



Electric Railroaders Association

September 9, 2024

Chris Jordan, Manager, Transit Service Design, Calgary Transit

**Calgary consistently ranks as one of
the most livable cities in the world.**



A vibrant photograph of a park scene. In the foreground, several people are seated at outdoor tables, some with food and drinks. In the middle ground, a large, shallow water feature with multiple small fountains is where many children are playing. In the background, a large, modern building with a grid-like facade of windows and balconies stands prominently. Red-leafed trees are visible in the upper corners of the frame.

Each year, thousands of people from across Canada and the world choose to make Calgary their home.

Council's Resilient Calgary Strategy and Priorities

Council's Foundation



Economic resilience



Climate resilience



Social resilience

2023-2026



Downtown Revitalization



Social Equity



Land use & local area planning process review



Transit



Hosting & hospitality



Global positioning & reputation



Modernizing government

2024 priorities:



Transit and Housing



Home is Here The City of Calgary's Housing Strategy

2024–2030

Approved by Council 2023 September 16

Objective 1A

Make more City-owned real property assets (i.e., land, buildings, and strata) available for housing (market, non-market, subsidized, and housing co-op) in all communities.

Tying Calgary Transit projects to housing outcomes plays a pivotal role in addressing Canada's pressing problems with housing, affordability, and climate change.



How did we get here, and what's next?

