



Off-site Levy Bylaw Review – Transportation Working Group Stakeholder Consultation Meeting Notes

Date/Time: July 25, 2023 / 1:00 – 2:30 p.m.

Location: MS Teams – video conferencing

Attendees:

Internal	External
Brian Arthur	Brett Friesen
Marcus Berzins	Bob Faktor
Jennifer Black	Shameer Gaidhar
Quinn Eastlick	Brian Hahn
Ben Gilchrist	Guy Huntingford
Nazrul Islam	Jackie Stewart
Feisal Lakha	
Laura Urbain	
Erika Van Boxmeer*	
Regrets	
	Joel Armitage
	Jim Gordon
	Wayne King
	Alex Leliever
	Sina R

Agenda

1. **Welcome & agenda overview** (Brian Arthur)
2. **Transit buses** (Brian Arthur)
3. **Traffic signals** (Brian Arthur)
4. **Always Available for All Ages and Abilities (5A) Network** (Brian Arthur)
5. **Discussion & next steps** (Brian Arthur)

Feedback collected:

General Feedback/Comments

- Financial Model Tab 8:
 - Bifurcated levy pool (2016 and 2024). What do you have that tells us we need to create this division? You’ve decided to draw the line - if a project hasn’t been initiated or in the forecast at the end of 2023. What are you relying on to make this decision? What happens if there is a remaining amount at the end of 2034 (plus or minus)?
 - What if there are no more projects that are coming?



- You're saying that there are 60 projects in the queue, so you can define them again and collect a new amount for them?
 - 2016 expenditures you have an opening balance of \$47M. But the portion of the collected stuff and the \$47M is inclusive of all levy infrastructure in the Established Area and greenfield – collected as a whole. So, it's being wholly applied to the greenfield? Want to make sure we're not separating out the EA portion and moving it into future collections.
- Slide 13 – Collector/Collector intersections – what's the rationale for this? Can't think of a collector-to-collector intersection in my neighbourhood that has a traffic signal. Why are they being included?
 - What puts them over the goal line to get a traffic signal?
 - If I go through Mahogany or Hotchkiss and look at the collector/collector intersections there are several of them in the communities, but no signals. The City has adopted a roundabout first policy. In locations where roundabouts are put in place it should negate the need for signals in a community. Can't think of a collector-to-collector situation that would require signals where The City isn't pushing for a roundabout on the outline plan.
 - Our request is for you to review the methodology and analyze recent outline plans and projects to determine if The City has specified a collector-to-collector intersection has traffic signals in recent years. You can have a lot of traffic by a four way stop before you require a signal.
 - Slide 14 – don't recall seeing it previously. Understand the method and appreciate that you have to start somewhere. Understanding a little bit more from recent outline plans and ASP's will be helpful, as can't think of any recent collector-to-collector or collector-to-arterial intersection that required a traffic signal instead of a roundabout. A lot of times there's a way to tag a traffic signal to a multi-family development. Want to make sure that traffic signals aren't being double counted. Want to reassure membership that traffic signals or roundabouts will be covered by the off-site levy.
 - South Shepard ASP land use and transportation concept map – North of 22X there are collector roads and neighbourhood boulevards, so are the signals being double counted? Additional examples: 52 St has a bunch of pink dots and Seaton Blvd appears to be all pink (but is it a major road?).
 - Providence, Keystone, Belvedere, Cornerstone (don't believe there are any traffic signals or stop controlled intersections) ASPs should be reviewed. Can you look at a couple of examples from these ASPs to see whether there are any issues?
- Transit buses:
 - Slide 7 – can you explain the difference between the 2016 and 2024 forecast population served? Specifically, why is the timeframe different? The years seem odd. We're looking at a 22% increase in population over time. What went into identifying the 22% population increase? Seeing a 22% population increase over a similar timeframe doesn't make sense to me. You're not going to put the buses if that area doesn't develop. If you increase your immigration percentage, you will get there. The bus per area or density per area should remain relatively the same.
 - Slide 7 – there is a June 19, 2023, article about federal grant to purchase new electric buses. Where does this factor into all of this and how will the grants factor into all of this, when this is something that can be levied for. Why haven't you included the costs



for electric buses? Isn't the cost per buses a weighted average? That streaming the cream of the crop into one area and leaving new communities with a big bill on this other piece, is that fair and reasonable and why? Shouldn't there be a share of electric buses going to new communities? Concerned about why new communities are getting compressed natural gas buses and not electric buses. Can you bring this back next week to discuss further?

- Slide 9 – related to bifurcation conversation. In the 2016 levy, the off-site levy portion is spent to date, so we're done on that. So, this report tells us that there is \$7M left to use going forward, but what's it going to be used on? How does the treatment of this one differ than the earlier conversation about transportation? Is there a cut-off when it comes to timing for this one too?
- Slide 9 - The \$7M yet to be spent on buses, can you reconcile that with chart 19 that says there is \$0 in off-site levy money to complete. It looks like \$18M was raised in off-site levy funds and spent, but above it says that there is \$7M left. Why wouldn't the blue column say \$7M?
 - But in the bus component of the transportation levy there is an opening balance of \$7M.
 - I want to ensure that the \$7M was paid for by developers to support development, which should be included in the new bylaw as funds to support buses into the future. In the model the opening balance for buses is \$7M?
 - I'm not sure how to reconcile that with the increase in the service level almost two-fold. You have greenfield areas that are already serviced, but you're allocating \$7M to give them transit in the future. In the new model will they get their full service when the full forecasted population is realized?
- Slide 12 – Want to understand the methodology of the 2016 bylaw and the new one. What consideration has been given to the different areas of the city, e.g. Route #3? It's not easy to get downtown from suburban communities, so assume that ridership from the greenfield area is lower. Curious to know what the results of analysis of riders in new suburban vs existing communities.
 - The math that you used in the previous slide doesn't seem to support the methodology that uses the Primary Transit Network requirements.
- Slide 12 - Level of service – does The City quantify differences in level of service between greenfield and established areas vs citywide? Trying to understand. Example – Silverado is built out, took a long time to get transit service – are there 4 brand new buses servicing the residents of this community? It would be nice to be able to tell someone who buys a suburban home to know that they've paid for four buses but are only being serviced by one.
 - It's one thing to come up with a methodology and apply it, another thing to not go through it. If we know that greenfield development isn't getting the level of service based on the levies paid, that's not fair.
 - In the Silverado example, those buses are one hour round trip – assuming they go to the train station and straight back to Silverado and don't pick up anyone else. Can someone from Transit attend the next meeting and walk us through how new routing occurs?
 - Not confident in the end result – four new buses servicing new communities.

Summary of Action Items

- Will do some review of traffic signals at collector-to-collector intersections within two or three outline plans or ASPs.
- Can pull and share density increase information.
- Will confirm that the electric buses being purchased through the Federal grant are only for lifecycle of existing buses in Calgary Transit's fleet.
- Will speak with Transit about the lag between levy collection and spend for buses.