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"A Community Futures initiative funded by Western Economic Diversification Canada
to Grow Communities One idea at a Time"

ACHESON TRANSPORTATION STRATEGY

PREPARED FOR: ACHESON BUSINESS ASSOCIATION

JANUARY 30th, 2008

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1.0 Executive Summary

Background

The Acheson Industrial Area is situated in a non-residential rural area and the location (although suitable in many other areas) has created a critical shortage of labor for some of the businesses who have relocated. The Acheson Business Association has conducted several initial surveys of its membership and has concluded that in this extremely tight labor market, the critical shortages of labor reported by the businesses are impacted by the lack of transportation.

With the surveys that have been conducted, the results show that it is evident that some form of public transportation is needed. However, with the Acheson Industrial Area situated in a rural area, provisions of this type of service is beyond the capacity of any single municipal entity, including Parkland County. Thus the Acheson Business Association is attempting to find an appropriate solution to address the initial shortages of labor through the provision of a public transportation system.

Project Objectives and Performance Indicators

The major objectives of this project are:

- To examine the feasibility of a public transportation system linking employees to business in Acheson
- Determining types of transportation options
- Proposed pilot project and testing for future consideration

The performance indicators of this project are relevant to:

- **Community capacity building** (Project steering committee meetings, in kind contributions, presentations to community partners, summary of data to the Acheson Business Association Board, final report identifying the strategy and how it can be implemented)
- **Economic Development** (hiring of the consultant, completion of the transportation strategy, enabling Phase 2 of the implementation of the strategy to proceed)
- **Community Engagement** (press releases, info on the website, public meetings, presentation to the Acheson Business Association, presentation to municipalities, # of business people involved with the steering committee)

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Increased Partnerships (# of community partners funding this project, in kind contributions of the steering committee, CFCR, communication with REDA, communication with supporting municipalities)

- **Building Internal Capacity** (completion of application, # of meetings with project steering committee)
- **Economic Diversification** (completion of a strategy that will allow for implementation of a public transportation system for the Acheson Industrial Area, purchase of advertising in local newspaper)

Concept

A survey was developed using specific questions for analysis regarding transportation needs and services for business in the Acheson Industrial Area. Collection of this data indicated there is a definite interest in ridership, with two major businesses supporting the total numbers. However, in identifying time schedules for pick-up and drop-off these indicators are across the board. It was clearly indicated that the majority of businesses would not adjust working hours to utilize public transportation and would not subsidize the expense of operating public transportation.

Management Concerns

The structure of public transit can be divided into several major issues. The first is the issue of funding and planning. The second issue deals specifically with the choices for effective and efficient operations. And thirdly, directional signage, lack of sidewalks and bus shelters. The single greatest issue is the at-grade railway crossing of the CN mainline at Highway 60.

Funding

There are primary sources for funding public transit in Alberta including municipal, provincial, and federal governments. The Acheson Transportation Strategy (Phase 1) has been funded by the Western Economic Diversification Community Futures Capitol Region, therefore anticipation of Phase 2 to be supported by the same to implement the strategy in form of a pilot project and testing.

Operations

There are several organizational options for the operation of public transit:

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- Directly owned and operated systems
- Operations contracted to a private operator with public authority (i.e. city)
- Private contractor providing vehicles, maintenance and operations

Transportation options include Edmonton Transit Service and private shuttle service providers including Golden Arrow, Laidlaw and Private Charter Corp.

Future

The long term sustainability of the Acheson Industrial Area includes a viable transit strategy. Public transportation would provide a means by which workers can get to the jobs available in Acheson and an opportunity for business to attract and retain employees. The intent is to create a permanent solution to labor issues faced by the Acheson Industrial Area.

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2.0 History

Many years ago the Acheson Area began as a CN repair facility with a portion of the land being empty farmland. In 1975 Eli Adler serviced two quarter sections with water, sewer and roadways. With this development Ellis Park became a reality. The area was referred to as Ellis Park and Acheson.

