

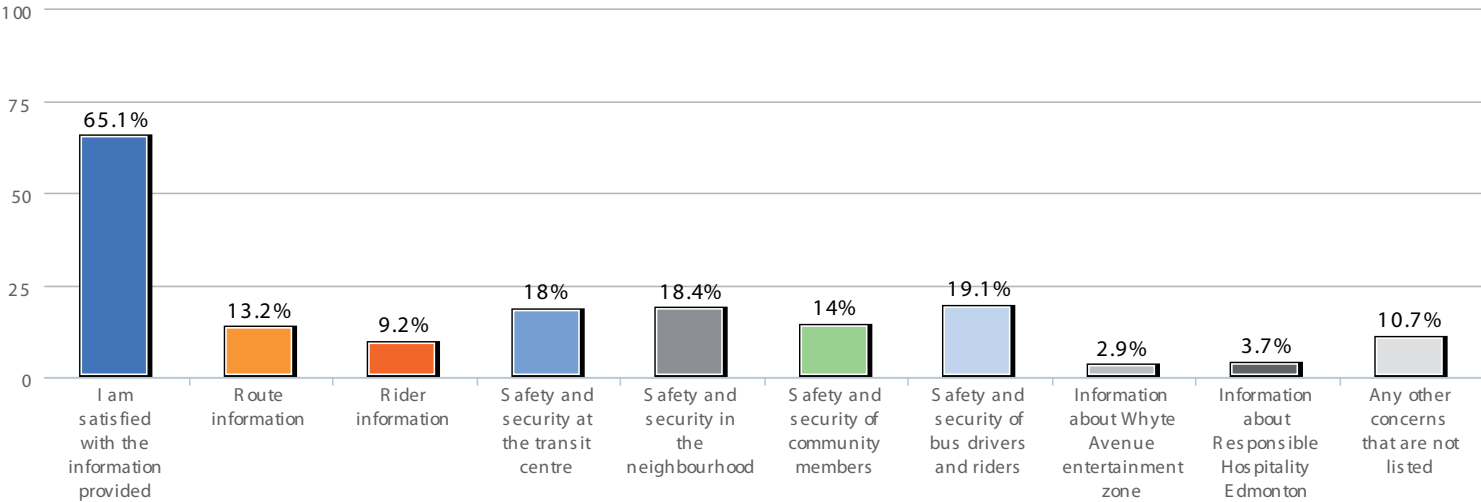
Night Ride | Summary Report - Sep 15, 2011

What are the first 3 characters of your Postal Code?

| | | | |
|----------|---------|----------|---------|
| 1 - OS3 | 3 - T5L | 1 - T5Z | 2 - T6M |
| 1 - T4X | 3 - T5M | 1 - T6B | 6 - T6R |
| 5 - T5A | 2 - T5N | 8 - T6C | 2 - T6T |
| 5 - T5B | 1 - T5P | 69 - T6E | 2 - T6W |
| 2 - T5E | 1 - T5R | 23 - T6G | 2 - T6X |
| 1 - T5G | 3 - T5T | 71 - T6H | 5 - T8A |
| 6 - T5H | 3 - T5W | 11 - T6J | 1 - T8B |
| 7 - T5J | 2 - T5X | 3 - T6K | |
| 15 - T5K | 1 - T5Y | 3 - T6L | |

Based on the information provided, do you require more information about the Night Ride Pilot (Whyte - University - Southgate)?

* Respondents were able to select more than one option on the list below



Based on the information provided, do you require more information about the Night Ride Pilot (Whyte - University - Southgate)?

* Respondents were able to select more than one option on the list below

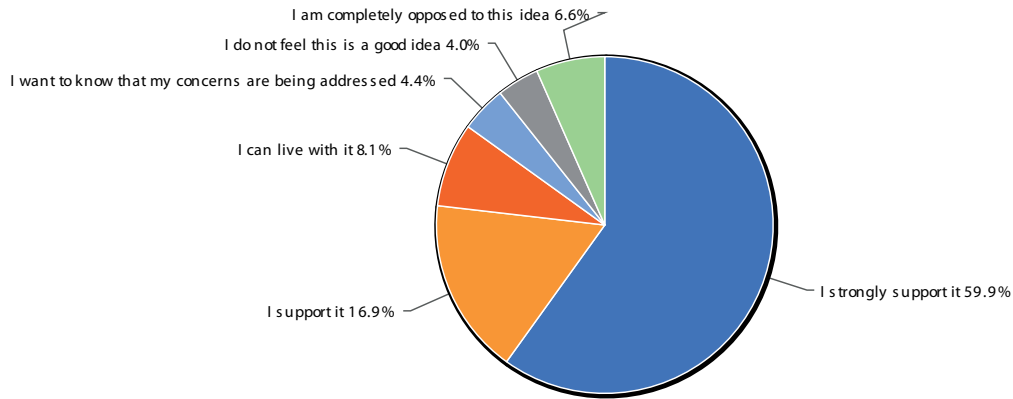
(Whyte - University - Southgate)?

| Value | Count | Percent % |
|--|-------|-----------|
| I am satisfied with the information provided | 177 | 65.1% |
| Route information | 36 | 13.2% |
| Rider information | 25 | 9.2% |
| Safety and security at the transit centre | 49 | 18% |
| Safety and security in the neighbourhood | 50 | 18.4% |
| Safety and security of community members | 38 | 14% |
| Safety and security of bus drivers and riders | 52 | 19.1% |
| Information about Whyte Avenue entertainment zone | 8 | 2.9% |
| Information about Responsible Hospitality Edmonton | 10 | 3.7% |
| Any other concerns that are not listed | 29 | 10.7% |

| Statistics | |
|-------------------|-----|
| Total Respondents | 272 |

| Open-Text Response Breakdown for "Any other concerns that are not listed" | Count |
|---|-------|
| <i>Left Blank</i> | 2 |
| (no option was checked) | 1 |
| Curious about corresponding demographics about downtown; and plans to do a Jasper Ave pilot. | 1 |
| Lack of direct communication with households in the area that will be affected. | 1 |
| Noise and nuisance from disembarking riders | 1 |
| Other options assessed | 1 |
| Queen Alexandra Community is located along the route and is missing from your table of statistics | 1 |
| What about the riders before they leave the area? | 1 |
| completely opposed based on information provided, but I do support late night transit | 1 |
| cost to city; to riders | 1 |
| expansion plans, evaluation process at end of pilot | 1 |
| next steps – what about a similar plan for downtown? additional routes from whyte ave? | 1 |
| option for downtown | 1 |
| who is paying for this? | 1 |
| why extending late night routes to other parts of the city were not taken into consideration | 1 |
| why is there nothing going North? | 1 |
| why just to southgate why not to Capilano or bonnie doon | 1 |
| why not drop off at Transit Centres? | 1 |
| it doesn't serve my area so i will never use it. I don't take buses to then take a taxi. I never take taxis! | 1 |
| How is safety/security for neighbourhoods around Southgate once EPS presence removed after trial period? | 1 |
| individuals listed as involved in the pilot did not include Southgate Shopping Centre, or the residence of Malmo, the final destination of the 'drunk drop', sorry 'night riders'; taxis will be readily available, does that mean they will be sitting and waiting for the 'riders'; will you be relying on security from Southgate?; how will the north side riders get home if the taxis are all waiting at Southgate and the buses are running south? why not reduce the number of licensed seats on Whyte Ave; with the Southgate transit building closed where will the riders go to the washroom?; | 1 |
| Now that you have tried to provide damage control I am positive you will give us information about the outcome of your findings in a prompt informative fashion? | 1 |
| information about where they would pick people up (i.e. could you get picked up on 109th st and go to Southgate?) | 1 |
| I trust there will be sufficient people for security, during the day there seem to be very few, especially now with the number of students from the schools who seem to move toward the mall and area | 1 |
| I don't require more information about Night Ride; I need to see community concerns about noise, inappropriate behavior in the neighborhood, and neighborhood vandalism/petty crime addressed with action. There must be a removable portable toilet! | 1 |
| Another dumb idea by ETS and City Counselors - no consultations with affected areas - When can the City of Edmonton fire Bob Boutilier? | 1 |
| enforcement at bars to stop overserving patrons and enforcing number of patrons legally permitted in each establishment | 1 |
| the buses need to go to more than just southgate. run the regular buses on their routes until 3 am or have 24hr transit like other cities. not just for the bar goers but for people who work shift work as well! | 1 |

