

# 2020 Transit Relocation to Campbell Transit Centre

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**Presented by:**

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# Aims of Transit Service Restructure

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1. Extend local routes to Campbell TC & Park and Ride.
2. Increase local access to major destinations in St. Albert.
3. Shorter, more direct local routes, where feasible.
4. Achieve goals with minimal budget and fleet impacts.

# Presentation Overview

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1. Background - Campbell Road Transit Centre
2. Operating Impacts
3. Design Constraints
4. Revisions proposed
5. Summary

# Campbell Road Transit Centre & Park and Ride



# Campbell Park & Ride

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- Requirement for facility and site identified as early as 2009.
- Amenities
  - Initial phase 800 stalls, capacity for 1600 total.
  - Heated building with provision for commercial tenant (i.e. coffee shop)
  - Washroom facilities

# Project Necessity

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- Current Parking and Rides are at capacity
  - 490 stalls between both transit centres
  - Limits growth in ridership
  - Conflict with adjacent property owners and neighbourhoods
  - Local routes not a fit for everyone
- Campbell Road location is proposed terminus of NW LRT alignment.

# Site Selection

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- Located in the Transportation Utility Corridor of Anthony Henday Drive.
- Optimal site available in terms of both size and geographic location
- 2/3 funded through Provincial Government GreenTRIP grant program.
  - \$10 million provided by City of St. Albert through MSI funding.
  - City of St. Albert required to purchase land at cost of \$6 million.



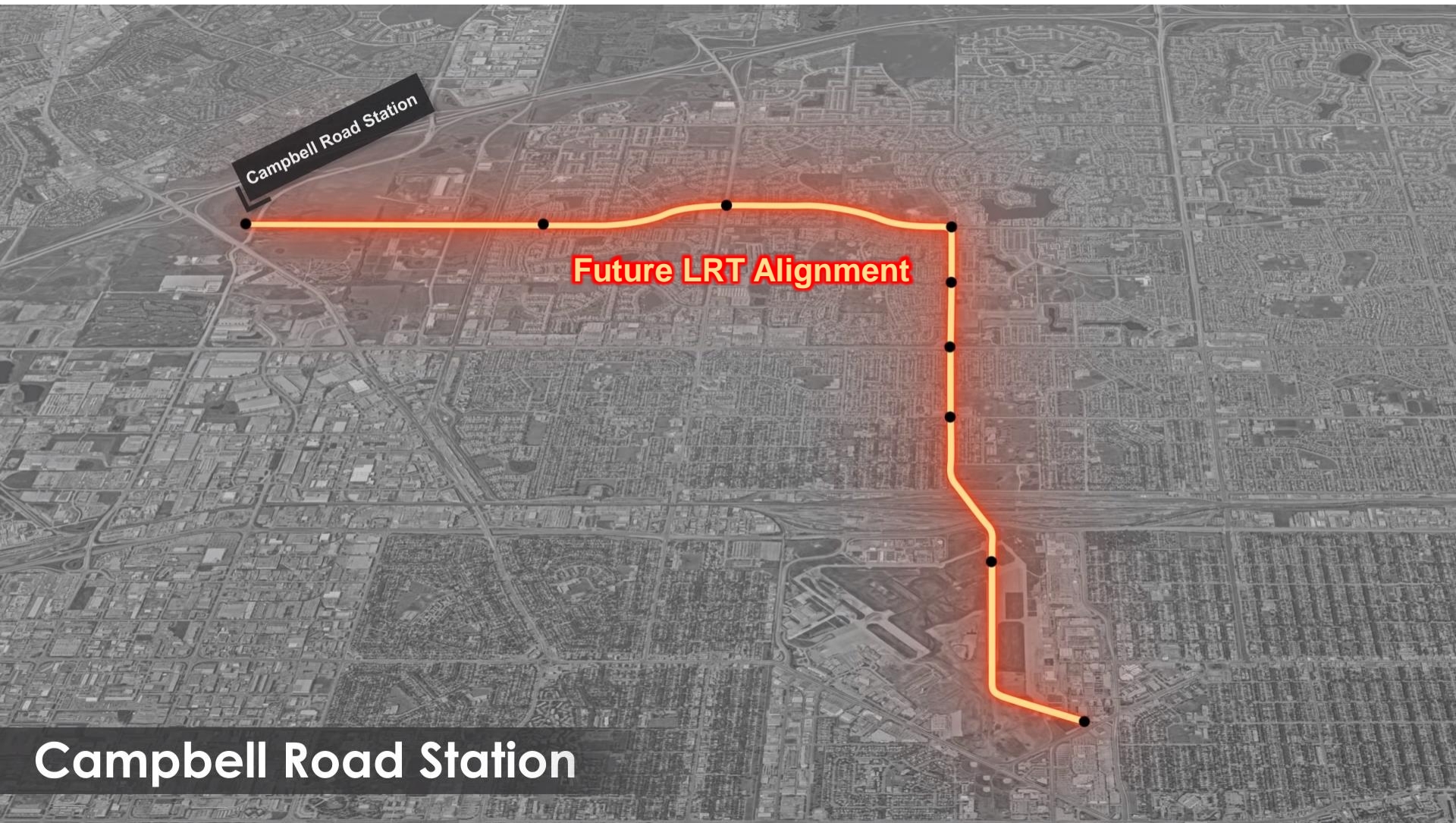


Image Credit: City of Edmonton





## Campbell Road Station

Image Credit: City of Edmonton

# Extending Routes to Campbell Transit Centre



# Cost of Relocation

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- To maintain existing service levels and coverage
  - Extend each local route south of the river to Campbell, every trip, every day.
  - Cost of \$1.15 million/year.
  - Fleet restrictions would not permit.