Ellis Park and Acheson was marketed by Ellis Developments. The existing red brick building located in the heart of Zone 3 was the first building to be built in the park. Today, this building is very functional and has several businesses operating at full capacity. Eli Adler named the roadways, Acheson Road, Fulton Road, Ellis Drive, Meyer Road and David Road which all remain and are being used today. Ellis Park and Acheson also had elevators located along the CN track.

After much of the original development, Parkland County took the initiative to change the name to the Acheson Industrial Area, to recognize the economic change to the area. Rapid development occurred from 1971 to 1981 at which time the Federal Energy Policy came into effect and further business development declined.

In 2001 with renewed interest from Parkland County, and local business development, the Acheson Business Area has grown steadily. Today the area has incorporated and attracted over 200 businesses diverse in distribution, manufacturing, oilfield, forestry and agriculture.

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3.0 Introduction

The Acheson Industrial Area is situated in a non-residential rural area and the location (although suitable in many other areas) has created a critical shortage of labour for some of the businesses who have relocated. The Acheson Business Association has conducted several initial surveys of its membership and has concluded that in this extremely tight labor market, the critical shortages of labor reported by the businesses are impacted by the lack of transportation.

With the surveys that have been conducted, the results show that it is evident that some form of public transportation is needed. However, with the Acheson Industrial Area situated in a rural area, provisions of this type of service is beyond the capacity of any single municipal entity, including Parkland County. Thus the Acheson Business Association is attempting to find an appropriate solution to address the initial shortages of labor through the provision of a public transportation system.

There is evidence to confirm that a lack of public transportation is one of the main issues why some businesses do not relocate, dependent on the nature of their business and workforce.

The Acheson Industrial Area is composed of five distinct zones and is currently undergoing major development. Zones 1, 2, 4 and 5 are partially complete, with Zones 6, 7, and 8 as of yet undeveloped. Currently the Acheson Industrial Area generates over 2 Million dollars in tax revenue for Parkland County. Due to the continued development of the area, it is anticipated that these numbers will increase during the next fiscal year. The Acheson Industrial Area consisting of 16 square miles is an important economic driver for the area.

Currently there are 136 active businesses located in the Acheson Industrial Area and several that are in the process of relocating. The area supports approximately 3000 full-time jobs and during the next year it is anticipated that an additional 1500-2000 full time workers will be added to the existing workforce. The business climate is a diverse mix of industries including distribution, manufacturing, oilfield, forestry and agriculture.

Although the term "public transportation" is commonly used as reference to this study, it is not transportation for the public. The goal is to provide transportation for the workforce employed in the Acheson Industrial Area, as there are no houses, shopping or recreational facilities on site; it is a place of work.

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The purpose of this study is to develop a strategy to determine how and what kind of transportation services will enable the Acheson Industrial Area to fill critical labor shortages. The intent is to link population and employment, in providing necessary transportation service options.

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4.0 Existing Conditions

Spruce Grove, Stony Plain, Parkland Village and Winterburn are distinct communities within reach of the Acheson Industrial Area. Transit service in Spruce Grove was initiated in 2006 with two routes to Edmonton. Stony Plain does not have transit currently, along with Parkland Village. Winterburn is serviced by ETS.

In initial discussions with Edmonton Transit it was communicated that a proposed route to the Acheson Industrial Area would be an independent route established just for the area. There would be no considerations of hooking onto the Spruce Grove route, as Spruce Grove is considering service to Parkland Village, and has no interest in developing service to the Acheson Area. Winterburn has an established route which would also not be considered for Acheson, as this would impact available space for the existing ridership and create further issues of adding additional busses to service the entire route.

