

Tri-Region Transit

Overview of Regional Transit Plan and
Inter-municipal Collaboration Committee
Transit Report

ICC - Transit Team

- ▶ **CAO**

- ▶ Tom Goulden, Stony Plain

- ▶ **Project Manager**

- ▶ Rob McGowan, Parkland County

- ▶ **Members**

- ▶ Pat Inglis, Spruce Grove
 - ▶ Erin Felker, Parkland County
 - ▶ Brenda Otto, Stony Plain

Goal

- ▶ Establishment of a framework for a regional transit system in the Tri-region.

Scope

- ▶ Seamless, boundary-less, unified transit system that addresses public transportation needs including commuter, local and specialized transit. All public transportation needs of the region and the desire lines of public travel are considered with the intention to deliver service in the most effective manner.

Project Deliverables (Recommendations)

- ▶ Service Plan
- ▶ Governance
- ▶ Service Delivery Model
- ▶ Cost Sharing
- ▶ Implementation Plan

Tri-Municipal Regional Transit Plan

Tri-Municipal Project Partners

- ▶ City of Spruce Grove
- ▶ Town of Stony Plain
- ▶ Parkland County



Scope and Scale

- ▶ Encompasses all existing and future public transit services
 - » Local service within the Tri-Region
 - » Connection to Edmonton Metropolitan Region, adjacent communities
- ▶ Guided by municipal Steering Committee
- ▶ Led by Watt Consulting Group
- ▶ Recognizes / coordinates with other processes underway
 - » Inter-municipal Collaboration Committee
 - » Edmonton Metropolitan Region initiatives

Existing Transit Services

Four existing services:

Conventional Commuter

- » Fixed routes & schedules
- » Spruce Grove, Acheson, Edmonton
- » Operated by ETS
- » Funded by Spruce Gove, Parkland County



Acheson Shuttle

- » Demand responsive
- » Connection from ETS
- » Operated by Southland Transportation
- » Funded by Parkland County



Spruce Grove Specialized Transit Service (STS)

- » Demand responsive, focus on seniors, PWD
- » Spruce Grove, Parkland County
- » Operated by Spruce Grove STS Society
- » Funded by Spruce Grove, Parkland County



Stony Plain HandiBus

- » Demand responsive, focus on seniors, PWD
- » Stony Plain
- » Operated by Town of Stony Plain
- » Funded by Stony Plain



Key Opportunities

- ▶ Desire for more regional service, continued growth of commuter markets
- ▶ Key need for local service: youth, commuters, seniors, families
- ▶ Significant opportunities to better coordinate / integrate services

Service Types and 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

Long Term Network Strategy

- Developed to align with community long term (20+ year) land use and road network plans.
- Shows key corridors / areas to be served and types of service.
- Organized by "layers" – different service types serve different passenger needs and land use patterns.

Neighbourhood (green) routes connect to higher order services and offer slightly lower levels of frequency and operating hours.

Regional Connector (red) routes provide service between key Tri-Municipal connection points and Edmonton.

Areas of **on-demand service** (green shaded areas) and **targeted connection** (orange dotted lines) connect to other routes to meet specific passenger needs.

Local Connector (purple) and **Local Core** (blue) routes connect key areas within the Tri-Region and provide highest levels of service.

Specialized transit service area (grey shaded area) to ensure mobility option for registered users unable to use fixed-route service some or all of the time (exact area TBD).

Separate connection from Enoch Cree Nation to West Edmonton Mall also possible but as a separate discussion with Edmonton Transit System; tradeoffs between frequency and directness should be considered.

