ACKNOWLEDGEMENTS
In collaboration with the City of Spruce Grove, the Town of Stony Plain and Parkland County, Watt Consulting Group and our project partners would like to thank all those Tri-Municipal Region municipal staff, stakeholders and service providers who provided their feedback and ideas into this process.

In particular, we are grateful to the contributions of the project Steering Committee Members Erin Felker (Parkland County), Patrick Inglis (City of Spruce Grove), and Miles Dibble (Town of Stony Plain).

The project also appreciatively acknowledges the support of the Canada-Alberta Public Transit Infrastructure Fund (PTIF).
EXECUTIVE SUMMARY

Introduction

The Tri-Municipal Regional Transit Plan seeks to deliver a unified vision for future transit service and its supporting infrastructure and strategies for the City of Spruce Grove, the Town of Stony Plain and Parkland County, Alberta (the “Tri-Municipal Region”).

Developed by Watt Consulting Group in collaboration with these municipalities, the Regional Transit Plan encompasses all forms of transit in the local communities, as well as connections to the Edmonton Metropolitan Region.

Project Process and Timeline

Undertaken from April to December 2017, the project was guided by a Steering Committee made up of staff representatives from the three partner municipalities. With many previous transit plans and materials undertaken for the respective individual communities, the Regional Transit Plan mainly focused on consolidating existing information and ensuring alignment on a regional scale.

The Plan project team also conducted interviews with key local government staff, community stakeholders and existing transportation providers throughout the area to confirm transportation needs, issues and opportunities. Detailed analysis of existing transit service performance and community plans further supported the process, as did review and perspective on findings provided by Brian Mills & Associates.

Multiple Steering Committee workshops were used to shape the plan, as well as service provider and stakeholder workshops conducted in October 2017 to review and refine final recommendations. The project was framed by an overarching Intermunicipal Collaboration Committee for the three area municipalities, which ensured alignment with larger organizational goals and communication with senior staff and elected officials. The plan process was also cognizant of other larger discussions related to transit and transportation integration at the Edmonton Metropolitan Region level.

In Focus: Regional Transit Plan Goals

- Provide a clear outline for the continued evolution of transit to effectively and efficiently increase community transportation options.
- Determine transit priorities and funding implications into the long term for cost estimates to be built into municipal plans.
- Provide immediate guidance and recommendations with respect to current issues and opportunities facing transit in the area.
Existing Transit
Transit in the Tri-Municipal Region currently consists of a number of different services:

- **Conventional Transit** providing scheduled weekday commuter service on routes between Spruce Grove, Acheson and Edmonton operated through contract with the Edmonton Transit System (ETS) and funded by the City of Spruce Grove and Parkland County.

- **Acheson Shuttle** providing demand responsive connection between ETS services and employer locations in the Acheson area, operated by Southland Transportation and funded by a utility fee imposed by Parkland County.

- **Spruce Grove Specialized Transit Service** (STS) providing local and regional door-to-door service for people with a disability and seniors living in Spruce Grove and select areas of Parkland County, operated by the Spruce Grove Specialized Transit Society and funded by the City of Spruce Grove and Parkland County.

- **Stony Plain HandiBus** providing local and regional door-to-door service for people with a disability and seniors living in Stony Plain, funded and operated by the Town of Stony Plain.

**In Focus: Transit Issues and Opportunities**
The Plan determined three overarching priorities for improved transit in the Tri-Municipal Region:

1. The need for local service to connect communities within the Tri-Municipal area, in particular to serve the needs of youth, commuters, seniors and families.

2. Significant opportunities to better coordinate / integrate the various transit services.

3. The desire for more regional connection with Edmonton and Acheson, supported by continued growth of school and work commuter markets.
The Future: Proposed Service Improvements and Long-Term Network Strategy

Building from the identified issues and opportunities and overarching community plans, a long-term network strategy and layers of transit service are proposed for the Tri-Municipal Region.

This strategy defines the most important transit corridors for future development and road network improvement decisions to reinforce the corridors. Similarly, by describing service and corridors in terms of layers and the long term vision, the reason why different levels of investment may be applied to some areas over others is highlighted.

The layers of service types are described in the table below and map on the facing page.

The strategy is complemented by supporting measures (infrastructure, vehicles, passenger information, fares, etc.) and service options described on the following pages.

