

2020 Transit Relocation to Campbell Transit Centre

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Aims of Transit Service Restructure

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

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

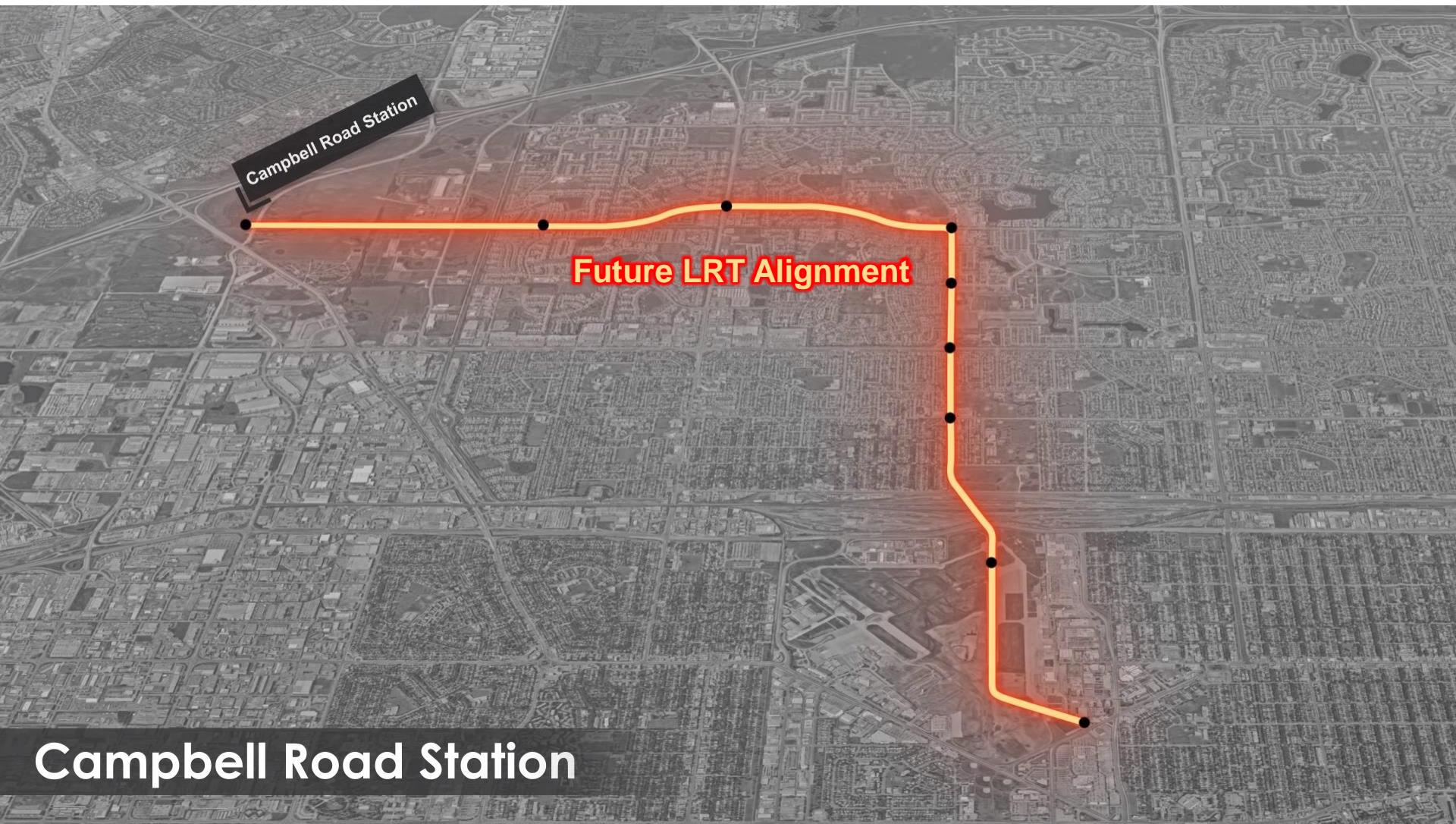
- Requirement for facility and site identified as early as 2009.
- Amenities
 - Initial phase 800 stalls, capacity for 1600 total.
 - Heated building with provision for commercial tenant (i.e. coffee shop)
 - Washroom facilities

Project Necessity

- 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

- 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.



Campbell Road Station



Campbell Road Station

Image Credit: City of Edmonton

Extending Routes to Campbell Transit Centre



Cost of Relocation

- 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.

