

DRAFT Edmonton Metropolitan Transit Services Commission (EMTSC)

REGIONAL OPENING DAY SERVICE PLAN (RODSP)

Background

1. The EMTSC was incorporated under the Municipal Government Act on January 26, 2021, the culminating point of many years of research, discussions and action regarding regional transit for the Edmonton Metro Region. The draft 2023 RODSP prepares 11 routes serving all 8 municipalities through an integrated regional network plan and starts with unchanged local transit services administered under a single body within 5 member municipalities:

- a. St. Albert
- b. Spruce Grove
- c. Leduc
- d. Fort Saskatchewan
- e. Stony Plain

2. Presently the Commission is comprised of eight member municipalities as represented on the EMTSC Board of Directors by an elected official from each member municipality:

- | | |
|---------------------------|----------------------|
| City of Beaumont | City of Leduc |
| Town of Devon | City of St Albert |
| City of Edmonton | City of Spruce Grove |
| City of Fort Saskatchewan | Town of Stony Plain |

3. These eight municipalities endorsed the transfer of responsibility for public transit services in order to:

- a. Deliver more seamless transit services to improve mobility across the region.
- b. Provide a more consistent and enhanced customer experience to riders.
- c. Enable the more efficient use of transit assets and resources.
- d. Establish a unified approach to transit service delivery that can meet the evolving needs of the region into the future.

4. Since the completion of the original business case planning in 2020, there have been significant changes in the region’s public transit offerings. In the previous engagement processes, with municipal administrations and elected officials, the level of detail in service planning was conceptual. From the final project report, Accelerating Transit in the Edmonton Metropolitan Region, “the revised conceptual transit service design summarizes the regional services that could be delivered under a RTSC amongst the ten municipalities, including the nature of the services and where they would run ... The intent of the conceptual design is to provide a framework by which potential route planning, service hours and costs can be evaluated against. It should be used by the RTSC to develop, through further consultation, the

detailed services to be provided across member municipalities at the time of implementation.” (page 5, June 2020 version).

5. The EMTSC is planning for today and for the future. The Commission is developing an integrated regional transit system that is responsive now, and for the additional million residents expected to reside in the Region in the next 25 years.

6. Vibrant and prosperous municipalities require an integrated transit system that provides residents with the ability and convenience to move seamlessly throughout the Region without regard to municipal boundaries. Integrated regional transit plays a critical role in supporting economic development and is critical to growth and success. A robust inter-municipal public transit service is essential to support the daily flow of our workforce and consumer access to goods and services across the Region.

7. Potential ridership is representative of a broad range of socially and economically diverse residents who want the EMTSC to improve the accessibility, quality and efficiency of public transit services for all residents, business and industry throughout the Region, at a reduced affordable and sustainable cost.

8. Integrated regional transit is fundamentally about the following goals:

- a. Better transit service at a reduced cost.
- b. Connecting customers to business and workers to jobs.
- c. Serving the needs of a diverse and representative population and ensuring equality of access, opportunity, and quality life.

9. In order to meet those goals, the Commission has developed 9 Strategic Objectives:

- a. Stakeholder Support. Broad public and stakeholder support and understanding of the benefits of the EMTSC and a regionally integrated public transit system.
- b. 2023 Service. Regionally integrated public transit services being offered in 2023.
- c. Full Member Participation. Full participation by all EMTSC member municipalities in the delivery of the regionally integrated public transit system.
- d. Complimentary to Local Policy. An EMTSC and regional transit service that complements local social, environmental, economic and growth policy objectives.
- e. Coordination with Partners. Coordinated regional transit approach involving all member municipalities and key partners.
- f. Dynamic Mobility Services. Dynamic mobility offerings that are regionally coordinated and responsive to local conditions.
- g. Clear Communications. A shared understanding about how the EMTSC interacts with member municipalities, Board Members, councils and administrations.
- h. Effective Resourcing. A business model that leverages existing resources resulting in benefits and efficiencies being realized.
- i. Financial Sustainability. Financial sustainability augmented by alternative funding models and/or diversified funding sources.

10. Several activities have been prioritized for the Commission to be able to meet the above goals:
 - a. Service Planning. Focusing on service planning, policies and performance metrics that support delivering a regionally integrated public transit service in 2023.
 - b. Working with Edmonton for Optimal Success. Partnering with the City of Edmonton and ETS to optimize integrated resources, and best leverage the collective knowledge to address concerns regarding the effective delivery of regionally integrated public transit service.
 - c. Communications and Branding. Communicating to the public and stakeholders the important recognition of the benefits of regional transit and the work of the Commission.
 - d. Partnerships, Relationships and Advocacy. Continuing to build relationships, and common cause, with our partners across the region.
 - e. Establishing Corporate Elements. Internal activities that focus on developing the Commissions corporate structure, processes and culture as it grows and establishes itself.

11. Under the service planning activity, number 1 above, discussions with member municipalities were conducted with the following planning principles:
 - a. Seamless transition experience for Customers.
 - b. Practical service that takes people where they need to go and is aligned with demand and community aspirations.
 - c. Connecting key high ridership attractions across the region, with minimal transfers.
 - d. Fast, express services that provide competitive travel times on high ridership routes.
 - e. Higher levels of service, i.e., more midday, evenings and weekend services.

12. In 2022 the EMTSC developed a new baseline of services to reflect post pandemic ridership and fiscal realities as well as the current EMTSC membership. This new baseline of services is reflected as the 2023 Opening Day Service Elements which focus on the seamless transition of existing services from our municipal partners to the EMTSC enabling a smooth customer experience at practical service levels. The Commission will work to continue developing a unified approach to transit service delivery across the region that will evolve as the region grows.

13. The original business case, that established the preconditions for the Commission, also envisaged a number of financial considerations that, unfortunately, are no longer valid. Transit systems, and the municipalities who support them, have had difficulty over the pandemic period as ridership rates plummeted and services were restructured. As ridership levels and demand return to pre-pandemic levels, there is an increased need to ensure the interconnectivity of municipal transit services that actively connect communities to employment, educational, and business opportunities.

14. When the Commission completed a comparative analysis of the conceptual regional service from the 2020 business case, the services currently being provided, and the recommendation for the 2023 Opening Day Service plan it was determined that:
 - a. The original business case service elements provided 2.5 times more service than what is being delivered today.
 - b. Most member municipalities have significantly re-examined their service offerings and captured many of the savings that were available when the original business case was developed.

- c. Some of the member municipal councils have changed since the Commission was incorporated and have brought forward concerns about how the services proposed by the original business case might negatively impact their residents.
 - d. On Demand Transit (ODT) has been implemented within the region and is affecting the availability of resources the original business case envisaged using for the Commission.
15. As a result of the above the EMTSC refined some of the proposed elements of the services that were being offered and developed:
- a. In the case of the City of Edmonton, a key change from the original 2020 conceptual business case now proposes additional service to provide quicker travel times to destinations along the proposed corridors. In early 2022 Edmonton City Council expressed desire that EMTSC services not negatively affect any existing services. The additional services now proposed are supplementary services, providing additional weekday, evening and weekend services, coordinated with the existing services or offsetting frequency will improve connections.
 - b. In the case of services proposed to address ridership to and from St Albert, Fort Saskatchewan, Beaumont, Leduc, Devon, Stony Plain, and Spruce Grove, there are minor changes or additions to service to create the regional route structure and hubs.
 - c. To determine that the Government Centre Transit facility is a central location for EMTSC services to use as a regional transfer point and hub.
 - d. A service plan that provides 0.4 times more service, across the elements, which was developed in consultation with member municipal administrations and the EMTSC Board.

EMTSC Mission

To enable a variety of sustainable mobility options that best serve our region, people and communities.

Implementation

Concept of Operations

16. Working with municipal member administrations, and WSP Canada Inc., the Commission has completed a comparative analysis between the conceptual plan, current services being provided, and a basic regional route network to develop a set of service elements that, are recommended for Opening Day Service, to commence in spring/summer 2023.

17. The intent of this document is to support seamless transition from the current service provision model to the Commission on Opening Day. Organizational activities are expected to continue past Opening Day, depending on the status of staff, facility and equipment transition agreements.

18. In the case of the City of Edmonton, a key change from the original 2020 conceptual business case now proposes additional service to provide quicker travel times to destinations along the proposed corridors. In early 2022 Edmonton City Council expressed desire that EMTSC services not negatively

affect any existing services. The additional services now proposed are supplementary services, providing additional weekday, evening and weekend services, coordinated with the existing services or offsetting frequency will improve connections.

