

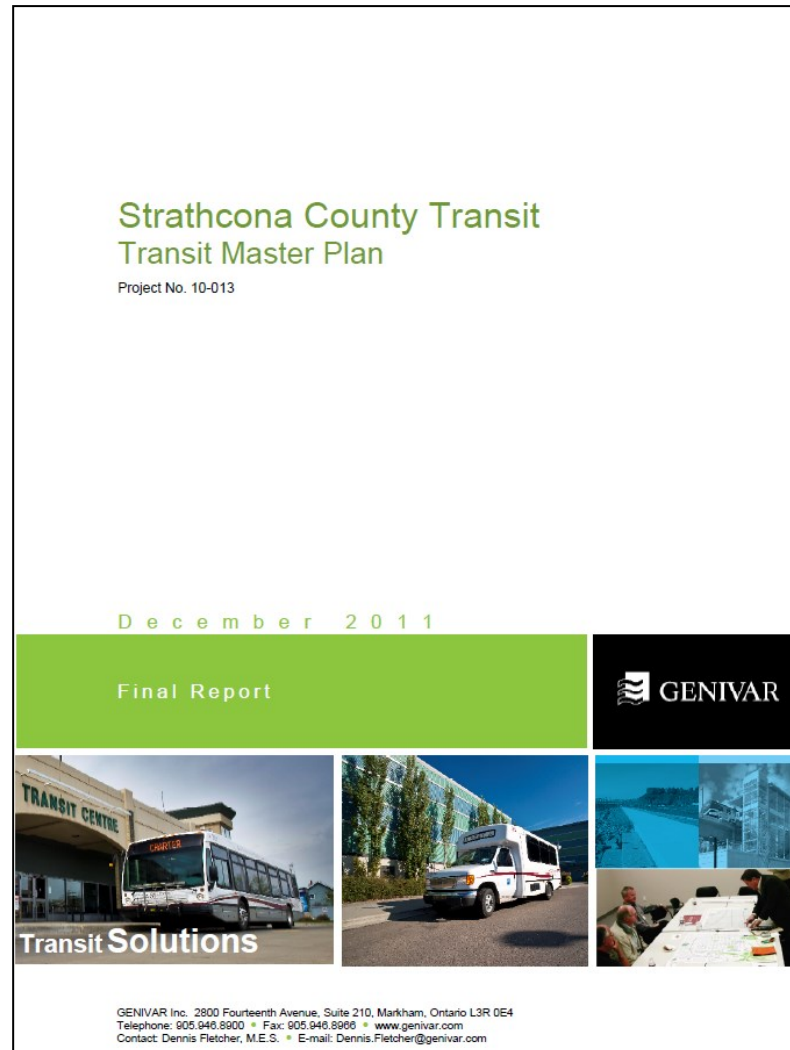
2012 Transit Master Plan Update

Presentation to Priorities Committee

June 14, 2016

#8786616

Presentation Outline



- Recap of the Transit Master Plan (TMP) Recommendations
- TMP Status and Updates
 - Commuter Service
 - Local Service
 - Rural Service
 - Mobility Bus
- Summary of Milestones
- Next Steps
- Service Standards

Recap of TMP Recommendations

- Implement new commuter and local route structure
- Improve local services within Sherwood Park
- Adopt “equivalency” philosophy for Mobility Bus
- Expand parking and pilot reserved parking
- Pursue Smart Bus and Smart Fare technologies
- Develop a fare strategy