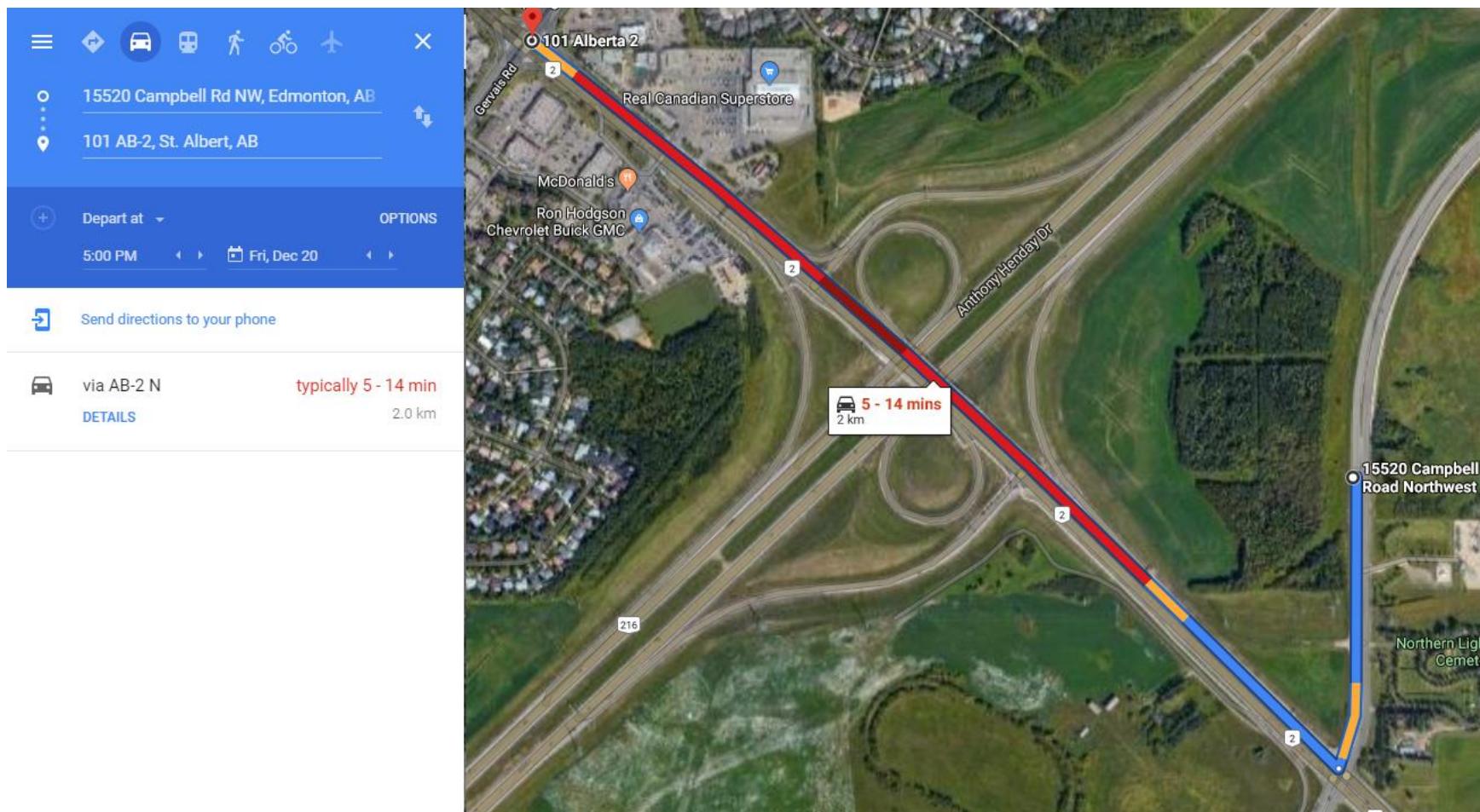
Restructure Constraints

- 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

- 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

- 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

- 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

Current

- 15-minute
 - 5:50 a.m. – 8:35 a.m.
(11 trips)
 - 4:00 p.m. – 6:15 p.m.
(8 trips)
- Saves approx. (\$ 550,000.00)