### PROPOSED LONG TERM TRI-MUNICIPAL REGION TRANSIT NETWORK SERVICE LAYERS

<table>
<thead>
<tr>
<th>Service Layer</th>
<th>Definition</th>
<th>Service Types</th>
</tr>
</thead>
<tbody>
<tr>
<td>Regional Connector</td>
<td>High quality* service between Tri-Municipal Region (Stony Plain, Spruce Grove and Acheson) and the Edmonton Metropolitan Region (EMR).</td>
<td>• Conventional Express</td>
</tr>
</tbody>
</table>
| Local Connector   | Higher frequency service (every 15 minutes or better) connecting key destinations and higher population corridors within the Tri-Region, particularly between Stony Plain and Spruce Grove. | • Fixed Route using smaller vehicles  
• Flex Route and Deviated Service are possible during non-commute times, especially to start |
| Local Core        | Higher frequency service on key corridors within municipalities connecting to Regional and Local Connectors. | • Fixed Route  
• Primarily smaller vehicles; potentially Regional Connector vehicles |
| Neighbourhood     | Service to lower density residential and industrial areas that connects to the higher order local and regional network at key points. | • Fixed Route using smaller vehicles  
• Demand Responsive (with or without trip windows) |
| Targeted Transit  | Service targeted for specific users and markets, such as industrial area commuters or special events. | • Fixed Route  
• Flex Route |

*“High quality” and “higher frequency” service thresholds and amenities are defined in Section 9.0 Service Design Standards and Performance Guidelines.*
Long Term Network Strategy
- Developed to align with community long term (20+ year) land use and road network plans.
- Shows key corridors / areas to be served and types of service.
- Organized by “layers” – different service types serve different passenger needs and land use patterns.

Neighbourhood (green) routes connect to higher order services and offer slightly lower levels of frequency and operating hours.

Regional Connector (red) routes provide service between key Tri-Municipal connection points and Edmonton.

Areas of on-demand service (green shaded areas) and targeted connection (orange dotted lines) connect to other routes to meet specific passenger needs.

Specialized transit service area (grey shaded area) to ensure mobility option for registered users unable to use fixed-route service some or all of the time (exact area TBD).

Separate connection from Enoch Cree Nation to West Edmonton Mall also possible but as a separate discussion with Edmonton Transit System; tradeoffs between frequency and directness should be considered.

Transit Routes
- Regional Connector
- Local Connector
- Local Core

Neighbourhood Route Corridors
Neighbourhood on Demand Transit Area
Targeted Service

Specialized Transit Service Area
Neighbourhood Centres
Park & Ride
Connection Point
HOW INITIATIVES RELATE:
TRI-MUNICIPAL REGIONAL TRANSIT SERVICE OPTIONS AND SUPPORTING MEASURES – SHORT TERM (NEXT 1-3 YEARS)

City of Spruce Grove • Town of Stony Plain • Parkland County | 7
HOW INITIATIVES RELATE:
TRI-MUNICIPAL REGIONAL TRANSIT SERVICE OPTIONS AND SUPPORTING MEASURES – MEDIUM AND LONGER TERM (4+ YEARS)

E- Edmonton Metropolitan Region Governance and Initiatives
SMART FARE local launch in Tri-Region
Opening of Valley Line - West LRT to Lewis Farms / West Edmonton Mall (Current Estimate 2024)

Medium Term (4-10 years)  Longer Term (10+ Years)

Tri-Municipal Region Transit Initiatives ("Tri-Transit"): Tri-Region Governance

- Tri-Transit Commission continues to coordinate region in collaboration with the RTSC

Vehicles

- With Op. 11 - Three additional smaller buses; ETS vehicles in use for local service could be replaced
- With Op. 12 - One additional smaller vehicle
- With Op. 13 - One additional van

Vehicle replacement and additions as needed to support further development of route network, frequency and service reliability

Infrastructure

- With Op. 11 - Creation of Veterans Blvd Area Transit Centre and Park & Ride – local Spruce Grove stops
- With Op. 12 - Expansion to Downtown Stony Plain Transit Hub – Additional Stony Plain stops

Transit Priority Measures to support ongoing service on time performance and reliability

Further stops and amenities to support expansion of local route network in tandem with development

Creation of an additional Spruce Grove Park & Ride (ideally in southeast quadrant) to provide capacity and support further development of service and route structure

