EDMONTON TRANSIT SYSTEM ADVISORY BOARD
MEETING #10, OCTOBER 29, 2012
HERITAGE ROOM, CITY HALL

PRESENT: Izak Roux, John Hayes, Leanne Landry, John Vandenbeld, Christopher Dulaba, Bruce Robertson, Brian Marcotte, Jon Reay, May Lin, Stu Litwinowich

REGRETS: Vaughan Hoy, Gordon Smith

ETS AND CITY STAFF: Jim Stein, General Supervisor, Transportation Services, Vicki Luxton, Dennis Nowicki

1. CALL TO ORDER

- J. Hayes called the meeting to order at 5:30 pm.

2. LRT PRESENTATION (J. STEIN)

- *Highlights*:
  - Chapter 15.0 out of the LRT Guidelines is what the consultants will refer to when they start designing accessibility features. The LRT stations are designed to these guidelines. These guidelines were handed out to all ETSAB members in attendance.
  - Picture examples which are listed in the guidelines were supplied to all ETSAB members.
  - J. Stein went through a power point presentation showing Transit Photos of all the features listed in Chapter 15.4.
    - *Feature Highlights:*
      - Ramps are a feature at all of ETS surface stations especially where there is access from the sidewalk. At every change of grade there is a yellow strip indicating change of downward grade. Ramp access to facilities with handrails on both sides.
      - Warning – two feet of yellow truncated dome tile followed by 125 mm of edge tile provide colour and texture contrasting. This is being utilized in all of the new stations. The designer for the Clareview station decided to incorporate lighting in the warning tile becoming another visual cue to the fact you are near the edge of the platform.
      - ETS brought in a sign designer to redesign the wayfinding signs in the stations so that they were more visible and provided information at decision points. The font is called Frutager and is specifically designed to be clearer at a greater distance. Most of the signs are backlit which also highlights the information from a further distance.
      - ETS had input from the Accessibility Committee that arm rests were important on seats as some people need assistance in pushing themselves up.
      - There are DATS loading areas at all surface stations.
      - ETS has TTY capability in all stations with emergency phones with

instructions in Braille as well.

- Identification sign at the top of the ramps at the stations with Braille at the top of the sign that tells people which end of the platform they are on so they can get their bearings. This mirrors the information in text.
- Emergency phones in all public washroom were installed last year in case a person with a disability issue was not able exit the washroom.
- Train and station interiors have arrival announcements. The train arrival announcement system is controlled through GPS and wheel rotations.

❖ *Plans for LRT Stations to Address Features not in Design Guidelines:*

- ETS had a third party accessibility audit completed for the buses and bus stops in 2001. Another audit covering both LRT and bus is scheduled to be done next year.
- LRT also consults with the corporate Accessibility Committee to provide input. The two recommendations that have not yet been implemented are:
  1) Install raised line signage in stations which is a floor sign with a map of the layout of the station on it. The reason this was not done is because ETS could not find a manufacturer who was able to produce that type of product.
  2) Upgrade remaining stations that do not have the standard of a warming strip which has been adopted as ETS's standard. The City has made a commitment to upgrade all of the stations with warning signs to meet the standard and the program is now funded. There is 600 mm of yellow truncated doom tile followed by 125 mm of tile of a different color.
  3) Two handouts were provided, one that shows what the current standard is and the second shows what exists at the stations that do not meet the current standard and what the timing is for doing the mediation work. There are two stations, Belvedere and Coliseum which use truncated doom to an earlier standard and do not have plans to change that to the 600 mm width where right now it is at 300 mm. This is what work ETS has planned to complete in the next three years to address the areas of accessibility that currently does not meet the guidelines.

- *Questions/Answers*:
  - *(BR) Are the warning strips on surface stations heated to melt the snow?* With the exception of Health Sciences/Jubilee Station, they are not. The platform is heated at Health Sciences/Jubilee because the University has a system of steam heating and the designer decided it would be a good idea to incorporate steam heating within the platform. While the system generally works well, we have experienced some ice formation in extreme cold. Because of the high cost and issues with ice formation in the cold, ETS is not pursuing slab heating systems at other station.
  - *(SL) At University Station, why was the decision made to have vertical signage from bottom to top instead of top to bottom?* It was the way the signage designer felt it read the best because there is lots of signage from bottom to top. In the end, ETS went along with the designer's

recommendation.

