



Calgary Transit and the Calgary Transportation Plan

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- 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:

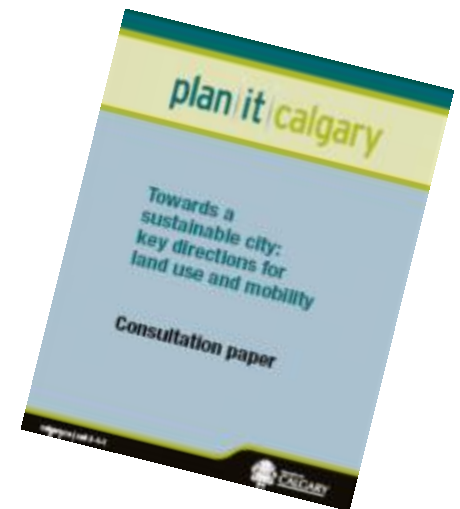
- How can we accommodate an additional 1.3 million people and 600,000 jobs over the next 50 - 60 years?
 - Where will they live?
 - Where will they work?
 - How will they travel?
 - What are the implications?

City-wide scenarios
for Calgary



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

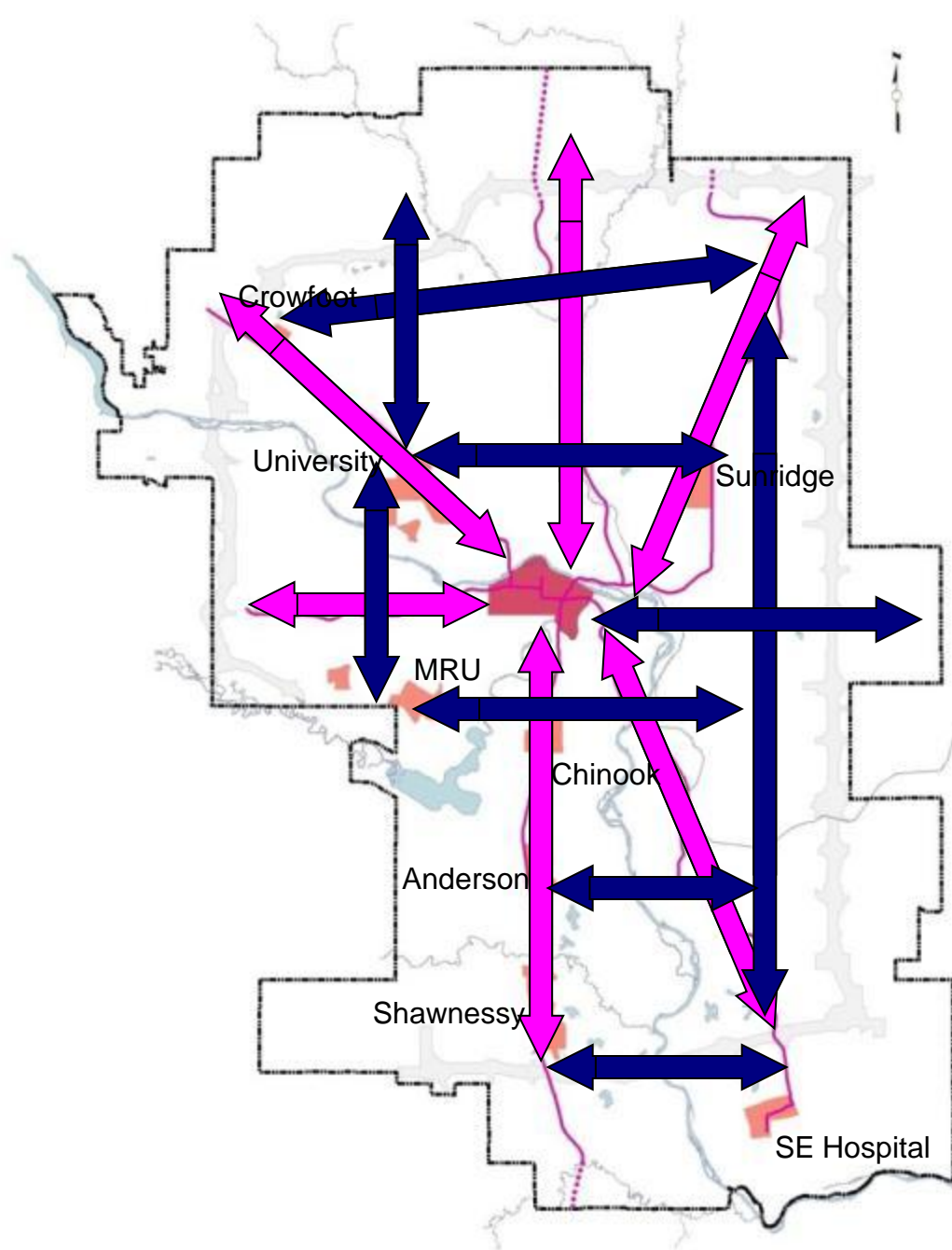
Integrate
transit into
civic life

Centrality
(safe, clean,
comfortable)

PRIMARY TRANSIT

DEFINING CHARACTERISTICS:

- Frequency: 10 minutes or better.
- Span of Service: 15 hours/day, seven days/week.
- Speed & Directness: 'Transit First' philosophy.
Enhanced crosstown service.
- Service Reliability: All service operates within 0 – minus 3 minutes of scheduled time.
- Increased Capacity: Sufficient service to meet demand.

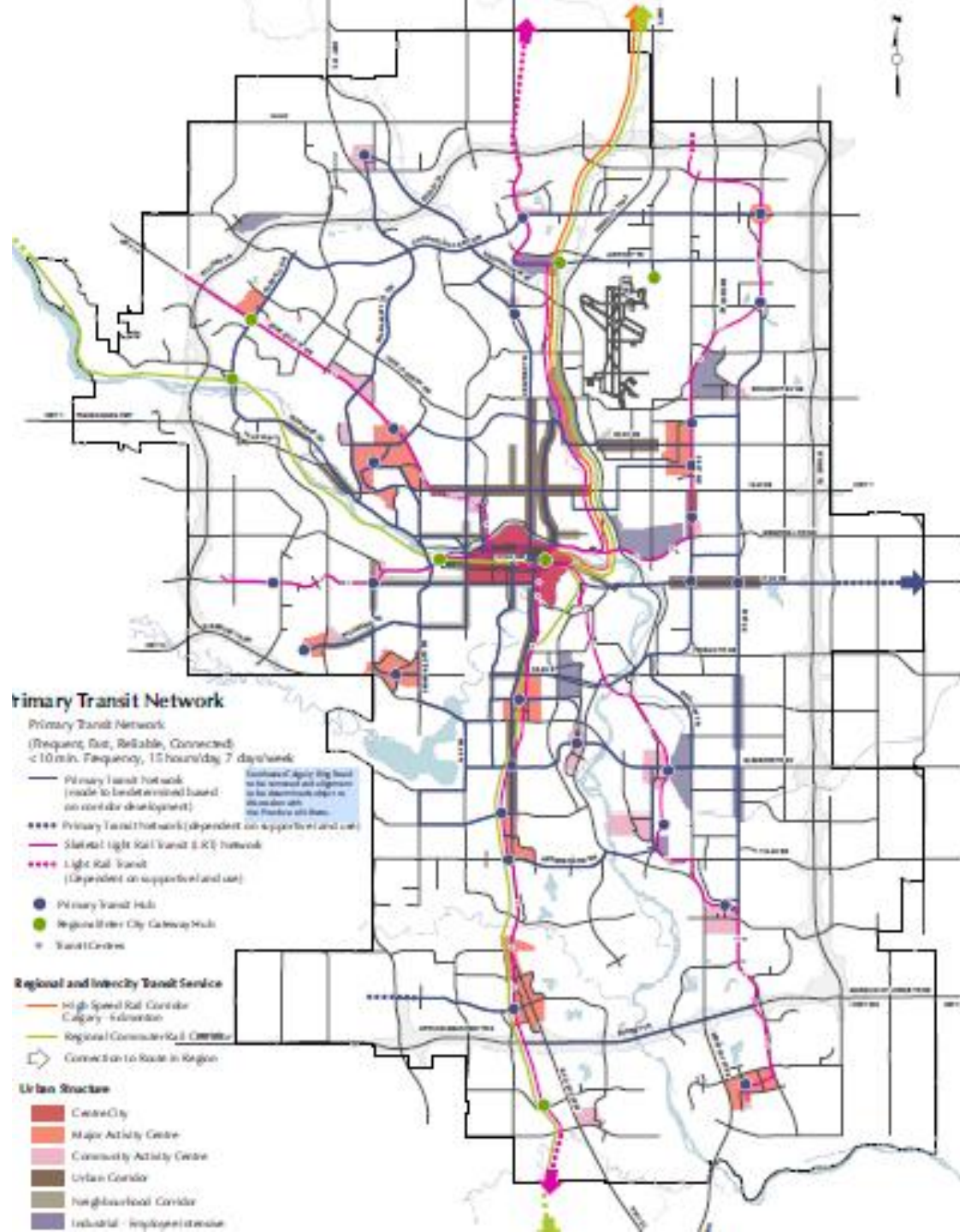


Primary Transit Corridor

LRT Corridor

Commuter Rail

High Speed Rail



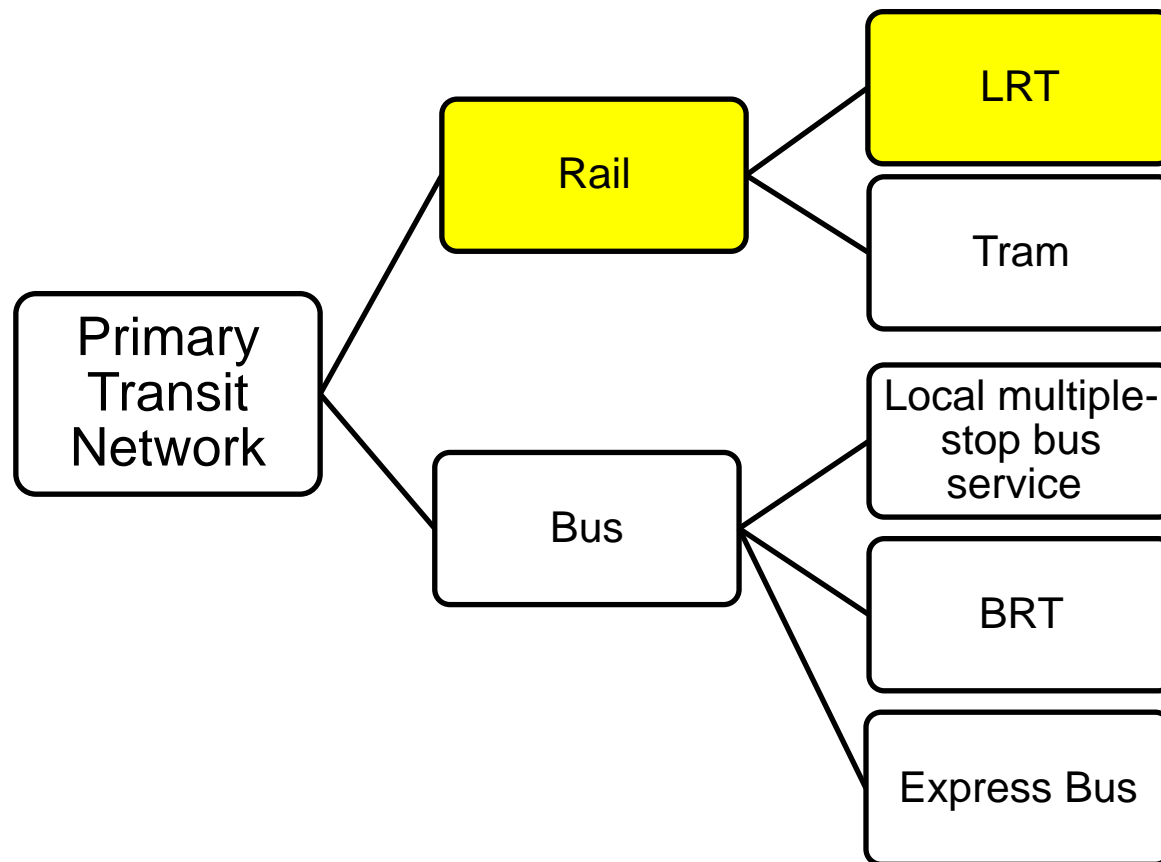
WHAT DOES THIS MEAN?

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 %**



Map of the Crowfoot Towne Centre area in Calgary, showing proposed transit routes and station locations. The map includes labels for surrounding areas like Arbour Lake, Silver Springs, and Ranchlands. Key roads shown are Crowfoot Crescent NW, Crowfoot Way NW, and Crowfoot Trail NW. Station locations are marked with colored dots and labels: Crowfoot Trail NW, Crowfoot Crescent NW, Crowfoot Way NW, and Crowfoot Trail NW. The map also shows the Crowfoot Towne Centre, Crowfoot Community Centre, and Crowfoot Library. A legend indicates that the colored lines represent different transit modes: light blue for Light Rail, yellow for Rapid Transit, green for Streetcar, and orange for Bus Rapid Transit. A north arrow is located in the bottom right corner.

