

January 16, 2023

EMTSC Board
#300, 10055-106 Street
Edmonton AB T5J 2Y2

Re: 2023 Opening Day Regional Service Concept

Attached please find the final report for the Detailed Transit Service and Bottom-Up Costing project from WSP and the project team. The information was updated with all the changes that were made through the latest presentations to the board, revising the relationship with the City of Leduc and Leduc County. This report still reflects the operations that would have been put in place if the commission were to go forward including the City of Edmonton and the Town of Devon as members receiving services.

The consultants have made a few additional comments, supporting the concept of regional transit which the EMTSC was going to enact, which will be included with my own below.

Consultant Commentary

In March 2022, the Edmonton Metropolitan Transit Services Commission (EMTSC) ordered a detailed service plan and associated service cost estimates for the provision of services on opening day in 2023. As part of this effort, consultants from WSP and Left Turn Right Turn (LTRT) were hired to provide expert advice and technical analysis to the Commission staff, and to produce the EMTSC 2023 Opening Day Regional Service Concept. This document was prepared with significant consultation with member municipalities, including staff and Commission board members, to ensure that the proposed opening day services met the expectations of stakeholders. Also, a significant public engagement effort was conducted to confirm priorities and travel behaviours of existing transit users to better inform the Regional Service Concept.

With the recent decision from the City of Edmonton (December 14, 2022) to withdraw from the Commission, the EMTSC is unable to deliver on its original mandate and has instructed staff to begin winding down operations. A dissolution plan is expected at the January 19, 2023 meeting of the EMTSC Board of Directors.

While we recognize that the EMTSC is unlikely to continue progressing towards delivery of regional transit services, it is the opinion of the consultants that the aims and goals of the Commission are still worthwhile and vital to the long-term success of the broader region.

Further, engagement with transit riders across the region indicated a desire for more connected regional transit options, and express routing connecting major destinations both in the region and within the City of Edmonton boundaries. Engagement with key stakeholder organizations representing transit-dependent customers revealed an existing gap in regional transit service: the needs of Edmontonians to access major employment centres outside the City of Edmonton, where there are well-paying low-skill jobs.

While the Commission will no longer be able to deliver on these goals, we believe that there is still a need and benefit to coordinated regional transit planning and operations and that there are concrete steps that regional municipalities can take to make progress toward an integrated transit network across the Edmonton Metropolitan Region. Some examples could include:

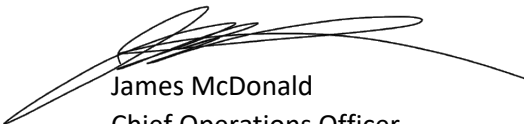
- Coordinating transit planning efforts to ensure that regional commuter services are harmonized in downtown Edmonton, to allow for easier transfers between all services.
- Integrating digital on-demand transit services across the region so customers can access any on-demand service through one application.
- Working with existing transit service providers to find opportunities for efficiencies in existing contracts.
- Harmonizing fare products and prices, particularly across the municipalities outside of the City of Edmonton, to ensure consistency and fairness while further simplifying the electronic fare payment system.
- Leveraging the existing City of Edmonton 311 apparatus to provide a customer complaint and commendation process across the region that will support all transit – allowing one call in location which parses the information to be sent back to the originating service for further response. In this way a more fulsome understanding of some of the detailed feedback from riders can be worked back into the system at both the local and regional levels.

Although my time with the commission was short, I am proud of the work that everyone associated with the EMTSC completed. I am confident that if it were allowed to proceed, the opening day service plan would have proven the concept of regional transit in the region.

I would like to thank all of the members of the Board for working so passionately on behalf of the concept of regional transit; you were the driving force behind us and I am very happy to have had the opportunity to work with you all!

I would also like to acknowledge the staff of the EMTSC for their incredible work, especially over the last few weeks when things were so topsy turvey and full of emotion; they have performed admirably!

Cheers,



James McDonald
Chief Operations Officer

Attachment

cc: Paul Jankowski, CEO

edmonton metro transit services commission

Edmonton Metropolitan
Transit Services Commission

2023 Opening Day Regional Service Concept



Contents

1. Land Acknowledgment	3
2. Background / Context	3
Project Charter	4
3. Planning Approach	5
Municipal Member Engagement	6
2022 Baseline Transit Services	7
2023 Service Planning Principles	7
Public Engagement Input	7
Feedback Related to Opening Day Service Concept	7
Feedback Related to Future Service Planning	10
Approach to Regional Services Within City of Edmonton	10
4. 2022 Regional Service Overview	11
Current State of Existing Regional Services	11
5. 2023 Opening Day Regional Service Plan Regional Service Map	14
6. Service Summaries	34
Metro North	34
Metro West 1	42
Metro West 2	58
Metro Northwest 1	65
Metro Northwest 2	77
Metro Northwest 3	85
Metro Northeast	93
Metro Cross	98
Metro South	111
Metro Airport	112
Metro Southeast	113
Metro Southwest	117
Metro YEG Express	120
7. Service Evolution	126

1. Land Acknowledgment

The Edmonton Metropolitan Transit Services Commission would like to take the opportunity to acknowledge the land on which we deliver our services, Treaty 6 Territory. We would like to thank the diverse Indigenous Peoples whose ancestors' footsteps have marked this territory for time immemorial, such as nêhiyaw (Nay-hee-yow) / Cree, Dené (Deh-neyh), Anishinaabe (Ah-nish-in-ah-bay) / Saulteaux (So-toe), Nakota Isga (Na-koh-tah ee-ska) / Nakota Sioux (Na-koh-tah sue), Métis, and Niitsitapi (Nit-si-tahp-ee) / Blackfoot peoples.

2. Background / Context

The purpose of this 2023 Opening Day Service Concept report is to document the outcome of the work undertaken in Spring and Summer 2022 and to develop an opening day service concept for the EMTSC, anticipating service launch in April 2023.

The Edmonton Metropolitan Transit Services Commission (EMTSC) was established by Ministerial Order and incorporated under the Municipal government Act on January 26, 2021, to bring together municipal transit services for the benefit of one Region. The participating municipalities include the following:

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

Preceding the formation of the EMTSC, a business case was developed for the commission, and it included significant work on a conceptual transit service design. The conceptual transit service design reflected a longer-term vision for transit service in the region and was based on a 13-member commission. Several changes occurred during the business case development or since:

- The City of Edmonton's Bus Network Redesign.
- COVID-19's lasting impact on travel behaviour and transit ridership.
- The adoption of on-demand transit in the region.
- The change in EMTSC membership.

In light of these changes, the EMTSC Board requested a detailed opening day service concept, focused on an attainable and effective service launch in 2023. The planning process was directed to include a comparison of business case and 2022 service levels.

Thus, this 2023 Opening Day Regional Service Concept is the product of a comparative analysis between the Edmonton Regional Transit Services Commission Business Case, developed in 2019, and the current state of transit service in the Edmonton Region, post-pandemic. This service concept focuses exclusively on intermunicipal transit services. An opening day plan for local services in the member municipalities would have been a forthcoming task.

The 2023 Service Concept is a balance between the visionary level of regional transit service proposed in the Business Case and the practical context of the service that exists in 2022. The process of developing the 2023 Service Concept was about facilitating decision-making, to allow the EMTSC Board and Municipal Member Councils to understand what changed since 2019 and define an opening day service level for launch in Spring/Summer 2023, which was informed by significant engagement with municipal member administrations.

There were to be several additional key decisions for the EMTSC Board and Municipal Member Councils following the development of this service concept. Given this, some service level iteration would have been required leading up to opening day in Spring/Summer 2023.

Project Charter

A project charter was developed at the project outset to clearly define the goals and objectives, agree on the scope and timelines, define roles, responsibilities, and set expectations for the project for all stakeholders.

The project goals were defined as follows:

- Conduct a comparative analysis of service levels between the business case, 2022 transit service and 2023 transit service plans and costs that builds trust with municipal members.
- Complete a no-surprises process for the Board and Stakeholders with consistent engagement and common understanding.
- Find a practical opening day solution based on transition of current services and that is aligned with community expectations.

The project scope included four integrated components.

- Municipal Member Engagement underpinned the project work. Municipal member administrators supported the understanding of 2022 regional services, defining 2023 opening day transit service levels, and understanding of bottom-up costs of delivering public transit in their municipality.
- Public Engagement with both existing and potential new transit customers across the region informed new or additive service included in the 2023 opening day service concept.
- Financial Analysis completed to understand transit cost structures in each EMTSC member municipality, to develop a bottom-up cost model using actual costs for ongoing business planning, and to support the EMTSC with a direct cost allocation framework for regional services. The financial analysis is not included in this report as it contains commercially confidential information.
- Detailed Transit Service Planning using transit scheduling software included comparisons between the business case services, 2022 service and 2023 regional transit service options. The result of the comparative analysis of both transit services and costs, municipal member engagement and public engagement is the 2023 opening day service concept.

The project was initiated at the end of March 2022 and completed in September 2022. Municipal member engagement occurred throughout the project as detailed in Section 3. Financial analysis occurred from May-July, public engagement occurred in June and July and detailed transit service planning occurred from April-August.

3. Planning Approach

The approach to establishing the 2023 opening day service concept involved the following tasks:

1. Significant engagement with municipal member administrators (Municipal Members),
2. Establishing a clear understanding of the current baseline (April 2022) of regional transit services,
3. Refining EMTSC opening day service planning principles to guide decisions about opening day service, and,
4. Engaging with the public throughout EMTSC member communities to understand priorities for new or additive service.

Municipal Member Engagement

To build trust with Municipal Members, the project team engaged with member administrators frequently through a combination of individual meetings and group stakeholder meetings, as shown in the table below. Administrators included senior executives, transit management, and financial or accounting representatives from each member municipality.

Meeting	Date (2022)	Objective
Individual Project Charter Meetings	March 28 – April 1	<ol style="list-style-type: none"> 1. Understand 2022 baseline transit service operations 2. Expectations for 2023 transit service 3. Concerns regarding EMTSC Opening day service
Group Stakeholder Meeting #1	May 6	<ol style="list-style-type: none"> 4. Reiterate roles and responsibilities of Municipal Members 5. Provide an overview of public engagement approach 6. Introduce EMTSC Service Planning Principles 7. Overview of approach to developing 2023 Opening Day Service
Individual Costing Model Meetings	May – early June	<ol style="list-style-type: none"> 8. Clarify financial inputs 9. Confirm approach to bottom-up costing
Group Stakeholder Meeting #2	June 6	<ol style="list-style-type: none"> 10. Update on financial data gathering 11. Review and workshop on first iteration of the 2023 Conceptual Service Plan
Individual Financial Analysis and Service Plan Meetings	Early July	<ol style="list-style-type: none"> 12. Provide overview of proposed 2023 service options for each municipality and select municipality's preferred option 13. Share bottom-up service costs in 2021 dollars
Group Stakeholder Meeting #3	August 9	<ol style="list-style-type: none"> 14. Overview of bottom-up costing results 15. Overview of proposed 2023 Opening Day Service Concept

2022 Baseline Transit Services

The 2022 Baseline Transit Service review included documenting 2022 transit service offerings within each municipality. The review was completed through a combination of desktop review and discussions with Municipal Members. This review was completed to understand any impacts to service due to the Covid 19 pandemic and to compare to the 2023 opening day service offering. A detailed summary of the review and findings is provided in **Section 4**.

2023 Service Planning Principles

EMTSC Opening Day Service Planning Principles were developed, which built upon previous planning work, and honed-in on opening day levels of service. The principles inform both the connectivity of the EMTSC regional transit network and the level of service on the regional routes. The five opening day service planning principles are below:

- Seamless transition experience for customers.
- Practical service that takes people where they need to go and is aligned with demand and community aspirations.
- Connecting key high ridership attractions across the region, with minimal transfers.
- Fast, express services that provide quicker travel times on high ridership routes.
- Higher levels of service, i.e., more midday, evening, and weekend services.

The application of the 2023 Opening Day Service Planning Principles generally resulted in the transition of existing services from each member community with some new and additive services, which were also informed by public engagement.

Public Engagement Input

Public engagement input informed the new or additive service in the 2023 Opening Day Plan, and this was primarily derived from a public questionnaire targeting existing transit customers. The questionnaire garnered 782 responses over a 4-week period between June 20 and July 18, 2022. It was shared through social media (Twitter, Instagram, Facebook) among the member jurisdictions and the EMTSC. Posters were also put up at bus stations and postcards were distributed during outreach at transit stops across the region.

An engagement summary titled “What We Heard: 2022 Regional Public Transit Questionnaire – Edmonton Metropolitan Transit Services Commission” was provided to the Board in September 2022.

Feedback Related to Opening Day Service Concept

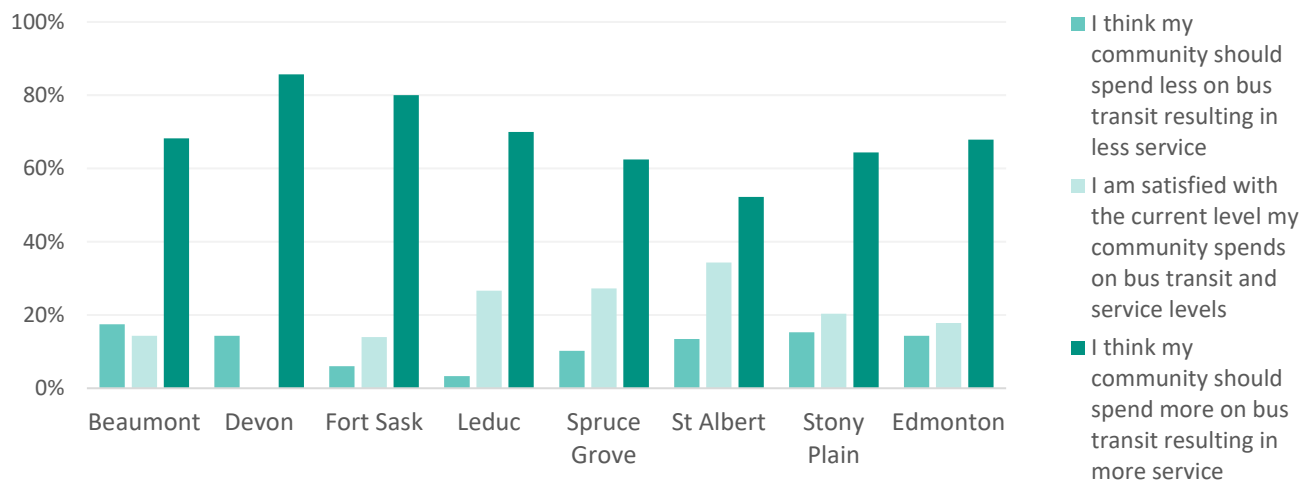
Funding Transit

To gain an understanding of how residents feel about using and paying for public transit, two questions were asked. The first question described how public transit is funded

through property tax and asked the respondent to rank on a likert scale how they feel about the relationship between level of service and public transit funding. The exact wording is as follows:

“Transit operations are only partially funded through ticket and pass sales, most of the cost is paid through your local property taxes. Property taxes also pay for municipal services such as policing, infrastructure, road maintenance, and recreation. With increasing transit operating costs, decreasing income from ticket and pass sales, and other competing municipal priorities, we need to make some complex decisions on what transit looks like and how it is funded. Please select how much you agree with the following statement:”

The majority believe that their community should spend more money on bus transit which would subsequently result in more service, across all communities. The following graph displays the results among each jurisdiction.

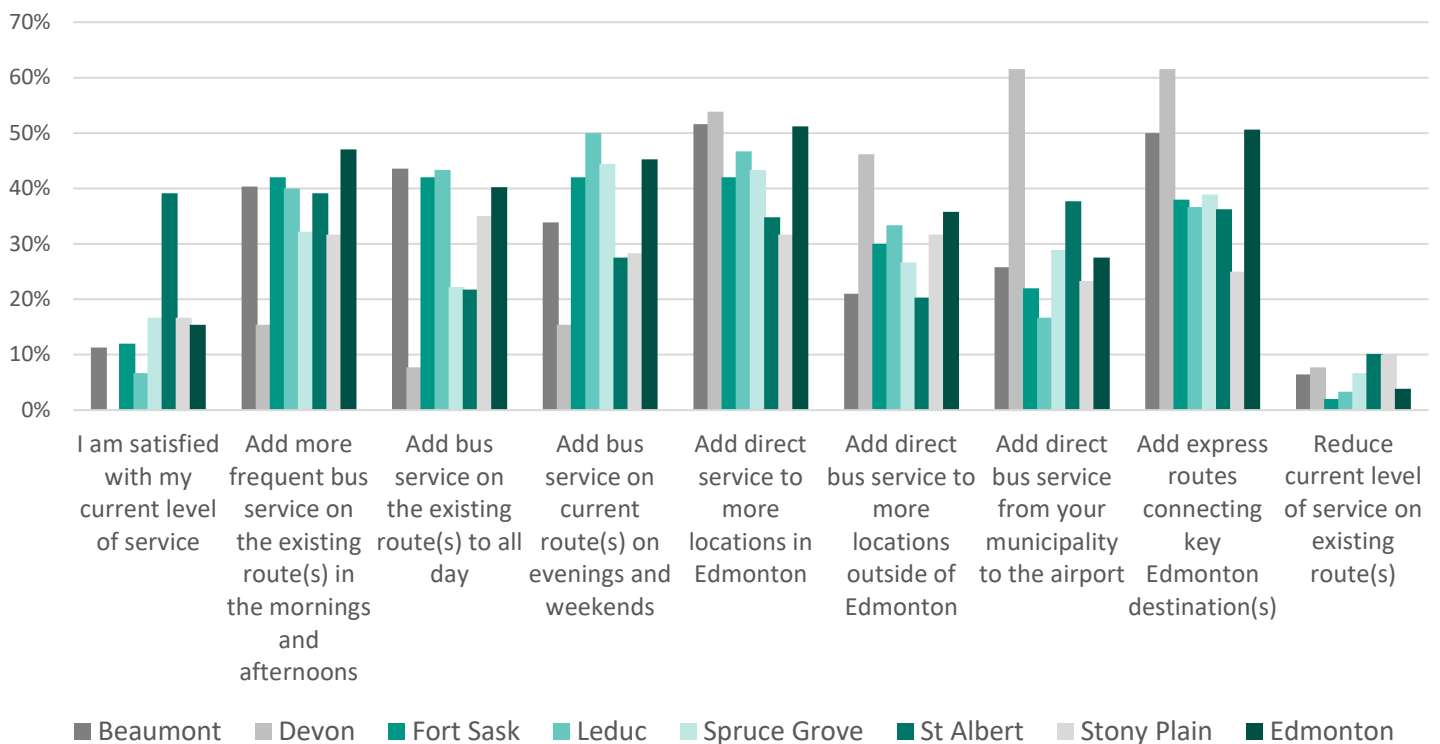


Level of Service

To understand what is most important for individuals regarding level of service, the following question was asked with nine possible answers to choose from:

“Thinking about the bus service that currently exists from your municipality to other locations in the Region and recognizing that increasing service generally requires additional funding, please select up to four statements that describes the level of service that is most important to you.”

The following graph displays the results among each jurisdiction.



The answers to this question varied among communities. For example, Edmontonians would like to see express routes and more service to different locations, while Devon wishes for express routes connecting key Edmonton destinations and direct service to the airport. Beaumont would like to see more direct service to Edmonton and bus routes that run all day as well as more in the morning and afternoons, while a connection to the airport was not as favorable compared to other areas of possible transit improvement. Leduc and Fort Saskatchewan residents would like to see improved bus service on evenings and weekends, all day service, and connection to Edmonton destinations. Stony Plain would like all day bus service and frequent bus in the mornings and afternoons. Lastly, Spruce Grove would like expanded bus service on evenings and weekends and more service to Edmonton locations.

Key Opening Day Service Concept Takeaways

The responses to the questionnaire suggest that residents would feel comfortable paying more taxes if it meant:

- bus service that improved access to Edmonton destinations,
- additional service in the middays, evenings, and weekends, and
- increased frequency in mornings and afternoons.

Feedback Related to Future Service Planning

One of the survey questions was open-ended, allowing respondents to describe anything else they would like to see in the transit plan. This was often used to identify other areas of improvement. The most common topics among all communities were:

- Improve bus and transit station safety
- Frequency and Reliability
 - Improve bus timing and connections
 - Increase bus frequency
 - Faster route times (bus efficiency)
 - Desire for dedicated bus lanes
- Seamless Experience
 - Transfers should be a uniform fee across all routes (i.e., Zonal fares)
 - Need for better bus shelters
 - Improve cleanliness and sanitation of buses
 - Need for secure bike/scooter storage at bus centers
- Bus Stop Spacing
 - More bus stops for elderly and physical disabilities

In addition to this general feedback, there were certain areas flagged for improvement in individual communities. The following area specific desires are as follows:

- Need more service in Parkland County and Parkland Village
- Route from Fort Saskatchewan to Sherwood Park
- Need On Demand service in Leduc
- Need transit service from Stony Plain to U of A
- Costs are too high going from Beaumont to Edmonton (due to transfers)
- Beaumont to U of A direct service
- Need a park and ride in spruce grove

Approach to Regional Services Within City of Edmonton

The City of Edmonton context is unique amongst the municipal members, as the Edmonton Transit Service (ETS) will continue to operate alongside the EMTSC. Within Edmonton, the 2023 regional services are additive and provide a different type of longer distance, express service than most ETS routes.

Unlike the underlying ETS services, the additive Edmonton regional services integrate with each other at Government Centre and Northgate to create new connections

between Edmonton destinations and with destinations in the region. The regional services within Edmonton are proposed at a higher level of service, including middays, evenings, and weekends, reflecting the input received through engagement with the public and specifically equity-deserving populations.

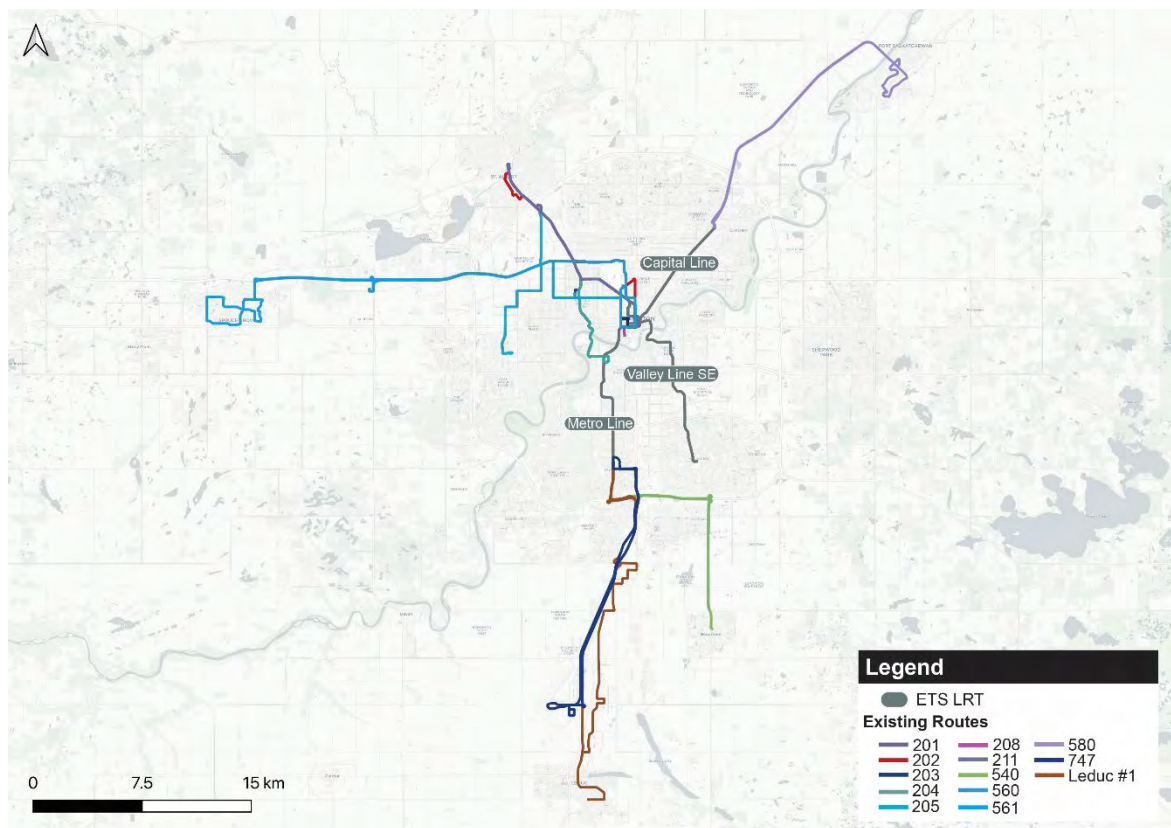
The proposed regional services within Edmonton are a key step towards implementation of the City of Edmonton’s City Plan and Mass Transit Plan. The additive regional services in Edmonton represent a precursor to Bus Rapid Transit (BRT) service on the City’s two top-priority mass transit corridors, which are currently being studied to advance the implementation of capital investments. These corridors are expected to be priorities for BRT improvements, such as capital and signal technology improvements.

4. 2022 Regional Service Overview

Current State of Existing Regional Services

Current Service

The following map shows the routing of regional transit services currently provided by the EMTSC member municipalities. This map shows the network of services offered, each of which serves the individual needs of the municipal service provider. This existing service network does not maximize connectivity across the region, nor does it integrate across services.



The member municipalities of the EMTSC all provide varying levels of service connecting their own communities primarily with key destinations in the City of Edmonton. The table below outlines the 2022 weekly service hours and service span of the various services provided by the member municipalities.

	Weekly Service Hrs	Service Span
Edmonton (747)	225	All day 7 days
St. Albert	2,078 (regional and local)	All day 7 days
Spruce Grove		All day M-F
Stony Plain	190	Local service connects to Spruce Grove at Tri Leisure Centre
City of Leduc	95	Peak M-F
Fort Saskatchewan	60	Peak M-F
Beaumont	66	Peak M-F
Devon	-	-

During the COVID-19 pandemic, many of these service levels were reduced as the pandemic had a significant impact on transit services around the globe – a trend was felt in and around Edmonton as well. The paradigm shift of working from home, as well as economic impacts and business closures, forced many communities to adopt lower-performing (more infrequent) services. However, these reduced services are temporary, and all member municipalities were anticipating a full return to regular service by the end of 2022. In fact, many of these communities invested, or were considering investing, more service hours in their local and regional services than what was committed to prior to the pandemic.

The pandemic did have a lasting impact, however. Physical distancing made conventional transit largely infeasible, which had communities exploring on-demand transit options. As a result of these experiments with on-demand transit, some communities are looking at permanently replacing fixed-route services and expanding on-demand services to other neighbourhoods that had previously lacked transit access.

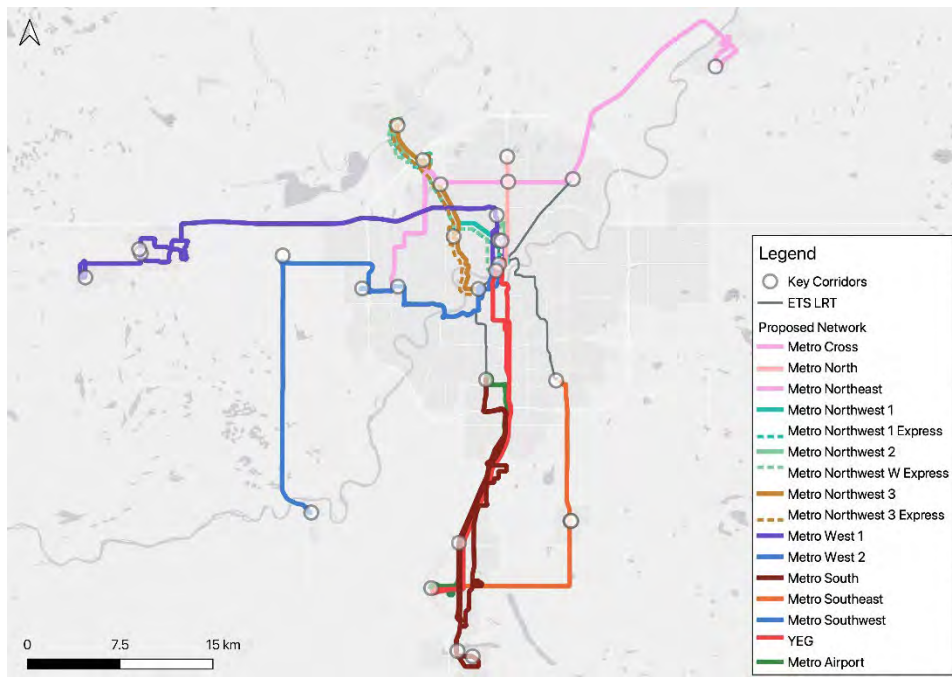
Previous and Future Changes

Regardless of the pandemic, these communities have been innovating, investing in infrastructure, and growing both in their municipal services and population over these last several years. Things have changed, with more being expected within the next few years that would have coincided with, or impacted, the launch of EMTSC Opening day services. These are outlined in the table below.