- *(JV) 1) On Slide 23 you have a 747 sign at Century Park and if you do not know what the 747 sign is, there is no way to know based on this sign. This Board has recommended that there should be some sort of plane image on this signage. 2) Table 2 Detailed a List of Stations not in Accordance with the 2010 Design Guideline and especially considering there was a fatality at the University Station, why is this station the last station to be replaced?* Two reasons, timing – we already have a shut down planned this spring for replacement of track work at Central Station and it is an obvious timing choice to do the tiling at that station as well. The second reason is for timing with the NAIT line. There are certain times available where we can single track and certain times when we cannot. The reason for that is the NAIT line will have its own needs for single tracking relating to signal testing or commissioning and training. ETS has to tie in with that. Lastly there is the weather issue so in 2014 we are doing Bay and Corona in the spring and the University is the following year in the summer time because it is very cold in that station so to have the tile properly set ETS wants to do it in the warm period of time. *3) Has there been any study or any sort of work done on which one of these stations is the most dangerous or is your plan schedule mostly around existing goings on with ETS?* Yes, it is the latter; timing is scheduled around existing schedules and plans. Your question around the 747 sign, this information has been passed onto the group in transit responsible for that and they are working towards a fix.
- *(BM) What is going to happen with the West and Southeast lines where the stations are going to be completely different, are all of these guidelines going to be incorporated?* The West and Southeast line is going to be at curb level so there will not be high floor stations. For the most part, there will not be ramps, elevators, or escalators but there will still be a curb and the plan is still to have the warning strip at the edge of the platform. Signage and wheel chair accessibility will still be a part of this design concept. Amenities will be heated shelters but the design has not been fleshed out on everything as yet.
- *(BR) On the West and Southeast LRT lines platforms crosswalks, how will they be integrated into the system?* Most of the stations will be simple raised platforms at the same level as the sidewalk with a gentle grade upwards as the platform is only 600 mm above the track. The ability to cross the street, the concept is that people can cross at will at quieter intersections and at busier intersections such as 75 Street there will be crosswalks with crossing warning information posted there. There are some stations where the station is raised such as West Edmonton Mall because it has to get up above the roadway as it is too busy. There will be a standard design of stairs, elevators, and escalators.
- *(SL) Is the entrance to the LRV 600 mm above grade on the West and Southeast LRT line?* Yes.
- *(JH) I think 600 mm is big enough drop to actually break an ankle and small enough to encourage people to think they can just jump off of it. If it is a four or five foot drop you may get some dare devils, but not many. If it was a curb height as we keep hearing it referred to, curb is not 600 mm it is maybe 80 mm or 120 mm. 600 mm is two feet which is a pretty good drop if*

it is icy and you fall. Several times you referred to design features that went counter to the standard features that were put in by designers. I wonder if the City does not have design standards as more guidelines than fixed things because of one of the illustrations you said the designer thought was a good idea to put lights into the safety area and when S. Litwinowich asked his first question you said the designer thought it was better to have the words read up rather than down. I wonder if the City does not have standards to which the designers have to adhere or if they only have to adhere to some of them? It does not seem to make a lot of sense to me hearing someone say well we have standards but the designer thought this would be better. Especially considering the safety barrier along the front of the track edge. This is such a significant safety issue, probably the biggest safety feature in the whole system in some ways. Sometimes standards are not the right term, a lot of these are guidelines. There are some standards and codes as well. There is not a code that says you must have a lighted overhead warning strip above the LRT station platforms. You do not see the lights in the daylight as they are hard to see and so for that reason the designer thought that having lights within the warning strip was a better solution. What we found out when those lights went in they were hard to maintain and burned out quite a bit. We have since put in LED lights and they are working quite well. Moving to new stations, we no longer have warning strips at all. In terms of the curb height, there are two types of trains, high floor and low floor. That height of 600 mm is pretty common to almost all manufacturers and they may vary slightly. So, designers tell us that they successfully operate low floor systems right across Europe and that is the standard type of vehicle. There is not a lot of leeway to pick your floor height on those things. *My question was more directed to whether you treat it as a curb or a station platform and it seems to me at a height of 600 mm it is less curb and more platform.* There is no mistaking it, it will look like a platform with a warning strip and all of the features and will not look like a sidewalk but it is integrated into the sidewalk and access to it does not mean going up a ramp or stairs.

