



Edmonton Transit System Advisory Board

Meeting Minutes
Monday, June 25, 2018
5:30PM –8:00PM
Heritage Room, City Hall
Meeting No. 18.06
Prepared by Christy McKenzie

Members Present:

Sean Lee (Chair), Charles Kelly (Vice-Chair), Stewart Smith, Bob Macklon, Isabell Hubert, Brian Curry, Giselle General, Kouresh Loffi, Maurice Vincent, Philip Reid, Mark Tetterington (President, ATU 569)

Regrets:

Jorge Arango, Mariah Samji

Guests:

University of Alberta Masters Programs student presenters, re: Open Science Event - Josh Schmalt, P. Eng. PMP, ENV SP and Leah Anderson, Human Geography MA

ETS & City of Edmonton Staff:

Howaida Hassan, Senior Environmental Project Manager, City of Edmonton, Regional and Economic Development

Mike Kuntz, Project Manager, City of Edmonton, Integrated Infrastructure Services

Councillor Andrew Knack, ETSAB Council Advisor

Christy McKenzie, Administrative Assistant, ETSAB and ETS Technical Services

Marc Lachance, Manager, ETS Business Strategy and Planning, and ETS Staff Liaison for ETSAB

Materials & Attachments:

- Meeting Agenda
- Draft Meeting Minutes – May 28, 2018
- ETS Branch Highlights Report
- Copy of slide presentation - Bus Rapid Transit Update session on Wednesday, June 20, 2018
- Copy of draft new Fare Policy Principles

1. CALL TO ORDER	
Call to order at 5:30PM	

2. AGENDA REVIEW	DECISION
<i>MOVED: by P. Reid & seconded by C. Kelly to approve the June 25th, 2018 agenda.</i>	
<u>CARRIED</u>	

3. APPROVAL OF PREVIOUS MEETING MINUTES	DECISION
<i>MOVED: by C. Kelly & seconded by S. Lee to approve the May 28th, 2018 minutes.</i>	
<u>CARRIED</u>	

4. PRESENTATIONS	INFORMATION
City of Edmonton Smart Transportation Action Plan – Autonomous Vehicles	H. Hassan
<ul style="list-style-type: none"> • Howaida presented the leadership direction and goals for the City of Edmonton’s Smart Transportation Action Plan, which are intended to prepare for and advance automated, connected, electric, shared mobility options in alignment with wider City goals around climate resilience and a healthy City. • A framework for evaluating related actions is being developed as part of the plan, which has a 3-Stage approach: State of Practice Review, Issues Scoping (including an impact and uncertainty exercise), and Strategy Development. 	

- The project team's engagement with the City's Smart Fare project, Electric Bus procurement, Smart Bus implementation, IT Open Data agreements, the U of A's ACTIVE-AURORA and Student Capstone projects, and the automated shuttle testing at the Edmonton International Airport are ongoing. Some examples of challenges and opportunities gathered were presented:
 - Important to prioritize equity of access, and determine if the City is to consider mobility as a right.
 - Consideration of the policies and legal framework in which the City operates given changes in the mobility sector.
 - Consideration of partners during the economic transition away from fossil fuels, and the potential impact on Alberta's economy.
 - Consideration of citizen's familiarity with emerging technologies, including car sharing, bike sharing, electric vehicles, drones, and microtransit.
- A Subject Matter Expert Think Tank comprised of thought leaders from a wide cross section of disciplines is being consulted for recommendations throughout the process and a review of the Action Plan. Points to consider received to date include:
 - Concept of 20-minutes cities
 - Road user charges and mobility pricing
 - Social Equity awareness (access to cell phones and internet)
 - Dynamic curb management as the scale of pick-up/drop-off services increase
 - Impact of technological change on labour and job loss
 - Possibility of decreased parking demand in core due to shared autonomous vehicles
- The nine guiding principles of the plan were presented, as well as focus areas (people, mobility, land use and infrastructure, and City function) and examples of actions for each.
- The timeline for next steps is completion of the draft Action Plan by end of July, and presentation of the report to the Urban Planning Committee of Council in September, 2018.
- Question and answer period followed, including:
 - Discussion around how soon public transit is expected to be affected. It was noted that the effect of some emerging technologies may be over a decade away, but others are imminent (smart card, electrification, and the potential for some first/mile last mile smart transportation solutions).
 - Leadership in the field was discussed. The agricultural industry and the oil sands were noted to have implemented some smart transportation solutions in Alberta already, as well as the distribution of goods/transport industries. Testing of autonomous vehicles on roads, in mixed traffic is being led by the southern United States, due to less restrictive laws (California and Arizona).