Member Municipality	What has changed in recent years?	What is expected in 2023 and beyond?
Edmonton	<ul style="list-style-type: none"> • Bus Network Redesign completed • Council direction to ETS to investigate impact of EMTSC on local transit users 	<ul style="list-style-type: none"> • Service integration with the SE Valley Line LRT • A seamless customer experience for riders of both ETS and EMTSC • Ongoing access to Lewis Farms and West Edmonton Mall for Enoch shuttle
St. Albert	<ul style="list-style-type: none"> • Replacement of select weekend service with on-demand • Completion of the Nakî Transit Centre and Park-and-Ride 	<ul style="list-style-type: none"> • Expansion of transit service into areas presently not covered
Spruce Grove	<ul style="list-style-type: none"> • New on-demand local service (100 weekly service hours) 	<ul style="list-style-type: none"> • Increased local on-demand service to 166 weekly service hours • Improved counter-flow commuter services to Westview Hospital • Transit centre and park-and-ride opening in 2024 • Cancellation of Route 561 and investing funding into additional on-demand transit
City of Leduc	<ul style="list-style-type: none"> • Replacement of local fixed-route service with on-demand • Introduced direct service on Route 1 to Amazon and Hello Fresh distribution centres in Nisku 	<ul style="list-style-type: none"> • Transition of charters with Monarch Park to the EMTSC to continue service to Amazon and Hello Fresh sites • Increased on-demand transit service • Concerned about end of joint venture agreement with Leduc County upon transfer of service to EMTSC, which would impact access to Nisku
Fort Saskatchewan	<ul style="list-style-type: none"> • Introduced a seasonal service hour reduction from May to August 	<ul style="list-style-type: none"> • Introduction of direct connections to St. Albert and West Edmonton Mall as well as weekend regional service as per the Business Case • Would like to explore local weekend service
Beaumont	<ul style="list-style-type: none"> • Contract transitioned from ETS to PWT • Commuter service connections via Heritage Valley instead of Century Park 	<ul style="list-style-type: none"> • Transition commuter service to Mill Woods Transit Centre once SE Valley Line LRT is introduced • Introduction of service to EIA via Nisku • Increased mid-day service
Stony Plain	<ul style="list-style-type: none"> • Fixed route service introduced to Spruce Grove 	<ul style="list-style-type: none"> • Introduce on-demand local transit (council decision anticipated in Sep.) • Expectation of service as outlined in the Business Case
Devon	<ul style="list-style-type: none"> • Fixed route pilot project cancelled 	<ul style="list-style-type: none"> • Commuter service between Devon and Lewis Farms via Enoch • Connection to EIA and Leduc

5. 2023 Opening Day Regional Service Plan Regional Service Map

EMTSC would have introduced the “Metro” family of routes for opening day service in 2023, providing regional connections to all member municipalities. As shown in the map below, routes prioritize connections to key destinations between the member municipalities and the urban core as well as a greater network of transit services that could have been used to connect anywhere with no more than a single transfer.



“Metro” Routes and Maps

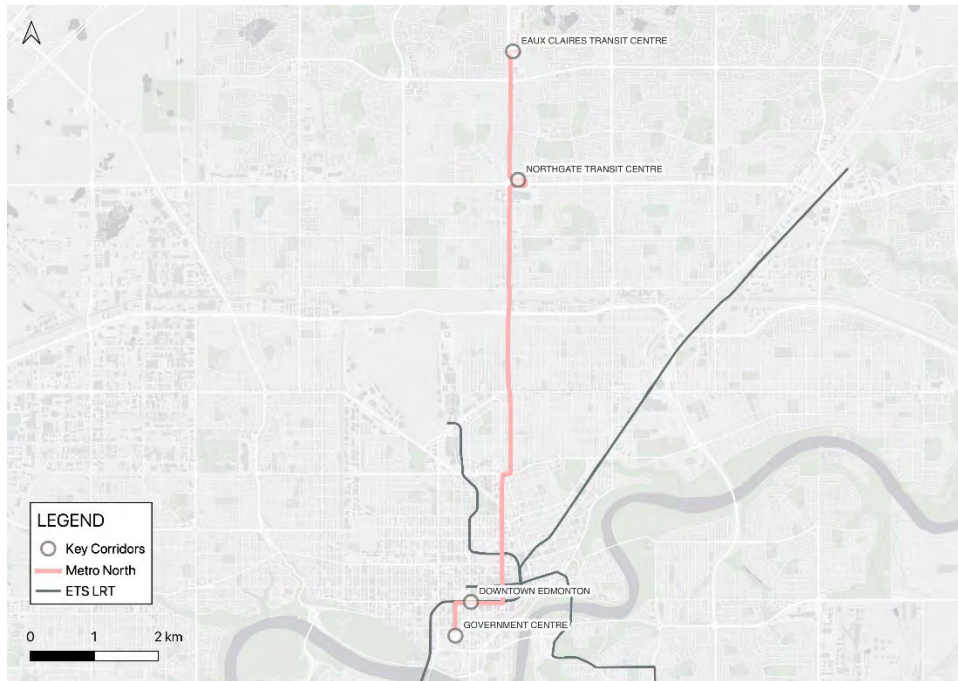
The Metro routes and the regional services provided by EMTSC would have consolidated and streamlined former routes of the various member municipalities. Select new Metro routes would have amalgamated services from multiple member municipalities, with an aim to provide transit users with a more cohesive and efficient transit experience as well as a more easily navigable system. The following table denotes which existing regional transit routes would have been the basis for the new EMTSC routes. In all cases, except the Metro North and Metro West 2 routes, the modeled routes would have effectively become the new EMTSC routes, with some modifications.

The Metro North and Metro West 2 routes were modeled from the ETS 120X and 920X, respectively. In both cases the new EMTSC routes provided the same level of service as the 120X and 920X when the existing routes are in operation and increase service beyond the ETS service spans to enhance midday, evening, and weekend travel opportunities. The intent of this approach was to provide opportunities to the City of Edmonton to enhance their existing service levels with the EMTSC route, which could double the effective frequency of trips during the 120X and 920X service spans, or to reallocate the existing ETS service elsewhere.

EMTSC Route Name	Existing Routes Modeled
Metro North	ETS 120X
Metro West 1	ETS 560
Metro West 2	ETS 920X
Metro Northwest 1	StAT 201, StAT 211
Metro Northwest 2	StAT 202, StAT 208
Metro Northwest 3	StAT 203, StAT 204
Metro Northeast	ETS 580
Metro Cross	StAT 205
Metro South	Leduc 1
Metro 747	ETS 747
Metro Southeast	BMT 540
Metro Southwest	-
Metro YEG	-

The Metro family of routes would have provided connections throughout the Edmonton Metropolitan Region, and many of the key locations within. The following is a snapshot of the individual Metro routes and their key connections:

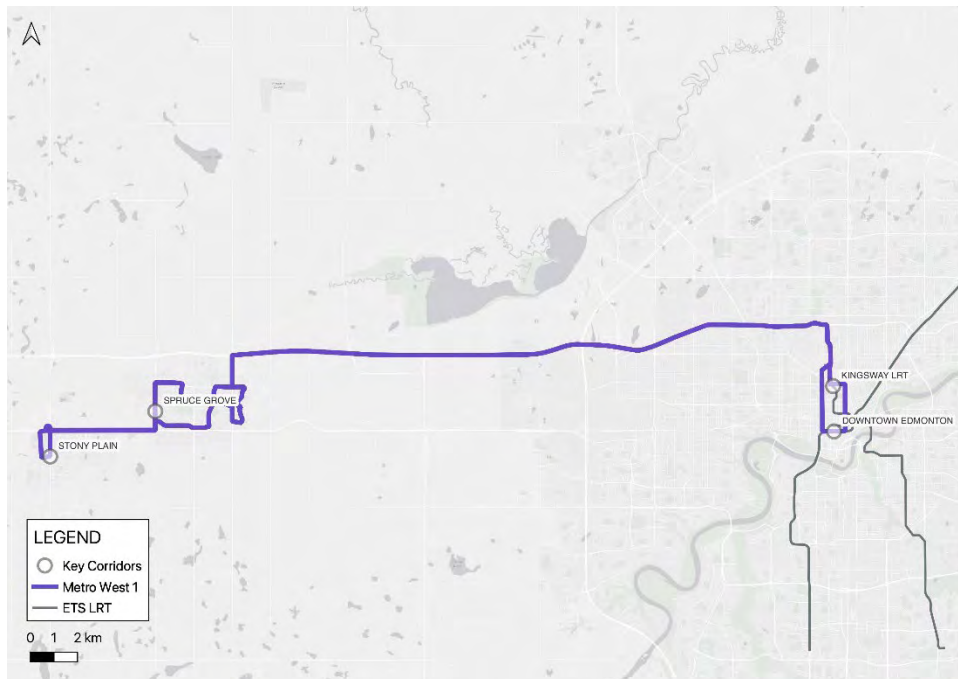
Metro North



Key Connections:

- Eaux Claires Transit Centre,
- Northgate Transit Centre,
- Downtown Edmonton,
- Government Transit Centre.

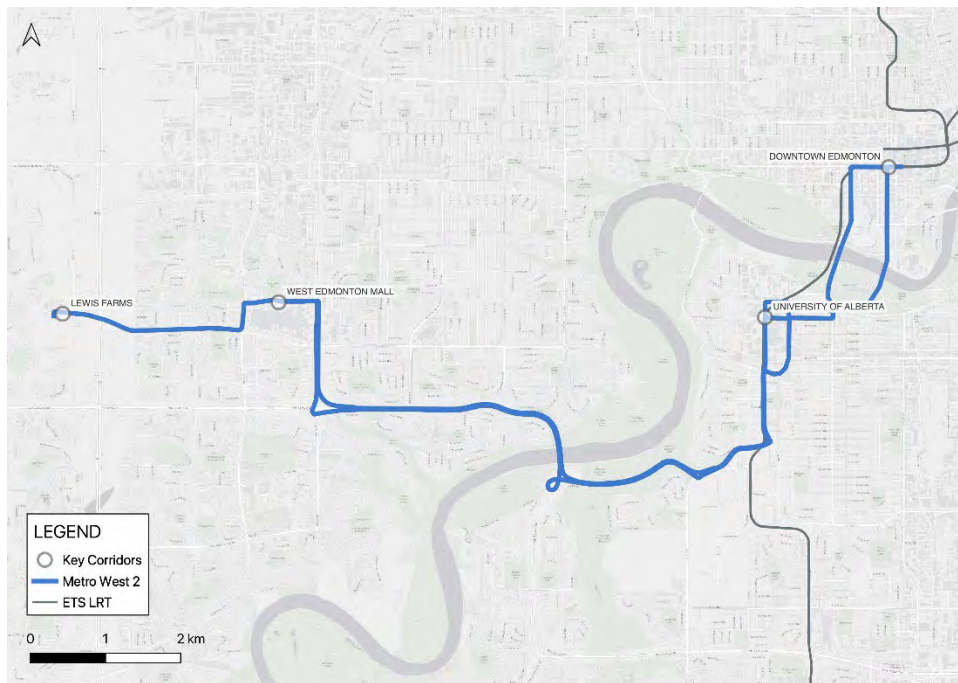
Metro West 1



Key Connections:

- Town of Stony Plain,
- City of Spruce Grove,
- Northern Alberta Institute of Technology (NAIT),
- Kingsway LRT,
- Downtown Edmonton,
- MacEwan University.

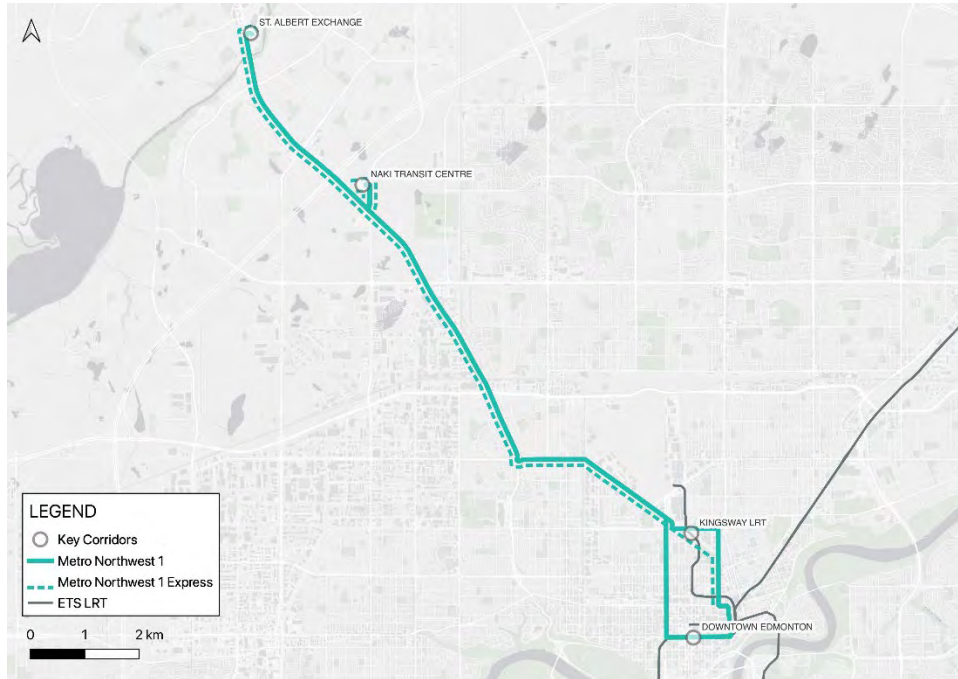
Metro West 2



Key Connections:

- Lewis Farms Transit Centre,
- West Edmonton Mall,
- Health Sciences Centre,
- University of Alberta.

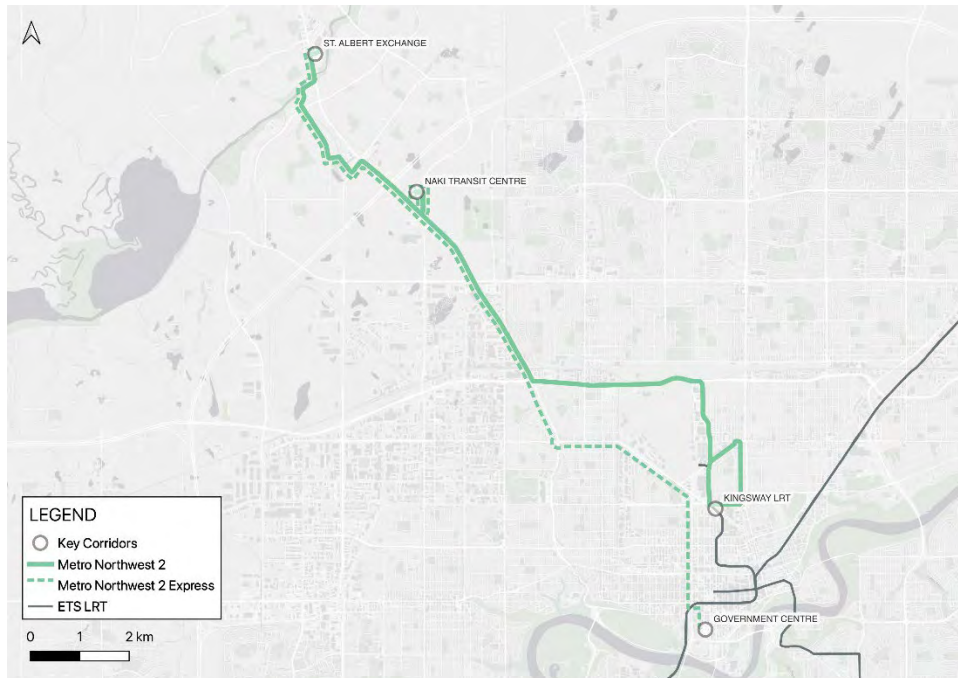
Metro Northwest 1



Key Connections:

- St. Albert Exchange,
- Nakî Transit Centre,
- Kingsway LRT,
- Downtown Edmonton,
- MacEwan University.

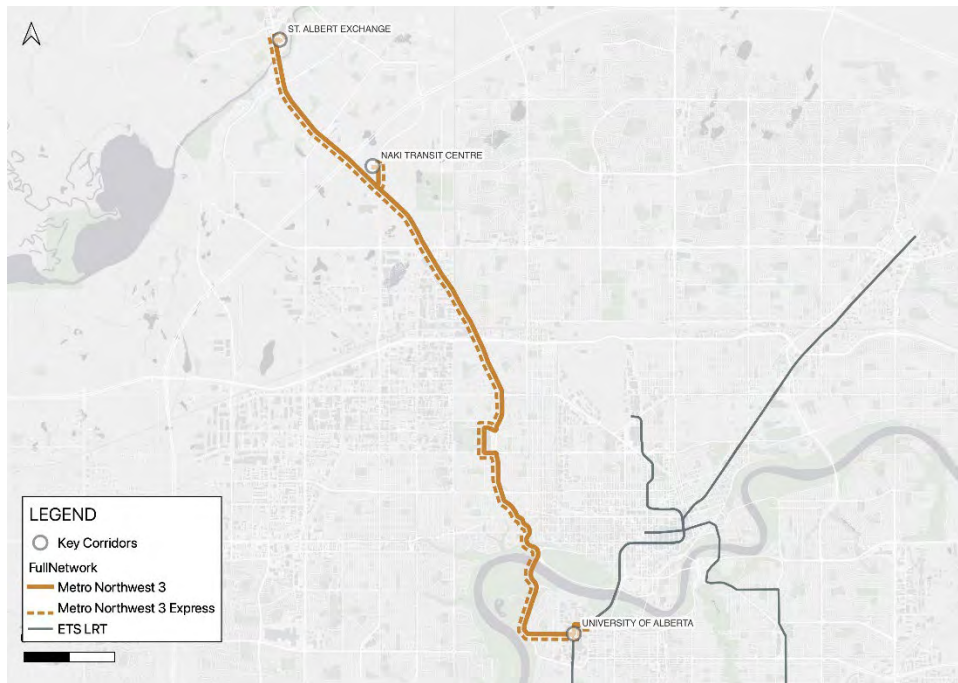
Metro Northwest 2



Key Connections:

- St. Albert Exchange,
- Nakî Transit Centre,
- Northern Alberta Institute of Technology (NAIT),
- Kingsway LRT,
- MacEwan University,
- Government Transit Centre

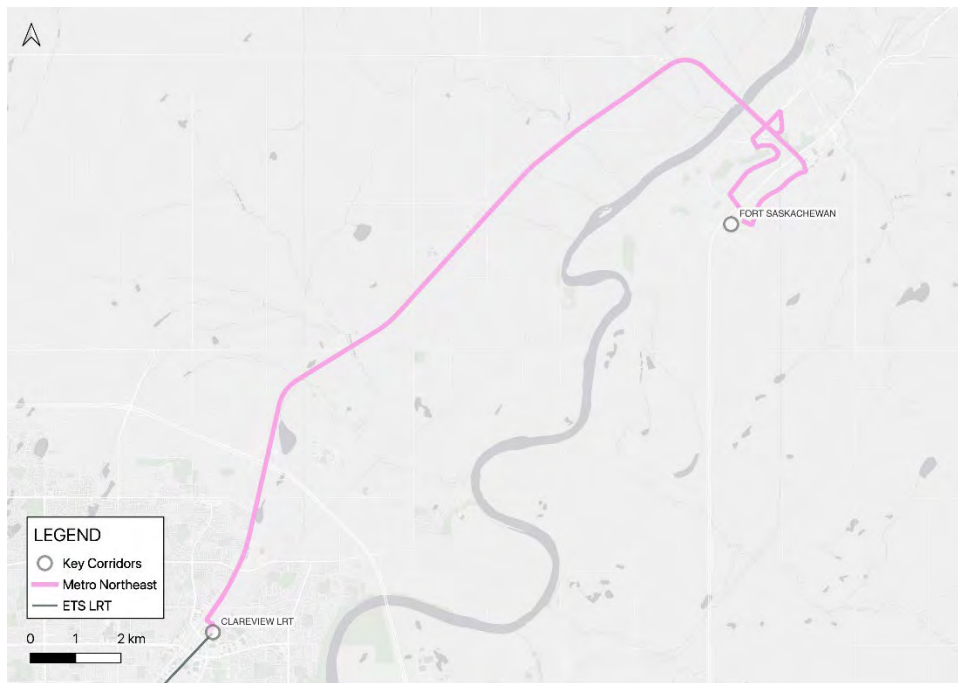
Metro Northwest 3



Key Connections:

- St. Albert Exchange,
- Nakî Transit Centre,
- Westmount Transit Centre,
- University of Alberta

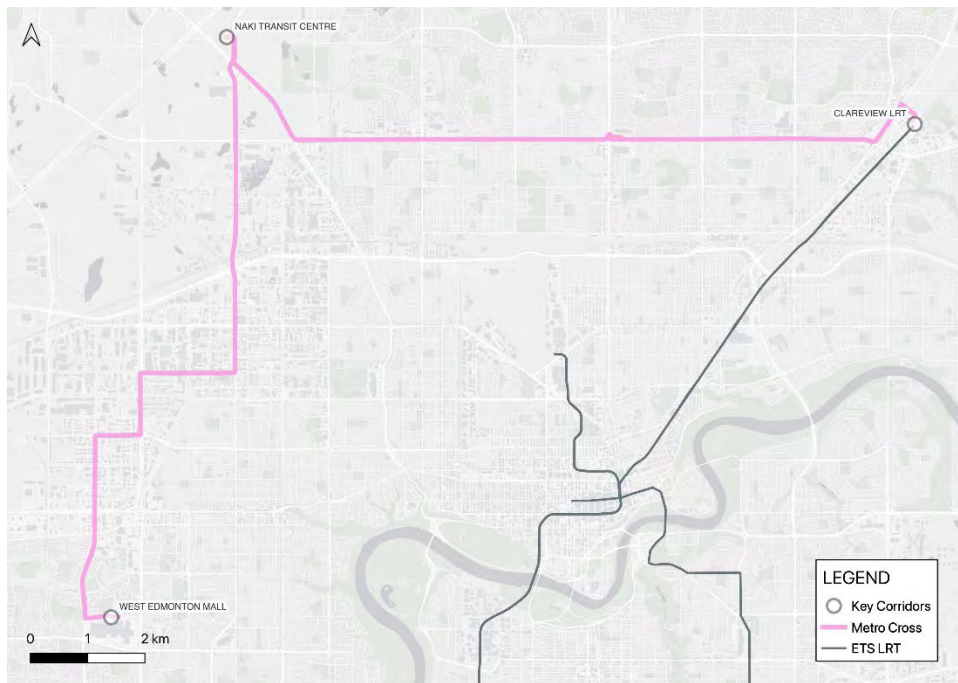
Metro Northeast



Key Connections:

- Fort Saskatchewan,
- Clareview Transit Centre

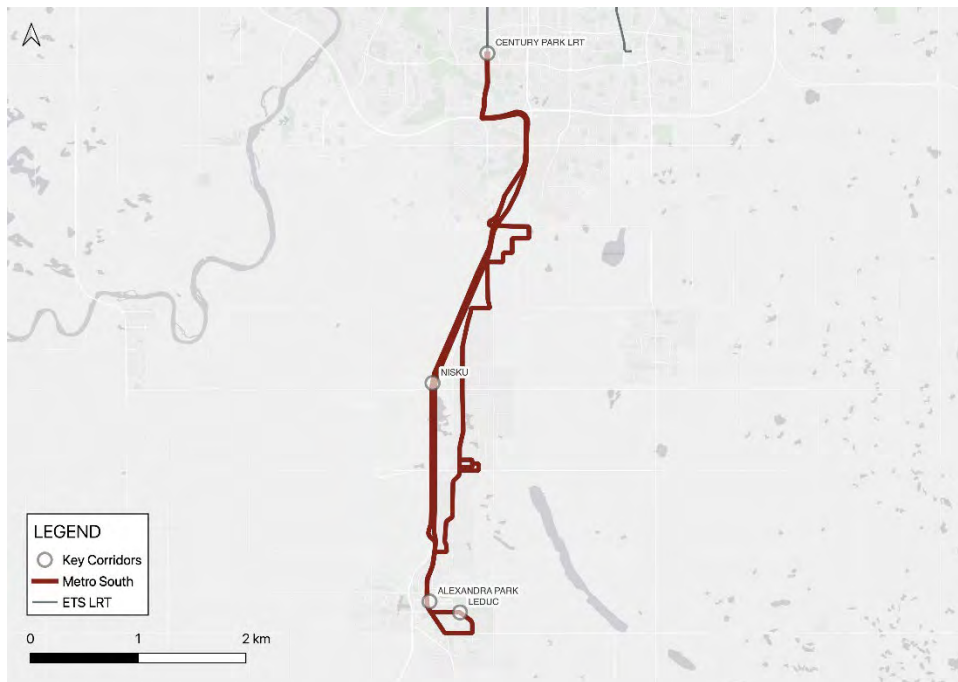
Metro Cross



Key Connections:

- Clareview Transit Centre,
- Northgate Transit Centre,
- Nakî Transit Centre,
- West Edmonton Mall

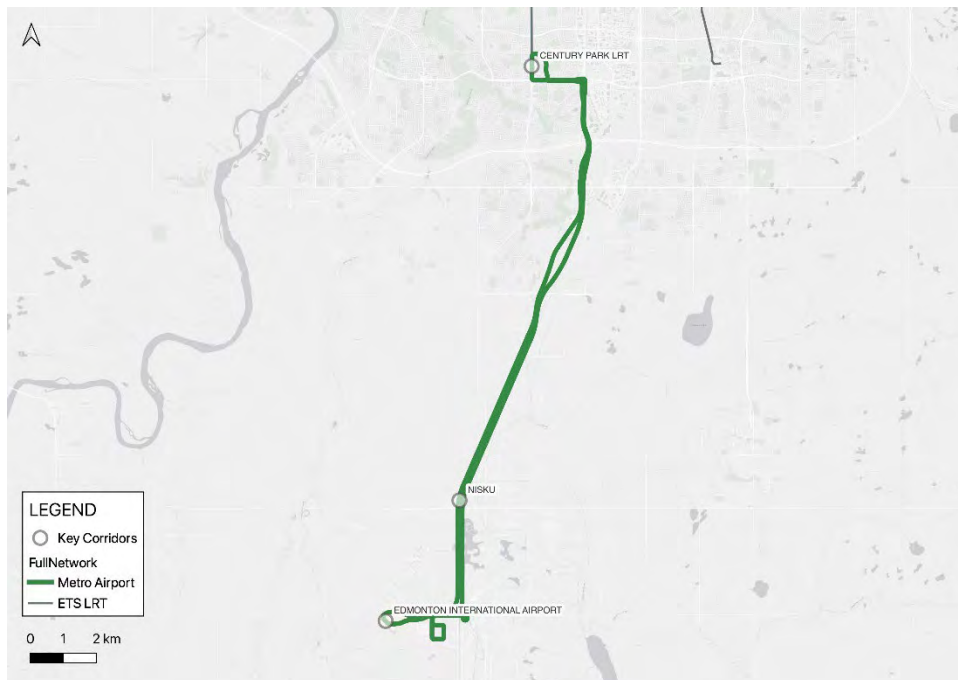
Metro South



Key Connections:

- City of Leduc,
- Edmonton International Airport.