- *(SL) I am quite surprised there are no standards and you say there are guidelines but upon completion of this transit centre if there are no standards it can be quite confusing for a passenger.*

(BM) The City is embarking on doing the West and Southeast as a P3 and a P3 is going to give the design responsibility to the consortium as builder and operator for thirty years and you must be very clear on what standards this consortium has to meet or they will cut costs if there are not rigid standards and not guidelines. The whole purpose of a P3 is give to the consortium the ability to save money and fast track the project. So I think you need to be very clear what standards are going to be proposed. Agreed, the project has already developed guidelines and standards.

15.2.2 ETS Accessible Transit Instruction

As a supplement to Policy C463, ETS has adopted an instruction that states "the City of Edmonton and ETS are committed to providing an accessible public transit system" This instruction lists a number of general accessibility principles. These principles apply to
ETS employees, public transit vehicles and facilities. A principle that is directly applicable to

the LRT system is:
"ETS facilities and equipment will be designed to be accessible to customers with limited
mobility and their equipment such as wheelchairs, scooters, canes, walkers, strollers etc."
The Instruction also states that the following accessible features are to be incorporated into all
transit facilities:
At least one power assist or power operated entrance door
Visual indicators of plate glass windows adjacent to doorways
Ramp access to the facility
Curb ramps to facilitate ease of movement to bus stops, in transit terminals, and entry into
facilities
Accessible parking stalls at Park and Ride locations and other ETS facilities
High contrast edging on stairs, escalator steps and LRT platform edges
Handrails on all stairways and ramps
Emergency exits from platform ends are to be accessible and protected by gates
Elevators in LRT stations and other ETS multi-story facilities must have Braille floor
indicators, protruding buttons, oversize lit floor call buttons with Braille, floor arrival bells,
handrails, and infrared beams to prevent doors from closing against person or object.
Non-slip, colour contrasting surface to delineate the LRT platform edge.
High contrast signage in facilities.
Accessible bus shelters.
Heated waiting areas at major transit terminals and LRT stations.
Train arrival voice announcements at all LRT stations.
Seating with armrests in LRT stations and major bus terminals.
DATS loading bays at major transit terminals.
Enhancements for the use of phones by the hearing impaired (TTY phones, 'call connect'
feature on Emergency Phones).
Enhancements for use of phones and facilities for the sight impaired (Braille numbers and
instructions on Emergency Phones, raised line station maps).
Emergency phones installed in public washrooms and elevators.
Fare collection equipment will have numerous accessibility features such as voice, Braille,
slots and push buttons at heights that are accessible.
Wheelchair accessible washrooms (hands-free remote access system to LRT Security,
light indicators at entrance doors to signal access granted) and
"Elevator" directional signage throughout LRT stations and entranceways.

Amended agenda approved

3. AGENDA REVIEW

- The following item was added to the agenda:
  - Item No. 3 – Remove Transit Centres and Amenities Sub-Committee from the agenda.

Minutes approved

MOVED: by B. Robertson/J. Vandenbeld to approve the amended agenda.

CARRIED

- Transit Centres and Amenities
  - This was a group that made its final report last month and therefore we do not have much to talk about today. That said, J. Hayes suggested to ETSAB members to ask questions or give their comments to J. Stein regarding the two tours that ETSAB participated in. No questions or comments were made.
  - J. Stein reported that ETS is targeting at the end of the year to have responses back on all of ETSAB's recommendations.

4. APPROVAL OF THE SEPTEMBER 24, 2012 MINUTES

MOVED: by J. Reay /C. Dulaba to approve the September 24th, 2012 minutes.

