

Introduction

The City of Beaumont conducting a feasibility study for providing local transit to understand challenges and benefits of providing the service along with potential routing, delivery models options and necessary supporting infrastructure. The study is also intended to function as an input for discussion between the City and the Edmonton Metro Transit Services Commission (EMTSC), as they are expected to ultimately administer the delivery of local transit services. The EMTSC is still in the initial stages of developing their opening day service plan for regional and local transit services and will benefit from this study.

Engagement Activities

This project will consist of two phases of engagement. Phase 1 included an online survey and pop-up event. Phase 2 will include an open house.

This report summarizes findings from the first phase of engagement.

Pop-Up Event

The project team tabled at Taste of Beaumont on September 24, 2022 at the Beaumont Community Centre from 5 p.m. to 8 p.m. Staff greeted over 100 attendees and provided information about the project and directed community members to the online survey. Paper copies of the survey were also available at the event.

Survey

The online survey was open from September 23 to October 11. The survey was promoted on the City's website, social media, as well as in La Nouvelle Beaumont News and on posters and handbill around the city. The survey consisted primarily of closed ended questions regarding if residents would use local transit, and if so what destinations and times would be valuable. included a mix of closed and open-ended questions on the six focus areas. A total of 263 respondents completed the online survey. 2 people completed a paper copy and returned them to the project team at the pop-up event.

Community members in from a range of age groups responded to the survey; the largest group was 35-44 year olds (35%) followed 45 -54 year olds (27%).

What best describes your age?

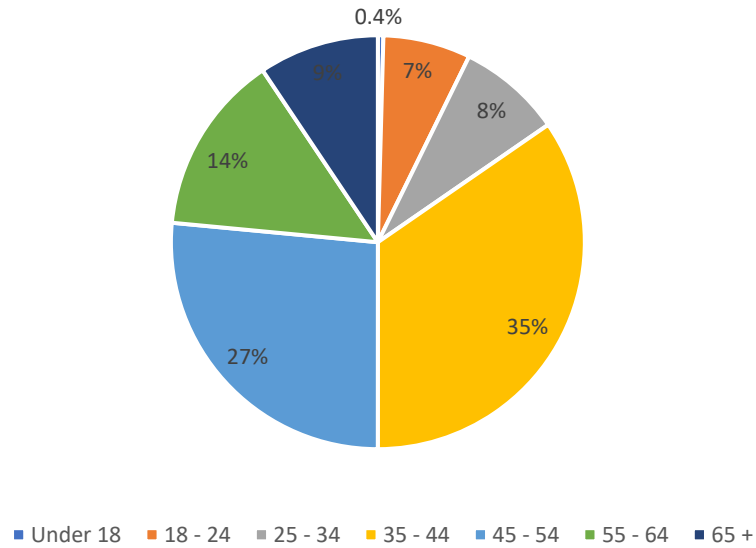


Figure 1 – Survey respondents by age (n=234)

Which gender do you identify with?

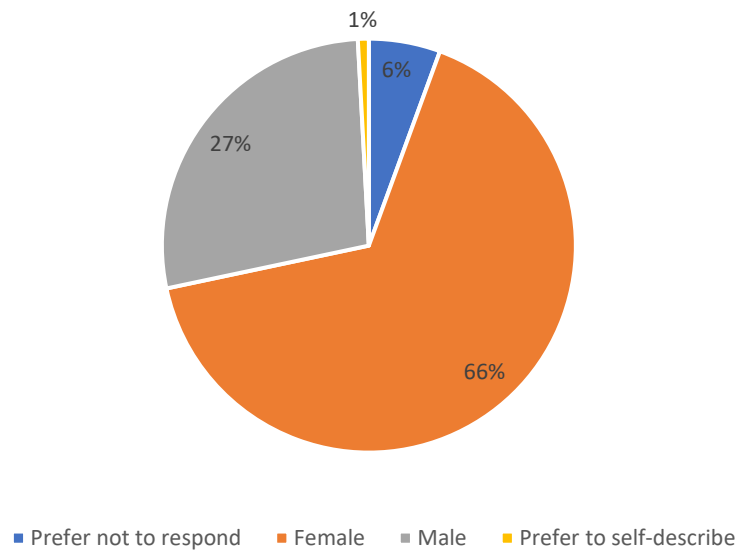


Figure 2 - Survey respondents by gender (N=234)

The majority of respondents identified as female (66%) with 27% of respondents identifying as male.