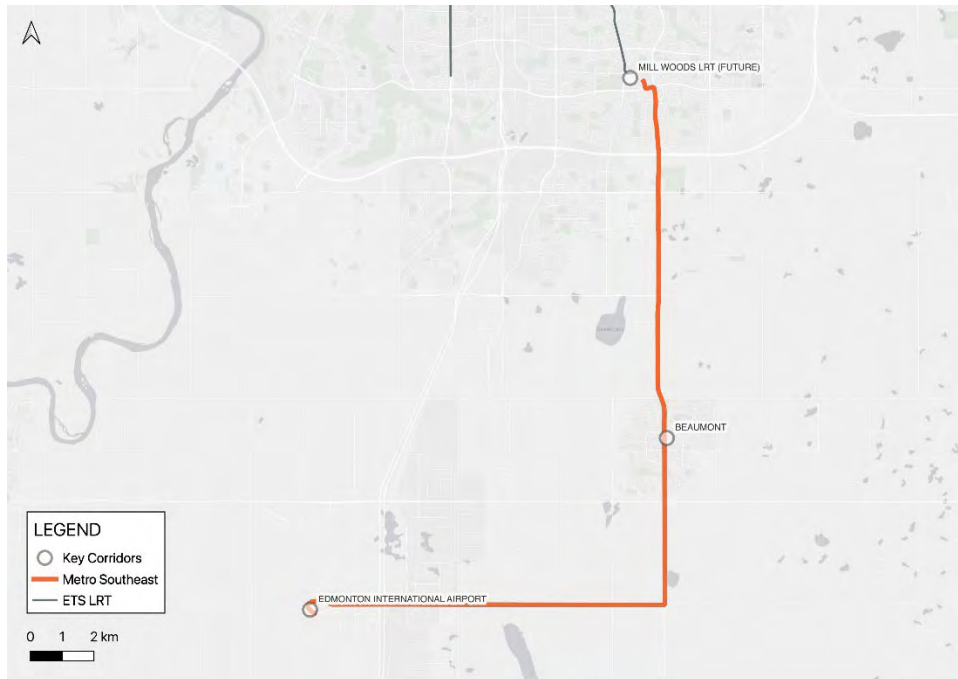
Metro Airport



Key Connections:

- Edmonton International Airport,
- Century Park Transit Centre.

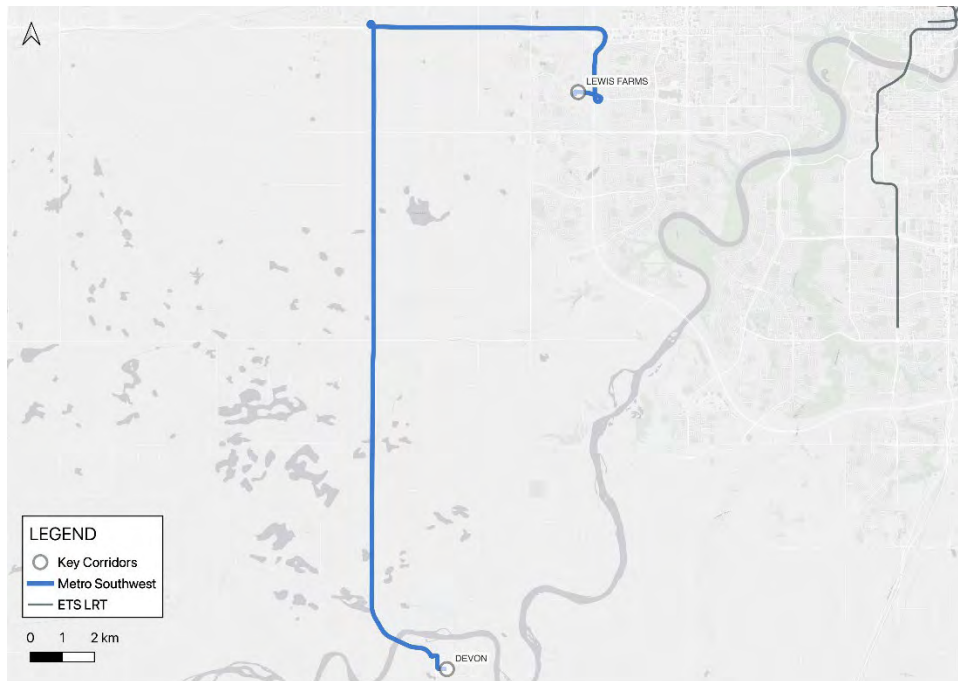
Metro Southeast



Key Connections:

- Mill Woods Transit Centre,
- City of Beaumont,
- Edmonton International Airport.

Metro Southwest



Key Connections:

- Lewis Farms Transit Centre,
- Town of Devon

Metro YEG



Note: Routing for Metro YEG is representative of the service only, and subject to change.

Key Connections:

- Downton Edmonton,
- Edmonton International Airport.

High-level Summary of Each Service

High level details of service, including service span, anticipated frequency of service, and key locations served are provided in the table below.

These service levels have been refined through the service planning approach discussed previously.

The routes that do have service variations provide additional services aimed at better meeting the needs of transit users via express, evening, morning, or additional peak time service complements. The table below includes a summary of these variations. The detailed list of service variations can be found under the “Service Variations” section.

Route Name	Service Span	Frequency	Key locations served	Service Variations
Metro North	Weekdays, Saturday, Sunday	Peak: 10 min Off-peak: 20 min (midday) / 60 min (evening)	Eaux Claires Transit Centre, Northgate Transit Centre, Downtown Edmonton	Alternate trips interline with Metro West 2
Metro West 1	Weekdays	Peak: 20 min Off -peak: 120 min	Town of Stony Plain, City of Spruce Grove, Northern Alberta Institute of Technology (NAIT), Kingsway LRT, Downtown Edmonton, MacEwan University	Spruce Grove to Downtown Edmonton; Stony Plain to Downtown Edmonton via Spruce Grove
Metro West 2	Weekdays, Saturday, Sunday	Peak: 20 min Off -peak: 60 min	Lewis Farms Transit Centre, West Edmonton Mall, Health Sciences Centre, University of Alberta, Downtown Edmonton	Trips interline with Metro North
Metro Northwest 1	Weekdays, Saturday, Sunday	Peak: 20 min Off -peak: 60 min	St. Albert Exchange, Naki Transit Centre, Kingsway LRT, Downtown Edmonton, MacEwan University	Terminus is downtown Edmonton before 14:00 and Kingsway LRT after 14:00 Express variant with limited stops in the peak periods

Route Name	Service Span	Frequency	Key locations served	Service Variations
Metro Northwest 2	Weekdays	Peak: 20 min Off -peak: 60 min	St. Albert Exchange, Nakî Transit Centre, Northern Alberta Institute of Technology (NAIT), Kingsway LRT, MacEwan University (Express only), Government Transit Centre (Express only)	Express variant to Government Centre instead of Kingsway LRT with limited stops in the peak periods
Metro Northwest 3	Weekdays, Saturday	Peak: 20 –30 min Off -peak: 60 min	St. Albert Exchange, Nakî Transit Centre, Westmount Transit Centre, University of Alberta	Express variant with limited stops in the peak periods
Metro Northeast	Weekdays, Saturday	Peak: 30 min Off -peak: 3 roundtrips only (before AM Peak, during midday, and after PM Peak)	Fort Saskatchewan, Clareview Transit Centre	None
Metro Cross	Weekdays, Saturday	Peak: 50 min Off -peak: 50 min	Clareview Transit Centre, Northgate Transit Centre, Nakî Transit Centre, West Edmonton Mall	Minor variations for first and last trips
Metro South	Weekdays, Saturday, Sunday	Peak: 30 min Off -peak: 60 min	City of Leduc, Edmonton International Airport, Century Park Transit Centre	Direct service variants between Leduc and Century Park in peak periods
Metro Airport	Weekdays, Saturday, Sunday	Peak: 30 min Off -peak: 60 min	Edmonton International Airport, Century Park Transit Centre	None
Metro Southeast	Weekdays	Peak: 30 min Off -peak: 60 min	Mill Woods Transit Centre City of Beaumont Edmonton International Airport	Peak period extension to EIA

Route Name	Service Span	Frequency	Key locations served	Service Variations
Metro Southwest	Weekdays	Peak: 3 trips AM; 3 trips PM [^] Off -peak: n/a	Lewis Farms Transit Centre Town of Devon	None
Metro YEG	Weekdays, Saturday, Sunday	Peak: 30 min Off-peak: 30 min	Downtown Edmonton Edmonton International Airport	None

[^]For Metro Southwest, during daily service, there are only six one-way trips provided, three during AM service and three during PM service at an approximately 60-minute headway. There is no non-peak service.

Service Variations

Service variations exist within select routes in the Metro family of routes. Service variations are standard practice within transit networks as a way of providing service for specific times, locations, or connections. A common example of service variation is express service – a route may connect two locations but have numerous stops in between, whereas an express variant will use the same route name but ignore the numerous stops during times of high-demand. Other types of service variations include evening or morning-only service, additional service at peak times, or occasional connections to other near destinations that are not serviced by the main route.

The following descriptions outline the service variations within the Metro family of routes.

Metro North

Metro North interlines with Metro West 2 in Downtown Edmonton to provide a single-seat journey between north Edmonton and the University of Alberta and West Edmonton Mall. Due to demand, Metro North operates more frequently than Metro West 2, so inbound trips in the peak and midday periods alternate between interlining with Metro West 2 along Jasper Avenue and extending to Government Transit Centre before returning outbound. The extension to Government Transit Centre allows Metro North to remain consistent with current ETS 120X services.

Metro West 1

Metro West 1 has two primary route-patterns, with variations throughout the day to account for peak travel directions. Additionally, four trips per day in the AM and PM peak provide direct service to Stony Plain. Supporting patterns connect Heritage Park to downtown Edmonton and Century Road & Kings Link to downtown Edmonton at various times throughout the day.

Note that this arrangement is likely temporary pending the completion of the new transit centre and park-and-ride in 2024. The EMTSC, in consultation with Spruce Grove and Stony Plain, were to review this service and attempt to improve express connections between the municipalities and downtown Edmonton.

Metro West 2

Metro West 2 interlines with Metro North in Downtown Edmonton providing a single-seat journey between West Edmonton and the University of Alberta and points north of downtown. There are no variations to Metro West 2 since all trips interline with Metro North along Jasper Avenue in Downtown Edmonton.

Metro Northwest 1

Metro Northwest 1 has one service variation, providing express service from Edmonton city centre to the St. Albert Exchange. The express service travels from St. Albert to Edmonton during AM service and from Edmonton to St. Albert during PM service.

Metro Northwest 2

Metro Northwest 2 has one service variation, that provides express service from St. Albert Exchange and the Government Transit Centre. As with MNW1, this express pattern travels from St. Albert to Edmonton during AM service and from Edmonton to St. Albert only during PM service.

Metro Northwest 3

Metro Northwest 3 supplements the main pattern with two service variations. The first variation consists of an evening pattern, that runs limited service from the University of Alberta to Nakî Transit Centre and does not extend into the St. Albert Exchange like the main pattern. This variation operates in the evening only (20:00 hours onward) when the main pattern is not providing service. The second variation provides express service from St. Albert Exchange to the University during peak hours, bypassing Westmount Transit Centre.

Metro Cross

Metro Cross has two service variations from the main route. One variation goes from Nakî Transit Centre to West Edmonton Mall and does not extend to Clareview Transit Centre. The other variation goes from Clareview Transit Centre to Nakî Transit Centre and does not extend to the West Edmonton Mall. Both variations operate outside regular route hours, to provide AM and PM service when required. The first variation (Nakî - WEM) provides one AM trip from Nakî to WEM, and one PM trip from WEM to Nakî. The second variation (Clareview – Nakî) provides one AM trip from Nakî to Clareview and one PM trip from Clareview to Nakî. The intent of these services is to ensure that first and last trip times are met to connect with other key services, such as the Metro Line LRT at Clareview, or Metro West 2 at West Edmonton Mall.

Metro South

Metro South operates along the existing Leduc Route 1 variations, with AM services providing direct connections between the City of Leduc and Century Park and PM Services providing direct connections in the opposite direction. In the counter-peak direction, local service is provided through Nisku and the employment areas south of 41st Avenue SW.

Metro Airport

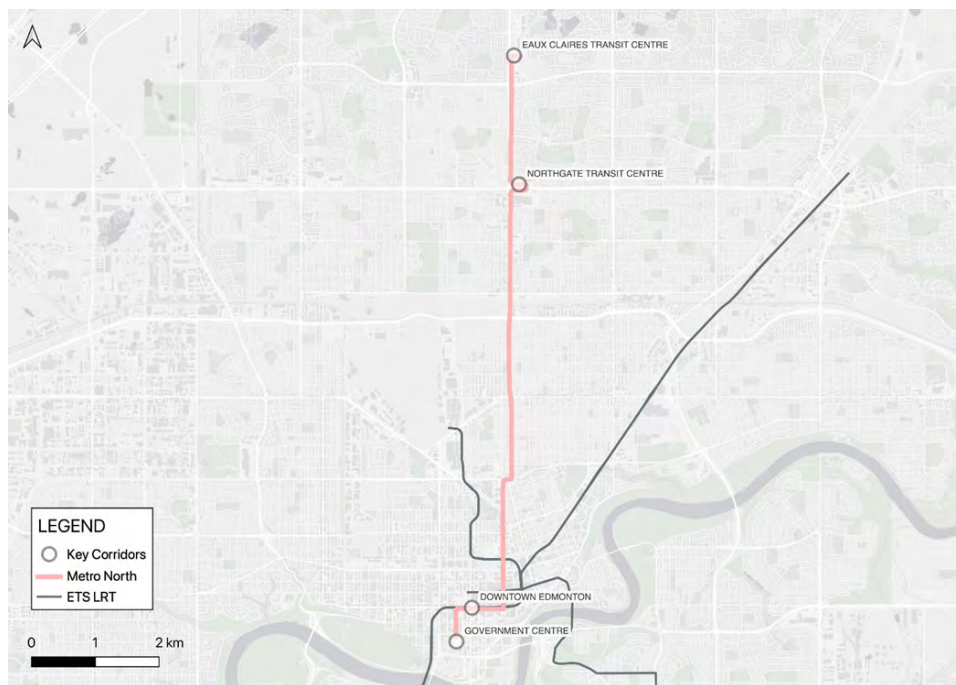
Metro Airport operates along the existing ETS Route 747 and has no significant variations to the route pattern.

Metro Southeast

Metro Southeast has one variation from the main pattern that extends service from Beaumont to the Edmonton International Airport (EIA). This variation only operates during peak periods and provides a single continuous route between Mill Woods and EIA via Beaumont.

6. Service Summaries

Metro North



Service Start: April 2023	Route: Metro North	Weekday	X
		Saturday	X
		Sunday	X

Service Description:

Metro North (MN) connects Eaux Claires Transit Centre with downtown Edmonton via Northgate Transit Centre. Most trips interline with Metro West 2 at stops along Jasper Avenue while others continue onward to Government Centre. MN is comprised of two main patterns in each direction. The patterns are described as follows:

Outbound MN A: Downtown to Eaux Claires Transit Centre

Note this pattern is a continuation of Metro West 2 Pattern A at Jasper Avenue and 105th Street (Stop 1271)

FROM Jasper Avenue (Stop 1271) travel EB toward 104th Street NW. Turn left on 101 Street NW, travelling NB. Turn right on 111 Avenue NW. Turn left onto 97 Street NW, travelling NB toward the Yellowhead Highway. Continue NB on 97 Street NW. Turn right on 137 Avenue NW, heading EB. Turn left to enter Northgate Transit Centre to assigned bay. Exit Northgate Transit Centre by turning right onto the Canadian Forces Trail (97 Street NW), travelling NB. Continue NB on the Canadian Forces Trail. Turn right on Eaux Claires Transit Centre NW to enter Eaux Claires Transit Centre to assigned bay.

Inbound MN A: Eaux Claires Transit Centre to Downtown

Note this pattern continues as Metro West 2 Pattern A at Jasper Avenue and 106th Street (Stop 1619)

FROM Eaux Claires Transit Centre, turn left on the Canadian Forces Trail roadway (97 Street NW) SB toward the Yellowhead Highway. Turn left onto Northgate Transit Centre NW, to enter the Northgate Transit Centre to assigned bay. Exit the Northgate Transit Centre by turning right on 137 Avenue travelling WB. Turn left on the Canadian Forces Trail roadway (97 Street NW) SB toward downtown Edmonton. Continue SB on 97 Street NW. Turn right on 111 Avenue NW, travelling WB. Turn left on 101 Street NW, travelling SB. Turn right on Jasper Avenue travelling WB to 106th Street and Jasper Avenue (Stop 1619).

Outbound MN G: Government Centre to Eaux Claires Transit Centre (Weekdays only)

FROM Government Transit Centre, head NB on 107 Street NW. Turn right on Jasper Avenue travelling EB. Turn left on 101 Street NW, travelling NB. Turn right on 111 Avenue NW. Turn left onto 97 Street NW, travelling NB toward the Yellowhead Highway. Continue NB on 97 Street NW. Turn right on 137 Avenue NW, heading EB. Turn left to enter Northgate Transit Centre to assigned bay. Exit Northgate Transit Centre by turning right onto the Canadian Forces Trail (97 Street NW), travelling NB. Continue NB on the Canadian Forces Trail. Turn right on Eaux Claires Transit Centre NW to enter Eaux Claires Transit Centre to assigned bay.

Inbound MN G: Eaux Claires Transit Centre to Government Centre (Weekdays only)

FROM Eaux Claires Transit Centre, turn left on the Canadian Forces Trail roadway (97 Street NW) SB toward the Yellowhead Highway. Turn left onto Northgate Transit Centre NW, to enter the Northgate Transit Centre to assigned bay. Exit the Northgate Transit Centre by turning right on 137 Avenue travelling WB. Turn left on the Canadian Forces Trail roadway (97 Street NW) SB toward downtown Edmonton. Continue SB on 97 Street NW. Turn right on 111 Avenue NW, travelling WB. Turn left on 101 Street NW, travelling SB. Turn right on Jasper Avenue travelling WB. Turn left on 107 Street NW, travelling SB. Enter Government Transit Centre to assigned bay.

Weekday	Service Span	Headway	Running Time	Vehicles
Early AM	Inbound (G) First Trip: 06:01 (A) First Trip: 06:16 Outbound (G) First Trip: 06:28 (Meets with First IB) (A) First Trip: 06:45 (Departure time based on First IB MW2 Trip)	/	Inbound (G): 27 min (A): 23 min Outbound (G): 36 min (A): 27 min (G) Round Trip: 63 min + 17 min (A) Round Trip: 50 min + 10 min	/
AM Peak	Inbound (G): 06:29 – 08:09 (A): 06:39 – 08:29 Outbound: (G): None (A): 07:10 – 08:50 (Departure times based on IB MW2 Trips)	Inbound (G): 20 min (A): 20 min 10-min blended Outbound (A): 20 min A-pattern Interlines with MW2	Inbound (G): 27 min (A): 23 min Outbound (G): 36 min (A): 27 min (G) None (A) Round Trip: 50 min + 10 min	(G): 3 (A): 3 All (A) trips interline with Metro West 2
Midday	Inbound: (G) 08:45 – 13:05* (A) 09:26 – 13:26* (A) 13:26 – 15:04* Outbound: (A) 08:30 - 10:10* (A) 10:50 – 14:50* (G) 10:21 – 15:01*	Inbound 08:45 – 13:26 (G): 2 Trips per hour (A): 1 Trip per hour 20-min blended 13:26 – 15:06 (A): 20-min Outbound 08:30 – 10:10 (A): 20-min 10:21 – 15:02 (A): 1 Trip per hour (G): 2 Trips per Hour 20-min blended A-pattern Interlines with MW2	Inbound (G): 30 min (A): 27 min Outbound (A): 28 min (G): 37 min Round Trip (G): 67 min + 13 min (A): 55 min + 5 min	(G): 3 (A): 1.5 All (A) trips interline with Metro West 2

PM Peak	Inbound (G) None (A) 15:04 – 17:24 Outbound: (G) 15:01 – 17:13 (A) 15:55 – 17:35	Inbound (A): 20-min Outbound (Before approx. 16:25) (G): 5 Trips per hour (A): 1 Trip per hour (After approx. 16:25) (G): 3 Trips per hour (A): 3 Trips per hour 10-min blended A-pattern Outbound departures dependant on MW2 Inbound Arrivals	Inbound (G): 32 min (A): 28 min Outbound: (G): 43 min (A): 31 min Round Trip: (G) None (A) 59min + 1min	(G): 5 (A): 3 All (A) trips interline with Metro West 2
Early Evening	Inbound: (G) One trip between 17:50 and 18:10 for headway transition (A) 18:30– 21:30 Outbound: (G) None (A) 17:55 – 21:40	Inbound (A): 60-min Outbound (A): 60-min A-pattern Interlines with MW2	Inbound: (G): 28min (A): 24min Outbound: (A): 29min Round Trip: 55min + 4min	(A): 1.5 All (A) trips interline with Metro West 2
Late Evening	Inbound (G) None (A) 21:30 – 22:30 Outbound: (G) None 22:40 – 23:35	Inbound (A): 60-min Outbound (A): 60-min A-pattern Interlines with MW2	Inbound: (A): 28min Outbound: (A): 29min Round Trip: 55min + 4min	(A): 1.5 All (A) trips interline with Metro West 2

*Headway intervals may vary toward the beginning and end of peak periods as they are smoothed to meet the headway times of non-peak periods.

Stopping Pattern:

Outbound: 1307 (T) – Government Transit Centre Bay*; 1794 – 107 Street & 99 Avenue*; 1711 – 107 Street & 100 Avenue*; 1035 – 107 Street & Jasper Avenue*; **1271 (T) – 105 Street & Jasper Avenue**; 1322 – 103 Street & Jasper Avenue; 1346 – 101 Street & 101A Avenue NS; 1492 – 101 Street & 103A Avenue; **1019 (T) – 101 Street & 104 Avenue**; 1554 – 101 Street & 107A Avenue; 1471 – 97 Street & 111 Avenue; 1040 – 97 Street & 118 Avenue; 7465 – 97 Street & 132 Avenue; 7579 – 97 Street & 135 Avenue; 7011 – Northgate Transit Centre Bay; **6310 (T) – Eaux Claires Transit Centre Bay**

Inbound: 6310 (T) – Eaux Claires Transit Centre Bay; 7001 – Northgate Transit Centre Bay; 6594 – 97 Street & 135 Avenue; 6339 – 97 Street & 132 Avenue; 1380 – 97 Street & 118 Avenue; **1366 (T) – 101 Street & 111 Avenue;** 1360 – 101 Street & 107 Avenue; 1064 – 101 Street & 103 Avenue; 1462 – 101 Street & 102 Avenue; 1243 – 101 Street & 102 Avenue; 1620 – 101 Street & Jasper Avenue; 1673 – 103 Street & Jasper Avenue; 1622 – 104 Street & Jasper Avenue; **1619 (T) – 106 Street & Jasper Avenue**** 1964 – 107 Street & Jasper Avenue*; 1941 – 107 Street & 100 Avenue*; **1307 (T) – Government Transit Centre Bay***

Boldface and (T) indicates Time Point

***Note stops with an asterisk are served only by G-pattern**

****Note stops with a double-asterisk are served only by A-pattern**

Weekday Running Times MN A (Jasper Avenue and Eaux Claires Centre)

Inbound:

Time band	Minutes between timepoints	
	Eaux Claires Transit Centre to 101 Street & 111 Avenue	101 Street & 111 Avenue to 106 Street & Jasper Avenue
00:00-06:17	20	3
06:17 – 08:30	21	3
08:30 – 15:30	21	5
15:30 – 18:00	22	6
18:00 – 36:00	20	4

Outbound:

Time band	Minutes between timepoints	
	105 Street & Jasper Avenue to 101 Street & 104 Avenue	101 Street & 104 Avenue to Eaux Claires Transit Centre
00:00 – 08:30	8	19
08:30 – 15:30	8	20
15:30 – 18:33	10	21
18:33– 36:00	10	19

Weekday Running Times MN G (Government Centre and Eaux Claires Centre)

Inbound:

Time band	Minutes between timepoints	
	Eaux Claires Transit Centre to 101 Street & 111 Avenue	101 Street & 111 Avenue to Government Transit Centre
00:00-06:17	20	7
06:17 – 08:30	21	7
08:30 – 15:30	21	9
15:30 – 18:00	22	10
18:00 – 36:00	20	8

Outbound:

Time band	Minutes between timepoints		
	Government Transit Centre to 105 Street & Jasper Avenue	105 Street & Jasper Avenue to 101 Street & 104 Avenue	101 Street & 104 Avenue to Eaux Claires Transit Centre
00:00 – 08:30	9	8	19
08:30 – 15:30	9	8	20
15:30 – 18:33	12	10	21
18:33– 36:00	10	10	19

Saturday	Service Span	Headway	Running Time	Vehicles
Early AM	Inbound: (A) 07:30 – 09:30 Outbound: (A) 07:50 – 09:50	Inbound (A): 60-min Outbound (A): 60-min A-pattern Interlines with MW2	Inbound: (A): 25min Outbound: (A): 28min Round Trip: 53min + 7min	(A): 1.5 All (A) trips interline with Metro West 2
Midday	Inbound: (A) 10:30 – 18:30 Outbound: (A) 10:50 – 18:50	Inbound (A): 60-min Outbound (A): 60-min A-pattern Interlines with MW2	Inbound: (A): 25min Outbound: (A): 28min Round Trip: 53min + 7min	(A): 1.5 All (A) trips interline with Metro West 2
Early Evening	/	/	/	/
Late Evening	/	/	/	/

Saturday and Sunday Running Times Tables

Inbound:

Minutes between timepoints		
Time band	Eaux Claires TC to 101 Street & 111 Avenue	101 Street & 111 Avenue to 106 Street & Jasper Avenue
00:00-35:59	20	5

Outbound:

Minutes between timepoints		
Time band	105 Street & Jasper Avenue to 101 Street & 104 Avenue	101 Street & 104 Avenue to Eaux Claires Transit Centre
00:00-35:59	9	21

Sunday	Service Span	Headway	Running Time	Vehicles
Early AM	Inbound: (A) 08:30 – 09:30 Outbound: (A) 1 Trip 09:50	Inbound (A): 60-min Outbound (A): 1 Trip A-pattern Interlines with MW2	Inbound: (A): 25min Outbound: (A): 28min Round Trip: 53min + 7min	(A): 1.5 All (A) trips interline with Metro West 2
Midday	Inbound: (A) 10:30 – 18:30 Outbound: (A) 10:50 – 18:50	Inbound (A): 60-min Outbound (A): 60-min A-pattern Interlines with MW2	Inbound: (A): 25min Outbound: (A): 28min Round Trip: 53min + 7min	(A): 1.5 All (A) trips interline with Metro West 2
Early Evening	/	/	/	/
Late Evening	/	/	/	/

Metro West 1

Service Start: April 2023

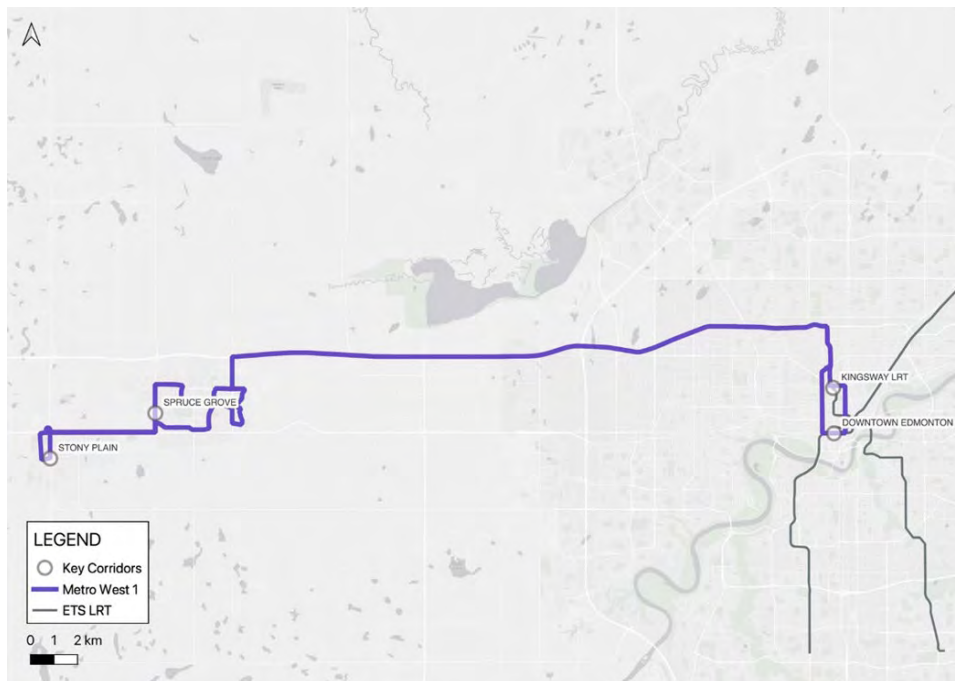
Route: Metro West 1

Weekday

X

Saturday

Sunday



Service Description:

Metro West 1 (MW1) connects Stony Plain and Spruce Grove with Downtown Edmonton via Kingsway Transit Centre. MW1 is comprised of two primary patterns, AM and PM, with supporting patterns for select trips throughout the day. Note that only four trips per day in the AM and PM peak provide direct service to Stony Plain.