Proposed

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

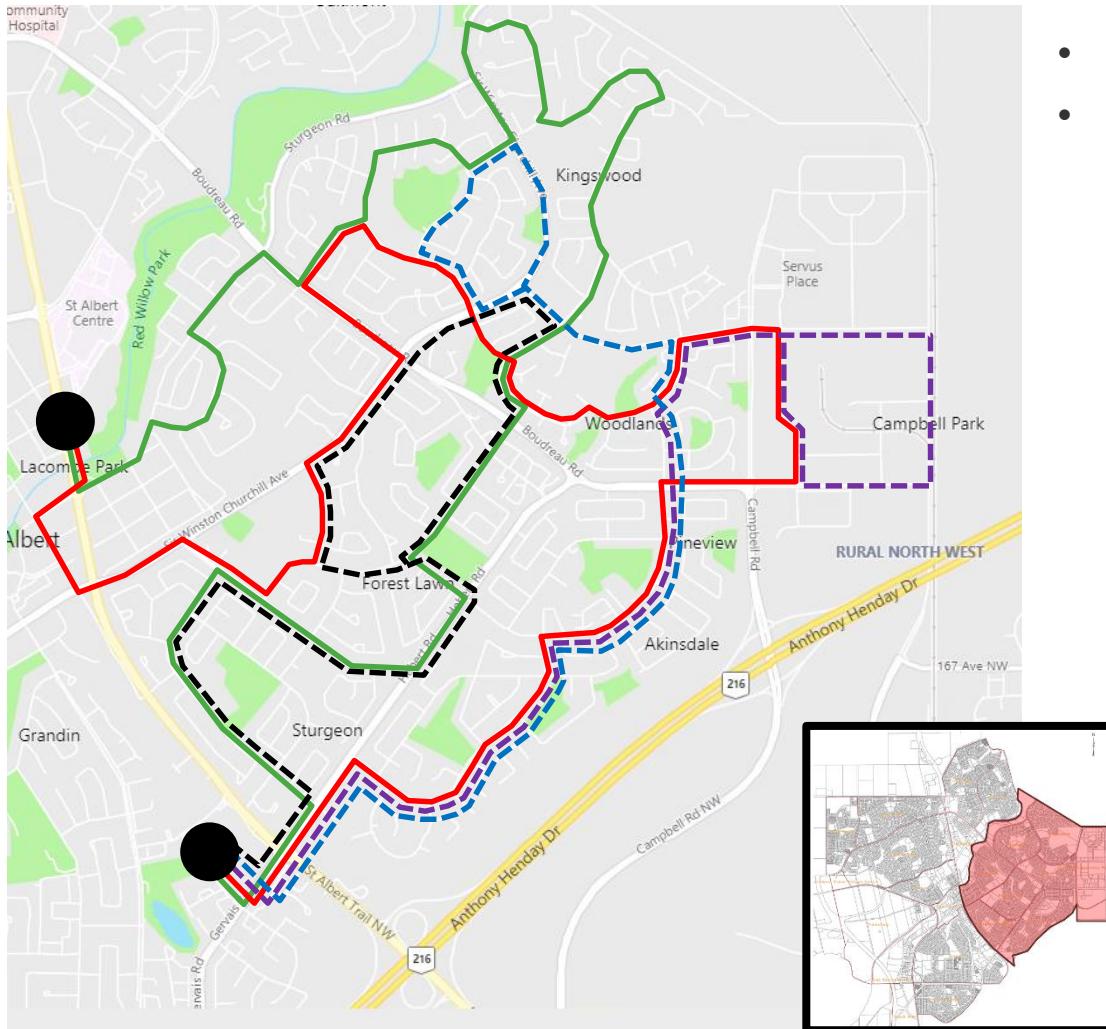
Further Measures

- 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)

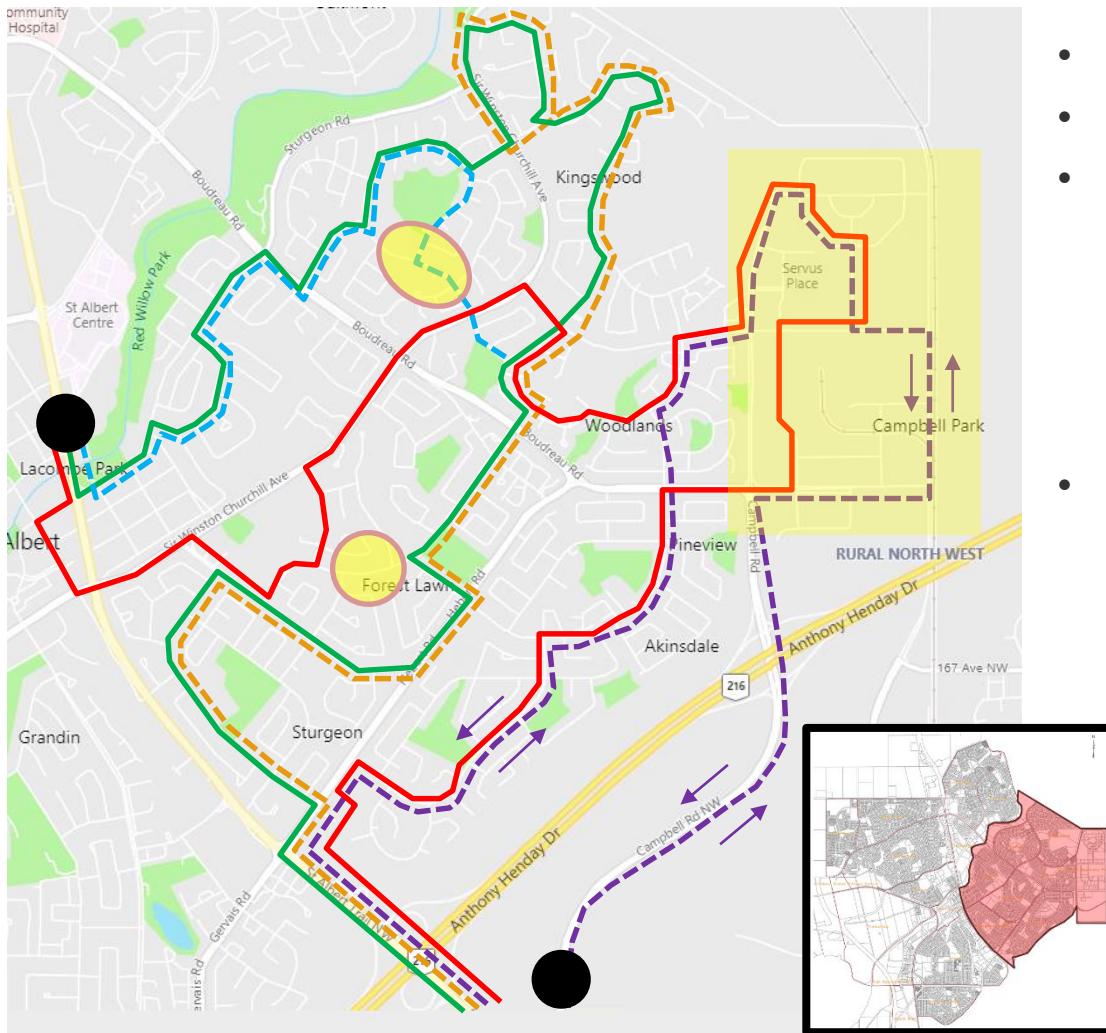
- Trimming of trips.
- One way service in peak direction only.
- Service concentrated on St Albert Trail.
 - Resulting in fewer routes on Grandin Road.
- No Service to Kingswood on Saturday.
- No service on Mission Ave on Saturday.
 - Savings approximate (\$ 200,000.00)

