



Tri-Municipal Regional Transit Plan

City of Spruce Grove | Town of Stony Plain | Parkland County



Executive Summary | February 2018



ACKNOWLEDGEMENTS

In collaboration with the City of Spruce Grove, the Town of Stony Plain and Parkland County, Watt Consulting Group and our project partners would like to thank all those Tri-Municipal Region municipal staff, stakeholders and service providers who provided their feedback and ideas into this process.

In particular, we are grateful to the contributions of the project Steering Committee Members Erin Felker (Parkland County), Patrick Inglis (City of Spruce Grove), and Miles Dibble (Town of Stony Plain).

The project also appreciatively acknowledges the support of the Canada-Alberta Public Transit Infrastructure Fund (PTIF).



EXECUTIVE SUMMARY

Introduction

The Tri-Municipal Regional Transit Plan seeks to deliver a unified vision for future transit service and its supporting infrastructure and strategies for the City of Spruce Grove, the Town of Stony Plain and Parkland County, Alberta (the “Tri-Municipal Region”).

Developed by Watt Consulting Group in collaboration with these municipalities, the Regional Transit Plan encompasses all forms of transit in the local communities, as well as connections to the Edmonton Metropolitan Region.

In Focus: Regional Transit Plan Goals

- Provide a **clear outline for the continued evolution of transit** to effectively and efficiently increase community transportation options.
- **Determine transit priorities and funding implications** into the long term for cost estimates to be built into municipal plans.
- Provide immediate guidance and recommendations with respect to **current issues and opportunities** facing transit in the area.

Project Process and Timeline

Undertaken from April to December 2017, the project was guided by a Steering Committee made up of staff representatives from the three partner municipalities. With many previous transit plans and materials undertaken for the respective individual communities, the Regional Transit Plan mainly focused on consolidating existing information and ensuring alignment on a regional scale.

The Plan project team also conducted interviews with key local government staff, community stakeholders and existing transportation providers throughout the area to confirm transportation needs, issues and opportunities. Detailed analysis of existing transit service performance and community plans further supported the process, as did review and perspective on findings provided by Brian Mills & Associates.

Multiple Steering Committee workshops were used to shape the plan, as well as service provider and stakeholder workshops conducted in October 2017 to review and refine final recommendations. The project was framed by an overarching Intermunicipal Collaboration Committee for the three area municipalities, which ensured alignment with larger organizational goals and communication with senior staff and elected officials. The plan process was also cognizant of other larger discussions related to transit and transportation integration at the Edmonton Metropolitan Region level.

Existing Transit

Transit in the Tri-Municipal Region currently consists of a number of different services:

- **Conventional Transit** providing scheduled weekday commuter service on routes between Spruce Grove, Acheson and Edmonton operated through contract with the Edmonton Transit System (ETS) and funded by the City of Spruce Grove and Parkland County.
- **Acheson Shuttle** providing demand responsive connection between ETS services and employer locations in the Acheson area, operated by Southland Transportation and funded by a utility fee imposed by Parkland County.
- **Spruce Grove Specialized Transit Service (STS)** providing local and regional door-to-door service for people with a disability and seniors living in Spruce Grove and select areas of Parkland County, operated by the Spruce Grove Specialized Transit Society and funded by the City of Spruce Grove and Parkland County.
- **Stony Plain HandiBus** providing local and regional door-to-door service for people with a disability and seniors living in Stony Plain, funded and operated by the Town of Stony Plain.

In Focus: Transit Issues and Opportunities

The Plan determined three overarching priorities for improved transit in the Tri-Municipal Region:

1. The need for local service to connect communities within the Tri-Municipal area, in particular to serve the needs of youth, commuters, seniors and families.
2. Significant opportunities to better coordinate / integrate the various transit services.
3. The desire for more regional connection with Edmonton and Acheson, supported by continued growth of school and work commuter markets.



The Future: Proposed Service Improvements and Long-Term Network Strategy

Building from the identified issues and opportunities and overarching community plans, a long-term network strategy and layers of transit service are proposed for the Tri-Municipal Region.

This strategy defines the most important transit corridors for future development and road network improvement decisions to reinforce the corridors. Similarly, by describing service and corridors in terms of layers and the long term vision, the reason why different levels of investment may be applied to some areas over others is highlighted.

