Meeting Minutes "FINAL"

Monday, May 30, 2016
5:30PM –8:00PM
Heritage Room, City Hall
Meeting No. 16.05
Prepared by Christy McKenzie

Edmonton Transit System Advisory Board

Members Present:
Izak Roux (Chair), Vlad Slavov (Vice-Chair), Amy Mannix, Sean Lee, Mariah Samji, Kristina Peter , Bob Macklon, Syed Zaidi, Charles Kelly, Brian Curry, J. Philip Reid

Regrets:
Steve Bradshaw (President, ATU 569), Shaminder Parmar

Guests:
Chris Jordan, City of Calgary Transit, Manager of Strategic Planning

ETS & City Staff:
Councillor Andrew Knack
Justin Townell, ETS Staff Liaison
Christy McKenzie, ETSAB Recording Secretary
Dave McReynolds, Director of ETS Research, Revenue and Expenditure Control
Marc Lachance, ETS Strategic Advisor
Ken Koropeski, Director of ETS Special Projects

Materials & Attachments:
- Meeting Agenda
- Draft Minutes from April 25th, 2016
- ETS Branch Highlights Report
- DRAFT Final Public Art Report to TC
- Handouts of park & ride maps and summary of report to TC on Park & Ride recommendations
- Handout with tour outline and suggested sites for ETSAB tour of ETS facilities in July

1. CALL TO ORDER

Call to order at 5:30PM

2. AGENDA REVIEW — DECISION

MOVED: *by B. Macklon & seconded by M. Samji to approve the May 30th, 2016 agenda*
CARRIED

3. APPROVAL OF PREVIOUS MEETING MINUTES — DECISION

MOVED: *by V. Slavov & seconded by K. Peter to approve the April 25th, 2016 minutes*
CARRIED

4. PRESENTATIONS — INFORMATION

City of Calgary Bus Rapid Transit — **C. Jordan**

- History of BRT in Calgary with Council direction
  - Five BRT routes were added throughout the City of Calgary between 2004 and 2012.
  - The routes include custom "red" branding with larger waiting areas than regular bus stops, and are high frequency limited stops 800 metres apart. There are a few traffic lanes

designated as “transit only” lanes, and queue jumps for these buses is also in place.

- Defining characteristics of BRT were identified as:
  - Frequency
  - Span of service
  - Speed and directness
  - Service reliability
  - Increased Capacity
- A BRT Network Plan for Calgary was completed in 2010, with expansion of the plan in 2011 for the long-term. In 2012, the RouteAhead Strategic Plan was developed, spanning the next 60 years in two parts.
- Route 566 is a shuttle service provided by Calgary Transit for Canada Day as of 2015, and transitway segments were also highlighted. Priority parallels LRT on these underpasses, currently at 14 Street and 90 Ave, and similar to Winnipeg’s Transitway.

- What’s Next – customer experience, infrastructure, funding
  - Approved Capital Projects with some Green Trip funding include 70 kms of planned BRT routes at $3 Million per kilometre. Canada-wide cost comparison ranges from $3M to $20M per kilometre (Gatineau RapiBus).
  - Construction timelines are now being planned, and these additions are expected to accommodate 30,000 additional weekday passengers at 1/5th the cost of LRT. The routes will be designed to follow future LRT routes, with stations at future LRT station sites. Two park and ride lots with 500 stalls each are included in the scope.
  - Public engagement began with distribution of BRT route Rider’s Guide to 50,000 households along the routes available in 2009. In 2012 – 2016, initiative similar to our Transit Strategy initiative was rolled out to 4000 customers, in a format similar to annual customer satisfaction surveys.
- Considerations for Edmonton
  - Members were encouraged to visit the website (www.calgarytransit.com/plans-projects/bus-rapid-transit-brt) for additional information.
- Q&A followed, with questions from the members around operational costs and customer engagement results, and current ticket system addressed.
  - Operating costs were assessed to be at approximately $50/hour higher than operating costs required already for roadways with mixed traffic, compared with $350-$400/hour for LRT, noting that LRT does have higher capacity, but requires monitoring of land use changes over time to support the investment.
  - Regarding current ticket system, it was noted that there are currently no specifications for smart fare solutions, and only the airport has a TVM (ticket vending machine) specific to BRT to date.
  - Chris forwarded three charts for distribution to members to address the question about “what we heard from customers when we did our strategic plan”:
    - Exhibit showing the number of comments received during RouteAhead engagement in 2012
    - Alignment with 2012 customer service requests (i.e. 3-1-1 calls)
    - 2014 customer satisfaction survey “importance of X” results