Respondents came from across Beaumont, with the largest number of respondents living in Coloniale Estates (15%), Montalet (10%), and Dansereau Meadows (9%).

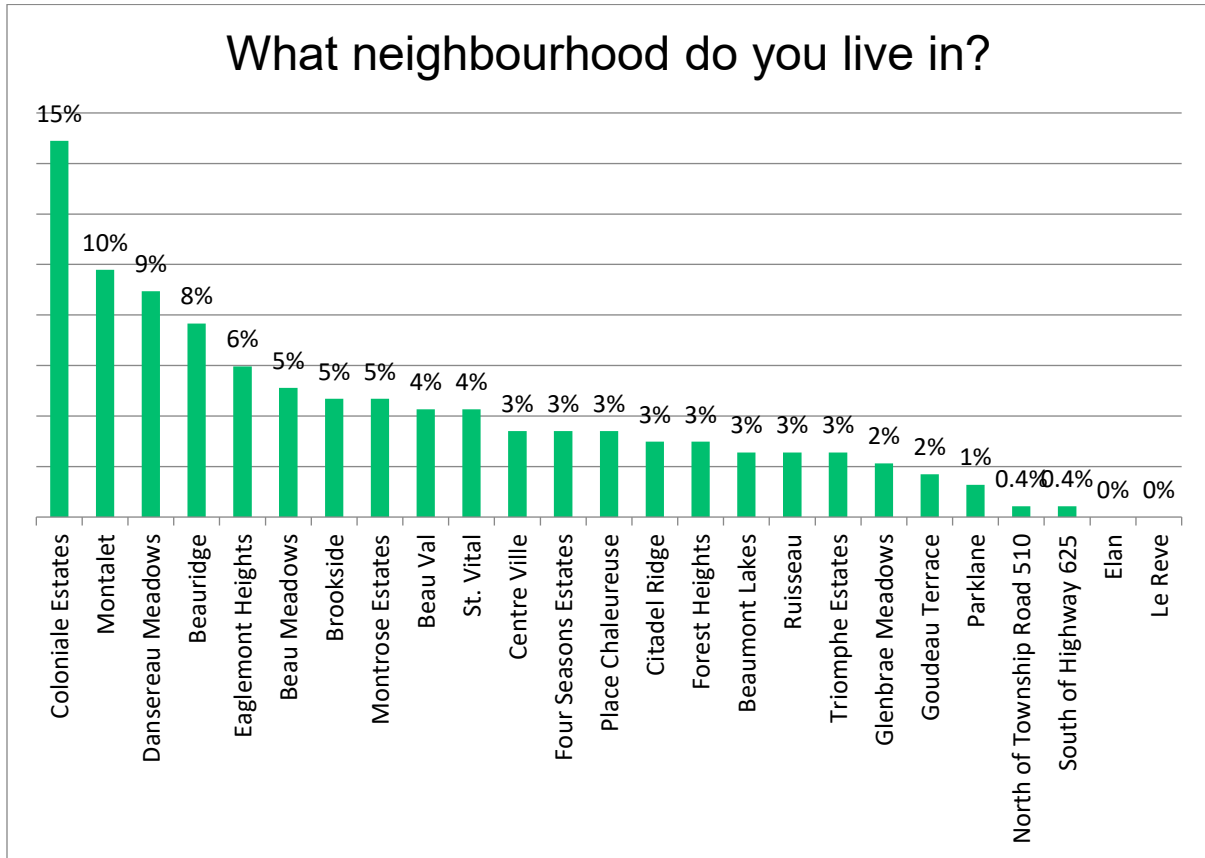


Figure 3 – Survey respondents by neighbourhood (N=235).

