



Agenda Item	4
Submitted to	Land Use and Servicing Committee
Purpose	For Decision
Subject	South and East Calgary Regional Transportation Study
Meeting Date	May 7, 2020
<p><i>Motion that the Committee recommend to the Board approval of the South and East Calgary Regional Transportation Study</i></p> <p><i>Motion that the Committee recommend that the Board share the South and East Calgary Regional Transportation Study with the Minister of Transportation and senior leadership at Alberta Transportation</i></p>	
<p>Summary</p> <ul style="list-style-type: none"> • In September 2018 CMRB administration was authorized by ISC to develop a RFP, with support from the Transportation Technical Advisory Group, for a transportation study covering the remaining geographical portions of the Calgary Metropolitan Region (CMR). The study is referred to as the South and East Calgary Regional Transportation Study (S&ECRTS). • Through a competitive bid process, a consultant was selected to undertake the S&ECRTS. The successful consultant, ISL Engineering and Land Services (ISL) started in early 2019. • A total of ten (10) South and East Committee meetings were held over the course of the project. Member municipal administration representatives as well as Alberta Transportation’s Southern Region Infrastructure Manager and Highway Planning Engineer from Edmonton actively participated in these project meetings. With this approach, the municipalities were updated throughout the project including live updates of ongoing technical studies. • The Executive Summary of the final report is attached. The report has been reviewed by representatives of all member municipalities in the study area and Alberta Transportation’s technical team. • Following the adoption of the NCRTS in September 2019, the Board directed CMRB Administration to combine the NCRTS and S&ECRTS and summarize the results. The results of the combined studies are discussed in a separate agenda item of the May 2020 LUSC meeting. 	

Attachments

- Presentation – South and East Calgary Regional Transportation Study, Aziz Merali – CMRB Transportation Subject Matter Expert
- Executive Summary, South and East Calgary Regional Transportation Study (attachment available at link sent by email)

1. South & East Calgary Region Transportation Study (S&ECRTS)

The S&ECRTS was initiated by the CMRB through an open competitive request for proposal 2018-02 in October 2018. The successful consultant, ISL Engineering and Land Services, began in their work in January 2019 with technical support from Aziz Merali of TransCan Engineering, CMRB's Transportation Subject Matter Expert (SME).

S&ECRTS and the previously completed NCRTS (adopted by the Board in September 2019), were developed to identify and prioritize regionally significant transportation projects. The studies considered currently planned growth and existing growth conditions. As such, they inform the regional road network component of the Growth and Servicing Plan. The Growth and Servicing Plan is exploring alternative regional land use scenarios, which may influence future travel demand and thus transportation priorities. Regional transportation priorities will need to be re-evaluated over time to reflect the Board's growth priorities as established through the Growth and Servicing Plan.

1.1. Study Objectives

The study objectives were:

1. Using the NCRTS process as a guide, develop the interim and long term transportation network to support the planned growth in the south and east portion of the CMR over the next 10 and 20 years.
2. Design the study process such that the two transportation networks can be integrated
3. Develop a 2028 and 2039 Transportation Infrastructure Project Priorities list for the South & East portion of the Calgary Metropolitan Region (CMR).

2. Next Steps

The results of this study may be considered in the upcoming funding program review process in September 2020 and possibly sooner given the province's plans for economic stimulus. The relative ranking of proposed transportation projects will provide benefit to the CMR as a whole and should assist with expediting provincial funding commitments. Of note is that each of the projects listed are in varying stages of progress; some require land acquisition, some have progressed to the design phase and some may be 'shovel-ready'. The status of the projects may become a factor for

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provincial funding review and decision-making.

Consequently, the list is not meant to be construed as a consecutive list. Rather, it is a list of projects that are regionally significant and are expected to provide benefit to the CMR. It is understood that a similar collaborative approach continues to be successful in the Edmonton Metropolitan Region, where area municipalities have participated in common regional prioritization efforts for more than a decade.

3. Recommendation

That the Committee recommend to the Board approval of the South and East Calgary Regional Transportation Study; and

That the Committee recommend that the Board share the South and East Calgary Regional Transportation Study with the Minister of Transportation and senior leadership at Alberta Transportation

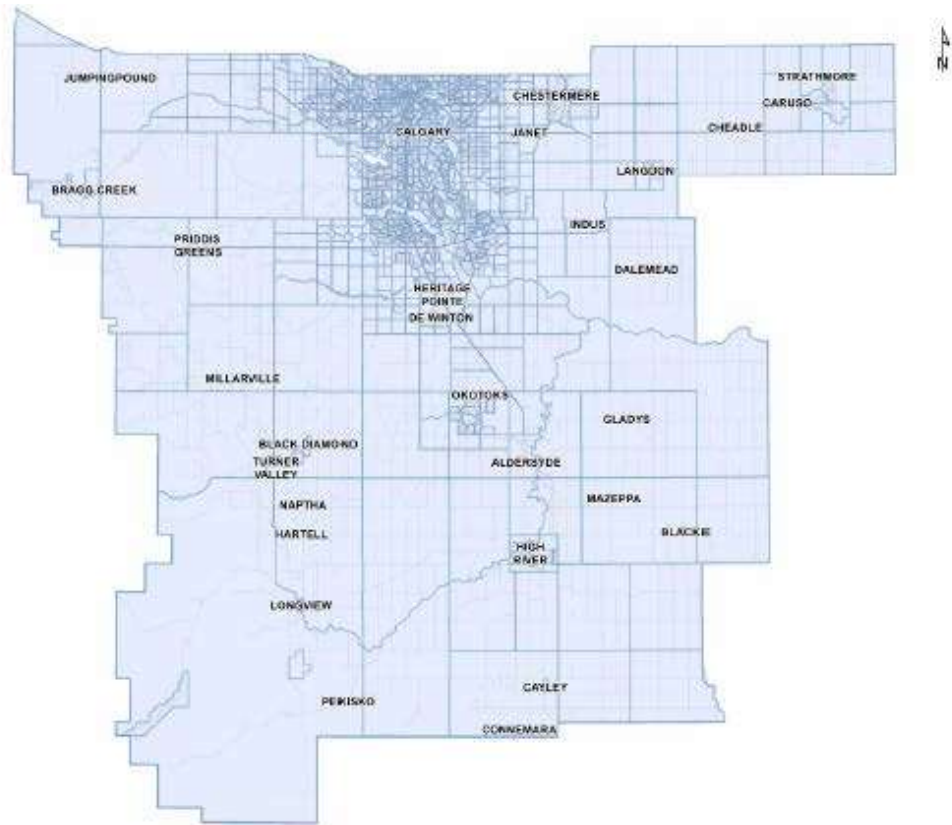


South & East Calgary Regional Transportation Study

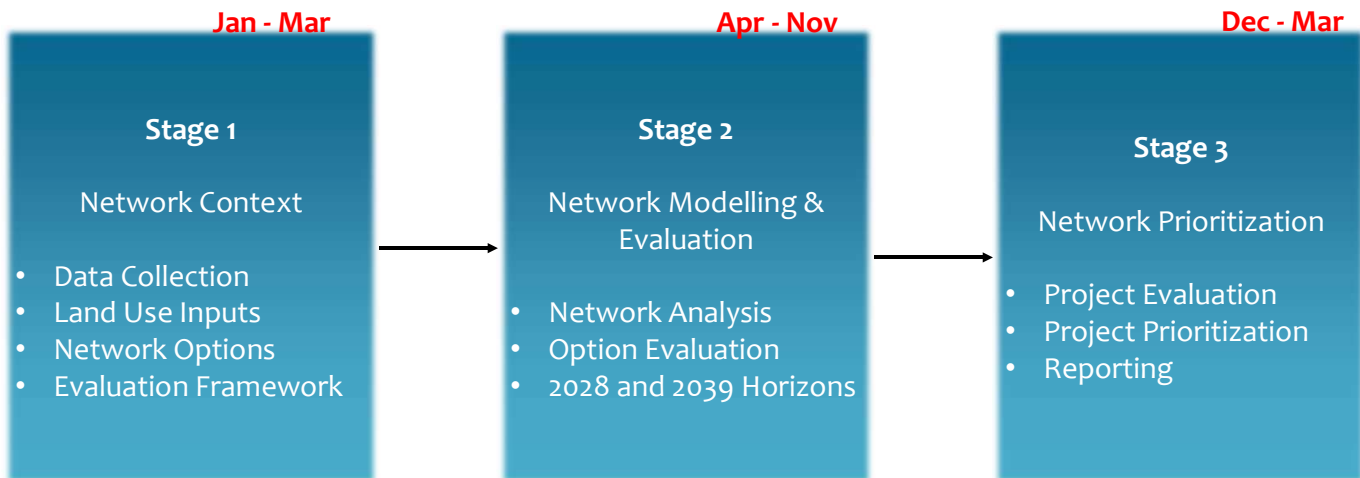
Presentation with CMRB Land Use & Intermunicipal
Servicing Committee
May 7, 2020

Agenda Item 4 Attachment

Study Area



Study Process



Network Development and Modelling

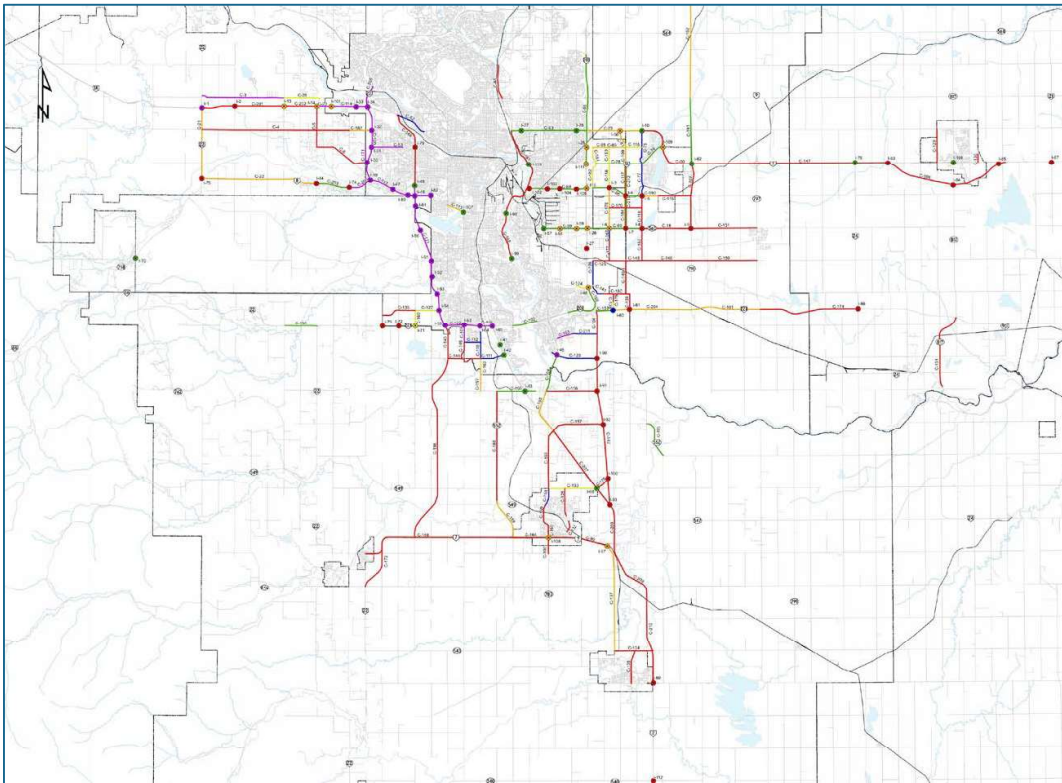


Growth Assumptions

- All municipalities provided 94 Plans based on approved ASPs as of December 31, 2017
- Growth Rates for 10-year (2028) and 20-year (2039) horizons – so not necessarily “full build” of all plans

