

PUBLIC SUBMISSION FORM



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Please note that your name and comments will be made publicly available in the Council agenda. Your e-mail address will not be included in the public record.

I have read and understand the above statement.

ENDORSEMENT STATEMENT ON TRUTH AND RECONCILIATION, ANTI-RACISM, EQUITY, DIVERSITY, INCLUSION AND BELONGING

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I have read and understand the above statement.

First name (required) Rail For Alberta

Last name (required) Rail For Alberta

Are you speaking on behalf of a group or Community Association? (required) Yes

What is the group that you represent? Rail For Alberta

PUBLIC SUBMISSION FORM

What do you wish to do?
(required)

Submit a comment

How do you wish to attend?

You may bring a support person should you require language or translator services. Do you plan on bringing a support person?

What meeting do you wish to attend or speak to? (required)

Council

Date of meeting (required)

Jun 7, 2023

What agenda item do you wish to comment on? (Refer to the Council or Committee agenda published [here](#).)

(required - max 75 characters)

Route Ahead 10 Year Update

Are you in favour or opposition of the issue? (required)

In favour

If you are submitting a comment or wish to bring a presentation or any additional materials to Council, please insert below.
Maximum of 15 MB per submission (5 attachments, 3 MB per pdf document, image, video)
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Comments - please refrain from providing personal information in this field (maximum 2500 characters)

Please see attached letter in regards to the Route Ahead 10 Year Update and frequency based transit service



Re: Route Ahead Updates

May 31, 2023

Mayor Jyoti Gondek and members of council,

Rail For Alberta would like to voice our support for the priorities in the 10-Year Route Ahead update. Transit experts all over the world have recognized that frequent transit service attracts new riders and shifting to an all day network provides a service that enables transit to be the preferred mode of travel in an urban space.

The Primary Transit Network was originally conceived in 2009 and so far its roll out has been lethargic at best: streetcars in the 1950s ran at service levels approximately 3x-4x more frequently than our current transit system, and we have progressively reduced transit service hours per capita since 2012. Multiple reports and surveys over the years have shown that Calgarians demand higher service frequency on buses and trains. Enabling the Primary Transit Network achieves the three most common elements that riders want:

- 1) Fast, frequent service that enables riders to not need a schedule.
- 2) A network that takes people to major destinations.
- 3) Improved safety from higher ridership and shorter waiting times at stops and stations.

With the focus on providing reliable and frequent PTN service, we should also evaluate the value in far-flung CTrain expansions. Pushing our LRT out to suburban areas is expensive, puts more strain on stations closer to the core and creates reliability issues day to day and when service disruptions happen. **We think Calgary should start the initial planning for a suburban rail system that can efficiently serve outer suburban communities.** It's very common across the world to have multiple train systems that service different customer needs. It is questionable to envision riders from Airdrie making a 60+ minute trip on the Green Line to downtown Calgary, something that could be better served by a regional rail system. The Calgary Metropolitan Region Board is in the process of

creating a transportation plan that will address the regional needs moving forward in regards to public transit.

Good transit planning isn't just about lines on a map or running buses through neighbourhoods. Transit does best when it serves a high density of residents and jobs. Zoning around the primary transit network needs to include more residential and supportive commercial units in order to use Calgary's land more efficiently and help transit thrive. Train stations need to transition from being primarily parking lots to string activity centres with safe and well-connected mobility options to get people to their final destination.

A combined CMRB regional transportation plan and the Route Ahead 10-Year Update will help us reach the targets and goals put forward in the Municipal Development Plan. For Calgary to be an equitable city, transportation needs to be prioritized beyond the private automobile. Investing in transit contributes to Calgary being a world-class city by providing greater transportation choice and reducing greenhouse gas emissions and air pollution. It also works towards building a more equitable city by increasing access to jobs, activities, and social life. It's vital to a vibrant downtown and elevating the City's global position and reputation. Essentially, the future of the City depends on solid transit investments.

Sincerely,



Justin Simaluk
President



Willem Klumpenhauer
Vice President

Rail for Alberta

www.railalberta.com

Twitter: @railalberta

Rail for Alberta is a non-profit, non-partisan organization advocating for the establishment of sustainable and safe passenger rail service in Alberta.

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I have read and understand the above statement.

First name (required) Ramanpreet

Last name (required) kaur

Are you speaking on behalf of a group or Community Association? (required) No

What is the group that you represent?

PUBLIC SUBMISSION FORM

What do you wish to do?
(required)

Submit a comment

How do you wish to attend?