CARRIED

5. MANAGER'S REPORT (D. NOWICKI)

- *Highlights:*
  1) *Transportation and Infrastructure Committee:*
     - The new TIC members are Councillors A. Sohi (Chair), D. Loken (Vice-Chair), B. Anderson and E. Gibbons until next October.
  2) *ETSAB Agendas:*
     - D. Nowicki proposed to ETSAB members that in future Manager's Reports that Administration provide the Committee or Council meeting date, agenda item number, and item title. Hard copies of the reports will not be provided.
     - ETSAB members can go to the City's website and go to the "City Government" page, click on "Council and Committee Meetings" and then the appropriate meeting and agenda item.
     - Members will be able to see the reports and any attachments, and, in the case of meetings held, be able to listen in on the discussion.
     - This is something that can be discussed at ETSAB's annual retreat. Administration will continue their current process until ETSAB's next retreat in January, 2013.
     - D. Nowicki encouraged ETSAB members to go into the City's website and familiarize themselves with the content and features.
  3) *LRT Customers Being Surveyed*: Should state ETS Customers.
  4) *Transit Smart Card:*
     - From City Council's October 31 meeting agenda recommends a partnership with other public transit municipalities in the Capital Region.
     - Estimated capital cost of $30 M is expected to be cost-shared between the CoE and Regional partners, and provincial funding through Green TRIP funding.
     - Two-thirds Green TRIP and one-third municipalities with CoE 70 per cent and Region 30 per cent.
  5) *Southeast to West LRT Funding:*
     - City Council, at their October 17 meeting, approved proceeding with a P3 funding strategy.

- The City will make a formal request to the Governments of Canada and Alberta requesting a funding contribution.
- Subject to the funding coming together for the $1.8 billion project, construction from downtown to Mill Woods could start in 2015 with completion by 2019.

6) *Wayfinding Signage System:*
   - Report presents a business case for implementing a Downtown Wayfinding Signage system.
   - Report to be presented at the November 5 Executive Committee meeting.
7) *U-Pass Program:*
   - Update provided at the October 24 TIC meeting.
   - Student representatives at the meeting expressed concern with the reasoning for the proposal increase.
   - Further negotiations to be held with the student group stakeholders and a report back to TIC on November 7.
8) *LRT Beyond NAIT LRT Station*:
   - Report presented at the October 24 TIC meeting and received for information.
   - Adding a tail track beyond the temporary NAIT LRT Station allows for LRT storage and protects for the future relocation of NAIT Station to its permanent location.
   - Requires a change in scope for the Green TRIP and Building Canada Fund.
   - No direction from TIC to proceed.
9) *2012 Supplemental Capital Budget Adjustment:*
   - Recommendations to be presented to City Council at their October 31 meeting for amendments to the 2012-2014 Capital Budget.
   - Included are:
     - Recommendation for Transit Smart Fare ($7.0M)
     - Unfunded emerging project Smart Bus ($31M) for subsequent phases.
10) *CNG Bus:*
   - As per the direction given by Council at the May 2, 2012, City Council meeting, Fleet Services and Edmonton Transit have moved forward with a two-bus CNG pilot.
   - Delivery and In-Service Dates
     - Two CNG buses have been ordered from New Flyer with a projected delivery date of December 2012, allowing both to be put into service in January 2013. The intent of the pilot is to evaluate the cold weather effects on the performance of these CNG buses. Funding for CNG bus purchases is available in Capital Project Profile 12-66-1281 (Bus replacement and Refurbishment).
   - Fueling and Maintenance
     - The firm of Morrison Hershfield was engaged as facility consultant to review and analyze necessary facility modifications to support the pilot project. A number of facility options have been reviewed ranging from contracting both maintenance and washing, full in-house work of both maintenance and washing, and combinations

therein. In evaluating operational efficiencies and effectiveness, the determination is to perform the work in-house with minor modifications to the Ferrier garage.

- Fueling of these buses will be performed by City maintenance staff through a third-party vendor at an off-site CNG fueling station.
- Performing maintenance and washing work in-house will give the City first-hand experience both in CNG facility design and operations, as well as first-hand CNG bus maintenance. Both will be valuable as the City moves forward with future bus procurement strategies and new bus garage design and costs.
- CNG practices across Canada were also researched. With an overall goal to reduce the City's exposure to the risk of asset loss and occupant safety, National Fire Protection Association (NFPA) codes will be adopted, which are considered good engineering practice and satisfy our insurer/risk management.