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
 Teradales
 Saddleridge

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

Legend:
 --- LRT Expansion

Summary
 12.8 km of new track
 9 new stations
 34 new LRV's
 Total Cost = \$930 million

Northeast LRT Extension



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Calgary Transit



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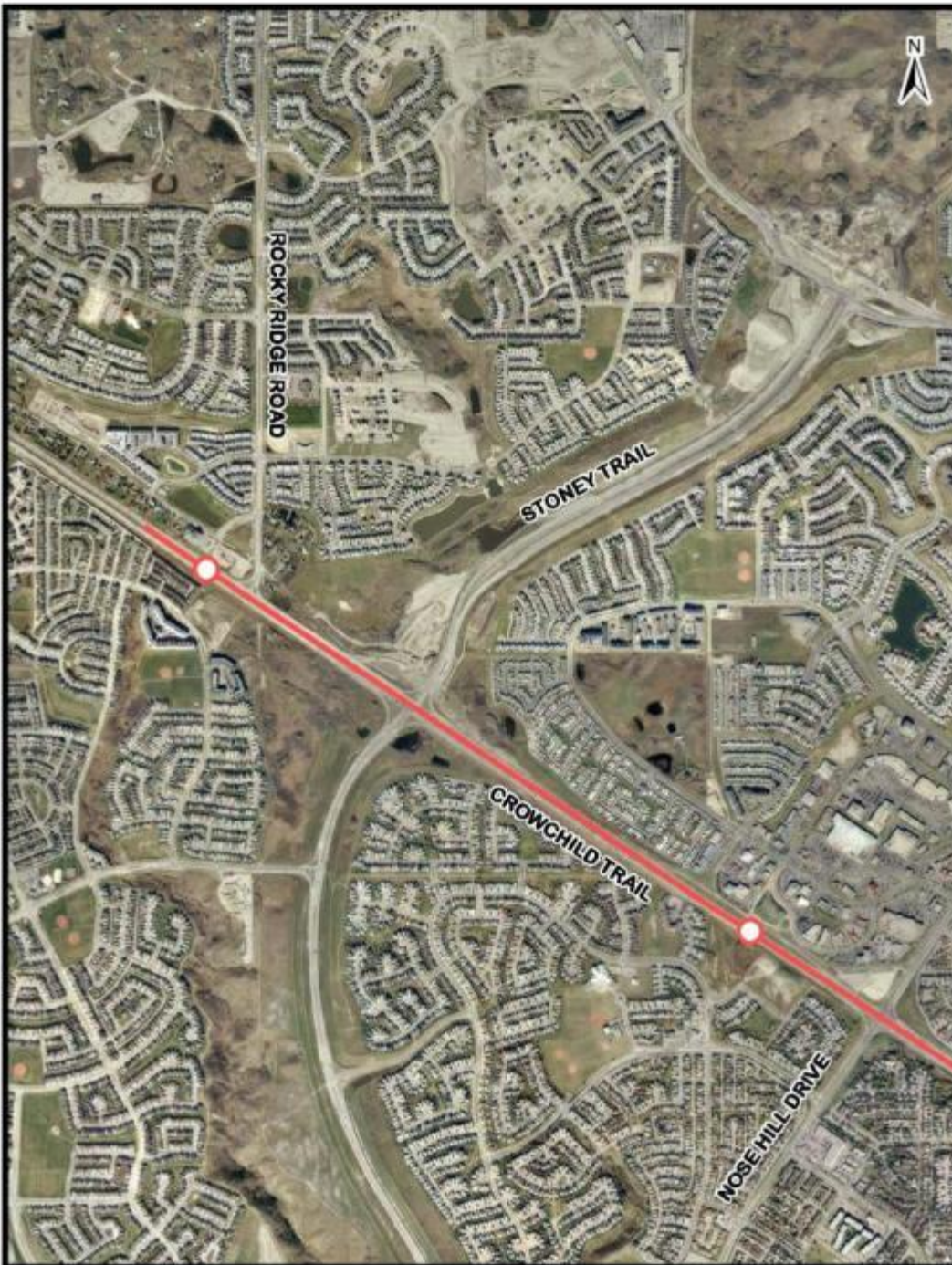
One-Year Review of Extension to McKnight-Westwinds

- 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)



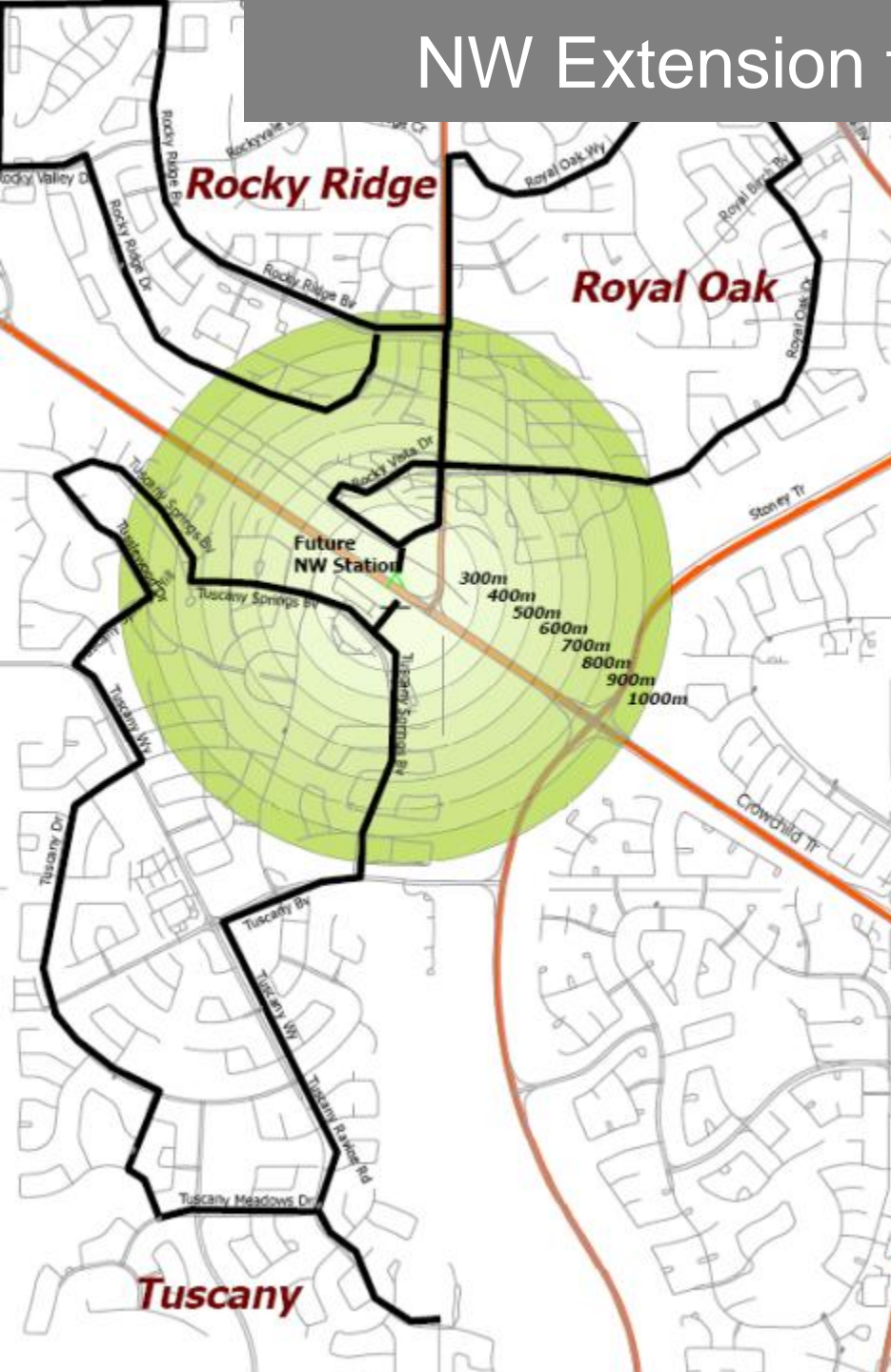


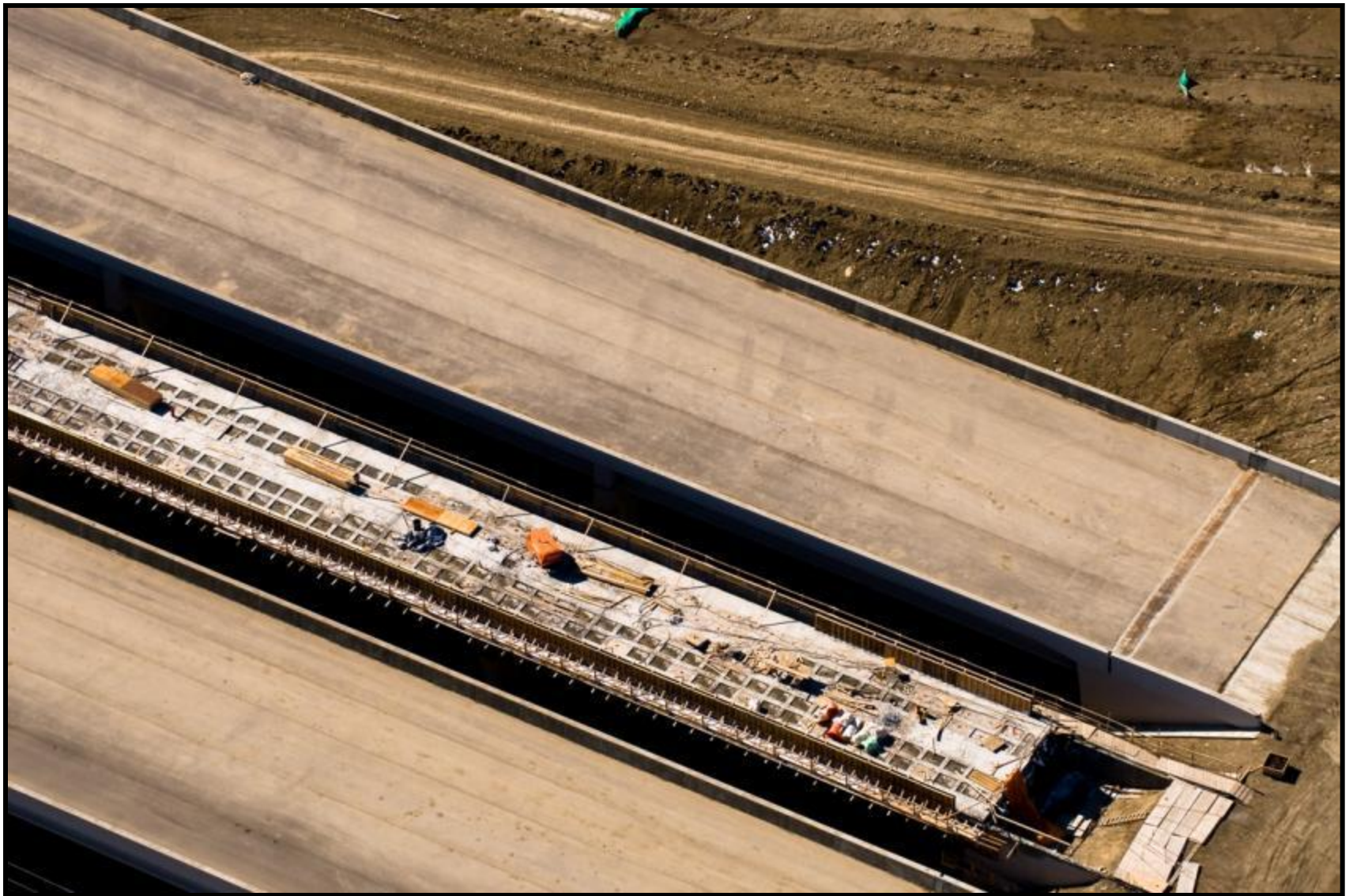
Northwest LRT



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NW Extension to Tuscany/Rocky Ridge



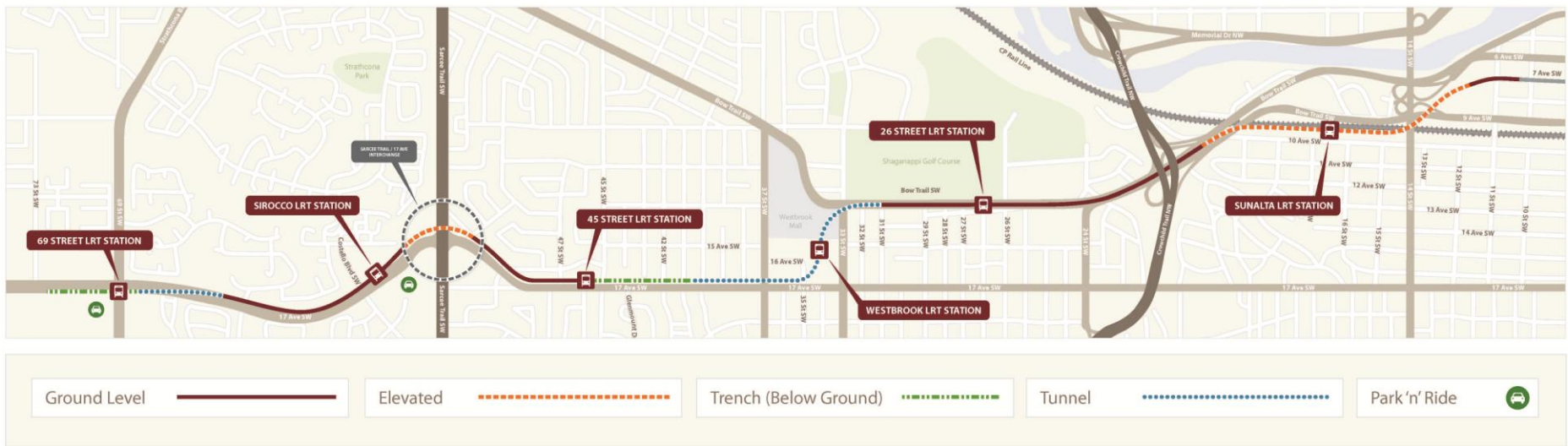


Calgary Transit



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- 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



