



Priceless

Connecting Calgarians With Their Communities



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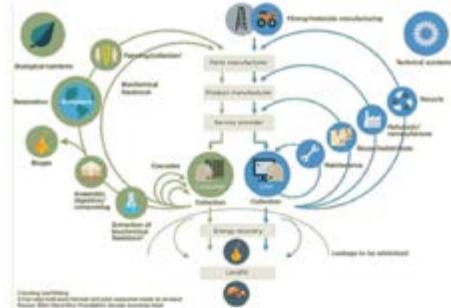
## Inside This Edition

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# Recycling, An Important CBM Link

Evolving into a Circular Economy for the sake of eco-sustainability a Small or Medium Enterprise (SME) will have many impediments to overcome allowing the development of a successful Circular Business Model (CBM). Businesses, governments, organizations, and even citizens need to corollate together for the development of a successful Circular Economy. Recycling and recovering of resources is a key component in all CBMs but currently lacks the proper infrastructure for proper implementation. An opportunity exists with the advancement of recovery



and recycling that can boost local economies, create employment, and preserve the environment.

Provincial, federal, and even civic governments have the ability to encourage the development of sustainable resource recovery by offering incentives for

SMEs to produce the proper infrastructure required for CBMs success. We already have electronic, car batteries, and tires recycling/environmental fees to encourage minimal usage and wastage while funding material recovery. Additional recycling fees for non-sustainable products, like single use plastics, are needed to discourage use of and support developing proper reprocessing.

Many companies, with the help of organizations like the Ellenma Carthur Foundation Organization, are developing successful CBMs tailored for their businesses conjoining with other business with great success. They are the pioneers developing the infrastructure for positive growth of a Circular Economy developing innovative ways to a sustainable economy and environment. An enterprise would find ways to repurpose residue materials internally and liaison with other companies to recycle their residue waste.

Many SMEs working together contribute to different aspects of sustainability, with each doing their part in a closed-loop system. The main *Continued Page 4*



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Travel faster with 3 new Bus Rapid Transit Corridors  
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## Ex/Diamond Public Art transforming a dark corner with light and a story.

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**DISCOVER**

LOCAL

EVENTS  
ATTRACTIONS  
RESTAURANTS

YYC

NIGHTLIFE  
ARTIST  
NEWS



# Enhanced Rapid Public Transportation

Helping to enhance the public transit experience Calgary Transportation has embarked on providing 3 new Bus Rapid Transit (BRT) Corridors. Transit users will be able to travel quicker through Calgary with fewer stops and transfers. We all have seen the new bus stations being built replacing bus stops along Calgary's major roadways and road construction upgrading. The bridge being erected across Deerfoot and

displayed at stations. Shorter travel times, including during rush-hour, with the use of dedicated transit lanes and bus traffic light jump queues. Transit has built larger platforms and included enhanced CCTV and lighting with heated shelters. Improved connections with the routes accessing major destinations along with faster trips and less transferring not being routed downtown.

There has been some controversy about the BRT, as with most civic projects. You can't please everyone. Additional funding for re-branding and revealing was requested and approved by city council. The transportation plan suggests improvement to transportation needs to include for pedestrians, cyclist, transit, and automobiles. As I watched the bus stations being built on the major route of 32 Avenue in the northeast at 60 Street, I wondered why, with the large boulevards why an additional bus bay was added for the bus to stop in picking up passengers.

We now have a situation where the bus will stop the flow of traffic while stopping for passengers. The lack of bus bays also applies to the new stations on 52nd Street that also has boulevards. I could see the concerns that some traffic not yielding to let a bus back into the flow of traffic. Put up signs, similar to the one on MacLeod on 25 Ave. in the SE that says you must yield to buses. If that doesn't



the Bow is one of these projects as a BRT Lane designated for buses only.

BRTs are basically bus routes with fewer stops at specialized bus stations making use of bus only lanes or roadways. These bus-only corridors allow transit to move through congested traffic rapidly and reducing delays. The new station platforms have been built higher to be level with the bus floor allowing for quick and easy boarding for all, including accessibility for baby strollers, wheelchairs, and passengers with disabilities.

The city touts several benefits of the new BRT routes. Convenience with fewer stops and transfers with arrival times

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work, put up a traffic light for the right lane.

I am sure most of the decisions are made relating to cost. We see the traffic mayhem the LRT causes on 36th Street in the NE. If the LRT was elevated or underground there would be a lot less traffic congestion and passengers wouldn't have to go up, cross the tracks, and then go back down. Th city should've added the bus bays now at a minimal added expense. Now in ten or twenty years, the will have to spend a lot more to totally replace the stations adding bus bays to accommodate the increased traffic of a growing city.

I do believe the BRT is a good solution to Calgary's transit problems and am glad that it is being implemented. As with many civic projects, cost is always the main denominator that determines what to implement. The city is doing a good job

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## Recycling, An Important CBM Link

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result of a CBM is to reduce or reverse the negative impact on the environment in a Zero-Waste economy. This lowers costs and improves revenues providing a boosted competitive advantage.

Developing the recovery of resources locally helps the local economy by creating local jobs which allows for the purchasing of local remanufactured products. Currently most plastic beverage containers are shipped to Eastern Canada for recycling. If the government gave incentives to develop remanufacturing plants locally to reclaim

materials, like plastic beverage containers, it would be tremendous boost to the formation of a Circular Economy.

We would also create local employment and reduce the expense and pollution on shipping reclaimed materials by becoming a core player in most Circular Business Models. Additional benefits range from local merchants buying their remanufactured products locally at reduced costs to boosting the local economy threefold.

Join the M.A.D. Movement to a more sustainable way of living by joining the Circular Economy Crusade and look at

## Enhanced Rapid Public Transportation

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collecting information to build projects that accommodates the needs of most citizens, however, I feel the citizens should also be more hands-on with the design process. Once the new routes are I effect test them out and give City Council and Calgary Transit your honest opinion and ideas on improvements.

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