Municipality	2015 Horizon		2028 Horizon		2039 Horizon	
	Pop	Jobs	Pop	Jobs	Pop	Jobs
Calgary	1,178,492	691,029	1,598,710	930,511	1,910,998	1,087,173
Chestermere	17,807	2,319	35,438	13,501	52,857	24,751
Rocky View County*	24,422	6,425	42,896	14,785	59,946	22,548
Strathmore	13,423	6,255	17,095	6,747	20,483	6,857
Wheatland County*	3,153	780	4,218	2,023	4,829	2,818
Okotoks	28,747	8,468	37,835	10,947	45,677	11,850
High River	14,551	7,816	19,464	10,339	24,817	10,339
Foothills	23,229	7,286	30,483	15,988	35,720	21,659
Other*	5,146	2,259	7,241	2,814	9,160	2,912
TOTAL	1,308,970	732,637	1,793,380	1,007,655	2,164,488	1,190,907

Note: Only part of Rocky View County is included in the study area; west of Calgary, the population south of Bow River is included; east of Calgary, the population south of Township Road 250 is included. Wheatland County only includes population for the portion of the municipality within the study area. "Other" includes the populations of Black Diamond, Turner Valley and Longview.*



Road Network & Classification:

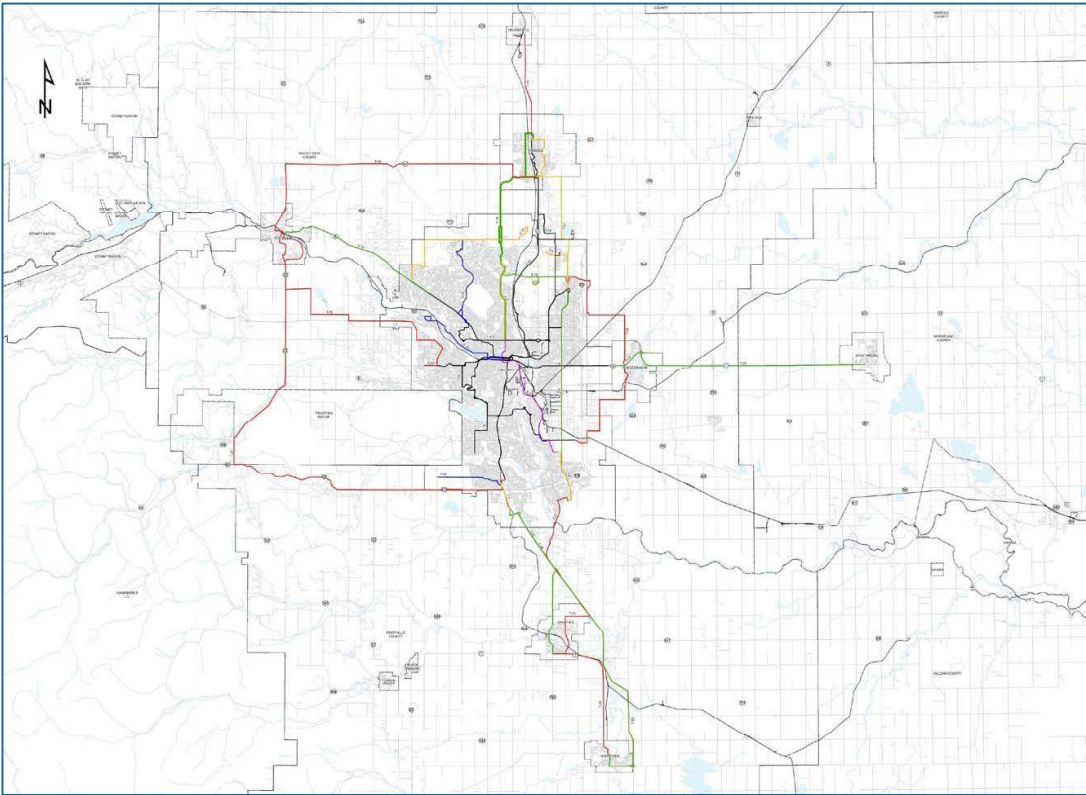
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Interchanges & Intersections

- Beyond 2039
- ✕ 2039 Regional
- ✕ 2039 Non-Regional
- ✕ 2028 Regional
- 2028 Non-Regional
- Underway Now

Corridor Classification

- Beyond 2039
- 2039 Regional
- 2039 Non-Regional
- 2028 Regional
- 2028 Non-Regional
- Underway
- Municipal Boundary



Transit Network & Classification:

Legend

Transit Projects

- Beyond 2039
- 2039 Regional
- 2039 Non-Regional
- 2028 Regional
- 2028 Non-Regional
- Underway Now
- Existing
- Municipal Boundary

Final Project Classification

Final S&ECRTS Classification	2039 Final Network Classification	Number of Projects
Underway	Underway	33
2028 Non-Regional	Warranted	90
2028 Regional		
2039 Non-Regional		
2039 Regional	Not Warranted	87
Beyond 2039		
	TOTAL	210

Final S&ECRTS Classification	2028 Final Network Classification	Number of Projects
Underway	Underway	36
2028 Non-Regional	2028 Non-Regional	13
2028 Regional	2028 Regional	38
2039 Non-Regional	2039 Non-Regional	13
2039 Regional	2039 Regional	29
Beyond 2039	Beyond 2039	91
	TOTAL	220

Four Modelling Scenarios

Focus Area	Scenario 1	Scenario 2	Scenario 3	Scenario 4
Deerfoot Trail South	✓	✓	✓	✓
Macleod Trail South	✓	✓	✓	✓
88 Street Bypass	✓	✓	✗	✗
37 Street Bypass	✓	✗	✗	✓
Highway 2A (Okotoks) Widening	✗	✓	✓	✗
Highway 2A (High River) Twinning	✓	✗	✓	✗
Highway 22X / 53 Street Interchange	✓	✓	✗	✗
Sarcee Trail Widening	✓	✓	✗	✗
Highway 1 / 133 Street Interchange	✗	✓	✓	✗
Deerfoot Trail (Calgary) Widening	✓	✗	✗	✗
Deerfoot Trail Interchanges at Glenmore Trail and Anderson Road	✓	✓	✗	✗
Glenmore Trail (Calgary) Widening	✗	✓	✗	✓
Strathmore Highway 1 Bypass	✓	✗	✗	✓
Black Diamond Local Bypass	✓	✗	✓	✗

Evaluation Criteria & Weighting

Category	Weighting
Regional Growth / Economy	30%
Performance / Efficiency	30%
User Service / Connectivity / Choice	25%
Environmental	10%
Financial	5%

Evaluation Criteria & Weighting

Category	Criteria	Type of Evaluation	Data Considered	Evaluation Scale	Notes
Regional Growth / Economy (30%)	1 Supports Priority Growth Areas	Qualitative	Land Use Plans Master Plans Council Directions CMRB Direction	0 - Project does not directly support a priority growth area 1 - Project directly supports a priority growth area	Project is directly within or adjacent to a currently-approved ASP area that has projected land-use growth at the given project horizon. Does not score if the growth areas are "remote" contributors to demand for the project.
	2 Supports Multiple Municipal Partners	Qualitative	All Municipal Partners (Cities, Towns, County) in the Study Area	0 - Project supports only 1 municipality 1 - Project supports 2 or more municipalities	Scored strictly, for projects that provide directly abutting access (or very nearly so) for two or more municipalities.
	3 Supports Investment / Expansion	Qualitative	Additional investments attributed to the project that are contingent / dependent on the project or will be enabled to proceed as a result of the project	0 - Project primarily supports existing development (population and jobs) 1 - Project needed to support private investment for population growth (housing) and/or investment in employment (jobs)	Scores if the ability to develop growth areas is contingent upon the project or would be unable to proceed without it. Projects are not necessarily directly within / adjacent to the area.
	4 Supports Goods Movement	Qualitative	Goods Movement Corridors Warehousing/Logistics Centers Truck Routes	0 - Project does not directly support a goods movement corridor 1 - Project supports a goods movement corridor	Projects directly support major industrial areas, connect with a major multi-modal site, support resource industries or extraction activity, removes road bans, or are part of the major dangerous goods / high load network.
	5 Supports Employment Areas	Quantitative	Land Use and Development plans and established patterns	0 - Project supports =<5000 jobs within 800 m 1 - Project supports >5000 jobs within 800 m	Based on land use forecast information at the given horizon.
Performance / Efficiency (30%)	6 VkmT (Vehicle Kilometres Traveled)	Quantitative	RTM Model Outputs (delta in Trip Tables) Existing and Future Volumes (with/without project) Impact of overall Level of Vehicle Travel	0 - Project results in a net INCREASE (>=0 km) in VkmT 1 - Project results in a net DECREASE (<0 km) in VkmT	From RTM over a 24-hour period
	7 Improves Existing Bottlenecks	Qualitative	RTM Model Outputs Levels of Service Provided (LOS) Volume / Capacity Output Maps	0 - Project DOES NOT directly address an existing bottleneck point / congestion site 1 - Project DOES directly address an existing bottleneck point / congestion site	As level of service was a primary screening tool for including projects in the network at a given horizon, this criterion focusses more on whether a project addresses existing bottleneck points (as opposed to "future" bottleneck sites - which are scored instead in relation to growth areas, etc.)
	8 Safety Improvement	Qualitative	Collision Data Rates, Frequencies, Absolute Numbers Types of Collisions Occurring/Reduced Number of potential conflict points	0 - Project (or project type typically) is expected to provide a minor safety improvement 1 - Project (or project type typically) is expected to provide a major safety improvement	Project types that typically provide a major improvement include: removing a traffic signal from a high-speed / high-traffic corridor; removing stop-control for access to a major highway; grade-separating an existing at-grade rail crossing; or corridor widening from 2 to 4 lanes. Project types that typically provide a minor safety improvement include: capacity upgrades of an existing interchange; new access points or roadways; widening corridors from 4 to 6 or 6 to 8 lanes. Scoring for major safety improvement can also recognize specific projects that have been planned or driven by safety-related issues.
	9 Travel Time Savings	Quantitative	RTM Model Outputs Daily Savings Annual Savings Travel Times With / Without a project	0 - Project results in a Net Increase or Small Net Decrease (<400 h) in travel time 1 - Project results in a Large Net Decrease (>=400 h) in travel time	From RTM over a 24-hour period