Engagement Results

Just over half (54%) of respondents indicated that they or a family member would use local transit in Beaumont. 46% indicated they would not.

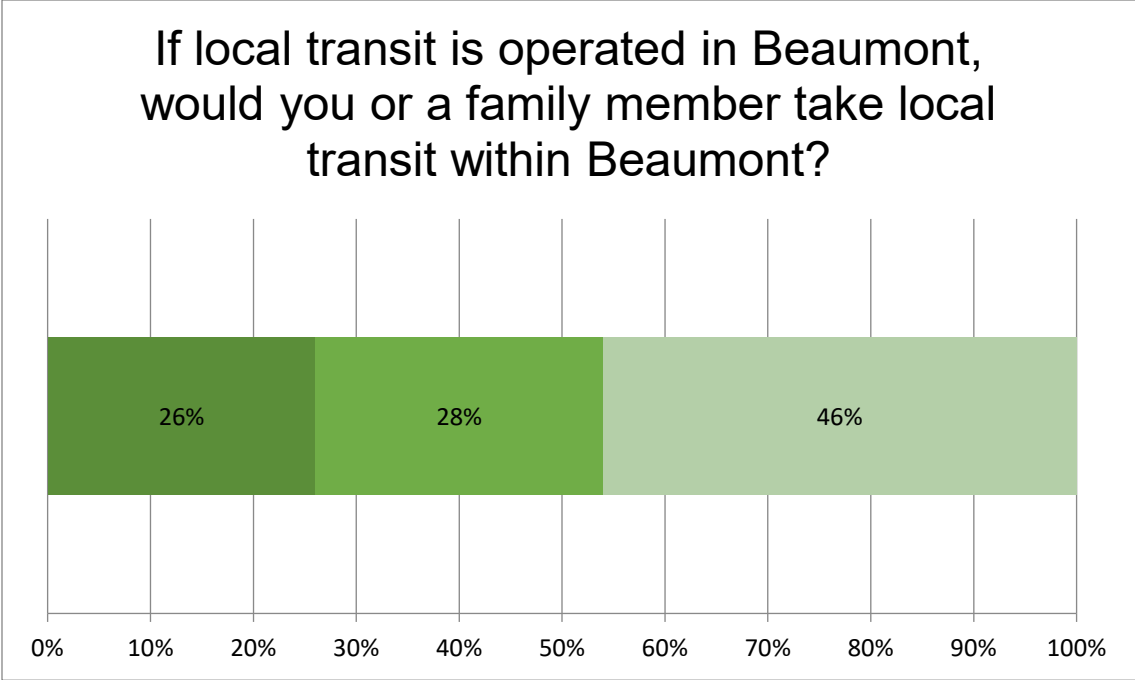


Figure 4 - Survey respondents by whether they would use local transit (N=265).

Respondents indicated that local transit would be used for a range of purposes, with over half of respondents indicated they would use it for recreation (67%), shopping (65%), and appointments (59%). Work (50%) and school (46%) also received a high number of responses. 7% of respondents indicated they would use transit for other purposes, including visiting friends and family and travelling to sites of worship.