Stadium Station and Transit Centre Refurbishment – Design Phase Update

M. Kuntz

- Mike presented an overview of the existing conditions and the recommended concept and design approach, including maps, pictures, drawings and renderings.
- One important element of the proposed design is the canopy structure, which will include new traction power supports constructed over the existing canopy to minimize operational impacts during construction.
- Major improvements will include:
 - An additional platform specifically for southbound trains (which have the highest volume of ridership during events), while the existing platform becomes dedicated to northbound trains
 - Access to the ends of the platforms at grade will increase accessibility for all riders, including ramps for wheeled mobility aids (with public access to the underground concourse removed)
 - An additional track crossing to increase connections between neighboring communities
 - The addition of public washrooms
 - The removal of the chain link fence barrier and narrowing of the track right-of-way to return some of this space to the public realm
 - The addition of a plaza and upgrades to the shared use path
 - Distribution of new heated shelters and upgraded station lighting
- Question and answer period followed, including:
 - The construction funding application has been included in the submission for 2019-2022 Capital Budget for approval in the fall.

- Members noted that the changes should increase real and perceived safety at the station.
- Discussion around possibility of trains opening doors/loading passengers on both sides of trains at the same time from the existing platform. It was confirmed that this was considered, but the decision is to retain one-sided loading for consistency for riders used to the standard operation.
- It was noted that considerations for placement of fare payment (ticket vending) machines and secured bicycle parking would be included at the detailed design phase, once construction budget is approved.
- The Area Redevelopment Plan for this area outlines a possible new future station located south of the current station. This was mentioned in a previous presentation, was confirmed that there are no plans to begin designs on a new station, as it is expected to take at least another 20-30 years for the area's development to occur and create the demand required to justify it.
- Access to/from the Kinnaird Ravine is outlined in the Dawson Park and Kinnaird Ravine Master Plan and will be allowed for as part of the Stadium station refurbishment project.

University of Alberta Open Science Presentations

**L. Anderson &
J. Schmaltz**

- Leah Anderson presented her study on transit accessibility for seniors in Edmonton.
 - Leah presented elements forming a complex spatial relationship for seniors who may use public transit to access specific destinations within 200 meters of the transit network (medical facilities – as listed by Alberta College of Physicians, grocery stores – as listed on Google Earth, malls and community senior's centres – as listed on Open Data).
 - Leah identified the inaccessible transit points at weekday peak service hours based on destinations falling further than 200 meters from the transit network.
 - Question and answer period followed:
 - Discussion around loss of quality of life for seniors when they lose their ability to drive, due to first mile/last mile challenges.
 - Distances from transit stops to grocery stores are frequently separated by large parking lots (greater than 200 meter distance from stop to door). Grocery delivery is a challenge for people in apartments, as someone must be physically home to receive them. The concept of inverting zonings (put stores closer to the streets and parking further away) was discussed.
 - It was noted that there are some low income housing neighbourhoods which have high concentrations of seniors (mobile home parks) and do not have frequent transit service within the 200 meter range, resulting in isolation or earlier moves to seniors homes instead of aging in place.
 - Small community service routes that go right into parking lots are a current transit option in a limited number of areas in the City currently, and this service could potentially be expanded as a solution, if the demand could justify it.
- Josh Schmaltz presented his study on transit utilization and system performance in Edmonton.
 - Josh studied publicly available data including population density and 2016 Census data, as well as land use distributions and transit use data available through the City of Edmonton Open Data sets. The level of detail publicly available in the data sets was noted to be limited (time of day ridership to show peak travel times not available, trip origins and destinations not yet available, LRT ridership data is from 2016 and bus ridership from 2017).
 - Josh looked at how transit users are distributed across the City, and how various factors may be affecting the performance of the existing system and future system expansions.
 - The LRT network expansion plans were observed to potentially add the benefit of freeing up bus service to other areas.
 - Conditions that may be causing higher ridership at Southgate and Century Park Transit Centres than other Transit Centres were part of the study, for consideration for improving ridership at other Transit Centres.
 - Catchment areas around Transit Centres were also analysed in the study for Millwoods, Belvedere and Century Park.