Evaluation Criteria & Weighting

Category	Criteria	Type of Evaluation	Data Considered	Evaluation Scale	Notes
User Service / Connectivity / Choice (25%)	10 Network Connectivity	Qualitative	New and Useful or Expanded Links within the network Frequency/spacing of links in the region Connections between links (at grade vs. grade separated) Enhanced service along an existing road	0 - Project provides a minor enhancement to the connectivity of the network 1 - Project provides a major enhancement to the connectivity of the network	Includes projects that clearly provide new connections in the network. Does not include those which upgrade existing connections.
	11 Connecting Communities (Municipal Partners)	Qualitative	Land Use Municipal Boundaries	0 - Project maintains current level of community connectivity 1 - Project enhances connectivity between communities	Focusses on projects that enhance SECONDARY or ALTERNATE routes between major centres, to provide redundancy with primary / existing routes.
	12 Primary Transit Network / HOV / Regional Transit	Qualitative	Ability of project to directly / indirectly support transit or HOV Presence of, or plan for, Regional Transit or HOV	0 - Project does not directly support regional transit or HOV 1 - Project directly improves transit priority, a transit corridor, or on HOV corridor, in the region	Added HOV
Environmental (10%)	13 GHG Emissions	Quantitative	RTM Model Outputs Existing and Future GHG levels (with/without project) Impact on overall GHG estimates	0 - Project results in a net INCREASE (≥ 0 kg) in GHG Emissions 1 - Project results in a net DECREASE (< 0 kg) in GHG Emissions	From RTM over a 24-hour period
	14 Land Preservation	Qualitative	Direct impacts of land (i.e. land/ROW for new links vs. land for expanded links) Indirect impact of land (severance or parcels from new links)	Corridor Widening Projects: 0 - Project deviates from road allowances or requires major (highway-scale) widening 1 - Project remains within road allowance with minor (arterial-scale) widening Upgrades of Existing Interchanges: 0 - Project includes a major deviation from existing interchange location 1 - Project remains largely within existing footprint or has minor corner widening New Interchanges: 0 - Project requires any new land acquisition 1 - Project falls within existing dedicated ROW	Refinement of scoring criteria based on project type to ensure reasonable differentiation amongst similar project types.
	15 Impact on Environmental Features	Qualitative	Potential disturbance of natural and/or environmental features Impacts on wildlife habitat Impacts on wetlands and/or rivers/creeks/streams	0 - Project has MAJOR impacts on environmentally significant land 1 - Project has MINOR impacts on environmentally significant land	Any new creek / river / water body crossing or relocation, or major disruption to wetland constitutes a MAJOR impact.
Financial (5%)	16 Benefit / Cost Ratio	Quantitative	Estimated Capital Costs Anticipated Benefits (Travel Time reductions, GHG reductions)	0 - Project B/C ratio indicates a net cost (BCR ≤ 1.0) 1 - Project B/C ratio indicates a net benefit (BCR > 1.0)	Based on Alberta Transportation methodology & rates for VHT and GHG improvements (or dis-improvements) over a 20-year period.
	17 Capital Cost	Quantitative	Amount of new infrastructure Amount of land required Order of Magnitude Estimate of Capital Cost	0 - Project cost is $>$ \$40 Million (larger regional project) 1 - Project cost is \leq \$40 Million (smaller regional project)	
	18 Use of Existing Infrastructure	Qualitative	Existing Road and Highway infrastructure	0 - Project is a new link, road or improvement 1 - Project makes use of/expands existing infrastructure	New interchanges at existing at-grade intersection locations score 0.

Ranking	Code	Project	Score
1	C-78	17 Ave SE (84 St SE-Rainbow Rd) - Widen from 2 to 4 lanes	78.17
2	I-98	Glenmore Tr SE & Deerfoot Tr - Upgrade Interchange	62.00
3	I-88	338 Ave & Hwy 2 - New Interchange	54.00
4	I-107	Glenmore Tr SW & 14 St SW - Upgrade Interchange	52.83
5	I-42	210 Ave & Macleod Tr - New Parclo Interchange	52.17
6	C-86	Peigan Tr / Twp Rd 240 (84 St SE-Rainbow Rd) - Widen to 4 lanes	50.83
7	C-99	Memorial Dr (Garden Rd-Conrich Rd) - New 4-lane Arterial	50.50
8	C-60	Glenmore Tr (Stoney Tr-Rainbow Rd) - Widen from 2 to 4 lanes	50.00
9	C-55	Stoney Tr (Airport Tr-17 Ave SE) - Widen from 4 to 6 lanes	49.00
10	I-41	194 Ave & Macleod Tr - New Half-Parclo Interchange	48.00
11	I-57	Glenmore Tr SE & Barlow Tr - New Interchange	47.83
12	I-56	Hwy 1 & Conrich Rd - New Interchange	47.33
13	I-99	Anderson Rd & Deerfoot Tr - Upgrade Interchange	47.00
14	I-43	Dunbow Rd & Macleod Tr - New Interchange	46.50
15	I-106	Hwy 1 & Hwy 817 - Upgrade Intersection	42.83
16	C-83	16 Ave NE (Deerfoot Tr-Stoney Tr) - Widen from 4 to 6 lanes	42.83
17	I-62	Hwy 1 & Hwy 791 - New Interchange	42.33
18	C-59	Glenmore Tr (Barlow Tr-Stoney Tr) - Widen from 4 to 6 lanes	41.50
19	C-84	Peigan Tr (Deerfoot Tr-Stoney Tr) - Widen from 2 to 4 lanes	41.33
20	I-49	Richmond Rd & Sarcee Tr - New Interchange	41.17
21	I-77	Hwy 1 / 16 Ave & 19 St NE - New Interchange	41.00
22	C-203	Hwy 8 (149 St / RR 31-Lot Creek Blvd) - Widen from 2 to 4 lanes	41.00
23	C-153	Hwy 22X (Stoney Tr-104 St SE) - Widen from 2 to 4 lanes	40.50
24	C-108	Hwy 2 (212 Ave SE-Dunbow Rd) - Widen from 4 to 6 lanes	40.50
25	C-79	17 Ave SE (Rainbow Rd-Hwy 1) - Widen from 2 to 4 lanes	39.33
26	C-199	Conrich Rd (Memorial Dr-17 Ave SE) - Widen from 2 to 4 lanes	39.00
27	I-78	Hwy 1 / 16 Ave & 68 St NE - New Interchange	36.17
28	C-81	Conrich Rd (Hwy 1-Memorial Dr) - New 4-lane Arterial	34.00
29	C-155	Dunbow Rd (Hwy 552-East of Hwy 2A) - Widen from 2 to 4 lanes	33.87
30	C-102	Stoney Tr (Chaparral Blvd-Cranston Blvd) - Widen from 6 to 8 lanes	30.17
31	I-76	Hwy 1 & Hwy 24 - New Interchange	28.83
32	C-105	Stoney Tr (52 St SE-130 Ave SE) - Widen from 4 to 6 core lanes	28.50
33	C-117	Conrich Rd (17 Ave SE-Peigan Tr) - Paving	28.00
33	C-191	Hwy 791 (McKnight Blvd-Hwy 1) - Pave Highway	28.00
35	I-70	White Ave & Hwy 22 - Roundabout	27.67
36	I-113	17 Ave SE & Deerfoot Tr - Upgrade Interchange	24.33
37	C-195	Hwy 552 (Bridge over Highwood River) - Bridge Replacement	11.00
37	C-198	Hwy 22 (West of Fish Creek-Hwy 22X) - Bridge Replacement	11.00

2028 Project Priority List

Code	Project	Technology	Primary Municipality
T-12	YYC Airport Transit Connection	APM	Calgary
T-14	Cochrane North Connector	BRT	Cochrane
T-18	Airdrie ICE – West	BRT	Airdrie
T-23	Chestermere Connector	BRT	Chestermere
T-25	Strathmore Connector	BRT	Strathmore
T-26	Okotoks West Connector	BRT	Okotoks
T-28	High River - Calgary Connector	BRT	High River
T-31	52 Street BRT	BRT	Calgary

Ranking	Code	Project	Score
1	I-10	Hwy 1 & Rainbow Rd - New Parclo Interchange	49.17
2	I-6	Glenmore Tr SE & Garden Rd - New DDI Interchange	48.33
3	C-137	Hwy 2A (Hwy 7-498 Ave) - Widen from 2 to 4 lanes	44.83
4	I-97	Hwy 7 & Hwy 2A - Upgrade Intersection	44.87
5	C-178	Garden Rd (Peigan Tr-Glenmore Tr) - Widen from 2 to 4 lanes	41.50
5	C-190	Peigan Tr (Rainbow Rd-RR 282) - Widen from 2 to 4 lanes	41.50
7	I-58	Glenmore Tr SE & 52 St SE - New Interchange	40.50
8	C-173	Glenmore Tr (Crowchild Tr-14 St SW) - Weaving Improvements	40.33
9	C-85	Memorial Dr (84 St-Garden Rd) - New 4-lane Arterial	39.67
10	C-187	Springbank Rd (RR 25-Stoney Tr) - Widen from 2 to 4 lanes	37.83
11	C-101	Hwy 22X (Hwy 791-Hwy 797) - Widen from 2 to 4 lanes	34.50
11	C-204	Hwy 22X (104 St SE-Hwy 791) - Widen from 2 to 4 lanes	34.50
13	C-23	Hwy 1 (Stoney Tr-Rainbow Rd) - Widen from 4 to 8 lanes	34.00
14	I-26	Glenmore Tr SE & Stoney Tr - Upgrade to Systems Interchange	33.83
15	I-46	130 Ave & Stoney Tr - New Half-Interchange	33.00
16	I-108	Hwy 7 & Southridge Dr - Upgrade Intersection	30.33
17	C-165	Hwy 2 (Dunbow Rd-Hwy 2A / Hwy 552) - Add basket-weaves	29.67
17	I-109	Hwy 1 & Chestermere Blvd - Upgrade Interchange	29.67
19	I-25	Memorial Dr & Stoney Tr - New Flyover	29.33
20	I-59	Glenmore Tr SE & 68 St SE - New Interchange	28.83
21	C-22	Hwy 8 (Hwy 22-149 St / RR 31) - Widen from 2 to 4 lanes	28.50
22	I-110	Peigan Tr SE & Stoney Tr - Crossing Road 6-Laning	28.00
23	C-197	Sheriff King St (North of 226 Ave-Dunbow Rd) - New 2-lane Arterial	24.33
23	I-111	17 Ave SE & Stoney Tr - Crossing Road 6-Laning	24.33
25	I-101	Hwy 1 & 133 St NW - New Half-Interchange	23.67
26	I-14	Hwy 1 & Old Banff Coach Rd - Upgrade Interchange	23.00
27	C-189	Hwy 552 (Hwy 549-Hwy 7) - New 2-lane Highway/Bridge	22.67
28	C-21	Hwy 22 (Hwy 1-Hwy 8) - Widen from 2 to 4 lanes	15.17
29	I-13	Hwy 1 & RR 33 - Upgrade Interchange	10.00

