

**EDMONTON TRANSIT SYSTEM ADVISORY BOARD**  
**MEETING #2, FEBUARY 25, 2013**  
**HERITAGE ROOM, CITY HALL**

**PRESENT:** John Vandenberg, Anand Pye, Christopher Dulaba, Bruce Robertson, Cristina L. Stasia, Amy Mannix, Shannah Sutherland, Vaughan Hoy, John Hayes, Leanne Landry, Gordon Smith, Stu Litwinowich (ATU Local 569)

**ABSENT:** Izak Roux

**ETS AND CITY STAFF:** Marilyn Hussey (Community Strategies and Development), Dennis Nowicki (Director of Community Relations), Vicki Luxton (Recording Secretary)

**1. CALL TO ORDER**

- C. Dulaba called the meeting to order at 5:30 pm.

**2. CIVIC PRECINCT MASTER PLAN PRESENTATION (M. HUSSEY)**

- **Highlights:**
  - Downtown Edmonton is experiencing a one-in-a-generation transformation:
    - 1) Jasper Avenue Renewal
    - 2) Art Gallery of Alberta
    - 3) Royal Alberta Museum
    - 4) Stanley A. Milner Library
    - 5) The Quarters Downtown
    - 6) Winspear Centre
    - 7) Citadel Theatre
    - 8) New surface LRT stops at Churchill Station (Southeast to West LRT line)
    - 9) Permanent closure of 102A Ave between 99 Street & 100 Street
    - 10) Proposed Downtown Arena
    - 11) Proposed Performing Arts Centre
  - The Civic Precinct Master Plan is the concept plan for the space around Churchill Square and the plan is based on a 20-30 year implementation plan. This area will change over time as opportunities permit.
  - Corporate Leadership Team and a committee of Council approved the project Terms of Reference and RFP in 2011, and the timing for this work is under evaluation as we go forward.
  - We started out with information gathering from our Stakeholder Presentations, the Open House on February 26, 2013, and on April 16<sup>th</sup> at Community Services Committee where delegations will be heard followed by the report at City Council on April 24, 2013.
  - When we first started our consultation exercise we heard that the space was great for festivals but there was a need and desire for daily activity. In the last few years we have done much more programming in this space with Edmonton Arts Council, our partner.
  - We heard on non-festival days this space can be a pretty barren, while the

movable furniture and casual programming has been very positive. Opportunities for signage and way finding were evident. There were suggestions that security was of a major negative influence and the uses of the space were elements that need work.

- We turned to our Consulting Team for their advice. The design process that was suggested by the consultants was called 'Turning Design Upside Down' so it starts with the process which places people and activity engagement first.
- The six Master Plan Principles which were crafted to support this work were:

1) **Amplify Civic Identity**

- ❖ **Develop a 'Cultural Carpet'** - A visual identity that defines this space as a unique and engaging area with attributes that can only be found here. For example, a unique and unifying ground plane, surface texture that is the same, signage, way finding as well as urban furnishings, lighting elements, and organized and integrated art features.
- ❖ **A New Ceremonial Spine** – Connects the cultural institutions on 99 Street to each other and to the Civic Precinct. From the Royal Alberta Museum to the River Valley, this pedestrian priority area can also be used for Edmonton festivals. This creates a pedestrian priority zone and a ceremonial spine, and so if you have events that require this space it would help to showcase this space. It would be available for summer and winter urban markets, festivals, etc.
- ❖ **East to West Connection** – Pivotal would be our surface LRT which will help create visible, attractive connections to Edmonton's arts, financial, civic, entertainment, residential and shopping districts.

2) **Balance Everyday Activity and Programming**

- ❖ **Proposed Event Spillover Areas** – Looking at a festival area that would be expanded by 25% with the 99 Street pedestrian priority zone. As festival areas become more organized and part of the public realm, you still have areas that would allow everyday activities.

3) **Create Unique Zones Within the Precinct**

- ❖ **Unique Zones within the Precinct** – Identify particular activities and differentiated areas that are social in nature and more intimate. Right now the Square is a blank space, a little bit stark. What has been suggested is that these would be more creative, intimate and defined as smaller, unique areas which will add to the welcoming feel of the area.