Currently in the Acheson Industrial Area there are three major businesses who have identified transportation concerns regarding their business. They have provided a temporary solution to accommodate the labor issues and to move people to their destinations of work:

Winalta (located in Zone 1) is providing a private shuttle service for their employees. The provider is "Private Charter Corp." which is Calgary based. Presently ridership is 70 employees with an additional 30 employees starting in January 2008.

Sysco (located in Zone 2) is providing a private shuttle service for their employees. The provider is "Laidlaw" based out of Edmonton. Presently ridership is 100-150 employees with two pick-up/drop-off points in Edmonton and a variety of shuttle times.

IGLOO (located in Zone 5) has purchased their own bus and is shuttling employees from Edmonton to Acheson. Ridership is presently at 20-25. Future employee complement will increase to 300 being employed in the manufacturing plant.

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5.0 Process/Collection of Data

To examine the feasibility of public transportation within the Acheson Business area it is important to define and understand the needs of the businesses. To access the needs, specific and detailed information/data was required to determine whether there would be sufficient ridership numbers to support the system.

Initially a letter was drafted to the businesses in Acheson, to advise that a survey was being conducted to determine feasibility of transportation within the Industrial Area and the importance of completing the survey for the purposes of this study. **(copy attached)**

A transportation survey was drafted inclusive of questions performed in the past with the Acheson Business Association. An observation of questions from the Nisku Business Association, West Edmonton Business Association and Edmonton Transit were also viewed for comparison.

An account was set up with Survey Monkey (www.SurveyMonkey.com). Survey Monkey is an on-line survey tool that enables individuals of all experience to create their own surveys quickly and easily. Survey Monkey provides the feedback to make informed decisions.

Design features include: selection of over 20 types of questions, templates, custom themes, validation of survey responses, company logo, sort question choices.

Collection features include: create a simple web link, manage e-mail contacts, set collection restrictions, simultaneous collection of data.

Analysis features: view results in real-time, browse individual responses, filter responses.

The transportation survey was set up on-line with Survey Monkey. As well, a hard copy of the transportation survey was designed for businesses that are not computer savvy with the on-line survey. This information (link to the Survey Monkey site and an attachment of the transportation survey) was e-mailed to all businesses in the Acheson Industrial Area. Personal visits were also conducted to individual business to inform and educate the importance of this survey with the intent of moving forward with a pilot project and testing. **(copy attached)**

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6.0 Business Participation

As with any survey, the amount of surveys received from business is a significant indicator in acquiring the specific data necessary to determine the needs and services required by business. A total of 86 surveys were received from the Acheson Industrial Area, which is inclusive of 136 active businesses in the area. The businesses who participated:

Cycle Works West	Zone 1
Vision RV Corporation	Zone 1
Fortis Alberta	Zone 1
Glowing Embers RV Travel Centre	Zone 5
Wellco	Zone 2
Truckers Toy Box	Zone 2
Westmark Products	Zone 3
Empire Modular Homes	Zone 5
Canadian Lynden Transport Ltd.	Zone 3
Myshak Sales and Rentals	Zone 3
Concord Well Servicing	Zone 3
Parkland Chip Products	Zone 3
Prairie Road Builders Ltd.	Zone 3
Willbros Midwest Pipeline Construction	Zone 3
Technichrome Rotochrome Industries	Zone 3
Blueweed Services Ltd.	Zone 3
Kal Tire	Zone 1
IGLOO	Zone 5
Fraser Bros.	Zone 3
Accusteel Inc.	Zone 3
Treeline Wood Products Ltd.	Zone 3
Expocrete Concrete Products	Zone 3
Morgan Construction & Environment	Zone 3
RS Line	Zone 3
Raywalt Construction Co. Ltd.	Zone 3
JMD Ventures Ltd.	Zone 3
Greenco Machinery	Zone 3
Highway Equipment & Sales Ltd.	Zone 3
Tournament Ski & Marine	Zone 3
NCL-Norellco Contractors	Zone 3
Liebherr-Canada Ltd.	Zone 3
Jasper Tank	Zone 3
Giberson Bros. Ltd.	Zone 3