History of
Calgary Transit
and the CTrain

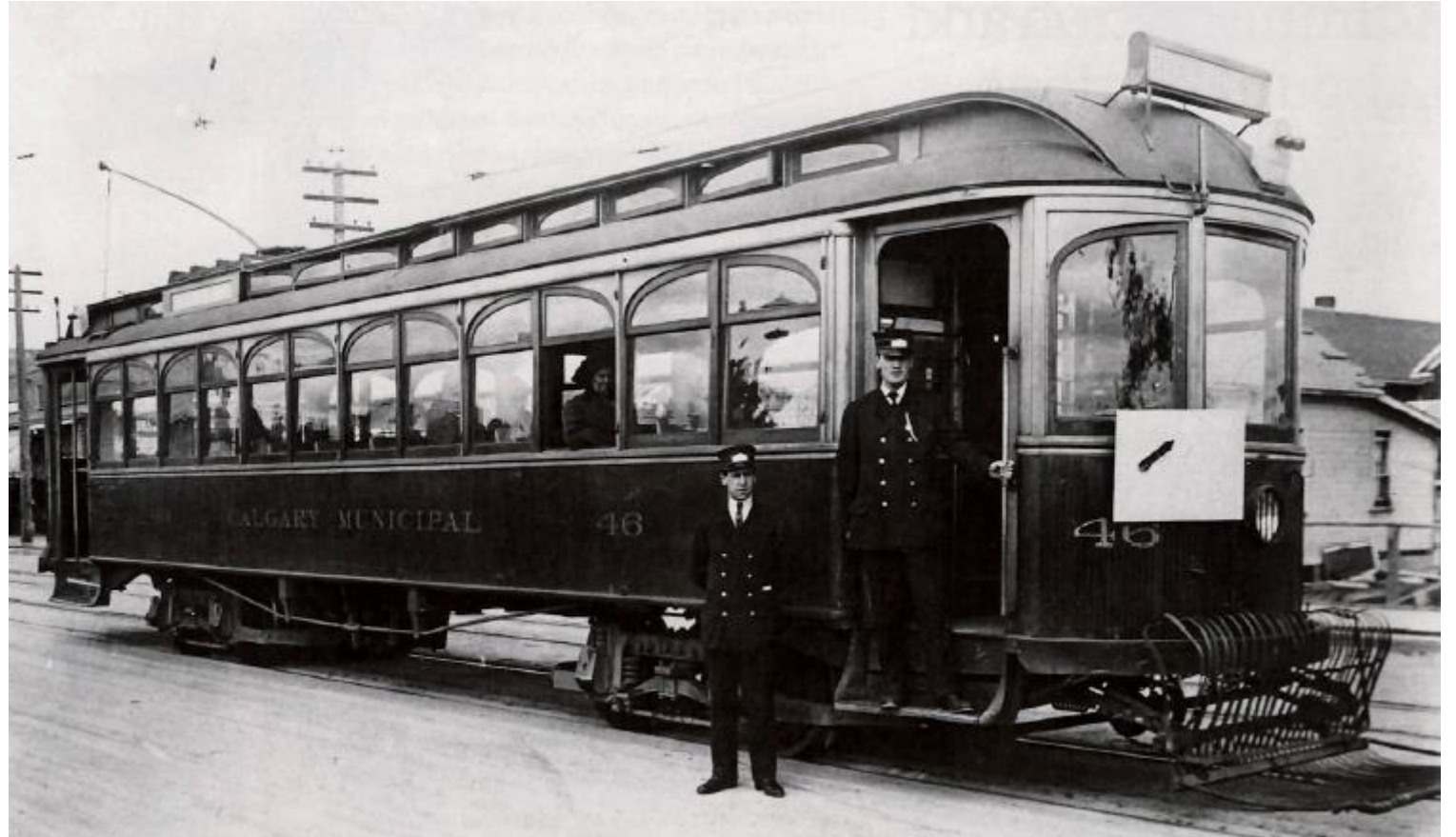
Tidbits &
Highlights

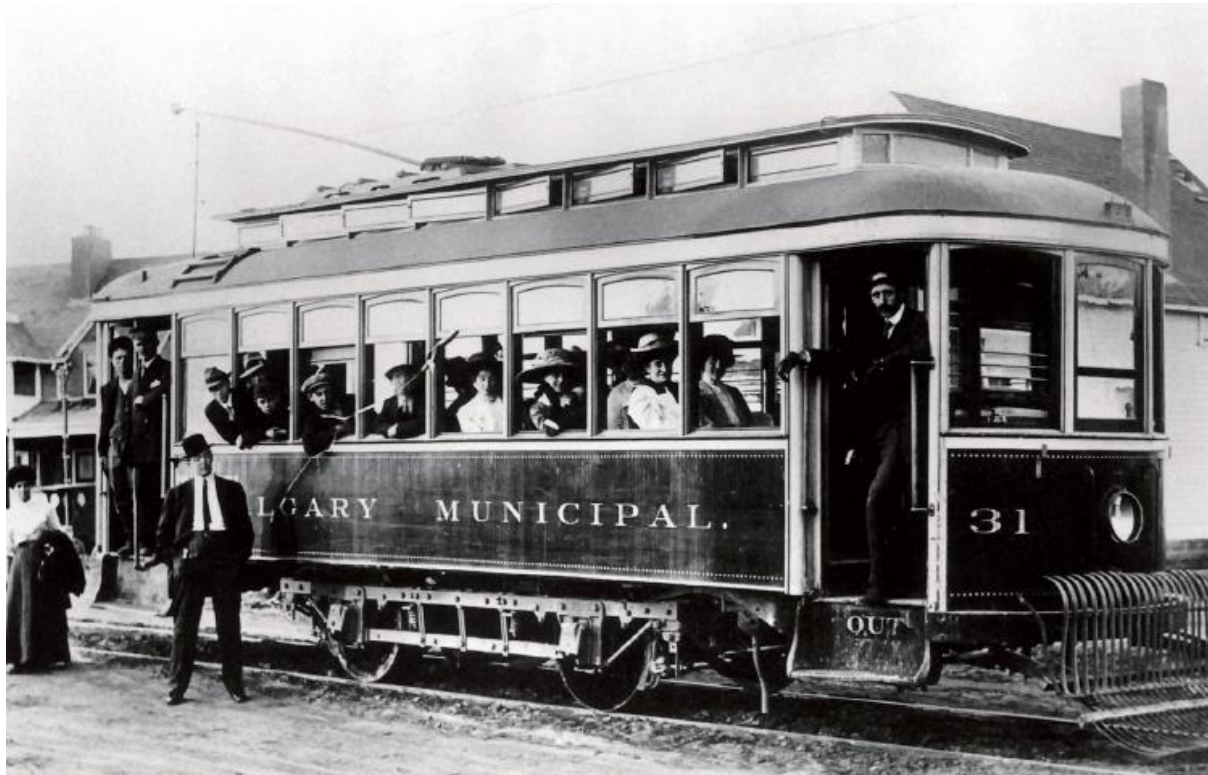
The Future



- Looking east on 8th Street at the height of Calgary's boom in 1912. Streetcars and automobiles still shared the streets with the horse-drawn vehicles.

- Conductor Billy Cairns and Motorman George Adie (on steps) pose with car No. 46. This image shows the streetcars' appearance before the addition of the McCauley Door. After it was sold as surplus, car No. 46 became a tractor shed on a farm west of Cochrane.





- “Dinky” car No. 31 on the South Calgary – Bankview line, 1912. Motorman George Washington stands at the right with Conductor S.K. Beal at the rear door. The light, energy-frugal “dinky” cars were practical on low-volume suburban lines.

- A streetcar passes through the business district on 10th Street NW at Kensington Road, circa 1920s.





- Streetcars along 2nd Street SE (later renamed Macleod Trail) near the car barns, circa 1940s.

- Motor-conductor Bob Thompson with car No. 14 at the conclusion of its last scheduled run to Ogden, December 29, 1950.