# Restructure Constraints

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- Roadways in St Albert
  - Directness of routes impacted by circuitous collector roadways.
  - Challenging to move bus stops in mature neighbourhoods.
- Impact of new bus stops
  - 20 – 25 new stops to be established.
  - Targeted for non-controversial locations.
    - Many are in non-residential areas.
    - Some opposition may occur.
- Fleet size

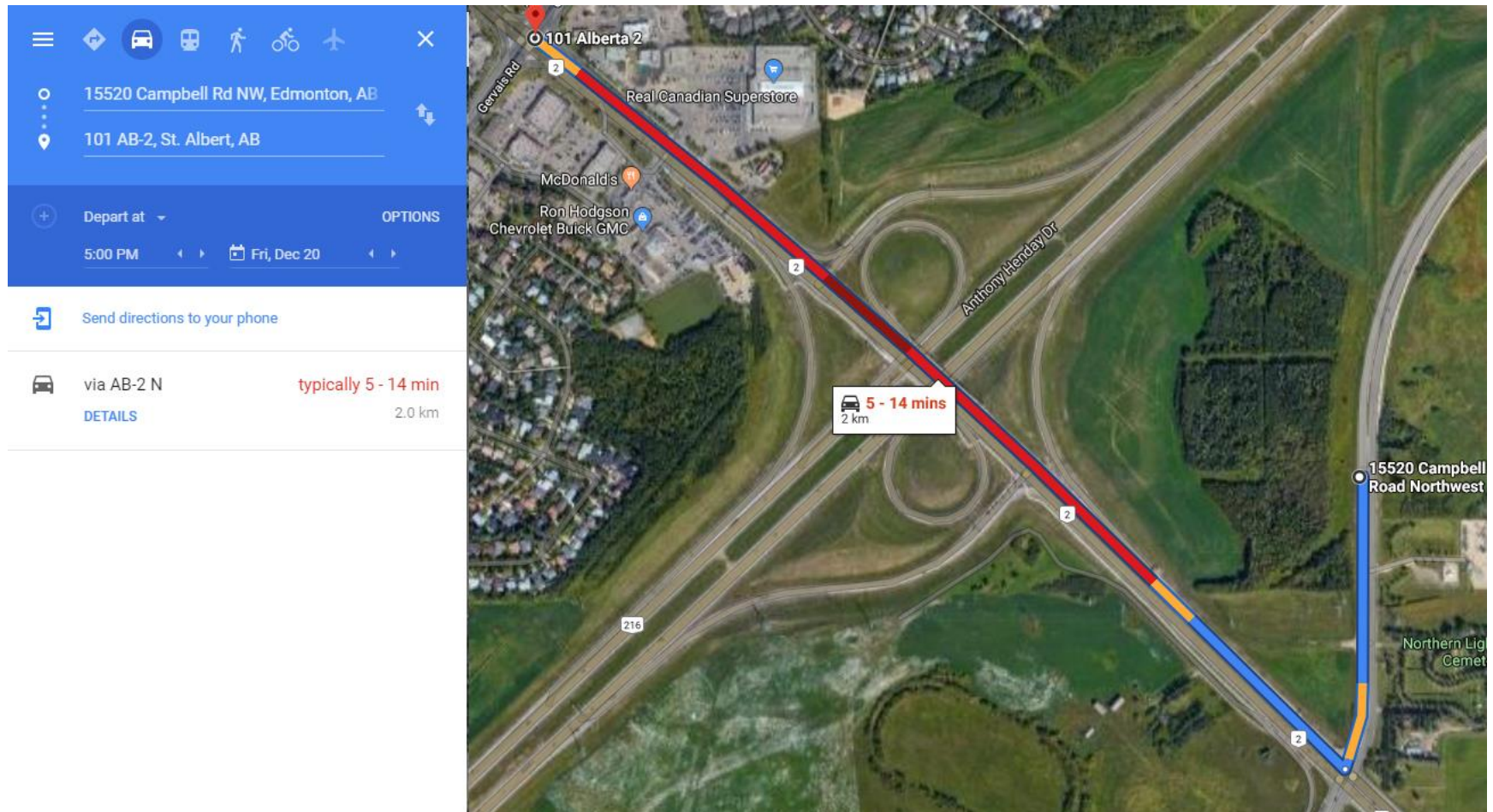
# St Albert Trail Delays

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- Severe traffic congestion at St Albert Trail and Anthony Henday in PM peak forces buses to detour via 137 Ave and 170 St to maintain schedule
  - Option will no longer be available with new facility
- Operating time has been allocated to proposed schedule to account for delays
- Intersection upgrades for St Albert Trail / 156 St have been designed but are unfunded by City of Edmonton



# St Albert Trail Delays



# Additional Operational Impacts

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- 40 km/h neighbourhoods
  - Significant impact on travel times and schedules.
  - Initial estimates add 2 buses throughout operating period each day = \$960,000.
- This proposed restructure absorbs these additional costs.
  - New routes and schedules are designed with lower speed limits in mind.

# Proposed

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- Local Changes

- Route extensions to Campbell.
  - Maintain neighbourhood coverage.
  - Maintain evenings/Saturday/Sunday/Holiday service.
  - Accommodation of lower speed limits.
  - Enhanced access to key locations.
  - Cost avoidance / Capital acquisition.
- Avoidance of proposed increase in costs.