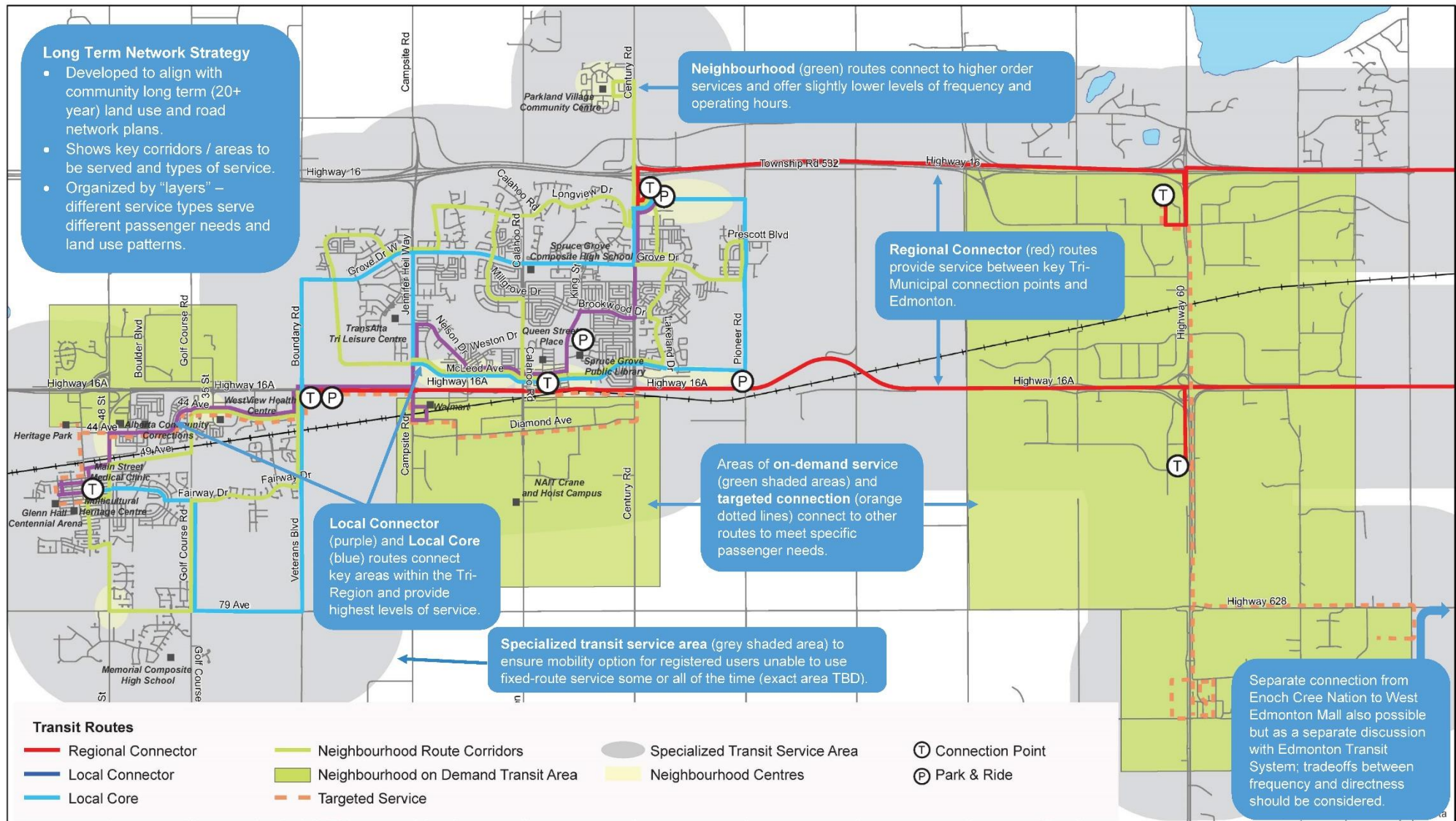
The layers of service types are described in the table below and map on the facing page.

The strategy is complemented by supporting measures (infrastructure, vehicles, passenger information, fares, etc.) and service options described on the following pages.