You may bring a support person should you require language or translator services. Do you plan on bringing a support person?

What meeting do you wish to attend or speak to? (required)

Council

Date of meeting (required)

Jun 7, 2023

What agenda item do you wish to comment on? (Refer to the Council or Committee agenda published [here](#).)

(required - max 75 characters)

Changing transit routes

Are you in favour or opposition of the issue? (required)

In favour

If you are submitting a comment or wish to bring a presentation or any additional materials to Council, please insert below.
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Greetings, it's a humble request to make 128 bus route full-time and even on weekends as 145. It is very difficult to travel in night time and on weekends. Many has to walk to skyview ranch from cornerstone due to limited 128 bus service. Thanks!

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I have read and understand the above statement.

First name (required) Jeff

Last name (required) Binks

Are you speaking on behalf of a group or Community Association? (required) Yes

What is the group that you represent? LRT on the Green Foundation

PUBLIC SUBMISSION FORM

What do you wish to do?
(required)

Request to speak

How do you wish to attend?

In-person

You may bring a support person should you require language or translator services. Do you plan on bringing a support person?

No

What meeting do you wish to attend or speak to? (required)

Standing Policy Committee on Infrastructure and Planning

Date of meeting (required)

Jun 7, 2023

What agenda item do you wish to comment on? (Refer to the Council or Committee agenda published [here](#).)

(required - max 75 characters)

Agenda Item 7.5 - RouteAhead

Are you in favour or opposition of the issue? (required)

In favour

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Please find attached the written submission portion of our comments.

June 2, 2023

Calgary City Council
The City of Calgary
Office of the Councillors (8001)
P.O. Box 2100, Station M
Calgary, AB, Canada T2P 2M5

Re: RouteAhead 10 Year Update

Dear Councillors,

The LRT on the Green Foundation would like to express its support for the RouteAhead 10 Year Update. Access to fast, frequent and reliable transit is key to building a city that meets the needs of all Calgarians. Both the service goals and the capital projects that are outlined in the document will go a long way towards delivering a transit network that will give Calgarians the freedom to decide whether they want to own a car versus absolutely needing one.

We are extremely happy to see the proposed Primary Transit Network (PTN) covers every quadrant of the city and will provide the 10 minute service frequencies that are desperately needed to grow all-day ridership. Given RouteAhead is a multi-decade aspirational document, it would, however, be nice if 10 minute PTN frequency was proposed to last longer than 15 hours. If in 30 years Calgary is lacking in vibrancy and nightlife to the point where 10 minute PTN frequency isn't needed past 9pm, the City will have failed in far more than its transit goals.

Council has expressed previous concerns with the switch from a network that is focused on coverage to a network focused on frequency. We are pleased to see that the network plan outlined in the RouteAhead Update addresses those concerns head on. The proposal to upgrade basic transit service to 30 minute coverage will create a huge improvement to Calgarians living in suburban communities. People may be tempted to argue that drawing a line on a route map and providing basic bus service constitutes transit coverage, but if that bus only arrives once every 50 minutes, is that community really being served? Realigning coverage with 30 minute frequency will create real improvements in transit coverage for these communities.



LRT on the Green

In terms of capital projects, the LRT on the Green Foundation applauds the shift to a capital project list that moves away from a hierarchy ranking and instead looks for opportunities to leverage available funding to build out the network as fast as possible and allows for multiple projects to be built at the same time. This reflects the reality of how funding programs from other orders of government are typically structured as well as the long lead times required to construct major projects.

Looking at the Capital Projects Appendix, the LRT on the Green Foundation was happy to note that the benefit score for Green Line is 99/100. This underlines how valuable this project is. While the RouteAhead is a document about the future, the LRT on the Green Foundation feels strongly that **Council must uphold its promise to Calgarians by ensuring Stage 1 of Green Line is built between 16th Ave and Shepard prior to committing any money to further transit capital projects.** Further to this point, we have been asking Council to commit the resources required to complete functional planning for the remainder of the Green Line since 2017. It is extremely disappointing that little progress has been made over the last 5 years to ensure further Green Line expansion is shovel ready.

The RouteAhead report notes that to achieve its goals, an investment of \$300 per Calgarian per year is required. The LRT on the Green Foundation absolutely believes that this is incredible value for money if the results allow Calgarians to avoid vehicle dependence. It's less than the cost of one monthly car payment. Imagine what the other 11 months of payments could do if invested into the local economy instead of vehicle financing. When considering cost, Council needs to look away from transit planning as the solution is in land-use. This year Council will make very important decisions on density. Supporting the Housing Affordability Task Force's recommendation of making the base residential district RC-G will go a long way to ensure Calgary's suburban neighbourhoods can support expanded PTN service. It will also help develop a more compact footprint for the city which keeps taxes low and increases the opportunity to fund quality transit.