# Cost Mitigations



# Peak-Hour Service Frequency

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## Current

- 15-minute
  - 5:50 a.m. – 8:35 a.m.  
(11 trips)
  - 4:00 p.m. – 6:15 p.m.  
(8 trips)

## Proposed

- 20-minute
  - 5:50 a.m. – 8:30 a.m.  
(8 trips)
  - 3:45 p.m. – 6:15 p.m.  
(7 trips)

- Saves approx. (\$ 550,000.00)



# Further Measures

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- Combine neighbourhoods and reduce number of local routes operating in weekday off-peak periods.
  - Routes are longer and more circuitous.
  - Saves \$200,000 per year per route.
- 2 quadrants involved = (\$ 400,000.00)

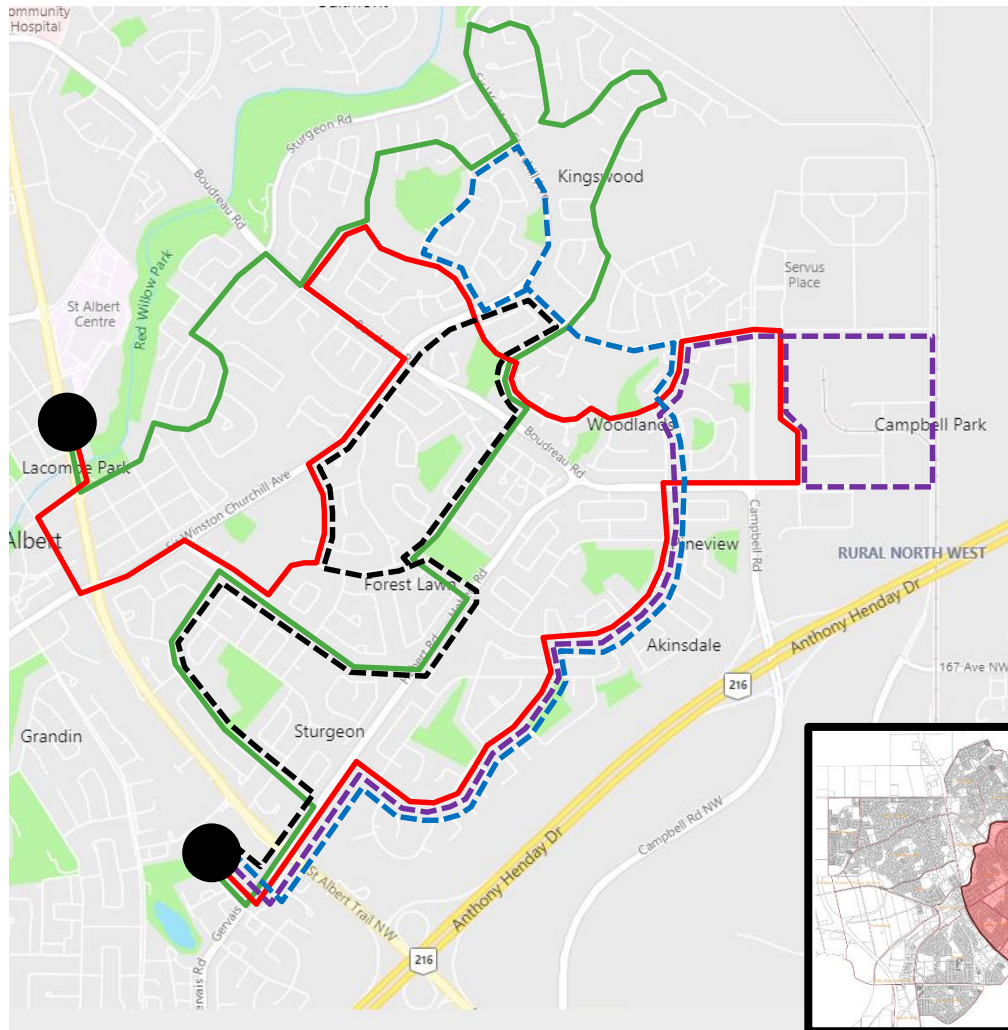
# Further Measures (cont'd)