➢ Cost
- Purchase of the Buses - $490,000 per bus
- Facility upgrade - $375,000

11) *2013 Bus Purchase*:
    - ➢ Nine forty foot buses will be purchased; budget $4.5M.
    - ➢ The long term contract with New Flyer expired in 2012.
    - ➢ Supplier will be selected through the Standard CoE tendering process.
    - ➢ Nine buses are in addition to the two CNG buses.
12) *Seniors Transit – High Level Business Plan:*
    - ➢ Report was presented at the October 23 Community Services Committee meeting and received for information.
    - ➢ Includes a business plan to increase coordination; sustainability and effectiveness of assisted door through door transportation services for seniors (e.g. Driving Miss Daisy service).
    - ➢ Community Services to prepare a service package in support of this model for consideration in the 2013 Budget.
13) *Vision for an Age-Friendly Edmonton Action Plan:*
    - ➢ Report presented to Community Services Committee at their October 23 meeting and received for information; heading to October 31 Council Meeting.
    - ➢ Report presents budget implications for implementing the 5 year action plan.
14) *Bid Web:*
    - ➢ Operators will be signing for the December sign-up starting October 29 and for the first time using the new Bid Web technology.
    - ➢ Bid Web is the on-line way to sign work shifts.
    - ➢ Training has been offered to employees.
15) *ETS Community Sponsorship Program:*
    - ➢ Edmonton-based organizations that contribute to the social and environmental well-being of the community.
    - ➢ Initiatives that contribute to improving the quality of life in Edmonton.
    - ➢ Initiatives that support the volunteer efforts of ETS staff in their local communities.
    - ➢ Initiatives that generate community support for public transit.

- Helps existing or prospective transit customers in some way.
- Progress the ETS brand image and service quality.
- <u>ETS does not contribute to</u>:
  - Requests for free or discounted fare product and/or charter service.
  - Individuals.
  - Requests for cash donations to fund-raising campaigns.
  - Projects outside of the city of Edmonton.
  - Political organizations.
  - Events after the fact.
  - Requests for ongoing support.
  - When the organization is funded to a significant level by another level of government.
  - Free transit for conferences.

  <u>Questions/Comments</u>:

- *(JV) The P3 funding, has it been decided?* Yes. In the report they spoke about the Southeast segment and later on it suggested that it was linked to the other P3 but do not know if this condition is for the West link.
- *B. Marcotte stated that the City needs to build the whole thing - Southeast and West so how do you break this into two P3s. The whole reason the City went to the P3 is to access federal funding and it can only be done through a P3. There are many hurdles to go through to secure the federal money and this whole issue about building part of it as opposed to all of it will have to get sorted out before the City goes ahead with it.*
- More discussion followed on the P3 funding.
- *(LL) At bus stops you often see the concrete blocks versus the asphalt, why do they use concrete blocks at the bus stops?* The bus weight will cause some service problems and rutting in the summer.
- *(ML) How long are the buses suppose to stay at the bus stops? The bus seemed to almost pull off as I approached the stop and I was waving to the operator. It was at the Eaux Claires Station so I thought the bus would have waited a few minutes.* The operator is scheduled and within that schedule there would be timing points along the route and at certain intervals along the route there is the opportunity for the operator to correct their running time to the schedule. If the bus is running fast the operator would wait to catch up to the schedule. The operators try to adhere to the schedule as best they can.

6. <u>ETSAB'S BYLAW REVIEW AND PROPOSED 2013 WORK PLAN (J. HAYES)</u>

- *<u>Highlights</u>:*
  - J. Hayes appeared in front of Transportation and Infrastructure Committee (TIC) on Wednesday (October 24) and made a report both on the Bylaw Review and ETSAB's 2013 Work Plan. TIC unanimously passed both ETSAB's recommendations. TIC members accepted the Work Plan going forward and have also directed Administration to work with ETSAB to draft and adjust the Bylaw in an appropriate manner by January, 2013 when it will go to Council for approval. ETSAB did not wordsmith the Bylaw but made comments by saying what it should do is this. A special meeting will

need to be arranged to see the actual draft Bylaw and make sure it covers what ETSAB felt was important. ETSAB needs to ensure the bylaw goes forward.