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Crossfire Energy Services	Zone 3
Hitrac Equipment	Zone 3
Elms Weeping Tile Ltd.	Zone 3
Westvac Industrial Ltd.	Zone 3
I & S Truck & Trailer	Zone 3
Dematco	Zone 3
Enerpan	Zone 3
Reliable Tube Edmonton Ltd.	Zone 3
Silver Mechanical Services	Zone 3
A & B Concrete Pumping Ltd.	Zone 2
Lafrentz Road Marking	Zone 4
Dave's Diesel Repair	Zone 2
Vision RV Corp. (Service)	Zone 3
Bri-Chem Supply Ltd.	Zone 3
Benpetryan Investment	Zone 3
Arrowwest Industries	Zone 3
All-Fab Building Components Inc.	Zone 3
Alta Link	Zone 1
Alberta Spruce Industries	Zone 3
Agricore United	Zone 3
Sysco	Zone 2
TIC Canada	Zone 2
Transwest Mining Systems	Zone 1
Nova Pole International Inc.	Zone 2
Spruceland Millworks	Zone 3
Dick's Welding	Zone 3
Japa Equipment	Zone 3
Winterburn Truss	Zone 2
Ranger Distributors	Zone 3
Trans Tech Contracting	Zone 3
D & H Concrete	Zone 3
Cascadia Metals	Zone 3
The Bus Centre	Zone 2
Winalta Inc.	Zone 1
Hayworth Equipment & Sales	Zone 2
Edmonton West Husky	Zone 1
TBC Services Inc.	Spruce Grove
Nova Hotels	Zone 1
Sci-Tech Engineered Chemicals	Zone 3
Xtel International	Zone 3
ATB Financial	Spruce Grove

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PAG Automotive Services Ltd.	Zone 2
Duke Vegas Graphics	Zone 2
Beaver Plastics	Zone 1
Michener Allen Auctioneering	Zone 2
Yellowhead Truck Lube Inc.	Zone 2
Hunters Corner Petro-Canada	Zone 2
Aqua Fresh Water Service	Spruce Grove
Cross Country Homes	Zone 2
Diamond Drill Ltd.	Zone 2
North American Construction Group Inc.	Zone 3
Allied Blower & Sheet Metal	Zone 3
Zorba's Restaurant/Nova Inn	Zone 1

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7.0 Data Received and Interpreted

Total businesses participating in the survey were 86. The questions indicate the response percent and the response count.

1. Does your company feel that the lack of transportation is a deterrent in attracting employees?

Yes	76.2%	Response Count	64
No	23.8%	Response Count	20
		Answered Question	84
		Skipped Question	2

2. Would your employees use a bus service between Acheson and Edmonton?

Yes	47.1%	Response Count	40
No	52.9%	Response Count	45
		Answered Question	85
		Skipped Question	1

3. What pick-up destinations in Edmonton would best accommodate your employees?

Westmount	73.8%	Response Count	31
West Ed Mall	85.7%	Response Count	36
Kingsway	42.9%	Response Count	18
Downtown	7.1%	Response Count	3
		Answered Question	42
		Skipped Question	44

4. What other pick-up destinations in Edmonton would best accommodate your employees (if not listed in question 3)?

Spruce Grove and Stony Plain		Response Count	8
Spruce Grove		Response Count	3
Millwoods		Response Count	1
Spruce Grove and Alberta Beach		Response Count	1

5. What would be required for bus service to work with your employees?

Fares	0.0%	Response Count	0
Times of Service	4.3%	Response Count	2
Location of pick-up	0.0%	Response Count	0
Location of drop-off	0.0%	Response Count	0
All of the above	95.7%	Response Count	44