Westbrook Station



45 Street Station



Sirocco Station





69 Street Station











Calgary Transit



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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

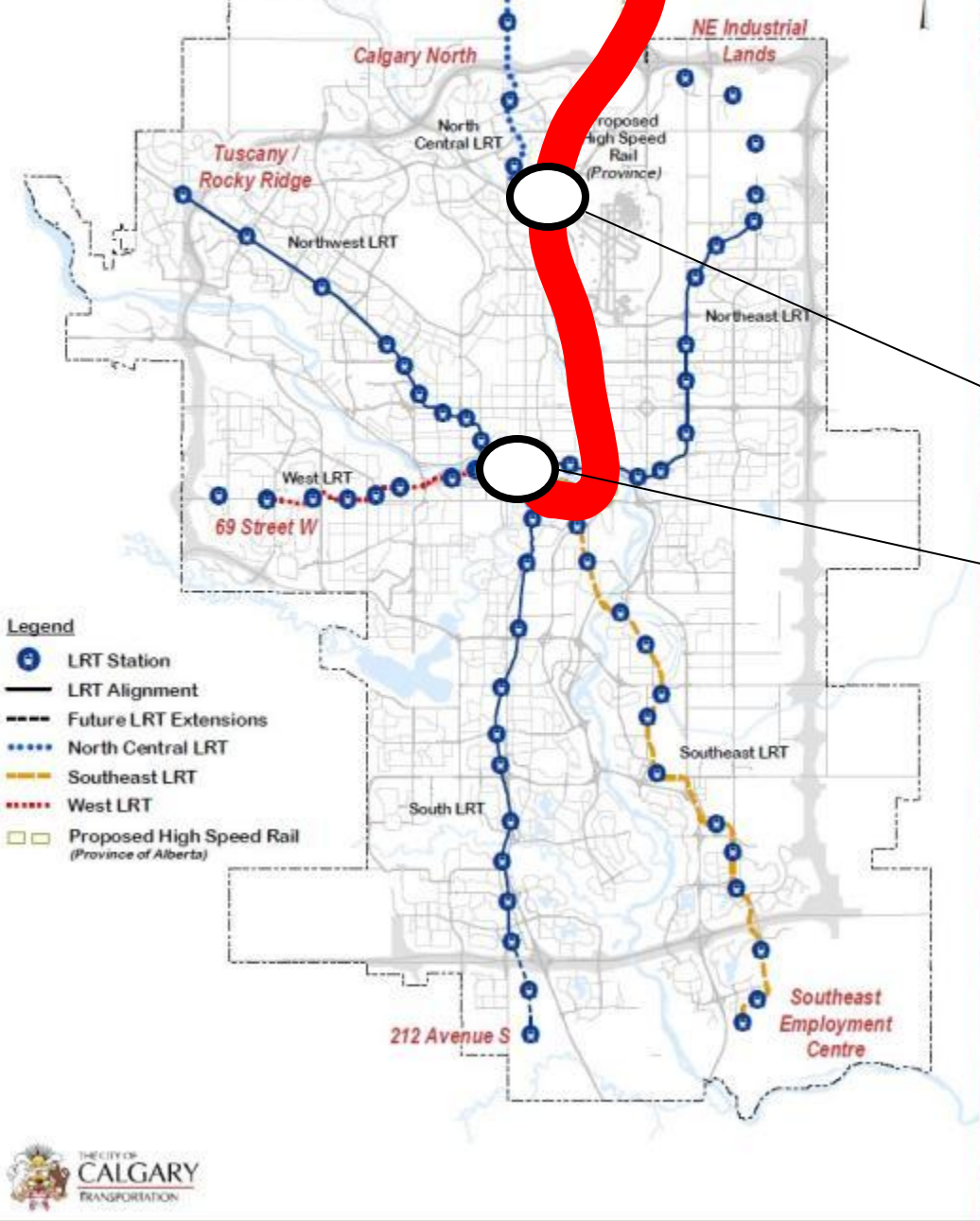


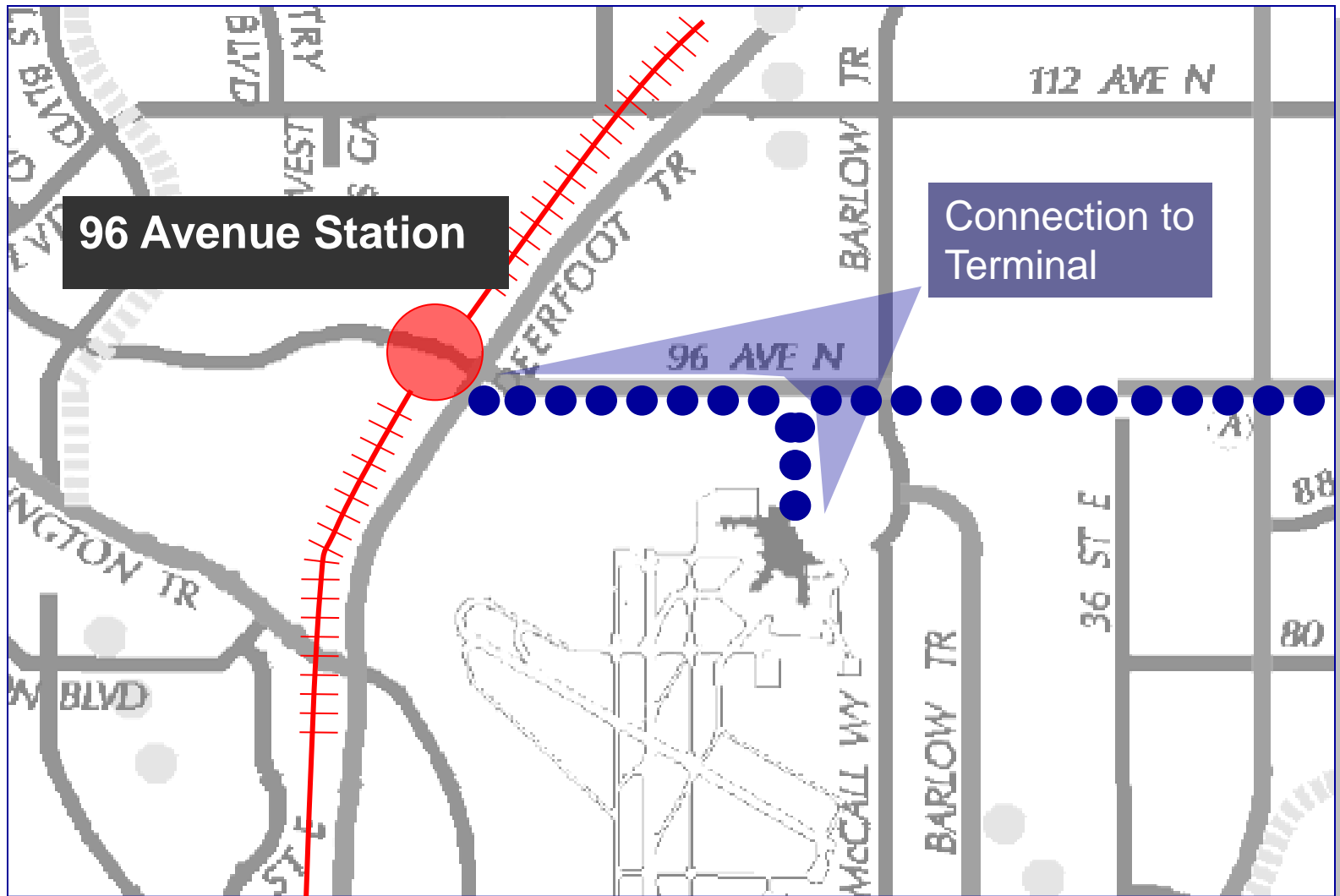
Onboard bus reader

Integration with High Speed Rail and Airport

96 Ave Station

Downtown Station