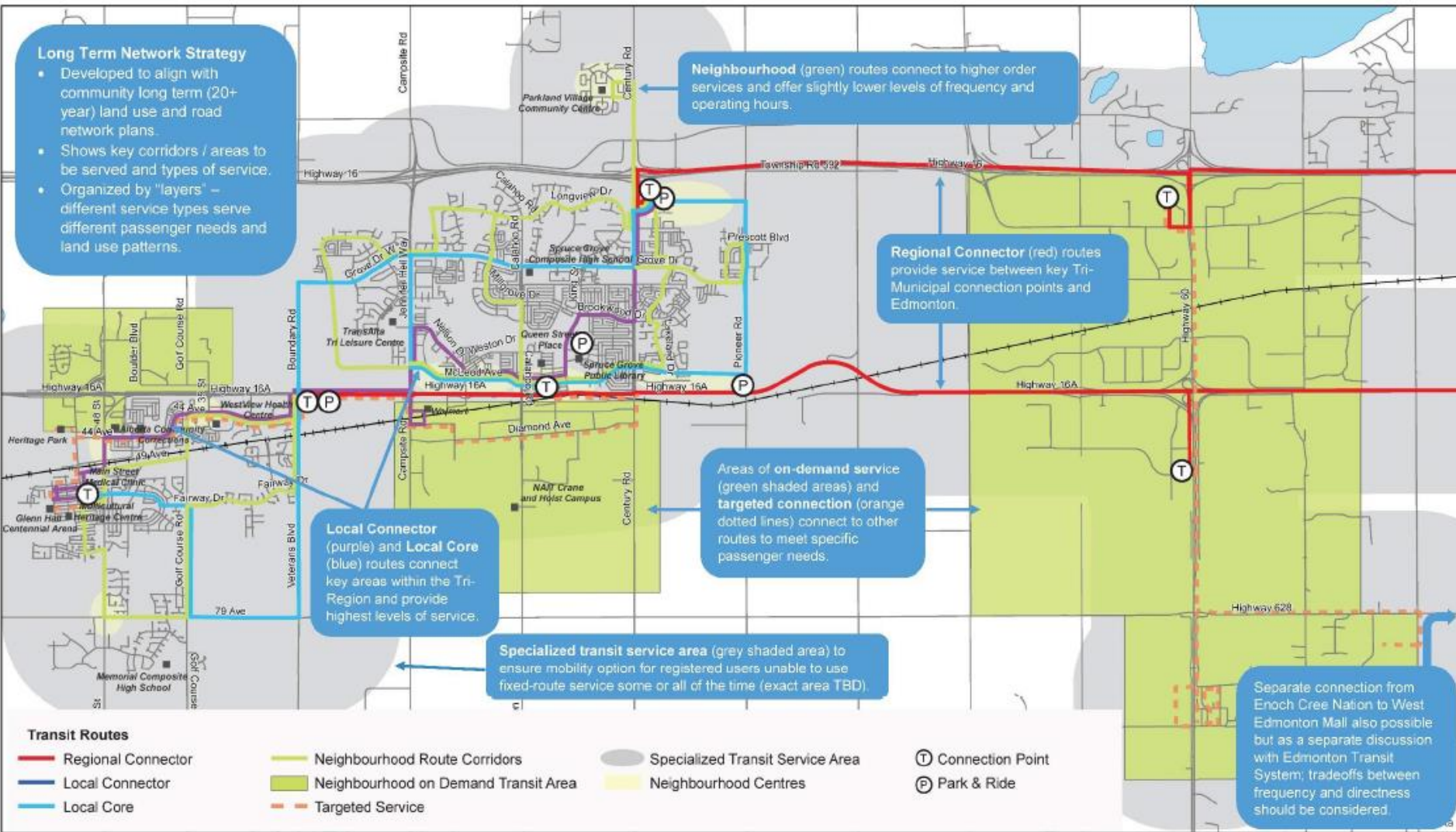
Transit Routes

- Regional Connector
- Local Connector
- Local Core

- Neighbourhood Route Corridors
- Neighbourhood on Demand Transit Area
- Targeted Service

- Specialized Transit Service Area
- Neighbourhood Centres

- T Connection Point
- P Park & Ride



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



Edmonton Metropolitan Region Governance and Initiatives

Regional Transit Services Commission (RTSC)
Transition team established (Q1 2018, TBC)

RTSC
Commission established (Q1 2019)

Development of overarching Edmonton Region fare strategy and network route/service strategy. (Timing TBC)

RTSC
Service launch (Q1 2020)

SMART FARE launch
Commuter / ETS Services (Q1 2020)

Opening of Valley Line - Southeast LRT to Mill Woods (Current Estimate: 2020)

2018

2019

2020

2021

Tri-Municipal Region Transit Initiatives ("Tri-Transit"):



Tri-Region Governance

Mention at Joint Meeting of Councils; presentation to individual Councils (Q1 2018)

Tri-Transit Board of Governors established; Tri-Region fare strategy required.

Acheson Pilot Project complete (Q4 2018)

Potential partnership with Enoch Cree Nation? (Timing can be flexible)

Continued Tri-Region coordination to pursue provincial and federal funding partnerships as they become available

Tri-Transit Commission established (Q1 2020)



Vehicles

Potential further coordination of STS and HandiBus vehicles (Q3 2018)
• STS vehicles for Edmonton trips
• Larger HandiBus vehicle for introductory local flex-route service

3 shuttle buses delivered. (Currently in Spruce Grove budget; Q2 2019)
• Larger ETS buses used for some local service at commuter times
• Op. 4b requires additional vehicles

2 shuttle buses delivered. (Currently in Spruce Grove budget; Q2 2020)
• Op. 6b retains larger ETS buses for some local service; if this not possible, further local vehicles required



Infrastructure

• Specialized transit software
• Improved monitoring

In prep for Stony Plain local service (Potentially could implement 2018/19):
• Bus stop installation along route
• Shelters at key locations (Downtown, 44 Ave at S. Park, etc.)