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		Answered Question	46
		Skipped Question	40
6.	What number of employees would use public transportation? 568		
		Answered Question	44
		Skipped Question	42
7.	What times (AM and PM) would be useful for your business (mark all applicable)?		
	5:45 AM	25.5%	Response Count 12
	6:15 AM	29.8%	Response Count 14
	6:45 AM	46.8%	Response Count 22
	7:15 AM	83.0%	Response Count 39
	5:10 PM	97.9%	Response Count 46
	5:40 PM	44.7%	Response Count 21
	6:10 PM	36.2%	Response Count 17
	6:45 PM	31.9%	Response Count 15
		Answered Question	47
		Skipped Question	39
8.	Would your Company be willing to adjust your working hours to utilize public transportation for your employees?		
	Yes	26.2%	Response Count 22
	No	73.8%	Response Count 62
		Answered Question	84
		Skipped Question	2
9.	Would your Company subsidize the expense of operating the public transportation? If yes, how much would your company contribute?		
	Yes	11.6%	Response Count 10
	No	88.4%	Response Count 76
	Subsidize employees	19.8%	Response Count 17
	Less than \$1000 per yr	2.3%	Response Count 2
	\$1000-\$3000 per yr	1.2%	Response Count 1
	\$3000-\$5000 per yr	1.2%	Response Count 1
		Answered Question	86
		Skipped Question	0
10.	Please provide your Company contact information. The Acheson Business Association thanks you for your time and comments!		

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86 responded

Response Count	86
Answered Question	86
Skipped Question	0

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8.0 Transportation Options

Defining the existing situation will only improve the prospects for transit development in the Acheson Industrial Area. In time, enhanced regional cooperation could be implemented with consideration of costs and dedicated funding sources.

The ultimate goal is to implement services, develop new or dedicated funding sources and to formalize the coordination/planning of major transportation infrastructure in the area.

Options considered for this strategy were operations with public authority and private contractors providing vehicles, maintenance and operations.

Edmonton Transit

Discussions with Edmonton Transit have been very positive and they are certainly interested in the proposed strategy involving public transportation to the area. Their mandate is changing on how transit services will grow, along with the redevelopment and participation, in building vibrant communities and sustainable futures.

Edmonton Transit sees the Acheson Area being independent and identified as a sole route for Acheson specifically. Pick up points would be at specific points in Edmonton and drop off would include various drop-off points in Acheson. Determining a proposed route that would be effective, efficient and address the majority of ridership would be critical for the project to succeed.

A representative from Edmonton Transit was provided with an Acheson Industrial Area Map to assist with a visual of the area. A proposed route was determined with a preliminary drive of the route in a standard vehicle. To further the feasibility and function of this route, Edmonton Transit provided an actual ETS bus and scheduler to maneuver the route to access the safety and function of the roadway system.

The transportation service would be set up on a contract basis reflecting the 2008 ETS rates. Rates for 2008:

- \$27,000 per bus (refurbishment cost) per year
- \$87 per hour (daily rate) for driver
- This service is based on fleet availability

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Currently, Edmonton Transit is defining the survey results and will propose a transportation strategy specific to the data collected. (*copy attached*)

Private Charter Corp

Private Charter Corp is a Calgary based company that has been in operation for several years. Currently, Winalta is utilizing their services for over a six month duration. The quote was not specific to a route, time schedules or pick-up/drop off locations as these are schematics that can be determined at a later date. The intent was to understand the basic costs involved in obtaining private shuttle service.

- Minimum 6 month contract
 - Shuttle passengers from Edmonton to Acheson in multiple trips
 - Shuttle passengers from Acheson to Edmonton in multiple trips
 - 4 X 48 passenger school buses at 6 days a week (10 hours per day from base to base)
 - 1 X 48 passenger school bus as a back up bus
 - Per month \$ 42,900 + Fuel + GST
 - One time charge for bringing the buses to Edmonton and return to Calgary after the contract is finished (\$7500 + GST)
 - First month and last month payment due after signing the contract
 - Facility to plug in during the cold season
 - The above prices cover all out of pocket cost including drivers wages
 - The above prices do not include fuel and GST
- (*copy attached*)

Golden Arrow School & Charter Buses Ltd.