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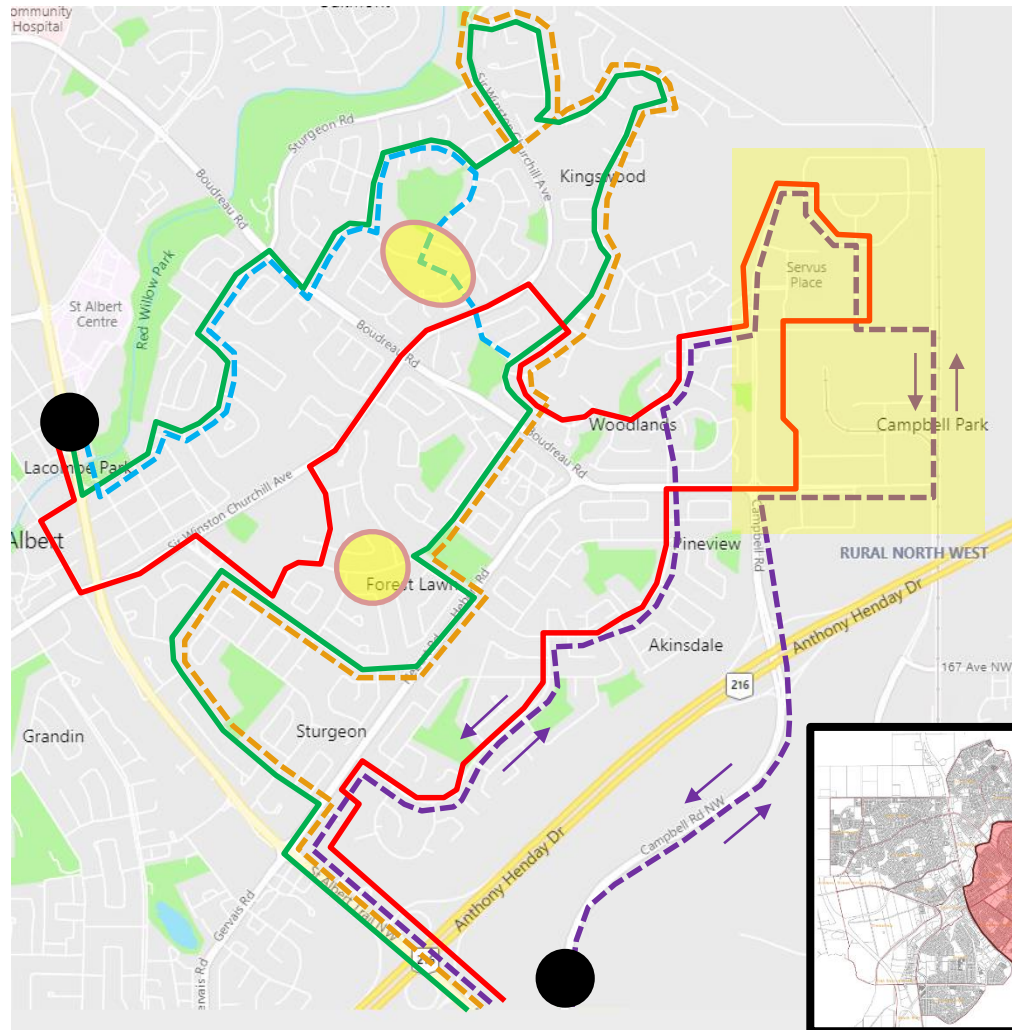
- Trimming of trips.
- One way service in peak direction only.
- Service concentrated on St Albert Trail.
  - Resulting in fewer routes on Grandin Road.
- No Service to Kingswood on Saturday.
- No service on Mission Ave on Saturday.
  - Savings approximate (\$ 200,000.00)

# SE Quadrant (Mon – Fri **Current** Service)

- Two mid-day routes
- Three peak-hour routes

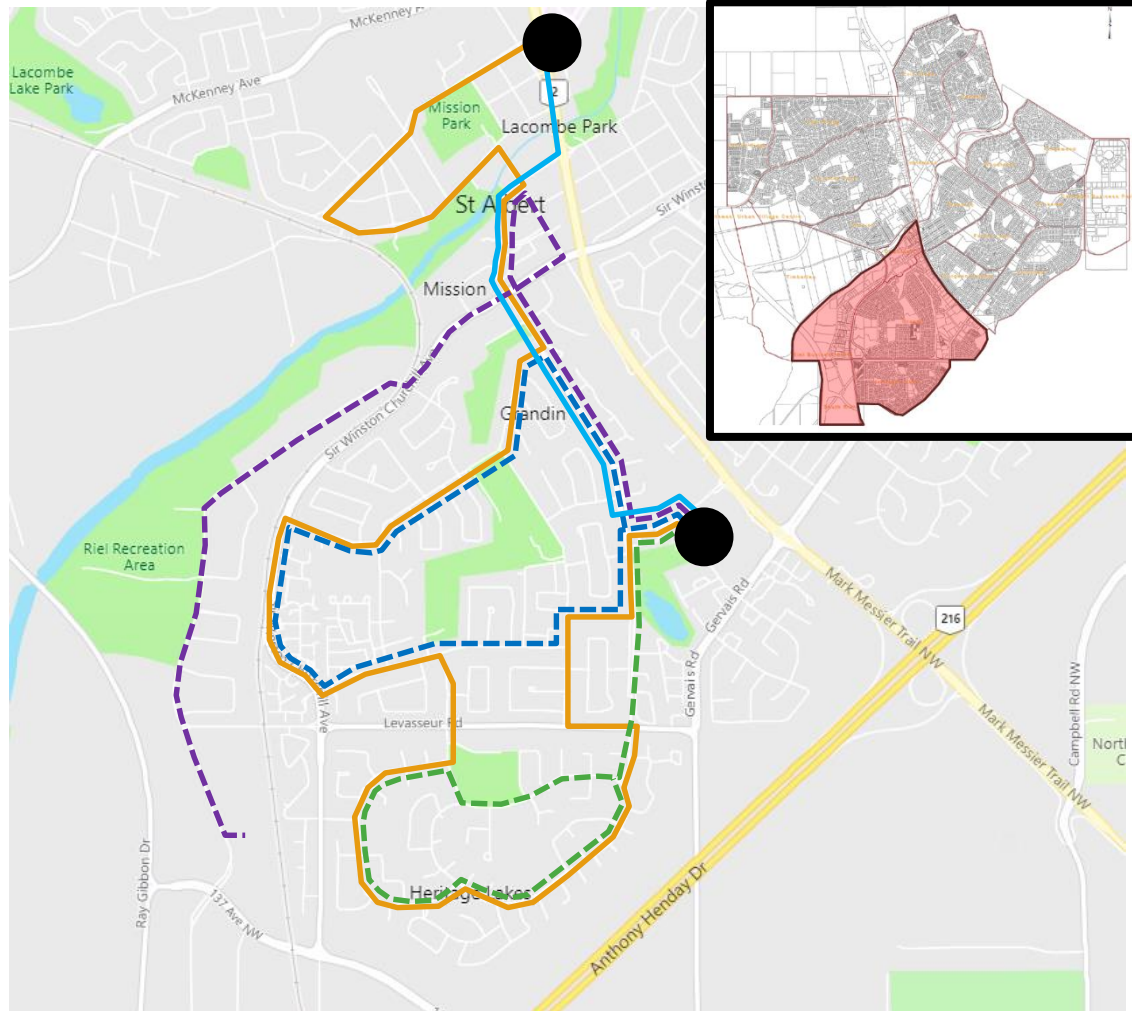


# SE Quadrant (Mon – Fri **Proposed** Service)



- **Two Off-Peak**
- **Four Peak Routes**
- **Notable**
  - Greater access to Campbell Business Park
  - Access to Servus Place.
  - Most coverage maintained.
- **Yellow dots identify exceptions**
  - Woodlands Road (3 Stops) lose midday service.
  - Forest Drive peak only (1 stop). Nearest stop 170m away.