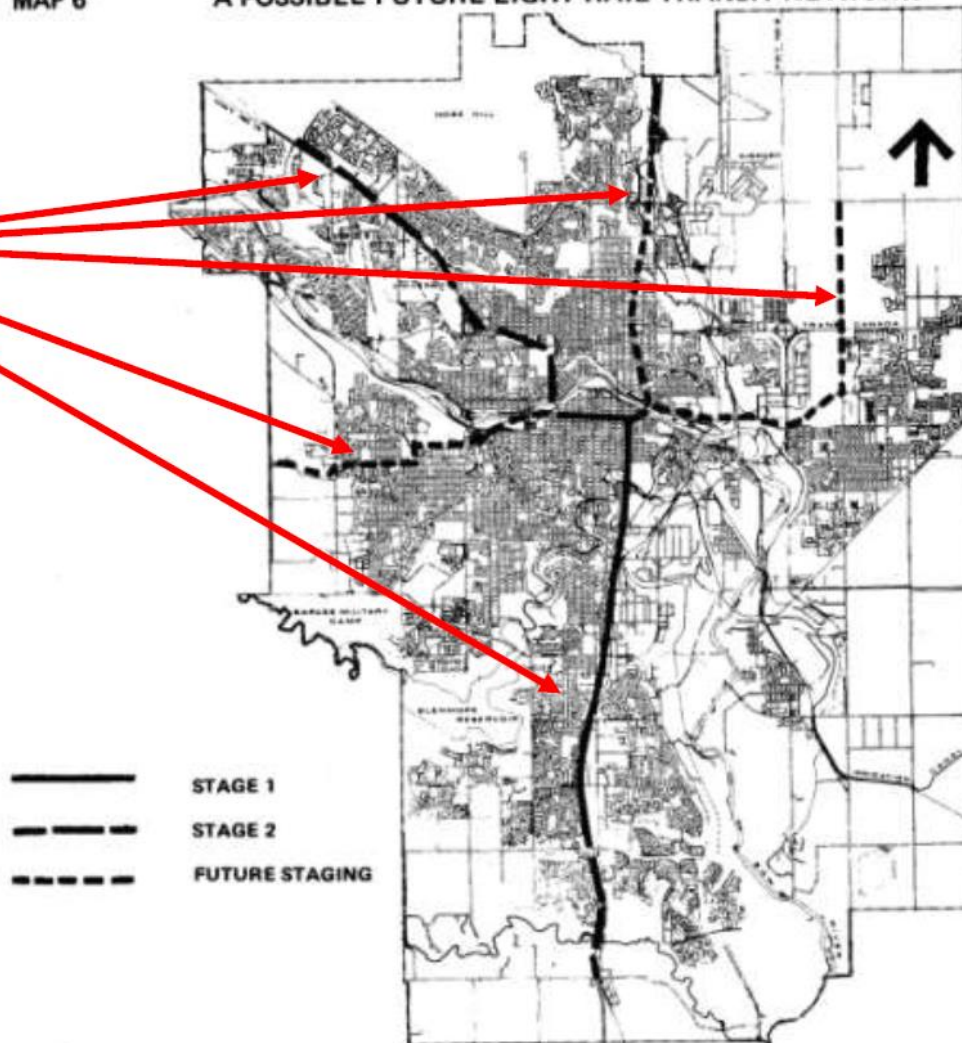


- During a transition period in the late 1940s, the Calgary Transit System operated streetcars, trolley coaches, and buses. The last streetcar route was phased out in 1950.