19. In other member municipalities, it was identified that regional, local and paratransit services would be delivered under EMTSC direction, using existing service providers. In all cases transfer agreements or new provision of service agreements with third parties, as required, will be completed.

20. The Paratransit services operated in the City of St Albert, City of Leduc, City of Spruce Grove, Town of Stony Plain and the City of Fort Saskatchewan for Opening Day the assumption is to continue current paratransit services with no changes. An investigation to determine the required information and costs associated with transitioning these services to the EMTSC is now under way.

21. For Opening Day Service, the EMTSC is planning to establish and operate 11 regional service elements:

a. Metro West 1.

Metro West 1 will provide direct service between Downtown Edmonton, Spruce Grove and Stony Plain via Highway 16. The service is proposed to operate at 20-minute peak and 60 to-120-minute off-peak service on weekdays only. The routing will serve major destinations in North Central Edmonton including NAIT and Kingsway and then continues South into the Downtown via 101 Street and Jasper Avenue, stopping at Government Centre. The service then returns North along 109 Street to serve MacEwan University and loop back to NAIT. The additional extension to Government Centre will allow for improved transfers to other regional services as it becomes the regional hub. The use of common hub allows for improved staging and service layovers which leads to opportunities to optimize service efficiency in the future once the specific trip level demand is fully analyzed.

This service will provide an extension to Heritage Park in Stony Plain from the Tri leisure Centre in Spruce Grove 4 times per day, during the peak periods, serving approximately half of the stops as it connects through Spruce Grove to Highway 16. Once the Century Road transit station is completed 2024 services will be reviewed and re-optimized for increased speed through both communities and improved opportunities for riders to connect to regional trips using an on-demand service at the new hub location.

b. Metro Northwest 1.

Metro Northwest 1 will provide direct service between Downtown Edmonton and St Albert via St Albert Trail. The service is proposed to operate at a 10-minute peak and 60 off-peak service on weekdays, evenings and weekends. The service along St Albert Trail will start at St Albert Exchange, Nakî Transit Centre, and Kingsway Transit Centre before completing a loop of the Downtown by travelling South on 101 Street, West on Jasper Avenue then to Government Transit Centre, returning by going North on 109 Street. The additional extension to Government Centre will allow for improved transfers and

interlining opportunities as a future regional hub. The service to Kingsway Transit Centre offers increased connections for travelers throughout the region.

- c. Metro Northwest 2.
Metro Northwest 2 will provide a direct connection from St Albert to NAIT and will allow a second option for riders to get to Downtown Edmonton, this time through Kingsway and then travelling directly South on 109 Street to service MacEwan University and Government Centre. The service is proposed to operate at a 10-minute peak and 60 off-peak service on weekdays, evenings and weekends. By complementing the Metro Northwest 1 service this provides a more direct access to the West of Downtown with both a regular stopping pattern in Edmonton between NAIT along 109 Street and an express variant.
- d. Metro Northwest 3.
Metro Northwest 3 provides service to the University of Alberta from St Albert Exchange along St Albert Trail and Groat Road. The regular routing serves Westmount and Edmonton and operates at 20-minute peak hour service with an additional peak express 60-minute service that is direct to the University of Alberta. The service operates 60-minute off-peak with evening and Saturday service.
- e. Metro Cross.
Metro Cross route is a circulator service across the network that connects, Clareview, Nakî Transit Centre and West Edmonton Mall. Based on engagement with regional municipalities, West Edmonton Mall is a major transit destination in addition to the Downtown and University areas. The 60-minute service would operate all-day weekdays as well as Saturday. This route provides an example of seamless regional travel, interlining with the Metro Northeast to provide an opportunity for single seat journeys from Fort Saskatchewan and an emphasis on long distance trips that benefit from express service.
- f. Metro North.
Metro North is a key element of the regional network, creating a North / South link and following an established demand pattern, between Eaux Claires Transit Centre in the North and the Downtown area. The route will travel along 97 Street and 101 Street to Jasper Avenue and then Government Centre. The service is planned for a 10-minute weekday peak service, 20-minute midday service and 60-minute evening and weekend service. This corridor has been identified as a location for future Bus Rapid Transit in the City of Edmonton's Mass Transit Study and there have been investments in signal technology made along 101 Street that will benefit passengers on services along that corridor. From a regional perspective, Eaux Claires Transit Centre is an important gateway for potential expansion of service to the North and is a transit gateway by providing park and ride options for regional residents.
- g. Metro West 2.
Metro West 2 is the second key element of the regional network that will operate within Edmonton by providing an important East / West connection between Lewis Farms Transit

Centre located off Anthony Henday Drive, through to the University of Alberta, primarily travelling along the Whitemud Drive corridor, and then connecting through to Government Centre. This service is planned for a 20-minute peak service and 60-minute off-peak service including evening and weekends. The service would operate in an interlined fashion with Metro North allowing for travel opportunities along the entire corridor and provide residents from across the region with convenient long distance one-seat journeys. This route also closely aligns with City of Edmonton plans for BRT corridors. This service provides new express options during midday, evenings and weekends.

h. Metro Northeast.

Metro Northeast provides a regional connection from Clareview Transit Centre through the Dow Centennial Centre in Fort Saskatchewan. The service would operate a 20-minute peak service and add midday trips as well as a new 60-minute Saturday service. This route will link with the Metro Cross to provide options for 1 seat journeys from Fort Saskatchewan to West Edmonton Mall and will expand service span.

i. Metro Southeast

Metro Southeast provides a connection from Beaumont into Edmonton via 50 Street to the Mill Woods Transit Centre, the South terminus of the future Valley Line LRT. This service would operate on a 30-minute peak and 60-minute midday service. Additionally, the service would extend to the Edmonton International Airport for the first 4 trips in the AM and PM provide an additional connection option for both Beaumont and Mill Woods residents.

j. Metro South Airport /Metro South

Metro South Airport/Metro South service connects the Century Park Transit Station and LRT service to riders along Highway 2 in South Edmonton. The Metro South Airport service will operate 30-minute service from 4:00 am to 1:00 am, seven days a week with the Metro South as a variant. During the morning peak the Metro South service would operate from EIA to Leduc to Century Park for 6 trips. The Metro South PM service would operate direct from Century Park to Leduc.

k. Metro Southwest

Metro Southwest service is proposed to connect Devon with Lewis Farms transit Centre along Highway 60. This service would provide a basic level of service for two trips each in the AM and PM. The Commission is proposing that this be a seasonal service lining up with the postsecondary sessions from September to April.

Transition

22. As the Commission launches opening day service, service levels will vary across municipal boundaries based on past levels of transit investment. For opening day, regional services have been integrated to achieve a basic network that meets established travel demand patterns. Through further integration there will be reduced duplication of services, more seamless regional travel and enhanced

customer experience as compared with the current state. Responsibility for local services will transfer to the Commission and no service changes are expected, in order to maintain consistency for customers.

23. Over the longer term, local (less Edmonton) and regional services are expected to become fully integrated and achieve greater efficiency for all municipal members. It is expected that this process will take time and draft transit service guidelines have been prepared based on existing municipal documents and consultation with transit staff.

24. Once approved these service guidelines will be used by the EMTSC to further develop regional transit system that is consistent and over time service levels will better align across the region. The service guidelines include periodic review of new services as well as benchmarks for services from productivity and customer service perspectives.

25. To be clear local fixed routes provide service within municipal boundaries only, or within adjacent municipalities that share services. Local service connects local neighbourhoods with one another, with local activity centres, and with transit hubs where transfers to and from commuter routes can be made. Local services typically have close stop spacing, slower average travel speeds, and constant boardings and alighting's along the route. Local routes should operate on main roads (arterials and collectors) in the service area. They will be oriented as much as possible to the main travel corridors, but will deviate to residential areas, schools, shopping centres, major employers or other major activity centres where ridership warrants.

26. On-demand service is now seen as a first step towards local transit service or an opportunity to scale-down local fixed route services that do not meet ridership performance targets. An on-demand zone could cross a municipal boundary in some cases, such as between Stony Plain and Spruce Grove. The service productivity goal for on-demand is 5 to 10 passengers per hour. When service continuously achieves greater than 8 passengers per hour, trip data will be reviewed to determine potential fixed-route alternatives. On-demand service is stop-based, using either virtual or existing physical bus stops. Zones for on-demand service will be designed to minimize the need to transfer between On-demand buses within a community. Wait times and travel times will not drastically exceed the fixed-route performance (i.e., 30-minute service).