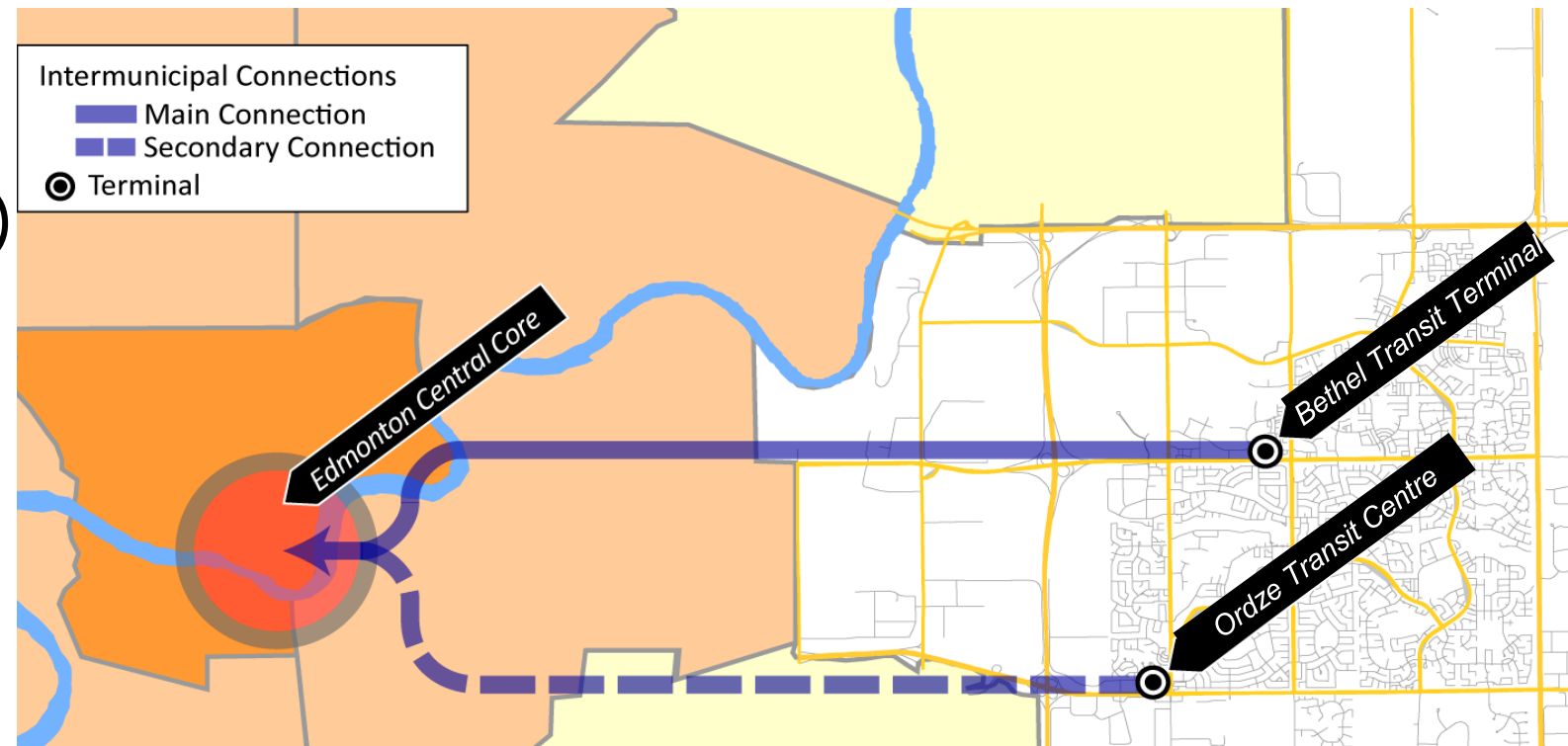
Recap of TMP Recommendations

- Use low-floor and high capacity buses
- Re-evaluate NAIT service after LRT extension
- Consider a pilot 'Park and Ride' location and alternative service in rural areas
- Explore future potential for a high priority transit corridor



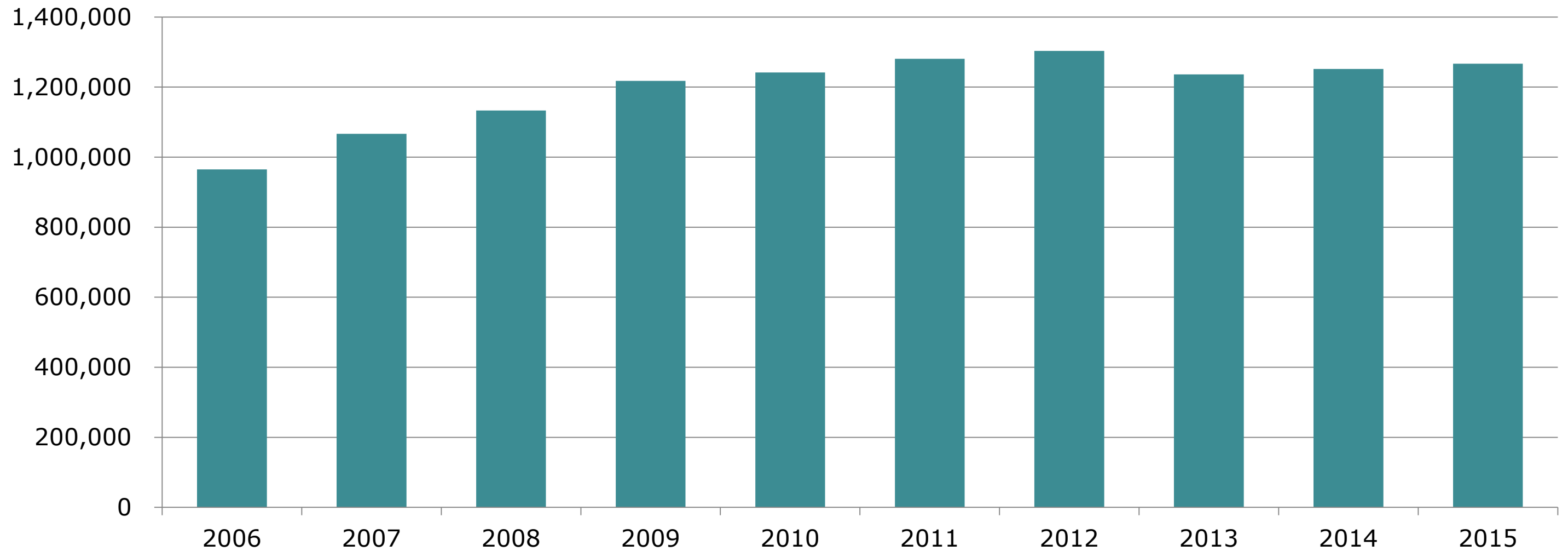
Commuter Service

- Recommendations completed
 - Focus service on key markets in Edmonton
 - Use Bethel Transit Terminal (BTT) as a focal point
- Recommendations in progress
 - Use low-floor and high capacity vehicles
 - Re-evaluate NAIT service after LRT extension
 - Explore future potential for a high priority transit corridor