2039 Project Priority List

Code	Project	Technology	Primary Municipality
T-1	Red Line South Extension	LRT	Calgary
T-2	Blue Line North Extension	LRT	Calgary
T-4	Green Line North Extension	LRT	Calgary
T-5	Green Line South Extension	LRT	Calgary
T-13	Glacier Ridge / Keystone Crosstown	BRT	Calgary
T-21	Airdrie ICE – East	BRT	Airdrie

2028 Project Priority List Top 10 Projects

Roadway

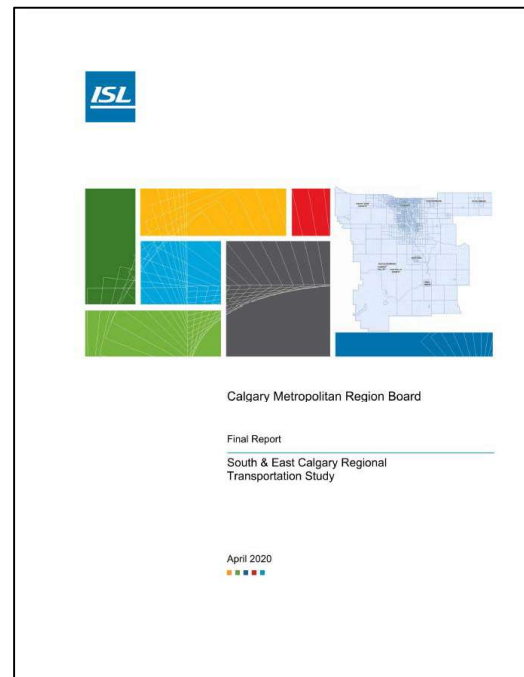
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1	C-78	17 Ave SE (84 St SE-Rainbow Rd) - Widen from 2 to 4 lanes	78.17
2	I-98	Glenmore Tr SE & Deerfoot Tr - Upgrade Interchange	62.00
3	I-68	338 Ave & Hwy 2 - New Interchange	54.00
4	I-107	Glenmore Tr SW & 14 St SW - Upgrade Interchange	52.83
5	I-42	210 Ave & Macleod Tr - New Parclo Interchange	52.17
6	C-86	Peigan Tr / Twp Rd 240 (84 St SE-Rainbow Rd) - Widen to 4 lanes	50.83
7	C-89	Memorial Dr (Garden Rd-Conrich Rd) - New 4-lane Arterial	50.50
8	C-80	Glenmore Tr (Stoney Tr-Rainbow Rd) - Widen from 2 to 4 lanes	50.00
9	C-55	Stoney Tr (Airport Tr-17 Ave SE) - Widen from 4 to 6 lanes	49.00
10	I-41	194 Ave & Macleod Tr - New Half-Parclo Interchange	48.00

Transit

ID	Service	Classification
T-3	Green Line Phase 1	Underway Now
T-12	YYC Airport Transit Connection	2028 Regional
T-14	Cochrane North Connector	2028 Regional
T-18	Airdrie ICE - West	2028 Regional
T-23	Chestermere Connector	2028 Regional
T-25	Strathmore Connector	2028 Regional
T-26	Okotoks West Connector	2028 Regional
T-28	High River – Calgary Connector	2028 Regional
T-31	52 Street BRT	2028 Regional

Conclusion

- The S&ECRTS study is now complete
- Consultant has submitted their final report
- Report includes comments from all members



Acknowledgements

- Diligent and active participation by members of all Municipalities
- Timely responses, communication and meeting attendance
- Support from City of Calgary's forecasting group
- The ISL project team
- And the CMRB admin group



Agenda Item	5
Submitted to	Land Use and Servicing Committee
Purpose	For Decision
Subject	Integration of the North and South & East Transportation Studies
Meeting Date	May 7, 2020
<p><i>Motion that the Committee recommend to the Board approval of the Integration Memo of the North Calgary Regional Transportation Study and the South and East Calgary Regional Transportation Study</i></p> <p><i>Motion that the Committee recommend that the Board share the integration technical memo with the Minister of Transportation and senior leadership at Alberta Transportation</i></p>	
<p>Summary</p> <ul style="list-style-type: none"> • In September 2018 CMRB administration was authorized by ISC to develop a RFP, with support from the Transportation Technical Advisory Group, for a transportation study covering the remaining geographical portions of the Calgary Metropolitan Region (CMR). The study is referred to as the South and East Calgary Regional Transportation Study (S&ECRTS). ISL was the successful proponent, through the competitive bid process. • The NCRTS began in 2018 and the project results and report was adopted by the Board in September 2019. The report was also presented to Alberta Transportation Deputy Minister, Director and Executive Director in July of 2019 in order to fulfill the initial request from the province. The NCRTS committee was praised, by the province, for their collaboration and commitment in determining the priority of transportation infrastructure upgrades that would benefit the Calgary region. • Following adoption of the NCRTS in September 2019, the Board directed CMRB Administration to develop and submit an integrated list of transportation projects and priorities, across the CMR, for the 10 and 20 year horizons that would be used to communicate regional network needs to the province • The S&ECRTS began in January 2019 and the project deliverable was the subject of a previous motion and agenda item of today's meeting. The report was reviewed by administrations from participating member municipalities and Alberta Transportation. 	

- CMRB member municipalities participated in a meeting with ISL's project team and CMRB SME to confirm the evaluation criteria and scoring for consistency and completeness.
- S&ECRTS and the previously completed NCRTS (adopted by the Board in September 2019), were developed to identify and prioritize regionally significant transportation projects. The studies considered currently planned growth and existing growth conditions. As such, they will inform the regional road network component of the Growth and Servicing Plan. The Growth and Servicing Plan is exploring alternative regional land use scenarios, which may influence future travel demand and thus transportation priorities. Regional transportation priorities will need to be re-evaluated over time to reflect the Board's growth priorities as established through the Growth and Servicing Plan.

Attachments

- Regional Transportation Network, Integration of NCRTS and S&ECRTS, Aziz Merali – CMRB Transportation Subject Matter Expert
- Technical Memo: Integration of NCRTS and S&ECRTS Studies, ISL Engineering and Land Services (ISL) (attachment available at link sent by email)

1. Regionally Significant Transportation Projects in the CMR: Integration of NCRTS and S&ECRTS

S&ECRTS and the previously completed NCRTS (adopted by the Board in September 2019), were developed to identify and prioritize regionally significant transportation projects. The studies considered currently planned growth and existing growth conditions. As such, they will inform the regional road network component of the Growth and Servicing Plan. The Growth and Servicing Plan is exploring alternative regional land use scenarios, which may influence future travel demand and thus transportation priorities.

The list of projects is not meant to be interpreted as a consecutive list. Rather, it is a list of projects that are regionally significant and are required to support the planned growth for the 10- and 20-year horizons.

2. Next Steps

The results of this study may be considered in the upcoming funding program review process in September 2020 and possibly sooner given the province's plans for economic stimulus. The relative ranking of proposed transportation projects will provide benefit to the CMR as a whole and should assist with expediting provincial funding commitments. Of note is that each of the projects listed are in varying progress stages; some require land acquisition; some have progressed to the design phase and some may be 'shovel-ready'. The status of the projects may become a factor for provincial funding review and decision-making. Consequently, the list is not meant to be

Agenda Item 5

construed as a consecutive list. Rather, it is a list of projects that are regionally significant and are known to provide benefit to the CMR. It is understood that a similar

collaborative approach continues to be successful in the Edmonton Metropolitan Region, where area municipalities have participated in common regional prioritization efforts for more than a decade.

3. Recommendation

That the Committee recommend to the Board approval of the Integration Memo of the North Calgary Regional Transportation Study and the South and East Calgary Regional Transportation Study; and

That the Committee recommend that the Board share the integration technical memo with the Minister of Transportation and senior leadership at Alberta Transportation