In order for Calgary to successfully grow and prosper, Council must embrace a transit-oriented city. Approving the RouteAhead 10 Year Update is the first step.

Best Regards,



Jeff Binks
President
LRT on the Green



LRT on the Green

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I have read and understand the above statement.

First name (required) Ken

Last name (required) Hillaby

Are you speaking on behalf of a group or Community Association? (required) No

What is the group that you represent?

PUBLIC SUBMISSION FORM

What do you wish to do?
(required)

Submit a comment

How do you wish to attend?

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What meeting do you wish to attend or speak to? (required)

Standing Policy Committee on Infrastructure and Planning

Date of meeting (required)

Jun 4, 2023

What agenda item do you wish to comment on? (Refer to the Council or Committee agenda published [here](#).)

(required - max 75 characters)

The route 161 needs to be in place for our operators working out of stoney

Are you in favour or opposition of the issue? (required)

In opposition

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Comments - please refrain from providing personal information in this field (maximum 2500 characters)

A suggestion would be to have route 100 detour into stoney garage in either direction and drop route 157 and 161



Fair Calgary Community Voices

Affordable, Accessible, Connected, Convenient Transit

June 5th, 2023

To the RouteAhead Advisory Group and Infrastructure and Planning Committee Co-chairs

RE: Equity Analysis Recommendation for Route Ahead Strategy to Enhance Equitable Access to Calgary Transit

Fair Calgary Community Voices is a Calgary-based, collaborative of citizens living on low-income, community organizers, and service providers working to advocate for affordable, accessible, connected, and convenient public transit for all. We would like to thank the City of Calgary for their continued commitment to the Sliding-Scale, Low-Income Transit Pass, the Low-Income Senior's Pass, as well as the recently announced pilot program to make transit free for all Calgarians 12 years and younger.

As a collaborative, we appreciate that the December 8th report contains *"Directions and strategies to support achieving the Social Well-Being principle of providing equitable services by removing barriers to access and inclusion."* Increasing the investment in transit using an equity lens will strike the right balance between neighbourhood coverage and primary network frequency to ensure we are positively helping equity-deserving groups such as women, persons with disabilities, seniors, and others who live in areas already underserved by transit. Furthermore, members of these and other groups whose sole means of transportation is transit will be particularly impacted by shorter travel and wait times on primary transit routes.

FCCV appreciates the immense challenge of balancing the core elements of a well-functioning transit system.

Implement RouteAhead using an equity lens, FCCV calls on the City of Calgary to:

- Critically examine the results from the most recent public engagement on the Route-Ahead Strategy through an equity analysis.
- Expand the recent council motion allowing seniors receiving the low-income seniors pass to be assessed individually to all customers eligible for the low-income transit pass.
- Expand the proofs of income to allow agencies to write letters as a proxy for those individuals who do not have the required documents to apply for Fair Entry. This will enable people to be approved quicker, reduce the backlog and reduce stress.
- Measure *first and last-mile* connections to transit stops and stations to establish a baseline on accessibility metrics during winter months.
- Engage in meaningful consultation with diverse Calgarians on their transit needs and create a reporting process. These groups include those who are transit captives; those with disabilities and mobility issues; women; gender-diverse Calgarians; newcomers to Calgary and those living in far-reaching suburbs ensuring that each quadrant of the city is represented
 - Report back to the council before setting budget priorities in November 2023.
 - Continue to report on customer research findings, especially feedback from equity-seeking groups, during annual RouteAhead Status Reports.



Fair Calgary Community Voices

Affordable, Accessible, Connected, Convenient Transit

Some opportunities to engage could be:

- Focus groups and town halls using questions from an equity lens
- RouteAhead Advisory Group members to ride along with customers from the above communities in all seasons, not just summer.

As a community-grounded collaborative, with diverse representation from those with lived experiences and social-serving organizations, we are well-positioned and very open to supporting the City of Calgary with a more equitable engagement process on the future of our transit system.

Respectfully

Members of Fair Calgary Community Voices; Hilary Chapple, Disability Action Hall, East Side Village Seniors, Enough for All Vibrant Communities Calgary, Bonnie Pacaud, Women's Centre of Calgary

Backgrounder for Route Ahead Strategy 2023 Attachment 1

Fair Calgary Community Voices (FCCV) is a Calgary-based collaborative of citizens living on low-income, community organizers, and service providers working to advocate for affordable, accessible, connected, and convenient public transit for all.