4) **Develop Everyday Activity and Programs**

- ❖ **Everyday Activities** – The Churchill LRT transfer point with the addition of the new at surface Southeast to West LRT line becomes a hub of activity, providing opportunities for casual and spontaneous programming.

5) **Evolve a Green City Centre and Connect to the River Valley**

- ❖ **A Green Precinct** – To reintroduce the green element in this space that was taken out in 2004, the plan proposes to add a tree canopy to provide shelter and create a comfortable micro-climate. Sustainable materials will be used in the area.

6) **Foster the Year-Round Pedestrian Experience**

- ❖ **All-Season Use** – To create this as a multi-use place, something that is not absolutely confined to a festival space in the summer time, but provides the daily come and go that people are using for access to the

LRT and for their access to amenities that are east and west of this space.

- The Plan:
  - We received positive feedback and the six principles were supported; and we heard that food was a priority among stakeholders.
  - Valuing the view was very important with feedback cautioning about too many trees in front of the City Hall Pool.
  - The Municipality is seeking partners to help manage this space in a unique fashion and look at pulling in some of the stakeholders that are in this space, use it and benefit from it, but do not have a say on how the municipality administers and programs it.
- Governance – Proposed Advisory Board:
  - Role – Broad group of stakeholders to advise and oversee strategic planning, programming, communications, review operations and capital budgets, and revenue opportunities.
  - We are looking for members to assist with this oversight and it would be much the same as ETSAB is formulated and would include more of the stakeholders around this specific geographical area.
  - Any suggestions or feedback that would help the team?
- Questions/Comments:
  - (LL) *What road closures are you proposing?* 102A Avenue is a parcel of land separating City Hall from Churchill Square and the first part of 99 Street between 102A and 102 Avenue that is the area in front of Winspear and Chancery Hall. There would still be parking in front of the Winspear as this space is needed out front e.g. disabled parking. It would be like a Rice Howard Way kind of arrangement where you have vehicle access and a bit of parking but pedestrians have priority over this space.
  - (AM) *What will happen to the bus service east/west on 102 Avenue?* There will continue to be east bound service on 102 Avenue but with the surface LRT much of the local service will be amended/changed/revised. The area in front of the Library may change quite dramatically because of the re-skinning project that is underway.
  - (AP) *Urban landscaping?* What has come back from the architect is tree planting but much of it is also native ground covers. *What is the scope of the Way finding?* This is another element that will require another level of detail, street furniture, way finding elements, and the placement of public art. Those are subsets which need a specific focus. What we are hoping to do is find what the surface level ground plan looks like, as the LRT is going to set the first use of this.
  - (JH) *I saw trees being put back in and were taken out about ten years ago in the last redevelopment because trees were ugly most of the year when they do not have leaves and provided spaces for people to sleep and now they are being put back in. This is at least the fourth or fifth redevelopment in my life time; this seems in many ways the same thing again. There are a number of surrounding buildings that are mirroring the end of their lives and the first redevelopment was when the Court House was torn down and the Centre was built. I think probably most people in the City would wish the old Court House was back there, because it was a beautiful three storey. I am wondering if you have looked at the some of the surrounding buildings. A couple of buildings in the plan specifically the Library may not be there in thirty years. The Library seems*