1960's to 1976
Rapid transit
rights of way
were reserved in
key growth
corridors

MAP 6

A POSSIBLE FUTURE LIGHT RAIL TRANSIT NETWORK



- Express bus service in future LRT corridors
- Early BRT



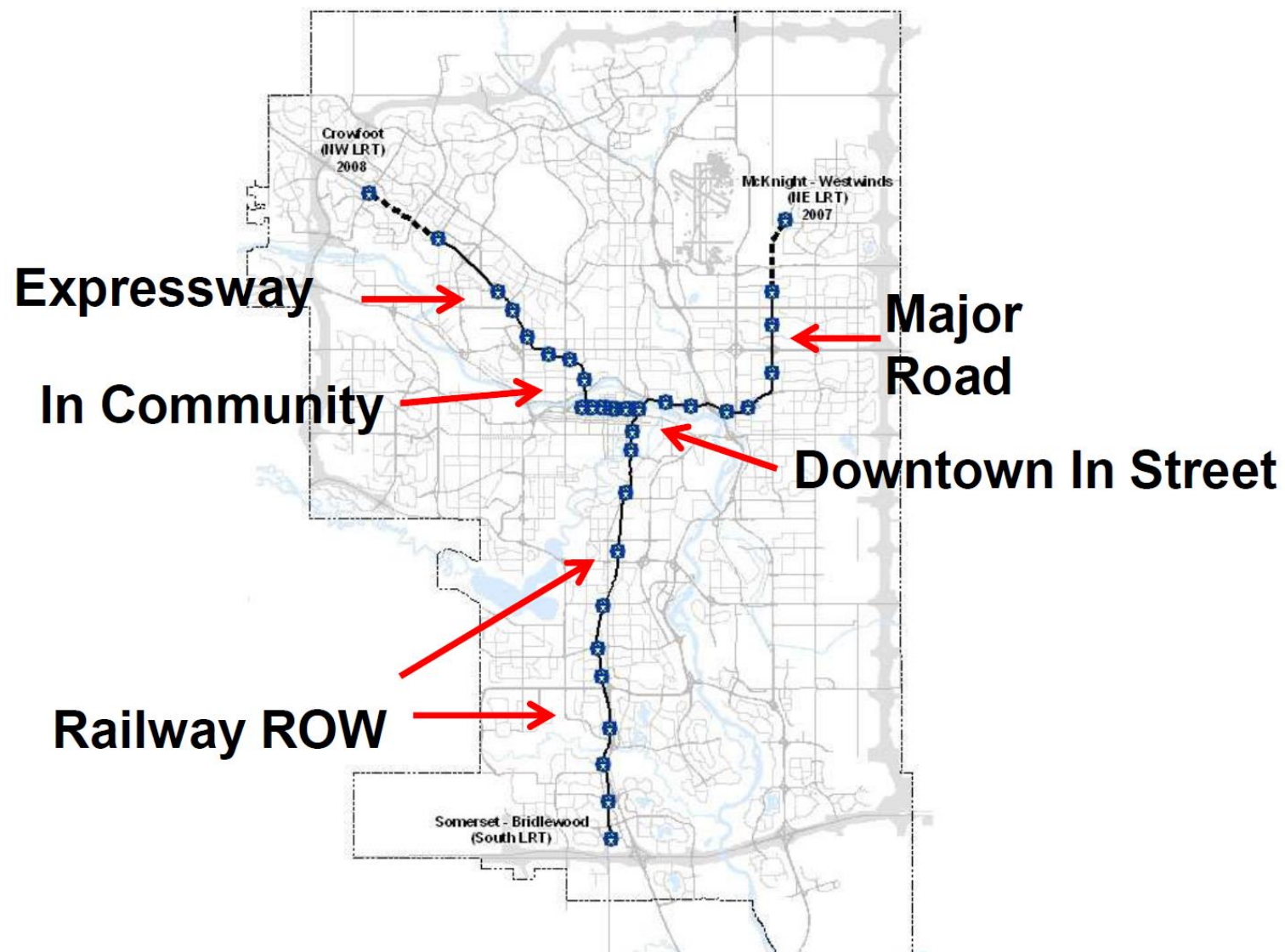




- Calgary Transit employees and retirees pose in front of contemporary vehicles at Anderson Shops on April 6, 1994, during the centennial year of Calgary's incorporation as a city.

Currently 59km with 45 stations





Calgary



Calgary





Why LRT in Calgary - Selection Factors

- Service demand
- Service capacity
- Operating cost
- Available capital
- Network plan
- Urban form
- Vision



Why LRT in Calgary – Right of Way Available

Reserve
LRT ROW
in Median
of Major
Road



Why LRT in Calgary – Right of Way Available

ROW in New Communities



- Express bus service in future LRT corridors
- Early BRT



Why LRT in Calgary – Downtown Density

Bus based system requires street capacity and curb space for multiple bus zones in downtown

1960's



Why LRT in Calgary – Low Capital Cost of Initial Implementation



History of
Calgary Transit
and the CTrain

**Tidbits &
Highlights**

The Future

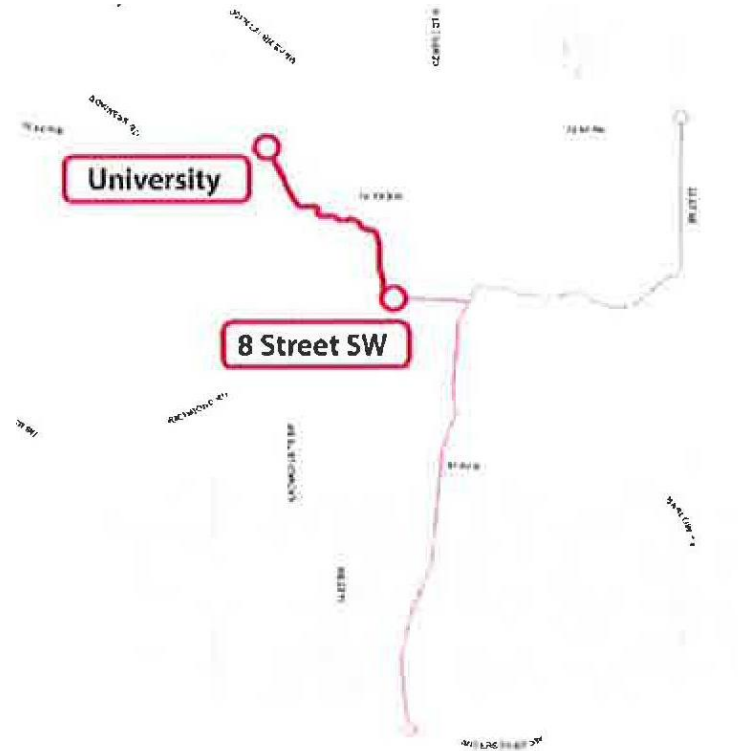
Tidbits & Highlights – LRV Procurement

- Siemens employees stayed on at Calgary Transit in the 1980s
- Government of Alberta role in procurement



Tidbits & Highlights

After South LRT was opened in 1981, NW LRT was a higher priority extension, but community opposition led City to shift to the NE extension (1985 opening)



Tidbits & Highlights

....NW LRT to University was completed five months ahead of the 1988 Winter Olympic Games



Tidbits & Highlights

Calgary Transit was the first LRT system powered by the wind in North America.

By using wind-generated electricity for the 100-car C-Train fleet (2001), the "Ride the Wind" project kept 26,000 tonnes of carbon dioxide from entering the atmosphere, the equivalent of 7.5 million motor vehicle trips.