Transportation Equity - *“Looking at how to design transportation systems that are fair. This can be thought of as how transportation ‘goods’ and transportation ‘bads’ are distributed among different populations.”*

Transport Poverty - *“Being economically disadvantaged intersects with what’s called transport disadvantage. Generally speaking, this means a lack of reliable and frequent transit service, services that are too expensive or a lack of accessible transit, so it excludes people”*

Steven Farber, assistant professor in the Department of human geography at the University of Toronto Scarborough¹

FCCV applauds the motion made at City Council’s November budget deliberations on [November 25th, 2022 motion 7 b.iii. And 7 b iv](#) (Page 13)². The motion recommends that the City’s base operating and capital budgets include investments necessary to advance Calgary as an increasingly equitable and accessible city.

¹ Campbell, Don [“What does transportation equity mean? U of T researcher on why it’s too important to ignore?”](#) U of T News, November 8, 2019. Accessed June 6th, 2023.

² [City of Calgary Notice of Motion C Report C2022-1051](#), Recommendation 7 page 13 iii. “Potentially reconstruct the 2024, 2025 and 2026 budgets with Administration to ensure future base operating and capital budgets include the investments necessary to advance Calgary as an increasingly equitable and accessible city - including but not limited to investments in housing, mobility and transit – are embedded in future base operating and capital budgets; the reconstructed base budgets for future; and iv. revisit operating and capital plans and priorities to ensure expeditious delivery of projects and programs that are rooted in the core values and policies of Council, including but not limited to truth and reconciliation, the 5A Network, low-income transit passes, improved transit frequency, affordable housing, mental health supports, and equity index maps.”

Fair Calgary Community Voices (FCCV) supports RouteAhead in principle. We suggest the following enhancements to strengthen Transit Equity in the plan.

- a) Strike a balance between coverage and frequency using tools such as the City of Calgary's equity index³ to guide decision-making for the Route Ahead (page 101 of the report.)
- b) Explore the merits of adopting "Transit Equity" as a core principle to align with the City Council's strategic direction for social equity. We are encouraged by Route-Ahead's first step to include [The City of Calgary's Social Equity index](#) lens (map on page 106) to help guide our city in looking at transit equity in order to protect services for the groups that depend on transit the most. (Page 101).
- c) Establish a baseline measurement of 2023 transit coverage for communities at or below the benchmark in the Calgary Equity Index. This will help ensure access and that equity-deserving groups are not harmed by reducing transit routes or increasing the distance that individuals have to walk as we move forward. (such as the social equity index, focus groups, and 311 concerns).
- d) Set walkable/rollable walking distance standards to transit stops and stations. The most common standard measure of walking distance has been [400 metres](#) (0.25 miles) since 1972. (Gutiérrez & García-Palomares, 2008; Hsiao, Lu, Sterling, & 12 Weatherford, 1997; Kimpel et al., 2007; Murray & Wu, 2003; Neilson & Fowler, 1972; O'Neill 13 et al. 1992; Zhao et al., 2003)

The Route-Ahead suggests that direct links to service may mean increasing the distance that people have to walk/roll to base transit. This may negatively impact people's accessibility and their safety when using base transit. It is important to track the impacts on seniors, persons with reduced mobility, and parents pushing strollers. Calgarians may be further impacted by the design and snow clearing of their community; especially in winter months. ["Calgary Safer Mobility Plan."](#)

³ City of Calgary [Equity Index](#) maps, accessed June 2nd, 2023.

MEASURING TRANSIT EQUITY (Best Practices)

“We need to make sure that the *outcomes* of what we budget for match our values as well.” Willem Klumpenhower, Transit Advocate, University of Toronto researcher

FCCV suggests the following approaches to establishing benchmarks if the City implements transit equity as a core principle.

