

File #: AR-19-498, **Version:** 1

TAMRMS#: B09

Transit Presentation

Presented by: Anthony Lake, Director, Public Works & Transit Department, Dustin Creviston, Transit Operations Coordinator, Will Steblyk, Manager, Planning and Customer Service

RECOMMENDATION:

That Community Growth & Infrastructure Standing Committee recommend to Council that Administration implement the transit service revisions, effective September 2020, as presented at the January 13th, 2020 Community Growth & Infrastructure Standing Committee meeting.

PURPOSE OF REPORT

To provide Council the opportunity to review Administrations recommendations for route restructuring scheduled for September 2020. To inform Council of service level impacts.

After review of the presentation and with Administration addressing any subsequent questions Council will be informed of the revisions recommended and may commission the required implementation logistics.

ALIGNMENT TO COUNCIL STRATEGIC PRIORITY

Strategic Priority #3:

Building a Transportation Network: Integrated transportation systems.

Administrative Priority #3.5

Complete the Campbell Park and Ride facility and finish the Transit Local Route Restructuring Project.

ALIGNMENT TO SERVICE DELIVERY

Transit Services			
Service Name	Service Definition	Service Component	Current Service Level
Conventional Fixed Route Transit Services	Provision of convenient, affordable and effective public transit services within St. Albert and to major destination areas in Edmonton, including Downtown, the University of Alberta, NAIT/Royal Alexandra Hospital, and West Edmonton Mall.	Commuter and local transit	<p>Frequency: Downtown Edmonton and Post Secondary Institutions Service: Minimum 30-minute frequency during weekday peak periods. Minimum 60-minute frequency during all other weekday periods and weekends. To West Edmonton Mall – a minimum 60-minute frequency during all periods.</p> <p>Vehicle loading: Maximum of 120% seated capacity on local and commuter trips. .</p> <p>Maximum Trip Time - Commuter Service Strive to limit travel times to 45 minutes or less in both peak and non-peak periods.</p> <p>Maximum Trip Time - Local Service Strive to limit travel times to 20 minutes or less during weekday peak periods for 80% of riders. At all other times, 30 minutes or less for 80% of riders.</p> <p>Hours of Operation - Weekdays Arrive Downtown Edmonton 6:30 a.m. Depart Downtown 12:15 a.m. Arrive University of Alberta 6:45 a.m. Depart University of Alberta 10:15 p.m.</p>

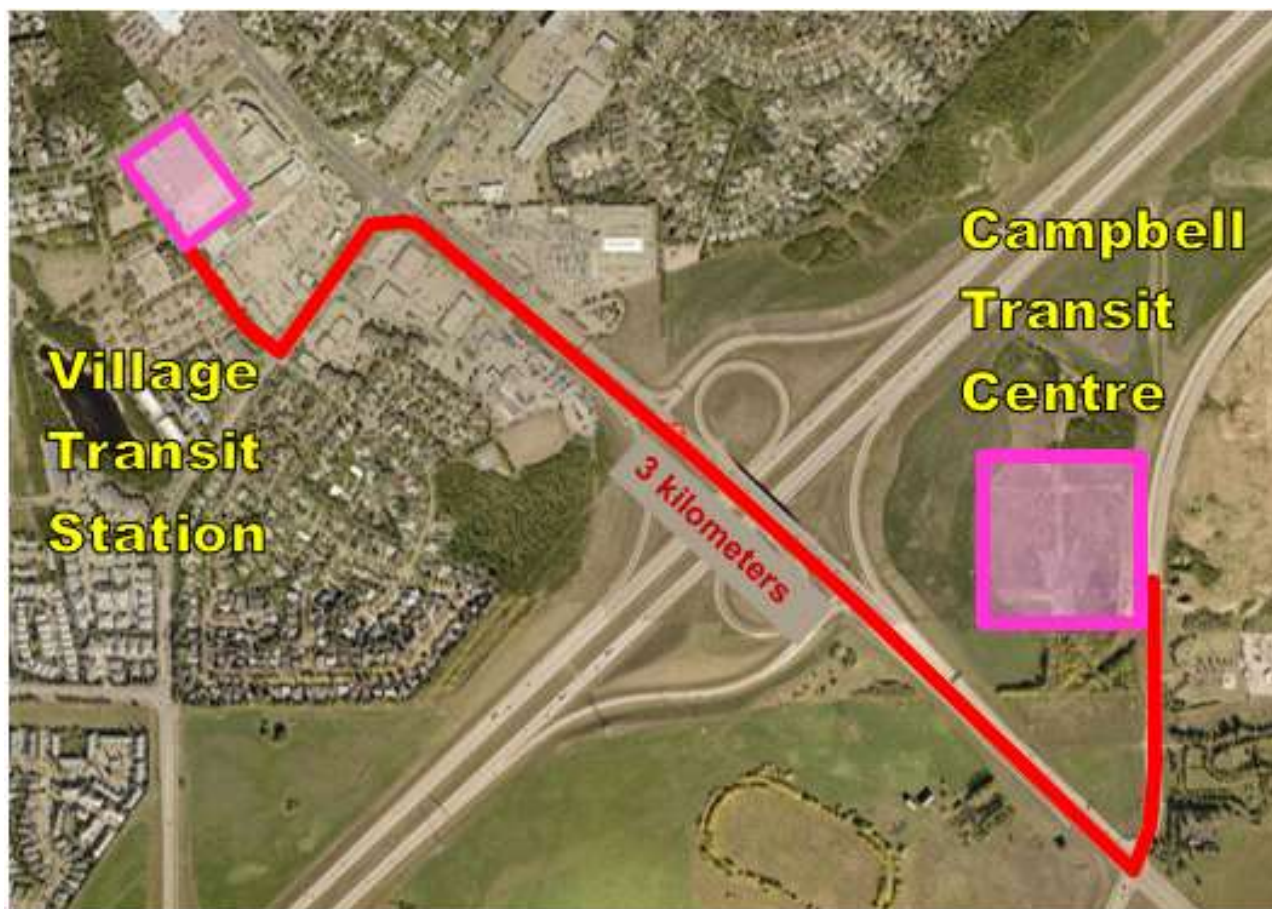
Transit Services			
Service Name	Service Definition	Service Component	Current Service Level
			<p>Hours of Operation - Saturday Arrive Downtown 6:30 a.m. Depart Downtown 12:00 a.m. Sunday and Statutory Holidays Arrive Downtown 6:30 a.m. Depart Downtown 7:00 p.m.</p> <p>Local services support these commuter trips. Strive to achieve 90% "on-time" performance reliability system wide. A bus is considered on-time if no more than 3 minutes late than scheduled or 1 minute early.</p> <p>Area coverage within St. Albert City boundaries:</p> <ul style="list-style-type: none"> 400 m to a transit access point (bus stop or transit station) for 80% of all residents. 250 m to medium and high density residential developments and institutional land uses. 150 m to major seniors' residences and activity centres. 600 m to commercial and industrial land uses. <p>Exceptions may apply as per Policy C-TS-01.</p>