My level of support for late night transit generally is



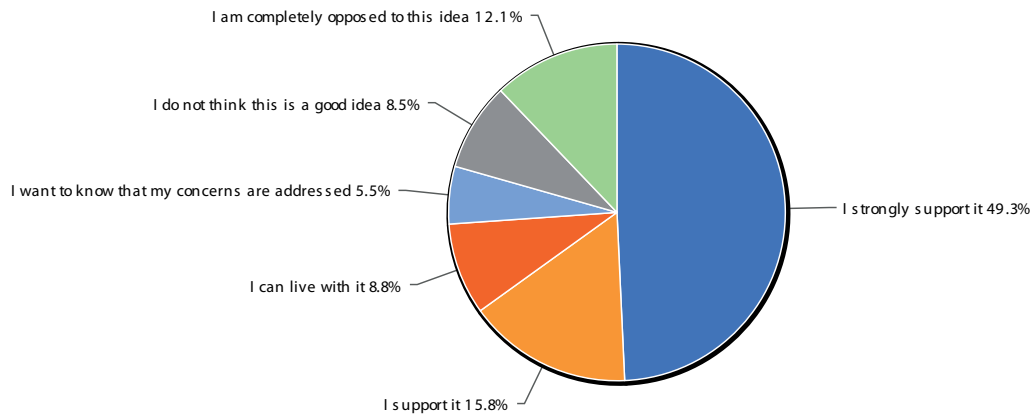
My level of support for late night transit generally is

| Value | Count | Percent % |
|---|-------|-----------|
| I strongly support it | 163 | 59.9% |
| I support it | 46 | 16.9% |
| I can live with it | 22 | 8.1% |
| I want to know that my concerns are being addressed | 12 | 4.4% |
| I do not feel this is a good idea | 11 | 4% |
| I am completely opposed to this idea | 18 | 6.6% |

Statistics

| | |
|-------------------|-----|
| Total Respondents | 272 |
|-------------------|-----|

My level of support for the Whyte Avenue | University | Southgate pilot is



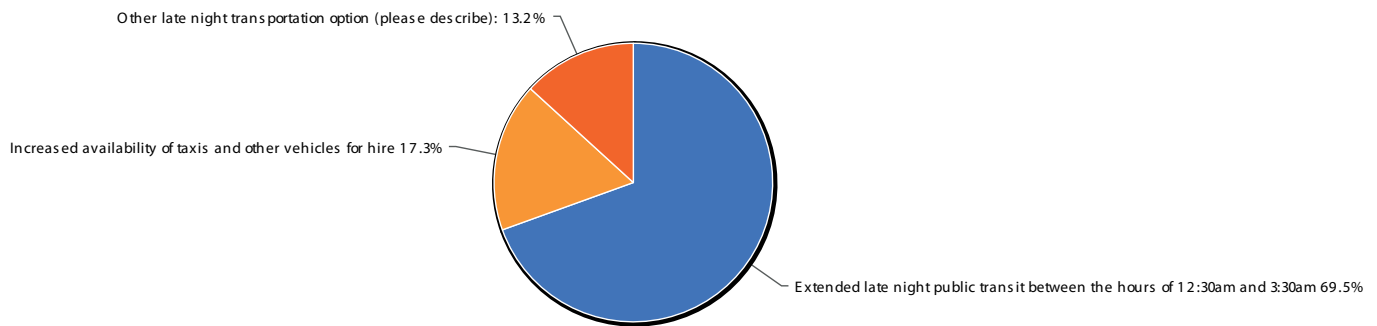
My level of support for the Whyte Avenue | University | Southgate pilot is

| Value | Count | Percent % |
|---|-------|-----------|
| I strongly support it | 134 | 49.3% |
| I support it | 43 | 15.8% |
| I can live with it | 24 | 8.8% |
| I want to know that my concerns are addressed | 15 | 5.5% |
| I do not think this is a good idea | 23 | 8.5% |
| I am Completely Opposed to this idea | 33 | 12.1% |

Statistics

| | |
|-------------------|-----|
| Total Respondents | 272 |
|-------------------|-----|

The City of Edmonton is exploring different ways of ensuring people have a safe means of late night transportation home from entertainment areas. Please choose your preferred option from the list below.



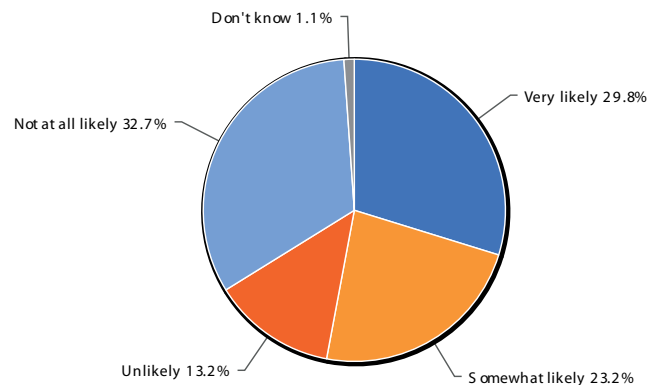
The City of Edmonton is exploring different ways of ensuring people have a safe means of late night transportation home from entertainment areas. Please choose your preferred option from the list below.

| Value | Count | Percent % | Statistics | |
|--|-------|-----------|-------------------|-----|
| Extended late night public transit between the hours of 12:30am and 3:30am | 189 | 69.5% | Total Respondents | 272 |
| Increased availability of taxis and other vehicles for hire | 47 | 17.3% | | |
| Other late night transportation option (please describe): | 36 | 13.2% | | |

| Open-Text Response Breakdown for "Other late night transportation option (please describe):" | | Count |
|--|--|-------|
| (no option was checked) | | 1 |
| 24 hour bus service with reduced service between 12:30am and 5:00am | | 1 |
| 24 hr transit | | 1 |
| 24-hour transit, with a handful of routes running across the city 1am-5:30am. | | 1 |
| 24hr service on select city-crossing routes (eg: 1, 4, 8, 9) | | 1 |
| Buses 24/7 | | 1 |
| Create a better, more representative pilot | | 1 |
| Earlier bar closure with regular service to match for major routes | | 1 |
| LRT | | 1 |
| LRT running later | | 1 |
| Not necessary for myself, as I am too old. | | 1 |
| Personal responsibility for travel to where they want to go after drinking all night | | 1 |
| Squad Cars to Jail for their acts of vandalism! | | 1 |
| The proposed bus option is good but should terminate at South Campus NOT Southgate. | | 1 |
| Two Way Service | | 1 |
| arranged transportation | | 1 |
| bar owner supported transit | | 1 |
| be responsible for their own way home | | 1 |
| blend of both options presented | | 1 |
| busses to millwoods | | 1 |
| cheaper cab fares | | 1 |
| combo of the 2 options above | | 1 |
| have a handful of late night routes covering various areas | | 1 |