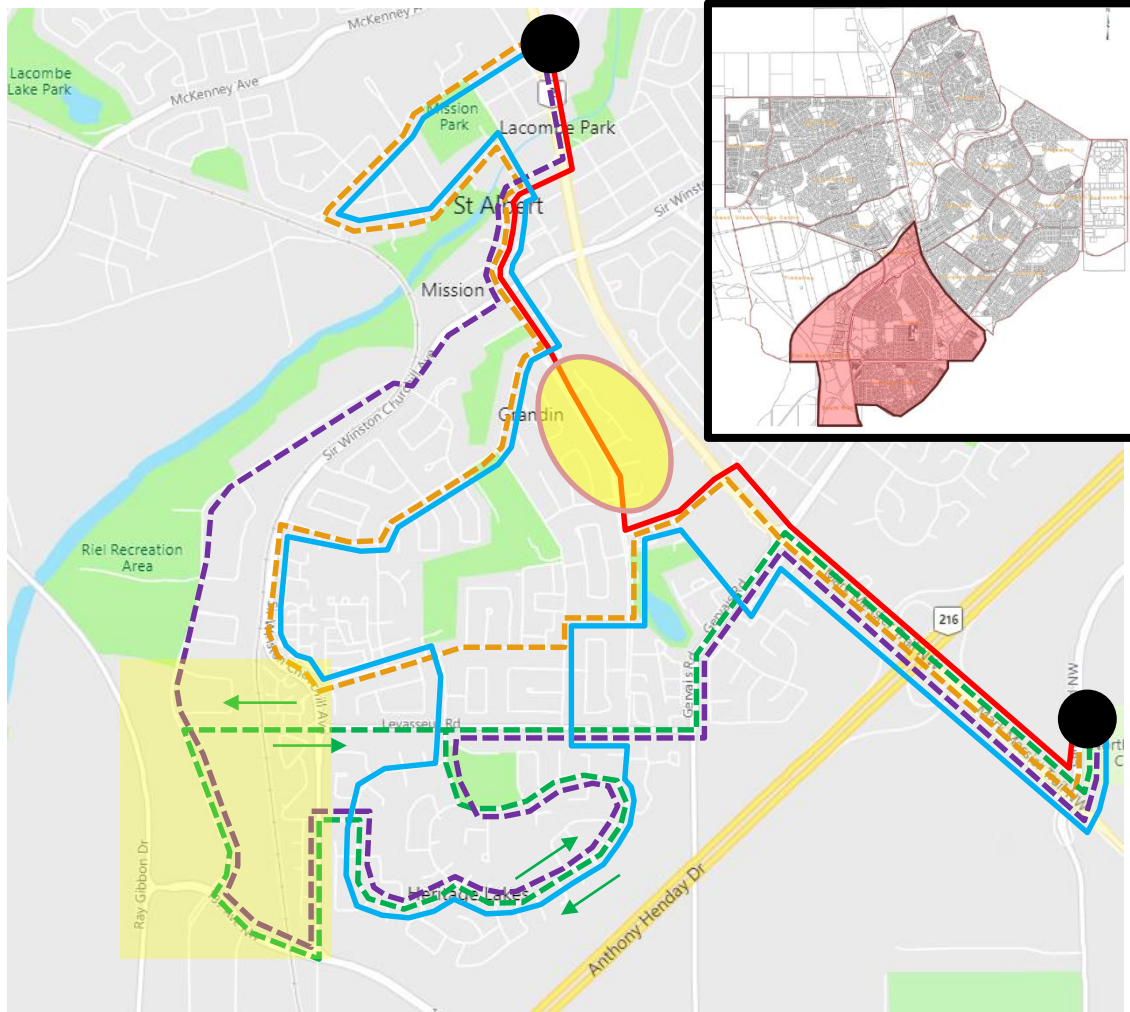
# SW Quadrant (Mon – Fri **Current** Service)