Service

- Op. 11 - Extend Route 562 to Veterans Boulevard, Park & Ride, Plus Additional Spruce Grove Route, Local Spruce Grove Restructuring and Improved Sunday Service
- Op. 12 - Realign and augment Stony Plain Local Routes
  - Service to new developing areas plus streamlines service
  - Increased service weekdays, Saturdays and Sundays
- Op. 13 - Specialized Transit: Additional Peak Service
- Op. 15 - Increased Commuter Period Frequency - Regional Routes
- Op. 16 - Increased Commuter Period Frequency - Local Routes
- Op. 17 - Route 562 realignment and further frequency:
  - Adjusts 562 to serve Valley West LRT at West Edmonton Mall + further frequency
  - Potential to shift level of service between 560/561 and 562

Continued re-examination of investment between Routes 560 and 562 – Opportunity to terminate trips at NAIT and/or rebalances service frequency between routes

Service maintenance – Additional vehicles and time required to ensure on-time performance and reliability amidst growing population, ridership and congestion

Further overall frequency improvements to local and regional services as demand warrants

Augmented local routing – Additional routes and/or route extensions to serve developing areas, particularly in Spruce Grove

Further development of targeted services – On-demand services such as those to Athlone, Enchanted Creek Nation and the Spruce Grove Industrial area may mature to scheduled routes or increased frequency. Likewise, events at locations like Heritage Park may require more formalized and regular service beyond specific special events.
Detailed Service Options – Additional Annual Impacts

The following presents the financial and performance details for each short- and medium-term option. Costs are based on 2016 actuals for services that exist or peer averages for new services and would be in addition to existing municipal transit budgets.

<table>
<thead>
<tr>
<th>Service Option</th>
<th>Vehicles</th>
<th>Annual Total Kms</th>
<th>Annual Service Hours</th>
<th>Annual Rides</th>
<th>Annual Time: Vehicle Capital Costs</th>
<th>Annual Operating Costs</th>
<th>Annual Total Revenue</th>
<th>Annual Net Operating Costs</th>
<th>Operating Roadways</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Options for Short Term Consideration (1-3 years)</strong></td>
<td></td>
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<tr>
<td>Option 1: Consolidate Regional Specialized Trips Between Tri-Municipal Area and Edmonton</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>400</td>
<td>$0</td>
<td>$0</td>
<td>$8,000</td>
<td>-$6,000</td>
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<td>Option 2: Introductory Tri-Municipal Connector Options (Choice of One)</td>
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<tr>
<td>Option 2a: Introductory Tri-Municipal Connector Using a Portion of Existing Handibus Service</td>
<td>0</td>
<td>48,000</td>
<td>1,600</td>
<td>8,500</td>
<td>$0</td>
<td>$113,400</td>
<td>$25,500</td>
<td>$87,900</td>
<td>X X X</td>
</tr>
<tr>
<td>Option 2b: Introductory Tri-Municipal Connector With No Change to Existing Handibus Service</td>
<td>1</td>
<td>75,000</td>
<td>2,500</td>
<td>12,800</td>
<td>$225,000</td>
<td>$180,000</td>
<td>$38,400</td>
<td>$141,600</td>
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<tr>
<td>Option 3: Regional Midday Improvements (Choice of One)</td>
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<tr>
<td>Option 3a: Midday Improvements on Route 562 only</td>
<td>0</td>
<td>39,000</td>
<td>1,200</td>
<td>7,200</td>
<td>$0</td>
<td>$181,700</td>
<td>$38,800</td>
<td>$142,900</td>
<td>X</td>
</tr>
<tr>
<td>Option 3b: Select Route 562 Midday Improvements + Additional Acheson Trip</td>
<td>0</td>
<td>38,000</td>
<td>1,200</td>
<td>7,800</td>
<td>$0</td>
<td>$181,700</td>
<td>$42,000</td>
<td>$139,700</td>
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<tr>
<td>Option 3c: Midday Improvements for All Regional Routes and Areas</td>
<td>0</td>
<td>39,000</td>
<td>1,300</td>
<td>9,100</td>
<td>$0</td>
<td>$199,800</td>
<td>$49,000</td>
<td>$147,800</td>
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<tr>
<td>Option 3d: Midday Improvements for All Regional Routes, Plus Further 560 Frequency</td>
<td>1</td>
<td>69,000</td>
<td>2,300</td>
<td>18,400</td>
<td>$660,000</td>
<td>$348,200</td>
<td>$99,200</td>
<td>$249,000</td>
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<td>Option 4: Revised and Enhanced Local Service, Part 1 (Choice of One)</td>
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<tr>
<td>Option 4a: Enhanced Local Service, Phase 1: Spruce Grove Focus + Introductory Evenings &amp; Saturdays</td>
<td>3</td>
<td>282,000</td>
<td>9,400</td>
<td>67,700</td>
<td>$675,000</td>
<td>$998,700</td>
<td>$142,200</td>
<td>$854,500</td>
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<tr>
<td>Option 4b: Enhanced Local Service, Phase 1: Spruce Grove Focus - Greenvale On Demand</td>
<td>3</td>
<td>319,000</td>
<td>10,600</td>
<td>77,400</td>
<td>$675,000</td>
<td>$1,122,600</td>
<td>$162,500</td>
<td>$960,300</td>
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<tr>
<td>Option 4c: Enhanced Local Service, Phase 1: Improvements Across Region Using Contracted Vehicles</td>
<td>5</td>
<td>469,000</td>
<td>15,300</td>
<td>114,800</td>
<td>$675,000</td>
<td>$1,703,100</td>
<td>$241,100</td>
<td>$1,462,000</td>
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<tr>
<td>Option 5: Evening Service on Route 562</td>
<td>0</td>
<td>27,000</td>
<td>900</td>
<td>5,400</td>
<td>$0</td>
<td>$138,200</td>
<td>$29,100</td>
<td>$107,100</td>
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<tr>
<td>Option 6: Revised and Enhanced Local Service, Part 2 (Choice of One)</td>
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</tr>
<tr>
<td>Option 6a: Spruce Grove Focus/Phase 2 Local Improvements</td>
<td>2</td>
<td>30,000</td>
<td>1,000</td>
<td>-7,200</td>
<td>$450,000</td>
<td>-$59,500</td>
<td>-$15,100</td>
<td>-$44,400</td>
<td>X</td>
</tr>
<tr>
<td>Option 6b: Region-Wide Local Improvements (Costs additional to Option 6a)</td>
<td>2</td>
<td>182,000</td>
<td>5,400</td>
<td>40,500</td>
<td>$450,000</td>
<td>$573,400</td>
<td>$85,100</td>
<td>$483,300</td>
<td>X X X</td>
</tr>
<tr>
<td>Option 7: Weekend Service on Route 562</td>
<td>0</td>
<td>45,000</td>
<td>1,500</td>
<td>9,000</td>
<td>$0</td>
<td>$283,800</td>
<td>$48,500</td>
<td>$235,300</td>
<td>X</td>
</tr>
<tr>
<td>Unallocated Option 8*: Adjust Acheson Transit Stop from Zone 3 to Zone 5</td>
<td></td>
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<tr>
<td>Unallocated Option 9*: Extend Connecting Service to Enchor Cree Nation</td>
<td></td>
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</tr>
<tr>
<td>Unallocated Option 10*: Introduce Spruce Grove Industrial Area on Demand Service</td>
<td>1</td>
<td>35,000</td>
<td>1,200</td>
<td>4,800</td>
<td>$90,000</td>
<td>$87,900</td>
<td>$10,100</td>
<td>$77,800</td>
<td>X X X</td>
</tr>
</tbody>
</table>