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



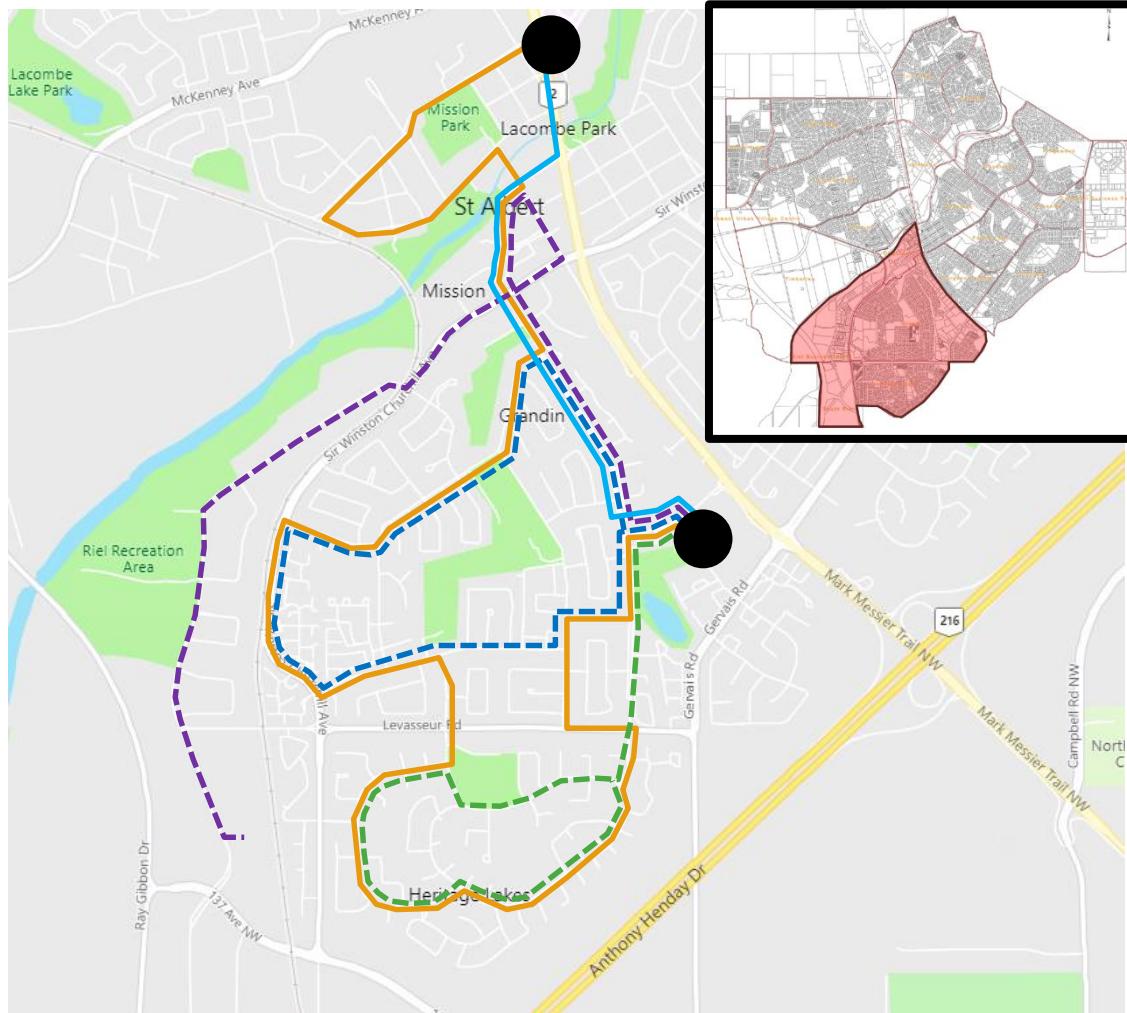
- Two mid-day routes
- Three peak-hour routes