MW1 Main Pattern:

Inbound AM (Only until 12 noon): FROM Century Road SB at Kings Link, continue SB toward Grove Drive W. Turn right on Grove Drive W heading WB. Turn left at King Street heading SB. Turn right at Woodhaven Drive heading WB. Continue onto Millgrove Drive at Calahoo Road. Turn left on Grove Drive W heading WB. Turn left at Jennifer Heil Way heading SB. Turn left at McLeod Avenue heading EB. At the traffic circle, take the second exit to continue EB on McLeod Avenue. Turn left at King Street heading NB. Turn right at Brookwood Drive heading EB. Turn right at Century Road heading SB. Turn left at McLeod Avenue heading EB. Turn left at Lakeland Drive heading NB. Turn left at Grove Meadow Drive, then turn right at Greystone Drive heading NB. Turn left at Grove Drive W heading WB. Turn right at Century Road heading NB. Keep right to take the ramp EB on Yellowhead Highway toward Edmonton. Keep right at 107 Street NW heading SB. Continue onto 106 Street SB. Turn left at 111 Avenue NW heading EB.

Turn right at 101 Street NW heading SB. Turn right at Jasper Avenue heading WB. Turn right at 109 Street NW heading NB. Approach designated stop on 109 Street NW after 104 Avenue NW at MacEwen University.

Inbound AM-ELY (Early AM Only): FROM Jennifer Heil Way SB at the TriLeisure Centre, head SB on Jennifer Heil Way. Turn left at McLeod Ave heading EB. At the traffic circle, take the second exit to continue EB on McLeod Avenue. Turn left at King Street heading NB. Turn right at Brookwood Drive heading EB. Turn right at Century Road heading SB. Turn left at McLeod Avenue heading EB. Turn left at Lakeland Drive heading NB. Turn left at Grove Meadow Drive, then turn right at Greystone Drive heading NB. Turn left at Grove Drive W heading WB. Turn right at Century Road heading NB. Keep right taking the ramp EB on Yellowhead Highway toward Edmonton. Keep right at 107 Street NW heading SB. Continue onto 106 Street SB. Turn left at 111 Avenue NW heading EB. Turn right at 101 Street NW heading SB. Turn right at Jasper Avenue heading WB. Turn right at 109 Street NW heading NB. Approach designated stop on 109 Street NW after 104 Avenue NW at MacEwen University.

Inbound PM (After 12 noon): FROM Century Road NB at Vanderbilt Common, continue NB toward Yellowhead Highway. Keep right taking the ramp EB on Yellowhead Highway toward Edmonton. Keep right at 107 Street NW heading SB. Continue onto 106 Street heading SB. Turn left at 111 Avenue NW heading EB. Turn right into Kingsway Transit Centre to assigned bay.

Outbound AM (Only until 12 noon): FROM 109 Street NW at MacEwen University, head NB on 109 Street NW. Keep right onto Princess Elizabeth Avenue NW heading NEB. Turn left at 106 Street heading NB. Continue onto 107 Street NW. Turn left at Yellowhead Highway WB toward Spruce Grove. Take the exit for Range Road 272/Century Road. Turn left on Range Road 272/Century Road heading SB to Century Road and Kings Link.

Outbound PM (After 12 noon): FROM Kingsway Transit Centre turn right onto 111 Avenue NW, heading EB. Turn right on 101 Street NW, heading SB. Turn right onto Jasper Avenue heading WB, then turn right onto 109 Street NW, heading NB. Keep right onto Princess Elizabeth Avenue NW heading NEB. Turn left at 106 Street heading NB. Continue onto 107 Street NW. Turn left at Yellowhead Highway WB toward Spruce Grove. Take the exit for Range Road 272/Century Road. Turn left on Range Road 272/Century Road heading SB. Turn right on Grove Drive W heading WB. Turn left at King Street heading SB. Turn right at Woodhaven Drive heading WB. Continue onto Millgrove Drive at Calahoo Road heading WB, then NB. Turn left on Grove Drive heading WB. Turn left at Jennifer Heil Way heading SB. Turn left at McLeod Ave heading EB. Take the second roundabout exit to continue on McLeod Avenue. Turn left at King Street heading NB. Turn right at Brookwood Drive heading EB. Turn right at Century Road heading SB. Turn left at McLeod Avenue heading EB. Turn left at Lakeland Drive heading NB. Turn left at Grove Meadow Drive, then turn right at Greystone Drive heading NB. Turn left at Grove Drive W heading WB. Turn right at Century Road heading NB toward Century Road and Vanderbilt Common.

Outbound MAC-PM (Noon service): FROM 109 Street NW at MacEwen University, head NB on 109 Street NW. Keep right onto Princess Elizabeth Avenue NW heading NEB. Turn left at 106 Street heading NB. Continue onto 107 Street NW. Turn left at Yellowhead Highway WB toward Spruce Grove. Take the exit for Range Road 272/Century Road. Turn left on Range Road 272/Century Road heading SB. Turn right on Grove Drive W heading WB. Turn left at King Street heading SB. Turn right at Woodhaven Drive heading WB. Continue onto Millgrove Drive at Calahoo Road heading WB, then NB. Turn left on Grove Drive heading WB. Turn left at Jennifer Heil Way heading SB. Turn left at McLeod Ave heading EB. Take the second roundabout exit to continue on McLeod Avenue. Turn left at King Street heading NB. Turn right at Brookwood Drive heading EB. Turn right at Century Road heading SB. Turn left at McLeod Avenue heading EB. Turn left at Lakeland Drive heading NB. Turn left at Grove Meadow Drive, then turn right at Greystone Drive heading NB. Turn left at Grove Drive W heading WB. Turn right at Century Road heading NB toward Century Road and Vanderbilt Common.

MW1 Stony Plain Pattern (Limited Service):

Inbound AM-SPA (AM Peak Only): FROM Heritage Park SB turn right on 41 Avenue heading EB, then turn left on 50 Street heading NB. Turn right and continue onto Parkland Highway EB. Turn left at Campsite Road/Jennifer Heil Way heading NB. Turn right at McLeod Avenue heading EB. Take the second roundabout exit to continue on McLeod Avenue. Turn left at King Street heading NB. Turn right at Brookwood Drive heading EB. Turn right at Century Road heading SB. Turn left at McLeod Avenue heading EB. Turn left at Lakeland Drive heading NB. Turn left at Grove Meadow Drive, then turn right at Greystone Drive heading NB. Turn left at Grove Drive W heading WB. Turn right at Century Road heading NB. Keep right taking the ramp EB on Yellowhead Highway toward Edmonton. Keep right at 107 Street NW heading SB. Continue onto 106 Street heading SB. Turn left at 111 Avenue NW heading EB. Turn right at 101 Street NW heading SB. Turn right at Jasper Avenue heading WB. Turn right at 109 Street NW heading NB. Approach designated stop on 109 Street NW after 104 Avenue NW at MacEwen University.

Inbound AM-SP (AM Peak Only): FROM Century Road SB at Kings Link, continue SB toward Grove Drive W. Turn right on Grove Drive W heading WB. Turn left at King Street heading SB. Turn right at Woodhaven Drive heading WB. Continue onto Millgrove Drive at Calahoo Road heading WB, then NB. Turn left on Grove Drive heading WB. Turn left at Jennifer Heil Way heading SB. Turn right on Parkland Highway heading WB towards Stony Plain. Take the exit for 48 Street/Meridian Road. Keep right to continue SB on 48 Street/Meridian Road. Turn right on 49 Avenue heading WB. Turn right on 50 Street heading NB. Turn left at 41 Avenue heading WB to Heritage Park. Turn right on 51 Street heading NB. Turn right and continue onto Parkland Highway heading EB to Spruce Grove. Turn left at Campsite Road/Jennifer Heil Way heading NB. Turn right at McLeod Avenue heading EB. Take the second roundabout exit to continue on McLeod Avenue. Turn left at King Street heading NB. Turn right at Brookwood Drive heading EB. Turn right at Century Road heading SB. Turn left at McLeod Avenue heading EB. Turn

left at Lakeland Drive heading NB. Turn left at Grove Meadow Drive, then turn right at Greystone Drive heading NB. Turn left at Grove Drive W heading WB. Turn right at Century Road heading NB. Keep right taking the ramp EB on Yellowhead Highway toward Edmonton. Keep right at 107 Street NW heading SB. Continue onto 106 Street heading SB. Turn left at 111 Avenue NW heading EB. Turn right at 101 Street NW heading SB. Turn right at Jasper Avenue heading WB. Turn right at 109 Street NW heading NB. Approach designated stop on 109 Street NW after 104 Avenue NW at MacEwen University.

Outbound PM-SP (PM Peak Only): FROM Kingsway Transit Centre turn right onto 111 Avenue NW, heading EB. Turn right on 101 Street NW, heading SB. Turn right onto Jasper Avenue heading WB, then turn right onto 109 Street NW, heading NB. Keep right onto Princess Elizabeth Avenue NW heading NEB. Turn left at 106 Street heading NB. Continue onto 107 Street NW. Turn left at Yellowhead Highway heading WB toward Spruce Grove. Take the exit for Range Road 272/Century Road. Turn left on Range Road 272/Century Road heading SB. Turn right on Grove Drive W heading WB. Turn left at King Street heading SB. Turn right at Woodhaven Drive heading WB. Continue onto Millgrove Drive at Calahoo Road heading WB, then NB. Turn left on Grove Drive heading WB. Turn left at Jennifer Heil Way heading SB. Turn right on Parkland Highway heading WB toward Stony Plain. Take the exit for 48 Street/Meridian Road. Keep right to continue SB on 48 Street/Meridian Road. Turn right on 49 Avenue heading WB. Turn right on 50 Street heading NB. Turn left at 41 Avenue heading WB to Heritage Park. Turn right on 51 Street heading NB. Turn right and continue onto Parkland Highway EB toward Spruce Grove. Turn left at Campsite Road/Jennifer Heil Way heading NB. Turn right at McLeod Avenue heading EB. Take the second roundabout exit to continue on McLeod Avenue. Turn left at King Street heading NB. Turn right at Brookwood Drive heading EB. Turn right at Century Road heading SB. Turn left at McLeod Avenue heading EB. Turn left at Lakeland Drive heading NB. Turn left at Grove Meadow Drive, then turn right at Greystone Drive heading NB. Turn left at Grove Drive W heading WB. Turn right at Century Road NB toward Century Road and Vanderbilt Common heading NB.

Weekday	Service Span	Headway	Running Time	Vehicles
Early AM	Inbound Only: AM-SPA @ 05:15 AM-SP @ 05:25 AM-ELY @ 05:35** from Tri Leisure Centre	Inbound: 1 IB trip per pattern	Inbound: AM-SPA: 77min AM-SP: 100min AM-ELY: 70min	3
AM Peak	Inbound: AM from 05:55 – 07:35 Outbound: AM from 06:45 – 08:15	Inbound: 20* Outbound: 90	Inbound: 78min Outbound: 43min Round Trip: 121 + 24 ¹	6
Midday	Inbound: AM from 09:07 – 11:07 PM @ 13:35 Outbound: AM @ 10:25 MAC-PM @ 12:27 PM @ 14:20	Inbound AM: 120min Inbound PM: 1 trip Outbound AM: 1 trip Outbound MAC- PM: 1 trip Outbound PM: 1 trip	Inbound: AM: 77min PM: 40min Outbound: AM: 42min MAC-PM: 67 PM: 88min Round Trip: AM: 118 + 2min MAC-PM + AM: 144 + 31 min PM: 128 + 12min	1 Note that very limited recovery time in this period will likely delay certain trips
PM Peak	Inbound: 3 PM trips scheduled to meet with Outbound @ Government Centre ~ 15:50; 16:35; 17:05 Outbound: PM from 15:05 – 16:30 PM-SP @ 17:05; 17:35	Inbound: As scheduled Outbound: 30*	Inbound: PM: 27 Outbound: PM: 95min PM-SP: 124min Round Trip: 122 + 18 min	4
Early Evening	Inbound: 2 PM trips @ 18:05; 20:15 Outbound: 2 PM trips @ 18:40; 20:40	As scheduled		1
Late Evening	/	/	/	/

* Headway measured at Century Road & Vanderbilt Common Inbound toward Edmonton

** Note that AM-ELY trip must depart 2-5 minutes after departure of AM-SP from Tri Leisure Centrw

! Note that recovery should be split, but focused slightly at MacEwen University in AM

Stopping Pattern:

Inbound AM: 8371 (T) – Century Road & Kings Link; 8730 – Century Road & Grove Drive; 8040 – Hilldowns Drive & Grove Drive; 8776 – King Street & Grove Drive; 8747 – King Street & Brookside Avenue; 8582 – King Street & Wellington Crescent; 8059 – King Street & Woodhaven Drive; 8720 – Westview Crescent & Woodhaven Drive; 8533 – Windsor Street & Woodhaven Drive; 8116 – Merrill Street & Millgrove Drive; 8677 – Millgrove Drive & Miller Avenue; **8743 – Aspenglen Drive & Grove Drive;** 8541 – Grove Seniors Village & Grove Drive; 8809 – Deer Park Drive & Grove Drive; 8207 – Jennifer Heil Way & Grove Drive; 8142 – Jennifer Heil Way & Spruce Ridge Drive; **8584 (T) – Jennifer Heil Way & TransAlta Tri Leisure Centre;** *P0213* – 9 Avenue WB – west of Highway 779; P0214* – 50 Street NB – north of 49 Avenue;* **P0200* (T) – Heritage Park;** 8726 – Jennifer Heil Way & McLeod Avenue; 8048 – Home Depot Access & McLeod Avenue; 8679 – Westgrove Drive & McLeod Avenue; 8679 – Westgrove Drive & McLeod Avenue; 8366 – Westland Market & McLeod Avenue; 8535 – Queen Street & McLeod Avenue; **8737 (T) – King Street & McLeod Avenue;** 8813 – King Street & 5 Avenue; 8753 – King Street & Brookwood Drive; 8674 – Brookwood Crescent & Brookwood Drive; 8785 – Century Road & McLeod Avenue; 8593 – Lakeland Drive & Lancaster Close; 8340 – Lakeland Drive & Grove Meadows Drive; 8755 – Greystone Drive & Goebel Drive; 8449 – Greystone Drive & Grove Drive; 8853 – Grove Drive & Spruce Village Way; 8761 – Century Road & Grove Drive; **8910 (T) – Century Road & Vanderbilt Common;** 1223 – 106 Street & 117 Avenue; 1152 – 106 Street & 114 Avenue; 1226 – 106 Street & 113 Avenue; 11308 – 106 Street & 111 Avenue; **1113 (T) – Kingsway RAH Transit Centre Bay J;** 1024 – 102 Street & 111 Avenue; 1366 – 101 Street & 111 Avenue; 1911 – 101 Street & Kingsway; 1050 – 101 Street & 105 Avenue; 1064 – 101 Street & 103 Avenue; 1243 – 101 Street & 102 Avenue; 1620 – 101 Street & Jasper Avenue; 1673 – 103 Street & Jasper Avenue; 1622 – 104 Street & Jasper Avenue; 1619 – 106 Street & Jasper Avenue; 1959 – 108 Street & Jasper; 1851 – 109 Street & 102 Avenue; 11095 – 109 Street & 103 Avenue; **1702 (T) – 109 Street & 104 Avenue**

Inbound PM: 8910 (T) – Century Road & Vanderbilt Common; 1223 – 106 Street & 117 Avenue; 1152 – 106 Street & 114 Avenue; 1226 – 106 Street & 113 Avenue; 11308 – 106 Street & 111 Avenue; **1113 (T) – Kingsway RAH Transit Centre Bay J**

Outbound AM: 1702 (T) – 109 Street & 104 Avenue; 1899 – 109 Street & 111 Avenue; 1674 – 109 Street & 113 Avenue; 1890 – 109 Street & Princess Elizabeth Avenue; 1227 – 106 Street & 117 Avenue; **8371 (T) – Century Road & Kings Link**

Outbound PM: **1113 (T) – Kingsway RAH Transit Centre Bay J**; 1366 – 101 Street & 111 Avenue; 1911 – 101 Street & Kingsway; 1050 – 101 Street & 105 Avenue; 1064 – 101 Street & 103 Avenue; 1243 – 101 Street & 102 Avenue; 1620 – 101 Street & Jasper Avenue; 1673 – 103 Street & Jasper Avenue; 1622 – 104 Street & Jasper Avenue; 1619 – 106 Street & Jasper Avenue; 1959 – 108 Street & Jasper; 1851 – 109 Street & 102 Avenue; 11095 – 109 Street & 103 Avenue; **1702 (T) – 109 Street & 104 Avenue**; 1899 – 109 Street & 111 Avenue; 1674 – 109 Street & 113 Avenue; 1890 – 109 Street & Princess Elizabeth Avenue; 1227 – 106 Street & 117 Avenue; **8371 (T) – Century Road & Kings Link**; 8730 – Century Road & Grove Drive; 8040 – Hilldowns Drive & Grove Drive; 8776 – King Street & Grove Drive; 8747 – King Street & Brookside Avenue; 8582 – King Street & Wellington Crescent; 8059 – King Street & Woodhaven Drive; 8720 – Westview Crescent & Woodhaven Drive; 8533 – Windsor Street & Woodhaven Drive; 8116 – Merrill Street & Millgrove Drive; 8677 – Millgrove Drive & Miller Avenue; 8743 – Aspenglen Drive & Grove Drive; 8541 – Grove Seniors Village & Grove Drive; 8809 – Deer Park Drive & Grove Drive; 8207 – Jennifer Heil Way & Grove Drive; 8142 – Jennifer Heil Way & Spruce Ridge Drive; **8584 (T) – Jennifer Heil Way & TransAlta Tri Leisure Centre**; *P0213* – 9 Avenue WB – west of Highway 779; P0214* – 50 Street NB – north of 49 Avenue*; **P0200* (T) – Heritage Park**; 8726 – Jennifer Heil Way & McLeod Avenue; 8048 – Home Depot Access & McLeod Avenue; 8679 – Westgrove Drive & McLeod Avenue; 8366 – Westland Market & McLeod Avenue; 8535 – Queen Street & McLeod Avenue; **8737 (T) – King Street & McLeod Avenue**; 8813 – King Street & 5 Avenue; 8753 – King Street & Brookwood Drive; 8674 – Brookwood Crescent & Brookwood Drive; 8785 – Century Road & McLeod Avenue; 8593 – Lakeland Drive & Lancaster Close; 8340 – Lakeland Drive & Grove Meadows Drive; 8755 – Greystone Drive & Goebel Drive; 8449 – Greystone Drive & Grove Drive; 8853 – Grove Drive & Spruce Village Way; 8761 – Century Road & Grove Drive; **8910 (T) – Century Road & Vanderbilt Common**

Boldface and (T) indicates Time Point

Stops in Italics are only served on Stony Plain patterns (AM-SP; AM-SPA; PM-SP)

MW 1 Main Patterns Running Times Tables

Inbound AM:

Time band	Minutes between timepoints				
	Century Rd. & Kings Link to JH Wy. & TransAlta Tri Leisure	JH Wy & TransAlta Tri Leisure to King St. & McLeod Ave.	King St. & McLeod Ave. to Century Rd. & Vanderbilt Cm.	Century Rd. & Vanderbilt Cm. to Kingsway RAH TC	Kingsway RAH TC to 109 Street & 104 Avenue
00:00-09:04	8	8	12	31	19
09:05-09:12	10	7	12	31	19
09:13-09:41	14	7	12	29	19
09:42-15:35	14	7	11	29	19
15:36-15:40	14	8	11	29	18
15:41-17:32	15	8	11	29	18
17:33-17:52	14	8	11	29	24
17:53-18:06	14	8	12	30	24
18:07-20:12	14	8	12	33	24
20:13-35:59	14	8	12	27	24

Inbound AM-ELY:

	Minutes between timepoints			
Time band	JH Wy & TransAlta Tri Leisure to King St. & McLeod Ave.	King St. & McLeod Ave. to Century Rd. & Vanderbilt Cm.	Century Rd. & Vanderbilt Cm. to Kingsway RAH TC	Kingsway RAH TC to 109 Street & 104 Avenue
00:00-35:59	8	12	31	19

Inbound PM:

	Minutes between timepoints
Time band	Century Rd. & Vanderbilt Cm. to Kingsway RAH TC
00:00-09:41	31
09:42-15:40	30
15:41-16:10	27
16:11-18:06	27
18:07-19:59	33
20:00-35:59	25

Outbound AM:

	Minutes between timepoints
Time band	Government TC to 109 St. & 104 Ave.
00:00-08:21	3
08:22-10:20	3
10:21-10:29	3
10:30-16:54	3
16:55-35:59	6

Outbound PM:

Minutes between timepoints						
Time band	Kingsway RAH TC to 101 Street & Jasper Ave.	101 Street & Jasper Ave. to 109 Street & 104 Ave.	109 St. & 104 Ave. to Century Rd. & Kings Link	Century Rd. & Kings Link to JH Wy & TransAlta Tri Leisure	JH Wy & TransAlta Tri Leisure to King St. & McLeod Ave.	King St. & McLeod Ave. to Century Rd. & Vanderbilt Cm.
00:00-08:21	9	10	43	8	8	12
08:22-09:06	9	10	45	8	8	12
09:07-09:12	9	10	45	12	8	12
09:13-10:20	9	10	45	15	8	12
10:21-10:29	9	9	42	15	8	12
10:30-10:59	9	9	37	15	8	12
11:00-15:29	9	9	37	15	8	11
15:30-16:54	9	9	37	15	8	10
16:55-17:24	10	14	38	15	8	13
17:25-17:54	10	14	38	15	8	17
17:55-18:59	10	14	38	15	8	17
19:00-35:59	10	14	35	15	8	17

MW 1 Stony Plain Running Tables

Inbound AM- SPA:

Time band	Minutes between timepoints			
	Heritage Park to King St. & McLeod Ave.	King St. & McLeod Ave. to Century Rd. & Vanderbilt Cm.	Century Rd. & Vanderbilt Cm. to Kingsway RAH TC	Kingsway RAH TC to Government TC
00:00-09:06	15	12	31	12
09:07-09:12	15	12	31	12
09:13-09:41	15	12	31	12
09:42-35:59	15	12	30	12

Inbound AM-SP:

	Minutes between timepoints					
Time band	Century Rd. & Kings Link to JH Wy. & TransAlta Tri Leisure	JH Wy. & TransAlta Tri Leisure to Heritage Park	Heritage Park to King St. & McLeod Ave.	King St. & McLeod Ave. to Century Rd. & Vanderbilt Cm.	Century Rd. & Vanderbilt Cm. to Kingsway RAH TC	Kingsway RAH TC to Governm ent TC
00:00-09:06	8	15	15	12	31	12
09:07-09:12	9	15	15	12	31	12
09:13-09:41	15	15	15	12	31	12
09:42-35:59	15	15	15	12	30	12

Outbound PM-SP:

	Minutes between timepoints					
Time band	Government TC to 109 St. & 104 Ave.	109 St. & 104 Ave. to Century Rd. & Kings Link	Century Rd. & Kings Link to JH Wy & TransAlta Tri Leisure	JH Wy & TransAlta Tri Leisure to Heritage Park	Heritage Park to King St. & McLeod Ave.	King St. & McLeod Ave. to Century Rd. & Vanderbilt Cm.
00:00-08:21	3	43	8	15	15	12
08:22-09:06	3	45	8	15	15	12
09:07-10:20	3	45	12	15	15	12
10:21-10:50	3	45	15	15	15	12
10:51-11:20	3	42	15	15	15	12
11:21-15:29	3	37	15	15	15	12
15:30-15:59	3	37	15	15	15	13
16:00-16:29	5	38	15	15	15	17
16:30-18:59	6	38	15	15	15	17
19:00-35:59	6	35	15	15	15	17

MW 1 Stony Plain Running Tables

Inbound AM- SPA:

	Minutes between timepoints			
Time band	Heritage Park to King St. & McLeod Ave.	King St. & McLeod Ave. to Century Rd. & Vanderbilt Cm.	Century Rd. & Vanderbilt Cm. to Kingsway RAH TC	Kingsway RAH TC to 109 Street & 104 Ave.
00:00-09:06	15	12	31	19
09:07-09:12	15	12	31	19
09:13-09:41	15	12	31	19
09:42-35:59	15	12	30	19

Inbound AM-SP:

	Minutes between timepoints					
Time band	Century Rd. & Kings Link to JH Wy. & TransAlta Tri Leisure	JH Wy. & TransAlta Tri Leisure to Heritage Park	Heritage Park to King St. & McLeod Ave.	King St. & McLeod Ave. to Century Rd. & Vanderbilt Cm.	Century Rd. & Vanderbilt Cm. to Kingsway RAH TC	Kingsway RAH TC to 109 Street & 104 Ave.
00:00-09:06	8	15	15	12	31	19
09:07-09:12	9	15	15	12	31	19
09:13-09:41	15	15	15	12	31	19

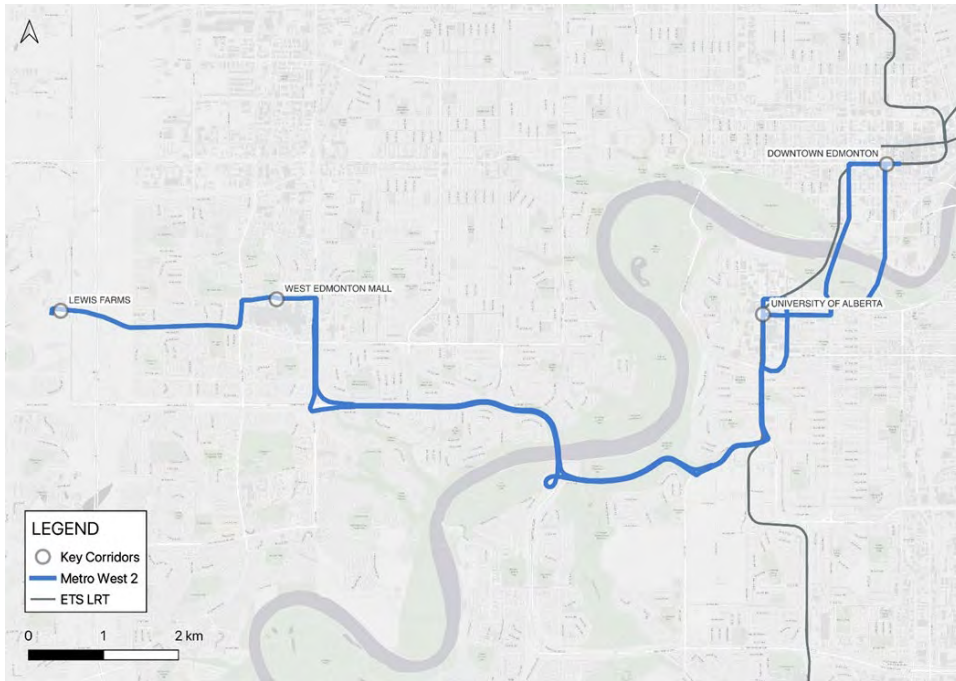
09:42-35:59	15	15	15	12	30	19
-------------	----	----	----	----	----	----

Outbound PM-SP:

Time band	Minutes between timepoints					
	Kingsway RAH TC to 101 Street & Jasper Ave.	101 Street & Jasper Ave. to 109 Street & 104 Ave.	109 St. & 104 Ave. to Century Rd. & Kings Link	Century Rd. & Kings Link to JH Wy & TransAlta Tri Leisure	JH Wy & TransAlta Tri Leisure to Heritage Park	Heritage Park to King St. & McLeod Ave.
00:00-08:21	9	10	43	8	15	15
08:22-09:06	9	10	45	8	15	15
09:07-10:20	9	10	45	12	15	15
10:21-10:50	9	9	45	15	15	15
10:51-11:20	9	9	42	15	15	15
11:21-15:29	9	9	37	15	15	15
15:30-15:59	10	14	37	15	15	15
16:00-16:29	10	14	38	15	15	15
16:30-18:59	10	14	38	15	15	15
19:00-35:59	10	14	35	15	15	15

Metro West 2

Service Start: April 2023	Route: Metro West 2	Weekday	X
		Saturday	X
		Sunday	X



Service Description:

Metro West 2 connects downtown Edmonton with the West Edmonton Mall and Lewis Farms to Downtown Edmonton via the University of Alberta. Trips interline with Metro North at stops along Jasper Avenue. Metro West 2 is comprised of one main pattern in each direction. The pattern is described as follows:

Outbound A: Downtown to Lewis Farms Transit Centre via the University of Alberta and West Edmonton Mall

FROM 106 Street & Jasper Avenue heading WB (formerly operating as Inbound Metro North), travel WB toward 107 Street. Turn right on 109 Street NW, heading SB. Continue across the bridge. Turn right on 87 Avenue NW, heading WB. Turn right on 114 Street NW NB. Continue EB on 89 Avenue NW toward University Transit Centre entering assigned bay. Exit University Transit Centre turning right on 112 Street SB. Turn right on 82 Avenue NW WB. Turn left on 114 Street NW, heading SB. Turn right on Belgravia Road NW, heading WB. Turn right on Fox Drive NW, heading WB. Take the exit for Whitemud Drive NW, heading NB. Continue on Whitemud Drive NW, heading WB. Exit Whitemud Drive NW on 170 Street NW, heading NB. Turn left on 90 Avenue NW,

heading WB. Turn right to enter West Edmonton Mall Transit Centre to assigned bay. Exit West Edmonton Mall Transit Centre by turning right on 90 Avenue NW, heading WB. Turn left on 178 Street NW, heading SB. Turn right on 87 Avenue NW, heading WB. Continue on Webber Greens Drive NW, heading WB. Turn left to enter Lewis Farms Transit Centre to assigned bay.