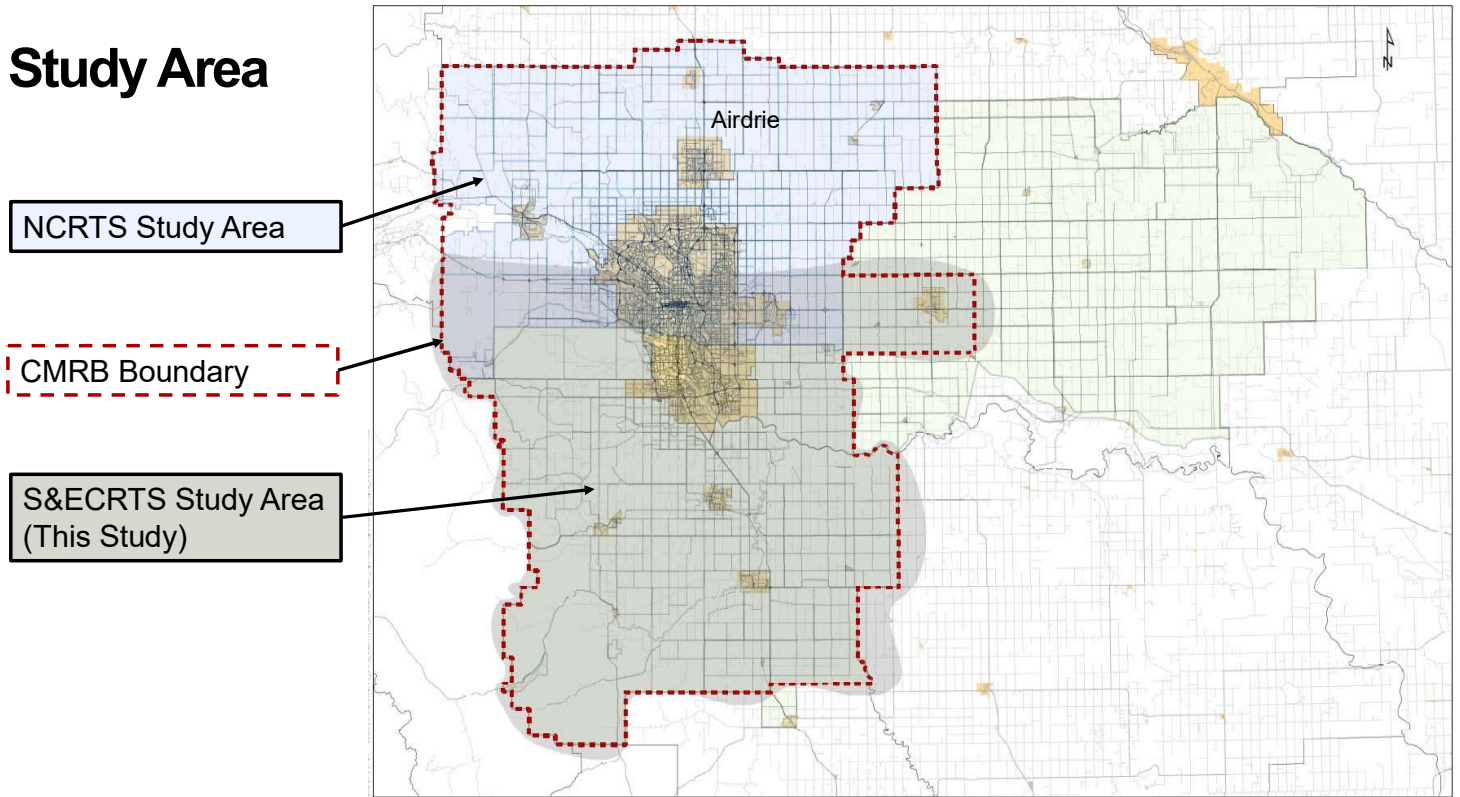
Regional Transportation Network Integration of NCRTS and S&ECRTS

Presentation with CMRB Land Use and Servicing Committee
May 7, 2020

Agenda Item 5 Attachment

Agenda Page 30 of 51

Study Area

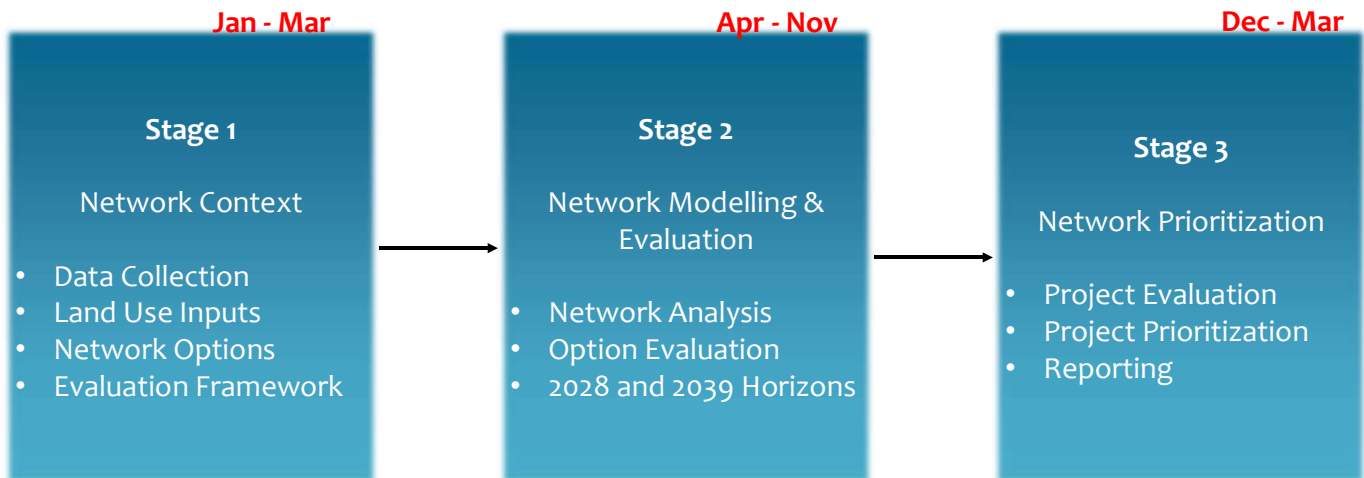


NCRTS Study Area

CMRB Boundary

S&ECRTS Study Area
(This Study)

Study Process



Network Development and Modelling



NCRTS : Growth Assumptions

- All municipalities provided input based on approved ASPs (or more detailed plans) as of December 31, 2017
- Growth rates for 10-year (2028) and 20-year (2039) horizons – so not necessarily “full build” of each municipality

Municipality	2015 Horizon		2028 Horizon		2039 Horizon	
	Pop	Jobs	Pop	Jobs	Pop	Jobs
Airdrie	66,033	13,456	108,951	34,667	154,708	61,547
Chestermere	17,807	2,319	35,738	13,501	53,220	24,751
Cochrane	26,320	6,807	37,217	13,616	49,534	15,542
Calgary	848,835	572,186	1,093,824	746,966	1,266,662	851,294
RVC	36,515	12,296	67,975	37,421	94,595	58,689
Other	4,836	2,410	6,057	2,957	8,505	3,036
TOTAL	1,000,346	609,474	1,362,582	883,301	1,650,874	1,078,041

* North Calgary Region figures only include area ~north of Glenmore Trail

S&ECRTS: Growth Assumptions

- All municipalities provided 94 Plans based on approved ASPs as of December 31, 2017
- Growth Rates for 10-year (2028) and 20-year (2039) horizons – so not necessarily “full build” of all plans

Municipality	2015 Horizon		2028 Horizon		2039 Horizon	
	Pop	Jobs	Pop	Jobs	Pop	Jobs
Calgary	1,178,492	691,029	1,598,710	930,511	1,910,998	1,087,173
Chestermere	17,807	2,319	35,438	13,501	52,857	24,751
Rocky View County*	24,422	6,425	42,896	14,785	59,946	22,548
Strathmore	13,423	6,255	17,095	6,747	20,483	6,857
Wheatland County*	3,153	780	4,218	2,023	4,829	2,818
Okotoks	28,747	8,468	37,835	10,947	45,677	11,850
High River	14,551	7,816	19,464	10,339	24,817	10,339
Foothills	23,229	7,286	30,483	15,988	35,720	21,659
Other*	5,146	2,259	7,241	2,814	9,160	2,912
TOTAL	1,308,970	732,637	1,793,380	1,007,655	2,164,488	1,190,907

Note: Only part of Rocky View County is included in the study area; west of Calgary, the population south of Bow River is included; east of Calgary, the population south of Township Road 250 is included. Wheatland County only includes population for the portion of the municipality within the study area. "Other" includes the populations of Black Diamond, Turner Valley and Longview.*

NCRTS & S&ECRTS: Growth Assumptions

- All municipalities provided 94 Plans based on approved ASPs as of December 31, 2017
- Growth Rates for 10-year (2028) and 20-year (2039) horizons – so not necessarily “full build” of all plans

Municipality	Pop 2028	Jobs 2028	Pop 2039	Jobs 2039
Airdrie	108,951	34,667	154,708	61,547
Calgary	1,598,710	930,511	1,910,998	1,087,173
Chestermere	35,738	13,501	53,220	24,751
Cochrane	37,217	13,616	49,534	15,542
High River	19,464	10,339	24,817	10,339
Okotoks	37,835	10,947	45,677	11,850
Strathmore	17,095	6,747	20,483	6,857
Foothills	30,483	15,988	35,720	21,659
Rocky View County	75,366	38,999	104,059	61,642
Wheatland County*	4,218	2,023	4,829	2,818
TOTAL	1,965,077	1,077,338	2,404,045	1,304,178

Note*: Wheatland County figure includes the population for the land area within the Calgary RTM

- CMRB approved population forecasts are: 2.0 million by 2033 & 2.4 million by 2043

Road Network & Classification:

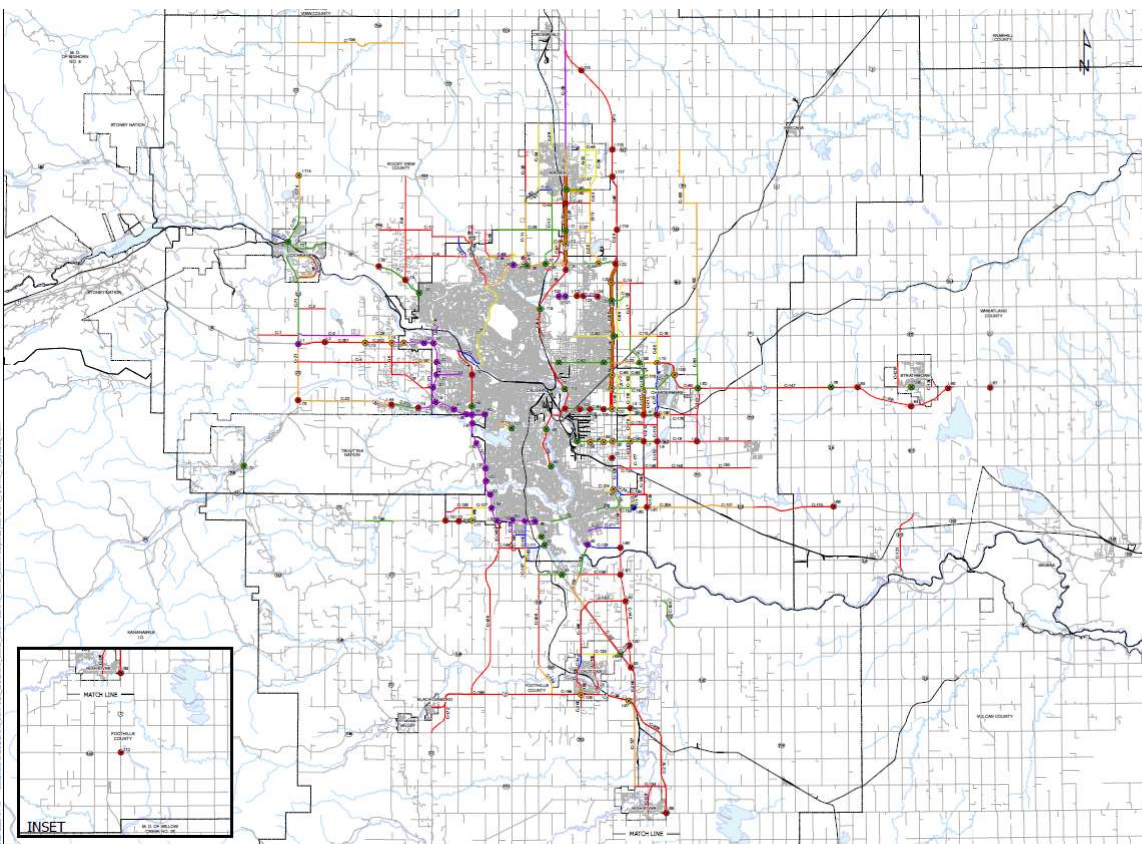
Legend

Interchanges & Intersections

- Beyond 2039
- ⊗ 2039 Regional
- ⊗ 2039 Non-Regional
- ⊗ 2028 Regional
- 2028 Non-Regional
- Underway Now