27. Paratransit services are provided for those riders with reduced mobility and to provide everyone the freedom and independence to travel on transit safely. As identified in the 2020 business case, paratransit services, less the City of Edmonton, were planned to be delivered under EMTSC direction. Paratransit services within the region are typically coordinated with conventional transit in order to optimize a rider's experience and operational effectiveness. The investigation into the required information and costs associated with transitioning these services to the EMTSC is now under way. As with local services there will not be any changes to these services as part of the transition. Continued work with municipal member councils and administration regarding paratransit services will be part of the ongoing service planning/budget development activities.

28. The following principles are provided to guide the evolution of local transit service in member municipalities:

- a. Local transit service improves opportunities for residents to travel within their municipality and increases their access to the regional transit network.
- b. Local transit service provides coverage throughout municipalities and can feed riders to the regional network hubs.
- c. Member municipalities will collaborate with the EMTSC and co-develop local transit plans and local service adjustments in alignment with the EMTSC Service Guidelines. This includes public engagement.

Annual Planning Cycle

29. Following on from Opening Day, using the common service standard, an annual cycle of service planning will be developed, in line with the current model where major changes are implemented in the April timeframe and follow-on adjustments are made in June and/or September. Changes for Regional routing will be based on discussions with all appropriate municipalities and costs will be allocated through the budget process. Local and Paratransit service adjustments will be based on the input from the home municipality for those services.

2023 Anticipated Service Delivery Mechanisms

Regional Service

30. Metro West 1 is anticipated to be an element provided by the EMTSC under a contract with ETS.
31. Metro Northwest 1, 2 and 3 are anticipated to be elements provided by the EMTSC using the provision of services agreement through the current commercial transit provider.
32. Metro Cross, Metro North, and Metro West 2 are anticipated to be an element provided by the EMTSC under a contract with ETS.
33. Metro Northeast is anticipated to be an element provided by the EMTSC under a contract with ETS.
34. Metro Southeast is anticipated to be an element provided by the EMTSC under a contract with a commercial transit provider.
35. Metro South Airport/Metro South is anticipated to be an element provided by the EMTSC under a contract with ETS.
36. Metro Southwest is anticipated to be an element provided by the EMTSC under a contract with a commercial transit provider.

Local Service

37. For Spruce Grove and Stony Plain the Commission anticipates local services to be provided as the EMTSC using the existing provision of services agreement with the current commercial transit provider.
38. For St Albert the Commission anticipates continuing to provide local services as the EMTSC using the existing provision of services agreement with the current commercial transit provider.
39. The City of Edmonton is not transferring its local service at this time.
40. For Fort Saskatchewan the Commission anticipates local services to be provided as the EMTSC using the existing provision of services agreement with the current commercial transit provider.
41. For Leduc, the Commission anticipates local services to be provided as the EMTSC using the existing provision of services agreement with the current commercial transit provider.

Paratransit Service

42. For Spruce Grove and Stony Plain the Commission anticipates no changes to the paratransit services to be provided using the existing provision of services agreement with the current commercial transit provider.
43. For St Albert the Commission anticipates no changes to the paratransit services to be provided using the existing provision of services agreement with the current commercial transit provider.
44. The City of Edmonton is not transferring its paratransit services.
45. For Fort Saskatchewan the Commission anticipates no changes to the paratransit services to be provided using the existing provision of services agreement with the current commercial transit provider.
46. For Leduc the Commission anticipates no changes to the paratransit services to be provided using the existing provision of services agreement with the current commercial transit provider.

Fleet Requirements

47. Based on the preliminary discussions with municipal members, there are sufficient fleet assets within the Commission to provide the recommended services, less the additional services for the City of Edmonton, which require further discussions with them. These requirements are subject to further refinement as the asset transfer discussions take place.

Fares

48. Fare levels are currently set by individual municipalities with regional fare agreements between the existing municipal members. On opening day, the EMTSC will inherit existing fare structures

however, a medium-term goal for the Commission will be the harmonization of the regional fare structure.

Financial Implications

49. Commission costs for 2023 will consist of operating costs for regional and local service, Commission pooled administrative, and start-up debt repayment costs. These costs will be funded through fare and non-fare revenues, and continued funding from municipal members to be secured through the first annual requisition as prescribed in Part 4, Section 76 of *Bylaw 1 – Governance Bylaw*.

50. The costs of the 11 regional routes have been allocated to the municipal members, and 1 non-member, based on the following principles:

- a. Regional service from an originating municipality with 1 stop in Edmonton at a major destination or hub = 100% to the originating municipality.
- b. Regional service from an originating municipality with multiple stops in Edmonton = 90% to the originating municipality and 10% to Edmonton.
- c. Regional service with all stops within Edmonton = 100% to Edmonton.
- d. Regional service within Edmonton & interlining to key destinations (historical operation for portion of route by St. Albert Transit) = 45% to St. Albert, 45% to Edmonton and 10% to Fort Saskatchewan.

51. Local service and the associated costs are not anticipated to change significantly when the service transitions to the Commission's control in 2023.

52. The pooled costs of operating 1 transit agency versus 7 individual agencies reflect the pooling of the dedicated transit resources to achieve efficiencies. The single administration structure will also now introduce additional cost avoidance opportunities within each member municipality which, although real, is admittedly difficult to quantify. Pooling administrative resources in a single agency will ultimately provide member municipalities with cost avoidance opportunities within other corporate functions and provide the possibility of utilizing existing resources in a different way. This will result in more value for the funding invested in those resources. Costs associated with operating the Commission may appear incremental if compared strictly to the financial results for the municipal transit operations. Administration costs exist for each of the members that deliver transit services today, but these costs are not directly attributed to the transit operating budgets.

53. The Commission's *Debt Management Policy* stipulates that start-up debt is to be repaid over the initial 4-year operating period.

54. Part 4, Section 75 of *Bylaw 1 – Governance Bylaw*, stipulates that fees levied to Members through municipal requisitions will contain 2 types of allocations:

- a. Service Based Cost Allocations – includes regional and local service costs.
- b. Base Fee – includes Commission administrative and debt repayment costs.

Next Steps

Timings

Board meeting to vote on Regional a Plan Recommendations - September 15, 2022.

Discussions with municipal administrations and transfer agreements developed, approved, etc., – September 15, 2022, to spring/summer 2023.

Opening Service Day – spring/summer 2023.

Annual Service Plan. Every year an annual service plan will be developed based on the requests for additional services or changes that will have a monetary effect on the Budget. These will be presented as part of the annual budget for the next operating year. Changes requested and approved in 2023 would be implemented in April of 2024, for example. To put Service plans will need to be developed that take the routes and schedules as presented in this plan and transition them into schedules, sign ups and information for the public using the new regional routes

Personnel, infrastructure and Equipment Transfer Agreements. TBC. In order to operate local and regional transit service elements there will be transition agreements and plans that will have to be developed in concert with the various municipal staffs. Personnel and asset transfer discussions and follow-on documentation and changes to contracts for provision of services will also have to be revised or written, where appropriate.

Communications and Engagement Plan. TBC.