Ride the Wind!™

with Calgary Transit

Ride the Wind!™

Program Highlights

Who: A collaboration among Calgary Transit, Enmax and Vision Quest.

What: Wind generated electricity to power the CTrain.

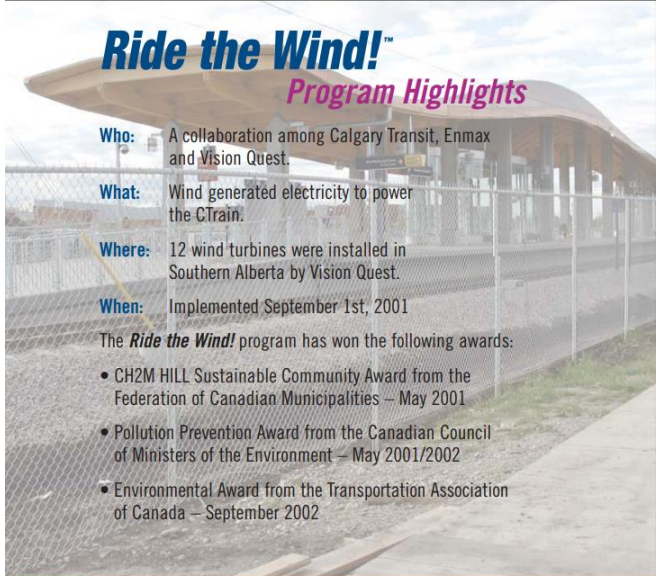
Where: 12 wind turbines were installed in Southern Alberta by Vision Quest.

When: Implemented September 1st, 2001

The **Ride the Wind!** program has won the following awards:

- CH2M HILL Sustainable Community Award from the Federation of Canadian Municipalities – May 2001
- Pollution Prevention Award from the Canadian Council of Ministers of the Environment – May 2001/2002
- Environmental Award from the Transportation Association of Canada – September 2002







Tidbits & Highlights

Calgary Transit brought a report to a City Council Committee in 2011 that made the case for funding four-car train infrastructure and replacing aging U2 cars



Tidbits & Highlights

In 2013, after funding for new vehicles was approved and the brand new S200 Siemens vehicle was selected, Calgary Transit offered Calgarians the chance to vote for their favorite cladding for the vehicle.

Options included
The Bow, The Buffalo, and The Mask



Tidbits & Highlights



Calgary



New Central Library 2019



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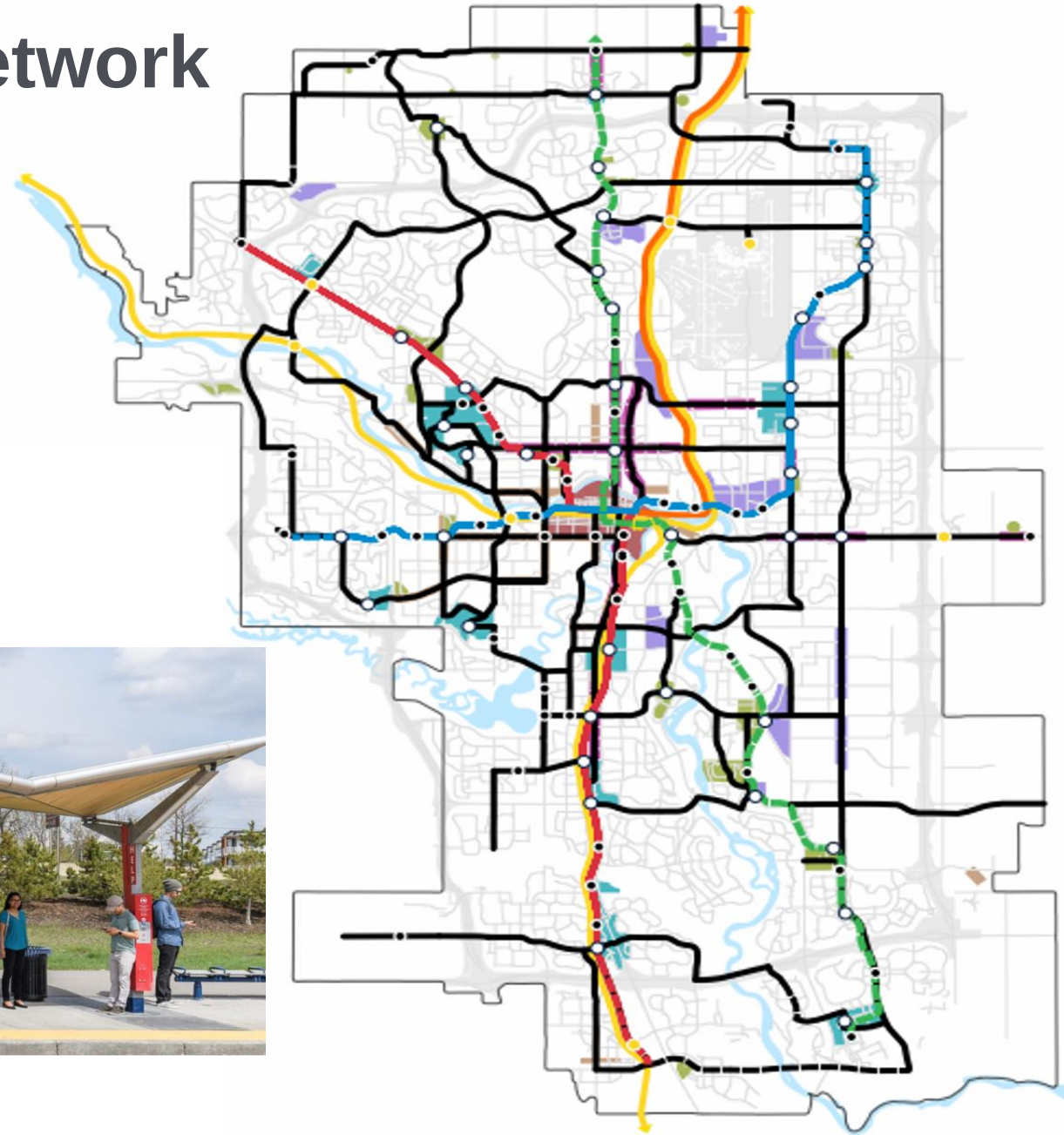
The Future



