

TRANSIT HISTORY IN THE CITY OF CHESTERMERE



1910s

CHESTERMERE AND CALGARY SUBURBAN RAILWAY

The streetcar line was planned and partially constructed but never completed.

1980s

ROCKY VIEW HANDI BUS

Launched in 1980 and continues to provide service for anyone unable to use regular transit facilities.

Early 2000s

VARIOUS PRIVATE COMMUTER SERVICES

Several private companies have operated commuter services between Calgary and Chestermere.

2014

CHESTERMERE BOULEVARD CORRIDOR PLAN

Established a long-term vision for Chestermere Boulevard with median transit lanes, aligning current four-lane expansion with future transit upgrades

2017

CHESTERMERE TRANSPORTATION MASTER PLAN (TMP)

Policies in the 2017 TMP included long-term protection for bus rapid transit on Chestermere Boulevard and introduction of regional and local transit services when feasible.

2020

TRANSIT FEASIBILITY STUDY

A feasibility study investigated options for a commuter service to downtown Calgary. The initial cost to the City was estimated to be \$120,000 to \$150,000 annually.

2021

INITIAL MAX PURPLE SERVICE AGREEMENT WITH CITY OF CALGARY

Calgary and Chestermere reach an agreement to extend MAX Purple service to Chestermere twice in the morning and twice in the afternoon on a trial basis. The service launched in September 2021.

2024

INITIAL MAX PURPLE AGREEMENT EXTENDED



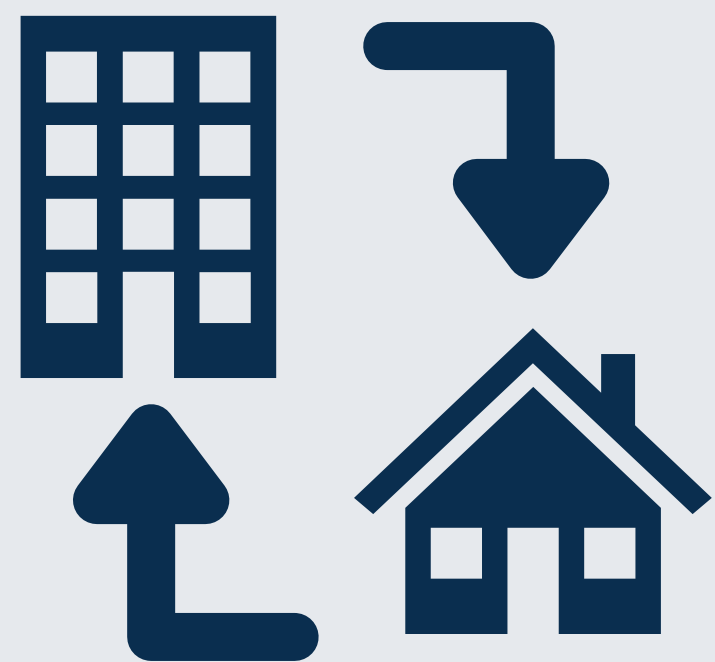
POTENTIAL TRANSIT MODES

CONNECTIVITY + SERVICE + DELIVERY



CONNECTIVITY

(WHERE THE BUS WILL TAKE YOU)



- Regional Commuter – usually to regional employment or activity centres and focused on fast and direct service in peak hours (eg., Airdrie ICE, Chestermere MAX Purple)
- Local – serves destinations in the community, covering larger areas but at lower frequency (eg., local routes in Calgary or Airdrie)

SERVICE

(HOW YOU PLAN YOUR TRIP + CATCH THE BUS)



- Fixed Route – operates on a pre-defined schedule or route focused on areas with higher demand (eg., most Calgary Transit routes)
- On-Demand – picks up people on a booking basis and is suitable for lower demand areas where a fixed route is not feasible (eg., Cochrane COLT)

DELIVERY

(HOW THE CITY OPERATES THE SYSTEM)



- City Operated – essentially operates as a city department (eg., Calgary Transit)
- Third Party Operator – City contracts with a private company or other partner to operate the system (eg., Cochrane COLT operated by Pacific Western Transportation)

TRANSIT FEASIBILITY STUDY

WHAT IS IT?



Understanding Community Needs

Identifying where and how residents need to travel within Chestermere and to/from Calgary, considering our current services (e.g., MAX Purple Extension, Rocky View Handi Bus) and future growth.

Exploring Options

Looking at different types of transit, from expanding existing services to introducing new solutions like on-demand shuttles or fixed routes within Chestermere.

Evaluating Practicality + Cost

Analyzing the infrastructure, operational requirements, potential ridership, and financial implications (costs vs. benefits) of each option. This includes identifying potential funding sources.

Considering Broader Impacts

Assessing how transit could benefit Chestermere by reducing traffic, improving environmental outcomes, enhancing mobility for all residents, and supporting local economic activity.

Gathering Public Input

Ensuring that any proposed solutions align with the needs and preferences of Chestermere residents.

The study aims to provide Council with the necessary information to make informed decisions about future transit investments, ensuring we develop a sustainable and effective transportation system that meets Chestermere's evolving needs.

