

Calgary Transit Supply and Location Strategy for Park and Ride

Background

As part of TT2016-0319, A Review of Calgary Transit Park and Ride, Council approved a new parking policy for planning Calgary Transit park and ride lots. Council also adopted a system-wide target of providing park and ride for approximately 15% of weekday peak period CTrain trips (Recommendation 1) as well as direction to develop detailed parking plans to include timelines, phasing and cost estimates that reflect transit-oriented development (TOD) planning for all current and future CTrain stations (Recommendation 6).

Recommendation 8, instructed Administration to report back to the SPC on Transportation and Transit with a park and ride plan for Anderson Station no later than 2016 September. This allowed Administration to develop a park and ride strategy for current and future CTrain stations with initial use at Anderson Station. Administration presented the strategy described below in TT2016-0719, Anderson Station Park and Ride Plan.

Strategy

To support the strategy development, four additional elements are used to help direct supply and location of park and ride in Calgary:

1. Strive for minimal net loss of park and ride stalls when there is an oversupply of parking;
2. Optimize viability of TOD;
3. Replace lost park and ride stalls at other suitable locations along the line;
4. Limit park and ride supply within 5km of downtown Calgary.

Using Council direction and elements identified above, Administration has developed a process to determine the supply and location of park and ride along the CTrain line. The process seeks to balance parking and development by replacing the parking supply at high potential TOD sites with parking at other areas along the CTrain line. The three-part process includes:

Part 1 – Group parking supply in logical combinations along the CTrain Line using geographic features, transportation network access, customer origin data and bus service coverage.

Part 2 – Determine the current and future park and ride supply based on market of the area.

Part 3 – Develop a supply strategy to meet the market needs and determine any costs.

To aid in the supply strategy in Part 3, the following considerations are also included:

- Use of shared parking provided by private developers adjacent to the site.
- Retention of some surface parking at the station and reduced TOD potential.
- Construction of replacement parking (surface or structure) at another suitable station on the line.
- Construction of parkade structures at the TOD site to accommodate some or all of the displaced park and ride.
- Enhancing feeder bus service to serve displaced park and ride customers.

This process can be used throughout the CTrain network, and in response to Council direction, this framework was initially applied to Anderson Station.

This process will be used for future park and ride plans to ensure consistency in supply of park stalls as well as displacement opportunities in suitable areas to enable TOD while mitigating impacts to existing Calgary Transit customers.