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



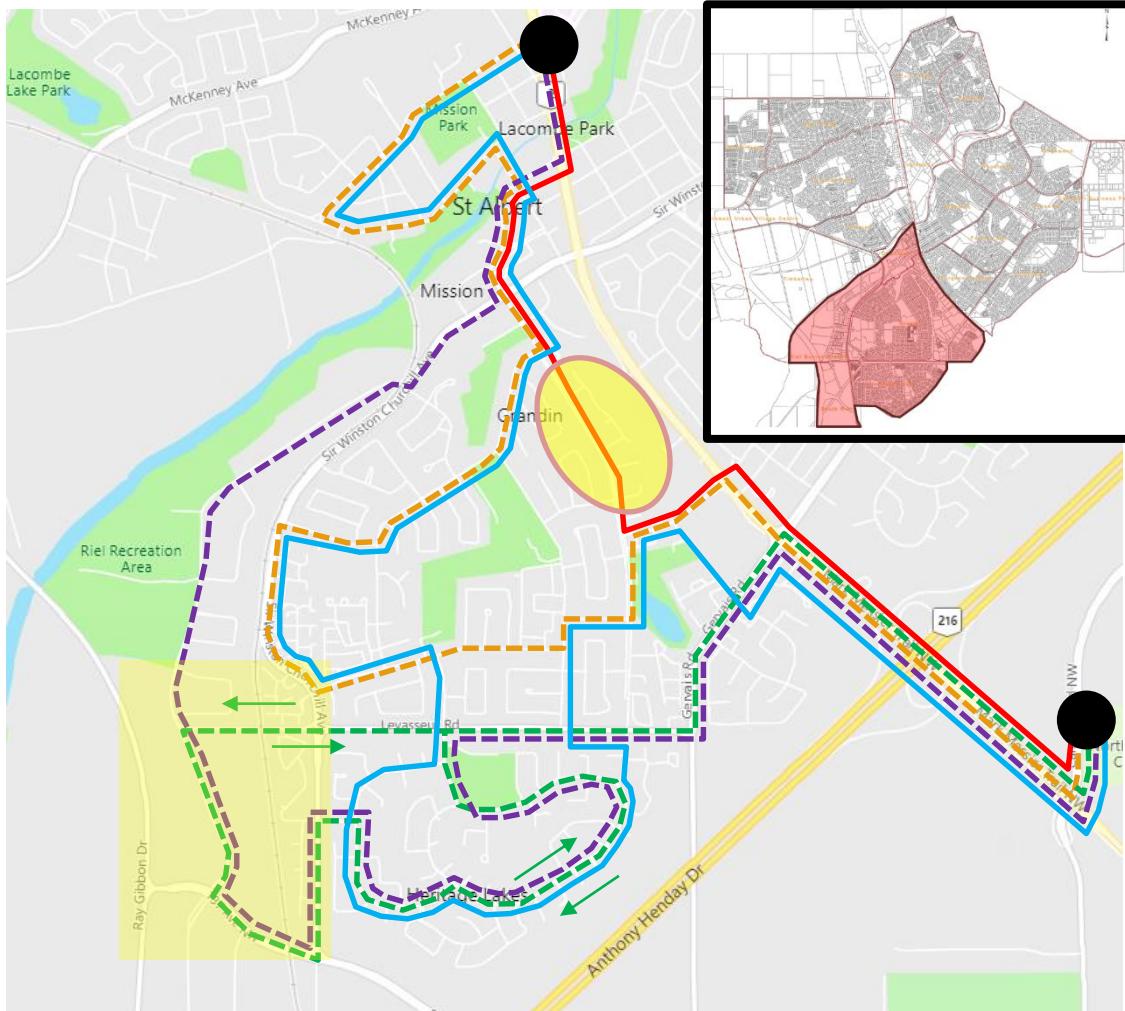
- **Two Off-Peak**
- **Four Peak Routes**
- **Notable**
 - Greater access to Campbell Business Park
 - Access to Servus Place.
 - Most coverage maintained.
- **Yellow dots identify exceptions**
 - Woodlands Road (3 Stops) lose midday service.
 - Forest Drive peak only (1 stop). Nearest stop 170m away.