Timeline

INITIATE

(project scoping and issues identification)

OCT 2025



ENGAGE

(public/stakeholder engagement and data collection)

NOV 2025



ANALYZE

(compare and evaluate various transit options)

DEC 2025/JAN 2026



RECOMMEND

(identify a preferred combination option to address transit connectivity, service, and delivery)

FEB 2026

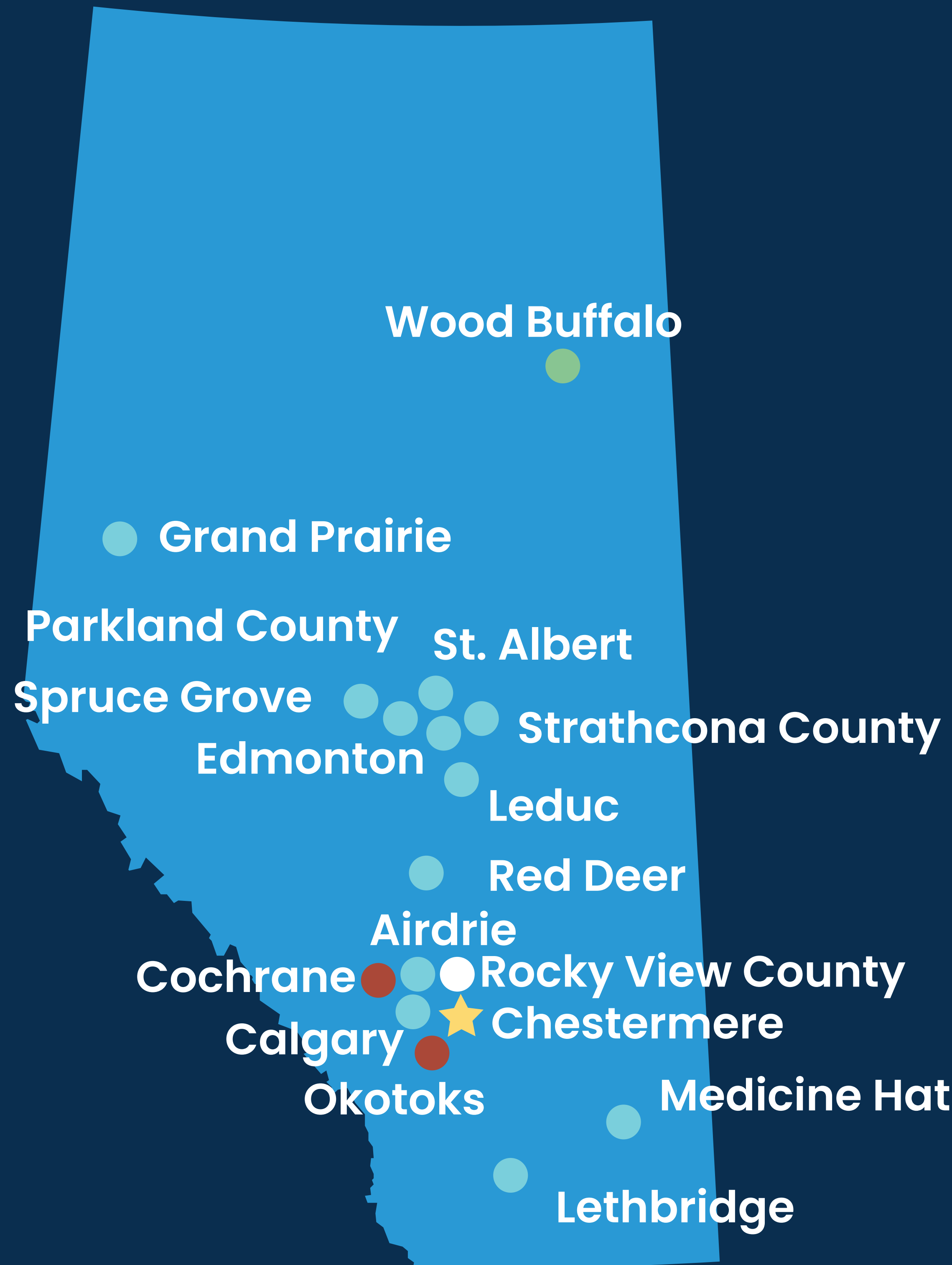


REPORT

(draft and final reports, and presentation to Council)

MAR 2026

TRANSIT EXPERIENCE ELSEWHERE



ALBERTA MUNICIPALITIES WITH A POPULATION > 30,000

- Service Type**
- Fixed Route ●
 - On Demand ●
 - Hybrid ●
 - No Transit Service ●

Cochrane and Okotoks have recently added fixed route service and are now Hybrid systems.

DETAILS FROM SELECTED TRANSIT SYSTEMS

	Ft Saskatchewan	Leduc	Spruce Grove	Airdrie
Population (2024)	29,716	36,060	42,513	88,471
Distance to Edmonton/Calgary City Centre	40	33	28	36
Residents Commuting to Nearby Municipalities	53%	53%	63%	60%
Monthly Ridership (2023)	7,200	9,400	13,600	51,600
Total Operating Expenses (2023)	\$1.2M	\$2.4M	\$3.1M	\$4.3M
Operator	PWTransit & Edmonton Transit System	PWTransit	PWTransit & Edmonton Transit System	PWTransit