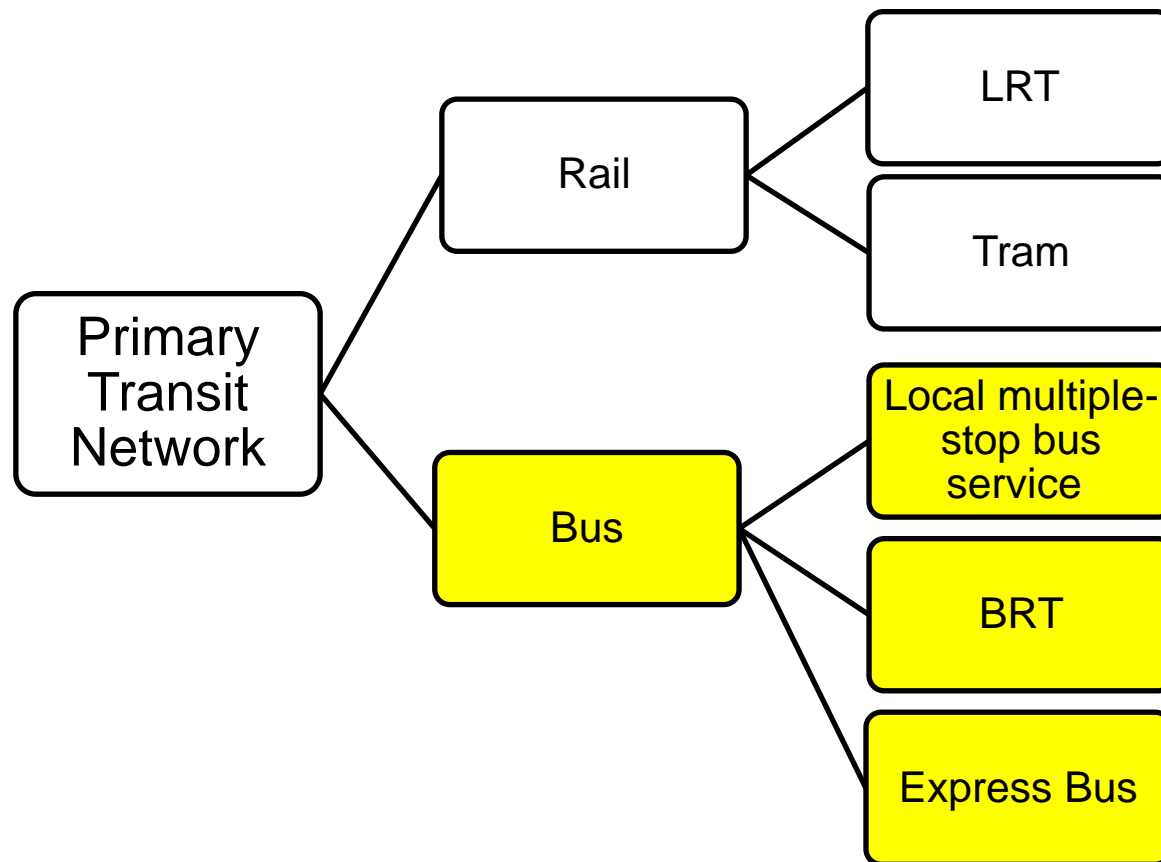




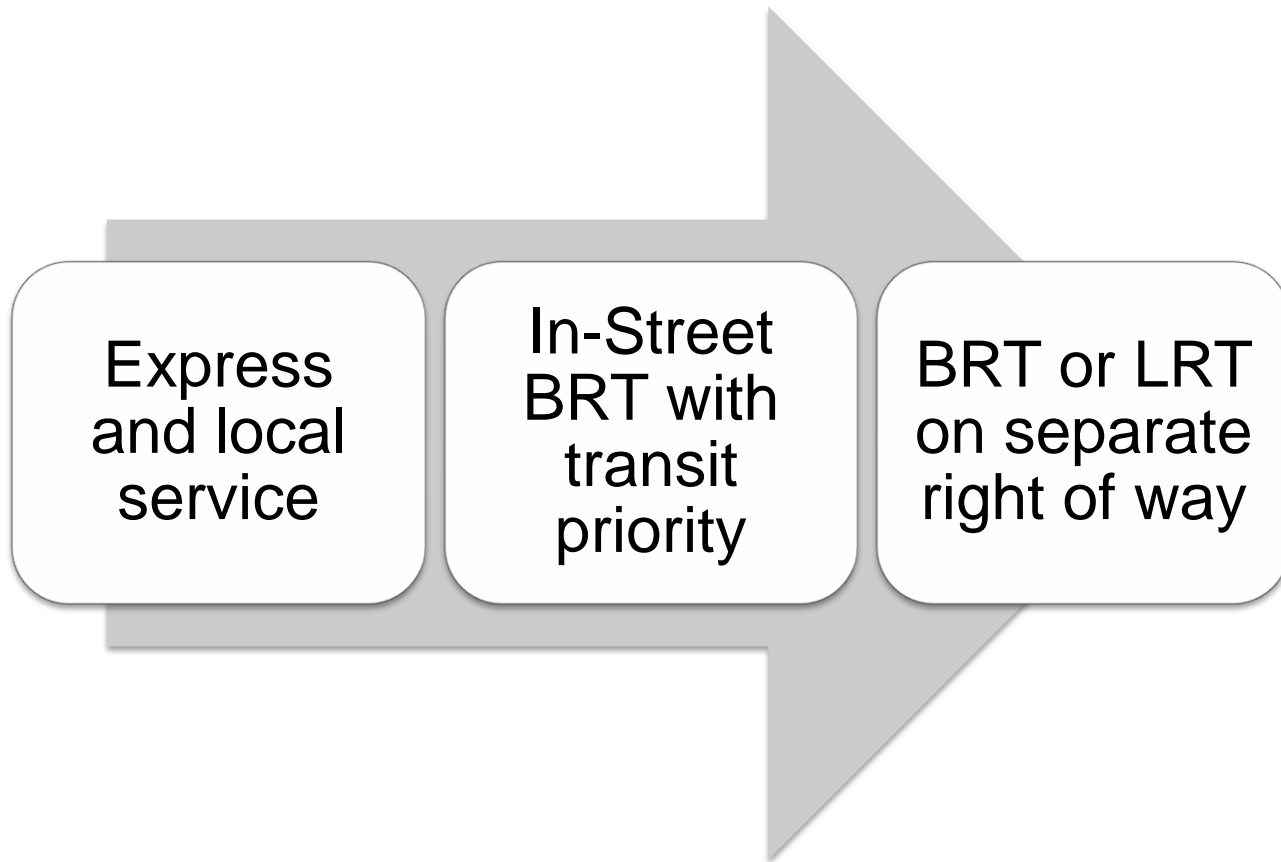
Long-Term System Capacity

7 Avenue: West-NE
8 Avenue Subway: South-NW



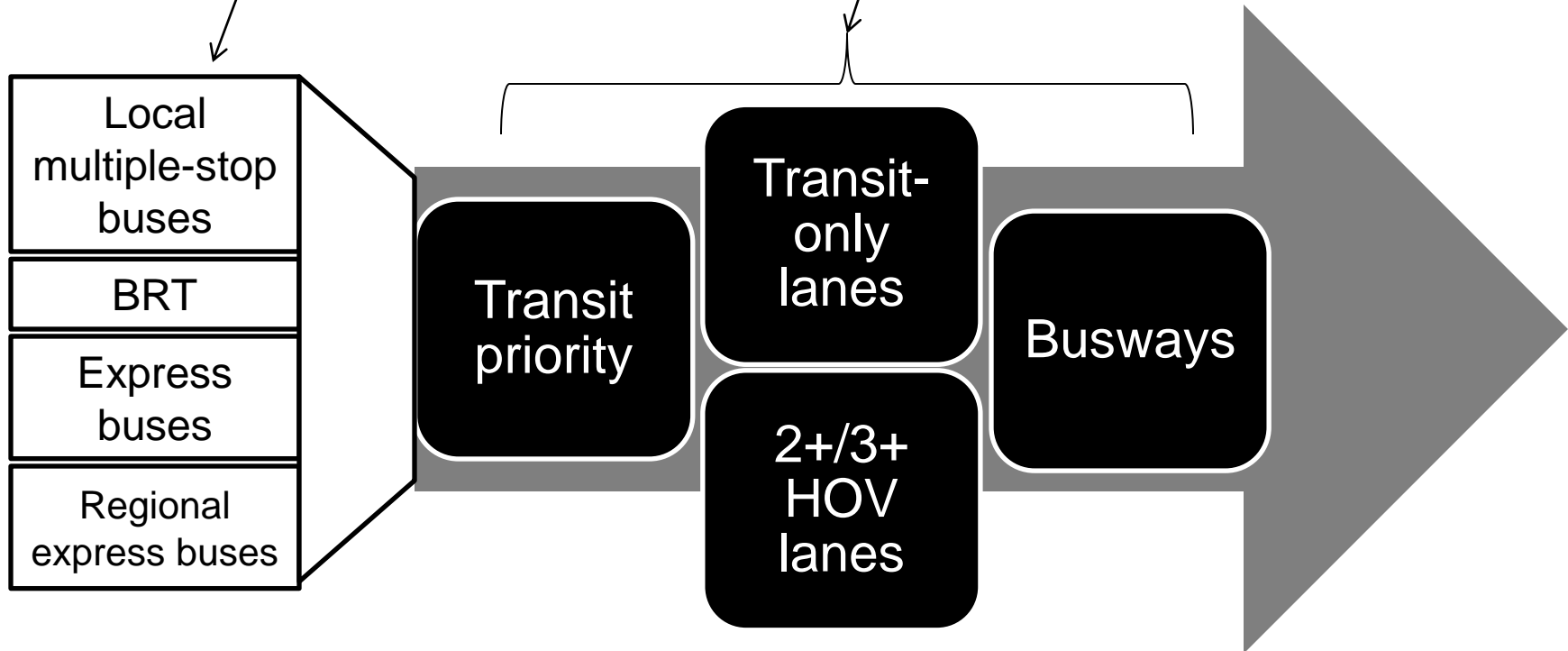


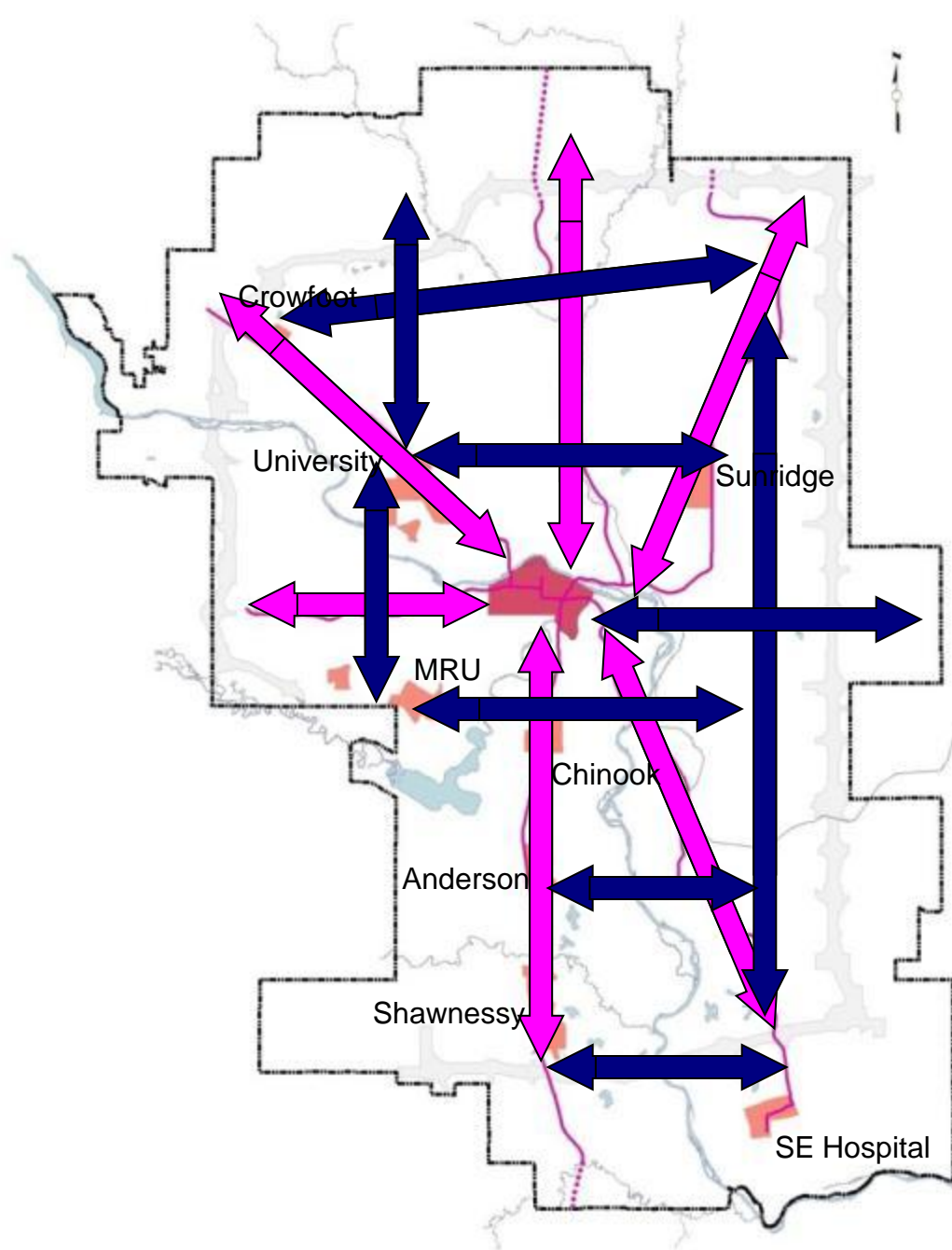
Bus Rapid Transit service progression



BRT Service and BRT Facilities

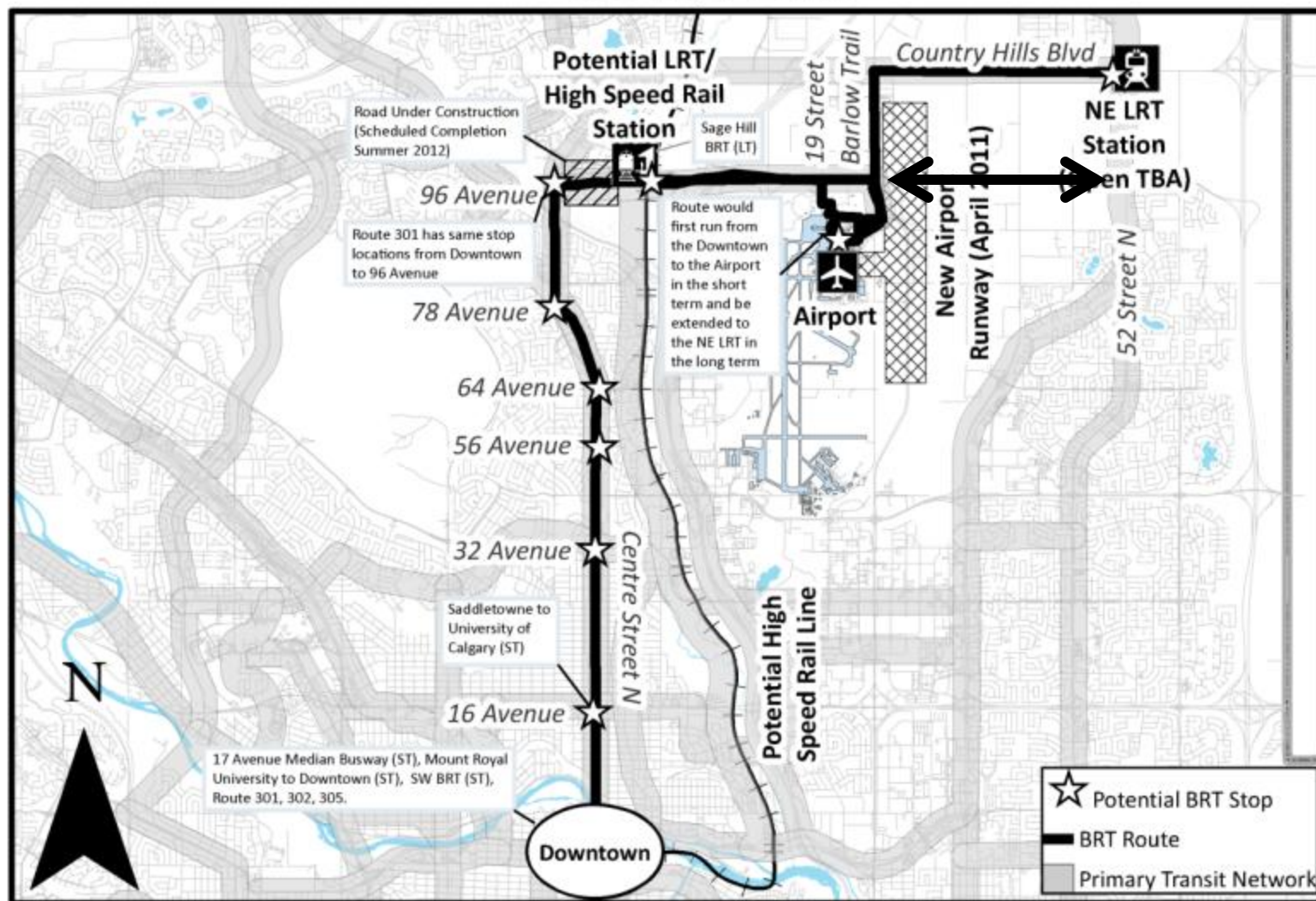
A variety of bus services, including BRT, can use BRT Facilities