| | |
|--|---|
| how about until 12:30 to 1:00 a.m | 1 |
| perhaps allow taxis to charge a late night surcharge after 1 a.m?? | 1 |
| personal vehicle | 1 |
| provide own means of getting home | 1 |
| supply your own | 1 |
| if the bus service is extended LRT s should be as well to accommodate those who do not live between Whyte Ave/University/Southgate | 1 |
| Changing the cab fare structure to make longer trips as profitable as shorter trips, and providing a cab concierge service managed by a City Police or Provincial Sheriff in the large parking lot areas off 103 St on Whyte is a far better, safer and convenient solution. | 1 |
| Look at options for this to be available closer to Whyte Ave. Locate taxi and pickup site near police station/Save-on/United cycle. The UofA drop off makes sense as this is where a lot of patrons live. | 1 |
| How about those who want to drink learn to take care of themselves; isn't that people did in the "old days"? Perhaps the places serving the beverages need to be more accountable to the public. | 1 |
| Let the market and the parties deal with this problem. Let the police provide the incentive by enforcing our laws to discourage the behavior leading to this perceived problem. Don't make the taxpayer responsible for yet another person's lifestyle choice. | 1 |
| Need to extend running train hours as well as extending bus availability. Many people who partake in Whyte Ave's Bar district, live all over the city, not in the general south side. Busses should run later on weekends as opposed to stopping earlier. | 1 |
| Both the above extended late night transit, taxis, and ETS support of volunteer programs like SafeWalk | 1 |
| Perhaps transportation needs are more of a symptom, than the problem itself. What is being done to deal with the apparently problematic density of "entertainment areas"? | 1 |

If public transit were available between 12:30am and 3:30am, how likely would you be to use the service?

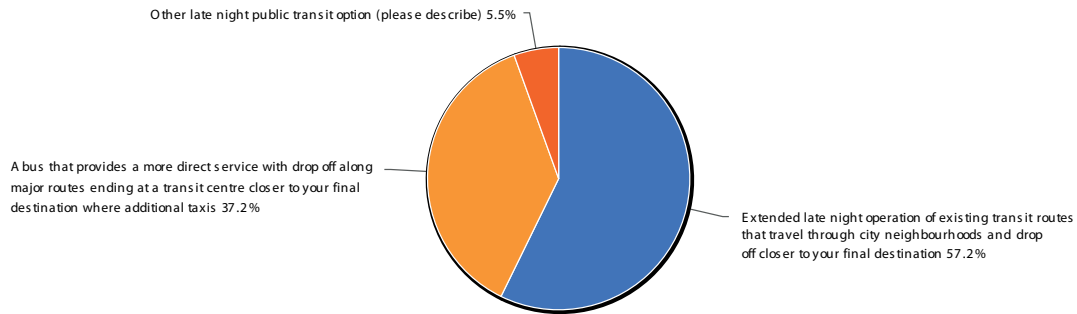


If public transit were available between 12:30am and 3:30am, how likely would you be to use the service?

| Value | Count | Percent % |
|-------------------|-------|-----------|
| Very likely | 81 | 29.8% |
| Somewhat likely | 63 | 23.2% |
| Unlikely | 36 | 13.2% |
| Not at all likely | 89 | 32.7% |
| Don't know | 3 | 1.1% |

| Statistics | |
|-------------------|-----|
| Total Respondents | 272 |

If the extended late night public transit were available, which of the following would you most prefer?



If the extended late night public transit were available, which of the following would you most prefer?

| Value | Count | Percent % |
|---|-------|-----------|
| Extended late night operation of existing transit routes that travel through city neighbourhoods and drop off closer to your final destination | 83 | 57.2% |
| A bus that provides a more direct service with drop off along major routes ending at a transit centre closer to your final destination where additional taxis | 54 | 37.2% |
| Other late night public transit option (please describe) | 8 | 5.5% |

| Statistics | | |
|-------------------|-----|--|
| Total Respondents | 145 | |

| Open-Text Response Breakdown for "Other late night public transit option (please describe)" | | Count |
|--|--|-------|
| Continued late night service from the core to outlying transit centres | | 1 |
| Depends on the broader needs of the community (not just entertainment facilities) | | 1 |
| Late nite LRT | | 1 |
| cheaper cab fares | | 1 |
| dial-a-bus for existing transit routes | | 1 |
| option 1 plus late night LRT operation | | 1 |
| Night ride bus to go to 89th Ave Transit Centre and Health Sciences, not to drop off in residential area. | | 1 |
| Surrounding communities such as Sherwood Park and St. Albert etc should take part in this at some level as well. | | 1 |

How many people in your household are in the following age groups?

| | 0 | 1 | 2 | 3 | 4 | 5 + |
|---------|-------|-------|-------|------|------|------|
| 0 - 14 | 84.2% | 7.7% | 4.8% | 3.3% | 0.0% | 0.0% |
| 15 - 19 | 85.7% | 11.4% | 2.9% | 0.0% | 0.0% | 0.0% |
| 20 - 24 | 76.5% | 12.9% | 8.1% | 1.8% | 0.7% | 0.0% |
| 25 - 29 | 71.3% | 15.8% | 9.6% | 3.3% | 0.0% | 0.0% |
| 30 - 44 | 66.5% | 16.5% | 15.4% | 1.1% | 0.0% | 0.4% |
| 45 - 64 | 60.3% | 16.9% | 22.4% | 0.4% | 0.0% | 0.0% |
| 65+ | 85.3% | 9.2% | 5.5% | 0.0% | 0.0% | 0.0% |

How many people in your household are in the following occupational groupings?

| | 0 | 1 | 2 | 3 | 4 | 5+ |
|-------------------------------------|-------|-------|-------|------|------|------|
| Preschool to Grade 12 | 81.6% | 9.9% | 6.3% | 2.2% | 0.0% | 0.0% |
| Post Secondary Student | 68.8% | 21.3% | 8.1% | 1.5% | 0.0% | 0.4% |
| Homemaker | 90.4% | 9.6% | 0.0% | 0.0% | 0.0% | 0.0% |
| Employed 30+ hours | 21.7% | 30.9% | 37.9% | 6.6% | 1.8% | 1.1% |
| Unemployed or unable to work | 94.5% | 4.4% | 0.7% | 0.4% | 0.0% | 0.0% |
| Retired | 84.2% | 9.6% | 6.3% | 0.0% | 0.0% | 0.0% |

Do you have any additional thoughts or comments you would like to share?

Comments

Appreciate all the thought and effort your group has put into this problem

Give it a chance! Don't stereotype youth and let those have a chance to get home safe

Good for Whyte Av safety and security in surrounding neighbourhoods

I am tired of hearing about NIMBY concerns - especially for a pilot program.

Its time Edmonton caught up to services offered in other major Canadian centers.

Late night transit service is critical to the growth of our city

Long overdue.

Please implement this.

This just makes sense

great idea!

City wide late night transit makes sense. Many people work shifts and require public transportation. It makes it more possible to be car-free, either by choice or by financial necessity. This is a service that could be used by all, not just by those using the late-night entertainment districts.

Late night transit is long overdue. It would benefit a large number of shift workers and not just the bar crowd.