In prep for local service, Phase 1 (Q3 2019):
• Further Spruce Grove bus stop installation (new routes, opposite sides)
• Local vehicle storage/maintenance solution
• Temporary exchange: Grove at Century

• Real time info display at key stops?

In prep for local service Phase 2 (Q3 2020):
• Spruce Grove Transit Centre + Park & Ride
• Downtown Spruce Grove area connection point



Service

Op. 1 - Consolidate regional specialized transit trips between Tri-Municipal area and Edmonton.

Op. 2 - Introductory Tri-Municipal Connector + new service to Stony Plain and Parkland Village
• 2a Uses portion of existing HandiBus
• 2b Adds service, no HandiBus change

Op. 3 - New regional midday service
• 3a Route 562 only
• 3b Route 562 + additional Acheson trip
• 3c All regional routes, areas
• 3d All regional routes, plus additional 560 midday frequency

Op. 4 - Enhanced local service Phase 1
• 4a Focus on additional local weekday service in Spruce Grove only PLUS new Spruce Grove local routes and introductory Saturday and evening service to all Tri-Region areas
• 4b Identical to Option 4a PLUS adds on-demand interim connecting service at commuter times to Greenbury area
• 4c Additional local weekday service to all Tri-Region areas, PLUS same new local routes, Saturday and evening services as Option 4a

Op. 5 - Introduction of evening regional service (Route 562)

Op. 6 - Enhanced local service Phase 2
• Restructures all service to new Park & Ride
• Additional local Saturday service + new Sunday service to all Tri-Region areas
• 6a Further weekday improvements to Spruce Grove, removes all ETS buses from local service
• 6b Weekday frequency improvements across the Tri-Region (Retains use of ETS buses on some local trips)

Op. 7 - Introduction of weekend regional service (Route 562) + Introductory local connecting service on Sundays

Options Unallocated by Specific Timeframe (TBD)

- Unallocated Option 8: Shift Acheson Zone 3 transit stop to Zone 5 to improve area coverage
- Unallocated Option 9: Introduce Enoch Cree Nation connecting service to Acheson
- Unallocated Option 10: Introduce Spruce Grove industrial area on demand service

SHORT TERM SERVICE OPTIONS

Option 1: Consolidate regional specialized transit trips between Tri-Municipal area and Edmonton

- Builds off existing daily weekday trips operated by STS to serve dialysis patients travelling to Edmonton
- Creates “trip windows” for regional travel that can be consistently conveyed to specialized transit customers
- If possible, seeks to coordinate regional travel with HandiBus customers, reducing the incidence of separate vehicles travelling to Edmonton

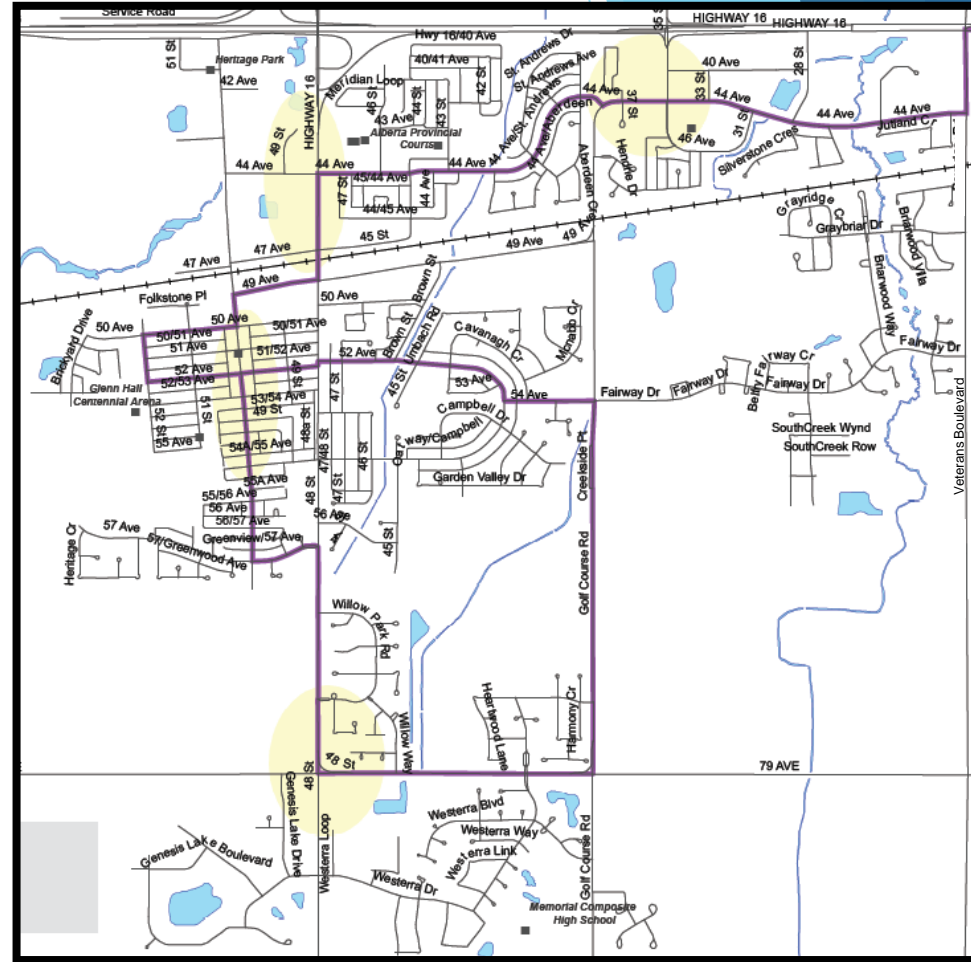
Caveats:

- To be successful, requires dispatch involvement in creation of trips, increased coordination
- Depends on number and nature of subscription trips; would seek to integrate as many existing trips as possible

SHORT TERM SERVICE OPTIONS

Option 2: Introduce 1 Tri-Municipal Connector

- New service in Stony Plain
- Also connects Parkland Village, key Spruce Grove destinations
- 3 - 5 trips per day, Monday to Friday
- Midday trips would be able to deviate off route to serve registered users with disabilities
 - **Option 2a** reallocates a portion of existing HandiBus service
 - **Option 2b** Adds service and vehicle, no change to existing HandiBus
 - Same caveats as **Option 1**



SHORT TERM SERVICE OPTIONS

- Additional Options include:
 - Mid-day service
 - Evening service
 - Weekend service
 - Local service to new areas
 - Route restructuring for Park and Ride
 - On-Demand service to new areas

Project Deliverables (Recommendations)

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Governance

- ▶ Establishment of a formal governing body
 - ▶ Commission
- VS
- ▶ Formed by Agreement
 - ▶ Committee

Recommendation:

- ▶ Establishment of a formal governing body

Service Delivery Model

- ▶ Public Sector Operation
 - ▶ Stony Plain Handibus
- ▶ Public Sector Contract
 - ▶ Current ETS Contract for commuter service
- ▶ Private Operating Contract
 - ▶ Spruce Grove STS (non-profit)
- ▶ Private Operate and Asset Ownership
 - ▶ Acheson Shuttle

Recommendation:

- ▶ Phased approach to a complete public sector operation

Cost Sharing

▶ Considerations:

- ▶ Population Served
- ▶ Assessment
- ▶ Ridership
- ▶ Passenger Activity
- ▶ Registered Users
- ▶ Service Hours
- ▶ Route Length
- ▶ Revenue

Recommendation:

- ▶ Handibus/STS: Registered Users
- ▶ Commuter Service: Ridership
 - ▶ *Acheson: Service Hours with Utility Fee
- ▶ Future Service: Service Hours

Next Steps

- ▶ **Three Councils accept the ICC Transit Report and the Tri-Region Transit Plan for information**
- ▶ **Formation of an Implementation Committee**
 - ▶ Memorandum of Agreement for the Implementation Committee
 - ▶ Including Terms of Reference and Budget
 - ▶ Staff and resources
 - ▶ SP Handi-bus Manager
 - ▶ SG Manager, Environmental Science and Transit
 - ▶ PC Transit Coordinator
 - ▶ STS Office Manager
 - ▶ Administrative Support
- ▶ **Implementation Committee Tasks**
 - ▶ Establish structure of the commission and administration bringing unified transit service to the Tri-region
 - ▶ Staged, amalgamated operations leading to formation of a regional transit commission

Proposed Motions

- ▶ That Council receive the Tri-Municipal Regional Transit Plan for information, as presented.
- ▶ That Council receive the Inter-Municipal Collaboration Committee Transit Sub-Committee Report for information, as presented.
- ▶ That Council direct administration to prepare a Memorandum of Agreement to establish an implementation committee for regional transit; including a terms of reference and budget.