Inbound A: Lewis Farms Transit Centre to Government Transit Centre via the West Edmonton Mall and University of Alberta

FROM Lewis Farms Transit Centre turn right on Webber Greens Drive NW, travelling EB. Continue EB on 87 Avenue NW. Turn left on 178 Street NW, heading NB. Turn right on 90 Avenue NW, heading EB. Turn left on 175 Street NW, heading NB. Turn right to enter West Edmonton Mall Transit Centre to assigned bay. Exit West Edmonton Mall Transit Centre by turning left on 90 Avenue NW, heading EB. Turn right on 170 Street NW, heading SB. Take the ramp onto Whitemud Drive NW, heading EB. Continue on Whitemud Drive NW. Exit Whitemud Drive NW onto Fox Drive NW, heading EB. Turn left on Belgravia Road NW, heading EB. Turn left on 114 Street NW, heading NB. Continue EB on 89 Avenue NW toward University Transit Centre entering assigned bay. Exit University Transit Centre turning right on 112 Street SB. Turn left on 87 Avenue NW, heading EB. Turn left on 109 Street NW, heading NB. Continue on Walterdale Hill NW, heading EB. Continue onto 105 Street NW, heading NB. Turn right on Jasper Avenue heading EB to stop at 105 Street & Jasper Avenue, continuing on in service as Outbound Metro North.

Note that Inbound trips that do not continue on in service as Outbound Metro North trips can instead turn left on Jasper Avenue heading WB to stop at 106 Street & Jasper Avenue.

Weekday	Service Span	Headway	Running Time	Vehicles
Early AM	Inbound: First trip @ 06:00	1 Trip IB @ 06:00 Trip interlines with Metro North	Inbound: 32min	
AM Peak	Inbound: 06:20 – 09:20 Outbound: 06:42 - 08:55	20min All trips interline with Metro North	Inbound: 47min Outbound: 46min Round Trip: 93min + 7min	5 All trips interline with Metro North
Midday	Inbound: 10:00 – 15:40 Outbound: 09:55 – 13:55	60min All trips interline with Metro North	Inbound: 44min Outbound: 40min Round Trip: 84min + 6min	1.5 All trips interline with Metro North
PM Peak	Inbound: 16:00 - 18:00 Outbound: 14:00 - 18:05	20min Most trips interline with Metro North Trips arriving at 105 & Jasper after 18:00 deadhead to garage if no Metro North departure available	Inbound: 49min Outbound: 49min Round Trip: 98min + 2min	5 All trips interline with Metro North
Early Evening	Inbound: 18:52 – 21:52 Outbound: 19:00 – 21:00	60min All trips interline with Metro North	Inbound: 42min Outbound: 40min Round Trip: 82min + 8min	1.5 All trips interline with Metro North
Late Evening	Inbound: One trip @ 22:52 Outbound: 22:00 – 23:00	60min All trips interline with Metro North	Inbound: 42min Outbound: 40min Round Trip: 82min + 8min	1.5 All trips interline with Metro North

Last trip on weekdays should depart between 22:30 – 23:30pm unless otherwise noted

Stopping Pattern:

Inbound: 8614 (T) – Lewis Farms Transit Centre Bay; 5690 - 178 Street & 89 Avenue; 5218 (T) – West Edmonton Mall Bay; 2505 – 114 Street & 76 Avenue; 2516 – 114 Street & 78 Avenue; 2748 – 114 Street & 82 Avenue; 2982 – 114 Street & 83 Avenue; 2638 – 114 Street & 85 Avenue; 2625 – 114 Street & 87 Avenue; 2002 (T) – University Transit Centre Bay; 1217 (T) – 105 Street & Jasper Avenue

Outbound: 1617 (T) – 106 Street & Jasper Avenue; 108 Street & Jasper Avenue Nearside; 2003 (T) – University Transit Centre Bay; 22720 – 112 Street & 86 Avenue; 2410 112 Street & 84 Avenue; 2921 – 114 Street & 78 Avenue; 2503 – 114 Street & 76 Avenue; 5212 (T) – West Edmonton Mall Bay; 5381 – 178 Street & 89 Avenue; 8614 (T) – Lewis Farms Transit Centre Bay

Boldface and (T) indicates Time Point

Weekday Running Times MW2 A (Jasper Avenue and Lewis Farms Transit Centre)

Inbound	Minutes between timepoints		
Time band	Lewis Farms Transit Centre to West Edmonton Mall	West Edmonton Mall to University Transit Centre	University Transit Centre to 105 Street & Jasper Avenue
00:00 – 06:30	7	20	15
06:30 – 09:20	10	22	15
09:20 – 14:30	8	21	15
14:30 – 18:00	11	23	15
18:00 – 19:30	8	21	15
19:30 – 36:00	7	20	15

Outbound	Minutes between timepoints		
Time band	105 Street & Jasper Avenue to University Transit Centre	University Transit Centre to West Edmonton Mall	West Edmonton Mall to Lewis Farms Transit Centre
00:00 – 09:00	13	24	9
09:00 – 14:30	13	19	8
14:30 – 18:20	13	24	9
18:20 – 19:00	13	21	9
19:00– 36:00	13	19	8

Saturday	Service Span	Headway	Running Time	Vehicles
Early AM	Inbound: 07:00 – 09:00 Outbound: 08:00 – 09:00	60min All trips interline with Metro North	Inbound: 45min Outbound: 43min Round Trip: 88min + 2min	1.5 All trips interline with Metro North
Midday	Inbound: 10:00 – 18:00 Outbound: 10:00 – 18:00	60min All trips interline with Metro North	Inbound: 45min Outbound: 43min Round Trip: 88min + 2min	1.5 All trips interline with Metro North
Early Evening	Outbound: 1 Trip @ 19:00	1 Trip	Outbound: 43min	
Late Evening	/	/	/	/

Last trip on Saturdays should depart Government Centre between 18:45 and 19:15

Sunday	Service Span	Headway	Running Time	Vehicles
Early AM	Inbound: 1 Trip @ 09:00 Outbound: 1 Trip @ 09:00	60min All trips interline with Metro North	Inbound: 45min Outbound: 43min Round Trip: 88min + 2min	
Midday	Inbound: 10:00 – 18:00 Outbound: 10:00 – 18:00	60min All trips interline with Metro North	Inbound: 45min Outbound: 43min Round Trip: 88min + 2min	1.5 All trips interline with Metro North
Early Evening	Outbound: 1 Trip @ 19:00	1 Trip	Outbound: 43min	
Late Evening	/	/	/	/

Last trip on Sundays should depart between 18:15 and 18:45

Weekend Running Times MW2 A (Jasper Avenue and Lewis Farms Transit Centre)

Inbound	Minutes between timepoints		
Time band	Lewis Farms Transit Centre to West Edmonton Mall	West Edmonton Mall to University Transit Centre	University Transit Centre to 105 Street & Jasper Avenue
00:00 – 36:00	9	21	15

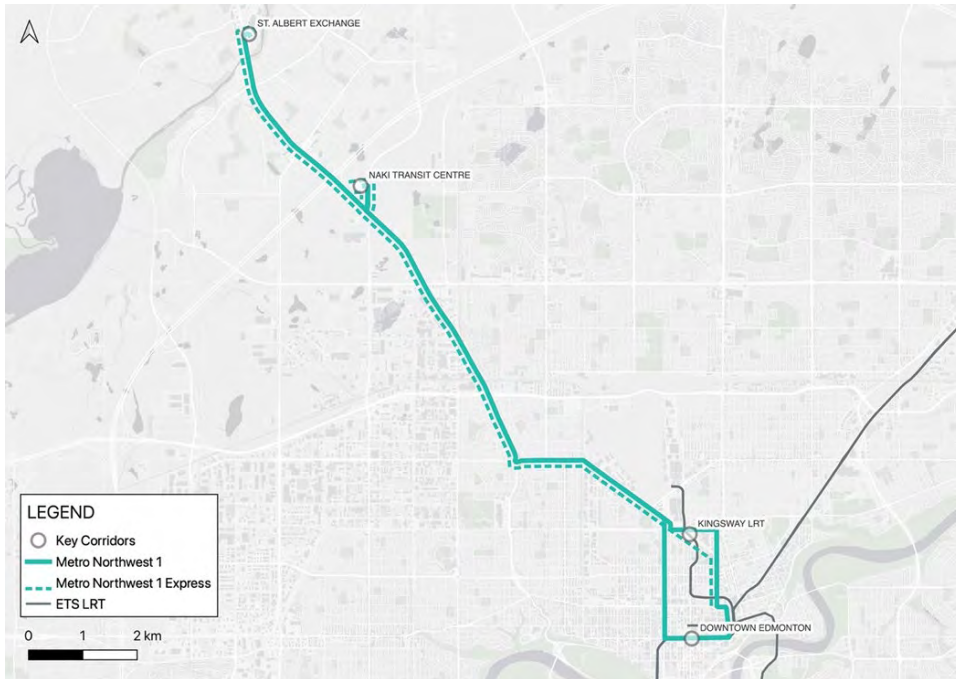
Outbound	Minutes between timepoints		
Time band	105 Street & Jasper Avenue to University Transit Centre	University Transit Centre to West Edmonton Mall	West Edmonton Mall to Lewis Farms Transit Centre
00:00 – 36:00	13	21	9

Metro Northwest 1

Service Start: April 2023

Route: Metro Northwest 1

Weekday	X
Saturday	X
Sunday	X



Service Description:

Metro Northwest 1 (MNW1) connects St. Albert Exchange with downtown Edmonton via Nakî Transit Centre, and Kingsway LRT. MNW1 includes two main patterns and one express pattern in each direction. Before 14:00, the route terminates in downtown Edmonton at 109 Street and 104 Avenue. After 14:00, the route terminates at Kingsway LRT. The patterns are described as follows:

Inbound MNW1 AM: St. Albert Exchange to Downtown via Kingsway

FROM St. Albert Centre Exchange, turn left on St Albert Centre roadway WB toward St Albert trail. Turn left on St Albert Trail SEB toward Edmonton. Turn left on Campbell Road NW travelling NB. Turn left to enter Nakî Transit Centre to assigned bay. Exit Nakî Transit Centre by turning right on Campbell Road NW travelling SB. Turn left on St Albert Trail SEB toward Edmonton. Take the third exit at the roundabout to travel EB on 118th Avenue NW. Continue SEB on Kingsway NW. Turn right at 108 Street NW travelling SB. Turn left at 111th Avenue NW travelling EB. Enter Kingsway Transit Centre to assigned bay. Exit Kingsway Transit Centre heading EB on 111th Avenue NW. Turn right to travel SB on 101 Street NW. Turn left on 103a Avenue NW. Turn right on 100

Street NW travelling SB. Turn right on Jasper Avenue travelling WB. Turn right on 109 Street NW travelling NB to 109 Street and 104 Avenue stop.

Outbound MNW1 AM: Downtown to St Albert Exchange

FROM 109 Street and 104 Avenue, head NB on 109 Street NW. Turn left on Kingsway NW travelling NWB. Continue WB on 118 Avenue NW. Take the first exit at the roundabout travelling NWB along St Albert Trail NW. Turn right on Campbell Road NW travelling NB. Turn left to enter Nakî Transit Centre to assigned bay. Exit Nakî Transit Centre by turning right on Campbell Road NW travelling SB. Turn right on St Albert Trail NWB. Turn right on Rivercrest Crescent heading EB then NWB. Enter St Albert Centre Exchange to assigned bay.

Weekday	Service Span	Headway	Running Time	Vehicles
Early AM	Inbound:05:00 – 05:40 Outbound: 05:50 – 05:50	2 trips IB (40min) 1 trip OB	Inbound: 49min Outbound: 44min Round Trip: 93min + recovery time	2
AM Peak	Inbound:06:00 – 08:40 Outbound: 06:30 – 08:41	20min*	Inbound: 58min Outbound: 52min Round Trip: 110min + 30min	7
Midday	Inbound: 08:40 - 12:40 Outbound: 08:41 – 13:41	60min	Inbound: 58min Outbound: 51min Round Trip: 109min + 11min	2 + 1
PM Peak	/	/	/	/
Early Evening	/	/	/	/
Late Evening	/	/	/	/

*Headway intervals may vary toward the beginning and end of peak periods as they are smoothed to meet the headway times of non-peak periods.

Stopping Pattern:

Note: Assigned bays at transit centres may be changed.

Inbound: A0972 (T) – St Albert Centre Exchange; A0169 – St Albert Trail at Madison Avenue; A0173 – St Albert Trail at Anne Street; A0175 – St Albert Trail at Green Grove Drive; A0378 – St Albert Trail at Gate Avenue; **A0545 (T) – Nakî Transit Station and Park and Ride;** 6273 – Mark Messier Trail & 142 Avenue; 6760 – St Albert

Trail & 136 Avenue; 6488 – St Albert Trail & 134 Avenue; 6540 – St Albert Trail & 131 Avenue; 6388 – St Albert Trail & 130 Avenue; 6272 – St Albert Trail & 128 Avenue; 5173 – St Albert Trail & Yellowhead Trail; 5356 – St Albert Trail & Dovercourt Avenue; 1716 – Groat Road & 118 Avenue; 1847 – 123 Street & 118 Avenue; 1994 – 117 Street & Kingsway; 1951 – 109 Street & Kingsway; **1104 (T) - Kingsway RAH Transit Centre**; 1426 – 101 Street & Kingsway; 1439 – 101 Street & 103A Avenue; 1608 – 100 Street & 103 Avenue; 1292 – 100 Street & 102A Avenue; 1262 – 100 Street & Jasper Avenue; 1620 – 101 Street & Jasper Avenue; **1702 (T) – 109 Street & 104 Avenue**

Outbound: 1702 (T) – 109 Street & 104 Avenue; 1797 – 109 Street & Kingsway; 1904 – Airport Road E & Kingsway; 1669 – 124 Street & 118 Avenue; 1947 - St Albert Trail & 119 Avenue; 1759 - St Albert Trail & Sherbrooke Avenue; 1604 - St Albert Trail & Yellowhead Trail; 6227 – St Albert Trail & 126 Avenue; 6550 – St Albert Trail & 128 Avenue; 6533 – St Albert Trail & 130 Avenue; 6226 – St Albert Trail & 131 Avenue; 6152 – St Albert Trail & 134 Avenue; 6673 – St Albert Trail & 137 Avenue; 6161 – Mark Messier Trail & 142 Avenue; **A0545 (T) - Nakî Transit Station and Park and Ride**; A0376 – St Albert Trail & Gate Avenue; A0129 – St Albert Trail & Sterling Street; **A0972 – St. Albert Centre Exchange**

Boldface and (T) indicates Time Point

Service Notes:

AM Peak outbound service ends significantly earlier than inbound. Deadheading from downtown could be minimised by integrating service with other regional services downtown.

Additional midday trips should be maintained as close as possible to recommended times (+/- 5 minutes), but should evenly divide the headway if possible, or otherwise provide a clockface division of the headway (e.g., 60, **20**, 40, 60)

Running Times Tables

Inbound:

Time band	Minutes between timepoints		
	St. Albert Exchange to Nakî Transit Station	Nakî Transit Station to Kingsway RAH TC	Kingsway RAH TC to 109 St. & 104 Ave.
00:00-07:24	13	26	10
07:25-07:44	14	28	12
07:45-08:24	15	31	12
08:25-09:04	13	25	12
09:05-35:59	15	30	13

Outbound:

Time band	Minutes between timepoints	
	109 St. & 104 Ave. to Nakî Transit Station	Nakî Transit Station to St. Albert Exchange
00:00-07:24	31	13
07:25-07:44	34	14
07:45-08:24	37	15
08:25-09:04	33	13
09:05-19:34	36	15
19:35-35:59	34	14

Saturday	Service Span	Headway	Running Time	Vehicle s
Early AM	Inbound: 05:30 – 09:30 Outbound: 06:36 – 09:36	60min	Inbound: 56min Outbound: 48min Round Trip: 104min + 16min recovery time	2
Midday	Inbound: 09:30 – 18:30 Outbound: 09:36 – 18:36	60min	Inbound: 56min Outbound: 48min Round Trip: 104min + 16min	2
Early Evening	Inbound: 18:30 – 21:30 Outbound: 18:36 – 21:36	60min	Inbound: 56min Outbound: 48min Round Trip: 104min + 16min	2
Late Evening	Inbound: 21:30 – 23:30 Outbound: 21:36 – 24:36	60min	Inbound: 56min Outbound: 48min Round Trip: 104min + 16min	2

Saturday Running Times Tables

Inbound:

	Minutes between timepoints		
Time band	St. Albert Exchange to Nakî Transit Station	Nakî Transit Station to Kingsway RAH TC	Kingsway RAH TC to 109 St. & 104 Ave.
00:00-35:59	14	30	12

Outbound:

	Minutes between timepoints	
Time band	109 St. & 104 Ave. to Nakî Transit Station	Nakî Transit Station to St. Albert Exchange
00:00-35:59	34	14

Sunday	Service Span	Headway	Running Time	Vehicles
Early AM	Inbound: 05:35 – 09:35 Outbound: 06:36 – 09:36	60min	Inbound: 46min Outbound: 42min Round Trip: 88min + 32min	2
Midday	Inbound: 09:35 – 18:35 Outbound: 09:36 – 19:36	60min	Inbound: 46min Outbound: 42min Round Trip: 88min + 32min	2
Early Evening	/	/	/	/
Late Evening	/	/	/	/

Sunday Running Times Tables

Inbound:

Time band	Minutes between timepoints		
	St. Albert Exchange to Nakî Transit Station	Nakî Transit Station to Kingsway RAH TC	Kingsway RAH TC to 109 St. & 104 Ave.
00:00-35:59	11	25	10

Outbound:

Time band	Minutes between timepoints	
	109 St. & 104 Ave. to Nakî Transit Station	Nakî Transit Station to St. Albert Exchange
00:00-35:59	31	11

Inbound MNW1 PM: St. Albert Exchange to Kingsway

FROM St. Albert Centre Exchange, turn left on St Albert Centre roadway WB toward St Albert trail. Turn left on St Albert Trail SEB toward Edmonton. Turn left on Campbell Road NW travelling NB. Turn left to enter Naki Transit Centre to assigned bay. Exit Naki Transit Centre by turning right on Campbell Road NW travelling SB. Turn left on St Albert Trail SEB toward Edmonton. Take the third exit at the roundabout to travel EB on 118th Avenue NW. Continue SEB on Kingsway NW. Turn right at 108 Street NW travelling SB. Turn left at 111th Avenue NW travelling EB. Enter Kingsway Transit Centre to assigned bay.

Outbound MNW1 PM: Kingsway to St. Albert Exchange via Downtown

FROM Kingsway Transit Centre, exit heading EB on 111th Avenue NW. Turn right to travel SB on 101 Street NW. Turn left on 103a Avenue NW. Turn right on 100 Street NW travelling SB. Turn right on Jasper Avenue travelling WB. Turn right on 109 Street NW travelling NB. Turn left on Kingsway NW travelling NWB. Continue WB on 118 Avenue NW. Take the first exit at the roundabout travelling NWB along St Albert Trail NW. Turn

right on Campbell Road NW travelling NB. Turn left to enter Naki Transit Centre to assigned bay. Exit Naki Transit Centre by turning right on Campbell Road NW travelling SB. Turn right on St Albert Trail NWB. Turn right on Rivercrest Crescent heading EB then NWB. Enter St Albert Centre Exchange to assigned bay.

Weekday	Service Span	Headway	Running Time	Vehicles
Early AM	/	/	/	/
AM Peak	/	/	/	/
Midday	Inbound: 13:35 – 14:35 Outbound: 14:25 – 15:05	IB: 60min OB: 20min	Inbound: 45min Outbound: 66min Round Trip: 111min + 9min	2 + 1
PM Peak	Inbound: 15:05 – 17:45 Outbound: 15:05 – 18:35	20min*	Inbound: 45min Outbound: 66min Round Trip: 111min + 29min	7
Early Evening	Inbound: 18:25 – 21:25 Outbound: 19:15 – 21:14	60min	Inbound: 45min Outbound: 61min Round Trip: 106min + 14min	2
Late Evening	Inbound: 21:25 – 23:25 Outbound: 21:14 – 24:14	60min	Inbound: 45min Outbound: 61min Round Trip: 106min + 14min	2

*Headway intervals may vary toward the beginning and end of peak periods as they are smoothed to meet the headway times of non-peak periods.

Stopping Pattern:

Note: Assigned bays at transit centres may be changed.

Inbound: A0927 (T) – St Albert Centre Exchange; A0169 – St Albert Trail at Madison Avenue; A0173 – St Albert Trail at Anne Street; A0175 – St Albert Trail at Grove Drive; A0378 – St Albert Trail at Gate Avenue; **A0545 (T) – Nakî Transit Station and Park and Ride;** 6273 – Mark Messier Trail & 142 Avenue; 6760 – St Albert Trail & 136 Avenue; 6488 – St Albert Trail & 134 Avenue; 6540 – St Albert Trail & 131 Avenue; 6388 – St Albert Trail & 130 Avenue; 6272 – St Albert Trail & 128 Avenue; 5173 – St Albert Trail & Yellowhead Trail; 5356 – St Albert Trail & Dovercourt Avenue; 1716 – Groat Road & 118 Avenue; 1847 – 123 Street & 118 Avenue; 1994 – 117 Street & Kingsway; 1951 – 109 Street & Kingsway; **1104 (T) - Kingsway RAH Transit Centre**

Outbound: **1104 (T) - Kingsway RAH Transit Centre;** 1426 – 101 Street & Kingsway; 1439 – 101 Street & 103A Avenue; 1608 – 100 Street & 103 Avenue; 1292 – 100 Street & 102A Avenue; 1262 – 100 Street & Jasper Avenue; 1620 – 101 Street &

Jasper Avenue; 1622 – 104 Street & Jasper Avenue; 1619 – 106 Street & Jasper Avenue; **1702 (T) - 109 Street & 104 Avenue**; 1797 – 109 Street & Kingsway; 1904 – Airport Road E & Kingsway; 1669 – 124 Street & 118 Avenue; 1947 - St Albert Trail & 119 Avenue; 1759 - St Albert Trail & Sherbrooke Avenue; 1604 - St Albert Trail & Yellowhead Trail; 6227 – St Albert Trail & 126 Avenue; 6550 – St Albert Trail & 128 Avenue; 6533 – St Albert Trail & 130 Avenue; 6226 – St Albert Trail & 131 Avenue; 6152 – St Albert Trail & 134 Avenue; 6673 – St Albert Trail & 137 Avenue; 6161 – Mark Messier Trail & 142 Avenue; **A0545 (T) - Nakî Transit Station and Park and Ride**; A0376 – St Albert Trail & Gate Avenue; A0129 – St Albert Trail & Sterling St; **A0972 – St. Albert Centre Exchange**

Boldface and (T) indicates Time Point

Service Notes:

PM Peak inbound service ends significantly earlier than outbound. Service should deadhead into St. Albert Garage.

Additional midday trips should be maintained as close as possible to recommended times (+/- 5 minutes), but should evenly divide the headway if possible, or otherwise provide a clockface division of the headway (e.g., 60, **20**, 40, 60)

Running Times Tables

Inbound:

Time band	Minutes between timepoints	
	St. Albert Exchange to Nakî Transit Station	Nakî Transit Station to Kingsway RAH TC
00:00-07:24	13	26
07:25-07:44	14	28
07:45-08:24	15	31
08:25-09:04	13	25
09:05-35:59	15	30

Outbound:

Time band	Minutes between timepoints		
	Kingsway RAH TC to 109 St. & 104 Ave.	109 St. & 104 Ave. to Nakî Transit Station	Nakî Transit Station to St. Albert Exchange
00:00-07:24	13	31	13
07:25-07:44	14	34	14
07:45-08:24	15	37	15
08:25-09:04	13	33	13
09:05-19:34	15	36	15
19:35-35:59	13	34	14

Inbound MNW1 F: St. Albert Exchange Express to Edmonton City Centre (AM Only)

FROM St. Albert Centre Exchange, turn left on St Albert Centre roadway WB toward St Albert trail. Turn left on St Albert Trail SEB toward Edmonton. Turn left on Campbell Road NW travelling NB. Turn left to enter Nakî Transit Centre to assigned bay. Exit Nakî Transit Centre by turning right on Campbell Road NW travelling SB. Turn left on St Albert Trail SEB toward Edmonton. Take the third exit at the roundabout to travel EB on 118th Avenue NW. Continue SEB on Kingsway NW. Turn right at 101 Street NW travelling SB. Turn left on 103A Avenue NW. Turn right on 100 Street NW travelling SB. Turn left on Jasper Avenue travelling WB to 100 Street and Jasper Avenue stop.

Outbound MNW1 F: Edmonton City Centre Express to St Albert Exchange (PM Only)

FROM 101 Street and 103A Avenue EB stop, head EB on 103A Avenue. Turn right on 100 Street NW travelling SB. Turn left on Jasper Avenue travelling WB. Turn right on 101 Street NW heading NB. Turn left on Kingsway NW travelling NWB. Continue WB on 118 Avenue NW. Take the first exit at the roundabout travelling NWB along St Albert Trail NW. Turn right on Campbell Road NW travelling NB. Turn left to enter Nakî Transit Centre to assigned bay. Exit Nakî Transit Centre by turning right on Campbell Road NW travelling SB. Turn right on St Albert Trail NWB. Turn right on Rivercrest Crescent heading EB then NB. Enter St Albert Centre Exchange to assigned bay.