I think a lot of bases have been covered in the plan and that this is a good start to see how many people will use the service and then to incorporate their feedback and to modify and continue to make it better. We have to be reasonable about the cost and keeping more buses going later would be nice but the cost would be debatable - this is a good start.

Great idea to implement, as I have been a hospitality industry employee for years and am also a regular late night patron, who has witnessed far too many times the challenges of finding cabs and seeing people struggle to get home to the point they tell me they ended up driving. It will eliminate many people feeling trapped and decrease the risk of drunk driving.

We need late night transit options to reduce drunk driving and absurdly high taxi fares. If ETS doesn't allow intoxicated persons to ride however, this is a waste of time.

I hope this goes through, I'd like to see transit improvements. I feel this would be safer and more reliable than what we currently have, especially if the bus travels to transit hubs that have taxis waiting there. This service is long overdue and the cost balanced against the reduction of temptation to drink and drive is well worth it.

I believe that offering late night transit is a long needed service. I live in Northeast Edmonton and would love to have that service offered between Whyte and downtown to Northgate transit centre (I could catch a cab or walk from there). This would allow me to attend more events from the downtown and Whyte Ave area.

I feel that Whyte Avenue is overdue for a late night transit bus. I feel that many problems that arise on Whyte are results of competition for taxis, especially on cold nights. I hope this pilot goes well & late night transit is expanded to bus routes to other parts of the city as well as LRT.

While I support the Night Ride concept, I think extending the hours of neighborhood buses into evenings and weekends is more important. ETS seems to be after the 9-5 commuter market, but lots of us would like to take transit to shift jobs, entertainment, etc. and taking a taxi back from transit centers before midnight every night is not a feasible option.

i live near southgate, I'm hoping the project is so successful that there ends up being demand for a direct to southgate express bus, but that's selfish :) honestly, i'd like to see express buses to every major transit Centre in the city.

Comment 1 - We live on 106 street a few blocks south of whyte avenue and get repeated property damage late at night by pedestrians, particularly in early September and at the end of the school year. Traffic along 106 street late at night is also too fast and too loud to be safe. Increasing the number of vehicles for hire to transport people out of the area safely will only increase the nuisance and decrease the safety of this street late at night. It is the shortcut road for speeding and drinking. Taking people on public transit to the area hubs they are likely headed towards is a smart, sustainable and economical option. I would also anticipate a decrease in the concentration of idling around that currently happens in this particular neighborhood, which in turn would reduce other sorts of vandalism etc. Comment 2 - Queen Alexandra community is full of students and borders along Whyte Avenue and 109 street but is not part of your table of communities. Comment 3 - Your occupational groupings does not have a category for part-time employment. If it did, we would have one person at 30+ hours and one at 15+ hours, rather than homemaker. Thanks for putting out this survey - I really hope the pilot is a go!

Your gonna need to have some form of security on the Transit to make sure the drunk rowdy bar goers stay well behaved, camera's & one security guard would be fine. I think a form of Transit is ABSOLUTELY Needed & will reduce Drunk Driving immensely...and reduce deaths.

Although we would not anticipate using it, we would welcome the availability for other persons within the neighbourhood as well as enabling patrons to enjoy Whyte Ave and then return home 'safely' and at a reasonable cost rather than driving

I think this program is a really good start, but we need more night public transit. It is sad that people who live in different parts of the city can't enjoy the many interesting activities available in Edmonton as there is no way for them to arrive home safely again in an inexpensive way. Also, many people work late shifts and those are often the people without a lot of extra money to spend on transit.

I attended University for 7 years, so this would be extremely useful for anyone attending University and living in the area. I think this would greatly increase safety in the area.

I am fully supportive of any and all proposals to extend and expand public transit throughout the city (inclusive of buses and the LRT).

I strongly support extending ETS hours - it is a much safer option. I do hope that NIMBY-ism doesn't kill this deal.

If Edmonton wants to be seen as a modern city, it needs to have modern city transit times. How can we stop drunk drivers if they have so few options to get home. Transit 'till 2am at least. Thank you

I would not use this service only because I am 60 and not out at Whyte Ave. However, my sons live near Southgate mall and may well use this late night service after being in bars on Whyte. They'll be able to get home safely at no risk to self or others. Thank you for proposing this service.

I am a pastor of a church in the Whyte Ave area, and I'm really concerned about the lack of affordable transportation for employees/patrons of bars in the area btwn 12:30-3:30 am on Fri & Sat's. I urge you to try this pilot, and evaluate whether this kind of service would be a good long-term solution for the above problem. Thanks!

When I was in my 20s this would have been very helpful, especially as a working U of A student, now I have the cash to cab late at night, but I really think this could be beneficial to those that do not. I would not use the service as I don't go out at night anymore. 15 years ago, I would have really liked this service.

I am a Queen Alex resident (30 years) am very tired of the noise generated by students celebrating every Thurs. Fri. Sat. night as they walk home. Hopefully this will be a good start to stopping the noise in this neighbourhood. Also, Edmon. is over one million it is ludicrous not to have all night busing....folks need the transportation.

I think a pilot project is a great idea. I'm not sold on Edmonton being ready for a viable late-night transit option, but taking responsible steps to find out is a great idea. I'd also like to point out that the safety and security of users (esp. students) will likely take a huge step in the right direction. Not everyone can or will take a taxi home, and there aren't always enough when things start to close.

I will support anything that gets these drunken yahoos off the streets. I own property and live just south of Whyte and REGULARLY have to deal with vandalism. It is EXPENSIVE to clean up after these rude, disrespectful, drunken idiots. While the police are on the Avenue, they end up chasing the drunks off into the neighborhoods and on their way back home or to their vehicles. Will also support more neighborhood patrols!!

Other major cities offer late night services on core routes that end at final bus depots or train stations where you either walk home from there or catch a cab. More services provided for people to take the less chances of people driving and lingering around which then usually cause some trouble.

I think it about time Edmonton got Bus and LRT savers 24/& since Edmonton has companies working 24/7 i live on the south side and work on Whyte - there needs to be a way for people to get home - this project seems like an excellent idea and a very reasonable one - most people will be dropped off in the immediate area - and people who need to get to the south side will be brought to that area. I really doubt that after a 2 minute bus ride that people on the bus are going to get extra rowdy and start destroying homes like some of these people think - i would have no problem with this - i would rather them take a bus home then drive home drunk

I understand there are concerns from community members however I hope with close monitoring during the pilot, these can be addressed. Keeping drunk drivers off the road needs to be #1 priority. Also, young people who like to go to bars are part of our community too!

This is a great first step. I really think we need to see a plan for late night transit in Edmonton. Cutting off service at 12:30 am is not acceptable if we want Edmonton to be a world-class city. Anyone who has driven by the Whyte Avenue zoo from 2:00-3:00 am on Fridays and Saturdays knows there needs to be a better plan than just having bars dump all of their patrons out onto the street. The best way to prevent problems by this influx of people is to clear them out of the area as soon as possible. This bus route is the first step to help with that.

I think that late night transit is a valuable asset to the city of Edmonton. Especially during the winter months it is essential that we are able to get home in a safe and efficient manner. Not only do I love the Whyte ave pilot, but I am enthusiastically waiting for a similar project for Jasper ave as well as one that bridges the river valley. I hope that this goes forward and is continued past the pilot.

We are concerned with the safety of our young people, students and grandchildren late at night. This is one way to help keep them from making irresponsible decisions.