Golden Arrow is a Edmonton based company that has been operation for several years. The quote was not specific to a route, time schedules or pick-up/drop-off locations as these are schematics that can be determined at a later date. The intent was to understand the basic costs involved in obtaining private shuttle service.

- Daily bus service from major transit stations in Edmonton to designated (TBD) stops in Acheson
- Motor Coach \$85 plus GST per hour with minimum 8 hours per day (4 hrs am, 4 hrs pm). Minimum charge of \$680 plus GST per day. (total hours to be determined).

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- Motor Coach \$50 plus GST per hour with minimum 6 hours per day (3 hrs am, 3 hrs pm). Minimum charge of \$300 plus GST per day. (total hours to be determined).

The cost is based on a 55 passenger luxury motor coach equipped with DVD, climate control, am/fm cd, public address system and washroom, or 48 passenger school bus.
(copy attached)

Laidlaw

Quote to be sent the week of January 14th, 2007

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9.0 Proposed Transit Route

In discussions with Edmonton Transit, a proposed route has been determined for the Acheson Area. This route will provide the best service to the businesses located in Zone 1, Zone 2 and Zone 3 for the intended pilot project and testing. However ridership, bus shifts and financial support will determine exactly what can be executed for public transportation in the area. The base route proposed:

- Entering the Acheson Industrial Area from Yellowhead HWY westbound to HWY 60
- Travel South on HWY 60 to the first set of lights
- Turn East traveling on TWP RD 531A towards Sysco
- At Sysco the transit bus would loop through the parking lot
- From the parking lot, back on TWP RD 531A traveling west to the lights
- Pass through the lights and turn north on the first service road, past Husky
- Continue on service road to Winalta
- At Winalta the transit bus would loop through the first parking lot
- From the parking lot, back on service road traveling south to Husky
- At stop sign, turn west on TWP RD 531A and continue to Kal Tire
- At Kal Tire there is ample room to loop through the parking lot
- Continue west on TWP RD 531A and turn north on road to Beaver Plastics
- A round about is already in place in front of Beaver Plastics to do a loop
- From Beaver Plastics continue back to TWP RD 531A
- Turn west and travel to first intersection
- Turn South on roadway and Transwest Mining will be on the left hand side of the road for drop off or pick up
- Continue down roadway, till you come to a stop sign
- Turn east on Northview Road and continue to HWY 60
- Turn south on HWY 60 and continue to the set of lights
- Turn to the west and this will be the entrance to Zone 3 on Acheson Road
- Continue to the end of Acheson Road, where there is a turnabout by Trans Tech Contracting
- Go back on Acheson Road till the next intersection
- Turn to the south and this will take you past Cascadia Metals and All-FAB with a round about at the end of the roadway
- Go back to Acheson Road
- Turn to the right (east) and travel to Ellis Drive

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- Turn to the right (south) onto Ellis Drive. This will continue in a half loop on the south area of Zone 3
- Continue on Ellis Drive till you approach Fulton Road
- At Fulton Road turn to the right (east)
- Continue on Fulton Road till you approach Acheson Road
- At Acheson Road turn to the right (east)
- This will take you the set of light on HWY 60
- Turn right (south) on HWY 60 to the overpass that will direct you back to Edmonton

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10.0 Passenger Forecast

Projecting future public transportation ridership is very difficult to accomplish in areas with limited or no experience with public transportation operations. One method of projecting future ridership is to conduct extensive public consultations through surveys, focus groups and one-on-one interviews.

The survey conducted projected an anticipated ridership of 568. This figure can somewhat reflect present possibilities with the consideration of future growth with specific business (question mark reflects this opinion). Also, the figures will alter dependent on bus schedule and future destinations of pick-up/drop-off (Stony Plain/Spruce Grove).