Weekday	Service Span	Headway	Running Time	Vehicles
Early AM	/	/	/	/
AM Peak	Inbound:06:30 – 07:05	20min (splits headway of main pattern)	Inbound: 43min	3 (integrated with main pattern)
Midday	Outbound: 15:02 (1 trip)	1 trip	Outbound: 46min	1
PM Peak	Outbound: 16:02 – 16:57	20min	Outbound: 51min	3 (integrated with main pattern)
Early Evening	/	/	/	/
Late Evening	/	/	/	/

Stopping Pattern:

Inbound (AM Only): A0927 (T) – St Albert Centre Exchange; A0545 (T) – Nakî Transit Station and Park and Ride; 1426 – 101 Street & Kingsway; 1439 – 101 Street & 103A Avenue; 1608 – 100 Street & 103 Avenue; 1292 – 100 Street & 102A Avenue; 1262 (T) – 100 Street & Jasper Avenue

Outbound (PM Only): 1439 (T) – 101 Street & 103A Avenue; 1608 – 100 Street & 103 Avenue; 1292 – 100 Street & 102A Avenue; 1262 (T) - 100 Street & Jasper Avenue; 1346 - 101 Street & 101A Avenue NS; 1128 - 101 Street & 102 Avenue; 1019 - 101 Street & 104 Avenue; 1924 - 101 Street & Kingsway; A0545 (T) - Nakî Transit Station and Park and Ride; A0376 – St Albert Trail & Gate Avenue; A0129 – St Albert Trail & Sterling St; A0972 (T) – St. Albert Centre Exchange

Boldface and (T) indicates Time Point

Running Times Tables

Inbound:

Time band	Minutes between timepoints	
	St. Albert Exchange to Nakî Transit Station	Nakî Transit Station to 100 St. & Jasper Ave.
00:00-06:44	10	31
06:45-07:04	11	32
07:05-35:59	12	33

Outbound:

Time band	Minutes between timepoints		
	101 St. & 103A Ave. to 100 St. & Jasper Ave.	100 St. & Jasper Ave. to Nakî Transit Station	Nakî Transit Station to St. Albert Exchange
00:00-16:01	4	30	12
16:02-16:22	4	34	13
16:23-16:44	4	33	13
16:45-35:59	4	32	12

Metro Northwest 2

Service Start: April 2023

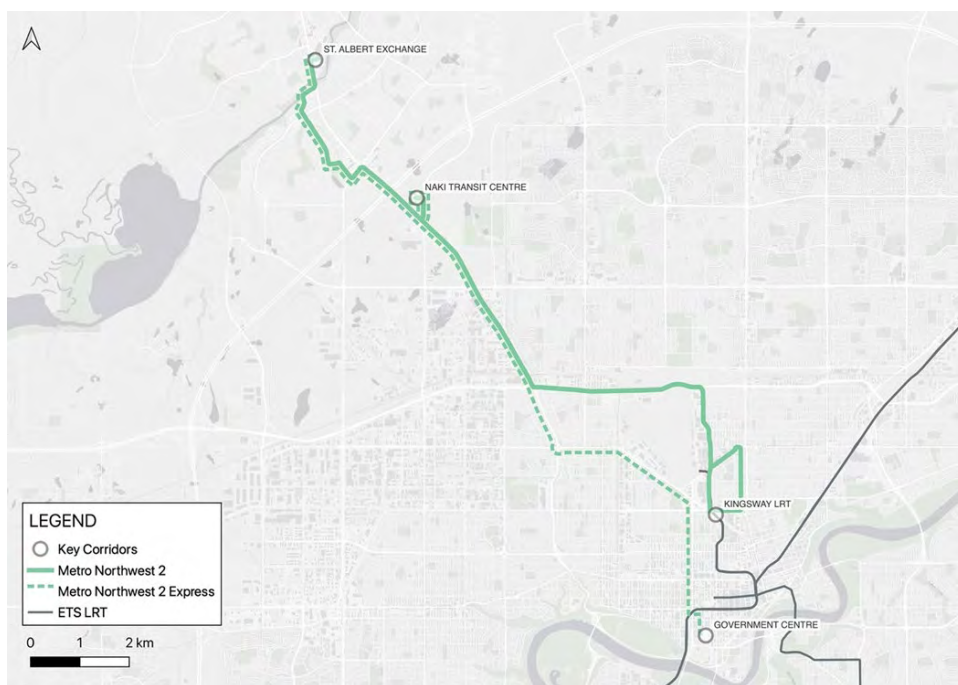
Route: Metro Northwest 2

Weekday

X

Saturday

Sunday



Service Description:

Metro Northwest 2 (MNW 2) connects St. Albert Exchange with Kingsway LRT via Nakî Transit Centre and Northern Alberta Institute of Technology (NAIT). MNW 2 includes one main pattern and one express pattern in each direction. The patterns are described as follows:

Inbound MNW 2 A: St Albert Exchange to Kingsway LRT via Nakî Transit Centre and NAIT

FROM St. Albert Centre Exchange, turn left on St Albert Centre roadway WB toward St Albert Trail. Turn left on St Albert Trail SEB toward Edmonton. Take the slip road right on St Anne Street SWB, then continue through the roundabout to keep on St Anne Street. Continue SEB on Grandin Road at Sir Winston Churchill Avenue. Turn left at Gate Avenue EB. Continue to the right on to Grange Drive SEB. Turn left at Gervais Road. Take the slip road right on to St Albert Trail SEB toward Edmonton. Turn left on Campbell Road NW travelling NB. Turn left to enter Nakî Transit Centre to assigned bay. Exit Nakî Transit Centre by turning right on Campbell Road NW travelling SB. Turn left on St Albert Trail SEB toward Edmonton. At the Yellowhead Highway, turn left on to the EB ramp. Continue on the Yellowhead Highway to 107th Street NW. Take the ramp to 107th Street NW SB. Continue SB onto 106th Street. Turn left at 111th Avenue NW, then turn right entering Kingsway Transit Centre to assigned bay.

Outbound MNW 2 A: Kingsway LRT to St Albert Exchange via NAIT and Nakî Transit Centre

FROM Kingsway Transit Centre, exit by turning right at 111th Avenue NW travelling EB. Turn left at 101st Street NW heading NB. Enter the roundabout at 118th Avenue NW, taking the third exit at Princess Elizabeth Avenue NW travelling SWB. Take the slip right at 106th street heading NB. Continue due left onto 107th Street NW heading NB. At Yellowhead Highway, turn left travelling WB. At St Albert Trail NW, take the ramp and turn right at St Albert Trail travelling NWB. Turn right on Campbell Road NW travelling NB. Turn left to enter Nakî Transit Centre to assigned bay. Exit Nakî Transit Centre by turning right on Campbell Road NW travelling SB. Turn right on St Albert Trail NWB. Turn left at Gervais Road heading SWB. Turn right at Grange Drive heading NWB continue left on Gate Avenue WB. Turn right at Grandin Road heading NWB. Continue NWB on St Anne Street at Sir Winston Churchill Avenue. Continue through the roundabout to keep on St Anne Street. Turn left at St Albert Trail heading NWB. Turn right on Rivercrest Crescent heading EB then NB. Enter St Albert Centre Exchange to assigned bay.

Weekday	Service Span	Headway	Running Time	Vehicles
Early AM	/	/	/	/
AM Peak	Inbound: 06:05 – 08:25 Outbound: 06:54 – 07:54	20* IB Blended with MNW 2 E	Inbound: 40min Outbound: 39min Round Trip: 79min + 1min	4
Midday	Inbound: 09:05 – 15:05 Outbound: 08:49 – 15:16	60* + 1 extra OB Trip ~ 14:14	Inbound: 38min Outbound: 41min Round Trip: 79min + 41min	2
PM Peak	Inbound: 15:05 – 18:25 Outbound: 15:15 – 17:54	20*	Inbound: 43min Outbound: 44min Round Trip: 87min + 13min	5
Early Evening	Inbound: 18:45 Outbound: 18:14 – 19:30	1 IB Trip @ 18:45 OB ~ 18-33 min OB Last Trip @ 19:30	Inbound: 36min Outbound: 41min Round Trip: 77min + 23min	5 max
Late Evening	/	/	/	/

*Headway intervals may vary toward the beginning and end of peak periods as they are smoothed to meet the headway times of non-peak periods.

Stopping Pattern:

Note: Assigned bays at transit centres may be changed.

Inbound: **A0971 (T) – St. Albert Centre Exchange;** A0169 – St Albert Trail & Madison Ave; A0111 – St Anne Street & Perron St; A0113 – St Anne Street & St Thomas Street; A0115 – Grandin Rd & SWC Ave; A0123 – Grandin Rd & Glen Meadow Cres; A0125 – Grandin Rd & Grandville Ave; A0919 – Gervais Rd & Galarneau Pl;
A0545 (T) – Nakî Transit Station and Park and Ride; 6273 – Mark Messier Trail & 142 Avenue; 6760 – St Albert Trail & 136 Avenue; 6488 – St Albert Trail & 134 Avenue; 6540 – St Albert Trail & 131 Avenue; 6388 – St Albert Trail & 130 Avenue; 6272 – St Albert Trail & 128 Avenue; 6884 – St Albert Trail & 126 Avenue; 1223 – 106 Street & 117 Avenue; 1226 – 106 Street & 113 Avenue; **1107 (T) – Kingsway RAH Transit Centre Bay D**

Outbound: 1107 (T) – Kingsway RAH Transit Centre Bay D; 1024 – 102 Street & 111 Avenue; 1227 – 106 Street & 117 Avenue; 6227 – St Albert Trail & 126 Avenue; 6550 – St Albert Trail & 128 Avenue; 6533 – St Albert Trail & 130 Avenue; 6226 – St Albert Trail & 131 Avenue; 6152 – St Albert Trail & 134 Avenue; 6673 – St Albert Trail & 137 Avenue; 6161 – Mark Messier Trail & 142 Avenue; **A0545 (T) – Nakî Transit Station and Park and Ride;** A0915 – Gervais Rd & Grange Dr; A0001 – Grandin Rd & Green Lees Pl; A0003 – Grandin Rd & Glen Meadow Cres; A0065 – Grandin Rd & SWC Ave; A0254 – St Anne Street & St Thomas Street; A0067 – St Anne Street & St Albert Place; A0069 – St. Anne Street & Perron St; **A0971 (T) – St. Albert Centre Exchange**

Boldface and (T) indicates Time Point

Service Notes:

AM Peak outbound service ends significantly earlier than inbound. Deadheading from downtown could be minimised by setting the midday service based on the last arrivals at downtown.

PM Peak inbound service ends significantly earlier than outbound. Service should deadhead into St. Albert Garage.

Additional midday trips should be maintained as close as possible to recommended times (+/- 5 minutes), but should evenly divide the headway if possible, or otherwise provide a clockface division of the headway (e.g., 60, **20**, 40, 60)

Early Evening outbound service is a loose decrease in headway. Hold last trip time as close as possible.

Running Times Tables

Inbound:

Time band	Minutes between timepoints	
	St. Albert Exchange to Nakî Transit Station	Nakî Transit Station to Kingsway RAH TC
00:00-07:19	13	23
07:20-07:59	13	25
08:00-08:59	13	27
09:00-11:59	13	23
12:00-15:59	13	25
16:00-16:59	13	30
17:00-17:39	13	26
17:40-35:59	13	23

Outbound:

Time band	Minutes between timepoints	
	Kingsway RAH TC to Nakî Transit Station	Nakî Transit Station to St. Albert Exchange
00:00-08:39	27	12
08:40-09:39	29	12
09:40-13:49	25	12
13:50-15:19	24	12
15:20-16:09	25	12
16:10-16:39	27	12
16:40-17:09	32	12
17:10-35:59	29	12

Inbound MNW 2 E: St. Albert Exchange Express to Government Transit Centre (AM Only)

FROM St. Albert Centre Exchange, turn left on St Albert Centre roadway WB toward St Albert trail. Turn left on St Albert Trail SEB toward Edmonton. Turn left on Campbell Road NW travelling NB. Turn left to enter Nakî Transit Centre to assigned bay. Exit Nakî Transit Centre by turning right on Campbell Road NW travelling SB. Turn left on St Albert Trail SEB toward Edmonton. Take the third exit at the roundabout to travel EB on 118th Avenue NW. Continue SEB on Kingsway NW. Turn right at 109 Street NW travelling SB. Turn left on Jasper Avenue travelling EB. Turn right on 107 Street NW travelling SB. Enter Government Transit Centre to assigned bay.

Outbound MNW 2 E: Government Transit Centre Express to St Albert Exchange (PM Only)

FROM Government Transit Centre, head NB on 107 Street NW. Turn left on Jasper Avenue heading WB. Turn right on 109 Street NW heading NB. Turn left on Kingsway NW travelling NWB. Continue WB on 118 Avenue NW. Take the first exit at the roundabout travelling NWB along St Albert Trail NW. Turn right on Campbell Road NW travelling NB. Turn left to enter Nakî Transit Centre to assigned bay. Exit Nakî Transit Centre by turning right on Campbell Road NW travelling SB. Turn right on St Albert Trail NWB. Turn right on Rivercrest Crescent heading EB then NB. Enter St Albert Centre Exchange to assigned bay.

Weekday	Service Span	Headway	Running Time	Vehicles
Early AM	/	/	/	/
AM Peak	Inbound: 06:15 – 08:15 Outbound: N/A	20 IB departures blended with MNW 2 A	Inbound: 40min Outbound: N/A Round Trip: ~80min	~4 – Minimize vehicle requirements by interlining with other services
Midday	/	/	/	/
PM Peak	Inbound: N/A Outbound: 15:00 – 17:58	~18-47	Inbound: N/A Outbound: 45min Round Trip: ~90min	~5 – Minimize vehicle requirements by interlining with other services
Early Evening	/	/	/	/
Late Evening	/	/	/	/

Stopping Pattern:

Note: Assigned bays at transit centres may be changed.

Inbound (AM Only): A0971 (T) – St. Albert Centre Exchange; A0545 (T) – Nakî Transit Station and Park and Ride; 1557 – 109 Street & 105 Avenue; 11094 – 109 Street & 103 Avenue; 1083 – 109 Street & Jasper Avenue; 1964 – 107 Street & Jasper Avenue; 1941 – 107 Street & 100 Avenue; 1307 (T) – Government Transit Centre Bay G

Outbound (PM Only): **1307 (T) – Government Transit Centre Bay G;** 1794 – 107 Street & 99 Avenue; 1711 – 107 Street & 100 Avenue; 1959 – 108 Street & Jasper Avenue Nearside; 1851 – 109 Street & 102 Avenue; 11095 – 109 Street & 103 Avenue; 1702 – 109 Street & 104 Avenue; **A0545 (T) – Nakî Transit Station and Park and Ride;** **A0971 (T) – St. Albert Centre Exchange**

Boldface and (T) indicates Time Point

Service Notes:

Trips should be planned to depart and split headways with the primary pattern, as possible.

Running Times Tables

Inbound:

	Minutes between timepoints	
Time band	St. Albert Exchange to Nakî Transit Station	Nakî Transit Station to Government TC
00:00-35:59	10	30

Outbound:

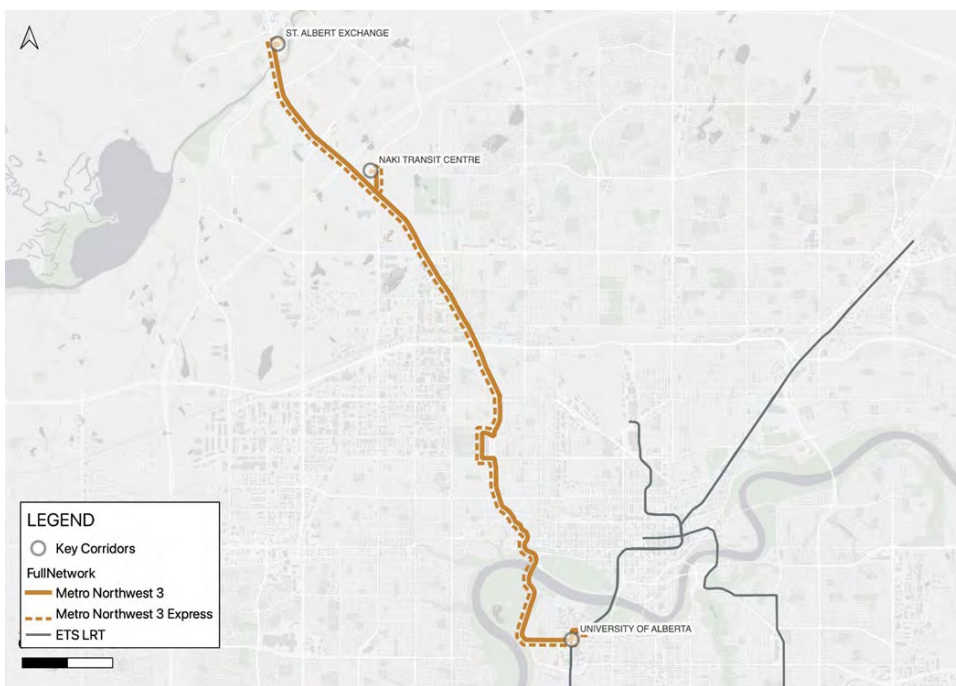
	Minutes between timepoints	
Time band	Government TC to Nakî Transit Station	Nakî Transit Station to St. Albert Exchange
00:00-35:59	35	10

Metro Northwest 3

Service Start: July 2023

Route: Metro Northwest
3

Weekday	X
Saturday	X
Sunday	



Service Description:

Metro Northwest 3 (MNW3) connects St. Albert Exchange with the University of Alberta via Westmount Transit Centre. MNW3 is comprised of one main pattern (MNW3 A), one evening pattern (MNW3 B), and one express pattern (MNW3 Express), in each direction. The patterns are described as follows:

Main Pattern (MNW3 A):

Inbound MNW3 A: St. Albert Centre Exchange to University of Alberta via Westmount and Nakî Transit Centres

FROM St. Albert Centre Exchange turn left on St. Albert Trail, travelling SEB toward the Yellowhead Highway. Turn left on Campbell Road NW, heading NB. Turn left to enter Nakî Transit Centre to assigned bay. Exit Nakî Transit Centre by turning right on Campbell Road NW, heading SB. Turn left on Mark Messier Trail, travelling SEB. Continue SEB on St. Albert Trail, through the Yellowhead Highway intersection. Take the second exit at the traffic circle to travel SB on Groat Road NW. Turn right on 114 Avenue NW, heading WB. Turn left on 135 Street NW, heading SB. Turn right to enter Westmount Transit Centre to assigned bay. Exit Westmount Transit Centre by turning right on 135 Street NW, heading SB. Turn left on 111 Avenue NW, heading EB. Turn right on Groat Road NW, heading SB. Continue SB on Groat Road NW. Turn left on 87 Avenue NW, heading EB. Turn left on 114 Street NW, heading NB. Continue NB on 89 Avenue NW. Continue EB on 89 Avenue NW. Enter University of Alberta Transit Centre to assigned bay.

Outbound MNW3 A: University of Alberta to St. Albert Centre Exchange via Westmount and Nakî Transit Centres

FROM University of Alberta turn right on 112 Street NW, travelling SB. Turn right on 87 Avenue NW, heading WB. Continue straight on Groat Road NW, heading NB. Continue NB on Groat Road NW. Turn left on 111 Avenue NW, travelling WB. Turn right on 135 Street NW, heading NB. Turn left to enter Westmount Transit Centre to assigned bay. Exit Westmount Transit Centre by turning left on 135 Street NW, heading NB. Turn right on 114 Avenue NW, heading EB. Turn left on Groat Road NW, heading NB. Take the second exit at the traffic circle on St. Albert Trail NW, heading NB. Continue NWB on St. Albert Trail NW. Turn right on Campbell Road NW, travelling NB. Turn left to enter Nakî Transit Centre to assigned bay. Exit Nakî Transit Centre by turning right on Campbell Road NW, heading SB. Turn right on St. Albert Trail NW, heading NWB. Turn right on Rivercrest Crescent, heading NEB. Turn right to enter St. Albert Centre Exchange to assigned bay.

Evening Short Turn Pattern (MNW3 B):

Inbound MNW3 B: Nakî Transit Centre to University of Alberta via Westmount

FROM Nakî Transit Centre turn right on Campbell Road NW, heading SB. Turn left on Mark Messier Trail, travelling SEB. Continue SEB on St. Albert Trail, through the Yellowhead Highway intersection. Take the second exit at the traffic circle to travel SB on Groat Road NW. Turn right on 114 Avenue NW, heading WB. Turn left on 135 Street NW, heading SB. Turn right to enter Westmount Transit Centre to assigned bay. Exit Westmount Transit Centre by turning right on 135 Street NW, heading SB. Turn left on 111 Avenue NW, heading EB. Turn right on Groat Road NW, heading SB. Continue SB on Groat Road NW. Turn left on 87 Avenue NW, heading EB. Turn left on 114 Street

NW, heading NB. Continue NB on 89 Avenue NW. Continue EB on 89 Avenue NW. Enter University of Alberta Transit Centre to assigned bay.

Outbound MNW3 B: University of Alberta to Nakî Transit Centre via Westmount

FROM University of Alberta turn right on 112 Street NW, travelling SB. Turn right on 87 Avenue NW, heading WB. Continue straight on Groat Road NW, heading NB. Continue NB on Groat Road NW. Turn left on 111 Avenue NW, travelling WB. Turn right on 135 Street NW, heading NB. Turn left to enter Westmount Transit Centre to assigned bay. Exit Westmount Transit Centre by turning left on 135 Street NW, heading NB. Turn right on 114 Avenue NW, heading EB. Turn left on Groat Road NW, heading NB. Take the second exit at the traffic circle on St. Albert Trail NW, heading NB. Continue NWB on Mark Messier Trail NW. Turn right on Campbell Road NW, travelling NB. Turn left to enter Nakî Transit Centre to assigned bay.

Weekday	Service Span	Headway	Running Time	Vehicles
Early AM	/	/	/	/
AM Peak	Inbound: 06:05 – 08:25 Outbound: 06:50 – 07:55	Inbound: 20min* Outbound: 30min*	Inbound: 39min Outbound: 45min Round Trip: 84min + recovery time (~16 min)	5
Midday	Inbound: 09:05 – 14:45 Outbound: 08:50 – 14:50	60min	Inbound: 40min Outbound: 46min Round Trip: 86min + 34min	2
PM Peak	Inbound: 15:05 – 18:45 Outbound: 15:20 – 19:00	20min*	Inbound: 41min Outbound: 45min Round Trip: 86min + 14min	6
Early Evening	Inbound: 20:00 – 21:00 Outbound: 19:29 – 21:29	60min All trips to Nakî only (Pattern MNW3 B)	Inbound: 22min Outbound: 31min Round Trip: 53min + 7min	1
Late Evening	Inbound: 22:00 – 24:00 Outbound: 22:29 – 24:29	60min All trips to Nakî only (Pattern MNW3 B)	Inbound: 22min Outbound: 31min Round Trip: 53min + 7min	1

*Headway intervals may vary toward the beginning and end of peak periods as they are smoothed to meet the headway times of non-peak periods.

Stopping Pattern:

Inbound: **A0971 (T) – St. Albert Centre Exchange;** A0169 – St. Albert Trail & Madison Avenue; A0173 - St. Albert Trail & St. Anne Street; A0175 – St. Albert Trail & Green Grove Drive; A0378 – St. Albert Trail & Gate Avenue; **A0533 (T) – Nakî Transit Centre;** 6273 – Mark Messier Trail & 142 Avenue; 6760 – St. Albert Trail & 136 Avenue; 6488 – St. Albert Trail & 134 Avenue; 6540 – St. Albert Trail & 131 Avenue; 6388 – St. Albert Trail & 130 Avenue; 6272 – St. Albert Trail & 128 Avenue; 5173 – St. Albert Trail & Yellowhead Trail; 5356 – St. Albert Trail & Dovercourt Avenue; 5083 – Groat Road & 118 Avenue; **5203 (T) – Westmount Transit Centre Bay A;** 2844 – 116 Street & 87 Avenue; **2002 (T) – University Transit Centre Bay B**

Outbound: **2002 (T) – University Transit Centre Bay B;** 2749 – 114 Street & 87 Avenue; **5207 (T) – Westmount Transit Centre Bay E;** 1947 – St. Albert Trail & 119 Avenue; 1759 – St. Albert Trail & Sherbrooke Avenue; 1604 – St. Albert Trail & Yellowhead Trail; 6227 – St. Albert Trail & 126 Avenue; 6550 – St. Albert Trail & 128 Avenue; 6533 – St. Albert Trail & 130 Avenue; 6226 – St. Albert Trail & 131 Avenue; 6152 – St. Albert Trail & 134 Avenue; 6673 – St. Albert Trail & 137 Avenue; 6161 – Mark Messier Trail & 142 Avenue; **A0533 (T) – Nakî Transit Centre;** A0376 – St. Albert Trail & Gate Avenue; A0129 – St. Albert Trail & Sterling Street; **A0971 (T) – St. Albert Centre Exchange**

Boldface and (T) indicates Time Point

Service Notes:

Early Evening and Late Evening Inbound service (from 20:05 onward) does not extend to St. Albert Centre Exchange. Early Evening and Late Evening Outbound service (from 19:35 onward) does not extend to St. Albert Centre Exchange. This service begins and ends at Nakî Transit Centre, resulting in lessened running times during these hours. The change is denoted by the MNW3 B pattern description.

AM Peak outbound service starts significantly later than inbound service.

Saturday service does not extend to St. Albert Centre Exchange. This service begins and ends at Nakî Transit Centre, resulting in lessened running times during this day.

Running Times Tables

Inbound:

Time band	Minutes between timepoints		
	St. Albert Exchange to Nakî Transit Station	Nakî Transit Station to Westmount TC	Westmount TC to University
00:00-07:39	12	18	9
07:40-15:29	12	19	9
15:30-16:29	12	20	10
16:30-17:39	12	18	9
17:40-35:59	12	17	8

Outbound:

Time band	Minutes between timepoints		
	University to Westmount TC	Westmount TC to Nakî Transit Station	Nakî Transit Station to St. Albert Exchange
00:00-08:44	11	21	13
08:45-11:44	10	19	12
11:45-13:59	10	18	12
14:00-16:29	12	24	12
16:30-18:59	11	22	12
19:00-35:59	11	20	12

Saturday	Service Span	Headway	Running Time	Vehicles
Early AM	/	/	/	/
Midday	Inbound: 9:45 – 17:45 Outbound: 10:15 – 18:15	60min	Inbound: 25min Outbound: 30min Round Trip: 55min + 5 recovery time	1
Early Evening	/	/	/	/
Late Evening	/	/	/	/

Saturday Running Times Tables

Inbound:

Time band	Minutes between timepoints		
	St. Albert Exchange to Nakî Transit Station	Nakî Transit Station to Westmount TC	Westmount TC to University
00:00-35:59	10	15	10

Outbound:

Time band	Minutes between timepoints		
	University to Westmount TC	Westmount TC to Nakî Transit Station	Nakî Transit Station to St. Albert Exchange
00:00-35:59	12	18	10

Express Pattern (MNW3 Express):

Inbound MNW3 Express: St. Albert Centre Exchange to University of Alberta via Nakî Transit Centre

FROM St. Albert Centre Exchange turn left on St. Albert Trail, travelling SB toward the Yellowhead Highway. Turn left on Campbell Road NW, heading NB. Turn left to enter Nakî Transit Centre to assigned bay. Exit Nakî Transit Centre by turning right on Campbell Road NW, heading SB. Turn left on Mark Messier Trail, travelling SEB. Continue SEB on St. Albert Trail, through the Yellowhead Highway intersection. Take the second exit at the traffic circle to travel SB on Groat Road NW. Turn right on 114 Avenue NW, heading WB. Turn left on 135 Street NW, heading SB. Turn left on 111 Avenue NW, heading EB. Turn right on Groat Road NW, heading SB. Continue SB on Groat Road NW. Turn left on 87 Avenue NW, heading EB. Turn left on 114 Street NW, heading NB. Continue NB on 89 Avenue NW. Continue EB on 89 Avenue NW. Enter University of Alberta Transit Centre to assigned bay.