ETS 2015 Electric Bus Feasibility Study Report Update	**M. Lachance & K. Koropeski**

On June 22nd, 2016 ETS will present to the Transportation Committee of Council report CR_1984 (Electrical Bus Pilot – Short-Term and Long-Term Implementation Strategy) with results of the testing and analysis carried out during the winter of 2015-16. Some highlights of the assessment included in the report are:

- Operational feasibility of electric buses in Edmonton’s winter conditions (winter field test findings):
  - Outdoor temperature has little impact on energy consumption or range.
  - No significant difference in energy use in dry conditions vs. snow conditions.
  - Interior temperatures on e-buses comparable with diesel buses.
  - Lower interior noise when idling on e-buses. Comparable noise levels with diesel buses when accelerating.
  - Acceptable performance on Edmonton’s hills and routes.
  - Maximum range per model: trickle charged buses can operate for 220 km, and en-route charged buses can operate a full day of service when charged en-route (may require

schedule adjustments or accommodations).
    - No anticipated performance issues for Edmonton's climate/routes.
- Customer and Staff perceptions:
    - 2,825 questionnaires were collected from ETS customers. 78% of respondents indicated they would "*like ETS to purchase electric buses*".
    - ETS bus operators - Generally felt that electric buses are ready to be placed in service, and mechanics feel that a two year trial would provide a better understanding of performance of the electric buses.
- Environmental impacts:
    - Current emission reduction: 38-44% less CO_2
    - Emission reduction by 2034: 72-74% less CO_2
- Financial impacts:
    - Comparison of 20-year life cycle costs for diesel bus and e-buses (trickle charge and en-route charge)
    - 40 buses operating from the new Northeast Transit Garage
    - Considered incremental cost of e-buses purchases, facility and infrastructure upgrades, mid-life refurbishment costs and on-going fuel/power & maintenance cost
- Recommendation: Prepare a capital profile for the incremental costs to purchase five electric buses to build internal stats and familiarity (for consideration for approval in the fall 2016)

Q&A

- Discussion around the vendor/model selection for the five buses recommended for purchase. It was noted that this may be dependent on successful bidder when the RFP is posted. Member recommendation was to make the RFP for two or three of each type for further testing, instead of committing to one at this stage. St. Albert's purchase is already underway for 35 foot trickle charge buses.
- Discussion around the health impact of the buses. Presenters acknowledged there may be some impact, but confirmed that this was not in the scope of the study.
- The noise output was within the 10 decibel range at idle and the same as diesel on acceleration, and it was noted that the details of the report include this level of information and will be public when posted to the TC agenda on the web. The report is over 100 pages in length.
- It was confirmed that further research regarding the long-term strategy and related infrastructure costs will be required.

ETS Park & Ride Report Update	**D. McReynolds**

- Handouts of park & ride maps and summary of report to TC on Park & Ride recommendations were distributed to the members for reference, for all four affected LRT station lots, indicating the location and number of identified stalls selected to be designated as paid parking stalls and hourly paid parking stalls. The <u>additional</u> revenue from the paid parking increase as recommended is forecasted to be around $932,220 total for all lots combined.
- The report will go to the Transportation Committee of Council on July 6th, 2016, with the planned implementation date tentatively set for September 1st, 2016. The related policy has already been amended from 18% to "based on demand", since ETSAB's report to TC.
- The main recommendations for consideration included in the report to TC are:
    - Increase parking fee from $40 to $50 monthly (25% increase), and monitor response with additional incremental adjustments based on market demand.
    - Increase paid stalls to half of total available stalls at each lot
    - Make no changes, until there are better options (i.e. larger park & ride facilities)
    - Make all stalls paid parking stalls
    - Make all stalls free – "affordable and accessible for everyone"
- Q&A
    - How was the value determined?
      Many variables were considered, including a customer survey with 4000 respondents.
    - What are the parking lot maintenance costs, and were they calculated in to the forecasted revenue?
      Same as current. Yes, they were taken into consideration.
    - Who will manage the paid parking? Was parking management performed by the City considered?

Impark will manage it using the new ticket vending machines, not meters.

- Will there be automatic (inflationary) cost adjustments?
  The recent policy amendments allow for this as a consideration.
- What was Council's (Transportation Committee) recommendation? (clarification on direction/scope)
  Motion from minutes was referenced (read aloud).
- Will different policy approaches be considered, e.g. Service-based model (likely meant demand-based); a looser policy to provide more flexibility (this is what City Council recently approved)?
  Yes, all options will be presented for consideration.
- Due to limited time, additional questions were invited to be sent following the meeting.