2023 EMTSC Operating Budget. TBC.

2024 – 2025 EMTSC Outlook. TBC

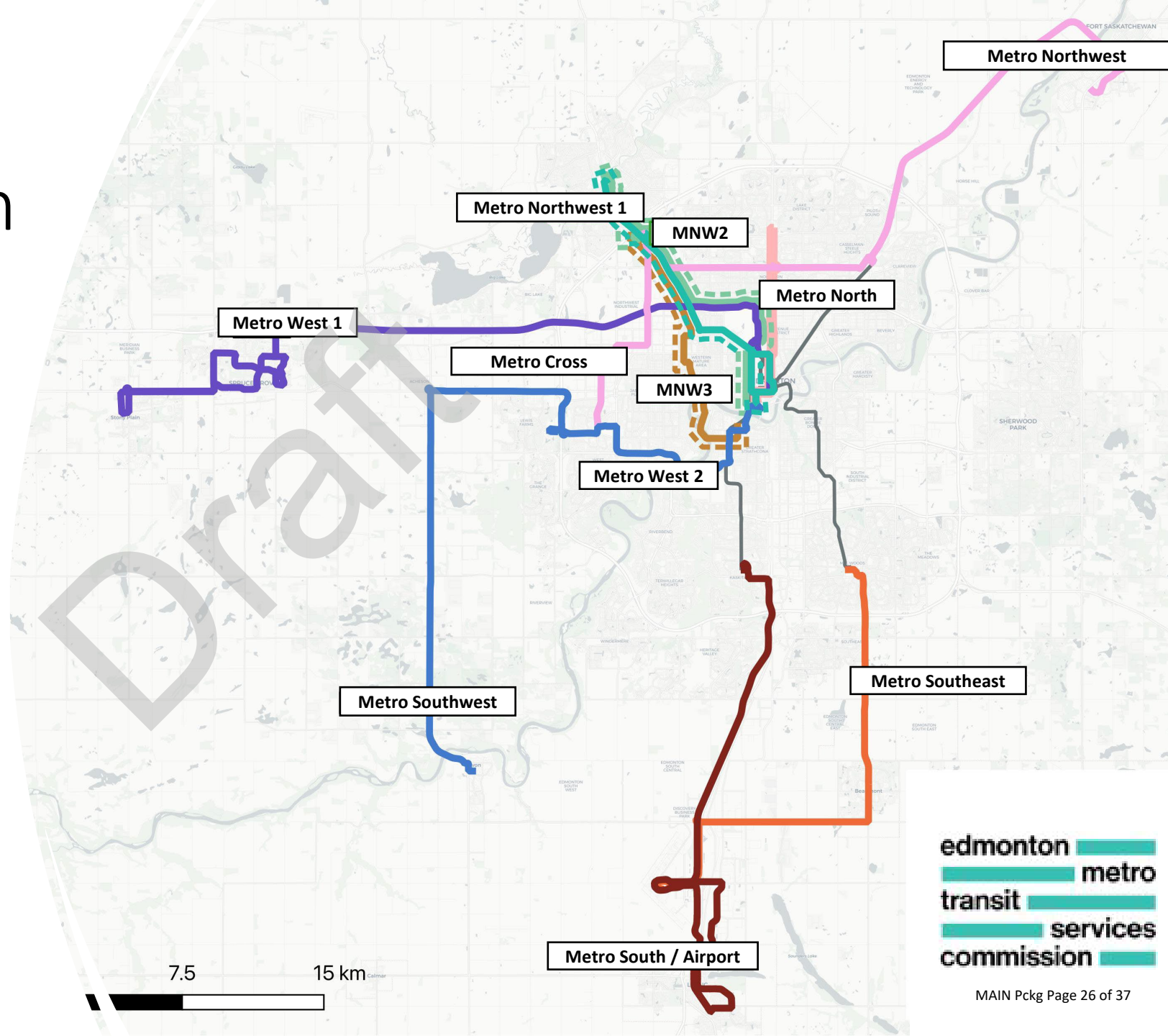
Additional Agreements. TBC. New agreements may have to be created and in some instances City, Town and County Councils may have to create or amend bylaws to allow the Commission to function within, or through, their boundaries.

Attachments:

Annex A – Regional Opening Day Service Element Descriptions

2023 Service Plan Elements

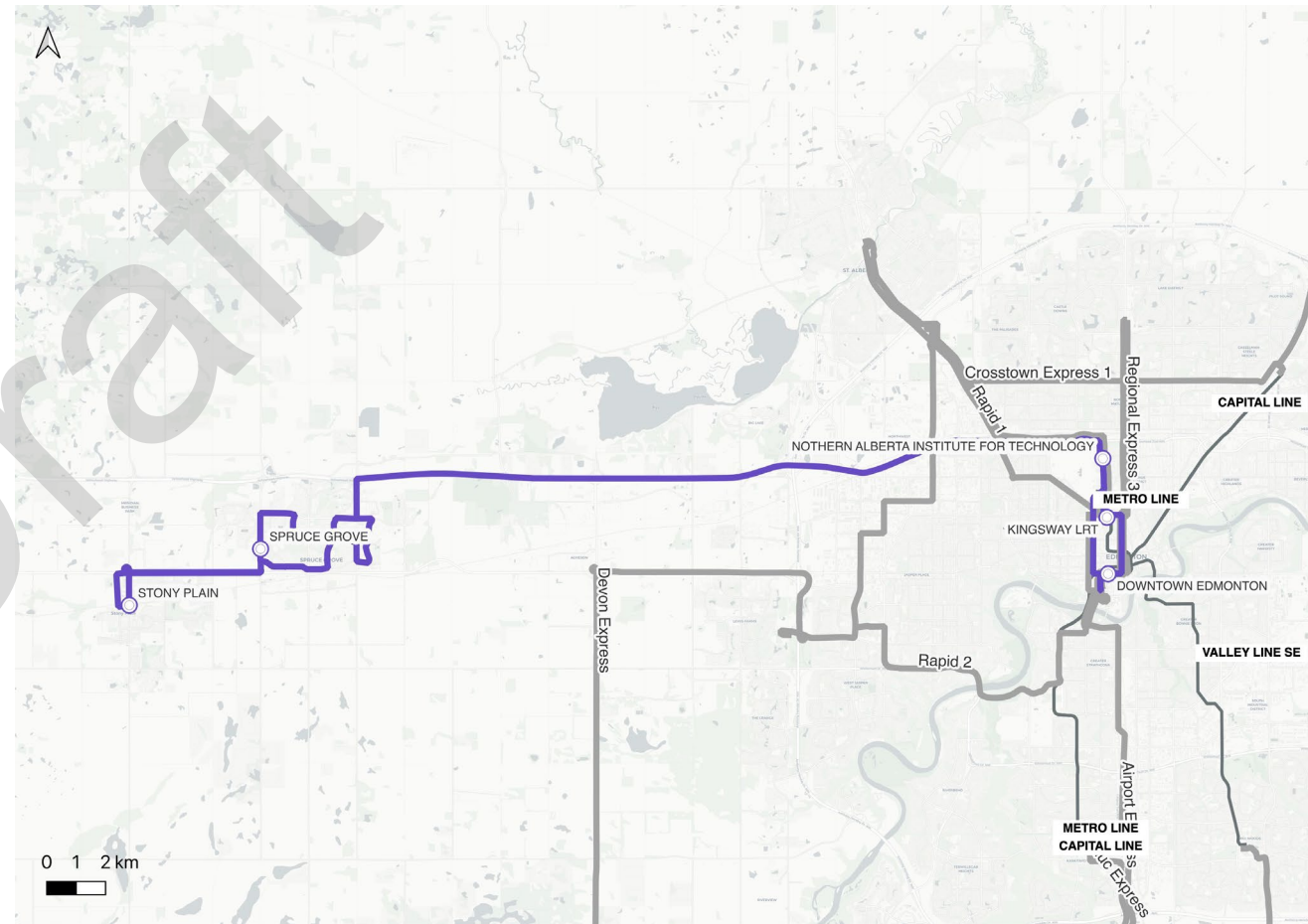
- Metro West 1
- Metro Northwest 1
- Metro Northwest 2
- Metro Northwest 3
- Metro Cross
- Metro North
- Metro West 2
- Metro Northeast
- Metro Southeast
- Metro South Airport/Metro South
- Metro Southwest



Metro West

Service Recommendation	
Description	Heritage Park – Tri-leisure Centre – NAIT – Government Centre (4 trips daily to SP)