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



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

SW Quadrant (Mon – Fri Proposed Service)

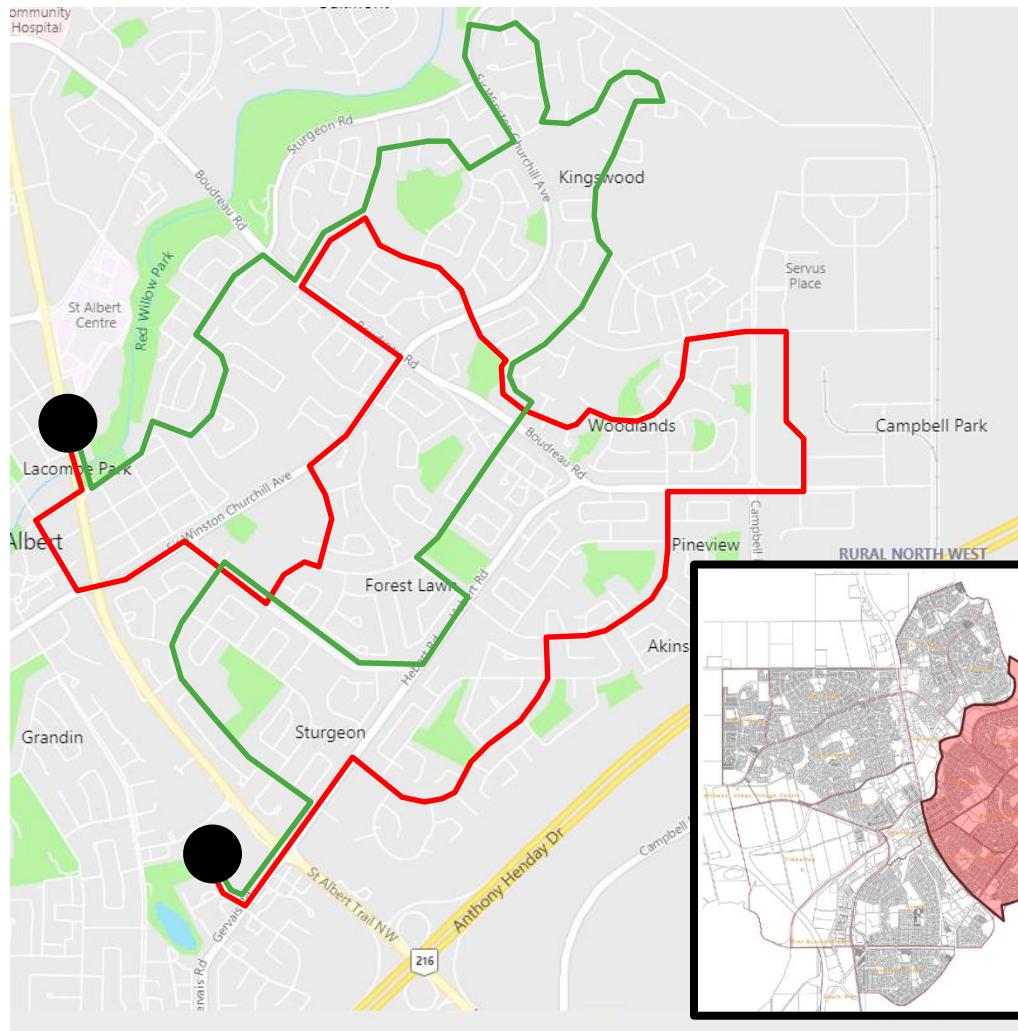


- Two Off-Peak
- Four peak routes
- Notable
 - Greater access to Riel & Enjoy Centre
 - Positions Transit to serve new development in South Riel.
- **Yellow dots identify exceptions**
 - Grandin Road (1 stop each direction)
 - Fewer Routes. But remains serviced all day.
 - <5 passengers impacted.