5. REQUEST FOR APPROVAL	DECISION
Public Art – DRAFT Final Report	**M. Samji**

- The recommendations of the report were summarized, and concerns over the length of the report were discussed.

MOVED: *by M. Samji, and seconded by S. Lee to approve the ETSAB Public Art Report to Transportation Committee, conditional upon minimal additional changes after feedback from A. Mannix within 15 days from today.*

CARRIED

6. UPDATES	INFORMATION
Transit Innovation	**V. Slavov**

- The May meeting was cancelled due to three other meetings going on in the same week.
- Vlad will send out invite to members for a meeting on the second Monday of June.

User Experience	**S. Lee**

- The sub-committee now has seven members signed up, and are in process of finalizing the terms of reference for approval at the June board meeting.

Heated Shelters	**S. Parmar**

- Shaminder sent his regrets to this meeting by email to the members, and included as an update that the invitation for the June meeting will be sent out tonight.
- A reminder was included for members to sign up for a task as uploaded to the google drive folder, if they haven't done yet done so.

7. NEW BUSINESS	INFORMATION
Welcome new members to the Board	**I. Roux**

- The Board officially welcomed the three new members (Charles Kelly, Brian Curry, J. Philip Reid), as this May meeting is the official commencement of the 2016-17 term of service.

Work Plan feedback from Transportation Committee	**I. Roux**

- Izak confirmed for the board that the Work Plan submitted and presented to TC in April is to go ahead without changes, and summarized the discussion with TC around BRT and Automated Vehicles.

ETS Facility Tour Update in place of July meeting	**I. Roux**

- The outline for a chartered tour of ETS terminals and stations were provided for members which includes representation from ETS Safety & Security, and ETS Engineering & Maintenance.
- Suggested sites were provided by Engineering for selection by the Board. The Chair will connect with the Engineering contact and ETS Staff Liaison to confirm the preferred route plan.

CUTA Spring Conference feedback	**S. Lee**

- Sean presented some highlights of the conference of interest to the Board from the spring conference in Nova Scotia. Some links and notes will be distributed for further information.
    - Case studies in Montreal and Waterloo on BRT (trends and priority measures)
    - Case study of Japan Rail (Customer Experience went from low priority to main priority in 10 years, with positive results)
    - Diversity and Inclusion session (industry is still dominated by older males)
    - Automated Vehicles session (significant development expected within the next decade, with main hindrance to progress identified as policy and political reactions)

8. TRANSIT BRANCH MONTHLY HIGHLIGHTS REPORT	**INFORMATION**
	J. Townell

- Presentation of the Transit Branch Monthly Highlights Report
- Question and Answer period followed:
    - Requested whether any major changes are being implemented as a result of responses to Smart Fare RFC. Ken confirmed that no significant changes are called for, only clarifications and comments from interested vendors. It will be important to have a clearly defined RFP.
    - Requested further information regarding Justin's invitation to participate in the Celebrate Transit Event and Roadeo Competition which will take place at Centennial Garage this coming weekend.

9. INFORMATION SECTION	**INFORMATION**
ATU Update	**S. Bradshaw**

- Steve sent his regrets. The Board looks forward to his presentation at the June meeting on bus operator expectations for support to accessibility for riders with limited mobility, in addition to updates.

DATS Advisory Board Update	**B. Macklon**

- The DATS Advisory Group recently invited members to test a new Automatic Wheelchair Securement Station offered by Quantum for securing chairs inside transport vehicles. He related some of the benefits and challenges of the system.
    - The technology allows passengers to secure themselves, so drivers remain seated.
    - It is rear-facing and includes head and neck protection.
    - Drivers have the option to manage the system from their dashboard if passengers require assistance with the controls.
    - The automatic securement takes 25 seconds or less once wheelchair is aligned in the station, and activated by the passenger or the driver.

10. TOPIC OF THE NIGHT	**DECISION**
	V. Slavov

- Calgary BRT presentation
- New members welcome

- Update from ETS on Park & Ride

11. MOTION TO ADJOURN **DECISION**

MOVED: *by M. Samji & seconded by B. Macklon to adjourn the meeting*

CARRIED

12. MOTION TO APPROVE MINUTES OF PREVIOUS MEETING **DECISION**

MOVED: *by M. Samji & seconded by V. Slavov on June 27th, 2016 to approve these May 30th, 2016 minutes*

CARRIED

Next Meeting Information:

Date: Monday, June 27, 2016
Time: 5: 30PM – 8:00PM
Location: Heritage Room, City Hall