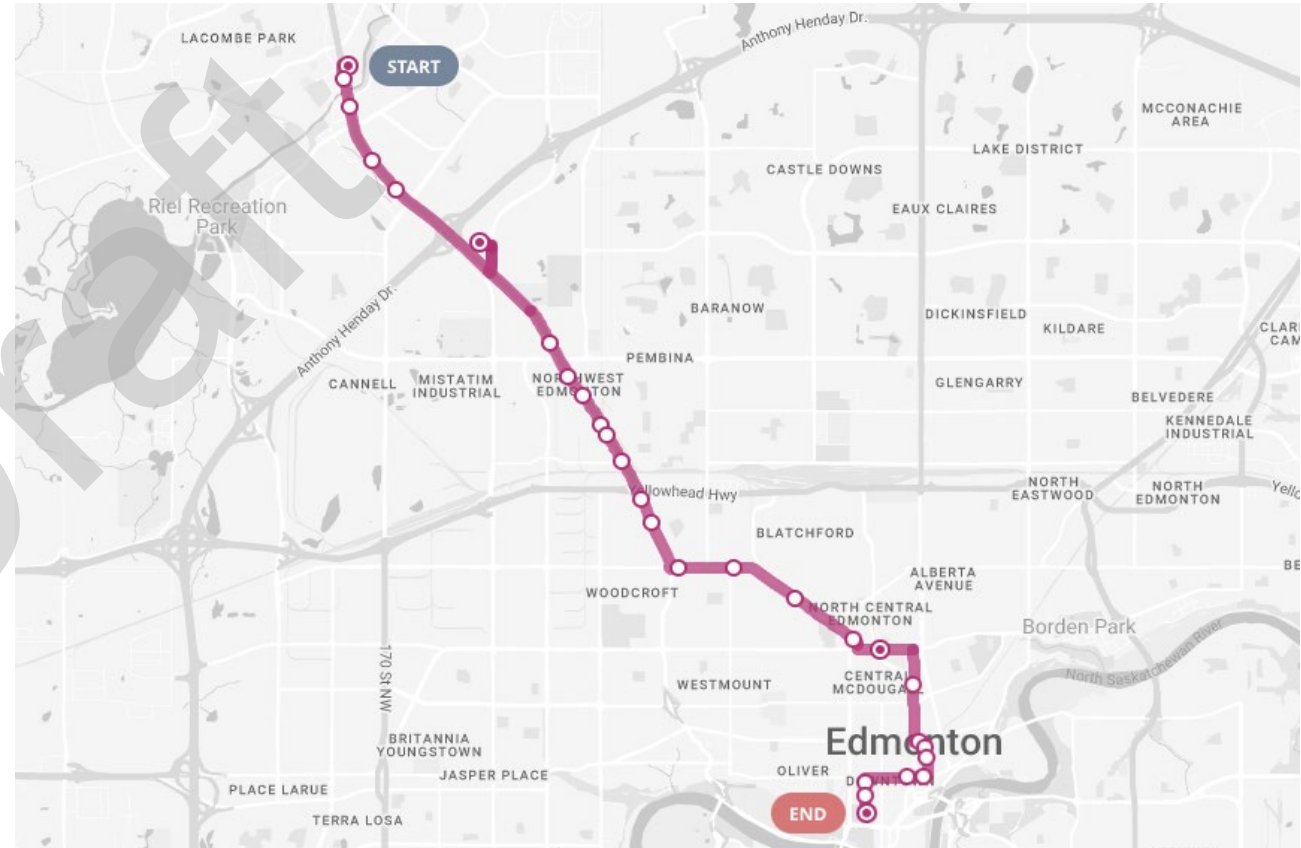
- 20-minute peak service, 60 to 120-minute service all day
- Modification to route alignment provides direct connections to regional services at Government Centre
- Extension to Heritage Park for 2 trips per day in the AM / PM period
- Stony Plain local service is being transitioned to on-demand which will be able to serve locations in both Stony Plain and Spruce Grove
- Service proposed to be operated by EMTSC under contract with ETS



Metro Northwest 1

Service Recommendation	
Description	St Albert Exchange - Nakî - Kingsway – Government Centre

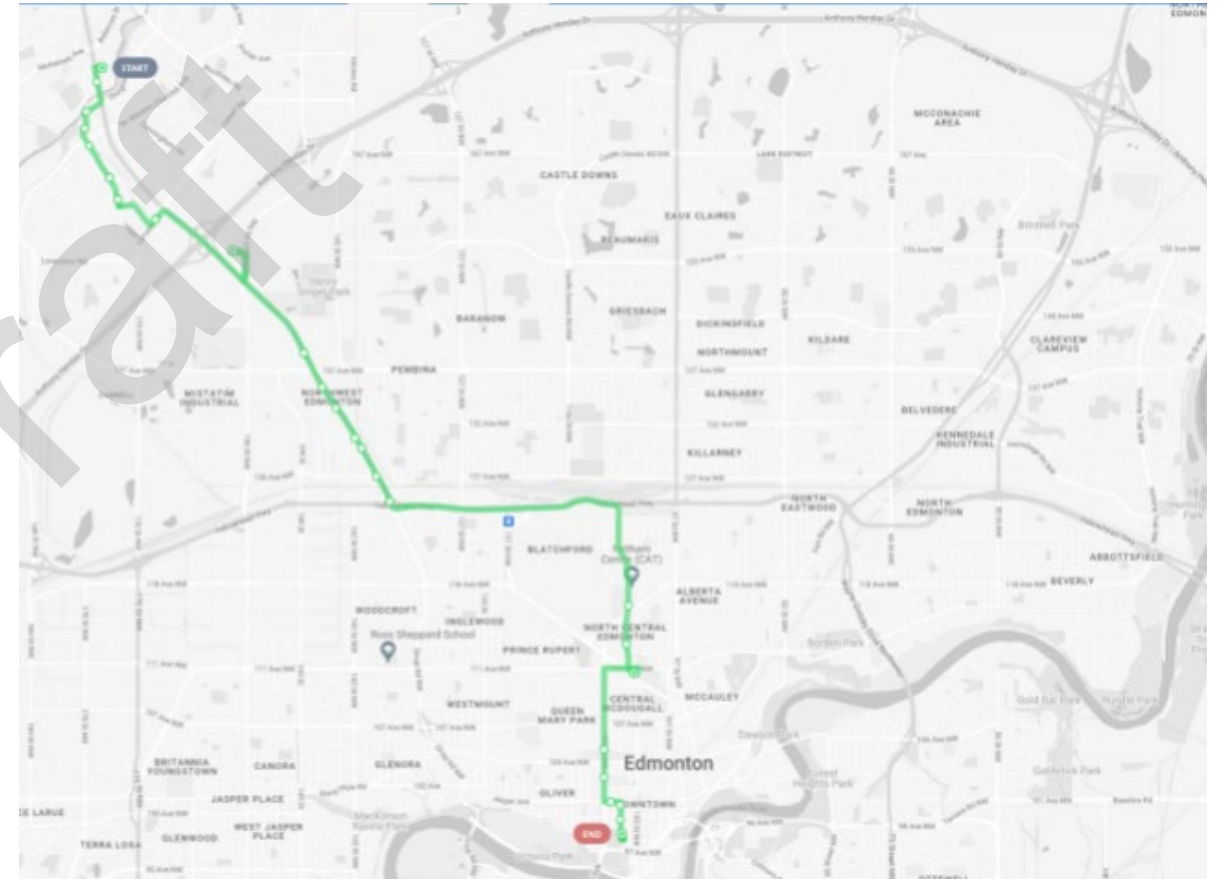
- 20-minute peak (blended to 10 minute frequency), 60-minute off peak service
- Service operates weekday and weekends
- Route family would create simplicity for customer in the regional network and allow for reduced service bunching at terminals
- Modification to route alignment provides direct connections to regional services at Government Centre
- Service proposed to be operated by EMTSC out of St Albert facility under contract with third party operator



Metro Northwest 2

Service Recommendation	
Description	St Albert - Nakî - NAIT – MacEwan University - Government Centre

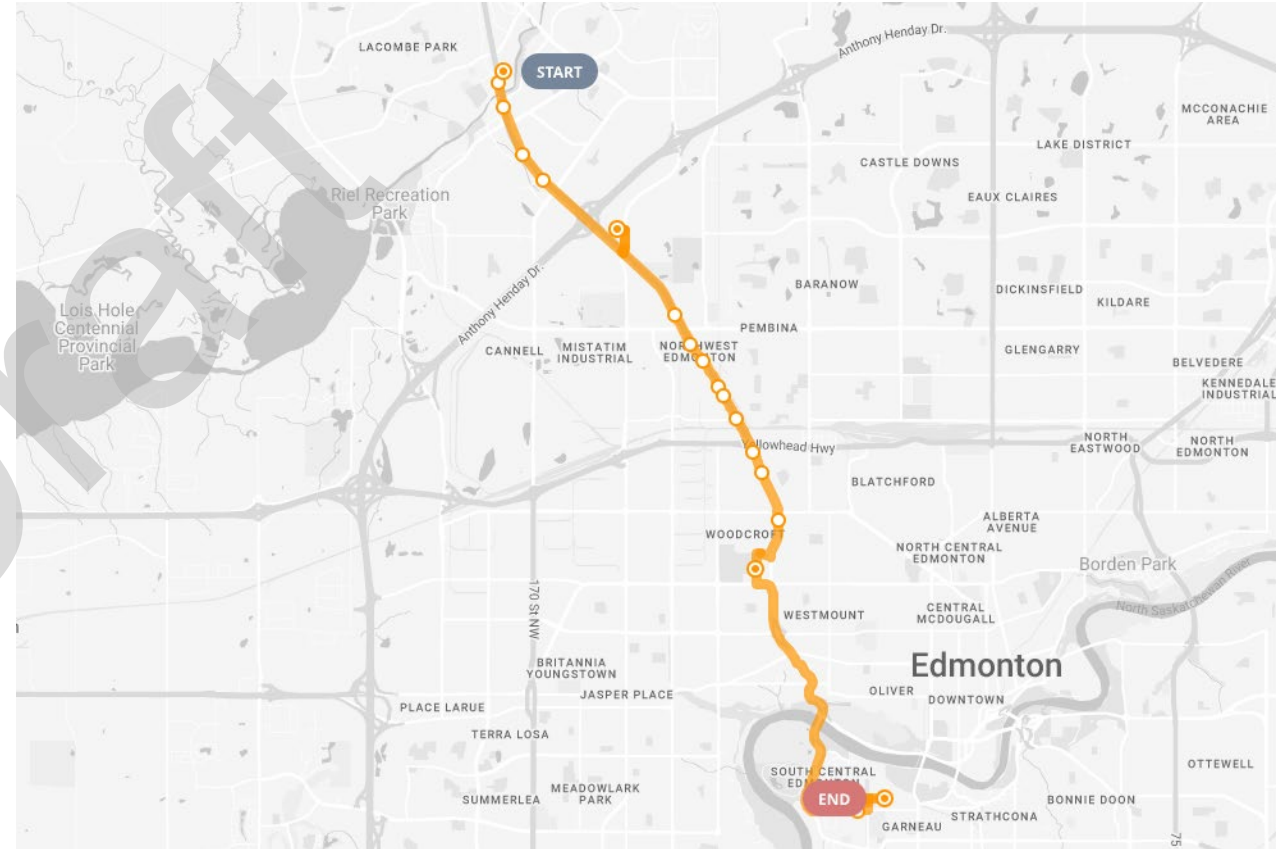
- 20-minute peak, 60-minute off peak service originating at St Albert Exchange to Government Centre and has increased service to 20-minute peak with a 60-minute peak express and 30-minute off peak, including evenings
- Service operates weekdays only
- Service proposed to be operated by EMTSC out of St Albert facility under contract with third party operator