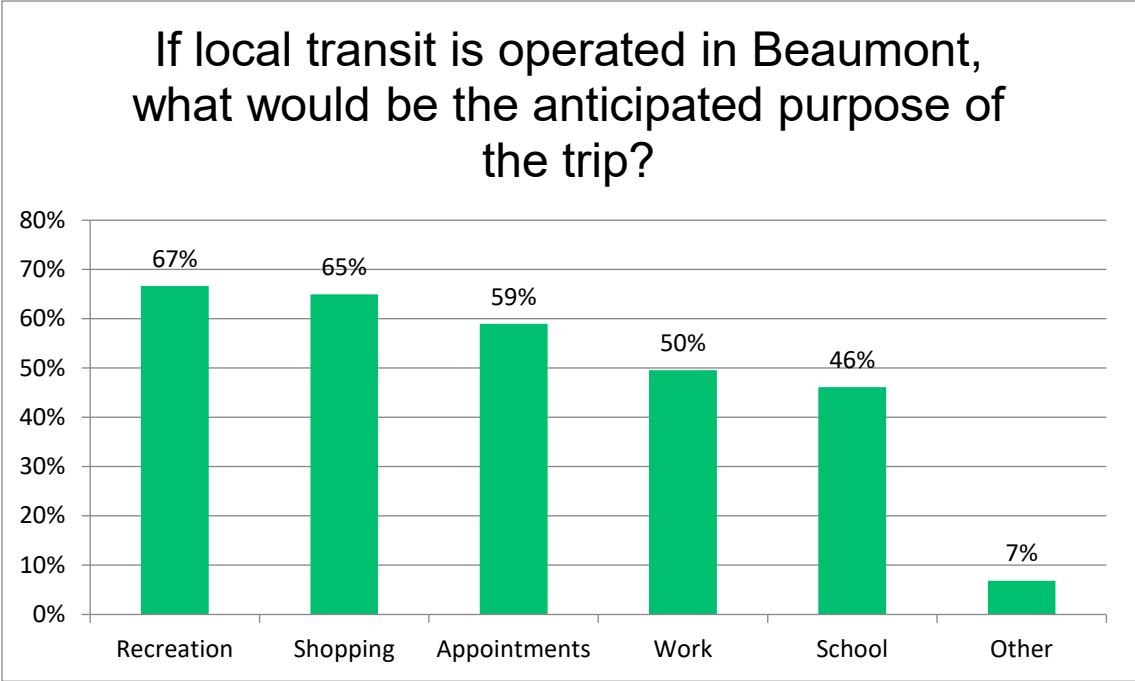


Figure 5 – Anticipated purpose of local transit trips (respondents could select all the applied) (N=117).

71% of respondents indicated that they would use local transit to go to the Beaumont Sport and Recreation Centre. Centre Ville (66%) and Montalet shopping area (56%) also received a high number of responses. 13% of respondents indicated other locations, including dental, doctor, and optometry offices, the library, seniors' centers, and RuminariLive Arts. 22% of respondents indicated they would use transit to travel to school; over half of those respondents specified Ecole Secondary Beaumont Composite High School (57%) or a junior high school (Ecole J.E. Lapointe School, Ecole Coloniale Estates School) (52%).

