

Transportation Report to
Intergovernmental Affairs Committee
2019 June 20

ISC: UNRESTRICTED
IGA2019-0668

Regional Transit Park and Ride – Next Steps

EXECUTIVE SUMMARY

This report provides follow-up on and outstanding recommendation related notice of motion (NM2016-18) on the feasibility of satellite park and ride. NM2016-18 directed Administration to undertake a Transit Feasibility Study to assess the demand for satellite park and ride lots outside of the city limits with bus service to Calgary. Since this Council direction, the Calgary Metropolitan Region Board (CMRB) has been established with a mandate to consider intermunicipal transit as part of its growth and servicing plans.

At the 2019 April 11 Intermunicipal Servicing Committee of the CMRB, CMRB Administration was granted the authority to undertake a Transit Background Report. Several CMRB member municipalities including Calgary, Airdrie, Cochrane and Okotoks, plan to or provide municipal or intermunicipal transit. The first meeting was held on 2019 May 8 with follow-up meetings scheduled in 2019 June.

Administration recommends incorporating the feasibility of regional park and ride through the CMRB transit subcommittee to allow for holistic analysis and coordination.

ADMINISTRATION RECOMMENDATION:

That the Intergovernmental Affairs Committee recommend that Council direct Administration to continue to review intermunicipal transit solutions including regional satellite park and ride lots outside of the Calgary city limits through the Calgary Metropolitan Region Board and participate in the transit subcommittee established within the Calgary Metropolitan Region Board Growth and Servicing Committee.

PREVIOUS COUNCIL DIRECTION / POLICY

At the 2016 June 13 Combined Meeting of Council, Notice of Motion NM2016-18 Regional Park and Ride – Transit Feasibility Study, was approved as follows:

NOW THEREFORE BE IT RESOLVED that Administration is directed to: undertake a Transit Feasibility Study to assess the demand for satellite park and ride lots outside of the city limits with bus service to Calgary;

AND FURTHER BE IT RESOLVED that the study identifies the associated marketability, ridership potential, financial implications, operational requirements, and synergy with other Calgary Regional Partnership plans and Province of Alberta transportation projects, and to report back to Council through the SPC on Transportation and Transit with an update no later than Q1 2018.

At the 2018 March 19 Combined Meeting of Council, TT2018 Calgary Transit Park and Ride – Guiding Principles for Future Improvements, was approved as follows with respect to regional park and ride:

2. Direct Administration to continue to review intermunicipal transit solutions including regional satellite park and ride lots outside of the Calgary city limits through the Calgary Metropolitan Region Board and report back with an update on the feasibility of such lots by Q2 2019.

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BACKGROUND

Park and ride is attractive to those who value the convenience of using a car for part of their trip. Some park and ride users would be less likely to use public transit without this option. Most regional park and ride customers are traveling to downtown Calgary and using park and ride facilities near end of line CTrain stations. Using park and ride allows them to save money over parking in downtown Calgary and to avoid traffic congestion. By intercepting these customers near the periphery of the transit network, park and ride reduces travel demand in the downtown and major activity centres.

Currently, customers who originate outside Calgary account for approximately 10% of park and ride spaces. However, it is acknowledged that park and ride facilities at end of line stations face higher pressure due to a combination of large catchment areas within Calgary as well as regional customers.

This report addresses outstanding Council direction from NM2016-18 Regional Park and Ride – Transit Feasibility Study and is included in Attachment 1.

INVESTIGATION: ALTERNATIVES AND ANALYSIS

The Calgary Metropolitan Region Board (CMRB) has been established with a broad direction of helping the region coordinate decision-making and work collaboratively. The broad mandate of the CMRB is to promote sustainable, environmentally responsible land use planning, growth management and efficient use of land for development.

To fulfil the mandate of the CMRB, direction has been given to create two plans:

- Prepare a long-term Calgary Metropolitan Region Growth Plan.
- Prepare a five-year Metropolitan Servicing Plan.

Regional transit has been identified as an item to be included in both the growth and servicing plans; the feasibility of building park and ride lots outside of Calgary for the purposes of travelling to Calgary should be evaluated in conjunction with these plans mandated by the CMRB. This allows regional park and ride to be evaluated and coordinated holistically with regional planning and transit service that meets the needs of regional customers and intercepts car trips to Calgary.

Calgary and Airdrie currently provide public transit service while Cochrane and Okotoks are planning to provide local transit service within one year. In addition, there are private service providers that offer intermunicipal transit options within the Calgary region.

At the CMRB Intermunicipal Servicing Committee on 2019 April 11, CMRB Administration was directed the authority to undertake a Transit Background Report through a Transit Subcommittee which includes members from Calgary, Cochrane, Okotoks, Chestermere, Airdrie and Rocky View County.

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Highlights of Committee Report include:

- CMRB Administration discussion on how to best support incorporating transit into the Growth Plan and Servicing Plan with members of the Land Use Technical Advisory Group (TAG), including municipal experts in transit.
- Recommendation that a background report on transit be developed through a transit subcommittee. This would establish the position of the CMRB around planning for transit at the regional scale.
- In discussion with representatives from Land Use TAG and municipal transit experts, the following items were identified as topics that could be explored further through the transit subcommittee, including:
 - Providing background on how transit service is delivered in the Calgary Metropolitan Region,
 - Defining what transit means at the regional scale,
 - Examine potential approaches to planning for transit at the regional scale that might be applicable in the Calgary Region, and
 - Providing suggested policy directions or best practices for regional transit planning.

The City of Calgary has confirmed with CMRB that Administration will be participating in the subcommittee providing input into the development of a regional transit background report that incorporates future infrastructure requirements that include park and ride.

Stakeholder Engagement, Research and Communication

Participation in the CMRB Transit subcommittee includes CMRB Administration, City of Calgary, Rocky View County, City of Airdrie, Town of Okotoks, Town of Cochrane and Town of Chestermere.

Strategic Alignment

Park and ride provides mobility choices to Calgarians as well as people who commute to Calgary and makes it easier for all to make lifestyle choices that mitigate climate change.

RouteAhead also identifies park and ride as an important element of the customer experience. The plan acknowledges the role park and ride plays in enabling customers' choices as well as the benefits to the overall mobility network (e.g. reduced traffic volumes into the core and encouraging TOD).

The Calgary Metropolitan Region Board has been established with a broad direction of helping the region coordinate decision-making and work collaboratively. Building park and ride lots outside of Calgary will be considered in conjunction with this direction and the Board.

Social, Environmental, Economic (External)

Park and ride provides an attractive option for those who value the convenience of having a car for part of their trip. Park and ride lots located in convenient locations intercept trips that would otherwise continue to their destinations or downtown. These lots allow customers to use transit for a portion of their trip thus reducing greenhouse gas emissions. Park and ride is also associated with considerable capital and operating costs.

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Financial Capacity

Current and Future Operating Budget:

None associated with this report.

Current and Future Capital Budget:

None associated with this report.

Risk Assessment

Should the CMRB choose not to proceed with incorporating park and ride in the Growth and Servicing Plan, The City will evaluate alternatives with neighboring communities.

<p>REASON(S) FOR RECOMMENDATION(S): The creation of the Calgary metropolitan Region Board by The Province mandates the new Board to create a Growth and Servicing Plan which explicitly references inclusion of intermunicipal transit. Satellite parking lots and associated bus service will be considered with these future plans.</p>
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ATTACHMENT(S)

Attachment 1 - NM2016-MAY 9 – Regional Park and Ride – Transit Feasibility Study