Late night transit options are essential for this city to foster the safety and well-being of residents that utilize late night social activities, as well as for the people who work at late night operations. Taxis cannot provide the same level of service on a consistent basis because the drivers are basically "contract employees" that cannot be forced or compelled to work at any given and specific time of day.

I would support any program that offers an easily accessible alternative to drinking and driving. Increased taxi service is great but not cheap. The expense may make taxis less appealing to young people. Increased bus service is a great alternative. I understand the concerns of residence in the drop-off area, but the program should be given a chance to see if the anticipated problems actually occur.

This is a great plan. It would also address parking concerns in the adjoining neighbourhoods. With the ONE pass, The safe transport between Whyte and the UoA is needed

this is a good first step. we need the LRT to run until 3:30 and have the busses travel from the LRT stations.

Location of Pilot

Drop the university students off at the university. Don't drop them along 87th Ave.

I would like to see it start on Jasper Ave.

The bus should go to and from Jasper ave

Extremely unimpressed with the whole idea of a Southgate Drunk Dump. Not opposed to basic core late night transit between major terminals. Not supportive of the taxpayer picking up yet another cost for another person's perceived entitlement.

The Night Ride pilot only services Whyte ave and people heading South, which I see as a good start, but the plan neglects other areas that could be easily included. What about people living downtown and further North? What about the night life on Jasper ave? The Oil City Roadhouse requires an increasing number of EPS to manage the large crowds and many taxis simply won't stop there. Instead of running a bus to Southgate, why not run a bus from Whyte to the University and run the LRT until 3:30 am or better yet, 24 hours a day? This, I feel, would better serve the larger community.

Southgate should not be the expected taxi pickup zone - that should remain on the Ave. Seek simply to reduce the number of people that need taxis

Change proposed routing to go north from Whyte Ave on 114th Street (rather than 109th), in order to include the high- density apartments west of 109th on Whyte and along 114th.

It would be preferable if the riders on the late night busses headed for North Garneau were dropped off on the campus, rather than in single family residential areas, so that they are not walking through residential areas to get home. It seems as though this is left up to the discretion of the bus driver, rather than limiting stops to set locations.

Let's encourage public transit. Bring students and late-night partygoers close to their housing, mostly along 114th Street or near to 89th Ave Transit Stop. Don't plunk them right in the middle of residential areas!

Scope of Project

Great initiative, but there should be an option for people living downtown/north of whyte ave.

More comprehensive late nite transit, not just relocating the drunks to another area.

More transit south is great, but mill woods is still ignored.

its a needed service for late night workers or shift workers. need east west link for late ight.

I would like to see either train service to the north end of the city or bus routes to Westmount, West Edmonton Mall, and Northgate from Whyte Ave

Buses going both directions on whyte ave to take students working late on campus back into the neighbourhood.

The Night Ride is a fine idea, but all the time and effort spent trying to have a Whyte-Southgate shuttle can be put to better use creating an overnight system using 6-12 of our cross-city routes (1,2,3,4,8, etc...).

The prosed bus service is fine except that it should terminate at South Campus station NOT Southgate. the south campus option is much more logical ... 1) greater distance from residential neighbourhoods, 2) easier access to all parts of the city ... by bus west, by LRT south and by LRT downtown & north, 3) can more easily and with less disruption accommodate a police presence (large open area at Saville Centre) 4) with appropriate restructuring of access (taxis on bus entry from 113 Street) allow for taxi pickup.

The route should not come up 109 Street nor turn west at 87 Avenue. There is no pickup on 109, only drop-off, but this just unloads riders into the mostly single family residential part of Garneau along 109 and 87. Send the bus west on 82 Ave., then north on 114 to drop riders along those roads instead. They have more of the higher density apartments along them. And U student riders living on campus can walk from drop-offs located on campus (for example the 89 Ave transit area) to their student residences through the U property and not through neighbourhoods.

This is a very small first step to providing proper late night transit service that is required much more broadly throughout the city.

It's about time that people who work or go out after midnight get the same service as those in the daytime! As I see it from the meeting this pilot is a fait accompli. That is fine with me --- I think we need to explore options but I would prefer extended bus service to ALL parts of the city for safe transport of patrons and staff on weekends.

More late night service is needed in the north end of the city. It's fine to take the LRT home, but then you have to walk 30 mins plus to get to your destination. In -40 this is horrible. The LRT should also run 24 hours. If the buses aren't going to be extended later, then at least you can get half way to your destination if you work off Whyte Ave on weekend nights

I think this is a great idea, but why is it only being extended to Southgate? What about those of us in the north end who would benefit even more from this sort of service, given the additional cost of taxis to north Edm neighbourhoods? Anyway, the proposed plan is a really good start to late-night transportation.

Why don't you just serve all major transit centers? LRT, 1,2,4,5,9, and make sure people can at least get back to their own corner of the city. I would never take a bus to take a taxi. It is a pointless waste of time. I would just drive! If you service a park and ride transit center, then at least I can get home easier without using needing to run the local buses. Although perhaps I can park in Malmo :D

Regular bus routes such as the 1,4,8 and 9 should have extended hours 7 days a week for employment mobility and taking people home from their social engagements. If extending existing transit routes is not possible (e.g. transit service hours not available or too costly) then a second night ride route is needed to connect Whyte Ave to Downtown. Frankly, I am surprised there isn't a Downtown route proposed to serve Jasper Avenue (it is in your information package for a warranted service)

I don't understand why you wouldn't run the regular routes later - how is making a special route to "half-way home" or to a taxi stand beneficial? You could run major routes later in the night- that would get patrons into their own neighbourhoods. I am confident that people from Millwoods and North of the river also frequent the bars on Whyte Avenue. Why not have more taxis available along Whyte avenue? It doesn't make sense to bring people out of the entertainment zone and into another neighbourhood. That really doesn't address the issue in my opinion...it is like getting an oil change when you have a flat tire - not really addressing the real problem :)

Please extend the service of bus70 till 12midnight on weekends, because me and my friends usually take a cab from work. A lot of workers do come home late from that route. If our public transportation mimicked that of larger cities like Toronto, new york, London, I think there would be an increased usage of the system, especially in the winter's when waiting in the cold is almost unbearable some days

I am concerned that by focusing on moving people south off Whyte the project will miss the many people who would benefit from simply running the LRT and the 4 later into the night. I am aware that this may be more expensive, but I also think it would normalize the transit such that security concerns would be less problematic. In addition, I would prefer that transit also run earlier in the morning - 5:30 start times have frequently made it difficult for me to get to work on time.

I can't catch a bus to get home any Saturday or any weekday, that matter after 9:30 P.M. or any time after 5:00 on a Sunday. On weekends, I have to have my husband drive me to work because the buses don't start running until after I've been working for a couple of hours. Before I support any changes to improve service for other patrons, I'm gonna need to see a lot of improvements in my own area.

A large number of people from Downtown/Oliver are Whyte Ave patrons - this initiative does nothing for them. How about inclusion of transportation to Corona LRT station - this provides connection to Jasper Ave. As a hospital worker I am unable to get home from the Misericordia to Millwoods at night as the 33 stops running before I get off shift. I would prefer to take transit than drive, but with no late night service this is not an option.

This is a good idea, but I would be much more interested in seeing early morning transit that gets people out to the industrial parts of town in time for early shifts. Pandering to drunk university kids is.... well... not one of my priorities.