5. FOR APPROVAL	DECISION
Updates to ETSAB Internal Board Process Documents	B. Macklon
<ul style="list-style-type: none"> • Bob brought forward for Board approval adjustments to section four “Reference Documents” in the ETSAB Orientation Manual, numbers 11 (ETSAB Policy, Procedures and Code of Conduct), 12 (Who, What, Why, How), 14 (Acronyms), and 15 (ETSAB Related Policies and Bylaws) to: <ul style="list-style-type: none"> ○ Replaced references to Transportation Committee of Council with a standing committee of Council. ○ Replaced references to Bylaw 12300 with Bylaw 18155 and 18156. ○ Adjusted timelines as voted on in January of the annual start and end of the term of service for elected Chair and Vice Chair of ETS Advisory Board. ○ Added the new appointment of the Council Advisor as a part of the ETS Advisory Board. ○ Added to list of acronyms. <p>MOVED: by G. General & seconded by I. Hubert to approve the changes to the internal procedures documentation for ETSAB.</p>	
CARRIED	

6. NEW BUSINESS	INFORMATION
ETSAB Gondola Report Presentation Debrief	S. Lee
<ul style="list-style-type: none"> • The presentation to the Urban Planning Committee including the debate is available to watch at Edmonton.ca under the June 5, 2018 meeting recordings for UPC, and lasted 2.5 hours. • The motion passed was (agenda item 6.9) "That Administration report back to Committee on: <ul style="list-style-type: none"> - the cost of a feasibility/constructability study, including an analysis of the potential catalytic value of a gondola on the future redevelopment of Rossdale and the River Crossing Project, and - the commitment by private investors, and communities to fund/cost share these studies Due Date: October 16, 2018" • It was noted that one of the main challenges would be the potential of integration of the gondola into transit if it is constructed with private dollars. This may affect the private industry's decision to proceed. • If the gondola proposal does not proceed as a private industry venture, it could be brought forward again for consideration for integration with the central circulator LRT design, in addition to the streetcar over the high level bridge. 	
CUTA Fall Conference	S. Lee
<ul style="list-style-type: none"> • Three first and second year members have expressed interest for consideration to represent the Board at the fall CUTA conference. It was proposed that additional members considering express interest by the July meeting. In order to select two members to go, the Board will have all interested members present a short (two minute) proposals at the July meeting, and a vote by secret ballot will be conducted. 	
Transit Fare Policy Updates	M. Lachance
<ul style="list-style-type: none"> • Marc presented the four confidential draft fare policy principles to Board for feedback on clarity of the wording; this is part of the qualitative analysis being conducted by consultants to develop the content for the Fare Policy. The next phase will include an open public survey for the quantitative feedback to develop the Fare Structure recommendations. The survey will be managed through Leger and will also be distributed to the City of Edmonton's <u>Insight Community</u>. The public link will be shared with ETSAB for input when available. 	
Bus Network Redesign Engagement Session Debrief	C. Kelly
<ul style="list-style-type: none"> • The consultants and ETS Planning and Scheduling team organized a special meeting for Board members of ETSAB and DATS Advisory Group which took place on Wednesday, June 20th. Eight ETSAB members and six DAG members were in attendance, as well as the Mark Tetterington, current president of ATU569. ETSAB members noted that they found the session informative. A copy of the presentation slides were shared with members who were unable to attend. • Over 5000 responses were collected during the 25 engagement sessions and the related survey that ran during May and June throughout the City. Work is now underway to consolidate the responses and prepare a second draft that takes into consideration feedback received from citizens 	

and transit operators.