Metro Northwest 3

Service Recommendation	
Description	St Albert Exchange - Nakî - Westmount - University of Alberta

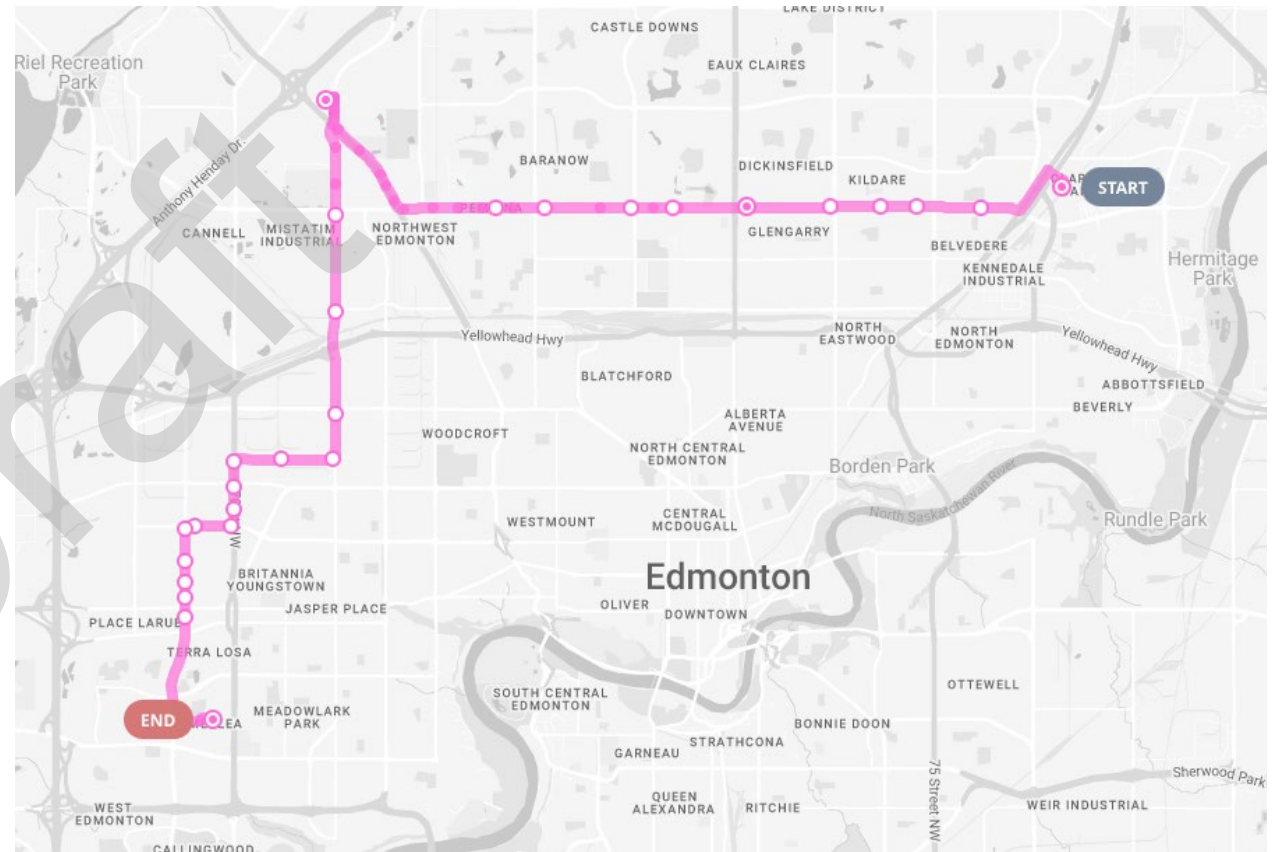
- 20-minute peak, 60-minute off peak service and an express variant which bypasses Westmount
- Service at University of Alberta would use the surface bus loop to allow for improved regional connections
- Route family would create simplicity for customer in the regional network and allow for reduced service bunching at terminals
- Service proposed to be operated by EMTSC out of St Albert facility under contract with third party operator



Metro Cross

Service Recommendation
<p>Description</p> <p>Clareview - Nakî - West Edmonton Mall</p>

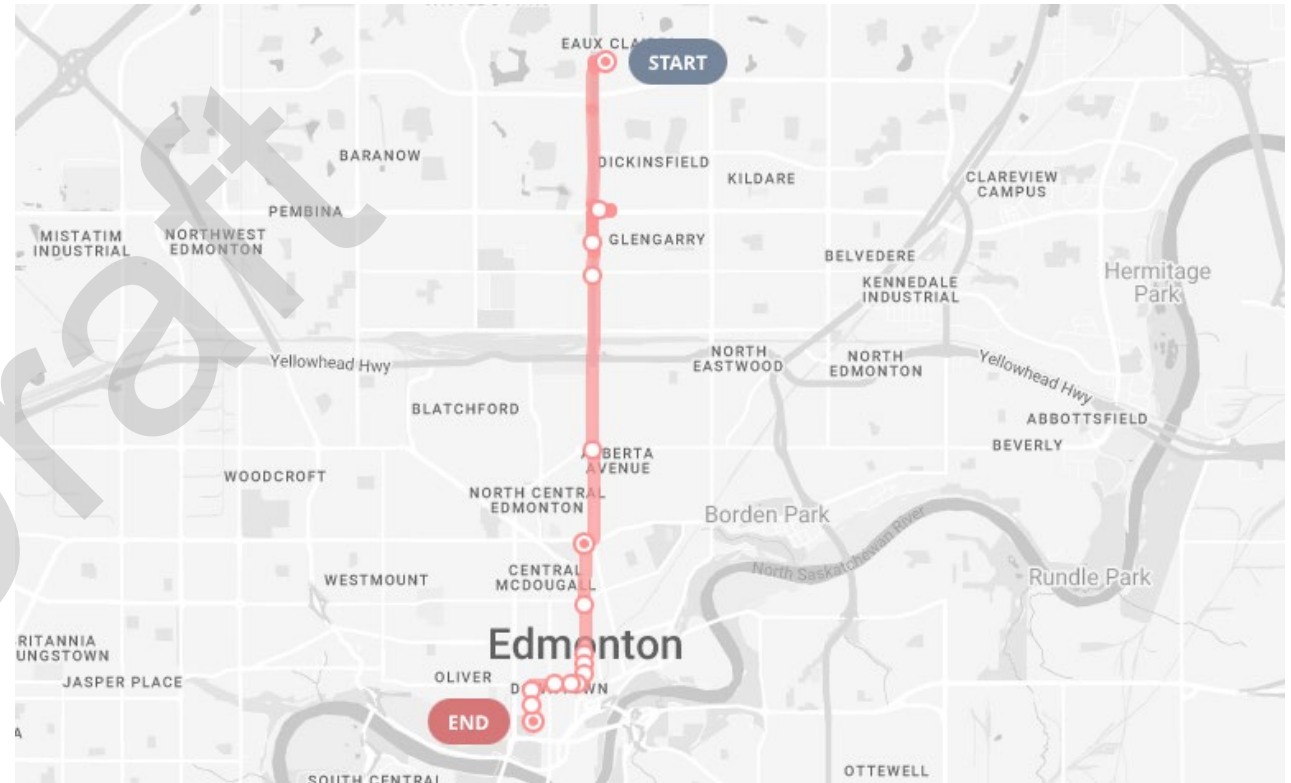
- 60-minute off-peak service through Northwest Industrial to West Edmonton Mall on Monday to Saturday
- Service option has express service with approximately 800m stop spacing along 137 Avenue
- Service would be interlined with the Fort Saskatchewan Express to create additional one-seat journey opportunities
- Service proposed to be operated by EMTSC under contract with ETS