*to be dated at best. The biggest problem I see with that is the Centennial Square, the park behind the Library. For thirty years it has been a waste land. Even Downtown dwellers do not go there. It is an empty spot and I remember they tried to make it into a discussion point, speakers' corner. If you change the directional focus of the Library, are you talking about putting an entrance on both sides? The project that is going forward for the Stanley Milner is labeled re-skinning. They are hoping to get a south entrance but may end up with two corner entrances. My worry if you go with a south entrance away from the north entrance is what you have done is just switch the blind side of the Library to the other side. Part of it too has to do with the LRT and they do not want people jaywalking, and they are directing that pedestrian traffic to the corners. If there is a south entrance to the Library it does have lots of sunshine in the winter and the repurposing of that building, you are right it is dated and Chancery Hall is the same. Is the context of the surrounding buildings and the internal buildings being considered seriously before this goes ahead or are we just going to build this and some developer will come in again and make a change? Interesting question. During the process of this planning effort we have heard from the Winspear with a project under way. The Citadel has a project underway, as well as the Library and an Administration Building for the City to house their employees is underway. Oxford is also interested in doing something and the Province has stepped up with the Museum. One of the things we asked the consultant to look at was the Library space and give us an idea of the sun/shadow effect if the profile of that building went up. No surprise, if the building goes up it will really have an influence on the shadow that is created across the Churchill Square area. Did you talk to them about shifting the Library south to right up against the Westin? No. You would need to redesign the parking to shift the Library which would be difficult. If a Civic Administration Building were to be erected on that site it would have a profound effect on the square.*

- *(JV) 102 Avenue, are you proposing that that goes to two lanes? Once the LRT goes into place I believe it will be one lane. There would be a forced right turn so that the Library loading dock would have access and one east bound through lane. That amplifies my concern. That would affect one of the major Downtown Bus stops in front of the Library, and that would require very significant change for ETS routing and timing. Where are the buses going and will they have room to stop because that is a pretty congested area as it is. With the introduction of the LRT you are going to see a dramatic change there. The surface LRT will take much of the bus traffic. I am not sure what the service would look like in front of the Library. I question that because there is an LRT there now about one and one-half block away and there is still a lot of bus traffic there. I think most of the people who access transit is bus traffic and I do not think that bus commuters are given the weight they deserve. Thank you, I appreciate your comments.*
- *(GS) You can change the profile of the building but at the present the Library has become a daytime hostel for undesirables and is very unattractive both inside and outside along 102 Avenue. Constant calls for Police Officers or ambulance. It is not a friendly atmosphere in the front of the Library. Especially in inclement weather people house themselves inside the Library all day. Another comment is the majority of the year the leaves are on the trees*

*which is fine but during the winter they are ugly. Is there any thought going into artificial transparent canopies over top of the sidewalks?* One of the elements that we have been asked about is the arbor on 99 Street, once the change happens on 99 Street to re-orientate that east/west and reuse them with heaters under them. As well, at Kids in the Hall and use those as a North/South walk way. So it is not exactly an element at this level but it has been discussed. *The streets just one block away are deteriorating quite rapidly. In fact on 101 Street west of Jasper Avenue they have notified the people that a major high rise is being constructed in that area.* Part of the discussion that this plan is based is how you improve those connections. How do you make the pedestrian areas as comfortable as possible?

- (CS) *Will the trees be lit?* Hopefully, but the decision has already been made not to light the trees on 100 Street. The objective is to make sure that there is landscaping lighting. *Has there been any discussion on electric carts to shuttle people around the area?* Do you have a reference? *Swoop.miami.com*
- (BR) *I used to work Downtown when Churchill Square was grass and you could sit on it in the summer time. Are there any plans to put any residential spaces directly onto the Square?* Would be a great way to increase security. Possibly with the new project for the Citadel and new project with the Winspear. *The Budget?* Through the Capital Revitalization Levy (CRL) there would be \$50 million attributed to this project over the next twenty years. This has not been approved by Council as yet but might be advanced in the next six weeks. The CRL applies to a certain boundary around the Downtown.

*(JH) There are not a lot of food places. What are you doing to meet that request?* One of the discussions from this work is to create a requirement for that first street level to actually accommodate food service convenience. The other element is to do food trucks, one day of the week event, with a rotating schedule so the local businesses do not feel they are being punished. Oxford was talking also about reintroducing an organic food retail opportunity in this area. *A suggestion such as the Citadel and Winspear are wastelands during the day and City administration buildings are wastelands at night. If you could multi-purpose those buildings where downtown workers can use those facilities as food locations and vice versa with the office buildings in the evening.* There is very little in this area to offer to students and even with Oxford, as there are fifty thousand students in the Downtown. Need to wake up and smell the opportunities for this area.