- Two mid-day routes
- Three peak-hour routes



# SW Quadrant (Mon – Fri **Proposed** Service)



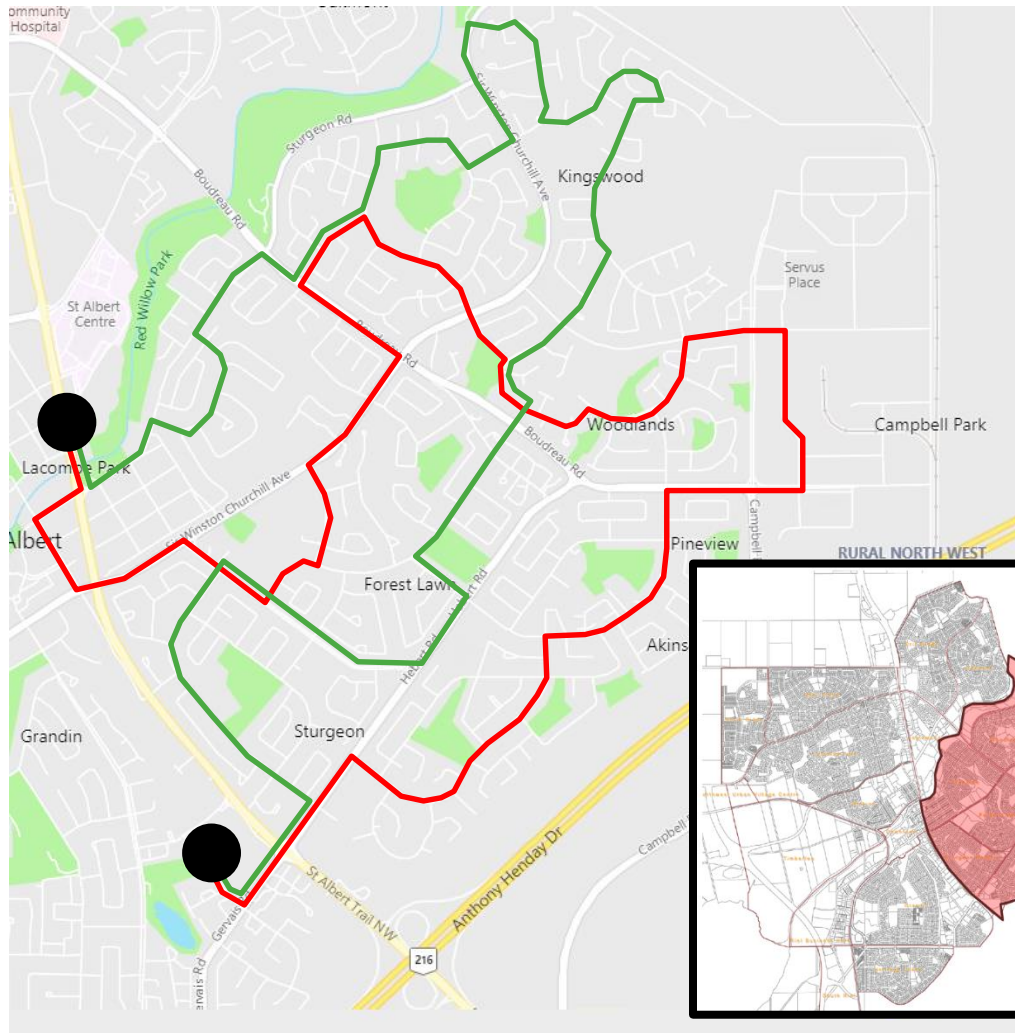
- **Two Off-Peak**
- **Four peak routes**
- **Notable**
  - Greater access to Riel & Enjoy Centre
  - Positions Transit to serve new development in South Riel.
- **Yellow dots identify exceptions**
  - Grandin Road (1 stop each direction)
  - Fewer Routes. But remains serviced all day.
  - <5 passengers impacted.

# North St Albert

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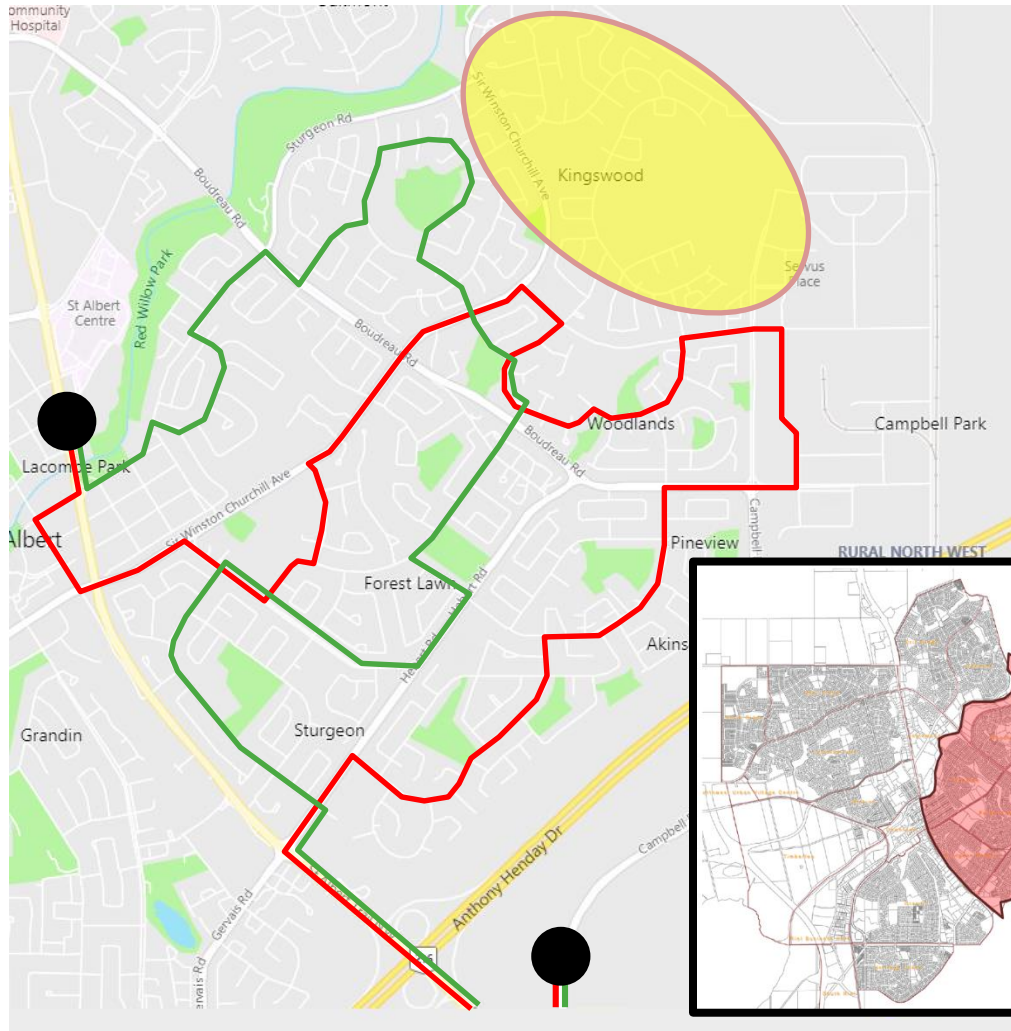
- Northeast quadrant
  - No changes from current routing
- Northwest quadrant
  - No changes from current routing
- A14 more fixed and consistent in off-peak.
  - Local spine route serving key locations along St. Albert Trail.
  - Operates between St Albert Centre and Costco