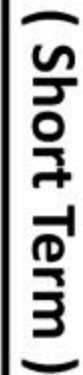




Downtown to Airport to NE LRT

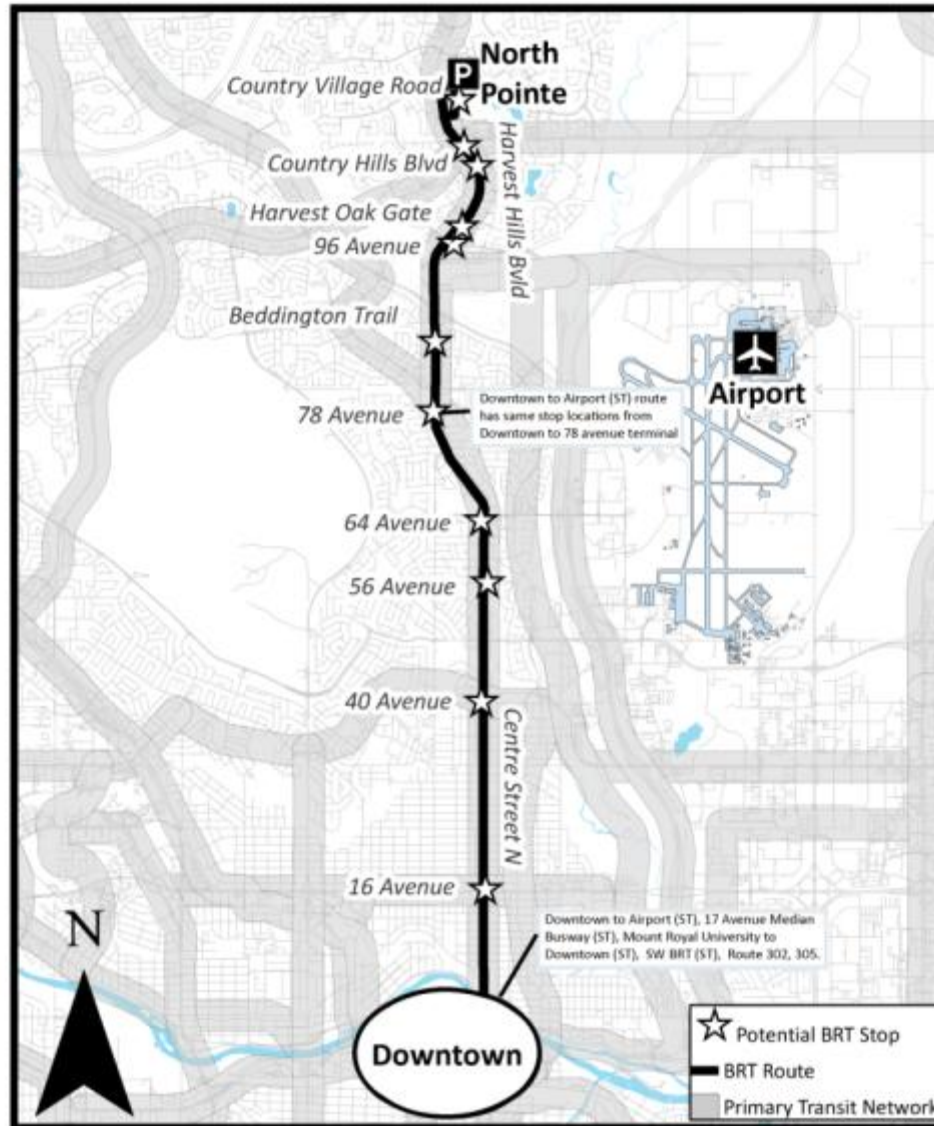


(Short + Long Term)





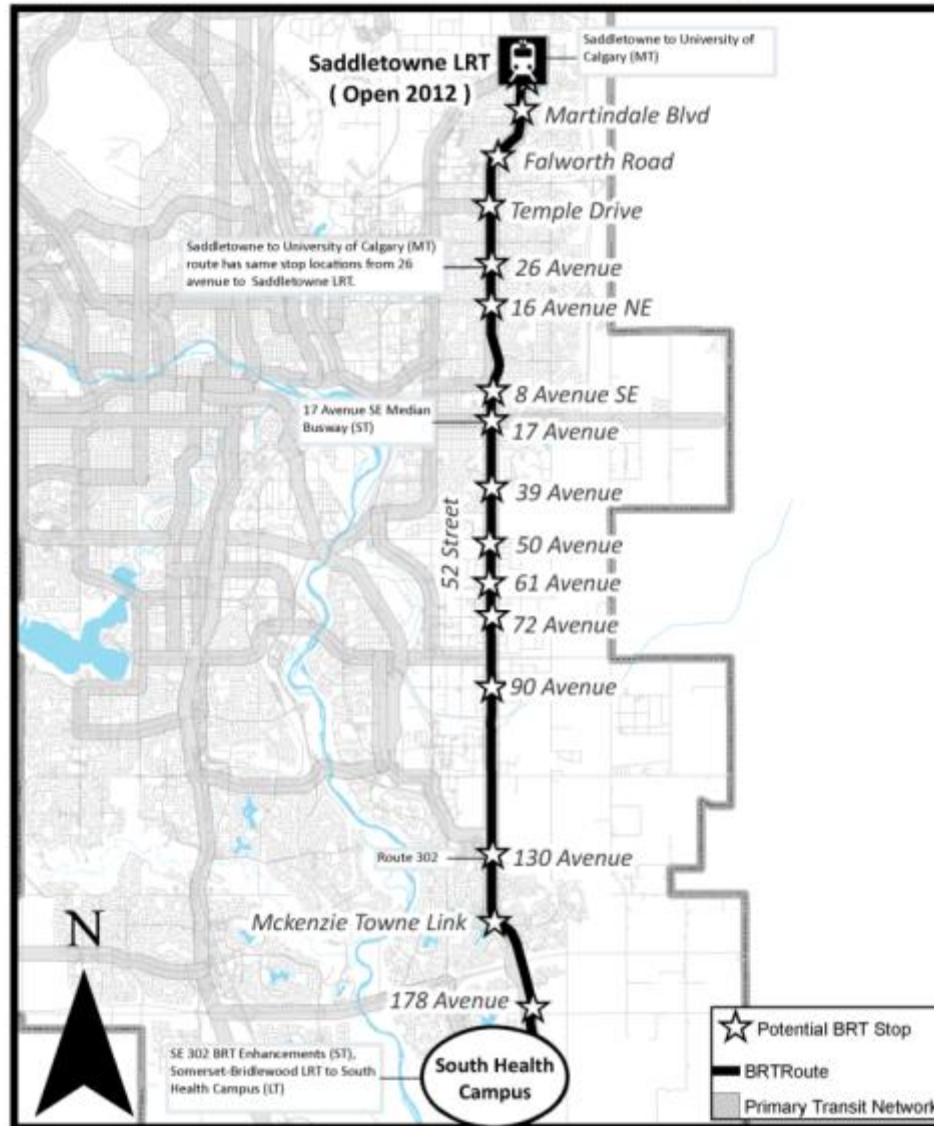
Centre Street North BRT Enhancements: Route 301



(Short Term)



Saddletowne to South Health Campus

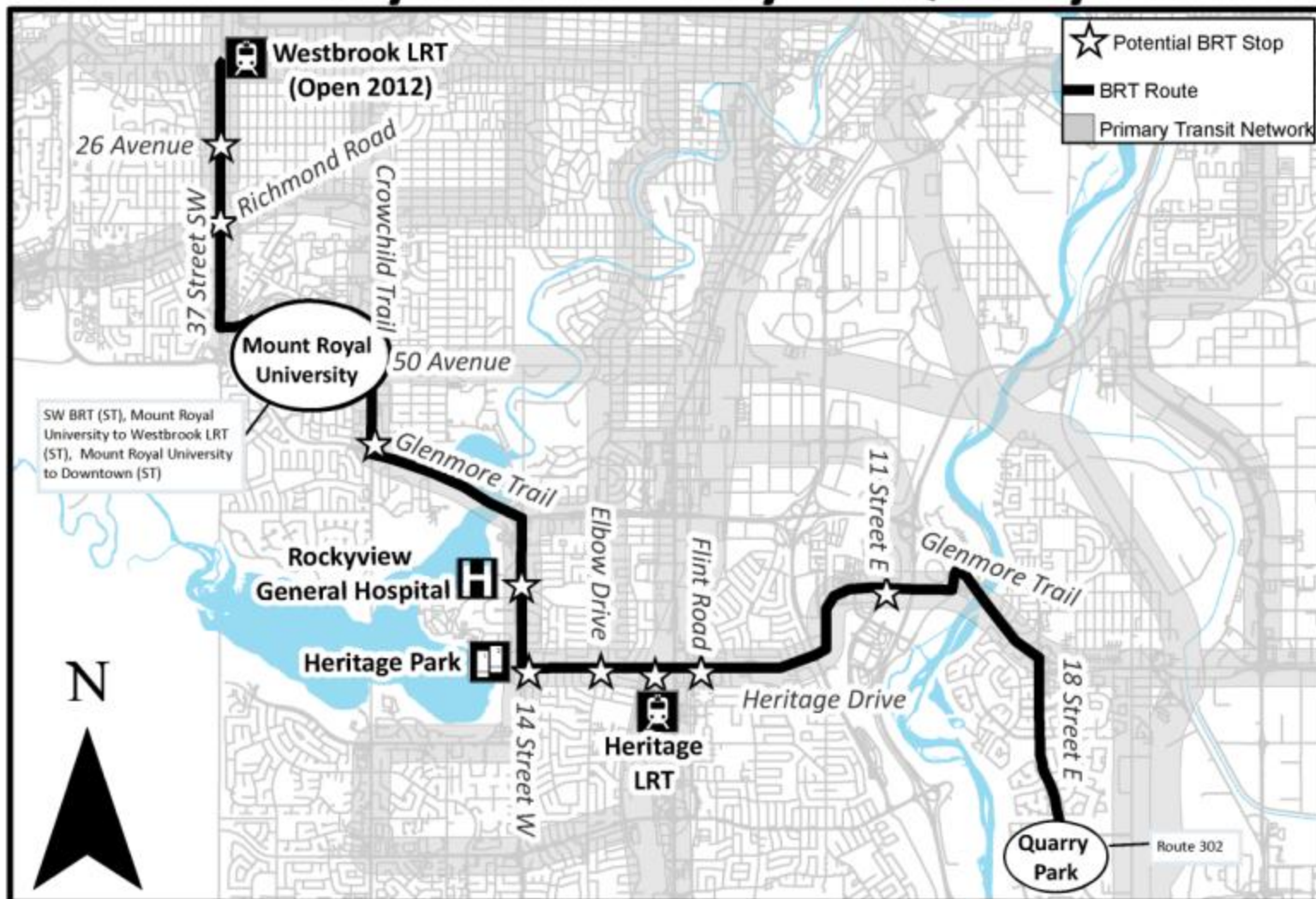


(Short Term)



Westbrook LRT to Mount Royal University to Quarry Park

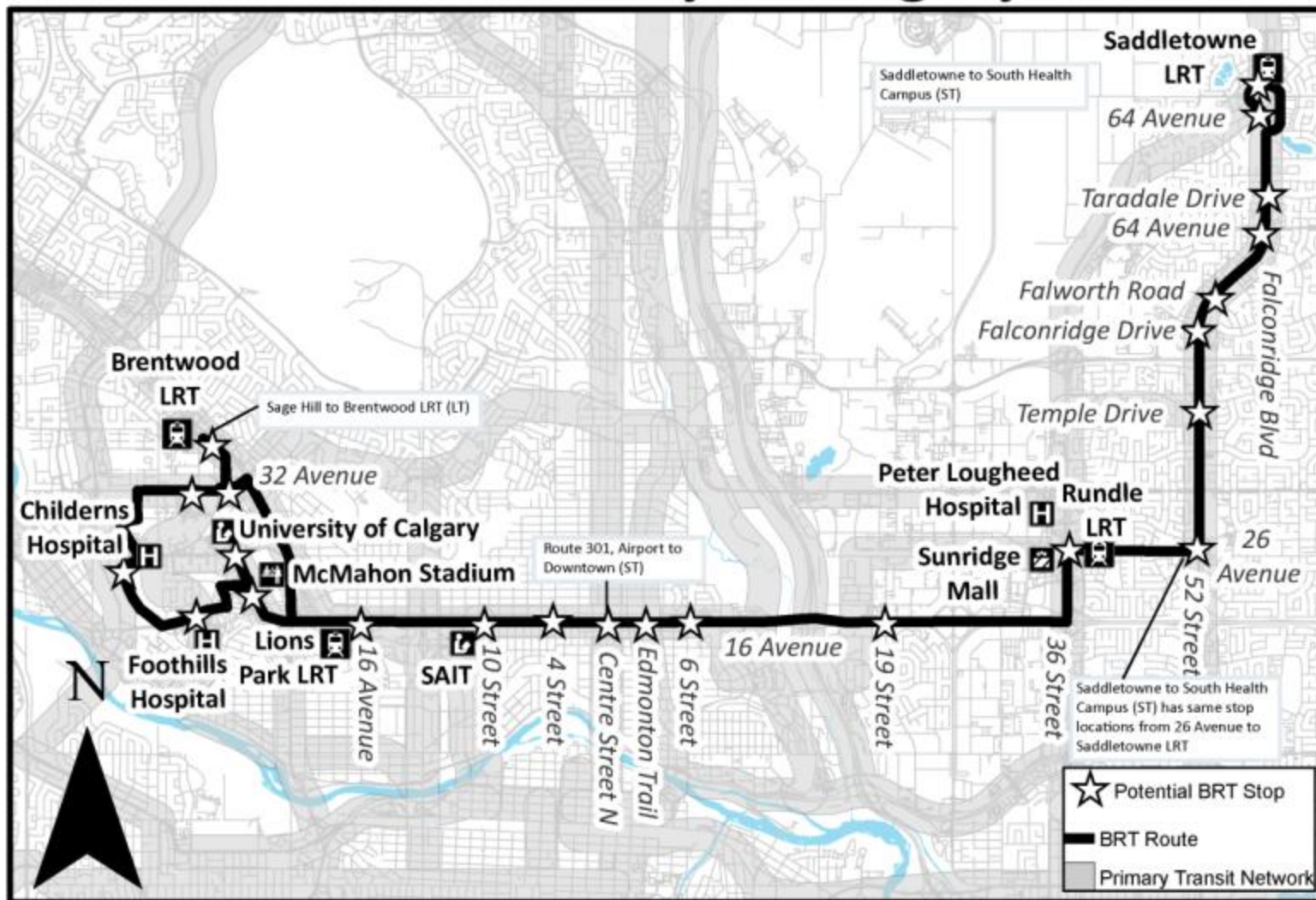
(Medium Term)