- C. Dulaba returned the Chair duties to V. Hoy.
- V. Hoy congratulated G. Smith for receiving the Queen's Silver Jubilee Medal for his Community Service.

### **3. AGENDA REVIEW**

- The following items were added to the agenda:
  - Add under Information Section:
    - 1) Outcome from the Public Transit Review Committee Meeting.
    - 2) Communication from V. Gunderson on the survey of Advisory Boards and changing dates of member appointments.

MOVED: by C. Dulaba/B. Robertson to approve the amended agenda.

**CARRIED**

Amended  
Agenda

#### **4. REVIEW OF JANUARY 28, 2013 MEETING MINUTES**

- The following changes/revisions were made to the minutes:
  - On Page 9, under Item # 6, typographical error of S. Sutherland's name.
  - Numbering of items is not consistent starting with Page 9.
  - On Page 3 of 12, change the wording under S. Litwinowich's comment – "to what I want to do on the Board" to "what the Board has been doing".

Amended  
Minutes  
Approved

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MOVED: A. Pye/J. Hayes to approve the amended January 28, 2013 minutes.

**CARRIED**

#### **5. ETSAB 2012 ANNUAL REPORT**

- The Board members went over the draft Annual Report and attachments.

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MOVED: by J. Vandenberg/L. Landry to approve ETSAB 2012 Annual Report.

**CARRIED**

Motion  
Approved

#### **6. ETSAB PRIORITY PROJECTS FOR 2013**

- **Marketing Standing Sub-Committee (J. Vandenberg):**

- J. Vandenberg prepared the Terms of Reference which were handed out in draft form to all members. J. Vandenberg will be leading this Sub-Committee for the first term of 2013 with C. Stasia taking over as Chair in the second term of 2013. This is a Standing Sub-Committee who meets when there is an item to be discussed. The other aspect of the Sub-Committee is to represent ETSAB at external events, as well to serve as a sounding board for Administration on marketing projects and initiatives. This has involved Ride Guides, ETS web site, trip planner and other items of this nature.
- Four projects: 1) 747 Airport Service; 2) Work with other ETSAB committees to beef up ETSAB's online presence; 3) This group will overlap with the Fare Structure Sub-Committee with regards to marketing; 4) Research and comments into smart buses and smart card initiatives.
- Key contact is P. Waismann of Business Development.

- **Transit Planning Committee (C. Dulaba):**

- This group met on February 13, 2013 to discuss primarily two topics:
  - 1) The Complete Streets draft documents that were released for review.
  - 2) The new Neighbourhood Design Guidelines which were also released for review, including a joint Open House.
- The consensus among our group was The Complete Streets was a more technical document with information as it pertains to street typologies and roadway rights of way, and the technical and engineering elements. In general, it is a very useful document about how the bike lanes are incorporated into the streetscapes and the safety aspect.
- The New Neighbourhood Design Guidelines in our opinion was basically a high level general document. There are no targets or bench marks that were set in the document that New Neighbourhoods should try to aspire to achieve. It provides a lot of great motherhood principles but there is nothing to help implement those principles, such as transit accessibility, and in my opinion nothing different than

what we see today in terms of general philosophies in designing a new neighbourhood. C. Dulaba thinks it falls short in terms of how it relates to ensuring transit is incorporated in new neighbourhoods and the walk ability to bus stops. They talk generally about incorporating land uses around transit centres but there is nothing specific about the walking distances, how far should certain neighbourhood cells be located to bus stops, higher level transit centres or LRT stations. In general, it is a high level document with some great principles, but with no teeth to it to help implement it. For someone who is in the industry there is nothing that will assist the industry to help create new neighbourhoods and design them in a certain way that will achieve some of the principles in The Way documents, for example The Way We Grow and The Way We Move. C. Dulaba was generally disappointed in this document and thinks it would be wise to have a quick meeting with Sustainable Development to see their take on this and why they went this way with the document.

