest Calgary communities
  - Population of up to 120,000

Summary
- 12.8 km of new track
- 9 new stations
- 34 new LRV’s
- Total Cost = $930 million
Northeast LRT Extension
One-Year Review of Extension to McKnight-Westwinds

- Ridership on Northeast LRT +26,500 (7%)
- Bus services 38% shorter and 33% more frequent (but 10% less operating hours)
- M-W customers: share of access to LRT by walking 10%, bus 60%, dropoff 5% and park & ride 25% (2008)
- 900 Park and Ride stalls added, downstream lot had 320 vacant stalls (2008 - before charge)
Northwest LRT
• 6 LRT Stations
  – First underground LRT station in Calgary
  – First elevated LRT station in Calgary
• 4-storey office building at Westbrook

• 2 Park & Ride lots – 1,300 stalls
• 1 Interchange (Sarcee Trail)
• 1 New High School

West LRT
Sunalta Station
Shaganappi Point Station

Calgary Transit
Westbrook Station
45 Street Station
Sirocco Station
69 Street Station
Build Canada Fund

- Kerby/Downtown West Station
- 4-car platform extensions
- SE BRT park & ride lots
- Transit priority
- Automated passenger information systems
- Connect cards/fobs
Integration with High Speed Rail and Airport

96 Ave Station

Downtown Station
Long-Term System Capacity
7 Avenue: West-NE
8 Avenue Subway: South-NW
Primary Transit Network

- Rail
  - LRT
  - Tram
- Bus
  - Local multiple-stop bus service
  - BRT
  - Express Bus
Bus Rapid Transit service progression

- Express and local service
- In-Street BRT with transit priority
- BRT or LRT on separate right of way
A variety of bus services, including BRT, can use BRT Facilities.
Downtown to Airport to NE LRT

(Short + Long Term)

Potential BRT Stop
BRT Route
Primary Transit Network

Downtown

17 Avenue Median Busway (ST), Mount Royal University to Downtown (ST), SW BRT (ST), Route 301, 302, 305.

Road Under Construction (Scheduled Completion Summer 2012)
Route 301 has same stop locations from Downtown to 96 Avenue

High Speed Rail Station

Sage Hill BRT (LT)

Airport

New Airport Runway (April 2011)

Country Hills Blvd

Barlow Trail

19 Street

Potential High Speed Rail Line

Saddletowne to University of Calgary (ST)

Centre Street N

32 Avenue

56 Avenue

64 Avenue

78 Avenue

96 Avenue

Calgary Transit
The City of Calgary

calgarytransit.com
SE 302 BRT Enhancements

Current BRT 302 Stop
Potential BRT Stop
Current Route 302
Potential BRT Route
Primary Transit Network

Downtown
9 Avenue SE
26 Avenue
Downtown to Airport (ST), SW BRT (ST), Route 301, 305

11 Street
38 Avenue
69 Avenue
Glenmore Trail
Quarry Park Blvd

18 Street
24 Street
130 Avenue
New Brighton Drive
Mckenzie Towne Link

114 Avenue
178 Avenue
Future Road Construction

South Health Campus

Saddletowne to South Health Campus (ST), Somerset-Bridlewood LRT to South Health Campus (LT),

N

(Short Term)
Somerset-Bridlewood LRT to South Health Campus

(Long Term)
Ten-Year Transit Plan

Expand Primary CTrain Network
Extension to 69 Street (West LRT)
NE extension to Saddletowne
NW extension to Tuscany

Expand Transit Capacity
LRVs for growth
Four-car platforms
Expand bus fleet

Primary Transit Network
BRT in north, southwest and southeast
Investment in cross-town routes

Life Cycle Maintenance of LRT and Bus Infrastructure
10/20/30 Year Transit Plan

Expand Primary CTrain Network
Southeast LRT
North-Central LRT
Extensions to NE LRT and South LRT

Expand Transit Capacity
8 Avenue Subway (NW-South LRT)
Growth in buses and LRVs

Primary Transit Network
Investments in other corridors, tied to land use
Integrated Regional Transit Plan

Life Cycle Maintenance of LRT and Bus Infrastructure and new garages
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Regional Transit Vision

- An integrated transit network between and within CRP Communities to support regional hierarchy of compact urban nodes.
- Seamless connections between primary transit network in Calgary and regional/inter-city passenger transportation modes.
• Commuter Rail Line to Cochrane (projected 60 year corridor population growth to 116,000).

• Commuter Rail Line to Okotoks, High River & Nanton (projected 60 year corridor population growth to 121,000).

• Commuter Rail or LRT Line to Airdrie (projected 60 year corridor population growth to 130,000).

• New regional transit routes between communities outside of Calgary (e.g., Cochrane to Airdrie).
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