North St Albert

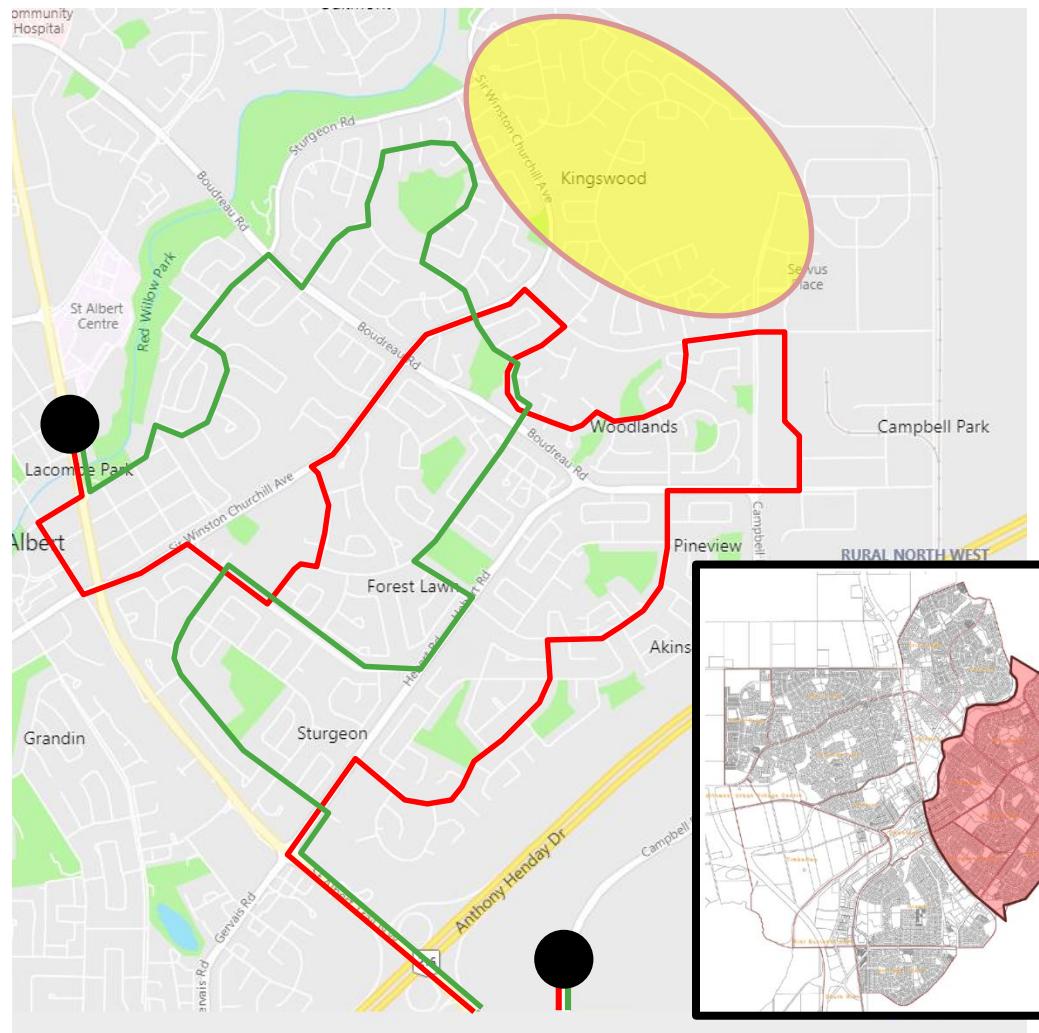
- Northeast quadrant
 - No changes from current routing
- Northwest quadrant
 - No changes from current routing
- A14 more fixed and consistent in off-peak.
 - Local spine route serving key locations along St. Albert Trail.
 - Operates between St Albert Centre and Costco

SE Quadrant (Saturday Current)



- Two routes in the SE quadrant

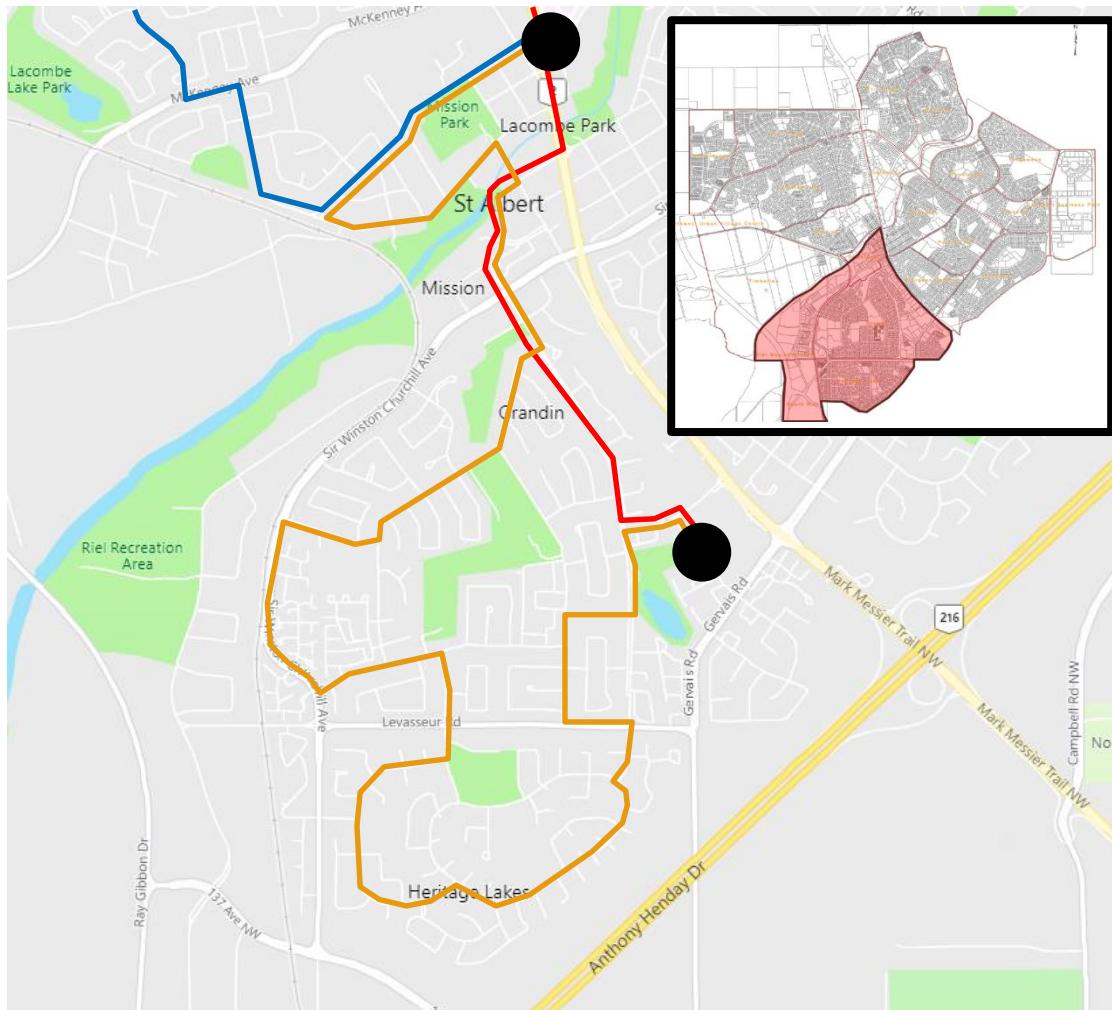
SE Quadrant (Saturday Proposed)