Business	Anticipated Ridership	Zone
Cycle Works	0	1
Vision RV Corporation	0	2
Fortis Alberta	0	1
Glowing Embers Travel RV	5	5
Wellco	0	2
Truckers Toy Box	0	2
Westmark Products	15	3
Empire Modular Homes	20	5
Canadian Lynden Transport Ltd.	0	3
Myshak Sales & Rentals	0	3
Concord Well Servicing	0	3
Parkland Chip Products	5	3
Willbros Midwest Pipeline Construction	0	3
Technichrome Rotochrome Industries	0	3
Blueweed Services Ltd.	0	3
Kal Tire	3?	1
IGLOO	10	5
Fraser Bros.	0	3
Accusteel Inc.	4	3
Treeline Wood Products Ltd.	0	3
Expocrete Concrete Products	20	3
Morgan Construction & Environment	0	3
RS Line	0	3
Raywalt Construction Co. Ltd.	0	3
JMD Ventures Ltd.	0	3
Greenco Machinery	0	3

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Business	Anticipated Ridership	Zone
Highway Equipment & Sales Inc.	0	3
Tournament Ski & Marine	0?	3
NCL-Norelco Contractors	0	3
Liebherr-Canada Ltd.	0	3
Jasper Tank	10	3
Giberson Bros. Ltd.	0	3
Crossfire Energy Services	0	3
Hitrac Equipment	0	3
Elms Weeping Tile Ltd.	0	3
Westvac Industrial Ltd.	0	3
I & S Truck & Trailer	5	3
Dematco	8	3
Enerpan	5	3
Reliable Tube Edmonton Ltd.	0	3
Silver Mechanical Services	0	3
A & B Concrete Pumping Ltd.	0	2
Lafrentz Road Marking	0	4
Dave's Diesel Repair	0	2
Vision RV Corporation (Service)	0	3
Bri-Chem Supply Ltd.	0	3
Benpetryan Investment Ltd.	0	3
Arrowwest Industries	0	3
All-Fab Building Components Inc.	12?	3
Alta Link	0	1
Alberta Spruce Industries	12	3
Agricore United	0	3
Sysco	150	2
TIC Canada	5?	2
Transwest Mining Systems	0?	1
Nova Pole International Inc.	0?	2
Spruceland Millworks	10	3
Dick's Welding	0	3
Japa Equipment	0	3
Winterburn Truss	20	2
Ranger Distributors Ltd.	0	3
Trans Tech Contracting	3	3
D & H Concrete	0	3
Cascadia Metals	5	3
The Bus Centre	0	2

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Winalta Inc.	100	1
Hayworth Equipment Sales Inc.	10?	2
Edmonton West Husky	10	1
TBC Services	0	*SG
Nova Hotels	15	1
Sci-Tech Engineered Chemicals	0	3
Xtel International	0	3
ATB Financial	0	*SG
PAG Automotive Services Ltd.	2	2
Duke Vegas Graphics	2	2
Beaver Plastics	10	1
Michener Allen Auctioneering	25?	2
Yellowhead Truck Lube Inc.	10	2
Hunter's Corner Petro-Canada	10	2
Aqua Fresh Water Service	0	*SG
Cross Country Homes	10	2
Diamond Drill Ltd.	0	2
North American Construction	0?	3
Allied Blower & Sheet Metal	5	3
Zorba's Restaurant/Nova Inn	25	1

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11.0 Other Considerations

The Regional Planning Board (formerly know as Alberta Capitol Region Alliance) has a vast majority of residents and employers in the region currently enjoying a reasonable level of public transportation accessibility. This is a result of the transit systems operated by Edmonton, Strathcona County, St. Albert and Spruce Grove.