Corridor Classification

- Beyond 2039
- 2039 Regional
- 2039 Non-Regional
- 2028 Regional
- 2028 Non-Regional
- Underway
- Municipal Boundary

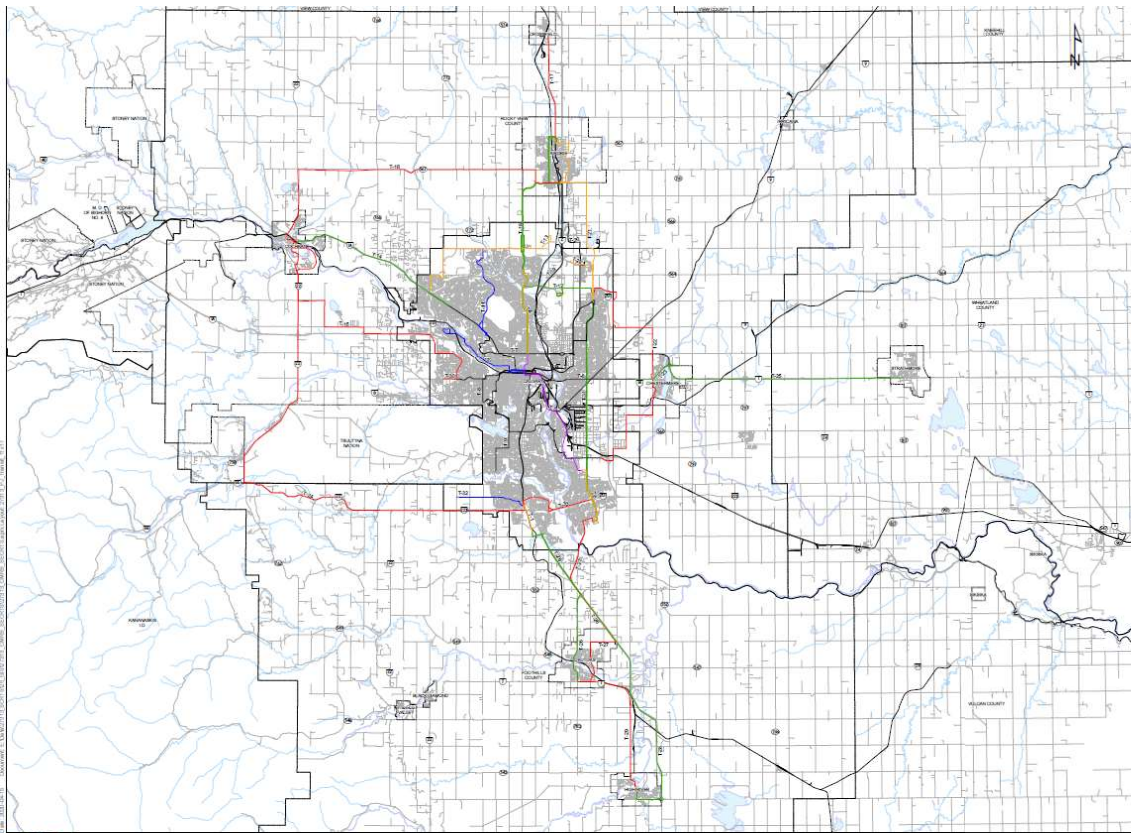


Transit Network & Classification:

Legend

Transit Projects

-  Beyond 2039
-  2039 Regional
-  2039 Non-Regional
-  2028 Regional
-  2028 Non-Regional
-  Underway Now
-  Existing
-  Municipal Boundary



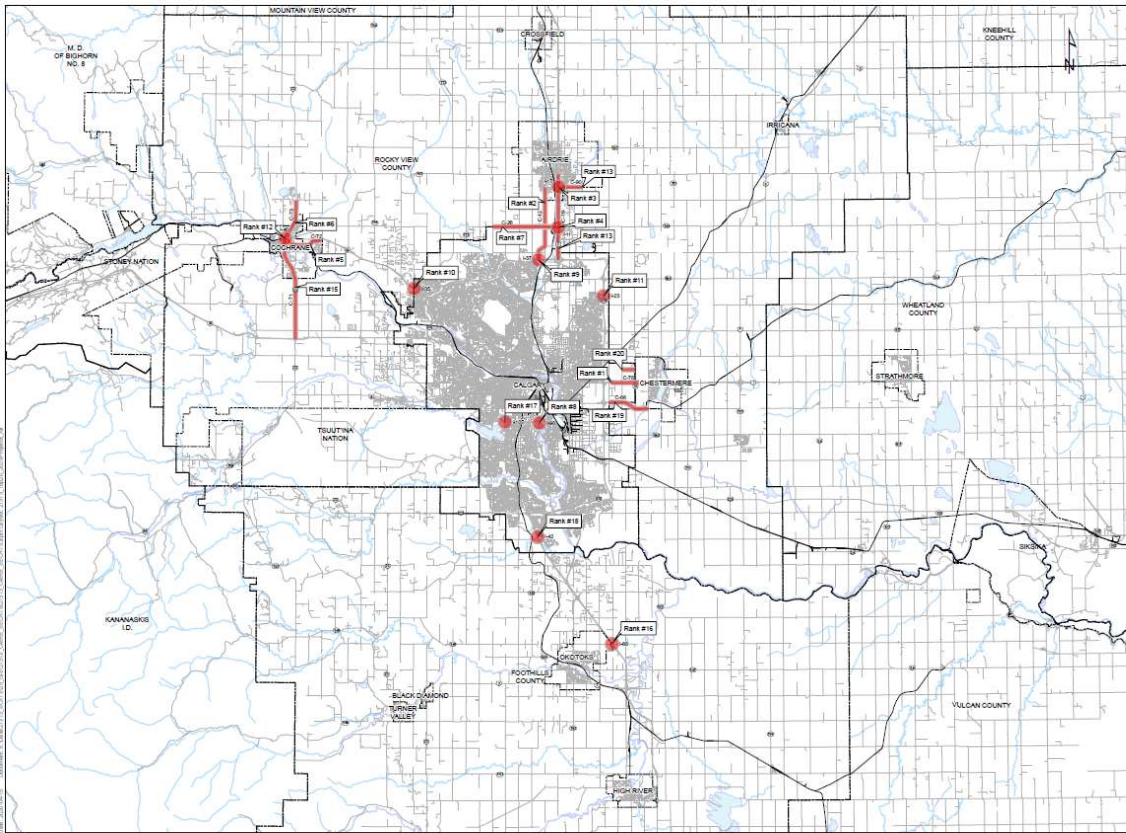
Evaluation Criteria & Weighting

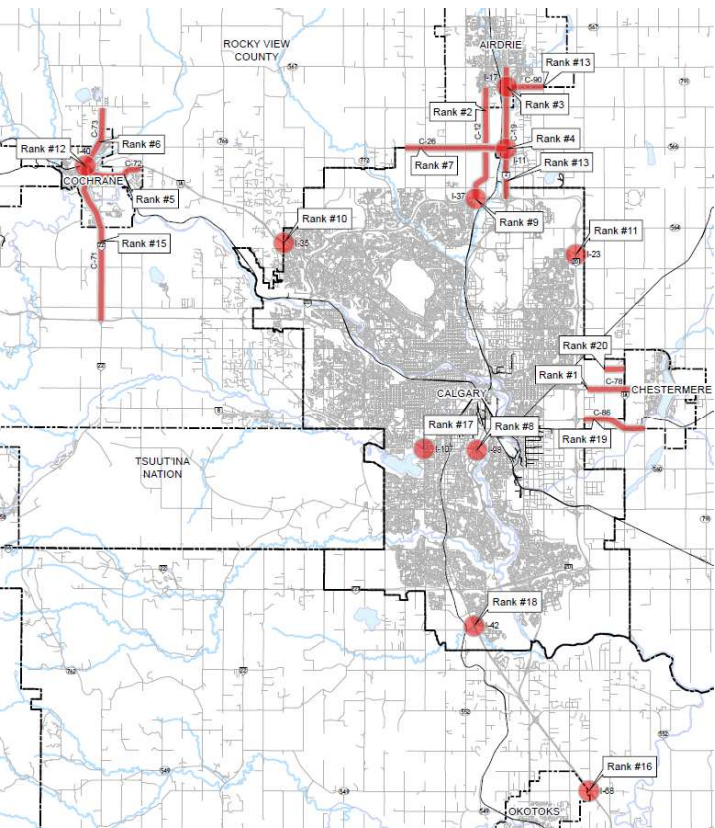
Category	Weighting
Regional Growth / Economy	30%
Performance / Efficiency	30%
User Service / Connectivity / Choice	25%
Environmental	10%
Financial	5%