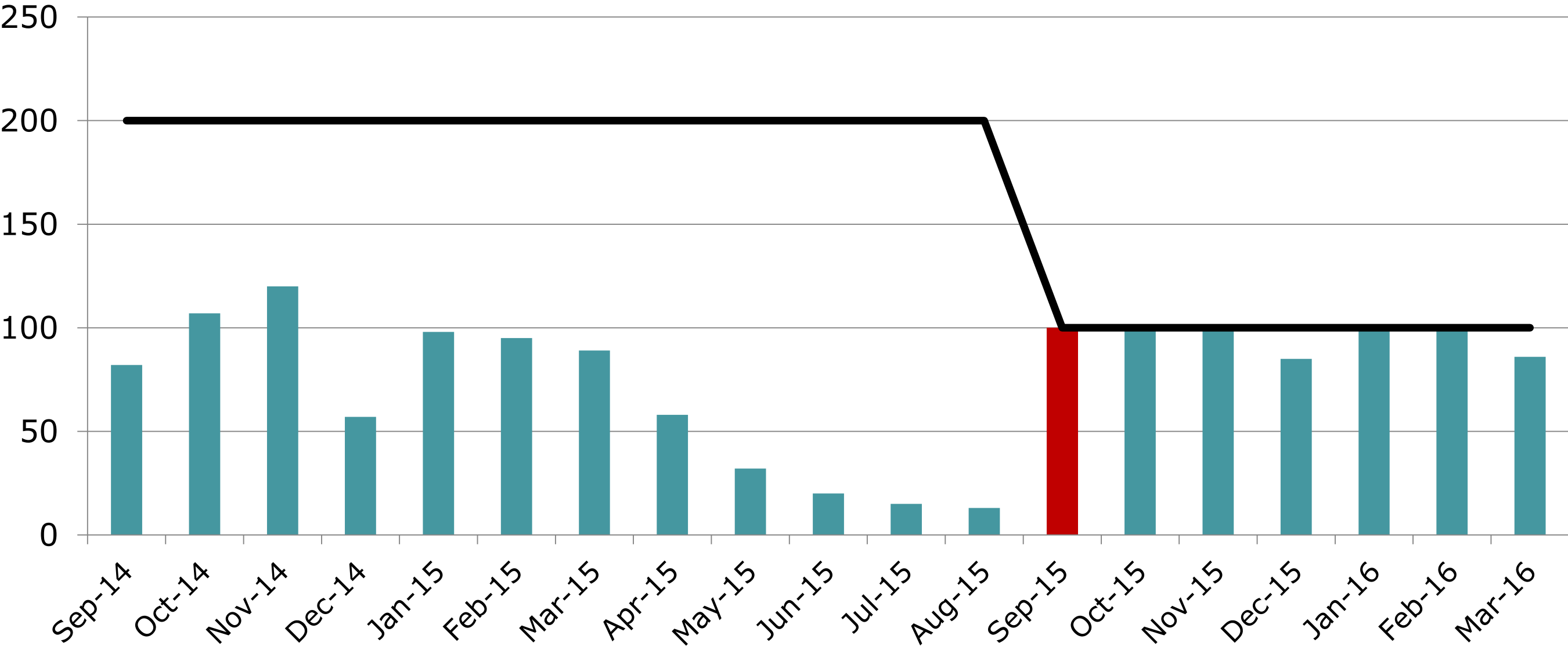


Commuter Service

Commuter Ridership

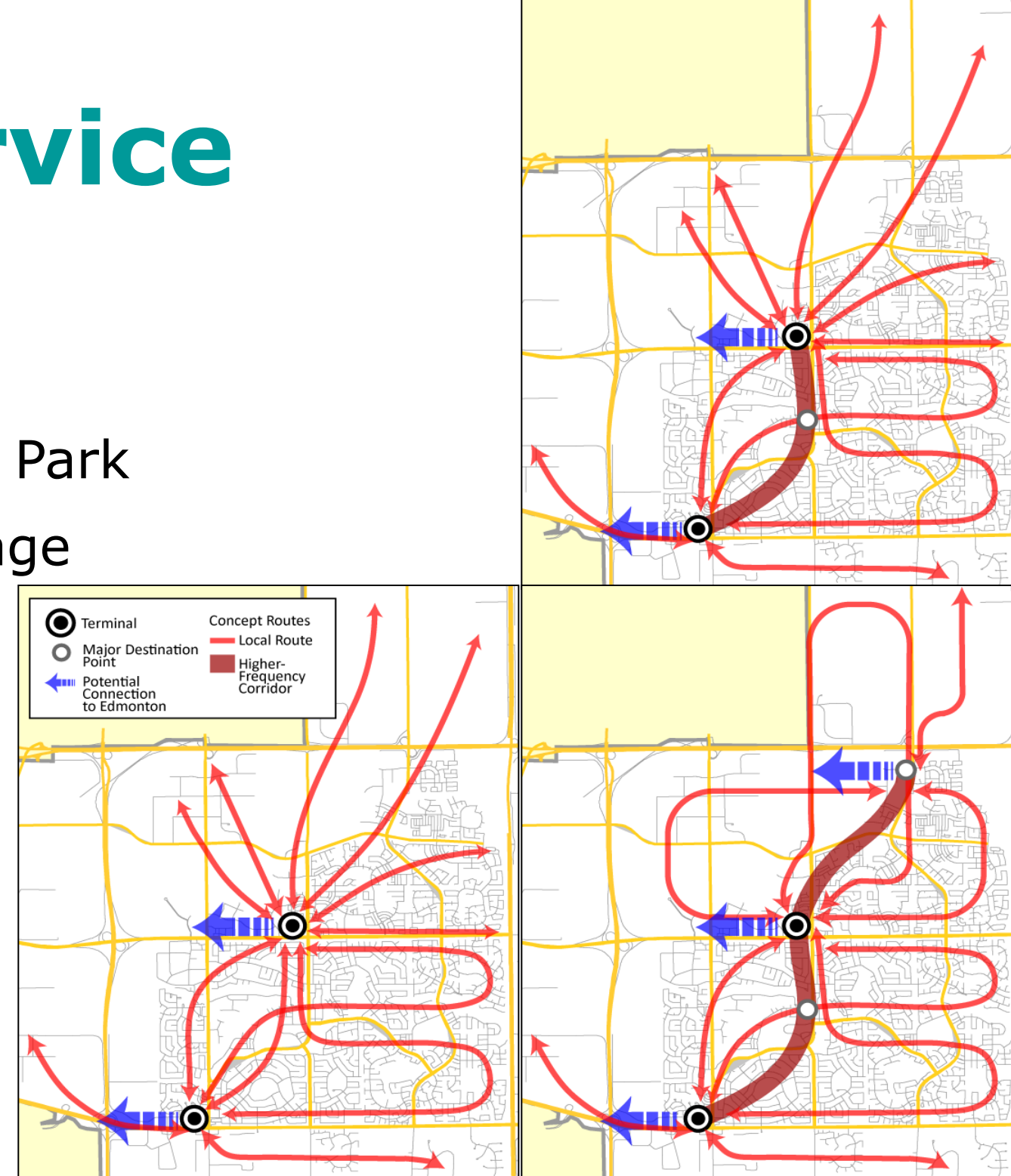


Advantage Parking Program



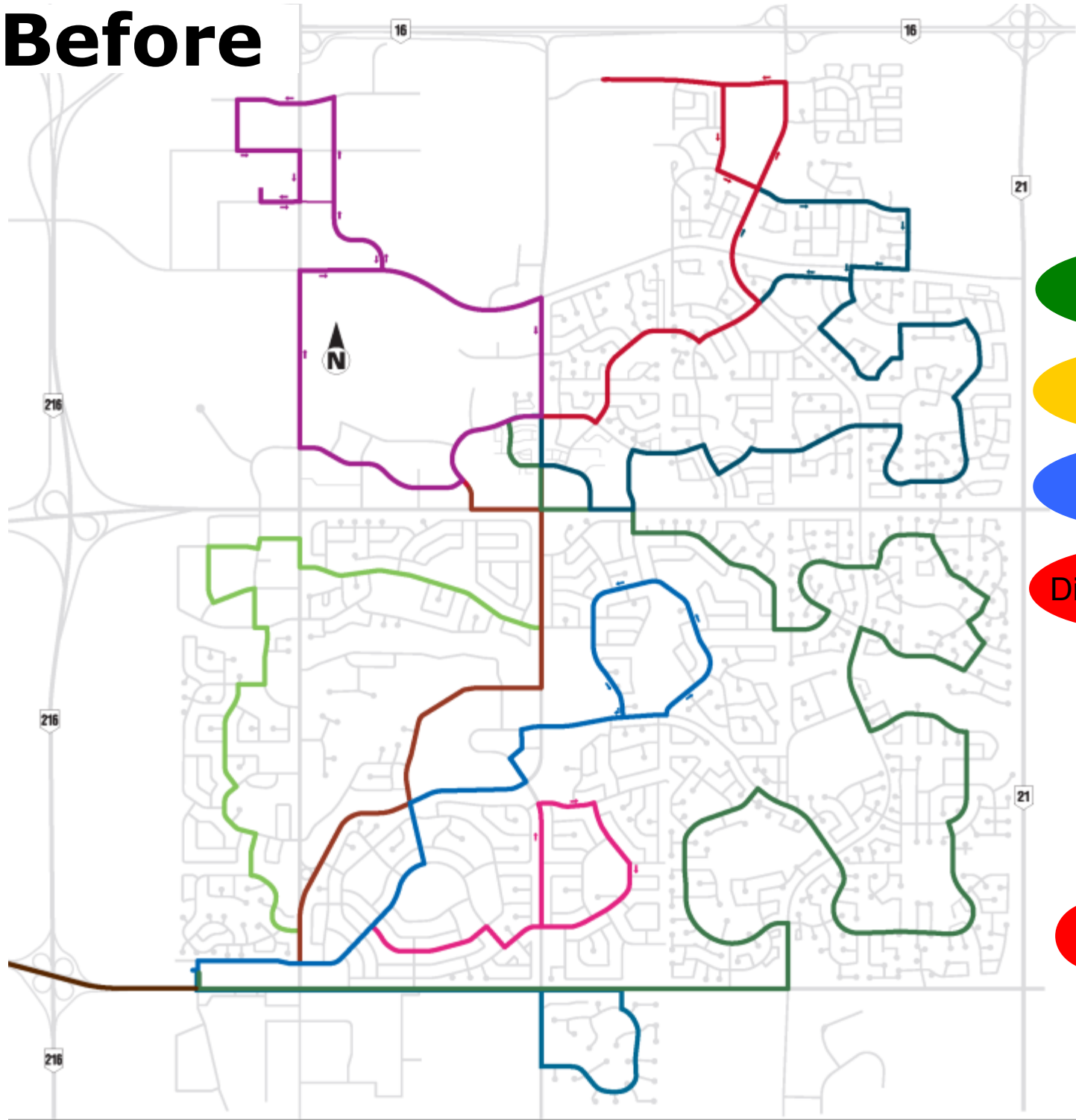
Local Service

- Recommendations completed
 - Ensure local and commuter integration
 - Improve local services within Sherwood Park
 - Expand local services to improve coverage
- Recommendations in progress
 - Prohibit parking in bus zones
- Recommendations not started
 - Consider a local express route in the future



