

C R A I G
BURROWS
FOR M A Y O R



The Burrows Green Transportation Plan *(September 8, 2010)*

“In order to have a world-class transportation system in Calgary, we need to expand in a strategic manner, looking not only at the construction phase but also the long term cost of the system”

- Craig Burrows

This is a plan that is designed for Calgarians. To move around. To get to where they need to go. To help create a healthier environment while respecting the bottom line. The Burrows Green Transportation Plan outlines the role that public transit will play in Calgary’s future development. At the same time, it helps establish Calgary as a leader – by proposing for a conversion of our bus fleet to natural gas, a clean-burning fuel source.

1. NATURAL GAS CONVERSION OF MUNICIPAL FLEET

For the first time in a long time, the City of Calgary needs to worry about jobs and economic growth. Alberta relies heavily on the oil and gas industry for its economic growth and prosperity. As Mayor, Calgary will be known as the Energy Capital of North America. In order to be a leader, we need to lead.

Our businesses are hurting; not just the towers downtown but in the industrial area as well. The Oil & Gas Services Industry relies heavily on gas and at \$4, we need to support our industries that support our economy.

As Mayor, I will lead a conversion of Calgary's buses and heavy fleet to natural gas power. This makes economic and environmental sense. Natural gas is the cleanest burning fossil fuel. It also does not emit smog producing gases like sulphur dioxide. It's a resource that Alberta is blessed with in spades, which means a boost for producers and price stability for consumers. Not only that, but natural gas heavy duty engines are a proven technology in service across North America and they are compatible with Calgary's existing fleet.

Changing to natural gas will happen over several years as older buses are replaced. The incremental conversion costs can be covered under existing Provincial and Federal programs with a payback in fuel cost saving in a fraction of the life of a bus. The economic payoff is just four years. After that, each bus will save \$10,000 in fuel savings per year over the lifetime of a 20 year bus. That's \$160,000 per bus x 850 buses = \$136,000,000 or \$8,500,000 savings in operations per year!

It only makes sense that Calgary, the energy leader in Canada, be the leader in public transit energy solutions.

The environmental benefits are even more impressive with a 99% reduction in sulphur dioxide and 25 tonne reduction in CO₂ per year, per transit bus. That's 21 250 tonne of less emissions for the fleet per year.

We will not stop at Calgary. As a leader, we will challenge the City of Edmonton to join us in using cleaner energy to fuel our municipalities and then challenge Alberta to help the rest of Alberta's municipalities.

It is good economics, it's good for the environment, it's good for security, and it's good for our reputation as Albertans.

2. EFFICIENT ROADS & SMART TRAFFIC LIGHT SYSTEMS

Calgarians want to move around efficiently no matter the mode they choose. Building new interchanges is not the only solution. The biggest bang for the buck is from operating the network we have as well as we can. This can be accomplished by improving the timing of all of our traffic signals, minimizing the new signals added and make sure they all communicate at the fraction of the cost of construction. To put that in perspective, the average commute is 12km with approximately 20 traffic lights; if we could improve traffic signalization by 10 seconds per light, the benefit is 30 minutes less time in traffic per commuter per week. That is equivalent to building three new interchanges at a cost of \$200 Million - and years of construction.

We need to be smarter with technology and your tax dollars.

3. WINTER MAINTENANCE

No matter the time of year, Calgarians need to be able to get to work. In a winter City, that means you have to spend money on clearing snow and ice. Council has shown a reluctance to fund the necessary level of service Calgarians want. As Mayor, I will shift existing funds from non-core service to basic needs like snow plowing. Impassable roads make efficiencies a moot point.

We need to focus on core services and get back to basics!

4. EXPANDED TRANSIT

Calgary has a great public transit system, one of the best in North America. We must keep building on that success. I believe that the next priority should be to extend the LRT system to the airport by 2015. Linking the airport to downtown is strategic to our long term growth in tourism and economic development.

As an immediate step towards that goal, we will initiate a rapid bus connection to the airport within the year. In addition, as Mayor, we will implement a pilot project for 24 hour C-train service on weekends. If we expect Calgarians to choose an alternative to auto travel, then we need to ensure their travel.

5. THE SMART CARD & TELETRIPS

Advances in cashless technology can improve City services to Calgarians. We will implement a City wide payment card system that can be used for parking, transit fares and other services such as recreation centres and libraries. The system can also be expanded to taxi operators. Commuters can take a LRT to work and take a taxi home after a night out all using the same payment card.

As Mayor, I want to set a simple goal: to have City employees teleworking two days a week by 2015. This will show corporate leadership in energy consumption, congestion reduction and generate cost savings in administrative costs. It will also free up valuable parking stalls for downtown commuters as spots will be open to use.

6. MULTI-MODAL STREETS

Improving the function of streets is vital and must be viewed as a means to move people; not just cars. Multi-modal streets are defined as streets that can comfortably accommodate multiple modes of transportation, including public transportation, pedestrians, and bicycles as well as private vehicles. Multi-modal streets accommodate more trips by more people in the same amount of space by improving transit and providing better pedestrian and bicycle facilities. Multi-modal streets consider all types of transportation to be equally important, helping mixed-use development become successful as well as reducing traffic congestion.

7. PRACTICAL PATHS

Calgary is the energy Capital of Canada and that includes our people. Calgarians are increasingly using active modes such as walking, jogging and cycling to get to and from work. I will lead an expansion of our excellent pathway system to better serve commuters. It's a move that makes sense. **For a small investment we can improve our mobility and our health.**

8. TAXIS, AN UNDERUTILIZED RESOURCE

Taxis are an integral part of transportation in major cities worldwide. Calgary needs to embrace this convenient service by improving access and convenience. Taxis are very effective to move people from point to point and reduce the need for parking in congested areas.

As Mayor, I will lead an initiative to create taxi stands throughout the inner city that expands later in the evening when commuters are home and the demand for taxis climbs. We also need to add taxi stands at LRT stations especially for Calgarians returning from a night on the town or custodial workers. **Not only will it improve service at suburban LRT stations, it will reduce security costs at LRT stations by having the taxi drivers' act as the eyes and ears for the police.**

We will also extend the City's payment card system to enable transit and Access Calgary users easy of payment.

We will continue to make this election about issues and solving your problems, not ideology or personalities. Stay tuned for more announcements about bringing Smart ideas to City Hall!



Bringing City Hall to your Community Hall