I do not believe the pilot project is necessarily a good idea. i think that due to its limited scope, many will choose to continue to find other ways home, and the numbers will reflect that. I worry that ridership will be lower than projected on the pilot, and impact council's future decisions on a proper late night NETWORK. The plan would make more sense if LRT routes were also running during the late night hours. The bus would then only have to take people to the university station and they could go north or south. The present plan only takes people who live on the north side further away from their destination. Also, how likely is it that taxis will more willingly pick up drunk people from Southgate than from Whyte Avenue? Two communities, Queen Alexandra and Strathcona, are not even mentioned in the document. Both have an extremely high number of young people / students and a whole lot of problems created by bar patrons.

I know this is a pilot, but I think it would be beneficial to extend the pilot north of Whyte ave as well. Also, the LRT should be a part of this pilot offering late night, or even 24 hr service. The limitations put on this project in my opinion aren't going to prove much. Edmonton needs to expand its transit service all across the board. Not just night service but extended hours for various routes and more frequent service for all routes if we ever want to really encourage increased ridership. I hope this project is successful so increased service is the result. I also hope there is increased security on the buses for late night riders.

Transit routes need to run later not only for entertainment but for shift workers as well like other major cities have. The current transit plans most definitely need an overhaul and adjustments to be made! I think exploring options for late night transit is an excellent idea. My only complaint is that I don't live in Southgate, so there's no opportunity for me to take part at this time ... but that's what pilots are for! I think this is a great idea, but all major routes should be addressed as well as how coordinating taxis to meet passengers at transit center's will work.

The pilot project is hobbled by not providing downtown service. If the goal is to help disincentive drunk driving, this is a weak route. Few or no patrons drive from U of A or Garneau to Whyte, so the route will not have that effect. (It's a short distance, and many students living on or near campus do not have a car; if they did drive, and drank, it would not be an expensive cab ride home). It should concentrate on replacing LRT service late-night, by running (at least) downtown- Whyte-Southgate-Century Park, maybe with a further northside stop. Maybe an hourly service to St.Albert and Sherwood Park, where late-night transit is completely unavailable.

I love this idea, and I think it has been far too long coming. Other major metropolitan areas have had late-night bus service for years, with limited safety issues. I would also be interested in a similar program for people leaving the downtown area late at night. I would more strongly support the extension of existing bus routes, than a single “direct route” bus that may or may not take you where you need to go.

I think service along Jasper Ave. as well as potentially a ring route connecting Jasper and Whyte might be useful.

I think it's important that the late night bus hit both the university and southgate, as not everyone who would make use of it will be heading south of whyte avenue. I also like the idea that the bus will stop at official stops, as well as other safe spots, to get you slightly closer to where you need to be.

I'm worried the pilot is too limited that a thorough strategy will never be employed. We need comprehensive late night and early morning transit. I bought a car after moving to Edmonton and discovering I could not get to my early shifts or home from the late ones on transit.

Safety Concerns

I hope lots of resources will be dedicated to keeping drivers and riders safe.

I am a shift worker and I use the LRT on weekends at 6:20am, often there are people (drunk/partiers) walking around the station and in the pedway, I am often afraid to walk in the pedway (111st over traffic) to get to the LRT especially in the winter when is dark, I walk with keys & cell phone in hand. There are often young kids smoking pot behind the fence by the LRT pedway since it opened too, that did not happen before the LRT. Increasing traffic of DRUNK people at night is not good for our neighbourhood, I am most sure MORE of this behaviour will happen & it is not safe

What will happen to the people if more than 10 people remain on the bus all the way to Southgate and then there are not enough taxis waiting to take them home?

Some of these party-goers may end up at the 24-h Tim Horton's across 51 Ave. What about the security of the staff and comfort of patrons that are at Tim Horton's when the drunks end up there? (6) I want our Malmo neighborhood to continue to be safe and a quiet and comfortable place to live. I am concerned that moving patrons from Whyte Ave to a location just East of our community will affect the quality of life for our Malmo residents, particularly those that live adjacent to 51 Ave. To be a successful pilot, our community residents need the reassurance that our community will continue to be safe. I'm not sure what statistics we can collect that will show you if there are any negative impacts to our community?

My only concern is for the safety of the bus drivers. I am somewhat concerned about the number of passengers who will be getting out at Southgate, but if the data is correct and most of the passengers have disembarked along the way and there is security present at Southgate then hopefully all will be well.

As a resident of the Southgate area who regularly commutes home from the University Hospital around 11:30 pm, I would not like to have to deal with an increased number of potentially drunk and loud/obnoxious fellow riders. I would also feel less safe walking home from the LRT station if there were more of these people around. It may be that the bulk of the problem would happen later than I usually travel, and I do appreciate that people need safe transportation home after an evening out (and goodness knows we don't want them driving!). I guess I could accept a pilot program if it was well monitored and the safety of all (riders, residents, drivers) was a top priority. Why has Southgate been chosen as a destination? Do a lot of Whyte Avenue late night patrons come from around here? Or is it because of the LRT connection?

Patrons should not be forced off the bus at Southgate if they choose to loop back. This would prevent stranded patrons that might want to try their luck for a cab at another location. Especially important in winter. On the last loop, patrons still wishing to remain on the bus should be dropped off back on Whyte Ave or the nearest police station where the police presence can deal with these higher-risk patrons. Irresponsible of the City to not provide washroom facilities at Southgate. Its a 20 minute bus ride plus a potential wait for a cab. Irresponsible of the City to create a pilot that does not mimic a sustainable implementation (e.g. if providing security at this drop-off site will only be done at pilot time and is not feasible for post-pilot implementation.)

My primary concern was and still is the safety of those personnel who will be in direct contact with those. I would hope that the security level will be increased incrementally with the service as needs be. I find that the service in our area (Old Strathcona) is very effective up to the later hours of the evening, and as frequent attendees of many events in the city (both sporting and general entertainment) I appreciate that recognition is being provided for those who attend these events as well as the people who are in the major entertainment areas of Jasper and Whyte avenues

I am very opposed to this idea as it would bring more violence and disturbance to the neighborhoods along the route, primarily the southgate neighborhoods. There is increased violence on whyte ave late at night and this bus service would only transfer it to a more residential area with less security. There are taxis available to take home after 1:30 or people can arrange for a designated driver. If these are not options than that individual can use the bus to come home before 1:30 am like I have done in the past. I would also fear for the safety of bus drivers as there have been incidents of bus drivers being harmed by passengers and this would probably be an issue as well.

I have grave concerns about those who - after partying for hours - may wander into our neighbourhood and commit acts of mischief or worse. I'm concerned for the safety of those who would ride the bus - particularly young women. I feel that pilot places too much emphasis on alleviating the problems on Whyte Ave without sufficiently thinking through how this might simply transplant the problems from Whyte Ave into a residential neighborhood. If the pilot proceeds I want to see very clear evaluation criteria that encompasses community satisfaction and safety as part of the evaluation. Simply counting heads and deciding whether or not it was a success based on number of users is NOT sufficient.