Outbound MNW3 Express: University of Alberta to St. Albert Centre Exchange via Nakî Transit Centre

FROM University of Alberta turn right on 112 Street NW, travelling SB. Turn right on 87 Avenue NW, heading WB. Continue straight on Groat Road NW, heading NB. Continue NB on Groat Road NW. Turn left on 111 Avenue NW, travelling WB. Turn right on 135 Street NW, heading NB. Turn right on 114 Avenue NW, heading EB. Turn left on Groat Road NW, heading NB. Take the second exit at the traffic circle on St. Albert Trail NW, heading NB. Continue NWB on St. Albert Trail NW. Turn right on Campbell Road NW, travelling NB. Turn left to enter Nakî Transit Centre to assigned bay. Exit Nakî Transit Centre by turning right on Campbell Road NW, heading SB. Turn right on St. Albert Trail NW, heading NWB. Turn right on Rivercrest Crescent, heading NEB. Turn right to enter St. Albert Centre Exchange to assigned bay.

Weekday	Service Span	Headway	Running Time	Vehicles
Early AM	/	/	/	/
AM Peak	Inbound: 07:05 – 08:05 Outbound: -	60min	Inbound: 40min	2
Midday	/	/	/	/
PM Peak	Inbound: - Outbound: 15:20 – 18:25	60min*	Outbound: 42min	2
Early Evening	/	/	/	/
Late Evening	/	/	/	/

*Headway intervals may vary toward the beginning and end of peak periods as they are smoothed to meet the headway times of non-peak periods.

Stopping Pattern:

Inbound: **A0971 (T) – St. Albert Centre Exchange;** A0169 – St. Albert Trail & Madison Avenue; A0173 - St. Albert Trail & St. Anne Street; A0175 – St. Albert Trail & Green Grove Drive; A0378 – St. Albert Trail & Gate Avenue; **A0533 (T) – Nakî Transit Centre;** 2844 – 116 Street & 87 Avenue; **2002 (T) – University Transit Centre Bay B**

Outbound: **2002 (T) – University Transit Centre Bay B;** **A0533 – Nakî Transit Centre;** A0376 – St. Albert Trail & Gate Avenue; A0129 – St. Albert Trail & Sterling Street; **A0971 – St. Albert Centre Exchange**

Boldface and (T) indicates Time Point

Running Times Tables

Inbound:

Time band	Minutes between timepoints	
	St. Albert Exchange to Nakî Transit Station	Nakî Transit Station to University
00:00-08:04	10	26
08:05-35:59	11	29

Outbound:

Time band	Minutes between timepoints	
	University to Nakî Transit Station	Nakî Transit Station to St. Albert Exchange
00:00-17:11	31	10
17:12-35:59	30	10

Metro Northeast

Service Start: April 2023

Route: Metro Northeast

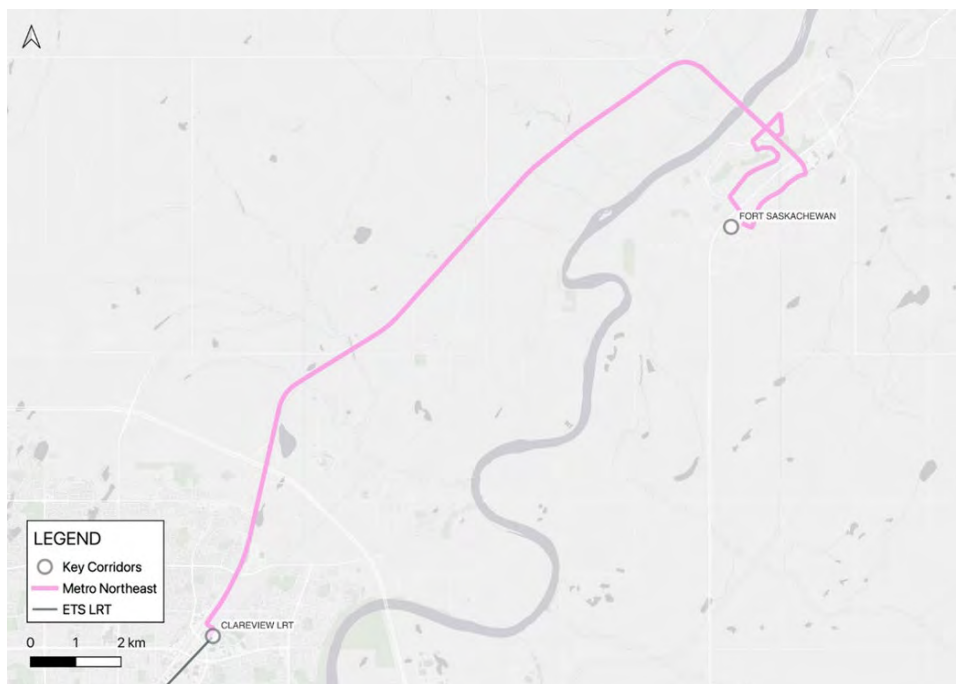
Weekday

X

Saturday

X

Sunday



Service Description:

Metro Northeast (MNE) connects Fort Saskatchewan to Clareview Transit Centre. MNE is comprised of one main pattern, in each direction. The pattern is described as follows:

Main Pattern (MNE):

Inbound MNE: Fort Saskatchewan Park and Ride to West Clareview Transit Centre

FROM Fort Saskatchewan Park and Ride turn right on Town Crest Road heading NEB. Turn left on 84 Street, heading NWB. Turn right on 94 Avenue, heading NEB. Continue NB/NWB on 92 Street. Continue WB on 97 Avenue. Turn right on 90 Street, heading NB. Turn right on 99 Avenue, heading NEB. Turn right on 95 Street, heading SB. Continue SB on 95 Street merging onto Highway 15, heading NWB. Continue SWB on Manning Drive NE heading toward Edmonton. Turn left on 142 Avenue NW, heading SEB. Turn right onto Clareview Station Drive NW to enter West Clareview Transit Centre to assigned bay.

Outbound MNE: West Clareview Transit Centre to Fort Saskatchewan Park and Ride

FROM West Clareview Transit Centre turn right on Clareview Station Drive NW, heading EB. Turn left on 142 Avenue NW, heading NWB. Turn right on Manning Drive NW, heading NEB toward Anthony Henday Drive. Continue NEB on Manning Drive NW. Continue onto Highway 15, heading NEB, then SEB. Continue SEB on Township Road 544. Turn right on Township Road 544/Southfort Drive. Turn right on Greenfield Way. Turn left to enter Fort Saskatchewan Park and Ride to assigned bay.

Weekday	Service Span	Headway	Running Time	Vehicle s
Early AM	Inbound: 05:55 – 05:55 Outbound: 05:25 – 05:55	1 IB trip OB: 30min	Inbound: 27min Outbound: 27min Round Trip: 54min + 6min	1
AM Peak	Inbound: 06:25 – 07:25 Outbound: 06:25 – 06:55	IB: 30min OB: 30min	Inbound: 27min Outbound: 29min Round Trip: 57min + 3min	2
Midday	Inbound: 14:10 – 15:09 Outbound: 13:38 – 14:38	IB: 60 min OB: 60 min	Inbound: 26min Outbound: 29min Round Trip: 55min + 5min	1
PM Peak	Inbound: 16:08 – 17:38 Outbound: 15:38 – 17:38	IB: 30min OB: 30min	Inbound: 30min Outbound: 29min Round Trip: 59min + 1min	2
Early Evening	Inbound: 18:08 Outbound: -	1 IB trip	Inbound: 29min Outbound: 28min Round Trip: 57min + 3min	1
Late Evening	/	/	/	/

Stopping Pattern:

Inbound: 7405 (T) – Fort Saskatchewan Park and Ride; 77172 – 84 Street & Highway 21 Fort Saskatchewan; 77169 – 84 Street & 94 Avenue; 77174 – 89 Street & 94 Avenue; 77166 – 90 Street & 94 Avenue; 77170 – 92 Street & 95 Avenue; 7407 – 90 Street & 99 Avenue; 7926 – 95 Street & 99 Avenue; 7869 – 95 Street & 94 Avenue;
7902 (T) – West Clareview Transit Centre Bay I

Outbound: 7902 (T) – West Clareview Transit Centre Bay I; 77162 – Southfort Drive & South Point Shopping; 77175 – Southfort Drive & Greenfield Way; 77165 – Southfort Drive & Galloway Wynd; **7405 (T) – Fort Saskatchewan Park and Ride**

Boldface and (T) indicates Time Point

Service Notes:

Service is generally peak-period only. Service interlines with the Metro Cross at West Clareview Transit Centre where possible. The first inbound and last outbound trips to/from West Clareview Transit Centre interline with Metro Cross at a minimum.

Running Times Tables

Inbound:

	Minutes between timepoints
Time band	Fort Saskatchewan Park and Ride to West Clareview TC
00:00-06:54	27
06:55-13:56	28
13:57-16:00	26
16:01-16:38	29
16:39-17:42	30
17:43-35:59	29

Outbound:

	Minutes between timepoints
Time band	West Clareview TC to Fort Saskatchewan Park and Ride
00:00-05:54	27
05:55-06:23	28
06:24-17:12	29
17:13-35:59	28

Saturday*	Service Span	Headway	Running Time	Vehicle s
Early AM	/	/	/	/
Midday	Inbound: 9:45 – 17:45 Outbound: 9:15 – 18:15	60min	Inbound: 28min Outbound: 28min Round Trip: 56min + 4 recovery time	1
Early Evening	/	/	/	/
Late Evening	/	/	/	/

*Service interlines with Metro Cross at Clareview for all trips on Saturday.

Saturday Running Times Tables

Inbound:

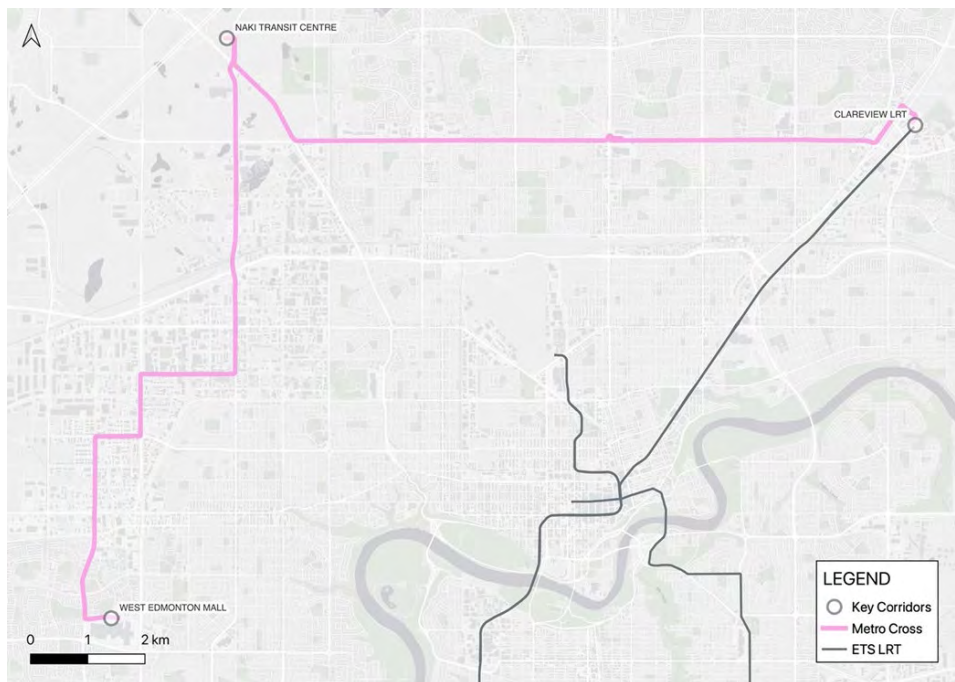
	Minutes between timepoints
Time band	Fort Saskatchewan Park and Ride to West Clareview TC
00:00-35:59	28

Outbound:

	Minutes between timepoints
Time band	West Clareview TC to Fort Saskatchewan Park and Ride
00:00-35:59	28

Metro Cross

Service Start: April 2023	Route: Metro Cross	Weekday	X
		Saturday	X
		Sunday	



Service Description:

Metro Cross (MC) connects Clareview Transit Centre with the West Edmonton Mall via Northgate Transit Centre and Nakî Transit Centre. MC is comprised of one main pattern and two alternate patterns (the first beginning at Nakî Transit Centre and running to the West Edmonton Mall; the second running service from Clareview Transit Centre and ending at Nakî Transit Centre) in each direction. The patterns are described as follows:

Main Pattern (MC):

Inbound MC: West Edmonton Mall to Clareview Transit Centre

FROM West Edmonton Mall, head WB on 90 Avenue NW. Turn right on 178 Street NW, travelling NB. Turn right on 107 Avenue NW, heading EB. Turn left on 170 Street NW, heading NB. Turn right on 114 Avenue NW, travelling EB. Turn left on 156 Street NW, travelling NB. Continue NB on 156 Street NW toward Mark Messier Trail. Continue NB, crossing the Mark Messier Trail onto Campbell Road NW. Turn left into Nakî Transit Centre to assigned bay. Exit the Nakî Transit Centre by turning right on Campbell Road NW, heading SB. Turn left on Mark Messier Trail, travelling SEB. Turn left on 137 Avenue NW, travelling EB. Continue EB on 137 Avenue NW. Turn left on the Canadian

Forces Trail (97 Street NW), heading NB. Turn right on Northgate Transit Centre NW to enter Northgate Transit Centre to assigned bay. Exit Northgate Transit Centre by turning left on 137 Avenue NW, travelling EB. Continue EB on 137 Avenue NW. Turn left on Manning Drive NW, heading NEB. Turn right on Clareview Station Drive NW, travelling SEB. Enter Clareview Transit Centre to assigned bay.

Outbound MC: Clareview Transit Centre to West Edmonton Mall

FROM Clareview Transit Centre turn right on Clareview Station Drive NW, heading NEB. Turn left on 142 Avenue NW, heading NWB. Turn left on Manning Drive NW, heading SWB. Exit Manning Drive NW onto 137 Avenue NW, heading WB. Continue WB on 137 Avenue NW. Turn right to enter Northgate Transit Centre to assigned bay. Exit Northgate Transit Centre by turning right onto 137 Avenue NW, travelling WB toward the St. Albert Trail NW. Turn right on Mark Messier Trail heading NWB. Turn right on Campbell Road NW, heading NB. Turn left into Nakî Transit Centre to assigned bay. Exit Nakî Transit Centre by turning right on Campbell Road NW, heading SB. Continue SB, crossing the Mark Messier Trail onto 156 Street NW, heading SB. Continue SB on 156 Street NW. Turn right on 114 Avenue NW, heading WB. Turn left on 170 Street NW, heading SB. Turn right on 107 Avenue NW, heading WB. Turn left on 178 Street NW, heading SB. Turn left on 90 Avenue, heading EB. Turn left on 175 Street NW, heading NB. Enter West Edmonton Mall to assigned bay.

Weekday	Service Span	Headway	Running Time	Vehicle s
Early AM	/	/	/	/
AM Peak	Inbound: 07:14 – 09:02 Outbound: 06:55 – 08:45	2 nd trip of the day IB & OB at 60 min, otherwise 50min	Inbound: 67min Outbound: 62min Round Trip: 129min + 21min	3
Midday	Inbound: 09:02 – 15:37 Outbound: 08:45 – 15:10	50min, except 1 IB trip ~13:07 and 1 OB trip ~11:50	Inbound: 67min Outbound: 62min Round Trip: 129min + 21min	3
PM Peak	Inbound: 15:37 – 17:19 Outbound: 15:10 – 16:50	50min*	Inbound: 69min Outbound: 69min Round Trip: 138min + 12min	3

Early Evening	/	/	/	/
Late Evening	/	/	/	/

*Headway intervals may vary toward the beginning and end of peak periods as they are smoothed to meet the headway times of non-peak periods.

Stopping Pattern:

Note: Assigned bays at transit centres may be changed.

Inbound: **5216 (T) – West Edmonton Mall Bay C;** 55848 – 178 Street & Stony Plain Road; 8506 – 178 Street & Stony Plain Road; 8742 – 178 Street & 102 Avenue; 8662 – 178 Street & 103 Avenue; 8693 – 178 Street & 105 Avenue; 8944 – 176 Street & 107 Avenue; 8731 – 172 Street & 107 Avenue; 8936 – 170 Street & 107 Avenue; 8851 – 170 Street & 109 Avenue; 8935 – 170 Street & 111 Avenue nearside; 5418 – 170 Street Service Road & 114 Avenue; 5850 – 163 Street & 114 Avenue; 5251 – 156 Street & 114 Avenue; 5408 – 156 Street & 118 Avenue; 6757 – 156 Street & 128 Avenue; 6549 – 156 Street & 137 Avenue; **A0532 (T) – Nakî Transit Station and Park and Ride;** 6608 – St. Albert Trail & 137 Avenue; 6240 – 140 Street & 137 Avenue; 6244 – 135 Street & 137 Avenue; 6467 – 127 Street & 137 Avenue; 6169 – 113A Street & 137 Avenue; 6158 – 108 Street & 137 Avenue; **7002 (T) – Northgate Transit Centre Bay B;** 77331 – 82 Street & 137 Avenue; 77342 – 74 Street & 137 Avenue; 77606 – 68 Street & 137 Avenue; 7063 – 58 Street & 137 Avenue; **7906 (T) – West Clareview Transit Centre Bay E**

Outbound: **7906 (T) – West Clareview Transit Centre Bay E;** 77622 – 58 Street & 137 Avenue; 7479 – 68 Street & 137 Avenue; 77350 – 74 Street & 137 Avenue; 7872 – 82 Street & 137 Avenue; **7009 (T) – Northgate Transit Centre Bay F;** 6558 – 108 Street & 137 Avenue; 6681 – Castle Downs Road & 137 Avenue; 6621 – 127 Street & 137 Avenue; 6279 – 133 Street & 137 Avenue; **A0533 (T) – Nakî Transit Station and Park and Ride;** 6741 – 156 Street & 137 Avenue; 6110 – 156 Street & 128 Avenue; 5444 – 156 Street & 118 Avenue; 5692 – 156 Street & 114 Avenue; 5669 – 163 Street & 114 Avenue; 8483 – 170 Street & 114 Avenue; 8497 – 170 Street & 111 Avenue; 8395 – 170 Street & 109 Avenue; 8861 – 170 Street & 107 Avenue; 8917 – 176 Street & 107 Avenue; 8952 – 178 Street & 107 Avenue; 8765 – 178 Street & 105 Avenue; 8838 – 178 Street & 103 Avenue; 8752 – 178 Street & 102 Avenue; 5794 – 178 Street & Stony Plain Road; **5216 (T) – West Edmonton Mall Bay C**

Boldface and (T) indicates Time Point

Running Times Tables

Inbound:

Time band	Minutes between timepoints		
	West Edmonton Mall to Nakî Transit Station	Nakî Transit Station to Northgate TC	Northgate TC to West Clareview TC
00:00-13:49	27	23	17
13:50-16:49	29	25	18
16:50-35:59	25	24	16

Outbound:

Time band	Minutes between timepoints		
	West Clareview TC to Northgate TC	Northgate TC to Nakî Transit Station	Nakî Transit Station to West Edmonton Mall
00:00-15:19	15	23	24
15:20-17:39	16	26	28
17:40-35:59	18	25	24

Saturday	Service Span	Headway	Running Time	Vehicles
Early AM	/	/	/	/
Midday	Inbound: 10:11 – 17:11 Outbound: 09:15 – 17:15	60min	Inbound: 62min Outbound: 47min Round Trip: 109min + 11min	2
Early Evening	/	/	/	/

Late Evening	/	/	/	/
--------------	---	---	---	---

Saturday Running Times Tables

Inbound:

Time band	Minutes between timepoints		
	West Edmonton Mall to Nakî Transit Station	Nakî Transit Station to Northgate TC	Northgate TC to West Clareview TC
00:00-35:59	28	20	14

Outbound:

Time band	Minutes between timepoints		
	West Clareview TC to Northgate TC	Northgate TC to Nakî Transit Station	Nakî Transit Station to West Edmonton Mall
00:00-35:59	9	18	20

Alt Pattern 1 (MC Alt-1) Service Description:

Inbound MC Alt-1: West Edmonton Mall to Nakî Transit Centre (PM Only)

FROM West Edmonton Mall, head WB on 90 Avenue NW. Turn right on 178 Street NW, travelling NB. Turn right on 107 Avenue NW, heading EB. Turn left on 170 Street NW, heading NB. Turn right on 114 Avenue NW, travelling EB. Turn left on 156 Street NW, travelling NB. Continue NB on 156 Street NW toward Mark Messier Trail. Continue NB, crossing the Mark Messier Trail onto Campbell Road NW. Turn left into Nakî Transit Centre to assigned bay.

Outbound MC Alt-1: Nakî Transit Centre to West Edmonton Mall (AM Only)

FROM Nakî Transit Centre turn right on Campbell Road NW, heading SB. Continue SB, crossing the Mark Messier Trail onto 156 Street NW, heading SB. Continue SB on 156

Street NW. Turn right on 114 Avenue NW, heading WB. Turn left on 170 Street NW, heading SB. Turn right on 107 Avenue NW, heading WB. Turn left on 178 Street NW, heading SB. Turn left on 90 Avenue NW, heading EB. Turn left on 175 Street NW, heading NB. Enter West Edmonton Mall to assigned bay.

Weekday	Service Span	Headway	Running Time	Vehicles
Early AM	/	/	/	/
AM Peak	Inbound: - Outbound: 06:40 – 06:40	1 trip OB	Outbound: 24min	1 (incorporated in the vehicles for the main pattern)
Midday	/	/	/	/
PM Peak	/	/	/	/
Early Evening	Inbound: 18:20 – 18:20 Outbound: -	1 trip IB	Inbound: 25min	1 (incorporated in the vehicles for the main pattern)
Late Evening	/	/	/	/

Stopping Pattern:

Note: Assigned bays at transit centres may be changed.

Inbound (PM Only): **5216 (T) – West Edmonton Mall Bay C;** 55848 – 178 Street & Stony Plain Road; 8506 – 178 Street & Stony Plain Road; 8742 – 178 Street & 102 Avenue; 8662 – 178 Street & 103 Avenue; 8693 – 178 Street & 105 Avenue; 8944 – 176 Street & 107 Avenue; 8731 – 172 Street & 107 Avenue; 8936 – 170 Street & 107 Avenue; 8851 – 170 Street & 109 Avenue; 8935 – 170 Street & 111 Avenue; 5418 – 170 Street Service Road & 114 Avenue; 5850 – 163 Street & 114 Avenue; 5251 – 156 Street & 114 Avenue; 5408 – 156 Street & 118 Avenue; 6757 – 156 Street & 128 Avenue; 6549 – 156 Street & 137 Avenue; **A0532 (T) – Nakî Transit Station and Park and Ride**

Outbound (AM Only): **A0533 (T) – Nakî Transit Station and Park and Rider;** 6741 – 156 Street & 137 Avenue; 6110 – 156 Street & 128 Avenue; 5444 – 156 Street &

118 Avenue; 5692 – 156 Street & 114 Avenue; 5669 – 163 Street & 114 Avenue; 8483 – 170 Street & 114 Avenue; 8497 – 170 Street & 111 Avenue; 8395 – 170 Street & 109 Avenue; 8861 – 170 Street & 107 Avenue; 8917 – 176 Street & 107 Avenue; 8952 – 178 Street & 107 Avenue; 8765 – 178 Steet & 105 Avenue; 8838 – 178 Street & 103 Avenue; 8752 – 178 Street & 102 Avenue; 5794 – 178 Street & Stony Plain Road; **5216 (T) – West Edmonton Mall Bay C**

Boldface and (T) indicates Time Point

Running Times Tables

Inbound:

	Minutes between timepoints
Time band	West Edmonton Mall to Nakî Transit Station
00:00-07:54	27
07:55-12:50	26
12:51-13:49	27
13:50-15:51	28
15:52-16:55	29
16:56-35:59	25

Outbound:

	Minutes between timepoints
Time band	Nakî Transit Station to West Edmonton Mall
00:00-07:19	24
07:20-09:19	23
09:20-10:19	21
10:20-11:19	22
11:20-12:19	23
12:20-13:19	24
13:20-14:19	25
14:20-15:19	24
15:20-16:19	28
16:20-16:59	27
17:00-17:39	26
17:40-35:59	23

Saturday	Service Span	Headway	Running Time	Vehicles
Early AM	/	/	/	/
Midday	/	/	/	/
Early Evening	Inbound: 18:11 – 18:11 Outbound: -	1 trip IB	Inbound: 28min	1 (incorporated within vehicles from the main pattern)
Late Evening	/	/	/	/

Saturday Running Times Tables

Inbound:

Minutes between timepoints	
Time band	West Edmonton Mall to Nakî Transit Station
00:00-35:59	28

Outbound:

Minutes between timepoints	
Time band	Nakî Transit Station to West Edmonton Mall
00:00-35:59	20

Alt Pattern 2 (MC Alt-2) Service Description:

Inbound MC Alt-2: Nakî Transit Centre to Clareview Transit Centre (AM Only)

FROM the Nakî Transit Centre turn right on Campbell Road NW, heading SB. Turn left on Mark Messier Trail NW, travelling SEB. Turn left on 137 Avenue NW, travelling EB. Continue EB on 137 Avenue NW. Turn left on the Canadian Forces Trail (97 Street NW).

Turn right on Northgate Transit Centre NW to enter Northgate Transit Centre to assigned bay. Exit Northgate Transit Centre by turning left on 137 Avenue NW, travelling EB. Continue EB on 137 Avenue NW. Turn left on Manning Drive NW, heading NEB. Turn right on Clareview Station Drive NW, travelling SEB. Enter Clareview Transit Centre to assigned bay.

Outbound MC Alt-2: Clareview Transit Centre to Nakî Transit Centre (PM Only)

FROM Clareview Transit Centre turn right on Clareview Station Drive NW, heading NEB. Turn left on 142 Avenue NW, heading NWB. Turn left on Manning Drive NW, heading SWB. Exit Manning Drive NW onto 137 Avenue NW, heading WB. Continue WB on 137 Avenue NW. Turn right to enter Northgate Transit Centre to assigned bay. Exit Northgate Transit Centre by turning right onto 137 Avenue NW, travelling WB toward the St. Albert Trail NW. Turn right on Mark Messier Trail NW heading NWB. Turn right on Campbell Road NW, heading NB. Turn left into Nakî Transit Centre to assigned bay.

Weekday	Service Span	Headway	Running Time	Vehicles
Early AM	/	/	/	/
AM Peak	/	/	/	/
Midday	/	/	/	/
PM Peak	/	/	/	/
Early Evening	Inbound: - Outbound: 17:40 – 18:25	45 min	Outbound: 43min	2 (incorporated in the vehicles for the main pattern)
Late Evening	/	/	/	/

Stopping Pattern:

Note: Assigned bays at transit centres may be changed.