- Questions/comments:

- V. Hoy commented there was a lot of stuff in the document and if I am a planning consultant that has been hired by a developer to go and work in one of these new areas, there is absolutely no objective criterion in there that gives me any kind of metrics in terms of development other than motherhood standards. There were references to Complete Streets document that tie the two together but they were at the end of some general paragraphs. Some of the elements that were in the TOD guidelines that we saw last year, could easily have been extrapolated and brought into the context of the New Neighbourhood Guidelines.
- C. Dulaba thinks ETSAB should provide a comment to get a response back from Administration as to what the next steps are.
- The choices are: we note the discussion in the minutes tonight; or we formulate and draft a comment piece which would need to be reviewed at the next Board meeting. The concern that V. Hoy has was that he did not see any benchmarking that really took this whole discussion to the next thirty years of looking ahead, the evolution of suburban topologies, which were not there.
- J. Vandenberg asked if the document is supposed to have some detail and some specifics and it does not. C. Dulaba and V. Hoy both agreed it should have some evaluation criteria. J. Vandenberg is supportive to making a comment.
- It was decided to have this committee come back to the next Board meeting with a comment as there is time. Another sub-committee meeting will be scheduled and opened up to all members to participate in drafting this comment.

**Park & Ride Committee (G. Smith):**

- G. Smith thanked D. Nowicki for the background information.. G. Smith did get some aerial maps similar to the LRT station at Century Park and other locations. G. Smith's concept where you could have satellite parking on some of the bus routes that feed the LRT. G. Smith contacted C. Stolte, W. Brodhead, and B. Latte and their comments were they had already looked at satellite parking and considered it to be a lesser priority so this concept was abandoned. One of their concerns was it is extremely expensive to provide shuttle service from a satellite parking lot to the LRT. G. Smith had a difficult time convincing them that it was about volume on the routes that the buses would travel. The maps from an aerial standpoint, City property is not identified so would have to go back and find out where the City properties are located. From a pilot project point of view if we

looked at available space that is on the bus routes, we may be able to make this work. However, the City has made a decision to reduce Downtown parking by 20 percent which will put an extra burden on parking in the outlying areas, i.e. Century Park. The reason for this is to provide a transition for people to utilize LRT to a greater extent. Taking that into consideration, the probable construction of a parking facility at Century Park could turn into a parkade as opposed to flat level parking areas. The satellite parking has been shelved from ETS specialists. In the Downtown core there are a number of spots that G. Smith knows about. A parking lot just south of 100 Avenue and 103 Street has already designated for development. There are a couple of spots at 109 Street and 111 Avenue, there is a bus stop and there is a vacant lot on the south side, no houses on the north side but there are as many as twenty cars parked there on any given day. The reason being is there is a bus stop immediately adjacent to that. G. Smith thinks if we could find more spots like this maybe these spots could be developed into satellite parking, as the City is not prepared to go out and buy a lot of property.

- So as a result of G. Smith's findings and the concept of parking in the community on the bus routes it has come to a point where there is not much point in ETSAB pursuing this project. G. Smith suggested this sub-committee be brought to a close.

Questions/Comments:

- J. Hayes stated that good work was done by G. Smith but asked if G. Smith had consulted with the other members of the committee. G. Smith stated that he had not done this. *Did you consult with the other members of the committee?* No. *J. Hayes stated if ETSAB would go back to their success of three years ago when they initially broached the idea of Transit to the Airport, ETSAB were shut down completely. Administration said no chance, zero chance: a) it is out of the city; b) we do not have it on our radar; c) there is no money; d) there are not enough buses; e) we cannot do it. But ETSAB went ahead with it. J. Hayes would recommend that the members not accept this report and that G. Smith discuss this with all members of this sub-committee to decide its fate. The committee was created, so ETSAB ought to refer it back to the committee for a decision.*
- V. Hoy asked if there is a ride share program in Edmonton? Yes there is. V. Hoy agreed with J. Hayes' comments. *This is something ETSAB does not want to give up on. ETSAB broached this a year ago, that the Anthony Henday is not going to go away. Does the City have a plan for consolidated zones and of picking up people at other park and rides and where they are happening and how do these zones tie into some of the new neighborhoods. V. Hoy suggested that G. Smith organize a sub-committee meeting with the committee's members and any other member that wants to attend before the next Board meeting.*
- J. Vandenberg thinks it is important to meet with the group before taking any further action. *Initially the deliverable is a white paper to City Administration by the end of the quarter so especially this being the first year that we have agreed upon a list of projects it would be wise to stick to that deliverable as it is written.*
- J. Hayes stated that one of the reasons for the City's initiative to go to Park & Ride has been defanged is the fact that they grossly underestimated the ridership on the LRT. *And because of that they do not have any more capacity for Park & Ride from Century Park, so maybe one of the things to do is to address rather*