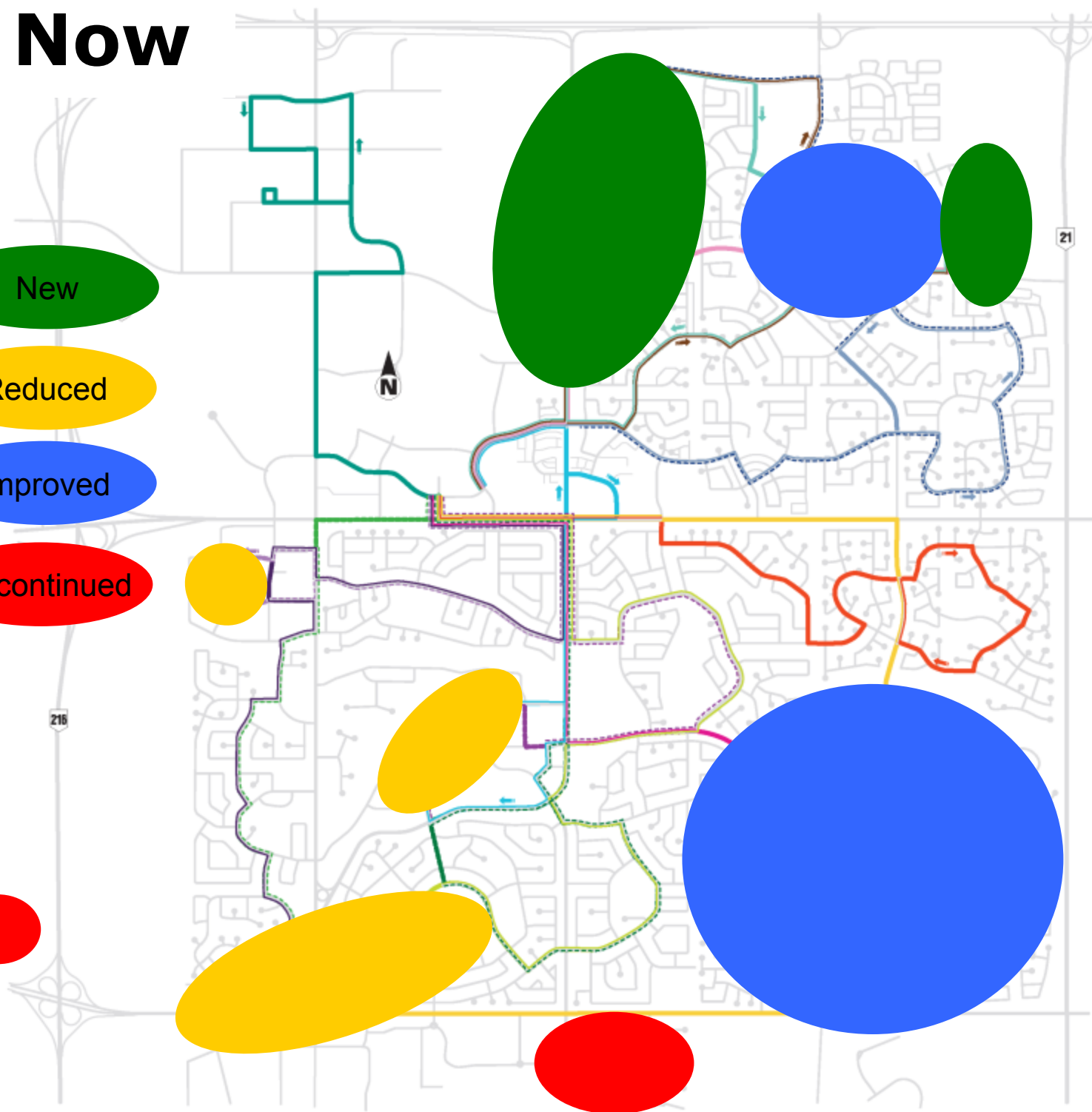
Local Service Changes

Before



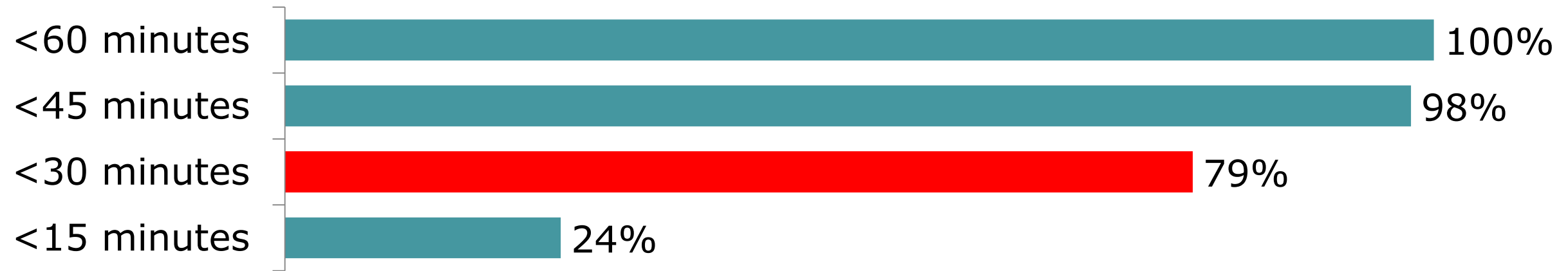
Now

- New
- Reduced
- Improved
- Discontinued



Weekday Local Service

Time required to complete local trips

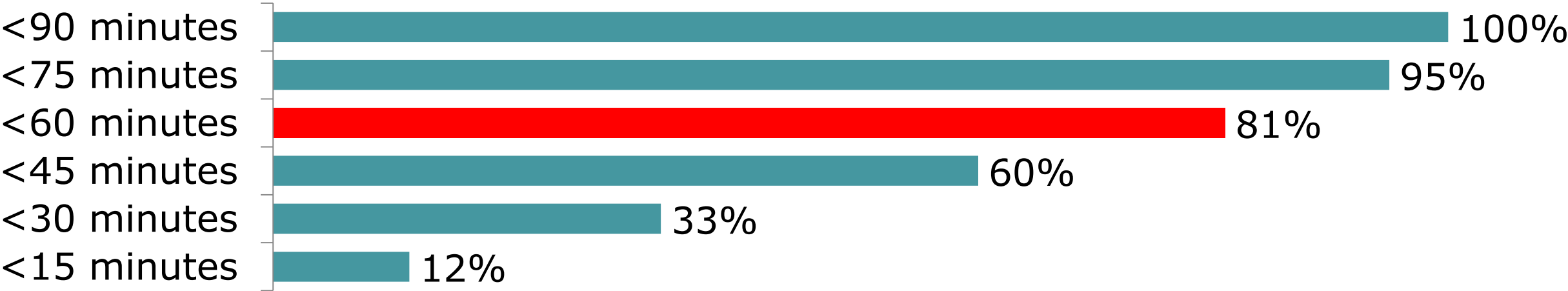


Time required to make commuter connection

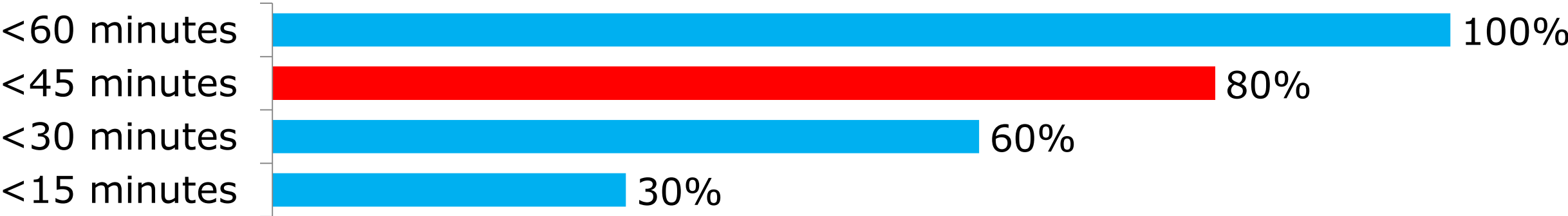