# SE Quadrant (**Saturday** Current)



- Two routes in the SE quadrant

# SE Quadrant (**Saturday** Proposed)

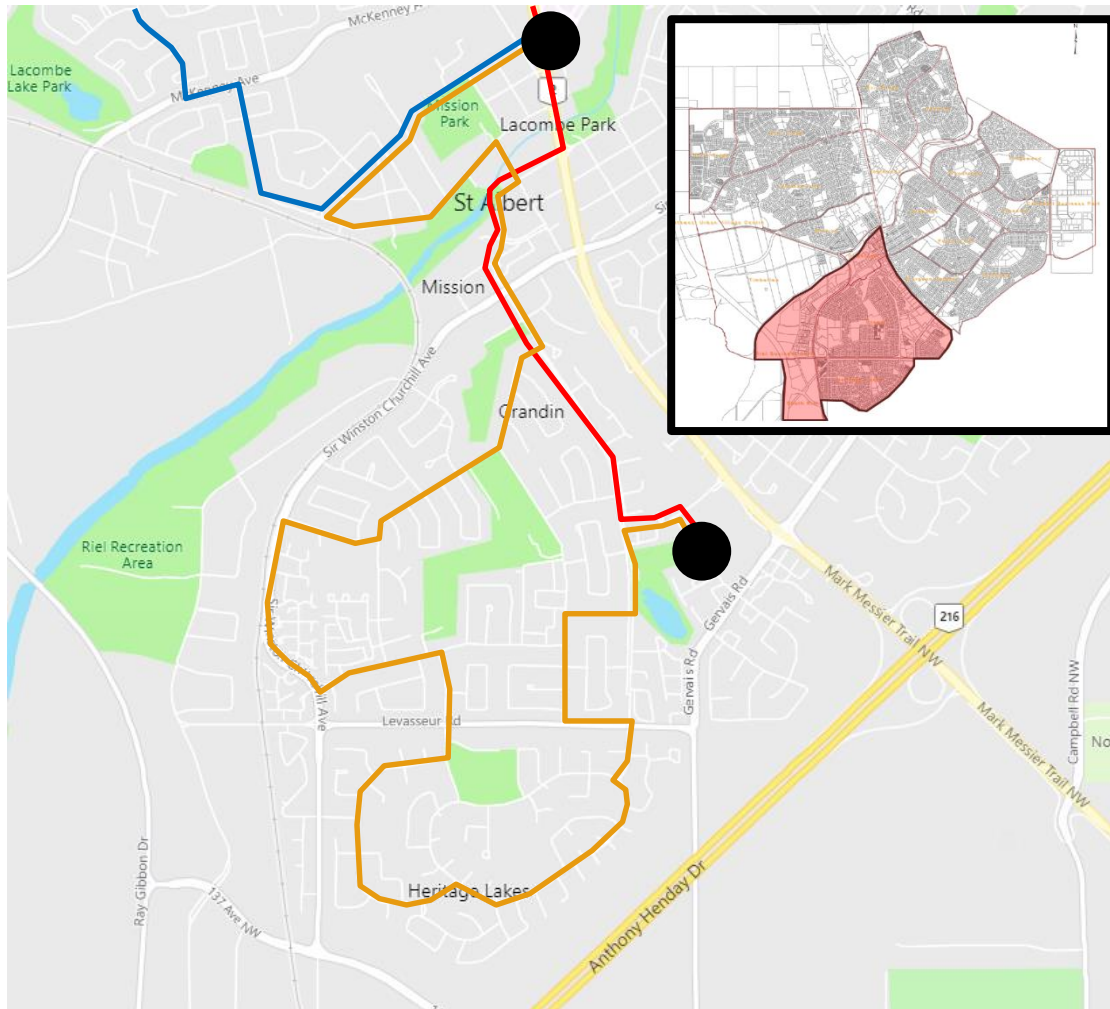


**No Service Kingswood on Saturday.**

- **13 Boardings (getting on)**
- **9 Alightings (getting off)**



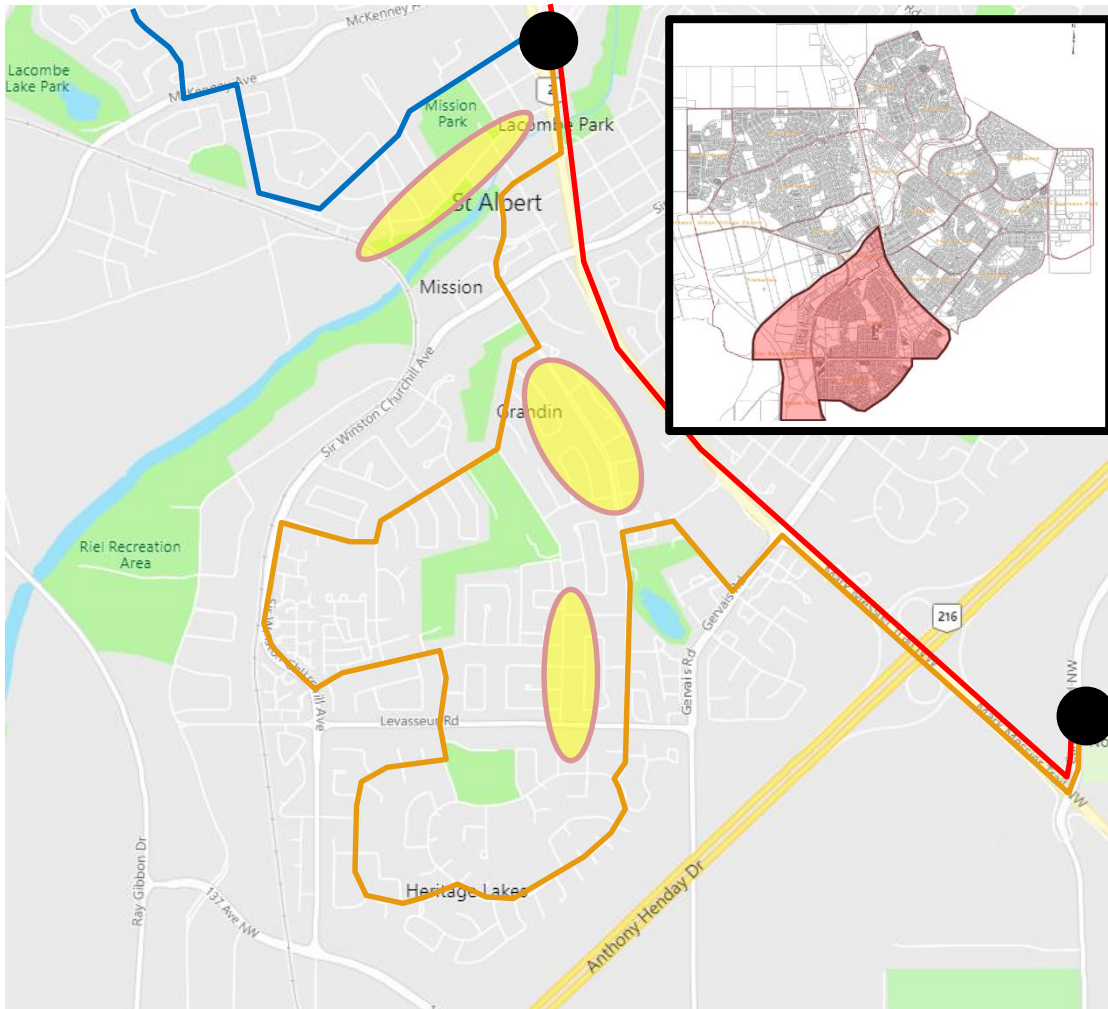
# SW Quadrant (**Saturday** Current)



One all-day route in SW quadrant



# SW Quadrant (**Saturday** Proposed)



## Grandin Road

- 1 stop missed each direction.
- 0 on and 1 off for Saturday.

## Mission Ave

- 2 stops missed each direction.
- 2 ons and 2 offs for Saturday.

## Grosvenor Blvd

- 4 stops missed each direction.
- 7 ons and 7 offs for Saturday.

**With modifications, route is still 0.4 km longer than current.**

# Minimal Changes to Commuter Service

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- Route 205
  - Utilizes 156 Street between St. Albert and 114 Avenue.
  - Eliminates persistent train crossing delays on 170 St.
  - Improve schedule adherence and customer satisfaction

# Use of Enhanced On-Demand Transit

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- Off-the-shelf, app-based software product, available from private supplier at a fixed subscription cost.
  - Annual subscription of \$30,000 regardless of number of buses deployed.
  - Additional cost of \$2500 per bus deployed (one-time, for equipment).
- Increases the capacity and reach of Dial-a-Bus operation.
  - Potential to avoid additional Dial-a-Bus deployment.
- Enhanced experience for customers.
  - Requesting via Smart Phone or desktop computer is easier and more convenient.