ALIGNMENT TO COUNCIL (OR COMMITTEE) DIRECTION OR MANDATORY STATUTORY PROVISION

N/A

BACKGROUND AND DISCUSSION

The completion of the Campbell Transit Centre and Park & Ride site in September of 2020 will require realignment of the current local route structure to accommodate the relocation of transit exchange functions from Village Transit Centre to the new facility.



Based on the Campbell Transit Centre's location, additional distance between local and commuter connections are required to be accommodated challenging current transit service levels. Without revisions to the current service levels, increased operating costs of approximately \$1.1 million per year are expected, beginning fiscal year 2021. (Represents a 2020 cost increase of \$384,300 due to September start date).

The current economic climate and administrations desire to reduce operating costs has prompted a critical review of the route structure to avoid most of the associated cost increases.

STAKEHOLDER COMMUNICATIONS OR ENGAGEMENT

Stakeholder information gathered through; the previous Local Transit Route Restructuring Advisory Committee, Administrations work with the Regional Transit Services Commission's potential alignments and the most recent StAT customer survey data were used to ensure broad interests and consider potential future impacts.

IMPLICATIONS OF RECOMMENDATION(S)

Financial:

Without implementation of recommended route re-structure StAT 2020 operating budget will need to be increased by \$384,300.00 to accommodate the September 2020 start of Campbell Road Transit centre as primary Transit exchange, further that the 2021 StAT operating budget projections be

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increased by approximately \$1.1 million dollars.

Legal / Risk:

N/A.

Program or Service:

The current service delivery model will be changed with consideration for minimal customer impact. Local routes modified and extended to Campbell, frequencies to / from Edmonton changed to 20 minutes Vs 15 minutes, enhanced on demand software for current dial bus services.

Organizational:

Revisions to current service delivery will require a public information and education process that would be managed internally with collaboration of Transit, Corporate Communications and Community Relations staff.

ALTERNATIVES AND IMPLICATIONS CONSIDERED

If Council does not wish to support the recommendation, the following alternatives could be considered:

Alternative 1. Continue with current service level and increase budget accordingly.

Alternative 2. Commission Administration to explore alternatives not presented.

Alternative 3. Delay decision until confirmation of any influences that may be presented by external agencies or provincial political direction that makes more urgent time sensitivity. If delayed beyond April 1st, 2020 an additional \$ 384,300.00 will be required in the 2020 budget and is recommended to come from the stabilization reserve (Uncommitted balance of \$ 2,163,606.00 as at November 30, 2019).

Report Date: January 13, 2020

Author(s): Anthony Lake

Committee/Department: Public Works & Transit Department

Deputy Chief Administrative Officer: Kerry Hilts

Chief Administrative Officer: Kevin Scoble