Inbound (AM Only): **A0532 (T) – Nakî Transit Station and Park and Ride;**
6608 – St. Albert Trail & 137 Avenue; 6240 – 140 Street & 137 Avenue; 6244 – 135 Street & 137 Avenue; 6467 – 127 Street & 137 Avenue; 6169 – 113A Street & 137 Avenue; 6158 – 108 Street & 137 Avenue; **7002 (T) – Northgate Transit Centre Bay B;**
77331 – 82 Street & 137 Avenue; 77342 – 74 Street & 137 Avenue; 77606 – 68 Street & 137 Avenue; 7063 – 58 Street & 137 Avenue; **7906 (T) – West Clareview Transit Centre Bay E**

Outbound (PM Only): **7906 (T)** – West Clareview Transit Centre Bay E; 77622 – 58 Street & 137 Avenue; 7479 – 68 Street & 137 Avenue; 77350 – 74 Street & 137 Avenue; 7872 – 82 Street & 137 Avenue; **7009 (T)** – Northgate Transit Centre Bay F; 6558 – 108 Street & 137 Avenue; 6681 – Castle Downs Road & 137 Avenue; 6621 – 127 Street & 137 Avenue; 6279 – 133 Street & 137 Avenue; **A0533 (T)** – Nakî Transit Station and Park and Ride

Boldface and (T) indicates Time Point

Running Times Tables

Inbound:

Time band	Minutes between timepoints	
	Nakî Transit Station to Northgate TC	Northgate TC to West Clareview TC
00:00-35:59	22	16

Outbound:

Time band	Minutes between timepoints	
	West Clareview TC to Northgate TC	Northgate TC to Nakî Transit Station
00:00-35:59	17	26

Saturday	Service Span	Headway	Running Time	Vehicles
Early AM	Inbound: 08:39 – 09:39 Outbound: -	60min	Inbound: 34min	2 (incorporated in the vehicles for the main pattern)
Midday	/	/	/	/
Early Evening	Inbound: - Outbound: 18:15 – 18:15	1 trip OB	Outbound: 27min	1 (incorporated in the vehicles for the main pattern)
Late Evening	/	/	/	/

Saturday Running Times Tables

Inbound:

	Minutes between timepoints	
Time band	Nakî Transit Station to Northgate TC	Northgate TC to West Clareview TC
00:00-35:59	20	14

Outbound:

	Minutes between timepoints	
Time band	West Clareview TC to Northgate TC	Northgate TC to Nakî Transit Station
00:00-35:59	11	16

Metro South

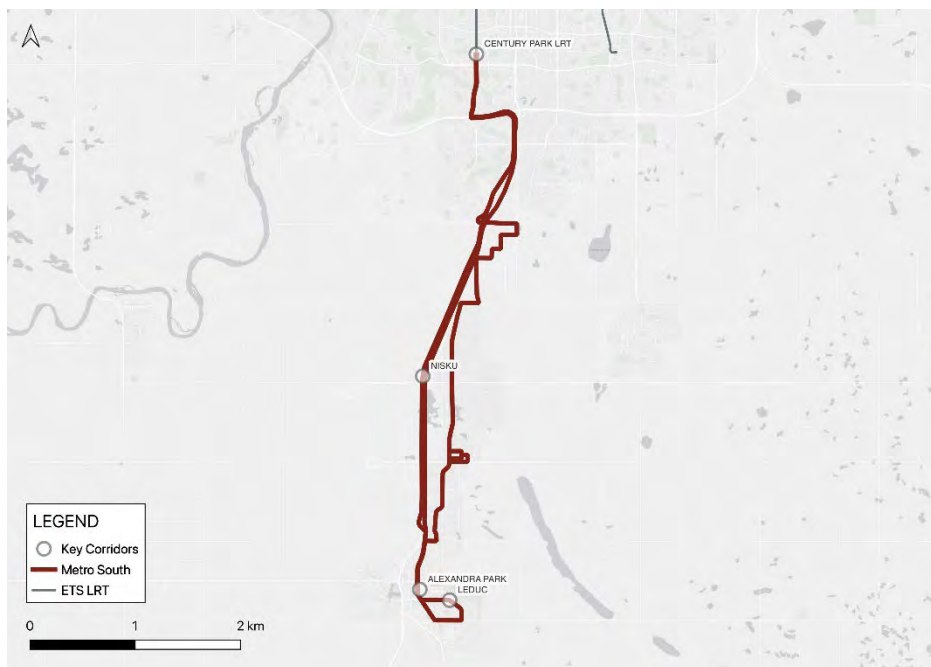
Service Start: April 2023

Route: Metro South

Weekday X

Saturday X

Sunday X



Service Description:

The Metro South service is identical to existing Leduc Route 1.

Metro Airport

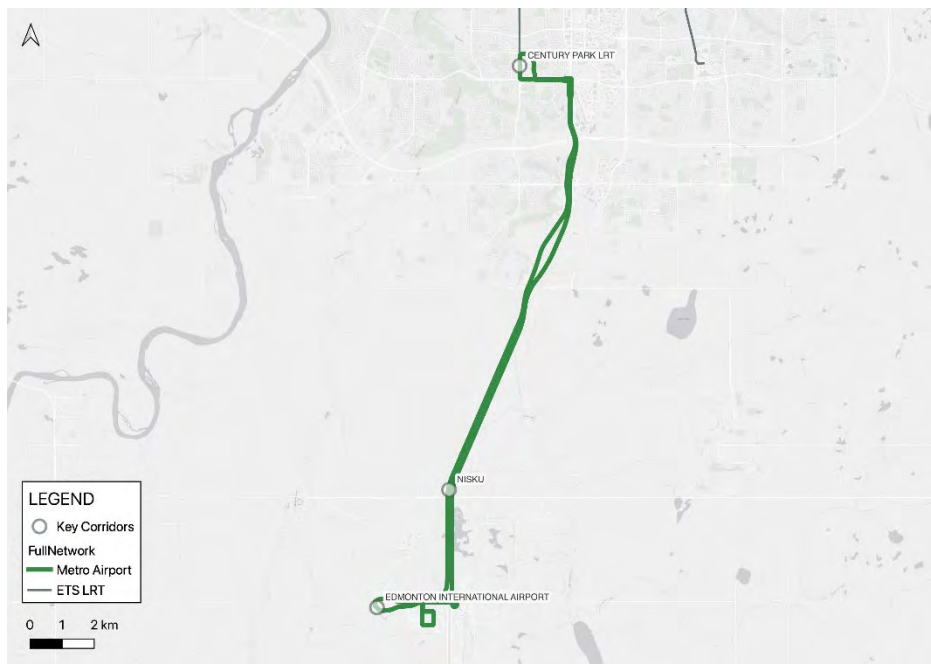
Service Start: April 2023

Route: Metro Airport

Weekday X

Saturday X

Sunday X



Service Description:

The Metro Airport service is identical to existing ETS Route 747.

Metro Southeast

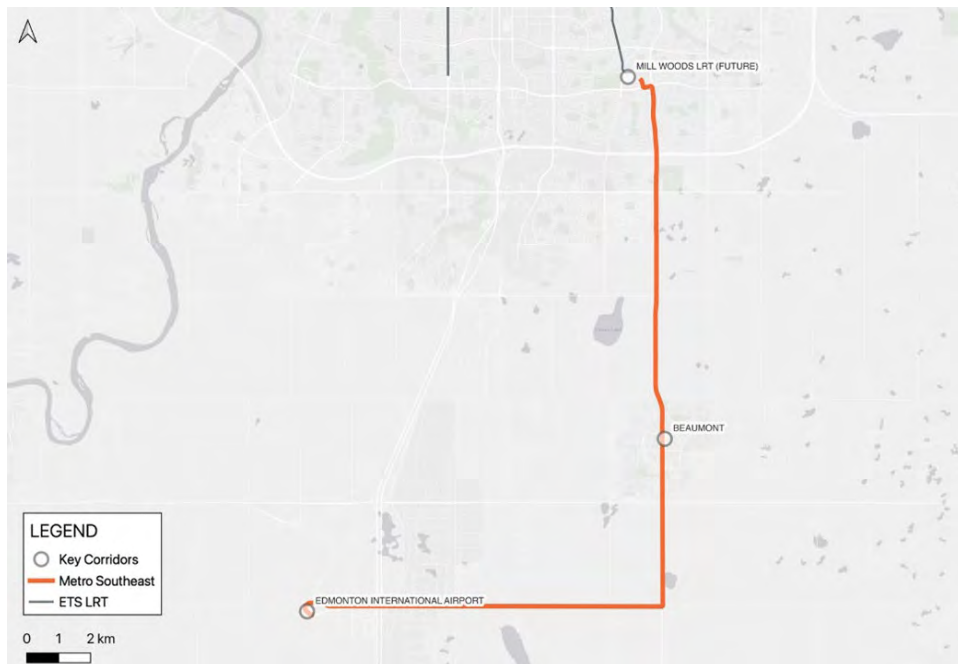
Service Start: April 2023

Route: Metro Southeast

Weekday X

Saturday

Sunday



Service Description:

The Metro Southeast (MSE) connects Beaumont to the Mill Woods Transit Centre as well as the Edmonton International Airport (EIA). Beaumont Express is comprised of one main pattern (Beaumont to Mill woods) and an additional pattern (connecting Beaumont to EIA), in each direction. The patterns are described as follows:

Main Pattern (MSE):

Inbound MSE: Ken Nichol Centre to Mill Woods Transit Centre

FROM Ken Nichol Centre, turn right on 55 Avenue, heading EB. Continue on 44 Street, heading SEB/SB. Turn right on 50 Avenue, heading WB. Turn right on 50 Street, heading NB toward Edmonton. Continue NB on 50 Street. Turn left on 23 Avenue NW, heading WB. Turn right on 65 Street NW, heading NB. Turn right to enter Mill Woods Transit Centre to assigned bay.

Outbound MSE: Mill Woods Transit Centre to Ken Nichol Centre

FROM Mill Woods Transit Centre, turn right on Hewes Way NW, heading SB. Turn left on 23 Avenue NW, heading EB. Turn right on 50 Street NW, heading SB. Continue SB on 50 Street NW. Turn left on 55 Avenue, heading EB. Turn right to enter Ken Nichol Centre.

Weekday	Service Span	Headway	Running Time	Vehicles[^]
Early AM	/	/	/	/
AM Peak	Inbound: 06:00 – 08:30 Outbound: 06:25 – 07:55	30min	Inbound: 20min Outbound: 20min Round Trip: 40min + 20min	3
Midday	Inbound: 09:10 – 15:10 Outbound: 08:45 – 14:45	60min	Inbound: 20min Outbound: 20min Round Trip: 40min + 20min	1
PM Peak	Inbound: 16:00 – 17:30 Outbound: 15:30 – 18:05	30min*	Inbound: 20min Outbound: 20min Round Trip: 40min + 20min	3
Early Evening	/	/	/	/
Late Evening	/	/	/	/

*Headway intervals may vary toward the beginning and end of peak periods as they are smoothed to meet the headway times of non-peak periods.

[^]Includes vehicle counts for EIA connection pattern.

Stopping Pattern:

Inbound: 9u0jizna1 (T) – Ken Nichol Centre; 9804 – 50 Street & Watt Common SW; 9467 – 50 Street & Ellerslie Road SW; 9465 – 50 Street & Ivor Dent Park Road SW;
3918 (T) – Mill Woods Transit Centre bay

Outbound: 3918 (T) – Mill Woods Transit Centre bay; 9470 – 50 Street & 4 Avenue SW; 9468 – 50 Street & Ellerslie Road SW; 99177 – 50 Street & Watt Common SW;
9u0jizna1 (T) – Ken Nichol Centre

Boldface and (T) indicates Time Point

Service Notes:

Note that specific stop locations within Beaumont and Edmonton are representative only and will be finalized through ongoing discussions with staff from both municipalities and ETS.

Running Times Tables

Inbound:

	Minutes between timepoints
Time band	Ken Nichol Centre to Mill Woods TC
00:00-35:59	20

Outbound:

	Minutes between timepoints
Time band	Mill Woods TC to Ken Nichol Centre
00:00-35:59	20

EIA connection Pattern (MSE – EIA):

Inbound MSE – EIA: EIA to Ken Nichol Centre

FROM Edmonton International Airport continue straight on Airport Road, heading EB. Continue EB onto Township Road 502. Turn left on Highway 814 heading NB. Continue NB onto 50 Street. Turn right on 55 Avenue, heading EB. Enter Ken Nichol Centre.

Outbound MSE – EIA: Ken Nichol Centre to EIA

FROM Ken Nichol Centre turn left on 55 Avenue, heading WB. Turn left on 50 Street, heading SB. Continue SB on Highway 814. Turn right on Township Road 502, heading WB. Continue WB on Airport Road. Enter Edmonton International Airport to assigned bay.

Weekday	Service Span	Headway	Running Time	Vehicles[^]
Early AM	/	/	/	/
AM Peak	Inbound: 06:12 – 08:12 Outbound: 06:45 – 08:15	30min	Inbound: 18min Outbound: 18min	1
Midday	/	/	/	/
PM Peak	Inbound: 16:12 – 17:12 Outbound: 15:50 – 18:25	30min*	Inbound: 18min Outbound: 18min	1
Early Evening	/	/	/	/
Late Evening	/	/	/	/

*Headway intervals may vary toward the beginning and end of peak periods as they are smoothed to meet the headway times of non-peak periods.

[^]Vehicle counts required for the EIA connection are stated here, but also included in the main route's vehicle count.

Stopping Pattern:

Inbound: 9747 (T) – Edmonton International Airport bay; 9u0jizna1 (T) – Ken Nichol Centre

Outbound: 9u0jizna1 (T) – Ken Nichol Centre; 9747 (T) – Edmonton International Airport bay

Boldface and (T) indicates Time Point

Metro Southwest

Service Start: April 2023

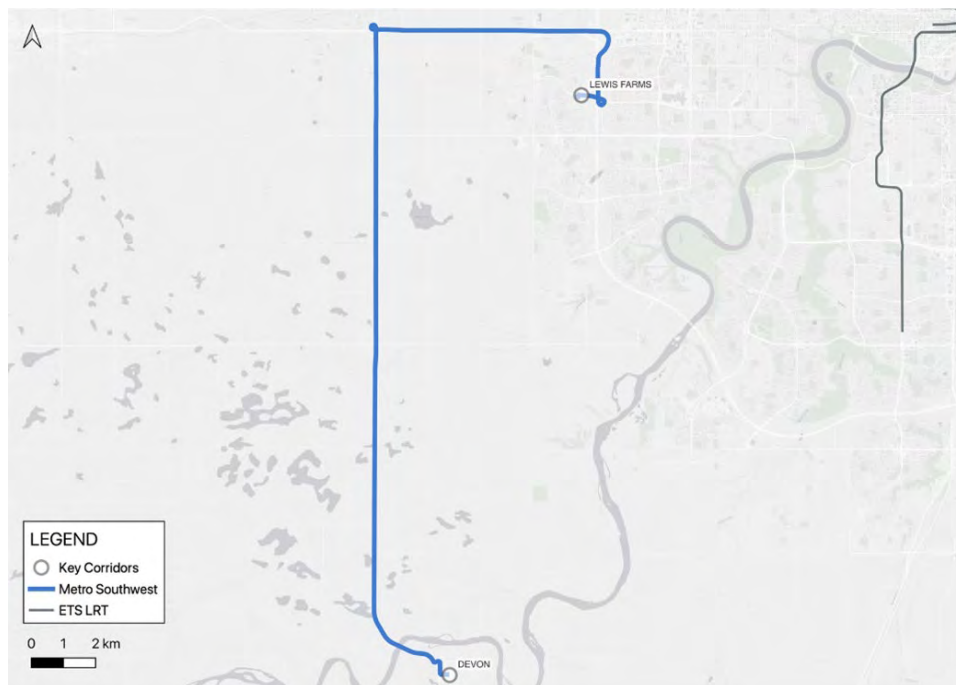
Route: Metro Southwest

Weekday

X

Saturday

Sunday



Service Description:

The Metro Southwest (MSW) connects Devon to Lewis Farms Transit Centre. MSW is comprised of one main pattern that travels in each direction. The pattern is described as follows:

Main Pattern (MSW):

Inbound MSW: Devon Community Centre to Lewis Farms Transit Centre

FROM Devon Community Centre, turn left on Haven Avenue, travelling EB. Turn right on Banff Court W, heading SB. Turn right on St. Lawrence Avenue, heading WB. Turn right on Devonian Way, heading NB. Continue NB on Devonian Way. Turn right on Parkland Highway, heading EB. Continue EB on Stony Plain Road. Take exit ramp onto Anthony Henday Drive, travelling SB. Exit Anthony Henday Drive onto 87 Avenue NW, heading WB. Turn left to enter Lewis Farms Transit Centre to assigned bay.

Outbound Beaumont Express: Mill Woods Transit Centre to Ken Nichol Centre

FROM Lewis Farms Transit Centre, turn right on 87 Avenue NW, heading EB. Take exit ramp onto Anthony Henday Drive, travelling NB. Exit Anthony Henday Drive onto Stony Plain Road, heading WB. Continue on Parkland Highway, heading WB. Take exit ramp

onto Devonian Way, heading SB. Continue SB on Devonian Way. Turn left onto Athabasca Avenue, heading EB. Turn right on Superior Street, heading SB. Turn left on Haven Avenue, heading EB. Enter Devon Community Centre.

Weekday	Service Span	Headway	Running Time	Vehicles
Early AM	Inbound: 05:49 Outbound: –	1 trip IB	Inbound: 26min	1
AM Peak	Inbound: 07:09 Outbound: 06:25	1 trip IB 1 trip OB	Inbound: 26min Outbound: 26min Round Trip: 52min + 8min	1
Midday	/	/	/	/
PM Peak	/	/	/	/
Early Evening	Inbound: 17:45 Outbound: 17:15 – 18:15	1 trip IB OB: 60min OB	Inbound: 26min Outbound: 26min Round Trip: 52min + 8min	1
Late Evening	/	/	/	/

Stopping Pattern:

Inbound: **D9999 (T)** – **Devon Community Centre Placeholder Stop**; D9997 – Enoch Placeholder Stop; Northgate Transit Centre Bay; **8610 (T)** – **Lewis Farms Transit Centre Bay J**

Outbound: **8610 (T)** – **Lewis Farms Transit Centre Bay J**; ur6sxjms9 – Cree First Nation; **D9999 (T)** – **Devon Community Centre Placeholder Stop**

Boldface and (T) indicates Time Point

Service Notes:

Inbound service has an Early AM trip whereas outbound service does not. Service is comprised of three one-way trips in the morning and three one-way trips in the evening.

Running Times Tables

Inbound:

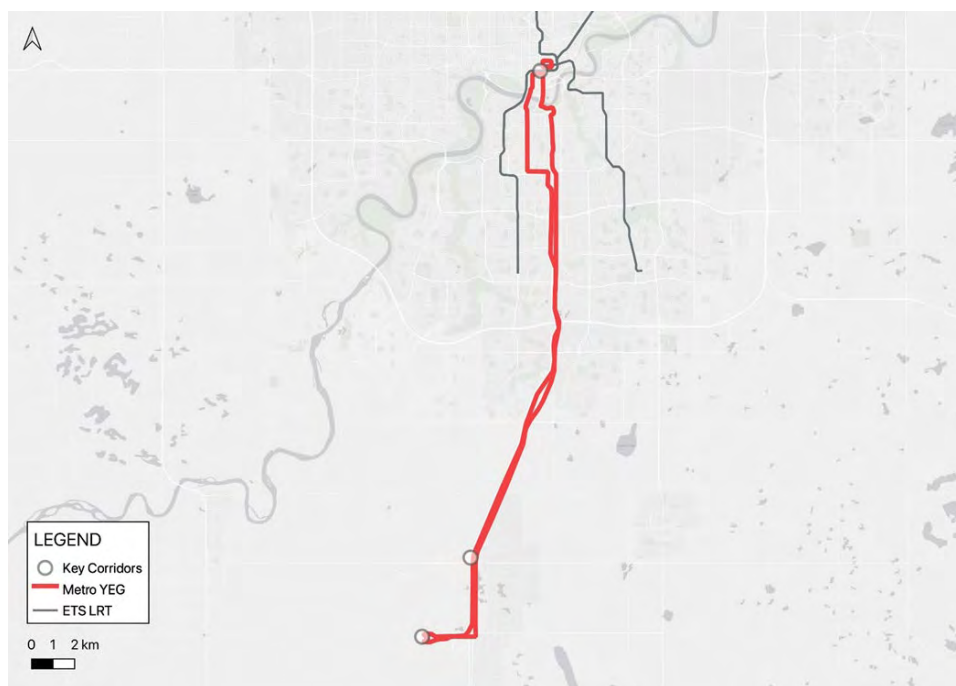
	Minutes between timepoints
Time band	Devon Community Centre to Lewis Farms TC
00:00-35:59	26

Outbound:

	Minutes between timepoints
Time band	Lewis Farms TC to Devon Community Centre
00:00-35:59	26

Metro YEG Express

Service Start: April 2023	Route: MYEG	Weekday	X
		Saturday	X
		Sunday	X



Service Description:

The Metro YEG Express (MYEG) connects downtown Edmonton to the Edmonton International Airport (EIA). **Note that exact routing and stopping patterns is representative only, and subject to change.** MYEG is comprised of one primary pattern, operating seven days a week.

MYEG Pattern (exact routing to be confirmed):

Inbound MYEG: Edmonton International Airport (EIA) to Downtown

FROM Edmonton International Airport turn right on Airport Perimeter Road, heading SB. Turn left on 44 Avenue E, heading EB. Turn left on 25 Street E, heading NB. Turn left on 46 Avenue E, heading WB. Turn right on Airport Perimeter Road, heading NB. Turn right on Airport Road, heading EB. Take exit ramp onto the Queen Elizabeth II Highway, heading NB. Continue NB onto Gateway Boulevard SW. Continue NB onto Gateway Boulevard NW. Turn right onto Saskatchewan Drive NW, heading eastbound. Turn left onto Queen Elisabeth Park Road heading westbound. Stay right to continue onto 105 Street NW heading northbound. Turn right onto 104 Avenue NW heading eastbound.

Turn right onto 101 Street NW heading southbound. Turn right onto Jasper Avenue, heading eastbound. Stop on Jasper Avenue after 107 Street NW.

Outbound MYEG: Downtown to Edmonton International Airport (EIA)

FROM Jasper Avenue, head eastbound on Jasper Avenue. Turn left on 109 Street NW heading southbound. Turn left on 61 Avenue NW heading eastbound. Turn right onto Calgary Trail, heading southbound. Merge onto Gateway Boulevard NW, heading southbound. Continue southbound onto Queen Elizabeth Highway, heading SB. Take exit ramp off of Queen Elizabeth Highway onto airport road, heading westbound. Continue southbound on airport road. Stop on airport road adjacent to airport building.

Weekday	Service Span	Headway	Running Time	Vehicles
Early AM	/	/	/	/
AM Peak	Inbound: 06:55 – 08:55 Outbound: 06:00 – 08:30	30min	Inbound: 56min Outbound: 45min Round Trip: 101min + 19 recovery time	4
Midday	Inbound: 09:25 – 15:25 Outbound: 09:00 – 15:00	30min	Inbound: 56min Outbound: 45min Round Trip: 101min + 19 recovery time	4
PM Peak	Inbound: 15:55 – 17:55 Outbound: 15:30 – 17:30	30min	Inbound: 56min Outbound: 45min Round Trip: 101min + 19 recovery time	4
Early Evening	Inbound: 18:25 – 20:25 Outbound: 18:00 – 19:30	30min	Inbound: 56min Outbound: 45min Round Trip: 101min + 19 recovery time	4
Late Evening	/	/	/	/

Stopping Pattern:

Inbound MYEG: E118 (T) – 108 Street & Jasper Avenue, 9747 (T) – Edmonton International Airport

Outbound MYEG: 9747 (T) – Edmonton International Airport, 1740 (T) – 105 Street & Jasper Avenue, 1718 – 105 Street & 102 Avenue, 1679 – 105 Street & 104 Avenue, 11444 – 105 Street & 104 Avenue, 1064 – 101 Street & 103 Avenue, 1462 – 101 Street & 102 Avenue, 1243 – 101 Street & 102 Avenue, 1620 – 101 Street & Jasper Avenue, 1673 – 103 Street & Jasper Avenue, 1622 – 104 Street & Jasper Avenue, 1619 – 106 Street & Jasper Avenue, E118 (T) – 108 Street & Jasper Avenue

Boldface and (T) indicates Time Point

Service Notes:

The MYEG pattern is not yet finalized. Therefore, the turn-by-turn routing provided is subject to change if the route is altered to accommodate and/or explore connections to other points of interest around downtown.

This also applies to the stopping patterns – named stops may change and additional stops and time points may be included, as appropriate.

The addition of stops may affect the running times table and vehicle requirements reported below.

Running Times Tables

Inbound MYEG:

	Minutes between timepoints	
Time band	Edmonton International Airport to 105 Street & Jasper Avenue	105 Street & Jasper Avenue to 108 Street & Jasper Avenue
00:00-09:41	42	14

Outbound MYEG:

	Minutes between timepoints	
Time band	108 Street & Jasper Avenue to Edmonton International Airport	
00:00-36:00	45	

Saturday	Service Span	Headway	Running Time	Vehicles
Early AM	/	/	/	/
AM Peak	Inbound: 06:55 – 08:55 Outbound: 06:00 – 08:30	30min	Inbound: 56min Outbound: 45min Round Trip: 101min + 19 recovery time	4
Midday	Inbound: 09:25 – 15:25 Outbound: 09:00 – 15:00	30min	Inbound: 56min Outbound: 45min Round Trip: 101min + 19 recovery time	4
PM Peak	Inbound: 15:55 – 17:55 Outbound: 15:30 – 17:30	30min	Inbound: 56min Outbound: 45min Round Trip: 101min + 19 recovery time	4
Early Evening	Inbound: 18:25 – 20:25 Outbound: 18:00 – 19:30	30min	Inbound: 56min Outbound: 45min Round Trip: 101min + 19 recovery time	4
Late Evening	/	/	/	/

Saturday Running Times Tables

Inbound MYEG:

Time band	Minutes between timepoints	
	Edmonton International Airport to 105 Street & Jasper Avenue	105 Street & Jasper Avenue to 108 Street & Jasper Avenue
00:00-09:41	42	14

Outbound MYEG:

	Minutes between timepoints
Time band	108 Street & Jasper Avenue to Edmonton International Airport
00:00-36:00	45

Sunday	Service Span	Headway	Running Time	Vehicles
Early AM	/	/	/	/
AM Peak	Inbound: 06:55 – 08:55 Outbound: 06:00 – 08:30	30min	Inbound: 56min Outbound: 45min Round Trip: 101min + 19 recovery time	4
Midday	Inbound: 09:25 – 15:25 Outbound: 09:00 – 15:00	30min	Inbound: 56min Outbound: 45min Round Trip: 101min + 19 recovery time	4
PM Peak	Inbound: 15:55 – 17:55 Outbound: 15:30 – 17:30	30min	Inbound: 56min Outbound: 45min Round Trip: 101min + 19 recovery time	4
Early Evening	Inbound: 18:25 – 20:25 Outbound: 18:00 – 19:30	30min	Inbound: 56min Outbound: 45min Round Trip: 101min + 19 recovery time	4
Late Evening	/	/	/	/

Sunday Running Times Tables

Inbound MYEG:

	Minutes between timepoints	
Time band	Edmonton International Airport to 105 Street & Jasper Avenue	105 Street & Jasper Avenue to 108 Street & Jasper Avenue
00:00-09:41	42	14

Outbound MYEG:

	Minutes between timepoints
Time band	108 Street & Jasper Avenue to Edmonton International Airport
00:00-36:00	45

7. Service Evolution

A primary next step for the EMTSC would have been to update its service standards and guidelines. Through the development of the regional transit commission business case, service guidelines were developed, however these were out of date due to the changes that caused the bottom-up costing exercise. The purpose of service standards is to be the contract between the EMTSC, its members and its customers. Service standards set expectations with customers about the levels of service they will receive and the expected performance of the services EMTSC offers. Service standards also set expectations with EMTSC member administrators about how service decisions are made and the factors that influence service changes.

A preliminary EMTSC Planning Process is illustrated in the figure below, which includes five iterative stages which are founded on ongoing data collection and alignment with the EMTSC service standards. The framework of this planning process applies whether it is to address ongoing service adjustments or for the EMTSC's major service plan updates.



The five service planning stages are:

1. **Performance measurement:** data are collected about ridership and other indicators such as schedule adherence, pass ups and standees, are used to monitor service performance. As well, public and customer engagement input informs the appetite for alternative or new services, as well as performance of customer service functions. Performance would be measured in alignment with the service guidelines.
2. **Demand analysis:** ridership data and other information about additional transit demand are analyzed to understand the current demand for transit services. For major service planning cycles, the EMTSC could explore a partnership with the City of Edmonton to leverage the existing Regional Travel Model, to test ridership potential of new services.
3. **Identification of opportunities and constraints:** opportunities for service changes are identified in alignment with the service standards, as well as any constraints. Opportunities could include service changes (ex. increases, decreases, reallocation of service to new locations or time periods) and constraints could include fleet or operator availability, funding, infrastructure for stops or stations, and construction or route closures.
4. **Development of options:** options to address new or different service opportunities, within the parameters of the existing constraints, should be developed and evaluated according to the service standards and how well they meet the needs of current and potential new EMTSC customers.
5. **Implementation of service:** the preferred service option is implemented, with Board approval for any additional funding or resource requirements.