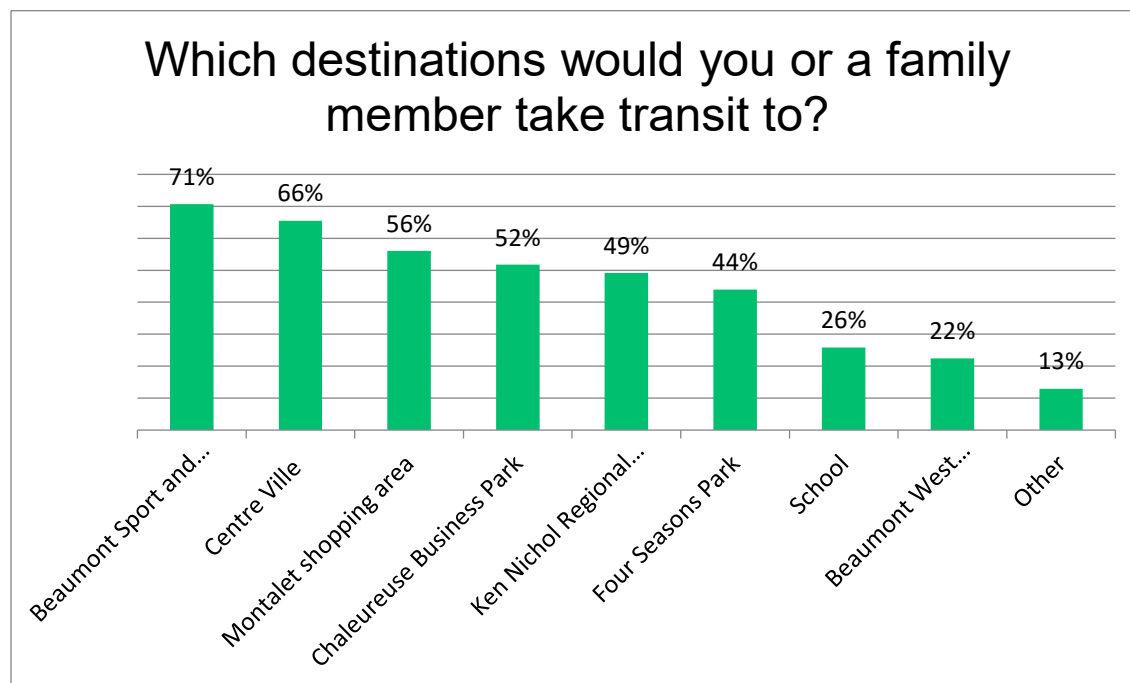


Figure 6 – Destinations for local transit trips (respondents could select all the applied) (N=116)

Respondents indicated that during weekdays, afternoon was the most useful time for local transit (73%-77% Monday – Friday). On the weekend, daytime was the most selected time frame (83%-84%).

	Morning (6a.m. - 9a.m.)	Daytime (9a.m. - 3p.m.)	Afternoon (3p.m. - 6p.m.)	Evening (6p.m. - 10p.m.)	Late Night (10p.m. - 3a.m.)
Monday	58%	61%	73%	53%	12%
Tuesday	58%	62%	75%	51%	12%
Wednesday	58%	62%	75%	51%	12%
Thursday	58%	61%	76%	50%	12%
Friday	60%	61%	77%	57%	17%
Saturday	32%	83%	76%	65%	25%
Sunday	33%	84%	81%	56%	17%

Figure 7 – Table showing when respondents would take local transit (respondents could select all the applied) (N=117)

Respondents indicated that, currently, they typically travelled within Beaumont as a driver in a personal vehicle (76%) or walked (65%). 38% indicated that they had used the existing Beaumont Transit service to Edmonton.