However, there are residents and workers in suburban communities to the northeast, south and west that do not have access to any public transportation. The absence of transit service in these areas limits accessibility to jobs and other resources such as educational and medical facilities. It also creates an unfair burden on the transportation infrastructure of the region as greater traffic flows may require additional roadway capacity.

Similarity residents and businesses locating in these areas are not contributing to the funding of public transportation in the region, and yet they do benefit from the overall improvement in the quality of life associated with good public transportation.

Long-term planning and major capitol projects of regional significance will involve and include regional transit planning and structure. Identifying short term and long term regional transit options with a proposed system for cost sharing of new transit services among municipalities, major employers and other stake holders needs to be a consideration. The Radke report is a report called Working Together. The intent of this report is to solve on-going problems with the Capitol Region caused by massive growth. It looks at a range of issues including water, sewage, garbage, airports, housing, health care, social services, emergency services, policing, education, recreation and transportation. The government plans to allow the Regional Planning Board to use money from the municipalities to pay for specific regional projects, such as a regional transit system. The cost per municipality at this time is uncertain and much discussion needs to take place. (<http://www.gov.ab.ca/budget2007/index.cfm?page=1628>)

The LRT is another potential system that will connect the region. It is vital to include the municipalities around Edmonton to be involved in the regional planning for the LRT system.

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12.0 Recommendations/Implementation

Recommendations

The following presents the final recommendations for the Acheson Business Association:

- Review potential grant funding available from senior levels of government
- Funding to finance the pilot project and testing for a full season (one year)
- Select preferred operating option
- Acquire necessary products/services such directional signage, bus shelters, priority snow removal of bus route, safety inspection of bus route roadways, advertising bus service
- Develop data collection of users, time schedules, costs
- Negotiate funding mechanism between Parkland County
- Involvement in regional transit planning and the LRT

Implementation

The implementation of the specific services proposed in this report should begin immediately by securing funding that will facilitate the desired needs of business and employees.

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ACHESON TRANSPORTATION STRATEGY

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Acheson Business Association News (February/2008 Wildcatter Publication)	20	47
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ATTACHMENT 1

Website Information

Letters of Support for Public Transportation

ATTACHMENT 2

Website/Email/Direct Mail

Template for Letter of
Support for Public
Transportation

ATTACHMENT 3

Support Letters

Received from Community
Partners and Acheson
Industrial Area

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ATTACHMENT 4

RCED

Project Application Form

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ATTACHMENT 5

Request For Proposal

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ATTACHMENT 6

Advertisement

Request For Proposal

ATTACHMENT 7

Independent Contractor Agreement

RCED Contract Agreement

ATTACHMENT 8

Reporting Dates And Contributions

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ACHESON TRANSPORTATION STRATEGY

ATTACHMENT 9

Survey

Letter to Business Owners (Email)

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ATTACHMENT 10

Survey

Survey Monkey On-Line

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ATTACHMENT 11

Survey

Hard Copy of Transportation Survey

Faxed/Mail Out

ATTACHMENT 12

Quote

Edmonton Transit Services

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ATTACHMENT 13

Quote

Private Charter Corp.

ATTACHMENT 14

Quote

Golden Arrow

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ATTACHMENT 15

Quote

Laidlaw

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ACHESON TRANSPORTATION STRATEGY

ATTACHMENT 16

Map

Acheson Industrial Area

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ACHESON TRANSPORTATION STRATEGY

ATTACHMENT 17

Wildcatter News

Acheson Business
Association
November 2007

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ACHESON TRANSPORTATION STRATEGY

ATTACHMENT 18

Wildcatter News

Acheson Business
Association
December 2007

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ATTACHMENT 19

Wildcatter News

Acheson Business
Association
January 2008

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ATTACHMENT 20

Wildcatter News

Acheson Business
Association
February 2008

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ACHESON TRANSPORTATION STRATEGY

ATTACHMENT 21

Open House

Stakeholders & Business
(Website)