PROPOSED LONG TERM TRI-MUNICIPAL REGION TRANSIT NETWORK SERVICE LAYERS

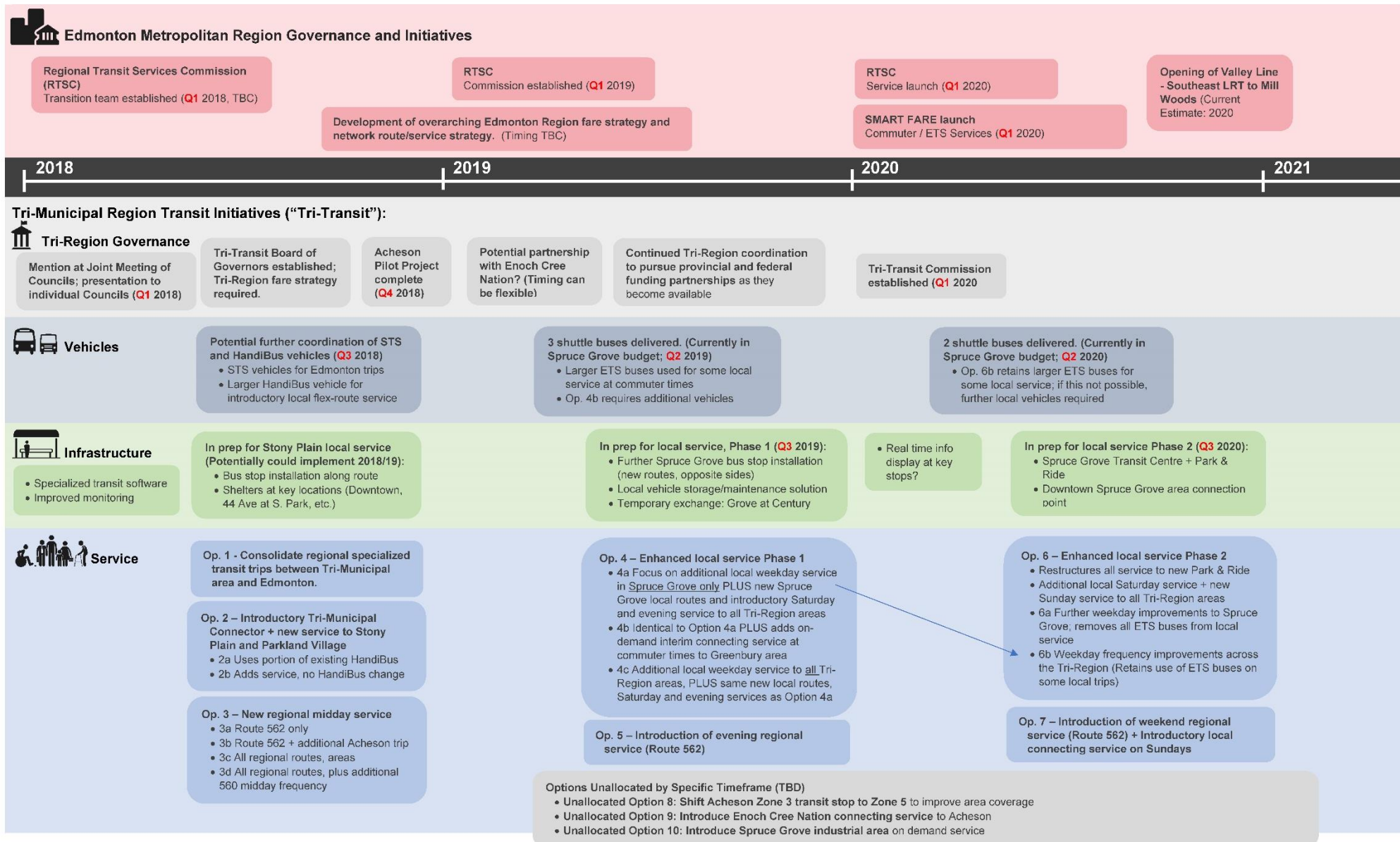
Service Layer	Definition	Service Types
Regional Connector	High quality* service between Tri-Municipal Region (Stony Plain, Spruce Grove and Acheson) and the Edmonton Metropolitan Region (EMR).	<ul style="list-style-type: none">• Conventional Express
Local Connector	Higher frequency service (every 15 minutes or better) connecting key destinations and higher population corridors within the Tri-Region, particularly between Stony Plain and Spruce Grove.	<ul style="list-style-type: none">• Fixed Route using smaller vehicles• Flex Route and Deviated Service are possible during non-commute times, especially to start
Local Core	Higher frequency service on key corridors within municipalities connecting to Regional and Local Connectors.	<ul style="list-style-type: none">• Fixed Route• Primarily smaller vehicles; potentially Regional Connector vehicles
Neighbourhood	Service to lower density residential and industrial areas that connects to the higher order local and regional network at key points.	<ul style="list-style-type: none">• Fixed Route using smaller vehicles• Demand Responsive (with or without trip windows)
Targeted Transit	Service targeted for specific users and markets, such as industrial area commuters or special events.	<ul style="list-style-type: none">• Fixed Route• Flex Route
*“High quality” and “higher frequency” service thresholds and amenities are defined in Section 9.0 Service Design Standards and Performance Guidelines.		

