



The Case for Transit Investment

2023-2026 City of Edmonton Budget Deliberations

November 28, 2022

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Background/Experience



Former Senior Transit Planner Calgary Transit

Key Projects:

LRT Expansion

Airport BRT

Regional Transit

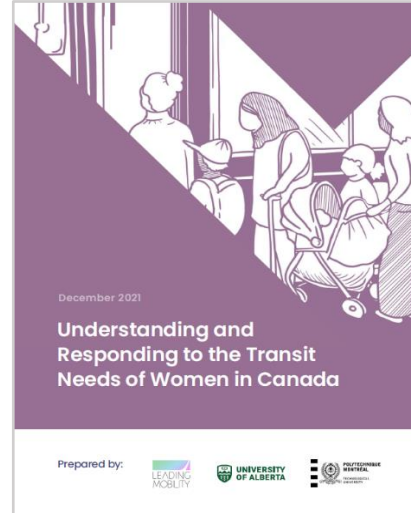


Former Lead Transit Planner TransLink (Metro Vancouver)

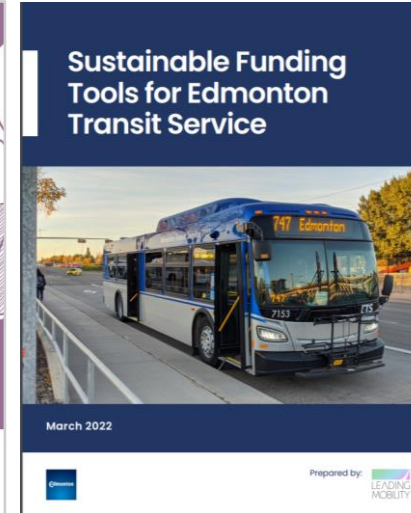
Key Projects:

10-year Operating
and Capital Investment
Strategy

Rapid Transit Project
Procurement



Co-author, 1st National report on Women's Travel Patterns on Transit



Lead Consultant – Sustainable Revenue Tools Report for ETS

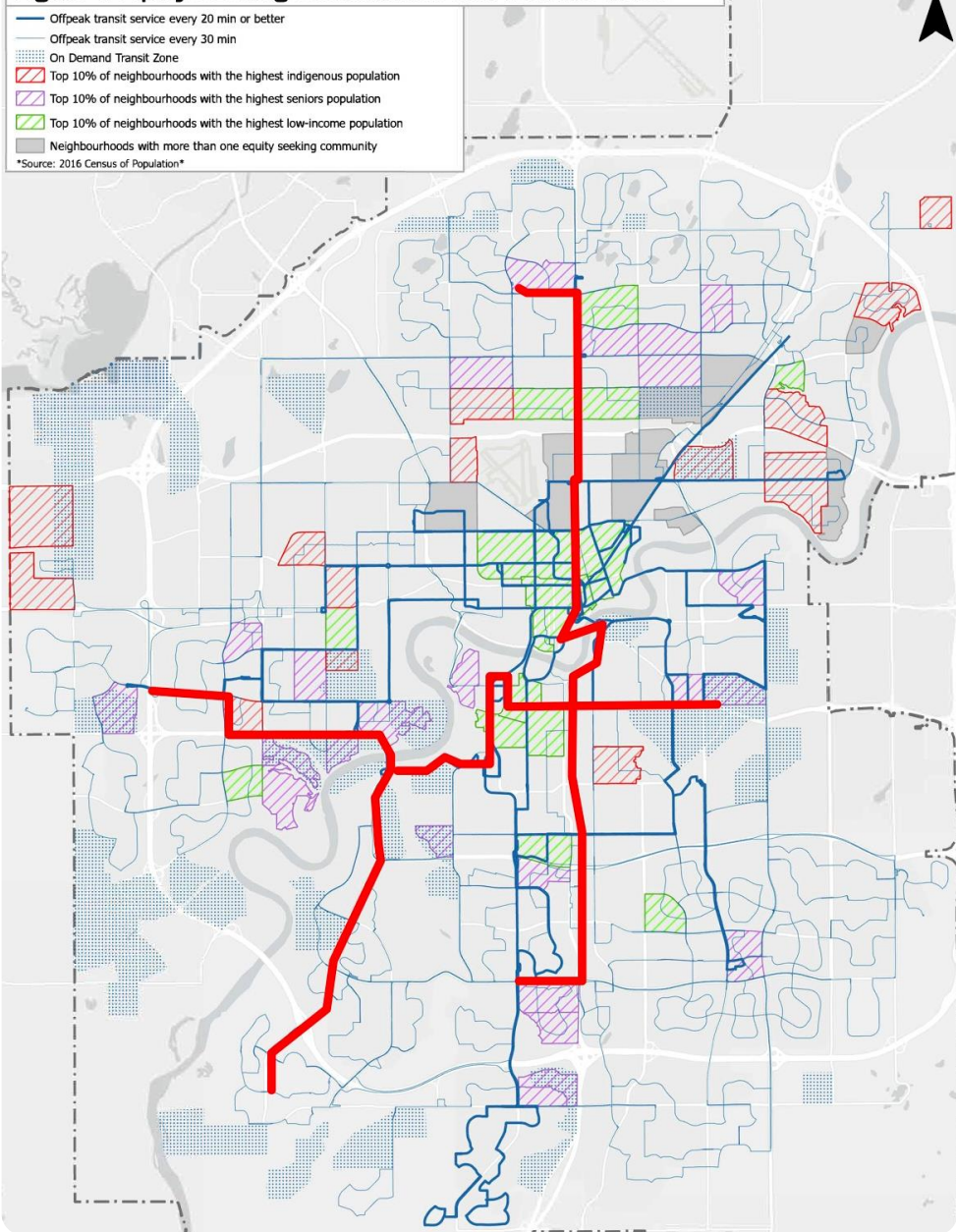
Spring 2022



Lead Consultant – National On demand transit guidelines

May 2022

Figure 4: Equity Seeking Communities and Transit Service



BRT network denoted in red

Bus Rapid Transit – \$7.3 Million (unfunded)

Serves areas that will never get LRT

Corridors such as 97 Street are highly transit-dependent

- Routes that use this corridor have approx. 15,000 trips a day
- 500 buses everyday
- Entire corridor serves several equity seeking communities

Airport Express would greatly benefit from the BRT program development along Calgary Trail/Gateway Blvd

- Significant low wage employment along this corridor

Route 4 on Whyte Avenue is most frequent and highest ridership bus route in the city



Light Rail Vehicle (LRV) Replacement – \$241 Million Funded

Fleet is approaching 45 years old, design life of 30 years

ETS has to machine their parts for the U2 fleet, additional parts from retired Calgary LRVs

Fleet reliability issues

Likely 5 years until full fleet (67 LRVs) have arrived

Splitting procurement increases program risk

Current need for LRVs include:

- 37 replacements (this budget)
- 24 expansion LRVs for Capital Line South to Heritage Valley
- 6 expansion LRVs for Metro Line North to Blatchford

Unlikely to get competitive pricing and multiple bids below 50 LRVs



Airport Express - \$1.3 Million (annual net operating) - unfunded

Addressing current service gaps

- Hourly service during middays and evenings

Primary driver for Airport Transit is workers

Opportunity to build a service that tailors to several ridership markets

- Employees within the Airport/Outlet Mall
- Employment along Calgary Trail/Gateway Blvd
- BRT program

Partnerships with tourism sector partners will be vital

Fare policy will make or break the service



On Demand Transit - \$7.8 Million (unfunded)

Service to 50+ neighbourhoods and 16 large seniors residents, largest program in Canada

Service in almost every ward

Increased access to transit service (expanded hours of service when compared to previous fixed-route transit)

Proven to be nimble and scalable

Any alternative to on demand transit will likely be more expansive and limited



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