*than throw away the Park & Ride idea. Maybe address something like supportive transit for LRT overload so as to support Park & Ride rather than saying we cannot run any more people on the trains because we built it down the middle of the street. Maybe there is a way of saying okay, the trains are at capacity but we still have a lot of people we would like to move – how else could we move them in that area.*

- **Fare Structure and Payments Sub-Committee (A. Mannix):**

- A. Mannix suggested this Sub-Committee's name be changed to Fare Structure and Payments Sub-Committee.
- A. Mannix had a meeting with J. Davidson on February 1, and went over the Terms of Reference and decided this sub-committee would only look at the Edmonton area fare structure and not the capital region. This committee will have flexible options to look at the payments and fare structures.
- *V. Hoy stated that the part that stuck out for him was item 4 – the principles and that this group keeps it at that high level. The places where we have had our strengths and successes are also having benchmarks to put in here as references. Being a volunteer non-professional board, benchmarking really supports ETSAB a lot.*
- A. Mannix will schedule a meeting for this sub-committee and will email dates to all ETSAB members.

- **Alternate Transit Modality Committee (J. Hayes):**

- The Terms of Reference were circulated in January, 2012. This group will piggyback on the dates for the Fare Structure and Payment Sub-Committee and will follow after their meeting. This way ETSAB does not occupy their calendars with meetings.

**Transit Amenities Sub-Committee (J. Hayes)**

- This sub-committee will meet and make a decision in two month's time for the April, 2013 meeting as to whether a further report is needed.

**7. MANAGER'S REPORT (D. NOWICKI)**

- **Highlights**

- **Customer Service Centre (CSC):**
  - Effective February 19, CSC was relocated to the northwest corner of City Hall. Hours of operation are – 8:00 am to 4:30 pm.
- **LRT Line Names**
  - LRT names were approved by Naming Committee on January 21, 2013.
  - Changes will slowly be introduced with September sign-up likely the key date for printed material and electronic devices.
  - Way finding elements will be in prior to the new Metro line in 2014.
- **April Sign-Up**
  - April sign-up will be effective on April 28<sup>th</sup>.
  - The main elements of the April sign-up are:
    - 1) Seasonal removal of Post Secondary “extra” service, due to the end of the school term.
    - 2) New Detour Routing and Schedules for Routes 2, 109, 111, and 112 due to closure of Stony Plain Road between 124 Street and 142 Street

