

BIG MOVE 6



Big Move Six: Increase Active Transportation and Transit Use

Efforts to increase transit use, walking, and cycling will be critical to reducing emissions from transportation. They will also provide more co-benefits that relate to health and community well-being beyond those associated with the electrification of vehicles. The general path to an inclusive and less car-reliant community includes programs and initiatives led by the City that support transit and active transportation.

City in Action: Transit Master Plan

The City of Regina is completing its Transit Master Plan. The plan is expected to be released in the first quarter of 2022 and was developed on approximately the same timeline as the Energy and Sustainability Framework. Several meetings were held with the department leads for the Framework, the Transit Master Plan, and the consultants for each project. The groups shared draft actions outlined in each plan to align on actions that were complementary and met the objectives of each plan. The teams also shared data to strengthen both processes.

Moving forward, this is the type of cross-departmental and interdisciplinary collaboration that will ensure the City is able to align its plans and policies and effectively implement the Framework and other city commitments.



City in Action: Transportation Master Plan

Regina has already started thinking about enhancing active transportation and transit use in its Transportation Master Plan, released in 2017. Each of the four major targets in the plan are related to creating a sustainable transportation system, including:




1. Sustainable transportation;
2. Limited increase in vehicle kilometres travelled;
3. Improved transit service; and
4. Safer cycling and pedestrian environments.

The plan also contains explicit targets around shifting mode share to decrease single-occupancy vehicle trips.

Big Move Six: Increase Active Transportation and Transit-Use Actions

ACTION	GREENHOUSE GAS (GHG) IMPACT	CO-BENEFITS	COST	IMPLEMENTATION MECHANISMS	TIMING
6.1 Expand transit service		Equity: High Employment: High Cost Effectiveness: High		Program: Increase transit service. Initiative: Pilot free transit initiatives.	Start: 2024 Completion: Ongoing
6.2 Transportation demand management		Equity: Medium Employment: Medium Cost Effectiveness: High		Initiative: Pilot car-free zones. Initiative: Pilot car and bike-share programs.	Start: Immediately Completion: Ongoing
6.3 Increase active transportation		Equity: High Employment: Medium Cost Effectiveness: High		Initiative: Trails and active transportation promotion.	Start: Immediately Completion: Ongoing

GHG IMPACT

-  Low: <1,000 ktCO₂e
-  Medium: 1,000 – 2,000 ktCO₂e
-  High: >2,000 ktCO₂e

CO-BENEFITS

EQUITY –

- Enabler:** No discernible direct effect, but positive outcomes may occur in concert with other actions
- Low:** May favour certain groups or create greater disparity
- Medium:** More likely to be implemented fairly, but existing powerful groups may still be at an advantage
- High:** Contributes to enhanced equity






EMPLOYMENT –

- Enabler:** Enables employment
- Low:** 0 – 5 person years of employment per \$million invested
- Medium:** 5 – 10 person years of employment per \$million invested
- High:** >10 person years of employment per \$million invested

COST EFFECTIVENESS –

- Low:** This action will have a net cost
- Medium:** This action will break even
- High:** This action will have a net return/benefit.

COST

-  <\$1 million
-  \$1 million – \$100 million
-  \$100 million – \$500 million
-  \$500 million – \$1 billion
-  >\$1 billion