- There were two or three questions asked of our presentation. Councillor A. Sohi stated he thought ETSAB's Work Plan seemed like a lot of work and wondered if ETSAB could do it. It was explained that ETSAB had a wish list meeting and culled it down to one-third of the projects which ETSAB thought they could do and the TIC members were good with that explanation. TIC accepted what was presented and was very positive to receive it.
- *B. Robertson asked is there any chance that ETSAB will be a part of the recruitment assessment this year?* Yes, J. Hayes did ask for this but ETSAB was on a time specific item and because the items before ran over time TIC short-listed the candidates based on ETSAB's guidelines without J. Hayes in attendance. J. Hayes was welcome to stay but did not have the time to stay and wait, since TIC was meeting much of the day. TIC had sixteen applicants to replace vacant positions next year. and the TIC members were going to short-list to eight candidates. TIC knows we have four vacancies. J. Hayes asked when TIC goes forward with that short-listing to prioritize the next person because ETSAB may have a fifth vacancy. TIC has agreed to do this as well. Essentially TIC will select four applicants based on ETSAB's shopping list and prioritize a fifth in case ETSAB is missing a fifth member going into 2013. TIC asked J. Hayes to prioritize the list of items on ETSAB's member criteria shopping list. J. Hayes emphasized that ETSAB's demographic needs were somewhat more pressing than their skilled needs.
- *D.* Nowicki stated with respect to the question on the Bylaw when Council made the four motions in response to the approval there was one motion where the City Clerk will come back with a report in the first three months of 2013 with suggestions around the committee structure. D. Nowicki will touch base with the City Clerk on this to find out what is actually happening with this motion.

7. **BUDGET SUB-COMMITTEE FORMATION (J. HAYES)**

- *Highlights*:.
  - A chair is required for the Budget Subcommittee.
  - There is a special Budget meeting scheduled for Thursday, November 8, 2012 with C. Stolte and ETSAB members confirmed attendance is: J. Vandenbeld, J. Reay, B. Marcotte, J. Hayes, L. Landry, B. Robertson and S. Litwinowich.
  - This will give the members an opportunity to hear a presentation from ETS about the proposed budget, and to ask questions of administration to help when we make a comment at the November 26th Public Hearing on the 2013 Budget.

9. ETSAB'S PRIORITY PROJECTS FOR 2012

- *Marketing Standing Committee (J. Vandenbeld)*
  1) J. Vandenbeld received a letter on October 10 from ETS Administration, Business Development Section. The Marketing Group went on a tour of the

Airport and had some suggestions on ways that signage in particular could be improved. The response was quite favourable on the first question about directional signage at the Airport being somewhat inconsistent. The comment from Administration was there are some challenges with signage relating to how it is set up and some of the expansions are not conducive to signage but Administration is working on this and in phases progressively have improved.

2) The smoking area as we noted in our past report - riders disembark from the airport bus into a smoking area. N. Walters noted that this is not preferable from ETS's stand point but there are challenges on the airport side to where to place smokers. They are working to relocate the smokers to where people are not catching buses. D. Nowicki added that the bus stop is in a signed no smoking area, and this is an enforcement matter.

3) Our third point was that it would be valuable to have additional signage at other doors and at ground transportation to direct people to door 8 where the airport bus is and in particular the bus stop when you exit door 8. N. Walters agreed to install better signage to direct passengers to the bus stop.

4) The fourth point this group recommended is that the 747 bus stop be added to the ground transportation map and N. Walters confirmed that this will be done in the future.

5) It appears the signage is going to be improved at the airport as a result of this group's involvement.

- *Questions and Comments:*
  - *B. Marcotte commented that he took the airport bus to/from the airport and boarded the bus at 6:00 am. Wayfinding signage at Century Park still leaves a lot to be desired. B. Marcotte directed people to where the bus was located. The buses operated on time with about twelve passengers and half were workers and half airport passengers. Coming back on the 10:30 am bus there were fifteen passengers. B. Marcotte got a sense that ridership was growing and was very happy at what he has seen so far. B. Marcotte suggested a recorded message on the bus particularly for passengers arriving at the International Airport who board the bus; there is really nothing to confirm to passengers where the bus would take you. This would be beneficial to have this recording as part of the transit to the airport experience.* J. Vandenbeld agreed with B. Marcotte about the signage at Century Park and that there is room for improvement to direct passengers from the station itself to the 747 Bus stop. This is something this group commented on but did not receive any feedback on the Century Park signage. With regards to the recorded message suggestion, G. Smith made this point and it did make this group's recommendations but N. Walters did not respond to this recommendation.
  - *L. Landry said this group was making good progress on this project.*
  - *S. Litwinowich stated ETSAB did a great job with this pilot and putting an aircraft image on this signage is a great visual effect.*
  - *J. Hayes commented that this was excellent work done by the Marketing Sub-Committee on this project.*

- *Transit Planning Committee (C. Dulaba)*

- C. Dulaba drafted a letter to TIC requesting if it was possible for the Transportation and Infrastructure Committee to give ETSAB some information on the CRB Transit Study. This letter was signed and will be sent off to TIC tomorrow. C. Dulaba suggested this is a key study and it is important to get as much information as is possible to be able move forward on this project.