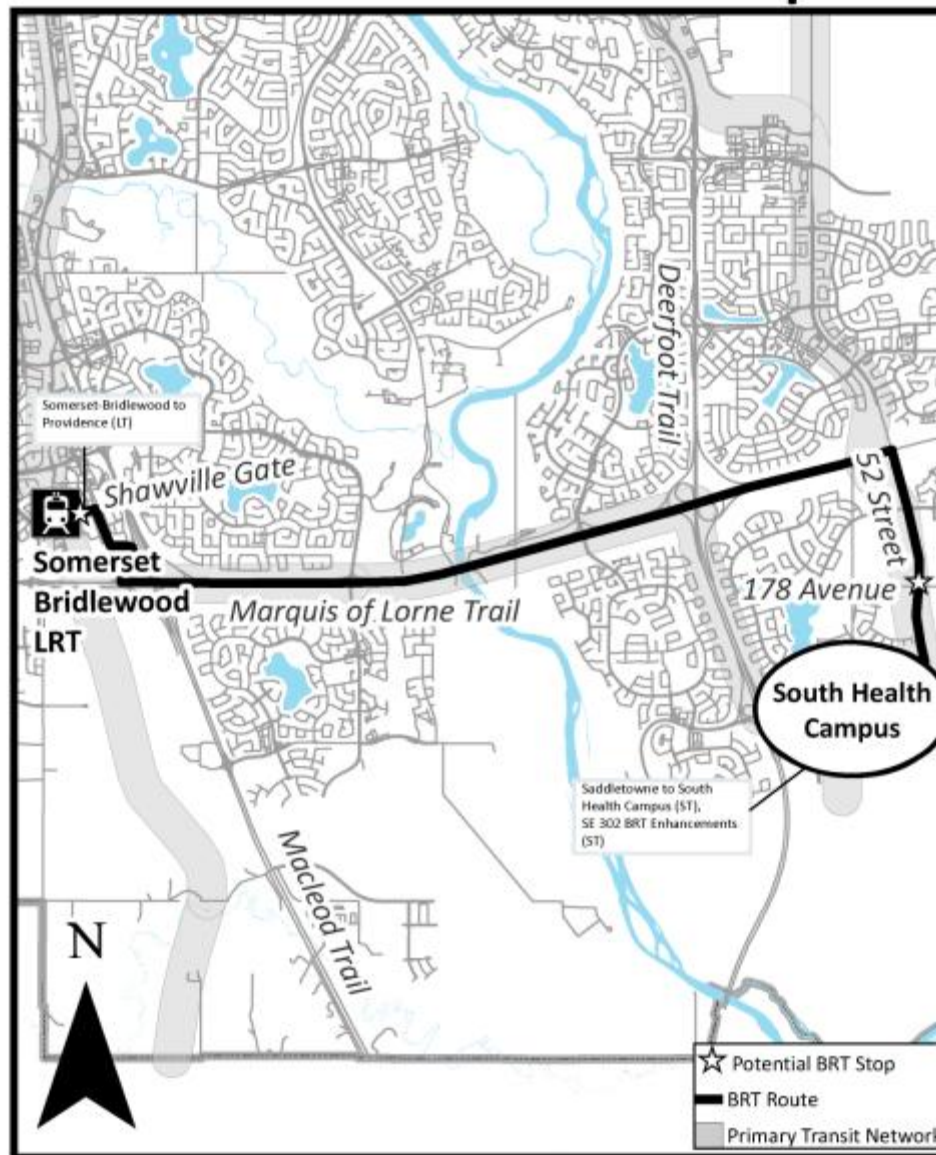
Saddletowne to University of Calgary

(Medium Term)





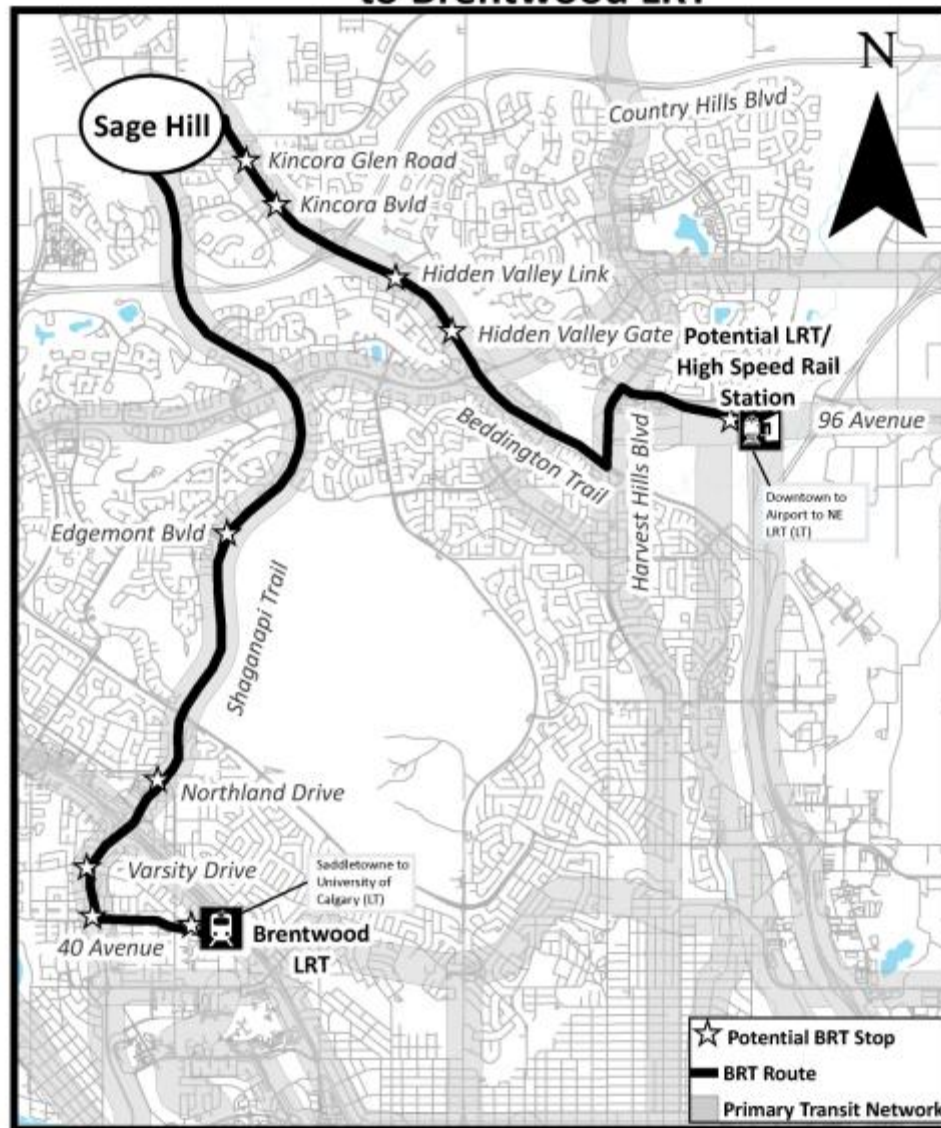
Somerset-Bridlewood LRT to South Health Campus



(Long Term)