- Some of the topics discussed include accessibility and walkability challenges in the first/last km to and from the bus and LRT stops and stations, transfer challenges and loss of service concerns (in Cameron Heights, Blackburn and Wedgewood neighbourhoods).

7. SUB-COMMITTEE UPDATES	INFORMATION
Transit Innovation	I. Hubert
<ul style="list-style-type: none"> • No meeting was held in June. • Maurice Vincent will be the lead for the Transit Innovation Sub-Committee going forward. 	
First Mile/Last Mile	S. Lee
<ul style="list-style-type: none"> • No meeting was held in June. • Isabell Hubert will be the lead for the First Mile/Last Mile Sub-Committee going forward. 	
Standing Items	S. Lee
<ul style="list-style-type: none"> • Not applicable for this month. 	
Wayfinding	J. Arango
<ul style="list-style-type: none"> • Jorge has circulated the draft terms of reference to the Board for review and comments to bring forward for approval at the July meeting. 	

8. INFORMATION SECTION	INFORMATION
ATU569	
<ul style="list-style-type: none"> • Bus shields have been ordered to be installed and piloted on ten ETS buses. The number of assaults is not decreasing. The numbers of reported assaults are nearly the same this year as last year. • A survey has gone out to ATU569 members as part of the contract renewal process that will begin at the end of 2018. 	
DATS Advisory Group (DAG) Update	B. Macklon
<ul style="list-style-type: none"> • DAG members attended the BNR Project Update session along with ETSAB members on June 20th and appreciated the opportunity to bring forward their questions and concerns. 	
ETS Branch Highlights Report	M. Lachance
<ul style="list-style-type: none"> • The ETS Branch Highlights report was reviewed. • Question and answer period followed. <ul style="list-style-type: none"> ○ A presentation will be offered to ETSAB at an upcoming general meeting on the status of the City's first/last kilometer study, as well as further updates on the status of the bus network redesign project. ○ Proposed route plan for the fall ETS facilities tour requested by ETSAB were provided. ○ Councillor Knack brought to members' attention an additional non-ETS report that will be presented to CPSC on July 4th - CR_5033 "Alternative Practices to Address Snow and Ice Control". The related policy changes potentially impact transit in relation to sidewalks, hubs and multi-use trails. 	
Edmonton Arts Council (EAC)	M. Samji
<ul style="list-style-type: none"> • Not available. 	
Accessibility Advisory Committee (AAC)	C. Kelly
<ul style="list-style-type: none"> • Charlie attended the June AAC general meeting, and provided an update to members. The reinstatement of the mail out of transit passes to DATS users was the main transit related topic. • Knowing that ETSAB is working on first/last km the chair of the Accessibility Advisory Committee member noted that there is a fairly new company providing paratransit services in the City, and they are interested in being involved in first/last km transit solutions for passengers with mobility challenges. The member has personally vetted that this organization provides good service and wanted others to be aware of it. 	

9. TOPIC OF THE NIGHT	DECISION
<ul style="list-style-type: none"> Highlights of the meeting were the presentation on the City's Smart Transportation Action Plan from Howaida Hassan, who outlined the goals of the project as well as informed us of what is currently being implemented and how plans are being considered for future innovations, and the effect these may have on the City. Mike Kuntz from IIS provided us with an update on the proposed redesign of the Stadium LRT station, outlining the much improved access and security aspects of the design as well as how ETS will be better positioned to accommodate large crowds for stadium events. The Board also approved updates to our policies and procedures to bring them in line with recent changes implemented by Council. 	<p align="center">C. Kelly</p>

10. MOTION TO APPROVE MINUTES OF THIS MEETING	DECISION
<p>MOVED: by I. Hubert & seconded by B. Macklon on July 30th, 2018 to approve these June 25th, 2018 minutes.</p>	<p align="right"><u>CARRIED</u></p>