TRI-MUNICIPAL REGIONAL TRANSIT PLAN – LONG TERM NETWORK STRATEGY AND SERVICE LAYERS



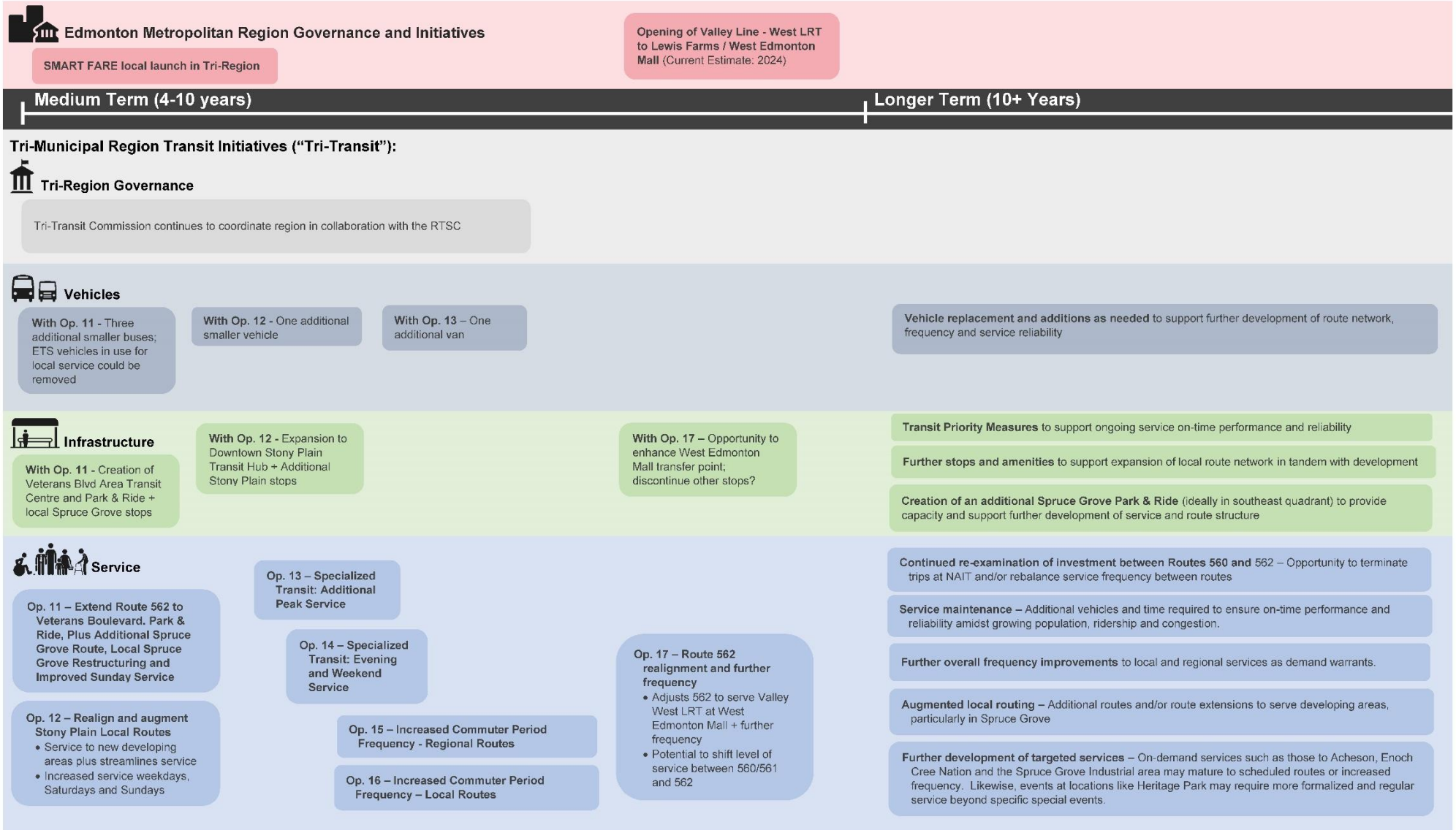
HOW INITIATIVES RELATE:

TRI-MUNICIPAL REGIONAL TRANSIT SERVICE OPTIONS AND SUPPORTING MEASURES – SHORT TERM (NEXT 1-3 YEARS)



HOW INITIATIVES RELATE:

TRI-MUNICIPAL REGIONAL TRANSIT SERVICE OPTIONS AND SUPPORTING MEASURES – MEDIUM AND LONGER TERM (4+ YEARS)



Detailed Service Options – Additional Annual Impacts

The following presents the financial and performance details for each short- and medium-term option. Costs are based on 2016 actuals for services that exist or peer averages for new services and would be in addition to existing municipal transit budgets.

Tri-Municipal Regional Transit Plan Service Option Summary: Preliminary Estimated Additional Impacts**										Operating Roadways^		
Service Option	Vehicles ***	Annual Total Kms	Annual Service Hours	Annual Rides	Total One Time Vehicle Capital Costs	Annual Operating Costs	Annual Total Revenue	Annual Net Operating Costs	City of Spruce Grove	Town of Stony Plain	Parkland County	
Options for Short Term Consideration (1-3 years)												
Option 1: Consolidate Regional Specialized Trips Between Tri-Municipal Area and Edmonton	0	0	0	400	\$0	\$0	\$6,000	-\$6,000	X	X	X	
Option 2: Introductory Tri-Municipal Connector Options (Choice of One):												
Option 2a: Introductory 1 Tri-Municipal Connector Using a Portion of Existing HandiBus Service	0	48,000	1,600	8,500	\$0	\$113,400	\$25,500	\$87,900	X	X	X	
Option 2b: Introductory 1 Tri-Municipal Connector With No Change to Existing HandiBus Service	1	75,000	2,500	12,800	\$225,000	\$180,000	\$38,400	\$141,600	X	X	X	
Option 3: Regional Midday Improvements (Choice of One):												
Option 3a: Midday Improvements on Route 562 only	0	36,000	1,200	7,200	\$0	\$181,700	\$38,800	\$142,900	X			
Option 3b: Select Route 562 Midday Improvements + A Additional Acheson Trip	0	36,000	1,200	7,800	\$0	\$181,700	\$42,000	\$139,700	X		X	
Option 3c: Midday Improvements for All Regional Routes and Areas	0	39,000	1,300	9,100	\$0	\$196,800	\$49,000	\$147,800	X		X	
Option 3d: Midday Improvements for All Regional Routes, Plus Further 560 Frequency	1	69,000	2,300	18,400	\$600,000	\$348,200	\$99,200	\$249,000	X		X	
Option 4: Revised and Enhanced Local Service, Part 1 (Choice of One):												
Option 4a: Enhanced Local Service, Phase 1: Spruce Grove Focus + Introductory Evenings & Saturdays	3	282,000	9,400	67,700	\$675,000	\$996,700	\$142,200	\$854,500	X	X	X	
Option 4b: Enhanced Local Service, Phase 1: Spruce Grove Focus + Greenbury On Demand	3	318,000	10,600	77,400	\$675,000	\$1,122,800	\$162,500	\$960,300	X	X	X	
Option 4c: Enhanced Local Service, Phase 1: Improvements Across Region Using Contracted Vehicles	5	459,000	15,300	114,800	\$675,000	\$1,703,100	\$241,100	\$1,462,000	X	X	X	
Option 5: Evening Service on Route 562	0	27,000	900	5,400	\$0	\$136,200	\$29,100	\$107,100	X	X	X	
Option 6: Revised and Enhanced Local Service, Part 2 (Choice of One):												
Option 6a: Spruce Grove Focussed Phase 2 Local Improvements	2	30,000	1,000	-7,200	\$450,000	-\$59,500	-\$15,100	-\$44,400	X			
Option 6b: Region-Wide Local Improvements (Costs additional to Option 6a)	2	162,000	5,400	40,500	\$450,000	\$573,400	\$85,100	\$488,300	X	X	X	
Option 7: Weekend Service on Route 562	0	45,000	1,500	9,000	\$0	\$283,800	\$48,500	\$235,300	X	X	X	
Unallocated Option 8*: Adjust Acheson Transit Stop from Zone 3 to Zone 5	Cost Estimates TBD Pending Further Discussion with Parkland County Staff.										X	
Unallocated Option 9*: Extend Connecting Service to Enoch Cree Nation	Cost Estimates TBD Pending Further Discussion with Municipal and Enoch Nation Staff.										X	
Unallocated Option 10*: Introduce Spruce Grove Industrial Area On-Demand Service	1	36,000	1,200	4,800	\$90,000	\$87,900	\$10,100	\$77,800	X			
Options for Medium Term Consideration (4-10 years)												
Option 11: Extend Route 562 to Veterans Boulevard Park & Ride, Plus Additional Spruce Grove Route & Restructuring	3	249,000	8,300	66,400	\$675,000	\$881,100	\$139,400	\$741,700	X	X		
Option 12: Realign and Augment Stony Plain Local Routes	1	162,000	5,400	42,100	\$225,000	\$482,400	\$88,400	\$394,000		X		
Option 13: Specialized Transit Additional Peak Service	1	57,000	1,900	3,200	\$90,000	\$137,500	\$12,800	\$124,700	X	X	X	
Option 14: Specialized Transit Weekend and Evening Service	0	48,000	1,900	2,100	\$0	\$134,700	\$8,400	\$126,300	X	X	X	
Option 15: Additional Commuter Period Frequency: Regional Routes	4	48,000	5,300	58,300	\$2,400,000	\$802,300	\$314,200	\$488,100	X	X	X	
Option 16: Additional Commuter Period Frequency: Local Routes	5	48,000	8,100	72,900	\$1,125,000	\$865,800	\$153,100	\$712,700	X	X	X	
Option 17: Route 562 Edmonton Realignment + Further Frequency	0	0	0	5,300	\$0	\$0	\$28,600	-\$28,600	X	X	X	
Total of All Options (Including 2a, 3d, 4b and 6b)	23		59,100	452,100	\$6,330,000	\$6,549,800	\$1,289,500	\$5,260,300				

