

EDMONTON TRANSIT SYSTEM ADVISORY BOARD

A REVIEW OF WINTER MOBILITY AND ACCESSIBILITY OF PATHWAYS TO TRANSIT STOPS

October 2023



TODAY'S PRESENTATION

KEY TOPICS

Winter in Edmonton
Unpredictable Pathways
Topic Selection
Methodology
Limitations
CoE Policies and Procedures
Data Collection
Observations and Recommendations
Conclusion





WINTER IN EDMONTON

As the northernmost metropolis in North America, Edmonton has earned a name for itself as a winter city. Daily-life and activities continue in Edmonton through the winter months every year, along with special events and celebrations that make the most of the season.

UNPREDICTABLE PATHWAYS

Unpredictable pathway conditions are an issue that Edmontonians face, and many 311 reports are imputed each winter to bring attention to them. For transit users, these uncleared paths impact many parts of the commute, from speed to safety.



CHOOSING OUR TOPIC

At our annual retreat in September 2022, the board chose **Winter Mobility and Accessibility** as one of the sub-committee topics that would be explored for the upcoming year. Other topics included Ridership Improvement Strategies and City of Edmonton 4-year Budget Review.



METHODOLOGY

PUBLIC AND EMPIRICAL

Because one focus of this review was to observe the accessibility of winter pathways from a regular transit user's perspective, the data that we chose to record should be accessible to the public and empirical.

TIMELINE

Our timeline for recording our transit trips was roughly 60 days, with the first recorded trip on January 15, 2023 to the last recorded trip of March 9, 2023.

QUALITATIVE AND QUANTITATIVE

Ex. Time of day, type of transit stop, type of commute, overall perception of commute



LIMITATIONS

Our sub-committee members come from different backgrounds and live in different areas of Edmonton, but would lack the perspective from demographics that we do not overlap with, such as an elder who relies on transit or a shift worker who may not always commute during weekday hours.

Even though we cannot represent all types of transit users and recognize our limits, we still wanted to go forward and record our commutes to give a more detailed review from a group of transit users from our latest winter months.

COE POLICIES AND PROCEDURES

SNOW AND ICE CONTROL POLICY

The City of Edmonton's Snow and Ice Control Policy states that "the purpose of this policy is to set snow and ice control guidelines that support the following outcomes for Edmontonians: Safety, Reliability, and Connectivity.

COMMUNITY STANDARDS BYLAW

City of Edmonton's Community Standards Bylaw outlines that a person "shall maintain any sidewalk adjacent to land they own or occupy clear of all snow and ice under Property Maintenance."

311 REPORTS AND EFFICIENCY

Edmontonians are told that they are able to use the 311 app to report areas in the city that need to be addressed. Entries on this app also help notify city operations about areas on active pathways and public amenities that need to be addressed.

DATA COLLECTION



COMMUTE LENGTH

Our collected data showed that most trips to a transit stop or from a transit stop to the destination was completed in under 10 minutes, with over half of the data reporting a commute time of up to 5 minutes.



TRANSIT STOPS

Bus stops were the most common type of transit stop that the board members were boarding or leaving a transit vehicle, accounting for 73% of all stops that we commuted to. The next most common stops were Transit Centres not serviced by the LRT.



TEMPERATURE

The data shows that the reported transit trips occurred most frequently during mild-cold weather (higher than -10°C), with over half of trips occurring when the temperature is higher than -10°C .



USER EXPERIENCE

We have observed that length of exposure to the winter weather has an impact on the transit experience. A longer commute could still be a positive experience if the transit stop has the infrastructure to offer comfort and reprieve from the low temperatures that day.

OBSERVATIONS AND RECOMMENDATIONS

Encourage more **integration** and **communication** with city operations that handles Snow and Ice Removal to support cleared pathways near transit stops.

Heated shelters and, at minimum, **non-heated bus shelters** be added to bus stops that currently offer no protected waiting area.

Continue to strive for **timeliness** and **adherence to posted schedules** to maximize connections.





THANK YOU!

QUESTIONS?