Evening and Weekend Local Service

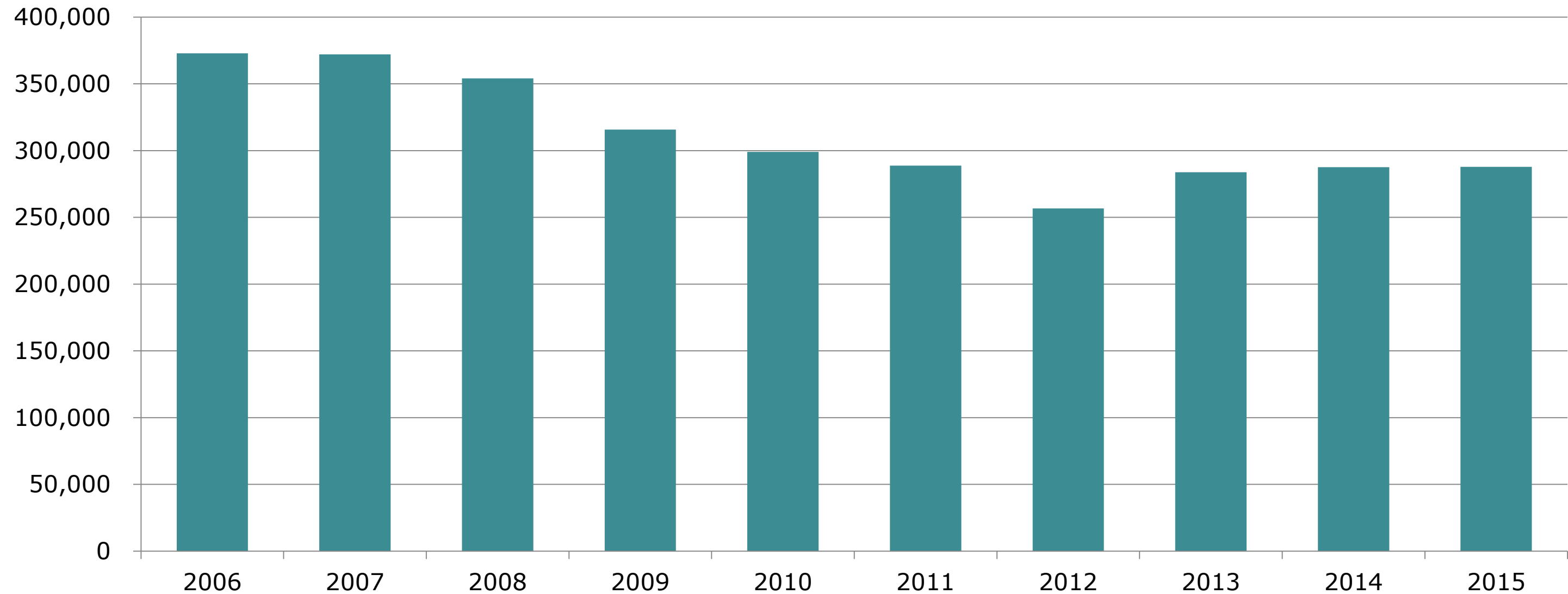
Time required to complete local trips



Time required to make commuter connection



Local Service Ridership



Rural Service

- Recommendations not started
 - Consider a pilot rural 'Park and Ride' location near Ardrossan
 - Consider demand-responsive service for general public