Metro North

Service Recommendation	
Description	Eaux Claires – Northgate - Government Centre

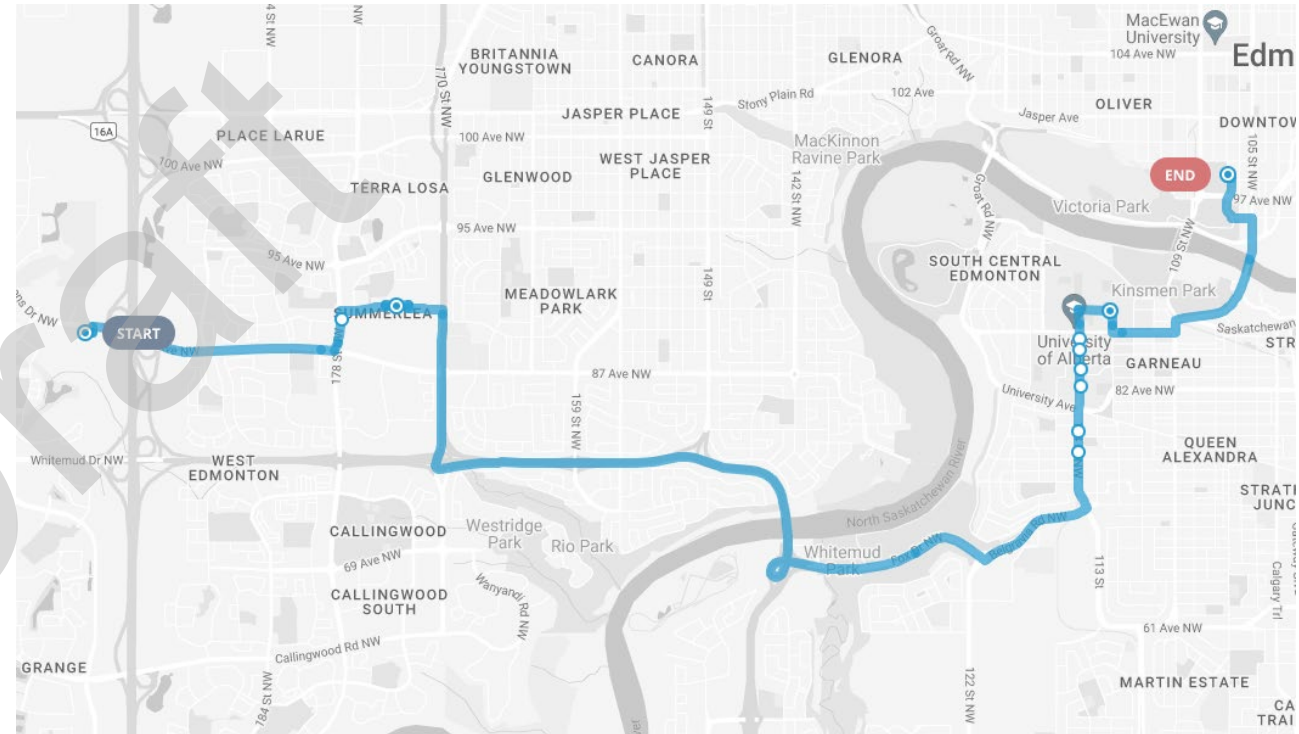
- 10-minute peak, 20-minute midday, 60-minute evening, Saturday, Sunday service
- Eaux Claires Park and Ride facility provides transit access for regional residents and potential for future connections
- Aligns with City of Edmonton plans for future BRT corridor
- Service along 101 Street in Downtown core to avoid new Warehouse Park
- Service proposed to be operated by EMTSC under contract with ETS



Metro West 2

Service Recommendation	
Description	Lewis Farms – University of Alberta – Government Centre

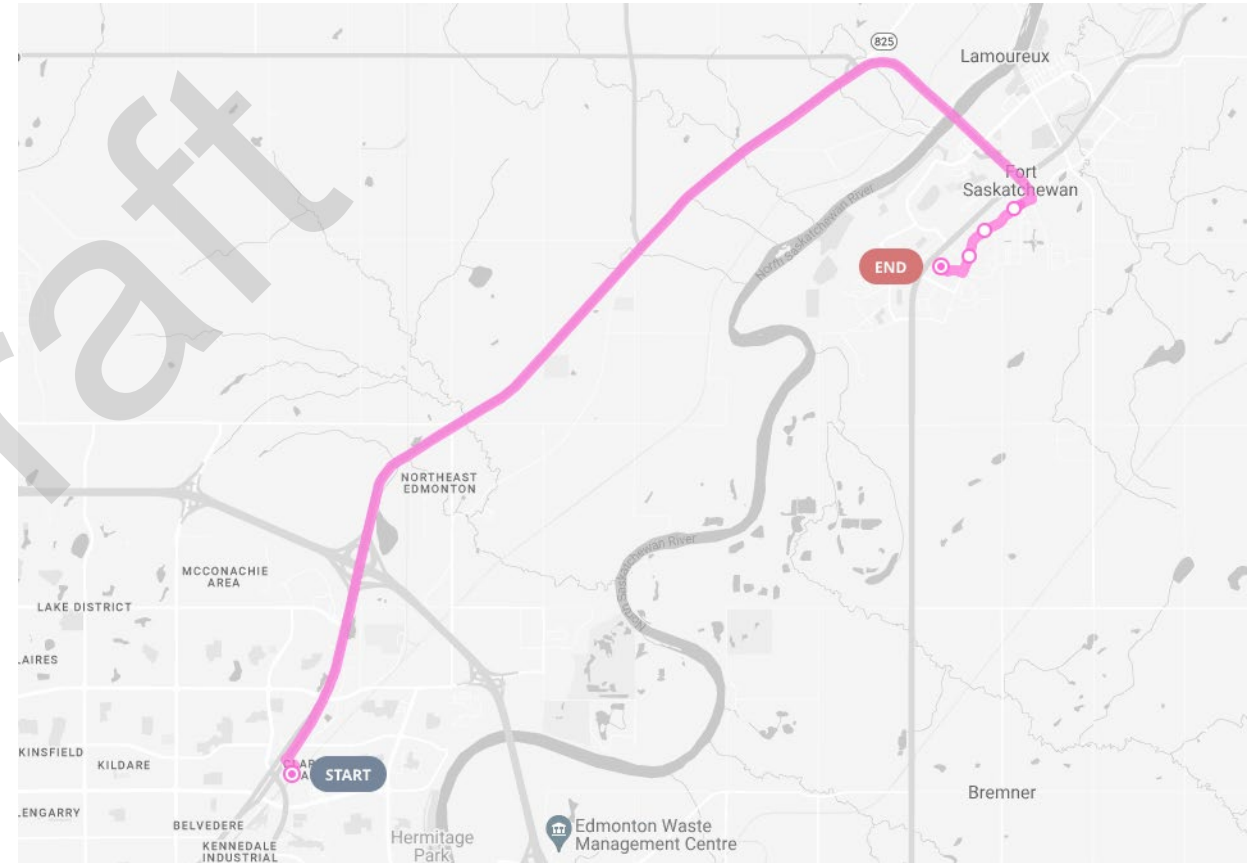
- 20-minute peak and 60-minute off-peak for 7 days per week
- Lewis Farms Park and Ride facility provides transit access for regional residents and potential for future connections
- Connections at Government Centre and University allows for transfer to Strathcona County Transit and other regional options
- Aligns with City of Edmonton plans for future BRT corridor
- Service proposed to be operated by EMTSC under contract with ETS