RouteAhead

Calgary Transit's 30-Year Strategic Plan

Primary Transit Network

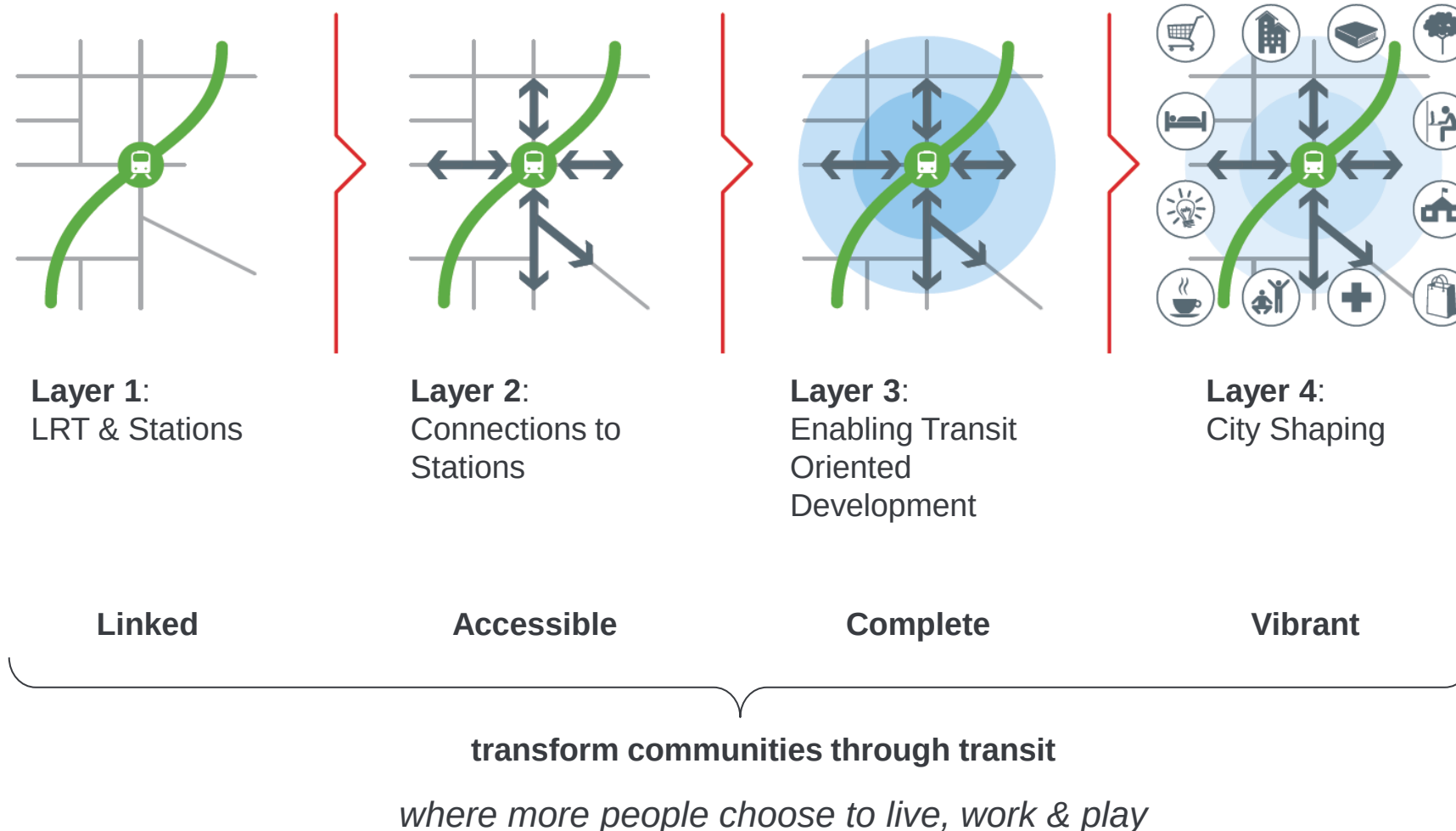


The primary transit network will **connect** people and places, **integrate** with neighborhoods, and **help build livable, vibrant and sustainable communities** for present and future generations.