2028 Combined Project Priority List : Top 20

Ranking	ID	Project	Score
1	C-78	17 Ave SE (84 St SE to Rainbow Rd) - Widen from 2 to 4 lanes	78.2
2	C-12	11 St / RR 11 / 8 St (144 Ave NE to 40 Avenue) - Widen from 2 lanes to 4 lanes	75.7
3	I-17	40 Ave / QEII Interchange	68.2
4	I-11	Hwy 566 / QEII Interchange	65.0
5	C-72	Hwy 1A (Hwy 22 to Gleneagles Dr) - Widen from 2 lanes to 4 lanes	64.5
6	C-73	Hwy 22 (Hwy 1A to Twp Rd 264) - Widen from 2 lanes to 4 lanes	64.2
7	C-26	Hwy 566 (Range Rd 15 to QEII) - Widen from 2 lanes to 4 lanes	64.0
8	I-98	Glenmore Tr SE & Deerfoot Tr - Upgrade Interchange	62.0
9	I-37	Stoney Tr / 11 St Interchange	61.3
10	I-35	Crowchild Tr / 12 Mile Coulee Rd Interchange	60.5
11	I-23	Stoney Tr / Airport Tr Interchange	59.8
12	I-40	Hwy 1A / Hwy 22 Interchange	59.8
13	C-19	QEII (Stoney Tr to Yankee Valley Blvd) - Widen from 8 lanes to 8 lanes	57.3
13	C-90	40 Ave (Kingsview Blvd to Range Rd 292) - Construct New 2-lane Arterial	57.3
15	C-71	Hwy 22 (Hwy 1 to Hwy 1A) - Widen from 2 lanes to 4 lanes	54.2
16	I-68	338 Ave & Hwy 2 - New Interchange	54.0
17	I-107	Glenmore Tr SW & 14 St SW - Upgrade Interchange	52.8
18	I-42	210 Ave & Macleod Tr - New Parclo Interchange	52.2
19	C-86	Peigan Tr / Township Rd 240 (84 St SE-Rainbow Rd) - Widen from 2 to 4 lanes	50.8
20	C-89	Memorial Dr (Garden Rd-Conrich Rd) - New 4-lane Arterial	50.5

2028 Combined Project Priority List : Top 20





2028 Combined Project Priority List : Top 20

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20	C-89	Memorial Dr (Garden Rd-Conrich Rd) - New 4-lane Arterial	50.5

Conclusion

- The study is now complete
- Consultant has submitted their final report
- The NCRTS and S&ECRTS will be used as one input into the CMRB Growth and Servicing Plan process
- The Integration of NCRTS and S&ECRTS can be shared with the Minister to communicate regional network needs to support planned growth in the CMR, over the next 10 and 20 years



Agenda Item	5
Submitted to	Board
Purpose	For Decision
Subject	South and East Calgary Regional Transportation Study
Meeting Date	May 22, 2020

Motion that the Board approve the South and East Calgary Regional Transportation Study

Motion that the Board share the South and East Calgary Regional Transportation Study with the Minister of Transportation and senior leadership at Alberta Transportation

Summary

- In September 2018 CMRB administration was authorized by ISC to develop a RFP, with support from the Transportation Technical Advisory Group, for a transportation study covering the remaining geographical portions of the Calgary Metropolitan Region (CMR). The study is referred to as the South and East Calgary Regional Transportation Study (S&ECRTS).
- Through a competitive bid process, a consultant was selected to undertake the S&ECRTS. The successful consultant, ISL Engineering and Land Services (ISL) started in early 2019.
- A total of ten (10) South and East Committee meetings were held over the course of the project. Member municipal administration representatives as well as Alberta Transportation’s Southern Region Infrastructure Manager and Highway Planning Engineer from Edmonton actively participated in these project meetings. With this approach, the municipalities were updated throughout the project including live updates of ongoing technical studies.
- The Executive Summary of the final report is attached. The report has been reviewed by representatives of all member municipalities in the study area and Alberta Transportation’s technical team.
- Following the adoption of the NCRTS in September 2019, the Board directed CMRB Administration to combine the NCRTS and S&ECRTS and summarize the results. **The results of the combined studies are discussed in a separate agenda item of the May 2020 Board meeting.**
- In the May 2020 Land Use and Servicing Committee meeting, the study was recommended to the Board for approval with clarifications to the Wheatland County population and employment values, such that only population and

employment values within the CMRB boundary be presented in the body of the report. The previous version included population and employment values for areas outside the geographical boundaries of the CMRB, commensurate with standard transportation planning practice. The concern from Wheatland County was that the population or employment data, as previously presented, may be used incorrectly by others. A memo summarizing this clarification has been circulated via email link.

- The analysis and results of the S&ECRTS do not change. The full report with clarified population and employment data tables will be circulated to member municipalities once approved by the Board.

Attachments

- Memo regarding Wheatland County population and employment clarifications, ISL (available at link sent by email)
- Executive Summary, South and East Calgary Regional Transportation Study, ISL (available at link sent by email)

1. South & East Calgary Region Transportation Study (S&ECRTS)

The S&ECRTS was initiated by the CMRB through an open competitive request for proposal 2018-02 in October 2018. The successful consultant, ISL Engineering and Land Services, began in their work in January 2019 with technical support from Aziz Merali of TransCan Engineering, CMRB's Transportation Subject Matter Expert (SME).

S&ECRTS and the previously completed NCRTS (adopted by the Board in September 2019), were developed to identify and prioritize regionally significant transportation projects. The studies considered currently planned growth and existing growth conditions. As such, they inform the regional road network component of the Growth and Servicing Plan. The Growth and Servicing Plan is exploring alternative regional land use scenarios, which may influence future travel demand and thus transportation priorities. Regional transportation priorities will need to be re-evaluated over time to reflect the Board's growth priorities as established through the Growth and Servicing Plan.

1.1. Study Objectives

The study objectives were:

1. Using the NCRTS process as a guide, develop the interim and long term transportation network to support the planned growth in the south and east portion of the CMR over the next 10 and 20 years.
2. Design the study process such that the two transportation networks can be integrated

3. Develop a 2028 and 2039 Transportation Infrastructure Project Priorities list for the South & East portion of the Calgary Metropolitan Region (CMR).

2. Next Steps

The results of this study may be considered in the upcoming funding program review process in September 2020 and possibly sooner given the province's plans for economic stimulus. The relative ranking of proposed transportation projects will provide benefit to the CMR as a whole and should assist with expediting provincial funding commitments. Of note is that each of the projects listed are in varying stages of progress; some require land acquisition, some have progressed to the design phase and some may be 'shovel-ready'. The status of the projects may become a factor for provincial funding review and decision-making. Consequently, the list is not meant to be construed as a consecutive list. Rather, it is a list of projects that are regionally significant and are expected to provide benefit to the CMR. It is understood that a similar collaborative approach continues to be successful in the Edmonton Metropolitan Region, where area municipalities have participated in common regional prioritization efforts for more than a decade.

3. Recommendation

That the Board approve the South and East Calgary Regional Transportation Study; and

That the Board share the South and East Calgary Regional Transportation Study with the Minister of Transportation and senior leadership at Alberta Transportation

S&ECRTS: Growth Assumptions

- Plans based on approved ASPs as of December 31, 2017
- Growth Rates for 10-year (2028) and 20-year (2039) horizons – so not necessarily “full build” of all plans

Municipality	2015 Horizon		2028 Horizon		2039 Horizon	
	Pop	Jobs	Pop	Jobs	Pop	Jobs
Calgary	1,178,492	691,029	1,598,710	930,511	1,910,998	1,087,173
Chestermere	17,807	2,319	35,438	13,501	52,857	24,751
Rocky View County*	24,422	6,425	42,896	14,785	59,946	22,548
Strathmore	13,423	6,255	17,095	6,747	20,483	6,857
Wheatland County*	1,000	421	1,548	1,583	1,788	2,343
Okotoks	28,747	8,468	37,835	10,947	45,677	11,850
High River	14,551	7,816	19,464	10,339	24,817	10,339
Foothills	23,229	7,286	30,483	15,988	35,720	21,659
Other*	5,146	2,259	7,241	2,814	9,160	2,912
TOTAL	1,306,817	732,278	1,790,710	1,007,215	2,161,447	1,190,432

Note*: Only part of Rocky View County is included in the study area; west of Calgary, the population south of Bow River is included; east of Calgary, the population south of Township Road 250 is included. **Wheatland County only includes population within the CMRB boundary.** “Other” includes the populations of Black Diamond, Turner Valley and Longview.

Presentation with CMRB

Agenda Item	6
Submitted to	Board
Purpose	For Decision
Subject	Integration of the North and South & East Transportation Studies
Meeting Date	May 22, 2020
<p><i>Motion that the Board approve the Integration Memo of the North Calgary Regional Transportation Study and the South and East Calgary Regional Transportation Study</i></p> <p><i>Motion that the Board share the integration memo with the Minister of Transportation and senior leadership at Alberta Transportation</i></p>	
<p>Summary</p> <ul style="list-style-type: none"> • In September 2018 CMRB administration was authorized by ISC to develop a RFP, with support from the Transportation Technical Advisory Group, for a transportation study covering the remaining geographical portions of the Calgary Metropolitan Region (CMR). The study is referred to as the South and East Calgary Regional Transportation Study (S&ECRTS). ISL Engineering and Land Services (ISL) was the successful proponent, through the competitive bid process. • The NCRTS began in 2018 and the project results and report was adopted by the Board in September 2019. The report was also presented to Alberta Transportation Deputy Minister, Director and Executive Director in July of 2019 in order to fulfill the initial request from the province. The NCRTS committee was praised, by the province, for their collaboration and commitment in determining the priority of transportation infrastructure upgrades that would benefit the Calgary region. • Following adoption of the NCRTS in September 2019, the Board directed CMRB Administration to develop and submit an integrated list of transportation projects and priorities, across the CMR, for the 10 and 20 year horizons that would be used to communicate regional network needs to the province • The S&ECRTS began in January 2019 and the project deliverable was the subject of a previous motion and agenda item of today's meeting. The report was reviewed by administrations from participating member municipalities and Alberta Transportation. 	

- CMRB member municipalities participated in a meeting with ISL's project team and CMRB SME to confirm the evaluation criteria and scoring for consistency and completeness.
- S&ECRTS and the previously completed NCRTS (adopted by the Board in September 2019), were developed to identify and prioritize regionally significant transportation projects. The studies considered currently planned growth and existing growth conditions. As such, they will inform the regional road network component of the Growth and Servicing Plan. The Growth and Servicing Plan is exploring alternative regional land use scenarios, which may influence future travel demand and thus transportation priorities. Regional transportation priorities will need to be re-evaluated over time to reflect the Board's growth priorities as established through the Growth and Servicing Plan.
- In the May 2020 Land Use and Servicing Committee meeting, the study was recommended to the Board for approval with clarifications to the Wheatland County population and employment values, such that only population and employment values within the CMRB boundary be presented in the body of the report. The previous version included population and employment values for areas outside the geographical boundaries of the CMRB, commensurate with standard transportation planning practice. The concern from Wheatland County was that the population or employment data, as previously presented, may be used incorrectly by others. A memo summarizing this clarification has been circulated via email link.
- The analysis and results of the S&ECRTS do not change. The revised technical memo regarding integration of the studies with clarifications to Wheatland County population and employment data has been circulated via email link.