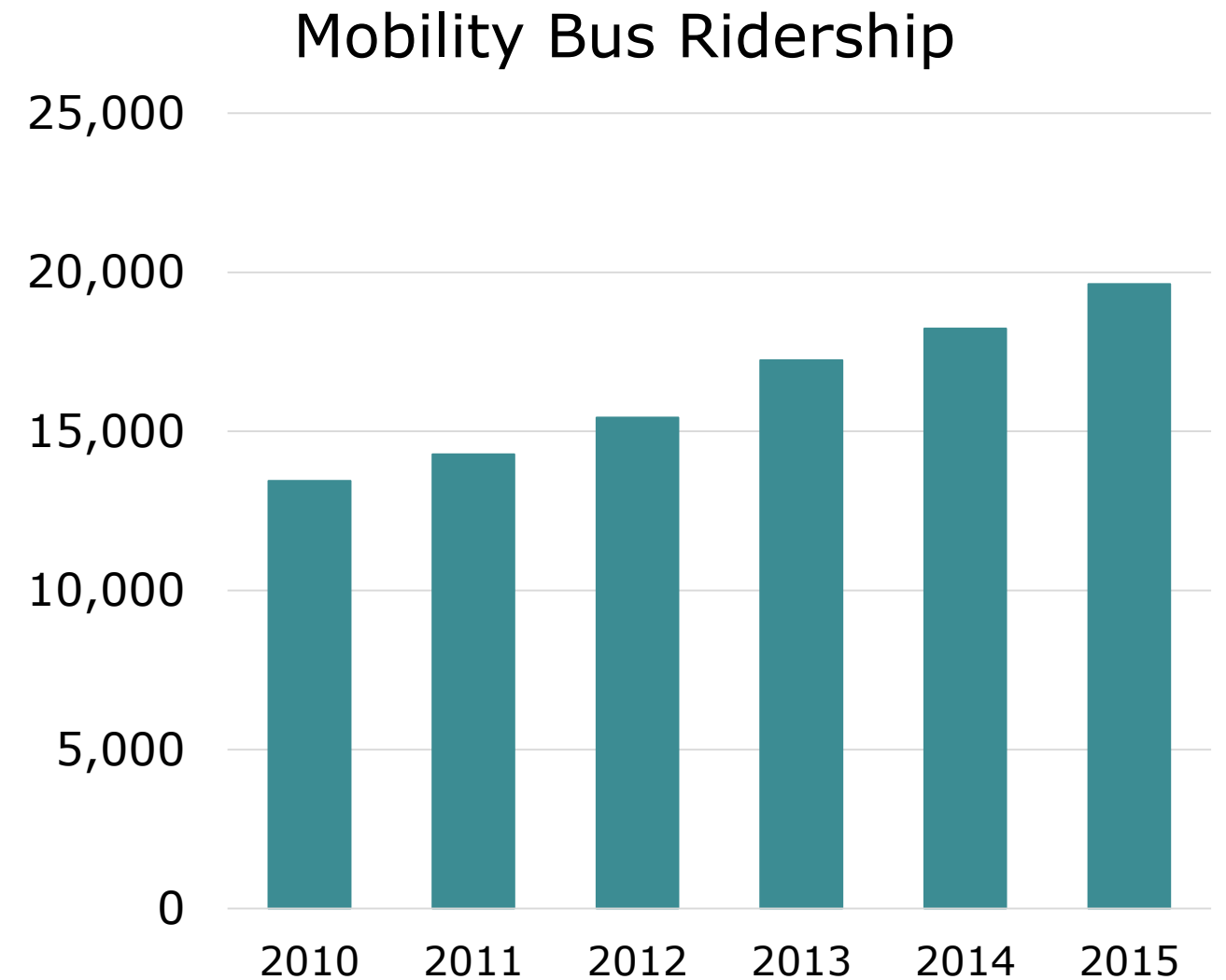
Mobility Bus

- Recommendations completed
 - Adopt “equivalency” philosophy
 - Same hours of service within Sherwood Park and to specified Edmonton destinations as fixed-route service
 - No restrictions on trip purpose within Sherwood Park and to Edmonton
 - Limit Edmonton service to specific destinations
 - Update eligibility policies
 - Limit service to those unable to use fixed-route transit
 - Age is no longer part of eligibility



Mobility Bus

- Recommendations completed
 - Rural service
 - Medical and social trips only
 - 6 a.m. to 10 p.m. on weekdays
 - Consider service to the Fort Saskatchewan Community Hospital
- Recommendations in progress
 - Transition specialized fares to be equivalent to those of conventional transit in the long-term
 - Ensure fully accessible conventional service



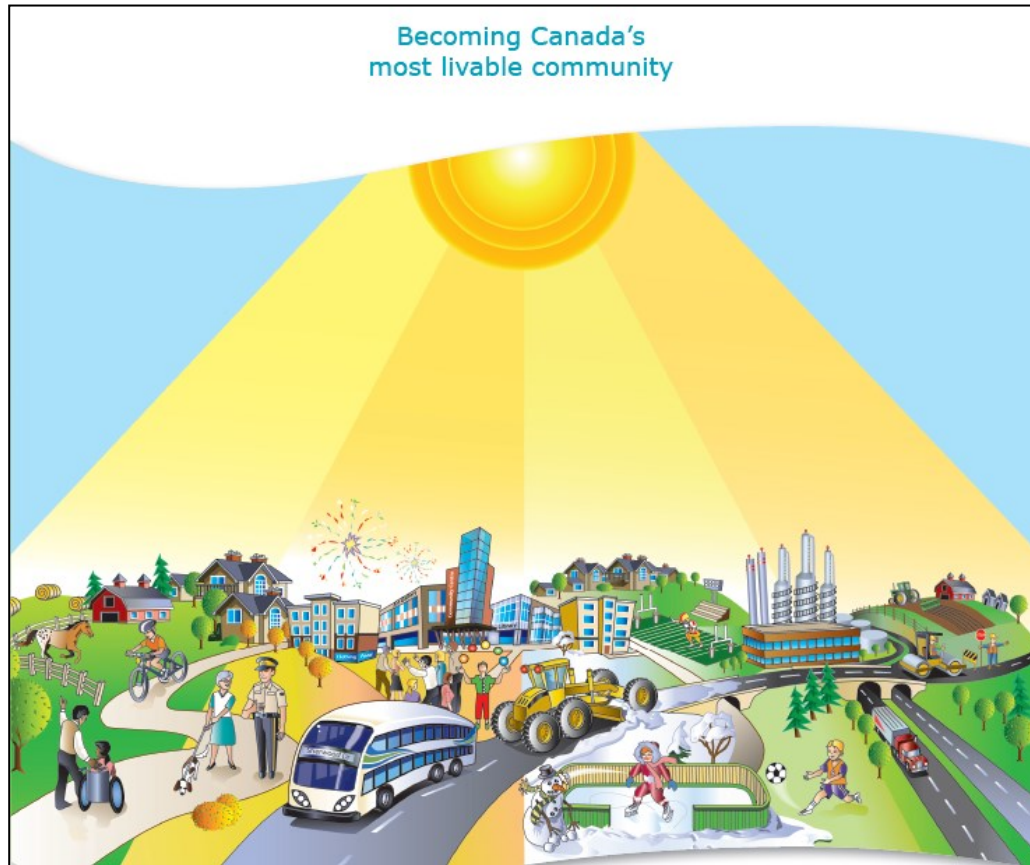
Summary of Milestones

- Council approval of TMP – March 2012
- Mobility Bus Changes – September 2013
- First Double-Decker Bus in Service – November 2013
- Bethel Transit Terminal (BTT) Opening – August 2014
- New Service Plan – September 2014
- Fare Strategy Review – 2014/2015
- Fare Policy – 2016
- Smart Bus/Smart Fare – 2016 to 2018



70-80% Completed

Next Steps



- TMP Update Study – 2017/2018
 - Dial-A-Bus service review
 - NAIT service review
 - Rural pilot 'Park and Ride' review
 - Service Standards review
- Capital Region Board's High Occupancy Vehicle (HOV) Study – 2016
- Transit Corridor Study – 2018/2019
- Ordze Transit Centre - 2017
 - Upgrade to accommodate DD buses