- *Low Income Transit Pass (J. Vandenbeld)*
  - This group met and is working on a report to bring to the main board likely in December or early in the New Year. J. Vandenbeld apologized that this report was due a few months ago with the intention of including the report in the 2013 budget. However, J. Vandenbeld thought this report would work better in the 2014 budget year because the City of Edmonton is developing "The Way We Finance" to address the subsidies as well as a new fare policy review in 2013. Members that attended this meeting were J. Vandenbeld, B. Robertson and J. Hayes.

10. INFORMATION SECTION (V. HOY)

- *ATU Local 569 Report(S. Litwinowich)*
  - S. Litwinowich commented about waiting for the elderly to board within three metres of the bus. S. Litwinowich would like to believe this would not happen because firstly all operators must be covenant of their surroundings because this is part of the safety training they take. Secondly, leaving someone in a boarding area is completely unacceptable.
  - ATU Local 569 is not supportive of the P3 project because there is a reduction in improving service that we have been providing the City for over one hundred years. Reduction in proven service that is currently delivered would result in a reduction in service collectively. The service the operators have provided over the last 101 years S. Litwinowich thinks has been proven to the citizens of Edmonton. Bringing in a P3 project, S. Litwinowich warns to be cautious of who you partner with, because you could see a drastic change in service delivery. S. Litwinowich has some questions regarding a seamless transition from the public to a private system. Do I have to pay more; do I have to pay when I transfer? When a private contractor is really not making his money does his subsidy rise accordingly? For instance, everyone who boards a bus right now is subsidized to the tune of $5.00, so realistically it is an $8.00 fare. The private contractor will receive his $5.00 or her subsidy as well. When they start screaming about losing money, will more money be floated to them under the table, by that fund you never hear of in the form of a thumb tax? Safety issues on the platform? If there is an assault on the platform, who will attend? Will it be a transit peace officer that we currently have? S. Litwinowich says no. Is there a possibility to even playing fields when it comes time to bid by stating in the RFP that Civic Unions will be the people servicing that transit system?
  - The Bid Web is an electronic system that was put in place by ETS to enable operators to choose a shift from their home computer. The City purchased this technology a few years ago and Calgary is waiting to see if Edmonton's trial fails. Thank goodness they have the choice of using a paper choice as

well. S. Litwinowich wonders if ETSAB members have had a chance to see what a signup looks like. If you put all of the signups together from one division to the next it would probably cover the entire perimeter of this room. So when you are looking at a shift from a computer you almost need eyes like a bug to see when your shift starts and when it ends, and looking them up is very difficult. What the flaw in this Bid Web is they never really came to the dispatchers to ask them what they required on the system so they could assist the operators. And they never asked the operators what they wanted to look at when the time came for them to choose a shift. Now it is going to be $1500.00 per day to change the system.

- *Questions/Comments:*
  - (BR) *The $5.00 subsidy per passenger – is that just operating or operating and capital?* It is operating. *(JH) Cost recovery?* Increased from between 38 and 45 per cent. $3.00 fare becomes $7.50 or about $8.00.
  - (BM) *Bid Web for the operators are they required to do it by computer now and are they getting operators their own laptops?* Currently the operators have the opportunity to use both systems starting today. Following that not likely to have both in place. In each division four computers have been installed for this use and there is a dispatcher to help the operators with the Bid Web signup. S. Litwinowich has asked that a paper copy be kept in one division since there are many people not comfortable using the computer. Employees have been offered training on the Bid Web program.

- *December Meeting (J. Hayes)*
  - J. Vandenbeld suggested ETSAB have a short December meeting followed by a Social with invited guests.
  - Monday, December 10th, 2012 was the chosen date for the meeting and social.

11. TOPIC(S) OF THE NIGHT

- Send a thank you note to the current TIC members to thank them for approving ETSAB's 2013 work plan.

MOVED:	by B. Robertson/J. Vandenbeld to adjourn the October 29, 2012 ETSAB Meeting at 7:57 p.m. **CARRIED**	Motion Approved

Next meeting: Monday, November 26, 2012 in the Heritage Room of City Hall