**Notes**

* Option is currently not allocated to a specific year within the short term and could be introduced at any point.

** Based on 2016 system actuals and peer averages. Final costs may vary based on detailed budgets, year of implementation and final operational details.

*** Vehicle requirements shown include spares and may vary at time of implementation based on system fleet standards.

* Operating Roadways refers to where service physically operates; as a regional system, all service benefits all partners.
Next Steps
The Tri-Municipal Regional Transit Plan outlines a path for the municipalities to provide area residents with even more viable transportation options and to grow transit service in a coordinated and integrated way.

Now is the time to move from plan to action.

The Plan will be presented to the individual municipal councils with the recommendation to:

- Receive the Tri-Municipal Regional Transit Plan for information.
- Allocate resources and direct staff to form an Implementation Committee to undertake roll out of further transit improvements and steps toward integration.
- Request that staff report back on budget implication for near-term implementation options, service integration opportunities and progress by Q2/Q3 2018.

In Focus: Creating a Framework for the Future
Complementing the transit service options and supporting measures, the Plan also presents elements to support decision making, monitoring and integration with other municipal plans and policies.

These include:

- Recommended processes to ensure that land development and municipal road network improvements support transit.
- Policies to support the integration of transit with other forms of travel.
- Service design standards to guide future transit system decision making.
- Performance measures and guidelines to monitor transit system health and determine when adjustments are required.
- Proposed approaches to governance structures and service delivery models at the Tri-Municipal level stemming from a parallel process undertaken by the Intermunicipal Collaboration Committee in tandem with this Plan.