If this late night bus service is put into effect, who is going to be protecting the bus drivers? passengers? the southside community? People who own property on or near whyte ave are fully aware that it is a popular bar/night club scene. People who live near southgate did not sign up for drunk people getting dropped off in groups there. As well, how do you expect fights not to break out over miniscule things when you have a group of drunk people in a confined space together? What about the bus driver attacks by drunk/drugged people that have already occurred in this city? How is having more drunk people on the bus going to help anyone? Also - would you let your daughter and her friend walk home from southgate when she just got dropped off there at 2am with a bunch of strangers? I am very doubtful of that. Even while they wait forever for a cab (which is very common in this city - ESPECIALLY when you are not on whyte ave or downtown where they all go)

Noise Concerns

Also I do not want the noise of rowdy drunks in my neighborhood, that is why I moved away from whyte ave a few years ago

I am concerned about the party extending into our neighborhood. Also, the Liquor Store at Southgate that remains open until 2am

I live on 106 st, just south of 76 ave. The disruptions from (often intoxicated) pedestrian traffic coming from Whyte Ave contributes to making the house almost unlivable. In the warm season I must have windows open for comfort, and I am regularly woken up until 4am from intoxicated revelers making their way south down the street. Plus there is the occasional vandalism from these intoxicated pedestrians as they make their way home. Calling police late on Friday or Saturday is usually a waste of time as they are quite busy then.

Taxi Concerns

Since Whyte ave has a parking ban in effect in the evening on weekends I don't understand why taxi's can not have access to this, this is the entire strip of Whyte ave. maybe the problem is related to the taxis and them getting tired of the congestion on whyte ave, that is not our (Malmo residents) problem, maybe you need a better taxi system or closed the bars earlier so people go home earlier. Perhaps promote a better lifestyle instead of drinking Late

If people want to party, they should cab it home. The bus idea would loose money, and not be a good situation when someone who has had too much to drink gets rowdy. Why? I see no good reason.

We are concerned about reliability and availability of taxis. If none are available, people will loiter. Potential to have concerns on Whyte avenue impact other neighbourhoods.

What happens to persons who are refused by taxi drivers

What if people don't have money to pay the cab when they get to Southgate? Are the cabbies required to drive them home anyway especially if the temperature dips to minus 20 or so?

Why not have an area on Whyte Avenue to get people in Taxis instead of taking them other places. Anyone going there should be looking after their own way to get home. My kids did ok with that.

The transit centre should be open so people have a safe place to wait for taxis. Have the taxi companies embraced this idea? Without their support the plan is likely to fail. Seems a lot like the ETS plan to provide service to the airport. The intent seems to be to do it poorly then ETS has an excuse for dumping it but then can claim they gave it a good try but there was no support.

Bar Concerns

Bars should close at midnight

The city should limit the number of bars in the vicinity of Whyte Avenue.

I think the solution to this problem is to limit the number of bars in the area to a reasonable number. Having a preponderance of bars destroys the pleasant atmosphere that draw people to the area.

Why are bar owners washing their hands off their patrons?

More Police presence would help and of course bars need to do their part also.

I believe that, since the bars, lounges and night clubs are profiting from the late night activity, these establishments should at least come up with a way to ensure that each person is being directed home and have hot spots designated for taxi's like that at the airport or other event venues. These could be scattered down Whyte Avenue and kept open only for taxi service.

Whyte Ave bar owners and Strathcona Business Association are profiting from their patrons therefore they should be the ones that keep them safe and make sure they have a way of getting home. Malmo should not be part of the solution when they are not part of the problem. I do not want my tax dollars going to irresponsible young adults that have made poor choices and did not plan for a safe ride home after a night of drinking.

Bar owners must be made responsible for noise pollution, filthy sidewalks and vandalism which is the result of too many bars in one area. If they are irresponsible, if their bars are an eyesore, close the, down! The adjoining community is being degraded by the degeneration of Whyte Ave. into one big bar scene. The city let this happen. The city must now fix it.

Time to start moving the “entertainment “ bars out of old strathcona. Decentralize the bars and you diminish the problem. This plan is a band-aid approach.

staggered closing of alcoholic establishments might alleviate transport issues. if a transit system is being put in place it should ensure that riders can reach they communities safely

Sanitation Concerns

I understand that there will be no public washrooms provided for these people when they get to the southgate station. It is likely that these people will walk across 111St and urinate (or worse yet, defecate) in the Malmo community. As someone who volunteers for the Adopt-a-Block program, this is not something that I will want to clean up

Availability of washrooms. Those at southgate are for staff

Irresponsible of the City to create a new congregation zone for patrons within less than 100 yards of single family residences, primarily because of late night noise but also other incivilities. The tolerable level of incivilities inflicted on the east end of Malmo is a completely grey area, which means that there really aren't any! There currently are no drafts of how incivilities at Southgate/Malmo will be measured or evaluated, yet we seem to be pressing to start the pilot ASAP. Full implementation should only be considered with a full public hearing. The “creep factor” of future volumes suggested by the operator of 4 cab companies here in Edmonton is extremely worrying. To the cab industry using buses as feeders is “the way of the future”. There currently are around up to around 10,000 patrons on Whyte Ave.

Also the lack of washrooms... or if they would even use these. I purposely chose NOT to live in Whyte Avenue area for above reasons.

There has been a huge increase in garbage. eg. liquor bottles, beer bottles. I believe these problems will increase if this program is allowed.

Liquor Store

I am concerned that the party-goers who have had too much to drink on Whyte Ave will take the bus to southgate and will choose to head to the liquor store that is only a short walking distance to where they will be dropped off, buy liquor and continue to party in the mall parking lot - particularly if the weather is still nice. They are essentially leaving Whyte Ave because the bars are closing but as I said they may want to continue to party. How will this be handled?

General Comments

Put the drunks in YOUR neighbourhood NOT mine.

Take the drunks to jail.

If you are going to be out late plan for getting home before you go.

Leave the responsibility to those involved. Don't burden others.

This is a quiet close community, and it should remain so.

Your survey for employment should include an option for part time workers

If there is such a concern with people driving drunk let's focus on the real problem which is alcohol and people becoming drunk. Let's focus on education and the harmful affects of drinking too much. People are making the choice to drink to dangerous levels and society has to think of ways to keep them and others safe. Just remove the problem.

We don't feel that this survey in any way reflects the true questions needing to be addressed. Dealing with the problem of densely packed bars in the whyte avenue area should not be dealt with by moving the problem into our communities. It appears that the hospitality industry is driving this initiative without consulting the citizens being impacted. The survey appears to have a bias in the questions being asked. We are also unsure why our age or occupation has anything to do with the question at hand.

not a good idea. If they're to drunk to drive then they will not take a bus unless it drops them off at their door and they're the first ones off the bus.

I do not think the tax payer should be responsible for getting the bar goers home. We made arrangements for our family and other parents should do the same. Nice neighborhoods should not have to deal with drunks.

This pilot is flawed and should be scraped. Responsible Edmonton should be one stakeholder of many, Whyte should be one of the area requiring late night bus, not the sole focus. Finally the poor approach to consultation makes this project a significant liability to the future of late night transit in Edmonton. Late night transit it too important to risk on this significantly flawed project. Try again - the community can be, AND MUST BE much more supportive then it is right now.

I find the absence of a clear plan to consult with the communities in the evaluation phase and the lack of clear evaluation criteria serious lacks in this process.

You failed to communicate directly with the individual residents in the affected area of your project and failed to request feedback from individual residents. Even getting to this survey involved problems - I really had to probe to get to this. Your approach in going about this project highlights your intention to dump any resulting problems onto the community with the pretense that you communicated with the affected community. Disgraceful! Why should my home residence become a dumping ground for the merchants of Whyte Avenue?

I can see 111a street & 49, 48 ave being a park and ride as it was before. I feel this is an encouragement for patrons who patronize the bars to take less responsibility for their drinking behaviour. Edmonton needs to have better late night coverage in order to compete in ANY way as a city with other major Canadian cities.