- a. **Track equitable measurable outcomes for equity-deserving groups⁴.** This will help identify the travel needs of these groups in order to guide future investments and route planning. We suggest:
 - Tracking the success of higher frequency in Primary Transit Networks
 - Tracking the distance transit users walk/roll to base transit when reducing the redundancy of routes
 - Establishing a baseline of data and expanding data collection⁵ to measure when CT is able to extend the network to include greater coverage and frequency One such data visualization ⁶ overlays a 1 km distance with the median incomes of Calgary’s current LRT.
- b. **Look at other best practices to track and evaluate travel and transit behavior including understudied components of travel** such as “How women use transit.” (Statistics Canada’s findings state more women than men use public transit.⁷) Open data has limitations to creating a baseline on how equity-deserving groups may benefit For instance marginalized groups such as women have a tendency to trip chain and make more transit trips.⁸ C6.6 (Pages 31, 42, 43, and 44). How do we know the Primary Transit network” is not harming riders that are transit captive? ⁹ *“Captive riders have no viable travel*

⁴ Collins, Hertel, Keil, [“Next Stop, Routes to fairer transit access in the Greater Toronto and Hamilton Area”](#), 2016 Accessed June 2nd, 2023.

⁵ RouteAhead sites the following data sources (Page 109), Monthly tracker surveys of 200+ customers regarding the experience of their last trip; Occasional usage and attitudes surveys; Choice modeling studies; Use of occasional focus groups and ad hoc surveys, including targeted engagement with equity-deserving groups; and Regular meetings and engagement with Calgary Transit’s customer advisory group and Fair Entry survey report annual survey (Provincial Report)

⁶Klumpenhower, Willem, [“Mapping Transit Equity: Finding the right amount of Nuance”](#) January 2022.

⁷ Leading Mobility, [“Understanding and Responding to the Transit Needs of Women,”](#) January 2022, Accessed June 1st, 2023.

⁸ Leading Mobility, [“Understanding and Responding to the Transit Needs of Women,”](#) January 2022, Accessed June 1st, 2023; Walker, Jarret [“Basics: walking distance to transit”](#), April 2011

⁹ FIRST-MILE LAST-MILE (FMLM) This describes the challenge of moving people between transit stations, mobility hubs, or fixed-route transit services and their home, workplace, or other major destination. The concept applies

alternatives and may continue using transit even if they are unhappy with the service. Choice riders choose to use transit after comparing their travel options and may switch to an alternative if transit service degrades.”

Social Service agencies and riders have anecdotal evidence not necessarily captured by surveys and 311. The groups may be helpful in identifying key indicators and issues to help measure how the transit network is performing and offer solutions to enhance customer experience and the network. We recommend working with focus groups to assist Calgary Transit and transportation planners to know when to adjust routes. This may benefit users who travel in curvilinear¹⁰ equity-deserving communities vs an equity-deserving grid community. The valuable information collected can be used to inform Calgary's Transportation plan, community design, transit policy, snow removal, and route planning in the future.

Respectfully Submitted by Bonnie Pacaud/Colleen Huston on behalf of Fair Calgary Community Voices

broadly to making improvements in transit access for all people trying to reach transit regardless of if they live within one mile of a transit station or mobility hub.

Zhao, Webb & Shah, “Customer Loyalty Differences between Captive and Choice Transit Riders” Accessed June 1st, 2023, https://www.academia.edu/7703569/Customer_Loyalty_Differences_between_Captive_and_Choice_Transit_Riders

¹⁰ Everyday Tourist [“Grid vs Curvilinear Streets Which One Is Better?”](#) February 2021

Striking a balance for equity -deserving groups

Transit Equity

Presented by Fair Calgary Community Voices

Colleen Huston and Bonnie Pacaud

Route-Ahead Strategy IP2023-1054

July 7th, 2023



Photo credit: Disability Action Hall

Transportation Equity

“Looking at how to design transportation systems that are fair. This can be thought of as how transportation ‘goods’ and transportation ‘bads’ are distributed among different populations.”

Transport Poverty

“Being economically disadvantaged intersects with what’s called transport disadvantage. Generally speaking, this means a lack of reliable and frequent transit service, services that are too expensive or a lack of accessible transit, so it excludes people”

Steven Farber, assistant professor in the Department of human geography at the University of Toronto Scarborough

How do we know
we are measuring
what matters?



Photo credit: Mobilizing Justice

direction
for
social
equity.

- Establish a baseline measurement of 2023 transit coverage

Photo credit: Canva stock photo



Measuring transit equity

Track equitable measurable outcomes for equity-deserving groups

Look at other best practices to track and evaluate travel and transit behavior including understudied components of travel



Photo credit: Disability Action Hall

Contact FAIR CALGARY COMMUNITY VOICES

<https://fairfaresyc.wixsite.com/transit4all>



“We need to make sure that the outcomes of what we budget for match our values as well.”

Willem Klumpenhower, Transit Advocate, University of
Toronto researcher

Photo credit: Canva stock photo