Metro Northeast

Service Recommendation	
Description	Dow Centennial Centre Fort Saskatchewan - Clareview

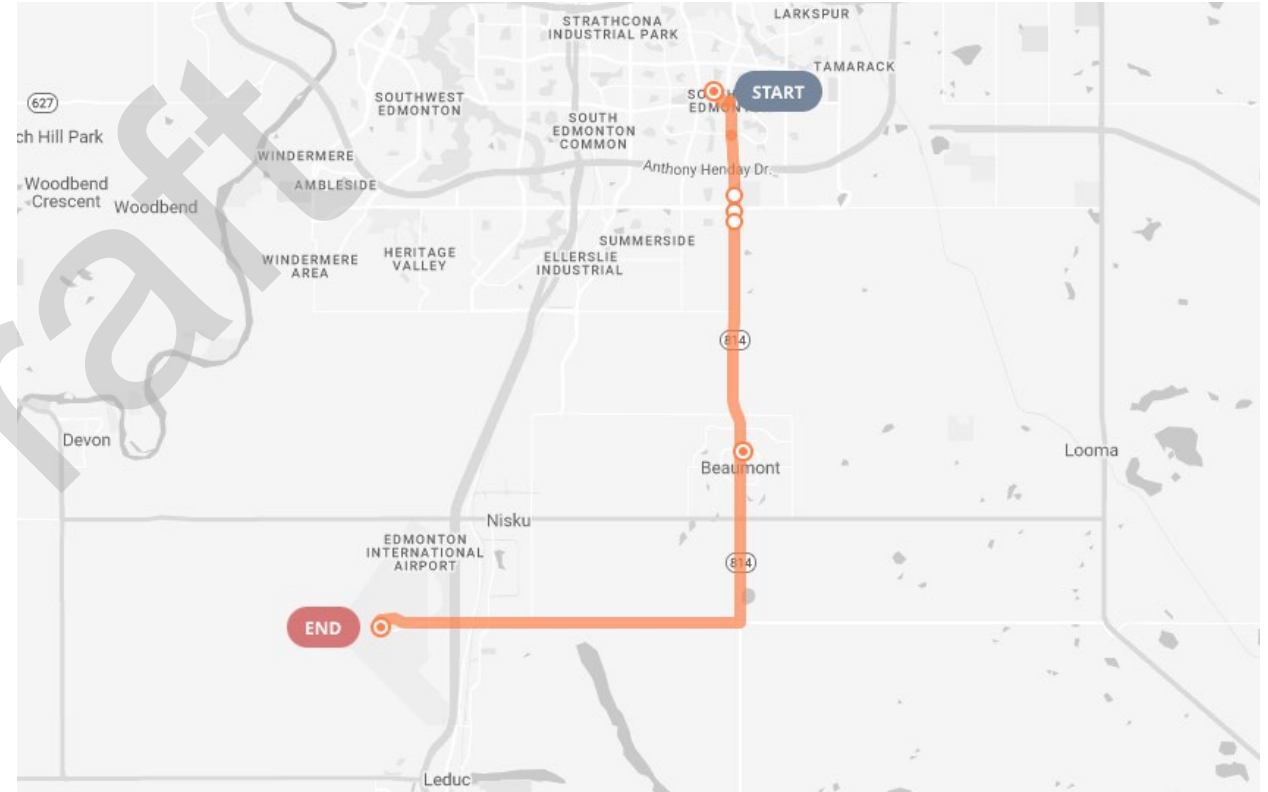
- 30-minute peak service on weekdays and 60-minute midday service
- Interline with Metro Cross to provide option for one-seat journey to West Edmonton Mall
- Add Saturday service to align with Metro Cross
- Service proposed to be operated by EMTSC under contract with ETS



Metro Southeast

Service Recommendation	
Description	Mill Woods – Beaumont All Day + Peak EIA Extension

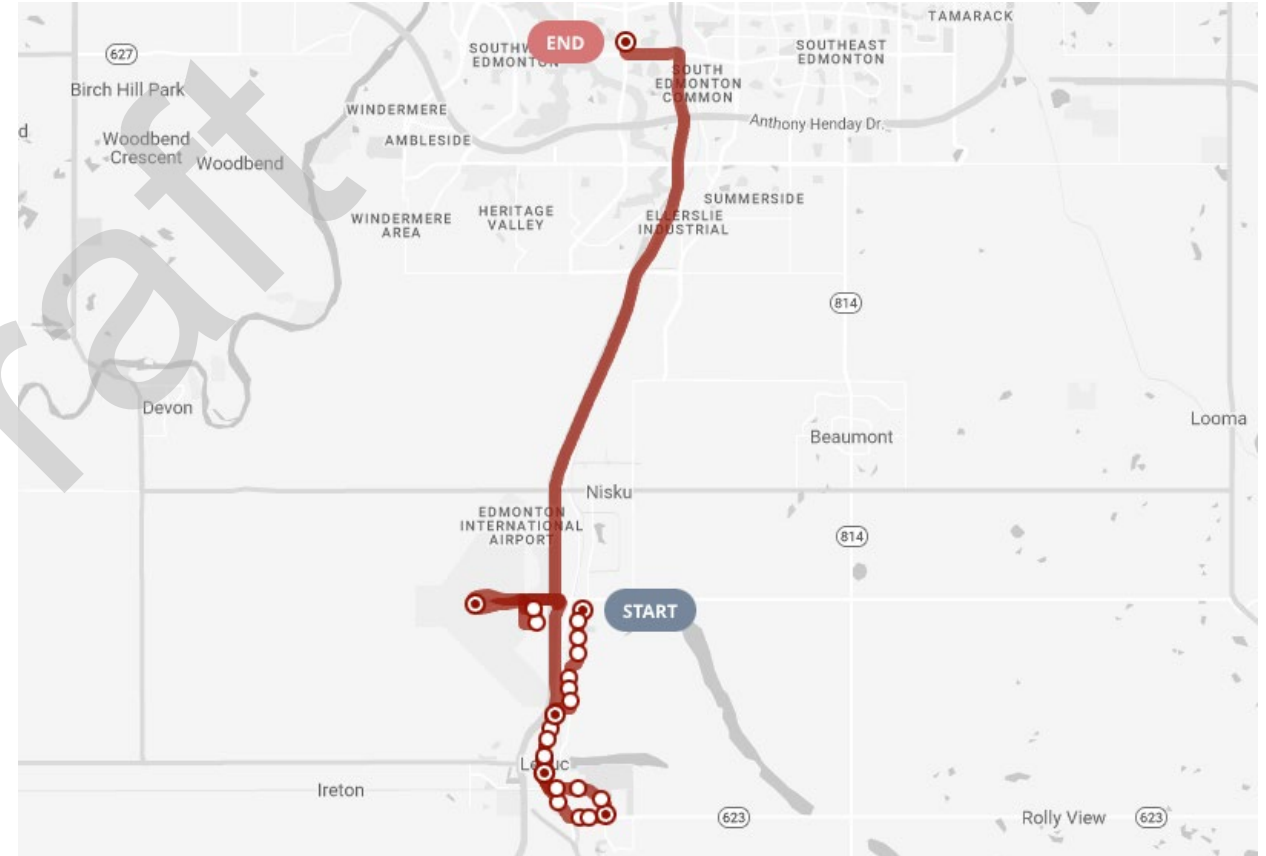
- 30-minute peak service on weekdays with new service recommendation to align to new Valley Line terminus at Mill Woods and add 60-minute midday service and a peak extension to EIA
- Service proposed to be operated by EMTSC out of Leduc facility under contract with third party operator using community buses



Metro South Airport/Metro South

Service Recommendation	
Description	Leduc – EIA – Century Park

- Metro South Airport is 30-minute peak service, and 60-minute off-peak for 7-days a week from EIA to Century Park
- Metro South changes some direct in-bound AM to EIA – Leduc to Century Park and adds direct trips in the PM from Century Park – Leduc – EIA
- Service proposed to be operated by EMTSC under contract with ETS



Metro Southwest

Service Recommendation	
Description	Devon – Lewis Farms (September to April Service)

- 2 trips in AM and PM, connecting to Metro West 2 at Lewis Farms for one transfer to WEM, UofA and Government Centre
- Seasonal service is proposed from September to April to match higher demand periods during post-secondary sessions
- Discussions regarding connection to Enoch Cree Nation and Parkland County are planned
- Service proposed to be operated by EMTSC under contract with third party operator using community buses