Sage Hill to 96 Avenue High Speed Rail and Sage Hill to Brentwood LRT

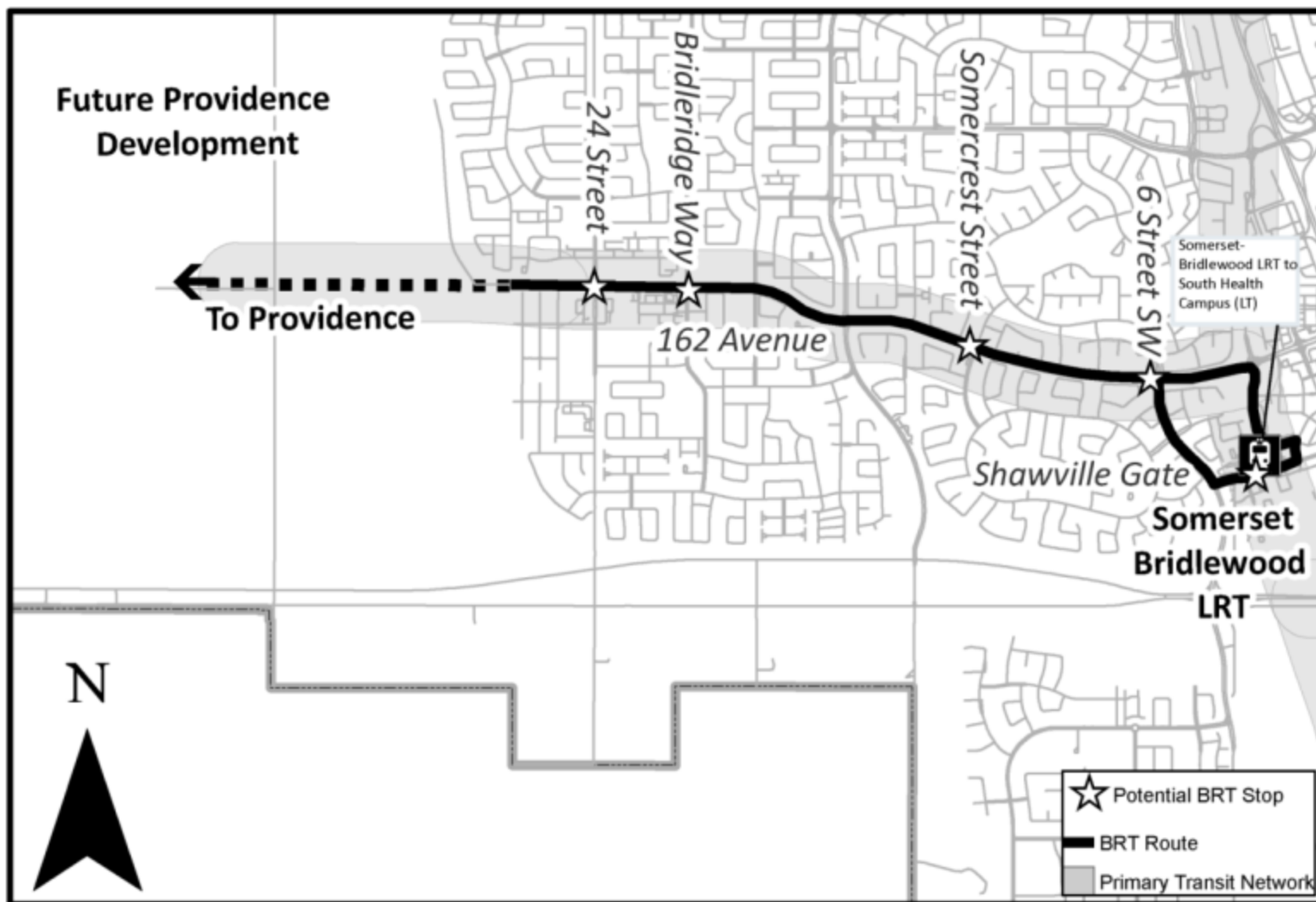


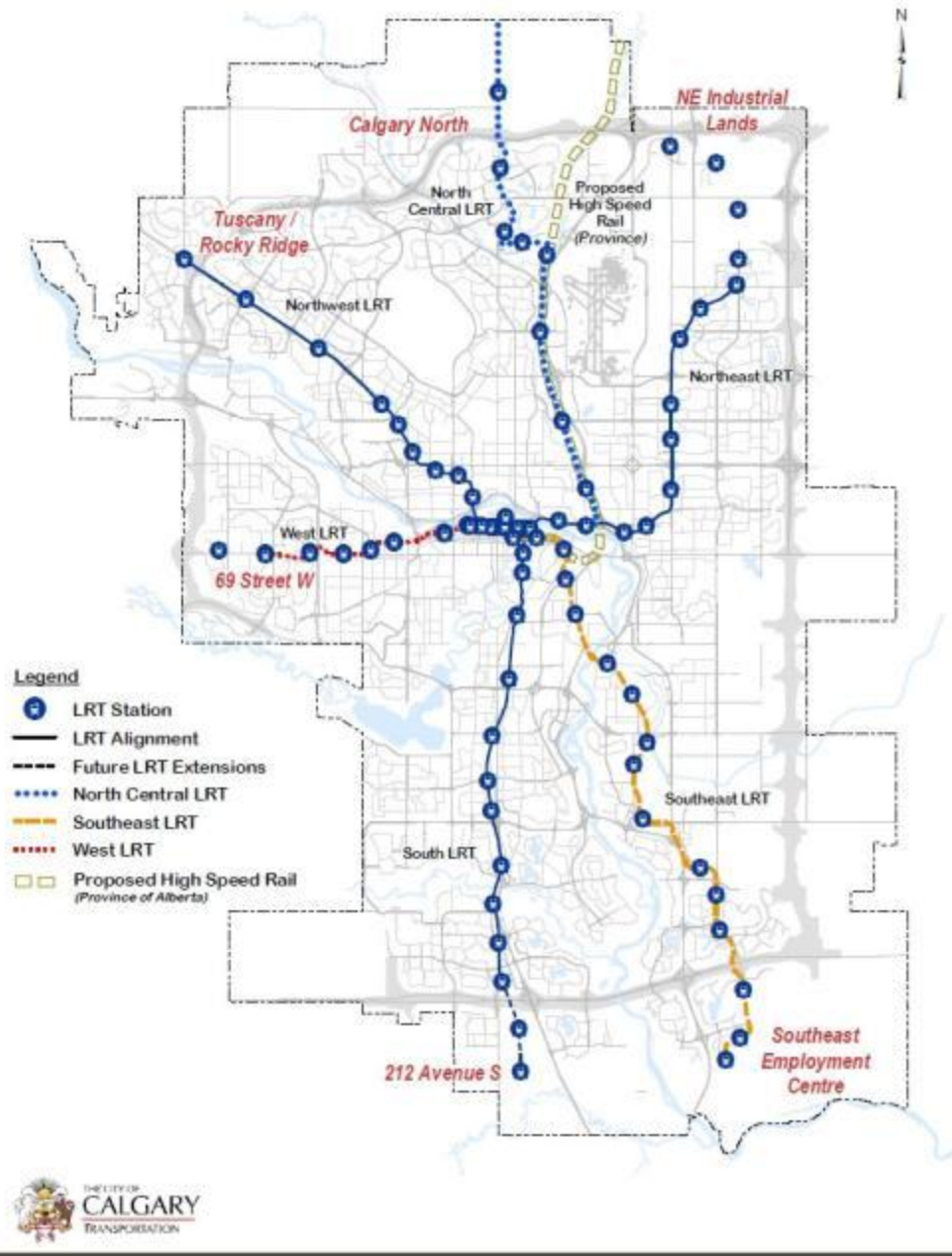
(Long Term)



Somerset-Bridlewood LRT to Providence

(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)

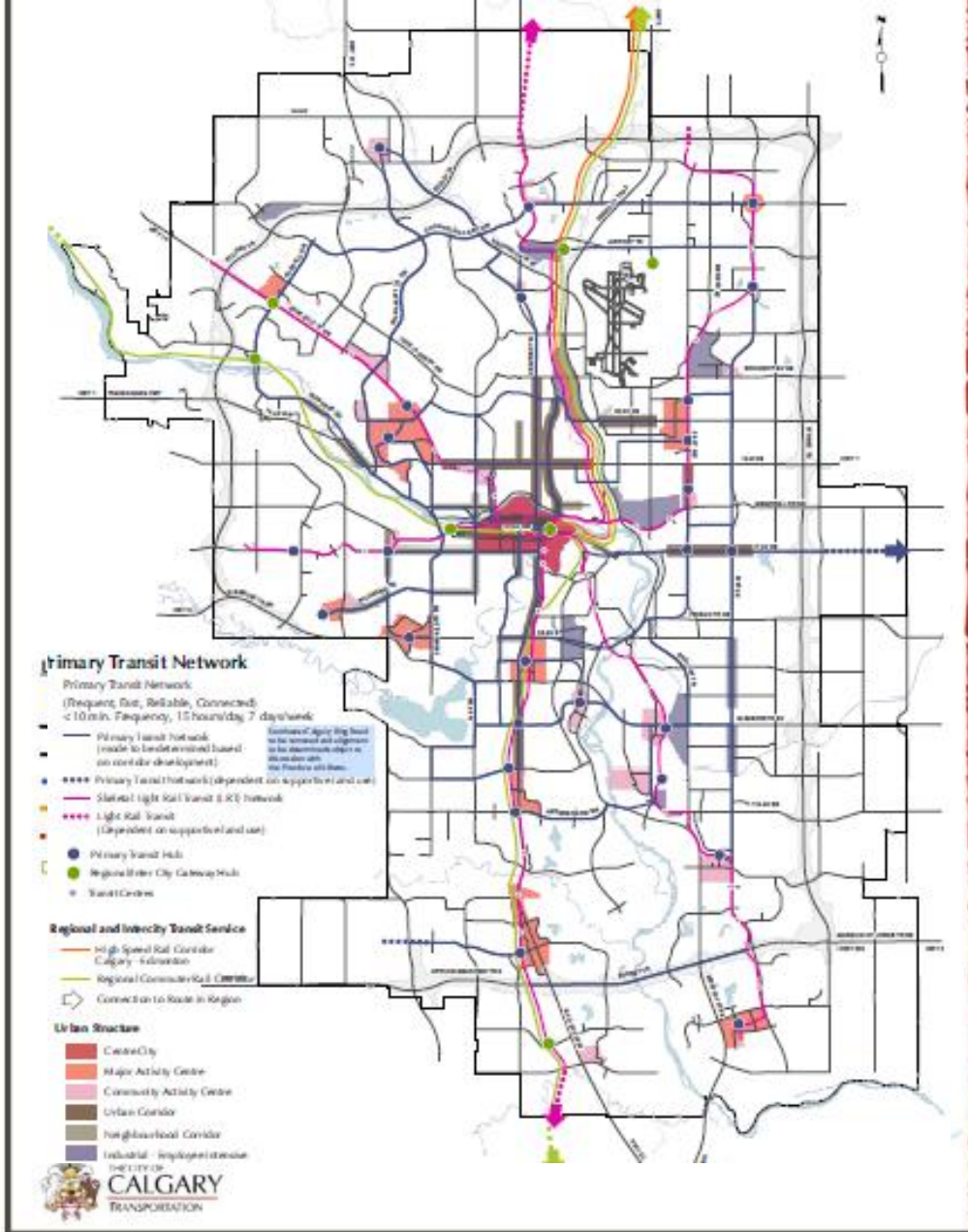
Growth in buses and LRVs

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**



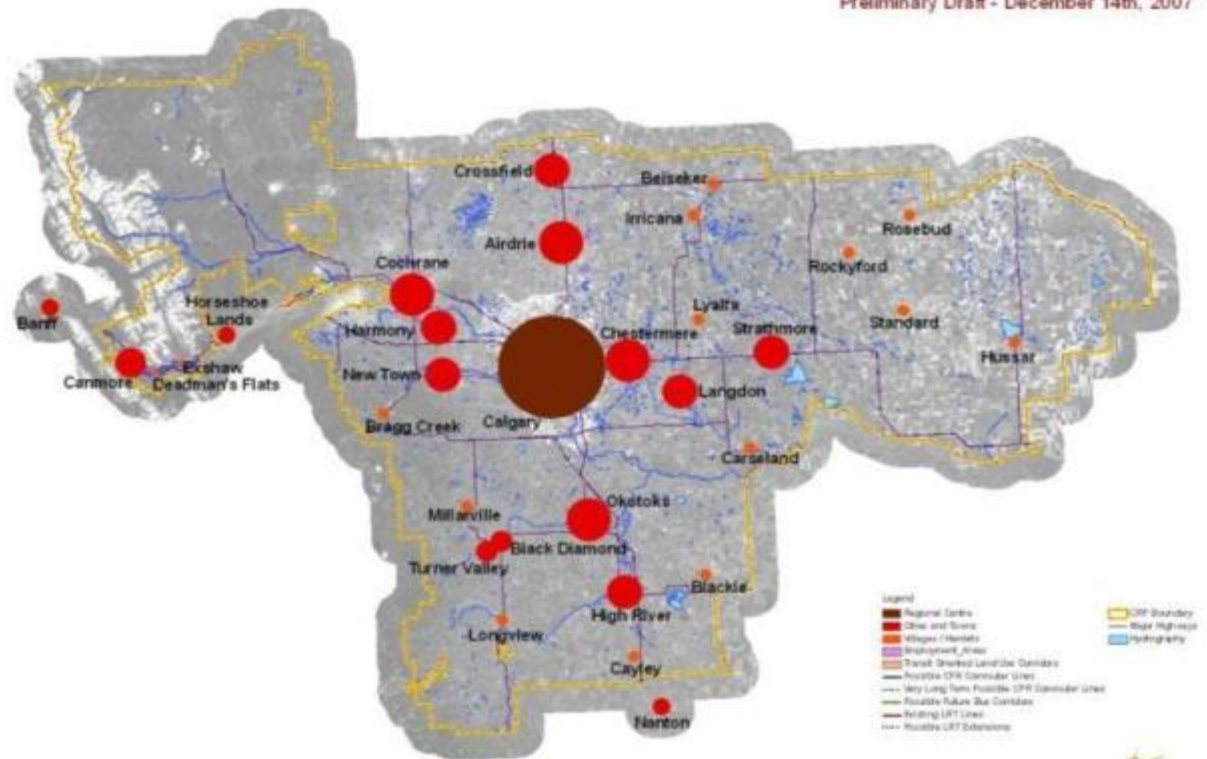
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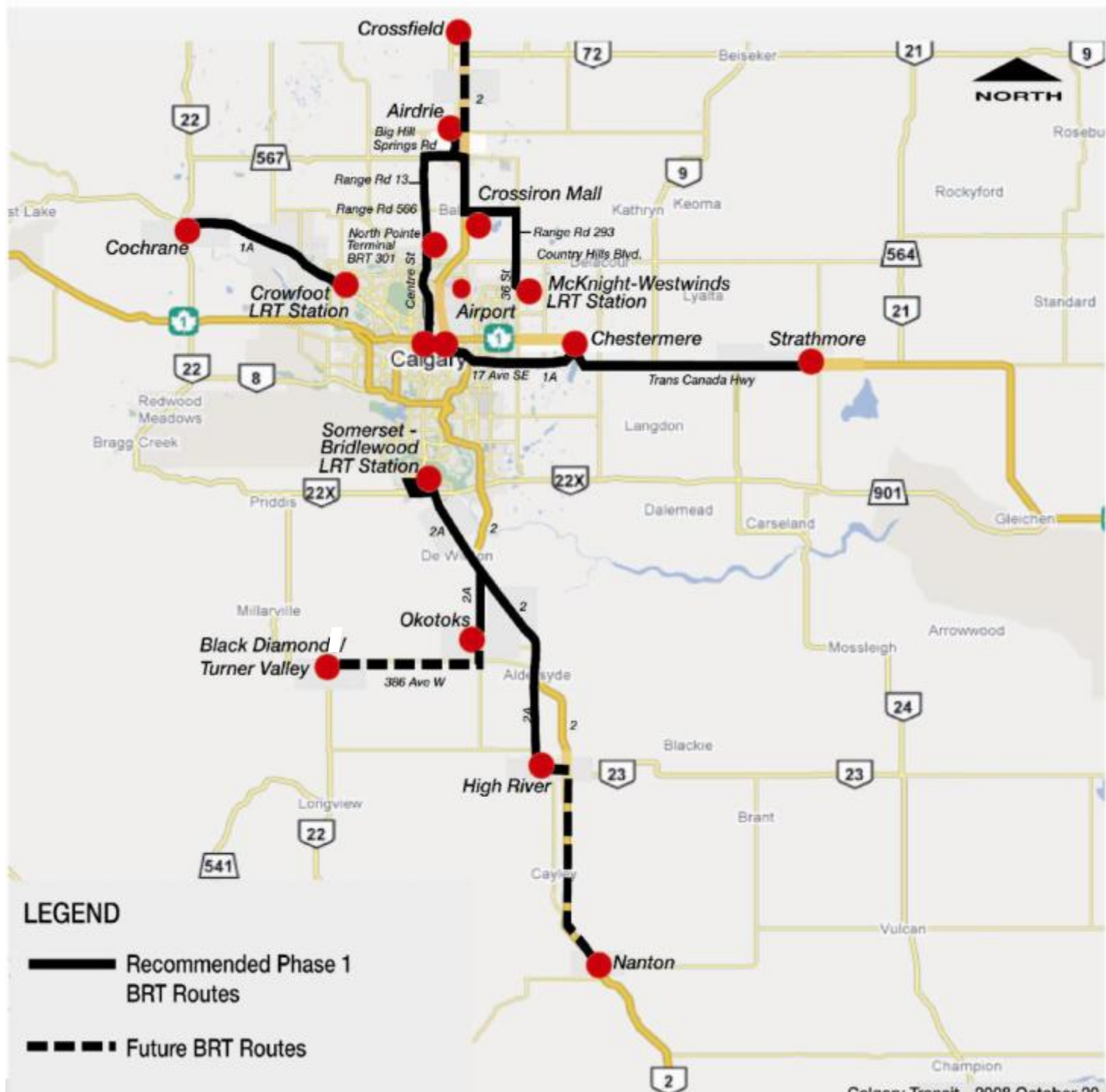


Regional Transit Vision

- 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.