Primary Transit Network

4-Layer Approach



Green Line LRT Phase 1

New Fleet of 28 Low-Floor Light Rail Vehicles

- Contract Award Q4 2021
- Final Design Review Q3 2023
- LRV Manufacture Q3 2024
- LRV Delivery Start Q2 2027
- Last LRV Delivery – Q4 2028



Green Line LRT Phase 1

Land Acquisition

- Green Line has acquired all land needed for the start of main construction.

Early Works

- \$400M of early works construction is already completed or underway
- Beltline Downtown Utility Relocation Program - relocating underground utilities (water, sewer, electricity, phone, cable, fiber optic) to prepare for underground tunnel and stations
- 78 Avenue CPKC Underpass – including grade separated connection and pedestrian underpass







Project: Blue Line LRT NE Extension

Scope

- 1 km double LRT track from Saddletowne to 88th Ave NE
- 1 Station – 88 Ave NE
- 1 Park & Ride

Timeline:

Q4 2023 – Q1 2024: Consultant Procurement - AECOM
 2024 - 2025: Detailed Design
 2026 – 2029: Construction (funding dependent)



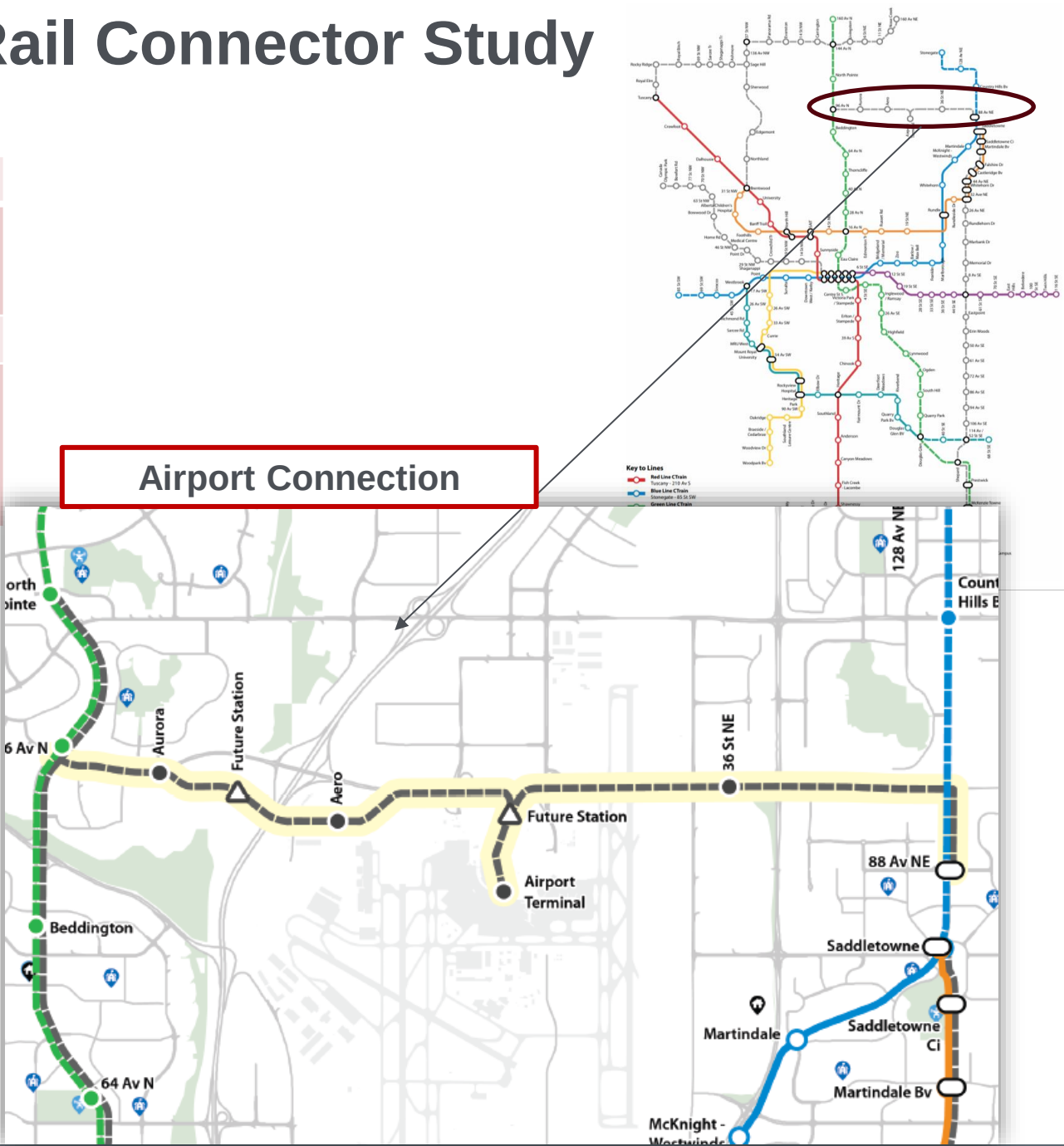
Project: Airport Rail Connector Study

Scope

- Ridership and alignment assessment for a rail line to YYC from Downtown to Blue Line
- Engagement with Interested Parties