Attachments

- Memo regarding Wheatland County population and employment clarifications, ISL (available at link sent by email)
- Revised Technical Memo: Integration of NCRTS and S&ECRTS Studies, ISL (available at link sent by email)

1. Regionally Significant Transportation Projects in the CMR: Integration of NCRTS and S&ECRTS

S&ECRTS and the previously completed NCRTS (adopted by the Board in September 2019), were developed to identify and prioritize regionally significant transportation projects. The studies considered currently planned growth and existing growth conditions. As such, they will inform the regional road network component of the Growth and Servicing Plan. The Growth and Servicing Plan is exploring alternative regional land use scenarios, which may influence future travel demand and thus transportation priorities.

The list of projects is not meant to be interpreted as a consecutive list. Rather, it is a list of projects that are regionally significant and are required to support the planned growth for the 10- and 20-year horizons.

2. Next Steps

The results of this study may be considered in the upcoming funding program review process in September 2020 and possibly sooner given the province's plans for economic stimulus. The relative ranking of proposed transportation projects will provide benefit to the CMR as a whole and should assist with expediting provincial funding commitments. Of note is that each of the projects listed are in varying progress stages; some require land acquisition; some have progressed to the design phase and some may be 'shovel-ready'. The status of the projects may become a factor for provincial funding review and decision-making. Consequently, the list is not meant to be construed as a consecutive list. Rather, it is a list of projects that are regionally significant and are known to provide benefit to the CMR. It is understood that a similar collaborative approach continues to be successful in the Edmonton Metropolitan Region, where area municipalities have participated in common regional prioritization efforts for more than a decade.

3. Recommendation

That the Board approve the Integration Memo of the North Calgary Regional Transportation Study and the South and East Calgary Regional Transportation Study;
and

That the Board share the integration memo with the Minister of Transportation and senior leadership at Alberta Transportation

NCRTS and S&ECRTS Growth Assumptions

- All municipalities provided 94 Plans based on approved ASPs as of December 31, 2017
- Growth Rates for 10-year (2028) and 20-year (2039) horizons – so not necessarily “full build” of all plans

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Strathmore	13,423	6,255	17,095	6,747	20,483	6,857
Rocky View County	43,136	13,053	75,366	38,999	104,059	61,642
Foothills County	23,229	7,286	30,483	15,988	35,720	21,659
Wheatland County*	1,000	421	1,548	1,583	1,788	2,343
TOTAL	1,412,738	756,910	1,962,407	1,076,898	2,401,004	1,303,703

Note*: Wheatland County data only includes the population and jobs for the land area within the CMRB boundary.

Presentation with CMRB



To: **Calgary Metropolitan Region Board** Date: **May 14, 2020**
Attention: **Jaime Graves, P.Eng.** Project No.: **27313**
Reference: **Clarifications on Wheatland Population and Employment Numbers**
From: **Chris Delanoy, P.Eng., Michael Ge, P.Eng., PTOE, M.Sc.**

Background

The South and East Calgary Regional Transportation Study (S&ECRTS) and the technical memorandum integrating S&ECRTS with the North Calgary Regional Transportation Study (NCRTS) were presented to the CMRB's Intermunicipal Servicing Committee (ISC) on May 7, 2020.

During the committee's discussion of the Integration Memo, questions were raised about the population and employment figures used for Wheatland County in the study. In particular, it was noted that the existing population of the portion of Wheatland County within the CMRB is about 974 people, while the population level indicated in the memo for Wheatland County for the 2015 baseline transportation model was 3,153. To address the discrepancy, the ISC passed the following motion:

Motion that the Committee recommend to the Board approval of the Integration Memo of the North Calgary Regional Transportation Study and the South and East Calgary Regional Transportation Study with an amendment to the population projection for Wheatland County to 1,000 in 2015 and any other commensurate changes.

This memorandum provides a brief summary of the issue and the changes incorporated to the Integration Memorandum and the main S&ECRTS report to address the ISC motion.

Discussion on Study Boundaries and Analysis

In reviewing the motion, we noted that the variation in population levels for Wheatland County was due to how the figures were presented, rather than due to an underlying discrepancy. Specifically, the population and job levels for Wheatland County that were presented in the original report tables were footnoted as being representative of the entire area of Wheatland County within the growth analysis area of the Regional Transportation Model (RTM), which does extend modestly beyond the CMRB boundary as illustrated in Exhibit 1 (attached). The population used for the study within the CMRB boundary itself was very close to the 1,000 population level indicated in the ISC's motion, hence we can confirm that the original modelling and analysis were consistent with the ISC's expectations.

While we would stress that the study is not in any way intended to create policy or guidance for Wheatland County beyond the CMRB boundary, having the growth analysis area extend modestly beyond the boundary is necessary and consistent with best practices in transportation planning, as the availability of major provincial highway routes in the extended area can affect the transportation routing choices of travelers within the CMRB. In contrast to water or utility servicing, the RTM is a tool that reflects the prediction of human behavior and choices in transportation, choices that are not constrained in the real world by municipal or administrative boundaries. Ultimately, the analysis did confirm that highways and growth in this extended area had little or no influence on infrastructure needs within the CMRB, hence all recommendations do also remain current and consistent with the ISC's motion.



Report Amendments

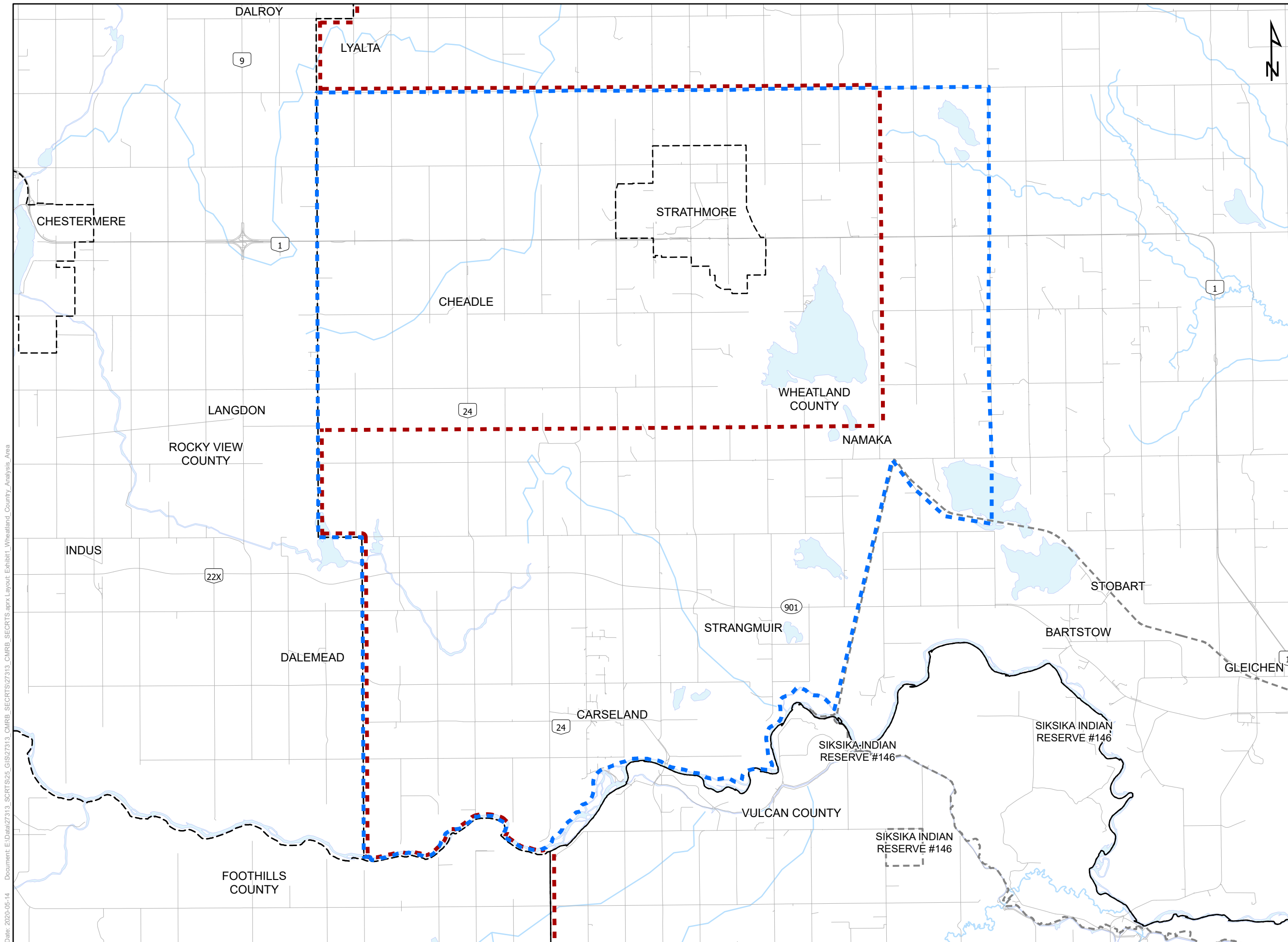
Consistent with the ISC motion, we have amended the population and job tables (Table 2.1 in the Integration Memo and Table 3.1 in S&ECRTS) to include the 2015 population and jobs, and reflect only the portion of Wheatland County within the CMRB per committee direction. The revised final population and employment numbers for the integrated studies, along with the supporting footnote, are highlighted in yellow below. Updated copies of the S&ECRTS Executive Summary and the Integration Memo are also attached.

Population and Jobs for the Calgary Region

Table with 7 columns: Municipality, Pop 2015, Jobs 2015, Pop 2028, Jobs 2028, Pop 2039, Jobs 2039. Rows include Airdrie, Calgary, Chestermere, Cochrane, High River, Okotoks, Strathmore, Rocky View County, Foothills County, Wheatland County*, and TOTAL. The last two rows are highlighted in yellow.

Note*: Wheatland County data only includes the population and jobs for the land area within the CMRB boundary.

We trust that this information helps provide technical context for the population and employment figures used for Wheatland County in the S&ECRTS report, and satisfactorily addresses the motion and amendment of the ISC ahead of presentation of the report to the CMRB Board. Please contact us if any further elaboration is required.



- Legend**
- RTM Analysis Area within Wheatland County
 - CMRB Boundary
 - Municipal Boundary
 - First Nations
 - Road
 - Watercourse
 - Water Body

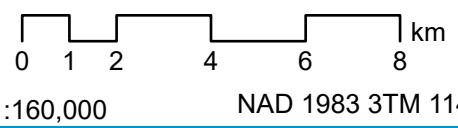


EXHIBIT 1
WHEATLAND COUNTY ANALYSIS AREA
 NORTH, SOUTH & EAST CALGARY
 REGIONAL TRANSPORTATION STUDY



Date: 2020-05-14 Document: E:\Data\27313_SGRTS\25_GIS\27313_CMRB_SECRTS.aprx Layout: Exhibit_1_Wheatland_County_Analysis_Area