Preliminary Draft - December 14th, 2007

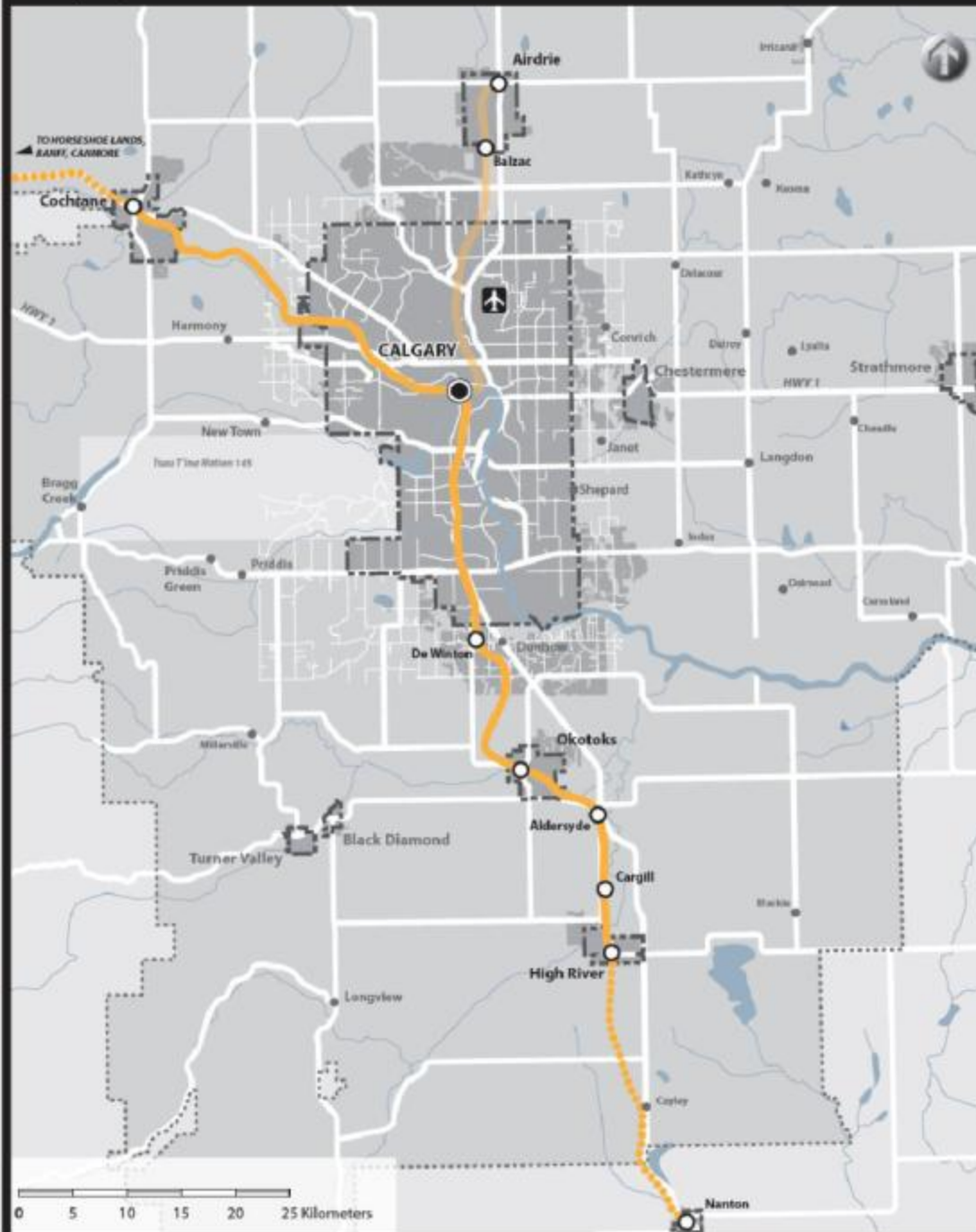




LONG RANGE REGIONAL TRANSIT PLAN



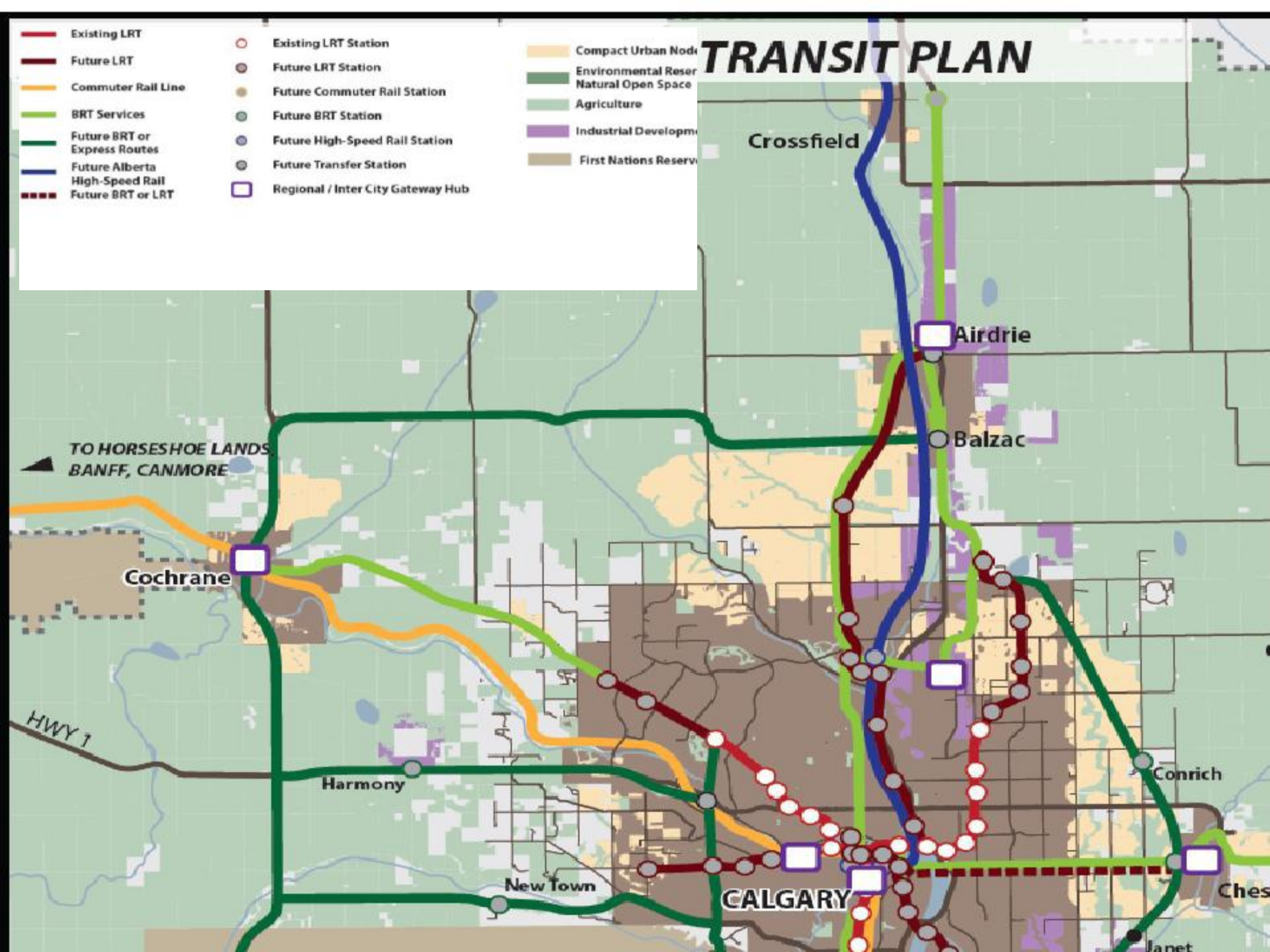
- Commuter Rail Line to Cochrane (projected 60 year corridor population growth to 116,000).
- Commuter Rail Line to Okotoks, High River & Nanton (projected 60 year corridor population growth to 121,000).
- Commuter Rail or LRT Line to Airdrie (projected 60 year corridor population growth to 130,000).
- New regional transit routes between communities outside of Calgary (e.g., Cochrane to Airdrie).

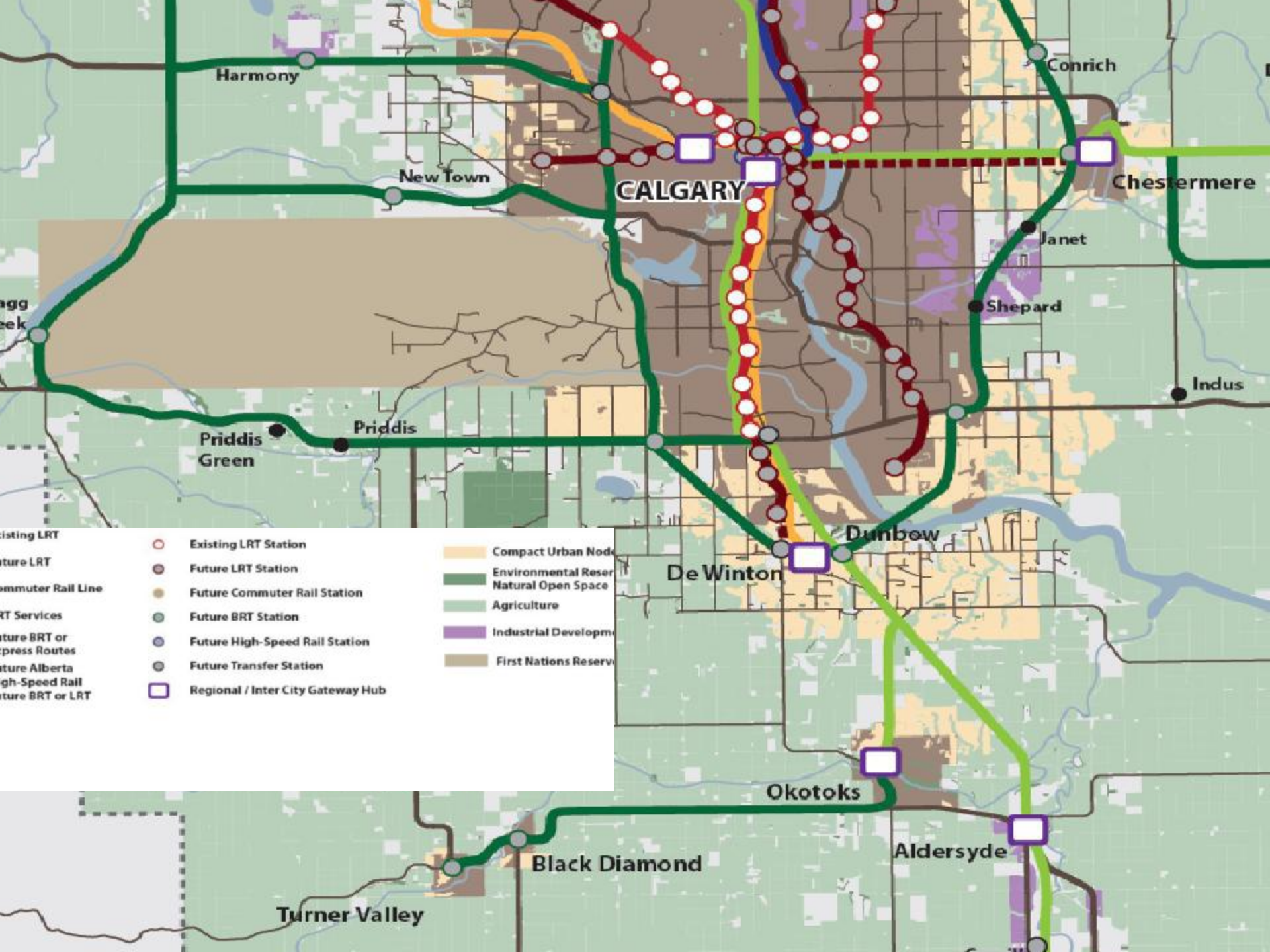


TRANSIT PLAN

- Existing LRT
- Future LRT
- Commuter Rail Line
- BRT Services
- Future BRT or Express Routes
- Future Alberta High-Speed Rail
- Future BRT or LRT
- Existing LRT Station
- Future LRT Station
- Future Commuter Rail Station
- Future BRT Station
- Future High-Speed Rail Station
- Future Transfer Station
- Regional / Inter City Gateway Hub

- Compact Urban Node
- Environmental Reserve
- Natural Open Space
- Agriculture
- Industrial Development
- First Nations Reserve









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