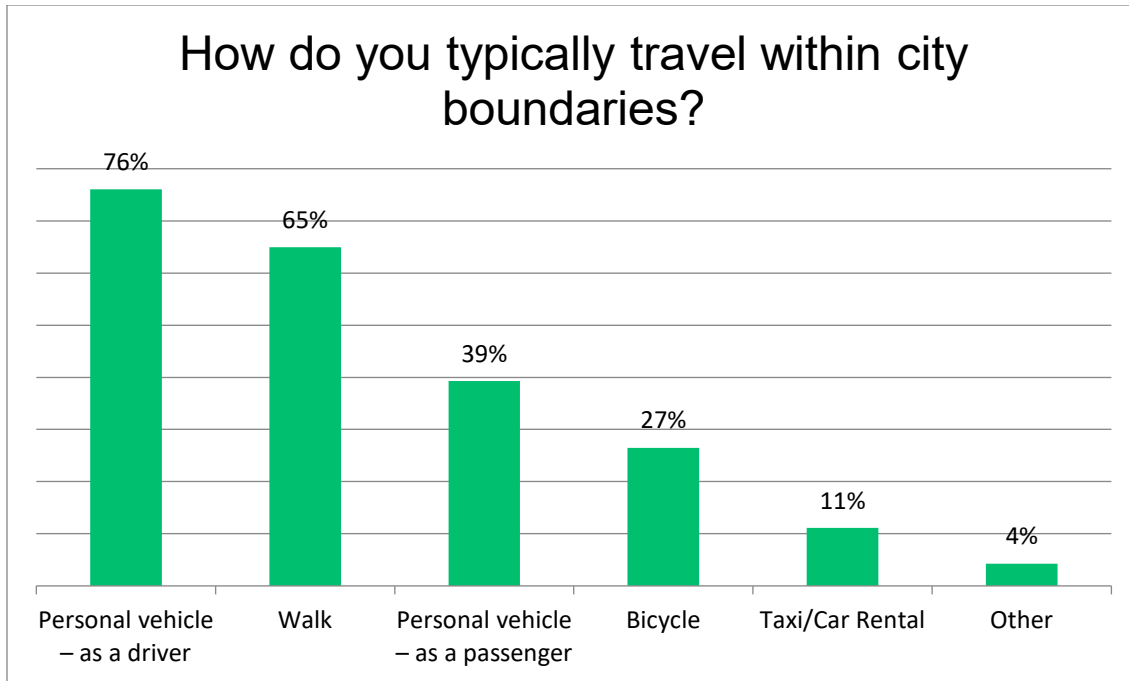


Figure 8 – How respondents typically travel within Beaumont (respondents could select all that applied) (N=117)

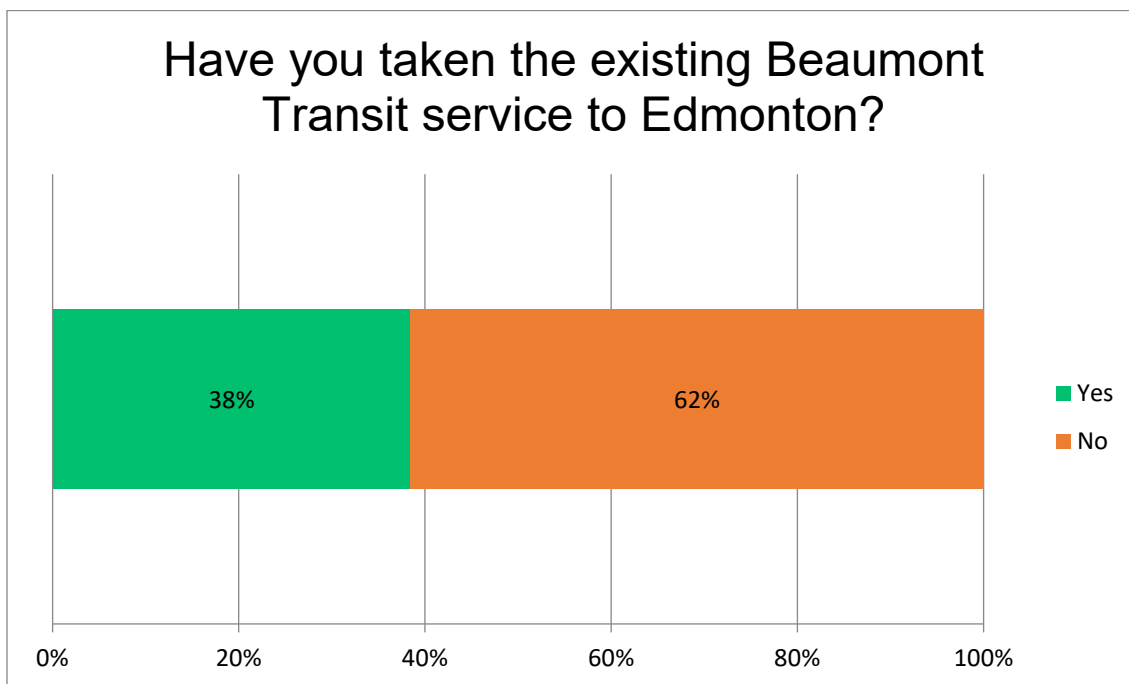


Figure 9 – Respondents by whether they have taken the existing Beaumont Transit service (N=117).

Additional comments for the project team were generally supportive, with many respondents expressing enthusiasm and excitement for a potential local transit service. Many noted reasons for being unable to drive, such as age, ability, and recent immigrants without a license. Some parents remarked that local transit would facilitate childrens’ evening activities, such as sports.

A few comments identified on-demand service as a useful model; one commented noted the Cochrane's transit system may be a useful model.

Many comments also referred to improvements to regional transit, such as better connections and increased frequency, which are out of scope for this project. Some comments suggested the existing regional bus make more stops within Beaumont.

Next Steps

The project team will use results from this service as well as additional technical analysis to develop potential service models. The community will be able to provide feedback on these models at a community open house in spring 2023.