Future Plans

**NAIT Service
Evaluation
(2017/2018)**

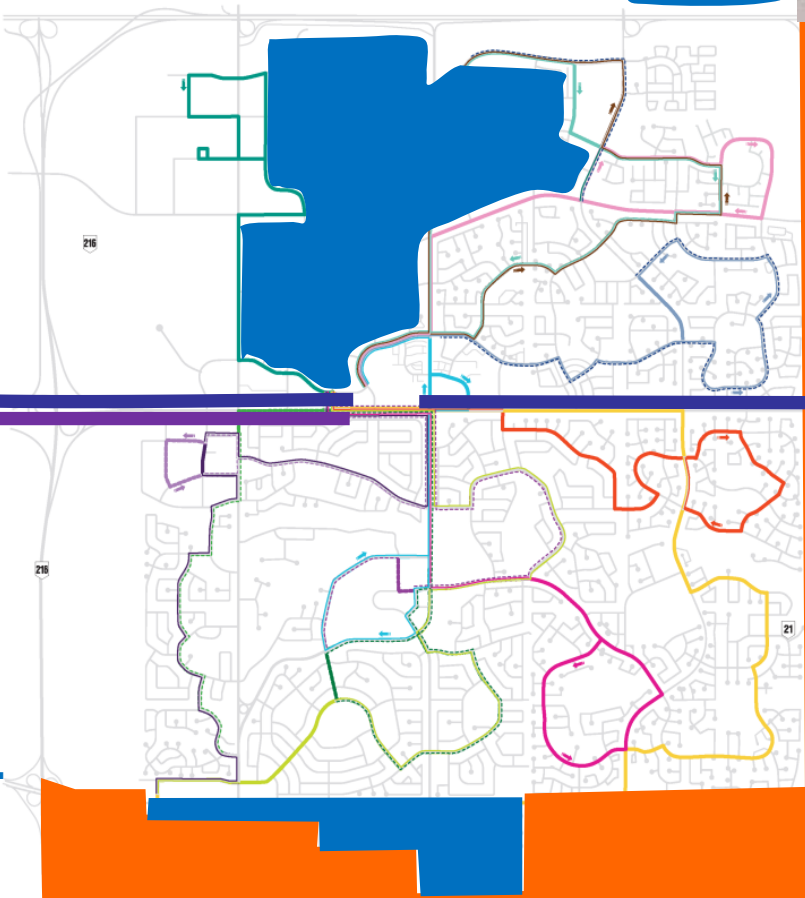
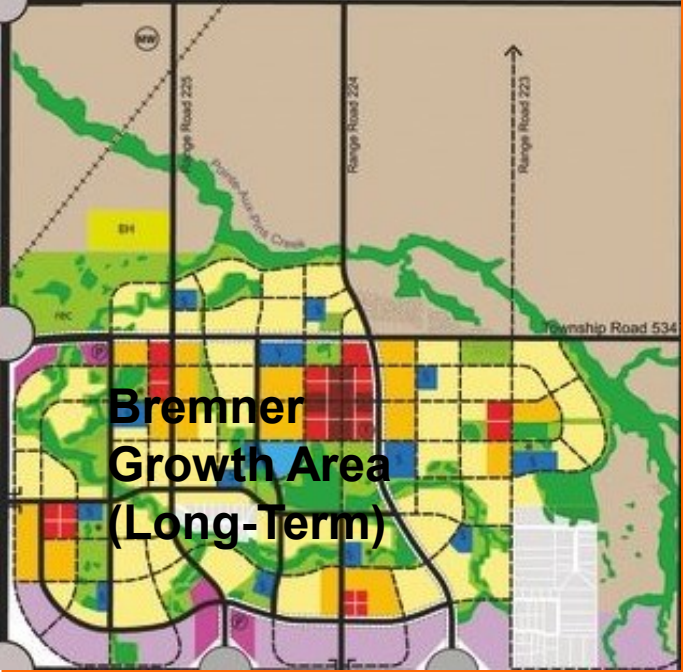
**CRB HOV Study (2016)
Corridor Study (2018/2019)**

**New Service Area (2017-
2020)
Depend on timeline of
development**

**Bremner
Growth Area
(Long-Term)**

**Rural Demand-
Response
Service
Assessment
(2017/2018)**

**Rural Park and Ride
Assessment
(2017/2018)**



Fixed Route Service Standards

- Service coverage
 - 90% of the urban service area will be within:
 - 400 metres walking distance for residential areas during daytime Monday through Saturday
 - 800 metres walking distance for residential areas on:
 - Weekday evenings
 - Saturday evenings
 - All day Sunday
 - Holidays
 - 750 metres walking distance for industrial areas during peak periods

Fixed Route Service Standards

Hours of Service and Service Frequency

Time of day	Start time	End time	Service level	Service level
Weekdays			Local service	Commuter service
AM peak	6:00 am	9:00 am	30 minutes	30 minutes
Midday	9:00 am	3:00 pm	30 minutes	60 minutes
PM peak	3:00 pm	7:00 pm	30 minutes	30 minutes
Evenings	7:00 pm	12:00 am	60 minutes	60 minutes
Saturday				
Daytime	7:00 am	7:00 pm	30 minutes	60 minutes
Evenings	7:00 pm	As warranted	60 minutes	60 minutes
Sunday				
Daytime	8:00 am	7:00 pm	30 minutes	60 minutes
Evening	7:00 pm	As warranted	60 minutes	60 minutes

Fixed Route Service Standards

Passengers per Vehicle Hour

	Peak periods		Other service periods		Overall	
	Average	Minimum	Average	Minimum	Average	Minimum
Inter-municipal service	35	20	20	10	30	15
Local service	15	8	10	5	12	7

These ridership levels must be met unless the route is required to meet the route/service coverage

Fixed Route Service Standards

Service in New Areas

- Fixed route service shall be provided to new subdivisions with 400 households or 1,000 residents.
- Alternative forms of service delivery, such as demand response services, shall be considered for new subdivisions that do not meet the criteria.
- Services introduced in new areas not previously served should be guaranteed for a minimum of 12 months.
- Monitoring at three, six and nine months is completed to ensure that the new service is trending towards the appropriate standard.

Fixed Route Service Standards

Bus stops

- Spacing of bus stops should not normally be less than 200 metres in developed areas and 400 metres in undeveloped area.
- Bus stops should be placed at most intersections, passenger generators and transfer points.
- Bus stops at intersections must be located in the safest position, considering traffic and street conditions
 - Where possible stops should be located at signalized intersections and at the far side of the intersection.
- Bus stops should be made accessible for people who use wheelchairs or other mobility aids.

Questions?