No Service Kingswood on Saturday.

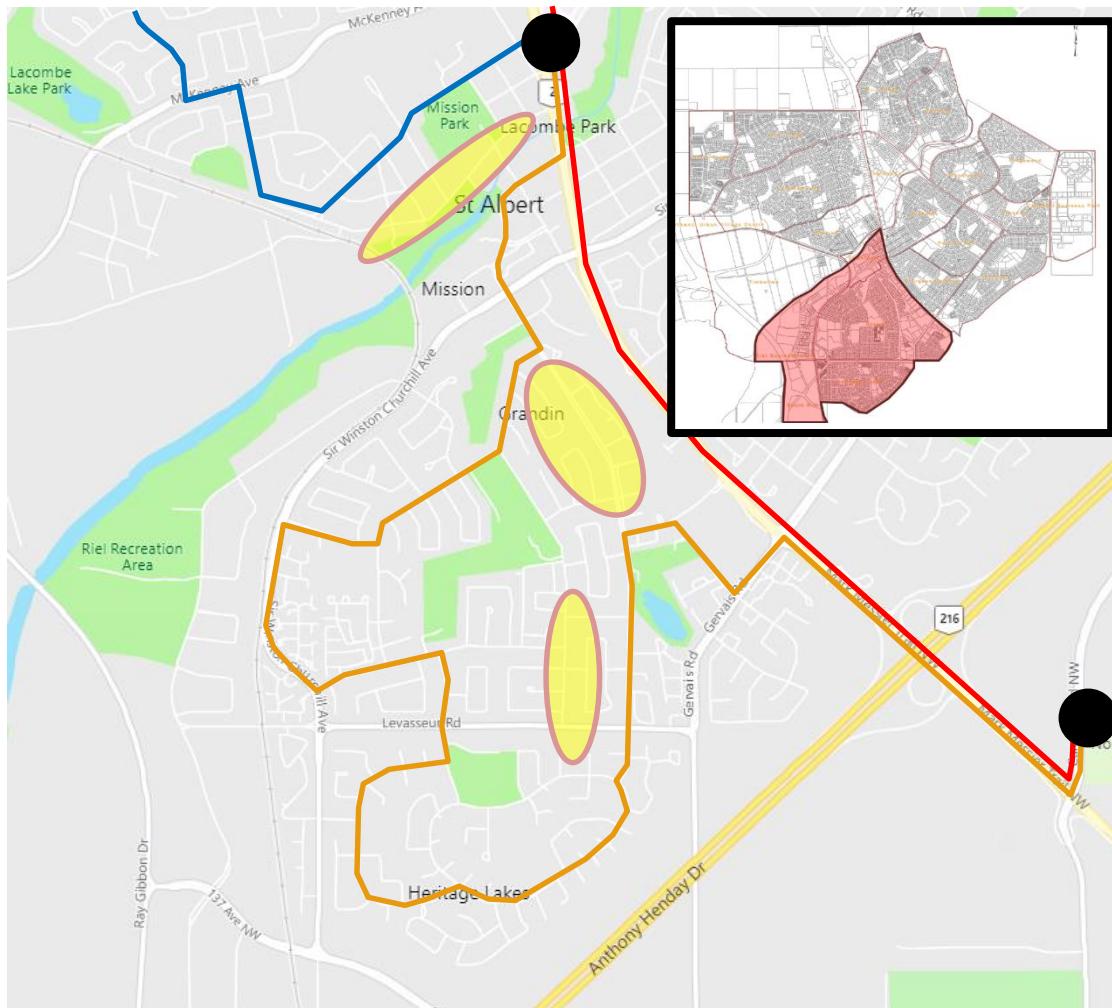
- 13 Boardings (getting on)
- 9 Alightings (getting off)

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

- 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

- 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

- 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

- 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

- 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

- 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

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)

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