Timelines

Q2 2023: Consultant Procurement – ARUP
 Q3 2023 – Q3 2024: Study



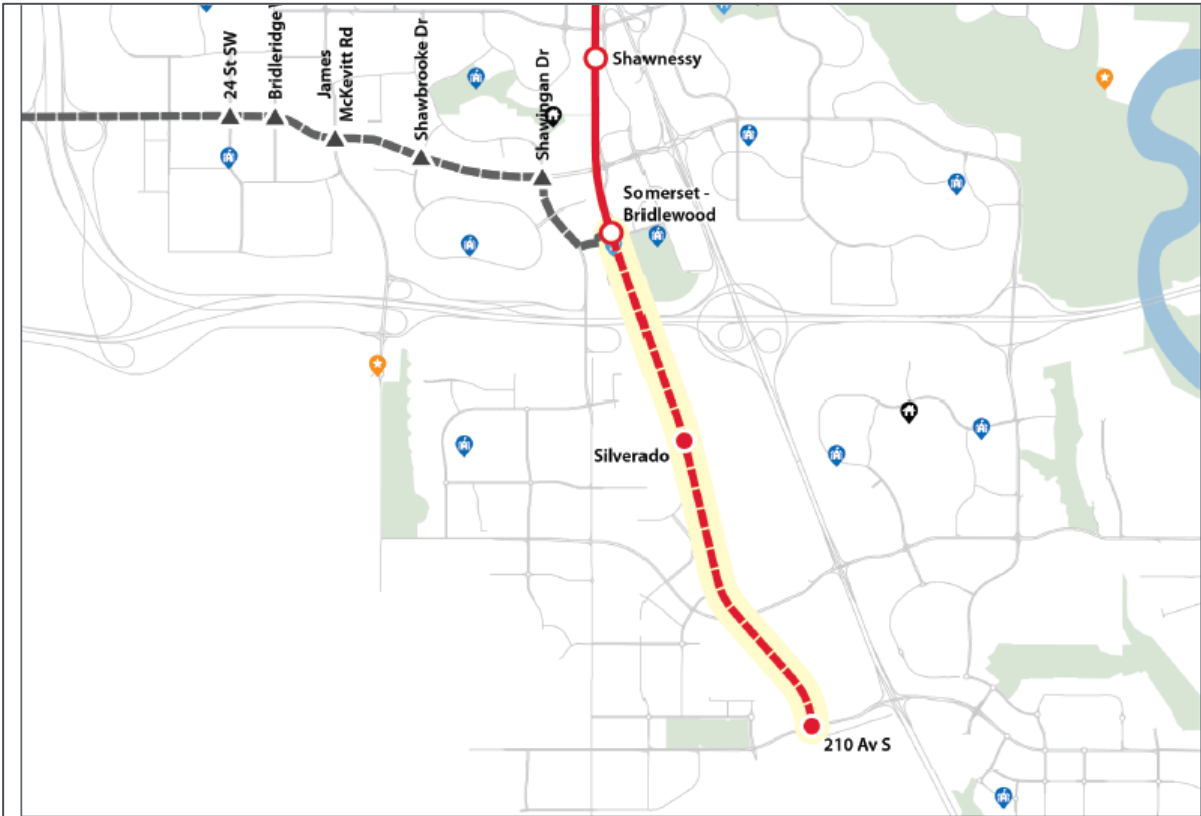
Project: Red Line Light Rail Transit Extension

Scope

- Functional Planning Study for:
- Red Line Extension:
 - 5km double LRT track
 - 2 stations (194 Ave and 210 Ave SW)
 - LRT Maintenance and Storage Facility at 210 Ave SW Site
 - Fleet and Facility Plan 2025-2055

Project Status

Q2 2024: Consultant Procurement
 2024 – 2025: Functional Planning Study



Alignment and station locations based on information available at time of publishing. Detailed alignment and station locations will be confirmed as project planning progresses through functional studies and detailed design and engineering. Station names are for display purposes and subject to change.



CANADA

Calgary Transit sees record-breaking ridership in 1st quarter of 2024



By **Jennifer Ivanov** • Global News

Posted May 9, 2024 1:49 pm • 1 min read

The latest data shows over 25 million trips in the first quarter of 2024.

Transit officials said after sustained ridership growth in 2023, the beginning of 2024 saw a 21 per cent increase compared to the same time last year.

The City of Calgary also said CTrain boardings reached an all-time high of 8,792,500 in a single month, surpassing the previous record set in November 2014. The city attributed increased demand and expanded off-peak service levels.

“Calgary Transit customers have responded well to our service and safety investments over the past year,” said director Sharon Fleming.

Thank you!