# Future use of Enhanced On-Demand Transit

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- Saturday Service

- Further savings could be realized if i.e. replace first two trips of all local **Saturday** morning routes.
  - Each round of local trips saved = \$28,000
  - For first 2 rounds of saving = \$56,000
- Saves \$22,000 - \$36,000 annually after service subscription costs

# Additional Points

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- Restructure proposal prepared in-house, without the use of external consultant.
- The service restructure meets the criteria of Transit Services Policy C-TS-01.
- Proposed scheduling and cost estimates are derived from software-based modelling and projections and may not be precisely accurate.



# Summary

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- Campbell TC expected to open in September 2020.
- Local routes modified and extended to Campbell.
- Frequencies to/from Edmonton changed to 20 minutes instead of current 15 minutes in peak periods.
- No budget increase anticipated.

# Summary

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- Continued service without revision requires addition to annual budget
  - \$ 1,150,000.00
- Service Revisions as presented
  - (\$ 1,150,000.00)
- No budget increase requested

# Annual Budget Impacts

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At Current Service Levels		With Revisions
\$1,150,000.00		
	20 min frequency at peaks	(\$550,000.00)
	Combining mid day local routes	(\$400,000.00)
	Misc. Measures	(\$200,000.00)
		(\$1,150,000.00)

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*Thank you to  
Council for your  
attention to this  
matter.*