- for bridge construction.
- 3) Very minor service adjustments to improve operational efficiencies and improve connections.
- 4) New temporary Route introduced: Route 398 Special – a shuttle for Glenora neighbourhood due to closure of Stony Plain Road for construction.
- Transit 101 Classes
  - Introduction to transit sessions are free and offered at different times during the year. You must pre-register.
- Seniors' Transportation Forum
  - ETS is working with AMA to conduct five forums in various sectors of the City.
  - Purpose to highlight the many alternative transportation options.
  - First session at Northgate Lions Centre on April 11<sup>th</sup>.
- Public Hearing NW LRT Concept Plan
  - Scheduled February 27 at the Transportation Committee meeting to present recommended plan – a reminder that if you cannot attend the meeting but want to listen in on the discussion you can either live-stream by connecting from the City's web site or check once the meeting minutes are posted.
- Leading the Way Youth Summit May 10-12, 2013
  - For 18-28 years of age.
  - Hosted by Calgary Transit, and will include delegates from both the Prairie and Territories Chapter of CUTA, and BC.
  - Deadline for applications is March 1, 2013
  - First regional Youth Summit held in Edmonton in 2011.
- ETS Centennial Book
  - New ETSAB members will be given a copy of ETS's Centennial Book.
- Questions/Comments:
- *How did Seniors on the Go and Travel Training work out this past summer?* Seniors on the Go was very well attended and generally overbooked. With the travel training we probably hit 1000 to 1500 people. The training sessions were held at facilities such as the Glenrose Hospital with larger groups of 50-75 and to smaller groups of 12. The caregivers and staff were encouraged to attend and were looked upon as a source of information.
  - ❖ Three positives coming out of travel training are:
    - 1) The community becomes more inclusive;
    - 2) It is cost effective as transit is 1/10 of the cost of DATS; and
    - 3) Pre-booking by users is not required, and this offers more flexibility to users.
- *Stony Plain Road Over Groat Bridge Rehabilitation?* In ETS's proposed presentations in June for the West LRT, ETSAB's questions on the Stony Plain Road bridge and the traffic lanes on 102 Avenue at the library can be addressed. Transportation planners will be in attendance and will be able to answer your questions.

## 8. INFORMATION SECTION (V. HOY)

- ATU Local 569 Report (S. Litwinowich)
  - S. Litwinowich voiced his concern for operators driving with road construction in the City. In some instances the buses travel very close to the barricades especially on 101 Street and Jasper Avenue. The clearance needed for a bus is 9.5 centimeters including mirrors, where the clearance to get through some of these construction zones is 10 centimeters which is a huge challenge for ETS operators with traffic and pedestrians added to the mix. ETS buses slide towards the curb because of the bus's weight. S. Litwinowich plans to be work on this concern in the coming months.
- Lunch with TC Members (V. Hoy)
  - Topics to discuss:
    - 1) Brand new way of structuring ETSAB's committees.
    - 2) Let them know ETSAB will send those deliverables and white paper in a timely manner.
    - 3) Let them know ETSAB members were in favour of the names given to the LRT lines.
- Office of the City Clerk - V. Gunderson's EMAIL
  - V. Gunderson sent V. Hoy an email on Survey of Boards Re: Possible Change to Recruitment Timing and Term dates.
  - V. Gunderson has asked for ETSAB's comments on the change to recruitment timing and the adjustments of terms by Tuesday, March 26, 2013.
  - Bring forward to March 25, 2013 agenda.
- Outcome from the Public Transit Review Committee Meeting
  - The Committee met on February 8; V. Hoy was appreciative of the comments received from ETSAB members prior to the meeting, in particular from A. Mannix and B. Robertson.
  - The meeting was held with the City Manager, General Manager of Transportation Services, and representatives from Financial Services, Corporate Communication, Fleet Services and Community Services.
  - The Transit Review has had a change in focus from that attempting to answer specific questions to one that has a more strategic approach looking at the current and future state of transit in Edmonton, revenue/cut ratio, revenue options, funding sources, expectations of the regional studies on governance and integrated fares, and the overall sustainability of the transit system.
  - A report will go to Council outlining the planned strategic approach. Council's direction will be required in setting principles for further review of transit in Edmonton.
  - External consultants will need to be brought in to assist.

## 9. TOPIC(S) OF THE NIGHT

- Terms of reference from active committees.

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MOVED: by A. Pye/J. Vandenbeld to adjourn the February 25, 2013 ETSAB Meeting at 8:15 pm.

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**CARRIED**

Motion  
Approved

**Next meeting: Monday, March 25, 2013 in the Heritage Room, City Hall**

**MEETING DATES**

~~January 19, 2013~~  
~~January 28, 2013~~  
~~February 25, 2013~~  
March 25, 2013  
April 29, 2013  
May 27, 2013  
June 24, 2013

July 22 (3<sup>rd</sup> Monday), 2013  
August 26, 2013  
September 30, 2013  
October 28, 2013  
November 13 (Wednesday), 2013  
December 16, 2013  
January 18 (Saturday), 2014