Notes

* Option is currently not allocated to a specific year within the short term and could be introduced at any point.

** Based on 2016 system actuals and peer averages. Final costs may vary based on detailed budgets, year of implementation and final operational details.

*** Vehicle requirements shown include spares and may vary at time of implementation based on system fleet standards. [^] "Operating Roadways" refers to where service physically operates; as a regional system, all service benefits all partners.

Next Steps

The Tri-Municipal Regional Transit Plan outlines a path for the municipalities to provide area residents with even more viable transportation options and to grow transit service in a coordinated and integrated way.

Now is the time to move from plan to action.

The Plan will be presented to the individual municipal councils with the recommendation to:

- Receive the Tri-Municipal Regional Transit Plan for information.
- Allocate resources and direct staff to form an Implementation Committee to undertake roll out of further transit improvements and steps toward integration.
- Request that staff report back on budget implication for near-term implementation options, service integration opportunities and progress by Q2/Q3 2018.

In Focus: Creating a Framework for the Future

Complementing the transit service options and supporting measures, the Plan also presents elements to support decision making, monitoring and integration with other municipal plans and policies.

These include:

- Recommended processes to ensure that **land development and municipal road network improvements** support transit.
- Policies to support the **integration of transit** with other forms of travel.
- **Service design standards** to guide future transit system decision making.
- **Performance measures** and guidelines to monitor transit system health and determine when adjustments are required.
- Proposed approaches to **governance structures and service delivery models** at the Tri-Municipal level stemming from a parallel process undertaken by the Intermunicipal Collaboration Committee in tandem with this Plan.