We lived close to Whyte ave, there was a huge security, safety and noise problem due to late night drinking running out of control. In the past (cca before 2000 AD) the Whyte Ave was a place of restaurants with good food etc. Now it appears to be largely bars and reckless drinking till late nights. A good reason to move from the area as we did. Now the city intends to use our public dollars to spread the problem ? No way ! If the patrons have enough \$\$ to drink, they should be able to pay for taxi. If they are drunk to a point taxis would not take them (as we have seen many times in the past), then a drunk bunk provided by the city within crawling distance of major bars would be more appropriate.

How about you start by not cutting existing night service. Just had a shock when I got to century park to discover that 337 and 334 no longer run past midnight.

I am so tired of the drugs being sold in the alleys, vandalism and theft occurring in our neighborhood, broken beer bottles on the roads, I would be happy not to have the late night service stop at midnight and have the bars close early as well.

Shorter loop route dropping taxi users at strathcona empty lots. Students will have bus passes anyhow so its not an additional cost Permanent taxi stands/lots in Strathcona entertainment zone Honest and quick access to information here on in. No one believes city/RHE forgot to consult impacted neighborhoods in the design. If they did how can they be trusted if they are same controlling project.

Concerns include: lack of sufficient cabs at Southgate; probability of park and (drunken) ride from Southgate and neighboring areas; problems of violence and drunken behavior being shifted from the area of origin to neighborhoods further south; individuals who ride bus but don't have cab fare, and also don't have access to a phone or a washroom. Possible solutions: extend late night bus service; stagger close times of bars, or as in some European cities, allow bars to remain open as long as is profitable to do so and you avoid a massive exodus at 2:00 a.m. Will the results of the survey be communicated?

As taxpayers we should not have to support this behavior. They must learn to be responsible for themselves and find their own way home. We do NOT support this plan. Don't bring the problem of Whyte Ave. to our area. We used to pick up our kids when they needed a ride home.

A lot of the problems could be alleviated with a greater degree of self-discipline (boozing) now that sounds old doesn't it?

I STILL have major concerns for the berm area at Malmo -- right across from where these people will get off buses. How about more regular EPS coverage of that area on weekends?

This proposal is an terrible misuse of taxpayers funds, badly thought-out and stupidly couched as a pilot project for 24 hour bus services

This is not solving the issue at hand. If you cannot get a taxi, you should be arranging for someone to be a dd, not relying on public transit at 3 in the morning. Peoples lack of responsibility is not the responsibility of the city. Southgate mall is a beautiful place and does not need to become a late night hub for intoxicated people.

I do not want to subsidize Whyte Ave bars patrons or owners. The bars should be obliged to take care of their patrons (largely young students). If late night service is provided for night shift workers on the south side that would make sense, but not just creating a "bar bus" to take drunken young people to another location

Did you know that any decent city has a night bus service? It is especially important in cities that are ridiculously cold in winter, like say, Edmonton.

Transportation of people, who choose to become impaired within an entertainment area, should NOT be the responsibility of the City. Transporting them to another location doesn't provide them with safe passage home, it just moves an impaired group from 1 location to another. Personally, I think a better solution would be to reduce the number of establishments serving alcoholic beverages in specific entertainment areas to reduce the number of impaired people on the streets at specific times. This would allow easier access to responsible transportation in specific locations.

The "consultation" which occurred at St. Martin's School on September 7 was a sham. This was obviously a "damage control" session to try to placate a community which had not been properly consulted at the beginning of the process. It appears that cab drivers and Whyte Avenue businesses and a few employees will be the beneficiaries of this plan which is designed to remove people who do not behave responsibly to other parts of the city.

Being a whyte ave patron for 7 years, resident for 1 year, and a bar manager on whyte for 2 years I foresee this being a great program to reduce drunk drivers and violence. Many of the fights (especially in winter when getting a cab becomes a means for survival) are caused by fighting for a cab on the ave or having too many people left on the ave because they can't get a cab and then more chance of fighting or giving up on getting a cab and driving home. One other concern I have is the safety for the bus driver, as my dad has been one for over 30 years I know all too well the dangers of this. I would HIGHLY suggest increasing the charge of using the bus and having a security who stands beside or behind the driver, watches the patrons (many may be puking, smoking, fighting etc...), and can report or handle situations must faster and safer. I would not want to be the bus driver telling a group of drunk guys that they can't get on his bus because they're too intoxicated (working in the bar I have seen the 100's of responses to not being let in because of having too much and 99% aren't good). If people have been drinking and can get home or close to home for 5 bucks I highly doubt many will complain for the added charge (a cab would take forever and they are all charging premium rates at that time). One other system I have seen work well in Australian pub districts, that would stop people from running out on the street and getting cabs, is setting up taxi stands that have Q's set up. This would take a lot of cooperation from the cab companies to use and a lot of public education, but if people line up (just like they line up to get into bars) to get a cab then getting a cab is done much more fairly and safely. I have much more to say on this issue but that is the just of my concerns with the Night Ride. I hope this project can make Whyte a safer and more convenient place to go this winter. Feel free to contact me with any questions. Bryan Schmidt General Manager The Billiard Club

Some of the survey information provided at the consultation was cited as being incorrect by RHE staff. How can we possibly have any faith that proper research was done on the pilot? The survey to start this project was provided by a special interest group that is strictly profit driven and has no concern for community quality of life.

On a very minor note, I would prefer that public consultations be held in municipal buildings rather than religious schools.

There is a program that is mandatory for all workers in the Beverage sales area to take and pass the course, why then are those in bars allowed to sell to clients who no longer appear sober and in control of themselves. Those patrons should be removed long before the last call and closing of the bars. I think we, society, are catering far too much to those who choose to drink and become less than sober and out of control.

It's not public transportation being extended to later in the night that I am opposed to - it's this particular pilot project that I don't think has been thought through.

We already experience too much late night pedestrian traffic in Lendrum near the transit center. Damage to vehicles has occurred, grocery carts have been used as an alternate form of transportation

If the people of the Southgate area feel no compunction in letting their loved ones come to Whyte to get wasted rather than find local means, the least they can do is put up with the city delivering them back home.

We are now a big city and we need to start behaving like one. This is a new issue and we need to find a solution to ensure that our night time economy is well managed and serviced. The folks from “Pleasantville” need to progress past 1950’s Edmonton and realize they represent a very small percentage of the population.

If there were extended transit hours for buses going to all parts of the city I can see it - you are dispersing people in all directions. Why would you think it’s a good idea to take a problem and move it to a different area? Not everyone who goes to Whyte Ave comes from the south of the city - that’s just ridiculous and displays little evidence of careful analysis - as usual the city is reacting, not acting. Are you going to pay for vandalism, damages etc within our community? What if these hoodlums damage private property - will you take responsibility? I bet not!

More Information

A multi-pronged approach aimed at preventing over-served patrons will make this more successful. It would be good to hear from the Responsible Hospitality Edmonton what commitment they are making to ensure patrons are not over served. Additionally it would be great to hear from EPS what steps they are taking to reduce the number of establishments a) allowing too many patrons in and b) over serving patrons. Are there statistics available? This would go a long way to reassuring everyone concerned about inebriated people carousing after getting off transit.

C’mon guys. We should have had something like this years ago. Better public transit than drunk drivers. Wish you had spent a little time explaining this to people earlier. Even our local North Garneau rep has got hold of the wrong information, and he’s usually very knowledgeable.

If you have demographic data to support the idea that most riders of the Whyte to Southgate patch would actually live there, distribute it. Give real numbers.